

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 SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT 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), AS PER PLAN 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), AS PER PLAN CAN BE USED WHEN THE DEPTH OF REPAIR IS BETWEEN 1.5" AND 3".

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:

PLAN SPLIT 04/S5K/05	
ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (TRANSVERSE)	461 CY
ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (LONGITUDINAL)	198 CY

PLAN SPLIT 03/NHS/05	
ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (TRANSVERSE)	1171 CY
ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) (LONGITUDINAL)	502 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 THE 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.

REPLACEMENT MATERIAL SHALL BE ITEM 301 ASPHALT CONCRETE BASE 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 ABOVE 3" WITH A MAXIMUM PAVEMENT LIFT THICKNESS OF 6".

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:

PLAN SPLIT 04/S5K/05	
ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (TRANSVERSE)	46 CY
ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (LONGITUDINAL)	20 CY

PLAN SPLIT 03/NHS/05	
ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (TRANSVERSE)	117 CY
ITEM 253 PARTIAL DEPTH PAVEMENT REPAIR (FULL DEPTH FLEXIBLE) (LONGITUDINAL)	50 CY

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 3 OFFICE). PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 254 - PATCHING PLANED SURFACE

AN ESTIMATED QUANTITY OF ITEM 254 - PATCHING PLANED SURFACE HAS BEEN SET UP TO BE USED AS DIRECTED BY THE ENGINEER AS DESCRIBED IN CMS 254.04. THE LIMIT OF THE PATCHING DEPTH IS 0 TO 2 IN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

NON-CURBED SECTIONS:

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES 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.

CURBED SECTIONS:

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES 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 \$3500 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 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 ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A [446], AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.

CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.

MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.

MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.

USE A PG 64-22 BINDER.

WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

GENERAL NOTES

LOR-611-0.01

MODEL: GN 5 PAPER SIZE: 34x22 (in.) DATE: 5/6/2024 TIME: 2:54:49 PM USER: ksalay pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 03\Lorain\107478\400-Engineering\Roadway\Sheets\107478_GN001.dgn

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER
ERC

REVIEWER
KRB 01/12/24

PROJECT ID
107478

SHEET TOTAL
P.009 113

