

SPECIFICATIONS FOR CONSTRUCTION

In general, unless specifically set forth herein, the work, materials, and methods of measurement and payment shall conform to the applicable divisions and paragraphs (as noted on the Bid Proposal or in the plans) of the most current edition of the:

**State of Ohio
Department of Transportation**

1. Construction and Material Specifications
2. Construction and Material Supplemental Specifications
3. Standard Construction Drawings

SCOPE OF WORK

Install construction signage in accordance with ODOT Item 614 Maintaining Traffic. A minimum of two-way traffic shall be maintained on one pavement lane at all times during construction utilizing flaggers, or portable traffic signals, in accordance with ODOT Item 614. Unobstructed, two-way traffic on two lanes shall be provided during all time periods of no construction activity.

- Task #1) Mill entire surface of Main Street pavement 1-1/2" deep from the termination of the Phase 1 North Main St paving (just south of 15th St. intersection) to the south edge of the SR 51 pavement a distance of approximately 900 ft. Mill pavement of the intersecting side streets to the end of intersection radius of the intersecting street, or existing pavement joint (see plan sheet) or as directed by the Village of Genoa.
- Task #2) Install Loop Detectors south of SR 51 as shown on the project plans. Loop detectors shall be installed and fully operational within two (2) days of milling of pavement over existing loop detectors.
- Task #3) After milling, proof roll pavement with a particular emphasis on areas of cracked or deteriorated pavement, with a fully loaded dump truck, in the presence of the Village representative and delineate areas of pavement for partial depth or full depth removal and replacement.
- Task #4) Neatly saw cut to the required depth, or remove with mill, those areas delineated for partial depth or full depth removal and replacement. Replace pavement as shown on Item 251 Partial Depth Pavement and Item 253 Pavement Repair Detail (pages 51 and 52). Minimum depth of partial depth repairs below the milled surface shall be 1-1/2". Full depth repairs shall include removal of all existing asphalt concrete, aggregate base and soft subgrade. Removed subgrade and aggregate base shall be replaced with ODOT #304 Aggregate Base placed and compacted in accordance with the specifications. Asphalt base layers shall be replaced with ODOT 441 Asphalt Concrete Intermediate Course, Type 2 (448) PG64-22, placed and compacted in accordance with the specifications.
- Task #5) Apply tack coat to entire milled and repaired pavement surface.
- Task #6) Place 1-1/2" of ODOT 441 Asphalt Concrete Surface Course, Type 1, (448), PG64-22 and seal all joints with hot applied joint sealant in accordance with ODOT Item 409

The above scope of work is meant to convey the general work to be completed and is not a definitive listing of all required work nor is it meant to dictate the contractor's means and methods.

SPECIAL PROVISIONS

ITEM SPL - TEMPORARY SEDIMENT AND EROSION CONTROLS

The Contractor shall take extreme care to prevent unnecessary erosion, water pollution and siltation at all points of the project. Inlet protection for catch basins and inlets, temporary seeding and mulching, straw bales, slope drains, etc., shall be used as necessary or as directed by the Engineer. The cost of all temporary erosion control measures shall be incidental to the Contract.

FULL-DEPTH PAVEMENT SAWING

All existing pavement to be widened and/or removed shall be sawed full depth at the limits of removal, using a diamond saw blade to provide a uniform edge and prevent damage to pavement that is to remain in place. The cost of the sawing shall be incidental to the applicable pavement removal item.

ITEMS 251 / 253 - PAVEMENT REPAIR

The final areas to be repaired under "Item 251, Partial Depth Pavement Repair" or "Item 253, Pavement Repair," will be designated in the field by the Village and the quantity of work to be covered under these items will be based upon the measurement of those designated areas.

The unit price bid for Item 251, Partial Depth Pavement Repair, shall include all the costs incurred in the removal of the existing asphalt concrete pavement to a depth specified by the Engineer, and the placing of the asphalt pavement as per plan.

The unit price bid for Item 253, Pavement Repair, shall include all the costs incurred in the removal of the existing asphalt pavement, full depth, the compaction of the subgrade as required, and the construction of the pavement courses as per plan.

The Contractor shall mill off the existing pavement as shown on the typical details. Areas of distressed pavement will be proof-rolled with a fully loaded dump truck. The Owner/Engineer will then mark the location, size and type of repair to be made. Weather permitting, the Contractor shall complete the pavement repairs within five (5) working days from when the planing operations have been completed.

All curb repairs, asphalt repairs and utility adjustments are to be completed before the asphalt surface work begins.

ITEM 254 - PAVEMENT PLANING

The work of this item consists of removing the existing asphalt wearing surface to the depths and limits specified or as directed by the Engineer, the intent of which is to restore adequate curb height and/or to remove deteriorated portions or irregularities in the existing wearing surface. Removal shall be by the method of cold surface planing, as described in Item 254.

The Contractor shall be responsible for notifying all residents of parking restrictions 24 hours in advance of any and all planing operations. Care shall be exercised during planing operations so as not to damage manhole covers, grates, chambers, valves, valve boxes, etc. Any utility castings damaged by the Contractor's operations shall be replaced by the Contractor at his expense.

After removing the wearing course, the Contractor shall immediately clean and tack coat an area at least four feet (4') in radius around all utility castings within the removal area and place an asphalt concrete wedge, thoroughly compacted in accordance with Item 401, around the castings in the four-foot (4') radius area. As an alternate method, the Contractor may choose at the time the wearing course is removed to leave a four-foot radius wedge of existing surface course around the utility casting to protect traffic, but will not be allowed to remove these wedges until the day previous to placing asphalt concrete surfacing on the street. Where manholes or valve chambers within an area where wearing course is removed have previously been adjusted with adjusting rings, the Contractor shall also have the option of removing the adjustment ring.

If the Contractor chooses to remove the adjustment rings, he shall re-install the rings immediately prior to resurfacing the street. No additional compensation will be paid for the placing of asphalt wedges, the removal and re-installation of adjustment rings, or the separate removal of existing wearing course left around the castings. These costs shall be included in the cost of removing the wearing course. All material removed shall be the property of the Contractor.

The Contractor shall note that the maintenance of proper drainage patterns will be of special concern, especially where proposed work is to meet existing pavement. The Contractor may be required to survey areas in question, using an automatic level or other appropriate equipment to assure proper grade and cross-slope. The cost of all operations required to assure and to demonstrate that proper drainage patterns have been maintained shall be included in the unit price bid for the pertinent pavement removal item.

During the pavement planing process, should circumstances arise where more existing pavement is being removed than specified, the Contractor SHALL notify the Owner immediately and stop work until the Owner arrives on-site and the issue is discussed and resolved. Due to experiences, including, but not limited to, air temperature, pavement temperature and/or failure of bonding agent, substantial increase in the pavement planing has occurred without the Village's approval or insight into existing conditions. Should overages to the Contract occur that are associated with pavement planing not completed per the drawings and specifications AND the continued pavement planing by the Contractor without notifying the Owner and stopping work, then the Contractor shall be responsible for all additional work associated with the pavement planing not being completed per the

drawings and specification, including but not limited to the additional work or quantities needed to complete the paving specification.

ITEM 401 - SEALING EDGES

All edges of the asphalt concrete surface course constructed under this Contract shall be sealed with asphalt cement as directed by the Engineer, the cost of same to be included in the unit price bid for Item 441 Asphalt Concrete. After completion of the surface course, gutters shall be sealed with **hot applied rubberized joint sealer** as directed by the Engineer. The material shall be applied at a uniform width of approximately 4 inches and at a rate just sufficient to fill surface voids. Sealing edges at building walls, foundations, or other visible surfaces shall be done neatly and without more than one-half (1/2) inch of the sealant being visible on the surface. Any extra sealant applied to visible surfaces shall be carefully and thoroughly removed by the Contractor at no additional cost to the Owner.

ITEM 441 - MEETING EXISTING PAVEMENT

Where an asphalt concrete resurfacing project begins or ends, the surface course shall meet the existing on a neat, straight line. This is to be incidental to Item 441 Asphalt Concrete.

ITEM 441 - BROOMING AND CLEANING

The existing surface shall be cleaned and prepared in accordance with Item 401.12. The cost for such work is to be included in the unit price bid for Item 441, Asphalt Concrete.

ITEM 611 - REVIEW OF DRAINAGE FACILITIES

Before any work is started on the project and again before final acceptance by the Owner, the Contractor, with the Engineer, shall inspect the existing sewers within the work limits, 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. Written records of the inspection and/or photographic documentation shall be kept by the Engineer.

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. All existing and/or new conduits, inlets, catch basins, and manholes constructed and/or cleaned as a part of the project shall be free of all foreign matter and in a clean condition before the project will be accepted by the Owner. Payment for all operations described above shall be included in the unit prices bid for the pertinent item.

ITEM 608 - WALKS, CURB RAMPS, AND STEPS

The unit price bid for Item 608 shall include all labor, material, and equipment necessary for the removal and disposal of the existing concrete walk, the replacement of the concrete walk, and the restoration of the grass areas adjacent to the walk with topsoil and seed. **All restoration work is to be completed within one (1) week of the completion of the construction of the new concrete walk.** The walk shall be five (5") inches in thickness, except in walk areas through the driveway aprons, and at curb ramps where the thickness shall be increased to six (6) inches.

Replacement walk shall be limited to that needed to transition between new curb ramps and existing walk and shall be installed in accordance with the standard drawings and specifications. Item 705.03, preformed one-piece expansion joint material, 1/2-inch thick, shall be placed adjacent to all existing remaining walk or structures. Where integral lug curb is a part of the walk to be repaired, the cost of replacement of the curb shall be included in the price bid for the walk.

The estimate quantity for the replacement of the existing concrete walk is approximate only and could increase or decrease from time to time during the progress of the work.

Any replacement concrete walk not constructed as per detail will be removed and replaced.

Any additional walk replacement must be approved by the Village Inspector before removal/replacement.

Curb ramp construction shall conform to Item 608.07. Curb ramp standard dimensions will be adjusted as required by the Owner in the field to provide adequate access for handicapped persons in the vicinity of poles or other fixed objects behind the curb. Curb ramps in both new and existing concrete walks will be measured by square footage complete. Payment shall include the cost for saw cutting, excavation, disposal of material, backfill, base course material, reinforcing steel, expansion joint material, grading, forming, all materials, finishing of the curb and walk of the ramp, restoration, and incidentals necessary to complete the specified items. The furnishing and installation of truncated domes is to be completed under a separate pay item and will be measured by square footage installed.

It is the Contractor's responsibility to protect the new surface until it cures.

ITEMS 608 / 452 - SIDEWALK AND/OR DRIVE APRON FINISH

The finish applied to the Portland Cement concrete surface shall be in accordance with the CMS. All joints and outside edges of the pavement shall be tooled with an edger or joint tool. **Apply clear curing compound to all new sidewalk and drive aprons.** Final finish, joints, and edges shall be subject to the approval of the Engineer.

It is the Contractor's responsibility to protect the new surface until it cures.

ITEM 608 - SIDEWALK WITH INTEGRAL CURB

The spacing of Contraction joints for the curb shall be five (5) feet to match walk joint spacing. Expansion joints shall be constructed on a maximum spacing of forty (40) feet.

It is the Contractor's responsibility to protect the new surface until it cures.

ITEM 614 - MAINTAINING TRAFFIC

The Contractor shall maintain traffic through the project at all times in conformance with Item 614.

During the removal of the asphalt wearing course, the repair of the base pavement and/or the construction of the asphalt courses for the roadway, the Contractor will be permitted to close one lane of pavement while maintaining traffic in the other lane on an alternating flow basis. The Contractor will be held strictly to the flagging requirements listed under Item 614.03d. The closing of the lane to traffic will be permitted during the above operations and for the periods of time consistent with the requirements of the specifications for the protection of the completed asphalt concrete courses.

Any detours shall be pre-approved by the Village and shall be properly signed in accordance with ODOT Item 614 and the Ohio Manual of Uniform Traffic Control Devices.

If, at the completion of the normal working day, any trench for pavement construction has not been completely backfilled and restored, a temporary cover, such as a metal plate or another approved device, shall be placed over that portion of the trench remaining open.

All driveways shall be accessible to the residents between the hours of 6:30 - 8:30 AM and 4:30 - 6:30 PM. The **only** exception shall be during actual milling and paving at the drive entrances. Should work that may block the driveway be necessary, the Contractor must notify the residents or businesses at least two (2) working days prior to closing driveways. If the residents and businesses have not been notified two (2) working days in advance of the anticipated drive closures, the Contractor will be prohibited from making these closures until such time as the proper advance notification is made.

In addition to driveway blockage notification provided and distributed by the Contractor, the Village shall prepare and the Contractor shall immediately distribute (hand deliver) up to four (4) public notices to each resident or business during the job in order to keep the residents informed throughout the project.

The maximum time period for driveway closure shall be 8 hours. The Contractor shall place new curbs within 48 hours of removal. The Contractor shall keep walks closed for a 48-hour period after concrete placement to permit the curing of concrete curbs, driveway aprons, or sidewalk across driveways.

The Contractor shall note that any interim material used for providing driveway ingress and egress will not be a separate pay item, and the cost of said interim material shall be included in the lump-sum price bid for Item 614.

In those areas where existing pavement is to be resurfaced or removed and replaced, the Contractor shall conduct his operations so as to maintain driveway traffic through the construction area. If two approved access points serve the same parking area, the Contractor will be permitted to close one access at a time. The Contractor will be permitted to close paved areas to traffic for a minimum period of time, consistent with the requirements of the specifications for the protection of completed asphalt concrete courses. If business property is involved, an alternate access must be provided if blockage exceeds one (1) hour. Repeated blocking must allow at least a 15-minute interval of traffic access every hour. Time period of residential driveway closures shall be kept to a minimum, but no more than the maximum time period stated in the above paragraphs.

ITEM 659 - SEEDING AND MULCHING

A Class1 – lawn mixture shall be used for the areas that need to be restored with seed and mulch.

ITEM 659 - COMMERCIAL FERTILIZING

All areas to be seeded and mulched under Item 659 shall have commercial fertilizer (12-12-12) applied to the rate of 20 pounds per 1000 square feet, the cost of which shall be incidental to the Contract.