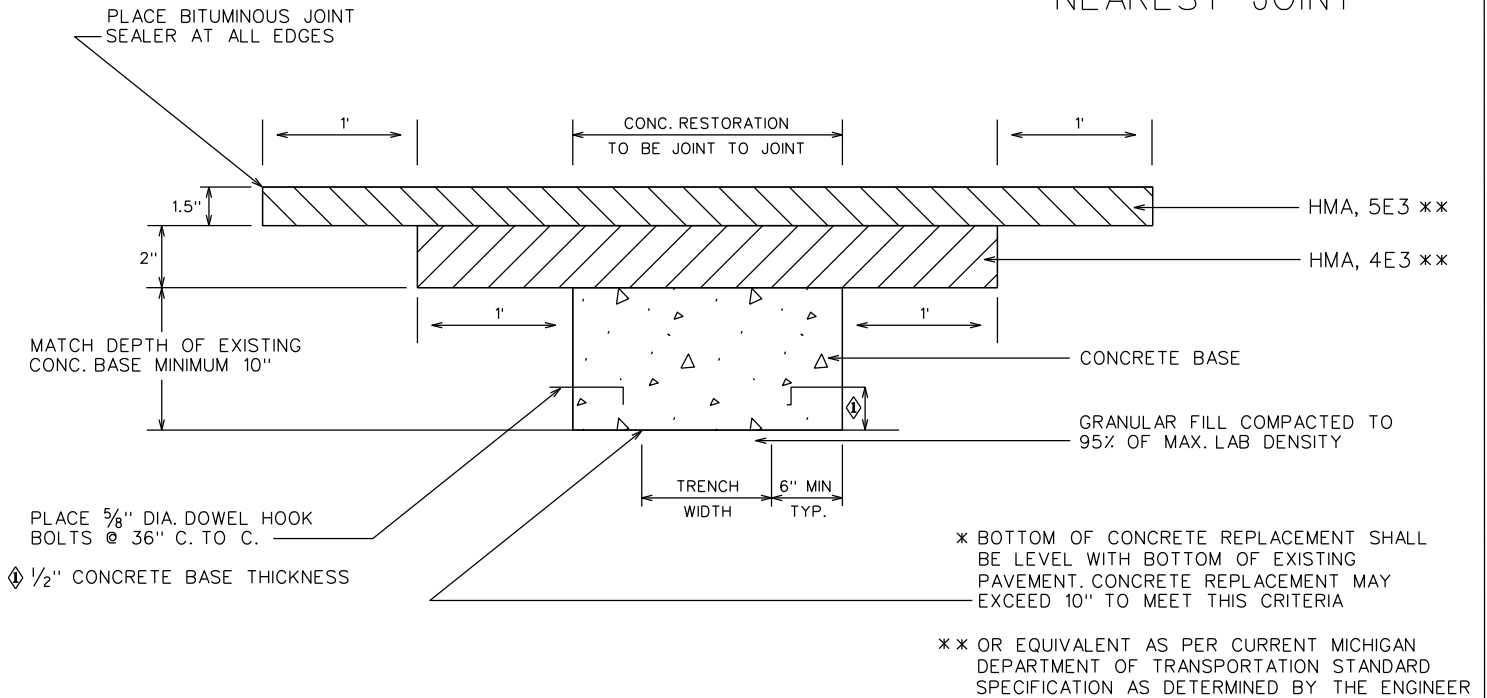


MAJOR STREETS:

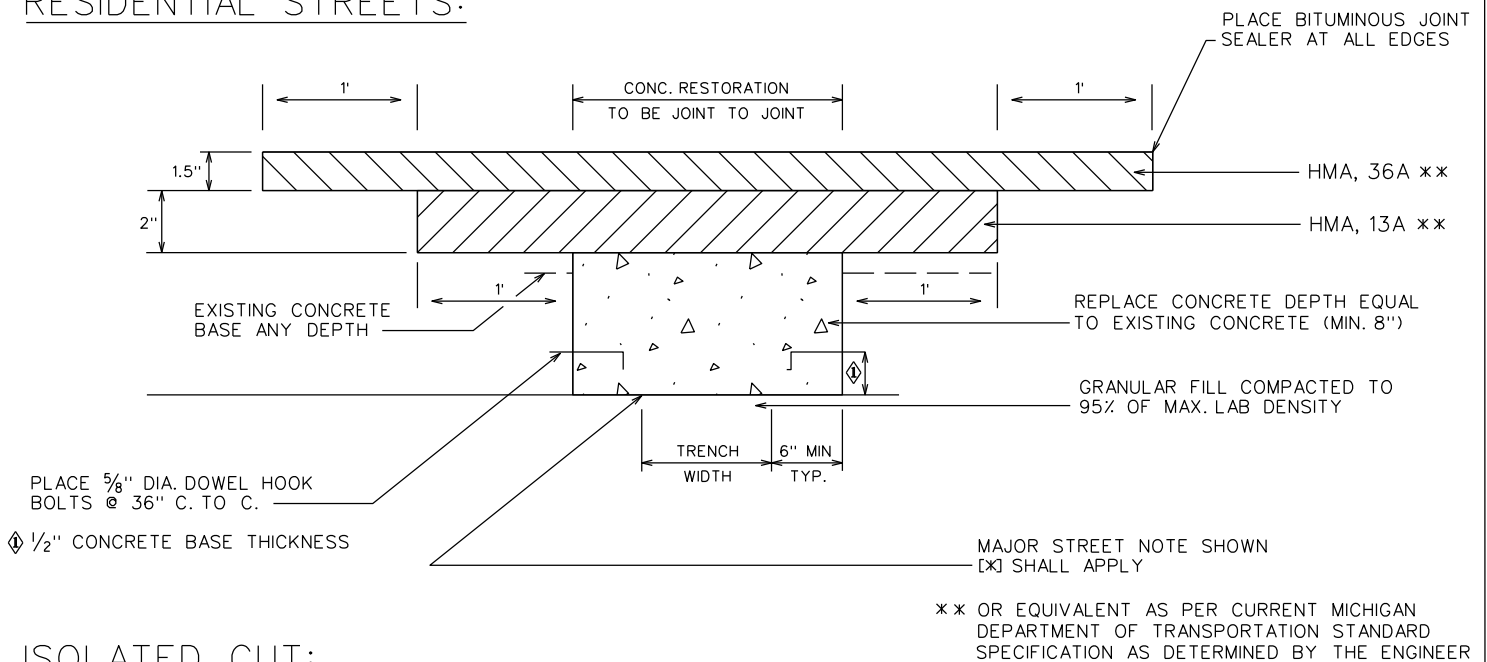
NOTE: PAVEMENT CUTS
MUST EXTEND TO
NEAREST JOINT



EXCEPTION:

TO ABOVE 3" HMA REPLACEMENT, WHEN PAVEMENT REPLACEMENT IS 100 FEET FROM EITHER SIDE OF UNDERPASS REPLACE 10" MIN CONCRETE BASE WITH TOP OF CONCRETE LEVEL WITH TOP OF EXISTING CONCRETE AND REPLACE HMA SECTION AS EXISTING

RESIDENTIAL STREETS:



ISOLATED CUT:

TRIM JOINT TO OBTAIN VERTICAL CUT

B					
A					
DESCRIPTION	DRWN	CHKD	APPD	DATE	
REVISIONS					
DRAWN BY	WLW	CHECKED	KSM		
DATE	08/29/18	APPROVED	SRB		

**HMA SURFACE ON
CONCRETE BASE
UTILITY TRENCH
CONSTRUCTION
PAVEMENT RESTORATION**

CITY OF DETROIT CITY ENGINEERING DIVISION SURVEY BUREAU	
JOB NO.	
DRWG. NO.	1 OF 2

CITY OF DETROIT NOTES

1. MILL (REMOVE) HMA PAVEMENT WITHIN AND BEYOND THE AREA OF TRENCH PAVEMENT REMOVAL IN ORDER TO DETERMINE LOCATION OF UNDERLYING CONCRETE BASE PAVEMENT JOINTS. MILL MINIMUM TO 1' BEYOND NEAREST CONCRETE JOINTS.
2. EXTEND UTILITY TRENCH CONCRETE PAVEMENT REMOVAL TO ALL CONCRETE PAVEMENT JOINTS AND / OR CURBS ADJACENT TO THE TRENCH AREA. REMOVAL SHALL BE "JOINT TO JOINT".
3. CONCRETE PAVEMENT CUTS SHALL BE MINIMUM 3' WIDE.
4. ALL PAVEMENT CUTS SHALL BE MINIMUM 1' WIDER THAN TRENCH WIDTH.
5. ALL REMOVALS SHALL BE SAWCUT STRAIGHT AND SQUARE (90 DEGREES).
6. CONCRETE RESTORATION PAVEMENT SHALL BE MDOT P1 MIX (3,500 PSI).
7. RESTORED CONCRETE PAVEMENT SHALL MATCH THICKNESS OF EXISTING CONCRETE PAVEMENT IN CONFORMANCE WITH MDOT STANDARDS DETAIL R-44-F.
8. RESTORED CONCRETE SHALL BE ANCHORED TO EXISTING CONCRETE PAVEMENT IN CONFORMANCE WITH MDOT STANDARD DETAIL R-44-F
9. APPLY HMA TACK COAT PER MDOT STANDARD SPECIFICATIONS SECTION 904.
10. RESTORE HMA PAVEMENT 3 1/2" TO MATCH EXISTING, IN 2 LIFTS:
 - 1ST LIFT - 2" MDOT HMA 4E3 (13A RESIDENTIAL), COMPACTED, EXTENDED 1' BEYOND BASE CONCRETE REPAIR.
 - 2ND LIFT - 1 1/2" MDOT HMA 5E3 (36A RESIDENTIAL), COMPACTED, EXTENDED 1' BEYOND 1ST LIFT..
11. BITUMINOUS JOINT SEALER SHALL BE PLACED AT ALL FINISHED HMA JOINTS.
12. ALL DISTURBED PAVEMENT MARKINGS AND OTHER ASSETS, INCLUDING BIKE LANE DELINEATORS, WILL HAVE TO BE REPLACED AT THE COST OF THE PERMIT HOLDER, AND SHALL CONFORM TO THE LATEST CED / TED STANDARDS.
13. FOR OTHER RELATED SPECIFICATIONS (BACKFILL COMPACTION, MATERIALS, ETC...), REFER TO DIVISION 15 OF THE STANDARD SPECIFICATIONS FOR PAVING AND RELATED CONSTRUCTION.
14. NOTIFY THE CITY OF DETROIT ENGINEERING DEPARTMENT 24 HOURS PRIOR TO STARTING CONSTRUCTION.
15. ANY OPEN EXCAVATIONS ARE TO BE STEEL PLATED. IF EXCAVATIONS ARE IN THE PAVEMENT, THE PLATES ARE TO BE SPIKED AND RAMPED WITH COLD PATCH. CONTACT THE CITY WITH LOCATION OF THE STEEL PLATE.
16. THE CITY OF DETROIT REQUIRES ALL CONCRETE WORK TO BE STAMPED WITH A CONTRACTORS IDENTIFICATION STAMP.

B						HMA SURFACE ON CONCRETE BASE UTILITY TRENCH CONSTRUCTION PAVEMENT RESTORATION	CITY OF DETROIT CITY ENGINEERING DIVISION SURVEY BUREAU
A							JOB NO.
DESCRIPTION		DRWN	CHKD	APPD	DATE		DRWG. NO.
REVISIONS							2 OF 2
DRAWN BY	WLW	CHECKED		KSM			
DATE	08/29/18	APPROVED		SRB			