

# PAVEMENT

## ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442)

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 AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A MAXIMUM DEPTH OF 4". THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE, OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE BASE CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 3" AND 4" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 4". ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449), AS PER PLAN CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 1.5" AND 3".

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS UNLESS OTHERWISE STATED. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

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

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR IS TO BE A MAXIMUM OF 4" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (ASPHALT CONCRETE) (LONGITUDINAL)	171 CY
ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (ASPHALT CONCRETE) (TRANSVERSE)	74 CY

## ITEM 253 PAVEMENT REPAIR (FULL DEPTH FLEXIBLE)

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 AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 12" 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 MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE BASE TO BE USED WHEN THE DEPTH OF REPAIR IS ABOVE 4" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 6".

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 70% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 30% ARE TO BE CONSIDERED TRANSVERSE REPAIRS UNLESS OTHERWISE STATED. THIS APPROXIMATION IS SHOWN IN THE QUANTITIES BELOW.

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

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 253 PAVEMENT REPAIR IS TO BE A MAXIMUM OF 12" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 253 PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (LONGITUDINAL)	17 CY
ITEM 253 PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (TRANSVERSE)	8 CY

## ITEM 897 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 897 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN SUPPLEMENTAL SPECIFICATION 897. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

## VERTICAL CLEARANCE AT NORFOLK SOUTHERN RAILROAD BRIDGE

EXISTING VERTICAL CLEARANCE UNDER THE NORFOLK SOUTHERN BRIDGE SHOULD BE MAINTAINED. PLANING SHOULD BE TAPERED FROM 1.00" TO 1.25" UNDER THE BRIDGE TO MAINTAIN THE EXISTING CLEARANCE FOR VEHICLES TRAVELING UNDER THIS BRIDGE

## ITEM SPECIAL - MISC.: ASPHALT GRINDINGS

FROM THE ASPHALT GRINDINGS GENERATED ON THIS PROJECT, 1,000 TONS SHALL BE DELIVERED BY THE CONTRACTOR TO THE DUMP SITE ODOT PROPERTY LOCATED AT LATITUDE, LONGITUDE 40°46'09.7"N, 81°54'52.5"W. ODOT WILL STOCKPILE THE DUMPED MATERIAL. ODOT WILL PROVIDE THE EXACT LOCATION OF THE STORAGE AREA ON THE PROPERTY TO THE CONTRACTOR AT THE PRECONSTRUCTION MEETING. THE GRINDINGS ARE NOT TO BE DELIVERED WET AND THEY ARE TO BE DELIVERED DIRECTLY FROM THE PROJECT. 100% OF THIS MATERIAL SHALL PASS A 1.5 INCH SIEVE AS JUDGED BY THE ENGINEER. THE GRINDINGS ARE TO BE DELIVERED BETWEEN THE HOURS OF 8:00 AM AND 3:00 PM. BEFORE DELIVERY, THE CONTRACTOR SHALL CONTACT THE WAYNE COUNTY GARAGE AT 330-262-2821.

THE MATERIAL IN THIS ITEM WILL BE PAID FOR BY THE CUBIC YARD.

ALL ASSOCIATED COSTS TO LOAD AND DELIVER THE ASPHALT GRINDINGS TO THE SITE AND TO ENSURE THE MATERIAL PASSES THE 1.5 INCH SEIVE ARE TO BE INCLUDED FOR PAYMENT BY THE TON PER ITEM SPECIAL, MISC.: ASPHALT GRINDINGS.

ITEM SPECIAL - MISC.: ASPHALT GRINDINGS	500 CY
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## ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, AS PER PLAN

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH AT THE CENTER OF PAVEMENT AT NON-CURBED AREAS. 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 \$2,500 PER DAY.

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 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A.

## ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, AS PER PLAN (TAPERING TO EXISTING PROFILES)

AT ALL CONCRETE STRUCTURES, AT-GRADE RAILROAD CROSSINGS, OVERHEAD RAILROAD CROSSINGS, PAVING TERMINI (ON US 30 AND RAMPS), OR ANY INSTANCE AT WHICH THE PROPOSED BUILDUP IS HIGHER THAN THE ADJACENT EXISTING PAVEMENT (AS DIRECTED BY THE ENGINEER), VARIABLE PLANING FROM 1.00" TO 1.25" SHALL BE COMPLETED FOR A TAPER DISTANCE OF 6 FEET TO CREATE A SMOOTH TRANSITION FROM PROPOSED TO EXISTING PROFILE CONDITIONS.

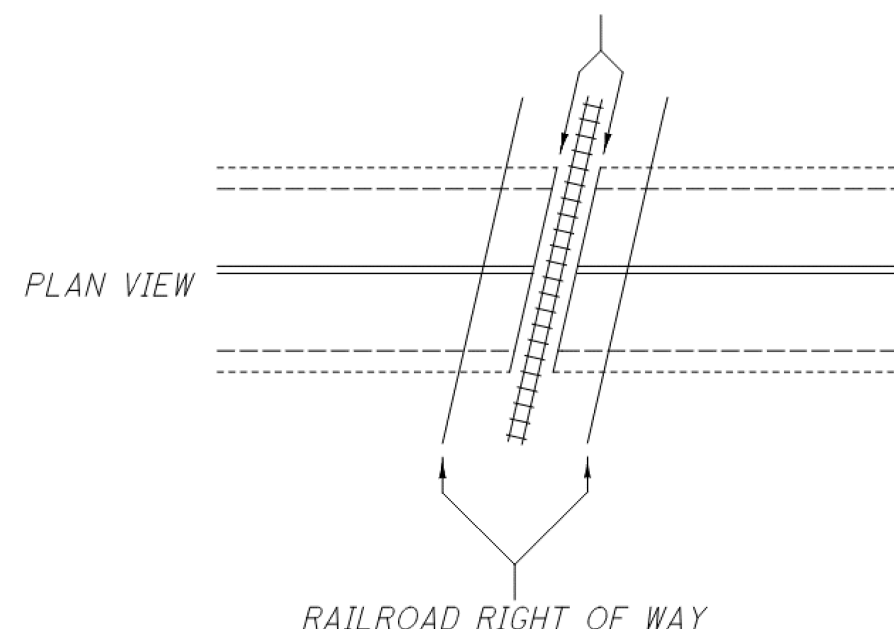
DUE TO THE MINIMAL NATURE OF THIS TAPERING, PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE UNIT BID PRICE PER SQUARE YARD OF ITEM 897 - PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A.

## PAVING AT RAILROAD CROSSING (P101)

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

DETAIL - PAVING AT RAILROAD CROSSING

BUTT JOINT/BEGIN AND END RESURFACING



- NOTE:
- DO NOT DISTURB RAILROAD GATES
  - RE-INSTALL PAVEMENT MARKINGS
  - RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME RESURFACING AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

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

# 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.

# INCIDENTALS

## ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO REGISTERED PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND BELOW LANE AND SHOULDER CONFIGURATION. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO REGISTERED PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING HYPERLINK:

ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM.PDF (STATE.OH.US)

DESIGN AGENCY	DISTRICT 3
ENGINEERING TEAM FOUR	
DESIGNER	JLB
REVIEWER	NRF 12/01/24
PROJECT ID	118792
SHEET	P.8
TOTAL	31



# MAINTENANCE OF TRAFFIC

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

MAINTAIN ONE 11' LANE IN BOTH DIRECTIONS OF TRAFFIC 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.

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

### ITEM 614 – MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (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 THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THE DETOUR PLAN. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT SHOWN IN THE BELOW TABLE PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

DETOUR	DISINCENTIVE (\$/HR)
30 EB TO SR 3	55
SR 3 TO 30 EB	415
30 WB TO SR 3	415
SR 3 TO 30 WB	55
30 EB TO SR 302	270
SR 302 TO 30 EB	160
30 WB TO SR 302	175
SR 302 TO 30 WB	255

## 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)	THANKSGIVING
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	
LABOR DAY	

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
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
WAY-30 9.18 TO 11.62	\$10,000	DAY

### RAMP CLOSURES DURING THE WAYNE COUNTY FAIR

RAMP CLOSURES / DETOURS ARE NOT PERMITTED DURING THE WAYNE COUNTY FAIR. THE ANTICIPATED DATES FOR THE FAIR ARE 09/06/2025 TO 09/11/2025.

### 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                      8 CU YD

### 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.

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

### 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 PLAN SHEETS.



REMOVED PLCS NOTE

WAY-30-9.18

MODEL: MOTNOTE 1 PAPER SIZE: 34x22 (in.) DATE: 3/7/2025 TIME: 10:12:42 AM USER: jbaiker5 pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 03\Wayne\118792\400-Engineering\MOT\Sheets\118792\_MN001.dgn

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY  
DISTRICT 3



ENGINEERING  
TEAM FOUR

DESIGNER  
JLB

REVIEWER  
NRF 12/01/24

PROJECT ID  
118792


SHEET TOTAL  
P.9 | 31



SHEET NUMBER								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9	10	11	24	26	28	01/NHS/05	02/NHS/47						
<b>ROADWAY</b>															
1								1		623	39601	1	EACH	MONUMENT ASSEMBLY RECONSTRUCTED TO GRADE, AS PER PLAN	7
LS								LS		623	51000	LS		POST CONSTRUCTION SURVEY MONUMENT VERIFICATION AND REPORT	
	LS							LS		623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	8
					13.46			13.46		209	60500	13.46	MILE	LINEAR GRADING	
<b>EROSION CONTROL</b>															
								500		832	30000	500	EACH	EROSION CONTROL	
<b>PAVEMENT</b>															
	171							171		251	01030	171	CY	PARTIAL DEPTH PAVEMENT REPAIR (442) (ASPHALT CONCRETE) (LONGITUDINAL)	
	74							74		251	01030	74	CY	PARTIAL DEPTH PAVEMENT REPAIR (442) (ASPHALT CONCRETE) (TRANSVERSE)	
	17							17		253	02000	17	CY	PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (LONGITUDINAL)	
	8							8		253	02000	8	CY	PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (TRANSVERSE)	
					12,474			12,474		407	10000	12,474	GAL	TACK COAT	
					6,318			6,318		408	10001	6,318	GAL	PRIME COAT, AS PER PLAN	8
					5,434			5,434		424	14000	5,434	CY	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)	
					900			900		617	10100	900	CY	COMPACTED AGGREGATE	
						9.48		9.48		618	40601	9.48	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	8
	500							500		SPECIAL	69098700	500	CY	MISC.: ASPHALT GRINDINGS	8
					155,779			155,779		897	01011	155,779	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS A, AS PER PLAN (1.00")	8
					801			801		897	02000	801	SY	PATCHING PLANED SURFACE	
<b>TRAFFIC CONTROL</b>															
						675		675		621	00100	675	EACH	RPM	
						675		675		621	54000	675	EACH	RAISED PAVEMENT MARKER REMOVED	
						218		218		644	00500	218	FT	STOP LINE	
						594		594		644	00720	594	FT	CHEVRON MARKING	
						4		4		644	01000	4	EACH	RAILROAD SYMBOL MARKING	
					0.14			0.14		646	10010	0.14	MILE	EDGE LINE, 6" (WHITE)	
					0.14			0.14		646	10010	0.14	MILE	EDGE LINE, 6" (YELLOW)	
					0.14			0.14		646	10110	0.14	MILE	LANE LINE, 6"	
					6.75			6.75		807	14010	6.75	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	
					6.75			6.75		807	14010	6.75	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	
					4.74			4.74		807	14110	4.74	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
					5,774			5,774		807	14410	5,774	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
					2,744			2,744		807	14310	2,744	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
					18.24			18.24		850	10010	18.24	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					5,774			5,774		850	10110	5,774	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
					2,744			2,744		850	10130	2,744	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
<b>STRUCTURE REPAIR (WAY-30-9.35L)</b>															
							126		126	202	98200	126	FT	REMOVAL MISC.: JOINT SEAL	27
							901		901	512	73500	901	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
							126		126	516	31000	126	FT	JOINT SEALER	
<b>STRUCTURE REPAIR (WAY-30-9.35R)</b>															
							88		88	202	98200	88	FT	REMOVAL MISC.: JOINT SEAL	27
							609		609	512	73500	609	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
							88		88	516	31000	88	FT	JOINT SEALER	
							7		7	SPECIAL	51912510	7	SY	PATCHING CONCRETE BRIDGE DECK, TYPE B	27
<b>STRUCTURE REPAIR (WAY-30-10.39)</b>															
							252		252	202	98200	252	FT	REMOVAL MISC.: JOINT SEAL	27
							2,382		2,382	512	73500	2,382	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
							252		252	516	31000	252	FT	JOINT SEALER	
<b>STRUCTURE REPAIR (WAY-30-11.43)</b>															
							93		93	202	98200	93	FT	REMOVAL MISC.: JOINT SEAL	27
							909		909	512	73500	909	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
							93		93	516	31000	93	FT	JOINT SEALER	

GENERAL SUMMARY

DESIGN AGENCY  
**DISTRICT 3**



ENGINEERING  
**TEAM FOUR**

DESIGNER  
**JLB**

REVIEWER  
**NRF 12/01/24**

PROJECT ID  
**118792**

SHEET TOTAL  
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