

DRAINAGE AND EROSION CONTROL

TEMPORARY SOIL EROSION AND SEDIMENT CONTROL

THE FOLLOWING ESTIMATED QUANTITIES ARE TO BE PLACED BY THE CONTRACTOR WITH THE ENGINEER'S CONCURRENCE FOR TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES:

ITEM 877-TEMPORARY SEEDING AND MULCHING . . .	5500 SQ. YD.
ITEM 877-TEMPORARY PERIMETER FILTER FABRIC FENCE	800 LIN. FT.
ITEM 877-TEMPORARY INLET PROTECTION FILTER FABRIC FENCE	750 LIN. FT.
ITEM 877-TEMPORARY DITCH PROTECTION	500 SQ. YD.
ITEM 870-COMMERCIAL FERTILIZER	0.5 TON
ITEM 870-REPAIR SEEDING AND MULCHING	1200 SQ. YD.
ITEM 870-WATER.	1 M. GAL.

EROSION CONTROL

ITEMS 601, 660, 668, 670, 671, 672 AND 673 ARE PROVIDED IN THE PLANS FOR EROSION CONTROL. ROCK OF A STABLE NATURE SHALL NOT BE REMOVED IN ORDER TO PLACE ANY OF THESE ITEMS AND TURF OF A STABLE NATURE SHALL NOT BE REMOVED IN ORDER TO PLACE 660, 667, 668, 671, 672 OR 673. THE ENGINEER SHALL CHECK AND NON-PERFORM QUANTITIES OR ADJUST LOCATIONS AND QUANTITIES OF THESE ITEMS WHERE INDICATED BY FIELD CONDITIONS DURING CONSTRUCTION. IN ADDITION, THESE ITEMS SHALL MEET THE REQUIREMENT OF 108.04.

PAVEMENT

- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN C
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN D
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN A
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN B
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN C
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN D
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN A
- ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN B

THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT IN ACCORDANCE WITH ITEM 255 AND THE NOTES BELOW. PAYMENT SHALL BE MADE FOR "CLASS C", "CLASS MS" OR "CLASS FS" ALTHOUGH THE CONTRACTOR MAY USE EITHER, "CLASS MS", "CLASS FS", OR "CLASS C".

EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS OR MINUS TWO INCHES. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS WITHIN A HALF INCH OF THE THICKNESS SHOWN ON THE TYPICAL SECTIONS. ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE ONE HALF INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF ADDITIONAL CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ABOVE THE ONE HALF INCH TOLERANCE LIMIT.

IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING. HE SHALL DIRECT THE CONTRACTOR TO EXCAVATE THE UNSUITABLE MATERIAL AND REPLACE IT WITH COMPACTED 304 AGGREGATE. QUANTITIES OF ITEM 203, EXCAVATION AND ITEM 304, AGGREGATE BASE HAVE BEEN PROVIDED TO REPAIR SAID FAILED SUBBASE OR SUBGRADE AREAS.

PAVEMENT REPAIR LESS THAN OR EQUAL TO TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C, MS OR FS, AS PER PLAN, A". PAVEMENT REPAIRS GREATER THAN TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C, MS OR FS, AS PER PLAN, B". THE CLASS FS REPAIR QUANTITIES SHALL BE USED PRIMARILY ON THE SR-2 SECTION ALONG WITH THE RAMPS TO SR-44 (RAMPS E, F, G, H).

MEDIAN LANE PAVEMENT REPAIR IN THE SR-44 SECTION NORTH OF SR-2 SHALL INCLUDE THE CONSTRUCTION OF AN INTEGRAL CURB THAT MATCHES THE EXISTING CURB SHAPE AND HEIGHT. THESE PAVEMENT REPAIRS SHALL BE PAID FOR AS FOLLOWS: PAVEMENT REPAIR LESS THAN OR EQUAL TO TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C OR MS, AS PER PLAN C". PAVEMENT REPAIRS GREATER THAN TEN (10) FEET IN LENGTH SHALL BE PAID FOR UNDER "FULL DEPTH RIGID PAVEMENT REMOVAL AND REPLACEMENT, CLASS C OR MS, AS PER PLAN D".

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT (CONT)

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	UNIT	DESCRIPTION
203	CU. YD.	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
304	CU. YD.	AGGREGATE BASE, AS PER PLAN
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN A
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN B
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN C
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS C, AS PER PLAN D
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN A
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN B
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN C
255	SQ. YD.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS MS, AS PER PLAN D
255	SQ. FT.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN A
255	SQ. FT.	FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS FS, AS PER PLAN B
255	LIN. FT.	FULL DEPTH PAVEMENT SAWING

FOR ESTIMATED QUANTITIES, SEE SHEET 51.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR, AS PER PLAN

THIS WORK SHALL BE PERFORMED PRIOR TO RESURFACING. THE QUANTITIES PROVIDED ARE TO REPAIR UNSOUND OR COLD-PATCH AREAS OR POP-OUTS. THICKNESS WILL VARY FROM 2" TO 3".

PARTIAL DEPTH REPAIRS SHALL ONLY BE PERFORMED ON PAVEMENTS THAT WILL RECEIVE AN ASPHALT OVERLAY.

FOR ADDITIONAL NOTES, DETAILS AND QUANTITIES, SEE SHEET 51.

LONGITUDINAL JOINTS (FLEXIBLE PAVEMENT)

LONGITUDINAL JOINTS BETWEEN A PAVEMENT LANE AND ADJOINING BERM OR SPEED CHANGE LANE, AND BETWEEN A SPEED CHANGE LANE AND THE ADJOINING BERM SHALL BE MADE THE SAME DAY. ALL LONGITUDINAL JOINTS SHALL BE HOT WITH THE EXCEPTION OF ONE COLD JOINT PER ROADWAY. LONGITUDINAL JOINT LOCATIONS SHALL BE AS APPROVED BY THE ENGINEER. EACH RAMP SHALL HAVE ONLY ONE LONGITUDINAL COLD JOINT LOCATED APPROXIMATELY HALFWAY ACROSS THE RAMP.

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CALCULATED
EMK
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LDH

GENERAL NOTES

LAKE COUNTY
LAK-2/44-13.05/4.14