

CRA/RIC-98-19.20/0.00

MODEL: Sheet\_PAPER: 17x11 (in.) DATE: 03/10/2022 TIME: 10:17:01 USER: kknapp  
 pwc:\ohio\dot-pw-bentley.com\shahid\pww-02\Documents\01 Active Projects\District 03\_D03113680\400-Engineering\Roadway\Sheets\113680\_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 AT&T TRANSMISSION 5980 WILCOX PLACE DUBLIN, OH 43016 614.760.8320
COMMUNICATION FRONTIER COM 83 TOWNSEND AVENUE NORWALK, OH 44857 419.744.3613	COMMUNICATION LUMEN 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD, OH 44907 419.755.7956
ELECTRIC AEP OHIO 2552 QUAKER ROAD BUCYRUS, OH 44820 419.563.1509	ELECTRIC NORTH-CENTRAL ELECTRIC CO-OP 13978 E C.R. 56 ATTICA, OH 44807 419.426.3072
GAS COLUMBIA GAS OF OHIO 1021 NORTH MAIN STREET MANSFIELD, OH 44903 419.528.1134	GAS ROVER PIPELINE 1300 MAIN STREET HOUSTON, TX 77002 501.322.9622
GAS TC ENERGY 589 N STATE ROAD MEDINA, OH 44256 330.721.4163	VILLAGE VILLAGE OF PLYMOUTH 48 WEST BROADWAY STREET PLYMOUTH, OH 44865 419.687.4331
WATER NORTHERN OHIO RURAL WATER P.O. BOX 96 COLLINS, OH 44826 419.668.7213	

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
CRA-98-19.30 RIC-98-0.00	2015
CRA-98-19.28 RIC-98-0.00 RIC-61-13.20 HUR-61.0.00	2006

**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**

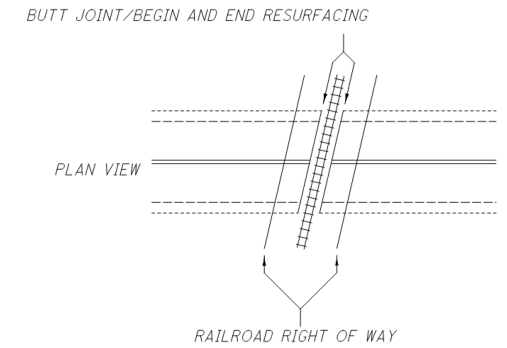
BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT 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.

**PAVING AT RAILROAD CROSSING  
(P101)**

DO NOT DISTURB RAILROAD GATES. RE-INSTALL PAVEMENT MARKINGS AS DETAILED ON THE PAVEMENT MARKING AND RPM SUBSUMMARY AND THE APPROPRIATE SCDs IN THEIR CURRENT LOCATION. THE RAILROAD MY DIRECT THE ENGINEER ON THE LOCATION OF THE SUSPEND/RESUME AREA. OTHERWISE, SUSPEND AND RESUME PAVEMENT TREATMENT AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACKS.



**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. DO NOT RE-OPEN THE ROADWAY TO TRAFFIC UNTIL A MINIMUM OF THE CENTER LINE IS REINSTALLED. 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, IF NEEDED, AT THE FOLLOWING LOCATIONS:

- BOTH APPROACHES TO THE ASHLAND RAILWAY
- NORTHBOUND APPROACH TO STATE ROUTE 61

**ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442)  
ITEM 253 – PAVEMENT REPAIR**

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442)  
THIS ITEM SHALL BE USED WHEN THE REPAIR IS BETWEEN 1.75" AND 4.00" 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.

ITEM 253 – PAVEMENT REPAIR  
THIS ITEM SHALL BE USED IN ONE LOCATION AT APPROXIMATELY CRA-98-19.63 TO REPAIR AN AREA OF SETTLED PAVEMENT SECONDARY TO AN UNDERGROUND PIPELINE INSTALLATION. NO OTHER FULL DEPTH PAVEMENT REPAIRS ARE TO BE COMPLETED WITH THIS PROJECT.

THE REPLACEMENT MATERIAL SHALL BE ITEM 301 OR ITEM 442 19 MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 MAY BE PLACED IN REPAIR AREAS A MAXIMUM OF 12" IN DEPTH, WITH A MAXIMUM LIFT THICKNESS OF 6". ITEM 301 SHALL USE A PG64-22 BINDER. ITEM 442 SHALL USE A PG64-28 BINDER.

ALL ITEMS  
THESE ITEMS 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.

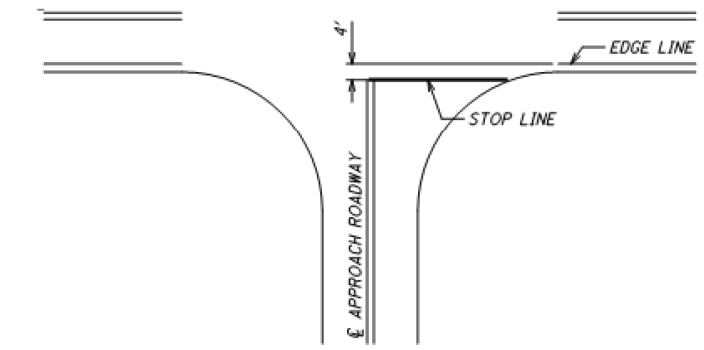
PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR AND WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442) OR ITEM 253 – PAVEMENT REPAIR. ESTIMATED QUANTITIES ARE PROVIDED 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.

**STOP BAR PLACEMENT**

AT NORMAL STOP CONTROLLED RURAL INTERSECTIONS WITHOUT CROSSWALK, PLACE THE STOP BAR FOUR FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.



GENERAL NOTES

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER  
KCK

REVIEWER  
JNC 10/2021

PROJECT ID  
113680

SHEET TOTAL  
P.004 P.009