

SPECIFICATIONS
FOR
PLANT MIXED BITUMINOUS CONSTRUCTION
CITY OF EDINA, MINNESOTA
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Revised January 2019

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1.0 **GENERAL**

The General Conditions and the Special Provisions and Conditions as embodied in these Contract Documents shall be applied to all work and materials to be furnished and installed under these Specifications.

2.0 **LOCATION**

The plant mixed bituminous surfacing to be constructed and installed under this contract is located in the City of Edina, Hennepin County, Minnesota as shown on the plans and drawings.

3.0 **DESCRIPTION**

The work to be done under this contract shall include the furnishing of all labor, material, tools and equipment to construct, complete and in place, and plant mixed bituminous surfacing as shown on the drawings and as specified herein.

4.0 **MINNESOTA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS WHICH APPLY**

Those portions of the State of Minnesota Department of Transportation Specifications for Construction, and all subsequent supplemental specifications are incorporated herein by reference and are made a part of the contract as fully as though set out herein at length, and shall apply to this contract except as modified in the Special Provisions and Conditions, together within any sections referred to in said section or necessary for proper interpretation or use.

The word City shall be substituted for the word State wherever it appears and shall mean the City of Edina, Minnesota.

5.0 **NOTIFICATION TO PROPERTY OWNERS**

The Contractor shall provide 24-hour notice to the property owner before any driveway is blocked and give them sufficient time to move their vehicles. No

driveway shall be blocked longer than necessary for construction and only as approved by Engineer.

Access to existing businesses shall be maintained at all times. When construction is directly impacting business driveways and entrances, work shall be done continuously and as promptly as possible to return the driveway entrance to a finished surface. The contractor shall exercise care to minimize impacts to business parking facilities.

6.0 METHOD OF PROCEDURE

Prior to the start of any work, the Contractor shall submit in writing to the Engineer for approval, a schedule of procedure, which shall be followed as closely as possible. Where problems as to coordination and completion may appear to exist, the Engineer may require modifications therein. Once work has started on a street it must be diligently pursued until the street is finished. Each successive phase of work shall follow the preceding phase as closely as possible so that the time any one street is under construction is kept to a minimum.

Should the Contractor, in the Engineer's opinion, fail to complete the work as specified above, the Engineer may limit the work which has been started but not completed to any such amount as the Engineer deems reasonable. No extension of time shall be granted to the Contractor for not being permitted to open new street to construction for this reason.

Placement of Tack Coat

The Contractor shall protect adjacent curb and gutter, sidewalk, driveways and other expose surfaces from over spraying during the application process. If overspray occurs, the Contractor shall clean to the satisfaction of the Engineer.

In additional to the overall traffic control requirements, the Contractor shall be responsible for traffic control during placement of the tack coat and while the tack coat is exposed prior to paving operations. Removal of tack coat on vehicles or driveways as a result of negligence or substandard traffic control operations shall be the responsibility of the Contractor at no cost to the City or owner of the vehicle or driveway.

7.0 TESTING OF MATERIALS

The Plant Mixed Bituminous mix designs shall be made by an approved testing laboratory. All testing shall conform to methods called out by MnDOT 2360.

The Contractor shall measure bituminous base course densities using a technique approved by the Engineer. Techniques may include core sampling, nuclear gauge,

or approved equal. No core samples shall be taken in the bituminous wear course unless directed by the Engineer.

All aggregate shall be tested at the pit at least two days before it is hauled to the job site, and tested again with samples from the job site. If the aggregate becomes questionable, the Contractor shall pay for all the additional tests that the Engineer determines to be needed.

8.0 2360 PLANT MIXED ASPHALT PAVEMENT

a. Mixture Designation

(Design Type, Lift, Agg Size, Traffic Level, Voids, Binder)

Type SP* Wearing Course Mixture (1,2)

Type SP* Non-Wearing Course Mixture (1,2)

Type SP* Bituminous Mixture for Specified Purpose

(1) Traffic Level Designation in accordance with Table 2360-1

(2) AC binder grade designation (Table 2360-2)

* Aggregate size designation (2360.1.A.3)

A=1/2 in, SP9.5

B=3/4 in, SP12.5

b. Pavement Density shall be by ordinary compaction.

c. Pavement Surface Smoothness requirements of MnDOT 2399 **shall not** apply on this Project.

d. Driveway Pavement shall consist of one 3-inch lift over 6-inches of aggregate base class 5. Aggregate base class 5 for bituminous driveways is considered incidental to the contract and is included with the unit price of the bid item.

e. Basis of Payment

- i. Payment for the accepted quantities of asphalt mixture used in each course at the Contract prices per unit of material shall be compensation in full for all costs of constructing the asphalt surfacing as specified, including the costs of furnishing and incorporating any asphalt binder, Mineral filler, hydrated lime, or anti-stripping additives that may be permitted or required.

- ii. The Contractor is responsible to complete yield checks and monitor thickness determinations so that the constructed dimensions correspond with the required Plan dimensions throughout the entire length of the project. The tolerances for lift thickness shown in MnDOT 2360.3E, Surface Requirements is for occasional variations and not for continuous overrunning or under-running, unless ordered or authorized by the Engineer.
- iii. The provisions of MnDOT 1903 are modified to the extent that the City shall not make a price adjustment in the event of increased or decreased quantities of asphalt mixture items. Payment for plant mixed asphalt surface shall be made on the basis of the following schedule:

Wearing course for roadways – SPWEA340B - TN

Non-Wearing course for roadways – SPNWB330B - TN

Wearing course for driveways – SPWEA240B – SY

Shared Use Path – SPWEA230B - TN

9.0 SAW AND SEAL TRANSVERSE CRACK CONTROL JOINT

Description

This work consists of dry sawing and sealing of transverse crack control joints in the bituminous wear course. Refer to Edina Standard Plate 525 for locations.

Construction Requirements

Begin the saw and seal operation a minimum of 48 hours after placing the wear course. Complete operation prior to the end of the construction season or project completion, whichever is earlier unless approved by the Engineer. Do not saw or place sealant when the ambient air temperature is below 40 degrees F.

Sawcut shall be in the reverse direction to prevent excess air borne dust.

Saw the entire depth and width in one single pass for the entire length of the cut.

Clean the joints thoroughly removing all material created by sawing and other foreign material that will prevent bonding of the sealant. Use a vacuum assisted street sweeper truck to eliminate any extra dust from joint.

Seal the joint with sealing material adhering to MnDOT Specification 3723.

Measurement and Payment

Sawing and sealing will be measured by the linear foot and payment at the contract unit price will be full compensation for the specified work.

[End of Plant Mixed Bituminous Construction]