

Pavement

Profile and Alignment

Place the proposed pavement to follow the alignment of the existing pavement. Previous construction plans showing the original alignment are available for inspection at the ODOT District 12 office. Place the proposed asphalt concrete as shown on the typical sections. The intent of the plans is to maintain the existing profile.

Planing Requirements

The duration of time between planing the asphalt and placing the asphalt overlay shall be kept to a minimum. In no instance shall this time exceed 10 calendar days. The time limit shall begin on the first day of planing and shall continue based on calendar days, minus any weather days, until completion of the asphalt concrete surface course. This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum. This requirement applies to both mainline and ramps alike.

In the event that the time between exposing the existing pavement and placing the asphalt surface course exceeds 10 calendar days, liquidated damages as per 108.07 of the CMS shall be assessed.

Asphalt Concrete Surface Course Sealing Requirements

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.15, after completion of the surface course, the contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs /inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders and guardrail asphalt.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

Longitudinal Joints (Flexible Pavement)

Longitudinal joints between a pavement lane and adjoining shoulder or speed change lane, and between a speed change lane and the adjoining shoulder shall be made the same day. All longitudinal joints shall be hot with the exception of one cold joint per roadway. Locate the cold joint along the centerline or a lane line. Longitudinal joint locations shall be as approved by the Engineer. Each ramp shall have a maximum of one longitudinal cold joint located approximately halfway across the ramp.

Item 254 – Pavement Planing, Asphalt Concrete, As Per Plan

This item shall be used to remove the existing asphalt overlay full width at an average depth of 1.5” as specified in the plans. Areas which have transverse wedges (butt joints) are to be removed in two passes as required for maintaining traffic. No additional payment shall be made for the second pass.

In addition to the above requirements, the contractor shall deliver 50 CY of asphalt grindings to the Warrensville Full Service Maintenance Facility. The contractor shall provide a minimum one week notice to the designated ODOT maintenance contact to coordinate/schedule delivery.

Warrensville FSMF
25609 Emery Rd
Warrensville Heights, Ohio 44128
Attn: Allen Young
Office: (216) 584-2293
Cell: (216) 312-0485

Item 251 - Partial Depth Pavement Repair (442), As Per Plan A

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of longitudinal joints as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 4.5” below the top of the existing asphalt surface. The width of the repair shall be 12” centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
As Per Plan A..... **2,247 Sq Yd**

Item 251 - Partial Depth Pavement Repair (442), As Per Plan B

This item shall be used for the repair of unsound, cold-patch, or pop-out areas of transverse joints and cracks as directed by the Engineer. This work shall be performed prior to the planing operation. The depth of the repair shall be 4.5” below the top of the existing asphalt surface. The width of the repair shall be 12” centered over the existing joint.

Use replacement materials conforming to the requirements of Item 442, 19mm.

The following estimated quantity has been carried to the General Summary:

Item 251 – Partial Depth Pavement Repair (442),
As Per Plan B..... **1,783 Sq Yd**

Item 442 – Asphalt Concrete Surface Course, 12.5mm, Type A, (447), As Per Plan, PG76-22M

The coarse virgin aggregate for this item shall be limited to a blend of air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario and limestone. The Contractor shall use a minimum 60% of ACBFS or Trap Rock from Ontario with limestone comprising the remaining percentage. At least 50% of the fine virgin aggregate for this item shall be limited to ACBFS or Trap Rock from Ontario.

Table 442.02-2 applies except No. 4 sieve requirements are 52 to 60 Total Percent Passing. For the No. 4 sieve, do not exceed 63 in production.

When ACBFS is used for a fraction of the coarse aggregate, provide a total asphalt binder content greater than or equal to 6.2%. If ACBFS makes up 100% of the coarse aggregate, apply the binder content requirements of CMS 442.

Item 617 – Compacted Aggregate, As Per Plan

This item shall be used to place compacted aggregate at a variable depth only where needed to fill in low spots along the shoulder and eliminate drop offs. Material shall be limited to reclaimed asphalt concrete pavement (RAP).

The actual depth of compacted aggregate placed will vary depending upon existing conditions. For estimating purposes, an average depth of one inch (1”) has been used. Water, if needed, shall be applied as per 617.05 and included under Item 617 – Compacted Aggregate, As Per Plan.

The following estimated quantity has been carried to the General Summary for use as directed by the Engineer:

Item 617 – Compacted Aggregate, As Per Plan.....**203 Cu Yd**

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan

For all freeways, the lateral position of edge line rumble strips shown in SCD BP-9.1 is revised as follows:

1. Median and Outside Shoulder Offset for shoulders less than 6’:
Dimension A and B are equal to 6”
2. Median and Outside Shoulder Offset for shoulders 6’ to 12’:
Dimension A and B are equal to half the shoulder width minus 12”.
3. Median and Outside Shoulder Offset for shoulders greater than 12’:
Dimension A and B are equal to 5’.

The following estimated quantity shall be used to construct Item 618 – Rumble Strips, Shoulder (Asphalt Concrete), As Per Plan as per Standard Drawing BP-9.1 except as noted above:

Item 618 – Rumble Strips, Shoulder (Asphalt Concrete),
As Per Plan.....**24.86 Miles**

Traffic Control

Pavement Markings

Auxiliary markings shall be located and installed as per Standard Drawing TC-71.10

Permanent Pavement Markings on Bridges

Proposed pavement markings on bridges shall be placed on top of existing markings.

Raised Pavement Markers

Install raised pavement markers for lane lines at a spacing of eighty feet (80’) center-to-center.

Item 621 – Raised Pavement Marker Removed

This item shall include the removal and disposal of existing RPMs.

The following estimated quantity has been carried to the General Summary:

Item 621 – Raised Pavement Marker Removed..... **691 Each**

