PAVEMENT

PAVING AT RAILROAD CROSSINGS

PRIOR TO ANY WORK AT RAILROAD CROSSINGS THE CONTRACTOR SHALL CONTACT THE AFFECTED RAILROAD AUTHORITY SO AS TO MAKE THEM AWARE OF THE PROGRESS AND SCHEDULE OF WORK. THE CONTRACTOR SHALL COOPERATE WITH THE RAILROAD SO AS TO ELIMINATE ANY SAFETY CONCERNS. IF FLAGGING IS REQUIRED BY THE RAILROAD, ODOT WILL BE RESPONSIBLE FOR PAYING THE RAILROAD FOR ALL FLAGGING COSTS. REFER TO THE RAILROAD SPECIAL CLAUSES IN THE PROPOSAL.

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.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

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.

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 $1500 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 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 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 $1500.

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 251 - PARTIAL DEPTH PAVEMENT REPAIR
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 BELOW ON THIS SHEET.

PAVEMENT REPAIR SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE INTERMEDIATE AND/OR 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 3 FT FOR ESTIMATING PURPOSES.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 2 FEET WIDE.

REPLACEMENT MATERIAL SHALL BE ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE, PG64-22 CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 448 TYPE 2 OR ITEM 442 19MM CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 5" WITH A MAXIMUM PAVEMENT LIFT OF 3". THE CONTRACTOR HAS THE OPTION OF USING EITHER ITEM 301, ITEM 448 TYPE 2, OR ITEM 442 19MM MATERIAL WHEN THE PAVEMENT REPAIR IS BETWEEN 3" AND 5" DEEP. ITEM 448 TYPE 2 OR ITEM 442 19MM MATERIAL SHALL BE PG64-22 FOR MEDIUM MIX DESIGN PAVEMENTS AND PG64-28 FOR HEAVY MIX DESIGN PAVEMENTS.

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 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 OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

WAY 94 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR		700 CU. YD.
14.16 TO 15.00	85 CU YD	
15.00 TO 16.00	100 CU YD	
16.00 TO 17.00	100 CU YD	
17.00 TO 18.00	115 CU YD	
19.00 TO 20.00	100 CU YD	
20.00 TO 21.00	100 CU YD	
21.00 TO 21.48	50 CU YD	
MED 94 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR7		45 CU. YD
0.00 TO 1.00	40 CU YD	
1.00 TO 1.16	5 CU YD	
WAY 585 ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR		600 CU. YD.
11.96 TO 13.93	425 CU YD	
14.79 TO 16.00	55 CU YD	
16.00 TO 17.00	50 CU YD	
17.00 TO 18.00	50 CU YD	
18.00 TO 18.70	20 CU YD	
WAY 94 ITEM 253- PAVEMENT REPAIR		35 CU. YD.
MED 94 ITEM 253 - PAVEMENT REPAIR		5 CU. YD.
WAY 585 ITEM 253 - PAVEMENT REPAIR		30 CU. YD.
01/STR/PV		
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR		1120 CU. YD.
ITEM 253 - PAVEMENT REPAIR		50 CU. YD.
02/SR2/PV		
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR		55 CU. YD.
ITEM 253 - PAVEMENT REPAIR		10 CU. YD.
03/NHS/PV		
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR		170 CU. YD.
ITEM 253 - PAVEMENT REPAIR		10 CU. YD.

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

PAVEMENT CORING INFORMATION

WAY-585-11.96

SLM	Position on Road	Surface Type	Depth (in.)	COMMENTS
12.03	SH	ASPHALT	3	Pavement not in good condition
12.03	RWP	ASPHALT	7	taken on old pavement
12.03	LWP	ASPHALT	5	taken on new pavement-part of core still in hole
13.25	SH	ASPHALT	11	better pavement
13.25	RWP	ASPHALT	6.5	
13.25	Middle of Lane	ASPHALT	14	near longitudinal crack-3" of brick?
13.76	SH-1	ASPHALT	12	outside core, older pavement
13.76	SH-2	ASPHALT	9	inside core, newer pavement
13.76	LWP	ASPHALT	8	taken on crack

WAY-585-14.79

SLM	Position on Road	Surface Type	Depth (in.)	COMMENTS
14.87	LWP	ASPHALT	18	
14.87	RWP	ASPHALT	18	
14.87	SH	ASPHALT	7	3" core- hole deeper- destroyed core during drilling
16.38	LWP	ASPHALT	7	
16.38	RWP	ASPHALT	17	Only top 7" of asphalt came out.
16.38	SH-1	ASPHALT	9	inside core
16.67	LWP	ASPHALT	7	7" asphalt, 9" concrete mesh reinforcement
16.67	RWP	ASPHALT	7	7" asphalt, 9" concrete mesh reinforcement
16.67	SH-1	ASPHALT	10	10" hole, 4" left in-incomplete core
16.38	SH-2	ASPHALT	8	outside core
16.68	SH-2	ASPHALT	10	

MED/WAY-0.00/14.16

SLM	Position on Road	Surface Type	Depth (in.)	COMMENTS
14.26	RWP	ASPHALT	12	
14.26	Middle of Lane	ASPHALT	12	Very poor material-Destroyed during coring
14.26	LWP	ASPHALT	12	Very poor material-Destroyed during coring
14.57	SH	ASPHALT	9	
14.57	RWP	ASPHALT	9	
14.57	LWP	ASPHALT	3	Very poor quality-Destroyed during coring
14.87	RWP	ASPHALT	13	
14.87	Middle of Lane	ASPHALT	10	No shoulder-in town-core destroyed
14.87	LWP	ASPHALT	9	
15.21	SH	ASPHALT	9	Bad quality-Core destroyed during drilling
15.21	RWP	ASPHALT	9	
15.21	LWP	ASPHALT	9	

PROFILE CORRECTION AT STRUCTURE WAY-94-1900

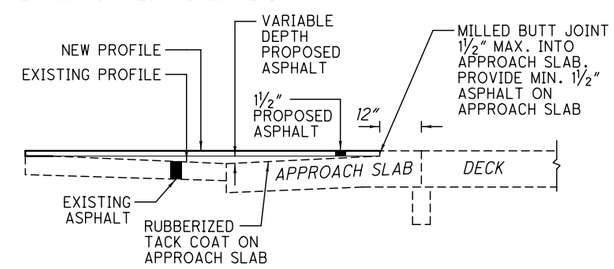
THE CONTRACTOR SHALL CORRECT THE PAVEMENT PROFILE WITH THE RESURFACING OPERATIONS WHILE ENSURING A SMOOTH TRANSITION FROM THE APPROACH SLAB (12" FROM BRIDGE DECK) TO THE PROPOSED ROADWAY PAVEMENT BUILDUP. SEE DETAIL BELOW.

THE MINIMUM DISTANCE BETWEEN CONSECUTIVE GRADE BREAKS IS:
100' WHERE THE POSTED SPEED IS 50 MPH OR GREATER
50' WHERE THE POSTED SPEED IS LESS THAN 50 MPH

THE FOLLOWING ARE TAPER RATES, BASED ON THE EXISTING PROFILE GRADE OF THE ROADWAY, WHICH SHALL BE MET TO ENSURE A SMOOTH TRANSTION.

SPEED	TAPER RATE
55	250:1

THE ABOVE SURVEY WORK TO CORRECT THE PROFILE OF THE ROAD SHALL INCLUDE ALL LABOR AND EQUIPMENT NEEDED TO PERFORM THE WORK AND SHALL BE PAID FOR UNDER ITEM 623 CONSTRUCTION LAYOUT STAKES AND SURVEYING.



CALCULATED MKP
CHECKED KRB

GENERAL NOTES

WAY-94-14.16
MED-94-0.00
WAY-585-(11.96)(14.78)

DESIGN FILE:i:\projects\86728\roadway\sheets\86728GN001.dgn MODELNAME:Design
WORKSTATION:ksalay DATE:12/1/2014