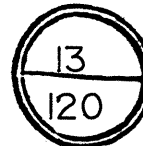


GENERAL NOTES

LAKE COUNTY
LAK-90-13.00



FINISHING AND TEXTURING

PATCHES THAT ARE LESS THAN 12 FEET IN LENGTH SHALL BE SCREEDED EITHER TRANSVERSELY OR LONGITUDINALLY AS DIRECTED BY THE ENGINEER. FOR PATCHES OVER 12 FEET IN LENGTH, THE SCREED SHALL BE PLACED PERPENDICULAR TO THE CENTERLINE.

WHILE THE CONCRETE IS STILL PLASTIC, THE CONTRACTOR SHALL TEST THE PATCH SURFACE FOR TRUENESS AND FOR BEING FLUSH WITH THE EDGES OF THE ADJACENT SLABS BY USE OF A STRAIGHTEDGE. FOR PATCHES 10 FEET OR LESS IN LENGTH THE STRAIGHTEDGING SHALL BE DONE BY PLACING THE STRAIGHTEDGE PARALLEL TO THE PAVEMENT CENTERLINE WITH THE ENDS RESTING ON THE EXISTING PAVEMENT AND DRAWING THE STRAIGHTEDGE ACROSS THE PATCH. THE STRAIGHTEDGE SHOULD BE IN CONTACT WITH THE EXISTING PAVEMENT WHILE DRAWING IT ACROSS THE PATCH AND ANY HIGH OR LOW SPOTS EXCEEDING 1/8 INCH SHOULD BE CORRECTED. IF ANY CORRECTIONS ARE MADE, THE SURFACE SHALL BE RECHECKED.

THE SURFACE OF THE CONCRETE SHALL BE TEXTURED TO MATCH THE SURROUNDING PAVEMENT.

JOINTS

TRANSVERSE JOINTS BETWEEN THE RIGID REPLACEMENT AND THE EXISTING RIGID PAVEMENT SHALL BE SAWED OR FORMED BEFORE THE REPAIR IS OPENED TO TRAFFIC. BOTH FACES OF THE JOINT SHALL BE THOROUGHLY CLEANED BY SANDBLASTING TO THE DEPTH OF THE BOTTOM OF THE PROPOSED SEALER. THE SANDBLAST CLEANING OPERATION SHALL BE SUCH THAT WHEN COMPLETED THE CONCRETE JOINT WHICH IS TO RECEIVE THE NEW JOINT SEALANT SHALL BE COMPLETELY FREE OF ALL DIRT, DUST, TAR AND ASPHALT, DISCOLORATION AND STAIN, AS WELL AS ANY AND ALL OTHER FORMS OF CONTAMINATION, LEAVING A CLEAN, NEWLY EXPOSED CONCRETE SURFACE. THE TOP OF THE FRESHLY PLACED SEALANT SHALL BE 1.4 INCH (+ 1/16 INCH) BELOW THE PAVEMENT SURFACE. THE SHAPE FACTOR (DEPTH TO WIDTH RATIO) OF THE SEALANT SHALL BE BETWEEN ONE (1) AND TWO (2).

WEARING COURSE REPLACEMENT

EXISTING BITUMINOUS OVERLAY REMOVED SHALL BE REPLACED IN ACCORDANCE WITH DETAILS SHOWN IN THE PLANS AND THE COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT.

SHOULDER RESTORATION

PRIOR TO OPENING THE RIGID REPLACEMENT TO TRAFFIC, THE SHOULDER SHALL BE RESTORED TO THE ORIGINAL LINE AND GRADE USING AN AGGREGATE OR BITUMINOUS CONCRETE IN ACCORDANCE WITH THE PLANS OR AS APPROVED BY THE ENGINEER. THE LOW AREAS SHALL BE FILLED AND COMPACTED FLUSH WITH THE SURROUNDING SHOULDER. MATERIALS REMOVED FROM THE SHOULDER SHALL BE DISPOSED OF BY THE CONTRACTOR.

OPENING TO TRAFFIC

THE RIGID REPLACEMENT MAY BE OPENED TO TRAFFIC WHEN NEW CONCRETE HAS ATTAINED A MODULUS OF RUPTURE OF 400 P.S.I. BEAMS SHALL BE CAST BY THE ENGINEER TO DETERMINE THE MODULUS OF RUPTURE.

EMERGENCIES

WHEN THE PAVEMENT HAS BEEN REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED RIGID REPLACEMENT IN TIME FOR IT TO BE OPENED TO TRAFFIC ON SCHEDULE, THE EXCAVATION SHALL BE FILLED WITH A COMMERCIALY AVAILABLE BITUMINOUS MIXTURE OR OTHER SUITABLE TEMPORARY PATCH MATERIAL WITH A DURABLE SURFACE AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THESE PATCHES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, REMOVING AND DISPOSING OF THE TEMPORARY PATCHES WILL BE AT THE CONTRACTOR'S EXPENSE.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

THE QUANTITY OF FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF RIGID PAVEMENT REMOVED TO THE LIMITS ESTABLISHED BY THE ENGINEER. ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL PAVEMENT REMOVED, SUBBASE/SUBGRADE CORRECTION, RIGID REPLACEMENT, FURNISHING AND PLACING NEW STEEL, JOINTS, WEARING COURSE REPLACEMENT, SHOULDER RESTORATION AND ALL INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

THE QUANTITY OF FULL DEPTH PAVEMENT SAWING TO BE PAID FOR SHALL BE THE NUMBER OF LINEAR FEET OF FULL DEPTH SAW CUTS COMPLETED AT THE DESIGNATED LIMITS OF THE REPAIR AREAS. PAYMENT SHALL BE MADE UNDER:

ITEM	UNIT	DESCRIPTION
SPECIAL	SQ.YDS.	FULL DEPTH RIGID PAVEMENT REMOVAL & RIGID REPLACEMENT
SPECIAL	LIN.FT.	FULL DEPTH PAVEMENT SAWING

SUBBASE/SUBGRADE FAILURES

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 AND PLACE AGGREGATE DRAINS AS NECESSARY. QUANTITIES OF ITEM 301 BITUMINOUS AGGREGATE BASE AND ITEM 304 AGGREGATE BASE HAVE BEEN PROVIDED TO RECONSTRUCT THE PORTION OF THE EXISTING PAVED BEAM DISTURBED BY THE TRENCH OPERATIONS FOR PLACING THE ITEM 605 AGGREGATE DRAINS.

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

ITEM	UNIT	DESCRIPTION
203	CU. YDS.	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION
301	CU. YDS.	BITUMINOUS AGGREGATE BASE
304	CU. YDS.	AGGREGATE BASE
605	LIN. FT.	AGGREGATE DRAINS