

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

CURBED AREAS:
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.

NON-CURBED AREAS:
THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE 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 FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$5,000 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 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

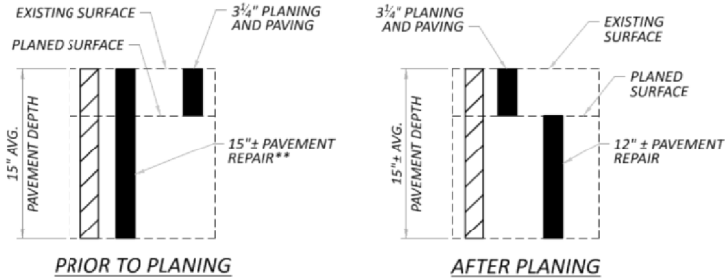
ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT WHICH MAY BE ASPHALT, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHOULD BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE THE PLACEMENT OF THE INTERMEDIATE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH AN AVERAGE REMOVAL DEPTH OF 12".

REPLACEMENT MATERIAL SHOULD BE PORTLAND CEMENT CONCRETE PAVEMENT, CLASS QC MS. REPLACE THE CONCRETE AN AVERAGE OF 12" DEEP TO FINISH FLUSH WITH THE PROPOSED PLANED SURFACE.

ALTERNATIVELY, THE CONTRACTOR MAY PERFORM THE PAVEMENT REPAIR PRIOR TO PAVEMENT PLANING AND REPLACE THE CONCRETE TO FINISH FLUSH WITH THE EXISTING PAVEMENT SURFACE. THE TOP 3.25" OF PAVEMENT MAY BE PORTLAND CEMENT CONCRETE OR ITEM 442 ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (449) MATERIAL. THE TOP 3.25" OF MATERIAL TO MATCH THE EXISTING PAVEMENT SURFACE (AND TO BE PLANED WITH THE PROPOSED PAVEMENT TREATMENT) SHALL BE CONSIDERED INCIDENTAL TO ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS.



**TOP 3 1/4" INCIDENTAL TO ITEM 255

FOR BID AND ESTIMATING PURPOSES, APPROXIMATELY 10% OF THE REPAIRS ARE TO BE CONSIDERED LONGITUDINAL REPAIRS AND 90% 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 EXCEPT ITEM 255 - FULL DEPTH PAVEMENT SAWING (FT) WILL BE PAID FOR SEPARATELY. FOR PAYMENT PURPOSES, ITEM 255 - FULL DEPTH REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS IS TO BE AN AVERAGE OF 12" DEEP. THE FOLLOWING ITEMS AND QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ERI-2 MAINLINE (01/VHS):		
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS (TRANSVERSE)	16,525 SY	
ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS (LONGITUDINAL)	1,835 SY	
ITEM 255 – FULL DEPTH PAVEMENT SAWING	66,106 FT	

MAINTENANCE OF TRAFFIC FOR MARKING PAVEMENT REPAIRS

PROVIDE LANE CLOSURES AS PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS A MINIMUM OF 24 HOURS PRIOR TO PERFORMING PAVEMENT REPAIRS TO ALLOW THE ENGINEER TO IDENTIFY AND MARK THE AREAS OF THE PAVEMENT IN NEED OF REPAIRS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NEEDED TO PERFORM THE ABOVE LISTED WORK IS CONSIDERED INCIDENTAL TO MAINTAINING TRAFFIC ON THE PROJECT AND WILL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

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.

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.

ITEM 611 – CASTINGS ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT FRAMES.

01/VHS:		
ITEM 611 – CATCH BASIN ADJUSTED TO GRADE	6 EACH	
EASTBOUND – SLM 29.48 (x2), 29.53 (x2)		
WESTBOUND – SLM 29.48 (x1), 29.53 (x1)		

ITEM SPECIAL – MISCELLANEOUS METAL (D119)

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

01/VHS:	
SPECIAL - MISCELLANEOUS METAL	500 LB

THE CONTRACTOR IS CAUTIONED TO USED EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

ITEM 644 – SPEED MEASUREMENT MARKING

PLACE A SERIES OF SPEED MEASUREMENT MARKINGS ON THE ROADWAY TO ASSIST IN THE ENFORCEMENT OF SPEED REGULATIONS. 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 ONE (1) MILE ALONG THE ROADWAY, ENTIRELY ON THE PAVED SHOULDER. AT LOCATIONS SHOWN BELOW:

ERI-2-26.00 TO 27.00 (EASTBOUND & WESTBOUND)

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE THE MARKINGS LAID OUT BY A STATE OF OHIO REGISTERED PROFESSIONAL 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 PER ITEM 644 – SPEED MEASUREMENT MARKING.

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER

JLL

REVIEWER

ACM 6-16-25

PROJECT ID

121718

SHEET

P.07

TOTAL

37

[illegible]

AUXILIARY & LONG LINE MARKINGS																																		
COUNTY	ROUTE	STATION / SLM		HIGHWAY MILES	DESCRIPTION	614						807					850			644				807				850						
						WORK ZONE LANE LINE, CLASS III, 642 PAINT	WORK ZONE EDGE LINE, CLASS III, 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	WORK ZONE DOTTED LINE, CLASS III, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, ASPHALT	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, ASPHALT	GROOVING FOR 12" RECESSED PAVEMENT MARKINGS, ASPHALT	AUXILIARY MARKINGS (740.04)				WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (WHITE)	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6" (YELLOW)	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"	GROOVING FOR 6" RECESSED PAVEMENT MARKINGS, CONCRETE	GROOVING FOR 12" RECESSED PAVEMENT MARKINGS, CONCRETE				
		FROM	TO			MILE	MILE	FT	FT	FT	MILE	FT	MILE	MILE	MILE	FT	FT	MILE	FT	FT	FT	FT	EACH	EACH	MILE	MILE	MILE	FT	MILE	FT				
ERI	2	24.50	30.49	5.99	EASTBOUND LONG LINE MARKINGS	17.97	35.95	2,421		4,527	0.74	3,920	5.99	5.99	5.99	807	1,509	17.97	1,509	807														
					WESTBOUND LONG LINE MARKINGS	17.97	35.95	2,355		5,019	0.74	3,920	5.99	5.99	5.99	785	1,673	17.97	1,673	785														
					FOUR-LANE AUXILIARY MARKINGS									0.12									339		20									
ERI	2			0.14	RAMP A		0.56						0.14	0.14				0.28																
				0.18	RAMP B		0.72						0.18	0.18				0.36																
				0.04	RAMP B1		0.16		45				0.04	0.04				0.08			23	77	1											
				0.22	RAMP C		0.88						0.22	0.22				0.44																
				0.04	RAMP C1		0.16						0.04	0.04				0.08																
				0.26	RAMP D		1.04		74				0.26	0.26				0.52			37		2											
ERI	2	CONCRETE BRIDGE DECKS																					0.37	0.33	0.28	116	0.98	116						
					TOTALS TO GENERAL SUMMARY (01/NHS)					35.95	75.41	4,777	119	9,546	1.48	7,840	12.86	12.99	11.98	1,592	3,182	37.71	3,182	1,592	60	416	4	20	0.37	0.33	0.28	116	0.98	116

RAISED PAVEMENT MARKERS

RAISED PAVEMENT MARKERS													
COUNTY	ROUTE	STATION/SLM		DETAIL	621	621	PRISMATIC RETRO-REFLECTOR TYPES			REMARKS	DETAIL	DESCRIPTION	
					RAISED PAVEMENT MARKER REMOVED	RPM	ONE-WAY	TWO-WAY			1	2	
							WHITE	YELLOW / YELLOW	WHITE / RED				YELLOW / RED
		FROM	TO										
ERI	2	24.50	25.81	5	58	58	58				4-LANE DIVIDED	10	3 LANE DIVIDED TO 2 LANE TRANSITION
ERI	2	25.81	30.46	5	627	627	627				4-LANE DIVIDED	11	3 LANE UNDIVIDED TO 2 LANE TRANSITION
												12	TWO LANE NARROW BRIDGE
ERI	2	29.57	29.58	2,3	111	111	42			69	INTERCHANGE @ SR 60	13	TWO WAY LEFT TURN LANE
												14	ONE LANE BRIDGE
												15	HORIZONTAL CURVE
												16	HORIZONTAL CURVE ALT.
												17	STOP APPROACH ALT.
												18	FIRE HYDRANT
												GAP	CENTER LINE AT 80 FT. TYP.
													NOTES:
													1) THRU LANES SHALL BE STRIPED AT 12' WIDTHS.
													2) FOR ALL WORK ZONE MARKINGS, THE 642 PAINT USED SHALL BE TYPE 1.
													3) WORK ZONE STOP LINES SHALL BE INSTALLED AT THE FOLLOWING LOCATIONS:
													RAMP D
TOTALS TO GENERAL SUMMARY (01/NHS)					796	796							