DESIGNER NOTES

*The full text of this Special Provision as presented below is written as a Unit Price Item. However, it can also be used as a Heading within a Lump Sum item, such as Item 995.01, by making the following modifications. The Designer shall modify only the content highlighted in yellow following the instructions below to make this a Lump Sum item heading.*

*Delete “ITEM 482.31” and “FOOT” from the title. Delete the entire “METHOD OF MEASUREMENT AND BASIS OF PAYMENT” section at the end of this Special Provision.*

*DELETE ALL DESIGNER NOTES, AND REMOVE HIGHLIGHTING PRIOR TO SUBMITTAL*

**ITEM 482.31 SAWING & SEALING JOINTS IN ASPHALT FOOT**

 **PAVEMENT AT BRIDGES**

The work to be done under this Item consists of making a sealed kerf across the full width of the finished asphalt pavement at bridge abutments where called for on the Plans. The shape, width, and depth of the kerf shall be as shown on the Plans.

Prior to the start of the asphalt pavement operation, the Contractor shall place a mark on each curb or barrier on either side of the paved roadway. These marks shall be aligned with the actual end of the bridge deck and shall be placed so that they will not be covered or otherwise obscured by the asphalt pavement.

After the completion of the paving operation, the Contractor shall snap a straight chalk line on the pavement between these two marks. The Contractor shall then saw cut the pavement along this line to the depth, width and shape as shown on the Plans. The equipment shall be approved by the Engineer prior to commencing work.

After completing the saw cutting, the Contractor shall clean the saw groove of any dust and debris with an oil free air blast. If the groove was wet sawn, the groove shall be cleaned with a water blast to remove any remaining slurry and debris, vacuumed with a Wet-or-Dry vacuum to remove any standing water, and then dried with an air blast from a Hot-Air-Lance.

Once the groove is clean and dry, the Contractor shall fill it completely with a hot-applied bituminous crack sealer meeting the requirements of M3.05.4 in accordance with the manufacturer’s application instructions and restrictions regarding ambient and material temperatures. The crack sealer shall be thoroughly cured prior to opening the road to traffic. To reduce tackiness, only boiler slag aggregate (black beauty) shall be scattered over the sealer when required by the Engineer. Conventional sand shall not be used for this purpose.

**Method of Measurement**

Item 482.31 will be measured for payment by the Foot, of the actual number of feet of kerf sawed and sealed in the asphalt pavement surface, complete in place.

**Basis of Payment**

Item 482.31 will be paid for at the Contract unit price per Foot, which price shall include all labor, materials, equipment, and all incidental costs required to complete the work.