

CONSTRUCTION NOTES AND REQUIREMENTS

THE FOLLOWING NOTES ARE APPLICABLE TO THE REPAIR OF TRENCHES AND INTERMITTENT UTILITY CUTS IN EXISTING PAVEMENT HAVING A FLEXIBLE SURFACE AND A RIGID BASE.

SEE STANDARD BC 576.20-1 FOR CONSTRUCTION DETAILS

REMOVE EXISTING PAVEMENT:

- EXISTING PAVEMENT SHALL BE REMOVED TO THE DIMENSIONS SHOWN ON THE CONSTRUCTION DETAIL FOR BOTH LONGITUDINAL AND TRANSVERSE PAVEMENT CUTS. WHERE IT CAN BE DETERMINED THAT A PAVEMENT CUT IS LOCATED WITHIN 2 FEET OF AN EXISTING JOINT, THE ADDITIONAL WIDTH OF EXISTING BRICK AND CONCRETE BASE FROM THE PAVEMENT CUT TO THE EXISTING JOINT SHALL ALSO BE REMOVED.
- SALVAGE LONGITUDINAL AND TRANSVERSE TIE BARS WHERE PAVEMENT IS REMOVED TO AN EXISTING JOINT. CUT BACK EXISTING FLEXIBLE SURFACING AS SHOWN.

PAVEMENT REPLACEMENT:

- THE TOP 6 INCHES OF THE TRENCH OR INTERMITTENT UTILITY CUT SHALL BE FILLED WITH COMPACTED SUBBASE. TYPE OF SUBBASE MATERIAL AND ADDITIONAL THICKNESS, IF REQUIRED SHALL BE IN ACCORDANCE WITH THE PLANS OR AS DIRECTED BY THE ENGINEER. SEE SECTION 32 11 23.10 IN SPECIFICATIONS.
- CLEAN AND WET EDGES OF EXISTING PAVEMENT AND COMPACT AND DAMPEN SUBBASE OF ENTIRE OPENING BEFORE PLACING CONCRETE. AT EXISTING JOINTS, REPLACE 3/4 INCH EXPANSION MATERIAL, EXPANSION SLEEVES OR COMPLETE EXPANSION AND CONTRACTION JOINT ASSEMBLIES AS REQUIRED BEFORE PLACING CONCRETE.
- AT PAVEMENT CUTS, DRILL HOLE AND INSTALL 1/2 OF LONGITUDINAL TIE DEVICE AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH STANDARD BC 572.61-2 PLACE CONCRETE BASE USING MODIFIED MIX 6 CONCRETE. * SEE SECTION 32 01 30.10 IN SPECIFICATIONS.
- THE FLEXIBLE PAVING SHALL BE REPLACED FLUSH WITH THE FINISHED PAVEMENT SURFACE USING A BINDER COURSE WITH MAXIMUM 3 INCH COMPACTED LAYERS AND A 2 INCH COMPACTED SURFACE COURSE. SEE SECTION 32 01 17.59 IN SPECIFICATIONS.
- ALL EXPOSED EDGES OF EXISTING FLEXIBLE PAVEMENT, THE SURFACE OF CONCRETE BASE AND EACH LAYER OF HOT MIX ASPHALT (HMA) BINDER COURSE SHALL BE PRIMED WITH A MATERIAL SATISFACTORY TO THE ENGINEER BEFORE THE NEXT LAYER OF HMA MIXTURE IS PLACED.

GENERAL NOTES:

- ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THE LATEST BALTIMORE CITY STANDARD SPECIFICATIONS.
- PROCEDURE FOR MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE DEPARTMENT OF TRANSPORTATION (DOT), TRAFFIC DIVISION BEFORE ANY EXISTING PAVEMENT IS REMOVED.
- IF THE PERMANENT RESTORATION IMPACTS THE CROSSWALK, THEN ENTIRE LENGTH OF CROSSWALK MUST BE REPLACED BY DOT APPROVED CROSSWALK MARKING. SEE DETAIL BC577.01.

* CAPABLE OF ACHIEVING A COMPRESSIVE STRENGTH OF TWENTYFIVE HUNDRED (2500) PSI WITHIN TWELVE (12) HOURS.

PAVEMENT REPLACEMENT:

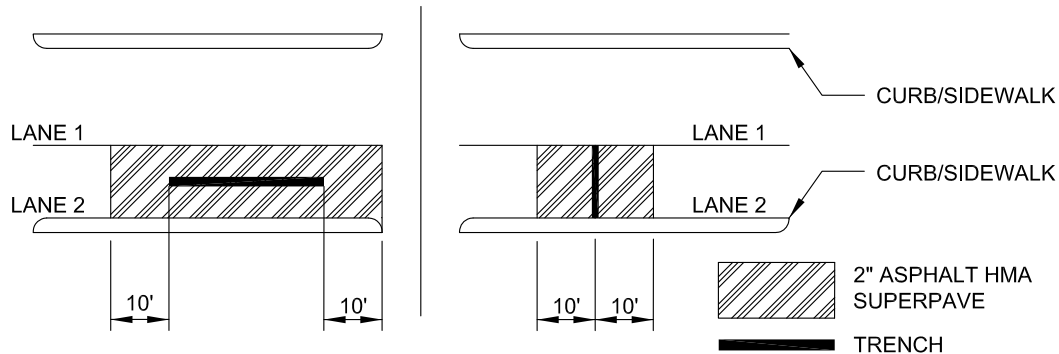


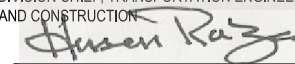


FIGURE 1

LONGITUDINAL TRENCH

FIGURE 2

TRANSVERSE TRENCH

	APPROVED:  DIVISION CHIEF, TRANSPORTATION ENGINEERING AND CONSTRUCTION	CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ENGINEERING AND CONSTRUCTION	ISSUED	REVISED	REVISED
	 DIRECTOR, DEPARTMENT OF TRANSPORTATION		STREET CUT AND REPAIR FLEXIBLE SURFACE RIGID BASE	8 / 2010	10 / 2013
		STANDARD NO. BC 576.20-2		SCALE : NONE	SHEET 2 OF 2