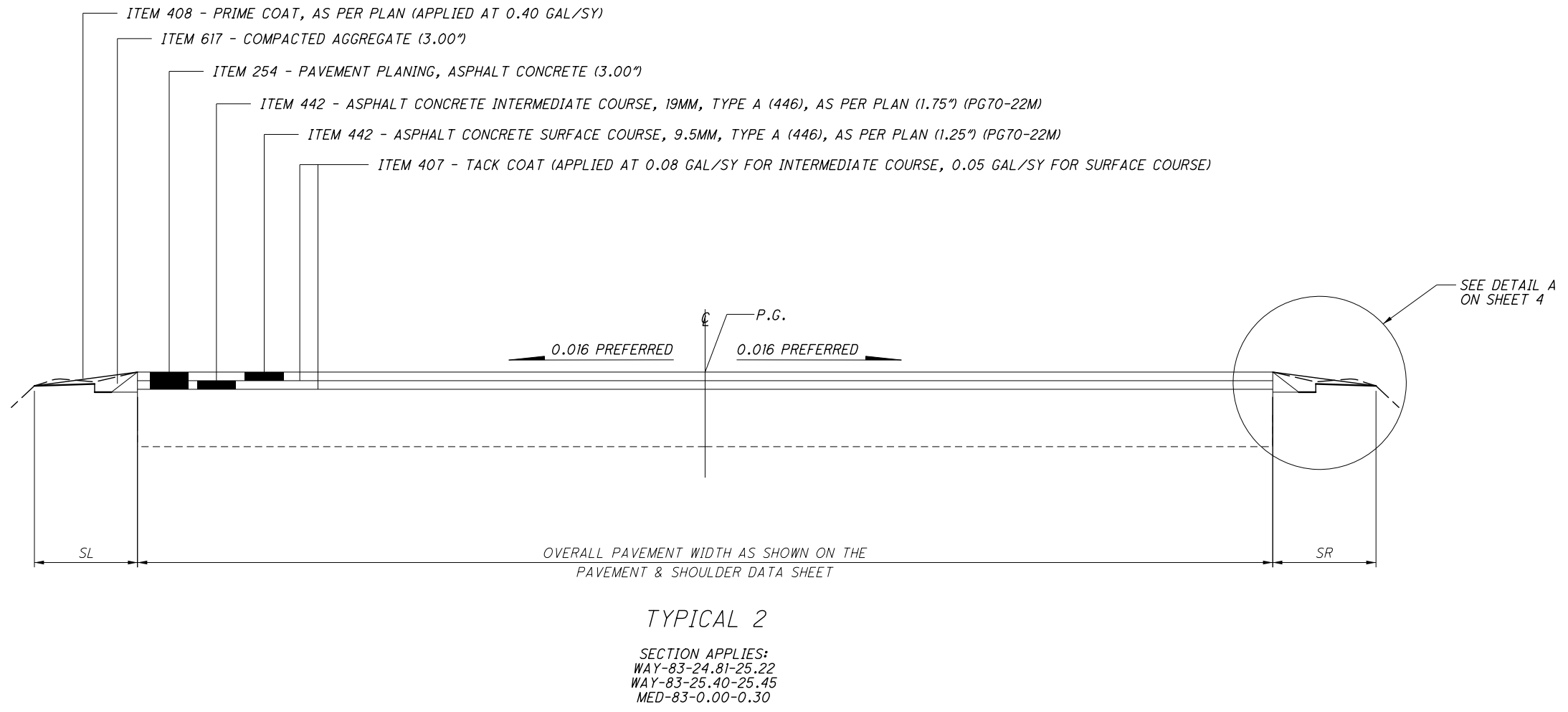
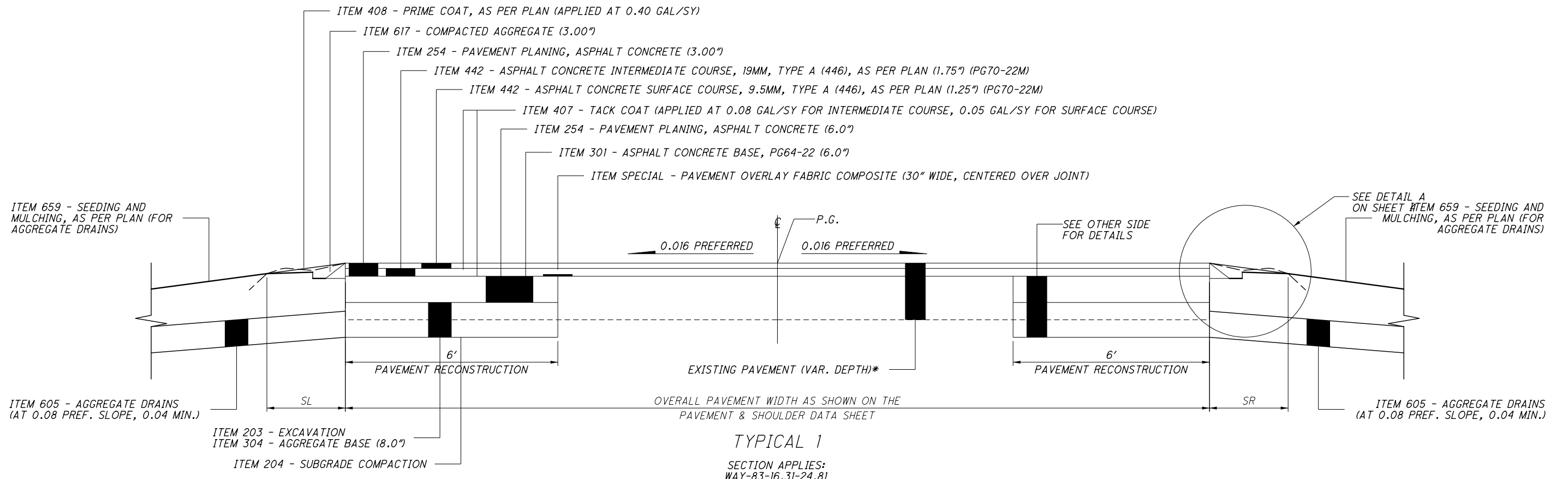


*SEE PAVEMENT CORING INFORMATION FOR PAVEMENT DEPTH DETAILS.



TYPICAL SECTIONS

WAY-83-16.31
MED-83-0.00

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INTERSECTIONS AND DRIVES

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

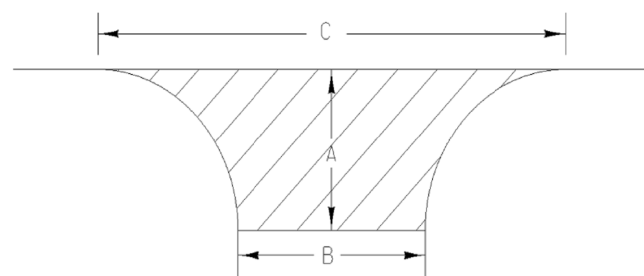
URBAN-INTERSECTIONS SHALL BE PLANED AND PAVED TO THE BACK OF CROSSWALKS OR AS DIRECTED BY THE ENGINEER. (TO PROVIDE A SMOOTH TRANSITION BETWEEN THE TWO HIGHWAYS, AND TO ELIMINATE WATER POCKETS).

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.



INTERSECTION NAME	SLM	SIDE	A (FT)	B (FT)	C (FT)	AREA (SY)
HUTTON RD	16.99	LT	20	30	61	90
SAND STONE DR	17.03	RT	33	25	88	169
FLAG STONE AVE	17.15	RT	31	25	88	158
HUTTON RD	17.54	RT	31	44	104	220
JENTES RD	18.10	LT	14	36	73	75
JENTES RD	18.10	RT	21	27	67	94
ARMSTRONG RD	19.12	LT	20	30	75	100
ARMSTRONG RD	19.12	RT	27	23	64	110
RIDGE RD	19.28	LT	22	36	112	150
LEATHERMAN BLVD	19.56	LT	14	63	112	123
PLEASANT HOME RD	20.13	LT	31	25	82	152
PLEASANT HOME RD	20.13	RT	23	26	65	100
EWING RD	20.69	LT	20	30	58	87
STEINER RD	21.24	RT	19	31	77	98
SR 604	22.30	LT	19	31	74	96
SR 604	22.30	RT	25	34	72	130
STERLING RD	22.33	LT	16	28	71	75
STERLING RD	22.33	RT	21	27	70	96
BRITTON RD	24.35	LT	18	56	132	163
BRITTON RD	24.35	RT	18	39	80	105
SOUTH ST	25.22	RT	17	16	46	49
HOWER ST	25.29	RT	18	15	25	37
W MIDDLE ST	25.34	LT	17.5	22.5	38	54
E MIDDLE ST	25.34	RT	20	26.5	49	76
WATER ST	25.40	RT	15	16	33	36
TOTAL INTERSECTION AREAS (WAY-83)						2643

INTERSECTION NAME	SLM	SIDE	A (FT)	B (FT)	C (FT)	AREA (SY)
DEPOT ST	0.18	LT	3	38	94	19
TOTAL INTERSECTION AREAS (MED-83)						19

ROLLER REQUIREMENTS WITHIN THE VILLAGE CORP LIMITS

WITHIN THE CORPORATION LIMITS OF THE VILLAGE OF BURBANK, THE CONTRACTOR SHALL NOT USE A VIBRATORY ROLLER TO COMPACT THE ASPHALT CONCRETE.

ITEM 209 - PREPARING SUBGRADE FOR SHOULDER PAVING, AS PER PLAN

PREPARE THE SHOULDER FOR PAVING A CONSISTENT SAFETY EDGE IN BOTH THICKNESS AND WIDTH.

PRIOR TO PAVING THE SAFETY EDGE, GRADE AN AREA 10 INCHES WIDE, BEGINNING AT THE EDGE OF THE PAVED ROADWAY, TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION FOR CONSTRUCTION OF THE SAFETY EDGE. IF NECESSARY, EXCAVATE THE GRADED AREA TO THE DEPTH NECESSARY TO CONSTRUCT THE SAFETY EDGE. COMPACT THE GRADED SHOULDER ACCORDING TO 617.05 OR AS DIRECTED BY THE ENGINEER. THE GRADED SHOULDER BEYOND THE 10 INCH WIDE AREA FOR THE SAFETY EDGE SHALL BE GRADED AT A 10:1 SLOPE, OR AS DIRECTED BY THE ENGINEER. THE INTENT IS TO PROVIDE AN UNOBSTRUCTED AND POSITIVE FLOW OF STORM WATER FROM THE PAVEMENT TO THE DITCH.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (30I)

ITEM 253 - PAVEMENT REPAIR

THESE ITEMS 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. CORING HAS BEEN PERFORMED TO HELP DETERMINE THE COMPONENTS THAT MAY BE ENCOUNTERED DURING THIS ITEM OF WORK. THE PAVEMENT CORING INFORMATION IS SHOWN ON PLAN SHEET 5.

THE DEPTH OF REMOVAL SHALL BE SUFFICIENT TO REMOVE ALL DETERIORATED PAVEMENT WITH A MAXIMUM DEPTH OF 4", BASED ON THE PAVEMENT DESIGN AND AN AVERAGE DEPTH OF 4" AND AN AVERAGE WIDTH OF 4 FT FOR ESTIMATING PURPOSES.

REPLACEMENT MATERIAL SHALL BE ITEM 301, OR ITEM 442 19MM, AS PER PLAN MATERIAL AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE. ITEM 301 ASPHALT CONCRETE CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 3" AND 12" WITH A MAXIMUM PAVEMENT LIFT OF 6". ITEM 442 19MM, AS PER PLAN CAN BE USED WHEN THE DEPTH OF THE REPAIR IS BETWEEN 1.5" AND 3". PG 64-22 ASPHALT BINDER SHALL BE USED FOR ALL OF THE ASPHALT CONCRETE MATERIALS FOR THESE REPAIRS.

FOR THE ITEM 442 19 MM, AS PER PLAN MATERIAL, REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:

MIX DESIGN: FOR N_{des} USE 50 GYRATIONS, FOR N_{max} USE 75 GYRATIONS. USE A PG 64-22 BINDER.

MAXIMUM RECLAIMED ASPHALT CONCRETE PAVEMENT IS 30 PERCENT.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

QUALITY CONTROL: DO NOT PERFORM N_{max} IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) IS TO BE A MAXIMUM OF 4" DEEP AND ITEM 253 IS FOR DEPTHS GREATER THAN 4". PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD, (BY TICKET WEIGHT CONVERSION), OF ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) OR ITEM 253 - PAVEMENT REPAIR. THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

01/STR/PV:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) (30I)

1275 CY

ITEM 253 - PAVEMENT REPAIR

300 CY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (6.0" DEEP)

THE INTENT OF THE PLANING IS TO MILL 6.00 INCHES (AFTER THE 3.0" PLANING OF THE ROADWAY), MAXIMUM DEPTH, AT THE EDGE OF SHOULDER. THE PLANING OPERATION SHALL BE CONTINUOUS FROM THE EDGE OF SHOULDER, MEASURED TRANSVERSELY OUT, A DISTANCE OF 6 FEET (SEE TYPICAL SECTIONS FOR FURTHER DETAILS). THE MILLING DEPTH SHALL BE CONTROLLED FROM THE EXISTING PAVEMENT IN CONFORMANCE WITH ABOVE GUIDELINES. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE OFF THE PAVEMENT SURFACE AND TO ALL CATCH BASINS, INLETS, AND DITCHES.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER IN WHICH THE ROADWAY SHALL BE RESTORED, AT A MINIMUM, TO ITS ORIGINAL PROFILE. PLANED AREAS WHICH CREATE A LONGITUDINAL JOINT SHALL BE COMPLETED IN SUCH A MANNER SO AS TO REMOVE THE JOINT BEFORE THE END OF EACH DAY'S WORK.

ITEM 203 - EXCAVATION, AS PER PLAN (8.0" DEEP)

THE CONTRACTOR SHALL NOT REMOVE CONCRETE IF ENCOUNTERED DURING THE EXCAVATION OF THE SUBGRADE. PROPOSED FULL DEPTH ASPHALT REPAIRS AT PLAN WIDTH TO BE CONSTRUCTED ABUTTING CONCRETE IF DISCOVERED.

THIS ITEM APPLIES TO AREAS OF PAVEMENT AND SUBGRADE BELOW THE 3.00" OF PAVEMENT PLANING REQUIRED FOR INTERMEDIATE AND SURFACE ASPHALT COURSES AND THE 6.00" OF PAVEMENT PLANING REQUIRED FOR ASPHALT CONCRETE BASE MATERIAL. SEE TYPICAL SECTIONS FOR FURTHER DETAILS.

WHEN EXISTING ASPHALT IS ENCOUNTERED BELOW THE 6.00" OF PAVEMENT PLANING REQUIRED FOR THE ASPHALT CONCRETE BASE, THE CONTRACTOR SHALL SAW CUT ALONG THE VERTICAL FACE OF THE EXISTING ASPHALT PRIOR TO PERFORMING EXCAVATION OF THE SUBGRADE. PAYMENT IS INCLUDED UNDER ITEM 203 - EXCAVATION, AS PER PLAN.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (3.00" DEEP) (UNCURBED SECTION, TYPICAL 1 & 2)

THE INTENT OF THE PLANING IS TO MILL 3.00 INCHES AT THE CENTER OF THE PAVEMENT AT NON-CURBED AREAS. THE PAVEMENT SLOPE SHALL BE 0.010 MINIMUM AND 0.016 PREFERRED, CONTINUOUS BETWEEN THE CROWN AND THE PROPOSED EDGELINE/SHOULDER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CENTER OF PAVEMENT IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN TWENTY-ONE (21) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 21 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (CURBED SECTION) (TYPICAL 3)

THE INTENT OF THE PLANING IS TO MILL THE SPECIFIED DEPTH ALONG THE CURB CONTINGENT ON THE FOLLOWING: THE MAXIMUM CROSS SLOPE SHALL BE 0.02 WHILE THE MINIMUM CROSS SLOPE SHALL BE 0.01. THE PREFERRED CROSS SLOPE IS 0.016. THE CROWN OF THE PAVEMENT SHALL BE LOCATED BETWEEN THE TRAVELED LANES, OR AS DIRECTED BY THE ENGINEER. THE MILLING DEPTH SHALL BE CONTROLLED FROM THE CURB, TO PRODUCE A CROSS SLOPE IN CONFORMANCE WITH THE ABOVE GUIDELINES.

SPECIAL ATTENTION SHALL BE GIVEN TO SUPERELEVATED CURVES. THE SUPERELEVATION SHALL BE MAINTAINED AND/OR RESTORED, IF NECESSARY, AS DIRECTED BY THE ENGINEER. IF THERE IS NO INFORMATION IN THE PLANS TO CHANGE THE SUPERELEVATION, THE INTENT IS TO MAINTAIN THE EXISTING SUPERELEVATION.

THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL CATCH BASINS AND INLETS.

THE PROGRESSION OF THE PLANING SHALL PROCEED IN SUCH A MANNER THAT NORMAL TRAFFIC WILL NOT BE REQUIRED TO RUN OVER THE PLANED ROADWAY SURFACE MORE THAN FOURTEEN (14) CALENDAR DAYS. FOR EACH CALENDAR DAY BEYOND THE 14 DAYS THAT THE ROADWAY REMAINS EXPOSED TO THE PLANED SURFACE, THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE OF \$1,000 PER DAY.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT PLANING, ASPHALT CONCRETE. PAYMENT WILL BE MADE AT THE UNIT BID PRICE PER SQUARE YARD OF ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE.

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 ERRECTED 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 N_{des} USE 50 GYRATIONS, FOR N_{max} USE 75 GYRATIONS. CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR Voids OF 3.5%.

MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.

MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.

USE A PG 70-22M BINDER.

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 N_{max} IN QUALITY CONTROL TESTING. DO NOT TAKE EXTRA ASPHALT BINDER SAMPLES AS OUTLINED IN CMS 442.05.

ITEM 408 - PRIME COAT, AS PER PLAN

THE CONTRACTOR SHALL APPLY ONE COAT OF MC-70 (AS PER SECTION 702) AT A RATE OF 0.40 GAL/SY TO THE COMPLETED AGGREGATE SHOULDER (ITEM 617) AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A SHIELD TO PREVENT THE SPRAYING OR DRIFTING OF LIQUID BITUMINOUS MATERIAL ONTO THE EDGE OF PAVEMENT OR EDGE LINE. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO 107.10 OF THE SPECIFICATIONS.

GENERAL NOTES

WAY - 83 - 16 - 31
MED - 83 - 0 - 00

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ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE

DESCRIPTION. THIS WORK SHALL CONSIST OF FURNISHING AND INSTALLING PAVEMENT OVERLAY FABRIC COMPOSITE AS SHOWN ON THE PLANS AND AT LOCATIONS DESIGNATED BY THE ENGINEER.

MATERIALS. PAVEMENT OVERLAY FABRIC COMPOSITE SHALL BE GLASGRID CG100 COMPOSITE ASPHALT REINFORCEMENT SOLUTION, TENCATE MIRAFI MPG100 (PGM-G100/100), OR APPROVED EQUAL. COMPOSITE SHALL BE CONSTRUCTED OF LONG CHAIN SYNTHETIC POLYMERS COMPOSED OF AT LEAST 85 PERCENT OF POLYOLEPHINES, POLYESTERS, AND POLYAMIDES BY WEIGHT, SHALL BE RESISTANT TO CHEMICAL ATTACK, MILDEW, ROT, AND ATTACHED TO A FIBERGLASS GRID.

THE COMPOSITE FABRIC SHALL NOT BE EXPOSED TO ULTRAVIOLET RADIATION FOR MORE THAN 7 DAYS. THE FABRIC WIDTH SHALL BE INDICATED ON THE TYPICAL CROSS SECTION AND FURNISHED IN ROLLS.

THE ASPHALT SEALANT SHALL BE PG64-22 MEETING THE REQUIREMENTS OF 702.01.

CERTIFICATION SHALL BE FURNISHED IN ACCORDANCE WITH 101.061 BEFORE THE FABRIC IS PLACED. THE ENGINEER MAY REQUIRE SAMPLING FOR TESTING PURPOSES AS DIRECTED BY THE LABORATORY.

EQUIPMENT. THE CONTRACTOR SHALL PROVIDE EQUIPMENT FOR HEATING AND APPLYING BITUMINOUS MATERIAL. HEATING EQUIPMENT AND DISTRIBUTORS SHALL MEET THE REQUIREMENTS OF 407.

THE MECHANICAL LAYDOWN EQUIPMENT SHALL BE MOUNTED ON A FOUR-WHEELED VEHICLE THAT IS CAPABLE OF DRIVING OVER THE FABRIC WHILE IT IS BEING INSTALLED TO CONTROL THE TENSION ON THE MATERIAL. THE LAYDOWN MACHINE SHALL BE EQUIPPED WITH CLUTCHES TO ADJUST THE ROLL TENSION AND BROOMS TO SMOOTH OUT WRINKLES DURING INSTALLATION. MANUAL LAYDOWN MAY ONLY BE USED IN AREAS INACCESSIBLE TO THE LAYDOWN MACHINE.

CONSTRUCTION DETAILS

1. SURFACE PREPARATION. THE CRACKS AND ENTIRE ROAD SURFACE TO BE TREATED, AND AT LEAST ONE ADDITION FOOT ON EACH SIDE, SHALL BE CLEANED BY SWEEPING, BLOWING, OR OTHER METHODS UNTIL ALL DUST, MUD, CLAY LUMPS, VEGETATION, AND FOREIGN MATERIAL ARE REMOVED ENTIRELY FROM THE PAVEMENT BEFORE THE BITUMINOUS MATERIAL IS APPLIED. CARE SHALL BE EXERCISED TO PREVENT MATERIAL SO REMOVED FROM BECOMING MIXED WITH THE NEW SURFACE. LARGE CRACKS AND POTHOLES SHOULD BE FILLED.

2. APPLICATION OF ASPHALT SEALANT. THE APPLICATION OF THE ASPHALT SEALANT SHALL CONFORM TO THE APPLICABLE PORTIONS OF 407. THE ASPHALT SEALANT SHALL BE UNIFORMLY SPRAYED OVER THE AREA TO BE COVERED BY FABRIC AT A RATE OF 0.25 TO 0.30 GALLON PER SQUARE YARD.

THE QUANTITY APPLIED WILL VARY WITH THE SURFACE CONDITION OF THE EXISTING PAVEMENT (DEGREE OF POROSITY, FOR EXAMPLE). THE FABRIC ALONE, UNDER HEAT OF THE OVERLAY, WILL ABSORB AT LEAST 0.20 GALLON PER SQUARE YARD. WITHIN INTERSECTIONS OR OTHER ZONES WHERE VEHICLE BRAKING IS COMMON PLACE, THE APPLICATION SHALL BE REDUCED 20 PERCENT. THE SEALANT SHALL BE APPLIED TO AN AREA TWO TO SIX INCHES WIDER THAN THE WIDTHS OF THE FABRIC BEING PLACED, BUT RESTRICTED TO THE AREA OF IMMEDIATE FABRIC LAYDOWN. APPLICATION SHALL BE BY DISTRIBUTOR WITH HAND SPRAYING ALLOWED ONLY WHERE THE DISTRIBUTOR CANNOT BE USED. ASPHALT SPILLS SHALL BE CLEANED FROM THE ROAD SURFACE TO AVOID FLUSHING AND POSSIBLE MOVEMENT AT THESE ASPHALT RICH AREAS.

THE ASPHALT CEMENT USED AS A SEALANT SHALL HAVE DISTRIBUTOR TANK TEMPERATURE BETWEEN 300 DEGREES AND 350 DEGREES F. APPLICATION TEMPERATURE IS NOT CRITICAL AFTER THE ASPHALT IS SPRAYED ON THE PAVEMENT. IF THE FABRIC IS TO BE OVER-SPRAYED, DISTRIBUTOR TANK TEMPERATURES SHOULD NOT EXCEED 350 DEGREES F TO AVOID DAMAGE TO THE FABRIC.

ITEM SPECIAL - PAVEMENT OVERLAY FABRIC COMPOSITE (CONT'D)

3. COMPOSITE FABRIC PLACEMENT. THE COMPOSITE FABRIC SHALL BE PLACED ON THE ASPHALT SEALANT AS SOON AS PRACTICAL AND BEFORE THE TACKINESS OF THE SEALANT IS LOST. THE COMPOSITE SHALL BE PLACED AS SMOOTHLY AS POSSIBLE TO AVOID WRINKLES. IT SHALL BE UNROLLED SO THAT THE SOFT SIDE IS UNWOUND INTO THE SEALANT AND THE GRID SIDE UP, THUS PROVIDING OPTIMUM BOND BETWEEN FABRIC AND PAVEMENT DURING THE CONSTRUCTION PROCESS. WRINKLES SEVERE ENOUGH TO CAUSE FOLDS SHALL BE SLIT AND LAID FLAT. SMALL WRINKLES, WHICH FLATTEN UNDER COMPACTION ARE NOT DETRIMENTAL TO PERFORMANCE. THE COMPOSITE SHALL BE BROOMED OR SQUEEGEED TO REMOVE AIR BUBBLES AND MAKE COMPLETE CONTACT WITH THE ROAD SURFACE AS RECOMMENDED BY THE FABRIC MANUFACTURER. THE FABRIC SHALL BE LAID STRAIGHT, WITHIN THE SEALANT AREA. MODERATE CURVES CAN BE NEGOTIATED BY STRETCHING THE FABRIC ON THE OUTSIDE OF THE CURVE BY ADJUSTING THE DRAG ON THE BRAKES OF THE LAYDOWN EQUIPMENT. TRANSVERSE JOINTS SHALL BE SHINGLED IN THE DIRECTION OF PAVING.

LONGITUDINAL JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC ONE TO TWO INCHES. TRANSVERSE JOINTS SHALL BE MADE BY OVERLAPPING THE FABRIC MINIMUM OF FOUR INCHES. ADDITIONAL SEALANT (ABOUT 0.20 GAL. PER SQ. YD.) SHALL BE ADDED TO THE JOINTS AS REQUIRED. THE ADDITIONAL SEALANT FOR TRANSVERSE JOINTS MAY BE APPLIED BY HAND SPRAYING OR WITH MOP AND BUCKET IF EXTREME CARE IS TAKEN TO NOT EXCEED THE SPECIFIED RATE.

TO ENHANCE THE BOND OF THE FABRIC WITH THE EXISTING PAVEMENT AND TO SMOOTH OUT ANY WRINKLES FOR FOLDS IN THE FABRIC, THE CONTRACTOR MAY BE REQUIRED TO PNEUMATICALLY ROLL THE FABRIC AFTER IT IS PLACED.

4. TREATMENT OF THE APPLIED COMPOSITE PRIOR TO THE ASPHALT CONCRETE. IT IS UNNECESSARY TO TACK COAT THE FABRIC PRIOR TO PLACEMENT OF THE OVERLAY UNLESS THERE ARE CIRCUMSTANCES SUCH AS DELAY OF OVERLAY, DUST ACCUMULATION OR UNDER APPLICATION OF SEALANT WHICH WOULD MAKE TACK COATING DESIRABLE. IF A TACK COAT IS REQUIRED, EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.02 TO 0.05 GALLON PER SQUARE YARD RESIDUAL ASPHALT. PLACEMENT OF THE ASPHALT CONCRETE OVERLAY SHALL CLOSELY FOLLOW FABRIC LAYDOWN. IN THE EVENT THAT THE SEALANT BLEEDS THROUGH THE FABRIC BEFORE THE ASPHALT CONCRETE IS PLACED, IT MAY BE NECESSARY TO BLOT THE SEALANT BY SPREADING SAND OR ASPHALT CONCRETE OVER THE AFFECTED AREAS. THIS WILL PREVENT ANY TENDENCY FOR CONSTRUCTION EQUIPMENT TO PICK UP THE FABRIC WHEN DRIVING OVER IT.

TURNING OF THE PAVER AND OTHER VEHICLES SHALL BE GRADUAL TO AVOID MOVEMENT OR DAMAGE TO THE COMPOSITE. UNESSENTIAL TRAFFIC ON COMPOSITE SHOULD BE ELIMINATED. IF IT IS NECESSARY TO OPEN THE ROAD TO TRAFFIC AFTER FABRIC PLACEMENT, BUT PRIOR TO PAVING, IT IS ADVISABLE TO SPREAD A SMALL AMOUNT OF SAND OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE COMPOSITE. THIS PRACTICE IS TO BE AVOIDED IF POSSIBLE TO PREVENT DAMAGE TO THE MEMBRANE. QUICK STOPS AND SHARP TURNS MAY DAMAGE THE MATERIAL. IF RAIN PRIOR TO THE OVERLAY SHOULD CAUSE A BLISTERED APPEARANCE AND SOME BOND LOSS THROUGHOUT THE MEMBRANE, IT SHOULD BE CORRECTED BY PNEUMATIC ROLLING UNTIL ADHESION IS RESTORED.

5. ASPHALT CONCRETE. THE ASPHALT CONCRETE OVERLAY SHALL CONFORM TO 401 SPECIFICATION WITH A MINIMUM THICKNESS OF 1.5.

METHOD OF MEASUREMENT. THE ACCEPTED FABRIC COMPOSITE PLACED IN ACCORDANCE WITH THESE SPECIFICATIONS AND AS DIRECTED WILL BE MEASURED BY THE SQUARE YARD OF ROADWAY, RAMPS, AND TURNOUTS COVERED BY THE COMPOSITE FABRIC. LAPS IN COMPOSITE FABRIC WILL NOT BE MEASURED.

BLOTTING THE SEALANT, SPREADING SAND OR ASPHALT CONCRETE OVER THE MEMBRANE TO PREVENT TIRES FROM STICKING TO THE SEALANT OR PULLING UP THE FABRIC, ROLLING TO RESTORE BOND, OR APPLICATION OF A TACK COAT WILL NOT BE MEASURED FOR DIRECT PAYMENT BUT SHALL BE CONSIDERED A NECESSARY PART OF THE CONSTRUCTION INVOLVED AND THE COST THEREFORE SHALL BE INCLUDED IN OTHER APPROPRIATE CONTRACT UNIT PRICES.

BASIS OF PAYMENT. THE ACCEPTED QUANTITIES OF PAVEMENT OVERLAY FABRIC COMPOSITE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL LABOR, MATERIALS (INCLUDING ASPHALT SEALANT AND OVERLAP), TOOLS, EQUIPMENT AND INCIDENTALS FOR DOING ALL THE WORK INVOLVED IN FURNISHING AND PLACING THE COMPOSITE COMPLETE IN PLACE AS SHOWN ON THE PLANS OR AS DIRECTED.

ITEM 614 - MAINTAINING TRAFFIC (GENERAL) (TYPICAL 3) (TEM 642-2)

MAINTAIN ONE 11' LANE OF TRAFFIC AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL AND THE WAYNE COUNTY SHERIFF.

ITEM 614 - MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE) (TEM 642-12)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FOLL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS SHALL BE ERRECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC LANE CLOSURE/REDUCTION REQUIRED (TEM 642-7)

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ITEM 614 - MAINTAINING TRAFFIC (ESTIMATED QUANTITIES) (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE A OR B	
01/STR/PV	350 CU YD
ITEM 410 - TRAFFIC COMPACTED SURFACE, TYPE C	
01/STR/PV	350 CU YD
ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
01/STR/PV	30 CU YD

PLACEMENT OF ASPHALT CONCRETE (TYPICAL 3) (TEM 642-13)

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

TRENCH FOR SHOULDER RECONSTRUCTION (TEM 642-14)

TRENCH EXCAVATION FOR SHOULDER RECONSTRUCTION SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT ALL TIMES. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF THE TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

ITEM 614 - WORK ZONE MARKINGS AND SIGNS (TEM 642-20)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. MARKING QUANTITIES AS LISTED ON THE PAVEMENT MARKING AND RPM SUB-SUMMARY.

WAY-83-24.81-25.45 (01/STR/PV):

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	= 8 EACH
WORK ZONE MARKING SIGN: (R4-I-24) DO NOT PASS	= 8 EACH

MED-83-0.00-0.30 (01/STR/PV):

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	= 2 EACH
WORK ZONE MARKING SIGN: (R4-I-24) DO NOT PASS	= 2 EACH

TOTAL = 20 EACH

ITEM 614 - DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER 614.06 (B). DETOUR SIGNING FOR ALL CLOSURES IS INCLUDED IN THIS QUANTITY.

ITEM 614, DETOUR SIGNING	LUMP (01/STR/PV)
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CALCULATED
ACM
CHECKED
KRB

GENERAL NOTES

WAY - 83 - 16 . 31
MED - 83 - 0 . 00

