

# KENNARD KINGS CREEK ROAD COLD MIX PAVING CHAMPAIGN COUNTY WAYNE & SALEM TOWNSHIPS



LOCATION MAP

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## PROJECT DESCRIPTION

WORK FOR THIS PROJECT SHALL CONSIST OF PAVING KENNARD KINGS CREEK ROAD (CD. 130 FROM HERR ROAD TO S.R. 245) IN CHAMPAIGN COUNTY AS SET FORTH IN THESE PLANS.

## 2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING OF TRAFFIC OF THE HIGHWAY AND THAT THE PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH IN THE PLANS AND ESTIMATES.



PLANS PREPARED BY THE

**CHAMPAIGN COUNTY ENGINEER**

**Stephen E. McCall P.E. P.S.**  
**County Engineer**

















KENNARD KINGSCKEER ROAD PAVING

DRAWN BY: RCH  
CHECKED BY: SEM

DESIGNED BY: SEM  
REDRAWN BY: RCH













NORTH KENNARD

KENNARD KINGS CREEK

215+00

220+00

225+00

230+00

235+00

240+00

245+00







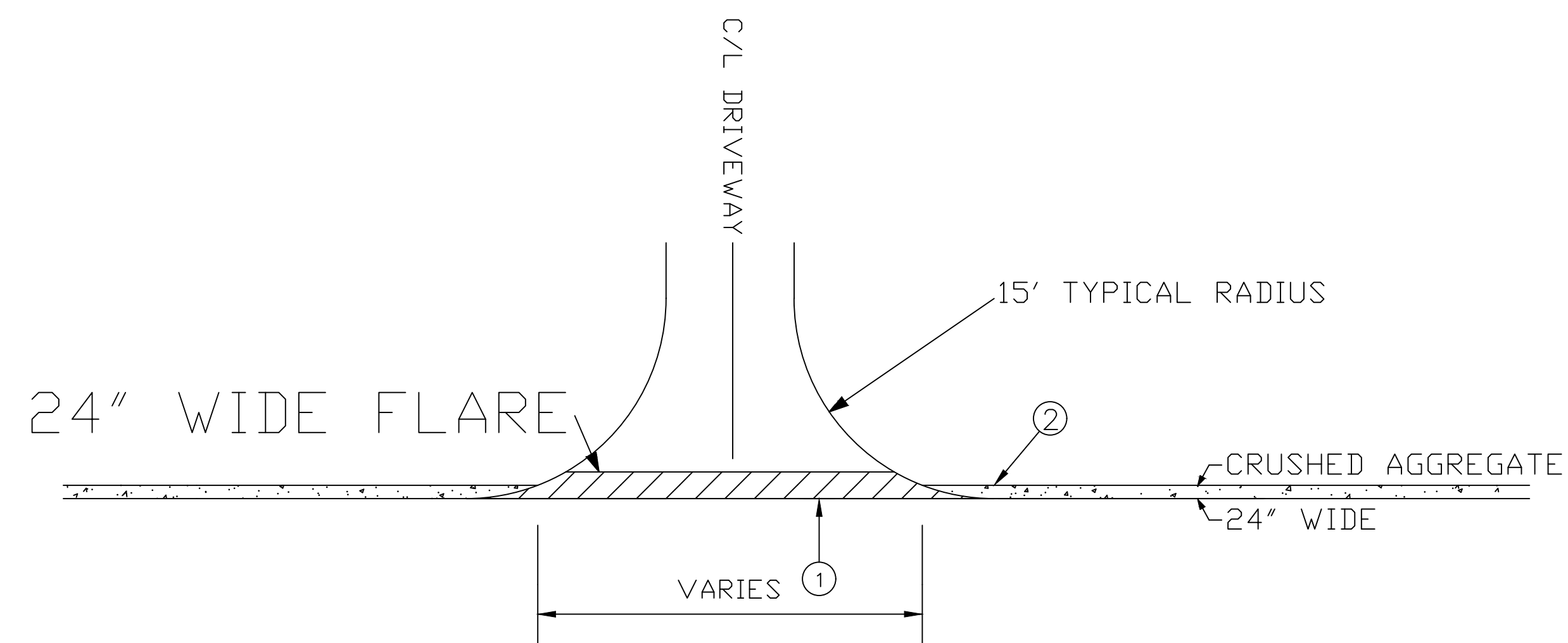


KENNARD KINGSCREEK ROAD PAVING

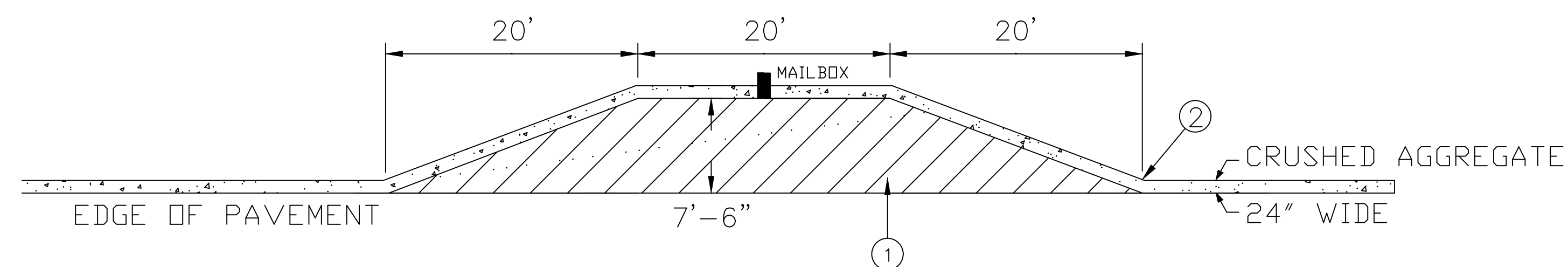
DRAWN BY: RCH  
CHECKED BY: SEM

DESIGNED BY: SEM  
REDRAWN BY: RCH

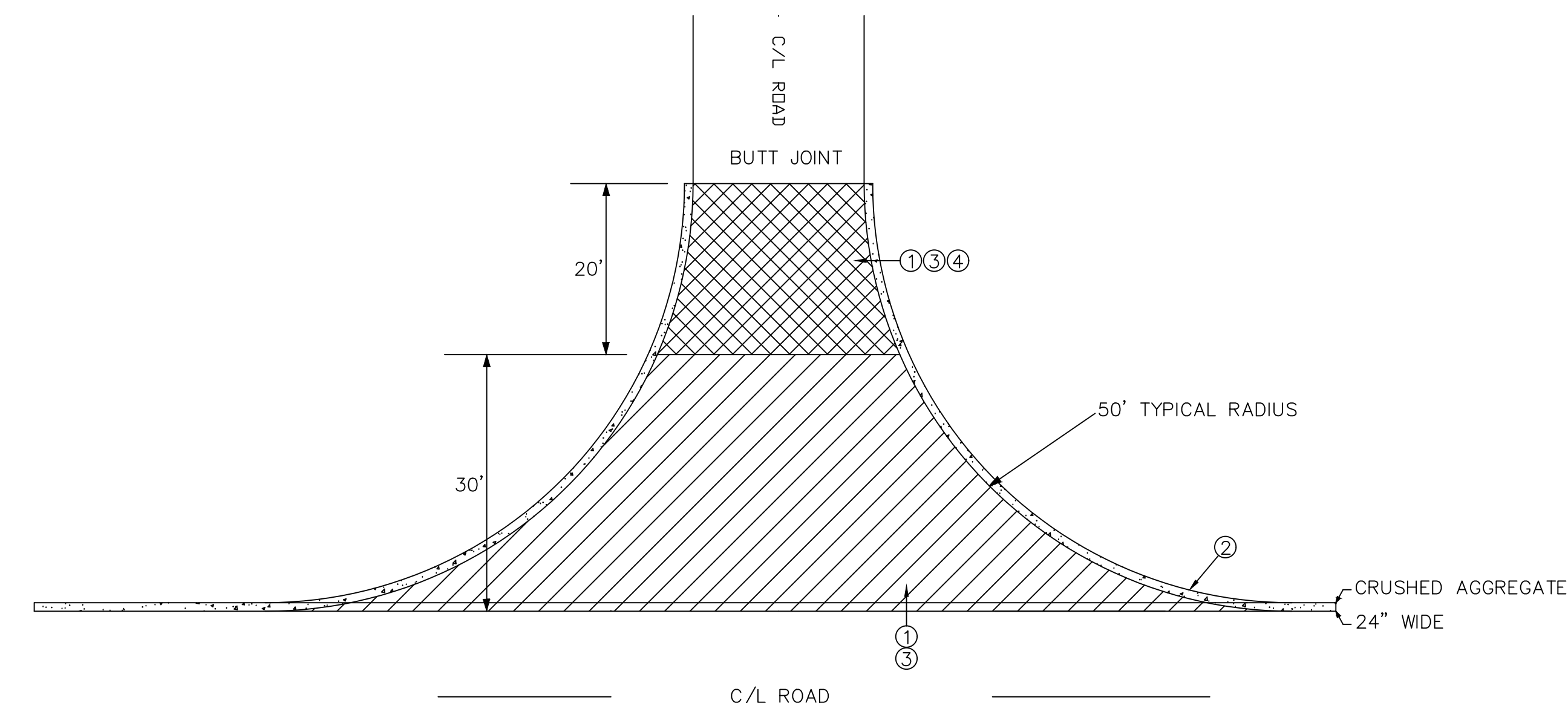




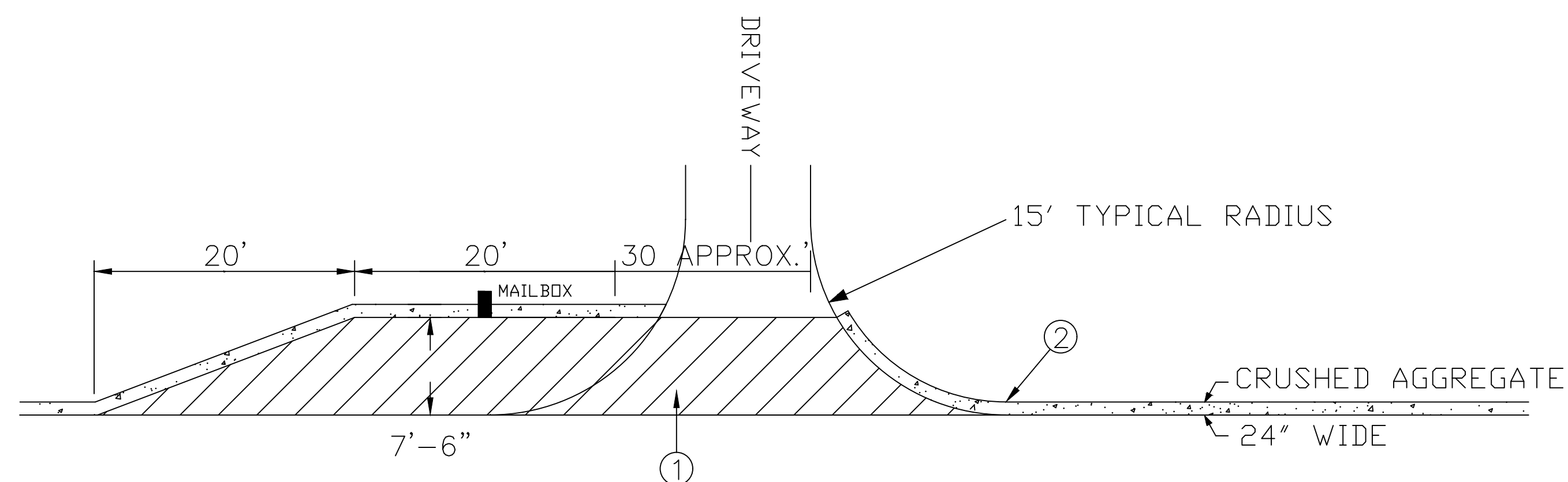
TYPICAL DRIVEWAY APPROACH  
NOT TO SCALE



TYPICAL MAILBOX APPROACH - TYPE A  
NOT TO SCALE



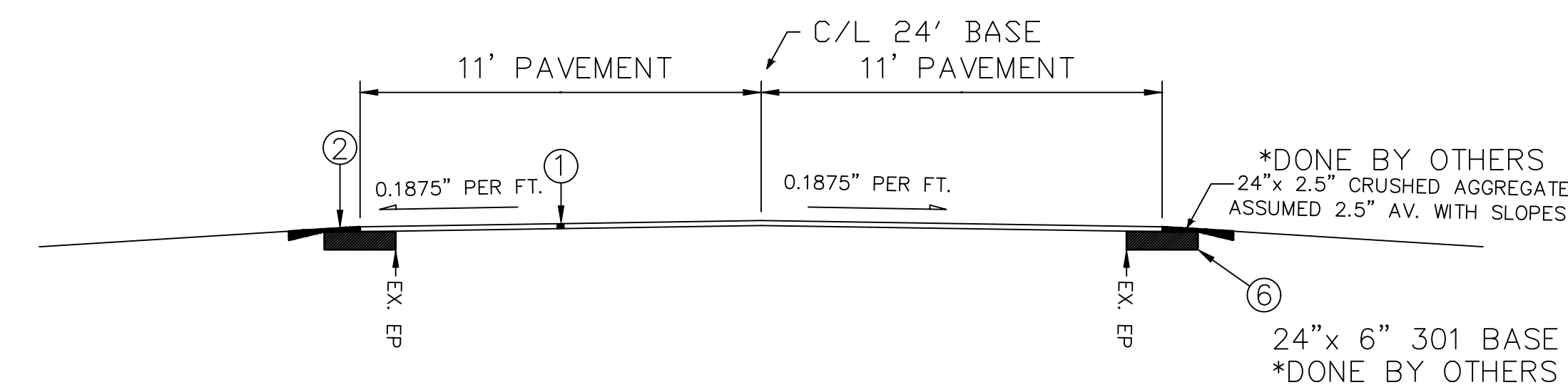
TYPICAL INTERSECTION APPROACH  
NOT TO SCALE



TYPICAL MAILBOX APPROACH - TYPE B  
NOT TO SCALE

PROPOSED LEGEND

- ① ITEM SPECIAL - 2.5" COLD CONSTRUCTED ASPHALT PAVEMENT
- ② ITEM 411 - STABILIZED CRUSHED AGGREGATE
- ③ ITEM 202 - WEARING COURSE REMOVED
- ④ ITEM 301 - 24"x6" ASPHALT BASE



KENNARD KINGSCREEK PROPOSED SECTION  
NOT TO SCALE

22' PAVEMENT APPLIES TO STA. 54+38 TO 165+70  
21' PAVEMENT APPLIES TO STA. 169+13 TO 306+87



DESCRIPTION	SIDE	STATION		LENGTH OR ADJUSTED LENGTH	BEGIN WIDTH	END WIDTH	AVERAGE WIDTH	TOTAL AREA	WEARING COURSE REMOVED	301 ASPHALT BASE 24"x 6" WIDEN	411 STABILIZED CRUSHED AGGREGATE, AS PER PLAN	441 2.5" COLD CONSTRUCTED ASPHALT COURSE	441 CHOKe AGGREGATE #9'S 12 LBS/SQ YD	407 TACK COAT @ 0.05 GAL/SY	642 CENTERLINE	642 EDGE LINE, 4"
		FROM	TO	FT	FT	FT	FT	SF	SY	CY	CY	SY	TONS	GAL	MILE	MILE
KENNARD KINGSCREEK PAVING	LT/RT	54+38	165+70	11,132.00	22.00	22.00	22.00	244,904.00				27212	163	1,361	2.11	4.22
KENNARD KINGSCREEK AGGREGATE SHOULDERS	LT/RT	54+38	165+70	11,132.00	24" x 2.5"	24" x 2.5"	4.00	44,528.00			344					
KENNARD KINGSCREEK BASE WIDENING	LT/RT	54+38	165+70	11,132.00	24" x 6"	24" x 6"	4.00	44,528.00		825						
*KENNARD KINGSCREEK TOTAL LENGTH AND WIDTH WAS USED FOR CALCULATION - APPROACHES AND INTERSECTION QUANTITIES WERE CALCULATED IN ADDITION																
KENNARD KINGSCREEK PAVING	LT/RT	169+13	306+87	13,774.00	21.00	21.00	21.00	289,254.00				32139	193	1,607	2.61	5.22
KENNARD KINGSCREEK AGGREGATE SHOULDERS	LT/RT	169+13	306+87	13,774.00	24" x 2.5"	24" x 2.5"	4.00	55,096.00			425					
KENNARD KINGSCREEK BASE WIDENING	LT/RT	169+13	306+87	13,774.00	24" x 6"	24" x 6"	4.00	55,096.00		1,020						
KENNARD KINGSCREEK APPROCHES AND INTERSECTIONS		54+38	306+87		CADD MEASURED			14,869.00				1652	57			
KENNARD KINGSCREEK BUTT JOINT MILLING AND ASPHALT DRIVEWAYS					CADD MEASURED			4,874.00	542							
TYPE A MAILBOX APPROACH SURFACE COURSE	LT/RT	22 TOTAL @ 318.28 SQ FT EA		0	CADD MEASURED			7,002.00				778	27	39		
AGGREGATE SHOULDER	LT/RT	22 TOTAL @ 7.0 SQ FT EA		0	CALCULATED			154.00			1					
TYPE B MAILBOX APPROACH SURFACE COURSE	LT/RT	4 TOTAL @ 420 SQ FT EA		0	CADD MEASURED			1,678.00				186	6	9		
AGGREGATE SHOULDER	LT/RT	4 TOTAL @ 8 SQ FT EA		0	CALCULATED			32			0					
TYPICAL 24" DRIVEWAY PAVED APPROACH	LT/RT	37 TOTAL @ 91 SQ FT EA		0	CADD MEASURED			3,365.00				374	13	19		
									SY	CY	CY	SY	TONS	GAL	MILE	MILE
PROJECT TOTALS									542	1,845	770	62,341	460	3,034	4.72	9.43
									202	301	411	441	441	407	642	642
DESCRIPTION	SIDE	STATION		LENGTH OR ADJUSTED LENGTH	BEGIN WIDTH	END WIDTH	AVERAGE WIDTH	TOTAL AREA	WEARING COURSE REMOVED	301 ASPHALT BASE 24"x 6" WIDEN	STABILIZED CRUSHED AGGREGATE, AS PER PLAN	2.5" COLD CONSTRUCTED ASPHALT COURSE	CHOKe AGGREGATE #9'S 12 LBS/SQ YD	TACK COAT @ 0.05 GAL/SY	CENTERLINE	EDGE LINE, 4"



Specifications

Item numbers refer to ODOT Construction and Material Specifications dated January 1, 2019. These specifications will cover the work unless otherwise noted.

1. Item 202 - Wearing Course Removed, Asphalt Concrete -

Consists of planing existing asphalt to a depth of approximately 2-1/2" to match existing pavement for butt joints per the schematic details included with the plans. All planed cuttings shall become the property of the contractor and shall be removed from the limits of the project. Payment will be for square yard of pavement planed. Limits for pavement planning are included per the plan details and quantities. Mobilization for all equipment to perform the work shall be included.

2. Item Special - Cold Constructed Asphalt Material -

**Description.** This work shall consist of providing all labor, equipment, transportation and incidentals required to place a Cold Constructed Asphalt (CCAP) according to the requirements set forth within these specifications and plans.

**Material.** Cold constructed asphalt material to be used for pavement overlay will be provided by the Owner. This material will be stockpiled across from 1045 State Route 560, Westville, Ohio 43083. The aggregate to be used for the choke material will also be provided by the Owner at the same location. The volume of material stockpiled shall be sufficient to complete the project as outlined in the specifications and plans. It is the Contractors responsibility to control the stockpiled material during the loading, hauling and paving operations in such a manner to minimize waste of the stockpiled material. Should the Contractor feel that there is insufficient material to complete the project as outlined in the specifications and plans it is his responsibility to notify the Owner as soon as the shortage is realized.

**Weather Limitation.** Do not place Cold Constructed Asphalt Pavement under the following conditions: when the existing surface has standing water or is saturated, when the air temperature is below 60<sup>0</sup>F or when weather conditions otherwise prevents proper handling, finishing of the CCAP mixture.

**Test Strip and Start Up Procedures.** During the first day of paving operations, the Contractor shall construct a test strip a single lane wide, 500 feet in length, on the project. The Contractor shall use this to demonstrate that the material, workmanship, equipment and processes proposed will produce a stable CCAP layer that conforms to the requirements of the project specifications without rutting or deformation under traffic.

Should the test strip be accepted by the Engineer, the Contractor may continue with the paving that day. Should the test strip fail, the Contractor and the Engineer shall determine the best plan to correct the deficiencies in the test strip and correct the paving operation moving forward. The Contractor will be required to perform another test strip with the recommended corrections and have that approved by the Engineer before continuing with paving operation.

Any and all cost incurred by the Contractor for a failed test strip, this includes any corrective actions up to and including complete removal and replacement shall be the sole responsibility of the Contractor and no additional compensation will be given by the Owner Agency.

**Hauling.** Hauling of the CCAP mixture shall be done using trucks that conform to ODOT Construction and Materials specification 401.11.

**Bituminous Paver.** The CCAP material shall be spread using a self-propelled paver having electronic grade and cross slope controls for the screed. The equipment shall

be of sufficient size and power (170 hp) to spread the CCAP material in one continuous pass per lane, without segregation, to the lines and grades established in the Plans.

Handwork of CCAP Material shall be minimized and care shall be taken to prevent segregation. The wings of the paver shall be emptied regularly to prevent buildup and to minimize segregation.

**Rollers.** The CCAP material shall be compacted using a minimum 10-ton static dual drum steel roller. The material shall be initially rolled in 2 passes, up and back, to seat the mat. The choke material shall be rolled into the CCAP mat using a minimum 10-ton static dual drum steel roller. The mat will then be rolled with an additional pass after the surface choke stone has been applied.

**Conditioning of the Existing Surface.** Clean the surface on which the CCAP material is to be placed, and keep it free of accumulations of materials that would, in the judgment of the Engineer, contaminate the mixture, prevent bonding, or interfere with spreading operations. Where approved subgrade or pavement courses previously constructed under the Contract become loosened, rutted, or otherwise defective, correct the deficiency according to the contract item or items involved before the spreading of a subsequent pavement course.

**Spreading, Finishing and Surface Tolerances.** Spread and finish the CCAP material to the lines and grades shown on the plans.

Immediately following the initial rolling, apply the choke aggregate uniformly at 12 lbs/sq yd with an adjustable, hopper equipped, revolving drum type spreader at the specified rate or by equipment and methods approved by the Engineer. Choke aggregate will be immediately rolled in with a minimum 10-ton static dual drum steel roller.

Should the placed mat show signs of rutting or deformation, the Contractor shall be required to re-roll and/or rework the surface and repair any surface issues caused by traffic as well as the Contractors operations. This includes shoulder placement and driveway approach construction. The Contractor shall be responsible for maintaining the condition of the pavement until final acceptance has been given by the Owner Agency.

The placed CCAP material shall meet the surface tolerances specified in 401.19. The variation of the surface from the testing edge of the 10 foot straightedge shall not exceed 3/8 inch.

**Joints.** Where the CCAP material is to match into an existing HMA or Concrete driveway, cross road or other surface, a butt joint shall be milled to provide a smooth transition from the new CCAP pavement to the existing pavement. Feathering of the CCAP material will not be permitted.

**Method of Measurement.** - Payment for the CCAP material will be made for the total square yards of pavement placed according to the specifications and plans. This square yardage will include all labor, equipment, materials, mobilization, testing and any other incidental cost to the placement of the CCAP mixture.

3. Item 614 - Maintaining Traffic -

Consists of furnishing and placing necessary signs at all intersecting roads to close the road daily during working hours and furnishing necessary traffic control to handle local traffic in the work zone. DO NOT PASS signs shall be placed and local traffic will be maintained throughout the entire project at all times. Payment will be for lump sum bid.