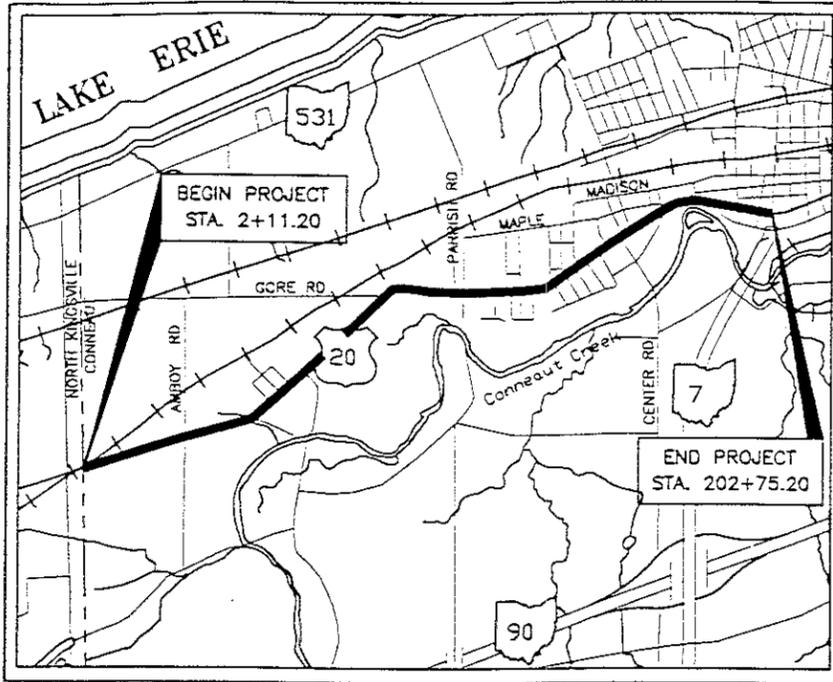


STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

ATB - 20 - 21.96

CITY OF CONNEAUT  
ASHTABULA COUNTY



LOCATION MAP

LATITUDE: N 41°57'40" LONGITUDE: W 80°33'40"



DESIGN DESIGNATION

CURRENT YEAR 2002 A.D.T.	10340
DESIGN YEAR 2022 A.D.T.	12590
DESIGN HOURLY VOLUME (2022)	1259
DIRECTIONAL DISTRIBUTION	60%
TRUCKS (24 HOUR B&C)	3%
DESIGN SPEED	30/40 MPH
LEGAL SPEED	25/35 MPH
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL

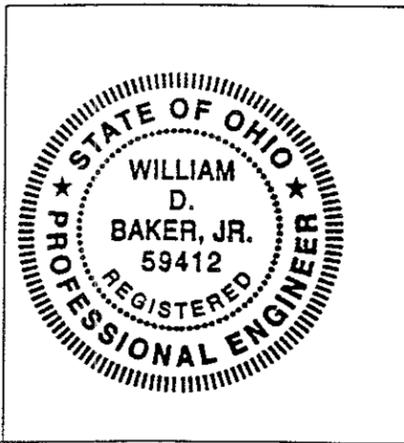
DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES  
TWO WORKING DAYS  
**BEFORE YOU DIG**  
CALL 800-362-2764 (TOLL FREE)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS MUST BE CALLED DIRECT

Plan Prepared By:  
**CT Consultants, Inc.**  
Engineers - Architects - Planners  
35000 Kaiser Court  
Willoughby, Ohio 44094

*William O. Baker*  
William O. Baker, Jr., P.E. No. 59412



INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2-3
GENERAL NOTES	4-5
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GENERAL SUMMARY	7
ASPHALT CONCRETE SHEET	8
PAVEMENT MARKINGS	9-14
DROPOFF IN WORK ZONES	15

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	7-28-00	806	9-9-97
BP-7.1	7-28-00		
		830	10-21-98
		842	1-6-99
		851	6-6-00
		899	10-21-98
		908	5-5-98
		908	11-7-00
MT-35.10	4-20-01		
MT-95.31M	4-25-94		
MT-95.32M	4-25-94		
MT-97.10M	4-25-94		
MT-99.20M	1-30-95		
MT-105.10M	4-25-94		
MT-105.11M	4-25-94		
TC-71.10M	9-01-93		

PROJECT DESCRIPTION

THIS IMPROVEMENT WILL CONSIST OF MILLING AND REPLACING THE SURFACE COURSE OF 3.8 MILES OF US ROUTE 20 (WEST MAIN STREET), CITY OF CONNEAUT.

1997 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 OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED *M&L*  
DATE 10-26-01 DISTRICT DEPUTY DIRECTOR

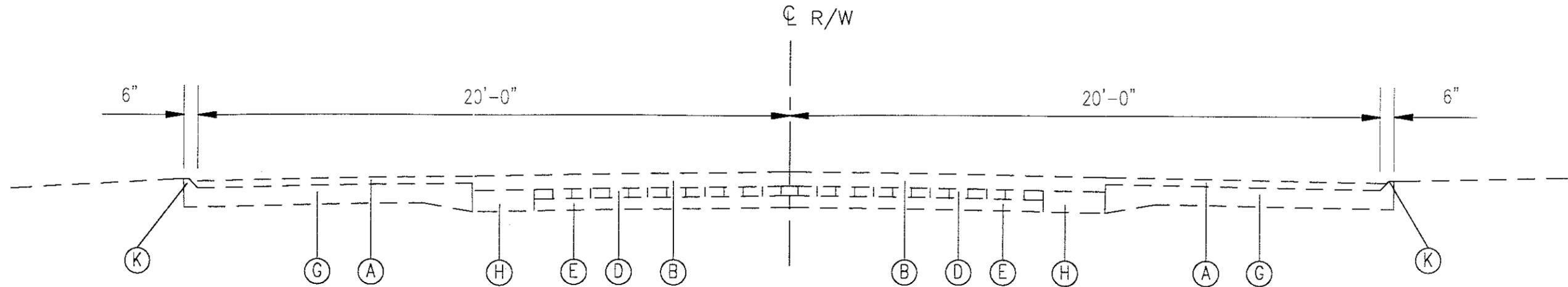
APPROVED *Gordon Proctor*  
DATE 12-14-01 DIRECTOR, DEPARTMENT OF TRANSPORTATION

ATB - USR 20 - 21.96  
 020113 PID - 18531  
 Dist 4 3/6/2002

FEDERAL PROJECT NO	TE21-G020(024)
CONSTRUCTION PROJECT NO	18531
LOADING INVOLVEMENT	NONE
ATB - 20 - 21.96	
15	

# EXISTING TYPICAL SECTION

U.S. 20



## EXISTING SECTION

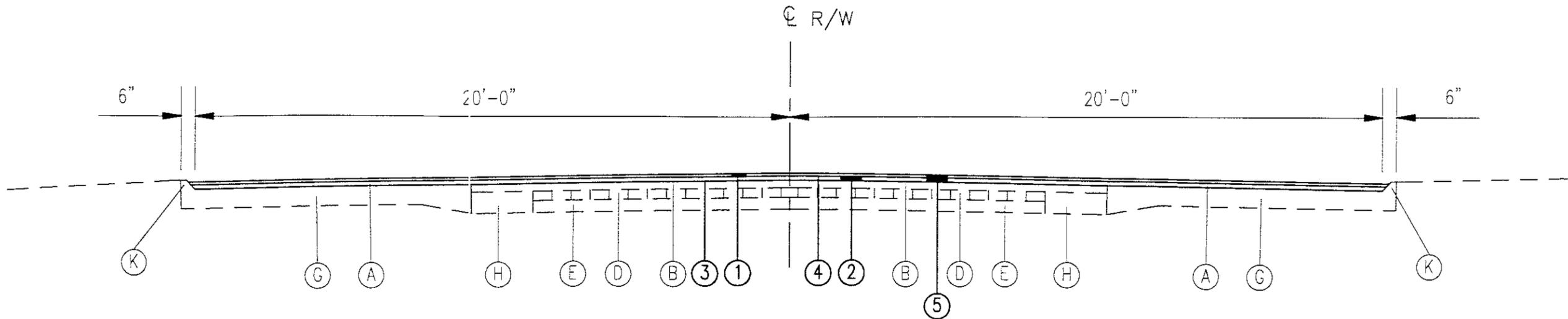
STA. 2+11.20 TO STA. 202+75.20

### LEGEND

- |                 |                                  |
|-----------------|----------------------------------|
| (A) 3" ASPHALT  | (G) 8" CONCRETE                  |
| (B) 6" ASPHALT  | (H) 9" CONCRETE                  |
| (C) 12" ASPHALT | (I) 9" REINFORCED CONCRETE       |
| (D) 4" BRICK    | (J) AGGREGATE BASE W/BIT SURFACE |
| (E) 5" CONCRETE | (K) CONCRETE CURB                |
| (F) 7" CONCRETE |                                  |

# PROPOSED TYPICAL SECTIONS

## U.S. 20



PROPOSED SECTION  
STA. 2+11.20 TO STA. 202+75.20

### LEGEND

- |   |                                   |
|---|-----------------------------------|
| (A) 3" ASPHALT  | (G) 8" CONCRETE                   |
| (B) 6" ASPHALT  | (H) 9" CONCRETE                   |
| (C) 12" ASPHALT   | (I) 9" REINFORCED CONCRETE        |
| (D) 4" BRICK  | (J) AGGREGATE BASE W/BIT. SURFACE |
| (E) 5" CONCRETE   | (K) CONCRETE CURB                 |
| (F) 7" CONCRETE   |                                   |
| (1) ITEM 448 - 1-1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1H              |                                   |
| (2) ITEM 448 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28 |                                   |
| (3) ITEM 407 - TACK COAT  |                                   |
| (4) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE                            |                                   |
| (5) ITEM 254 - PAVEMENT PLANING, BITUMINOUS (3")                            |                                   |



CONVERSION OF STANDARD CONSTRUCTION DRAWINGS

THE METRIC STANDARD DRAWINGS REFERENCED IN THIS PLAN SHALL BE CONVERTED TO ENGLISH UNITS USING THE SI (METRIC) TO ENGLISH CONVERSION FACTORS PROVIDED IN SECTION 109.011 OF THE 1997 CONSTRUCTION AND MATERIALS SPECIFICATIONS. THE APPENDIX OF ASTM E 380 SHALL BE UTILIZED FOR ANY ADDITIONAL CONVERSION FACTORS REQUIRED. CONVERSIONS SHALL BE APPROPRIATELY PRECISE AND SHALL REFLECT STANDARD INDUSTRY ENGLISH VALUES WHERE SUITABLE.

ITEM 608 CURB RAMP

CURB RAMPS SHALL BE INSTALLED AS NECESSARY TO ENSURE COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER. SEE SHEET 8 FOR LOCATION OF EXISTING SIDEWALK/CURB RAMPS.

ITEM 608 - CURB RAMP, TYPE D                      2112 SQ. FT. (100% CITY PARTICIPATION)

ITEM 202 - WALK REMOVED                      1224 SQ. FT. (100% CITY PARTICIPATION)  
 ITEM 202 - CURB REMOVED                      303 SQ. FT. (100% CITY PARTICIPATION)

ITEM 202 WEARING COURSE REMOVED

A QUANTITY OF ITEM 202 WEARING COURSE REMOVED IS GIVEN BELOW TO BE USED AS NEEDED THROUGHOUT THE ENTIRE PROJECT. THIS ITEM IS TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 202 - WEARING COURSE REMOVED                      400 SQ.YD.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PAVING AROUND MANHOLES

THE CONTRACTOR IS REQUIRED TO PAVE AROUND MANHOLES WITHIN 24 HOURS AFTER MILLING OPERATION.

STREET PARKING

STREET PARKING IS PROHIBITED DURING PAVING OPERATIONS.

GRADE ADJUSTMENTS

CATCH BASINS, MANHOLES, MONUMENT BOXES AND VALVE BOXES SHALL NOT BE ADJUSTED TO GRADE UNTIL AFTER THE ITEM 448 INTERMEDIATE COURSE AND BEFORE THE ITEM 448 SURFACE COURSE HAS BEEN LAID.

LOCATION	ITEM 604 CATCH BASIN ADJUSTED TO GRADE	ITEM 604 MANHOLE ADJUSTED TO GRADE	ITEM 604 MONUMENT BOX ADJUSTED TO GRADE	ITEM 638 WATER VALVE ADJUSTED TO GRADE
2+11.20 TO 37+35.01	1	1	1	
37+35.01 TO 54+66.78		3		
54+66.78 TO 71+92.88		6		
71+92.88 TO 100+10.88	1			
100+10.88 TO 121+05.31	1	4		4
121+05.31 TO 124+49.96		1		
124+49.96 TO 133+27.31		1		1
133+27.31 TO 135+74.74		1		
135+74.74 TO 148+25.00				2
148+25.00 TO 151+19.25		1	1	1
151+19.25 TO 154+77.91	2	2		2
154+77.91 TO 157+50.00		3		1
157+50.00 TO 165+82.10		6	1	1
165+82.10 TO 173+56.00		2		1
173+56.00 TO 179+52.00	2	9	6	1
179+52.00 TO 186+15.20		4		
186+15.20 TO 194+25.20		5		1
194+25.20 TO 202+75.20		6		
TOTALS	7	55	9	15

CALCULATED  
JWZ  
CHECKED  
WOB

GENERAL NOTES - U.S. 20

ATB - 20 - 21.96

5  
15

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 jiddle@D04C106 - dan.m - Friday October 26 2001 02:39:51 PM EDT



jiddle@0040CD106 - dan.m - Thursday October 25 2001 11:39:19 AM EDT

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SHEET NUMBER								PARTICIPATION		ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	AS PER PLAN DESIGNATION OR SPECIAL
ITEM	4	5	6	8	STATE & FEDERAL	100% CITY									
<b>ROADWAY</b>															
202		400			400		202	23500	400	SQ.YD.		WEARING COURSE REMOVED			
202		1224				1224	202	30000	1224	SQ.FT.		WALK REMOVED			
202		303				303	202	32000	303	LIN.FT.		CURB REMOVED			
604		9			9		604	39500	9	EACH		MONUMENT BOX ADJUSTED TO GRADE			
608		2112				2112	608	52000	2112	SQ.FT.		CURB RAMP			
<b>DRAINAGE</b>															
604		7			7		604	09000	7	EACH		CATCH BASIN ADJUSTED TO GRADE			
604		55			55		604	34500	55	EACH		MANHOLE ADJUSTED TO GRADE			
<b>PAVEMENT</b>															
254				92306		92306	254	01000	92306	SQ.YD.		PAVEMENT PLANING, BITUMINOUS			
407				9232		9232	407	10000	9232	GALLON		TACK COAT			
407				4616		4616	407	14000	4616	GALLON		TACK COAT FOR INTERMEDIATE COURSE			
448				4488		4488	448	46040	4488	CU.YD.		ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-28			
448				3206		3206	448	50000	3206	CU.YD.		ASPHALT CONCRETE SURFACE COURSE, TYPE 1H			
<b>WATER WORKS</b>															
638		15			15		638	10800	15	EACH		VALVE BOX ADJUSTED TO GRADE			
<b>TRAFFIC CONTROL</b>															
642	6.18				6.18		642	00202	6.18	MILE		LANE LINE, TYPE 2			
642	4.53				4.53		642	00302	4.53	MILE		CENTER LINE, TYPE 2			
642	600				600		642	00402	600	LIN.FT.		CHANNELIZING LINE, TYPE 2			
642	600				600		642	00502	600	LIN.FT.		STOP LINE, TYPE 2			
642	6276				6276		642	00602	6276	LIN.FT.		CROSSWALK LINE, TYPE 2			
642	200				200		642	00702	200	LIN.FT.		TRANSVERSE LINE, TYPE 2			
642	900				900		642	00902	900	SQ.FT.		ISLAND MARKING, TYPE 2			
642	2				2		642	01112	2	EACH		SCHOOL SYMBOL MARKING, 96", TYPE 2			
642	21				21		642	01302	21	EACH		LANE ARROW, TYPE 2			
642	10				10		642	01402	10	EACH		WORD ON PAVEMENT, 72", TYPE 2			
<b>MAINTENANCE OF TRAFFIC</b>															
614				40		40	614	12460	40	EACH		WORK ZONE MARKING SIGN			
614				200		200	614	13000	200	CU.YD.		BITUMINOUS CONCRETE FOR MAINTAINING TRAFFIC			
614				15.24		15.24	614	20000	15.24	MILE		TEMPORARY LANE LINE, CLASS I			
614				13.23		13.23	614	21000	13.23	MILE		TEMPORARY CENTER LINE, CLASS I			
614				1500		1500	614	23000	1500	LIN.FT.		TEMPORARY CHANNELIZING LINE, CLASS I			
614				1971		1971	614	26000	1971	LIN.FT.		TEMPORARY STOP LINE, CLASS I			
614							614	11000		LUMP		MAINTAINING TRAFFIC			
623							623	10000		LUMP		CONSTRUCTION LAYOUT STAKES			
624							624	10000		LUMP		MOBILIZATION			
806							806	16010	3	MONTH		FIELD OFFICE, TYPE B			

GENERAL SUMMARY

ATB - 20 - 21.96

STA. 0+00.00 KINGSVILLE CORP. LINE

STA. 2+11.20 SLM 21.96  
BEGIN PROJECT

STA. 10+73.70 INDUSTRY RD.

STA. 37+35.01 AMBOY

STA. 54+66.78 DIBBLE RD.

STA. 60+94.96  
HIGHLAND AVE.

STA. 64+30.21  
OAKLAND BLVD.

STA. 67+65.88  
CEDAR AVE.

STA. 71+92.88 KEEFUS RD.

STA. 100+10.88  
CORE RD

STA. 110+49.31  
MULBERRY

STA. 115+77.31  
LOCUST

STA. 121+05.31 PARRISH RD.

STA. 124+49.96 GRIFTON AVE.

STA. 130+77.31 TOWNSEND

STA. 132+22.88  
BROWN

STA. 133+27.31 BLOOR

STA. 135+74.74 KING

STA. 144+75.50 WEST ST.

STA. 148+25.00 FIELD AVE.

STA. 151+19.25 MCKINLEY AVE.

STA. 152+78.00  
REIG AVE.

STA. 154+77.91 CUMMINS AVE.

STA. 157+50.00 GRANDVIEW AVE.

STA. 159+99.71  
STADIUM AVE.

STA. 164+94.54 CENTER RD.

STA. 165+82.10  
CENTER RD

STA. 168+14.50  
WHITNEY RD

STA. 173+56.00 SPRING ST.

STA. 173+58.30  
ROCKWELL CT.

STA. 179+52.00  
STATE ST.

STA. 186+15.20 LIBERTY

STA. 194+25.20 SCHOOL

CHESTNUT

STA. 199+80.20 WRIGHTS

STA. 202+75.20 S.R. 7

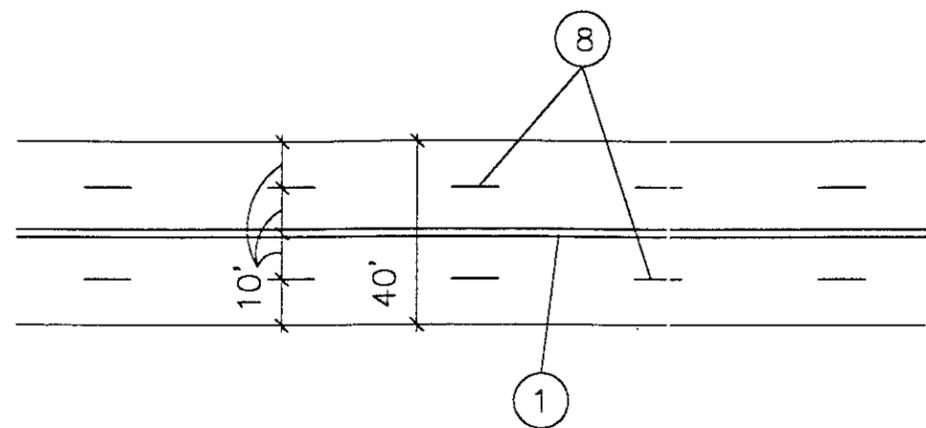
SLM 25.76 END PROJECT

NOTE: ALL CURB RAMPS ARE DESIGN D

PAVEMENT					254	448	448	407	407
STREET NAME	STATION TO STATION	LENGTH (FEET)	RESURFACING AREA		PAVEMENT PLANNING BITUMINOUS (3"MAX) SQ.YDS.	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 2, PG64-28 CU.YDS.	1 1/4" ASPHALT CONCRETE TYPE 1H CU.YDS.	TACK COAT @ .10 GAL/SQ.YD. GAL.	INTERMEDIATE TACK COAT @ .05 GAL/SQ.YD. GAL.
			AVE. WIDTH (FEET)	PMT AREA SQ. YDS.					
US 20 - W. MAIN ST.	2+11.20 TO 202+75.20	20,064	40	89,174	89,174	4,335	3,097	8,918	4,459
INTERSECTIONS				3,132	3,132	153	109	314	157
					92,306	4,488	3,206	9,232	4,616

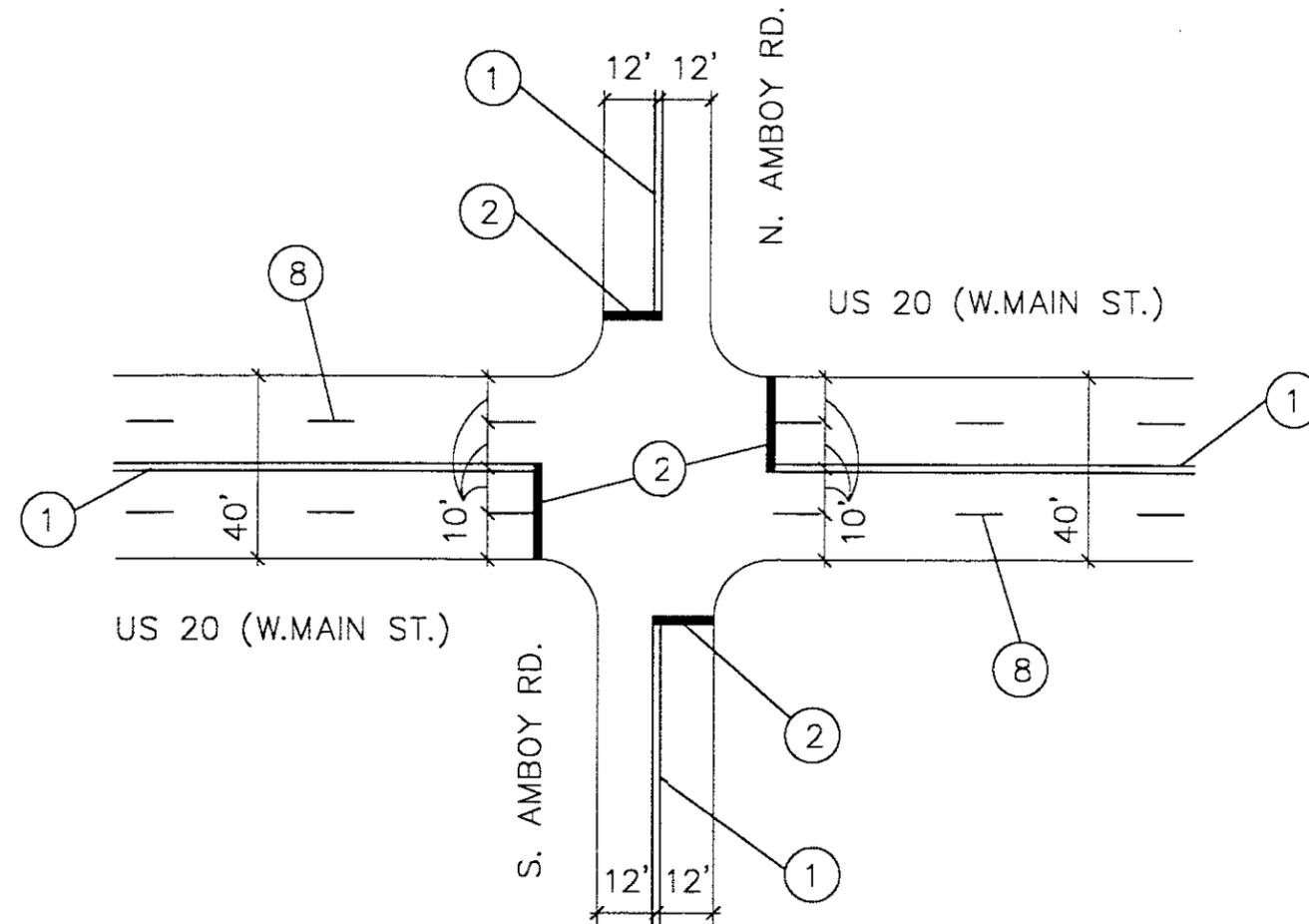
QUANTITIES CARRIED TO GENERAL SUMMARY  
SEE SHEET 7

① EXISTING SCHOOL ZONE SPEED LIMIT WITH BEACON SIGN



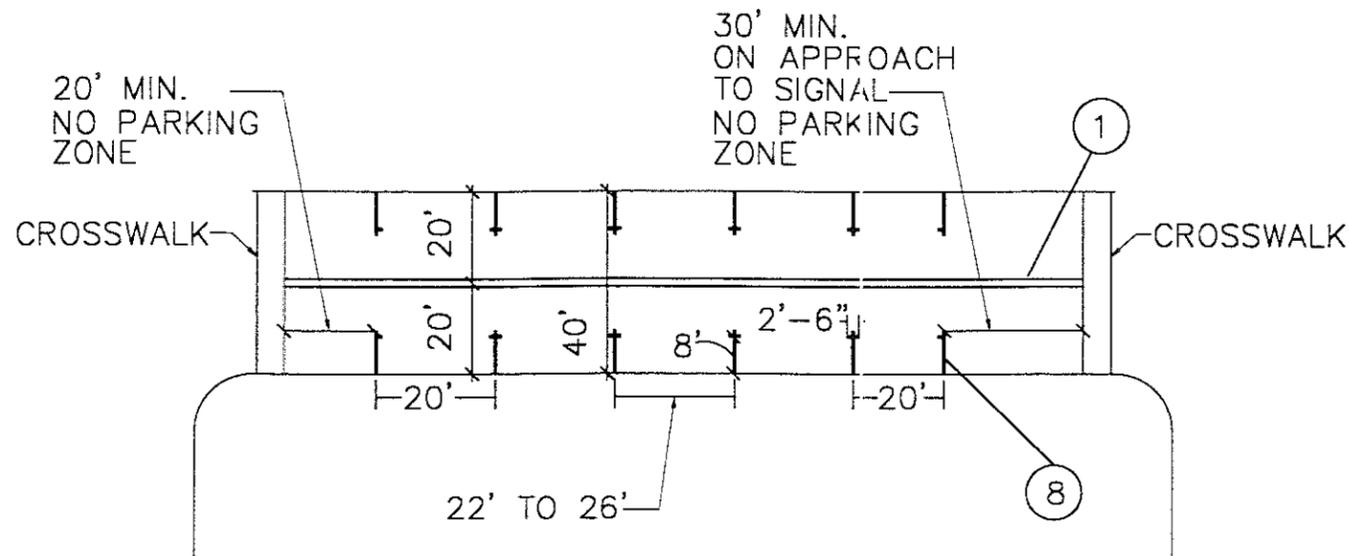
### NORMAL FOUR LANE SECTION

US ROUTE 20 / WEST MAIN STREET  
STA. 2+11.20 TO STA. 144+75.50



### SIGNALIZED INTERSECTION

AMBOY ROAD & U.S. 20 (W.MAIN ST.)



### NORMAL TWO LANE SECTION W/PARKING

US ROUTE 20 / WEST MAIN STREET  
STA. 144+75.50 TO STA. 202+75.20

#### LEGEND

- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
- ② ITEM 642 - STOP LINE, TYPE 2
- ③ ITEM 642 - CROSSWALK LINE, TYPE 2
- ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
- ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
- ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
- ⑦ ITEM 642 - LANE ARROW, TYPE 2
- ⑧ ITEM 642 - LANE LINE, TYPE 2
- ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

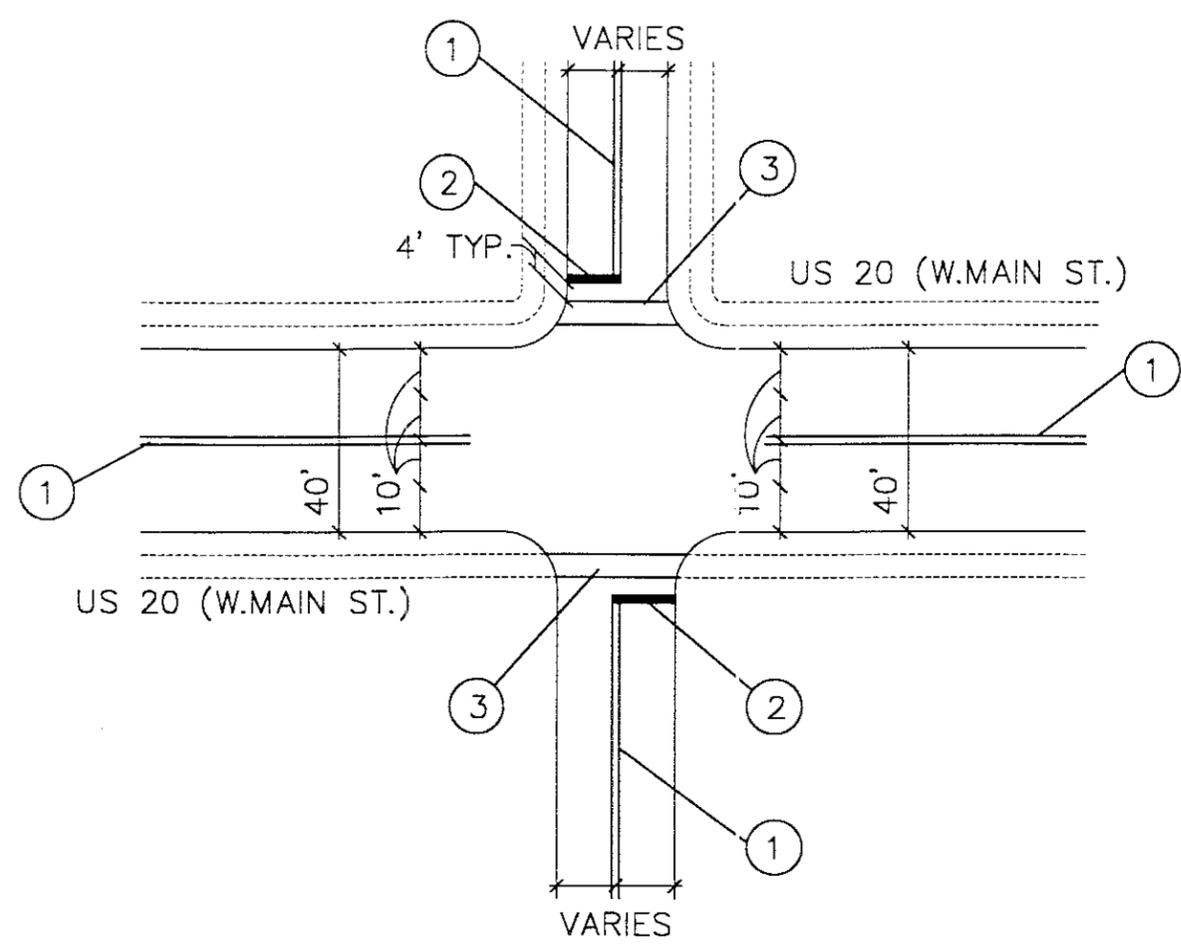
NOTE: SIDESTREET CENTERLINE LENGTH = 100' (TYP.)

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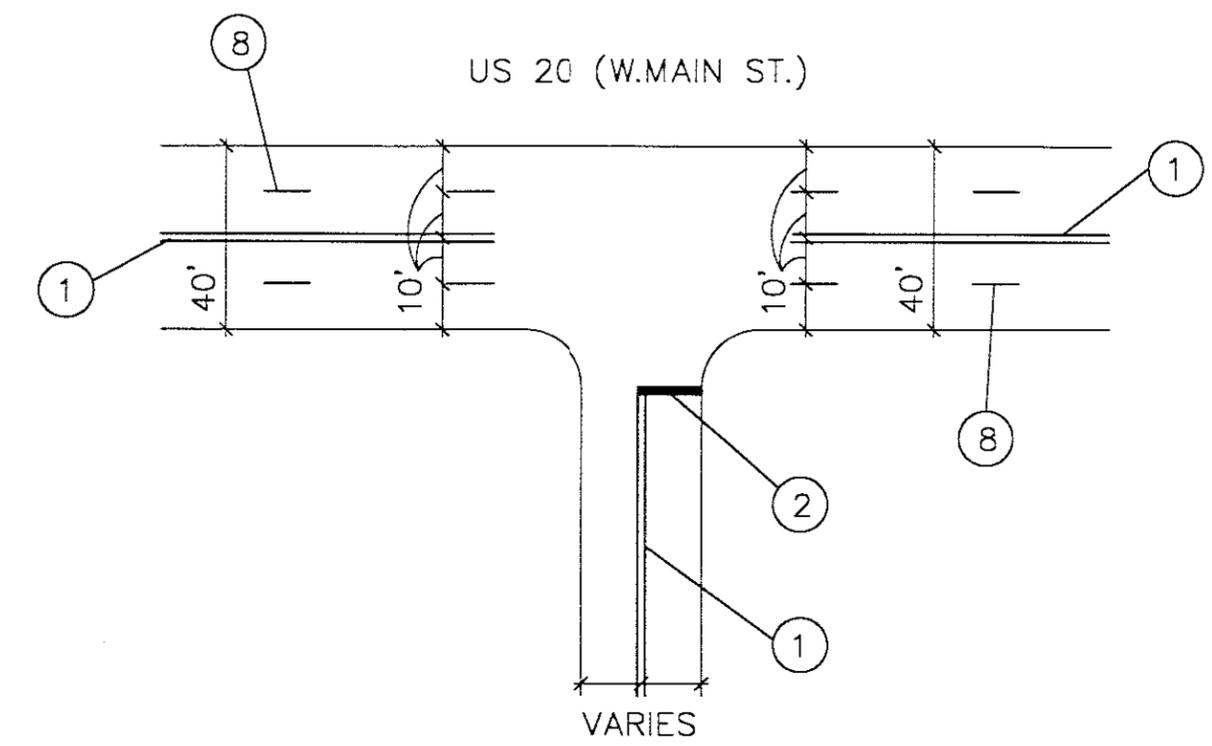
CALCULATED  
JMZ  
CHECKED  
WDB

PAVEMENT MARKING - U.S. 20

ATB - 20 - 21.96



NOTE: SIDESTREET CENTERLINE LENGTH = 100' (TYP.)



**TYPICAL NON-SIGNALIZED INTERSECTION**

WEST STREET - 144+75.50      SCHOOL / CHESTNUT - 194+25.20  
 FIELD AVENUE - 148+25.00      WRIGHTS - 199+80.20

**TYPICAL NON-SIGNALIZED "T" INTERSECTION**

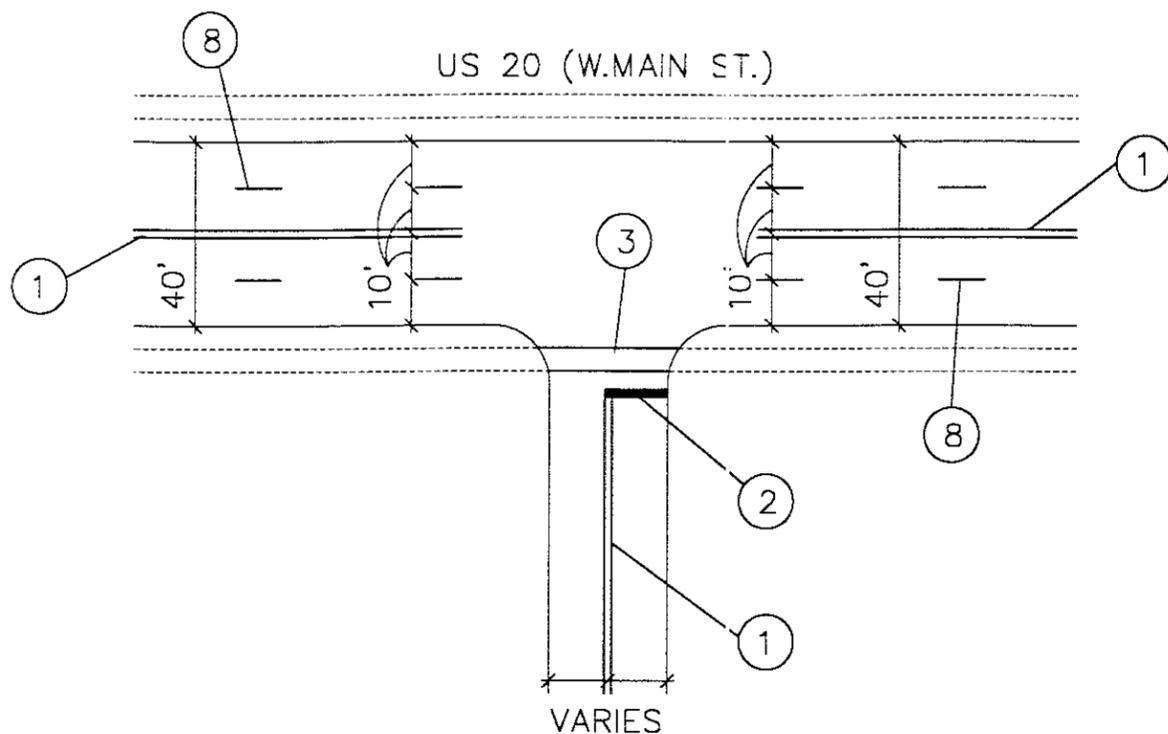
(WITH NO SIDEWALK)

INDUSTRY ROAD - 10+73.70  
 DIBBLE ROAD - 54+66.78  
 HIGHLAND AVENUE - 60+94.96  
 OAKLAND BOULEVARD - 64+30.21  
 CEDAR AVENUE - 67+65.88  
 KEEFUS ROAD - 71+92.88  
 GORE ROAD - 100+10.88  
 MULLBERRY ROAD - 110+49.31  
 LOCUST ROAD - 115+77.31

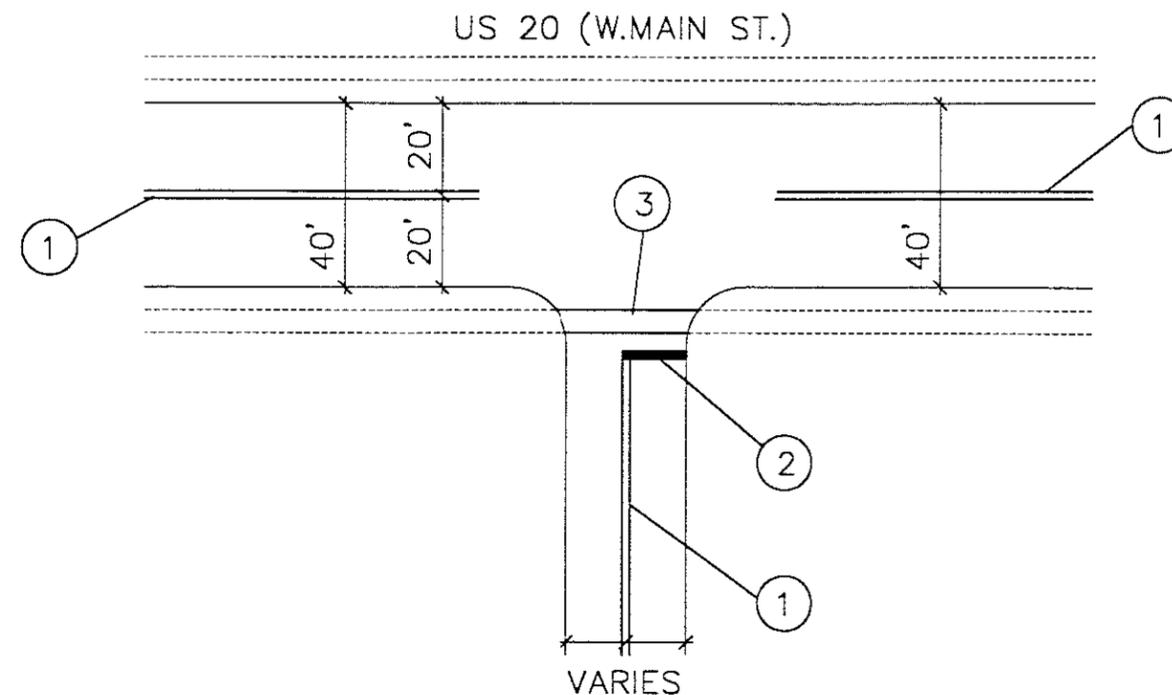
**LEGEND**

- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
- ② ITEM 642 - STOP LINE, TYPE 2
- ③ ITEM 642 - CROSSWALK LINE, TYPE 2
- ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
- ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
- ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
- ⑦ ITEM 642 - LANE ARROW, TYPE 2
- ⑧ ITEM 642 - LANE LINE, TYPE 2
- ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

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TYPICAL NON-SIGNALIZED "T" INTERSECTION  
(WITH SIDEWALK)



TYPICAL NON-SIGNALIZED "T" INTERSECTION  
(2 LANE WITH SIDEWALK)

GRIFTON AVENUE - 124+49.96  
TOWNSEND ROAD - 130+77.31

BROWN ROAD - 132+22.88  
BLUOR ROAD - 133+27.31  
KING ROAD - 135+74.74

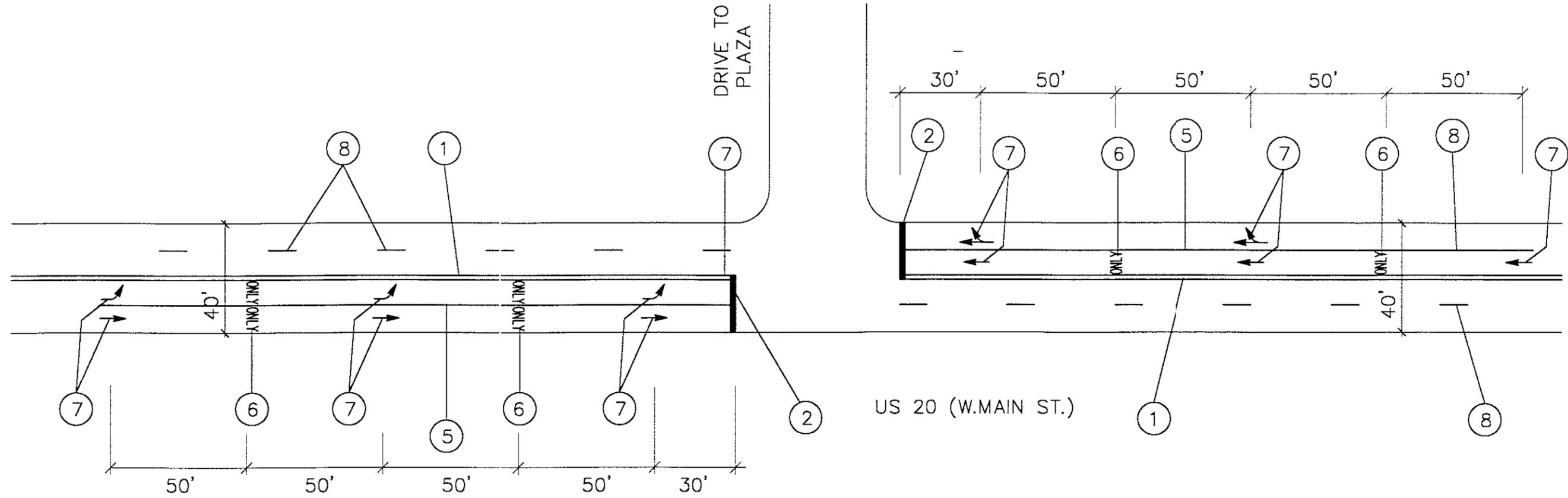
MCKINLEY AVENUE - 151+19.25  
REIG AVENUE - 152+78.00  
CUMMINS AVENUE - 154+77.91  
CENTER ROAD (SOUTH) - 164+94.54  
CENTER ROAD (NORTH) - 165+82.10  
WHITNEY ROAD - 168+14.50  
SPRING STREET - 173+56.00  
ROCKWELL COURT - 173+58.30  
LIBERTY ROAD - 186+15.20

LEGEND

- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
- ② ITEM 642 - STOP LINE, TYPE 2
- ③ ITEM 642 - CROSSWALK LINE, TYPE 2
- ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
- ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
- ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
- ⑦ ITEM 642 - LANE ARROW, TYPE 2
- ⑧ ITEM 642 - LANE LINE, TYPE 2
- ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

NOTE: SIDESTREET CENTERLINE LENGTH = 100' (TYP.)

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SIGNALIZED INTERSECTION TO PLAZA

NOTE: SEE STANDARD CONSTRUCTION DRAWING TC-71.10M

LEGEND

- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
- ② ITEM 642 - STOP LINE, TYPE 2
- ③ ITEM 642 - CROSSWALK LINE, TYPE 2
- ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
- ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
- ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
- ⑦ ITEM 642 - LANE ARROW, TYPE 2
- ⑧ ITEM 642 - LANE LINE, TYPE 2
- ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

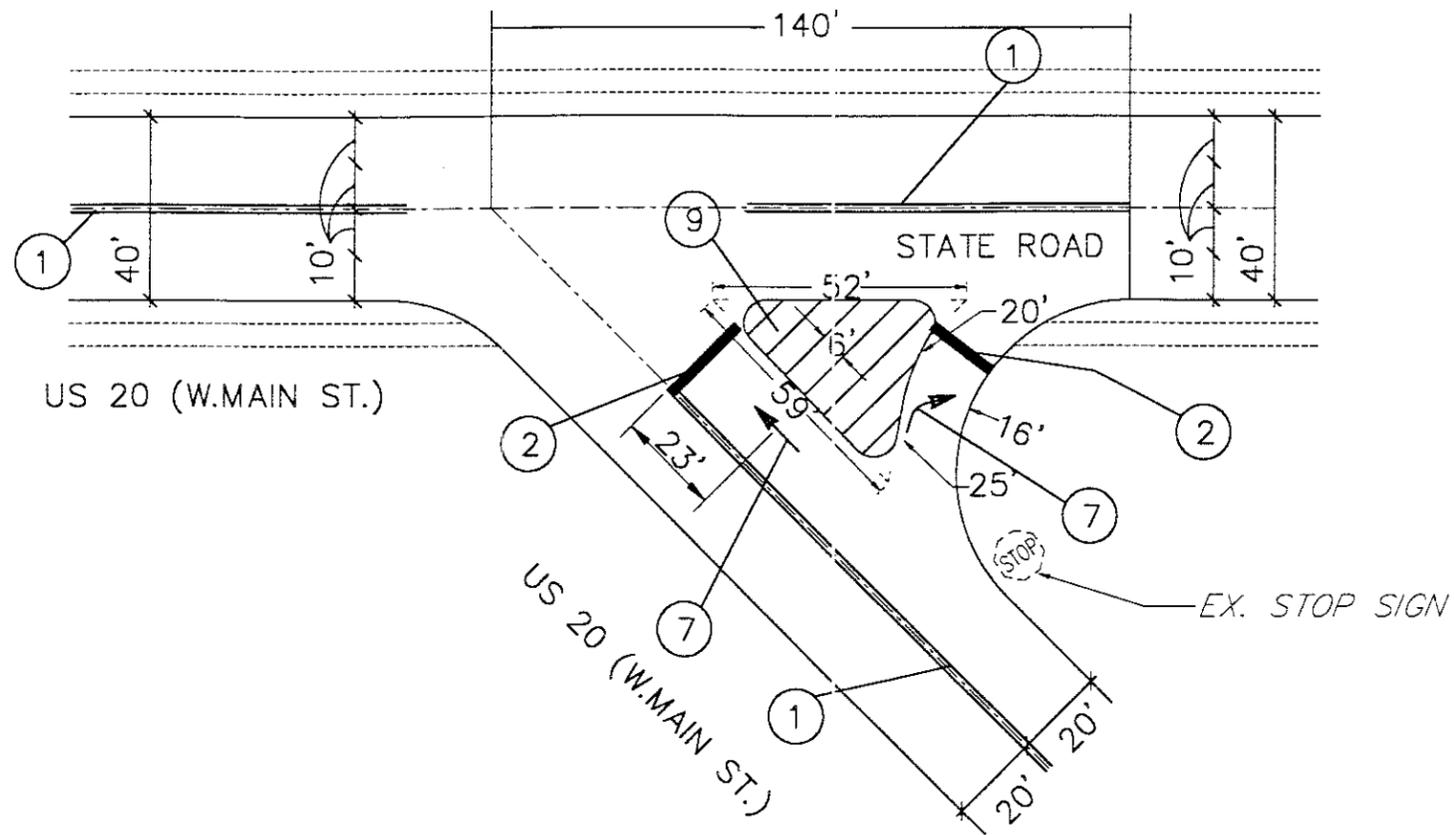
CALCULATED  
JMZ  
CHECKED  
WDB

PAVEMENT MARKING - U.S. 20

ATB - 20 - 21.96

12  
15

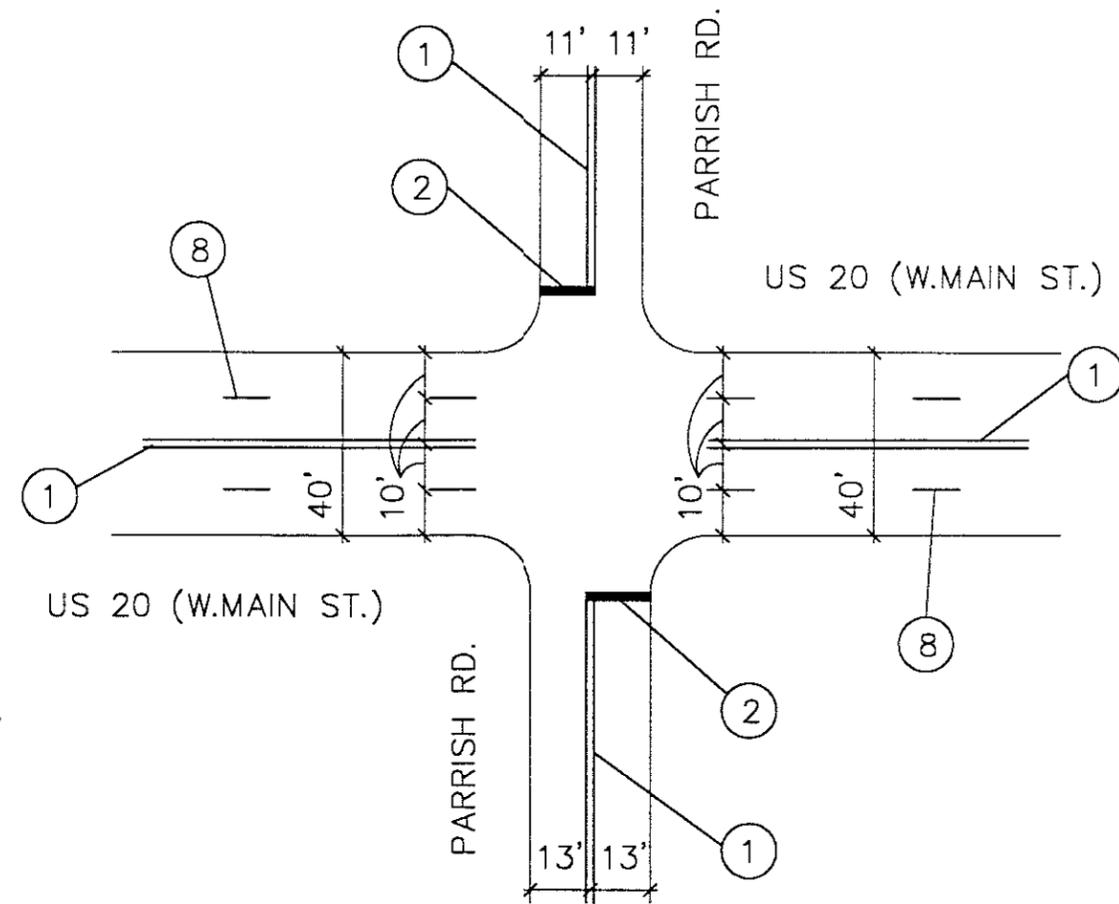
11/20/00 08:51:03 AM FDI  
 09/19/2001 08:53:03 AM AM FDI



### NON-SIGNALIZED INTERSECTION

STATE ROAD & U.S. 20 (W.MAIN ST.)

NOTE: SIDESTREET CENTERLINE LENGTH = 100' (TYP.)



### NON-SIGNALIZED INTERSECTION

PARRISH ROAD & U.S. 20 (W.MAIN ST.)

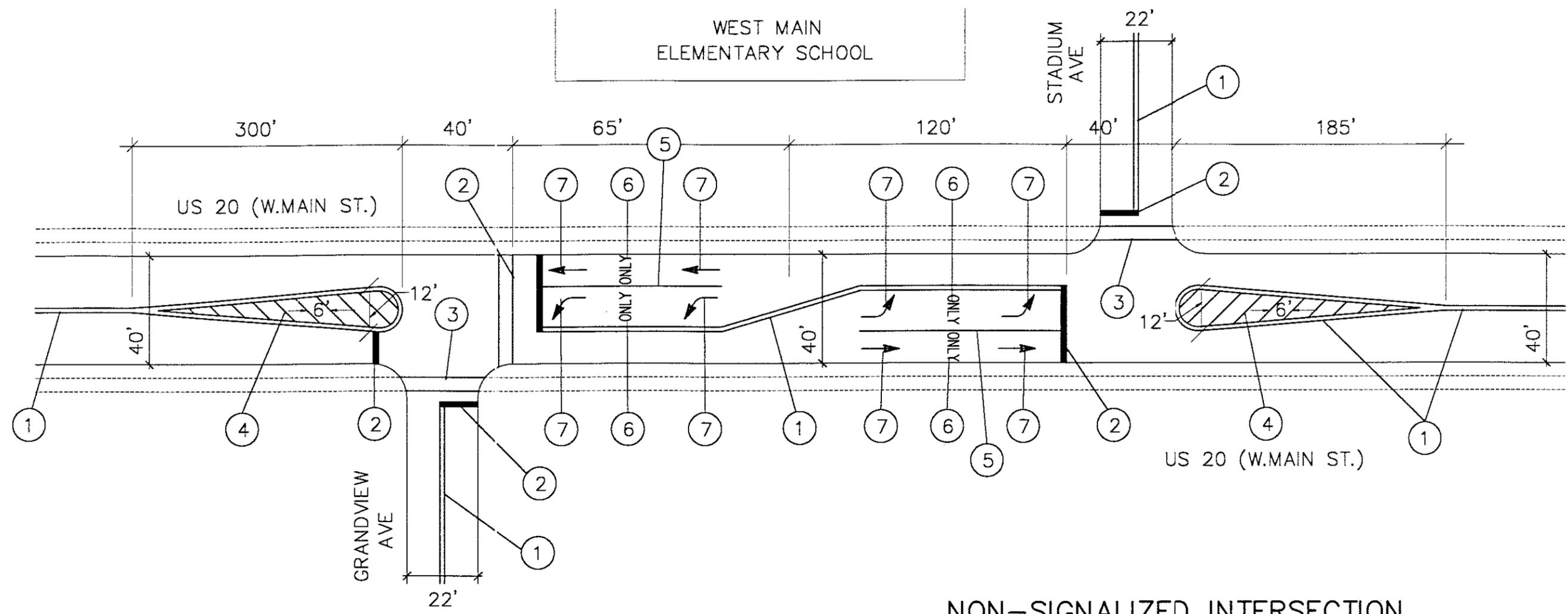
- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
- ② ITEM 642 - STOP LINE, TYPE 2
- ③ ITEM 642 - CROSSWALK LINE, TYPE 2
- ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
- ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
- ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
- ⑦ ITEM 642 - LANE ARROW, TYPE 2
- ⑧ ITEM 642 - LANE LINE, TYPE 2
- ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

CALCULATED  
JNZ  
CHECKED  
WOB

PAVEMENT MARKING - U.S. 20

ATB - 20 - 21.96

13  
15



**NON-SIGNALIZED INTERSECTION**

STADIUM AVE & U.S. 20 (W.MAIN ST.)

**SIGNALIZED INTERSECTION**

GRANDVIEW AVE & U.S. 20 (W.MAIN ST.)

NOTE: SCHOOL MARKINGS SHALL BE LOCATED ADJACENT TO EXISTING SCHOOL ZONE SPEED LIMIT SIGN WITH BEACON. SEE SHEET 8 FOR LOCATION OF EXISTING SIGN. SCHOOL ZONE PAVEMENT MARKINGS SHALL BE PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.

- LEGEND**
- ① ITEM 642 - DOUBLE YELLOW CENTERLINE, TYPE 2
  - ② ITEM 642 - STOP LINE, TYPE 2
  - ③ ITEM 642 - CROSSWALK LINE, TYPE 2
  - ④ ITEM 642 - TRANSVERSE LINE, TYPE 2
  - ⑤ ITEM 642 - CHANNELIZING LINE, TYPE 2
  - ⑥ ITEM 642 - WORD ON PAVEMENT, TYPE 2
  - ⑦ ITEM 642 - LANE ARROW, TYPE 2
  - ⑧ ITEM 642 - LANE LINE, TYPE 2
  - ⑨ ITEM 642 - ISLAND MARKING, TYPE 2

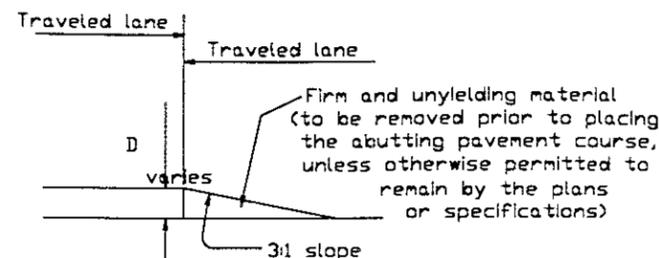
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### GENERAL NOTES

- 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 hereon, they shall be included for payment in the lump sum bid for Item 614 - Maintaining Traffic.
- While the need for certain advisory signing is noted hereon, it is not intended that this be indicative of all signing that may be required to advise or warn motorists, and all requirements of the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) must be fulfilled.
- 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 hereon may be required.
- The drop-off treatment selected for use at any given location shall be as appropriate for the prevailing conditions at the site.
- Where concrete barrier is specified, it shall be in accordance with Standard Construction Drawing MC-9.2 and Item 622.
- When drums are specified for a dropoff condition, a minimum number of four drums shall be used. Spacing shall be as indicated in the plans or as specified in the OMUTCD.
- When DW-151 (Low Shoulder) signs or DW-171 (Uneven Lanes) and DWP-171 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 dropoff condition extends more than one-half mile, additional signs should be erected at intervals of one mile or less.
- For locations, such as at ramps, lane shifts, lane closures, etc., where traffic is required to negotiate any difference in elevation between pavements, a 3:1 slope treatment similar to the Optional Wedge Treatment shall be provided.
- Portable concrete barrier shall be placed on the same level as the traffic surface and shall not encroach on lane width(s) 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 dropoff depth does not exceed 5' and approval is granted by the Project Engineer.
- 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 effected in accordance with 255.08. Drums may be used as a separator adjacent to the traveled lane.

### OPTIONAL WEDGE TREATMENT (MILLING OR RESURFACING)

- This treatment may be used when permitted for Condition I only.
- DW-171 and DWP-171 signs required.

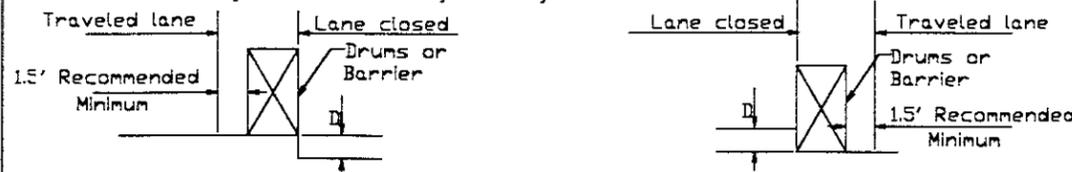


### CONDITION I DROPOFFS BETWEEN TRAVELED LANES

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

D (In.)	Treatment
≤ 1 1/2	Erect DW-171 and DWP-171 signs.
> 1 1/2 - 3	1) Lane closure utilizing drums as shown below OR 2) Optional Wedge Treatment
> 3-5	Lane closure utilizing drums as shown below.
> 5	Lane closure utilizing portable concrete barrier as shown below.

\*Cones may be used for daytime only conditions.

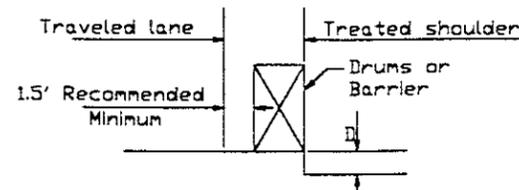


### CONDITION II DROPOFFS WITHIN GRADED SHOULDER AREA

- The treatments indicated below are for use in conjunction with resurfacing, planing, or excavations within the graded shoulder area.
- The graded shoulder area is that flat or gradually sloping area between the edge of a normally traveled lane and the more steeply sloping ditch foreslope or embankment slope. Its surface may be soil or turf, and/or it may be inclusive of a 'treated' area (improved with aggregates, asphaltic materials, or concrete). For the purposes herein, its maximum width shall be considered to be twelve (12) feet.

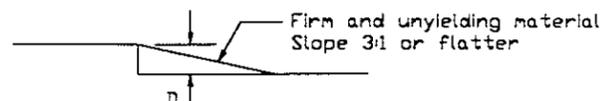
D (In.)	Treatment
≤ 1 1/2	1) If edgelines are present, no treatment necessary OR 2) Erect DW-171 and DWP-171 signs.
> 1 1/2 - 5	1) If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums OR 3) Optional Shoulder Treatment.
> 5-12 Daylight only	If min. lane width* requirements can be met, maintain lanes utilizing drums as shown below.
> 5-24	1) If min. lane width* requirements can be met, maintain lanes utilizing portable concrete barrier as shown below. OR 2) If min. lane width* requirements cannot be met, close adjacent lane utilizing drums.
> 24	Lane 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 may not be used within a bituminous shoulder where a hot longitudinal joint per 401.15 is required.
- DW-151 signs required.

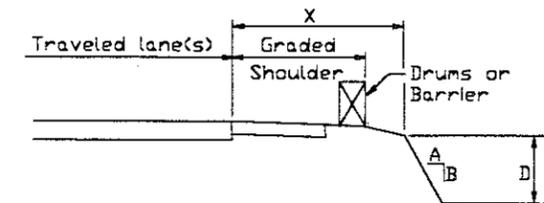


### CONDITION III DROPOFFS BEYOND GRADED SHOULDER OR BACK OF CURB

- See Note 2 under Condition II.
- Use Chart A or B below, as applicable.

#### CHART A

- USE FOR:
- Uncurbed Facilities.
  - Curbed Facilities, where:
    - Curbs are less than 6' in height.
    - Curbs are 6' or greater in height and the legal speed is greater than 40 mph.

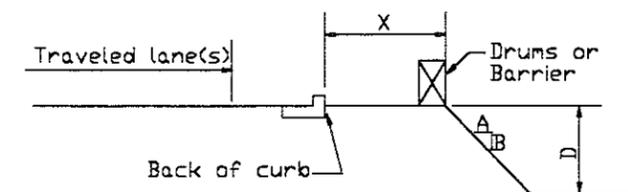


X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-4	Any	Any	(a)	(a)
4-30	Any	3:1 or Flatter	None	None
4-12	< 3	Steeper than 3:1	None	None
4-12	> 3-12	Steeper than 3:1	Drums	Drums
4-12	> 12	Steeper than 3:1	Drums	Barrier
> 12-20	< 12	Steeper than 3:1	None	None
> 12-20	> 12-24	Steeper than 3:1	Drums	Drums
> 12-20	> 24	Steeper than 3:1	Drums	Barrier
> 20-30	< 24	Steeper than 3:1	None	Drums
> 20-30	> 24	Steeper than 3:1	Drums	Barrier
> 30	Any	Any	None	None

(a) Use treatment specified under Condition II.

#### CHART B

- USE FOR: Curbed facilities, where the curb is 6' or greater in height and the legal speed is 40 mph or less.



X (Ft.)	D (In.)	A/B	Treatment Required	
			Day	Night
0-10	< 12	Any	None	Drums
0-10	> 12	Any	Drums	Drums
> 10	Any	Any	None	None

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF LOCATION AND DESIGN

### DROPOFFS IN WORK ZONES

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED

DROPOFFS IN WORK ZONES

ATB - 20 - 21.96

15  
15

HAZARD 003414 DROPOFF DWG - PLOT SCALE = 1:1