

Inspector Quantlist Report 20180918

Diary Number: _____

Inspector Name: _____

TRACS Number: _____

Date: _____

Division IV: Surface Treatments and Pavements

Title: PCCP (Crack Repair)

Lot Number
Station
Lane Number
Pour Number
Date of Pour
Location

Attribute Numbers	Compliance	Narratives	References
0.		Within the 28th day after placement, a crack survey of the PCCP is performed. Cracks are located by station, off-set, and length; each visible crack is drawn on a diagram. The crack survey is noted in a Daily Diary.	Construction Manual 401-4.03 Standard Specifications 401-4.03
1.		A copy of the cracks survey was given to the Contractor the day of survey.	Construction Manual 401-4.03
2.		The contractor has submitted a crack repair plan that was reviewed and approved by the Engineer.	Construction Manual 401-4.03 Standard Specifications 401-4.03
3.		Crack repair starts within 7 days of the pavement survey, and completed within 30 days of the start of the repairs.	Standard Specifications 401-4.03 (B)(1)
4.		Cracks observed 28 days after the concrete placement, prior to final acceptance of the work will be repaired by the Contractor. The contract repair cost, if applicable, was shared by the department.	Standard Specifications 401-4.03 (A)
5.		Longitudinal cracks which occur more than 54 inches from a longitudinal joint or less than 12 inches from a longitudinal joint are repaired by routing-and-sealing.	Standard Specifications 401-4.03 (B)(2)(a)
6.		When pavement cracks cross or terminate at a transverse construction joint, the un-cracked portion of the joint is filled with an approved gray epoxy.	Standard Specifications 401-4.03 (B)(2)(b)

7.		Cracks within wheel paths are considered unreparable as defined; and the damaged pavement is removed and replaced.	Standard Specifications 401-4.03(B)(2)(c)
8.		Pavement containing multiple cracks through the full depth of the slab, separating the slab into three or more parts, is entirely removed and replaced.	Standard Specifications 401-4.03 (C)
9.		Pavement to be removed is cut full-depth prior to removal. In order to minimize over-cutting; four inch diameter, full depth cores shall be drilled at the corners of the pavement to be removed.	Standard Specifications 401-4.03 (C)
10.		After removal of cracked pavement, dowel bars are placed by drilling and anchoring using an approved epoxy at mid-depth of the existing concrete slab.	Standard Specifications 401-4.03 (C)
11.		Cracked pavement was removed and replaced to the limits established by the Engineer.	Standard Specifications 401-4.03 (C)
12.		When routing-and-sealing crack repair is required, the top of the crack is routed to a depth of at least 3/4 inch and to a width of not less than 3/8 inch or more than 5/8 inch wide.	Standard Specifications 401-4.03 (B)(3)(a)
13.		Routing machines are capable of closely following the crack and widening the crack without spalling or damaging the concrete further.	Standard Specifications 401-4.03 (B)(3)(a)
14.		Loose or fractured concrete is removed. Routed cracks are thoroughly cleaned and sealed with an approved gray silicon sealant.	Standard Specifications 401-4.03 (B)(3)(a)
15.		When epoxy-injection crack repair is specified, cracks are to be pressure injected with an approved gray colored epoxy.	Standard Specifications 401-4.03 (B)(3)(b)
16.		Pressure injection of epoxy is done only between the hours of 11:00 p.m. and 7:00 a.m.	Standard Specifications 401-4.03 (B)(3)(b)
17.		Pavement containing a single diagonal crack intersecting transverse and longitudinal joints within 1/3 the width and length of the slab from the corner is repaired by removing and replacing the smaller portion of the slab.	Standard Specifications 401-4.03 (C)
18.		When replacing pavement at longitudinal construction joints; epoxy coated smooth dowels are 24 inches long, 5/8 inch in diameter and spaced at 30 inch centers.	Standard Specifications 401-4.03 (C)
19.		When replacing pavement at transverse construction joints; load transfer dowels are epoxy-coated, 24 inches long by 1 1/2 inches in diameter and spaced at 12 inch centers.	Standard Specifications 401-4.03 (C)
20.		Epoxy coated, smooth dowel bars are placed in construction joints that match existing TWP joints. The dowels are 24-inch long, 1 1/2 inches in diameter, placed at distances of 6, 24, 42, 90, 117, and 135 inches from the adjacent longitudinal joint which is nearest to the outside shoulder.	Standard Specifications 401-4.03 (C)
21.		New PCCP is placed, finished and cured using the requirements for the original pavement plan, the 1006-6 curing section and approved mix design.	Standard Specifications 401-4.03 (C)
22.		Transverse cracks in PCCP with dowel assemblies are repaired by the epoxy-injection method after any immediately adjacent uncracked joints are deepened to 1/2 inch above the dowels.	Standard Specifications 401-4.03 (B)(2)(a)

23.		When a transverse crack in PCCP with dowel assemblies crosses or terminates in a transverse contraction joint, the crack is repaired by the routing-and-sealing method.	Standard Specifications 401-4.03 (B)(2)(b)
24.		When a transverse crack in PCCP without dowel assemblies parallels and is within five feet of an uncracked contraction joint, the uncracked joint is cleaned and filled with an approved gray epoxy.	Standard Specifications 401-4.03 (B)(2)(b)
25.		When a transverse crack in PCCP without dowel assemblies parallels and is within five feet of an uncracked contraction joint, the crack is repaired by the routing-and-sealing method.	Standard Specifications 401-4.03 (B)(2)(b)
26.		Quantlist Minimum Frequency is being followed. One per week.	Construction Bulletin 07-01