PAVEMENT (CONTINUED)

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5MM, TYPE A (448), AS PER PLAN

THIS ITEM SHALL BE USED FOR CORRECTION OF CROWN, PROFILE AND ANY OTHER IRREGULARITIES.

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (446), AS PER PLAN (SAFETY EDGE)

THE SAFETY EDGE SHALL BE INSTALLED AT THE SAME TIME AS THE SURFACE COURSE IS TO BE PLACED. THE SAFETY EDGE WILL NOT REQUIRE ANY DENSITY TESTING.

446 DENSITY ACCEPTANCE WITH FLAGGER CLOSING OF A 2-LANE HIGHWAY FOR PAVING OPERATIONS

THIS PLAN NOTE APPLIES ONLY TO A FLAGGER CLOSURE OF ONE LANE OF A 2-LANE HIGHWAY DURING PAVING OPERATIONS WHEN USING STANDARD CONSTRUCTION DRAWING MT-97.12, AND ALLOWS A PAVING OPERATION TO PROCEED CONCURRENTLY WITH THE MARKING AND CUTTING OF CORES REQUIRED FOR 446 DENSITY ACCEPTANCE.

IN ALL CASES THE CONTRACTOR SHOULD LENGTHEN THEIR LANE CLOSURES TO THE MAXIMUM PERMISSIBLE LENGTH DETAILED IN THE ABOVE REFERENCED STANDARD CONSTRUCTION DRAWINGS TO ALLOW THE ENGINEER ADEQUATE TIME TO MARK THE REQUIRED CORE LOCATIONS AND FOR CORE CUTTING OPERATIONS.

THE CONTRACTOR WILL PROVIDE TO THE ENGINEER THE PLANNED QUANTITY THAT WILL BE PLACED FOR THE DAY'S PRODUCTION. EACH DAY'S PRODUCTION WILL BE CONSIDERED ONE LOT AND INCLUDES SHOULDERS. TEN CORES WILL BE OBTAINED BY THE CONTRACTOR FOR EACH LOT AT RANDOM LOCATIONS DETERMINED BY THE ENGINEER. THE ENGINEER WILL DIVIDE A LOT INTO FIVE EQUAL SUBLOTS AND CALCULATE TWO RANDOM CORE LOCATIONS IN EACH SUBLOT AS DESCRIBED IN C&MS 446.05.

THE ENGINEER WILL MARK THE CORE LOCATIONS AFTER THE PAVING OPERATION (INCLUDING THE FINISH ROLLER) HAS COMPLETELY PASSED THE RANDOMLY SELECTED CORE LOCATION. THE CONTRACTOR SHOULD DETERMINE WHEN IT IS APPROPIATE TO START THE CORE DRILL OPERATION AND BEGIN CUTTING CORES WHEN THE NEWLY PLACED PAVEMENT SURFACE TEMPERATURE IS LESS THAN 140°F. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE LANE CLOSURE DURING ALL PAVING, CORE MARKING, AND CORING OPERATIONS PER THE REQUIREMENTS OF THE STANDARD CONSTRUCTION DRAWING USED FOR THE PAVING OPERATION.

INTERSECTIONS AND DRIVES

RURAL-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE END OF THE RADII OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

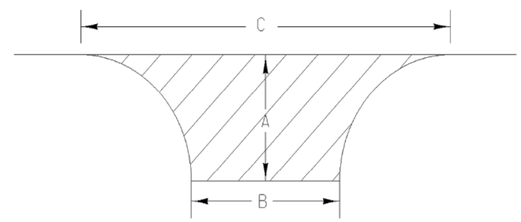
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

EXISTING PAVED DRIVES SHALL BE PAVED SO AS TO PROVIDE A SMOOTH TRANSITION BETWEEN THE HIGHWAY AND THE DRIVE, (DISTANCE FROM EDGE OF ROADWAY MAY VARY AT EACH DRIVE) AS DIRECTED BY THE ENGINEER.

EXISTING AGGREGATE DRIVES SHALL BE PAVED WITH AN APRON AN AVERAGE WIDTH OF 4 FT. THE SLOPE OF THIS APRON SHALL BE THE SAME AS THE ADJACENT PAVEMENT SLOPE OR AS DIRECTED BY THE ENGINEER. ANY GRADING NEEDED TO PAVE THE APRON SHALL BE INCLUDED IN THE RELATED ASPHALT ITEM FOR PAYMENT. ITEM 617 COMPACTED AGGREGATE SHALL BE PLACED ADJACENT TO THIS APRON TO PROVIDE A SMOOTH TRANSITION FROM THE APRON TO THE EXISTING DRIVE, (WIDTH OF THIS 617 APPLICATION MAY VARY) AS DIRECTED BY THE ENGINEER. AN ADDITIONAL QUANTITY OF ITEM 617 HAS BEEN ESTIMATED TO COMPLETE THIS WORK AND IS SHOWN AS AN EXTRA AREA ON THE PAVEMENT & SHOULDER DATA SHEET.

ANY HAZARD OR UNSAFE CONDITION RESULTING FROM THE ABOVE WORK MUST BE CORRECTED IMMEDIATELY. THE CONTRACTOR IS REMINDED OF SECTIONS 105.01, 107.07 & 614.02A OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE PAVING DIMENSIONS FOR THE INTERSECTIONS ARE SHOWN IN THE CHART BELOW.



WAY 585 11.95-13.92 AND 14.78-15.87

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
S.R. 585 AT S.R. 57 LEFT				661
S.R. 585 AT S.R. 57 RIGHT				39
WARWICK RD	55	30	138	403
E. STEINER RD	42	20	68	168
S.R. 604	40	26	80	196

WAY 94 14.16-21.25

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
FOX LAKE RD LEFT	30	25	58	120
FOX LAKE RD RIGHT	32	57	115	271
CARPENTER BLVD	21	33	78	112
EUCLID ST	19	28	62	83
BRISTOL LN	18	19	47	57
E MARKET ST	18	44	58	97
W MARKET ST	14	35	52	63
E CHURCH ST	20	29	56	84
W CHURCH ST	28	25	74	129
SEBE DR	35	20	77	152
PLEASANT HOME RD LEFT	29	22	63	115
PLEASANT HOME RD RIGHT	36	28	79	180
FOREST DR SOUTH				113
FOREST DR NORTH	23	23	59	89
WALLET DR	28	19	72	114
WARWICK RD LEFT	24	21	70	100
WARWICK RD RIGHT	29	22	66	118
PORTAGE ST	53	24	97	285
HATFIELD RD	32	21	49	108
DOYLESTOWN RD LEFT	27	38	106	182
DOYLESTOWN RD RIGHT	36	27	68	163
Total Intersection Areas			01/STR/PV	4202

MED 94 0.00-1.16

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
EASTERN RD LEFT	37	26	78	178
EASTERN RD RIGHT	19	29	81	98
WALL RD LEFT	21	35	89	124
WALL RD RIGHT	29	22	60	112
BOLICH DR	45	27	143	328
PEGGY DR	18	23	54	67
MAPLE DR	11	30	52	46
Total Intersection Areas			02/SC2/PV	953

WAY 585 15.87-18.70

Intersection Name	A (ft.)	B (ft.)	C (ft.)	Area (sy)
MOINE RD LEFT	55	34	120	383
MOINE RD RIGHT	40	54	162	400
ELMWOOD DR LEFT	38	29	110	236
ELMWOOD DR RIGHT	46	28	95	257
GATES ST SOUTH	80	20	125	489
GATES ST NORTH	70	26	125	459
Total Intersection Areas			03/NHS/PV	2224

ROLLER REQUIREMENTS WITHIN VILLAGE OF MARSHALLVILLE

WITHIN THE VILLAGE OF MARSHALLVILLE (APP. SLM 14.4 TO 15.40), THE CONTRACTOR SHALL NOT USE A VIBRATORY ROLLER TO COMPACT THE ASPHALT CONCRETE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (446), AS PER PLAN WITHIN THE VILLAGE OF MARSHALLVILLE WAY-94-14.44 TO 15.40

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
MINIMUM TOTAL PG BINDER CONTENT IS 6.0 PERCENT.
USE A PG 64-22 BINDER.
MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 20 PERCENT.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.
QUALITY CONTROL: DO NOT PERFORM Nmax IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

THE CONTRACTOR IS REQUIRED TO COMPLETE A TEST STRIP OF THE ITEM 442: ASPHALT CONCRETE SURFACE COURSE, 9.5 MM TYPE A (446), AS PER PLAN. THE TEST STRIP SHALL CONSIST OF 50 TO 100 TONS OF THE CONTRACT SPECIFIED ASPHALT SURFACE COURSE PLACED AND COMPACTED WITHOUT THE USE OF VIBRATORY ROLLERS. ENSURE BASIC COMPACTION PRACTICES SUCH AS PROPER MIX TEMPERATURES, ROLLERS TIGHT TO THE PAVER AND ADEQUATE NUMBER OF ROLLERS VS. PAVER SPEED ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN AND TEST 3 RANDOM CORES OF THE COMPACTED TEST STRIP. IF THE AVERAGE OF THE CORE RESULTS ARE BELOW 92.0 PERCENT ADJUST THE MIX OR COMPACTION AS NECESSARY AND ALLOWABLE PER SPECIFICATION AND REPEAT THE TEST STRIP. DO NOT BEGIN FULL PRODUCTION OF THE ASPHALT SURFACE COURSE UNTIL THE ENGINEER HAS ACCEPTED THE TEST STRIP. THE TEST STRIP WILL BE INCLUDED IN THE FIRST LOT FOR DETERMINING DENSITY FOR PAYMENT. TEST STRIPS ARE INCIDENTAL TO THE PAY ITEM.

TABLE 446.05-1 FOR LOTS WITH 3 COLD JOINT CORES

Mean of Cores [1]	Pay Factor	
	Surface Course	Intermediate Course
98.0% or greater	[2]	[2]
97.0 to 97.9%	0.94	[2]
96.0 to 96.9%	1	0.94
93.4 to 95.9%	1.04 [4]	1
92.4 to 93.3%	1.02 [4]	1
91.4 to 92.3%	1	1
90.4 to 91.3%	0.9	0.94
89.4 to 90.3%	0.8	0.88
88.4 to 89.3%	[3]	[3]
Less than 88.4%	[2]	[2]

[1] Mean of cores as percent of average MSG for the production day.

[2] For surface courses, remove and replace. For other courses, the District will determine whether the material may remain in place. If the District determines the course should be removed and replaced, the Contractor will remove and replace this course and all courses paved on this course. The pay factor for material allowed to remain in place is 0.60.

[3] The District will determine whether the material may remain in place. If the District determines the course should be removed and replaced, the Contractor will remove and replace this course and all courses paved on this course. The pay factor for such material allowed to remain in place is 0.70.

[4] No incentive will be paid if any single cold joint core is less than 90.5%.

CALCULATED MKP
CHECKED KRB

GENERAL NOTES

WAY-94-14.16
MED-94-0.00
WAY-585-(11.96)(14.78)

DESIGN FILE:i:\projects\86728\roadway\sheets\86728GN001.dgn MODELNAME: Design
WORKSTATION:salay DATE:3/27/2015