


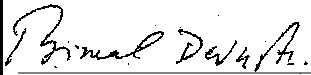
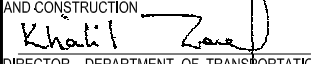
PAVEMENT REPLACEMENT (CONTINUES):

THE TOP 6 INCHES OF THE TRENCH SHALL BE FILLED WITH COMPACTED SUBBASE (6 INCHES CRUSHER RUN AGGREGATE CR-6), 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 JOINTS 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 REPLACE CONCRETE USING MODIFIED MIX NO. 6 CONCRETE CAPABLE OF ACHIEVING 2500 PSI WITHIN 12 HOURS. SEE SECTION 32-01-30.10, 3.6. B.2.b IN SPECIFICATIONS.

STEEL BARS ARE REQUIRED WHERE EXISTING PAVEMENT IS REINFORCED. COST OF MATERIAL AND PLACING STEEL BARS TO BE INCLUDED IN UNIT PRICE BID FOR PATCHING EXISTING PAVEMENT ITEMS.

GENERAL NOTES:

ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THE LATEST DEPARTMENT OF GENERAL SERVICES (DGS) STANDARD SPECIFICATIONS. THE ABOVE REQUIREMENTS ARE APPLICABLE TO ALL TYPES OF UTILITY REPAIR IN RIGID PAVEMENT. INTERMITTENT UTILITY CUTS WILL NOT BE PERMITTED. PROCEDURE FOR MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE DEPARTMENT OF TRANSPORTATION (DOT) BEFORE ANY EXISTING PAVEMENT IS REMOVED.

	APPROVED:  DIVISION CHIEF, TRANSPORTATION ENGINEERING AND CONSTRUCTION	CITY OF BALTIMORE DEPARTMENT OF TRANSPORTATION TRANSPORTATION ENGINEERING AND CONSTRUCTION	ISSUED	REVISED	REVISED
	 DIRECTOR, DEPARTMENT OF TRANSPORTATION		8 / 2010		
STREET CUT AND REPAIR RIGID PAVEMENT			STANDARD NO.		
			BC 576.18-2		
			SCALE : NONE	SHEET 2 OF 2	