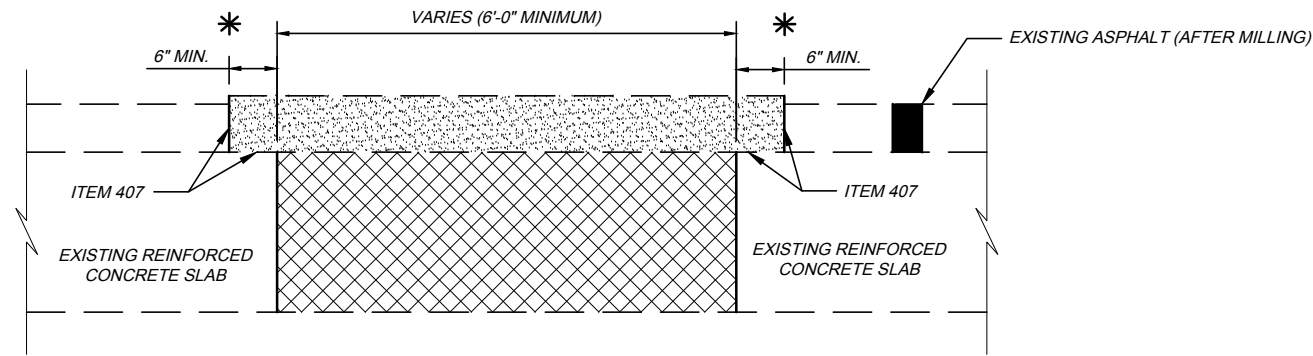
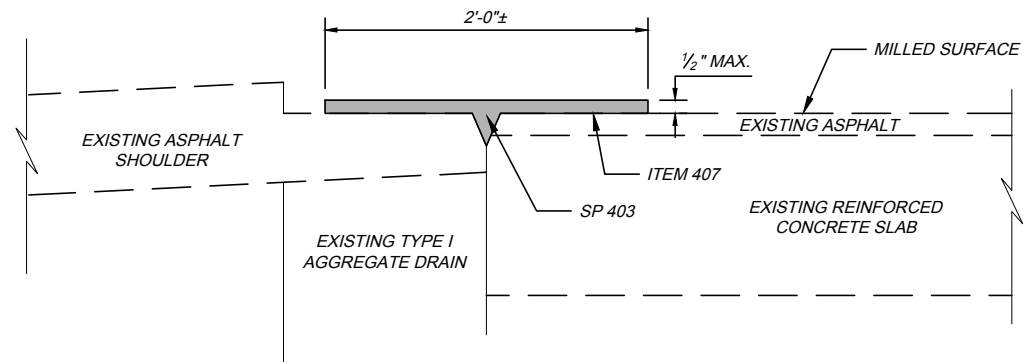


REPAIR EXISTING EXPANSION JOINTS
(SEE NOTES 1, 2 AND 3)



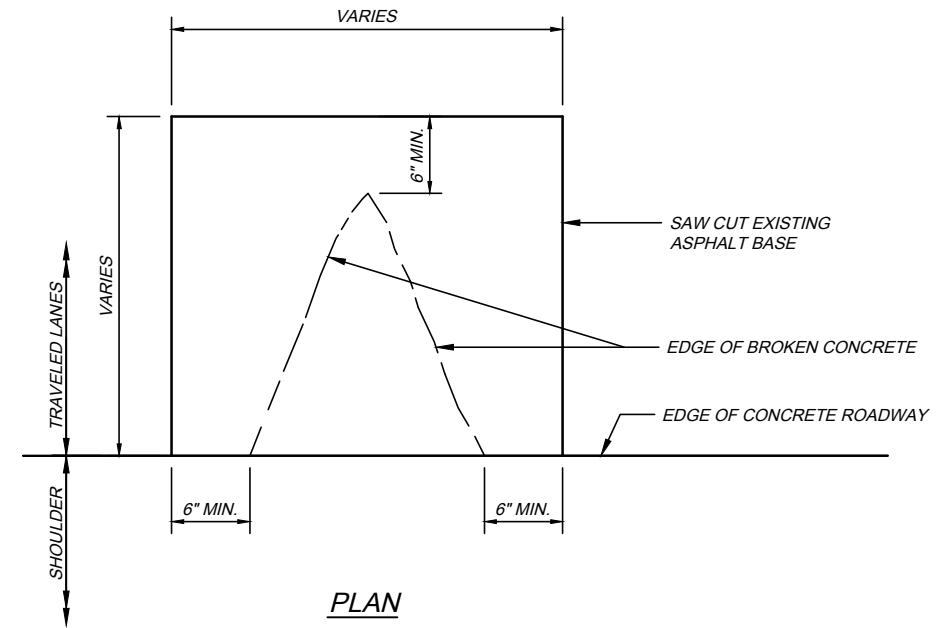
FULL DEPTH REPAIRS & "BLOW-UP" REPAIRS (ASPHALT)
(SEE SP 451 FOR FULL DEPTH REPAIRS)
(SEE NOTE 6 FOR "BLOW-UP" REPAIRS)



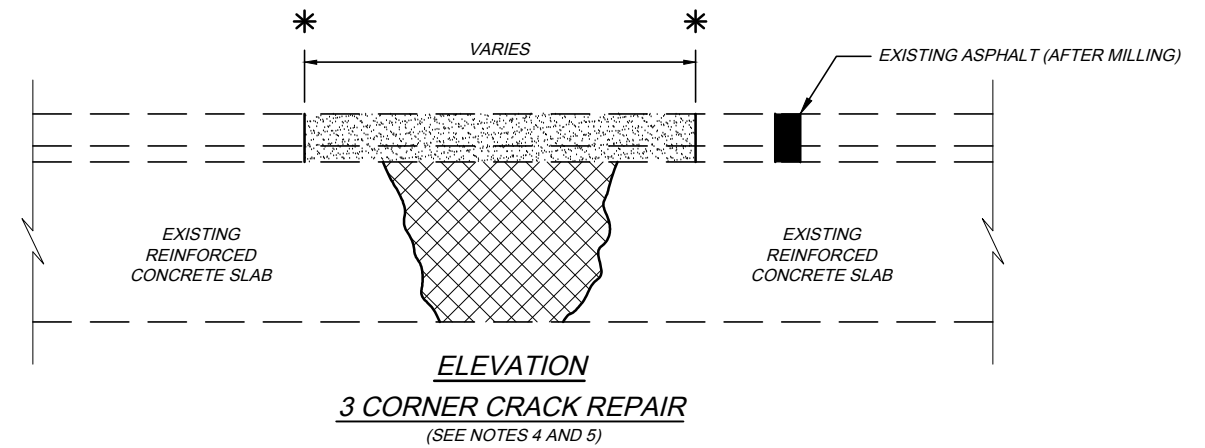
LONGITUDINAL CRACK REPAIR
(EDGE LINE CRACK SHOWN)

NOTES:

- A. ALL LOOSE OR SPALLING ASPHALT SHALL BE REMOVED, BY A PRE-APPROVED METHOD, FROM THE EXISTING EDGELINE OR CENTERLINE LONGITUDINAL CRACK AS DIRECTED BY THE CHIEF ENGINEER. THE CRACK AND SURROUNDING AREA SHALL BE BLOWN CLEAN PRIOR TO THE APPLICATION OF ITEM 407, NON-TRACKING TACK COAT.
- B. SP 403 SHALL BE COMPACTED BY USE OF A PNEUMATIC TIRE/STEEL-WHEELED ROLLER TO THE SATISFACTION OF THE CHIEF ENGINEER.
- C. A CONTINGENCY QUANTITY OF SP 202B - LONGITUDINAL CRACK REPAIR, AS PER PLAN HAS BEEN INCLUDED IN THE PROPOSAL TO BE USED AS DIRECTED BY THE CHIEF ENGINEER TO REPAIR THE EXISTING EDGELINE OR CENTERLINE LONGITUDINAL CRACK. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY TO COMPLETE THIS ITEM AS SHOWN.



PLAN




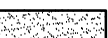

ELEVATION

3 CORNER CRACK REPAIR
(SEE NOTES 4 AND 5)

NOTES

1. CONTRACTOR SHALL SAW CUT AND REMOVE EXISTING ASPHALT CONCRETE TO THE LIMITS INDICATED ON THE PLAN OR AS DIRECTED BY THE CHIEF ENGINEER AND REMOVE ALL ASPHALT MATERIAL WITHIN THE EXPANSION JOINT.
2. AFTER THE JOINT HAS BEEN CLEANED TO THE SATISFACTION OF THE CHIEF ENGINEER, THE CONCRETE SURFACES SHALL BE COATED WITH ITEM 407 - NON-TRACKING TACK COAT AND THE EXPANSION JOINT FILLED AND COMPACTED WITH SP 404 TO THE LEVEL OF THE CONCRETE SURFACE. THE ASPHALT BASE COURSE SHALL BE BROUGHT TO THE LEVEL OF THE MILLED SURFACE USING SP 402. WHEN BASE REPAIR IS NOT REQUIRED SP 404 SHALL BE BROUGHT TO THE LEVEL OF THE MILLED SURFACE.
3. SEE SP 202B FOR THE REMOVAL AND THE REPLACEMENT OF THE EXPANSION JOINT MATERIAL AND ITEM 254 FOR THE REMOVAL AND REPLACEMENT OF THE BASE COURSE, WHICH IS INCIDENTAL TO SP 202B REPAIRS OF EXISTING EXPANSION JOINT.
4. CONTRACTOR SHALL SAW CUT AND REMOVE EXISTING ASPHALT CONCRETE TO THE LIMITS INDICATED ON THE PLAN OR AS DIRECTED BY THE CHIEF ENGINEER. ALL BROKEN, LOOSE AND SPALLED CONCRETE SHALL BE REMOVED AND EXISTING DOWELS AND/OR REINFORCING MATS SHALL BE CUT AT THE FACE OF THE REMAINING CONCRETE.
5. AFTER THE OPENING HAS BEEN CLEANED TO THE SATISFACTION OF THE CHIEF ENGINEER, THE CONCRETE SURFACES SHALL BE COATED WITH ITEM 407, NON-TRACKING TACK COAT, AND THE OPENING FILLED AND COMPACTED WITH SP 402 TO THE LEVEL OF THE MILLED SURFACE, ALL IN ACCORDANCE WITH SP 202B.
6. CONTRACTOR SHALL SAW CUT AND REMOVE EXISTING ASPHALT CONCRETE AND REINFORCED CONCRETE SLAB (INCLUDING DOWELS AND REINFORCING MAT) TO THE LIMITS INDICATED ON THE PLAN OR AS DIRECTED BY THE CHIEF ENGINEER. AFTER THE OPENING HAS BEEN CLEANED TO THE SATISFACTION OF THE CHIEF ENGINEER, THE CONCRETE SURFACES SHALL BE COATED WITH ITEM 407 - NON-TRACKING TACK COAT, AND THE OPENING FILLED AND COMPACTED WITH AT LEAST 10" OF SP 302, SP 402 (DEPTH AS REQUIRED TO MATCH THE ADJOINING SP 402), AND OVERFILLED WITH 1-1/2"± SP 404. THE OVERFILLED SP 404 SHALL BE PLANED USING DIAMOND BLADES TO PRODUCE A SMOOTH JOINT WITH THE ADJOINING PAVEMENT. PAYMENT FOR "BLOW-UP" REPAIR WILL BE MADE IN ACCORDANCE WITH THE STANDARD CONDITIONS OF THE CONTRACT, SECTION "CHANGE ORDER PROCEDURE AND PRICING GUIDELINES" (OTIC-CO).

LEGEND:

-  REMOVE EXISTING CONCRETE
-  REMOVE AND REPLACE EXISTING ASPHALT
-  SAW CUT

CJ-2 2017.10.20.DWG: 10/25/17 - 4:25pm