

ASD/RIC-95/603-1.46/0.00

MODEL: Sheet PAPER: 34x22 (in.) DATE: 04/04/2022 TIME: 12:58:17 USER: knnapp
 p:\1\ohio\dot-pw-bentley.com\zhh\dot-pw-02\Documents\01 Active Projects\District 03_D03102972\400-Engineering\Roadway\Sheets\102972_GN001.dgn

**UTILITIES
(G102A)**

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

CABLE CHARTER COMMUNICATIONS 5520 WHIPPLE AVENUE NW NORTH CANTON, OH 44720 330.494.9200	COMMUNICATION LUMEN 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956
COMMUNICATION FRONTIER COM 83 TOWNSEND AVENUE NORWALK, OH 44857 419.744.3613	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	FIBER OPTIC SPRINT 11370 ENTERPRISE PARK DRIVE SHARONVILLE, OH 45241 513.612.4204
GAS TC ENERGY P.O. BOX 85 LAKEVILLE, OH 44638 419.827.2620	GAS MARATHON PIPELINE 539 SOUTH MAIN STREET FINDLAY, OH 45840 419.884.0800
GAS COLUMBIA GAS OF OHIO 1021 NORTH MAIN STREET MANSFIELD, OH 44903 419.528.1134	GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163
GAS OHIO CUMBERLAND GAS 20718 DANVILLE-AMITY ROAD MOUNT VERNON, OH 43050 740.392.2941	VILLAGE VILLAGE OF PERRYSVILLE 140 E. PLEASANT ST PERRYSVILLE, OH 44864 419.938.5345

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)**

THE BELOW LISTED EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

TITLE	DATE
ASD-95-1.46	2010
ASD-95-1.46	2016
RIC/ASD-95-0.00/0.00	2014
RIC-603-0.00	

**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.

INTERSECTIONS, DRIVES, AND MAILBOX APPROACHES

DO NOT TREAT THE APRONS OF INTERSECTING ROADWAYS WITH THIS PROJECT. THE INTENT IS TO MAINTAIN THE MAINLINE TREATMENT WIDTH THROUGH THE INTERSECTIONS ON STATE ROUTE 98 WITHOUT TREATING ANY INTERSECTION APRONS.

TREAT ALL EXISTING PAVED DRIVE APRONS WITH THE SAME TREATMENT AS THE ADJACENT MAINLINE. ONLY TREAT PAVED DRIVE APRONS WHERE THE EXISTING APRON IS PAVED WITH CONTINUOUS ASPHALT, ORIGINALLY PLACED CONGRUENTLY WITH THE ADJACENT MAINLINE PAVEMENT.

TREAT ALL EXISTING PAVED MAILBOX APPROACHES WITH THE SAME TREATMENT AS THE ADJACENT MAINLINE.

PERFORM NO TREATMENT OUTSIDE OF THE EXISTING PAVEMENT. NO ADDED AGGREGATE IS TO BE PLACED ON AGGREGATE DRIVES WITHIN THE PROJECT LIMITS.

EXTRA QUANTITIES OF ALL MATERIALS NEEDED TO COMPLETE THE ABOVE LISTED WORK IS LISTED ON THE PAVEMENT AND SHOULDER DATA SHEET INCLUDED IN THESE PLANS AND IS CARRIED TO THE GENERAL SUMMARY.

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.

TRAFFIC CONTROL

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CREATE A PAVEMENT MARKING LOG PRIOR TO THE REMOVAL, COVERING, OR OTHER DESTRUCTION OF THE EXISTING MARKINGS. THIS LOG, PRIOR TO REMOVAL, COVERING, OR OTHER DESTRUCTION OF THE EXISTING MARKINGS, IS TO BE SUBMITTED TO THE ENGINEER FOR APPROVAL. ENSURE ALL EXISTING MARKINGS REMAIN IN PLACE UNTIL SUCH APPROVAL IS OBTAINED.

PRIOR TO PERFORMING THE SINGLE CHIP SEAL TREATMENT, REMOVE ALL EXISTING PAVEMENT MARKINGS USING AN APPROVED METHOD TO THE SATISFACTION OF THE ENGINEER. REMOVE PAVEMENT MARKINGS NO MORE THAN SEVEN CALENDAR DAYS PRIOR TO THE ANTICIPATED APPLICATION OF THE CHIP SEAL PAVEMENT TREATMENT. AT A MINIMUM, REINSTALL THE CENTERLINE AT THE END OF EACH WORKING DAY FOR THE LOCATION WHERE WORK HAS BEEN COMPLETED. THIS CENTER LINE MAY BE A WORK ZONE CENTER LINE OR THE FINAL PAVEMENT MARKING.

AS IT IS ANTICIPATED THAT THE FIRST APPLICATION OF PERMANENT PAVEMENT MARKINGS WILL HAVE A SHORT USEFUL LIFE DUE TO THE LOOSE NATURE OF THE CHIP SEAL TREATMENT, 30 TO 45 DAYS AFTER THE INSTALLATION OF THE FIRST PERMANENT PAVEMENT MARKINGS, REINSTALL THE PERMANENT PAVEMENT MARKINGS AGAIN, FOR A TOTAL OF TWO APPLICATIONS. DO NOT REMOVE THE FIRST APPLICATION PRIOR TO INSTALLING THE SECOND.

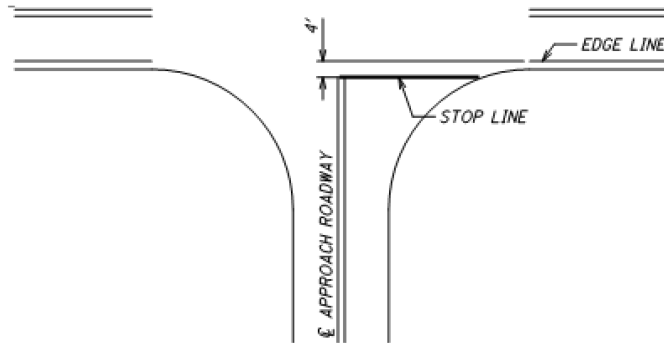
STRIPE THE LANES USING THE EXISTING LANE WIDTH.

INSTALL WORK ZONE STOP LINES AT THE FOLLOWING LOCATIONS:

- ON STATE ROUTE 603 SOUTHBOUND AT STATE ROUTE 95
- ON STATE ROUTE 603 NORTHBOUND AT STATE ROUTE 39
- ON STATE ROUTE 95 SOUTHBOUND AT STATE ROUTE 39
- ON STATE ROUTE 95 NORTHBOUND AT STATE ROUTE 60

STOP BAR PLACEMENT

IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE, AT NORMAL STOP CONTROLLED RURAL INTERSECTIONS WITHOUT CROSSWALK, PLACE THE STOP BAR FOUR FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY, OR IN LINE WITH THE OUTSIDE EDGE OF THE PAVED SHOULDER, WHICHEVER IS WIDER.



ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442)

THIS ITEM SHALL BE USED WHEN THE REPAIR IS BETWEEN 1.75" AND 3.00" IN DEPTH. THE REPLACEMENT MATERIAL SHALL BE ITEM 442 19 MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 442 SHALL USE A PG64-28 BINDER.

FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF REPAIR OF 2" WAS USED.

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PLACEMENT OF THE SINGLE CHIP SEAL TREATMENT. THE DEPTH OF THE REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 4 FEET WIDE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR AND WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442). ESTIMATED QUANTITIES ARE PROVIDED ON THE PAVEMENT AND SHOULDER DATA SHEET AND ARE CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PROTECTION OF CASTINGS

PROVIDE PROTECTION FROM CONTAMINATION WITH CHIP SEAL MATERIAL FOR ALL EXISTING CASTINGS WITHIN THE PROJECT LIMITS, INCLUDING CATCH BASINS, MONUMENT BOXES, MAN HOLES, ETC. SHOULD ANY CHIP SEAL MATERIAL, INCLUDING THE EMULSION, BE PLACED ERRANTLY ON ANY CASTING, CLEAN THE CASTING TO A CONDITION EQUAL TO OR BETTER THAN ORIGINAL USING A METHOD APPROVED BY, AND TO THE SATISFACTION OF, THE ENGINEER.

GENERAL NOTES

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM ONE	
DESIGNER	KCK
REVIEWER	KRB 11/2021
PROJECT ID	102972
SUBSET	TOTAL
1	1
SHEET	TOTAL
P.004	P.009

SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.005	P.008	P.009								01/STR/PV							
										5,000		832	30000	5,000	EACH	EROSION CONTROL EROSION CONTROL	
																PAVEMENT	
		157								157		251	01030	157	CY	PARTIAL DEPTH PAVEMENT REPAIR (442)	
		141,370								141,370		422	11000	141,370	SY	AGGREGATE, SINGLE CHIP SEAL, TYPE A	
		56,552								56,552		422	25000	56,552	GAL	EMULSION, CHIP SEAL	
		21,211								21,211		886	11000	21,211	GAL	FOG SEAL	
																TRAFFIC CONTROL	
			724							724		621	00100	724	EACH	RPM	
			724							724		621	54000	724	EACH	RAISED PAVEMENT MARKER REMOVED	
			39							39		642	00104	39	MILE	EDGE LINE, 6", TYPE 1 (WHITE)	
			19.5							19.5		642	00300	19.5	MILE	CENTER LINE, TYPE 1	
			256							256		642	00500	256	FT	STOP LINE, TYPE 1	
			29.25							29.25		642	30030	29.25	MILE	REMOVAL OF PAVEMENT MARKING (EDGE LINE AND CENTER LINE)	
			128							128		644	30000	128	FT	REMOVAL OF PAVEMENT MARKING (STOP LINE)	
																MAINTENANCE OF TRAFFIC	
24										24		614	12460	24	EACH	WORK ZONE MARKING SIGN (DO NOT PASS)	
27										27		614	12460	27	EACH	WORK ZONE MARKING SIGN (NO EDGE LINE)	
21										21		614	12460	21	EACH	WORK ZONE MARKING SIGN (PASS WITH CARE)	
4										4		614	12461	4	EACH	WORK ZONE MARKING SIGN, AS PER PLAN (ADVANCE NOTICE)	5
			9.75							9.75		614	21500	9.75	MILE	WORK ZONE CENTER LINE, CLASS II, 642 PAINT	
			19.5							19.5		614	21550	19.5	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
			384							384		614	26200	384	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
																INCIDENTALS	
												LS	614	11000	LS	MAINTAINING TRAFFIC	
												LS	623	10000	LS	CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS	624	10000	LS	MOBILIZATION	

DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM ONE

DESIGNER
KCK

REVIEWER
KRB 11/2021

PROJECT ID
102972

SUBSET	TOTAL
1	1

SHEET	TOTAL
P.007	P.009

AUXILIARY & LONG LINE MARKINGS

PLAN SPLIT	COUNTY	ROUTE	STATION / SLM		HIGHWAY MILES	614						642, TYPE 1									REMOVAL OF PAVEMENT MARKING (EDGE LINE AND CENTER LINE)	REMOVAL OF PAVEMENT MARKING (STOP LINE)				
						WORK ZONE CENTER LINE, CLASS II, 642		WORK ZONE CENTER LINE, CLASS III, 642		WORK ZONE STOP LINE, CLASS I, 642	EDGE LINE, 6" (WHITE)			CENTER LINE			STOP LINE									
						FROM	TO	APPS	MILE		APPS	MILE	APPS	FT	QTY EACH APP	APP-LICATIONS	TOTAL PAY QTY	SOLID EQUIV. EACH APP.	QTY EACH APP	APP-LICATIONS			TOTAL PAY QTY	QTY EACH APP	APP-LICATIONS	TOTAL PAY QTY
01/STR/PV	RIC	603	0.00	1.00	1.00	1	1.00	2	2.00	3	72		2.00	2.00	4.00	1.860	1.00	2	2.00	24	2	48			3.00	24
01/STR/PV	RIC	603	1.00	2.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.603	1.00	2	2.00						3.00	
01/STR/PV	RIC	603	2.00	3.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	2.000	1.00	2	2.00						3.00	
01/STR/PV	RIC	603	3.00	4.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.605	1.00	2	2.00						3.00	
01/STR/PV	RIC	603	4.00	4.72	0.72	1	0.72	2	1.44	3	63		1.44	2.00	2.88	0.518	0.72	2	1.44	21	2	42			2.16	21
01/STR/PV	ASD	95	1.46	2.00	0.54	1	0.54	2	1.08	3	33		1.08	2.00	2.16	0.614	0.54	2	1.08	11	2	22			1.62	11
01/STR/PV	ASD	95	2.00	3.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.275	1.00	2	2.00						3.00	
01/STR/PV	ASD	95	3.00	4.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.909	1.00	2	2.00						3.00	
01/STR/PV	ASD	95	4.00	5.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.619	1.00	2	2.00						3.00	
01/STR/PV	ASD	95	5.00	6.00	1.00	1	1.00	2	2.00				2.00	2.00	4.00	1.907	1.00	2	2.00						3.00	
01/STR/PV	ASD	95	6.00	6.49	0.49	1	0.49	2	0.98	3	216		0.98	2.00	1.96	0.457	0.49	2	0.98	72	2	144			1.47	72
01/STR/PV	RIC	603	SUBTOTAL				4.72		9.44		135				18.88	7.586			9.44			90			14.16	45
01/STR/PV	ASD	95	SUBTOTAL				5.03		10.06		249				20.12	7.781			10.06			166			15.09	83
TOTAL CARRIED TO GENERAL SUMMARY							9.75		19.50		384				39.00	15.367			19.50			256			29.25	128

RAISED PAVEMENT MARKERS


PLAN SPLIT	COUNTY	ROUTE	STATION/SLM		DETAIL	621					REMARKS	DETAIL	DESCRIPTION		
						RAISED PAVEMENT MARKER REMOVED	RPM	PRISMATIC RETRO-REFLECTOR TYPES							
								ONE-WAY	TWO-WAY						
01/STR/PV	RIC	603	0.00	0.25	17	56	56	16	40			STOP APPROACH AT STATE ROUTE 95 (ON CURVE)	1	MULTILANE UNDIVIDED TYPICAL SPACING	
01/STR/PV	RIC	603	0.25	4.52	GAP	252	252		252			CONTINUOUS ROUTE TREATMENT	2	TAPERED ACCEL. LANE	
01/STR/PV	RIC	603	4.52	4.72	6	27	27	16	11			STOP APPROACH AT STATE ROUTE 39 (SOUTHERN APPROACH)	3	DECELERATION LANE	
01/STR/PV	ASD	95	1.46	1.63	6	27	27	16	11			EAST STOP APPROACH AT STATE ROUTE 39	4	PARALLEL ACCEL LANE	
01/STR/PV	ASD	95	1.63	6.31	GAP	335	335		335			CONTINUOUS ROUTE TREATMENT	5	MULTILANE DIVIDED/EXPRESSWAY	
01/STR/PV	ASD	95	6.31	6.49	6	27	27	16	11			STOP APPROACH AT STATE ROUTE 60 (SOUTHERN APPROACH)	6	STOP APPROACH	
01/STR/PV	RIC	603	0.00	4.72	18					0		BLUE/BLUE RPM AT FIRE HYDRANTS	7	2 LANE APPR. WITH TURN LANE	
01/STR/PV	ASD	95	1.46	6.49	18					0		BLUE/BLUE RPM AT FIRE HYDRANTS	8	THROUGH APPROACH	
01/STR/PV	RIC	603	SUBSUMMARY			335	335	32	303					9	3 LANE APPR. WITH TURN LANE
01/STR/PV	ASD	95	SUBSUMMARY			389	389	32	357					10	3 LANE DIVIDED TO 2 LANE TRANSITION
GRAND TOTAL CARRIED TO GENERAL SUMMARY						724	724							11	3 LANE UNDIVIDED TO 2 LANE TRANSITION

PAVEMENT MARKINGS AND RPMS

ASD/RIC-95/603-1.46/0.00

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DESIGN AGENCY
DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER
KCK

REVIEWER
KRB 11/2021

PROJECT ID
102972

SUBSET TOTAL
1 1

SHEET TOTAL
P.009 P.009