

PAVEMENT

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

THE INTENT OF THE PLANING IS TO MILL THE DEPTH SPECIFIED IN THE TYPICAL SECTIONS. THE DEPTH SHALL BE CONTROLLED FROM THE CENTERLINE OF THE PAVEMENT IN NON-CURBED AREAS AND AT THE FACE OF THE CURB IN CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGE LINE/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.

SPECIAL CONSIDERATION IS TO BE GIVEN TO THE CROSS SLOPE OF CROSSWALKS WHERE INDICATED IN THE PEDESTRIAN FACILITIES SECTION OF THIS PLAN. THE INTENT IS TO CORRECT THE CROSS SLOPE OF THE CROSSWALK BY USE OF VARIABLE DEPTH PAVEMENT PLANING. SLOPE LIMITS ARE SET IN THE PEDESTRIAN FACILITY DETAILS, AND SHOULD BE NO GREATER THAN 2% MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. THE SUBSEQUENT PAVING OPERATIONS SHOULD MIMIC THIS REQUIREMENT IN THE FINAL SURFACE.

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 \$2500 PER DAY.

AS PART OF THIS ITEM, DELIVER 800 TONS OF REMOVED MILLINGS TO THE CITY OF VERMILION. COORDINATE THIS DELIVERY, AS TO TIME AND PLACE, WITH THE CITY OF VERMILION. MILLINGS SHOULD BE DELIVERED TO THE VERMILION SERVICE CENTER AT 5335 DEVON DRIVE, VERMILION, OHIO 44089. CONTACT THE CITY OF VERMILION SERVICE DIRECTOR, TONY VALERIUS AT 440.204.2424 OR tonyvalerius@vermilion.net TO COORDINATE THE DELIVERY.

ANY REMAINING MILLINGS, AFTER THE REQUESTED AMOUNT IS DELIVERED, SHALL BE TREATED AS PER THIS NOTE AND THE C&MS.

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

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), 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.

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 5.6 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 3.8 PERCENT.
PER SPECIFICATIONS, USE A PG 64-22 BINDER WHEN 25% AND LESS RAP IS USED.
USE A PG 58-28 BINDER WHEN MORE THAN 25% RAP IS USED.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

INTERSECTIONS AND DRIVES

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.

SEE GENERAL NOTES SHEET 3/3 FOR INTERSECTION PAVING DIMENSIONS.

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 THESE ITEMS OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN IN THE "PAVEMENT CORING INFORMATION" NOTE LOCATED IN THESE GENERAL NOTES.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE PROPOSED ASPHALT CONCRETE INTERMEDIATE AND SURFACE COURSES. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIR WITH A MINIMUM WIDTH OF FOUR FEET, AS DIRECTED BY THE ENGINEER.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 12.5MM, AS PER PLAN MATERIAL, AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT EXISTING OR MILLED PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE MAY BE USED WHEN THE DEPTH OF THE REPAIR IS DEEPER THAN 3.00 INCHES, WITH MAXIMUM PAVEMENT LIFTS OF 6.00 INCHES. ITEM 442 12.5MM, AS PER PLAN MATERIAL MAY BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.50 INCHES AND 3.00 INCHES.

SEE THE "ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (448), AS PER PLAN" NOTE IN THESE GENERAL NOTES FOR DETAILS NOT LISTED IN THIS NOTE REGARDING MATERIAL SPECIFICATIONS.

LONGITUDINAL IS DEFINED AS ANY REPAIR THAT HAS A MEASUREMENT GREATER AS MEASURED PARALLEL WITH THE CENTER LINE THAN MEASUREMENT PERPENDICULAR TO THE CENTER LINE. TRANSVERSE IS DEFINED AS ANY REPAIR THAT HAS A MEASUREMENT GREATER AS MEASURED PERPENDICULAR TO THE CENTER LINE THAN MEASUREMENT PARALLEL TO THE CENTER LINE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE SPECIFIED WORK. FOR PAYMENT PURPOSES, ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE CONSIDERED A MAXIMUM OF 4.00 INCHES DEEP AND ITEM 253 – PAVEMENT REPAIR IS FOR REPAIRS WITH A DEPTH GREATER THAN 4.00 INCHES. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND ARE TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM DESCRIPTION	PLAN SPLIT	QUANTITY (CUBIC YARDS)		
		LONG.	TRANS.	TOTAL
ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE)	02/NHS/PV	479	319	798
ITEM 253 – PAVEMENT REPAIR	02/NHS/PV	48	32	80

GENERAL NOTES

LOR-6-0.00

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DESIGN AGENCY
DISTRICT 3



ENGINEERING
TEAM ONE

DESIGNER
KCK

REVIEWER
NRF 01/01/22

PROJECT ID
98575

SUBSET	TOTAL
2	3

SHEET	TOTAL
P.005	P.021