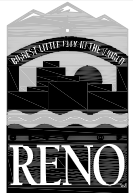


NOTES:

1. A PERMIT MUST BE OBTAINED FROM THE CITY ENGINEER PRIOR TO CUTTING ANY PUBLIC RIGHT-OF-WAY. 24 HOURS PRIOR TO TRENCH EXCAVATION, THE PERMITTEE MUST NOTIFY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.
2. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, LATEST REVISION. SEE DETAIL R-122 FOR TRENCH EXCAVATION AND BACKFILL REQUIREMENTS.
3. NO CONCRETE SHALL BE PLACED UNTIL FORMS AND SUBGRADE ARE INSPECTED BY THE CITY EXCAVATION PERMIT INSPECTOR OR APPLICABLE ENGINEER OF RECORD.
4. PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 550 PSI MIN. FLEXURAL STRENGTH PRIOR TO OPENING TO TRAFFIC, MAXIMUM WATER/CEMENT RATIO OF 0.45, AIR ENTRAINMENT OF 5.5% ±1.5%, SLUMP AT 2 INCHES MAX. UNPLASTICIZED. ALL MATERIALS SHALL CONFORM TO SSPWC.
5. CONCRETE REMOVAL SHALL BE TO AN EXISTING JOINT. PANELS SHALL BE FULL DEPTH SAWCUT TO PROVIDE A CLEAN EDGE PRIOR TO PLACING P.C.C. PAVEMENT PATCH.
6. TUNNELING UNDER CURB, GUTTER OR SIDEWALK IS NOT PERMITTED. COMPLETE REMOVAL IS REQUIRED TO THE NEAREST CONSTRUCTION OR EXPANSION JOINT OUTSIDE THE TRENCH WIDTH, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- △ JOINT SPACING SHALL MATCH EXISTING JOINT SPACING, EXCEPT THAT MAXIMUM SPACING SHALL NOT BE MORE THAN 15' IN ANY DIRECTION, UNLESS APPROVED BY THE CITY ENGINEER.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT OF LOOP DETECTORS, ADJUSTMENT OF UTILITIES AND SURVEY MONUMENTS TO GRADE AND INSTALLATION OF PAVEMENT MARKINGS.
- △ DOWEL BARS SHALL NOT BE PLACED WITHIN 18" OF OPPOSING JOINT.
- △ THE ALIGNMENT AND ELEVATION OF DOWELS IS EXTREMELY IMPORTANT. DOWELS SHALL BE CENTERED IN THE P.C.C. SECTION AND SHALL BE PLACED PARALLEL TO THE TOP OF THE PAVEMENT SURFACE WITHIN A TOLERANCE OF ±1/16" IN ONE FOOT.
- △ DOWEL BARS SHALL BE DRILLED AND EPOXIED INTO ADJACENT SLAB. EXPOSED END OF DOWEL SHALL BE GREASED PRIOR TO POURING P.C.C. PAVEMENT. THE LENGTH OF THE DOWELS TO BE EMBEDDED INTO THE SLAB SHALL BE HALF THE TOTAL LENGTH OF DOWEL BARS.
- △ P.C.C. PAVEMENT SLABS WITH A LENGTH TO WIDTH RATIO GREATER THAN 1.25:1 SHALL BE REINFORCED WITH 6"x6" W2XW2 WELDED WIRE FABRIC OR NO. 3 BARS SPACED AT 12" O.C. EACH WAY.
- △ 3/8" EXPANSION JOINT MATERIAL SHALL BE PLACED ADJACENT TO CURB AND GUTTER SECTIONS. 3/4" EXPANSION JOINT MATERIAL SHALL BE PLACED ADJACENT TO UTILITIES AND OTHER ISOLATION JOINTS.
- △ INITIAL JOINTS CUT SHALL BE PREFORMED WITHIN 24 HOURS OF CONCRETE PLACEMENT. COMPRESSION SEAL CUTS SHALL BE CLEANED OUT WITH COMPRESSED AIR PRIOR TO PLACEMENT OF SEAL. COMPRESSION JOINT SEAL SHALL BE D.S. BROWN'S DB-1516 DELCRETE OR APPROVED EQUAL, INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
15. P.C.C. PAVEMENT AND CURB AND GUTTER SHALL NOT BE MONOLITHIC.
16. ASPHALT BASED HOT POUR SEALANTS SHALL NOT BE USED, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.



STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.

**NOTES - CONCRETE
PAVEMENT PATCH**

R-119C

APPROVED BY: JF | DATE: 8/2014