

# INFORMATIONAL PROPOSAL (For information only, not to be used for bidding)

NEBRASKA DEPARTMENT OF ROADS  
LETTING DATE : June 27, 2013

CALL ORDER: 510            CONTRACT ID: 5389X

CONTROL NO./SEQ. NO.: 51389 /000 PROJECT NO.: STP-L17E(108)

TENTATIVE START DATE: 08/26/13            CONTRACT TIME: 105 WORKING DAYS

LOCATION: SUNOL & LODGEPOLE LINKS  
IN COUNTY: CHEYENNE

BIDDER

GROUP 1 GRADING  
GROUP 4 CULVERT AT STATION 1128+17.55  
GROUP 7 GUARDRAIL  
GROUP 9 BITUMINOUS  
GROUP 10 GENERAL ITEMS

THIS PROPOSAL CONTAINS A DBE GOAL OF 4.0 %.

SEE SPECIAL PROVISIONS FOR GROUP TIES

## NOTES

THE TOTAL AMOUNT OF WORK WHICH WILL BE ACCEPTED IN  
THIS LETTING IS LIMITED TO \$ \_\_\_\_\_.

THE NUMBER OF \_\_\_\_\_ CONTRACTS WHICH WILL BE  
ACCEPTED IN THIS LETTING IS LIMITED TO \_\_\_\_\_.

Paragraph 4.a.(7) of Subsection 603.05 is void and superseded by the following:

- (7) At the option of the Engineer, cores may not be required from irregular areas with widths less than 8 feet (2.4 m) or from an individual pavement type that involve less than 5,000 square yards (4200 m<sup>2</sup>) of pavement.

Paragraph 4.c.(4) of Subsection 603.05 is void and superseded by the following:

- (4) If the average thickness of the cores is deficient by more than 0.25 inch (6 mm) but not more than 0.50 inch (12.5 mm) an adjusted unit price will be paid in accordance with Table 603.04. Cores deficient by more than 0.50 inch (12.5 mm) will be treated as prescribed in Paragraph 4.d. of this Subsection.

## **CRACKING AND SEATING CONCRETE PAVEMENT**

### **Description**

This work shall consist of cracking and seating existing portland cement concrete pavement prior to the placement of a asphaltic concrete overlay. All existing asphaltic concrete skin patches shall be removed.

### **Equipment**

The device to be used for cracking the portland cement concrete pavement shall be capable of producing the desired cracking pattern without displacing the concrete more than 0.5 inch vertically or without excessive spalling of the concrete using a blade type guillotine breaker head. The equipment for seating the cracked concrete shall be a pneumatic tired roller with a suitable body for ballast loading with such capacity that the gross load may be varied from 20 to 40 tons.

### **Construction Methods**

The Contractor shall notify the Engineer prior to performing the cracking and seating test section.

Following removal of any existing asphaltic concrete overlays, the existing concrete pavement shall be cracked by equipment and by methods to produce full depth, generally transverse, hairline cracks at nominal longitudinal spacing of 18 to 36 inches. Care should be taken to prevent the formation of a continuous longitudinal crack. The Contractor shall conduct the cracking operations to prevent the crack from joining and or spalling an existing contraction joint. This shall be done by skipping the cracking at or near an existing joint or using other methods approved by the Engineer.

Before cracking operations begin, the Engineer will designate 200 foot test section(s). The Contractor shall crack the test sections using varying energy and striking patterns until a satisfactory cracking pattern is established. This speed and/or energy and striking pattern will then be required for the remainder of the project unless the Engineer determines conditions have changed such that a satisfactory cracking pattern is no longer being produced. Adjustments shall then be made to the energy and/or striking pattern to reestablish a satisfactory cracking pattern. When cracking the test sections, the Contractor shall furnish and apply water to dampen the pavement following cracking to enhance visual determination of the

cracking pattern. The Contractor shall furnish and apply water to a check section, a minimum every 4 hours as determined by the Engineer to verify that the specified crack pattern is being maintained.

The Contractor shall be responsible for core samples of sufficient size to determine the extent and type of mechanical cracking of the in-place concrete. The Contractor should anticipate multiple core locations of the concrete in the 200 foot test strip area. For the routine fracturing, the Contractor shall core the concrete at a rate of not less than one sample location per 0.5 mile per lane width. All coring shall be under the supervision of the Engineer. Analysis of the cores to determine extent of fracturing will be determined by the Engineer.

Cracking concrete pavement will not be permitted within 25 feet either side of the outer limits of any drainage facility or the centerline of any utility undercrossing.

Regardless of which type of equipment is used, provisions shall be made to protect traffic from flying debris during the cracking operation.

Following cracking, the concrete shall be rolled until the concrete pieces are seated. The Engineer shall determine the weight of the roller and rolling pattern.

Prior to the placement of the asphaltic concrete the pavement shall be cleaned by power sweeping and air blowing (including removing loose material from joints, cracks and bituminous patch areas) with 100 psi minimum air pressure.

If the pavement is opened to traffic after the cracking operation but prior to placement of the first asphaltic concrete course, the Contractor shall maintain the pavement for traffic by sweeping, patching, etc., as needed.

In addition to the above requirements, no crack and seating may be performed next to any new project asphaltic concrete that has been placed.

#### **Method of Measurement**

Cracking and Seating Concrete Pavement will be measured for payment by the square yard.

#### **Basis of Payment**

Cracking and Seating Concrete measured as provided herein shall be paid for at the contract unit price per square yard for the item, "Cracking and Seating Concrete Pavement". This price shall be full compensation for cracking the existing pavement, all water applied for crack enhancement, assuring seating of the cracked pavement by use of a roller, obtaining core samples and maintaining the cracked pavement in suitable condition for use by traffic if required and for all labor, equipment, tools and incidentals necessary to complete the work.