

GENERAL

UTILITIES (G102A)

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

Table with utility details including Cable, City, Communication, and Gas services with addresses and phone numbers.

THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS (G103)

EXISTING PLANS ENTITLED LOR-83-15.17 (2003) MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND.

WORK LIMITS (G106)

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

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.

WORK RESTRICTIONS (CITY OF AVON)

ALL PAVING AND BRIDGE WORK OPERATIONS INCLUDING PAVEMENT REPAIRS, RESURFACING, GRADING, BERMING, PAVEMENT MARKINGS, GUARDRAIL REPAIRS, BRIDGE REPAIRS, AND LOOP DETECTOR WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 7:00PM AND 7:00AM.

ONLY CASTING ADJUSTMENTS, MONUMENT ADJUSTMENTS, PEDESTRIAN FACILITY WORK, AND SIDEWALK WORK MAY BE COMPLETED DURING THE DAYTIME HOURS.

ROLLER REQUIREMENTS WITHIN THE CITY OF AVON

WITHIN THE LIMITS OF THE CITY OF AVON, THE CONTRACTOR SHALL NOT USE A VIBRATORY ROLLER TO COMPACT THE ASPHALT CONCRETE.

ROADWAY

ITEM 203 – EMBANKMENT, AS PER PLAN (CURB RAMP)

THIS ITEM CONSISTS OF PLACING EMBANKMENT AT THE SPECIFIED LOCATIONS IN PLACE OF CURB RAMPS, WALKS, OR OTHER PEDESTRIAN FACILITIES OR PORTIONS OF PEDESTRIAN FACILITIES TO BE REMOVED.

PLACE CLEAN TOPSOIL IN THE VOIDS LEFT BY ANY REMOVED SECTIONS OF PEDESTRIAN FACILITIES TO FINISH FLUSH WITH THE SURROUNDING GROUND AND/OR PROPOSED OR REMAINING PEDESTRIAN FACILITY AND/OR ROADWAY. AFTER THIS TOPSOIL HAS BEEN PLACED, SEED AND MULCH THE AREAS ACCORDING TO ITEM 659. THE COST FOR THIS SEEDING AND MULCHING IS TO BE CONSIDERED INCIDENTAL TO THIS EMBANKMENT, AS PER PLAN ITEM.

THE METHOD OF MEASUREMENT FOR EMBANKMENT MATERIAL IS TO BE THE NUMBER OF LOOSE CUBIC YARDS DELIVERED, PLACED, AND ACCEPTED IN LIEU OF THE REQUIREMENTS OF 203.09. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 203 – EMBANKMENT, AS PER PLAN (CURB RAMP), WHICH IS TO INCLUDE ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK.

ITEM 209 – LINEAR GRADING, AS PER PLAN

THE CONTRACTOR IS REQUIRED TO PERFORM LINEAR GRADING ON THE GRADED SHOULDER. IT IS ANTICIPATED THAT THERE ARE AREAS WHERE THE GRADED SHOULDER IS AT A HIGHER ELEVATION THAN THE ADJACENT PROPOSED PAVEMENT. A 10:1 SLOPE SHALL BE ESTABLISHED, OR AS DIRECTED BY THE ENGINEER, WHEN PERFORMING ITEM 209 LINEAR GRADING, AS PER PLAN. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH. THE LINEAR GRADING SHALL BE PERFORMED AFTER THE 1.5" PAVEMENT PLANING HAS BEEN COMPLETED AND BEFORE THE SURFACE COURSE IS PLACED. ALL LABOR AND EQUIPMENT NECESSARY TO PERFORM THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE FOR ITEM 209 – LINEAR GRADING, AS PER PLAN.

AREAS THAT REQUIRE GRADING OR DISTURBANCE BEYOND THE 2 FT COMPACTED AGGREGATE BERM SHALL BE RESTORED WITH 4" OF TOPSOIL AS WELL AS COMMERCIAL FERTILIZER, AND SEEDING AND MULCHING IN ACCORDANCE WITH C&MS 659. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 209 – LINEAR GRADING, AS PER PLAN.

ITEM 608 – CURB RAMP

EXISTING NON-ADA COMPLIANT CURB RAMPS ARE TO BE REMOVED AND REPLACED WITH THE SPECIFIED TYPE OF CURB RAMPS PER ODOT STANDARD CONSTRUCTION DRAWING BP-7.1. QUANTITIES HAVE BEEN PROVIDED IN THE CURB RAMP SUB-SUMMARY.

ITEM 608 – 4" CONCRETE WALK

REPLACE DEFICIENT CONCRETE WALK IN EXISTING CURB RAMP AREAS WHERE LANDING PADS ARE TO BE REPLACED, AS SHOWN ON SHEETS 16-21. EXACT QUANTITIES AND LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

PRECONSTRUCTION ADA FACILITY LAYOUT MEETING

THE PROPOSED LAYOUT OF THE ADA FACILITIES INCLUDED IN THE PLANS IS TO BE FIELD REVIEWED AND VERIFIED FOR COMPLIANCE PRIOR TO ACTUALLY PERFORMING ANY ADA FACILITY REMOVAL OR CONSTRUCTION, ESPECIALLY WHERE FIELD MODIFICATIONS TO THE WORK DETAILED IN THE PLANS ARE PROPOSED BY THE CONTRACTOR. AT A MINIMUM, A REPRESENTATIVE OF THE CONTRACTOR RESPONSIBLE FOR ADA FACILITY CONSTRUCTION, THE PROJECT ENGINEER, THE ENGINEER OF RECORD, A MUNICIPAL REPRESENTATIVE, THE DISTRICT ADA COORDINATOR, AND THE DISTRICT ADA ENGINEER ARE TO BE INCLUDED IN THIS MEETING.

COORDINATE WITH THE PROJECT ENGINEER TO SCHEDULE THE MEETING WITH ALL APPROPRIATE STAKEHOLDERS A MINIMUM OF 14 CALENDAR DAYS PRIOR TO BEGINNING WORK. IT IS THEN THE RESPONSIBILITY OF THE PROJECT ENGINEER TO INVITE ALL APPROPRIATE STAKEHOLDERS A MINIMUM OF 14 CALENDAR DAYS PRIOR TO THE MEETING DATE. IN THE SUBJECT OF THE MEETING INVITE, INCLUDE THE PROJECT CONSTRUCTION NUMBER, PROJECT ID NUMBER (PID), AND THE PHRASE "ADA FACILITY LAYOUT MEETING."

ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NEEDED TO COMPLETE THIS MEETING AND LAYOUT WORK IS TO BE INCLUDED IN THE CONTRACT BID PRICE FOR THE APPROPRIATE ADA FACILITY ASSOCIATED WITH THIS WORK.

PAVEMENT

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 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.

PAVEMENT CORING INFORMATION

Table with columns: COUNTY, ROUTE, SLM, ASPHALT (IN), CONCRETE (IN), BRICK (IN), LOCATION, DIRECTION, YEAR CORED. Lists data for LOR 83 at various locations.

RWP – RIGHT WHEEL PATH LWP – LEFT WHEEL PATH
EL – EDGE LINE

ITEM 254 – PAVEMENT PLANING, ASPHALT CONCRETE (1.5" DEEP) (UNCURBED SECTION)

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 \$1,000 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 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.

NO RAP OR SLAG MATERIALS ARE TO BE PART OF THE PAVEMENT MIX.

ONLY LIMESTONE AGGREGATE MATERIALS ARE TO BE PART OF THE SURFACE COURSE PAVEMENT MIX.

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.

THE CONTRACTOR IS REQUIRED TO COMPLETE A TEST STRIP OF ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN. THE TEST STRIP SHALL CONSIST OF 50 TO 100 TONS OF THE CONTRACT SPECIFIED ASPHALT CONCRETE SURFACE COURSE PLACED AND COMPACTED WITHOUT THE USE OF VIBRATORY ROLLERS. ENSURE BASIC COMPACTION PRACTICES SUCH AS PROPER MIX TEMPERATURES, ROLLERS TIGHT TO THE PAVER, AND ADEQUATE NUMBER OF ROLLERS VS. PAVER SPEED ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN AND TEST 3 RANDOM CORES OF THE COMPACTED TEST STRIP. IF THE AVERAGE OF THE CORE RESULTS ARE BELOW 92.0 PERCENT, ADJUST THE MIX OR COMPACTION AS NECESSARY AND ALLOWABLE PER SPECIFICATION AND REPEAT THE TEST STRIP. DO NOT BEGIN FULL PRODUCTION OF THE ASPHALT CONCRETE SURFACE COURSE UNTIL THE ENGINEER HAS ACCEPTED THE TEST STRIP. THE TEST STRIP WILL BE INCLUDED IN THE FIRST LOT FOR DETERMINING DENSITY FOR PAYMENT. TEST STRIPS ARE INCIDENTAL TO THIS ITEM.

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 DRIVE APRONS SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, AS DIRECTED BY THE ENGINEER. DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE.

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

GENERAL NOTES

LOR-83-15.31

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ENGINEERING TEAM TWO
DESIGNER ACM
REVIEWER KRB 03-08-22
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