

**Pavement**

**Profile and Alignment**

Place the proposed pavement to follow the alignment of the existing pavement. Place the proposed asphalt concrete with a uniform thickness as shown on the typical sections.

**Planed Surfaces**

The duration of time between milling and placement of the surface course shall be no longer than ten (10) days. The time limit shall begin on the first day of planing, and shall continue based on calendar days, minus any bad weather days, until completion of the asphalt concrete surface course.

This is to ensure that the potential degradation of the exposed pavement due to traffic is kept to a minimum.

In the event that the time between exposing the existing pavement and placing the asphalt concrete surface course exceeds 10 calendar days, liquidated damages as per 108.07 of the C&MS shall be assessed.

**Driveway Asphalt**

The contractor shall place the Driveway Asphalt within 10 calendar days of placing the final surface course.

In the event the time between placing the final surface course and placing the Driveway Asphalt exceeds 10 calendar days, liquidated damages as per 108.07 of the CMS shall be assessed.

**Asphalt Concrete Surface Course Sealing Requirements**

In addition to the gutter sealing requirements specified in SCD BP-3.1 and C&MS 401.15, after completion of the surface course, the contractor shall use a certified 702.01 PG binder to seal the following locations:

- All castings including but not limited to monuments, manholes, water valves, catch basins, curb inlets.
- Butt joints and feather joints including bridge approaches.
- Forward joint for driveway asphalt and trailing joint when butting to existing asphalt drive.
- Perimeter of all pavement repairs or other asphalt inlays when pavement repairs/inlays are not overlaid with an asphalt concrete surface course.
- All cold longitudinal joints between paved shoulders, guardrail asphalt and asphalt paved gutters.

The material used shall be a certified 702.01 PG binder. The width of the sealer shall be 2-3 inches.

Any additional costs associated with the work identified in this note shall be included in the appropriate asphalt concrete surface course item of work.

**Item 617 – Compacted Aggregate, As Per Plan**

This item shall be used along the shoulders. Material shall be limited to reclaimed asphalt concrete pavement. The actual depth used will vary depending upon existing conditions. For estimating purposes, an average depth of 1.5” by 1’ wide has been used. Water, if needed, shall be applied as per 617.05 and included under Item 617 – Compacted Aggregate, As Per Plan.

An estimated quantity has been carried to the General Summary for use As Directed by the Engineer:

For estimated quantities, see Pavement Sub-Summary Sheet.

**Item 254 – Pavement Planing, Asphalt Concrete, As Per Plan**

This item shall be used to remove the existing asphalt overlay full width at an average depth of two and a half (2.5”) inches, except as required for pavement transitions as specified in the plans on SR-17. Areas which have transverse wedges (butt joints) are to be removed in two passes as required for maintaining traffic. No additional payment shall be made for the second pass.

The depth of pavement planing may be variable across the pavement width, however, the depth may be adjusted, by the Engineer, in order to achieve appropriate pavement crown for drainage and/or to minimize removal of material in areas with less than typical or average structural strength. All provisions stated in Item 254 – Pavement Planing shall be followed.

**Item 441 – Asphalt Concrete Surface Course, Type 1, (446), As Per Plan, "A", PG70-22M, (1.5")**

The course virgin aggregate for this item shall consist of a blend of 60%min. air cooled blast furnace slag (ACBFS) or Trap Rock from Ontario with limestone comprising the remaining percentage.

Use a PG70-22M binder for this item.

**Item 441 – Asphalt Concrete Surface Course, Type 1, (446), As Per Plan, "B", PG70-22M, (1.5")**

The course aggregate for this item shall be 100% air cooled blast furnace slag (ACBFS)

Use a PG70-22M binder for this item.

**Item 609 – Asphalt Concrete Curb, Type 1**

This item of work shall be used to place Asphalt Concrete Curb, Type 1 in front of guardrail to divert drainage away from the slope and towards inlets. The proposed asphalt curb shall be placed on the north side of SR-17 between approximately SR-17: Sta. 80+10(Ramp 1: 1+59) to SR-17: Sta. 89+70.

The following quantity has been provided to be used, As Directed By the Engineer, to place asphalt concrete curb.

Item 609 – Asphalt Concrete Curb, Type 1 ..... **955 FT**

**Item 255 - Full Depth Rigid Pavement Removal And Rigid Replacement, Class QC MS, As Per Plan, "A"**  
**Item 255 - Full Depth Rigid Pavement Removal And Rigid Replacement, Class QC MS, As Per Plan, "B"**

This item shall consist of replacing existing pavement per Item 255 and the following notes.

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 one 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 inch maximum tolerance above. The volume of concrete paid for shall be based upon the amount of concrete additional above the one inch tolerance limit.

West of Warren Rd, in the 4 lane section, the Contractor shall perform full depth repairs after the planing operation. East of Warren Rd, in the 3 lane section, the Contractor shall saw through the existing overlay before the pavement planing operation. The contractor shall remove the existing overlay and rigid pavement with care so as to not disturb the adjacent remaining concrete pavement and overlay.

If, after removal of the rigid pavement the Engineer determines that the subbase or subgrade has failed or is pumping, the Engineer will 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.

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 QC 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 QC MS, As Per Plan, "B".

Item 255 – Full Depth Rigid Pavement Removal And Rigid Replacement Class QC MS, As Per Plan, "A" .....	<b>100 SY</b>
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Item 255 – Full Depth Pavement Sawing .....	<b>1300 FT</b>
Item 203 – Excavation .....	<b>5 CY</b>
Item 304 – Aggregate Base .....	<b>5 CY</b>
Item 255 – Full Depth Rigid Pavement Removal And Rigid Replacement Class QC MS, As Per Plan, "B" .....	<b>11 SY</b>

**Specific Work Location 2 – Shoulder Pavement Repair**

The following quantities have been provided to be used, As Directed By the Engineer, to repair the shoulder pavement on the north side of SR-17 between approximately Sta. 82+66 and Sta. 82+81. The repair area is approximately 15’ x 8’.

Item 203 – Excavation .....	<b>5 CY</b>
Item 204 – Granular Embankment .....	<b>5 CY</b>
Item 204 – Geogrid .....	<b>11 SY</b>
Item 202 – Guardrail Removed .....	<b>25 FT</b>
Item 606 – Guardrail, Type 5 .....	<b>25 FT</b>
Item 255 – Full Depth Pavement Sawing .....	<b>31 FT</b>

( Refer to Item 255 – Full Depth Rigid Pavement Removal And Rigid Replacement Class QC MS, As Per Plan, "B" plan note for quantity for the Location 2 – Shoulder Pavement Repair )



