

SUPERSEDED BY EB 24-026 EFFECTIVE 6/4/24		New York State Department of Transportation ENGINEERING INSTRUCTION	EI 03-012
Title: PORTLAND CEMENT CONCRETE PAVEMENT RESTORATION SPECIAL SPECIFICATIONS			
Distribution: ☒ Manufacturers (18) ☐ Surveyors (33) ☒ Main Office (30) ☒ Consultants (34) ☐ Local Govt. (31) ☒ Contractors (39) ☒ Regions/Agencies (32) ☐ _____ ()		Approved:  Robert L. Sack, Deputy Chief Engineer, Technical Services Division 18 MAR 03 Date	

ADMINISTRATIVE INFORMATION:

- **Effective date.** This EI is effective with projects submitted for the letting of 09/11/03.
- **Superseded issuances.** Nothing is hereby superseded.
- **Disposition of issued materials.** The special specifications will reside on the Department server under \\Co_design_fs01\TOOLBOX\Documents & Resources\Special Specifications\BYREGION\18_MAT.

WordPerfect versions of the specifications can also be accessed on the New York State Department of Transportation (NYSDOT) internet site, www.dot.state.ny.us/, by selecting Doing Business With NYSDOT > Specification > Special Specification (Metric) > Navigation Page > 18 Materials.

PURPOSE: The purpose of this EI is to issue statewide special specifications for portland cement concrete (PCC) pavement restoration.

TECHNICAL INFORMATION:

- Interim design guidance is being issued concurrently under EI 03-013, Portland Cement Concrete Pavement Restoration Interim Design Guidelines.
- Interim construction guidance is available from the Materials Bureau on a project-by-project basis until it is included in the *Construction Inspection Manual*.
- There is no cost impact associated with the issuance of the special specifications.

IMPLEMENTATION:

- **Designers.** Designers may incorporate the new items into projects let before the effective date by including the special specifications in the PS&E submission as regional inserts.
- **MO DQAB.** Main Office DQAB will insert the shelf notes including the special specifications beginning with projects submitted for the letting of 9/11/03 whenever an "18502" item is specified.
- **Disapproved Specifications.**
All regional 502 special specifications are disapproved EXCEPT:
 Item 01502.0601 - Colored Thin PCC Overlay of HMA Surfaced Pavement.
 Item 01502.0602 - Colored Thin PCC Overlay of HMA Surfaced Pavement, HES Mix.
 Item 01502.0603 - Colored and Imprinted Thin PCC Overlay of HMA Surfaced Pavement.
 Item 01502.0604 - Colored and Imprinted Thin PCC Overlay of HMA Surfaced Pavement, HES Mix.
 Item 01502.4467 - Repair of Spalled Areas, Joints and/or Cracks in PCC Pavement.
 Item 10502.4469 - Repair of Spalled Areas in PCC Pavement.
 Item 10502.6029 - Cement Concrete for Pavement Repairs.

The following special specifications are **DISAPPROVED**:

- Item 01304.08 - Fine Grading of Existing Subbase.
- Item 15502.0497 - Profilograph.
- Item 15502.4511 - Cement Concrete Pavement Pressure Relief Joint.
- Item 15502.4598 - Pressure Relief Joint in Existing Cement Concrete Pavement.
- Item 17502.9503 - Low Strength Slurry Backfill.
- Item 18502.0707 - Surface Preparation for Rapid Setting Concrete Pavement Repairs.
- Item 18502.0708 - Furnish and Placement of Rapid Setting Concrete Pavement Repairs.
- Item 18502.4467 - Repair of Spalled Areas, Joints and/or Cracks in PCC Pavement.
- Item 18502.5010 - Full Diamond Grinding and Texturing of Concrete Pavement.
- Item 18502.5020 - Partial Diamond Grinding and Texturing of Concrete Pavement.

● **New Specifications.**

- Item 18304.0001 M - Fine Grading of Existing Subbase
- Item 18502.1001 M - Portland Cement Concrete Pavement Repair Evaluation and Mark Out
- Item 18502.2001 M - Full Depth Portland Cement Concrete Saw Cuts
- Item 18502.2002 M - Partial Depth Portland Cement Concrete Saw Cuts
- Item 18502.3101 M - Full Depth Portland Cement Concrete (PCC) Lift Out
- Item 18502.3201 M - Drill and Anchor Dowels for Full Depth PCC Pavement Repairs
- Item 18502.3301 M - Drill and Anchor Longitudinal Joint Ties for Full Depth PCC Pavement Repairs
- Item 18502.3401 M - Transverse Hinge Joints in Portland Cement Concrete (PCC) Pavement
- Item 18502.3501 M - Portland Cement Treated Permeable Base
- Item 18502.36RC M - Portland Cement Concrete (PCC) Placement for Full Depth Pavement Repairs
- Item 18502.3701 M - Transverse Joints
- Item 18502.3801 M - Longitudinal Joints
- Item 18502.4MR0 M - Portland Cement Concrete (PCC) Pavement Partial Depth Repairs
- Item 18502.5001 M - Cross Stitching Longitudinal Cracks in Portland Cement Concrete (PCC) Pavement
- Item 18502.6001 M - Retrofit Bars in Portland Cement Concrete (PCC) Pavement
- Item 18502.7001 M - Retrofit Dowels in Portland Cement Concrete (PCC) Pavement
- Item 18502.8101 M - Full Diamond Grinding of PCC Pavement
- Item 18502.8201 M - Full Diamond Grinding of PCC Pavement with Slurry Removal
- Item 18502.8301 M - Diamond Grinding Smoothness Quality Adjustment
- Item 18502.9001 M - Clean and Fill Cracks and Joints in PCC Pavement , ASTM D6690, Type IV

TRANSMITTED MATERIALS: To reduce printing costs, there is no transmitted material attached to this EI. The special specifications issued by this EI are available as indicated above in Administrative Information.

CONTACT: Address questions concerning this issuance to the Field Engineering II Section of the Materials Bureau at (518) 457-4582. Contact Michael Brinkman via e-mail at mbrinkman@dot.state.ny.us or William Cuerdon via e-mail at wcurdon@dot.state.ny.us.

ITEM 18304.0001 M - FINE GRADING OF EXISTING SUBBASE

DESCRIPTION. Prepare a fine grade on the existing subbase course to receive new pavement and/or shoulders. Clean, regrade, shape, and compact the subbase surface to the line and grade in the contract documents.

MATERIALS.

Cushion Sand §703-06

CONSTRUCTION DETAILS.

Remove and dispose of sod, permeable base, concrete, and/or other loose, unsuitable or excess material.

Grade the existing surface to a uniform cross slope such that, after compaction, the top surface is at true grade and surface at any location, ± 6 mm. Remove excess material where the existing subbase is high or has insufficient slope. Build up the existing subbase with cushion sand where the existing subbase is low or has excessive cross slope.

Compact the subbase to the satisfaction of the Engineer using equipment meeting §203-3.12B, Compaction.

Do not allow traffic on the exposed subbase.

METHOD OF MEASUREMENT. The work will be measured for payment as the number of square meters of subbase satisfactorily fine graded, measured to the nearest 0.1 m².

BASIS OF PAYMENT. Include the cost of all labor, material, and equipment necessary to satisfactorily perform the work in the unit price bid for Fine Grading of Existing Subbase. No additional payment will be made for extra work required to repair damage to the adjacent pavement or subbase that occurred during any operation. Additional payment will be made if the original repair area did not completely extend into sound pavement or stable subbase. Pavement and shoulder removal are paid for under separate pay items.

ITEM 18502.1001 M - PORTLAND CEMENT CONCRETE PAVEMENT REPAIR EVALUATION AND MARK-OUT

DESCRIPTION. Evaluate and tabulate pavement repair needs, develop a repair referencing system, and mark repair boundaries.

MATERIALS. None specified.

CONSTRUCTION DETAILS.

Reference Slabs. Develop a referencing system for the pavement slabs within the project limits and mark every 5th slab (maximum) with a unique designation visible from a shoulder. Maintain the referencing system throughout the project duration. Re-mark slabs with the same designations after diamond grinding, if necessary. In addition to marking slabs, mark and maintain plan stationing on or near the pavement to correlate repairs to the plans.

Pavement Evaluation and Mark-out. Coordinate evaluation and mark-out to ensure the Engineer's presence. Recommend a repair type and limits for each repair area identified in the contract documents. Use the repair items, quantities, and limits in the contract documents as a starting point for the repair recommendations. Modifying or grouping repairs is subject to the approval of the Engineer. Mark the repair type and limits on the pavement after approval by the Engineer. Ensure that the marked repair is not in conflict with the contract's maintenance and protection of traffic plan.

After repair types and limits are marked, develop a repair table for the Engineer's review and verification which includes station, slab designation, repair type, and quantity. If repair types are detailed in the contract plans, note additions, deletions, and changes from the plans. The Engineer will review the repair table within 2 work days of receipt. If necessary, modify the table until it meets the Engineer's approval and note any unresolved differences with the Engineer in repair type or quantity. Refer to the appropriate specifications for quantity determination.

Make no repairs until the Engineer approves the repair table and mark-outs. Do not alter the table or mark outs without the Engineer's approval. Any alteration, addition, or subtraction requires re-submission and approval of the Engineer.

Full-Depth Repair Joint Layout. Transverse joint layout for full-depth repairs is the Contractor's responsibility. Submit a proposed layout for multiple slab replacements and obtain the Engineer's approval before placing concrete.

METHOD OF MEASUREMENT. The work under PCC Pavement Repair Evaluation and Mark-out will be measured for payment on the lump sum basis.

BASIS OF PAYMENT. Include the cost of all labor, material, and equipment necessary to satisfactorily perform the work in the lump sum bid for PCC Pavement Repair Evaluation and Mark-out. No additional payment will be made for re-tabulating or re-marking concrete repair areas.

ITEM 18502.2001 M - FULL-DEPTH PORTLAND CEMENT CONCRETE SAW CUTS
ITEM 18502.2002 M - PARTIAL-DEPTH PORTLAND CEMENT CONCRETE SAW CUTS

DESCRIPTION. Make full- or partial-depth saw cuts where indicated in the contract documents.

MATERIALS. None Specified.

CONSTRUCTION DETAILS. Mark cut lines on the concrete before cutting. Do not saw cut until the Engineer approves the cut location. Make straight saw cuts that result in smooth faces that are perpendicular to the pavement surface along the entire saw cut length. Use a diamond blade saw equipped with cutting guides, blade guards, water cooling systems, dust controls, and cut depth control.

METHOD OF MEASUREMENT. The work will be measured for payment as the number of meters of concrete satisfactorily saw cut, measured to the nearest 0.1 m, based on the Engineer-approved cut lines marked on the pavement prior to cutting.

BASIS OF PAYMENT. Include the cost of all labor and equipment necessary to satisfactorily perform the work in the unit price bid for Full- and/or Partial-Depth Portland Cement Concrete Saw Cuts. No additional payment will be made for extra work required to repair damage to the adjacent pavement or objects that occurred during saw cutting.

ITEM 18502.3101 M - FULL-DEPTH PORTLAND CEMENT CONCRETE (PCC) LIFT-OUT

DESCRIPTION. Mark the area to be lifted, saw cut, lift, and dispose of:

- PCC.
- Permeable base.
- PCC patched with hot mix asphalt (HMA).
- Full-depth HMA within the marked area.

MATERIALS.

Anchoring Material and Dispensing Equipment. Use a pourable, 2 component, 100% solids structural epoxy meeting §701-07, Anchoring Materials - Chemically Curing, dispensed:

- From side-by-side cartridges by manual or pneumatically powered injection guns.
- Through a static nozzle that homogeneously mixes the material without any hand mixing.

CONSTRUCTION DETAILS. Schedule all full-depth repair operations (from lift-out to concrete placement) to minimize the total time to complete any individual repair. As the time frame from saw cutting to placement increases, the potential for damage to the surrounding pavement scheduled to remain in place also increases, particularly in hot weather or as the temperature rises. No time frame to completion is specified in this item due to contract variability.

Mark the boundaries of the area to be lifted out. Do not cut until the Engineer approves the marked boundaries. Saw cut full-depth around the removal area at the approved boundaries, including through the permeable base, if any. These cuts will become the transverse and longitudinal joints that define the repair. Use a diamond blade saw equipped with cutting guides, blade guards, water cooling systems, dust controls, and cut depth control. Set the cut depth to minimize subbase disturbance. Make straight saw cuts around the repair perimeter that result in smooth faces that are perpendicular to the pavement surface. Make transverse cuts perpendicular to the longitudinal joint.

Over cut the saw cut intersections a distance equal to the pavement thickness, including the permeable base, if any. After lift-out and before placing the full-depth repair material, fill the over cuts in concrete to remain in place with anchoring material. Place the anchoring material as deep as possible into the over cut, starting at the deepest portion of the over cut and proceeding to the shallowest portion. Block the deepest portion of the over cut such that the anchoring material does not enter into the lift-out area. Finish the anchoring material flush to the pavement surface. When using new cartridges of anchoring material, ensure that the initial material exiting the nozzle appears uniformly mixed. If it is not uniformly mixed, waste the material until uniformly mixed material extrudes.

Additional saw cuts within the repair boundaries to facilitate lift-out without damaging the repair boundaries are permitted. Use any saw for these cuts. Set the cut depth to minimize subbase disturbance. Do not over cut into adjacent concrete that is not scheduled for removal. (Be advised that the longer partial-width cuts remain in place without removal and replacement, the greater the potential for damaging the surrounding concrete scheduled to remain in place, particularly in hot weather or as temperatures are rising. No payment will be made for repairing damage to the surrounding pavement scheduled to remain in place.) Over cutting is allowed if the adjacent concrete is scheduled for removal.

ITEM 18502.3101 M - FULL-DEPTH PORTLAND CEMENT CONCRETE (PCC) LIFT-OUT

If traffic is to be maintained on the pavement after cutting, remove all debris from the pavement before traffic is restored.

Drill holes and insert lift pins into the concrete to be removed. Lift and dispose of the concrete such that there is:

- No damage to the surrounding pavement to remain in place.
- Minimal disturbance to the subbase.
- No damage to any adjacent curb, drainage structure, or utility.

Pavement sections too deteriorated to lift-out as determined by the Engineer and full-depth HMA may be excavated rather than lifted. Excavate the pavement such that there is minimal disturbance to the subbase.

Dispose of all material in accordance with §203-3.08, Disposal of Surplus Excavated Material.

METHOD OF MEASUREMENT. The work will be measured for payment as the number of square meters of pavement satisfactorily lift-out or excavated, measured to the nearest 0.1 m² based on the Engineer-approved removal areas marked on the pavement prior to saw cutting.

BASIS OF PAYMENT. Include the cost of all labor, material, and equipment necessary to satisfactorily perform the work in the unit price bid for Full-Depth PCC Lift-Out. No additional payment will be made for:

- Extra work required to repair damage to the adjacent pavement that occurred during any operation.
- Additional saw cuts made inside the repair boundaries to facilitate lift-out.

Additional payment will be made if the original repair area did not completely extend into sound concrete.

Subbase removal and replacement or drainage enhancement identified before or after removal are paid under separate items.

ITEM 18502.3201 M - DRILL AND ANCHOR DOWELS FOR FULL-DEPTH PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS

DESCRIPTION. Drill holes and anchor dowels into full-depth saw cut concrete faces that will become transverse joints.

MATERIALS AND EQUIPMENT.

Dowels. Obtain dowels from a supplier appearing on the Approved List for §705-15, Transverse Joint Supports. Use 460 mm long, 38 mm diameter, smooth, epoxy-coated, Grade 420 steel dowels coated with a bond breaker. Use an epoxy coating appearing on the Approved List for "Epoxy Coatings for Longitudinal Joint Ties" or "Epoxy Coatings for Steel Reinforcing Bars" that is applied by an applicator appearing on the Approved List for "Applicators for Steel Reinforcing Bars". At least 7 days prior to drilling, provide the Engineer:

- The name and address of the joint support assembly supplier.
- Material certification from the supplier that dowels meet the "Tests" and "Material Requirements" portions of §705-15, except Grade 420 steel is supplied.
- Material certification from the rolling mill as to the type and grade of steel used.
- The brand of epoxy coating and the name and address of the Manufacturer.
- The name and address of the epoxy coating applicator.
- The brand of bond breaker and the name and address of the Manufacturer.
- Material certification from the epoxy coating applicator that the bars have been coated, tested, and meet the requirements of §705-14, Longitudinal Joint Ties.

Epoxy coating field repairs are not permitted. The Department may perform supplementary sampling and testing of the dowels to ensure conformance with §705-14 and §705-15.

Anchoring Material and Dispensing Equipment. Use a pourable, 2 component, 100% solids structural epoxy meeting §701-07, Anchoring Materials - Chemically Curing, dispensed:

- From side-by-side cartridges by manual or pneumatically powered injection guns.
- Through a static nozzle that homogeneously mixes the material without any hand mixing.

Drills. Use hydraulic gang drills with a minimum of 2 independently powered and driven drills. Use tungsten carbide drill bits. Control the forward and reverse travel of the drills by mechanically applied pressure. Mount the drill on a suitable piece of equipment such that it is quickly transported and positioned. Rest and reference the drill rig frame on and to the pavement surface such that the drilled holes are cylindrical, perpendicular to the surface being drilled, and repeatable in terms of position and alignment on the surface being drilled. Hand-held drills are not permitted.

Grout Retention Disk. Use plastic grout retention disks, 3 mm thick, of sufficient diameter to prevent grout from entering the joint. The hole in the center of the disk must have the same diameter as the dowel.

CONSTRUCTION DETAILS.

Drilling Holes. Drill 4 holes per wheelpath (8 per lane). Space holes 300 mm apart on center. Determine the location and length of longitudinal joint ties in the concrete to remain in place outside the repair area. Use a pachometer or other device capable of locating steel embedded in concrete.

If a longitudinal joint tie is within 300 mm of the surface being drilled, drill the outer holes 75 - 100 mm from the end of the tie. If no ties are within 300 mm of the surface being drilled, drill the outer holes 450 mm from

ITEM 18502.3201 M - DRILL AND ANCHOR DOWELS FOR FULL-DEPTH PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS

a longitudinal joint between 2 travel lanes and 300 mm from a longitudinal joint between a travel lane and a shoulder.

For 4.2 m wide slabs, slabs with nonstandard widths, or pavements with longitudinal joints offset from permanent longitudinal pavement markings that define a travel lane, drill the outer holes 450 mm from the nearest edge of the permanent longitudinal marking between 2 travel lanes and 300 mm from the marking between a travel lane and a shoulder. In any case, do not drill within 75 mm of the end a longitudinal joint tie. The Engineer may require additional holes in nonstandard slab widths to ensure 4 dowels are placed in each wheelpath.

Drill holes such that:

- The hole diameters are in accordance with the anchoring material Manufacturer's written recommendations. Provide those recommendations to the Engineer before drilling any holes.
- The hole depth is 230 mm (+10 mm/- 0 mm).
- When the dowels are anchored, the longitudinal axes of the protruding dowels are parallel to the pavement centerline, the pavement surface, and each other, ± 3 mm, measured at the saw cut face and the dowel end.
- When the dowels are anchored, they protrude 220 - 230 mm from the saw cut face.

Extend the full depth repair boundaries as indicated in the contract documents if drilling cracks or damages pavement to remain in place. Replace worn bits when necessary to ensure the proper hole diameter is drilled.

Cleaning Holes. Follow the anchoring material Manufacturer's written recommendations for cleaning the holes. Provide those recommendations to the Engineer. As a minimum, clean the drilled holes with oil-free and moisture-free compressed air. The Engineer will check the compressed air stream purity with a clean white cloth. Use a compressor that delivers air at a minimum of 3.4 m³ per minute and develops a minimum nozzle pressure of 0.63 MPa. Insert the nozzle to the back of the hole to force out all dust and debris.

Dowel Installation. When using new cartridges of anchoring material, ensure that the initial material exiting the nozzle appears uniformly mixed. If it is not uniformly mixed, waste the material until uniformly mixed material extrudes. Place the anchoring material at the back of the hole using a nozzle of sufficient length. Push the dowel into the hole while twisting such that the air pocket within the hole is heard to burst and the anchoring material is evenly distributed around the dowel. Use sufficient amounts of anchoring material such that it slightly extrudes out the hole as the dowel is inserted. Place a grout retention disk over the dowel and tight against the exposed concrete face such that the anchoring material does not enter the joint.

METHOD OF MEASUREMENT. The work will be measured for payment as the number of dowels satisfactorily anchored.

BASIS OF PAYMENT. Include the cost of all labor, material, and equipment necessary to satisfactorily perform the work in the unit price bid for Drill and Anchor Dowels for Full-Depth PCC Pavement Repairs. No additional payment will be made for extra work required to repair damage to the adjacent pavement that occurred during drilling.

ITEM 18502.3301 M - DRILL AND ANCHOR LONGITUDINAL JOINT TIES FOR FULL-DEPTH PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS

DESCRIPTION. Drill holes and anchor longitudinal joint ties into concrete faces that will become longitudinal joints.

MATERIALS AND EQUIPMENT.

Longitudinal Joint Ties. Use 1 piece drop in type longitudinal joint ties depicted in the M502 Standard Sheet, Longitudinal Joint Ties, except substitute 700 mm long ties for 900 mm long ties. Use an epoxy coating appearing on the Approved List for "Epoxy Coatings for Longitudinal Joint Ties" or "Epoxy Coatings for Steel Reinforcing Bars" that is applied by an applicator appearing on the Approved List for "Applicators for Steel Reinforcing Bars". At least 7 days prior to drilling holes, provide the Engineer:

- Material certification from the rolling mill as to the type and grade of steel used.
- The brand of epoxy coating and the name and address of the Manufacturer.
- The name and address of the epoxy coating applicator.
- Material certification from the epoxy coating applicator that the bars have been coated, tested, and meet the requirements of §705-14, Longitudinal Joint Ties.

The Department may perform supplementary sampling and testing of the ties to ensure conformance with §705-14.

Anchoring Material and Dispensing Equipment. Use a pourable, 2 component, 100% solids structural epoxy meeting §701-07, Anchoring Materials - Chemically Curing, dispensed:

- From side-by-side cartridges by manual or pneumatically powered injection guns.
- Through a static nozzle that homogeneously mixes the material without any hand mixing.

Drills. Use hydraulic gang drills with a minimum of 2 independently powered and driven drills. Use tungsten carbide drill bits. Control the forward and reverse travel of the drills by mechanically applied pressure. Mount the drill on a suitable piece of equipment such that it is quickly transported and positioned. Rest and reference the drill rig frame on and to the pavement surface such that the drilled holes are cylindrical, perpendicular to the surface being drilled, and repeatable in terms of position and alignment on the surface being drilled.

When allowed by the Engineer, hand-held drills may be used if the drill rig discussed above can not be positioned without being in conflict with the contracts maintenance and protection of traffic plan.

CONSTRUCTION DETAILS.

Drilling Holes. Drill holes such that:

- The end ties in a slab are placed 300 - 375 mm from the transverse joints.
- The ties between the end ties are placed 600 mm apart, maximum.
- 250 mm of tie is embedded in the existing concrete and 450 mm of tie protrudes from the drilled concrete face.
- The hole diameters are in accordance with the anchoring material Manufacturer's written recommendations. Provide those recommendations to the Engineer before drilling any holes.

ITEM 18502.3301 M - DRILL AND ANCHOR LONGITUDINAL JOINT TIES FOR FULL-DEPTH PORTLAND CEMENT CONCRETE PAVEMENT REPAIRS

Extend the full depth repair boundaries as indicated in the contract documents if drilling cracks or damages the pavement to remain in place. Replace worn bits when necessary to ensure the proper hole diameter is drilled.

Cleaning Holes. Follow the anchoring material Manufacturer's written recommendations for cleaning the holes. Provide those recommendations to the Engineer. As a minimum, clean the drilled holes with oil-free and moisture-free compressed air. The Engineer will check the compressed air stream purity with a clean white cloth. Use a compressor that delivers air at a minimum of 3.4 m³ per minute and develops a minimum nozzle pressure of 0.63 MPa. Insert the nozzle to the back of the hole to force out all dust and debris.

Tie Installation. When using new cartridges of anchoring material, ensure that the initial material exiting the nozzle appears uniformly mixed. If it is not uniformly mixed, waste the material until uniformly mixed material extrudes. Place the anchoring material at the back of the hole using a nozzle of sufficient length. Push the tie into the hole while twisting such that the air pocket within the hole is heard to burst and the anchoring material is evenly distributed around the tie. Use sufficient amounts of anchoring material such that it slightly extrudes out the hole as the tie is inserted.

METHOD OF MEASUREMENT. The work will be measured for payment as the number of longitudinal joint ties satisfactorily anchored.

BASIS OF PAYMENT. Include the cost of all labor, material, and equipment necessary to satisfactorily perform the work in the unit price bid for Drill and Anchor Longitudinal Joint Ties for Full-Depth PCC Pavement Repairs. No additional payment will be made for extra work required to repair damage to the adjacent pavement that occurred during drilling.

