

PAVEMENT

ITEM 254 - PAVEMENT PLANING, BITUMINOUS, AS PER PLAN

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ASPHALT OVERLAYS FULL WIDTH. THE TYPICAL REMOVAL SHALL BE TO THE TOP OF THE CONCRETE BASE. IN AREAS WHERE THERE IS FLEXIBLE PAVEMENT OR SHOULDERS, THE REMOVAL SHALL BE TO A DEPTH EQUAL TO THAT OF THE REMOVAL OVER THE CONCRETE BASE.

AREAS WHICH HAVE TRANSVERSE WEDGES (BUTT JOINTS AND STRUCTURES) ARE TO BE REMOVED IN TWO PASSES AS REQUIRED FOR MAINTAINING TRAFFIC. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE SECOND PASS.

PRIOR TO REMOVING ANY AREA OF WEARING COURSE, THE CONTRACTOR SHALL REFERENCE ALL BADLY DISTRESSED JOINTS OR CRACKS. BADLY DISTRESSED JOINTS OR CRACKS ARE THOSE WHICH INDICATE REPEATED PATCHING AND/OR SIGNIFICANT SEPARATION. THESE JOINTS TYPICALLY INDICATE SURFACE FAILURE DUE TO SIGNIFICANT VERTICAL JOINT MOVEMENT. THE CRITERIA FOR DETERMINING THE JOINTS WHICH ARE TO BE REFERENCED SHALL BE AS APPROVED BY THE ENGINEER.

THE JOINT REFERENCING SHALL INCLUDE THE APPROPRIATE LANE NUMBER AND SHALL BE MARKED BEYOND THE SHOULDER LIMITS DIRECTLY IN LINE WITH THE FAILED JOINT.

ALL ADDITIONAL COSTS FOR THIS FIELD SURVEY AND JOINT REFERENCING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 254, PAVEMENT PLANING, BITUMINOUS, 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 PAVEMENT'S RATED WIDTH AS RECOMMENDED BY THE PAVEMENT MANUFACTURER.

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 1 INCH ABOVE THAT OF THE EXISTING PAVEMENT, EXCEPT WHERE OTHERWISE SHOWN IN THE PLANS.

ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE

THE RATE OF APPLICATION OF THE 407 TACK COAT FOR INTERMEDIATE COURSE SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD OF TACK COAT FOR INTERMEDIATE COURSE FOR ESTIMATING PURPOSES ONLY.

ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN

THIS ITEM SHALL BE USED ALONG ALL THE SHOULDERS. MATERIAL SHALL BE LIMITED TO CRUSHED SLAG OR CRUSHED LIMESTONE.

THE ACTUAL DEPTH USED WILL VARY DEPENDING UPON EXISTING CONDITIONS. FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF 3 INCHES WILL BE USED. WATER, IF NEEDED, SHALL BE APPLIED AS PER 617 AND INCLUDED UNDER ITEM 617, COMPACTED AGGREGATE, TYPE A, AS PER PLAN.

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

ITEM	DESCRIPTION	QUANTITY	UNIT
617	COMPACTED AGGREGATE, TYPE A, APP	200	CU.YD.
617	WATER	2	M. GAL

ITEM 407 - TACK COAT

THE RATE OF APPLICATION OF THE 407 TACK COAT SHALL BE SUBJECT TO ADJUSTMENT AS DIRECTED BY THE ENGINEER. PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF 0.075 GALLONS PER SQUARE YARD OF TACK COAT FOR ESTIMATING PURPOSES ONLY.

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN A

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN B

THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT IN ACCORDANCE WITH ITEM 255 AND THE NOTES BELOW. PAYMENT SHALL BE MADE FOR "CLASS C" AND "CLASS MS" ALTHOUGH THE CONTRACTOR MAY USE EITHER, "CLASS MS", "CLASS S", OR "CLASS C".

EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN ON HALF INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE HALF INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF ADDITIONAL CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ABOVE THE ONE HALF INCH TOLERANCE LIMIT.

IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING. HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203, EXCAVATION AND ITEM 304, AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS.

DUE TO MAINTENANCE OF TRAFFIC RESTRICTIONS BETWEEN STATIONS 89+00± TO 138+00±, CLASS MS CONCRETE SHALL BE UTILIZED.

PAVEMENT REPAIR LESS THAN OR EQUAL TO TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C OR MS, AS PER PLAN, A". PAVEMENT REPAIRS GREATER THAN TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C OR MS, AS PER PLAN, B". PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	UNIT	DESCRIPTION
203	CU. YD.	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
304	CU. YD.	AGGREGATE BASE, AS PER PLAN
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN A
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN B
255	LIN. FT.	FULL DEPTH PAVEMENT SAWING

FOR ESTIMATED QUANTITIES, SEE SHEET 130.

ITEM 252 - FULL DEPTH PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT

THIS WORK SHALL BE PERFORMED ON THE TWO LANE SECTION OF SR-44 AND WHERE RIGID REPLACEMENT IS NOT REASONABLE AS DETERMINED BY THE ENGINEER (TYPICALLY THE RAMPS AND RAMP TERMINI AT INTERSECTING ROADWAYS).

THE FOLLOWING ESTIMATED QUANTITIES ARE INCLUDED TO PERFORM THIS WORK AS DIRECTED BY THE ENGINEER:

ITEM 252 - FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	400	SQ. YD.
ITEM 252 - FULL DEPTH PAVEMENT SAWING	1200	LIN. FT.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

THE ONLY SLAG MATERIALS PERMITTED FOR THIS ITEM SHALL BE CRUSHED AIR-COOLED BLAST FURNACE SLAG, A MIXTURE OF CRUSHED AND GRANULATED SLAGS, OR OPEN HEARTH SLAG FROM APPROVED SOURCES ON FILE AT THE LABORATORY.

ALL MATERIALS OR BLENDED MATERIALS SHALL MEET THE GRADATION REQUIREMENTS OF 304.02.

ANY GRANULATED SLAG MATERIAL USED SHALL MEET THESE GRADATION REQUIREMENTS IN LIEU OF 703.08

ITEM 305 - CONCRETE BASE, AS PER PLAN

IN ADDITION TO THE REQUIRMENTS OF 305.01, LOAD TRANSFER DEVICES ARE REQUIRED AT ALL TRANSVERSE CONTRACTION, CONSTRUCTION, AND EXPANSION JOINTS.

WHERE PROPOSED 305 BASE PAVEMENT IS TIED LONGITUDINALLY TO EXISTING PAVEMENT, TRANSVERSE JOINT SPACING AS REQUIRED IN BP-2.2M SHALL BE WAIVED. TRANSVERSE JOINTS SHALL BE LOCATED IN THE PROPOSED 305 BASE PAVEMENT AT ALL EXISTING TRANSVERSE JOINTS TO REMAIN AND ALL PROPOSED TYPE Y OR TYPE T JOINTS. JOINTS SHALL BE CONSTRUCTED TO FORM A CONTINUOUS LINE IN THE SAME ALIGNMENT AS THE TRANSVERSE JOINT IN THE ADJACENT EXISTING PAVEMENT.

WHERE PROPOSED 305 BASE PAVEMENT IS NOT TIED LONGITUDINALLY TO EXISTING PAVEMENT, JOINT SPACING IN THE PROPOSED 305 BASE SHALL BE IN ACCORDANCE WITH THE APPLICABLE STANDARD DRAWING.

ITEM 413 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED TO PERFORM THIS ITEM OF WORK:

ITEM	DESCRIPTION	QUANTITY	UNIT
413	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, 705.04	35,000	LIN. FT.

LONGITUDINAL JOINTS (FLEXIBLE PAVEMENT)

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.

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