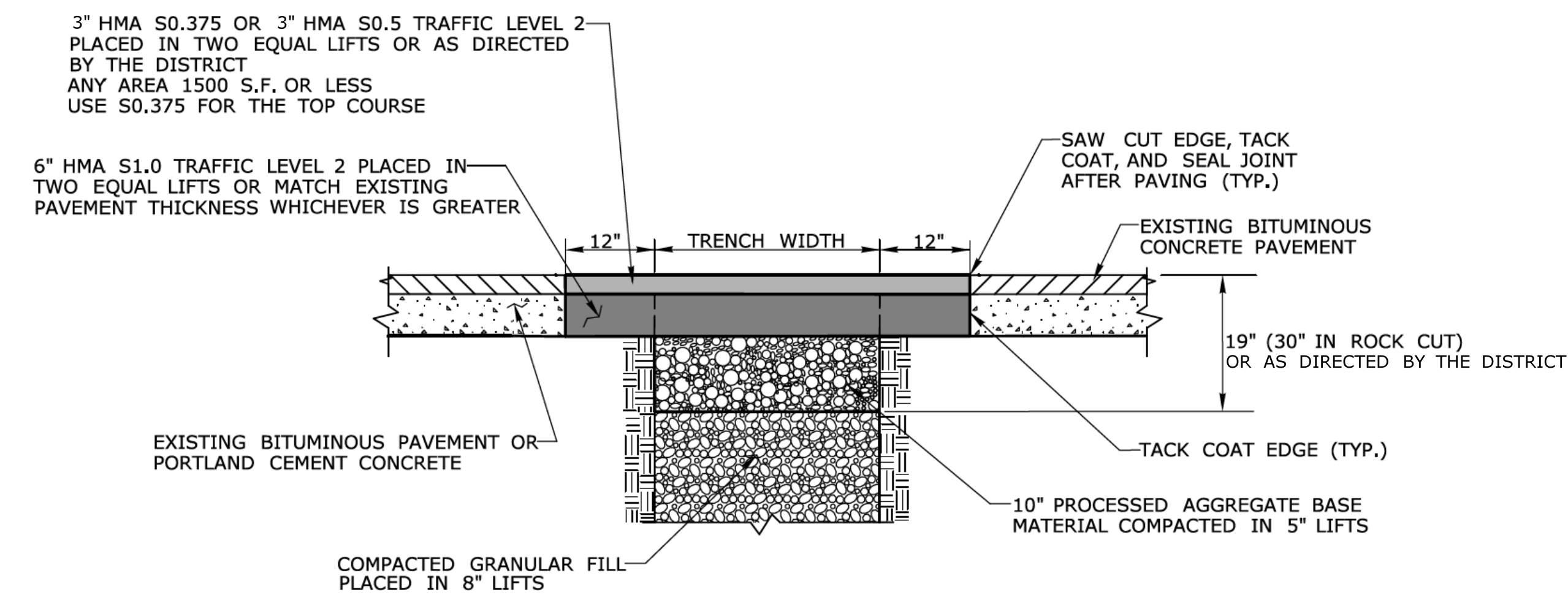
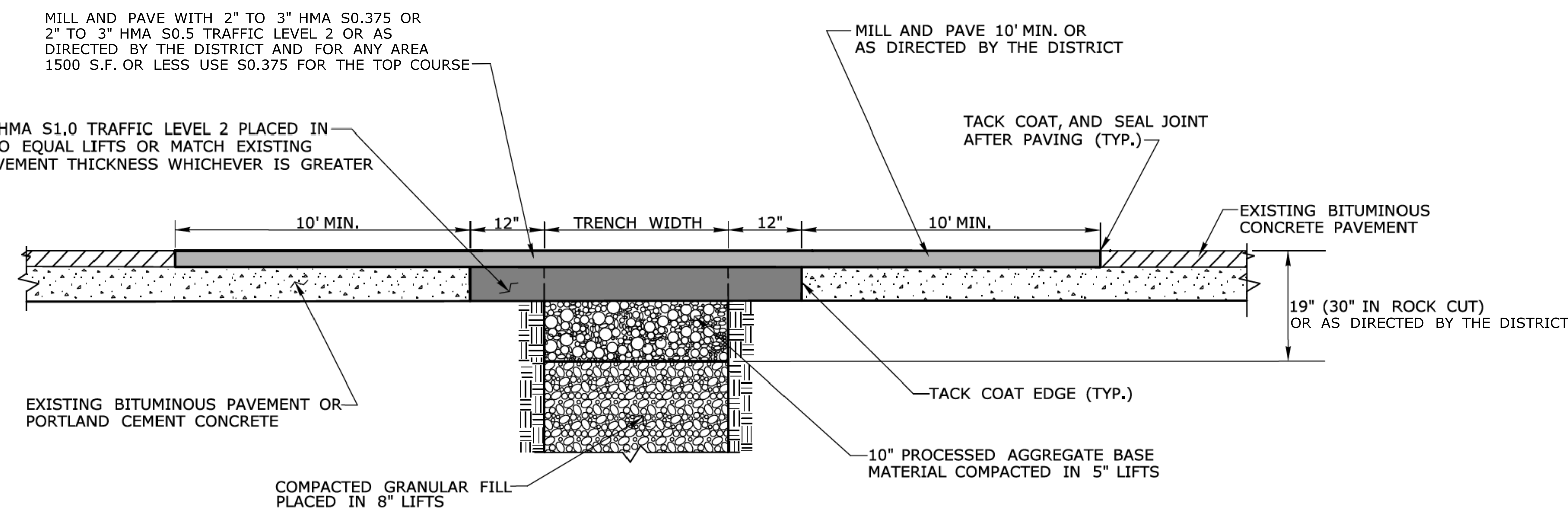


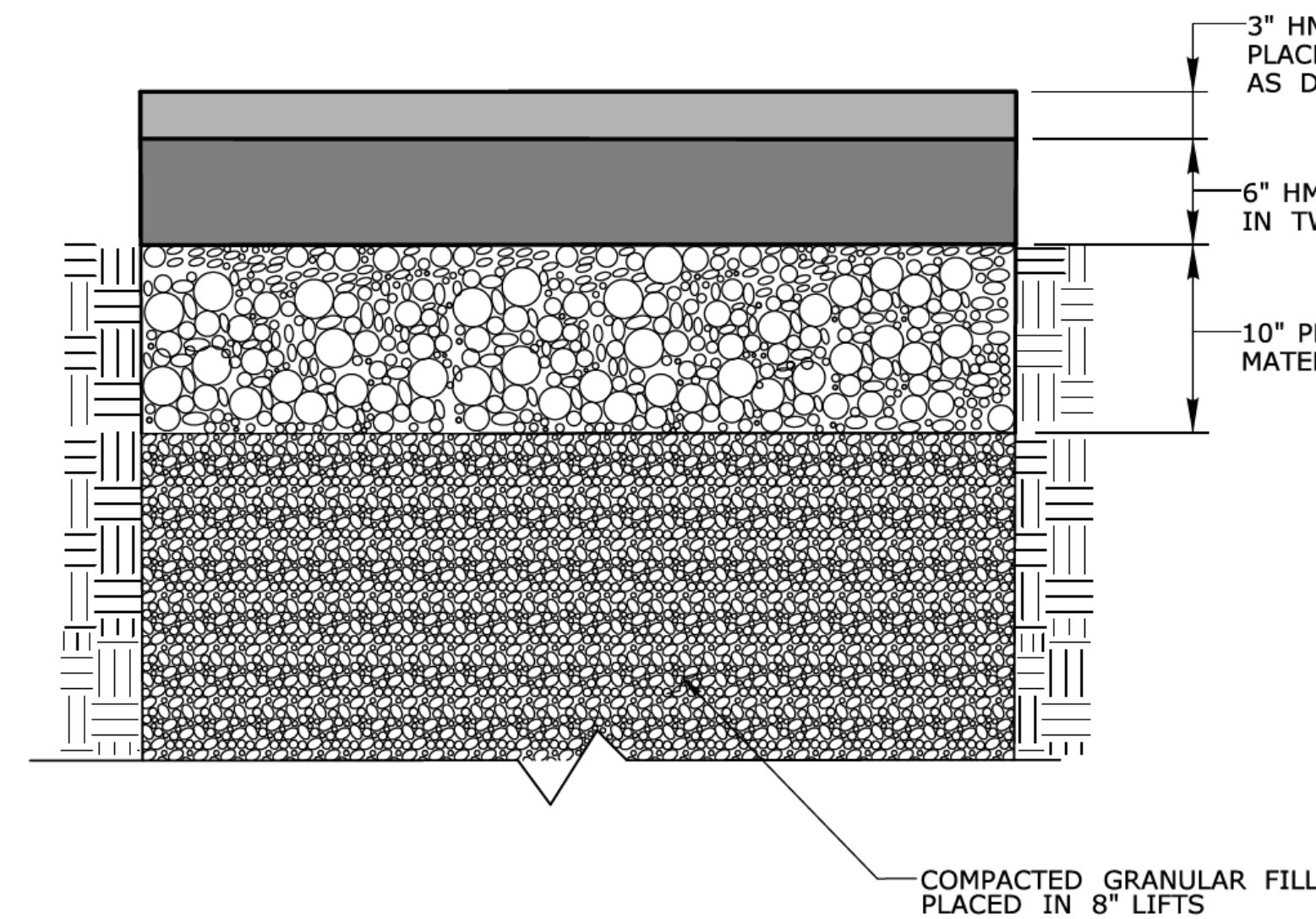
TEMPORARY PAVEMENT REPAIR FOR TRENCH THROUGH OVERLAID PORTLAND CEMENT CONCRETE OR BITUMINOUS CONCRETE PAVEMENT



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



PERMANENT PAVEMENT REPAIR WITH MILLING



ROADWAY PROFILE

GENERAL NOTES:

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:

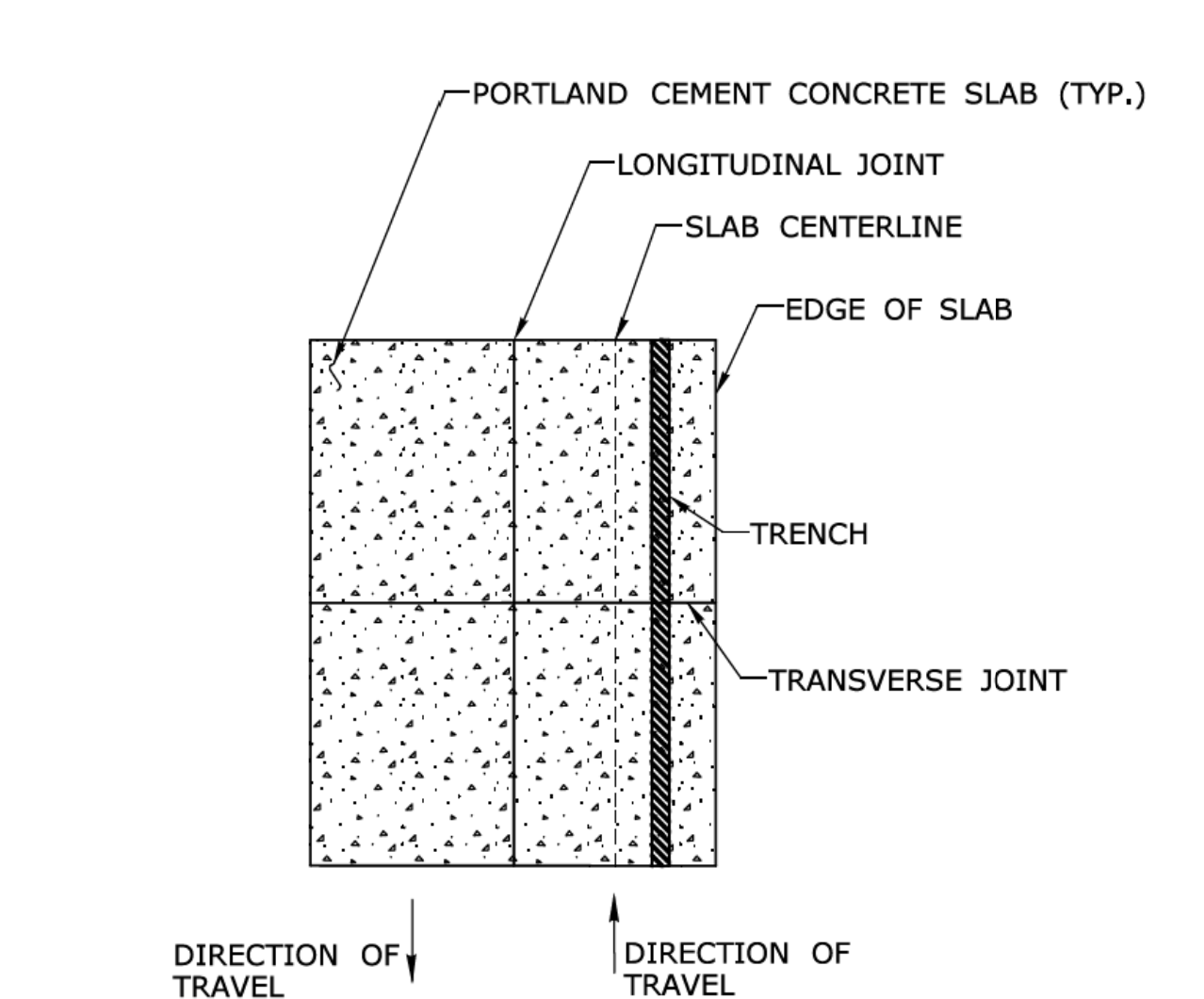
- a. PLACE HMA S1.0 TRAFFIC LEVEL 2 IN TWO EQUAL 4" - 5" LIFTS TO MATCH EXISTING CONCRETE PAVEMENT THICKNESS
- b. PLACE HMA S0.5 TRAFFIC LEVEL 2 IN 2" - 3" LIFTS TO MATCH EXISTING BITUMINOUS CONCRETE PAVEMENT THICKNESS, WITH THE FINAL LIFT BEING 2"

2. TRANSVERSE TRENCHING FOR JOINTED CONCRETE PAVEMENT:

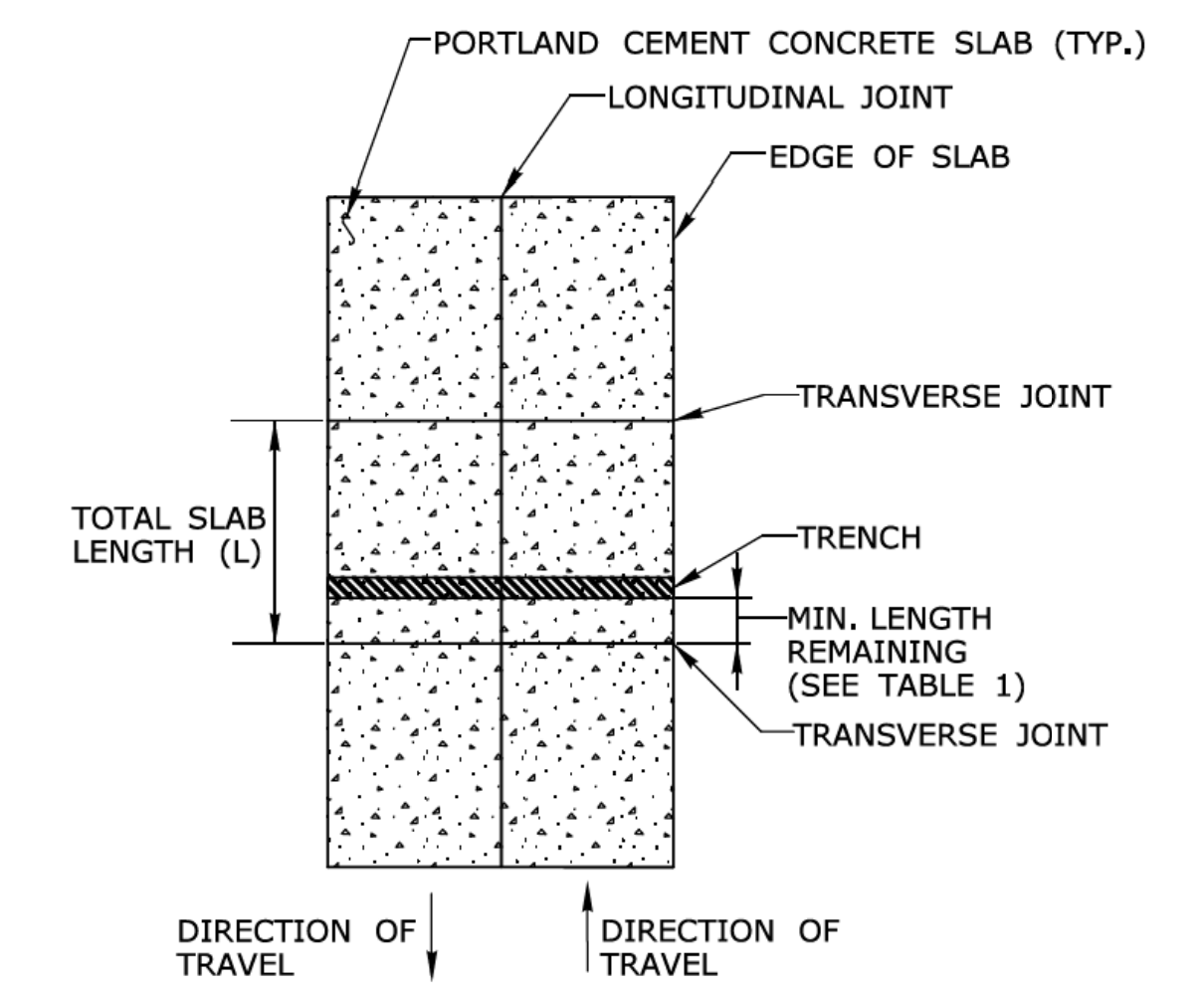
TABLE 1	
TOTAL SLAB LENGTH (L)	MIN. LENGTH REMAINING
40' OR LONGER	1/4 L
15' - 40'	10'
15' OR SHORTER	REBUILD TO NEAREST JOINT

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 S0.5 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 (SEE NOTE 2)