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ODOT Specifications Manual *Guide for Consultant Contracting Roadside Design Guide* **Gravel Roads Developing Production Pile Driving Criteria from Test Pile Data** AASHTO Guide for Design of Pavement Structures, 1993 **Guide for Pavement Friction LRFD Guide Specifications for the Design of Pedestrian Bridges** *Eastern Corridor Multi-modal Projects, Hamilton and Clermount Counties* **Division of Construction Research on Call** Salem River Crossing Project (OR 99E-Business, OR 22, OR 221) **Roundabouts** *Meigs-124-21.16, Relocating SR124 and US33, Meigs County* **Ohio Turnpike (I-76-I-80-I-90) Upgrading** *North Eastern Reporter* **Steel Bridge Erection Practices PCR Evaluation** Impact of Various Compaction Equipment on Hot-mix Asphalt (HMA) Design in Ohio **Payment Bond Manual US 50 Highway Improvements Between the City of Athens to the Village of Coolville, US 50 18.58 from 4 Km West of OH-690 to OH-7, Athens County Office of Construction Management Comparison and Definition of State DOT's Practices in Selection of Materials for Pavements Federal Register Integrated Materials and Construction Practices for Concrete Pavement** The Sanitary Engineer Pioneer Mountain to Eddyville, US 20, Lincoln County **Urban Bikeway Design Guide, Second Edition** Crack Sealing and Filling **Hydraulic Design Criteria Stormwater Management Manual Whipple Ave Improvement and Widening, Stark County** *OH-8 Relocation, Hudson Drive to OH-303-OH-8* **Debris-control Structures** Mt. Hood National Forest (N.F.), Tamarack Quarry Expansion Project *Roadway Lighting Design Guide* Effective Delivery of Small-scale Federal-aid Projects **Evaluation of ODOT Research and Development Implementation Effectiveness Bridge Type Specific Management of Steel Stringer Bridges Federal-aid Policy Guide Reports of Miscellaneous Cases Argued and Determined in the Courts of Ohio**

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TRB's National Cooperative Highway Research Program (NCHRP) Synthesis 345: Steel Bridge Erection Practices examines steel bridge erection practices for I-girder, tub-girder, and box-girder bridges; particularly curved, skewed, and staged structures. The report focuses on the impact of design and analysis practices on erection; methods used to predict erection deflections as a function of bridge type and complexity; shop-assembly practices and alternate methods of ensuring properly assembled geometry; stability issues; field connection practices; examples of structures in which erection practices have caused problems; owner requirements for erection procedures, implementation of requirements, and the impact of procedures on the quality of erection; and current and proposed research. Design related project level pavement management - Economic evaluation of alternative pavement design strategies - Reliability / - Pavement design procedures for new construction or reconstruction : Design requirements - Highway pavement structural design - Low-volume road design / - Pavement design procedures for rehabilitation of existing pavements : Rehabilitation concepts - Guides for field data collection - Rehabilitation methods other than overlay - Rehabilitation methods with overlays / - Mechanistic-empirical design procedures. This report contains guidelines and recommendations for managing and designing for friction on highway pavements. The contents of this report will be of interest to highway materials, construction, pavement management, safety, design, and research engineers, as well as others concerned with the friction and related surface characteristics of highway pavements. This study investigated the current state of practice for crack sealing/filling. In addition, the INDOT crack sealing/filling practice was experimentally evaluated for the effectiveness of crack sealing/filling, the effectiveness of routing, the performance of the different types of crack sealants and fillers, the validity of sealant performance grade system, and the crack sealing/filling equipment performance. The key findings from an extensive literature review and nationwide/statewide survey performed in 2012 are the following: (1) 65% of the responses indicated that the routing is required for the crack sealing/filling application; (2) ASTM D 6690 Type II was the most widely used sealant type and only Missouri and

Indiana included emulsions in their specifications as crack sealing/filling materials; and (3) crack sealing/filling equipment availability and their maintenance were the biggest concerns.Based on the two-year experimental investigation, the crack sealing/filling was determined to be effective in preventing the occurrence of pavement surface crack distress. The crack sealing/filling was concluded to be effective in maintaining crack integrity and resisting sealant and filler deformations due to the seasonal crack movement. The routing was not determined to be effective in terms of the pavement performances. However, Adhesive/Cohesive/Spalling (ACS) failure results showed that the routed sections significantly outperformed the non-routed sections. In addition, the test results indicated that the ASTM 6690 Type II crack sealants performed relatively well in terms of pavement and crack performance. The correlation between the sealant performance grades and the pavement and crack performances with different types of sealants and fillers were poor and insignificant.The experimental results showed that the cracks on wet pavement treated with HAL had significantly higher bonding between the materials and asphalt pavement surface than the cracks treated with the conventional air compressor. Therefore, the incorporation of a hot air lance in the wet condition is recommended to extend the operable time and seasonal availability for crack filling and sealing construction (2070 and 2090 Activities). This study is designed to assist the Ohio Department of Transportation (ODOT) in determining whether transitioning from manual to state-of the-practice semi-automated pavement distress data collection is feasible and recommended. Statistical and numerical comparisons are detailed between the pavement distresses, severities, and extents determined for 44 representative test sites by ODOT raters and those provided by three participating vendors. In response to the moderate to low initial distress (72 percent), severity (33 percent) and overall (14 percent) correlations, detailed methods for correlation improvement are provided. These methods are based on extensive interactions with ODOT pavement condition raters and participating vendors. Evaluations of system implementation costs and productivity rates offer supplemental information critical to ODOT's implementation decisions. Surveys of six vendors and 18 State agencies reveal the systems, processes, and experiences of those who provide and use automated methods for pavement distress data collection. Based on this information, recommendations for implementation activities, pavement management adjustments, procurement specifications, and equipment specifications are included. The Strategic Highway Research Program (SHRP) recommended use of the SHRP gyratory compactor in lieu of the traditional Marshall or Hveem compactors in Hot Mix Asphalt (HMA) design process. The SHRP gyratory compactor is claimed to produce laboratory HMA specimens similar in aggregate orientation and compaction level to those cored from actual pavement as it is placed in the field. This study addresses the evaluation of different compaction methods for asphalt concrete mixes with 12.5 and 19.0 mm nominal maximum size aggregate used in Ohio for pavement with heavy traffic volume. This evaluation of mixes was based on testing of laboratory prepared asphalt concrete specimens. Six asphalt concrete mixes were compacted using SHRP gyratory compactor and twelve using Marshall compactors. Three types of Marshall compactors were used, namely, mechanical, manual, and rotating base-slant foot. Project variables included maximum nominal size aggregate and aggregate type. Properties of the produced asphalt concrete mixes were evaluated based on the results of applicable tests that were performed. It was concluded that current Ohio heavy traffic volume mixes, when prepared using the SHRP gyratory compactor, will have lower design optimum asphalt cement contents as compared to those determined by using the traditional type of compaction. The percentage of reduction is dependent on the maximum nominal size of the aggregate and is lower for mixes with 19.0 mm nominal maximum size aggregate than for mixes with 12.5 mm nominal maximum size aggregate. Due to the fact that certain types of distress prevalent in Ohio are sensitive to asphalt cement content, it was recommended that the current optimum asphalt cement content be retained in order to maintain Ohio pavement durability and long-

term performance. According to the National Bridge Inventory, the most common type of short-to-medium span highway bridge in the US is the reinforced concrete (RC) slab-on-steel girder bridge with RC abutments and piers, comprising approximately half of Ohio's inventory. For these bridges AASHTO currently offers a number of rating methods each of which is based solely on theoretical and design calculations. These methods are known to result in subjective/conservative ratings, not calibrated against field measurements, and hence possibly not objectively reflecting the realities and impacts of individual bridge condition as well as design details. Visual inspections provide at best qualitative and subjective information on bridge condition which is hard to incorporate into the rating process. One result of this approach is the potentially inefficient management and maintenance practices based on conservative/subjective ratings and inspection reports. In addition, there is the need to understand the true impact design and construction practices have on serviceability and safety of the bridge inventory, something which cannot be explored based on the current approaches. TRB ' s National Cooperative Highway Research Program (NCHRP) Synthesis 418: Developing Production Pile Driving Criteria from Test Pile Data provides information on the current practices used by state transportation agencies to develop pile driving criteria, with special attention paid to the use of test pile data in the process. This report presents the details of a study conducted by Infrastructure Management and Engineering (INFRAME) to review Ohio Department of Transportation's (ODOT's) current pavement material selection practices and suggest improvements where necessary. The present study was initiated by ODOT's Office of Materials Management as part of its continuing effort to improve the quality and cost-effectiveness of the materials used to construct pavements in Ohio. This report synthesizes the state-of-thepractice review of pavement materials selection procedures and criteria in Ohio and other State Department of Transportation. The study was conducted in three parts: (i) a review of the literature, (ii) a survey of state DOT.s, and (iii) a critical review of ODOT practices, including recommendations for improvement. The results of the literature review and the survey of the states (presented as an interactive computer database) will primarily be of interest to the ODOT technical staff who are involved in the day-to-day details of the materials selection process. The critical review of ODOT's practices will be of interest to ODOT managers responsible for charting the future course of the program. No significant changes in ODOT's material selection procedures are needed. Indeed, a review of ODOT's procedures, in comparison to the practices presented in the published literature and described in a survey of states agencies (conducted as a part of this study), conveys an extremely positive impression, which reflects favorably upon the department as a whole. The Office of Materials Management provides necessary support services and at the same time constantly strives to identify areas in need of improvement. The principal recommendations of the study are that two asphalt materials (foamed asphalt and warm mix asphalt), several recycled materials, and an improved aggregate test procedure (the Micro Deval procedure) be further evaluated to determine their potential for providing better performing and/or more economical Ohio pavements. The Ohio Department of Transportation (ODOT) Construction and Material Specifications (C&MS) Manual requires the creation and implementation of a Quality Control Program (in Section 403.03 of C&MS) to ensure that an asphalt mixture at the paving site is uniform in composition, conforms to the specification requirements, and when placed is free of any defect. Given that the Engineer determines the pavement's acceptability based on a visual standard, the subjective nature of C&MS specifications has been questioned by the contractors. A more objective method improves pavement performance and reduces contractor disputes regarding certain defects in pavements in Ohio. With the developments in 2D and 3D downward imaging systems, the system developers have claimed that the systems are capable of collecting surface distresses, including non-uniform textures indicating segregation, raveling, and flushing. This project investigated and provided evidence for the current state of practice for using downward imaging techniques to determine specific pavement defects

with the goal of establishing objective standards for determining unacceptable levels of segregation, raveling, and flushing in asphalt pavements on ODOT contracts. Based on survey data from 22 state DOT agencies, literature review, successful practices of automated 3D data collection systems are identified and recommended for pavement distress condition surveys. TRB's National Cooperative Highway Research Program (NCHRP) Synthesis 414: Effective Delivery of Small-Scale Federal-Aid Projects examines streamlined methods for meeting federal funding requirements for small-scale highway projects. The report explores ways that state departments of transportation work with local agencies to implement small projects eligible for federal funding. Appendix G to NCHRP Synthesis 414 is available only in the pdf version of the report. Manual of integrated material and construction practices for concrete pavements. NACTO's Urban Bikeway Design Guide quickly emerged as the preeminent resource for designing safe, protected bikeways in cities across the United States. It has been completely re-designed with an even more accessible layout. The Guide offers updated graphic profiles for all of its bicycle facilities, a subsection on bicycle boulevard planning and design, and a survey of materials used for green color in bikeways. The Guide continues to build upon the fast-changing state of the practice at the local level. It responds to and accelerates innovative street design and practice around the nation. TRB's National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide - Second Edition explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade-offs associated with roundabouts. This report updates the U.S. Federal Highway Administration's Roundabouts: An Informational Guide, based on experience gained in the United States since that guide was published in 2000. The purpose of this manual is to provide clear and helpful information for maintaining gravel roads. Very little technical help is available to small agencies that are responsible for managing these roads. Gravel road maintenance has traditionally been "more of an art than a science" and very few formal standards exist. This manual contains guidelines to help answer the questions that arise concerning gravel road maintenance such as: What is enough surface crown? What is too much? What causes corrugation? The information is as nontechnical as possible without sacrificing clear guidelines and instructions on how to do the job right. The Stormwater Management Manual is designed for stormwater managers and those seeking certification as an APWA Certified Stormwater Manager, as well as those wishing to gain an overview of programs and practices. This manual addresses the technical knowledge stormwater managers need to make meaningful water quality improvement. It covers old and new stormwater management techniques, management of new development and redevelopment, funding and financing, and political and social factors of stormwater management programs. This guide replaces the 1984 publication entitled An Informational Guide for Roadway Lighting. It has been revised and brought up to date to reflect current practices in roadway lighting. The guide provides a general overview of lighting systems from the point of view of the transportation departments and recommends minimum levels of quality. The guide incorporates the illuminance and luminance design methods, but does not include the small target visibility (STV) method. The use of engineering consultants by state transportation agencies continues to be important in providing the appropriate solutions to transportation needs. This publication replaces the Guide for Contracting, Selecting and Managing Consultants in Preconstruction Engineering, published by AASHTO in 1996. In order to assess current practices, questionnaires were developed for both state and consultant practitioners. The responses showed significant growth in the volume of work done by consultants and in the range of services provided by consultants. The results of these surveys, along with the collective experience and expertise of the technical committee membership, were used to restructure much of the guide and to update and expand the discussion of current practices for the effective use of consultants.

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- AASHTO Guide For Design Of Pavement Structures 1993
- Guide For Pavement Friction
- LRFD Guide Specifications For The Design Of Pedestrian Bridges
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- Salem River Crossing Project OR 99E Business OR 22 OR 221
- Roundabouts
- Meigs 124 2116 Relocating SR124 And US33 Meigs County
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