BICYCLE-SAFE CATCH BASIN GRATES

EXISTING CATCH BASINS SHALL BE MODIFIED BY REPLACING THE EXISTING GRATES WITH BICYCLE SAFE GRATES. SPECIFIC LOCATIONS HAVE NOT BEEN IDENTIFIED IN THE PLANS AND SHALL BE LEFT TO THE DISCRETION OF THE ENGINEER. PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN ITEM SPECIAL, MISCELLANEOUS METAL.

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL - MISCELLANEOUS METAL	18,000 POUNDS

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

EXISTING UNDERDRAINS

IT IS INTENDED NOT TO DISTURB THE EXISTING UNDERDRAINS DURING THE CURB AND PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS. ANY EXISTING UNDERDRAIN DAMAGED DURING THE REMOVAL OF EXISTING CURB AND PAVEMENT DUE TO THE CARELESSNESS OF THE CONTRACTOR SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

EXISTING UNDERDRAINS WHICH THE ENGINEER DETERMINES ARE ADVERSELY AFFECTED (THROUGH NO FAULT OF THE CONTRACTOR) BY THE CONSTRUCTION OF THIS IMPROVEMENT OR ARE FOUND TO BE OTHERWISE UNSUITABLE SHALL BE REMOVED AND REPLACED IN KIND, AS DIRECTED BY THE ENGINEER.

THE COST FOR REMOVAL AND DISPOSAL OF EXISTING UNDERDRAIN PIPE IS INCLUDED UNDER THIS ITEM. NONE OF THE MATERIALS SHALL BE ORDERED BY THE CONTRACTOR UNTIL AUTHORIZED BY THE ENGINEER.

THE FOLLOWING CONTINGENCY QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 605 - 4" UNCLASSIFIED PIPE UNDERDRAINS , A.P.P.	200 FT

PAVEMENT

PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT IS TO FOLLOW THE ALIGNMENT OF THE EXISTING PAVEMENT.

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED ON SCD BP-3.1 AND IN 401.15, THE CONTRACTOR SHALL SEAL THE FOLLOWING LOCATIONS:

- ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, CURB INLETS.
- BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES AND EXISTING CONCRETE PAVEMENT.
- BUTT JOINT BETWEEN PAVED SHOULDER AND DRIVEWAY ASPHALT AND TAPERED EDGE WHEN FEATHERING TO AN EXISTING ASPHALT DRIVEWAY.
- PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.
- ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

PLANED SURFACES

THE DURATION OF TIME BETWEEN MILLING AND PLACEMENT OF THE INTERMEDIATE COURSE SHALL BE NO LONGER THAN FOURTEEN (14) DAYS, UNLESS MOT NOTES STATE OTHERWISE. THE TIME LIMIT SHALL BEGIN ON THE FIRST DAY OF PLANING AND SHALL CONTINUE BASED ON CALENDAR DAYS, MINUS ANY BAD WEATHER DAYS, UNTIL COMPLETION OF THE ASPHALT CONCRETE INTERMEDIATE COURSE.

ITEM SPECIAL - UNDERCUTTING SUBGRADE AND SUBBASE

WHERE SOFT SUBGRADE IS ENCOUNTERED, DUE TO NO FAULT OR NEGLECT OF THE CONTRACTOR, THE UNSTABLE MATERIAL SHALL BE EXCAVATED TO THE DEPTH APPROVED BY THE ENGINEER, AND DISPOSED OF IN ACCORDANCE WITH 203.05. THE CONTRACTOR SHALL PROVIDE SUFFICIENT SITE DRAINAGE TO ENSURE THAT THE SUBGRADE DOES NOT BECOME SATURATED. THIS MAY INCLUDE THE NEED TO PROVIDE SUMPS AND PUMPS IF SUFFICIENT OUTLETS ARE NOT AVAILABLE FOR STORMWATER DRAINAGE. THE UNDERCUT SUBGRADE SHALL BE REPLACED WITH NO. 1'S AND NO. 2'S, CHOKED WITH ITEM 304, AND PLACED AND COMPACTED IN ACCORDANCE WITH ITEM 304. THE SUBGRADE SHALL BE PROOF ROLLED TO DETERMINE IF ADEQUATE STABILIZATION WAS ACHIEVED.

GEOTEXTILE FABRIC 712.09, TYPE D SHALL BE REQUIRED AT THE UNDERCUT DEPTHS BEFORE PLACING THE ABOVE STONE. PAYMENT FOR GEOTEXTILE FABRIC, 712.09, TYPE D SHALL BE PER SQ. YD. AND SHALL BE ITEMIZED SEPARATELY.

WHERE SOFT SUBGRADE IS DUE TO THE FAILURE, NEGLECT OR ANY OTHER FAULT OF THE CONTRACTOR, THE UNSTABLE CONDITION SHALL BE CORRECTED AS OUTLINED ABOVE AT NO ADDITIONAL EXPENSE TO THE PROJECT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL EXCAVATION, AGGREGATE AND ADDITIONAL PROOF ROLLING, AND SHALL BE PAID FOR AT THE UNIT PRICE PER CUBIC YARD, ITEM SPECIAL, UNDERCUTTING SUBGRADE AND SUBBASE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 204 - GEOTEXTILE FABRIC, 712.09, TYPE D	240 SY
ITEM 203 - ROADWAY, MISC.: UNDERCUTTING SUBGRADE AND SUBBASE	40 CY

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN

THE CONTRACTOR SHALL CLEAN THE MILLED SURFACE AND THE ENGINEER SHALL IDENTIFY AREAS REQUIRING PARTIAL DEPTH PAVEMENT REPAIR AFTER THE WEARING COURSE IS REMOVED. ALL APPLICABLE PROVISIONS OF ITEM 251, AS SET FORTH IN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

APPROVED REMOVAL METHODS SHALL SATISFACTORILY ESTABLISH A NEAT VERTICAL FACE ALONG THE ENTIRE PERIMETER OF THE REPAIR AREA IN ORDER TO SUBSEQUENTLY PERMIT THE PROPER PLACEMENT AND COMPACTION OF THE ASPHALT CONCRETE PATCHING MATERIAL, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. REMOVAL DEPTH SHALL BE THREE (3) INCHES OR AS DIRECTED BY THE ENGINEER AND THE REPLACEMENT MATERIAL SHALL BE ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448).

PARTIALLY EMBEDDED STEEL MESH EXPOSED SHALL BE WIRE-BRUSHED OR OTHERWISE CLEANED TO REMOVE ALL LOOSE RUST. LOOSENED OR TOTALLY EXPOSED WIRE MESH REINFORCING SHALL BE CUT AND REMOVED AS REQUIRED WITHOUT DISPLACEMENT OR DISRUPTION TO THE REINFORCEMENT AND/OR PAVEMENT TO REMAIN.

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER FOR PARTIAL DEPTH PAVEMENT REPAIRS AND ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	1,000 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

PLANE THE ASPHALT SURFACE PAVEMENT ACCORDING TO C&MS ITEM 254, UP TO A DEPTH OF 2.25", OR TO THE DEPTH OF THE EXISTING CONCRETE/BRICK MATERIAL, WHICHEVER IS LESS. DEPTH OF PLANING SHALL NOT EXCEED THE DEPTH OF THE EXISTING ASPHALT COURSE TO BE REMOVED. THE PAVEMENT PLANING DEPTH CAN VARY AT SIDE STREETS DEPENDING ON EXISTING PAVEMENT COMPOSITION. IN ADDITION TO ODOT ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE THIS ITEM SHALL INCLUDE THE REMOVAL OF EXISTING PAVEMENT FABRIC PRESENT WITHIN ASPHALT LAYERS, SHOULD IT EXIST. SEE PAVEMENT CORE INFORMATION.

PATCHING PLANED SURFACE

THE FOLLOWING ESTIMATED CONTINGENCY QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 254 - PATCHING PLANED SURFACE , AS PER PLAN	2,400 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN

WHEN THIS ITEM IS CALLED FOR ON THE PLANS OR IN THE PROPOSAL, ALL APPLICABLE PROVISION OF ITEM 255, AS SET FORTH IN THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATION, SHALL APPLY EXCEPT AS MODIFIED HEREIN.

THE CONCRETE USED SHALL BE QC-MS PER ODOT ITEM 499.

THE FULL DEPTH RIGID PAVEMENT REMOVAL WORK SHALL INCLUDE THE REMOVAL OF DETERIORATED ASPHALT, AND/OR CONCRETE PAVEMENT UNDER MILLED SURFACE. INCLUDING OLD UTILITY TRENCH AREAS, AND OTHER PAVEMENT PATCH AREAS ALONG THE MAINLINE, OF VARIOUS PAVEMENT COMPOSITIONS. REGARDLESS OF SHAPE OR SIZE.

FULL DEPTH SAW CUTS SHALL BE MADE ALONG THE ENTIRE PERIMETER OF THE GENERALLY RECTANGULAR SHAPED REMOVAL AREAS, IN ORDER TO ESTABLISH NEAT VERTICAL FACES. CONTRACTOR SHALL THOROUGHLY CLEAN THE MILLED SURFACE PRIOR TO THE ENGINEER MARKING REPAIRS. THE COST OF ALL SAW CUTTING WORK SHALL BE CONSIDERED INCIDENTAL TO THIS PAY ITEM. THE CONTRACTOR SHALL USE APPROVED METHODS FOR REMOVAL OF THE FULL DEPTH PAVEMENT REPLACEMENT AREAS, THAT WILL MINIMIZE DAMAGE TO THE SURROUNDING AREA.

THE SUBGRADE SHALL BE CORRECTED PER 255.04 TAKING CARE TO THOROUGHLY COMPACT WITH PROPER MOISTURE CONTROL, USING TAMPERS OR ROLLERS AS NECESSARY TO ACHIEVE ACCEPTABLE COMPACTION. THE COST OF THIS SUBGRADE WORK IS INCLUDED WITH THIS PAY ITEM.

THE FULL DEPTH RIGID REPLACEMENT SHALL INCLUDE SAW CUTTING, REMOVAL OF ASPHALT, BRICK, CONCRETE BASE, AND SUBBASE, PLACEMENT OF NEW 304 AGGREGATE BASE (IF NECESSARY), AND PLACEMENT OF A CONCRETE PAVEMENT BASE COURSE. NO SLAG OF ANY KIND IS PERMITTED FOR USE AS 304 AGGREGATE BASE. THE TOP OF THE CONCRETE SHALL BE CONSTRUCTED TO THE SAME DEPTH AS THE CONCRETE BASE SURROUNDING THE REPAIR AREA, USING DOWEL BARS, AS SHOWN IN THE STANDARD CONSTRUCTION DRAWING.

THIS ITEM SHALL INCLUDE PROVISION AND PLACEMENT OF STEEL PLATES DURING THE CONCRETE CURING PERIOD, AS NEEDED, TO ENABLE AND MAINTAIN TRAFFIC FLOW.

THE FOLLOWING ESTIMATED QUANTITIES, OVER AND ABOVE THOSE QUANTIFIED IN THE PLANS, ARE TO BE USED AS DIRECTED BY THE ENGINEER FOR FULL DEPTH PAVEMENT REPAIRS AND ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	2,400 SY

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG 70-22M

THE COARSE VIRGIN AGGREGATE FOR THIS ITEM SHALL BE A BLEND OF 60% MIN. AIR COOLED BLAST FURNACE SLAG (ACBFS) OR TRAP ROCK FROM ONTARIO WITH LIMESTONE COMPRISING THE REMAINING PERCENTAGE. RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), AS PER PLAN, PG 64-22

THE USE OF GRAVEL FOR COARSE VIRGIN AGGREGATE IS PROHIBITED. RECYCLED MATERIAL USED IN THE SURFACE COURSE SHALL BE LIMITED TO A MAXIMUM OF 10%.

ITEM 441 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448), PG64-22, AS PER PLAN

RECYCLED MATERIAL IN THE INTERMEDIATE COURSES SHALL BE LIMITED TO A MAXIMUM OF 20%. THE BINDER FOR THIS ITEM SHALL BE PG64-22.

CALCULATED GMS/JNS
CHECKED PJF

GENERAL NOTES

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