

VILLAGE OF HARTVILLE

2025 PAVING PROGRAM

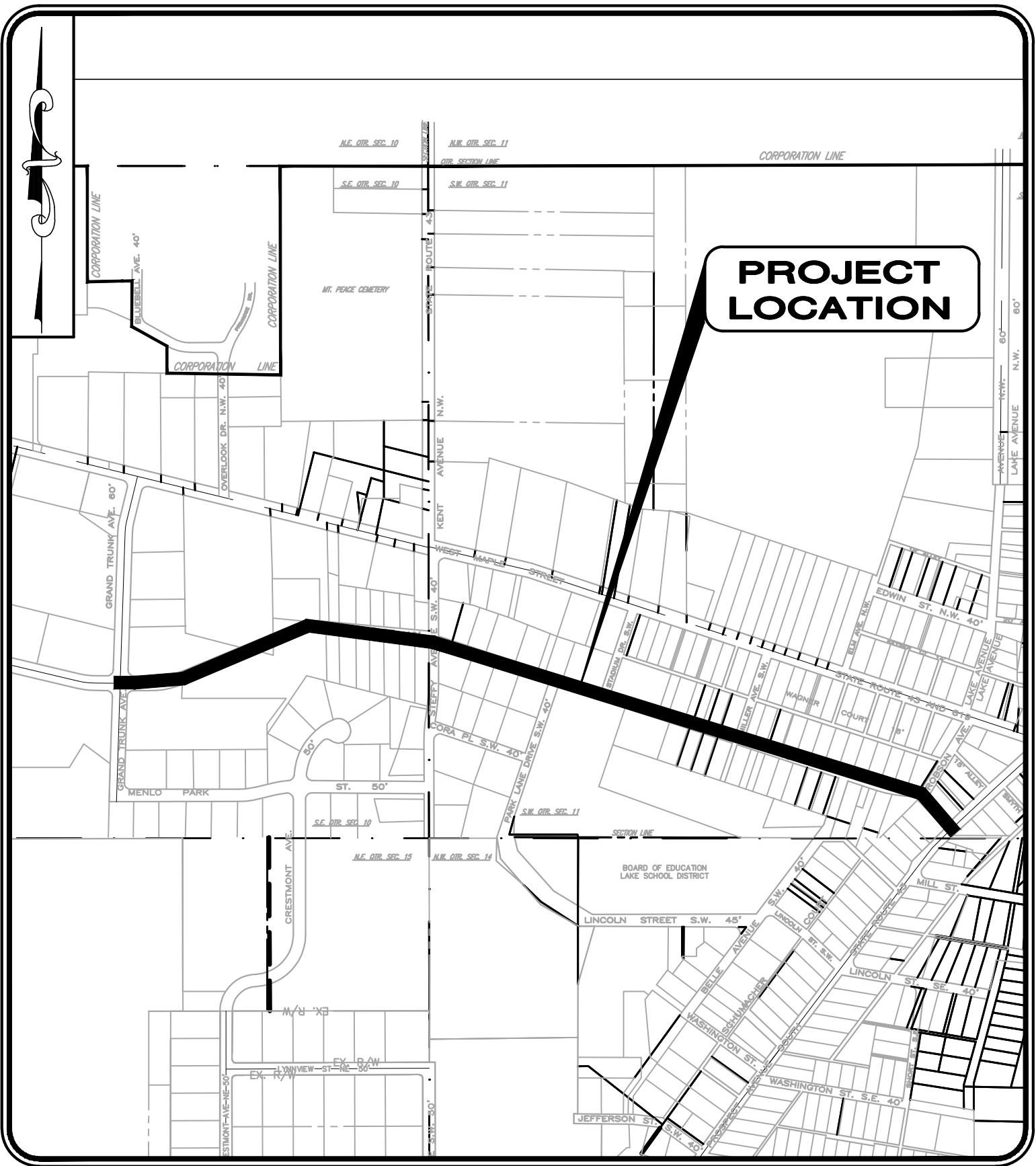
CONTRACT B

SUNNYSIDE ST SW

STARK COUNTY, OHIO

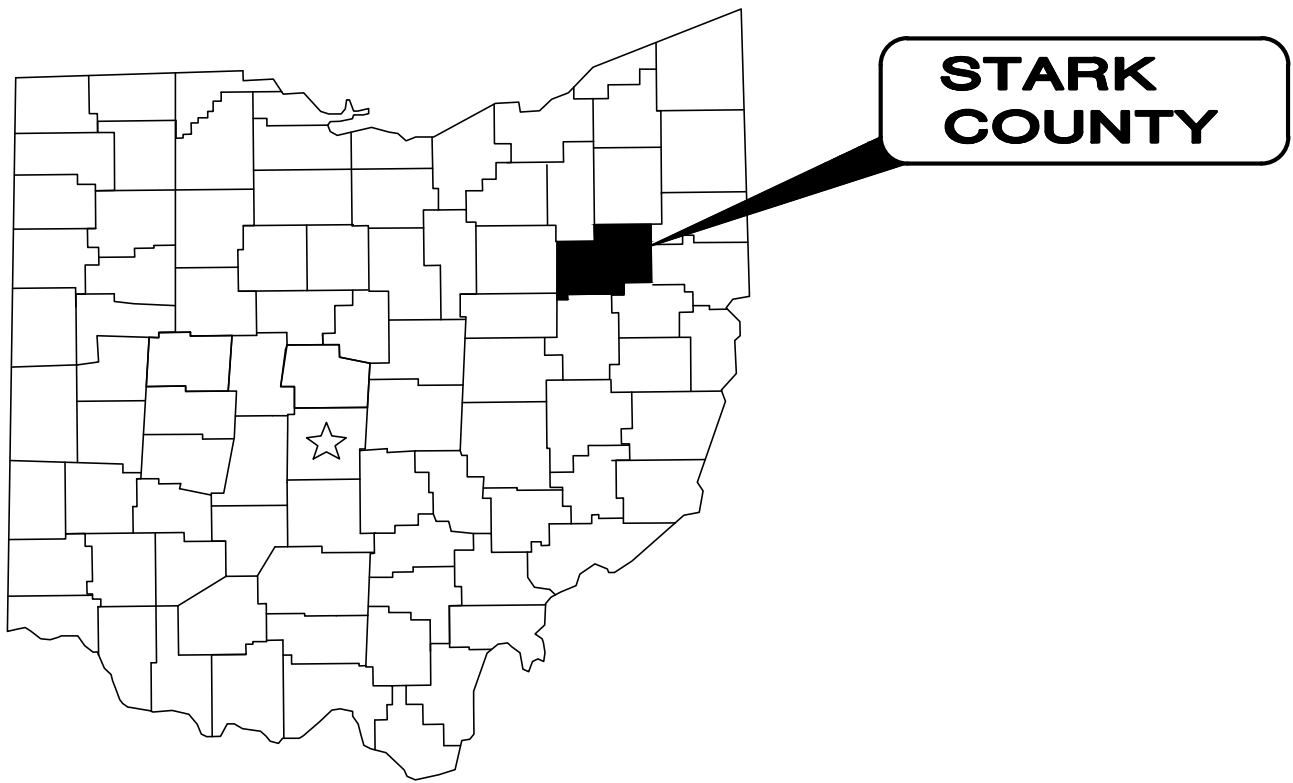
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MAY 2025



LOCATION MAP

NOT TO SCALE



VILLAGE OF HARTVILLE OFFICIALS

CINDY BILLINGS – MAYOR
ERIC WILLIAMS – SOLICITOR
SCOTT VARNEY – FISCAL OFFICER

COUNCIL

KELLY REIS
STEVE REISCH
TOM HOUGH
JIM SULLIVAN
FRANK GRANT
TIM HAYDEN

BOARD OF PUBLIC AFFAIRS

FOREST MILLER
NORM ANDERSON
SHARI CHAMBERS



OUPS ONE CALL-UTILITY LIST:

CANTON WATER DEPARTMENT
2664 HARRISBURG RD. N.E.
CANTON, OHIO 44705-7904
ATTN: ENGINEERING OFFICE
PHONE: (330) 489-3310
ATTN: LEWIS MILLER
lewis.miller@cantonohio.gov

ENBRIDGE GAS (FORMERLY DOMINION ENERGY)
320 SPRINGSIDE DRIVE, SUITE 320
AKRON, OH 44333
PHONE: (330) 664-2409
relocation@dominionenergy.com

AT&T
13630 LORAIN AVE 2ND FLOOR
CLEVELAND, OH 44111
ATTN: JAMES JANIS
PHONE: (216)-476-6142
PJ8191@att.com

FIRST ENERGY
3601 RIDGE ROAD
CLEVELAND, OH 44102
ATTN: JOHN ZASSICK
PHONE: (440) 546-8706
jmzassick@firstenergycorp.com

SPECTRUM/CHARTER
7820 DIVISION DR.
MENTOR, OH 44060
ATTN: ROB ZELKO
PHONE: (330) 633-9203
ROB.ZELKO@charter.com

1. UNDERGROUND BUILDING SERVICE UTILITY LINES ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, MAINTAINING AND REPLACING AS NECESSARY TO ENSURE CONTINUAL SERVICE TO BUILDINGS.
2. THE CONTRACTOR IS RESPONSIBLE TO CALL OHIO UTILITIES PROTECTION SERVICE @ 1-800-362-2764, THREE WORKING DAYS PRIOR TO CONSTRUCTION.



ENGINEER'S PROJECT No. 23010503

ENGINEERS SEAL:



SIGNED:

DATE: 10/08/24

GENERAL NOTES

MANHOLES, CATCH BASINS, MONUMENT BOXES, WATER VALVE BOXES AND OTHER STREET CASTINGS WILL BE RAISED OR LOWERED FLUSH WITH THE NEW SURFACE. ANY METER OR VALVE BOX ENCOUNTERED WITHIN THE WORK SITE SHALL BE EXPOSED. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS OF WORK EXCEPT WHEN BID AS A SEPARATE ITEM.

THE CONTRACTOR SHALL PRESERVE ALL CORNERSTONES, IRON PINS, CONCRETE MONUMENTS, OR ANY TYPE OF LAND MONUMENT. HE SHALL HAVE ALL MONUMENTS IN THE PROXIMITY OF THE WORK REFERENCED. HE SHALL REPLACE DESTROYED OR DAMAGED MONUMENTS AND SHALL FURNISH A CERTIFICATION BY A REGISTERED SURVEYOR THAT THE MONUMENTS HAVE BEEN RESTORED.

BEFORE THE VILLAGE WILL APPROVE AND ACCEPT THE WORK AND RELEASE THE GUARANTY RETAINER, THE CONTRACTOR SHALL FURNISH THE VILLAGE A WRITTEN REPORT INDICATING THE RESOLUTION OF ANY AND ALL PROPERTY DAMAGE CLAIMS FILED WITH THE CONTRACTOR BY ANY PARTY DURING THE CONSTRUCTION PERIOD. THE INFORMATION TO BE SUPPLIED SHALL INCLUDE, BUT NOT BE LIMITED TO, NAME OF CLAIMANT, DATE FILED WITH CONTRACTOR, NAME OF INSURANCE COMPANY AND/OR ADJUSTER HANDLING CLAIM, HOW CLAIM WAS RESOLVED AND IF CLAIM WAS NOT RESOLVED FOR THE FULL AMOUNT, A STATEMENT INDICATING THE REASON FOR SUCH ACTION.

THE CONTRACTOR SHALL PERFORM WORK AS TO NOT DISTURB, DAMAGE OR DESTROY ANY MAILBOX, PAPERBOX, TELEPHONE OR POWER POLES, SIGNS, SHRUBS, LANDSCAPING ITEMS, UNDERGROUND UTILITIES, ETC. ANY ITEM DAMAGED OR DESTROYED SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. ANY ITEM DISTURBED OR IN CONFLICT WITH THE WORK TO BE PERFORMED SHALL BE REMOVED AND RESET AT THE CONTRACTOR'S EXPENSE. PRIOR ENGINEER APPROVAL IS REQUIRED BEFORE ANY OF THE ABOVE ITEMS ARE PERFORMED.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY WHEN ORDERED BY THE OWNER WATER OR CALCIUM CHLORIDE FOR THE ALLEVATION OR PREVENTION OF DUST NUISANCE ORIGINATING FROM HIS CONSTRUCTION ACTIVITIES. SUFFICIENT QUANTITIES OF CALCIUM CHLORIDE SHALL BE STORED ON THE JOB SITE AT ALL TIMES TO BE USED FOR DUST CONTROL. THE COST OF DUST CONTROL SHALL BE INCLUDED IN THE UNIT BID PRICES FOR ALL ITEMS OF THE PROPOSAL.

ALL PAVEMENT REMOVAL AND REPLACEMENT, NEW PAVEMENT AND ASSOCIATED ROADWAY WORK SHALL BE IN ACCORDANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION, HEREINAFTER REFERRED TO AS "ODOT", CONSTRUCTION AND MATERIAL SPECIFICATIONS, STANDARD CONSTRUCTION DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS, 2023 EDITION, WITH THE MODIFICATIONS AS SET FORTH IN THESE SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF HARTVILLE POLICE AND FIRE DEPARTMENTS AT LEAST 24 HOURS IN ADVANCE OF ANY STREET CLOSING OR TRAFFIC CHANGE.

BENCH MARKS WHICH ARE GIVEN HEREIN ARE BASED ON USGS

THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS BEFORE INSTALLING ANY PROPOSED MANHOLES, CATCH BASINS OR CONDUIT. ANY ADJUSTMENTS NEEDED SHALL BE APPROVED BY THE ENGINEER.

EXISTING SEWER AND WATER SERVICE CONNECTIONS SHALL BE PROTECTED AND MAINTAINED IN SERVICE. ANY EXISTING WATER, SANITARY SEWER, AND GAS LINE, IN OR OUTSIDE OF THE CONSTRUCTION LIMITS, DAMAGED DURING CONSTRUCTION OF THE PROPOSED PROJECT, WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER FORTY-EIGHT (48) HOURS IN ADVANCE OF BEGINNING WORK WHICH REQUIRES COMPACTION TESTING AND/OR PRE-POUR INSPECTION PRIOR TO PLACEMENT OF PAVEMENT. WORK WILL NOT BEGIN UNTIL TESTING AND/OR INSPECTION HAS BEEN COMPLETED AND APPROVED BY THE ENGINEER.

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 VILLAGE.

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

COST OF CLEARING AND GRUBBING, TREE REMOVAL, REMOVAL OF EXISTING PAVEMENT, SIDEWALK, CURB, MANHOLES, CATCH BASINS, FIRE HYDRANTS OR OTHER STRUCTURES ARE TO BE INCLUDED IN THE UNIT PRICE BID FOR ALL ITEMS IN THE PROPOSAL UNLESS LISTED AS A SEPARATE PAY ITEM.

ALL SOIL AREAS DISTURBED SHALL BE TOPSOILED (4" THICK COMPACTED), SEEDED AND MULCHED. ALL TOPSOIL WORK SHALL BE INCLUDED IN THE UNIT BID PRICES FOR ALL ITEMS OF THE PROPOSAL.

EXISTING UTILITIES
EACH CONTRACTOR SHALL VISIT THE SITE PERSONALLY TO ASCERTAIN THE NATURE OF THE WORK AND THOROUGHLY FAMILIARIZE HIMSELF WITH THE SITE PRIOR TO BID SUBMISSION.

THE LOCATIONS OF THE UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS. CONTRACTOR TO VERIFY UTILITIES WITH UTILITY PROVIDER IF NECESSARY.

THE DATA SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. THE EXISTENCE OF FACILITIES ABOVE OR BELOW GROUND, WHICH MAY NOT BE SHOWN, WILL NOT BE A BASIS FOR A CLAIM FOR EXTRA WORK.

BEFORE ANY WORK IS STARTED THAT WILL INTERFERE WITH THE EXISTING UTILITIES, THE CONTRACTOR SHALL CALL THE "OHIO UTILITIES PROTECTION SERVICE", AT 1-800-362-2764, FORTY-EIGHT (48) HOURS IN ADVANCE OF THE WORK. NON-MEMBER UTILITIES MUST BE CONTACTED DIRECTLY. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS, AT NO ADDITIONAL EXPENSE TO THE VILLAGE OF HARTVILLE, TO AVOID DAMAGE TO EXISTING UNDERGROUND AND OVERHEAD UTILITY LINES DURING THE ENTIRE PROJECT. IN THE EVENT OF DAMAGE TO EXISTING PUBLIC AND/OR PRIVATE UTILITIES, THE AGENCY CONCERNED SHALL BE NOTIFIED IMMEDIATELY AND ALL REPAIR WORK SHALL BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATIONS OF THE RESPECTIVE AGENCY AT NO ADDITIONAL EXPENSE TO THE VILLAGE OF HARTVILLE, INCLUDING ANY INSPECTION FEES OR MAINTENANCE CREWS.

THE UTILITIES WITHIN THE LIMITS OF THIS PROJECT ARE LISTED ON THE TITLE SHEET.

WHERE EXISTING POWER OR TELEPHONE POLES ARE IN CLOSE PROXIMITY TO WORK, THE CONTRACTOR SHALL COORDINATE HIS WORK EFFORTS WITH THOSE OF THE UTILITY COMPANIES SUCH THAT THE MAINTENANCE OF THEIR EXISTING FACILITIES CAN BE MAINTAINED AND PROTECTED DURING THE TIME WORK IS GOING ON ADJACENT TO THE POLE.

THE COST FOR ANY REQUIRED PROTECTION OR RELOCATION OF EXISTING POWER OR TELEPHONE POLES OR NATURAL GAS LINES SHALL NOT BE THE RESPONSIBILITY OF THE VILLAGE OF HARTVILLE.

DELAYS TO THE CONTRACTOR AS A RESULT OF TIMING OF POLE RELOCATION OR PROTECTION OR NATURAL GAS LINE RELOCATION/REPLACEMENT SHALL NOT BE CONSIDERED COMPENSABLE DELAYS, AS IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS WORK IN CONFORMANCE TO THE UTILITY COMPANY'S SCHEDULE.

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.

EXISTING ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK, SHALL BE PROVIDED WITH UNOBSTRUCTED OUTLETS BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEW CONDUIT REQUIRED TO REPLACE OR EXTEND THE EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ALL ITEMS OF THE PROPOSAL.

ANY ACTIVE CONNECTION TO A SANITARY SEWER ENCOUNTERED DURING CONSTRUCTION SHALL BE RECONNECTED TO THE EXISTING SANITARY SEWER TO THE SATISFACTION OF THE ENGINEER.

STORM SEWER
ALL PIPE USED FOR STORM SEWER INSTALLATION ON THIS PROJECT SHALL CONFORM TO ODOT ITEM 611 - CONDUIT TYPE B - REINFORCED CONCRETE CIRCULAR PIPE OR POLYVINYL CHLORIDE CORRUGATED SMOOTH INTERIOR PIPE.

ALL EXISTING STORM DRAINAGE PIPING ENCOUNTERED DURING CONSTRUCTION SHALL BE CONNECTED INTO THE NEW STORM SEWER, CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE OR ABANDONED, AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ALL ITEMS OF THE PROPOSAL. THIS INCLUDES DOWNSPOUT CONNECTIONS FROM EXISTING BUILDINGS.

CONTRACTOR TO PROTECT ALL SEWER STRUCTURES AND CLEAN ALL SEWER STRUCTURES PRIOR TO LEAVING SITE. COST FOR REPLACING ANY DAMAGED STRUCTURES DURING CONSTRUCTION OR ANY CLEANING RELATED TO CONSTRUCTION ACTIVITIES IS INCIDENTAL TO THE PAVING ITEMS.

MAINTENANCE OF TRAFFIC
PRIOR TO THE PRE-CONSTRUCTION MEETING, THE CONTRACTOR SHALL SUBMIT A PROPOSED PROJECT CONSTRUCTION SCHEDULE AND A DETAILED MAINTENANCE OF TRAFFIC PLAN TO THE VILLAGE OF HARTVILLE. BOTH THE SCHEDULE AND MAINTENANCE OF TRAFFIC PLAN SHALL BE APPROVED BY THE VILLAGE PRIOR TO THE START OF CONSTRUCTION. COST OF THIS WORK TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC. MAINTAINING TRAFFIC SHALL BE IN ACCORDANCE WITH ODOT ITEM 614 AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ONE LANE LOCAL ACCESS TO ALL ABUTTING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS TO ALL DRIVEWAYS SHALL ALSO BE MAINTAINED AT ALL TIMES EXCEPTING THE TIME WHEN CONCRETE CURB OR DRIVE APRONS ARE CURING.

CONTINGENCY QUANTITIES
THE FOLLOWING ITEMS OF WORK HAVE BEEN INCLUDED AS CONTINGENCY QUANTITIES ON THE PROJECT BID FORM:

ITEM 611	15" CONDUIT, TYPE B	50	FOOT
ITEM 611	CATCH BASIN ADJUSTED TO GRADE, AS PER PLAN	4	EACH
ITEM 611	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	4	EACH

THE VILLAGE OF HARTVILLE IS EXPECTED TO INSTALL 15" CONDUIT IF NECESSARY AND MAKE ADJUSTMENTS TO CATCH BASINS AND MANHOLES PRIOR TO THE WORK. HOWEVER, IF THE VILLAGE DOES NOT, CONTRACTOR SHOULD PLAN TO MAKE ADJUSTMENTS.

CONTRACTOR TO MATCH SANITARY/STORM SEWER STRUCTURES RIM ELEVATION WHEN INSTALLING SURFACE COURSE. STRUCTURES HIGHER OR LOWER THAN SURFACE COURSE WILL NOT BE ACCEPTED. IF DETERMINED IN THE FIELD AND APPROVED BY ENGINEER TO ADJUST STRUCTURES, THE CONTRACTOR WILL BE COMPENSATED PER THE CONTINGENCY ITEM UNIT COST ESTABLISHED ABOVE.

VILLAGE OF HARTVILLE

SUNNYSIDE ST SW

PAVEMENT REPLACEMENT

STARK COUNTY

VILLAGE OF HARTVILLE, OHIO

GENERAL NOTES

PROJECT NO.

23010503

DISCIPLINE

SHEET NAME

GEN NOTES

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2

OF

14

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DATE

REVISION

NO

ISSUED FOR

REVIEW

ISSUE DATE

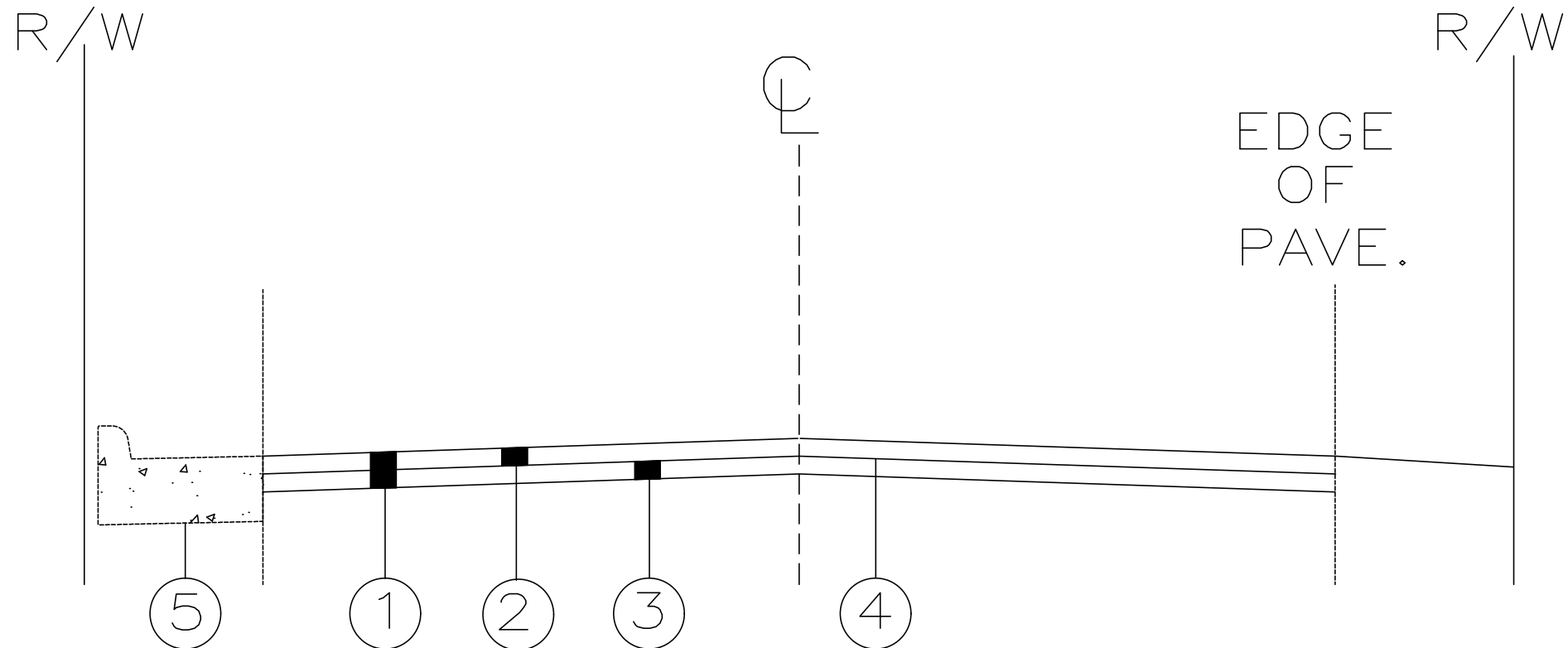
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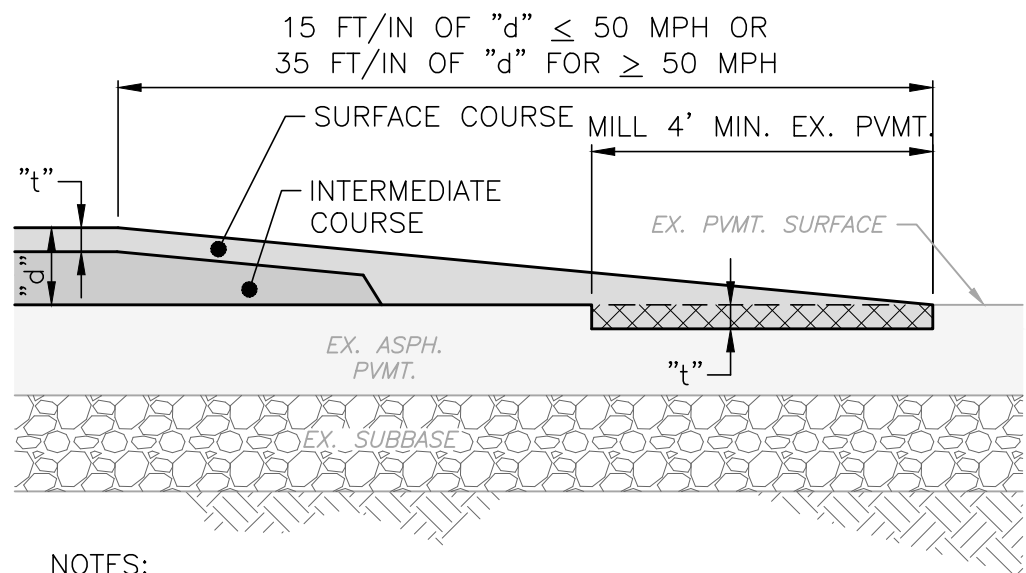
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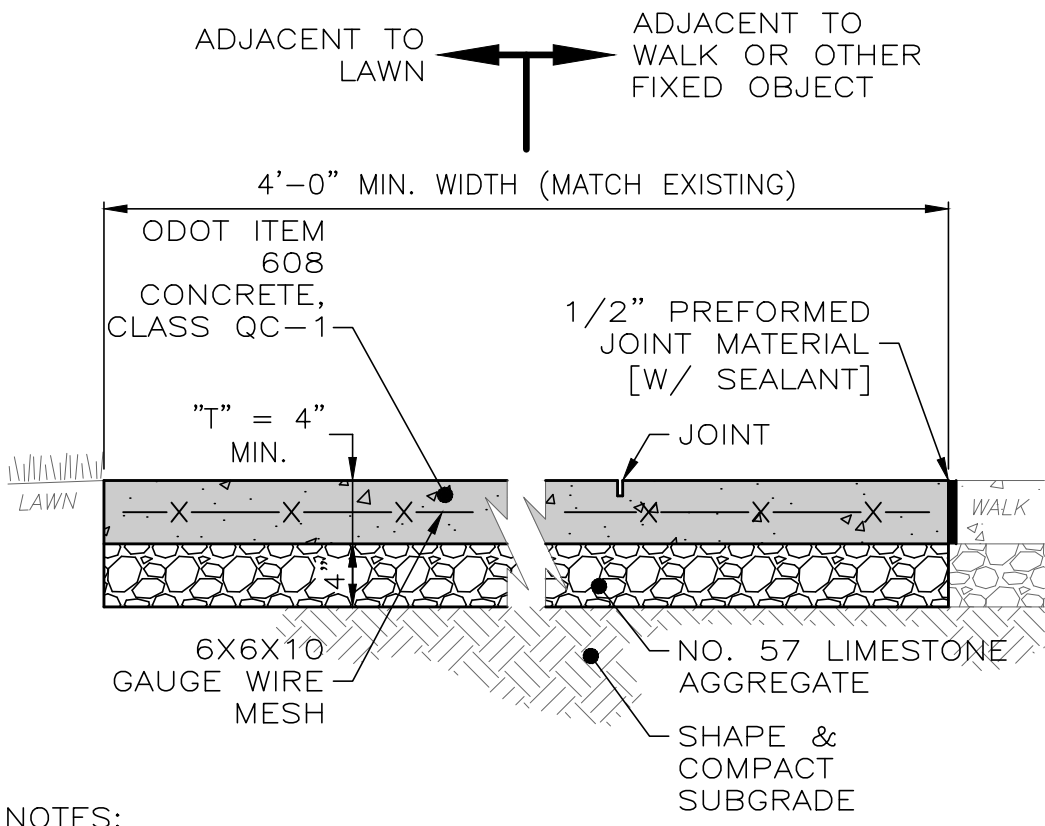
- 1 PAVEMENT PLANING (3" AVERAGE)
- 2 1-1/4" ASPHALT CONCRETE SURFACE COURSE TYPE 1, (448), AS PER PLAN
- 3 1-3/4" ASPHALT CONCRETE INTER MEDIATE COURSE TYPE 2, (448), AS PER PLAN
- 4 NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE, 0.07 GAL/SY
- 5 EXISTING CURB AND GUTTER - SURFACE COURSE ELEVATION TO MEET TOE OF GUTTER ELEVATION

TYPICAL SECTION
SCALE: NONE



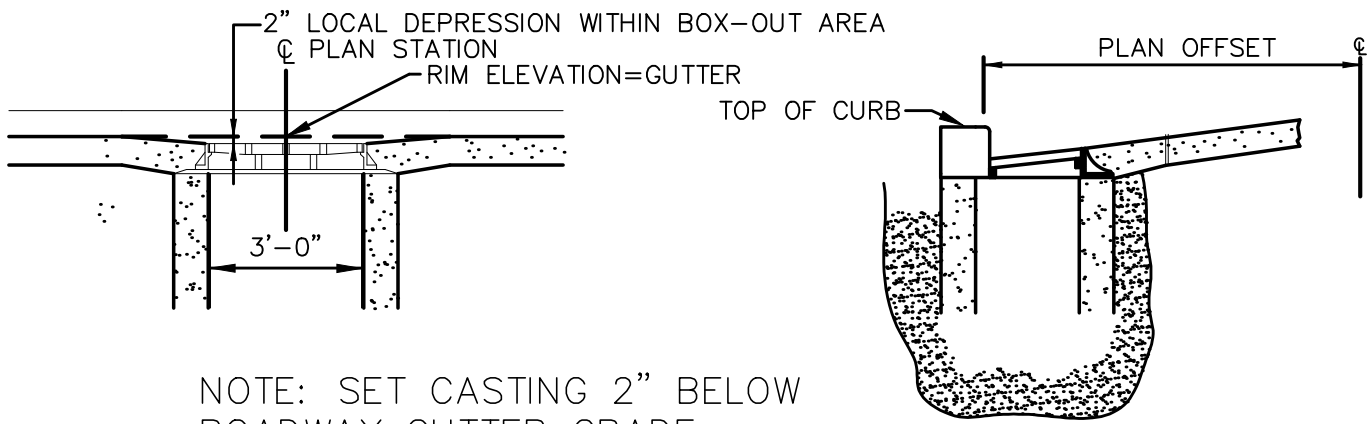
- NOTES:
1. BOTH THE EXISTING AND MILLED BASE PAVEMENT SHALL BE CLEANED TO A BROOM-CLEAN CONDITION.
 2. TACK COAT SHALL BE APPLIED TO THE EXISTING ASPHALT SURFACE AND ALL SIDES OF PATCH.
 3. A SEALANT SHALL BE APPLIED ALONG ALL EDGES WHERE NEW ASPHALT MEETS EXISTING ASPHALT.

OVERLAY BUTT JOINT DETAIL
SCALE: NONE



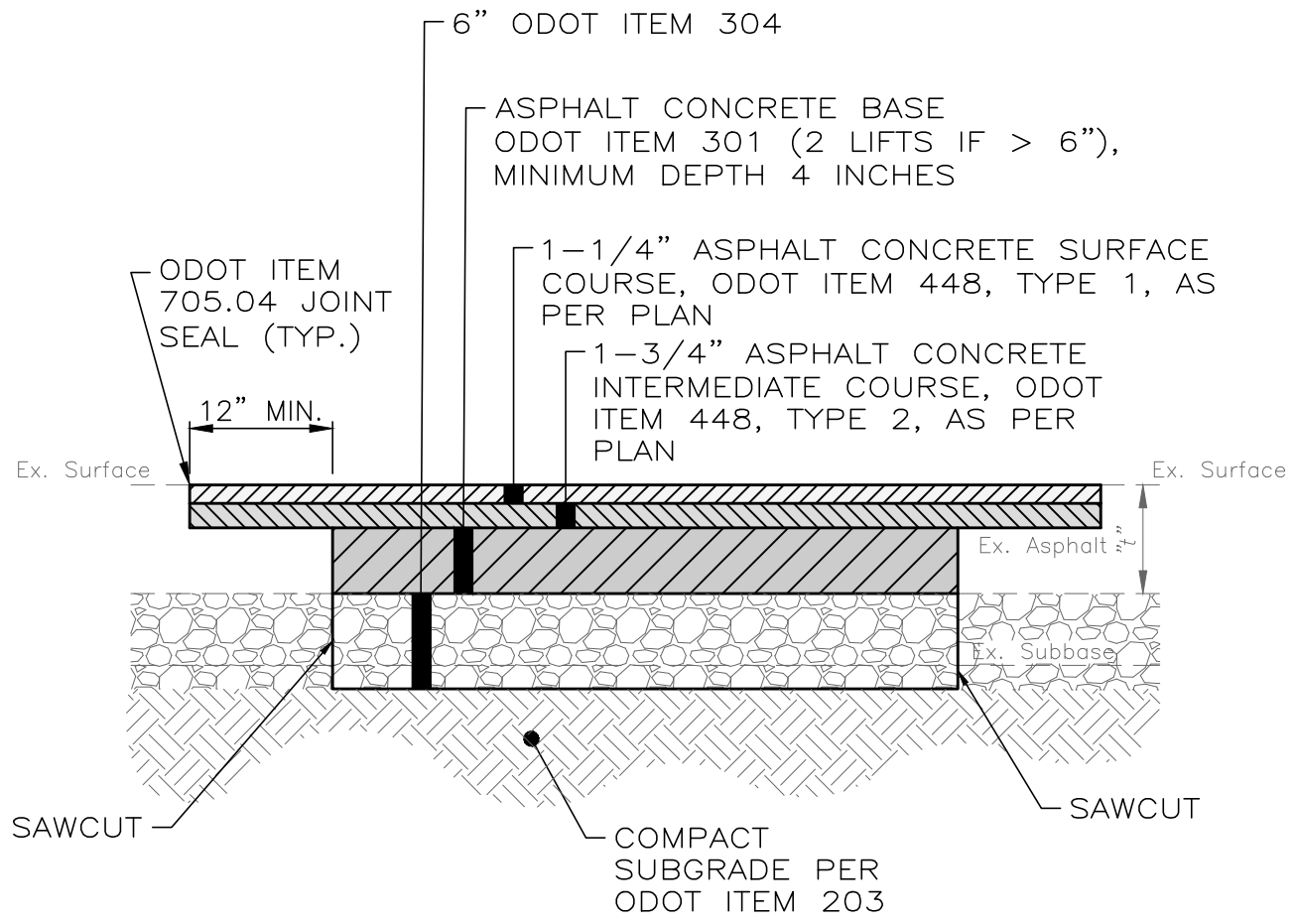
- NOTES:
1. SAW CUT OR HAND TOOL JOINT 1/8" WIDE BY 1/4 OF "T" DEEP.
 2. ROUND ALL EDGES AND JOINTS WITH A 1/4" RADIUS.
 3. INSTALL PREFORMED JOINT MATERIAL EVERY 30', OR BETWEEN SIDEWALK AND FIXED OBJECT (I.E. MANHOLE, WALK, BUILDING).
 4. LIGHTLY BROOM THE FINISH PERPENDICULAR TO THE WALKING PATH.
 5. APPLY LIQUID-MEMBRANE CURING COMPOUND (200 S.F./GAL.).

CONCRETE WALK DETAIL
SCALE: NONE



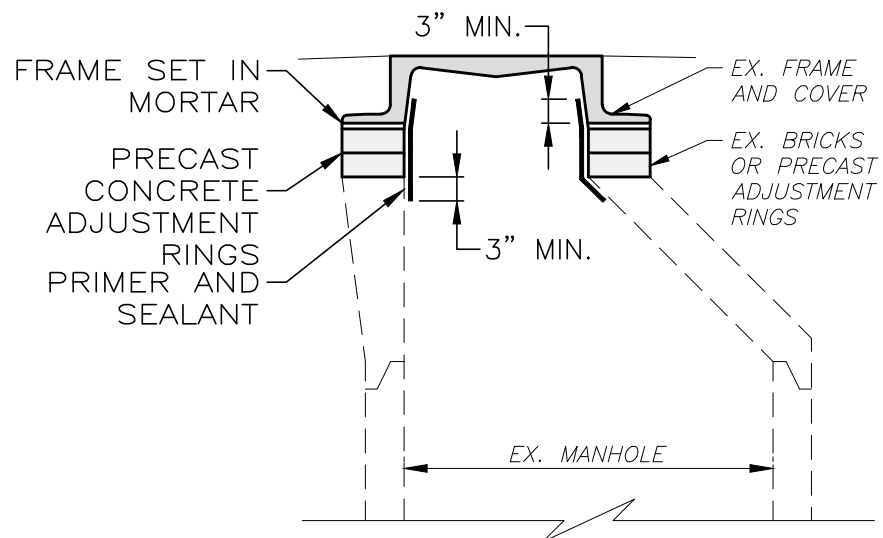
NOTE: SET CASTING 2" BELOW ROADWAY GUTTER GRADE.

CATCH BASIN ADJUSTED TO GRADE DETAIL



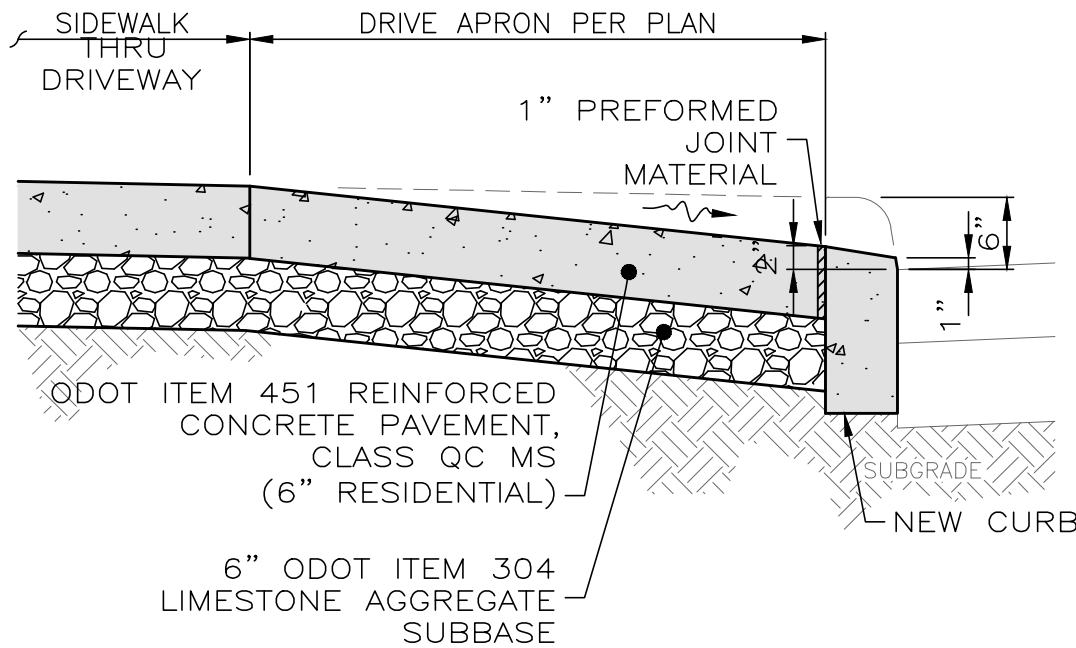
- NOTES:
1. ASPHALT PAVEMENT TO BE REMOVED SHALL BE SAW CUT IN A NEAT AND STRAIGHT LINE AT THE LIMITS SHOWN ON THE PLANS OR AS FIELD MARKED BY THE ENGINEER. ADDITIONAL SAW CUTS MAY BE DESIRED TO FACILITATE REMOVAL, BUT THERE WILL BE NO EXTRA PAYMENT.
 2. PAVEMENT SHALL BE REMOVED WITHOUT DAMAGING OR UNDERMINING THE PAVEMENT TO REMAIN. IF ADJACENT PAVEMENT IS DAMAGED, THE CONTRACTOR SHALL MAKE ADDITIONAL SAW CUTS, REMOVE THE DAMAGED AREAS AND REPAIR AS NECESSARY WITH NO ADDITIONAL COMPENSATION.
 3. TACK COAT SHALL BE APPLIED TO THE EXPOSED EX. ASPHALT BASE COURSE AND ALL SIDES OF PATCH.
 4. ODOT ITEM 705.04 JOINT SEALANT SHALL BE APPLIED AROUND THE EDGE OF PATCH.

PAVEMENT REPAIR DETAIL
SCALE: NONE

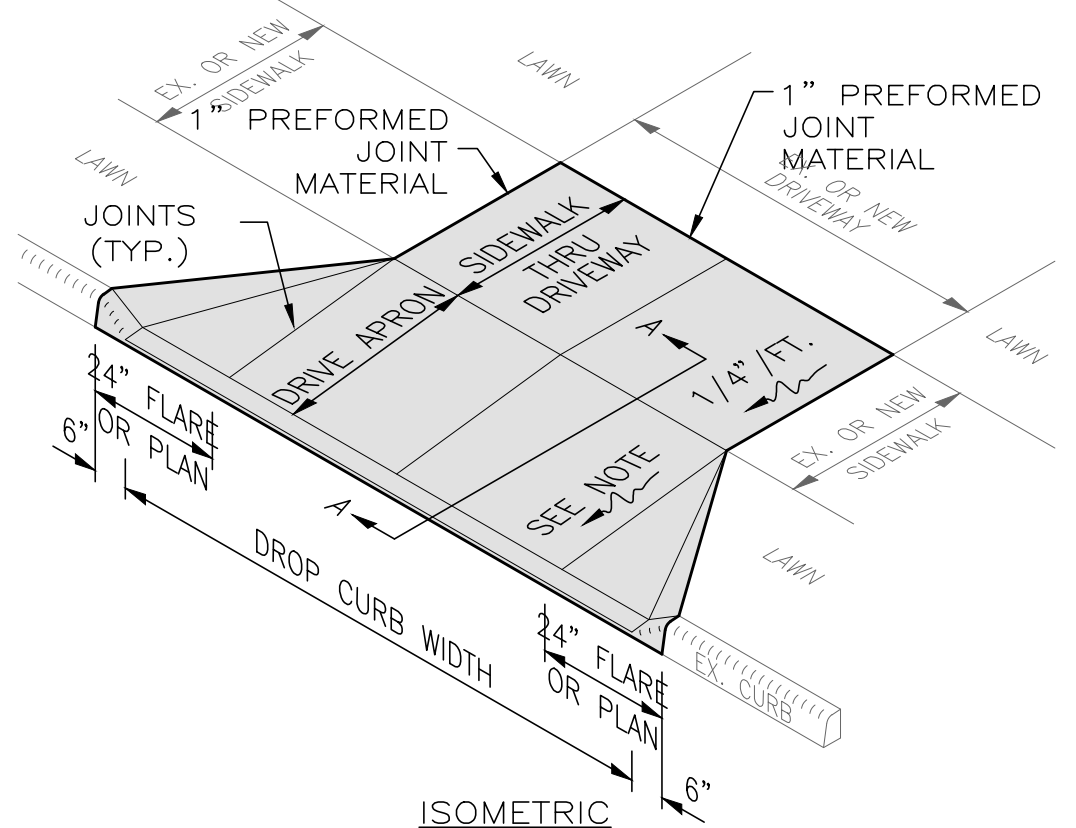
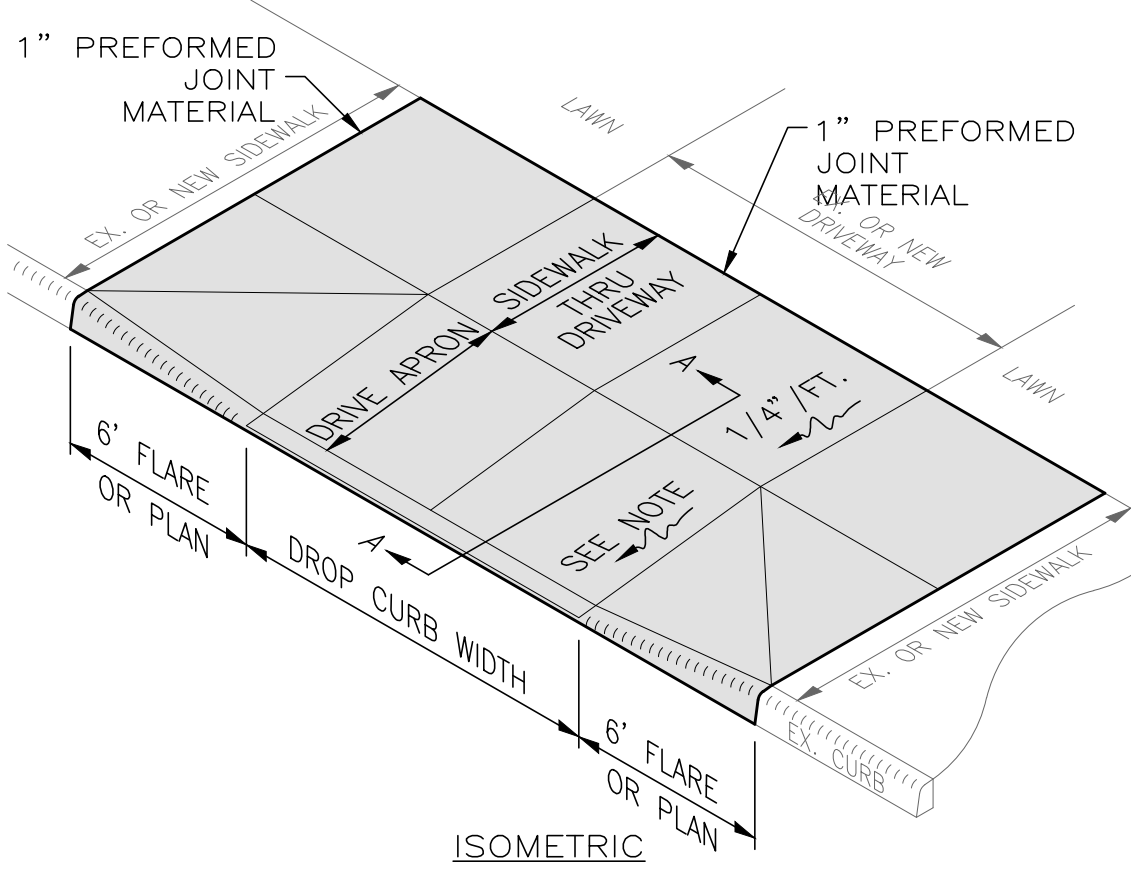


- NOTES:
1. REMOVE FRAME AND CASTING.
 2. CLEAN SURFACES OF FRAME, CASTING AND PRECAST MANHOLE. REMOVE RUST, DEBRIS AND LOOSE MORTAR.
 3. CLEAN SURFACES OF ADJUSTMENT RINGS OR BRICKS. REMOVE LOOSE BRICK AND MORTAR. IF EXCESSIVE BRICK DAMAGE, REPLACE WITH NEW ADJUSTMENT RINGS.
 4. APPLY PRIMER AND SEALANT (I.E. FLEX-SEAL) TO MANHOLE ADJUSTMENT RINGS. THICKNESSES SHALL BE PER MANUFACTURER'S RECOMMENDATION. APPLY TO ENTIRE SURFACE OF ADJUSTMENT RINGS, AS WELL AS MANHOLE STRUCTURE AND CASTING AT LEAST 3" ABOVE AND BELOW ADJUSTMENT RINGS. ALLOW PRIMER TO CURE PRIOR TO APPLYING SEALANT.

ADJUST MANHOLE CASTING & REHABILITATE ADJUSTMENT RING DETAIL
SCALE: NONE



SECTION A-A



- NOTES:
1. CONCRETE AT ACTIVE DRIVE APRONS SHALL BE CLASS QC MS.
 2. THE DROP CURB SHALL BE HAND FORMED AT THE TIME THE CONCRETE CURB IS POURED.
 3. JOINTS SHALL BE PROVIDED AT THE NORMAL FACE AND BACK OF SIDEWALK LOCATION.
 4. MINIMUM DRIVE APRON SLOPE PERMITTED IS 1/8"/FT. (1.00%) AND MAXIMUM IS 1"/FT. (8.33%). SEE GRADING PLAN FOR ACTUAL SLOPES AND ELEVATIONS.
 5. THIS DETAIL SHOWS A DRIVE APRON WITH VARIOUS APRON FLARES FOR REFERENCE ONLY; SEE LAYOUT PLAN FOR ACTUAL APRON CONFIGURATION AND FLARE WIDTHS.

CONCRETE DRIVE APRON DETAIL
SCALE: NONE

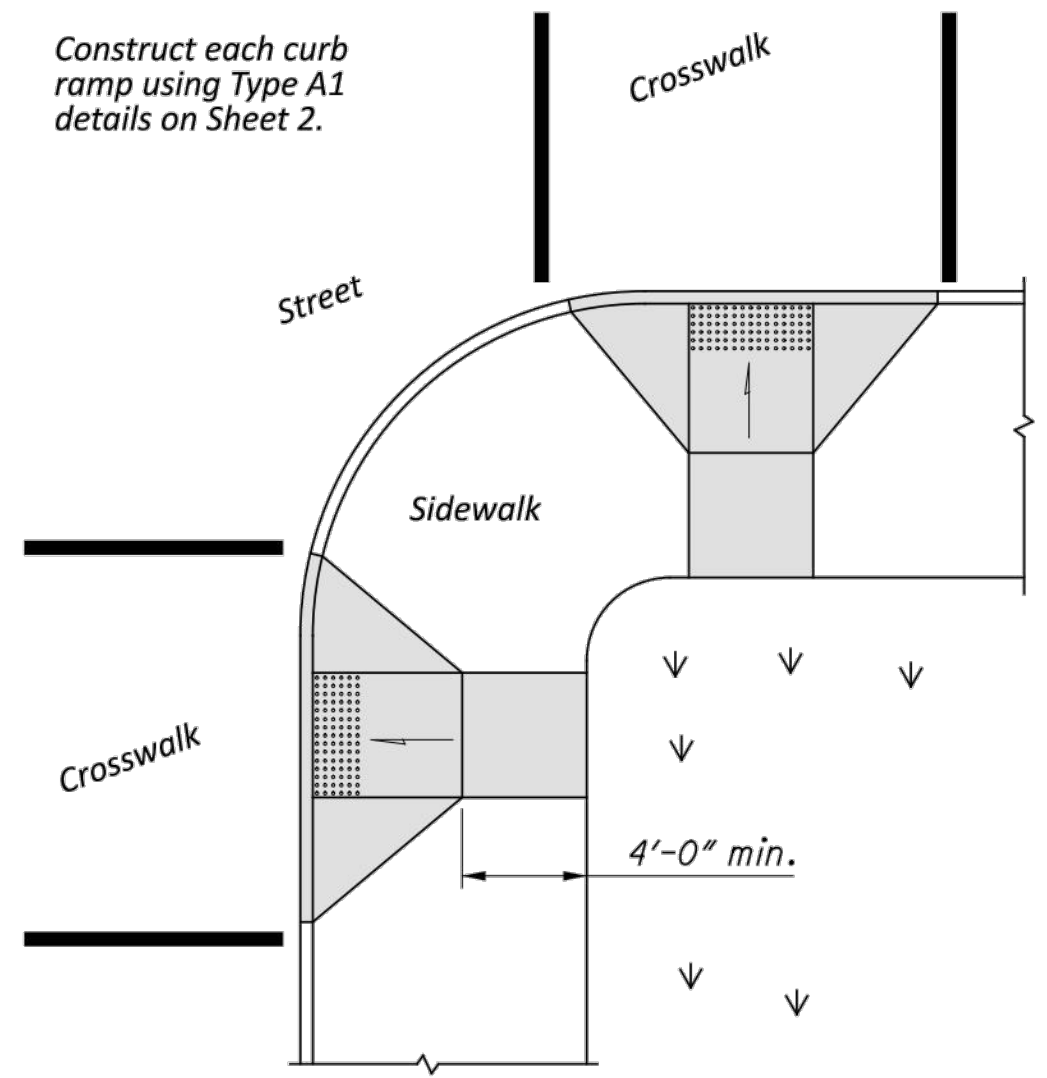
DATE	
REVISION	
NO	
REVIEW	
ISSUED FOR:	
ISSUE DATE:	5/12/2025
SCALE:	N/A
DESIGNED BY:	SSA
DRAWN BY:	JCR
CHECKED BY:	SSA

VILLAGE OF HARTVILLE	SUNNYSIDE ST SW
PAVEMENT REPLACEMENT	VILLAGE OF HARTVILLE, OHIO
STARK COUNTY	
TYPICAL SECTION/ DETAILS	

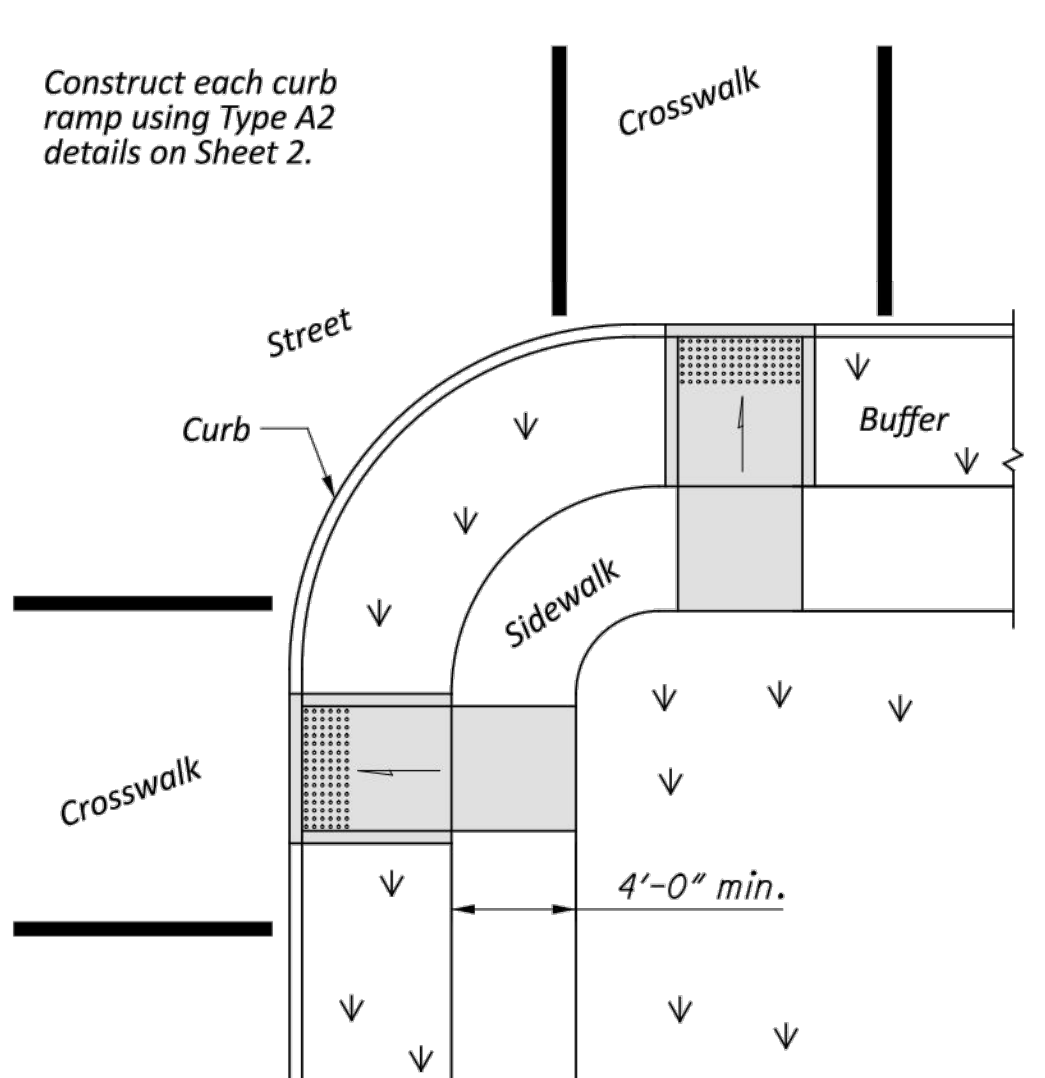
PROJECT NO.	23010503
DISCIPLINE	
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SHEET	3
OF	14

BP-7.1

MODEL: Sheet 1, PAPER SIZE: 36x22 (in.), DATE: 9/25/2024, TIME: 1:47:10 PM, USER: ahollow1, pww:\chicadot-pw-bentley.com\chicadot-pw-02\Documents\03 Standards\PS_SCD\Roadway\Working Folder\2025\01 Jan\BP-7.1_2025-01-17.dgn

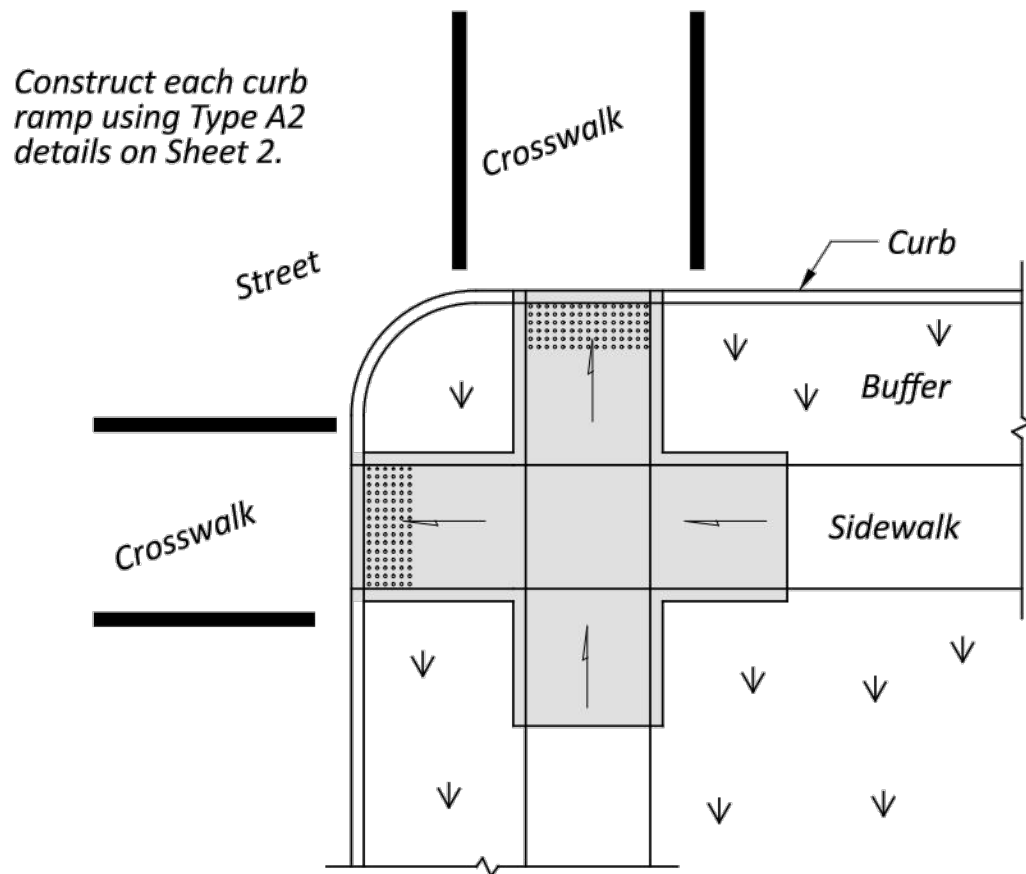


Use curb ramps with flared sides at locations with wide sidewalks.



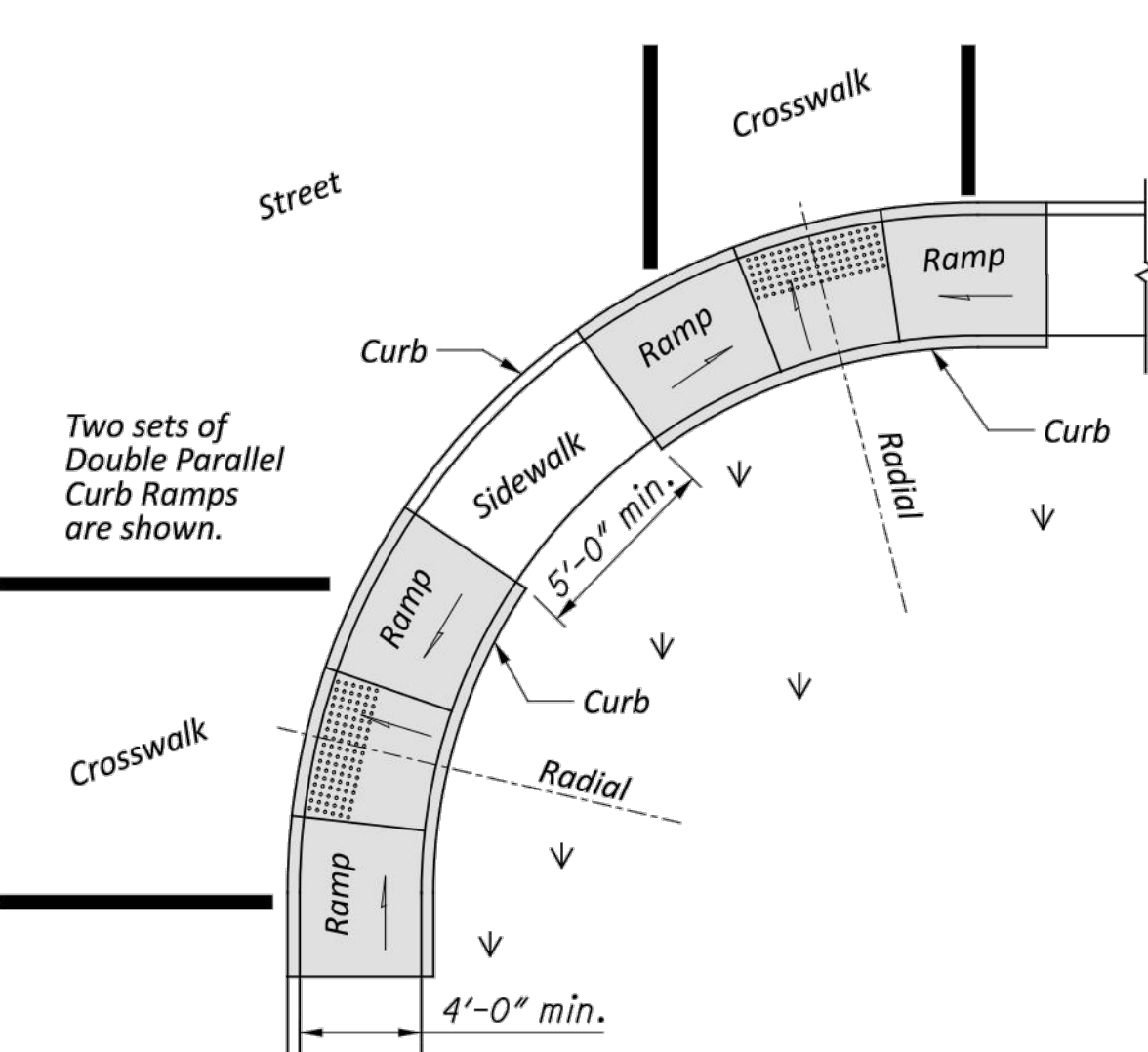
Use curb ramps with returned curbs where buffer is wide enough to accommodate ramp slope.

PERPENDICULAR CURB RAMPS



NOTES

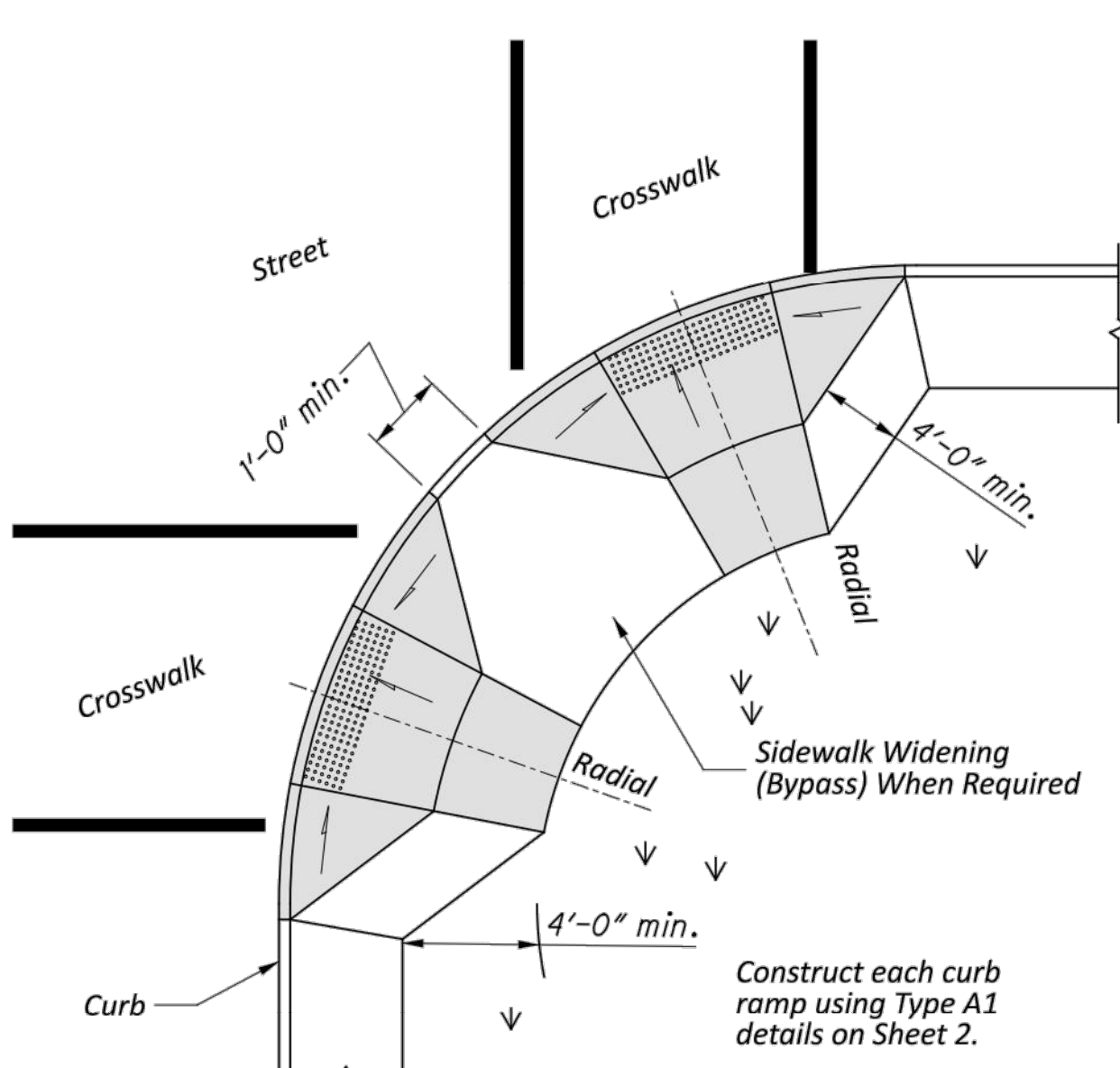
- GENERAL:** This drawing shows curb ramp types details and placement examples for curb ramp construction, including the installation of detectable warnings.
- Curb ramp types are shown on Sheet 2 and include Perpendicular, Parallel, and Combined types as specified to be constructed in the locations shown on the project plans.
- Curb ramps added to an existing intersection or walk should be individually detailed on the project plans to assure that the design is appropriate for site constraints and all items can be constructed to ADA standards. The contractor may adjust the placement of curb ramps if existing field conditions warrant with the approval of the Engineer.
- PAYMENT:** Measure and pay for the ramp area within the shaded limits of this drawing as Item 608 Curb Ramp, Square Foot. This includes the cost of any curb or curb and gutter, detectable warnings, landing areas and any additional materials, installation, grading, forming, and finishing required within the shaded area.
- Work beyond the shaded ramp/landing area is paid for as curb (609) and walk (608). Removal of existing curb, walk (or existing curb ramps) are paid under Item 202.
- For at-grade crossing locations where only detectable warnings are required in order to achieve ADA compliance, measure and pay for the strip of detectable warnings as Item 608 Detectable Warning, Square Foot. The work to cast the tiles in place will also require removal of existing pavement (Item 202) to the nearest joint, or if no joint exists, a minimum of 4 feet.



Place on streets having wide turning radius and where sidewalks are narrow.

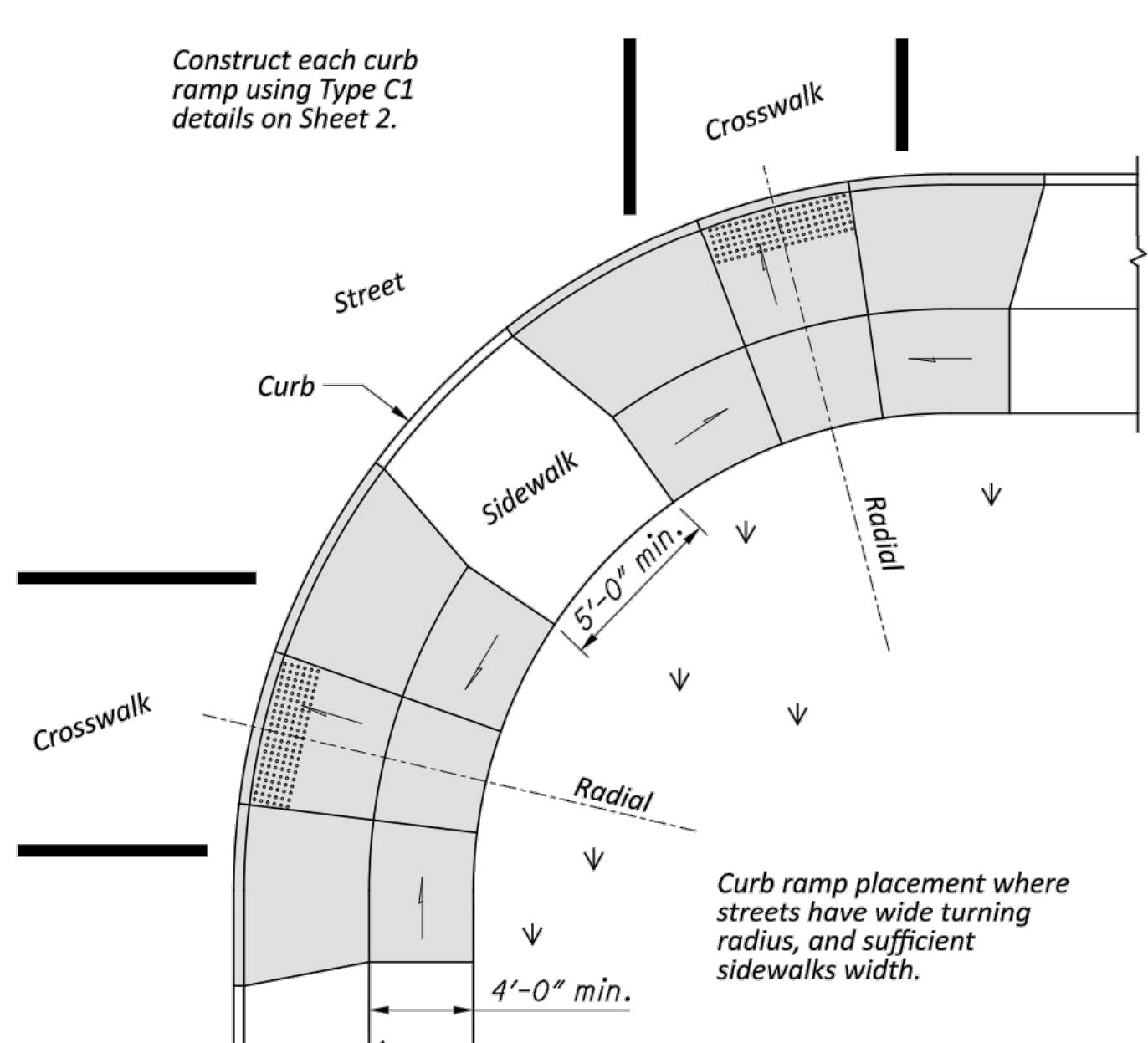
PARALLEL CURB RAMPS

PREFERRED CONSTRUCTION PLACEMENT



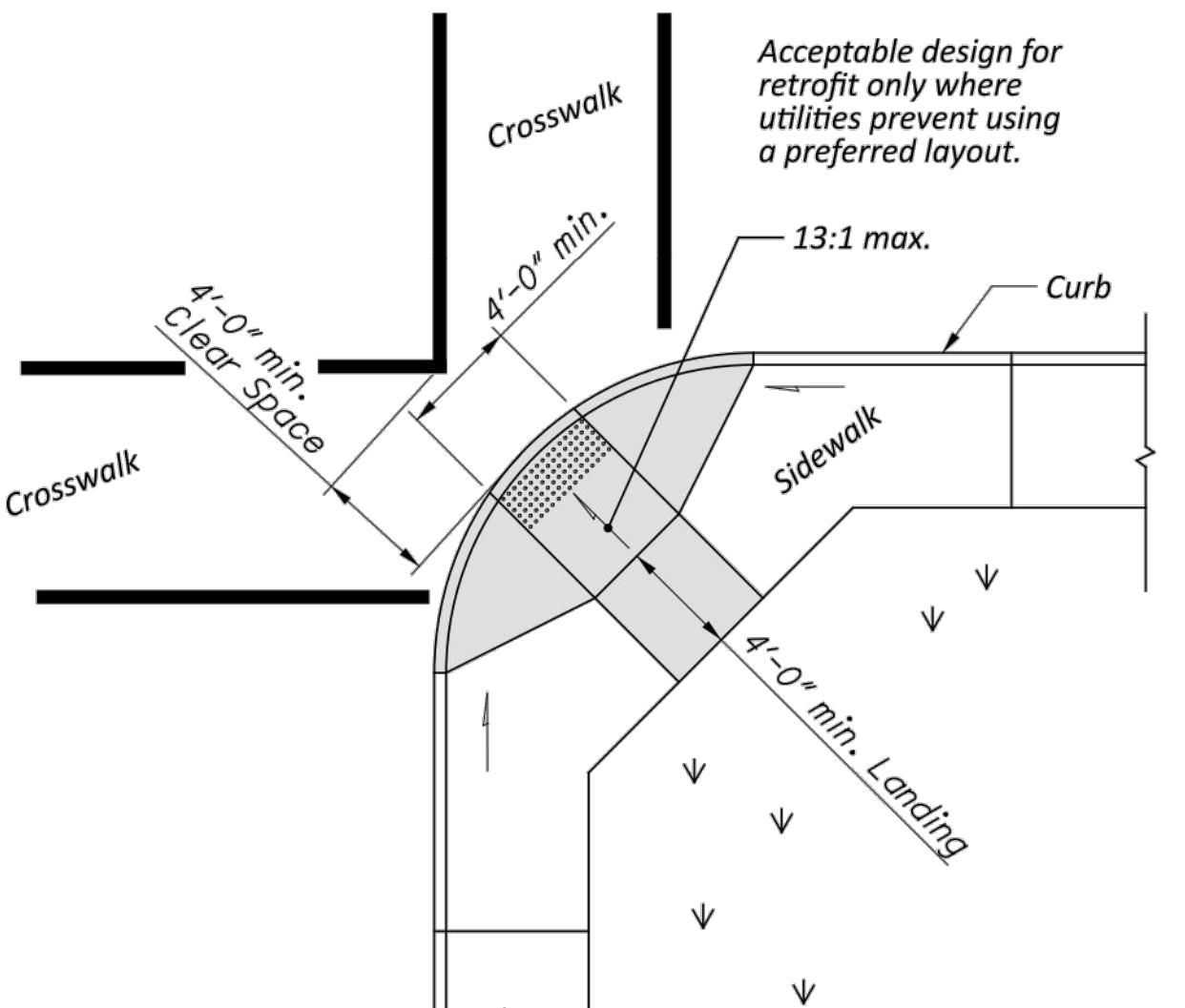
Acceptable design on corners with wide turning radius where user is able to maneuver within crosswalk limits so as not to encroach into adjacent traveled lanes.

PERPENDICULAR RAMPS



Curb ramp placement where streets have wide turning radius, and sufficient sidewalks width.

COMBINATION CURB RAMPS



Use this design only for existing walks, and when site constraints prohibit other designs. The diagonal Type D ramp may be constructed as either a Perpendicular, Parallel or Combination curb ramp type. Avoid using where curb radii are less than 20'-0".

DIAGONAL RAMP (Type D)

ACCEPTABLE CONSTRUCTION PLACEMENT

THIS DRAWING REPLACES BP-7.1 DATED 07-19-2024.

OFFICE OF ROADWAY ENGINEERING	
REVISIONS	
01-21-2022	
01-20-2023	
07-21-2023	
01-19-2024	
07-19-2024	
01-17-2025	
STDS ENGINEER D. Fisher	
STATE OF OHIO OFFICE OF ROADWAY ENGINEERING ADMINISTRATOR	
Adam Koenig	
STANDARD ROADWAY CONSTRUCTION DRAWING NEW CURB RAMPS (with Detectable Warnings)	
DESIGN AGENCY	
SCD NUMBER BP-7.1	
SHEET P.1	TOTAL 4

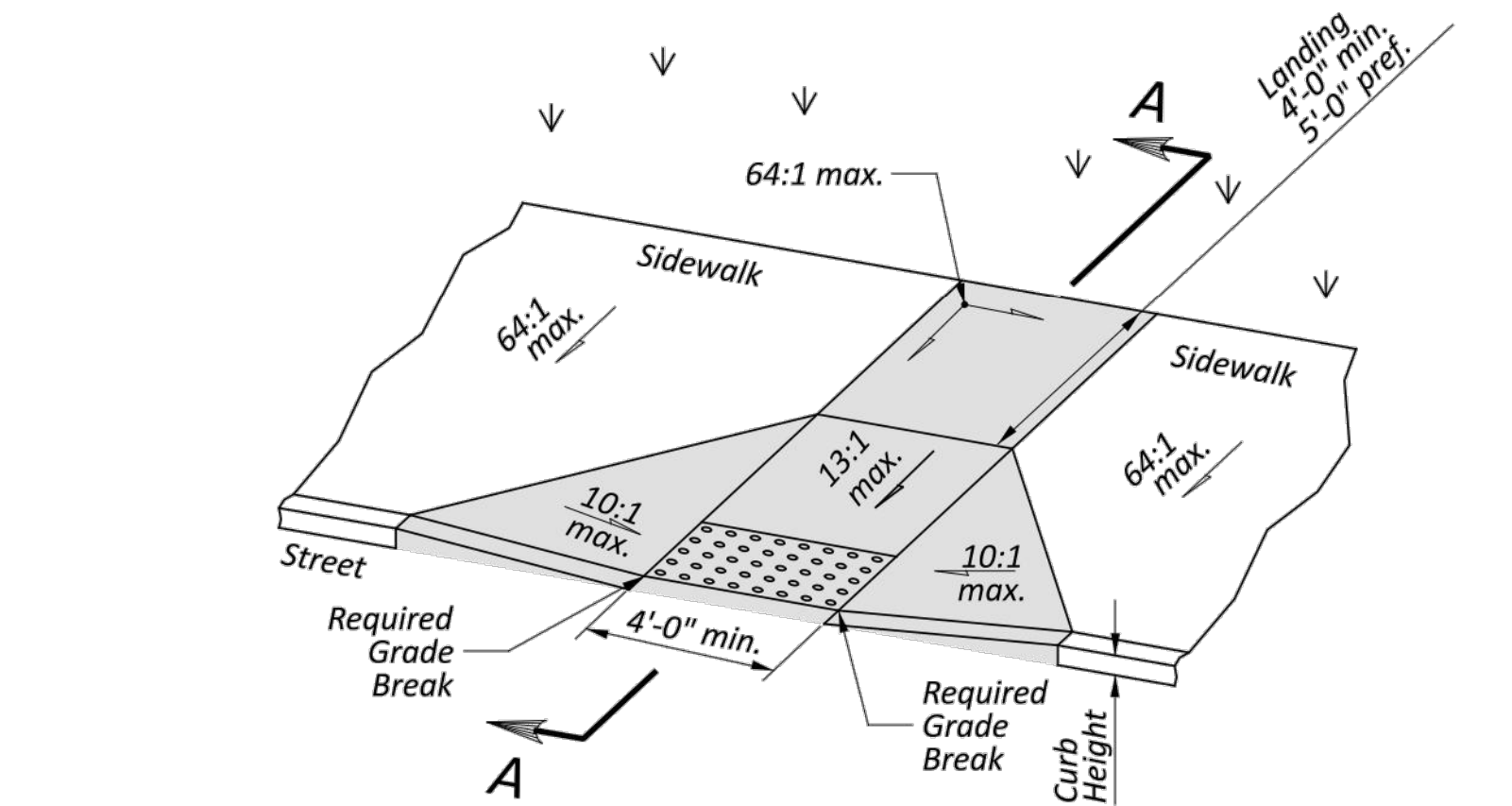
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ISSUE DATE:	5/1/2025			
SCALE:	N/A			
DESIGNED BY:	SSA			
DRAWN BY:	JCR			
CHECKED BY:	SSA			

VILLAGE OF HARTVILLE
SUNNYSIDE ST SW
PAVEMENT REPLACEMENT
STARK COUNTY
VILLAGE OF HARTVILLE, OHIO
ODOT ADA CURB RAMP
DETAILS

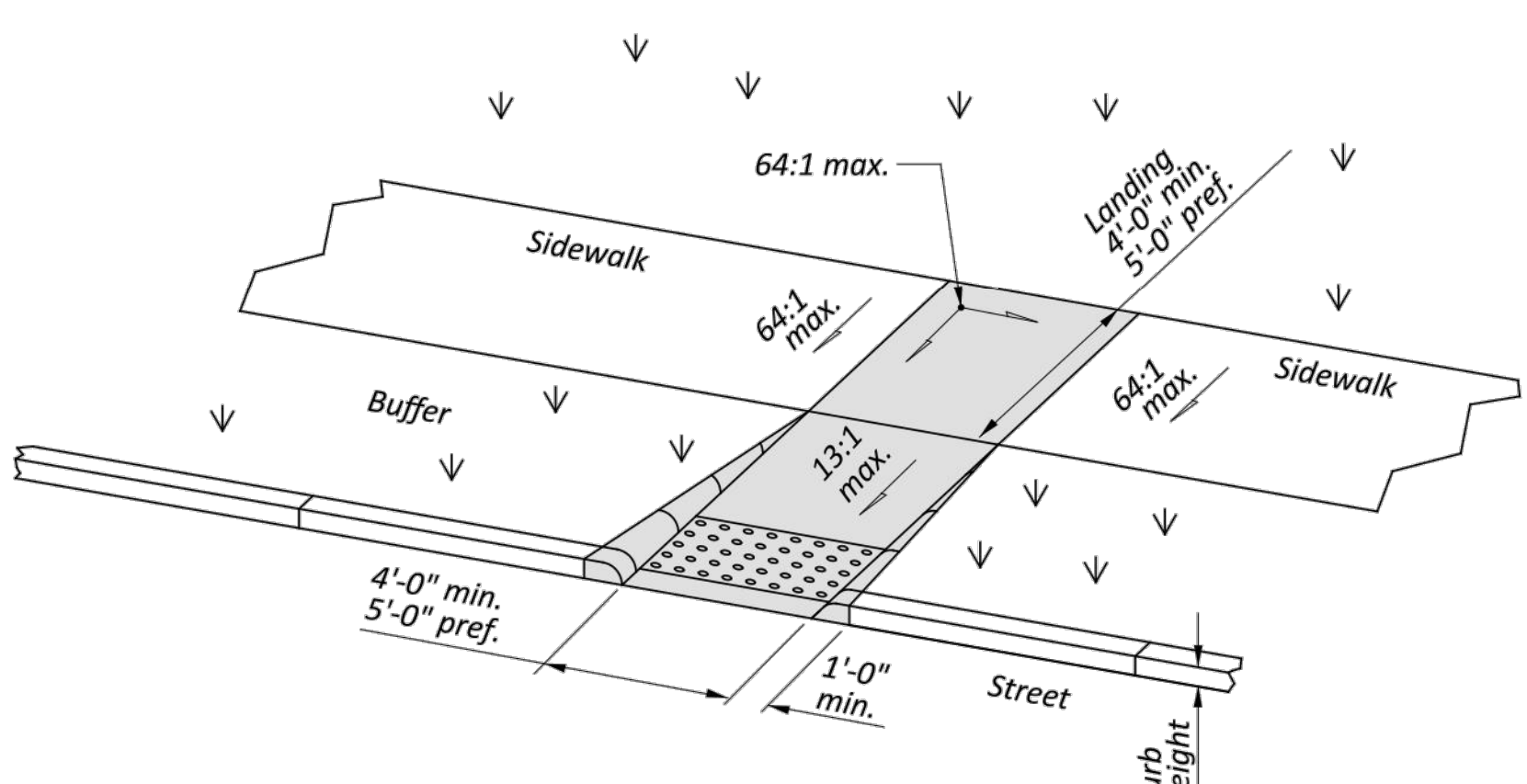
PROJECT NO. 23010503	
DISCIPLINE	
SHEET NAME ODOT 1	
SHEET 4	OF 14

BP-7.1

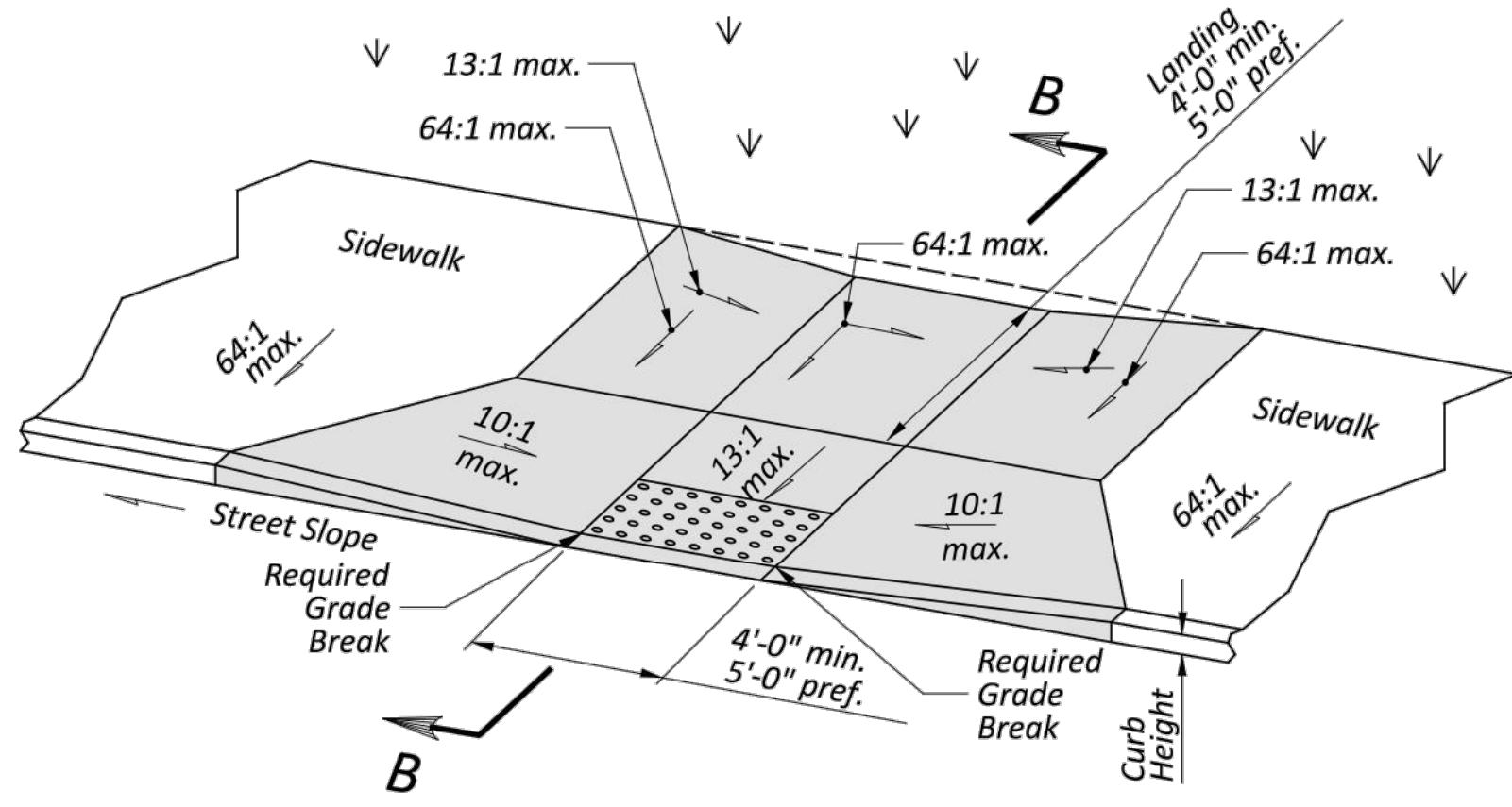
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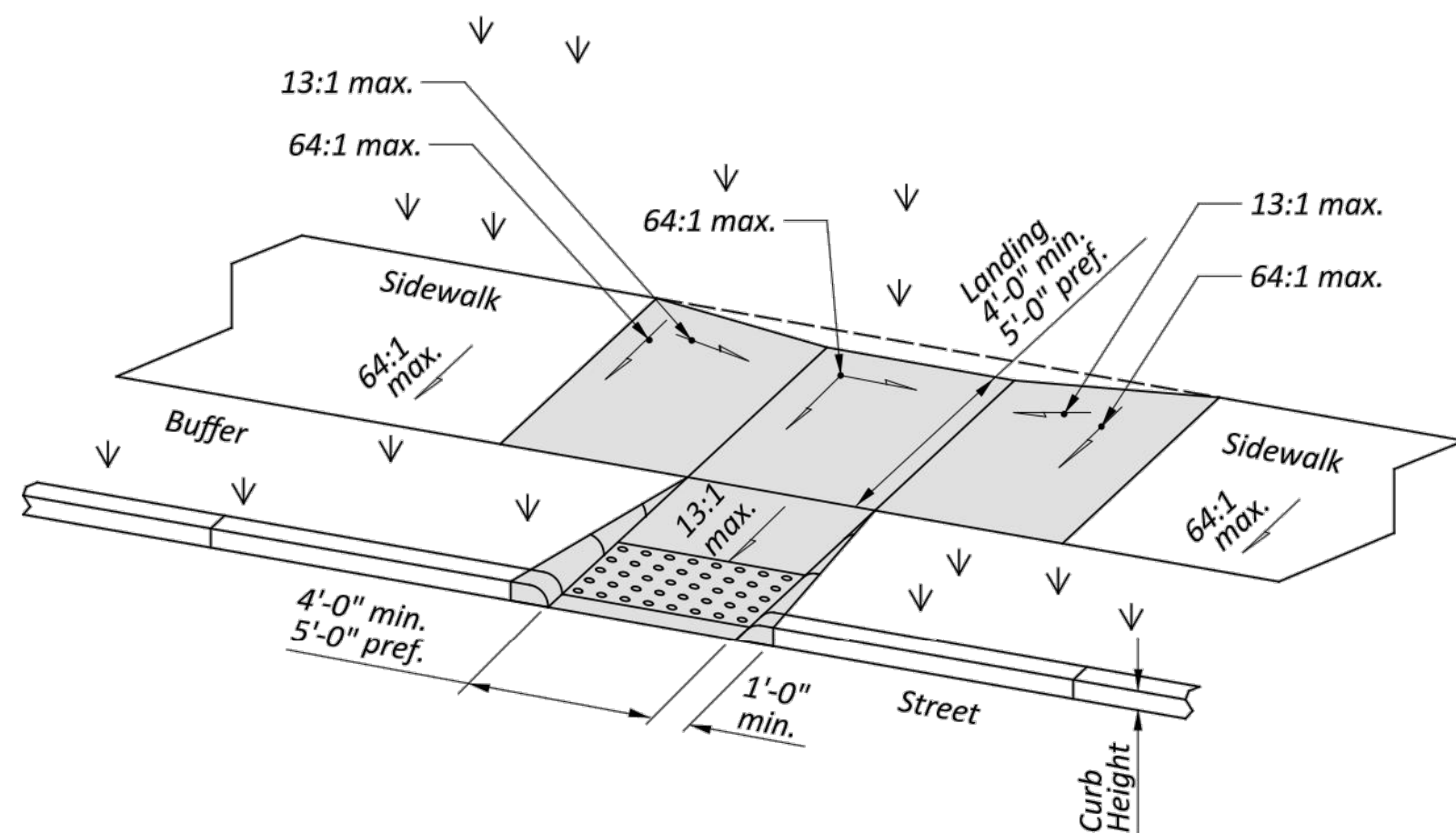
Type A1 (Perpendicular with flared sides)



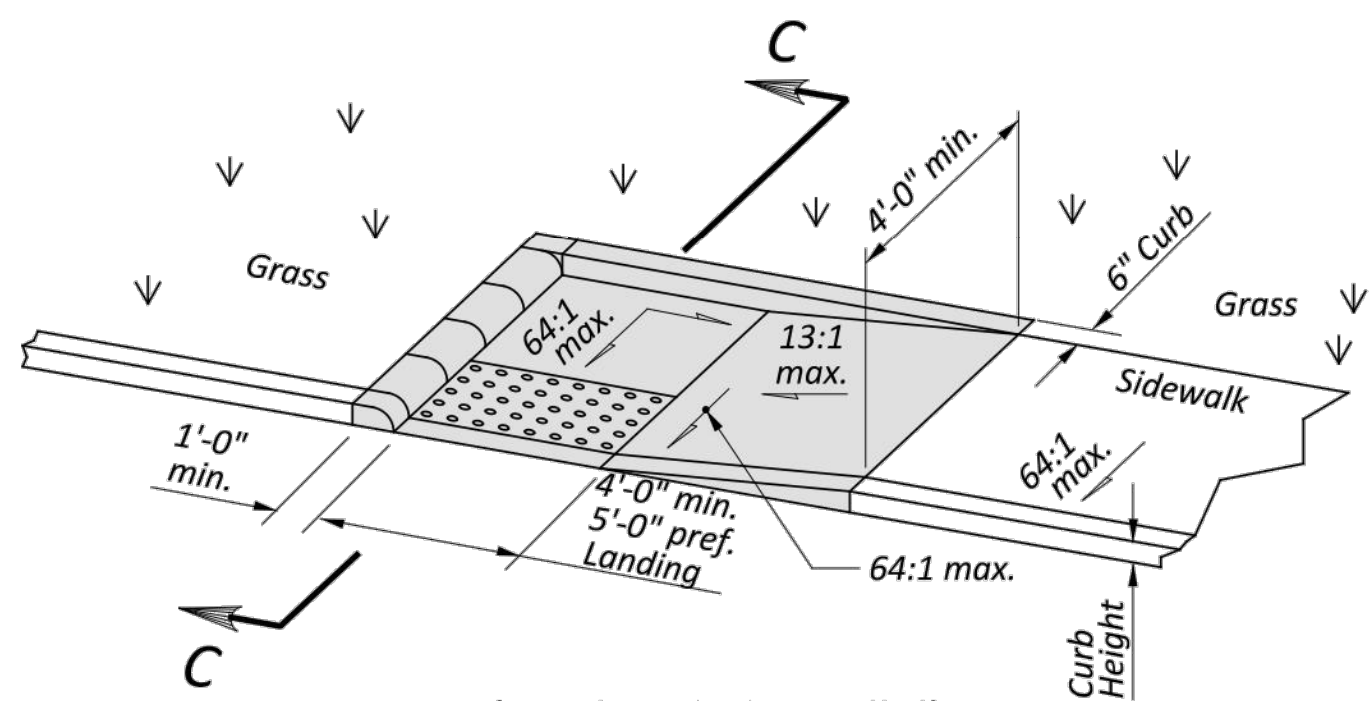
Type A2 (Perpendicular with returned curb)



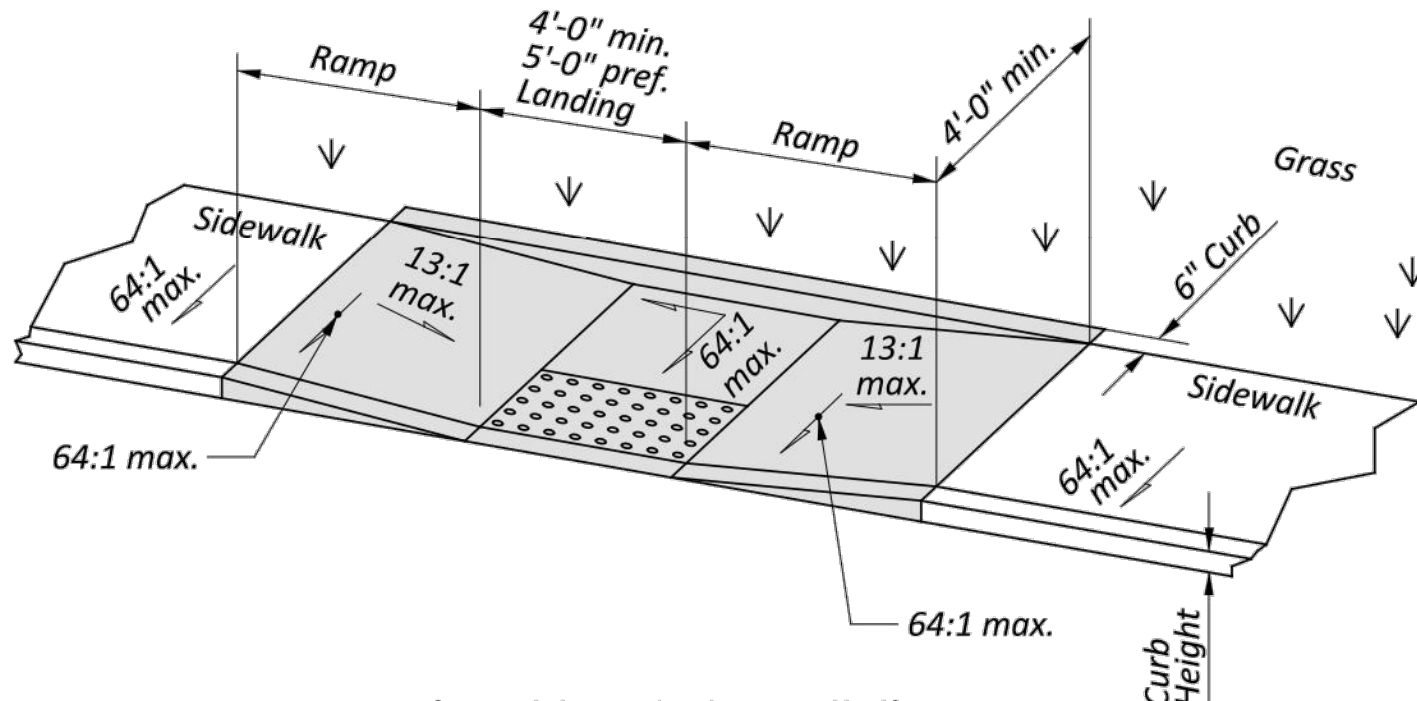
Type C1 (Combined with flared sides)



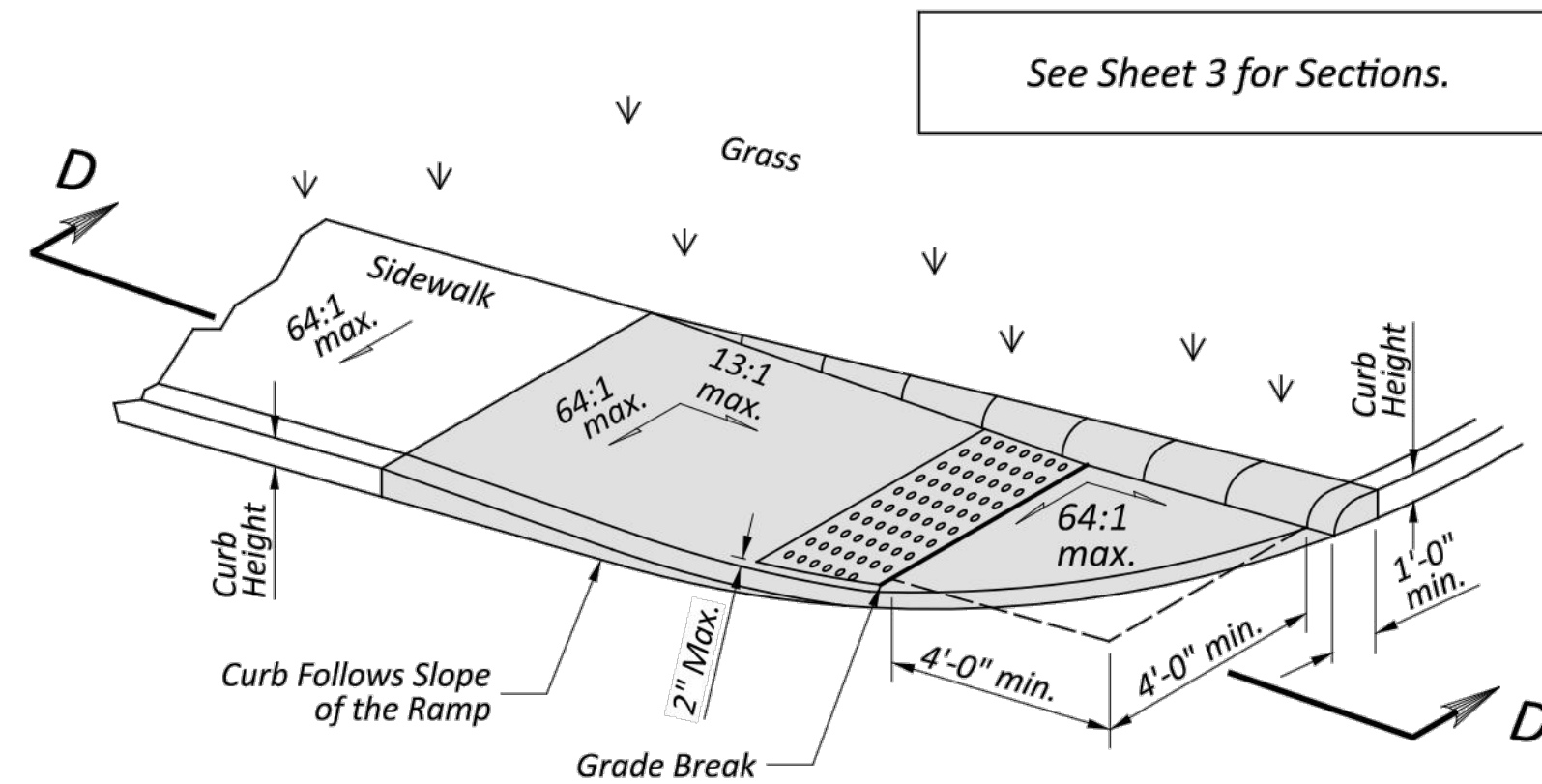
Type C2 (Combined with returned curb)



Type B1 (Single sided Parallel)



Type B2 (Double sided Parallel)



Type B3 (Single sided Parallel)

NOTES CONTINUED

The running slope of the curb ramp shall be a 13:1 maximum or flatter. In existing sidewalks, where the maximum ramp slope is not feasible due to site constraints (e.g. utility poles or vaults, right-of-way limits) it may be adjusted as follows:

- A) 10:1 for a max. rise of 6",
B) 8:1 for a max. rise of 3",
C) 6:1 over a max. run of 2'-0" for historic areas where a flatter slope is not feasible.

To prevent chasing the grade indefinitely, the transition from existing sidewalk to the shaded curb ramp area is not required to exceed 15 feet in length.

While ramps may be skewed to the crosswalk, the entire lower landing area must fall within the cross walk that the ramp serves and cannot be located in the traveled lane of opposing traffic.

The counter slope of the gutter or street at the foot of a curb ramp, landing, or blended transitions shall be 20:1 or flatter.

The bottom edge of the ramp shall change planes perpendicular to the landing.

The edge of the curb shall be flush with the edge of the adjacent pavement and gutter and surface slopes that meet grade breaks shall also be flush.

Where pedestrian street crossings are without yield or stop control conditions, or at a traffic signal that is designed for green phase and vehicles do not slow to navigate the intersection, the maximum cross slope at the edge of the asphalt pavement and gutter may be increased as follows:

- D) 5% maximum cross slope at street crossings without yield or stop control
E) Cross slope may match grade of street asphalt edge profile at Mid-block Street Crossings

Ramp landings shall be 4' min. x 4' min. with a 64:1 or flatter cross slope and running slope.

Provide 24" wide level strip if the algebraic difference between the ramp slope and the street exceeds 11%.

DETECTABLE WARNINGS: Install Detectable Warnings on each curb ramp with approved materials, as shown on Sheet 3. Install these proprietary products as per manufacturer's written instructions.

BLENDED TRANSITIONS: Blended Transitions do not require a landing since the slopes shall not exceed 5%.

DRAINAGE: Contractor is to ensure the base of each constructed curb ramp allows for proper drainage, without exceeding allowable cross slope or ramp slopes. Vertical change in level exceeding 1/4" between the 1) pavement and gutter, and 2) gutter and ramp, are not allowed.

SURFACE TEXTURE: Texture concrete surfaces by coarse brooming transverse to the ramp slopes to be rougher than the adjacent walk.

JOINTS: Provide expansion joints in the curb ramp as extensions of walk joints and consistent with Item 608.03 requirements for a new concrete walk. Provide a 1/2" Item 705.03 expansion joint filler around the edge of ramps built in existing concrete walks. Lines shown on this drawing indicate the ramp edges and slope changes, and do not necessarily indicate joint lines.

SLOPES: Where 13:1 maximum and 64:1 maximum slopes are listed, ramps shall be considered compliant for payment where the as-built slopes are 12:1 maximum and 50:1 maximum, respectively.

See Sheet 3 for Sections.

THIS DRAWING REPLACES BP-7.1 DATED 07-19-2024.

OFFICE OF
ROADWAY
ENGINEERING

REVISIONS

01-21-2022
01-20-2023
07-21-2023
01-19-2024
07-19-2024
01-17-2025

STDS ENGINEER

D. Fisher

STATE OF OHIO OFFICE OF ROADWAY
ENGINEERING ADMINISTRATOR

Adam Koenig

STANDARD ROADWAY CONSTRUCTION DRAWING

NEW CURB RAMPS

(with Detectable Warnings)

DESIGN AGENCY



SCD NUMBER

BP-7.1

SHEET

P.2

TOTAL

4

VILLAGE OF HARTVILLE

SUNNYSIDE ST SW
PAVEMENT REPLACEMENT

STARK COUNTY VILLAGE OF HARTVILLE, OHIO

ODOT ADA CURB RAMP

DETAILS

PROJECT NO.

23010503

DISCIPLINE

SHEET NAME

ODOT 2

SHEET

5

OF

14

DATE

DETECTABLE WARNINGS NOTES

GENERAL: Detectable Warnings are a distinctive surface pattern of truncated domes which are detectable by cane or underfoot to alert people with vision impairments of their approach to streets and hazardous drop-offs.

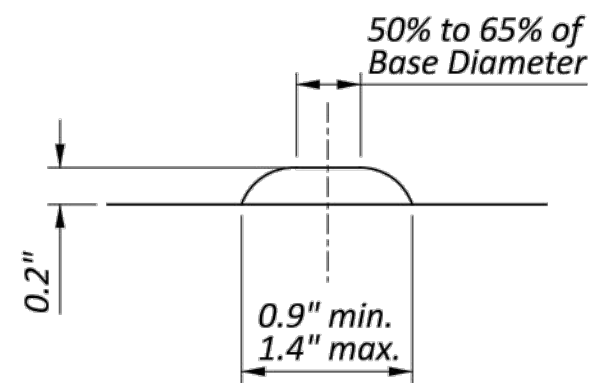
PLACEMENT: Detectable warnings are to be installed at any location where pedestrians might cross paths with vehicular traffic lanes, such as the base of curb ramps or at blended curbs. A 24" strip of domes is to be installed for the full width of the ramp or walk. Typical street corner placement locations are shown on Sheet 1.

Some detectable warning products require a concrete border for proper installation. The concrete border should not exceed 2". Where the back of curb edge is tooled to provide a radius, the border dimension should be measured from the end of the radius.

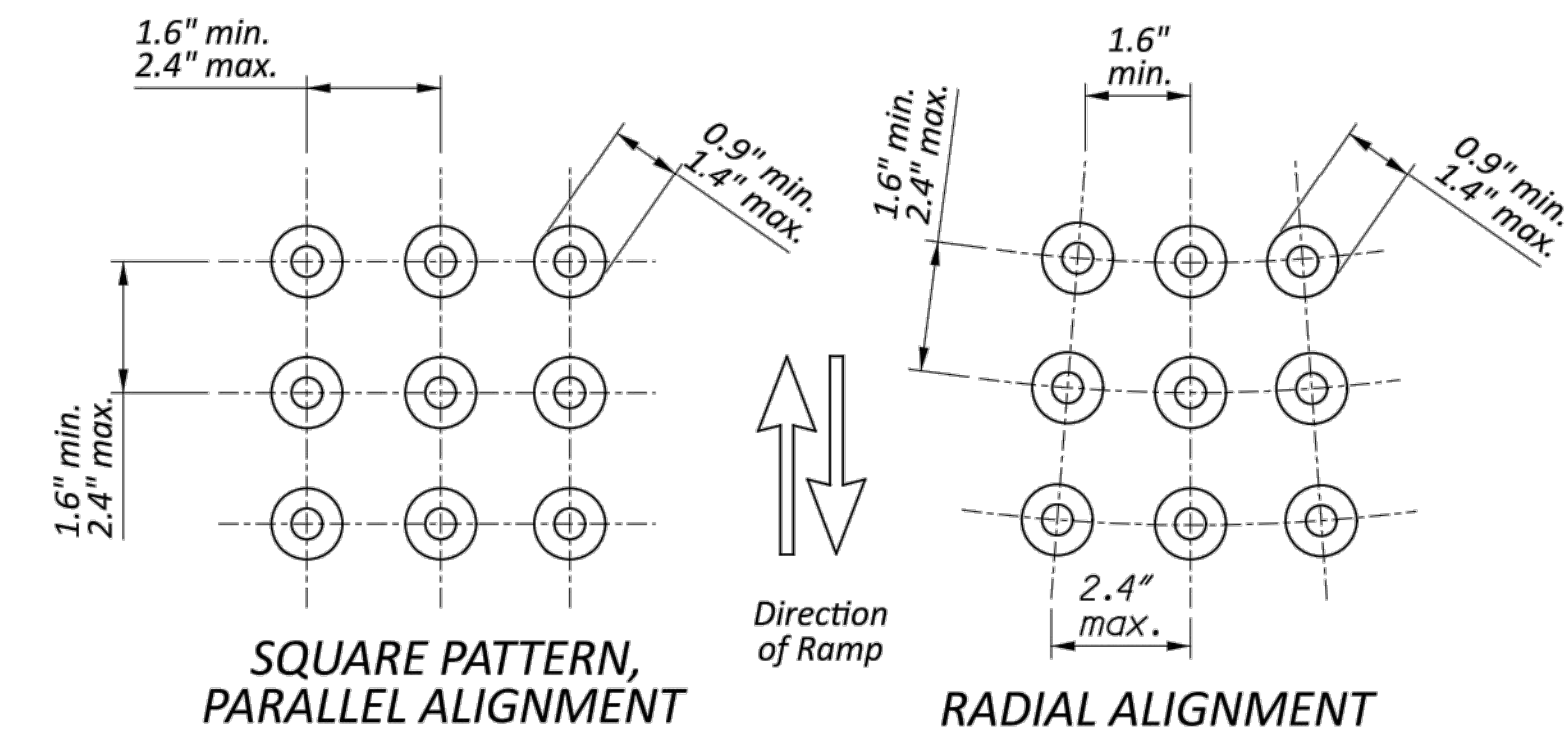
The depth of concrete underneath detectable warning products shall be a minimum of 4". See DETAIL A.

ALIGNMENT: Truncated domes should be aligned with the primary direction of the ramp as shown on the DETECTABLE WARNING ALIGNMENT Detail to direct pedestrians toward the landing. Normally the detectable warnings should be flush with the back of the curb, but for skewed conditions see DETECTABLE WARNING ALIGNMENT Detail. For non-standard layouts, detectable warning materials may have to be mitered and placed segmentally.

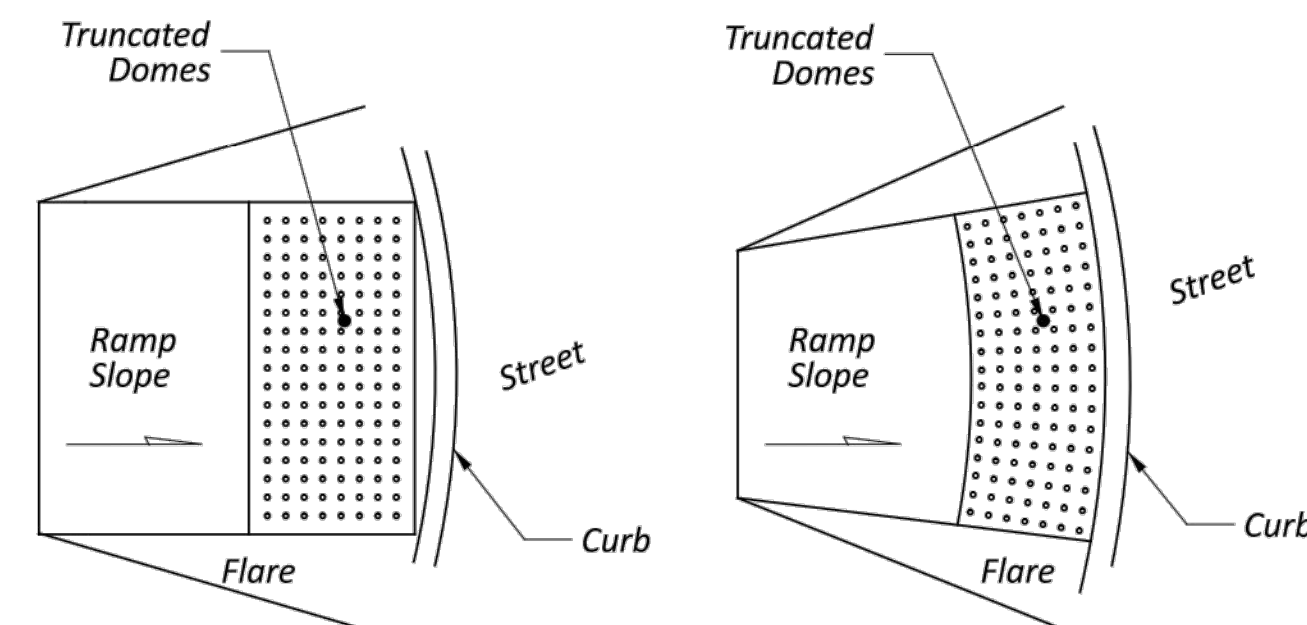
PRODUCTS & COLORS: Color of the detectable warnings should contrast with surrounding concrete walk and ramp. Black is not an acceptable color. Approved products and guidance on color may be found on the Office of Roadway Engineering Service's Detectable Warnings Approved List. Install products as per manufacturer's printed instructions.



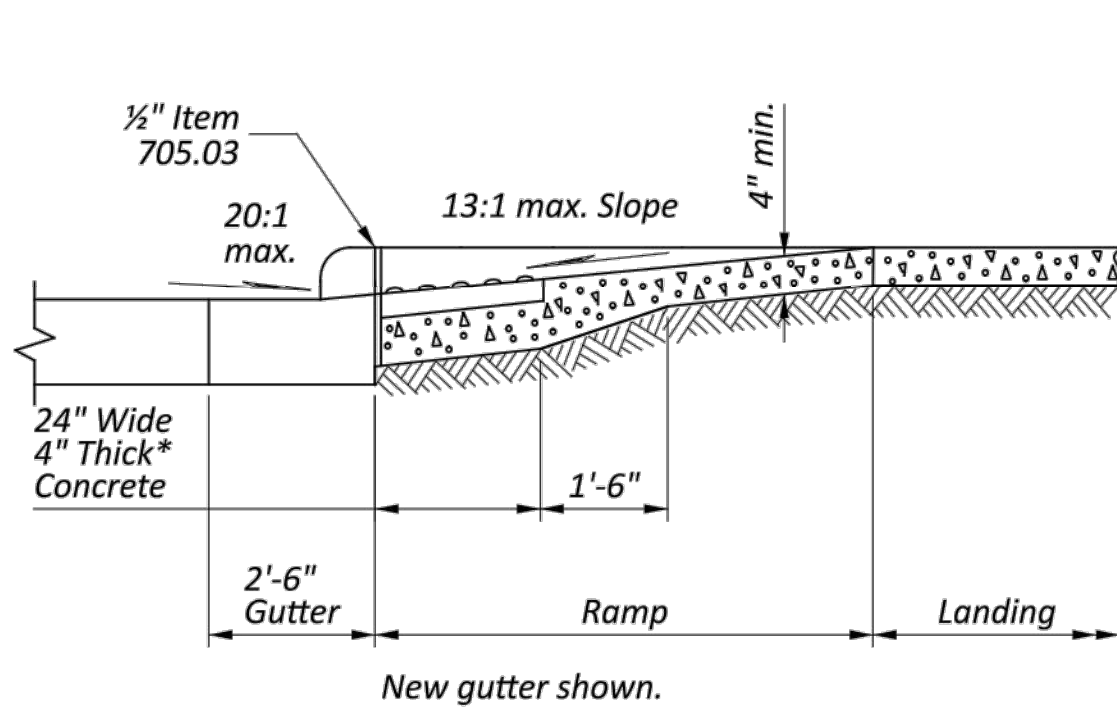
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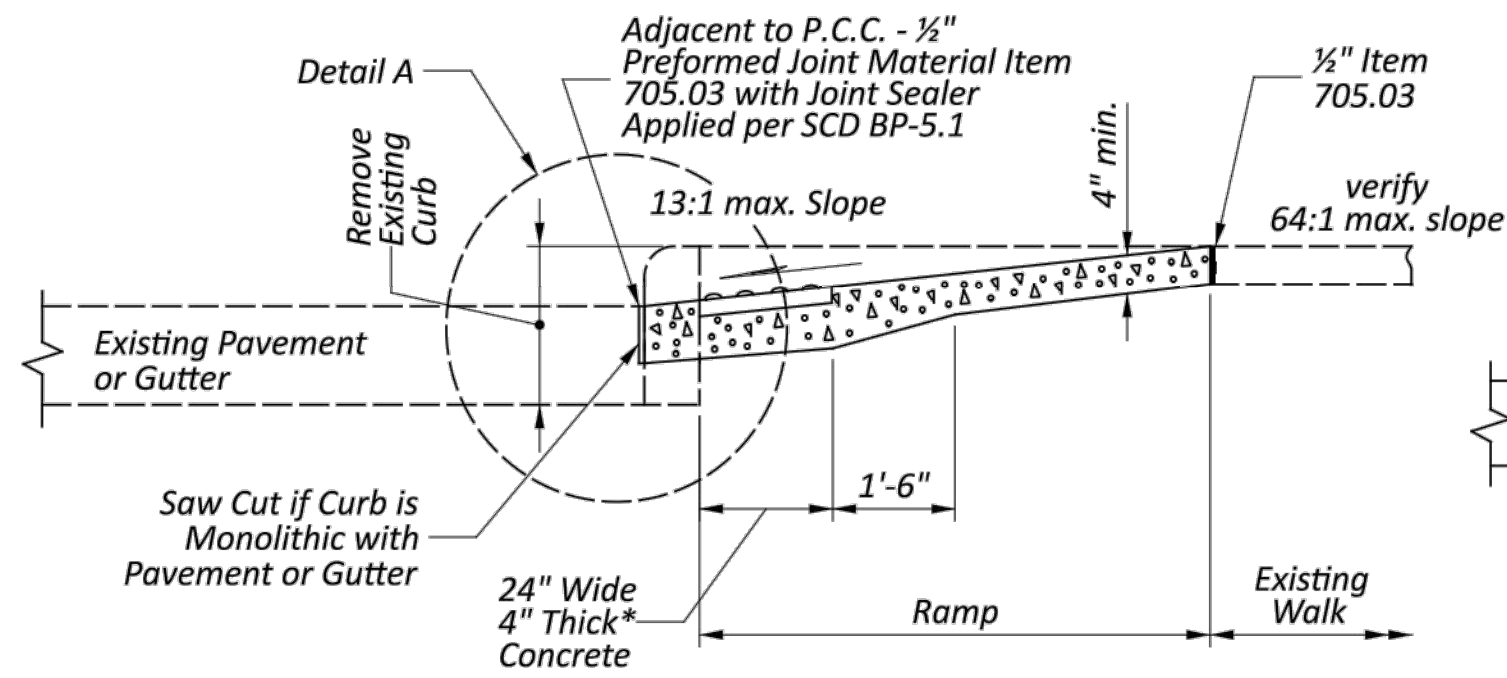
TRUNCATED DOMES DETAILS



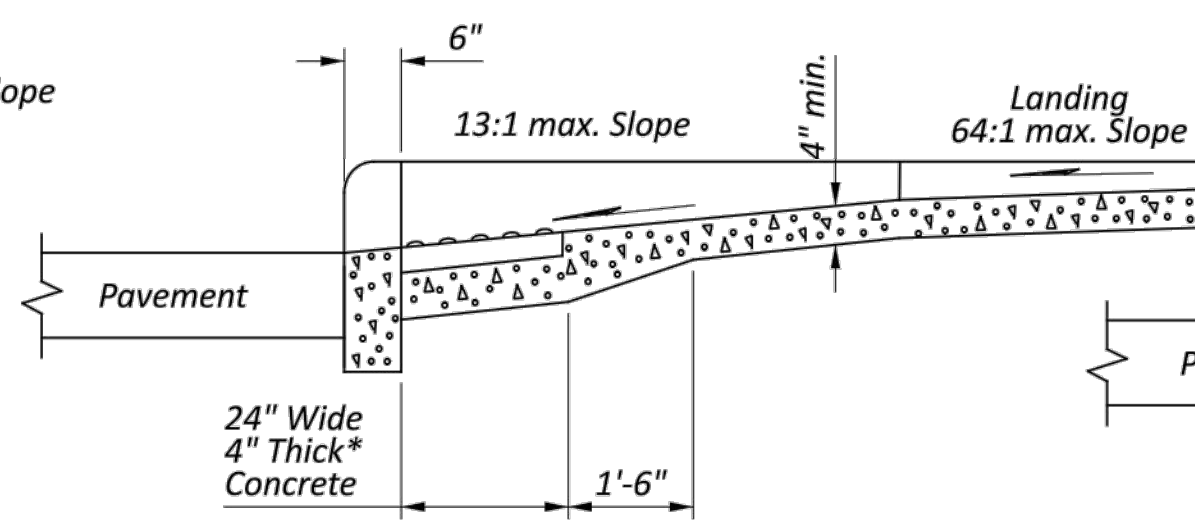
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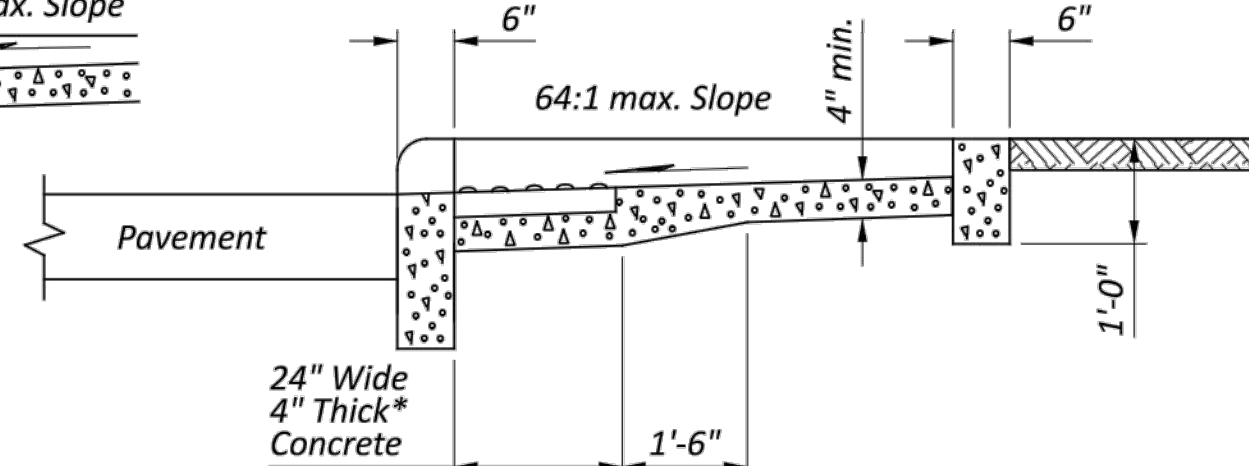
SECTION A-A
NORMAL DETAIL
See Sheet 2.



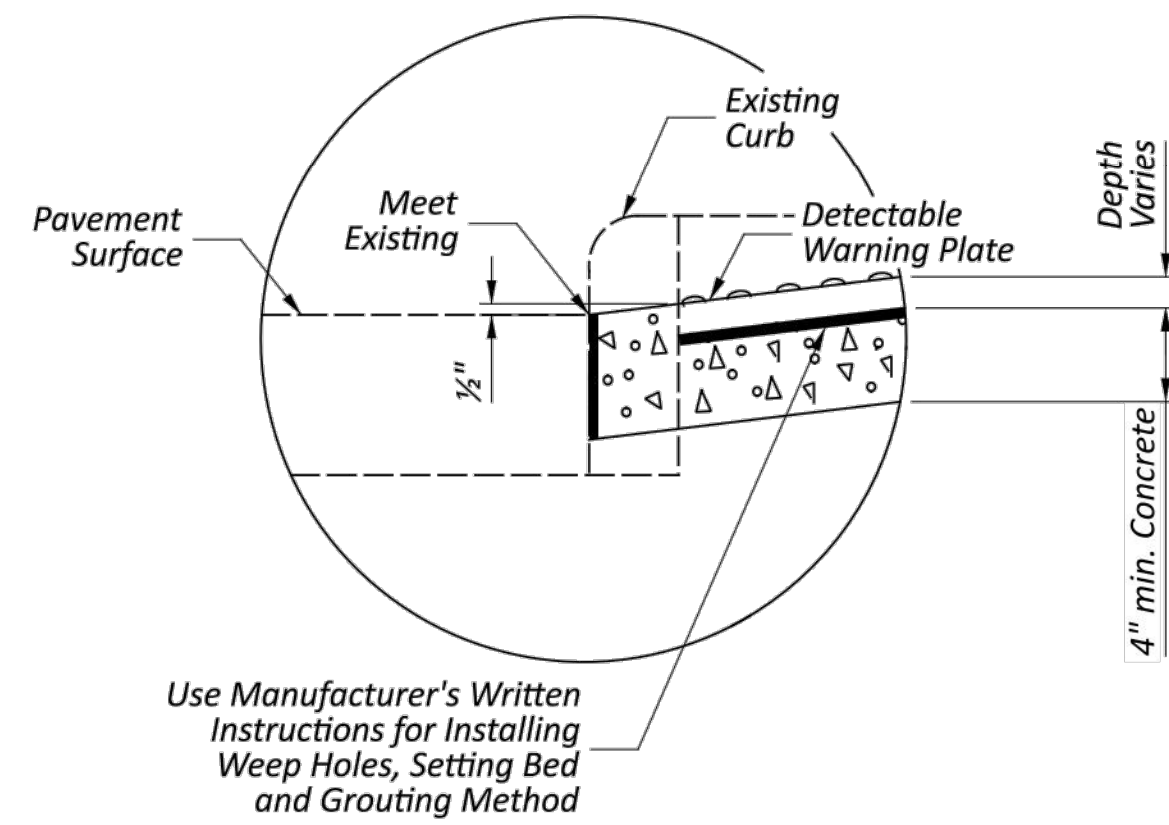
SECTION A-A
EXISTING WALK DETAIL
See Sheet 2.



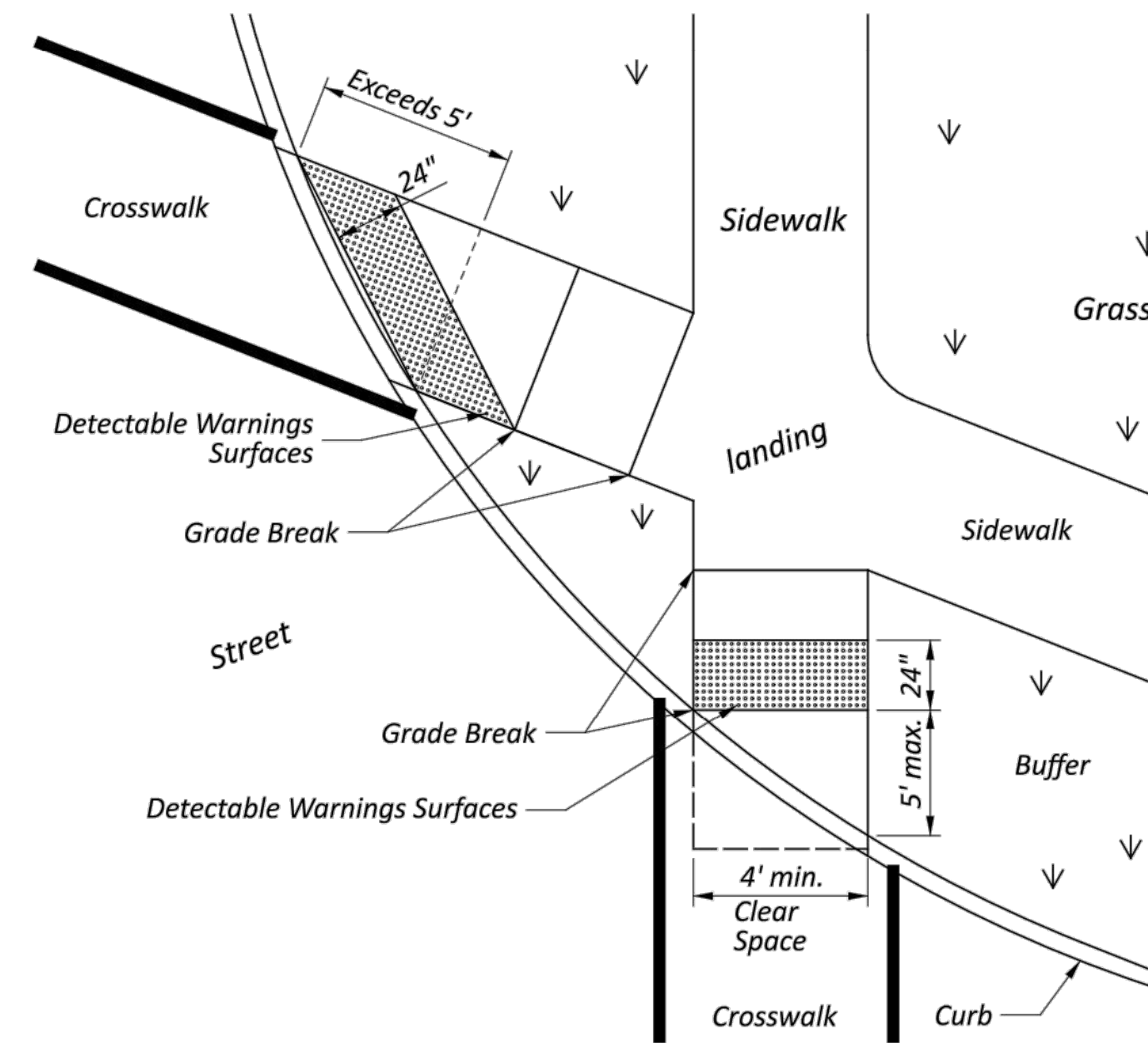
SECTION B-B
See Sheet 2.



SECTION C-C
See Sheet 2.



DETAIL A



DETECTABLE WARNING ALIGNMENT
FOR DIRECTIONAL CURB RAMP

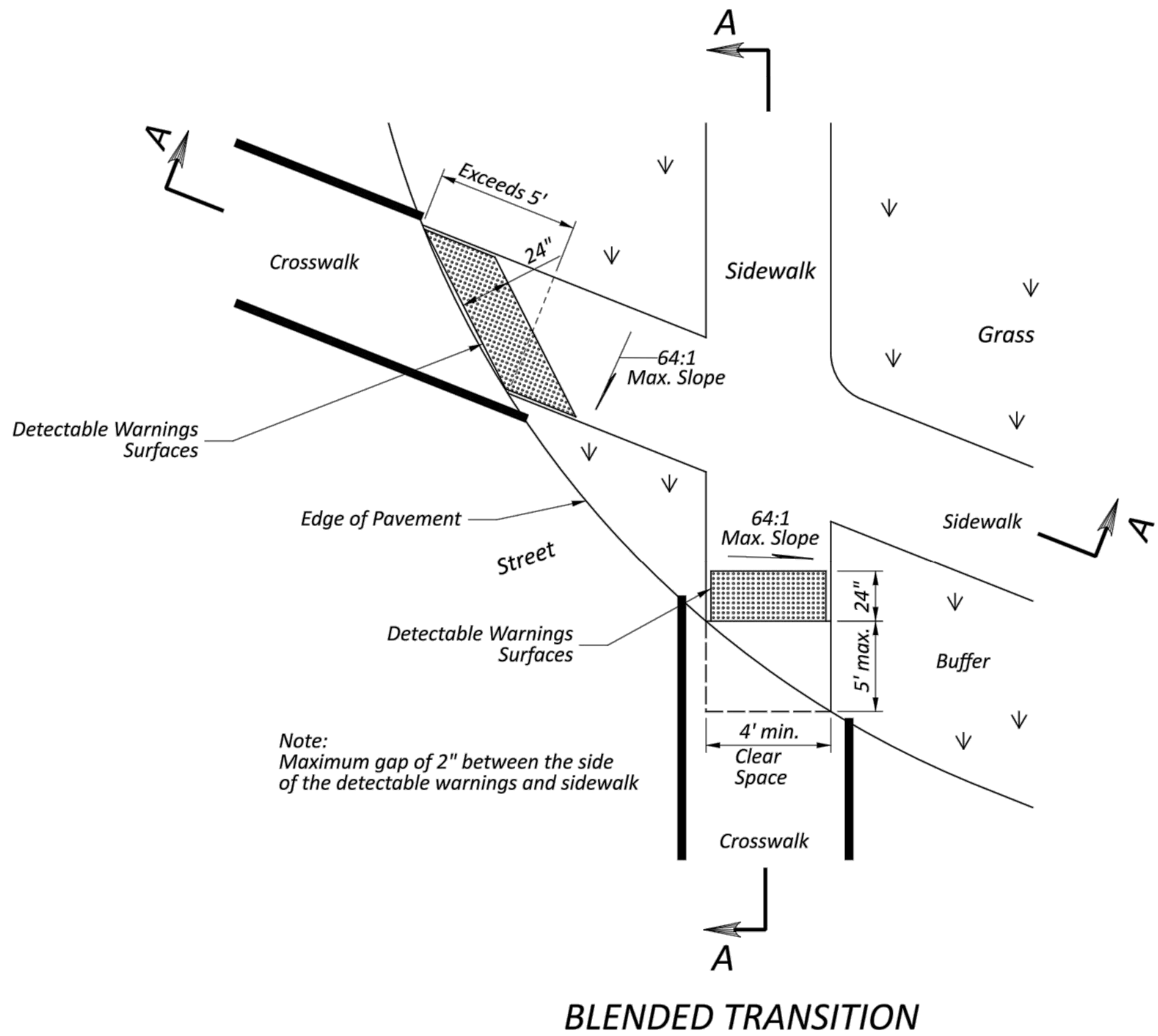
THIS DRAWING REPLACES BP-7.1 DATED 07-19-2024.

OFFICE OF ROADWAY ENGINEERING	
REVISIONS	
01-21-2022 01-20-2023 07-21-2023 01-19-2024 07-19-2024 01-17-2025	
STDS ENGINEER D. Fisher	
STATE OF OHIO OFFICE OF ROADWAY ENGINEERING ADMINISTRATOR	
Adam Koenig	
STANDARD ROADWAY CONSTRUCTION DRAWING NEW CURB RAMPS (with Detectable Warnings)	
DESIGN AGENCY	
SCD NUMBER BP-7.1	
SHEET P.3	
TOTAL 4	

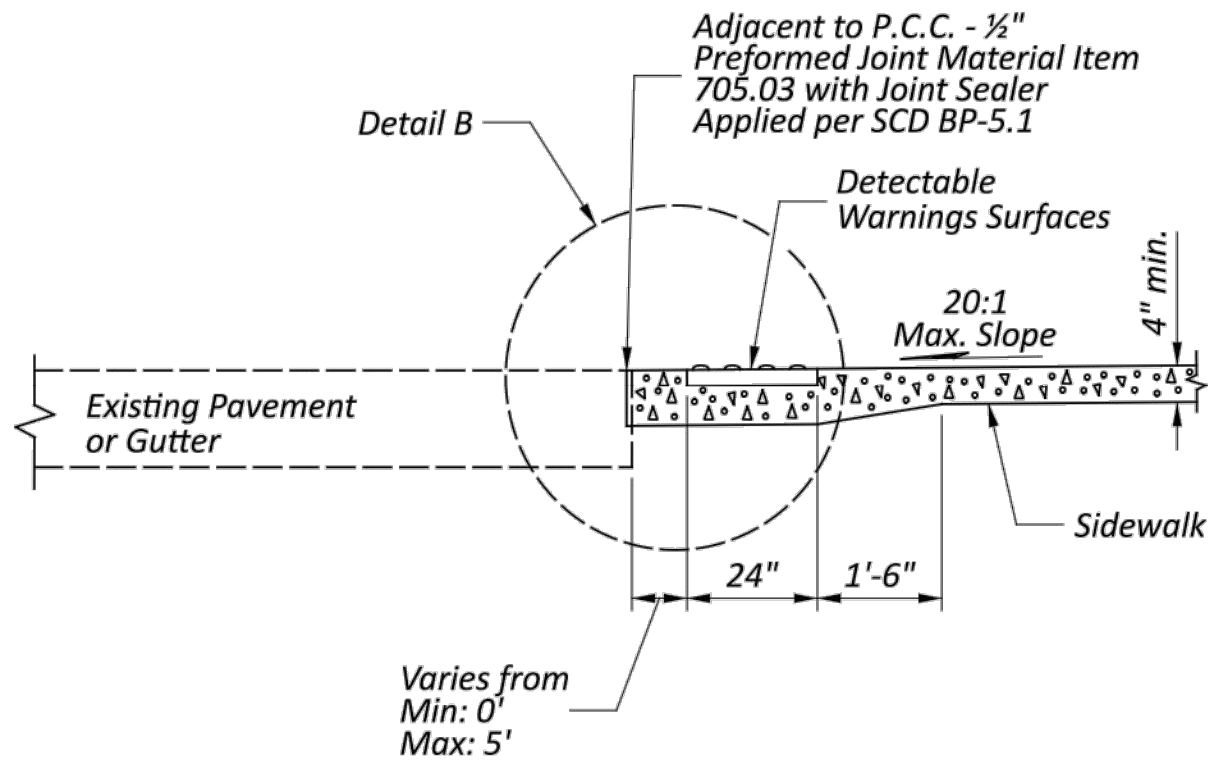
VILLAGE OF HARTVILLE	
SUNNYSIDE ST SW	
PAVEMENT REPLACEMENT	
VILLAGE OF HARTVILLE, OHIO	
STARK COUNTY	
ODOT ADA CURB RAMP	
DETAILS	
PROJECT NO. 23010503	
DISCIPLINE	
SHEET NAME ODOT 3	
SHEET 6	
OF 14	

BP-7.1

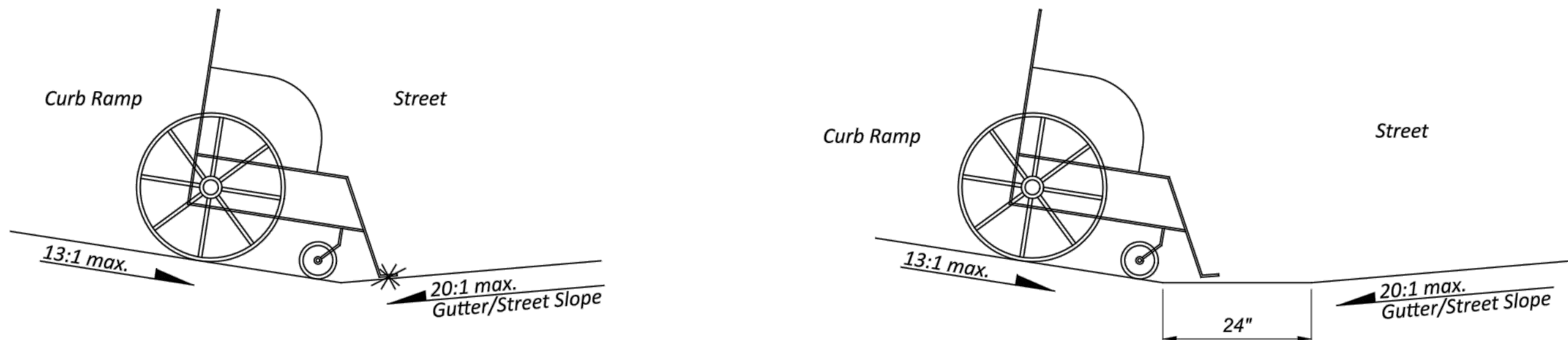
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BLENDING TRANSITION

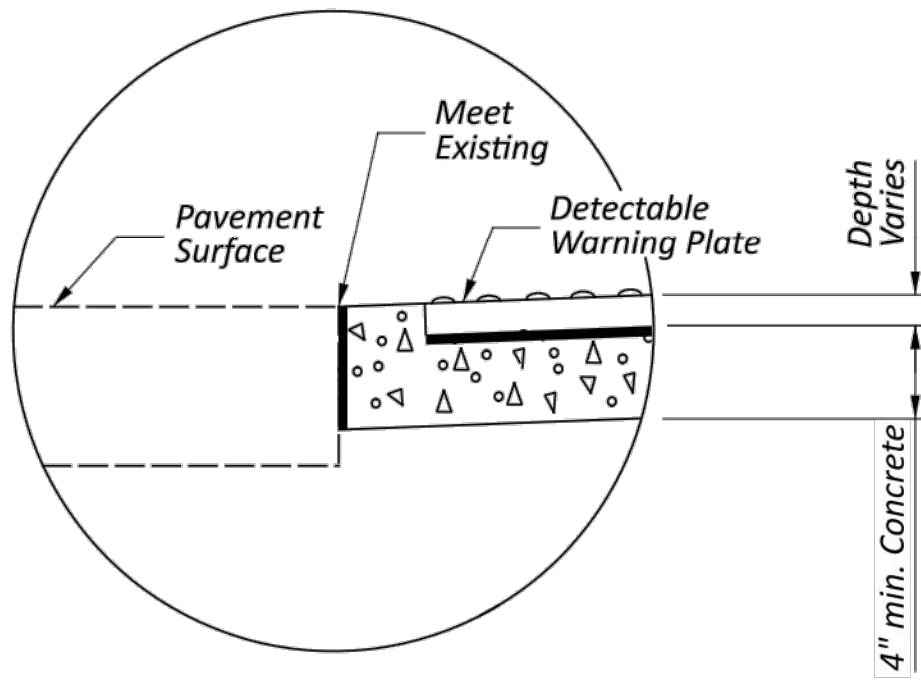


SECTION A-A




Algebraic difference greater than 11% is not permitted

ALGEBRAIC GRADE DIFFERENCE DETAIL



DETAIL B

THIS DRAWING REPLACES BP-7.1 DATED 07-19-2024.

OFFICE OF ROADWAY ENGINEERING	
REVISIONS	
01-21-2022 01-20-2023 07-21-2023 01-19-2024 07-19-2024 01-17-2025	
STD'S ENGINEER	D. Fisher
STATE OF OHIO OFFICE OF ROADWAY ENGINEERING ADMINISTRATOR	Adam Koenig
STANDARD ROADWAY CONSTRUCTION DRAWING NEW CURB RAMPS (with Detectable Warnings)	
DESIGN AGENCY	
SCD NUMBER	BP-7.1
SHEET	P.4
TOTAL	4

VILLAGE OF HARTVILLE	
SUNNYSIDE ST SW	
PAVEMENT REPLACEMENT	
VILLAGE OF HARTVILLE, OHIO	
STARK COUNTY	
ODOT ADA CURB RAMP	
DETAILS	

PROJECT NO.	
23010503	
DISCIPLINE	
SHEET NAME	
ODOT 4	
SHEET	OF
7	14

ISSUED FOR:	REVIEW	NO	REVISION	DATE
ISSUE DATE:	5/1/2025			
SCALE:	N/A			
DESIGNED BY:	SSA			
DRAWN BY:	JCR			
CHECKED BY:	SSA			

verdantas



MATCHLINE

(SEE SHEET 9)

STA. 5+00

LEGEND

EXISTING CATCH BASIN

EXISTING STORM MANHOLE INLET

EXISTING STORM MANHOLE

EXISTING SANITARY MANHOLE

MILL & FILL

20'0'20'

SCALE: 1" = 20'

VILLAGE OF HARTVILLE

SUNNYSIDE ST SW

PAVEMENT REPLACEMENT

STARK COUNTY

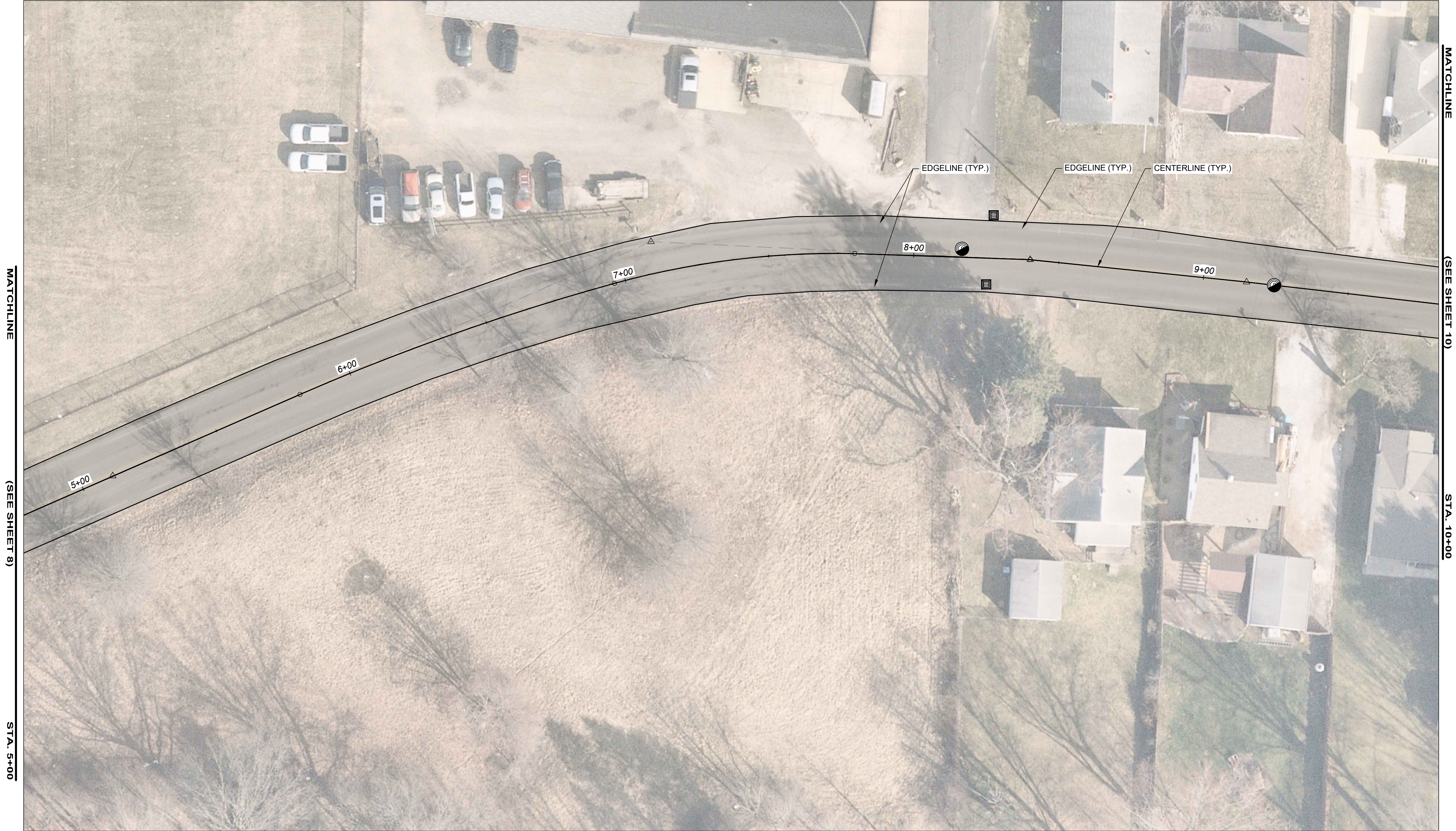
VILLAGE OF HARTVILLE, OHIO

STA. 0+00 TO 5+00

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SHEET NAME	
PLAN 1	
SHEET	OF
8	14

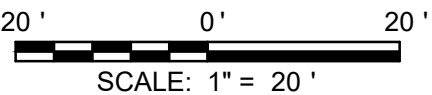
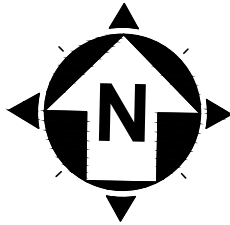
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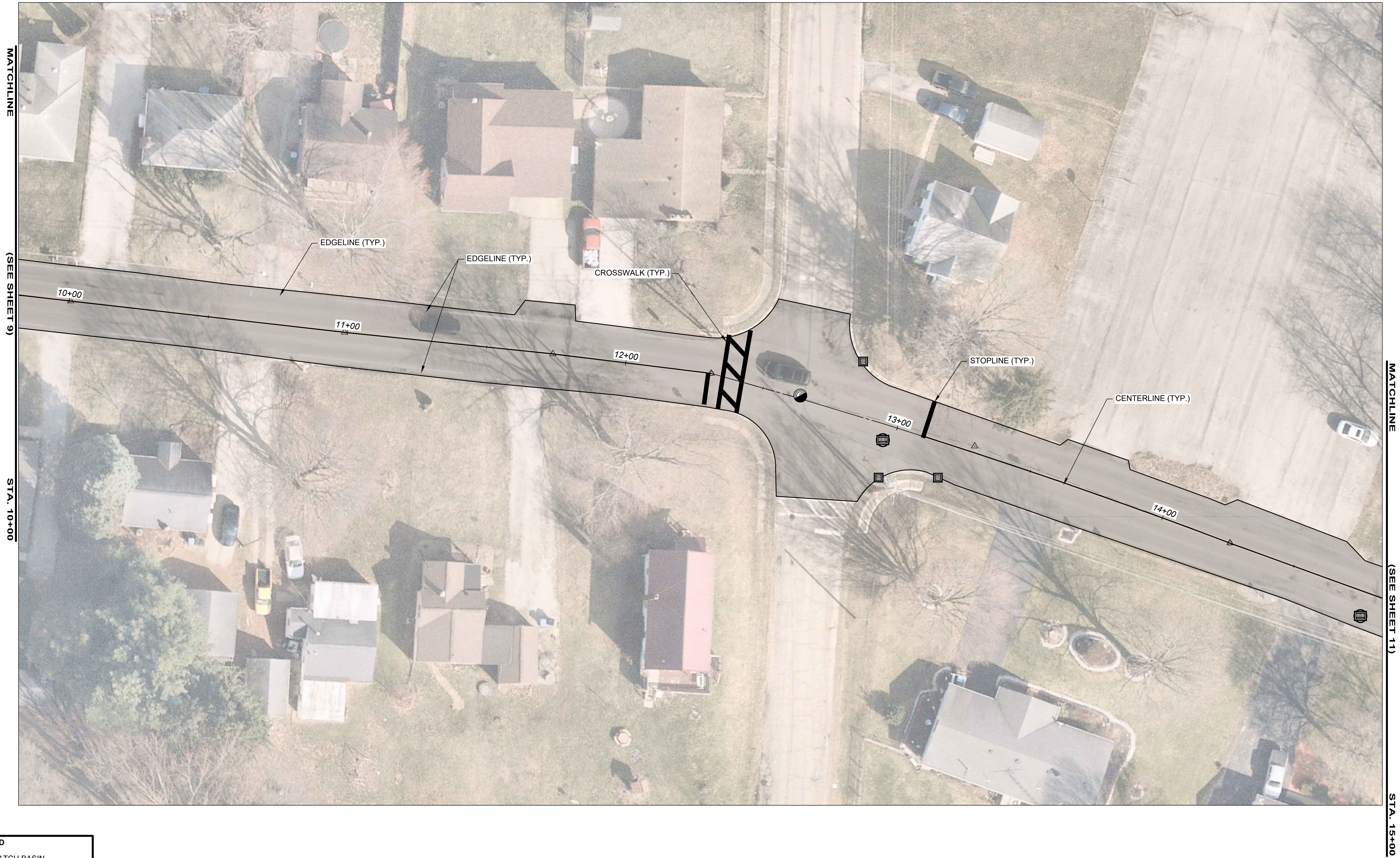


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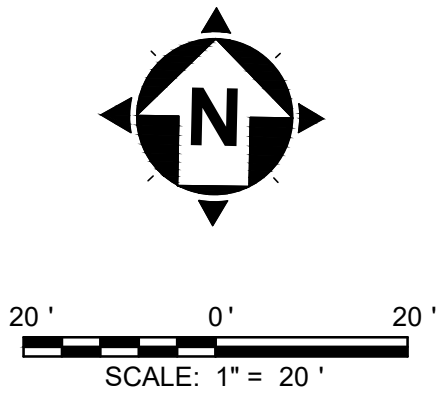
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- EXISTING STORM MANHOLE INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- MILL & FILL



VILLAGE OF HARTVILLE		PROJECT NO.	
SUNNYSIDE ST SW		23010503	
PAVEMENT REPLACEMENT		DISCIPLINE	
STARK COUNTY		SHEET NAME	
VILLAGE OF HARTVILLE, OHIO		PLAN 2	
STA. 5+00 TO 10+00		SHEET	OF
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		NO	REVISION
		DATE	



LEGEND	
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	EXISTING STORM MANHOLE INLET
	EXISTING STORM MANHOLE
	EXISTING SANITARY MANHOLE
	MILL & FILL



<div><div>VILLAGE OF HARTVILLE</div><div>SUNNYSIDE ST SW</div><div>PAVEMENT REPLACEMENT</div><div>STARK COUNTY</div><div>VILLAGE OF HARTVILLE, OHIO</div><div>STA. 10+00 TO 15+00</div></div>						PROJECT NO.	
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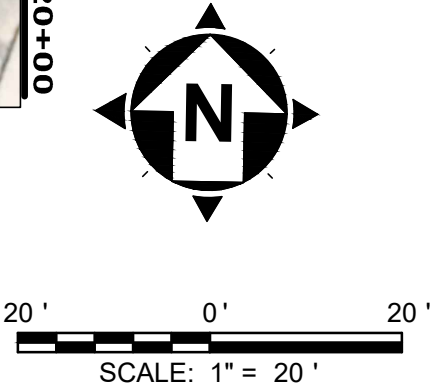
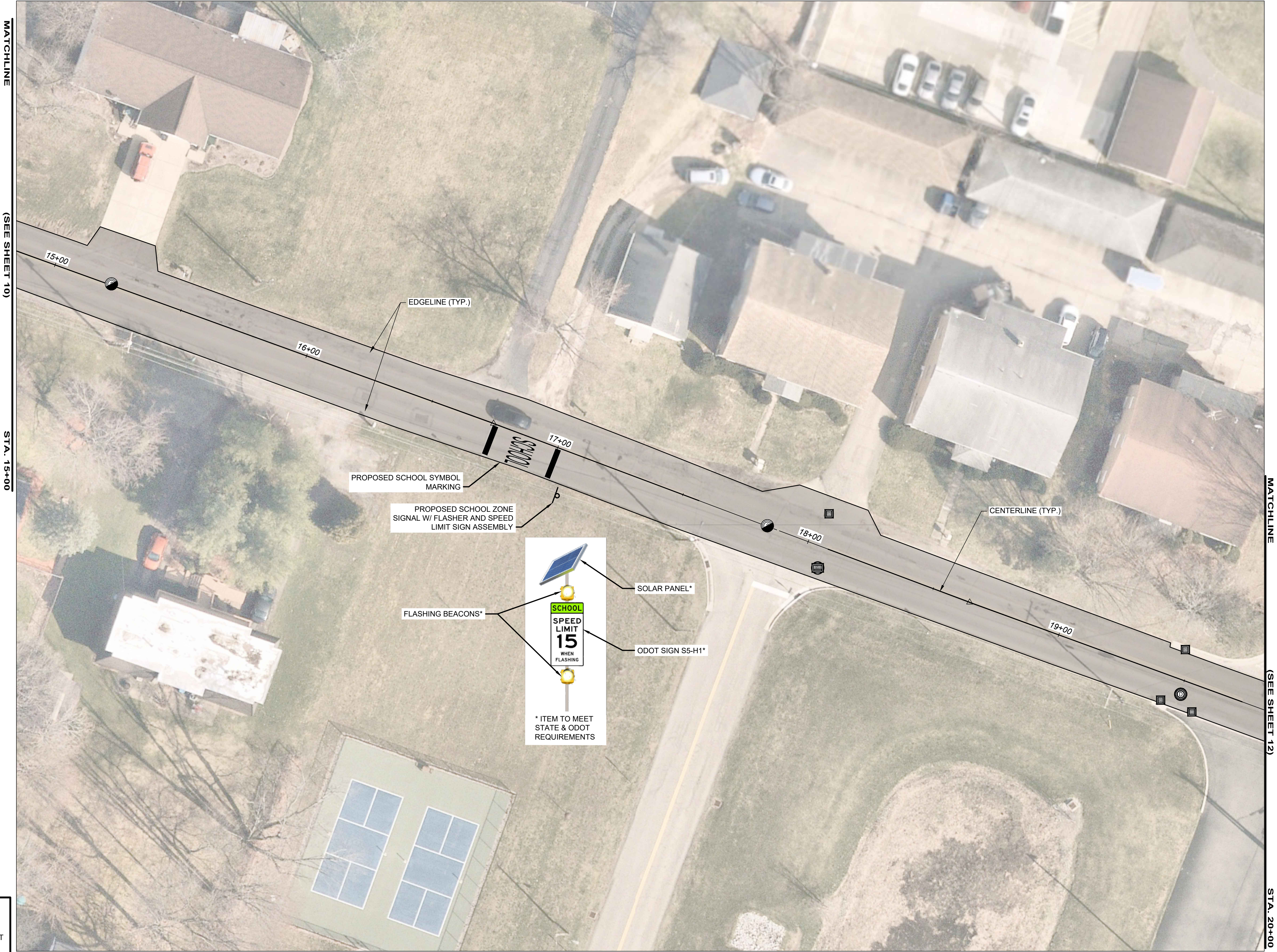
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EXISTING STORM MANHOLE

EXISTING SANITARY MANHOLE

MILL & FILL



VILLAGE OF HARTVILLE

SUNNYSIDE ST SW

PAVEMENT REPLACEMENT

STARK COUNTY

VILLAGE OF HARTVILLE, OHIO


STA. 15+00 TO 20+00


PROJECT NO.	
23010503	
DISCIPLINE	
SHEET NAME	
PLAN 4	
SHEET	OF
11	14


ISSUED FOR:	REVIEW	NO	REVISION	DATE
	5/1/2025			
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verdantas


LEGEND

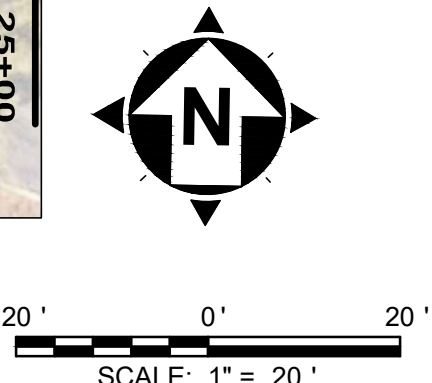
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 EXISTING SANITARY MANHOLE

 MILL & FILL



VILLAGE OF HARTVILLE

SUNNYSIDE ST SW

PAVEMENT REPLACEMENT

STARK COUNTY

VILLAGE OF HARTVILLE, OHIO


STA. 20+00 TO 25+00


PROJECT NO.	
23010503	
DISCIPLINE	
SHEET NAME	
PLAN 5	
SHEET	OF
12	14


ISSUED FOR:	REVIEW	NO	REVISION	DATE
ISSUE DATE:	5/1/2025			
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LEGEND

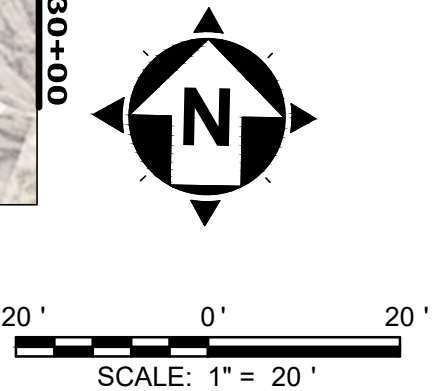
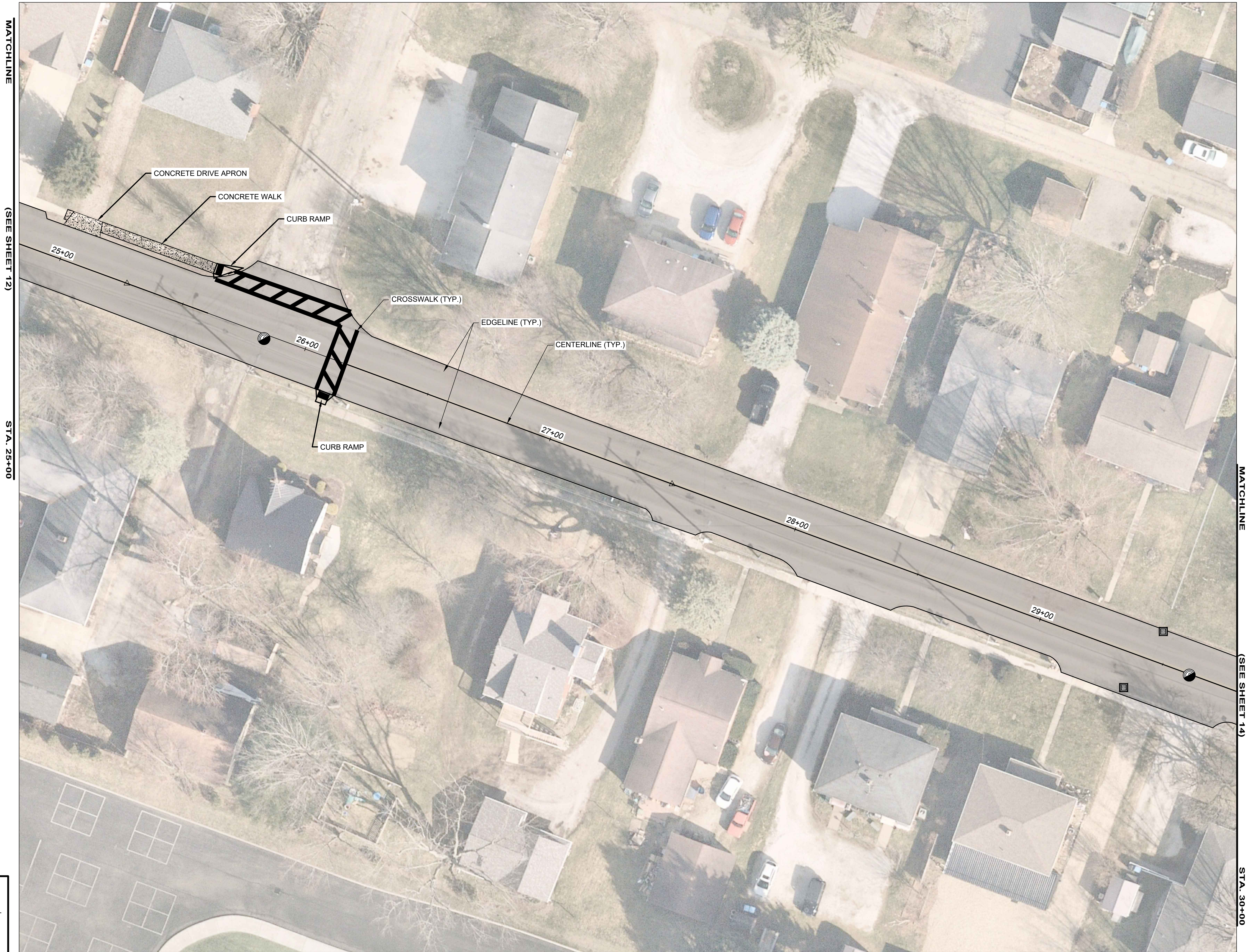
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 EXISTING SANITARY MANHOLE

 MILL & FILL



VILLAGE OF HARTVILLE

SUNNYSIDE ST SW

PAVEMENT REPLACEMENT

STARK COUNTY

VILLAGE OF HARTVILLE, OHIO

STA. 25+00 TO 30+00

PROJECT NO.	
23010503	
DISCIPLINE	
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PLAN 6	
SHEET	OF
13	14

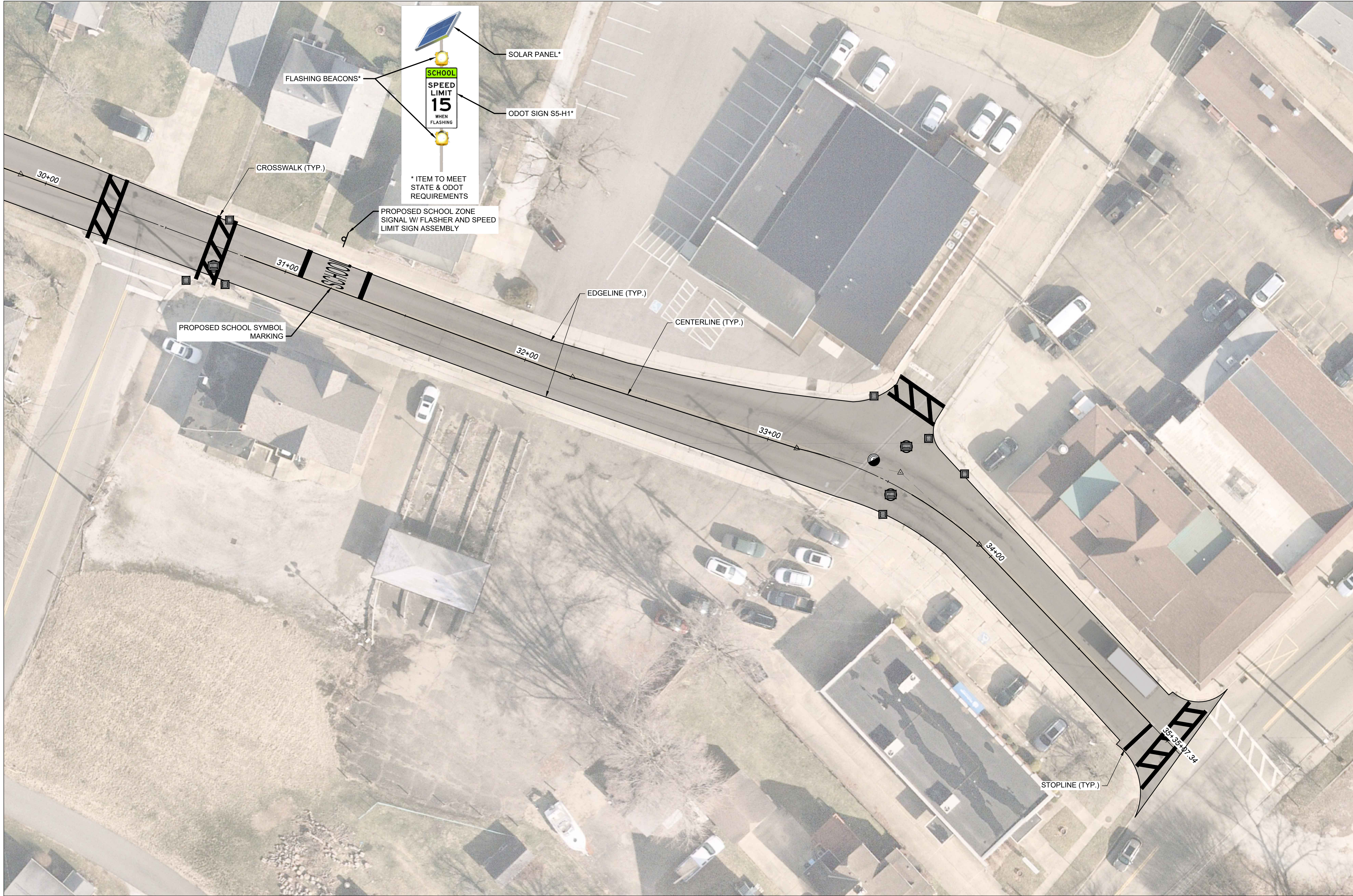
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ISSUE DATE:	5/1/2025			
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DRAWN BY:	JCR			
CHECKED BY:	SSA			



MATCHLINE

(SEE SHEET 13)

STA. 30+00

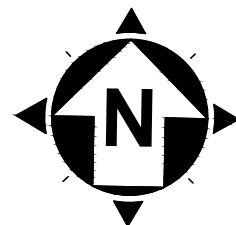


LEGEND

- EXISTING CATCH BASIN
- EXISTING STORM MANHOLE INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- MILL & FILL

NOTE

* ITEM TO MEET STATE & ODOT REQUIREMENTS



20' 0' 20'
SCALE: 1" = 20'



ISSUED FOR:	REVIEW	NO	REVISION	DATE
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SCALE:	N/A			
DESIGNED BY:	SSA			
DRAWN BY:	JCR			
CHECKED BY:	SSA			

VILLAGE OF HARTVILLE
SUNNYSIDE ST SW
PAVEMENT REPLACEMENT
STARK COUNTY
VILLAGE OF HARTVILLE, OHIO
STA. 30+00 TO 35+72.37

PROJECT NO. 23010503	
DISCIPLINE	
SHEET NAME PLAN 7	
SHEET 14	OF 14