

PAVEMENT

ALIGNMENT AND PROFILE

THE WORK PROPOSED FOR THIS PROJECT IS FOR REMOVAL OF EXISTING ASPHALT OVERLAY AND SUBSEQUENT RESURFACING OF THE PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE SHALL BE APPROXIMATELY 1.5 INCHES ABOVE THAT OF THE EXISTING OVERLAYED PAVEMENT.

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 AND SHALL BE CONSTRUCTED NORMAL TO THE PAVEMENT CENTERLINE (NOT SKEWED). IF THE DISTANCE BETWEEN THE EXISTING JOINTS IS GREATER THAN 20 FEET, ADDITIONAL CONTRACTION JOINTS AT A MAXIMUM SPACING OF 20 FEET SHALL BE PLACED IN THE NEW PAVEMENT.

JOINT SEALERS

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

SPREADING EQUIPMENT

AN AUTOMATIC SCREED CONTROL HAVING A 40 FOOT SKI ARM SHALL BE USED FOR PLACING THE INTERMEDIATE COURSE (SEE PROPOSAL NOTE). 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 AND EACH LONGITUDINAL JOINT LOCATION SHALL BE AS APPROVED BY THE ENGINEER. EACH RAMP SHALL HAVE ONLY ONE LONGITUDINAL COLD JOINT LOCATED APPROXIMATELY HALFWAY ACROSS THE RAMP.

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, NOTES AND QUANTITIES SEE SHEET NO. 78 .

GENERAL NOTES

CONCRETE BASE REPAIR

AFTER THE REMOVAL OF THE WEARING COURSE IT IS ANTICIPATED THAT THE EXISTING CONCRETE BASE WILL SHOW NUMEROUS CRACKS. IT IS NOT THE INTENT OF THESE PLANS TO REPAIR ALL CRACKS AND JOINTS. TYPICALLY, THOSE JOINTS AND CRACKS WHICH WERE REFERENCED PRIOR TO THE WEARING COURSE REMOVAL SHALL BE CONSIDERED FOR TOTAL REPLACEMENT. THE ENGINEER SHALL DETERMINE THE REPAIR LOCATIONS AND APPROPRIATE REPAIR METHODS. THE REPAIR METHODS FOR THIS PROJECT ARE:

- 1. PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN.
2. FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A.
3. FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B.
4. FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN C.
5. FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT.

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..... II 1000 S.Y.
ITEM 252 - FULL DEPTH PAVEMENT SAWING..... 2000 L.F.

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN, A

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN, B

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

THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT IN ACCORDANCE WITH ITEM 255 AND THE NOTES BELOW. PAYMENT SHALL BE MADE FOR "CLASS C" ALTHOUGH THE CONTRACTOR MAY USE EITHER "CLASS FS", "CLASS MS", "CLASS S" OR "CLASS C".

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 THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ONE HALF INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE HALF INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF ADDITIONAL CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ABOVE THE ONE HALF INCH TOLERANCE LIMIT.

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.

(CONT.)

WHEN PROPOSED REPAIRS OCCUR AT A PREVIOUSLY REPAIRED JOINT, THE NEW REPAIR LIMIT SHALL BE SET A MINIMUM OF 12 INCHES FROM THE PREVIOUS REPAIR LIMIT. (TO AVOID THE DOWEL UNDERCUT JOINT) THE PAVEMENT TO BE REMOVED SHOULD ONLY BE 10 INCHES THICK AT THE SAW CUT BUT WILL VARY BETWEEN 10 INCHES AND 16 INCHES IN THICKNESS ELSEWHERE. AN ESTIMATED QUANTITY OF ITEM 304 - AGGREGATE BASE, AS PER PLAN HAS BEEN INCLUDED TO REPLACE THE EXTRA THICKNESS OF PAVEMENT REMOVED.

PAVEMENT REPAIR LESS THAN OR EQUAL TO TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C, AS PER PLAN, A". PAVEMENT REPAIRS GREATER THAN TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C, AS PER PLAN, B".

EXISTING FLEXIBLE PAVEMENT REPAIRS THAT REQUIRE REPLACEMENT AS DETERMINED BY THE ENGINEER SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN C". THE NEW REPAIR LIMIT SHALL BE THE FLEXIBLE PAVEMENT PLUS A MINIMUM OF 12 INCHES OF RIGID PAVEMENT ON EITHER END OF THE FLEXIBLE REPAIR. THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ITEM 255 AND THE NOTES ABOVE.

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

- ITEM 203 EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION..... C.Y.
ITEM 304 AGGREGATE BASE, AS PER PLAN..... C.Y.
ITEM 255 FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN, A..... S.Y.
ITEM 255 FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN, B..... S.Y.
ITEM 255 FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN, C..... S.Y.

ITEM 255 FULL DEPTH PAVEMENT SAWING..... LIN. FT.

FOR ESTIMATED QUANTITIES, SEE SHEET NO. 78 .

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

THIS ITEM SHALL BE USED ON ALL MAINLINE AND RAMP BERMS (NOT SCHEDULED FOR CONCRETE REPLACEMENT) TO REPAIR BADLY DAMAGED BERM AREAS, AS DIRECTED BY THE ENGINEER. IT SHALL ALSO BE USED TO REPAVE ABOVE THE PROPOSED 4" SHALLOW PIPE UNDERDRAIN AS SHOWN ON THE TYPICAL SECTIONS. IN SHOULDER AREAS RECEIVING A NEW SHALLOW UNDERDRAIN AS PER PLAN THIS SHALL BE USED TO REPAIR THE SHOULDER AREA ADJACENT TO THE UNDERDRAIN REPAVING AREA. 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 COSTS OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM - 301 BITUMINOUS AGGREGATE BASE, AS PER PLAN. THE CONTRACTOR SHALL PERFORM THIS WORK UNDER THE APPROPRIATE CONSTRUCTION PHASE WHERE THE ADJACENT LANE IS CLOSED. NO ADDITIONAL LANE CLOSURES WILL BE ALLOWED.

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

- ITEM 301 - BITUMINOUS AGGREGATE BASE, AC-20, AS PER PLAN..... I 20 II 80 C.Y.

LAKE COUNTY OHIO
LAK-90/271-1.88/0.00 FHWA REGION 5 14 185
FEDERAL PROJECT

05772GNH.dgn
PLOT SUBMITTED: 02-NOV-1992 11:29
PLOTTED BY: lennon
PLOTTED FROM: c:\dgn\p\d05772\05772gnd.dgn