PAVEMENT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (442)
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 PLAN SHEET 6.

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 4 FT FOR ESTIMATING PURPOSES.

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

REPLACEMENT MATERIAL SHALL BE ITEM 301 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 301 SHALL USE PG64-22 ASPHALT BINDER.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442) 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 CONRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR

SR 19, NB	LENGTH	WIDTH	CY	
SLM 12.06-13.00	106	4	5	
	106	4	5	
	158	4	8	
	158	4	8	
	264	4	13	
	898	4	44	
	53	4	3	
	422	4	21	
13.00-14.00	264	4	13	
	158	6	29*	ITEM 253 FULL DEPTH
	264	4	13	
	211	4	10	
	211	4	10	
	253	4	13	
14.00-14.52				
	158	6	12	
	158	4	8	
	106	4	5	
	53	4	3	
	317	4	16	
	264	4	13	

SR 19, SB	LENGTH	WIDTH	CY	
SLM 14.52-14.00	264	4	13	
	264	4	13	
	317	6	23	
	106	4	5	
	53	4	7*	ITEM 253 FULL DEPTH
	106	4	5	
	158	4	8	
14.00-13.00				
	53	6	4	
	58	8	6	
	232	4	11	
	158	4	8	
	106	4	5	
	686	4	34	
	106	4	5	
	897	6	66	
13.00-12.06				
	581	4	29	
	211	4	10	
	53	4	3	

251 PARTIAL DEPTH NB = 233 CY, SB = 248 CY, CONTINGENCY = 29 CY, TOTAL = 500 CY

253 FULL DEPTH NB = 29 CY, SB = 7 CY, CONTINGENCY = 14 CY, TOTAL = 50 CY

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 $1000.

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

THE INTENT OF THE PLANING IS TO MILL 1.5 INCHES AT THE CENTER OF PAVEMENT AT THE 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. WHEN 1.5 INCH DEPTH PAVEMENT PLANING IS BEING PERFORMED AT THE CENTERLINE, THE CONTRACTOR MAY HAVE TO PLANE DEEPER AT THE EDGE OF PAVEMENT TO ESTABLISH THE MINIMUM CROSS SLOPE. IF THIS IS THE CASE, THE CONTRACTOR SHALL PLANE A MAXIMUM OF 2.0 INCHES AT THE EDGE OF PAVEMENT EVEN IF THIS MAXIMUM DEPTH DOES NOT MEET THE MINIMUM CROSS SLOPE REQUIREMENTS.

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 $1000.

DRAINAGE SLOTS SHALL BE CUT INTO THE SHOULDER(S) AT THE LOW POINT OF EACH PLANED SECTION TO PREVENT TRAPPED WATER PUDDLES, AND REFILLED DURING RESURFACING. CUTTING AND FILLING DRAINAGE SLOTS SHALL BE INCLUDED IN PAYMENT WITH ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE.

THE AMOUNT OF GRINDINGS RESULTING FROM THIS WORK MAY PRODUCE UNEXPECTED VOLUMES OF GRINDINGS DUE TO THE EXISTING TRANSVERSE SLOPE OF THE PAVEMENT.

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.

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.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXTREME CARE SHALL BE TAKEN. LONGITUDINAL JOINTS SHALL BE LAPPED AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

CURB RAMP AND SIDEWALK WORK

EXISTING NON-ADA COMPLIANT CURB RAMPS ARE TO BE REMOVED AND REPLACED WITH TYPE A2 RAMPS PER ODOT STANDARD CONSTRUCTION DRAWING BP-7.1

EXISTING CURB RAMPS THAT ARE OTHERWISE ADA COMPLIANT PER ODOT STANDARD CONSTRUCTION DRAWING BP-7.1 SHALL HAVE DETECTABLE WARNINGS INSTALLED. QUANTITIES HAVE BEEN PROVIDED BELOW TO ACCOUNT FOR THE REMOVAL AND REPLACEMENT OF THE 6" OF CONCRETE AROUND THE PERIMETER OF THE CONSTRUCTED DETECTABLE WARNING.

Intersection Name	North	South	202	202	608	608	608	608	609
	Curb Ramp Type or Number of Proposed Detectable Warnings		Walk Removed	Curb Removed	Curb Ramp, Type A2	Curb Ramp, Type D	Detectable Warning	4" Concrete walk	Curb, Type 2-A
			SF	FT	SF	SF	SF	SF	FT
E Mary(east)/ N Walnut St	A2	2	58	10	28		16	30	10
E Mary(west)/ N Walnut St	A2	A2	245	35	245				35
Norton Way/ N Walnut St	A2	A2	113	13	113				13
E Mansfield St(east)/ S Walut St	1	2	45				24	45	
E Mansfield St(west)/ S Walnut St	1	1	30				16	30	
E Rensselaer St(east)/ S Walnut St	1	1	30				16	30	
E Rensselaer St(west)/ S Walnut St	D	A2	432		62	100		270	
E Warren St(east)/ S Walnut St	D	A2	240		120	80		40	
E Warren St(west)/ S Walnut St	A2	A2	431	20	406			25	20
E Charles St(east)/ S Walnut St		A2	140	10	80			60	10
E Charles St(west)/ S Walnut St	A2	A2	127	40	127				40
Hopley Ave/ S Walnut St	1	1	30				16	30	
S Walnut St(south)/ Hopley Ave	1	1	30				16	30	
Hopley Ave/Rogers St	A2	A2	143	17	143				17
Hopley Ave/ E Lucas St(west)	2	1	45				24	45	
Hopley Ave/ E Lucas St(east)	2	2	60				32	60	
Hopley Ave/ S East St(west)	1	1	30				16	30	
Hopley Ave/ S East St(east)	2	2	60				32	60	
Hopley Ave/ Aurora St(east)	1	1	30				16	30	
Hopley Ave/ Faustina Ave(west)	1	1	30				16	30	
Hopley Ave/ E Oakwood Ave(east)	A2	2	110		40		16	70	
Hopley Ave/ E Oakwood Ave(west)	1	1	30				16	30	
Hopley Ave/ Prospect St(east)	2	2	60				32	60	
Hopley Ave/ Prospect St(west)	1	1	30				16	30	
Hopley Ave/ Clay St(east)	A2	A2	69	8	69				8
Hopley Ave/ Clay St(west)	A2	A2	84	8	84				8
Hopley Ave/ Harris Ave(west)	1	1	30				16	30	
Hopley Ave/ E Southern Ave(west)									
Hopley Ave/ E Southern Ave(east)	A2	A2	69	13	69				13
Hopley Ave/ Robinhood Dr(east)	1	1	30				16	30	
Hopley Ave/ Sherwood Dr(east)	1	1	30				16	30	
Total 02/SK2/PV/BUC			**2891**	**174**	**1586**	**180**	**368**	**1125**	**174**

PAVEMENT CORING INFORMATION

County	Route	SLM	Asphalt	Concrete	Brick	Location	Direction	Year Cored
CRA	19	12.10	6.0	0.0	0.0	SH	NB	2015
CRA	19	12.10	7.0	0.0	0.0	RWP	NB	2015
CRA	19	12.10	8.5	0.0	4.0	LWP	NB	2015
CRA	19	12.60	9.0	0.0	0.0	RWP	NB	2015
CRA	19	12.60	10.0	0.0	4.0	LWP	NB	2015
CRA	19	13.10	3.0	0.0	4.0	SH	NB	2015
CRA	19	13.10	2.5	0.0	4.0	RWP	NB	2015
CRA	19	13.10	4.5	0.0	4.0	LWP	NB	2015
CRA	19	13.60	4.5	0.0	4.0	SH	NB	2015
CRA	19	13.60	3.0	0.0	4.0	RWP	NB	2015
CRA	19	13.60	6.0	0.0	4.0	LWP	NB	2015
CRA	19	13.90	2.0	7.0	0.0	RWP	NB	2015

CALCULATED ERS CHECKED DJV

GENERAL NOTES

CRA-19-12.06

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DESIGN FILE:i:\projects\84666\roadway\sheets\84666GN001.dgn MODELNAME:Sheet
WORKSTATION:escholtz DATE:5/8/2017