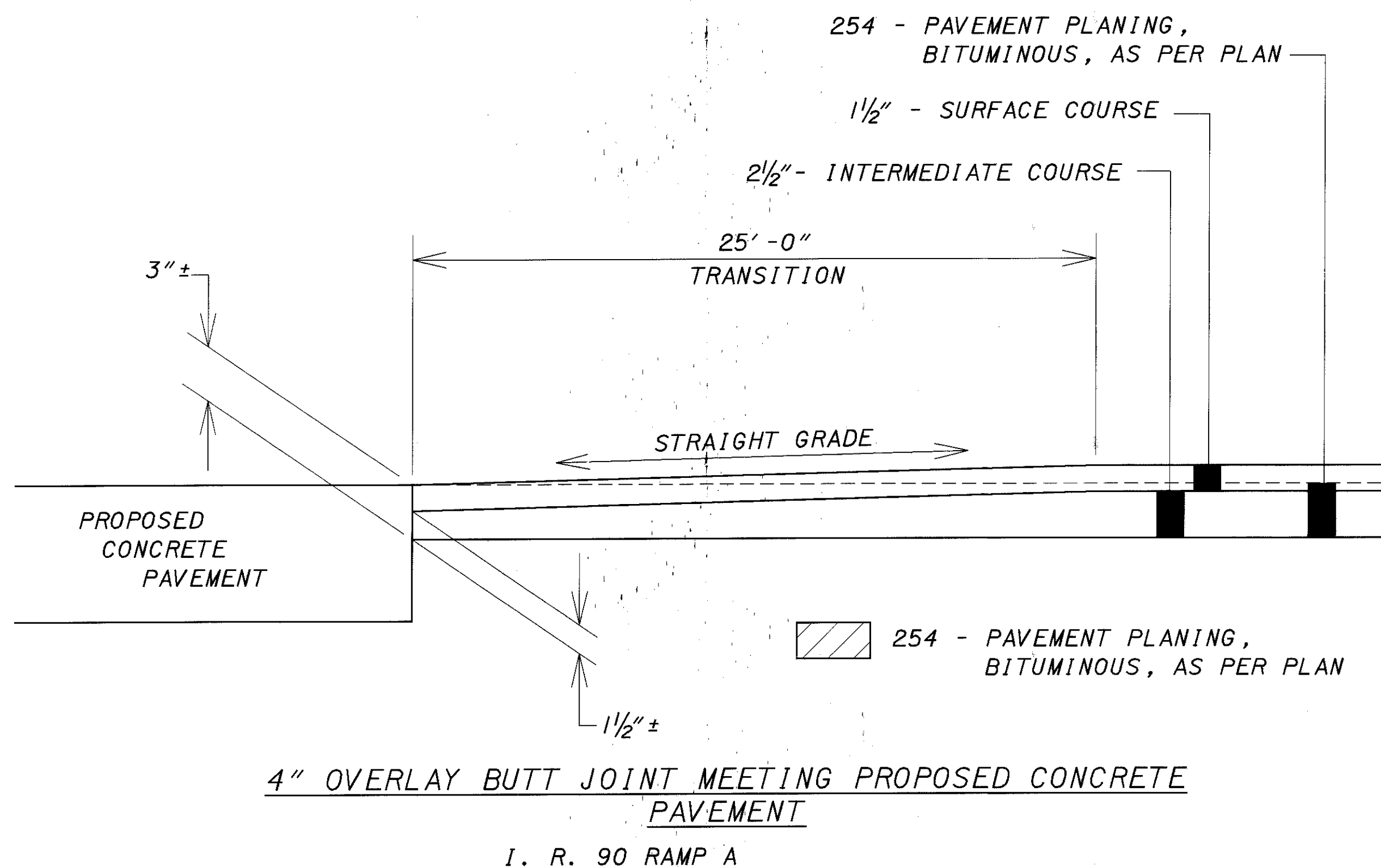


PLOT SUBMITTED: 10-FEB-1999 13:48

09866GMC.DGN

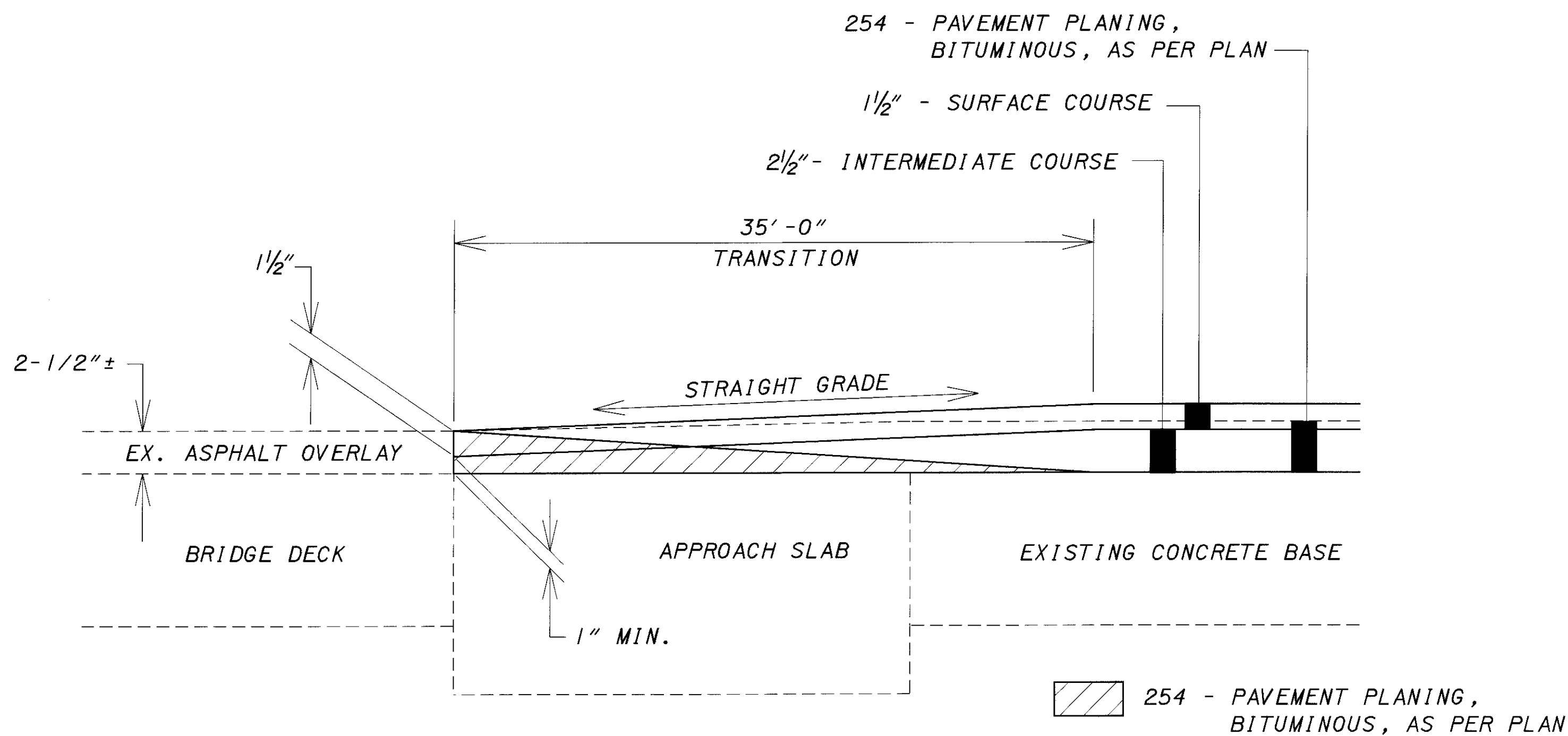
09866gmc.dgn

PLOTTED BY: jgrmcvse
 PLOTTED FROM: \\PROJECTS\pid\09866\09866gmc.dgn



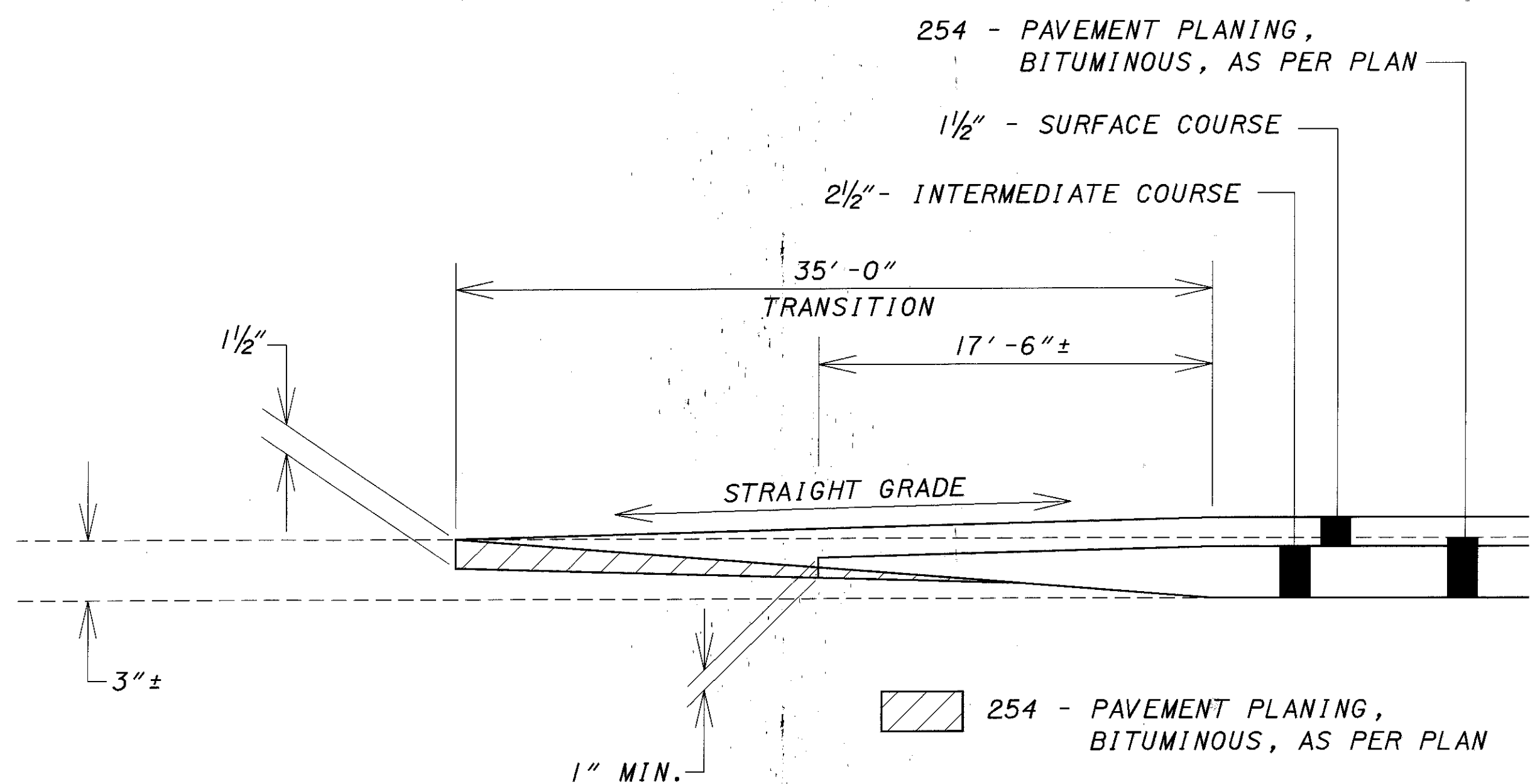
4" OVERLAY BUTT JOINT MEETING PROPOSED CONCRETE PAVEMENT

I. R. 90 RAMP A



4" OVERLAY BUTT JOINT MEETING EXISTING BRIDGE DECK

BRIDGE NO.
 LAK-44-0207 L&R
 (SR 44 OVER IR-90)



4" OVERLAY BUTT JOINT MEETING EXISTING PAVEMENT WITH 3" OVERLAY

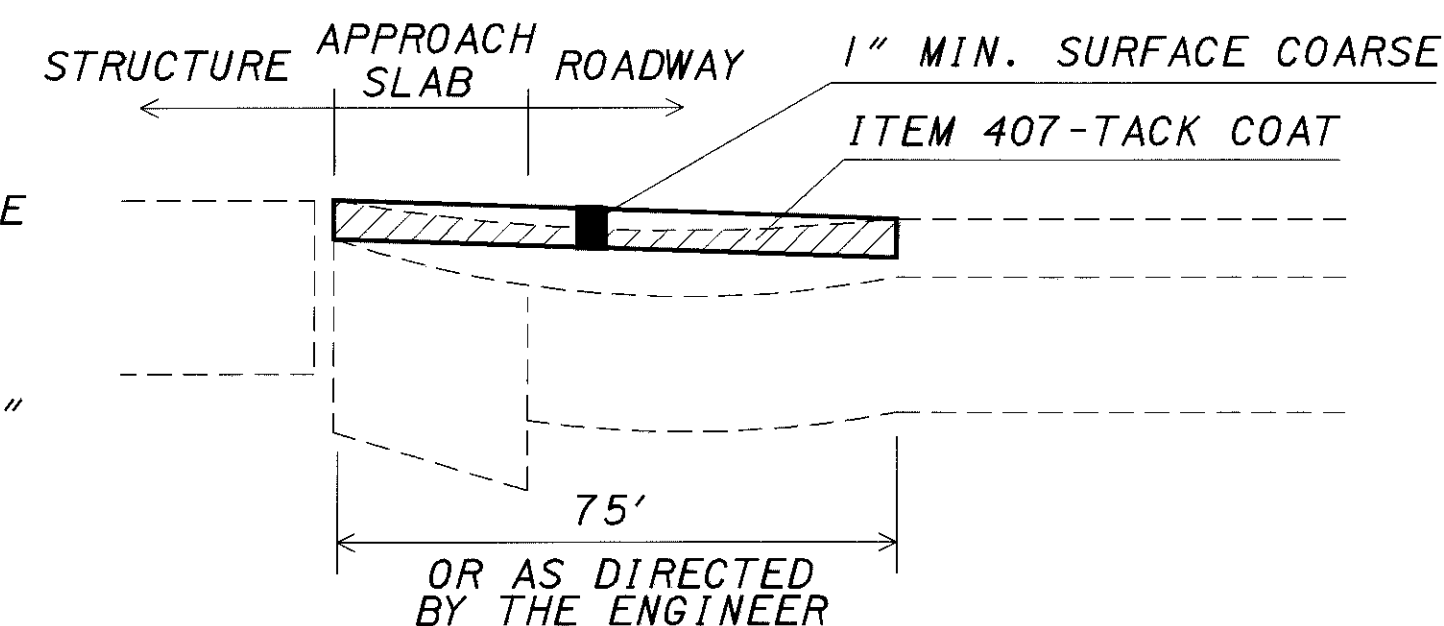
STA. 0+43.10 TO STA. 0+78.10
 STA. 233+00.00 TO STA. 233+35.00
 GIRDLED RD.
 AUBURN RD.
 S. R. 84 RAMPS
 I. R. 90 RAMPS

* - STRAIGHT GRADE - THE ASPHALT TRANSITIONS SHALL BE CONSIDERED UNACCEPTABLE IF THE FINAL GRADE VARIES FROM THE DESIRED STRAIGHT GRADE BY GREATER THAN 3/8 INCHES ANYWHERE THROUGHOUT THE LENGTH OF THE TRANSITION. THIS TOLERANCE IS REDUCED TO 1/4 INCH FOR THE FIRST 5 FEET ADJACENT TO AN EXPANSION JOINT.

PAYMENT WILL BE HELD FOR 1 C.Y. OF ASPHALT PER FOOT OF PAVING WIDTH AT EACH TRANSITION LOCATION UNTIL THE TRANSITION IS SHOWN TO BE ACCEPTABLE. THE CONTRACTOR IS TO PROVIDE THE NECESSARY SURVEY WORK TO SHOW THAT THESE STRAIGHT GRADES ARE MET ALONG EACH EDGE LINE AND LANE LINE.

ALL UNACCEPTABLE ASPHALT TRANSITIONS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. THE REPAIR METHOD SHALL BE AS FOLLOWS:

- DETERMINE FINAL GRADE LINE BY EXTENDING A STRAIGHT LINE FROM THE TOP OF THE BRIDGE END DAM JOINT TO A POINT 75' AWAY ON THE TOP OF RESURFACING.
- REMOVE ASPHALT CONCRETE EXACTLY 1" BELOW THE FINAL GRADE.
- PLACE ITEM 407 - TACK COAT AND ITEM 858 - ASPHALT CONCRETE, TO DESIRED GRADE.
- SURVEY TRANSITION TO VERIFY THAT THE REPAIR IS WITHIN THE ALLOWABLE TOLERANCE.



CORRECTION OF UNACCEPTABLE ASPHALT TRANSITIONS

PAVEMENT TRANSITION DETAILS

LAK-44-0.01

131
 196

CALCULATED
 EMK
 CHECKED
 ENF