PAVEMENT CONT'D

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

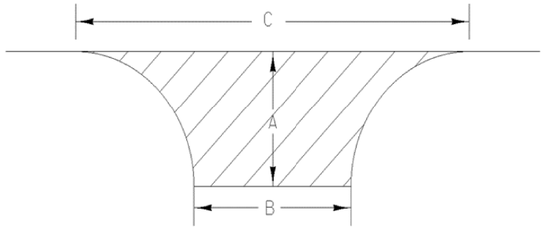
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW.



INTERSECTION NAME	A (FT)	B (FT)	C (FT)	Area (SY)
CASE RD (LT)	0	0	0	0
CASE RD (RT)	0	0	0	0
MOON RD	10	22	46	33
VETERANS MEMORIAL PKWY	0	0	0	0
FAIRVIEW DR	0	0	0	0
LONG RD	6	76	107	58
CENTURY LN (LT)	0	0	0	0
CENTURY LN (RT)	0	0	0	0
AVON HIGH SCHOOL WAY	0	0	0	0
N HAYES ST	0	0	0	0
HAYES ST	8	32	68	39
FRENCH CREEK RD	46	28	100	266
CHURCH ST	0	0	0	0
SR 611	70	44	96	477
STONEY RIDGE RD	15	51	107	116
HALE ST	8	42	73	47
RIDGELAND DR	8	44	70	47
WISTERIA WAY	35	23	74	156
CLIFTON WAY	5	60	90	39
GARDEN DR	0	0	0	0
SUSPEND / RESUME				
NORTH STAR LN	0	0	0	0
TOTAL INTERSECTION AREA (SY)				1278

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
ITEM 253 - PAVEMENT REPAIR

THESE ITEMS 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. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON THE PREVIOUS SHEET.

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", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM, AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". PG 64-22 ASPHALT BINDER SHALL BE USED FOR ALL OF THE ASPHALT CONRETE MATERIALS FOR THESE REPAIRS.

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.
APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 - PAVEMENT REPAIR IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

LOR-254-2.83 TO 5.66
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
(02/S)2/PV): 339 CY
ITEM 253 - PAVEMENT REPAIR
(02/S)2/PV): 51 CY

LOR-254-7.83 TO 8.85
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)
(02/S)2/PV): 153 CY
ITEM 253 - PAVEMENT REPAIR
(02/S)2/PV): 23 CY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

THE INTENT OF THE PLANING IS TO MILL 1.50 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.

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 $1,000 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.

ROLLER REQUIREMENTS WITHIN THE CITY CORP LIMITS

WITHIN THE CORPORATION LIMITS OF THE CITY OF AVON, THE CONTRACTOR SHALL NOT USE A VIBRATORY ROLLER TO COMPACT THE ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH 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 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 $1,000.

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 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 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), PG64-22, AS PER PLAN - ALTERNATE 1

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.

NO SLAG MATERIALS ARE TO BE PART OF THE PAVEMENT MIX.

ONLY LIMESTONE AGGREGATE MATERIALS ARE TO BE PART OF THE SURFACE COURSE PAVEMENT MIX.

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.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

THE CONTRACTOR IS REQUIRED TO COMPLETE A TEST STRIP OF ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN. COMPLETE A TEST STRIP CONSISTING OF 50 TO 100 TONS OF THE CONTRACT SPECIFIED ASPHALT CONCRETE SURFACE COURSE PLACED AND COMPACTED WITHOUT THE USE OF VIBRATORY ROLLERS. ENSURE BASIC COMPACTION PRACTICES SUCH AS PROPER MIX TEMPERATURES, ROLLERS TIGHT TO THE PAVER, AND ADEQUATE NUMBER OF ROLLERS VERSUS PAVER SPEED ARE FOLLOWED. OBTAIN AND TEST THREE (3) RANDOM CORES OF THE COMPACTED TEST STRIP. IF THE AVERAGE OF THE CORE RESULTS ARE BELOW 92.0 PERCENT, ADJUST THE MIX OR COMPACTION AS NECESSARY AND ALLOWAVLE PER SPECIFICATIONS AND REPEAT THE TEST STRIP. DO NOT BEGIN FULL PRODUCTION OF THE ASPHALT CONCRETE SURFACE COURSE UNTIL THE ENGINEER HAS ACCEPTED THE TEST STRIP. THE TEST STRIP WILL BE INCLUDED IN THE FIRST LOT FOR DETERMINING DENSITY FOR PAYMENT. ALL TEST STRIPS ARE INCIDENTAL TO THE PAY ITEM.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), PG64-22, AS PER PLAN - ALTERNATE 2

ALL REQUIREMENTS OF ALTERNATE 1 APPLY WITH THE ADDITION OF NO R.A.P. MATERIALS ARE TO BE PART OF THE PAVEMENT MIX.

CALCULATED TPG CHECKED JWS

GENERAL NOTES

LOR-254-2.83

SHEET NUM.									PART.		ALT	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	9	12	13	14	15		01/S>2/PV	02/S>2/PV	(X)						
																ROADWAY	
						1,613				1,613		202	30000	1,613	SF	WALK REMOVED	
						55				55		202	30001	55	SF	WALK REMOVED, AS PER PLAN	5
						90				90		202	32500	90	FT	CURB AND GUTTER REMOVED	
5										5		203	20001	5	CY	EMBANKMENT, AS PER PLAN	5
				6.1					6.1			209	60500	6.1	MILE	LINEAR GRADING	5
						1,713				1,713		608	52000	1,713	SF	CURB RAMP	5
						100				100		608	53020	100	SF	DETECTABLE WARNING	5
	12								12			623	39500	12	EACH	MONUMENT BOX ADJUSTED TO GRADE	6
																EROSION CONTROL	
									1,000			832	30000	1,000	EACH	EROSION CONTROL	
																DRAINAGE	
	14								14			611	98630	14	EACH	CATCH BASIN ADJUSTED TO GRADE	6
	14									14		611	98634	14	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	6
	13								13			611	99654	13	EACH	MANHOLE ADJUSTED TO GRADE	6
	3								3			611	99655	3	EACH	MANHOLE ADJUSTED TO GRADE, AS PER PLAN	6
	12									12		611	99660	12	EACH	MANHOLE RECONSTRUCTED TO GRADE	6
																PAVEMENT	
		492								492		251	01042	492	CY	PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)	7
		74								74		253	02000	74	CY	PAVEMENT REPAIR	7
				68,897					68,897			254	01000	68,897	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50 INCHES DEEP)	7
				3,445					3,445			254	01600	3,445	SY	PATCHING PLANED SURFACE	7
				6,201					6,201			407	20000	6,201	GAL	NON-TRACKING TACK COAT	
				289					289			408	10001	289	GAL	PRIME COAT, AS PER PLAN	7
						90				90		609	12000	90	FT	COMBINATION CURB AND GUTTER, TYPE 2	
				451					451			617	10100	451	CY	COMPACTED AGGREGATE	
				7,158					7,158			617	20000	7,158	SY	SHOULDER PREPARATION	
																PAVEMENT ALTERNATES	
				2,871					2,871		X	442	00201	2,871	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (PG 64-22), (ALTERNATE 1)	7
				2,871					2,871		X	442	00201	2,871	CY	ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN (PG 64-22), (ALTERNATE 2)	7
																WATER WORK	
	13								13			638	10800	13	EACH	VALVE BOX ADJUSTED TO GRADE	6
																TRAFFIC CONTROL	
						6				6		630	97700	6	EACH	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) SIGN ASSEMBLY	5
					7.7				7.7			642	00104	7.7	MILE	EDGE LINE, 6", TYPE 1	
					3.85				3.85			642	00300	3.85	MILE	CENTER LINE, TYPE 1	
																TRAFFIC CONTROL ALTERNATES	
					1,937				1,937		X	642	00400	1,937	FT	CHANNELIZING LINE, 8", TYPE 1, (ALTERNATE 1)	
					393				393		X	642	00500	393	FT	STOP LINE, TYPE 1, (ALTERNATE 1)	8
					2,165				2,165		X	642	00600	2,165	FT	CROSSWALK LINE, TYPE 1, (ALTERNATE 1)	
					942				942		X	642	00700	942	FT	TRANSVERSE/DIAGONAL LINE, TYPE 1, (ALTERNATE 1)	
					100				100		X	642	00900	100	SF	ISLAND MARKING, TYPE 1, (ALTERNATE 1)	
					1				1		X	642	01000	1	EACH	RAILROAD SYMBOL MARKING, TYPE 1, (ALTERNATE 1)	
					2				2		X	642	01110	2	EACH	SCHOOL SYMBOL MARKING, 96", TYPE 1, (ALTERNATE 1)	
					56				56		X	642	01300	56	EACH	LANE ARROW, TYPE 1, (ALTERNATE 1)	
					1,937				1,937		X	644	00400	1,937	FT	CHANNELIZING LINE, 8", (ALTERNATE 2)	
					393				393		X	644	00500	393	FT	STOP LINE, (ALTERNATE 2)	8
					2,165				2,165		X	644	00600	2,165	FT	CROSSWALK LINE, (ALTERNATE 2)	
					942				942		X	644	00700	942	FT	TRANSVERSE/DIAGONAL LINE, (ALTERNATE 2)	
					100				100		X	644	00900	100	SF	ISLAND MARKING, (ALTERNATE 2)	
					1				1		X	644	01000	1	EACH	RAILROAD SYMBOL MARKING, (ALTERNATE 2)	
					2				2		X	644	01110	2	EACH	SCHOOL SYMBOL MARKING, 96", (ALTERNATE 2)	
					56				56		X	644	01300	56	EACH	LANE ARROW, (ALTERNATE 2)	

CALCULATED JWS
CHECKED TPG

GENERAL SUMMARY

LOR-254-2.83