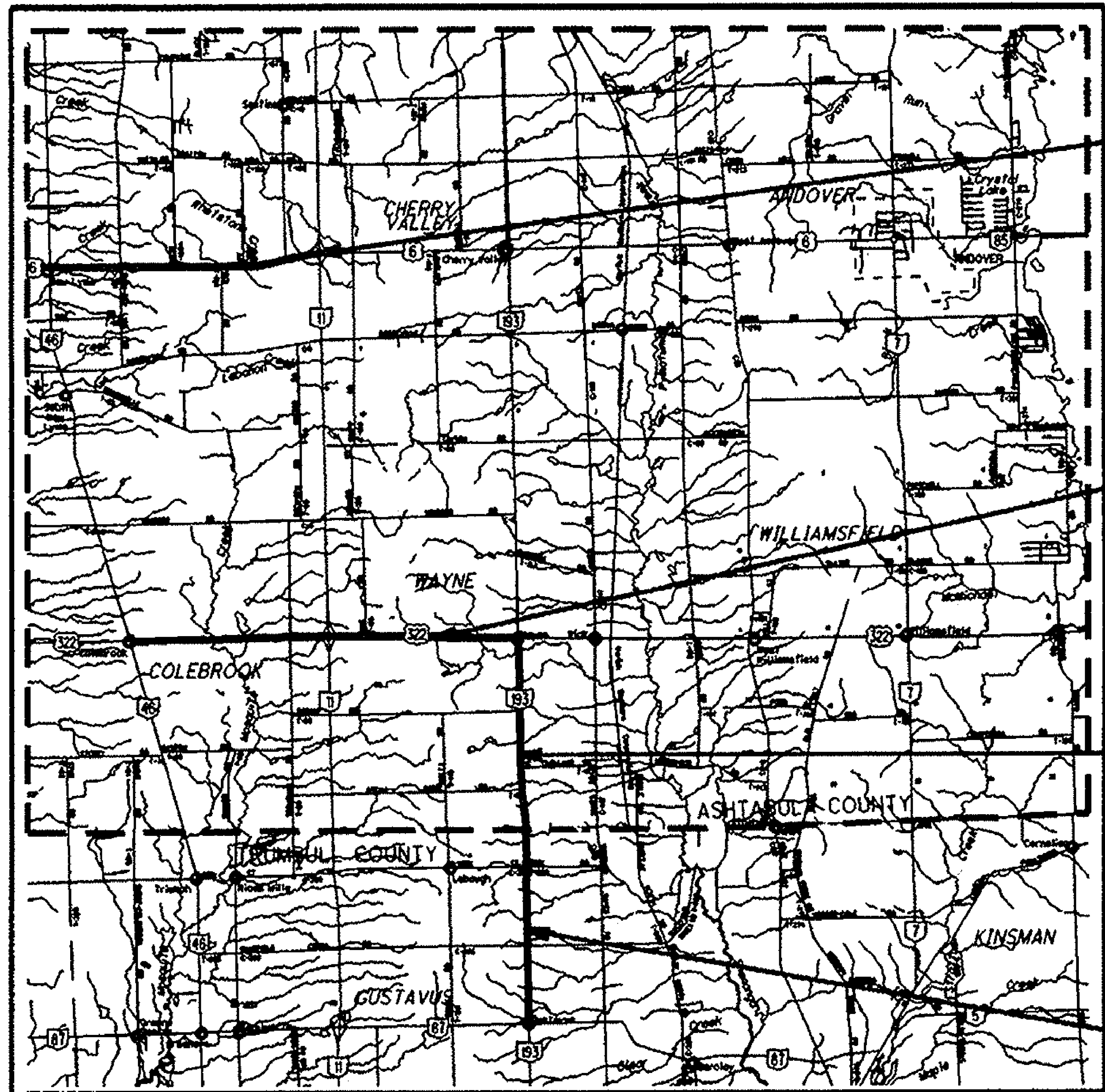


ATB - VATRUCIP SEAL VARIOUS R
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Dist 4 1/14/2009

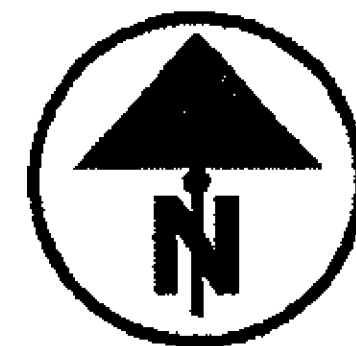
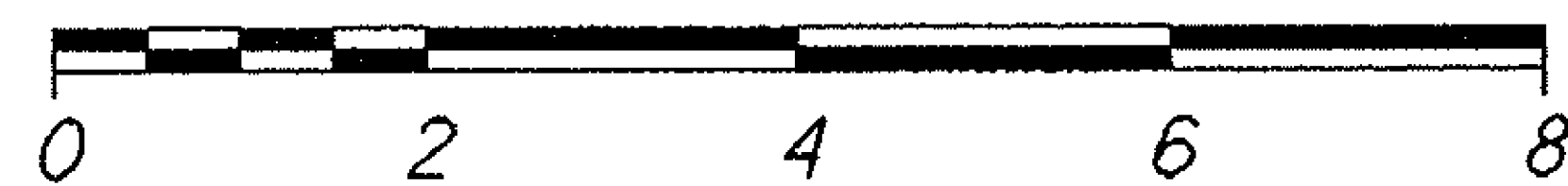
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LOCATION MAP

LATITUDE: N41°32'05" LONGITUDE: W80°39'58"

SCALE IN MILES



PORTION TO BE IMPROVED _____
INTERSTATE & DIVIDED HIGHWAY _____
UNDIVIDED STATE & FEDERAL ROUTES _____
OTHER ROADS _____

DESIGN EXCEPTIONS

NONE

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

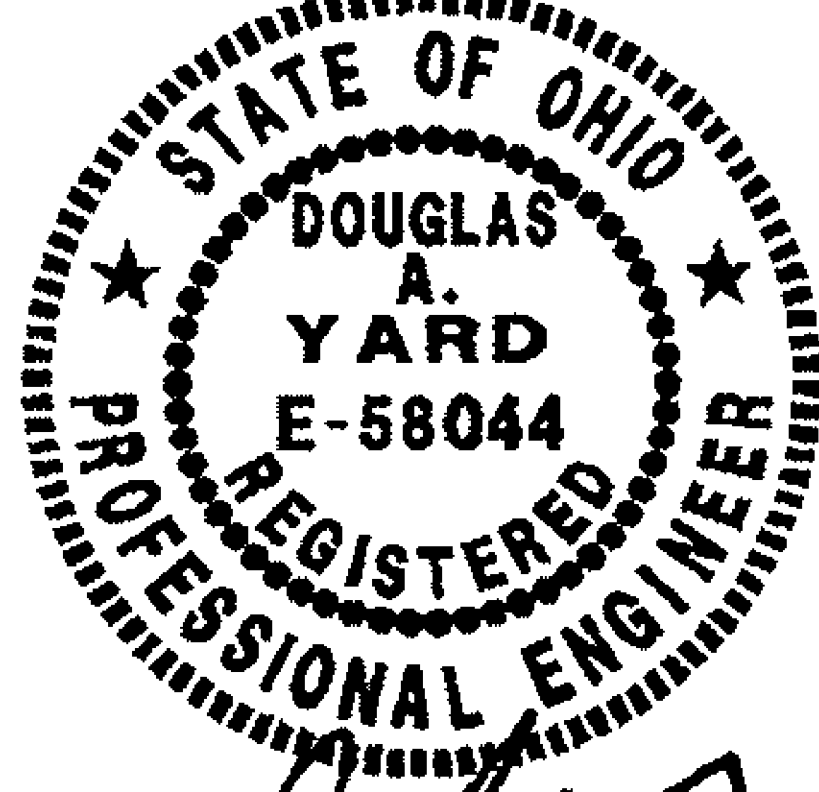

**CALL 1-800-362-2764**
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:

ODOT- DISTRICT 4 PRODUCTION
2088 SOUTH ARLINGTON ROAD
AKRON, OHIO 44306

ENGINEERS SEAL:


SIGNED: 
DATE: 10/14/08

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS
MT-35.10	4/20/01					800-2008 10/17/08
MT-95.50	9/05/06					
MT-97.10	9/05/06					
MT-97.11	9/05/06					
MT-99.20m	1/30/95					
MT-105.10	10/18/02					
MT-105.11	10/18/02					
TC-41.10	10/19/07					
TC-41.20	1/19/01					
TC-52.10	1/19/07					
TC-52.20	1/19/07					
TC-65.10	1/21/05					
TC-65.11	1/21/05					
TC-71.10	1/19/07					
TC-73.10	1/19/01					

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ATB/TRU CHIP SEAL VARIOUS ROUTES

COLEBROOK, GUSTAVUS, NEW LYME, AND
WAYNE TOWNSHIPS
ASHTABULA AND TRUMBULL COUNTIES

LOCATION	COUNTY	ROUTE	PROJECT TERMINI		LENGTH (MILES)
			BEGIN	END	
1	ATB	6	11.56	15.02	3.46
2	ATB	322	12.49	15.03	2.54
2	ATB	322	15.06	17.49	2.43
3	ATB	193	0.00	2.47	2.47
4	TRU	193	22.89	25.44	2.55

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS	2
GENERAL NOTES	3-4
MAINTENANCE OF TRAFFIC	5-7
GENERAL SUMMARY	8
SUB -SUMMARIES	9-12
RAISED PAVEMENT MARKING SUB-SUMMARY	13
PAVEMENT MARKING SUB-SUMMARY	14
PAVEMENT MARKING SHEETS	15-28

PROJECT DESCRIPTION

IMPROVEMENT OF US 6, US 322, AND SR 193 IN ASHTABULA COUNTY AND SR 193 IN TRUMBULL COUNTY BY CHIP SEAL.

PROJECT EARTH DISTURBED AREA: 0 ACRES.
ESTIMATED CONTRACTOR EDA: N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA: N/A (MAINTENANCE PROJECT)

2008 SPECIFICATIONS

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

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

APPROVED 
DATE 10-14-08 DISTRICT DEPT. DIRECTOR

APPROVED 
DATE 10/30/08 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.

NONE

PID NO.

84136

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

NONE

ATB/TRU CHIP SEAL
VARIOUS ROUTES

1
28

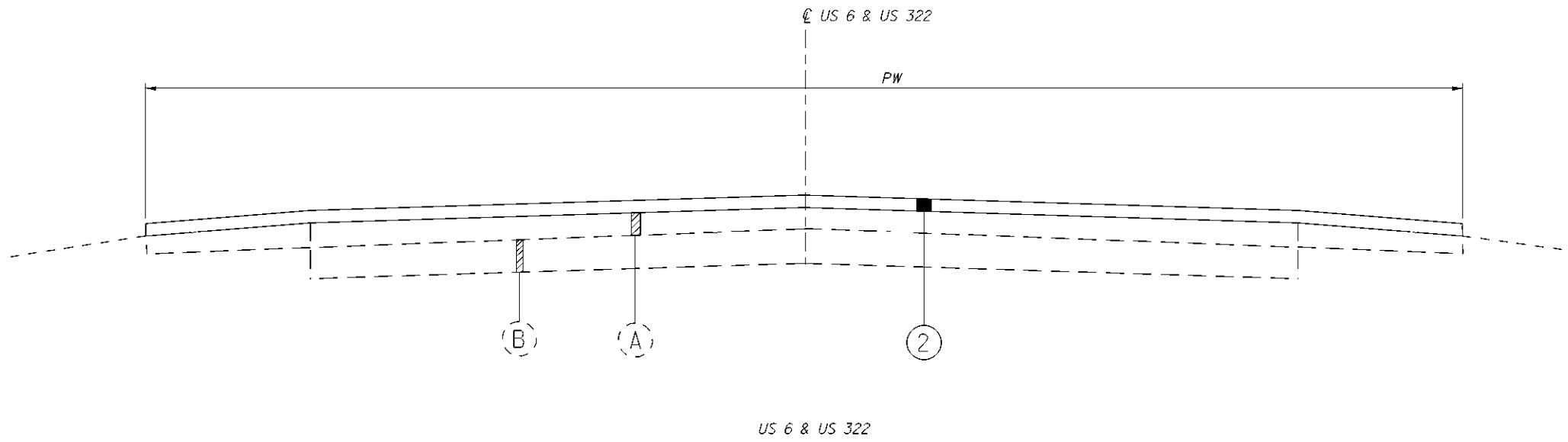
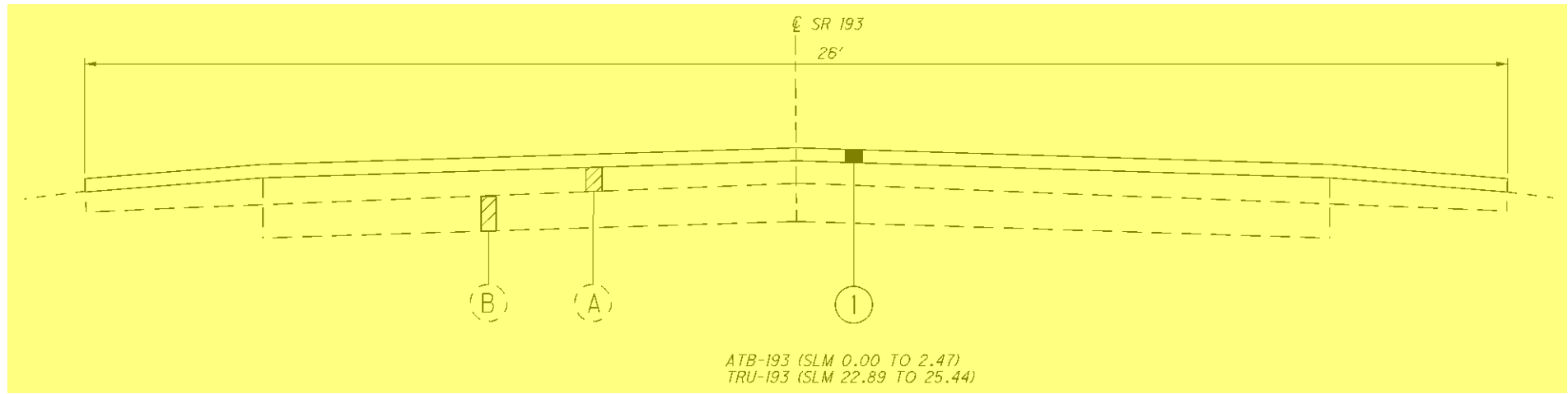
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① 422, DOUBLE CHIP SEAL, AS PER PLAN

② 422, SINGLE CHIP SEAL, AS PER PLAN

(A) EXISTING ASPHALT PAVEMENT

(B) EXISTING REINFORCED CONCRETE



	SECTION APPLIES		
	SLM		
ROUTE	FROM	TO	AVG PW
US 6	11.56	14.61	30'
US 6	14.61	15.02	41'
US 322	12.49	14.95	30'
US 322	14.95	15.03	37'
US 322	15.06	15.12	37'
US 322	15.12	17.51	30'

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE OHIO & GAS PROCEDURES UNDERGROUND PROTECTION SERVICE (OGPUPS), THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEAD-QUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.

OUPS 1-800-362-2764 (CONTACT LIMITED BASIS PARTICIPANTS DIRECTLY)
OGPUPS 1-800-925-0988
ODOT 330-786-3145 KEN GREENE

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

WORK LIMITS

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

PAVEMENT MARKING LANE WIDTHS

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS:

ROUTE	S.L.M. TO	S.L.M. TO	LANE WIDTH
6	11.56	15.02	12'
193	0.00	2.47	10.5'
193	22.89	25.44	10'
322	12.49	17.49	12'

ITEM 422 - SINGLE CHIP SEAL, AS PER PLAN
ITEM 422 - DOUBLE CHIP SEAL, AS PER PLAN

THE REQUIREMENTS OF ALL LANGUAGE IN 422 APPLIES EXCEPT AS MODIFIED AS FOLLOWS:

REMOVE AND REPLACE THE FIRST SENTENCE OF PARAGRAPH TWO WITH 'USE WASHED LIMESTONE OR DOLOMITE MEETING THE GRADATION IN 422.02 FOR THE FIRST COURSE (BASE COURSE) OF A DOUBLE CHIP SEAL AND MEET COARSE AGGREGATE REQUIRMENTS OF 703.05.
USE WASHED LIMESTONE OR DOLOMITE MEETING THE FOLLOWING GRADATION REQUIREMENT FOR THE SECOND COURSE (TOP COURSE) OF A DOUBLE CHIP SEAL OR FIRST COURSE OF A SINGLE CHIP SEAL AND MEET COARSE AGGREGATE REQUIRMENTS OF 703.05.'

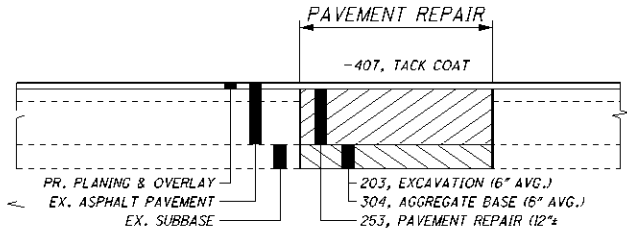
Sieve Size	Total Percent Passing
3/8 inch (9.5 mm)	100
No. 4 (4.75 mm)	85 to 100
No. 8 (2.36 mm)	0 to 20
No. 16	0 to 5
No. 200 (75 µm)	1.5 max, 1.7 max [1]
[1]Washed gradation value, 1.5 if the pile is at the aggregate source, 1.7 if the source pile has been moved to a staging location.	

IN SECTION 422.07 BINDER APPLICATION
FOR SINGLE CHIP SEAL, APPLY THE BINDER AT A RATE OF 0.32 +/- 0.04 GALLON PER SQUARE YARD. FOR DOUBLE CHIP SEAL, APPLY THE BINDER AT A RATE OF 0.36 +/- 0.03 GALLON PER SQUARE YARD FOR THE FIRST COURSE (BASE COURSE) AND 0.31 +/- 0.03 GALLON PER SQUARE YARD FOR THE SECOND COURSE (TOP COURSE).

ITEM 253 - PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 12"± 301 ASPHALT CONCRETE BASE, PG64-22. THE MAXIMUM COMPACTED DEPTH OF ANY ONE LAYER SHALL BE 6 INCHES. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

253, PAVEMENT REPAIR, 50 SQ YD



ITEM 203 - EXCAVATION

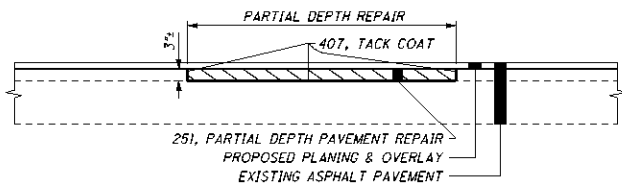
THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

203, EXCAVATION 9 CU YD

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING 3"± OF ITEM 448 ASPHALT CONCRETE, TYPE 2. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE I PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING. ALSO, THIS ITEM SHALL COMMENCE WITHIN 7 DAYS OF THE COMPLETION OF MAINLINE PAVEMENT PLANING. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR, 100 SQ. YD.



ITEM 304 - AGGREGATE BASE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE 9 CU YD

ITEM 643 - REMOVAL OF PAVEMENT MARKING

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO REMOVE THE EXISTING PAVEMENT MARKINGS PRIOR TO THE APPLICATION OF ITEM 422, SINGLE OR DOUBLE CHIP SEAL. THE FOLLOW QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

643, REMOVAL OF PAVEMENT MARKING	965	FT
643, REMOVAL OF PAVEMENT MARKING	114	SQ FT
643, REMOVAL OF PAVEMENT MARKING	6	EACH
643, REMOVAL OF PAVEMENT MARKING	31.51	MILE

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERED TO IN THE PROPOSAL:

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE
ALL WORK ON PROJECT	30

CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

CONVERT THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

CONVERSIONS WILL BE APPROPRIATELY PRECISE AND REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

CALCULATED
JMW
CHECKED

GENERAL NOTES

ATB / TRU CHIP SEAL
VARIOUS ROUTES

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2211, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. CONES SHALL NOT BE ACCEPTABLE TRAFFIC CONTROL DEVICES FOR LANE RESTRICTIONS OR LANE REDUCTIONS THAT ARE IN OPERATION ONE-HALF HOUR AFTER SUNSET OR ONE HALF-HOUR BEFORE SUNRISE. ALL NIGHTTIME LANE RESTRICTIONS SHALL REQUIRE DRUMS OR BARRICADES AT A MAXIMUM SPACING OF FIFTY (50) FEET. WEIGHTED CHANNELIZERS MAY BE USED IN ACCORDANCE WITH THE ADDITIONAL NOTE HEREIN.
4. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
5. THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, SIGN SUPPORTS AND FURNISH AND MAINTAIN ALL FLAGGERS, WATCHERS AND INCIDENTALS RELATED THERETO.
6. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER SHEET 6.
7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE (1) MILE URBAN.
8. ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.
9. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
10. A QUANTITY OF 10 CU. YDS. OF 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.

11. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

12. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGN HAS BEEN INCLUDED IN THE PLAN. THIS QUANTITY SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING SIGNS: W8-1 [BUMP], W6-3 [TWO-WAY TRAFFIC], W8-H13 [NO EDGE LINES], R4-1 [DO NOT PASS], R4-2 [PASS WITH CARE], W8-11 [UNEVEN LANES]. THESE QUANTITIES SHALL BE AS PER 614.04.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

614, WORK ZONE MARKING SIGN, 26 EACH
614, WORK ZONE CENTERLINE, CLASS III, 5.02 MILE

HOLIDAY LANE CLOSURES

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPENED TO TRAFFIC AND ALL SIGNALS IN OPERATION DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	NEW YEARS
MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING

DAY OF THE WEEK	TIMES ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 12:00N MONDAY
MONDAY	12:00N FRIDAY THROUGH 12:00N TUESDAY
TUESDAY	12:00N MONDAY THROUGH 12:00N WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 12:00N THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 12:00N MONDAY
FRIDAY	12:00N THURSDAY THROUGH 12:00N MONDAY
SATURDAY	12:00N FRIDAY THROUGH 12:00N MONDAY

THERE SHALL NOT BE ANY EXTENSIONS DUE TO WEATHER OR MATERIAL DELAYS WHATSOEVER.

SHALL THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, DISINCENTIVES OF \$1000 SHALL BE ASSESSED TO THE CONTRACTOR FOR EACH CALENDAR DAY THAT THE LANES REMAIN CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WEIGHTED CHANNELIZERS

THE WEIGHTED CHANNELIZER SHALL BE PREDOMINATELY ORANGE IN COLOR AND SHALL BE MADE OF A LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A "HANDLE" OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42 INCH MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

ON FREEWAYS AND MULTILANE HIGHWAYS:
USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATION, GENERALLY TWELVE HOURS OR LESS, FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK WITHIN THE ABOVE NOTED TIME PERIOD, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRIERS.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE "TANGENT AREA". THE "TANGENT AREA" IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS.

ON OTHER HIGHWAYS:
THERE ARE NO DURATIONS OF WORK RESTRICTIONS FOR USE OF WEIGHTED CHANNELIZERS ON ALL OTHER TYPES OF HIGHWAYS, DAY OR NIGHT. ON THESE ROADWAYS THE WEIGHTED CHANNELIZER MAY BE USED IN THE TRANSITION TAPERS AS WELL AS IN THE TANGENT AREAS, DAY OR NIGHT.

MAXIMUM SPACING OF THE WEIGHTED CHANNELIZER SHALL BE 40 FEET.

STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE INADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE

A QUALIFIED FLAGGER SHALL BE EMPLOYED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM. THE CONTRACTOR'S EQUIPMENT SHALL BE EQUIPPED WITH AT LEAST ONE AMBER FLASHING LIGHT. PAVERS, ROLLERS AND OTHER EQUIPMENT MAY BE PARKED IN AREAS ALONG THE HIGHWAY WHEN PAVING OPERATIONS ARE SCHEDULED TO CONTINUE WITHIN THE NEXT WORKDAY. OTHERWISE THE EQUIPMENT SHALL BE STORED AT A STORAGE AREA OUTSIDE THE R/W, THE LOCATION OF WHICH SHALL HAVE PRIOR APPROVAL OF THE ENGINEER. WHEN PARKING ALONG THE HIGHWAY THE EQUIPMENT SHALL BE PLACED AND DELINEATED AS PER 614.03. NO EQUIPMENT SHALL BE PARKED IN THE MEDIAN OF THE HIGHWAY. ADEQUATE BARRICADES AND LIGHTS 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. NO EQUIPMENT SHALL BE PARKED ON PRIVATE PROPERTY UNLESS PRIOR APPROVAL OF THE OWNER AND THE PROJECT ENGINEER/SUPERVISOR HAS BEEN GRANTED.

CALCULATED
JMW
CHECKED

MAINTENANCE OF TRAFFIC GENERAL NOTES

ATB/ TRU CHIP SEAL
VARIOUS ROUTES

GENERAL NOTES

1. It is intended that this drawing be used for treatment of drop-offs that develop during construction operations, and that are not otherwise provided for in the construction plans. Where the plans do not provide specific items for labor, equipment, or materials to implement the drop-off treatments specified herein, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.

2. While the need for certain advisory signing is noted herein, it is not intended that this be indicative of all signing that may be required to advise or warn motorist, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.

3. In urban or otherwise heavily developed areas where pedestrians and/or bicyclists may be present in significant numbers, additional signing and protective measures other than those shown herein may be required.

4. The drop-off treatment selected for use at any given location shall be appropriate for the prevailing conditions at the site.

5. Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing PCB - 9.1, RM-4.2 and Item 622.

6. When drums are specified for a drop-off condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.

7. When W8-9 (Low Shoulder) signs or W8-11 (Uneven Lanes) signs are required, they shall be placed 750' in advance of the condition, on all intersecting entrance ramps within the limits of the condition and immediately beyond all intersecting roadways within the limits of the condition. When the drop-off condition extends more than one-half mile, additional signs shall be erected at intervals of a maximum of one mile.

8. For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, the Optional Wedge Treatment shall be provided.

9. Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane widths designated as the minimum required for traffic use. Where drums are used, and their presence would reduce traveled lane widths to less than 10', drums may be placed on the opposite level from that of traffic provided the drop-off depth does not exceed 5" and approval is granted by the Project Engineer.

10. Pavement Repairs (or similar work):

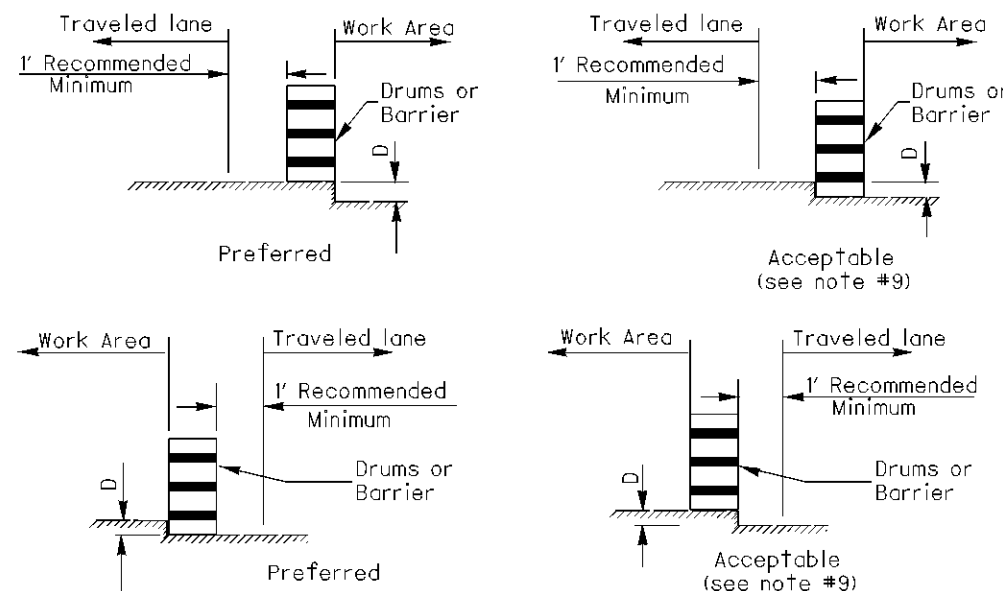
- Lengths greater than 60 feet - utilize appropriate treatment from Condition I.
- Lengths of 60 feet or less - repairs shall be affected in accordance with Item 255.08. Drums may be used as a separator adjacent to the traveled lane.

CONDITION I

1. These treatments are to be used for resurfacing, pavement planing excavation, etc., between, beside or within traveled lanes.

Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	$\leq 1\frac{1}{2}$	Erect W8-11.
1FT-12FT	$1\frac{1}{2}$ -3	1. Lane closure utilizing drums* as shown below. - or - 2. Optional Wedge Treatment.
1FT-12FT	3 - 5	Lane closure utilizing drums as shown below
1FT-12FT	5 - 12	Lane closure utilizing portable concrete barrier as shown below.
>12FT-20FT	12 - 24	Lane closure utilizing drums as shown below
>12FT-20FT	>24	Lane closure utilizing portable concrete barrier as shown below.

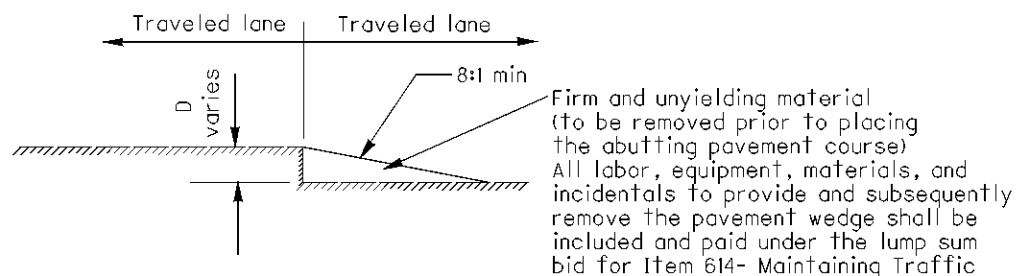
*Cones may be used for daytime only conditions.



OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- W8-11 and R4-9 signs required.



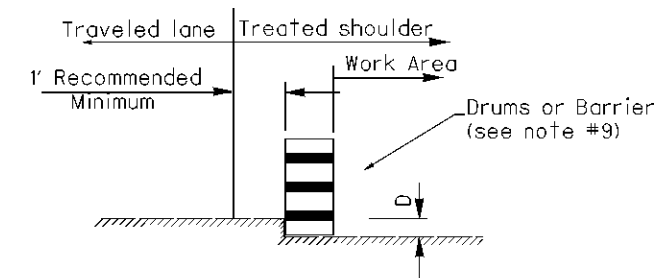
CONDITION II

DROPOFFS WITHIN GRADED SHOULDER AREA
[except for linear grading areas]

The treatments indicated below are for use in conjunction with resurfacing, planing, or excavation within the graded shoulder area.

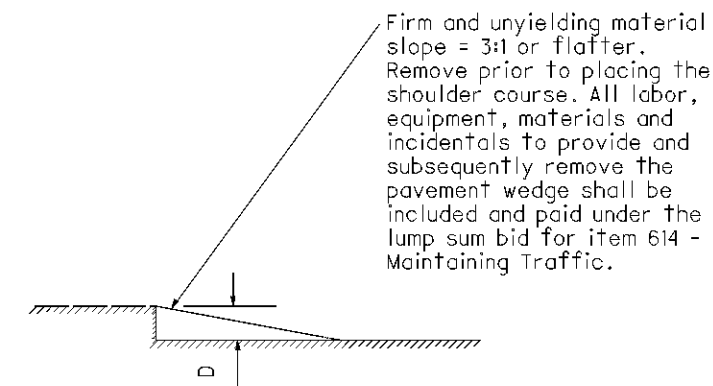
Distance From Traveled Lane	D (in)	Treatment
1FT-12FT	$\leq 1\frac{1}{2}$	1.) If edgelines are present, no treatment necessary. - or - 2.) Erect W8-11 and R4-9 signs
1FT-12FT	$1\frac{1}{2}$ - 5	1.) If min. lane widths* requirements can be met, maintain lanes utilizing drums as shown below. - or - 2.) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums. (use only on 3 or more lanes) - or - 3.) Optional shoulder treatment
>12FT-30FT	≤ 24	Shoulder closure utilizing drums as shown below
>12FT-30FT	>24	Shoulder closure utilizing portable concrete barrier as shown below.

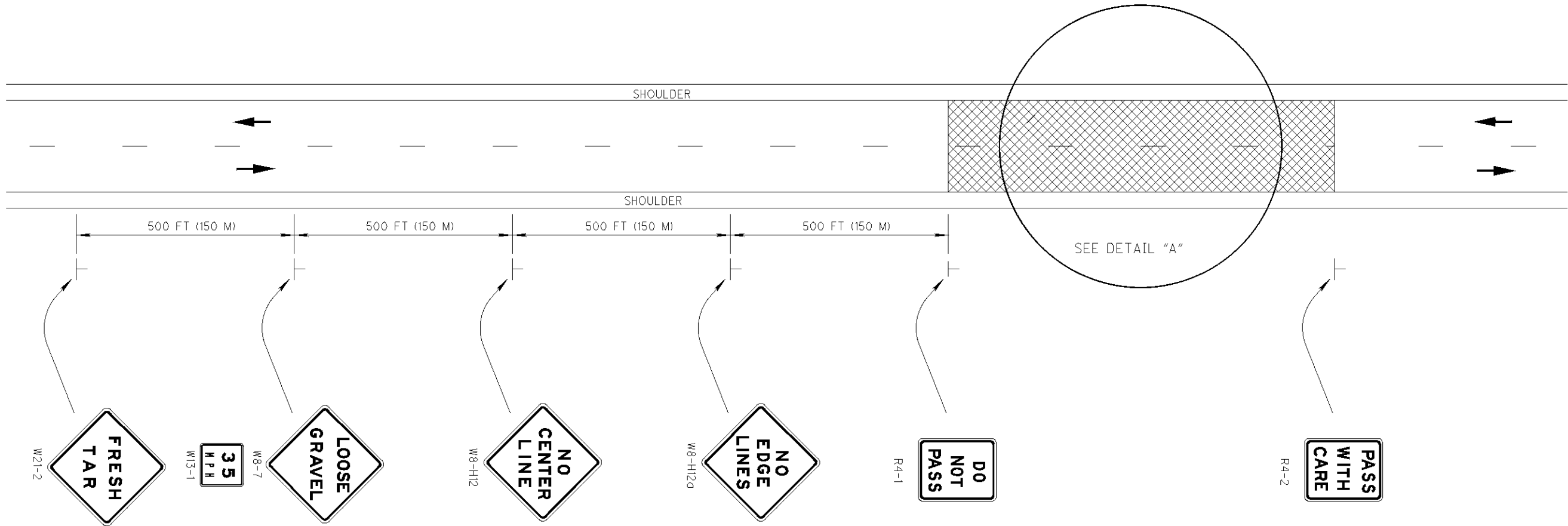
*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

- This treatment shall not be used within a bituminous shoulder where a hot longitudinal joint per 401.17 is required.
- W8-9 signs required.

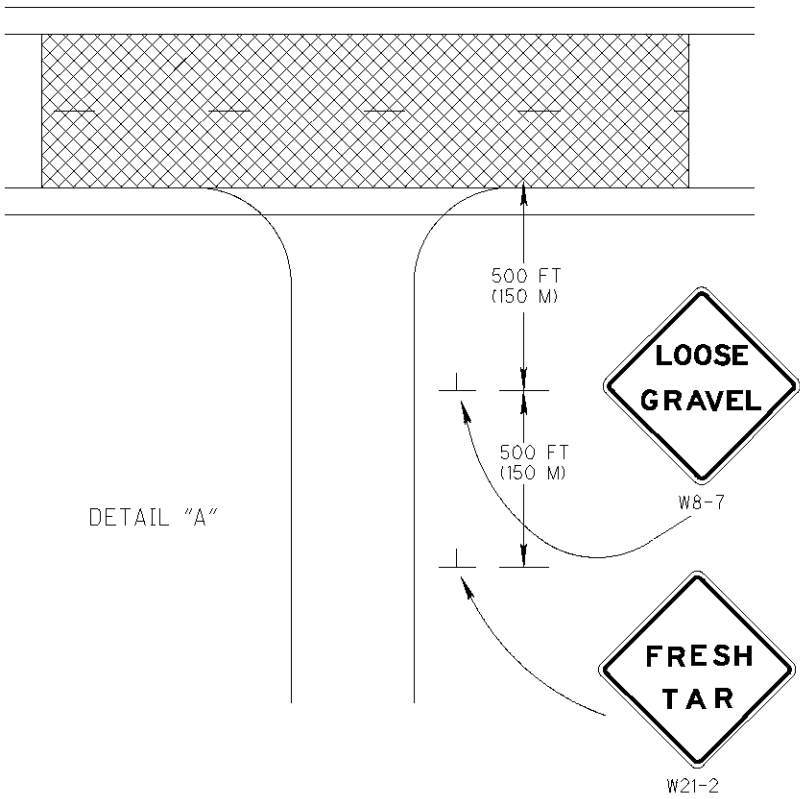




GENERAL NOTES:

1. The suggested minimum sign spacing is 200 feet (60 m), with 500 feet (150 m) spacing desirable.
2. The NO CENTER LINE (W8-H12), NO EDGE LINE (W8-H12a), and DO NOT PASS (R4-1) signs should be repeated every 2 miles per CMS 614.04.
3. The PASS WITH CARE (R4-2) sign, shown at the termination point of the chip seal activity, shall not be installed if this point is located in a No Passing zone or within 500 feet (150 m) of the next No Passing zone.
4. Repeat the LOOSE GRAVEL (W8-7) with an Advisory Speed Plaque (W13-1) every 1/2 mile per CMS 422.09.
5. Remove the NO CENTER LINE (W8-H12) and NO EDGE LINES (W8-H12a) signs after placing final markings.
6. Repeat sign layout in opposite direction.
7. Temporary traffic control for chip seal operations is not shown.
8. For signing of side roads intersecting the work area, see Detail "A".

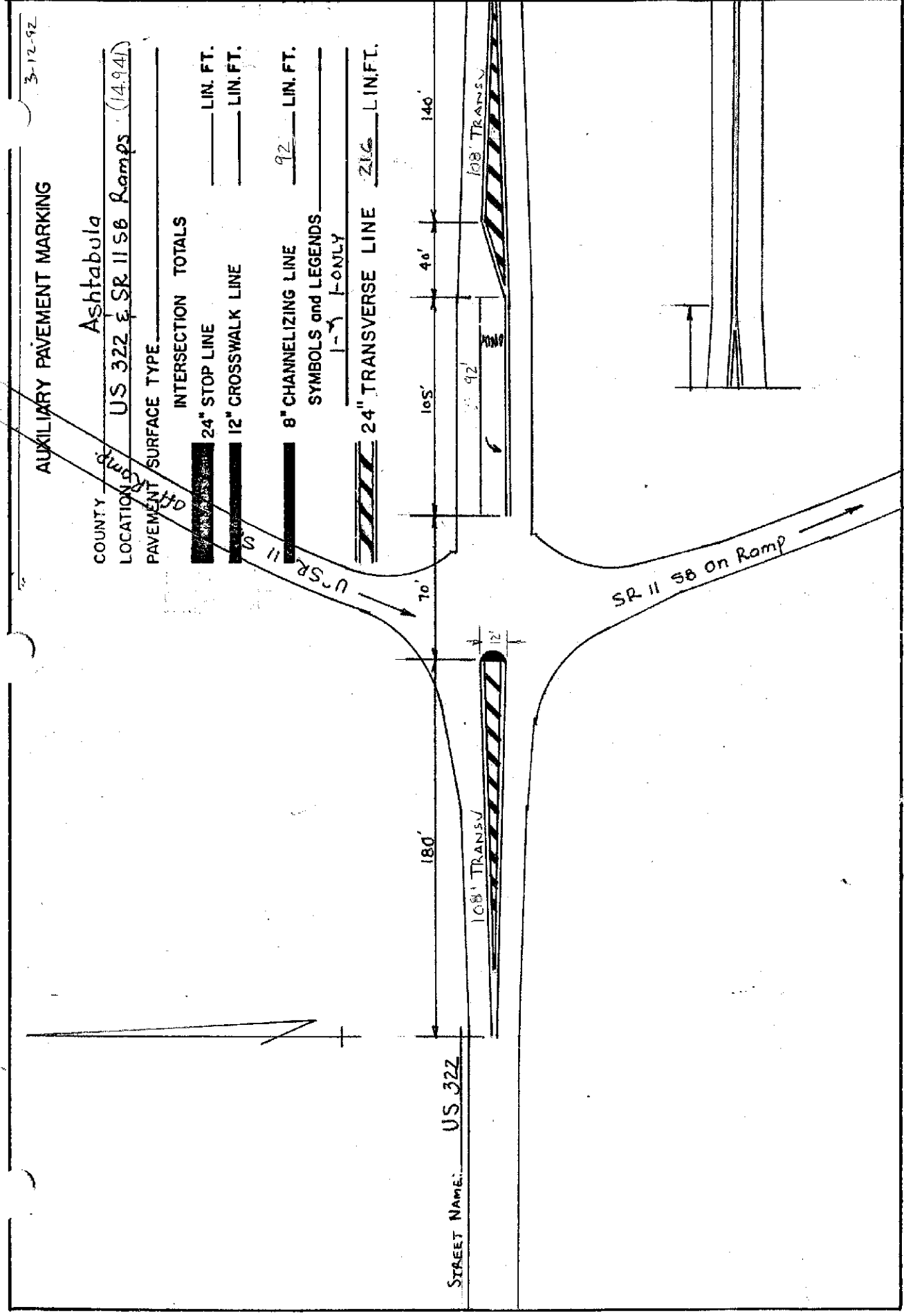
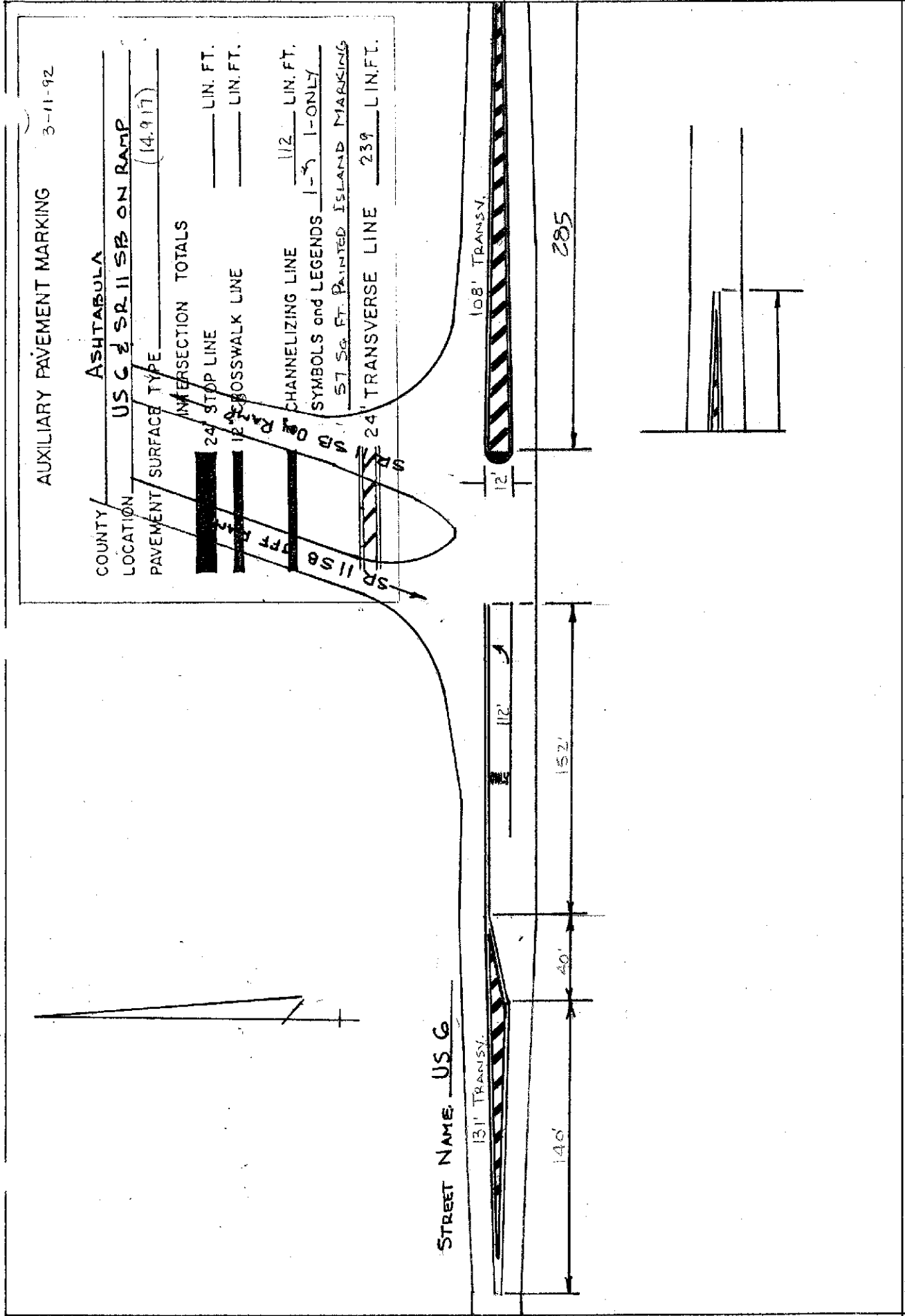
LEGEND



$\frac{8}{28}$

<div><div>13</div><div>28</div></div>	ATB/TRU CHIP SEAL VARIOUS ROUTES	RAISED PAVEMENT MARKINGS	
		CALCULATED	KG
		CHECKED	

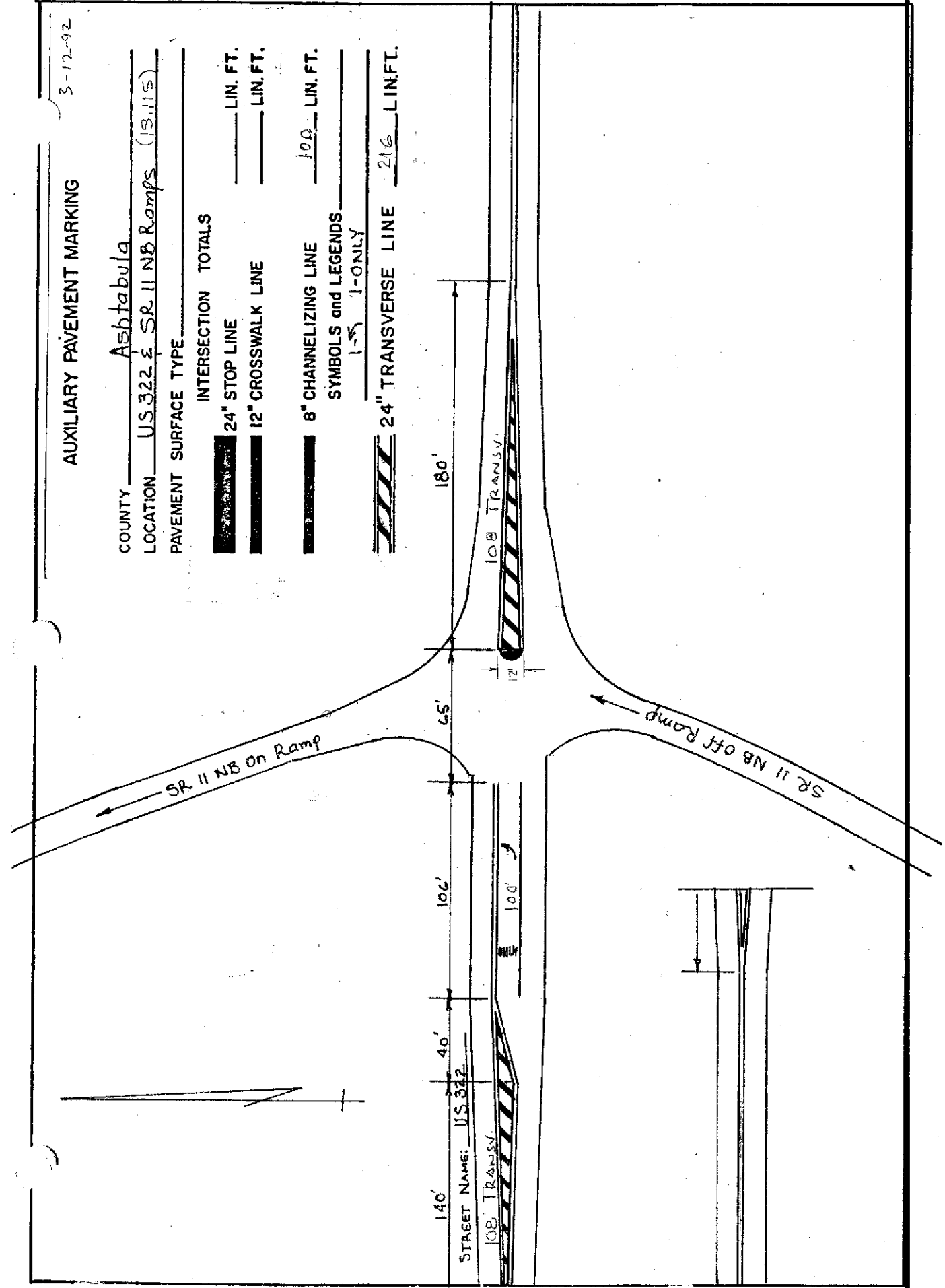
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AUXILIARY PAVEMENT MARKING

3-12-92

COUNTY Ashtabula
LOCATION US 322 & SR 11 NB Ramps (S.I.I.S)
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE 100 LIN. FT.
SYMBOLS and LEGENDS
1-85 1-ONLY
24" TRANSVERSE LINE 216 LIN. FT.

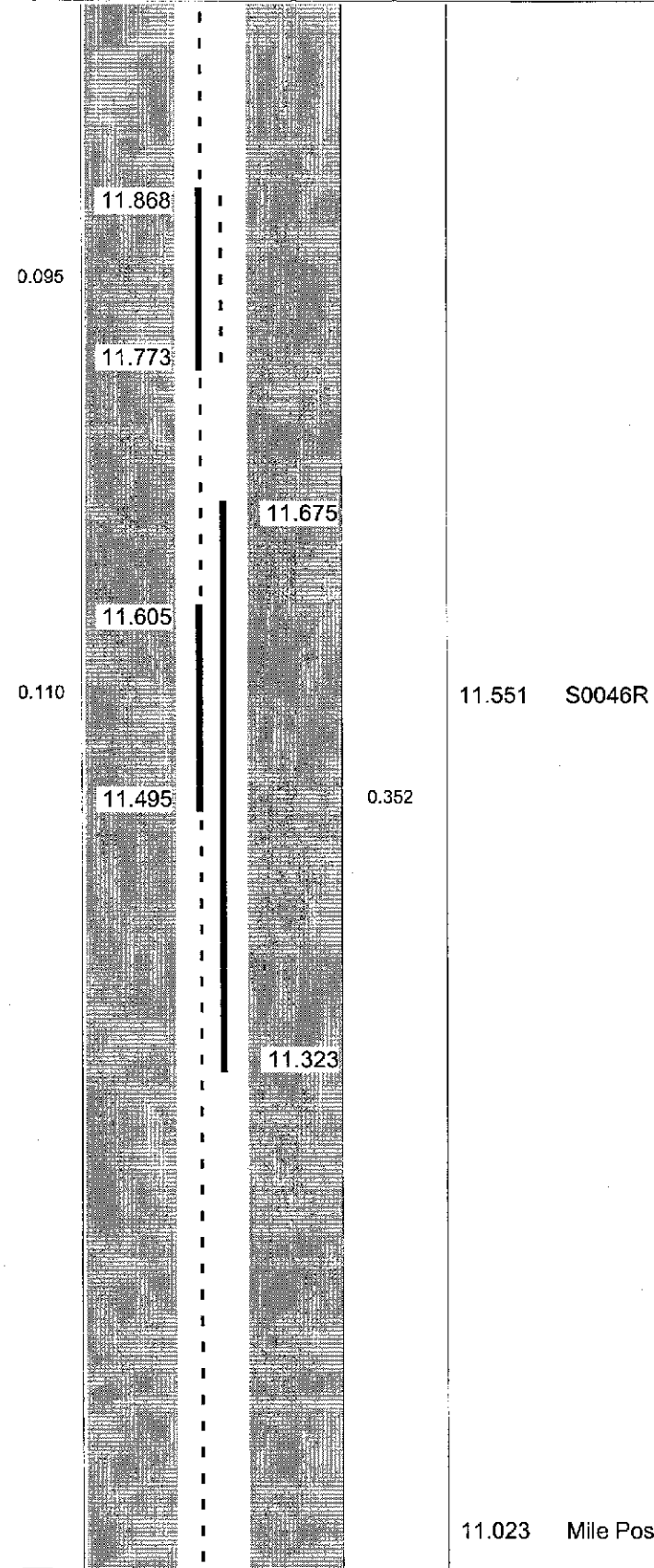


ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 12 of 35

Route: 0006R (SATBUS00006**C) From: 0.000 LEAVE GEA CO
Length: 32.555 Direction: East To: 32.555 ENTER PA STATE

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.780 Accum. total: 7.788 © 2004 - MasterMind Systems, Inc. - Traffic Safety Suite

CALCULATED
JMW
CHECKED

PAVEMENT MARKING DETAILS

ATB/TRU CHIP SEAL
VARIOUS ROUTES

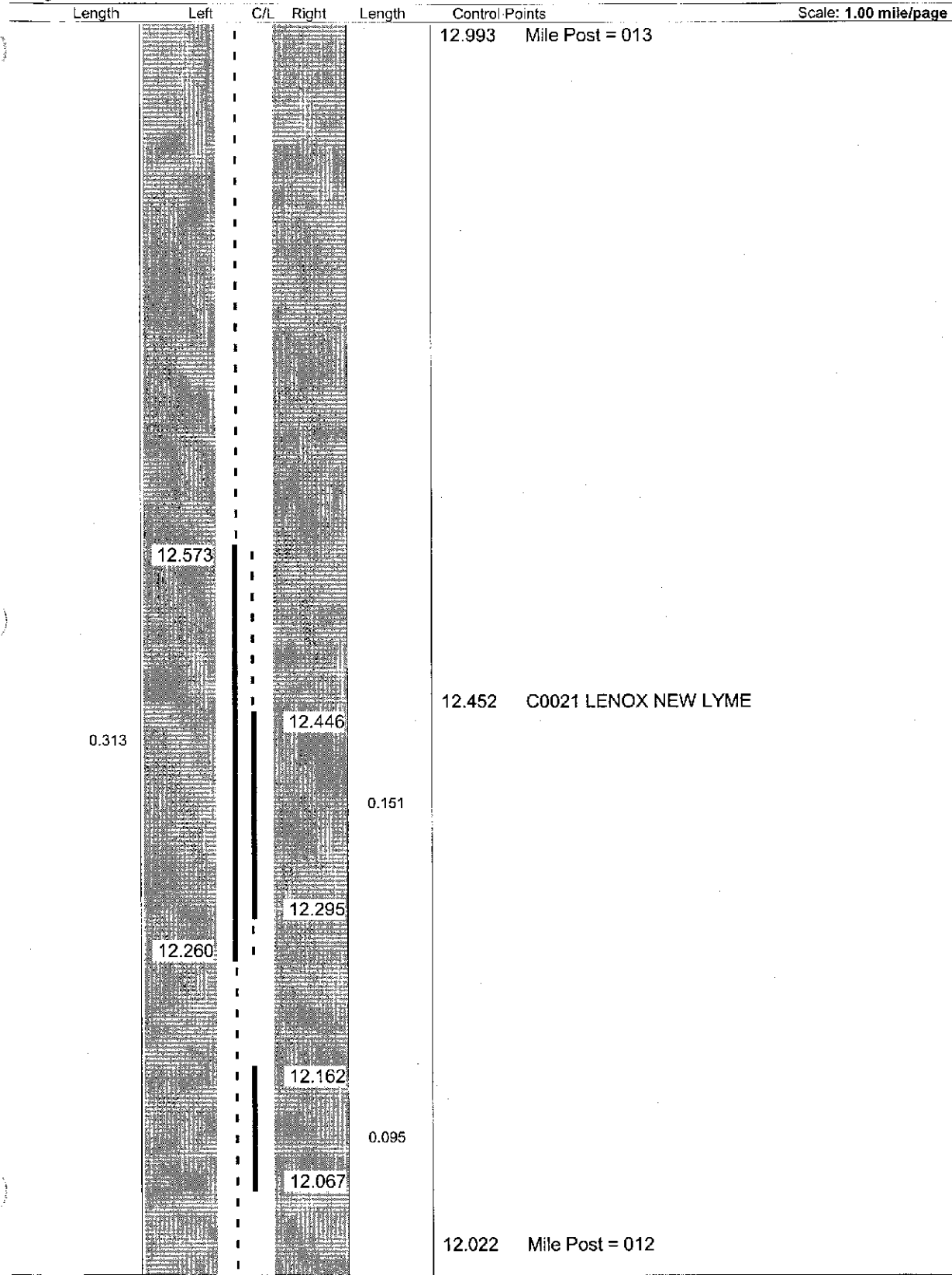
16
28

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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 13 of 35

Route: 0006R (SATBUS00006**C)
Length: 32.555 Direction: East
From: 0.000 LEAVE GEA CO
To: 32.555 ENTER PA STATE

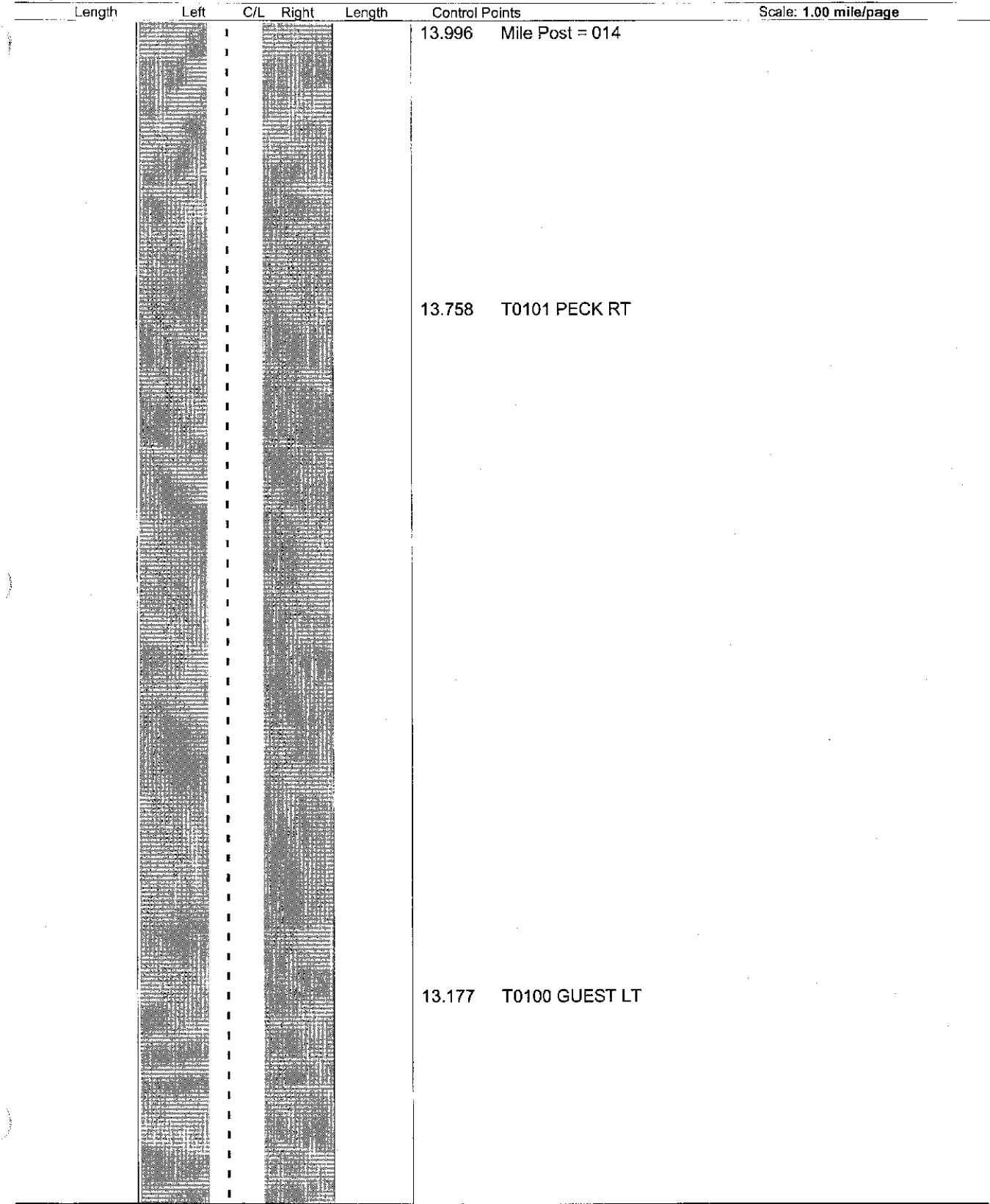


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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 14 of 35

Route: 0006R (SATBUS00006**C)
Length: 32.555 Direction: East
From: 0.000 LEAVE GEA CO
To: 32.555 ENTER PA STATE



Sheet total equivalent length of solid line: 0.250 Accum. total: 8.809 © 2004 - MasterMind Systems, Inc. - Traffic Safety Suite

PAVEMENT MARKING DETAILS (US 6)

ATB/TRU CHIP SEAL
VARIOUS ROUTES

17
28

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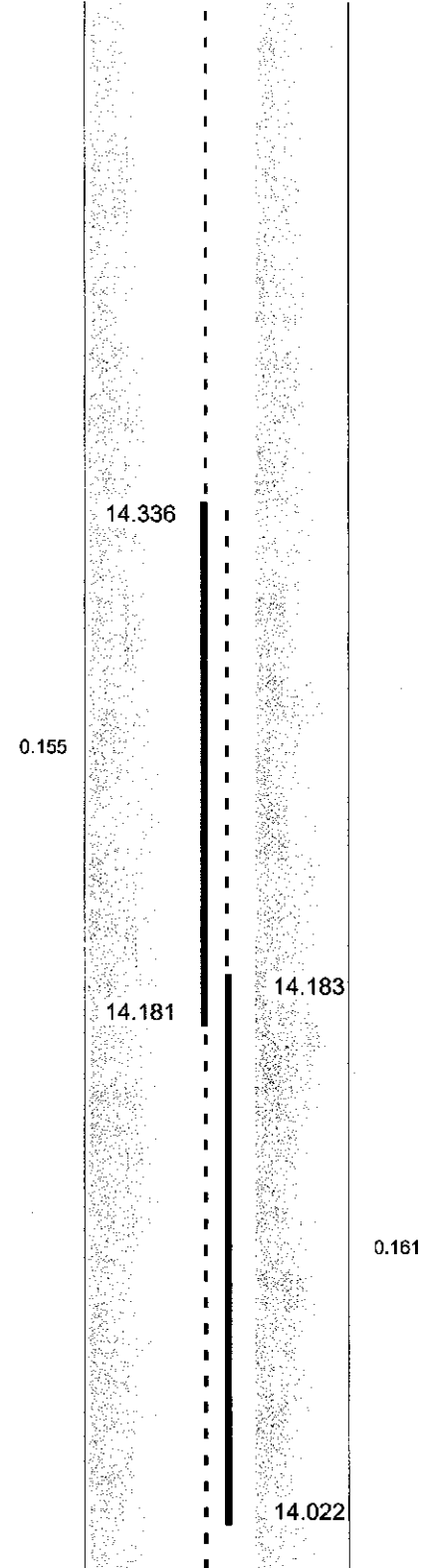
ODOT District 4
No Passing Zone Log (ATB)

Page: 15 of 35

Route: 0006R (SATBUS00006**C)
Length: 0.499 Direction: East

From: 14.000 LEAVE GEA CO
To: 14.499 ENTER PA STATE

Length Left C/L Right Length Control Points Scale: 0.50 mile/page



14.045 C0104 DAY LT

Sheet total equivalent length of solid line: 0.440 Accum. total: 0.440 © 2006 - MasterMind Systems, Inc. - Traffic Safety Suite

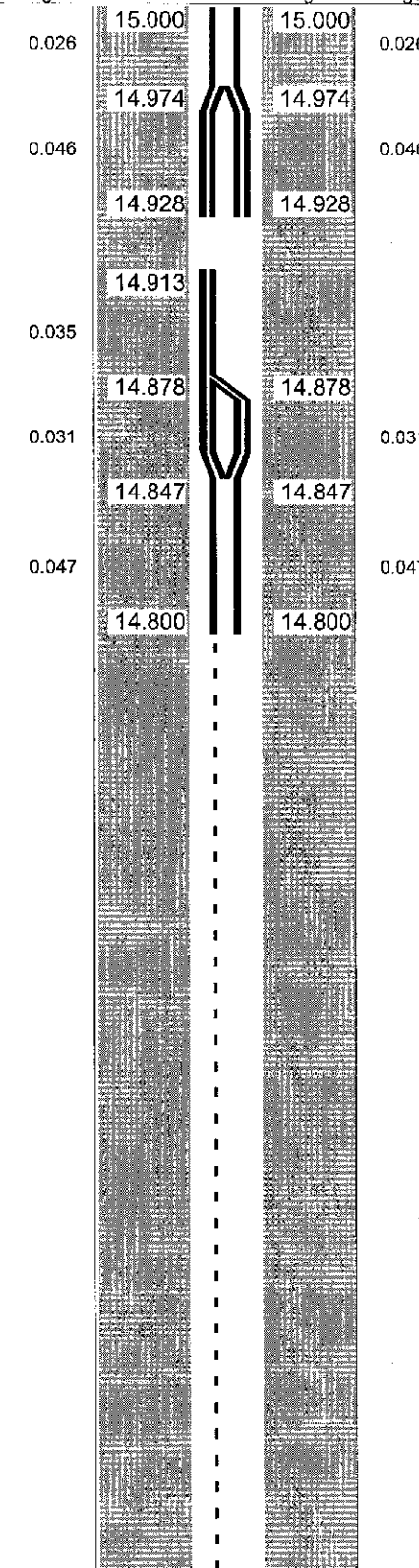
ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 16 of 35

Route: 0006R (SATBUS00006**C)
Length: 32.555 Direction: East

From: 0.000 LEAVE GEA CO
To: 32.555 ENTER PA STATE

Length Left C/L Right Length Control Points Scale: 0.50 mile/page



14.927 S0011R RAMP LT
14.918 S0011R EXIT RAMP LT

14.591 C0027 EAST UNION LT

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PAVEMENT MARKING DETAILS (US 6)

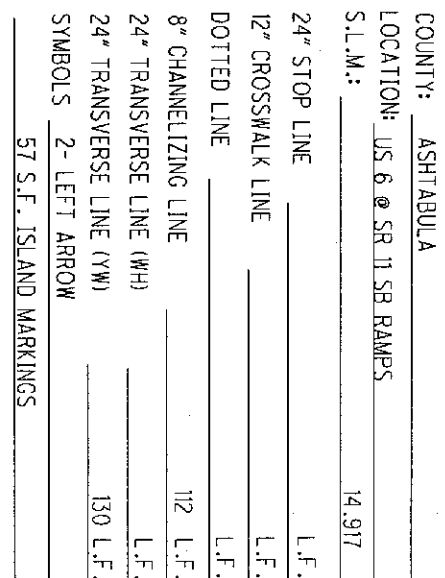
ATB/ TRU CHIP SEAL
VARIOUS ROUTES

18
28

Page: 17 of 39

Scale: 0.50 mile/page

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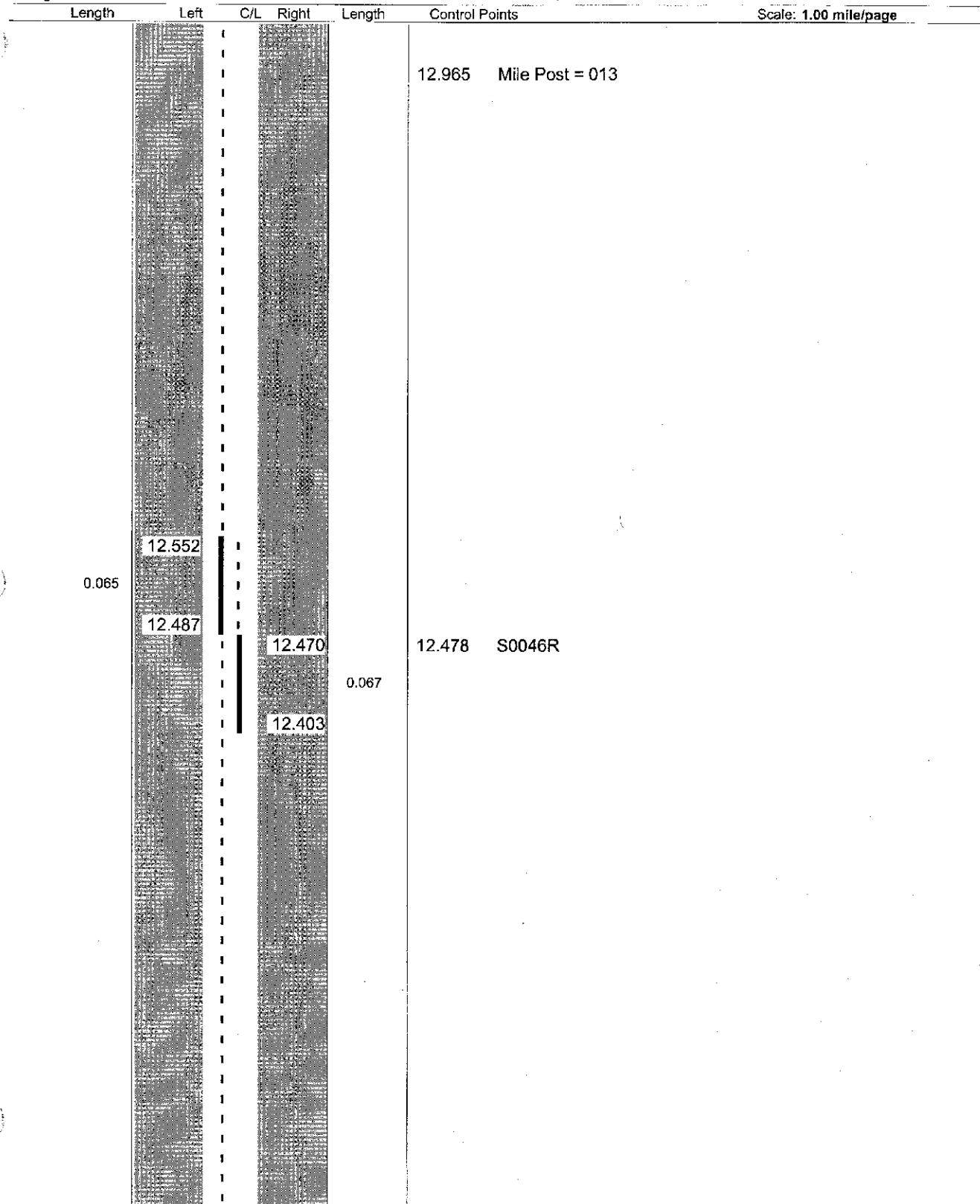
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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 13 of 28

Route: 0322R (SATBUS00322**C)
Length: 25.125 Direction: East

From: 0.000 LEAVE GEA CO
To: 25.125 ENTER PA STATE



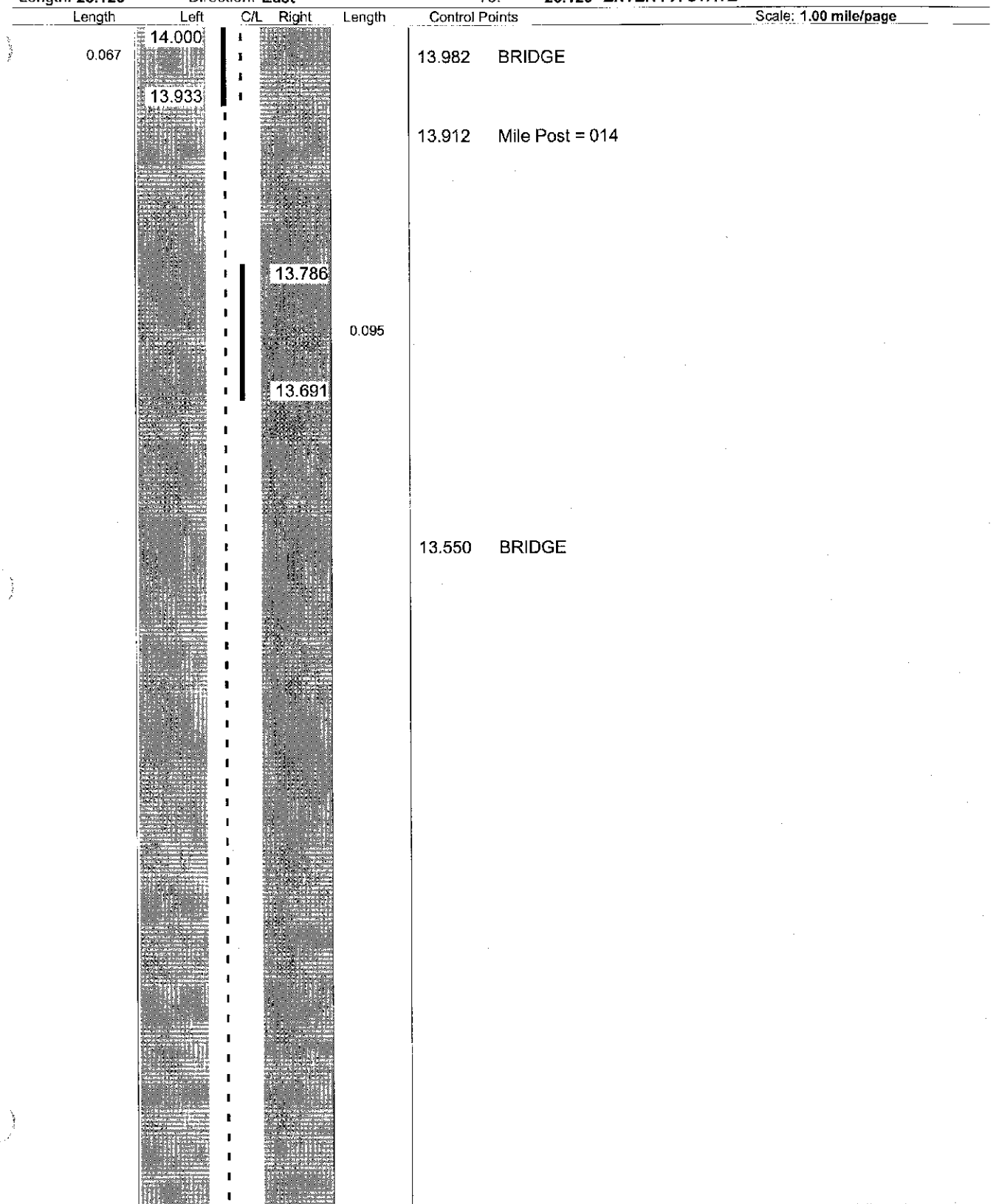
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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 14 of 28

Route: 0322R (SATBUS00322**C)
Length: 25.125 Direction: East

From: 0.000 LEAVE GEA CO
To: 25.125 ENTER PA STATE



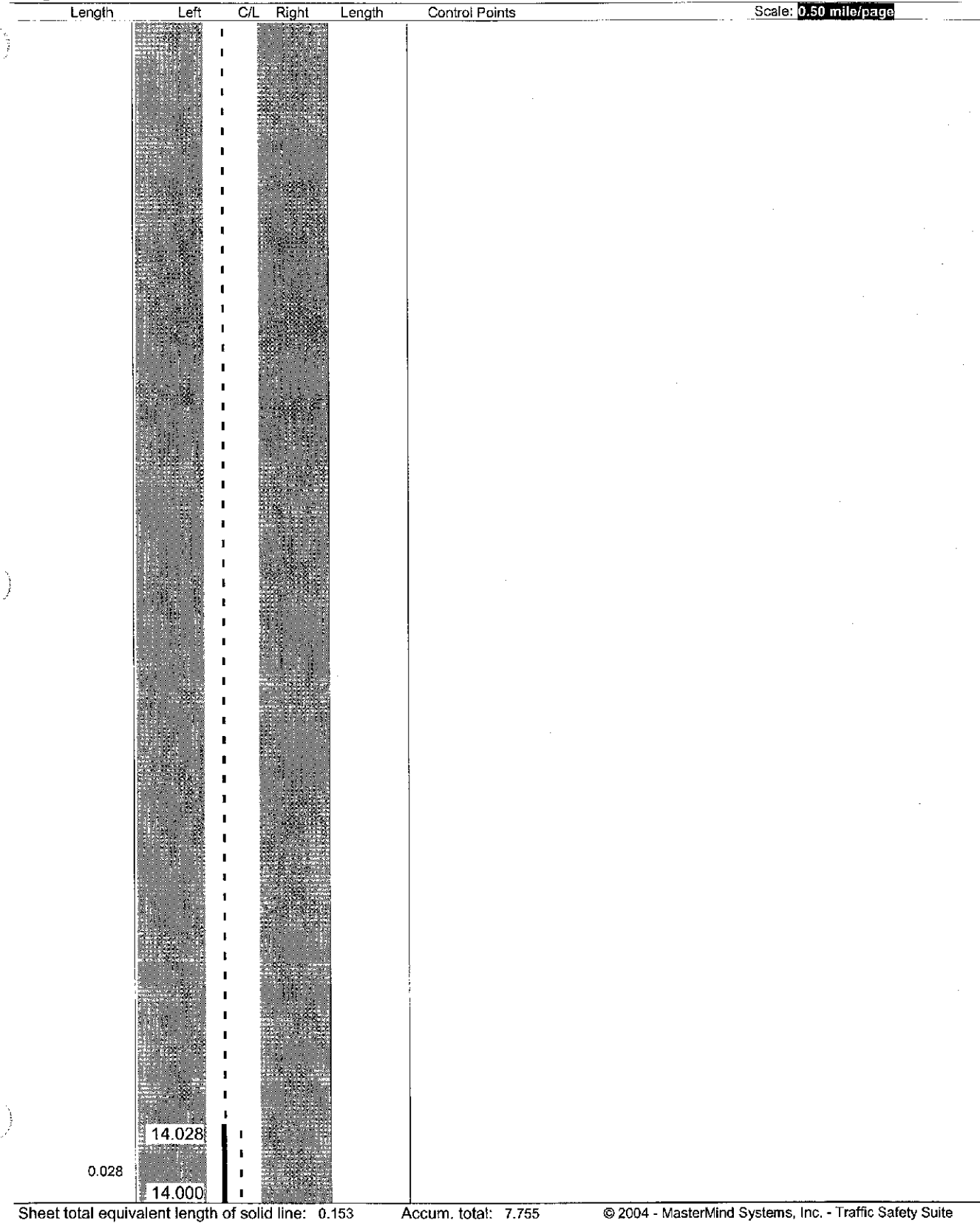
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ATB/TRU CHIP SEAL
VARIOUS ROUTES
PAVEMENT MARKING DETAILS (US 322)

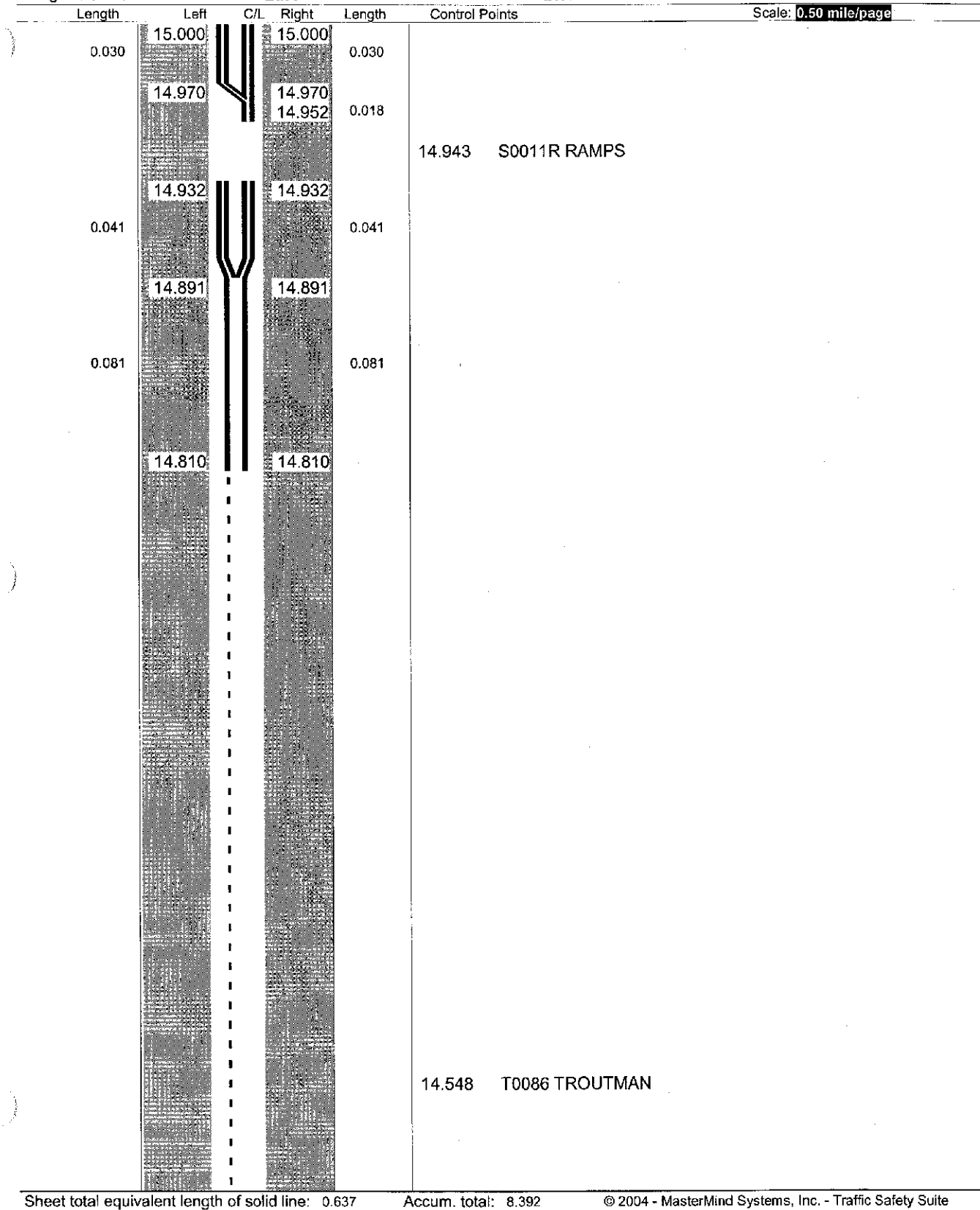
CALCULATED
JMW
CHECKED

20
28

Route: 0322R (SATBUS00322**C)				From: 0.000 LEAVE GEA CO	
Length: 25.125		Direction: East		To: 25.125 ENTER PA STATE	
Length	Left	C/L	Right	Length	Control Points



Route: 0322R (SATBUS00322**C)				From: 0.000 LEAVE GEA CO	
Length: 25.125		Direction: East		To: 25.125 ENTER PA STATE	
Length	Left	C/L	Right	Length	Control Points

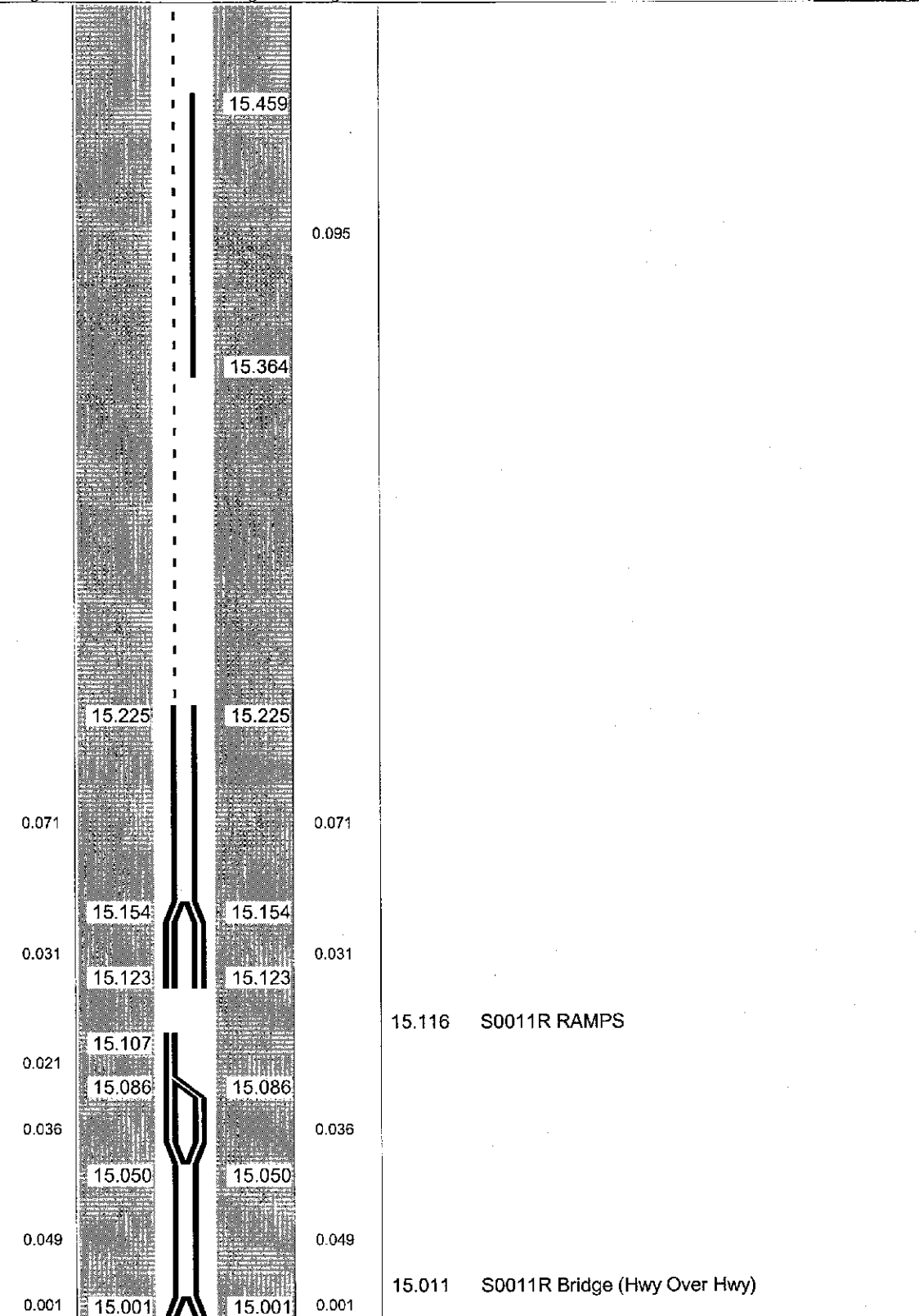


ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 17 of 28

Route: 0322R (SATBUS00322**C) From: 0.000 LEAVE GEA CO
Length: 25.125 Direction: East To: 25.125 ENTER PA STATE

Length Left C/L Right Length Control Points Scale: 0.50 mile/page



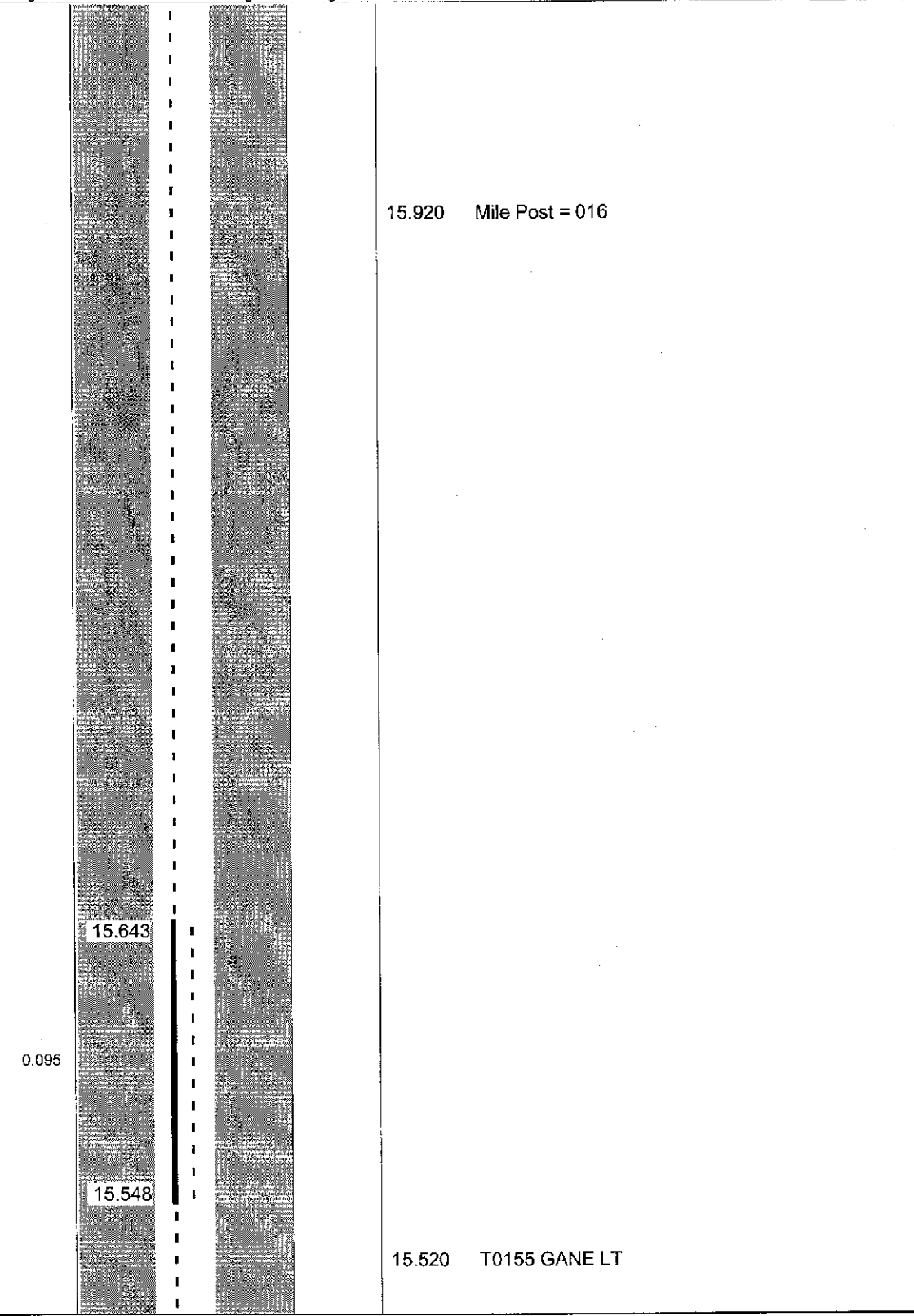
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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 18 of 28

Route: 0322R (SATBUS00322**C) From: 0.000 LEAVE GEA CO
Length: 25.125 Direction: East To: 25.125 ENTER PA STATE

Length Left C/L Right Length Control Points Scale: 0.50 mile/page



Sheet total equivalent length of solid line: 0.321 Accum. total: 9.431 © 2004 - MasterMind Systems, Inc. - Traffic Safety Suite

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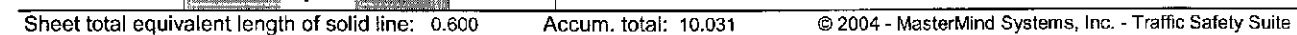
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JMW
CHECKED

PAVEMENT MARKING DETAILS (US 322)

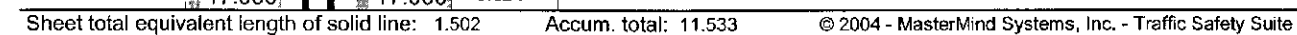
ATB/ TRU CHIP SEAL
VARIOUS ROUTES

22
28

Length	Left	C/L	Right	Length	Control Points	Scale: 1.00 mile/page
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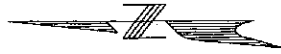
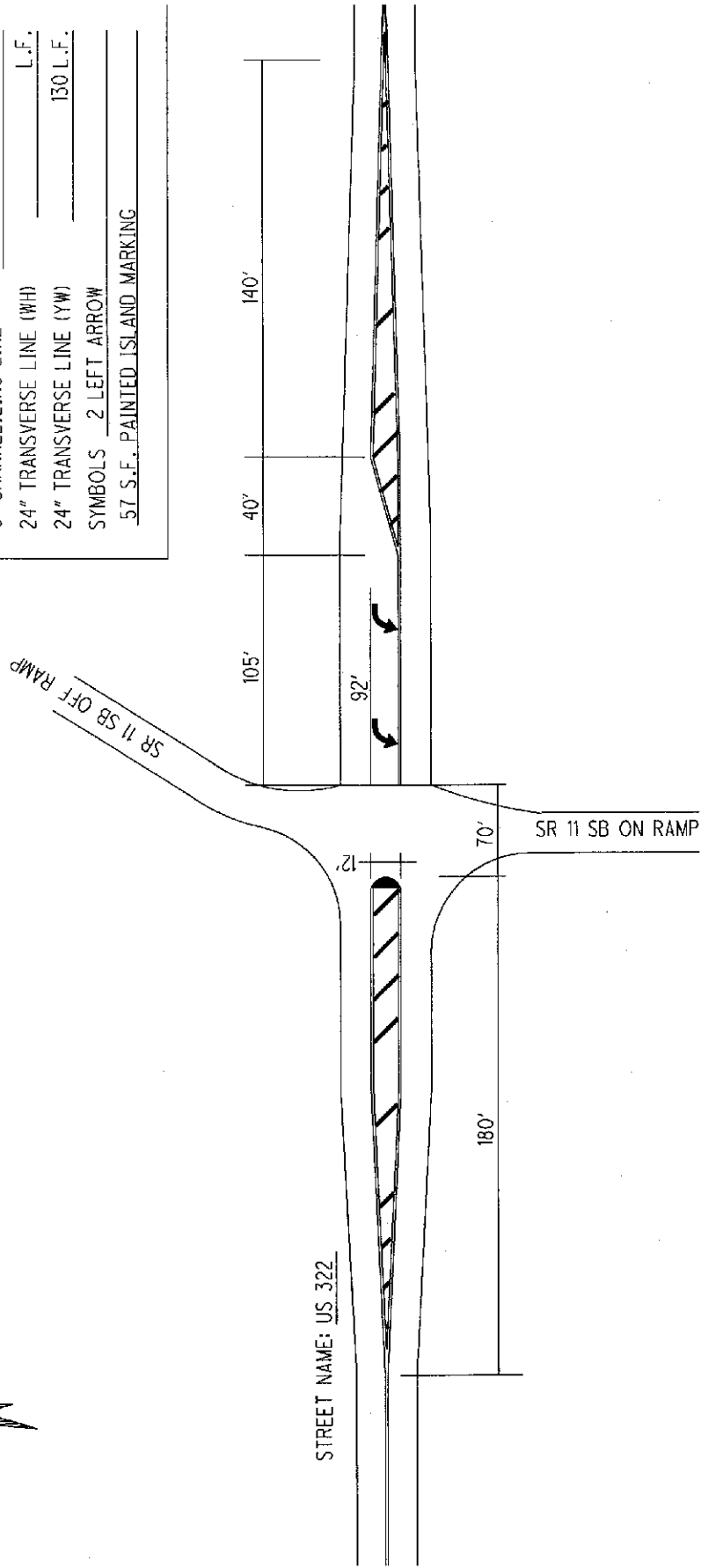


Length	Left	C/L	Right	Length	Control Points	Scale: 1.00 mile/page
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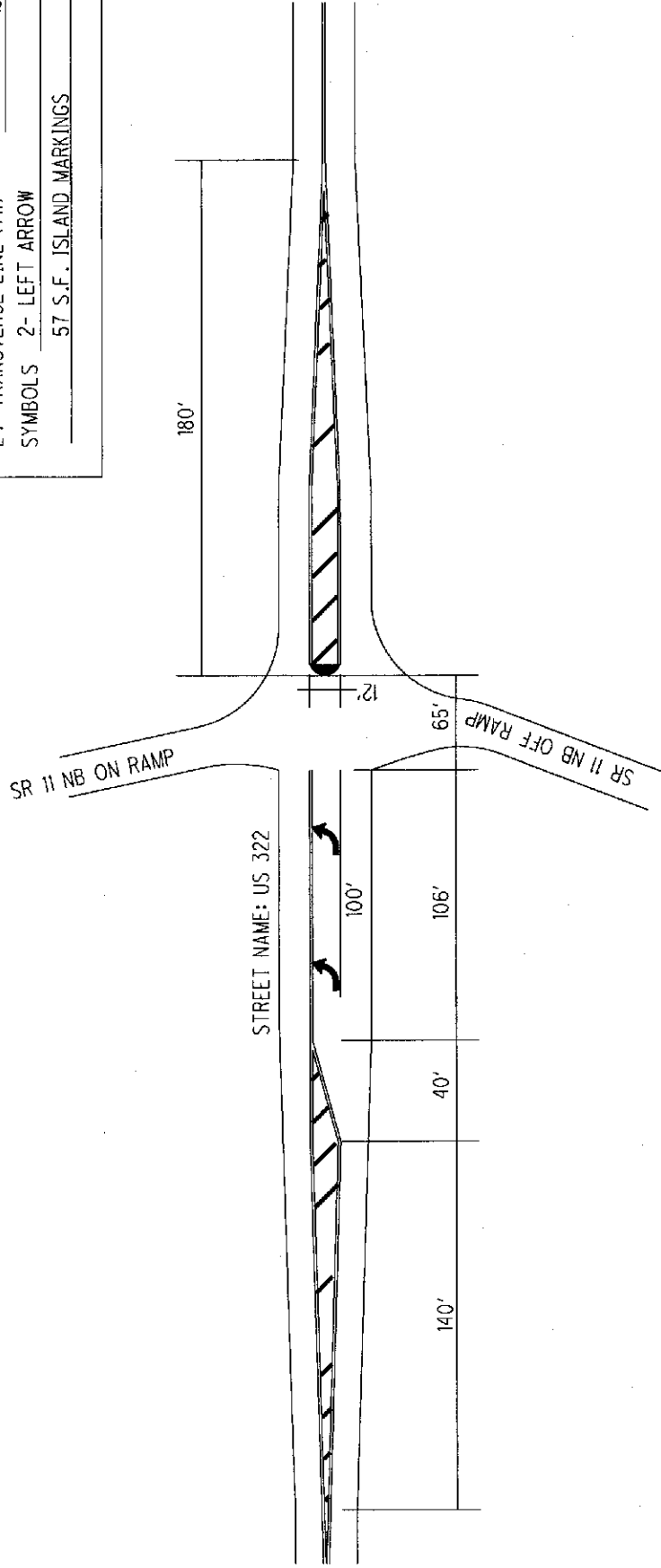




COUNTY: ASHTABULA
LOCATION: US 322 @ SR 11 SB RAMP
S.L.M.: 14.941
24" STOP LINE L.F.
12" CROSSWALK LINE L.F.
DOTTED LINE L.F.
8" CHANNELIZING LINE 92 L.F.
24" TRANSVERSE LINE (WH) L.F.
24" TRANSVERSE LINE (YW) 130 L.F.
SYMBOLS 2 LEFT ARROW
57 S.F. PAINTED ISLAND MARKING



COUNTY: ASHTABULA
LOCATION: US 322 @ SR 11 NB RAMP
S.L.M.: 15.115
24" STOP LINE L.F.
12" CROSSWALK LINE L.F.
DOTTED LINE L.F.
8" CHANNELIZING LINE 100 L.F.
24" TRANSVERSE LINE (WH) L.F.
24" TRANSVERSE LINE (YW) 130 L.F.
SYMBOLS 2- LEFT ARROW
57 S.F. ISLAND MARKING



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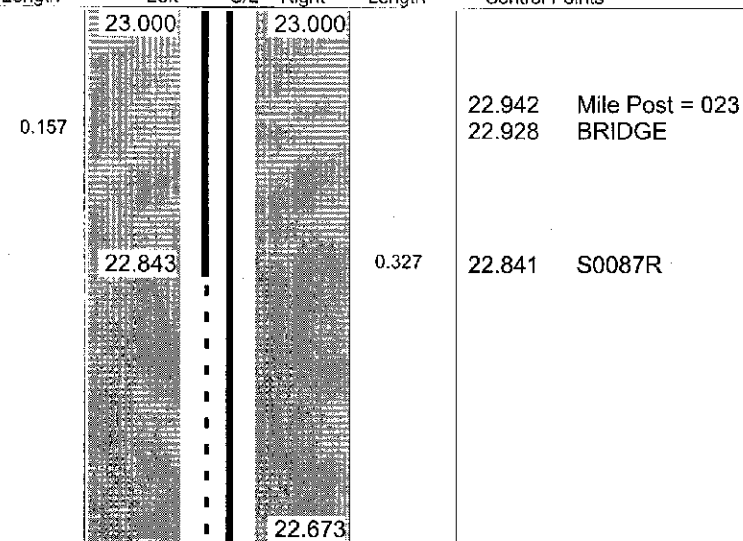
ODOT Dist 4 - Trumbull Co - FINAL

Page: 17 of 20

No Passing Zone Log (TRU)

Route: 0193R (STRUSR00193**C) From: 6.660 S0082R
Length: 18.715 Direction: North To: 25.375 ENTER ATB CO

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



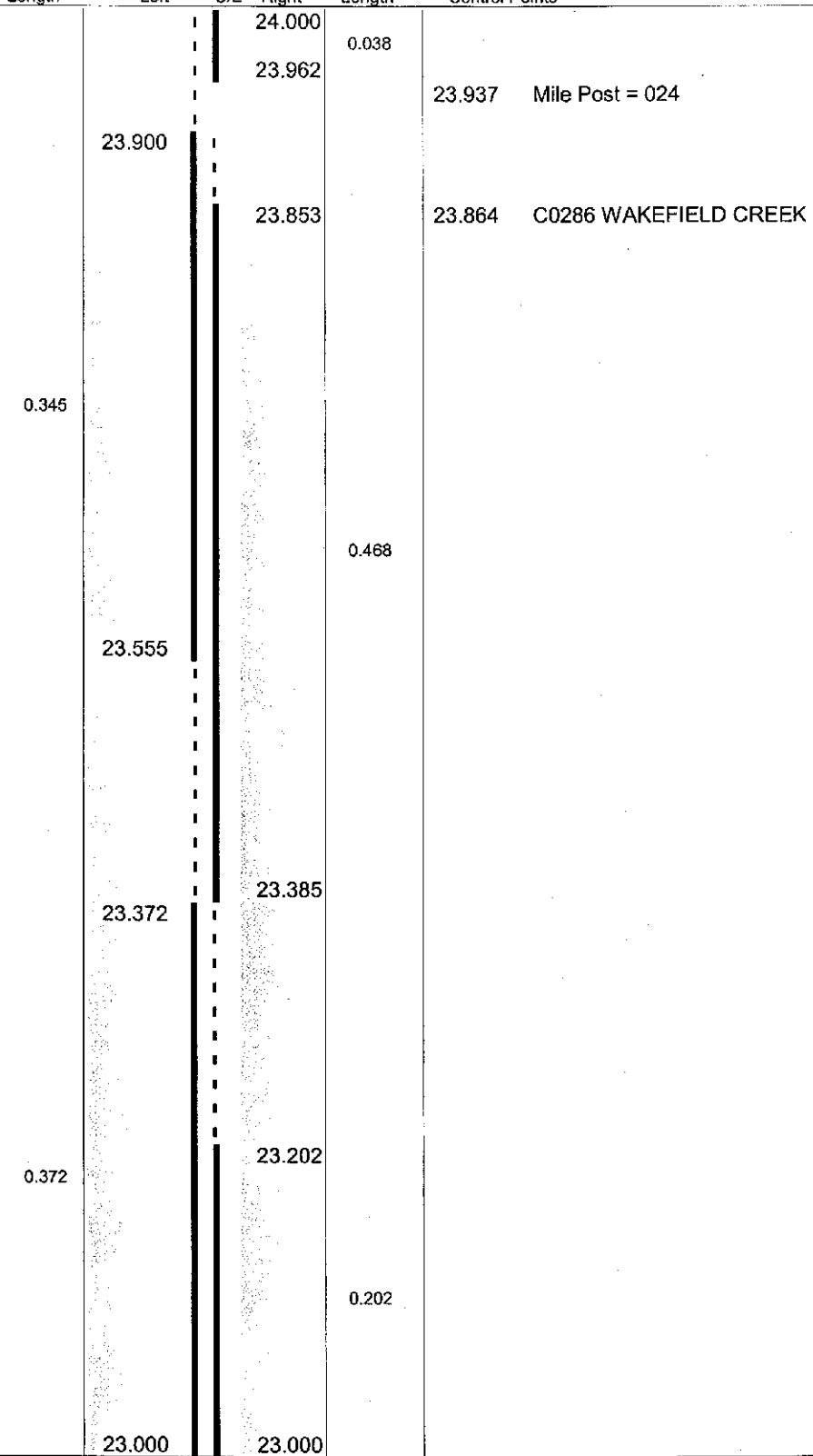
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ODOT District 4
No Passing Zone Log (TRU)

Page: 18 of 20

Route: 0193R (STRUSR00193**C) From: 23.000 S0082R
Length: 1.000 Direction: North To: 24.000 ENTER ATB CO

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 1.550 Accum. total: 1.550 © 2008 - MasterMind Systems, Inc. - Traffic Safety Suite

PAVEMENT MARKING DETAILS (TRU SR193)

ATB/TRU CHIP SEAL
VARIOUS ROUTES

CALCULATED
JMW
CHECKED

25
28

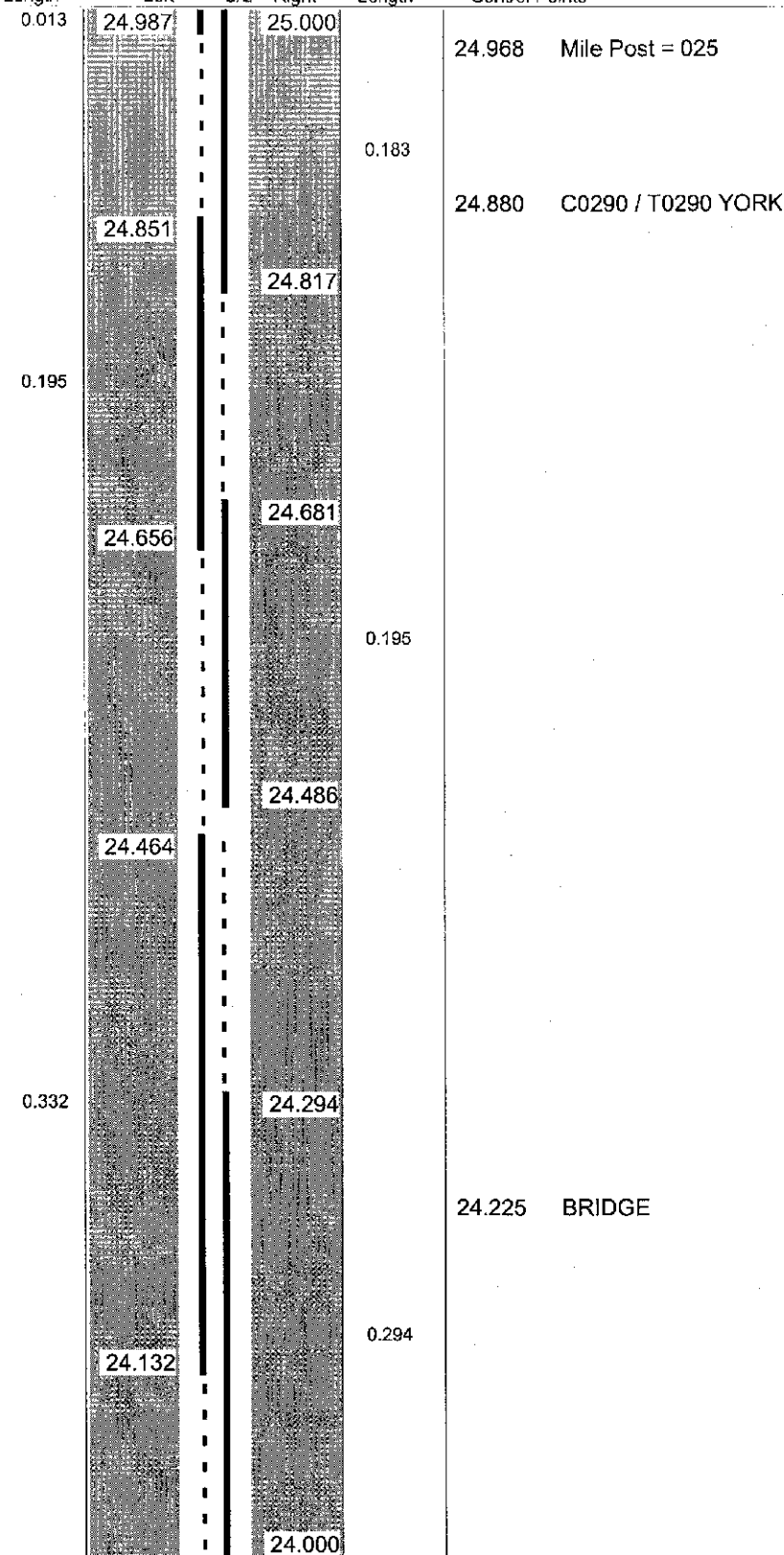
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ODOT Dist 4 - Trumbull Co - FINAL
No Passing Zone Log (TRU)

Page: 19 of 20

Route: 0193R (STRUSR00193**C)
Length: 18.715 Direction: North
From: 6.660 S0082R
To: 25.375 ENTER ATB CO

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



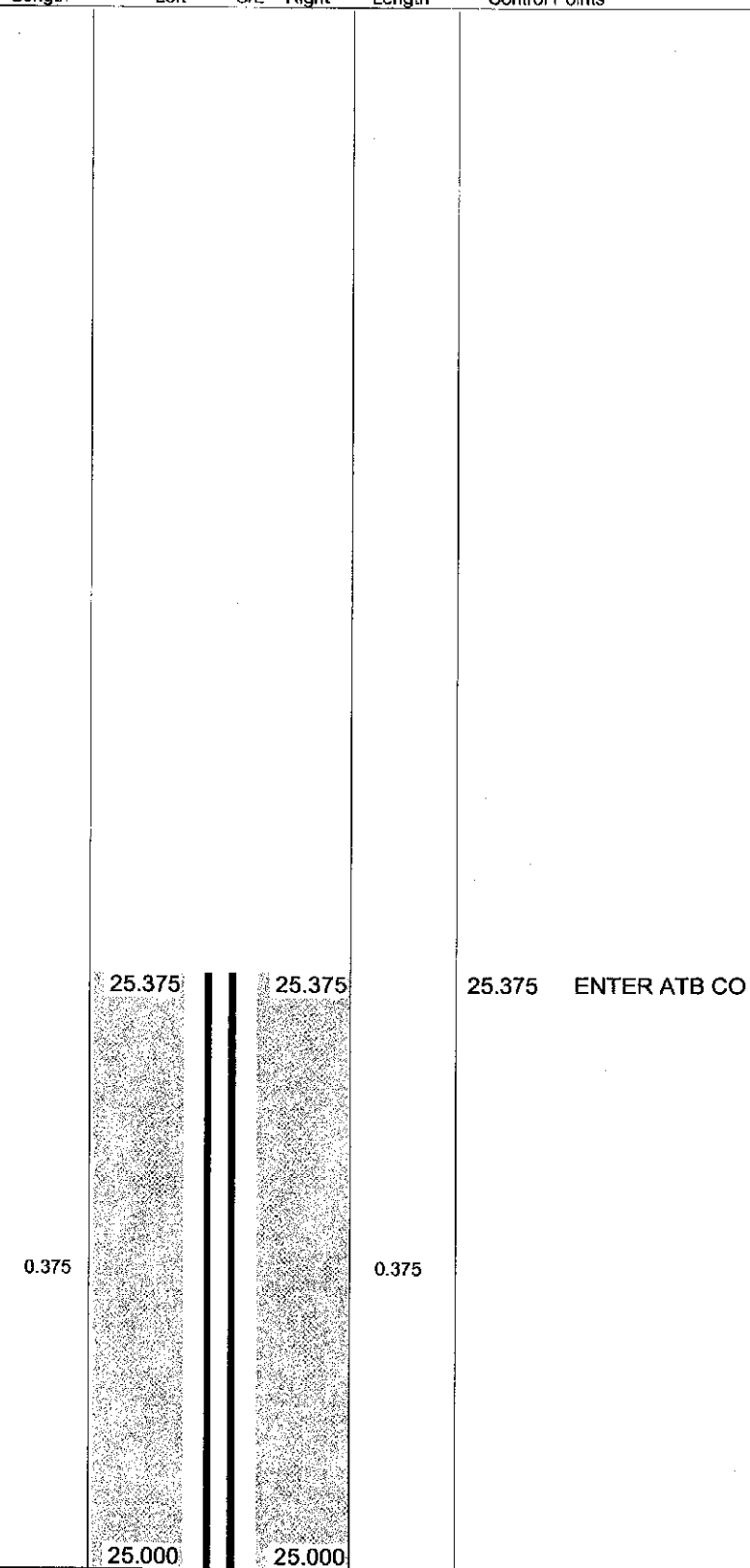
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ODOT District 4
No Passing Zone Log (TRU)

Page: 1 of 1
20 20

Route: 0193R (STRUSR00193**C)
Length: 0.375 Direction: North
From: 25.000 S0082R
To: 25.375 ENTER ATB CO

Length Left C/L Right Length Control Points Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 0.750 Accum. total: 0.750 © 2006 - MasterMind Systems, Inc. - Traffic Safety Suite

PAVEMENT MARKING DETAILS (TRU SR193)

ATB/TRU CHIP SEAL
VARIOUS ROUTES

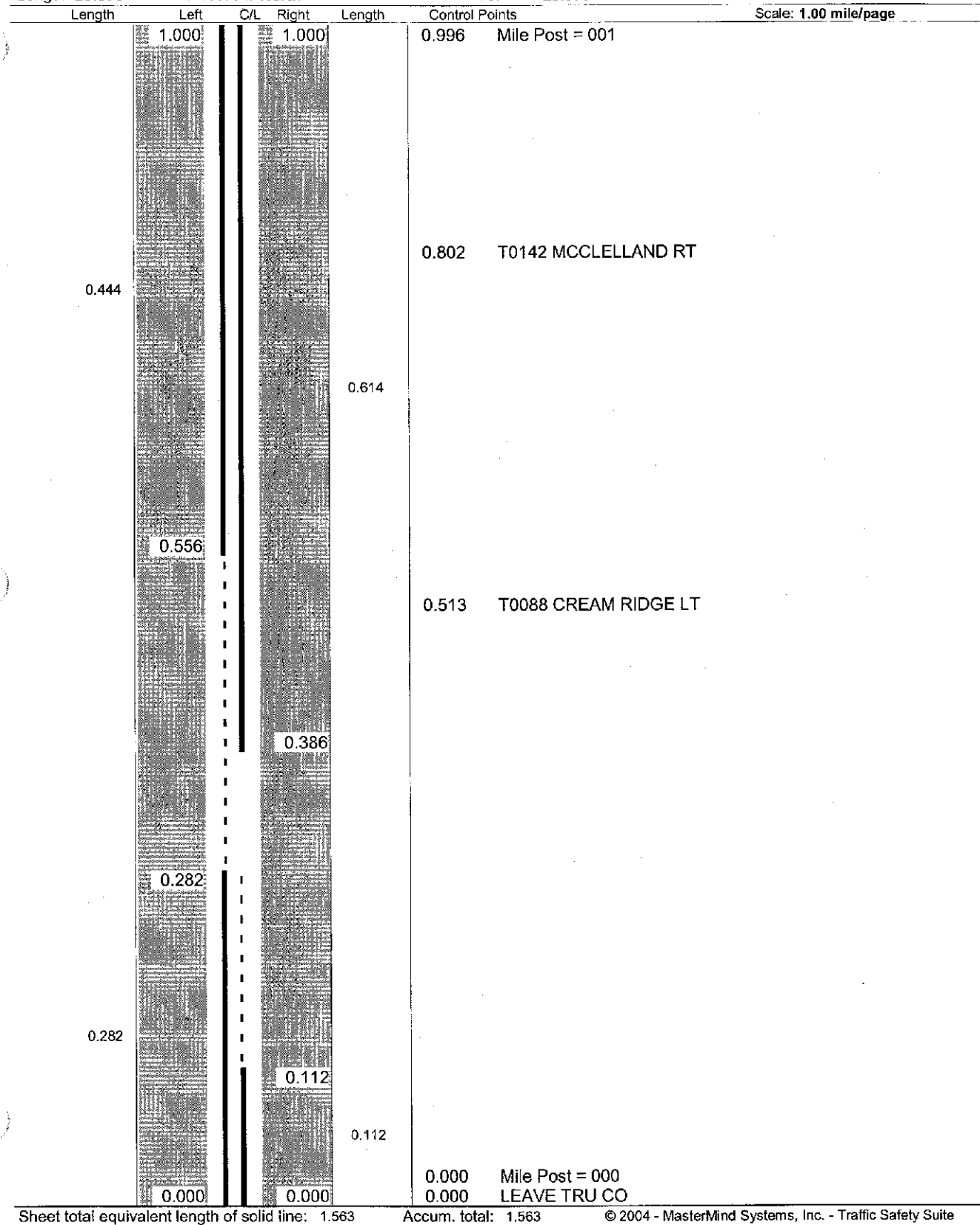
26
28

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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 1 of 30

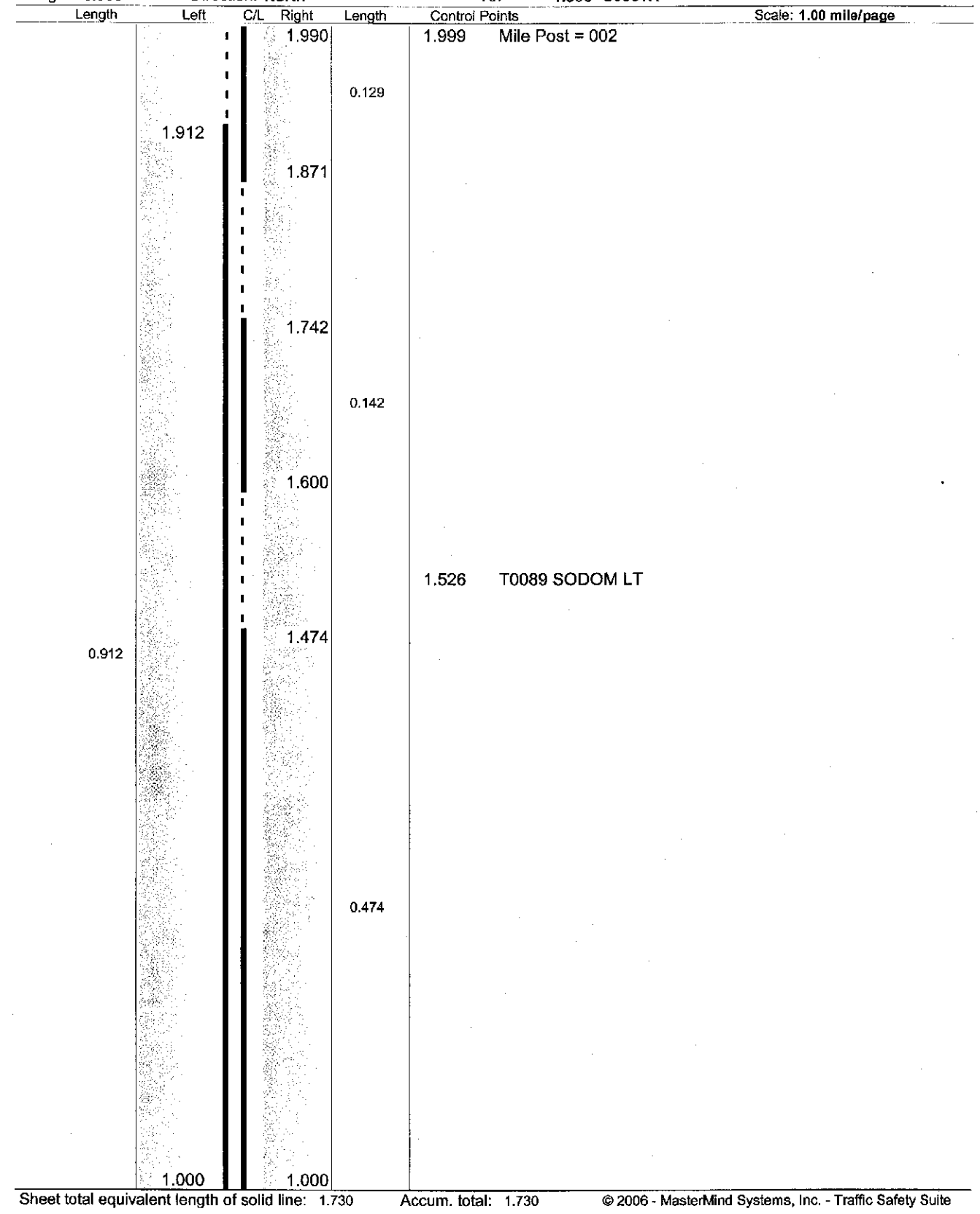
Route: 0193R (SATBSR00193**C) From: 0.000 LEAVE TRU CO
Length: 29.979 Direction: North To: 29.979 S0531R



ODOT District 4
No Passing Zone Log (ATB)

Page: 2 of 30

Route: 0193R (SATBSR00193**C) From: 1.000 LEAVE TRU CO
Length: 0.990 Direction: North To: 1.990 S0531R



PAVEMENT MARKING DETAILS (ATB SR193)

ATB/ TRU CHIP SEAL
VARIOUS ROUTES

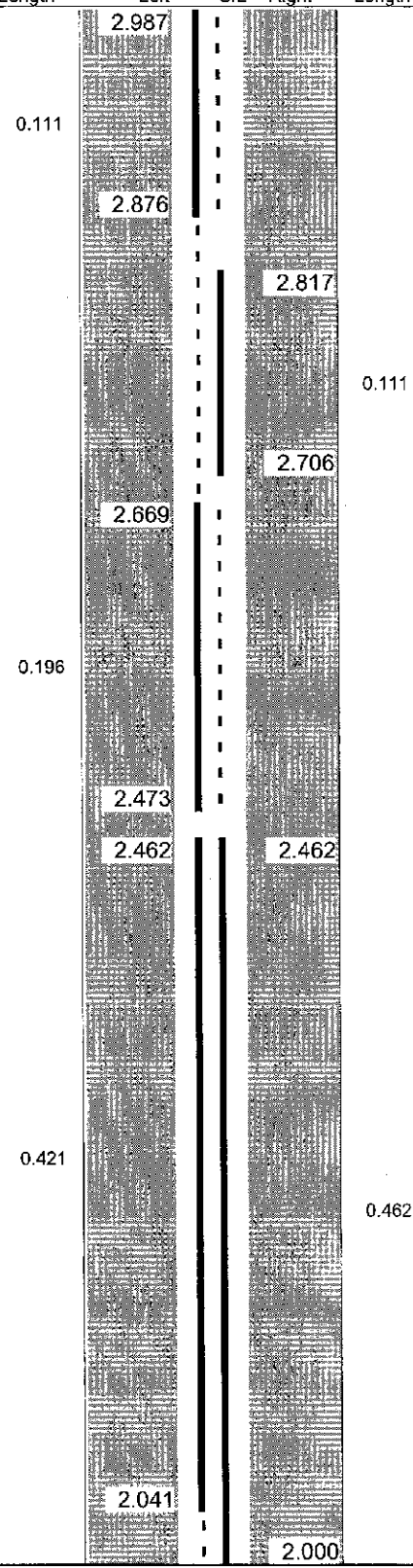
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ODOT Dist 4 - Ashtabula County - FINAL
No Passing Zone Log (ATB)

Page: 3 of 30

Route: 0193R (SATBSR00193**C) From: 0.000 LEAVE TRU CO
Length: 29.979 Direction: North To: 29.979 S0531R

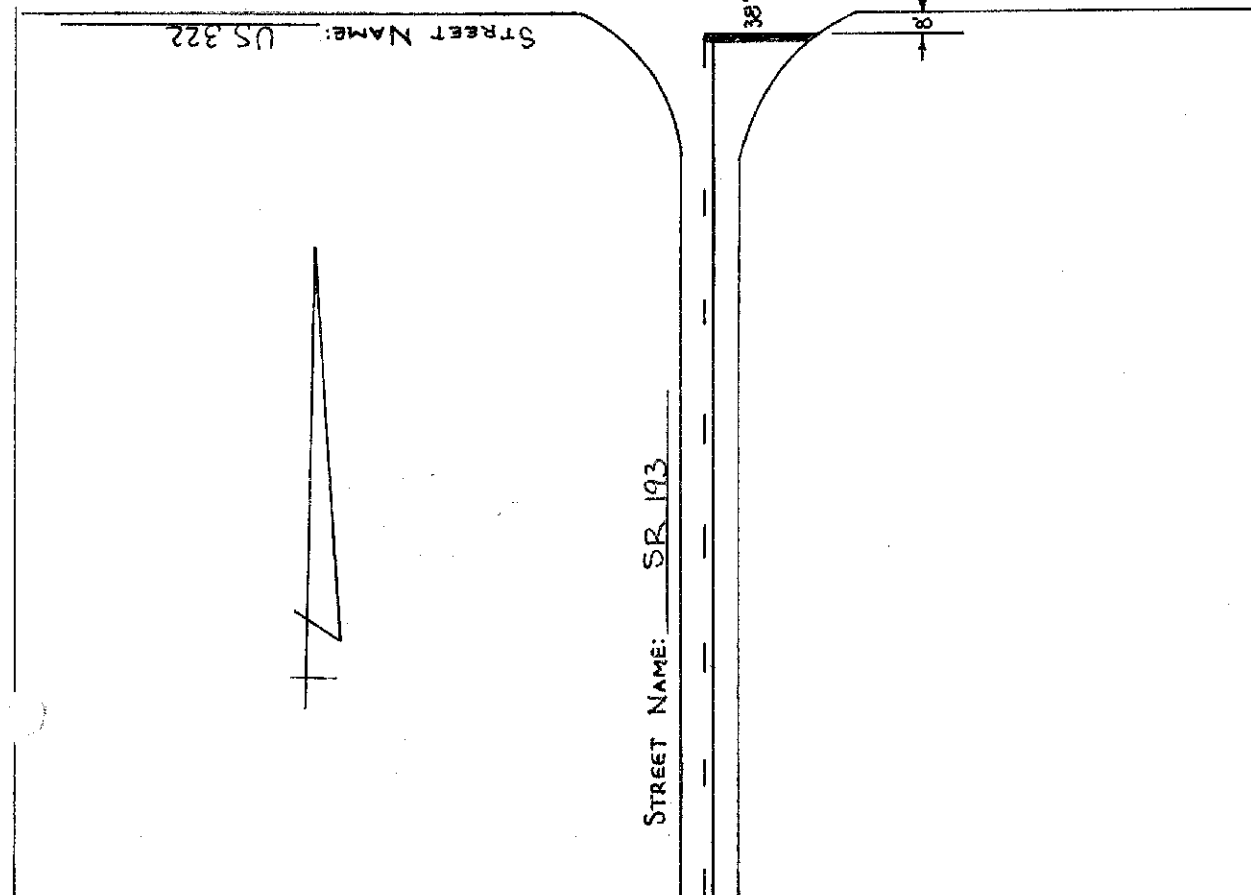
Length Left C/L Right Length Control Points Scale: 1.00 mile/page



Sheet total equivalent length of solid line: 1.443 Accum. total: 4.647 © 2004 - MasterMind Systems, Inc. - Traffic Safety Suite

AUXILIARY PAVEMENT MARKING

COUNTY ASHTABULA
LOCATION SR 193 & US 322
PAVEMENT SURFACE TYPE 2.462
INTERSECTION TOTALS
24" STOP LINE 76 LIN. FT.
12" CROSSWALK LINE LIN. FT.
8" CHANNELIZING LINE LIN. FT.
SYMBOLS and LEGENDS
24" TRANSVERSE LINE LIN. FT.



CALCULATED
JMW
CHECKED

PAVEMENT MARKING DETAILS (ATB SR193)

ATB/TRU CHIP SEAL
VARIOUS ROUTES

28
28