

SECTION 9.25 PAVEMENT FOR RAILING

9.25.01--Description: The work under this item shall consist of any excavation found necessary for the placing of a course of bituminous concrete, shaping and compacting of the foundation material for the bituminous concrete, and the furnishing and placing of a single course of bituminous concrete at locations where rail or railing is to be constructed in accordance with the limits and details shown in the plans or as directed by the Engineer.

9.25.02--Materials: The bituminous concrete mix, materials for the bituminous concrete mixture, source of supply, formula for mix, mix tolerances, approval of mix formula and the control of the mixture shall conform to the requirements of Section M.04, Class 3.

9.25.03--Construction Methods: The work required under this item shall be completed before the posts for the rail or railing are erected. Where an underground anchorage or terminal treatment is to be constructed, the bituminous concrete shall be placed after the underground portion of the anchorage or terminal treatment is installed.

The bituminous concrete shall be constructed in accordance with the requirements of Article 4.06.03 except that the following subarticles shall not apply: 1--Samples, 7--Paving Equipment, 8--Placing of Mixture, 9--Compaction, 10--Surface Test of Pavement and 11--Joints. The asphalt percentage shall be increased up to an additional 1 percent of the total mass of the mixture at no additional cost to the State when compaction method cannot obtain 95 percent density.

Where possible, appropriate paving equipment shall be used to spread the bituminous concrete. Upon arrival, the mixture shall be dumped into the spreader and immediately spread and stuck off to the full width required and to a uniform layer of such depth as will result in a completed, compacted course having the designed depth.

Where it is impossible to place the bituminous concrete by the use of paving equipment, the material shall be spread by hand. The mixture, upon arrival, shall be dumped on approved steel dump sheets outside of the area on which it is to be spread and shall then be immediately distributed into place by use of hand shovels and spread with metal lutes in a uniform layer of such depth as will result in a completed, compacted course having the designed depths.

The Engineer may direct that other means of placing the material be used to insure better control of the depth of material and surface finish.

After spreading, and when sufficient set has developed to permit proper compaction, the course of bituminous concrete shall be compacted by rolling with a suitable roller. The roller shall be a self-propelled, steel wheel roller of a mass necessary to accomplish an acceptable compaction without displacing the material horizontally to a greater degree than the material is compacted vertically. The rolling shall be continued until the material is compacted to the satisfaction of the Engineer. Rolling shall be discontinued if the surface shows signs of excessive cracking or displacement and shall be continued later as directed by the Engineer.

In all places inaccessible to a roller, such as adjacent to anchorage or terminal treatment, etc., the required compaction shall be secured with tamps.

If the bituminous concrete course is depressed or damaged due to the installation of the rail or railing post, it shall be replaced or repaired to the satisfaction of the Engineer.

Unless specifically authorized by the Engineer, the mixture shall be laid only when the atmospheric temperature in the shade is not less than 4° C, the weather is not foggy or rainy and the surface is free of frost and dried to the satisfaction of the Engineer.

The Engineer may, however, permit work of this character to continue when overtaken by sudden storms up to the amount which may be in transit for the plant at the time, provided the mixture is within temperature limits

specified. The mixture, at the time of placement, shall be within 14° C (±) of the temperature specified in the approved mix formula, unless, in the opinion of the Engineer, job conditions warrant varying these limits.

9.25.04--Method of Measurement: This work will be measured for payment by the actual number of square meters of pavement for railing completed and accepted within the lines, to the grade and of the thickness shown on the plans or as ordered by the Engineer. Excavation, disposal of excavated material, and the repairing or replacing of any damaged bituminous concrete will not be measured for payment.

9.25.05--Basis of Payment: This work will be paid for at the contract unit price per square meter for "Pavement for Railing" which price shall include all excavation, disposal of excavated material, repairing or replacing of the bituminous concrete, materials, tools, labor and equipment incidental thereto. No direct payment will be made for excavation or any other item connected with this work.

Pay Item
Pavement For Railing

Pay Unit
m²