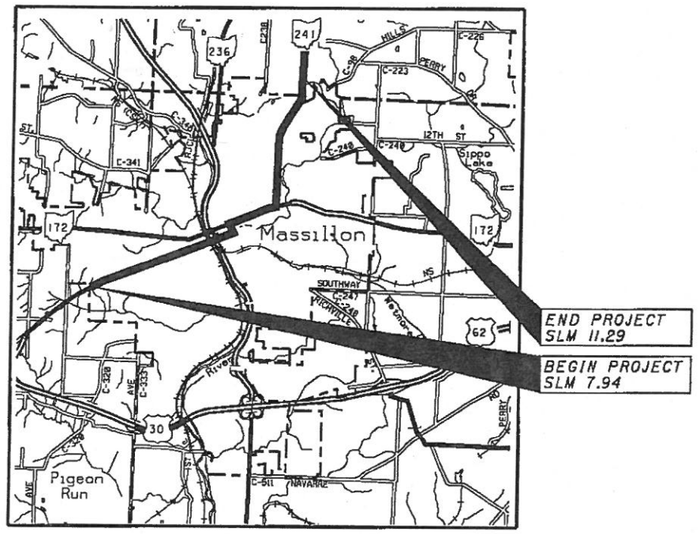
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

STA-241-7.94

CITY OF MASSILLON
STARK COUNTY



LOCATION MAP

LATITUDE: 40°47'47" LONGITUDE: 81°31'22"

SCALE IN MILES
0 1 2 3 4

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

DESIGN FUNCTIONAL CLASSIFICATION-
URBAN ARTERIAL

PROJECT DESCRIPTION

IMPROVEMENT OF 2.45 MILES OF S.R. 241 BY PLANING AND RESURFACING, INCLUDING PAVEMENT MARKING AND CURB REPAIR.

EARTH DISTURBED AREAS

PROJECT EDA - 0.00 ACRES
EST. CONTRACTOR EDA - N/A (MAINTENANCE PROJECT)
NOTICE OF INTENT EDA - N/A (MAINTENANCE PROJECT)

INDEX OF SHEETS:

2005 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 _____
DATE 10.23.06 DISTRICT DEPUTY DIRECTOR

APPROVED Gordon Proctor
DATE 11-20-06 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. NON-FEDERAL
PID NO. 25450
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
STA-241-7.94
1 / 20

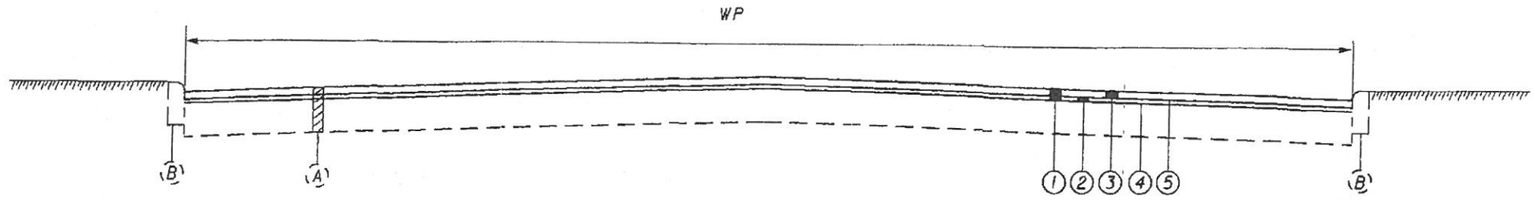
UNDERGROUND UTILITIES
TWO WORKING DAYS
BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY

District Four Production

ENGINEERS SEAL:
STATE OF OHIO THOMAS J. POWELL E-61151 REGISTERED PROFESSIONAL ENGINEER
SIGNED:
DATE: 10-20-06

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	7-16-04	MT-35.10	4-20-01	TC-41.20	1-19-01					SUPPLEMENTAL SPECIFICATIONS	
BP-5.1	7-28-00	MT-95.31	9-05-06	TC-42.20	7-16-04					800	10-20-06
		MT-95.32	9-05-06	TC-52.10	4-20-01					832	4/25/06
				TC-52.20	4-20-01						
		MT-97.10	9-05-06	TC-71.10	1-21-05						
RM-1.1	4-21-06	MT-97.11	9-05-06	TC-73.10	1-19-01						
		MT-99.20M	1-30-95	TC-82.10	4-19-02						
		MT-105.10	10-18-02								
1-1.2	7-15-05	MT-105.11	10-18-02								
										SPECIAL PROVISIONS	
DM-4.3	7-19-02										
DM-4.4	7-19-02										



SECTION APPLIES:				
	SLM		Length	WP
Route	From	To	(Miles)	(Feet)
241	7.94	8.86	0.92	47
241	8.86	8.96	0.10	60
	TOTAL		1.02	

LEGEND

(1) 254, 2" PAVEMENT PLANING
(2) 448, 1¼" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG64-22
(3) 424, ¾" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A
(4) 407, TACK COAT
(5) 407, TACK COAT FOR INTERMEDIATE COURSE

(A) EXISTING ASPHALT PAVEMENT
(B) EXISTING CURB

NOTES:
WP IS THE AVERAGE WIDTH OF PAVEMENT EXCLUDING, TWO WAY LEFT TURN LANES, MEDIANS, AND ONE WAY TURN LANES.

CALCULATED LMB
CHECKED TJP

TYPICAL SECTIONS

STA-241-7.94

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 HEADQUARTERS 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.

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.

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.

GRADING AND FILLING OPERATIONS

THE PLACEMENT OF COMPACTED AGGREGATE SHALL NOT EXTEND PAST THE EXISTING GRADED SHOULDERS. NO EXCAVATION, GRADING, OR FILLING OPERATIONS SHALL BE PERFORMED IN ANY WETLANDS OR STREAMS, UNLESS THE REQUIRED STATE AND/OR FEDERAL PERMITS HAVE BEEN OBTAINED IN ACCORDANCE WITH ALL APPLICABLE STATE AND/OR FEDERAL LAWS AND REGULATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE EQUIPMENT AND/OR MATERIALS IN ANY WETLANDS OR STREAMS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM SPECIAL: MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 604 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL 500 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE, AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

CALCULATED LMB
CHECKED DAY

GENERAL NOTES

STA-241-7.94

CURB RAMPS

CURB RAMPS AND TRUNCATED DOMES SHALL BE CONSTRUCTED ACCORDING TO THE PLAN INSERT SHEETS TITLED CURB RAMPS WITH TRUNCATED DOMES AT EVERY EXISTING ROAD INTERSECTION WITH CURBS. TRUNCATED DOMES WILL BE INSTALLED AT EVERY EXISTING ROAD INTERSECTION WITH SIDEWALK, EVEN IF THERE IS NO CURB.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, CURB RAMPS SHALL BE PERFORMED PRIOR TO MAINLINE RESURFACING.

THERE ARE AN ESTIMATED 48 LOCATIONS WITHIN THE PROJECT LIMITS REQUIRING CURB RAMPS WITH TRUNCATED DOMES TO BE INSTALLED.

THERE ARE AN ESTIMATED 3 SIDEWALK LOCATIONS WITHIN THE PROJECT LIMITS REQUIRING THE INSTALLATION OF TRUNCATED DOMES.

PAYMENT:

ITEM 202 - WALK REMOVED (FT), A QUANTITY OF 3264 SQ FT WILL BE CARRIED TO THE GENERAL SUMMARY.

ITEM 202 - CURB REMOVED (FT), A QUANTITY OF 529 FT WILL BE CARRIED TO THE GENERAL SUMMARY.

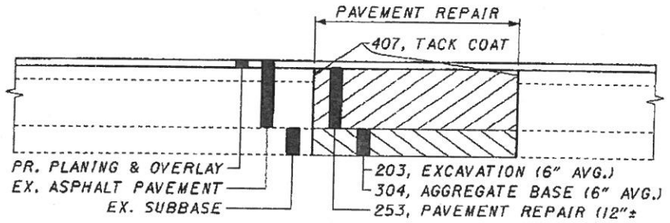
ITEM 608 - CURB RAMP, AS PER PLAN (SQ FT) SHALL INCLUDE THE COST OF FINISHING AND INSTALLING ALL MATERIALS (EXCEPT TRUNCATED DOMES), GRADING, FORMING, CURB AND FINISHING OF THE CURB AND WALK. A QUANTITY OF 2805 SQ FT WILL BE CARRIED TO THE GENERAL SUMMARY.

ITEM 608 - WALKWAY MISC.: TRUNCATED DOMES (SQ FT) SHALL INCLUDE THE COST OF FINISHING AND INSTALLING TRUNCATED DOMES INCLUDING ALL MATERIALS, FORMING, AND FINISHING. A QUANTITY OF 454 SQ FT WILL BE CARRIED TO THE GENERAL SUMMARY.

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:

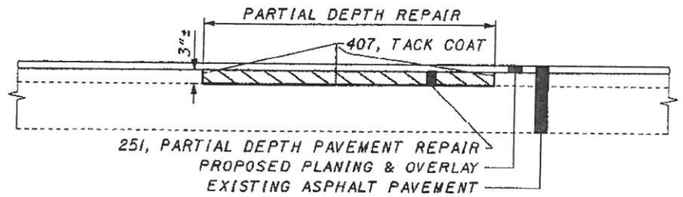
253, PAVEMENT REPAIR, 100 SQ YD



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 604 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

GRADE RINGS SHALL NOT BE USED TO ADJUST MANHOLES TO GRADE. ALL OTHER REQUIREMENTS SHALL STILL BE APPLICABLE.

ITEM 604 MANHOLE ADJUSTED TO GRADE, AS PER PLAN 2 EACH

ITEM 604 - CATCH BASIN ADJUSTED TO GRADE

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED, CARRIED TO THE GENERAL SUMMARY, AND SHALL BE USED AS DIRECTED BY THE ENGINEER.

ITEM 604 CATCH BASIN ADJUSTED TO GRADE 2 EACH

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 . 17 CU. 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 17 CU. YD.

CALCULATED LMB CHECKED DAY

GENERAL NOTES

STA-241-7.94

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 BIDIRECTIONAL LANE SHALL BE MAINTAINED FOR TWO LANE SECTIONS AND A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED FOR THREE OR MORE LANE SECTIONS 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.

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.

8. NO WORK SHALL BE PERFORMED BETWEEN 10PM AND 6AM DAILY.

9. 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 LANE, CENTER, 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.

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. 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.

MAINTENANCE OF TRAFFIC (CONTINUED)

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), W8-11 (UNEVEN LANES SYMBOL). THESE QUANTITES SHALL BE AS PER 614.04.

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

PLANED SURFACE

ITEM 614 WORK ZONE CENTER LINE, CLASS II	1.02 MILE
ITEM 614 WORK ZONE LANE LINE, CLASS II	0.06 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I	900 FT
ITEM 614 WORK ZONE STOP LINE CLASS I,	363 FT
ITEM 614 WORK ZONE MARKING SIGN (ALL PHASES)	6 EACH

INTERMEDIATE COURSE

ITEM 614 WORK ZONE CENTER LINE, CLASS II	1.02 MILE
ITEM 614 WORK ZONE LANE LINE, CLASS II	0.06 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I	900 FT
ITEM 614 WORK ZONE STOP LINE CLASS I,	363 FT

SURFACE COURSE

ITEM 614 WORK ZONE CENTER LINE, CLASS II	1.02 MILE
ITEM 614 WORK ZONE LANE LINE, CLASS II	0.06 MILE
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I	900 FT
ITEM 614 WORK ZONE STOP LINE CLASS I,	363 FT

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.

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. 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.

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.

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.

CALCULATED LMB
CHECKED MJH

MAINTENANCE OF TRAFFIC GENERAL NOTES

STA-241-7.94

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.

LOOP DETECTOR REPLACEMENT

THE CONTRACTOR SHALL CONTACT THE DISTRICT OFFICE (330-786-3146) THREE WORKING DAYS PRIOR TO ANY PLANING OR TRENCHING AT THE INTERSECTIONS LISTED BELOW. LOOP DETECTORS DISTURBED BY PAVEMENT PLANING OR TRENCHING SHALL BE ABANDONED IN PLACE. THE LOOP DETECTOR WIRE WILL BE CUT INTO THE PAVEMENT AFTER THE PROPOSED SURFACE COURSE HAS BEEN PLACED. EACH DETECTOR SHALL BE REPLACED IN KIND, AT THE SAME LOCATION AS EXISTING. THE QUANTITIES LISTED BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY. THE NEW LOOP DETECTOR WIRES SHALL BE RUN INTO THE EXISTING CONTROL BOX OR THE EXISTING PULLBOX. INCLUDED IN THIS ITEM IS THE POURED EPOXY TYPE CABLE SPLICE KIT CONFORMING TO 725.15E THAT MUST BE USED IN MAKING THESE CONNECTIONS.

ALL NECESSARY MATERIAL, LABOR, SPLICE KITS AND EQUIPMENT SHALL BE INCIDENTAL TO PAYMENT OF THESE ITEMS.

ITEM 632 DETECTOR LOOP	2 EACH
SR 241 (LINCOLN WAY)	2 EACH, 8'x30'

CALCULATED LWB CHECKED MJH

MAINTENANCE OF TRAFFIC GENERAL NOTES

STA-241-7.94

SHEET NUMBER										PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	6	9	13						PROJECT	100% CITY						
																ROADWAY	
										LUMP		201	11000	LUMP		CLEARING AND GRUBBING	
	3264										3264	202	30000	3264	SQ FT	WALK REMOVED	
	529										529	202	32000	529	FT	CURB REMOVED	
	17										17	203	10000	17	CU YD	EXCAVATION	
	2									2		604	09000	2	EACH	CATCH BASIN ADJUSTED TO GRADE	
	2									2		604	34501	2	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	4
500										500		SPECIAL	60450000	500	POUND	MISCELLANEOUS METAL	3
	2805										2805	608	52001	2805	SQ FT	CURB RAMP, AS PER PLAN	4
	454										454	608	98000	454	SQ FT	WALKWAY, MISC.: TRUNCATED DOMES	4
																PAVEMENT	
	100										100	251	01000	100	SQ YD	PARTIAL DEPTH PAVEMENT REPAIR	
	100										100	253	01000	100	SQ YD	PAVEMENT REPAIR	
			28887							28887		254	01000	28887	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
	17										17	304	20000	17	CU YD	AGGREGATE BASE	
			4333							4333		407	10000	4333	GALLON	TACK COAT	
			1155							1155		407	14000	1155	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
			602							602		424	10000	602	CU YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE A	
			1003							1003		448	46020	1003	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I, PG64-22	
																TRAFFIC CONTROL	
				0.06						0.06		642	00190	0.06	MILE	LANE LINE	
				1.02						1.02		642	00290	1.02	MILE	CENTER LINE	
				900						900		642	00390	900	FT	CHANNELIZING LINE	
				363						363		642	00490	363	FT	STOP LINE	
				312						312		642	00590	312	FT	CROSSWALK LINE	
				30						30		642	01190	30	FT	PARKING LOT STALL MARKING	
				25						25		642	01290	25	EACH	LANE ARROW	
				120						120		642	01490	120	FT	DOTTED LINE, 4"	
																TRAFFIC SIGNALS	
		2								2		632	26500	2	EACH	DETECTOR LOOP	

CALCULATED LMB
CHECKED

GENERAL SUMMARY

STA-241-7.94

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SHEET NUMBER	PARTICIPATION		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	PROJECT	100% CITY						
							MAINTENANCE OF TRAFFIC	
6	6		614	12460	6	EACH	WORK ZONE MARKING SIGN	
20	20		614	13000	20	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
0.18	0.18		614	20400	0.18	MILE	WORK ZONE LANE LINE, CLASS II	
3.06	3.06		614	21400	3.06	MILE	WORK ZONE CENTER LINE, CLASS II	
2700	2700		614	23000	2700	FT	WORK ZONE CHANNELIZING LINE, CLASS I	
1089	1089		614	26000	1089	FT	WORK ZONE STOP LINE, CLASS I	
	LUMP		614	11000	LUMP		MAINTAINING TRAFFIC	
	3		619	16010	3	MONTH	FIELD OFFICE, TYPE B	
	LUMP		623	10000	LUMP		CONSTRUCTION LAYOUT STAKES	
	LUMP		624	10000	LUMP		MOBILIZATION	

CALCULATED LMB
CHECKED

GENERAL SUMMARY

STA-241-7.94

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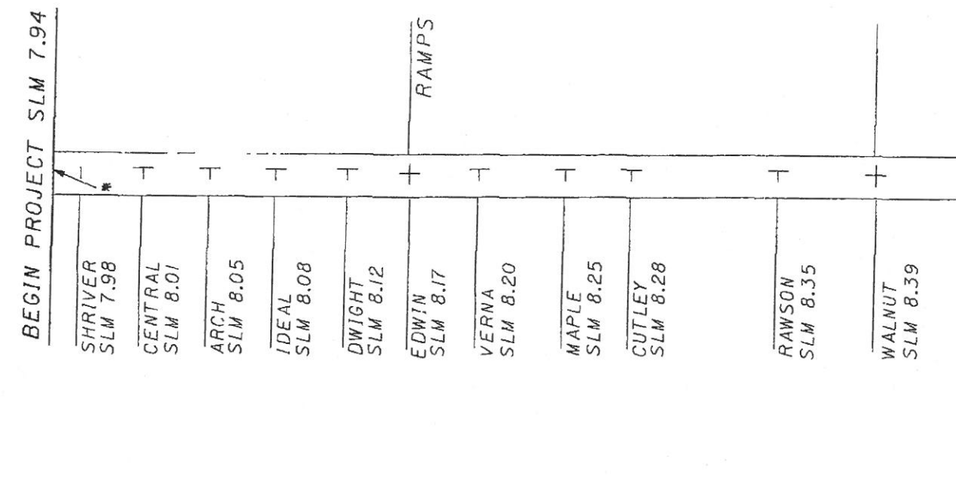

*NOTE - A BUTT JOINT SHALL BE PLACED AS PER BP-3.1

NOT TO SCALE

PAVEMENT DATA

ROUTE	LOG POINT TO LOG POINT	LENGTH MILES	LENGTH FEET	WP AVG. FEET AVERAGE	PAVEMENT AREA SQ YD	254 PAVEMENT PLANING, ASPHALT CONCRETE 2" AVERAGE SQ YD	407 TACK COAT @ 0.15 GAL/SY GALLON	407 TACK COAT FOR INTERMEDIATE COURSE @ 0.04 GAL/SY	ASPHALT CONCRETE 424 FINE GRADED POLYMER ASPHALT CONCRETE THICKNESS IN.	424 TYPE A CU YD	448 ASPHALT CONCRETE INTERMEDIATE COURSE THICKNESS IN.	448 TYPE I PG64-22 CU YD
SR 241	7.94 TO 8.86	0.92	4857.60	47	25367	25367	3805	1015	3/4"	528	1 1/4"	881
SR 241	8.86 TO 8.96	0.10	528.00	60	3520	3520	528	141	3/4"	73	1 1/4"	122
TOTALS CARRIED TO GENERAL SUMMARY						28887	4333	1155		602		1003

CALCULATED LMB
CHECKED DAY

ASPHALT CONCRETE

STA-241-7.94

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15-NOV-2006 2:00PM sbennett

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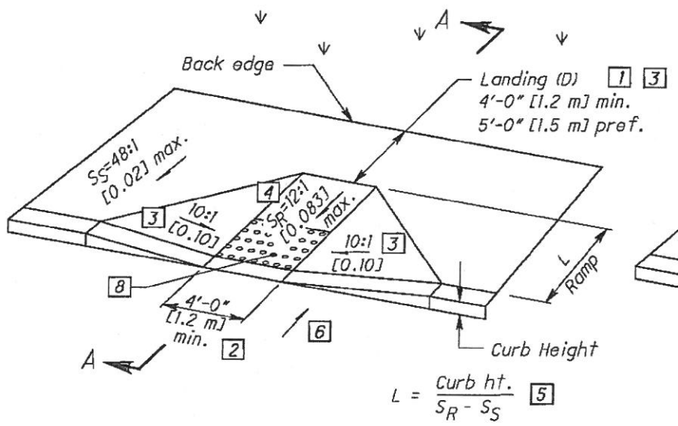
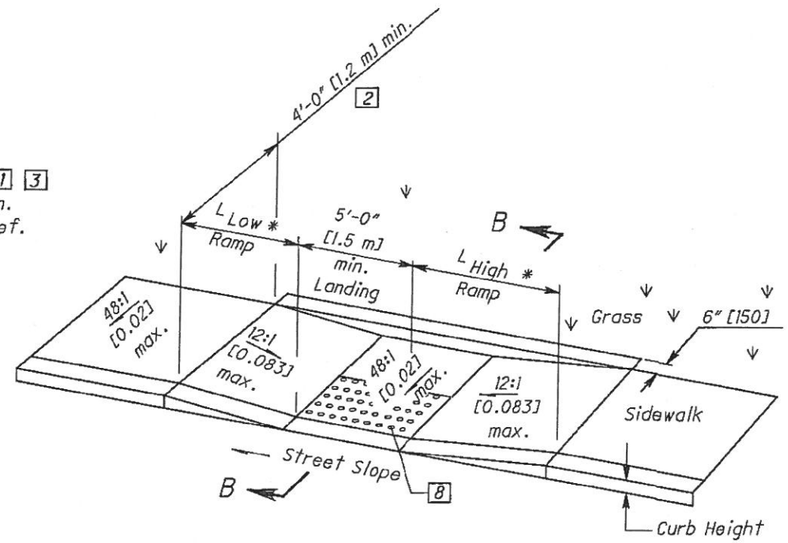


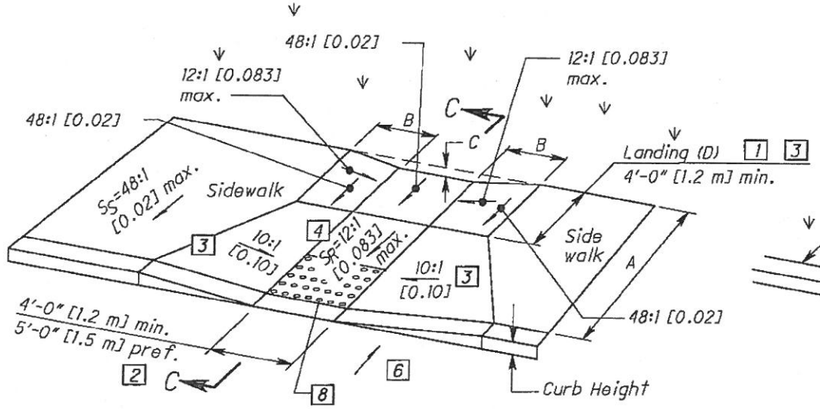
See Sht. 3 of 3 for SECTION A-A

PERPENDICULAR CURB RAMP DETAIL



See Sht. 3 of 3 for SECTION B-B

PARALLEL CURB RAMP DETAIL (DOUBLE)

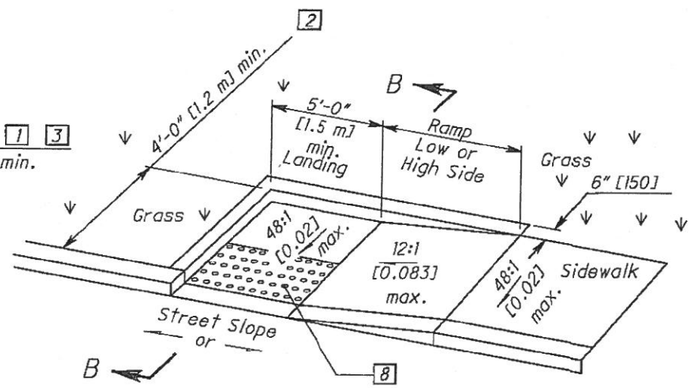


See Sht. 3 of 3 for SECTION C-C

COMBINED CURB RAMP DETAIL

$B = C / 0.083$

$C = [\text{Curb ht} + A(S_S)] - [(A-D)S_R + D(0.02)]$



See Sht. 3 of 3 for SECTION B-B

PARALLEL CURB RAMP DETAIL (SINGLE)

Street Slope	Ramp Length @ 1"/ft [0.083]	
	L LOW SIDE*	L HIGH SIDE *
0.01	5'-5" [1.6 m]	6'-10" [2.1 m]
0.02	4'-10" [1.5 m]	7'-11" [2.4 m]
0.03	4'-5" [1.3 m]	9'-5" [2.9 m]
0.04	4'-1" [1.2 m]	11'-8" [3.6 m]
0.05	3'-9" [1.1 m]	15'-2" [4.6 m]
* Measured along the back of a 6" [150] high curb.		

$$L_{HIGH} = \frac{\text{Curb ht.}}{0.083 - \text{Street Slope}}$$ 7

$$L_{LOW} = \frac{\text{Curb ht.}}{0.083 + \text{Street Slope}}$$ 7

LEGEND

1 May be reduced to 3'-0" [915] in existing sidewalks if the landing is unconstrained along the back edge.

2 May be reduced to 3'-4" [1.02 m] in existing sidewalks to better fit the walk configuration or where site conditions are restricted by narrow walks, pole foundations, drainage inlets, etc. The width may be tapered.

3 Where landing width (D) has been reduced to 3'-0" [915] the flared sides shall have a maximum slope of 12:1 [0.083].

Flared sides are not required where the edges of a curb ramp are protected by landscaping or other barriers to travel by wheel chair users or pedestrians across the edge of the curb ramp. However, if the flared sides are used in these areas, they may be of any slope.

4 The slope of the ramp toward the curb is preferred to be 12:1 [0.083] or flatter related to the horizontal, but the maximum slope shall be 12:1 [0.083] relative to the existing or proposed walk slope.

In existing sidewalks, where the maximum ramp slope (S_R) is not feasible, it may be reduced as follows:

A) 10:1 [0.10] for a max. rise of 6" [150],
B) 8:1 [0.125] for a max. rise of 3" [75],
C) 6:1 [0.167] over a max. run of 2'-0" [610] for historic areas where a flatter slope is not feasible.

5 The minimum length of a perpendicular ramp is 6' [2.0 m] from the back of a 6" [150] curb and may be increased where feasible to obtain a flatter ramp slope or to better blend with the walk configuration.

6 Gutter counter slopes at the foot of perpendicular curb ramps should not exceed 20:1 [0.05] over a distance of 2'-0" [610] from the curb.

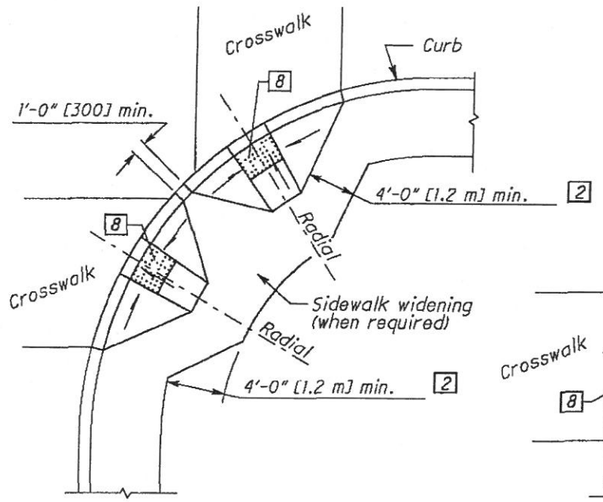
7 Dimensions derived by equation are nominal. Construct ramps to meet required slopes and existing conditions.

8 Detectable Warnings (truncated domes) are to be installed in the location shown. Dimensions of the domes are 24" [610] from the back of the curb by the width of the ramp. See NOTES on sheet 3 of 3.

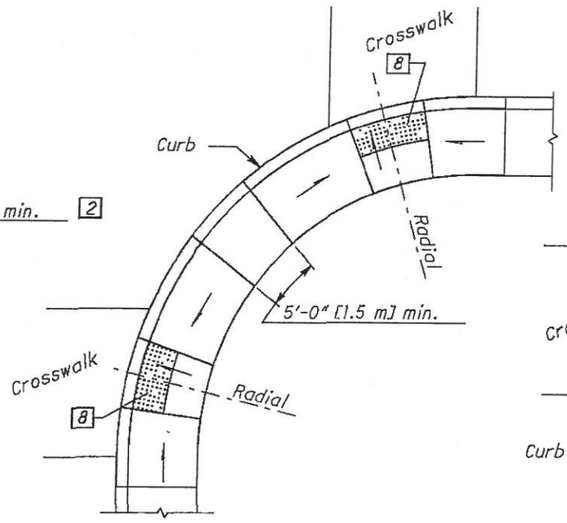
CURB RAMPS WITH TRUNCATED DOMES

STA-241-7.94

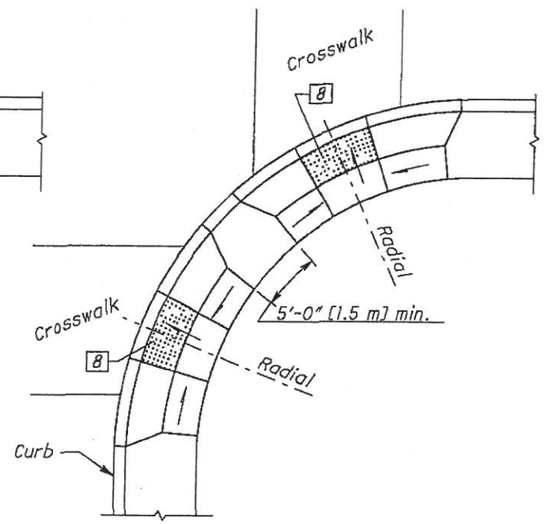
10 / 20



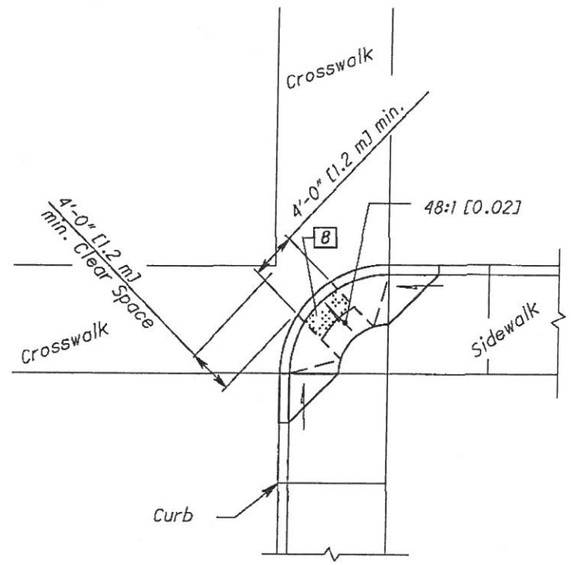
DESIGN A
PERPENDICULAR RAMP



DESIGN B
PARALLEL RAMP



DESIGN C
COMBINATION RAMP



DESIGN D
DIAGONAL RAMP

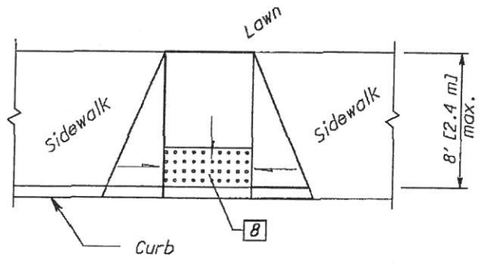
Use in existing walks only and when site constraints prohibit other designs. The diagonal ramp may be perpendcular, parallel or combination.

Avoid using where curb radii are less than 20'-0" [6.0 m].

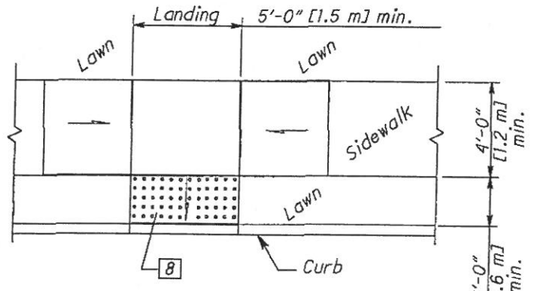
CORNER CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1 of 3 for additional requirements.)

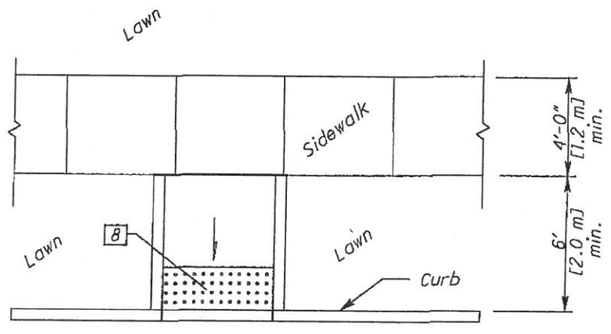
For LEGEND, See sheet 1 of 3.



DESIGN E
PERPENDICULAR RAMP



DESIGN F
PARALLEL RAMP



DESIGN G
PERPENDICULAR RAMPS
w/o FLARES

MID BLOCK CURB RAMP DESIGNS

(See Curb Ramp Details on Sht. 1/3 for additional requirements.)

CURB RAMPS WITH TRUNCATED DOMES

STA-241-7.94

2 / 3

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NOTES

SURFACE TEXTURE: Texture of concrete surfaces shall be obtained by coarse brooming transverse to the ramp slopes and shall be rougher than adjacent walk.

TRUNCATED DOMES: Install detectable warnings (truncated domes) for a distance of 24" [610] from the back of the curb for the entire width of the ramp opening as shown on details on Sheet 1.

Pavers will meet ASTM C 902 Class SX, Type I, or C 936, or C 1272 Type R.

Acceptable manufacturers and products are:

1) Whitacre-Greer Fireproofing Company,
   1400 S. Mahoning Ave, Alliance, OH, 44601, (800) WG PAVER
   ADA Paver, 4"x8"x2-1/4", Clear Red (Rustic) #30.

2) Hanover Architectural Products,
   240 Bender Rd., Hanover, PA. 17331, (717) 637-0500
   Detectable Warning Paver, 12"x12"x2", or 24"x24"x2",
   Red or Quarry Red.

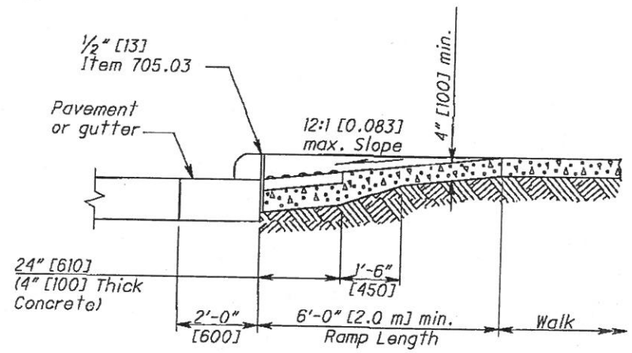
3) Endicott Clay Products,
   PO Box 17, Fairbury, NE, 68352, (402) 729-5804
   Handicap Detectable Warning Paver,
   4"x8"x2-1/4", Red Blend.

Pavers will laid on top of a 4" [100] unreinforced concrete base. Setting bed and joints to be mortared in accordance with manufacturer's instruction, or with a maximum ½" [13] thick bed of latex modified cement mortar. Mortar joints to a width not greater than 5/32" [4] and not less than 1/16" [1.5]. Pavers shall not be directly touching each other unless they have spacing bars.

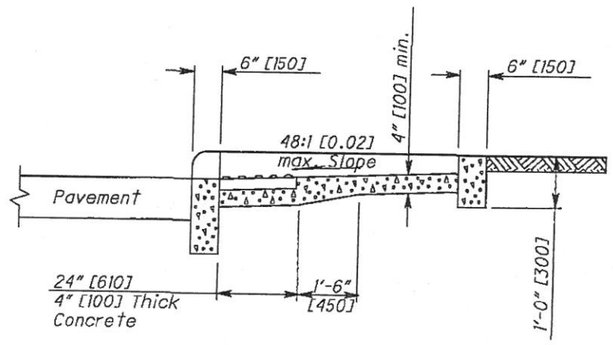
Mortared joints are to be flush with top surface and struck so as to give a smooth surface. Pavers shall be laid such that joints are level with adjoining joints so as to provide a smooth transition from brick to brick and brick to concrete surface.

The surface of any two adjacent units should not differ by more than 1/8" [3] in height. Bricks shall be placed in a running bond pattern. Face of all brick shall be clean of cement and protected so as to avoid chipping during constructionn.

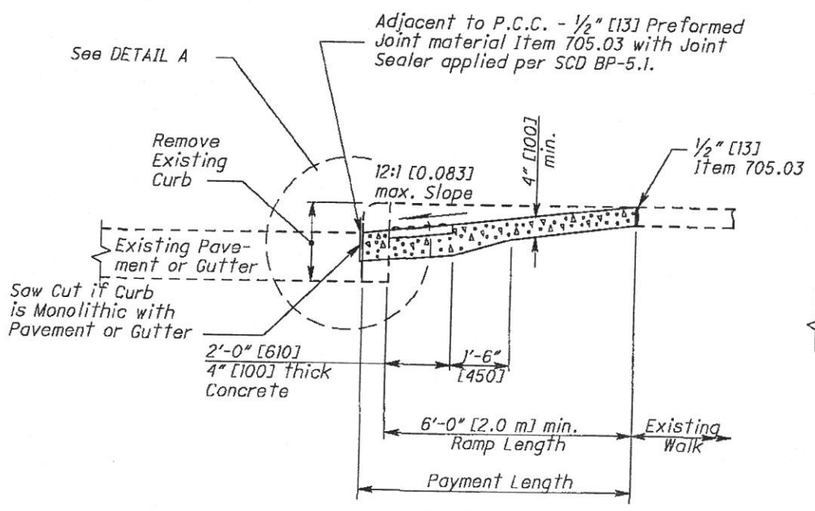
EXPANSION JOINTS: shall be provided in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. A ½" [13] Item 705.03 expansion joint filler shall be provided around the edge of ramps built in existing concrete walk. Lines shown on this drawing indicate the ramp edge and slope changes and are not necessarily joint lines.



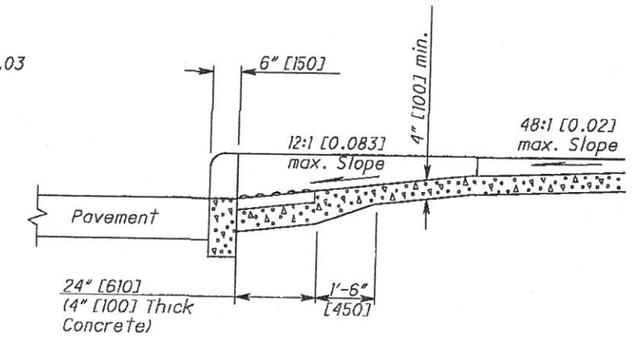
SECTION A-A
NORMAL DETAIL
See Sheet 1 of 3.
(Gutter shown)



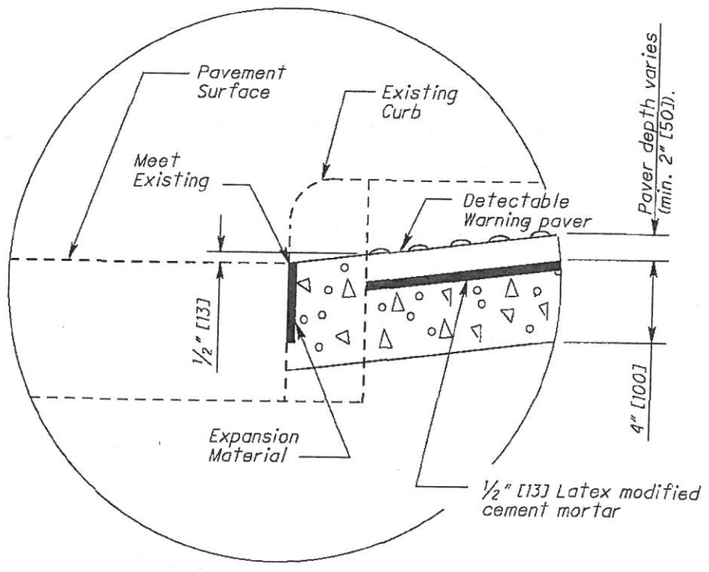
SECTION B-B
See Sheet 1 of 3.



SECTION A-A
EXISTING WALK DETAIL
See Sheet 1 of 3.



SECTION C-C
See Sheet 1 of 3.



DETAIL A

CURB RAMPS WITH TRUNCATED DOMES

STA-241-7.94

3 / 3

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CENTER LINE

GENERAL SPEC. 640
MATERIAL TYPE : 642 - TRAFFIC PAINT

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS
STA	241	7.94	FINEFROCK ST.	8.96	LINCOLN WAY	1.02	1.61	
TOTAL						1.02	1.61	

LANE LINE

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	TOTAL MILES	4" LANE LINE DASHED	4" LANE LINE SOLID	COMMENTS
STA	241	8.83	TREMONT AVE. (SOUTHBOUND)	8.89	CHARLES AVE	0.06			
TOTAL						0.06			

EDGE LINE

COUNTY	ROUTE	TRU LOG	FROM	TRU LOG	TO	WHITE EDGE LINE TOTAL MILES	WHITE EDGE LINE HIGH-WAY	WHITE EDGE LINE RAMP	YELLOW EDGE LINE TOTAL MILES	YELLOW EDGE LINE HIGH-WAY	YELLOW EDGE LINE RAMP	COMMENTS
TOTAL												

AUXILIARY

COUNTY	ROUTE LOCATION	TRU LOG	CHANNEL LINE	STOP LINE	TRANSVERSE DIAGONAL LINES WHITE	TRANSVERSE DIAGONAL LINES YELLOW	CROSS-WALK LINES	WORD ON PAVEMENT ONLY 72"	WORD ON PAVEMENT ONLY 96"	LANE ARROWS TURN LEFT	LANE ARROWS TURN RIGHT	LANE ARROWS THRU	LANE ARROWS COMB.	SYMBOL MARKINGS RxR	SYMBOL MARKINGS SCHOOL 72"	SYMBOL MARKINGS SCHOOL 96"	ISLAND MARK-INGS	DOTTED LINES	PARKING STALL	COMMENTS
			FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	SQ FT	FT	FT	
STA	SR 241 @ ERIE ST.	7.94	100	24							2									
STA	SR 241 @ EDWIN ST.	8.17	100	48							2									
STA	SR 241 @ WALNUT ST.	8.39	200	48						4										
STA	SR 241 @ SOUTH ST	8.69		48															6	
STA	SR 241 @ TREMONT AVE.	8.83	450	156			208			4	4	4	4					120	12	
STA	SR 241 @ SR 172	8.96	50	39			104			1									12	
TOTAL			900	363			312			9	8	4	4					120	30	

CALCULATED T.J.D.
CHECKED

PLAN No.

PAVEMENT MARKING SUB-SUMMARY

STA-241-7.94

13/20

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TS 54
DISTRICT 4

N

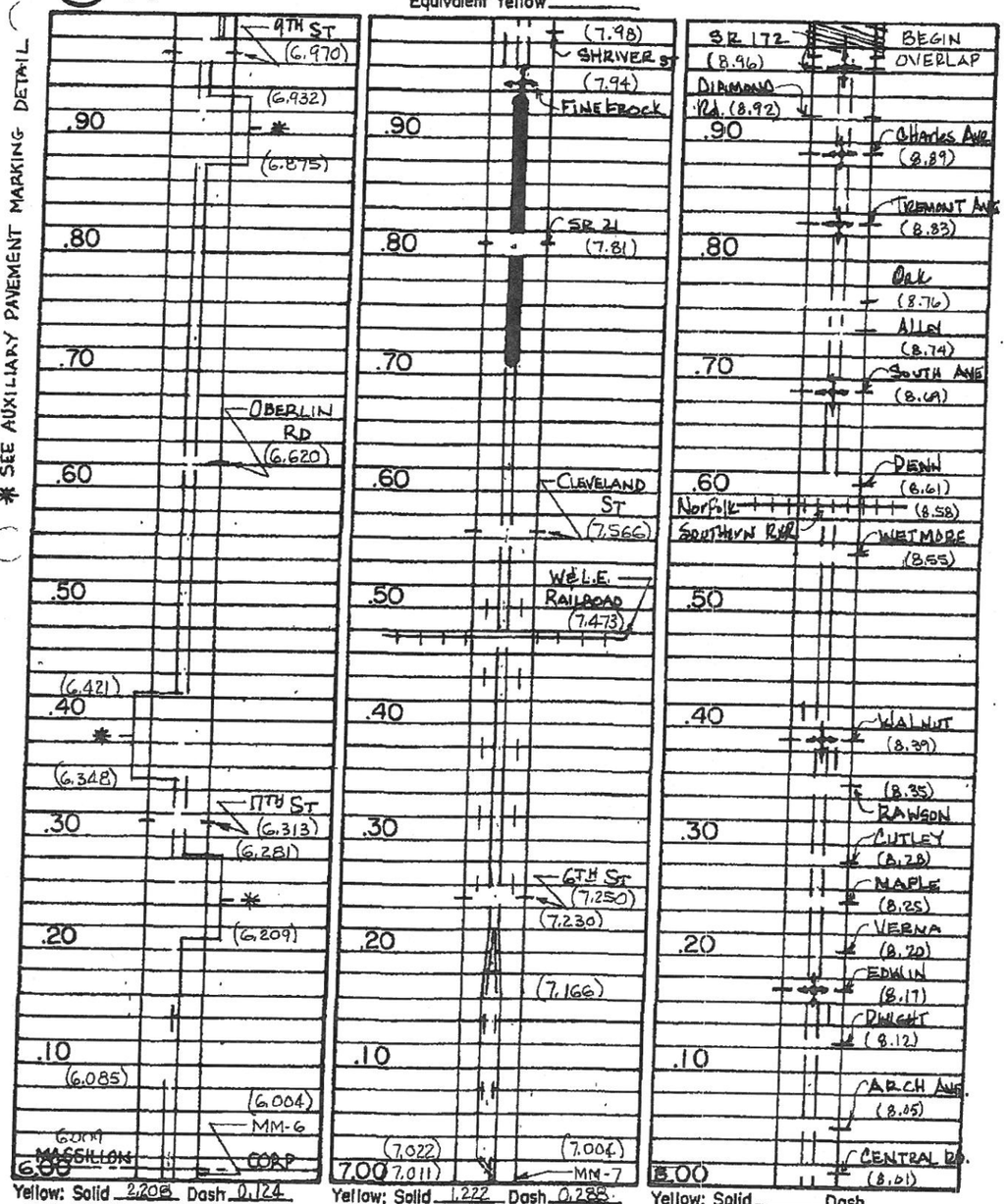
CITY OF MASSILLON
Center Line Log Record and Field Sheet

SHEET____ OF____

COUNTY STARK ROUTE 241

Total This Route = Yellow: Solid____, Yellow: Dash____, White: Dash____

Equivalent Yellow____



Yellow: Solid 2.208 Dash 0.124

Yellow: Solid 1.222 Dash 0.288

Yellow: Solid____ Dash____

TOTAL YELLOW THIS PAGE: SOLID 3.430 DASH 0.412 EQUIVALENT LINE 3.533

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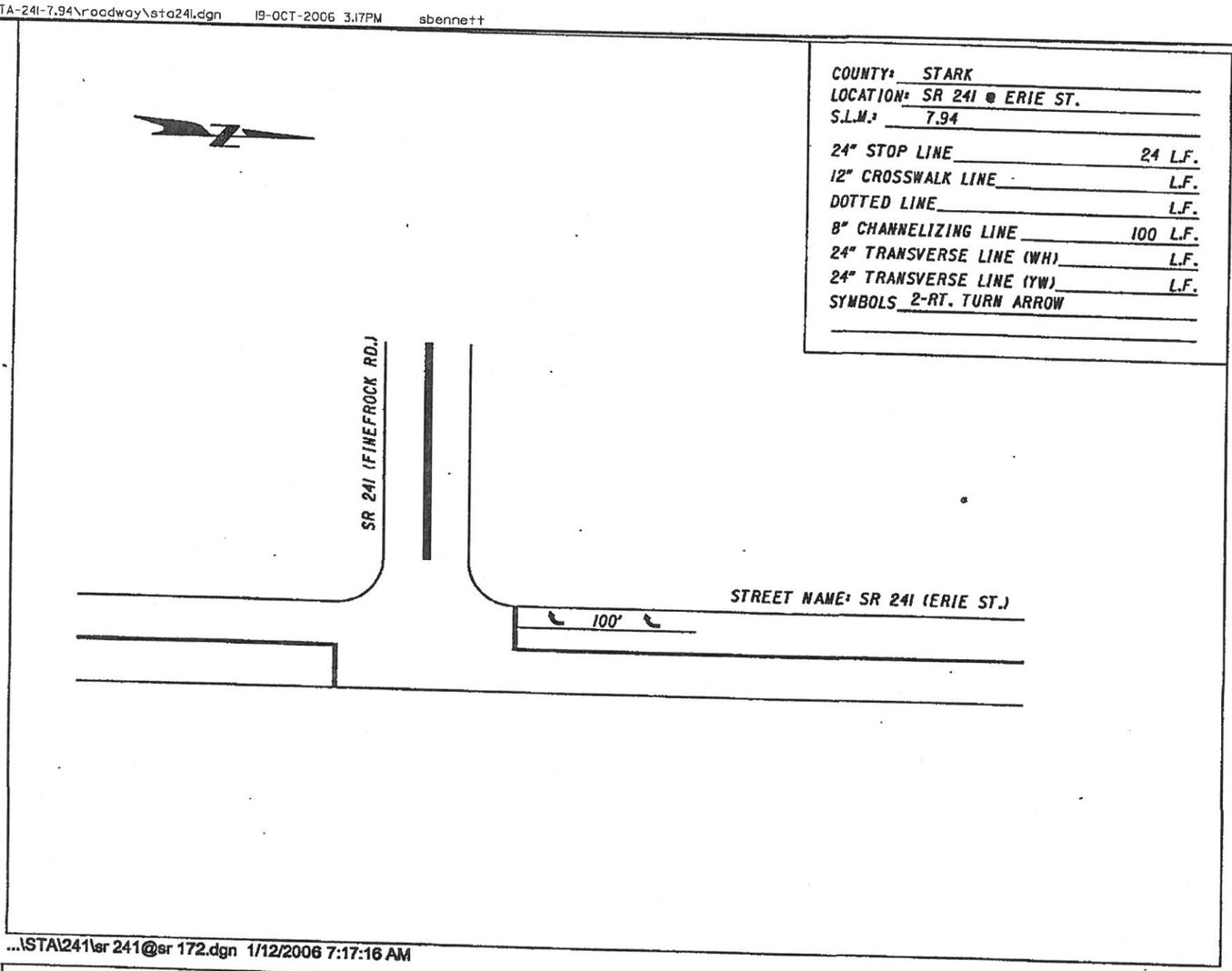
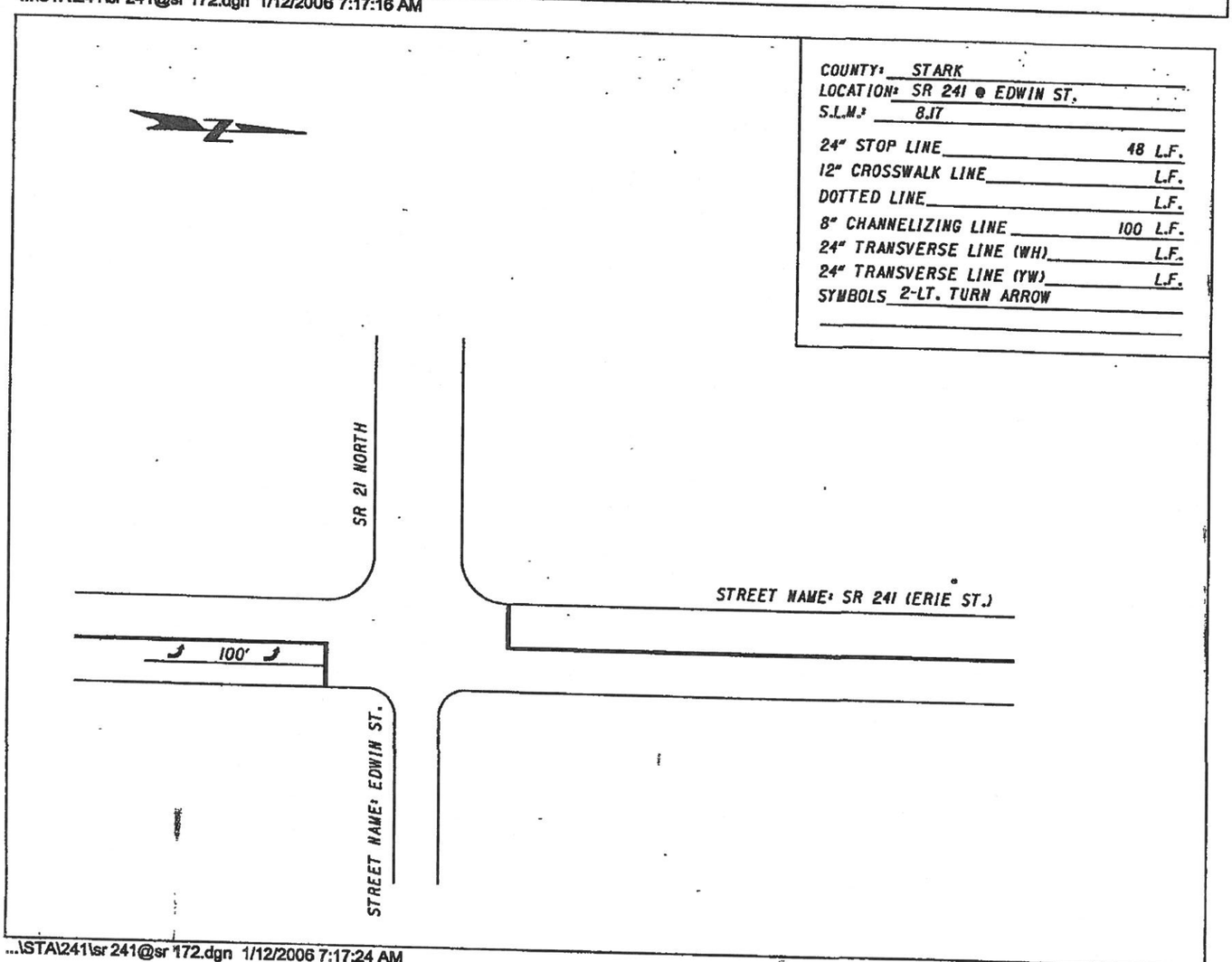
CALCULATED LMB CHECKED

PAVEMENT MARKINGS

STA-241-7.94





STA-241-7.94

PAVEMENT MARKINGS

CALCULATED LMB
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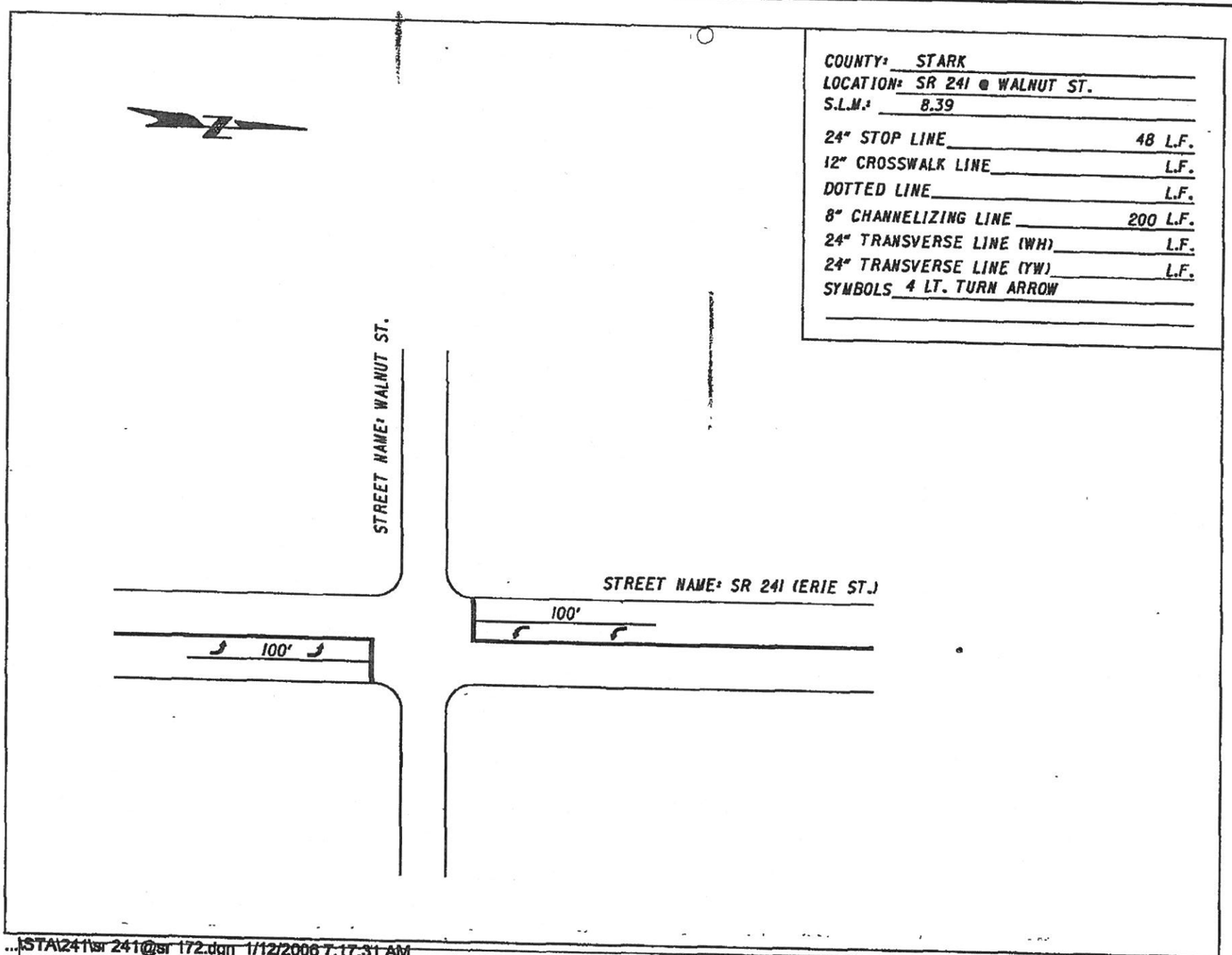

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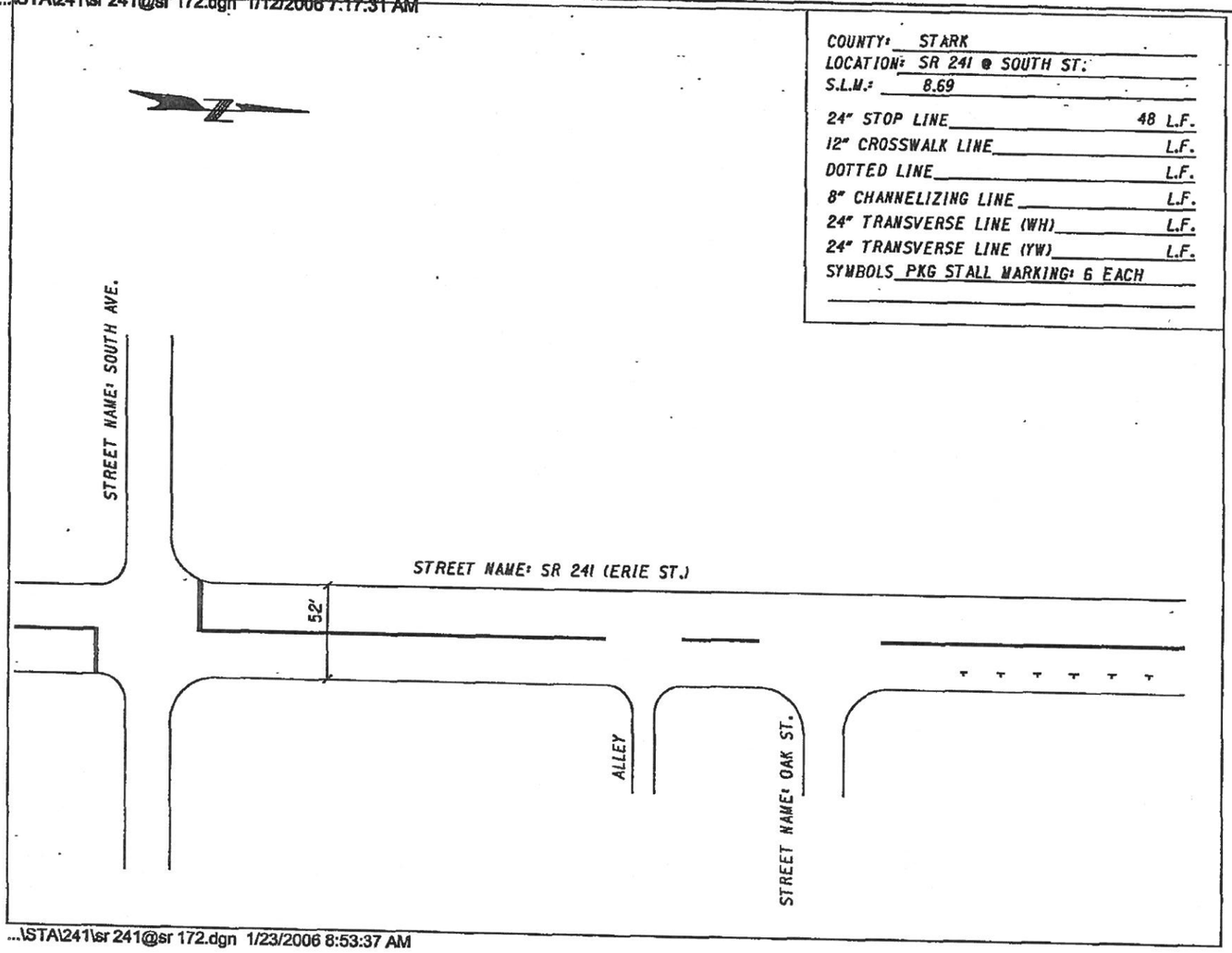

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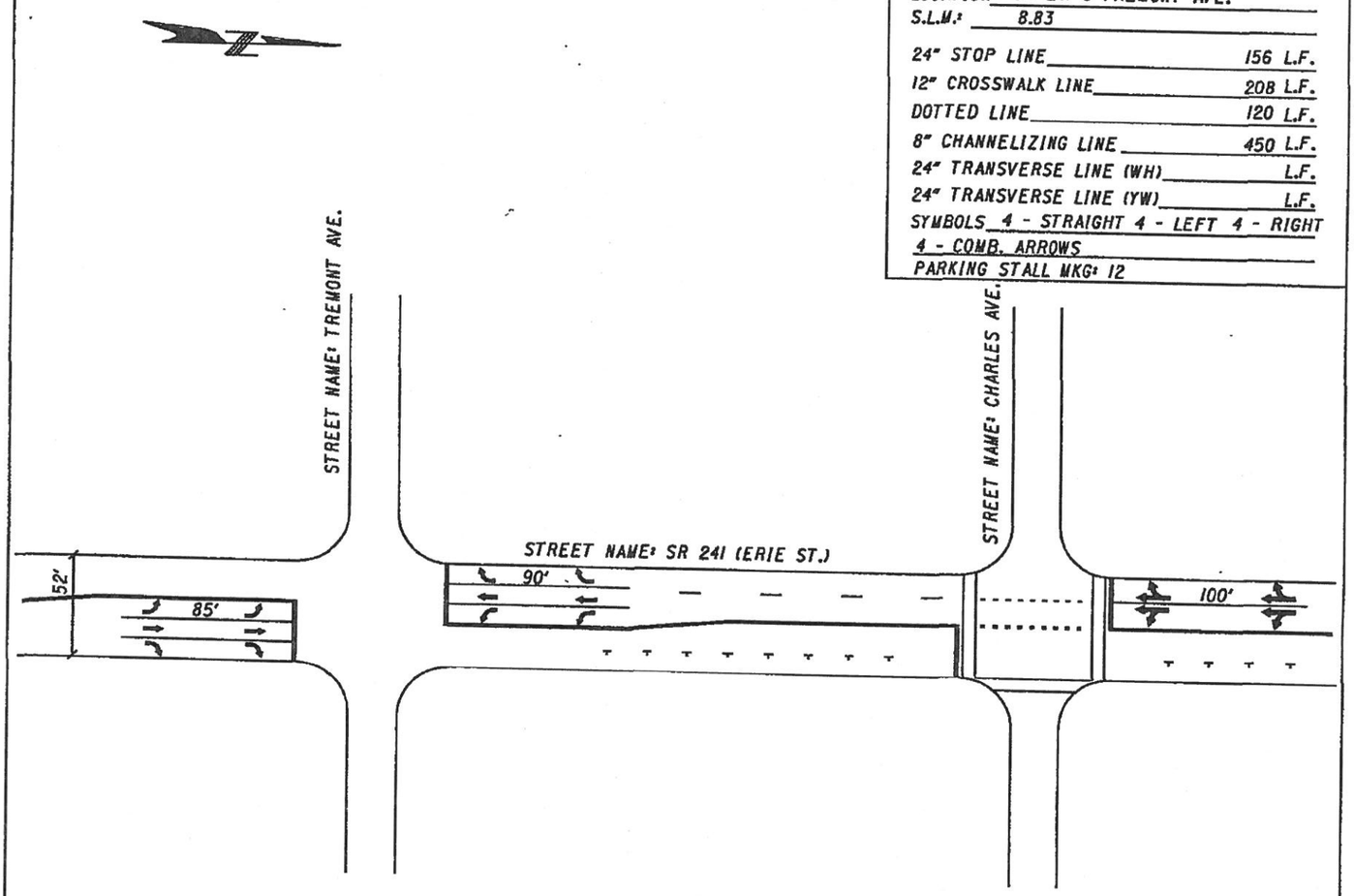
20 / 16	STA-241-7.94	PAVEMENT MARKINGS	CALCULATED LMB / CHECKED

COUNTY: STARK
LOCATION: SR 241 @ TREMONT AVE.
S.L.M.: 8.83

24" STOP LINE	156 L.F.
12" CROSSWALK LINE	208 L.F.
DOTTED LINE	120 L.F.
8" CHANNELIZING LINE	450 L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	L.F.

SYMBOLS 4 - STRAIGHT 4 - LEFT 4 - RIGHT
4 - COMB. ARROWS
PARKING STALL MKG: 12



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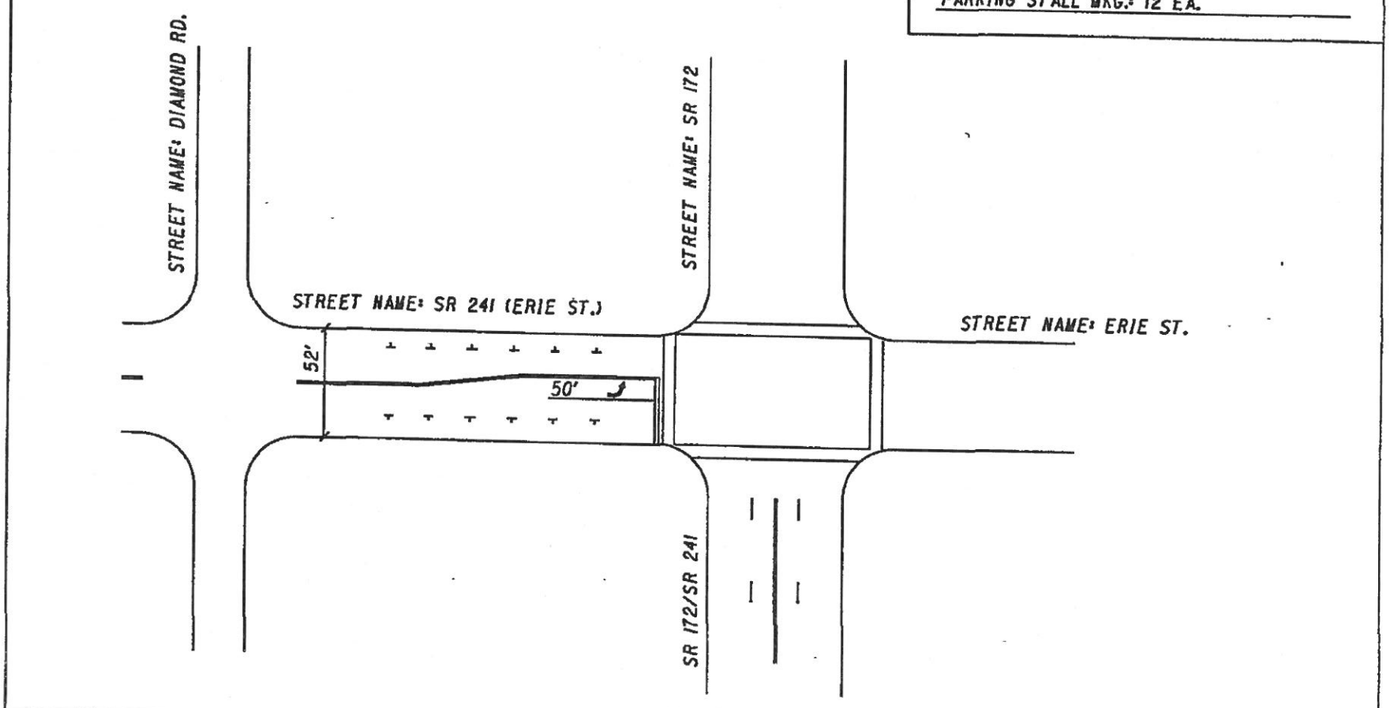
COUNTY: STARK
LOCATION: SR 241 @ SR 172
S.L.M.: 8.96

24" STOP LINE	39 L.F.
12" CROSSWALK LINE	104 L.F.
DOTTED LINE	L.F.
8" CHANNELIZING LINE	50 L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	L.F.

SYMBOLS 1 - LEFT ARROW
PARKING STALL MKG: 12 EA.



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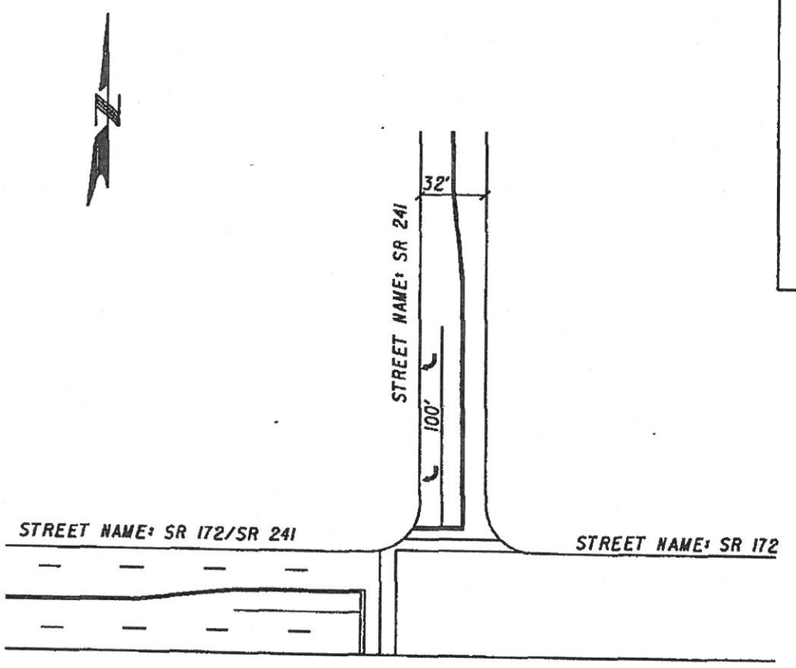
STA-241-7.94

PAVEMENT MARKINGS

CALCULATED LMB
CHECKED



COUNTY: STARK
LOCATION: SR 241 @ SR 172
S.L.M.: 9.71

24" STOP LINE	25 L.F.
12" CROSSWALK LINE	64 L.F.
DOTTED LINE	L.F.
8" CHANNELIZING LINE	100 L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	L.F.
SYMBOLS	2 - RIGHT ARROWS

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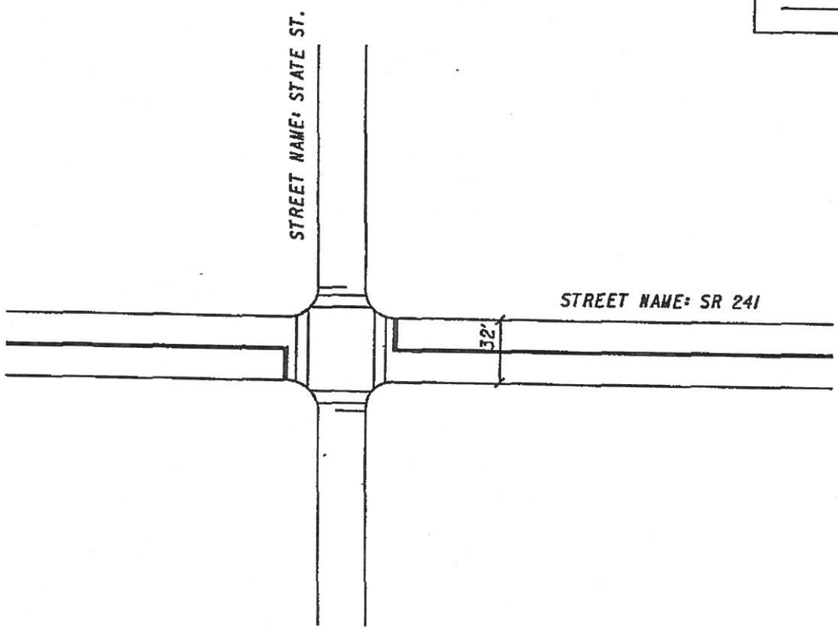
COUNTY: STARK
LOCATION: SR 241 @ STATE ST.
S.L.M.: 9.98

24" STOP LINE	32 L.F.
12" CROSSWALK LINE	144 L.F.
DOTTED LINE	L.F.
8" CHANNELIZING LINE	L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	L.F.
SYMBOLS	



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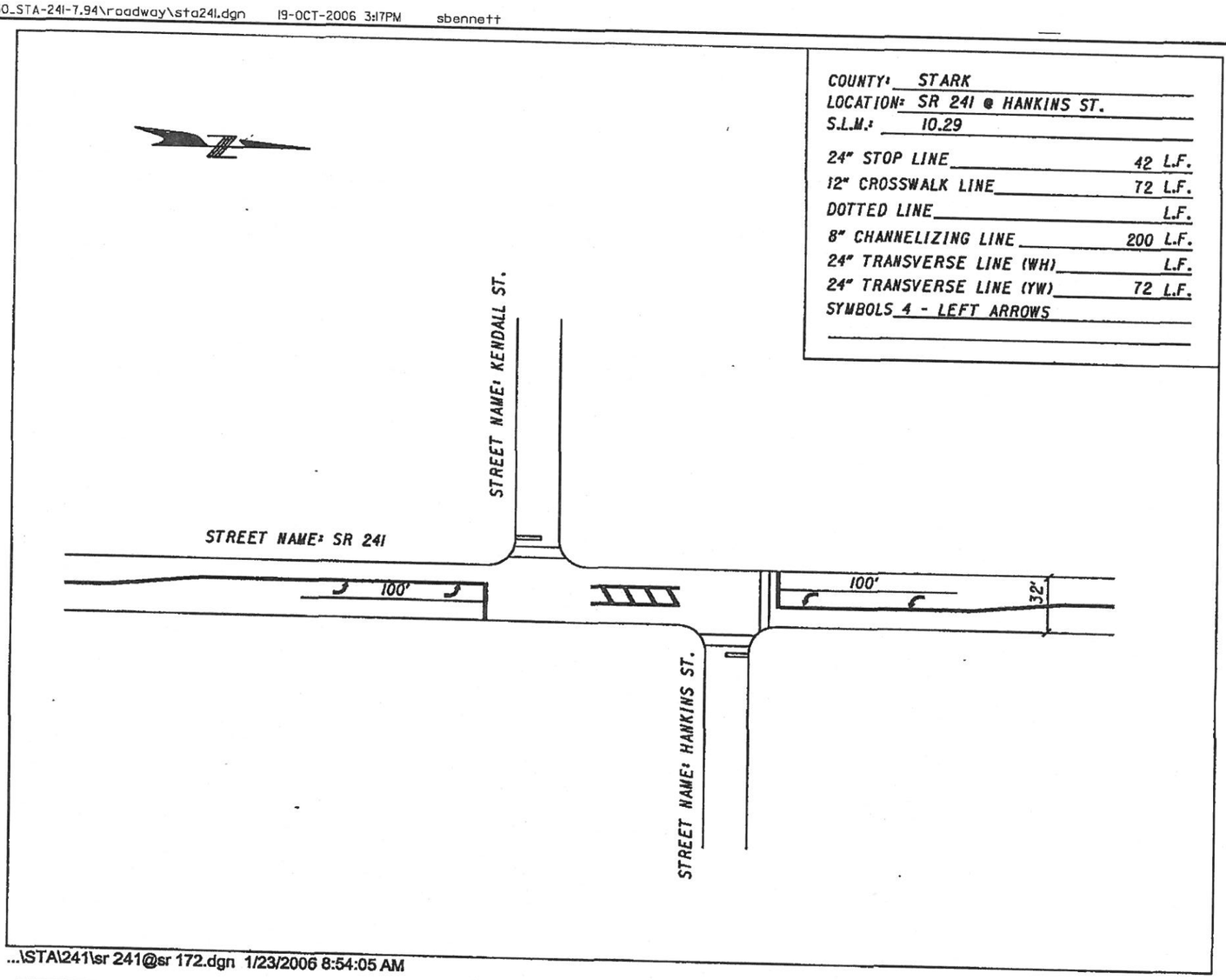
COUNTY: STARK
LOCATION: SR 241 @ HANKINS ST.
S.L.M.: 10.29

24" STOP LINE	42 L.F.
12" CROSSWALK LINE	72 L.F.
DOTTED LINE	L.F.
8" CHANNELIZING LINE	200 L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	72 L.F.
SYMBOLS 4 - LEFT ARROWS	



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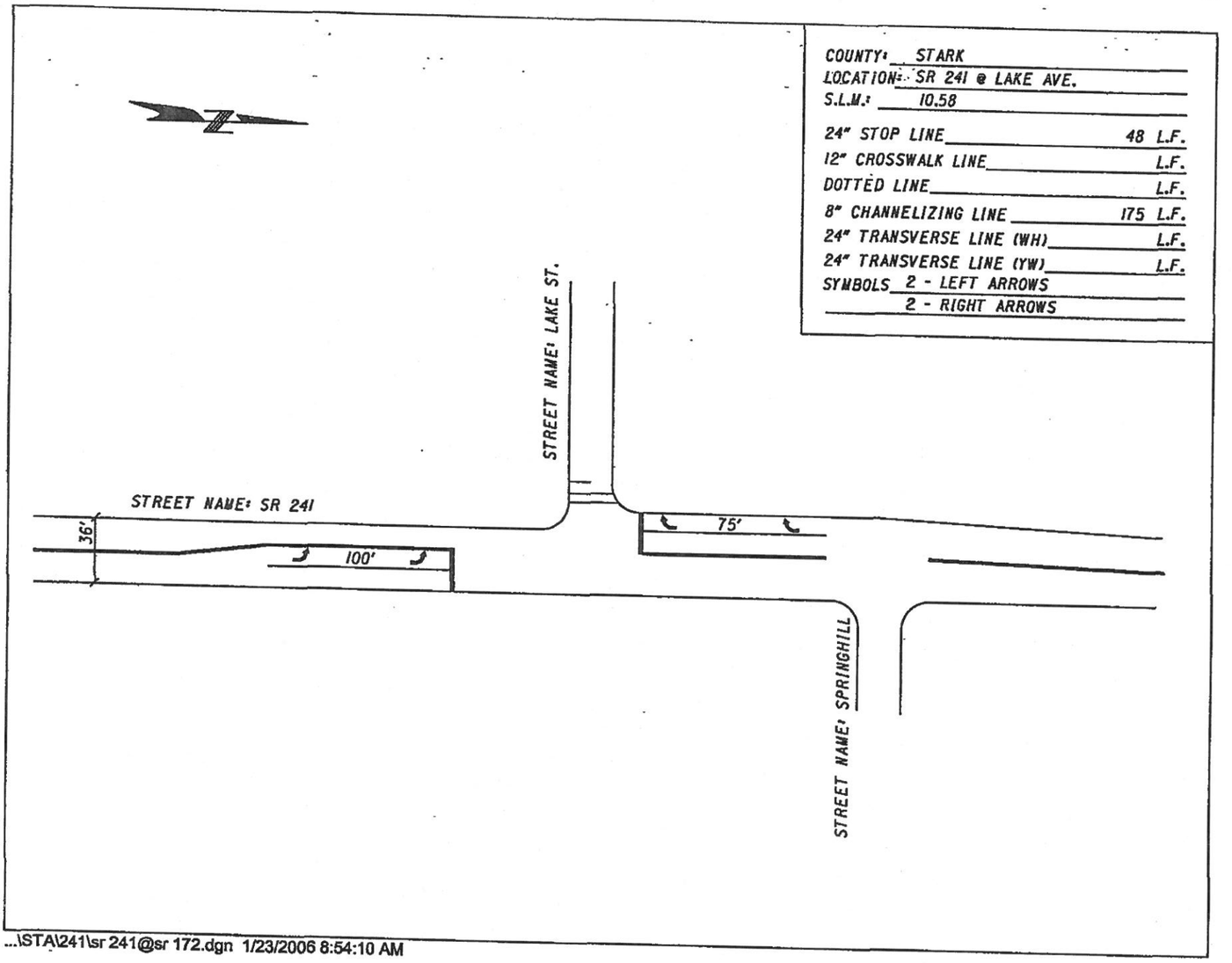
COUNTY: STARK
LOCATION: SR 241 @ LAKE AVE.
S.L.M.: 10.58

24" STOP LINE	48 L.F.
12" CROSSWALK LINE	L.F.
DOTTED LINE	L.F.
8" CHANNELIZING LINE	175 L.F.
24" TRANSVERSE LINE (WH)	L.F.
24" TRANSVERSE LINE (YW)	L.F.
SYMBOLS 2 - LEFT ARROWS	
2 - RIGHT ARROWS	



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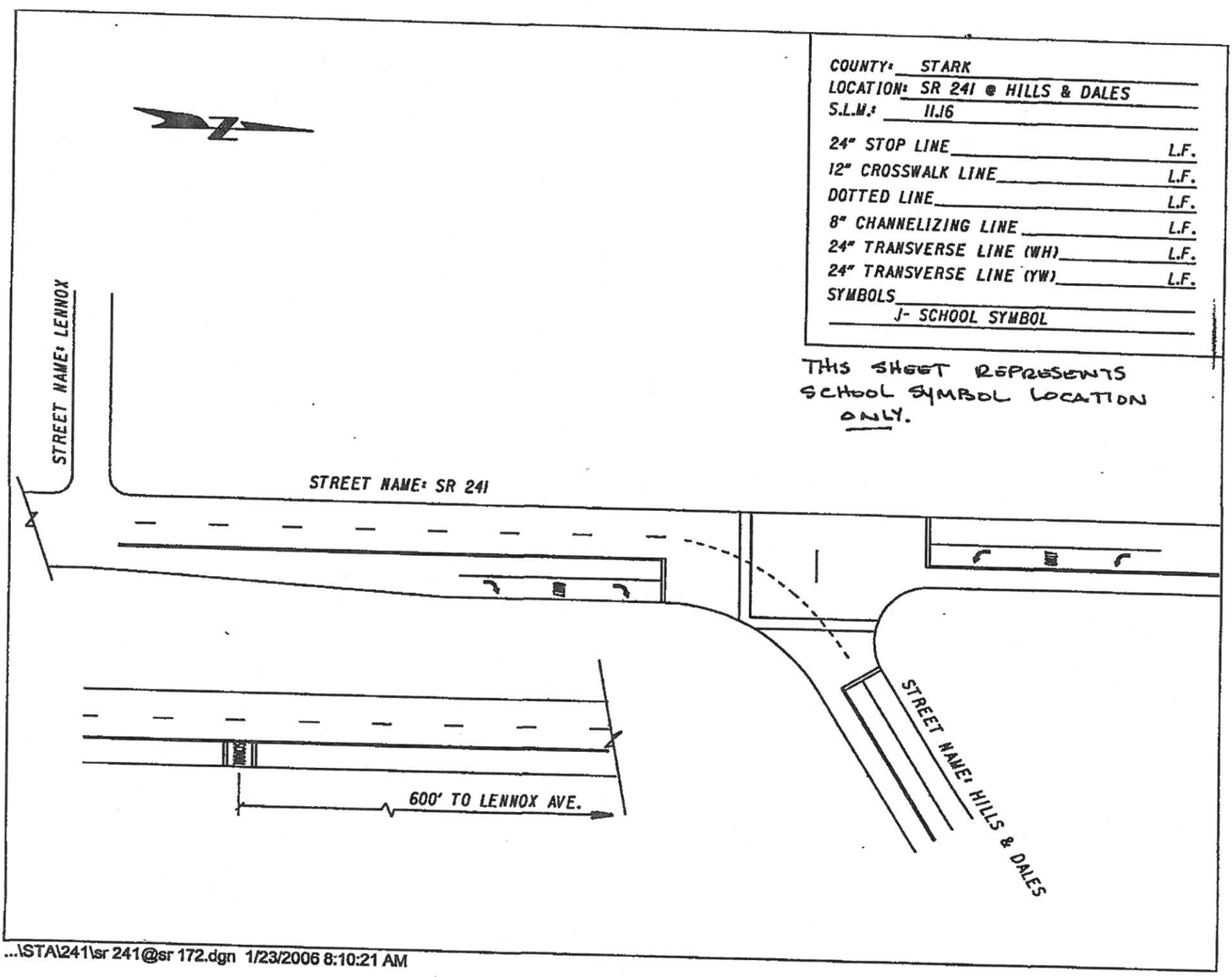
20 / 19	STA-241-7.94	PAVEMENT MARKINGS

CALCULATED LMB
CHECKED

COUNTY: STARK
LOCATION: SR 241 @ HILLS & DALES
S.L.M.: 11.16

24" STOP LINE ____ L.F.
12" CROSSWALK LINE ____ L.F.
DOTTED LINE ____ L.F.
8" CHANNELIZING LINE ____ L.F.
24" TRANSVERSE LINE (WH) ____ L.F.
24" TRANSVERSE LINE (YW) ____ L.F.
SYMBOLS
J- SCHOOL SYMBOL

THIS SHEET REPRESENTS SCHOOL SYMBOL LOCATION ONLY.



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20	STA-241-7.94	PAVEMENT MARKINGS	CALCULATED LMB / CHECKED