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PREPARATION OF EXISTING SURFACE. THE EXISTING PAVEMENT SHALL BE CLEANED IN ACCORDANCE WITH 407.04. IN ADDITION, CRACKS IN THE EXISTING PAVEMENT SHALL BE CLEANED OF ALL FOREIGN MATERIAL WITH HIGH PRESSURE AIR CLEANING EQUIPMENT CAPABLE OF DELIVERING AIR UNDER PRESSURE OF 150 PSI FROM A NOZZLE TO THE CRACK BEING CLEANED. REMOVED MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH 203.05. ALL PATCHING SHALL BE ACCOMPLISHED PRIOR TO PERFORMING THE DRUM MIX RECYCLING. ALL POTHOLES, LARGE DEPRESSIONS, AND COLD PATCH AREAS IN THE EXISTING SURFACE SHALL BE FILLED WITH APPROVED HOT MIX ASPHALT.

ASPHALT CONCRETE PAVEMENT SURFACE HEATER DRUM MIX RECYCLING.

THE EXISTING PAVEMENT SHALL BE HEATED TO ALLOW FOR LOOSENING OF MATERIAL WITHOUT EXCESSIVE FRACTURING OF THE AGGREGATE AND ALLOW FOR ADEQUATE RECOMPACTION. THE PAVEMENT IS THEN HOT MILLED TO A DEPTH OF 2 INCHES. NECESSARY HEATED AND DRIED AGGREGATES, AND REJUVENATOR ARE APPLIED IN A UNIFORM FASHION AT THE PROPER APPLICATION RATE AUTOMATED TO THE SPEED OF THE RECYCLER, AS DETERMINED TO MEET SPECIFICATION. IT IS THEN MIXED FOR APPROXIMATELY 30 SECONDS AT 350 DEGREES F. MIXING CHAMBER TEMPERATURE MUST BE MAINTAINED AT A MINIMUM OF 350 DEGREES F IN ORDER TO ESTABLISH AN ENVIRONMENT FOR MAXIMUM BLENDING AND COATING. THE NEWLY RECYCLED MATERIAL SHALL BE PLACED AT THE REQUIRED CROSS-SECTION, PROFILE AND ALIGNMENT IN AN ACCEPTABLE, UNIFORM, FINISHED CONDITION AT A MINIMUM TEMPERATURE OF 220 DEGREES F AT THE SCREED. SURFACE TEXTURE SHALL BE UNIFORM AND CONSISTENT WITH NO SEGREGATION OR EXCESSIVE ASPHALT CEMENT.

COMPACTION SHALL BE PERFORMED IN ACCORDANCE WITH 401.14.

TRAFFIC. TRAFFIC SHALL NOT BE ALLOWED ON THE RECOMPACTED PAVEMENT UNTIL IT HAS COOLED SUFFICIENTLY TO PREVENT DISLODGING OF THE AGGREGATE. ANY AREAS WHICH ARE DAMAGED BY TRAFFIC SHALL BE REPAIRED AT NO ADDITIONAL COST IN A MANNER APPROVED BY THE ENGINEER.

SURFACE TOLERANCES. THE FINISHED SURFACE SHALL MEET THE REQUIREMENTS OF 403.16.

METHOD OF MEASUREMENT. THE MEASURED QUANTITY OF ASPHALT CONCRETE PAVEMENT SURFACE RECYCLING INCLUDING SURFACE PREPARATION, HEATING, REJUVENATING, MIXING AND COMPACTING SHALL BE THE ACTUAL NUMBER OF SQUARE YARDS COMPLETED AND ACCEPTED. THE QUANTITY OF ASPHALT REJUVENATING AGENT SHALL BE THE NUMBER OF GALLONS APPLIED AS DIRECTED BY THE ENGINEER AND MEASURED IN ACCORDANCE WITH 109.

BASIS OF PAYMENT. PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT PRICE FOR:

<u>ITEM</u>	<u>UNIT</u>	<u>DESCRIPTION</u>
SPECIAL	SQ.YD.	ASPHALT CONCRETE PAVEMENT SURFACE HEATER RECYCLING
SPECIAL	GALLON	ASPHALT REJUVENATING AGENT

CASTINGS ADJUSTED TO GRADE

ALL CASTINGS SHALL BE ADJUSTED TO THE FINISHED ROADWAY ELEVATION BY THE CONTRACTOR. THE TIME BETWEEN ADJUSTING THE CASTINGS AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM. NO ADJUSTING RINGS SHALL BE PERMITTED. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 604 - MONUMENT BOX ADJUSTED TO GRADE, APP 6 EACH

ITEM SPECIAL-MAILBOX SUPPORT SYSTEM

THE ENGINEER SHALL IDENTIFY ALL NON-STANDARD MAILBOX SUPPORTS. A STANDARD SUPPORT IS DESCRIBED AS FOLLOWS:

1. MAXIMUM 4" x 4" SQUARE OR 4 1/2" DIAMETER TIMBER.
2. MAXIMUM 2" DIAMETER STANDARD STRENGTH STEEL PIPE.
3. ANY MATERIAL WITH BREAKAWAY CROSS SECTION CHARACTERISTICS EQUIVALENT TO 1. AND 2. ABOVE.

IF POSSIBLE, AS DIRECTED BY THE ENGINEER, NON-STANDARD MAILBOX SUPPORTS SHOULD BE MODIFIED TO MEET STANDARD BREAKAWAY CROSS SECTIONS. IF THE ENGINEER DETERMINES MAILBOX SUPPORT MODIFICATION IS NOT SUITABLE, THEN THE CONTRACTOR SHALL REPLACE AND RESET ALL NON-STANDARD MAILBOX SUPPORTS WITH PRESSURE TREATED 4" x 4" NOMINAL TIMBER POSTS, MEETING AASHTO-M-133-86 AWTA-P8.A. HARDWARE SHALL BE COMMERCIAL GRADE GALVANIZED STEEL. POSTS SHALL BE SET AS PER THE FIRST PARAGRAPH OF 606.03 AND SHALL IN NO INSTANCE BE ENCASED IN CONCRETE. SUPPORT HARDWARE SHALL ACCOMODATE NO MORE THAN A DOUBLE MAILBOX INSTALLATION ON A SINGLE POST. IN THE ABSENCE OF A NEW MAILBOX SUPPLIED BY THE OWNER, THE CONTRACTOR SHALL SALVAGE THE EXISTING MAILBOX AND MOUNT IT ON THE NEW SUPPORT. DUE CARE SHALL BE EXTENDED IN SUCH AN OPERATION AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY MAILBOX DAMAGED BY IMPROPER HANDLING ON HIS PART, AS JUDGED AND DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL POSTMASTER TO DETERMINE THE PROPER HEIGHT, DEPTH OF EMBEDMENT AND LOCATION OF SUPPORTS.

ALL MATERIAL, EQUIPMENT, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE MODIFICATION OF EXISTING MAILBOX SUPPORTS OR TO COMPLETE THE REMOVAL OF THE EXISTING MAILBOX SUPPORTS, RESETTING NEW POSTS AND MOUNTING THE MAILBOXES ON THE POSTS SHALL BE INCLUDED IN THE UNIT PRICE BID ITEM SPECIAL-MAILBOX SUPPORT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY SHEET TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL-MAILBOX SUPPORTS 4 EACH

CALCULATE
 KAS
 CHECKED
 LDH
 GENERAL NOTES
 LAKE COUNTY
 LAK-86-5.52
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