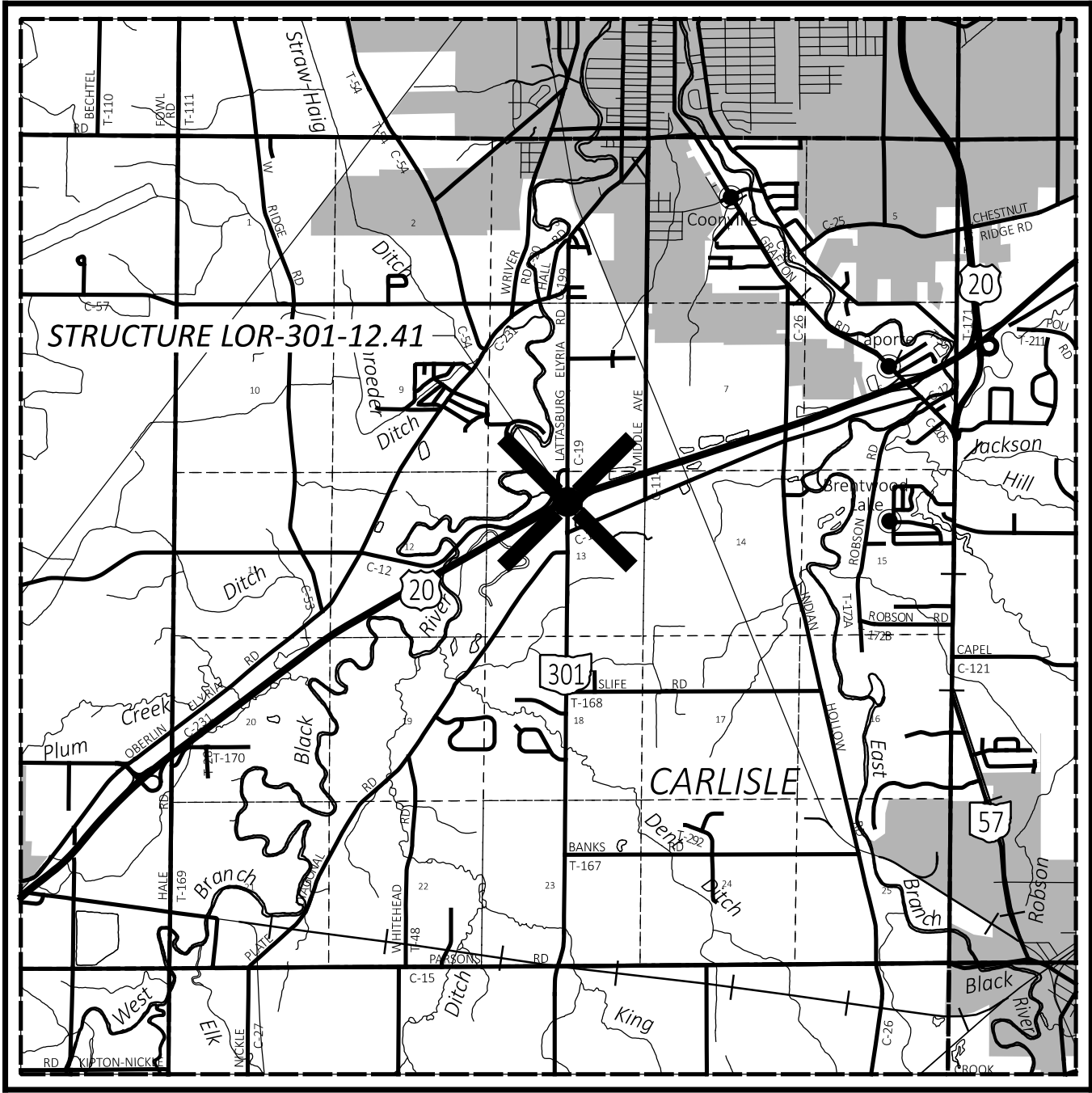


MODEL: Sheet PAPER: 34x22 (in.) DATE: 9/24/2025 TIME: 1:20:24 PM PLTDRV: OHDOT_PDF.pltctg PENTBL: OHDOT_Per.tbl USER: Joseph.Clark@dot.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 124193 PRODUCT: OpenRoadsDesigner 24.00.00.205 pwc:\ohio\dot\pw-02\Documents\01 Active Projects\District 03\Lorain\124193\400-Engineering\Roadway\Sheets\124193_GTO01.dgn



LOCATION MAP

LATITUDE: 41°19'05" LONGITUDE: 82°07'04"



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

DESIGN DESIGNATION

	LOR-20-13.01	LOR-301-12.41
CURRENT ADT (2025)	23,000	11,500
DESIGN YEAR ADT (2045)	23,500	11,500
DESIGN HOURLY VOLUME (2030)	3,000	1,600
DIRECTIONAL DISTRIBUTION	60.7%	58.8%
TRUCKS (24 HOUR B&C)	11%	6%
DESIGN SPEED	65	45
LEGAL SPEED	65	45
DESIGN FUNCTIONAL CLASSIFICATION:	PRINICPAL ARTERIAL FREEWAY	MINOR ARTERIAL

NHS PROJECT YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE


UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

ENGINEER'S SEAL



INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES	2 - 3
MAINTENANCE OF TRAFFIC NOTES	4 - 5
MAINTENANCE OF TRAFFIC PLAN	6 - 7, 7A
GENERAL SUMMARY	8
STRUCTURE DETAILS	9 - 12

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
DM-4.3	1/15/16	TC-41.20	10/18/13			800-2023 7/19/24	
DM-4.4	1/15/16	TC-42.20	10/18/13			808 7/19/24	
		TC-52.10	10/18/13			821 4/20/12	
MT-95.30	7/19/19	TC-52.20	1/15/21			832 7/19/24	
MT-95.45	7/21/23					849 1/18/13	
MT-95.50	7/21/17					921 7/19/24	
MT-98.10	1/17/20						
MT-98.11	1/17/20						
MT-99.50	7/21/23						
MT-99.60	7/19/24						
MT-101.60	1/17/25						
MT-105.10	1/17/20						

FEDERAL PROJECT NUMBER

NON-FEDERAL

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THE PURPOSE OF THIS PROJECT IS TO REPAIR DAMAGED STRUCTURAL BEAMS AND CROSS FRAMES THAT WERE DAMAGED DURING A MOTOR VEHICLE COLLISION. IT INCLUDES REMOVAL AND REPLACEMENT OF STRUCTURAL STEEL SECTIONS, HEAT STRAIGHTENING, AND PAINTING.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A*
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A*
*=MAINTENANCE PROJECT	

LIMITED ACCESS (U.S. 20)

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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON 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 6.


Robert Weaver
District 03 Deputy Director


Pamela Boratyn
Director, Department of Transportation


PLANS PREPARED BY:

 OHIO DEPARTMENT OF
TRANSPORTATION

DISTRICT THREE ENGINEERING

DESIGN AGENCY

DISTRICT 3



BRIDGE
ENGINEERING

DESIGNER

ERC

REVIEWER

KCK 07-07-25

PROJECT ID

124193

SHEET

1

TOTAL

12

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

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

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

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

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

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

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE. WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE LOCAL CITY FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 10 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00AM TO 8:00PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS,

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

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS' ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

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

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

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

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

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

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

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

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

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

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR

OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

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 80 HOURS

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

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.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS

LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER LESS THAN 2 WEEKS	14 CALENDAR DAYS 5 BUSINESS DAYS
--------------------------------	---	-------------------------------------

START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS
---	-----	------------------

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

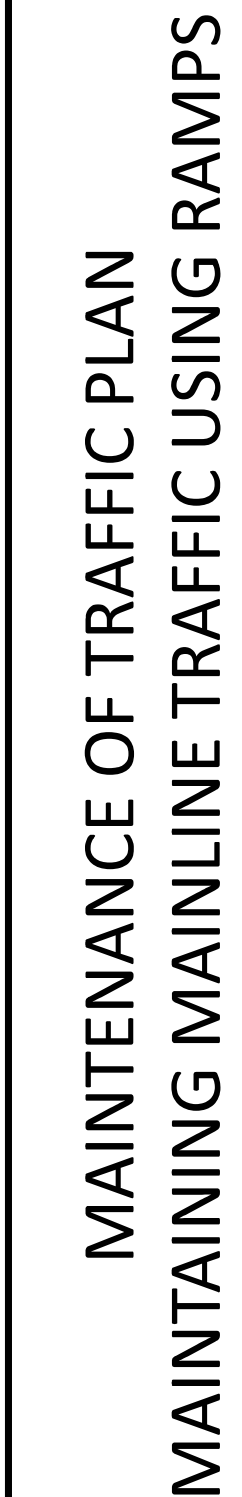
NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. “THE OHIO DEPT. OF TRANS.”

LOR-301-12.41(B)



DISTRICT 3



ERC

RCK 07-07-

SHEET	TOTAL
-------	-------

6	12
---	----

TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
FREEWAY & EXPRESSWAY	1000	1500	2640

TABLE III (EXISTING SIGNAL TIMING INFORMATION)

TRAFFIC SIGNAL TIMING (In Seconds)								
LOCATION:	USR20 EB / SR301							
DATE:	10/6/2017							
PERSONNEL:	KC							
INTERVAL	PHASE NUMBER							
	1	2	3	4	5	6	7	8
	NOT USED	SR 301 NB	NOT USED	USR 20 EB RAMP	NOT USED	SR 301 SB	NOT USED	NOT USED
MINIMUM GREEN		24		12		24		
PASSAGE TIME		3.0		3.0		3.0		
YELLOW CLEARANCE		5.0		4.0		5.0		
RED CLEARANCE		1		1.5		1		
MAX GREEN 1		50		40		50		
MAX GREEN 2		50		40		50		
MAX GREEN 3		0		0		0		
WALK		0		0		0		
DON'T WALK		0		0		0		
MINIMUM RECALL		+		-		+		
MAXIMUM RECALL		-		-		-		
NON-LOCK		-		+		-		
ADDED INITIAL (Sec./act.)		0.0		0.0		0.0		
MAXIMUM INITIAL		0		0		0		
TIME TO REDUCE		0		0		0		
TIME BEFORE REDUCTION		0		0		0		
MINIMUM GAP		0.0		0.0		0.0		



TABLE II

SPEED LIMIT (MPH)	MERGING OR SHIFTING TAPER RATE MINIMUM	TANGENT (FT)	SHOULDER TAPER RATE MINIMUM	PB FLARE RATE MINIMUM	MAXIMUM DRUM SPACING (FT)		BUFFER (D) (FT) MINIMUM	CLEAR ZONE WIDTH (FT)
					TAPER SEC.	TANGENT SEC.		
25	11:1	-----	4:1	8:1	25	40	155	15
30	15:1	-----	5:1	8:1	30	40	200	15
35	21:1	-----	7:1	9:1	35	40	250	15
40	27:1	-----	9:1	10:1	40	80	305	15
45	45:1	270	15:1	12:1	45	80	360	19
50	50:1	300	17:1	14:1	50	80	425	19
55	55:1	330	19:1	16:1	55	80	495	23
60	60:1	360	20:1	18:1	60	120	570	30
65	65:1	390	22:1	19:1	65	120	645	30
70	70:1	420	24:1	20:1	70	120	730	30

NOTES:

GENERAL

TAPERS

1. THE MINIMUM ACCEPTABLE LENGTH OF THE SHIFT TAPER SHALL BE DETERMINED BY MULTIPLYING THE WIDTH OF OFFSET BY THE SHIFT TAPER. THE SHIFT TAPER RATE IS PROVIDED IN TABLE II.

SIGNING AND SIGNALS

2A. THE ADVISORY SPEED (W13-1P) PLAQUE SHALL BE USED WHEN SPECIFIED IN THE PLANS

2B. THE ROAD WORK AHEAD (W20-1-48) SIGN SHOULD BE PROVIDED AS SHOWN, IF NOT ALREADY WITHIN THE WORK ZONE.

2C. ADDITIONAL INFORMATION SHALL BE PROVIDED IN THE FORM OF FIXED SIGNS AND/OR CHANGEABLE MESSAGE SIGNS AS CALLED FOR IN THE PLANS.

2D. THE SPACING BETWEEN WORK ZONE SIGNS, AS SHOWN IN TABLE I, ARE MINIMUMS. MAXIMUMS SPACING SHOULD NOT BE GREATER THAT 1.5 TIMES THE DISTANCES SHOWN IN TABLE I.

2E. SIGN SPACING SHOULD BE ADJUSTED TO AVOID CONFLICTS WITH EXISTING SIGNS. MINIMUM SPACING TO EXISTING SIGNS SHOULD BE 200' FOR SPEEDS OF 45 MPH OR LESS AND A MINIMUM OF 400' FOR SPEEDS 50 MPH OR GREATER.

2F. SIGN LOCATIONS SHOULD BE ADJUSTED TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.

LAW ENFORCEMENT OFFICER (LEO)

3. LEO SHOULD BE ON THE RAMP AND SHOULD REMAIN NEAR THE BACK OF THE QUEUE FOR EASTBOUND TRAFFIC ALONG THE RAMP.



SIGN LEGEND

ROAD CLOSED
5.5 MILES AHEAD
LOCAL TRAFFIC ONLY

DETOUR

1

ROAD CLOSED

DETOUR

6

DETOUR AHEAD

W20-2-36

11

ROAD CLOSED
1000 FT

W20-3-36

12

ROAD CLOSED
500 FT

W20-3-36

13

DETOUR 301 NORTH

M4-8-24

M1-5-24-3

M3-1-24

M6-3-21

2

DETOUR 301 SOUTH

M4-8-24

M1-5-24-3

M3-3-24

M6-3-21

7

DETOUR 301 NORTH

M4-8-24

M1-5-24-3

M3-1-24

M5-1-21

3

DETOUR 301 SOUTH

M4-8-24

M1-5-24-3

M3-3-24

M5-1-21

8

DETOUR 301 NORTH

M4-8-24

M1-5-24-3

M3-1-24

M6-1-21

4

DETOUR 301 SOUTH

M4-8-24

M1-5-24-3

M3-3-24

M6-1-21

9

END DETOUR 301 NORTH

M4-8a-24

M1-5-24-3

M3-1-24

5

END DETOUR 301 SOUTH

M4-8a-24

M1-5-24-3

M3-3-24

10

MAP LEGEND

N

0

0.5

1

1.5

2

X

- PROJECT LOCATION

- GATES, BARRICADES, AND ADVANCE WARNING SIGNS, AS PER MT-101.60

- STATE DETOUR

- DIRECTION OF DETOURED TRAFFIC

S.R. 301 DETOUR PLAN

MAINTENANCE OF TRAFFIC PLAN
MAINTAINING MAINLINE TRAFFIC USING RAMP

DESIGN AGENCY
DISTRICT 3

BRIDGE ENGINEERING

DESIGNER
JNC

REVIEWER
KAK 07-07-25

PROJECT ID
124193


SHEET
7A

TOTAL
12

LOR-301-12.41(B)

[illegible]

GENERAL SUMMARY

DESIGN AGENCY DISTRICT 3  ENGINEERING	
DESIGNER JNC	
REVIEWER KCK 07-07-25	
PROJECT ID 124193	
SHEET 8	TOTAL 12