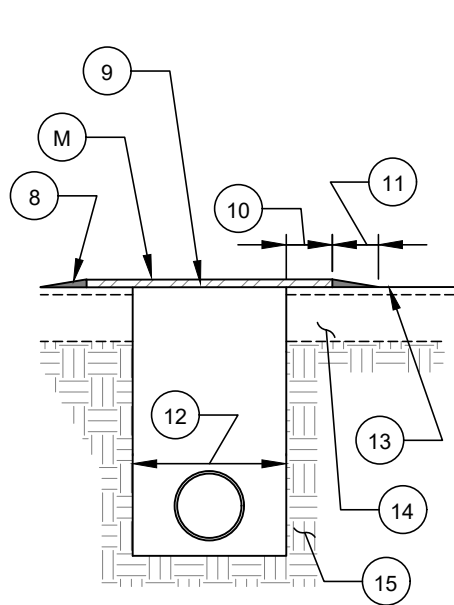
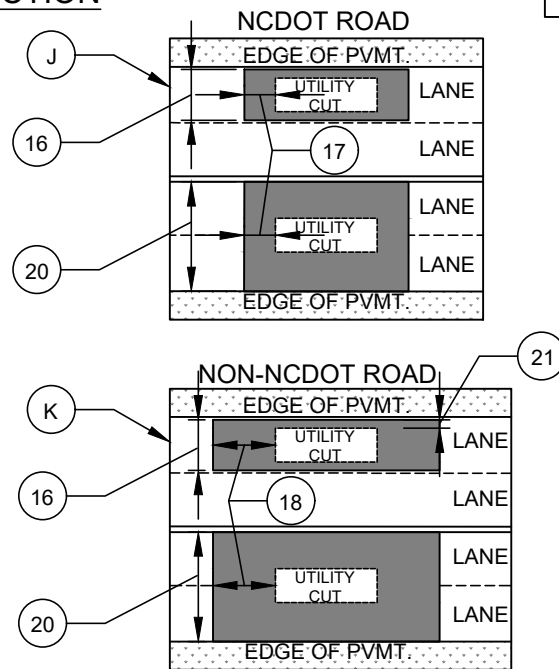


ELEVATION SECTION



STEEL PLATE INSTALLATION



MILLING AND RESURFACING REQUIREMENTS

NO. DESCRIPTION:

1. 1.5" S9.5B OR S9.5C SURFACE COURSE.
2. EXISTING ASPHALT, CONCRETE, OR CABG BASE.
3. PAVEMENT SUBGRADE.
4. 12" COMPACTED ABC STONE AT 100% DENSITY.
5. #57 WASHED BEDDING STONE.
6. SELECT BACKFILL OR CLTW. APPROVED BACKFILL MATERIAL AT 95% DENSITY.
7. TRENCH FAILURE LINE.
8. TEMPORARY ASPHALT WEDGE (ALL AROUND).
9. STEEL PLATE ON TOP OF EXISTING ASPHALT.
10. 12" MIN. PLATE OVERLAP.
11. 12" MIN.
12. EXCAVATION SPAN.
13. EXISTING ASPHALT.
14. BASE/SUBGRADE.
15. ORIGINAL GROUND.
16. ONE LANE WIDTH
17. NCDOT - 15' RESURFACING.
18. NON-NCDOT - (LESS THAN 2 YR. OLD) 50' RESURFACING.
19. NON-NCDOT - (2-5 YR. OLD) 5' RESURFACING.
20. BOTH LANES WIDTH.
21. 5' WIDTH.

NOTES:

- A. ALL PAVEMENT REPAIRS ARE SUBJECT TO APPROVAL BY CITY OF CHARLOTTE DOT, NCDOT, AND/OR GOVERNING AGENCY AS APPLICABLE.
- B. SEE SPECIFICATIONS. MINIMUM 9.5" BITUMINOUS ASPHALT PAVEMENT IN THOROUGHFARES, AND MINIMUM 6.5" BITUMINOUS ASPHALT PAVEMENT IN RESIDENTIAL STREETS, ALLEYS, PARKING LOTS, AND DRIVEWAYS. MAXIMUM 4" PAVEMENT LIFTS FOR 119.0B, 19.0C, AND 5.5 INCHES FOR B25.0B OR B25.0C. TACK COAT REQUIRED BETWEEN EACH PAVEMENT LIFT. TACK COAT SHALL BE ASPHALT BINDER (350°F TO 400°F) OR EMULSIFIED ASPHALT (130°F TO 160°F). PAVEMENT LIFTS PLACEMENT TEMPERATURE SHALL BE MINIMUM OF 225°F AND MAXIMUM OF 350°F. MINIMUM SURFACE AND AIR TEMPERATURE SHALL BE 35°F FOR BASE OR INTERMEDIATE LIFT AND 40°F FOR SURFACE LIFT.
- C. NOMINAL PIPE DIAMETER.
- D. COMPACTION REQUIREMENTS INCLUDE: BITUMINOUS ASPHALT PAVEMENT - 92% DENSITY, WITHIN 12" OF PAVEMENT SUBGRADE - 100% DENSITY - STANDARD PROCTOR, REMAINING TRENCH DEPTH - 95% DENSITY-STANDARD PROCTOR.
- E. ALL CONCRETE AND ASPHALT PAVEMENT, INCLUDING DRIVEWAYS, TO BE CUT WITH A SAW OR MILLED FULL DEPTH.
- F. WHERE EXISTING CONCRETE PAVEMENT IS OVERLAID WITH ASPHALT, 119.0 OR B25.0 MAY BE SUBSTITUTED FOR CONCRETE, AS A BASE MATERIAL, WITH THE APPROVAL OF THE CONTROLLING AGENCY.
- G. SEE DETAILED SPECIFICATIONS FOR TRENCH WIDTH.
- H. PROPOSED THICKNESS OF PAVEMENT SHALL BE 1 INCH DEEPER THAN EXISTING (MIN.) INCLUDING ABC BASE COURSE.
- I. SEE SPECIFICATIONS FOR STEEL PLATE REQUIREMENTS. STREET MAINTENANCE SHALL BE NOTIFIED WHEN A PLATE WILL BE IN USE. PLATE SHALL BE MARKED WITH SOME TYPE OF IDENTIFIER. PLATE SHALL BE TACKED ON ALL FOUR CORNERS WITH HOT MIX ASPHALT AND RAMPED TO SMOOTH TRANSITION AND PREVENT SHIFTING. PLATES REMAINING IN THE ROADWAY FOR MORE THAN 7 DAYS REQUIRE COUNTERSINKING (MAY BE REQUIRED DURING WINTER MONTHS AT ANY TIME). PLATES SHALL BE GRADE A36 STEEL WITH A MINIMUM THICKNESS OF 1 INCH. FOR TRAFFIC SAFETY, PLATES MAY ONLY BE USED OVER COMPACTED BACKFILLED TRENCHES.
- J. NCDOT - ANY PAVEMENT CUT IN A TRAVEL LANE REQUIRES THAT ONE LANE WIDTH TO BE MILLED AND RESURFACED FOR A MINIMUM OF 15' EACH SIDE OF THE PAVEMENT CUT.
- K. NON-NCDOT (FOR PAVEMENT LESS THAN 2 YEARS OLD) - SHALL BE MILLED AND RESURFACED FOR A MINIMUM OF 50' EACH SIDE OF THE PAVEMENT CUT ALONG THE LANE AND 5' ON THE SIDES OF THE PAVEMENT CUT.
- L. NON-NCDOT (FOR PAVEMENT BETWEEN 2 AND 5 YEARS OLD) - SHALL BE MILLED AND RESURFACED FOR A MINIMUM OF 5 FEET ON ALL 4 SIDES OF THE PAVEMENT CUT.
- M. CDOT REQUIRES STEEL PLATES TO BE FLUSH WITH FINISH GRADE SITTING IN A MILLED RECESS IN THE PAVEMENT, DURING WINTER MONTHS.