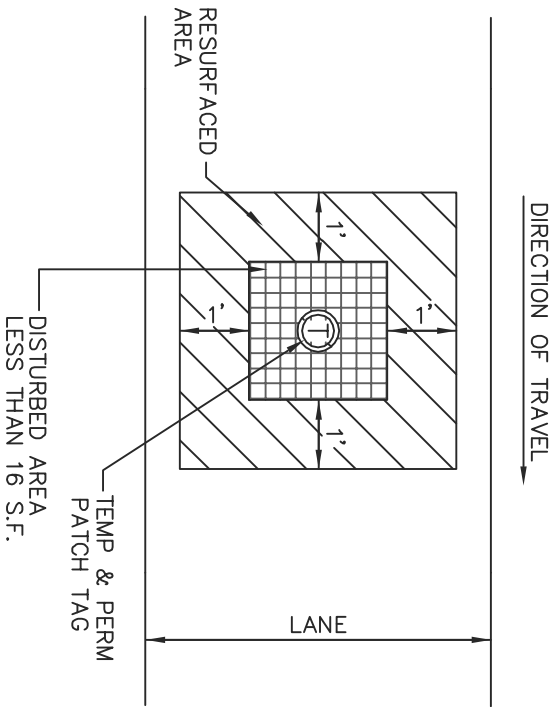


PLAN VIEW



PERMITTEE TAG DESIGN REQUIREMENTS

- ALL TEMPORARY AND PERMANENT PATCHES ARE REQUIRED TO HAVE A PERMITTEE IDENTIFICATION TAG INSTALLED ACCORDING TO THE REQUIREMENTS OF SECTION 57-240 OF THE CITY OF MOBILE RIGHTS OF WAY CONSTRUCTION AND ADMINISTRATION ORDINANCE.
- TAGS SHALL BE PLACED A MINIMUM OF 12" FROM THE EDGE OF PATCH.
- TAGS SHALL BE PLACED OUT OF DIRECT WHEEL TRAFFIC WHEN POSSIBLE.
- TAGS SHALL BE PLACED AT THE CENTER OF THE PATCH ALONG THE DIRECTION OF TRAVEL.

EXISTING MATERIALS LEGEND

- EXISTING INPLACE PAVEMENT
- EXISTING INPLACE ROADWAY BASE

REQUIRED MATERIALS LEGEND

- ALDOT 429A
IMPROVED BITUMINOUS CONCRETE WEARING SURFACE LAYER (MATCH EXISTING THICKNESS)
- ALDOT 429B
IMPROVED BITUMINOUS CONCRETE BINDER LAYER (MATCH EXISTING THICKNESS)
- ALDOT 301A
CRUSHED AGGREGATE BASE COURSE, TYPE B, PLANT MIXED, 6" COMPACTED THICKNESS (COMPACTED TO 100% MAX DRY DENSITY)
- ALDOT 210D
BORROW EXCAVATION (A2 OR BETTER) (COMPACTED TO 95% MAX DRY DENSITY) (PLACED IN 6" MAX LIFTS)[†]

[†] ALDOT 210F BORROW EXCAVATION (UNDERWATER BACKFILL)
[†] ALDOT #57 STONE[†] MAY BE USED ONLY WHEN PROPER COMPACTION CANNOT BE ACHIEVED DUE TO EXCAVATION BELOW THE WATERABLE OR OBSTRUCTIONS SUCH AS UTILITIES.

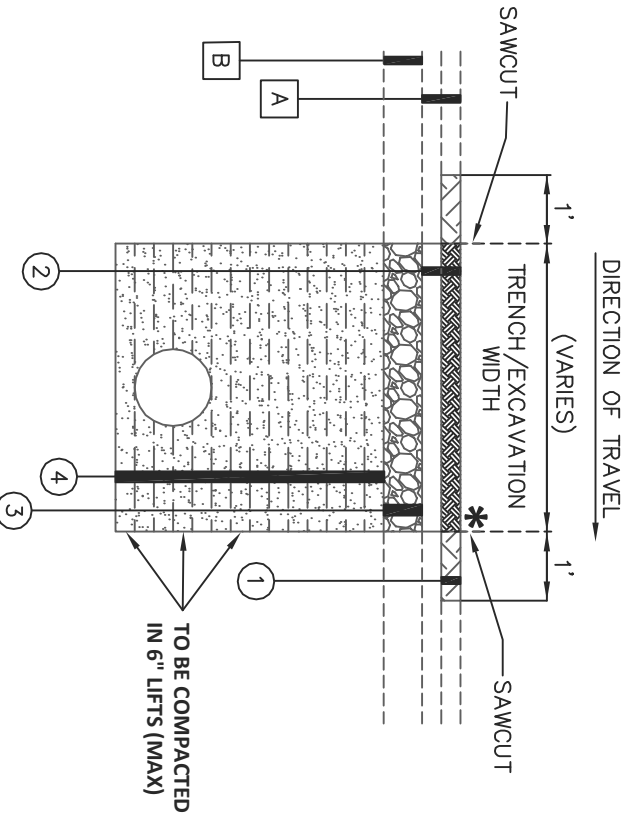
NOTES

- WHEN PRESENT, ANY EXISTING CONCRETE PANELS OVERLAIN WITH ASPHALT AFFECTED SHALL BE REPLACED IN THEIR ENTIRETY. THE NEWLY PLACED CONCRETE PANELS SHALL BE DOWELED INTO THE ADJACENT EXISTING CONCRETE PANELS ACCORDING TO ALDOT STANDARD DRAWING CPR-453 (SHEET 3).
- ALL ROADWAY BUILDUP ITEMS SHALL MEET THE MATERIAL AND CONSTRUCTION REQUIREMENTS OF THE 2006 ALDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- ANY EXISTING STRIPING, MARKINGS, AND/OR LEGENDS AFFECTED SHALL BE REPLACED WITH CLASS 2, TYPE A MATERIAL (REFLECTIVE THERMOPLASTIC).
- DEPENDING ON THE LOCATION AND EXTENT OF THE WORK, THE CITY ENGINEER MAY REQUIRE GEOTECHNICAL TESTING TO BE PERFORMED AND A PATCHING DETAIL BE DESIGNED BASED ON A GEOTECHNICAL ENGINEER'S RECOMMENDATIONS.

- * UNLESS PASSING GEOTECHNICAL COMPACTION TESTING IS PROVIDED TO THE CITY ENGINEER, A TEMPORARY PATCH SHALL BE PLACED AND REMAIN FOR 90 DAYS TO ALLOW FOR THE SETTLING AND COMPACTION OF UNDERLYING SOIL. IF A BINDER LAYER IS PRESENT, THE BINDER LAYER SHALL BE PLACED UP TO THE SURFACE ELEVATION. IF NO BINDER LAYER IS PRESENT, A COLD PATCH MAY BE APPLIED. AFTER 90 DAYS, THE TEMPORARY PATCH SHALL BE MILLED TO THE DEPTH OF THE EXISTING WEARING SURFACE AND THE PERMANENT ASPHALT WEARING SURFACE PATCH SHALL BE APPLIED TO THE RESURFACING LIMITS. NO COLD MIX MATERIAL SHALL REMAIN IN THE PERMANENT RESTORATION.

(AREAS LESS THAN 16 S.F.)

CROSS-SECTION VIEW



N.T.S.



CITY OF MOBILE, ALABAMA
ENGINEERING DEPARTMENT
TYPICAL PAVEMENT PATCHING DETAIL
FOR ASPHALT ROADWAYS
(AREAS LESS THAN 16 S.F.)