

PAVEMENT

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 FS".

THE PROPOSED PAVEMENT REPAIR THICKNESS SHALL BE 12" ±. THIS THICKNESS SHALL INCLUDE 10" OF EXISTING CONCRETE PAVEMENT AND 2" ± OF EXISTING PLANED ASPHALT. THE COST FOR SAWING THROUGH AND REMOVING THE ASPHALT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 255 - FULL DEPTH PAVEMENT SAWING AND ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL RIGID REPLACEMENT, CLASS FS, AS PER PLAN, A OR B, RESPECTIVELY.

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 ONE 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 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 FS, AS PER PLAN, B".

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 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 52.

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 OR JOINTS. 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 52.

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.

ITEM 254 - PAVEMENT PLANING, BITUMINOUS, 1" TYPICAL, AS PER PLAN

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ASPHALT OVERLAYS FULL WIDTH. THE TYPICAL REMOVAL SHALL BE 1". IN AREAS WHERE THERE IS FLEXIBLE PAVEMENT OR SHOULDERS, THE REMOVAL SHALL BE TO A DEPTH EQUAL TO THAT OF THE REMOVAL OVER THE CONCRETE BASE.

AREAS WHICH HAVE TRANSVERSE WEDGES (BUTT JOINTS AND STRUCTURES) ARE TO BE REMOVED IN TWO PASSES AS REQUIRED FOR MAINTAINING TRAFFIC. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE SECOND PASS.

PRIOR TO REMOVING ANY AREA OF WEARING COURSE, THE CONTRACTOR SHALL REFERENCE ALL BADLY DISTRESSED JOINTS OR CRACKS. BADLY DISTRESSED JOINTS OR CRACKS ARE THOSE WHICH INDICATE REPEATED PATCHING AND/OR SIGNIFICANT SEPARATION. THESE JOINTS TYPICALLY INDICATE SURFACE FAILURE DUE TO SIGNIFICANT VERTICAL JOINT MOVEMENT. THE CRITERIA FOR DETERMINING THE JOINTS WHICH ARE TO BE REFERENCED SHALL BE AS APPROVED BY THE ENGINEER.

THE JOINT REFERENCING SHALL INCLUDE THE APPROPRIATE LANE NUMBER AND SHALL BE MARKED BEYOND THE SHOULDER LIMITS DIRECTLY IN LINE WITH THE FAILED JOINT.

ALL ADDITIONAL COSTS FOR THIS FIELD SURVEY AND JOINT REFERENCING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 254, PAVEMENT PLANING, BITUMINOUS, AS PER PLAN.

ITEM 617 - COMPACTED AGGREGATE, TYPE A, AS PER PLAN

THIS ITEM SHALL BE USED ALONG ALL THE SHOULDERS AS SHOWN ON THE TYPICAL SECTIONS. MATERIAL FOR THIS ITEM SHALL BE LIMITED TO CRUSHED SLAG, CRUSHED LIMESTONE OR ASPHALT GRINDINGS. IF ASPHALT GRINDINGS ARE USED, THE ONLY MATERIAL REQUIREMENT IS THAT 100% SHALL PASS A 1" SIEVE. ALL COSTS OF EXCAVATION NECESSARY TO CONSTRUCT THIS ITEM AND PROVIDE POSITIVE DRAINAGE ARE INCLUDED IN THIS ITEM.

THE ACTUAL DEPTH USED WILL VARY DEPENDING UPON EXISTING CONDITIONS. FOR ESTIMATING PURPOSES, AN AVERAGE DEPTH OF 2 INCHES WILL BE USED. WATER, IF NEEDED, SHALL BE APPLIED AS PER 617 AND INCLUDED UNDER ITEM 617, COMPACTED AGGREGATE, TYPE A, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM	DESCRIPTION	QUANTITY	UNIT
617	COMPACTED AGGREGATE, TYPE A, APP	1810	CU.YD.
617	WATER	18	M. GAL

ALIGNMENT AND PROFILE

THE WORK PROPOSED BY THIS PROJECT IS FOR THE RE-SURFACING OF THE EXISTING PAVEMENT. THE PROFILE OF THE PROPOSED SURFACE WILL BE THE SAME AS THAT OF THE EXISTING SR-2 AND RAMP PAVEMENT, EXCEPT WHERE OTHERWISE SHOWN IN THE PLANS.

SPREADING EQUIPMENT

AN AUTOMATIC SCREED CONTROL HAVING A 40 FOOT SKI ARM SHALL BE USED FOR PLACING THE INTERMEDIATE COURSE (SEE PROPOSAL NOTE). FOR FULL WIDTH PAVING, THE WIDTH LAID SHALL NOT EXCEED THE PAVER'S RATED WIDTH AS RECOMMENDED BY THE PAVER MANUFACTURER.

GENERAL NOTES

LAK-2-6.12

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