

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

# ALL-30-1.13

## MARION, SUGAR CREEK, AND MONROE TOWNSHIPS ALLEN COUNTY

**PROJECT DESCRIPTION**

MILL AND PAVE 12.17 MILES OF U.S. 30 WITH ASPHALT CONCRETE AND MINOR JOINT REPAIR.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA= 0.1  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = 0.1  
NOTICE OF INTENT EARTH DISTURBED AREA = N/A (NOT REQUIRED)  
\* MAINTENANCE PROJECT

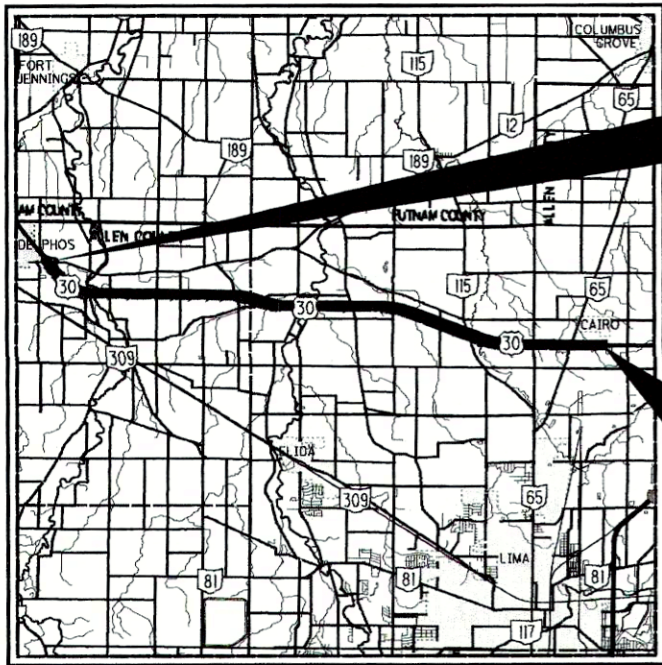
**LIMITED ACCESS**

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.

**2019 SPECIFICATIONS**

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE RAMPS AS DESCRIBED ON SHEETS 5-8 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.



LOCATION MAP

LATITUDE: N40°50'05" LONGITUDE: W84°05'00"



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

**DESIGN DESIGNATION**

CURRENT ADT (2020)	16,000
DESIGN YEAR ADT (2040)	22,500
DESIGN HOURLY VOLUME (2040)	2,700
DIRECTIONAL DISTRIBUTION	0.56
TRUCKS (24 HOUR B&C)	0.57
DESIGN SPEED	70 MPH
LEGAL SPEED	70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
03 PRINCIPAL ARTERIAL (RURAL)	
NHS PROJECT	YES

**DESIGN EXCEPTIONS**

NONE REQUIRED

**INDEX OF SHEETS:**

TITLE SHEET	1
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**UNDERGROUND UTILITIES**  
Contact Two Working Days Before You Dig

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

ENGINEERS SEAL:

SIGNED: *Jennifer L. Gasser*  
DATE: 11-08-21

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/17/20	MT-95.30	7/19/19	TC-41.20	10/18/13	800 2019 10/15/21	
BP-9.1	1/18/19	MT-98.10	1/17/20	TC-42.20	10/18/13	807 7/16/21	
		MT-98.11	1/17/20	TC-52.10	10/18/13	808 7/18/19	
DM-4.3	1/15/16	MT-98.20	4/19/19	TC-52.20	1/15/21	821 4/20/12	
DM-4.4	1/15/16	MT-98.22	1/17/20	TC-64.10	7/16/21	822 10/18/19	
		MT-98.28	1/17/20	TC-65.10	1/17/14	850 4/16/21	
		MT-99.20	4/19/19	TC-65.11	7/21/17	873 4/16/21	
		MT-101.90	7/17/20	TC-71.10	7/16/21	905 4/17/20	
		MT-104.10	10/16/15	TC-72.20	7/20/18	908 10/20/17	
		MT-105.10	1/17/20			921 4/20/12	

APPROVED: *Christopher A. Hughes*  
DATE: 11/08/21 DISTRICT DEPUTY DIRECTOR

APPROVED: \_\_\_\_\_  
DATE: \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

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FEDERAL PROJECT NO. E131 (057)

PID NO. 88830

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

ALL-30-1.13

**ITEM 614, MAINTAINING TRAFFIC**

THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE ELEVEN (11) FOOT LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES ON MAINLINE U.S. 30 IN ACCORDANCE WITH THE REQUIREMENTS OF SPEC. 614 AND THESE MAINTENANCE OF TRAFFIC NOTES. ALL SIDE ROADS ENTERING U.S. 30 AT AT-GRADE INTERSECTIONS SHALL REMAIN OPEN AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS/HER WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS ON U.S. 30 SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT OF THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. A CLOSED LANE WITH NO FURTHER PATCHING REQUIRED AND NO PAVING/PLANING OPERATIONS SCHEDULED WITHIN FOUR (4) CALENDAR DAYS SHALL BE OPENED FOR THE CONVENIENCE OF THE TRAVELING PUBLIC. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATED WITHIN THE WORK IN PROGRESS.

THE ENTRANCE AND EXIT RAMP AT FIFTH STREET, S.R. 115, AND S.R. 65 INTERCHANGES ARE EACH PERMITTED TO BE CLOSED FOR A DURATION NOT TO EXCEED TWO (2) CONSECUTIVE CALENDAR DAYS IN ORDER TO COMPLETE PAVEMENT PLANING AND RESURFACING WORK. THE RAMP AT THE S.R. 309 INTERCHANGE WILL NOT BE PERMITTED TO BE CLOSED. BOTH EASTBOUND OR WESTBOUND RAMP AT A SINGLE INTERCHANGE CAN BE CLOSED CONCURRENTLY HOWEVER CLOSURE OF ALL RAMP AT AN INTERCHANGE AT THE SAME TIME IS PROHIBITED DUE TO DETOUR ROUTES. THE CONTRACTOR SHALL NOT CLOSE TWO ADJACENT INTERCHANGES AT THE SAME TIME DUE TO DETOUR ROUTES. TRAFFIC SHALL BE DETOURED AS SHOWN ON SHEET 8. A DISINCENTIVE IN THE AMOUNT SHOWN BELOW FOR EACH CALENDAR DAY A RAMP REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMITS.

RAMP	DISINCENTIVE
FIFTH STREET RAMP S & P	\$3000/DAY
S.R. 115 RAMP NW & SW	\$3000/DAY
S.R. 115 RAMP NE & SE	\$1000/DAY
S.R. 65 RAMP NW, SW & NE	\$1000/DAY
S.R. 65 RAMP SE	\$2000/DAY

THE RAMP CLOSURES SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS PER STANDARD CONSTRUCTION DRAWINGS MT-98.29 AND MT-98.30. THE DETOUR SIGNING SHALL BE ESTABLISHED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR AS SHOWN IN THE PLANS ON SHEETS 8-10. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM FOR ITEM 614 MAINTAINING TRAFFIC.

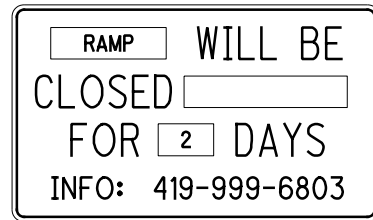
NOTICE OF CLOSURE SIGNS (W20-H13), SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ENTRANCE RAMP CLOSURES. PORTABLE CHANGEABLE MESSAGE SIGNS, AS DETAILED ON SHEET 6, SHALL BE PROVIDED BY THE CONTRACTOR PRIOR TO THE SCHEDULED EXIT RAMP CLOSURES. THE NOTICE OF CLOSURE SIGNS AND THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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 RAMP AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMP, 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
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSURE	>= 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



W20-H13

NOTE: THE CONTRACTOR IS TO SUPPLY THE DATE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ERECTING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, AND MAINTAINED, AND REMOVED BY THE CONTRACTOR. THIS CONSISTS OF NOTIFYING THE OHIO STATE PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER, A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE ON SITE WITHIN THIRTY MINUTES (30) MINUTES AFTER NOTIFICATION.

UNLESS PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMP.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE EQUIPMENT ACROSS THE OPEN LANES OF U.S. 30. THE CONTRACTOR WILL NOT BE PERMITTED TO UTILIZE THE EMERGENCY TURNAROUNDS AS PART OF THE HAUL ROUTE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

**ALTERNATE METHODS**

IF THE CONTRACTOR SO ELECTS, THEY MAY SUBMIT ALTERNATE METHODS FOR MAINTENANCE OF TRAFFIC PROVIDED THE INTENT OF THE ABOVE PROVISIONS ARE FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DISTRICT CONSTRUCTION ENGINEER. ALLOW 2 WEEKS FOR REVIEW WITH NO DELAY TO THE PROJECT. NO ADDITIONAL MONEY WILL BE PAID FOR ALTERNATE METHODS.

**ITEM 614, REPLACEMENT DRUM**

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS 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. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

**WORK ZONE MARKINGS AND SIGNS**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614 - WORK ZONE MARKING SIGNS NO EDGE LINE SIGNS	50 EACH
ITEM 614 - WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	24.38 MI
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	48.76 MI
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 6", 873	1.64 MI
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	4,528 FT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	14,120 FT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I, 6", 873	6,720 FT

**MAINTAINING TRAFFIC NEAR RUMBLE STRIPS**

TRAFFIC IS NOT PERMITTED TO RUN ON OR CROSS OVER ANY RUMBLE STRIPS AT ANY TIME. RUMBLE STRIPS MUST BE FILLED WHEN THEY CONFLICT WITH THE MAINTENANCE OF TRAFFIC LANE CONFIGURATION. THIS INCLUDES LOCATIONS OF LANE SHIFTS ENTERING AND EXITING A WORK ZONE, AS WELL AS, CONFLICTING RUMBLE STRIPS AT THE EXIT AND ENTRANCE RAMP. THE RUMBLE STRIPS SHALL BE FILLED TO PROVIDE A SMOOTH RIDE TO THE SATISFACTION OF THE PROJECT ENGINEER.

THE RUMBLE STRIPS ON THE OUTSIDE SHOULDER OF EASTBOUND U.S. 30 DO NOT CONFORM TO STANDARD CONSTRUCTION DRAWING BP-9.1. THE DISTANCE "A" AS SHOWN IN THE OFFSET DIMENSIONS IS 48" INSTEAD OF THE 10" SPECIFIED IN THE STANDARD CONSTRUCTION DRAWING. THE PASSING LANE OF U.S. 30 EASTBOUND CANNOT BE CLOSED WITHOUT FILLING THE EXISTING RUMBLE STRIPS. WESTBOUND U.S. 30 RUMBLE STRIPS ARE IN THE APPROPRIATE LOCATION PER BP-9.1 AND DO NOT NEED FILLED UNLESS THE RUMBLE STRIPS WILL BE CROSSED OVER.

ONCE TRAFFIC IS RETURNED TO IT FINAL LANE CONFIGURATION, RUMBLE STRIPS THAT WERE REMOVED IN ANY EXISTING PAVEMENT NOT BEING RESURFACED, SHALL BE RESTORED TO THE PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL MATERIALS, LABOR, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

**ITEM 614, REPLACEMENT SIGN**

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS 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. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE USED, BUT GOOD CONDITION IS SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

**MAINTENANCE OF TRAFFIC DESIGN SPEED LIMIT**

THE EXISTING FUNCTIONALITY OF U.S. 30 WILL BE REDUCED AT THE BEGINNING OF THE LANE CLOSURE TAPER. THIS IS CONSIDERED THE BEGINNING OF THE WORK ZONE. THE LANE CLOSURE SHALL BE SET UP PER STANDARD CONSTRUCTION DRAWING MT-95.30. USE A SPEED LIMIT OF 70 MPH TO DETERMINE THE TAPER AND SPACING FOR THIS STANDARD DRAWING.

ONCE INSIDE THE CONSTRUCTION ZONE, THE MAINTENANCE OF TRAFFIC MUST BE DESIGNED FOR THE HIGHEST SPEED LIMIT THAT WILL BE PRESENT.

**CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE**

IN ADDITION TO THE REQUIREMENTS OF SECTION 614.03 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE FOLLOWING SHALL APPLY.

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL.

NO EQUIPMENT SHALL PARKED BEHIND A GUARDRAIL ATTENUATOR.

AT TIMES OF SUSPENSION OF WORK, EQUIPMENT SHALL BE STORED AT A STORAGE AREA REMOVED FROM THE RIGHT OF WAY, NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY EXCEPT WHEN TRAFFIC IS MAINTAINED ON THE OUTSIDE LANES.

ADEQUATE BARRELS 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.

**MAINTAINING TRAFFIC AT PLANED AND PAVED AREAS**

THE CONTRACTOR SHALL ARRANGE OPERATIONS SO THAT TRAFFIC IS RETURNED TO AN AREA WHEN PAVING IS COMPLETE. NO U.S. 30 MAINLINE TRAFFIC SHALL BE ALLOWED TO OPERATE ON A PLANED SURFACE. TRAFFIC AT THE AT-GRADE INTERSECTIONS WILL BE PERMITTED TO TRAVERSE A MILLED AREA FOR SHORT PERIODS OF TIME TO ACCESS OR CROSS MAINLINE U.S. 30. ALL REQUIRED WORK ZONE PAVEMENT MARKING SHALL BE PLACED PRIOR TO OPENING THE AREA TO TRAFFIC.

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SHEET NUM.								PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	6	7	13	14	16	01/NHS/PY 02/SAE/OT		EXT	TOTAL				
													ROADWAY	
	217						217	202	23000	217	SY	PAVEMENT REMOVED		
													EROSION CONTROL	
	1,000						1,000	832	30000	1,000	EACH	EROSION CONTROL		
													PAVEMENT	
	325			609,224			325	253	02000	325	CY	PAVEMENT REPAIR		
							609,224	254	01000	609,224	SY	PAVEMENT PLANING, ASPHALT CONCRETE 1.5" THICKNESS		
								280	10011	280	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC1, AS PER PLAN	16	
								1,260	20000	1,260	FT	FULL DEPTH PAVEMENT SAWING		
				51,784			51,784	407	20000	51,784	GAL	NON-TRACKING TACK COAT		
				15,663			15,663	442	00100	15,663	CY	ANTI-SEGREGATION EQUIPMENT		
				25,384			25,384	442	10300	25,384	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)		
	72			2,561			2,633	617	10100	2,633	CY	COMPACTED AGGREGATE		
				48.04			48.04	618	40600	48.04	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
													TRAFFIC CONTROL	
				1,923			1,923	621	00100	1,923	EACH	RPM		
				1,923			1,923	621	54000	1,923	EACH	RAISED PAVEMENT MARKER REMOVED		
				676			676	643	00500	676	FT	STOP LINE		
				4			4	643	01300	4	EACH	LANE ARROW		
				1.33			1.33	644	00104	1.33	MILE	EDGE LINE, 6"		
				0.32			0.32	644	00300	0.32	MILE	CENTER LINE		
				54.96	54.96		54.96	807	14010	54.96	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"		
				24.38	24.38		24.38	807	14110	24.38	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"		
				4,528	4,528		4,528	807	14310	4,528	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"		
				8,064	8,064		8,064	807	14410	8,064	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"		
				78.02	78.02		78.02	850	10010	78.02	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
				8,064	8,064		8,064	850	10110	8,064	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
				4,528	4,528		4,528	850	10130	4,528	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)		
				1.32	1.32		1.32	850	20010	1.32	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)		
													MAINTENANCE OF TRAFFIC	
	50		100				100	614	11110	100	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
							50	614	12460	50	EACH	WORK ZONE MARKING SIGN		
		30					30	614	12484	30	EACH	WORK ZONE INCREASED PENALTIES SIGN		
	5						5	614	12500	5	EACH	REPLACEMENT SIGN		
	100						100	614	12600	100	EACH	REPLACEMENT DRUM		
	24.38		12				12	614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6	
	48.76						24.38	614	20056	24.38	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT		
	1.64						48.76	614	22056	48.76	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT		
	4,528						1.64	614	22326	1.64	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 873		
							4,528	614	23110	4,528	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT		
	14,120						14,120	614	24102	14,120	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT		
	6,720						6,720	614	24122	6,720	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 873		
		90					90	808	18700	90	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
													INCIDENTALS	
	LS						LS	614	11000	LS			MAINTAINING TRAFFIC	
							4	619	16010	4	MNTH	FIELD OFFICE, TYPE B		
							LS	623	10000	LS			CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS	624	10000	LS			MOBILIZATION	

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**GENERAL SUMMARY**  
**ALL -30-1.13**  
 12  
 16

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S.L.M.	DESCRIPTION	SIDE	DISTANCE (D)		621	621	621	644	644	644	644	643	643	643	643	807	807	807	807	807	850	850	850	850																						
			MI	FT	RAISED PAVEMENT MARKER REMOVED	RPM	RPM	EDGE LINE, 6"	EDGE LINE, 6"	LANE LINE, 6"	CENTER LINE	CHANNELIZING LINE, 12"	STOP LINE	LANE ARROW	DOTTED LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	GROOVING FOR 6" RECESSED PAVEMENT, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT, (ASPHALT)	GROOVING FOR 12" RECESSED PAVEMENT, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT, (CONCRETE)																						
			EACH	FT	EACH	Wh/Red	EACH	MILE	MILE	MILE	MILE	FT	FT	EACH	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	FT	MILE																					
1.13	to 13.32	U.S.R. 30	EB	12.19	64363.20	809	Wh/Red	809	Y/R	White	Yellow													0.66																						
1.13	to 13.32	U.S.R. 30	WB	12.19	64363.20	809		809																0.66																						
<b>MEDIAN CROSSEVERS</b>																																														
STA. 590+00		MEDIAN																																												
STA. 635+75		MEDIAN								0.04																																				
<b>AT GRADE INTERSECTIONS</b>																																														
DEFIANCE TRAIL		NB								0.06				0.02		30																														
		SB								0.06				0.02		30																														
		MEDIAN										0.04																																		
BUETTNER ROAD		NB								0.06				0.02		20																														
		SB								0.06				0.02		20																														
		MEDIAN										0.04																																		
REDD ROAD		NB								0.06				0.02		20																														
		SB								0.06				0.02		20																														
		MEDIAN										0.04																																		
HUFFER ROAD		NB								0.06				0.02		20																														
		SB								0.06				0.02		20																														
		MEDIAN										0.04																																		
LEATHERWOOD ROAD		NB								0.06				0.02		33																														
		SB								0.06				0.02		33																														
		MEDIAN										0.04																																		
RIDGE ROAD		NB								0.06				0.02		13																														
		SB								0.06				0.02		13																														
		MEDIAN										0.04																																		
OLD WAPAK ROAD		NB								0.06				0.02		20																														
		SB								0.06				0.02		20																														
		MEDIAN										0.04																																		
WATKINS ROAD		NB								0.05				0.02		33																														
		SB								0.05				0.02		33																														
		MEDIAN										0.04																																		
<b>INTERCHANGES</b>																																														
FIFTH STREET		RAMP P		926.00		24		14		10						40				0.32		0.09		148		506		0.42		506		148														
		RAMP S		1703.00		24		4		20										0.18		0.02		560		740		0.20		740		560														
SR 309		RAMP T		1770.00		33		3		30										0.33		0.02		148		768		0.36		768		148														
		RAMP U		919.00		20		3		17										0.17		0.02		560		460		0.20		460		560														
SR 115		RAMP NW		2314.00		16		6		10										0.45		0.21		148		810		0.66		810		148														
		RAMP SW		1985.00		33		15		18				72		4				0.39		0.23		700		480		0.61		480		700														
		RAMP NE		2892.00		28		13		15				62						0.39		0.23		560		560		0.62		560		560														
		RAMP SE		2271.00		20		7		13										0.14		0.21		148		900		0.35		900		148														
SR 65		RAMP NW		2719		24		4		20										0.52		0.28		148		980		0.80		980		148														
		RAMP SW		1989		33		18		15				62						0.39		0.23		700		450		0.61		450		700														
		RAMP NE		1925		23		4		19				62						0.37		0.21		560		510		0.58		510		560														
		RAMP SE		2686		28		14		14										0.52		0.28		148		900		0.80		900		148														
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					1923		1923		1722		201		0.92		0.41		0.00		0.32		0		676		4		0		54.96		26.42		24.38		4,528		8,064		78.02		8064		4528		1.32	

TRAFFIC CONTROL SUBSUMMARY

CALCULATED  
TAB  
CHECKED  
JLG

ALL -30-1.13