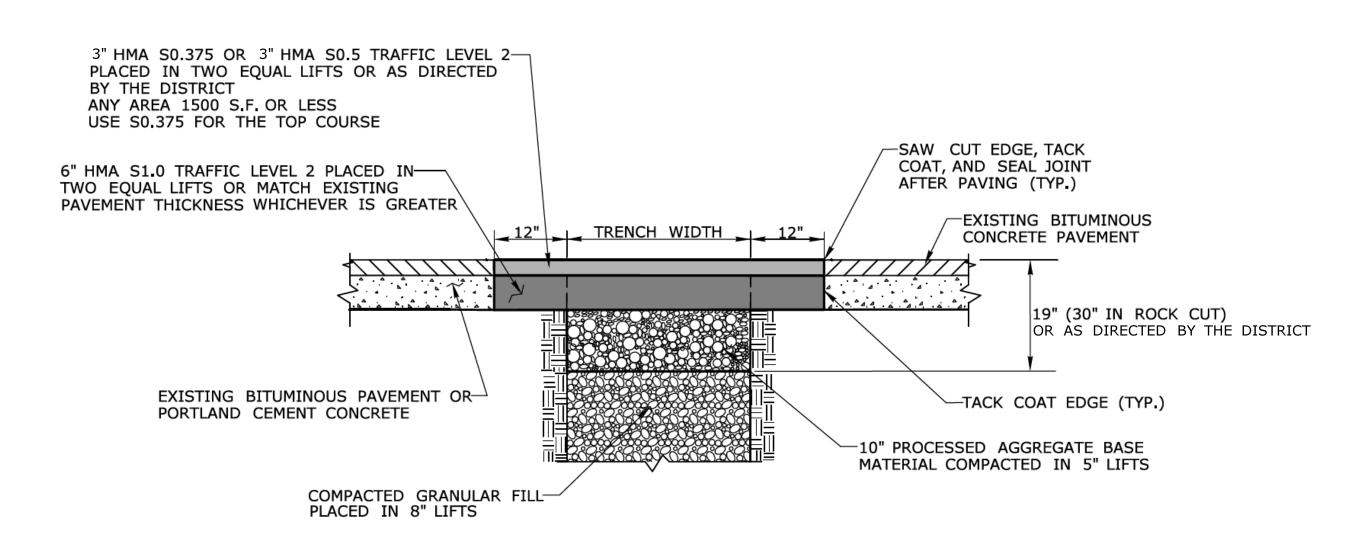
### —SAW CUT EDGE, TACK COAT, AND SEAL JOINT 4" HMA S0.5 TRAFFIC LEVEL 2 -AFTER PAVING (TYP.) PLACED IN TWO EQUAL LIFTS OR AS DIRECTED BY THE DISTRICT -EXISTING BITUMINOUS TRENCH WIDTH \_ CONCRETE PAVEMENT 19" (30" IN ROCK CUT) EXISTING PORTLAND-CEMENT CONCRETE OR BITUMINOUS CONCRETE REMOVE ANY UNDERMINED AREAS (TYP.)-AND REPLACE WITH SUITABLE MATERIAL OR AS DIRECTED BY THE DISTRICT -15" PROCESSED AGGREGATE BASE COMPACTED GRANULAR FILL MATERIAL COMPACTED IN 5" LIFTS PLACED IN 8" LIFTS

# TEMPORARY PAVEMENT REPAIR FOR TRENCH THROUGH OVERLAID PORTLAND CEMENT CONCRETE OR BITUMINOUS CONCRETE PAVEMENT



## PERMANENT PAVEMENT REPAIR WITHOUT MILLING - THROUGH PORTLAND CEMENT CONCRETE OR BITUMINOUS CONCRETE PAVEMENT

MILL AND PAVE WITH 2" TO 3" HMA S0.375 OR — MILL AND PAVE 10' MIN. OR 2" TO 3" HMA SO.5 TRAFFIC LEVEL 2 OR AS AS DIRECTED BY THE DISTRICT DIRECTED BY THE DISTRICT AND FOR ANY AREA 1500 S.F. OR LESS USE S0.375 FOR THE TOP COURSE TACK COAT, AND SEAL JOINT 6" HMA S1.0 TRAFFIC LEVEL 2 PLACED IN-AFTER PAVING (TYP.) TWO EQUAL LIFTS OR MATCH EXISTING PAVEMENT THICKNESS WHICHEVER IS GREATER -EXISTING BITUMINOUS CONCRETE PAVEMENT 19" (30" IN ROCK CUT) OR AS DIRECTED BY THE DISTRICT TACK COAT EDGE (TYP.) EXISTING BITUMINOUS PAVEMENT OR-PORTLAND CEMENT CONCRETE 10" PROCESSED AGGREGATE BASE MATERIAL COMPACTED IN 5" LIFTS COMPACTED GRANULAR FILL PLACED IN 8" LIFTS

# PERMANENT PAVEMENT REPAIR WITH MILLING

#### **GENERAL NOTES:**

-3" HMA SO.5 TRAFFIC LEVEL 2

AS DIRECTED BY THE DISTRICT

IN TWO EQUAL LIFTS

-COMPACTED GRANULAR FILL PLACED IN 8" LIFTS

PLACED IN TWO EQUAL LIFTS OR

6" HMA S1.0 TRAFFIC LEVEL 2 PLACED

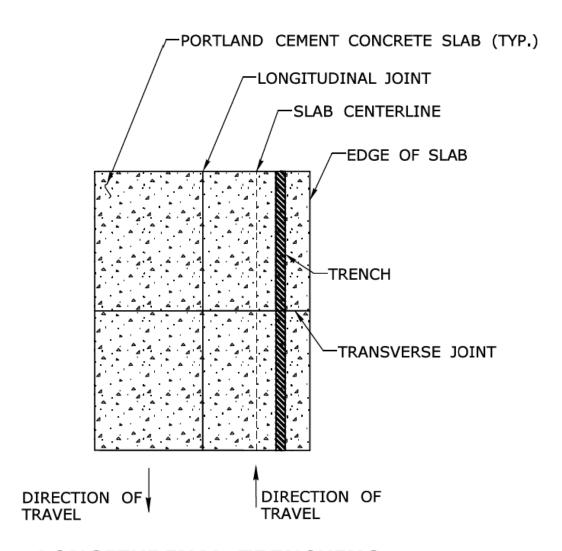
-10" PROCESSED AGGREGATE BASE

MATERIAL COMPACTED IN 5" LIFTS

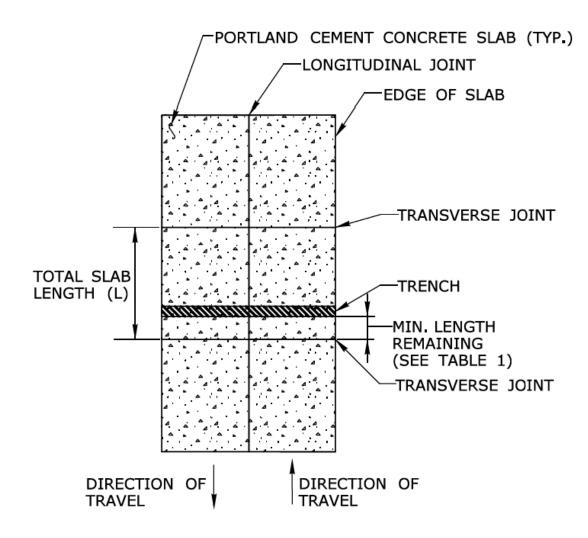
- 1. LONGITUDINAL TRENCHING FOR JOINTED CONCRETE PAVEMENT:
- A. IF THE LONGITUDINAL TRENCH FALLS BETWEEN THE SLAB CENTERLINE AND THE EDGE OF SLAB, REMOVE CONCRETE AND BITUMINOUS CONCRETE PAVEMENT FROM THE TRENCH EDGE TO THE EDGE OF ROAD, IF THE LONGITUDINAL TRENCH FALLS BETWEEN THE LONGITUDINAL JOINT AND THE SLAB CENTERLINE, REMOVE THE ENTIRE CONCRETE SLAB AND BITUMINOUS CONCRETE PAVEMENT TO THE EDGE OF ROAD. IN EITHER CASE REBUILD WITH THE FOLLOWING:
- a. PLACE HMA S1.0 TRAFFIC LEVEL 2 IN TWO EQUAL 4" 5" LIFTS TO MATCH EXISTING CONCRETE PAVEMENT THICKNESS b. PLACE HMA S0.5 TRAFFIC LEVEL 2 IN 2" - 3" LIFTS TO MATCH EXISTING BITUMINOUS CONCRETE PAVEMENT THICKNESS, WITH THE FINAL LIFT BEING 2"
- 2. TRANSVERSE TRENCHING FOR JOINTED CONCRETE PAVEMENT:

| TABLE 1               |                          |
|-----------------------|--------------------------|
| TOTAL SLAB LENGTH (L) | MIN. LENGTH REMAINING    |
| 40' OR LONGER         | 1/4 L                    |
| 15' - 40'             | 10'                      |
| 15' OR SHORTER        | REBUILD TO NEAREST JOINT |

- A. FOR TRANSVERSE TRENCHES, THE MINIMUM SLAB LENGTH AS SHOWN IN TABLE 1 SHALL BE LEFT IN PLACE TO THE NEAREST TRANSVERSE JOINT. IF THIS CRITERIA CANNOT BE MET, THE EXISTING SLAB AREA FROM THE TRENCH EDGE TO THE NEAREST TRANSVERSE JOINT SHALL BE REMOVED AND REBUILT AS FOLLOWS:
  - a. PLACE HMA S1.0 TRAFFIC LEVEL 2 IN TWO EQUAL 4" 5" LIFTS TO MATCH EXISTING CONCRETE PAVEMENT THICKNESS b. PLACE HMA SO.5 TRAFFIC LEVEL 2 IN 2" - 3" LIFTS TO MATCH EXISTING BITUMINOUS CONCRETE PAVEMENT THICKNESS, WITH THE FINAL LIFT BEING 2"



LONGITUDINAL TRENCHING FOR JOINTED CONCRETE PAVEMENT (SEE NOTE 1)



TRANSVERSE TRENCHING FOR JOINTED CONCRETE PAVEMENT

OFFICE OF MAINTENANCE OPERATIONS SPECIAL SERVICES AND PLANNING



STATE OF CONNECTICUT **DEPARTMENT OF TRANSPORTATION** 

ROADWAY PROFILE



HIGHWAY OPERATIONS