



interoffice communication

TO: Julie Meyer, Area Construction Engineer
Attn: Mike Vrabel, Project Engineer

DATE: June 1, 2013

FROM: Brian Blayney, Chairman, District Safety Review Team

Brian Blayney

SUBJECT: ODOT Project 0036-13, PID 85524, CUY-90-7.74
Request to Improve Proposed Lane Markings at I-90 WB Before McKinley Exit

The DSRT requests that the subject project process a change order to improve the pavement markings on I-90 WB before the McKinley exit as shown in the attached plan sheets. This proposed change is recommended for implementation after the surface course is placed but prior to placement of final pavement markings.

This change is recommended to bring this section of I-90 WB into compliance with ODOT design policy for continuity and balance of through lanes (LDM Volume 1 Section 502.8.) The change is expected to improve safety by eliminating unnecessary lane changes to avoid the existing drop lane condition at McKinley. It is also expected to improve traffic flow by providing continuity in the inside lane.

This office offers the following sequence of operations to implement the proposed change within the constraints of the project:

1. Conduct pavement operations (milling, making repairs, placing overlay) as planned for inner and outer lanes.
2. After placing surface course in transition area, place selected markings using 740.06 Type 1 tape. See attached markup for recommended limits and quantities.
3. Prior to planned placement of permanent epoxy markings, implement proposed change in markings. Remove temporary tape and place temporary markings using temporary paint. Concurrent with this work, ODOT crews will overlay the McKinley 1/2 Mile Exit sign.
 - a. During the first part of the night, it is suggested to close the outer 2 lanes of I-90 WB as well as the Warren entrance and McKinley exit to relocate temporary markings to their proposed location.
 - b. During the second part of the night, it is suggested to close the inside 3 lanes of I-90 WB to build the proposed transition across the remaining travel lanes. Warren and McKinley ramps could be opened to traffic in this sub-phase.
4. Place permanent epoxy markings as shown in the revised plan sheets 33-35 (these sheets supersede previously re-issued sheets accompanying Eric Kallio's 4/5/2013 IOC) and in conformance with contract completion requirements.

It is critical for the project to coordinate the placement of the sign overlay (described in 3(a) above) with Traffic Maintenance Engineer Travis Bonnett (216-584-2220.) Contact Travis at least 3 days in advance of this work so that he may organize ODOT maintenance crews. Travis has already ordered the sign overlay to ensure its fabrication does not hold up implementation.

Please contact me at 216-584-2102 if you have any questions regarding these comments.

Enclosures

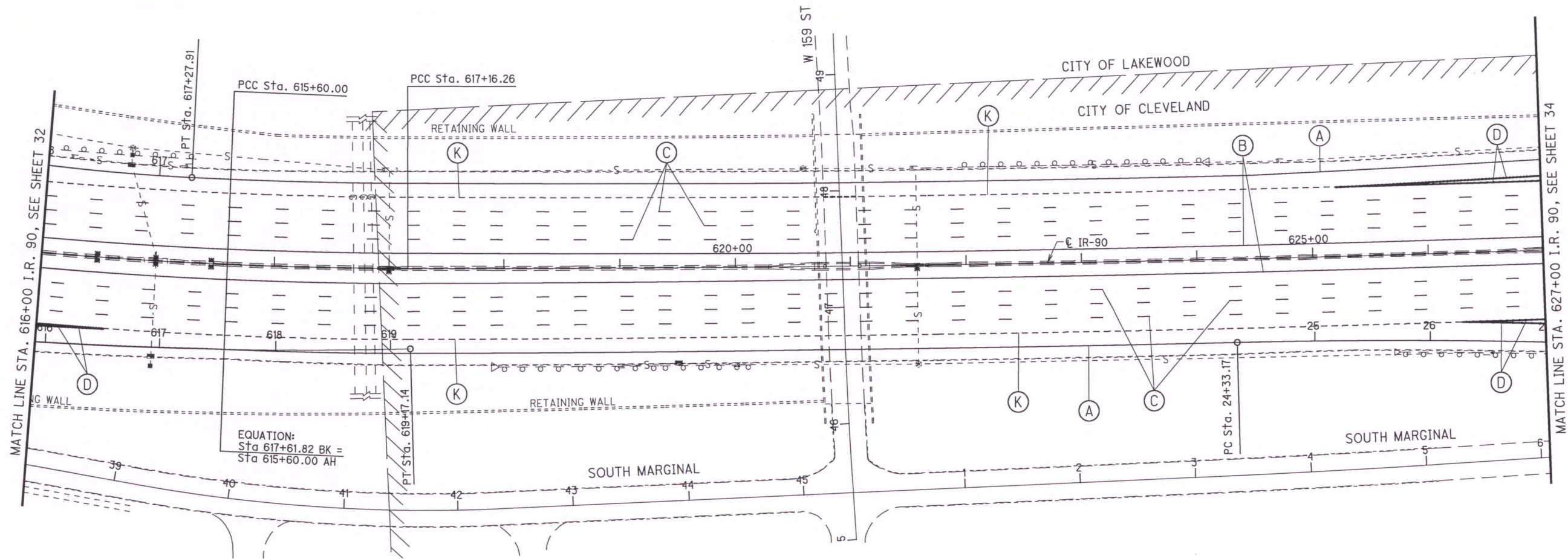
(3 sheets)
Revised Plan Sheets 33-35, Temporary Pavement Marking Details (Tape and Paint)

c: T. Bonnett; D. Oneil; E. Kallio; F. Konopka; PID 85524

REVISED BTRD 6/1/2013

I.R. 90
 CURVE
 P.I. Sta = 616+38.14
 D = 2° 17' 31" (LT)
 Dc = 1° 28' 00"
 R = 3,906.53'
 T = 78.14'
 L = 156.26'
 E = 0.78'
 emax = 0.033

I.R. 90
 CURVE
 P.I. Sta = 623+63.69
 D = 2° 38' 46" (LT)
 Dc = 0° 12' 16"
 R = 28,032.38'
 T = 647.42'
 L = 1,294.61'
 E = 7.48'
 emax = NONE



EQUATION:
 Sta 617+61.82 BK =
 Sta 615+60.00 AH

PAVEMENT MARKING LEGEND

- (A) - EDGE LINE (WHITE)
- (B) - EDGE LINE (YELLOW)
- (C) - LANE LINE
- (D) - CHANNELIZING LINE, 12"
- (E) - TRANSVERSE/DIAGONAL LINE
- (F) - STOP LINE
- (G) - DOTTED LINE, 6"
- (H) - CROSSWALK LINE
- (J) - CHANNELIZING LINE, 8"
- (K) - DOTTED LINE, 12"

CALCULATED
 ENK
 CHECKED
 LDH

PLAN - I.R. 90
 STA. 616+00 TO STA. 627+00

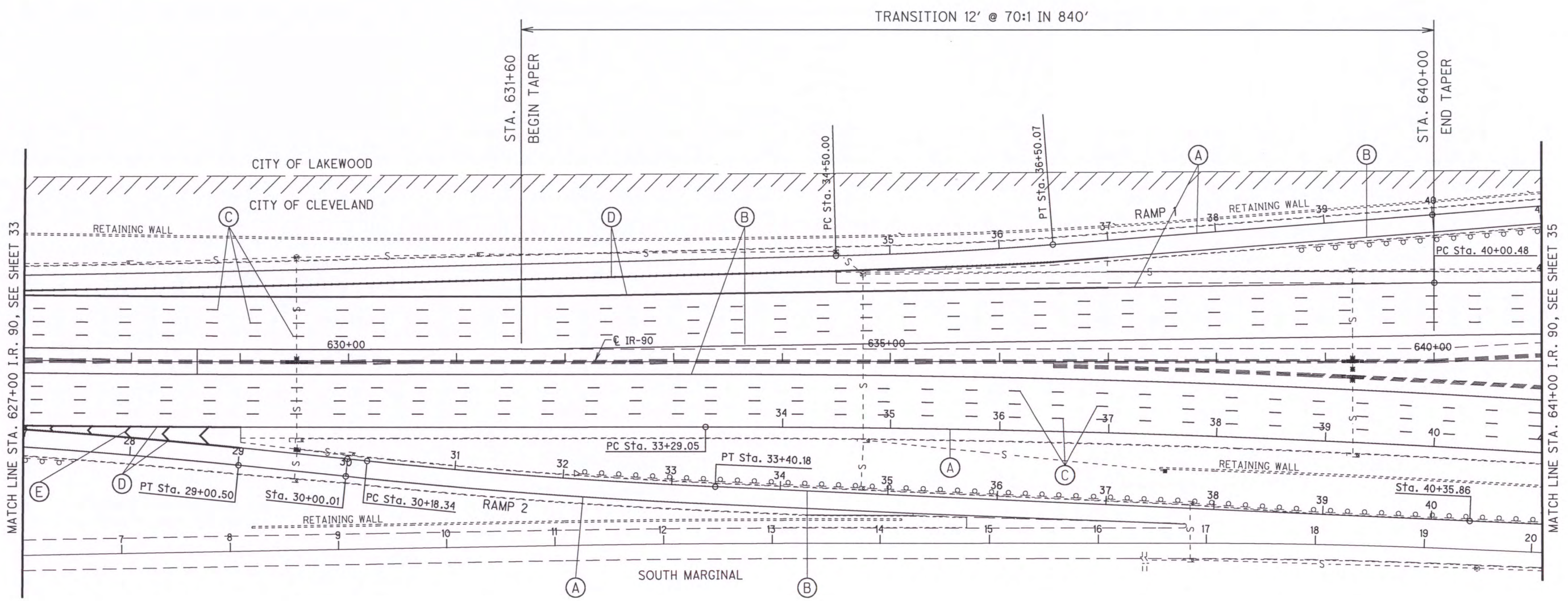
CUY-90-7.74

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REVISED B-10 6/1/2013

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HORIZONTAL SCALE IN FEET

CALCULATED
LDH
CHECKED
ENK



PAVEMENT MARKING LEGEND

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MATCH LINE STA. 627+00 I.R. 90, SEE SHEET 33

MATCH LINE STA. 641+00 I.R. 90, SEE SHEET 35

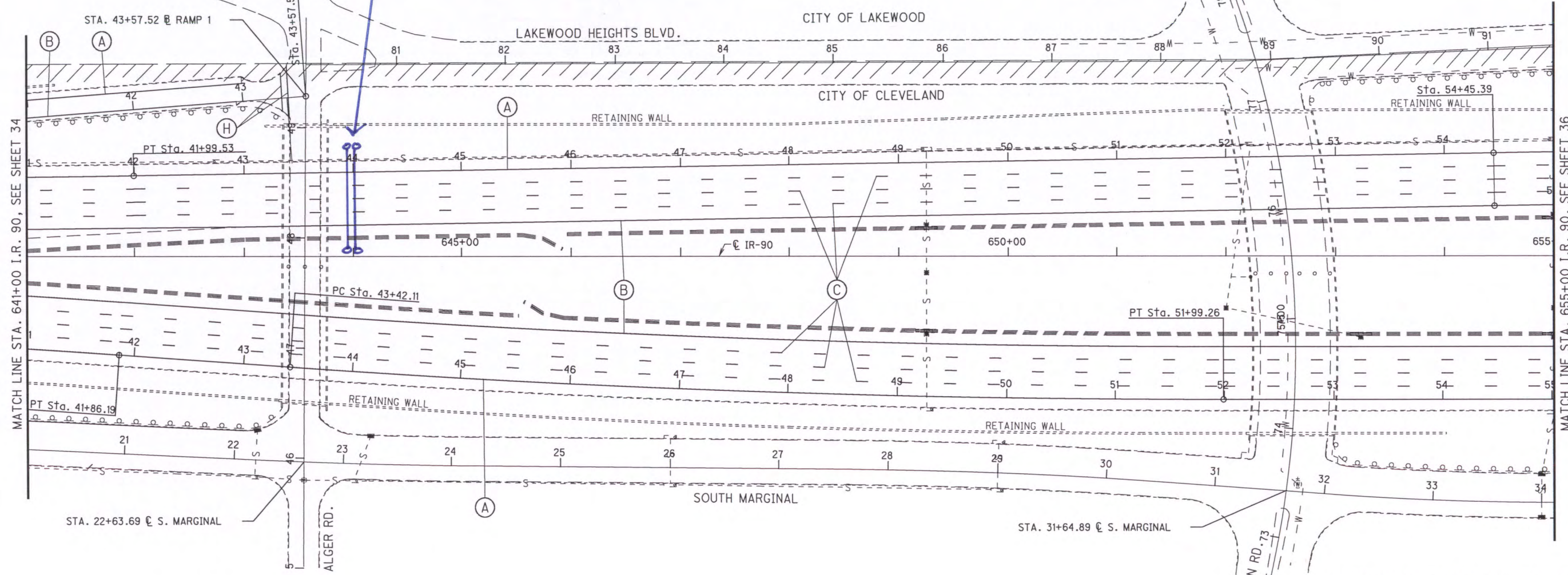
PLAN - I.R. 90
STA. 627+00 TO STA. 641+00

CUY-90-7.74

SIGN OVERLAY TO BE INSTALLED BY ODOT

REVISED BY 6/1/2013

1/2 MILE WHITE OR GREEN OVERLAY



- PAVEMENT MARKING LEGEND**
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CALCULATED
ENK
CHECKED
LDH

PLAN - I.R. 90
STA. 641+00 TO STA. 655+00

CUY-90-7.74

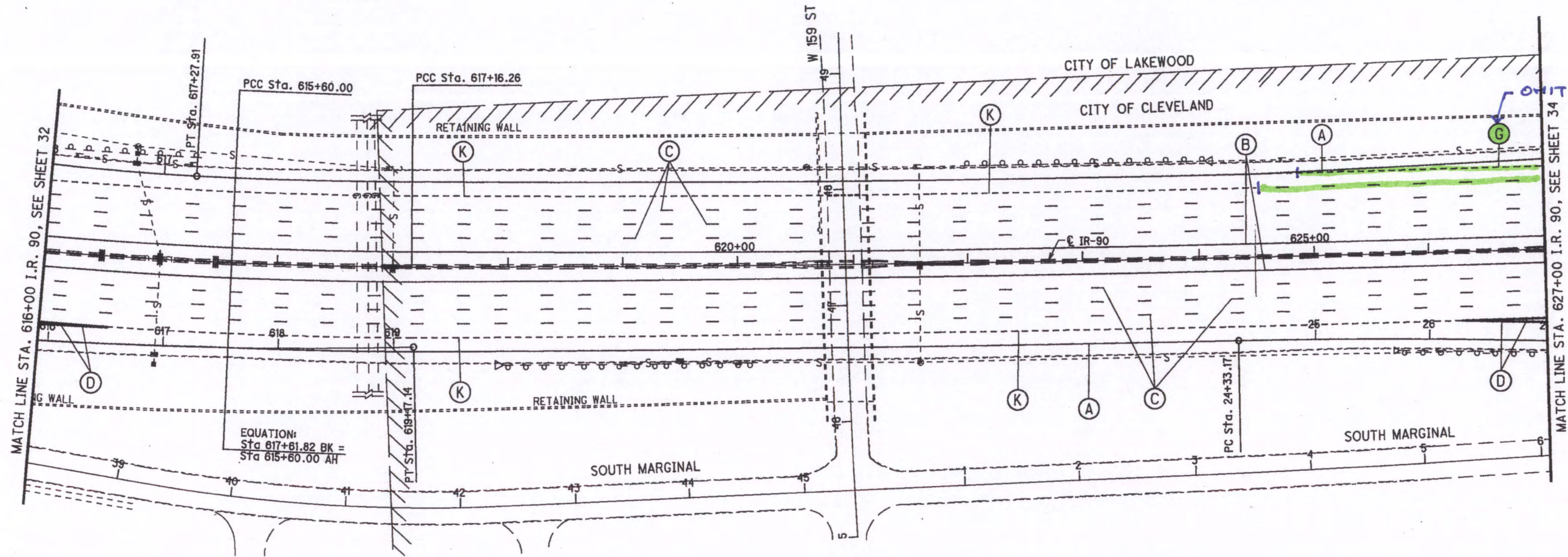
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MATCH LINE STA. 641+00 I.R. 90, SEE SHEET 34

MATCH LINE STA. 655+00 I.R. 90, SEE SHEET 36

**I.R. 90
CURVE**
P.I. Sta = 616+38.14
D = 2° 17' 31" (LT)
Dc = 1° 28' 00"
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T = 78.14'
L = 156.26'
E = 0.78'
emax = 0.033

**I.R. 90
CURVE**
P.I. Sta = 623+63.69
D = 2° 38' 46" (LT)
Dc = 0° 12' 16"
R = 28,032.38'
T = 647.42'
L = 1,294.61'
E = 7.48'
emax = NONE



EQUATION:
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Sta 615+60.00 AH

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DOTTED LINE

TEMPORARY MARKING PLAN, 740.06 TYPE 1

CHANGE ORDER

**PLAN - I.R. 90
STA. 616+00 TO STA. 627+00**

CUY-90-7.74

61-

CALCULATED	
EMK	LDH
CHECKED	

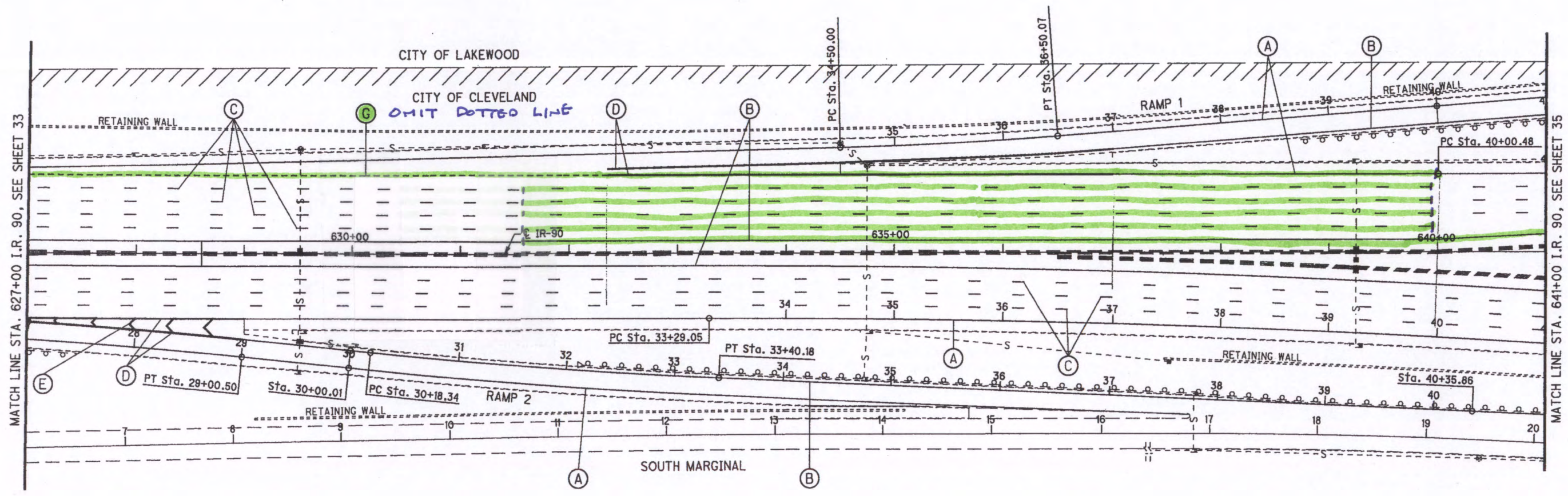
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HORIZONTAL
SCALE IN FEET

ESTIMATED QUANTITIES, 740.06 TYPE I

YELLOW EL - 1140'
 WHITE EL - 300'
 LANE LINE - 3360'
 CHANNEL - 460'

CALCULATED
 LDH
 CHECKED
 ENK

0 50 100
 HORIZONTAL
 SCALE IN FEET



CRANGE OR OER
 TEMPORARY MARKING PLAN, 740.06 TYPE I

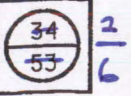
PLAN - I.R. 90
 STA. 627+00 TO STA. 641+00

PAVEMENT MARKING LEGEND

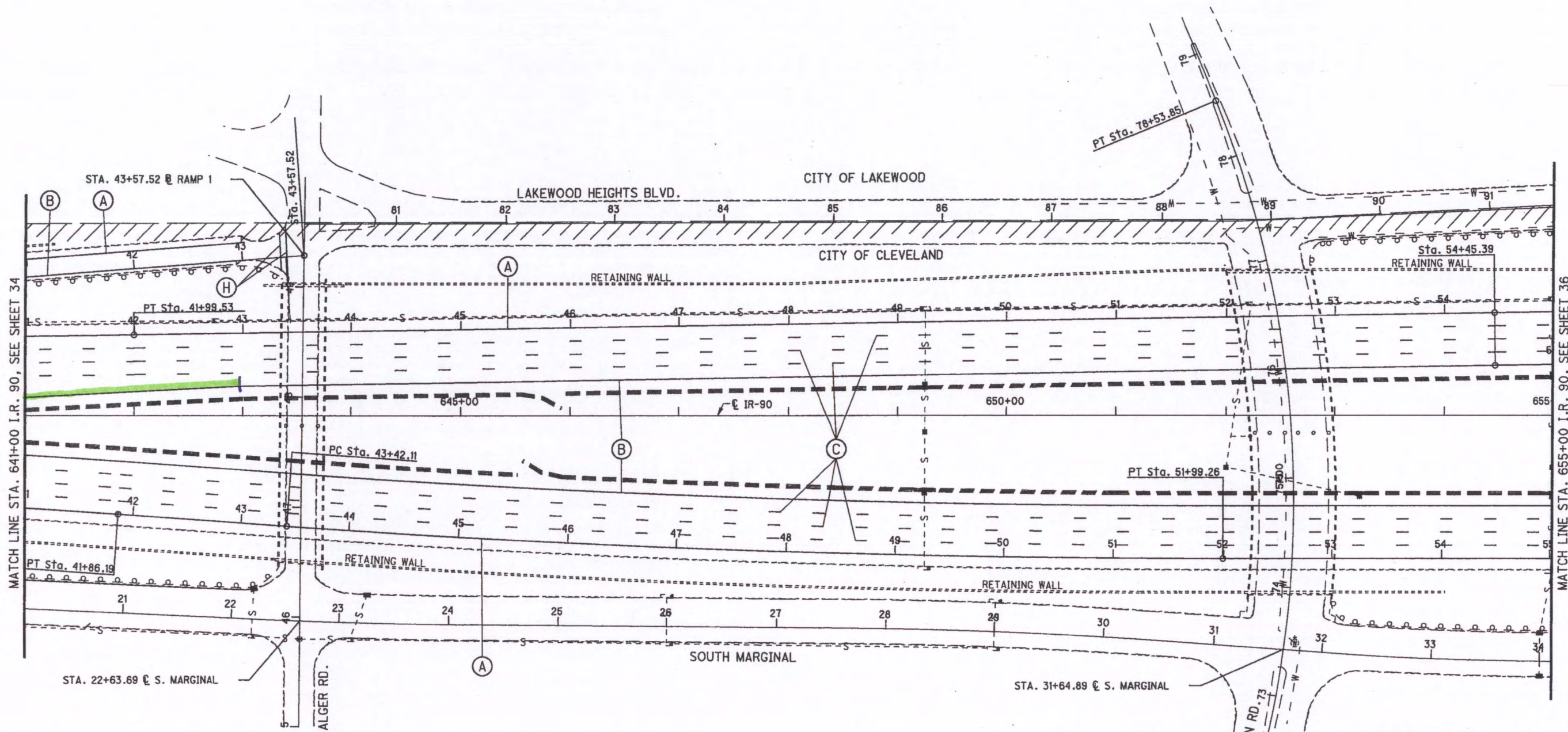
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TEMPORARY MARKING PLAN, 740.06 TYPE I

PLAN - I.R. 90
STA. 641+00 TO STA. 655+00

CHANGE ORDER

CUY-90-7.74

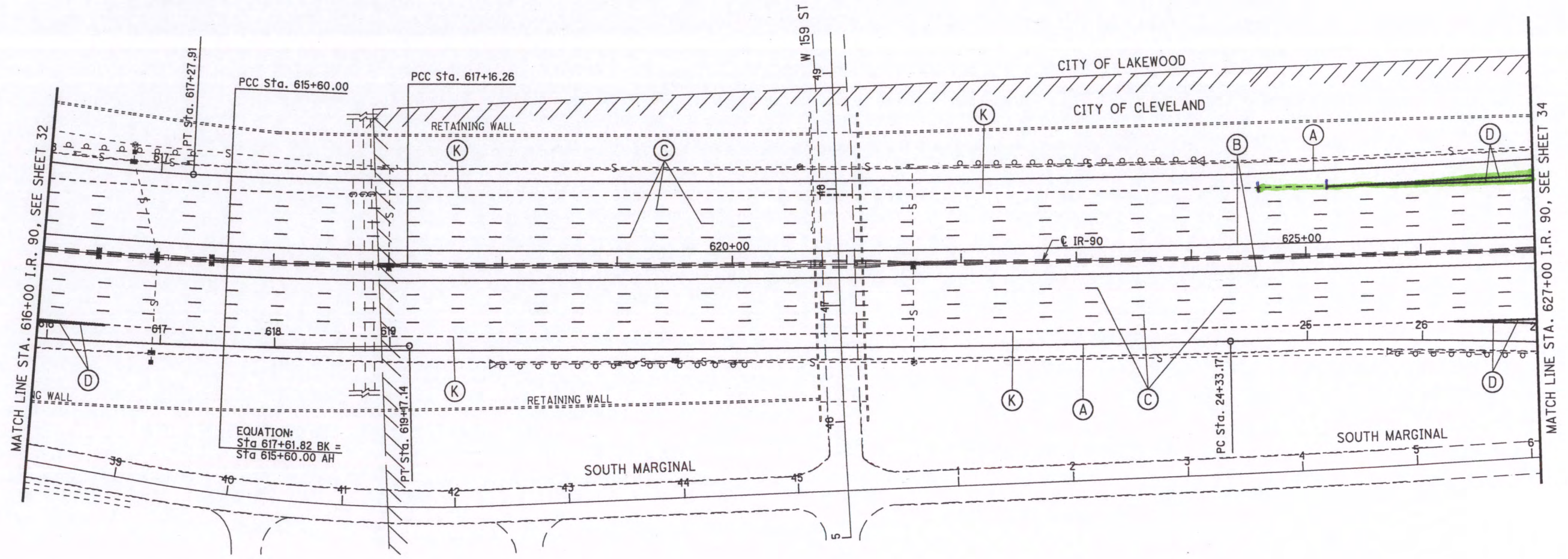


CALCULATED	ENK
CHECKED	LDH

614

REVISED BMD 6/1/2013

I.R. 90	I.R. 90
CURVE	CURVE
P.I. Sta = 616+38.14	P.I. Sta = 623+63.69
D = 2° 17' 31" (LT)	D = 2° 38' 46" (LT)
Dc = 1° 28' 00"	Dc = 0° 12' 16"
R = 3,906.53'	R = 28,032.38'
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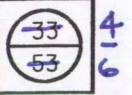
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Sta 615+60.00 AH

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TEMPORARY MARKING PLAN, ITEM 614 POINT

PLAN - I.R. 90
STA. 616+00 TO STA. 627+00

CUY-90-7.74



REVISED B-M 6/1/2013

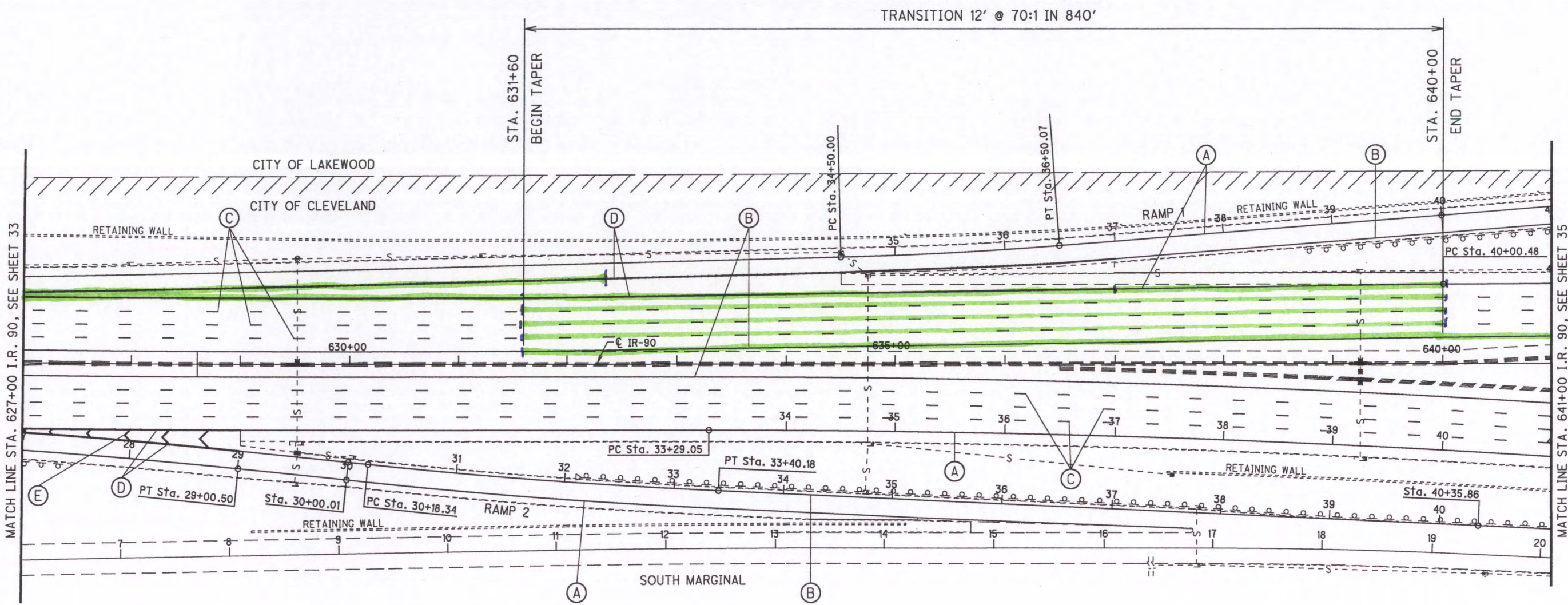


 0 50 100

 HORIZONTAL SCALE IN FEET

 CALCULATED: LDH

 CHECKED: EMK



TEMPERARY MARKING PLAN, ITEM 614 PAINT

PLAN - I.R. 90
STA. 627+00 TO STA. 641+00

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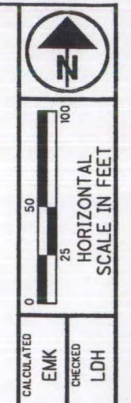
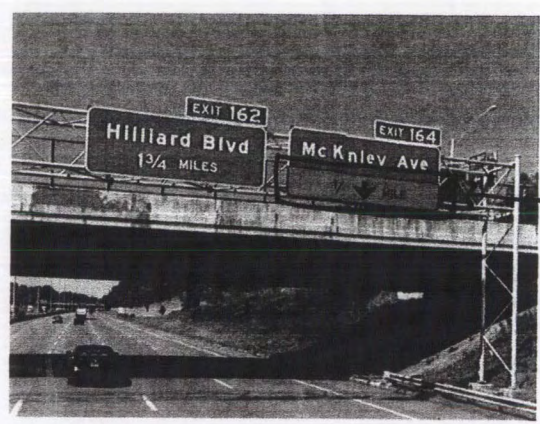
34/53

5/5

SIGN OVERLAY TO BE INSTALLED BY ODOT

REVISED BY 6/1/2013

1/2 MILE WHITE OR GREEN OVERLAY

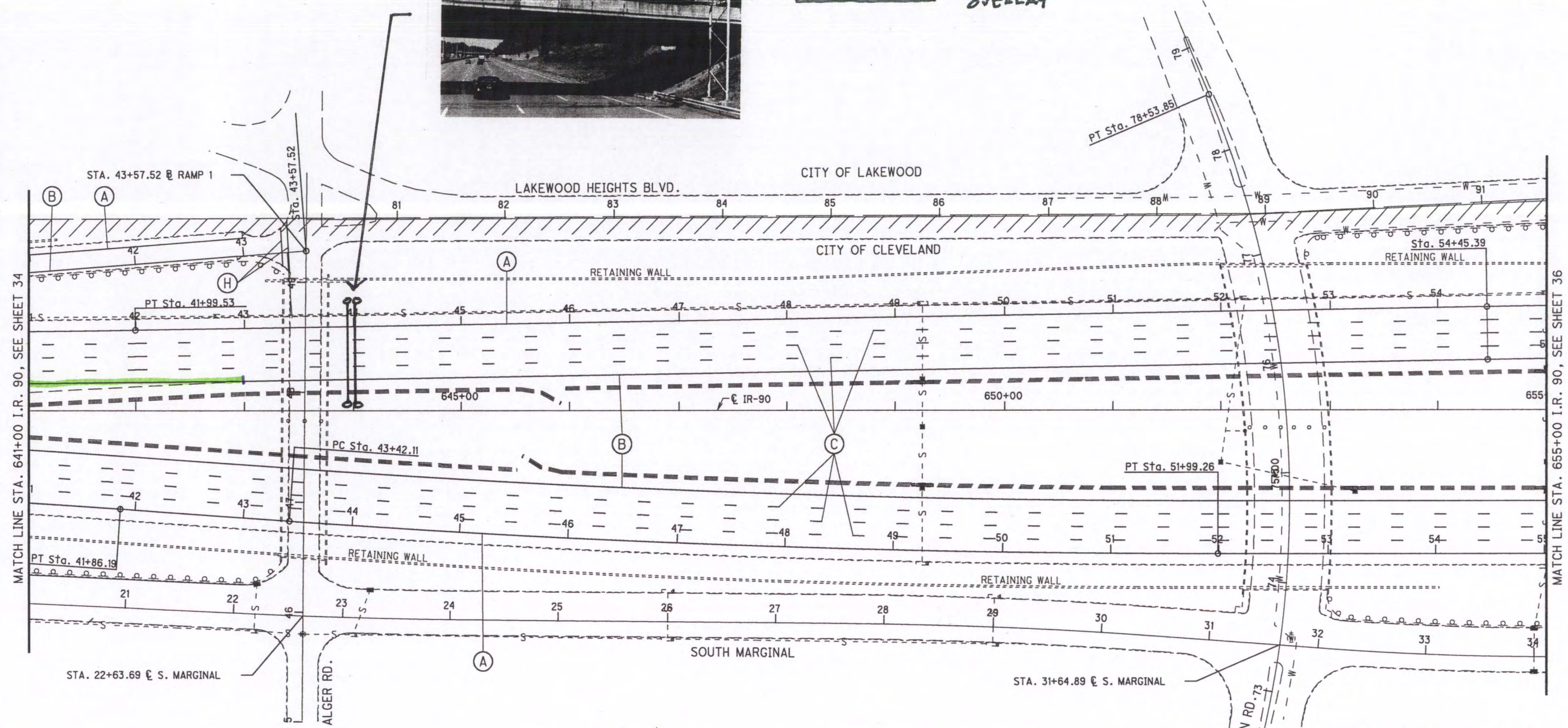


TEMPORARY MARKING PLAN, ITEM 614 PAINT

PLAN - I.R. 90
STA. 641+00 TO STA. 655+00

CUY-90-7.74

35
33



- PAVEMENT MARKING LEGEND**
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