

BINDER COAT:

SEAL ALL PREPARED, EXPOSED SURFACES OF THE JOINT WITH BINDER. POUR THE HOT BINDER OVER FLOOR AREA OF THE JOINT AND SPREAD TO COAT ALL EXPOSED SURFACES. THE BINDER WILL BE MINIMUM OF 1/32" THICK ON THE BOTTOM OF THE JOINT CAVITY, WITH POOLS OF GREATER THICKNESS WHERE SURFACE IRREGULARITIES EXIST. THE BINDER APPLICATION TEMPERATURE WILL BE BETWEEN 350 AND 390 DEGREES F. THE BINDER WILL NOT BE ALLOWED TO BE HEATED ABOVE 410 DEGREES NOR ALLOWED TO EXCEED 390 DEGREES F. FOR MORE THAN ONE HOUR. A DOUBLE JACKETED OIL METER WILL BE USED TO HEAT THE BINDER. THE MELTER WILL BE EQUIPPED WITH A CONTINUOUS AGITATION SYSTEM, TEMPERATURE CONTROLS, AND A CALIBRATED THERMOMETER. ALSO, A SYSTEM FOR ACCURATELY MEASURING THE WEIGHTS OF THE BINDER AND THE AGGREGATE WILL BE REQUIRED.

BUILD-UP OF JOINT LAYERS:

AGGREGATE PREPARATION:

HEAT THE AGGREGATE TO A TEMPERATURE OF 275 TO 325 DEGREES F., WITH A SUITABLE ROTATING DRUM WITH ATTACHED HEAT SOURCE OR A HOT COMPRESSED AIR LANCE, TO REMOVE DUST AND MOISTURE.

AGGREGATE PROPORTION AND LAYER THICKNESS:

MIX THE AGGREGATE WITH THE BINDER SUCH THAT THE MINIMUM AGGREGATE CONTENT BY WEIGHT WILL BE 68%. THE HEATED AGGREGATE AND BINDER WILL BE COMBINED IN LAYERS, UNLESS PATENTED INSTALLATION REQUIRES DIFFERENTLY, NOT LESS THAN 3/4 OF AN INCH NOR EXCEEDING 2-1/2 INCHES. THE THICKNESS OF EACH LAYER CAN BE VARIED, WITHIN THESE LIMITS, TO ACHIEVE THE REQUIRED JOINT THICKNESS (MINIMUM 2 INCHES). THE OBJECTIVE IS TO COAT EACH STONE AND FILL THE VOIDS WHILE AVOIDING AN EXCESS OF BINDER. THIS WILL ACHIEVE THE MAXIMUM CONTENT OF STONE CONSISTENT WITH ALL STONES BEING COATED WITH A BINDER. RAKE THE MIXTURE TO MIX AND LEVEL.

THE TOP LAYER THICKNESS WILL VARY BETWEEN 1/2 INCH AND ONE INCH. IN PREPARING THE TOP LAYER, THE RATIO OF AGGREGATE TO BINDER WILL BE APPROXIMATELY 6:1 BY WEIGHT. OVERFILL THE TOP LAYER AND COMPACT TO THE LEVEL OF THE ADJACENT SURFACES USING A ROLLER OR VIBRATORY PLATE COMPACTOR. IMMEDIATELY AFTER COMPLETION OF THE COMPACTION, POUR SUFFICIENT BINDER OVER THE JOINT TO FILL THE SURFACE VOIDS AND COAT THE SURFACE STONE. DUST THE FINISHED JOINT WITH A FINE, DRY AGGREGATE TO PREVENT TACKINESS.

MAINTENANCE OF TRAFFIC:

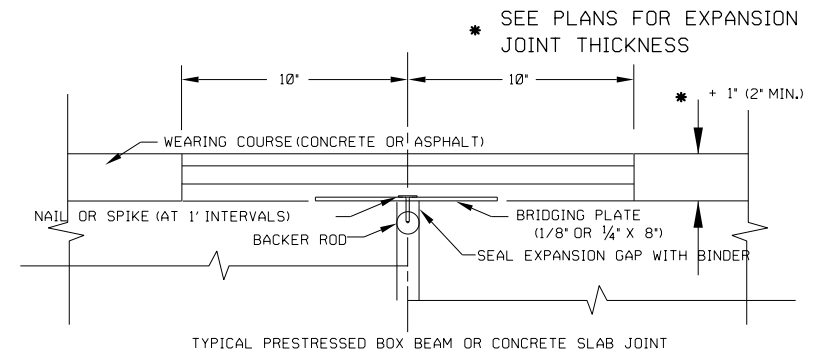
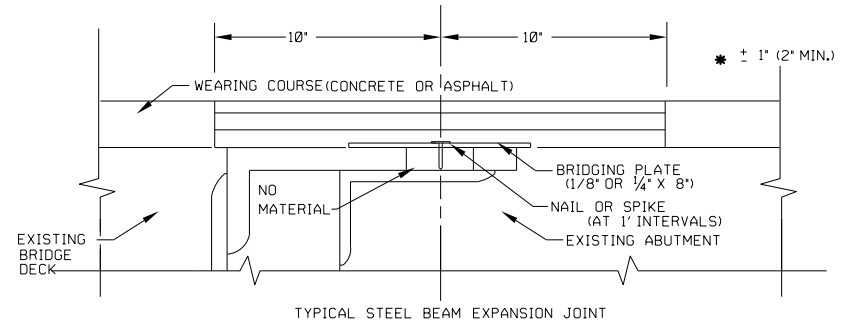
IF NECESSARY TO FACILITATE TRAFFIC MAINTENANCE, THE JOINT WILL BE INSTALLED IN TWO (2) HALF-WIDTH PHASES. DURING PHASE 1 APPROXIMATELY HALF OF THE TOTAL JOINT WILL BE INSTALLED. DURING PHASE 2, A MINIMUM OF 2 INCHES OF THE PHASE 1 JOINT WILL BE REMOVED, AT OR NEAR THE CENTERLINE, WITH THE REMAINDER OF THE JOINT INSTALLED. IN ALL CASES, OPERATIONS WILL BE SCHEDULED SO THAT ALL LANES CAN BE OPEN TO TRAFFIC DURING ALL NON-WORKING HOURS.

TESTING:

CERTIFICATION WILL BE SUPPLIED FOR EACH PROJECT SHOWING BINDER COMPLIANCE WITH REQUIRED PROPERTIES. A ONE QUART SAMPLE OF BINDER WILL BE RETRIEVED FROM EACH BRIDGE FOR FURTHER TESTING BY THE ODOT OFFICE OF MATERIALS MANAGEMENT.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT:

THE DEPARTMENT WILL MEASURE THE JOINT BY THE NUMBER OF CUBIC YARDS AND WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE AS: ITEM SPECIAL, CUBIC YARD, POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM.



CALCULATED BY	LOGAN COUNTY LOG-117-0.00
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GENERAL NOTES AND DETAILS FOR POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

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