

FHWA REGION	STATE	PROJECT	
5	OHIO		

## PAVEMENT

### TACK COAT

THE TACK COAT AND COVER AGGREGATE OPERATIONS SHALL BE AS DETERMINED AT A PRE-CONSTRUCTION CONFERENCE AS PER SPEC. 407.05. THE APPLICATION RATE SHALL NOT EXCEED 0.10 GAL. PER SQUARE YARD FOR TACK COAT AND 7 LBS. PER SQUARE YARD FOR COVER AGGREGATE.

### ITEM 846-ASPHALT CONCRETE AS PER PLAN

THE AGGREGATE IN THE 846 SURFACE COURSE TYPE I IS RESTRICTED TO SLAG. IF THE SURFACE COURSE IS NOT PLACED WITHIN TEN DAYS, RETACKING SHALL BE AT THE CONTRACTORS EXPENSE.

### PROFILE AND ALIGNMENT

THE PROPOSED PAVEMENT RESURFACING COURSE SHALL FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. THE PROPOSED ASPHALT CONCRETE OVERLAY SHALL HAVE A UNIFORM THICKNESS OF APPROXIMATELY 3 INCHES.

### ITEM 301 - BITUMINOUS AGGREGATE BASE, AS PER PLAN

THIS ITEM SHALL BE USED FOR EROSION CONTROL UNDER GUARDRAIL ALONG THE OUTSIDE EDGE OF PAVED SHOULDERS. EXCAVATION NECESSARY FOR PLACEMENT SHALL BE INCLUDED IN THIS ITEM. SITE RESTORATION SHALL BE PAID FOR SEPARATELY UNDER ITEM 203-LINEAR GRADING. FOR DESCRIPTION OF SITE RESTORATION WORK SEE LINEAR GRADING GENERAL NOTE.

WHEN WORKING UNDER EXISTING GUARDRAIL THE COMPACTION METHOD 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 QUANTITIES, SEE SHEET NO.47

### ITEM 310 - SUBBASE, TYPE I, AS PER PLAN

THIS ITEM SHALL BE USED TO REPLACE EXISTING UNSUITABLE SUBBASE PRIOR TO THE PLACING OF ITEM 301. 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:

ITEM 310 - SUBBASE, TYPE I, AS PER PLAN..... **750 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.

### JOINT AND CRACK SEALING IN CONCRETE PAVEMENT

THE FOLLOWING METHOD OF RESEALING SHALL BE REQUIRED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

WHERE LONGITUDINAL, TRANSVERSE OR OTHER RANDOM CRACKS OCCUR AND WHERE SUCH CRACKS, IN THE OPINION OF THE ENGINEER, ARE NOT STRUCTURALLY DAMAGING TO THE CONCRETE PAVEMENT, THE CONTRACTOR SHALL ROUT, CLEAN AND RESEAL THE CRACK OPENING. WHERE THE CRACK EXTENDS DEEP INTO THE CONCRETE BASE AND THE SURFACE OPENING IS GREATER THAN 3/4", THEY SHALL BE PREPARED AS STATED ABOVE AND RESEALED AS FOLLOWS: THE LOWER PORTION OF THE CRACK SHALL BE FILLED WITH HOT APPLIED, 705.01, JOINT SEALER. THE UPPER PORTION OF THE CRACK SHALL BE FILLED WITH SAND ASPHALT. THE SAND SHALL CONFORM TO 703.02 EXCEPT THAT 100% MUST PASS THE NUMBER 4 SIEVE. THE BITUMEN CONTENT SHALL BE AS DIRECTED BY THE LABORATORY WITHIN THE FOLLOWING LIMITS:

BITUMEN (PERCENT OF TOTAL MIX) 5.0 TO 10.0

LONGITUDINAL, TRANSVERSE AND RANDOM CRACKS WITH SURFACE OPENINGS LESS THAN 3/4" SHALL BE FILLED WITH 705.01 JOINT SEAL.

CONSTRUCTED LONGITUDINAL, TRANSVERSE PAVEMENT JOINTS IN THE EXISTING CONCRETE PAVEMENT THAT, IN THE OPINION OF THE ENGINEER, DO NOT REQUIRE STRUCTURAL REPAIR, SHALL BE ROUTED AND CLEANED AND THEN RESEALED WITH A 705.01 JOINT SEALER.

THE METHOD OF MEASUREMENT SHALL BE THE ACTUAL NUMBER OF LANE MILES MEASURED LONGITUDINALLY.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY FOR THE WORK ASSOCIATED WITH THE ABOVE ITEMS, AND PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE BID FOR:

ITEM SPECIAL-PAVEMENT JOINTS AND CRACKS CLEANED AND FILLED.. **39.20 LN.MI.**

### ASPHALT APPROACHES AT BRIDGES

THE FINAL GRADE OF THE ASPHALT OVERLAY ON THE APPROACH SLAB SHALL BE DETERMINED BY EXTENDING THE BRIDGE STRUCTURE GRADE ACROSS THE APPROACH SLAB. MAXIMUM VARIATION FROM SET GRADE SHALL NOT EXCEED + 1/4 INCH AT THE ROADWAY END OF THE APPROACH SLAB. TRANSITIONS FROM THAT POINT SHALL PROCEED AT A RATE OF 25 FEET PER INCH AS PER BP-5. THE CONTRACTOR SHALL ESTABLISH CONTROLS AT 25 FOOT INTERVALS, BOTH ACROSS THE APPROACH SLAB AND IN THE TRANSITION AREA. VARIATIONS FROM THE SET GRADE ACROSS THE APPROACH SLAB IN EXCESS OF 1/4 INCH SHALL DEEM THE WORK UNACCEPTABLE AT WHICH TIME A MINIMUM OF 1 INCH OF ASPHALT ON THE APPROACH SLAB SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST TO THE STATE.

### ITEM SPECIAL-PARTIAL DEPTH PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF PARTIAL DEPTH REMOVAL OF EXISTING PAVEMENTS IN AREAS EXHIBITING DETERIORATION AT THE SURFACE, APPLYING ITEM 407, TACK COAT AND PLACING AND COMPACTING ITEM 846, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, OR ITEM 402 ASPHALT CONCRETE.

THE ENGINEER WILL DESIGNATE THE LOCATION AND THE LIMITS OF THE AREAS TO BE REPAIRED. THE REPAIR AREAS WILL BE RECTANGULAR IN SHAPE WITH DIMENSIONS AS REQUIRED TO ENVELOP SURFACE DETERIORATION. UNLESS OTHERWISE SHOWN IN THE PLANS, OR DIRECTED BY THE ENGINEER, TYPICAL REPAIR AREAS WILL EXTEND THE FULL WIDTH OF A TRAFFIC LANE AT TRANSVERSE JOINTS AND ALONG PORTIONS OF LONGITUDINAL JOINTS AND THE DEPTH OF REMOVAL SHALL BE ONE TO THREE INCHES.

THE PAVEMENT SHALL BE REMOVED TO THE SPECIED DEPTH WITHIN THE DESIGNATED LIMITS BY A METHOD THAT WILL NOT LOOSEN OR OTHERWISE DAMAGE ADJACENT PAVEMENT. PAVEMENT SO REMOVED SHALL BE DISPOSED IN ACCORDANCE WITH 203.05.

AFTER REMOVAL OF THE PAVEMENT, ITEM 407, TACK COAT, SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY COAT THE EXPOSED SURFACE AND TO FILL CRACKS AND JOINTS OPENINGS.

ITEM 846, ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, THEN SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

THE NUMBER OF SQUARE YARDS TO BE PAID FOR SHALL BE CALCULATED USING THE DIMENSIONS ESTABLISHED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK INCLUDING TACK COAT AND ASPHALT CONCRETE. PAYMENT WILL BE MADE UNDER ITEM SPECIAL-PARTIAL DEPTH PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS OUTLINED ABOVE:

ITEM SPECIAL-PARTIAL DEPTH PAVEMENT REPAIR..... **4600 S.Y.**

### ITEM SPECIAL-PAVEMENT SAWING

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY LABOR AND EQUIPMENT TO SAW THE EXISTING ROADWAY PAVEMENT IN REPAIR AREAS DESIGNATED BY THE ENGINEER. NO PAYMENT SHALL BE MADE FOR SAWING PAVEMENT, CURB, WALKS, DRIVES, ETC. WHICH IS SUBSIDIARY TO 202.05 (C) OF THE SPECIFICATIONS.

ALL ROADWAY PAVEMENT REPAIR AREAS LOCATED BY THE ENGINEER SHALL BE MARKED WITH PAINT PRIOR TO THE START OF PAVEMENT SAWING OPERATIONS. THE EXISTING RIGID PAVEMENT SHALL BE SAWED FULL DEPTH AT THE LIMITS OF THE DESIGNATED AREAS. WHEN THERE IS AN EXISTING BITUMINOUS OVERLAY THE FULL DEPTH SAW CUT MAY BE MADE THROUGH THE OVERLAY. AT THE OPTION OF THE CONTRACTOR, AN OFF-SET SAW CUT MAY BE MADE THROUGH THE OVERLAY AND THE OVERLAY REMOVED AS NECESSARY TO PROVIDE CLEARANCE FOR THE FULL DEPTH SAW CUT THROUGH RIGID PAVEMENT. THE CONTRACTOR MAY ELECT TO MAKE ADDITIONAL CUTS TO FACILITATE THE REMOVAL OF THE PAVEMENT, HOWEVER, ONLY THE CUTS DESIGNATED BY THE ENGINEER WILL BE MEASURED FOR PAYMENT. PAVEMENT IN THE REPAIR AREA SHALL THEN BE REMOVED COMPLETELY IN ACCORDANCE WITH 202 AND IN A MANNER THAT WILL NOT DAMAGE OR UNDERMINE THE PAVEMENT THAT IS TO REMAIN IN PLACE.

THE QUANTITY OF PAVEMENT SAWING TO BE PAID FOR SHALL BE THE NUMBER OF LINEAL FEET OF FULL DEPTH SAW CUTS COMPLETED IN ROADWAY PAVEMENT REPAIR AREAS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY IS INCLUDED IN THE GENERAL SUMMARY:

ITEM SPECIAL-PAVEMENT SAWING..... **20000 L.F.**