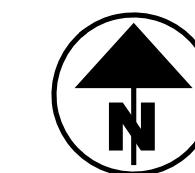


## LOCATION MAP

LATITUDE: 40°36'49" LONGITUDE: -82°18'59"



LOCATION TO BE IMPROVED

INTERSTATE HIGHWAY

FEDERAL ROUTES

STATE ROUTES

COUNTY & TOWNSHIP ROADS

OTHER ROADS

## DESIGN DESIGNATION

CURRENT ADT (2026) NO INFORMATION AVAILABLE

DESIGN YEAR ADT (2046) NO INFORMATION AVAILABLE

DESIGN HOURLY VOLUME (2046) NO INFORMATION AVAILABLE

DIRECTIONAL DISTRIBUTION NO INFORMATION AVAILABLE

TRUCKS (24 HOUR B&C) NO INFORMATION AVAILABLE

DESIGN SPEED 20 MPH

LEGAL SPEED 20 MPH

DESIGN FUNCTIONAL CLASSIFICATION: LOCAL

NHS PROJECT NO

## DESIGN EXCEPTIONS

NONE

## ADA DESIGN WAIVERS

NONE REQUIRED

PLANS PREPARED BY:

OHIO DEPARTMENT OF  
TRANSPORTATION  
DISTRICT THREE ENGINEERING

# STATE OF OHIO

## DEPARTMENT OF TRANSPORTATION

# ASD-MOHICAN STATE PARK- FY2026

### HANOVER TOWNSHIP ASHLAND COUNTY

## FEDERAL PROJECT NUMBER

NON-FEDERAL PROJECT

## RAILROAD INVOLVEMENT

NONE

## PROJECT DESCRIPTION

CONCRETE OVERLAY OF EXISTING BRIDGE DECK,  
APPROACH PAVING, AND ASSOCIATED WORK.

## EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A\*

ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A\*

NOTICE OF INTENT EARTH DISTURBED AREA: N/A\*

\*ROUTINE MAINTENANCE PROJECT

## INDEX OF SHEETS:

TITLE SHEET	1
TYPICAL SECTIONS & CONSTRUCTION LIMITS	2
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STRUCTURES (ASD-58SP-0151)	10 - 11

## 2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED IN THESE PLANS.

  
Robert Weaver  
District 03 Deputy Director

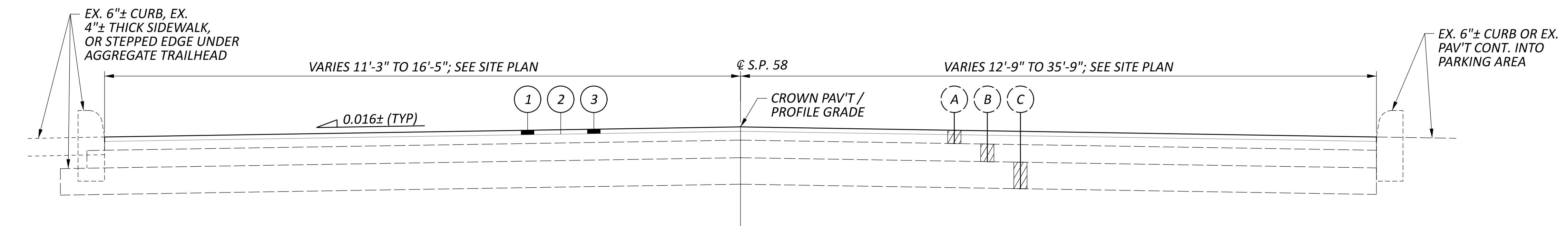
  
Pamela Boratyn  
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-3.1	1/19/24	800-2023	7/18/25
BP-7.1	7/18/25	832	7/18/25
CB-2-2A, 2B, 2C	7/19/24	839	7/16/21
DM-1.1	1/17/25	847	7/19/24
DM-4.3	1/15/16	902	7/19/19
DM-4.4	1/15/16	939	1/17/20
MT-101.60	1/17/25		
MT-110.10	7/19/13		
TC-41.20	10/18/13		
TC-42.10	10/18/13		
TC-52.10	10/18/13		
TC-52.20	1/15/21		

## UNDERGROUND UTILITIES

Contact Two Working Days  
Before You DigOHIO 811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

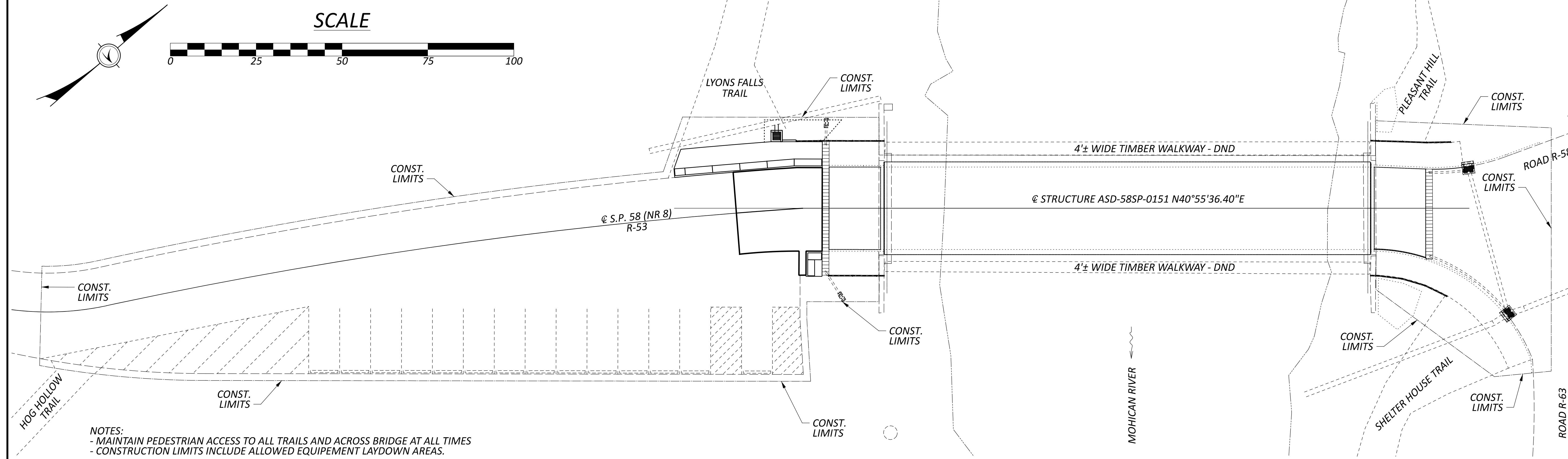
DESIGN AGENCY	DISTRICT 3
	BRIDGE ENGINEERING
DESIGNER	JNC
REVIEWER	KAK 10-21-25
PROJECT ID	120105
SHEET TOTAL	1 11



PAVING TYPICAL SECTION

## LEGEND

(A)	EX. 3"± ASPHALT CONCRETE PAVEMENT	1	ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.50")
(B)	EX. 4"± ASPHALT CONCRETE BASE	2	ITEM 407 - TACK COAT (0.09 GAL/SY)
(C)	EX. 6"± AGGREGATE BASE	3	ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (1.50")

CONSTRUCTION LIMITS  
PLAN VIEW

DESIGN AGENCY  
DISTRICT 3  
  
BRIDGE  
ENGINEERING  
DESIGNER  
JNC  
REVIEWER  
KAK 10-21-25  
PROJECT ID  
120105  
SHEET TOTAL  
2 11

## GENERAL

### UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC RURAL LICKING ELECTRIC CO-OP 11339 MT. VERNON ROAD UTICA, OH 43080 740.404.3006"	GAS TC ENERGY P.O. BOX 85 LAKEVILLE, OH 44638 419.827.2620"
---	---

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

### EXISTING PLANS

THE FOLLOWING EXISTING PLANS SHOWN BELOW MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND: ASD-SP58-0181 (1967), ASD-MOHICAN SP-STRUCTURES (2008).

### 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.

### ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

### PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION UNLESS OTHERWISE DIRECTED IN THE PLANS. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

### CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

### ITEM 202 – REMOVAL, MISC.: TRENCH DRAIN

THIS WORK SHALL CONSIST OF REMOVING ALL COMPONENTS OF THE EXISTING TRENCH DRAIN SYSTEM NECESSARY TO FACILITATE THE INSTALLATION OF THE REPLACEMENT SYSTEM, INCLUDING GRATES, CASTINGS, CONCRETE ENCASEMENTS, AND INCIDENTAL COMPONENTS, AND PREPARING SUBGRADE AND SURROUNDING SURFACES FOR INSTALLATION OF THE REPLACEMENT SYSTEM. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT FOR ITEM 202 – REMOVAL, MISC.: TRENCH DRAIN.

### ITEM SPECIAL – PIPE CLEANOUT, 24" AND UNDER

THIS WORK CONSISTS OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. DISPOSE OF ALL MATERIAL PER 105.16 AND 105.17. CLEAN OUT TO THE APPROVAL OF THE ENGINEER.

CLEANOUT OF THE PIPE IS PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT, 24" AND UNDER. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

### REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

### ITEM 659 – SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659	SEEDING AND MULCHING	16	SQ YD
659	COMMERCIAL FERTILIZER	0.01	TON
659	LIME	0.01	ACRE
659	WATER	0.09	M GALLON
659	REPAIR SEEDING AND MULCHING	1	SQ YD
659	INTERSEEDING	1	SQ YD
659	TOPSOIL	2	CU YD

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF NEWLY PLACED EMBANKMENT NORTH OF THE SIDEWALK IN THE SOUTHWEST QUADRANT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

### PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

### ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

NON-CURBED AREAS: THE INTENT OF THE PLANING IS TO MILL 1.50 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

CURBED AREAS: THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

ALL AREAS: THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDERS AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

### ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (1.50")

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.

CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.

MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.

MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.

USE A PG 64-22 BINDER.

WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

### ENVIRONMENTAL COMMITMENTS

THE MOHICAN RIVER IS IDENTIFIED AS A SCENIC RIVER UNDER THE OHIO SCENIC RIVERS PROGRAM, AND THIS PROJECT IS CONSIDERED A TIER III PROJECT UNDER THE SCENIC RIVER MEMORANDUM OF AGREEMENT BETWEEN ODOT AND ODNR.

PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES THAT MAY GENERATE DUST OR DEBRIS, THE CONTRACTOR SHALL INSTALL AND MAINTAIN CONTAINMENT TARPS ALONG ALL PERTINENT EXTERIOR EDGES OF THE BRIDGE DECK AND/OR SUPERSTRUCTURE. CONTAINMENT TARPS SHOULD EXTEND FROM THE EXISTING BRIDGE CURBS TO THE RAFTERS OF THE BRIDGE ROOF. THIS MEASURE AIMS TO PREVENT CONSTRUCTION DEBRIS AND DUST FROM FALLING INTO THE CLEAR FORK MOHICAN RIVER AND ONTO PEDESTRIANS UTILIZING THE ADJACENT PEDESTRIAN WALKWAYS.

PRIOR TO THE COMMENCEMENT OF FULL-DEPTH REPAIRS ON THE BRIDGE DECK, THE CONTRACTOR IS REQUIRED TO INSTALL AND MAINTAIN NETTING BELOW THE BRIDGE DECK TO TRAP ALL DEBRIS. THIS MEASURE AIMS TO PREVENT CONSTRUCTION DEBRIS FROM FALLING BELOW THE ORDINARY HIGH-WATER MARK OF THE CLEAR FORK MOHICAN RIVER.

THE CONTRACTOR SHALL NOT PLACE ANY TEMPORARY OR PERMANENT FILL WITHIN THE JURISDICTIONAL BOUNDARIES OF ALL STREAMS, WETLANDS, AND JURISDICTIONAL DITCHES DURING CONSTRUCTION OF THIS PROJECT, INCLUDING SCAFFOLDING OR BRACING. THE CONTRACTOR SHALL NOT PLACE ANY EQUIPMENT WITHIN THE JURISDICTIONAL BOUNDARY OF ANY WATERWAY. THE CONTRACTOR SHALL NOT ALLOW ANY DEBRIS TO FALL BELOW THE ORDINARY HIGH-WATER MARK OF THE CLEAR FORK MOHICAN RIVER DURING CONSTRUCTION.

IF ANY EARTHWORK IS PERFORMED WITHIN A PROJECT AREA, THEN A SEDIMENT AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED BEFORE EARTHWORK COMMENCES. ALL CONTROLS SHALL BE PROPERLY MAINTAINED UNTIL FINAL SITE STABILIZATION HAS BEEN ACHIEVED. ALL DENUDED AREAS (LOCATION WHERE VEGETATION IS REMOVED OR ERODIBLE MATERIAL IS EXPOSED TO STORMWATER) SHALL BE SEEDED AND MULCHED AS SPECIFIED IN THE CURRENT OHIO EPA'S CONSTRUCTION GENERAL PERMIT PART IIIG2B1 STABILIZATION. THE SRM MAY REQUIRE IMMEDIATE STABILIZATION WHERE SEDIMENT EROSION MAY IMPACT ENVIRONMENTALLY CRITICAL AREAS. PROPERLY INSTALLED (FRAMED AND ENTRENCHED) SEDIMENT FENCE SHALL BE UTILIZED AROUND THE WORK SITE PERIMETER AND ANY STORM SEWER INLETS. APPROPRIATELY DESIGNED ROCK CHECK DAMS AND OTHER EROSION CONTROLS SHALL BE UTILIZED IN DITCHES AND CULVERTS. PARTICULAR ATTENTION SHALL BE GIVEN TO WATERCOURSES THAT COULD CONVEY SEDIMENT LADED WATER DIRECTLY TO A DESIGNATED SCENIC RIVER. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH FIBER EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF ANY EARTHWORK OR VEGETATION REMOVAL (THERE THAN MOWING, TREE TRIMMING, BRUSH REMOVAL OR HERBICIDAL SPRAYING) BECOMES NECESSARY WITHIN 1,000 FEET OF A DESIGNATED SCENIC RIVER THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

IF ROADSIDE DITCH MAINTENANCE IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, THEN THE DITCH SHALL BE MAINTAINED ONLY FOR THE ORIGINAL INTENDED FUNCTION AND RESTORED TO THE ORIGINAL DESIGN CONFIGURATION, UNLESS THE DITCH LINE WILL BE MODIFIED FOR WATER QUALITY ISSUES SUCH AS STORM WATER. CONTROL OR MITIGATION. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH NATURAL EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF WORK EXCEEDS THESE RESTRICTIONS, THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

IF HERBICIDAL SPAYING IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED SCENIC RIVER, OR A STREAM SECTION UPSTREAM OF A DESIGNATED SCENIC RIVER, OR IN ANY TRIBUTARY WATERCOURSE WITHIN 1000 FEET OF THE CONFLUENCE TO A DESIGNATED SCENIC RIVER THEN A STATE LICENSED PUBLIC APPLICATOR SHALL APPLY ONLY OHIO EPA AQUATIC APPROVED GLYPHOSATE, N-(PHOSPHOMETHYL) GLYCINE IN THE FORM OF ITS ISOPROPYLAMINE SALT HERBICIDE AND SURFACTANT AT THE LABELED RATES IN FRONT, UNDER, AND BEHIND (18") GUARDRAIL AND ABUTMENT WING WALLS. THE HERBICIDE MUST BE SAFE FOR APPLICATION ON OR NEAR STANDING WATER. THE APPLICATION OF THE HERBICIDE SHALL NOT INCLUDE ANY SOIL DISTURBANCE ACTIVITIES. IF ANY OTHER TYPES OF HERBICIDES OR HERBICIDAL APPLICATIONS ARE NECESSARY, THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

IF CUTTING AND CLEARING OF ANY VEGETATION WITHIN 1000 FEET OF A SCENIC RIVER IS REQUIRED, THEN ALL WORK SHALL BE COMPLETED IN SUCH A MANNER SO AS TO LIMIT THE AMOUNT OF VEGETATION BEING CLEARED TO THE ABSOLUTE MINIMUM NECESSARY TO ACCOMPLISH THE GOAL OF THE PROJECT. VERTICAL PRUNING OF TREES IS PERMITTED, IF ANY OVERHANGING LIMBS CAUSE A SAFETY HAZARD OR OBSTRUCT VIEW. VERTICAL PRUNING SHALL NOT INCLUDE THE USE OF A FLAIL MOWER. CARE SHALL BE TAKEN NOT TO GIRDLE OR SCUFF TREE TRUNKS WHERE PRACTICABLE.

NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE DESIGNATED SCENIC RIVER.

IF PAINTING, WELDING, GRINDING, SAND AND/OR WATER BLASTING (CLEANING) IS INCORPORATED AS PART OF THE PROJECT AT OR OVER A SCENIC RIVER, THEN APPROPRIATE APRONS SHALL BE UTILIZED TO PROVIDE FOR COMPLETE CONTAINMENT OF ALL PAINT, WELDING SLAG, CONCRETE, ASPHALT, AND/OR SEALANT OVER SPRAY AND OTHER DEBRIS. APRONS, APPROPRIATE FALSEWORK OR OTHER BARRIERS SHALL BE UTILIZED ON ALL DECK REPLACEMENT PROJECTS TO PREVENT THE DISCHARGE OF CONCRETE, ASPHALT OR OTHER DEBRIS TO A DESIGNATED SCENIC RIVER. ALL DEBRIS COLLECTED SHALL BE DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

IF A TIER III PROJECT IMPACTS ANY PORTION OF A STREAM BANK OF A SCENIC RIVER THEN THE DISTRICT ENVIRONMENTAL COORDINATOR (DEC) AND SCENIC RIVER MANAGER (SRM) SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SCENIC RIVER FIELD REPORT (SRFR).

## GENERAL NOTES

DESIGN AGENCY	DISTRICT 3
BRIDGE ENGINEERING	
DESIGNER	JNC
REVIEWER	KAK 10-21-25
PROJECT ID	120105
SHEET	3
TOTAL	11

**PRECONSTRUCTION PEDESTRIAN FACILITY LAYOUT INSPECTION**

THE PROPOSED LAYOUT OF THE PEDESTRIAN FACILITIES INCLUDED IN THESE PLANS IS TO BE FIELD REVIEWED AND VERIFIED FOR COMPLIANCE WITH THE PLANS AND APPROPRIATE STANDARDS PRIOR TO PERFORMING ANY ASSOCIATED REMOVAL OR CONSTRUCTION. THIS MEETING IS INTENDED TO REVIEW PROPOSED WORK AS LAID OUT BY THE CONTRACTOR PRIOR TO THE MEETING; THIS MEETING IS NOT INTENDED TO LAYOUT ALL LOCATIONS IN CONJUNCTION WITH THE CONTRACTOR. THE CONTRACTOR SHOULD ADHERE TO THE PROJECT PLANS ON INITIAL LAYOUT PRIOR TO THIS MEETING, DETERMINE IF THERE ARE QUESTIONS, CONCERNS, OR CONTRACTOR-PROPOSED MODIFICATIONS TO THE DESIGN AT EACH LOCATION, AND BE PREPARED TO DISCUSS ANY SUCH LOCATIONS.

THE MEETING PARTICIPANTS WILL REVIEW EACH LOCATION AS REQUESTED BY THE CONTRACTOR, ADHERING TO THE ABOVE DETAILS. ADDITIONAL LOCATIONS WILL BE VERIFIED BY DISTRICT PERSONNEL FOR ADHERENCE TO THE PLANS AND SPECIFICATIONS.

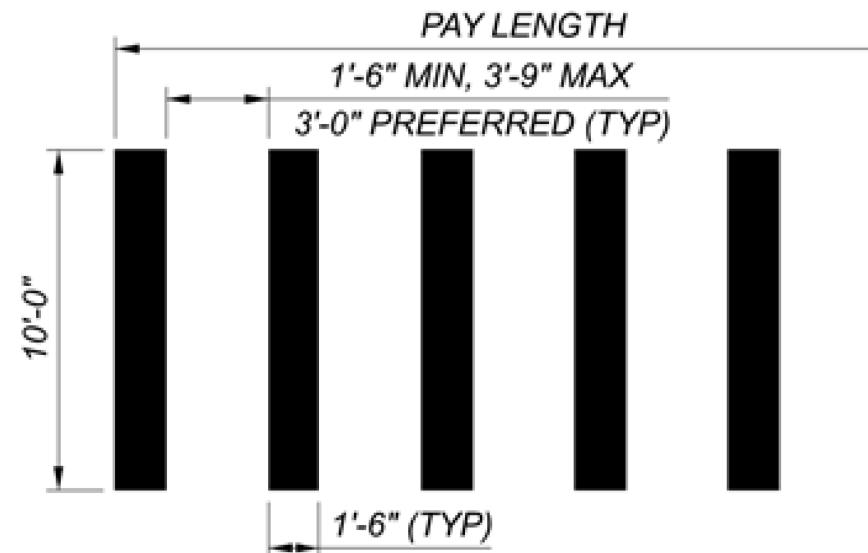
COORDINATE WITH THE PROJECT ENGINEER TO SCHEDULE THE MEETING WITH ALL APPROPRIATE STAKEHOLDERS IN ORDER TO PROVIDE A MINIMUM OF 14 CALENDAR DAY NOTICE TO ALL MEETING ATTENDEES. THE REQUIRED STAKEHOLDERS ARE THE DISTRICT ADA ENGINEER, DISTRICT ADA COORDINATOR, MUNICIPAL REPRESENTATIVE (IF APPLICABLE), PROJECT ENGINEER, AND CONTRACTOR REPRESENTATIVE. THE ENGINEER OF RECORD, ODOT PROJECT MANAGER, ODOT DESIGNERS, AND CONSTRUCTION AREA ENGINEER SHOULD BE INVITED AS OPTIONAL ATTENDEES.

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS MEETING ARE TO BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE PEDESTRIAN FACILITY ASSOCIATED WITH THIS WORK.

**ITEM 646 – PAVEMENT MARKING, MISC.: CROSSWALK LINE, 18", AS PER PLAN**

INSTALL CROSSWALK LINE, AS PER PLAN ACCORDING TO ODOTCD 3B.18, SPECIFICALLY 3B.18.05, AND 3B.18.15. ORIENT THE MARKINGS PARALLEL WITH THE CENTERLINE OF THE ROADWAY. PLACE THE MARKINGS IN ORDER TO AVOID OTHER PAVEMENT MARKINGS AND WHEEL PATHS, WHERE PRACTICAL. VARY THE SPACING AS SHOWN BELOW AS NEEDED TO MEET THESE REQUIREMENTS, MAINTAINING IDENTICAL SPACING BETWEEN INDIVIDUAL BARS FOR EACH MARKING. ENSURE THE FULL WIDTH OF THE ROADWAY, LABELED AS THE PAY LENGTH IN THE BELOW DETAIL, IS UTILIZED IN THE PLACEMENT OF THE MARKINGS. ADD OR REMOVE THE NUMBER OF BARS, UTILIZING THE BELOW WIDTH AND SPACING REQUIREMENTS, AS NEEDED TO PROVIDE FULL ROADWAY COVERAGE.

SEE PLAN DETAILS, PAVEMENT MARKING SUBSUMMARY, AND THE GENERAL SUMMARY FOR LOCATIONS, MATERIAL TYPES, AND OTHER DETAILS NOT SHOWN HERE.

**ROADWAY & PAVEMENT DATA TABLES**

PAVEMENT MARKINGS						
COUNTY	ROUTE	LOCATION	SECTION LENGTH	646		
				PAVEMENT MARKING MISC.: CROSSWALK LINE, 18", AS PER PLAN (PLAN KEY'S)	CENTER LINE (SOLID LINE EQUIV/LANT)	CENTER LINE (TOTAL PAY QUANTITY)
ASD	SP 58	REAR APPROACH	25	24	0.01	0.01
ASD	SP 58	APP. SLABS AND BRIDGE DECK	175		0.07	0.04
ASD	SP 58	FWD APPROACH	25		0.01	0.01
GRAND TOTALS CARRIED TO GENERAL SUMMARY			24		0.06	

PAVEMENT & SHOULDER DATA									
COUNTY	ROUTE	LOCATION	SECTION LENGTH	MIN SEGMENT WIDTH	MAX SEGMENT WIDTH	AVERAGE PAVEMENT WIDTHS	PAVEMENT AREA	254	407
								TACK COAT (0.09 GAL/SY)	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN
ASD	SP 58	REAR APPROACH	25.00	24.00	24.00	24.00	68.33	68.33	6.15
ASD	SP 58								2.85
ASD	SP 58								
SUSPEND AND RESUME PAVING AT STRUCTURE ASD-58SP-0151									
ASD	SP 58	FWD APPROACH	25.00	24.00	47.00	35.50	98.61	98.61	8.88
TOTALS CARRIED TO GENERAL SUMMARY							167	16	4.11

**STRUCTURES****STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

SUPPLEMENTAL SPECIFICATION	DATED
800	07-18-2025
832	07-18-2025
839	07-16-2021
847	07-19-2024
939	01-17-2020

**DESIGN SPECIFICATIONS**

THESE STRUCTURES CONFORM TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

**DESIGN LOADING**

N/A

**EXISTING STRUCTURE VERIFICATION**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

**ITEM 202 – REMOVAL, MISC.: COMPRESSION SEAL**

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING ELASTOMERIC COMPRESSION SEAL AND PREPARING THE ADJACENT STEEL SURFACES FOR INSTALLATION OF THE REPLACEMENT SEAL PER MANUFACTURER INSTRUCTIONS. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT FOR ITEM 202 – REMOVAL, MISC.: COMPRESSION SEAL.

**ITEM 847 – EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)**

THE 2010 MSC OVERLAY INCLUDED A QUANTITY OF VARIABLE THICKNESS OVERLAY MATERIAL. REMOVE, BY HAND CHIPPING, ANY DEBONDED, UNSOUND, VARIABLE THICKNESS EXISTING RIGID CONCRETE OVERLAY. THIS WORK, INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK AS DIRECTED BY THE ENGINEER, SHALL BE PAID FOR UNDER ITEM 847 – HAND CHIPPING.

**ITEM 516 – ELASTOMERIC COMPRESSION SEAL, AS PER PLAN**

THE JOINT OPENING DIMENSION GIVEN IN THE PLAN DETAILS IS BASED ON FIELD OBSERVATION. THE CONTRACTOR SHALL BE RESPONSIBLE TO FIELD VERIFY THE SIZE OF THE EXISTING COMPRESSION SEAL AND DETERMINE AND INSTALL THE APPROPRIATE WIDTH SEAL FOR EXISTING BRIDGE DIMENSIONS. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT FOR ITEM 516 – ELASTOMERIC COMPRESSION SEAL, AS PER PLAN.

**ITEM SPECIAL - SAWING AND SEALING CONCRETE JOINTS**

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE CONCRETE OVERLAY OF BRIDGES AND APPROACH SLABS. CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE JOINTS.

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF C&MS 705.04, AND ITEM 516 - JOINT SEALER.

GENERAL:  
TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT CUT PRIOR TO SEALING.

**CUTTING OF TRANSVERSE JOINTS:**

THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS IN THE PLANS. THE CUT JOINTS SHALL LIE DIRECTLY ABOVE EACH TRANSVERSE JOINT. JOINTS SHALL EXTEND FROM TOE TO TOE OF CURB.

**CLEANING JOINTS:**

DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST. IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

SEALING JOINTS:  
THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED. SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY'S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP. THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8" BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 3/16" SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

THE COLD APPLIED SEALANT MATERIALS SHALL BE INSTALLED AS PER MANUFACTURERS' RECOMMENDATIONS, EXCEPT AS MODIFIED BY THESE PLANS. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 40 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR ONE HOUR AFTER APPLICATION OF THE SEALANT.

**METHOD OF MEASUREMENT:**

THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

**BASIS OF PAVEMENT:**

THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL-SAWING AND SEALING CONCRETE JOINTS SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

**GENERAL NOTES**

DESIGN AGENCY	DISTRICT 3
BRIDGE ENGINEERING	
DESIGNER	JNC
REVIEWER	KAK 10-21-25
PROJECT ID	120105
SHEET TOTAL	4 11

## MAINTENANCE OF TRAFFIC

### ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN IN THE PLANS. A DISINCENTIVE SHALL BE ASSESSED ACCORDING TO C&MS 108.07 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AND ADVANCE WARNING SIGNS AS DETAILED ON THE PLANS AND SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

DO NOT CLOSE THE ROADWAY TO TRAFFIC FOR THE REMOVAL OR MODIFICATION OF THE EXISTING STRUCTURE OR CONDUIT UNTIL ALL NEW PREFABRICATED MATERIALS, i.e. TRENCH DRAIN COMPONENTS, NECESSARY TO PLACE THE ROADWAY BACK IN SERVICE HAVE BEEN TESTED, APPROVED, AND ARE READY FOR DELIVERY TO THE SITE.

PEDESTRIAN ACCESS TO HIKING TRAILS SHALL BE MAINTAINED AT ALL TIMES. THE COSTS INCURRED TO MAINTAIN PEDESTRIAN TRAFFIC SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 – MAINTAINING TRAFFIC.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES 2012 EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

### ITEM 614 – DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER C&MS 614.06(B):

ITEM 614 – DETOUR SIGNING

LUMP SUM

### ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

\* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. "THE OHIO DEPT. OF TRANS."

### NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

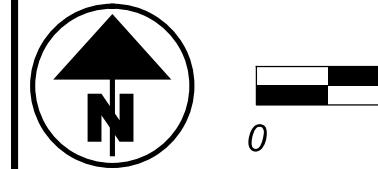
NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

\* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

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



## MAP LEGEND



0 0.25 0.5 0.75 1

- PROJECT LOCATION

- GATES, BARRICADES, AND ADVANCE  
WARNING SIGNS, AS PER SCD MT-101.60

- DIRECTION OF DETOURED TRAFFIC

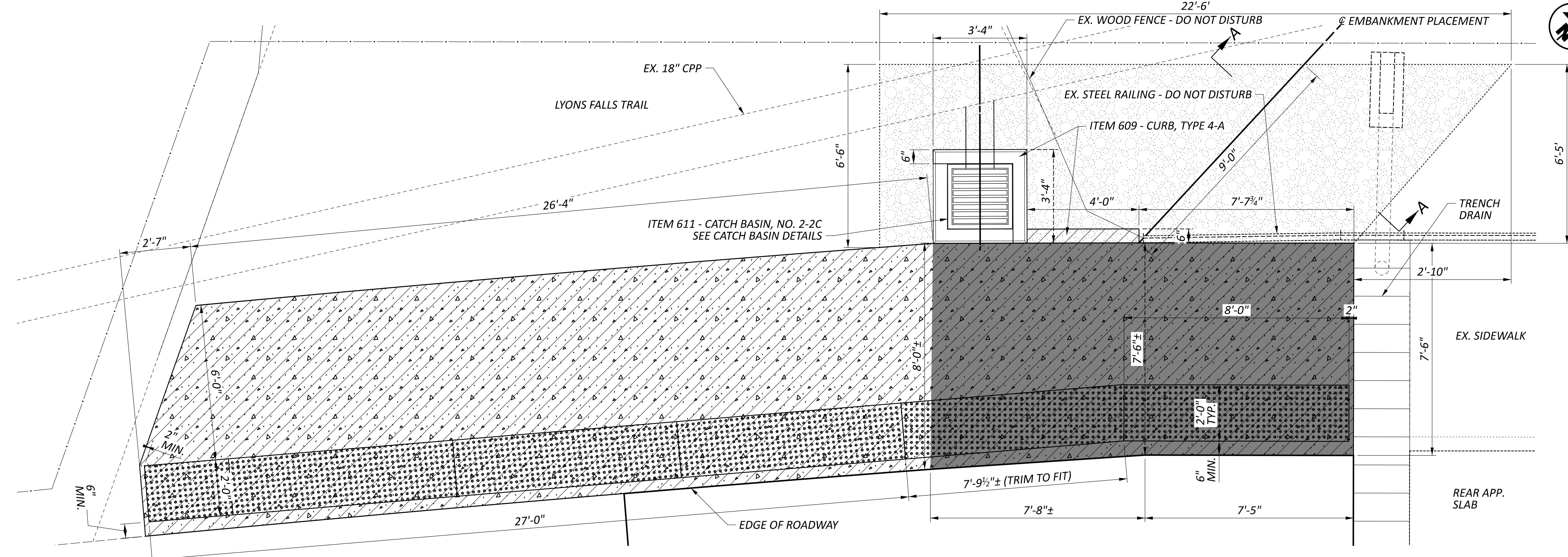
## SIGN LEGEND

<b>DETOUR</b> M4-8-24	<b>DETOUR</b> M4-8-24
D7-H1b-48	D7-H1b-48
<b>NORTH</b> M3-1-24	<b>NORTH</b> M3-1-24
M6-3-21	M5-1-21
(1)	(2)
<b>DETOUR</b> M4-8-24	<b>DETOUR</b> M4-8-24
D7-H1b-48	D7-H1b-48
<b>NORTH</b> M3-1-24	<b>NORTH</b> M3-1-24
M6-1-21	M4-10R-48
(3)	(4)
<b>ROAD CLOSED</b> R11-2-48	<b>END DETOUR</b> M4-8a-24
M4-10L-48	D7-H1b-48
(5)	(6)
<b>DETOUR</b> M4-8-24	<b>DETOUR</b> M4-8-24
D7-H1b-48	D7-H1b-48
<b>SOUTH</b> M3-3-24	<b>SOUTH</b> M3-3-24
M6-3-21	M5-1-21
(7)	(8)
<b>DETOUR</b> M4-8-24	<b>DETOUR</b> M4-8-24
D7-H1b-48	D7-H1b-48
<b>SOUTH</b> M3-3-24	<b>SOUTH</b> M3-3-24
M6-1-21	M4-10L-48
(9)	(10)
<b>END DETOUR</b> M4-8a-24	<b>END DETOUR</b> M4-8a-24
D7-H1b-48	D7-H1b-48
<b>SOUTH</b> M3-3-24	<b>SOUTH</b> M3-3-24
(11)	(11)

## DETOUR PLAN

DESIGN AGENCY	DISTRICT 3
BRIDGE ENGINEERING	
DESIGNER	JNC
REVIEWER	KAK 10-21-25
PROJECT ID	120105
SHEET	6
TOTAL	11

ASD-58SP-FY2026



## LEGEND

- PROPOSED EMBANKMENT
- DETECTABLE WARNING PAD  
(4'0" WIDTH UNLESS SPECIFIED OTHERWISE)
- REMOVAL AREAS (WALK OR CURB)
- PROPOSED CURB RAMP QUANTITY
- PROPOSED 4" WALK QUANTITY
- DESIGNATED LANDING PAD AREA

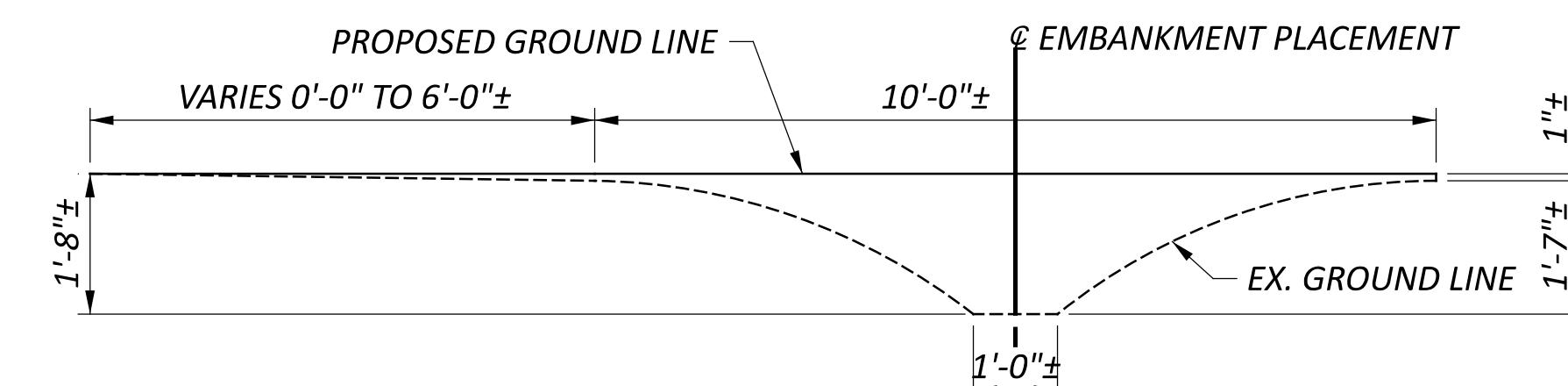
## *RAMP = AREA OF RUNNING SLOPES*

**THE NOMENCLATURE OF LANDING PAD AND RAMP ARE USED FOR RUNNING AND CROSS SLOPE COMPLIANCE WITH SCD BP-7.1**

*ALL DIMENSIONS ARE APPROXIMATE AND SHOULD BE FIELD  
VERIFIED BASED ON OBSERVED CONDITIONS.*

**PAVEMENT MARKINGS, IF SHOWN, ARE FOR PHYSICAL  
REPRESENTATION ONLY. ALL PAVEMENT MARKINGS, UNLESS  
NOTED OTHERWISE, ARE TO BE AS DETAILED IN THE PAVEMENT  
MARKING SUBSUMMARY**

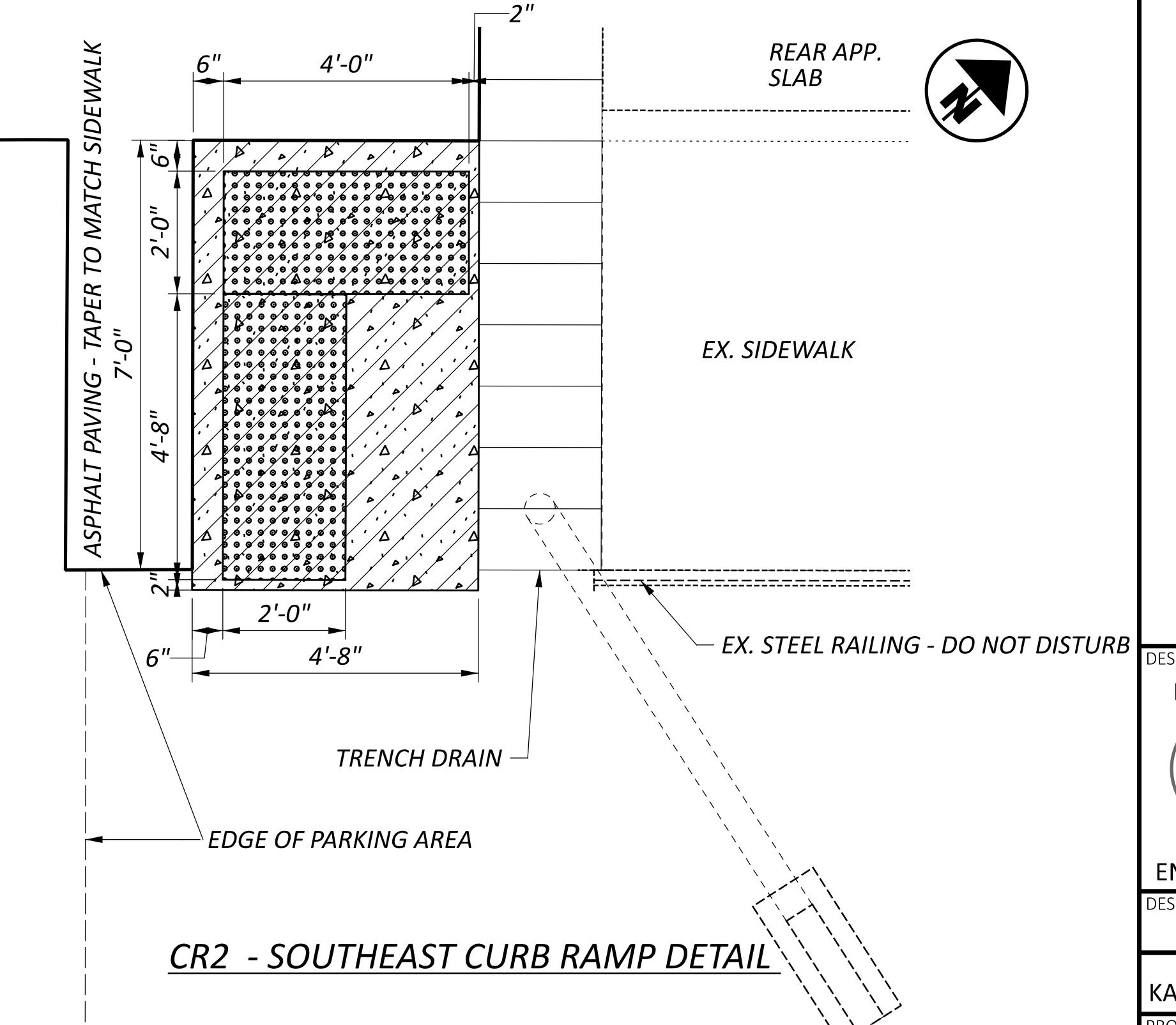
## CR1 - SOUTHWEST CURB RAMP DETAIL



SECTION A-A  
APPROXIMATE CROSS SECTION OF EMBANKMENT PLACEMENT

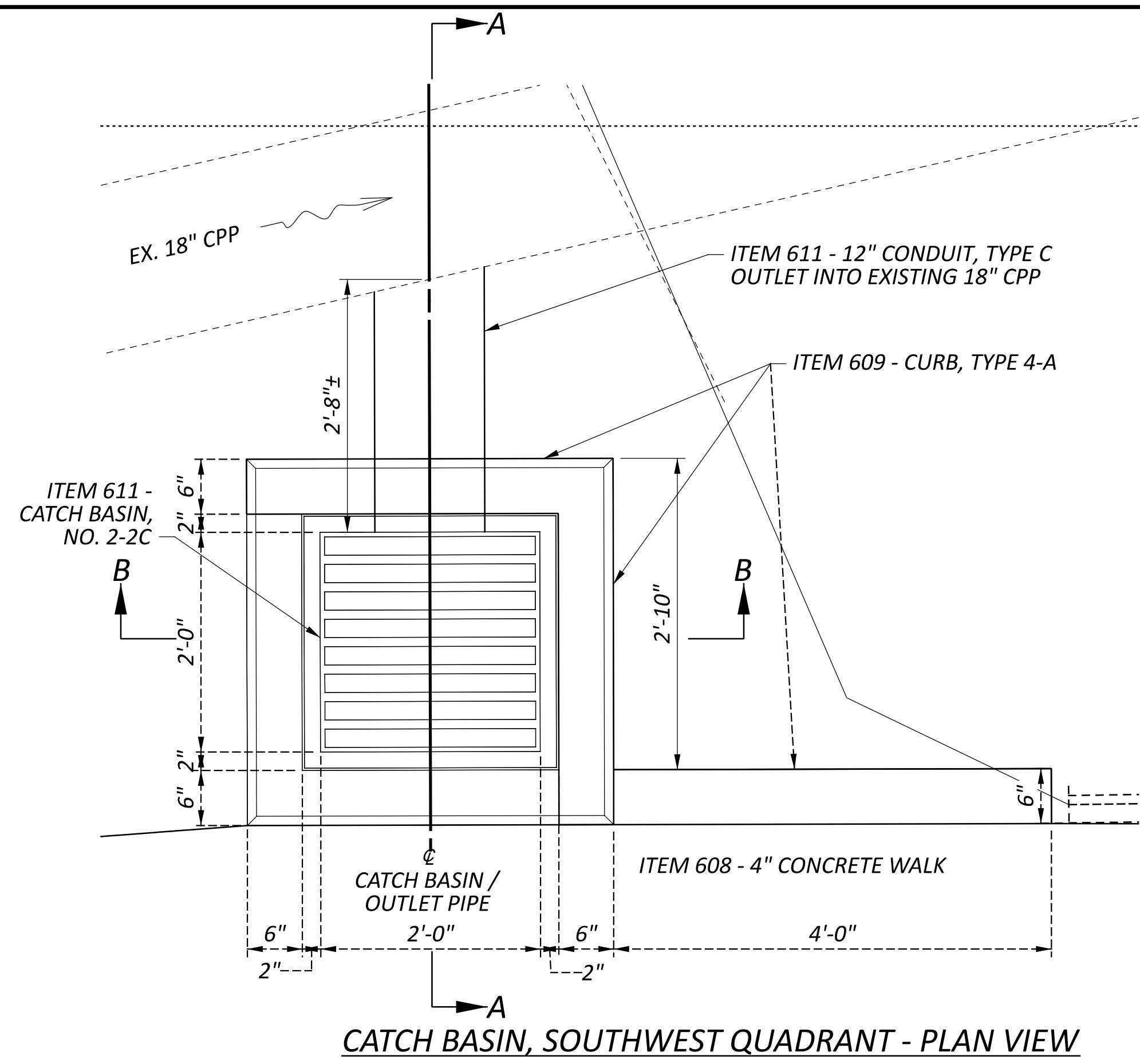
#### **CURB RAMP SUBSUMMARY**

LOCATION	CURB RAMP SUBSUMMARY				
	202	202	203	608	609
	PAVEMENT REMOVED	WALK REMOVED	EMBANKMENT	CURB RAMP	CURB, TYPE 4-A
SOUTHWEST (CR1)	SY	SF	CY	SF	SF
SOUTHEAST (CR2)	4	117	4	344	11
<b>TOTAL CARRIED TO GENERAL SUMMARY</b>	<b>4</b>	<b>117</b>	<b>4</b>	<b>377</b>	<b>11</b>

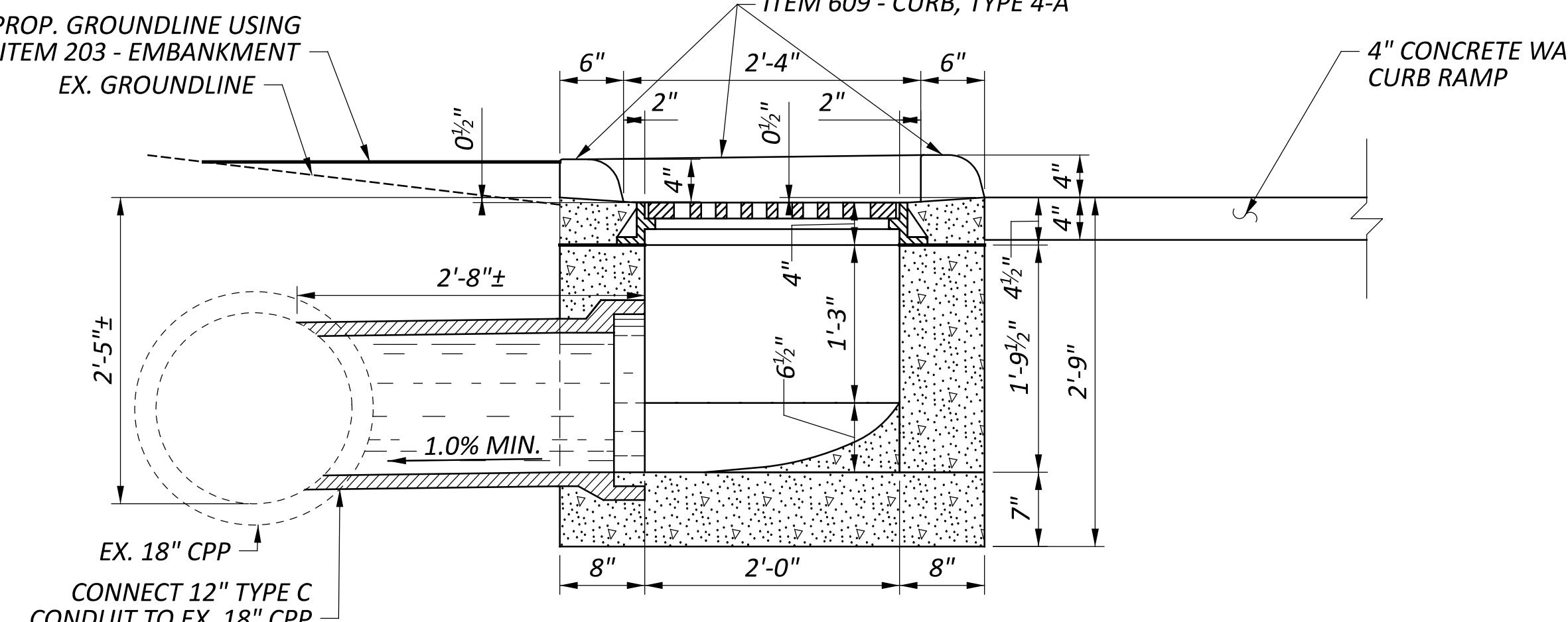


## CR2 - SOUTHEAST CURB RAMP DETAIL

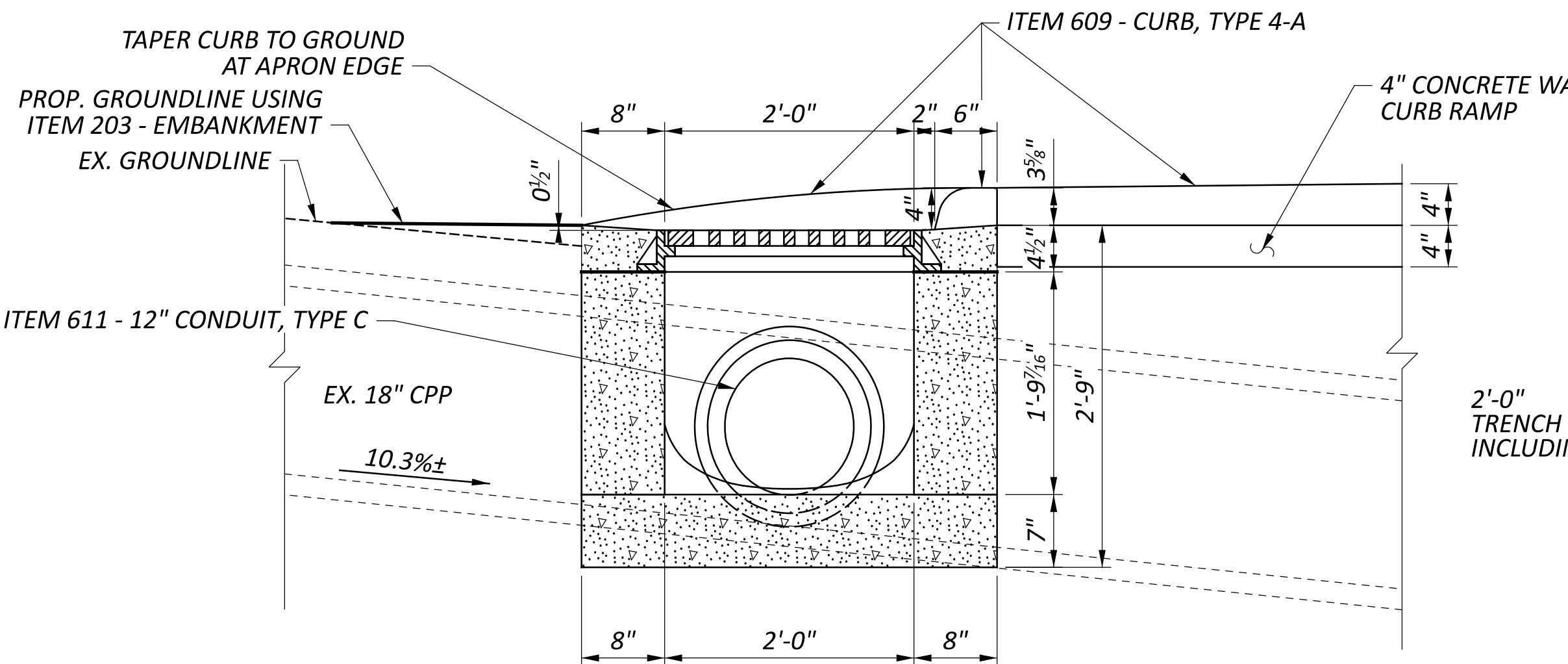
DESIGN AGENCY	
DISTRICT 3	
	
BRIDGE ENGINEERING	
DESIGNER	
JNC	
REVIEWER	
KAK	10-21-25
PROJECT ID	
120105	
SHEET	TOTAL
8	11



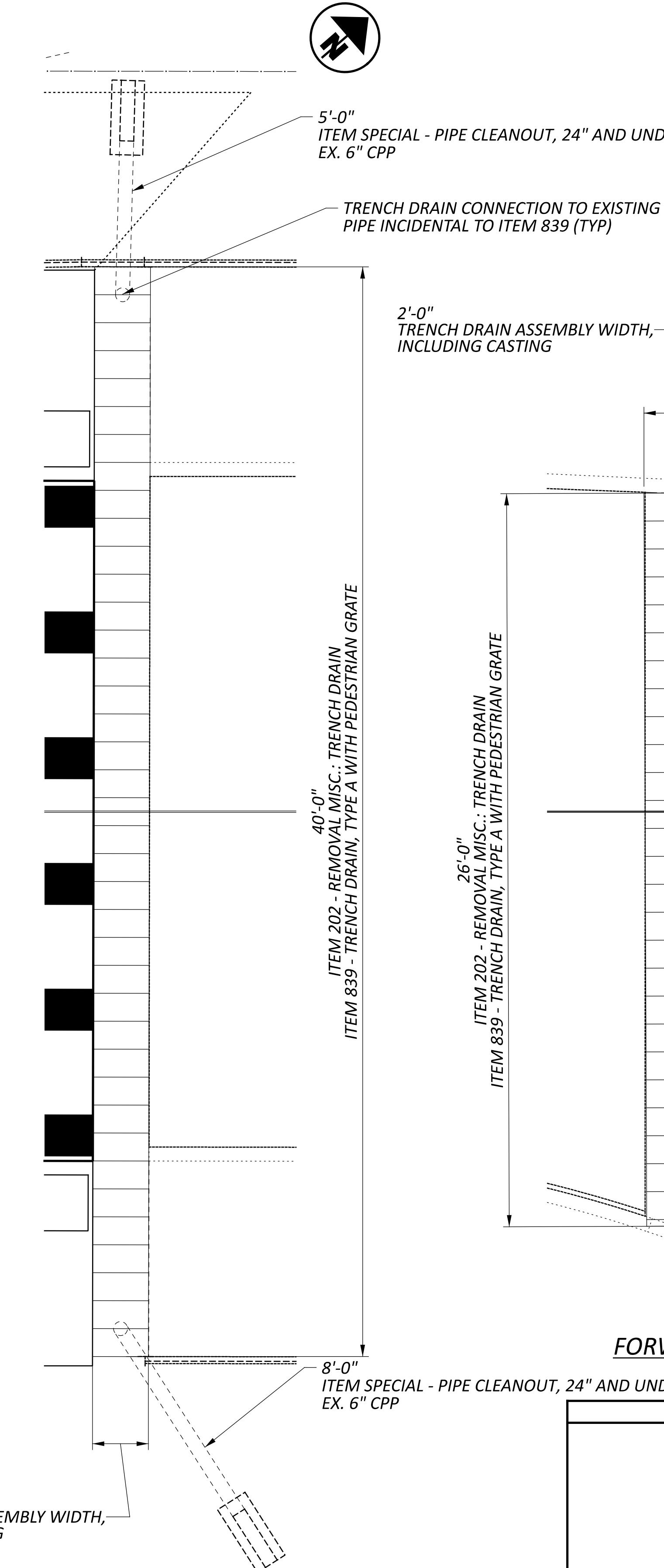
## CATCH BASIN, SOUTHWEST QUADRANT - PLAN VIEW



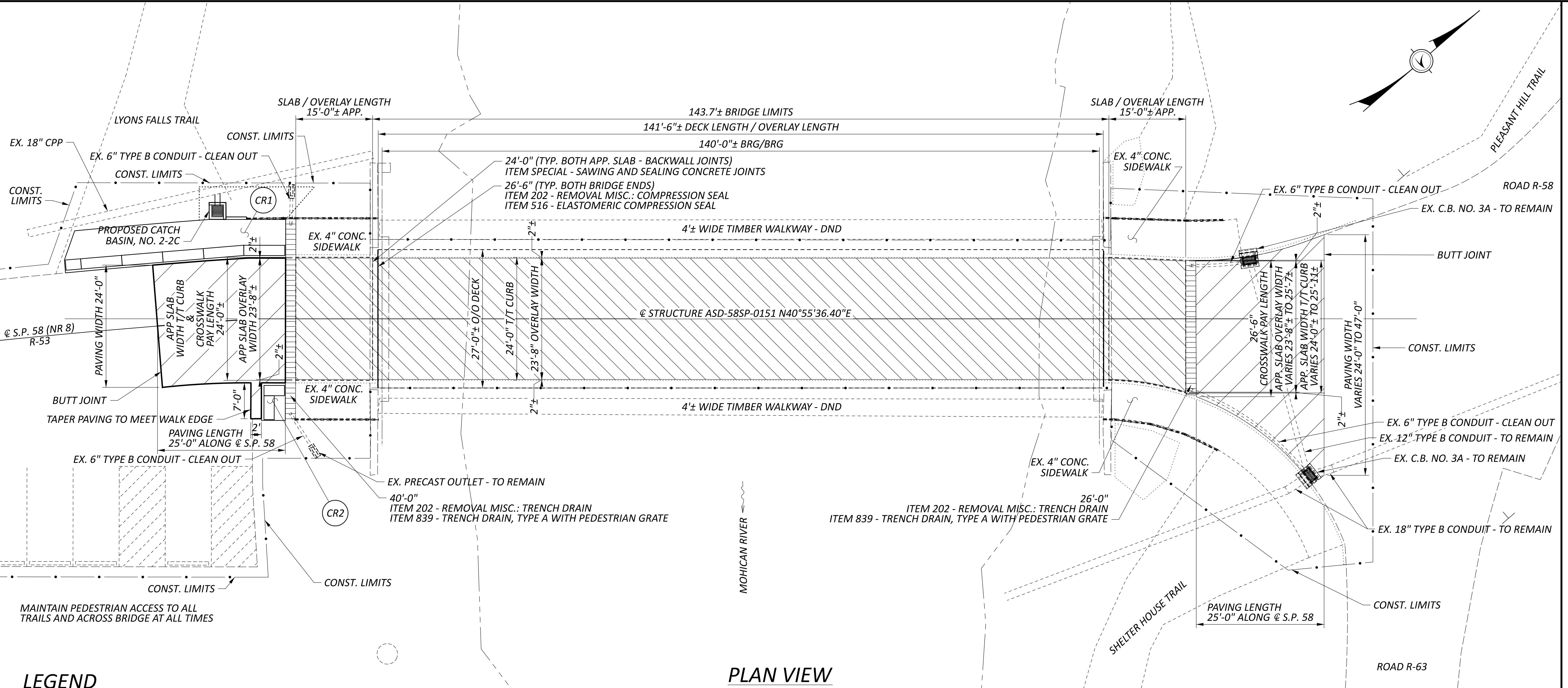
## SECTION A-A



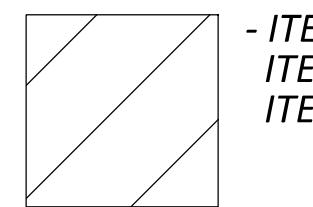
## *REAR TRENCH DRAIN ASSEMBLY*



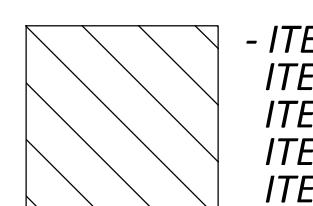
# FORWARD TRENCH DRAIN ASSEMBLY



## LEGEND



- ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.00'')  
ITEM 407 - TACK COAT (0.09 GAL/SY)  
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449) (1.00'')



- ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)  
ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK  
ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY  
ITEM 847 - TEST SLAB  
ITEM 847 - FULL DEPTH REPAIR, AS PER PLAN (AS DIRECTED BY THE ENGINEER)  
ITEM 847 - HAND CHIPPING

(CRX) - SEE CURB RAMP DETAILS (SHEET 8 OF 11)

## PLAN VIEW

EXISTING STRUCTURE	PROPOSED STRUCTURE
<p>TYPE: WOOD COVERED THRU STEEL TRUSS WITH CONCRETE DECK ON REINFORCED CONCRETE SUBSTRUCTURE</p> <p>SPANS: 140'-0"± C/C BEARINGS</p> <p>ROADWAY: 24'-0"± TOE/TOE CURB</p> <p>LOADING: HS-20-44</p> <p>SKEW: NONE</p> <p>WEARING SURFACE: 1.25" MICRO-SILICA MODIFIED CONCRETE OVERLAY (2010)</p> <p>APPROACH SLABS:</p> <p>ALIGNMENT: TANGENT</p> <p>CROWN: 0.0104± FT/FT</p> <p>STRUCTURE FILE NUMBER: 0326941</p> <p>DATE BUILT: 1967</p> <p>DISPOSITION: TO REMAIN</p>	<p>TYPE: WOOD COVERED THRU STEEL TRUSS WITH CONCRETE DECK AND 1.50" SUPERPLASTICIZED DENSE CONCRETE OVERLAY ON REINFORCED CONCRETE SUBSTRUCTURE</p> <p>SPANS: 140'-0"± C/C BEARINGS</p> <p>ROADWAY: 24'-0"± TOE/TOE CURB</p> <p>LOADING: HS-20-44 (NO FUTURE WEARING SURFACE)</p> <p>SKEW: NONE</p> <p>WEARING SURFACE: 1.50" SUPERPLASTICIZED DENSE CONCRETE OVERLAY</p> <p>APPROACH SLABS: 15'-0" LONG (AS-1-81)</p> <p>ALIGNMENT: TANGENT</p> <p>CROWN: 0.0104± FT/FT (MATCH EXISTING)</p> <p>DECK AREA: 4,205 SF</p> <p>COORDINATES: LATITUDE 40°36'49" N LONGITUDE 82°18'59" W</p>

ASD-58SP-0151 STRUCTURE SUBSUMMARY				
ITEM	DESCRIPTION	UNIT	QUANTITY	
202E98200	REMOVAL MISC.: COMPRESSION SEAL	FT	53	
516E10901	ELASTOMERIC COMPRESSION SEAL, AS PER PLAN	FT	53	
516E31250	SAWING AND SEALING CONCRETE JOINTS	FT	48	
847E10200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK	SY	460	
847E20200	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	CY	14	
847E30000	TEST SLAB	LS	LS	
847E30201	FULL DEPTH REPAIR, AS PER PLAN	CY	2	
847E30401	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)	SY	373	
847E50000	HAND CHIPPING	SY	240	

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

ASD-MOHICAN STATE PARK-FY2026

MODEL: STRUCTURE DETAILS SHEET PAPER SIZE: 34x22 (in.) DATE: 1/22/2026 TIME: 5:01:54 PM PLTDRV: OHDOT\_PDF.pltcfg PENTBL: OHDOT\_Pen.tbl USER: Joseph.Clark@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 120105 PRODUCT: OpenRoadsDesigner 24.00.00.205

## LEGEND

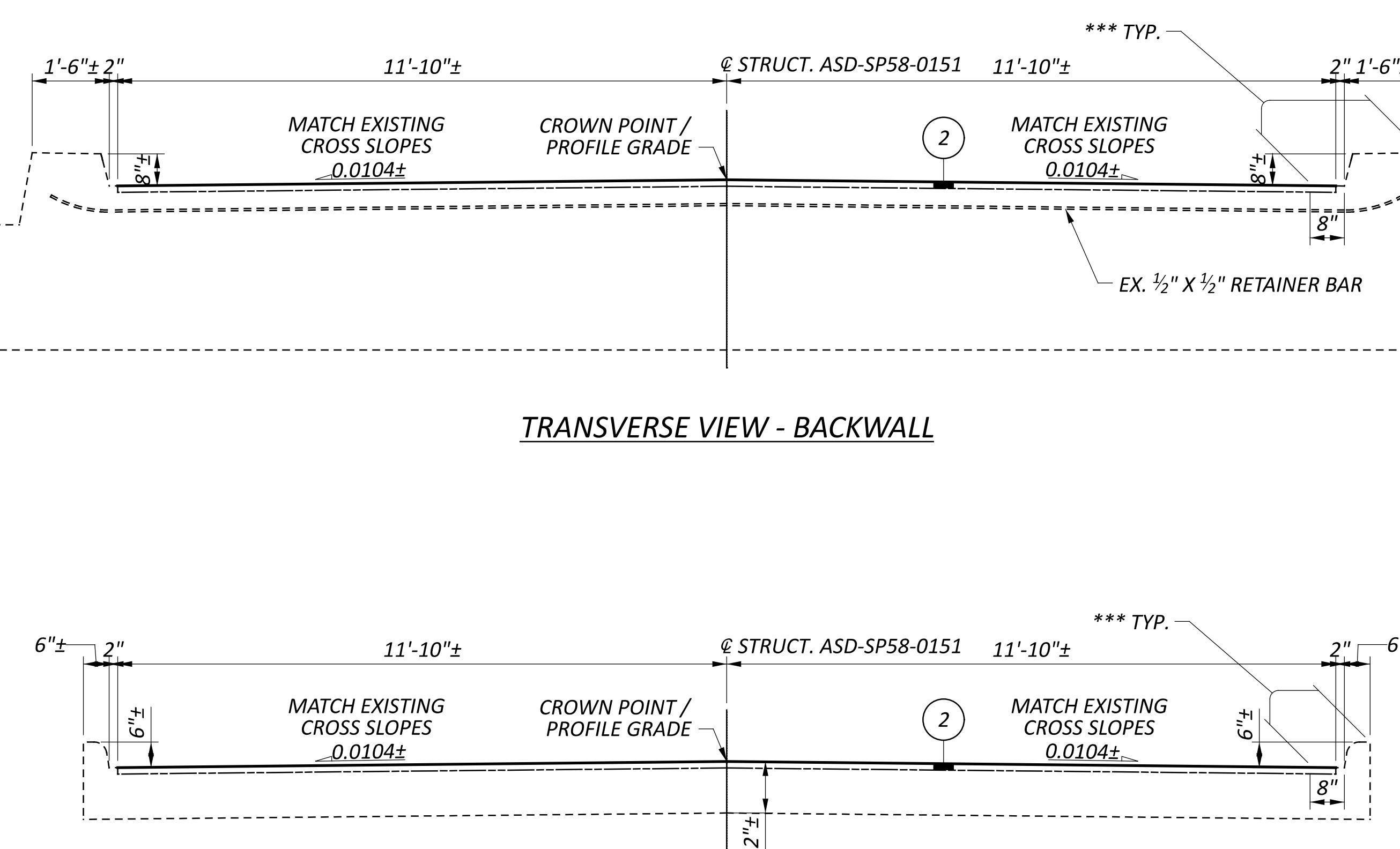
- 1 ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (MSC, 1.25" NOMINAL THICKNESS)
- 2 ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, 1.50" THICK
- ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
- ITEM 847 - HAND CHIPPING

\*\*\* - SEAL LONGITUDINAL JOINTS AND CURB WITH HMWM RESIN AS SHOWN. SEAL ALL OTHER AREAS AS DESCRIBED IN SS847.23. PAYMENT IS INCLUDED WITH 1.50" OVERLAY ITEM

*ITEM 847 - FULL DEPTH REPAIR, AS PER PLAN TO BE USED ACCORDING TO SS 847.19 AND AS DIRECTED BY THE ENGINEER; SEE PLAN NOTES.*

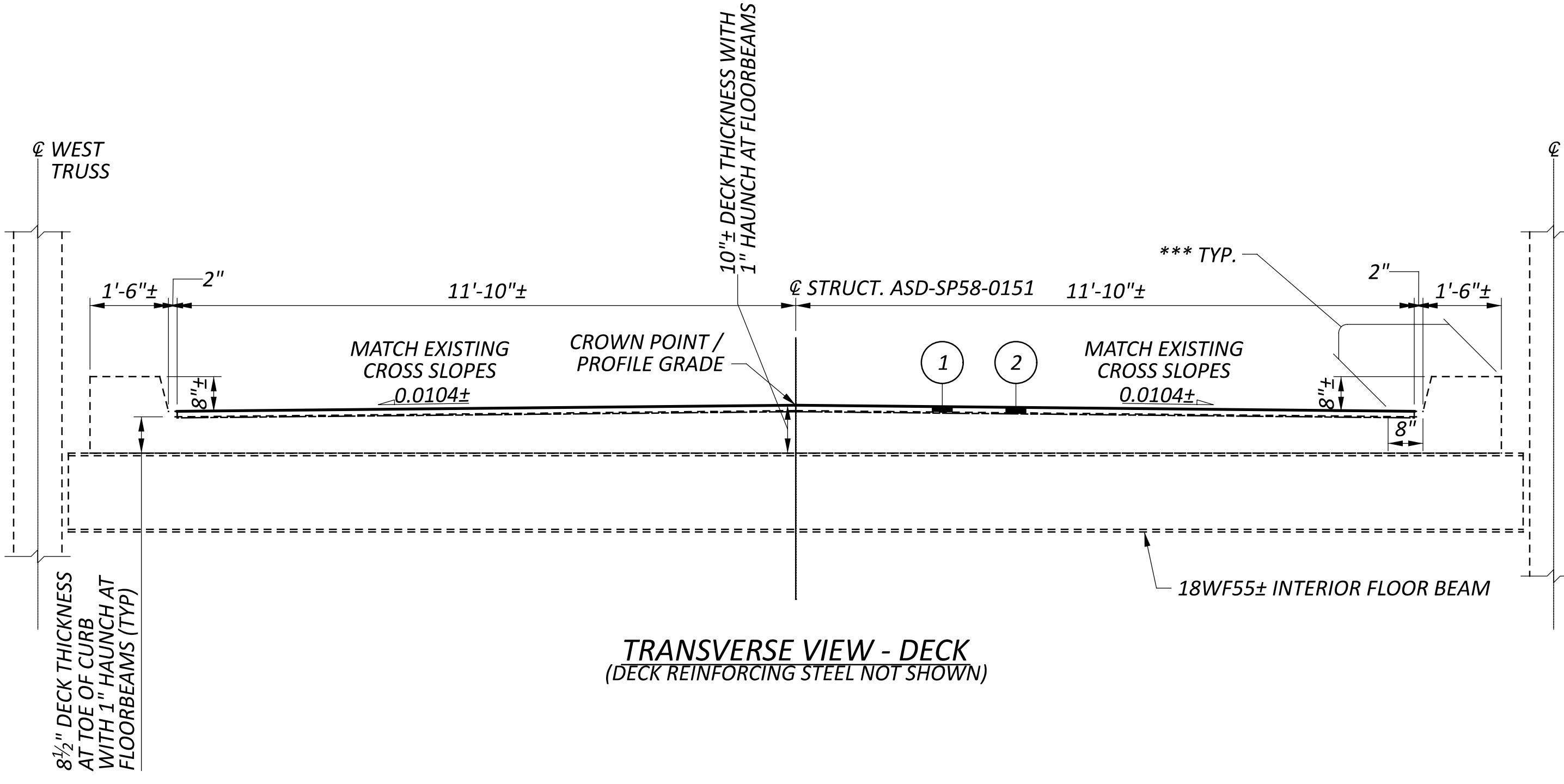
## TRANSVERSE VIEW - APPROACH SLAB

## TRANSVERSE VIEW - BACKWALL

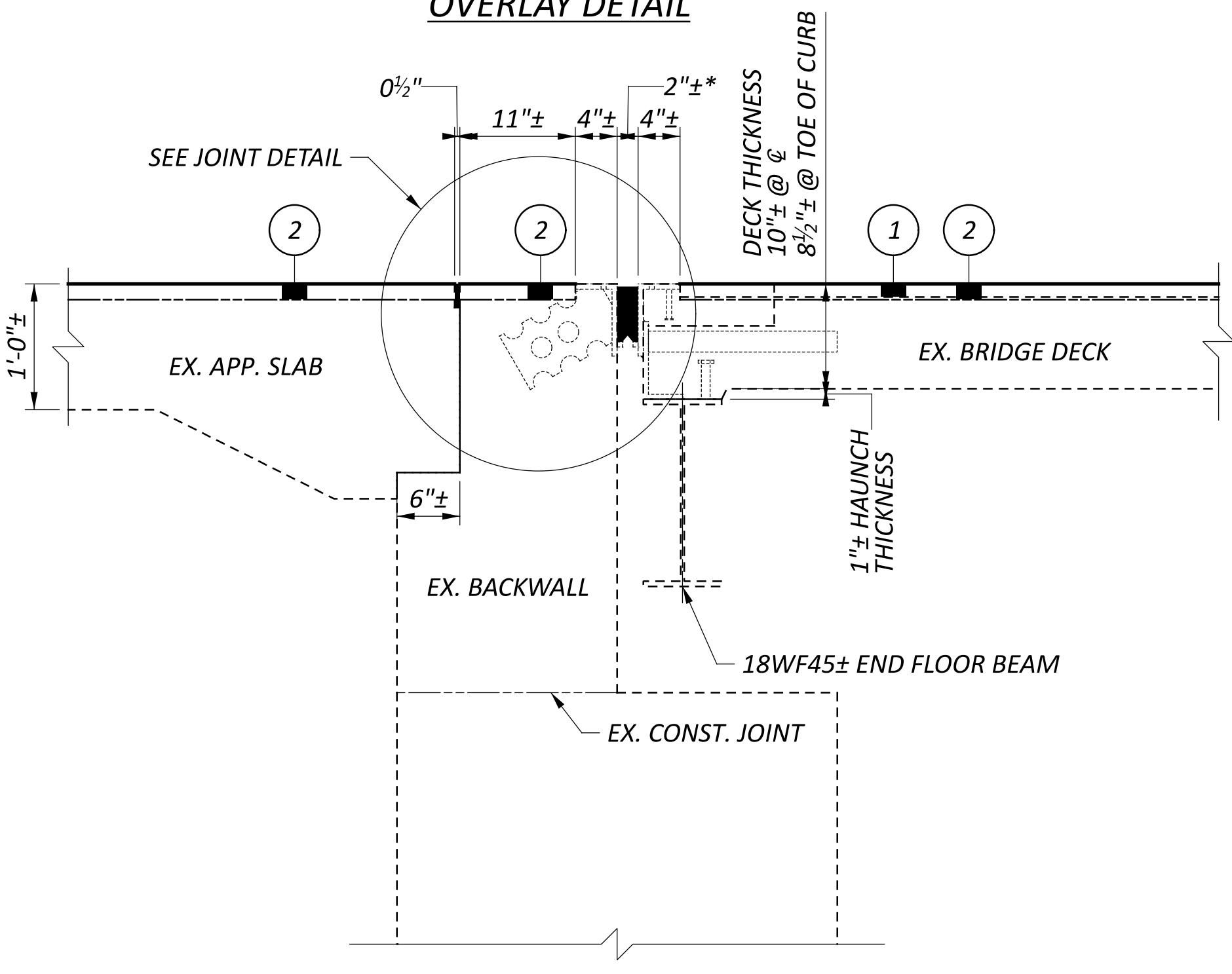


CROWN POINT,  
PROFILE GRADE

1



## OVERLAY DETAIL



## *DECK END SECTION*

**1/2" X 2" GROOVE FILLED WITH  
ITEM 516 - JOINT SEALER\*\* —**

\* JOINT WIDTH FIELD MEASURED 09/17/2025, AT AN AMBIENT AIR TEMPERATURE OF 69° F

\*\* THE COST OF ALL LABOR, MATERIALS, EQUIPMENT,  
AND INCIDENTALS NECESSARY TO SAW THE GROOVE  
AND FILL WITH JOINT SEALER SHALL BE INCLUDED IN  
ITEM SPECIAL - SAWING AND SEALING CONCRETE JOINTS

DOVE FILLED WITH 6 - JOINT SEALER\*\*

$0\frac{1}{2}''$

$11''\pm$

$4''\pm$

$2''*$

$4''\pm$

\* JOINT WIDTH AMBIENT AIR

\*\* THE COST OF AND INCIDENT AND FILL WITH ITEM SPECIAL

ITEM PER S

2

2

EX. APP. SLAB

EX. BACKWALL

$5\frac{1}{2}''\pm$

EX. 1/2"

JOINT DETAIL

## *JOINT DETAIL*

**STRUCTURE DETAILS**  
**STRUCTURE ASD-58SP-0151**  
**OVER MOHICAN RIVER**