

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT CONSISTS OF PLANING AND RESURFACING OF THE EXISTING PAVEMENT. THE ALIGNMENT OF THE EXISTING PAVEMENT WILL NOT BE CHANGED AND THE PROFILE OF THE PROPOSED SURFACE WILL BE SIMILAR TO THAT OF THE EXISTING PAVEMENT.

ITEM 253 - PAVEMENT REPAIR, AS PER PLAN

PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH ITEM 253 - PAVEMENT REPAIR, WITH THE FOLLOWING ADDITIONS:

THE AREAS OF ITEM 253, PAVEMENT REPAIR, AS PER PLAN ARE LOCATED THROUGHOUT THE PROJECT LIMITS.

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, PG64-22.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 4 FEET IN WIDTH AND 4 INCHES IN DEPTH MEASURED FROM THE TOP OF THE MILLED SURFACE OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

SLM 2.79 TO SLM 3.04 - ASPHALT CONCRETE PAVEMENT
ITEM 253 - PAVEMENT REPAIR, AS PER PLAN = 150 SQ YD

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN
ITEM 252 - FULL DEPTH RIGID PAVEMENT SAWING

THESE PAVEMENT REPAIRS SHALL BE IN ACCORDANCE WITH ITEM 252 WITH THE FOLLOWING ADDITIONS:

THE ENGINEER SHALL DESIGNATE THE LOCATIONS AND LIMITS OF THE AREAS TO BE REPAIRED. THE AREAS SHALL BE ROUGHLY RECTANGULAR IN SHAPE AND SAWED OR MILLED TO A NEAT LINE. THE DEPTH OF REMOVAL, AS DIRECTED BY THE ENGINEER, SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT. THE ENTIRE AREA INCLUDING VERTICAL FACES SHALL BE COATED PRIOR TO PLACING THE REPLACEMENT MATERIAL PER 253.03. THE REPLACEMENT MATERIAL SHALL BE ITEM 301 - ASPHALT CONCRETE BASE, (ESTIMATED DEPTH OF 12") PG64-22 OVER A 4" THICKNESS OF ITEM 304 AGGREGATE BASE.

THE ESTIMATED PAVEMENT REPAIR AREAS SHALL BE A MINIMUM OF 6 FEET IN WIDTH OR AS DIRECTED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT, AS PER PLAN = 50 SY

ITEM 252 - FULL DEPTH RIGID PAVEMENT SAWING = 150 FT

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE

AN ESTIMATED QUANTITY OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE HAS BEEN CARRIED TO THE GENERAL SUMMARY AND INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER.

FROM SLM 1.27 TO 1.48
THE PLANING SHALL REMOVE THE ENTIRE EXISTING ASPHALT CONCRETE OVERLAY FROM THE SR 835 CONCRETE BASE. THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE THREE INCHES (3") AS SHOWN ON THE TYPICAL SECTIONS.

FROM SLM 2.79 TO 3.04
THE PLANING SHALL REMOVE TWO AND ONE HALF INCHES (2 1/2") OF THE EXISTING ASPHALT CONCRETE OVERLAY FROM THE SR 835 ASPHALT CONCRETE BASE.

FROM SLM 3.04 TO 3.16
THE PLANING SHALL REMOVE THE ENTIRE EXISTING ASPHALT CONCRETE OVERLAY FROM THE SR 835 CONCRETE BASE. THE APPROXIMATE DEPTH OF PAVEMENT PLANING SHALL BE TWO AND ONE HALF INCH (2 1/2") AS SHOWN ON THE TYPICAL SECTIONS.

THE APPROXIMATE WIDTH OF THE PAVEMENT PLANING WILL VARY FROM 14.0' TO 29.0'.

NO AREA OF 2 1/2" OR 3" DEEP PAVEMENT PLANING SHALL BE OPENED TO THE TRAVELING PUBLIC. IT IS THE INTENT OF THE OHIO DEPARTMENT OF TRANSPORTATION THAT THE 2 1/2" OR 3" DEEP PLANING AND THE PLACEMENT OF ITEM 441 ASPHALT CONCRETE INTERMEDIATE COURSE BE IN CONJUNCTION WITH EACH OTHER ON A DAILY BASIS PRIOR TO OPENING THE ROAD TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ASSURING THAT THIS IS A COMPLETE PROCESS EACH DAY.

THERE IS ONE (1) INTERSECTION WITHIN THE LIMITS OF THE PAVEMENT PLANING.

THERE ARE APPROXIMATELY TEN (10) CASTINGS WITHIN THE PLANING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL LABOR AND EQUIPMENT NECESSARY TO MAINTAIN TRAFFIC AROUND THE CASTINGS AND SHALL INCLUDE THE COST IN THE UNIT PRICE BID FOR:
ITEM 614 - MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE PROJECT ENGINEER.

ITEM 623 - MONUMENT BOX ADJUSTED TO GRADE = 1 EACH
ITEM 638 - VALVE BOX ADJUSTED TO GRADE = 4 EACH

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF CASTINGS SHALL BE INCLUDED IN ITEMS 623 AND 638.

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN

SLM 2.79 TO SLM 3.04 - ASPHALT CONCRETE PAVEMENT

PAVEMENT AREAS DESIGNATED FOR PATCHING AFTER PAVEMENT PLANING OPERATION SHALL BE MILLED 2 INCHES (2") IN DEPTH AND PATCHED PER 254.04.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 254 - PATCHING PLANED SURFACE, AS PER PLAN = 25 SQ YD

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN

THE CONTRACTOR SHALL ADJUST THE MANHOLES BY ONE OF THE METHODS SPECIFIED IN THE CITY OF KETTERING CONSTRUCTION MATERIAL SPECIFICATIONS.

ALL MATERIALS AND METHODS OF CONSTRUCTION FOR SANITARY MANHOLE ADJUSTMENTS SHALL CONFORM TO THE REQUIREMENTS OF THE MONTGOMERY COUNTY ENVIRONMENTAL SERVICES (MCES) SPECIFICATIONS. IF THE EXISTING FRAME AND LID ARE DAMAGED AND NEED REPLACED, MCES WILL SUPPLY A NEW FRAME AND LID FOR THE CONTRACTOR TO INSTALL.

MATERIALS NEEDED TO MAKE THE NECESSARY ADJUSTMENT INCLUDE SAW CUTTING, REMOVAL OF EXISTING CONCRETE OR ASPHALT PAVEMENT AROUND THE MANHOLE, AND MATERIALS NEEDED TO RESET THE MANHOLE CASTING, SHALL BE INCIDENTAL FOR THE COST OF THIS ITEM. THE SAW CUT FOR THE ADJUSTMENT IN THE FINAL SURFACE OF ASPHALT SHALL BE PERFORMED IN A MANNER THAT CREATES A SMOOTH ROUND CUT AROUND THE EXISTING MANHOLE.

THE ADJUSTMENT MUST BE WITHIN A TOLERANCE OF 1/8" OF THE FINAL SURFACE. THE QUANTITY OF MANHOLES ADJUSTED TO GRADE ARE FOR ESTIMATING PURPOSES ONLY. THE FINAL LOCATIONS AND QUANTITY WILL BE DETERMINED BY THE PROJECT ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 611 - MANHOLE ADJUSTED TO GRADE, AS PER PLAN = 5 EACH

ANY CASTINGS THAT REQUIRE ADJUSTING DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR THE ADJUSTMENTS OF CASTINGS SHALL BE INCLUDED IN ITEM 611.

PLANING/PAVING LIMITS

THE CITY OF KETTERING SHALL ASSIST THE ODOT PROJECT ENGINEER AND CONTRACTOR IN MARKING THE PLANING/PAVING LIMITS OF THE INTERSECTING SIDE STREETS AND DRIVES.

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GENERAL NOTES

MOT - 835 - 1.27 / 2.79

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