

PLOT SUBMITTED: 25-FEB-1999 15:51

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PLOTTED BY: jgrmovse
PLOTTED FROM: PROJECTS\pid19423\p\dgn\19423gma.dgn

BRIDGE APPROACHES				
BRIDGE NO. LAK-90-	APPROACH WIDTH	LEAVE WIDTH	MILL AREA	ITEM 254
				PAV'T PLANING BITUMINOUS
	FEET	FEET	SQ. YDS.	SQ. YDS.
0243R	38.00	38.00	971	971
0528R	51.00	58.00	1393	1393
0599R	51.00	51.00	1303	1303
0605R	51.00	58.00	1393	1393
0645R	51.00	58.00	1393	1393
0528L	51.00	58.00	1393	1393
0599L	51.00	58.00	1393	1393
0605L	51.00	51.00	1303	1303
0645L	51.00	58.00	1393	1393
271-0145W	38.00	38.00	971	971
TOTAL				12906

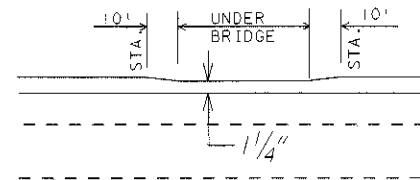
PLANING UNDER BRIDGES				
FROM	TO	AVERAGE WIDTH	MILL AREA	ITEM 254
				PAV'T PLANING BITUMINOUS
		FEET	SQ. YDS.	SQ. YDS.
66+70 NB	67+90 NB	38.0	507	507
78+20 NB	80+30 NB	38.0	887	887
118+25 NB	121+75 NB	80.0*	3111	3111
144+40 SB	145+70 SB	77.0	1112	1112
TOTAL				5617
			TABLES ABOVE	12,906
				2335
GRAND TOTAL				20,858

* - DEPTH UNDER BRIDGE = 3"

WORK LIMITS			
STA.	AVERAGE WIDTH	MILL AREA	ITEM 254
			PAV'T PLANING BITUMINOUS
	FEET	SQ. YDS.	SQ. YDS.
0+00 NB #	58.0	258	258
0+00 SB	58.0	258	258
10+00 EB	58.0	258	258
10+00 WB	58.0	258	258
322+71 EB	58.0	258	258
322+71 WB	58.0	258	258
RAMP E	42.0	187	187
RAMP E	27.0	120	120
RAMP F	38.0	169	169
RAMP G-H	70.0	311	311
TOTAL			2335

- DEPTH = 1/4" SOUTH OF BRIDGE

1/4" OVERLAY UNDER BRIDGES				
FROM	TO	AVERAGE WIDTH	AREA	ITEM 448
				ASPHALT CONCRETE (REDUCTION)
		FEET	SQ. YDS.	CU. YDS.
0+50 NB	1+30 NB	58.00	516	3.6
53+90 SB	55+10 SB	65.0	867	6.0
55+20 NB	56+40 NB	66.0	880	6.1
TOTAL				(-15.7)

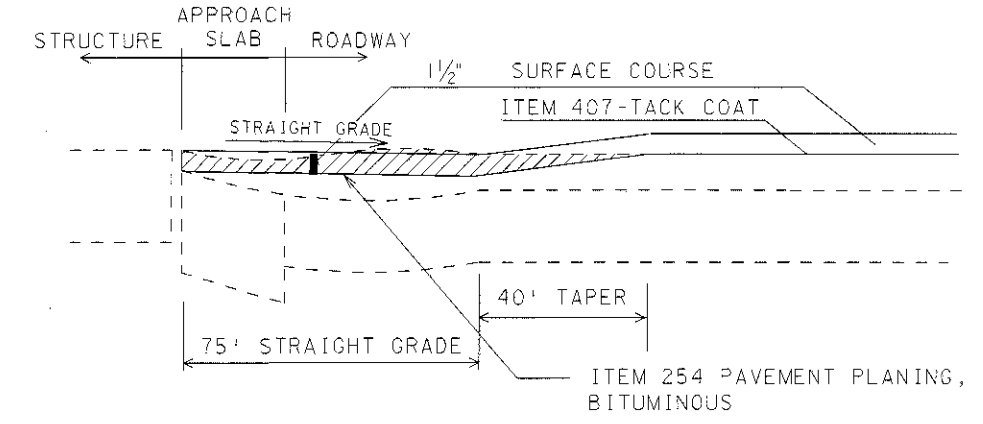


TRANSITION AT LOW BRIDGES

METHOD TO PROVIDE SMOOTH BRIDGE APPROACHES

THE PROCEDURE TO CORRECT UNEVEN BRIDGE APPROACHES IS AS FOLLOWS:

- A. 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 EXISTING RESURFACING. THIS SHALL BE DONE AT EACH EDGE OF THE MILLING MACHINE.
- B. REMOVE ASPHALT CONCRETE EXACTLY 1/2" BELOW THE FINAL GRADE. THE MILLING MACHINE MUST BE CAPABLE OF FOLLOWING THE STRING LINE TO ESTABLISH THE EXACT REMOVAL LIMIT.
- C. PLACE ITEM 407 - TACK COAT AND ITEM 448 - ASPHALT CONCRETE, TO DESIRED GRADE. THE PAVING MACHINE MUST FOLLOW THE STRINGLINE GRADE AT EACH EDGE OF THE PAVER.
- D. SURVEY TRANSITION TO VERIFY THAT THE REPAIR IS WITHIN THE ALLOWABLE TOLERANCE.



LEVELING OF EXISTING ASPHALT TRANSITIONS

STRAIGHT GRADE - THE ASPHALT TRANSITIONS SHALL BE CONSIDERED UNACCEPTABLE IF THE FINAL GRADE VARIES FROM THE DESIRED STRAIGHT GRADE BY GREATER THAN 0.02 FEET ANYWHERE THROUGHOUT THE LENGTH OF THE 75' TRANSITION. THIS TOLERANCE SHALL BE MEASURED EVERY 10 FEET ALONG THE TRANSITION PLUS AN ADDITIONAL MEASUREMENT AT 5 FEET FROM THE BRIDGE EXPANSION JOINT.

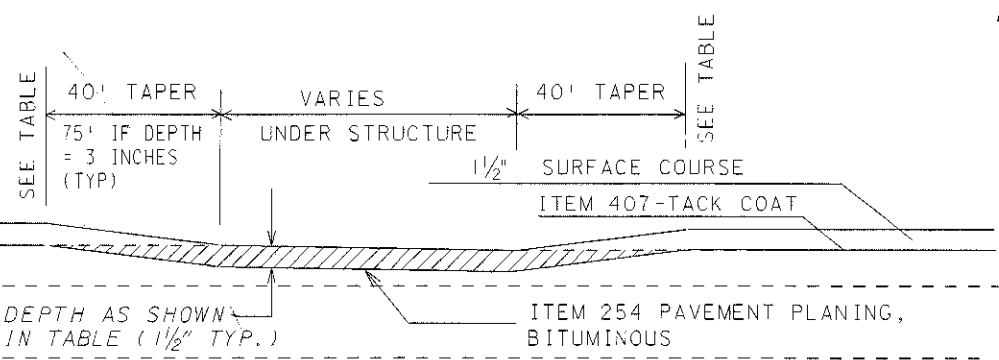
PAYMENT FOR ITEMS 254 AND 448 (WITHIN 75 FT.) SHALL NOT BE MADE UNTIL AFTER A SURVEY HAS BEEN MADE SHOWING THAT THE TOLERANCES HAVE BEEN MET. THE SURVEY SHALL BE PERFORMED BY THE CONTRACTOR PRIOR TO OPENING THE ROAD TO TRAFFIC. THIS INFORMATION SHALL BE IMMEDIATELY SUPPLIED TO THE PROJECT ENGINEER.

ALL UNACCEPTABLE ASPHALT TRANSITION AREAS SHALL BE REPAIRED AND RESURVEYED AT THE CONTRACTORS EXPENSE. THE REPAIR METHOD SHALL BE AS PER THE ORIGINAL MILL AND FILL APPROACH LEVELING SEQUENCE.

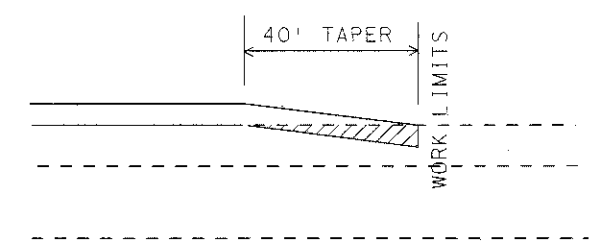
MILLING SHALL NOT PRECEDE THE PLACEMENT OF THE ASPHALT CONCRETE BY MORE THAN 48 HOURS. PREFERABLY, THESE ITEMS OF WORK SHALL BE PERFORMED DURING THE SAME CLOSURE.

IF THE 448 SURFACE COURSE IS NOT PLACED PRIOR TO OPENING TO TRAFFIC THE FOLLOWING SHALL BE DONE AT THE CONTRACTOR'S EXPENSE:

PROVIDE TEMPORARY ASPHALT RAMPS AT A RATE NOT TO EXCEED 1" IN 10'. INSTALL TEMPORARY LANE AND EDGE LINES.



PLANING UNDER OVERHEAD STRUCTURES (LESS THAN 16' VERTICAL CLEARANCE)



TRANSITION AT WORK LIMITS

CALCULATED
CHECKED

ASPHALT TRANSITION DETAILS

LAK-090/271-01.88/00.00