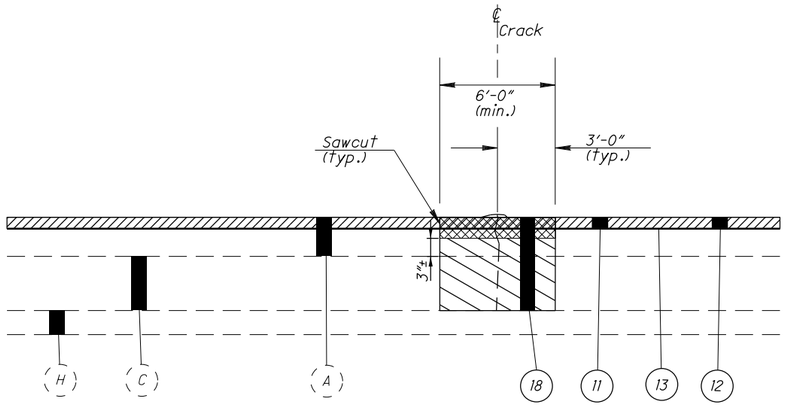


ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN SHALL FOLLOW THE SPECIFICATION FOR THE 255 ITEM EXCEPT FOR CMS 255.01 DESCRIPTION. ALL CONCRETE REPAIRS MUST HAVE AT LEAST 3" OF ASPHALT ON TOP OF THE CONCRETE WHEN THE PROJECT IS COMPLETED. PLACE, CONSOLIDATE, FINISH AND CURE NEW CONCRETE CLASS RRCM TO A LEVEL 3" BELOW THE EXISTING ROADWAY. FILL THE REMAINING VOID WITH ITEM 301 ASPHALT CONCRETE BASE, PG64-22.

IF THE REPAIRS ARE COMPLETED DURING THE FOUR PERMITTED MULTI-DAY CLOSURES, THE CONTRACTOR HAS THE OPTION OF USING QC MS CONCRETE. IT IS THE CONTRACTOR'S RESPONSIBLITY TO ENSURE THAT THE ROADWAY WILL OPEN AT THE TIMES SPECIFIED IN THE CONTRACT.

PAVEMENT REPAIRS ARE TO BE MADE PRIOR TO PLANING AT THE LOCATIONS DESIGNATED BY THE ENGINEER. PERFORM AN ITEM 255 FULL DEPTH SAW CUT AND COMPLETE THE REPAIR AS PER ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN, AS DETAILED IN THESE PLANS.

ITEM 255 FULL DEPTH PAVEMENT REMOVAL DIMENSIONS AND QUANTITIES

	LENGTH	WIDTH	AREA	QUANTITY	TOTAL AREA
I.R. 75	6'	12'	8 SY	90	720 SY
I.R. 75 RAMPS	6'	16'	10.67 SY	70	747 SY
CULVERT @ STA. 873+00	6'	28'	18.67 SY	1	19 SY

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN = 1486 SY

ITEM 255 PAVEMENT SAWING DIMENSIONS AND QUANTITIES

	LENGTH	WIDTH	PERIMETER	QUANTITY	TOTAL AREA
I.R. 75	6'	12'	36 FT	90	3240 FT
I.R. 75 RAMPS	6'	16'	44 FT	70	3080 FT
CULVERT @ STA. 873+00	6'	28'	68 FT	1	68 FT

ITEM 255 FULL DEPTH PAVEMENT SAWING = 6388 FT

QUANTITIES CARRIED TO GENERAL SUMMARY

EXISTING LEGEND

(A) 6 1/4"± ASPHALT CONCRETE

(C) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

(H) 4"± SUBBASE

PROPOSED LEGEND

(11) ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" THICKNESS

(12) ITEM 442 1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)

(13) ITEM 407 TRACKLESS TACK COAT

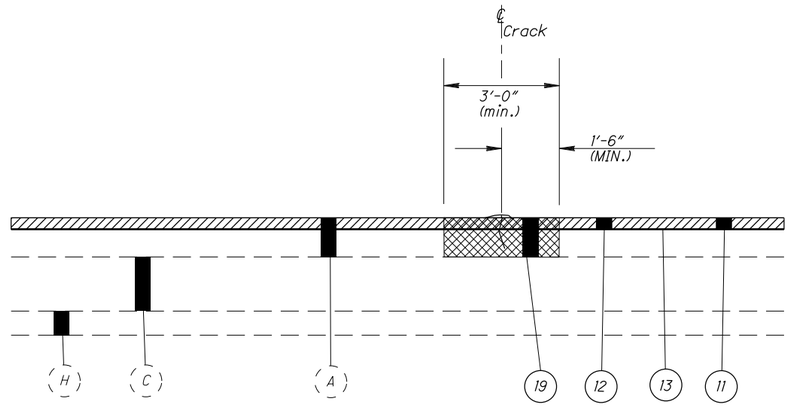
(18) ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN

(19) ITEM 255 PAVEMENT REPAIR, AS PER PLAN

CLASS RRCM CONCRETE

ASPHALT CONCRETE BASE, PG64-22

PAVEMENT PLANING



ITEM 253 PAVEMENT REPAIR, AS PER PLAN

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING MAINLINE ASPHALT PAVEMENT AREAS AT EXISTING PAVEMENT FAILURES.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIRS SHALL BE COMPLETED PRIOR TO THE PLANING OF THE ROADWAY. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SHALL BE REPAIRED FOLLOWING THE REQUIREMENTS OF ITEM 253 EXCEPT AS MODIFIED BY THIS NOTE. TRIM THE LIMITS OF THE REPAIR AREA TO FORM A VERTICAL FACE 1.5 INCHES (38 MM) DEEP FROM THE SURFACE, REGARDLESS OF THE TIME UNTIL THE REPAIR IS COVERED WITH AN OVERLAY. THE CONTRACTOR SHALL PROVIDE THE MEANS AND METHODS TO PERFORM THIS WORK. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED ASPHALT PAVEMENT EXPOSING THE UNDERLYING CONCRETE PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

ITEM 301 MATERIAL SHALL BE PLACED AND COMPACTED WITH A PNEUMATIC ROLLER AS PER CMS 253.03 ENSURING COMPLIANCE WITH THE ALLOWABLE LIFT THICKNESSES TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLANING AND PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER. REPAIRED JOINTS SHALL BE MILLED IF REQUESTED BY THE ENGINEER TO ENSURE AN ACCEPTABLE RIDE IF THE ROADWAY WILL BE OPENED TO THE TRAVELING PUBLIC.

PAVEMENT REPAIR OPERATIONS MUST BE COMPLETED AND ASPHALT ALLOWED TO COOL PRIOR TO THE OPENING TO THRU TRAFFIC TO ENSURE NO DAMAGE TO THE SURFACE OF THE REPAIRS.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR INCLUDING MEANS AND METHODS TO PROVIDE THE 1.5 INCH VERTICAL FACE. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

ITEM 253 PAVEMENT REPAIR, AS PER PLAN

	LENGTH	WIDTH	AVG. DEPTH	VOLUME	QUANTITY	TOTAL VOLUME
I.R. 75	4'	12'	6.25"	0.92 CY	95	88 CY
I.R. 75 RAMPS	4'	16'	6.25"	1.25 CY	10	12.5 CY
						100.5 CY

ITEM 253 PAVEMENT REPAIR, AS PER PLAN = 101 CY

QUANTITIES CARRIED TO GENERAL SUMMARY

CALCULATED JLG
CHECKED MPB

PAVEMENT REPAIR DETAILS

ALL-75-15.80

150
188

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

CENTURYLINK
175 ASHLAND ROAD
MANSFIELD, OH 44902
(419)-755-7183

CHARTER TELECOMMUNICATIONS/SPECTRUM
3760 INTERCHANGE DRIVE
COLUMBUS, OH 43204
(614)-255-6340

SUNOCO PIPE LINE L.P.
525 FRITZTOWN ROAD
SINKING SPRINGS, PA 19608
(610)-670-3291

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

SURVEYING PARAMETERS

USE THE FOLLOWING VERTICAL POSITIONING AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 12A

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE NORTH ZONE
COMBINED SCALE FACTOR: 1.000090882 (DIFFERENT FROM PART 1)

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED, AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM - SPECIAL, BRIDGE SURFACE SMOOTHNESS

CONTRACTOR IS REQUIRED TO PROVIDE BRIDGE SURFACE SMOOTHNESS PER PROPOSAL NOTE 555 ON THE ALL-75-2268 L&R STRUCTURES.

RE-GROOVING OF DIAMOND GROUND SURFACES WILL BE REQUIRED ACCORDING TO 511.17 IF THE EXISTING GROOVES ARE LESS THAN 0.8 INCHES DEEP.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM - SPECIAL, BRIDGE SURFACE SMOOTHNESS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ITEM 253 - PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF EXISTING MAINLINE ASPHALT AREAS OR PAVED SHOULDER AREAS OF EXISTING PAVEMENT FAILURES.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS, DEPTHS, AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIRS SHALL BE COMPLETED PRIOR TO THE PLANING OF THE ROADWAY. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

ITEM 301 MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLANING AND PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR.

ITEM 253 - PAVEMENT REPAIR 300 CY

ENVIRONMENTAL ASBESTOS SURVEY

AN ASBESTOS SURVEY OF THE HAN-IR 75-1.24L AND HAN-IR 75-1.24R BRIDGES (SPANNING COUNTY ROAD 33), SCHEDULED FOR RENOVATION, WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DID NOT DETECT REGULATED ASBESTOS-CONTAINING MATERIALS ON THE STRUCTURES.

ITEM 690 SPECIAL - MISC.: NO MOW STRIP

THE CONTRACTOR SHALL INSTALL A 4 FOOT WIDE BY 4 INCH DEPTH NO MOW STRIP WITH MATERIALS CONFORMING TO ITEM 608 - CONCRETE WALK.

THE NO MOW STRIP SHALL BE PLACED ON COMPACTED EARTH AND CONSTRUCTED USING CLASS C CONCRETE WITH A CURING COMPOUND MEETING THE SPECIFICATIONS OF 705.07 OF THE CMS. THE NO MOW STRIP SHALL BE INTEGRAL TO THE SOCKETED CONCRETE FOUNDATION.

THE NO MOW STRIP SHALL HAVE A TRANSVERSE JOINT EVERY EIGHT FEET AND AN EXPANSION JOINT EVERY 100 FEET. THE JOINTS AND MATERIALS TO CONSTRUCT THE JOINTS SHALL CONFORM TO 608.03 (C) OF THE CMS.

IF MATERIAL FROM THE EXCAVATION OF THE NO MOW STRIP AND THE SOCKETED CONCRETE FOUNDATION IS WASTED ADJACENT TO THE NO MOW STRIP THE AREA SHALL BE SEEDED AND MULCHED TO THE SPECIFICATIONS OF ITEM 659 IN THE CMS. PAYMENT FOR THIS WORK IS INCLUDED WITH THE UNIT BID PRICE UNDER ITEM 690 SPECIAL - MISC.: NO MOW STRIP.

ALL MATERIAL, LABOR AND EQUIPMENT TO CONSTRUCT THE CONCRETE NO MOW STRIP SHALL BE PAID FOR UNDER ITEM 690 SPECIAL - MISC.: NO MOW STRIP.

ITEM 253 - PAVEMENT REPAIR MISC.: SHOULDER REPAIR FOR MOT

THIS ITEM OF WORK SHALL CONSIST OF THE PAVEMENT REPAIR OF THE EXISTING MAINLINE PAVED SHOULDER AREAS FOR MAINTENANCE OF TRAFFIC OPERATIONS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIRS SHALL BE COMPLETED PRIOR TO SHIFTING TRAFFIC ONTO THE SHOULDERS. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE ESTIMATED QUANTITY FOR THESE REPAIRS IS BASED ON DIMENSIONS OF 4' WIDE BY 4" THICK REPAIRS. THE MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

ITEM 301 MATERIAL SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLANNING AND PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR, MISC.: SHOULDER REPAIR FOR MOT

ITEM 253 - PAVEMENT REPAIR, MISC.: SHOULDER REPAIR FOR MOT 350 CY

ITEM 606, SPECIAL CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION
ITEM 606, SPECIAL CABLE BARRIER, ANCHOR ASSEMBLY

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A GIBRALTAR HIGH TENSION FOUR CABLE GUARDRAIL SYSTEM AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, SPECIAL CABLE BARRIER WITH CONCRETE LINE POST FOUNDATION, AND ITEM 606, SPECIAL CABLE BARRIER, ANCHOR ASSEMBLY AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL HIGH TENSION CABLE GUARDRAIL SYSTEM NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

INSTALLATION WILL BE A FOUR CABLE HIGH TENSION SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION WITH A FOUR FOOT WIDE "NO MOW STRIP".

CONTRACTOR SHALL PROVIDE DELINEATORS ON THE POSTS AT A MINIMUM INTERVAL OF 100 FEET AND ON ALL ANCHOR TERMINALS.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

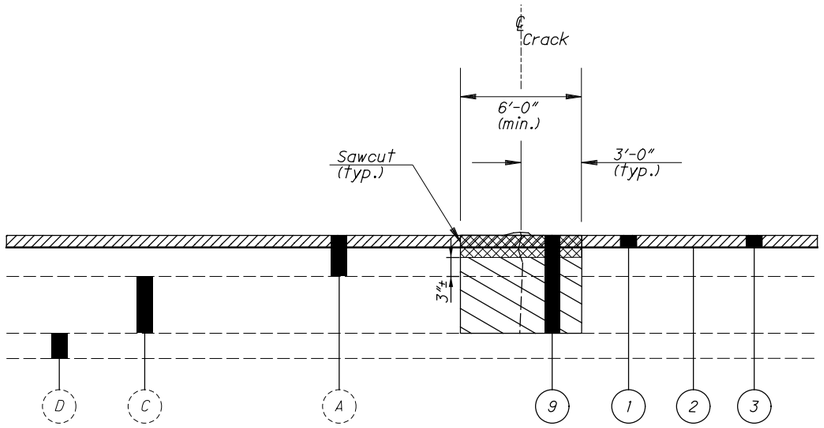
TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

CALCULATED MJT CHECKED MJC

GENERAL NOTES

ALL/HAN-75-22.66/0.00



ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN SHALL FOLLOW THE SPECIFICATION FOR THE 255 ITEM EXCEPT FOR CMS 255.01 DESCRIPTION. ALL CONCRETE REPAIRS MUST HAVE AT LEAST 3" OF ASPHALT ON TOP OF THE CONCRETE WHEN THE PROJECT IS COMPLETED. PLACE, CONSOLIDATE, FINISH AND CURE NEW CONCRETE CLASS RRCM TO A LEVEL 3" BELOW THE EXISTING ROADWAY. FILL THE REMAINING VOID WITH ITEM 301 ASPHALT CONCRETE BASE, PG64-22.

IF THE REPAIRS ARE COMPLETED DURING THE FOUR PERMITTED MULTI-DAY CLOSURES, THE CONTRACTOR HAS THE OPTION OF USING QC MS CONCRETE. IT IS THE CONTRACTOR'S RESPONSIBLITY TO ENSURE THAT THE ROADWAY WILL OPEN AT THE TIMES SPECIFIED IN THE CONTRACT.

PAVEMENT REPAIRS ARE TO BE MADE PRIOR TO PLANING AT THE LOCATIONS DESIGNATED BY THE ENGINEER. PERFORM AN ITEM 255 FULL DEPTH SAW CUT AND COMPLETE THE REPAIR AS PER ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN, AS DETAILED IN THESE PLANS.

ITEM 255 FULL DEPTH PAVEMENT REMOVAL DIMENSIONS AND QUANTITIES

	LENGTH	WIDTH	AREA	QUANTITY	TOTAL AREA
I.R. 75	6'	12'	8 SY	60	480 SY
I.R. 75 RAMPS	6'	16'	10.67 SY	50	533 SY

ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN = 1013 SY

ITEM 255 PAVEMENT SAWING DIMENSIONS AND QUANTITIES

	LENGTH	WIDTH	PERIMETER	QUANTITY	TOTAL AREA
I.R. 75	6'	12'	36 FT	60	2160 FT
I.R. 75 RAMPS	6'	16'	44 FT	50	2420 FT

ITEM 255 FULL DEPTH PAVEMENT SAWING = 4580 FT

QUANTITIES CARRIED TO GENERAL SUMMARY

EXISTING LEGEND

- (A) 6 1/4"± ASPHALT CONCRETE
- (C) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (D) 6" SUBBASE

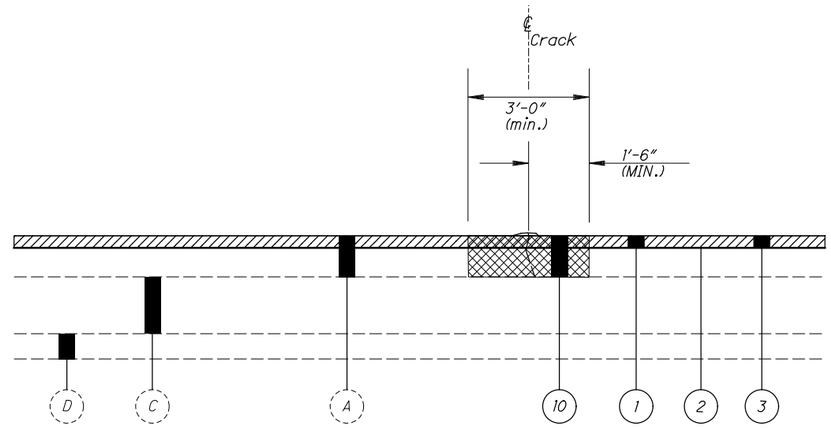
PROPOSED LEGEND

- (1) ITEM 442 1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
- (2) ITEM 407 TRACKLESS TACK COAT
- (3) ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE, 1 1/2" THICKNESS
- (9) ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS RRCM, AS PER PLAN
- (10) ITEM 255 PAVEMENT REPAIR, AS PER PLAN

CLASS QC MS CONCRETE

ASPHALT CONCRETE BASE, PG64-22

PAVEMENT PLANING



ITEM 253 PAVEMENT REPAIR, AS PER PLAN

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING MAINLINE ASPHALT PAVEMENT AREAS AT EXISTING PAVEMENT FAILURES.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS, AND LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIRS SHALL BE COMPLETED PRIOR TO THE PLANING OF THE ROADWAY. THE REPAIR AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SHALL BE REPAIRED FOLLOWING THE REQUIREMENTS OF ITEM 253 EXCEPT AS MODIFIED BY THIS NOTE. TRIM THE LIMITS OF THE REPAIR AREA TO FORM A VERTICAL FACE 1.5 INCHES (38 MM) DEEP FROM THE SURFACE, REGARDLESS OF THE TIME UNTIL THE REPAIR IS COVERED WITH AN OVERLAY. THE CONTRACTOR SHALL PROVIDE THE MEANS AND METHODS TO PERFORM THIS WORK. THE PAVEMENT SHALL BE REMOVED WITHIN THE DESIGNATED AREAS BY METHODS WHICH WILL NOT DAMAGE THE ADJACENT PAVEMENT. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED ASPHALT PAVEMENT EXPOSING THE UNDERLYING CONCRETE PAVEMENT. THE MATERIALS SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.01.

ITEM 301 MATERIAL SHALL BE PLACED AND COMPACTED ENSURING COMPLIANCE WITH THE ALLOWABLE LIFT THICKNESSES TO FINISH FLUSH WITH THE ADJACENT EXISTING PAVEMENT SURFACE PRIOR TO PLANING AND PLACING THE PROPOSED ASPHALT CONCRETE OVERLAY. ALL COMPACTION SHALL BE ACHIEVED BY MECHANICAL METHODS TO THE SATISFACTION OF THE ENGINEER. REPAIRED JOINTS SHALL BE MILLED IF REQUESTED BY THE ENGINEER TO ENSURE AN ACCEPTABLE RIDE IF THE ROADWAY WILL BE OPENED TO THE TRAVELING PUBLIC.

PAVEMENT REPAIR OPERATIONS MUST BE COMPLETE AT LEAST 12 HOURS PRIOR TO THE OPENING OF THE ROADWAY TO THRU TRAFFIC TO ALLOW TIME FOR THE ASPHALT TO COOL.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR INCLUDING MEANS AND METHODS TO PROVIDE THE 1.5 INCH VERTICAL FACE. AN ESTIMATED QUANTITY IS PROVIDED IN THE SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 253 PAVEMENT REPAIR, AS PER PLAN.

ITEM 253 PAVEMENT REPAIR, AS PER PLAN

	LENGTH	WIDTH	AVG. DEPTH	VOLUME	QUANTITY	TOTAL VOLUME
I.R. 75	4'	12'	6.25"	0.92 CY	210	194 CY
I.R. 75 RAMPS	4'	16'	6.25"	1.25 CY	0	0 CY
						194 CY

ITEM 253 PAVEMENT REPAIR, AS PER PLAN = 194 CY

QUANTITIES CARRIED TO GENERAL SUMMARY

CALCULATED KRF
CHECKED MJC

PAVEMENT REPAIR DETAILS

ALL-75-15.80-
22.66/0.00

27
53