It is anticipated that any existing concrete to be removed which does not have steel in it will be salvaged. It is also anticipated that any removed Frame and Grate shall be salvaged.

The cost of such removal and storage shall be incidental to the project and no additional compensation will be allowed.

REMOVAL OF UNSUITABLE MATERIAL

Any base material deemed unsuitable for construction purposes by the engineer shall be removed at the contractor's expense. All unsuitable material shall be disposed of off-site by the contractor. Aggregate Base Course, Type B shall be installed according to Article 351. The Schedule of Quantities includes a contingent quantity to be used as needed. The work shall be paid for at the Contract Unit Price per TON for AGGREGATE BASE COURSE, TYPE B.

CLASS B PATCH

The Class B Patch of the type and depth shown in the plans shall be constructed in accordance with ~~the attached "Class B Patches" detail which is a revision of~~ IDOT Standard 442101-~~07~~ 09 and with Section 442 (Pavement Patching) of the Standard Specifications for Road and Bridge Construction except as modified below.

Provisions of Section 442 which are intended to prevent hazard or inconvenience to the traveling public may be waived if the contractor presents a roadway closure which is approved by the Engineer. This includes timing of pavement removal protection of drop-offs. Also, PCC Classes PV and PP-1 will be allowed if the roadway closure is not delayed.

The pavement may be scored with a concrete saw up to 3 weeks prior to removal. Once scored, the contractor shall continually monitor the pavement to ensure it does not come apart before the contractor closes that portion of the roadway for removal.

Equipment and methods used for removing old pavement shall be such as to prevent cracking, shattering or spalling of the pavement remaining in place. "Hand removal", where specified in the detail and IDOT standard provision, will be at the Contractor's discretion.

The contractor shall construct the patch at the dimensions as shown on the plans, except that not all patches are full width of the lane. It shall be ensured that dowel bars are placed level, lubricated, and installed per manufacturer's recommendations as well as per the standard specifications.

No date stamp will be required in the patches. Edging of the patch shall not be required.

Welded wire reinforcement shall be 6x6 – W2.9xW2.9 or heavier and shall be installed according to Highway Standard 420701-03. It shall be paid for at the contract unit Price per SQUARE YARD for WELDED WIRE REINFORCEMENT of the type and depth shown in the plans.

All saw cuts, Expansion Joints (which are only required at the locations shown on the plans), dowel bars, removal of detector loops, water valve adjustments, utility frame and grate adjustments, and pavement tie bars shall not be paid for separately but shall be included in the Contract Unit Price per SQUARE YARD for CLASS B PATCHES of the type and depth shown in the plans.

CLASS R PATCHES

The Class R Patches of the type and depth shown in the plans shall be constructed to meet the requirements of the Class B Patch Special Provision except as modified herein.

The Class R Patch will typically be in a residential neighborhood. The existing pavement is likely to be thinner than the new patch. The new patch shall be no thinner than the specified thickness regardless of the thickness of the existing pavement.

Pavement Removal may be performed as IDOT specifies for a Class C patch in Article 442.05 (c). Holes will be allowed to remain open overnight for Class R Patches pending approval of the Traffic Control by the Engineer.

The tying of the Class R Patch to the adjacent existing concrete may be accomplished with smaller tie bars. Epoxy coated #4 bars may be utilized instead of the indicated dowel or tie bar. The spacing shall be the same as specified in the detail. Where existing pavement adjacent to the panel being repaired is less than 4.5 inches in thickness, the pavement will be considered too thin to drill and the specified tie bars can be omitted. Handheld tools will be allowed for drilling for Class R Patches.

The contractor has the option to use 1 inch or 1 ¼ inch diameter dowel bars for Class R Patches.

All saw cuts, Expansion Joints (which are only required at the locations shown on the plans), dowel bars, removal of detector loops, water valve adjustments, utility frame and grate adjustments, and pavement tie bars shall not be paid for separately but shall be included in the Contract Unit Price per SQUARE YARD for CLASS R PATCHES of the type and depth shown in the plans.

ADJUST WITH NEW FRAME AND LID

This work includes removing the existing frame and lid and supplying and placing a new frame and lid at the location indicated in the plans. The work shall conform to applicable sections of Article 602. Unless the type is indicated on the plans it shall be as follows:

a) Sanitary manhole Frame and Lids shall be in accordance with 32-6.01 of the Standard Specifications for Water and Sewer Construction in Illinois.
b) Storm sewer manhole frame and lids shall be IDOT Type 1 lids with Open Lid.
c) Storm sewer inlet frame and lids shall be IDOT Type 3V.

This work shall be paid for at the Contract Unit Price per EACH for ADJUST WITH NEW FRAME AND LID.