

PAVEMENT

ALIGNMENT AND PROFILE:

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RESURFACING OF THE EXISTING PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE WILL BE APPROXIMATELY 3 INCHES ABOVE THAT OF THE EXISTING PAVEMENT.

ITEM 203 - LINEAR GRADING ITEM 404 - ASPHALT CONCRETE, AC-20

ITEM 404 SHALL BE USED FOR EROSION CONTROL UNDER EXISTING OR PROPOSED GUARDRAIL. EXCAVATION AND SITE RESTORATION NECESSARY FOR PLACEMENT SHALL BE INCLUDED UNDER ITEM 203. ITEM 404 SHALL BE PLACED FLUSH WITH THE SURROUNDING SOIL OR SHOULDER.

WHEN WORKING UNDER EXISTING GUARDRAIL THE COMPACTION METHOD FOR ITEM 404 SHALL BE AS APPROVED BY THE ENGINEER. BEFORE COMPLETION OF WORK ON THIS PROJECT BY THE CONTRACTOR, ANY DAMAGE TO THIS ITEM CAUSED BY THE INSTALLATION OF GUARDRAIL OR OTHER ITEMS OF WORK SHALL BE REPAIRED, AT NO ADDITIONAL COST TO THE STATE.

FOR ESTIMATED QUANTITIES, SEE PERTINENT CALCULATION SHEETS OR SUB-SUMMARY SHEETS.

ITEM 301 - BITUMINOUS AGGREGATE BASE, AS PER PLAN

THIS ITEM SHALL BE USED ON ALL MAINLINE AND RAMP BERMS TO REPAIR BADLY DAMAGED BERM AREAS, AS DIRECTED BY THE ENGINEER. THIS WORK SHALL INCLUDE THE REMOVAL OF 3" OR 6" OF THE EXISTING SHOULDER MATERIAL AND THE CONSTRUCTION OF A 3" OR 6" COURSE OF ITEM 301 ON THE EXISTING SUBBASE OR NEW SUBBASE AT THE CROSS SLOPES AS SHOWN ON THE TYPICAL SECTIONS. ALL COST OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 301-BITUMINOUS AGGREGATE BASE, AS PER PLAN. THE CONTRACTOR SHALL PERFORM THE ABOVE BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. AND SHALL NOT CLOSE MORE THAN ONE LANE IN EACH DIRECTION AT ANY TIME.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

	I	II
ITEM 301 - BITUMINOUS AGGREGATE BASE, AS PER PLAN	760	50 C.Y.

CONTRACTION JOINTS IN PAVEMENT WIDENING

WHERE NEW REINFORCED CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE PAVEMENT, CONTRACTION JOINTS SHALL BE PROVIDED IN THE NEW PAVEMENT SO AS TO FORM A CONTINUOUS JOINT WITH THAT IN THE EXISTING PAVEMENT.

IF THE DISTANCE BETWEEN THE EXISTING JOINTS IS GREATER THAN 40', ADDITIONAL CONTRACTION JOINTS AT A MAXIMUM SPACING OF 40' SHALL BE PLACED IN THE NEW PAVEMENT.

ITEM 305 - CONCRETE BASE, AS PER PLAN

THIS ITEM SHALL BE USED ON ALL MAINLINE BERMS PRIOR TO MOVING TRAFFIC ONTO THEM. THIS WORK SHALL INCLUDE THE REMOVAL OF 9" OF THE EXISTING SHOULDER MATERIAL AND THE CONSTRUCTION OF A 9" COURSE OF ITEM 305 ON THE EXISTING SUBBASE OR NEW SUBBASE. ALL COSTS OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 305-CONCRETE BASE, AS PER PLAN. THE CONTRACTOR SHALL PERFORM THIS WORK BETWEEN THE HOURS OF 9:00 A.M. AND 3:00 P.M. AND SHALL NOT CLOSE MORE THAN ONE LANE IN EACH DIRECTION AT ANY ONE TIME. THE 305 SHOULDER SHALL BE TIED TO THE MAINLINE PAVEMENT WITH 24" No. 5 TIE BARS AT 30" CENTERS, GROUTED AS PER THE PAVEMENT REPLACEMENT NOTE ON SHEET B.

DOWELS SHALL NOT BE USED IN THE CONTRACTION JOINTS IN THE SHOULDER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY:

	I	II
ITEM 305 CONCRETE BASE, AS PER PLAN	3250 S.Y.	1600 S.Y.

ITEM 310 - SUBBASE, TYPE 1 AS PER PLAN

THIS ITEM SHALL BE USED TO REPLACE EXISTING UNSUITABLE SUBBASE PRIOR TO THE PLACING OF ITEM 301 OR 305. ALL COST OF EXCAVATION AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 310 - SUBBASE, TYPE I AS PER PLAN. THE FOLLOWING ESTIMATED QUANTITY IS INCLUDED IN THE GENERAL SUMMARY TO BE USED AS OUTLINED ABOVE:

	I	II
ITEM 310 - SUBBASE, TYPE 1, GRADING A, AS PER PLAN..	80	5 C.Y.

ITEM 310 SUBBASE, TYPE I OR II, AS PER PLAN

MATERIALS FURNISHED FOR THESE ITEMS SHALL EXCLUDE ALL SLAG BUT SHALL ALLOW AIR-COOLED BLAST FURNACE SLAG.

* CRUSHED

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT, AS DIRECTED BY THE ENGINEER. WHEN COVER AGGREGATE IS NEEDED ON THIS PROJECT, IT SHALL BE USED AS DIRECTED BY THE ENGINEER, AND IT SHALL BECOME INCIDENTAL TO AND INCLUDED FOR PAYMENT IN, ITEM 407-TACK COAT. PLAN QUANTITIES INDICATE AVERAGE APPLICATION RATES OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

ITEM 604- CATCH BASIN, MANHOLES ADJUSTED TO GRADE

ALL CASTINGS EXCEPT THOSE OWNED BY PRIVATE UTILITIES SHALL BE ADJUSTED BY THE CONTRACTOR. THE TIME BETWEEN ADJUSTING THE CASTING AND RESURFACING SHALL BE KEPT TO AN ABSOLUTE MINIMUM. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY SHEETS.

	I
ITEM 604- CATCH BASIN ADJUSTED TO GRADE.....	3 EACH
ITEM 604- MANHOLE ADJUSTED TO GRADE.....	1 EACH

ITEM 609 - ASPHALT CONCRETE CURB

THIS ITEM SHALL BE USED TO RE-DIRECT THE FLOW OF WATER AWAY FROM BRIDGE ABUTMENTS LOCATED AT THE DOWNGRADE SIDE OF EACH BRIDGE.

TWENTY FIVE (25) FEET OF ASPHALT CURB SHALL BE USED AT EACH LOCATION. THE CURB SHALL BUTT CLOSELY TO THE WINGWALL AND BE LOCATED EITHER BEHIND OR UNDER THE GUARDRAIL.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS OUTLINED ABOVE:

	I	II
ITEM 609-ASPHALT CONC. CURB AC-20, TYPE 1 ...	600	250 L.F.

ITEM 446

ON THIS PROJECT, ITEM 446 TABLE 2-2 PROPERTIES OF MIXTURES SHALL BE FOR HEAVY TRAFFIC VOLUMES.

ITEM 446-ASPHALT CONCRETE AS PER PLAN

THE AGGREGATE IN THE 446 SURFACE COURSE TYPE I IS RESTRICTED TO SLAG.

ITEM 446 - ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO PROVIDE FOR THE ADDITIONAL MATERIAL REQUIRED TO RESURFACE PAVED SHOULDERS WHICH ARE DROPPED OR IRREGULAR IN SHAPE:

	I	II
ITEM 446 - ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2	500	400 C.Y

JOINT SEALERS

ALL REFERENCES TO 705.01 OR 705.02, APPEARING ON STANDARD DRAWINGS OR ON THE PLANS, SHALL BE CONSIDERED TO READ 705.04.

STATION MARKINGS IN ASPHALT CONCRETE SURFACE COURSE

THE CONTRACTOR SHALL INSTALL AN INLAID THERMOPLASTIC MARKING EACH 100 FEET INTO THE WARM SURFACE BY THE USE OF A MECHANICAL ROLLER.

THE MARKINGS SHALL BE LOCATED TWELVE INCHES IN FROM THE RIGHT EDGE OF THE PAVED SHOULDER AND SHALL BE SHAPED AS FOLLOWS:

- 1) ONE 4 INCH X 12 INCH RECTANGLE AT EACH 1000 FOOT STATION.
EXAMPLE: STA. 220+00
- 2) TWO 4 INCH DOTS AT EACH 500 FOOT STATION.
EXAMPLE: STA. 225+00
- 3) ONE 4 INCH DOT AT ALL REMAINING 100 FOOT STATIONS.
EXAMPLE: STA. 223+00

ALL COSTS OF MATERIALS AND INSTALLATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 446-ASPHALT CONCRETE, SURFACE COURSE, TYPE 1, AS PER PLAN.

SPREADING EQUIPMENT

AN AUTOMATIC SCREED CONTROL HAVING A 40 FOOT SKI ARM SHALL BE USED FOR PLACING THE INTERMEDIATE COURSE (SEE PROPOSAL NOTE). FOR FULL WIDTH PAVING, THE WIDTH LAID SHALL NOT EXCEED THE PAVER'S RATED WIDTH AS RECOMMENDED BY THE PAVER MANUFACTURER.

LONGITUDINAL JOINTS

LONGITUDINAL JOINTS BETWEEN A PAVEMENT LANE AND ADJOINING BERM OR SPEED CHANGE LANE AND BETWEEN A SPEED CHANGE LANE AND THE ADJOINING BERM SHALL BE MADE THE SAME DAY. ALL LONGITUDINAL JOINTS SHALL BE HOT WITH THE EXCEPTION OF ONE COLD JOINT PER ROADWAY. LONGITUDINAL JOINT LOCATIONS SHALL BE AS APPROVED BY THE ENGINEER. EACH RAMP SHALL HAVE ONLY ONE LONGITUDINAL COLD JOINT LOCATED APPROXIMATELY HALFWAY ACROSS THE RAMP.

ASPHALT APPROACHES AT BRIDGES

THE ASPHALT APPROACHES TO STRUCTURES SHALL BE PLACED AS SHOWN ON THE DETAILS ON SHEET NO. 35, 36. MINOR SURVEY WORK WILL BE REQUIRED TO DETERMINE THE LIMITS OF WEARING COURSE REMOVAL AND CONCRETE PAVEMENT CHIPPING. ALL COSTS OF SAID SURVEY SHALL BE INCLUDED IN THE PERTINENT 202 AND 446 ITEMS.

ITEM 617 - COMPACTED AGGREGATE, TYPE A

THIS ITEM SHALL BE USED ALONG ALL RESURFACED SHOULDERS EXCEPT THOSE WHICH ARE IN A REGRADING AREA OR THOSE WHICH ABUT ASPHALT CONCRETE UNDER GUARDRAIL.

THE ACTUAL DEPTH USED WILL VARY DEPENDING UPON EXISTING CONDITIONS. FOR CALCULATION PURPOSES AN AVERAGE DEPTH OF 1.5 INCHES WILL BE USED.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

	I	II
ITEM 617 - COMPACTED AGGREGATE, TYPE A	550	600 C.Y.