

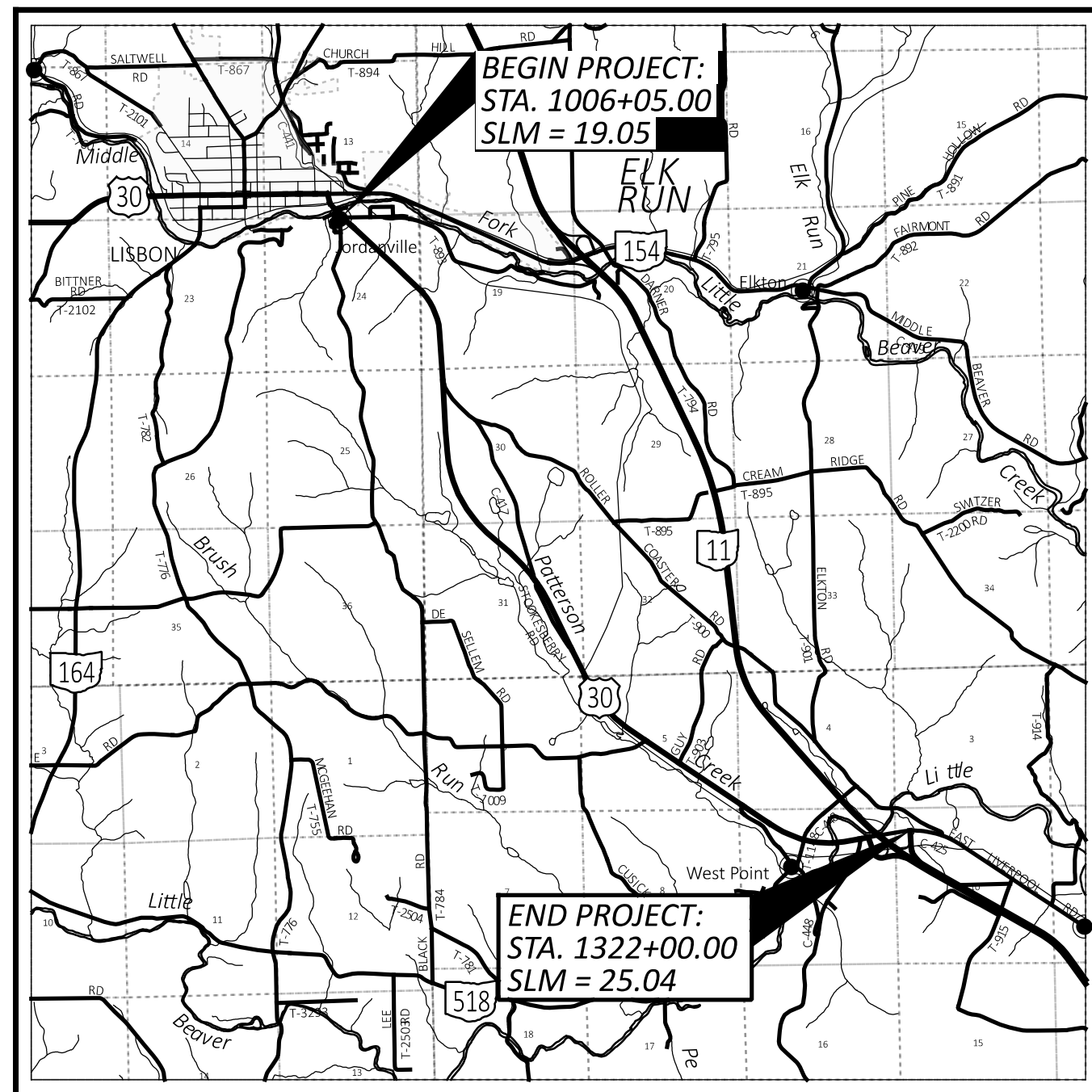
STATE OF OHIO DEPARTMENT OF TRANSPORTATION

COL-30-19.05

VILLAGE OF LISBON

CENTER/ELKRUN/MADISON TOWNSHIP

COLUMBIANA COUNTY



LOCATION MAP

LATITUDE: 40°44'10" LONGITUDE: 80°44'01"



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

DESIGN DESIGNATION	SLM 18.86 TO SLM 18.98 (LISBON CORP LIMITS)	SLM 18.98 TO SLM 19.70	SLM 19.7 TO SLM 24.76
CURRENT ADT (2026)	4900	4900	4900
DESIGN YEAR ADT (2046)	5800	5800	5800
DESIGN HOURLY VOLUME (2046)	516	516	247
DIRECTIONAL DISTRIBUTION	0.53	0.53	0.51
TRUCKS (24 HOUR B & C)	11%	11%	10%
DESIGN SPEED	25	VARIABLES 45 TO 55	60
LEGAL SPEED	25	VARIABLES 40 TO 45	55
DESIGN FUNCTIONAL CLASSIFICATION	05 URBAN MAJOR COLLECTOR	05 URBAN MAJOR COLLECTOR	05 RURAL MAJOR COLLECTOR
NHS PROJECT	YES		

DESIGN EXCEPTIONS

GRADED SHOULDER WIDTH, 01/13/2025, P.010 - P.015

ADA DESIGN WAIVERS

CURB RAMPS, 09/20/2025, P.516

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig

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

PLAN PREPARED BY:
COMPASS INFRASTRUCTURE GROUP
2800 CORPORATE EXCHANGE DR., SUITE 100
COLUMBUS, OH

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FEDERAL PROJECT NUMBER

E171(034)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF REHABILITATING THE EXISTING PAVEMENT BY REMOVING THE EXISTING ASPHALT, RUBBLIZE EXISTING CONCRETE, AND PLACE NEW ASPHALT PAVEMENT FOR 5.90 MILES OF U.S. 30 IN COLUMBIANA COUNTY FROM THE INTERSECTION OF U.S. 30 AND S.R. 154 IN THE VILLAGE OF LISBON TO THE INTERSECTION OF US 30 AND C.R. 425/ S.R. 11 INTERCHANGE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 3.97 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 20.87 ACRES

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.023.

Thomas D. Corey
Thomas D. Corey
District 11 Deputy Director

Pamela Boratyn
Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS	
AS-1-15	1/20/23	MGS-5.2	7/15/16	DM-4.1	7/17/20	MT-96.11	45856	TC-41.30	4/21/23	800-2023	7/18/25	SUBGRADE
AS-2-15	7/21/23	MGS-5.3	7/15/16	DM-4.2	7/20/12	MT-96.20	45856	TC-41.40	10/18/13	832	7/18/25	EXPLORATION
SICD-1-21	1/19/24	MGS-6.1	1/19/18	DM-4.3	1/15/16	MT-96.26	1/17/25	TC-41.50	10/18/13	846	4/17/15	10/25/24
BP-2.3	7/18/14	RM-1.1	1/20/23	DM-4.4	1/15/16	MT-97.10	7/18/25	TC-42.10	10/18/13	874	4/17/20	
BP-2.4	7/19/13	RM-4.1	1/17/20	MH-3	7/19/24	MT-97.12	7/18/25	TC-42.20	10/18/13	899	1/17/25	WATERWAY PERMITS CONDITIONS
BP-3.1	1/19/24	RM-4.2	7/18/25			MT-98.30	7/18/25	TC-52.10	10/18/13	902	7/19/19	11/14/2025
BP-3.2	1/18/19					MT-101.60	1/17/25	TC-52.20	1/15/21			
BP-4.1	7/19/13	CB-2-2A, 2B, 2C	7/19/24			MT-101.70	7/19/24	TC-61.30	7/19/24			
BP-5.1	7/18/25	CB-2-3, 2-4	7/19/24			MT-101.75	7/21/23	TC-64.10	7/21/23			GENERAL EAGLE PERMIT - DISTURBANCE TAKE - NON-COMMERCIAL 03/30/2026
BP-7.1	7/18/25	CB-3	7/19/24			MT-101.90	7/17/20	TC-65.10	1/17/14			
		CB-6	7/19/24			MT-105.10	1/17/20	TC-65.11	1/17/25			
MGS-2.1	7/18/25							TC-71.10	45856			
MGS-3.1	7/18/25	DM-1.1	1/17/25			TC-22.20	7/18/25	TC-74.10	7/21/23			
MGS-4.2	7/18/25	DM-1.2	1/17/25			TC-41.10	7/19/13					
MGS-4.3	7/18/25	DM-3.1	1/18/13			TC-41.20	10/18/13					

ENGINEER'S SEAL	ENGINEER'S SEAL
ROADWAY	BRIDGE

COL-30-19.05

MODEL: Sheet_SurvFl PAPER SIZE: 34x42 (in.) DATE: 4/1/2026 TIME: 9:55:05 AM USER: mmoellendick Z:\Projects\10057-COL-30-18-861\05228\400-Engineering\Roadway\Sheets\105228_GT001.dgn

04/01/2026 - ADDENDUM No. 2

2

DESIGN AGENCY

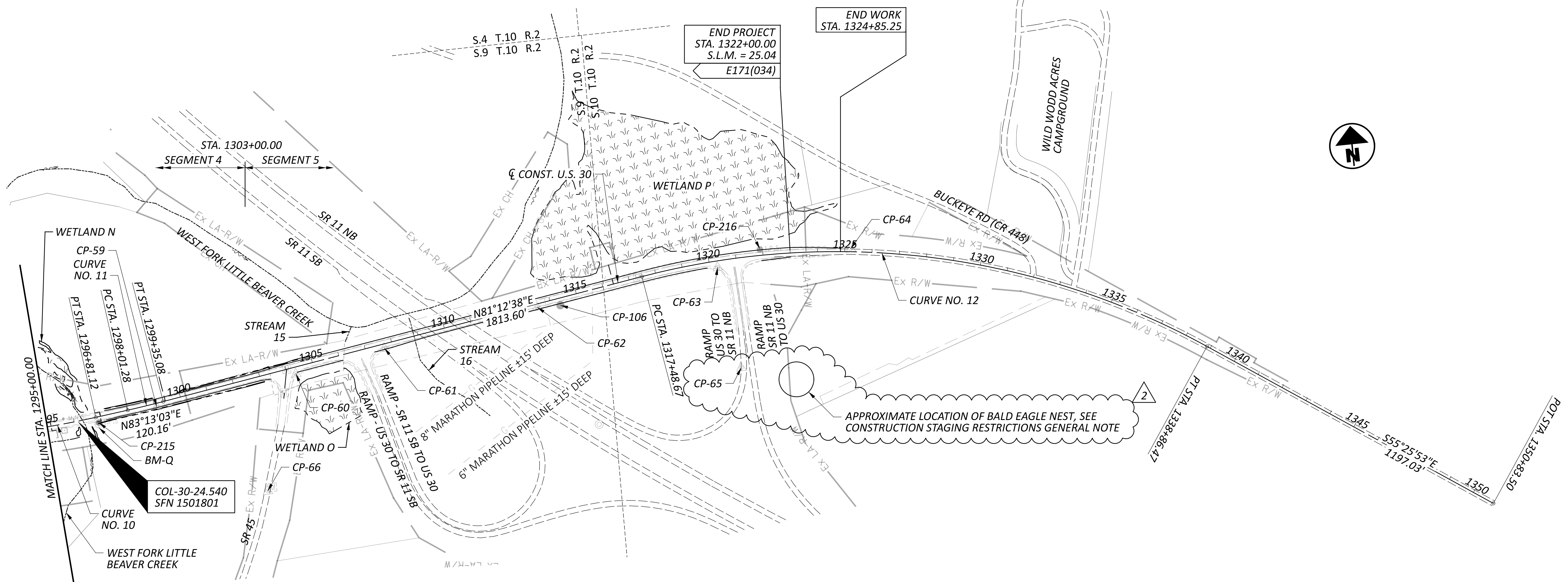
DESIGNER
MBM

REVIEWER
SSR 11/14/25

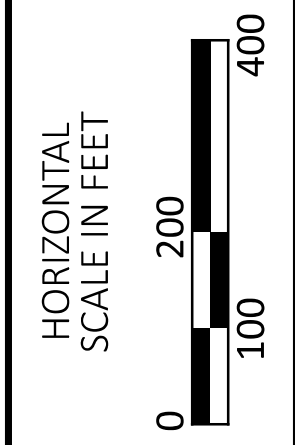
PROJECT ID
105228

SHEET TOTAL
P.001 667

U.S. 30 - TITLE SHEET



CURVE NO. 10	CURVE NO. 11	CURVE NO. 12
CURVE DATA	CURVE DATA	CURVE DATA
PI STA. = 1295+46.19	PI STA. = 1298+68.18	PI STA. = 1328+71.68
$\Delta = 04^{\circ}30'00''$ LT	$\Delta = 02^{\circ}00'25''$ LT	$\Delta = 43^{\circ}21'29''$ RT
$Dc = 01^{\circ}40'00''$	$Dc = 01^{\circ}30'00''$	$Dc = 02^{\circ}01'41''$
$R = 3,437.75'$	$R = 3,819.72'$	$R = 2,825.00'$
$T = 135.07'$	$T = 66.90'$	$T = 1,123.01'$
$L = 270.00'$	$L = 133.80'$	$L = 2,137.8'$
$E = 2.65'$	$E = 0.59'$	$E = 215.03'$
PCC STA. = 1294+11.12	PC STA. = 1298+01.28	PC STA. = 1317+48.67
PT STA. = 1296+81.12	PT STA. = 1299+35.08	PT STA. = 1338+86.47
$SE_{max} = 0.044$	$SE_{max} = 0.041$	$SE_{max} = 0.052$
DESIGN SPEED = 60 MPH	DESIGN SPEED = 60 MPH	DESIGN SPEED = 60 MPH



U.S. 30 - SCHEMATIC PLAN
 STA. 1295+00.00 TO END

04/01/2026 - ADDENDUM No. 2

DESIGN AGENCY	
DESIGNER	MBM
REVIEWER	SSR 11/14/25
PROJECT ID	105228
SHEET TOTAL	P.005 667

ABANDONED UNDERGROUND MINES

THE PROJECT LIES IN AN AREA OF KNOWN HISTORIC ABANDONED UNDERGROUND MINING. ALL KNOWN UNDERGROUND MINE RELATED FEATURES, KNOWN MAPPED UNDERGROUND MINE WORKINGS AND GEOHAZARD SITE LIMITS PER ODOT'S ABANDONED UNDERGROUND MINE INVENTORY AND RISK ASSESSMENT (AUMIRA) PROCESS HAVE BEEN SHOWN ON THE ABANDONED UNDERGROUND MINE SHEETS P.663-P.667 IT IS POSSIBLE THAT ADDITIONAL, UNKNOWN, UNMAPPED UNDERGROUND MINES AND UNDERGROUND MINE RELATED FEATURES EXIST ON THE PROJECT. ALL CONSTRUCTION STAFF, THE CONTRACTOR, ALL SUB-CONTRACTORS, AND THE DISTRICT CONSTRUCTION STAFF ARE RESPONSIBLE FOR SITE MONITORING FOR THE ENTIRE LENGTH OF THE PROJECT. IMMEDIATELY REPORT TO THE PROJECT ENGINEER ANY OBSERVED OR DISCOVERED FEATURE SUSPECTED OF BEING RELATED TO UNDERGROUND MINING OR SUSPECTED OF BEING RELATED TO UNDERGROUND MINE SUBSIDENCE. THE PROJECT ENGINEER SHALL IMMEDIATELY REPORT TO THE DISTRICT CONSTRUCTION ENGINEER AND THE DISTRICT GEOTECHNICAL ENGINEER FOR GUIDANCE ON HOW TO PROCEED.

SUCH FEATURES INCLUDE BUT ARE NOT LIMITED TO:

- A. UNEXPECTED CHANGES IN GRADE
- B. UNEXPECTED CHANGES IN SURFACE DRAINAGE,
- C. ANY MINE OPENING OR OTHER MINE RELATED FEATURE,
- D. ANY FEATURE SUSPECTED OF BEING UNDERGROUND MINE SUBSIDENCE.

PHOTOGRAPH AND SURVEY LOCATE AND RECORD THE LOCATION OF ALL SUCH FEATURES.

AS NOTED ABOVE, KNOWN AUMIRA LIMITS IN THIS PLAN ARE LOCATED WITHIN THE FOLLOWING STATION RANGES:

- STA. 1159+00 TO STA. 1173+00
- STA. 1191+00 TO STA. 1201+00
- STA. 1214+00 TO STA. 1222+00
- STA. 1253+00 TO STA. 1291+00

CONSTRUCTION STAGING RESTRICTIONS

A BALD EAGLE NEST HAS BEEN IDENTIFIED IN THE VICINITY OF THIS PROJECT, NEAR THE INTERCHANGE OF U.S. 30 & S.R. 45. THE APPROXIMATE LOCATION OF THIS NEST IS SHOWN ON THE SCHEMATIC PLAN (P.005).

THE CONTRACTOR SHALL NOT USE ANY AREA WITHIN 1,000 FEET OF THIS NEST FOR CONSTRUCTION STAGING, STORAGE, PARKING, OR ANY OTHER PROJECT RELATED ACTIVITY OTHER THAN THE DESCRIBED PLAN WORK. IN ADDITION, THE CONTRACTOR SHALL NOT USE ANY AREA WITHIN THE U.S. 30 & S.R. 45 INTERCHANGE LIMITS FOR STAGING, STORAGE, PARKING, OR ANY OTHER PROJECT RELATED ACTIVITY OTHER THAN THE DESCRIBED PLAN WORK. THIS RESTRICTION SHALL REMAIN IN EFFECT FOR THE DURATION OF THE PROJECT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ENDANGERED BAT HABITAT REMOVAL

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

UTILITY LOCATION NOTES

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DESIGNATED LIMITS AND NOT END POINTS OF UTILITIES.

DEPTH AND SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS, AND HAS NOT BEEN VERIFIED, UNLESS OTHERWISE NOTED.

BALLOON LEGEND

- AB-## ABANDONED
- C-## CURB
- D-## DRAINAGE STRUCTURE
- DC-## DITCH CLEANOUT
- DJ-## DRAINAGE STRUCTURE ADJUSTED TO GRADE
- DR-## DRAINAGE REMOVED
- DV-## DRIVEWAYS
- E-## EROSION CONTROL
- EX-## EXISTING
- F-## FENCE
- FP-## FILL & PLUG
- FR-## FENCE REMOVED
- G-## GUARDRAIL
- GR-## GUARDRAIL REMOVED
- HR-## HEADWALL REMOVED
- HW-## HEADWALL
- P-## STORM PIPE OR CONDUIT
- PC-## PIPE CLEANOUT
- PR-## PIPE REMOVED
- R-## MISC. REMOVAL (SEE SUMMARY SHEET DESCRIPTION)
- S-## SANITARY MANHOLE
- SJ-## SANITARY ADJUSTED TO GRADE
- SL-## SANITARY LATERAL
- SP-## SANITARY PIPE OR CONDUIT
- SR-## SANITARY REMOVAL
- SW-## WALK / CURB RAMP
- UD-## UNDERDRAIN/AGGREGATE DRAIN
- W-## WATER WORK
- WJ-## WATER WORK ADJUSTED TO GRADE
- WQ-## WATER QUALITY STRUCTURES
- WR-## WATER WORK REMOVED

ABBREVIATIONS

- AA ANCHOR ASSEMBLY
- AGG AGGREGATE
- ASPH ASPHALT
- AUMIRA ABANDONED UNDERGROUND MINE INVENTORY AND RISK ASSESMENT
- CONT. CONTINUED
- DND DO NOT DISTURB
- EOP EDGE OF PAVEMENT
- EORI END OF RECORD INFORMATION
- EOS EDGE OF SHOULDER
- FDO FOR DIRECTION ONLY
- OHWM ORDINARY HIGH WATER MARK
- RBO RELOCATED BY OTHERS
- RMV TO BE REMOVED
- TBA TO BE ABANDONED
- TBR TO BE RELOCATED
- VIT(E) VITRIFIED CLAY PIPE WITH ENCASEMENT
- CMP(E) CORRUGATED METAL PIPE WITH ENCASEMENT

SYMBOLS LEGEND

- EXISTING MAILBOX WITH NUMBER

TRAFFIC CONTROL BALLOON LEGEND

- CL-## CENTERLINE
- CW-## CROSS WALK LINE
- EL-## EDGE LINE
- LL-## LANE LINE
- S-## SIGN
- SL-## STOP LINE
- WP-## WORD ON PAVEMENT

04/01/2026 - ADDENDUM No. 2

DESIGN AGENCY

COMPASS
 INFRASTRUCTURE GROUP

DESIGNER
 MBM

REVIEWER
 SSR 11/14/25

PROJECT ID
 105228

SHEET TOTAL
 P.022 667

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMTUCD INTENDS THAT FLAGGERS BE USED.

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

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

- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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

- FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG- TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

CRITERIA:

- ON A MULTI- LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

- AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

- AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

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

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO- WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 1000 HOURS

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

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

SEQUENCE OF CONSTRUCTION

1. TRAFFIC MANAGEMENT:

- A. **US 30 CLOSURE:** THE CONTRACTOR SHALL CLOSE US 30 THROUGH TRAFFIC AND UTILIZE THE DETOUR SHOWN ON SHEETS P.033-P.035. US 30 SHALL REMAIN OPEN TO LOCAL TRAFFIC.
- B. **DRIVEWAY ACCESS:** ACCESS TO DRIVEWAYS WITHIN THE CLOSURE AREA SHALL BE MAINTAINED AS DESCRIBED IN THE "ACCESS TO PROPERTIES" NOTE ON SHEET P.028.
- C. **PROJECT DURATION:** THE OVERALL PROJECT DURATION SHALL NOT EXCEED 18 MONTHS.

2. MARKINGS AND PAVING:

- A. **CLASS I CENTER LINE MARKINGS:** CLASS I CENTER LINE MARKINGS SHALL BE PLACED PRIOR TO THE PLACEMENT OF FINAL PAVEMENT MARKINGS.
- B. **WORK ZONE MARKINGS:** WORK ZONE MARKINGS INSTALLED ON BRIDGES SHALL BE CLASS I, 740.06, TYPE 1.
- C. **FINAL PAVING:** THE FINAL PAVING OF THE SURFACE COURSE SHALL BE COMPLETED ONCE ALL RECONSTRUCTION IS COMPLETE. THIS SHALL BE DONE ONE LANE AT A TIME USING FLAGGERS AS PER SCD MT-97.11.

THE FOLLOWING SEGMENT TIME RESTRICTIONS ARE INTENDED FOR SUBSTANTIAL COMPLETION WITHIN A SEGMENT INCLUDING INTERMEDIATE COURSE AND CLASS I MARKINGS. THEY DO NOT INCLUDE SURFACE COURSE AND FINAL PAVEMENT MARKINGS

3. WORK SEGMENTS AND RESTRICTIONS: THE PROJECT IS DIVIDED INTO FIVE (5) WORK SEGMENTS WITH SPECIFIC RESTRICTIONS FOR SCHEDULING WORK ZONES AND CLOSURES.

A. SEGMENT 1:

- I. **CONCURRENT CONSTRUCTION:** SEGMENT 1 MAY BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER SEGMENT.
- II. **WORK DESCRIPTION:** PAVEMENT PLANING AND ASPHALT OVERLAY, CURB AND WALK REPLACEMENT, AND SAWCUT AND FULL-DEPTH PAVEMENT REPLACEMENT.
- III. **DURATION:** LIMITED TO 45 DAYS UP TO THE FINAL SURFACE COURSE.
- IV. **LIMITING STATIONS:** STA. 996+00 ± TO STA. 1006+05 ±

B. SEGMENTS 2, 3, AND 4: MAY BE CONSTRUCTED IN ANY ORDER, BUT NO ADJACENT SEGMENTS MAY BE CONSTRUCTED SIMULTANEOUSLY.

I. SEGMENT 2:

- 1. **WORK DESCRIPTION:** REMOVAL OF EXISTING ASPHALT SURFACE COURSE, EXPOSING AND RUBBLIZING EXISTING CONCRETE PAVEMENT, PLACING VARIABLE THICKNESS OF 304 TO MAINTAIN PROFILE GRADE, PLACING PROPOSED PAVEMENT SECTION.
- 2. **DURATION:** LIMITED TO 60 DAYS UP TO THE FINAL SURFACE COURSE.
- 3. **LIMITING STATIONS:** STA. 1006+05 ± TO STA. 1035+00 ±

II. SEGMENT 3:

- 1. **WORK DESCRIPTION:** SIMILAR TO SEGMENT 2, WITH ADDITIONAL PROFILE GRADE ADJUSTMENT OF APPROXIMATELY +4.5" OVER EXISTING GRADE.
- 2. **DURATION:** LIMITED TO 60 DAYS UP TO THE FINAL SURFACE COURSE.
- 3. **LIMITING STATIONS:** STA. 1035+00 ± TO STA. 1189+50 ±

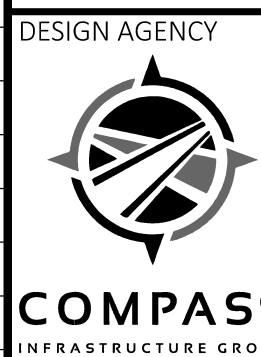
III. SEGMENT 4:

- 1. **WORK DESCRIPTION:** WORK IN THIS SEGMENT SHALL BE COMPLETED IN TWO STEPS, THE STEPS MAY BE CONSTRUCTED CONCURRENTLY.
- A. **STEP 1 - STA. 1189+50 ± TO STA. 1284+50 ±** CONSISTS OF THE REMOVAL OF EXISTING ASPHALT SURFACE COURSE, EXPOSING AND RUBBLIZING EXISTING CONCRETE PAVEMENT, WITH ADDITIONAL PROFILE GRADE ADJUSTMENT PER PLANS, AND PLACING PROPOSED PAVEMENT SECTION. THE CONTRACTOR MAY HAVE THE OPTION TO INSTALL PROPOSED CULVERTS AT STA. 1251+10 AND STA. 1268+50 USING OPEN CUT CONSTRUCTION, ENSURING ONLY ONE CULVERT TRENCH IS OPEN AT A TIME.
- B. **STEP 2 - STA. 1284+50 ± TO STA. 1303+00 ±** CONSISTS OF REPLACING THE FULL-DEPTH PAVEMENT SECTION TO MATCH EXISTING PROFILE GRADE USING FULL CLOSURE, FULL WIDTH CONSTRUCTION, WHILE MAINTAINING LOCAL PROPERTY OWNER ACCESS. INCLUDED WITHIN THIS STEP IS THE REMOVAL AND REPLACEMENT OF THE BRIDGE APPROACH SLABS.
- 2. **COORDINATION:** CONTRACTOR SHALL COORDINATE WITH LOCAL HOMEOWNERS AS DESCRIBED IN THE "ACCESS TO PROPERTIES" NOTE ON SHEET P.024 AND COMPLY WITH THE "NOTIFICATION OF CLOSURE AND DETOUR" NOTE ON SHEET P.023.
- 3. **DURATION:** LIMITED TO 60 DAYS UP TO THE FINAL SURFACE COURSE.
- 4. **LIMITING STATIONS:** STA. 1189+50 ± TO STA. 1303+00 ±


IV. SEGMENT 5:

- 1. **PART- WIDTH CONSTRUCTION:** REPLACE THE FULL-DEPTH PAVEMENT SECTION TO MATCH EXISTING PROFILE GRADE USING PHASED PART-WIDTH CONSTRUCTION
- 2. **DURATION:** LIMITED TO 120 DAYS UP TO THE FINAL SURFACE COURSE.
- 3. **LIMITING STATIONS:** STA. 1303+00 ± TO STA. 1324+00 ±
- 4. **CONCURRENT CONSTRUCTION:** MAY BE CONSTRUCTED CONCURRENTLY WITH ANY OTHER SEGMENT EXCEPT SEGMENT 4.
- 5. **PHASED CONSTRUCTION:** SEGMENT 5 SHALL BE CONSTRUCTED IN 4 PHASES USING TEMPORARY SIGNALS.
 - A. **PHASE 1 - STEP 1:** US 30 WB - STA. 1304+00.00 TO STA. 1305+00.00
 - B. **PHASE 1 - STEP 2:** US 30 WB - STA. 1305+00.00 TO STA. 1317+00.00
 - C. **PHASE 1 - STEP 3:** US 30 WB - STA. 1317+00.0 TO STA. 1323+00.00
 - D. **PHASE 2 - STEP 1:** US 30 EB - STA. 1303+94.55 TO STA. 1305+00.00
 - E. **PHASE 2 - STEP 2:** US 30 EB - STA. 1305+00.00 TO STA. 1317+00.00
 - F. **PHASE 2 - STEP 3:** US 30 EB - STA. 1317+00.00 TO STA. 1323+00.00
- 6. **TRAFFIC MANAGEMENT:** UTILIZE A ONE-LANE, TWO-WAY OPERATION WITH TEMPORARY TRAFFIC SIGNALS TO CONSTRUCT ONE HALF OF THE ROADWAY AT A TIME. THE MAXIMUM LENGTH OF THE ONE-LANE ZONE SHALL BE 1200 FEET OR AS DIRECTED BY THE ENGINEER. PORTABLE BARRIERS SHALL BE USED TO PROTECT THE WORK AREA. PAVING SHALL BE COMPLETED UP TO THE INTERMEDIATE COURSE.

SHEET NO.	REF. NO.	LOCATION	STATION		SIDE	614	614	614	614	614	614	SPECIAL	622		614	614
			FROM	TO		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, ONE WAY	OBJECT MARKER, ONE WAY	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I, WHITE	WORK ZONE DOTTED LINE, CLASS I, 6", 648	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	WORK ZONE TRAFFIC SIGNAL	PORTABLE BARRIER, UNANCHORED	WORK ZONE CENTERLINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
						EACH	EACH	EACH	MILE	MILE	FT	FT	EACH	FT	MILE	MILE
PHASE 2 - STEP 2																
P.043	EW-1	CL CONST. U.S. 30	1303+50	1318+49	LT					0.28						
P.043	EW-2	CL CONST. U.S. 30	1305+00	1318+50	LT					0.26						
P.043	CL-1	CL CONST. U.S. 30	1301+91	1302+91	CT				0.02							
P.043	CL-2	CL CONST. U.S. 30	1319+25	1320+25	CT				0.02							
P.043	PB-1	CL CONST. U.S. 30	1304+31	1318+60	LT/RT		29	29					1429			
P.043	AU-1	CL CONST. U.S. 30	1318+59	1318+85	RT	1										
P.043	SL-1	CL CONST. U.S. 30	1302+16		RT						12					
P.043	SL-2	CL CONST. U.S. 30	1303+61	1303+74	RT						14					
P.043	SL-4	CL CONST. U.S. 30	1320+00		LT						12					
P.043	TS-1	CL CONST. U.S. 30	1302+91		RT							1				
P.043	TS-2	CL CONST. U.S. 30	1303+90	1304+06	RT							1				
P.043	TS-4	CL CONST. U.S. 30	1319+25		LT							1				
PHASE 2 - STEP 3																
P.044	EW-1	CL CONST. U.S. 30	1313+00	1326+50	LT					0.26						
P.044	EW-2	CL CONST. U.S. 30	1313+00	1326+50	RT/LT					0.26						
P.044	CL-1	CL CONST. U.S. 30	1313+00	1314+00	CT				0.02							
P.044	CL-2	CL CONST. U.S. 30	1325+50	1326+50	CT				0.02							
P.044	PB-1	CL CONST. U.S. 30	1314+86	1324+47	RT/LT		19	19					961			
P.044	AU-1	CL CONST. U.S. 30	1314+61	1314+86	RT	1										
P.044	AU-2	CL CONST. U.S. 30	1324+47	1324+73	RT	1										
P.044	SL-1	CL CONST. U.S. 30	1313+75		RT						11					
P.044	SL-2	CL CONST. U.S. 30	1236+25		LT						10					
P.044	TS-1	CL CONST. U.S. 30	1314+00		RT							1				
P.044	TS-2	CL CONST. U.S. 30	1325+50		LT							1				
		SEGMENT 1	995+94	1000+98	LT/CT/RT										0.10	0.19
		SEGMENT 1	1000+98	1002+58	LT/CT/RT				0.03	0.06						
		SEGMENT 1	1002+58	1006+50	LT/CT/RT										0.07	0.15
		SEGMENT 2	1006+50	1035+00	LT/CT/RT										0.54	1.08
		SEGMENT 3	1035+00	1189+50	LT/CT/RT										2.93	5.85
		SEGMENT 4	1189+50	1294+94	LT/CT/RT										2.00	3.99
		SEGMENT 4	1294+94	1297+18	LT/CT/RT				0.04	0.08						
		SEGMENT 4	1297+18	1303+00	LT/CT/RT										0.11	0.22
SUBTOTALS THIS SHEET						3	48	48	0.15	1.20	2	59	5	2390	5.74	11.49
SUBTOTALS CARRIED FROM SHEET P.027						7	58	58	0.12	0.82	2	40	14	2916		
TOTALS CARRIED TO GENERAL SUMMARY						10	106	106	0.27	2.02	2	40	19	5306	5.74	11.49



OFFICE CALCS	SHEET NUMBER							PART.				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
	P.023	P.024	P.025	P.026	P.028	P.655		01/S<2	02/STR	03/BRO	04/BRO						
						LS					LS	202	11203	LS		STRUCTURE OVER 20 FOOT SPAN (COL-30-24.540)	
						114					114	202	22900	114	SY	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.653
						19					19	203	20001	19	CY	APPROACH SLAB REMOVED	
						LS					LS	503	21300	LS		EMBANKMENT, AS PER PLAN	P.653
						100					100	509	20001	100	LB	UNCLASSIFIED EXCAVATION	
																CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	P.653
						546					546	512	10100	546	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
						578					578	512	10300	578	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
						12					12	512	10600	12	FT	CONCRETE REPAIR BY EPOXY INJECTION	
						546					546	512	74000	546	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
						86					86	516	14020	86	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
						21					21	518	21200	21	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
						182					182	518	40000	182	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
						60					60	518	40010	60	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
						146					146	519	11100	146	SF	PATCHING CONCRETE STRUCTURE	
						227					227	526	30001	227	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN	P.653
						68					68	526	90030	68	FT	TYPE C INSTALLATION	
						LS					LS	SPECIAL	53000200	LS		STRUCTURES: SWEEPING BRIDGES	P.653
						LS					LS	SPECIAL	53000200	LS		STRUCTURES: CLEANING OF BRIDGE JOINTS	P.653
						LS					LS	SPECIAL	53000200	LS		STRUCTURES: CLEANING OF BRIDGE DRAINAGE SYSTEMS	P.653
						LS					LS	SPECIAL	53000200	LS		STRUCTURES: CLEANING OF BRIDGE SEATS	P.653
																MAINTENANCE OF TRAFFIC	
		50										410	12000	50	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
		305										441	50000	305	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
				1,000								614	11110	1,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
					19							SPECIAL	61411300	19	EACH	WORK ZONE TRAFFIC SIGNAL	P.025
					10							614	12380	10	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
								LS				614	12420	LS		DETOUR SIGNING	
		417										614	13000	417	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
					106							614	13310	106	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
		193										614	13312	193	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
					106							614	13350	106	EACH	OBJECT MARKER, ONE WAY	
		193										614	13360	193	EACH	OBJECT MARKER, TWO WAY	
				36								614	18601	36	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.025
					5.74			0.17	5.57			614	21100	5.74	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
					0.27				0.2	0.03	0.04	614	21200	0.27	MILE	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE I	
					11.49			0.34	11.15			614	22110	11.49	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
					2.02				1.88	0.06	0.08	614	22210	2.02	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	
					40				40			614	24142	40	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 648	
					240				240			614	26400	240	FT	WORK ZONE STOP LINE, CLASS I, 740.06, TYPE I	
		95							95			616	10000	95	MGAL	WATER	
		183							183			617	10100	183	CY	COMPACTED AGGREGATE TYPE A	
		1							1			617	25000	1	MGAL	WATER	
					5,306				5,306			622	41100	5,306	FT	PORTABLE BARRIER, UNANCHORED	
		0.25							0.25			643	00300	0.25	MILE	CENTER LINE	
																INCIDENTALS	
		LS							LS			108	30000	LS		CPM PROGRESS SCHEDULE SHORT DURATION PROJECTS	
									LS			614	11000	LS		MAINTAINING TRAFFIC	
									18			619	16020	18	MNTH	FIELD OFFICE, TYPE C	
									LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
									LS			624	10000	LS		MOBILIZATION	

DESIGN AGENCY

COMPASS
 INFRASTRUCTURE GROUP
 DESIGNER
MBM
 REVIEWER
 SSR 11/14/25
 PROJECT ID
 105228
 SHEET TOTAL
 P.048 667