

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) 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) 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

EXSITING 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

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 EDGE LINE/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 EXISITNG PROFILES)

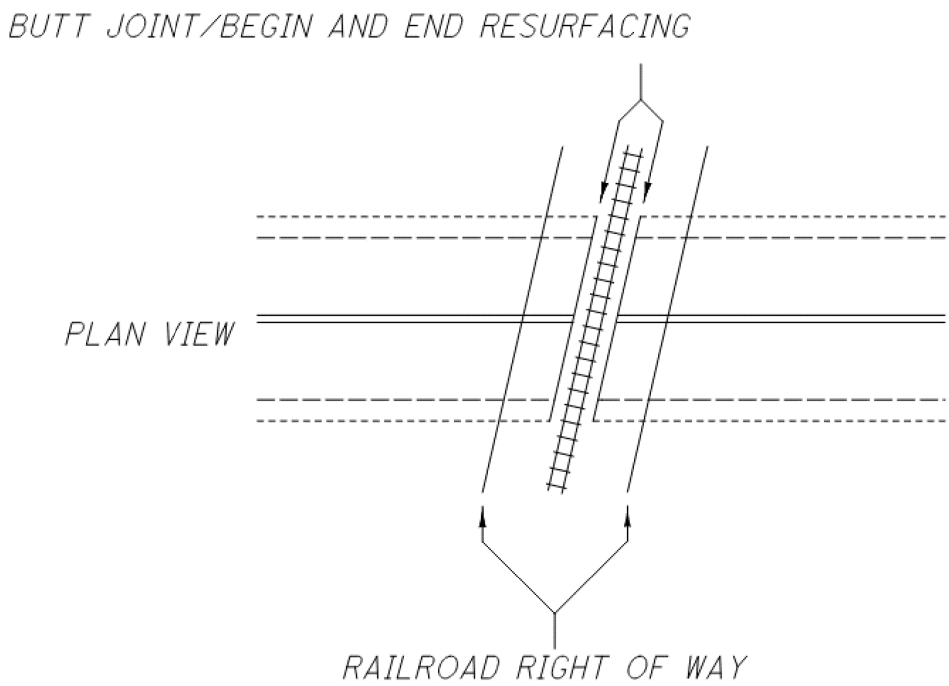
AT ALL CONCRETE STRUCTURES, AT-GRADE RAILROAD CROSSINGS, OVERHEAD RAILROAD CROSSINGS, PAVING TERMINI (ON US 30 AND RAMPS), OR ANY INSTANCE AT WHICH THE PROPOSED BUILDUP IS HIGHER THAN THE ADJACENT EXISTING PAVEMENT (AS DIRECTED BY THE ENGINEER), VARIABLE PLANING FROM 1.00" TO 1.25" SHALL BE COMPLETED 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



NOTE:
1.) DO NOT DISTURB RAILROAD GATES
2.) RE-INSTALL PAVEMENT MARKINGS
3.) RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME RESURFACING AT 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 ODOTCD, 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
PROJECT ID	118792
SHEET	P.8
TOTAL	31