

RIGHT OF WAY

ALL WORK SHALL BE PERFORMED WITHIN THE EXISTING RIGHT OF WAY OR EASEMENTS.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR PLAN ITEMS SET UP TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER.

EXISTING TYPICAL SECTIONS

EXISTING TYPICAL SECTIONS HAVE BEEN TAKEN FROM THE RECORDS AND ARE BELIEVED TO REPRESENT THE EXISTING PAVEMENT, BUT THE STATE OF OHIO 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 OF TRANSPORTATION, DISTRICT TWELVE OFFICES, 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OHIO 44125.

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, HE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THEREFROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED, IN WRITING, BY THE DIRECTOR.

EQUIPMENT AND MATERIAL STORAGE

IN ORDER TO PROVIDE FOR THE SAFETY OF THE TRAVELING PUBLIC THE CONTRACTORS 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.

ROADWAY

ITEM 202 RAISED PAVEMENT MARKERS REMOVED FOR STORAGE

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED THROUGHOUT THIS PROJECT:

ITEM 202 - RAISED PAVEMENT MARKERS REMOVED FOR STORAGE	PART 1	PART 2	
	260	2640	EACH

PAVEMENT

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE REMOVAL AND RESURFACING OF THE EXISTING PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE WILL BE APPROXIMATELY EQUAL TO THAT OF THE EXISTING PAVEMENT.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR AS PER PLAN

THIS ITEM OF WORK SHALL BE USED TO REPAIR AREAS OF PAVEMENT EXHIBITING DISTRESS BENEATH THE EXISTING OPEN GRADED ASPHALT FRICTION COURSE.

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, NOTES AND QUANTITIES SEE SHEET NO. 49.

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

THIS WORK SHALL BE PERFORMED AT LOCATIONS AS DETERMINED BY THE ENGINEER.

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 AND INSTALL AGGREGATE DRAINS IF REQUIRED.

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

	PART 1	PART 2	
ITEM 203 - EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	20	200	C.Y.
ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	600	6000	S.Y.
ITEM 252 - FULL DEPTH PAVEMENT SAWING	2500	22500	L.F.
ITEM 304 - AGGREGATE BASE	20	200	C.Y.
ITEM 605 - AGGREGATE DRAINS	300	3000	L.F.

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

THIS ITEM SHALL BE USED ON ALL MAINLINE AND RAMP BERMS TO REPAIR BADLY DAMAGED BERM AREAS, AS DIRECTED BY THE ENGINEER. THIS WORK SHALL INCLUDE THE REMOVAL OF THE EXISTING BITUMINOUS SHOULDER MATERIAL AND THE CONSTRUCTION OF A EQUALLY THICK COURSE OF ITEM 301 ON THE EXISTING SUBBASE AT THE CROSS SLOPES AS SHOWN ON THE TYPICAL SECTIONS. (T=6" MAX) 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	PART 1	PART 2	
	10	100	C.Y.

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 0.10 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 I, AC-20, AS PER PLAN

COARSE AGGREGATE IN THE 446 SURFACE COURSE TYPE I SHALL BE SLAG.

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.

ASPHALT APPROACHES AT BRIDGES

THE ASPHALT APPROACHES TO STRUCTURES SHALL BE PLACED AS SHOWN ON THE DETAILS ON SHEET NO. 48. MINOR SURVEY WORK WILL BE REQUIRED TO DETERMINE THE LIMITS OF THE PAVEMENT PLANING. ALL COSTS OF SAID SURVEY SHALL BE INCLUDED UNDER ITEM 623-CONSTRUCTION LAYOUT STAKES, AS PER PLAN.

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. (SEE SHEET NO. 48) SAID SURVEY SHALL CONSIST 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 254 - PAVEMENT PLANING, BITUMINOUS
ITEM 254 - PATCHING PLANED SURFACES

THE DEPTH OF THE PLANING OPERATION SHALL BE 1-1/4 INCHES MEASURED AT THE EDGE LINES AND LANE LINES. THE DEPTH OF PLANING IN THE WHEEL TRACKS WILL BE APPROXIMATELY 3/4 INCHES DEPENDING UPON THE AMOUNT OF RUTTING.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED TO PATCH THE PLANED SURFACES:

ITEM 254-PATCHING PLANED SURFACES	PART 1	PART 2	
	600	6000	S.Y.