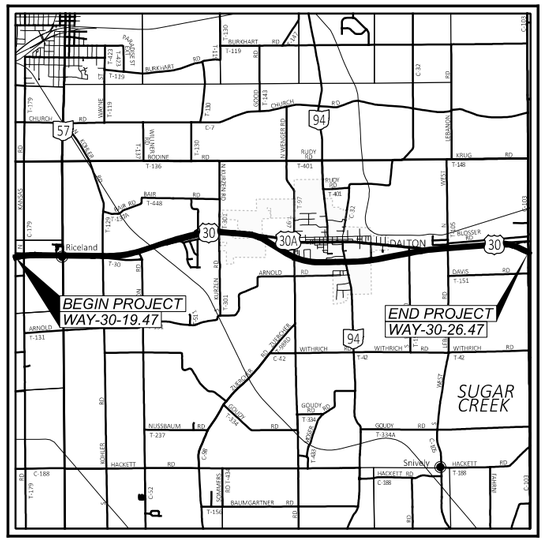
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WAY-30-19.47

SUGAR CREEK TOWNSHIP
EAST UNION TOWNSHIP
VILLAGE OF DALTON
WAYNE COUNTY



LOCATION MAP

LATITUDE: 40°47'46" N LONGITUDE: 81°46'42" W

N

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

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E231049

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

THIS PROJECT IS 7.0 MILES IN LENGTH AND WILL INCLUDE FINE GRADED POLYMER ASPHALT CONCRETE OVERLAY (SMOOTHSEAL) AND MISC. RELATED WORK.

EARTH DISTURBED AREAS

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

*MAINTENANCE PROJECT

LIMITED ACCESS

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

2023 SPECIFICATIONS

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

DESIGN DESIGNATION

	WAY-30-19.47 TO 22.77	WAY-30-22.77 TO 24.02	WAY-30-24.02 TO 25.04	WAY-30-25.04 TO 25.88	WAY-30-25.88 TO 26.47
CURRENT ADT (2025)	20000	18000	19000	21500	15500
DESIGN YEAR ADT (2033)	22500	18500	20500	23000	16500
DESIGN HOURLY VOLUME (2033)	2800	2100	2300	2700	1700
DIRECTIONAL DISTRIBUTION	54%	58%	55%	58%	52%
TRUCKS (24 HOUR B&C)	13%	15%	14%	16%	22%
DESIGN SPEED (MPH)	55	55	55	55	55
LEGAL SPEED (MPH)	55	55	55	55	55
DESIGN FUNCTION CLASSIFICATION:		PRINCIPAL ARTERIAL			FREEWAY/ EXPRESSWAY
NHS PROJECT			YES		

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	1/19/24	MT-104.10	1/19/24				800-2023	1/19/24	
		MT-105.10	1/17/20				808	1/18/19	
DM-4.3	1/15/16						832	7/21/23	
DM-4.4	1/15/16	TC-41.20	10/18/13				908	10/20/17	
		TC-42.20	10/18/13						
MT-95.30	7/19/19	TC-52.10	10/18/13						
MT-95.50	7/21/17	TC-52.20	1/15/21						
MT-97.10	4/19/19	TC-65.10	1/17/14						
MT-97.12	1/20/17	TC-65.11	1/19/24						
MT-98.10	1/17/20	TC-71.10	4/21/23						
MT-98.11	1/17/20	TC-72.20	7/21/23						
MT-98.20	4/19/19								
MT-98.22	1/17/20								
MT-98.28	1/17/20								
MT-99.20	4/19/19								
MT-101.90	7/17/20								

ENGINEER'S SEAL

STATE OF OHIO · NICHOLAS RYAN FOSTER · E-81255 · REGISTERED · PROFESSIONAL ENGINEER

nfoster Digitally signed by nfoster Date: 2024.08.06 06:34:04-04'00'

PLANS PREPARED BY:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT THREE ENGINEERING

MAINTENANCE OF TRAFFIC ENDORSEMENT

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.

ROBERT WEAVER, PE, PS
DISTRICT DEPUTY DIRECTOR

JACK MARCHBANKS, PHD
DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

DESIGN AGENCY: DISTRICT 3 ENGINEERING TEAM FOUR
DESIGNER: NRF
REVIEWER: JLB 6-15-24
PROJECT ID: 119994
SHEET: P.001 TOTAL: 17

WAY-30-19.47

MODEL: Sheet_SunVFI PAPERSIZE: 17x11 (in.) DATE: 7/23/2024 TIME: 7:55:53 AM USER: nfoster
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BEGIN PROJECT & WORK
STA 988+05
SLM 19.47

E231049

TRACY BRIDGE ROAD

KANSAS ROAD
Twp. 179

S.R. 57
STA 1023+19
SLM 20.152

1025+50.46 BK =
1026+00 AH

MATCH LINE STA 1045+00

MATCH LINE STA 1045+00

KOHLER ROAD
STA 1051+52
SLM 20.680
Twp. 129

OLD LINCOLN WAY
Twp. 30A

KIDRON RD
STA 1076+40
SLM 21.152
CR 52

WHEELING & LAKE ERIE
STA 1076+40
SLM 21.152

ABANDONED
OLD USR 30

OLD LINCOLN WAY
Twp. 30A

MATCH LINE STA 1100+00

MATCH LINE STA 1100+00

PRES. VANNES' DRIVE

LAKE DR

KURZEN ROAD
Twp. 301

MATCH LINE STA 1160+00
SEE SHEET 3

N

HORIZONTAL
SCALE IN FEET
0 125 250 500

SCHEMATIC PLAN

WAY-30-19.47

MODEL: Sheet_1 PAPERSIZE: 17x11 (in.) DATE: 7/23/2024 TIME: 7:56:00 AM USER: nfoster
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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

SHEET P.002 | TOTAL 17

N

HORIZONTAL
SCALE IN FEET
0 250 500
125

SCHEMATIC PLAN

WAY-30-19.47

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DESIGN AGENCY
DISTRICT 3
ENGINEERING
TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

SHEET P.003 | TOTAL 17

SCHEMATIC PLAN

WAY-30-19.47

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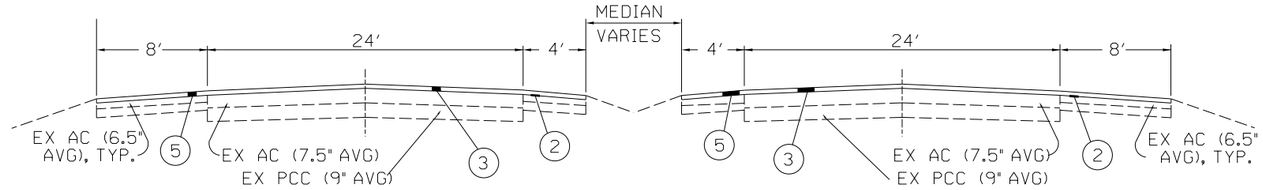
DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

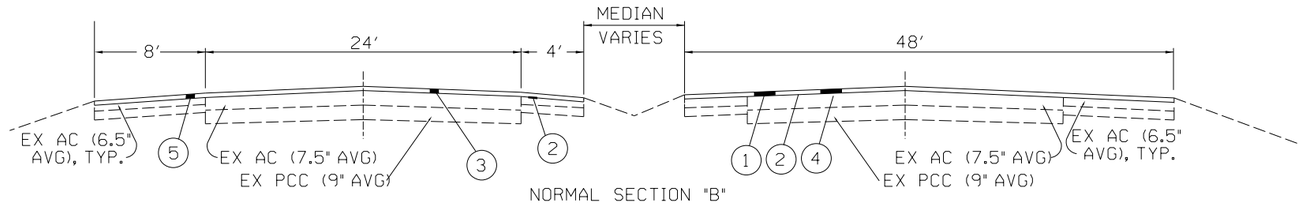
SHEET P.004 | TOTAL 17



NORMAL SECTION "A"

US-30

STA. 998+05 to STA. 1018+82
STA. 1020+52 to STA. 1223+75
STA. 1231+01 to STA. 1333+16.94BK
STA. 150+34.96AH to STA. 173+74 WB, 174+26 EB



NORMAL SECTION "B"

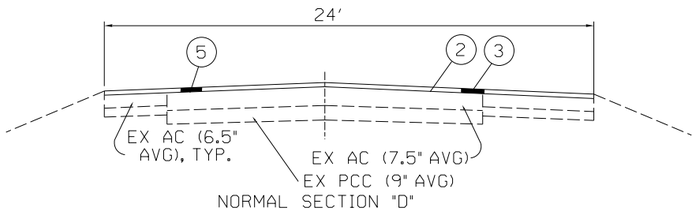
US-30 at SR-57

STA. 1018+82 to STA. 1022+62

NORMAL SECTION "C"

US-30 at SR-57

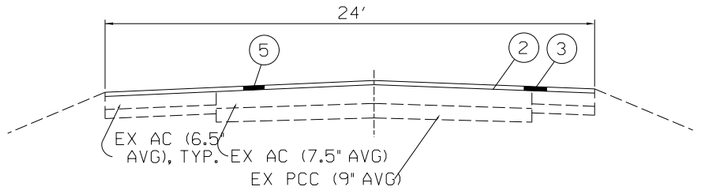
STA. 1020+52 to STA. 1023+82



NORMAL SECTION "D"

SR-172, EB RAMP

SLM 0.130 to SLM 0.330
SLM 0.395 to SLM 0.503



NORMAL SECTION "E"

SR-172, WB RAMP

SLM 0.258 to SLM 0.503

LEGEND

1. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.50")
2. ITEM 407 - TACK COAT (0.08 GAL/SY)
3. ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (1.25")
4. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), PG76-22 (1.50")
5. ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (1.25")

TYPICAL SECTIONS

WAY-30-19.47

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

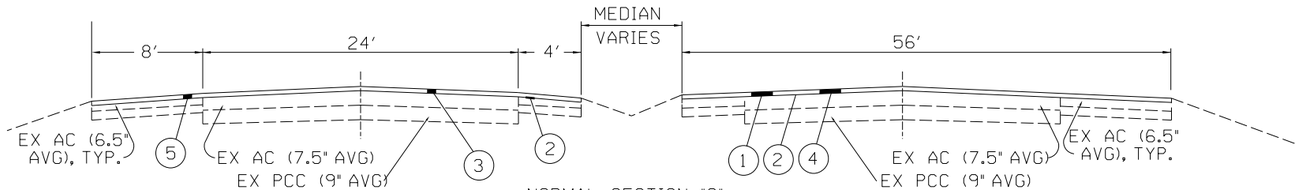
DESIGNER
NRF

REVIEWER
JLB 06-15-24

PROJECT ID
119994

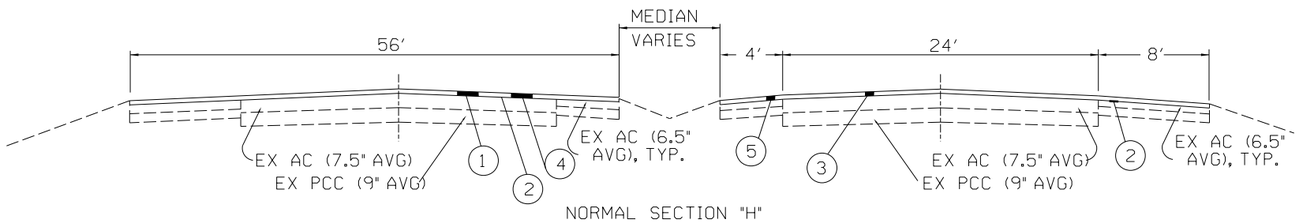
SHEET P.005 | TOTAL 17

CURBED SECTIONS:
1018+45 TO 1024+60
1046+77 TO 1047+30



NORMAL SECTION "G"
US-30 at SR-94
STA. 1223+75 to STA. 1226+85

CURBED SECTIONS:
1017+49 TO 1024+76
1035+80 TO 1037+91
1159+50 TO 1163+20



NORMAL SECTION "H"
US-30 at SR-94
STA. 1227+91 to STA. 1231+01

LEGEND

1. ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.50")
2. ITEM 407 - TACK COAT (0.08 GAL/SY)
3. ITEM 424 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448) (1.25")
4. ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), PG76-22 (1.50")
5. ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (1.25")

TYPICAL SECTIONS

WAY-30-19.47

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DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER	NRF
REVIEWER	JLB 06-15-24
PROJECT ID	119994
SHEET	P.006
TOTAL	17

UTILITIES (G102A)

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

AMERICAN ELECTRIC POWER
301 CLEVELAND AVE SW
CANTON, OHIO 44701
330-438-7061

COLUMBIA GAS OF OHIO
1120 W. 4TH ST
MANSFIELD, OHIO 44906
419-528-1137

GATHERCO, INC.
300 TRACY BRIDGE RD
ORVILLE, OHIO 44667
330-682-4144

AT&T
50 W BOWERY ST, 4TH FLOOR
AKRON, OHIO 44308
330-384-8057

CENTURYLINK
2025 AKRON ROAD
WOOSTER, OHIO 44691
330-262-1107

NORTHEAST OHIO NATURAL GAS CORP.
9081 US-250 NW
STRASBURG, OHIO 44680
330-878-5589

WAYNE COUNTY ENGINEER
3151 WEST OLD LINCOLN WAY
WOOSTER, OHIO 44691
330-287-5500

CITY OF ORVILLE
1115 PERRY STREET
ORVILLE, OHIO 44667
330-684-5149

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS (G103)

EXISTING PLANS ENTITLED WAY-30-19.81, WAY-30-20.15, AND WAY-30-23.33 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

WORK LIMITS (G106)

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS:

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE) (442)

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT, IN AREAS OF EXISTING PAVEMENT FAILURE. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND THE PLACEMENT OF THE FINE GRADED POLYMER ASPHALT CONCRETE (SMOOTHSEAL). THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 3". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT.
REPLACEMENT MATERIAL SHALL BE ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.
FOR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN MATERIAL, THE REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN, FOR NDES USE 50 GYRATIONS, FOR NMAX USE 75 GYRATIONS.
USE A PG 64-22 BINDER FOR RAP CONTENT BETWEEN 0% AND 25%. USE A PG58-28 BINDER FOR RAP CONTENT BETWEEN 26% AND 30%.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT OF 30%
APPLY 703.05 FOR COURSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
QUALITY CONTROL: DO NOT PERFORM NMAX IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.
TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTERLINE THAN THE MEASUREMENT PARALLEL TO THE CENTERLINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 3" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE) (442) (LONGITUDINAL)
420 CY

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE) (442) (TRANSVERSE))
125 CY

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.50 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 7 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE of $2,500 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 897 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 897 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN SUPPLEMENTAL SPECIFICATION 897. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

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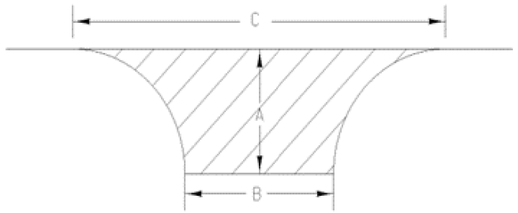
PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A.

INTERSECTION AREAS



Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
S KANSAS RD (EB)	20	42	95	133
VINE DR (WB)	12	40	68	66
S. KOHLER RD (EB)	20	40	88	124
N. KOHLER RD (WB)	20	38	72	110
KIDRON RD (EB)	48	43	82	299
LAKE DR (EB)	16	33	64	77
KURZEN RD S (EB)	40	22	50	139
KURZEN RD N (WB)	15	36	72	80
OLD LINCOLN WAY (WB)	15	58	84	111
WENGER RD S (EB)	47	25	80	226
WENGER RD N (WB)	22	35	67	112
SR-94 (NORTH)	24	68	119	227
SR-94 (SOUTH)	67	29	59	290
S. COCHRAN (WB)	14	41	67	77
ECKARD RD (EB)	24	26	61	100
ECKARD RD (WB)	20	26	56	80
OLD LINCILN WAY (WB)	20	57	102	160
W LEBANON RD (EB)	21	32	69	103
W LEBANON RD (WB)	22	31	65	103
TOTAL INTERSECTION AREAS				**2617**

GENERAL NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR
DESIGNER NRF
REVIEWER JLB 6-15-24
PROJECT ID 119994
SUBSET 1 TOTAL 1
SHEET P.007 TOTAL 17

WAY-30-19.47

MODEL: Sheet_SurvFt PAPERSIZE: 17x11 (in.) DATE: 7/23/2024 TIME: 7:56:13 AM USER: nfoster
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ITEM 614 – MAINTAINING TRAFFIC (GENERAL) (TEM 642-2)

MAINTAIN ONE 11' LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

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 CURRENT EDITION WITH THE LATEST REVISIONS. 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.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)
(TEM 642-18)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS.
HTTPS://ODOT.MS2SOFT.COM/TDMS.UI/PLCS/ADMINSCHEDULES?LOC=ODOT

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH **PLCS** SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF **PLCS** USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE **PLCS** SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE **PLCS** SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE **PLCS** SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER **ODOT** AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT
IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $125 PER LANE FOR EACH MINUTE THE ABOVE-DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)
(TEM 642-6)

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	WAYNE COUNTY FAIR
NEW YEARS DAY	LABOR DAY	(SEPT. 7TH THROUGH
MEMORIAL DAY	THANKSGIVING	SEPT. 12TH)

THE PERIOD OF TIME THAT LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE 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
THANKSGIVING	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 IN THE AMOUNT OF $125 PER LANE FOR EACH MINUTE THE ABOVE-DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)
(TEM 642-7)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN FIVE (5) CALENDAR DAYS, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED) (TEM 642-7)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO 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. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES) (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 5 CU YD

PLACEMENT OF ASPHALT CONCRETE (TEM 642-13)

TWO LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE ALLOWED PER THE LANE CLOSURE DISINCENTIVE AND HOLIDAY NOTES CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

WORK ZONE MARKINGS AND SIGNS (TEM 642-20)

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. MARKING QUANTITIES ARE AS LISTED ON THE RPM AND PAVEMENT MARKING SUBSUMMARY.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE 25 EACH

TOTAL: 25 EACH

WORK ZONE SPEED ZONES (WZSZs)
(TEM 642-24)

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(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-20721	WAY-30-19.47 to 26.47	EB & WB

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 REGARD 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 ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 48 SIGN MNTH
[ASSUMING 16 DSL SIGN ASSEMBLY(IES) FOR 3 MONTH(S)]

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER	NRF
REVIEWER	JLB 6-15-24
PROJECT ID	119994
SUBSET	1
TOTAL	2
SHEET	P.008
TOTAL	17

WAY-30-19.47

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NOTIFICATION OF TRAFFIC RESTRICTIONS (TEM 642-58)

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

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

NOTIFICATION TIME TABLE		
ITEM	*DURATION OF CLOSURE*	*NOTICE DUE TO PERMITS AND PIO**
RAMP AND/OR ROAD CLOSURES	*2 WEEKS OR GREATER*	*21 CALENDAR DAYS*
	12 HOURS TO 2 WEEKS	*14 CALENDAR DAYS*
	12 HOURS OR LESS	*4 BUSINESS DAYS*
LANE CLOSURES AND RESTRICTIONS	*2 WEEKS OR GREATER*	*14 CALENDAR DAYS*
	LESS THAN 2 WEEKS	*5 BUSINESS DAYS*
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	*N/A*	*14 CALENDAR DAYS*

** - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE*

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

ITEM 614 – LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (TEM 642-55)

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

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

> *ANY TIME TRAFFIC CONTROL FOR CONSTRUCTION ACTIVITIES IS NEEDED THROUGH AN ACTIVE SIGNALIZED INTERSECTION.*

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

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

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 THE PURSUIT OF THE MOTORIST IS APPROPRIATE.

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

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

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

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

> *ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE*
> *240 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.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

SUBSET 2 | TOTAL 2

SHEET P.009 | TOTAL 17

WAY-30-19.47

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.007		P.008		P.009		P.011		P.012			01/NHS/05								
																		EROSION CONTROL	
											500			832	30000	500	EACH	EROSION CONTROL	
																		PAVEMENT	
420											420			251	01030	420	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)(ASPHALT CONCRETE) (LONGITUDINAL)	
125											125			251	01030	125	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)(ASPHALT CONCRETE) (TRANSVERSE)	
						11,162					11,162			254	01000	11,162	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	
						55					55			254	01600	55	SY	PATCHING PLANED SURFACE	
						24,979					24,979			407	10000	24,979	GAL	TACK COAT	
						10,454					10,454			424	14000	10,454	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
						465					465			442	10000	465	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (PG76-22)	
						27.83					27.83			618	40600	27.83	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
						301,084					301,084			897	01010	301,084	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (1.25 INCH)	
						1,505					1,505			897	02000	1,505	SY	PATCHING PLANED SURFACE	
																		TRAFFIC CONTROL	
								1,023			1,023			621	00100	1,023	EACH	RPM	
								1,023			1,023			621	54000	1,023	EACH	RAISED PAVEMENT MARKER REMOVED	
								0.18			0.18			642	00104	0.18	MILE	EDGE LINE, 6", TYPE 1 (WHITE)	
								0.18			0.18			642	00104	0.18	MILE	EDGE LINE, 6", TYPE 1 (YELLOW)	
								0.18			0.18			642	00204	0.18	MILE	LANE LINE, 6", TYPE 1	
								0.16			0.16			642	00300	0.16	MILE	CENTER LINE, TYPE 1	
								14.51			14.51			644	00104	14.51	MILE	EDGE LINE, 6" (WHITE)	
								14.51			14.51			644	00104	14.51	MILE	EDGE LINE, 6" (YELLOW)	
								14.51			14.51			644	00204	14.51	MILE	LANE LINE, 6"	
								5,276			5,276			644	00400	5,276	FT	CHANNELIZING LINE, 8"	
								458			458			644	00500	458	FT	STOP LINE	
								819			819			644	00700	819	FT	TRANSVERSE/DIAGONAL LINE	
								53			53			644	01300	53	EACH	LANE ARROW	
								1,350			1,350			644	01510	1,350	FT	DOTTED LINE, 6"	
																		MAINTENANCE OF TRAFFIC	
				240							240			614	11110	240	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		25									25			614	12460	25	EACH	WORK ZONE MARKING SIGN	
		5									5			614	13000	5	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
								29.02			29.02			614	20560	29.02	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
								58.23			58.23			614	22360	58.23	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
								10,456			10,456			614	23680	10,456	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
								358			358			614	26610	358	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
								52			52			614	30650	52	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		48									48			808	18700	48	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																		INCIDENTALS	
											LS			614	11000	LS		MAINTAINING TRAFFIC	
											6			619	16020	6	MNTH	FIELD OFFICE, TYPE C	
											LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LS			624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER NRF

REVIEWER JLB 6-15-24

PROJECT ID 119994

SUBSET 1 | TOTAL 1

SHEET P.010 | TOTAL 17

WAY-30-19.47

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* - FOR TYPICALS, SEE SHEETS 5-6

COUNTY / LOCATION	ROUTE	LOG POINT TO LOG POINT		LENGTH MILE	LENGTH FEET	WIDTH FEET AVG.		PAVEMENT AREA	897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A (1.25")	897 PATCHING PLANED SURFACE	254 PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	254 PATCHING PLANED SURFACE	407 TACK COAT @ 0.08 GAL/SY		424 FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B (1.25")		442 ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (PG76-22) (1.50")				618 RUMBLE STRIP (ASPHALT CONCRETE)
								SQ YD	SQ.YD	SQ.YD	SQ.YD	SQ.YD	GALLON		INCH	CU.YD.	INCH	CU. YD.				MILE
WAY	30 EB	988+05	1333+17	6.55	34512	36.0		138,048	138,048	690			11,044		1.25	4,793						13.10
WAY	30 WB	988+05	1333+14	6.55	34509	36.0		138,036	138,036	690			11,043		1.25	4,793						13.10
WAY	30 EB	150+35	174+26	0.45	2391	36.0		9,564	9,564	48			765		1.25	332						0.90
WAY	30 WB	149+97	173+74	0.45	2377	36.0		9,508	9,508	48			761		1.25	330						0.90
WAY	US-30	** DEDUCT FOR PAVING AT SR-57 AND SR-94						-8,545	-8,545	-43			-684		1.25	-297						
(DEDUCT FOR 2 BRIDGE DECKS)																						
WAY	US-30	SLM 21.26			279	72.0		-2,232	-2,232	-11			-179		1.25	-78						-0.11
WAY	US-30	SLM 21.35			188	72.0		-1,504	-1,504	-8			-120		1.25	-52						-0.07
EB	KANSAS	990+10	995+90	0.11	580	12.0		773	773	4			62		1.25	27						
EB	SR-57	1018+82	1022+62	0.07	380	48		2,027 **			2,027	10	162				1.50	84				
WB	SR-57	1020+52	1023+82	0.06	330	42 avg		1,540 **			1,540	8	123				1.50	64				
EB	KIDRON	1072+22	1076+40	0.08	418	12		557	557	3			45		1.25	19						
WB	KIDRON	1079+73	1072+36	0.14	737	12		983	983	5			79		1.25	34						
EB	KURZEN	1130+66	1134+76	0.08	410	12		547	547	3			44		1.25	19						
WB	KURZEN	1139+28	1135+18	0.08	410	12		547	547	3			44		1.25	19						
EB	30 ALT	1160+40	1163+15	0.05	275	12		367	367	2			29		1.25	13						
EB	SR-94	1223+75	1227+75	0.08	400	56		2,489 **			2,489	12	199				1.50	104				
WB	SR-94	1231+01	1235+01	0.08	400	56		2,489 **			2,489	12	199				1.50	104				
RAMP	EB																					
AT 172	DECEL	1324+60	1332+70	0.15	810	24		2,160	2,160	11			173		1.25	75						
RAMP	WB																					
AT 172	ACCEL	1324+60	1333+14	0.08	414	24		1,104	1,104	6			88		1.25	38						
	ACCEL	1324+60	154+00	0.08	403	24		1,075	1,075	5			86		1.25	37						
WAY	172 WB	0.256	0.503	0.24	1291	24		3,443	3,443	17			275		1.25	120						
WAY	172 EB	0.130	0.330	0.20	1056	24		2,816	2,816	14			225		1.25	98						
WAY	172 EB	0.395	0.503	0.11	569	24		1,517	1,517	8			121		1.25	53						
WAY	172 BOTH	0.503	0.571	0.07	360	58		2,320	2,320	12			186		1.25	81						
EXTRA AREA FOR INTERSECTIONS								2,617			2,617	13	209				1.50	109				
	TOTAL TO GENERAL SUMMARY								**301,084**	**1,505**	**11,162**	**55**	**24,979**			**10,454**		**465**			**27.83**	

PAVEMENT & SHOULDER DATA SHEET

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

SHEET P.011 TOTAL 17

WAY-30-19.47

MODEL: Untitled Sheet PAPERSIZE: 17x11 (in.) DATE: 7/23/2024 TIME: 7:56:48 AM USER: nfoster
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AUXILIARY & LONG LINE MARKINGS

ROUTE / LOCATION (WAY. CO.)	DIRECTION	STATION FROM	STATION TO	SHEET	614 WORK ZONE LANE LINE, CLASS III, 642 PAINT (MILE)	614 WORK ZONE EDGE LINE, CLASS III, 642 PAINT (MILE)	614 WORK ZONE ARROW, CLASS III, 642 PAINT (EACH)	614 WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT (FT)	614 WORK ZONE STOP LINE, CLASS III, 642 PAINT (FT)	644 EDGE LINE TOTAL (PAY QUANTITY) (WHITE) (MILE)	644 EDGE LINE TOTAL (PAY QUANTITY) (YELLOW) (MILE)	644 LANE LINE (MILE)	644 CENTER LINE SOLID LINE EQUIVALENT (MILE)	644 CENTER LINE TOTAL (PAY QUANTITY) (MILE)	644 AUXILIARY MARKINGS (740.04) CHANNELIZING LINE 8" (FT)	STOP LINE 24" (FT)	TRANSVERSE/ DIAGONAL LINE (WHITE) 24" (FT)	TRANSVERSE/ DIAGONAL LINE (YELLOW) 24" (FT)	DOTTED LINE, 6" (FT)	LANE ARROW (LEFT) (EACH)	LANE ARROW (RIGHT) (EACH)	642 EDGE LINE TOTAL (PAY QUANTITY) (WHITE) (MILE)	642 EDGE LINE TOTAL (PAY QUANTITY) (YELLOW) (MILE)	642 LANE LINE (MILE)	642 CENTER LINE SOLID LINE EQUIVALENT (MILE)	642 CENTER LINE TOTAL (PAY QUANTITY) (MILE)
US-30	EB	988+05	1333+17		13.10	26.20				6.55	6.55	6.55				73	116									0.010	0.01
US-30	WB	988+05	1333+14		13.10	26.20				6.55	6.55	6.55				95	116									0.010	0.01
US-30	EB	150+35	174+26		0.90	1.80				0.45	0.45	0.45															
US-30	WB	149+97	173+74		0.90	1.80				0.45	0.45	0.45															
US-30	EB & WB	BRIDGE DECKS			-0.35	-0.70				-0.18	-0.18	-0.18												0.18	0.18	0.18		
KANSAS RD	EB							330							165	38					3					0.010	0.01
SR-57	EB			13			6	720	72						360	36				5							
SR-57	WB			13, 14			14	1,856	112						976	56	66			3	8						
KIDRON RD	EB & WB			15			4	1,660	30						830	15	120	115			3				0.010	0.01
KURZEN RD	EB						4	740							370	15					4						
KURZEN RD	WB						4	620							310	15				4							
30-ALT	EB						4	450							225	25				4					0.010	0.01
SR-94	EB			16			8	1,356	72						678	54	38			4	4				0.010	0.01
SR-94	WB			17			8	1,500	72						750	36	38			4	4						
DECEL 172	EB					0.12		688							344		72		600								
ACCEL 172	WB					0.06		220							110				750								
WB EXIT 172		0.258	0.503		0.49	0.98				0.25	0.25	0.25															
EB ENTRY 172		0.130	0.503		0.75	1.49				0.37	0.37	0.37															
SR 172	BOTH	0.503	0.571		0.14	0.27		316		0.07	0.07	0.07		.	158			138		3						0.100	0.10
TOTAL TO GEN SUM					**29.02**	**58.23**	**52**	**10456**	**358**	**14.51**	**14.51**	**14.51**			**5276**	**458**	**566**	**253**	**1350**	**27**	**26**			**0.18**	**0.18**	**0.18**		**0.16**

NOTES:
1) LANES ON US-30 SHALL BE STRIPED AT 12' WIDTHS.
2) ALL WORK ZONE MARKINGS SHALL BE CLASS III.
3) FOR ALL WORK ZONE PAVEMENT MARKINGS, THE 642 PAINT USED SHALL BE TYPE 1.
4) ALL DIAGONAL / TRANSVERSE LINES SHALL BE THE CHEVRON TYPE AT THE GORE AREAS.

RAISED PAVEMENT MARKERS

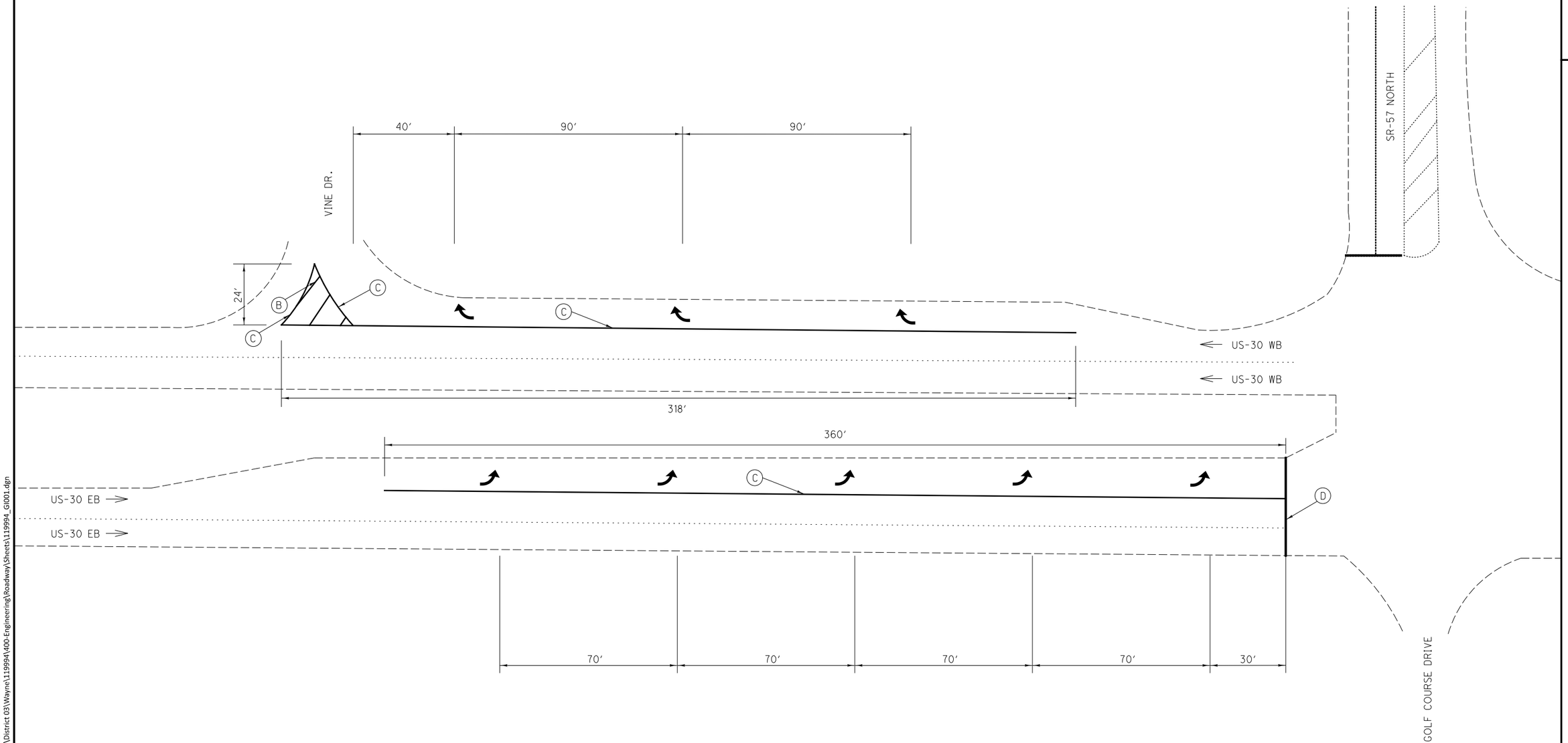
ROUTE	DIRECTION	STATION/SLM FROM	STATION/SLM TO	DETAIL	621 RAISED PAVEMENT MARKER REMOVED (EACH)	621 RPM (EACH)	PRISMATIC RETRO-REFLECTOR TYPES ONE-WAY WHITE (EACH)	TWO-WAY YELLOW / YELLOW	TWO-WAY WHITE / RED	TWO-WAY YELLOW / RED	TWO-WAY BLUE / BLUE	REMARKS
US-30	EB	988+05	1333+17	5	432	432	432					MULTILANE DIVIDED/EXPRESSWAY
US-30	WB	988+05	1333+14	5	432	432	432					MULTILANE DIVIDED/EXPRESSWAY
US-30	EB	150+35	174+26	5	30	30	30					MULTILANE DIVIDED/EXPRESSWAY
US-30	WB	149+97	173+74	5	30	30	30					MULTILANE DIVIDED/EXPRESSWAY
EXIT FROM US-30	EB			2	31	31			7	24		EB DECELERATION LANE
ENTRY TO US-30	WB			3	25	25		2	7	16		TAPERED WB ACCELERATION LANE
INTERSECTION @ SR 57 & SR 94				9	36	36			36			3 LANE APPR. WITH TURN LANE
SR-172	BOTH			1	6	6	6					MULTILANE UNDIVIDED TYPICAL SPACING
US-30 TOTAL					**1023**	**1023**	**931**	**2**	**50**	**40**		

DETAIL	DESCRIPTION
1	MULTILANE UNDIVIDED TYPICAL SPACING
2	TAPERED ACCEL. LANE
3	DECELERATION LANE
4	PARALLEL ACCEL LANE
5	MULTILANE DIVIDED/EXPRESSWAY
6	STOP APPROACH
7	2 LANE APPR. WITH TURN LANE
8	THROUGH APPROACH
9	3 LANE APPR. WITH TURN LANE
10	3 LANE DIVIDED TO 2 LANE TRANSITION
11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
12	TWO LANE NARROW BRIDGE
13	TWO WAY LEFT TURN LANE
14	ONE LANE BRIDGE
15	HORIZONTAL CURVE
16	HORIZONTAL CURVE ALT.
17	STOP APPROACH ALT.
18	FIRE HYDRANT
GAP	CENTER LINE AT 80 FT. TYP.

PAVEMENT MARKING & RPM SUB-SUMMARY

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR
DESIGNER NRF
REVIEWER JLB 6-15-24
PROJECT ID 119994
SHEET P.012 TOTAL 17

WAY-30-19.47



REPLACE THE STOP LINES AT THEIR ORIGINAL LOCATIONS
PROVIDE 12′ THROUGH LANES AND TURN LANES.

BALLOON	ITEM	DESCRIPTION	UNIT	TOTAL
B	644	TRANSVERSE/DIAGONAL LINE	FT	34
C	644	CHANNELIZING LINE, 8″	FT	738
D	644	STOP LINE	FT	36
↱	644	LANE ARROW	EACH	5
↴	644	LANE ARROW	EACH	3

QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

PAVEMENT MARKINGS
US-30 & SR-57

WAY-30-19.47

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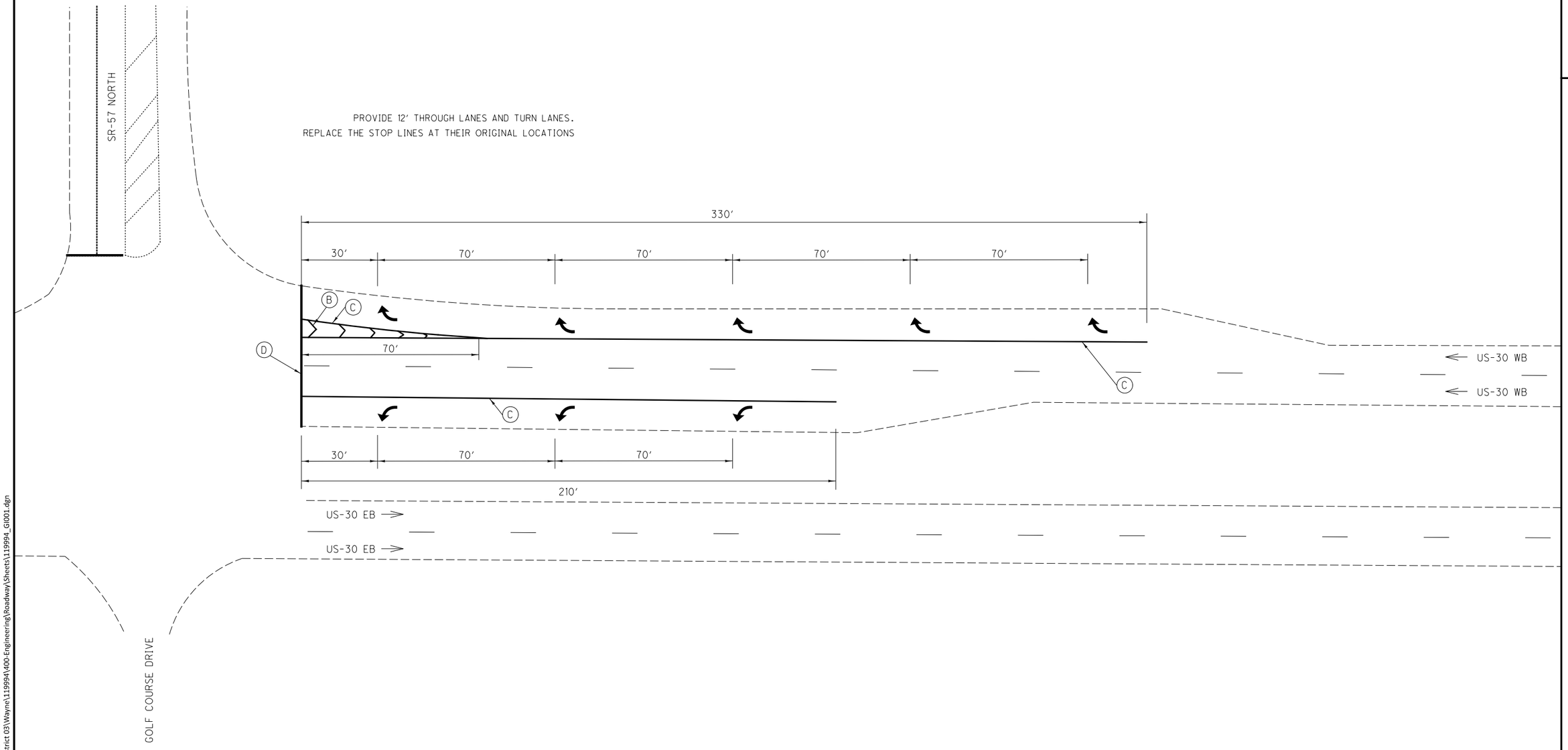
DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER	NRF
REVIEWER	JLB 6-15-24
PROJECT ID	119994
SUBSET	1
TOTAL	5
SHEET	P.013
TOTAL	17

PROVIDE 12′ THROUGH LANES AND TURN LANES.
REPLACE THE STOP LINES AT THEIR ORIGINAL LOCATIONS



BALLOON	ITEM	DESCRIPTION	UNIT	TOTAL
B	644	TRANSVERSE/DIAGONAL LINE	FT	32
C	644	CHANNELIZING LINE, 8″	FT	610
D	644	STOP LINE	FT	56
↰	644	LANE ARROW	EACH	5
↱	644	LANE ARROW	EACH	3

QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

PAVEMENT MARKINGS
US-30 & SR-57

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER: NRF
REVIEWER: JLB 6-15-24
PROJECT ID: 119994
SUBSET: 2 TOTAL: 5
SHEET: P.014 TOTAL: 17

WAY-30-19.47

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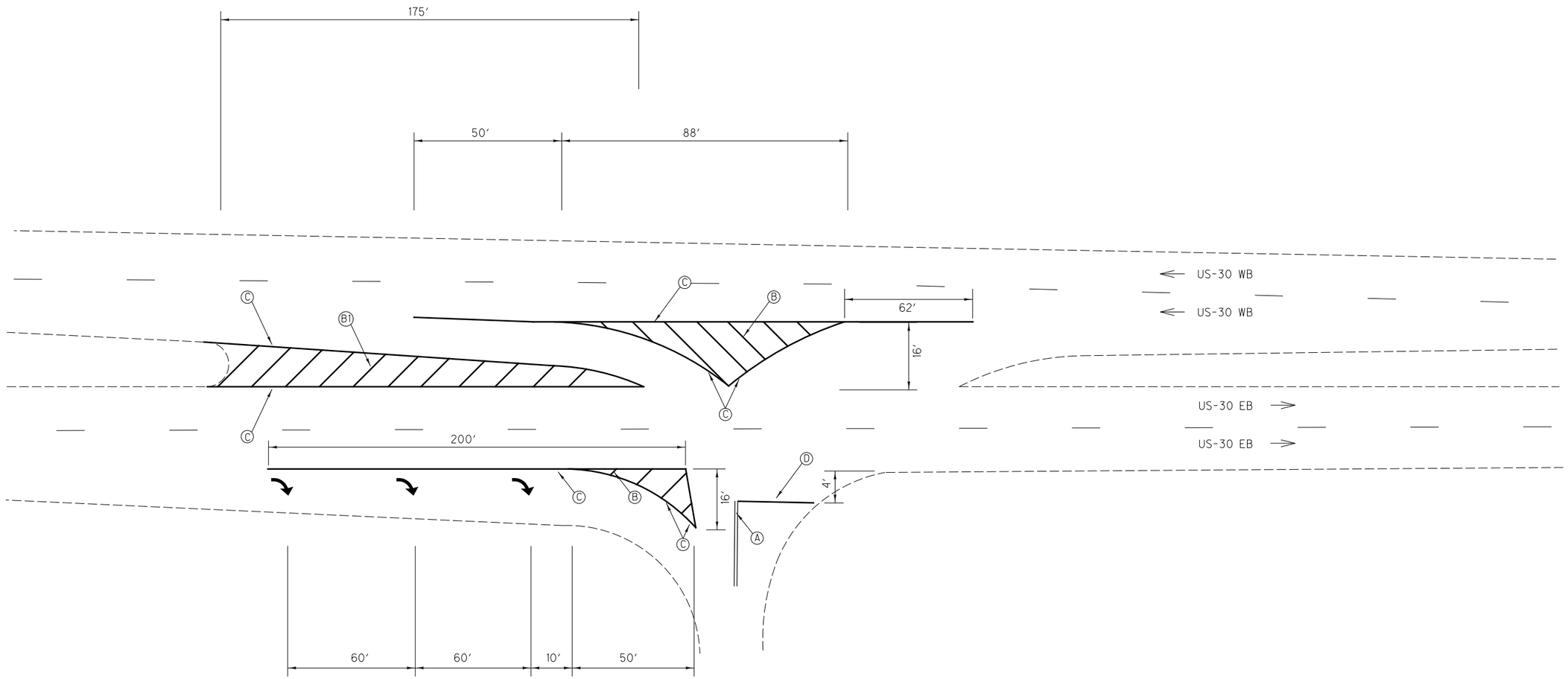

REPLACE THE STOP LINES AT THEIR ORIGINAL LOCATIONS
PROVIDE MINIMUM 12′ THROUGH LANES AND MINIMUM 12′ TURN LANES.

BALLOON	ITEM	DESCRIPTION	UNIT	TOTAL
A	642	CENTERLINE	MILE	0.01
B	644	TRANSVERSE/DIAGONAL LINE (WHITE)	FT	120
B1	644	TRANSVERSE/DIAGONAL LINE (YELLOW)	FT	115
C	644	CHANNELIZING LINE, 8″ (COLOR SAME AS ADJ. TRANS/DIAG)	FT	830
D	644	STOP LINE	FT	15
↘	644	LANE ARROW	EACH	3

QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

PAVEMENT MARKINGS
US-30 & KIDRON RD

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER
NRF

REVIEWER
JLB 6-15-24

PROJECT ID
119994

SUBSET 3 | TOTAL 5

SHEET P.015 | TOTAL 17

WAY-30-19.47

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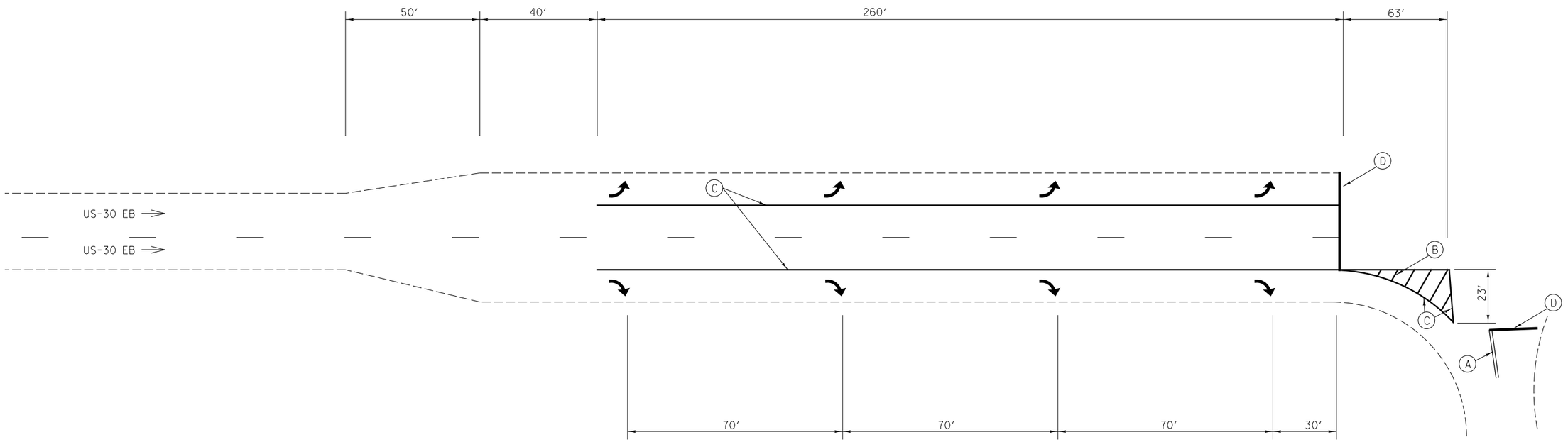

REPLACE THE STOP LINES AT THEIR ORIGINAL LOCATIONS
PROVIDE 12′ THROUGH LANES AND TURN LANES.

BALLOON	ITEM	DESCRIPTION	UNIT	TOTAL
A	642	CENTERLINE	MILE	0.01
B	644	TRANSVERSE/DIAGONAL LINE	FT	38
C	644	CHANNELIZING LINE, 8"	FT	678
D	644	STOP LINE	FT	54
	644	LANE ARROW	EACH	4
	644	LANE ARROW	EACH	4

QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

PAVEMENT MARKINGS
US-30 & SR 94

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR

DESIGNER NRF
REVIEWER JLB 6-15-24
PROJECT ID 119994
SUBSET 4 TOTAL 5
SHEET P.016 TOTAL 17

WAY-30-19.47

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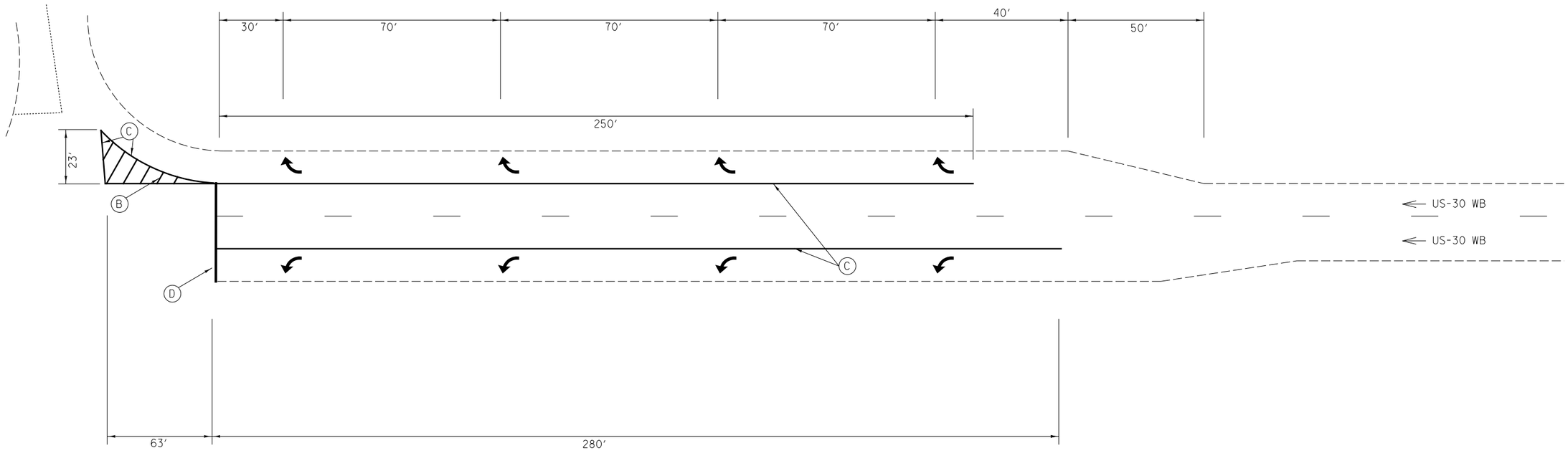
PROVIDE 12′ THROUGH LANES AND TURN LANES.
REPLACE THE STOP LINES AT THEIR ORIGINAL LOCATIONS



BALLOON	ITEM	DESCRIPTION	UNIT	TOTAL
B	644	TRANSVERSE/DIAGONAL LINE	FT	38
C	644	CHANNELIZING LINE, 8″	FT	750
D	644	STOP LINE	FT	36
↰	644	LANE ARROW	EACH	4
↱	644	LANE ARROW	EACH	4

QUANTITIES CARRIED TO PAVEMENT MARKING SUB-SUMMARY.

PAVEMENT MARKINGS
US-30 & SR 94

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM FOUR
DESIGNER NRF
REVIEWER JLB 6-15-24
PROJECT ID 119994
SUBSET 5 | TOTAL 5
SHEET P.017 | TOTAL 17

WAY-30-19.47

MODEL: Sheet_SurvFt - 4 PAPERSIZE: 17x11 (in.) DATE: 7/23/2024 TIME: 7:57:01 AM USER: nfoster
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