City of Washington PCC Overlay
STBG-SWAP-8140(613)—SG-92
City of Washington – Keith Henkel
Washington County Secondary Roads – Dennis Murray
Jones Contracting Corp. – Pat Jones

JUSTIFICATIONS FOR UPGRADING THE ROAD
Cracking
Rough ride
Centerline bars exposed throughout the project
Traffic count increasing

IMPROVEMENT OPTIONS
Patching
Grinding
Remove and replace
HMA overlay
PCC overlay
MINIMIZE DISRUPTIONS
- Residential access to homes
- Garbage collection
- Mailboxes
- Keeping businesses open to public
- Access to the jail and sheriff’s office

WORKING WITH FABRIC
Washington County has a history of using asphalt as a bond breaker when doing PCC overlays.

Pros of fabric
- Cheaper and quicker
- Less coordination with other contractors
- Less disruption to the public

Cons of the fabric
- Concrete trucks need to be careful
- Shorter real world experience and long term performance

INSPECTION
At the plant:
Washington County does its own CPI for all paving project.
- Mobile lab at the batch plant for plant monitoring, gradations, specific gravity, and moistures twice a day etc.
On grade:
- Air test on grade every hour
- Depth checks every 25'
- Vibrator checks twice a day
- Truck counts
- Yields every 500'
- Watch for bar placements
- Watch trucks for concrete left in trucks to count as waste
- End of day beams even with using maturity.

PROJECT CLOSEOUT
- Get the documentation into Doc Express as soon as you can.
- Keep the contractor updated on missing documentation as the project progresses
- October 11th Semi-Final payment submitted, sent list of missing documentation to the contractor
- November 2nd 435 signed
- November 3rd Final Voucher signed by contractor and Engineer
- November 7th Final Voucher signed by City Administrator
QUESTIONS