GENERAL NOTES:

1. THE CORROSION INHIBITOR SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION OF SPECIFICATION 937 - "BRIDGE CONCRETE DECK REPAIR".
2. THE HOT BLASTING EQUIPMENT, IMPREGNATING OF CORROSION INHIBITOR AND SEALING OF CRACKS IN APPROACH SLABS SHALL MEET THE APPLICABLE REQUIREMENTS OF SPECIAL PROVISION OF SPECIFICATION 937 - "BRIDGE CONCRETE DECK REPAIR".
3. THE BITUMINOUS TACK COAT SHALL MEET THE REQUIREMENTS OF SPECIFICATION 407 - "BITUMINOUS TACK COAT".
4. THE BITUMINOUS PRIME COAT SHALL MEET THE REQUIREMENTS OF SPECIFICATION 408 - "BITUMINOUS PRIME COAT".
5. ALL BITUMINOUS COURSES SHALL MEET THE REQUIREMENTS OF SPECIFICATION 401 - "HOT PLANT-MIX BITUMINOUS PAVEMENT" OR SPECIFICATION 959 - "HOT PLANT-MIX BITUMINOUS PAVEMENT (SUPERPAVE)".
6. THE HOT Poured JOINT SEALANT SHALL BE A SINGLE COMPONENT, HOT-APPLIED, POLYMER MODIFIED, ASPHALT BASE JOINT SEALANT TO FILL JOINTS AND CRACKS IN BITUMINOUS AND PORTLAND CEMENT CONCRETE PAVEMENTS IN HOT CLIMATES. THE HOT Poured JOINT SEALANT SHALL MEET THE REQUIREMENTS OF ASTM D 3405.
7. THE MILLING IN PORTLAND CEMENT CONCRETE PAVEMENTS AND APPROACH SLABS SHALL MEET THE REQUIREMENTS OF SPECIAL PROVISION OF SPECIFICATION 943 - "MILLING OF PORTLAND CEMENT CONCRETE PAVEMENT".
8. THE COLD MILLING IN BITUMINOUS PAVEMENT SHALL MEET THE REQUIREMENTS OF SPECIFICATION 403 - "COLD MILLING OF BITUMINOUS CONCRETE PAVEMENT".
9. THE BITUMINOUS TACK COAT, BITUMINOUS PRIME COAT, HOT Poured JOINT SEALANT, AND REMOVAL OF BITUMINOUS COURSE SHALL BE CONSIDERED A SUBSIDIARY OBLIGATION BY THE CONTRACTOR AND ITS COST INCLUDED IN THE "BITUMINOUS SURFACE COURSE" PAY ITEM.
10. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER ALL PRODUCT TECHNICAL DATA SHEETS AND CERTIFICATIONS FOR ALL COMMERCIALLY MANUFACTURED PRODUCTS AS REQUIRED IN ARTICLE 106.06 OF GENERAL PROVISIONS.
11. THE TRANSITION DETAIL SHALL BE PERFORMED AT THE BEGINNING AND ENDING OF APPROACH SLAB.
12. ANY EXISTING BITUMINOUS PAVEMENT SHOWING STRUCTURAL CRACKS AND OTHER DEFECTS, WITHIN THE TRANSITION LENGTH, IT SHALL BE REHABILITATED BEFORE PERFORMING TRANSITION WORK. THE REHABILITATION OF EXISTING PAVEMENT AREAS WILL BE PERFORMED AS DIRECTED BY THE ENGINEER.
13. IF THE HEIGHT OF TRAFFIC RAILING OR PARAPET IS REDUCED DUE TO THE BITUMINOUS COURSES, THE TRAFFIC RAILING OR PARAPET SHALL BE MODIFIED AS DIRECTED BY THE ENGINEER TO COMPLY WITH NCHRP-350.
14. THE BITUMINOUS SURFACE COURSE SHALL BE PLACED IMMEDIATELY, AFTER MILLING AND CLEANING OPERATIONS ARE COMPLETED.

### TABLE OF PROCEDURES FOR TRANSITIONING IN BITUMINOUS PAVEMENTS AND STRUCTURES

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<thead>
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<th>TRANSITION TYPE</th>
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<td>1. REMOVE THE EXISTING BITUMINOUS COURSES OVER THE EXISTING APPROACH SLAB</td>
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<td>2. CLEAN THE SURFACE OF EXISTING APPROACH SLAB</td>
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<td>3. SCARIFY THE SURFACE OF EXISTING APPROACH SLAB</td>
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<td>4. PLACE THE NEW BITUMINOUS COURSES OVER EXISTING BITUMINOUS</td>
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<tr>
<td>5. SEAL ALL CRACKS IN APPROACH SLAB WITH A STRUCTURAL CRACK SEALER, IF IT APPLIES</td>
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<td>6. CLEAN THE SURFACE OF EXISTING APPROACH SLAB</td>
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<td>7. APPLY THE BITUMINOUS TACK COAT TO BITUMINOUS PAVEMENT</td>
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<td>10. COLD MILLING IN BITUMINOUS PAVEMENT</td>
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</table>

(*) THIS WORK WILL DEPEND ON THE PLACING SEQUENCE OF THE BITUMINOUS COURSES FOR TRANSITION TYPE 3, TYPE 4, TYPE 5, TYPE 6, TYPE 7 AND TYPE 8.

### PLAN

**EXISTING PAVEMENT**

**TRANSITION LENGTH AS PER TYPE**

**LEGEND**

- **AREA TO BE ADJUSTED ACCORDING TO PAVEMENT TRANSITION**
- **TRANSITION PHASE**
- **TRANSITION TIME**
- **TRANSITION PHASE**
- **TRANSITION TIME**

**NOTES FOR TRANSITION TO BITUMINOUS PAVEMENTS AND STRUCTURES**

**COMMONWEALTH OF PUERTO RICO**
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
HIGHWAY AND TRANSPORTATION AUTHORITY

**STANDARD DRAWING APPROVED BY:**

**MISCELLANEOUS BITUMINOUS PAVEMENT DETAILS**

**MBPD-01**

**DATE**

**MAY 2010**