

MAH-SR 11/46/46D-0.00/8.80/0.29/7.61/0.00
050100 PID - 22568
Dist 4 2/2/2005

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STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

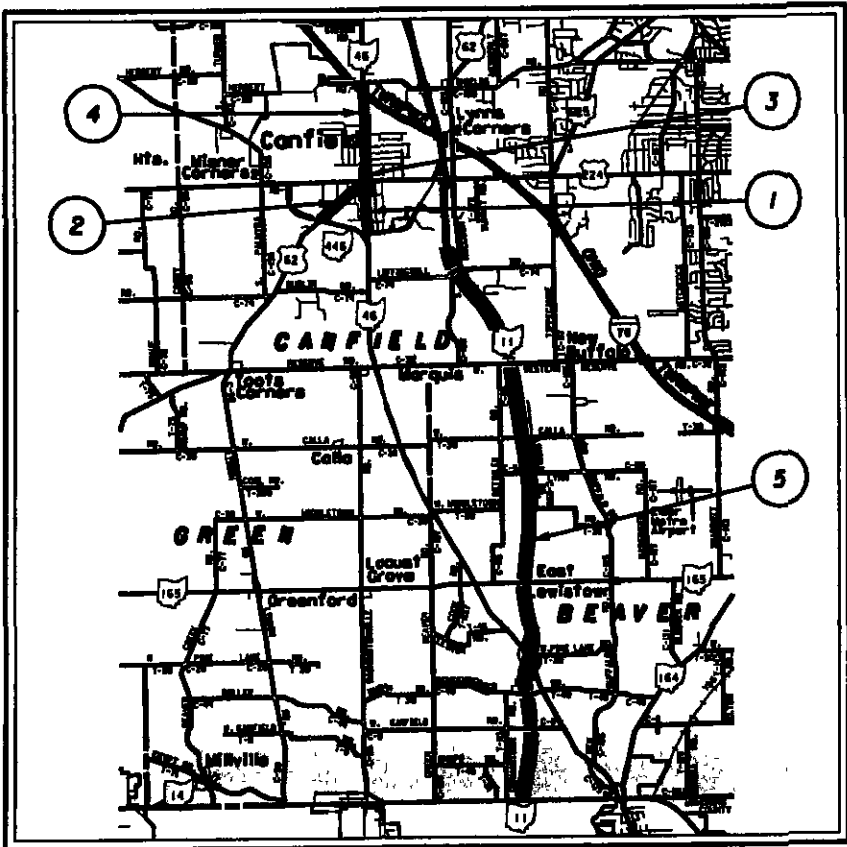
DESIGN FUNCTIONAL CLASSIFICATION -
MINOR ARTERIALS

DESIGN EXCEPTIONS

NONE

INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTION	2-3
GENERAL NOTES	4-6
MAINTENANCE OF TRAFFIC	7-9
GENERAL SUMMARY	10-11
PAVEMENT SHEETS	12-16
INTERSECTION DETAIL	17
RPM SUB-SUMMARY	18
PAVEMENT MARKING SUB-SUMMARY	19-20
PAVEMENT MARKING SHEETS	21-42



LOCATION MAP

LATITUDE: N41°02'55" LONGITUDE: W80°45'39"

SCALE IN MILES



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

PROJECT DESCRIPTION

MINOR REHABILITATION, ASPHALT RESURFACING,
STRIPING, AND SIGN REPLACEMENT
TOTAL LENGTH OF PROJECT - 10.965 MILES

PROJECT EDA - N/A (MAINTENANCE PROJECT)
EST. CONTRACTOR EDA - N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA - N/A (MAINTENANCE PROJECT)

LOCATION	COUNTY	ROUTE	PROJECT TERMINI		LENGTH MILES
			BEGIN	END	
1	MAH	SR 46	8.80	9.29	0.49
2	MAH	US 62	7.60	8.355	0.755
3	MAH	"	"	"	0.82
4	MAH	SR 46 & US 62	8.69	9.84	1.15
5	MAH	SR 11	0.00	7.75	7.75
TOTAL					10.965

SR 46 - 9.29 TO 9.39 - 0.10 MI; SR 46 & US 62 - 8.40 TO
8.69 - 0.29 MI; SR 46D & US 62F - 0.00 TO 0.29 - 0.29 MI;
SR 46D - 0.29 TO 0.37 - 0.08 MI; US 62 - 8.365 TO 8.395
- 0.03 MI; US 224 - 0.03 MI

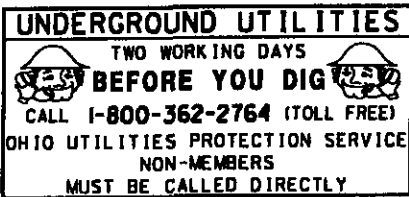
2002 SPECIFICATIONS

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

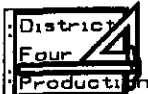
I HEREBY APPROVE THESE PLANS AND DECLARE
THAT THE MAKING OF THIS IMPROVEMENT WILL
NOT REQUIRE THE CLOSING TO TRAFFIC OF THE
HIGHWAY AND THAT PROVISIONS FOR THE
MAINTENANCE AND SAFETY OF TRAFFIC WILL BE
AS SET FORTH ON THE PLANS AND ESTIMATES

APPROVED:
DATE: 11-5-04 DISTRICT DEPUTY DIRECTOR

APPROVED:
DATE: 12-6-04 DIRECTOR, DEPARTMENT OF
TRANSPORTATION



PLAN PREPARED BY:



ENGINEERS SEAL:



SIGNED:
DATE: 11/05/04

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7-28-00	MT-35.10	4-20-01	TC-41.20	1-19-01				
BP-4.1	7-28-00	MT-97.10	4-19-02	TC-42.20	4-20-01	PCB-91	07-19-02	832	4-17-04
		MT-97.11	4-19-02	TC-52.10	4-20-01			833	2-12-03
DM-1.1	7-18-03	MT-99.20M	1-30-95	TC-52.20	4-20-01			854	07-19-02
DM-4.3	7-19-02			TC-65.10	10-19-01			908	04-18-03
DM-4.4	7-19-02			TC-65.11	10-19-01				
		MT-105.10	10-18-02	TC-65.12	10-19-01				
		MT-105.11	10-18-02	TC-71.10	4-19-02				
				TC-73.10	1-19-01				
RM-1.1	4-18-03	MT-95.31	04-19-02	TC-82.10	04-19-02				
RM-4.2	04-18-03	MT-95.32	04-19-02						
		MT-98.13	04-19-02						
		MT-98.14	04-19-02						
		MT-98.15	04-19-02						
		MT-98.16	04-19-02						

SPECIAL
PROVISIONS

FEDERAL PROJECT NO.
NON-FEDERAL

PID NO.
22568

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

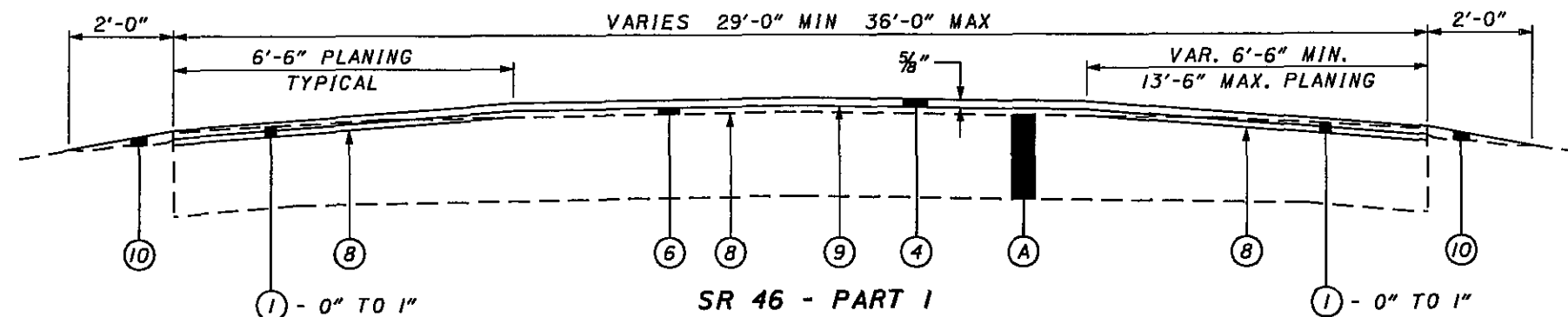
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LEGEND

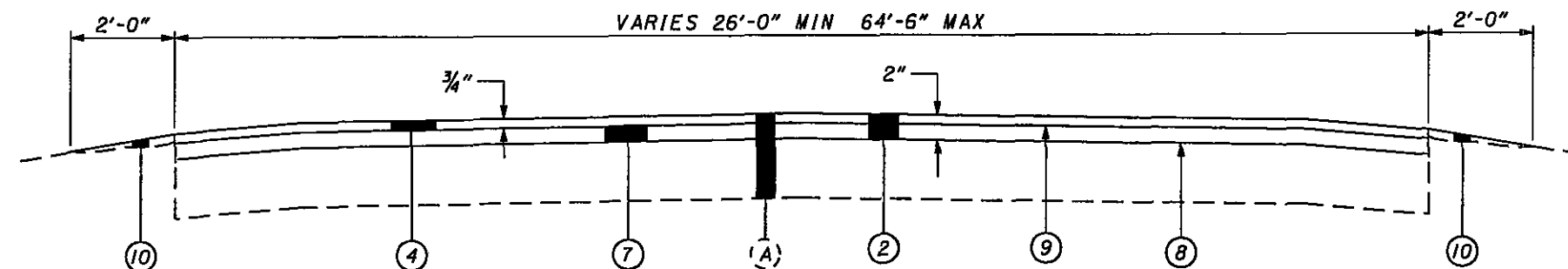
EXISTING
(A) PAVEMENT
(B) CURB

PROPOSED

- (1) ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 2"
- (3) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 3/4"
- (4) ITEM 854 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A
- (5) ITEM 854 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
- (6) ITEM 448 - 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
- (7) ITEM 446 - 1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
- (8) ITEM 407 - TACK COAT
- (9) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- (10) ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN
- (11) ITEM 422 - SINGLE CHIP SEAL WITH POLYMER BINDER

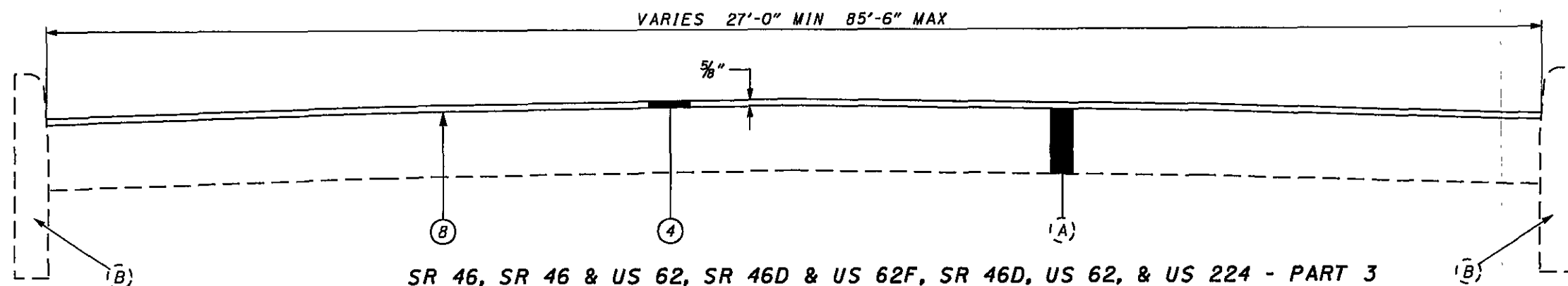


SR 46 - PART 1
SLM 8.80 TO SLM 8.83 - 0.03 MI 36' WIDTH (13'-6" PLANING RT)
SLM 8.83 TO SLM 9.29 - 0.46 MI 29' WIDTH



US 62 - PART 2
SLM 7.60 TO SLM 8.355 - 0.755 MI (26'-0" WIDTH)

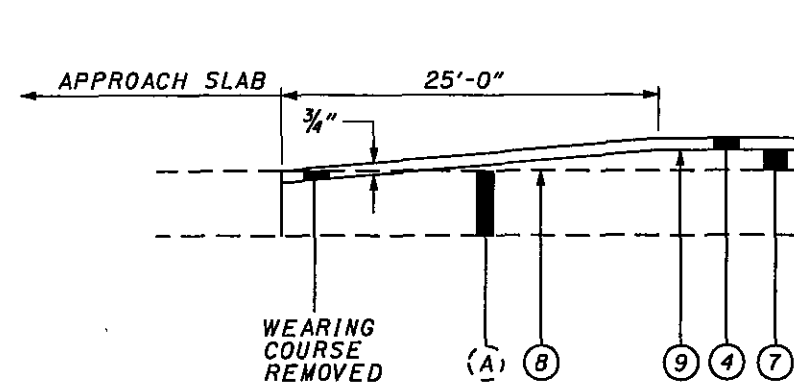
SR 46 & US 62 - PART 4
SLM 8.69 TO SLM 9.58 - 0.89 MI (28'-0" WIDTH)
SLM 9.58 TO SLM 9.69 - 0.11 MI (46'-0" AVG WIDTH)
SLM 9.69 TO SLM 9.75 - 0.06 MI (NO WORK) - TURNPIKE BRIDGE



SR 46, SR 46 & US 62, SR 46D & US 62F, SR 46D, US 62, & US 224 - PART 3

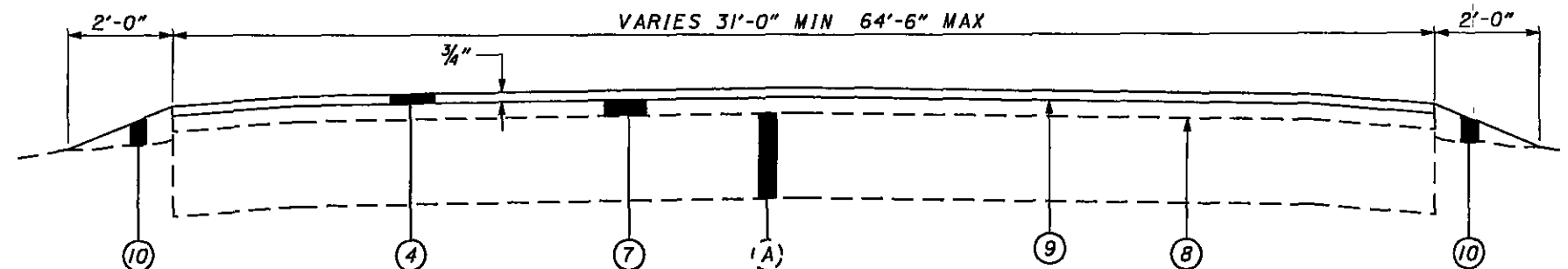
SLM 9.29 TO SLM 9.335 - 0.045 MI (29'-6" WIDTH) - CURB LEFT (SR 46)
SLM 9.335 TO SLM 9.39 - 0.055 MI (43'-6" WIDTH) - CURB LEFT (SR 46)
SLM 8.365 TO SLM 8.395 - 0.03 MI (48'-0" WIDTH) - CURB LEFT & RIGHT (US 62)
SLM 8.40 TO SLM 8.49 - 0.09 MI (44'-6" WIDTH) - CURB LEFT (SR 46 & US 62)
SLM 8.49 TO SLM 8.53 - 0.04 MI (38'-6" WIDTH) - CURB LEFT & RIGHT (SR 46 & US 62)
SLM 8.53 TO SLM 8.58 - 0.05 MI (32'-6" AVG WIDTH) - CURB LEFT & RIGHT (SR 46 & US 62)
SLM 8.58 TO SLM 8.69 - 0.11 MI (33'-0" WIDTH) - CURB LEFT (SR 46 & US 62)
SLM 0.00 TO SLM 0.20 - 0.20 MI (27'-0" WIDTH) - CURB LEFT (SR 46D & US 62F)
SLM 0.20 TO SLM 0.29 - 0.09 MI (37'-0" WIDTH) - CURB LEFT & RIGHT (SR 46D & US 62F)
SLM 0.29 TO SLM 0.37 - 0.08 MI (37'-0" WIDTH) - CURB LEFT & RIGHT (SR 46D)
0.03 MI (85'-6" WIDTH) - CURB LEFT & RIGHT (US 224)

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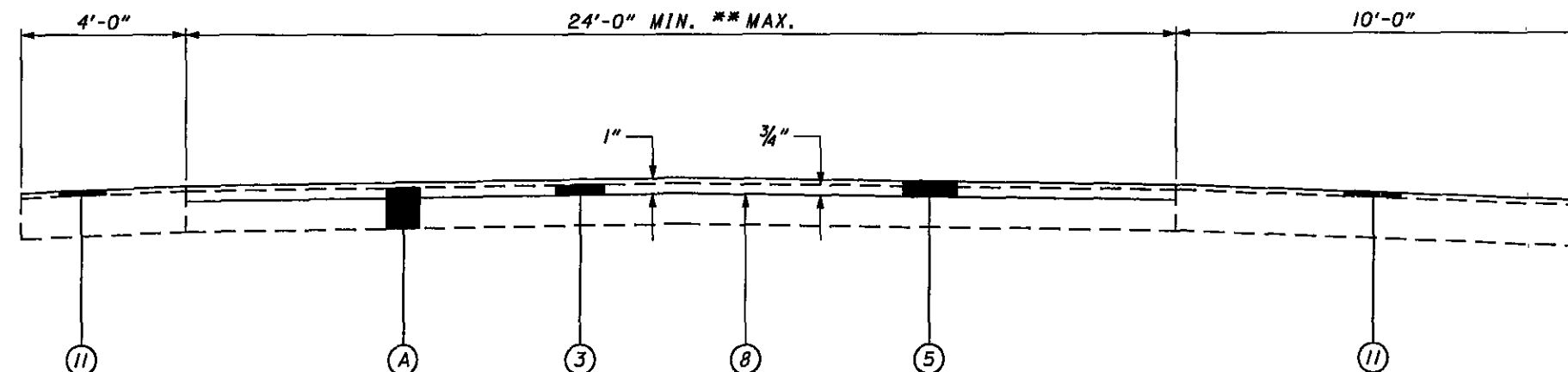
FEATHER

SLM 9.75 TO SLM 9.755 - SR 46 & US 62
SLM 9.832 TO SLM 9.837 - SR 46 & US 62



SR 46 & US 62 - PART 4

SLM 9.75 TO SLM 9.837 - 0.087 MI (48'-0" AVG WIDTH) - INCLUDES FEATHERS



SR 11 - PART 5

NORTHBOUND LANES SHOWN - SOUTHBOUND MIRROR IMAGE
NORTHBOUND

SLM 0.00 TO SLM 1.60 - 1.60 MI
** SLM 1.60 TO SLM 1.76 - 0.16 MI (31'-6" AVG WIDTH) - DECEL LANE
SLM 1.76 TO SLM 1.94 - 0.18 MI
SLM 1.94 TO SLM 1.98 - 0.04 MI (NO WORK) - SR 46 BRIDGE
SLM 1.98 TO SLM 2.11 - 0.13 MI
** SLM 2.11 TO SLM 2.36 - 0.25 MI (30'-0" AVG WIDTH) - ACCEL LANE
SLM 2.36 TO SLM 3.27 - 0.91 MI
** SLM 3.27 TO SLM 3.43 - 0.16 MI (31'-6" AVG WIDTH) - DECEL LANE
SLM 3.43 TO SLM 3.71 - 0.28 MI
** SLM 3.71 TO SLM 4.01 - 0.30 MI (30'-0" AVG WIDTH) - ACCEL LANE
SLM 4.01 TO SLM 5.08 - 1.07 MI
SLM 5.08 TO SLM 5.11 - 0.03 MI (NO WORK) - BRIDGE
SLM 5.11 TO SLM 7.75 - 2.64 MI

SOUTHBOUND

SLM 0.00 TO SLM 1.55 - 1.55 MI
** SLM 1.55 TO SLM 1.79 - 0.24 MI (30'-0" AVG WIDTH) - ACCEL LANE
SLM 1.79 TO SLM 1.94 - 0.15 MI
SLM 1.94 TO SLM 1.98 - 0.04 MI (NO WORK) - SR 46 BRIDGE
SLM 1.98 TO SLM 2.14 - 0.16 MI
** SLM 2.14 TO SLM 2.29 - 0.15 MI (31'-6" AVG WIDTH) - DECEL LANE
SLM 2.29 TO SLM 3.11 - 0.82 MI
** SLM 3.11 TO SLM 3.41 - 0.30 MI (30'-0" AVG WIDTH) - ACCEL LANE
SLM 3.41 TO SLM 3.71 - 0.30 MI
** SLM 3.71 TO SLM 3.87 - 0.16 MI (31'-0" AVG WIDTH) - DECEL LANE
SLM 3.87 TO SLM 5.08 - 1.21 MI
SLM 5.08 TO SLM 5.11 - 0.03 MI (NO WORK) - BRIDGE
SLM 5.11 TO SLM 7.75 - 2.64 MI

LEGEND

EXISTING

(A) PAVEMENT

(B) CURB

PROPOSED

- (1) ITEM 254 - VARIABLE DEPTH PAVEMENT PLANING, ASPHALT CONCRETE
- (2) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 2"
- (3) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, 3/4"
- (4) ITEM 854 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A
- (5) ITEM 854 - FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B
- (6) ITEM 448 - 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
- (7) ITEM 446 - 1 1/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG 64-22
- (8) ITEM 407 - TACK COAT
- (9) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE
- (10) ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN
- (11) ITEM 422 - SINGLE CHIP SEAL WITH POLYMER BINDER

TYPICAL SECTIONS

MAH-II/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

3
42

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.06 AND 107.17 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 HEADQUARTERS AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS 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.

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 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22 (DRIVEWAYS)

THIS ITEM OF WORK SHALL CONSIST OF PAVING ALL EXISTING DRIVEWAYS A DISTANCE OF 10 FT. FROM THE EDGE OF PAVED SHOULDER, THAT DO NOT HAVE A CURB CUT OR ARE NOT PAVED AS AN INTERSECTION AS SHOWN IN THE ASPHALT CONCRETE PLAN SHEET, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. DRIVEWAYS SHALL BE PAVED AFTER COMPLETION OF THE SURFACE COURSE. ASPHALT CONCRETE AVERAGE THICKNESSES SHALL BE 2 IN. FOR AGGREGATE DRIVEWAYS (UNIMPROVED) AND 2 IN. FOR IMPROVED DRIVEWAYS. AGGREGATE DRIVEWAYS SHALL BE GRADED PRIOR TO PAVING SUCH THAT SURFACE DRAINAGE DOES NOT ENCROACH UPON THE PAVED SHOULDER. THE MAXIMUM PAVED WIDTH SHALL NOT EXCEED THAT ALLOWED FOR THROAT AND RADIUS FOR UNCURBED DRIVEWAYS AS PER STANDARD DRIVE DESIGN MANUAL. ALL GRADING, TOOLS, EQUIPMENT, MATERIAL AND INCIDENTALS REQUIRED TO LAYOUT AND CONSTRUCT THE DRIVEWAYS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE I, PG64-22 (DRIVEWAYS).

PAVEMENT SENSORS

THE CONTRACTOR SHALL CONTACT PAUL ENSINGER AT ODOT, DISTRICT 4, 2088 SOUTH ARLINGTON RD., AKRON, OHIO 44306, PHONE NO. (330) 786-3135, SEVEN (7) WORKING DAYS PRIOR TO ANY MILLING OPERATIONS ON SR 11.

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

GENERAL NOTES

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

4
41

ITEM 604 - MONUMENT ASSEMBLY, AS PER PLAN

ADJUSTABLE MONUMENT ASSEMBLIES AS SHOWN ON STANDARD CONSTRUCTION DRAWING "RM-1.1" , REVISED APRIL 29, 1999, WILL BE PLACED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE MONUMENTS SHALL BE CASTING MODEL #8371 WITH LID #8370-A, MANUFACTURED BY EAST JORDAN IRONWORKS, INC, 301 SPRING STREET, MICHIGAN 49727.

THE CONTRACTOR WILL BE PROVIDED A LOCATION LIST OF EXISTING MONUMENTATION WHICH IS TO BE REPLACED WITH NEW ADJUSTABLE MONUMENT BOX ASSEMBLIES AT THE PRE-CONSTRUCTION MEETING. THIS LIST MAY INCLUDE BOTH EXPOSED AND BURIED MONUMENTATION AND MAY ALSO INCLUDE SOME TIES TO AID IN RECOVERY.

THE CONTRACTOR SHALL HAVE A PROFESSIONAL SURVEYOR, LICENSED IN THE STATE OF OHIO, REFERENCE ALL DATUM POINT LOCATIONS WITH CROSS TIES PRIOR TO DISTURBING ANY EXISTING MONUMENTATION AND PRIOR TO THE INSTALLATION OF THE NEW ADJUSTABLE MONUMENT BOX ASSEMBLIES. PAYMENT FOR SAID CROSS TIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 604. DEPENDING ON SITE CONDITIONS AND DEPTH, INSTALLATION OF THE NEW MONUMENT BOX MAY NOT REQUIRE THE REMOVAL OF THE EXISTING MONUMENT BOX. UNLESS UNAVOIDABLE, REMOVAL AND PLACEMENT OF THE NEW MONUMENT BOX SHALL NOT DISTURB THE EXISTING DATUM POINT. SHOULD REMOVAL, IF REQUIRED, OF THE EXISTING BOX OR PLACEMENT OF THE NEW BOX DISTURB THE DATUM POINT, THE REFERENCE TIES ESTABLISHED BY THE CONTRACTOR'S SURVEYOR SHALL BE USED TO RESET THE DATUM POINT. THE ACTUAL PLACEMENT OF THE DATUM POINT WITHIN THE MONUMENT ASSEMBLY SHALL BE DIRECTLY AND PHYSICALLY SUPERVISED IN THE FIELD BY THE CONTRACTOR'S LICENSED PROFESSIONAL SURVEYOR. SURVEY NOTES VERIFYING THE ACCURACY OF ANY RESET DATUM POINTS AS WELL AS VERIFICATION THAT ANY DATUM POINTS THAT WERE NOT RESET WERE NOT DISTURBED SHALL BE SEALED BY THE SURVEYOR AND RETURNED TO THE DISTRICT 4 SURVEY OPERATIONS MANAGER. ANY REQUEST FOR NON-PERFORMANCE SHALL BE DIRECTED IN WRITING TO THE DISTRICT 4 PRODUCTION ADMINISTRATOR OR SURVEY OPERATIONS MANAGER AND MUST INCLUDE PROPER WRITTEN JUSTIFICATION.

PAYMENT FOR THE REMOVAL OF ANY EXISTING MONUMENT ASSEMBLIES SHALL ALSO BE INCLUDED IN THIS ITEM.

QUANTITY THAT WILL BE CARRIED TO THE GENERAL SUMMARY:
ITEM 604 - MONUMENT ASSEMBLY, AS PER PLAN 5 EACH

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.

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL BE AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1" OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE GRADATION PER 703.18. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 617 COMPACTED AGGREGATE, TYPE A, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1-1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

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

55 CU. YD. - (CITY/STATE); 10 CU. YD. - (STATE)

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR WILL 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.

THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID PRIME COAT MATERIAL ONTO THE EDGE OF THE PAVEMENT OR EDGELINE. CARE ALSO SHALL BE TAKEN TO AVOID SPRAYING LIQUID PRIME COAT MATERIAL ONTO DRIVEWAY APRONS, MAILBOX APPROACHES OR ANY PEDESTRIAN AREAS. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

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

1056 GAL. - (CITY/STATE); 72 GAL. - (STATE)

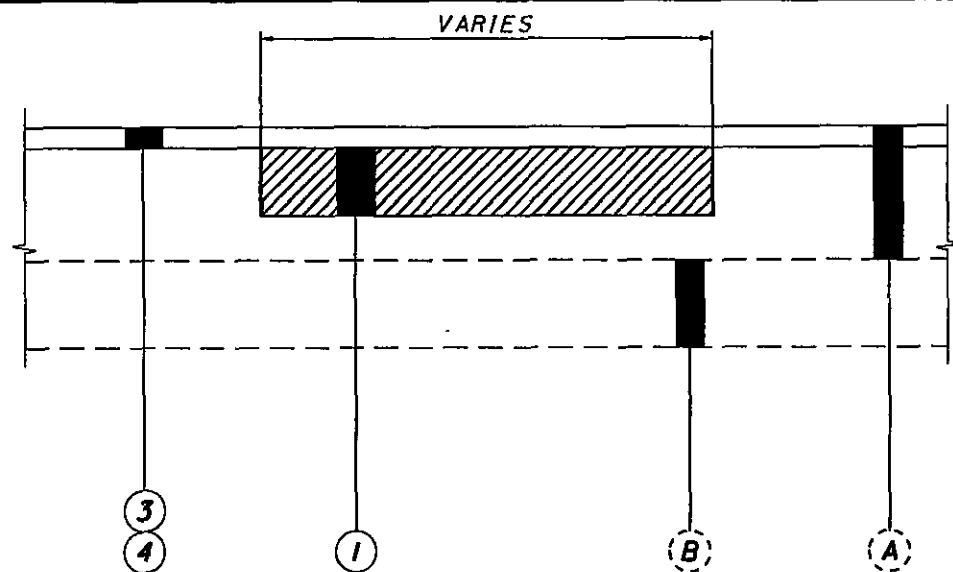
ITEM 604 - MANHOLES

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY AND SHALL BE USED AS DIRECTED BY THE ENGINEER:

604 - MANHOLE ADJUSTED TO GRADE - 33 EACH

GENERAL NOTES

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00



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 EXHIBING SURFACE DETERIORATION AND PLACING 3"± OF ITEM 448 ASPHALT CONCRETE. THE ASPHALT CONCRETE SHALL BE COMPACTED WITH A TYPE 1 PNEUMATIC TIRE ROLLER AND A STEEL WHEEL ROLLER AS PER 401.13.

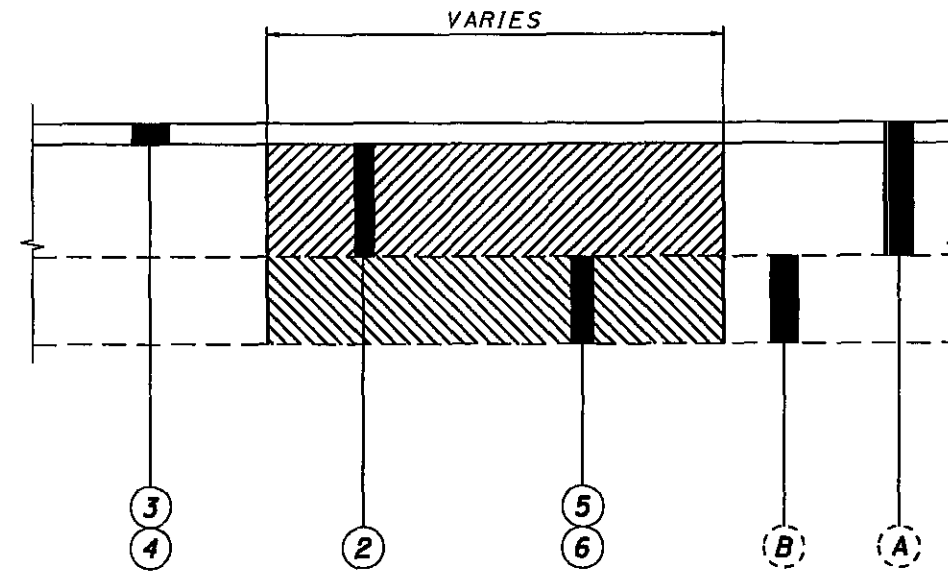
PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR - 275 SY (CITY); 25 S.Y. (STATE)

LEGEND

- (1) 251 PARTIAL DEPTH PAVEMENT REPAIR
- (2) 253 PAVEMENT REPAIR
- (3) 254 PAVEMENT PLANING, ASPHALT CONCRETE
- (4) 448 PROPOSED OVERLAY
- (5) 203 EXCAVATION
- (6) 304 AGGREGATE BASE

- (A) EXISTING ASPHALT PAVEMENT
- (B) EXISTING BASE



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:

ITEM 253, PAVEMENT REPAIR - 350 CU.YD. (CITY); 30 CU.YD. (STATE)

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:

ITEM 203, EXCAVATION - 175 CU. YD. (CITY); 15 CU. YD. (STATE)

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:

ITEM 304, AGGREGATE BASE - 175 CU. YD. (CITY); 15 CU. YD. (STATE)

GENERAL NOTES

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

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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. 2-LANE SECTIONS: A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. 4 LANE SECTIONS: A MINIMUM OF ONE ELEVEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

3. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2201, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

4. 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.

5. 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.

6. 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.

7. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS ONE (1) MILE URBAN OR TWO (2) MILES RURAL.

8. IN ADDITION TO THE REQUIREMENTS OF 614 WORK ZONE PAVEMENT MARKINGS (614.11), AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH TEMPORARY MARKINGS) ALL CENTER LANE, CHANNELIZING AND STOP LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH REPLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

9. 2 LANE SECTIONS: NO WORK SHALL BE PERFORMED BETWEEN 10 PM AND 6 AM DAILY.

10. A QUANTITY OF 20 CU. YDS. OF 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS PRIOR TO RESURFACING, AS DIRECTED BY THE ENGINEER.

11. 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.

12. 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.

13. 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], W8-H13 [NO EDGE LINES], W8-11 [UNEVEN LANES SYMBOL]. THESE QUANTITIES SHALL BE AS PER 614.04.

14. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE OF THE MILLED SURFACES BY MILLING SLOTS IN THE OUTSIDE SHOULDER AS NEEDED.

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

CITY:

ITEM 614 WORK ZONE CENTER LINE, CLASS II	1.7 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I	104 FT.
ITEM 614 WORK ZONE STOP LINE, CLASS I	57 FT.
ITEM 614 WORK ZONE MARKING SIGN	4 EACH

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

STATE:

ITEM 614 WORK ZONE CENTER LINE, CLASS II	6.7 MILE
ITEM 614 WORK ZONE LANE LINE, CLASS II	32.8 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I	7374 FT.
ITEM 614 WORK ZONE STOP LINE, CLASS I	230 FT.
ITEM 614 WORK ZONE MARKING SIGN	20 EACH

METHOD OF PAYMENT

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR 614 - MAINTAINING TRAFFIC, UNLESS SEPERATELY ITEMIZED IN THE PLAN.

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" 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.

ADVANCE NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

LANE CLOSURES-SR-II

DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AS PER THE PERMITTED LANE CLOSURE CHART. THE PERMITTED LANE CLOSURE CHART USED FOR THIS PROJECT SHALL BE THE MOST CURRENT CHART AVAILABLE ON THE DATE THIS PROJECT SELLS.

THE CHART CAN BE FOUND AT:

https://dotaw100.dot.state.oh.us/plcm/plcm_web.jsp

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THE REQUIREMENTS IN THE CHART, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN THE AMOUNT OF \$ 500 PER HOUR OR PORTION THEREOF THAT THE LANE REDUCTION REMAINS BEYOND THE SPECIFIED LIMIT.

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.

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.

WINTER TRAFFIC LIMITATIONS

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC BETWEEN NOVEMBER 15 AND APRIL 1. NOVEMBER 14 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE AND LIQUIDATED DAMAGES AS SPECIFIED IN 108.07 SHALL BE ASSESSED FOR EACH CALENDAR DAY THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE CONTRACTOR MAY CLOSE LANES PRIOR TO APRIL 1 WITH WRITTEN APPROVAL FROM THE DISTRICT CONSTRUCTION ENGINEER.

ITEM 614 - MAINTAINING TRAFFIC

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	NEW YEARS
MEMORIAL DAY	FOURTH OF JULY
LABOR DAY	THANKSGIVING

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 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

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH 108.07.

ITEM 632 LOOP DETECTOR REPLACEMENT

THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE (330-786-3146) THREE WORKING DAYS PRIOR TO ANY PLANING OR TRENCHING AT THE INTERSECTION OF US 62 AND SR 446. ANY LOOP DETECTORS DISTURBED BY PAVEMENT PLANING OR TRENCHING SHALL BE ABANDONED IN PLACE.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, 2 PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS), ON SITE, FOR THE DURATION OF TIME SPECIFIED IN THIS NOTE. EACH SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR. THE CLASS 1 UNITS SHALL HAVE A MINIMUM LEGIBILITY DISTANCE OF 1250 FEET.

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE PCMS SHOULD NOT BE LOCATED IN THE MEDIAN OF THE HIGHWAY UNLESS IT IS PROTECTED FROM BOTH DIRECTIONS OF TRAFFIC. THE PCMS SHOULD BE LOCATED BEHIND GUARDRAIL WHEREVER POSSIBLE. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE THE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS WILL BE OFF, FACING AWAY FROM ALL TRAFFIC AND SHALL DISPLAY ONE OR MORE HIGH INTENSITY YELLOW REFLECTIVE SHEETING SURFACES OF 9-INCH BY 15-INCH MINIMUM SIZE FACING TRAFFIC.

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE CONTRACTOR. A LIST OF ALL PROPOSED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE ENGINEER PRIOR TO CONSTRUCTION. THE SIGN SHALL HAVE TWO DIFFERENT MEMORIES (PROM AND RAM) AND CAPABILITY TO STORE UP TO 99 MESSAGES IN EACH MEMORY. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. IN ORDER TO CONVEY A MAXIMUM OF INFORMATION AT A SINGLE GLANCE, ONLY THREE LINE PRESENTATION FORMATS WITH A MAXIMUM OF SIX MESSAGE PHASES WILL BE PERMITTED. NORMALLY, ONLY A MAXIMUM OF THREE MESSAGE PHASES SHOULD BE EMPLOYED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST ONCE.

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR AREAS) ALLOW REMOTE SIGN ACTIVATION, DEACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF 614. THE CONTRACTOR SHALL PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC AND THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOURS PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES. THE REQUIREMENT TO FURNISH, INSTALL, MAINTAIN AND REMOVE A PCMS UNIT ON THIS PROJECT SHALL NOT IN ANY WAY RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES AS OUTLINED IN 614.02.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE BID FOR EACH SIGN MONTH OF ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR)

IN ADDITION TO THE REQUIREMENTS OF 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH WORKING TOP MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR-DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT, OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED.

LAW ENFORCEMENT OFFICERS (LEO'S) SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED. THE LEO'S ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE.

THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

Canfield Patrol Post
500 South Broad Street
Canfield, OH 44406
phone: (330) 533-6866
fax: (330) 533-2872

IF AFTER CONTACTING THE OHIO HIGHWAY PATROL, IT IS DETERMINED THAT THEY CANNOT SUPPLY THE LEO, THEN AN AUTHORIZED MUNICIPAL OR COUNTY POLICE OFFICER WITH A MARKED AND FLASHER-LIGHT EQUIPPED OFFICIAL POLICE OR PATROL CAR SHALL BE PROVIDED.

LAW ENFORCEMENT OFFICERS (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). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR 400 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEO'S FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, HE MAY DO SO AT HIS OWN EXPENSE. PAYMENT FOR THE EXCESS ABOVE CONTRACT REQUIREMENTS WILL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

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) and R4-9 (Stay in Lane) 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 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 drop-off depth does not exceed 5" and approval is granted by the Project Engineer.

10. Pavement Repairs (or similar work):

a. Lengths greater than 60 feet - utilize appropriate treatment from Condition I.

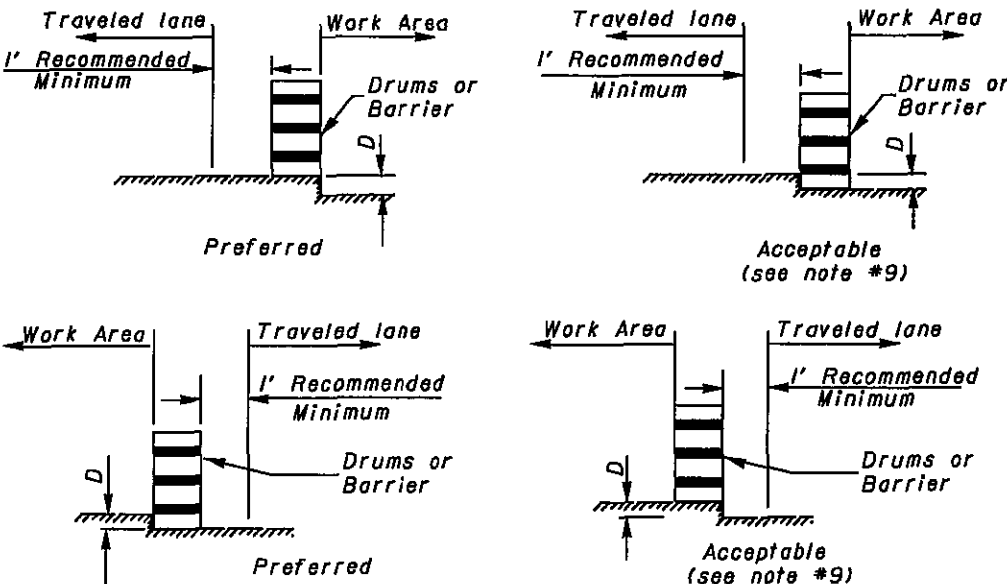
b. Lengths of 60 feet or less - repairs shall be affected in accordance with Item 255.08. Drums may be used as a separator adjacent to the traveled lane.

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
IFT-12FT	$\leq 1\frac{1}{2}$	Erect W8-11.
IFT-12FT	$1\frac{1}{2}$ -3	1. Lane closure utilizing drums* as shown below. (use only on 3 or more lanes) - or - 2. Optional Wedge Treatment.
IFT-12FT	3 - 5	Lane closure utilizing drums as shown below
IFT-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.

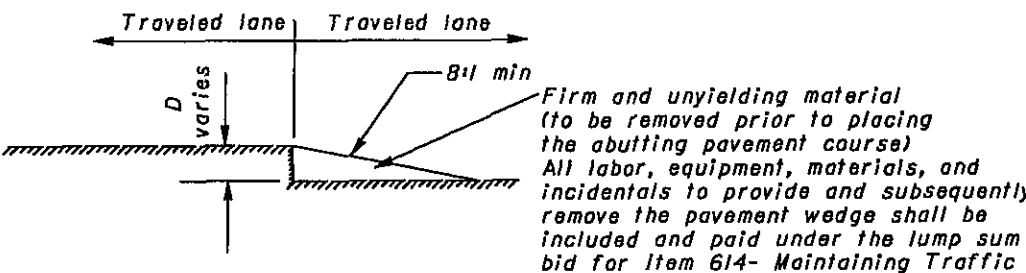


OPTIONAL WEDGE TREATMENT

(MILLING OR RESURFACING)

1. This treatment may be used when permitted for Condition I only.

2. W8-11 and R4-9 signs required.



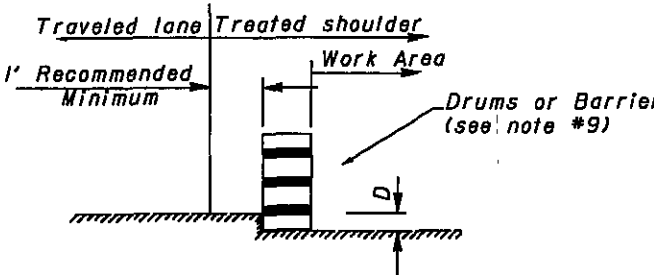
CONDITION II

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
IFT-12FT	$\leq 1\frac{1}{2}$	1.) If edgelines are present, no treatment necessary. or 2.) Erect W8-11 and R4-9 signs
IFT-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.

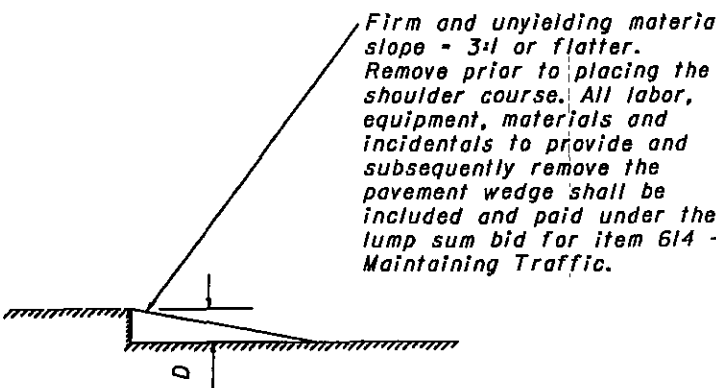
*Minimum lane widths shall be 10' unless otherwise specified in the plans.



OPTIONAL SHOULDER TREATMENT

1. This treatment shall not be used within a bituminous shoulder where a hot longitudinal joint per 401.17 is required.

2. W8-9 signs required.



DROPOFFS IN WORK ZONES

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

9
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[illegible]

	MAH-II/46/46D/62/62F- 0.00/8.80/0.29/7.61/0.00
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SR 46

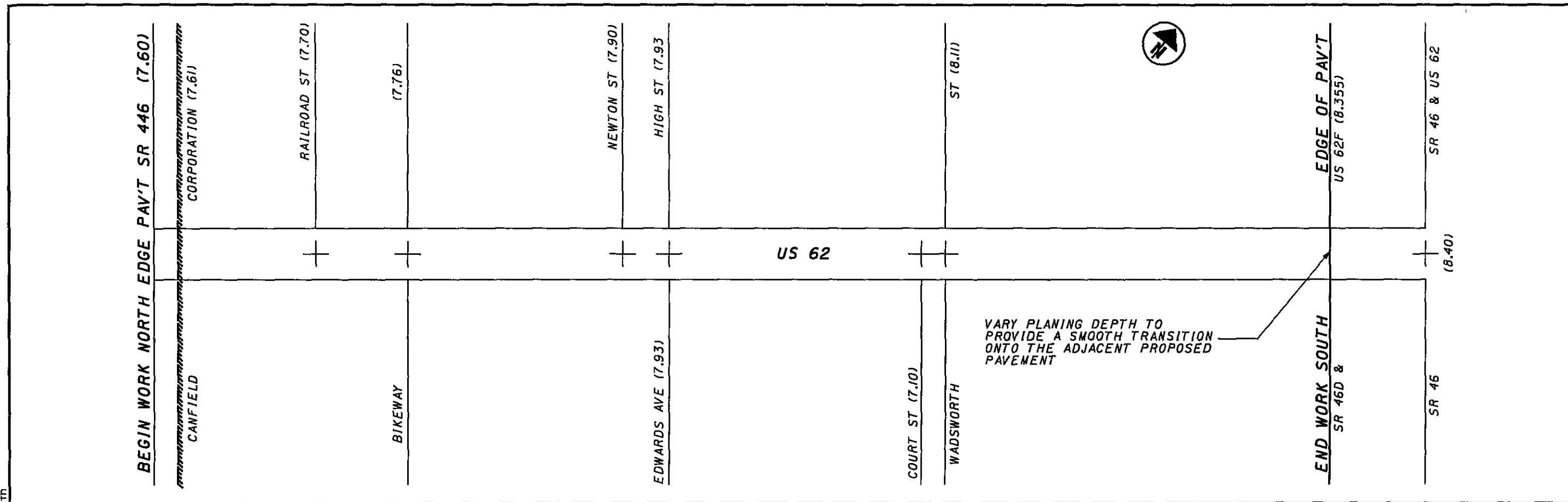
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ASPHALT CONCRETE SHEET

PLAN NO.

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PAVEMENT DATA

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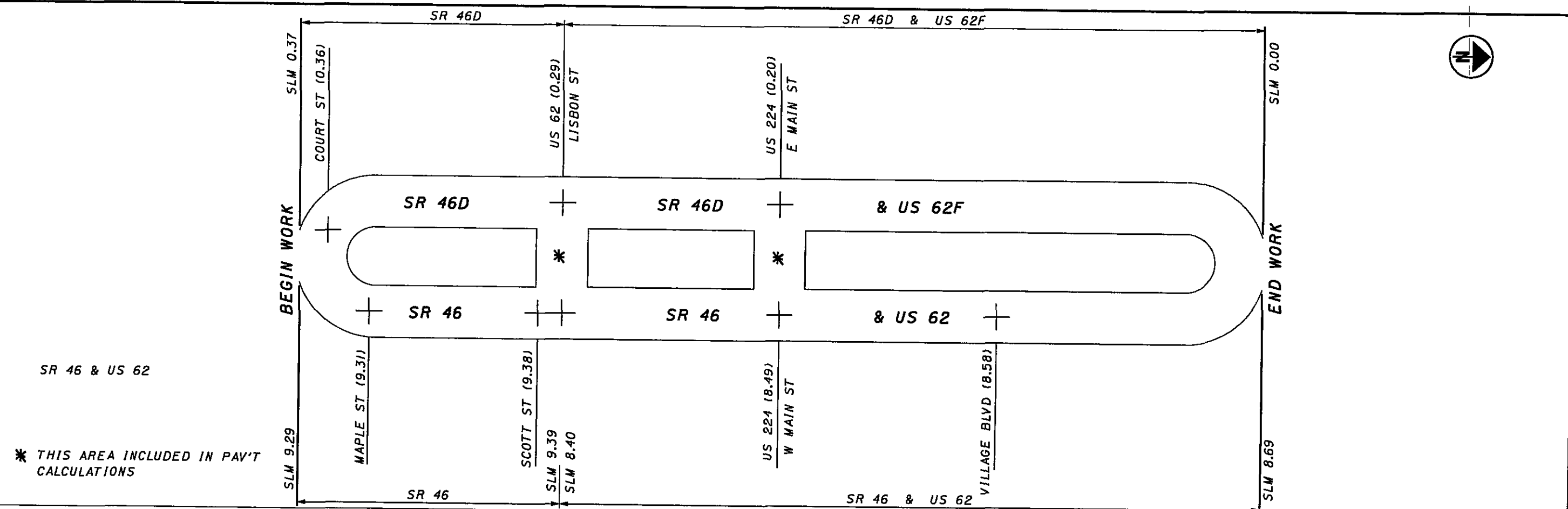
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ASPHALT CONCRETE SHEET

PLAN NO.

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PAVEMENT DATA

05-NOV-2004 7:59AM
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PART	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP FEET AVG.	PAVEMENT AREA SQ. YDS.	202		407						854		
			MILES	LIN.FT.			WEARING COURSE REMOVED SQ. YDS.		TACK COAT @ 0.075 gal./s.y. GAL.				ASPHALT CONCRETE SURFACE COURSE, TYPE I PG 64-22	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A			
											THICK	CU.YD.		THICK	CU.YD.		
3	SR 46	9.29 - 9.335	0.045	237.6	29.5	778.8		58.41						5/8"	13.52		
3	SR 46	9.335 - 9.39	0.055	290.4	43.5	1403.6		105.27						5/8"	24.37		
3	* US 62	8.365 - 8.395	0.03	158.4	48	844.8		63.36						5/8"	14.67		
3	SR 46 & US 62	8.40 - 8.49	0.09	475.2	44.5	2349.6		176.22						5/8"	40.79		
3	SR 46 & US 62	8.49 - 8.53	0.04	211.2	38.5	903.47		67.76						5/8"	15.69		
3	SR 46 & US 62	8.53 - 8.58	0.05	264.0	32.5	953.33		71.5						5/8"	16.55		
3	SR 46 & US 62	8.58 - 8.69	0.11	580.8	33	2129.6		159.72						5/8"	36.97		
3	SR 46D & US 62F	0.00 - 0.20	0.20	1056.0	27	3168.0		237.6						5/8"	55.0		
3	SR 46D	0.20 - 0.29	0.09	475.2	37	1953.6		146.52						5/8"	33.92		
3	SR 46D	0.29 - 0.37	0.08	422.4	37	1736.53		130.24						5/8"	30.15		
3	* US 224		0.03	158.4	85.5	1504.8		112.86						5/8"	26.13		
DRIVES																	
MAILBOX APPROACHES																	
INTERSECTIONS						968.06	968.06					1 1/2"	41				
SHEET TOTAL TO GENERAL SUMMARY							969		1330				41		308		

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PLAN NO.

ASPHALT CONCRETE SHEET

MAH-II/46/46D/62/62F-0.00/8.80/0.29/7.61/0.00

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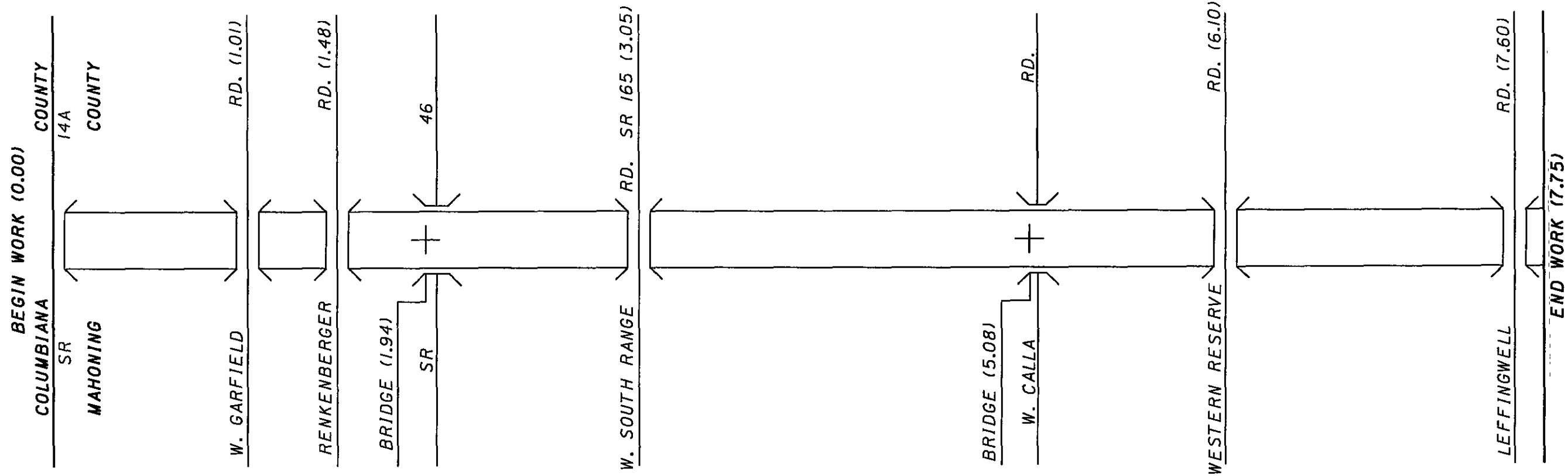
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PLAN NO.

ASPHALT CONCRETE SHEET

MAH-II/46/46D/62/62F-

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PAVEMENT DATA

PART	ROUTE	LOG POINT TO LOG POINT	LENGTH		WP FEET AVG.	PAVED BERM FEET AVG.	PAVEMENT AREA	254		407			422	854	
			MILES	LIN.FT.				PAVEMENT PLANING, ASPHALT CONCRETE ¾"		TACK COAT @ 0.15 gal./s.y.			SINGLE CHIP SEAL WITH POLYMER BINDER	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B	
														SQ. YDS.	SQ. YDS.
5	SR II N.B.	0.00 -1.94	1.94	10243.2	24	14	27315.2	27315.2		4097.28			15933.87	1"	758.76
5	SR II S.B.	1.98 - 5.08	3.1	16368	24	14	43648	43648		6547.2			25461.33	1"	1212.44
5	SR II S.B.	5.11 - 7.75	2.64	13939.2	24	14	37171.2	37171.2		5575.68			21683.2	1"	1032.53
5	DECEL LANE	1.6 - 1.76	0.16	844.8	19.5		1830.4	1830.4		274.56				1"	50.84
5	ACCEL LANE	2.11 - 2.36	0.25	1320	18		2640	2640		396				1"	73.33
5	DECEL LANE	3.27 - 3.43	0.16	844.8	19.5		1830.4	1830.4		274.56				1"	50.84
5	ACCEL LANE	3.71 - 4.01	0.30	1584	18		3168	3168		475.2				1"	88
5	SR II S.B.	0.00 - 7.75	1.84	10243.2	24	14	27315.2	27315.2		4097.28			15933.87	1"	758.76
5	SR II S.B.	1.98 - 5.08	3.1	16368	24	14	43648	43648		6547.2			25461.33	1"	1212.44
5	SR II S.B.	5.11 - 7.75	2.64	13939.2	24	14	37171.2	37171.2		5575.68			21683.2	1"	1032.53
5	ACCEL LANE	1.55 - 1.79	0.24	1267.2	18		2534.4	2534.4		380.16				1"	70.4
5	DECEL LANE	2.14 - 2.29	0.15	792	19.5		1716	1716		257.4				1"	47.67
5	ACCEL LANE	3.11 - 3.41	0.30	1584	18		3168	3168		475.2				1"	88
5	DECEL LANE	3.71 - 3.87	0.16	844.8	19.5		1830.4	1830.4		274.56				1"	50.84
SHEET TOTAL TO GENERAL SUMMARY								234987		35248			126157		6528

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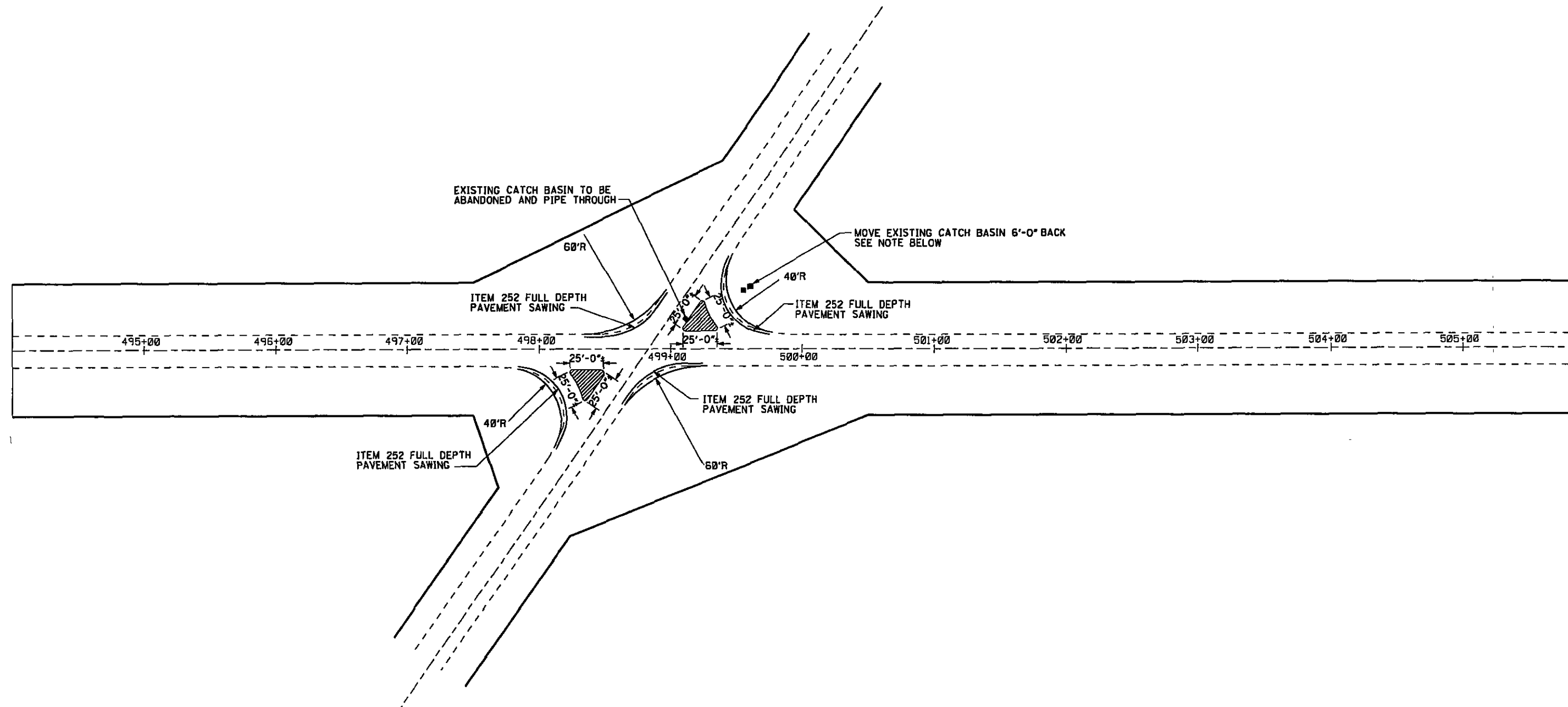
PLAN NO.

ASPHALT CONCRETE SHEET

MAH-II/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

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NOTE:

ITEM 202 CATCH BASIN REMOVED, AS PER PLAN:
THE EXISTING CATCH BASIN SHALL BE REMOVED FOR REUSE AND
PLACED DIRECTLY IN LINE WITH THE PIPE AT THE SAME FLOW LINE
ELEVATION 6 FEET BACK.

ITEM	TOTAL	UNITS	DESCRIPTION
202	70	SQ YD	TRAFFIC ISLAND REMOVED
252	315	FOOT	FULL DEPTH PAVEMENT SAWING
301	24	CU YD	ASPHALT CONCRETE BASE
304	12	CU YD	AGGREGATE BASE
446	4	CU YD	ASPHALT CONCRETE SURFACE COURSE
448	4	CU YD	ASPHALT CONCRETE INTERMEDIATE COUSE
603	6	FOOT	15" CONDUIT, TYPE B
604	1	EACH	CATCH BASIN, AS PER PLAN

INTERSECTION DETAIL

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

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CENTER LINE										GENERAL SPEC. 640									
										MATERIAL TYPE : 642 FAST DRY TYPE I									
COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS											
MAH	62	7.61	SOUTH CORP. CITY OF CANFIELD	9.669	NORTH CORP. CANFIELD	2.06	3.83												
MAH	62F	0.00	NORTH JCT./WEST SIDE CANFIELD SQUARE	0.29	SOUTH JCT. US 62/SR 46D	0.29	0.52												
MAH	46	8.80	SOUTH CORP. CITY OF CANFIELD	9.39	SOUTH JCT. US 62	0.59	1.08												
MAH	46D	0.00	JCT. US 62/US 62F	0.08	JCT. SR 46	0.08	0.16												
MAH	224	12.69	JCT. US 62F	12.72	JCT. US 62	0.03	0.06												
TOTAL						3.05	5.65												
LANE LINE																			
COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	4" LANE LINE		COMMENTS										
							DASHED	SOLID											
TOTAL																			
EDGE LINE																			
COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	WHITE EDGE LINE			YELLOW EDGE LINE			COMMENTS							
						TOTAL MILES	HIGH-WAY	RAMP	TOTAL MILES	HIGH-WAY	RAMP								
MAH	62	7.61	SOUTH CORP. LIMIT CITY OF CANFIELD	8.36	JCT. US 62F/SR 46D	1.50	1.50	-											
MAH	62	8.39	JCT. SR 46/US 62	8.49	JCT. US 224	0.20	0.20	-											
MAH	62	8.58	JCT. VILLAGE BLVD.	8.69	JCT. US 62F	0.11	0.11	-				NORTHBOUND ONLY							
MAH	62	8.69	JCT. US 62F	9.669	NORTH CORP. CANFIELD	1.96	1.96	-											
MAH	46	8.80	SOUTH CORP. CANFIELD	9.39	JCT. SR 46D	1.18	1.18	-											
MAH	62F	0.00	JCT. US 62	0.19	JCT. US 62/SR 46F	0.19	0.19	-				SOUTHBOUND ONLY							
TOTAL						5.14	5.14	-											
AUXILIARY										ALL AUXILIARY MARKINGS: ITEM 644 -THERMOPLASTIC									
COUNTY	ROUTE LOCATION	TRU LOG	CHANNEL LINE	STOP LINE	TRANSVERSE LINES		CROSS-WALK LINES	WORD ON PAVEMENT		LANE ARROWS				SYMBOL MARKINGS		ISLAND MARK-INGS	DOTTED LINES	COMMENTS	
					WHITE	YELLOW		ONLY		TURN LEFT	TURN RIGHT	THRU EACH	COMB. EACH	RxR EACH	SCHOOL				
								72"	96"						72"				96"
			FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SO FT	FT		
MAH	US 62 @ BIKE PATH	7.761	48		28													8" TRANSVERSE LINE	
MAH	US 62 @ WADSWORTH/COURT ST.	8.101		36			144												
MAH	US 62 @ US 62F/SR 46D	8.362		60			318												
MAH	US 62 @ SR 46	8.402		20			248												
MAH	US 62 @ SLM 8.454	--					72												
MAH	US 62 @ US 224	8.494	520	72			468	3	5			1							
MAH	US 62 @ VILLAGE BLVD.	8.583					72												
MAH	US 62 @ US 62F	8.691		12			72												
MAH	US 62F @ SLM 0.093	--					72												
MAH	US 62F @ US 224	0.186		62			468												
MAH	US 62F @ SLM 0.249	--					72												
MAH	SR 46 @ FAIRGROUND BLVD.						140												
MAH	SR 46 @ INDIAN LAKE ST.						54												
MAH	SR 46 @ KIRK ST.						98												
MAH	SR 46 @ SR 46D/COURT ST.			25			143												
MAH	SR 46 @ MAPLE ST.						48												
MAH	SR 46 @ SCOTT ST.						52												
TOTAL			568	287	28		2541	3	5			1							

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CALCULATED
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PLAN No.

PAVEMENT MARKING SUB-SUMMARY

DECDED

CENTER LINE

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS
MAH	62	9.669	NORTH CORP. CANFIELD	9.839	JCT. SHIELDS RD.	0.17	0.34	
TOTAL						0.17	0.34	

LANE LINE

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	4" LANE LINE DASHED SOLID	COMMENTS
MAH	11	0.00	COLUMBIANA COUNTY LINE	7.75	0.1 MILE NORTH OF LEFFINGWELL RD.	16.40		INCLUDES RAMPS
TOTAL						16.40		

EDGE LINE

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	WHITE EDGE LINE			YELLOW EDGE LINE			COMMENTS
						TOTAL MILES	HIGH-WAY	RAMP	TOTAL MILES	HIGH-WAY	RAMP	
MAH	11	0.00	COLUMBIANA COUNTY LINE	7.75	0.1 MILE NORTH OF LEFFINGWELL RD.	15.50	15.50	-	15.50	15.50	-	
TOTAL						15.50	15.50	-	15.50	15.50	-	

AUXILIARY

COUNTY	ROUTE LOCATION	TRU LOG	CHANNEL LINE	STOP LINE	TRANSVERSE LINES		CROSS-WALK LINES	WORD ON PAVEMENT		LANE ARROWS				SYMBOL MARKINGS		ISLAND MARK-INGS	DOTTED LINES	COMMENTS
					WHITE	YELLOW		ONLY		TURN	TURN	THRU	COMB.	RxR	SCHOOL			
			FT	FT	FT	FT	FT	72"	96"	LEFT	RIGHT	THRU	COMB.	RxR	72"	96"	SO FT	FT
								EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
MAH	US 62 @ SHIELDS ROAD	9.839		56														
MAH	US 62 @ SR 446	0.757		90													900	
MAH	SR 11 NB TO SR 46	1.595	688		379													
MAH	SR 11 SB FROM SR 46	1.747	216															
MAH	SR 11 NB FROM SR 46	2.196	226															
MAH	SR 11 SB TO SR 46	2.312	646		277													
MAH	SR 11 NB TO REST AREA	3.268	626		324													
MAH	SR 11 SB FROM REST AREA	3.292	202															
MAH	SR 11 NB FROM REST AREA	3.829	175															
MAH	SR 11 SB TO REST AREA	3.879	700		313													
TOTAL			3479	146	1293												900	

GENERAL SPEC. 640
MATERIAL TYPE : 646 EPOXY

CALCULATED
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CHECKED

PLAN No.

PAVEMENT MARKING SUB-SUMMARY

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

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42

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5



NOTE

CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS	
PAVEMENT LIMITS AND STRIPING PLAN	
DWG. NO. C-1.0	SHEET NO <u>1</u> OF <u>15</u>

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

PAVEMENT MARKINGS

CALCULATED	LLS	CHECKED
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MATCHLINE 3

MATCHLINE 3

MATCHLINE 4

SEA

PROJECT NO	
JOB NO	

DATE	BY	REVISION
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DWG. NO C-2.0	SHEET NO. 2 OF 15
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MAH-11/46/46D/62/62F- 0.00/8.80/0.29/7.61/0.00	$\frac{22}{42}$
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PAVEMENT MARKINGS

CALCULATED	LLS	CHECKED
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MATCHLINE 7

An aerial photograph showing a street layout. A horizontal road, labeled 'NORTH ROAD STREET' in the center, runs across the middle. Above the road, there is a building with a series of windows. To the left of the road, a line is labeled 'EXISTING WALK (11/2)'. The image is high-contrast and grainy, typical of an old photocopy.

MATCHLINE 7

An aerial photograph of a city street intersection. The image is oriented horizontally. On the left side, a street is labeled 'SKYLINE AVENUE'. On the right side, a street is labeled 'CLIFF DRIVE'. In the upper right corner, there is a label '3' WALK (TYP.)'. The image is a high-contrast, black and white aerial view showing the street layout and surrounding urban area.

MATCHLINE 8

						CITY OF CANFIELD	
						PAVING AND STRIPING OF	
						NORTH BROAD, SOUTH BROAD AND LISBON STREETS	
SEAL	DATE: 10/18/04	PROJECT NO.				PAVEMENT LIMITS AND STRIPING PLAN	
	SCALE 1"=40'						
	DRAWN 	JOB NO.					
	CHECKED:						
	APPROVED:		DATE	BY	REVISIONS	DWG NO C-4.0	SHEET NO. 4 OF 15

CALCULATED
775
CHECKED

PAVEMENT MARKINGS

MAH-11/46/46D/62/62F-0.00/8.80/0.29/7.61/0.00

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PAYING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

PAVEMENT LIMITS AND STRIPING PLAN	
DWG NO C-8.0	SHEET NO <u>6</u> OF 15



SEAL DATE 10/18/04 SCALE: 1"=40' DRAWN [REDACTED] CHECKED [REDACTED] APPROVED- [REDACTED] PROJECT NO. JOB NO.		DATE BY REVISIONS		CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS			
				PAVEMENT LIMITS AND STRIPING PLAN			
						DWG. NO. C-7.0	SHEET NO. 7 OF 15

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NOTE.
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

									CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS		
SEAL	DATE 10/18/04	PROJECT NO.				PAVEMENT LIMITS AND STRIPING PLAN					
	SCALE 1"=40'										
	DRAWN ████	JOB NO.									
	CHECKED	██████████									
	APPROVED:		DATE	BY	REVISIONS	DWG NO. C-9.0			SHEET NO. 9 OF 15		

MAH-11/46/46D/62/62F-0.00/8.80/0.29/7.61/0.00

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PAVEMENT MARKINGS

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T 1/9/2019 202591 2019DUK0\BFSURFA. BUC-74-A\1409\7 ANETPD BFSURF&U11: 74-A DUC-73 27 29 DN, R=1 W, R, 2

MATCHLINE 13

MATCHLINE 14

MATCHLINE 14

MATCHLINE 15

NOTE.
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

									CITY OF CANFIELD		
									PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS		
SEAL	DATE 10/18/04	PROJECT NO.				PAVEMENT LIMITS AND STRIPING PLAN					
	SCALE 1"=40'										
	DRAWN 	JOB NO.									
	CHECKED 										
APPROVED:			DATE	BY	REVISIONS	DWG. NO C-10.0			SHEET NO. <u>10</u> OF 15		

MAH-11/46/46D/62/62F-0.00/8.80/0.29/7.61/0.00

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PAVEMENT MARKINGS

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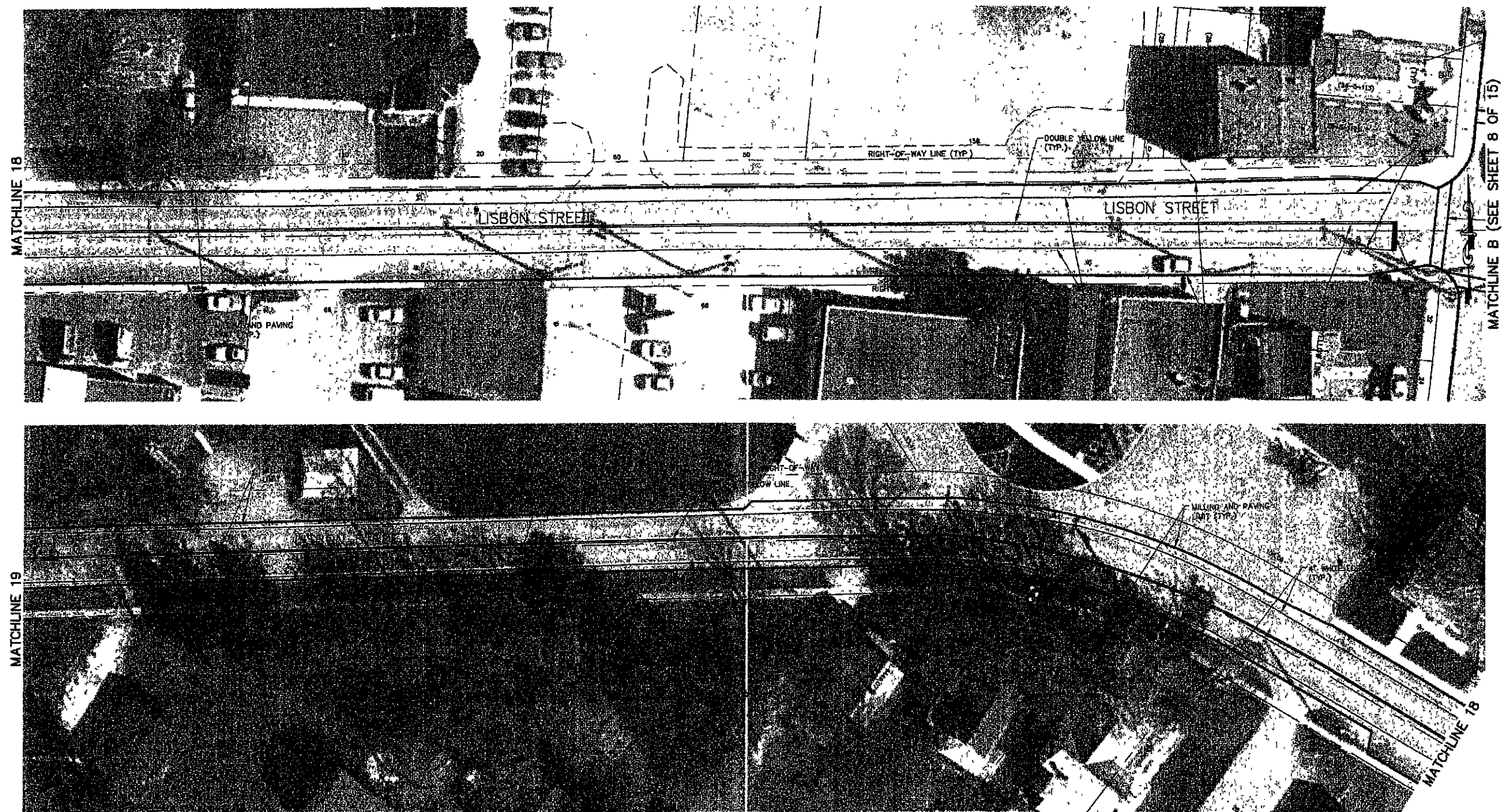
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PAYING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY

DWG NO. C-11.0	SHEET NO. <u>11</u> OF <u>15</u>
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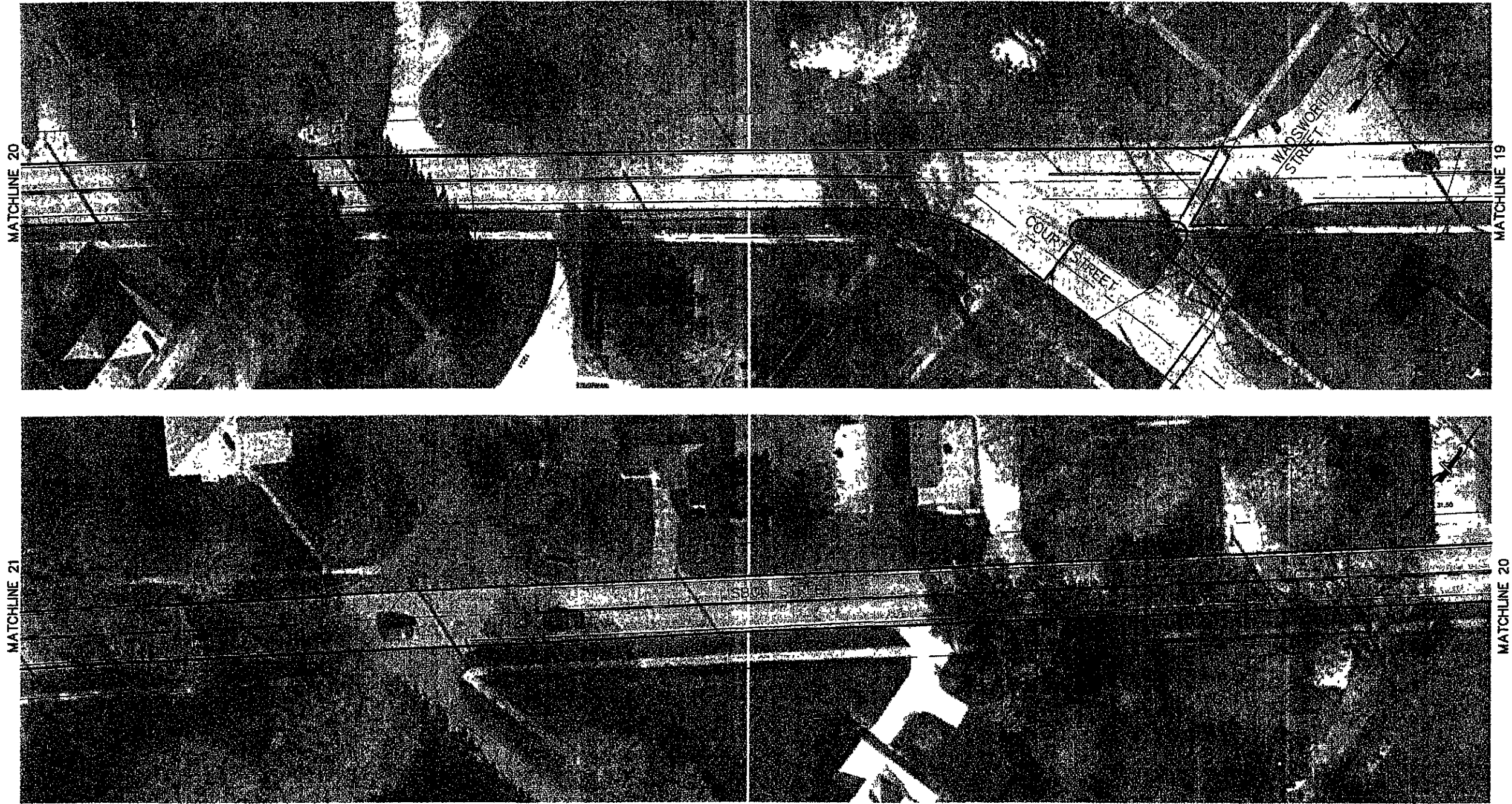
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NOTE:
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

SEAL DATE: 10/18/04 SCALE: 1"=40' DRAWN [REDACTED] CHECKED [REDACTED] APPROVED [REDACTED] PROJECT NO. JOB NO. DATE BY REVISIONS		CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LEBON STREETS			
		PAVEMENT LIMITS AND STRIPING PLAN			
				DWG. NO. C-12.0	SHEET NO. <u>12</u> OF 15

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NOTE:
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY

SEAL		DATE: 10/18/04	PROJECT NO.			CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS	
		SCALE: 1"=40'				PAVEMENT LIMITS AND STRIPING PLAN	
		DRAWN: [redacted]	JOB NO.			DWG. NO. C-13.0	
		CHECKED: [redacted]				SHEET NO 13 OF 15	
		APPROVED: [redacted]		DATE	BY	REVISIONS	

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NOTE:
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

SEAL		DATE 10/18/04	PROJECT NO.		CITY OF CANFIELD	
		SCALE 1"=40'			PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS	
DRAWN		CHECKED	JOB NO.		PAVEMENT LIMITS AND STRIPING PLAN	
		APPROVED				
		DATE	BY	REVISIONS	DWG. NO. C-14 0	SHEET NO. 14 OF 15

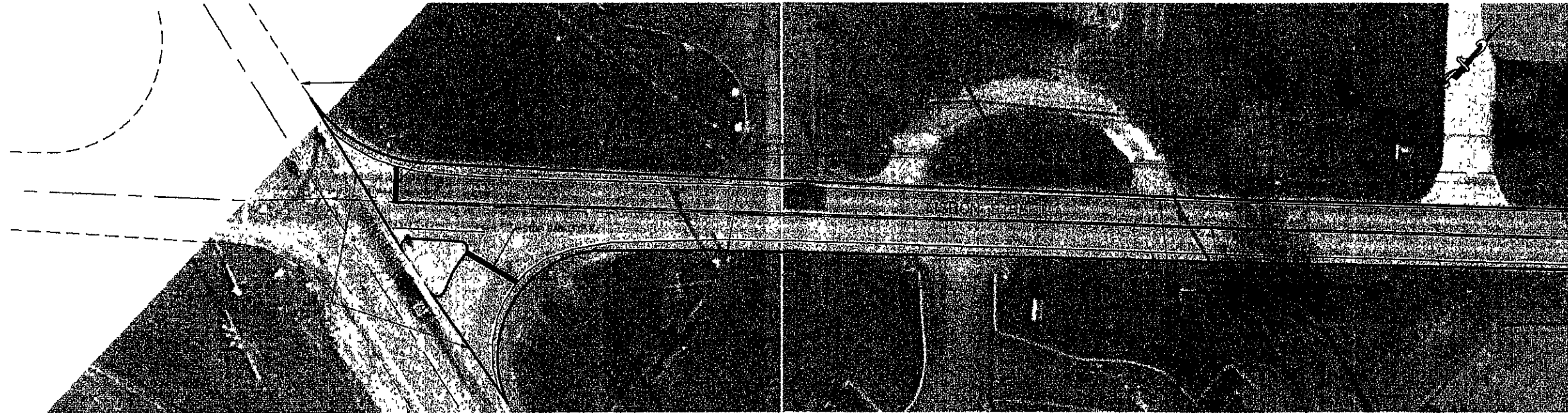
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0.00/8.80/0.29/7.61/0.00

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PAVEMENT MARKINGS

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NOTE:
PAVING LIMITS SHOWN WITHIN THE CITY OF CANFIELD ONLY.

DATE 10/18/04 SCALE 1"=40' DRAWN ████ CHECKED ████ APPROVED. ██████████ PROJECT NO. JOB NO.		DATE BY REVISIONS		CITY OF CANFIELD PAVING AND STRIPING OF NORTH BROAD, SOUTH BROAD AND LISBON STREETS	
				PAVEMENT LIMITS AND STRIPING PLAN	
SEAL		DWG NO C-15.0		SHEET NO <u>15</u> OF <u>15</u>	

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 224

SHEET _____ OF _____

Total This Route *Yellow: Solid _____, Yellow: Dash _____, White: Dash _____

Equivalent Yellow _____

Three vertical maps of the same area, each on a grid from 0.00 to 1.00. The maps show streets and landmarks. The left map shows CONRAIL RR, SR 446, GARFIELD, and CORP. The middle map shows HOOP DR, FAIRVIEW AVE, US 67 SR 46, US 62 DA SR 46 M, WADSWORTH ST., EDWARDS ST., CARDINAL ST., and RAILROAD ST. The right map shows GARFIELD, CAMP, TALSMAN DR., HILLSIDE DR., WINONA AVE., and HILLSIDE DR. A legend at the bottom indicates Yellow Solid for 1/32 inch and Dash for 1/64 inch.

Yellow: Solid _____ Dash _____ Yellow: Solid 1.72 Dash — Yellow: Solid 1.1
TOTAL YELLOW THIS PAGE: SOLID _____, DASH _____, EQUIVALENT LINE _____

TS 54
DISTRICT 4



Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 62

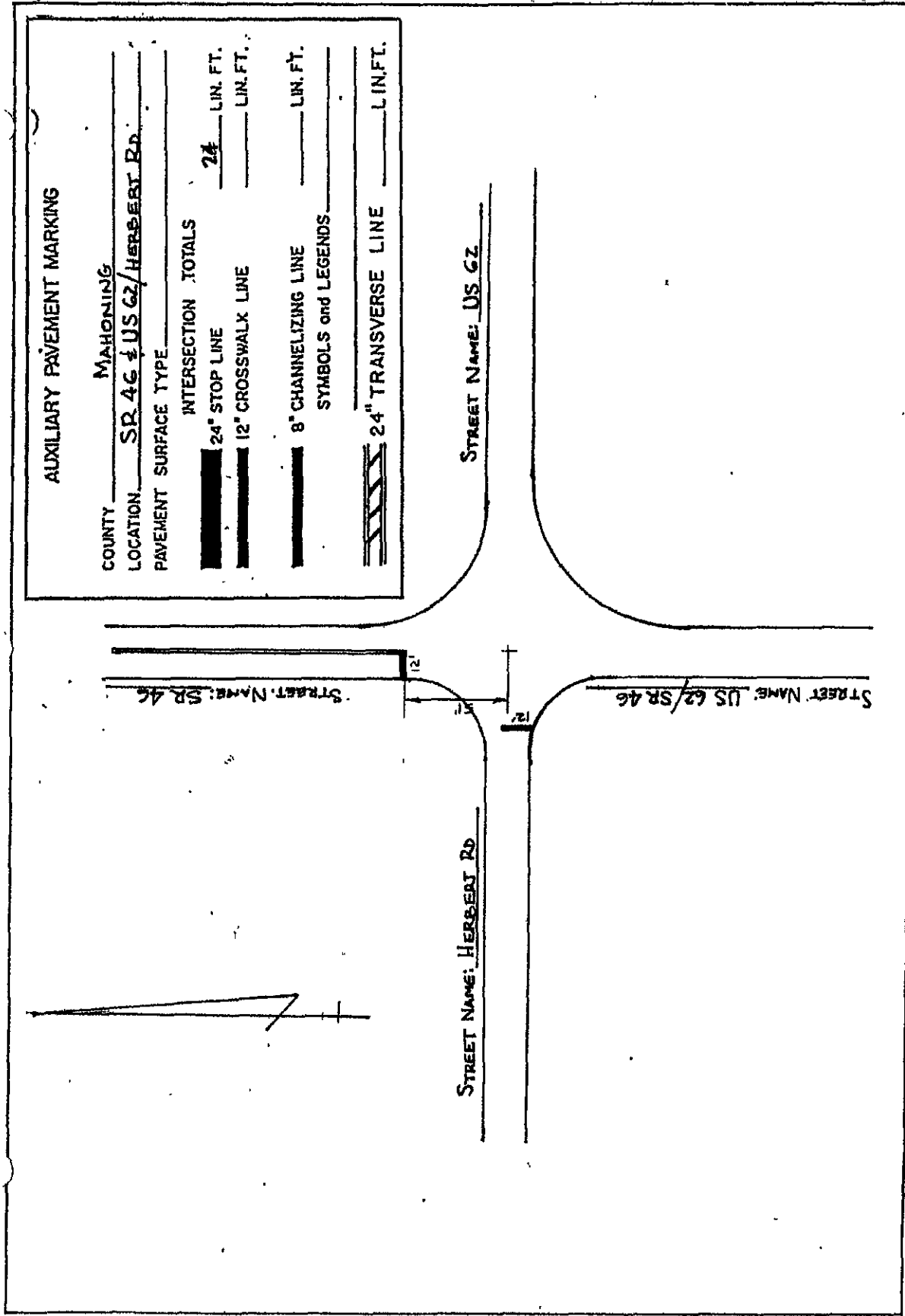
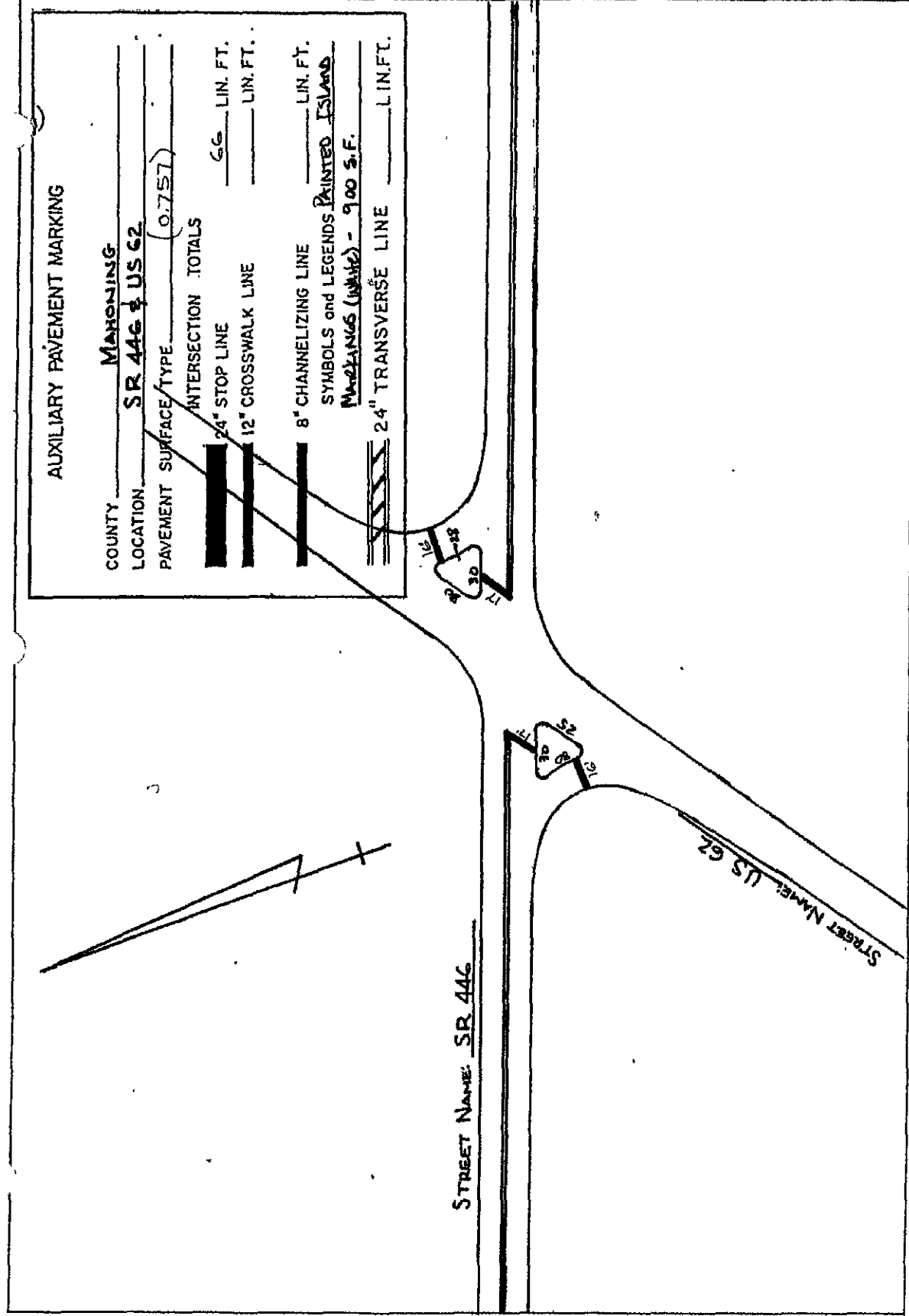
SHEET 4 OF 3

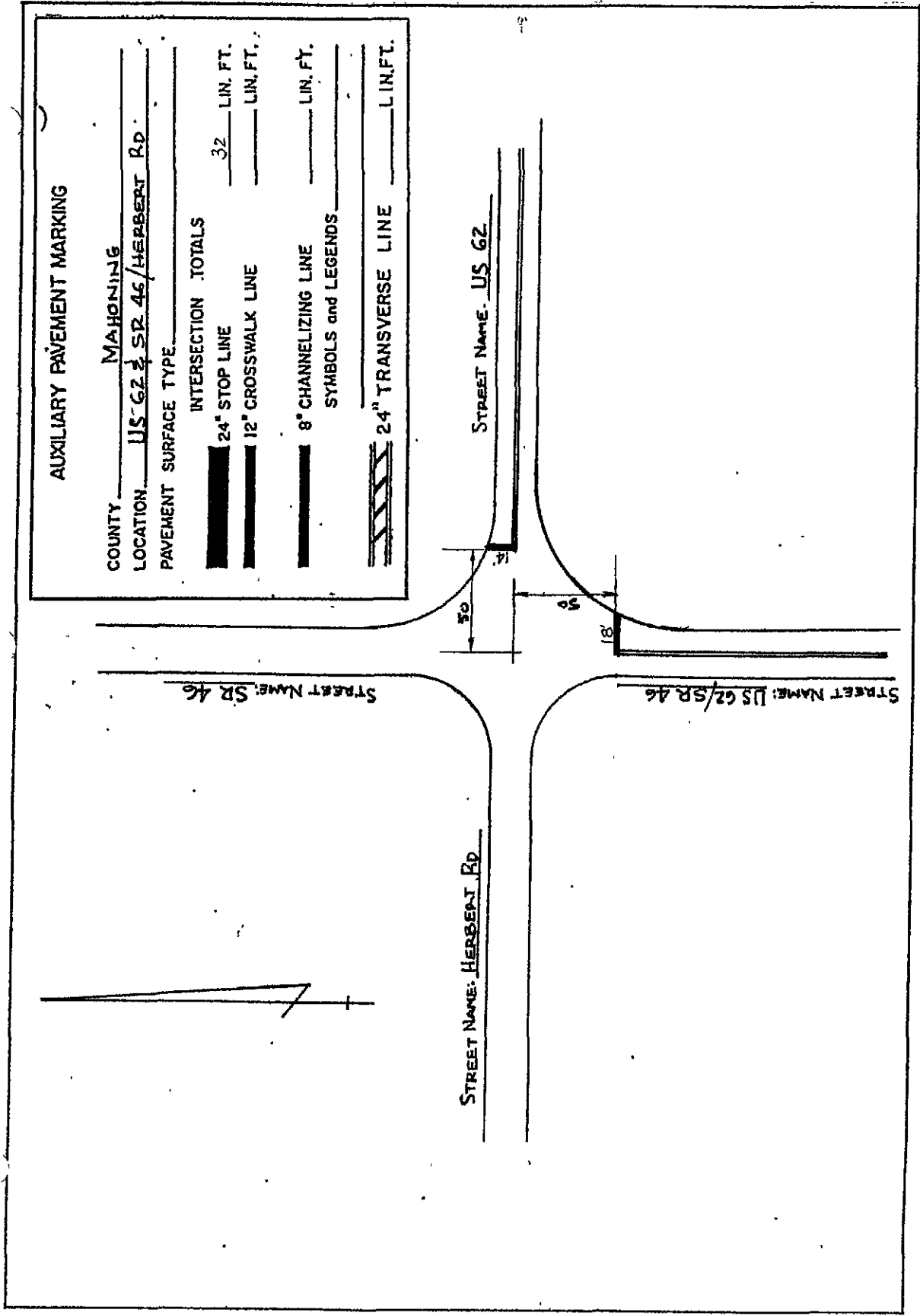
Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____

MM-10 (9.987)	MM-11 (10.996)	MM-12 (11.965)
.90	.90	.90 (11.926)
SR 46 (9.839)		
.80	.80	.80
HERBERT RD (9.742)	(10.779) (10.771) (10.754) (10.748)	(11.759)
OHIO TURNPIKE (9.732)		
.70 (9.690)	.70	.70
CANFIELD (9.669)		
.60	.60	.60
GRANVILLE RD	(10.565) WOODLAND PLACE	LUMONT AVE (11.594)
.50	.50	.50 (11.520)
.40	.40 (10.403)	.40
WILLOW NAY		
.30	.30	.30 (11.307)
SLEEPY HOLLOW		
.20	.20 (10.209)	RACCOON RD (11.206)
DARTMOUTH		
.10	.10	.10
		SHIELDS RD (11.114) RACCOON RD
0.00	0.00	0.00

Yellow: Solid 0.638 Dash — Yellow: Solid 1.782 Dash 0.194 Yellow: Solid 1.435 Dash 0.667
TOTAL YELLOW THIS PAGE: SOLID 3.855, DASH 1.115, EQUIVALENT LINE 4.134

MAH-II/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00





TS 54
DISTRICT 4



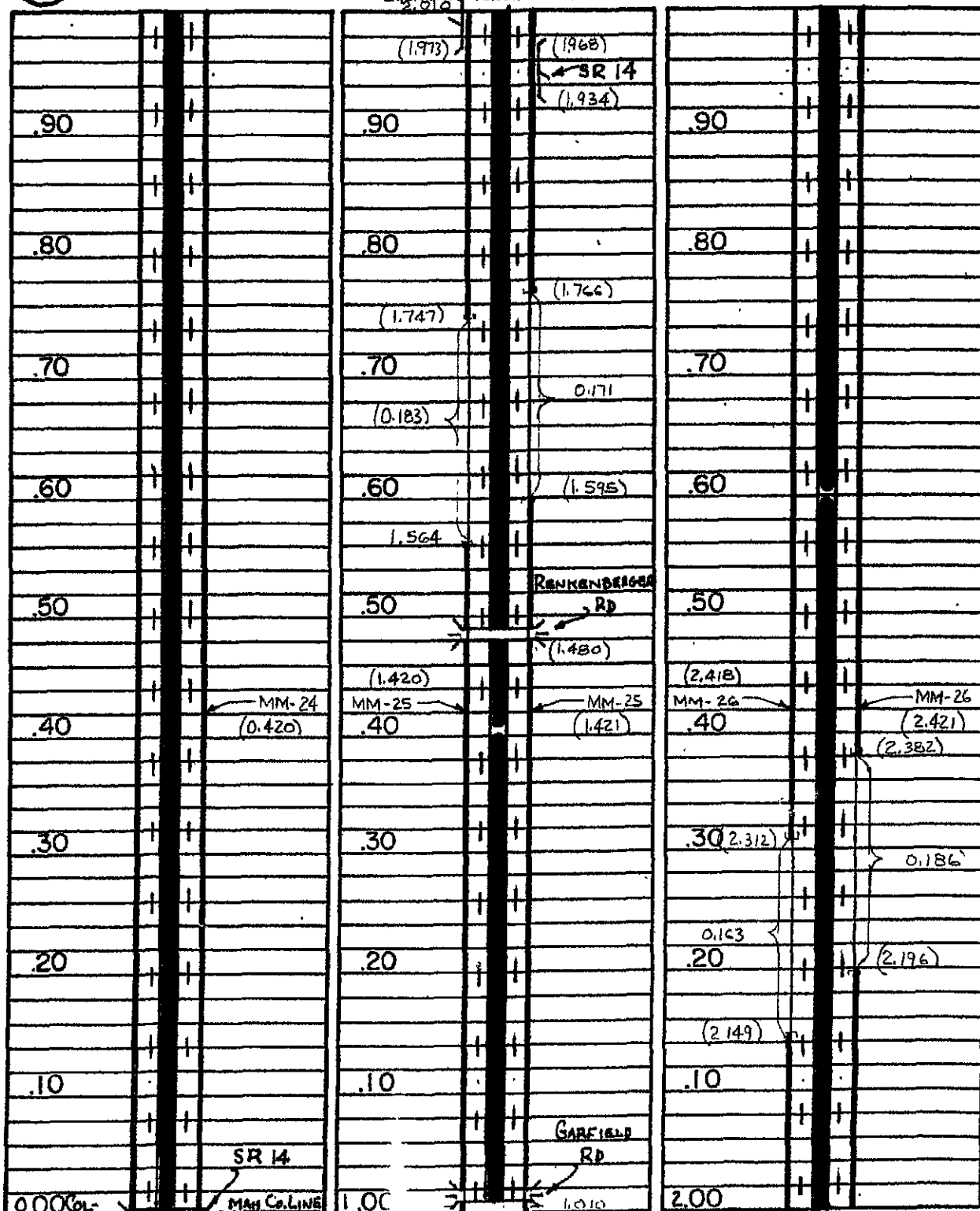
Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 11

SHEET 1 OF 6

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____

Equivalent Yellow _____



Yellow: Solid _____ Dash _____
TOTAL YELLOW THIS PAGE: SOLID _____ DASH _____ EQUIVALENT LINE _____

TS 54
DISTRICT 4



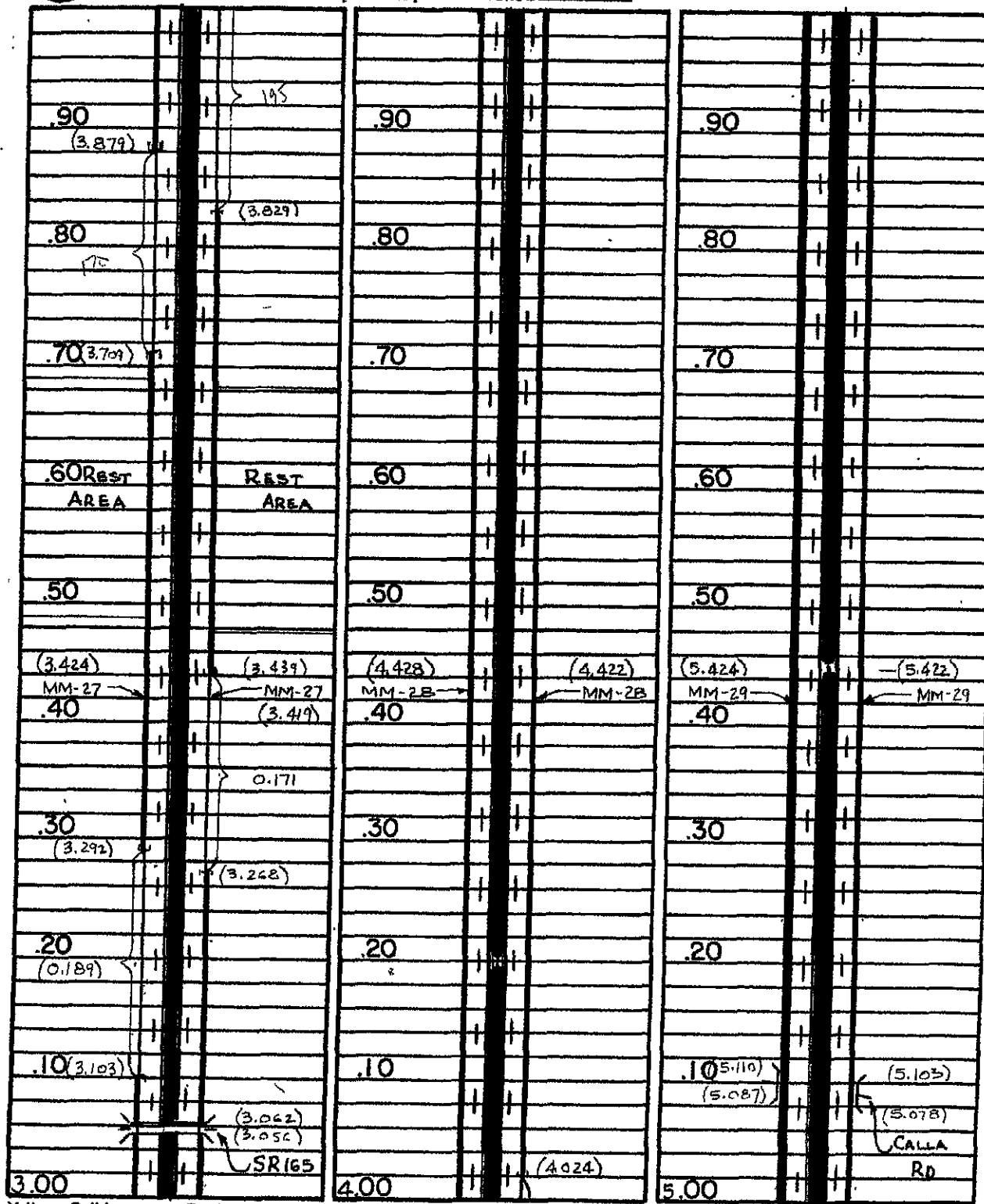
Center Line Log Record and Field Sheet

COUNTY MAHONING ROUTE 11

SHEET 2 OF 6

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____

Equivalent Yellow _____



Yellow: Solid _____ Dash _____
TOTAL YELLOW THIS PAGE: SOLID _____ DASH _____ EQUIVALENT LINE _____

PAVEMENT MARKINGS

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

39
42

TS 54
DISTRICT 4

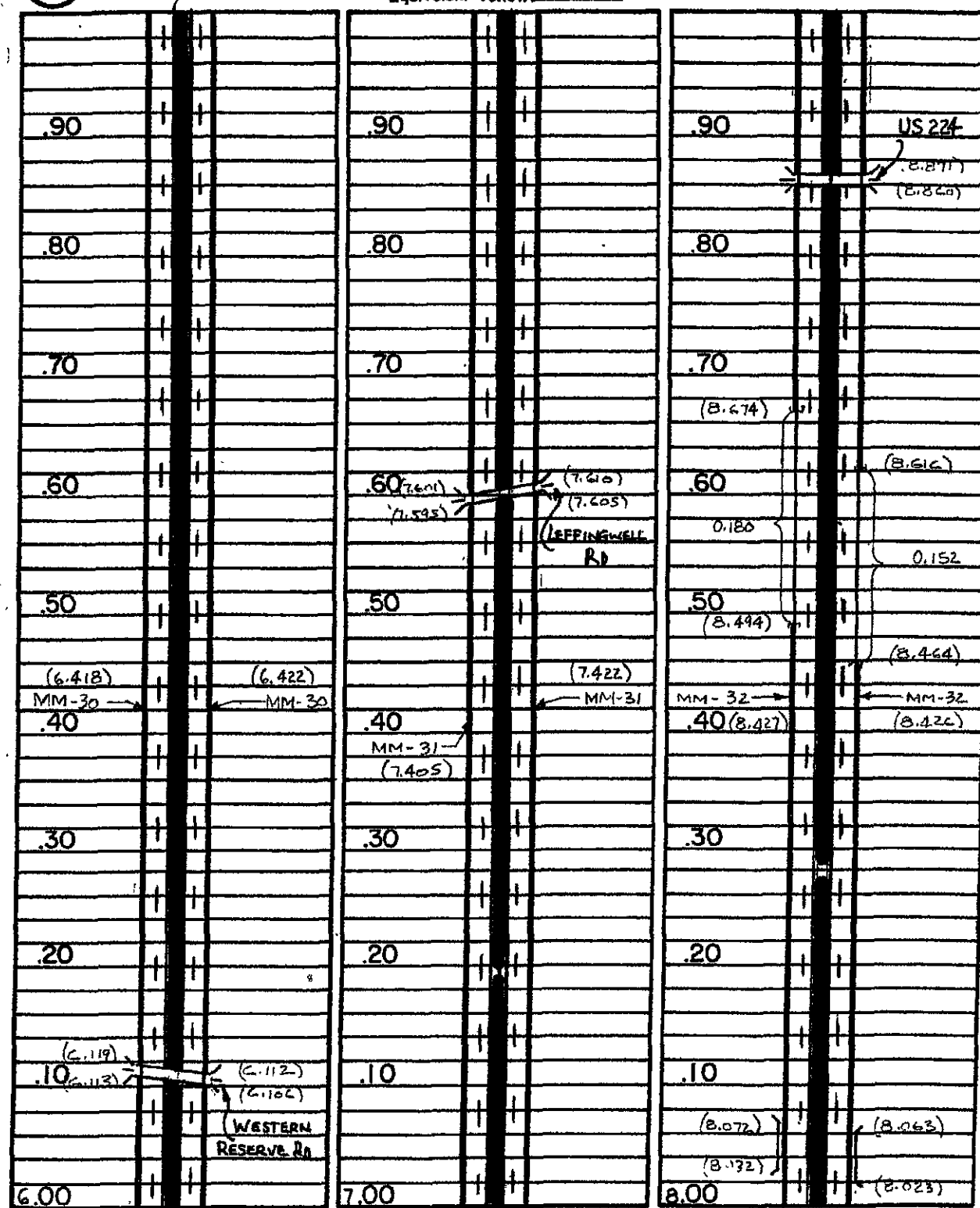


Center Line Log Record and Field Sheet

SHEET 3 OF 6

COUNTY MAHONING ROUTE 11

Total This Route = Yellow: Solid _____, Yellow: Dash _____, White: Dash _____
Equivalent Yellow _____



Yellow: Solid _____ Dash _____ Yellow: Solid _____ Dash _____ Yellow: Solid _____ Dash _____

TOTAL YELLOW THIS PAGE: SOLID _____, DASH _____, EQUIVALENT LINE _____

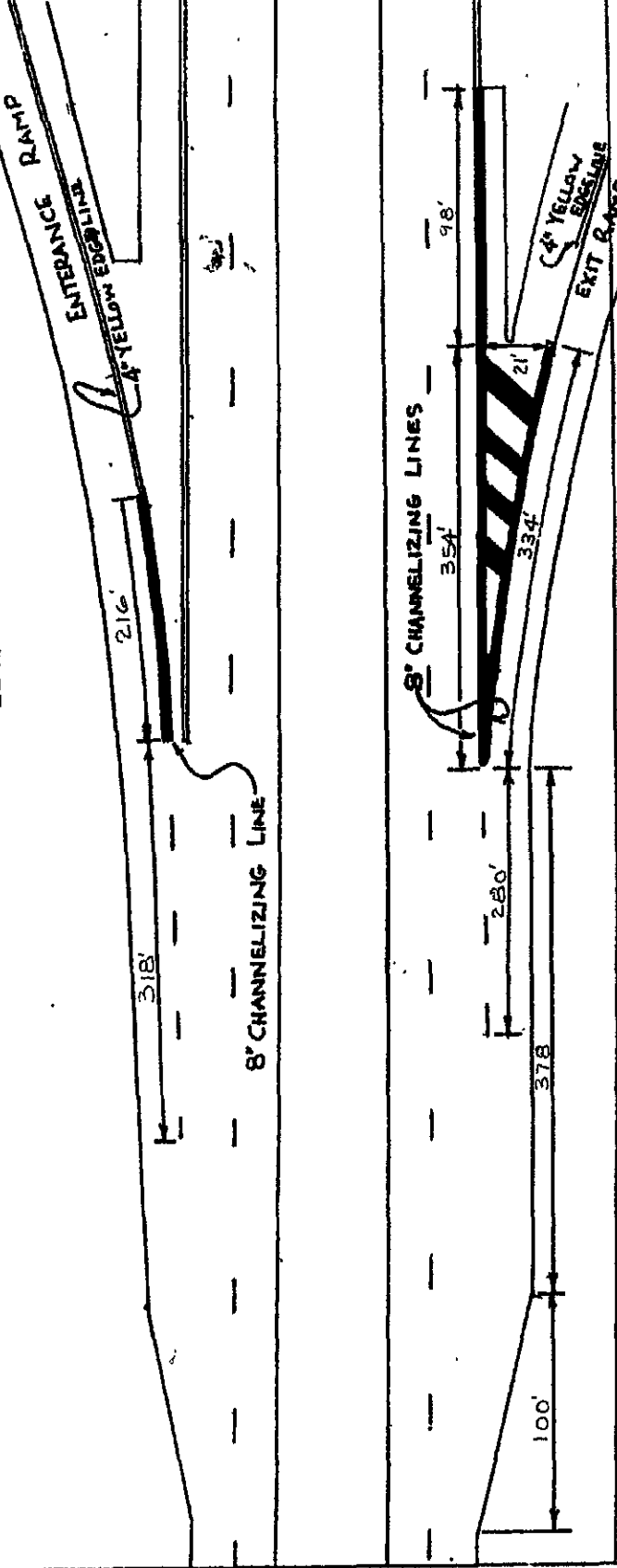
CALCULATED
L.L.S.
CHECKED

PAVEMENT MARKINGS

MAH-11/46/46D/62/62F-
0.00/8.80/0.29/7.61/0.00

40
42

AUXILIARY PAVEMENT MARKING 4-28-92
COUNTY MAHONING
LOCATION SR 11 & SR 46
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS _____
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE _____ 100Z LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ 379 LIN. FT.



AUXILIARY PAVEMENT MARKING 4-28-92
COUNTY MAHONING
LOCATION SR 11 & SR 46
PAVEMENT SURFACE TYPE _____
INTERSECTION TOTALS _____
24" STOP LINE _____ LIN. FT.
12" CROSSWALK LINE _____ LIN. FT.
8" CHANNELIZING LINE _____ 872 LIN. FT.
SYMBOLS and LEGENDS _____
24" TRANSVERSE LINE _____ 277 LIN. FT.

