

NOTES:
 1. SEE TABLE 3 ON SHEET 7 FOR STATION RANGE OF WHEN EXCAVATION OF SUBGRADE WITH GEOTEXTILE FABRIC AND GRANULAR MATERIAL, TYPE B ARE USED INSTEAD OF CEMENT STABILIZED SUBGRADE.

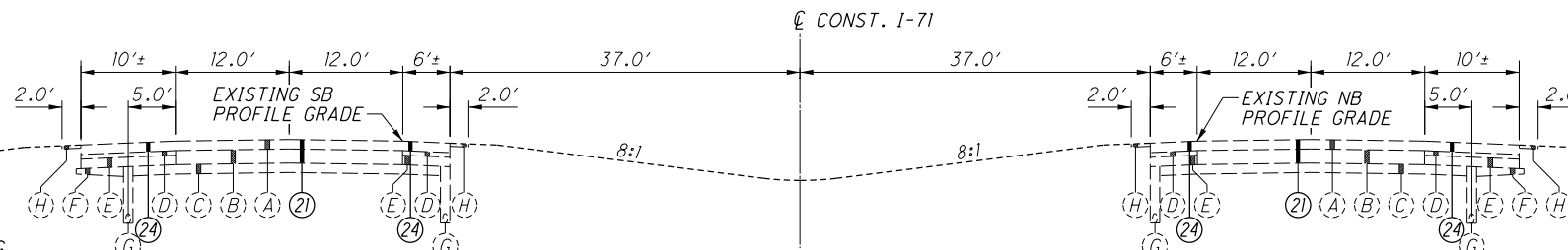
2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.

3. THE SOUTHBOUND (SB) AND NORTHBOUND (NB) PROFILE GRADES ARE IDENTICAL EXCEPT FOR THE FOLLOWING STATION RANGES:
 73+83.80 - 77+50.00
 94+00.00 - 151+50.00
 153+05.00 - 171+12.50
 274+77.50 - 279+31.20

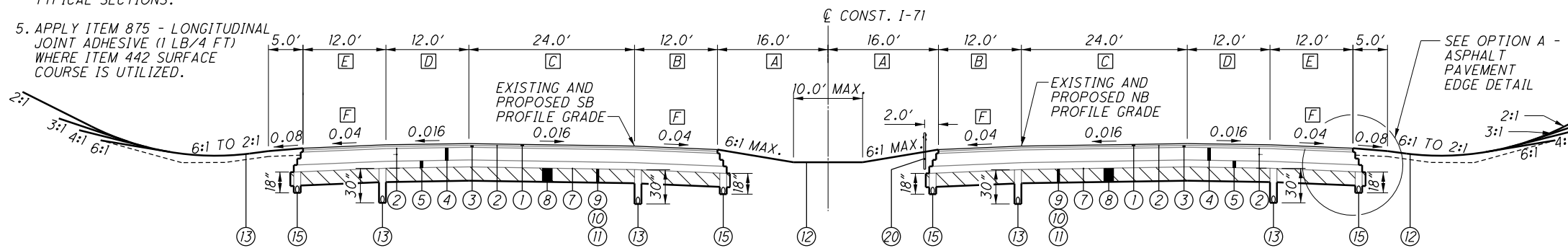
4. SEE SHEET 9 FOR OPTION B - CONCRETE PAVEMENT BUILDUP TYPICAL SECTIONS.

5. APPLY ITEM 875 - LONGITUDINAL JOINT ADHESIVE (1 LB/4 FT) WHERE ITEM 442 SURFACE COURSE IS UTILIZED.

SUBGRADE STABILIZATION - SEE NOTE 1
 ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
 OR
 ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP



EXISTING NORMAL SECTION - I-71

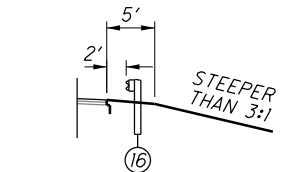


NORMAL SECTION - I-71 - OPTION A - ASPHALT

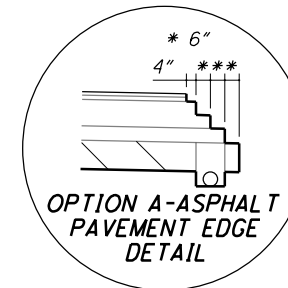
SOUTHBOUND
 STA 0+00.00 TO STA 74+37.03
 STA 156+83.16 TO STA 157+24.60
 STA 159+38.16 TO STA 163+61.21
 STA 165+86.69 TO STA 170+03.84
 STA 218+41.28 TO STA 279+31.20

NORTHBOUND
 STA 0+00.00 TO STA 74+37.03
 STA 156+83.16 TO STA 156+95.89
 STA 159+09.45 TO STA 163+32.83
 STA 165+58.31 TO STA 170+03.84
 STA 218+41.28 TO STA 279+31.20

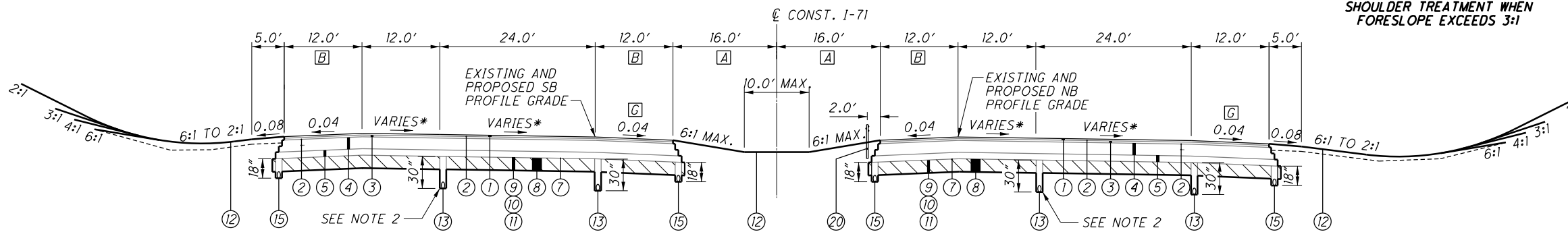
* SEE SHEETS 903-908 FOR SUPERELEVATION DETAILS



TYPICAL OUTSIDE GRADED SHOULDER TREATMENT WHEN FORESLOPE EXCEEDS 3:1



OPTION A-ASPHALT PAVEMENT EDGE DETAIL



SUPERELEVATED SECTION - I-71 - OPTION A - ASPHALT

SOUTHBOUND
 STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
 STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)

NORTHBOUND
 STA 74+37.03 TO STA 74+50.00 (*0.016 - 0.015)
 STA 94+00.00 TO STA 156+83.16 (*0.020 - 0.016)

LEGEND

- (A) EXISTING ASPHALT OVERLAY (6" AVERAGE DEPTH)
- (B) EXISTING REINFORCED PCC (9" AVERAGE DEPTH)
- (C) EXISTING AGGREGATE BASE (6" AVERAGE DEPTH)
- (D) EXISTING BITUMINOUS AGGREGATE (3" AVERAGE DEPTH)
- (E) EXISTING STABILIZED AGGREGATE SHOULDER (VARIABLE DEPTH)
- (F) EXISTING AGGREGATE BASE (VARIABLE DEPTH)
- (G) EXISTING 6" PIPE UNDERDRAIN
- (H) EXISTING COMPACTED AGGREGATE (2" AVERAGE DEPTH)
- (I) EXISTING CONCRETE BARRIER, TYPE A
- (J) EXISTING ASPHALT SURFACE COURSE (VARIABLE DEPTH)
- (K) EXISTING ASPHALT INTERMEDIATE COURSE (1 3/4" AVERAGE DEPTH)
- (L) EXISTING ASPHALT BASE (11" AVERAGE DEPTH)
- (M) EXISTING NON-REINFORCED CONCRETE (13 1/2" AVERAGE DEPTH)

- (1) ITEM 442 - 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (447), AS PER PLAN
- (2) ITEM 407 - NON-TRACKING TACK COAT
- (3) ITEM 442 - 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A, (446)
- (4) ITEM 302 - ASPHALT CONCRETE BASE, AS PER PLAN, 11" (2 LIFTS)
- (5) ITEM 304 - 6" AGGREGATE BASE
- (6) ITEM 526 - APPROACH SLAB (T=17")
- (7) ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING
- (8) ITEM 206 - CEMENT STABILIZED SUBGRADE, 12" DEEP
- (9) ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP
- (10) ITEM 204 - GEOTEXTILE FABRIC
- (11) ITEM 204 - 12" GRANULAR MATERIAL, TYPE B
- (12) ITEM 659 - SEEDING AND MULCHING
- (13) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS
- (14) ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS

- (15) ITEM 605 - 6" BASE PIPE UNDERDRAINS
- (16) ITEM 606 - GUARDRAIL, TYPE MGS
- (17) ITEM 622 - SINGLE SLOPE CONCRETE BRIDGE RAILING
- (18) ITEM 452 - 12 1/2" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/OA, OR ITEM 452 - NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS QC MS WITH QC/OA
- (19) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
- (20) ITEM 606 - CABLE BARRIER (ONLY ON NORTHBOUND SIDE)
- (21) ITEM 202 - PAVEMENT REMOVED, AS PER PLAN
- (22) ITEM 452 - 13 1/2" NON-REINFORCED CONCRETE PAVEMENT CLASS QC IP WITH QC/OA
- (23) ITEM 526 - APPROACH SLAB (T=15")
- (24) ITEM 202 - PAVEMENT REMOVED
- (25) LONGITUDINAL JOINT
- (26) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE
- (27) ITEM 254 - PAVEMENT PLANING, PORTLAND CEMENT CONCRETE
- (28) ITEM 848 - OVERLAY, MISC.: CONCRETE PAVEMENT CLASS QC IP WITH QC/OA

SB OUTSIDE SHOULDER	NB OUTSIDE SHOULDER
12' AT STA 20+20.00 TO	12' AT STA 21+81.85 TO
14' AT STA 20+70.00	14' AT STA 21+91.85
14' AT STA 21+63.15 TO	14' AT STA 23+00.00 TO
12' AT STA 21+73.15	12' AT STA 23+50.00
12' AT STA 125+00.00 TO	12' AT STA 125+96.74 TO
14' AT STA 125+50.00	14' AT STA 126+06.74
14' AT STA 126+43.03 TO	14' AT STA 126+95.00 TO
12' AT STA 126+53.03	12' AT STA 127+45.00
12' AT STA 142+80.00 TO ***	12' AT STA 156+25.00 TO
14' AT STA 143+30.00	14' AT STA 156+35.00
14' AT STA 148+20.00 TO ***	14' AT STA 158+83.79 TO
12' AT STA 148+30.00	12' AT STA 159+33.79
12' AT STA 155+50.26 TO	12' AT STA 161+00.00 TO
8' AT STA 158+77.76	8' AT STA 162+00.00 (DECEL LANE)
8' AT STA 163+42.83 TO	8' AT STA 162+75.00 TO
10' AT STA 163+92.78 (ACCEL LANE)	10' AT STA 162+85.00 (DECEL LANE)
10' AT STA 166+55.00 TO	10' AT STA 165+27.82 TO
8' AT STA 166+65.00 (ACCEL LANE)	8' AT STA 165+77.85 (DECEL LANE)

SB MEDIAN SHOULDER	NB MEDIAN SHOULDER
12' AT STA 156+67.42 TO	12' AT STA 155+59.46 TO **
14' AT STA 157+17.42	14' AT STA 156+84.93
14' AT STA 159+49.12 TO	14' AT STA 159+16.64 TO
12' AT STA 159+59.12	12' AT STA 160+39.50 **
12' AT STA 163+04.11 TO	12' AT STA 162+36.48 TO **
14' AT STA 163+54.11	14' AT STA 163+21.78
14' AT STA 166+12.00 TO	14' AT STA 165+65.41 TO
12' AT STA 166+22.00	12' AT STA 166+65.41 **

** REQUIRED FOR MAINTENANCE OF TRAFFIC
 *** REQUIRED FOR NOISE BARRIER

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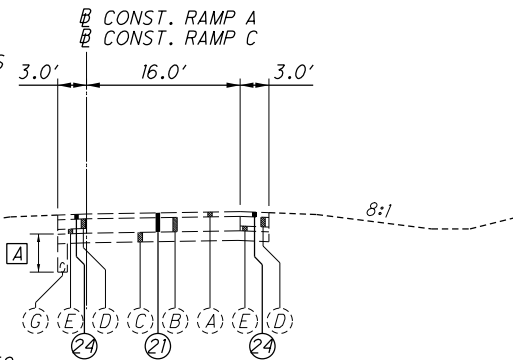
TYPICAL SECTIONS

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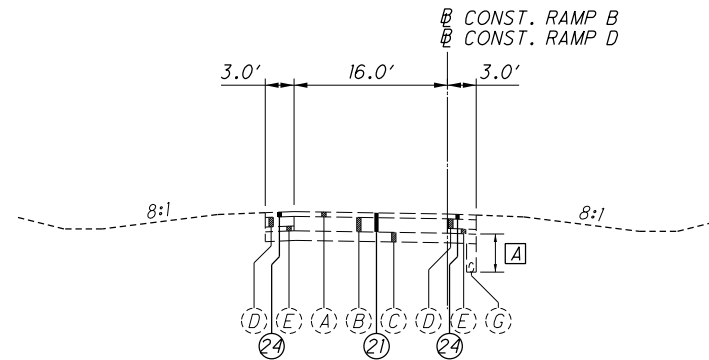
ITEM 204 - EXCAVATION OF SUBGRADE, 12" DEEP

NOTES:

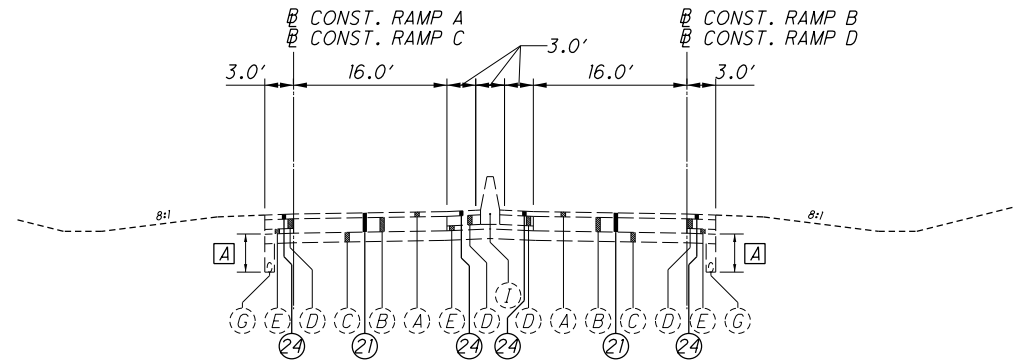
1. SEE SHEET 6 FOR LEGEND.
2. THE SUPERELEVATED SECTION EDGE OF PAVEMENT UNDERDRAINS SHIFT LATERAL LOCATIONS WHEN THE TRANSITIONING LANE EXCEEDS 0.000, NOT AT WHERE THE PAVEMENT FIRST BEGINS THE CROSS SLOPE TRANSITION.
3. STANDARD LONGITUDINAL JOINTS AS PER BP-2.1 SHALL BE PLACED ALONG THE CENTER OF ALL RAMPS AND AT THEIR EDGES OF PAVEMENT.
4. SEE SHEETS 1021-1030 FOR PAVEMENT JOINT DETAILS.
5. RAMPS SHALL BE PER SHOWN CONCRETE BUILDUP REGARDLESS OF MAINLINE OPTIONAL PAVEMENT SELECTED.
6. BALLOON 18 SHALL CONSIST OF ITEM 452, 12 1/2" NON-REINFORCED CONCRETE PAVEMENT, CLASS 1P WITH OC/OA EXCEPT AS MODIFIED BY NOTES 7 & 8.
7. CONSTRUCT THE INTERSECTION AREA PAVEMENT USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS OC MS WITH OC/OA. THIS IS THE PORTION OF RAMPS B & D CONSTRUCTED DURING THE PHASE 2 WEEKEND WORK ZONE DETAILED ON SHEET 262.
8. CONSTRUCT THE PHASE 3, WEEKEND 1 WORK ZONE AND PHASE 3, WEEKEND 2 WORK ZONE PAVEMENT DETAILED ON SHEET 319 USING ITEM 452 NON-REINFORCED CONCRETE PAVEMENT, MISC.: 12 1/2" CLASS OC MS WITH OC/OA. THIS INCLUDES PORTIONS OF BOTH RAMPS A & C.



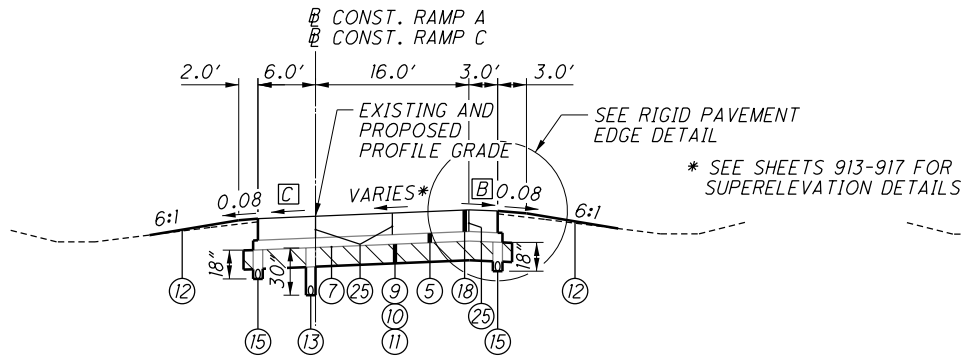
EXISTING NORMAL SECTION - RAMPS A AND C



EXISTING NORMAL SECTION - RAMPS B AND D



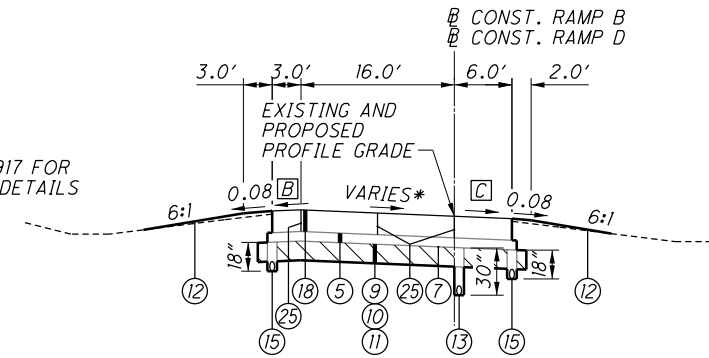
EXISTING COMBINED SECTION - RAMPS



SUPERELEVATED SECTION - RAMPS A AND C

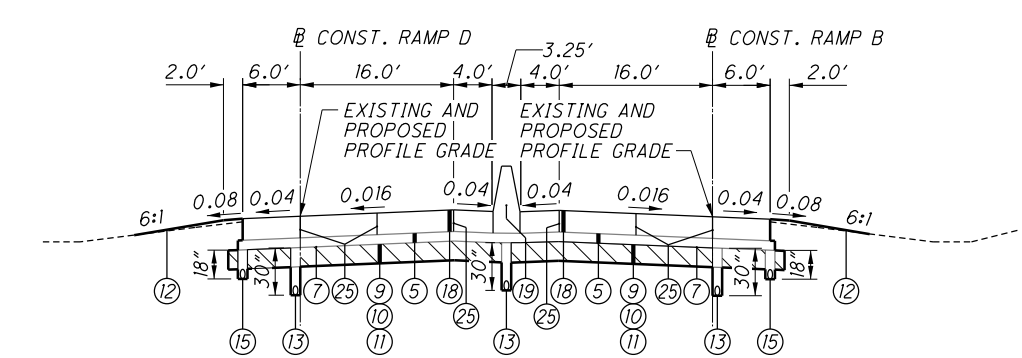
RAMP A - STA 177+00.00 TO STA 177+85.22
 **RAMP A - STA 177+85.22 TO STA 178+21.47
 RAMP A - STA 178+21.47 TO STA 184+68.33
 RAMP C - STA 176+27.38 TO STA 180+80.97
 SEE COMBINED SECTIONS FOR REMAINDER OF RAMP C LENGTH

** NORMAL SECTION WITH 0.016 CROSS SLOPE FOR THIS STATION RANGE SEE NOTE 6



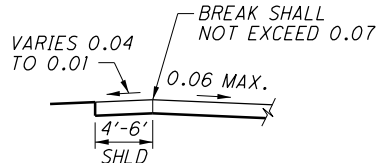
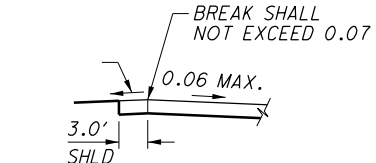
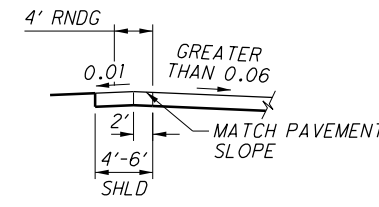
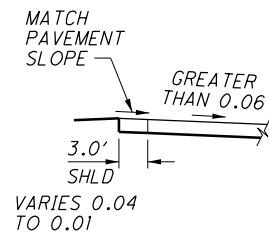
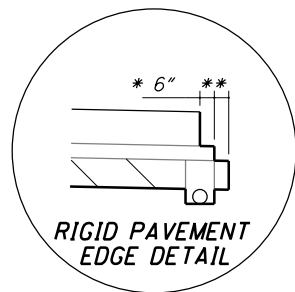
SUPERELEVATED SECTION - RAMPS B AND D

RAMP B - STA 170+70.83 TO STA 178+27.64
 RAMP D - STA 168+88.15 TO STA 176+07.85
 SEE COMBINED SECTIONS FOR REMAINDER OF RAMP D LENGTH
 SEE NOTE 6



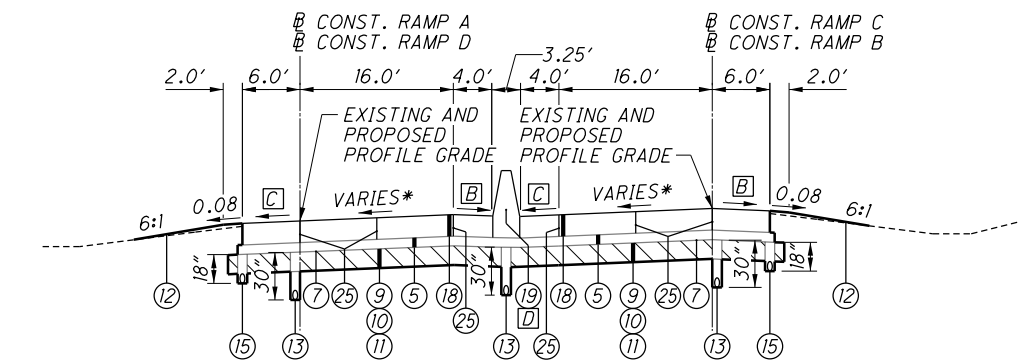
NORMAL COMBINED SECTION - RAMPS B AND D

RAMP B - STA 160+70.81 TO STA 165+43.98
 RAMP D - STA 180+82.83 TO STA 185+56.00
 INTERSECTION AREA
 RAMP B/D - STA 159+51.81 TO STA 160+70.81 (SAME PAVEMENT BUILD-UP)
 SEE NOTES 6 & 7



DETAIL A
 HIGH SIDE OF SUPERELEVATED SECTION

- A DEPTH VARIES BETWEEN 30" AND 50"
- B SLOPE VARIES, SEE DETAIL A THIS SHEET.
- C SAME SLOPE AS PAVEMENT, OR 0.04, WHICHEVER IS GREATER.
- D MIN - 33 3/4", MAX - 38 1/4" WIDTH



SUPERELEVATED COMBINED SECTION - RAMPS

RAMP A/C - STA 165+61.56 TO STA 171+22.86
 RAMP B/D - STA 165+43.98 TO STA 170+70.83
 MIRROR SECTION
 RAMP A/C - STA 171+22.86 TO STA 177+00.00

INTERSECTION AREA
 RAMP A/C - STA 164+35.95 TO STA 165+61.56 (SAME PAVEMENT BUILD-UP)
 SEE NOTES 6 & 8

STATIONS LISTED FOR THIS SECTION ARE FOR RAMPS A AND B

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EXISTING UNDERDRAINS

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDER-DRAINS THAT OUTLET TO A SLOPE.

UNDER-DRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDER-DRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDER-DRAINS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- 601, TIED CONCRETE BLOCK MAT, TYPE 1 3.6 SQ. YD.
- 611 6" CONDUIT, TYPE F 50 FT.
- 611, PRECAST REINFORCED CONCRETE OUTLET 2 EACH
- 605 6" UNCLASSIFIED PIPE UNDER-DRAINS 50 FT.

ASPHALT SURFACE COURSE, AS PER PLAN LONGITUDINAL JOINTS (FLEXIBLE PAVEMENT)

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 AND 3. A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

ITEM 442, ANTI-SEGREGATION

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH CMS 401.12.

ITEM 622, CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN

REINFORCED END ANCHORAGE LENGTH WILL BE EXTENDED FROM INLET EXPANSION JOINT TO INLET EXPANSION JOINT FOR INLETS WITH LESS THAN 30 FEET CLEAR. ALL OTHER DETAILS OF THE REINFORCED END ANCHORAGES WILL BE PER RPM-4.3

PROJECT STANDARD OPERATING PROCEDURE FOR SUBGRADE TREATMENT

CHEMICAL STABILIZATION OF SUBGRADE SHALL NOT BE PERFORMED WITHIN HIGH SULFATE SOILS WITHOUT THE APPROVAL BY THE ENGINEER AND CONSULTING THE DISTRICT GEOTECHNICAL ENGINEER.

SULFATE READINGS ENCOUNTERED DURING THE SUPPLEMENT 1120 MIXTURE DESIGN TESTING THAT ARE ABOVE 5000PPM ARE CONSIDERED "HIGH".

AREAS NOT BEING CHEMICALLY STABILIZED SHALL BE TREATED ACCORDING TO ITEM 204 EXCAVATION OF SUBGRADE, 12" DEEP, ITEM 204 GEOTEXTILE FABRIC, ITEM 204 12" GRANULAR MATERIAL, TYPE B AND ITEM 204 SUBGRADE COMPACTION AND PROOF ROLLING.

ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, AS PER PLAN

ALL SAMPLING AND TESTING FOR ITEM 206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS SHALL BE PERFORMED ACCORDING TO CMS ITEM 206 AND SUPPLEMENT 1120 EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES.

ALL SAMPLING AND TESTING OF ITEM 206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS FOR THE PROJECT SHALL BE COMPLETED PRIOR TO TRAFFIC SHIFTING INTO PHASE 1.

SAMPLING AND TESTING SHALL BE IN ACCORDANCE WITH ODOT SUPPLEMENT 1120 AND AS SPECIFIED HEREIN. A MINIMUM OF ONE SOIL SAMPLE FOR EVERY 5000 SQUARE YARDS OF PROPOSED CHEMICALLY STABILIZED SUBGRADE AREA, BUT NOT LESS THAN A TOTAL OF FOUR (4) SOIL SAMPLES FOR EACH CONSTRUCTION PHASE OF THE PROJECT SHALL BE PERFORMED.

IF ADDITIONAL HIGH SULFATE CONTENTS ARE ENCOUNTERED DURING THE ITEM 206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS, THEN CONTACT THE DISTRICT GEOTECHNICAL ENGINEER IMMEDIATELY.

ITEM 619, FIELD OFFICE, TYPE C, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS PROVIDED IN CMS FOR THE TYPE OF FIELD OFFICE SPECIFIED, PROVIDE THE FOLLOWING ITEMS.

- FOR EACH TELEPHONE AND/OR COMPUTER STATION SPECIFIED, PROVIDE ALL ETHERNET WIRING NECESSARY TO CONNECT THE PHONE AND/OR COMPUTER AND MULTI-FUNCTION COPIER TO THE INTERNET COMPANY SYSTEM.
- PROVIDE A BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS AS FOLLOWS:
 - 30 MBPS DOWNLOAD 5 MBPS UPLOAD - NETWORK LATENCY LESS THAN 50 MILLISECONDS. IF SPEEDS ARE NOT AVAILABLE THROUGH AN INDIVIDUAL OR SINGULAR CIRCUIT, PROVIDE THE HIGHEST SPEED AVAILABLE IN THE AREA AND INSTALL MULTIPLE CIRCUITS TO ACHIEVE THE SPECIFIED SPEEDS. WHEN MULTIPLE BROADBAND SERVICES ARE AVAILABLE. THE FOLLOWING IS THE DESCENDING ORDER OF PRECEDENCE: CABLE, DSL, CELLULAR, AND WIRELESS RADIO (SATELLITE COMMUNICATION IS NOT COMPATIBLE WITH ODOT VPN CONNECTION AND WILL NOT BE ACCEPTED). SUPPLY MODEMS CAPABLE OF BEING CONFIGURED IN BRIDGE MODE. IF A CELLULAR NETWORK IS USED, PROVIDE THE CELLULAR EQUIPMENT, INCLUDING SOFTWARE AND ROUTER EQUIPMENT TO CONNECT TO THE ODOT PROVIDED CISCO ASA 5505 FIREWALL. SUPPLY ODOT WITH ALL DOCUMENTATION FOR THE BROADBAND CIRCUIT INCLUDING ALL USERNAME/USER IDS, PASSWORDS AND ACCOUNT INFORMATION. VERIFY THAT THE BROADBAND INTERNET CONNECTION IS ACTIVE AND WORKING AS SPECIFIED. ODOT IT PERSONNEL WILL CONFIRM THAT BANDWIDTH AND NETWORK LATENCY ARE COMPLIANT WITH THE REQUIRED FIELD OFFICE SPECIFICATIONS. ALL FIELD OFFICE INTERNET CONNECTIONS ARE FOR ODOT USE ONLY.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 1:

ALL REPAIR AREAS ARE TO BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF THE WORK. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 2 FEET. THE AVERAGE DEPTH OF REPAIRS SHALL BE 2.0 INCHES AS DETAILED ON THIS SHEET.

REPAIR AREAS SHALL BE REFILLED WITH 2.0 INCHES OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448). GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- 251, PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 1 150 SY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 2:

ALL REPAIR AREAS ARE TO BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF THE WORK. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 4 FEET. THE AVERAGE DEPTH OF REPAIRS SHALL BE 3.0 INCHES AS DETAILED ON THIS SHEET.

REPAIR AREAS SHALL BE REFILLED WITH 3.0 INCHES OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448) (2 LIFTS). GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- 251, PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 2 600 SY

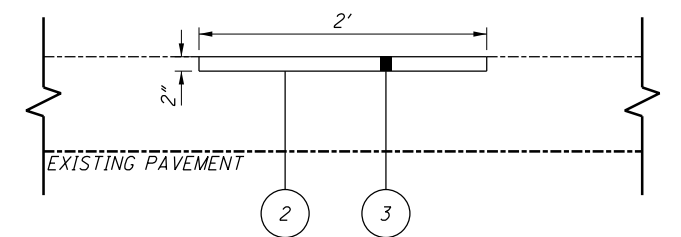
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 3:

ALL REPAIR AREAS ARE TO BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF THE WORK. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND HAVE AN AVERAGE WIDTH OF NOT LESS THAN 6 FEET. THE AVERAGE DEPTH OF REPAIRS SHALL BE 6.0 INCHES AS DETAILED ON THIS SHEET.

REPAIR AREAS SHALL BE REFILLED WITH 1.5 INCHES OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448) AND 4.5 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS SLOPE (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES. NO MORE PARTIAL DEPTH PAVEMENT REPAIR SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

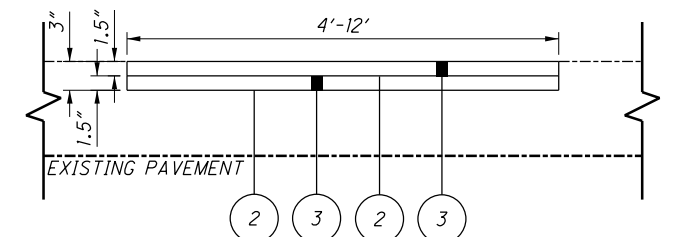
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

- 251, PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN, TYPE 3 3000 SY



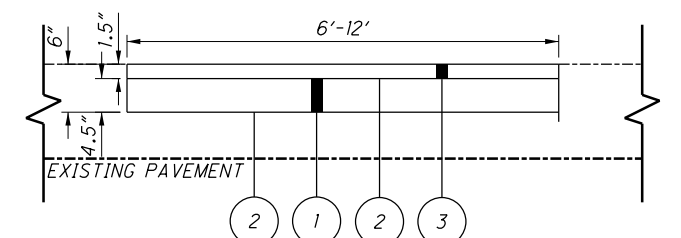
TYPE 1 DETAIL

PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 1 FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 1, SEE NOTE TO THE LEFT.



TYPE 2 DETAIL

PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 2 FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 2, SEE NOTE TO THE LEFT.



TYPE 3 DETAIL

PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 3 FOR MORE INFORMATION REGARDING ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN TYPE 3, SEE NOTE TO THE LEFT.

LEGEND:

- 1 ITEM 301 - ASPHALT CONCRETE BASE, PG64-22
- 2 ITEM 407 - NON-TRACKING TACK COAT (RATE PER CMS TABLE 407.06-1)
- 3 ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)

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GENERAL NOTES

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302 ASPHALT CONCRETE BASE, AS PER PLAN

MIX DESIGN - FOLLOW THE REQUIREMENTS OF 302.02 EXCEPT AS MODIFIED BELOW:

- USE A MAXIMUM F/A RATIO OF 1.4
- MINIMUM TSR IS 0.70 AS DETERMINED USING SUPPLEMENT 1051. ADD ANTISTRIP ADDITIVE AS SPECIFIED IN 441.04 IF REQUIRED BASED ON TSR.

NOTIFICATION:

NOTIFY ERIC BIEHL AT 614-275-1380 AND JULIE MILLER AT 614-466-3165 ONE WEEK PRIOR TO PLANNED BEGINNING PRODUCTION AND PLACEMENT.

QUALITY CONTROL AND ACCEPTANCE:

FOLLOW THE REQUIREMENTS OF 403 USING 446 ACCEPTANCE EXCEPT AS MODIFIED BELOW:

- REPLACE MSG COMPARISON IN TABLE 403.06-1 WITH 0.015.

THE REQUIREMENTS OF 441.09 AND 441.10 APPLY, EXCEPT AS MODIFIED BELOW:

- MAINTAIN THE F/A RATIO LESS THAN 1.4.
- IF THE F/A RATIO IS GREATER THAN 1.2, RECALCULATE THE F/A RATIO USING THE EFFECTIVE ASPHALT BINDER CONTENT AND ENSURE THE RECALCULATED F/A RATIO IS LESS THAN 1.4.
- COMPACT AIR VOIDS SPECIMENS USING A SIX-INCH MARSHALL HAMMER WITH 70 BLOWS ON EACH SIDE ACCORDING TO 302.02. OUT-OF-SPECIFICATION LIMITS FOR AIR VOIDS IS 2.5 TO 5.5 PERCENT (DESIGN AIR VOIDS OF 4.0 PERCENT).
- FOR INFORMATION PURPOSES ONLY: COMPACT THREE SPECIMENS USING THE SUPERPAVE GYRATORY AT 50 GYRATIONS AND THREE AT 65 GYRATIONS FOR THE FIRST FIVE PRODUCTION DAYS AND FOR PRODUCTION DAYS 10, 20, 30, AND SO ON THAT ARE SAMPLED WITH A QC OR VA SAMPLE. IF THE PRODUCTION DAY IS SMALL QUANTITY, USE THE FOLLOWING PRODUCTION DAY. USE THE SAME SAMPLE FOR BOTH GYRATORY LEVELS AS WELL AS THE QC AIR VOID SAMPLES. PROPERLY LABEL EACH WITH GYRATORY LEVEL AND LOT SPLIT SAMPLE ID AND SET ASIDE FOR DISTRICT TESTING TO TAKE POSSESSION. DO NOT DISPOSE OF SPECIMENS.

DENSITY ACCEPTANCE:

FOLLOW THE REQUIREMENTS OF 446 ASPHALT CONCRETE CORE DENSITY ACCEPTANCE, INCLUDING JOINT CORES, EXCEPT AS MODIFIED BELOW:

- OBTAIN 6-INCH DIAMETER CORES ON EACH LIFT PLACED.
- OBTAIN JOINT CORES AT COLD LONGITUDINAL JOINTS SUCH THAT THE CORE'S CLOSEST EDGE IS 6 INCHES (152 MM) FROM THE EDGE OF THE MAT.
- PAY FACTORS FOR EACH LIFT OF 302 AS PER PLAN WILL BE AS SPECIFIED IN THE FOLLOWING TABLE.

302 ASPHALT CONCRETE BASE, AS PER PLAN (CONTINUED)

MEAN OF LOT CORE DENSITY [1]	PAY FACTOR
	302, AS PER PLAN
>98.0%	[2]
>97.0% TO 98.0%	[3]
92.0% TO 97.0%	1.00
91.0% TO 91.9%	0.90
90.0% TO 90.9%	0.80
89.0% TO 89.9%	0.70
<89.0%	[4]

[1] MEAN OF CORES AS PERCENT OF AVERAGE MSG FOR THE PRODUCTION DAY.

[2] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.

[3] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.70.

[4] THE DISTRICT WILL DETERMINE WHETHER THE MATERIAL MAY REMAIN IN PLACE. THE PAY FACTOR FOR MATERIAL ALLOWED TO REMAIN IN PLACE IS 0.50.

IF MATERIAL IS REMOVED AND REPLACED, REMOVE AND REPLACE THE FULL LIFT AND ALL COURSES PAVED ON THE LIFT.

**ITEM 452, NON-REINFORCED CONCRETE PAVEMENT, MISC.:
12.5" CLASS OC MS WITH OC/OA**

THIS ITEM CONSISTS OF CONSTRUCTING 12.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS OC MS WITH OC/OA PER CMS 452. THIS ITEM SHALL BE USED FOR THE RAMP PAVEMENT CONSTRUCTED DURING THE WEEKEND CLOSURE DETAILED ON SHEET 262 AND THE TWO WEEKEND CLOSURES DETAILED ON SHEET 319.

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