

GENERAL NOTES

LAKE COUNTY
LAK-90-6.71

OHIO
FHWA
REGION 5

9
182

PAVEMENT

PROFILE AND ALIGNMENT

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT, AND THE ADDITION OF 12' INSIDE LANES WITH 14' SHOULDERS AND A 16' SHOULDER WIDENING AS SHOWN ON THESE PLANS. THE PROFILE OF THE PROPOSED SURFACE WILL BE APPROXIMATELY AN INCH ABOVE THAT OF THE EXISTING PAVEMENT.

THE PROPOSED PAVEMENT RESURFACING SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. (PREVIOUS CONSTRUCTION PLANS, PROJECT NO. LAK-1-4.02, LAK-1-6.97, LAK-1-10.38, SHOWING THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT 12 OFFICE.) THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL (HAVE A UNIFORM THICKNESS OF 5 1/4 INCHES) (VARY IN THICKNESS FROM 5 1/4 INCHES AT THE CROWN TO 5 INCHES AT THE PAVEMENT EDGE) (BE AS SHOWN ON THE TYPICAL SECTIONS).

CONTRACTION JOINTS IN PAVEMENT WIDENING OR CONCRETE SHOULDERS

WHERE NEW CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE PAVEMENT, CONTRACTION JOINTS SHALL BE PROVIDED IN THE NEW PAVEMENT SO AS TO FORM A CONTINUOUS JOINT WITH THAT IN THE EXISTING PAVEMENT.

IF THE DISTANCE BETWEEN THE EXISTING JOINTS IS GREATER THAN 40 FEET, ADDITIONAL CONTRACTION JOINTS AT A MAXIMUM SPACING OF 40 FEET SHALL BE PLACED IN THE NEW PAVEMENT.

JOINT SEALER

ALL REFERENCES TO 705.01 OR 705.02 APPEARING ON STANDARD DRAWINGS OR ON THE PLANS, SHALL BE CONSIDERED TO READ 705.04.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN

THE PAVEMENT SHALL BE REMOVED TO THE SPECIFIED DEPTH WITHIN THE DESIGNATED LIMITS BY A GRINDING METHOD THAT WILL CUT NEAT VERTICAL EDGES.

IF AFTER THE REMOVAL OPERATION THE ENGINEER DETERMINES THAT A FULL DEPTH REPAIR WILL BE NECESSARY, NO FURTHER WORK WILL BE REQUIRED. PAYMENT FOR THE GRINDING OPERATION WILL BE MADE BY PAYING FOR 50 PERCENT OF THE MEASURED AREA AT THE UNIT PRICE BID FOR ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN.

FOR ADDITIONAL DETAILS AND NOTES SEE SHEET No. 167

THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED TO PERFORM THIS WORK AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN 2000 SQ. YD.

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

THIS WORK SHALL BE PERFORMED WHERE RIGID REPLACEMENT IS NOT REASONABLE AS DETERMINED BY THE ENGINEER. (TYPICALLY THE RAMPS AND RAMP TERMINI AT INTERSECTING ROADWAYS)

THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED TO PERFORM THIS WORK AS DIRECTED BY THE ENGINEER:

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT 100 SQ. YD.
ITEM 252 - FULL DEPTH PAVEMENT SAWING 400 LIN. FT.

ITEM 301 - BITUMINOUS AGGREGATE BASE, AC-20, AS PER PLAN

THIS ITEM SHALL BE USED ON ALL MAINLINE AND RAMP TO REPAIR BADLY DAMAGED BERM AREAS, AS DIRECTED BY THE ENGINEER. THIS WORK SHALL INCLUDE THE REMOVAL OF 3" OR 6" OF THE EXISTING SHOULDER MATERIAL AND THE CONSTRUCTION OF A 3" OR 6" COURSE OF ITEM 301 ON THE EXISTING SUBBASE OR NEW SUBBASE AT THE CROSS SLOPES AS SHOWN ON THE TYPICAL SECTIONS.

ALL COST OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 301 - BITUMINOUS AGGREGATE BASE, AS PER PLAN. THE CONTRACTOR SHALL PERFORM THE ABOVE BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. AND SHALL NOT CLOSE MORE THAN ONE LANE IN EACH DIRECTION AT ANY TIME.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 301 - BITUMINOUS AGGREGATE BASE, AC-20, AS PER PLAN 250 CU. YD.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

MATERIALS FURNISHED FOR THESE ITEMS SHALL EXCLUDE ALL SLAG EXCEPT GRANULATED SLAG OR CRUSHED AIR-COOLED BLAST FURNACE SLAG. (THE MAXIMUM TOTAL PERCENT PASSING THE NO. 200 SIEVE FOR 304 SHALL BE 8 PERCENT AS OPPOSED TO THE 13 PERCENT SHOWN IN 304.02.)

AT THE CONTRACTOR'S OPTION, CRUSHED CONCRETE OBTAINED FROM CONCRETE PAVEMENT ON THIS PROJECT OR PROJECTS CONSTRUCTED UNDER ODOT SPECIFICATIONS MAY BE USED FOR ITEM 304 - AGGREGATE BASE. ALL CRUSHED CONCRETE PASSING THE NO. 4 SIEVE SHALL BE REPLACED BY MATERIAL OBTAINED FROM APPROVED SOURCES. THE RECYCLED CONCRETE PAVEMENT SHALL NOT CONTAIN MORE THAN 1.0% RECYCLED ASPHALT PAVEMENT. ALL OTHER REQUIREMENTS OF 304 AND 703.04 SHALL APPLY.

THIS ITEM SHALL ALSO BE USED TO REPLACE EXISTING UNSUITABLE SUBBASE, ALL COST OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 304 - AGGREGATE BASE, AS PER PLAN.

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

ITEM 304 - AGGREGATE BASE, AS PER PLAN 200 CU. YD.

ITEM 305 - PORTLAND CEMENT CONCRETE BASE, AS PER PLAN

THE SECOND SENTENCE IN 305.01(a) SHALL READ: "LOAD TRANSFER DEVICES ARE REQUIRED AT ALL TRANSVERSE CONTRACTION, CONSTRUCTION, AND EXPANSION JOINTS".

WHERE PROPOSED 305 BASE IS BEING TIED TO EXISTING CONCRETE PAVEMENT, TRANSVERSE JOINT SPACING REQUIREMENTS PER BP-2.2 ARE WAIVED, AND TRANSVERSE JOINTS SHALL ONLY BE REQUIRED TO MATCH IN LOCATION AND ALIGNMENT OF ALL EXISTING TYPE Y CONSTRUCTION AND EXPANSION JOINTS.

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AVERAGE APPLICATION RATES OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

ITEM 446 - ASPHALT CONCRETE

ON THIS PROJECT, ITEM 441 TABLE B PROPERTIES OF MIXTURES SHALL BE FOR HEAVY TRAFFIC VOLUMES.

ITEM 446 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, AC-20, AS PER PLAN

THE AGGREGATE USED IN THE 446 SURFACE COURSE, TYPE 1, WILL BE SLAG ONLY.

ITEM 446 - ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, AC-20

THE FOLLOWING ESTIMATED QUANTITY IS INCLUDED IN THE GENERAL SUMMARY TO PROVIDED FOR THE ADDITIONAL MATERIAL REQUIRED TO RESURFACE PAVED SHOULDERS WHICH ARE DROPPED OR IRREGULAR IN SHAPE:

ITEM 446 - ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, AC-20 1000 CU. YD.

SPREADING EQUIPMENT

AN AUTOMATIC SCREED CONTROL HAVING A 40 FOOT SKI ARM SHALL BE USED FOR PLACING THE INTERMEDIATE COURSE (SEE PROPOSAL NOTES). FOR FULL WIDTH PAVING, THE WIDTH LAID SHALL NOT EXCEED THE PAVER'S RATED WIDTH AS RECOMMENDED BY THE PAVER MANUFACTURER.

LONGITUDINAL JOINTS

LONGITUDINAL JOINTS BETWEEN A PAVEMENT LANE AND ADJOINING BERM OR SPEED CHANGE LANE AND BETWEEN A SPEED CHANGE LANE AND THE ADJOINING BERM SHALL BE MADE THE SAME DAY. ALL LONGITUDINAL JOINTS SHALL BE HOT WITH THE EXCEPTION OF ONE COLD JOINT PER ROADWAY. LONGITUDINAL JOINT LOCATIONS SHALL BE AS APPROVED BY THE ENGINEER. EACH RAMP SHALL HAVE ONLY ONE LONGITUDINAL COLD JOINT LOCATED APPROXIMATELY HALFWAY ACROSS THE RAMP.

ITEM 617 - COMPACTED AGGREGATE, TYPE A

THIS ITEM SHALL BE USED ALONG ALL RESURFACED SHOULDERS EXCEPT THOSE WHICH ARE IN A REGRADING AREA OR THOSE WHICH ABUT ASPHALT CONCRETE UNDER GUARDRAIL.

ITEM 617 - COMPACTED AGGREGATE, TYPE A 1475 CU. YD.
ITEM 617 - WATER 8.0 M. GAL.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 623 THE CONTRACTOR SHALL PROVIDE FIELD SURVEY FOR ALL ASPHALT TRANSITIONS. SITE SURVEY SHALL CONSISTS OF ELEVATIONS TAKEN AT THE BRIDGE EXPANSION JOINT (WHERE APPLICABLE) AND EXTENDING 75 FEET ONTO THE ROADWAY. ELEVATIONS AFTER RESURFACING SHALL BE TAKEN ALONG EACH EDGE LINE AND LANE LINE AND SHALL BE TAKEN AT THE FOLLOWING DISTANCES: 0 FEET, 5 FEET, 10 FEET, 25 FEET, 50 FEET, 65 FEET, 70 FEET, AND 75 FEET. THE CONTRACTOR SHALL PLOT THESE AT EACH LOCATION AT A SCALE OF 1 INCH EQUALS 10 FEET HORIZONTALLY AND 1 INCH EQUALS 2 FEET VERTICALLY. THIS SURVEY SHALL BE DONE AND THE PLOTTED RESULTS GIVEN TO THE ENGINEER AS SOON AS POSSIBLE AFTER THE PLACEMENT OF THE SURFACE COURSE.

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C

IF AFTER REMOVAL OF THE RIGID PAVEMENT, THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203 - EXCAVATION AND ITEM 304 - AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS.

IF NEW EDGE DRAINS OR UNDERDRAINS ARE NOT PROPOSED AS PART OF THIS PROJECT THEN AGGREGATE DRAINS SHALL BE PLACED ACROSS THE SHOULDERS AS NECESSARY AND AS DIRECTED BY THE ENGINEER. FOR THIS PURPOSE QUANTITIES OF ITEM 301 BITUMINOUS AGGREGATE BASE AND ITEM 304 AGGREGATE BASE HAVE BEEN PROVIDED TO RECONSTRUCT THE PORTION OF THE EXISTING PAVED BERM DISTURBED BY THE TRENCHING OPERATIONS FOR PLACING THE ITEM 605 AGGREGATE DRAINS.

THE EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THE AVERAGE PAVEMENT THICKNESS IS WITHIN THE LIMITS INDICATED ABOVE.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	DESCRIPTION	QUANTITY	UNIT
203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	100	CU. YD.
255	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C	10,000	SQ. YD.
255	FULL DEPTH PAVEMENT SAWING	37,000	LIN. FT.
301	BITUMINOUS AGGREGATE BASE, AC-20	5	CU. YD.
304	AGGREGATE BASE, AS PER PLAN	100	CU. YD.
605	AGGREGATE DRAINS, AS PER PLAN	100	LIN. FT.

FOR ESTIMATED QUANTITIES, SEE SHEET No. 167

ITEM SPECIAL - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED TO PERFORM THIS ITEM OF WORK:

ITEM	DESCRIPTION	QUANTITY	UNIT
SPECIAL	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04	375,000	LIN. FT.