

SEE SHEET 2

LOCATION MAP

LATITUDE: 40° 52' 38" LONGITUDE: 82° 17' 41"



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

DESIGN DESIGNATION

	CRA-30 9.53 - 15.80	MED-57 3.49 - 10.39	WAY-30 19.46 - 25.88	WAY-30 25.88 - 26.47	WAY-TR80347 0.00 - 0.15
CURRENT YEAR ADT (2022)	11,500	7,800	19,000	13,500	100
DESIGN YEAR ADT (2029)	13,000	7,900	21,500	14,500	100
DESIGN HOURLY VOLUME (2029)	1,600	700	2,200	1,400	15
DIRECTIONAL DISTRIBUTION	52%	53%	51%	52%	55%
TRUCKS (24 HOUR B&C)	40%	5%	15%	19%	9%
DESIGN SPEED	70	55	55	55	55
LEGAL SPEED	70	55	55	55	55
DESIGN FUNCTIONAL CLASSIFICATION:	B	A	B	B	C
NHS PROJECT SECTION	YES	NO	YES	YES	NO

DESIGN FUNCTIONAL CLASSIFICATION LEGEND:

- A - MINOR ARTERIAL
- B - FREEWAYS & EXPRESSWAYS
- C - LOCAL

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)

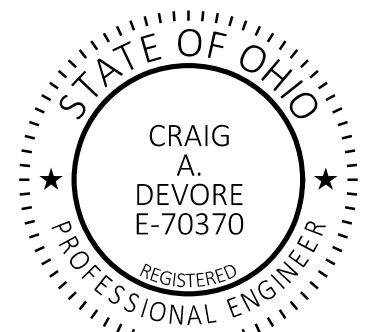


OHIO DEPARTMENT OF
TRANSPORTATION

DISTRICT THREE ENGINEERING

PLANS PREPARED BY:

ENGINEER'S SEAL



cdevore
Digitally signed by cdevore
Date: 2023.05.22
13:35:36-04'00'

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D03-RM-FY2023

JEFFERSON TOWNSHIP
WHETSTONE TOWNSHIP
CRAWFORD COUNTY

CITY OF WADSWORTH
GUILFORD TOWNSHIP
MONTVILLE TOWNSHIP
WADSWORTH TOWNSHIP
MEDINA COUNTY

VILLAGE OF DALTON
EAST UNION TOWNSHIP
SUGAR CREEK TOWNSHIP
WAYNE COUNTY

INDEX OF SHEETS:

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CONFORMED SET

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.1	1/21/22	TC-41.20	10/18/13			800-2019 SEE PROPOSAL	
BP-2.2	1/15/21	TC-42.20	10/18/13			808 1/18/19	
BP-3.1	1/21/22	TC-52.10	10/18/13			832 7/15/22	
		TC-52.20	1/15/21			908 10/20/17	
DM-4.3	1/15/16	TC-65.10	1/17/14				
DM-4.4	1/15/16	TC-65.11	7/15/22				
MT-95.30	7/19/19						
MT-97.11	1/20/17						
MT-99.20	4/19/19						
MT-101.90	7/17/20						
MT-104.10	10/16/15						
MT-105.10	1/17/20						

FEDERAL PROJECT NUMBER

E220234

RAILROAD INVOLVEMENT

NONE

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

PROJECT DESCRIPTION

REACTIVE PAVEMENT MAINTENANCE ON VARIOUS ROUTES
IN DISTRICT THREE.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A ACRES
(MAINTENANCE PROJECT)

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
(MAINTENANCE PROJECT)

NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES
(MAINTENANCE PROJECT)

LIMITED ACCESS

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

2019 SPECIFICATIONS

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

MOT 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
District 03 Deputy Director



Jack Marchbanks, PhD
Director, Department of Transportation

TITLE SHEET

DESIGN AGENCY



DESIGNER

CAD

REVIEWER

CAD 03-16-23

PROJECT ID

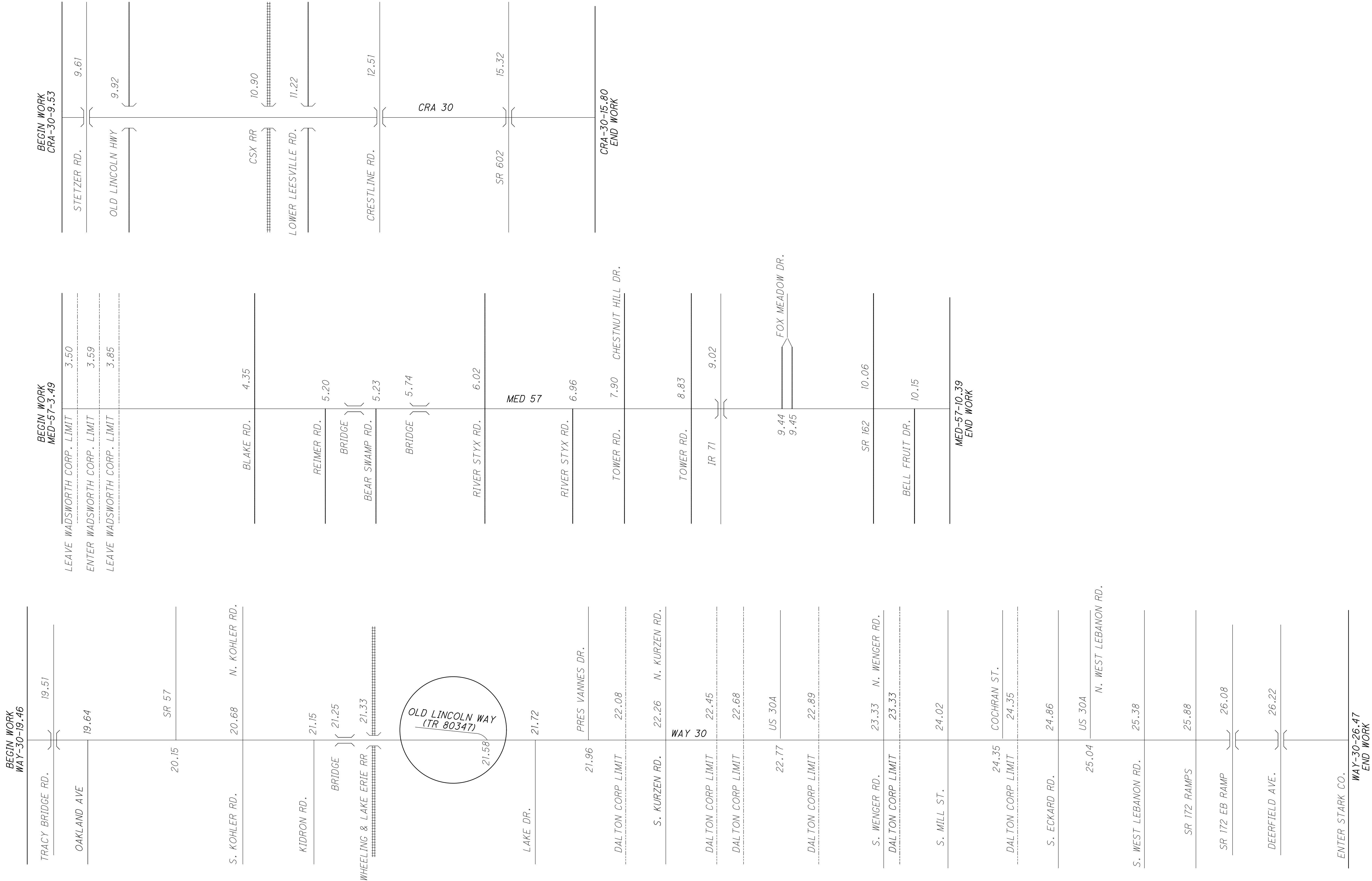
105748

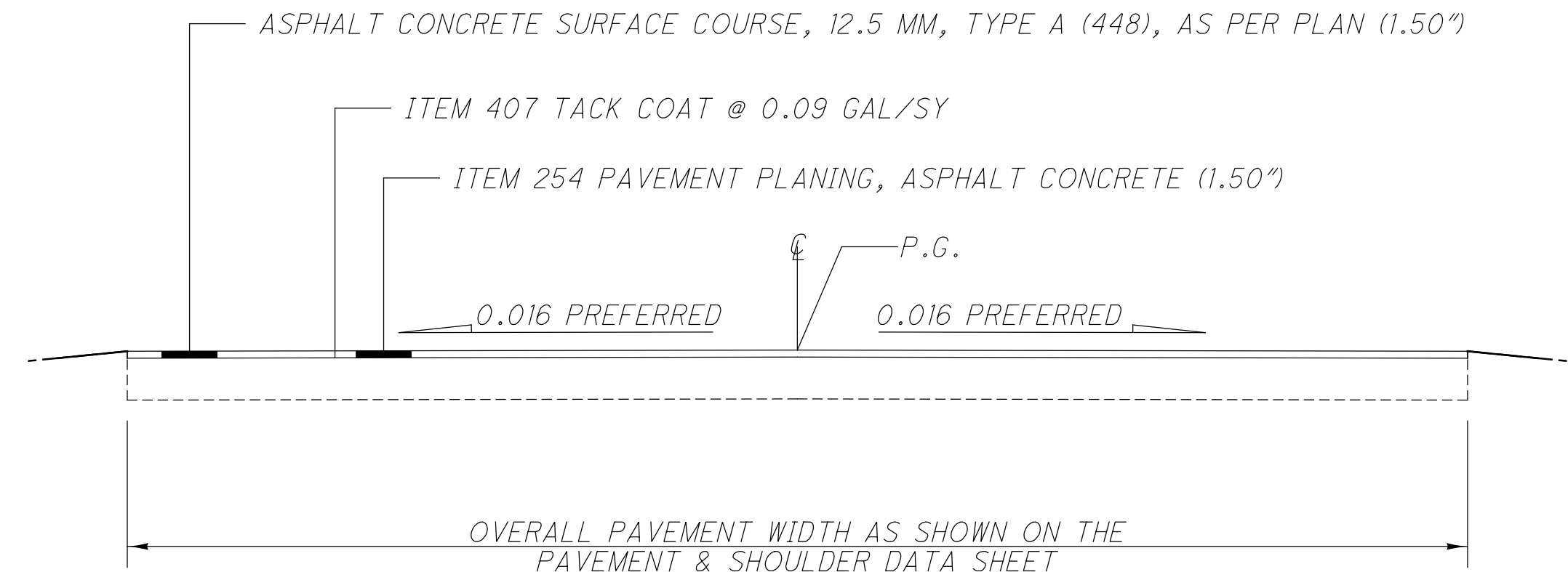
SHEET

P.1

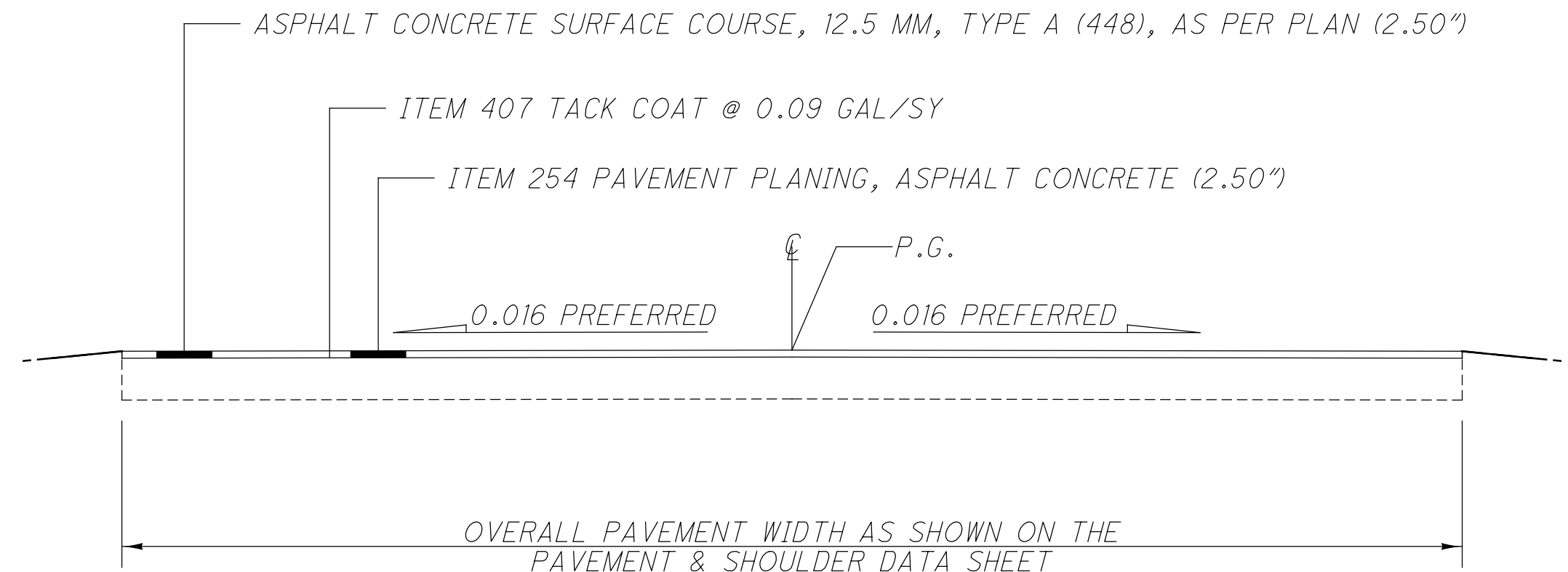
TOTAL

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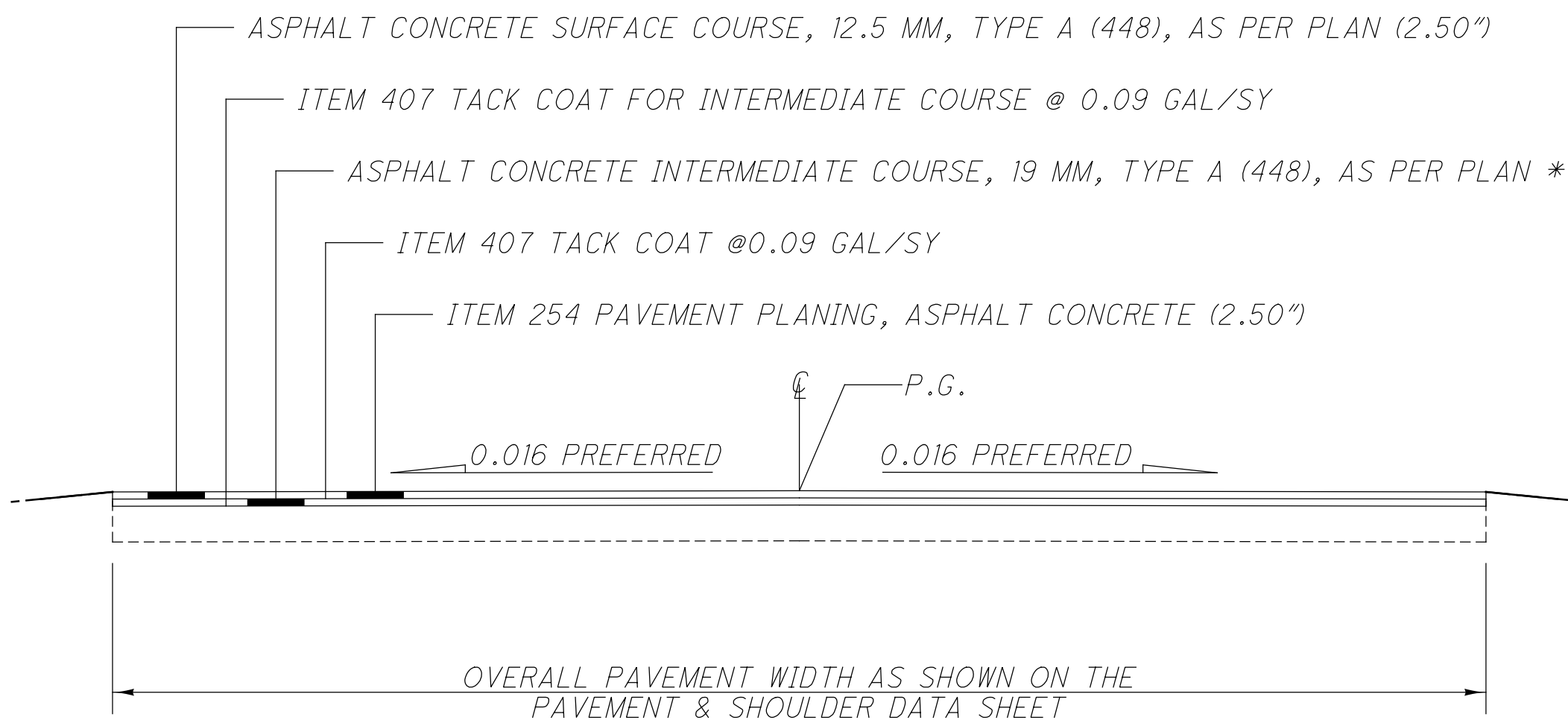




CRA US30
TYPICAL 1
(EB & WB TYP.)

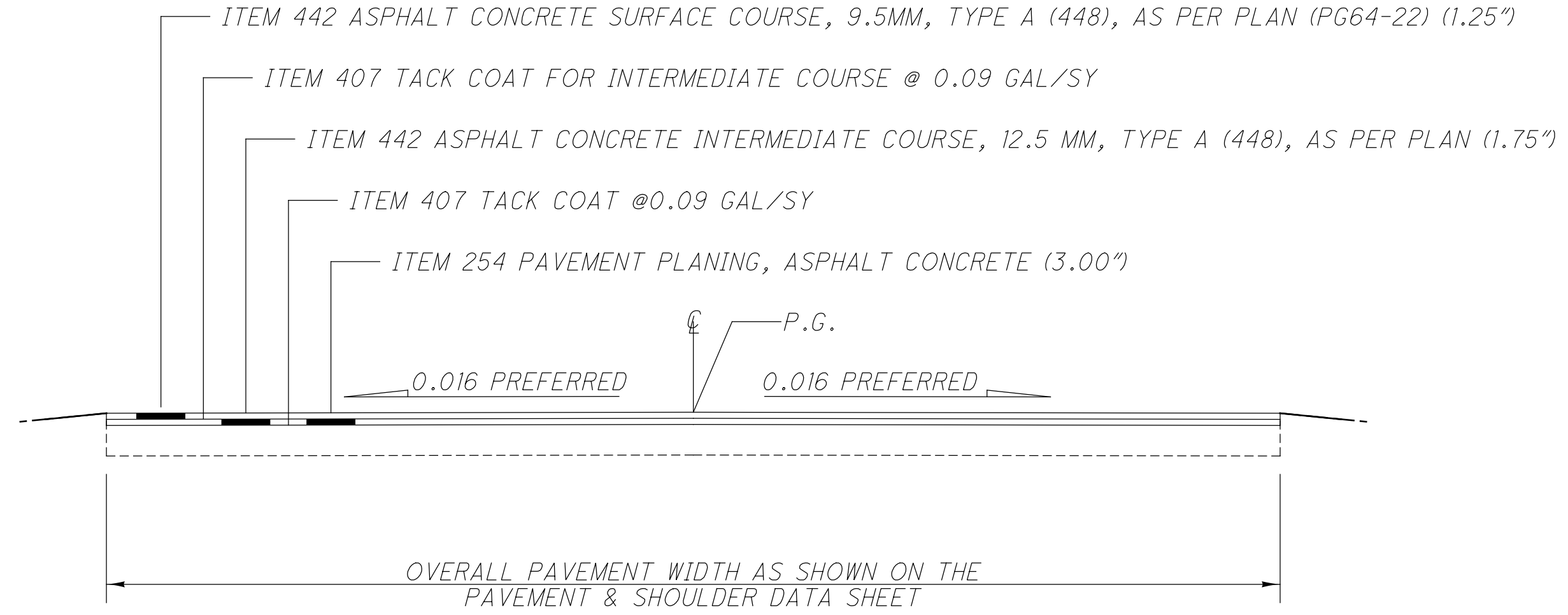


MED SR57
TYPICAL 2



WAY US30
TYPICAL 3
(EB & WB TYP.)

* AC INTERMEDIATE COURSE, 19 MM, TYPE A (448),
AS PER PLAN MATERIAL IS FOR USE AT DEPTHS
GREATER THAN 2.5 INCHES IN ITEM - 251, PARTIAL
DEPTH PAVEMENT REPAIR



TR80347 (OLD LINCOLN WAY)
TYPICAL 4

TYPICAL SECTIONS

DESIGN AGENCY

DISTRICT 3



ENGINEERING
TEAM THREE

DESIGNER

CVH

REVIEWER

CAD 03-16-23

PROJECT ID

105748

SHEET TOTAL

P.3 10

UTILITIES (G102A)	
LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:	
CRA-30	
COMMUNICATION BRIGHTSPEED 203 W. 9TH STREET LORAIN, OH 44052 440.244.8330	ELECTRIC AEP OHIO 2552 QUAKER ROAD BUCYRUS, OH 44820 419.563.1509
ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6214	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163
TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868	
MED-57	
CABLE ARMSTRONG UTILITIES 1141 LAFAYETTE ROAD MEDINA, OHIO 44256 330.722.3141	CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200
CITY CITY OF MEDINA 132 NORTH ELMWOOD STREET MEDINA, OH 44256 330.722.9020	COMMUNICATION FRONTIER COM 83 TOWNSEND AVENUE NORWALK, OH 44857 419.744.3613
ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6214	GAS COLUMBIA GAS OF OHIO 7080 FRY ROAD MIDDLEBURG HEIGHTS, OH 44130 440.891.2428
GAS DOMINION 320 SPRINGSIDE DRIVE, SUITE 320 AKRON, OH 44333 800.362.7557	GAS ASPIRE ENERGY 300 TRACY BRIDGE ROAD ORRVILLE, OH 44667 330.682.7726
GAS G&O RESOURCES 96 E Crosier St, Akron, OH 44311 AKRON, OH 44311 330.761.3508	GAS KING DRILLING COMPANY 24 W. MAIN STREET SEVILLE, OH 44273 330.769.3434
TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868	
WAY-US 30 / TR 80347	
CABLE ARMSTRONG UTILITIES 1141 LAFAYETTE ROAD MEDINA, OHIO 44256 330.722.3141	CABLE MASSILON CABLE TELEVISION P.O. BOX 917 WOOSTER, OH 44691 330.345.5110
CABLE MASSILON CABLE TELEVISION P.O. BOX 917 WOOSTER, OH 44691 330.345.5110	CITY CITY OF ORRVILLE UTILITIES 207 NORTH MAIN STREET ORRVILLE, OH 44667 330.684.5000
COMMUNICATION BRIGHTSPEED 203 W. 9TH STREET LORAIN, OH 44052 440.244.8330	COMMUNICATION AT&T OHIO 130 N ERIE STREET TOLEDO, OH 43604 419.245.7244

COMMUNICATION EVERSTREAM SOLUTIONS 800 W ST CLAIR, 2ND FLOOR CLEVELAND, OH 44113 216.581.7972	ELECTRIC AEP OHIO 2552 QUAKER ROAD BUCYRUS, OH 44820 419.563.1509
ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6214	GAS COLUMBIA GAS OF OHIO 7080 FRY ROAD MIDDLEBURG HEIGHTS, OH 44130 440.891.2428
GAS DOMINION 4725 SOUTHWAY STREET SW CANTON, OH 44706 330.266.2049	GAS DOMINION 320 SPRINGSIDE DRIVE, SUITE 320 AKRON, OH 44333 800.362.7557
GAS ASPIRE ENERGY 300 TRACY BRIDGE ROAD ORRVILLE, OH 44667 330.682.7726	GAS LAKE REGION OIL P.O. BOX 1478 MASSILLON, OH 44648 330.828.8420
GAS NORTHEAST OHIO NATURAL GAS 9081 STATE ROUTE 250 STRASBURG, OH 44680 330.878.5589	TRAFFIC ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 419.207.2868
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)	
THE FOLLOWING EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.	
CRA-30-9.73 to 14.93 - PID 16282 MED-57-3.28 to 10.39 - PID 93113 WAY-30-19.82 to 26.47 - PID 77449	
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.	

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442) ITEM 253 – PAVEMENT REPAIR
THESE ITEMS OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE
REPLACEMENT MATERIAL SHALL BE ITEM 442 12.5MM AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 442 12.5MM MATERIAL SHALL BE USED FOR REPAIRS WITH A MAXIMUM DEPTH OF 2.5 INCHES. FOR ANY REPAIRS EXTENDING BELOW 2.5 INCHES, ITEM 442 19MM MATERIAL SHALL BE USED UP TO 2.5 INCHES BELOW THE PAVEMENT SURFACE, AND THE TOP 2.5 INCHES SHALL REVERT TO USING THE ITEM 442 12.5MM MATERIAL.
FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, 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 0 TO 25% RAP AND A PG 58-28 BINDER FOR 26-30% RAP. MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT. APPLY 703.05 FOR COARSE 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.
A LONGITUDINAL REPAIR IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTER LINE THAN MEASUREMENT PERPENDICULAR TO THE CENTER LINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PERPENDICULAR TO THE CENTER LINE THAN MEASUREMENT PARALLEL TO THE CENTER LINE.
PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442) OR ITEM 253 - PAVEMENT REPAIR. SEE THE PAVEMENT DATA SHEET FOR ESTIMATED QUANTITIES.
ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
PLANING IS TO BE PERFORMED AS DIRECTED AND IN AREAS DESIGNATED BY THE ENGINEER. REMOVAL OF EXISTING PAVEMENT SURFACE MAY BE REQUIRED TO ELIMINATE ADVERSE SURFACE DISTORTION, WHICH IN THE JUDGEMENT OF THE ENGINEER, CANNOT BE SATISFACTORILY CORRECTED IN THE PAVING COURSES. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER. THESE AREAS MAY INCLUDE MATERIAL DISPLACED BY RUTTING OR SHOVING ASPHALT SURFACE PATCHES, CONCRETE PATCHES, TRANSVERSE BUMPS, JOINTS AT STRUCTURES, ADJOINING PAVEMENTS, RAILROADS, ETC.
THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE OFF THE PAVEMENT SURFACE AND TO ALL CATCH BASINS, INLETS, AND DITCHES.
THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER IN WHICH THE ROADWAY SHALL BE RESTORED, AT A MINIMUM, TO ITS ORIGINAL PROFILE AT THE END OF EACH WORK DAY. PLANED AREAS WHICH CREATE A LONGITUDINAL JOINT SHALL BE COMPLETED IN SUCH A MANNER SO AS TO REMOVE THE JOINT BEFORE THE END OF EACH DAY'S WORK.
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (448), AS PER PLAN ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448), AS PER PLAN
ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.
CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.
REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS: MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%. MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT. MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT. USE A PG 64-22 BINDER.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

DESIGN AGENCY
DISTRICT 3

ENGINEERING TEAM THREE
DESIGNER
MAE
REVIEWER
CAD 03-02-23
PROJECT ID
105748
SHEET
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TOTAL
10

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 5.6 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 3.8 PERCENT.
PER SPECIFICATIONS, USE A PG 64-22 BINDER WHEN 25% AND LESS RAP IS USED.
USE A PG 58-28 BINDER WHEN MORE THAN 25% RAP IS USED.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

ITEM 621 – RPM
ITEM 621 – RAISED PAVEMENT MARKER REMOVED

THE QUANTITIES BELOW ARE TO INLCUDE THE REMOVAL AND REPLACEMENT OF RAISED PAVEMENT MARKERS IN THE AREAS LISTED. THE TYPE AND LOCATIONS OF RAISED PAVEMENT MARKERS IS TO BE DETERMINED BY THE ENGINEER.

ITEM:	QUANTITY:	LOCATION DESCRIPTION:
ITEM 621 – RPM	24	WAY 30 EB SLM: 20.08-20.17 (57 INTERSECTION)
	26	WAY 30 EB SLM: 23.92-24.02 (94 INTERSECTION)
	36	WAY 30 WB SLM: 24.00-24.10 (94 INTERSECTION)
ITEM 621 – RAISED PAVEMENT MARKER REMOVED	24	WAY 30 EB SLM: 20.08-20.17 (57 INTERSECTION)
	26	WAY 30 EB SLM: 23.92-24.02 (94 INTERSECTION)
	36	WAY 30 WB SLM: 24.00-24.10 (94 INTERSECTION)

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS
(G118B)

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 17 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE DISTRICT THREE FAA COORDINATOR, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA VIA THE FAA OBSTRUCTION EVALUATION GROUP'S ONLINE PROJECT FILING PROCESS. NOTIFY THE ODOT DISTRICT THREE FAA COORDINATOR WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER AND THE DISTRICT FAA COORDINATOR VIA EMAIL AT ethan.caudill@dot.ohio.gov

FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGIONAL OFFICE OBSTRUCTION EVALUATION GROUP 10101 HILLWOOD PARKWAY FORT WORTH, TX 76177 FAX: 817.222.5920 http://oeaaa.faa.gov	ODOT DISTRICT THREE DISTRICT FAA COORDINATOR 906 CLARK AVENUE ASHLAND, OHIO 44805 419.207.7175 ethan.caudill@dot.ohio.gov
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DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM THREE

DESIGNER
CVH

REVIEWER
CAD 03-16-2023

PROJECT ID
105748

SHEET	TOTAL
P.5	10

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

TWO-LANE ROUTES: MAINTAIN ONE 10’ LANE OF TRAFFIC AT ALL TIMES.

FOUR-LANE ROUTES: MAINTAIN ONE 11’ LANE OF TRAFFIC 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. ANY WORK ZONE SIGNS NEEDED SHALL BE CONSIDERED INCIDENTAL TO ITEM 614, MAINTAINING TRAFFIC AND SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.

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.

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 YEARS DAY	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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 \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

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.

ALL WORK ZONES ON US 30 SHALL BE REMOVED AT THE END OF EACH WORK DAY.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

WORK ZONE MARKINGS AND SIGNS

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

MED-57	WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	10 EACH
	TOTAL:	10 EACH

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
6 SIGN MONTH
ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S)

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

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

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

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

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

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

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

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

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

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

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

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

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

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

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

OTHER LOCATION AS APPROVED BY THE ENGINEER.

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

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
220 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.

DESIGN AGENCY	DISTRICT 3
	
ENGINEERING TEAM THREE	
DESIGNER	CVH
REVIEWER	
CAD	02-03-2023
PROJECT ID	105748
SHEET	TOTAL
P.6	10

642-24 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(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ -20674	CRA 30 9.53-15.80	EB & WB
WZ -20675	WAY 30 19.46-26.47	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.]

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 OMTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, 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	WITH POSITIVE PROTECTION			WITHOUT POSITIVE PROTECTION	
	POSTED SPEED LIMIT			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
[ASSUMING 4 DSL SIGN ASSEMBLY(IES) FOR 3 MONTHS 12 SIGN MNTH]

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM THREE

DESIGNER
CVH

REVIEWER
CAD 03-02-2023

PROJECT ID
105748

SHEET	TOTAL
P.7	10

GENERAL SUMMARY	
DESIGN AGENCY DISTRICT 3	
	
ENGINEERING TEAM THREE	
DESIGNER CAD	
REVIEWER CAD 03-16-23	
PROJECT ID 105748	
SHEET P.8	TOTAL 10

PLAN SPLIT	COUNTY	ROUTE	DIRECTION/LANE	LOG POINT TO LOG POINT		TREATED AREA		AVERAGE REPAIR WIDTH	TYPICAL SECTION NUMBER (SEE TYP SECTION SHEETS)	PROPOSED PAVEMENT AREA	251		251		251		253		254		442		442		254		407		442	
						TOTAL MILES (EITHER OR BOTH WHEEL PATHS)	FEET				PARTIAL DEPTH PAVEMENT REPAIR (442) (TRANSVERSE) (6' LENGTH)	VOLUME	PARTIAL DEPTH PAVEMENT REPAIR (442) (LONGITUDINAL)	VOLUME	PARTIAL DEPTH PAVEMENT REPAIR	VOLUME	PAVEMENT REPAIR	VOLUME	PAVEMENT PLANING, ASPHALT CONCRETE (3.00")	AREA	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), AS PER PLAN	VOLUME	ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A, AS PER PLAN (PG64-22)	VOLUME	PAVEMENT PLANING, ASPHALT CONCRETE (1.50")	AREA	RATE	VOLUME	NON-TRACKING TACK COAT (0.09 GAL/SY)	GALLONS
				DEPTH	INCHES																									
				STRAIGHT LINE MILEAGE	FT	SQ YD	INCHES	CU YD		INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES	CU YD	INCHES
02/NHS/05	CRA	30	EB DL	9.50	10.00	0.24	1267.2	6	TYP. 1	845															1.5	845	0.09	77	1.5	36
02/NHS/05	CRA	30	EB DL	10.00	11.00	0.51	2692.8	6	TYP. 1	1,796															1.5	1,796	0.09	162	1.5	75
02/NHS/05	CRA	30	EB DL	11.00	12.00	0.20	1056	6	TYP. 1	704															1.5	704	0.09	64	1.5	30
02/NHS/05	CRA	30	EB DL	12.00	13.00	0.70	3696	6	TYP. 1	2,464															1.5	2,464	0.09	222	1.5	103
02/NHS/05	CRA	30	EB DL	13.00	14.00	1.10	5808	6	TYP. 1	3,872															1.5	3,872	0.09	349	1.5	162
02/NHS/05	CRA	30	EB DL	14.00	15.00	1.04	5491.2	6	TYP. 1	3,661															1.5	3,661	0.09	330	1.5	153
02/NHS/05	CRA	30	EB DL	15.00	15.80	0.31	1636.8	6	TYP. 1	1,092															1.5	1,092	0.09	99	1.5	46
02/NHS/05	CRA	30	WB DL	9.50	10.00	0.24	1267.2	6	TYP. 1	845															1.5	845	0.09	77	1.5	36
02/NHS/05	CRA	30	WB DL	10.00	11.00	0.62	3273.6	6	TYP. 1	2,183															1.5	2,183	0.09	197	1.5	91
02/NHS/05	CRA	30	WB DL	11.00	12.00	0.84	4435.2	6	TYP. 1	2,957															1.5	2,957	0.09	267	1.5	124
02/NHS/05	CRA	30	WB DL	12.00	13.00	1.07	5649.6	6	TYP. 1	3,767															1.5	3,767	0.09	340	1.5	157
02/NHS/05	CRA	30	WB DL	13.00	14.00	0.77	4065.6	6	TYP. 1	2,711															1.5	2,711	0.09	244	1.5	113
02/NHS/05	CRA	30	WB DL	14.00	15.00	1.03	5438.4	6	TYP. 1	3,626															1.5	3,626	0.09	327	1.5	152
02/NHS/05	CRA	30	WB DL	15.00	15.80	0.44	2323.2	6	TYP. 1	1,549															1.5	1,549	0.09	140	1.5	65
02/NHS/05	CRA	30		SUBTOTAL IS CARRIED TO GENERAL SUMMARY						32,072	0		0		0		0		0		0		0		32,072		2,895		1,343	
02/NHS/05	WAY	30	EB	19.46	26.47	LUMP SUM		24	TYP. 3	5,760	2.5	400																		
02/NHS/05	WAY	30	WB	19.46	26.47	LUMP SUM		24	TYP. 3	5,760	2.5	400																		
02/NHS/05	WAY	30	EB	19.46	26.47	LUMP SUM		4	TYP. 3	576			2.5	40																
02/NHS/05	WAY	30	WB	19.46	26.47	LUMP SUM		4	TYP. 3	576			2.5	40																
02/NHS/05	WAY	30	EB	20.08	20.17	57 INTER. FULL WIDTH		52	TYP. 3	1,234															2.5	1,234	0.09	112	2.5	86
02/NHS/05	WAY	30	EB	23.93	24.02	94 INTER. FULL WIDTH		56	TYP. 3	1,213															2.5	1,213	0.09	110	2.5	85
02/NHS/05	WAY	30	WB	24.00	24.10	94 INTER. FULL WIDTH		56	TYP. 3	1,213															2.5	1,213	0.09	110	2.5	85
02/NHS/05	WAY	30		SUBTOTAL IS CARRIED TO GENERAL SUMMARY						16,332	800		80		0		0		0		0		0		3,660		332		256	
01/STR/05	MED	57	NB	3.49	8.83	EDGE LINE/RIGHT WHEEL PATH		6	TYP. 2	5,949			4	661																
01/STR/05	MED	57	SB	3.49	8.83			6	TYP. 2	4,964			4	552																
03/S>2/05	MED	57	NB	8.83	10.39	EDGE LINE/RIGHT WHEEL PATH		6	TYP. 2	3,063			4	340																
03/S>2/05	MED	57	SB	8.83	10.39			6	TYP. 2	1,303			4	145																
01/STR/05	MED	57		SUBTOTAL IS CARRIED TO GENERAL SUMMARY						10,913	0		1,213		0		0		0		0		0		0		0		0	
03/S>2/05	MED	57		SUBTOTAL IS CARRIED TO GENERAL SUMMARY						4,366	0		485		0		0		0		0		0		0		0		0	
04/NFA/05	WAY	TR 80347	N/A	CARRIED TO GEN SUM		0.17	900.00	13.00	TYP. 4	1,300					4	15	6.00	5.00	3.0	1,300	1.75	64	1.25	46						
TR 80347 AKA OLD LINCOLN WAY																														

PAVEMENT DATA SHEET

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM THREE

DESIGNER

ERC

REVIEWER

CAD 03-16-23

PROJECT ID

105748

SHEET

P.9

TOTAL

10

AUXILIARY & LONG LINE MARKINGS																									
COUNTY	ROUTE	STATION / SLM		HIGHWAY MILES		614					642, TYPE 1				644									618	
						WORK ZONE LANE LINE, CLASS I, 642 PAINT (WHITE)	WORK ZONE LANE LINE, CLASS I, 642 PAINT (YELLOW)	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT		EDGE LINE, 6" (WHITE)	LANE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)		AUXILIARY MARKINGS (740.04)									RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
															STOP LINE	CHANNELIZING LINE, 12"	LANE ARROW								
		LEFT	RIGHT	THROUGH													COMBINATION								
FROM	TO	MILE	MILE	MILE	FT	FT	MILE	MILE	MILE	FT	FT	EACH	EACH	EACH	EACH	MILE									
CRA	30	9.50	15.80	6.30	12.60					12.60	12.60									9.11					
WAY	30	19.46	20.17	0.71	1.42					1.42	1.42									1.94					
WAY	30	20.08	20.17	0.09	0.09	0.09	36	375		0.09	0.09	0.09	36	375	5					0.18					
WAY	30	20.17	23.93	3.76	7.52					7.52	7.52									0.03					
WAY	30	23.93	24.10	0.17	1.37	0.14	151	1340		0.17	1.37	0.14	151	1,340	8	8				0.90					
WAY	30	24.10	26.47	2.37	4.74					4.74	4.74									0.95					
MED	57	3.49	8.83	5.34						10.68															
MED	57	8.83	10.39	1.56						3.12															
WAY	TR 80347	FULL LENGTH		N/A																					
TOTALS					27.74	0.23	187	1,715		40.34	27.74	0.23		187	1,715	13	8	0	0		13.12				
TR 80347 AKA OLD LINCOLN WAY																									