

BEL-70-5.04
442 4-LANE RESURFACING

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	VILLAGE(CITY)
				BEGIN	END		
1	BEL	I.R. 70	5.04	5.04	7.61	2.57	-
2	BEL	I.R. 70	7.61	7.61	12.62	5.01	

PROJECT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA = N/A (MAINTENANCE PROJECT)

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.

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

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.

E-SIGNED by Thomas Corey
on 2020-10-31 13:23:10 GMT

2020-10-31 13:23:10 UTC

APPROVED
DATE _____

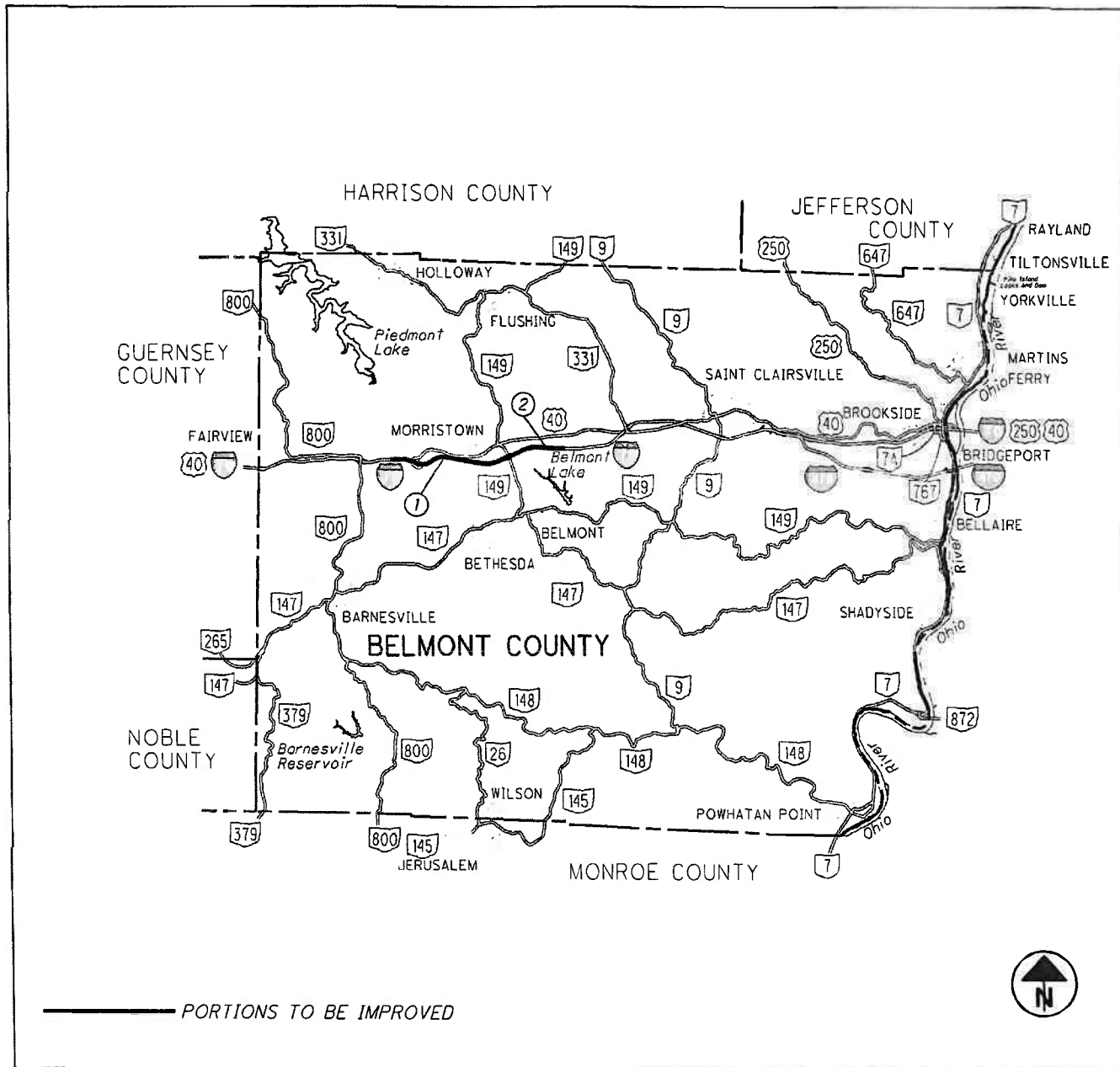
DISTRICT DEPUTY DIRECTOR

APPROVED
DATE _____

DIRECTOR, DEPARTMENT OF TRANSPORTATION

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LOCATION MAP

LATITUDE: N 40° 3' 20" LONGITUDE: W 81° 04' 05"

UNDERGROUND UTILITIES

**Contact Two Working Days
Before You Dig**



OHIO 811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)



PLAN PREPARED BY:
ODOT DISTRICT 11
ENGINEERING

STANDARD CONSTRUCTION DRAWINGS

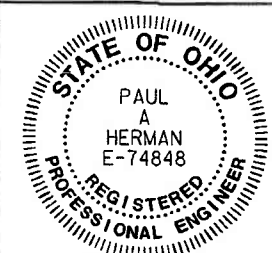
BP-2.1	7/17/15	MT-95.30	7/19/19	TC-41.20	10/18/13
BP-2.3	7/18/14	MT-95.50	7/21/17	TC-42.20	10/18/13
BP-2.5	7/19/13	MT-98.10	1/17/20	TC-52.10	10/18/13
BP-3.1	1/17/20	MT-98.11	1/17/20	TC-52.20	7/20/18
BP-9.1	1/18/19	MT-98.20	4/19/19	TC-65.10	1/17/14
		MT-98.22	1/17/20	TC-65.11	7/21/17
		MT-98.28	1/17/20	TC-71.10	1/19/18
DM-4.3	1/15/16	MT-99.20	4/19/19	TC-72.20	7/20/18
DM-4.4	1/15/16	MT-101.90	7/17/20	TC-73.20	1/17/20
		MT-104.10	10/16/15		
		MT-105.10	1/17/20		

SUPPLEMENTAL SPECIFICATIONS

800-19	10/16/20
808	1/18/19
832	10/19/18
908	10/20/17

SPECIAL PROVISIONS

ENGINEER'S SEAL:



SIGNED: W. A. Bena

DATE: 10/27/20

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DESIGN DESIGNATION (4.06-6.12)

CURRENT ADT (2020) ----- 35,000
DESIGN ADT (2032) ----- 44,000
DESIGN HOURLY VOLUME (2032) -- 4,000
DIRECTIONAL DISTRIBUTION ---- 9%
TRUCK (24 HOUR B&C) ----- 36%
DESIGN SPEED ----- 70 MPH
LEGAL SPEED ----- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY AND EXPRESSWAY
NHS PROJECT ----- YES

DESIGN DESIGNATION (6.12 TO 6.13)

CURRENT ADT (2020) ----- 35,000
DESIGN ADT (2032) ----- 42,000
DESIGN HOURLY VOLUME (2032) -- 4,200
DIRECTIONAL DISTRIBUTION ---- 56%
TRUCK (24 HOUR B&C) ----- 34%
DESIGN SPEED ----- 70 MPH
LEGAL SPEED ----- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY AND EXPRESSWAY
NHS PROJECT ----- YES

DESIGN DESIGNATION (6.13 TO 9.44)

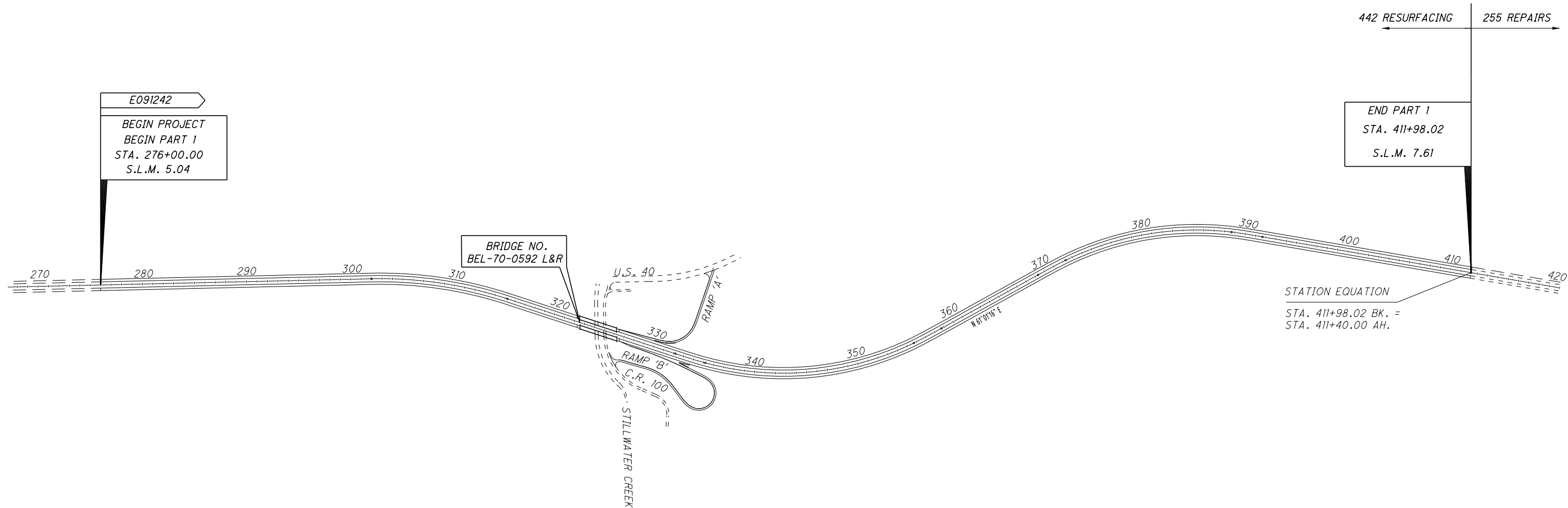
CURRENT ADT (2020) ----- 34,000
DESIGN ADT (2032) ----- 38,500
DESIGN HOURLY VOLUME (2032) -- 3,500
DIRECTIONAL DISTRIBUTION ---- 51%
TRUCK (24 HOUR B&C) ----- 28%
DESIGN SPEED ----- 70 MPH
LEGAL SPEED ----- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY AND EXPRESSWAY
NHS PROJECT ----- YES

DESIGN DESIGNATION (9.44 TO 9.81)

CURRENT ADT (2020) ----- 38,500
DESIGN ADT (2032) ----- 41,000
DESIGN HOURLY VOLUME (2032) -- 4,900
DIRECTIONAL DISTRIBUTION ---- 56%
TRUCK (24 HOUR B&C) ----- 33%
DESIGN SPEED ----- 70 MPH
LEGAL SPEED ----- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY AND EXPRESSWAY
NHS PROJECT ----- YES

DESIGN DESIGNATION (9.81 TO 14.09)

CURRENT ADT (2020) ----- 39,000
DESIGN ADT (2032) ----- 45,500
DESIGN HOURLY VOLUME (2032) -- 4,100
DIRECTIONAL DISTRIBUTION ---- 52%
TRUCK (24 HOUR B&C) ----- 38%
DESIGN SPEED ----- 70 MPH
LEGAL SPEED ----- 70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
URBAN FREEWAY AND EXPRESSWAY
NHS PROJECT ----- YES



THERE ARE NO EXISTING LANDSCAPED
AREAS WITHIN THE WORK LIMITS.

CALCULATED
ADK

CHECKED
JPB

SCHEMATIC PLAN

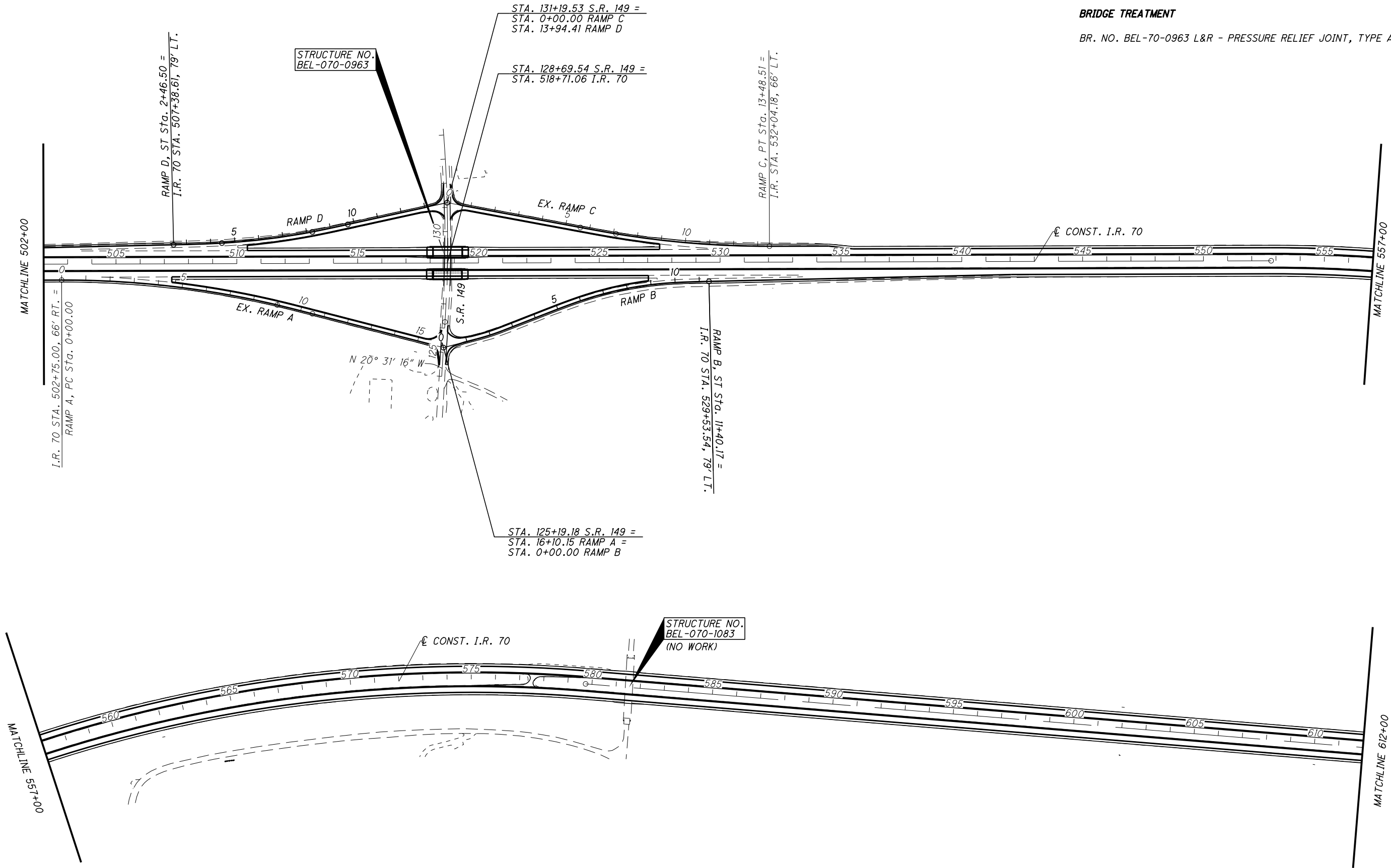
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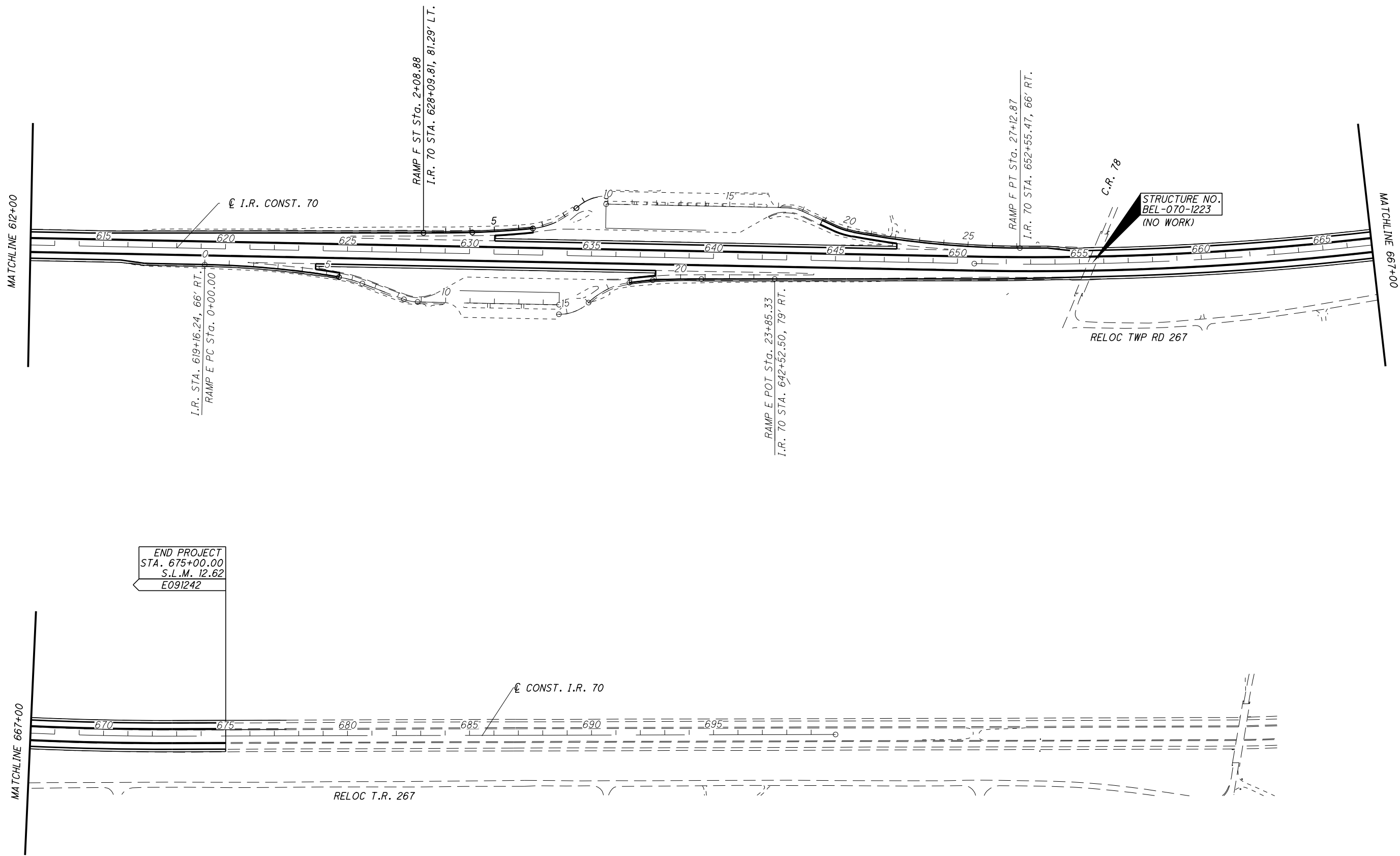
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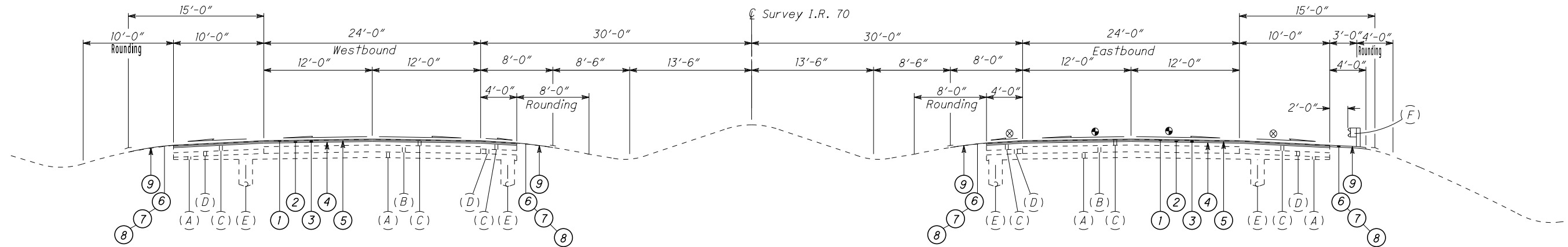
BR. NO. BEL-70-0775 L&R - PRESSURE RELIEF JOINT, TYPE A



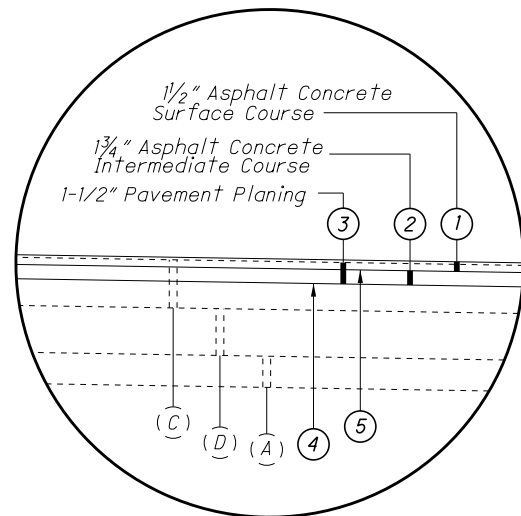
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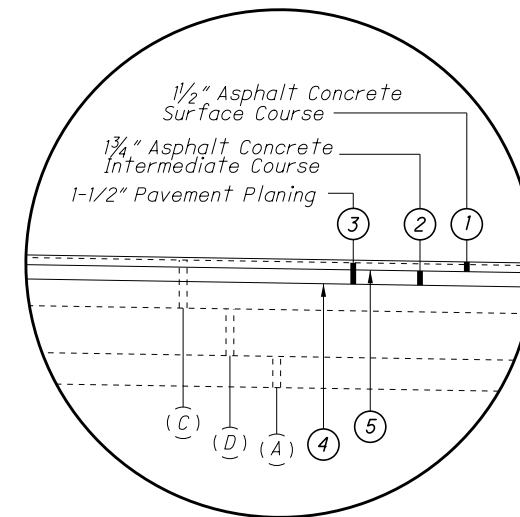
NORMAL SECTION
(SUPERELEVATED SECTION NOT SHOWN FOR SIMPLICITY)
STA. 276+00.00 TO STA. 411+98.02



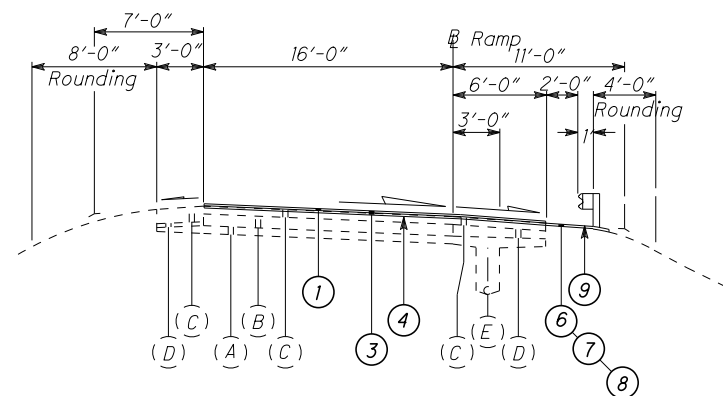
MAINLINE
TYPICAL RESURFACING DETAIL

- PROPOSED LEGEND PART 1
- ① — ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN
 - ② — ITEM 442 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B (446)
 - ③ — ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE 1-1/2"
 - ④ — ITEM 407 - TACK COAT (0.085 GALS./SQ. YD.)
 - ⑤ — ITEM 407 - TACK COAT (0.055 GALS./SQ. YD.)
 - ⑥ — ITEM 203 - LINEAR GRADING
 - ⑦ — ITEM 408 - PRIME COAT, AS PER PLAN
 - ⑧ — ITEM 617 - COMPACTED AGGREGATE
 - ⑨ — ITEM 617 - SHOULDER PREPARATION

- EXISTING LEGEND PART 1
- (A) — EXISTING SUBBASE
 - (B) — EXISTING 9" REINFORCED CONCRETE PAVEMENT
 - (C) — EXISTING ASPHALT CONCRETE PAVEMENT
 - (D) — EXISTING AGGREGATE BASE
 - (E) — EXISTING PIPE UNDERDRAIN
 - (F) — EXISTING GUARDRAIL

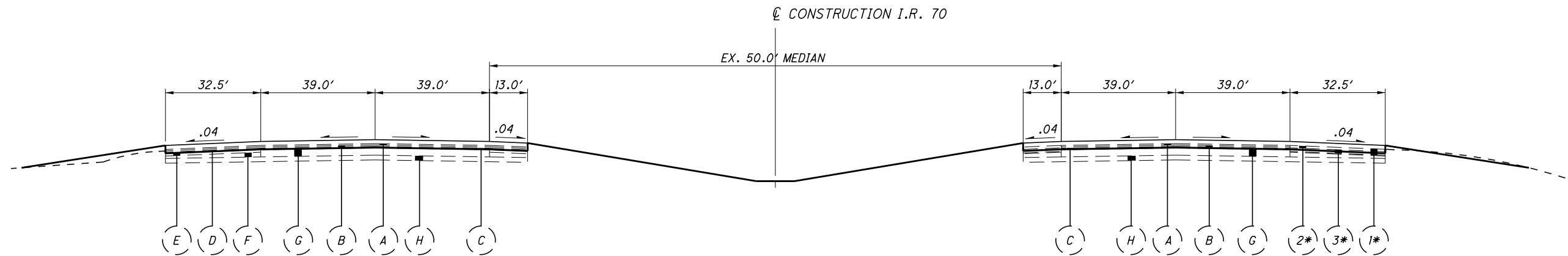


SHOULDER
TYPICAL RESURFACING DETAIL



RAMP SECTION
RAMP 'A' STA. 30+88.00 TO STA. 39+56.80
RAMP 'B' STA. 33+80.00 TO STA. 49+75.90

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STA. 411+40.00 TO STA. 418+69.02
STA. 420+53.91 TO STA. 457+85.00
STA. 497+89.09 TO STA. 517+87.03
STA. 519+58.11 TO STA. 551+14.41
STA. 586+90.00 TO STA. 649+79.81
STA. 673+70.97 TO STA. 675+00.00

STA. 411+40.00 TO STA. 418+34.19
STA. 420+19.08 TO STA. 460+69.83
STA. 497+89.09 TO STA. 517+85.28
STA. 519+56.37 TO STA. 551+14.41
STA. 581+39.19 TO STA. 649+79.81
STA. 673+70.97 TO STA. 675+00.00

EXISTING LEGEND PART 2

- | | |
|--|----------------------------|
| (A) $1\frac{3}{4}$ "(±) ASPHALT CONCRETE SURFACE COURSE | (F) 3"-6" POROUS AGGREGATE |
| (B) $1\frac{3}{4}$ "(±) ASPHALT CONCRETE INTERMEDIATE COURSE | (G) 9"(±) CONCRETE |
| (C) 2"(±) ASPHALT CONCRETE | (H) 6"(±) SUBBASE |
| (D) 2"(±) ASPHALT CONCRETE BASE | (I) APPROACH SLAB (T=13") |
| (E) 3"(±) WATERPROOF AGGREGATE | |

NOTE:

PART 2 SCHEMATIC AND TYPICAL SECTION IS SHOWN FOR INFO ONLY. CONTRACTOR SHALL PERFORM ITEM 255 FULL DEPTH REMOVAL AND RIGID REPLACEMENT REPAIRS AS DIRECTED BY THE ENGINEER FOLLOWING THE FINAL FIELD INSPECTION. NO RESURFACING WILL TAKE PLACE IN PART 2.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE PROFILE AND ALIGNMENT OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 617 - SHOULDER PREPARATION

THIS ITEM OF WORK SHALL BE PERFORMED IN ACCORDANCE WITH CMS "ITEM 617 - RECONDITIONING SHOULDERS" WITH SPECIAL ATTENTION GIVEN TO SECTION 617.04. THE CONTRACTOR SHALL PREPARE THE SHOULDERS REASONABLY CLOSE IN CONFORMITY WITH THE DETAILS AND TYPICAL SECTIONS SHOWN IN THE PLANS, OR AS ESTABLISHED BY THE ENGINEER.

ITEM 617 - COMPACTED AGGREGATE

GRADED SHOULDERS SHALL BE RESHAPED AS PER THE REQUIREMENTS OF ITEM 617, COMPACTED AGGREGATE. GRINDINGS MAY BE USED IN LIEU OF ITEM 617, COMPACTED AGGREGATE. THE COST FOR STORING THE GRINDINGS ON THE PROJECT AND PLACING THE GRINDINGS SHALL ALSO BE INCLUDED IN THIS ITEM.

ITEM 408 - PRIME COAT, AS PER PLAN

THIS ITEM OF WORK SHALL BE PERFORMED IN ACCORDANCE WITH CMS "ITEM 408 - PRIME COAT," EXCEPT THE CONTRACTOR SHALL APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER, AS PER PLAN.

SHIELD

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. THE CONTRACTOR SHALL ADHERE TO THE PROVISIONS SET FORTH IN CMS 107.10 CONCERNING THE PROTECTION AND RESTORATION OF ALL PUBLIC AND PRIVATE PROPERTY IMPACTED BY CONSTRUCTION OPERATIONS.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED

EXISTING RAISED PAYMENT MARKERS SHALL BECOME THE PROPERTY OF THE CONTRACTOR FOR DISPOSAL OFF THE PROJECT. THE REQUIRMENT TO FILL THE DEPRESSIONS SHALL BE WAIVED.

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

PROVIDE A MATERIAL TRANSFER VEHICLE IN ACCORDANCE WITH CMS 401.12 WHEN PLACING ASPHALT SURFACE AND INTERMEDIATE COURSES ON MAINLINE LANES AND ACCELERATION AND DECELERATION LANES.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 442 - ANTI-SEGREGATION EQUIPMENT 10,209 CU.YD.

EXISTING RUMBLE STRIPS

IF THE CONTRACTOR CHOOSES TO MOVE TRAFFIC ONTO THE OUTSIDE SHOULDER TO MAINTAIN TWO LANES OF TRAVEL, THE EXISTING RUMBLE STRIPS WILL HAVE TO BE REMOVED. THE AREA OF THE EXISTING RUMBLE STRIPS SHALL BE MILLED TO A DEPTH OF AT LEAST 2 INCHES; THE MILLED SURFACE AND THE SIDES SHALL BE COVERED WITH ODOT APPROVED AC LIQUID AND THEN FILLED WITH ASPHALT. PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A SHALL BE USED TO FILL THE RUMBLE STRIPS. PAYMENT FOR ALL WORK ASSOCIATED WITH MILLING, AC LIQUID, TRAFFIC CONTROL AND THE FILLING OF THE RUMBLE STRIPS SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED WITH ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING.

ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 646 - EPOXY PAVEMENT MARKINGS

THE CONTRACTOR SHALL REPLACE THE EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS WITH NEW PAVEMENT MARKINGS AT THE SAME LOCATIONS AS PER CMS 641.06. SEE STANDARD DRAWING TC-71.10 FOR PAVEMENT MARKING DETAILS.

SURFACE COURSE COMPLETION REQUIREMENTS

ANY GIVEN LENGTH OF WORK ON WHICH RESURFACING OPERATIONS HAVE BEEN STARTED IN A CONSTRUCTION SEASON SHALL HAVE THE SURFACE COURSE PLACED THAT SAME SEASON.

PREVIOUS CONSTRUCTION PLANS

THE FOLLOWING PREVIOUS CONSTRUCTION PLANS, WHICH SHOW THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 11 OFFICE:

BEL-70-5.04, PID 80065 (2006)
BEL-70-7.61, PID 76825 (2012)

THESE EXISTING PLANS CAN ALSO BE DOWNLOADED FROM THE FOLLWING FTP SITE:
FTP://FTP.DOT.STATE.OH.US/PUB/CONTRACTS/ATTACH

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN

THE CONTRACTOR SHALL FOLLOW THE SPECIFICATIONS OF CMS 703.05, EXCEPT DO NOT USE COARSE AGGREGATE FROM A SOURCE DESIGNATED "SR" OR "SRH" AS DEFINED BY THE OFFICE OF MATERIALS MANAGEMENT (OMM) IN ANY JOB MIX FORMULA (JMF) FOR THIS ITEM OF WORK.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

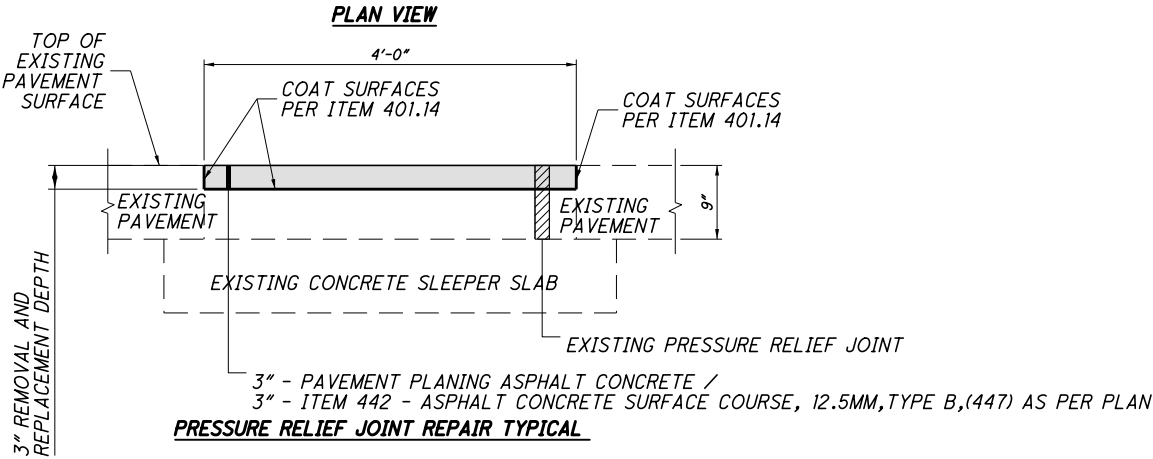
COORDINATION OF RESURFACING AND PLANING OPERATIONS

ONCE THE PAVEMENT PLANING OPERATIONS HAVE COMMENCED, THE CONTRACTOR SHALL PLANE CONTINUOUSLY UNTIL ALL ELEMENTS OF WORK ASSOCIATED WITH THE PAVEMENT PLANING OPERATIONS ARE CONCLUDED. THE PAVEMENT PLANING OPERATIONS SHALL BE COMPLETED IN A TIMELY MANNER, OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR MUST BEGIN PAVING OPERATIONS NO LATER THAN 4 DAYS AFTER THE START OF THE PAVEMENT PLANING.

IF ASPHALT CONCRETE IS TO BE APPLIED DIRECTLY ONTO PORTLAND CEMENT, CONCRETE, OR BRICK PAVEMENT, THE CONTRACTOR SHALL TACK THE EXISTING PAVEMENT WITH RUBBERIZED ASPHALT EMULSION CONFORMING TO CMS 702.13.

ALL GRINDINGS SHALL BECOME THE PROPERTY OF THE CONTRACTOR EXCEPT FOR WHAT IS USED FOR SHOULDER MATERIAL INDICATED IN ITEM 617 - COMPACTED AGGREGATE.



ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A

THE CONTRACTOR SHALL MILL AND FILL THE EXISTING PRESSURE RELIEF JOINTS AT THE RAILROAD BRIDGE WITH 3" OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B, (447) AS PER PLAN. CONSTRUCT THIS ITEM ACCORDING TO THE ABOVE DETAIL AND APPLICABLE PORTIONS OF STANDARD CONSTRUCTION DRAWING BP-2.3.

ESTIMATED QUANTITIES

PAYMENT SHALL BE PER LINEAR FOOT OF ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A AND SHALL INCLUDE PLANING AND REMOVAL OF EXISTING PAVEMENT, ITEM 442, AND ALL LABOR, MATERIALS AND INCIDENTALS NEEDED TO CONSTRUCT THE JOINT AS SHOWN.

(PART 2)
ITEM SPECIAL - PRESSURE RELIEF JOINT, TYPE A - 546 FT
TOTAL USE: 546 FT (01/IMS/PV)

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ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE REQUIREMENTS OF CMS ITEM 614, THESE MAINTENANCE OF TRAFFIC NOTES AND DETAILS, THE STANDARD CONSTRUCTION DRAWINGS, AND THE TRAFFIC CONTROL DETAILS DESCRIBED IN THESE PLANS.

THE MINIMUM LANE WIDTH FOR TRAFFIC CONTROL SHALL BE 11 FEET AT ALL TIMES. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ORGANIZE HIS WORK IN SUCH A MANNER TO PROVIDE THE MOST SAFETY WITH THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC.

THE CONTRACTOR IS RESPONSIBLE FOR DESIGNING THE MAINTENANCE OF TRAFFIC SCHEME. THE CONTRACTOR SHALL SUBMIT, IN WRITING, THIS MAINTENANCE OF TRAFFIC SCHEME AND A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT.

ANY OPEN PAVEMENT TRENCH OR DROPOFF SHALL BE ADEQUATELY MAINTAINED AND PROTECTED. THE PROTECTION USED SHALL MEET THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING MT-101.90.

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE WORK ZONES WHICH ALTERNATELY CLOSE BOTH THE PASSING AND TRAVEL LANE UNLESS THE DISTANCE BETWEEN THE LANE RESTRICTIONS EXCEEDS 2 MILES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SMOOTH AND ORDERLY FLOW OF TRAFFIC THROUGH THE PROJECT AREA 24 HOURS PER DAY FOR THE DURATION OF THE PROJECT. THIS CONSISTS OF NOTIFYING THE OHIO STATE PATROL AFTER ENCOUNTERING ANY ACCIDENTS OR DISABLED VEHICLES OR OBJECTS HINDERING THE FLOW OF TRAFFIC.

THE CONTRACTOR SHALL DESIGNATE TO THE ENGINEER A PERSON RESPONSIBLE FOR MAINTENANCE OF TRAFFIC CONTROL DURING NON-WORK HOURS WHO SHALL BE AVAILABLE WITHIN (30) MINUTES AFTER NOTIFICATION.

PAYMENT FOR PROVIDING WATCHMEN, FURNISHING, ERECTING, MAINTAINING AND REMOVING SIGNS, CONES, MARKERS, PORTABLE BARRIER, BARRIER REFLECTORS, OBJECT MARKERS, WORK ZONE IMPACT ATTENUATORS, SPECIAL LIGHTING, FLOODLIGHTING WORK ZONE PAVEMENT MARKINGS, WORK ZONE RAISED PAVEMENT MARKERS, ECT., SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

UNLESS THE ENGINEER DEEMS IT PHYSICALLY IMPOSSIBLE, ALL CONSTRUCTION EQUIPMENT SHALL EXIT ALL WORK ZONES FROM THE DOWNSTREAM END OF THE WORK ZONE OR BY INTERCHANGE RAMPS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO DIRECTLY TRANSPORT OR OPERATE ANY EQUIPMENT ACROSS THE OPEN LANES OF THE ROADWAY.

THE PLANING, AND RESURFACING OPERATIONS WILL PROCEED CONTINUOUSLY A MINIMUM OF FIVE (5) DAYS PER WEEK, WEATHER PERMITTING. NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

MEMORIAL DAY, FOURTH OF JULY, LABOR DAY

THE PERIOD OF TIME THAT THE 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 THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN127)

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

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.

WHEN RAISED PAVEMENT MARKERS ARE TO BE INSTALLED, THE REQUIRED LANE CLOSURE SHALL REMAIN IN EFFECT UNTIL THE EPOXY IS DRY AND ALL FOREIGN MATTER OR DEBRIS CREATED BY THE INSTALLATION OF THE RPM CASTING IS REMOVED FROM THE ROADWAY.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
ALL LANES/RAMPS OF BEL IR 70 FROM SLM 5.04 TO SLM 12.62	7:00 PM - 6:00 AM	EACH HOUR	\$ 12,600

WORK HOUR RESTRICTIONS

THE CONTRACTOR SHALL COMPLETE ALL OPERATIONS THAT IMPEDE TRAFFIC ON I.R. 70 BETWEEN THE HOURS OF 7:00 P.M. TO 6:00 A.M. FROM SUNDAY P.M. TO FRIDAY A.M. (I.E. NIGHT PAVING). TIME ALLOTTED FOR SETUP AND REMOVAL OF M.O.T. SHALL BE PERFORMED IN THE STATED TIME PERIOD. ANY WORK PERFORMED PRIOR TO MAY 31 AND AND AFTER SEPTEMBER 1 SHALL HAVE THE SUNDAY START TIME MOVED TO 8:00 P.M.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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 & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

IN ADDITION TO THE REQUIREMENTS OF SECTION 614.03 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY. THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT.

EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY, THIRTY FEET (30') FROM THE EDGE OF TRAVELED HIGHWAY UNLESS BEHIND GUARDRAIL, WHEN VARIOUS OPERATIONS ARE SCHEDULED TO CONTINUE THE NEXT WORKDAY. ON WEEKENDS OR AT OTHER TIMES OF SUSPENSION OF WORK, THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA REMOVED FROM THE STATE ROUTE RIGHT OF WAY. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHT SHALL BE PLACED ON THE PAVEMENT SIDE OF THE EQUIPMENT TO IDENTIFY THE LIMITS OF THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT THE APPROVED CONTRACTOR'S STORAGE AREA.

WORK ZONE PAVEMENT MARKINGS AND SIGNS

THE CONTRACTOR SHALL BE REQUIRED TO INSTALL WORK ZONE MARKINGS AND SIGNS AT LOCATIONS IDENTIFIED BY THE ENGINEER PER THE REQUIREMENTS OF CMS 614.04 AND 614.11.

WORK ZONE PAVEMENT MARKINGS SHALL BE 642 PAINT. PRIOR TO PLACEMENT OF ANY WORK ZONE PAVEMENT MARKINGS, THE CONTRACTOR SHALL COMPLETELY OBLITERATE, AS PER 641.10, ALL EXISTING PAVEMENT MARKINGS THAT WOULD CREATE CONFUSION OR CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS.

ITEM 614 - WORK ZONE PAVEMENT MARKINIGS				
# OF APPLICATIONS	PART	WZ EDGE LINE III	CHANNELIZING LINE, 8" TYPE III	WZ LANE LINE III
3	1	7.74		
3	1			7.74
3	1	7.74		
3	1	0.93		
3	1		1395.00	
3	1	0.45		
3	1			
3	1	7.74		
3	1			7.74
3	1	7.74		
3	1	0.39		
3	1		1500.00	
3	1	0.39		
		33.12	2,895.00	15.48

WORK ZONE RAISED PAVEMENT MARKERS CANNOT BE USED TO SIMULATE (REPLACE) ANY TYPE OF WORK ZONE PAVEMENT MARKING.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR WORK ZONE SIGNS:

ITEM 614, WORK ZONE MARKING SIGN (W8-11-48 OR W8-H12a-48) - - - 16 EACH

MOVEMENT OF DRUMS

THE ROW OF DRUMS ALONG A CLOSED LANE SHALL BE MOVED OUT OF THE OPEN LANE ONTO THE NEW PAVEMENT AS SOON AS PAVING OPERATIONS PERMIT.

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

WHEN LAW ENFORCEMENT OFFICERS (LEOS) ARE USED AS A SPEED CONTROL MEASURE IN STATIONARY WORK ZONES, THEY SHALL BE USED AS SHOWN IN THESE PLANS. LEOS CAN BE USED IN THE FORM OF: STATIONARY PATROL CAR, CIRCULATING PATROL CAR, AND/OR AIR ENFORCEMENT IN COMBINATION WITH GROUND PATROL CAR.

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 OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 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:

FOR LANE CLOSURES:

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

DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT, SHORT DURATION CLOSURE OF A MULTI-LANE DIVIDED HIGHWAY AS INDICATED ON THE PLAN INSERT SHEET 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).

WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH 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 LEO'S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

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

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE--- 200 HOURS (01/IMS/PV)

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

THE HOURS PAID SHALL INCLUDE 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.

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

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

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

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

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

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

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

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

ITEM 614 - WORK ZONE INCREASED PENALTIES SIGN -----16 EACH

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGHOUT THE WORKSITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 614 - 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:

REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-60619	BEL-70	E.B. & W.B.

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF >=55 MPH, 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 SPECIFICATION (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

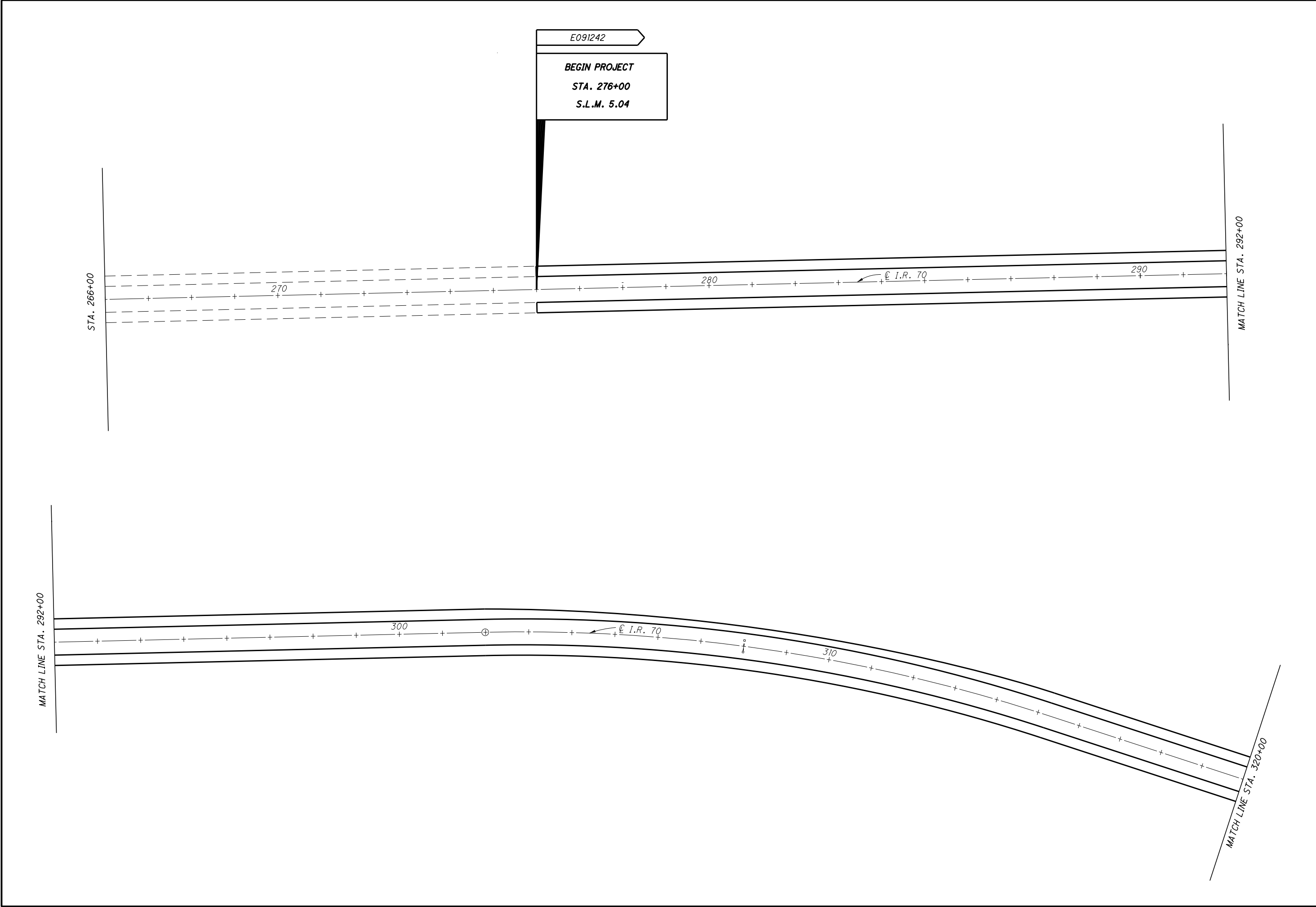
WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRE-CONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE 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) 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 614 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY [ASSUMING 23 DSL SIGN ASSEMBLIES FOR 3 MONTHS] - - - 69 SIGN MONTH

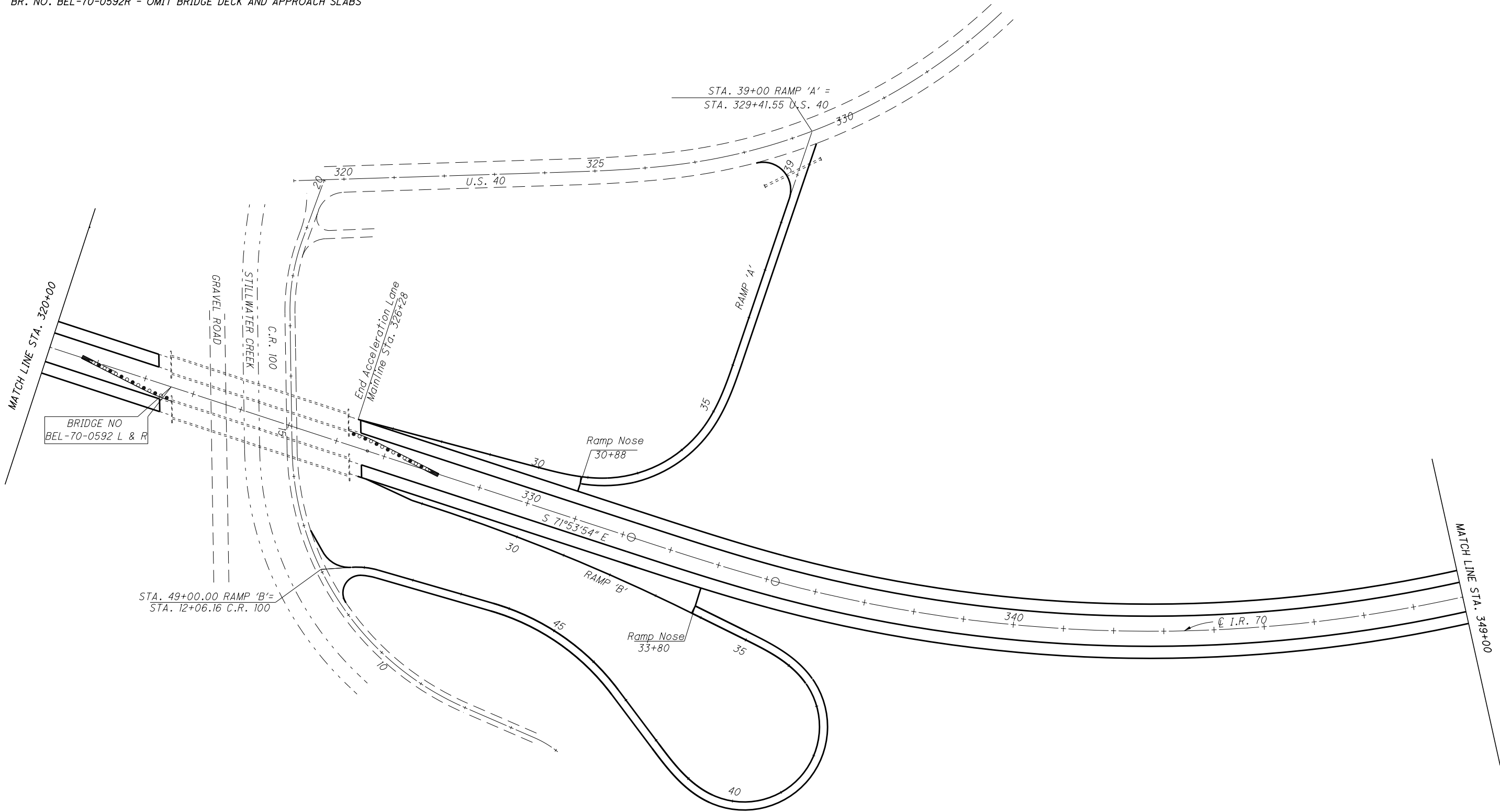


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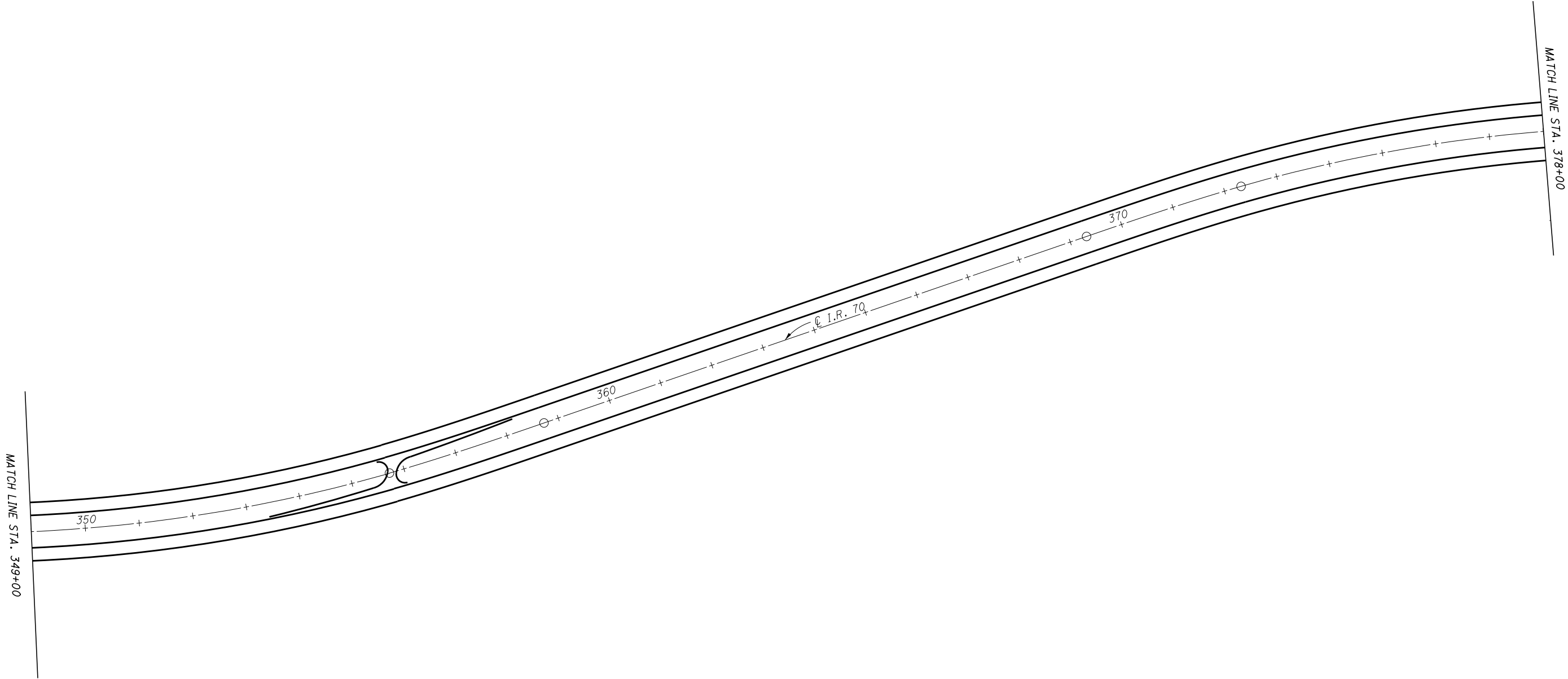
BRIDGE TREATMENT

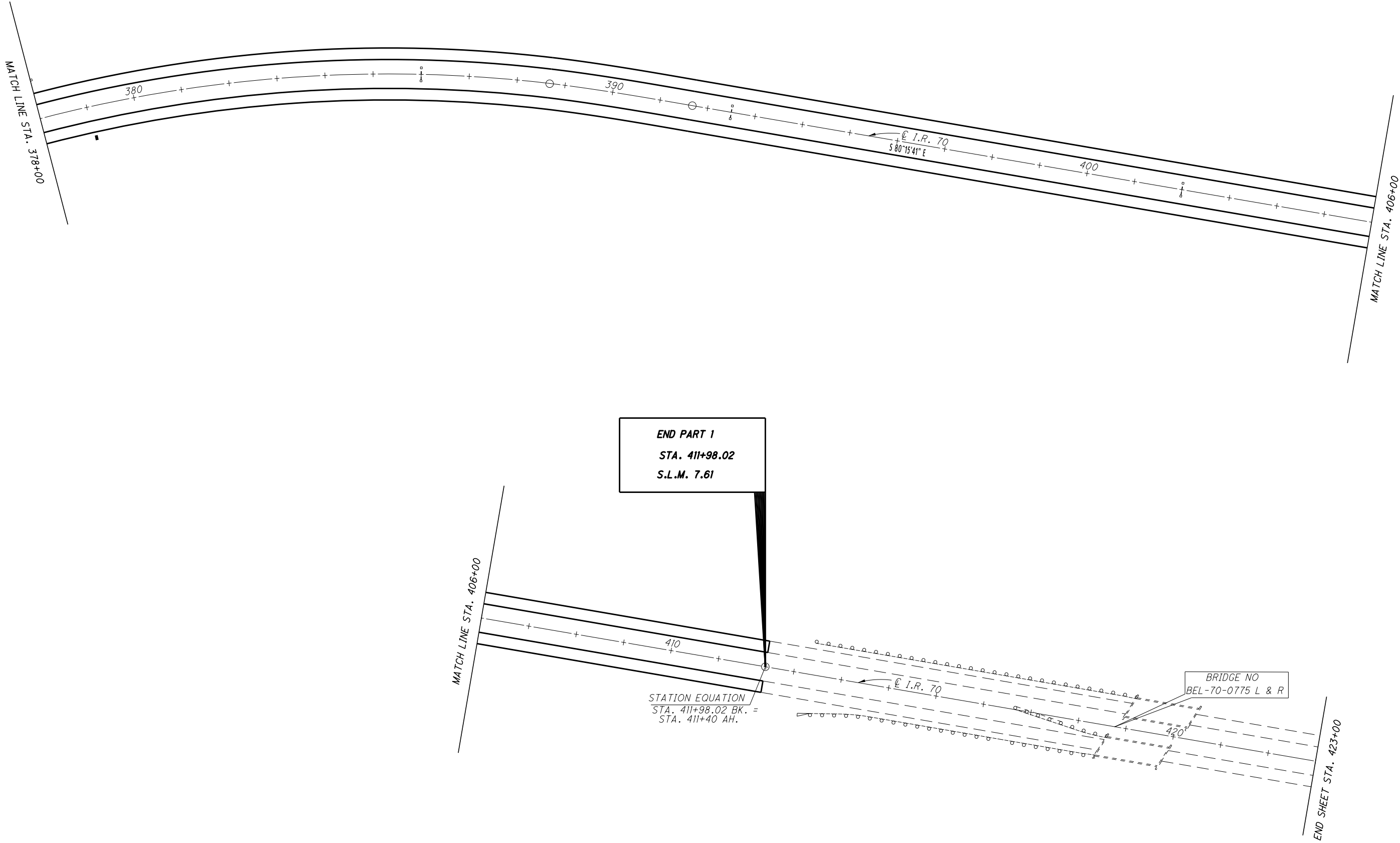
BR. NO. BEL-70-0592L - OMIT BRIDGE DECK AND APPROACH SLABS

BR. NO. BEL-70-0592R - OMIT BRIDGE DECK AND APPROACH SLABS



13 21	BEL-70-5.04	PLAN SHEET		STA. 320+00 TO STA. 349+00	 0 20 40 HORIZONTAL SCALE IN FEET
		CALCULATED ADK	CHECKED JPB		





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LOCATION	STATION		LENGTH	WIDTH	TYPICAL	PAVEMENT AREA	202	254		407		442				REMARKS
							WEARING COURSE REMOVED	IN.	PAVEMENT PLANING, ASPHALT CONCRETE, (1-1/2")	TACK COAT @ 0.055 GAL./S.Y.	TACK COAT @ 0.085 GAL./S.Y.	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B (446)	IN.	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (447), AS PER PLAN	
SQ YD	SQ YD	SQ YD	GAL	GAL		CU YD										
EASTBOUND	FROM	TO	FT	FT		SQ YD	SQ YD		SQ YD	GAL	GAL		CU YD		CU YD	
I.R. 70 MAINLINE																
	276+00.00	322+43.58	4,643.58	24.00		12,383		1 1/2	12,383	681	1,053	1 3/4	602	1 1/2	516	
BR. NO. BEL-70-0592 R	OMIT(353')						327									
	326+66.34	411+98.02	8,531.68	24.00		22,751		1 1/2	22,751	1,251	1,934	1 3/4	1,106	1 1/2	948	
DECEL LANE - RAMP B	326+80.00	333+80.00	700.00	12.00		933		1 1/2	933	51	79	1 3/4	45	1 1/2	39	
WESTBOUND																
IR. 70 MAINLINE																
	276+00.00	322+14.66	4,614.66	24.00		12,306		1 1/2	12,306	677	1,046	1 3/4	598	1 1/2	513	
BR. NO. BEL-70-0592L	OMIT (352')						327									
	326+37.42	411+98.02	8,560.60	24.00		22,828		1 1/2	22,828	1,256	1,940	1 3/4	1,110	1 1/2	951	
ACCEL LANE - RAMP A	326+28.00	330+88.00	460.00	12.00		613		1 1/2	613	34	52	1 3/4	30	1 1/2	26	
TOTALS CARRIED TO GENERAL SUMMARY							653		71,814	10,054			3,491		2,993	01/IMS/PV

CALCULATED	ADK	CHECKED	JPB
ESTIMATED QUANTITIES			
BEL-70-5.04			
16 21			

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LOCATION	STATION		LENGTH	WIDTH	TYPICAL	PAVEMENT AREA	202	209	254		407		408	442				617				618
							WEARING COURSE REMOVED	LINEAR GRADING	IN.	PAVEMENT PLANING, ASPHALT CONCRETE, (1-1/2")	TACK COAT @ 0.085 GAL./S.Y.	TACK COAT @ 0.085 GAL./S.Y.	PRIME COAT,AS PER PLAN @ 0.4 GAL./S.Y.	IN.	ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE B, (447)	IN.	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE B (446), AS PER PLAN	COMPACTED AGGREGATE WIDTH	IN.	COMPACTED AGGREGATE	SHOULDER PREPARATION	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
I.R. 70 E.B. SHOULDER INSIDE SHOULDER	FROM	TO	FT	FT		SQ YD	SQ YD	MILE		SQ YD	GAL	GAL	GAL		CU YD		CU YD	FT.		CU YD	SQ YD	FT.
	276+00.00	322+43.58	4,643.58	4		2,064		0.88	1 1/2	2,064	114	175	826	1 3/4	100	1 1/2	86	4	1 3/4	100	2064	4644
BEL-70-0592 R	OMIT						54															
	326+66.34	411+98.02	8,531.68	4		3,792		1.62	1 1/2	3,792	209	322	1,517	1 3/4	184	1 1/2	158	4	1 3/4	184	3792	8532
OUTSIDE SHOULDER																						
	276+00.00	322+43.58	4,643.58	10		5,160		0.88	1 1/2	5,160	284	439	2,064	1 3/4	251	1 1/2	215	4	1 3/4	100	2064	4644
BEL-70-0592R	OMIT						54															
OUTSIDE SHOULDER - SCL	326+80.00	327+80.00	100.00	9		100		0.02	1 1/2	100	6	9	40	1 3/4	5	1 1/2	4	4	1 3/4	2	44	100
OUTSIDE SHOULDER - SCL	327+80.00	332+80.00	500.00	8		444		0.09	1 1/2	444	24	38	178	1 3/4	22	1 1/2	19	4	1 3/4	11	222	500
OUTSIDE SHOULDER - SCL	332+80.00	333+80.00	100.00	7		78		0.02	1 1/2	78	4	7	31	1 3/4	4	1 1/2	3	4	1 3/4	2	44	100
	333+80.00	411+98.02	7,818.02	10		8,687		1.48	1 1/2	8,687	478	738	3,475	1 3/4	422	1 1/2	362	4	1 3/4	169	3475	7818
I.R. 70 W.B. SHOULDER INSIDE SHOULDER																						
	276+00.00	322+14.66	4,614.66	4		2,051		0.87	1 1/2	2,051	113	174	820	1 3/4	100	1 1/2	85	4	1 3/4	100	2051	4615
BR. NO. BEL-70-0592L	OMIT						54															
	326+37.42	411+98.02	8,560.60	4		3,805		1.62	1 1/2	3,805	209	323	1,522	1 3/4	185	1 1/2	159	4	1 3/4	185	3805	8561
OUTSIDE SHOULDER																						
	276+00.00	322+14.66	4,614.66	10		5,127		0.87	1 1/2	5,127	282	436	2,051	1 3/4	249	1 1/2	214	4	1 3/4	100	2051	4615
BR. NO. BEL-70-0592L	OMIT						54															
OUTSIDE SHOULDER - SCL	326+28.00	329+88.00	360.00	10		400		0.07	1 1/2	400	22	34	160	1 3/4	19	1 1/2	17	4	1 3/4	8	160	360
OUTSIDE SHOULDER - SCL	329+88.00	330+88.00	100.00	8		89		0.02	1 1/2	89	5	8	36	1 3/4	4	1 1/2	4	4	1 3/4	2	44	100
	330+88.00	411+98.02	8,110.02	10		9,011		1.54	1 1/2	9,011	496	766	3,604	1 3/4	438	1 1/2	375	4	1 3/4	175	3604	8110
TOTALS CARRIED TO GENERAL SUMMARY							216	9.98		40,808	5,713		16,323		1,983		1,701			1,138	23,420	52,699

ESTIMATED QUANTITIES

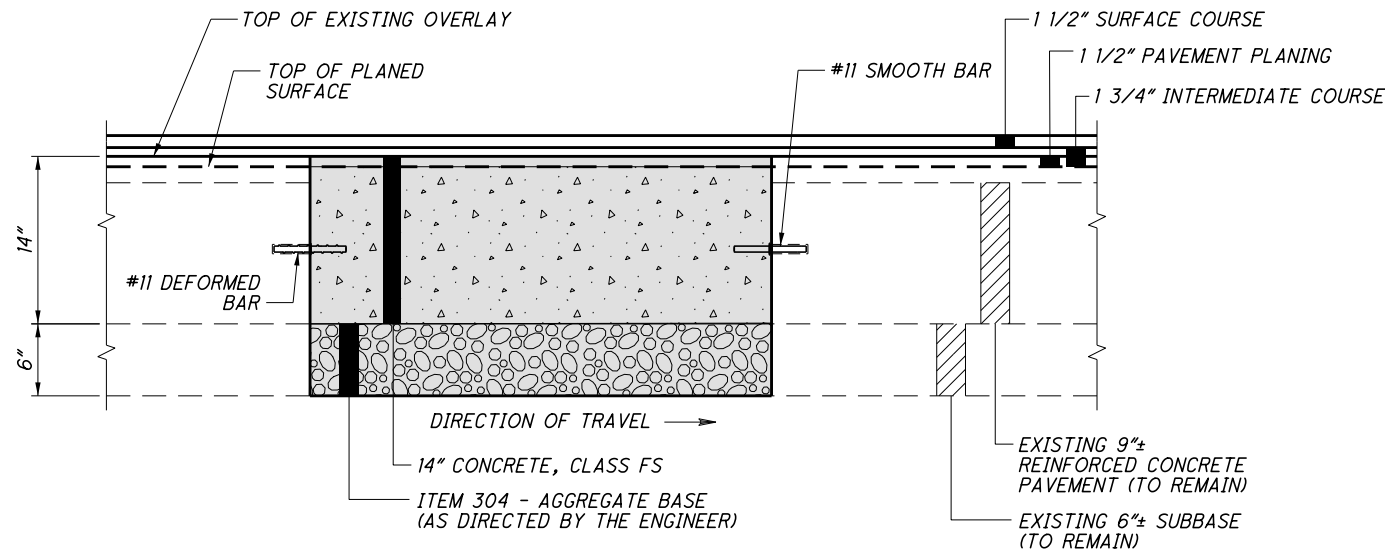
BEL-70-5.04

CALCULATED
ADK
CHECKED
JPB

LOCATION	STATION		LENGTH	WIDTH	TYPICAL	PAVEMENT AREA * CADD GENERATED Area	209	254		407	408	617						REMARKS
							LINEAR GRADING	IN.	PAVEMENT PLANING, ASPHALT CONCRETE	TACK COAT @ 0.085 GAL./S.Y.	PRIME COAT, AS PER PLAN @ 0.40 GAL./S.Y., AS PER PLAN	COMPACTED AGGREGATE WIDTH	IN.	COMPACTED AGGREGATE	SHOULDER PREPARATION			
																SQ YD	MILE	
I.R. 70	FROM	TO	FT	FT		SQ YD	MILE		SQ YD	GAL	GAL	FT		CU YD	SQ YD		CU YD	
RAMPS																		
RAMP A																		
MAINLINE & SHOULDERS	30+88.00	39+00.00	812.00	25.00		2,256	0.31	1 1/2	2,256	192	144	2	1 3/4	18	361	1 1/2	94	
RAMP B																		
MAINLINE & SHOULDERS	30+80.00	49+00.00	1,820.00	25.00		5,056	0.69	1 1/2	5,056	430	324	2	1 3/4	39	809	1 1/2	211	
TOTALS CARRIED TO GENERAL SUMMARY							1.00		7,312	622	468			57	1170		305	01/IMS/PV

NO
NO
NO
NO
NO
NO
NO
NO

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**MAINLINE PAVEMENT REPAIR TYPICAL (CONCRETE)
PART 1 - SLM 5.04 TO 7.61**

FOR DETAILS NOT SHOWN SEE STANDARD CONSTRUCTION DRAWING BP-2.5
FOR TRANSVERSE JOINT REPAIR DETAILS AND BP-2.1 FOR LONGITUDINAL JOINT DETAILS

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN (A)

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

THIS WORK CONSISTS OF REMOVING THE EXISTING ASPHALT CONCRETE, REINFORCED CONCRETE, AND THE AGGREGATE BASE COURSES; SHAPING AND COMPACTING THE EXPOSED MATERIAL; PLACING ITEM 304 AGGREGATE BASE; THEN INSTALLING DOWEL RODS FOLLOWED BY CONCRETE PAVEMENT, CLASS FS. POUR CONCRETE TO EXISTING SURFACE

THIS WORK SHALL BE COMPLETED BEFORE MILLING AND RESURFACING BEGINS.

ALL OTHER PROVISIONS OF STANDARD CONSTRUCTION DRAWINGS BP-2.1 AND BP-2.5 APPLY.

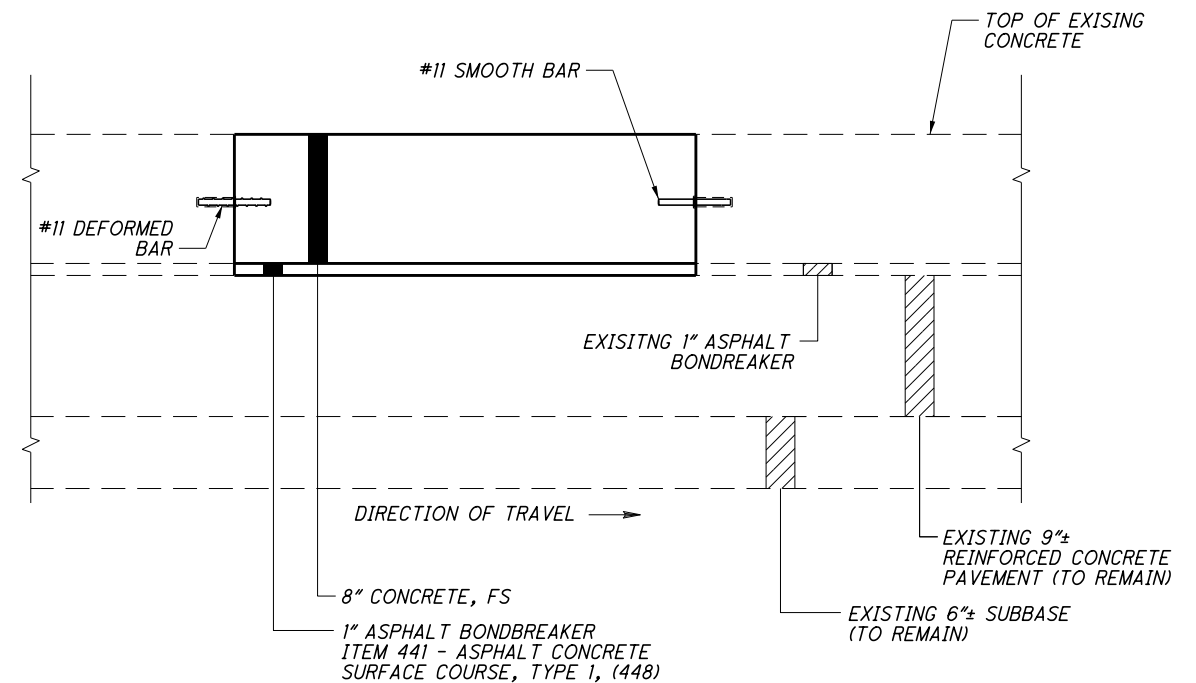
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY.

14" CONCRETE, FS	-----	405 CU. YD.
ITEM 304 - AGGREGATE BASE	-----	175 CU. YD.
ITEM 509 - EPOXY COATED REINFORCING	-----	19,489 POUNDS
ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	-----	3,144 EACH

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

PART 1
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, FS, AS PER PLAN (A) - 1,050 SQ. YD.

ITEM 255 - FULL DEPTH PAVEMENT SAWING ----- 3,734 FT.



**MAINLINE PAVEMENT REPAIR TYPICAL (CONCRETE)
PART 2 - SLM 7.61 TO 12.62**

FOR DETAILS NOT SHOWN SEE STANDARD CONSTRUCTION DRAWING BP-2.5
FOR TRANSVERSE JOINT REPAIR DETAILS AND BP-2.1 FOR LONGITUDINAL JOINT DETAILS

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN (B)

THE ESTIMATED QUANTITIES ARE TO BE CONSIDERED APPROXIMATE. A FINAL FIELD REVIEW WILL BE PERFORMED BY ODOT PRIOR TO CONSTRUCTION AND FINAL LOCATIONS WILL BE GIVEN TO THE CONTRACTOR PRIOR TO CONSTRUCTION.

THIS WORK CONSISTS OF REMOVING THE EXISTING REINFORCED CONCRETE AND THE ASPHALT BONDBREAKER; PLACING 1" ASPHALT BONDBREAKER; THEN INSTALLING DOWEL RODS FOLLOWED BY CONCRETE PAVEMENT, CLASS FS.

IN ADDITION TO THE REQUIREMENTS OF ITEM 255.06 PLACEMENT OF PORTLAND CEMENT CONCRETE, THE CONTRACTOR SHALL CHECK ALL COMPLETED PATCH AREAS WITH A 10 FOOT STRAIGHT EDGE IN THE PRESENCE OF THE ENGINEER TO VERIFY THAT THE 1/8" IN 10 FEET TOLERANCE HAS BEEN MET. IF THE FINISHED SURFACE DOES NOT MEET THE SPECIFIED TOLERANCE, PROFILE CORRECTIONS MUST BE ACCOMPLISHED BY DIAMOND GRINDING AS PER ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT. WHERE DIAMOND GRINDING IS NECESSARY ALL COST FOR MATERIAL, LABOR AND EQUIPMENT SHALL BE INCLUDED WITH THE APPROPRIATE ITEM 255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, BY CLASS, AS PER PLAN QUANTITY.

ALL OTHER PROVISIONS OF STANDARD CONSTRUCTION DRAWINGS BP-2.1 AND BP-2.5 APPLY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY.

8" CONCRETE, CLASS FS	-----	100 CU. YD.
ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448)	-----	12.5 CU. YD.
ITEM 509 - EPOXY COATED REINFORCING	-----	1,191 POUNDS
ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	-----	192 EACH

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. FINAL PAYMENT FOR THESE ITEMS SHALL BE FOR THE ACCEPTED QUANTITY COMPLETED IN PLACE.

PART 2
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, FS, AS PER PLAN (B) - 450 SQ. YD.

PART 2
ITEM 255 - FULL DEPTH PAVEMENT SAWING ----- 2,016 FT.

CALCULATED
ADK
CHECKED
JPB

PAVEMENT REPAIR DETAILS

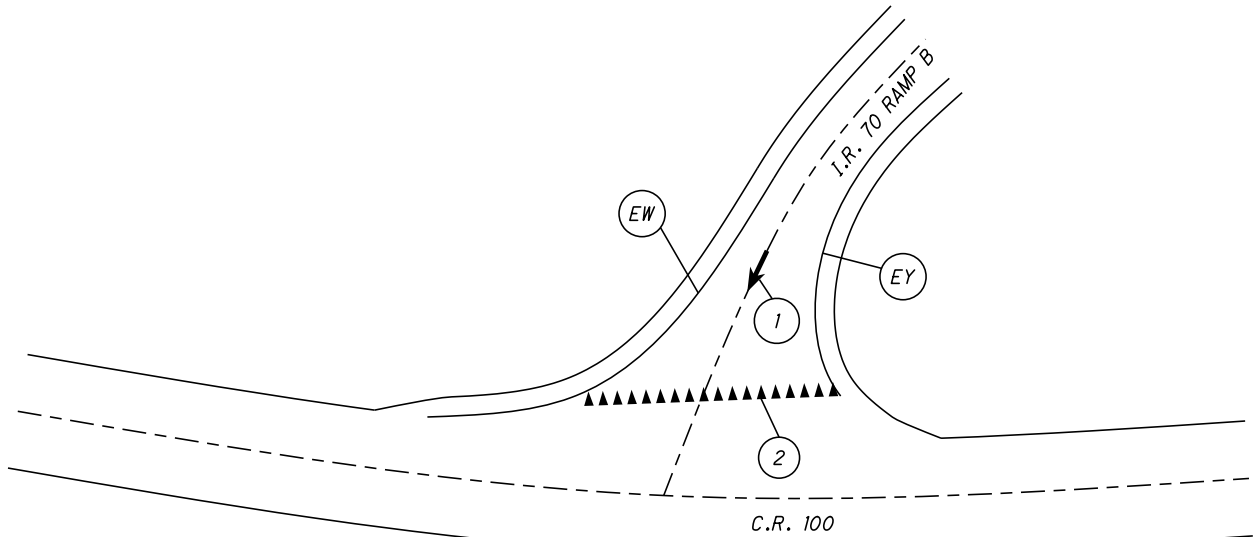
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TRAFFIC CONTROL SUBSUMMARY																					
PART	SHEET NO.	COUNTY	ROUTE	STATION TO STATION		LANE OR RAMP	SIDE OF LANE OR RAMP	621				RAISED PAVEMENT MARKER REMOVED	642					646		FUNDING	
								RPM					EDGE LINE, 6" TYPE 1 (YELLOW)	EDGE LINE, 6" TYPE 1 (WHITE)	LANE LINE, 6" TYPE 1	CHANNELIZING LINE, 12" TYPE 1	DOTTED LINE, 6" TYPE 1	YIELD LINE	WRONG WAY ARROW		
								SPACING	2-WAY	2-WAY	1-WAY										
				FROM	TO				FT.	WHITE/RED	YELLOW/RED		WHITE	EACH	MILE	MILE	MILE	FT.	FT.		FT.
1		BEL	I.R. 70	276+00.00	411+98.02	EAST BOUND	LT.						2.58								
							LANE	120			114	114			2.58						
							RT.							2.58							
1	21	BEL	I.R. 70	CR 100 INTERCHANGE		RAMP B	LT.	80		24		24	0.31				405				
							GORE	40	13			13				465					
							RT.							0.15							
																		65	1		
1		BEL	I.R. 70	276+00.00	411+98.02	WEST BOUND	LT.						2.58								
							LANE	120			114	114			2.58						
							RT.							2.58							
1		BEL	I.R. 70	CR 100 INTERCHANGE		RAMP A	LT.	80		12		12	0.13				570				
							GORE	40	14			14				500					
							RT.							0.13							
SUB-TOTALS PART 1:									291			291	11.04		5.16	965	975	65	1	01/IMS/PV	
2		BEL	I.R. 70	411+40.00	675+00.00	E.B./W.B.	LT./RT.						0.05	0.05	0.05						
SUB-TOTALS PART 2:													0.10		0.05					01/IMS/PV	
TOTALS CARRIED TO GENERAL SUMMARY									291			291	11.14		5.21	965	975	65	1	01/IMS/PV	

COUNTY BEL
ROUTE I.R. 70
RAMP B



ADDITIONAL PAVMENT MARKING (01/IMS/PV)

- 1 ITEM 646 - WRONG WAY ARROW - 1 EACH
- 2 ITEM 646 - YIELD LINE - 65 FT

- EY ITEM 642 - EDGE LINE (YELLOW), FOR INFO ONLY QUANTITY CARRIED ON SHEET 20
- EW ITEM 642 - EDGE LINE (WHITE), FOR INFO ONLY QUANTITY CARRIED ON SHEET 20

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CALCULATED
ADK

CHECKED
JPB

I.R. 70

TRAFFIC CONTROL PLAN

BEL-70-5.04

21
21

0 20 40

HORIZONTAL
SCALE IN FEET