BR201.27 Bridge Timber Deck Overlay-Asphalt (Revised 7-10-08)

(Milling or Overlay Projects)

Note: Use this Standard Special Provision where existing plant mix surfacing will be milled or replaced. (Refer to Road Plans.)

1. BRIDGE TIMBER DECK OVERLAY-ASPHALT (Revised 7-10-08)

Description. This work includes the removal of the existing Plant Mix Surfacing (PMS) from a bridge deck for a PMS bridge deck overlay and or bridge rail replacements.

Construction Requirements

Removal of Existing PMS. Avoid damage to the deck when removing the existing surfacing from the bridge. Repair any damage done to the wooden bridge deck during removal at no cost to the State. If a wood deck has damage that is not construction related or is in a deteriorated condition, replace the wood decking by work order as directed by the Project Manager.

Bridge Deck Overlay. No Cushioning Gravel present. If the existing surfacing is PMS and no cushioning gravel is present, mill the existing asphalt surfacing, to match the existing roadway crown or superlevation profile, to a depth of 0.15 ft, above the existing wood deck surface, measured at the existing curb. Place the new PMS overlay as specified on the Road Plans for the top lift of the bituminous surfacing.

Bridge Deck Overlay. Cushioning Gravel Present. If cushioning gravel is encountered, completely remove the existing PMS and gravel using care not to damage the wood deck. The same day the gravel is removed from the deck, apply plant mix surfacing to the wood deck surface, to match the existing roadway crown or superelevation profile, to a depth of 0.15 ft. above the existing wood deck surface, measured at the existing curb. During the time the wood deck is exposed to traffic, limit traffic to a maximum speed of ten miles per hour. Place the new PMS overlay as specified on the Road Plans for the top lift of the bituminous surfacing.

Rail Post Installation. Where removing existing PMS for new Bridge Rail installations completely remove the existing surfacing at the location of new rail posts as needed to allow proper installation of the rail post anchors as shown. Replace and re-compact removed surfacing at post locations using commercial plant mix to either the milled or finished surface as applicable.

Pavement Removal. Remove the existing pavement on the approach roadway section and the timber structure in a sequence and manner so that the traveling public does not encounter abrupt transitions in the roadway surface because of the surfacing removal. Remove existing PMS as specified in the plans and special provisions.

Pavement Replacement. Replace removed pavement with new PMS of the specified grade as shown on the bridge and road plans. Apply compactive effort as specified in Section 401.03.12B of the Standard Specifications. Compact PMS surfacing on bridges as directed by the Project Manager. Do not use rollers in vibratory mode on bridges, however hand held vibratory plate compactors can be used around rail posts.

Method of Measurement and Basis of Payment. Include all costs associated with the removal, replacement and compaction of PMS on bridge decks as specified on the Road and Bridge Plans. Include costs for removal and replacement around bridge rail posts with the unit bid cost for Revise Timber Bridge Rail – T101. Include costs for milling and replacement of PMS on bridges and bridge roadway approaches as identified in the Road Plans.