

GENERAL NOTES

LAKE COUNTY
LAK-44-2.02
LAK-90-14.68COMPUTED BY: H.T. 7-1976
CHECKED BY: F.L.K. 7-1976

PLAN NO.

PAVEMENT

ITEM SPECIAL: FULL DEPTH PAVEMENT REPAIR

THIS WORK SHALL CONSIST OF REMOVING EXISTING DETERIORATED CONCRETE PAVEMENT IN AREAS WHICH REQUIRE FULL DEPTH REPAIR AS DIRECTED BY THE ENGINEER, AND REPLACING WITH PORTLAND CEMENT CONCRETE BASE.

A) REMOVAL AREA

ALL CONCRETE REMOVALS SHALL BE SAWED FULL DEPTH ALONG THE LIMITS OF THE AREA. ADDITIONAL SAW CUTS MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, IN ORDER TO AVOID FRACTURING ADJOINING PAVEMENT OR TO FACILITATE REMOVAL. ALL PATCHES SHALL BE UNDERCUT UNDER EXISTING SLABS, TRANSVERSELY ADJACENT TO THE REPAIR AREAS, A MINIMUM OF 9" AS SHOWN ON SHEET NO. 22. NO LONGITUDINAL UNDERCUTTING SHALL BE USED. ALL MATERIAL IN THE REPAIR AREAS SHALL BE REMOVED TO THE DEPTH NECESSARY TO PLACE THE PATCH. ADEQUATE PROTECTION AGAINST DAMAGING THE ABUTTING PAVEMENT SHALL BE TAKEN. ANY BERM AREA DISTURBED BY THIS OPERATION SHALL BE RESTORED USING ITEM 617 COMPACTED AGGREGATE, EXCEPT THAT THE TOP 3" OF THE BERM REPAIR SHALL CONSIST OF ITEM 301 - BITUMINOUS AGGREGATE BASE.

B) CONCRETE REPLACEMENT

IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, THE CONTRACTOR SHALL DE-WATER THE AREAS. HI-EARLY STRENGTH PORTLAND CEMENT CONCRETE BASE, PLACED IN ACCORDANCE WITH THE SPECIFICATIONS FOR ITEM 305, SHALL BE USED FOR PAVEMENT REPLACEMENT, AS SHOWN ON DETAIL.

C) METHOD OF MEASUREMENT

THE AMOUNT OF PAVEMENT REMOVED AND REPLACED SHALL BE MEASURED BY THE NUMBER OF SQUARE YARDS OF REPAIR AREA ACCEPTED IN PLACE ON THE EXISTING PAVEMENT SURFACE.

D) BASIS OF PAYMENT

PAYMENT FOR THE REMOVAL WORK, DE-WATERING, AND CONCRETE IN PLACE, INCLUDING ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY, SHALL BE MADE UNDER THE UNIT PRICE BID FOR ITEM SPECIAL - FULL DEPTH PAVEMENT REPAIR.

ANY ADJACENT PAVEMENT OR BERMS DISTURBED BY THESE OPERATIONS SHALL BE RESTORED AT NO ADDITIONAL COST TO THE STATE.

ESTIMATED QUANTITY: 500 SQ. YD.

ITEM SPECIAL: PARTIAL DEPTH PAVEMENT REPAIR

THIS ITEM OF WORK SHALL CONSIST OF PARTIAL DEPTH REMOVAL OF EXISTING PAVEMENT IN AREAS EXHIBITING DETERIORATION AT THE SURFACE, CLEANING AND DRYING THE REMOVAL AREA, APPLYING ITEM 407, TACK COAT, AND PLACING AND COMPACTING ITEM 403 ASPHALT CONCRETE.

A) REMOVAL AREA

THE ENGINEER WILL DESIGNATE THE LOCATION AND THE LIMITS OF THE AREAS TO BE REPAIRED, AND THE DEPTH OF REMOVAL.

THE PAVEMENT SHALL BE REMOVED TO SOUND CONCRETE WITHIN THE DESIGNATED LIMITS BY A METHOD THAT WILL NOT LOOSEN OR OTHERWISE DAMAGE ADJACENT PAVEMENT. PAVEMENT SO REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 202.05.

B) PAVEMENT REPLACEMENT

AFTER REMOVAL OF THE PAVEMENT, THE AREA SHALL BE THOROUGHLY CLEANED WITH COMPRESSED AIR, DEWATERED, APPLIED WITH TACK COAT (ITEM 407), FILLED WITH ASPHALT CONCRETE (ITEM 403), AND COMPACTED.

C) METHOD OF MEASUREMENT

THE NUMBER OF SQUARE YARDS TO BE PAID FOR SHALL BE CALCULATED USING THE DIMENSIONS ESTABLISHED BY THE ENGINEER.

D) BASIS OF PAYMENT

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK, INCLUDING TACK COAT AND ASPHALT CONCRETE. PAYMENT SHALL BE MADE UNDER THE UNIT PRICE BID PER SQUARE YARD FOR "SPECIAL, PARTIAL DEPTH PAVEMENT REPAIR".

ESTIMATED QUANTITY: 506 SQ. YD.

FEATHERING SURFACE AT CATCH BASINS OR INLETS

THE SURFACE SHALL BE FEATHERED TO MEET EXISTING CATCH BASINS AND INLETS ON THE LEFT AND RIGHT OUTSIDE SHOULDERS.

ITEM SPECIAL: PRESSURE RELIEF JOINT, TYPE C

PRESSURE RELIEF JOINTS SHALL BE CONSTRUCTED AT 1000' INTERVALS FOR THE ENTIRE LENGTH OF THE PROJECT, INCLUDING RAMPS "A", "B", "C", & "D" AT THE S.R. 84 INTERCHANGE. ANY VARIATION IN THE DESIGNATED INTERVAL NECESSITATED BY STRUCTURES OR EXISTING PRESSURE RELIEF JOINTS SHALL BE AS DIRECTED BY THE ENGINEER.

ADDITIONAL PRESSURE RELIEF JOINTS SHALL BE INSTALLED IN THE APPROACHES TO ALL STRUCTURES OVER 20' SPAN, AS PER STANDARD DRAWING BP-11.