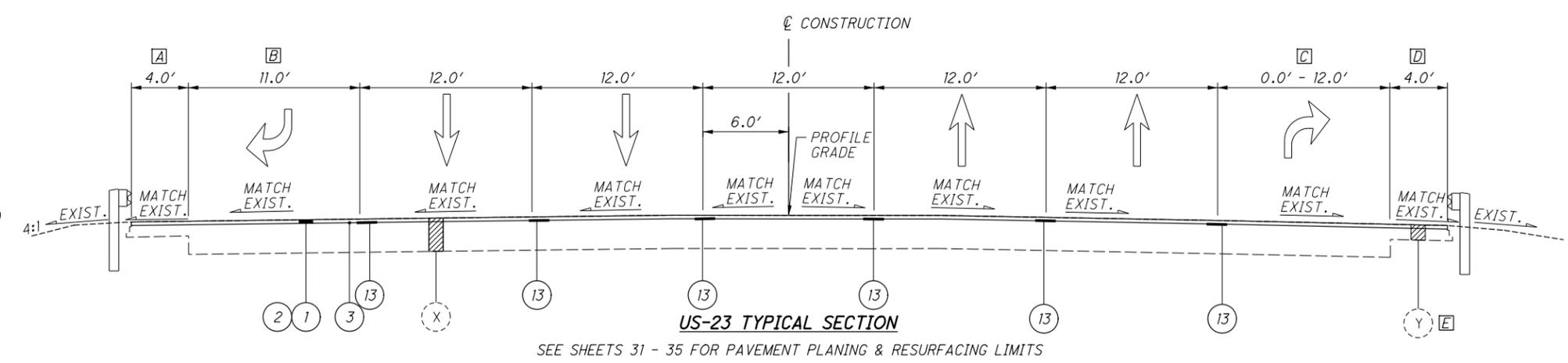


LEGEND

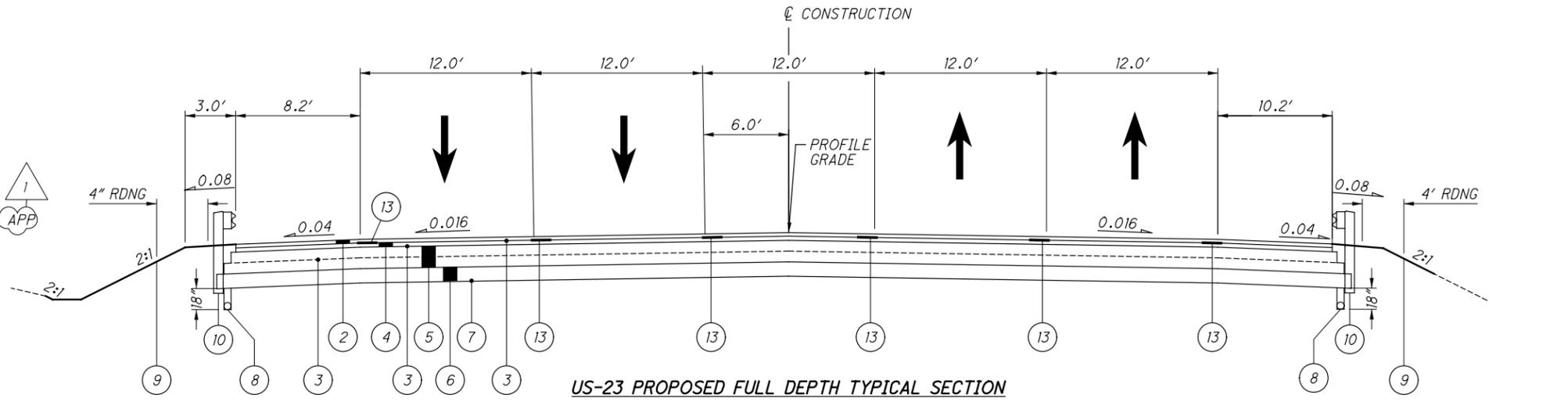
- (X) EXISTING PAVEMENT - APPROX. 11", ASPHALT CONCRETE ON 7" AGGREGATE BASE
- (Y) EXISTING PAVEMENT - APPROX. 7", ASPHALT CONCRETE ON 7" AGGREGATE BASE
- (1) ITEM 254 - 1/2" PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446), AS PER PLAN (PG70-22M)
- (3) ITEM 407 - NON-TRACKING TACK COAT ◊
- (4) ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446)
- (5) ITEM 301 - 11" ASPHALT CONCRETE BASE, PG64-22 (PLACED IN TWO EQUAL LIFTS)
- (6) ITEM 304 - 6" AGGREGATE BASE
- (7) ITEM 204 - SUBGRADE COMPACTION
- (8) ITEM 605 - 6" UNDERDRAINS (SEE PLANS FOR COVERAGE)
- (9) ITEM 659 - SEEDING AND MULCHING, CLASS 1
- (10) ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- (11) ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A (APP)
- (12) ITEM 839 - TRENCH DRAIN, TYPE A WITH STANDARD GRATE
- (13) ITEM 872 - VOID REDUCING ASPHALT MEMBRANE *

- [A] SOUTHBOUND PAVED SHOULDER IS 4.0' WIDE UNTIL PASSING THE FIELD DRIVE AT STA. 479+75, AT WHICH POINT IT VARIES BETWEEN 4.0' AND 5.0' ±
- [B] SOUTHBOUND RIGHT TURN LANE TAPERS DOWN FROM 11.0' TO 0.0' WIDE BETWEEN STA. 471+45.48 AND STA. 472+00.03.
- [C] NORTHBOUND RIGHT TURN LANE TO STATFORD ROAD TAPERS OUT FROM 0.0' TO 11.0' WIDE BETWEEN STA. 463+97.00 AND STA. 464+46.90
NORTHBOUND RIGHT TURN LANE INTO TURKEY HILL TAPERS OUT FROM 0.0' TO 11.0' BETWEEN STA. 469+00.88 AND STA. 469+40.70
- [D] NORTHBOUND PAVED SHOULDER IS 4.0' MINIMUM ON NORTHBOUND US-23 EXCEPT AT RIGHT TURN LANES WHERE IT VARIES BETWEEN 3.2' AND 6.1'



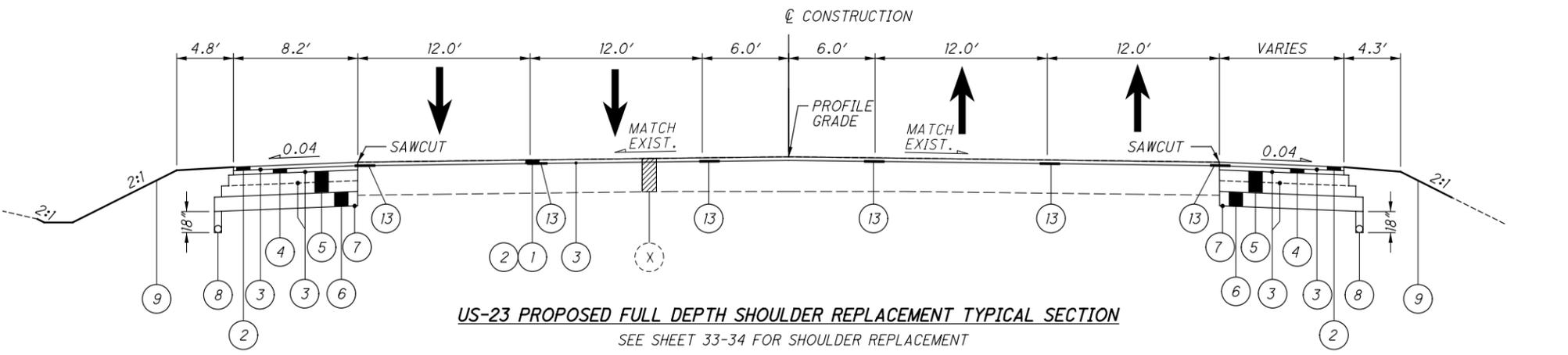
US-23 TYPICAL SECTION

SEE SHEETS 31 - 35 FOR PAVEMENT PLANING & RESURFACING LIMITS



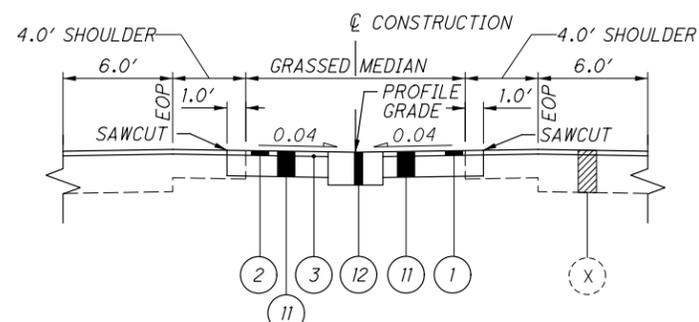
US-23 PROPOSED FULL DEPTH TYPICAL SECTION

SEE SHEET 33 FOR FULL DEPTH PAVEMENT LIMITS



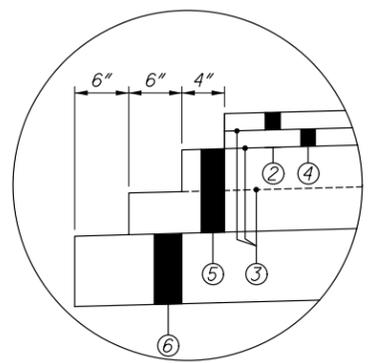
US-23 PROPOSED FULL DEPTH SHOULDER REPLACEMENT TYPICAL SECTION

SEE SHEET 33-34 FOR SHOULDER REPLACEMENT



US-23 PROPOSED FULL DEPTH MEDIAN REPLACEMENT TYPICAL SECTION

STA. 476+25.72 TO STA. 478+12.37
SEE SHEET 34 FOR MEDIAN REPLACEMENT



EDGE COURSE DETAIL
NOT TO SCALE

NOTES:

* ITEM 872 - VOID REDUCING ASPHALT MEMBRANE SHALL BE APPLIED TO ALL LONGITUDINAL CONSTRUCTION JOINTS IN THE ASPHALT CONCRETE SURFACE COURSE, IN ACCORDANCE WITH THE GENERAL NOTES AND SUPPLEMENTAL SPECIFICATIONS. SEE SHEETS 45-48 FOR JOINT LOCATIONS.

◊ - SEE C&MS TABLE 407.06-1 FOR APPLICATION RATES.

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WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION(S)	DIRECTION
WZ-35620	DEL-023.SLM 8.50 to 9.50	NB & SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

WORK ZONE SPEED ZONES (WZSZS) CONTINUED

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS.

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY - 24 SIGN MNTH [ASSUMING 2 DSL SIGN ASSEMBLIES FOR 12 MONTHS]

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC

COOPERATION BETWEEN CONTRACTORS:

THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WORK WITH OTHER ODOT PROJECTS IDENTIFIED BELOW. IT IS IMPERATIVE THAT THE CONTRACTORS COOPERATE FULLY WITH EACH OTHER AS OUTLINED IN SECTION 105.08 OF ODOT 2019 CONSTRUCTION AND MATERIAL SPECIFICATIONS. ALL MAINTENANCE OF TRAFFIC SHALL BE COORDINATED BETWEEN PROJECTS AND NOT BE IN CONFLICT WITH ONE ANOTHER.

- PID 109156, DEL-23-7.60
- PID 113769, DEL-23-9.74
- PID 109074, DEL-42-2.26
- PID 110618, DEL-750-2.17
- PID 108799, DEL-315 DRAINAGE IMPROVEMENTS



ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

PAVEMENT BUILD-UP FOR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL MATCH MAINLINE BUILD-UP ON TYPICAL SECTIONS.

ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUTDOWNS.

THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF C&MS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 2 EACH

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

ITEM 614 - BUSINESS ENTRANCE (M4-H15) SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO NO. 3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90 DEGREES TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614-BUSINESS ENTRANCE SIGN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 614 BUSINESS ENTRANCE SIGN, AS PER PLAN 1 EACH

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MAINTENANCE OF TRAFFIC GENERAL NOTES

DEL-23-8-96/
MAR-423-2.14

MAINTENANCE OF TRAFFIC - SEQUENCE OF OPERATIONS

PRE-PHASE WORK

REMOVE EXISTING SHOULDERS AND REPLACE WITH ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A. PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL BE PLACED ON EAST SHOULDER AND MEDIAN OF US-23 AS DETAILED ON SHEETS 15, 16. REMOVE CATCH BASINS AT STA. 475+55.60 AND STA. 477+77.20 AND REPLACE WITH A CATCH BASIN, TYPE 6, AS PER PLAN TO CONNECT AND INSTALL 15" CONDUIT DOWN TO EXISTING CULVERT. THIS CONNECTION WILL BE REPLACED WITH NEW OUTLET IN PHASE 3 WHEN NEW CULVERT IS CONSTRUCTED. THIS WORK ALSO INCLUDES INSTALLING TRENCH DRAIN, TYPE A AS SHOWN IN THE PROJECT PLANS. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH MT-95.30, MT-95.31, AND MT-95.32 FOLLOWING PERMITTED LANE CLOSURE TIMES. WORK LIKELY TO OCCUR OVER WEEKEND WITH BARRELS PROTECTING WORK DURING THE WEEK. PRE-PHASE WORK SHALL BE COMPLETE PRIOR TO PHASE 1 WORK.

PHASE 1

MAINTENANCE OF TRAFFIC:

TRAFFIC IN PHASE 1 SHALL BE SHIFTED AS DETAILED ON SHEETS 15, 16 WITH TWO LANES BEING MAINTAINED IN EACH DIRECTION AT ALL TIMES. LANE SHIFTS SHALL BE IN ACCORDANCE WITH THE MODIFIED SCD-102.10 INCLUDED WITH THE PLANS, AND THE PERMITTED LANE CLOSURE TABLE. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AS SHOWN ON SHEETS 15, 16. RAISED PAVEMENT MARKERS SHALL BE REMOVED WITHIN THE WORK ZONE. PORTABLE BARRIER DIVIDING NORTHBOUND AND SOUTHBOUND LANES SHALL BE PLACED AND ANCHORED IN PHASE 1 AND REMAIN IN PLACE FOR PHASE 2. CONSTRUCT CULVERT AND FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE BEFORE SHIFTING TRAFFIC FOR PHASE 2. LEFT TURN LANE FROM US-23 TO CR-4 (STRATFORD ROAD) SHALL BE DETOURED PER SHEET 12. THE INSIDE LEFT TURN LANE SHALL BE CLOSED ON SR-315 NORTHBOUND AND MEEKER WAY WESTBOUND WHILE THE OUTSIDE LEFT TURN LANE SHALL REMAIN OPEN AS SHOWN ON SHEET 25. THE LEFT TURN LANE CLOSURES SHALL REMAIN FOR THE DURATION OF PHASES 1-5.

CONSTRUCTION SHALL INCLUDE:

WORK IN THIS PHASE SHALL INCLUDE REPLACEMENT OF 19'-0 1/2" OF THE EXISTING CULVERT STARTING AT THE WEST END OF THE CULVERT AND CONSTRUCTING 20'-6" OF THE PROPOSED CULVERT. CONSTRUCT GUARDRAIL REPLACEMENT, GRADING, FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE AND SHOULDER REPLACEMENT. SEE PHASE CONSTRUCTION DIAGRAMS FOR ADDITIONAL DETAILS.

PHASE 2

MAINTENANCE OF TRAFFIC:

TRAFFIC IN PHASE 2 WILL BE SHIFTED AS DETAILED ON SHEETS 17, 18 WITH TWO LANES BEING MAINTAINED IN EACH DIRECTION AT ALL TIMES. CONSTRUCTION JOINTS FROM PREVIOUS PHASES EXHIBITING DETERIORATION SHALL BE REPAIRED IN ACCORDANCE WITH ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR PRIOR TO SHIFTING TRAFFIC FOR PHASE 2. THE WIDTH OF THE REPAIR SHALL BE LIMITED TO TWO FEET WIDE AND 2" DEEP. LANE SHIFTS SHALL FOLLOW ODOT SCD MT-102.10 AND BE PERFORMED DURING OFF-PEAK HOURS. CONFLICTING MARKINGS FROM PHASE 1 OR EXISTING MARKINGS SHALL BE REMOVED PRIOR TO SHIFTING TRAFFIC FOR PHASE 2. CONSTRUCT CULVERT AND FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE BEFORE SHIFTING TRAFFIC. LEFT TURN LANE FROM US-23 TO CR-4 (STRATFORD ROAD) SHALL BE DETOURED PER SHEET 12.

CONSTRUCTION WILL INCLUDE:

WORK IN THIS PHASE SHALL INCLUDE REMOVAL OF 11'-0" OF THE EXISTING CULVERT. CONSTRUCT 10'-11 1/2" OF THE PROPOSED CULVERT STARTING WHERE PHASE 1 WORK LEFT OFF. SEE PHASE CONSTRUCTION DIAGRAMS FOR ADDITIONAL DETAILS.

PHASE 3

MAINTENANCE OF TRAFFIC:

TRAFFIC IN PHASE 3 SHALL BE SHIFTED AS DETAILED ON SHEETS 19, 20 WITH TWO LANES BEING MAINTAINED IN EACH DIRECTION AT ALL TIMES. CONSTRUCTION JOINTS FROM PREVIOUS PHASES EXHIBITING DETERIORATION SHALL BE REPAIRED IN ACCORDANCE WITH ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR PRIOR TO SHIFTING TRAFFIC FOR PHASE 3. THE WIDTH OF THE REPAIR SHALL BE LIMITED TO TWO FEET WIDE AND 2" DEEP. LANE SHIFTS SHALL BE IN ACCORDANCE WITH ODOT SCD MT-102.10 AND BE PERFORMED DURING OFF-PEAK HOURS. CONFLICTING MARKINGS FROM PHASE 2 OR EXISTING MARKINGS SHALL BE REMOVED PRIOR TO SHIFTING TRAFFIC FOR PHASE 3. CONSTRUCT CULVERT AND FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE BEFORE SHIFTING TRAFFIC FOR PHASE 4.

CONSTRUCTION SHALL INCLUDE:

WORK IN THIS PHASE SHALL INCLUDE REPLACEMENT OF 16'-0" OF THE EXISTING CULVERT. CONSTRUCT 16'-0 1/2" OF THE PROPOSED CULVERT STARTING WHERE PHASE 2 WORK LEFT OFF. SEE PHASE CONSTRUCTION DIAGRAMS FOR ADDITIONAL DETAILS.

PHASE 4

MAINTENANCE OF TRAFFIC:

TRAFFIC IN PHASE 4 SHALL BE SHIFTED AS DETAILED ON SHEETS 21, 22 WITH TWO LANES BEING MAINTAINED IN EACH DIRECTION AT ALL TIMES. CONSTRUCTION JOINTS FROM PREVIOUS PHASES EXHIBITING DETERIORATION SHALL BE REPAIRED IN ACCORDANCE WITH ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR PRIOR TO SHIFTING TRAFFIC FOR PHASE 4. THE WIDTH OF THE REPAIR SHALL BE LIMITED TO TWO FEET WIDE AND 2" DEEP. LANE SHIFTS SHALL BE IN ACCORDANCE WITH ODOT SCD MT-102.10 AND BE PERFORMED DURING OFF-PEAK HOURS. CONFLICTING MARKINGS FROM PHASE 3 OR EXISTING MARKINGS SHALL BE REMOVED PRIOR TO SHIFTING TRAFFIC FOR PHASE 4. CONSTRUCT CULVERT AND FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE BEFORE SHIFTING TRAFFIC FOR PHASE 5.

CONSTRUCTION SHALL INCLUDE:

WORK IN THIS PHASE SHALL INCLUDE REPLACEMENT OF 11'-0" OF THE EXISTING CULVERT. CONSTRUCT 10'-11 1/2" OF THE PROPOSED CULVERT STARTING WHERE PHASE 3 WORK LEFT OFF. SEE PHASE CONSTRUCTION DIAGRAMS FOR ADDITIONAL DETAILS.

PHASE 5

MAINTENANCE OF TRAFFIC:

TRAFFIC IN PHASE 5 SHALL BE SHIFTED AS DETAILED ON SHEETS 23, 24 WITH TWO LANES BEING MAINTAINED IN EACH DIRECTION AT ALL TIMES. CONSTRUCTION JOINTS FROM PREVIOUS PHASES EXHIBITING DETERIORATION SHALL BE REPAIRED IN ACCORDANCE WITH ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR PRIOR TO SHIFTING TRAFFIC FOR PHASE 5. THE WIDTH OF THE REPAIR SHALL BE LIMITED TO TWO FEET WIDE AND 2" DEEP. LANE SHIFTS SHALL BE IN ACCORDANCE ODOT SCD MT-102.10 AND BE PERFORMED DURING OFF-PEAK HOURS. CONFLICTING MARKINGS FROM PHASE 4 OR EXISTING MARKINGS SHALL BE REMOVED PRIOR TO SHIFTING TRAFFIC FOR PHASE 5. CONSTRUCT CULVERT AND FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE BEFORE OPENING TO TRAFFIC.

CONSTRUCTION SHALL INCLUDE:

WORK IN THIS PHASE SHALL INCLUDE REPLACEMENT OF THE REMAINING PORTION OF THE EXISTING CULVERT AND CONSTRUCTING THE REMAINING PORTION OF THE PROPOSED CULVERT AS WELL AS GUARDRAIL REPLACEMENT, GRADING, FULL DEPTH PAVEMENT THROUGH TEMPORARY SURFACE COURSE, AND SHOULDER REPLACEMENT. SEE PHASE CONSTRUCTION DIAGRAMS FOR ADDITIONAL DETAILS.

PHASE 6

MAINTENANCE OF TRAFFIC:

SHIFT TRAFFIC IN EACH DIRECTION OF US-23 ONTO THE OUTSIDE LANES IN ACCORDANCE WITH SCD MT-95.32 AND CONDUCT THE PLANING AND RESURFACING OPERATION OVER THE INSIDE LANES AND PAVED MEDIAN (WHERE APPLICABLE).

UPON COMPLETION OF THIS WORK, SHIFT TRAFFIC TO THE INSIDE LANES IN ACCORDANCE WITH MT-95.31 AND CONDUCT THE PLANING AND RESURFACING OPERATION ON THE OUTSIDE LANES.

THIS WORK SHALL INCLUDE FINAL PAVEMENT MARKING AND RPM INSTALLATION, AND BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TABLE. WORK THROUGH THE INTERSECTIONS SHALL BE PERFORMED DURING OFF-PEAK HOURS AND WITH LAW ENFORCEMENT OFFICER ASSISTANCE, AS NECESSARY.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2

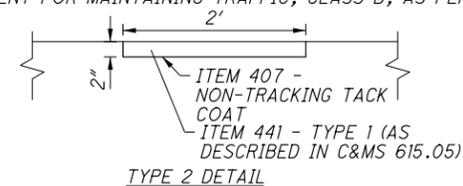
THIS ITEM SHALL BE UTILIZED FOR THE PAVEMENT REPAIRS NEEDED DURING THIS CONSTRUCTION PROCESS. ALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE ENGINEER. IT IS LIKELY THAT REPAIRS WILL BE NEEDED PRIOR TO EACH PHASE SWITCH. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE AS WELL AS ALL LONGITUDINAL SLOPES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR MAINTENANCE OF TRAFFIC FOR PAVEMENT REPAIRS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

THIS WORK SHALL BE CONDUCTED IN ACCORDANCE WITH SCD MT-95.31 AND MT-95.32, AS APPLICABLE, AND IN A MANNER CONFORMING TO THE PERMITTED LANE CLOSURE MAP.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN FORWARDED TO THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN 242 SY

ALL COSTS ASSOCIATED WITH REMOVING AND REPLACING PAVEMENT AND TACK COAT FOR THE REPAIRS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN.



ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY ROADWAY STANDARDS.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

ITEM 614 - WORKZONE RAISED PAVEMENT MARKERS, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&M 614 OR C&M 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&M 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&M 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS SHALL BE INCLUDED IN THE PLANS:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE 681 SY

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 1413 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1 M. GAL

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MAINTENANCE OF TRAFFIC GENERAL NOTES

DEL-23-8-96/
MAR-423-2.14

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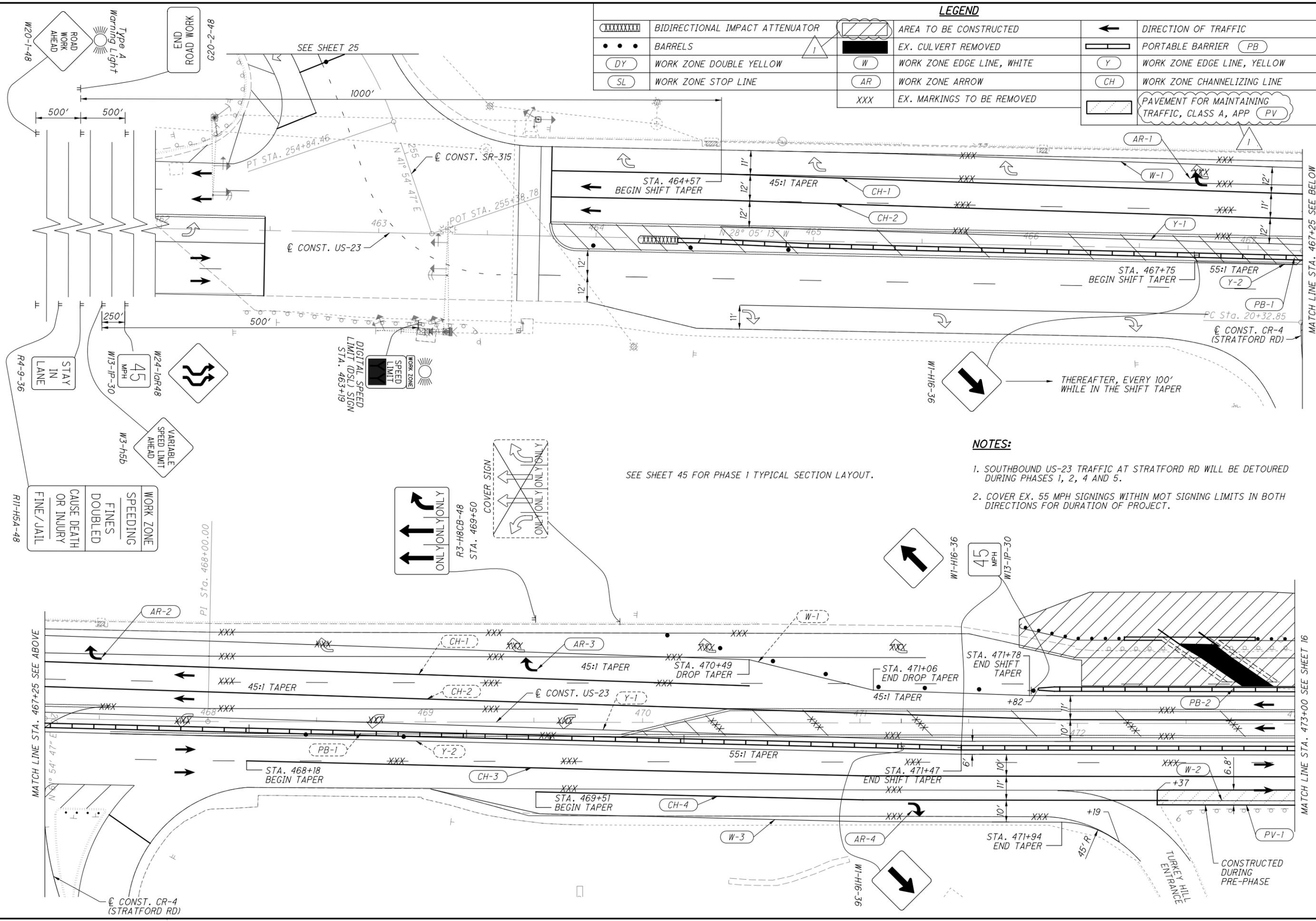
REF. NO.	SHEET NO.	STATION TO STATION		614													615	622		
				OBJECT MARKER, TWO-WAY EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) EACH	WORK ZONE CENTER LINE, CLASS 1, 807 PAINT MILE	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 807 PAINT FT	WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (WHITE) MILE	WORK ZONE EDGE LINE, CLASS 1, 6", 807 PAINT (YELLOW) MILE	WORK ZONE STOP LINE, CLASS 1, 642 PAINT FT	WORK ZONE ARROW, CLASS 1, 642 EACH	WORK ZONE DOTTED LINE, CLASS 1, 4", 807 PAINT FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 642 PAINT FT	SPECIAL - FLASHING ARROW PANEL EA	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SY	PORTABLE BARRIER, UNANCHORED FT	PORTABLE BARRIER, 50", AS PER PLAN FT	PORTABLE BARRIER, ANCHORED FT
CH-1	15	463+79.04	470+48.93																	
CH-2	15, 16	463+79.04	478+49.63																	
CH-3	15, 16	468+17.81	476+87.47																	
CH-4	15	469+50.92	472+41.65																	
CH-5	16	471+89.82	483+25.87																	
CH-6	16	471+89.82	482+10.80																	
DY-1	16	479+82.13	481+03.25					0.03												
W-1	15, 16	465+24.25	484+00.00																	
W-2	15, 16	472+41.65	476+27.33																	
W-3	15	469+11.00	472+19.42																	
Y-1	15, 16	464+57.55	478+59.19																	
Y-2	15, 16	466+75.48	478+59.19																	
DL-1	16	478+49.63	479+66.76																	
SL-2	16	479+82.13																		
PV-1	15, 16	472+36.80	475+24.00																	
PV-2	16	476+24.71	478+13.36																	
PB-1	15, 16	464+37.58	478+33.00	29	87		2													
PB-2	15, 16	471+81.88	477+89.36	12	36	1											430	1400	180	
AR-1	15	466+72.69																		
AR-2	15	467+42.58																		
AR-3	15	469+43.56																		
AR-4	15	471+22.13																		
CH-1	17	463+79.04	468+05.00																	
CH-2	17, 18	463+79.04	478+31.90																	
CH-3	18	478+12.39	478+31.90																	
CH-4	18	479+81.76	483+25.87																	
W-1	17, 18	464+79.00	484+00																	
FP-1	18	475+51.43																		
DL-1	18	478+12.06	479+66.70																	
AR-1	17	466+74.09																		
AR-2	17	467+28.46																		
PB-1	17, 18	471+85.08	475+34.97	7	21	1														
PB-2	17, 18	471+81.89	474+10.96	4	12	1														
TR-1	18	477+07.01	478+31.86																	
TR-2	18	479+81.86	483+25.87																	
CH-1	19	467+55.21	469+98.05																	
CH-2	19	468+05.00	469+03.52																	
CH-3	19, 20	467+85.03	478+27.2812																	
CH-4	20	474+51.75	476+87.51																	
CH-5	20	479+81.87	482+10.95																	
DY-1	19	463+79.04	467+55.13																	
DY-2	19	467+55.12	470+83.74																	
DY-3	20	479+81.99	481+03.25																	
TOTALS CARRIED TO GENERAL SUMMARY				52	156	3	2	0.18	7815	0.85	0.50	13	6	273	136	1	517	650	1400	540

<p>MOT SUBSUMMARY</p>	<p>13 87</p>
<p>DEL-23-0896 / MAR-423-0214</p>	<p>CALCULATED CAG CHECKED GPD</p>

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LEGEND

XXXXXXXXXX	BIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED		DIRECTION OF TRAFFIC
•••	BARRELS		EX. CULVERT REMOVED		PORTABLE BARRIER (PB)
DY	WORK ZONE DOUBLE YELLOW	W	WORK ZONE EDGE LINE, WHITE	Y	WORK ZONE EDGE LINE, YELLOW
SL	WORK ZONE STOP LINE	AR	WORK ZONE ARROW	CH	WORK ZONE CHANNELIZING LINE
		XXX	EX. MARKINGS TO BE REMOVED		PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, APP (PV)



SEE SHEET 45 FOR PHASE 1 TYPICAL SECTION LAYOUT.

NOTES:

1. SOUTHBOUND US-23 TRAFFIC AT STRATFORD RD WILL BE DETOURED DURING PHASES 1, 2, 4 AND 5.
2. COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT.

MATCH LINE STA. 467+25 SEE BELOW

MATCH LINE STA. 473+00 SEE SHEET 16

**MAINTENANCE OF TRAFFIC PHASE 1
STA. 399+15 TO STA. 473+00**

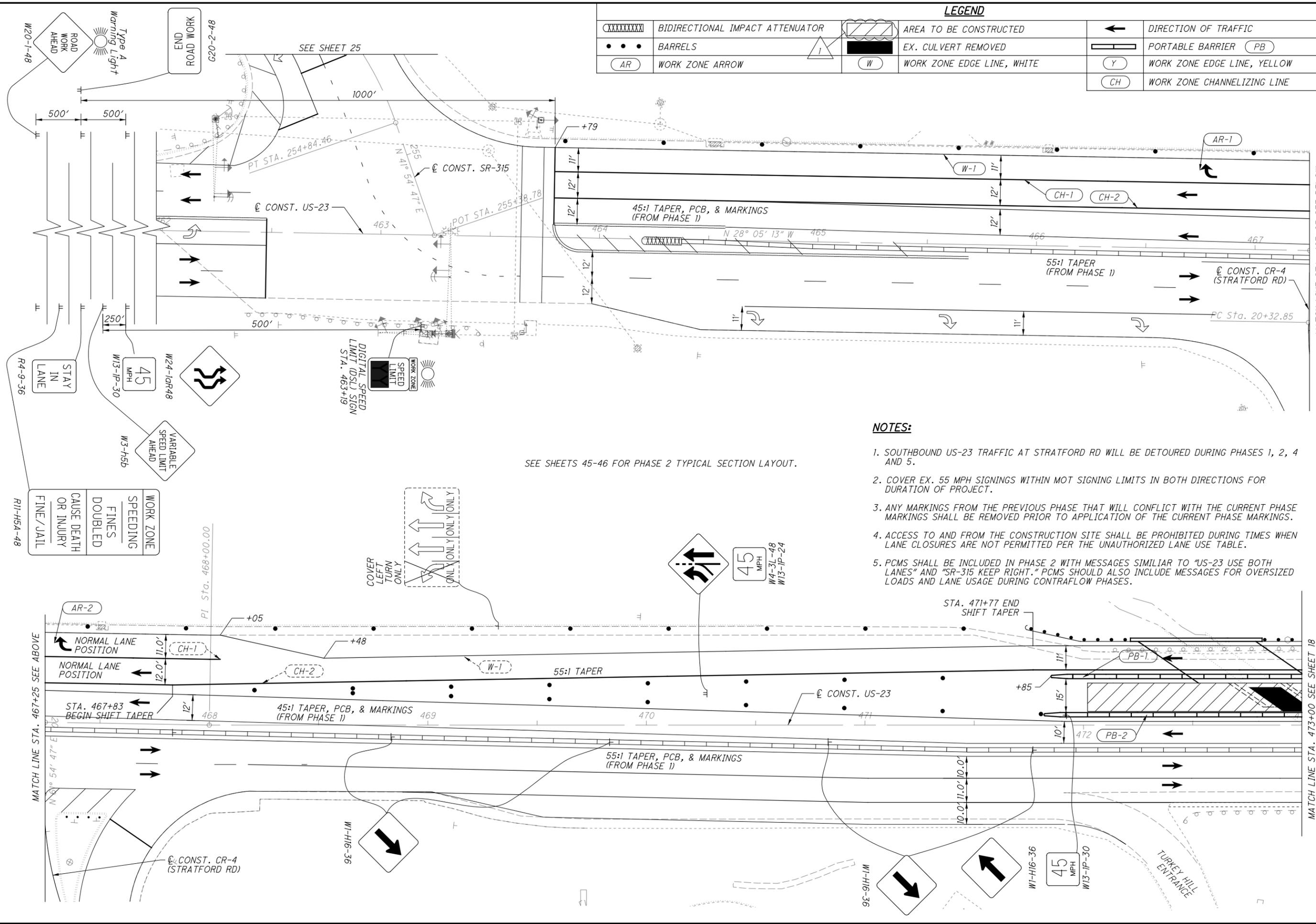
**DEL-23-8.96 /
MAR-423-2.14**

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LEGEND

	BIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED		DIRECTION OF TRAFFIC
	BARRELS		EX. CULVERT REMOVED		PORTABLE BARRIER (PB)
	WORK ZONE ARROW		WORK ZONE EDGE LINE, WHITE		WORK ZONE EDGE LINE, YELLOW
			WORK ZONE CHANNELIZING LINE		



SEE SHEETS 45-46 FOR PHASE 2 TYPICAL SECTION LAYOUT.

NOTES:

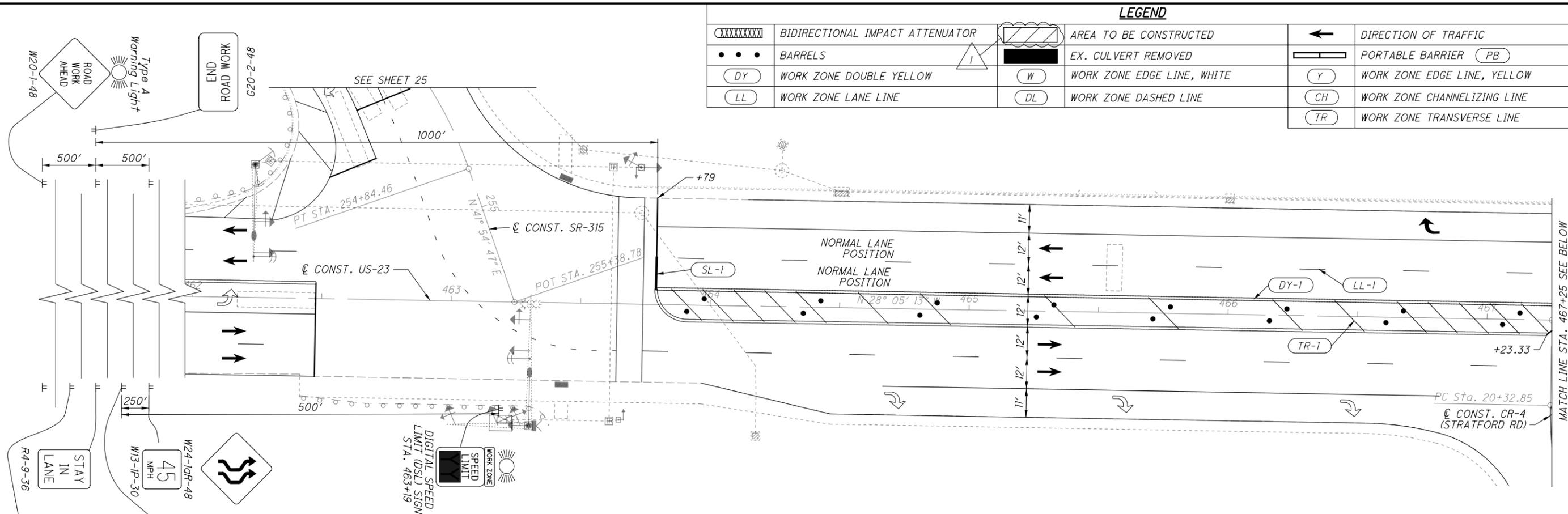
1. SOUTHBOUND US-23 TRAFFIC AT STRATFORD RD WILL BE DETOURED DURING PHASES 1, 2, 4 AND 5.
2. COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT.
3. ANY MARKINGS FROM THE PREVIOUS PHASE THAT WILL CONFLICT WITH THE CURRENT PHASE MARKINGS SHALL BE REMOVED PRIOR TO APPLICATION OF THE CURRENT PHASE MARKINGS.
4. ACCESS TO AND FROM THE CONSTRUCTION SITE SHALL BE PROHIBITED DURING TIMES WHEN LANE CLOSURES ARE NOT PERMITTED PER THE UNAUTHORIZED LANE USE TABLE.
5. PCMS SHALL BE INCLUDED IN PHASE 2 WITH MESSAGES SIMILAR TO "US-23 USE BOTH LANES" AND "SR-315 KEEP RIGHT." PCMS SHOULD ALSO INCLUDE MESSAGES FOR OVERSIZED LOADS AND LANE USAGE DURING CONTRAFLOW PHASES.

CALCULATED
CAG
CHECKED
GPD

**MAINTENANCE OF TRAFFIC PHASE 2
STA. 399+15 TO STA. 473+00**

DEL-23-8.96 /
MAR-423-2.14

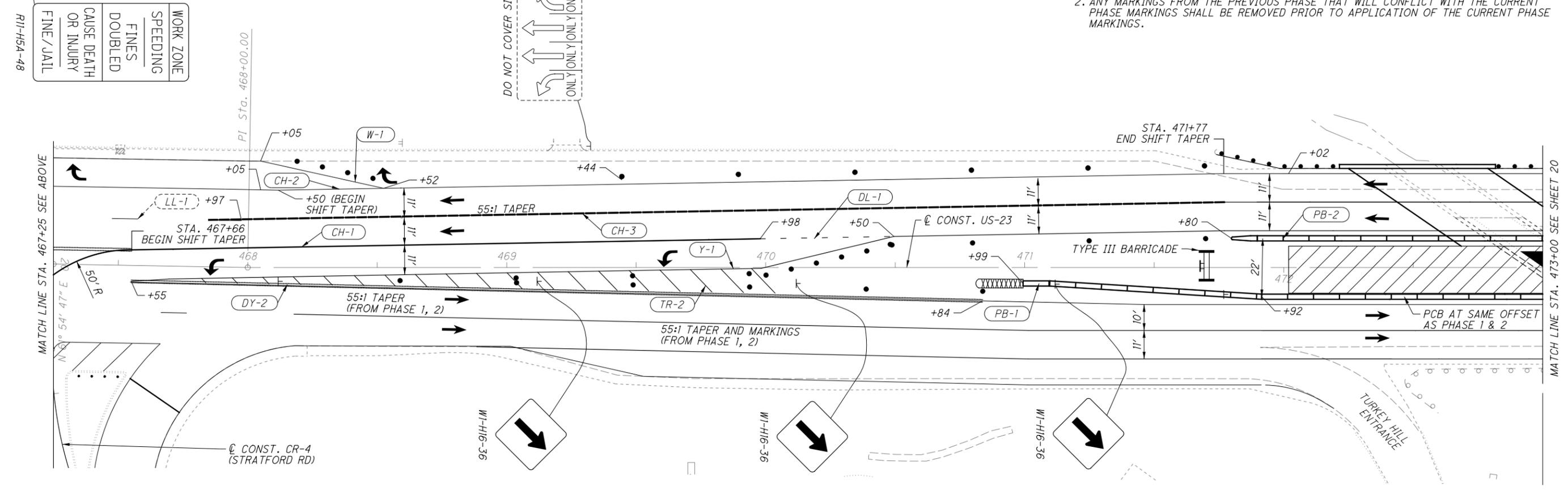
LEGEND			
XXXXXXXXXX	BIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED
•••	BARRELS		EX. CULVERT REMOVED
(DY)	WORK ZONE DOUBLE YELLOW	(W)	WORK ZONE EDGE LINE, WHITE
(LL)	WORK ZONE LANE LINE	(DL)	WORK ZONE DASHED LINE
			DIRECTION OF TRAFFIC
			PORTABLE BARRIER (PB)
		(Y)	WORK ZONE EDGE LINE, YELLOW
		(CH)	WORK ZONE CHANNELIZING LINE
		(TR)	WORK ZONE TRANSVERSE LINE



SEE SHEETS 46 FOR PHASE 3 TYPICAL SECTION LAYOUT.

NOTES:

- COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT.
- ANY MARKINGS FROM THE PREVIOUS PHASE THAT WILL CONFLICT WITH THE CURRENT PHASE MARKINGS SHALL BE REMOVED PRIOR TO APPLICATION OF THE CURRENT PHASE MARKINGS.

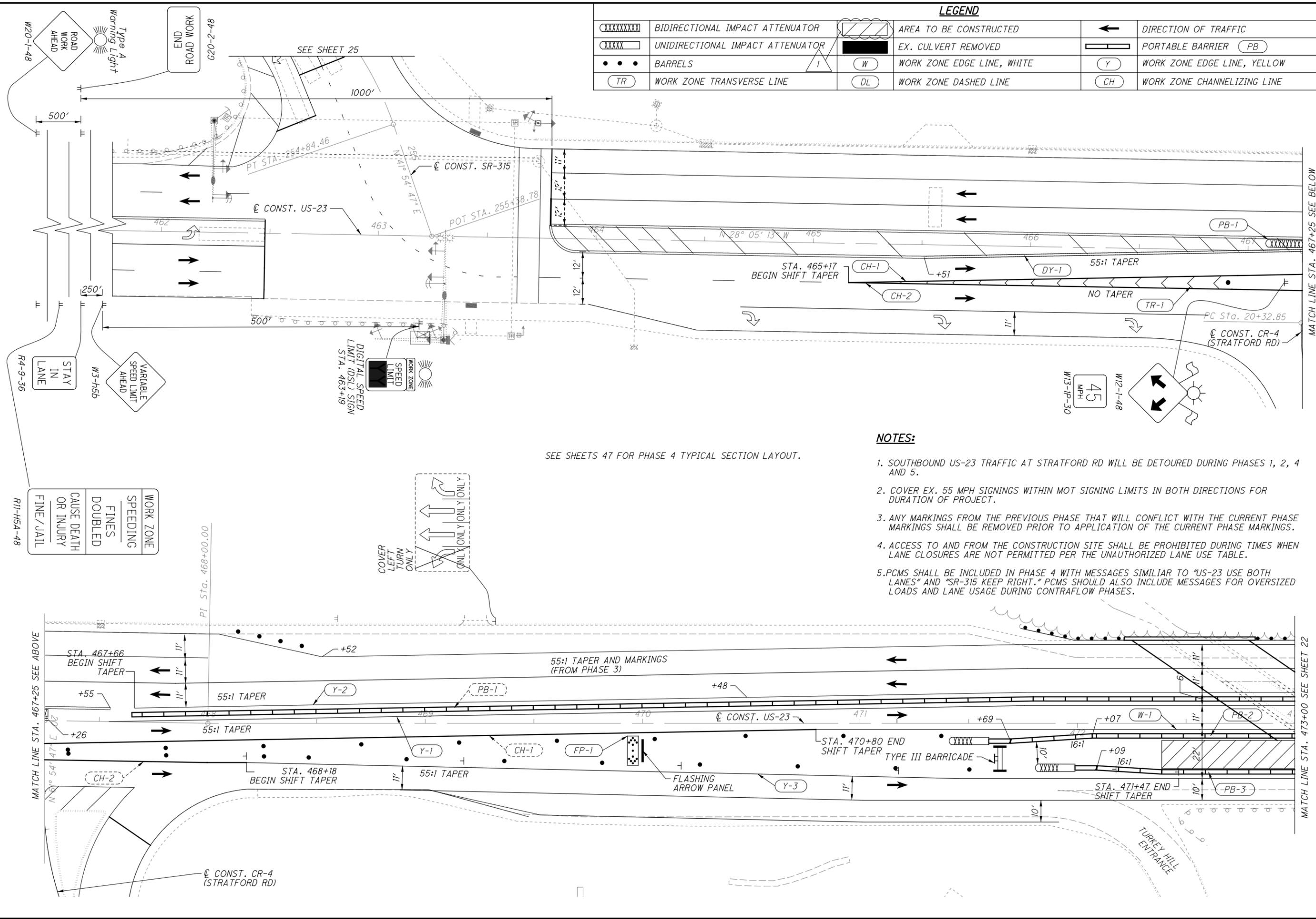


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MAINTENANCE OF TRAFFIC PHASE 3
STA. 399+15 TO STA. 473+00

DEL-23-8-96 / MAR-423-2.14
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LEGEND			
	BIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED
	UNIDIRECTIONAL IMPACT ATTENUATOR		EX. CULVERT REMOVED
	BARRELS		WORK ZONE EDGE LINE, WHITE
	WORK ZONE TRANSVERSE LINE		WORK ZONE EDGE LINE, YELLOW
			WORK ZONE DASHED LINE
			DIRECTION OF TRAFFIC
			PORTABLE BARRIER (PB)
			WORK ZONE EDGE LINE, YELLOW
			WORK ZONE CHANNELIZING LINE



MAINTENANCE OF TRAFFIC PHASE 4
STA. 399+15 TO STA. 473+00

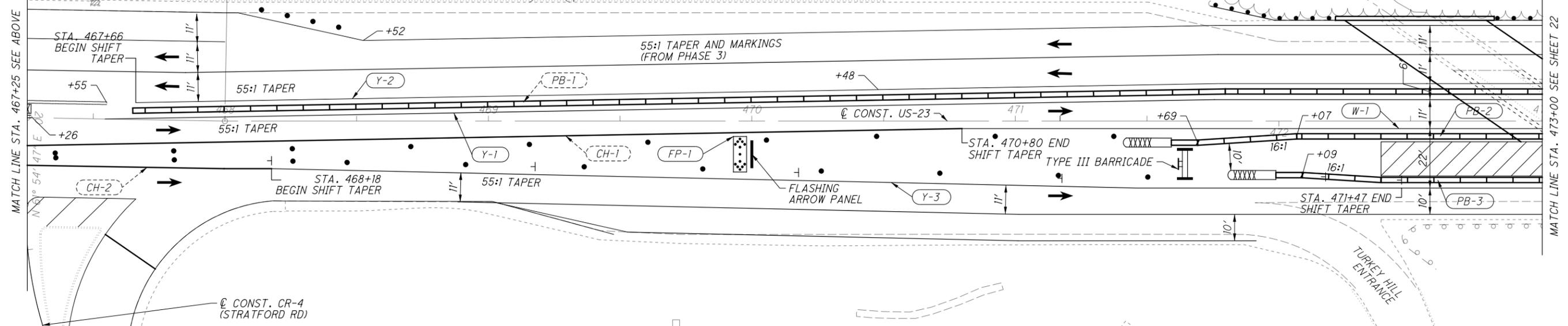
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SEE SHEETS 47 FOR PHASE 4 TYPICAL SECTION LAYOUT.

NOTES:

1. SOUTHBOUND US-23 TRAFFIC AT STRATFORD RD WILL BE DETOURED DURING PHASES 1, 2, 4 AND 5.
2. COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT.
3. ANY MARKINGS FROM THE PREVIOUS PHASE THAT WILL CONFLICT WITH THE CURRENT PHASE MARKINGS SHALL BE REMOVED PRIOR TO APPLICATION OF THE CURRENT PHASE MARKINGS.
4. ACCESS TO AND FROM THE CONSTRUCTION SITE SHALL BE PROHIBITED DURING TIMES WHEN LANE CLOSURES ARE NOT PERMITTED PER THE UNAUTHORIZED LANE USE TABLE.
5. PCMS SHALL BE INCLUDED IN PHASE 4 WITH MESSAGES SIMILAR TO "US-23 USE BOTH LANES" AND "SR-315 KEEP RIGHT." PCMS SHOULD ALSO INCLUDE MESSAGES FOR OVERSIZED LOADS AND LANE USAGE DURING CONTRAFLOW PHASES.

WORK ZONE
 SPEEDING
 FINES
 CAUSE DEATH
 OR INJURY
 FINE/JAIL



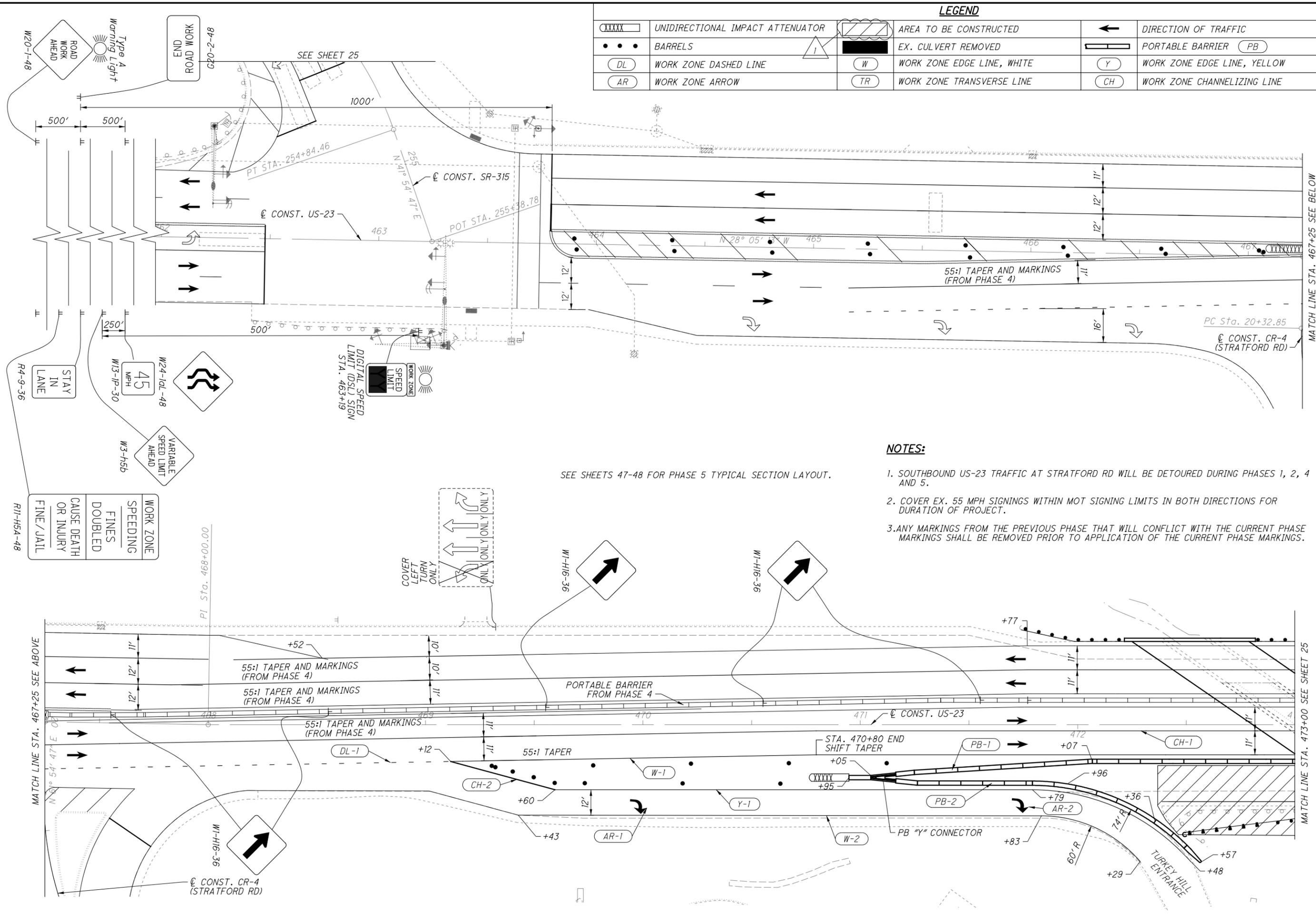
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LEGEND

XXXXX	UNIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED		DIRECTION OF TRAFFIC
•••	BARRELS		EX. CULVERT REMOVED		PORTABLE BARRIER (PB)
DL	WORK ZONE DASHED LINE	W	WORK ZONE EDGE LINE, WHITE	Y	WORK ZONE EDGE LINE, YELLOW
AR	WORK ZONE ARROW	TR	WORK ZONE TRANSVERSE LINE	CH	WORK ZONE CHANNELIZING LINE

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SCALE IN FEET

CALCULATED
CAG
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GPD



SEE SHEETS 47-48 FOR PHASE 5 TYPICAL SECTION LAYOUT.

NOTES:

1. SOUTHBOUND US-23 TRAFFIC AT STRATFORD RD WILL BE DETOURED DURING PHASES 1, 2, 4 AND 5.
2. COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT.
3. ANY MARKINGS FROM THE PREVIOUS PHASE THAT WILL CONFLICT WITH THE CURRENT PHASE MARKINGS SHALL BE REMOVED PRIOR TO APPLICATION OF THE CURRENT PHASE MARKINGS.

**MAINTENANCE OF TRAFFIC PHASE 5
STA. 399+15 TO STA. 473+00**

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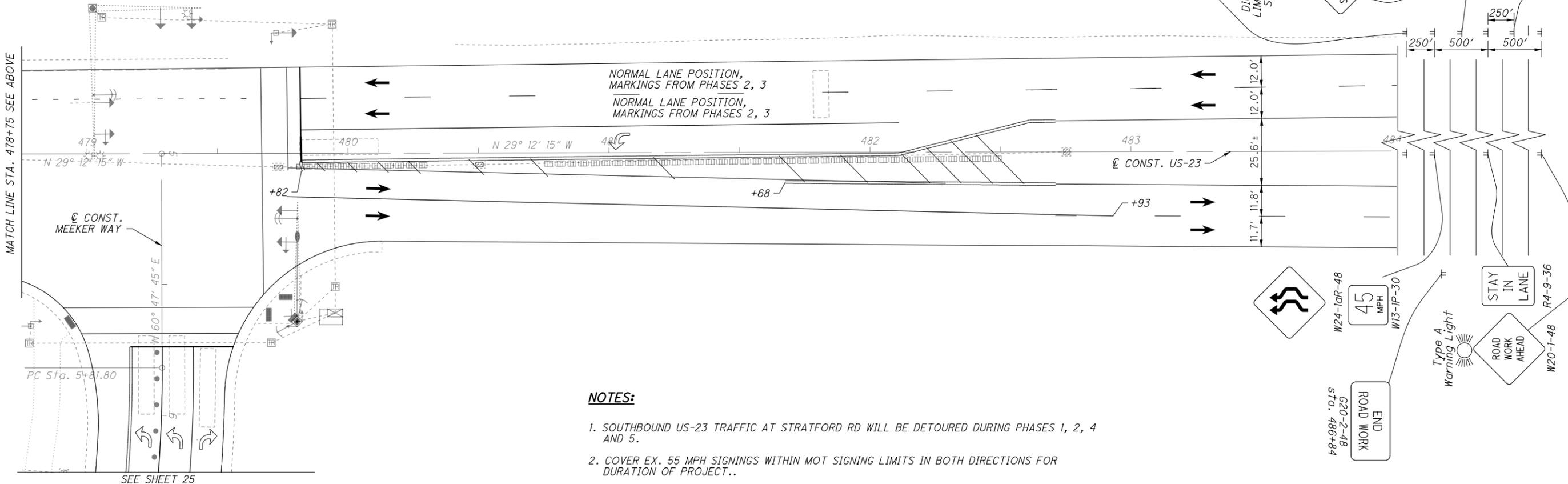
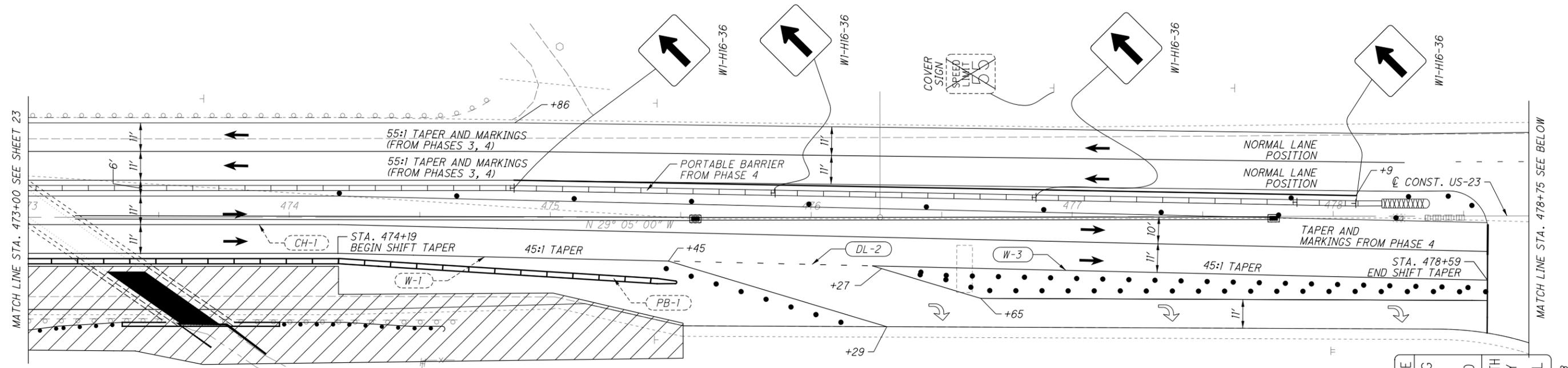
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XXXXX	UNIDIRECTIONAL IMPACT ATTENUATOR		AREA TO BE CONSTRUCTED		DIRECTION OF TRAFFIC
•••	BARRELS		EX. CULVERT REMOVED		PORTABLE BARRIER (PB)
DL	WORK ZONE DASHED LINE		WORK ZONE EDGE LINE, WHITE		WORK ZONE CHANNELIZING LINE

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED
CAG
CHECKED
GPD



NOTES:

1. SOUTHBOUND US-23 TRAFFIC AT STRATFORD RD WILL BE DETOURED DURING PHASES 1, 2, 4 AND 5.
2. COVER EX. 55 MPH SIGNINGS WITHIN MOT SIGNING LIMITS IN BOTH DIRECTIONS FOR DURATION OF PROJECT..
3. ANY MARKINGS FROM THE PREVIOUS PHASE THAT WILL CONFLICT WITH THE CURRENT PHASE MARKINGS SHALL BE REMOVED PRIOR TO APPLICATION OF THE CURRENT PHASE MARKINGS.

**MAINTENANCE OF TRAFFIC PHASE 5
STA. 473+00 TO STA. 547+60**

DEL-23-8.96/
MAR-423-2.14

