

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442)

THIS ITEM SHALL BE USED WHEN THE REPAIR IS BETWEEN 1.75" AND 3.00" IN DEPTH. THE REPLACEMENT MATERIAL SHALL BE ITEM 442 19 MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 442 SHALL USE A PG64-28 BINDER.

FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF REPAIR OF 2" WAS USED.

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM WHICH MAY BE ASPHALT, BRICK, CONCRETE, OR A COMBINATION OF EACH, IN AREAS OF EXISTING PAVEMENT FAILURE.

PAVEMENT REPAIR SHALL BE PERFORMED BEFORE PLACEMENT OF THE SINGLE CHIP SEAL TREATMENT. THE DEPTH OF THE REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT.

THE CONTRACTOR SHALL BE CAPABLE OF PERFORMING PAVEMENT REPAIRS 4 FEET WIDE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR AND WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442). ESTIMATED QUANTITIES ARE PROVIDED ON THE PAVEMENT AND SHOULDER DATA SHEET AND ARE CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER.

A SEPARATE QUANTITY OF ITEM 897, PAVEMENT PLANING, ASPHALT CONCRETE, TYPE A HAS BEEN PROVIDED FOR USE IN ENSURING A SMOOTH DRIVING SURFACE OVER COMPLETED PAVEMENT REPAIRS, AS DIRECTED BY THE ENGINEER

ITEM 897 – PAVEMENT PLANING, ASPHALT CONCRETE, TYPE A 6500 SY

PROTECTION OF CASTINGS

PROVIDE PROTECTION FROM CONTAMINATION WITH CHIP SEAL MATERIAL FOR ALL EXISTING CASTINGS WITHIN THE PROJECT LIMITS, INCLUDING CATCH BASINS, MONUMENT BOXES, MAN HOLES, ETC. SHOULD ANY CHIP SEAL MATERIAL, INCLUDING THE EMULSION, BE PLACED ERRANTLY ON ANY CASTING, CLEAN THE CASTING TO A CONDITION EQUAL TO OR BETTER THAN ORIGINAL USING A METHOD APPROVED BY, AND TO THE SATISFACTION OF, THE ENGINEER.

ITEM 618 – RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN

THERE ARE 3 AREAS OF RUMBLE STRIPS ON THE APPROACH OF STATE ROUTE 39 FROM STATE ROUTE 598 SOUTHBOUND. EACH AREA OF RUMBLE STRIPS SHALL BE COMPLETELY REMOVED USING ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442). THE REPLACEMENT MATERIAL SHALL BE ITEM 442 9.5 MM MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 442 SHALL USE A PG64-28 BINDER.

PAVEMENT REPAIRS AND RUMBLE STRIP REINSTALLATION SHALL BE PERFORMED BEFORE PLACEMENT OF THE SINGLE CHIP SEAL TREATMENT. THE DEPTH OF THE REMOVAL SHALL BE 2 INCHES. THE RUMBLE STRIPS SHALL BE REINSTALLED PER SCD BP-9.2. REMOVAL AND REPLACEMENT OF THE RUMBLE STRIPS SHALL OCCUR WITHIN 7 CALENDAR DAYS. DURING THE PERIOD OF TIME WHEN THE RUMBLE STRIPS ARE REMOVED AND THE NEW ONES ARE NOT INSTALLED YET, A PORTABLE MESSAGE SIGN IS TO BE PLACED ON THE APPROACH OF STATE ROUTE 39 TO WARN DRIVERS OF THE UPCOMING INTERSECTION. THE LOCATION AND MESSAGE IS TO BE AS DIRECTED BY THE PROJECT ENGINEER.

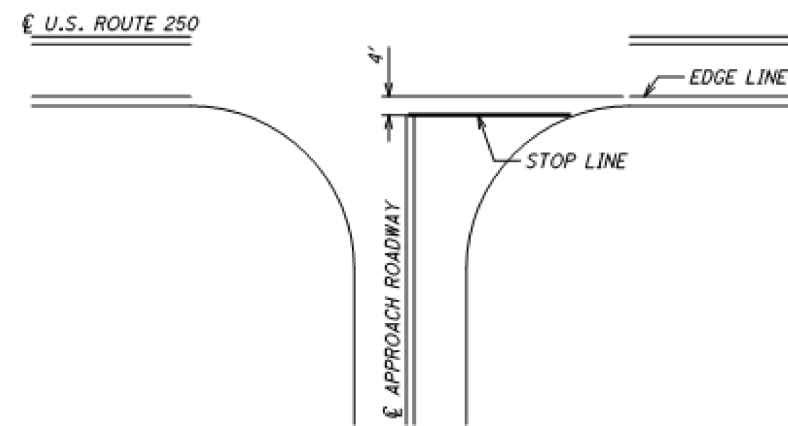
THE CHIP SEAL PROCEDURE SHALL BE SUSPENDED AND RESUMED AT OCCURRENCES OF RUMBLE STRIPS AS TO AVOID PLACING EMULSION OR CHIP SEAL IN THE RUMBLE STRIP AREA. THE CHIP SEAL SHALL EXTEND TO WITHIN 6 INCHES ALONG THE INSIDE (TOWARDS CENTERLINE) AND OUTSIDE (TOWARDS EDGE OF TRAVELED WAY) OF THE TRANSVERSE RUMBLE STRIPS. IN ADDITION, THE CHIP SEAL SHALL EXTEND TO WITHIN 6 INCHES FROM THE START AND END OF THE 14'-4", 15 GROOVES ALONG THE DIRECTION OF TRAVEL AS SHOWN IN SCD BP-9.2. DO NOT PLACE ANY CHIP SEAL MATERIAL IN THE 8" GAP BETWEEN PARALLEL GROOVES.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE RUMBLE STRIPS AND WILL BE MADE AT THE UNIT BID PRICE PER EACH OF ITEM 618 – RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN. A SEPARATE QUANTITY OF ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442) IS PROVIDED FOR USE AT THESE THREE RUMBLE STRIPS AREAS.

ITEM 618 – RUMBLE STRIPS, TRANSVERSE (ASPHALT CONCRETE), AS PER PLAN 3 EACH
 ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442) 3 CY

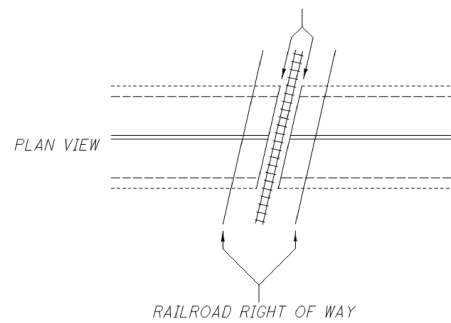
STOP BAR PLACEMENT DETAILS

AT NORMAL STOP CONTROLLED INTERSECTIONS, THE STOP BAR SHOULD BE PLACED 4 FEET FROM THE EDGE LINE OF THE INTERSECTING ROADWAY IN ORDER TO ACHIEVE MAXIMUM INTERSECTION SIGHT DISTANCE.



DETAIL – PAVEMENT WORK AT RAILROAD CROSSING

BUTT JOINT/BEGIN AND END CRACK SEAL, CHIP SEAL, AND FOG SEAL.



NOTE:

- 1.) DO NOT DISTURB RAILROAD GATES.
- 2.) RE-INSTALL PAVEMENT MARKINGS.
- 3.) RAILROAD MAY DIRECT ENGINEER ON THE LOCATION OF BUTT JOINTS. OTHERWISE OMIT AND RESUME CRACK SEAL, CHIP SEAL, AND FOG SEAL AT THE EDGE OF THE EXISTING CROSSING SURFACE ON BOTH SIDES OF THE TRACK.

IF ANY ISSUE OR INCIDENT OCCURS WITHIN CSXT ROW, PLEASE CONTACT THE CSXT PUBLIC SAFETY COORDINATION CENTER AT 800-232-0144.