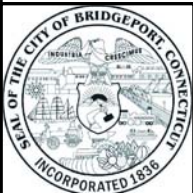


* SEE NOTES
 ** SEE NOTE # 5

NOTES:

1. TACK COAT CONFIRMING TO AASHTO 140, GRAD MS-2 SHALL BE APPLIED PRIOR TO THE PLACING OF THE FIRST COURSE OF BITUMINOUS CONCRETE.
2. AFTER THE FIRST COURSE OF BITUMINOUS CONCRETE HAS BEEN PLACED AND COMPACTED, ANOTHER APPLICATION OF TACK COAT SHALL BE APPLIED TO THE PATCH & THE EXISTING PAVEMENT.
3. A FINAL APPLICATION OF TACK COAT SHALL BE APPLIED TO THE JOINT BETWEEN THE PATCH & THE EXISTING PAVEMENT SURFACE. IT SHALL BE APPLIED SO THE APPROXIMATELY TWO INCHES & FOUR INCHES ARE ON THE EXISTING PAVEMENT & PATCH.
4. PAVEMENT SHALL BE SEALED WITH AN APPROVED ASPHALTIC MATERIAL IN ACCORDANCE WITH THE CT DOT FORM 817.
5. IF THE EXISTING PAVEMENT EXCEED 5" IN DEPTH CLASS 4 BITUMINOUS CONCRETE SHALL BE INSTALLED IN 3" LIFTS AND COMPACTED.
6. AS PER CTDOT SECTION 10.01 FORM 817, ALL TRENCHES IN EXISTING PAVED SURFACES, WHICH PARALLEL THE CURB, SHALL BE NO MORE THAN 1 1/2 FT. FROM THE CURB OR WHEN NO CURB IS PRESENT, THE APPARENT EDGE OF ROAD.
7. DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
8. DISTURBED TRAFFIC LOOPS SHALL BE PUT BACK.

ALL SPECS FROM CTDOT FORM 817



CITY OF BRIDGEPORT

REV.	DATE	DESCRIPTION

ENGINEERING DEPARTMENT

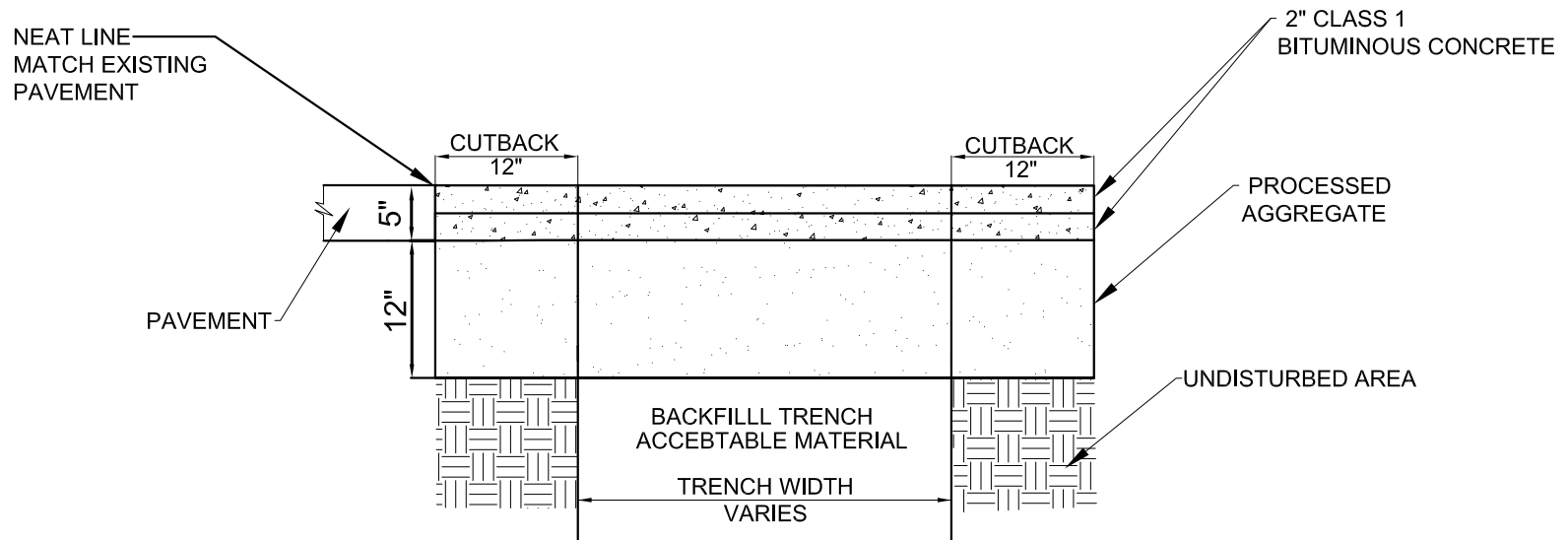
 PERMANENT PAVEMENT
 REPAIR DETAIL

SHEET - 1

SCALE : N.T.S

DRAWN BY: MJ

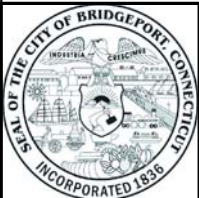
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NOTES:

1. AS PER CTDOT SECTION 10.01 FORM 817, ALL TRENCHES IN EXISTING PAVED SURFACES, WHICH PARALLEL THE CURB, SHALL BE NO MORE THAN 1 1/2 FT. FROM THE CURB OR WHEN NO CURB IS PRESENT, THE APPARENT EDGE OF ROAD.
2. DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
3. DISTURBED TRAFFIC LOOPS SHALL BE PUT BACK.

ALL SPECS FROM CTDOT FORM 817



CITY OF BRIDGEPORT

REV.	DATE	DESCRIPTION

ENGINEERING DEPARTMENT

TEMPORARY PAVEMENT
REPAIR DETAIL

SHEET - 2

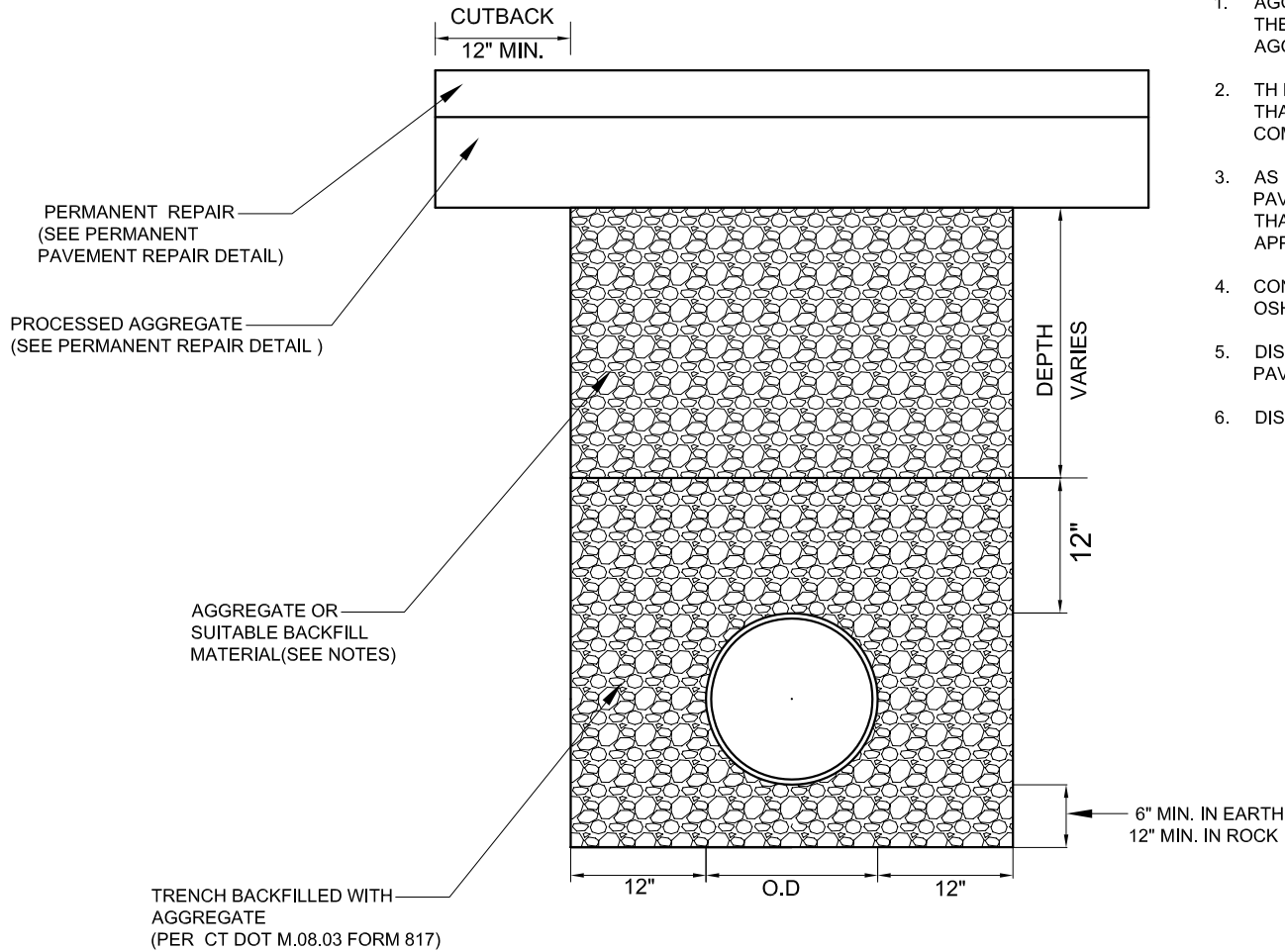
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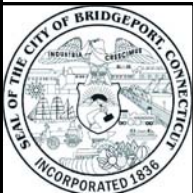
CHECKED BY: JPU & PDP

NOTES:

1. AGGREGATE SHALL BE PLACED AROUND AND OVER THE PIPE 12" ABOVE THE TOP OF THE PIPE. THE REMAINDER SHALL BE FILLED WITH AGGREGATE OR SUITABLE BACKFILL MATERIAL.
2. TH BACKFILL MATERIAL SHALL BE PLACED IN LAYERS OF NOT MORE THAN 6" DEEP AFTER COMPACTION & SHALL BE THOROUGHLY COMPACTED.
3. AS PER CTDOT SECTION 10.01 FORM 817, ALL TRENCHES IN EXISTING PAVED SURFACES, WHICH PARALLEL THE CURB, SHALL BE NO MORE THAN 1 1/2 FT. FROM THE CURB OR WHEN NO CURB IS PRESENT, THE APPARENT EDGE OF ROAD.
4. CONTRACTOR SHALL BE RESPONSIBLE TO FOLLOW ALL APPLICABLE OSHA REGULATIONS.
5. DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
6. DISTURBED TRAFFIC LOOPS SHALL BE PUT BACK



ALL SPECS FROM CTDOT FORM 817



CITY OF BRIDGEPORT

DATE	DESCRIPTION

ENGINEERING DEPARTMENT

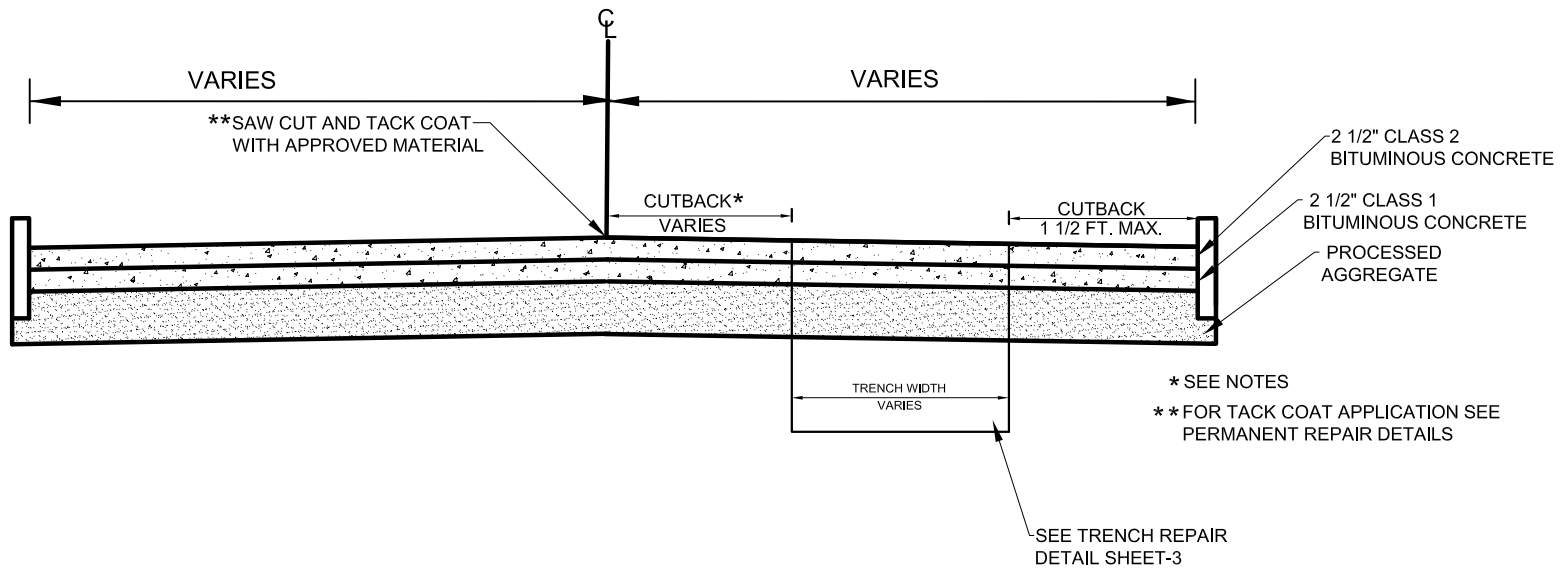
TRENCH REPAIR
DETAIL

SHEET - 3

SCALE : N.T.S

DRAWN BY: MJ

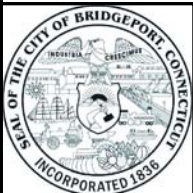
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NOTES:

1. IF OPENING OR EXCAVATION IS MADE IN ANY STREET OR HIGHWAY WHICH IS 100 LINEAR FEET OR MORE MILLING OR SAWCUTTING WILL BE REQUIRED FROM CENTERLINE TO CURB. CUTBACK WILL VARY DUE TO THE TRENCH DISTANCE FROM THE CENTERLINE OF THE EXISTING ROADWAY.
2. IF TRENCH EXCAVATION IMPACT INTO OR DISTURB MORE THAN ONE LANE, AT WHICH TIME COMPLETE CURB OR ESPLANADE TO CURB REHABILITATION WILL BE REQUIRED.
3. AS PER CTDOT SECTION 10.01 FORM 817, ALL TRENCHES IN EXISTING PAVED SURFACES, WHICH PARALLEL THE CURB, SHALL BE NO MORE THAN 1 1/2 FT. FROM THE CURB OR WHEN NO CURB IS PRESENT, THE APPARENT EDGE OF ROAD.
4. BACKDISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
5. DISTURBED PAVEMENT MARKINGS SHALL BE REPLACED WITH NEW PAVEMENT MARKINGS AS PER MUTCD.
6. DISTURBED TRAFFIC LOOPS SHALL BE PUT BACK

ALL SPECS FROM CTDOT FORM 817



CITY OF BRIDGEPORT

REV.	DATE	DESCRIPTION

ENGINEERING DEPARTMENT

STREET OPENING OR EXCAVATION
WHERE TRENCH IS MORE THAN
ONE HUNDRED LINEAR FEET

SHEET - 4

SCALE : N.T.S

DRAWN BY: MJ

CHECKED BY: JPU & PDP