

**UTILITIES**

THERE ARE NO EXISTING UTILITY FACILITIES SHOWN ON THIS PLAN, NOR WILL ANY EXISTING UTILITY FACILITIES BE RELOCATED AHEAD OF THIS PROJECT. HOWEVER, THE NATURE OF THE WORK REQUIRED BY THIS PROJECT MAY HAVE THE POTENTIAL TO AFFECT UTILITIES THAT MAY EXIST WITHIN OR ADJACENT TO THE WORK AREA. IT IS THE RESPONSIBILITY OF THE PROJECT CONTRACTOR TO IDENTIFY POTENTIAL UTILITY CONFLICTS, BY BOTH VISUAL INSPECTION AND BY CONTACTING THE OHIO UTILITIES PROTECTION SERVICE (OHIO 811) FOR FIELD MARKINGS OF THE UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH THE UTILITY OWNERS TO RESOLVE ALL UTILITY CONFLICTS PRIOR TO CONSTRUCTION OR, WITH THE APPROVAL OF THE PROJECT ENGINEER, THE CONTRACTOR SHALL ADJUST THE PROJECT CONSTRUCTION ACCORDINGLY, SO AS TO AVOID DAMAGE TO THE EXISTING UTILITY FACILITIES.

THE UTILITY CONTACT INFORMATION FOR THE PROJECT CAN BE OBTAINED THROUGH THE ODOT DISTRICT 9 UTILITY COORDINATOR AT 740-774-9075.

**EXTRA AREAS**

QUANTITIES FOR EXTRA AREAS ARE SHOWN ON THE PAVEMENT CALCULATION SHEET. THESE AREAS INCLUDE THE FOLLOWING:  
 DRIVEWAYS - AVERAGE OF 3 FEET OFFSET FROM THE EDGE OF PAVEMENT, MAXIMUM TO BE DETERMINED BY THE ENGINEER TO PROVIDE ADEQUATE TRANSITION FROM THE DRIVE TO THE PROPOSED ALIGNMENT.

MAILBOX APPROACHES - MINIMUM OF 2 FEET FROM THE EDGE OF TRAVELED WAY OR AS DIRECTED BY THE ENGINEER.

TURN LANES - FULL WIDTH OR AS DIRECTED BY THE ENGINEER.

CURVE WIDENING - AS DIRECTED BY THE ENGINEER.  
 MEDIAN CROSSOVERS - AS DIRECTED BY THE ENGINEER.  
 DESIGNATED AREAS - AS DIRECTED BY THE ENGINEER.

**RPM (RAISED PAVEMENT MARKER)**

IN ADDITION TO CMS 621.03, RPMs SHALL NOT BE INSTALLED ON BRIDGES OR APPROACH SLABS THAT HAVE A CONCRETE SURFACE. INSTALL RPMs IN ASPHALT CONCRETE BEFORE AND AFTER THE SUPERSTRUCTURE. RPMs LOCATED IN EXISTING CONCRETE BRIDGE DECKS OR APPROACH SLABS SHALL BE LEFT IN PLACE.

**PROFILE AND ALIGNMENT**

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

**DISPOSSAL OF ASPHALT GRINDINGS**

ASPHALT GRINDINGS FROM THIS PROJECT ARE TO BECOME THE PROPERTY OF THE CONTRACTOR TO BE DISPOSED.

**ITEM 254- PATCHING PLANED SURFACE**

THIS ITEM SHALL BE IN ACCORDANCE WITH SECTION 254 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR THE FOLLOWING WORK:  
 ITEM 254 PATCHING PLANED SURFACE 30,000 SQ. YD.

**ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN**

ALL CONSTRUCTION REQUIREMENTS OF 2023 CMS ITEM 251 SHALL APPLY.

THE MINIMUM DIMENSION FOR TRANSVERSE REPAIRS SHALL BE 4', THE MINIMUM FOR LONGITUDINAL REPAIRS SHALL BE 2'. THIS ITEM SHALL COMMENCE PRIOR TO RESURFACING. MATERIAL FOR REPAIR AREAS SHALL BE ITEM 442 SURFACE COURSE, 12.5 MM, TYPE A (449) FOLLOWING APPLICATION OF ITEM 407 TACK COAT. REMOVE EXISTING SURFACE TO A UNIFORM 3", TRIM AS NEEDED WHERE ROUNDED TO PROVIDE VERTICAL FACES ALONG THE PERIMETER OF THE REPAIR AREA. THOROUGHLY COMPACT ENTIRE AREA.

THE SMOOTHNESS OF ASPHALT REPAIRS CANNOT EXCEED 0.25" FROM THE TESTING EDGE OF A TEN FOOT STRAIGHTEDGE. THE CONTRACTOR IS REQUIRED TO PROVIDE A STRAIGHTEDGE THAT IS SATISFACTORY TO THE ENGINEER. CORRECT VARIATIONS IN EXCESS OF SURFACE TOLERANCE BY RECONSTRUCTING REPAIRS OR SURFACE GRINDING IN A MANNER SATISFACTORY TO THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE SQUARE YARD CONTRACT PRICE FOR ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DESIGNATED BY THE ENGINEER,

ITEM 251, PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN 800 SQ YD

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL, 2025, AS PER PLAN**

ALL REQUIREMENTS OF C&MS 2023 ITEM 442 APPLY EXCEPT AS SHOWN:

FOLLOW 403, EXCEPT AS FOLLOWS:

- OFFSET THE AC GAUGE FOR EACH JMF FOR THE PROJECT PRIOR TO THE PROJECT'S START USING 403.06.A. AND THE MODIFIED SUPPLEMENT 1043 PROCEDURE BELOW.

- DURING S-1043.07 PROCESS, A RAP SAMPLE OBTAINED FROM THE JMF-DESIGNATED RAP PILE WILL BE EXTRACTED IN THE ASPHALT LEVEL 3 LAB TO VERIFY THE RAP AC PERCENT. THE RAP AC PERCENT WILL BE WITHIN 0.3 PERCENT OF THE AVERAGE RAP AC PERCENT FROM THE JMF. IF RAP AC PERCENT IS OUTSIDE OF THE 0.3 PERCENT, THE VERIFICATION PAN PROCESS WILL STOP, AND DISTRICT TESTING WILL ALLOW ONE OPPORTUNITY TO REWORK THE RAP PILE AT THE MIX PLANT AND RESAMPLE. RESAMPLING REQUIRES DISTRICT TESTING TO BE PRESENT. IF THE RESAMPLE IS STILL OUTSIDE OF THE 0.3 PERCENT, THE JMF AND ALL JMF'S USING THIS PILE WILL BE RESCINDED AND NEED TO BE REDESIGNED.

FOLLOW 403.06 EXCEPT AS FOLLOWS:

- ENSURE ASPHALT BINDER CONTENT DOES NOT EXCEED TABLE 403.06.G-1. TOTAL AC PERCENT ADJUSTMENTS TO THE MIX PLANT CONTROL SETTINGS MUST BE SUBMITTED TO AND APPROVED BY DISTRICT TESTING PRIOR TO MAKING THE ADJUSTMENT. THE ADJUSTMENT CANNOT EXCEED +/- 0.2 PERCENT FROM THE JMF DESIGN AC PERCENT. DO NOT LOWER VIRGIN BINDER CONTENT OR INCREASE RAP PERCENT. ENSURE PLANT TICKET SHOWS THE ADJUSTMENT AND IS SET TO THE ADJUSTED TOTAL AC PERCENT AT ALL TIMES AFTERWARDS.

- RECORD THE DAILY VERIFICATION PAN RESULTS IN A SEPARATE WORKSHEET AND MAKE SURE IT'S POSTED IN THE PLANT FACILITY AND AVAILABLE TO THE MONITORS. INCLUDE THE DATE RAN, VERIFICATION PAN RESULT, AND INITIALS OF WHO RAN IT. ENSURE A PRINTOUT OF THE DAILY VERIFICATION PAN IS ALSO INCLUDED WITH THE TE-199.

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL, 2025, AS PER PLAN (CONT.)**

FOLLOW SUPPLEMENT 1043 FOR AC GAUGE OFFSET, EXCEPT AS MODIFIED BELOW:

- FOLLOW 1043.07 EXCEPT AS FOLLOVED:
  - NOTIFY DISTRICT TESTING A MINIMUM OF ONE WEEK PRIOR TO MAKING CALIBRATION AND VERIFICATION PANS.
  - DISTRICT TESTING WILL WITNESS A SOLVENT EXTRACTION FROM A SAMPLE FROM THE RAP PILE THAT IS TO BE USED IN THE JMF TO VERIFY THE RAP AC PERCENT AND GRADATION. RAP AC PERCENT WILL BE WITHIN 0.3 PERCENT OF RAP AC PERCENT AND THE PASSING THE NO. 4 SIEVE WITH BE WITHIN 4 PERCENT OF THE NO. 4 SIEVE BASED ON THE ESTABLISHED RAP PILE USED IN THE JMF. IF OUTSIDE OF 0.3 PERCENT, DO NOT PROCEED AND THE JMF WILL NEED TO BE REDESIGNED.
  - DISTRICT TESTING WILL WITNESS THE VERIFICATION PANS BEING BLENDED, MIXED, AND COMPACTED.
  - MAKE A MINIMUM OF THREE VERIFICATION PANS FOR THE JMF THAT ARE AT THE JMF ASPHALT BINDER CONTENT. MAKE ONE ADDITIONAL VERIFICATION PAN FOR EACH ADDITIONAL DISTRICT THE JMF WILL BE USED IN.
  - IN ADDITION, TURN POSSESSION OVER OF THE CALIBRATION AC GAUGE PANS USED TO DETERMINE THE FIT COEFFICIENT TO DISTRICT TESTING.

- FOR AC CONTENT PAY ACCEPTANCE, REPLACE 1043.08 WITH THE FOLLOWING:

CALCULATE AN AC GAUGE OFFSET AMOUNT FOR EACH JMF AND MIX PLANT IN ACCORDANCE WITH THE FOLLOWING PROCEDURE PRIOR TO START OF ANY PRODUCTION FOR THE JMF. NOTIFY DISTRICT TESTING 24 HOURS PRIOR TO OFFSETTING GAUGE.

1. ENSURE PRINTER IS ON AND PLACE THE FIRST VERIFICATION PAN IN THE AC GAUGE AND RUN.
2. AFTER THE 16-MINUTE TEST, TAKE THE VERIFICATION PAN OUT AND TURN 180 DEGREES AND PLACE BACK IN AC GAUGE AND RUN.
3. REPEAT STEPS 1 AND 2 WITH SECOND AND THIRD VERIFICATION PANS.
4. FOR EACH RUN, TAKE THE JMF ASPHALT BINDER CONTENT MINUS THE AC GAUGE AC PERCENT TO OBTAIN THE OFFSET FOR THAT RUN.
5. AVERAGE ALL OFFSETS FOR A FINAL OFFSET.
6. RETAIN ALL OF THE VERIFICATION PANS. AFTER THE FINAL OFFSET IS DETERMINED, DISTRICT TESTING WILL CHOOSE TWO OF THE VERIFICATION PANS AND SEND ONE OF THESE TWO TO OMM TO EXTRACT AND REFLUX.
7. DISTRICT TESTING WILL USE THE TWO VERIFICATION PANS TO OFFSET THEIR AC GAUGE. DISTRICT TESTING MAY OPT TO TAKE ALL THREE PANS AND OFFSET THEIR AC GAUGE.
8. STORE THE VERIFICATION PAN IN THE PLANT LAB AND IN A MANNER IN WHICH TO AVOID HUMIDITY, MOISTURE, AND ALL OTHER SOURCES WHICH MAY POTENTIALLY CONTAMINATE THE SAMPLE IN THE PAN.

BEFORE THE BEGINNING OF A PRODUCTION DAY, RUN THE VERIFICATION PAN IN THE AC GAUGE AND ENSURE THE OFFSET AC GAUGE AMOUNT IS WITHIN 0.14 PERCENT OF THE JMF ASPHALT BINDER CONTENT. NOTIFY THE DEPARTMENT IF THE AC GAUGE EXCEEDS 0.14 PERCENT OF THE JMF. IF THE VERIFICATION PAN EXCEEDS ON THE HIGH SIDE AND IT'S BELIEVED TO BE DUE TO EXCESS MOISTURE FROM HUMIDITY, THE DEPARTMENT MAY ALLOW THE VERIFICATION PAN TO BE PLACED IN AN OVEN AT 230 DEG F (110 DEG C) FOR ONE HOUR AND RERAN.

**ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), PWL, 2025, AS PER PLAN (CONT.)**

DURING THE START OF PRODUCTION FOR THE JMF, SOLVENT EXTRACT THE FIRST TWO QA SAMPLES (QC, VA, AND SUBLOT) AND COMPARE TO THE OFFSET AC GAUGE. ENSURE SOLVENT EXTRACTION IS WITHIN 0.3 PERCENT OF OFFSET AC GAUGE. IF MORE THAN 0.3 PERCENT OFF, IMMEDIATELY RESAMPLE AND RUN AC GAUGE AND SOLVENT EXTRACT IMMEDIATELY. IF TWO CONSECUTIVE SAMPLES ARE MORE THAN 0.3 PERCENT OFF, IMMEDIATELY STOP PRODUCTION, CONTACT MONITORING TEAM, AND INVESTIGATE THE REASON FOR THE PROBLEM. ONCE TWO CONSECUTIVE QA SAMPLES ARE WITHIN 0.3 PERCENT OF OFFSET AC GAUGE, THE FINAL OFFSET GAUGE IS CONFIRMED.

AFTER CONFIRMING THE AC GAUGE OFFSET AMOUNT PROCEED WITH DETERMINING AC CONTENTS OF PRODUCTION SAMPLES BY THE AC GAUGE ACCORDING TO 1043.09.

ONLY DETERMINE ONE AC GAUGE OFFSET AMOUNT PER JMF. IF MORE THAN 30 DAYS HAS LAPSED SINCE THE JMF WAS LAST TESTED, RE-DO THE OFFSET PROCEDURE ABOVE WITH TWO VERIFICATION PANS (ONE FROM THE CONTRACTOR AND ONE FROM THE DISTRICT). IF THE THIRD PAN IS STILL AVAILABLE, USE ALL THREE PANS. IF AN AC GAUGE OFFSET AMOUNT IS LATER DETERMINED, BY AN INVESTIGATION OF BOTH THE CONTRACTOR AND THE DISTRICT, TO BE INCORRECT RE-DO THE OFFSET PROCEDURE.

DENSITY ACCEPTANCE

FOLLOW THE REQUIREMENTS OF 446 MAT DENSITY ACCEPTANCE, EXCEPT AS MODIFIED BELOW.

OBTAIN 6-INCH DIAMETER CORES FOR EACH LOT. THE PWL CALCULATOR, LOCATED ON THE ODOT WEBSITE AT THE OFFICE OF CONSTRUCTION ADMINISTRATION, WILL BE USED TO DETERMINE THE LOT PWL AND THE LOT AASHTO PAY FACOTRS.

THE DEPARTMENT WILL DETERMINE THE PAY FACOTR FOR EACH LOT CORED BY THE FOLLOWING TABLE.

LOWER SPECIFICATION LIMIT	PAY FACTOR CRITERIA	PAY FACTOR (PF)
92.60%	IF AVE DENSITY IS ≥ 93% AND PWL ≥ 70	PF=1 OR AASHTO PF WHICHEVER IS GREATER
	IF 70 > PWL > 50	AASHTO PF
	IF PWL ≤ 50	REMOVE AND REPLACE

**ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN DRIVES AND CROSSOVER, 1.5 INCHES**

THIS ITEM INCLUDES THE COST OF ALL LABOR AND EQUIPMENT IN ORDER TO PERFORM THE WORK OF PAVEMENT PLANING OF EXTRA AREAS INCLUDING THE CROSSOVERS, TURN LANES, AND DRIVEWAYS AT A DEPTH OF 1.5 INCHES. AREA CALCULATIONS INCLUDED ON SHEET P.7.

ALL CONSTRUCTION REQUIREMENTS OF 2023 CMS ITEM 254 SHALL APPLY.

**ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN PORTLAND CEMENT CONCRETE, 1.5 INCHES**

THIS ITEM INCLUDES THE COST OF ALL LABOR AND EQUIPMENT IN ORDER TO PERFORM THE WORK OF PAVEMENT PLANING OF THE PORTLAND CEMENT CONCRETE FOR THE BRIDGE APPROCH SLABS AT A DEPTH OF 1.5 INCHES. PAVEMENT DETAILS CAN BE FOUND ON SHEET P.12.

ALL CONSTRUCTION REQUIREMENTS OF 2023 CMS ITEM 254 SHALL APPLY.

DESIGN AGENCY



DESIGNER  
AAH

REVIEWER  
EMB 08-26-24

PROJECT ID  
118774

SHEET TOTAL  
P.3 | 13