

**UTILITIES
(G102A)**

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

CABLE ARMSTRONG UTILITIES 1215 CLAREMONT AVENUE ASHLAND, OH 44805 419.289.0161	CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200
COMMUNICATION AT&T TRANSMISSION 5980 WILCOX PLACE DUBLIN, OH 43016 614.760.8320	COMMUNICATION FRONTIER COMMUNICATIONS 3126 NORTH MCCORD TOLEDO, OH 43617 419.841.7281
ELECTRIC FIRELANDS ELECTRIC 1 ENERGY PLACE NEW LONDON, OH 44851 419.929.1571	ELECTRIC OHIO EDISON 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.521.6213
GAS COLUMBIA GAS OF OHIO 1021 N. MAIN ST. MANSFIELD, OH 44903 419.528.1137	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163

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
(G103)**

EXISTING PLANS ENTITLED RIC-30-9.28/ASD-30-0.00, DATED 1964 MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

**WORK LIMITS
(G106)**

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.

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 209 – LINEAR GRADING

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE INTERMEDIATE COURSE HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 - LINEAR GRADING.

ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE

THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL MONUMENT BOX LOCATIONS LISTED IN THE CONTRACT PLANS PRIOR TO BIDDING.

THE CONTRACTOR AND THE ENGINEER SHALL FIELD CHECK ALL EXISTING MONUMENT BOXES LISTED IN THE CONTRACT PLANS. ANY MONUMENT BOX THAT IS FOUND TO BE GREATER THAN 3" BELOW THE FINISHED PAVEMENT SURFACE SHALL BE RECONSTRUCTED TO GRADE.

THE ENGINEER SHALL MAKE THE DETERMINATION OF THE MONUMENT BOXES TO BE RECONSTRUCTED AFTER THE PLACEMENT OF THE FINAL ASPHALT PAVEMENT SURFACE. ANY MONUMENT BOX THAT DOES NOT HAVE AN EXISTING ADJUSTABLE FRAME AND LID OR THAT EXHIBITS SUBSTANTIAL DETERIORATION THAT REQUIRES MORE WORK THAN SPECIFIED UNDER ITEM 623 - MONUMENT BOXES ADJUSTED TO GRADE SHALL BE RECONSTRUCTED TO GRADE AS DIRECTED BY THE ENGINEER.

ALL WORK RELATED TO RECONSTRUCTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 611.10.C, 623.04 AND 623.05 OF THE 2016 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE TO THE FINISHED PAVEMENT SURFACE. A TOTAL QUANTITY AS SHOWN BELOW IS CARRIED TO THE GENERAL SUMMARY.

ITEM 623 - MONUMENT BOX RECONSTRUCTED TO GRADE 1 EACH (SLM 2.14)

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

SLM	DIRECTION	TYPE
1.00	EASTBOUND	CATCH BASIN
2.91	EASTBOUND	CATCH BASIN
1.00	WESTBOUND	CATCH BASIN
2.91	WESTBOUND	CATCH BASIN

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 611 – CATCH BASIN ADJUSTED TO GRADE TO THE FINISHED PAVEMENT SURFACE. A TOTAL QUANTITY AS SHOWN BELOW IS CARRIED TO THE GENERAL SUMMARY.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE 4 EACH

**ITEM 255 – FULL DEPTH PAVEMENT SAWING
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS**

THE INTENT OF THESE ITEMS IS TO REPAIR FAILING EXISTING TRANSVERSE AND LONGITUDINAL CONCRETE PAVEMENT JOINTS BY FULL DEPTH REMOVAL OF THE EXISTING CONCRETE PAVEMENT AND REPLACEMENT WITH CLASS QC MS RIGID PAVEMENT.

FALLING WEIGHT DEFLECTOMETER TESTING INFORMATION IS AVAILABLE UPON REQUEST TO THE DISTRICT THROUGH PROJECT ENGINEER FOR DETERMINATION OF JOINT CONDITION. THE CONTRACTOR IS REMINDED THAT THE EXISTING PAVEMENT HAS AN UNBONDED CONCRETE OVERLAY EXISTING, AND THAT INFORMATION SHOULD BE KEPT IN MIND WHEN MARKING REPAIR LOCATIONS TO THE EFFECT THAT THE SURFACE CONDITION MAY OR MAY NOT REFLECT THE BASE CONDITION OF THE PAVEMENT.

REPAIR THE PAVEMENT AT LOCATIONS MARKED IN THE FIELD BY THE ENGINEER.

PERFORM ITEM 255 – FULL DEPTH PAVEMENT SAWING AROUND THE PERIMETER OF THE MARKED PAVEMENT REPAIR AREA. IT IS PERMITTED TO USE EXISTING PERPENDICULAR CONCRETE PAVEMENT JOINTS SURROUNDING THE FAILED JOINT AS PART OF THE PERIMETER OF THE REPAIR. FOR EXAMPLE, IF THE FAILED JOINT IS A DRIVING LANE TRANSVERSE JOINT, IT IS PERMITTED TO USE THE LONGITUDINAL JOINT BETWEEN THE LANES AND BETWEEN THE DRIVING LANE AND OUTSIDE SHOULDER AS PART OF THE PERIMETER, OMITTING FULL DEPTH PAVEMENT SAWING IN THOSE TWO LOCATIONS.

FOR ESTIMATION PURPOSES ONLY, THE DIMENSIONS FOR EACH TYPE OF JOINT REPAIR ARE LISTED BELOW:

TYPE	LENGTH	WIDTH	AREA EACH
OUTSIDE SHOULDER TRANSVERSE	6 FEET	8 FEET	5.33 SY
LANE TRANSVERSE	6 FEET	12 FEET	8.00 SY
INSIDE SHOULDER TRANSVERSE	6 FEET	4 FEET	2.67 SY
LONGITUDINAL	16 FEET	2 FEET	3.56 SY

PERFORM THIS WORK PRIOR TO ANY PAVEMENT PLANING IN THE SPECIFIED AREA AND PRIOR TO ANY PLACEMENT OF ASPHALT CONCRETE.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER FOOT FOR ITEM 255 – FULL DEPTH PAVEMENT SAWING AND THE CONTRACT BID PRICE PER SQUARE YARD FOR ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS. ESTIMATED QUANTITIES AND LONGITUDINAL REPAIR DETAILS ARE SHOWN ON THE PAVEMENT REPAIR TABLE AS PART OF THESE GENERAL NOTES ON SHEET 6 OF THESE PLANS.

ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE

THE INTENT OF THIS ITEM IS TO MILL A TAPER TO PREPARE FOR A SQUARE BUTT JOINT OF THE SPECIFIED DEPTH AS DETAILED AND IN LOCATIONS SPECIFIED ON THE PAVEMENT AND SHOULDER DATA SHEET. CONTROL THE DEPTH OF THE MILLING FROM THE PROFILE GRADE LINE ALONG THE INSIDE EDGE LINE. PAVEMENT SLOPE IS TO MATCH THE EXISTING SURFACE, PAYING SPECIAL ATTENTION TO ANY SUPERELEVATED CURVES. MAINTAIN, OR RESTORE IF NECESSARY, ANY SUPERELEVATION AS DIRECTED BY THE ENGINEER. THE INTENT IS TO MAINTAIN ANY EXISTING SUPERELEVATION.

MAINTAIN POSITIVE DRAINAGE TO CATCH BASINS AND INLETS AT ALL TIMES. PERFORM PAVEMENT PLANING IN A PROGRESSION THAT WILL NOT PERMIT THE ACCUMULATION OF WATER ON THE PAVEMENT AND WILL ALLOW OVER THE SHOULDER DRAINAGE OF ALL PAVEMENT SURFACES.

PROCEED WITH THE PROGRESSION OF PLANING AND SUBSEQUENT PAVING OPERATIONS IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE PERMITTED TO RUN OVER ANY PLANED SURFACE.

PAYMENT WILL INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK AT THE CONTRACT BID PRICE PER SQUARE YARD FOR ITEM 254 – PAVEMENT PLANING, PORTLAND CEMENT CONCRETE.

ITEM 408 – PRIME COAT, AS PER PLAN

APPLY ONE COAT OF MC-70, AS PER SECTION 702, AT A RATE OF 0.40 GALLONS PER SQUARE YARD TO THE COMPLETED AGGREGATE SHOULDER AS DIRECTED BY THE ENGINEER. PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. SEE C&MS 107.10 FOR ADDITIONAL DETAILS.

INTERSECTIONS

INTERSECTIONS SHALL BE PLANED AND PAVED TO THE APPROXIMATE EDGE OF RIGHT OF WAY OR AS DIRECTED BY THE ENGINEER. PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE INTERSECTIONS TABLE AS PART OF THESE GENERAL NOTES.

PAVEMENT CORING INFORMATION

PAVEMENT CORING WAS COMPLETED ON THIS SECTION OF CONCRETE PAVEMENT, INDICATING THAT THE EXISTING BUILDUP OF PAVEMENT IS NINE INCHES OF PORTLAND CEMENT CONCRETE, COVERED BY A ONE INCH ASPHALT BOND BREAKER, COVERED BY ANOTHER NINE INCHES OF PORTLAND CEMENT CONCRETE. PHOTOS ARE AVAILABLE UPON REQUEST FROM THE ODOT DISTRICT THREE OFFICE, ATTAINABLE BY REQUEST THROUGH THE PROJECT ENGINEER.

COUNTY	ROUTE	SLM	DIRECTION	LOCATION	ASPHALT	CONCRETE
ASD	30	2.44	EASTBOUND	LWP	1.00	9.00 + 9.00
ASD	30	2.46	EASTBOUND	SHOULDER	3.00	8.00*
ASD	30	2.46	EASTBOUND	RWP	1.00	9.00*

* - IT IS ANTICIPATED THAT THE BOTTOM SECTION OF BASE CONCRETE WAS NOT REMOVED BY THE CORE BIT AND WAS LEFT IN THE CORE HOLE. SUBSEQUENTLY, ANTICIPATE AN ADDITIONAL THICKNESS OF CONCRETE BELOW THE SPECIFIED ASPHALT LAYER.

STOP BAR PLACEMENT

AT NORMAL STOP CONTROLLED INTERSECTIONS, PLACE THE STOP BAR FOUR FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY, MEASURED PERPENDICULARLY TO THE EDGE LINE, IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

**ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE A
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE B
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE E
ITEM 202 – ANCHOR ASSEMBLY REMOVED, TYPE T**

THIS ITEM INCLUDES THE REMOVAL OF THE EXISTING ANCHOR ASSEMBLY INCLUDING ALL POSTS, HARDWARE, RAIL ELEMENTS, AND CONCRETE ANCHORS. ALL ITEMS REMOVED BECOME THE PROPERTY OF THE CONTRACTOR UPON REMOVAL. DISPOSE OF THESE ITEMS PROPERLY.

REMOVE THE EXISTING CONCRETE ANCHOR AND CONCRETE AT POSTS ENTIRELY. FILL ALL HOLES REMAINING AFTER REMOVAL WITH GRANULAR MATERIAL OR EXCESS MATERIAL RESULTING FROM GUARDRAIL CONSTRUCTION. THOROUGHLY COMPACT AND LEVEL ALL FILL MATERIAL AS DIRECTED BY THE ENGINEER.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR THE APPROPRIATE 202 REMOVAL ITEM.

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM FOUR

DESIGNER
KCK

REVIEWER
CAD 05/2020

PROJECT ID
87729

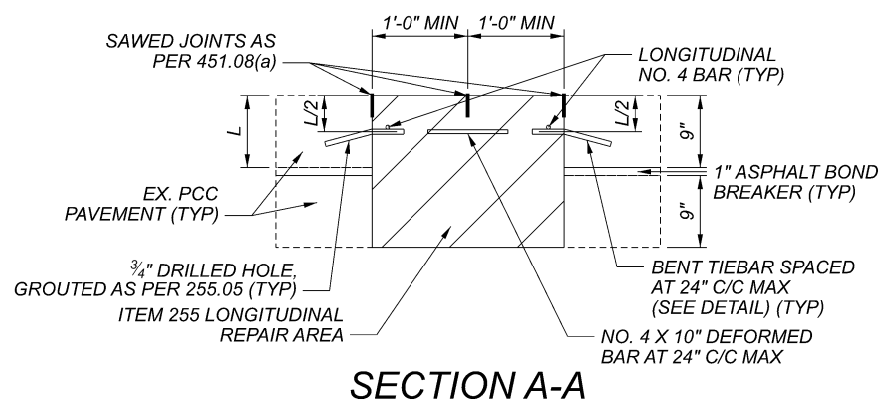
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1	3

SHEET	TOTAL
P.004	19

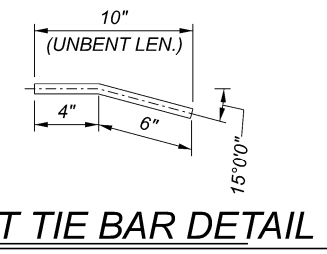
PAVEMENT REPAIR INFORMATION

COUNTY	ROUTE	SECTION		NUMBER OF REPAIRS FOR ESTIMATION PURPOSES ONLY: TRANSVERSE INSIDE SHOULDER = 4' LONG, 6' WIDE, 9" DEEP TRANSVERSE LANE = 12' LONG, 6' WIDE, 9" DEEP TRANSVERSE OUTSIDE SHOULDER = 8' LONG, 6' WIDE, 9" DEEP LONGITUDINAL = 16' LONG, 2' WIDE, 9" DEEP				255				FULL DEPTH REMOVAL AND RIGID REPLACEMENT, CLASS MS			
		BEGINNING LANDMARK	ENDING LANDMARK	INSIDE SHOULDER	LANE	OUTSIDE SHOULDER	LONGITUDINAL	FULL DEPTH PAVEMENT SAWING			LONGITUDINAL FT	TRANSVERSE			LONGITUDINAL SQ YD
								INSIDE SHOULDER FT	LANE FT	OUTSIDE SHOULDER FT		INSIDE SHOULDER SQ YD	LANE SQ YD	OUTSIDE SHOULDER SQ YD	
WESTBOUND															
ASD	30	SLM 0.27	TWP 1255	8	31	8	56	64	744	128	1792	21	248	43	199
ASD	30	TWP 1255	STR 0098	14	57	14	99	112	1368	224	3168	37	456	75	352
ASD	30	STR 0098	CR 1035	14	53	14	156	112	1272	224	4992	37	424	75	555
ASD	30	CR 1035	STR 0283	13	52	13	88	104	1248	208	2816	35	416	69	313
ASD	30	STR 0283	END PROJ	11	43	11	106	88	1032	176	3392	29	344	59	377
WESTBOUND SUBTOTAL				60	236	60	505	480	5664	960	16160	159	1888	321	1796
WESTBOUND															
ASD	30	SLM 0.27	TWP 1255	10	40	10	9	80	960	160	288	27	320	53	32
ASD	30	TWP 1255	STR 0098	15	60	15	17	120	1440	240	544	40	480	80	60
ASD	30	STR 0098	CR 1035	32	129	32	166	256	3096	512	5312	85	1032	171	590
ASD	30	CR 1035	STR 0283	17	69	17	103	136	1656	272	3296	45	552	91	366
ASD	30	STR 0283	END PROJ	24	95	24	123	192	2280	384	3936	64	760	128	437
WESTBOUND SUBTOTAL				98	393	98	418	784	9432	1568	13376	261	3144	523	1485
TOTAL CARRIED TO GENERAL SUMMARY				158	629	158	923		18888		29536		6296		3281

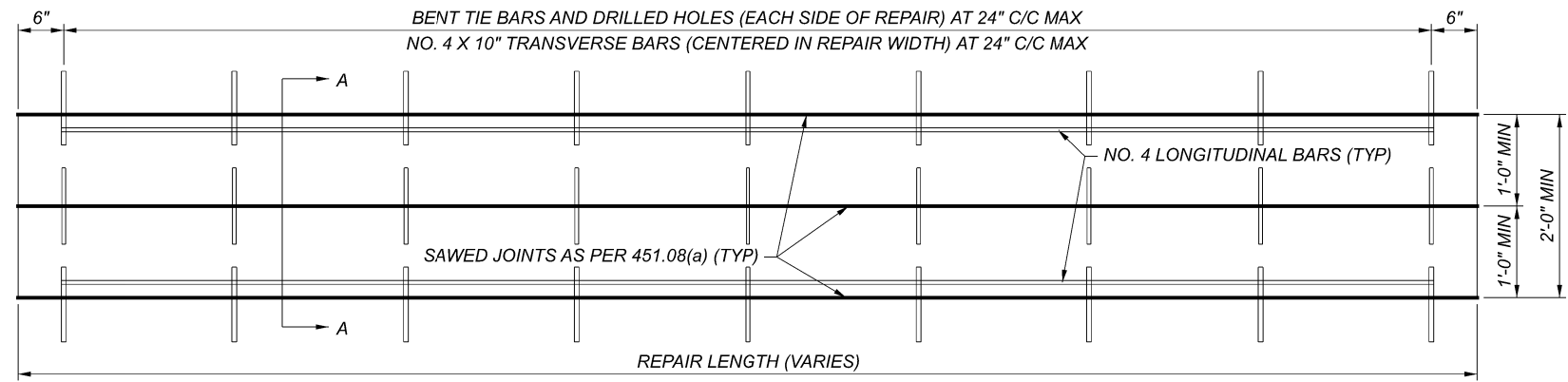
GENERAL NOTES



SECTION A-A



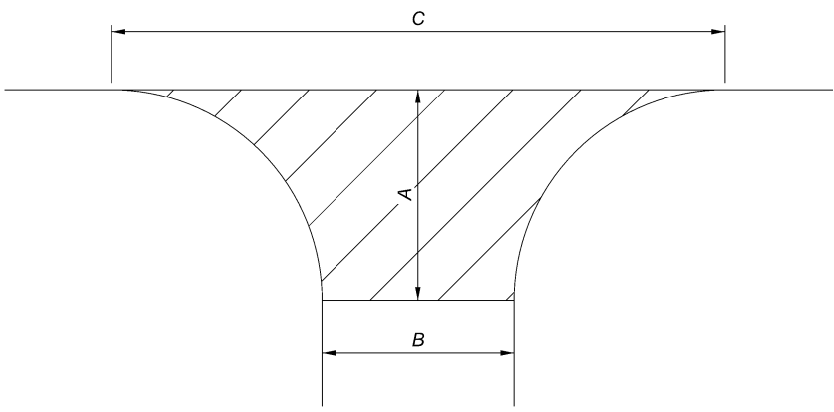
BENT TIE BAR DETAIL



LONGITUDINAL PAVEMENT REPAIR PLAN

INTERSECTION DETAILS

PLAN SPLIT	COUNTY	ROUTE	SLM	LEFT/ RIGHT	INTERSECTION	A (FT)	B (FT)	C (FT)	AREA (SY)	COMMENTS	
01/NHS/PV	ASD	30	0.52	RIGHT	COUNTY ROUTE 1255	62.3	31.1	144.0	476	TAPER PLANE AND PAVE TO THE EXISTING CONCRETE/ASPHALT PAVEMENT JOINT ALONG THE "A" LENGTH	
01/NHS/PV	ASD	30	0.52	LEFT	COUNTY ROUTE 1255	73.3	23.3	146.5	524		
01/NHS/PV	ASD	30	2.14	RIGHT	TOWNSHIP ROUTE 1095	43.4	32.4	145.8	339		
01/NHS/PV	ASD	30	2.14	LEFT	TOWNSHIP ROUTE 1095	68.2	32.0	129.6	489		
GRAND TOTAL INTERSECTION AREA									1828		




INTERSECTION LEGEND

ASD-30-0.27

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DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM FOUR

DESIGNER
KCK

REVIEWER
CAD 05/2020

PROJECT ID
87729

SUBSET	TOTAL
3	3

SHEET	TOTAL
P.006	19