

### **SPECIAL NOTE FOR ROADBED STABILIZATION AT BRIDGE ENDS**

This Special Note will apply where indicated on the plans or in the proposal. Section references herein are to the Department's 2008 Standard Specifications for Road and Bridge Construction.

**1.0 DESCRIPTION.** Due to the wet and yielding embankments commonly encountered at bridge ends, undercut the existing roadbed within the limits the Contract specifies and backfill.

#### **2.0 MATERIALS.**

**2.1 Geotextile Fabric.** Furnish Type III fabric conforming to Section 843.

**3.0 CONSTRUCTION.** After removing the existing pavement and base, undercut the existing roadbed under the traffic lanes and shoulders as the Engineer directs. The minimum undercut shall be one foot, except undercut depth may be reduced where rock embankment constructed principally of limestone is encountered. Place geotextile fabric in the bottom and against the sides and ends of the undercut. The Department will not require a minimum lap between adjacent sheets of geotextile fabric for the longitudinal joint under the pavement centerline. Backfill the undercut with one or more of the following materials;

- 1) Crushed limestone size No. 1, 2, 23, or 57; or
- 2) Layered composition of several limestone sizes, with larger sizes on the bottom.

Use Dense Graded Aggregate (DGA), Crushed Stone Base (CSB), or Stabilized Aggregate Base (SAB) in the top 4 inches, and only in the top 4 inches, of the backfill.

Place geotextile fabric between the coarse backfill material and the 4-inch upper layer.

Compact the backfill material by "walking down" with equipment, or other methods the Engineer approves. See attached drawing for details of backfill placement and drainage.

Waste all removed materials, not used for purposes the Contract or Engineer specifies or permits, off the right-of-way at no expense to the Department.

#### **4.0 MEASUREMENT.**

**4.1 Removing Pavement.** The Department will measure the quantity in square yards. The Department will consider the pavement to include existing pavement, existing asphalt patching, and existing DGA base.

**4.2 Roadway Excavation.** The Department will measure the quantity in cubic yards.

**4.3 Backfilling Undercut.** The Department will measure the quantity in cubic yards. The Department will not measure coarse aggregate for payment and will consider it incidental to this item of work.

**4.4 Perforated Pipe.** The Department will measure the quantity in linear feet.

**4.5 Non-Perforated Pipe.** The Department will measure the quantity in linear feet.

**4.6 Geotextile Fabric, Type III.** The Department will measure the quantity in square yards.

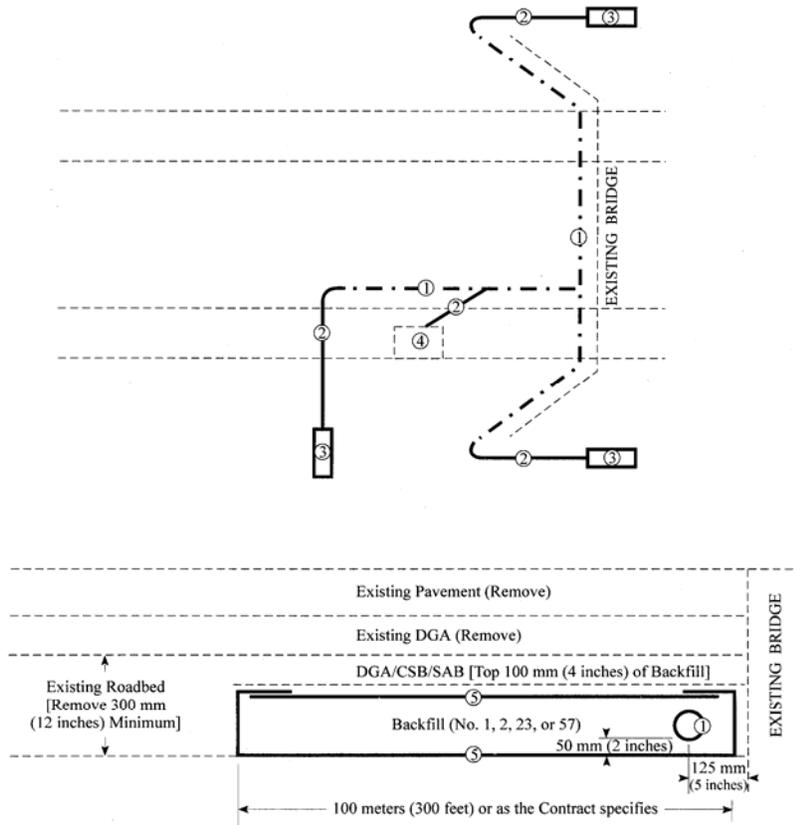
**5.0 PAYMENT.** The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
02091	Removing Pavement	Square Yard
01000	Perforated Pipe - 4 inches	Linear Foot
01010	Non-Perforated Pipe, 4 inches	Linear Foot
02235	Backfilling Undercut	Cubic Yard
02598	Fabric - Geotextile Type III	Square Yard

The Department will consider payment as full compensation for all work required in this note.

January 1, 2008

### BRIDGE END DRAINAGE AND STABILIZATION (DETAILS)



**NOTES**

Contrary to Section 705 of the Standard Specifications, use only coarse aggregate for trench backfill.

Slope all pipe to drain to the outside. Provide a 1:24 (1/2":1') or greater slope for the outlet pipe.

The Department may require additional transverse drains within the stabilization area.

**LEGEND**

- ① 100-mm (4-inch) Perforated Pipe
- ② 100-mm (4-inch) Non-perforated Pipe
- ③ Perforated Pipe Headwall
- ④ Existing Box Inlet
- ⑤ Geotextile Fabric, Type III