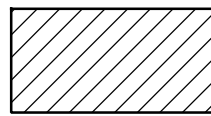
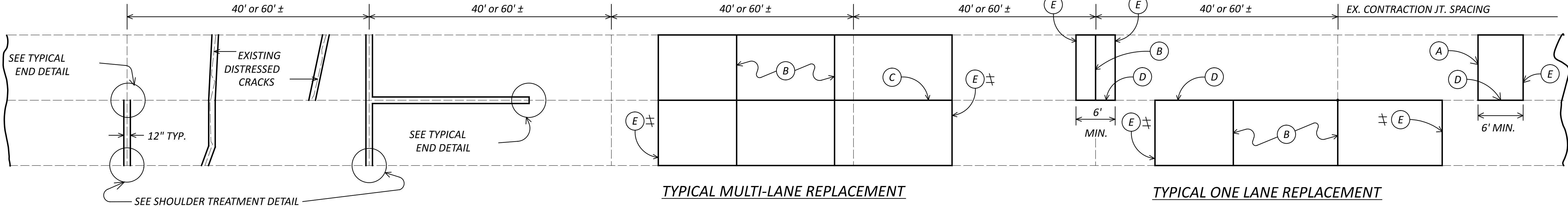


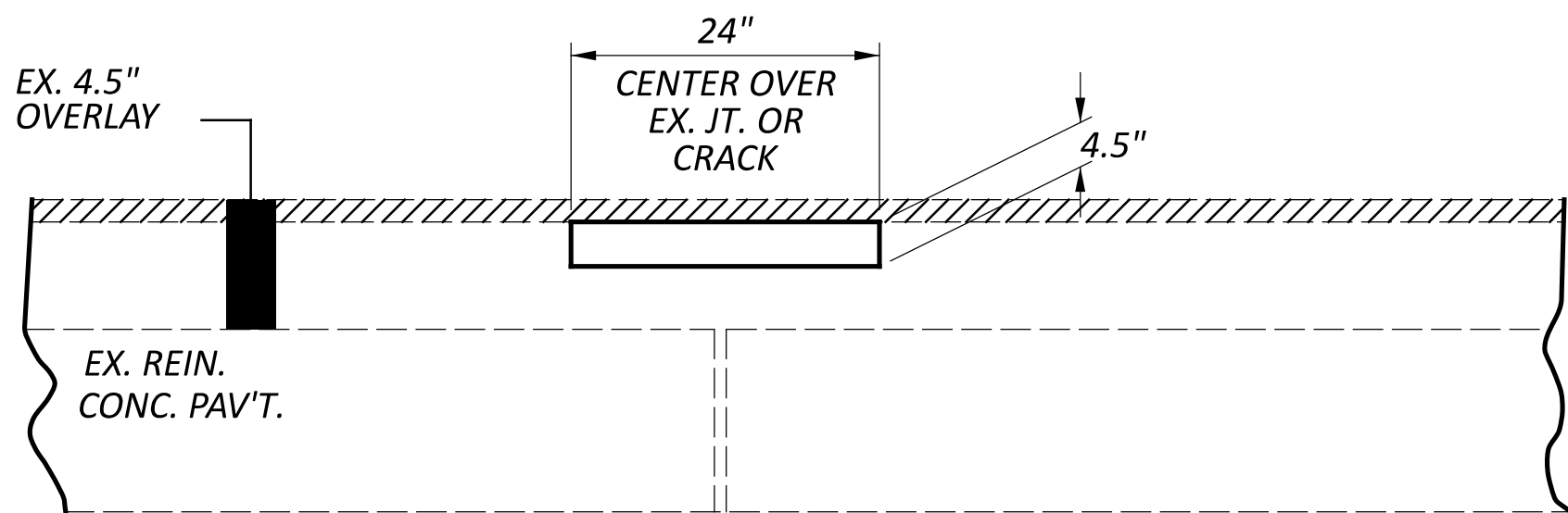
PAVEMENT NOTES CONTINUED



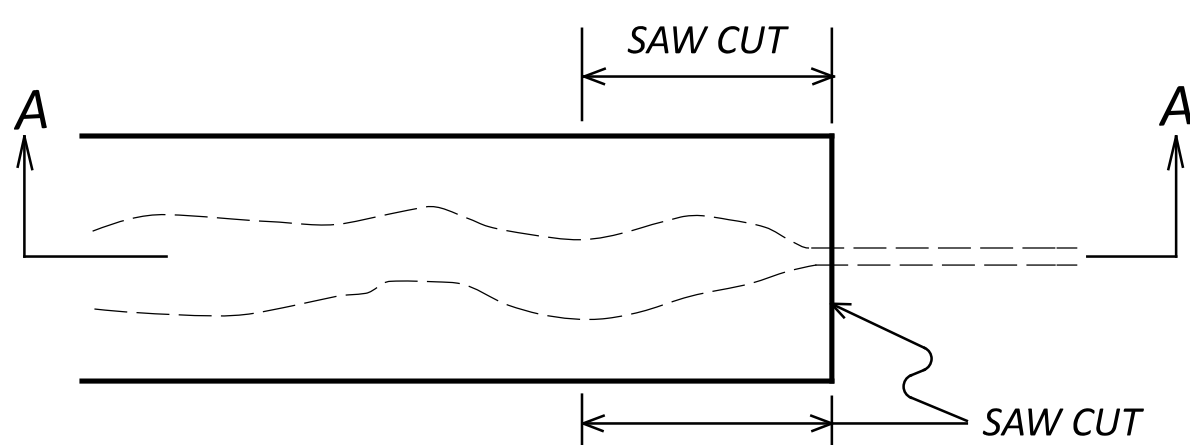
PAVEMENT PLANING, ASPHALT CONCRETE, 3.25"



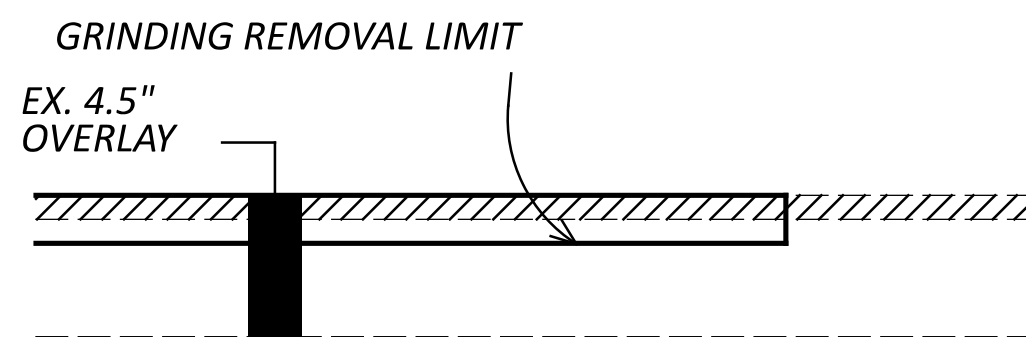
PARTIAL DEPTH JOINT OR CRACK REPAIR



ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)



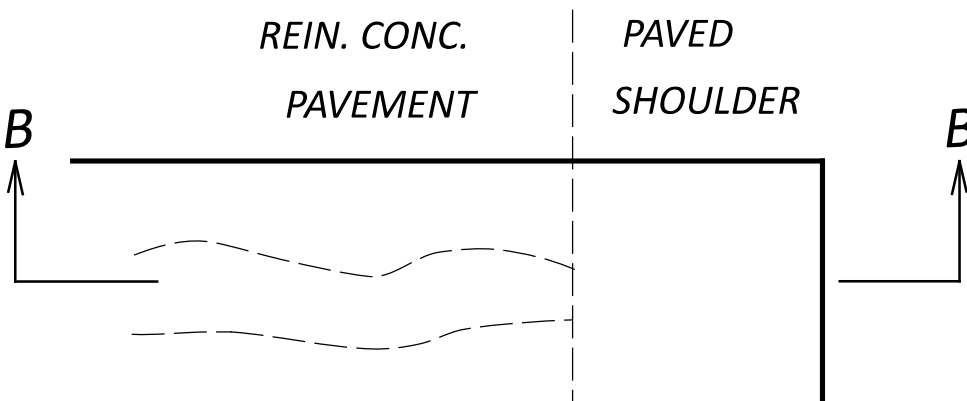
DISTRESSED JOINT-PLAN VIEW



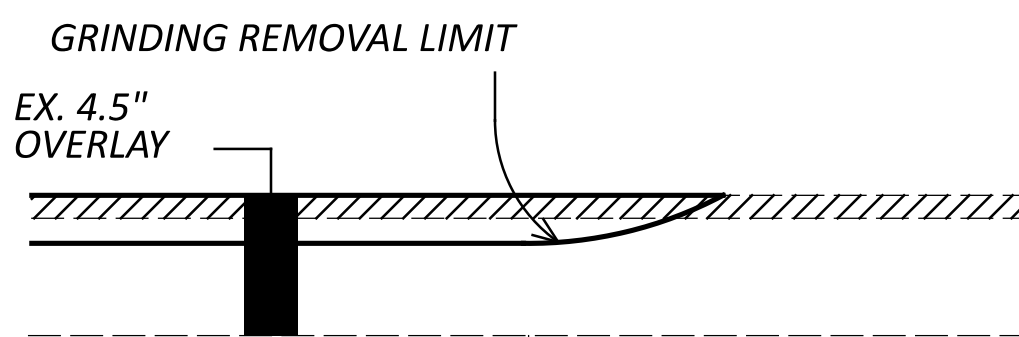
SECTION A-A

TYPICAL END DETAIL

NO SEPARATE PAYMENT WILL BE MADE FOR THESE SAW CUTS



DISTRESSED JOINT-PLAN VIEW



SECTION B-B

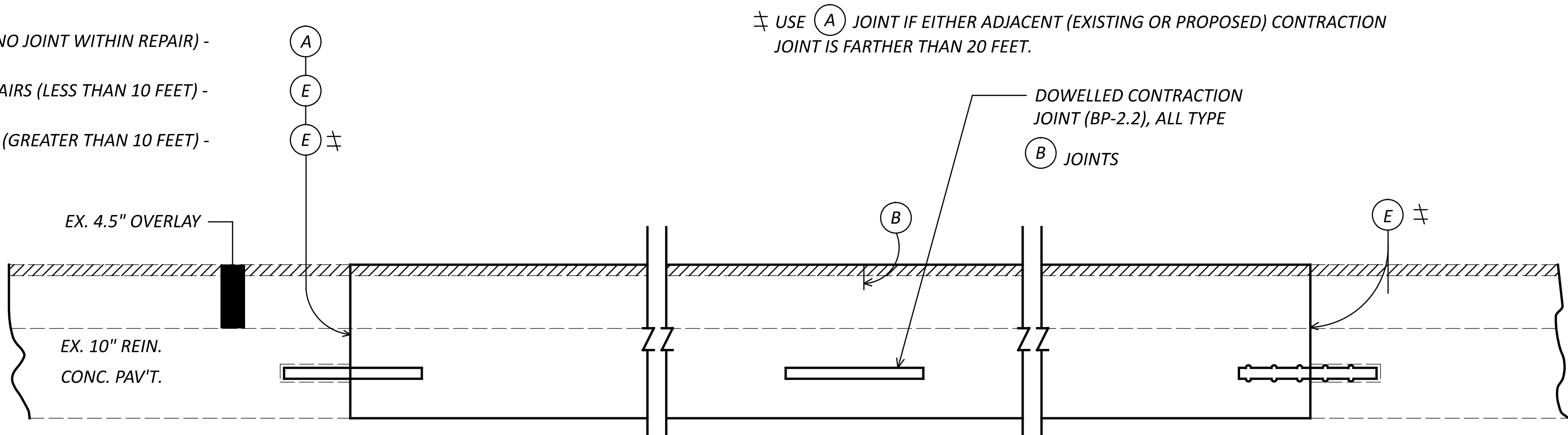
SHOULDER TREATMENT DETAIL

MEASURED QUANTITY SHALL NOT INCLUDE THE PAVED SHOULDER AREA

CRACK REPAIRS (NO JOINT WITHIN REPAIR) -

JOINT REPAIRS (LESS THAN 10 FEET) -

PANEL REPAIRS (GREATER THAN 10 FEET) -



ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

THIS ITEM SHALL BE USED FOR THE REPAIR OF UNSOUND, COLD-PATCH, OR POP-OUT AREAS OF LONGITUDINAL AND TRANSVERSE JOINTS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED AFTER THE MILLING OPERATION AND PRIOR TO RESURFACING. THE REPAIR SHALL BE 4.5" BELOW THE TOP OF THE PLANED ASPHALT SURFACE, BUT IS NOT INTENDED TO BE TAKEN INTO THE EXISTING CONCRETE BASE. THE WIDTH OF THE REPAIR SHALL BE 24" CENTERED ON THE EXISTING JOINT AS SHOWN ON THIS SHEET. FOR ADDITIONAL NOTES, DETAILS, AND QUANTITIES, SEE ABOVE.

USE REPLACEMENT MATERIALS CONFORMING TO THE REQUIREMENTS OF ITEM 301.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441) 2,190 SY

ASPHALT CONCRETE SURFACE COURSE SEALING REQUIREMENTS

IN ADDITION TO THE GUTTER SEALING REQUIREMENTS SPECIFIED IN SCD BP-3.1 AND C&MS 401.08 (D), AFTER COMPLETION OF THE SURFACE COURSE, THE CONTRACTOR SHALL USE A CERTIFIED 702.01 PG BINDER TO SEAL THE FOLLOWING LOCATIONS:

-ALL CASTINGS INCLUDING BUT NOT LIMITED TO MONUMENTS, MANHOLES, WATER VALVES, CATCH BASINS, CURB INLETS.

-BUTT JOINTS AND FEATHER JOINTS INCLUDING BRIDGE APPROACHES.
-FORWARD JOINT FOR DRIVEWAY ASPHALT AND TRAILING JOINT WHEN BUTTING TO EXISTING ASPHALT DRIVE.

-PERIMETER OF ALL PAVEMENT REPAIRS OR OTHER ASPHALT INLAYS WHEN PAVEMENT REPAIRS/INLAYS ARE NOT OVERLAID WITH AN ASPHALT CONCRETE SURFACE COURSE.

-ALL COLD LONGITUDINAL JOINTS BETWEEN PAVED SHOULDERS AND GUARDRAIL ASPHALT.

THE MATERIAL USED SHALL BE A CERTIFIED 702.01 PG BINDER. THE WIDTH OF THE SEALER SHALL BE 2-3 INCHES.

ANY ADDITIONAL COSTS ASSOCIATED WITH THE WORK IDENTIFIED IN THIS NOTE SHALL BE INCLUDED IN THE APPROPRIATE ASPHALT CONCRETE SURFACE COURSE ITEM OF WORK.

ITEM 255 - FULL DEPTH RIGID PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS RS, AS PER PLAN

THIS ITEM SHALL CONSIST OF REPLACING EXISTING PAVEMENT PER ITEM 255 AND THE NOTES BELOW AND DETAILS ON THIS SHEET. EXISTING CONCRETE PAVEMENT THICKNESS MAY VARY FROM THAT SHOWN ON THE TYPICAL SECTIONS BY PLUS TWO INCHES OR MINUS ONE INCH. CORE INFORMATION ON PAGE 10 / 481 IS FOR REFERENCE ONLY AND MAY NOT DEPICT WHAT IS ENCOUNTERED IN THE FIELD. FOR BIDDING PURPOSES, ASSUME ALL PAVEMENT THICKNESS ON SR-44 IS 16" PLUS TWO INCHES OR MINUS ONE INCH. NO ADJUSTMENT IN PAYMENT FOR THIS ITEM SHALL BE MADE, PROVIDING THAT THE AVERAGE PAVEMENT THICKNESS IS BETWEEN 15"-18". ADDITIONAL COMPENSATION SHALL BE MADE BY CHANGE ORDER FOR THE MATERIAL COST OF CONCRETE ONLY WHEN THE AVERAGE THICKNESS EXCEEDS THE TWO-INCH MAXIMUM TOLERANCE ABOVE. THE VOLUME OF CONCRETE PAID FOR SHALL BE BASED UPON THE AMOUNT OF CONCRETE ADDITIONAL ABOVE THE TWO-INCH TOLERANCE LIMIT. THE CONTRACTOR SHALL SAW THROUGH THE ASPHALT OVERLAY AND COMPLETE ALL FULL DEPTH REMOVE AND REPLACEMENTS PRIOR TO THE PAVEMENT PLANING OPERATION. THE CONTRACTOR SHALL REMOVE THE EXISTING OVERLAY AND RIGID PAVEMENT WITH CARE SO AS TO NOT DISTURB THE ADJACENT REMAINING CONCRETE PAVEMENT AND OVERLAY. THE REPAIR SHALL BE BROUGHT UP TO THE SURFACE OF THE EXISTING PAVEMENT WITH THE UNDERSTANDING THAT THE PAVEMENT PLANING OPERATION WILL REMOVE THE TOP 3.25". IF, AFTER REMOVAL OF THE RIGID PAVEMENT THE ENGINEER DETERMINES THAT THE SUBBASE OR SUBGRADE HAS FAILED OR IS PUMPING, THE ENGINEER WILL 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.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS RS, AS PER PLAN
ITEM 255 - FULL DEPTH PAVEMENT SAWING
ITEM 203 - EXCAVATION
ITEM 304 - AGGREGATE BASE

2,190 SY
440 FT
80 CY
80 CY

LEGEND

(A) TYPE Y DOWELLED REPAIR JOINTS, AS PER BP-2.5

(B) SAWED CONTRACTION JOINT AS PER BP-2.2, WITH DOWELS, MAX. SPACING 20' C/C FOR ONE LANE REPLACEMENTS ALIGN JOINT WITH EXISTING CRACKS IN THE ADJACENT LANE WHENEVER POSSIBLE. (EX. CRACKS OCCUR APPROX. 15' C/C)

(C) LONGITUDINAL BUTT JOINT AS PER BP-2.1 (USING HOOK BOLTS)

(D) TYPE D JOINT AS PER BP-2.1 FOR PATCHES 10' OR GREATER IN LENGTH

(E) TYPE T TIED REPAIR JOINT, AS PER BP-2.5

USE (A) JOINT IF EITHER ADJACENT (EXISTING OR PROPOSED) CONTRACTION JOINT IS FARTHER THAN 20 FEET.