F.H.W.A. REGION	STATE	PROJECT No.		1 / 95
5	OHIO	NH-54(31)		

NOTE: ALL REFERENCES TO FEDERAL PROJECT NO. F-54(31) SHALL BE CONSIDERED TO READ AS FEDERAL PROJECT NO. NH-54(31).

SUMMIT COUNTY
SUM-8-0.38A

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
SUM-8-0.38A
CITY OF AKRON
SUMMIT COUNTY

DESIGN DESIGNATION

1991 ADT	= 95,150
2011 ADT	= 133,210
2011 D.V.H.	= 13,210
D.	= 55%
T.	= 5.7%
DESIGN SPEED	= 50 MPH
LEGAL SPEED	= 50 MPH
FUNCTIONAL CLASSIFICATION	= URBAN FREEWAY

DESIGN EXCEPTION	APPROVAL DATE
SHOULDER WIDTH	06-06-91
VERTICAL ALIGNMENT	06-06-91
STOPPING SIGHT DISTANCE	06-06-91
SUPERELEVATION	06-06-91

CONVENTIONAL SIGNS

CENTERLINE
CORPORATION LINE
FENCE LINE
GUARD RAIL (EXISTING)
GUARD RAIL (PROPOSED)
POWER POLES
TELEPHONE PLOES
TREES OR STUMPS (EXISTING)
TREES OR STUMPS (TO BE REMOVED)
EXISTING R/W LINE — R/W
PROPOSED R/W LINE — R/W
PROPERTY LINE — ℄
SANITARY SEWER (EXISTING) — 8" SAN.
SANITARY SEWER (PROPOSED) — 8" SAN.
STORM SEWER (EXISTING) — 16" STM.
STORM SEWER (PROPOSED) — 16" STM.

GAS LINE (EXISTING) — 4" GAS
GAS LINE (PROPOSED) — 4" GAS
WATER LINE (EXISTING) — 6" WM
WATER LINE (PROPOSED) — 6" WM
FIRE HYDRANT (EXISTING)
FIRE HYDRANT (PROPOSED)
GAS VALVE (EXISTING) — G.V. — G.V.
GAS VALVE (PROPOSED) — G.V. — G.V.
MANHOLE (EXISTING) — SAN.MH. — STM.MH
MANHOLE (PROPOSED) — SAN.MH. — STM.MH
INLET OR CATCH BASIN (EXISTING)
INLET OR CATCH BASIN (PROPOSED)
WATER VALVE (EXISTING) — W.V. — W.V.
WATER VALVE (PROPOSED) — W.V. — W.V.

INDEX TO DRAWINGS

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GENERAL NOTES	7,8	TRAFFIC CONTROL PLANS	82-89,89A
MAINTENANCE OF TRAFFIC	9-69	STRUCTURE OVER 20' SPAN	90-95
MAINTENANCE OF TRAFFIC DETAILS	70,71		
GENERAL SUMMARY	72,73		

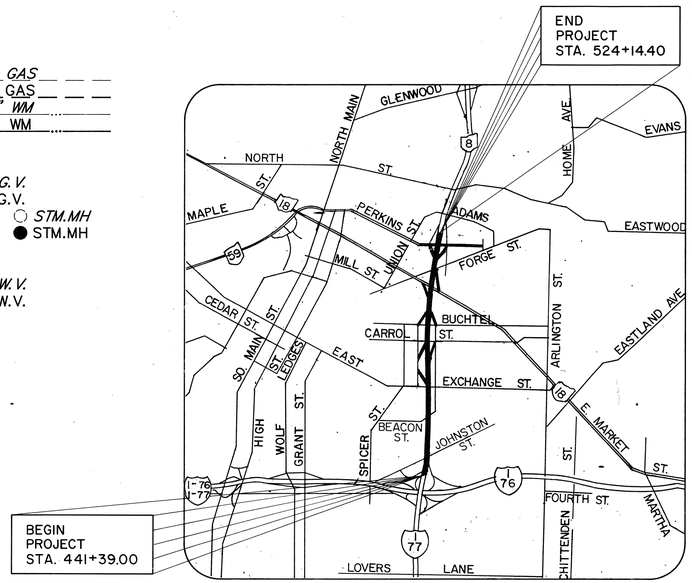
LINE DATA

BEGIN PROJECT	STA. 441+39.00
SUSPEND PROJECT	STA. 455+62.97
RESUME PROJECT	STA. 456+96.03
END PROJECT	STA. 524+14.40
TOTAL LENGTH OF PROJECT	1.542 MILES OR 8142.34 LIN.FT.
ADD FOR WORK	0.007 MILES OR 37.50 LIN.FT.
LENGTH OF WORK	1.549 MILES OR 8179.84 LIN.FT.

PLANS PREPARED AND RECOMMENDED BY:
JDJ&A, INC
CONSULTING ENGINEERS.....ARCHITECTS.....PLANNERS
2162 FRONT ST. CUYAHOGA FALLS, OHIO

STEPHANIE A. JONES P.E. No. 51365 — DATE

PROJECT: SUM-8-0.38A
DATE OF LETTING _____ 19__, CONTRACT No. _____



LOCATION MAP

SCALE IN MILES
0 1/4 1/2 3/4 1

PORTION TO BE IMPROVED
STATE AND FEDERAL ROUTES
OTHER ROADS
PLAN: 0 20'
PROFILE: HORIZONTAL= 0 20' VERTICAL = 0 5'
CROSS SECTIONS: HORIZONTAL= 0 5' VERTICAL = 0 5'

UNDERGROUND UTILITIES

2 WORKING DAYS
BEFORE YOU DIG
CALL-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE

NON MEMBERS
MUST BE CALLED DIRECTLY

LIMITED ACCESS

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

1991 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY, EXCEPT AS NOTED ON SHEETS 9-71 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED: Pawan K. Khattar
CONSTRUCTION DIVISION MANAGER, CITY OF AKRON
DATE: 2-3-92

APPROVED: David J Celik/MLM
DESIGN DIVISION MANAGER, CITY OF AKRON
DATE: 2/3/92

APPROVED: Roy Hoppe
DIRECTOR OF PUBLIC SERVICE, CITY OF AKRON
DATE: 2/3/92

APPROVED: C David Haupt
CITY ENGINEER, CITY OF AKRON
DATE: 2/3/92

APPROVED: David R. Dreyer GNA
DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION
DATE: 4-27-92

APPROVED: D.D. Hamblenne/LCR
ENGINEER, BUREAU OF BRIDGES AND STRUCTURES
DATE: 5/12/92

APPROVED: George L. Bury
DEPUTY DIRECTOR, PLANNING AND DESIGN
DATE: 6/11/92

APPROVED: Jerry Wray
DIRECTOR, DEPARTMENT OF TRANSPORTATION
DATE: 6-11-92

STANDARD DRAWINGS

MC-11	8-1-78	MT-98.12	8-25-89	CB-3	5-1-79	GR-2.1	5-6-91
		MT-98.13	8-25-89	CB-3A	5-1-79	GR-4.1	5-6-91
BP-5	10-1-87	MT-98.14	8-25-89	CB-6	5-1-79	GR-4.2	5-6-91
		MT-98.15	8-25-89	I-2A	12-18-84		
BP-10	1-30-84	MT-99.10	11-14-86	MH-1	12-18-84		
		MT-101.60	4-1-90	MH-3	12-18-84		
		TC-41.10	8-29-84	HL-30.11	5-1-87		
GR-1.1	5-6-91	TC-41.20	3-26-79	TC-82.10	8-29-84		
AS-1-81	11-27-81	TC-52.10	4-3-79	TC-12.30	1-20-84		
GR-1.2	5-6-91	TC-52.20	4-3-79	TC-31.21	3-6-79		

SUPPLEMENTAL SPECIFICATIONS

802	4-13-90	924	12-14-88
825	10-2-89	931	3-18-92
		933	2-10-87
850	5-31-88		
820	3-18-92		
903	1-1-69		

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR — DATE

F.H.W.A. REGION	STATE	REGION		2
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A

0' 200' 400' 600'

① ℄ S.R. 8 CURVE DATA
Δ = 06°50'39"
R = 5664.59'
L = 676.65'
T = 338.73'
CH = 676.25'
CH BRG = N.02°23'03"E.
P.I. = 449+25.72
2274547.6607 E.
511352.9705 N.

STA. 442+82.58 ℄ S.R. 8 =
STA. 7+87.00 ℄ JOHNSON ST.
BRIDGE No. SUM-8-0039
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=16.05' N.B.,15.16' S.B.
PROP.=15.97' N.B.,15.08' S.B.
REQUIRED=14.5ft.

P.C. STA. 445+86.99
2274513.3978 E.
511016.0160 N.

P.T. STA. 452+63.64
2274541.5247 E.
511691.6069 N.

STA. 456+42.73 ℄ S.R. 8 =
STA. 50+00 ℄ BEACON STREET
BRIDGE No. SUM-8-0064
(NO WORK REQUIRED)

STA. 467+93.28 ℄ S.R. 8 =
STA. 50+00 ℄ EXCHANGE STREET
BRIDGE No. SUM-8-0087
(SEE SHEETS 90-95)

MATCH LINE STA. 480+00

N.52°05'02"E.
N.05°48'22"E.
N.54°29'47"E.
N.01°02'17"E.
N.89°03'42"E.

WILSON ST.
JOHNSTON ST.
BEACON ST.
GAGE ST.
GOODKIRK ST.
RAMP "T"
RAMP "R"
RAMP "S"
VINE ST.
ORCHARD ST.
FOUNTAIN ST.
CROUSE
EXCHANGE
NASH

430 440 450 460 470

BEGIN PROJECT
STA. 441+39.00
S.L.M.= 0.38

NH-54 (31)

BEGIN WORK
STA. 441+01.50

SUSPEND PROJECT
STA. 455+62.97

RESUME PROJECT
STA. 456+96.03

STA. 483+15.22 ℄ S.R. 8 =
STA. 50+00 ℄ CARROLL STREET
BRIDGE No. SUM-8-0116
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=15.41' N.B.,16.65' S.B.
PROP.=15.57' N.B.,16.81' S.B.
REQUIRED=14.5ft.

STA. 487+82.01 ℄ S.R. 8 =
STA. 50+00 ℄ BUCHTEL AVENUE
BRIDGE No. SUM-8-0125
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=15.65' N.B.,16.50' S.B.
PROP.=15.81' N.B.,17.06' S.B.
REQUIRED=14.5ft.

STA. 499+88.71 ℄ S.R.8 =
STA. 50+00 ℄ MARKET STREET
BRIDGE No. SUM-18-1065
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=15.46' N.B.,15.38' S.B.
PROP.=15.54' N.B.,15.46' S.B.
REQUIRED=14.5ft.

STA. 506+06.52 ℄ S.R. 8 =
STA. 50+00 ℄ FORGE STREET
BRIDGE No. SUM-8-0159
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=15.46' N.B.,15.38' S.B.
PROP.=15.46' N.B.,15.38' S.B.
REQUIRED=14.5ft.

STA. 514+43.19 ℄ S.R. 8 =
STA. 50+00 ℄ PERKINS STREET
BRIDGE No. SUM-8-0175
(NO WORK REQUIRED)

MINIMUM VERTICAL
OVERHEAD CLEARANCE
EXIST.=15.53' N.B.,15.90' S.B.
PROP.=15.61' N.B.,15.98' S.B.
REQUIRED=14.5ft.

MATCH LINE STA. 480+00
GOODKIRK ST.
FOUNTAIN ST.
CARROLL ST.
S.89°05'06"W.
BUCHTEL AVE.
S.89°13'20"W.
HAMILTON AVE.
KIRKWOOD AVE.
EWING RD.
RAMP "P"
RAMP "Q"
RAMP "O"
RAMP "M"
RAMP "K"
RAMP "L"
RAMP "J"
RAMP "I"
N.61°36'22"W.
N.66°44'05"E.
N.06°43'50"E.
N.89°13'34"E.
N.20°54'34"E.
MARKET ST.
FORGE ST.
GOOD ST.
UNION PL.
ADOLPH AVE.
OHIO ST.
PERKINS
ARCH
ADAMS

490 510 520

P.C. STA. 481+62.57
2274489.0122 E.
514589.7372 N.

P.T. STA. 497+04.98
2274565.5350 E.
516128.8959 N.

② ℄ S.R. 8 CURVE DATA
Δ = 07°46'07"
R = 11375.75'
L = 1542.41'
T = 772.39'
CH = 1541.23'
CH BRG = N.02°50'47"E.
P.I. = 489+34.96
2274475.0207 E.
515361.9144 N.

③ ℄ S.R. 8 CURVE DATA
Δ = 14°10'44"
R = 2918.12'
L = 722.14'
T = 362.93'
CH = 720.30'
CH BRG = N.13°49'12"E.
P.I. = 519+92+61
2274833.6149 E.
518400.4961 N.

P.C. STA. 516+29.68
2274791.0854 E.
518040.1179 N.

P.T. STA. 523+51.82
2274963.1236 E.
518739.4779 N.

END PROJECT AND WORK
STA. 524+14.40
S.L.M. 1.96

NH-54 (31)

CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 13
CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 14
71.88'
153.99'
N.84°11'38"W. 6.50'
℄ S.R. 8
TR. SPIKE SET 6.50' OFF ℄
82.96'
"X" IN N.W. BOLT ON CONC. BASE OF METAL LIGHT POLE No. FT 3 17

TIES FOR P.C. STA. 445+86.99 ℄ S.R. 8

CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 17
TR. SPIKE SET 6.50' OFF ℄
℄ S.R. 8
88.31'
N.88°57'43"W. 6.50'
72.99'
176.67'
CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. FTH 320
CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. AB A 19

TIES FOR P.T. STA. 452+63.64 ℄ S.R. 8

CHISELED "X" IN S.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. A 13 05 A
"X" IN E. RIM OF MANHOLE
135.07'
71.04'
℄ S.R. 8
TR. SPIKE SET 6.50' OFF ℄
N.83°16'10"W. 6.50'
52.09'
"X" IN N.W. BOLT IN BASE OF POLE No. A 13 05 B

TIES FOR P.T. STA. 497+04.98 ℄ S.R. 8

N.83°16'10"W. 6.50'
℄ S.R. 8
96.96'
CHISELED "X" IN S.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. A 12 19 A
TR. SPIKE SET 6.50' OFF ℄
59.10'
177.58'
CHISELED "X" IN S.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. (NONE)
CHISELED "X" IN S.W. COR. OF CONC. BASE OF METAL LIGHT POLE No. (NONE)

TIES FOR P.C. STA. 516+29.68 ℄ S.R. 8

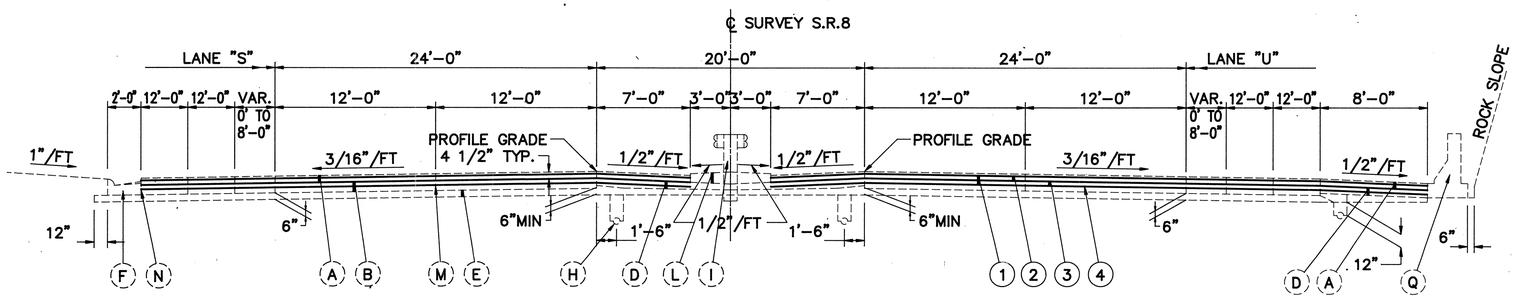
ALL COORDINATES SHOWN ARE BASED ON THE OHIO COORDINATE SYSTEM OF 1927, NORTH ZONE. ALL DISTANCES SHOWN ARE PROJECT DISTANCES. COMBINED SCALE FACTOR = 0.99988847

SCHEMATIC PLAN

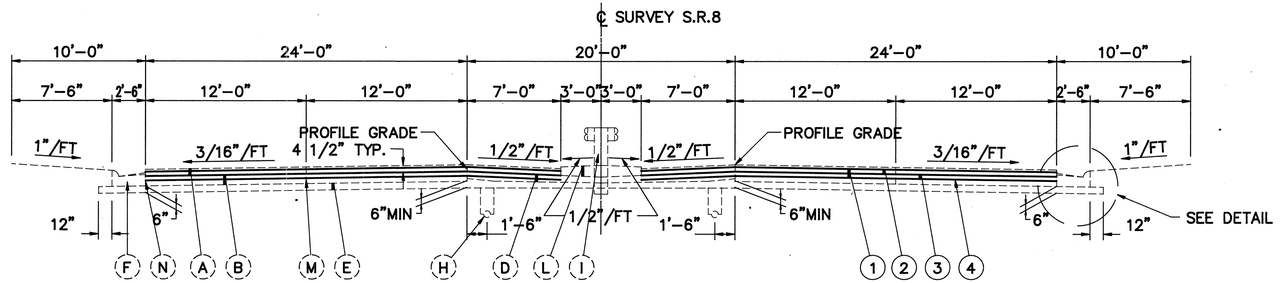
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

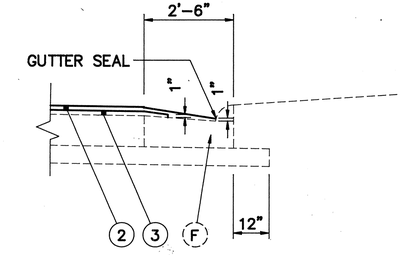
TYPICAL SECTIONS
TYPE 446



NORTH EXPRESSWAY
STA. 442+72.00 TO STA. 445+86.99 (LEFT SIDE ONLY) = 314.99 LIN.FT.
STA. 444+96.00 TO STA. 445+86.99 (RIGHT SIDE ONLY) = 90.99 LIN.FT.



NORTH EXPRESSWAY
STA. 441+39.00 TO STA. 442+72.00 (LEFT SIDE ONLY) = 133.00 LIN.FT.
STA. 441+39.00 TO STA. 444+96.00 (RIGHT SIDE ONLY) = 357.00 LIN.FT.



SPECIAL CARE SHALL BE TAKEN DURING CONSTRUCTION TO OBTAIN MAXIMUM COMPACTION OF BITUMINOUS CONCRETE IN GUTTERS.

GUTTER FINISH DETAIL

EXISTING LEGEND

- (A) ASPHALT CONCRETE (4 1/2" AVG.)
- (B) 9" CONCRETE BASE
- (C) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (D) POROUS BASE COURSE
- (E) SUBBASE
- (F) TYPE 2 CURB & GUTTER
- (G) TYPE 6 CURB
- (H) UNDERDRAIN
- (I) GUARDRAIL, BARRIER TYPE 5
- (J) GUARDRAIL, TYPE 5
- (K) CONCRETE BARRIER MEDIAN
- (L) TYPE 2 CONCRETE MEDIAN PAVEMENT
- (M) LONGITUDINAL JOINT
- (N) LONGITUDINAL KEY JOINT WITHOUT TIE BARS
- (Q) CONCRETE BARRIER, TYPE D
- (R) 310 VARIES 3" MIN. SUB-BASE, TYPE II
- (S) 304 9" AGGREGATE BASE
- (T) 301 3" BITUMINOUS AGGREGATE BASE, AC-20, RT-11, OR RT-12
- (U) SPECIAL DRAINAGE CONNECTION, No. 8 AGGREGATE
- (W) 409 COVER AGGREGATE NO. 8 @ 0.008 CY./SY.

PROPOSED LEGEND

- (1) 254 PAVEMENT PLANING BITUMINIOUS (4 1/2" AVG.)
- (2) 446 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, AC-20
- (3) 446 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, AC-20
- (4) 407 TACK COAT USING SS924, AS PER PLAN
- (5) 203 LINEAR GRADING METHOD 1 OR 2

NOTE:
IT IS INTENDED THAT THE EXISTING SUPERELEVATION RATE ON THE PAVEMENT & SHOULDERS SHALL BE MAINTAINED. ALL CROSS SLOPES SHOWN ARE THE NORMAL SLOPES.

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
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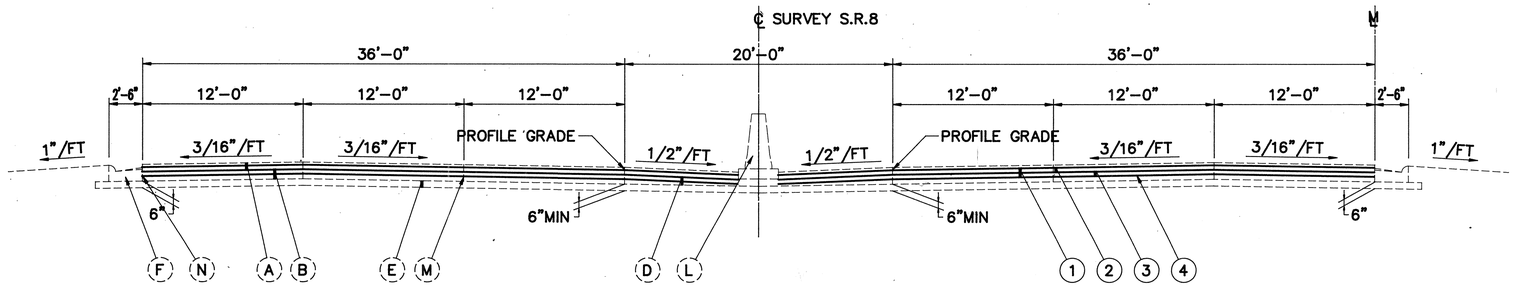
TYPICAL SECTIONS
TYPE 446

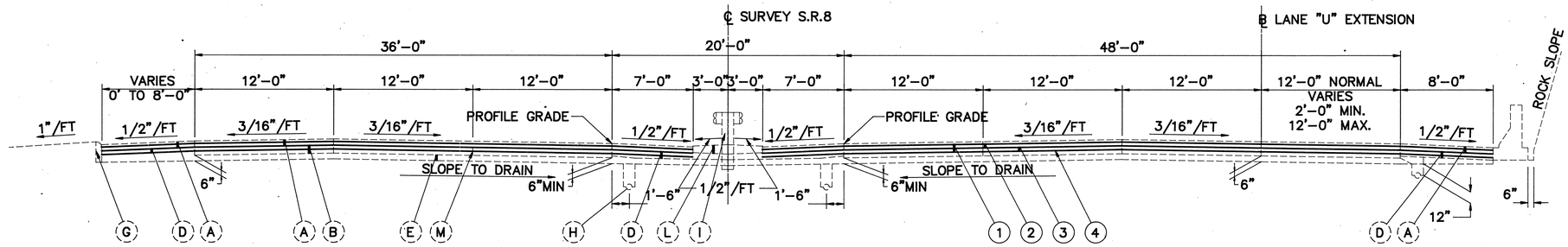


NORTH EXPRESSWAY
STA. 513+21.00 TO STA. 519+13.50 (LEFT SIDE) = 592.50 LIN.FT.
STA. 513+21.00 TO STA. 519+52.45 (RIGHT SIDE) = 631.45 LIN.FT.

EAST EXCHANGE STREET STRUCTURE
STA. 467+51.47 TO STA. 468+42.97 = 91.50 LIN.FT.

BEACON STREET STRUCTURE
STA. 455+62.97 TO STA. 456+96.03 = 133.06 LIN.FT.

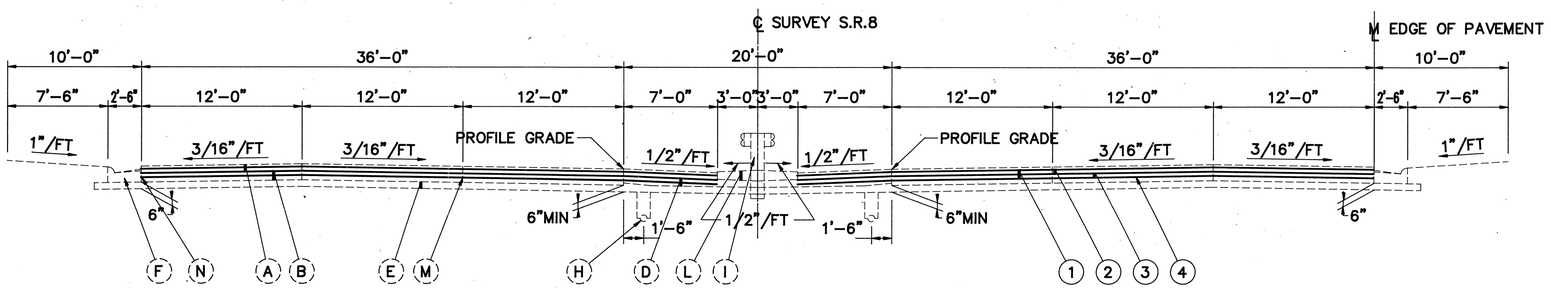
MARKET STREET STRUCTURE
STA. 467+51.47 TO STA. 468+42.97 = 91.5 LIN.FT.



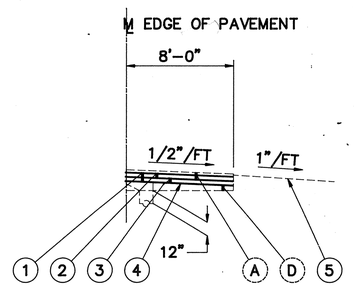
NOTE:
BARRIER ENDS STA. 453+00

NORTH EXPRESSWAY
STA. 445+86.99 TO STA. 454+30.00 (RIGHT SIDE ONLY) = 713.01 LIN.FT.
STA. 454+30.00 TO STA. 455+62.97 = 132.97 LIN.FT.
STA. 456+96.03 TO STA. 467+51.47 = 1055.44 LIN.FT.
STA. 468+42.97 TO STA. 473+48.03 (RIGHT SIDE ONLY) = 505.06 LIN.FT.

NOTE
1) SEE SHEET 3 FOR LEGEND.



NORTH EXPRESSWAY
STA. 445+86.99 TO STA. 454+30.00 (LEFT SIDE ONLY) = 713.01 LIN.FT.
STA. 468+42.97 TO STA. 473+48.03 (LEFT SIDE ONLY) = 505.06 LIN.FT.
STA. 473+48.03 TO STA. 513+21.00 ℄ = 3972.97 LIN.FT.**



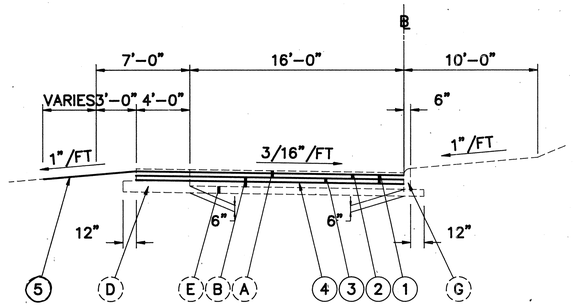
NORTH EXPRESSWAY
RAMPS TO CARROL STREET BRIDGE
** STA. 473+48.03 TO STA.479+26.00
(RIGHT SIDE ONLY) = 577.97 LIN.FT.

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

5
95

SUMMIT COUNTY
SUM-8-0.38A

TYPICAL SECTIONS
TYPE 446

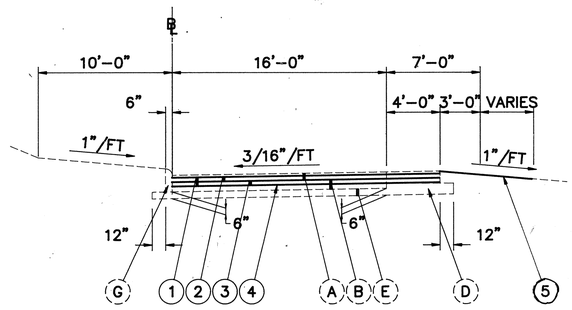


RAMP "L"
STA. 2+21.96 TO STA. 5+49.00 = 327.04 LIN. FT.

RAMP "O"
STA. 0+39.00 TO STA. 4+50.00 = 411 LIN.FT.

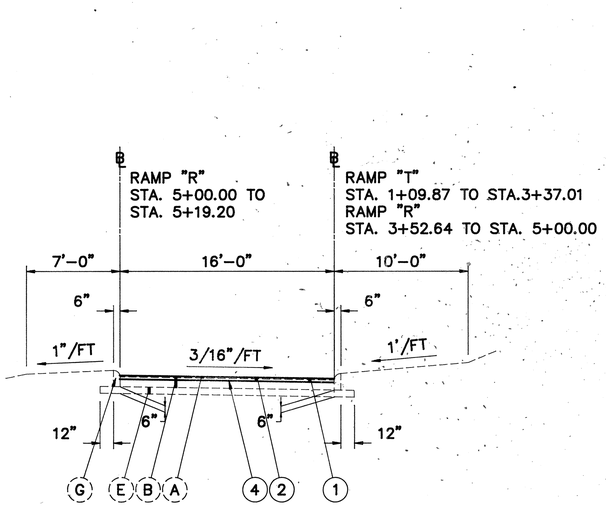
RAMP "P"
STA. 3+03.00 TO STA. 7+12.00 = 409 LIN.FT.

RAMP "Q"
STA. 0+21.00 TO STA. 4+14.00 = 393 LIN.FT.



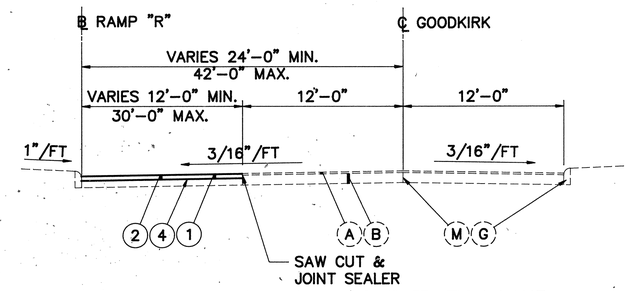
RAMP "K"
STA. 4+80.13 TO STA. 8+29.00 = 348.87 LIN. FT.

RAMP "M"
STA. 2+01.29 TO STA. 6+50.20 = 448.91 LIN. FT.

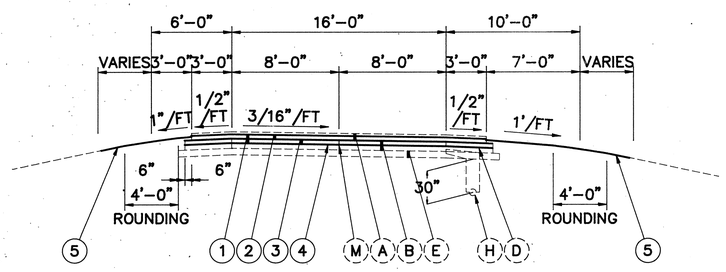


RAMP "R"
STA. 3+52.64 TO STA. 5+19.20 = 166.56 LIN.FT.

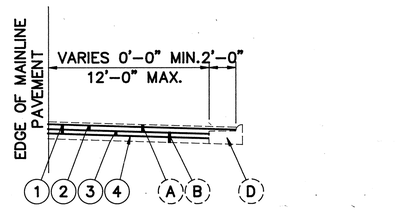
RAMP "T"
STA. 1+09.87 TO STA. 3+37.01 = 227.14 LIN. FT.



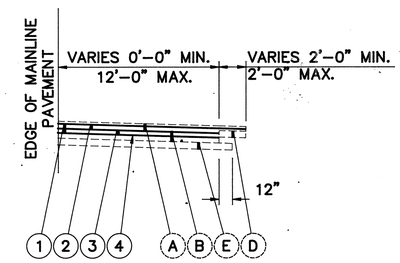
GOODKIRK ACCELERATION/DECELERATION LANE
RAMP "R" STA. 5+19.20 TO RAMP "T" STA. 1+09.87 = 409.33 LIN. FT.



RAMP "S"
STA. 0+00.00 TO STA. 3+42.26 = 342.26 LIN.FT.



TYPICAL SECTION
RAMP ACCELERATION/DECELERATION LANE



TYPICAL SECTION
RAMP "S" ACCELERATION/DECELERATION LANES
STA. 453+00.00 TO STA.473+48.03 (RIGHT SIDE ONLY) = 2048.03 LIN.FT.

NOTES
1) SEE SHEET 3 FOR LEGEND.

2) FOR LIMITING STATION OF ITEM 203 LINEAR GRADING METHOD 1 OR 2 SEE SHEET 81.

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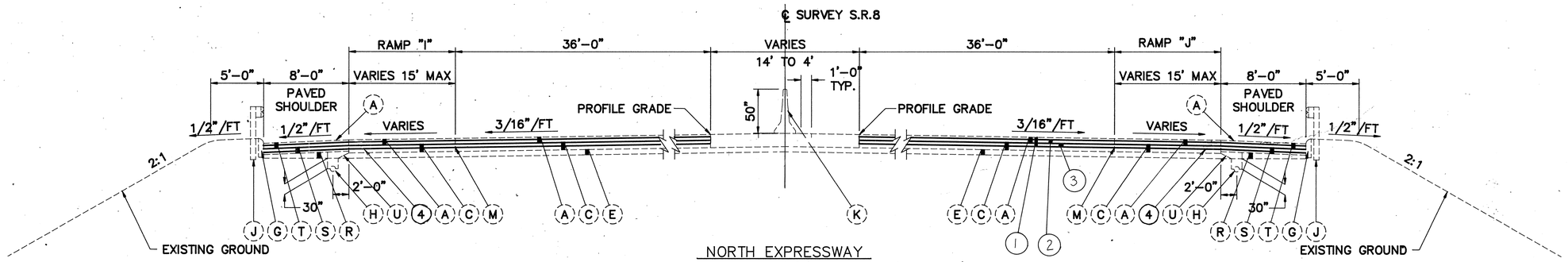
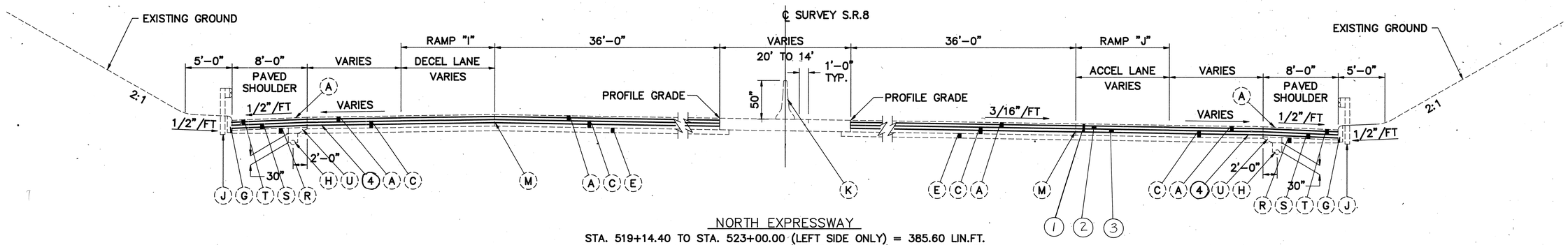
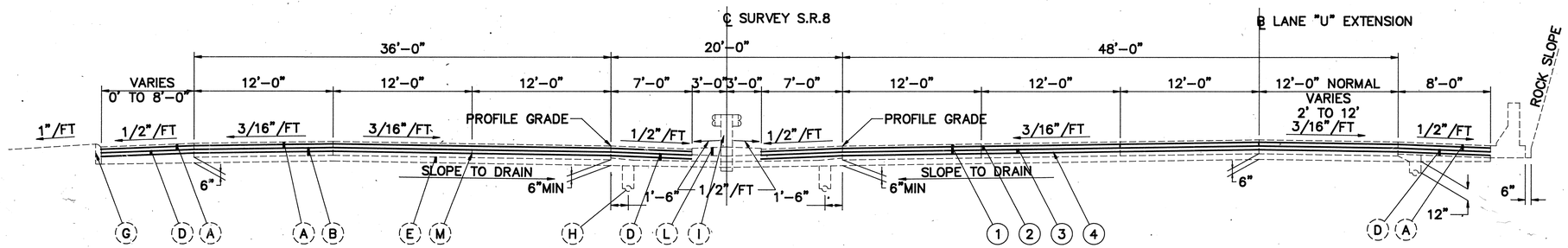
TYPICAL SECTIONS
TYPE 446



NORTH EXPRESSWAY
STA. 523+00.00 TO STA. 524+14.40 (LEFT SIDE ONLY) = 144.40 LIN.FT.
STA. 523+00.00 TO STA. 524+14.40 (RIGHT SIDE ONLY) = 144.40 LIN.FT.
STA. 519+13.50 TO STA. 524+14.40 ℄ = 500.90 LIN.FT.



NORTH EXPRESSWAY
STA. 519+14.40 TO STA. 523+00.00 (LEFT SIDE ONLY) = 385.60 LIN.FT.
STA. 519+52.45 TO STA. 523+00.00 (RIGHT SIDE ONLY) = 347.45 LIN.FT.
STA. 513+21.00 TO STA. 519+13.50 ℄ = 592.50 LIN.FT.



NORTH EXPRESSWAY
STA. 445+86.99 TO STA. 453+50.00 (RIGHT SIDE ONLY) = 763.01 LIN.FT.

NOTE:
BARRIER ENDS STA. 453+00

GENERAL NOTES

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

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PROJECT DESCRIPTION

THIS PROJECT IS TO CONSIST OF, BUT NOT LIMITED TO, THE PAVEMENT PLANING OF THE EXISTING MAINLINE AND RAMPS' ASPHALT SURFACES. PARTIAL DEPTH PAVEMENT REPAIR, PARTIAL DEPTH JOINT REPAIR, LEVELING WITH 1-3/4" ITEM 446, TYPE 2 ASPHALT CONCRETE, PLACING 1-1/4" ITEM 446, TYPE I ASPHALT CONCRETE SURFACE COURSES AND LINEAR GRADING. STRUCTURE SUM-8-00.87, EAST EXCHANGE STREET BRIDGE SOUTHBOUND DECK ONLY SHALL HAVE THE EXISTING ASPHALT REMOVED, MINOR DECK REHABILITATION AND MINOR STRUCTURE REPAIRS. DAMAGED DRAINAGE STRUCTURE WILL BE REPAIRED AND THE DRAINAGE SYSTEM WILL BE CLEANED AS REQUIRED. NEW PAVEMENT MARKINGS WILL BE PLACED AS PART OF THIS PROJECT.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING COURSE SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE GRADE ARE ON FILE FOR INSPECTION, IF NECESSARY, AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 4 OFFICE, 705 OAKWOOD STREET, RAVENNA, OHIO 44266, AS PROJECT NUMBER SUM 5-11.94, SUM 5-19.95, SUM 18R-12.10 SUM 8-1.75/1.95. THE ORIGINAL MAINLINE AND RAMPS WERE TYPICALLY OVERLAID WITH 1-1/2" ASPHALT. THE PROPOSED PAVEMENT PROFILE SHALL REMAIN 3" ABOVE THE EXISTING CONCRETE BASE AS SPECIFIED AND DETAILED ON THE PLANS WITH THE EXCEPTION OF MINOR LEVELING VARIATIONS.

FIELD OFFICE

THE FIELD OFFICE SHALL NOT BE LOCATED WITHIN THE L/A OR R/W LIMITS OF STATE ROUTE 8, I-77, I-76, OR STATE ROUTE 59.

STAGING AND STORAGE AREA

FOR SAFETY PURPOSES, NO MATERIALS OR EQUIPMENT SHALL BE STORED OR PARKED IN THE MEDIAN OR WITHIN FIFTY (50) FEET OF THE OUTSIDE EDGE OF PAVEMENT, UNLESS BEHIND EXISTING GUARDRAIL.

NO PRIVATE VEHICLES BELONGING TO THE CONTRACTOR'S EMPLOYEES AND TO ODOT PERSONNEL, PERMANENTLY ASSIGNED TO THE PROJECT, SHALL BE PARKED WITHIN THE LIMITS OF THE HIGHWAY PROJECT. ALL PARKING WILL BE DONE AT THE APPROVED CONTRACTOR'S STAGING AREA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING TRANSPORTATION VEHICLES TO TRANSPORT PERSONNEL FROM THE STAGING AREA TO THE WORK SITE. NO GUARDRAIL SHALL BE INSTALLED BY THE CONTRACTOR FOR THE EXPRESS PURPOSE OF PROTECTING A STORAGE OR STAGING AREA.

UNDERGROUND UTILITIES

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS OF THE UTILITY AS REQUIRED BY SECTION 153.64 ORC.

UTILITY OWNERSHIP

THE FOLLOWING UTILITIES AND OWNERS ARE LOCATED WITHIN THE WORK LIMITS OF THIS PROJECT:

SANITARY SEWERS AND STORM SEWERS
CITY OF AKRON
SEWER MAINTENANCE
1055 HOME AVENUE
AKRON, OHIO
216-375-2666

WATERLINES
CITY OF AKRON
65 SOUTH HIGH STREET
AKRON, OHIO
216-375-2420

ELECTRIC
OHIO EDISON
76 SOUTH MAIN STREET
AKRON, OHIO
216-384-4712

TELEPHONE
OHIO BELL TELEPHONE COMPANY
2525 STATE ROAD
CUYAHOGA FALLS, OHIO
216-922-2529

NATURAL GAS
EAST OHIO GAS COMPANY
2100 EASTWOOD AVENUE
AKRON, OHIO
216-497-5130

CATV
WARNER CABLE
2655 BRITTAIN ROAD
AKRON, OHIO
216-633-1875

EMERGENCY PHONE NUMBERS

THE FOLLOWING PHONE NUMBERS CAN BE USED IN CASE OF AN EMERGENCY. THESE AGENCIES WILL PROVIDE INFORMATION RELATING TO CHEMICALS.

1. CHEMICAL TRANSPORTATION EMERGENCY CENTER 1-800-424-9300

2. ENVIRONMENTAL PROTECTION AGENCY HOTLINE 1-800-282-0272

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DISCRETION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

PAVEMENT CROWN

SUPERELEVATED CURVES SHALL BE BUILT WITHOUT CROWN. THE CROWN SHALL BE WORKED OUT OF THE PAVEMENT IN THE PORTION BETWEEN THE BEGINNING OF THE TRANSITION AND THE POINT WHERE THE SUPERELEVATION EQUALS TWICE THE CROWN.

SEEDING

QUANTITIES FOR SEEDING ARE CALCULATED FOR THE SOIL AREAS BETWEEN TEN (10) FEET OUTSIDE THE WORK LIMITS, AS SHOWN ON THE CROSS SECTIONS, OR TO THE RIGHT OF WAY LINE, IF SUCH LINE IS LESS THAN TEN (10) FEET FROM THE WORK LIMITS.

ITEM SPECIAL - PRESSURE RELIEF JOINT

A QUANTITY OF 350 L.F. OF ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A HAS BEEN PROVIDED AND SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLANS. A QUANTITY OF 200 L.F. OF ITEM 605 - AGGREGATE DRAINS HAS BEEN PROVIDED FOR THE PURPOSE OF DRAINING THE PRESSURE RELIEF JOINTS, AND SHALL BE USED AS DIRECTED BY THE ENGINEER.

DITCH CLEANING

THE CONTRACTOR SHALL CLEAN SECTIONS OF THE EXISTING DITCH LINE THAT ARE HEAVILY SILTED AS DIRECTED BY THE ENGINEER. THE MATERIAL REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 203.05. PAYMENT SHALL BE ACCORDING TO THE ACTUAL NUMBER OF LINEAR FEET OF DITCH CLEANING DONE BY THE CONTRACTOR, MEASURED ALONG THE CENTERLINE OF THE DITCH.

PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR REMOVAL AND DISPOSAL OF MATERIAL AND FURNISHING ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM.

THE FOLLOWING QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THIS ITEM:

ITEM 203 - DITCH CLEANOUT 2000 L.F.

NONE OF THE ABOVE WORK SHALL BE PERFORMED UNTIL AUTHORIZED IN WRITING BY THE ENGINEER.

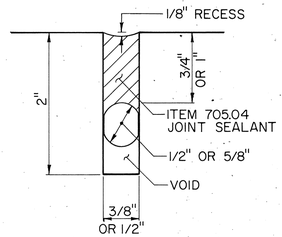
ITEM 403 - ASPHALT CONCRETE, AC-20, SPOT LEVELING

A QUANTITY OF 400 C.Y. FOR "ITEM 403 - ASPHALT CONCRETE, AC-20, SPOT LEVELING" SHALL BE USED FOR SPOT LEVELING IN WHEEL RUT AREAS, AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04 (SEE PROPOSAL NOTE)

A QUANTITY OF 36,000 LIN.FT. OF ITEM SPECIAL - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE PROVIDED FOR USE, AS DIRECTED BY THE ENGINEER. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE PROPOSAL NOTE ON SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS. (SEE PROPOSAL NOTE)

SAW AND SEAL ABOVE JOINTS AND REPAIRS



TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER, FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

207	STRAW OR HAY BALES	100	EACH
659	COMMERCIAL FERTILIZER	0.03	TON
659	REPAIR SEEDING AND MULCHING	571	S.Y.
659	WATER	2	M. GAL.

ITEM 203, LINEAR GRADING

LINEAR GRADING WORK LISTED AS EITHER METHOD 1 OR METHOD 2 IS DESCRIBED WITH DETAILS, CALCULATIONS AND QUANTITIES ON SHEET 81 ROADWAY DETAILS. THIS WORK SHALL BE COORDINATED WITH ALL OTHER WORK ACTIVITIES WITHIN THIS PLAN AND SHALL BE SUBJECT TO THE REQUIREMENTS AND SPECIFICATIONS THEREOF.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT, AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE, AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF THE EXISTING SEWERS WITHIN THE WORK LIMITS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTIONS SHALL BE KEPT IN WRITING BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE PERTINENT SPECIAL ITEMS OF THE CONTRACT.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES AND/OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THIS PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT OTHER PROJECT MAY BE ONGOING IN AREAS IMMEDIATELY ADJACENT TO THE PROJECT LIMITS OF THIS PROJECT. IF WORK IS UNDERWAY ON AN ADJACENT PROJECT OR PROJECTS, THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE ADJACENT PROJECT OR PROJECTS. IN ACCORDANCE WITH 105.07, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS, A MUTUALLY ACCEPTABLE WORK SCHEDULE, SUBJECT TO THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVAL FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREAS, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER.

COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

ITEM SPECIAL-PIPE CLEANOUT

EXISTING SEWERS SHALL BE CLEANED OUT AS DIRECTED BY THE ENGINEER. THIS WORK SHALL CONSIST OF THE REMOVAL OF ALL MATERIAL FROM THE INSIDE OF THE EXISTING PIPE AND RELATED INLETS OR BASINS. THE MATERIAL REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 203.05. LIMITS OF PIPE CLEANING SHALL EXTEND TO THE FIRST INLET DOWNSTREAM BEYOND THE PROJECT LIMITS.

THE LOCATION, TYPE, DEPTH AND SIZE OF ALL EXISTING PIPES ARE SHOWN AS NEARLY EXACT AS THE AVAILABLE INFORMATION WILL PERMIT. THE STATE OF OHIO WILL NOT BE RESPONSIBLE FOR ANY VARIATIONS IN SIZES ENCOUNTERED DURING CONSTRUCTION. PAYMENT FOR ANY WORK REQUIRED TO DETERMINE EXACT SIZES AND LOCATIONS SHALL BE INCLUDED IN THE PRICE BID PER LINEAL FOOT FOR "ITEM SPECIAL-PIPE CLEANOUT". THE FOOTAGE TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF LINEAR FEET OF EXISTING PIPE CLEANED OUT, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR REMOVAL AND DISPOSAL OF MATERIAL FOUND AND FURNISHING OF ALL LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM:

ITEM SPECIAL-PIPE CLEANOUT, 12"	750	L.F.
ITEM SPECIAL-PIPE CLEANOUT, 15"	1000	L.F.
ITEM SPECIAL-PIPE CLEANOUT, 18"	250	L.F.

NONE OF THE ABOVE DESCRIBED WORK SHALL BE PERFORMED UNTIL AUTHORIZED IN WRITING BY THE ENGINEER.

ITEM 604 - CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN

THIS WORK SHALL BE PERFORMED AFTER ITEM 202 - PIPE CLEANOUT AND ITEM 254 - PAVEMENT PLANING HAVE BEEN PERFORMED. THE ENGINEER WILL INSPECT THE EXISTING APPURTENANCE AND DETERMINE THE REQUIRED ADJUSTMENT NECESSARY. THE EXISTING FRAMES SHALL BE CAREFULLY REMOVED AND CLEANED, THEN RESET IN A BED OF CONCRETE OR MORTAR TO AN ELEVATION AS DIRECTED BY THE ENGINEER.

A QUANTITY HAS BEEN ESTIMATED FOR THE ANTICIPATED NUMBER OF CATCH BASINS REQUIRING ADJUSTMENT AND IS LISTED BELOW:

ITEM 604 CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN 8 EACH

ITEM 202 MANHOLES, CATCH BASINS, AND INLETS REMOVED OR ABANDONED

THIS WORK SHALL BE PERFORMED AFTER ITEM 202 - PIPE CLEANOUT AND ITEM 203 DITCH CLEANOUT HAVE BEEN PERFORMED. THE ENGINEER WILL INSPECT THE EXISTING APPURTENANCE AND DETERMINE IT'S SALVAGEABILITY. IF THE APPURTENANCE IS NOT SALVAGEABLE, IT WILL BE REMOVED OR ABANDONED AS DIRECTED BY THE ENGINEER. THE CASTING SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT-OF-WAY FOR SALVAGE BY CITY FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE PERTINENT 202 ITEM LISTED BELOW:

ITEM 202 CATCH BASIN OR INLET ABANDONED	2	EACH
ITEM 202 CATCH BASIN OR INLET REMOVED	2	EACH
ITEM 202 MANHOLE ABANDONED	1	EACH

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ITEM 407 - TACK COAT, USING SS924 AS PER PLAN

THE TACK COAT AND COVER AGGREGATE OPERATION SHALL BE DETERMINED AS PER SPECIFICATION 407.05. PLAN QUANTITIES INDICATE AVERAGE APPLICATION RATES OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY OF BUILDING PORTIONS OF THIS PROJECT UNDER TRAFFIC AND CONSTRUCTING THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN TO PREVENT THE CONSTRUCTION OF A BUTT JOINT ON CENTERLINE IN THE BASE COURSES. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-5.

MEDIAN PAVEMENT ON APPROACH SLABS

THE WIDTH AND TYPE OF MEDIAN PAVEMENT ON APPROACH SLABS SHALL BE TRANSITIONAL FROM THE STANDARD SECTION USED ON THE APPROACH PAVEMENT TO THE SECTION USED ON THE BRIDGE WITHIN THE LIMITS OF THE APPROACH SLAB.

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

A QUANTITY OF 6620 S.Y. FOR "ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT" HAS BEEN PROVIDED FOR USED AS DIRECTED BY THE ENGINEER. THE AREAS ARE TO BE REMOVED IN ACCORDANCE WITH ITEM 202 OF THE SPECIFICATIONS AND SHALL BE OUTLINED BY SAWING FULL DEPTH OF WHICH A QUANTITY OF 8000 L.F. FOR "ITEM 252 - FULL DEPTH PAVEMENT SAWING" HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

A QUANTITY OF 9750 S.Y. FOR "ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR" HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE MINIMUM DEPTH OF REMOVAL SHALL BE 4".

ITEM 825 - CRACK SEALING, TYPE 1

A QUANTITY OF 12000 LBS. OF ITEM 825 - CRACK SEALING, TYPE I SHALL BE PROVIDED FOR USE, AS DIRECTED BY THE ENGINEER.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

MATERIALS FURNISHED FOR THIS ITEM SHALL EXCLUDE ALL SLAG EXCEPT GRANULATED SLAG OR CRUSHED AIR-COOLED BLAST FURNACE SLAG. (THE MAXIMUM TOTAL PERCENT PASSING THE NO. 200 SIEVE FOR 304 SHALL BE 8 PERCENT AS OPPOSED TO THE 13 PERCENT SHOWN IN 304.02.)

AT THE CONTRACTOR'S OPTION, CRUSHED CONCRETE OBTAINED FROM CONCRETE PAVEMENT ON THIS PROJECT OR PROJECTS CONSTRUCTED UNDER ODOT SPECIFICATIONS MAY BE USED FOR ITEM 304 AGGREGATE BASE. ALL CRUSHED CONCRETE PASSING THE NO. 4 SIEVE SHALL BE REPLACED BY MATERIAL OBTAINED FROM APPROVED SOURCES. THE RECYCLED CONCRETE PAVEMENT SHALL NOT CONTAIN MORE THAN 1.0% RECYCLED ASPHALT PAVEMENT. ALL OTHER REQUIREMENTS OF 304 AND 703.04 SHALL APPLY.

WATERING PERMANENT SEEDED AREAS

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER TO PROMOTE GROWTH AND TO CARE FOR THE PERMANENT SEEDED AREAS, AS PER 659.09 :

ITEM 659 - WATER 25 M.GAL.

DUST CONTROL

IN THE CASE OF SAND BLASTING AND/OR THE CLEANING OF BRIDGE DECKS PRIOR TO PLACEMENT OF THE OVERLAY AND PAVEMENT GRINDING, THE CONTRACTOR SHALL BE REQUIRED TO PERFORM ADDITIONAL WORK, SUPPLY ADDITIONAL EQUIPMENT OR ERECT TEMPORARY PROTECTIVE SCREENING TO PROTECT ADJACENT TRAFFIC AND PROPERTY FROM DUST ORIGINATING FROM THESE OPERATIONS.

THE CONTRACTOR SHALL SUBMIT HIS METHOD OF CONTROLLING DUST FOR APPROVAL TO THE ENGINEER AND THE CITY OF AKRON AT LEAST ONE (1) WEEK PRIOR TO BEGINNING WORK. THESE PROVISIONS SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE PROJECT. THIS REQUIREMENT IS IN ADDITION TO THE PROVISIONS OF SECTION 107.12 OF THE SPECIFICATIONS AND SHALL NOT RELIEVE THE CONTRACTOR FROM HIS OBLIGATION TO PROTECT AND RESTORE PROPERTY FROM HIS OTHER OPERATIONS.

~~SPREADING EQUIPMENT~~

~~IN CONJUNCTION WITH AND IN ADDITION TO THE PROVISIONS OF 401.10, THE SPREADING EQUIPMENT USED FOR PLACING THE 446 COURSES ON THE MAINLINE AND RAMPS ON THIS PROJECT SHALL HAVE AUTOMATIC CONTROL SYSTEMS WHICH MAINTAIN THE SCREED OR STRIKEOFF IN A CONSISTENT POSITION RELATIVE TO PROFILE AND CROSS-SLOPE REFERENCES. THE REFERENCES SHALL BE SUCH THAT CONTROL OF THE SCREED OR STRIKEOFF POSITION IS REASONABLY INDEPENDENT OF IRREGULARITIES IN THE UNDERLYING SURFACE AND OF SPREADER OPERATION.~~

~~THE AUTOMATIC CONTROL SYSTEM, PROPOSED FOR USE, SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER. SHOULD THE SYSTEM IN OPERATION BECOME ERRATIC OR INOPERATIVE, ACCEPTABLE MEASURES SHALL BE TAKEN TO CORRECT THE FAULT.~~

UNDERCUTTING SUBGRADE AND SUBBASE

IN PAVEMENT REPLACEMENT AREAS, THE CONTRACTOR SHALL REMOVE THE SUBBASE, AS REQUIRED BY THE ENGINEER AND BACKFILL WITH ITEM 304, AS PER PLAN. FILTER FABRIC, TYPE D, 712.09 SHALL BE PLACED ON SUBGRADE, AT LOCATIONS WHERE EXISTING SUBBASE MATERIAL WAS REMOVED. NO REMOVAL OF THE EXISTING SUBGRADE SHALL BE DONE. AGGREGATE DRAINS SHALL BE PLACED, AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE WITH THIS ITEM:

ITEM 304 - AGGREGATE BASE, AS PER PLAN	200 C.Y.
ITEM 605 - AGGREGATE DRAINS, AS PER PLAN	550 L.F.
ITEM SPECIAL - FILTER FABRIC, TYPE D, 712.09	250 S.Y.

ITEM 605 UNDERDRAINS, AND ITEM 603 6" CONDUIT

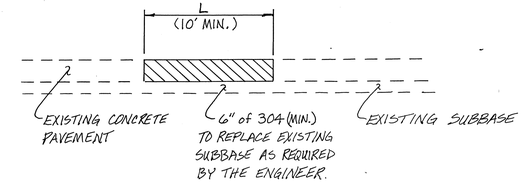
THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 603 - 6" CONDUIT, TYPE F, 707.17 NONPERFORATED, ASTM 3034 SDR35 OR SS931	250 L.F.
ITEM 605 - 6" UNCLASSIFIED UNDERDRAINS	750 L.F.

ITEM 605 - AGGREGATE DRAINS, AS PER PLAN

THE BACKFILL MATERIAL, FOR AGGREGATE DRAINS WITH THE ABOVE DESCRIPTION, SHALL BE EXCLUSIVELY NO. 8 NATURAL AGGREGATE OR AIR-COOLED BLAST FURNACE SLAG. NO SAND OR OTHER TYPES OF SLAG WILL BE PERMITTED.

FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT



NOTE: THE MINIMUM REPAIR LENGTH (L) FOR THIS PROJECT SHALL BE 10'-0". THE ESTIMATED QUANTITIES REFLECT THIS 10'-0" LENGTH FOR EACH REPAIR.

543271

MAINTENANCE OF TRAFFIC

PHASE IA, IB & IC

F.H.W.A. REGION	STATE	REGION	
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℄ S.R. 8 CURVE DATA
Δ = 06°50'39"
R = 5664.59'
L = 676.65'
T = 338.73'
CH = 676.25'
CH BRG = N.02°23'03"E.
P.I. = 449+25.72
SUPER = 0.02
Dc = 1°00'
2274547.6607 E.
511352.9705 N.

STA. 442+82.58 ℄ S.R. 8 =
STA. 7+87.00 ℄ JOHNSON ST.
BRIDGE No. SUM-8-0039
(NO WORK REQUIRED)

P.C. STA. 445+86.99
2274513.3978 E.
511016.0160 N.

P.T. STA. 452+63.64
2274541.5247 E.
511691.6069 N.

STA. 456+42.73 ℄ S.R. 8 =
STA. 50+00 ℄ BEACON STREET
BRIDGE No. SUM-8-0064
(NO WORK REQUIRED)

STA. 467+93.28 ℄ S.R. 8 =
STA. 50+00 ℄ EXCHANGE STREET
BRIDGE No. SUM-8-0087
(SEE STRUCTURAL DRAWINGS
SHEETS 90-95).

N

0' 200' 400' 600'

PHASE IA & IB
PHASE IB
PHASE IB & IC
PHASE IC

ALL COORDINATES SHOWN ARE BASED ON THE OHIO COORDINATE SYSTEM OF 1927, NORTH ZONE.
ALL DISTANCES SHOWN ARE PROJECT DISTANCES.
COMBINED SCALE FACTOR = 0.99988847

STA. 483+15.22 ℄ S.R. 8 =
STA. 50+00 ℄ CARROLL STREET
BRIDGE No. SUM-8-0116
(NO WORK REQUIRED)

STA. 487+82.01 ℄ S.R. 8 =
STA. 50+00 ℄ BUCHTEL AVENUE
BRIDGE No. SUM-8-0125
(NO WORK REQUIRED)

STA. 499+88.71 ℄ S.R.8 =
STA. 50+00 ℄ MARKET STREET
BRIDGE No. SUM-18-1065
(NO WORK REQUIRED)

STA. 506+06.52 ℄ S.R. 8 =
STA. 50+00 ℄ FORGE STREET
BRIDGE No. SUM-8-0159
(NO WORK REQUIRED)

STA. 514+43.19 ℄ S.R. 8 =
STA. 50+00 ℄ PERKINS STRET
BRIDGE No. SUM-8-0175
(NO WORK REQUIRED)

P.C. STA. 481+62.57
2274489.0122 E.
514589.7372 N.

P.T. STA. 497+04.98
2274565.5350 E.
516128.8959 N.

STA. 505+50
TERMINATION OF
PHASE IA TAPER

P.C. STA. 516+29.68
2274791.0854 E.
518040.1179 N.

P.T. STA. 523+51.82
2274963.1236 E.
518739.4779 N.

℄ S.R. 8 CURVE DATA
Δ = 07°46'07"
R = 11375.75'
L = 1542.41'
T = 772.39'
CH = 1541.23'
CH BRG = N.02°50'47"E.
P.I. = 489+34.96
SUPER = NC
Dc = 0°30'
2274475.0207 E.
515361.9144 N.

℄ S.R. 8 CURVE DATA
Δ = 14°10'44"
R = 2918.12'
L = 722.14'
T = 362.93'
CH = 720.30'
CH BRG = N.13°49'12"E.
P.I. = 519+92+61
SUPER = 0.035
Dc = 2°00'
2274833.6149 E.
518400.4961 N.

BEGIN PROJECT
STA. 441+39.00
S.L.M.= 0.38
F-54(31)
BEGIN WORK
STA. 441+01.50

SUSPEND PROJECT
STA. 455+62.97

RESUME PROJECT
STA. 456+96.03

END PROJECT
AND WORK
STA. 524+14.40
S.L.M. 1.96
F-54(31)

PHASE IA, IB & IC

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN

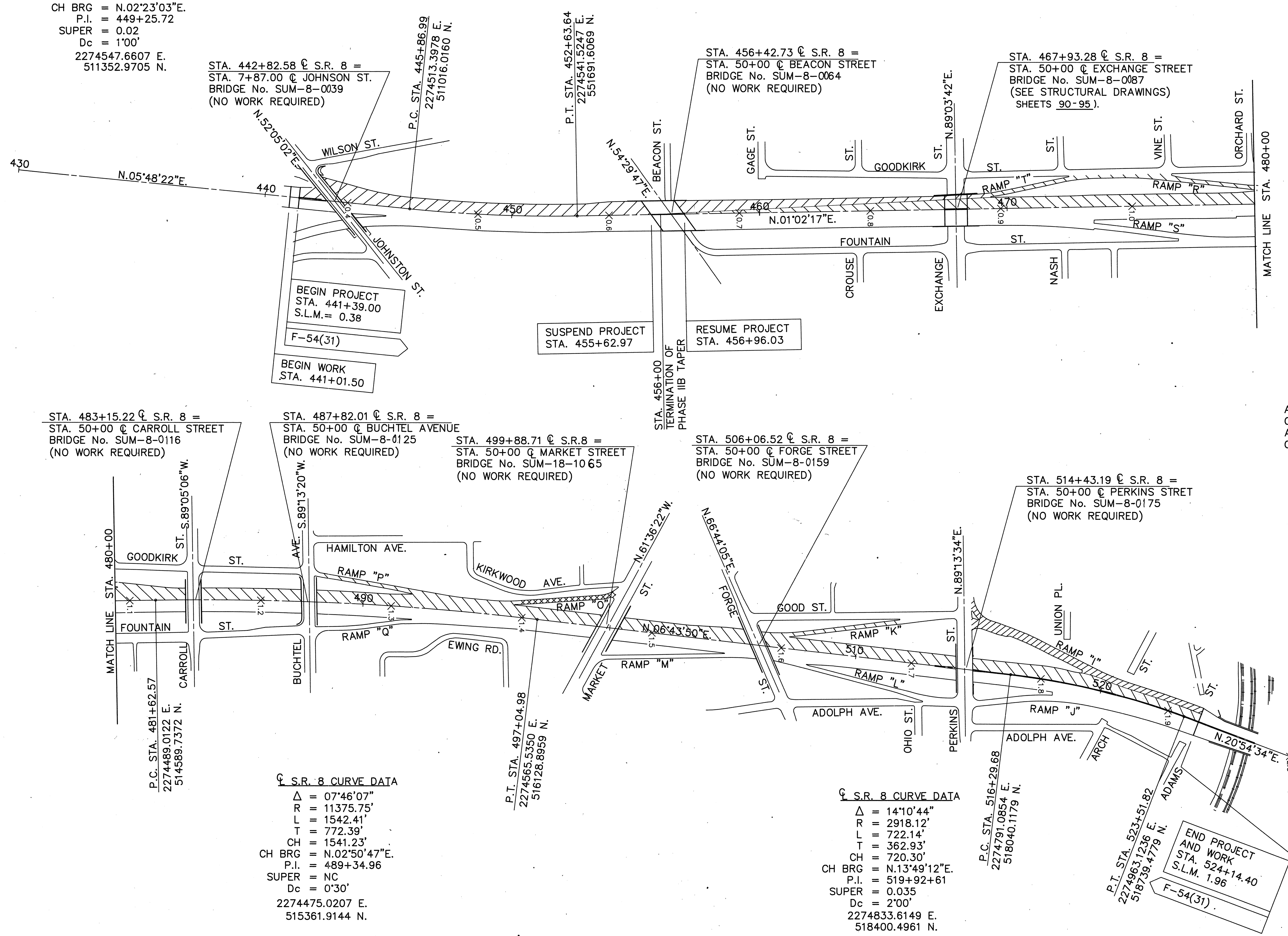
MAINTENANCE OF TRAFFIC

PHASE IIA, IIB & IIC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

℄ S.R. 8 CURVE DATA
Δ = 06°50'39"
R = 5664.59'
L = 676.65'
T = 338.73'
CH = 676.25'
CH BRG = N.02°23'03"E.
P.I. = 449+25.72
SUPER = 0.02
Dc = 1°00'
2274547.6607 E.
511352.9705 N.



N

0' 200' 400' 600'

▨ PHASE IIA
▨ PHASE IIA & IIB
▨ PHASE IIB & IIC
▨ PHASE IIC

ALL COORDINATES SHOWN ARE BASED ON THE OHIO COORDINATE SYSTEM OF 1927, NORTH ZONE. ALL DISTANCES SHOWN ARE PROJECT DISTANCES. COMBINED SCALE FACTOR = 0.99988847

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P.I. = 519+92+61
SUPER = 0.035
Dc = 2°00'
2274833.6149 E.
518400.4961 N.

MAINTENANCE OF TRAFFIC - GENERAL NOTES & DETAILS

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

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SUMMIT COUNTY
SUM - 8 - 0.38 A

MAINTENANCE OF TRAFFIC

THE FOLLOWING CONDITIONS AND RESTRICTIONS SHALL BE ENFORCED AND WILL BE ADHERED TO DURING THE PROJECT. NO DEVIATION WILL BE PERMITTED WITHOUT THE PRIOR WRITTEN CONSENT OF THE DIRECTOR.

1. THE CONTRACTOR SHALL GIVE THE ENGINEER AND THE DISTRICT TRAFFIC ENGINEER A MINIMUM OF EIGHTEEN (18) DAYS NOTICE PRIOR TO STARTING WORK.

2. THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL, OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC CONTROL DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE, SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRECONSTRUCTION MEETING. THE DESIGNATED INDIVIDUALS SHALL HAVE NO OTHER CONSTRUCTION RELATED DUTIES. THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BIDDER ITEM 614 MAINTAINING TRAFFIC.

3. THE CONTRACTOR SHALL NOTIFY THE CITY OF AKRON T.M.P. COORDINATOR AND THE ENGINEER OF THE START OF CONSTRUCTION FOUR (4) WEEKS PRIOR TO THE BEGINNING OF SAID CONSTRUCTION. DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY OF AKRON T.M.P. COORDINATOR AND THE ENGINEER OF ANY LANE CHANGES, RAMP CLOSURES, END OF CONSTRUCTION, ETC., THREE (3) WEEKS PRIOR TO THE CHANGE OF CONDITION OCCURRING. THIS INFORMATION WILL BE DISSEMINATED TO THE MAJOR LOCAL MEDIA, POLICE AND FIRE PROTECTION AGENCIES, ETC., BY THE CITY OF AKRON T.M.P. COORDINATOR.

4. CONTRACTOR'S EQUIPMENT-OPERATION AND STORAGE: THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC, WHERE PRACTICAL. A QUALIFIED FLAGGER SHALL BE EMPLOYED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST 1 AMBER FLASHING LIGHT. PAVERS, ROLLERS AND OTHER EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY WHEN PAVING OPERATIONS ARE SCHEDULED TO CONTINUE WITHIN THE NEXT WORKDAY, OTHERWISE, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA; THE LOCATIONS OF WHICH SHALL HAVE PRIOR APPROVAL OF THE ENGINEER, WHEN PARKING ALONG THE HIGHWAY. THE EQUIPMENT SHALL BE PARKED EITHER 50 FEET FROM THE EDGE OF THE PAVEMENT OR 6-1/2 FEET BEHIND EXISTING OR PROPOSED GUARDRAIL AFTER PLACEMENT WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. NO EQUIPMENT SHALL BE PARKED IN

THE MEDIAN OF THE HIGHWAY UNLESS IT IS STORED BEHIND A PORTABLE CONCRETE BARRIER. ADEQUATE BARRICADES AND LIGHTS SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

5. STAGING AND STORAGE:

   A. NO PRIVATE VEHICLES (BELONGING TO THE CONTRACTOR'S EMPLOYEES OR TO ODOT PERSONNEL PERMANENTLY ASSIGNED TO THE PROJECT) SHALL BE PARKED WITHIN THE L/A LIMITS OF THE HIGHWAY PROJECT. ALL PARKING WILL BE DONE AT THE APPROVED CONTRACTOR'S STAGING AREA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SHUTTLE VEHICLES TO TRANSPORT CONTRACTOR PERSONNEL FROM THE STAGING AREA TO THE WORK SITE.

   B. A STAGING AREA SHALL BE APPROVED BY THE PROJECT ENGINEER AND THE CITY OF AKRON.

6. PROTECTION OF WORK AREAS:

   A. OPEN TRENCHES SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH BARRICADES AT ALL TIMES. PLACEMENT OF BASE AND PAVEMENT SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND THE EXCAVATION OPERATION. THE LENGTH OF OPEN TRENCH SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

   B. ALL TRAFFIC CONTROL DEVICES, WARNING AND INFORMATIONAL SIGNS REQUIRED INSIDE THE WORK LIMITS, SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR. COST OF THIS TO BE INCLUDED IN THE PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

   C. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL NECESSARY FLAGS, WORKERS, BARRICADES, SIGNS, SIGN SUPPORTS, BREAKAWAY BEAM CONNECTIONS, CONCRETE FOR EMBEDDED FOUNDATIONS, AND ALL SHALL BE UTILIZED IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION. THIS WILL ALSO INCLUDE SOME MODIFICATIONS OF EXISTING OVERHEAD SIGNS. WHEN NO LONGER NECESSARY, THE CONTRACTOR SHALL RESTORE SIGNS TO ORIGINAL LEGENDS, AND REMOVE ALL GROUND MOUNTED SIGNS AND SUPPORTS THAT WERE ERECTED AS PART OF THIS WORK. ALL WORK INCLUDING THE FURNISHING, ERECTING, MAINTAINING AND REMOVAL OF SIGNS, SUPPORTS AND LEGEND REVISIONS WILL BE INCLUDED WITH THE ITEM 614 - MAINTAINING TRAFFIC.

   D. DURING THE WINTER MONTHS (NOVEMBER 15 TO MARCH 15), CONSTRUCTION SHALL BE HALTED AND THE PROJECT SHALL HAVE ALL LANES, STRUCTURES AND RAMPS OPEN TO TRAFFIC. ALL SIGNS AND OVERLAYS OVER GUIDE SIGNS WHICH ARE USED TO DETOUR TRAFFIC SHALL ALSO BE REMOVED DURING THE WINTER MONTHS.

   E. TEMPORARY PAVEMENT MARKINGS SHALL BE AS PER STANDARD DRAWINGS MT-99.10 DATED 11/14/86.

   F. DURING THE PLACEMENT OF TEMPORARY PAVEMENT MARKINGS, ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.

   G. THE CONTRACTOR SHALL INSTALL AND SUBSEQUENTLY RESET FOR EACH CONSTRUCTION PHASE ALL TRAFFIC CONTROL DEVICES NECESSARY FOR MAINTAINING TRAFFIC DURING OFF PEAK TRAFFIC PERIODS. (7:00 PM TO 6:00 AM WEEKDAYS OR ON WEEKENDS 7:00 PM FRIDAY TO 6:00 AM MONDAY).

   H. THE TYPE 'A' FLASHING BARRICADE WARNING LIGHTS SHALL BE MOUNTED ON NOTED SIGNS AT ALL TIMES, AND SHALL BE INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

7. AT LEAST ONE NORTHBOUND EXIT RAMP AND ENTRANCE RAMP AND ONE SOUTHBOUND EXIT RAMP AND ENTRANCE RAMP SHALL BE OPEN AT ALL TIMES. RAMPS 'K', 'L', 'M', 'O', 'P', 'Q', 'R', 'S' AND 'T' SHALL HAVE ALL CONSTRUCTION COMPLETED INCLUDING PERMANENT SIGNING AND STRIPING BEFORE BEING REOPENED TO TRAFFIC.

   THE CITY WILL BE RESPONSIBLE FOR THE ERECTION AND REMOVAL OF TEMPORARY SIGNS ON SURFACE STREETS ADVISING MOTORISTS OF ALTERNATE ROUTES DURING THE TIME RAMPS ARE TEMPORARILY CLOSED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ERECTION AND REMOVAL OF BARRICADES ON THE RAMPS WHICH ARE TEMPORARILY CLOSED AS INDICATED IN THESE PLANS. THE TRAFFIC SAFETY INSPECTOR SHALL NOTIFY THE CITY THREE WORKING DAYS PRIOR TO WHEN THE TEMPORARY RAMP CLOSURE IS IN PLACE OR IS TO BE REMOVED.

8. NIGHTTIME LANE RESTRICTIONS SHALL NOT BE PERMITTED UNLESS THE CONTRACTOR IS EITHER REMOVING PAVEMENT MATERIAL OR PLACING NEW PAVEMENT MATERIAL. NIGHTTIME LANE RESTRICTIONS SHALL ALSO BE PERMITTED AS REQUIRED FOR THE CURING OF JOINT REPAIR MATERIALS.

9. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE-HALF HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS OR LANE REDUCTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET.

10. IN ADDITION TO THE REQUIREMENTS OF 614 WORK ZONE PAVEMENT MARKINGS, MT-99.10 AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH TEMPORARY PAVEMENT MARKINGS) ALL LANE LINES, EDGE LINES OR CHANNELIZING LINES THAT WERE REMOVED DURING THE PAVEMENT REMOVAL OPERATIONS, QUANTITIES FOR SUCH REPLACEMENT ARE CARRIED, AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

11. A QUANTITY OF 1200 C.Y. OF 404 BITUMINUOUS CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT OR SHOULDERS PRIOR TO RESURFACING, AS DIRECTED BY THE ENGINEER. QUANTITY IS CARRIED TO SHEET 73. SS921 HPM MAY BE USED AS AN ALTERNATE IF 404 IS NOT AVAILABLE.

12. ITEM SPECIAL — LAW ENFORCEMENT OFFICER WITH PATROL CAR: THE CONTRACTOR SHALL PROVIDE THE SERVICE OF LAW ENFORCEMENT OFFICERS (L.E.O.) WITH A PATROL CAR, AT THE ENGINEER'S REQUEST, FOR THE PURPOSE OF CONTROLLING THROUGH TRAFFIC. THE L.E.O. WITH A PATROL CAR SHALL BE UTILIZED DURING INSTALLATION AND REMOVAL OF TRAFFIC CONTROL DEVICES FOR LANE CLOSURES AND AS AUTHORIZED BY THE ENGINEER.

    INFORMATION REGARDING ARRANGEMENTS AND PAYMENTS BY THE CONTRACTOR FOR THE L.E.O. MAY BE OBTAINED BY CONTACTING OHIO HIGHWAY PATROL, 660 EAST MAIN STREET, COLUMBUS, OHIO, TELEPHONE: 614-466-2300.

    IF AFTER CONTACTING THE OHIO HIGHWAY PATROL, IT IS DETERMINED THAT THEY CANNOT SUPPLY THE L.E.O., THEN AN AUTHORIZED MUNICIPAL OR COUNTY POLICE OFFICER, EQUIPPED WITH A MARKED AND FLASHER-LIGHT EQUIPPED OFFICIAL POLICE OR PATROL CAR SHALL BE PROVIDED.

    THIS REQUIREMENT DOES NOT PRECLUDE THE CONTRACTORS USE OF AN L.E.O. FOR OTHER PURPOSES OF CONTROLLING TRAFFIC AS APPROVED BY THE ENGINEER. THE L.E.O. SHALL BE CONSIDERED AN EMPLOYEE OF THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER ACTIONS. ALTHOUGH EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THE L.E.O. PLACEMENT AND HIS/HER ACTIVITIES. PAYMENT SHALL BE AT THE UNIT PRICE BID FOR THE ACTUAL NUMBER OF HOURS FOR ITEM SPECIAL-LAW ENFORCEMENT OFFICER WITH PATROL CAR.

    ITEM SPECIAL-LAW ENFORCEMENT OFFICER WITH PATROL CAR 1440 HOURS

13. ITEM SPECIAL - REPLACEMENT SIGNS: FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLAN, SPECIFICATION, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER.

    PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE BID PRICE PER SQUARE FOOT FOR ITEM SPECIAL - REPLACEMENT SIGNS AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED SIGNS, HARDWARE, AND SUPPORTS AND PROVIDING NECESSARY REPLACEMENT HARDWARE, SUPPORTS, NECESSARY HARDWARE AND MISCELLANEOUS ITEMS NEEDED TO ERECT THE REPLACEMENT SIGN. REPLACEMENT SIGNS SHALL BE NEW. SUPPORTS AND HARDWARE MAY BE SALVAGED SUBJECT TO THE APPROVAL OF THE ENGINEER.

    AN ESTIMATED QUANTITY OF ITEM 614 - REPLACEMENT SIGNS HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

    ITEM SPEC- REPLACEMENT SIGNS 160 SQ. FT.

14. DRUMS: ALL DRUMS FURNISHED FOR THIS PROJECT SHALL BE NEW. USED OR LIKE-NEW DRUMS WILL BE PERMITTED. THE NEW DRUMS PROVIDED FOR PHASE IA, HOWEVER, MAY BE USED FOR PHASES IB, IC, IIA, IIB AND IIC PROVIDED THEY HAVE NOT BEEN DAMAGED AND ARE ACCEPTABLE FOR REUSE AS DETERMINED AND DIRECTED BY THE ENGINEER. THE DRUMS SHALL HAVE A NOMINAL HEIGHT OF 36" AND A NOMINAL DIAMETER BETWEEN 18" AND 24". THE DRUMS SHALL BE REFLECTORIZED IN ACCORDANCE WITH 614.03(C).

    REQUIRED DRUMS PER PHASE:

PHASE IA	= 270
PHASE IB	= 290
PHASE IC	= 50
PHASE IIA	= 155
PHASE IIB	= 175
PHASE IIC	= 50

    NEW DRUMS INCLUDING THE SETTING, MAINTENANCE, AND REPOSITIONING OF DRUMS FOR THE VARIOUS PHASES SHALL BE INCLUDED IN THE UNIT COST BID FOR ITEM SPECIAL - PLASTIC SAFETY DRUMS.

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MAINTENANCE OF TRAFFIC-GENERAL NOTES & DETAILS

F.H.W.A. REGION	STATE	PROJECT	
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15. ITEM SPECIAL - REPLACEMENT DRUMS: DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENT OF THE PLAN, SPECIFICATION, AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED WITH NEW DRUMS WHEN ORDERED BY THE ENGINEER AND PAID FOR UNDER ITEM SPECIAL - REPLACEMENT DRUMS. PAYMENT FOR EACH NEW DRUM SHALL INCLUDE (1) THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND (2) PROVIDING, MAINTAINING, REPOSITIONING AND SUBSEQUENTLY REMOVING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUMS. NO USED OR LIKE NEW DRUMS WILL BE PERMITTED.

AN ESTIMATED QUANTITY OF ITEM SPECIAL - REPLACEMENT DRUMS HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM SPECIAL - REPLACEMENT DRUMS 100 EACH

16. ITEM 614 - WORK ZONE SIGNS

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENT OF THE PLAN, SPECIFICATIONS, AND PROPOSAL WHICH ARE NEEDED FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE FURNISHED WHEN ORDERED BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE BID PRICE PER SQUARE FOOT FOR ITEM 614 WORK ZONE SIGN AND SHALL INCLUDE THE COST OF PROVIDING NECESSARY HARDWARE, SUPPORTS, SIGNS, LABOR AND INCIDENTALS NEEDED TO ERECT SIGNS.

AN ESTIMATED QUANTITY FOR ITEM 614 WORK ZONE SIGNS CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - WORK ZONE SIGNS 200 SQ. FT.

17. METHOD OF PAYMENT: PAYMENT FOR THE MAINTENANCE OF TRAFFIC ITEMS, UNLESS SPECIFIED SEPARATELY, SHALL BE AT THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO COMPLETE THE WORK AS DETAILED IN THE PLANS.

ITEM 301 - BITUMINOUS AGGREGATE BASE, AS PER PLAN, 160 C.Y.

ITEM 404 - BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC, 1200 C.Y. -(CARRIED TO SH. 11)

ITEM 614 - TEMPORARY LANE LINES, CLASS I, 642 PAINT 6.70 MILES

ITEM 614 - TEMPORARY CHANNELIZING LINES, CLASS I, 642 PAINT 1560 L.F.

ITEM 614 - TEMPORARY EDGE LINES, CLASS I WHITE, 642 PAINT 3.82 MILES

ITEM 614 - TEMPORARY EDGE LINES, CLASS I YELLOW, 642 PAINT 3.81 MILES

ITEM 614 - TEMPORARY STOP LINE, CLASS I, 642 PAINT, 20 L.F.

ITEM 614 - TEMPORARY CROSSWALK LINE, CLASS I, 642 PAINT, 65 L.F.

ITEM 614 - TEMPORARY LANE ARROW, CLASS I, 642 PAINT, 2 EA.

ITEM 614 - TEMPORARY WORD ON PAVEMENT, 72", CLASS I, 642 PAINT, 1 EA.

ITEM 614 - WORK ZONE SIGNS 200 SQ. FT.

ITEM 614 - MAINTAINING TRAFFIC LUMP SUM

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR 1440 HRS -(CARRIED TO SH. 11)

[redacted]

ITEM SPEC. - REPLACEMENT DRUMS 100 EA.

ITEM SPEC. - REPLACEMENT SIGNS 160 SQ. FT. -(CARRIED TO SH. 11)

ALL OTHER WORK REQUIRED FOR TRAFFIC MAINTENANCE, EXCEPT PROVIDING LAW ENFORCEMENT OFFICERS, SHALL BE INCLUDED WITH PAYMENT FOR ITEM 614, MAINTAINING TRAFFIC.

18. ALTERNATE MAINTENANCE OF TRAFFIC PLANS

THE CONTRACTOR MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE ABOVE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING BY THE ODOT DISTRICT CONSTRUCTION ENGINEER AND THE CITY OF AKRON.

20. NON WORKING DAYS

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

NEW YEARS DAY
MEMORIAL DAY
FOURTH OF JULY WEEKEND
(6:00 A.M. JULY 3RD TO
9:00 P.M. JULY 6TH)
LABOR DAY
THANKSGIVING DAY
CHRISTMAS DAY

DAY OF WEEK	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	FULL CLOSURES PERMITTED ALL DAY
MONDAY	6:00 A.M. TO 6:00 P.M.
TUESDAY	6:00 A.M. TO 6:00 P.M.
WEDNESDAY	6:00 A.M. TO 6:00 P.M.
THURSDAY	6:00 A.M. TO 6:00 P.M.
FRIDAY	6:00 A.M. TO 6:00 P.M.
SATURDAY	FULL CLOSURES PERMITTED ALL DAY

THERE SHALL NOT BE ANY EXTENSIONS DUE TO WEATHER OR MATERIAL DELAYS WHATSOEVER.

SHALL THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

21. TRAFFIC SHALL NOT BE CROSSED OVER THE MEDIAN AT ANY TIME.

22. IN AREAS OF LANE CLOSURES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR GRADING THE EXISTING SHOULDER NEXT TO THE TRAVEL ED LANE TO AN ELEVATION NOT MORE THAN ONE (1) INCH BELOW EXISTING PAVEMENT ELEVATION AND MAINTAINING THE SHOULDERS IN A SAFE CONDITION FOR THE DURATION OF THE PROJECT.

23. AT 6:00 A.M., AT THE COMPLETION OF WORK FOR THE NIGHT, ALL DRUMS, BARRICADES, SIGNS, EQUIPMENT, VEHICLES, MATERIALS, L.E.O.'S, WORKERS AND ALL ITEMS RELATED TO THE PERFORMANCE AND EXECUTION OF THE WORK SHALL HAVE ALREADY BEEN REMOVED AND THE CLASS I PAINT STRIPING ALREADY APPLIED, AND THE ROADWAY, WITH ALL LANES, OPENED TO FULL TRAFFIC.

24. AT THE COMPLETION OF EACH WORK PERIOD, I.E., NIGHT OR WEEKEND, ALL STRIPING MUST HAVE ALREADY BEEN APPLIED, CONTINUOUS WITH THE ADJACENT SECTIONS. ALL STRIPING AND MARKING SHALL BE CLASS I, PAINT, INSTALLED AND PAID FOR AS PER ITEM 614. ALL TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL MARKINGS; I.E., STRIPING, SHALL HAVE BEEN APPLIED TO THE ROADWAY SURFACE PRIOR TO THE RE-OPENING OF ANY PORTION OF THE EXPRESSWAY CLOSED FOR ANY PARTICULAR PHASE OF THE WORK. AT NO TIME WILL ANY CLOSED PORTION OF THE EXPRESSWAY BE RE-OPENED WITHOUT COMPLETE PAVEMENT MARKINGS, WHETHER IT IS THE MILLED PORTLAND CEMENT CONCRETE PAVEMENT SURFACE, THE INTERMEDIATE LEVELLING COURSE OR THE WEARING SURFACE COURSE.

25. LIGHTS AND SIGNS AT ADJACENT ROAD INTERSECTIONS

THE CONTRACTOR SHALL, IN ADDITION TO THE GENERAL REQUIREMENTS OF ITEM 614 ON THE PROJECT, PERFORM THE FOLLOWING:

PROVIDE, ERECT, AND MAINTAIN STANDARD 48' X 30' SIZE "ROAD CLOSED" SIGN SUPPORTS, AND LIGHTS AT THE FOLLOWING LOCATIONS DURING PERIOD(S) IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

LOCATION	DESCRIPTION	PHASE(S)
RAMP "R"	CENTRAL INTERCHANGE, 76 EASTBOUND TO S.R. 8 NORTHBOUND	IA, IB
RAMP "U"	CENTRAL INTERCHANGE, 76 WESTBOUND TO S.R. 8 NORTHBOUND	IA, IB
S.R. 8	MAINLINE, NORTHBOUND LANE STA 422+85	IA, IB
RAMP "M"	EAST MARKET STREET ENTRANCE RAMP TO S.R. 8 NORTHBOUND	IB, IC
RAMP "J"	PERKINS STREET ENTRANCE RAMP TO S.R. 8 NORTHBOUND	IC
S.R. 8	MAINLINE SOUTHBOUND LANE STA 519+10	IIA, IIB
RAMP "K"	PERKINS STREET ENTRANCE RAMP TO S.R. 8 SOUTHBOUND	IIA, IIB
RAMP "O"	EAST MARKET STREET ENTRANCE RAMP S.R. 8 SOUTHBOUND	IIA, IIB, IIC
RAMP "T"	GOODKIRK STREET TO S.R. 8 SOUTHBOUND	IIA

SIGN SUPPORTS AND LIGHTS FOR "ROAD CLOSED" SIGNS SHALL BE AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR PROVIDING, ERECTING, MAINTAINING, AND REMOVING LIGHTS, SIGNS, AND SIGN SUPPORTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

26. THE CITY OF AKRON WILL ALLOW TRAFFIC ON THE EXPOSED CONCRETE PAVEMENT DURING THE HOURS OF 6:00 A.M. TO 7:00 P.M. IN THE EVENT OF PAVEMENT FAILURE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY PATCHING OF THE FAILED SCTION. SEE NOTE 11, SHEET 11.

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MAINTENANCE OF TRAFFIC-GENERAL NOTES & DETAILS

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SEQUENCE OF OPERATION

GENERAL

THE PROJECT SHALL BE CONSTRUCTED DURING THE SIX (6) PHASES LISTED BELOW. THE CONTRACTOR WILL BE PERMITTED TO CLOSE EITHER THE NORTHBOUND OR THE SOUTHBOUND LANES OF STATE ROUTE 8 AT SEPARATE TIMES; NEVER SIMULTANEOUSLY. THE CONTRACTOR MUST COMPLETE ONE PHASE PRIOR TO STARTING ANOTHER. ONLY AREAS CLOSED TO THROUGH TRAFFIC SHALL BE WORKED ON.

THE CONTRACTOR SHALL PROVIDE ALL THE MATERIALS, INCLUDING SIGNAGE, NECESSARY TO COMPLETE THIS PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ERECTING AND MAINTAINING ALL THE SIGNAGE CALLED FOR IN THE PLANS WITHIN THE L/A OF I-77, I-76 AND S.R. 1, INCLUDING THE CONNECTING EXIT AND ENTRANCE RAMPS. THE CITY SHALL ERECT AND MAINTAIN THE SIGNAGE SUPPLIED BY THE CONTRACTOR ON S.R. 59 AND ALONG THE DETOUR ROUTES OUTSIDE OF THE L/A OF I-77, I-76 AND S.R. 8.

PORTIONS OF STATE ROUTE 8, AS INDICATED IN THE PLANS, MAY BE CLOSED WEEKDAYS (MONDAY EVENING THROUGH FRIDAY MORNING) FROM 7:00 P.M. THAT EVENING UNTIL 6:00 A.M. FRIDAY MORNING, AND FROM 7:00 P.M. FRIDAY EVENING TO 6:00 A.M. THE FOLLOWING MONDAY MORNING, UNLESS OTHERWISE INDICATED IN THESE PLANS. ALL LANES SHALL BE OPEN TO THROUGH TRAFFIC BY 6:00 A.M. EVERY WEEKDAY. ALL PLASTIC SAFETY DRUMS AND TYPE III BARRICADES SHALL BE REMOVED; ALL APPROPRIATE SIGNAGE SHALL BE COVERED; ALL TRAVELED SURFACE SHALL BE SMOOTH AND FREE OF LOOSE DEBRIS, ALL TRANSITION BETWEEN MILLED AND PAVED SURFACES SHALL BE TAPERED AS PER STANDARD CONSTRUCTION DRAWING BP-5 TO ENSURE SMOOTH TRANSITIONS; ALL PAVEMENT MARKINGS, TEMPORARY OR PERMANENT SHALL BE IN PLACE PRIOR TO REOPENING S.R. 8 TO TRAFFIC AFTER EACH AND EVERY DAY AND/OR NIGHT'S CONSTRUCTION ACTIVITIES. SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE ABOVE MENTIONED REQUIREMENTS., THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

PHASE IA

PORTIONS OF STATE ROUTE 8 NORTHBOUND WILL BE CLOSED TO THROUGH TRAFFIC AT THE LOCATION AND METHODS INDICATED ON SHEETS 14-27, AND AS DESCRIBED BELOW:

1. THE SIGNAGE WITHIN THE L/A OF I-77, I-76 AND S.R. 8 DIRECTING THE TRAFFIC FLOWING ON S.R. 8 NORTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN ON THE PLANS.
2. RAMP "R" OF THE CENTRAL INTERCHANGE SHALL BE CLOSED BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
3. RAMP "U" OF THE CENTRAL INTERCHANGE SHALL BE CLOSED BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
4. THE NORTHBOUND LANES OF S.R. 8 SHALL BE CLOSED SOUTH OF THE CENTRAL INTERCHANGE BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
5. BARRELS SHALL BE PLACED IN THE NORTHBOUND TRAVEL LANES ON S.R. 8 NORTH OF BUCHTEL AVENUE AS INDICATED IN THE PLANS, TRANSITIONING TRAFFIC ENTERING S.R. 8 NORTHBOUND ON RAMP "Q" BACK INTO THE EXISTING TRAVELED LANES.

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

PHASE IB

PORTIONS OF STATE ROUTE 8 NORTHBOUND WILL BE CLOSED TO THROUGH TRAFFIC AT THE LOCATIONS AND METHODS INDICATED IN THE PLANS ON SHEET 28-43 AND AS DESCRIBED BELOW:

1. THE SIGNAGE WITHIN THE L/A OF I-77, I-76 AND S.R. 8 DIRECTING THE TRAFFIC FLOWING ON S.R. 8 NORTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN ON THE PLANS.
2. RAMP "R" OF THE CENTRAL INTERCHANGE SHALL BE CLOSED BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
3. RAMP "U" OF THE CENTRAL INTERCHANGE SHALL BE CLOSED BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
4. THE NORTHBOUND LANES OF S.R. 8 SHALL BE CLOSED SOUTH OF THE CENTRAL INTERCHANGE BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.
5. RAMP "Q", THE ENTRANCE RAMP ON BUCHTEL AVENUE FOR S.R. 8 NORTHBOUND, SHALL BE CLOSED USING TYPE III BARRICADE AS INDICATED ON THE PLANS.
6. RAMP "M", THE ENTRANCE RAMP ON EAST MARKET STREET FOR S.R. 8 NORTHBOUND, SHALL BE CLOSED USING TYPE III BARRICADE AS INDICATED ON THE PLANS.
7. BARRELS SHALL BE PLACED IN THE NORTHBOUND TRAVEL LANES OF S.R. 8 NORTH OF PERKINS STREET AS INDICATED IN THE PLANS TRANSITIONING TRAFFIC ENTERING S.R. 8 NORTHBOUND VIA RAMP "J" INTO THE EXISTING TRAVEL LANES.

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

PHASE IC

THIS PHASE DEALS WITH THE WORK NOT PERFORMED DURING PHASE IB ON RAMP "J", THE ENTRANCE RAMP FROM PERKINS STREET TO S.R. 8 NORTHBOUND. AFTER THE COMPLETION OF PHASES IA, IB AND IC, NO FURTHER WORK OF ANY KIND SHALL BE PERFORMED ON THE NORTHBOUND LANES OF STATE ROUTE 8. TRAFFIC SHALL BE REDIRECTED FROM RAMP "J" AS SHOWN IN THE PLANS ON SHEETS 44-47 AND AS LISTED BELOW.

1. THE SIGNAGE WITHIN THE L/A OF I-77, I-76 AND S.R. 8 DIRECTING THE TRAFFIC FLOWING ON S.R. 8 NORTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN ON THE PLANS.
2. RAMP "M", THE ENTRANCE RAMP ON EAST MARKET STREET FOR S.R. 8 NORTHBOUND SHALL BE CLOSED BY POSITION BARRICADES AS INDICATED IN THE PLANS.
3. RAMP "J", THE ENTRANCE RAMP ON PERKINS STREET FOR S.R. 8 NORTHBOUND SHALL BE CLOSED BY POSITIONING THE BARRELS AND BARRICADE AS INDICATED IN THE PLANS.

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

PHASE IIA

PORTIONS OF STATE ROUTE 8 SOUTHBOUND WILL BE CLOSED TO THROUGH TRAFFIC AT THE LOCATIONS AND METHODS INDICATED ON SHEETS 48-52 AND AS DESCRIBED BELOW:

1. THE SIGNAGE WITHIN THE L/A OF S.R. 8 DIRECTING TRAFFIC FLOWING ON S.R. 8 SOUTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN IN THE PLANS.
2. RAMP "T", THE ENTRANCE RAMP FROM GOODKIRK STREET TO S.R. 8 SOUTHBOUND SHALL BE CLOSED BY POSITIONING BARRELS AND BARRICADES AS INDICATED IN THE PLANS.
3. RAMP "O", THE ENTRANCE FROM EAST MARKET STREET TO S.R. 8 SOUTHBOUND, SHALL BE CLOSED BY POSITIONING THE BARRICADES AS INDICATED IN THE PLANS.
4. RAMP "K", THE ENTRANCE RAMP FROM GOODKIRK STREET TO S.R. 8 SOUTHBOUND, SHALL BE CLOSED BY POSITIONING THE BARRICADES AS INDICATED IN THE PLANS.
5. THE SOUTHBOUND LANES OF S.R. 8 SHALL BE CLOSED NORTH OF PERKINS STREET BY POSITIONING THE BARRELS AND BARRICADES AS INDICATED IN THE PLANS, DIRECTING TRAFFIC TO EXIT S.R. 8 BY USING RAMP "T".

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

PHASE IIB

PORTIONS OF STATE ROUTE 8 SOUTHBOUND WILL BE CLOSED TO THROUGH TRAFFIC AT THE LOCATIONS AND METHODS INDICATED ON SHEETS 53-58 AND AS DESCRIBED BELOW:

1. THE SIGNAGE WITHIN THE L/A OF S.R. 8 DIRECTING TRAFFIC FLOWING ON S.R. 8 SOUTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN IN THE PLANS.
2. RAMP "T", THE ENTRANCE RAMP FROM GOODKIRK STREET TO S.R. 8 SOUTHBOUND, SHALL HAVE BARRELS POSITIONED AS CALLED FOR IN THE PLANS ALLOWING TRAFFIC TO ENTER S.R. 8 SOUTHBOUND.
3. RAMP "O", THE ENTRANCE FROM EAST MARKET STREET TO S.R. 8 SOUTHBOUND, SHALL BE CLOSED BY POSITIONING THE BARRICADES AS INDICATED IN THE PLANS.
4. RAMP "K", THE ENTRANCE RAMP FROM GOODKIRK STREET TO S.R. 8 SOUTHBOUND, SHALL BE CLOSED BY POSITIONING THE BARRICADES AS INDICATED IN THE PLANS.
5. THE SOUTHBOUND LANES OF S.R. 8 SHALL BE CLOSED NORTH OF PERKINS STREET BY POSITIONING THE BARRELS AND BARRICADES AS INDICATED IN THE PLANS, DIRECTING TRAFFIC TO EXIT S.R. 8 BY USING RAMP "T".

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

PHASE IIC

THIS PHASE DEALS WITH THE WORK NOT PERFORMED DURING PHASE IIB ON RAMP "I", THE EXIT RAMP FROM S.R. 8 SOUTHBOUND TO PERKINS STREET. AFTER THE COMPLETION OF PHASES IIA, IIB, AND IIC, NO FURTHER WORK OF ANY KIND SHALL BE PERFORMED ON THE SOUTHBOUND LANES OF S.R. 8. TRAFFIC SHALL BE REDIRECTED FROM RAMP "I" AS SHOWN IN THE PLANS ON SHEETS 59-62 AND AS LISTED BELOW.

1. THE SIGNAGE WITHIN THE L/A OF S.R. 8 DIRECTING TRAFFIC FLOWING ON S.R. 8 SOUTHBOUND SHALL BE UNCOVERED AND PLACED AS SHOWN IN THE PLANS.
2. RAMP "O", THE ENTRANCE FROM EAST MARKET STREET TO S.R. 8 SOUTHBOUND, SHALL BE CLOSED BY POSITIONING THE BARRICADES AS INDICATED IN THE PLANS.
3. RAMP "I", THE EXIT RAMP FROM S.R. 8 SOUTHBOUND TO PERKINS STREET SHALL BE CLOSED BY PLACING THE BARRELS AND BARRICADES AS SHOWN IN THE PLANS.

UPON THE COMPLETION OF THE REQUIREMENTS CALLED FOR IN THE MAINTENANCE OF TRAFFIC PLANS FOR REDIRECTING THE FLOW OF TRAFFIC, MILLING AND PAVING OPERATIONS, (AS WELL AS THE OTHER TASKS CALLED FOR IN THE PLAN) MAY BEGIN. ALL MAINTENANCE OF TRAFFIC DEVICES MUST BE REMOVED BY 6:00 A.M. WEEKDAYS, ALLOWING THE UNRESTRICTED FLOW OF TRAFFIC ON S.R. 8. THE REMOVAL OF MAINTENANCE OF TRAFFIC EQUIPMENT SHALL BE PERFORMED BY REVERSING THE ORDER OF PLACEMENT.

542371

MAINTENANCE OF TRAFFIC

PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

14
95

SUMMIT COUNTY
SUM-8-0.38A

A
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36

B
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-26-30

C
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-19-30

D
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-24-30

E
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-21-30

F
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-24-30

H
DETOUR OM-23-24
NORTH M-37-36
8 M-2-36
M-28-30

I
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36

J
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36
M-26-30

K
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36
M-19-30

L
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36
M-24-30

M
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36
M-21-30

O
DETOUR OM-23-24
SOUTH M-38-36
8 M-2-36
M-27-30

PROPOSED DETOUR SIGNAGE LEGEND

NOTES :

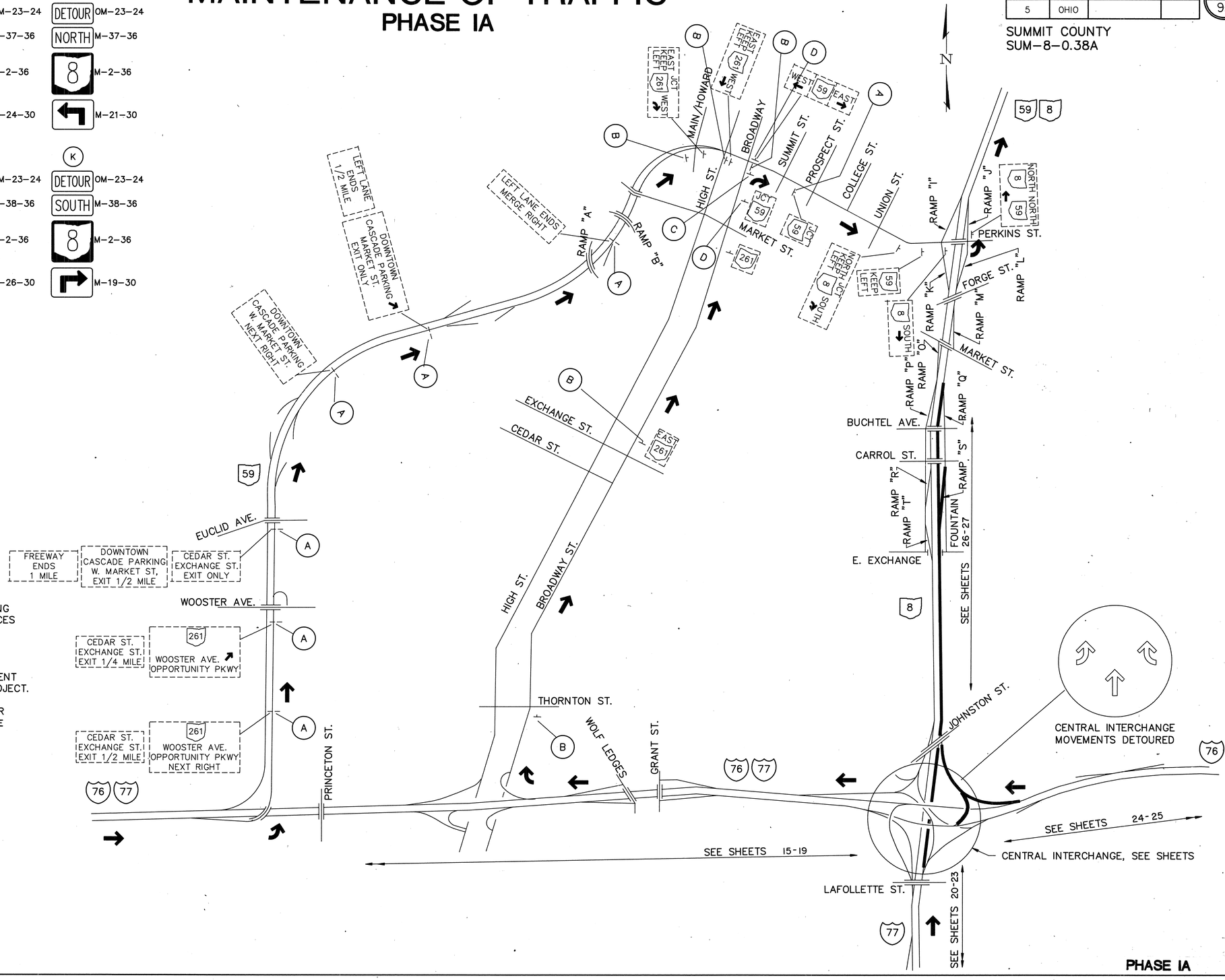
1. UNDER PHASE IA ALL NORTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 NORTHBOUND BETWEEN THE CENTRAL INTERCHANGE AND RAMP "O", THE BUCHTEL AVENUE NORTHBOUND ENTRANCE RAMP.

2. ALL NECESSARY DETOUR SIGNING ALONG THE LOCAL STREET SYSTEM PERFORMED BY THE CITY OF AKRON TRAFFIC ENGINEERING DEPARTMENT SHALL BE THOSE SIGNS NEEDED AT RAMP ENTRANCES TO THE EXPRESSWAY, THEIR COMPLEMENTARY APPROACH SIGNS AND THE DETOUR ROUTES UTILIZING LOCAL CITY STREETS.

3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING, ERECTING, MAINTAINING AND DISMANTLING THE SIGNAGE AND M.O.T. EQUIPMENT WITHIN THE L/A OF I-77, I-76 & S.R. 8 AFFECTED BY THIS PROJECT.

4. THE CONTRACTOR SHALL NOTIFY THE DISTRICT TRAFFIC ENGINEER AND THE CITY OF AKRON EIGHTEEN (18) DAYS PRIOR TO THE LANE RESTRICTION AND/OR ROAD CLOSURE.

6. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.



PHASE IA

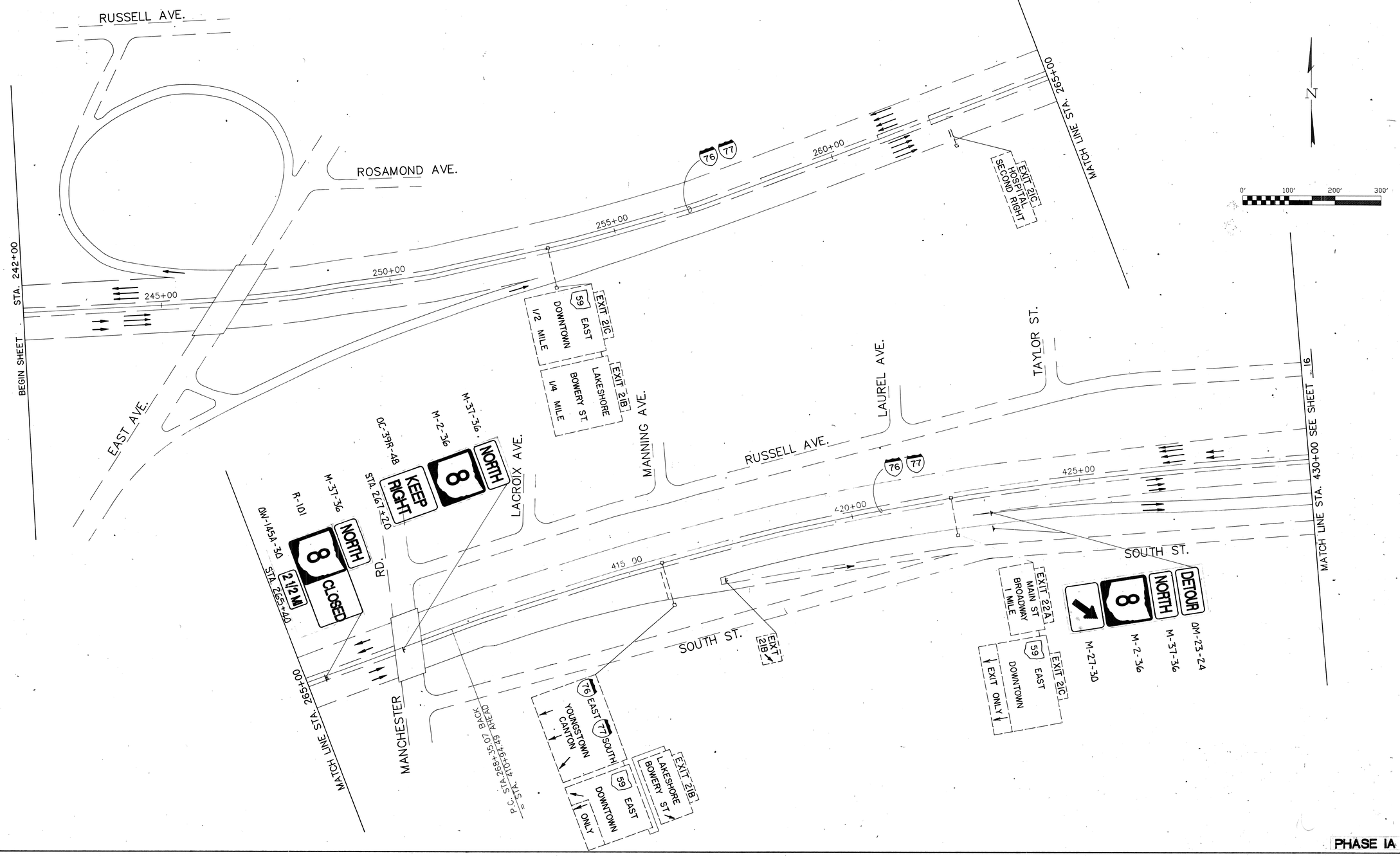
NORTHBOUND S.R. 8 DETOUR TRAFFIC MAINTENANCE

MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

15
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IA

WEST MAINTENANCE OF TRAFFIC STA. 242+00 TO STA. 430+00

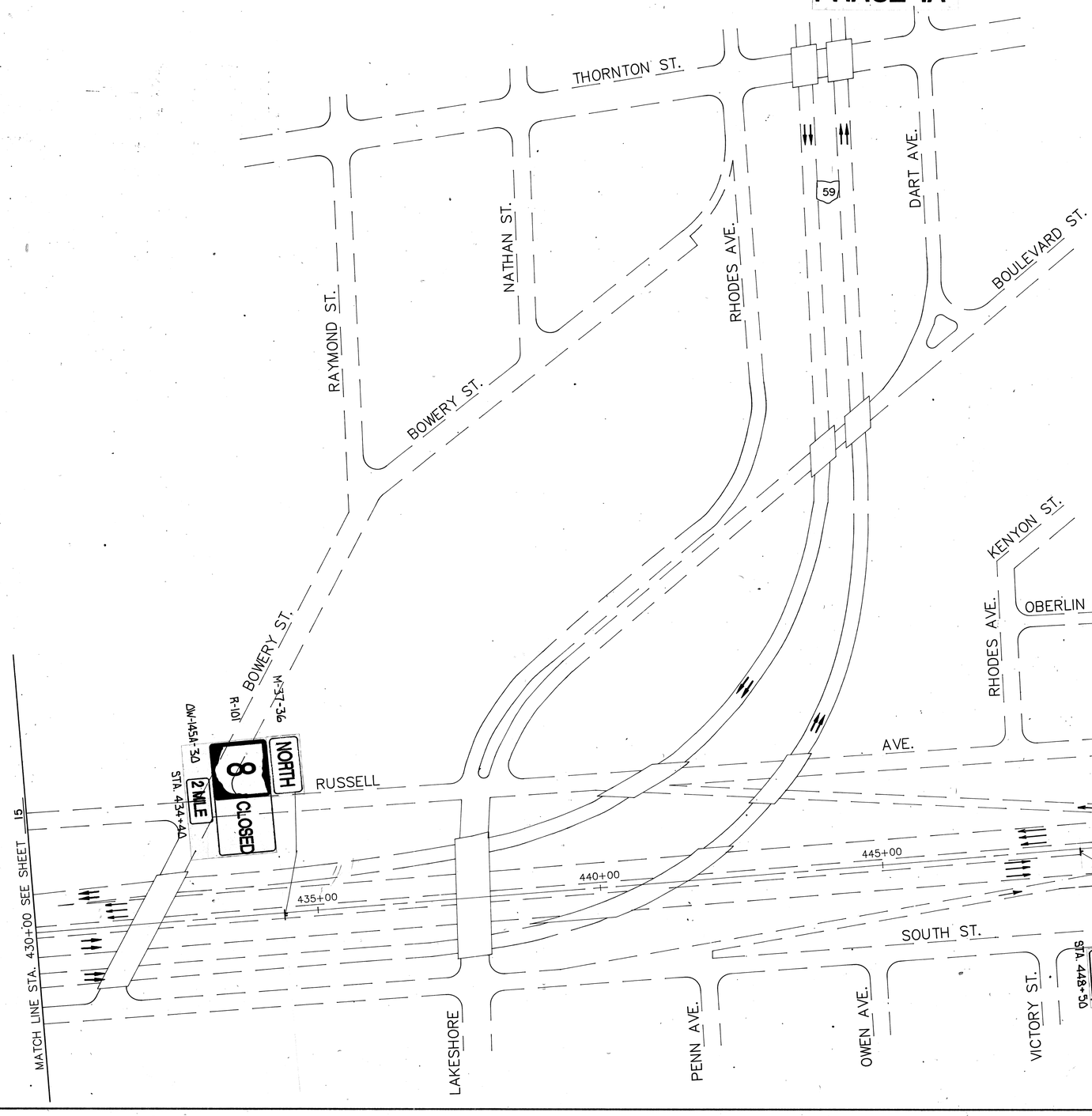
MAINTENANCE OF TRAFFIC

PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

16
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IA

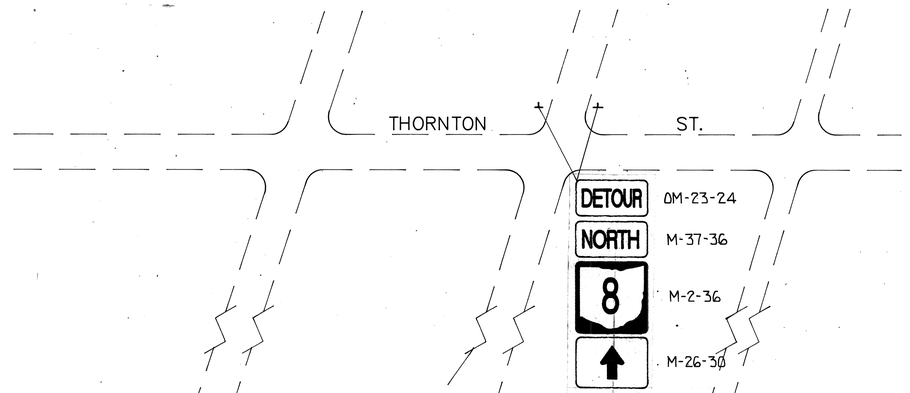
WEST MAINTENANCE OF TRAFFIC STA. 430+00 TO STA. 460+00

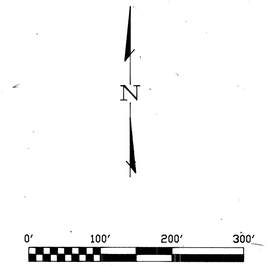
MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

17
95

SUMMIT COUNTY
SUM-8-0.38A





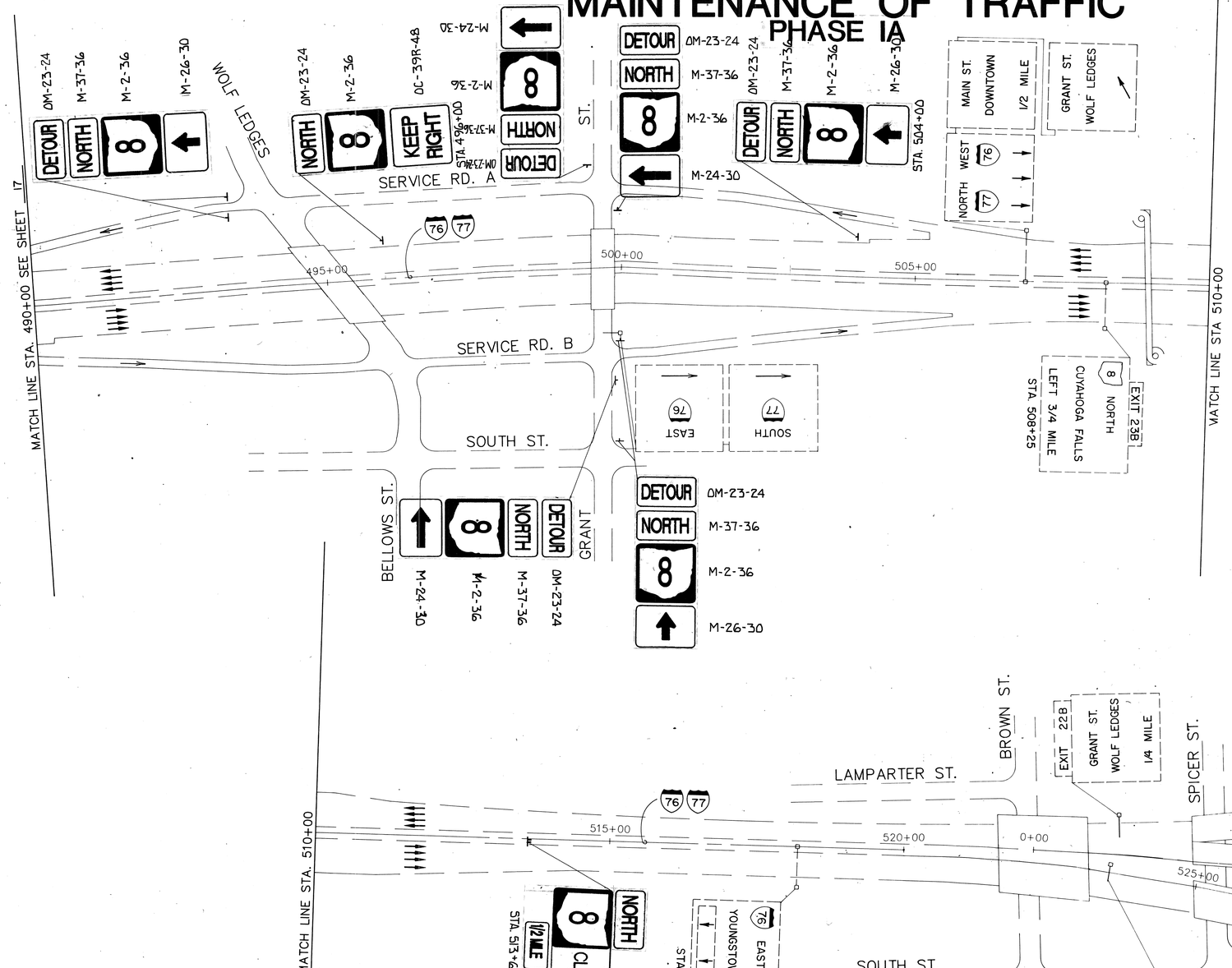
PHASE IA

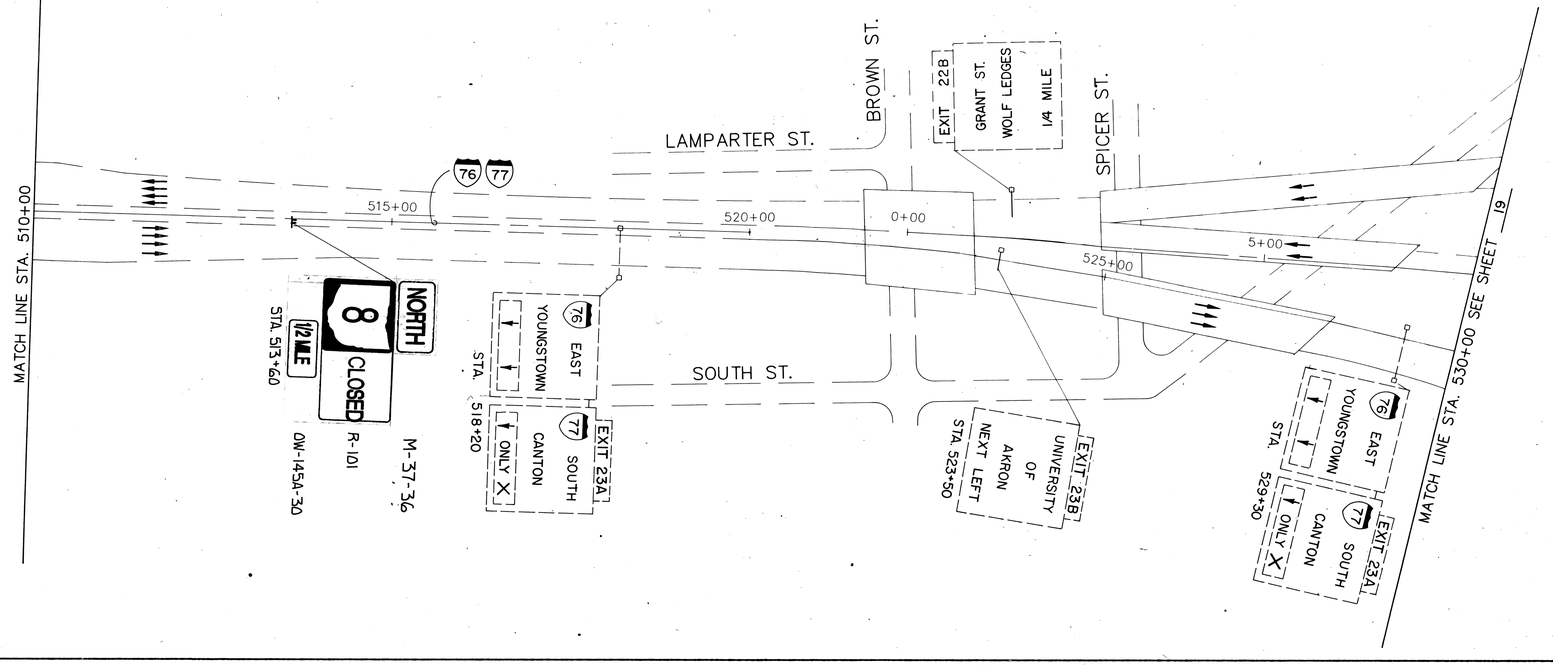
WEST MAINTENANCE OF TRAFFIC STA. 460+00 TO STA. 490+00

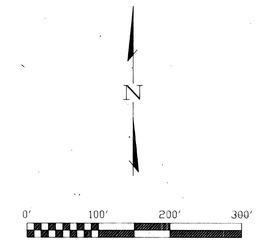
MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION		18
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A







PHASE IA

WEST MAINTENANCE OF TRAFFIC STA. 490+00 TO STA. 530+00

MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

PHASE IA

MAINTENANCE OF TRAFFIC
PHASE IA

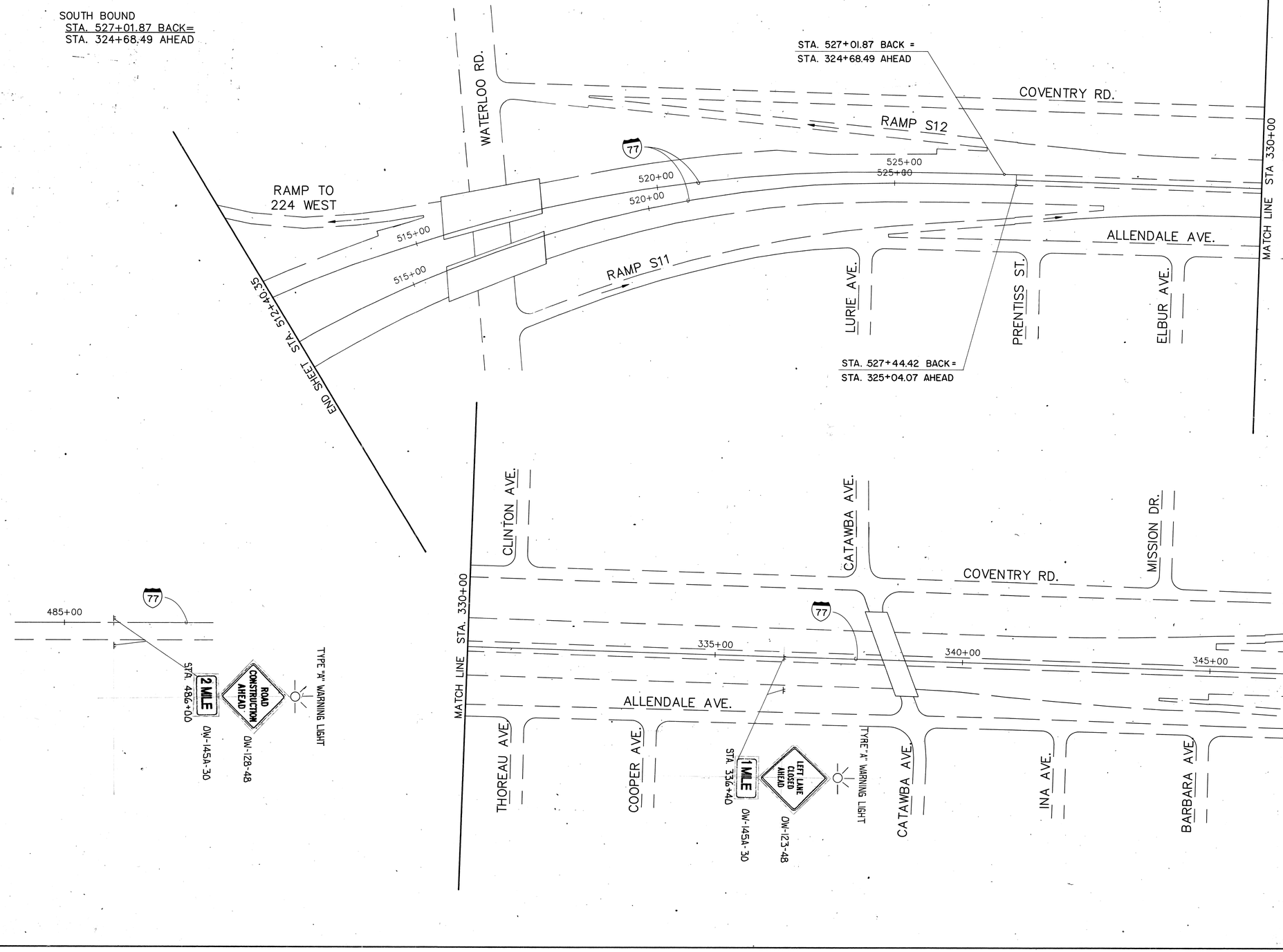
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

20
95

SUMMIT COUNTY
SUM-8-0.38A

STATION EQUATION
NORTH BOUND
STA. 527+44.42 BACK=
STA. 325+04.07 AHEAD

SOUTH BOUND
STA. 527+01.87 BACK=
STA. 324+68.49 AHEAD



PHASE IA

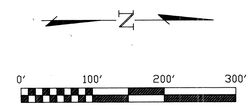
MAINTENACE OF TRAFFIC STA. 512+40.35 TO STA. 350+00.00

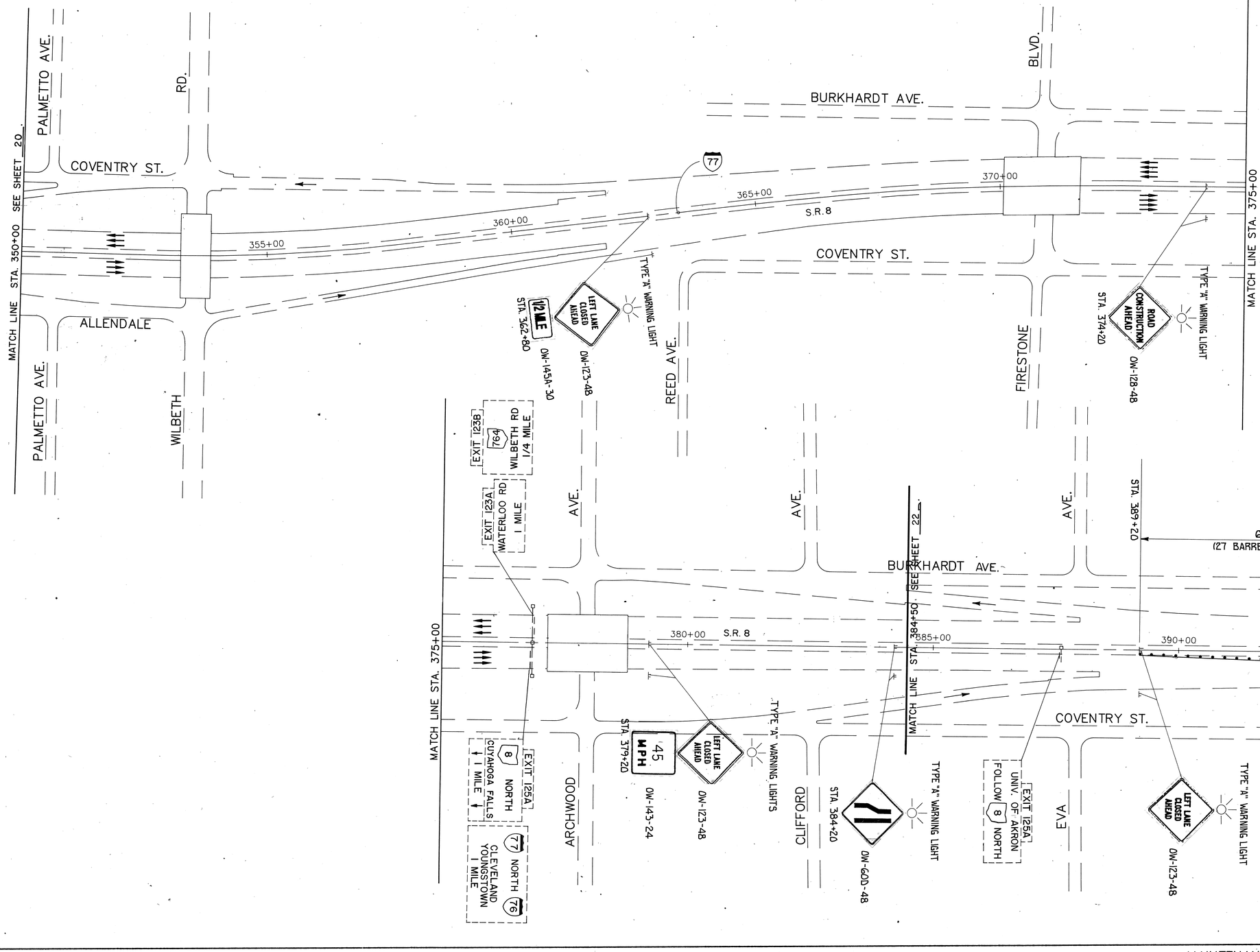
MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

21
95

SUMMIT COUNTY
SUM-8-0.38A





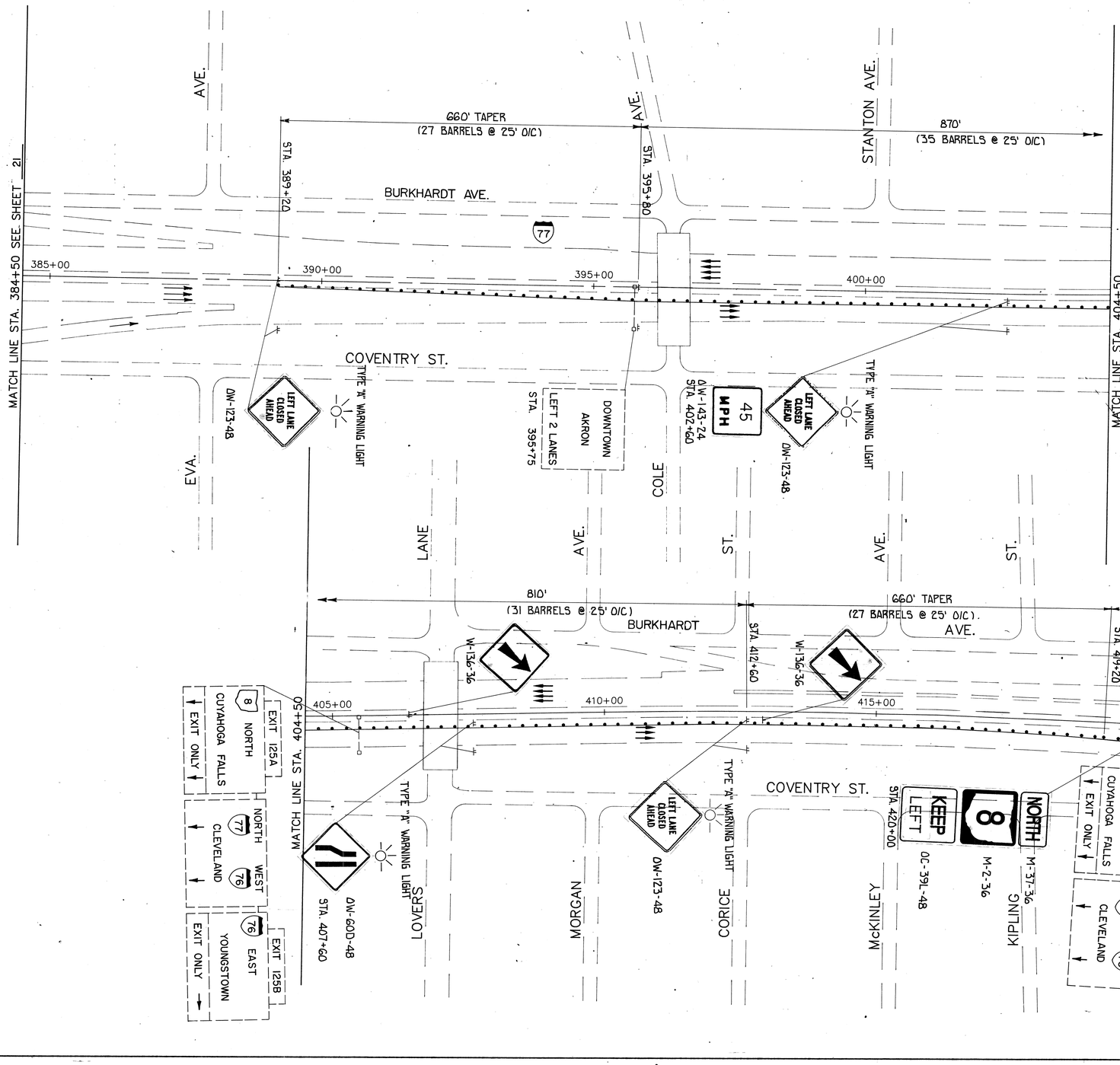
PHASE IA

MAINTENANCE OF TRAFFIC STA. 350+00 TO STA. 395+00

MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION		22
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IA

MAINTENANCE OF TRAFFIC STA. 384+50 TO STA 424+50

MAINTENANCE OF TRAFFIC

PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

23
95

SUMMIT COUNTY
SUM-8-0.38A

RAMP "P"
RAMP "O"
RAMP "N"
RAMP "M"
RAMP "S"
RAMP "R"
RAMP "U"
RAMP "N"
RAMP "O"

0+00
5+00
10+00
15+00
20+00
25+00
30+00
525+00
535+00
540+00
550+00
435+00
430+00
425+00
420+00

MATCH LINE STA. 530+00 SEE SHEET 18
MATCH LINE STA. 545+00 SEE SHEET 25
MATCH LINE STA. 424+50 SEE SHEET 22

STA 532+75
STA. 542+75
STA. 21+34

M-37-36
M-2-36
OC-39R-48
M-26-30
OM-23-24
W-138-36

NORTH 8 KEEP RIGHT

TYPE III BARRICADE
ROAD CLOSED
R-75-48
STA. 540+90

1000'
(41 BARRELS @ 25' O/C)

ROAD CLOSED
R-75-48
STA. 24+80

DETOUR
OM-23-24
NORTH
M-37-36
8
M-2-36
M-28-30

DETOUR
OM-23-24
NORTH
M-37-36
8
M-2-36
KEEP LEFT
OC-39L-48

TYPE III BARRICADE
ROAD CLOSED
R-75-48
STA. 422+85

W-138-36

SOUTH ST.
5th AVE.
CROSIER ST.
LAFOLLETTE ST.
BAIRD ST.
BROWN ST.
DARKOW ST.
HAMMEL ST.
GRIDLEY AVE.
BURKHART AVE.
COVENTRY ST.

EXIT 23B
UNIVERSITY OF AKRON
NEXT LEFT
STA. 523+50

EXIT 23B
CUYAHOGA FALLS
NORTH

EXIT 23B
BUCHTEL AVE
CUYAHOGA FALLS
ONLY

EXIT 23A
SOUTH CANTON
NEXT LEFT
STA. 25+58
2 LANES
NORTH WEST
1/4 MILE

EXIT 23B
YOUNGSTOWN
EAST
CANTON
SOUTH
ONLY
STA. 529+30

EXIT 23B
CUYAHOGA FALLS
NORTH
STA. 540+14

SOUTH CANTON
NEXT LEFT
STA. 21+34

NORTH WEST
CLEVELAND
ONLY

EXIT 125B
EAST
YOUNGSTOWN

EXIT 125A
NORTH
CUYAHOGA FALLS
EXIT ONLY

NORTH WEST
CLEVELAND

EXIT 125B
EAST
YOUNGSTOWN
EXIT ONLY

0' 100' 200' 300'

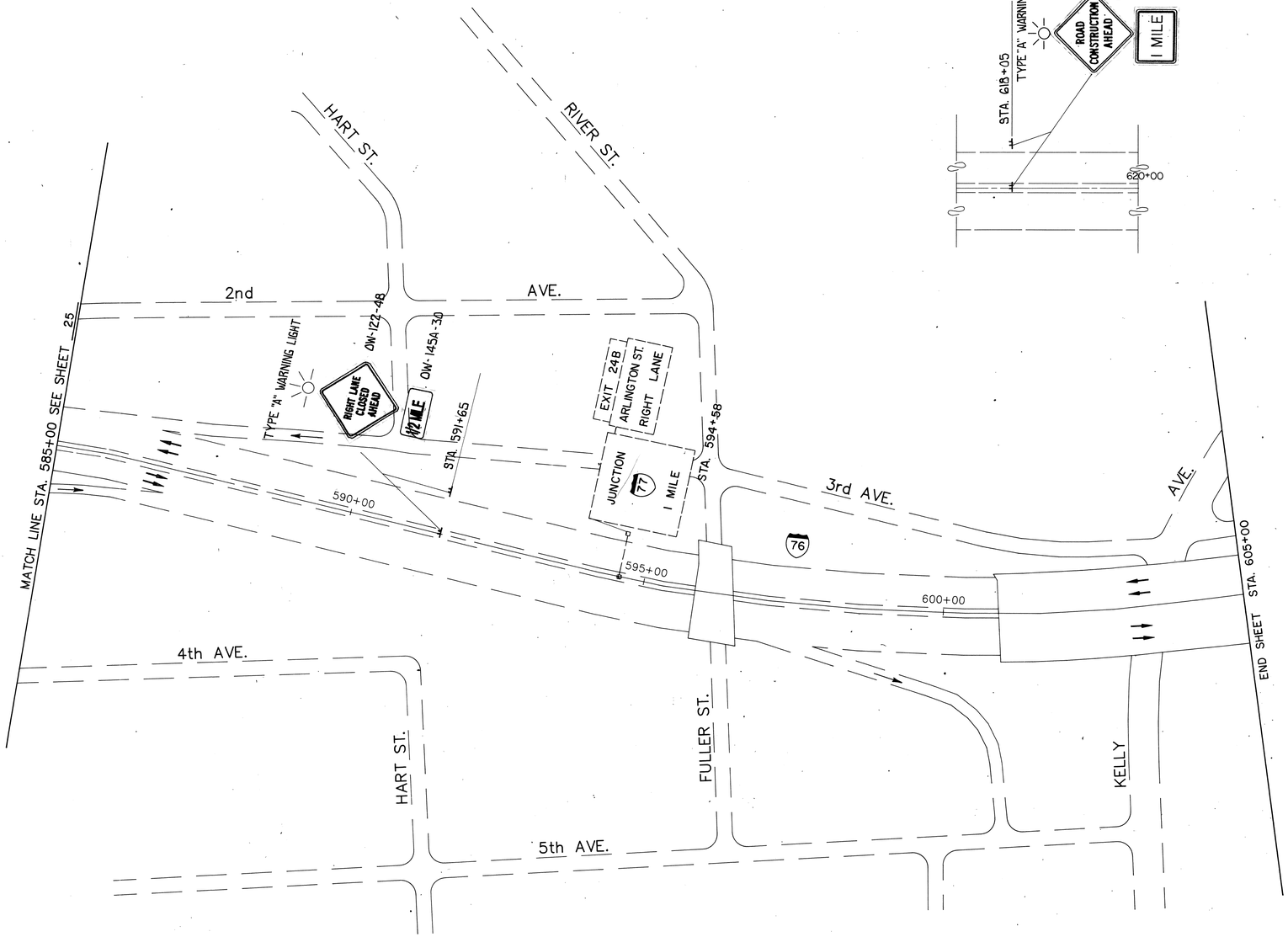
PHASE IA
MAINTENANCE OF TRAFFIC CENTRAL INTERCHANGE

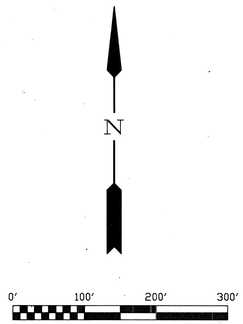
MAINTENANCE OF TRAFFIC
PHASE IA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

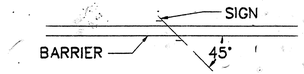
24
95

SUMMIT COUNTY.
SUM-8-0.38A





NOTE
IF SIGN POSTS DO NOT FIT OVER CONCRETE BARRIER, THE SIGN MAYBE ROTATED 45°.



PHASE IA

EAST MAINTENANCE OF TRAFFIC STA. 585+00 TO STA. 605+00

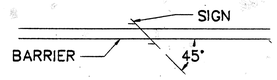
MAINTENANCE OF TRAFFIC
PHASE IA

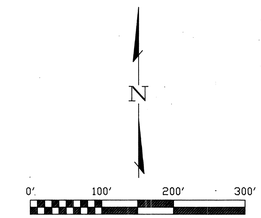
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

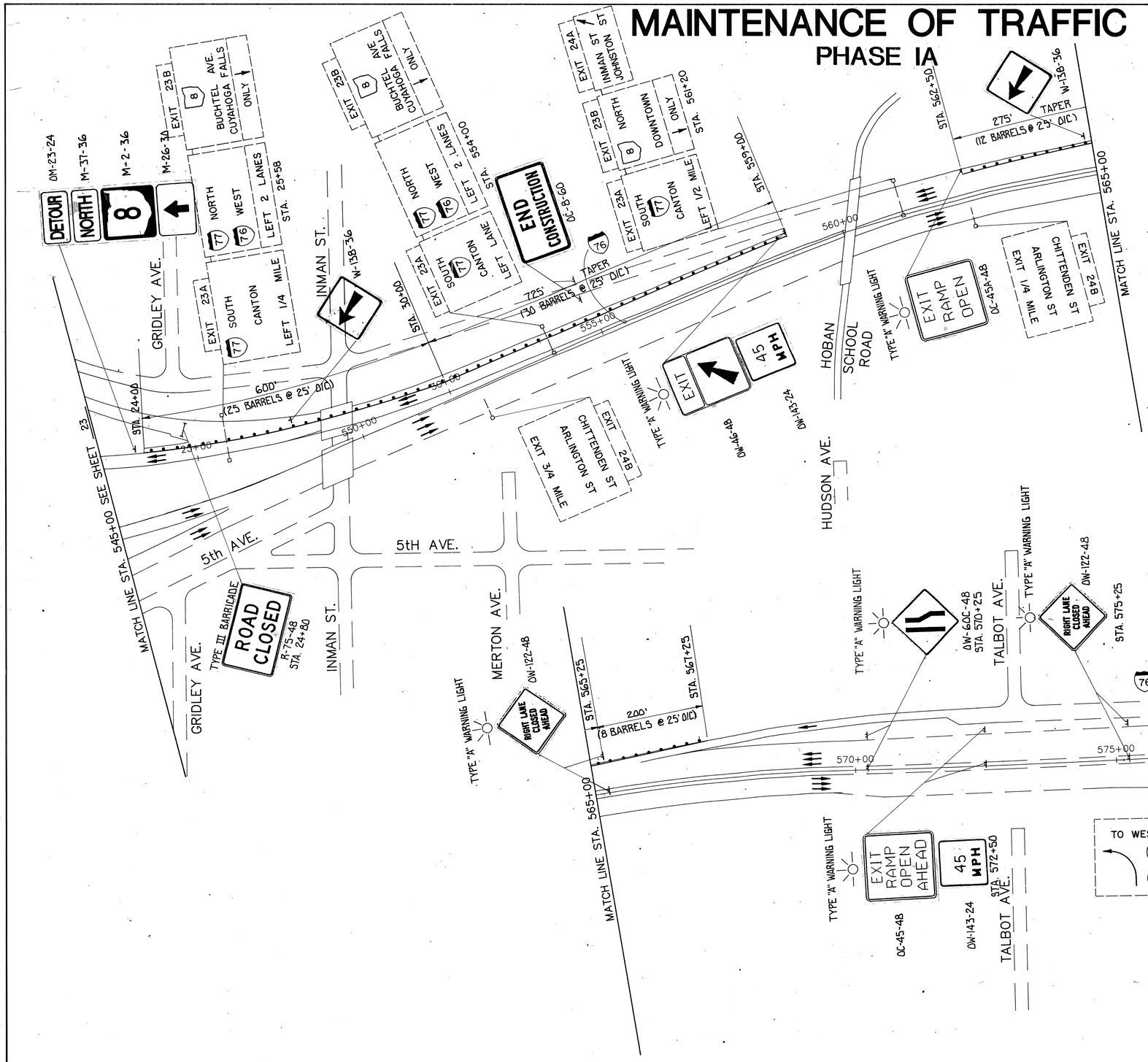
25
95

SUMMIT COUNTY
SUM-8-0.38A

NOTE
IF SIGN POSTS DO NOT FIT OVER CONCRETE BARRIER, THE SIGN MAYBE ROTATED 45°.







PHASE IA

EAST MAINTENANCE OF TRAFFIC STA. 545+00 TO STA.585+00

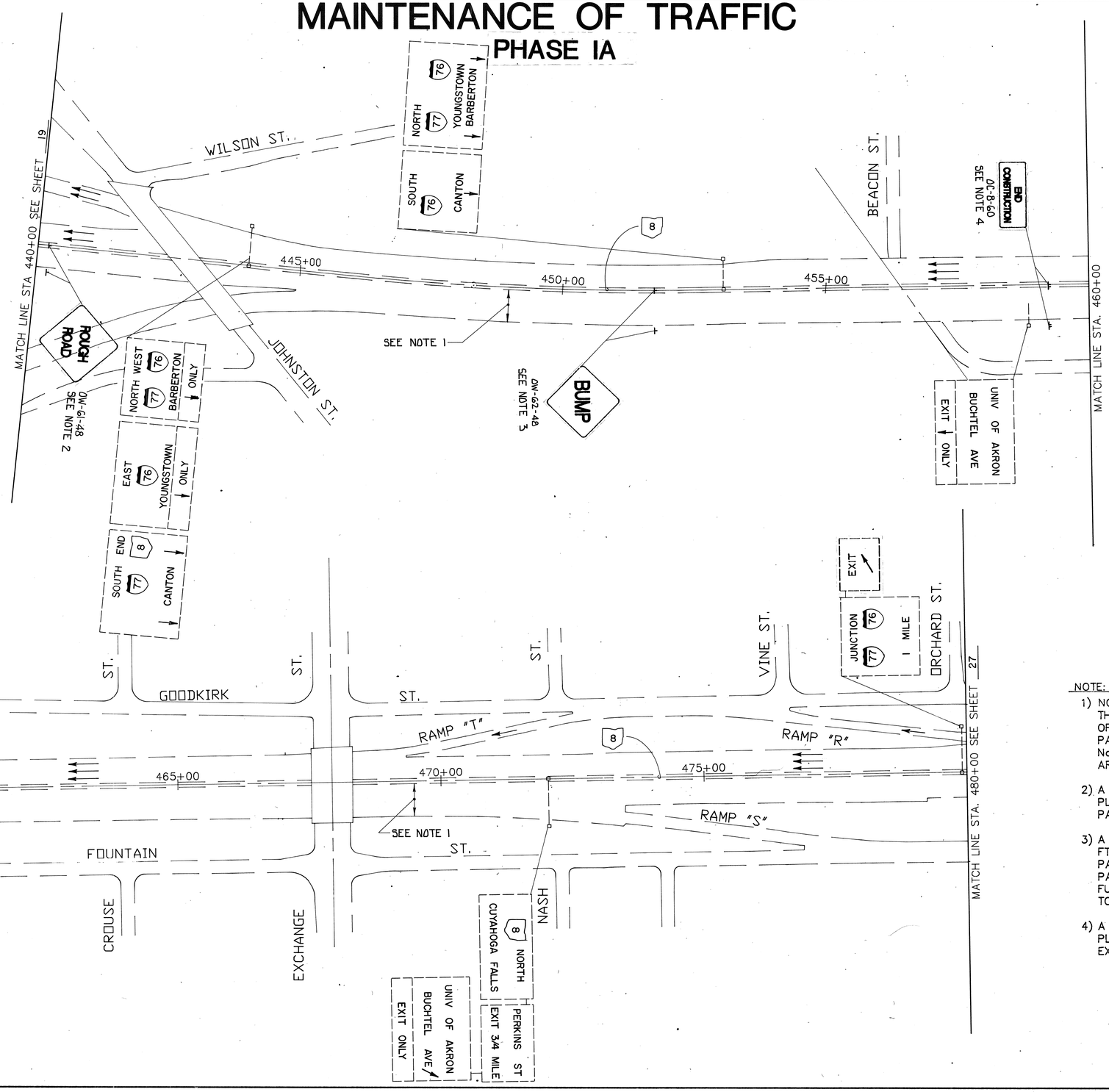
MAINTENANCE OF TRAFFIC

PHASE IA

F.H.W.A. REGION NO.	STATE	REGION	
5	OHIO		

26
95

SUMMIT COUNTY
SUM-8-0.38A



NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68. THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-89.

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

PHASE IA

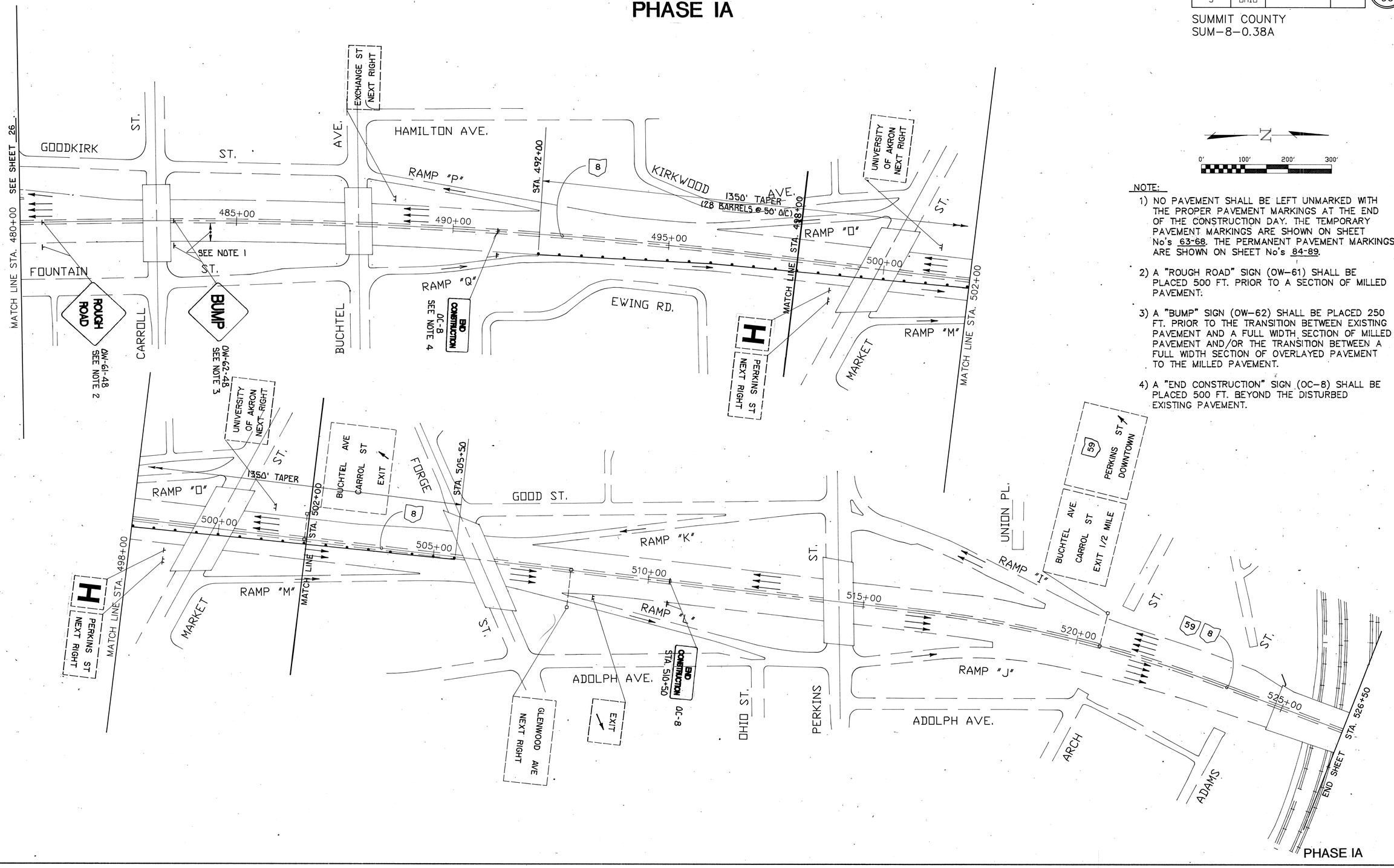
MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

MAINTENANCE OF TRAFFIC
PHASE IA

F.H.V.A. REGION	STATE	REGION	
5	OHIO		

27
95

SUMMIT COUNTY
SUM-8-0.38A



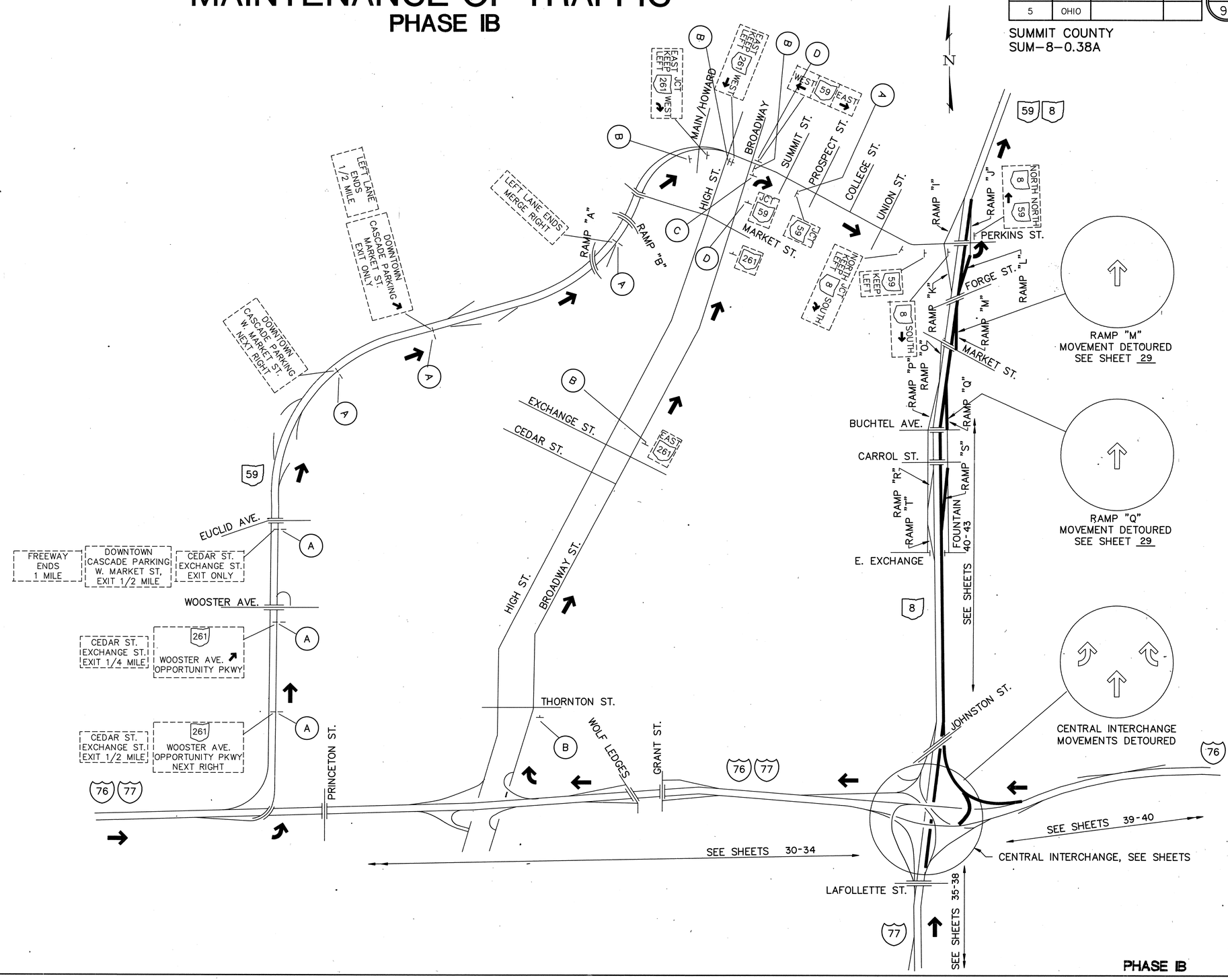
MAINTENANCE OF TRAFFIC STA. 480+00 TO STA.526+50

MAINTENANCE OF TRAFFIC
PHASE IB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

28
95

SUMMIT COUNTY
SUM-8-0.38A



NOTES :

1. UNDER PHASE IB ALL NORTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 NORTHBOUND BETWEEN THE CENTRAL INTERCHANGE AND RAMP "J", THE PERKINS AVENUE NORTHBOUND ENTRANCE RAMP.
2. UNDER PHASE IB ALL NORTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 NORTHBOUND ENTRANCE RAMPS "Q" AND "M".
3. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

5. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IB

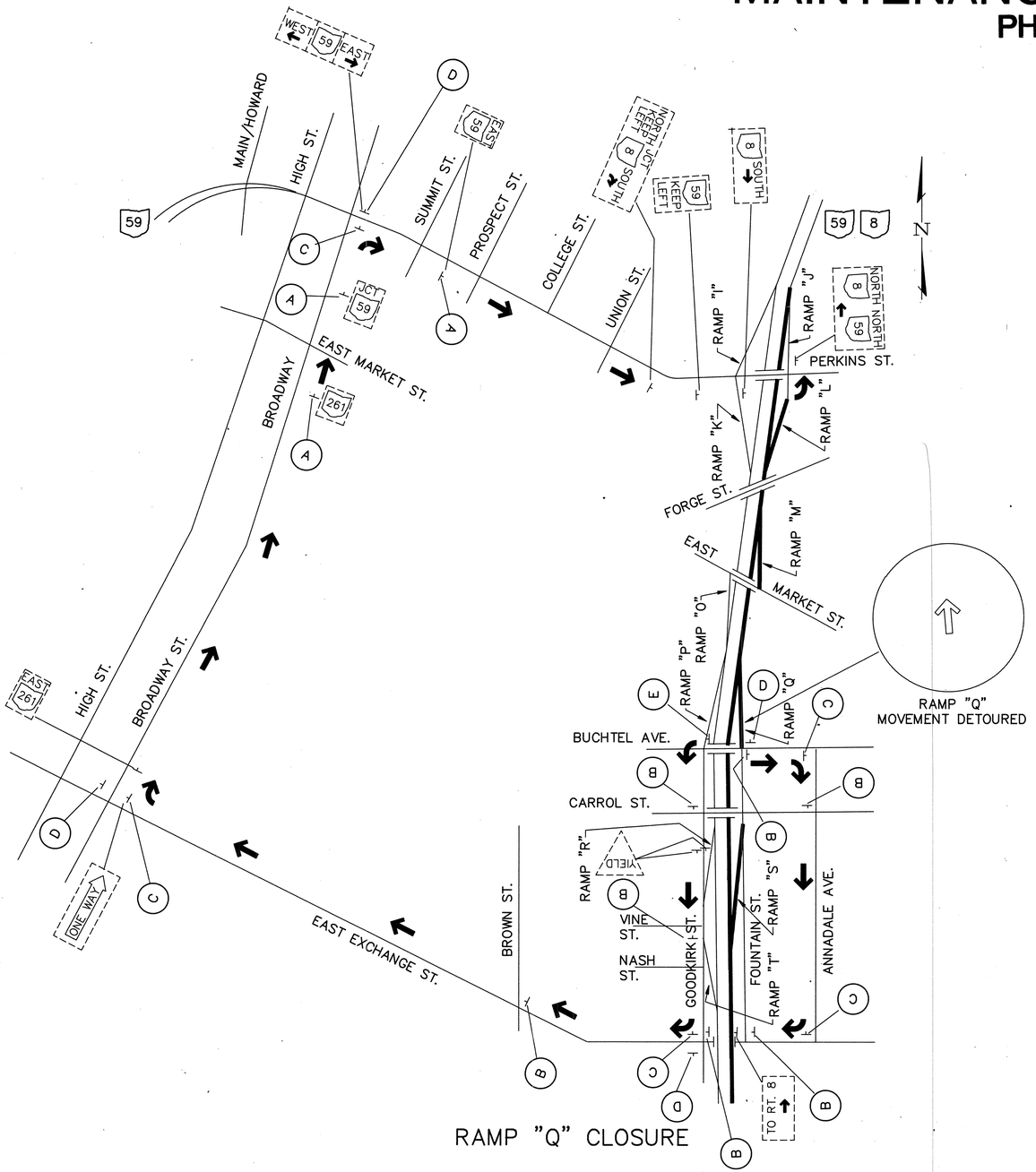
NORTHBOUND S.R. 8 DETOUR TRAFFIC MAINTENANCE

MAINTENANCE OF TRAFFIC
PHASE IB

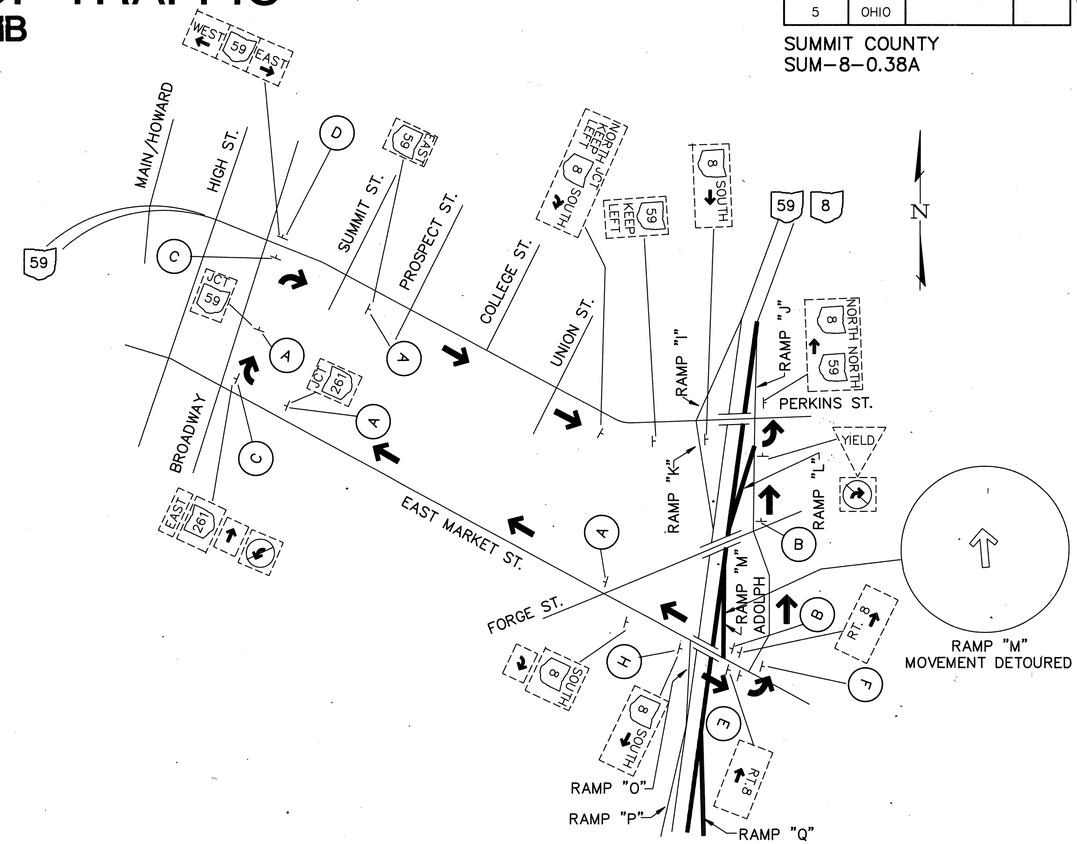
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

29
95

SUMMIT COUNTY
SUM-8-0.38A



RAMP "Q" CLOSURE



RAMP "M" CLOSURE

NOTES :
1. UNDER PHASE IB ALL NORTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 NORTHBOUND ENTRANCE RAMPS "Q" AND "M".

2. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

4. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IB

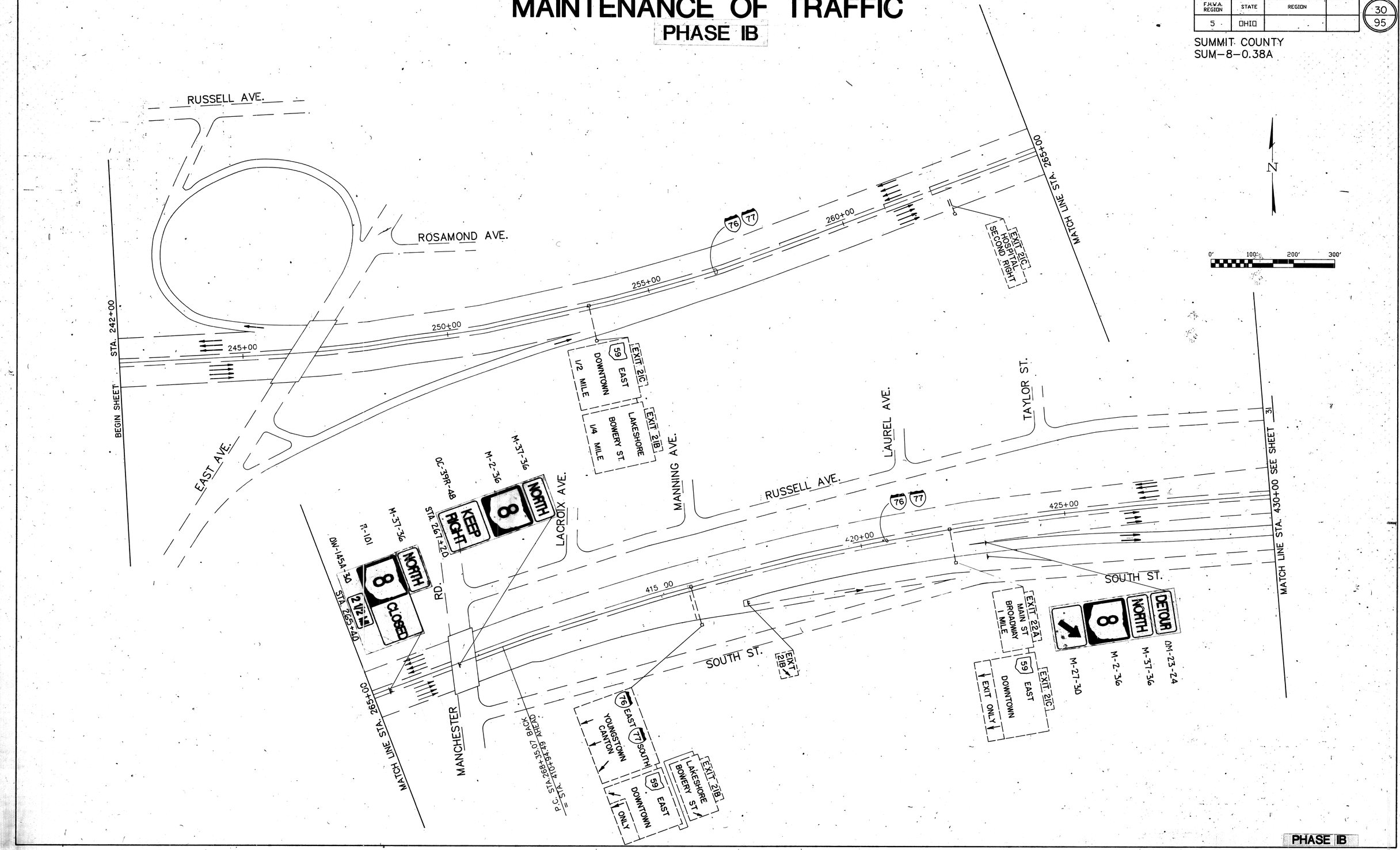
RAMP "M" & RAMP "Q" DETOUR TRAFFIC MAINTENANCE

MAINTENANCE OF TRAFFIC

PHASE IB

F.H.W.A. REGION	STATE	REGION		30
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IB

WEST MAINTENANCE OF TRAFFIC STA. 242+00 TO STA. 430+00

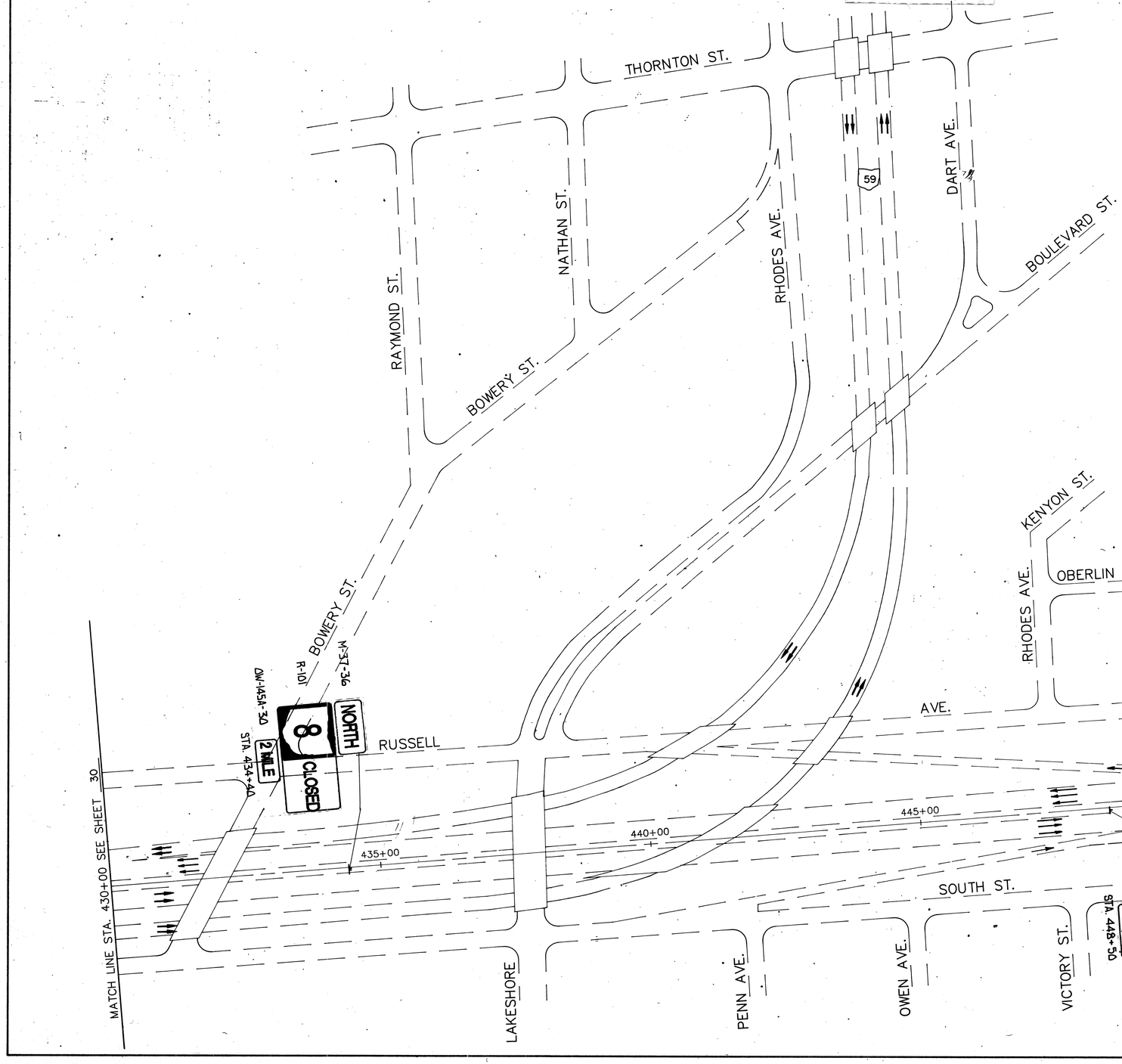
MAINTENANCE OF TRAFFIC

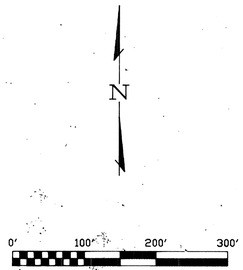
PHASE IB

F.H.V.A. REGION	STATE	REGION	
5	OHIO		

31
95

SUMMIT COUNTY
SUM-8-0.38A





PHASE IB

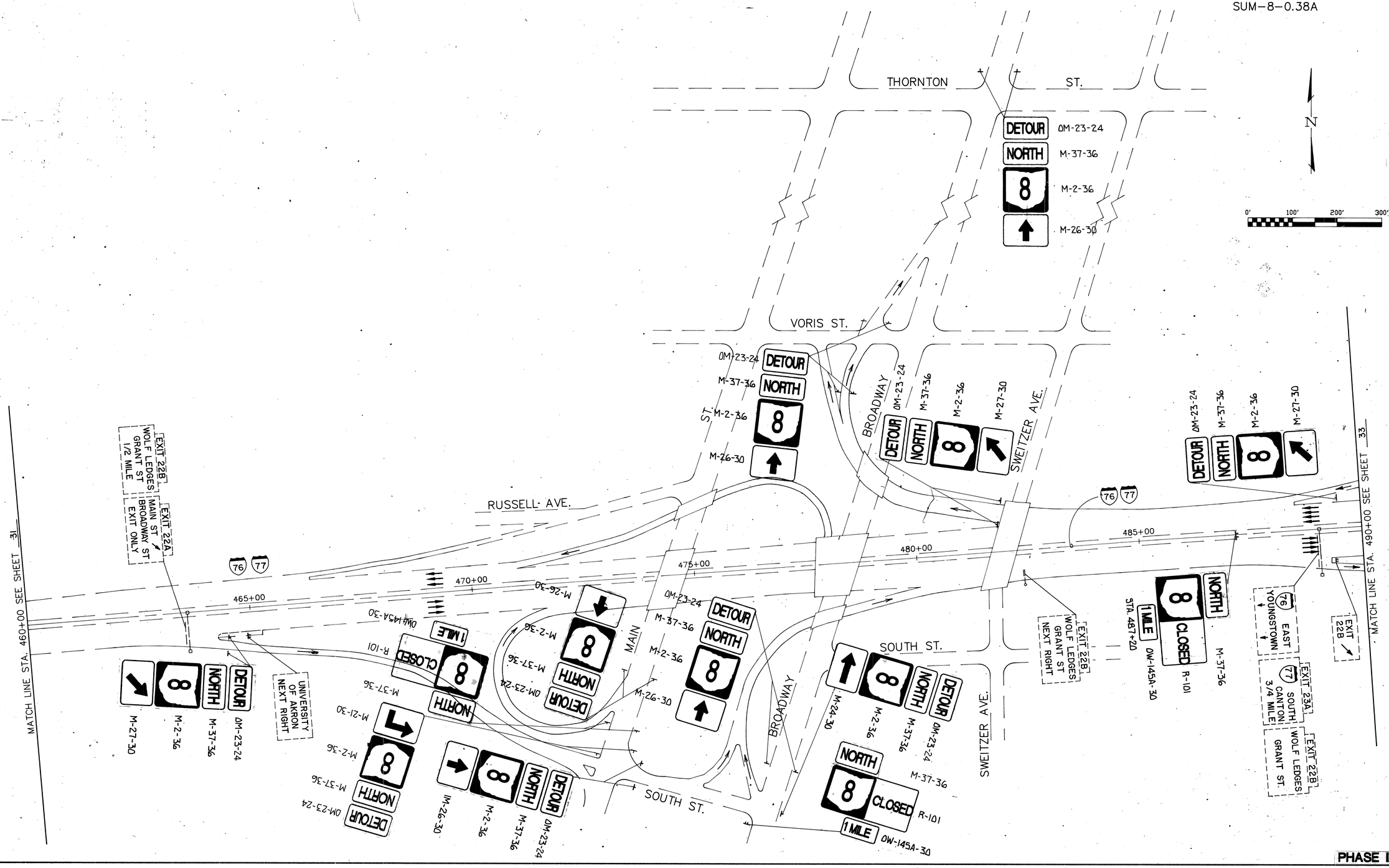
WEST MAINTENANCE OF TRAFFIC STA. 430+00 TO STA. 460+00

MAINTENANCE OF TRAFFIC
PHASE IB

F.H.W.A. REGION	STATE	REGION		
5	OHIO			

32 / 95

SUMMIT COUNTY
SUM-8-0.38A



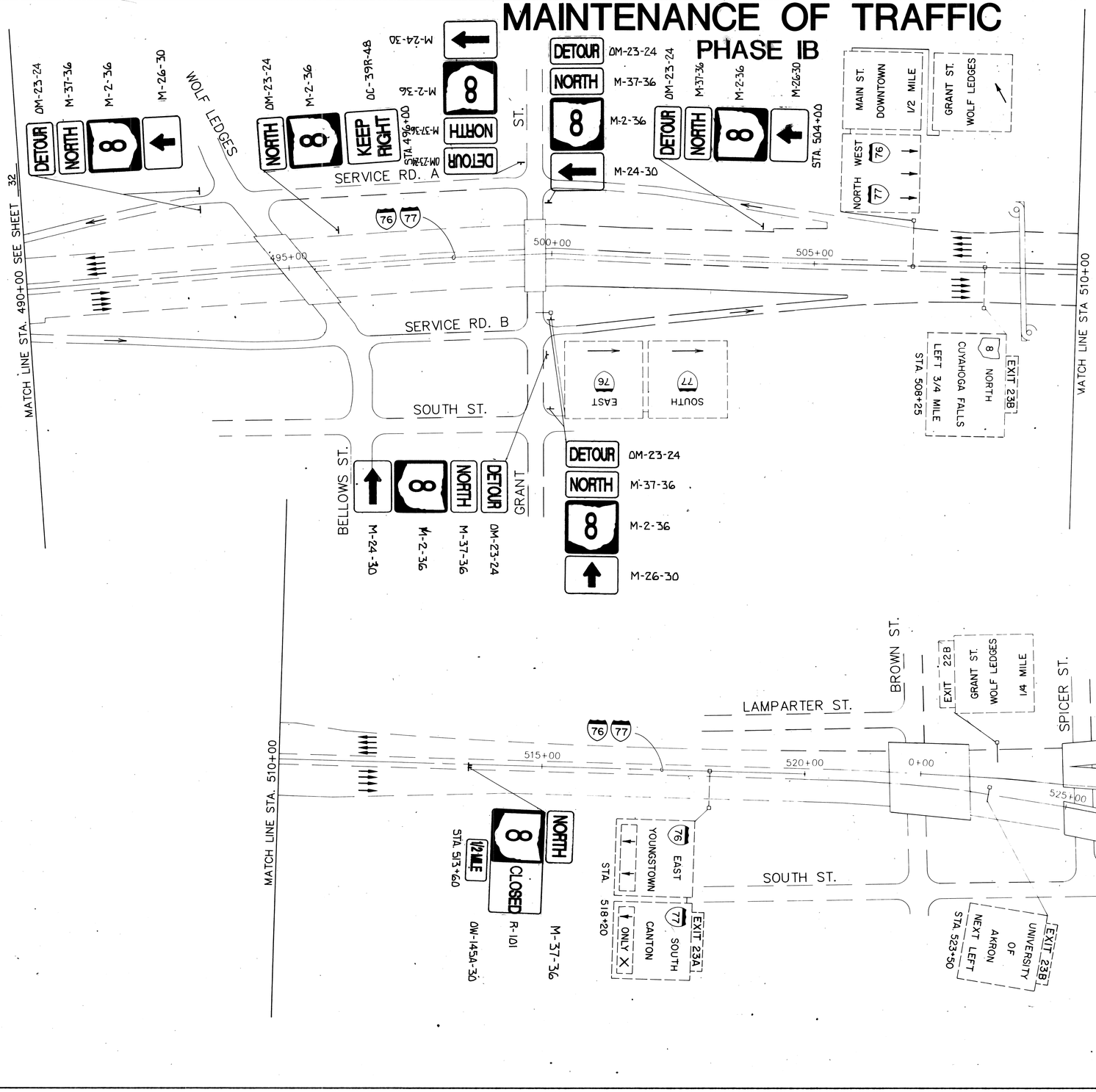
PHASE IB

WEST MAINTENANCE OF TRAFFIC STA. 460+00 TO STA. 490+00

MAINTENANCE OF TRAFFIC
PHASE IB

F.H.W.A. REGION	STATE	REGION		33
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IB

WEST MAINTENANCE OF TRAFFIC STA. 490+00 TO STA. 530+00

MAINTENANCE OF TRAFFIC

PHASE IB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

34
95

SUMMIT COUNTY
SUM-8-0.38A

THORNTON ST.
SPICER ST.
BROWN ST.
SOUTH ST.
WILSON CT.
HEDDEN AVE.
JOHNSTON ST.
LUMIERE ST.
HAMMEL ST.
BETTIE ST.
GRIDLEY AVE.
CLARK ST.
EDGE ST.
INMAN ST.
5th AVE.

STA 444+15
SOUTH END CANTON
EAST YOUNGSTOWN ONLY
NORTH EAST BARBERTON ONLY
445+00
STA. 439+70
NORTH WEST
EAST
MATCH LINE STA. 440+00 SEE SHEET 41
RAMP "S"
RAMP "P"
RAMP "O"
RAMP "R"
RAMP "U"
RAMP "M"
RAMP "S"
0+00
5+00
10+00
15+00
20+00
525+00
530+00 SEE SHEET 33
535+00
540+00
545+00 SEE SHEET 40
550+00
25+00
30+00
STA. 432+75
STA. 542+75
1000'
(41 BARRELS @ 25' O/C)
TYPE III BARRICADE
ROAD CLOSED
R-75-48
STA. 540+90
TYPE III BARRICADE
ROAD CLOSED
R-75-48
STA. 24+80
STA. 24+00
STA. 21+34
SOUTH CANTON NEXT LEFT
EXIT 23B
BUCHTEL AVE
CUYAHOGA FALLS ONLY
LEFT 2 LANES
STA. 25+58
NORTH WEST
EXIT 23A
SOUTH CANTON
LEFT 1/4 MILE
EXIT 23B
AKRON UNIVERSITY OF
NEXT LEFT
STA. 523+50
EXIT 23A
SOUTH CANTON
EAST YOUNGSTOWN
ONLY
STA. 529+30
NORTH CUYAHOGA FALLS
EXIT 23B
NORTH CUYAHOGA FALLS
STA. 540+14
DETOUR
NORTH
OM-23-24
M-31-36
M-2-36
M-26-30
M-138-36
N
0' 100' 200' 300'

PHASE IB

MAINTENANCE OF TRAFFIC · CENTRAL INTERCHANGE

MAINTENANCE OF TRAFFIC
PHASE IB

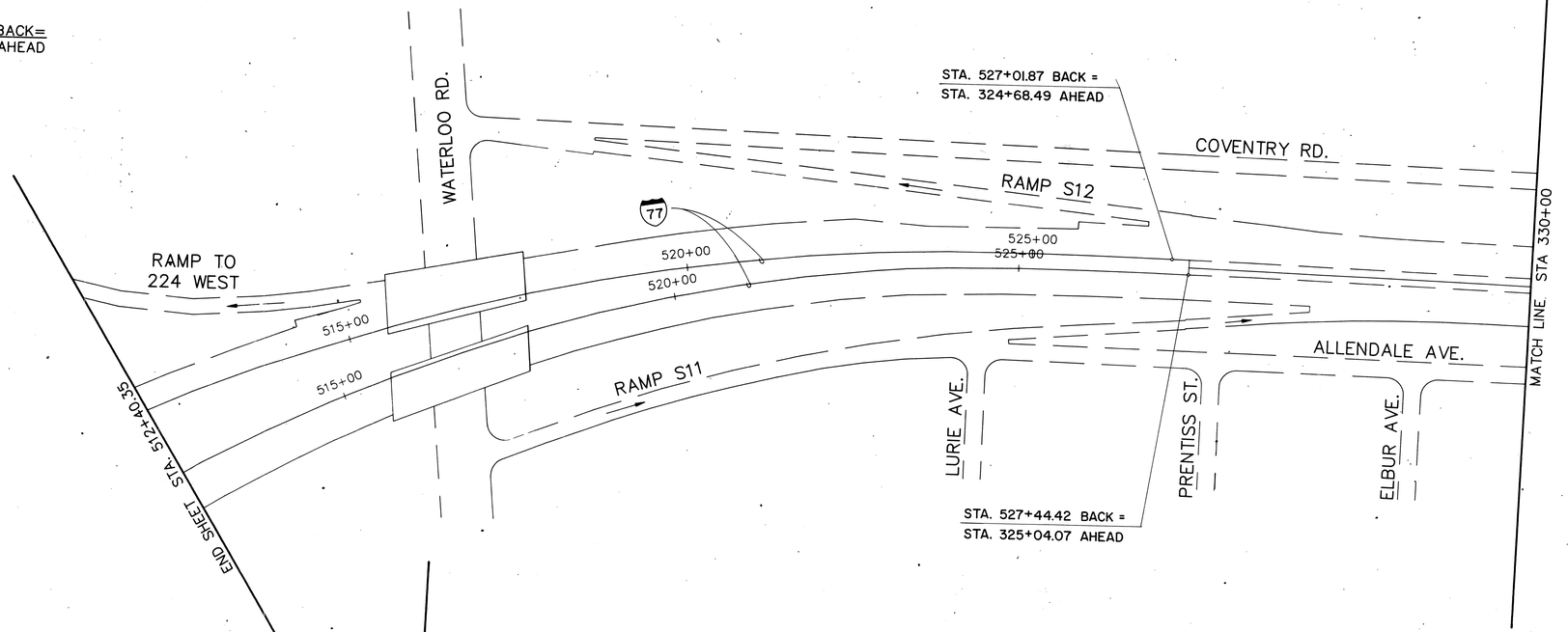
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

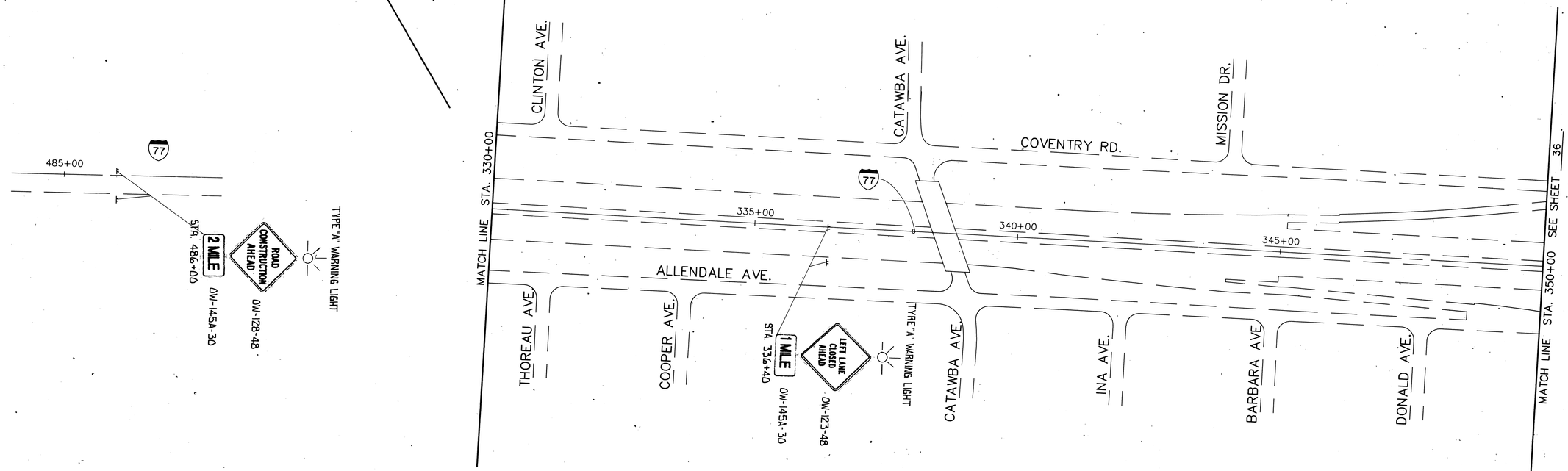
35
95

SUMMIT COUNTY
SUM-8-0.38A

STATION EQUATION
NORTH BOUND
STA. 527+44.42 BACK=
STA. 325+04.07 AHEAD

SOUTH BOUND
STA. 527+01.87 BACK=
STA. 324+68.49 AHEAD





PHASE IB

MAINTENANCE OF TRAFFIC
PHASE IB

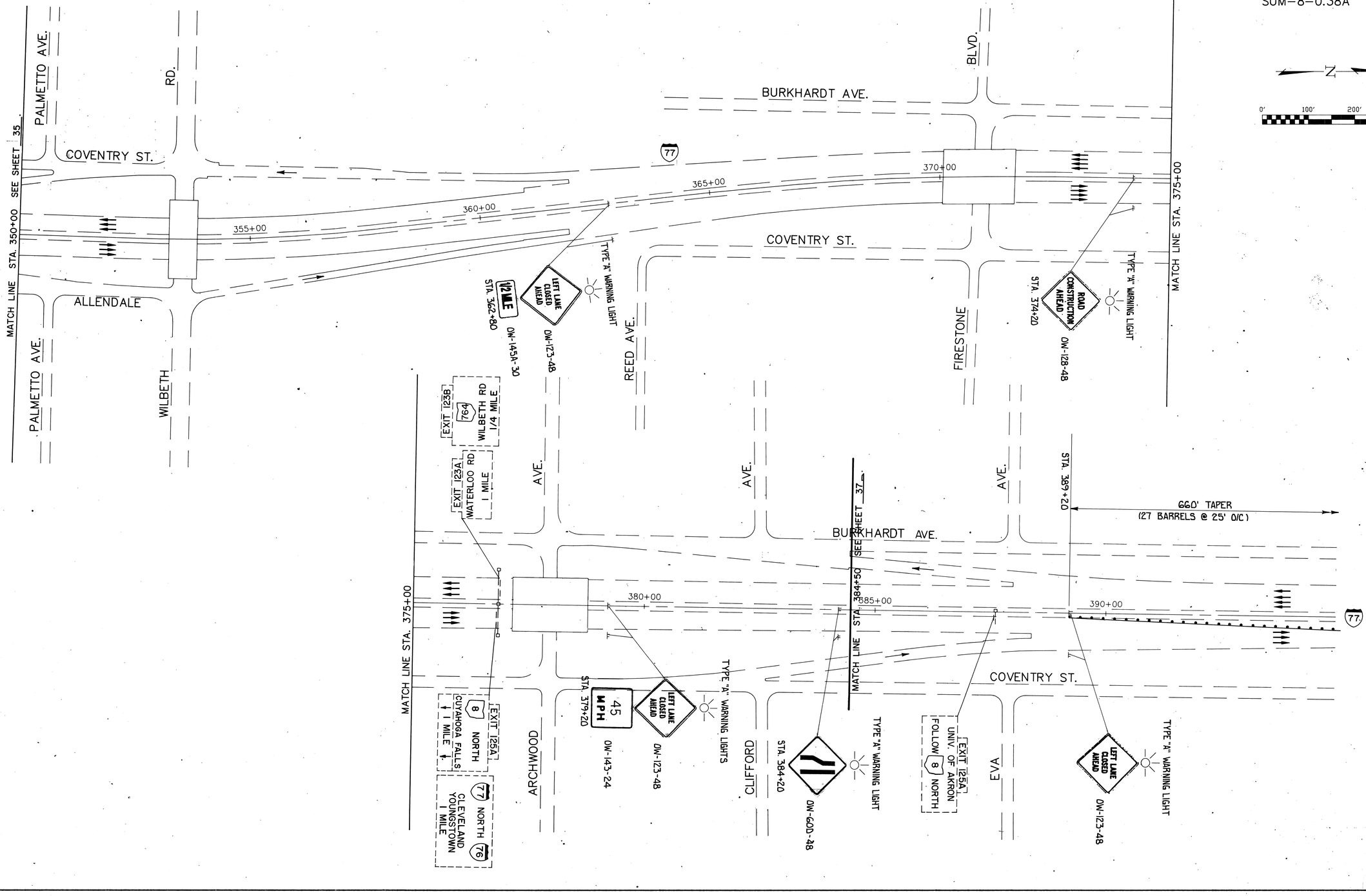
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

36
95

SUMMIT COUNTY
SUM-8-0.38A

N

0' 100' 200' 300'



PHASE IB

MAINTENANCE OF TRAFFIC STA. 350+00 TO STA. 395+00

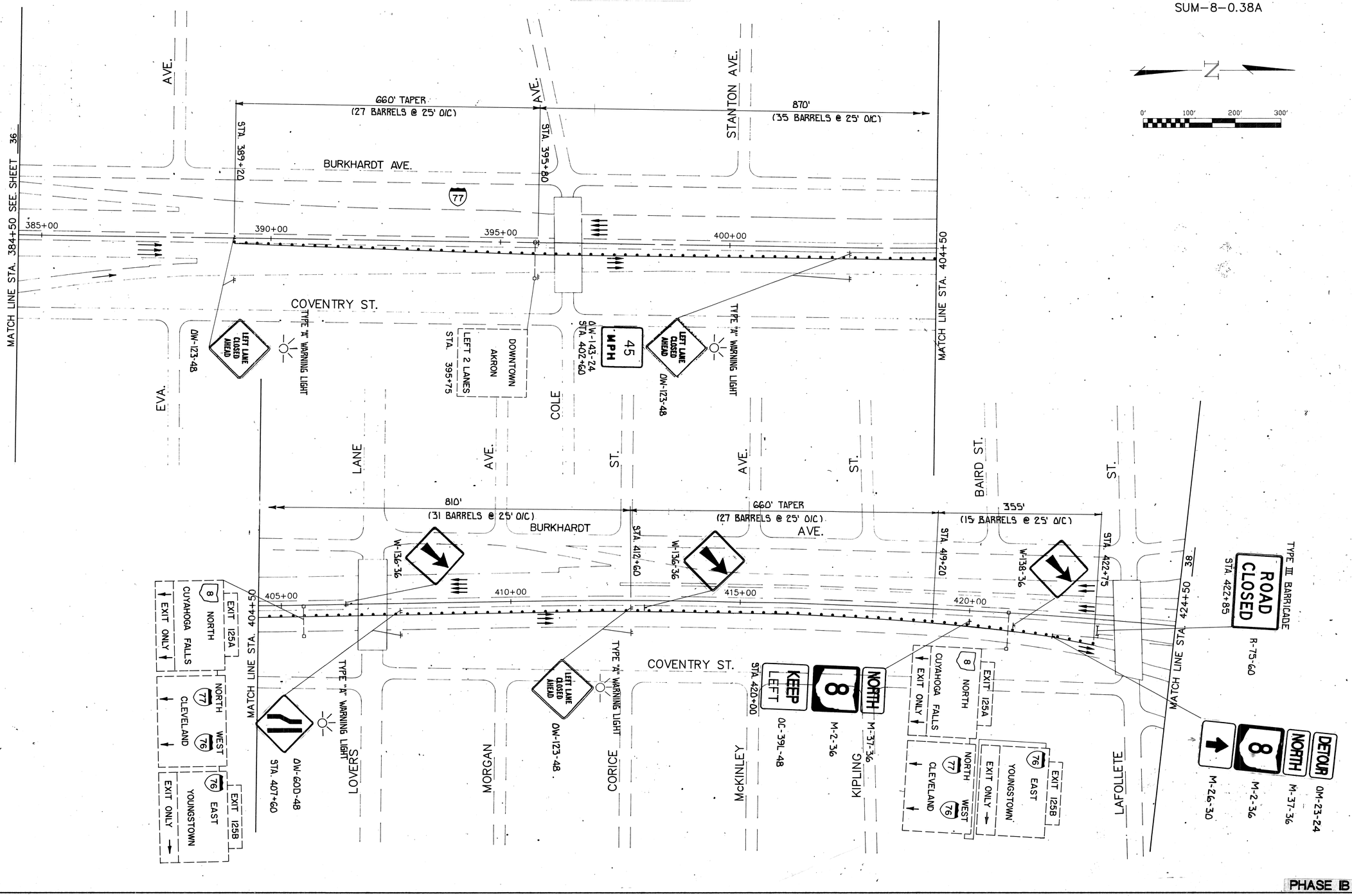
MAINTENANCE OF TRAFFIC

PHASE IB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

37
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IB

MAINTENANCE OF TRAFFIC STA. 384+50 TO STA 424+50

MAINTENANCE OF TRAFFIC

PHASE IB

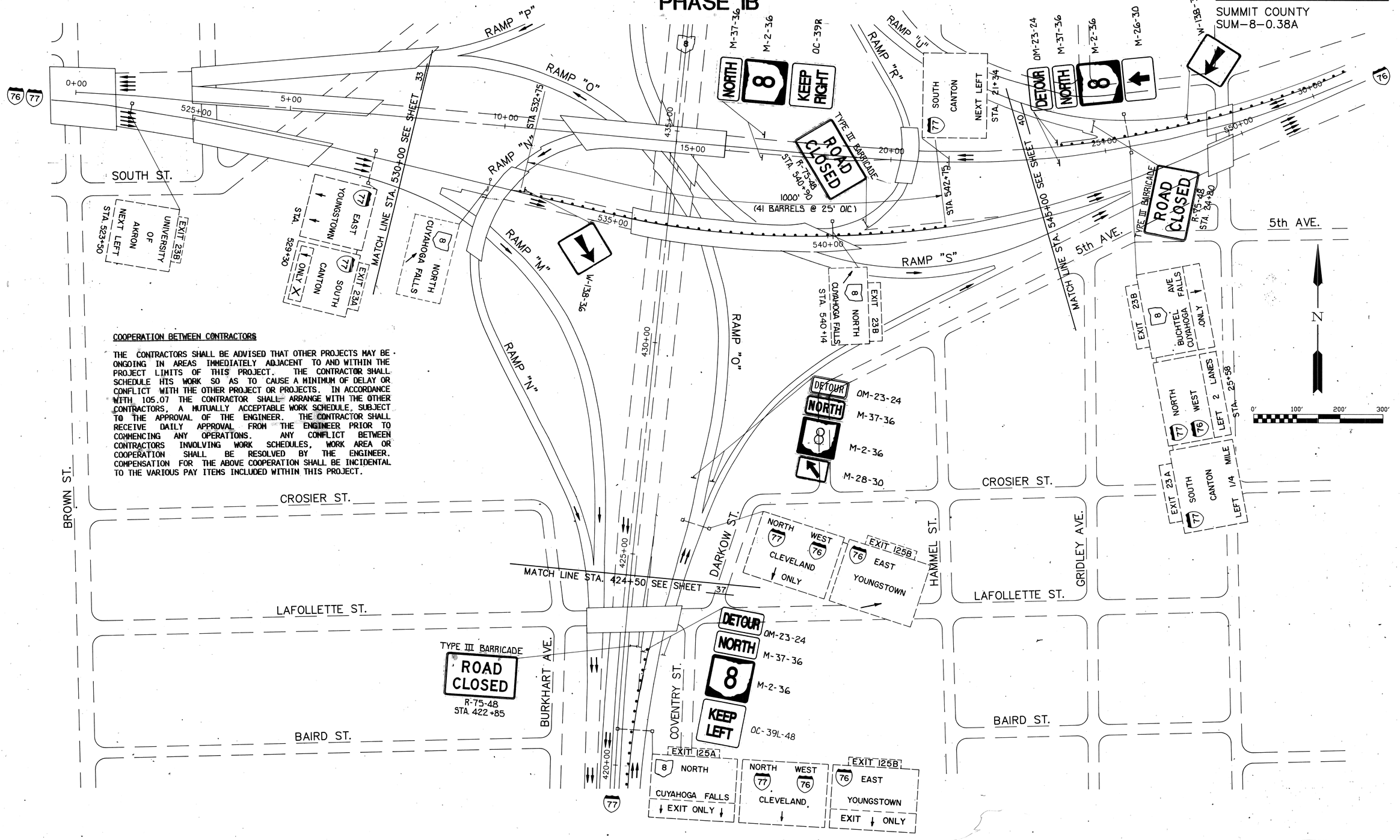
F.H.W.A. REGION	STATE	REGION	
5	OHIO		

38
95

SUMMIT COUNTY
SUM-8-0.38A

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTORS SHALL BE ADVISED THAT OTHER PROJECTS MAY BE ONGOING IN AREAS IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECT OR PROJECTS. IN ACCORDANCE WITH 105.07 THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS, A MUTUALLY ACCEPTABLE WORK SCHEDULE, SUBJECT TO THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVAL FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREA OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.



PHASE IB

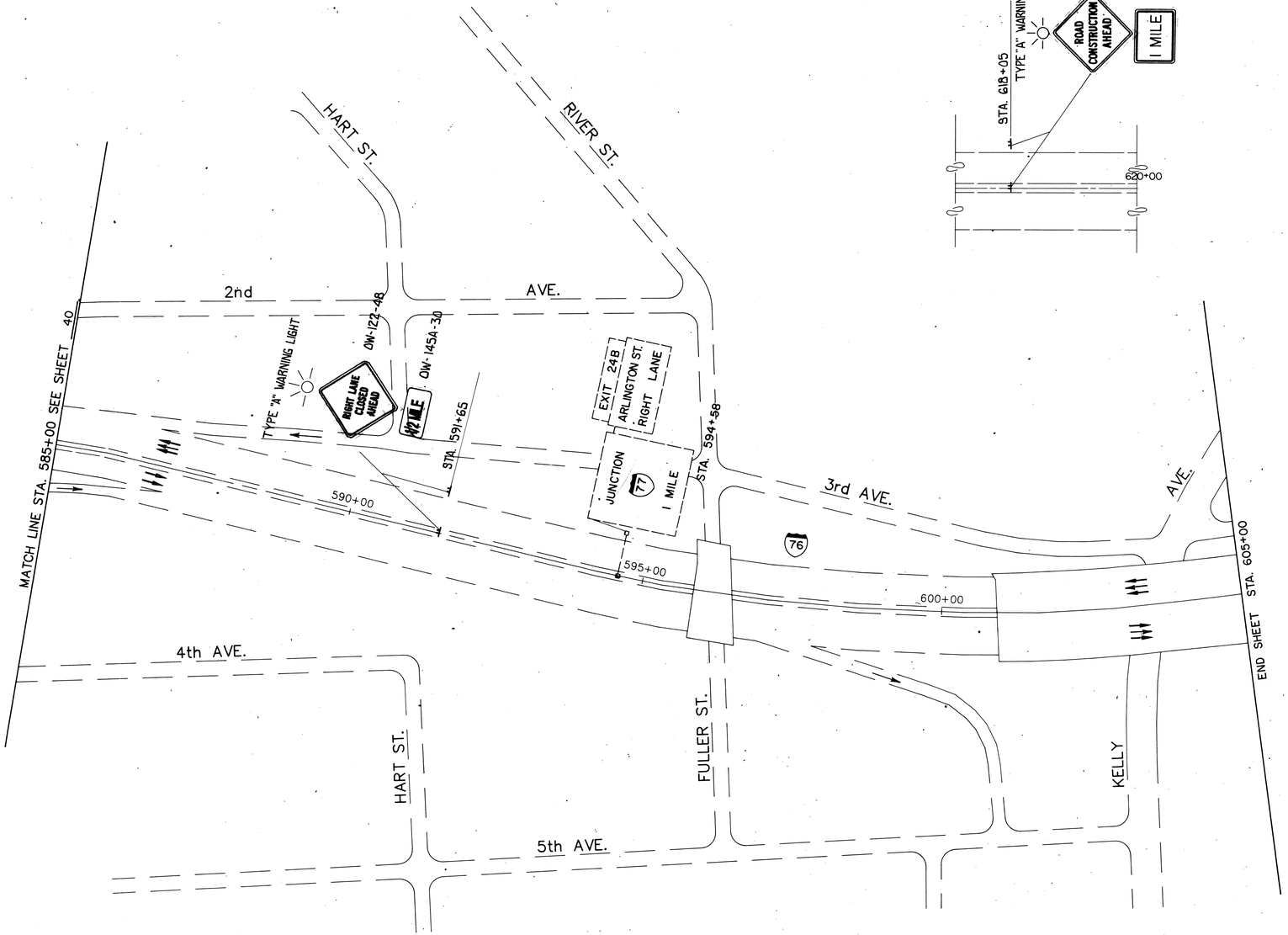
MAINTENANCE OF TRAFFIC CENTRAL INTERCHANGE

MAINTENANCE OF TRAFFIC
PHASE IB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

39
95

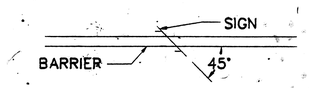
SUMMIT COUNTY
SUM-8-0.38A



N

0' 100' 200' 300'

NOTE
IF SIGN POSTS DO NOT FIT OVER CONCRETE BARRIER, THE SIGN MAYBE ROTATED 45°.



PHASE IB

EAST MAINTENANCE OF TRAFFIC STA. 585+00 TO STA. 605+00

MAINTENANCE OF TRAFFIC

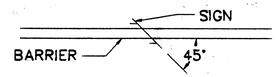
PHASE IB

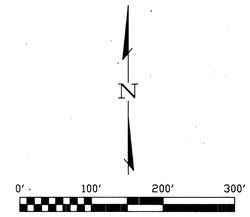
F.H.V.A. REGION	STATE	REGION		
5	OHIO			

40
95

SUMMIT COUNTY
SUM-8-0.38A

NOTE
IF SIGN POSTS DO NOT FIT OVER CONCRETE BARRIER, THE SIGN MAYBE ROTATED 45°.





PHASE IB

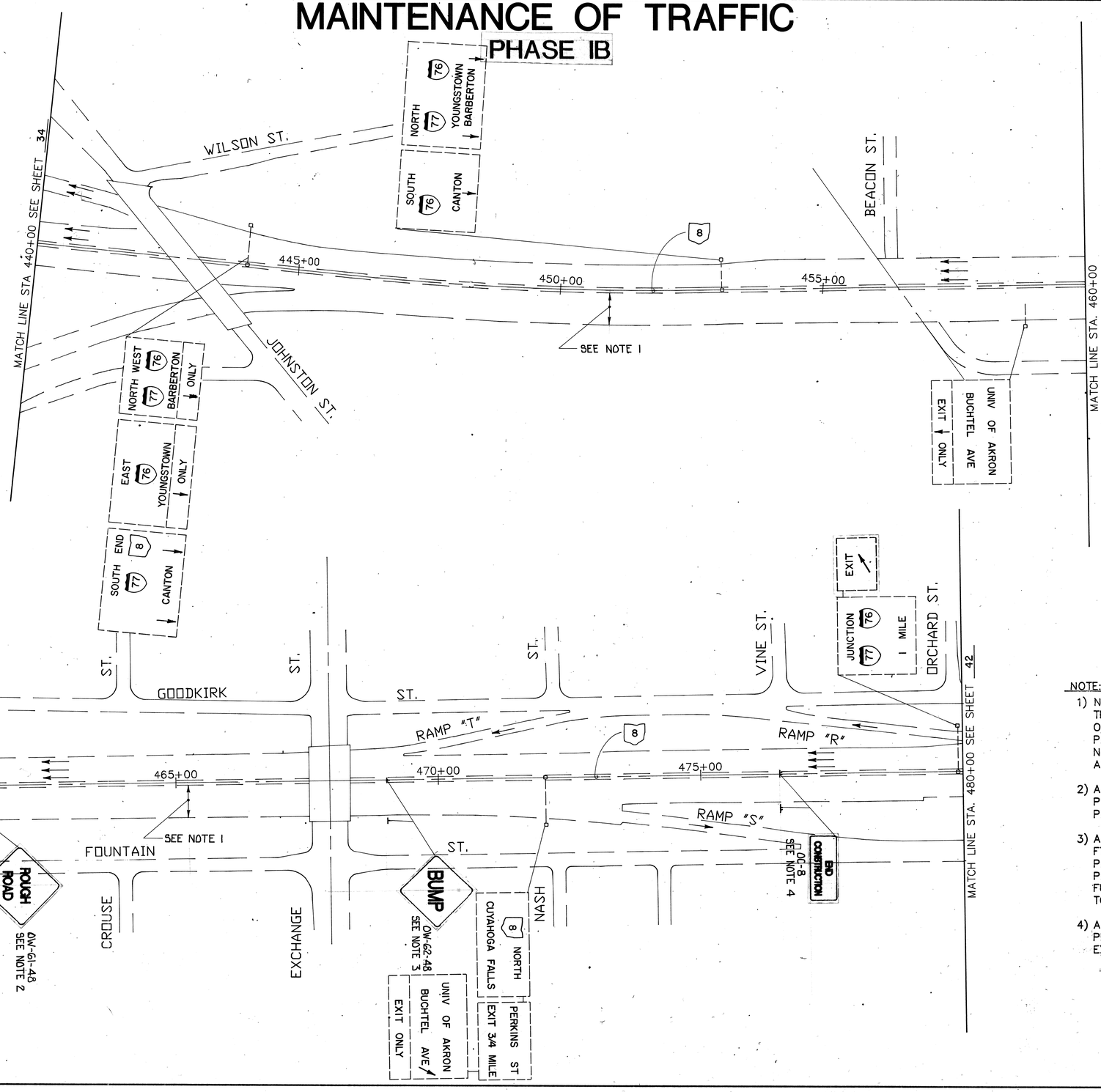
EAST MAINTENANCE OF TRAFFIC STA. 545+00 TO STA.585+00

MAINTENANCE OF TRAFFIC

PHASE IB

F.H.W.A. REGION	STATE	REGION		41
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68. THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-89.

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

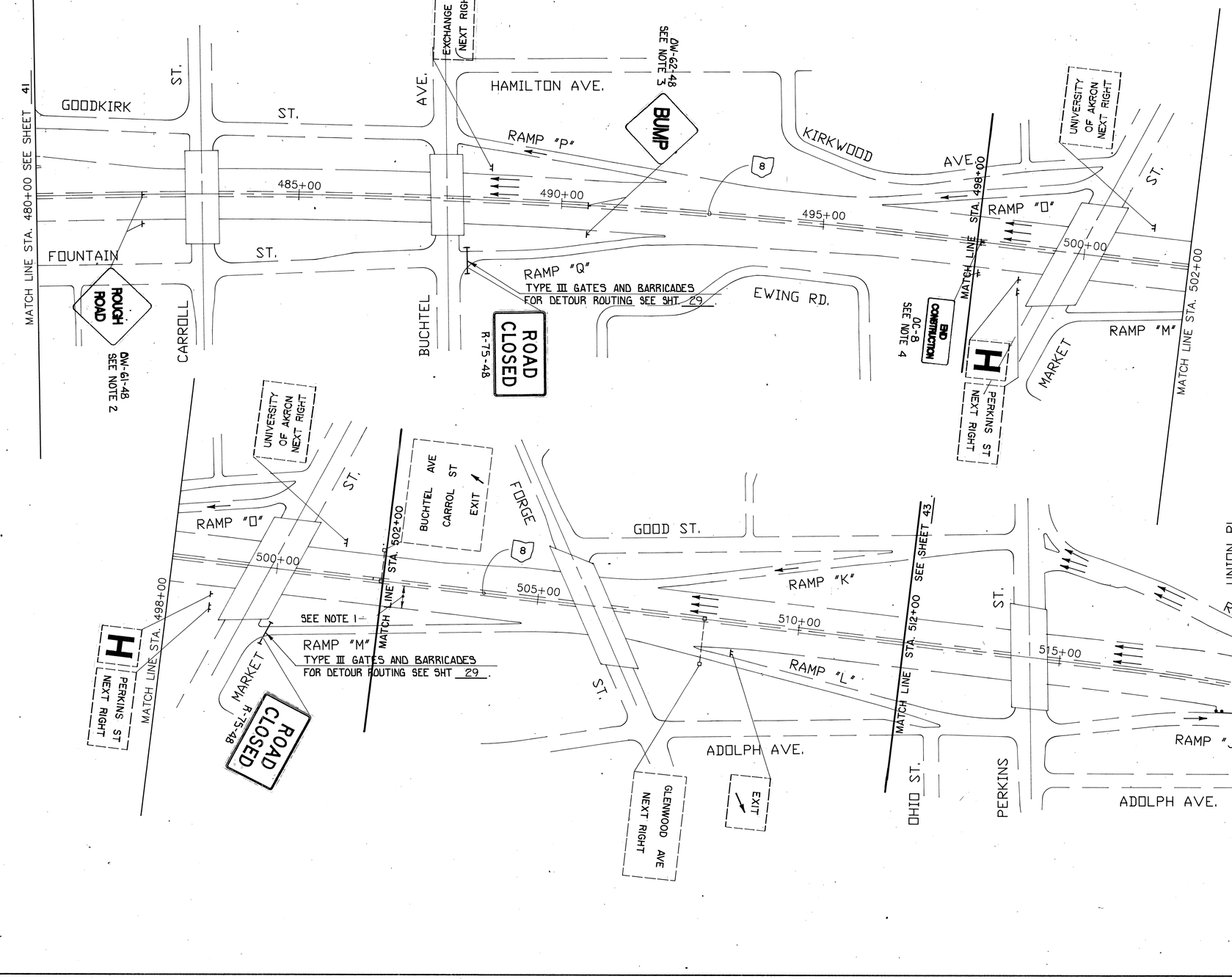
PHASE IB

MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

MAINTENANCE OF TRAFFIC
PHASE IB

F.H.W.A. REGION	STATE	REGION		42
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



0' 100' 200' 300'

NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68. THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-89.

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

PHASE IB

MAINTENANCE OF TRAFFIC STA. 480+00 TO STA.526+50

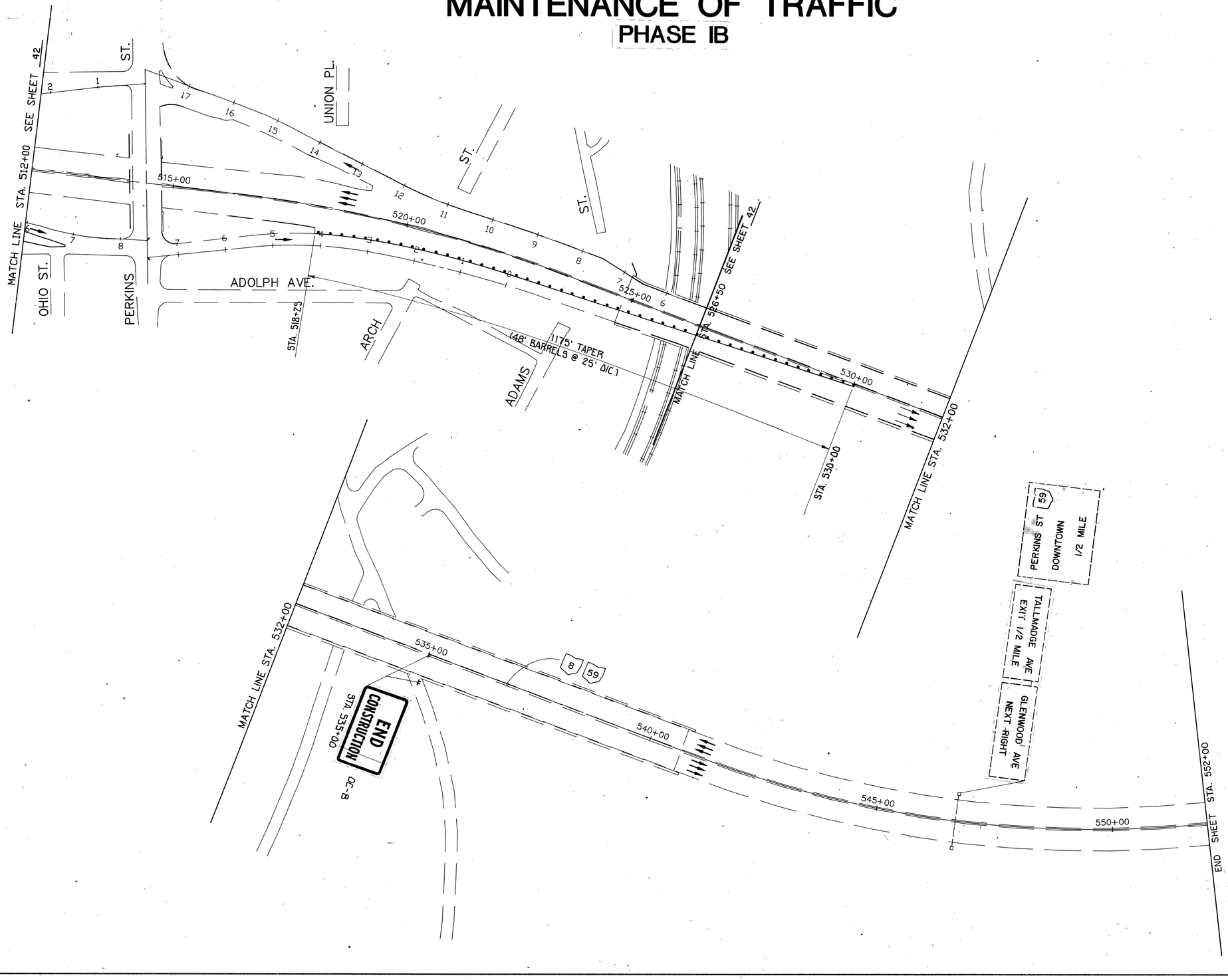
MAINTENANCE OF TRAFFIC

PHASE IB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

43
95

SUMMIT COUNTY
SUM-8-0.38A



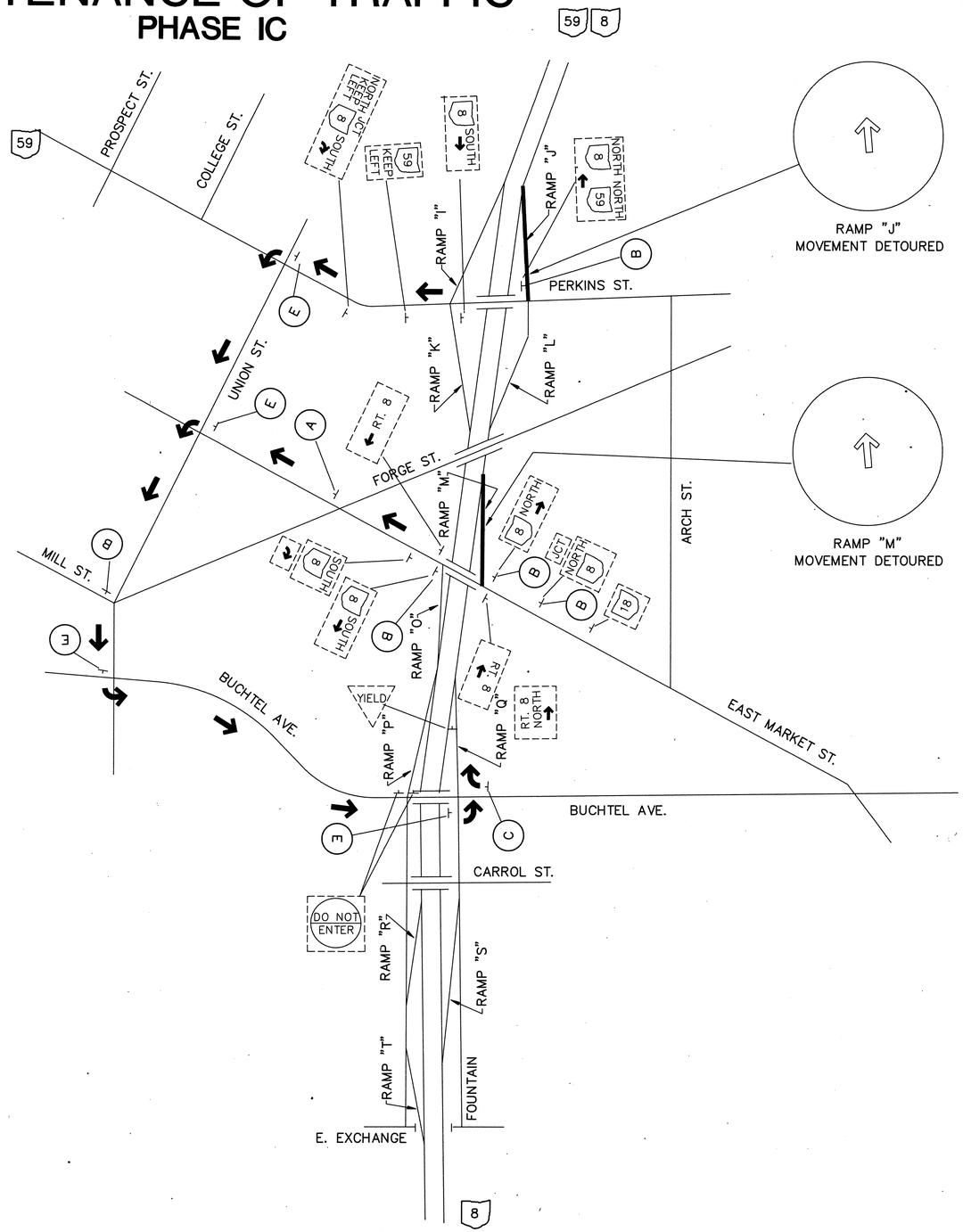
PHASE IB

MAINTENANCE OF TRAFFIC STA. 512+00 TO STA. 552+00

MAINTENANCE OF TRAFFIC
PHASE IC

F.H.W.A. REGION	STATE	REGION		44
5	OHIO			95

SUMMIT COUNTY
SUM–8–0.38A



N

NOTES :
1. UNDER PHASE IC ALL NORTHBOUND TRAFFIC SHALL BE DETOURED FROM THE S.R. 8 NORTHBOUND ENTRANCE RAMP "J".

2. ALL MOVEMENT ON RAMP "M", MARKET ST. NORTHBOUND, SHALL BE DETOURED.

3. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

5. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IC

NORTHBOUND S.R.8 TRAFFIC MAINTAINED DETOUR ROUTE

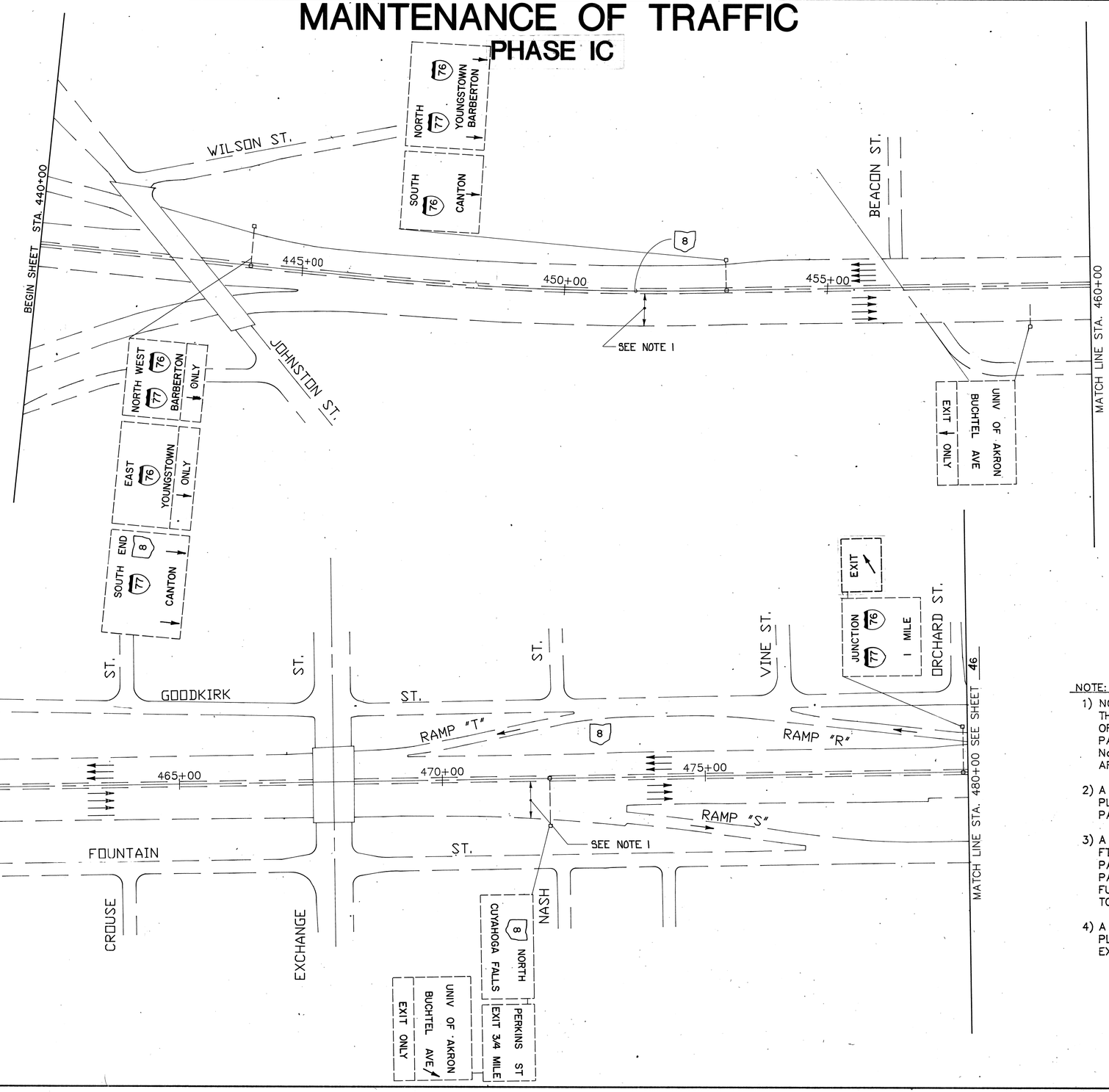
MAINTENANCE OF TRAFFIC

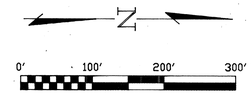
PHASE IC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

45
95

SUMMIT COUNTY
SUM-8-0.38A





NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68. THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-89.

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLAGED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

PHASE IC

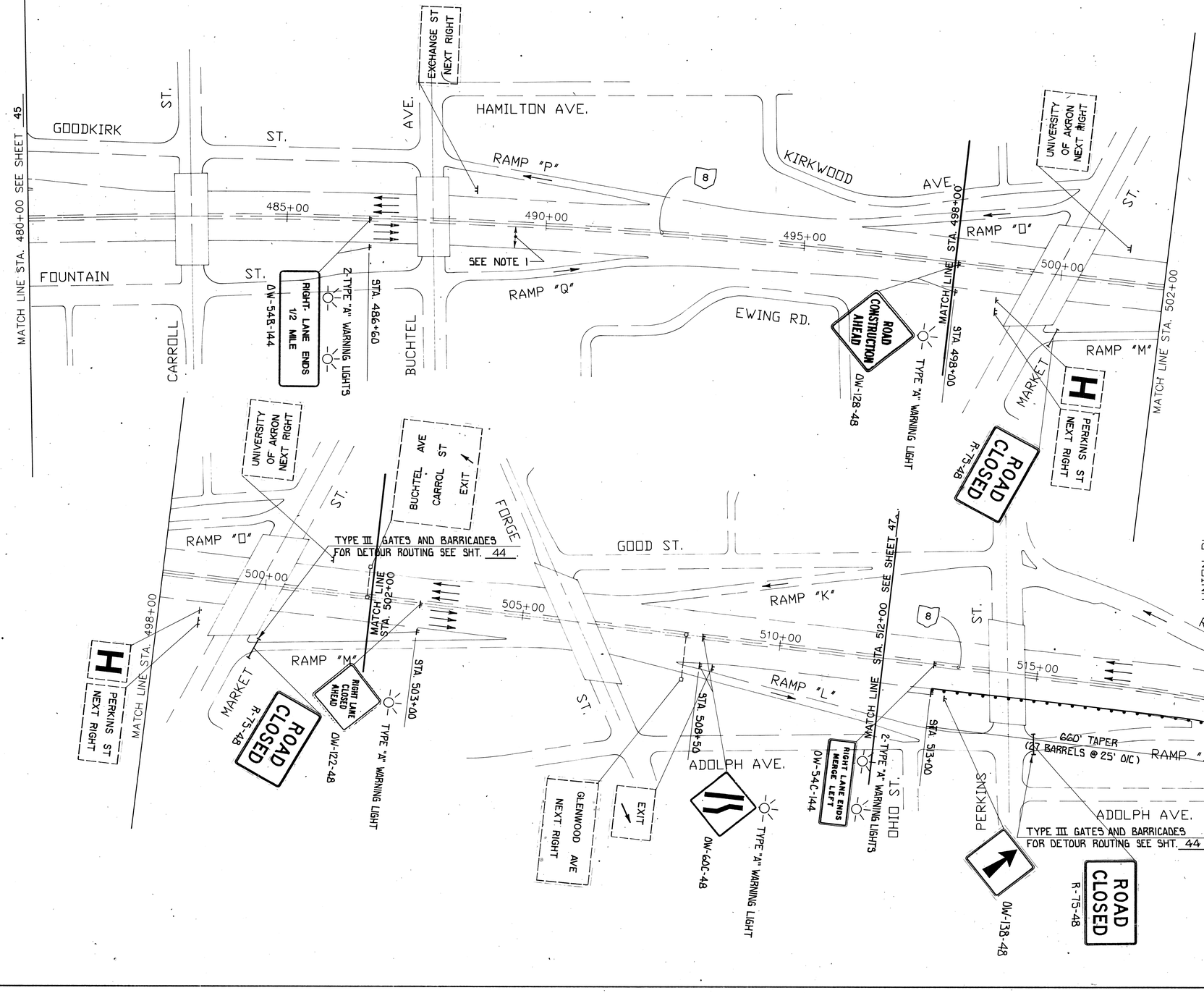
MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

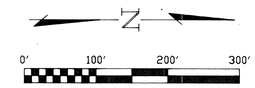
MAINTENANCE OF TRAFFIC
PHASE IC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

46
95

SUMMIT COUNTY
SUM-8-0.38A





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4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

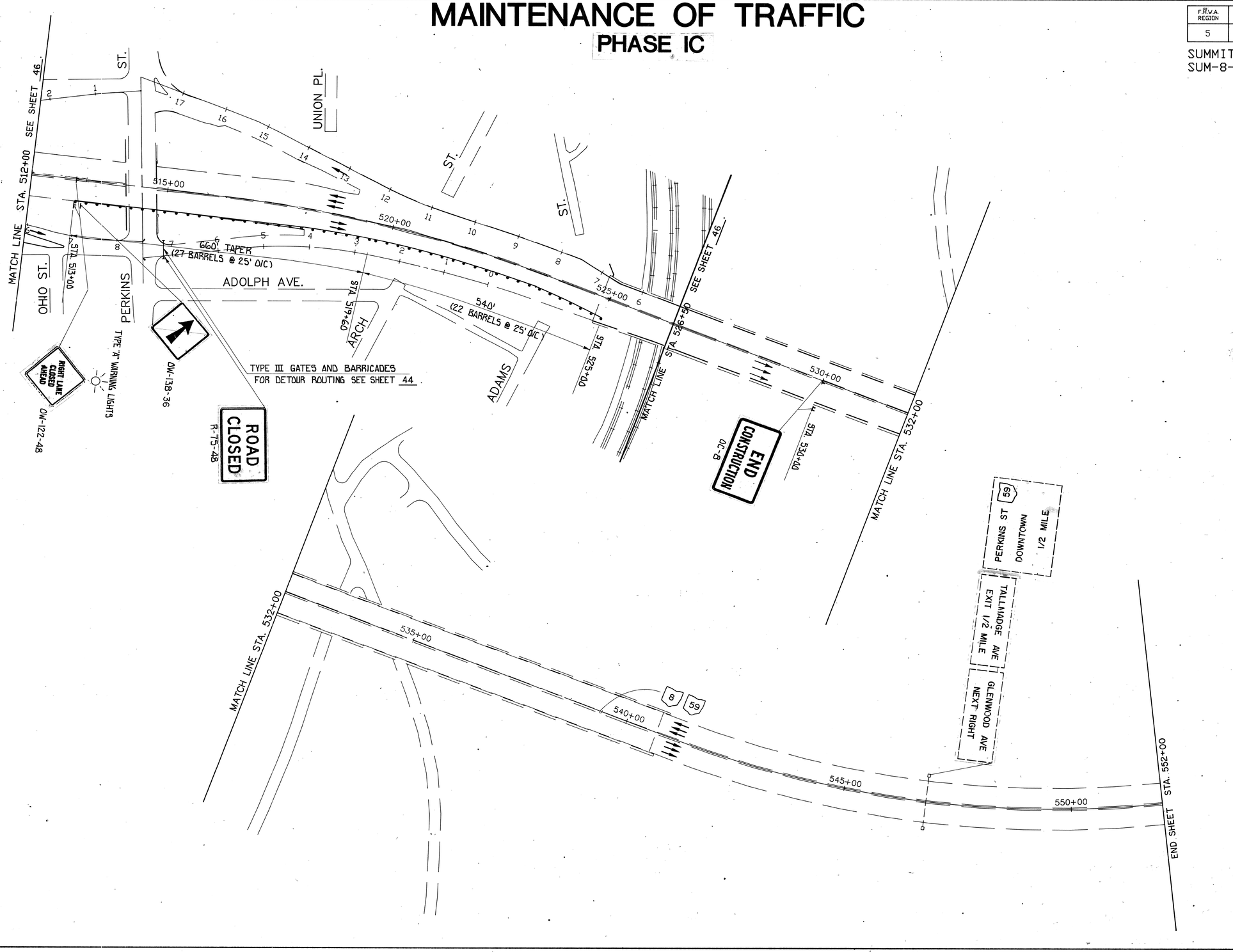
MAINTENANCE OF TRAFFIC

PHASE IC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

47
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IC

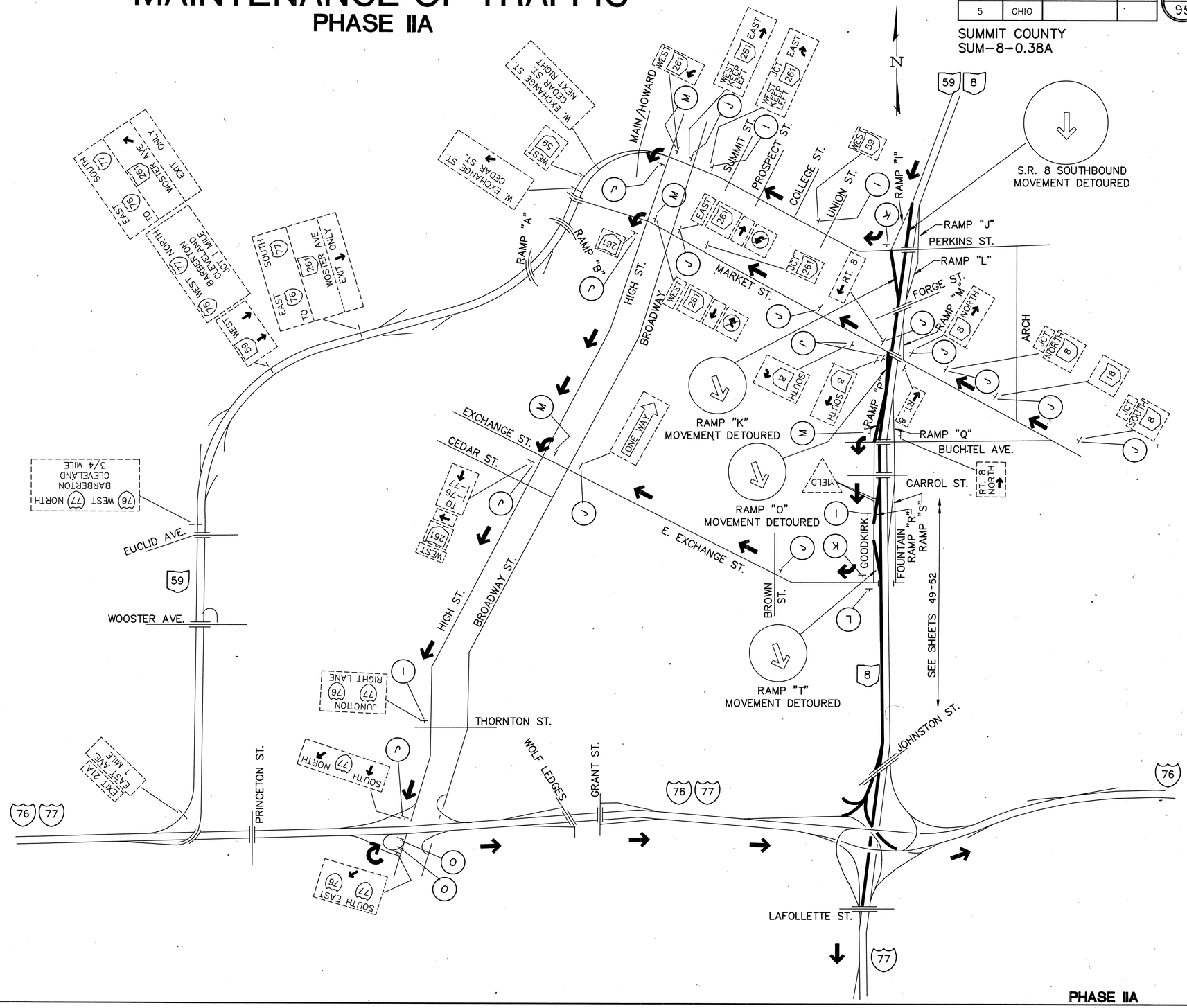
MAINTENANCE OF TRAFFIC STA. 512+00 TO STA. 552+00

MAINTENANCE OF TRAFFIC
PHASE IIA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

48
95

SUMMIT COUNTY
SUM-8-0.38A



NOTES :

1. UNDER PHASE IIA ALL SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 SOUTHBOUND BETWEEN RAMP "I", THE PERKINS STREET SOUTHBOUND EXIT RAMP AND THE CENTRAL INTERCHANGE.
2. ALL SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM THE S.R. 8 SOUTHBOUND ENTRANCE RAMPS "K", "O" & "T", GOOD ST., E. MARKET ST. AND GOODKIRK ST. RESPECTIVELY.
3. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

5. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IIA

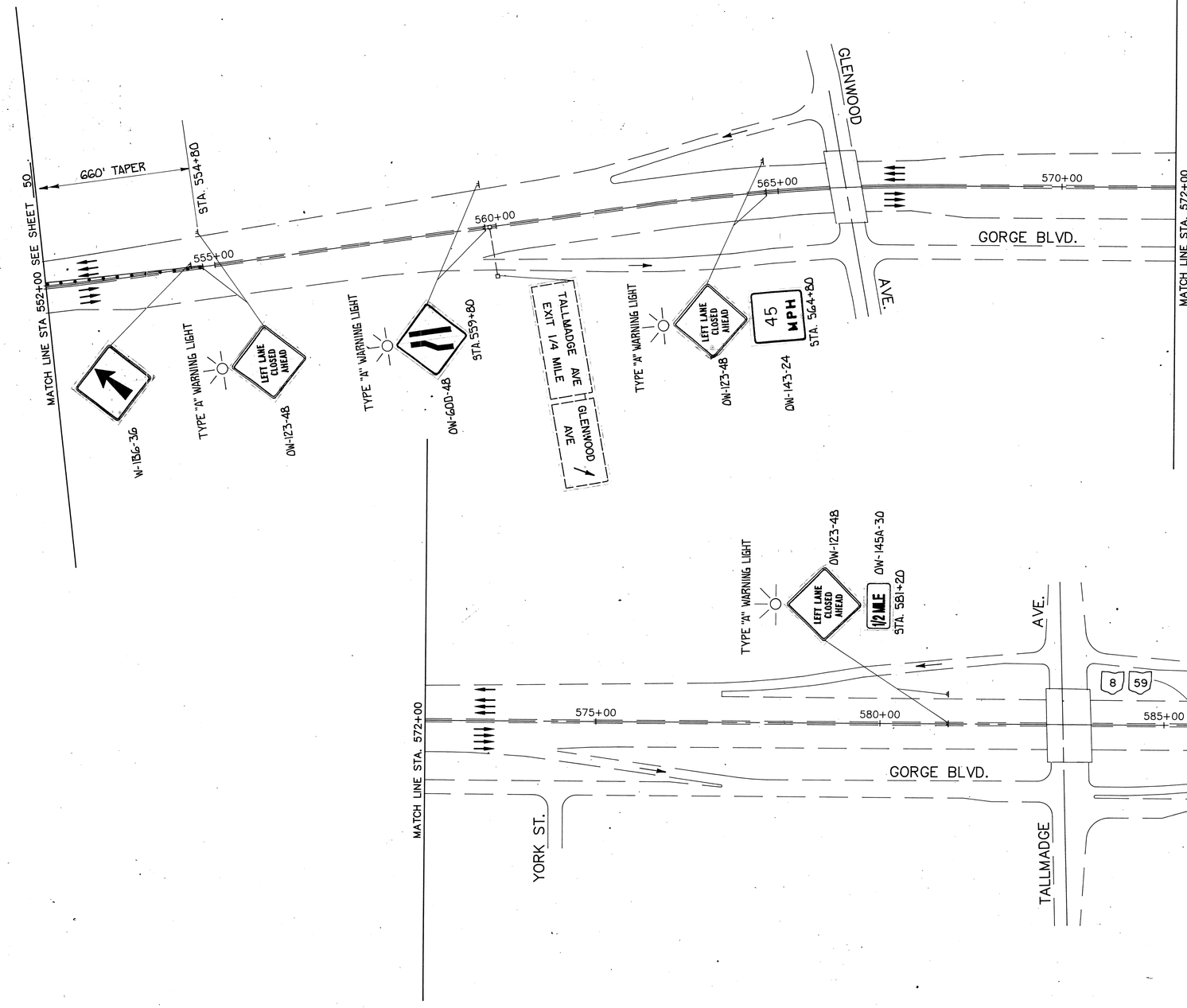
SOUTHBOUND S.R. 8 DETOUR TRAFFIC MAINTENANCE

MAINTENANCE OF TRAFFIC
PHASE IIA

F.H.W.A. REGION	STATE	REGION		
5	OHIO			

49
95

SUMMIT COUNTY
SUM-8-0.38A



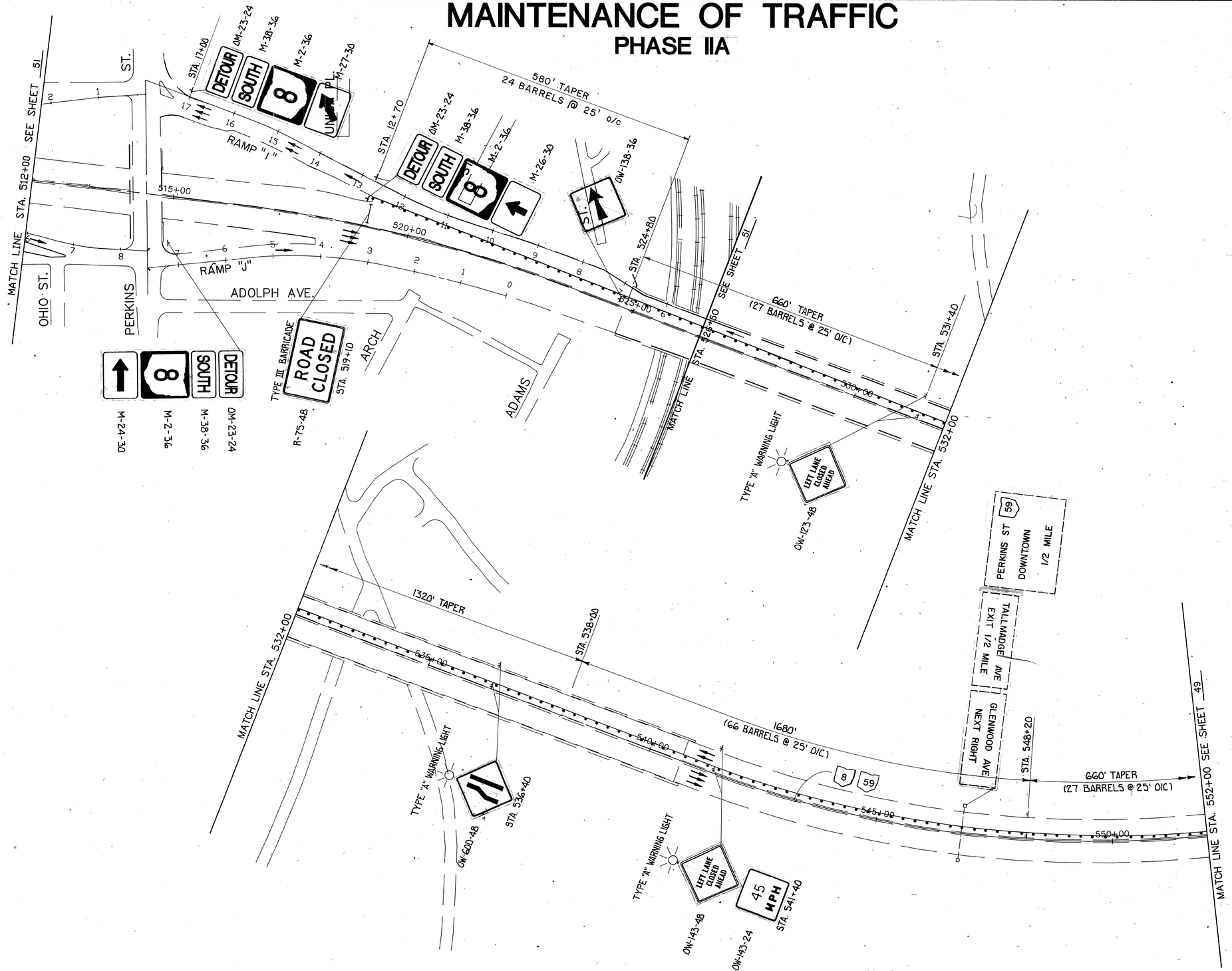
PHASE IIA

MAINTENANCE OF TRAFFIC STA. 552+00 TO STA. 590+00

MAINTENANCE OF TRAFFIC
PHASE IIA

F.H.W.A. REGION	STATE	REGION		50
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



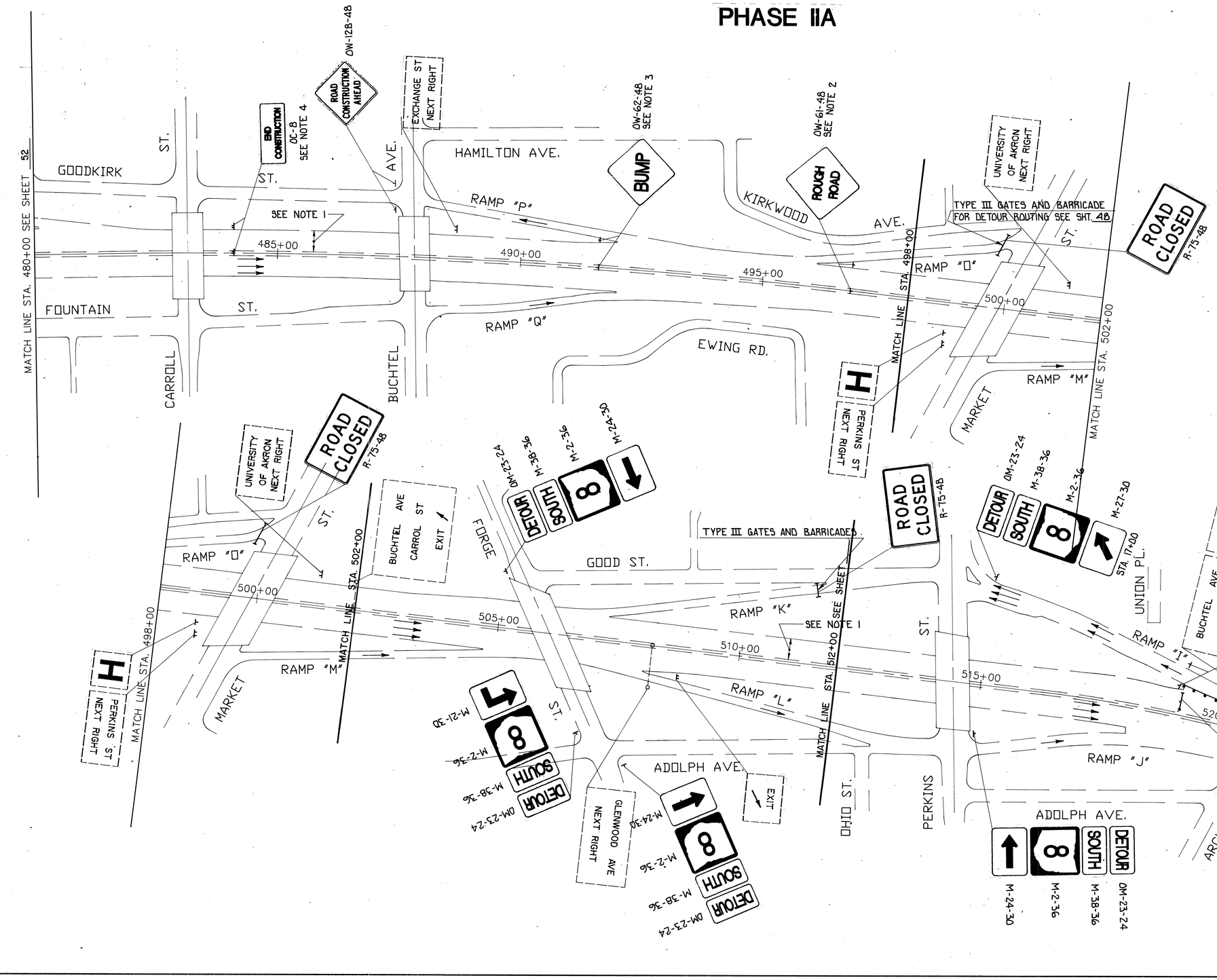
PHASE IIA

MAINTENANCE OF TRAFFIC STA. 512+00 TO STA. 552+00

MAINTENANCE OF TRAFFIC
PHASE IIA

F.H.W.A. REGION	STATE	REGION		51
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



0' 100' 200' 300'

NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68. THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-88.

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

PHASE IIA

MAINTENANCE OF TRAFFIC STA. 480+00 TO STA.526+50

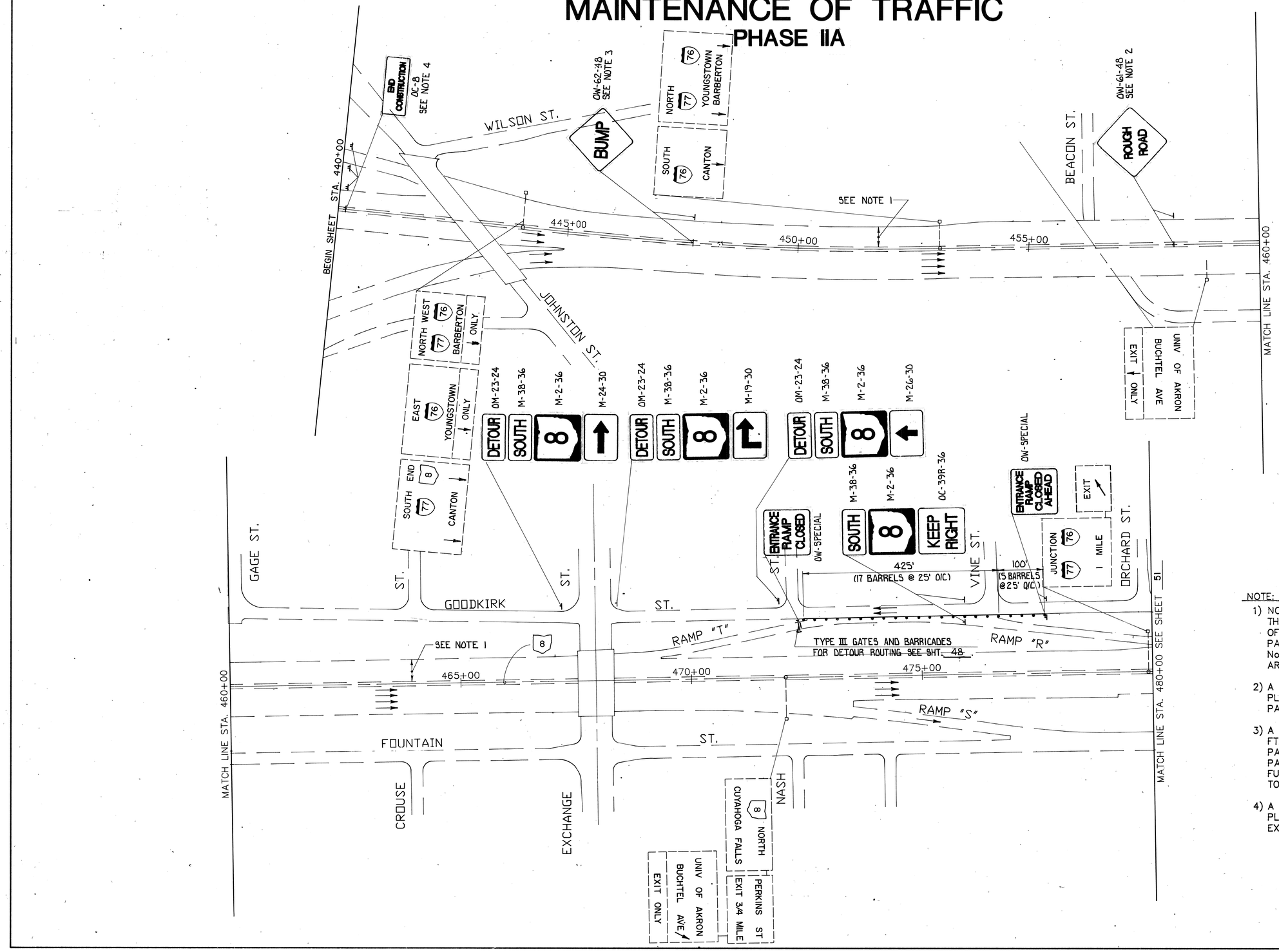
MAINTENANCE OF TRAFFIC

PHASE IIA

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

52
95

SUMMIT COUNTY
SUM-8-0.38A



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4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

PHASE IIA

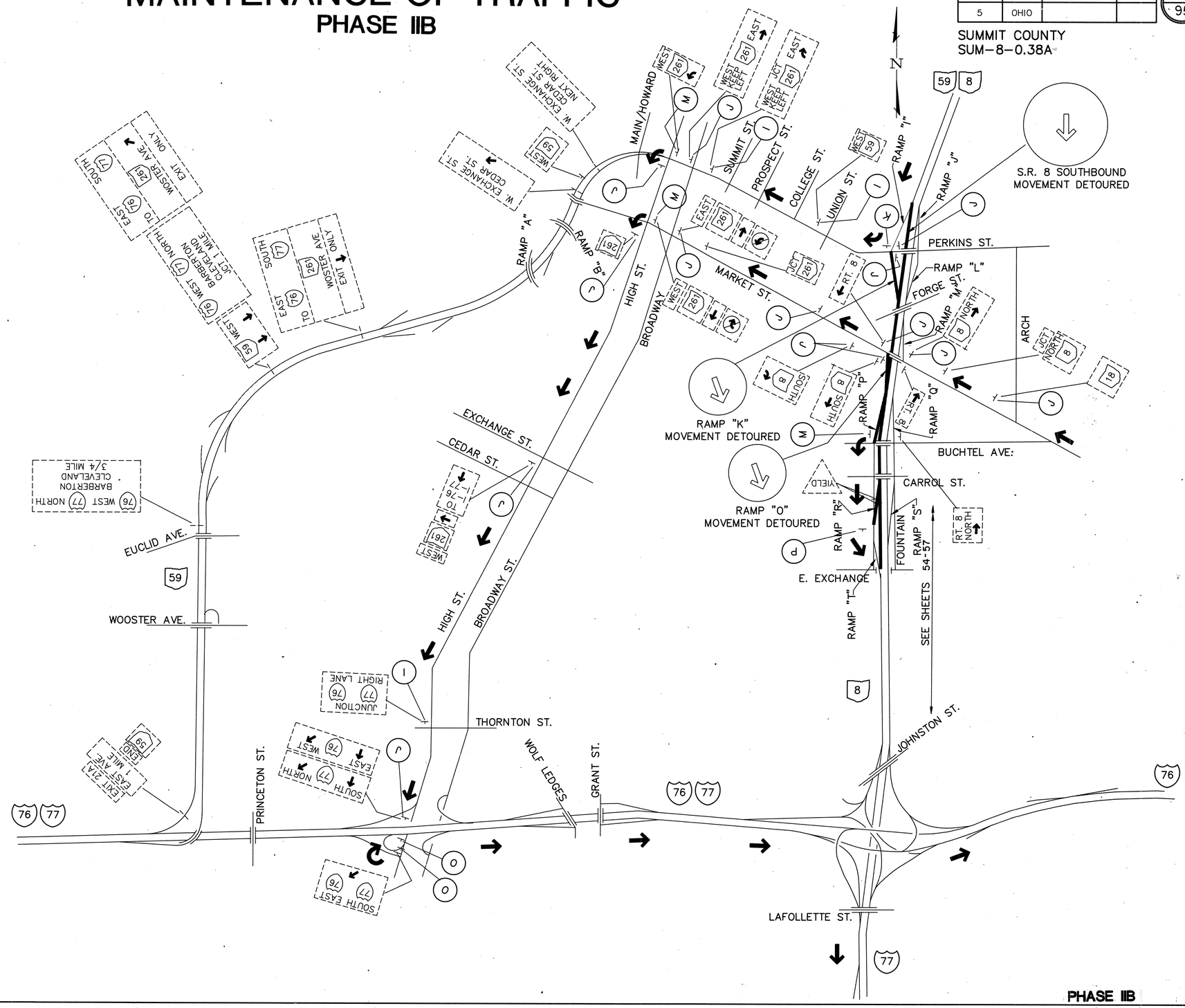
MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

MAINTENANCE OF TRAFFIC
PHASE IIB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

53
95

SUMMIT COUNTY
SUM-8-0.38A



NOTES :

1. UNDER PHASE IIB ALL SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM S.R. 8 SOUTHBOUND BETWEEN RAMP "I", THE PERKINS STREET SOUTHBOUND EXIT RAMP AND THE S.R. 8 SOUTHBOUND ENTRANCE RAMP "T", AT GOODKIRK ST.
2. ALL SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM THE S.R. 8 ENTRANCE RAMPS, RAMP "K" AT GOOD ST. AND RAMP "O" AT EAST MARKET ST.
3. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

5. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IIB

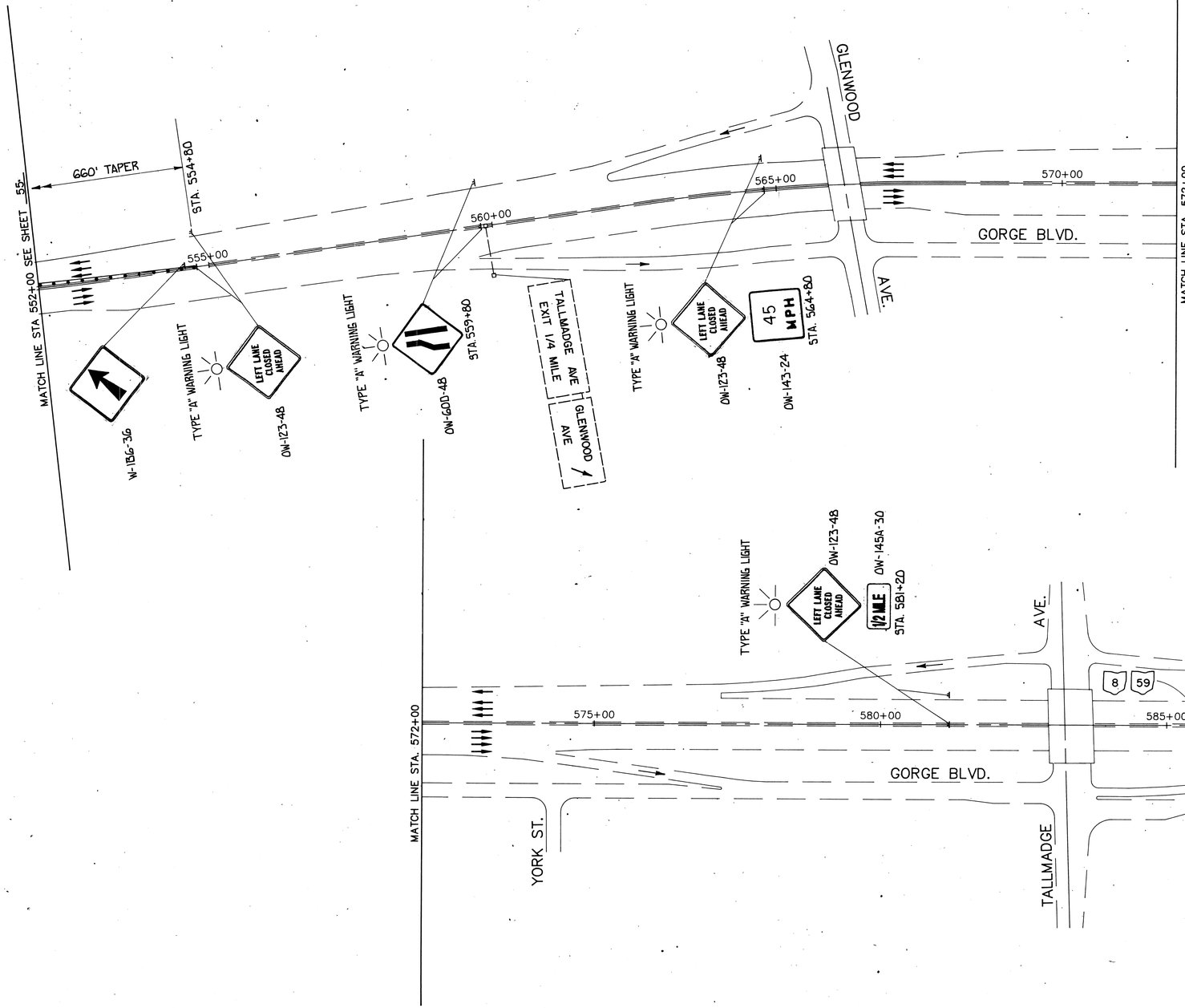
SOUTHBOUND S.R. 8 DETOUR TRAFFIC MAINTENANCE

MAINTENANCE OF TRAFFIC
PHASE IIB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

54
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IIB

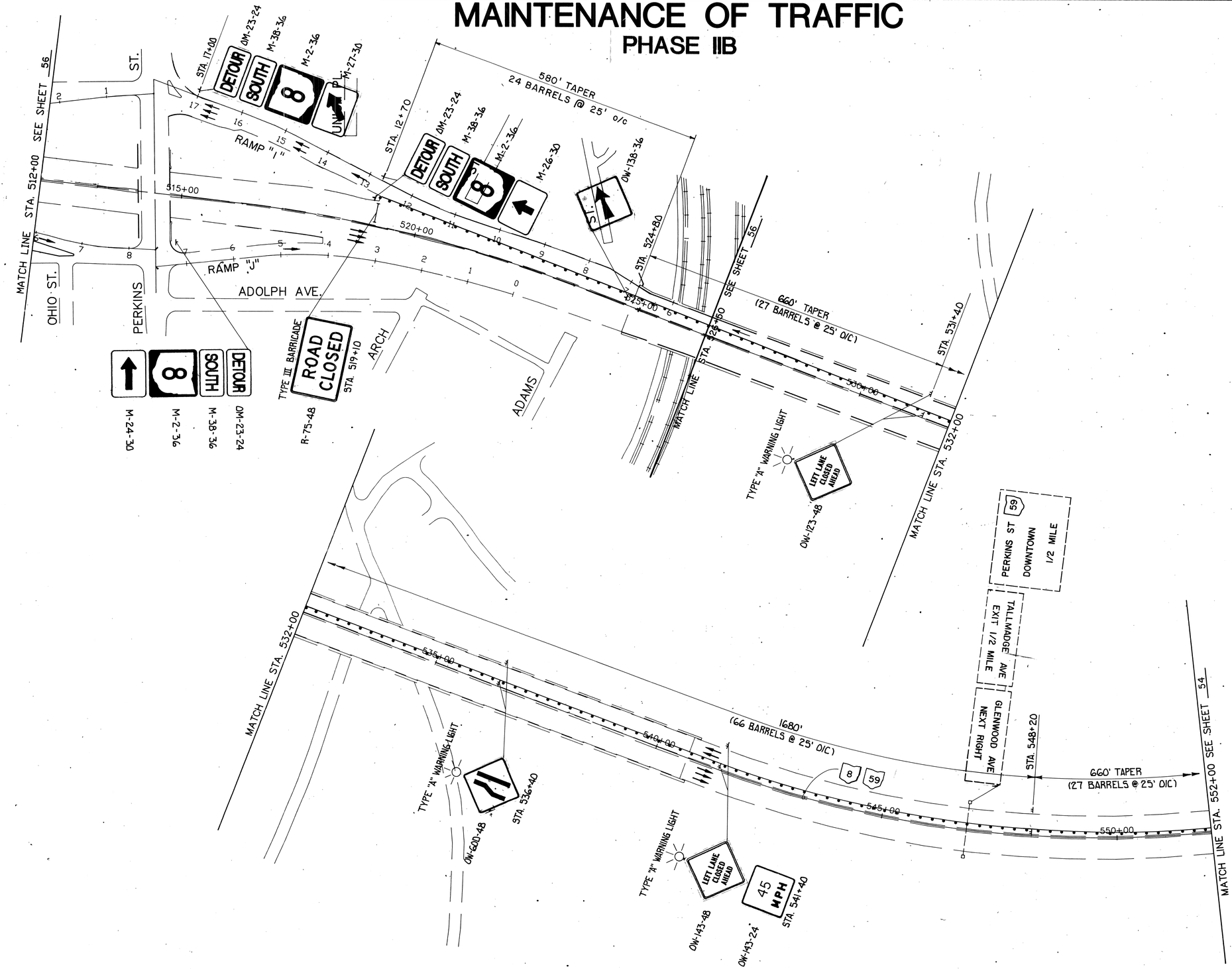
MAINTENANCE OF TRAFFIC STA. 552+00 TO STA. 590+00

MAINTENANCE OF TRAFFIC
PHASE IIB

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

55
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IIB

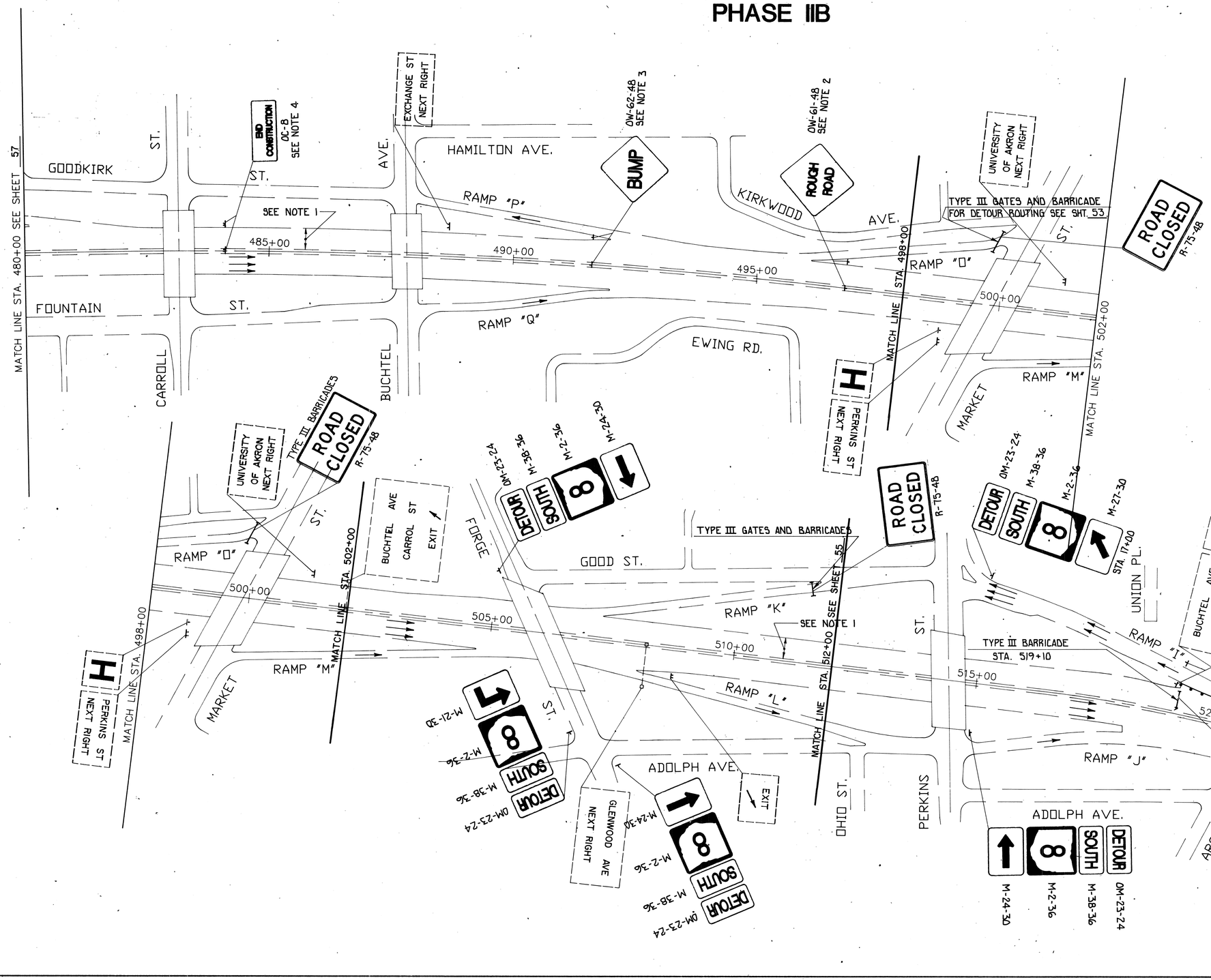
MAINTENANCE OF TRAFFIC STA. 512+00 TO STA. 552+00

MAINTENANCE OF TRAFFIC
PHASE IIB

F.H.V.A. REGION	STATE	REGION	
5	OHIO		

56
95

SUMMIT COUNTY
SUM-8-0.38A



0' 100' 200' 300'

NOTE:

1) NO PAVEMENT SHALL BE LEFT UNMARKED WITH THE PROPER PAVEMENT MARKINGS AT THE END OF THE CONSTRUCTION DAY. THE TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 63-68 THE PERMANENT PAVEMENT MARKINGS ARE SHOWN ON SHEET No's 84-89

2) A "ROUGH ROAD" SIGN (OW-61) SHALL BE PLACED 500 FT. PRIOR TO A SECTION OF MILLED PAVEMENT.

3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

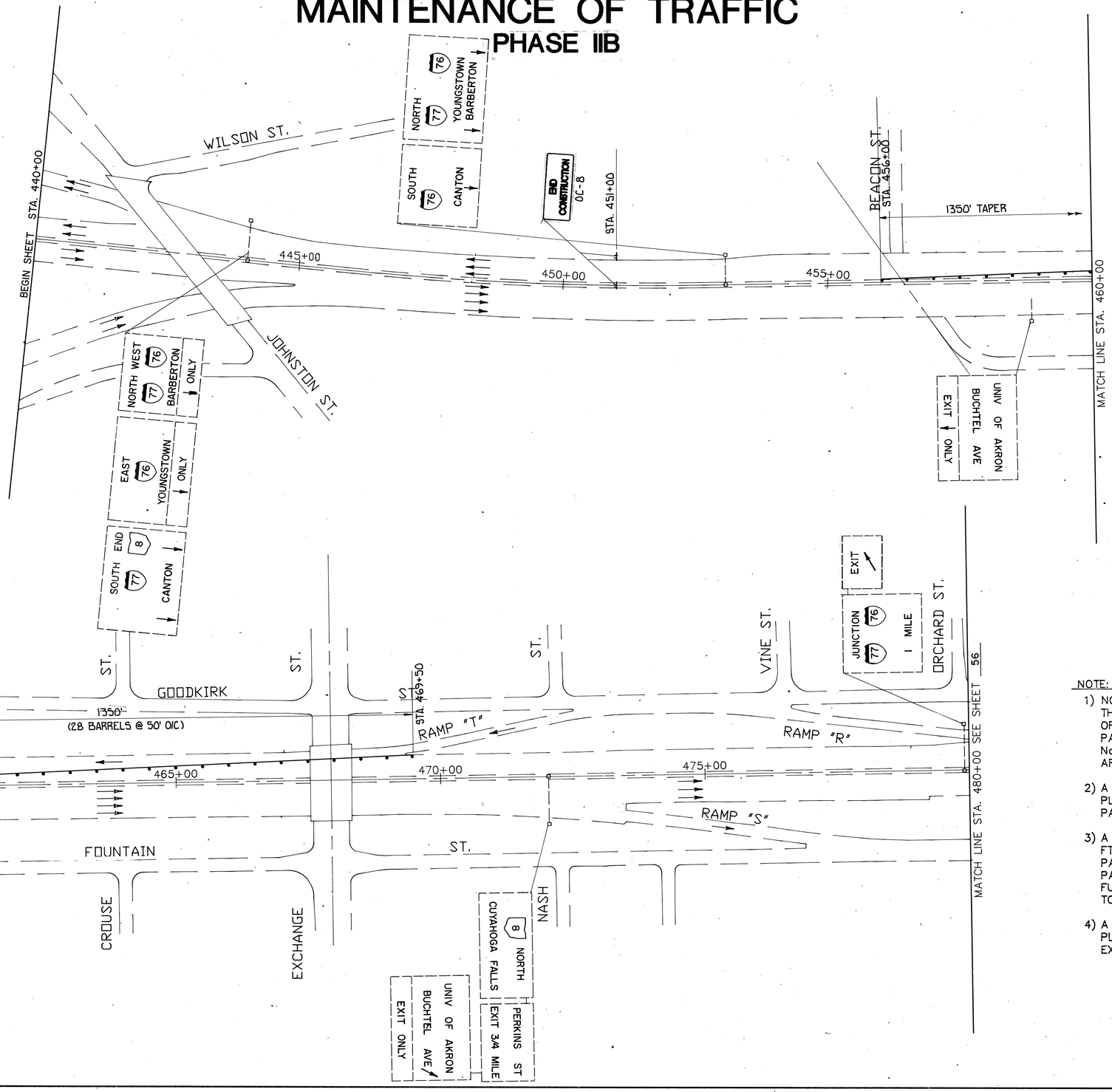
MAINTENANCE OF TRAFFIC STA. 480+00 TO STA.526+50

MAINTENANCE OF TRAFFIC

PHASE IIB

F.H.W.A. REGION	STATE	REGION		57
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



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PHASE IIB

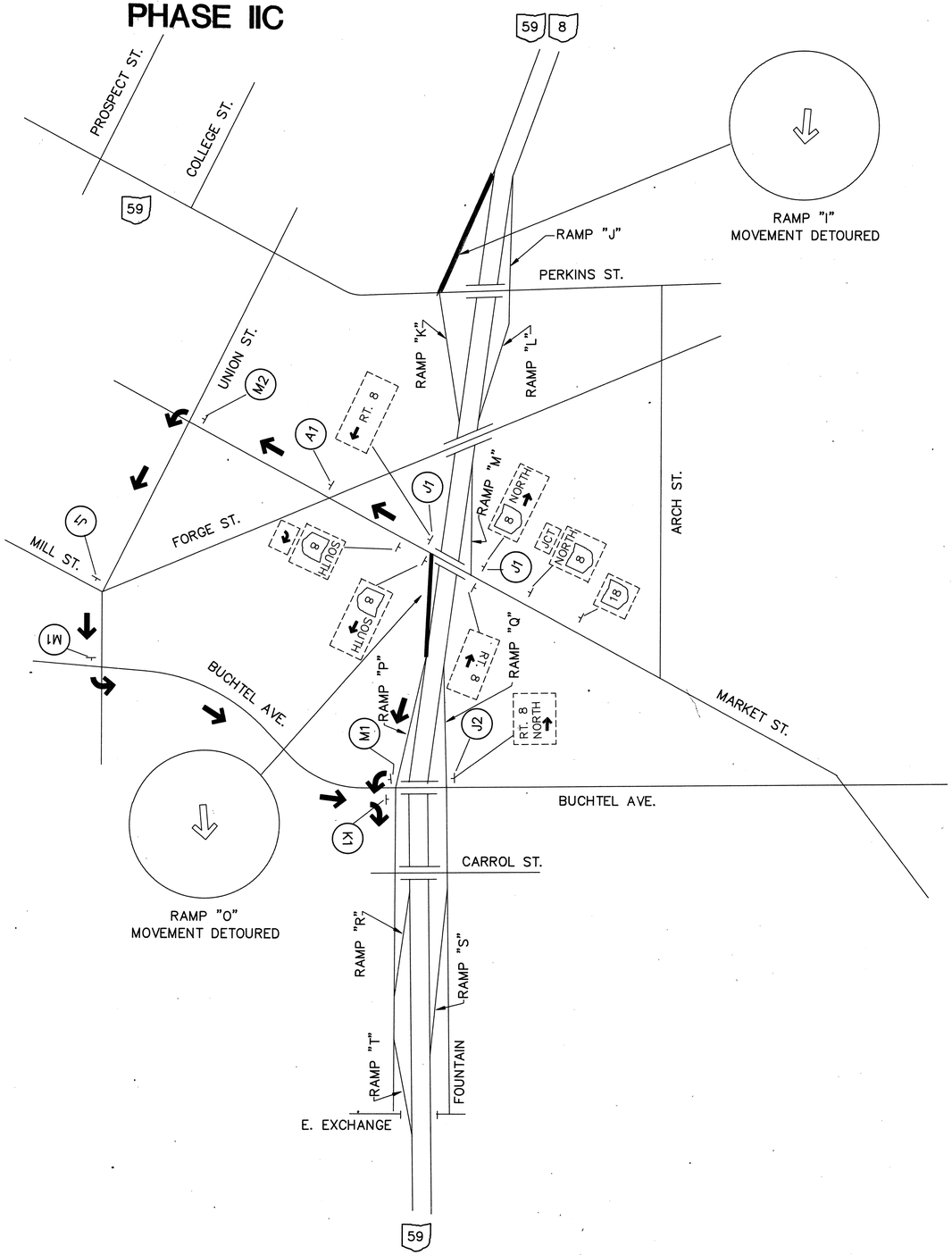
MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

MAINTENANCE OF TRAFFIC

PHASE IIC

F.H.W.A. REGION	STATE	REGION		58
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



NOTES :

1. ALL S.R. 8 SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM RAMP "I", PERKINS ST. SOUTHBOUND ENTRANCE RAMP.
2. ALL S.R. 8 SOUTHBOUND TRAFFIC SHALL BE DETOURED FROM RAMP "O", THE MARKET ST. SOUTHBOUND ENTRANCE RAMP.
3. SEE PHASE IA FOR ADDITIONAL NOTES AND LEGEND FOR PROPOSED SIGNAGE.

5. HEAVYWEIGHT LINE ▬▬ INDICATES CLOSURES ON ROADWAY DIAGRAM THIS SHEET.

PHASE IIC

SOUTHBOUND S.R.8 TRAFFIC MAINTAINED DETOUR ROUTE

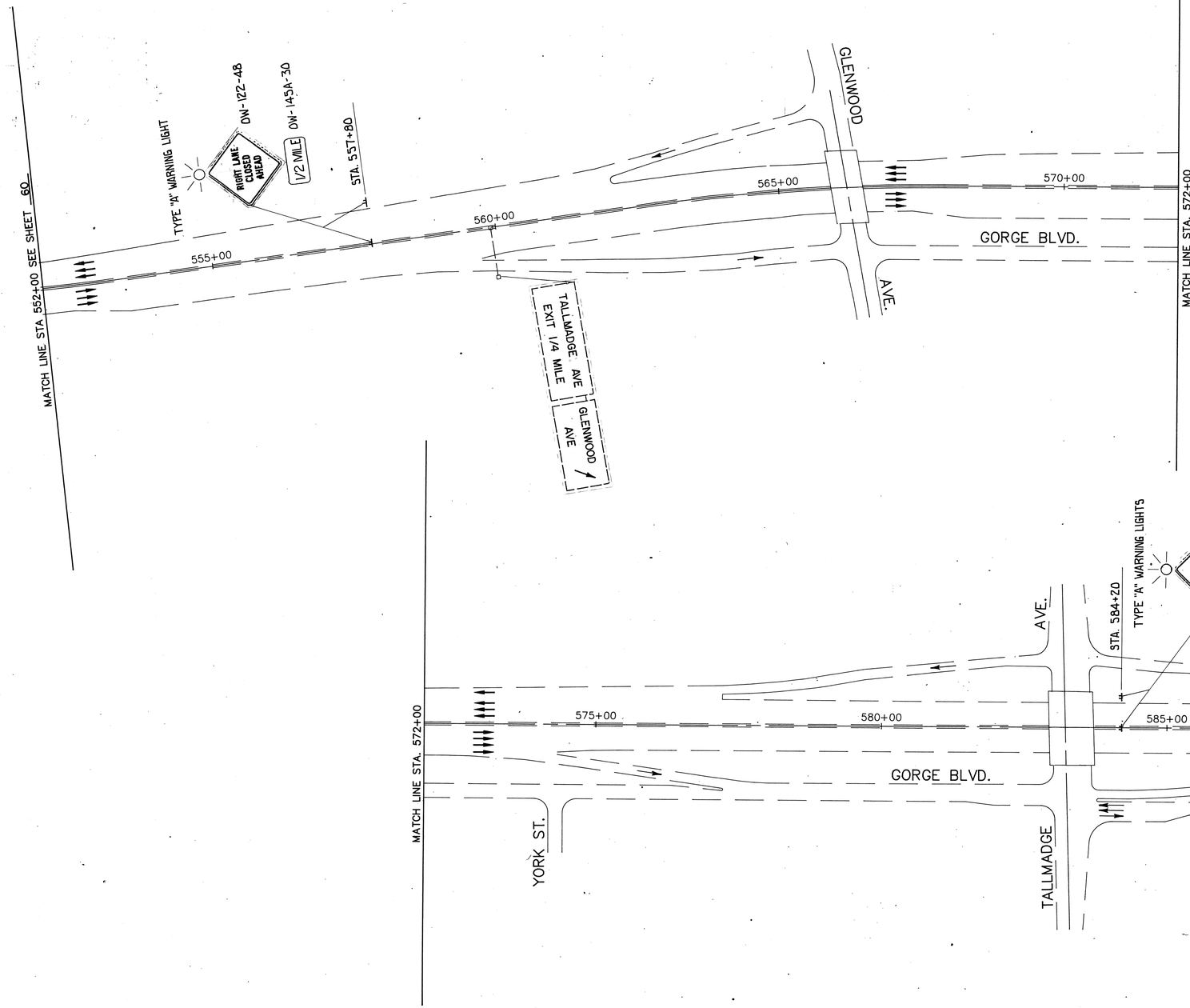
MAINTENANCE OF TRAFFIC

PHASE IIC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

59
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IIC

MAINTENANCE OF TRAFFIC STA. 552+00 TO STA. 592+00

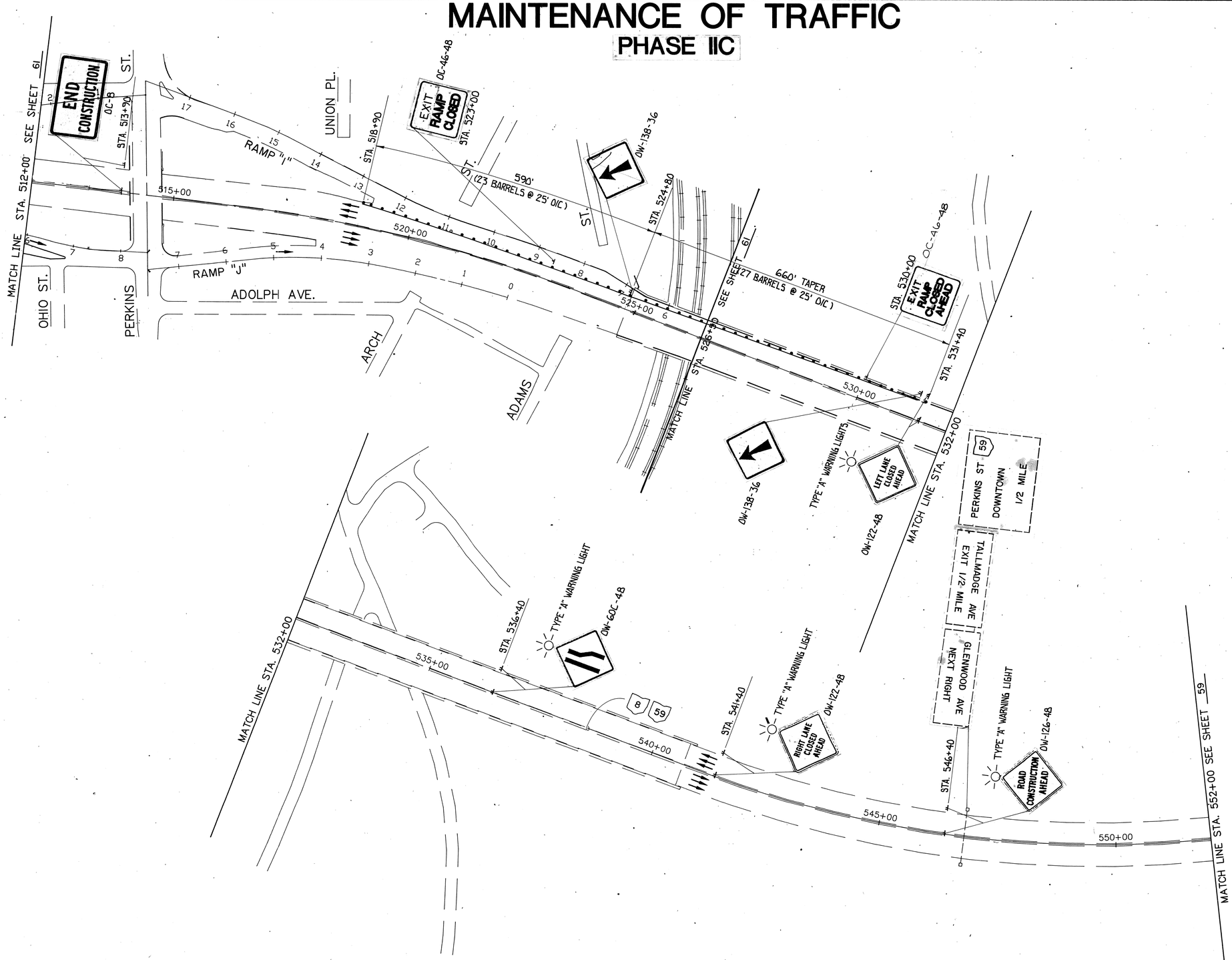
MAINTENANCE OF TRAFFIC

PHASE IIC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

60
95

SUMMIT COUNTY
SUM-8-0.38A



PHASE IIC

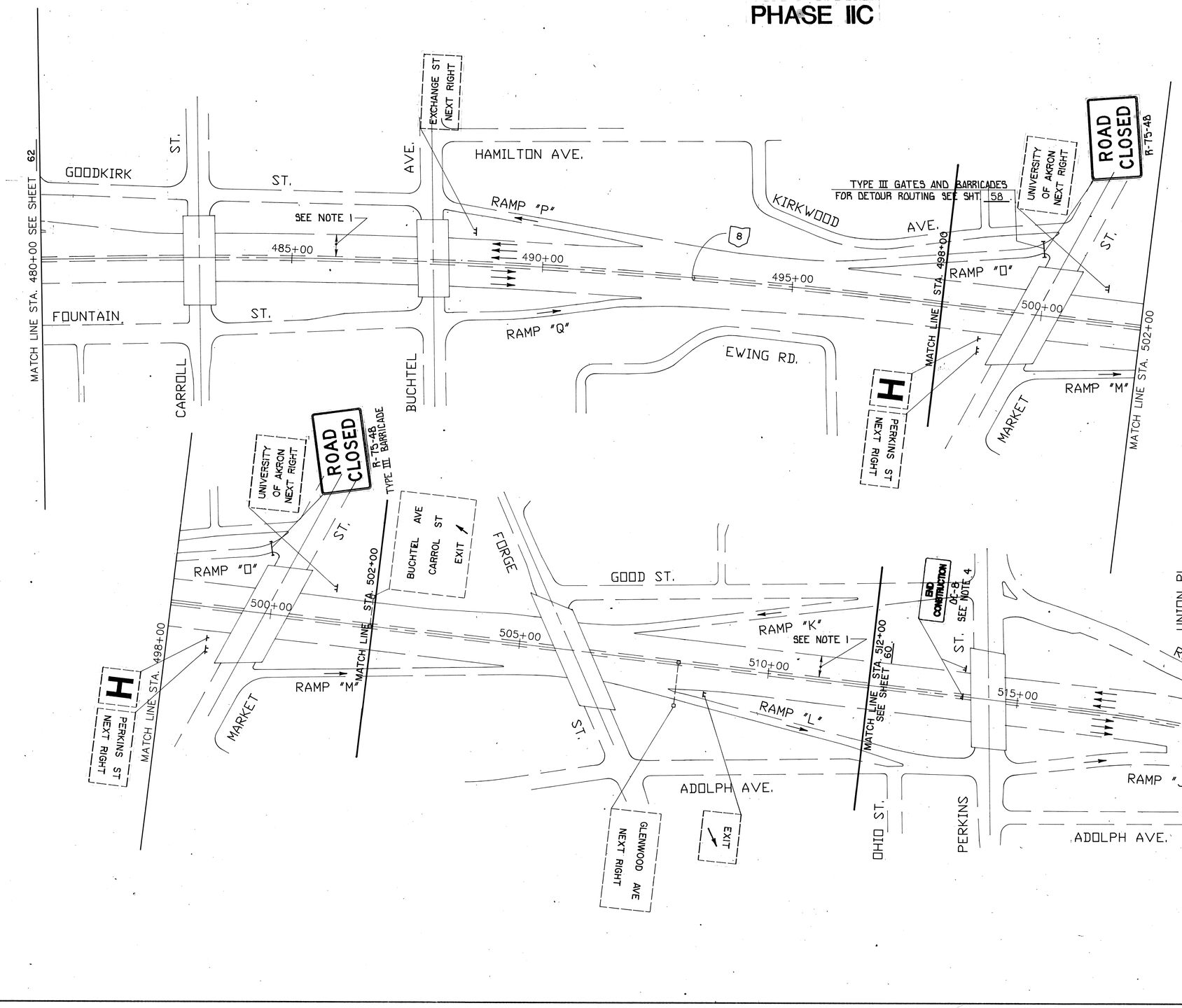
MAINTENANCE OF TRAFFIC STA. 512+00 TO STA. 552+00

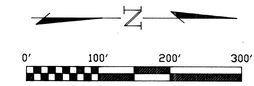
MAINTENANCE OF TRAFFIC
PHASE IIC

F.H.W.A. REGION	STATE	REGION		
5	OHIO			

61
95

SUMMIT COUNTY
SUM-8-0.38A





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3) A "BUMP" SIGN (OW-62) SHALL BE PLACED 250 FT. PRIOR TO THE TRANSITION BETWEEN EXISTING PAVEMENT AND A FULL WIDTH SECTION OF MILLED PAVEMENT AND/OR THE TRANSITION BETWEEN A FULL WIDTH SECTION OF OVERLAYED PAVEMENT TO THE MILLED PAVEMENT.

4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

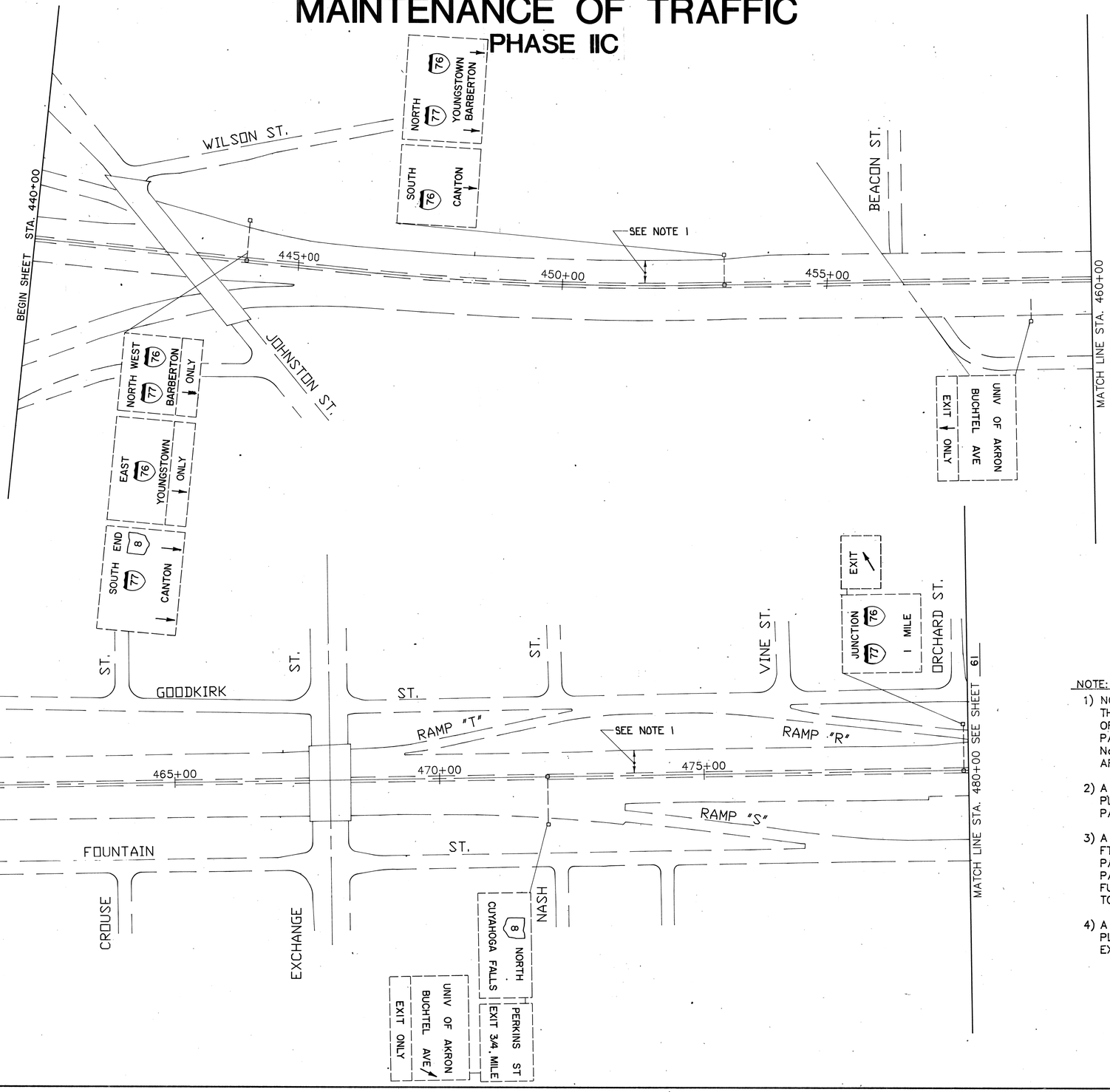
MAINTENANCE OF TRAFFIC STA. 480+00 TO STA.526+50

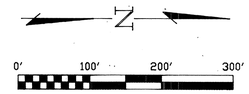
MAINTENANCE OF TRAFFIC
PHASE IIC

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

62
95

SUMMIT COUNTY
SUM-8-0.38A





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4) A "END CONSTRUCTION" SIGN (OC-8) SHALL BE PLACED 500 FT. BEYOND THE DISTURBED EXISTING PAVEMENT.

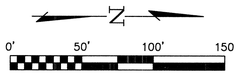
PHASE IIC

MAINTENANCE OF TRAFFIC STA. 440+00 TO STA. 480+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

63
95

SUMMIT COUNTY
SUM-8-0.38A



M.O.T. PAVEMENT MARKING QUANTITIES

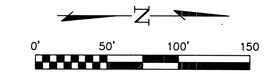
LOCATION		ITEM 614 TEMP. EDGE LINE, WHITE, CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE, YELLOW, CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. CHAN-NELIZING LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANS-VERSE LINE, CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
441+01.5	442+70	0.03				
441+01.5	444+95	0.07				
442+35	442+70		0.01			
442+70	444+00				130	195
444+60	444+95		0.01			
444+95	447+00				205	
441+01.5	452+00		0.21	0.21		
442+35	452+00	0.18		0.18		
441+01.5	452+00		0.21	0.21		
444+60	452+00	0.14		0.14		
447+00	452+00			0.09		
SHEET TOTAL		0.42	0.44	0.83	335	195

S.R. 8 M.O.T. PAVEMENT MARKING STA. 437+00 TO STA. 452+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

64
95

SUMMIT COUNTY
SUM–8–0.38A



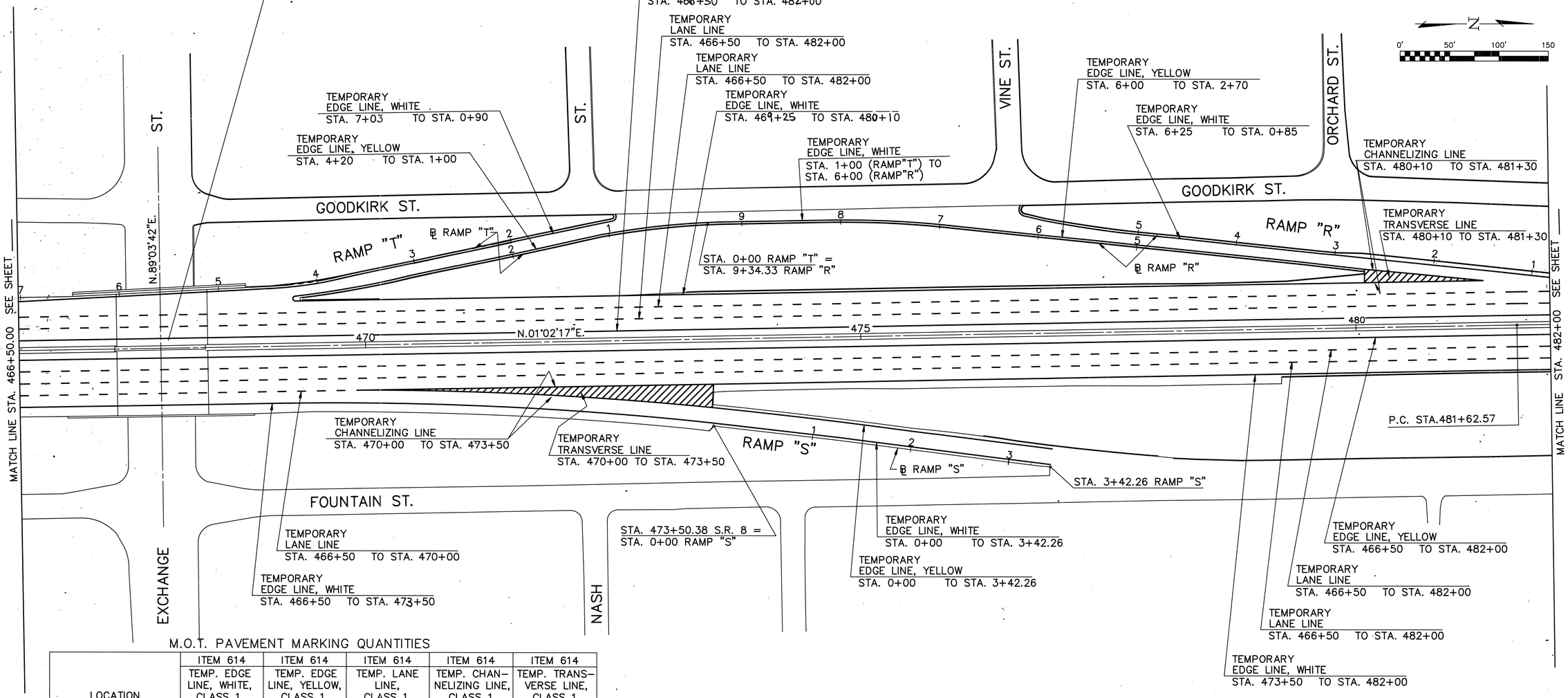
M.O.T. PAVEMENT MARKING QUANTITIES

LOCATION		ITEM 614 TEMP. EDGE LINE, WHITE, CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE, YELLOW, CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE, CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE
452+00	465+42.03	0.25		
452+00	466+50		0.27	0.53
8+12.03	7+03	0.02		
452+00	466+50	0.27	0.27	0.80
SHEET TOTAL		0.54	0.54	1.33

S.R. 8 M.O.T. PAVEMENT MARKING STA. 452+00 TO STA. 466+50

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A



M.O.T. PAVEMENT MARKING QUANTITIES

LOCATION		ITEM 614 TEMP. EDGE LINE, WHITE, CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE, YELLOW, CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. CHAN-NELIZING LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANS-VERSE LINE, CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
7+03	0+90	0.12				
4+20	1+00		0.06			
1+00("T")	6+00("R")	0.08				
6+00	2+70		0.06			
6+25	0+85	0.10				
469+25	480+10	0.21				
480+10	481+30				120	110
466+50	482+00		0.29	0.58		
466+50	473+50	0.13				
466+50	470+00			0.07		
470+00	473+50				350	525
0+00	3+42.26	0.06	0.06			
466+50	482+00		0.29	0.59		
473+50	482+00	0.16				
SHEET TOTAL		0.86	0.76	1.24	470	635

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

66
95

SUMMIT COUNTY
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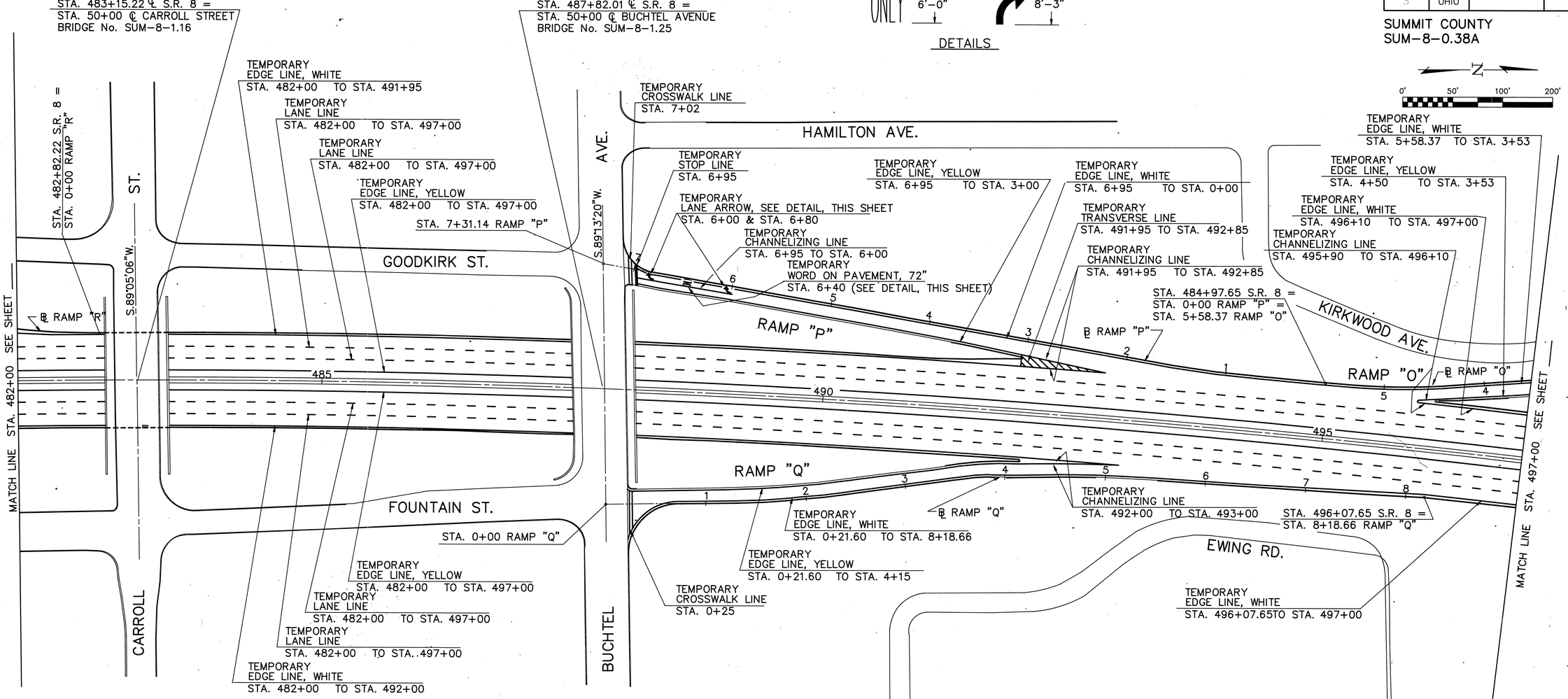

M.O.T. PAVEMENT MARKING QUANTITIES

LOCATION		ITEM 614 TEMP. EDGE LINE WHITE CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE YELLOW CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. CHANNEL-IZING LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. STOP LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. CROSS WALK LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. WORD ON PAVEMENT CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE ARROW CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANSV. LINE CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	LIN. FT.
482+00	491+95	0.19								
491+95	492+85				90					
482+00	497+00		0.28	0.57						
7+02							25			
6+95						20				
6+80									1	
6+40								1		
6+00									1	
6+95	6+00				95					
6+95	3+00		0.07							
6+95	0+00	0.13								

M.O.T. PAVEMENT MARKING QUANTITIES (CONT.)

LOCATION		ITEM 614 TEMP. EDGE LINE WHITE CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE YELLOW CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. CHANNEL-IZING LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. STOP LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. CROSS WALK LINE CLASS 1, 642 PAINT	ITEM 614 TEMP. WORD ON PAVEMENT CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE ARROW CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANSV. LINE CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	EACH	LIN. FT.
5+85.37	3+53	0.04								
4+50	3+53		0.02							
495+90	496+10				20					
496+10	497+00	0.02								
482+00	492+00	0.19								
492+00	493+00				100					
482+00	497+00		0.28	0.57						
0+25							40			90
0+21.6	4+15		0.07							
0+21.6	8+18.66	0.15								
496+07.65	497+00	0.02								
6+00 `P'	6+80 `P'								2	
SHEET TOTAL		0.74	0.72	1.14	305	20	65	1	2	90

S.R. 8 M.O.T. PAVEMENT MARKING STA. 482+00 TO STA. 497+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

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95

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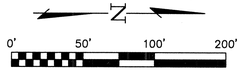
SUM-8-0.38A



M.O.T. PAVEMENT MARKING QUANTITIES

LOCATION		ITEM 614 TEMP. EDGE LINE, WHITE, CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE, YELLOW, CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. CHAN-NELIZING LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANS-VERSE LINE CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
3+53	0+39.2	0.06	0.06			
497+00	503+23.43	0.12				
497+00	512+00		0.28	0.57		
507+00	507+25				25	
12+00.85	3+51.9	0.16				
8+00	3+51.9		0.08			
497+00	504+75	0.15				
497+00	512+00		0.28	0.57		
504+75	505+30				55	
0+35.5	5+45		0.10			
0+35.5	6+78.16	0.12				
507+30	508+10				80	80
508+10	512+00	0.07				
0+00	5+95	0.11				
2+00	5+95		0.07			
SHEET TOTAL		0.79	0.87	1.14	160	80

S.R. 8 M.O.T. PAVEMENT MARKING STA. 497+00 TO STA. 512+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

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95

SUMMIT COUNTY
SUM–8–0.38A

N

0' 50' 100' 150

STA. 0+00 RAMP "K"
STA. 17+95.31 RAMP "I"
STA. 514+43.19 ℄ S.R. 8 =
STA. 50+00 ℄ PERKINS STRET
BRIDGE No. SUM–8–1.75
TEMPORARY
EDGE LINE, WHITE
STA. 512+00 TO STA. 519+10
TEMPORARY
LANE LINE
STA. 512+00 TO STA. 524+14.4
TEMPORARY
LANE LINE
STA. 512+00 TO STA. 524+14.4
TEMPORARY
EDGE LINE, YELLOW
STA. 512+00 TO STA. 524+14.4
TEMPORARY
EDGE LINE, YELLOW
STA. 12+96 TO STA. 12+59
TEMPORARY
EDGE LINE, WHITE
STA. 12+96 TO STA. 7+50
TEMPORARY
CHANNELIZING LINE
STA. 519+10 TO STA. 520+60
TEMPORARY
TRANSVERSE LINE
STA. 519+10 TO STA. 520+60
TEMPORARY
LANE LINE
STA. 520+60 TO STA. 524+14.4
TEMPORARY
EDGE LINE, YELLOW
STA. 4+50 TO STA. 4+15
TEMPORARY
CHANNELIZING LINE
STA. 518+10 TO STA. 519+50
TEMPORARY
LANE LINE
STA. 519+50 TO STA. 521+00
TEMPORARY
EDGE LINE, WHITE
STA. 4+50 TO STA. 0+00
TEMPORARY
EDGE LINE, WHITE
STA. 522+30.86TO STA. 524+14.40
TEMPORARY
EDGE LINE, YELLOW
STA. 512+00 TO STA. 524+14.4
TEMPORARY
LANE LINE
STA. 512+00 TO STA. 524+14.4
TEMPORARY
LANE LINE
STA. 512+00 TO STA. 524+14.4
TEMPORARY
EDGE LINE, WHITE
STA. 512+00 TO STA. 518+10
STA. 8+56.36 RAMP "L"
STA.7+65.45 RAMP "J"
P.C. STA.516+29.68
P.T. STA.523+51.82
END PROJECT
AND WORK
STA. 524+14.40
S.L.M. = 1.96
F–54(31)
RAMP "K"
RAMP "I"
RAMP "L"
RAMP "J"
℄ RAMP "K"
℄ RAMP "L"
℄ SURVEY S.R. 8
ASPH. PAVT.
UNION PL.
ST.
ST.
ST.
OHIO ST.
PERKINS
ADOLPH AVE.
ARCH
ADAMS
N.89°13'34"E.
N.06°43'50"E.
N.20°54'34"E.
MATCH LINE STA. 512+00 SEE SHEET

M.O.T. PAVEMENT MARKING QUANTITIES

LOCATION		ITEM 614 TEMP. EDGE LINE, WHITE, CLASS 1, 642 PAINT	ITEM 614 TEMP. EDGE LINE, YELLOW, CLASS 1, 642 PAINT	ITEM 614 TEMP. LANE LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. CHAN–NELIZING LINE, CLASS 1, 642 PAINT	ITEM 614 TEMP. TRANS–VERSE LINE, CLASS 1, 642 PAINT
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
512+00	519+10	0.13				
519+10	520+60				150	225
520+60	524+14.4			0.07		
512+00	524+14.4		0.23	0.46		
12+96	12+59		0.01			
12+96	7+50	0.10				
512+00	518+10	0.12				
518+10	519+00				140	
519+50	521+00			0.03		
512+00	524+14.4		0.23	0.46		
4+50	4+15		0.01			
4+50	0+00	0.09				
522+30.86	524+14.4	0.03				
SHEET TOTAL		0.47	0.48	1.02	290	225

S.R. 8 M.O.T. PAVEMENT MARKING STA. 512+00 TO STA. 524+14.40

	BY	DATE
CALC.	DLD	9-91
CHECKED	PAK	9-91

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

SUMMIT COUNTY
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ESTIMATED QUANTITIES

ITEM	DESCRIPTION	SHEET No.	PHASE	LOCATION FROM	LOCATION TO	UNIT	QUANTITY	TOTAL
614	TEMPORARY EDGE LINE, WHITE, CLASS 1, 642 PAINT	63	ALL	441+01.5	452+00	MILE	0.42	
		64	ALL	452+00	466+50	MILE	0.54	
		65	ALL	466+50	482+00	MILE	0.86	
		66	ALL	482+00	497+00	MILE	0.74	
		67	ALL	497+00	512+00	MILE	0.79	
		68	ALL	512+00	524+14.4	MILE	0.47	
								3.82
614	TEMPORARY EDGE LINE, YELLOW, CLASS 1, 642 PAINT	63	ALL	441+01.5	452+00	MILE	0.44	
		64	ALL	452+00	466+50	MILE	0.54	
		65	ALL	466+50	482+00	MILE	0.76	
		66	ALL	482+00	497+00	MILE	0.72	
		67	ALL	497+00	512+00	MILE	0.87	
		68	ALL	512+00	524+14.4	MILE	0.48	
								3.81
614	TEMPORARY LANE LINE, CLASS 1, 642 PAINT	63	ALL	441+01.5	452+00	MILE	0.83	
		64	ALL	452+00	466+50	MILE	1.33	
		65	ALL	466+50	482+00	MILE	1.24	
		66	ALL	482+00	497+00	MILE	1.14	
		67	ALL	497+00	512+00	MILE	1.14	
		68	ALL	512+00	524+14.4	MILE	1.02	
								6.70
614	TEMPORARY CHANNELIZING LINE, CLASS 1, 642 PAINT	63	ALL	441+01.5	452+00	LIN.FT.	335	
		65	ALL	466+50	482+00	LIN.FT.	470	
		66	ALL	482+00	497+00	LIN.FT.	305	
		67	ALL	497+00	512+00	LIN.FT.	160	
		68	ALL	512+00	524+14.4	LIN.FT.	290	
								1560
614	TEMPORARY STOP LINE, CLASS 1, 642 PAINT	66	IIA, IIB	6+95		LIN.FT.	20	
								20
614	TEMPORARY CROSSWALK LINE, CLASS 1, 642 PAINT	66	IIA, IIB	7+02		LIN.FT.	25	
		66	IIA, IIB	0+25		LIN.FT.	40	
								65
614	TEMPORARY WORD ON PAVEMENT, 72", CLASS 1, 642 PAINT	66	IIA, IIB	6+40		EACH	1	
								1
614	TEMPORARY LANE ARROW, CLASS 1, 642 PAINT	66	IIA, IIB	6+00		EACH	1	
		66		6+80		EACH	1	
								2
614	TEMPORARY TRANSVERSE LINE, CLASS 1, 642 PAINT	63	ALL	442+70	444+00	LIN.FT.	195	
		65	ALL	480+10	481+30	LIN.FT.	110	
		65	ALL	470+00	473+50	LIN.FT.	525	
		66	ALL	492+00	493+00	LIN.FT.	90	
		67	ALL	507+30	508+10	LIN.FT.	80	
		68	ALL	519+10	520+60	LIN.FT.	225	
								1225

TEMPORARY SIGN SUPPORT REQUIREMENTS

A. PLACEMENT OF SIGNS WHICH WILL REMAIN MORE THAN ONE DAY:

1) LATERAL PLACEMENT TO NEAREST EDGE OF SIGNS SHALL BE AS FOLLOWS:

   a) ON THE RIGHT SIDE OF THE ROAD FOR APPROACHING TRAFFIC (EXCEPT FOR DUAL MOUNTED SIGNS AND SIGNS DESIGNATED IN THE PLANS FOR LEFT SIDE MOUNTING).

   b) CURBED ROADWAY - MINIMUM 2 FT. BEHIND FACE OF CURB.

   c) UNCURBED ROADWAY-12 FT. FROM EDGE OF TRAFFIC LANE OR 6 FT. FROM EDGE OF PAVED OR USEABLE SHOULDER, WHICHEVER IS GREATER.

   d) BEHIND GUARDRAIL OR BARRIER - PREFERABLY 2 FT. BEHIND FACE OF GUARDRAIL (MINIMUM 1 FT.) FOR SIGNS ON CLASS A SUPPORTS: 4 FT. FOR CLASS B OR C SUPPORTS 1 FT. BEHIND FACE OF CONCRETE BARRIER UNLESS BARRIER TOP MOUNTING IS REQUIRED BY THE PLAN.

2) VERTICAL CLEARANCE OF SIGNS, MEASURED ABOVE ROADWAY ELEVATION; SHALL BE AS FOLLOWS:

   a) RURAL - 5 FT. WHEN PARKED CARS, CONSTRUCTION EQUIPMENT, ETC WILL NOT OBSCURE SIGN VISIBILITY.

   b) RURAL AREAS WITH PARKED CARS OR CONSTRUCTION EQUIPMENT - 7 FT.

   c) URBAN - 7 FT.

   d) CARE SHALL BE TAKEN TO ASSURE THAT SIGNS WILL NOT BE OBSCURED BY CONSTRUCTION EQUIPMENT, TREES, WEEDS OR OTHER OBSTACLES. BRUSH, WEEDS OR GRASS WITHIN THE RIGHT OF WAY SHALL BE TRIMMED AS NECESSARY. SIGNS SHALL NORMALLY BE VISIBLE TO TRAFFIC 400 TO 600 FT. IN ADVANCE OF THE SIGN.

3) SUPPORTS FOR SIGNS WHICH WILL REMAIN IN PLACE MORE THAN ONE DAY SHALL BE FIXED RATHER THAN PORTABLE EXCEPT IN SITUATIONS WHERE THE SIGN MUST REST ON PERMANENT PAVEMENT OR OTHER SURFACE WHICH WOULD BE DAMAGED BY INSERTION OF POST TYPE SUPPORTS.

B. PLACEMENT OF SIGNS WHICH WILL REMAIN FOR ONE DAY OR LESS:

1) SAME AS A-1 ABOVE EXECPT THAT SIGNS MAY BE PLACED ON THE ROADWAY ONLY IF THEY DO NOT INTRUDE INTO A TRAFFIC LANE IN USE.

2) MINIMUM OF 1 FT. ABOVE ROADWAY

C. CLASSES OF SUPPORTS:

ALL TEMPORARY SIGN SUPPORTS SHALL BE OF THE FOLLOWING TYPES:

1) CLASS A:

   SUPPORTS SHALL BE USED FOR EXPOSED LOCATIONS ON HIGHWAYS WHERE TRAFFIC APPROACH SPEEDS OF 40 MPH AND HIGHER ARE ENCOUNTERED. THEY ARE ALSO SUITABLE FOR USE IN ALL OTHER LOCATIONS.

2) CLASS B:

   SUPPORTS SHALL BE USED FOR EXPOSED LOCATIONS ON HIGHWAYS WHERE TRAFFIC APPROACH SPEEDS OF LESS THAN 40 MPH ARE ENCOUNTERED. THEY ARE ALSO SUITABLE FOR USE IN ALL APPLICATIONS DEFINED FOR CLASS C SUPPORTS.

3) CLASS C:

   SUPPORTS MAY ONLY BE USED WHERE FULLY PROTECTED BY GUARDRAIL, CONCRETE BARRIER AND IN LOCATIONS POSITIVELY PROTECTED FROM TRAFFIC SUCH AS ON RETAINING WALLS OR WHERE TRAFFIC APPROACH SPEEDS ARE LESS THAN 25 MPH.

D. TRAFFIC APPROACH SPEEDS:

TRAFFIC APPROACH SPEEDS SHALL BE THE LOCALLY POSTED SPEED (NOT ADVISORY SPEED SIGNS) OR THE MEASURED ACTUAL (85TH PERCENTILE) SPEED (IF AVAILABLE) OF APPROACHING TRAFFIC, WHICHEVER IS HIGHER, ADJACENT TO THE SIGN LOCATION.

TABLE

APPROACH SPEED (MPH)	COMPLETELY PROTECTED BY GUARDRAIL OR BARRIER	PARTLY PROTECTED BY GUARDRAIL OR BARRIER *	GREATER THAN 30' FROM EDGE OF PAVEMENT	WITHIN 30' FROM EDGE OF PAVEMENT
40 AND HIGHER	A, B OR C	A OR B	A OR B **	A ONLY
26 TO 39	A, B OR C	A OR B	A OR B	A OR B
0 TO 25	A, B OR C	A, B OR C	A, B OR C	A, B OR C

* IF SUPPORTS ARE BEHIND GUARDRAIL BUT NOT FULLY 5.5' BEHIND FACE OF RAIL OR IF SIGN IS NOT 1' BEHIND FACE OF CONCRETE BARRIER.

** 30' CRITERION IS BASED UPON STRAIGHT ROADWAY AND A SLOPE OF 6:1 OR FLATTER. SUPPORTS ON THE OUTSIDE OF CURVES OR LOCATED DOWN A SLOPE (STEEPER THAN 6:1) WILL REQUIRE USE OF CLASS A SUPPORTS.

E. BALLASTING

BALLASTING OF PORTABLE SUPPORTS SHALL BE WITH SANDBAGS PLACED WITHIN 1 FT. OF THE GROUND. IN NO CASE SHALL HARD OBJECTS BE USED FOR BALLAST.

F. STRENGTH OF SIGN SUPPORTS

THE CONTRACTOR SHALL CHOOSE SIGN SUPPORTS OF ADEQUATE STRENGTH AND WITH ADEQUATE FOUNDATIONS AND ANCHORAGE TO SUPPORT THE SIGN SIZES ERECTED. PROPRIETARY DEVICES SHALL NOT BE LOADED BEYOND THE LIMITS RECOMMENDED BY THE MANUFACTURER. SLIP BASE TYPE BREAKAWAY BEAM CONNECTIONS SHALL BE AT LEAST PARTIALLY EMBEDDED IN CONCRETE CONSISTING OF A 1 FT. DEEP BY 12" DIAMETER COLLAR. SIGN SUPPORTS WHICH FAIL UNDER TYPICAL WIND LOAD CONDITIONS SHALL BE IMMEDIATELY MODIFIED OR REPLACED WITH A SUPPORT OF ADEQUATE STRENGTH.

G. PROHIBITED SUPPORTS

THE FOLLOWING SUPPORT TYPES SHALL NOT BE PERMITTED ON PROJECTS:

1) SUPPORTS FABRICATED FROM AUTOMOTIVE AXLE DIFFERENTIAL ASSEMBLIES AND SIMILARLY HEAVY ASSEMBLIES WHICH CANNOT BE CONSIDERED BREAKAWAY TYPE.

2) SUPPORTS CONSISTING OF VERTICAL POSTS WITH ANGLED BRACES MADE FROM DRIVEPOST OR OTHER RIGID ELEMENTS.

SUMMIT COUNTY
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OHIO
FHWA REGION 5

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CLASS A SUPPORTS

FIXED SUPPORTS

1) ALL #2, #3, AND #4 POST WHEN INSTALLED SINGLY OR IN PAIRS ACCORDING TO THE DETAILS OF TC-41.20. THE NUMBER OF SUPPORTS SHALL BE AS SHOWN ON TC-52.10 AND TC-52.20.

2) THE FOLLOWING POST TYPES, WHEN INSTALLED SINGLY, BY IMBEDMENT OR DRIVING INTO EARTH TO A DEPTH OF ABOUT 42 INCHES:

   a) - UP TO 4" X 4" WOOD

   b) - UP TO 2 INCH DIAMETER SCHEDULE 40 STEEL PIPE

   c) - UP TO 3 INCH DIAMETER SCHEDULE 40 ALUMINUM PIPE

   d) - UP TO 2¼INCH SQUARE, 12 GAUGE WALL, PUNCHED STEEL POST

   e) - UP TO 6" X 8" WOOD WITH BREAKAWAY HOLES SHOWN BELOW

3) THE FOLLOWING POST TYPES WHEN INSTALLED IN PAIRS WITH LESS THAN 7 FT. BETWEEN POSTS, BY IMBEDMENT OR DRIVING INTO EARTH TO A DEPTH OF ABOUT 42 INCHES:

   a) - UP TO 4" X 4" WOOD

   b) - UP TO 2 INCH DIAMETER SCHEDULE 40 STEEL PIPE

   c) - UP TO 3 INCH DIAMETER SCHEDULE 40 ALUMINUM PIPE

   d) - UP TO 2 INCH SQUARE, 14 GAUGE WALL, PUNCHED STEEL POST

4) FIXED TYPE III BARRICADES:

5) ALL BREAKAWAY CONNECTION BEAM SUPPORTS, WHEN INSTALLED ACCORDING TO THE PROPER DETAILS SHOWN ON TC-41.10 WITH A MINIMUM CLEAR DISTANCE BETWEEN SUPPORTS OF 7 FT. FOR SUPPORTS LARGER THAN W6 X 9.

6) ANY BREAKAWAY POST OR POST AND CONNECTION WHICH HAS BEEN CRASH TESTED AND APPROVED BY THE FHWA AS SATISFYING THE BREAKAWAY CRITERIA DESCRIBED IN 630.06.

(CONTINUED ON SHT. 71)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

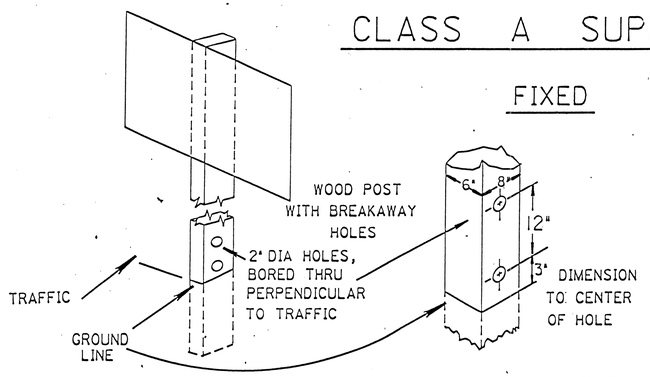
REVISED BY: cw DATE: 4/24/91

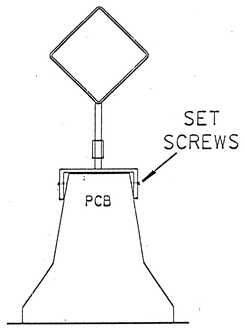
210510	DATE 05/07/90
TEMPORARY SIGN SUPPORT	
PLAN INSERT SHEET	

WCC

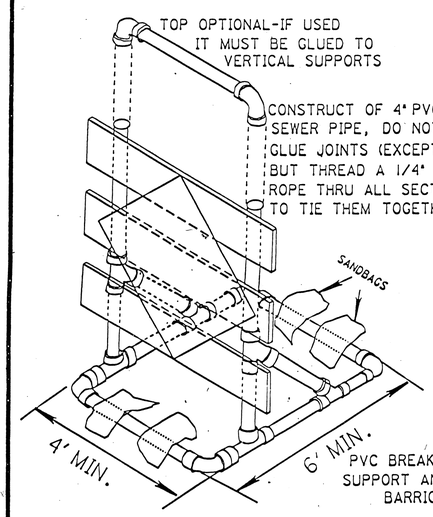
CLASS A SUPPORTS

FIXED

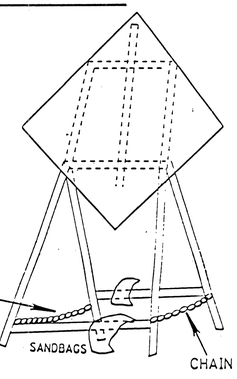




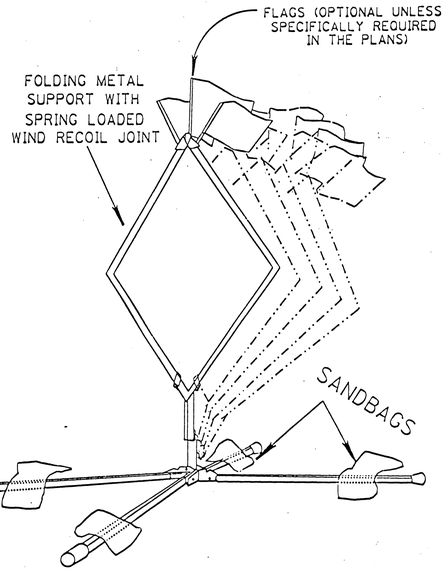
PORTABLE



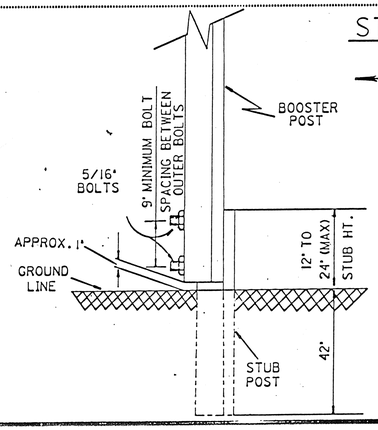
PVC BREAKAWAY SIGN SUPPORT AND TYPE III BARRICADE



EASEL



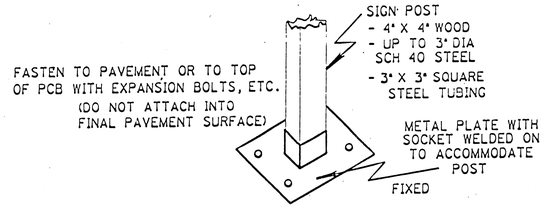
STUBBING STANDARD

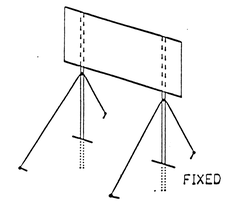


NOTES

1. FOR USE WITH #3 POST OR SMALLER ONLY
2. BOLTS SHALL BE STEEL OR ALUMINUM
3. A MINIMUM OF TWO FASTENERS SHALL BE USED PER ASSEMBLY
4. BOOSTER POST SHALL BE MOUNTED BEHIND STUB POST
5. BOOSTER POST SHALL BE THE SAME OR 1 LB./FT. LESS THAN STUB POST

CLASS B SUPPORTS

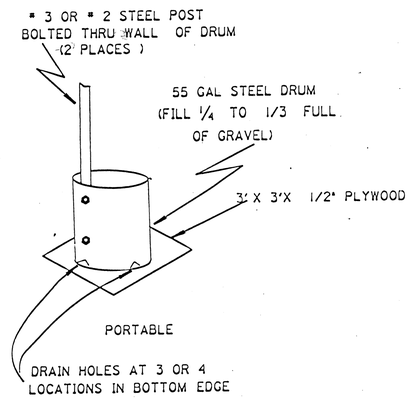




ANY CLASS A SIGN POST WITH GUY WIRES ADDED TO INCREASE SIGN CARRYING ABILITY. (GUY WIRES SHALL NOT BE HEAVIER THAN 1/8" DIA. BRAIDED CABLE. GUY ANCHORS SHALL NOT EXTEND MORE THAN 6" ABOVE GROUND SURFACE).

CLASS C SUPPORTS

1. ALL BEAM TYPE SUPPORTS WITHOUT BREAKAWAY CONNECTIONS.
2. SUPPORTS SIMILAR TO BUT LARGER THAN PERMITTED FOR CLASS A OR B.
3. THE STEEL DRUM(S) SHOWN BELOW MAY BE USED ONLY WHEN LOCATED BEHIND GUARDRAIL OR BARRIER.



ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF THE OMUTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

REVISED BY: CN	DATE: 4/24/91	
210511		DATE 05/07/90
TEMPORARY SIGN SUPPORT		
PLAN INSERT SHEET		

GENERAL SUMMARY

	BY	DATE
CALC.	D.L.D.	1/92
CHECKED	T.E.S.	1/92

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

ITEM	FUNDING # 100% CITY SHEET NUMBER 7	FUNDING # STATE & FEDERAL SHEET NUMBER 7	8	74	89A	91	FUNDING 100% CITY	FUNDING STATE & FEDERAL	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
													ROADWAY
201		LUMP						LUMP	201	11000	LUMP		CLEARING AND GRUBBING
202				6232				6232	202	23500	6232	SQ.YD.	WEARING COURSE REMOVED
202		2						2	202	58300	2	EACH	CATCH BASIN OR INLET REMOVED
202		2						2	202	58600	2	EACH	CATCH BASIN OR INLET ABANDONED
202		1						1	202	58700	1	EACH	MANHOLE ABANDONED
606					112.5			112.5	606	13000	112.5	LIN.FT.	GUARDRAIL, TYPE 5
203				1901				1901	203	12000	1901	CU.YD.	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
203				635				635	203	20000	635	CU.YD.	EMBANKMENT
203	2000						2000		203	55000	2000	LIN.FT.	DITCH CLEANOUT
203				13				13	203	60200	13	STA.	LINEAR GRADING, METHOD 1 (SEE SHEET 81)
203				39				39	203	60204	39	STA.	LINEAR GRADING, METHOD 2 (SEE SHEET 81)
606					1			1	606	25000	1	EACH	ANCHOR ASSEMBLY, TYPE A
604													
606					1			1	606	26500	1	EACH	ANCHOR ASSEMBLY, TYPE T
													PAVEMENT
251				9750				9750	251	01000	9750	SQ.YD.	PARTIAL DEPTH PAVEMENT REPAIR
251				880				880	251	01200	880	SQ.YD.	PARTIAL DEPTH PAVEMENT JOINT REPAIR
252				9930				9930	252	01000	9930	SQ.YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT (SEE SHEET 8)
252				23000				23000	252	01500	23000	LIN.FT.	FULL DEPTH PAVEMENT SAWING (SEE SHEET 8)
254				94087				94087	254	01000	94087	SQ.YD.	PAVEMENT PLANING, BITUMINOUS
304													
304			200	523		20		743	304	20001	743	CU.YD.	AGGREGATE BASE, AS PER PLAN (SEE SHEET 8)
407		400		7530				400	403	25000	400	CU.YD.	ASPHALT CONCRETE, AC-20, SPOT LEVELING
								7530	407	13901	7530	GAL.	TACK COAT USING SS 924, AS PER PLAN (SEE SHEET 8)
408				1570				1570	408	10000	1570	GAL.	BITUMINOUS PRIME COAT
446				4880				~~4880~~	446	01200	~~4880~~	CU.YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, AC-20
446				3485				3485	446	01400	3485	CU.YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, AC-20
448				159				159	448	14101	159	CU.YD.	ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, AS PER PLAN (UNDER GUARDRAIL) (SEE SHEET 81)
SPEC.		36000						36000	SPEC.	45014000	36000	LIN.FT.	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINT, 705.04
SPEC. 611		350				255		255	611	25001	255	SQ.YD.	REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN (SEE SHEET 91)
825			12000					12000	825	00100	12000	POUNDS	CRACK SEALING, TYPE I (SEE SHEET 8)
611						75		75	611	98100	75	SQ.YD.	APPROACH SLAB, MISC. : REPAIRS
													DRAINAGE
SPEC.	750						750		SPEC.	20270100	750	LIN.FT.	PIPE CLEANOUT, 12"
SPEC.	1000						1000		SPEC.	20270100	1000	LIN.FT.	PIPE CLEANOUT, 15"
SPEC.	250						250		SPEC.	20270100	250	LIN.FT.	PIPE CLEANOUT, 18"
603			250					250	603	01500	250	LIN.FT.	6" CONDUIT, TYPE F, 707.17 NON PERFORATED, ASTM 3034, SDR35 OR SS931
604		8						8	604	09501	8	EACH	CATCH BASIN RECONSTRUCTED TO GRADE, AS PER PLAN
605			750					750	605	13300	750	LIN.FT.	6" UNCLASSIFIED PIPE UNDERDRAIN
605		200						200	605	31100	200	LIN.FT.	AGGREGATE DRAIN
605			550					550	605	31101	550	LIN.FT.	AGGREGATE DRAIN, AS PER PLAN (SEE SHEET 8)
SPEC.			250					250	SPEC.	69012000	250	SQ.YD.	FILTER FABRIC, TYPE D, 712.09
													EROSION CONTROL
207		100						100	207	70000	100	EACH	STRAW OR HAY BALES
659				11405				11405	659	10000	11405	SQ.YD.	SEEDING AND MULCHING
659		571						571	659	14000	571	SQ.YD.	REPAIR SEEDING AND MULCHING
659		0.03		1.03				1.06	659	20000	1.06	TON	COMMERCIAL FERTILIZER
659				5.13				5.13	659	30000	5.13	TON	AGRICULTURAL LIMING
659		2	25					27	659	35000	27	M.GAL.	WATER

GENERAL SUMMARY

	BY	DATE
CALC.	DLD	1/92
CHECKED	TES	1/92

F.H.W.A. REGION	STATE	PROJECT		
5	OHIO			

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SUMMIT COUNTY
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ITEM	SHEET NUMBER										ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION
	7	11	12	69		82		83		89A					
															MAINTENANCE OF TRAFFIC
301			160								301	10003	160	CU.YD.	BITUMINOUS AGGREGATE BASE, AC-20, AS PER PLAN (SEE SHEET 8)
404		1200									404	35000	1200	CU.YD.	BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC
SPEC.		1440									SPEC.	61411100	1440	HR.	LAW ENFORCEMENT OFFICER WITH PATROL CAR
SPEC			200								SPEC.	61418010	200	SQ.FT.	MAINTAINING TRAFFIC ITEM, MISC., WORK ZONE SIGNS
SPEC.		160									SPEC.	61412500	160	SQ.FT.	REPLACEMENT SIGN
SPEC.			100								SPEC.	61412600	100	EACH	REPLACEMENT DRUM
614			6.70	6.70							614	20100	13.40	MILE	TEMPORARY LANE LINE, CLASS 1, 642 PAINT
614			7.63	7.63							614	22100	15.26	MILE	TEMPORARY EDGE LINE, CLASS 1, 642 PAINT
614			1560	1560							614	23200	3120	LIN.FT	TEMPORARY CHANNELIZING LINE, CLASS 1, 642 PAINT
614			1225	1225							614	25200	2450	LIN.FT	TEMPORARY TRANVERSE LINE, CLASS 1, 642 PAINT
614			20	20							614	26200	40	LIN.FT.	TEMPORARY STOP LINE, CLASS 1, 642 PAINT
614			65	65							614	27200	130	LIN.FT.	TEMPORARY CROSSWALK LINE, CLASS 1, 642 PAINT
614			2	2							614	30200	4	EACH	TEMPORARY LANE ARROW, CLASS 1, 642 PAINT
614			1	1							614	31200	2	EACH	TEMPORARY WORD ON PAVEMENT, 72", CLASS 1, 642 PAINT
															TRAFFIC CONTROL
603						40					603	00400	40	LIN.FT	4" CONDUIT, TYPE E
625						200					625	25500	200	LIN.FT.	CONDUIT, 3", 713.04
625						120					625	25900	120	LIN.FT.	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, SIZE: 3"
625						200					625	29000	200	LIN.FT.	TRENCH
625						8					625	30700	8	EACH	PULL BOX, 713.08, 18"
625						4					625	32000	4	EACH	GROUND ROD
630										3.6	630	00000	3.6	CU.YDS.	CONCRETE FOR ANCHOR BASE FOUNDATION
630										56	630	06400	56	LIN.FT.	GROUND MOUNTED SUPPORT S4X7.7 BEAM
630										4	630	09000	4	EACH	BREAKAWAY BEAM CONNECTION
630										1	630	20600	1	EACH	OVERHEAD SIGN SUPPORT TYPE TC-12.30, DESIGN #6, 26 FT. ARM
630										211	630	80204	211	SQ.FT.	SIGN EXTRUSHEET TYPE G
630										1	630	87000	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN & STORAGE
630										1	630	87400	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN & DISPOSAL
631										1	631	84000	1	EACH	SIGN SERVICE
631										1	631	84300	1	EACH	SIGN WIRED
631										1	631	85100	1	EACH	DISCONNECT SWITCH WITH ENCLOSURE, TYPE X
631										2	631	87202	2	EACH	BALLAST, TYPE CMRI-175-480, INTEGRAL
631										2	631	89200	2	EACH	MERCURY VAPOR LUMINAIRE, TYPE TC-31.21 WITH 175 WATT LAMP
632						480					632	27500	480	LIN.FT.	LOOP DETECTOR PAVEMENT CUTTING
632						336					632	64900	336	LIN. FT.	LOOP DETECTOR WIRE, TYPE E
632						144					632	65200	144	LIN. FT.	LOOP DETECTOR LEAD-IN CABLE
632						2					632	72000	2	CU.YD.	CONCRETE FOR ANCHOR BASE FOUNDATION
632						2					632	89800	2	EACH	PEDESTAL, 3', TRANSFORMER BASE
632						12					632	90400	12	EACH	SIGNALIZATION, MISC. PIEZOCABLE CLASS II, AXLE SENSOR
633						2					633	65001	2	EACH	CABINET WITHOUT CONTROLLER, AS PER PLAN, PREWIRED, PEDESTAL MOUNTING, TYPE G (SEE SHEET 82)
642								7.63			642	00102	7.63	MILE	EDGE LINE, TYPE 2
642								6.70			642	00202	6.7	MILE	LANE LINE, TYPE 2
642								1560			642	00402	1560	LIN. FT.	CHANNELIZING LINE, TYPE 2
642								20			642	00502	20	LIN. FT.	STOP LINE, TYPE 2
642								65			642	00602	65	LIN.FT.	CROSSWALK LINE, TYPE 2
642								1275			642	00702	1225	LIN.FT.	TRANSVERSE LINE, TYPE 2
642								2			642	01302	2	EACH	LANE ARROW, TYPE 2
642								1			642	01402	1	EACH	WORD ON PAVEMENT, 72", TYPE 2
										2	802	00100	2	EACH	BARRIER REFLECTOR, TYPE A
															FOR STRUCTURE REPAIR QUANTITIES, SEE SHEET 91
614			LUMP								614	11000	LUMP		MAINTAINING TRAFFIC
619	LUMP										619	15010	LUMP		FIELD OFFICE, TYPE B
623											623	10000	LUMP		CONSTRUCTION LAYOUT STAKES
624											624	10000	LUMP		MOBILIZATION

QUANTITY CALCULATIONS

CALC. BY: D.L.D
DATE: 1/92
CHECKED BY: T.E.S
DATE: 1/92

F.H.W.A. REGION	STATE	PROJECT	
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SUMMIT COUNTY
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ITEM 202 WEARING COURSE REMOVED

MAINLINE

(441+39-441+01.5)(44)(2) = 3300
(455+43.8-454+62.10)(53) = 4330
(455+86.27-455+00.47)(65) = 5577
(457+58.53-456+76.85)(53) = 4329
(458+05.12-457+19.33)(65) = 5577
(467+51.47-466+88.97)(65) = 4062.5
(467+51.47-466+93.97)(53) = 3047.5
(469+05.47-468+42.97)(65) = 4062.5
(469+42.97-468+42.97)(65) = 6500
(524+13.84-523+76.34)(58)(2) = 4350
= 45135.5

RAMPS

LANE S (0+37.5-0.00)(22) = 825
LANE U (0+37.5-0.00)(38) = 1425
RAMP R (3+05-2+67.5)(16) = 600
RAMP Q (0+59.14-0+21.64)(20)
+5(5.6-8.6/2)+50
(40-67.8/2) = 1061.50
RAMP P (7+10.15-6+68.17)(20)
+5(6.1-8.7/2)+35
(27-46.6/2) = 977.85
RAMP M (0+87.05-0+35.48)(20)
+5(13.9-11.6/2)+70
(35.4-65.2/2) = 1267.9
RAMP O (0+87.17-0+39.19)(20)
+115(33.5-65.3/2)+15(24) = 1417.35
RAMP L (6+87.5-6+50)(16) = 600
RAMP K (4+48.10-4+10.60)(16) = 600
RAMP J (4+50.06-4+12.56)(27) = 1012.5
RAMP I (12+95.32-12+58.32)(31) = 1162.5
10949.5

(45135.5+10949.5)(1/9) = 6232 S.Y.

ITEM 203 LINEAR GRADING

RAMP	METHOD 1 LIMITING STATION	LIN. FT.	METHOD 2 LIMITING STATION	LIN. FT.
"S"	3+43 0+00	343	473+48 453+00	2048
"P"	4+35 3+03	132	7+10 4+35	275
"Q"	4+14 2+35	179	2+35 0+21	214
"O"	4+50 2+90	160	2+90 0+39	251
"M"	5+50 4+25	125	4+25 0+36	389
"L"	3+70 1+95	175	3+70 6+88	318
"K"	8+00 6+45	155	6+45 3+52	293
"J"		0	4+58.56 4+12.56	37.5
"I"	12+95.82 12+58.32	37.5		0
		1306.5		3825.5

TOTAL = 1306.5 + 3825 = 5132 L.F.
= 52 STA.

ITEM 203 EXCAVATION

TOTAL LENGTH = 5132
AVE. WIDTH = 10' FT.
AVE. CUT = 1 FT.

TOTAL = (5132)(10)(1/27) = 1901 C.Y.

ITEM 203 EMBANKMENT

MAJORITY OF LINEAR GRADING WILL BE PERFORMED BY METHOD 2. A SMALL AMOUNT OF FILL WILL BE REQUIRED DUE TO PROPOSED 8" OF PAVED SHOULDER.

AVE. FILL = 4 INCHES

TOTAL = (5132)(10)(4/324) = 635 C.Y.

ITEM 251 PARTIAL DEPTH PAVEMENT JOINT REPAIR

A CONTINGENCY QUANTITY AS SHOWN IN THE GENERAL NOTES.

ASSUME A JOINT EVERY 15' OF PROJECT .
(8275)(1/15) = 550 JOINTS (E/W)

(2)(550)(2')(36)(10%)(1/9) = 880 S.Y.

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR

A CONTINGENCY QUANTITY AS SHOWN IN THE GENERAL NOTES.

BEGIN WORK 441+39
END WORK 524+13.84 = 8275 FT.

(ASSUME 10% OF PAVEMENT WILL NEED REPAIRED.
(8275)(53')(2)(0.10)(1/9) = 9750 S.Y.

ITEM 252 FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

A CONTINGENCY QUANTITY AS SHOWN IN THE GENERAL NOTES.

ASSUME 10% OF PANELS ARE BAD.

PANEL WIDTH = 36 FT.
(2)(8275)(36)(15%)(1/9) = 9930 S.Y.

ITEM 252 FULL DEPTH PAVEMENT SAWING

A CONTINGENCY QUANTITY AS SHOWN IN THE GENERAL NOTES.

SEE ITEM 252 FULL DEPTH RIGID PAVEMENT REMOVAL

AREA = 9930 S.Y. = 89,370 S.F.

PANEL AREA = 36X10 = 360 S.F.

NO. PANELS = 89,370/360 = 248 PANELS

SAWING PER PANEL = 2X36 + 2x10 = 92 L.F.

92(248) = 22,816 L.F. SAWING = use 23,000 L.F.

ITEM 254 PAVEMENT PLANING, BITUMINOUS

MAINLINE

(442+72-441+39)(33) = 4389
(444+96-441+39)(33) = 11781
(445+86.99-442+72)(31+32) = 19844.4
(445+86.99-444+96)(31+36) = 6096.3
(454+62.1-445+86.99)(45) = 39380
(455+02.53-445+86.99)(64) = 58594.6
(466+93.97-457+56.47)(51) = 47812.5
(466+87.97-458+05.12)(64) = 56502.4
(473+48.03-469+05.47)(64+90)/2 = 34077.1
(473+48.03-469+42.97)(45) = 18227.7
(513+21-473+48.03)(45+45) = 357567.3
(523+76.34-513+21)(47+47) = 99202
753474

RAMPS

"K" (8+29-3+89.4)(20)+(10+50-8+29)(16)
+(12+00.85-10+50)(0+12)(1/2) = 13233.1
"L" (2+00-0+00)(16)(6+50-2+00)(20) = 12200.0
"M" (6+78.16-5+50)(16)+(5+50-0.87.05)(20) = 11309.6
"O" (5+58.37-4+50)(16)+(4+50-0+87.17)(20) = 8990.5
"P" (3+03-0+00)(16)+(6+68.17-3+03)(20) = 12151.4
"Q" (8+18.66-6+18.66)(0+2)(1/2)+
(6+18.66-4+14)(16)+(4+14-0+59.14)(20) = 11571.8
"R" (9+34.33-6+19.2)(12+24X1/2)+
(6+19.2-3+05)(16) = 10699.5
"S" (3+04.76-0+00)(22) = 6704.7
"T" (0+90.13-0+00)(12+16)(1/2)+
(4+14-0+90.13)(16) = 6443.7
93304.3

(753474+93304.3)(1/9) = 94087 S.Y.

ITEM 659 SEEDING AND MULCHING

SEE ITEM 203 LINEAR GRADING

LENGTH 5132 L.F.
AVE. WIDTH 20 FT.

AREA = (5132)(20)(1/9) = 11405 S.Y.

ITEM 659 REPAIR SEEDING AND MULCHING

5% OF PERMANENT SEEDED AREA
(11405)(0.05) = 571 S.Y.

ITEM 659 COMMERCIAL FERTILIZER

AREA = 102640 S.F.

(102640)(0.02 LB/SF)(1/2000) = 1.03 TONS-(TO GEN. SUM.)
(5132)(0.01 LBS/SF)(1/2000) = 0.03 TONS-(TO SH. 7)
1.06 TONS

ITEM 659 AGRICULTURAL LIMING

SEE ITEM 203 LINEAR GRADING

AREA = 102640 S.F.
(102640)(0.10 LBS/SF)(1/2000) = 5.13 TONS

ITEM 659 WATER

SEE ITEM 203 LINEAR GRADING.

(102640)(0.12 GAL/SF)(2 APPLICATIONS) = 24.6 M.GAL
= 25 M.GAL (TO G.S.)

SEE ITEM 659 REPAIR SEEDING.

(5132)(0.24 GAL/SF) = 1232 GAL.
= 2 M.GAL (TO SH. 7)

TOTAL 27 M.GAL

ITEM 304 AGGREGATE BASE

SEE ITEM 203 - LINEAR GRADING

TOTAL LENGTH = 5132 FT.
WIDTH = 5'-6"

(5132)(5.5)(6/324) = 523 C.Y.

ITEM 407 TACK COAT (USING 55.924)

SEE ITEM 446

AREA = 902898 S.F.
(902898)(1/9)(0.075 GAL/SY) = 7530 GAL.

ITEM 408 PRIME COAT

(5132)(5.5)(1/9)(0.5 GAL/SY) = 1570 GAL.

ITEM 446 ASPHALT CONCRETE SURFACE COURSE TYPE 1, AC-20

SEE ITEM 202 WEARING COURSE REMOVED AND ITEM 254 PAVEMENT PLANING, BITUMINOUS.

ITEM 202 AREA = 56119 S.F.
ITEM 254 AREA = 846779 S.F.
902898 S.F.

(902898)(1-1/4" / 324) = 3485 C.Y.

ITEM 446 ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, AC-20

(902898)(1-3/4 / 324) = 4880 C.Y.

ITEM 448 ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 1, AS PER PLAN (UNDER GUARDRAIL)

SEE ITEM 203 - LINEAR GRADING

LENGTH = 5132 WIDTH = 5'

(5132)(5)(2/324) = 159 C.Y.

F.H.W.A. REGION	STATE	REGION	
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N

0' 50' 100' 150

STA. 442+82.58 ℄ S.R. 8 =
STA. 7+87.00 ℄ JOHNSON ST.
BRIDGE No. SUM–8–0.39
(NO WORK REQUIRED)

(1) S.R. 8 CURVE DATA
Δ = 06°50'39"
R = 5664.59'
L = 676.65'
T = 338.73'
CH = 676.25'
CH BRG = N.02°23'03"E.
P.I. = 449+25.72

WILSON ST.

STA. 442+70.48 AT NOSE

LANE "S"

ASPH. PAV'T.

N.52°05'02"E.

N.05°48'22"E.

℄ SURVEY S.R. 8

440

ASPH. PAV'T.

M.H. T/1088.51

12"P.S.

36"W.M.

M.H. T/1098.15

O.H.SIGN

15"P.S.

445

P.C. STA.445+86.99

ASPH. PAV'T.

(1)

450

M.H. T/1098.82

15"P.S.

12"P.S.

M.H. T/1078.53

12"P.S.

12"P.S.

ASPH. PAV'T.

12"P.S.

12"P.S.

LANE "U"

STA. 444+96.75 AT NOSE

LIGHT POLE FTH 3 18
BENCH MARK

CONC. BARRIER

16"W.M.

24"W.M.

JOHNSTON ST.

MATCH LINE STA. 452+00 SEE SHEET 76

BEGIN WORK
STA. 441+01.50

BEGIN PROJECT
STA. 441+39.00
S.L.M. = 0.38

NH–54(31)

37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP–5

CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 13

CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 14

71.88'

153.99'

℄ S.R. 8

TR. SPIKE SET 6.50' OFF ℄

80.96'

"X" IN N.W. BOLT ON CONC. BASE OF METAL LIGHT POLE No. FT 3 17

TIES FOR P.C. STA. 445+86.99 ℄ S.R. 8

BENCH MARK
S.W. BOLT ON POLE No. FTH 3 18
ELEV. 1081.65

S.R. 8 – STA.437+00 to STA.452+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

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SUMMIT COUNTY
SUM–8–0.38A

N

0' 50' 100' 150

(1) S.R. 8 CURVE DATA
Δ = 06°50'39"
R = 5664.59'
L = 676.65'
T = 338.73'
CH = 676.25'
CH BRG = N.02°23'03"E.
P.I. = 449+25.72

STA. 456+42.73 ℄ S.R. 8 =
STA. 50+00 ℄ BEACON STREET
BRIDGE No. SUM–8–0.64
(NO WORK REQUIRED)

BEACON ST.
GAGE ST.
GOODKIRK ST.
ST.
RAMP "T"
FOUNTAIN ST.
CROUSE

P.T. STA.452+63.64

STA. 454+62.10
STA. 455+24.60
STA. 456+57.66
STA. 457+58.53
STA. 455+00.47
STA. 456+09.56
STA. 457+42.62
STA. 458+05.12

STA. 465+42.03 S.R. 8 =
STA. 8+12.03 RAMP "T"

SEE SHEET 75
SEE SHEET 77
MATCH LINE STA. 452+00
MATCH LINE STA. 466+50.00

ASPH. PAV'T.
N.01°02'17"E.
℄ SURVEY S.R. 8
N.54°29'47"E.
CONC BARRIER
END CONC. WALL
LIGHT POLE AB A 19 BENCH MARK
LIGHT POLE AB A 13 BENCH MARK
O.H. SIGN
M.H. T/1066.74
M.H. T/1060.52
M.H. T/1034.28
M.H. T/1052.70
M.H. T/1045.27
M.H. T/1051.95
12"P.S.
15"P.S.
20"P.S.
7'-3"P.S.
455
460
465

SUSPEND PROJECT
STA. 455+62.97

RESUME PROJECT
STA. 456+96.03

CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. LAF 1 17
TR. SPIKE SET 6.50' OFF ℄
℄ S.R. 8
88.31'
72.99'
176.67'
CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. AB A 19
CHISELED "X" IN N.E. COR. OF CONC. BASE OF METAL LIGHT POLE No. FTH 320

TIES FOR P.T. STA. 452+63.64 ℄ S.R. 8

BENCH MARK
S.W. COR. CONC. BASE POLE No. AB A 13
ELEV. 1044.81

BENCH MARK
S.W. COR. CONC. BASE POLE No. AB A 19
ELEV. 1064.34

37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP–5

PRESURE RELIEF JOINT TYPE A TO BE REMOVED AND REPLACED AS PER STANDARD DRAWING BP-10

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

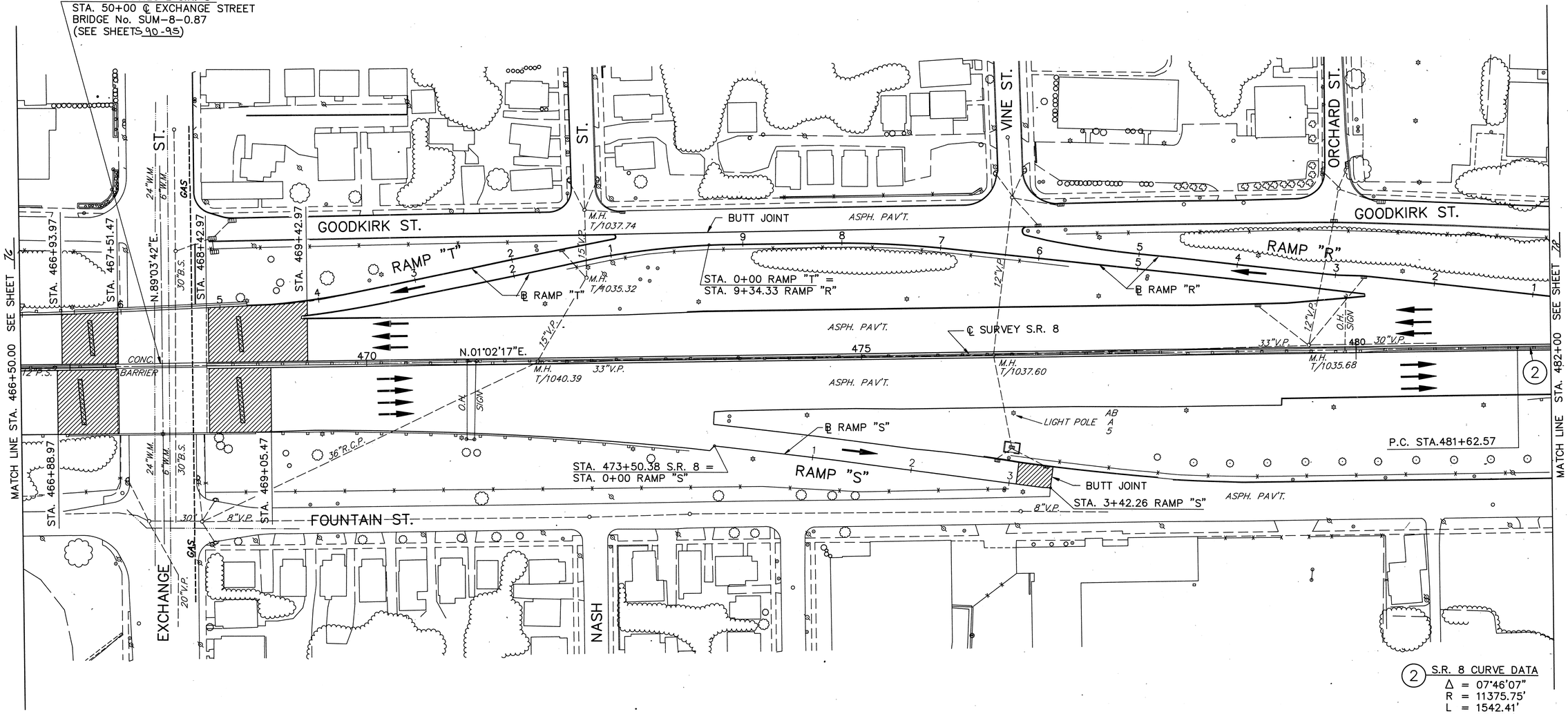
77
95

SUMMIT COUNTY
SUM-8-0.38A

N

0' 50' 100' 150

STA. 467+93.28 ℄ S.R. 8 =
STA. 50+00 ℄ EXCHANGE STREET
BRIDGE No. SUM-8-0.87
(SEE SHEETS 90-95)



(2) S.R. 8 CURVE DATA
Δ = 07°46'07"
R = 11375.75'
L = 1542.41'
T = 772.39'
CH = 1541.23'
CH BRG = N.02°50'47"E.
P.I. = 489+34.96

37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP-5

PRESSURE RELEIF JOINT, TYPE A TO BE REMOVED AND REPLACED AS PER STANDARD DRAWING BP-10

BENCH MARK
S.W. COR. CONC. BASE TO POLE No. AB A 13
ELEV. 1044.81

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

0' 50' 100' 200'

STA. 483+15.22 ℄ S.R. 8 =
STA. 50+00 ℄ CARROLL STREET
BRIDGE No. SUM-8-1.16
(NO WORK REQUIRED)

STA. 487+82.01 ℄ S.R. 8 =
STA. 50+00 ℄ BUCHTEL AVENUE
BRIDGE No. SUM-8-1.25
(NO WORK REQUIRED)

HAMILTON AVE.

GOODKIRK ST.

FOUNTAIN ST.

EWING RD.

KIRKWOOD AVE.

CARROLL ST.

BUCHTEL AVE.

STA. 7+31.14 RAMP "P"

STA. 484+97.65 S.R. 8 =
STA. 0+00 RAMP "P" =
STA. 5+58.37 RAMP "O"

STA. 482+82.22 S.R. 8 =
STA. 0+00 RAMP "R"

STA. 0+00 RAMP "Q"

STA. 496+07.65 S.R. 8 =
STA. 8+18.66 RAMP "Q"

RAMP "P"

RAMP "O"

RAMP "Q"

RAMP "R"

℄ SURVEY S.R. 8

ASPH. PAV'T.

M.H. T/1058.90

M.H. T/1033.86

M.H. T/1033.82

M.H. T/1048.86

M.H. T/1039.13

LIGHT POLE 13 BENCH MARK A

LIGHT POLE 13 BENCH MARK B

LIGHT POLE 13 07 BENCH MARK B

S89°05'06"W.

S.89°13'20"W.

STA. 6+68.17

STA. 7+10.15

STA. 0+21.64

STA. 0+59.14

485

490

495

MATCH LINE STA. 482+00 SEE SHEET 77

MATCH LINE STA. 497+00 SEE SHEET 79

(2) S.R. 8 CURVE DATA
Δ = 07°46'07"
R = 11375.75'
L = 1542.41'
T = 772.39'
CH = 1541.23'
CH BRG = N.02°50'47"E.
P.I. = 489+34.96

37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP-5

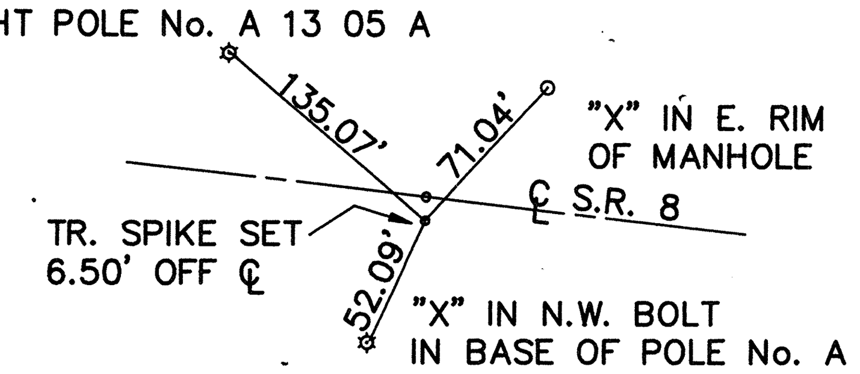
BENCH MARK
S.W. COR. CONC. BASE TO POLE No.A 13 07 B
ELEV. 1043.68

BENCH MARK
S.W. COR. CONC. BASE TO POLE No. A 13 16 B
ELEV. 1038.23

SUMMIT COUNTY
SUM–8–0.38A

NOTES:
1. THE EXISTING AUTOMATIC TRAFFIC RECORDER AT APPROXIMATLY STA. 499+05 SHALL BE REPLACED IN ACCORDANCE WITH THE DETAIL SHOWN ON SHEET 82 WITHIN THE PAVEMENT LIMITS.
2. THE STATE SHALL BE RESPONSIBLE FOR CONNECTING THE AUTOMATIC TRAFFIC RECORDER FROM THE PAVEMENT LIMITS TO THE CONTROLLING JUNTION BOX.
3. ALL WORK SHALL BE COORDINATED BY THE CONTRACTOR WITH O.D.O.T.
4. WORK THIS PLAN WITH SHEET 82 FOR VEHICLE LOOP DETECTOR WORK.

2 S.R. 8 CURVE DATA
Δ = 07°46'07"
R = 11375.75'
L = 1542.41'
T = 772.39'
CH = 1541.23'
CH BRG = N.02°50'47"E.
P.I. = 489+34.96



TIES FOR P.T. STA. 497+04.98 ℄ S.R. 8

BENCH MARK
S.W. COR. CONC. BASE TO POLE No.A 13 07 B
ELEV. 1043.68

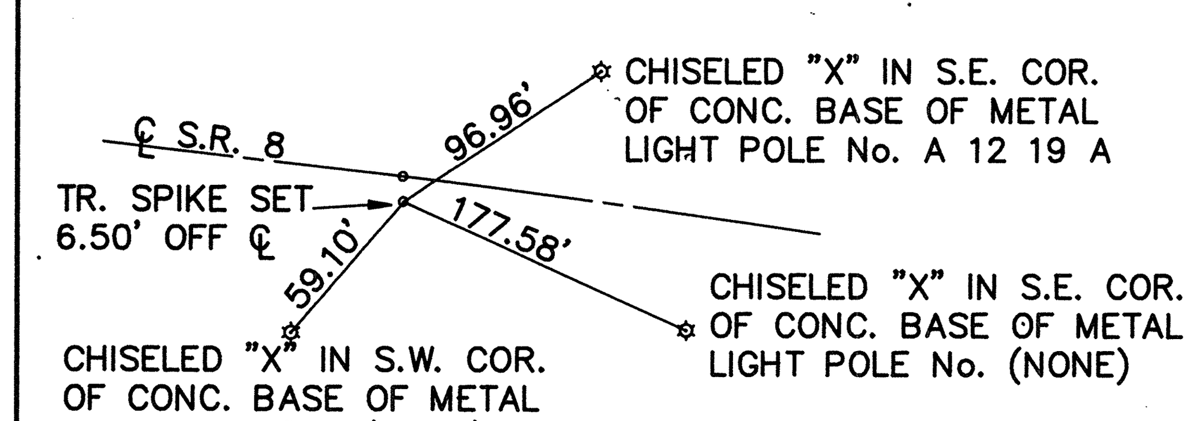
BENCH MARK
S.W. COR. CONC. BASE TO POLE AT RAMP "M"
ELEV. 1030.38

37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP-5

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

SUMMIT
SUM-8-0.38A

③ S.R. 8 CURVE DATA
Δ = 14°10'44"
R = 2918.12'
L = 722.14'
T = 362.93'
CH = 720.30'
CH BRG = N.13°49'12"E.
P.I. = 519+92+61



TIES FOR P.C. STA. 516+29.68 ℄ S.R. 8

BENCH MARK
S.W. BOLT IN BASE OF POLE No. A 12 21 B
ELEV. 1032.98

BENCH MARK
N.W. BOLT IN BASE OF POLE No.AE 13
ELEV. 1038.99

▨ 37.5' OF WEARING COURSE REMOVED TO PERFORM A BUTT JOINT AS PER STANDARD DRAWING BP-5.

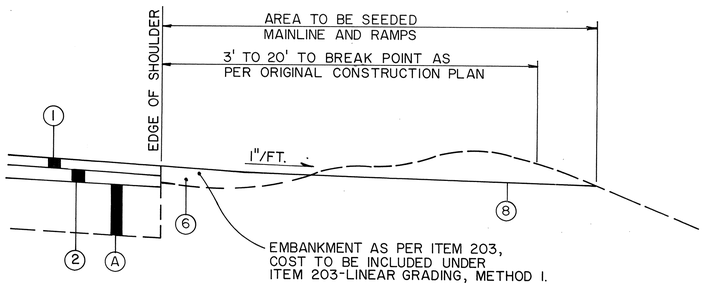
LINEAR GRADING

	BY	DATE
CALC.	D.L.D	1/92
CHECKED	T.E.S	1/92

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

METHOD 1



RAMP	METHOD 1 LIMITING STATION		LIN. FT.
"S"	3+43	0+00	343
"P"	4+35	3+03	132
"Q"	4+14	2+35	179
"O"	4+50	2+90	160
"M"	5+50	4+25	125
"L"	3+70	1+95	175
"K"	8+00	6+45	155
"J"			0
"I"	12+95.82	12+58.32	37.5
			1306.5 = 13 STA ⊛

ITEM 203 - LINEAR GRADING - METHOD 1

THIS WORK SHALL BE PERFORMED IN AREAS WITHOUT CURB OR GUARDRAIL AS SPECIFIED ON SHEET 81.

THIS ITEM SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTIBLE GRANULAR MATERIAL CONFORMING TO 203.02 AND SHALL BE PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

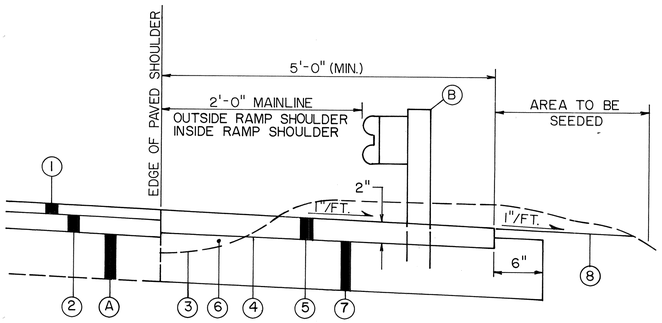
HERBICIDE SHALL BE TREFLAN E.C., SPIKE OR AN APPROVED EQUAL AND SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S LABEL INSTRUCTIONS.

ONLY PROPERLY LICENSED PERSONNEL SHALL APPLY HERBICIDES AS REQUIRED BY THE OHIO REVISED CODE.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 203, LINEAR GRADING - METHOD 1.

⊛ CARRIED TO SH. 74.

METHOD 2



RAMP	METHOD 2 LIMITING STATION		LIN. FT.
"S"	473+48	453+00	2048
"P"	7+10	4+35	275
"Q"	2+35	0+21	214
"O"	2+90	0+39	251
"M"	4+25	0+36	389
"L"	3+70	6+88	318
"K"	6+45	3+52	293
"J"	4+58.56	4+12.56	37.5
"I"			0
			3825.5 = 39 STA ⊛

ITEM 203 - LINEAR GRADING - METHOD 2

THIS WORK WILL BE PERFORMED IN AREAS WITH EXISTING GUARDRAIL AS SPECIFIED ON SHEET 81.

THIS ITEM SHALL CONSIST OF EXCAVATING TOPSOIL, PLACING GRANULAR MATERIAL, PLACING ITEM 448 FOR THE PAVED SHOULDER, AND APPLYING HERBICIDE AS SPECIFIED IN THE PLANS AND IN ACCORDANCE WITH THE FOLLOWING:

ALL COLLECTED DEBRIS AND TOPSOIL, INCLUDING RHIZOMES, ROOTS AND OTHER VEGETATIVE PLANT MATERIAL SHALL BE REMOVED AND DISPOSED OF AS SPECIFIED IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE REMOVED MATERIAL SHALL BE REPLACED WITH COMPACTIBLE GRANULAR MATERIAL CONFORMING TO 203.02 AND SHALL BE PLACED TO GRADE AS DETAILED ON THE TYPICAL SECTION OR AS APPROVED BY THE ENGINEER.

HERBICIDE SHALL BE TREFLAN E.C., SPIKE OR AN APPROVED EQUAL AND SHALL BE APPLIED TO THE PREPARED AREA AFTER FINAL LEVELING AND GRADING HAS BEEN COMPLETED. THE APPLICATION SHALL BE JUST PRIOR TO PAVING AND SHALL STRICTLY ADHERE TO THE MANUFACTURER'S LABEL INSTRUCTIONS.

ONLY PROPERLY LICENSED PERSONNEL SHALL APPLY HERBICIDES AS REQUIRED BY THE OHIO REVISED CODE.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 203, LINEAR GRADING - METHOD 2.

LEGEND

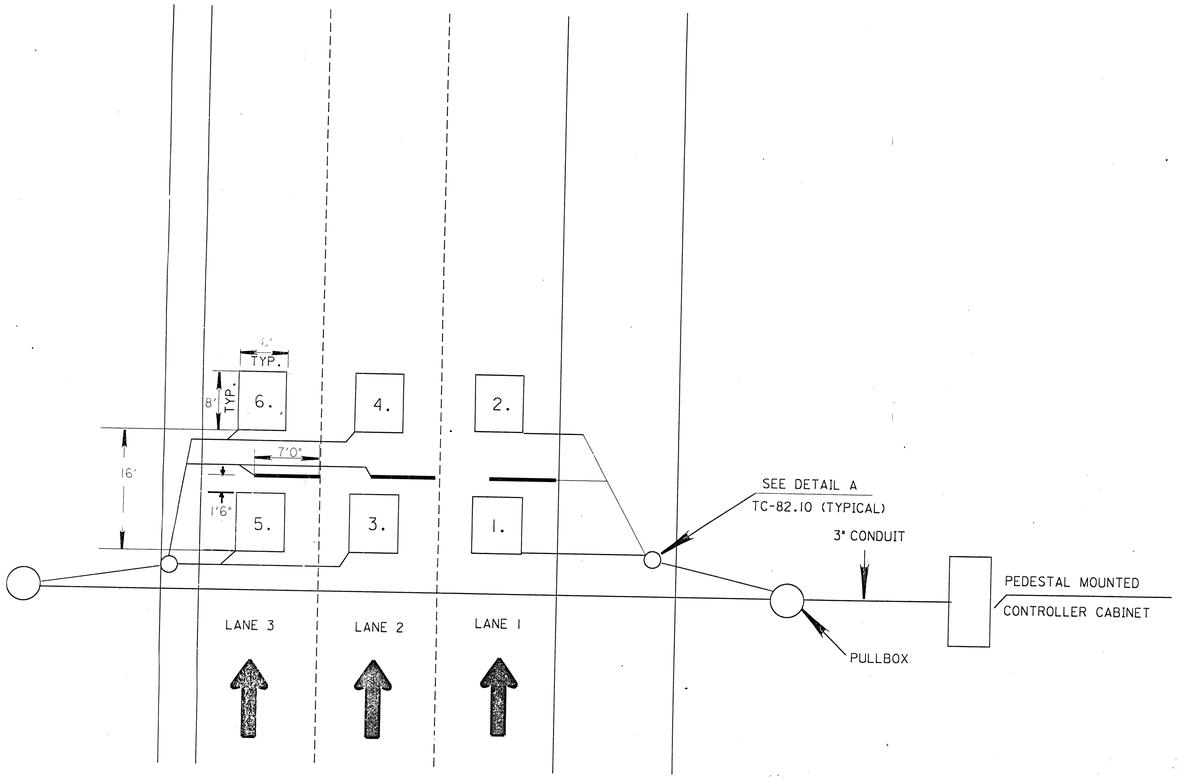
1	446	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, AC-20
2	446	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, AC-20
3		SOIL STERILIZER (SEE THIS SHEET)
4	408	PRIME COAT
5	448	2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (UNDER GUARDRAIL), AS PER PLAN
6	203	EMBANKMENT AS PER ITEM 203, COST TO BE INCLUDED UNDER ITEM 203-LINEAR GRADING METHOD 1 OR 2
7	304	6" AGGREGATE BASE, As Per Plan
8	659	SEEDING & MULCHING
A		EXISTING PAVEMENT
B		EXISTING GUARDRAIL

ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (UNDER GUARDRAIL), AS PER PLAN

THIS ITEM SHALL CONSIST OF PAVING UNDER THE EXISTING GUARDRAIL IN AREAS SPECIFIED ON SHEET 81 AND IN ACCORDANCE WITH THE FOLLOWING:

PAVING SHALL CONSIST OF PLACING ITEM 448 TO THE DEPTH AND MANNER AS SPECIFIED ON SHEET 81.

ALL EQUIPMENT, MATERIALS AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 448 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (UNDER GUARDRAIL), AS PER PLAN.



AUTOMATIC TRAFFIC RECORDER INSTALLATION

6 LANE SECTION

OPPOSITE DIRECTION TO BE THE SAME

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION
603	00400	40	LIN. FT.	4" CONDUIT, TYPE E
625	25500	200	LIN. FT.	CONDUIT, 3", 713.04
625	25900	120	LIN. FT.	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, 3"
625	29000	200	LIN. FT.	TRENCH
625	30700	8	EACH	PULL BOX, 713.08, 18"
625	32000	4	EACH	GROUND ROD
632	27500	480	LIN. FT.	LOOP DETECTOR PAVEMENT CUTTING
632	64900	336	LIN. FT.	LOOP DETECTOR WIRE, TYPE E
632	65200	144	LIN. FT.	LOOP DETECTOR LEAD-IN CABLE
632	72000	2	CU. YD.	CONCRETE FOR ANCHOR BASE FOUNDATION
632	89800	2	EACH	PEDESTAL, 3', TRANSFORMER BASE
632	90400	12	EACH	PIEZOCABLE CLASS II AXLE SENSOR
633	65001	2	EACH	CABINET, WITHOUT CONTROLLER, PREWIRED, PEDESTAL MOUNTING, TYPE G, AS PER PLAN

QUANTITIES CARRIED TO GENERAL SUMMARY SHEET 73.

CALC BY _____ DATE _____
CHKD BY _____ DATE _____

SUMMIT COUNTY
SUM-8-0.38A

OHIO
FHWA REGION 5

82
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NOTES

1. ALL LOOPS SHALL BE 6' X 8'. LOOPS SHALL BE SPACED 16'0" FROM LEADING EDGE TO LEADING EDGE. INSTALLATION OF LOOPS SHALL CONFORM TO TC-82.10.

2. THE PIEZOCABLE CLASS II AXLE SENSOR SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S DIRECTION. THE END OF A PIEZOCABLE CLASS II AXLE SENSOR SHALL NOT BE INSTALLED WITHIN SIX (6) INCHES OF A LONGITUDINAL JOINT. PAYMENT WILL BE AT THE CONTRACT UNIT PRICE PER EACH FOR ITEM 632 PIEZOCABLE CLASS II AXLE SENSOR AND SHALL INCLUDE ALL MATERIAL, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY FOR EACH INSTALLATION, IN PLACE COMPLETE AND ACCEPTED.

3. THE CABINET SHALL BE CLEAN CUT IN DESIGN AND APPEARANCE AND SHALL CONFORM TO THE FOLLOWING:

   A. IT SHALL BE MADE OF ACCEPTABLE STRENGTH ALUMINUM (NATURAL FINISH).

   B. THE MINIMUM USEABLE INSIDE DIMENSIONS SHALL BE: HEIGHT 30", WIDTH 19", AND DEPTH 13".

   C. HINGED DOOR SHALL BE PROVIDED ON THE FRONT OF THE CABINET WHICH SHALL INCLUDE SUBSTANTIALLY THE FULL AREA OF THE FRONT OF THE CABINET.

   D. THE DOOR SHALL BE FULLY GASKETED SO THAT WHEN CLOSED IT SHALL FIT CLOSELY TO THE GASKETING MATERIAL, MAKING THE CABINET WEATHER RESISTANT. A ONE POINT LATCH SHALL BE PROVIDED FOR THIS PURPOSE.

   E. THE DOOR SHALL BE PROVIDED WITH AN ACCEPTABLE STRONG LOCK WITH PERMANENT LUBRICATION AND A WEATHERPROOF TAB AND FURNISHED WITH TWO KEYS.

   F. THE DOOR PINS SHALL BE GREASE-LUBRICATED AND OF A NON-CORRODING STEEL MATERIAL.

   G. THE CABINET SHALL CONTAIN ONE SHELF FOR SUPPORT OF TRAFFIC COUNTING EQUIPMENT. SHELF TO BE CENTERED AT 15 INCHES FROM THE TOP OF THE CABINET.

   H. THE CABINET SHALL INCLUDE A VENT.

   I. TWO EACH 12 WIRE TERMINAL BLOCKS 6 INCHES FROM BOTTOM OF CABINET CENTERED ON BACK PANEL (PENN UNION # 6012 OR APPROVED EQUAL).

   J. MOUNTING FACILITIES SHALL INCLUDE ONE BACK PANEL WITH 5 HOLES (ALUMINUM).

   ALL PIECES SHALL BE SMOOTH AND FREE FROM FLAWS, CRACKS, BLOWHOLES AND OTHER IMPERFECTIONS. THE CABINET SHALL BE ORIENTED SO THAT THE DOOR OPENS TOWARD THE ROADWAY.

4. CABLE AND WIRE SHALL BE IDENTIFIED IN ACCORDANCE WITH 632.04. IDENTIFICATION SHALL INCLUDE THE DIRECTION OF TRAVEL (i.e., NB, WB) AND THE LOOP NUMBER AS SHOWN. EACH CABLE AND WIRE SHALL HAVE 5'0" COILED IN THE CONTROLLER CABINET FOR CONNECTION BY OTHERS.

5. ADJACENT LOOPS (TRANSVERSE AND LONGITUDINAL) SHALL BE INSTALLED IN OPPOSITE DIRECTIONS, i.e., LANE 1, LOOP 1 AND LANE 2, LOOP 4 CLOCKWISE; LANE 1, LOOP 2 AND LANE 2, LOOP 3 COUNTERCLOCKWISE.

6. REFERENCE IS MADE TO STANDARD DRAWING HL-30.11 FOR DETAILS OF DRAINING PULLBOXES. UNDERDRAINS FOR PULLBOXES SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE PROVIDED WHERE THE LENGTH REQUIRED FOR A SATISFACTORY OUTLET DOES NOT EXCEED APPROXIMATELY 20 FEET. AN ESTIMATED QUANTITY OF 40 LINEAR FEET OF ITEM 603, 4" CONDUIT TYPE E IS INCLUDED IN THE GENERAL SUMMARY FOR THIS PURPOSE.

7. FIVE (5) WORKING DAYS PRIOR TO THE SCHEDULED INSTALLATION, THE CONTRACTOR SHALL CONTACT MR. JAMES ROBSON AT 614-466-3727. (ODOT, TECHNICAL SERVICES)

8. ALL ITEMS SHALL CONFORM TO C & M SPECIFICATIONS 625, 713, 632, 732, 633 AND 733, UNLESS OTHERWISE SPECIFIED.

9. ON AN EIGHT LANE SECTION, LANES 1 AND 2 SHALL BE SAWED TO ONE SIDE OF THE ROADWAY AND LANES 3 AND 4 SHALL BE SAWED TO THE OTHER.

REVISED BY: DATE:

TRAFFIC CONTROL	DATE
AUTOMATIC TRAFFIC RECORDER INSTALLATION — 6	06/06/91
PLAN INSERT SHEET	

WCC

	BY	DATE
CALC.	DLD	9-91
CHECKED	PAK	9-91

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

SUMMIT COUNTY
SUM-8-0.38A

ESTIMATED QUANTITIES

ITEM	DESCRIPTION	SHEET No.		LOCATION FROM	LOCATION TO	UNIT	QUANTITY	TOTAL
642	EDGE LINE, WHITE, TYPE 2	84		441+01.5	452+00	MILE	0.42	
		85		452+00	466+50	MILE	0.54	
		86		466+50	482+00	MILE	0.86	
		87		482+00	497+00	MILE	0.74	
		88		497+00	512+00	MILE	0.79	
		89		512+00	524+14.4	MILE	0.47	
								3.82
642	EDGE LINE, YELLOW, TYPE 2	84		441+01.5	452+00	MILE	0.44	
		85		452+00	466+50	MILE	0.54	
		86		466+50	482+00	MILE	0.76	
		87		482+00	497+00	MILE	0.72	
		88		497+00	512+00	MILE	0.87	
		89		512+00	524+14.0	MILE	0.48	
								3.81
642	LANE LINE, TYPE 2	84		441+01.5	452+00	MILE	0.83	
		85		452+00	466+50	MILE	1.33	
		86		466+50	482+00	MILE	1.24	
		87		482+00	497+00	MILE	1.14	
		88		497+00	512+00	MILE	1.14	
		89		512+00	524+14.4	MILE	1.02	
								6.70
642	CHANNELIZING LINE, TYPE 2	84		441+01.5	452+00	LIN.FT.	335	
		85		452+00	466+50	LIN.FT.	—	
		86		466+50	482+00	LIN.FT.	470	
		87		482+00	497+00	LIN.FT.	305	
		88		497+00	512+00	LIN.FT.	160	
		89		512+00	524+14.4	LIN.FT.	290	
								1560
642	STOP LINE, TYPE 2	87		6+95		LIN.FT.	20	
								20
642	CROSSWALK LINE, TYPE 2	87		7+02		LIN.FT.	25	
		87		0+25		LIN.FT.	40	
								65
642	WORD ON PAVEMENT, 72", TYPE 2	87		6+40		EACH	1	
								1
642	LANE ARROW, TYPE 2	87		6+00		EACH	1	
		87		6+80		EACH	1	
								2
642	TRANSVERSE LINE, TYPE 2	84		442+70	444+00	LIN.FT.	195	
		86		480+10	481+30	LIN.FT.	110	
		86		470+00	473+50	LIN.FT.	525	
		87		492+00	493+00	LIN.FT.	90	
		88		507+30	508+10	LIN.FT.	80	
		89		519+10	520+60	LIN.FT.	225	
								1225

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

84
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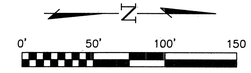
SUMMIT COUNTY
SUM-8-0.38A



TRAFFIC CONTROL QUANTITIES

LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNELIZING LINE	ITEM 642 TRANSVERSE LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
441+01.5	442+70	0.03				
441+01.5	444+95	0.07				
442+35	442+70		0.01			
442+70	444+00				130	195
444+60	444+95		0.01			
444+95	447+00				205	
441+01.5	452+00		0.21	0.21		
442+35	452+00	0.18		0.18		
441+01.5	452+00		0.21	0.21		
444+60	452+00	0.14		0.14		
447+00	452+00			0.09		
SHEET TOTAL		0.42	0.44	0.83	335	195

Quantities Carried to Sheet 83.

S.R. 8 TRAFFIC CONTROL STA. 441+01.50 TO STA. 452+00

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

85
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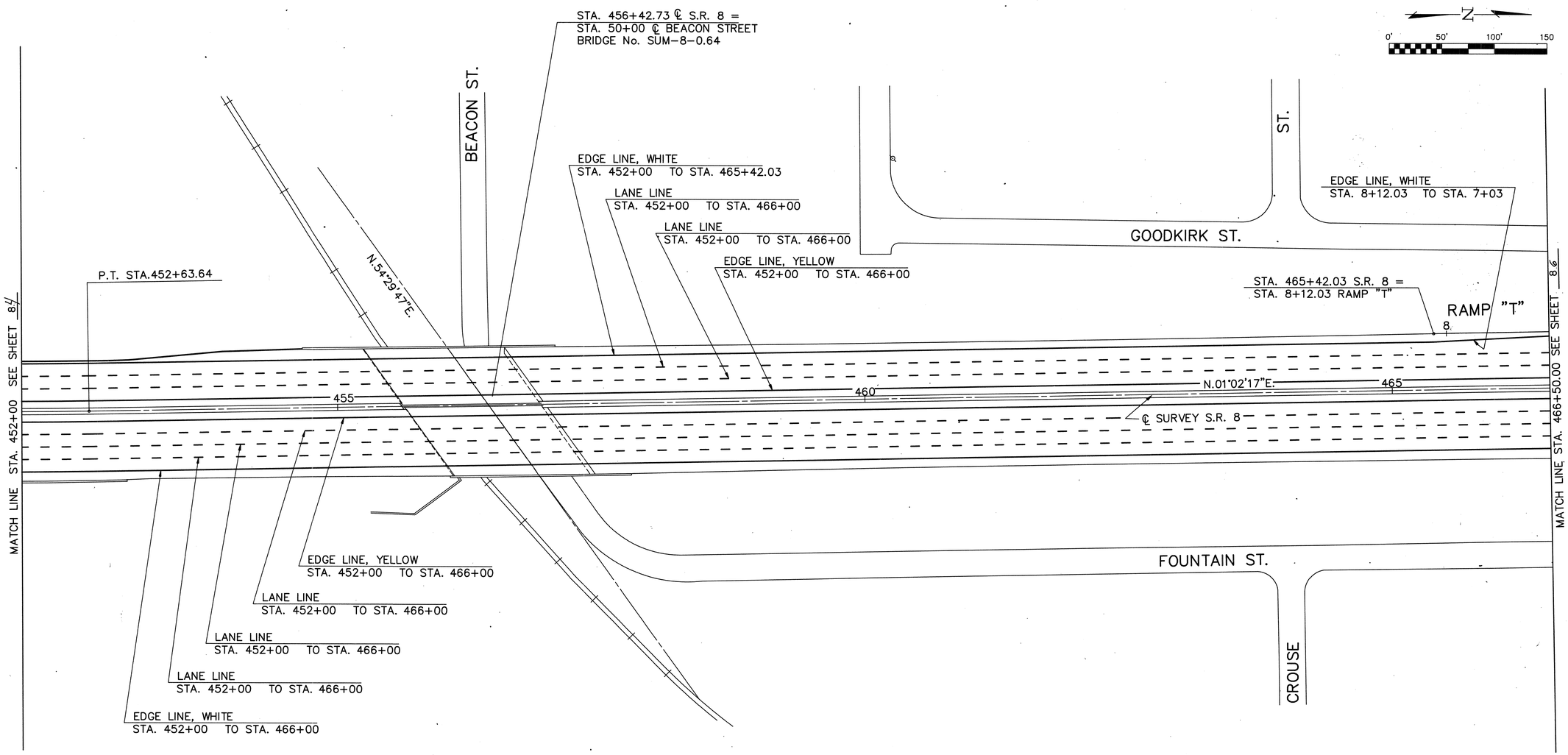
SUMMIT COUNTY
SUM-8-0.38A



TRAFFIC CONTROL QUANTITIES

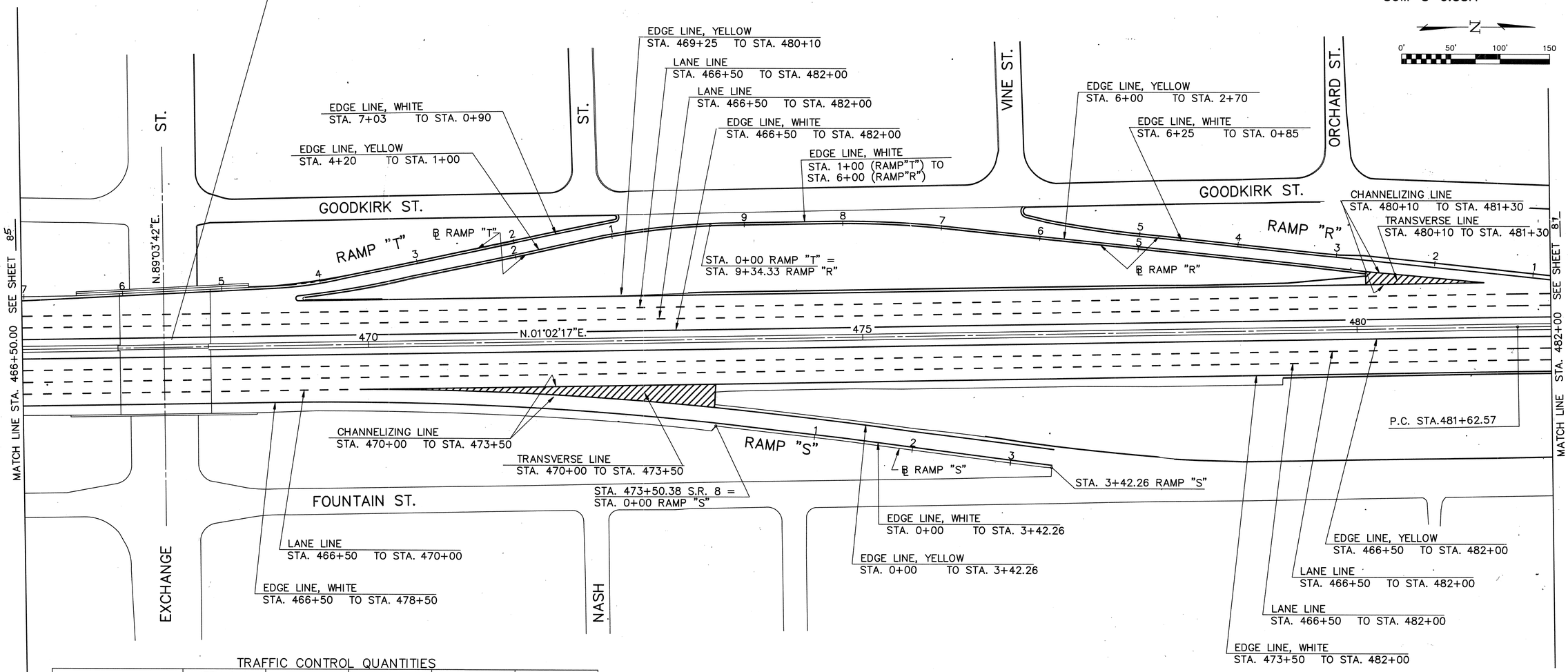
LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE
FROM	TO	MILE	MILE	MILE
452+00	465+42.03	0.25		
452+00	466+50		0.27	0.53
8+12.03	7+03	0.02		
452+00	466+50	0.27	0.27	0.80
SHEET TOTAL		0.54	0.54	1.33

Quantities Carried to Sheet 83.

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

86
95

SUMMIT COUNTY
SUM–8–0.38A



TRAFFIC CONTROL QUANTITIES

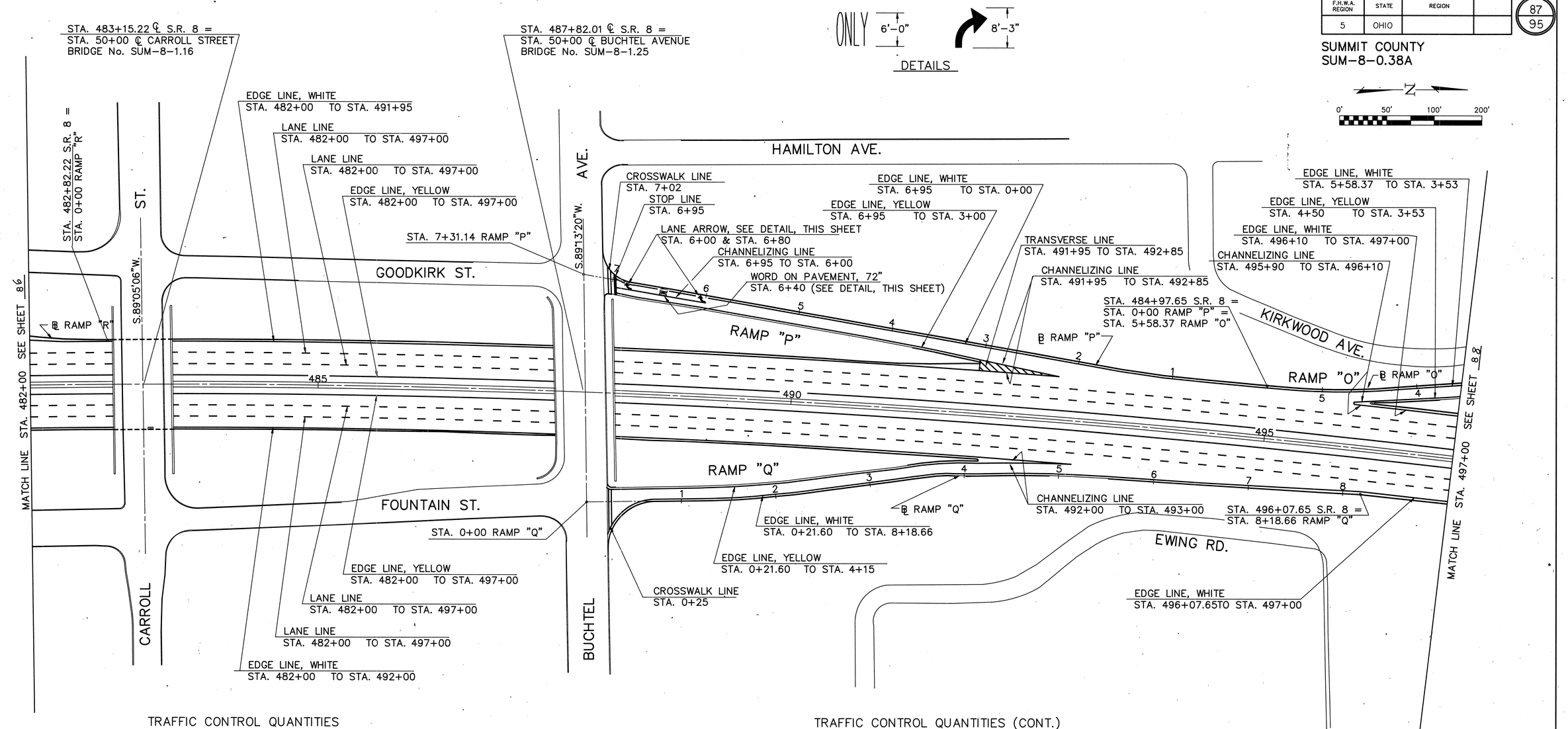
LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNELIZING LINE	ITEM 642 TRANSVERSE LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
7+03	0+90	0.12				
4+20	1+00		0.06			
1+00("T")	6+00("R")	0.08				
6+00	2+70		0.06			
6+25	0+85	0.10				
469+25	480+10	0.21				
480+10	481+30				120	110
466+50	482+00		0.29	0.58		
466+50	473+50	0.13				
466+50	470+00			0.07		
470+00	473+50				350	525
0+00	3+42.26	0.06	0.06			
466+50	482+00		0.29	0.59		
473+50	482+00	0.16				
SHEET TOTAL		0.86	0.76	1.24	470	635

Quantities Carried to Sheet 83.

S.R. 8 TRAFFIC CONTROL STA. 466+50 TO STA. 482+00

F.H.W.A. REGION	STATE	REGION		87
5	OHIO			95

SUMMIT COUNTY
SUM-8-0.38A



TRAFFIC CONTROL QUANTITIES

LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNEL-IZING LINE	ITEM 642 STOP LINE	ITEM 642 CROSS WALK LINE	ITEM 642 WORD ON PAVEMENT 72"TYPE 2	ITEM 642 LANE ARROW	ITEM 642 TRANSV. LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	LIN. FT.
482+00	491+95	0.19								
491+95	492+85				90					
482+00	497+00		0.28	0.57						
7+02							25			
6+95						20				
6+80									1	
6+40								1		
6+00									1	
6+95	6+00				95					
6+95	3+00		0.07							
6+95	0+00	0.13								

Quantities Carried to Sheet 8B.

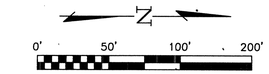
TRAFFIC CONTROL QUANTITIES (CONT.)

LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNEL-IZING LINE	ITEM 642 STOP LINE	ITEM 642 CROSS WALK LINE	ITEM 642 WORD ON PAVEMENT 72"TYPE 2	ITEM 642 LANE ARROW	ITEM 642 TRANSV. LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.	LIN. FT.	EACH	EACH	LIN. FT.
5+85.37	3+53	0.04								
4+50	3+53		0.02							
495+90	496+10				20					
496+10	497+00	0.02								
482+00	492+00	0.19								
492+00	493+00				100					
482+00	497+00		0.28	0.57						
0+25							40			90
0+21.6	4+15		0.07							
0+21.6	8+18.66	0.15								
496+07.65	497+00	0.02								
SHEET TOTAL		0.74	0.72	1.14	305	20	65	1	2	90

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

88
95

SUMMIT COUNTY
SUM-8-0.38A



TRAFFIC CONTROL QUANTITIES

LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNELIZING LINE	ITEM 642 TRANSVERSE LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
3+53	0+39.2	0.06	0.06			
497+00	503+23.43	0.12				
497+00	512+00		0.28	0.57		
505+80	507+00			0.02		
507+00	507+25				25	
12+00.85	3+51.9	0.16				
8+00	3+51.9		0.08			
497+00	504+75	0.15				
497+00	512+00		0.28	0.57		
504+75	505+30				55	
505+30	505+80			0.01		
507+60	508+10			0.01		
0+35.5	5+45		0.10			
0+35.5	6+78.16	0.12				
507+30	508+10				80	80
508+10	512+00	0.07				
0+00	5+95	0.11				
2+00	5+95		0.07			
SHEET TOTAL		0.79	0.87	1.18	160	80

Quantities Carried to Sheet 83.

F.H.W.A. REGION	STATE	REGION	
5	OHIO		

89
95

SUMMIT COUNTY
SUM-8-0.38A

N

0' 50' 100' 150

STA. 0+00 RAMP "K"
STA. 17+95.31 RAMP "I"
STA. 514+43.19 ℄ S.R. 8 =
STA. 50+00 ℄ PERKINS STRET
BRIDGE No. SUM-8-1.75

EDGE LINE, WHITE
STA. 512+00 TO STA. 519+10

LANE LINE
STA. 512+00 TO STA. 524+14.4

LANE LINE
STA. 512+00 TO STA. 524+14.4

EDGE LINE, YELLOW
STA. 512+00 TO STA. 524+14.4

EDGE LINE, YELLOW
STA. 12+96 TO STA. 12+59

EDGE LINE, WHITE
STA. 12+96 TO STA. 7+50

TRANSVERSE LINE
STA. 519+10 TO 520+00

CHANNELIZING LINE
STA. 519+10 TO STA. 520+60

LANE LINE
STA. 520+60 TO STA. 524+14.4

UNION PL.

ST.

RAMP "K"

℄ RAMP "K"

N.89°13'34"E.

ASPH. PAVT.

RAMP "I"

SEE SHEET 88

MATCH LINE STA. 512+00

N.06°43'50"E.

℄ SURVEY S.R. 8

RAMP "L"

STA. 8+56.36 RAMP "L"

℄ RAMP "L"

RAMP "J"

STA.7+65.45 RAMP "J"

OHIO ST.

PERKINS

EDGE LINE, YELLOW
STA. 4+50 TO STA. 4+15

P.C. STA.516+29.68

CHANNELIZING LINE
STA. 518+10 TO STA. 519+50

ADOLPH AVE.

LANE LINE
STA.519+50 TO STA.521+00

EDGE LINE, WHITE
STA. 4+50 TO STA. 0+00

N.20°54'34"E.

EDGE LINE, YELLOW
STA. 512+00 TO STA. 524+14.4

LANE LINE
STA. 512+00 TO STA. 524+14.4

LANE LINE
STA. 512+00 TO STA. 524+14.4

EDGE LINE, WHITE
STA. 512+00 TO STA. 518+10

ARCH

EDGE LINE, WHITE
STA. 522+30.86TO STA. 524+14.40

ADAMS

P.T. STA.523+51.82

END PROJECT
AND WORK
STA. 524+14.40
S.L.M. = 1.96

F-54(31)

TRAFFIC CONTROL QUANTITIES

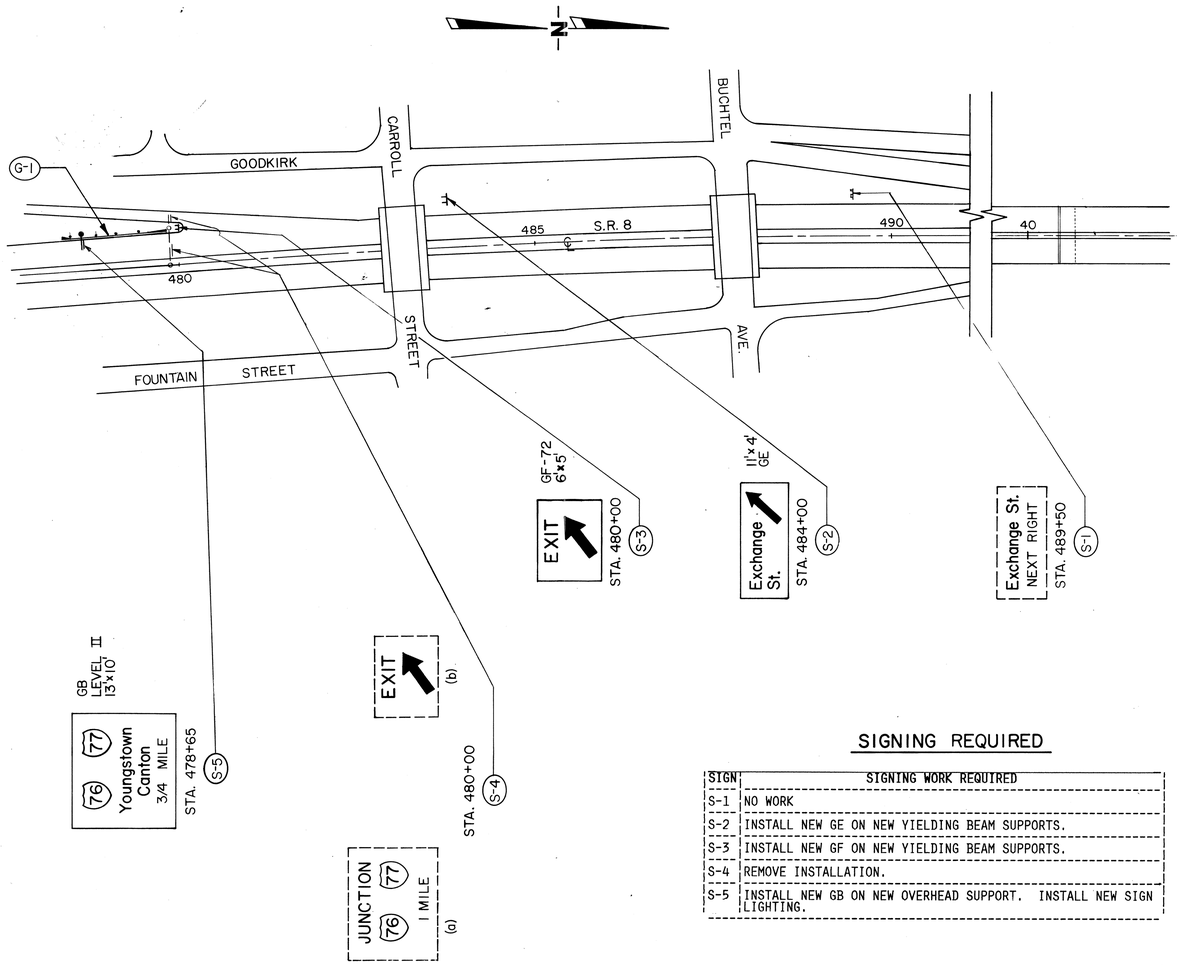
LOCATION		ITEM 642 EDGE LINE WHITE	ITEM 642 EDGE LINE YELLOW	ITEM 642 LANE LINE	ITEM 642 CHANNELIZING LINE	ITEM 642 TRANSVERSE LINE
FROM	TO	MILE	MILE	MILE	LIN. FT.	LIN. FT.
512+00	519+10	0.13				
519+10	520+60				150	225
520+60	524+14.4			0.07		
512+00	524+14.4		0.23	0.46		
12+96	12+59		0.01			
12+96	7+50	0.10				
512+00	518+10	0.12				
518+10	519+00				140	
519+50	521+00			0.03		
512+00	524+14.4		0.23	0.46		
4+50	4+15		0.01			
4+50	0+00	0.09				
522+30.86	524+14.4	0.03				
SHEET TOTAL		0.47	0.48	1.02	290	225

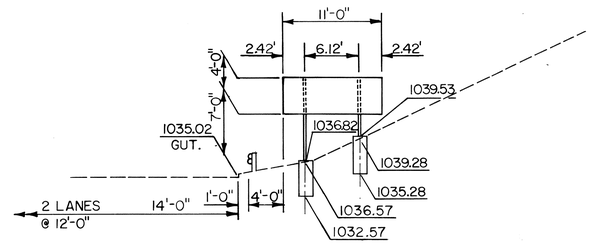
Quantities Carried to Sheet 83.

S.R. 8 TRAFFIC CONTROL STA. 512+00 TO STA. 524+14.40

DRWN BY WKS DATE 12/89	SUM-8-0.38A	OHIO
CHK'D BY BKR DATE 12/89		FHWA REGION 5

89-A 95

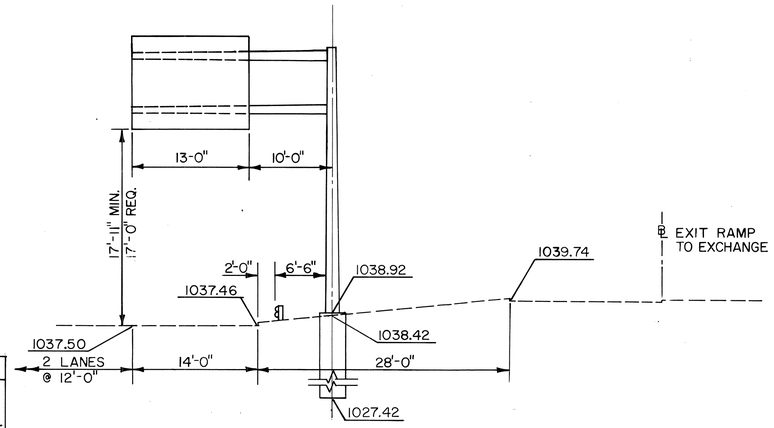




STRUCTURAL
SIGN SUPPORT
STA. 484+00 S.R. 8 S-2
11'x4'=44 SQ. FT.
RIGHT: 0.28 C.Y.
LEFT: 0.28 C.Y.
CONCRETE: 0.56 C.Y.

SIGNING REQUIRED

SIGN	SIGNING WORK REQUIRED
S-1	NO WORK
S-2	INSTALL NEW GE ON NEW YIELDING BEAM SUPPORTS.
S-3	INSTALL NEW GF ON NEW YIELDING BEAM SUPPORTS.
S-4	REMOVE INSTALLATION.
S-5	INSTALL NEW GB ON NEW OVERHEAD SUPPORT. INSTALL NEW SIGN LIGHTING.



OVERHEAD SIGN SUPPORT
TYPE 12-30 DESIGN 6, 26'-0" POLE, 23' ARM
STA. 478+65 S.R. 8 S-5
13'x10'-6"=136.50 SQ. FT.
SPACING=6,72,72,6
NO. BRACKETS=3, HEIGHT=11'-0"
FIXTURES=2@175 WATTS

GUARDRAIL SUB-SUMMARY

REF. NO.	LOCATION	GUARDRAIL TYPE 5	ANCHOR ASSEMBLY TYPE A	ANCHOR ASSEMBLY TYPE T
G-1	STA.478+40 TO STA.479+90	112.5 L.F.	1 EA.	1 EA.
	TOTALS:	112.5 L.F. (a)	1 EA.	1 EA.

(a) 2 TYPE A BARRIER REFLECTORS ITEM 802 REQUIRED.

Quantities Carried to General Summary, Sheets 72 and 73.

		630							631				
SIGN	STA.	CONCRETE FOR ANCHOR BASE FOUNDATION	OVERHEAD SIGN SUPPORT TYPE TC-12.30 DESIGN 6 26 FT. ARM	GROUND MOUNTED SUPPORT S4X7.7 BEAM	BREAKAWAY BEAM CONNECTION	SIGN EXTRU-SHEET TYPE G	REMOVAL OF OVER-HEAD MOUNTED SIGN & DISPOSAL	REMOVAL OF OVER-HEAD MOUNTED SIGN & STORAGE	SIGN SERVICE	SIGN WIRED	DISCONNECT SWITCH WITH ENCLOSURE, TYPE X	BALLAST (INTER-GRAL) TYPE CMRI-175-480	MERCURY VAPOR LUMINAIRE, TYPE TC-31.21 WITH 175 WATT LAMP
		CU. YDS.	EACH	LIN. FT.	EACH	SQ. FT.	EACH	EACH	EACH	EACH	EACH	EACH	EACH
S-5	478+65	3.01	1			136.5			1	1	1	2	2
S-4	480+00						1	1					
S-3	480+00			32	2	30							
S-2	480+00	0.56		24	2	44							
S-1	489+50	NO WORK											
	TOTAL	3.57	1	56	4	210.5	1	1	1	1	1	2	2

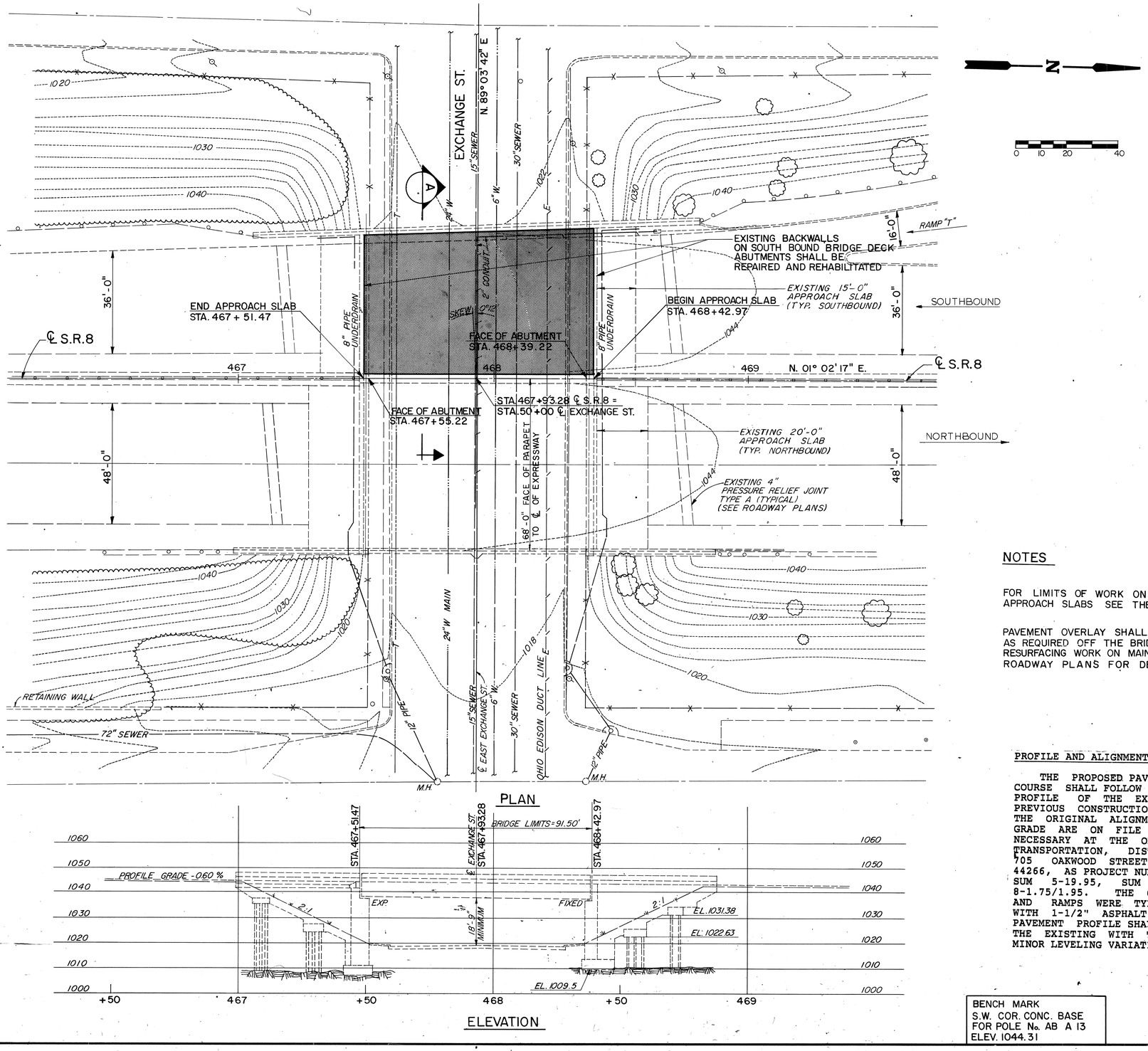
STA. 478+65 TO STA. 490+00

330377

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

90
95

SUM.-8-0.38 A



DESIGN DESIGNATION

1991 A.D.T. = 95,150
2011 A.D.T. = 133,210
2011 D.H.V. = 13,320
D. = 55 %
T. = 5.7 %

INDICATES AREA IN WHICH THE EXISTING 4" ASPHALTIC CONCRETE OVERLAY IS TO BE REMOVED AND REPLACED WITH 1 1/4" OF 446 TYPE 1 AND 1 1/4" 446 TYPE 2, WITH TYPE D MEMBRANE WATERPROOFING.

1.) NO WORK ON NORTHBOUND DECK.

NOTES

FOR LIMITS OF WORK ON ROADWAY AND APPROACH SLABS SEE THE ROADWAY PLANS.

PAVEMENT OVERLAY SHALL BE FEATHERED AS REQUIRED OFF THE BRIDGE TO MEET RESURFACING WORK ON MAIN LINE. SEE ROADWAY PLANS FOR DETAILS.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING COURSE SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE GRADE ARE ON FILE FOR INSPECTION IF NECESSARY AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 4 OFFICE, 705 OAKWOOD STREET, RAVENNA, OHIO 44266, AS PROJECT NUMBER SUM 5-11.94, SUM 5-19.95, SUM 18R-12.10, SUM 8-1.75/1.95. THE ORIGINAL MAINLINE AND RAMPS WERE TYPICALLY OVERLAID WITH 1-1/2" ASPHALT. THE PROPOSED PAVEMENT PROFILE SHALL BE THE SAME AS THE EXISTING WITH THE EXCEPTION OF MINOR LEVELING VARIATIONS.

BENCH MARK
S.W. COR. CONC. BASE
FOR POLE No. AB A 13
ELEV. 1044.31

EXISTING STRUCTURE

TYPE : SIMPLE SPAN STEEL GIRDER WITH CONCRETE DECK AND SUBSTRUCTURE.
SPANS: 86'-6"±
ROADWAY : VARIES
LOADING : HS 20-44 CASE I AND THE ALT. MILITARY LOADING.
WEARING SURFACE : LATEX MOD. CONC. OVERLAY N.B.; ASPHALTIC CONC. S.B.
SKEW : 0° 12' L.F.
APPROACH SLAB : AS-1-72 (20'-0" N.B.) (15'-0" S.B., 1953)
ALIGNMENT : TANGENT
SUPERELEVATION : NONE

PROPOSED STRUCTURE

TYPE: SIMPLE SPAN STEEL GIRDER WITH CONCRETE DECK AND SUBSTRUCTURE.
SPANS: 86'-6"±
ROADWAY: VARIES
LOADING: HS 20-44 CASE I AND THE ALT. MILITARY LOADING.
WEARING SURFACE: NO CHANGE N.B. (L.M.C. OVERLAY) NEW 2 1/2" ASPHALTIC CONC. OVERLAY S.B.
SKEW: 0° 12' L.F.
APPROACH SLAB: AS-1-72 (20'-0" N.B.)
ALIGNMENT : TANGENT (15'-0" S.B., 1953)
SUPERELEVATION : NONE

JOHN DAVID JONES & ASSOC., INC. 1/6
2162 FRONT STREET
CUYAHOGA FALLS, OHIO 44221
ENGINEERS ARCHITECTS PLANNERS

SITE PLAN
AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE NO. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
F.L.K. P.A.K.	D.B.	—	J.R.O	P.A.K.	JAN-10-91	

ESTIMATED QUANTITIES & GENERAL NOTES

F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

91
95

SUMMIT COUNTY
SUM-8-0.38 A

GENERAL NOTES

DESIGN SPECIFICATIONS

THE DECK RESURFACING AND WORK ON THIS STRUCTURE CONFORM TO THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1989, INCLUDING THE 1990 AND 1991 INTERIM SPECIFICATIONS AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS.

DESIGN LOADING

HS20-44 CASE I AND THE ALTERNATE MILITARY LOADING.

DESIGN STRESSES

CONCRETE CLASS S - COMPRESSIVE STRENGTH: 4500 PSI
CONCRETE CLASS C - COMPRESSIVE STRENGTH: 4000 PSI
REINFORCING STEEL - ASTM A615, A616, A617 - GRADE 60, FY=60,000 PSI
STRUCTURAL STEEL ASTM A36 - FY=36,000 PSI

DECK PROTECTION METHOD

TYPE D MEMBRANE WATERPROOFING
ASPHALTIC CONCRETE OVERLAY - 446, TYPES I AND II AC-20
SEALING OF PARAPET SURFACES (EPOXY)

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

REPLACEMENT OF EXISTING REINFORCING STEEL: ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT HIS COST. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. AN ALLOWANCE OF 2000 POUNDS IS INCLUDED IN ITEM 509 EPOXY COATED REINFORCING STEEL, GRADE 60 FOR THIS PURPOSE.

MAINTENANCE OF TRAFFIC: THE CONTRACTOR SHALL SAFEGUARD THE TRAVELLING PUBLIC BY PROVIDING PLATFORMS, NETS OR OTHER SUITABLE PROTECTION. HIS PROPOSED METHOD SHALL BE SUBMITTED TO THE DIRECTOR WHOSE WRITTEN APPROVAL SHALL BE REQUIRED BEFORE THE WORK BEGINS.

WORK SHALL ONLY BE PERFORMED WHEN ALL MAINLINE TRAFFIC IS DETOURED DURING SELECT HOURS AT NIGHT AND WEEKENDS ON THIS SECTION OF ROADWAY DURING PHASE IIA AND PHASE IIB. SEE THE MAINTENANCE OF TRAFFIC PLANS AND ROADWAY PLANS FOR DETAILS AND COORDINATION.

UTILITY LINES: ALL EXPENSE INVOLVED IN WORKING WITH ANY AFFECTED UTILITY LINES SHALL BE BORNE BY THE OWNERS OF SAID UTILITIES. THE CONTRACTOR AND OWNERS ARE REQUESTED TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

PROPOSED WORK

ITEM 202 - PORTIONS OF STRUCTURES REMOVED

THIS WORK SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE FOLLOWING:

1) BRIDGE DECK JOINT EXTENSION BARS, GRIND SMOOTH TO ORIGINAL JOINT

THE EXISTING REINFORCING SHALL BE PRESERVED AND/OR MODIFIED AS SHOWN ON THE PLANS.

PAYMENT FOR THE WORK DESCRIBED SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED.

APPROACH SLABS

UPON REMOVAL OF THE ASPHALTIC CONCRETE OVERLAY ON THE APPROACH SLABS, AND IT HAS BEEN DETERMINED BY THE ENGINEER VIA HIS VISUAL INSPECTION OF THE EXPOSED SLAB, THAT THE APPROACH SLAB SHALL BE REMOVED, REPAIRED FULL-DEPTH, PARTIAL-DEPTH OR REPLACED, THERE HAVE BEEN PROVIDED IN THE GENERAL SUMMARY THE FOLLOWING CONTINGENCY ITEMS:

ITEM	DESCRIPTION	QUANTITY	UNIT
202	APPROACH SLAB REMOVED, AS PER PLAN	255	SQ.YD.
304	AGGREGATE BASE, As Per Plan	20	C.Y.
		20	C.Y.
611	APPROACH SLAB, MISC.: REPAIRS	75	SQ.YD.
611	REINFORCED CONCRETE APPROACH SLAB (T=15") AS PER PLAN	255	SQ.YD.

THIS WORK SHALL CONSIST OF FULL OR PARTIAL DEPTH REMOVAL OF THE EXISTING DETERIORATED PAVEMENT; CORRECTION OF THE SUBBASE AND SUBGRADE, FURNISHING AND PLACING DOWELS; REPLACEMENT WITH PORTLAND CEMENT CONCRETE; AND RESTORATION OF AFFECTED SHOULDERS.

IN THE EVENT THE ENGINEER DETERMINES TOTAL REPLACEMENT OF THE APPROACH SLAB IS NECESSARY, IT SHALL BE PERFORMED UNDER ITEM 611, REINFORCED CONCRETE APPROACH SLAB (T = 15"), (AS-1-81), AS PER PLAN. SAID WORK SHALL INCLUDE ALL TASKS NECESSARY TO INSTALL NEW SLABS, REINFORCING GRADING AND DETAILS, MATERIALS, LABOR AND EQUIPMENT.

THIS WORK SHALL BE DONE IN ACCORDANCE WITH THE PROVISIONS OF 611. IN ADDITION, THE PAVEMENT REMOVAL, SUBGRADE AND SUBBASE CORRECTION, GROUT, PLACING OF DOWELS AND METHOD OF MEASUREMENT SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 803.02, 803.03, 803.04, 803.05 AND 803.09. THE RIGID REPLACEMENT SHALL NOT BE PLACED UNTIL THE GROUT AROUND THE DOWELS HAS HARDENED.

THESE ITEMS AND QUANTITIES HAVE BEEN CARRIED FORWARD TO THE STRUCTURES SUMMARY.

MATERIAL AND EQUIPMENT STORAGE

NO MATERIALS, VEHICLES OR EQUIPMENT SHALL BE STORED WITHIN THE MEDIAN, THE CLOSURE OR WITHIN THIRTY (30) FEET OF THE OUTSIDE EDGE OF THE EXISTING PAVEMENT. THIS NOTE ESPECIALLY APPLIES TO ALL PRIVATE VEHICLES WHICH SHALL NOT BE PARKED WITHIN THE RIGHT OF WAY.

RIGHT OF WAY

ALL WORK WILL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY.

ITEM 519 - PATCHING CONCRETE STRUCTURES

THIS ITEM SHALL BE USED TO MAKE STRUCTURAL REPAIRS TO THE DETERIORATED BACKWALLS, BEAM SEATS AND EXPOSED FACES OF ABUTMENTS AND WINGWALLS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE FOR PROTECTION AS NECESSARY AND MAINTENANCE OF TRAFFIC AND AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL-SEALING OF CONCRETE SURFACES (EPOXY)

THE EXPOSED SURFACE OF THE CURB AND PARAPET ON THE WEST SIDE OF THE SOUTHBOUND BRIDGE DECK SHALL BE SEALED ALONG THE ENTIRE LENGTH OF THE BRIDGE SUPERSTRUCTURE TO THE LIMITS SHOWN IN THE PLANS.

PAYMENT SHALL BE ON A SQUARE YARD BASIS AND SHALL INCLUDE ALL LABOR, MATERIAL, TOOLS, EQUIPMENT AND INCIDENTALS TO EXECUTE AND COMPLETE THE WORK TO THE SATISFACTION AND APPROVAL OF THE ENGINEER.

ITEM 850 - FULL DEPTH REPAIRS

A CONTINGENCY QUANTITY FOR THIS ITEM HAS BEEN INCLUDED FOR FULL-DEPTH REPAIR OF THE EXISTING CONCRETE DECK. THIS ITEM SHALL BE PERFORMED ONLY AT THE DIRECTION OF THE ENGINEER UPON COMPLETION OF HIS INSPECTION OF THE DECK AFTER THE REMOVAL OF THE EXISTING ASPHALTIC CONCRETE OVERLAYS.

ITEM 202 - WEARING COURSE REMOVED

THIS ITEM IS TO BE USED FOR THE REMOVAL OF THE EXISTING ASPHALTIC CONCRETE OVERLAYS, WEARING COURSES, INTERMEDIATE, OR BASE COURSES AND ASPHALTIC CONCRETE PATCHES FROM THE EXISTING SOUTHBOUND BRIDGE DECK AND APPROACH SLABS.

DUST CONTROL

IN CASE OF SAND BLASTING AND/OR THE CLEANING OF BRIDGE DECKS PRIOR TO PLACEMENT OF THE OVERLAY AND PAVEMENT GRINDING, THE CONTRACTOR SHALL BE REQUIRED TO PERFORM ADDITIONAL WORK; SUPPLY ADDITIONAL EQUIPMENT OR ERECT TEMPORARY PROTECTIVE SCREENING TO PROTECT ADJACENT TRAFFIC AND PROPERTY FROM THE DUST ORIGINATING FROM THESE OPERATIONS. THE CONTRACTOR SHALL SUBMIT HIS METHOD OF CONTROLLING DUST FOR APPROVAL TO THE ENGINEER AT LEAST ONE WEEK PRIOR TO BEGINNING WORK. THESE PROVISIONS SHALL BE PROVIDED AT NO ADDITIONAL COST TO THE PROJECT. THIS REQUIREMENT IS IN ADDITION TO THE PROVISIONS OF SECTION 107.12 OF THE SPECIFICATIONS AND SHALL NOT RELIEVE THE CONTRACTOR FROM HIS OBLIGATION TO PROTECT PROPERTY FROM HIS OTHER OPERATIONS, AND RESTORE IT IF DAMAGED.

ITEM 519 - BRIDGE DECK SURFACE PREPARATION, MISC.: CLEANING DECK AFTER REMOVAL OF OVERLAY, COMPLETION OF PATCHING.

THE BRIDGE DECK SURFACE SHALL BE PREPARED IN ACCORDANCE WITH 401.12, CONDITIONING EXISTING SURFACE. THE DECK SHALL BE CLEANED WITH A VACUUM TYPE APPARATUS APPROVED BY THE ENGINEER. THE USE OF THIS APPARATUS IS TO MINIMIZE DUST AND OBJECTIONAL AIRBORNE MATERIAL. IN NO CASE SHALL THE MATERIAL BE REMOVED BY DIRECT COMPRESSED AIR.

ITEM 516 - BEARING DEVICES, MISCELLANEOUS: CLEAN OUT DEBRIS

THE WORK UNDER THIS ITEM SHALL CONSIST OF THE CLEANING OF ALL DEBRIS AND ACCUMULATIONS ON AND AROUND THE BEARING DEVICES ON BOTH THE NORTH AND SOUTH ABUTMENTS SUPPORTING THE SOUTHBOUND BRIDGE DECK.

ITEM 518 - STRUCTURE DRAINAGE, MISCELLANEOUS:CLEANOUT, AS PER PLAN

THE WORK UNDER THIS ITEM SHALL CONSIST OF THE CLEANOUT OF THE FOLLOWING STRUCTURE DRAINAGE SYSTEMS ON THE SOUTHBOUND BRIDGE DECK AND ITS SUPPORTING NORTH AND SOUTH ABUTMENTS.

1. DECK DRAINAGE PIPES
2. DECK GUTTERS
3. DECK WEEPHOLES
4. ABUTMENT SEAT GUTTERS AND DRAINS
5. DECK SCUPPERS

ESTIMATED QUANTITIES

CALCULATED BY PAK DATE 10/22/91
CHECKED BY BCK DATE 10/23/91

ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPER STRUCTURE	ABUTMENT	PIERS	GENERAL
202	11200	LUMP		PORTIONS OF STRUCTURE REMOVED				LUMP
202	22901	255	SQ. YD.	APPROACH SLAB REMOVED, AS PER PLAN				255
202	23500	555	SQ. YD.	WEARING COURSE REMOVED	555			
*304	20001	20	CU. YD.	AGGREGATE BASE, AS PER PLAN				20
446	01400	22	CU. YD.	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, AC-20	22			
446	01200	22	CU. YD.	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, AC-20	22			
509	15801	2000	LBS.	EPOXY COATED REINFORCING STEEL, GRADE 60, AS PER PLAN				2000
512	55800	555	SQ. YD.	TYPE D WATERPROOFING	555			
SPECIAL	51267502	120	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY) (SEE PROPOSAL NOTE)	120			
516	12201	112	L. F.	STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN	112			
516	46930	LUMP		BEARING DEVICE , MISCELLANEOUS: CLEAN OUT DEBRIS				LUMP
518	63300	LUMP		STRUCTURE DRAINAGE, MISCELLANEOUS: CLEANOUT, AS PER PLAN				LUMP
519	11100	750	SQ. FT.	PATCHING CONCRETE SURFACES	250	500		
Special	51912800	555	SQ.YD.	BRIDGE DECK SURFACE PREPARATION, MISC: CLEANING DECK AFTER REMOVAL OF OVERLAY, COMPLETION OF PATCHING				555
*611	25001	255	SQ. YD.	REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN				255
*611	98100	75	SQ.YD.	APPROACH SLAB, MISC: REPAIRS				75
850	30000	35	CU. YD.	FULL DEPTH REPAIR	25			10
SPECIAL	51912300	175	SQ. YD.	PATCHING CONCRETE BRIDGE DECK TYPE B (See Proposal Note)	125			50

*These Quantities were Carried to General Summary Sheet 72.

THIS WORK SHALL BE PAID ON A LUMP SUM BASIS FOR ALL LABOR, MATERIAL, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM 516 - STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN

THE WORK UNDER THIS ITEM SHALL CONSIST OF GRINDING SMOOTH THE REMAINING ORIGINAL BRIDGE DECK JOINT PLATES AND ANGLES AS DIRECTED BY THE ENGINEER AFTER REMOVAL OF THE VERTICAL EXTENSION BARS AND THE VISUAL INSPECTION BY THE ENGINEER THEREOF.

SPECIAL - PATCHING CONCRETE BRIDGE DECK, TYPE B

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR, MATERIALS AND EQUIPMENT TO REPAIR CONCRETE BRIDGE DECKS, TOP & BOTTOM, INCLUDING THE REMOVAL OF ALL LOOSE UNSOUND CONCRETE, BITUMINOUS PATCHES, SURFACE PREPARATION, BONDING COAT AND THE MIXING, PLACING, FINISHING AND CURING OF THE MORTAR OR CONCRETE PATCHES. FULL DEPTH REPAIRS WHERE REQUIRED, SHALL BE PERFORMED UNDER ODOT CMS ITEM 850, FULL DEPTH REPAIRS.

MAINTENANCE OF TRAFFIC ON EAST EXCHANGE STREET SHALL BE PROVIDED BY THE CONTRACTOR AS PER ODOT CMS 104.04 AND 105.14, AND AS DIRECTED BY THE ENGINEER.

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ESTIMATED QUANTITIES & GENERAL NOTES
AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE No. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.K	D.E.N		J.R.O	B.C.K	10/23/91	

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F.H.W.A. REGION	STATE	PROJECT	
5	OHIO		

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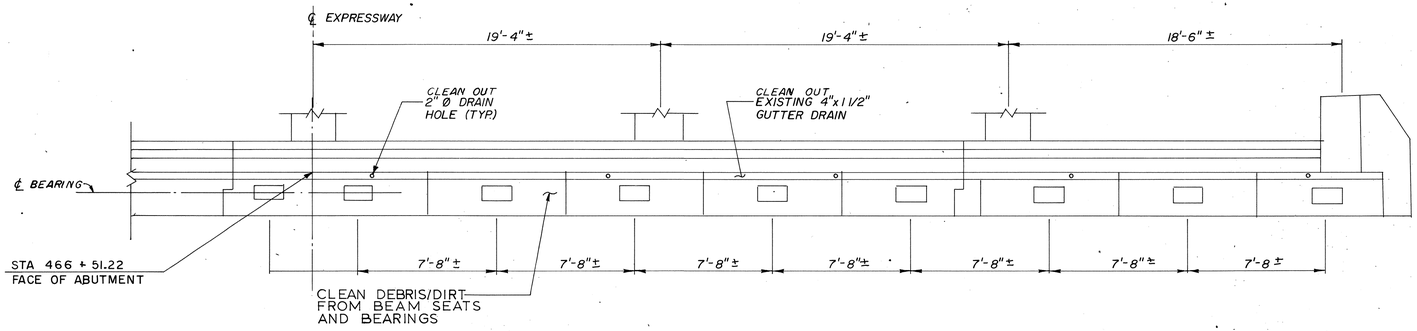
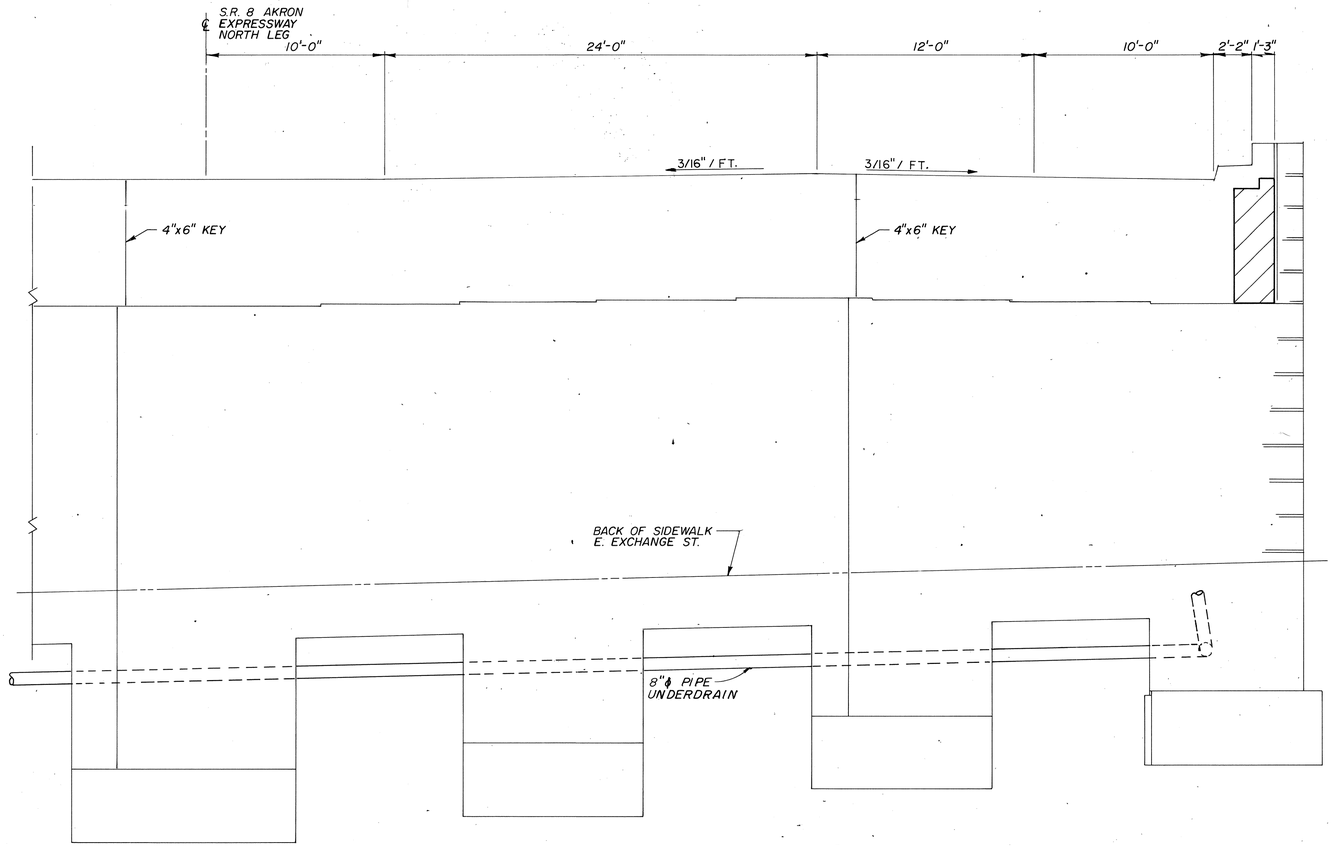
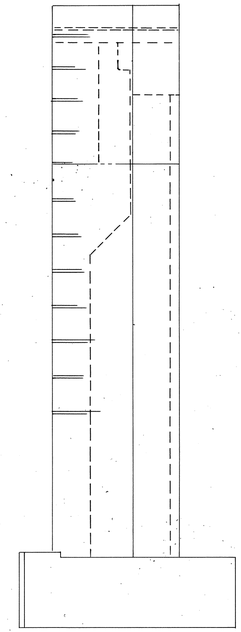
SUMMIT COUNTY
SUM - 8 - 0.38 A



SOUTH ABUTMENT - WEST SIDE PLAN



SOUTH ABUTMENT WEST SIDE ELEVATION



SOUTH ABUTMENT
WEST SIDE WINGWALL

NOTES

1. AREAS HATCHED THUS ▨ INDICATE APPROXIMATE LOCATIONS OF AREAS TO BE REPAIRED IN ACCORDANCE WITH ITEM 519, PATCHING CONCRETE STRUCTURES. ACTUAL LOCATIONS, SIZES AND DEPTH TO DETERMINED IN ~~THE~~ FIELD BY THE ENGINEER.
2. SEE SHEET 2/6 FOR ADDITIONAL ABUTMENT NOTES.

JOHN DAVID JONES & ASSOC., INC. 3/6
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SOUTH ABUT. - WEST SIDE

AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE No. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.K	D.E.N		J.R.O	B.C.K	10/23/91	

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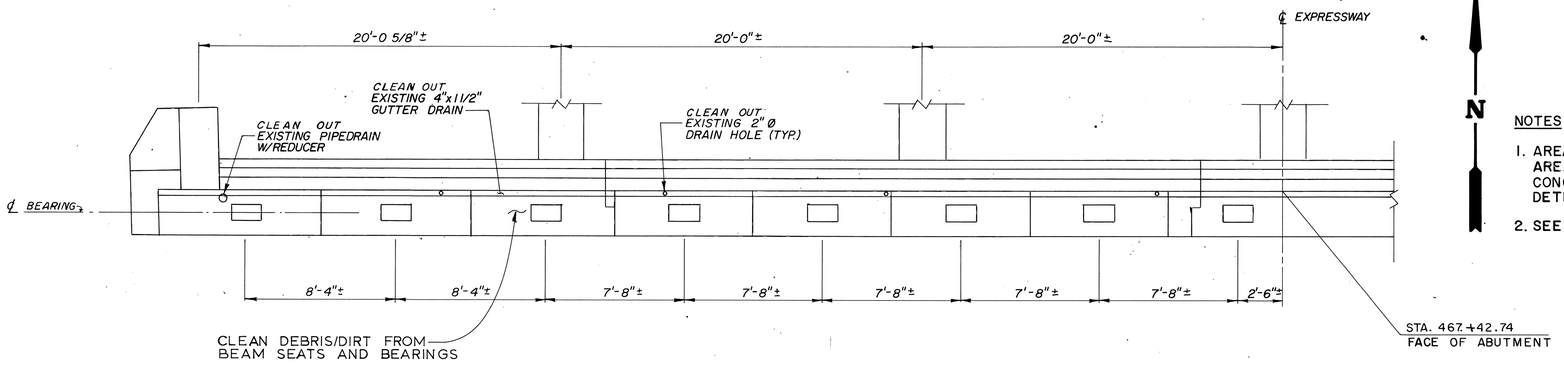
SUMMIT COUNTY
SUM - 8 - 0.38 A

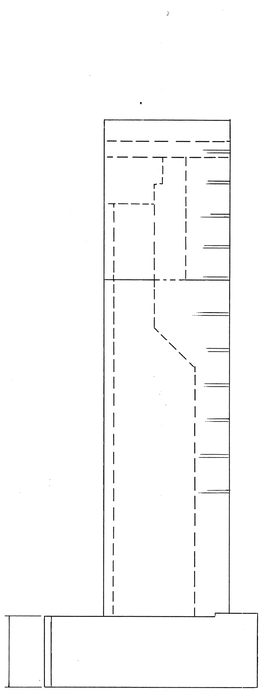


NORTH ABUTMENT - WEST SIDE PLAN

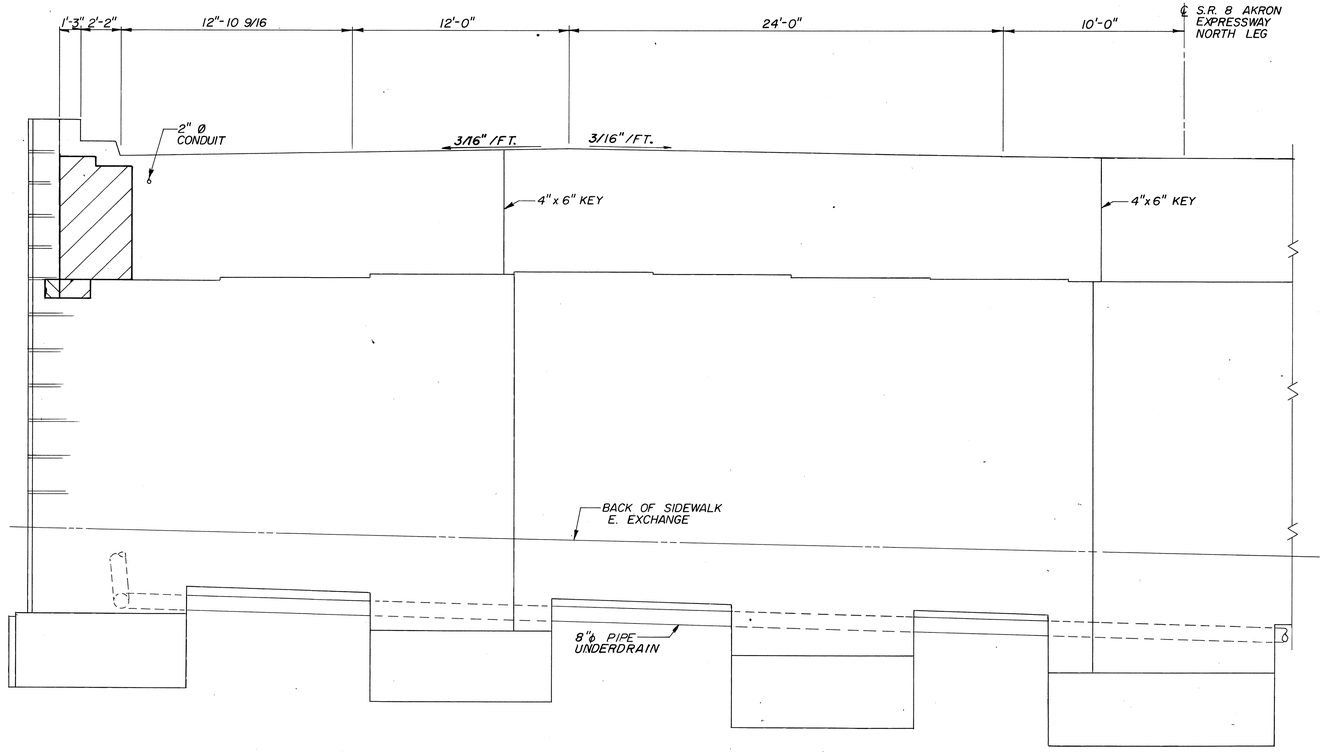
N

NOTES

1. AREAS HATCHED THUS ▨ INDICATE APPROXIMATE LOCATIONS OF AREAS TO BE REPAIRED IN ACCORDANCE WITH ITEM 519, PATCHING CONCRETE STRUCTURES. ACTUAL LOCATIONS, SIZES AND DEPTH TO DETERMINED IN THE FIELD BY THE ENGINEER.
2. SEE SHEET 2/6 FOR ADDITIONAL ABUTMENT NOTES.



NORTH ABUTMENT
WINGWALL ELEVATION



NORTH ABUTMENT - WEST SIDE ELEVATION

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ENGINEERS ARCHITECTS PLANNERS

NORTH ABUT. - WEST SIDE

AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE No. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.K	D.E.N		J.R.O	B.C.K	10/23/91	

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SUMMIT COUNTY
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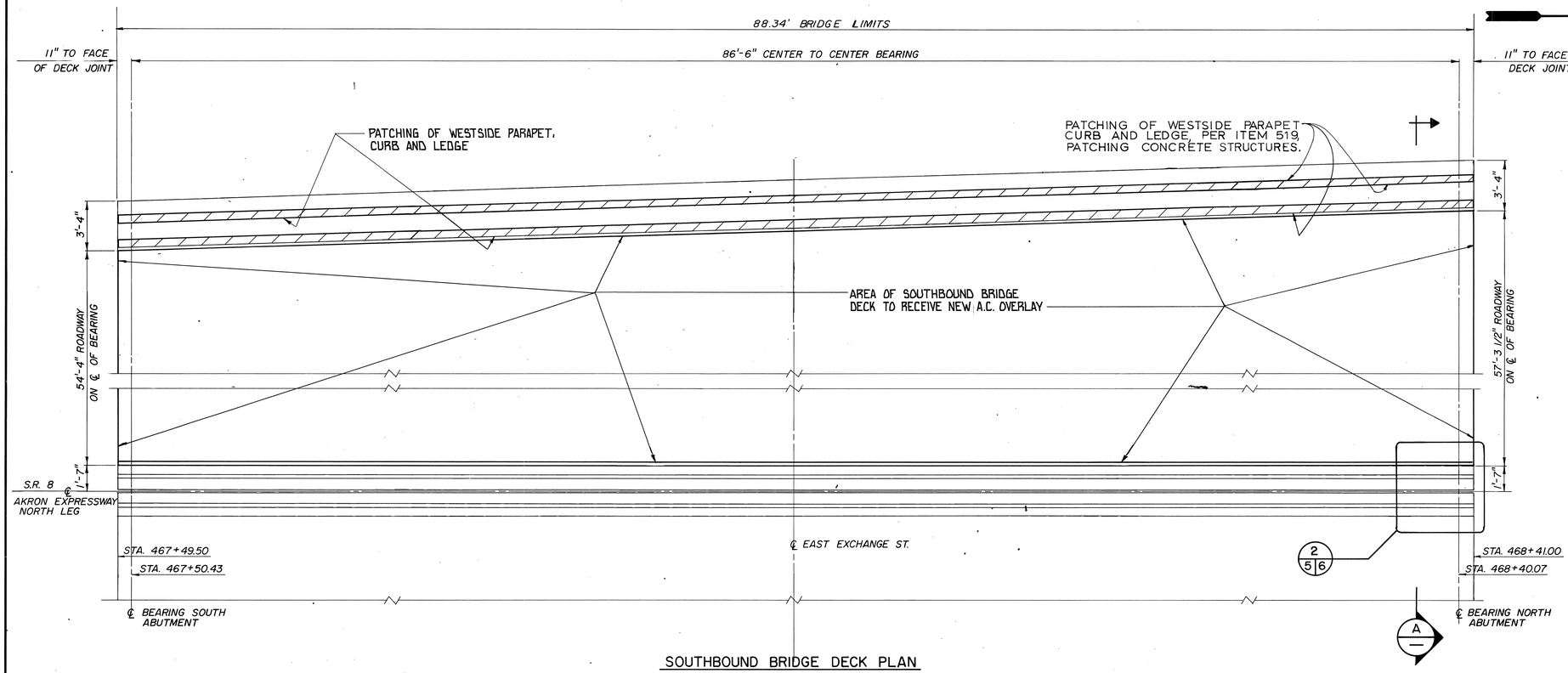
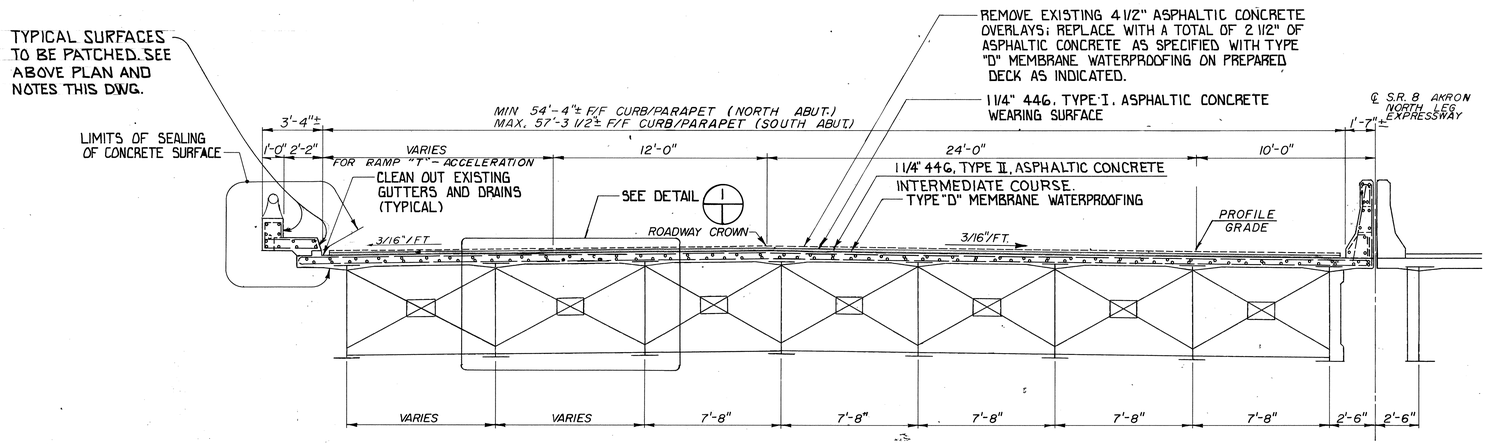


SOUTHBOUND BRIDGE DECK PLAN



TYPICAL SECTION A

NOTES

1. ALL ASPHALTIC CONCRETE OVERLAY SHALL BE REMOVED TO THE EXISTING CONCRETE DECK SURFACE.
2. THE CONCRETE DECK SHALL BE PATCHED AND REPAIRED.
3. THE DECK EXPANSION JOINT MECHANISMS SHALL BE REPAIRED.
4. THE APPROACH SLAB OVERLAY SHALL BE REMOVED. THE REINFORCED CONCRETE SLAB SHALL BE REPAIRED.
5. THE BACKWALLS ON THE SOUTHBOUND BRIDGE DECK ABUTMENTS SHALL BE REPAIRED.
6. THE BEARING SEATS SHALL BE CLEANED OF ALL DIRT AND DEBRIS.
7. THE DECK SCUPPER SYSTEM SHALL BE CLEANED AND REPAIRED.
8. THE SOUTHBOUND BRIDGE DECK WILL RECEIVE A 2-1/2" OVERLAY CONSISTING OF TYPE D MEMBRANE WATER PROOFING AND ONE (1) COURSE EACH OF 446, TYPE I AND 446, TYPE II AC-20 ASPHALTIC CONCRETE OVERLAY.

THIS IS AN INTERIM RESURFACING PROJECT. THE ONLY OTHER WORK ON THE SOUTHBOUND BRIDGE DECK IS THE REPAIR AND REHABILITATION OF THE DECK JOINTS AND BACKWALL, E.G., CLEANING AND PATCHING.

PROJECT DESCRIPTION

THIS PROJECT IS TO CONSIST OF THE PAVEMENT PLANING OF THE EXISTING MAINLINE AND RAMPS ASPHALT SURFACE, PARTIAL DEPTH PAVEMENT REPAIR PARTIAL DEPTH JOINT REPAIR, LEVELING WITH 1-1/4" ITEM 446 TYPE I ASPHALT CONCRETE, PLACING 1-1/4" ITEM 446 TYPE II ASPHALT CONCRETE SURFACE COURSES AND LINEAR GRADING. STRUCTURE SUM-8-00.87, EAST EXCHANGE STREET BRIDGE SOUTHBOUND DECK ONLY SHALL HAVE THE EXISTING ASPHALT REMOVED, MINOR DECK REHABILITATION AND MINOR STRUCTURE REPAIRS. DAMAGED DRAINAGE STRUCTURES WILL BE REPAIRED AND THE DRAINAGE SYSTEM WILL BE CLEANED AS REQUIRED. NEW PAVEMENT MARKINGS WILL BE PLACED.

AREAS INDICATED THUS ▨ INDICATE THE APPROXIMATE LOCATIONS OF AREAS TO BE REPAIRED IN ACCORDANCE WITH ITEM 519, PATCHING CONCRETE STRUCTURES. ACTUAL FIELD LOCATION, SIZES AND DEPTH TO BE DETERMIN IN THE FIELD BY THE ENGINEER.

FOR ADDITIONAL NOTES REGARDING THIS WORK, SEE SHEET 2/6.

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DECK PLAN CROSS-SECTION

AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE No. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.K	D.E.N		J.R.O	B.C.K	10/23/91	

F.H.W.A. REGION	STATE	PROJECT	
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SUMMIT COUNTY
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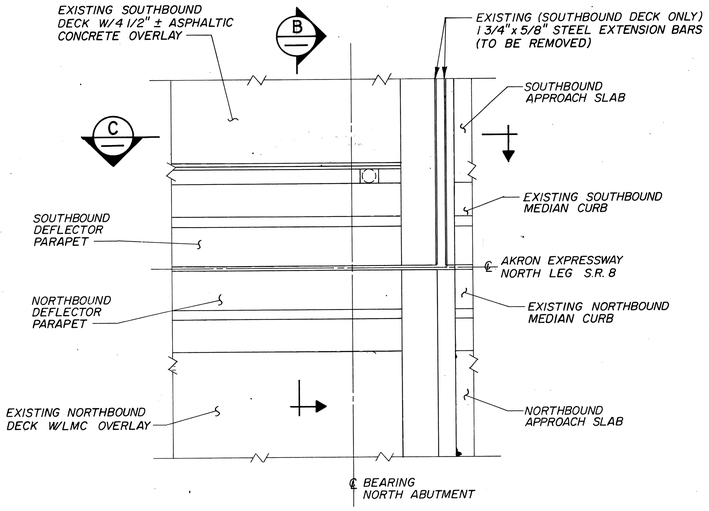
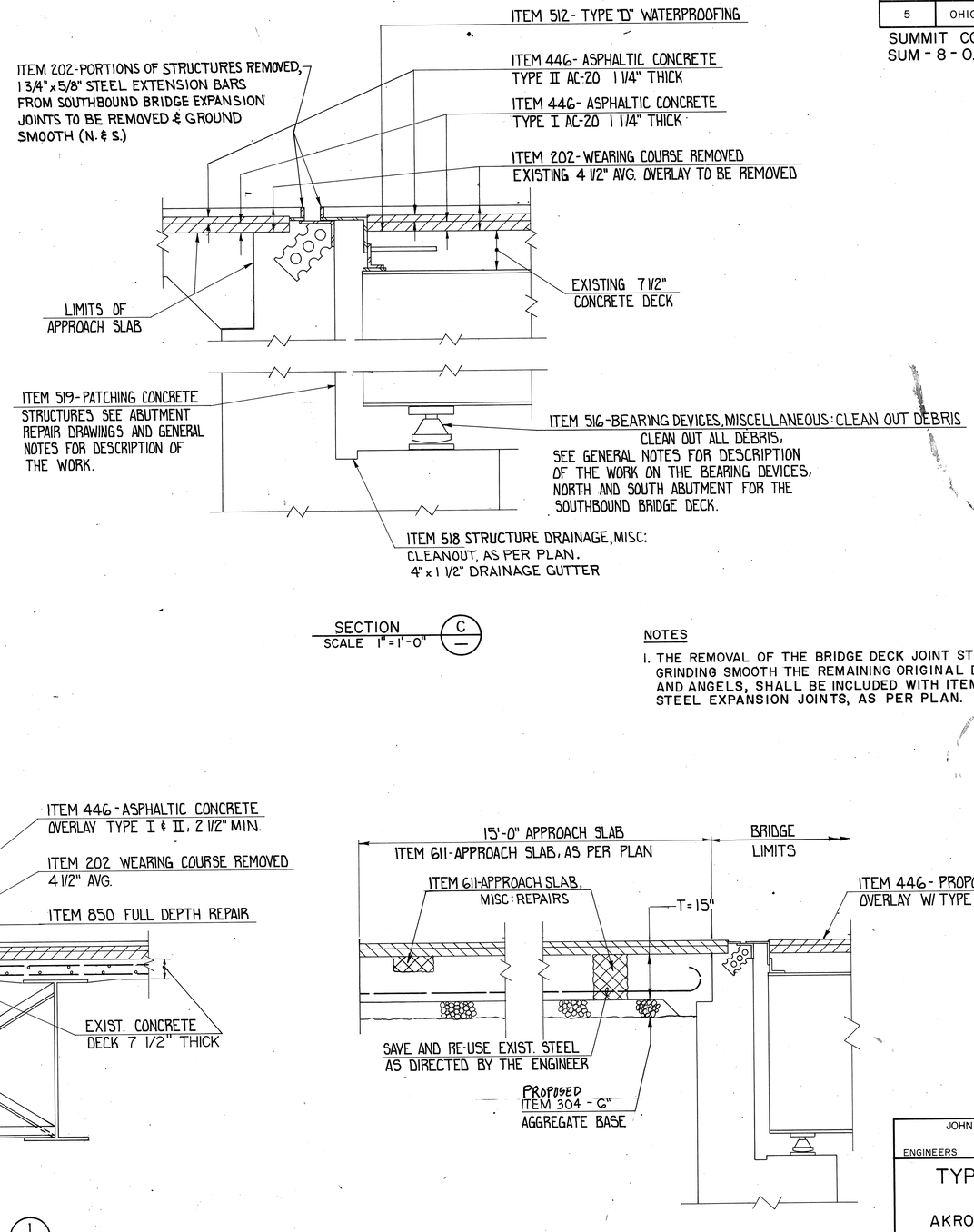


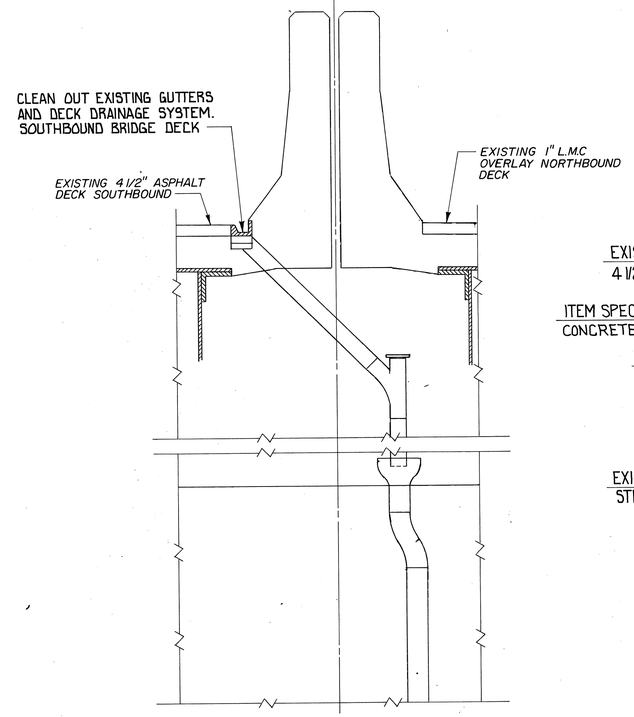
DETAIL 2
SCALE 1/2" = 1'-0"



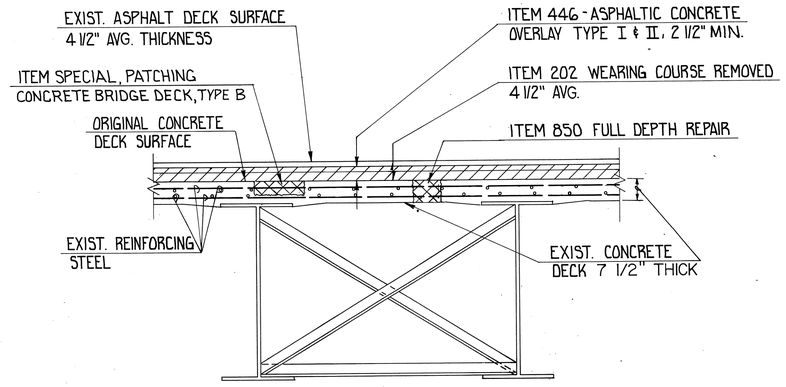
SECTION C
SCALE 1" = 1'-0"

NOTES

1. THE REMOVAL OF THE BRIDGE DECK JOINT STEEL EXTENSION BARS, GRINDING SMOOTH THE REMAINING ORIGINAL DECK JOINTS PLATES AND ANGELS, SHALL BE INCLUDED WITH ITEM 516, STRUCTUAL STEEL EXPANSION JOINTS, AS PER PLAN.



SECTION B
SCALE 3/4" = 1'-0"



DETAIL 1
SCALE 1/2" = 1'-0"

DETAIL 3
SCALE 1/2" = 1'-0"

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TYPICAL SECTIONS & DETAILS

AKRON EXPRESSWAY SYSTEM
EXCHANGE STREET OVERPASS
BRIDGE No. SUM-8-0087

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
P.A.K	D.E.N		J.R.O	B.C.K	10/23/91	

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