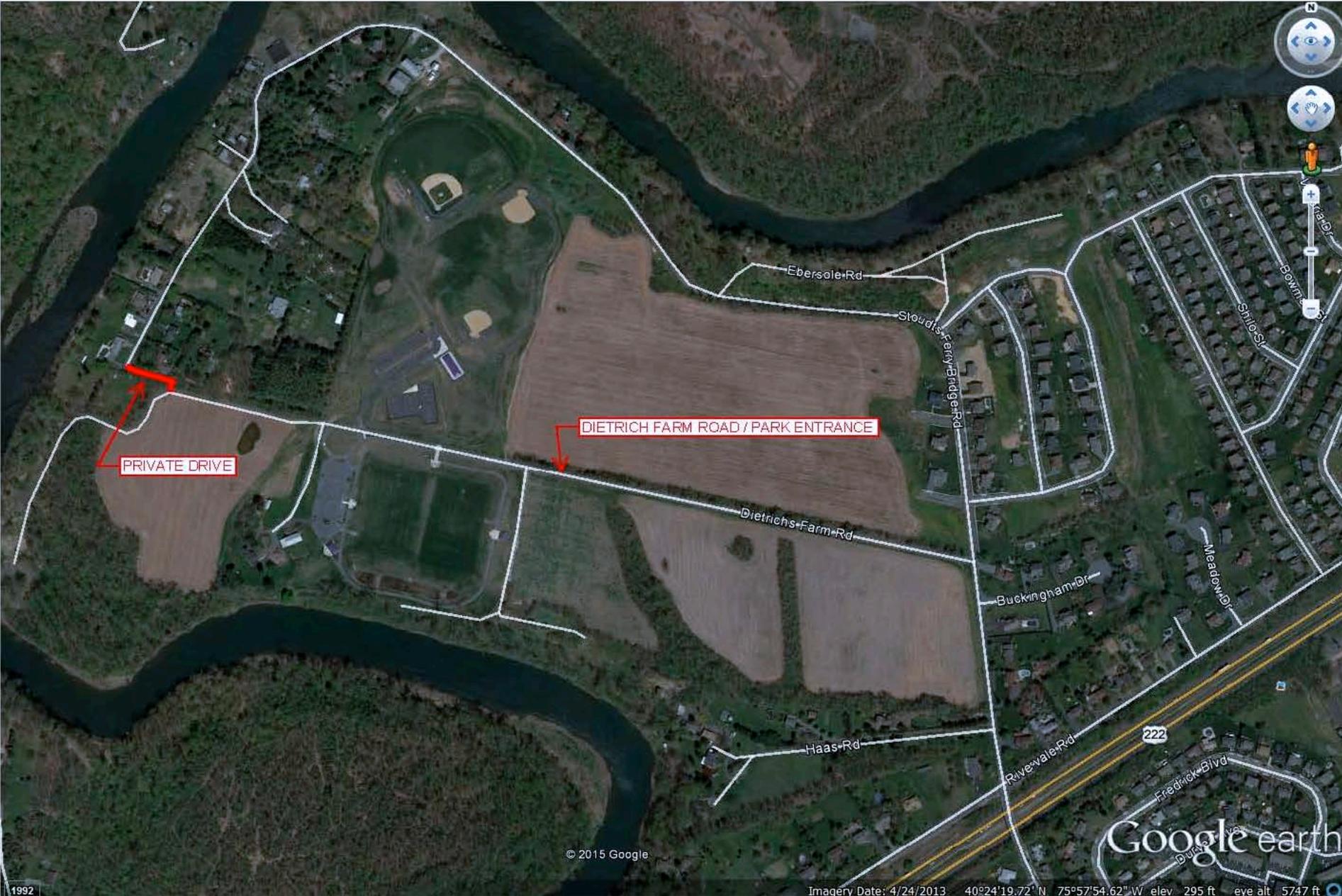


- SECTION 1
- SECTION 2
- SECTION 3

**PROJECT LIMITS MAP**  
**2015 Road Project - Stoudts Ferry Bridge Road**

Approx. Scale: 1" = 400'



© 2015 Google

Imagery Date: 4/24/2013 40°24'19.72" N 75°57'54.62" W elev 295 ft eye alt 5747 ft

1992

# STOUDTS FERRY BRIDGE ROAD - SCOPE OF WORK

## **Section 1**

- a. Base Repair – Adjacent to Rt. 222 Bridge Deck, 25.0 mm, 20 SY
- b. Miscellaneous Base Repair, 25.0 mm, 260 SY
- c. Road Widening, 2.5' Wide, 25.0 mm, 25 SY
- d. Leveling Course, 90 lb./SY, 9.5 mm, 200 Tons
- e. Wearing Course, 1½" Depth, 9.5 mm, 650 Tons
- f. Additional Work as Directed

## **Section 2**

- a. Shoulder Widening, 8" Depth, 225 SY
- b. Full-Depth Reclamation, 3,180 CY
- c. Removal of Excess Material, 40 CY
- d. Cement Additive, 60 Tons
- e. Wearing Course, 2.5" Depth, 19.0 mm, 500 Tons
- f. Additional Work as Directed

## **Section 3**

- a. Milling, 4' Width x 7.5" to 8.5" Depth, 3,130 SY
- b. Full-Depth Reclamation, 8,600 CY
- c. Removal of Excess Material, 60 CY
- d. Cement Additive, 170 Tons
- e. Wearing Course, 2.5" Depth, 19.0 mm, 1,400 Tons
- f. Swale Grading, 6" Depth at 4:1 Side Slope, 290 LF
- g. Additional Work as Directed

## STOUDTS FERRY BRIDGE ROAD - SCHEDULE

Official Contract Start Date: May 26, 2015

Contract Duration: 45 Days

Milling & Pulverization, Week of June 8, 5 - 6 Days

Curing of Concrete Additive, 3 - 5 Days

Base Repair to be completed same time as Milling – Curing

Swale Grading to be completed same time as Curing

Paving, 3 – 5 Days

- NOTE:
- (1) Schedule is weather dependent
  - (2) Road will be drivable at the end of each day and weekends
  - (3) No work expected on weekends
  - (4) Normal work hours are 7 a.m. – 5 p.m.

## STOUDTS FERRY BRIDGE ROAD TRAFFIC MOVEMENT

- ❖ PLEASE SLOW DOWN
- ❖ PLEASE BE COURTEOUS AND PATIENT  
(Remember that this is a once in a 20 year event)
- ❖ The Township has made arrangements to allow the use of the private driveways at the southwest end of Stoudts Ferry Bridge Road & connect to Dietrich Farm Rd./Park Entrance. This driveway/road goes through the park and reconnects to Stoudts Ferry Bridge Road.
- ❖ Residents can utilize Stoudts Ferry Bridge Road as they do now or go out the back using the private driveway through the park. PLEASE GO SLOW & BE COURTEOUS as a portion of the road out the back will be stone and narrow.

## STOUDTS FERRY BRIDGE ROAD TRAFFIC MOVEMENT

- ❖ The contractor (EJB Paving) will make all attempts to accommodate residents travel. There may be delays.
- ❖ EJB foreman will be on the job at all times, please communicate with him any special travel requirements or times.
- ❖ Stoudts Ferry Bridge Road will be passable and open to local traffic at the end of each day and weekends.
- ❖ Please obey signage and flaggers. Remember the signs and flaggers are there for your safety.

# FULL-DEPTH RECLAMATION WITH CEMENT

INTEGRATED PAVING SOLUTIONS

## WHAT IS IT?

Full-depth reclamation (FDR) with cement is a stabilizing pavement solution in which a deteriorated asphalt pavement and the underlying base materials are pulverized then mixed with cement and water to form a cement-treated stabilized base course. An FDR road can be completed with either an asphalt or concrete surface layer.

### Why do it?

The recycled base will be stronger, more uniform, and more moisture resistant than the original base. The result is a long-term base that can help carry future traffic. FDR conserves virgin construction materials and makes smart, strategic sense by the reuse of past pavement investments.

### The Process

FDR is a simple procedure and the process can often be completed in one day.

- **Sampling** - The road should be investigated to understand the existing materials. A laboratory evaluation of the existing pavement, base, and subgrade will help determine the desired amount of cement for the mix.
- **Pulverization** - The existing pavement is pulverized with a machine that resembles a large rototiller, usually to a depth of 6 to 10 inches. After pulverization the material is shaped to the desired cross-section and grade, and is ready for cement application.
- **Spreading** - The cement can be spread in either a dry or slurry form.
- **Mixing** - Water is often applied during the mixing process to facilitate compaction operations. The old road pavement will resemble a 'black gravel' and will bond easily to the hydrated cement.
- **Compaction** - The road is then compacted to the required density, usually with vibratory rollers. A pneumatic-tire roller may follow to finish the surface. Final compaction should take place no more than 2 hours after initial mixing of the cement.
- **Curing** - A sealant or water spray is used to keep the new base moist to gain the desired strength.
- **Surface** - A surface consisting of a thin bituminous chip seal, hot-mix asphalt, or concrete completes the rebuilt road.

### When to use it

FDR is often the least-expensive strategy, on a first-cost basis, to rehabilitate low to medium volume asphalt roads with moderate to severe deterioration.

Pavements that are candidates for FDR cannot be rehabilitated with simple resurfacing because:

- The problem exists in the base or subgrade, moisture degradation, traffic overloads, or subgrade failure can cause the pavement base to fail.
- The existing pavement requires excess patching.
- The pavement structure is inadequate for current or future traffic.



## FULL-DEPTH RECLAMATION WITH CEMENT

FDR can be used as a base for:

- High-volume streets and local roads
- Residential streets
- Airport runways, taxiways, and aprons
- Parking lots

### Helps meet environmental goals

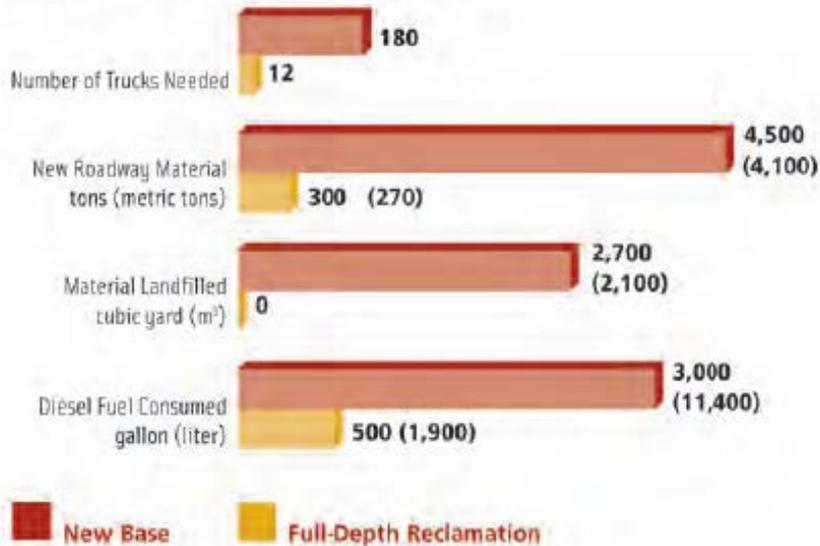
- Recycles used asphalt and conserves virgin raw materials.
- Reduces truck traffic because there is no need to haul in aggregate or haul out old material for disposal.
- Eliminates stockpiling or disposal of recycled asphalt pavement.

### Features

- **Creates a safer road** - Eliminates rutting in the base layer.
- **Increases the stiffness and load-bearing strength of the base material.**
  - Higher load carrying capacity than granular bases
  - Continues to gain strength with age
- **Stretches budgets by utilizing previously purchased materials** - Recycling costs are normally 25 to 50 percent less than removal and replacement of the old pavement.
- **Corrects drainage problems** - Forms a moisture-resistant base that keeps water out and maintains higher levels of strength, even when saturated.

## Energy Use and Materials

### Full-Depth Reclamation vs. New Base



Based on 1 mile (1.6 km) of 24-foot (7.3-m)-wide 2-lane road, 6-inch (150-mm) base



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