

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MAD-142-13.41
OVER I-70
JEFFERSON TOWNSHIP
MADISON COUNTY

PROJECT DESCRIPTION

REPLACEMENT OF THE DECKS OF TWIN STRUCTURES ON STATE ROUTE 142 OVER INTERSTATE 70. PROJECT INCLUDES APPROACH SLABS, MAINTAINING TRAFFIC, AND RESURFACING.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: 0.72 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A

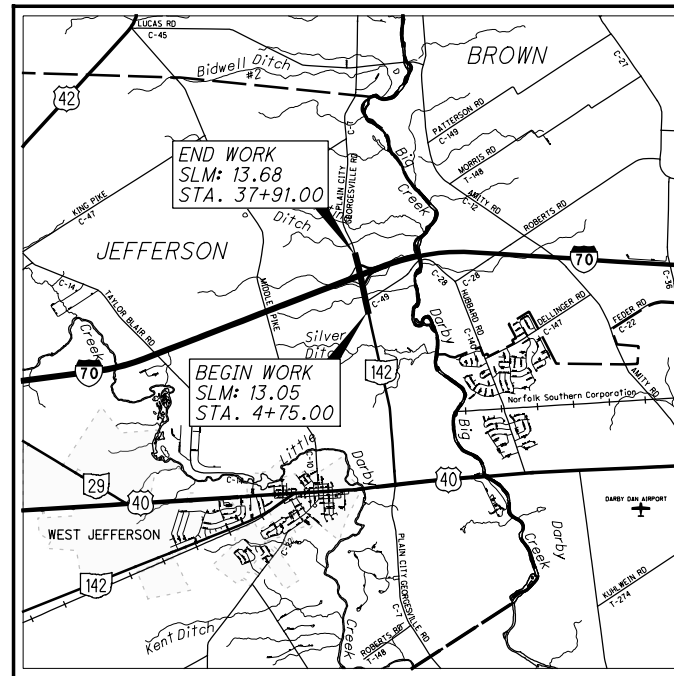
LIMITED ACCESS

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 CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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



LOCATION MAP

LATITUDE: 39°58'38" LONGITUDE: 83°15'39"



INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

DESIGN DESIGNATION	SR 142	IR 70
CURRENT ADT (2020)	3,900	69,000
DESIGN YEAR ADT (2040)	4,100	75,000
DESIGN HOURLY VOLUME (2020)	400	7,500
DIRECTIONAL DISTRIBUTION	54%	57%
TRUCKS (24 HOUR B&C)	3.4%	32%
DESIGN SPEED	55 MPH	70 MPH
LEGAL SPEED	50 MPH	70 MPH
DESIGN FUNCTIONAL CLASSIFICATION: RURAL - MAJOR COLLECTOR		RURAL INTERSTATE
NHS PROJECT	NO	YES

DESIGN EXCEPTIONS

NONE

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UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

OHIO Utilities Protection SERVICE
(Non-members must be called directly)

Call Before You Dig
1-800-362-2764

OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:

Newark Office:
88 West Church Street
Newark, OH 43055
(740) 345-1921 (ph)
(740) 345-4994 (fax)
www.adrinnovation.com

ENGINEERS SEAL:

SIGNED: *Justin T. Hartfield*
DATE: February 24, 2020

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
AS-1-15	7/17/15	MT-95.30	7/19/19	BP-3.1	1/17/20	MGS-1.1	1/19/18	800	4/17/20		
AS-2-15	1/18/19	MT-95.32	4/19/19	BP-5.1	1/18/19	MGS-2.1	1/19/18	808	1/18/19		
SBR-1-13	7/20/18	MT-95.40	1/17/20	BP-9.1	1/18/19	MGS-3.1	1/19/18	821	4/20/12		
SICD-1-96	7/18/14	MT-95.45	1/17/20			MGS-4.3	1/18/13	832	10/19/18		
SICD-2-14	7/18/14	MT-95.50	7/21/17	TC-41.20	10/18/13			908	10/20/17		
VPF-1-90	7/20/18	MT-97.12	1/20/17	TC-41.30	10/18/13	RM-3.1	7/20/18				
		MT-98.20	4/19/19	TC-41.50	10/18/13	RM-4.2	1/17/20				
DM-4.1	7/20/18	MT-99.30	1/17/20	TC-42.20	10/18/13	RM-4.5	7/21/17				
DM-4.4	1/15/16	MT-101.60	1/17/20	TC-52.10	10/18/13						
		MT-101.70	1/17/20	TC-52.20	7/20/18						
		MT-101.75	1/17/20	TC-61.30	7/19/19						
		MT-101.90	7/21/17	TC-65.10	1/17/14						
		MT-102.10	1/17/20	TC-65.11	7/21/17						
		MT-104.10	10/16/15	TC-70.10	7/19/18						
				TC-72.20	7/20/18						

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.	E170(806)
CONSTRUCTION PROJECT NO.	---
PID NO.	104240
RAILROAD INVOLVEMENT	NONE
MAD-142-13.41	
1	119

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ITEM 614, MAINTAINING TRAFFIC

THE REHABILITATION OF MAD-142-1341 L&R REQUIRES LANE CLOSURES ON INTERSTATE 70 AND STATE ROUTE 142.

THE CONTRACTOR SHALL MAINTAIN THE MINIMUM NUMBER OF THROUGH LANES ON INTERSTATE 70 AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE. THROUGH LANES ARE DEFINED AS CONTINUOUS MAINLINE LANES AND DO NOT INCLUDE LANES ADDED AT ENTRANCE RAMPS OR DROPPED AT EXIT RAMPS. DURING ALLOWABLE NIGHT HOURS ONE LANE OF INTERSTATE 70 MAY BE MAINTAINED BY USING THE RAMPS.

A MINIMUM OF ONE (1) LANE IN EACH DIRECTION SHALL BE MAINTAINED ON STATE ROUTE 142. A MINIMUM OF TWO (2) LANES IN EACH DIRECTION SHALL BE MAINTAINED ON INTERSTATE 70 EXCEPT DURING NIGHT HOURS AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE.

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.

MAINTENANCE OF TRAFFIC SEQUENCE

PRIOR TO PHASE 1, THE CONTRACTOR SHALL REMOVE PORTIONS OF EXISTING CONCRETE ISLANDS AS DESIGNATED IN THE MAINTENANCE OF TRAFFIC PHASE 1 PLAN SHEETS. TRAFFIC SHALL BE MAINTAINED PER MT-95.32 AND MT-101.90. PAVEMENT SHALL BE RESTORED PER THE MAINTENANCE OF TRAFFIC - NOTE DETAIL ON SHEET 14/119.

DURING PHASE 1 OR PHASE 2 ON STATE ROUTE 142, PHASES A, B, OR C MAY BE IN PLACE ON INTERSTATE 70. THE CONTRACTOR SHALL SUBMIT A MAINTENANCE OF TRAFFIC SCHEDULE SHOWING DATES AND DURATIONS FOR THE SEQUENCE OF PHASES USED TO CONSTRUCT THE PROJECT FOR APPROVAL BY THE ENGINEER.

PHASE C MAINTENANCE OF TRAFFIC

PHASE C SHALL ONLY BE IMPLEMENTED BETWEEN THE HOURS OF 11:00PM AND 5:00AM. AS DIRECTED BY THE ENGINEER, LAW ENFORCEMENT OFFICERS (LEOs) SHALL BE STATIONED ALONG STATE ROUTE 142 AT THE EXIT AND ENTRANCE RAMPS. THE LEOs AT THE RAMPS SHALL DIRECT TRAFFIC AS NECESSARY. PRIORITY SHALL BE GIVEN TO INTERSTATE 70 TRAFFIC. CONTINUOUS TRAFFIC SHALL BE ALLOWED ON INTERSTATE 70 RAMPS EXCEPT WHEN STOPPED BY LEOs TO ALLOW THROUGH STATE ROUTE 142 TRAFFIC.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

**ITEM 614, WORK ZONE CENTER LINE, CLASS I
ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6"
ITEM 614, WORK ZONE TRANSVERSE / DIAGONAL LINE, CLASS I
ITEM 614, WORK ZONE STOP LINE, CLASS I**

ALL WORK ZONE PAVEMENT MARKINGS PLACED ON FINAL ASPHALT CONCRETE SURFACE COURSE OR ON PROPOSED BRIDGE DECK SHALL BE PER CMS 740.06, TYPE 1 (REMOVABLE).

WORK ZONE SPEED ZONES (WZSZs)

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

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION	DIRECTION
WZ-35682	BEGIN MAD-70-13.75	EASTBOUND
	END MAD-70-15.35	
WZ-35682	BEGIN MAD-70-14.19	WESTBOUND
	END FRA-70-00.53	

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.

WZSZs USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZs USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZs USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

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.

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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 20 SIGN MONTH [ASSUMING 4 DSL SIGN ASSEMBLIES FOR 2 MONTHS AND 12 DSL SIGN ASSEMBLIES FOR 1 MONTHS]

LANE VALUE CONTRACT TABLE						
MADISON 70						
SECTION	EXISTING NUMBER OF LANES PER DIRECTION	LANE CLOSURE ARE NOT PERMITTED:				DISINCENTIVE AMOUNTS PER MINUTE PER LANE
		LANE REDUCTION	MONDAY TO THURSDAY	FRIDAY	SATURDAY & SUNDAY	
CLARK COUNTY LINE (0.00) TO FRANKLIN COUNTY LINE (15.58)	3	3 TO 2	NO RESTRICTION	4PM - 6 PM	NO RESTRICTION	\$245
		3 TO 1	6AM - 8PM	6AM - 7PM	8AM - 9PM	\$245
SHORT TERM CLOSURES ARE PERMITTED ANY TIME EXCEPT 6AM - 9AM AND 3PM - 6 PM MONDAY - FRIDAY						

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MAINTENANCE OF TRAFFIC NOTES

MAD-142-13.41

CALCULATED
JTH
CHECKED
BCK

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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, 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.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTCD, 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).

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 WHICH 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 1,632 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.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE LANE VALUE CONTRACT TABLE.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN
WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 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&MS 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&MS 621.08.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 1,880 EACH

COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS ON THE ADJACENT PROJECTS.

PROJECT: MAD-70-8.62, PID: 107109
PROJECT ENGINEER: JEFF VANCE
PHONE: (740) 815-6029

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS)*, AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAYMENT ITEM.

*IF REQUIRED BY THE PROJECT

RESTORATION OF PAVEMENT MARKINGS

UPON THE CONCLUSION OF MAINTAINING TRAFFIC PER PHASE A OR B, PAVEMENT MARKINGS SHALL BE RESTORED.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLANS:

ITEM 644, EDGE LINE, 6" - 2.44 MILE
ITEM 644, LANE LINE, 6" - 3.30 MILE
ITEM 644, CHANNELIZING LINE, 12" - 860 FOOT
ITEM 644, DOTTED LINE, 6" - 1,072 FOOT

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ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (CONTINUED)

WZCH-8
 STA. 777+70 TO STA. 788+90
 $(788+90 - 777+70) / 20 = 56$ SPACES
 STA. 788+90 TO STA. 811+59
 $(811+59 - 788+90) / 120 = 18.9$ ROUND TO 19 SPACES
 STA. 811+59 TO STA. 0+36
 STATION EQUATION AT STA. 822+43.32 = 0+00.00
 $(822+43 - 811+59 + 0+36 - 0+00) / 20 = 56$
 SUBTOTAL: 56 SPACES + 19 SPACES + 56 SPACES = 131 SPACES - 132 EACH

WZYL-4
 STA. 777+70 TO STA. 788+90
 $(788+90 - 777+70) / 20 = 56$ SPACES - 57 EACH
 STA. 811+59 TO STA. 0+36
 STATION EQUATION AT STA. 822+43.32 = 0+00.00
 $(822+43 - 811+59 + 0+36 - 0+00) / 20 = 56$ SPACES - 57 EACH
 SUBTOTAL: 57 EACH + 57 EACH = 114 EACH

WZCH-9
 STA. 796+86 TO STA. 803+95
 $(803+95 - 796+86) / 40 = 17.7$ ROUND TO 18 SPACES - 19 EACH

WZCH-10
 STA. 799+75 TO STA. 803+94
 $(803+94 - 799+75) / 40 = 10.5$ ROUND TO 11 SPACES - 12 EACH

WZWL-8
 STA. 811+59 TO STA. 14+61
 STATION EQUATION AT STA. 822+43.32 = 0+00.00
 $(822+43 - 811+59 + 14+61 - 0+00) / 20 = 127.3$ ROUND TO 128 SPACES - 129 EACH

TOTAL: 2 EACH + 4 EACH + 12 EACH + 13 EACH + 1 EACH + 2 EACH + 8 EACH + 7 EACH + 12 EACH + 4 EACH + 2 EACH + 14 EACH + 8 EACH + 186 EACH + 127 EACH + 57 EACH + 5 EACH + 57 EACH + 57 EACH + 128 EACH + 186 EACH + 57 EACH + 5 EACH + 129 EACH + 132 EACH + 57 EACH + 114 EACH + 12 EACH + 19 EACH + 57 EACH + 132 EACH + 114 EACH + 19 EACH + 12 EACH + 129 EACH = 1,880 EACH

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE WAY)

STA. 23+56.30 TO STA. 26+38.63
 $(26+38.63 - 23+56.30) / 50 = 5.6$ ROUND TO 6 SPACES - 7 EACH

STA. 23+61.48 TO STA. 26+43.90
 $(26+43.90 - 23+61.48) / 50 = 5.6$ ROUND TO 6 SPACES - 7 EACH

STA. 123+52.05 TO STA. 126+57.66
 $(126+57.66 - 123+52.05) / 50 = 6.1$ ROUND TO 7 SPACES - 8 EACH

STA. 123+42.52 TO STA. 126+77.38
 $(126+77.38 - 123+42.52) / 50 = 6.7$ ROUND TO 7 SPACES - 8 EACH

STA. 787+06.00 TO STA. 787+95.00
 $(787+95.00 - 787+06.00) / 50 = 1.8$ ROUND TO 2 SPACES - 3 EACH

STA. 787+42.50 TO STA. 788+31.50
 $(788+31.50 - 787+42.50) / 50 = 1.8$ ROUND TO 2 SPACES - 3 EACH

TOTAL: 7 EACH + 7 EACH + 8 EACH + 8 EACH + 3 EACH + 3 EACH = 36 EACH

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE WAY)

WZGR-1
 STA. 23+31.33 TO STA. 23+56.33
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(23+56.33 - 23+31.33) / 50 = 0.5$ ROUND TO 1 EACH
 STA. 22+41.04 TO STA. 23+31.33
 PORTION > 5' FROM EDGE OF TRAVELED WAY
 $(23+31.33 - 22+41.04) / 100 = 0.9$ ROUND TO 1 EACH
 SUBTOTAL: 1 EACH + 1 EACH = 2 EACH

WZGR-2
 STA. 123+20.50 TO STA. 123+42.52
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(123+42.52 - 123+20.50) / 50 = 0.4$ ROUND TO 1 EACH

WZGR-3
 STA. 126+77.38 TO STA. 126+87.35
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(126+87.35 - 126+77.38) / 50 = 0.2$ ROUND TO 1 EACH
 STA. 126+87.35 TO STA. 127+68.50
 PORTION > 5' FROM EDGE OF TRAVELED WAY
 $(127+68.50 - 126+87.35) / 100 = 0.8$ ROUND TO 1 EACH
 SUBTOTAL: 1 EACH + 1 EACH = 2 EACH

WZGR-4
 STA. 785+15.38 TO STA. 787+06.00
 $(786+06.00 - 785+15.38) / 50 = 3.8$ ROUND TO 4 SPACES - 5 EACH

WZGR-4
 STA. 788+31.50 TO STA. 790+34.63
 $(790+34.63 - 788+31.50) / 50 = 4.1$ ROUND TO 5 SPACES - 6 EACH

TOTAL: 2 EACH + 1 EACH + 2 EACH + 5 EACH + 6 EACH = 16 EACH

ITEM 614, OBJECT MARKER, ONE WAY

WZGR-1
 OBJECT MARKERS ON GUARDRAIL
 STA. 23+31.33 TO STA. 23+56.33
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(23+56.33 - 23+31.33) / 50 = 0.5$ ROUND TO 1 EACH

STA. 123+20.50 TO STA. 123+42.52
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(123+42.52 - 123+20.50) / 50 = 0.4$ ROUND TO 1 EACH

WZGR-2
 STA. 126+77.38 TO STA. 126+87.35
 PORTION 5' OR LESS FROM EDGE OF TRAVELED WAY
 $(126+87.35 - 126+77.38) / 50 = 0.2$ ROUND TO 1 EACH

WZGR-3
 STA. 785+15.38 TO STA. 787+06.00
 $(786+06.00 - 785+15.38) / 50 = 3.8$ ROUND TO 4 SPACES - 5 EACH

WZGR-4
 STA. 788+31.50 TO STA. 790+34.63
 $(790+34.63 - 788+31.50) / 50 = 4.1$ ROUND TO 5 SPACES - 6 EACH

TOTAL: 1 EACH + 1 EACH + 1 EACH + 5 EACH + 6 EACH = 14 EACH

OBJECT MARKERS ON PORTABLE AND PERMANENT BARRIER

STA. 23+56.30 TO STA. 26+38.63
 $(26+38.63 - 23+56.30) / 50 = 5.6$ ROUND TO 6 SPACES - 7 EACH

STA. 23+61.48 TO STA. 26+43.90
 $(26+43.90 - 23+61.48) / 50 = 5.6$ ROUND TO 6 SPACES - 7 EACH

STA. 123+52.05 TO STA. 126+57.66
 $(126+57.66 - 123+52.05) / 50 = 6.1$ ROUND TO 7 SPACES - 8 EACH

STA. 123+42.52 TO STA. 126+77.38
 $(126+77.38 - 123+42.52) / 50 = 6.7$ ROUND TO 7 SPACES - 8 EACH

STA. 787+06.00 TO STA. 787+95.00
 $(787+95.00 - 787+06.00) / 50 = 1.8$ ROUND TO 2 SPACES - 3 EACH

STA. 787+42.50 TO STA. 788+31.50
 $(788+31.50 - 787+42.50) / 50 = 1.8$ ROUND TO 2 SPACES - 3 EACH

TOTAL: 7 EACH + 7 EACH + 8 EACH + 8 EACH + 3 EACH + 3 EACH = 36 EACH

ITEM 644, DOTTED LINE, 6"

STA. 799+75.00 TO STA. 805+11.00, 66.00' LEFT
 $805+11.00 - 799+75.00 = 536$ FOOT

STA. 771+01.00 TO STA. 776+37.00, 66.00' RIGHT
 $776+37.00 - 771+01.00 = 536$ FOOT

TOTAL: 536 FOOT + 536 FOOT = 1,072 FOOT

ITEM 644, EDGE LINE, 6"

STA. 780+70.00 TO STA. 819+79.00, 30.00' LEFT
 $(819+79.00 - 780+70.00) / 5,280 = 0.74$ MILE

STA. 780+78.00 TO STA. 796+86.00, 66.00' LEFT
 $(796+86.00 - 780+78.00) / 5,280 = 0.30$ MILE

STA. 804+45.00 TO STA. 814+27.00, 66.00' LEFT
 $(814+27.00 - 804+45.00) / 5,280 = 0.19$ MILE

STA. 756+32.00 TO STA. 794+68.00, 30.00' RIGHT
 $(794+68.00 - 756+32.00) / 5,280 = 0.73$ MILE

STA. 761+85.00 TO STA. 771+63.00, 66.00' RIGHT
 $(771+63.00 - 761+85.00) / 5,280 = 0.19$ MILE

STA. 779+26.00 TO STA. 794+58.00, 66.00' RIGHT
 $(794+58.00 - 779+26.00) / 5,280 = 0.29$ MILE

TOTAL: 0.74 MILE + 0.30 MILE + 0.19 MILE + 0.73 MILE + 0.19 MILE + 0.29 MILE = 2.44 MILE

ITEM 644, LANE LINE, 6"

STA. 780+78.00 TO STA. 814+27.00, 54.00' LEFT
 $(814+27.00 - 780+78.00) / 5,280 = 0.63$ MILE

STA. 780+70.00 TO STA. 819+79.00, 42.00' LEFT
 $(819+79.00 - 780+70.00) / 5,280 = 0.74$ MILE

STA. 820+89.00 TO STA. 822+43.32 AND STA. 0+00.00 TO STA. 6+09.00, 42.00' LEFT
 $(822+43.32 - 820+89.00 + 6+09.00 - 0+00.00) / 5,280 = 0.14$ MILE

STA. 3+81.00 TO STA. 11+61.00, 54.00' LEFT
 $(11+61.00 - 3+81.00) / 5,280 = 0.15$ MILE

STA. 742+05.00 TO STA. 749+75.00, 54.00' RIGHT
 $(749+75.00 - 742+05.00) / 5,280 = 0.15$ MILE

STA. 747+65.00 TO STA. 755+35.00, 42.00' RIGHT
 $(755+35.00 - 747+65.00) / 5,280 = 0.15$ MILE

STA. 756+45.00 TO STA. 794+55.00, 42.00' RIGHT
 $(794+55.00 - 756+45.00) / 5,280 = 0.72$ MILE

STA. 762+05.00 TO STA. 794+55.00, 54.00' RIGHT
 $(794+55.00 - 762+05.00) / 5,280 = 0.62$ MILE

TOTAL: 0.63 MILE + 0.74 MILE + 0.14 MILE + 0.15 MILE + 0.15 MILE + 0.15 MILE + 0.72 MILE + 0.62 MILE = 3.30 MILE

ITEM 644, CHANNELIZING LINE, 12"

EASTBOUND EXIT RAMP
 STA. 776+37.00 TO STA. 779+26.00 MAINLINE
 STA. 776+36.00 TO STA. 777+77.00 RAMP
 $779+26.00 - 776+37.00 + 777+77.00 - 776+36.00 = 430$ FOOT

WESTBOUND EXIT RAMP
 STA. 796+86.00 TO STA. 799+75.00 MAINLINE
 STA. 798+35.00 TO STA. 799+76.00 RAMP
 $799+75.00 - 796+86.00 + 799+76.00 - 798+35.00 = 430$ FOOT

TOTAL: 430 FOOT + 430 FOOT = 860 FOOT

CALCULATED
JTH
CHECKED
BCK

MAINTENANCE OF TRAFFIC CALCULATIONS

MAD-142-13.41

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS

..... DRUMS

WZYL WORK ZONE EDGE LINE, YELLOW

WZDL WORK ZONE DOTTED LINE

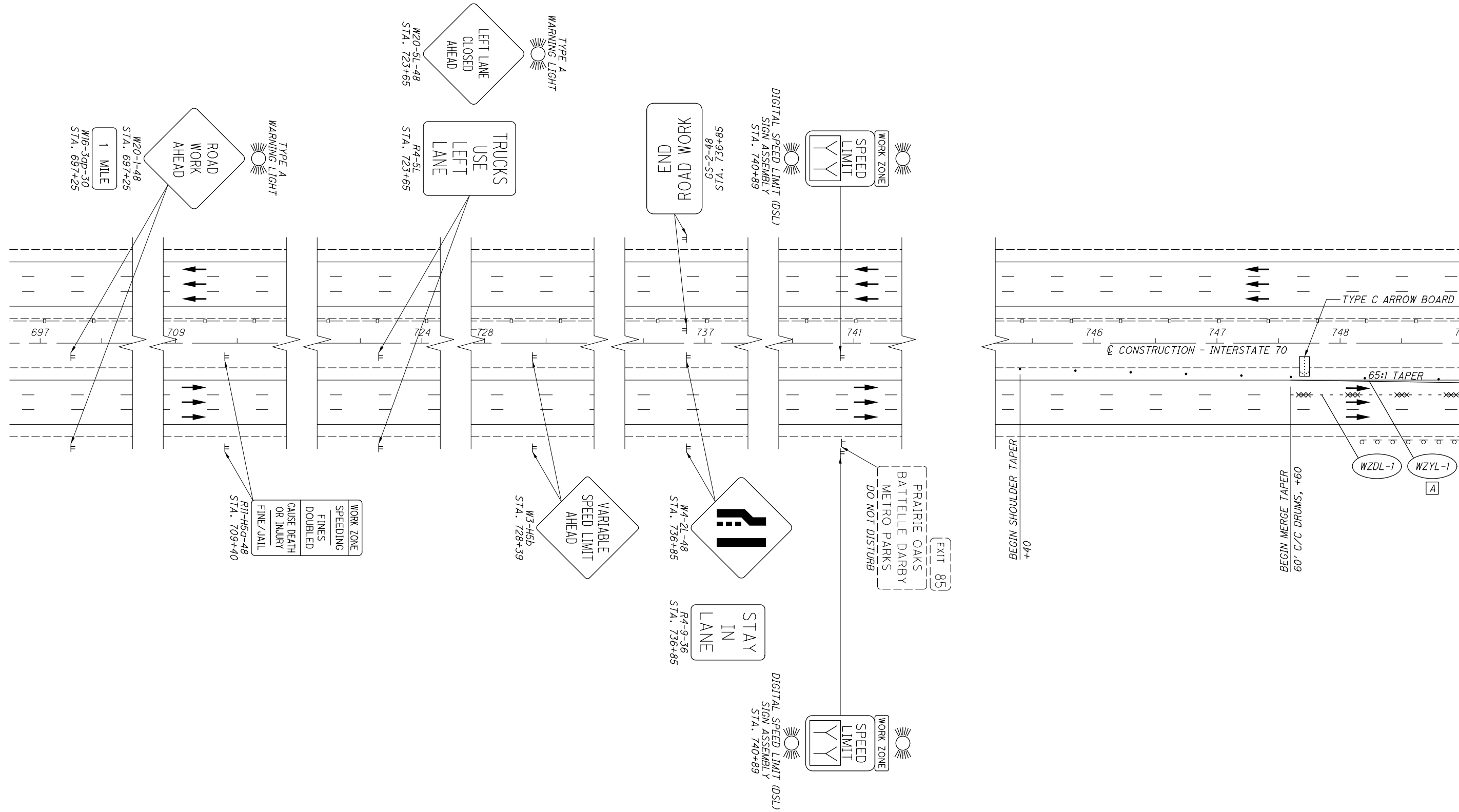
A PLACE WORK ZONE RPMS ALONG YELLOW EDGE LINE AT 20' C/C SPACING PER MT-99.30. BEGIN RPMS AT STA. 744+60.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
41-42	PHASE B MAINTENANCE OF TRAFFIC
51-53	PHASE C MAINTENANCE OF TRAFFIC

0 20 40 80
HORIZONTAL SCALE IN FEET

CALCULATED BCK CHECKED JTH

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MATCH LINE - STA. 749+00 SEE SHEET 33

**PHASE A MAINTENANCE OF TRAFFIC PLAN
INTERSTATE 70**

MAD-142-13.41

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

WZYL WORK ZONE EDGE LINE, YELLOW

WZDL WORK ZONE DOTTED LINE

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
42-43	PHASE B MAINTENANCE OF TRAFFIC
53-54	PHASE C MAINTENANCE OF TRAFFIC

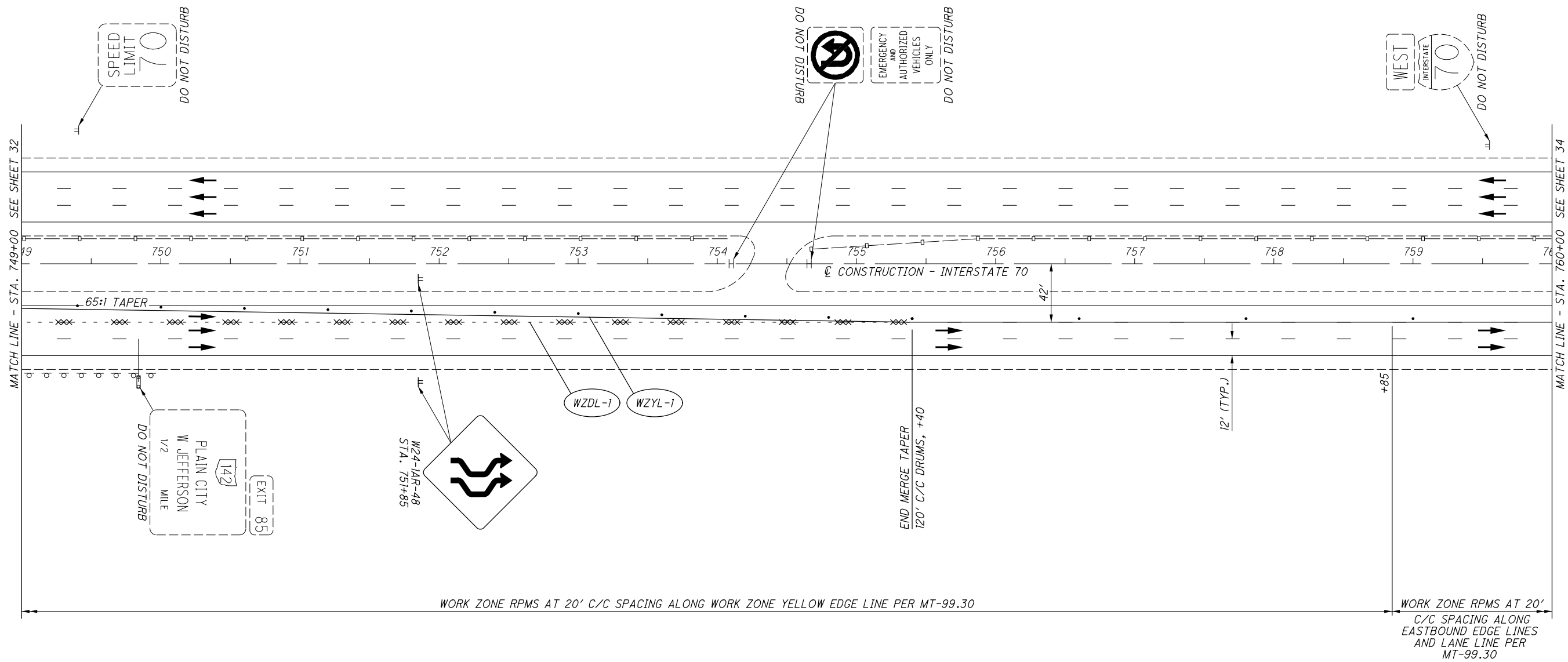
0 20 40 80
 HORIZONTAL SCALE IN FEET

CALCULATED BCK CHECKED JTH

**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

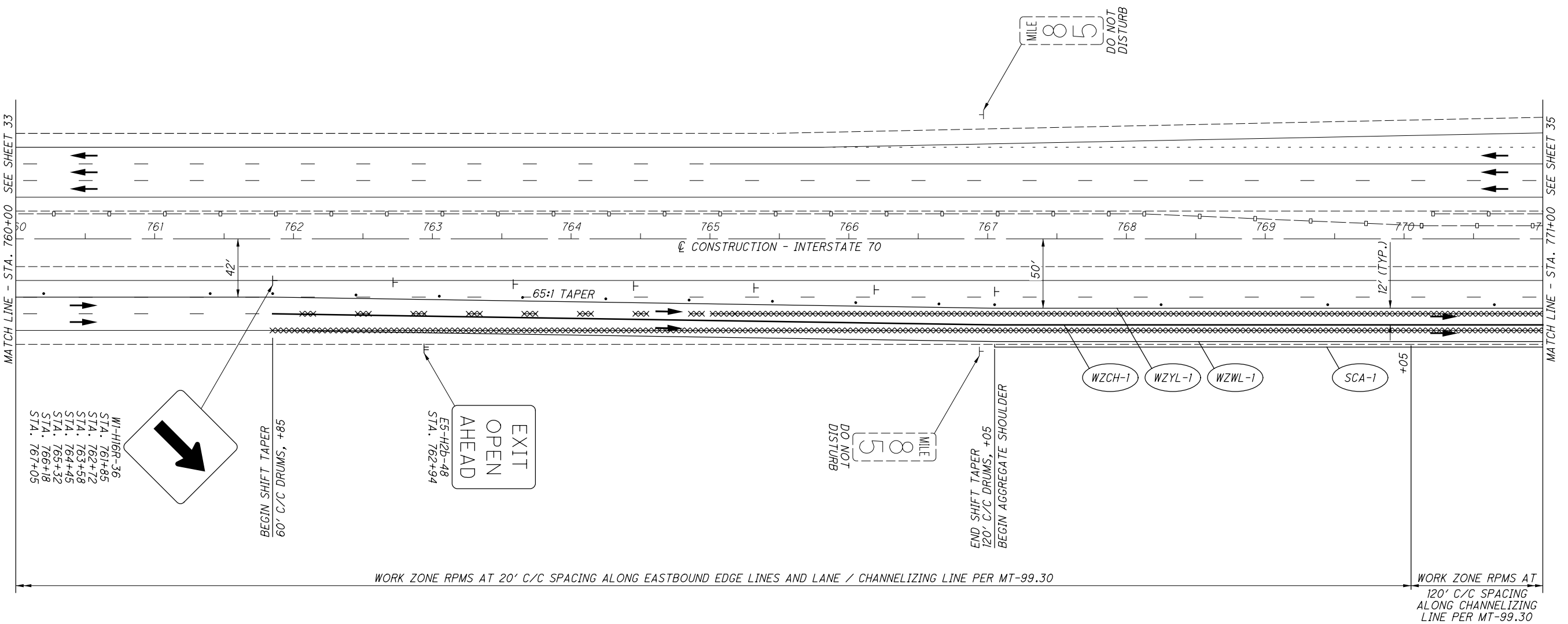
xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- (WZWL) WORK ZONE EDGE LINE, WHITE
- (WZYL) WORK ZONE EDGE LINE, YELLOW
- (WZCH) WORK ZONE CHANNELIZING LINE
- (SCA) STABILIZED CRUSHED AGGREGATE SHOULDER

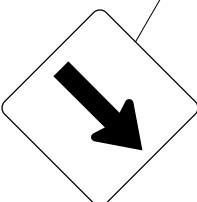
CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
43-44	PHASE B MAINTENANCE OF TRAFFIC
54-55	PHASE C MAINTENANCE OF TRAFFIC



 CALCULATED BCK
 CHECKED JTH



WI-H16R-36
 STA. 761+85
 STA. 762+72
 STA. 763+58
 STA. 764+45
 STA. 765+32
 STA. 766+18
 STA. 767+05



BEGIN SHIFT TAPER
 60' C/C DRUMS, +85

ES-H2B-48
 STA. 762+94
 EXIT
 OPEN
 AHEAD

DO NOT
 DISTURB
 MILE 85

END SHIFT TAPER
 120' C/C DRUMS, +05
 BEGIN AGGREGATE SHOULDER

MILE 85
 DO NOT
 DISTURB

**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

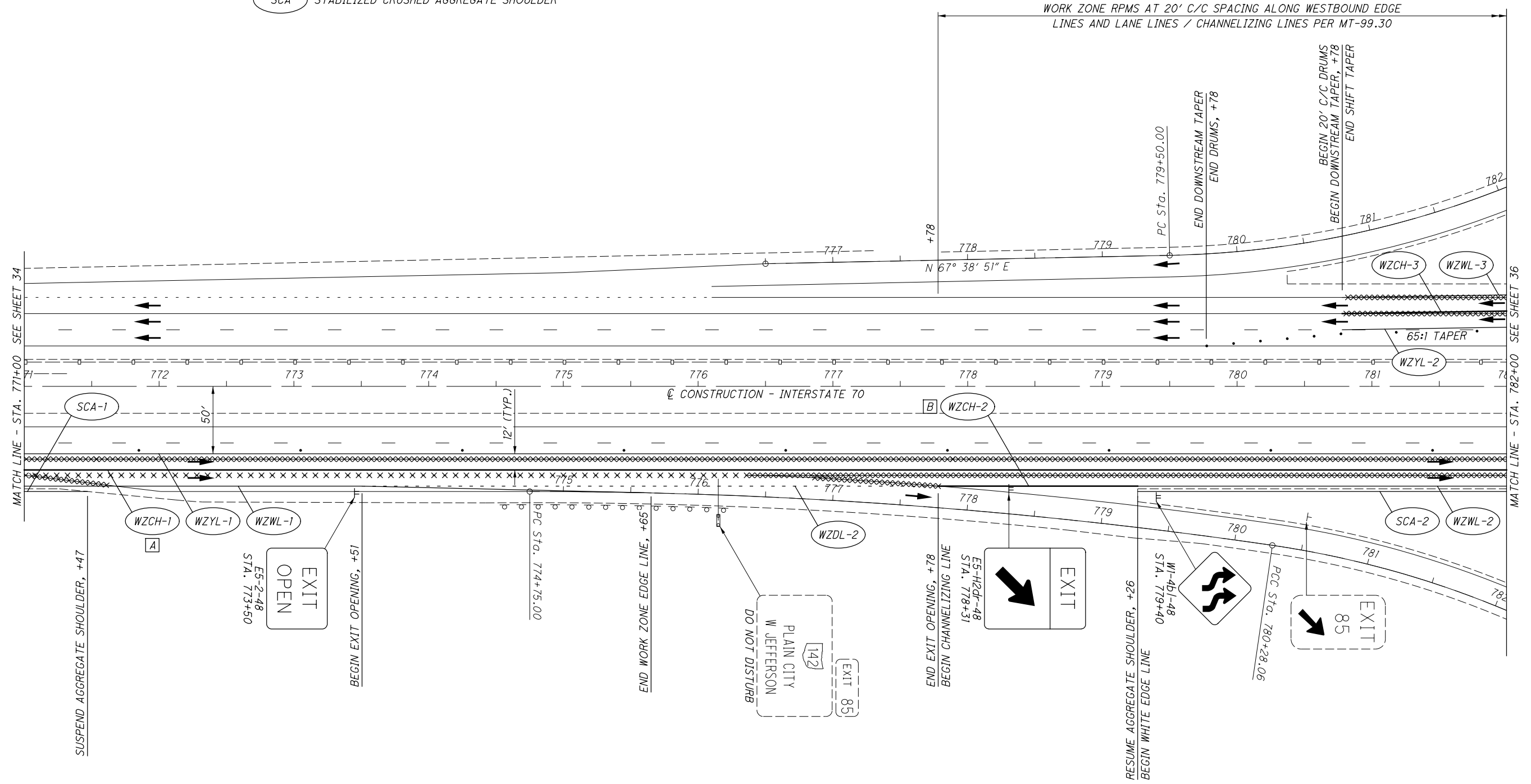
- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- WZDL WORK DOTTED CHANNELIZING LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

- A WORK ZONE RPMS AT 120' C/C SPACING PER MT-99.30.
- B WORK ZONE RPMS AT 40' C/C SPACING PER TC-65.II.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
44-45	PHASE B MAINTENANCE OF TRAFFIC
55-56	PHASE C MAINTENANCE OF TRAFFIC



 CALCULATED BCK CHECKED JTH



**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

LEGEND

- WORK AREA
- REMOVAL OF PAVEMENT MARKINGS
- DRUMS
- PORTABLE CONCRETE BARRIER (PCB)
- WORK ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- WZGR TEMPORARY GUARDRAIL
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER
- PCB PORTABLE CONCRETE BARRIER

A REMOVE EX. TYPE E ANCHOR ASSEMBLY AND INSTALL TEMPORARY GUARDRAIL. GUARDRAIL TO BE REMOVED UPON COMPLETION OF PHASE AND RESTORED TO ITS ORIGINAL CONDITION.

GUARDRAIL AND BARRIER SHOWN AS CONSTRUCT RED IN PROJECT MAD-70-8.62 (PID: 107109).

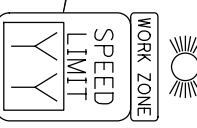
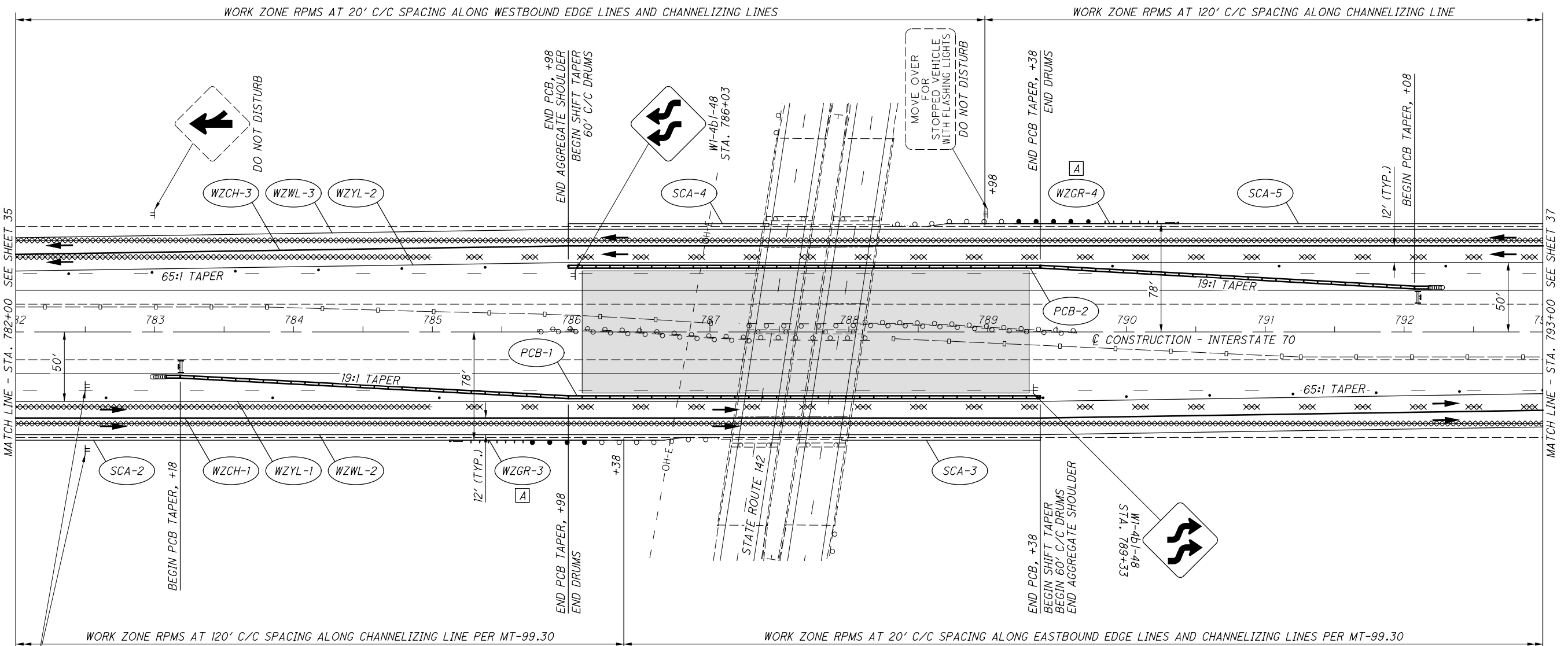
NOTE

FOR MAINTENANCE OF TRAFFIC ON STATE ROUTE 142 SEE PHASES 1 AND 2.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
23-24	PHASE 1 MAINTENANCE OF TRAFFIC
29-30	PHASE 2 MAINTENANCE OF TRAFFIC
45-46	PHASE B MAINTENANCE OF TRAFFIC
56-57	PHASE C MAINTENANCE OF TRAFFIC

CALCULATED BCK CHECKED JTH

HORIZONTAL SCALE IN FEET



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DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY STA. 782+50

PHASE A MAINTENANCE OF TRAFFIC PLAN INTERSTATE 70

MAD-142-13.41

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- WZDL WORK ZONE DOTTED LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

- A WORK ZONE RPMS AT 120' C/C SPACING PER MT-99.30.
- B WORK ZONE RPMS AT 40' C/C SPACING PER TC-65.11.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
46-47	PHASE B MAINTENANCE OF TRAFFIC
57-58	PHASE C MAINTENANCE OF TRAFFIC

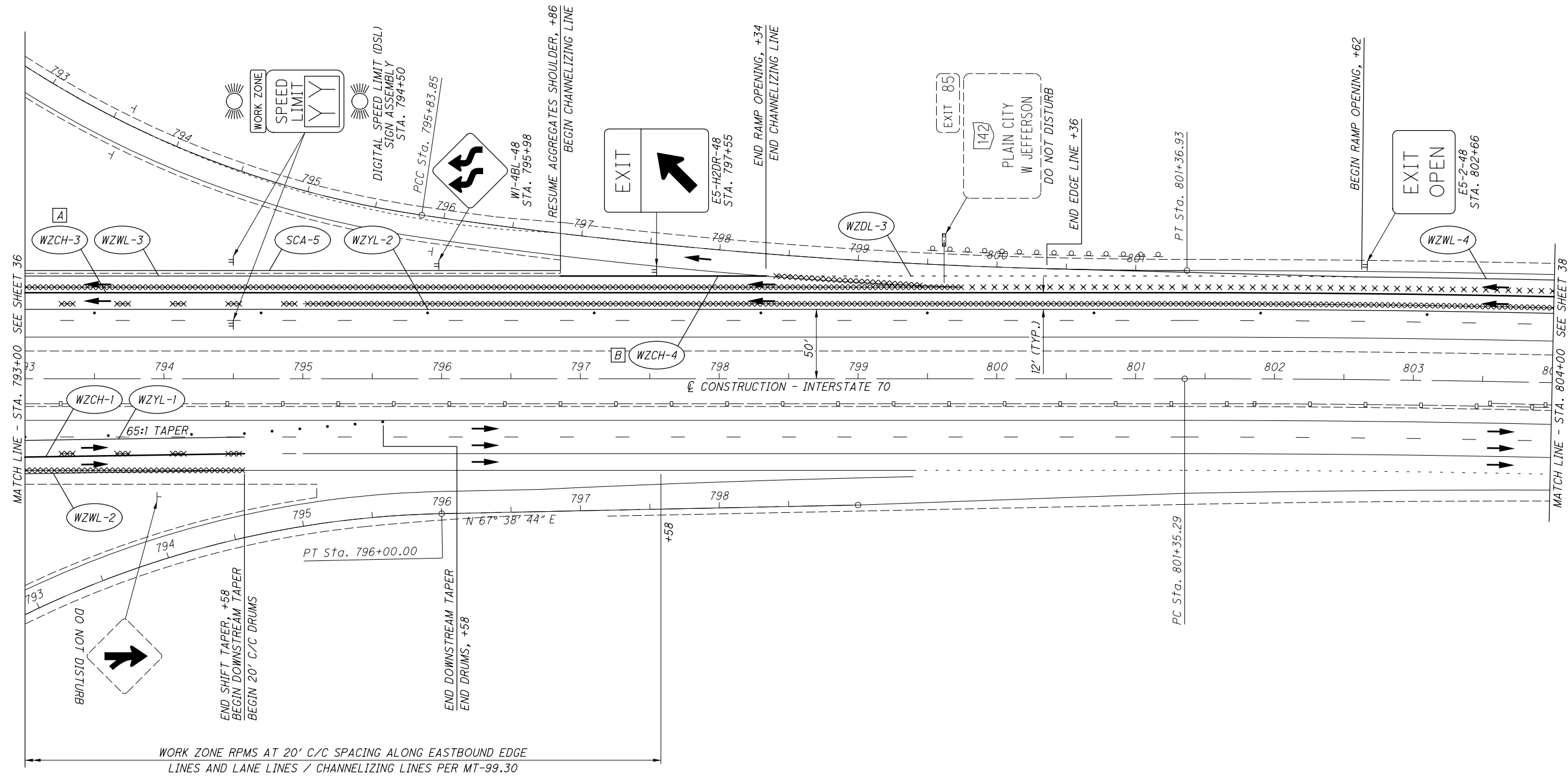
CALCULATED BCK CHECKED JTH

80
20
0
HORIZONTAL SCALE IN FEET

**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
47-48	PHASE B MAINTENANCE OF TRAFFIC
58-59	PHASE C MAINTENANCE OF TRAFFIC

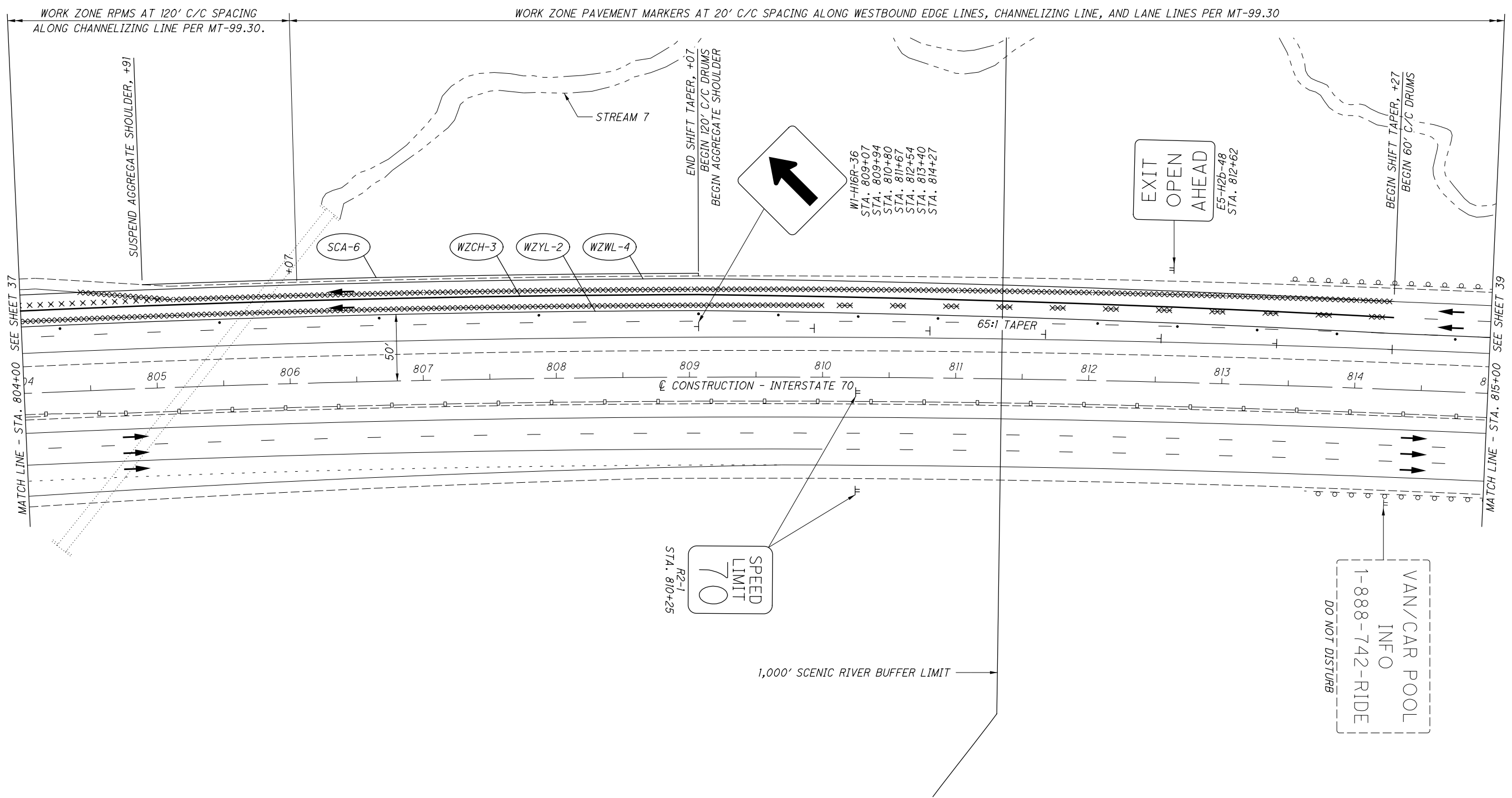
0 20 40 80
 HORIZONTAL SCALE IN FEET

CALCULATED BCK CHECKED JTH

**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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WORK ZONE RPMS AT 120' C/C SPACING ALONG CHANNELIZING LINE PER MT-99.30.

WORK ZONE PAVEMENT MARKERS AT 20' C/C SPACING ALONG WESTBOUND EDGE LINES, CHANNELIZING LINE, AND LANE LINES PER MT-99.30.

MATCH LINE - STA. 804+00 SEE SHEET 37

MATCH LINE - STA. 815+00 SEE SHEET 39

R2-1
 STA. 810+25
 SPEED LIMIT 70

EXIT OPEN AHEAD
 E5-H2b-48
 STA. 812+62

VAN/CAR POOL INFO
 1-888-742-RIDE
 DO NOT DISTURB

1,000' SCENIC RIVER BUFFER LIMIT

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

WZYL WORK ZONE EDGE LINE, YELLOW
 WZCH WORK ZONE DOTTED LINE

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
48-49	PHASE B MAINTENANCE OF TRAFFIC
59-60	PHASE C MAINTENANCE OF TRAFFIC

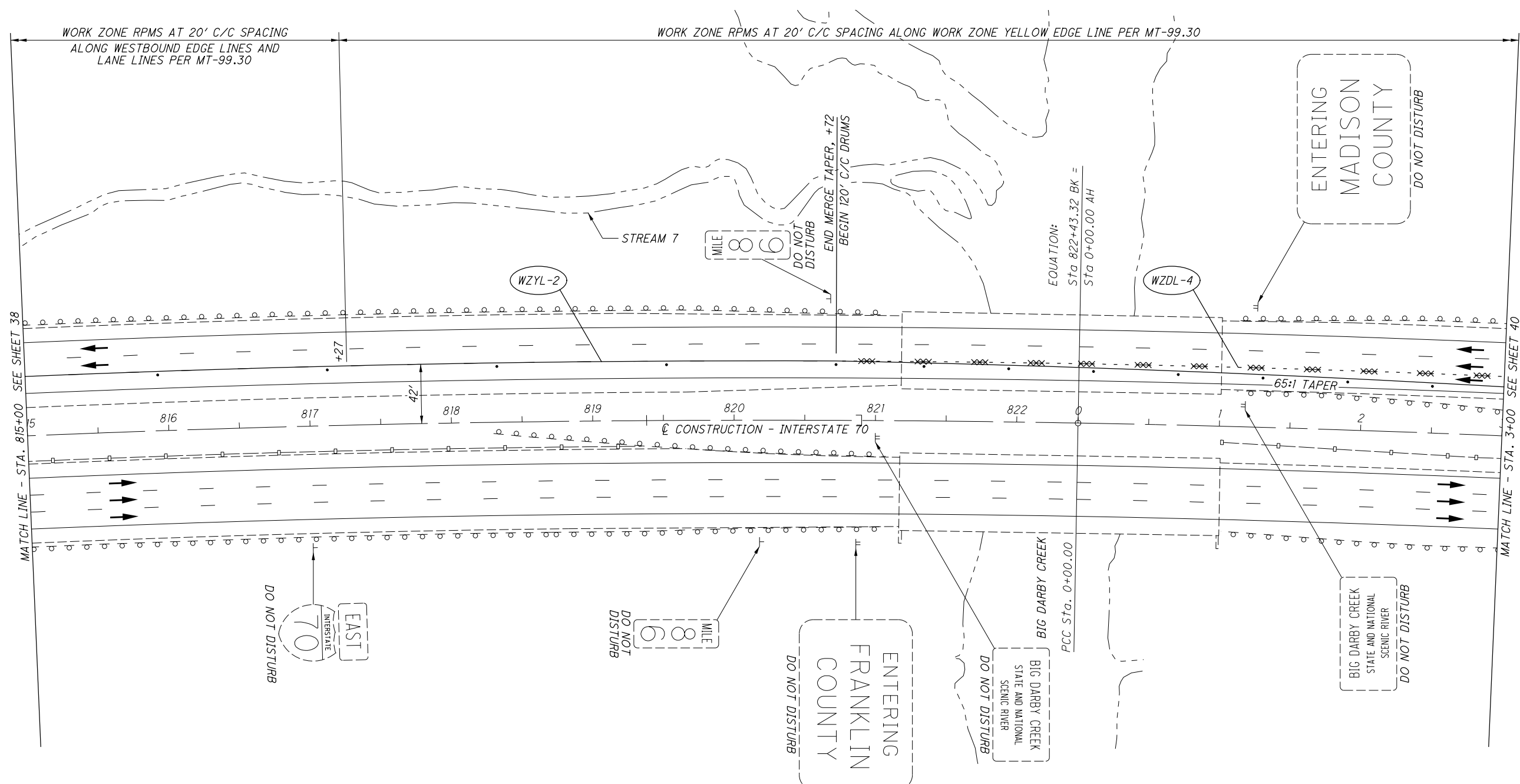
CALCULATED
 BCK
 CHECKED
 JTH

0 20 40 80
 HORIZONTAL
 SCALE IN FEET

**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

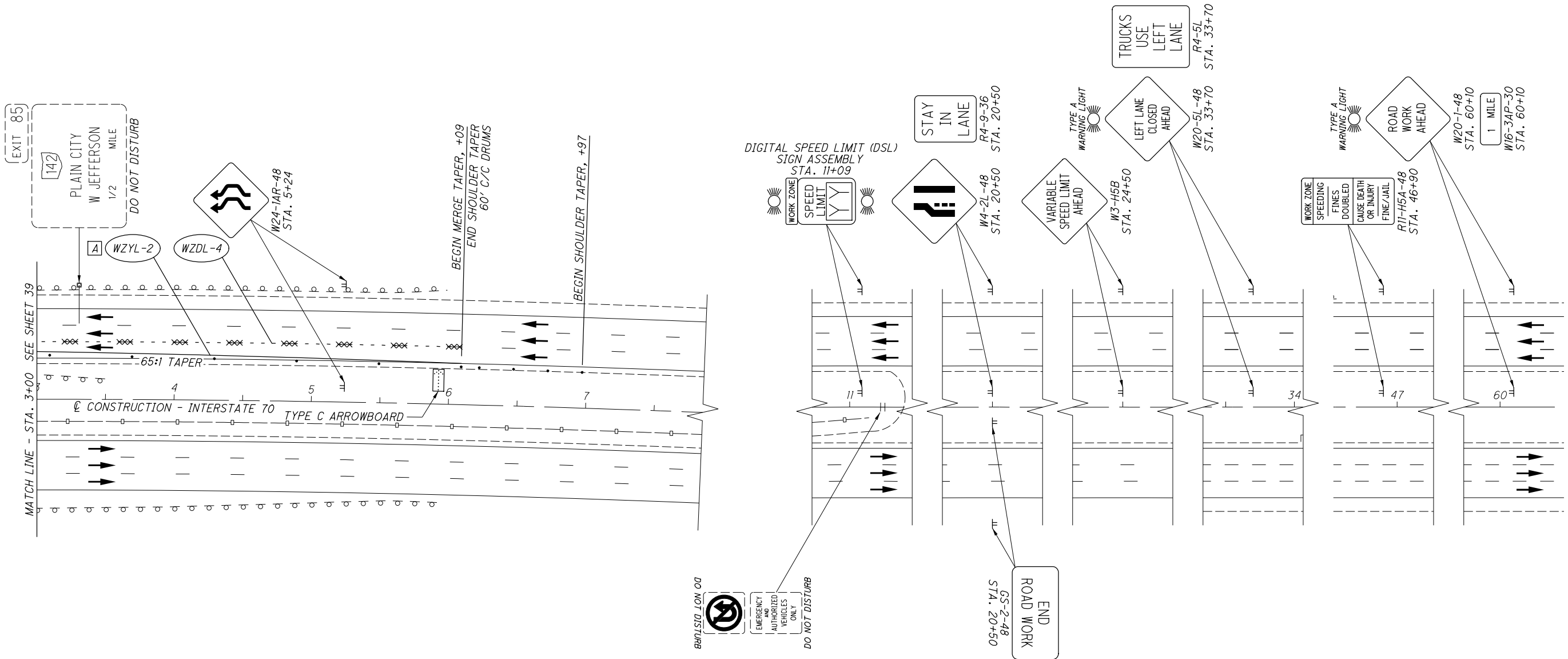
WZYL WORK ZONE EDGE LINE, YELLOW
 WZCH WORK ZONE DOTTED LINE

[A] PLACE WORK ZONE RPMS ALONG YELLOW EDGE LINE AT 20' C/C SPACING PER MT-99.30. END RPMS AT STA. 9+09.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
49-50	PHASE B MAINTENANCE OF TRAFFIC
60-62	PHASE C MAINTENANCE OF TRAFFIC



CALCULATED BCK CHECKED JTH



**PHASE A MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

WZWL WORK ZONE EDGE LINE, WHITE

WZDL WORK ZONE DOTTED LINE

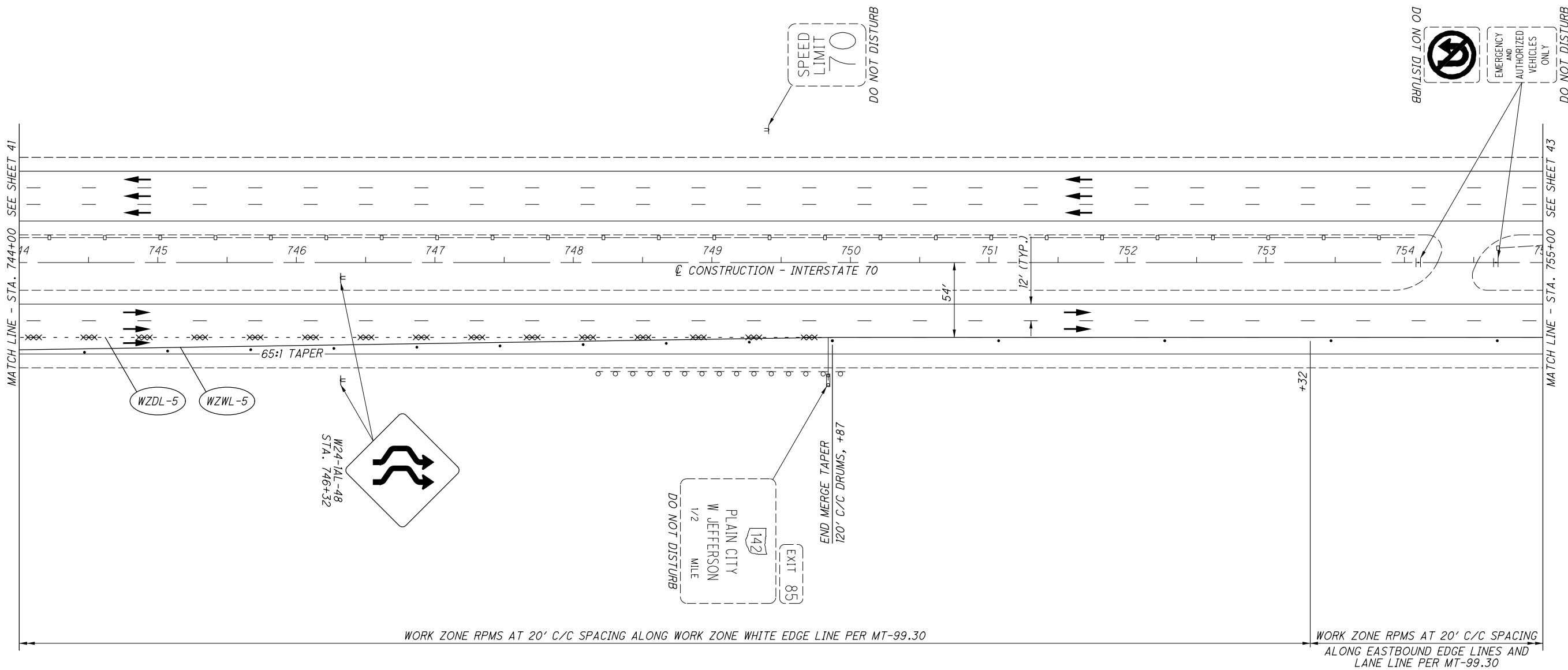
CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
32-33	PHASE A MAINTENANCE OF TRAFFIC
53	PHASE C MAINTENANCE OF TRAFFIC

80
40
20
0
HORIZONTAL SCALE IN FEET

CALCULATED
BCK
CHECKED
JTH

**PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41



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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
33-34	PHASE A MAINTENANCE OF TRAFFIC
53-54	PHASE C MAINTENANCE OF TRAFFIC

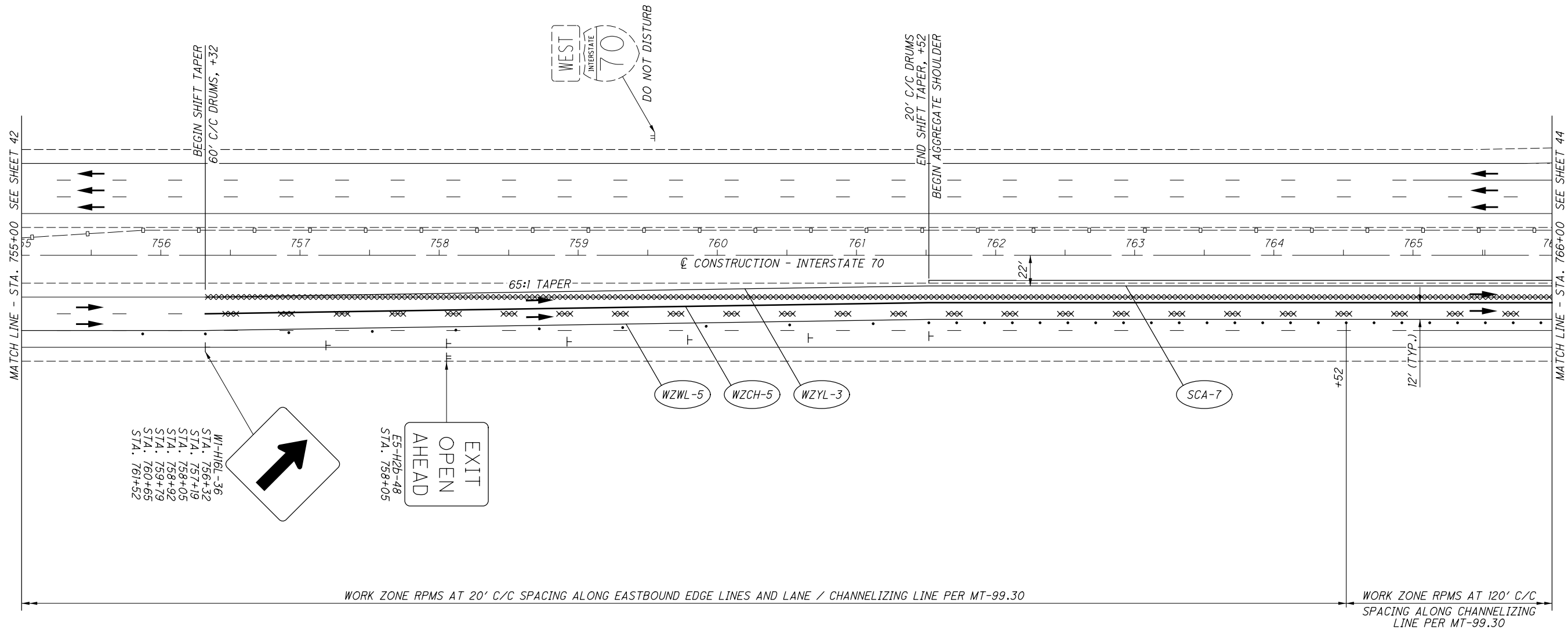
CALCULATED
 BCK
 CHECKED
 JTH

0 20 40 80
 HORIZONTAL
 SCALE IN FEET

**PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- WZDL WORK ZONE DOTTED LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

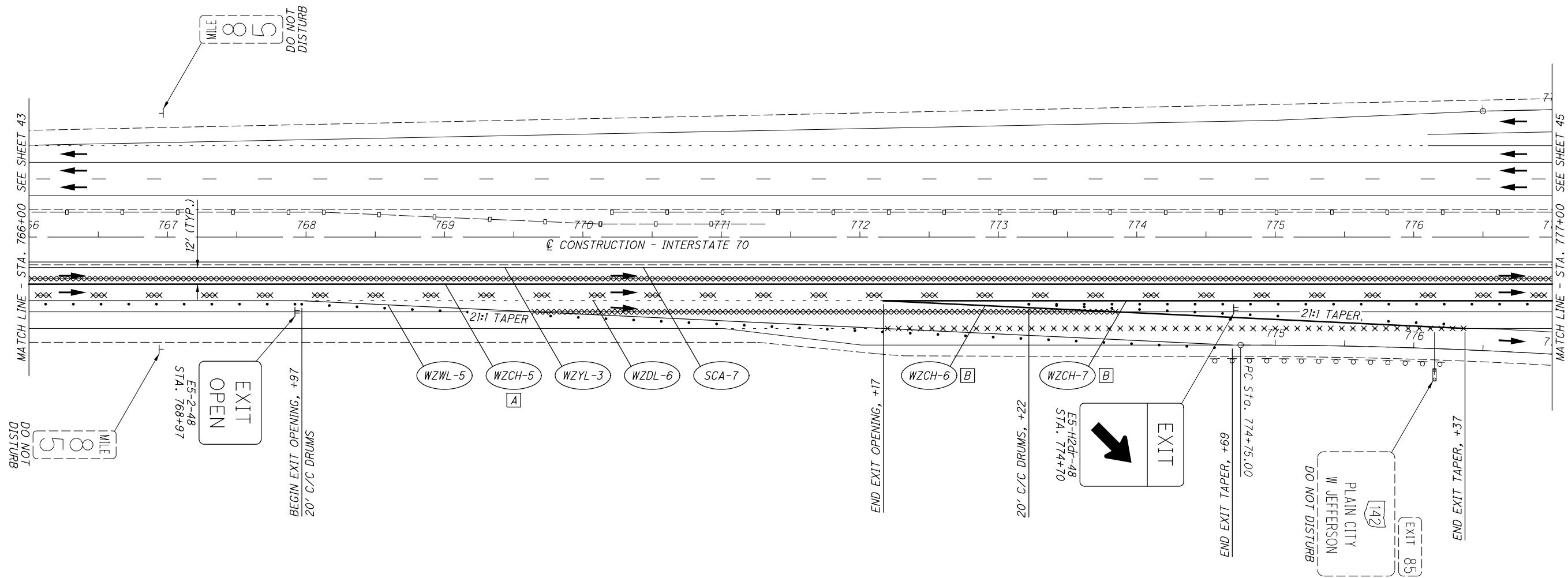
- A WORK ZONE RPMS AT 120' C/C SPACING PER MT-99.30.
- B WORK ZONE RPMS AT 40' C/C SPACING PER TC-65.II.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
34-35	PHASE A MAINTENANCE OF TRAFFIC
54-55	PHASE C MAINTENANCE OF TRAFFIC

CALCULATED BCK CHECKED JTH

HORIZONTAL SCALE IN FEET

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PHASE B MAINTENANCE OF TRAFFIC PLAN

INTERSTATE 70

LEGEND

- WORK AREA
- REMOVAL OF PAVEMENT MARKINGS
- DRUMS
- PORTABLE CONCRETE BARRIER (PCB)
- WORK ZONE IMPACT ATTENUATOR
- TYPE III BARRICADE

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- PCB PORTABLE CONCRETE BARRIER

- A** WORK ZONE RPMS AT 40' C/C SPACING PER TC-65.11.
- B** WORK ZONE RPMS AT 20' C/C SPACING ALONG WESTBOUND EDGE LINES AND CHANNELIZING LINE PER MT-99.30

NOTE

FOR MAINTENANCE OF TRAFFIC ON STATE ROUTE 142 SEE PHASES 1 AND 2.

CROSS REFERENCE

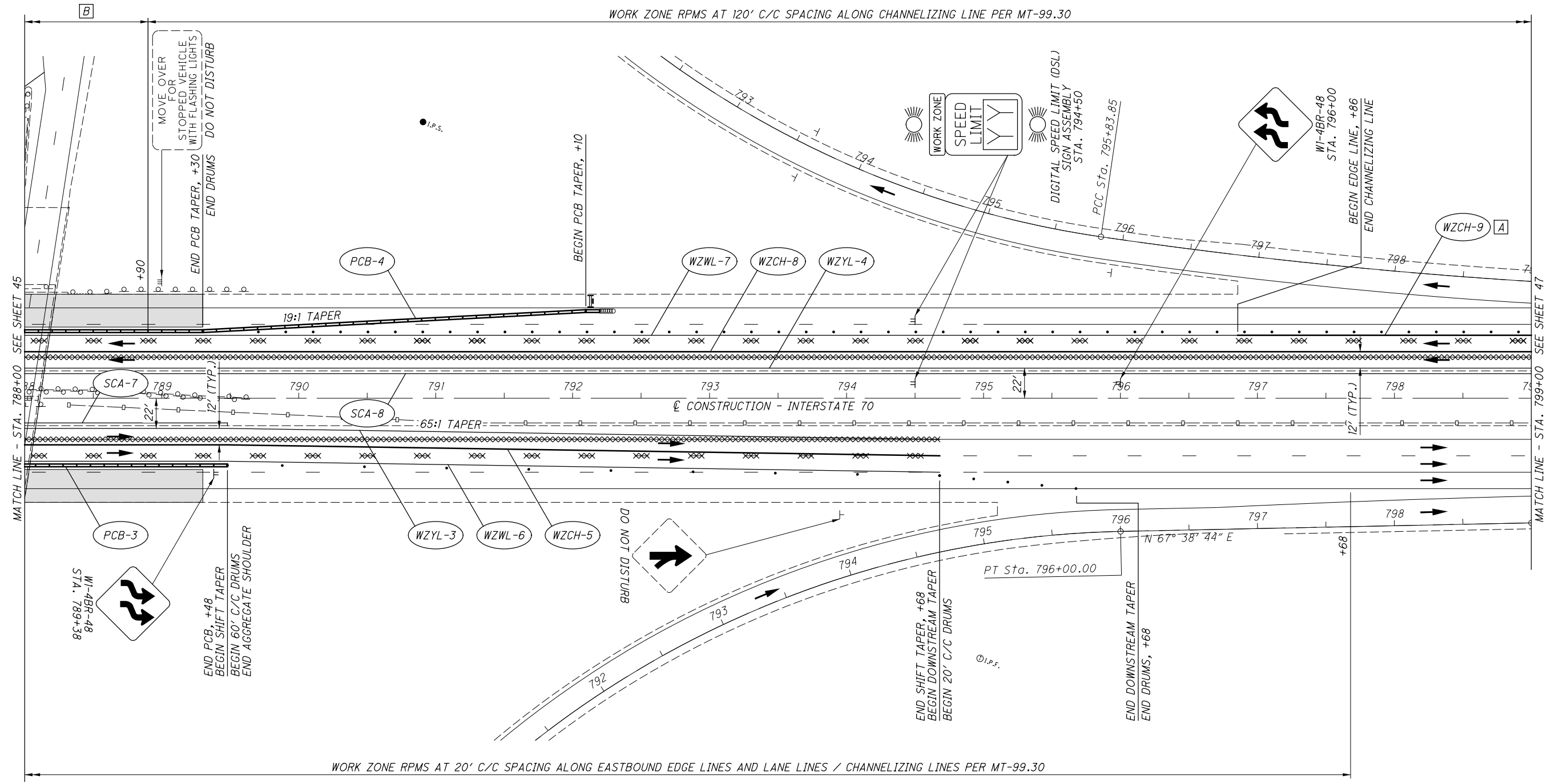
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
23-24	PHASE 1 MAINTENANCE OF TRAFFIC
29-30	PHASE 2 MAINTENANCE OF TRAFFIC
36-37	PHASE A MAINTENANCE OF TRAFFIC
56-58	PHASE C MAINTENANCE OF TRAFFIC

CALCULATED
BCK
CHECKED
JTH

**PHASE B MAINTENANCE OF TRAFFIC PLAN
INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- WZDL WORK ZONE DOTTED LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

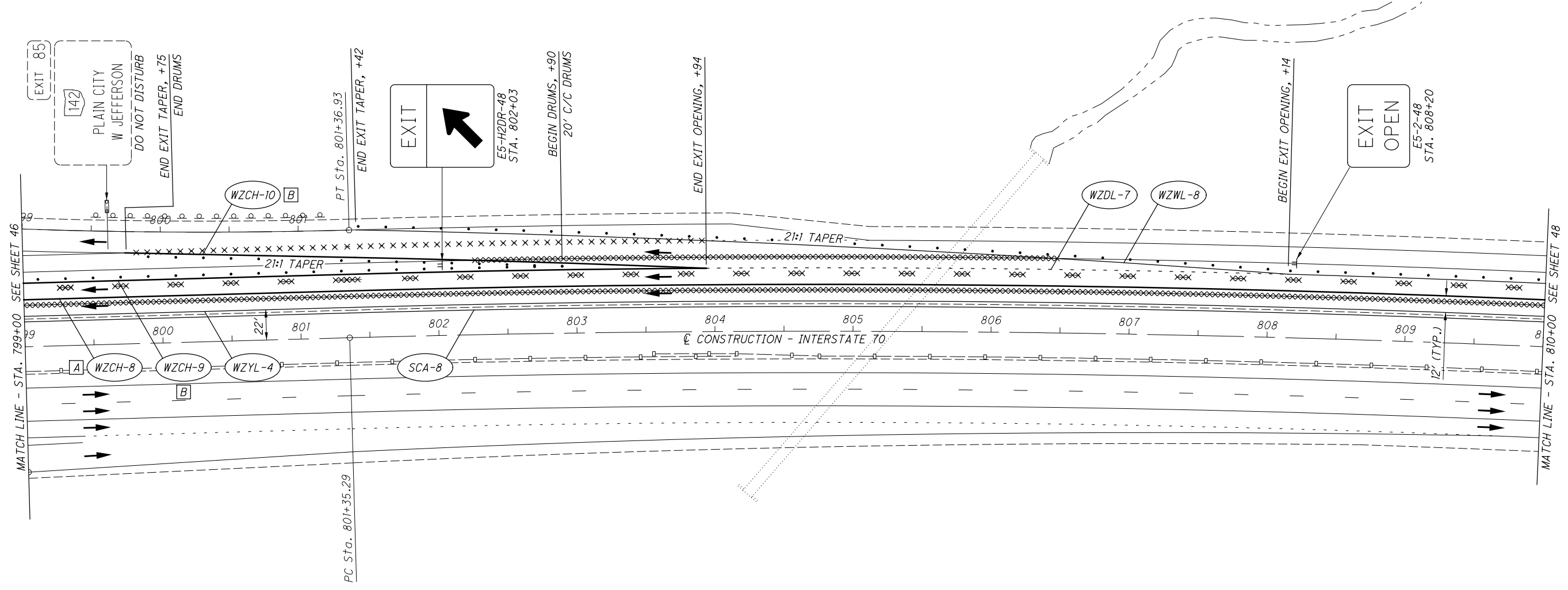
- A WORK ZONE RPMS AT 120' C/C SPACING PER MT-99.30.
- B WORK ZONE RPMS AT 40' C/C SPACING PER TC-65.II.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
37-38	PHASE A MAINTENANCE OF TRAFFIC
58-59	PHASE C MAINTENANCE OF TRAFFIC

CALCULATED BCK CHECKED JTH

HORIZONTAL SCALE IN FEET

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**PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

- WZWL WORK ZONE EDGE LINE, WHITE
- WZYL WORK ZONE EDGE LINE, YELLOW
- WZCH WORK ZONE CHANNELIZING LINE
- SCA STABILIZED CRUSHED AGGREGATE SHOULDER

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
38-39	PHASE A MAINTENANCE OF TRAFFIC
59-60	PHASE C MAINTENANCE OF TRAFFIC

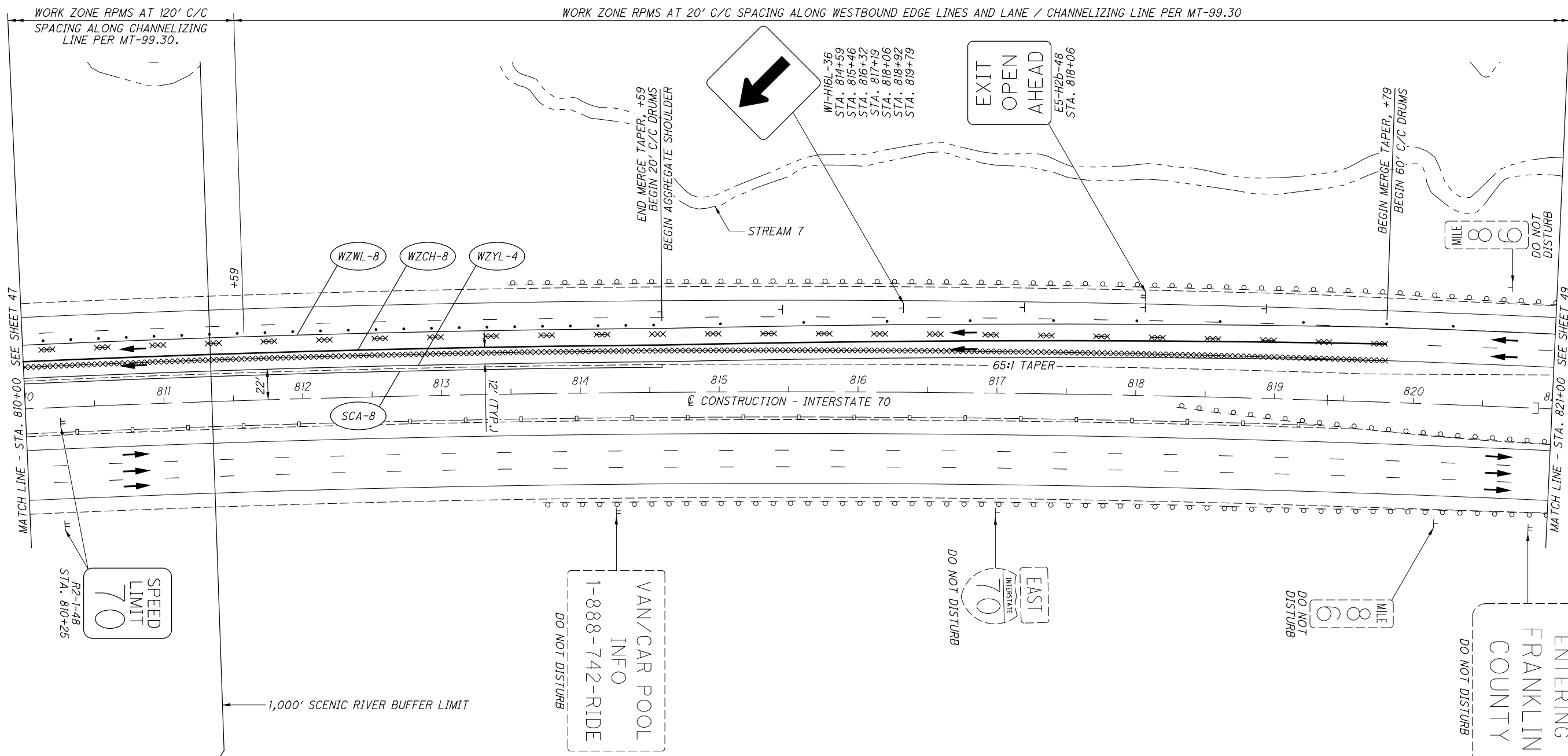


CALCULATED
 BCK
 CHECKED
 JTH

**PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

WZWL WORK ZONE EDGE LINE, WHITE
 WZDL WORK ZONE DOTTED LINE

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
39-40	PHASE A MAINTENANCE OF TRAFFIC
60-61	PHASE C MAINTENANCE OF TRAFFIC

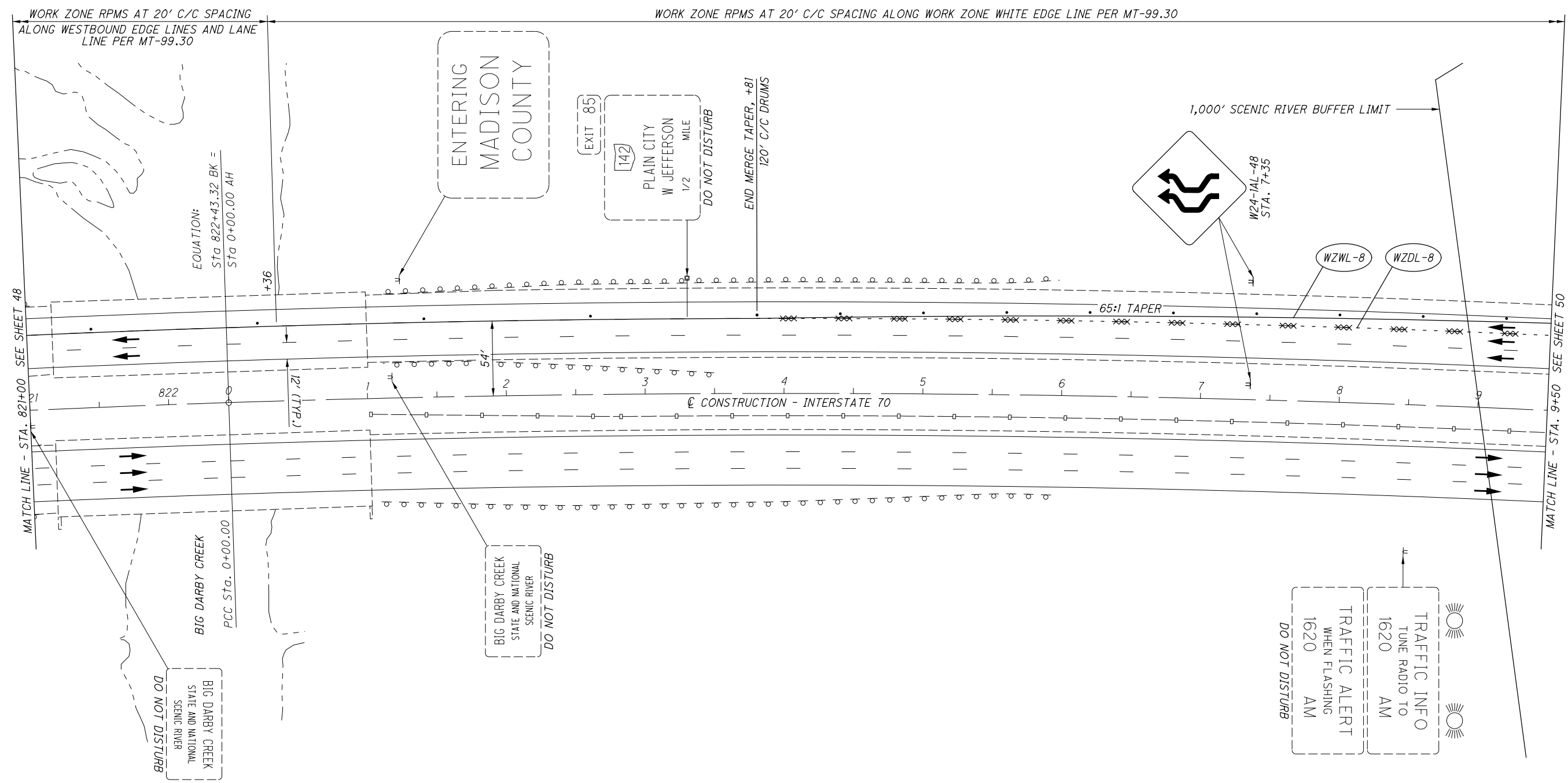
80
40
20
0
HORIZONTAL SCALE IN FEET

CALCULATED
BCK
CHECKED
JTH

**PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70**

MAD-142-13.41

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LEGEND

xxx REMOVAL OF PAVEMENT MARKINGS
 DRUMS

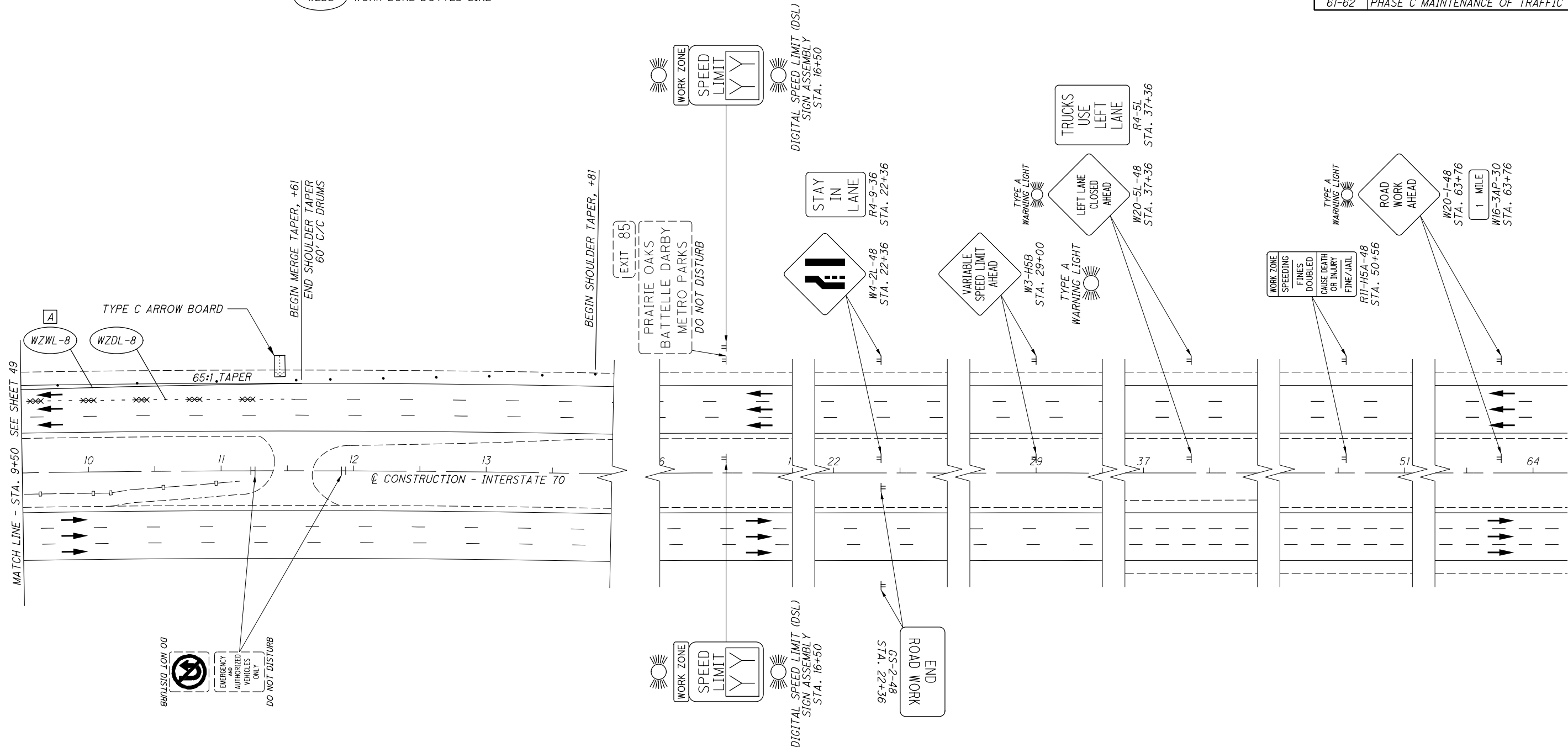
WZWL WORK ZONE EDGE LINE, WHITE
 WZDL WORK ZONE DOTTED LINE

A PLACE WORK ZONE RPMS ALONG WHITE EDGE LINE AT 20' C/C SPACING PER MT-99.30. END RPMS AT STA. 14+61.

CROSS REFERENCE	
SHEETS	DESCRIPTION
17	MAINTENANCE OF TRAFFIC SUBSUMMARY
40	PHASE A MAINTENANCE OF TRAFFIC
61-62	PHASE C MAINTENANCE OF TRAFFIC

CALCULATED BCK CHECKED JTH

HORIZONTAL SCALE IN FEET



PHASE B MAINTENANCE OF TRAFFIC PLAN
 INTERSTATE 70

MAD-142-13.41

