

OHIO DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

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PLAN NO. 168

PART	COUNTY	ROUTE	SECTIONS	PROJECT TERMINI		NET LENGTH MILES	TOWNSHIP	CITY	VILLAGE
				BEGIN	END				
1	ASD	95	(10.26-12.68)	10.26	14.07	3.81			
2	WAY	95	(0.00-7.17)	0.00	8.78	8.78			
3	WAY	226	(0.88)-(1.71)	0.88	1.86	0.87			
4	WAY	226	(1.60)-(1.86-2.96)	1.60	2.98	1.23			Shreve
5	WAY	302	(1.78B-1.88B)	1.78B	2.73B	0.95		Wooster	
6	WAY	302	2.73B	2.73B	3.12B	0.39			

The Standard 19 83 Specifications of the State of Ohio, Department of Transportation, including changes and Supplemental Specifications listed in the plans and proposal shall govern these improvements.

I hereby approve these plans and declare that the making of these improvements will require the closing of the highways to traffic on Parts No. _____ and that detours will be provided by State forces. The closing to traffic of the highways will not be required on Parts No. 1, 2, 3, 4, 5 and 6 and provisions for the maintenance and safety of traffic will be as indicated in the proposal.

Approved Date 1-13-83 Act. Jack D. Kerstetter
District Deputy Director of Transportation

JEM Approved Date 2-2-83

Robert B. Pfeiffer
Engineer of Bridges

Approved Date _____
Engineer of Maintenance

Approved Date 5-17-83
Chief Engineer, Operations

Approved Date _____
Assistant Deputy Director, Program Development

Approved Date _____
Chief Engineer, Construction

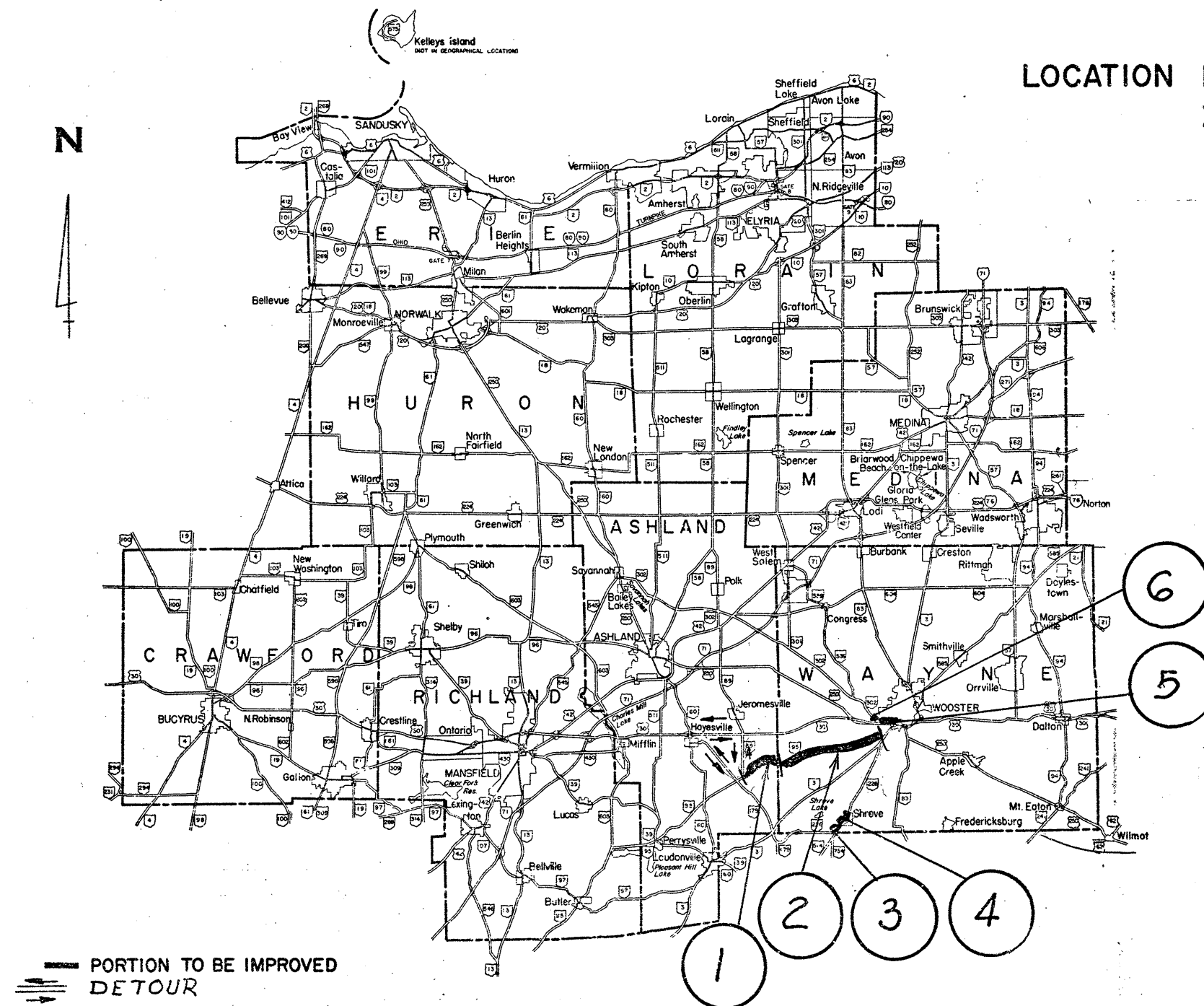
Approved Date _____
Chief Engineer, Design

Approved Date _____
Assistant Director, Department of Transportation

Approved Date 5-17-83
Director, Department of Transportation

Warren J. Smith
Director, Department of Transportation

LOCATION MAP



STANDARD DRAWINGS		SUPPLEMENTAL SPECIFICATIONS	
BP-5	7-16-81	SS-843	10-23-75
		SS-845	03-02-81
		SS-953	08-21-80
		SS-803	5-27-83

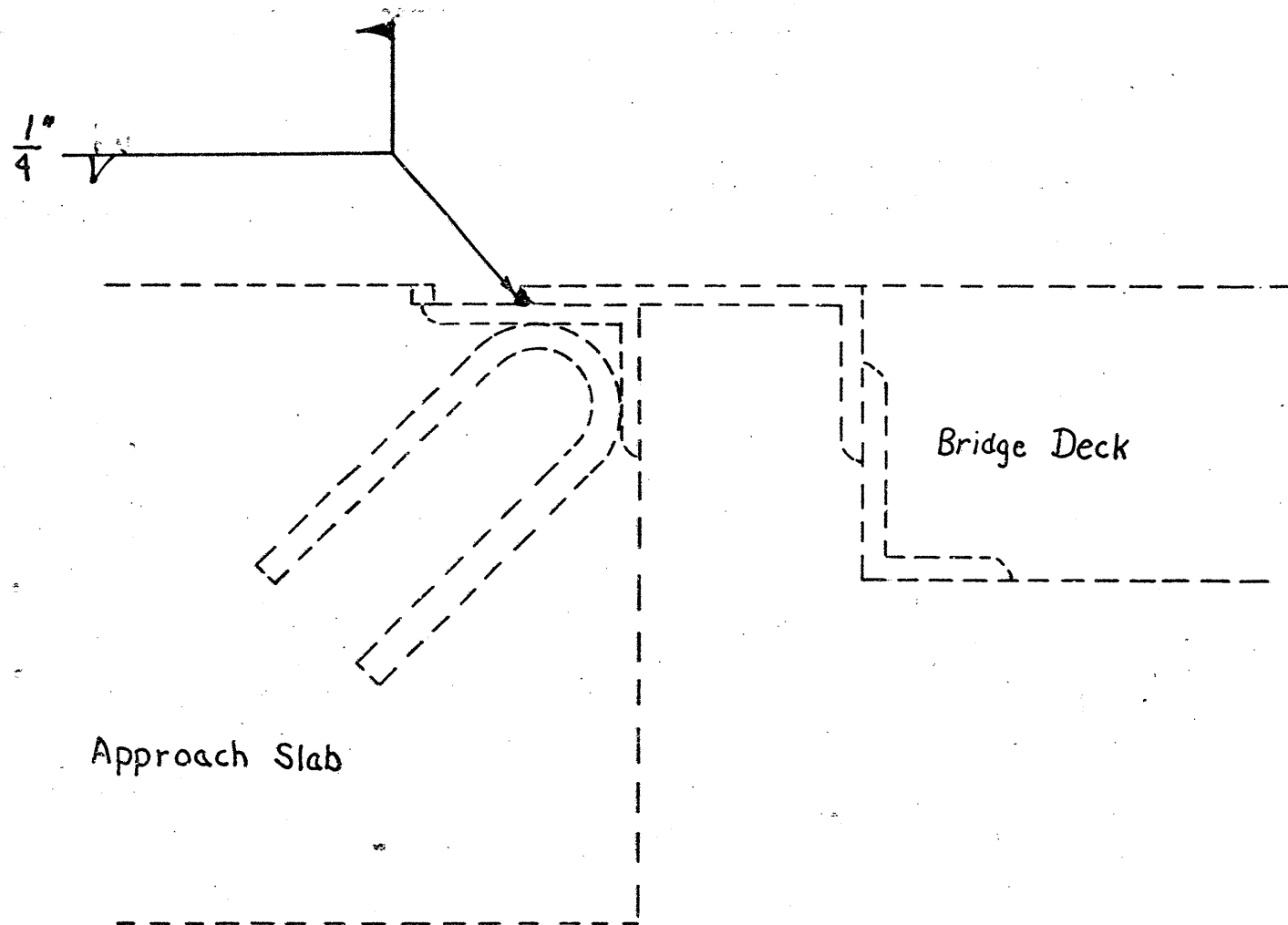
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REV. 6-2-83 JDP

706

7-12-83

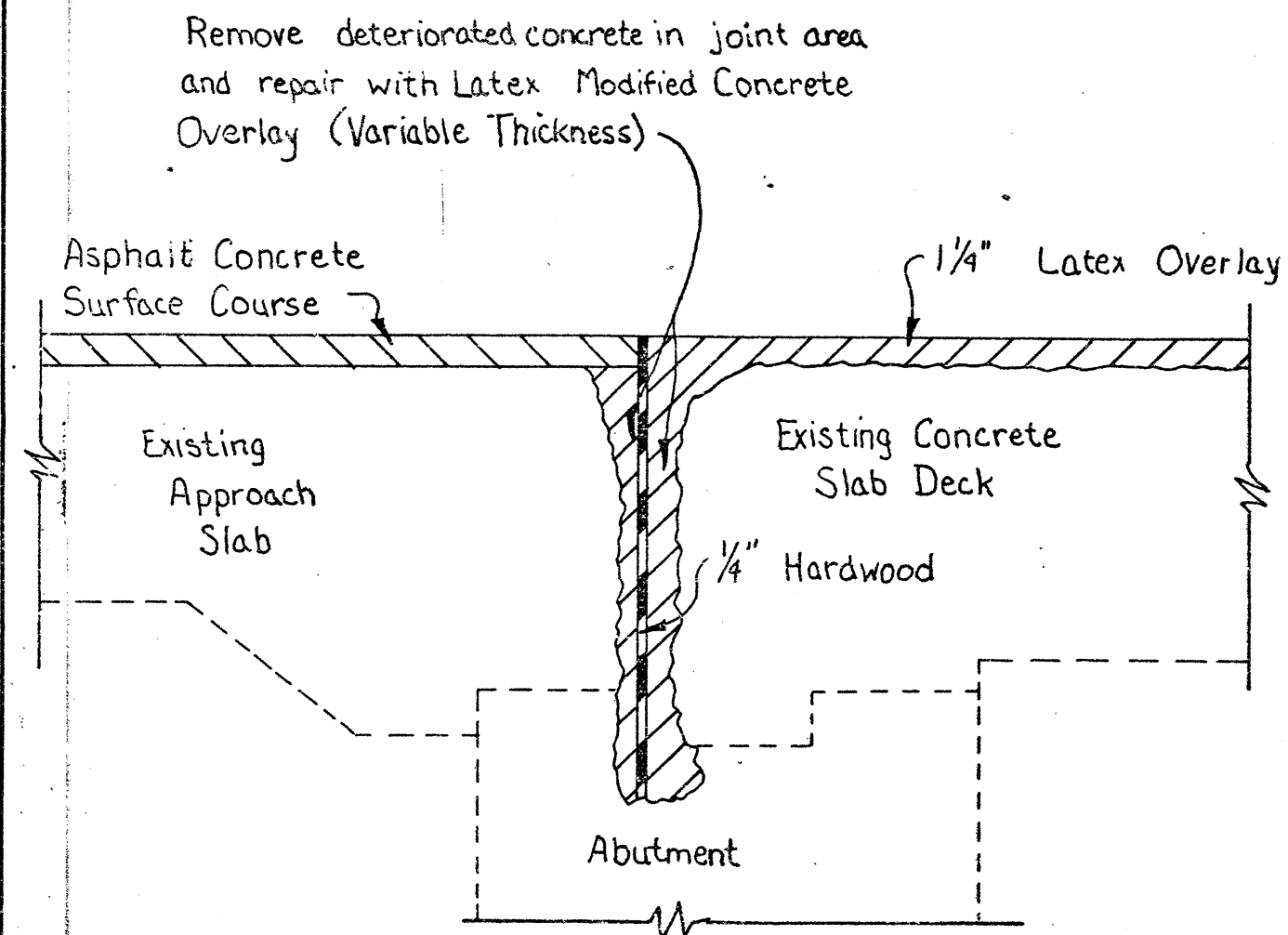
Note: Joint also to be welded thru curb section.



Joint Detail with Joint Steel

ASD-95-1367

Vertical Extension of Structural Expansion Joints



Typical Joint Repair Detail
For Concrete Slab Deck

WAY-95-0698

ITEM SPECIAL, PAVEMENT PLANING, BITUMINOUS WITHOUT HEAT:

Planing is to be performed as directed and in areas designated by the Engineer. Removal of existing pavement surface may be required to eliminate adverse surface distortion which in the judgement of the Engineer cannot be satisfactorily corrected in the paving courses.

These areas may include material displaced by rutting or shoving, asphalt surface patches, concrete patches and transverse bumps at joints or joints with structures, adjoining pavements or railroads, etc.

ITEM 604, CASTINGS ADJUSTED TO GRADE:

Any unit of this item may be nonperformed if so directed by the Engineer and the surface shall be feathered to meet the existing casting or inlet in a manner acceptable to the Engineer. All adjusting rings shall have prior approval from the Engineer before using.

Under Item 604.03, Adjustment to Grade, paragraph (a), the casting to be adjusted may or may not have an existing frame. The work shall consist of adjusting the casting or whatever is existing to the satisfaction of the Engineer. The Contractor is reminded to field check all adjustment to grade items prior to bidding, as no additional compensation will be granted in adjusting to grade in the absence of a frame or whatever is existing.

ITEM 403, PRE-LEVEL NOTE:

403 Pre-level shall be placed prior to any excavation along the existing pavement.

TRENCH FOR WIDENING:

Trench excavation for base and berm widening shall be performed only on one side of the pavement at a time. The open trench shall be adequately maintained and protected at all times with drums or barricades, with Type "C" steady burn lights attached.

Placement of proposed base material shall follow as closely as possible behind the excavation operation. The length of widening trench which is open at any one time shall be held to a minimum and shall at all times be subject to approval by the Engineer.

TACK MATERIAL:

The amount of tack material required to coat the existing pavement edges prior to 301 or 402 operation shall be included in the Unit Price Bid for Item 402, Asphalt Concrete or Item 301, Bituminous Aggregate Base.

ITEM 516, VERTICAL EXTENSION OF STRUCTURAL EXPANSION JOINTS:

A certified welder is required for all welding under this item.

ITEM - 845 BRIDGE DECK REPAIR AND OVERLAY WITH LATEX MODIFIED CONCRETE PREPARATION:PLAN NO.
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NO CONCRETE DECK PREPARATIONS SHALL BE STARTED AFTER OCTOBER 15. ANY CONCRETE DECK OVERLAYS STARTED BEFORE OCTOBER 15 SHALL BE COMPLETED BEFORE OCTOBER 20. NO CONCRETE DECK OVERLAYS SHALL BE PLACED BEFORE APRIL 15.

SURFACE PREPARATION SHALL INCLUDE THE REMOVAL OF THE EXISTING ASPHALT WEARING SURFACE. THE CONCRETE DECK SHALL BE SCARIFIED WITH A SEPARATE PASS AFTER THE ASPHALT HAS BEEN COMPLETELY REMOVED.

ALL EXISTING ^{partial depth} PATCHES SHALL BE REMOVED COMPLETELY.

ANY CONSTRUCTION EQUIPMENT ON THE DECK SURFACE AFTER THE DECK SURFACE HAS BEEN SANDBLASTED SHALL BE DRIVEN ON A FOUR (4) MIL. POLY-ETHYLENE SHEET TO PREVENT CONTAMINATION OF THE CLEAN SURFACE.

WATER BLAST CLEANING SHALL NOT BE USED.

SCREED RAIL SUPPORTS SHALL NOT BE SET ON THE DECK SURFACE TO BE OVERLAID.

THE CONTRACTOR SHALL USE THE CURBS, PARAPETS, OR RAILING TO REFERENCE THE EXISTING DECK SURFACE PRIOR TO SCARIFICATION. FINISHING MACHINE ^{support} RAILS SHALL BE SET WITH REFERENCE TO THESE REFERENCE POINTS. THE LATEX CONCRETE SURFACE SHALL BE 1" ^{top surface of the} ABOVE THE ORIGINAL DECK EXCEPT WHERE LOW SPOTS OCCUR. 1-1/4" TO CONCRETE THICKNESS SHALL BE MAINTAINED OVER THE ENTIRE SCARIFIED DECK SURFACE EXCEPT WHERE LOW SPOTS OCCUR.

AFTER THE SCREED RAILS HAVE BEEN SET TO PROPER PROFILE AND PRIOR TO PLACING THE OVERLAY, THE FINISHING MACHINE WITH 1-1/8" THICK FILLER BLOCKS ATTACHED TO THE BOTTOM OF THE SCREED SHALL BE PASSED OVER THE ENTIRE AREA OF THE DECK TO BE OVERLAID.

THE FILLER BLOCKS SHOULD GENERALLY CLEAR THE SCARIFIED DECK SURFACE BY NOT MORE THAN 1/8". CONCRETE WHICH DOES NOT CLEAR THE FILLER BLOCKS SHALL BE REMOVED.

LONGITUDINAL JOINTS ARE PERMITTED BUT ONLY TO THE EXTENT NECESSARY TO ACCOMMODATE THE WIDTH OF THE FINISHING MACHINE, TO FACILITATE CHANGES IN ROADWAY CROWN, AND TO PERMIT MAINTENANCE OF VEHICULAR TRAFFIC, EXCEPT AS APPROVED BY THE DISTRICT. ^{Except as approved by the Construction Engineer} JOINTS SHALL ^{those required at faces of} NOT BE USED ^{in close proximity to} CURBS, BARRIERS, ^{longitudinal} nor at edges of decks.

FINAL SOUNDING OF THE DECK SHALL NOT BE PERFORMED ~~WITHIN~~ TWENTY FOUR (24) HOURS AFTER A RAIN, WHICH SHALL INCLUDE EIGHT (8) HOURS OF GOOD DRYING WEATHER. IN NO CASE SHALL THE FINAL SOUNDING BE MADE WHEN THE DECK IS DAMP. FINAL SOUNDING MAY INCLUDE ONE (1) OR MORE ATTEMPTS TO ASSURE ALL DETERIORATED CONCRETE HAS BEEN REMOVED.

* CONSTRUCTION ENGINEER.

PLACEMENT:

PLACEMENT OF THE OVERLAY SHALL BE COMPLETED DURING THE NIGHT BETWEEN OFFICIAL SUNSET AND SUNRISE. THE CONTRACTOR SHALL SUBMIT A PLAN FOR PROVIDING ADEQUATE LIGHTING FOR THE WORK AREA AT LEAST FIFTEEN (15) CALENDAR DAYS IN ADVANCE, AND RECEIVE WRITTEN APPROVAL ^{DISTRICT CONSTRUCTION} FROM THE ^{ENGINEER}, BEFORE PLACING THE CONCRETE. THE LIGHTS SHALL BE SO DIRECTED THAT THEY DO NOT AFFECT OR DISTRACT APPROACHING TRAFFIC. IN EARLY SPRING OR LATE FALL THE OVERLAYS MAY BE PLACED DURING DAYLIGHT HOURS BY PERMISSION OF THE ENGINEER, IF ALL OF THE FOLLOWING CONDITIONS ARE MET AND DOCUMENTED:

PLACEMENT CONDITIONS:

WIND SPEED.....10 MPH OR LESS

RELATIVE HUMIDITY.....40% OR GREATER

EXISTING ^{DECK}
1 CONCRETE TEMPERATURE.....70° OR LESS

AIR TEMPERATURE.....70° OR LESS

ALL REQUIRED CHARACTERISTICS (AIR, SLUMP, ETC.) OF THE MIX SHALL BE ADJUSTED OFF THE DECK BEFORE PLACEMENT ON THE DECK STARTS.

THE CEMENT TEMPERATURE SHALL NOT EXCEED 90° F. AT THE TIME OF MIXING.

A BONDING GROUT CONSISTING OF EQUAL PARTS BY VOLUME OF PORTLAND CEMENT AND SAND MIXED WITH 50% WATER AND LATEX MIXTURE TO PRODUCE A PAINT CONSISTENCY SHALL BE USED FOR SEALING VERTICAL JOINTS AROUND FULL-DEPTH REPAIRS, BETWEEN ADJACENT POURS AND RAISED CURBS AND BARRIERS.

ACCESS OR WORK AREA SHALL BE PROVIDED AROUND BOTH SIDES OF THE FINISHING MACHINE ON STRUCTURES LONGER THAN 20'. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A MINIMUM TWO (2) FOOT WIDE WALKWAY ALONG THE EDGE OF THE STRUCTURE TO FACILITATE FINISHING AND INSPECTION.

CURING:

INSTEAD OF COVERING THE SINGLE LAYER OF BURLAP WITH A LAYER OF FOUR (4) MIL. POLYETHYLENE OR A WET BURLAP - POLYETHYLENE SHEET, THE BURLAP SHALL BE KEPT CONTINUOUSLY WET BY MEANS OF AN AUTOMATIC WETTING SYSTEM FOR THE FIRST TWENTY-FOUR (24) HOUR PERIOD. *In addition, a second layer of burlap shall be placed one (1) hour after placement of the first layer.*

QUANTITIES:

A CONTINGENT QUANTITY OF 2 CUBIC YARDS FULL DEPTH REPAIR IS PROVIDED FOR EACH STRUCTURE. IF THIS ITEM IS NOT REQUIRED IT SHALL BE NONPERFORMED.

SPALLED TOPS OF BACKWALLS SHALL BE REPAIRED WITH ITEM 845, LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS).
Supplement Specification 845 and
ALL PROVISIONS OF ITEM 511 OF 1983 CONSTRUCTION AND MATERIALS SPECIFICATIONS SHALL APPLY EXCEPT WHEN IN CONFLICT WITH THESE NOTES.

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN ITEM 845 - LATEX MODIFIED CONCRETE OVERLAY (1-1/4" THICK), AS PER PLAN.

DETOUR LIMITATIONS:

THE CONTRACTOR SHALL SCHEDULE AND PROSECUTE THE WORK SO THE DETOUR WILL NOT BE IN EFFECT LONGER THAN * CONSECUTIVE CALENDAR DAYS. FOR EACH ADDITIONAL CALENDAR DAY THE DETOUR REMAINS IN EFFECT BEYOND THE ABOVE STATED DETOUR PERIOD, OR ANY OTHER AGREED UPON PERIOD DUE TO CONDITIONS BEYOND THE CONTRACTORS CONTROL, THE CONTRACTOR SHALL BE ASSESSED \$150.00 IN LIQUIDATED DAMAGES. TABLE FOR LIQUIDATED DAMAGES AS PER SECTION 108.07 IS WAIVED ONLY FOR DETOUR LIMITATIONS DUE TO BRIDGE REPAIR.

* Asd-95-1029 - 2 Days
Asd-95-1367 - 21 Days

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* the pneumatically placed mortar

TEMPORARY WEDGE:

AFTER THE CONCRETE OVERLAY HAS BEEN PLACED AND BEFORE THE BRIDGE IS OPEN TO TRAFFIC A TEMPORARY WEDGE WILL BE INSTALLED TO MAINTAIN TRAFFIC IF THE PERMANENT ASPHALT IS NOT IN PLACE. THE TEMPORARY WEDGE WILL BE 404 ASPHALT CONCRETE BUILT AS PER STANDARD DRAWING BP-5, EXCEPT NO TACK COAT WILL BE REQUIRED. THE TEMPORARY WEDGE WILL BE FEATHERED AT ONE INCH IN TWENTY-FIVE FEET OR AS DIRECTED BY THE ENGINEER. THE TEMPORARY WEDGE WILL BE COMPLETELY REMOVED BEFORE ANY NEW ROADWAY ASPHALT IS INSTALLED.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING, TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK. THE CONTRACTOR'S ATTENTION IS CALLED TO SECTION 404.16 OF THE CMS AND TO STANDARD DRAWING BP-5 DATED 7-16-81 FOR REQUIRED TOLERANCES.

ITEM 520, PNEUMATICALLY PLACED MORTAR, AS PER PLAN:

THIS ITEM SHALL BE USED TO REPAIR DECK EDGES. WITHIN TWENTY-FOUR (24) HOURS BEFORE PLACING ~~CONCRETE~~, THE EXISTING SURFACE AGAINST WHICH THE ~~CONCRETE~~ WILL BE PLACED AND EXISTING REINFORCING STEEL SHALL BE THOROUGHLY CLEANED BY SANDBLASTING. SANDBLASTING SHALL BE AT LEAST EQUAL TO SA2 "THOROUGH BLAST CLEANING" AS OUTLINED IN ASTM D-2200 OR SSPC-SP6. ALL LOOSE AND DETERIORATED CONCRETE AND CALCIUM CARBONATE DEPOSITS SHALL BE REMOVED WITH HAND TOOLS BEFORE SANDBLASTING. CONCRETE QUANTITIES SHALL BE ADJUSTED TO INCLUDE ADDITIONAL VOLUMES REQUIRED.

THE FOLLOWING ESTIMATED QUANTITY IS TO BE USED AS DIRECTED BY THE ENGINEER TO PATCH THE STRUCTURES:

520 PNEUMATICALLY PLACED MORTAR, AS PER PLAN 50 SQ. FT.

PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 520 PNEUMATICALLY PLACED MORTAR, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL, RUBBERIZED SEAL:

THE RUBBERIZED SEAL SHALL EXTEND ONE FOOT BEYOND THE BRIDGE LIMITS, APPLIED AT 0.75 GAL. /SQ. YD.

THE RUBBERIZED SEAL SHALL BE BITUMINOUS MATERIAL AS PER 702.01 (AC-5 OR AC-10) WITH THE ADDITION OF GRANULATED CRUMB RUBBER. THE GRANULATED CRUMB RUBBER SHALL BE 100 PERCENT VULCANIZED AND MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE SIZE	PERCENT PASSING
No. 8	100
No. 10	95-100
No. 30	0-10
No. 40	0-4

THE SIEVES SHALL COMPLY WITH THE REQUIREMENTS OF AASHTO M92 (ASTM E11).

THE GRANULATED RUBBER, IRRESPECTIVE OF DIAMETER, SHALL NOT BE GREATER THAN 1/2 INCH IN LENGTH AND CONTAIN NO MORE THAN 2 PERCENT MOISTURE.

THE SPECIFIC GRAVITY OF THE RUBBER MATERIAL SHALL BE 1.15 ± 0.02 AND SHALL BE FREE OF EXCESS FABRIC (0.5 PERCENT BY WEIGHT), WIRE OR OTHER CONTAMINATING MATERIALS, EXCEPT THAT UP TO 4 PERCENT CALCIUM CARBONATE MAY BE INCLUDED TO PREVENT THE RUBBER PARTICLES FROM STICKING TOGETHER.

GRANULATED CRUMB RUBBER SHALL BE ACCEPTED BY CERTIFICATION FROM THE RUBBER SUPPLIER IN ACCORDANCE WITH THE REQUIREMENTS OF 101.061.

ASPHALT-RUBBER MATERIAL MIXING: THE PERCENTAGE OF CRUMB VULCANIZED RUBBER SHALL BE 30 ± 4 PERCENT BY WEIGHT OF THE ASPHALT CEMENT.

THE TEMPERATURE OF THE ASPHALT SHALL BE BETWEEN 350 F. AND 425 F. BEFORE ADDITION OF THE CRUMB VULCANIZED RUBBER. THE MATERIALS

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SHALL BE CAREFULLY COMBINED AND MIXED AND REACTED FOR A PERIOD OF TIME. THE TEMPERATURE OF THE ASPHALT-RUBBER MIXTURE SHALL BE ABOVE 325 F. DURING THE REACTION PERIOD.

IF A JOB DELAY RESULTS AFTER THE FULL REACTION HAS OCCURED, THE ASPHALT-RUBBER MATERIAL MAY BE ALLOWED TO COOL AND BE SLOWLY REHEATED TO AN ACCEPTABLE SPRAYING TEMPERATURE JUST PRIOR TO APPLICATION. HOWEVER, BECAUSE OF THE POLYMER REVERSION THAT CAN OCCUR WHEN CRUMB RUBBER IS HELD AT PROLONGED HIGH TEMPERATURES, THE ASPHALT-RUBBER MATERIAL SHALL NOT BE REHEATED TO TEMPERATURES ABOVE 325 F.

THE ASPHALT-RUBBER MIXING EQUIPMENT SHALL BE A HOT OIL, DOUBLE BOILER TAR KETTLE TYPE WITH MECHANICAL AGITATION CAPABLE OF COMBINING THE ASPHALT AND RUBBER INTO A HOMOGENIZED MIX.

IMMEDIATELY AFTER THE ASPHALT-RUBBER HAS BEEN SPRAYED ON THE BRIDGE, THE ~~STONE~~ ^{LIMESTONE (703.05 quality)} SHALL BE APPLIED. THE TEMPERATURE OF THE STONE SHALL BE ABOVE 275 F. AT THE TIME OF PLACEMENT, AND MEET THE FOLLOWING GRADATION REQUIREMENTS: APPLICATION RATE APPROX. 30 LBS. /S.Y.

SIEVE SIZE	PERCENT PASSING	PERCENT RETAINED
1/2"	100	-
No. 4	-	95

ROLLERS SHALL BE AS PER 409.05 AND SURFACE PREPARATION AS PER 409.06. THE AGGREGATE SHALL BE ^{RELATIVELY} DUST FREE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM SPECIAL, RUBBERIZED SEAL, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 512, TYPE "D" WATERPROOFING, AS PER PLAN:

ITEM 512.07 SHALL BE MODIFIED SO THAT THE THREE COATS OF BITUMINOUS MATERIAL, 702.06 AND THE AC-20, 702.01 FOR FILLING JOINTS AND IRREGULARITIES IN THE SURFACE SHALL MEET THE FOLLOWING SPECIFICATIONS. THE BITUMINOUS MATERIAL SHALL MEET 702.01 (AC-20) WITH THE ADDITION OF GRANULATED CRUMB RUBBER. THE GRANULATED CRUMB RUBBER SHALL BE 100 PERCENT VULCANIZED AND MEET THE FOLLOWING GRADATION REQUIREMENTS:

SIEVE SIZE	PERCENT PASSING
No. 8	100
No. 10	98-100
No. 30	0-10
No. 40	0-4

THE SIEVES SHALL COMPLY WITH THE REQUIREMENTS OF AASHTO M92 (ASTM E11).

THE GRANULATED RUBBER, IRRESPECTIVE OF DIAMETER, SHALL NOT BE GREATER THAN 1/2 INCH IN LENGTH AND CONTAIN NO MORE THAN TWO PERCENT MOISTURE.

THE SPECIFIC GRAVITY OF THE RUBBER MATERIAL SHALL BE 1.15 ± 0.02 AND SHALL BE FREE OF EXCESS FABRIC (0.5 PERCENT BY WEIGHT), WIRE OR OTHER CONTAMINATING MATERIALS, EXCEPT THAT UP TO FOUR PERCENT CALCIUM CARBONATE MAY BE INCLUDED TO PREVENT THE RUBBER PARTICLES FROM STICKING TOGETHER.

GRANULATED CRUMB RUBBER SHALL BE ACCEPTED BY CERTIFICATION FROM THE RUBBER SUPPLIER IN ACCORDANCE WITH THE REQUIREMENTS OF 101.061.

THE PERCENTAGE OF CRUMB VULCANIZED RUBBER SHALL BE 30 ± 4 PERCENT BY WEIGHT OF THE ASPHALT CEMENT.

THE TEMPERATURE OF THE ASPHALT SHALL BE BETWEEN 350F. AND 425F. BEFORE ADDITION OF THE CRUMB VULCANIZED RUBBER. THE MATERIALS SHALL BE CAREFULLY COMBINED AND MIXED AND REACTED FOR A PERIOD OF TIME. THE TEMPERATURE OF THE ASPHALT-RUBBER MIXTURE SHALL BE ABOVE 325F. DURING THE REACTION PERIOD.

IF A JOB DELAY RESULTS AFTER THE FULL REACTION HAS OCCURED, THE ASPHALT-RUBBER MATERIAL MAY BE ALLOWED TO COOL AND BE SLOWLY RE-HEATED TO AN ACCEPTABLE SPRAYING TEMPERATURE JUST PRIOR TO APPLICATION. HOWEVER, BECAUSE OF THE POLYMER REVERSION THAT CAN OCCUR WHEN CRUMB RUBBER IS HELD AT PROLONGED HIGH TEMPERATURES, THE ASPHALT-RUBBER MATERIAL SHALL NOT BE REHEATED TO TEMPERATURES ABOVE 325F.

THE ASPHALT-RUBBER MIXING EQUIPMENT SHALL BE A HOT OIL, DOUBLE BOILER TAR KETTLE TYPE WITH MECHANICAL AGITATION CAPABLE OF COMBINING THE ASPHALT AND RUBBER INTO A HOMOGENIZED MIX

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ROUTINE MAINTENANCE: Between the time that bids are taken and the start of construction, the maintaining agency may enter upon the project and perform routine maintenance such as crack sealing, patching, and berm and shoulder repair. The effects, if any, of the performance of routine maintenance shall be considered as inherent in work of the character provided for in the contract and the resulting conditions shall not be considered as differing materially from those existing at the time bids were taken.

GENERAL SUMMARY

ITEM	PART 1	PART 2	PART 3	PART 4	PART 5	PART 6	GRAND TOTAL 1,2,3,4,5&6	UNIT	DESCRIPTION
407	4500	10600	1400	2200	1500	600	20800	Gals.	Tack Coat, <i>as per plan</i>
407	158	371	49	77	52	21	728	Tons	Cover Aggregate
403	625	1472	194	306	183	64	2844	Cu. Yds.	Asphalt Concrete AC-10
404	1250	2983	389	611	575	338	6146	Cu. Yds.	Asphalt Concrete AC-10, <i>as per plan</i>
Special	478	498	959	<i>6/124</i>	762	1361	<i>10/182</i>	Sq. Yds.	Pavement Planing, Bituminous Without Heat
604				28			28	Each	Manholes Adjusted to Grade
604				19			19	Each	Catch Basins Adjusted to Grade
604				1			1	Each	Monument Boxes Adjusted to Grade
845	388	139					527	Sq. Yds.	Latex Modified Concrete Overlay, (1 1/4" Thickness) <i>as per plan</i>
845	12	6					18	Cu. Yds.	Latex Modified Concrete Overlay (Variable Thickness) <i>as per plan</i>
845	2	2					4	Cu. Yds.	Full Depth Repair, <i>as per plan</i>
Special	67						67	Sq. Ft.	Steel Drip Strip
512	139						139	Sq. Ft.	Type "D" Waterproofing, <i>as per plan</i>
614	7.62	17.56	1.74	2.48	1.90	0.78	32.28	Miles	Temporary Center Lines
624	Lump	Lump	Lump	Lump	Lump	Lump	Lump	Lump	Mobilization
617	13411	30905	2042	891	1432	<i>1878</i>	48681	Sq. Yds.	Shoulder Preparation
617	559	1288	85	37	160	<i>87</i>	2029	Cu. Yds.	Compacted Aggregate
614	Lump	Lump	Lump	Lump	Lump	Lump	Lump	Lump	Maintaining Traffic

GENERAL NOTES

TRAFFIC:

Traffic shall be maintained at all times. The length of restricted traffic zones shall be kept to a minimum consistent with the specification requirements for protection of completed courses.

RAILROAD CROSSINGS:

The new surface course shall be feathered or butt jointed to meet the rail grades as specified.

ALIGNMENT AND PROFILE:

The work proposed by this project is for the resurfacing of the existing pavement. The alignment of the existing pavement will not be changed, and the profile of the proposed surface will be similar to that of the existing pavement except that it will be raised an amount equal to the thickness of the resurfacing course or courses specified in these plans.

INTERMEDIATE COURSE, SPOT LEVELING AND PATCHING:

This material shall be placed in a separate operation where and as directed by the engineer.

TACK COAT:

The tack coat operation shall be as determined at a pre-construction conference as per 407.05, and application rates shall not exceed 0.10 gal. per sq. yd.

COVER AGGREGATE SHALL CONFORM TO 407.05

INTERSECTIONS:

Rural - Intersections shall be paved to end of radii or as directed by the Engineer. Urban - Intersections shall be paved to back of crosswalks or as directed by the Engineer. Drives - Paved drives shall be resurfaced as directed by the Engineer. Care shall be taken to eliminate water pockets in curbed sections.

ITEM 404:

In addition to Item 404.12, the top of each end of all feathered areas shall be uniformly coated with a 6" wide band of A.C., to be included within the cost of Item 404.

Under Item 401.15 (all cold joints on surface courses) shall be sealed by coating the vertical face. The coating of the finished surface with A.C., 6" wide will not be allowed.