G

GENERAL

UTILITIES (G102A)

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

CABLE

440.353.0842

AVON. OH 44011

COMMUNICATION

COMMUNICATION

440.937.5729

216.581.7972

216.212.2498

OHIO EDISON

419.521.6213

440.546.8748

ELECTRIC

1717 ASHLAND ROAD

MANSFIELD, OH 44905

CLEVELAND ELECTRIC ILLUMINATING CO.

6896 MILLER ROAD, SUITE 101

BRECKSVILLE. OH 44141

ELECTRIC

MASTEC

CITY OF NORTH RIDGEVILLE

NORTH RIDGEVILLE, OH 44039

AVON SERVICE DEPARTMENT

35400 SCHNEIDER COURT

EVERSTREAM SOLUTIONS

CLEVELAND. OH 44113

7300 NORTHFIELD ROAD

WALTON HILLS, OH 44146

800 W. ST. CLAIR. 2ND FLOOR

7307 AVON BELDEN ROAD

CABLE CHARTER COMMUNICATIONS *5520 WHIPPLE AVENUE NW* NORTH CANTON. OH 44720

WIDE OPEN WEST 105 BLAZE INDUSTRIAL PARKWAY BEREA. OH 44017 330.494.9200 866.496.9669

CITY OF AVON 36080 CHESTER ROAD AVON. OH 44011 440.937.7803

AVON UTILITIES DEPARTMENT 35030 DETROIT ROAD AVON. OH 44011

COMMUNICATION LUMEN 175 ASHLAND ROAD, P.O. BOX 3555 MANSFIELD. OH 44907

COMMUNICATION WINDSTREAM 560 TERNES AVENUE **ELYRIA.** OH 44035 440.329.4245

440.937.5740

419.755.7956

COMMUNICATION **VERIZON BUSINESS** 120 RAVINE STREET **AKRON, OH 44303** 330.253.8267

COLUMBIA GAS OF OHIO

3101 NORTH RIDGE ROAD E **LORAIN. OH 44055** 440.240.6144

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 WALKIN EXISTING CURB RAMP AREAS WHERE LANDING PADS ARE TO BE REPLACED, AS SHOWN ON SHEET'S 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

COUNTY	ROUTE	SLM	ASPHALT (IN)	CONCRETE (IN)	BRICK (IN)	LOCATION	DIRECTION	YEAR CORED
LOR	83	15.31	10.5	0.0	0.0	LWP	NB	2021
LOR	83	15.31	10.5	0.0	0.0	RWP	NB	2021
LOR	83	15.31	10.5	0.0	0.0	EL	NB	2021
LOR	83	15.92	9.5	0.0	0.0	LWP	NB	2021
LOR	83	15.92	12.0	0.0	0.0	RWP	NB	2021
LOR	83	15.92	11.0	0.0	0.0	EL	NB	2021
LOR	83	16.74	2.75	9.5	0.0	LWP	NB	2021
LOR	83	16.74	2.25	9.0	0.0	RWP	NB	2021
LOR	83	16.74	7.0	0.0	0.0	EL	NB	2021
LOR	83	17.28	3.0	6.0	0.0	LWP	NB	2021
LOR	83	17.28	9.0	0.0	0.0	RWP	NB	2021
LOR	83	17.28	9.5	0.0	0.0	EL	NB	2021
LOR	83	17.80	10.5	0.0	0.0	LWP	NB	2021
LOR	83	17.80	11.0	0.0	0.0	RWP	NB	2021
LOR	83	17.80	3.5	0.0	0.0	EL	NB	2021

RWP - RIGHT WHEEL PATH EL – EDGE LINE

LWP – LEFT WHEEL PATH

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



ENGINEERING TEAM TWO ESIGNER

ACM REVIEWER KRB 03-08-22

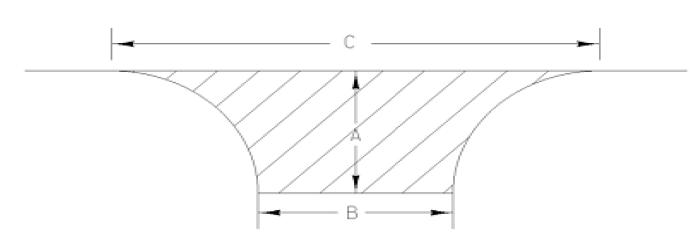
ROJECT ID 107475

P.4 32

ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE. (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW:



INTERSECTION NAME	CLM	SIDE	Α	В	С	AREA
INTERSECTION NAME	SLM	SIDE	(FT)	(FT)	(FT)	(SY)
S PARK DR	15.91	LT	BUTT JOINT AT CONCRETE PER BP-3.1			
S PARK DR	15.91	RT	BUTT JOINT AT CONCRETE PER BP-3.1			R BP-3.1
FORMANEK DR	16.04	LT	22	21	55	79
RIEGELSBERGER RD	16.34	RT	33	35	125	238
HANAMAR DR	16.60	RT	BUTT JOINT AT CONCRETE PER BP-3.1			
KINZEL RD	16.78	LT	BUTT JT. AT SHOULDER EDGE PER BP-3.1			PER BP-3.1
WYNDEMERE WAY	16.78	RT	BUTT JO	INT AT COI	NCRETE PE	R BP-3.1
FALCON CREST DR	17.40	LT	BUTT JO	INT AT COI	VCRETE PE	R BP-3.1
FALCON CREST DR	17.40	RT	BUTT JO	INT AT COI	VCRETE PE	R BP-3.1
BENTLEY DR	17.51	RT	BUTT JOINT AT CONCRETE PER BP-3.1			
TOTAL INTERSECTION AREAS						317

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (301) 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 SHEET 4.

PAVEMENT REPAIRS SHALL BE PERFORMED AFTER PAVEMENT PLANING AND BEFORE PLACEMENT OF THE SURFACE COURSE. THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED `PAVEMENT BASED ON THE PAVEMENT DESIGN. A LONGITUDINAL REPAIR SHALL BE CLASSIFIED AS HAVING A LENGTH GREATER THAN WIDTH. A TRANSVERSE REPAIR SHALL BE CLASSIFIED AS HAVING A WIDTH GREATER THAN LENGTH.

REPLACEMENT MATERIAL SHALL BE ITEM 301. OR ITEM 442 19MM, AS PER PLAN 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 442 19MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". PG 64-22 ASPHALT BINDER SHALL BE USED FOR ALL OF THE ASPHALT CONCRETE MATERIALS FOR THESE REPAIRS.

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS: MIX DESIGN: FOR Ndes USE 50 GYRATIONS. FOR Nmax USE 75 GYRATIONS. USE A PG 64-22 BINDER.

MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT

QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 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 CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

PAVEMENT REPAIRS						
LONGITUDINAL (02/S>2/PV)						
COUNTY	ROUTE	SLM	ITEM 251	ITEM 253		
LOR	83	15.31-16.00	93 CY	28 CY		
LOR	83	16.00-17.00	135 CY	41 CY		
LOR	83	17.00-17.80	108 CY	32 CY		
TOTALS TO GENERAL SUMMARY (02/S>2/PV)			336 CY	101 CY		
· / /						
	TF	RANSVERSE (02/S>2/F	PV)			
COUNTY	ROUTE	SLM	ITEM 251	ITEM 253		
LOR	83	15.31-16.00	23 CY	7 CY		
LOR	83	16.00-17.00	34 CY	10 CY		
LOR	83	17.00-17.80	27 CY	8 CY		

ITEM 255 - FULL DEPTH PAVEMENT SAWING (TRANSVERSE) ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS (9" CONCRETE)

THESE ITEMS SHALL BE USED IN LOCATIONS AS DIRECTED BY THE ENGINEER IN THE CONCRETE SECTION OF LOR-83-16.57-16.66.

CONCRETE SHALL BE PLACED IN THE REPAIR AREA THE SAME DAY THAT THE EXISTING PAVEMENT IS REMOVED FROM THE REPAIR AREA

PAYMENT FOR ALL OF THE ABOVE WORK SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEM. WHICH SHALL INCLUDE ALL LABOR. MATERIAL. EQUIPMENT. AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 255 – FULL DEPTH PAVEMENT SAWING (TRANSVERSE)

TOTALS TO GENERAL SUMMARY (02/S>2/PV)

300 FT (02/S>2/PV)

25 CY

84 CY

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS

50 SY (02/S>2/PV)

ITEM 255 - FULL DEPTH PAVEMENT SAWING (LONGITUDINAL) ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS. AS PER PLAN (LONGITUDINAL CRACK)

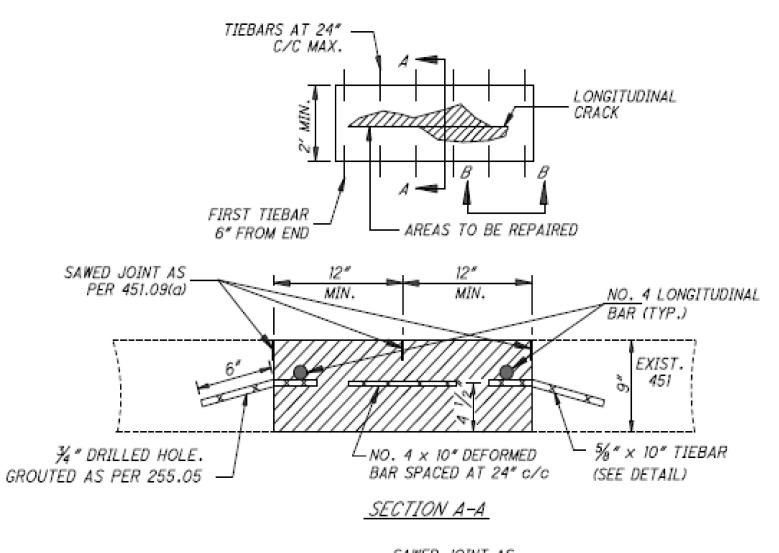
THESE ITEMS SHALL BE USED IN LOCATIONS AS DIRECTED BY THE ENGINEER IN THE CONCRETE SECTION OF LOR-83-16.57-16.66.

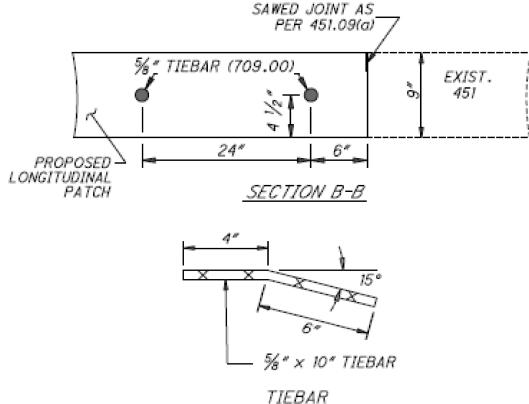
THE LONGITUDINAL JOINT REPAIRS ARE TO BE COMPLETED AFTER THE TRANSVERSE JOINTS ARE REPLACED. CONCRETE WILL BE CLASS QC MS.

ACTUAL LENGTH AND WIDTH OVER THE 2' MINIMUM WILL BE DETERMINED BY THE ENGINEER DURING LAYOUT.

IF THE LONGITUDINAL JOINT REPAIR IS WITHIN 5 FEET OF AN EXISTING TRANSVERSE JOINT THAT HAS BEEN REPAIRED THEN THE LONGITUDINAL JOINT SHALL BE EXTENDED TO THE NEAREST REPAIRED JOINT

ALL REINFORCING STEEL SHALL BE EPOXY COATED AND CONFORMING TO C&MS 709.00.





ITEM 255 – FULL DEPTH PAVEMENT SAWING (LONGITUDINAL)

425 FT (02/S>2/PV)

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN 50 SY (02/S>2/PV)

<u> ITEM 611 – CASTING ADJUSTED TO GRADE</u> ITEM 638 - VALVE BOX ADJUSTED TO GRADE

THE CASTING TO BE ADJUSTED MAY OR MAY NOT HAVE AN EXISTING FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING CASTING TO THE SATISFACTION OF THE ENGINEER. IT IS NOT INTENDED TO PLACE NEW FRAMES WHERE NONE CURRENTLY EXIST. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING, AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND LISTED UNDER THE APPROPRIATE ADJUSTMENT ITEM:

SLM	CASTING TYPE	SLM	CASTING TYPE
16.34	VALVE BOX	16.78	VALVE BOX (3)
17.32	CATCH BASIN	17.40	VALVE BOX (2)
17.40	MANHOLE	17.44	MANHOLE
17.49	VALVE BOX	17.51	CATCH BASIN
17.51	VALVE BOX	17.53	MANHOLE
17.57	MANHOLE		

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE 2 EACH (01/S>2/PV) 4 EACH (01/S>2/PV) ITEM 611 – MANHOLE ADJUSTED TO GRADE ITEM 638 – VALVE BOX ADJUSTED TO GRADE 8 EACH (01/S>2/PV)

THE USE OF CONCRETE COLLARS AT THE DRIVING SURFACE SHALL NOT BE PERMITTED FOR ANY CASTINGS ADJUSTED TO GRADE.

ITEM SPECIAL - MISCELLANEOUS METAL (D119)

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.

SPECIAL - MISCELLANEOUS METAL

1000 LB (02/S>2/PV)

THE CONTRACTOR IS CAUTIONED TO USED 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.

ITEM 623 – MONUMENT BOX ADJUSTED TO GRADE

ALL WORK RELATED TO ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE TO SECTIONS 623.04 AND 623.05 OF THE 2019 ODOT CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE MONUMENT BOX MAY OR MAY NOT HAVE AN EXISTING ADJUSTABLE FRAME. THE WORK SHALL CONSIST OF ADJUSTING THE EXISTING MONUMENT BOX TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR IS REMINDED TO FIELD CHECK ALL ADJUSTMENT TO GRADE ITEMS PRIOR TO BIDDING. AS NO ADDITIONAL COMPENSATION WILL BE GRANTED FOR LABOR AND MATERIALS REQUIRED TO SATISFACTORILY ADJUST CASTINGS WITHOUT ADJUSTABLE FRAMES.

MONUMENT BOXES:

SLM 15.59, 15.69 (APPROACHES TO LOR-83-1565 STRUCTURE)

ITEM 623 – MONUMENT BOX ADJUSTED TO GRADE

2 EACH (01/S>2/PV)

ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE, AS PER PLAN

THE CONTRACTOR AND THE ENGINEER SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING MONUMENT BOXES LISTED IN THE PLANS PRIOR TO BEGINNING ANY WORK ON THE MONUMENT BOXES. THE USE OF METAL DETECTOR RODS MAY BE NECESSARY TO LOCATE BURIED MONUMENTATION. ANY MONUMENT BOX LISTED IN THIS NOTE THAT IS IMMEDIATELY VISIBLE ON THE SURFACE OF THE EXISTING PAVEMENT, OR IS UNCOVERED DURING THE PLANING PROCESS. SHALL BE ADJUSTED TO GRADE IF WITHIN TOLERANCE OF THE ADJUSTMENT COLLAR. ANY MONUMENT NOT FITTING CRITERIA SHALL BE TREATED AS RECONSTRUCTED TO GRADE.

THE ENGINEER SHALL MAKE THE FINAL DETERMINATION OF WHETHER EACH MONUMENT BOX IS TO BE RECONSTRUCTED OR ADJUSTED AFTER THE PLACEMENT OF THE FINAL ASPHALT CONCRETE PAVEMENT SURFACE. ANY MONUMENT BOX THAT DOES NOT HAVE AN EXISTING ADJUSTABLE FRAME AND LID. OR THAT EXHIBITS SUBSTANTIAL DETERIORATION AS DETERMINED BY THE ENGINEER REQUIRING MORE WORK THAN WOULD BE CONSIDERED NORMAL FOR ITEM 623 – MONUMENT BOX ADJUSTED TO GRADE SHALL BE RECONSTRUCTED. ANY EXISTING MONUMENT THAT DOES NOT HAVE AN EXISTING SALVAGEABLE MONUMENT BOX AROUND THE PIN SHALL BE RECONSTRUCTED USING A NEW MONUMENT BOX AS PER RM-1.1. MAINTAINING THE EXISTING MONUMENTATION LOCATION.

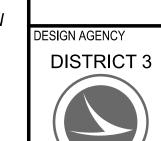
ALL WORK RELATED TO RECONSTRUCTING OR ADJUSTING MONUMENT BOXES TO GRADE WILL BE IN ACCORDANCE WITH SPECIFICATIONS 611.10.C, 623.04, AND 623.05 OF THE ODOT C&MS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK IS TO BE PAID USING THE CONTRACT BID PRICE PER EACH FOR ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE. AS PER PLAN. A LIST OF LOCATIONS AND TOTAL QUANTITY AS SHOWN BELOW IS CARRIED TO THE GENERAL SUMMARY:

LOR-83-15.31-17.80 (02/S>2/PV): SLM 16.34 (RIEGELSBERGER RD INTERSECTION)

ITEM 623 – MONUMENT BOX RECONSTRUCTED TO GRADE, AS PER PLAN

1 EACH (02/S>2/PV)



LON

ENERAL

(1)

ENGINEERING **TEAM TWO** ESIGNER ACM

REVIEWER KRB 03-08-22 ROJECT ID

107475

P.5 32