

GENERAL NOTES

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FHWA REGION	STATE	PROJECT
5	OHIO	

7
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LAKE COUNTY
LAK-44-4.14

PAVEMENT

ITEM 848 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED TO REPAIR AND/OR PRELEVEL DAMAGED PAVED SHOULDERS DURING RESURFACING.

ITEM 848 - ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2

850 C.Y.

ITEM 848

ON THIS PROJECT, ITEM 848, TABLE 2-2, PROPERTIES OF MIXTURES SHALL BE FOR HEAVY TRAFFIC VOLUMES. IF ADJACENT COURSES ARE NOT PLACED WITHIN 10 DAYS, RETACKING SHALL BE AT THE CONTRACTOR'S EXPENSE.

STATION MARKINGS IN ASPHALT CONCRETE SURFACE COURSE

THE CONTRACTOR SHALL INSTALL AN INLAID THERMOPLASTIC MARKING EACH 100 FEET INTO THE WARM SURFACE BY THE USE OF A MECHANICAL ROLLER.

THE MARKINGS SHALL BE LOCATED SIX (6) INCHES IN FROM THE RIGHT EDGE OF THE PAVED SHOULDER AND SHALL BE SHAPED AS FOLLOWS:

- ONE 4 INCH X 12 INCH RECTANGLE AT EACH 1000 FOOT STATIONS, (EXAMPLE: STA. 220 + 00)
- TWO 4 INCH DOTS AT EACH 500 FOOT STATIONS. (EXAMPLE: STA. 225 + 00)
- ONE 4 INCH DOT AT ALL REMAINING 100 FOOT STATIONS. (EXAMPLE: STA. 223 + 00)

ALL COSTS OF MATERIALS AND INSTALLATION SHALL BE INCLUDED IN THE PERTINENT ASPHALT CONCRETE SURFACE COURSE ITEM.

ITEM SPECIAL - PARTIAL DEPTH PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF PARTIAL DEPTH REMOVAL OF EXISTING PAVEMENTS IN AREAS EXHIBITING DETERIORATION AT THE SURFACE, APPLYING ITEM 407, TACK COAT, AND PLACING AND COMPACTING ITEM 848, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, OR ITEM 402, ASPHALT CONCRETE.

THE ENGINEER WILL DESIGNATE THE LOCATION AND THE LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIR AREAS WILL BE RECTANGULAR IN SHAPE WITH DIMENSIONS AS REQUIRED TO ENVELOP SURFACE DETERIORATION. UNLESS OTHERWISE SHOWN IN THE PLANS, OR DIRECTED BY THE ENGINEER, TYPICAL REPAIR AREAS WILL EXTEND THE FULL WIDTH OF A TRAFFIC LANE AT TRANSVERSE JOINTS AND ALONG PORTIONS OF LONGITUDINAL JOINTS AND THE DEPTH OF REMOVAL SHALL BE ONE TO THREE INCHES.

THE PAVEMENT SHALL BE REMOVED TO THE SPECIFIED DEPTH WITHIN THE DESIGNATED LIMITS BY A METHOD THAT WILL NOT LOOSEN OR OTHERWISE DAMAGE ADJACENT PAVEMENT. PAVEMENT SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.05.

AFTER REMOVAL OF THE PAVEMENT, ITEM 407, TACK COAT, SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY COAT THE EXPOSED SURFACE AND TO FILL CRACKS AND JOINT OPENINGS.

ITEM 848, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, OR ITEM 402, ASPHALT CONCRETE THEN SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

THE NUMBER OF SQUARE YARDS TO BE PAID FOR SHALL BE CALCULATED USING THE DIMENSIONS ESTABLISHED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK INCLUDING TACK COAT AND ASPHALT CONCRETE, PAYMENT WILL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQUARE YARD	PARTIAL DEPTH PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS OUTLINED ABOVE:

ITEM SPECIAL - PARTIAL DEPTH PAVEMENT REPAIR

500 S.Y.

ITEM SPECIAL, PAVEMENT SAWING

ALL REPAIR AREAS WILL BE LOCATED BY THE ENGINEER AND MARKED WITH PAINT PRIOR TO THE START OF PAVEMENT SAWING OPERATIONS.

THE EXISTING RIGID PAVEMENT SHALL BE SAWED FULL DEPTH AT THE LIMITS OF THE DESIGNATED AREAS. THE CONTRACTOR MAY ELECT TO MAKE ADDITIONAL CUTS TO FACILITATE THE REMOVAL OF THE PAVEMENT. HOWEVER, ONLY THE CUTS DESIGNATED BY THE ENGINEER WILL BE MEASURED FOR PAYMENT. PAVEMENT IN THE REPAIR AREA SHALL THEN BE REMOVED COMPLETELY IN ACCORDANCE WITH 202 AND IN A MANNER THAT WILL NOT DAMAGE OR UNDERMINE THE PAVEMENT THAT IS TO REMAIN IN PLACE.

THIS ITEM IS TO BE USED AT THE PAVEMENT REPAIR AREAS AS SHOWN ON SHEET 30.

ITEM SPECIAL - JOINT AND CRACK SEALING IN CONCRETE PAVEMENT

ALL JOINTS AND CRACKS IN THE EXISTING PORTLAND CEMENT CONCRETE PAVEMENT, INCLUDING THE LONGITUDINAL JOINT BETWEEN THE PAVEMENT AND PAVED SHOULDER, SHALL BE CLEANED, EXPOSED AS NECESSARY AND SEALED UNDER THIS ITEM OF WORK. THE WORDS JOINT AND CRACK ARE USED INTERCHANGEABLY AND REFERENCE TO EITHER SHALL APPLY TO BOTH.

ALL JOINTS SHALL BE PREPARED AS FOLLOWS:

CASE 1 - JOINTS LESS THAN 1/2 INCH WIDE.

THE JOINT SHALL BE ROUTED OPEN A MINIMUM OF 1/2 INCH WIDE BY 1 INCH DEEP.

CASE 2 - JOINTS 1/2 INCH TO 2 INCH WIDE.

THE JOINT SHALL BE GOUGED OR ROUTED CLEAN A MINIMUM OF 1 INCH DEEP.

CASE 3 - JOINTS WIDER THAN 2 INCHES.

ALL EXISTING PATCHING MATERIALS SHALL BE REMOVED AS NECESSARY TO EXPOSE A RELATIVELY VERTICAL JOINT BELOW. IF THE UNDERLYING JOINT IS LESS THAN 2 INCHES WIDE IT SHOULD BE TREATED AS PER THE APPROPRIATE CASE 1 OR 2 ABOVE. IF THE UNDERLYING JOINT IS GREATER THAN 2 INCHES IT SHALL BE GOUGED OR ROUTED CLEAN AN ADDITIONAL 1 INCH DEEP.

ALL JOINT PREPARATIONS LISTED ABOVE SHALL BE CONTINUED UNTIL THE JOINT IS FREE OF OLD SEALING MATERIALS, DUST, DIRT, WATER, ICE OR OTHER FOREIGN MATERIALS. SANDBLASTING AND/OR AIR BLASTING AS NECESSARY TO CLEAN THE JOINT WILL ALSO BE REQUIRED. PRIOR TO PLACING ANY SEALING MATERIAL THE JOINT PREPARATION SHALL BE APPROVED BY THE ENGINEER.

THE JOINT SEAL MATERIAL SHALL BE A HOT APPLIED JOINT SEALER MEETING THE REQUIREMENTS OF ASTM D 3405. THE MATERIAL SHALL MEET THE - 20° BOND TEST AS DESCRIBED IN SECTION 4.4 OF D 3405.

ALL JOINTS SHALL BE SEALED AS FOLLOWS:

CASE 1 AND CASE 2

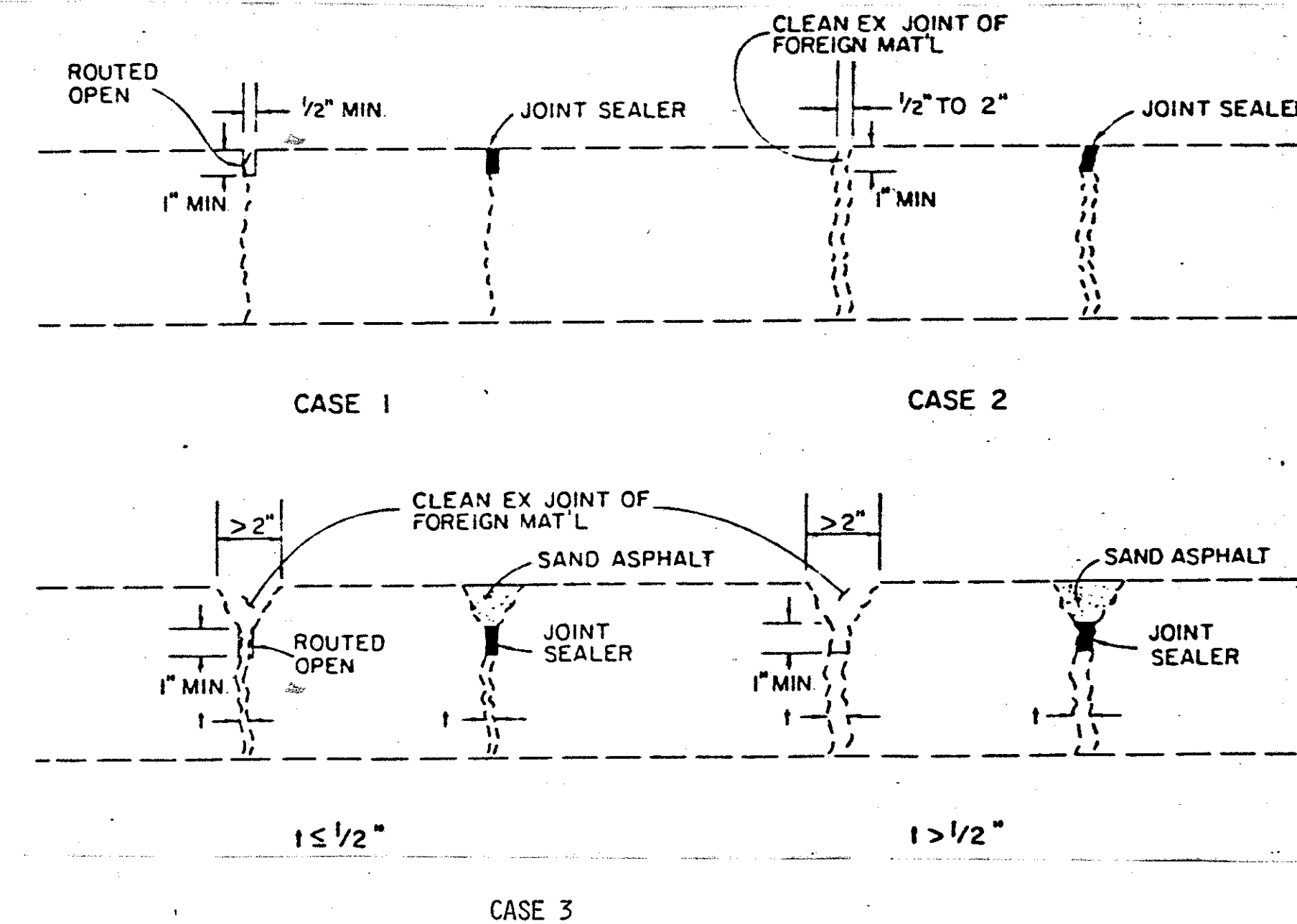
THE PREPARED JOINT SHALL BE FILLED FLUSH WITH JOINT SEAL MATERIAL. IF THE BOTTOM OF THE JOINT USING ROPE CAULKING, INSULATING FOAM OR OTHER SIMILAR COMPRESSIBLE MATERIAL. THE TOP 1 INCH OF THE JOINT MUST REMAIN OPEN TO ACCEPT THE JOINT SEAL MATERIAL.

CASE 3

THE PREPARED VERTICAL PORTION OF THE JOINT SHALL BE TOTALLY FILLED WITH JOINT SEAL MATERIAL. THE REMAINING VOID SHALL BE FILLED FLUSH WITH SAND ASPHALT. IF THE BOTTOM OF THE JOINT IS OPEN THE CONTRACTOR MAY FILL THE JOINT BOTTOM TO CONTAIN THE JOINT SEAL MATERIAL AS DESCRIBED IN CASE 1 AND CASE 2.

ANY HEIGHT VARIATIONS ACROSS THE JOINTS GREATER THAN 1/2 INCH (ESPECIALLY ALONG THE PAVED SHOULDER) SHALL BE TRANSITIONED WITH SAND ASPHALT AT THE RATE OF 1 INCH PER FOOT.

TYPICAL APPLICATIONS:



THIS ITEM OF WORK SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIALS NECESSARY TO SEAL ALL JOINTS AND CRACKS AS OUTLINED ABOVE.

THE METHOD OF MEASUREMENT SHALL BE THE ACTUAL NUMBER OF LANE MILES PREPARED AND SEALED. (SEE LANE MILE DEFINITION).

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS OUTLINED ABOVE.

ITEM SPECIAL - JOINT AND CRACK SEALING IN CONCRETE PAVEMENT

9.4 LANE MILES

LANE MILE DEFINITION (PORTLAND CEMENT CONCRETE PAVEMENT ONLY)

MAINLINE - ONE LANE PER 12 FT. WIDTH ANY FRACTIONAL PORTION OF A LANE SHALL BE CONSIDERED A FULL LANE (I.E. 0.1' TO 2.0' IS ONE LANE).

RAMP - TYPICALLY 1 LANE IS 16 FT. WIDE (18 FT. WIDE AT GORES). WHEN THE PAVEMENT WIDTH EXCEEDS THE SINGLE LANE WIDTH A SECOND LANE IS COUNTED (UP TO 24 FT. WIDE) THEREAFTER MULTIPLES OF 12 FT DEFINE EACH LANE AS IN THE MAINLINE DEFINITION.

A LANE MILE IS ONE LANE, AS DEFINED ABOVE, ONE MILE LONG.