

Project Description

This project consists of the improvement of the riding surface of SR 84, consistent with ODOT Urban Paving Policy, from SLM 3.26 to 7.80, in the City of Willoughby.

Right of Way

All work shall be performed within the existing right of way or easements.

Existing Typical Sections

Existing typical sections have been taken from the records and are believed to represent the existing pavement, but HNTB Ohio Inc. does not guarantee the accuracy of the same.

For further information in regard to the existing typical sections, the Contractor shall refer to the previous construction plans.

These plans may be reviewed at the:
Ohio Department Transportation District 12 Office
5500 Transportation Boulevard
Garfield Heights, Ohio 44125

Contingency Quantities

The Contractor shall not order materials or perform work for items designated by plan note to be used "as directed by the Engineer" unless authorized by the Engineer.

Cooperation Between Contractors

The Contractor shall cooperate and coordinate his/her operations with the Contractors on other projects that may be in force during the life of the contract. No waiver of any provisions of 105.07 of the construction and material specifications is intended.

Equipment and Material Storage

In order to provide for the safety of the traveling public the Contractor's attention is directed to 614.03. In addition the following provisions shall apply:

1. Any removed items shall not be stored on the right of way for more than thirty days.
2. The storage of equipment, materials, and vehicles within the highway right of way will be permitted. The number of areas and exact locations shall be approved by the Engineer.
3. All disturbed areas shall be returned to their original condition at no expense to the state.

Work Limits

The work limits shown on these plans are for physical construction only. The installation and operation of all temporary traffic control and temporary traffic control devices required by these plans shall be provided by the Contractor whether inside or outside these work limits.

Utilities

There are no underground utilities shown on this plan. The nature of the work required by this project will not affect any known underground utilities that exist under or adjacent to the work area.

Alignment and Profile

The proposed pavement resurfacing shall follow the alignment and profile of the existing pavement. The proposed asphalt concrete overlay shall be as shown on the typical sections. The intent of the plans is to maintain the existing profile.

Conversion of Metric Standard Drawings

The metric standard drawings referenced in this plan shall be converted to English units using the SI (metric) to English conversion factors provided in section 109.011 of the 1997 Construction and Materials Specifications. The appendix of ASTM E 380 shall be utilized for any additional conversion factors required. Conversions shall be appropriately precise and shall reflect standard industry English values where suitable.

Item 251 Partial Depth Pavement Repair

Typical repairs shall be 12" wide by 3" deep. Repairs shall be made after the pavement surface has been planed.

It is the plan intent to repair only a nominal amount of the existing base pavement, as the pavement appears to be in good condition. This item is estimated as 1% of the total pavement area.

The following estimated quantity is carried to the general summary to complete this item of work.

Item 251 Partial Depth Pavement Repair 659 Sq Yds

Item 253 Pavement Repair

The intent of this item is to repair the bare minimum amount of base pavement necessary to construct asphalt overlay detailed in the typical sections.

Depth of removal of existing pavement shall be as required to remove unsound base pavement, between 3" to 12". Removal may consist of any of the following: brick, reinforced concrete, plain concrete, or bituminous concrete. Removal limits shall either be saw cut, jack hammered, or ground to leave a neat, vertical surface.

The following quantity is carried to the general summary to complete this item of work.

Item 253 Pavement Repair 50 Cu Yds

Item 254 Pavement Planing, Bituminous, 1 1/2"

The intent of this item is to plane mainline and side road approaches to accommodate the uniform thickness overlay shown on the typical sections.

The depth of planing may be variable across the pavement width. The intent is maintain the existing reveal at the curb and driveways. The depth of milling at the center of the pavement may be as little as 0" in order to re-establish the crown. A scratch course will not be used for this purpose.

Item 407 Tack Coat

The rate of application of the 407 Tack Coat shall be subject to adjustment as directed by the Engineer. Plan quantities indicate an average application rate of 0.10 gallons per square yard of tack coat for estimating purposes only.

Item 448 Asphalt Concrete Surface Course, Type 1, PG. 76-22, As Per Plan

Coarse aggregate for this item shall be limited to limestone or air-cooled blast furnace slag. The gradation for this item shall conform to 441.02 Table A, Medium Traffic.

Item 623 Construction Layout Stakes

The stationing shown on the centerline of SR 84 is assumed stationing. It is not tied to existing centerline monumentation. It is a "best fit" alignment superimposed on existing aerial mapping. The stationing is presented for plan reference only and should be treated accordingly. No lay out is required other than that typically required for resurfacings.

Item 632 Detector Loop

Prior to planing the pavement, the Contractor shall field survey the location of the existing loop detectors within the project limits.

New loop detectors shall be placed at the same locations and same size as the existing. The loop detector wire shall be replaced to the pull box or pole, whichever is applicable, under item 632 and TC-82.10. The new cable splice kits shall be included in this pay item. The City of Willoughby Traffic Signals and Signs personnel shall be contacted (440-953-4305) seven days prior to installation of loop detectors. ODOT and City of Willoughby concurrence is required prior to installation.

The following estimated quantities have been carried to the general summary to be used as directed by the Engineer:

Description	Quantity	Unit
Detector Loop	15	Each

Review of Drainage Facilities

Before work begins, and again before final acceptance by the state, and representatives of the state, the Contractor, along with local representatives, shall make an inspection of all existing sewers which are to remain in service and which may be affected by the work. The condition of the existing conduits and their appurtenances shall be determined from field observations. Records of the inspection shall be kept in writing by the state.

All existing sewers inspected initially by the above mentioned parties shall be maintained and left in a condition reasonably comparable to that determined by the original inspection. Any change in the condition resulting from the Contractor's operations shall be corrected by the Contractor to the satisfaction of the engineer.

Payment for all operations described above shall be included in the contract price for the pertinent 604 adjustment or reconstruct items.

Casting Adjustment to Grade

All casting shall be adjusted to the finished roadway elevation by the Contractor. The time between adjusting the castings and resurfacing shall be kept to an absolute minimum. No adjusting rings shall be permitted. The following quantities have been carried to the general summary.

The Contractor shall not order materials until authorized by the engineer and if none are needed the item shall be non-performed.

The following estimated quantity has been carried to the general summary for use as directed by the Engineer.

Description	Quantity	Unit
Item 604, Catch Basin Adjusted to Grade, As Per Plan	5	Each
Item 604, Manhole Adjusted to Grade, As Per Plan	4	Each
Item 604, Monument Box Adjusted to Grade, As Per Plan	3	Each
Item 638, Valve Box Adjusted to Grade, As Per Plan	5	Each

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General Notes

LAK-84-3.26

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