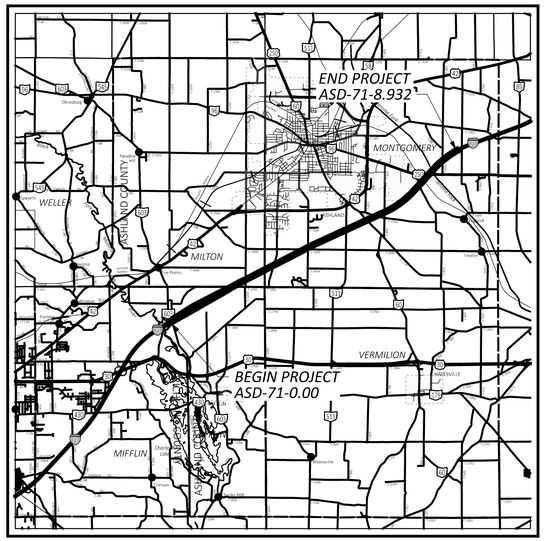


LOCATION MAP

LATITUDE: N 40°48'2" LONGITUDE: W 82°23'17"

PORTION TO BE IMPROVED
INTERSTATE HIGHWAY
FEDERAL ROUTES
STATE ROUTES
COUNTY & TOWNSHIP ROADS
OTHER ROADS

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

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idig

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ASD-71-0.00

CITY OF ASHLAND
MIFFLIN TOWNSHIP
MILTON TOWNSHIP
MONTGOMERY TOWNSHIP

ASHLAND COUNTY

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FEDERAL PROJECT NUMBER

E251126

RAILROAD INVOLVEMENT

N/A

PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT REPAIRS, PAVEMENT PLANNING, RESURFACING WITH ASPHALT CONCRETE, STRUCTURE MAINTENANCE, GUARDRAIL WORK, RPM REPLACEMENT AND PAVEMENT MARKING REPLACEMENT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*N/A***
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*N/A***
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A***
	***MAINTENANCE PROJECT*

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

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.

PLANS PREPARED BY:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT THREE ENGINEERING

MAINTENANCE OF TRAFFIC ENDORSEMENT

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.

Robert Weaver
District 03 Deputy Director

Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL

STATE OF OHIO
NICHOLAS RYAN FOSTER
E-81255
REGISTERED PROFESSIONAL ENGINEER

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	*1/19/24*	*MT-95.45*	*7/21/23*	*TC-52.10*	*10/18/13*			*800-2023*	*1/16/26*	*400*	*1/17/25*
BP-6.1	*7/19/13*	*MT-95.50*	*7/21/17*	*TC-52.20*	*1/15/21*			*807*	*1/17/25*	*401*	*8/28/26*
		MT-98.10	*1/17/20*	*TC-61.30*	*7/19/24*			*808*	*7/19/24*		
DM-4.3	*1/15/16*	*MT-98.11*	*1/17/20*	*TC-64.10*	*1/16/26*			*821*	*4/20/12*		
DM-4.4	*1/15/16*	*MT-98.20*	*4/19/19*	*TC-65.11*	*1/17/25*			*832*	*7/18/25*		
		MT-98.22	*1/17/20*	*TC-71.10*	*1/16/26*			*850*	*7/21/23*		
MGS-2.1	*1/16/26*	*MT-98.29*	*1/17/20*	*TC-72.20*	*1/16/26*			*908*	*1/17/25*		
MGS-3.1	*1/16/26*	*MT-99.20*	*4/19/19*	*TC-73.20*	*1/16/26*						
MGS-4.3	*7/18/25*	*MT-101.60*	*1/17/25*	*TC-75.10*	*1/16/26*						
MGS-5.2	*7/15/16*	*MT-101.90*	*7/17/20*								
MGS-5.3	*7/15/16*	*MT-104.10*	*1/19/24*	*RD-9.1*	*7/17/26*						
MGS-6.1	*1/19/18*										
MGS-6.2	*7/18/25*	*TC-22.20*	*7/18/25*								
MGS-6.3	*7/18/25*	*TC-41.20*	*10/18/13*								
		TC-42.10	*10/18/13*								
MT-95.30	*7/18/25*	*TC-42.20*	*10/18/13*								

TITLE SHEET

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM TWO
DESIGNER JAP
REVIEWER NRF 07-06-26
PROJECT ID 124017
SHEET 1 TOTAL 42

ASD-71-0.00

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/3/2026 TIME: 3:08:38 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: Jason.Payne@dot.ohio.gov WORKSPACE: OHDOTCE\v02 WORKSET: 124017 PRODUCT: OpenRoadsDesigner 24.00.00.205
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PAVEMENT

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN

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 THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 5". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN (LONGITUDINAL) 5,739 CY

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN

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 PAVEMENT PLANING AND BEFORE PLACEMENT OF THE OVERLAY COURSE(S). THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MINIMUM DEPTH OF 6" AND A MAXIMUM DEPTH OF 16" AND A MINIMUM WIDTH OF 4FT. FOR FULL DEPTH REPAIRS WHERE CONCRETE IS UNDERLYING ASPHALT BUT CONCRETE IS NOT BEING REPLACED AS PART OF THE REPAIR, REMOVE ALL ASPHALT TO THE TOP OF CONCRETE THEN COMPLETE FLEXIBLE REPAIR ON TOP OF EXISTING CONCRETE. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. THE MAXIMUM PAVEMENT LIFT THICKNESS IS 6".

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A GREATER MEASUREMENT PARALLEL TO THE CENTERLINE THAN THE MEASUREMENT PERPENDICULAR TO THE CENTERLINE.

THE REQUIREMENTS OF SCD MT-101.90 (DROP-OFFS IN WORK ZONES) APPLY. UNLESS SPECIFIED AND ACCOUNTED FOR OTHERWISE IN THESE PLANS, FILL REPAIR AREAS WITH EITHER THE FINAL MATERIAL OR A TEMPORARY MATERIAL AT THE DISCRETION AND APPROVAL OF THE ENGINEER WHEN WORK IS NOT ACTIVE IN THE AREA OF THE REPAIR.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR, AS PER PLAN IS TO BE GREATER THAN 6" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 – PAVEMENT REPAIR, AS PER PLAN (LONGITUDINAL) 574 CY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.75 INCHES AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS UNLESS OTHERWISE SHOWN. 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.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

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

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN SEVEN (7) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 7 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE of $5,000 PER DAY.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) 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.

THE AMOUNT OF GRINDINGS RESULTING FROM THIS WORK MAY PRODUCE UNEXPECTED VOLUMES OF GRINDINGS DUE TO THE EXISTING TRANSVERSE SLOPE OF THE PAVEMENT.

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 254 - PAVEMENT PLANING, ASPHALT CONCRETE

PLANING IS TO BE PERFORMED AS DIRECTED AND IN AREAS DESIGNATED BY THE ENGINEER. REMOVAL OF EXISTING PAVEMENT SURFACE MAY BE REQUIRED TO ELIMINATE ADVERSE SURFACE DISTORTION, WHICH IN THE JUDGEMENT OF THE ENGINEER, CANNOT BE SATISFACTORILY CORRECTED IN THE PAVING COURSES. THESE AREAS MAY VARY IN DEPTH, AS DIRECTED BY THE ENGINEER. THESE AREAS MAY INCLUDE MATERIAL DISPLACED BY RUTTING OR SHOVING ASPHALT SURFACE PATCHES, CONCRETE PATCHES, TRANSVERSE BUMPS, JOINTS AT STRUCTURES, ADJOINING PAVEMENTS, RAILROADS, ETC.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE AGGREGATE SHOULDER WITHIN 7 (SEVEN) CALENDAR DAYS OF THE BERM MATERIAL BEING LAYED ON THE SHOULDER. PRIOR TO APPLYING THE PRIME COAT LAYER, IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO CORRECT ANY DAMAGES TO AGGREGATE SHOULDER THAT HAS OCCURRED DURING THE PERIOD OF TIME BETWEEN THE LAYING OF THE BERM MATERIAL AND THE SPRAYING OF PRIME COAT. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

PLACE THE RUMBLE STRIP ON THE INSIDE SHOULDER AND OUTSIDE SHOULDER 3 FEET ON CENTER MEASURED FROM THE CENTER OF THE EDGE LINE. ALL OTHER ASPECTS OF THE RUMBLE STRIPS ARE TO REMAIN AS PER DETAILED ON STANDARD CONSTRUCTION DRAWING RD-9.1.

ALL WORK NEEDED TO COMPLETE THIS WORK WILL BE INCLUDED IN THE CONTRACT BID PRICE PER MILE FOR ITEM 618 – RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN AND WILL INCLUDE ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED.

ITEM SPECIAL, INTELLIGENT COMPACTION (IC)

THIS ITEM CONSISTS OF PROVIDING AN INTELLIGENT COMPACTION (IC) SYSTEM TO MONITOR COMPACTION DURING PLACEMENT OF ASPHALT CONCRETE. INSTRUMENT ALL ROLLERS INVOLVED IN THE COMPACTION OF THE ASPHALT CONCRETE MAT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION. NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF IC DATA COLLECTION. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, INTELLIGENT COMPACTION (IC).

ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP)

THIS ITEM CONSISTS OF PROVIDING A PAVER MOUNTED THERMAL PROFILING (PMTP) SYSTEM TO IDENTIFY THE PRESENCE OF ANY THERMAL SEGREGATION OF AN UNCOMPACTED MAT OF HOT MIX ASPHALT. CONFORM TO THE SPECIFICATIONS FOUND IN THE SPECIAL PROVISION FOR METHODS AND PROCEDURES FOR DETERMINING THE THERMAL PROFILE USING A PMTP SYSTEM.

NOTIFY THE ODOT OFFICE OF PAVEMENT ENGINEERING (OPE) AT LEAST TWO WEEKS PRIOR TO THE START OF PMTP DATA COLLECTION. OPE WILL CONDUCT DENSITY GAUGE TESTING ON SOME OR ALL OF THERMAL PROFILE DATA SUBLOTS CATEGORIZED AS HAVING SEVERE THERMAL SEGREGATION, AS DEFINED IN THE SPECIAL PROVISION. THE RESULTS OF THIS TESTING ARE FOR RESEARCH PURPOSES AND WILL NOT RESULT IN ANY ADDITIONAL ADJUSTMENT TO THE ITEM UNIT BID PRICE. PROVIDE TRAFFIC CONTROL TO ALLOW OPE TO CONDUCT TESTING. THE DEPARTMENT WILL NOT REQUIRE MORE THAN FOUR DAYS OF ADDITIONAL LANE CLOSURES TO PERFORM DENSITY GAUGE TESTING. INCLUDE THE COST OF ALL LABOR, EQUIPMENT, SOFTWARE, AND INCIDENTALS NECESSARY TO INSTALL THE EQUIPMENT AND ANALYZE THE DATA IN THE LUMP SUM BID FOR ITEM SPECIAL, PAVER MOUNTED THERMAL PROFILING (PMTP).

ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A, (447) (PG70-22M), AS PER PLAN

FOLLOW ALL REQUIREMENTS OF THE SPECIFICATIONS WITH THE ADDITION OF THE FOLLOWING:
PROVIDE LOCATION REFERENCE COORDINATES FOR EACH CORE TAKEN FOR MAT AND JOINT DENSITY ACCEPTANCE. UTILIZE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) RECEIVER WITH AN ACCURACY OF ± 2 INCHES (50 MM) IN THE X AND Y DIRECTIONS. USE A GNSS WITH THE ABILITY TO OBTAIN POSITIONAL CORRECTIONS USING THE ODOT REAL TIME NETWORK (RTN) OR A BASE-ROVER REAL-TIME KINEMATIC (RTK) SYSTEM. TIE DATA TO THE MOST CURRENT VERSION OF THE NATIONAL SPATIAL REFERENCE SYSTEM (NSRS) THROUGH OHIO COUNTY COORDINATE SYSTEM (OCCS) COORDINATES. USE THE RTN ONLY WHEN COVERAGE IS AVAILABLE THROUGHOUT THE PROJECT LIMITS.

TRAFFIC CONTROL

STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS:

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

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. 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.

LAYOUT OF WORK

PRIOR TO REMOVING OR ERECTING SIGNS OR SIGN SUPPORTS, THE CONTRACTOR SHALL FIELD LAYOUT AND IDENTIFY, BY TYPE OF WORK, SIGNS AND SIGN SUPPORTS TO BE ERECTED OR REMOVED. THIS LAYOUT MAY BE ACCOMPLISHED BY STAKING (USING WHITE STAKES OR WHITE FLAGS) OR BY PLACING CLEARLY DISCERNABLE WHITE PAINTED MARKINGS ON THE EDGE OF PAVEMENT. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT.

ITEM 644 – SPEED MEASUREMENT MARKING

EACH SPEED MEASUREMENT MARKING SHALL CONSIST OF ONE WHITE TRANSVERSE 24-INCH LINE MEASURED IN THE DIRECTION OF TRAVEL AND 4 FEET IN LENGTH. THE MARKINGS SHALL BE PLACED AT ONE-QUARTER MILE INTERVALS FOR A MINIMUM OF 1 MILE ALONG THE ROADWAY, AT LOCATIONS DETAILED BELOW OR AS DIRECTED BY THE ENGINEER. SPEED MEASUREMENT MARKINGS SHOULD AVOID BEING LOCATED IN THE VICINITY OF A TAPER, ENTRANCE RAMP OR EXIT RAMP.

ON MULTILANE HIGHWAYS WITH SHOULDER WIDTHS OF AT LEAST 6 FEET, CENTER THE SPEED MEASUREMENT MARKING ENTIRELY ON THE SHOULDER. IF THE SHOULDER WIDTH IS LESS THAN 6 FEET, CENTER THE MARKING ON THE EDGE LINE SUCH THAT IT EXTENDS 2 FEET ON EITHER SIDE. TO ASSURE VISIBILITY OF THE MARKINGS AND REDUCE PARALLAX ERRORS, FOR EACH DIRECTION UTILIZING AN AIR SPEED CHECK ZONE, A SET OF TWO MARKINGS (LEFT AND RIGHT SIDE) SHALL BE USED AT EACH ONE-QUARTER MILE INTERVAL.

ON TWO-LANE ROADWAYS, ONE MARKING SHOULD BE USED AT EACH ONE-QUARTER MILE INTERVAL AND INSTALLED ACROSS THE CENTER LINE SUCH THAT IT EXTENDS 2 FEET ON EITHER SIDE.

NEW MARKINGS SHALL BE LAID OUT BY A REGISTERED SURVEYOR. ON SECTIONS WITH CURVES, THE MARKINGS ON THE INSIDE OF THE CURVE SHALL MEET THE REQUIRED ONE-QUARTER MILE INTERVALS. MARKINGS ON THE OUTSIDE OF THE CURVE SHALL BE DIRECTLY ACROSS FROM THE MARKINGS ON THE INSIDE OF THE CURVE, NOT STAGGERED. A RECORD IS TO BE KEPT AND ONE ORIGINAL SIGNED AND SEALED DOCUMENT IS TO BE SENT TO THE DISTRICT TRAFFIC ENGINEER AND ONE COPY IS TO BE SENT TO THE DISTRICT CONSTRUCTION ENGINEER.

PAYMENT WILL BE FOR EACH 24-INCH-WIDE BY 4 FEET LONG MARKING AND SHALL INCLUDE THE PAVEMENT MARKING MATERIAL USED AND THE SURVEYING WORK. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

LOCATIONS: ASD-71-2.26 TO ASD-71-3.26
ASD-71-8.61 TO ASD-71-9.61

ITEM 644 SPEED MEASUREMENT MARKING 40 EACH

GENERAL NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM TWO
DESIGNER JAP
REVIEWER NRF 07-06-26
PROJECT ID 124017
SHEET 7 TOTAL 42

ASD-71-0.00

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MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)
(TEM 642-2)

A MINIMUM OF ONE 11' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES.

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.

ITEM 614 – MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)
(TEM 642-12)

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 CURRENT 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.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

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 (TIME LIMITATION ON RAMP DETOURS)
(TEM 642-4)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN RAMP TRAFFIC MAY BE DETOURED AS SHOWN ON THE DETOUR PLAN. A DISINCENTIVE SHALL BE ASSESSED AS SHOWN BELOW FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DESCRIPTION OF LOCATION/SEGMENT	DISINCENTIVE ($) PER TIME UNIT (DAY)
ASD-71 SB TO US 250	10,000
ASD-71 NB TO US 250	10,000
US 250 TO ASD-71 SB	10,000
US 250 TO ASD-71 NB	10,000

ITEM 614 – MAINTAINING TRAFFIC (SIGNS AND BARRICADES)
(TEM 642-11)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS SHOWN ON THE DETOUR PLANS.

ITEM 614 – REPLACEMENT DRUM
(TEM 642-23)

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 – MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)
(TEM 642-6)

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

NEW YEAR'S (OBSERVED)
MEMORIAL DAY
FOURTH OF JULY (OBSERVED)
LABOR DAY
ASHLAND COUNTY FAIR
GENERAL ELECTION DAY (NOVEMBER)
THANKSGIVING
CHRISTMAS (OBSERVED)
ASHLAND BALOONFEST

THE PERIOD OF TIME THAT 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 HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THANKSGIVING	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

[NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.]

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN ACCORDANCE WITH THE BELOW LANE VALUE CONTRACT TABLE.

DESCRIPTION OF LOCATION/SEGMENT	DISINCENTIVE PER TIME UNIT	DISINCENTIVE TIME UNIT
TOTAL PROJECT LIMITS	$50	MINUTE

ITEM 614 – MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)
(TEM 642-7)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN FIVE (5) CALENDAR DAYS, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)
(TEM 642-8)

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."

ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)
(TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 40 CY

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

		DURATION	
		7 DAYS OR LESS	MORE THAN 7 DAYS
SPEED	LESS THAN 45 MPH	36H:1V	60H:1V
	45 MPH OR GREATER	60H:1V	120H:1V

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE FOLLOWING TABLE.

I-71	NB Minimum Lanes Open				SB Minimum Lanes Open			
Hour of the Day	MON-THU	FRI	SAT	SUN	MON-THU	FRI	SAT	SUN
0-1AM	1	1	1	1	1	1	1	1
1-2AM	1	1	1	1	1	1	1	1
2-3AM	1	1	1	1	1	1	1	1
3-4AM	1	1	1	1	1	1	1	1
4-5AM	1	1	1	1	1	1	1	1
5-6AM	1	1	1	1	1	1	1	1
6-7AM	2	1	1	1	2	1	1	1
7-8AM	2	2	1	1	2	2	1	1
8-9AM	2	2	2	1	2	2	2	1
9-10AM	2	2	2	2	2	3	3	2
10-11AM	2	2	2	2	2	3	3	2
11-12PM	2	3	3	3	2	3	3	3
12-1PM	2	3	3	3	2	3	3	3
1-2PM	2	3	3	3	2	3	3	3
2-3PM	2	3	3	3	2	3	3	3
3-4PM	3	3	3	3	2	3	2	3
4-5PM	3	3	3	3	2	3	2	3
5-6PM	2	3	2	3	2	3	2	2
6-7PM	2	3	2	3	2	2	2	2
7-8PM	2	2	2	2	2	2	2	2
8-9PM	2	2	2	2	2	2	1	2
9-10PM	1	1	1	2	1	1	1	1
10-11PM	1	1	1	1	1	1	1	1
11-12AM	1	1	1	1	1	1	1	1

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

*LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER **ODOT** AUTHORITY.*

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS WITHIN THE PROJECT LIMITS, THE CONTRACTOR SHALL BE ASSESSED A $50 PER MINUTE DISINCENTIVE.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM TWO

DESIGNER
JAP

REVIEWER
NRF 07-06-26

PROJECT ID
124017

SHEET 9 TOTAL 42

ASD-71-0.00

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SHEET NUMBER									PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET
7	8	9	10	11	19	20	21	38	01/IMS		EXT	TOTAL			NO.
														TRAFFIC CONTROL	
							36		36	626	00110	36	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY	
							129		129	626	00110	129	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
						1,831			1,831	621	00100	1,831	EACH	RPM	
						1,831			1,831	621	54000	1,831	EACH	RAISED PAVEMENT MARKER REMOVED	
						1,255			1,255	644	00720	1,255	FT	CHEVRON MARKING	
						82			82	644	00500	82	FT	STOP LINE	
						6			6	644	01300	6	EACH	LANE ARROW	
40									40	644	40000	40	EACH	SPEED MEASUREMENT MARKING	
						492			492	646	10620	492	FT	CHEVRON MARKING	
						0.25			0.25	807	12010	0.25	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
						0.25			0.25	807	12010	0.25	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
						0.51			0.51	807	12110	0.51	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	
						672			672	807	12310	672	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	
						18.51			18.51	807	14010	18.51	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
						18.51			18.51	807	14010	18.51	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
						37.01			37.01	807	14110	37.01	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
						1,265			1,265	807	14310	1,265	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
						3,390			3,390	807	14410	3,390	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
						74.02			74.02	850	10010	74.02	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
						3,390			3,390	850	10110	3,390	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
						1,265			1,265	850	10130	1,265	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
						1.02			1.02	850	20010	1.02	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
						672			672	850	20130	672	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
														STRUCTURE REPAIR (ASD-71-03.13L)	
								165	165	409	30000	165	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								165	165	516	31001	165	FT	JOINT SEALER, AS PER PLAN	38
								165	165	SPECIAL	51631250	165	FT	SAWING AND SEALING CONCRETE JOINTS	38
								2.78	2.78	SPECIAL	51912510	2.78	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
														STRUCTURE REPAIR (ASD-71-03.13R)	
								165	165	409	30000	165	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								165	165	516	31001	165	FT	JOINT SEALER, AS PER PLAN	38
								165	165	SPECIAL	51631250	165	FT	SAWING AND SEALING CONCRETE JOINTS	38
														STRUCTURE REPAIR (ASD-71-07.79L)	
								170	170	409	30000	170	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								170	170	516	31001	170	FT	JOINT SEALER, AS PER PLAN	38
								170	170	SPECIAL	51631250	170	FT	SAWING AND SEALING CONCRETE JOINTS	38
								5.3	5.3	SPECIAL	51912510	5.3	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
														STRUCTURE REPAIR (ASD-71-07.79R)	
								173	173	409	30000	173	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								173	173	516	31001	173	FT	JOINT SEALER, AS PER PLAN	38
								173	173	SPECIAL	51631250	173	FT	SAWING AND SEALING CONCRETE JOINTS	38
														STRUCTURE REPAIR (ASD-71-08.18L)	
								127	127	409	30000	127	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								127	127	516	31001	127	FT	JOINT SEALER, AS PER PLAN	38
								127	127	SPECIAL	51631250	127	FT	SAWING AND SEALING CONCRETE JOINTS	38
								1	1	SPECIAL	51912510	1	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38
														STRUCTURE REPAIR (ASD-71-08.18R)	
								127	127	409	30000	127	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS	
								127	127	516	31001	127	FT	JOINT SEALER, AS PER PLAN	38
								127	127	SPECIAL	51631250	127	FT	SAWING AND SEALING CONCRETE JOINTS	38
								2	2	SPECIAL	51912510	2	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	38

GENERAL SUMMARY

DESIGN AGENCY
DISTRICT 3
ENGINEERING TEAM TWO

DESIGNER
JAP

REVIEWER
NRF 07-06-26

PROJECT ID
124017

SHEET 17 TOTAL 42

ASD-71-0.00

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 03\Ashland\124017\400-Engineering\Roadway\Sheets\124017_GG001.dgn