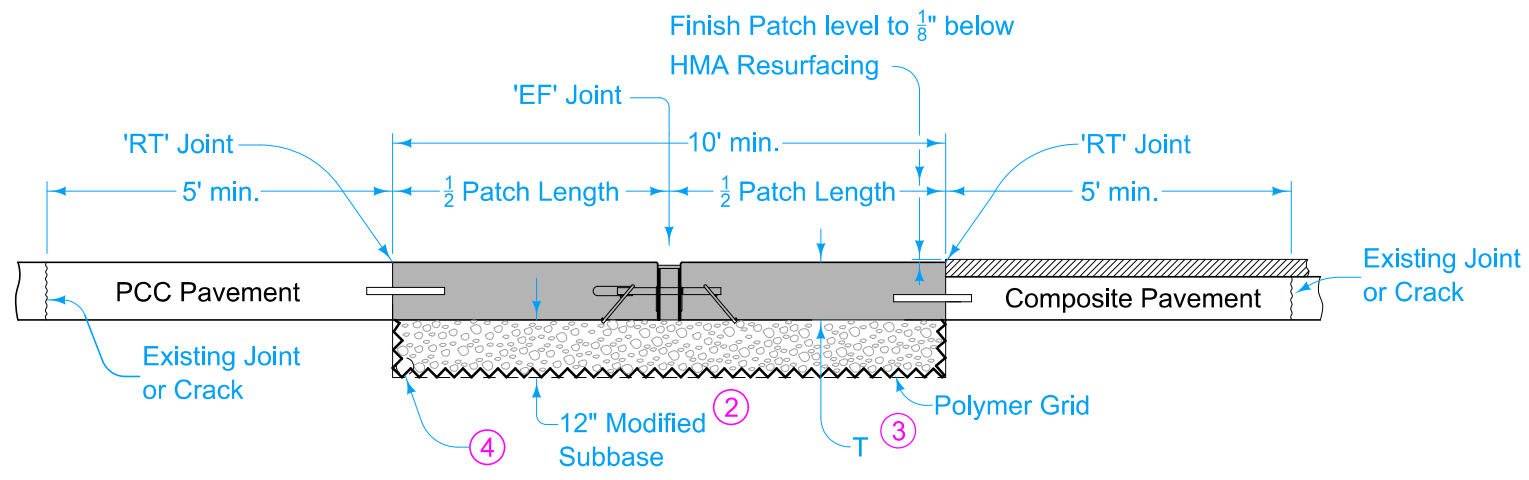


Pavement Rehabilitation

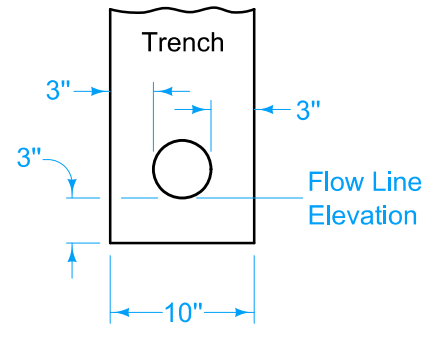
PR

Pavement Rehabilitation

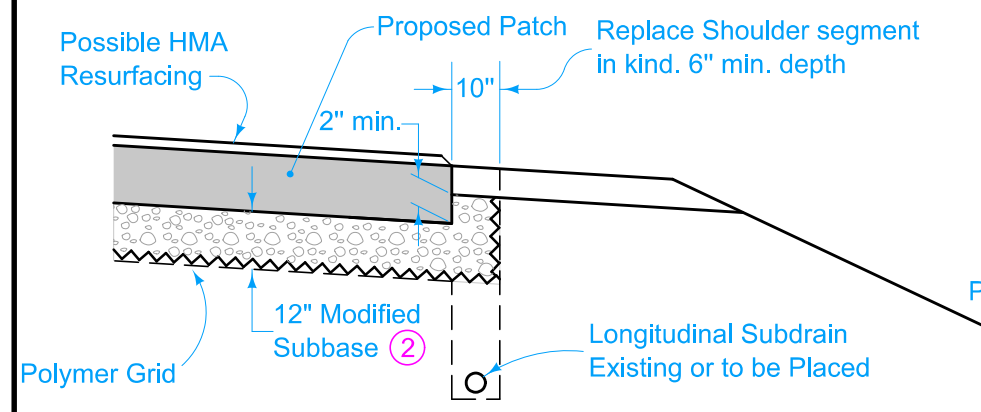
NO.	DATE	TITLE
PR-101	04-21-15	Full Depth Patch with 'EF' Joint in PCC
PR-102	04-21-20	Full Depth PCC Patch without Dowels
PR-103	10-17-23	Full Depth PCC Patch with Dowels
PR-104	10-21-14	Full Depth Patch continuous Reinforced PCC Pavement
PR-105	10-17-23	Full Depth Ramp PCC Patch with Dowels
PR-107	10-16-18	Partial Depth PCC Finish Patches
PR-109	10-15-24	Cross Stitching of PCC Pavement
PR-110	10-21-14	PCC Crack and Joint Cleaning and Filling
PR-120	04-21-20	Double Reinforced Pavement Over Box Culverts
PR-121	04-21-20	Reinforced Concrete Panel at Box Culvert
PR-140	04-21-15	Subbase Patches
PR-201	10-21-14	Runouts for Resurfacing
PR-202	10-21-14	Notches for Resurfacing (with or without Runout)



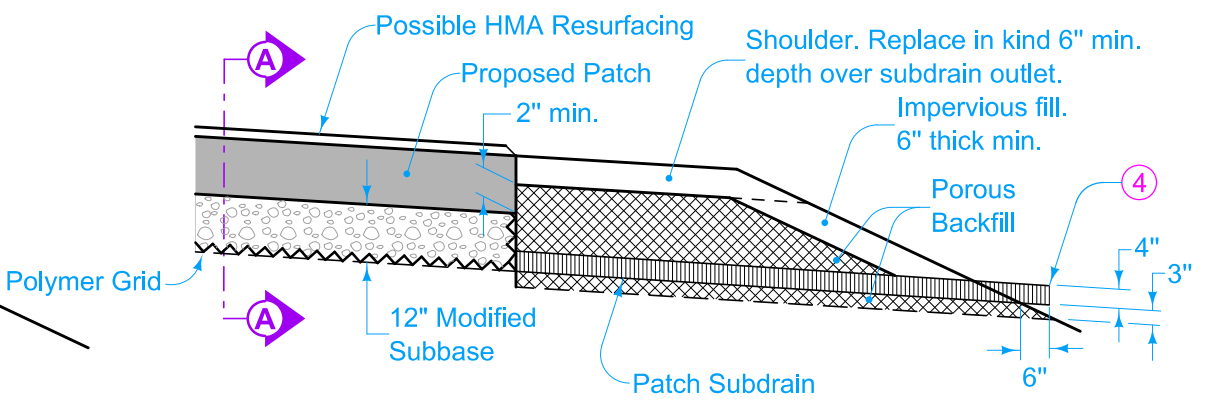
SECTION A-A
DOWELED PCC PAVEMENT



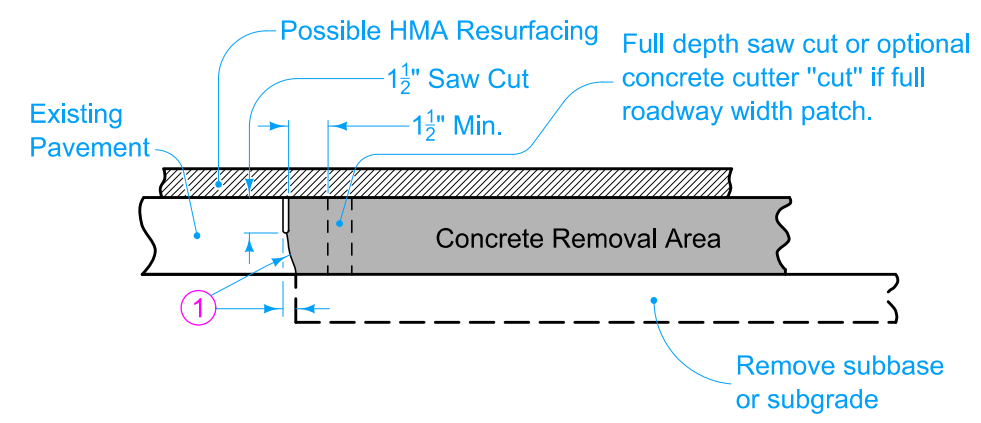
DRAIN PLACEMENT



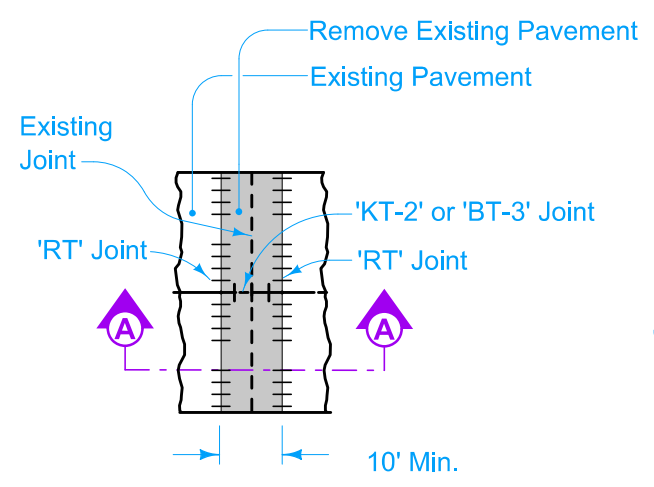
MODIFIED SUBBASE AND SUBDRAIN
IF LONGITUDINAL SUBDRAIN IS PRESENT OR IS TO BE PLACED



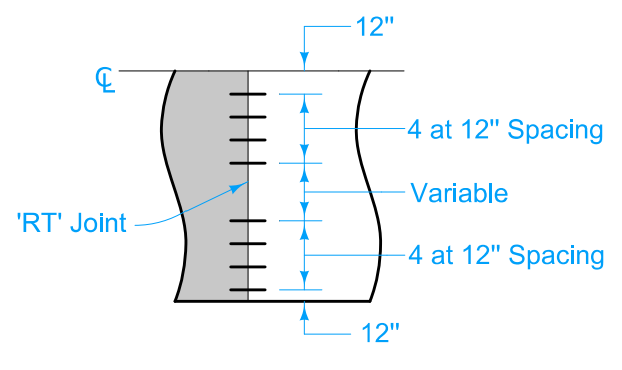
MODIFIED SUBBASE AND SUBDRAIN
WITHOUT LONGITUDINAL SUBDRAIN



PAVEMENT REMOVAL DETAILS



FULL ROADWAY WIDTH PATCH



TYPICAL HALF PLAN

Place Full Depth Patch with 'EF' Joint after the final lift of asphalt has been placed. Porous Backfill and Subdrain may be placed prior to construction of resurfacing of shoulders.

Place Full Depth Patch according to Full Depth Patch specifications and Standard Road Plan PR-103, except as noted on this sheet.

Place Full Depth Patch and 'EF' Joint full width of the roadway. If roadway has PCC shoulders, extend 'CF' joint across shoulder. Cost of placing 'CF' joint is incidental to 'EF' joint.

See PV-101 for joint and bar placement details.

- ① Break out concrete within 1 1/2" of saw cut with hand tools to ensure near vertical face with minimal undercut or protrusion. No need to remove protrusions smaller than 2 inches if uniformly tapered from bottom of saw cut to bottom of pavement. A step or ledge on this face will not be allowed.
- ② 12 inches Modified Subbase is required under Full Depth Patch with 'EF' Joint. Extend Modified Subbase over longitudinal subdrain, if present.
- ③ Unless noted otherwise in the plans, depth of patch, T, is 12 inches regardless of existing pavement thickness.
- ④ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place Patch Subdrain at low end(s) of patch.

Possible Contract Items:

- Joint Assembly, EF
- Patches, Full-Depth Repair
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)
- Patch Subdrain
- Subbase Patch with EF Joint

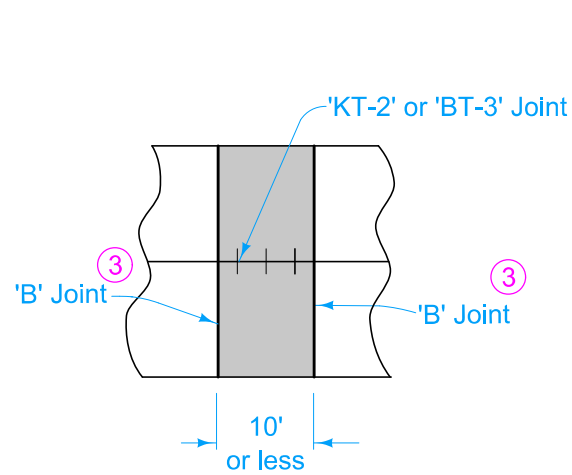
Possible Tabulation:
102-6C

	REVISION	
	1	04-21-15
STANDARD ROAD PLAN		PR-101
		SHEET 1 of 1

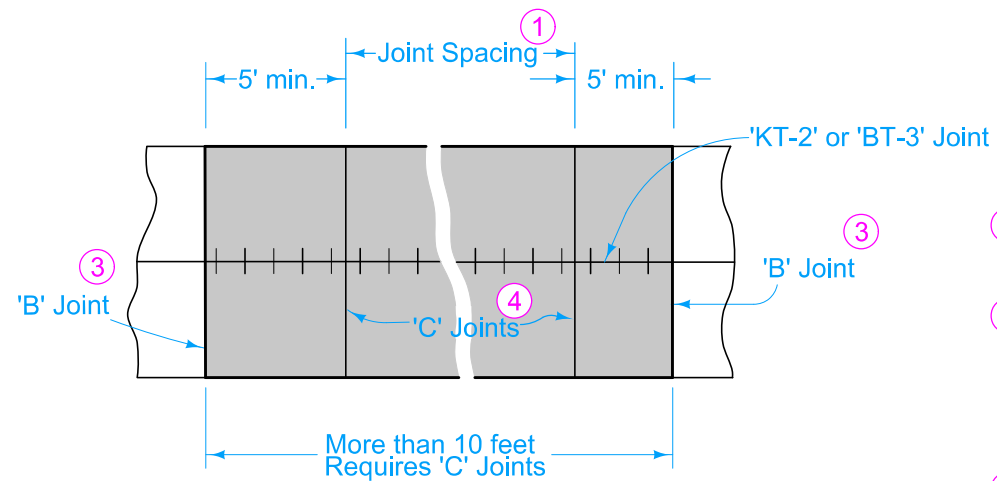
REVISIONS: Removed references to rodent guards.

Shawn Miller
APPROVED BY DESIGN METHODS ENGINEER

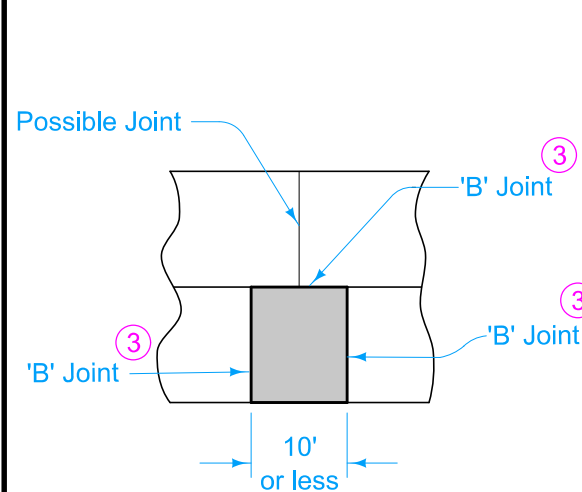
**FULL DEPTH PATCH
WITH 'EF' JOINT IN PCC**



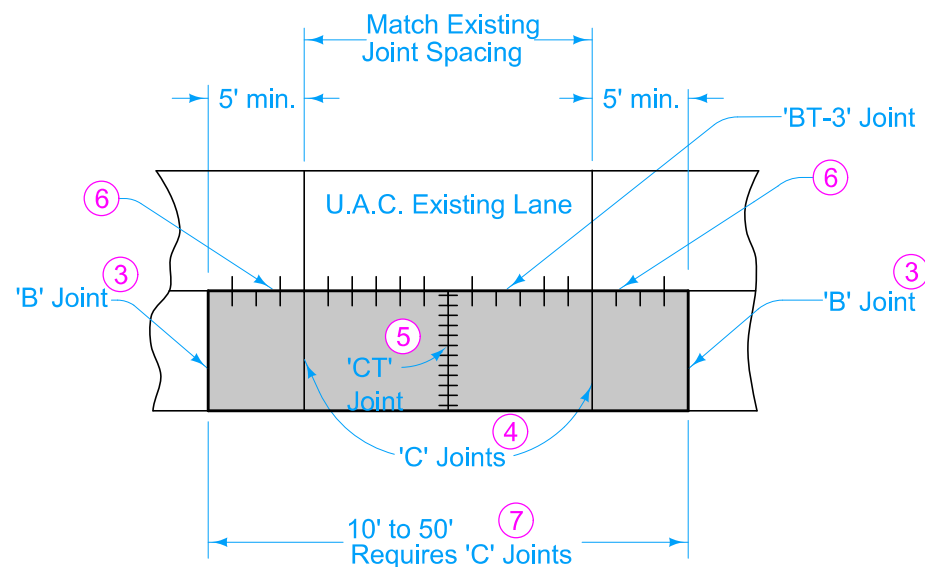
FULL ROADWAY WIDTH PATCH



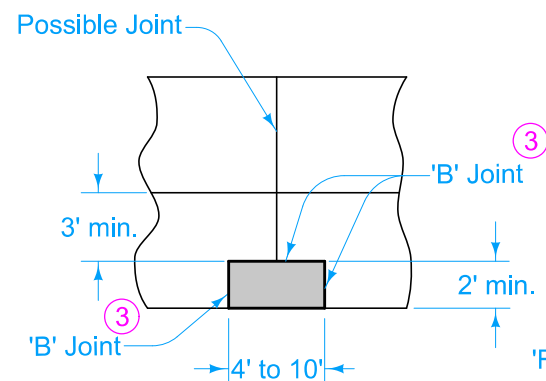
FULL ROADWAY WIDTH PATCH



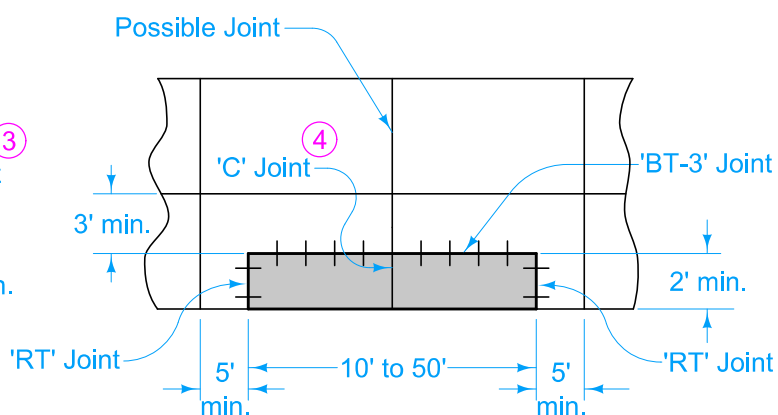
ONE LANE WIDTH PATCH



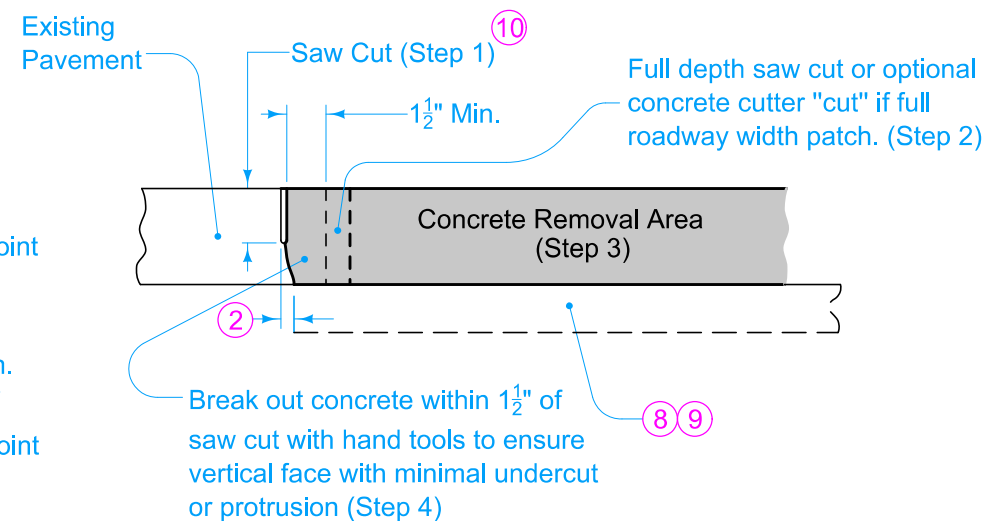
ONE LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PARTIAL LANE WIDTH PATCH



PAVEMENT REMOVAL

- ① Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
- ② The face of the patch should be near vertical. Protrusions less than 2 inches need not be removed if uniformly tapered from bottom of saw cut to bottom of patch. A step or ledge on this face will not be allowed.
- ③ If resurfacing is part of the contract, do not saw or seal joint after patching. If patch is not to be surfaced, then saw and seal according to PV-101.
- ④ If resurfacing is part of the contract, saw 'C' joints, but do not seal. If the patch is not to be resurfaced, then saw and seal according to PV-101.

See PV-101 for joint and bar placement details.
Construct rectangular patches even when existing pavement joints are skewed.

- ⑤ Establish a new joint at approximate mid patch. This joint does not need to align with any existing joint or crack in adjacent pavement.
- ⑥ 'B' joint if end of patch does not match an existing joint or crack in the adjacent lane.
- ⑦ If one lane patch exceeds 50 feet, both lanes should be considered for patching.
- ⑧ Possible Subbase Patch, see PR-140.
- ⑨ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per PR-140.
- ⑩ Saw cut through overlay so that cut is 1 1/2 inches into original pavement.

Possible Contract Items:

- CT Joint
- Patches, Full-Depth Repair
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)

Possible Tabulation:
102-6C

	REVISION	
	3	04-21-20
STANDARD ROAD PLAN		PR-102
REVISIONS: Removed INTERIM from the standard.		SHEET 1 of 1
 APPROVED BY DESIGN METHODS ENGINEER		
FULL DEPTH PCC PATCH WITHOUT DOWELS		

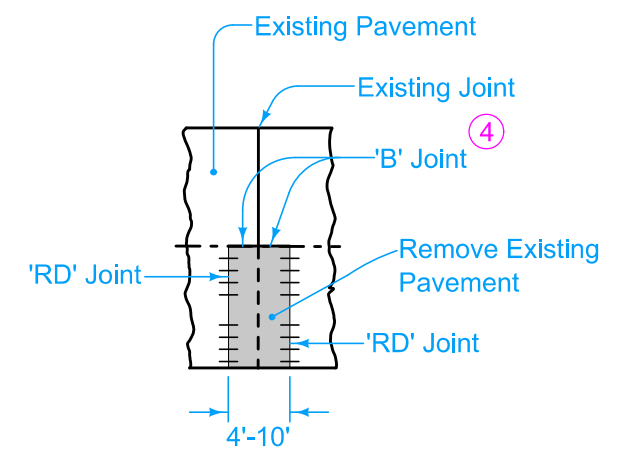
See PV-101 for joint and bar placement details.
 Construct rectangular patches even when existing pavement joints are skewed.
 Min. length of patches on interstate project is 6 feet.

- ① Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
- ② If there is no existing joint or crack in the adjacent pavement, place a 'CT' joint. If there is an existing joint or crack in the adjacent pavement, place a 'CD' joint at the same transverse location. Saw but do not seal 'CT' joints.
- ③ New 'CD' joint must be a minimum 5 feet from the patch end.
- ④ Do not saw or seal the joint. Place 1/2 inch preformed joint material between patch and concrete in adjacent lane.
- ⑤ If one lane patch exceeds 50 feet, both lanes should be considered for patching.
- ⑥ Possible Subbase Patch, see PR-140.
- ⑦ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per PR-140.

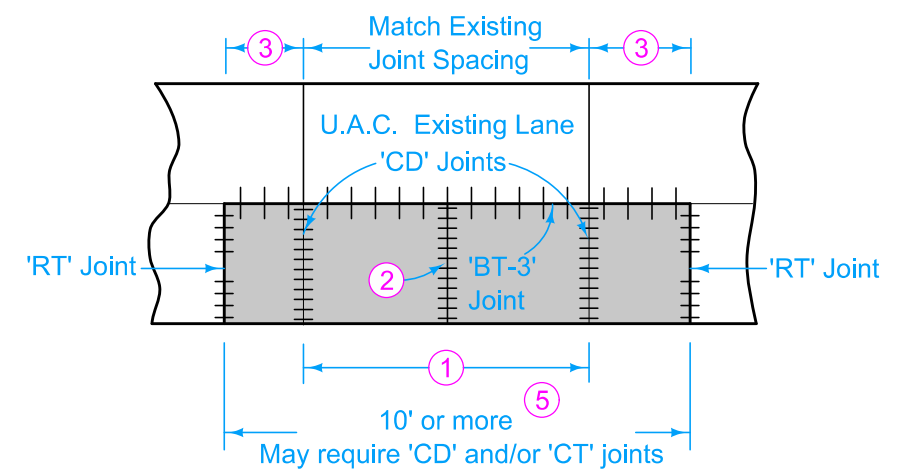
- Possible Contract Items:
- CD Joint Assembly
 - CT Joint
 - Patches by Count (Repair)
 - Patches, Full-Depth Finish, by Area
 - Patches, Full-Depth Finish, by Count
 - Patches, Full Depth Finish, by Area (50 feet in length or greater)
 - Patches, Full-Depth Repair

Possible Tabulation:
102-6C

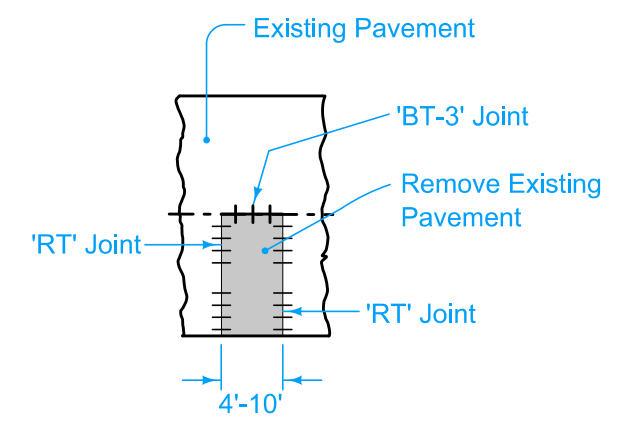
	REVISION	
	3	10-17-23
STANDARD ROAD PLAN		PR-103
REVISIONS: Changed length of patch from 6'-10" to 4'-10" to match specs.		SHEET 1 of 1
 APPROVED BY DESIGN METHODS ENGINEER		
FULL DEPTH PCC PATCH WITH DOWELS		



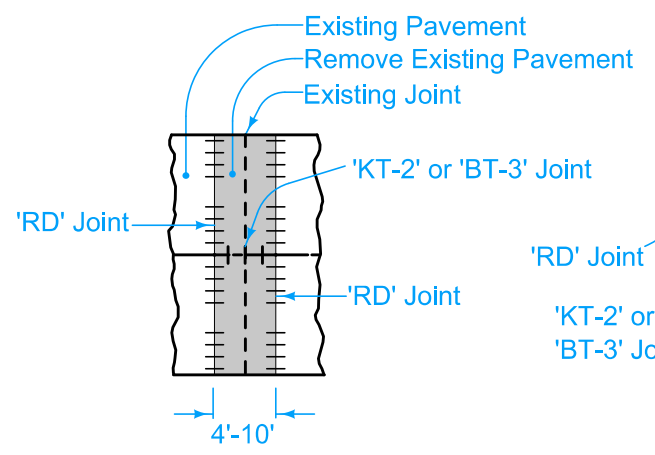
ONE LANE WIDTH PATCH



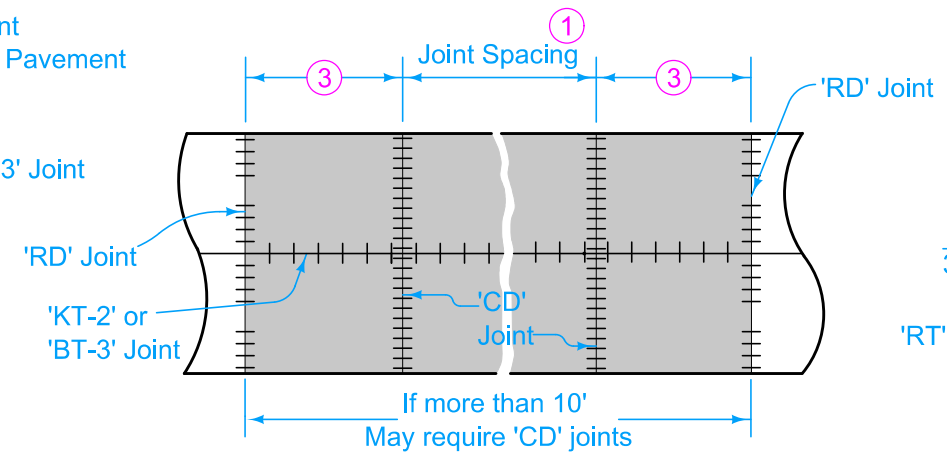
ONE LANE WIDTH PATCH



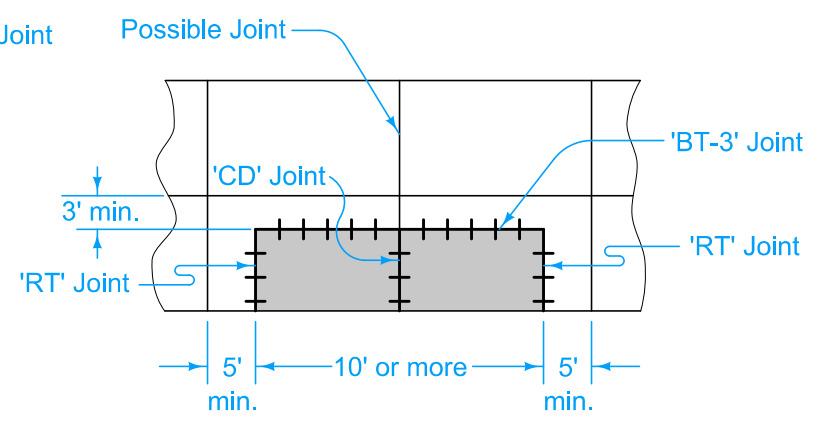
ONE LANE PATCH (NO OPPOSING JOINT)



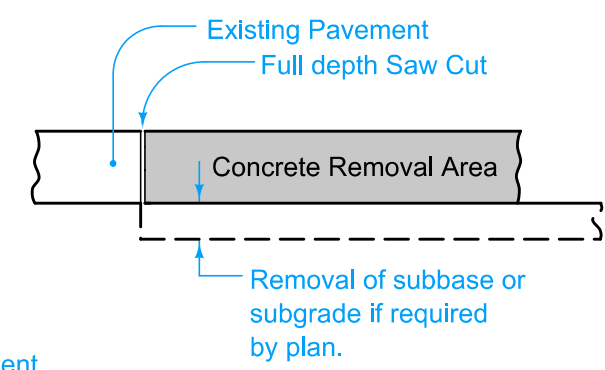
FULL ROADWAY WIDTH PATCH



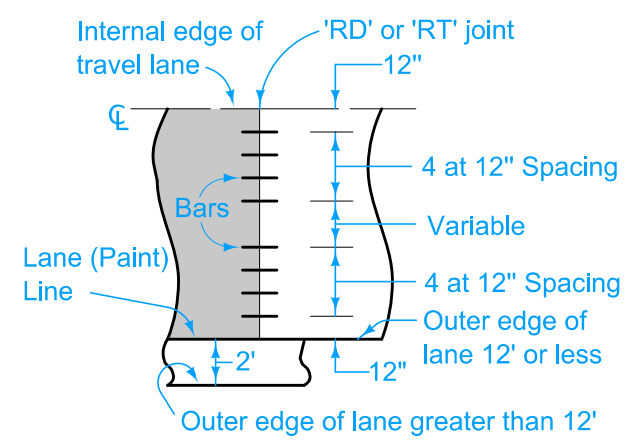
FULL ROADWAY WIDTH PATCH



PARTIAL LANE WIDTH PATCH

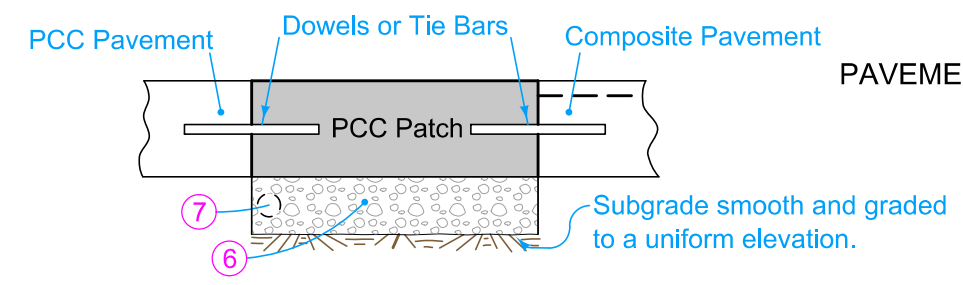


PAVEMENT REMOVAL DETAILS



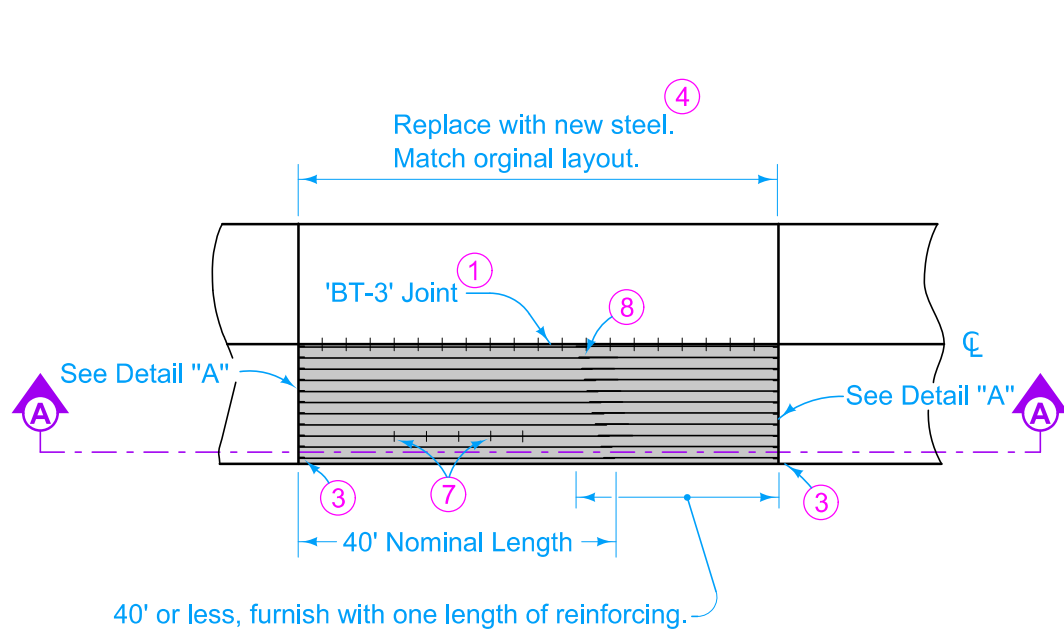
DETAIL FOR 'RT' OR 'RD' JOINT BAR SPACING

TYPICAL HALF PLAN
 For interior lanes, place first bar 12" from edge of lane (slab).

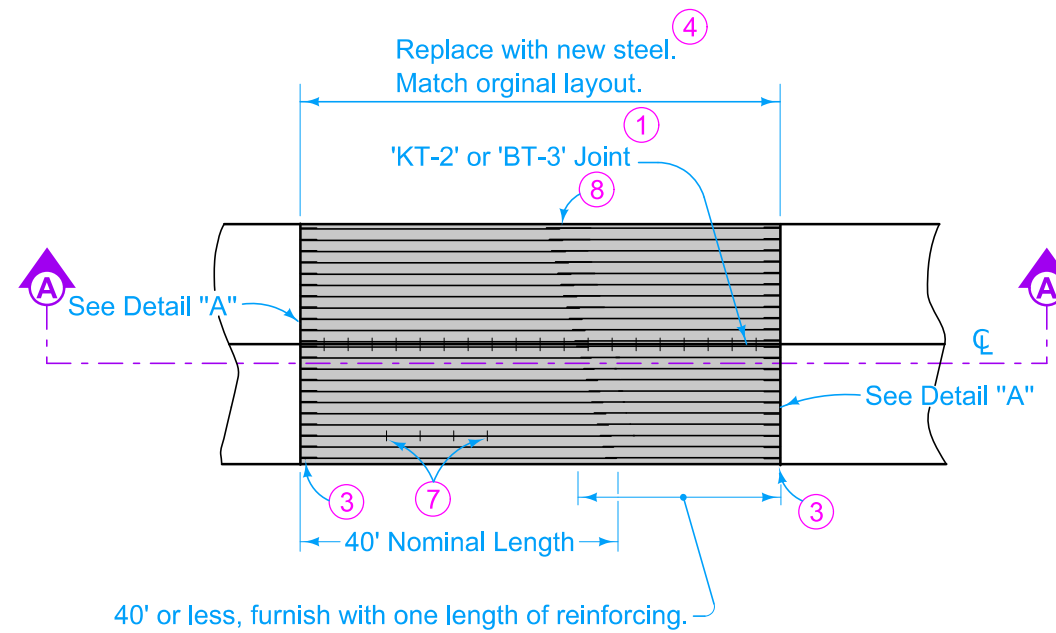


LONGITUDINAL SECTION THRU PATCH

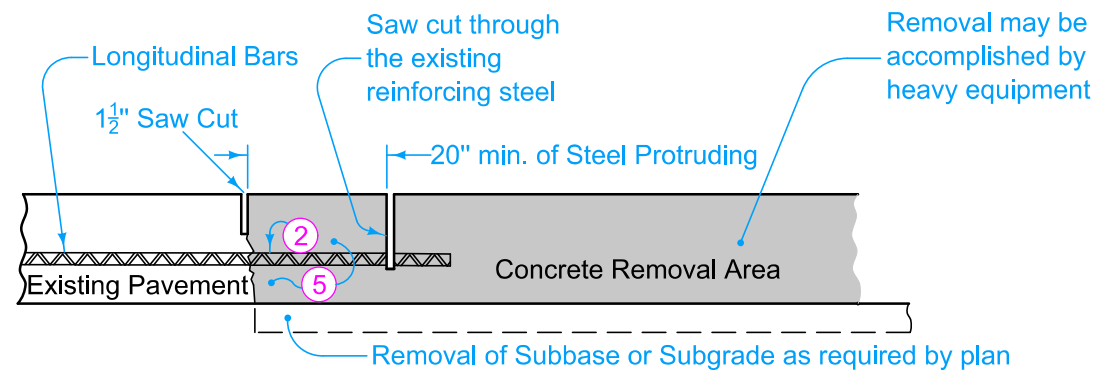
BAR SIZE TABLE			
Existing PCC Pavement Thickness	Less than 8"	8" to 10"	More than 10"
DOWEL SIZE	3/4"	1 1/4"	1 1/2"
TIE BAR SIZE	#6	#10	#11



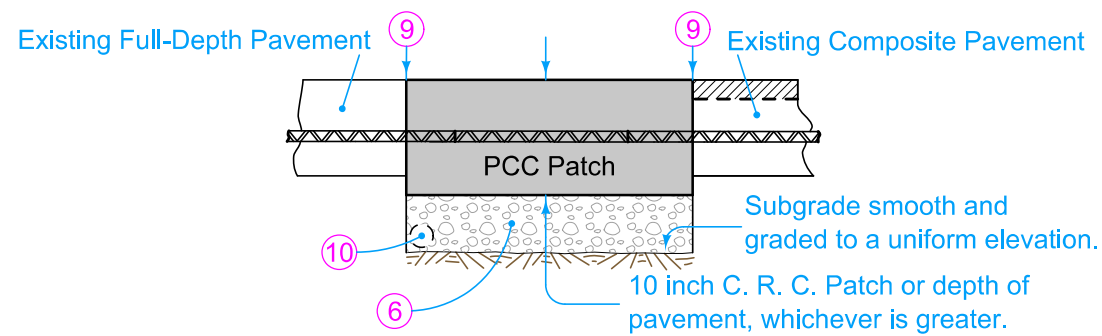
ONE LANE WIDTH PATCH



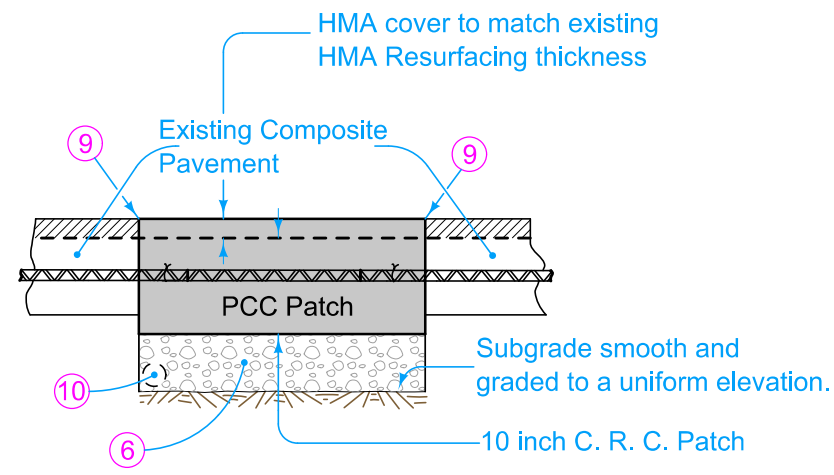
FULL ROADWAY WIDTH PATCH



DETAIL "A"
PAVEMENT REMOVAL DETAILS LONGITUDINAL SECTION



SECTION A-A
PCC ONLY PATCH OPTION



SECTION A-A
COMPOSITE PATCH OPTION

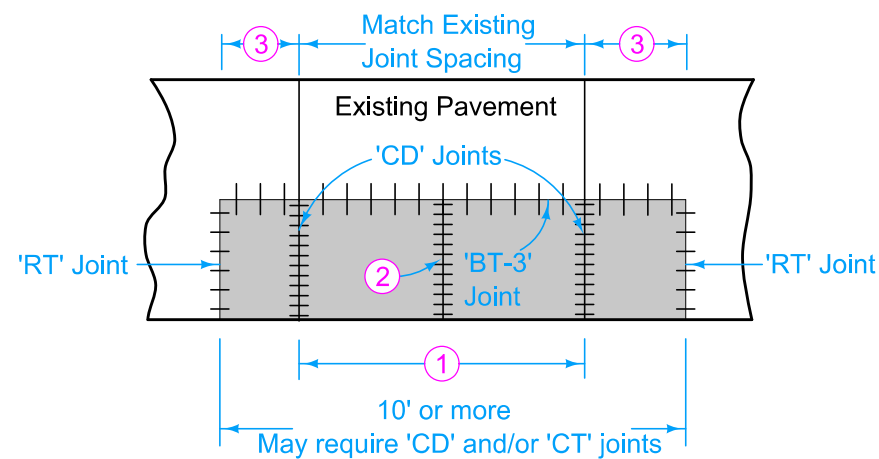
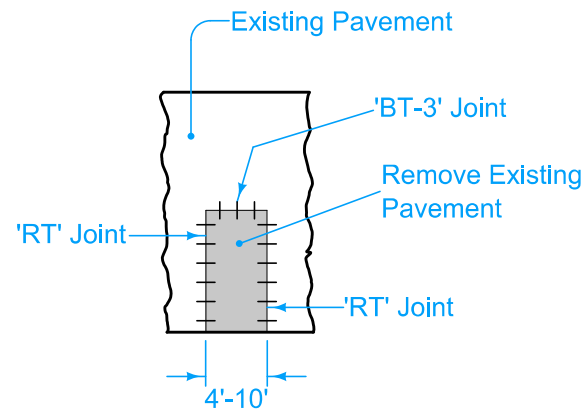
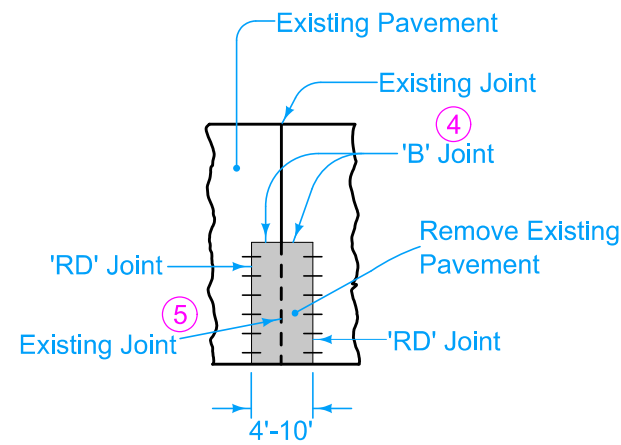
- ① If patch is over 10 feet in length, replace tie bars. See PV-101 for joint details.
- ② Exercise care to preserve the 20 inch length of longitudinal steel when removing concrete.
- ③ 18 inch minimum lap between existing and new reinforcing bars 2 wire ties per lap.
- ④ Minimum length of patch is 8 feet.
- ⑤ Break and remove pavement area to ensure vertical face with minimal undercut or protrusion.
- ⑥ Possible Subdrain Patch, see PR-140.
- ⑦ Place longitudinal bars at approximately midpoint of the slab and support at approximately 4 foot intervals.
- ⑧ Lap bars 25 diameters of steel or 24 inch minimum for mesh. For patches 8 feet to 40 feet, no intermediate lap joint required. For patches over 40 feet in length, lap joint as required to not exceed 40 feet spacing.
- ⑨ Do not saw or seal the joint after patch is placed.
- ⑩ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per PR-140.

Possible Contract Items:

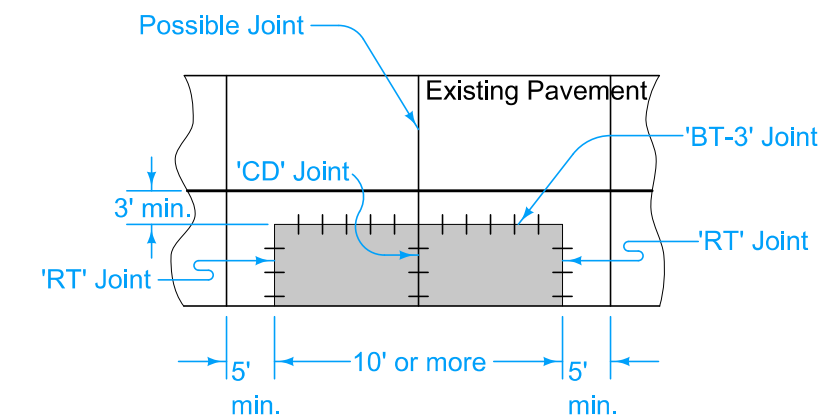
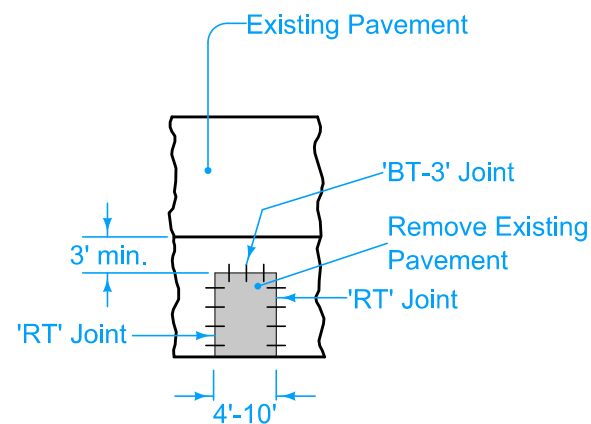
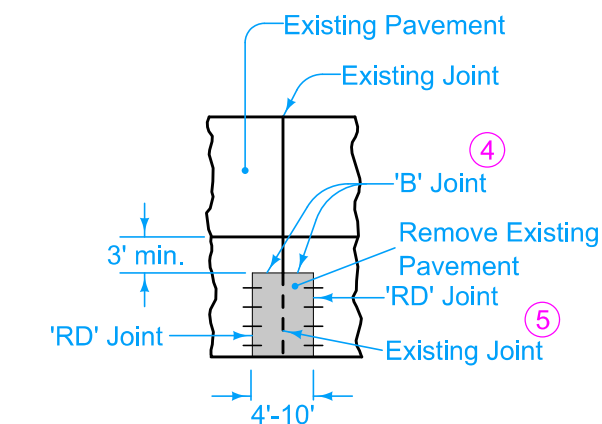
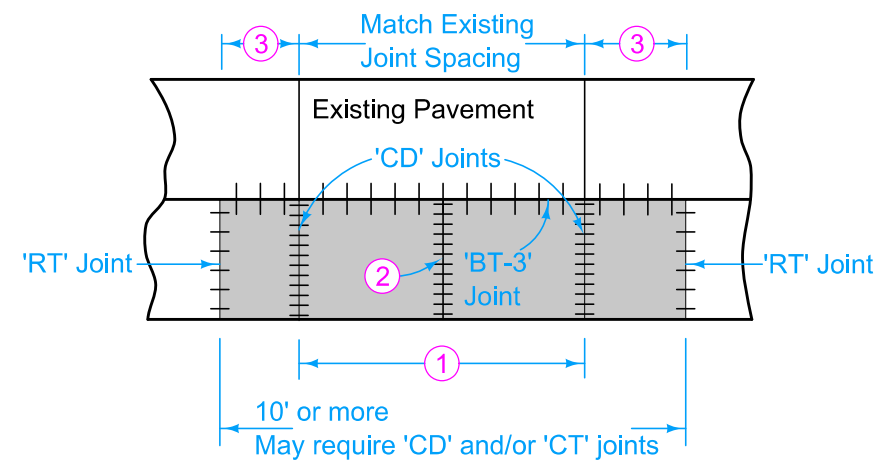
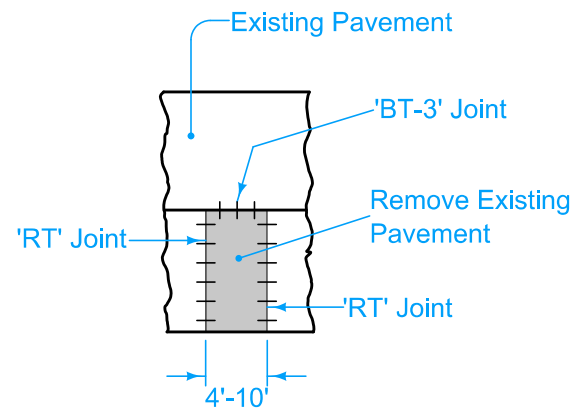
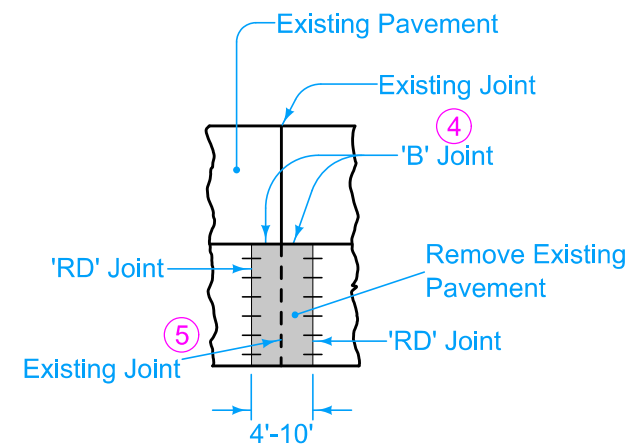
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Repair
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Area (50 feet or greater in length)

Possible Tabulation:
102-6C

	REVISION	
	New	10-21-14
STANDARD ROAD PLAN		PR-104
REVISIONS: New. Replaces RR-18.		SHEET 1 of 1
 APPROVED BY DESIGN METHODS ENGINEER		
FULL DEPTH PATCH CONTINUOUS REINFORCED PCC PAVEMENT		



PARTIAL RAMP WIDTH PATCHES
(NO EXISTING LONGITUDINAL JOINT)



PARTIAL RAMP WIDTH PATCHES
(EXISTING LONGITUDINAL JOINT)

See PV-101 for joint and bar placement details.

Min. length for patches on interstate projects is 6 feet.

- ① Joint spacing 10 feet minimum, 17 feet maximum, 15 feet optimum.
- ② If there is no existing joint or crack in the adjacent pavement, place a 'CT' joint. If there is an existing joint or crack in the adjacent pavement, place a 'CD' joint at the same transverse location. Saw but do not seal 'CT' joints.
- ③ New 'CD' joint must be a minimum 5 feet from the patch end.
- ④ Do not saw or seal the joint. Place 1/2 inch preformed joint material between patch and concrete in adjacent lane.
- ⑤ Do not saw a new joint.

Possible Contract Items:

- CD Joint Assembly
- CT Joint
- Patches by Count (Repair)
- Patches, Full-Depth Finish, by Area
- Patches, Full-Depth Finish, by Count
- Patches, Full-Depth Finish, by Area (50 feet in length or greater)
- Patches, Full-Depth Repair

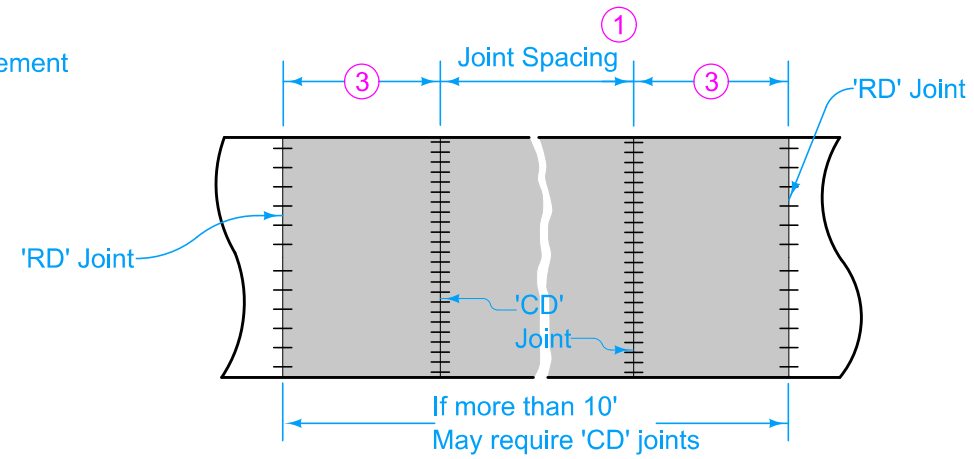
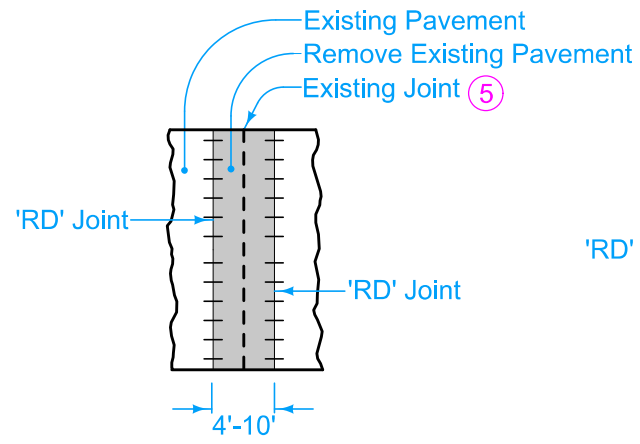
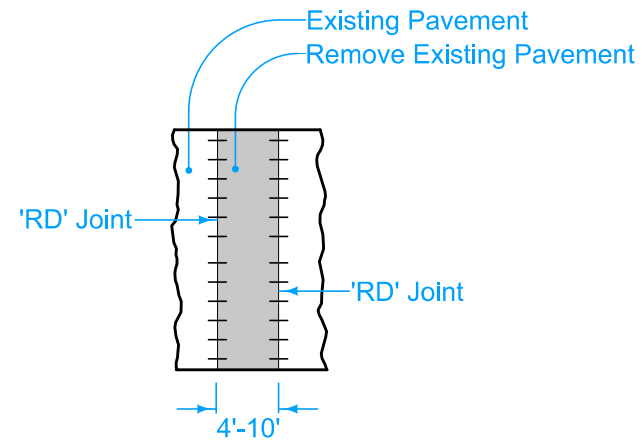
Possible Tabulation:
102-6C

	REVISION	
	3	10-17-23
STANDARD ROAD PLAN		PR-105
		SHEET 1 of 3

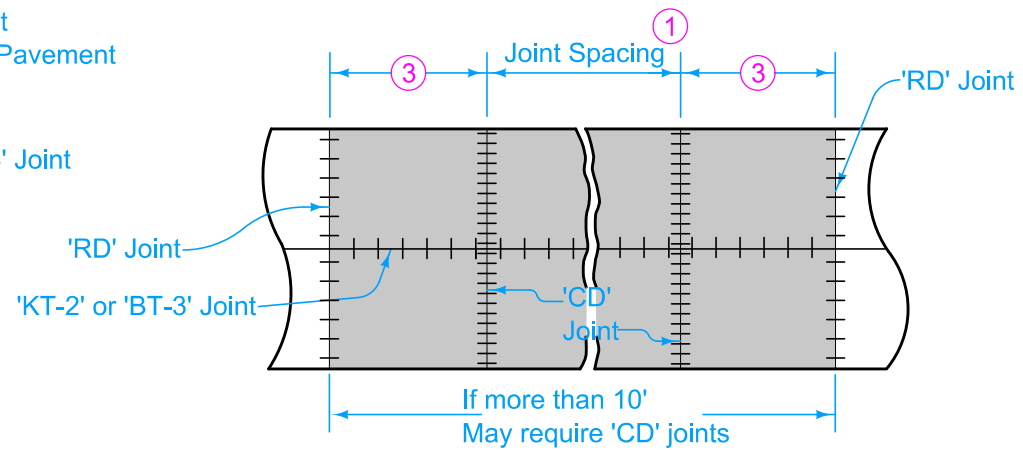
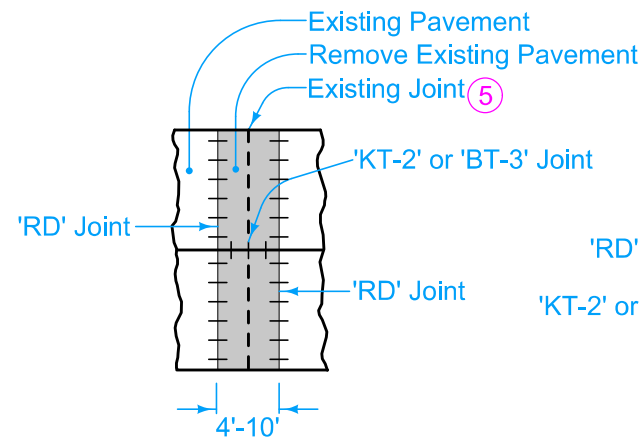
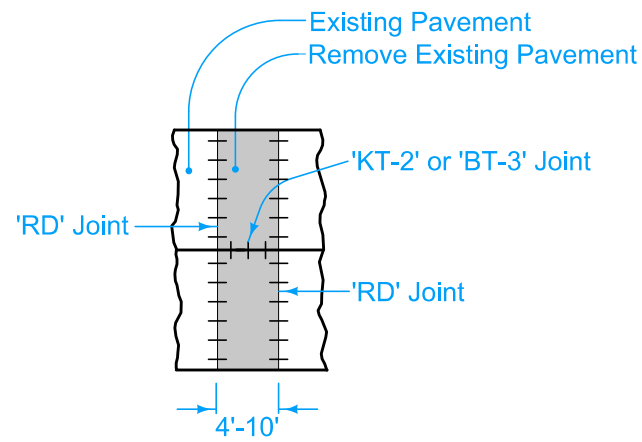
REVISIONS: Changed length of patch from 6'-10" to 4'-10" to match specs.

Shawn Miller
APPROVED BY DESIGN METHODS ENGINEER

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**



FULL RAMP WIDTH PATCHES
(NO EXISTING LONGITUDINAL JOINT)



FULL RAMP WIDTH PATCHES
(EXISTING LONGITUDINAL JOINT)

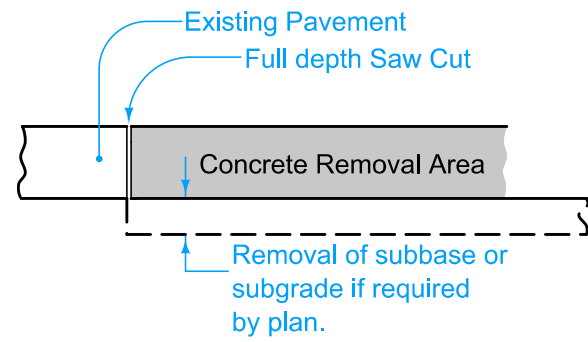
- ① Joint spacing 10 feet minimum, 20 feet maximum, 15 feet optimum.
- ③ New 'CD' joint must be a minimum 5 feet from the patch end.
- ⑤ Do not saw a new joint.

 STANDARD ROAD PLAN	REVISION	
	3	10-17-23
PR-105		SHEET 2 of 3

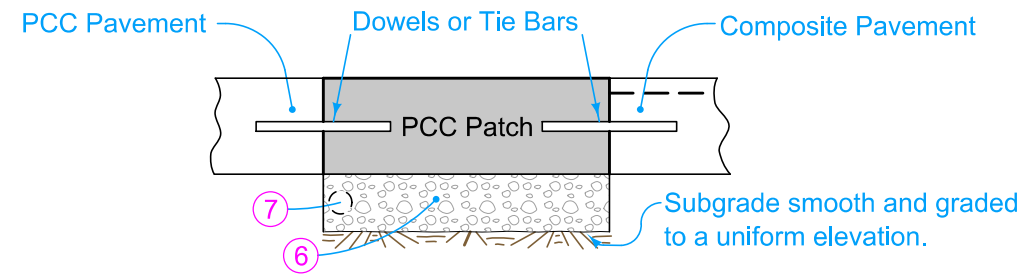
REVISIONS: Changed length of patch from 6'-10" to 4'-10" to match specs.

Steve Miller
APPROVED BY DESIGN METHODS ENGINEER

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**

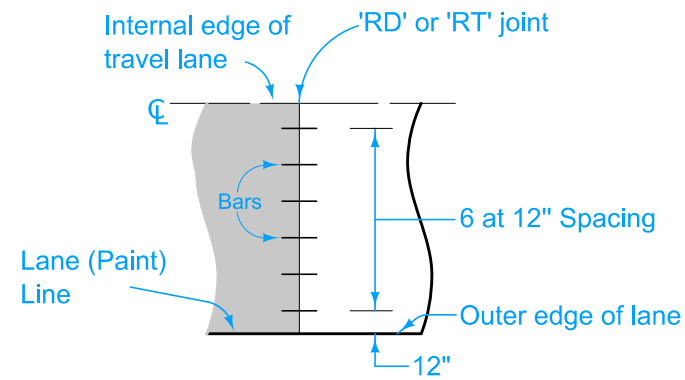


PAVEMENT REMOVAL DETAILS



LONGITUDINAL SECTION THRU PATCH

- ⑥ Possible Subbase Patch, see PR-140.
- ⑦ If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place drain per PR-140.



DETAIL FOR 'RT' OR 'RD'
JOINT BAR SPACING
TYPICAL HALF PLAN

BAR SIZE TABLE			
Existing PCC Pavement Thickness	Less than 8"	8" to 10"	More than 10"
DOWEL SIZE	3/4"	1 1/4"	1 1/2"
TIE BAR SIZE	#6	#10	#11

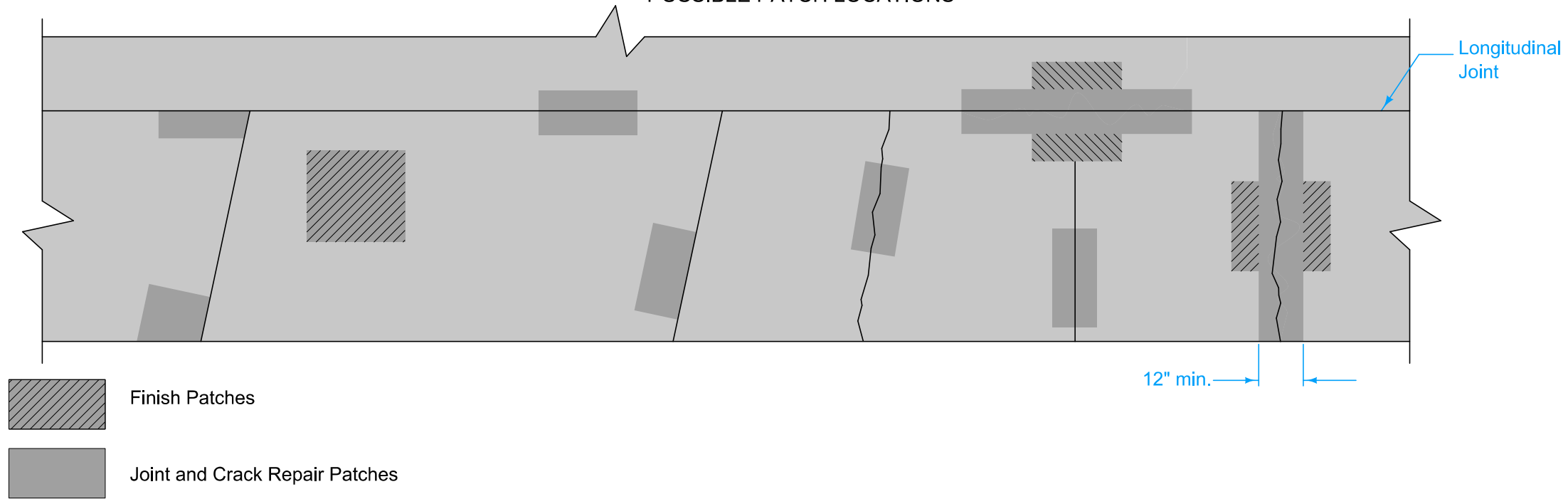
	REVISION	
	3	10-17-23
STANDARD ROAD PLAN		PR-105
		SHEET 3 of 3

REVISIONS: Changed length of patch from 6'-10' to 4'-10' to match specs.

Stuart Miller
APPROVED BY DESIGN METHODS ENGINEER

**FULL DEPTH RAMP PCC PATCH
WITH DOWELS**

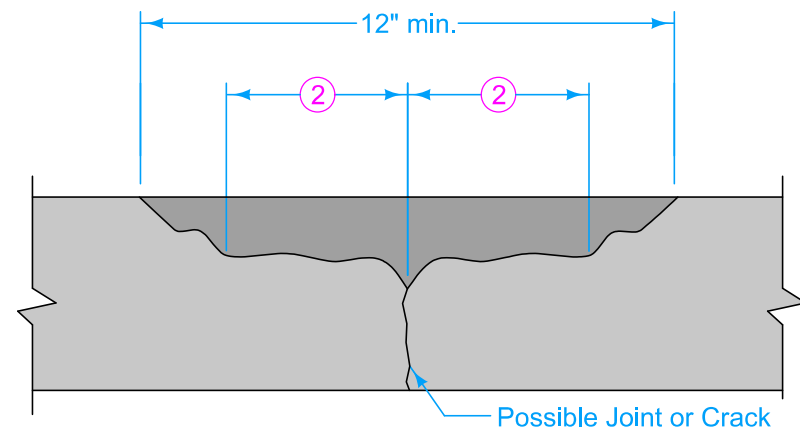
POSSIBLE PATCH LOCATIONS



See PV-101 for jointing.

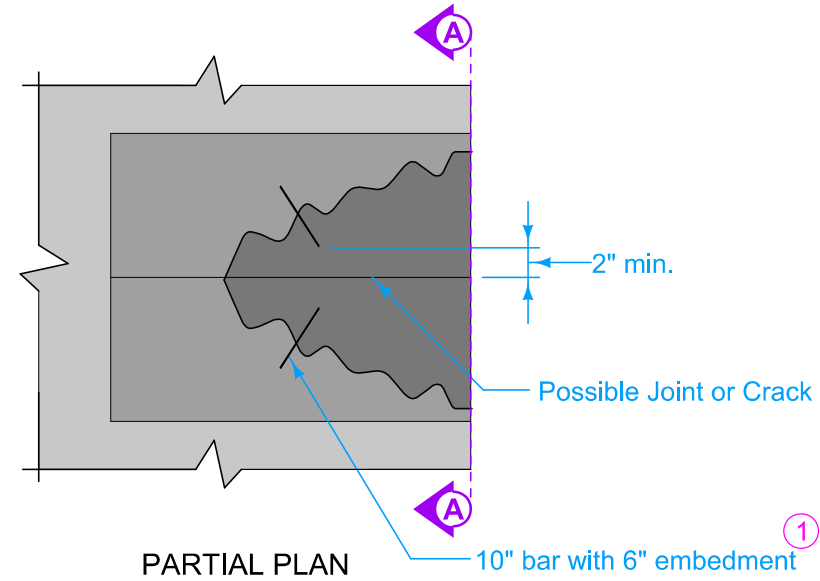
- ① One per panel.
- ② If joint or crack is within patch area, construct bottom edge of patch at least 3 inches beyond crack or joint.

PARTIAL DEPTH PATCH



TYPICAL SECTION

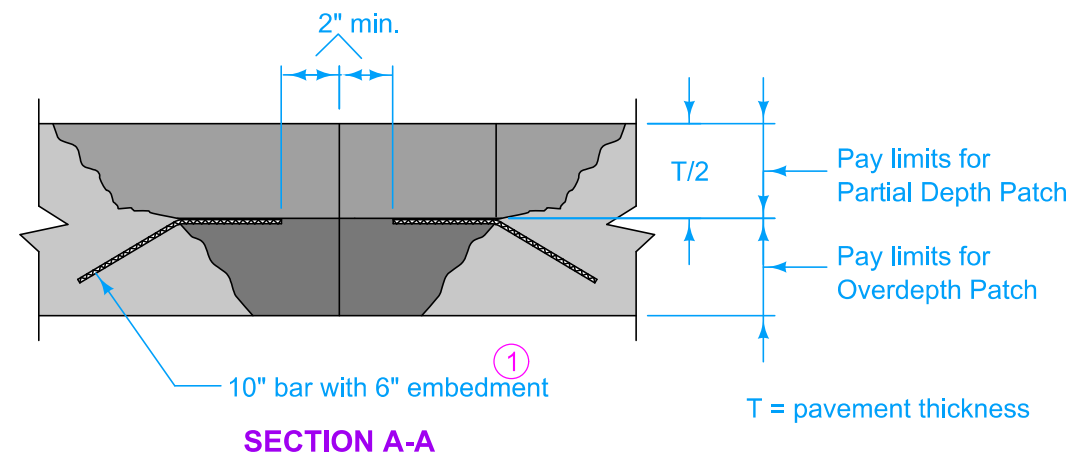
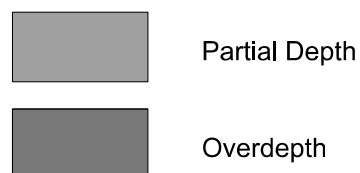
OVERDEPTH PATCH



PARTIAL PLAN

Possible Contract Items:
 Partial Depth PCC Finish Patches
 Partial Depth PCC Joint and Crack Repair Patches
 Overdepth Patches

Possible Tabulation:
 102-10



SECTION A-A

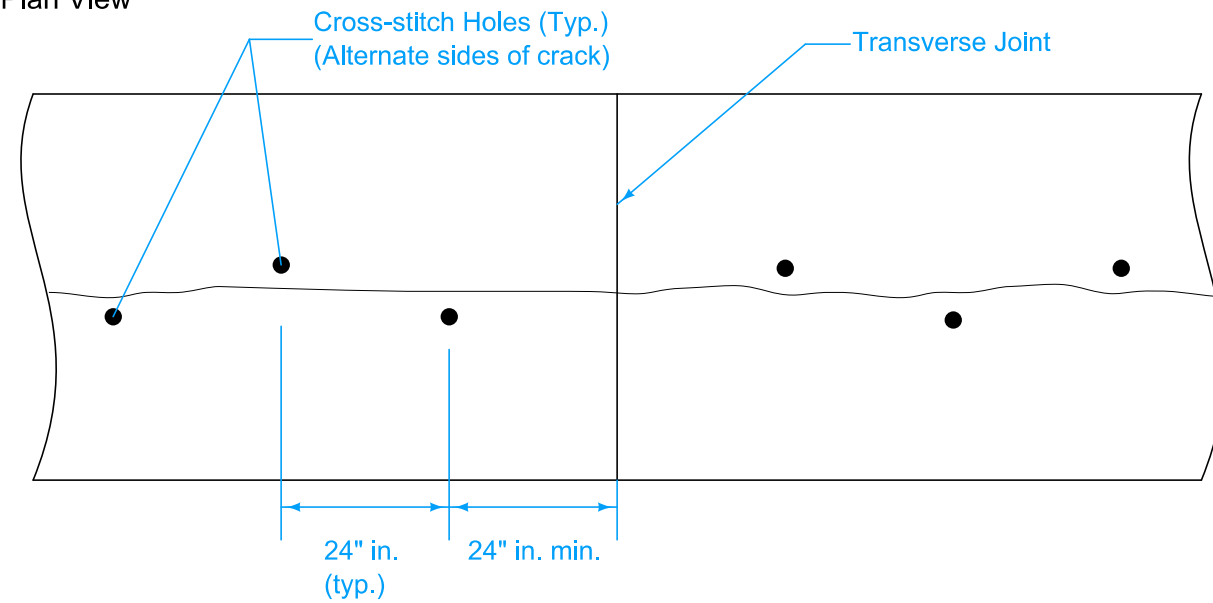
	REVISION	
	1	10-16-18
STANDARD ROAD PLAN		PR-107
		SHEET 1 of 1

REVISIONS: Removed "Modified" from the standard.

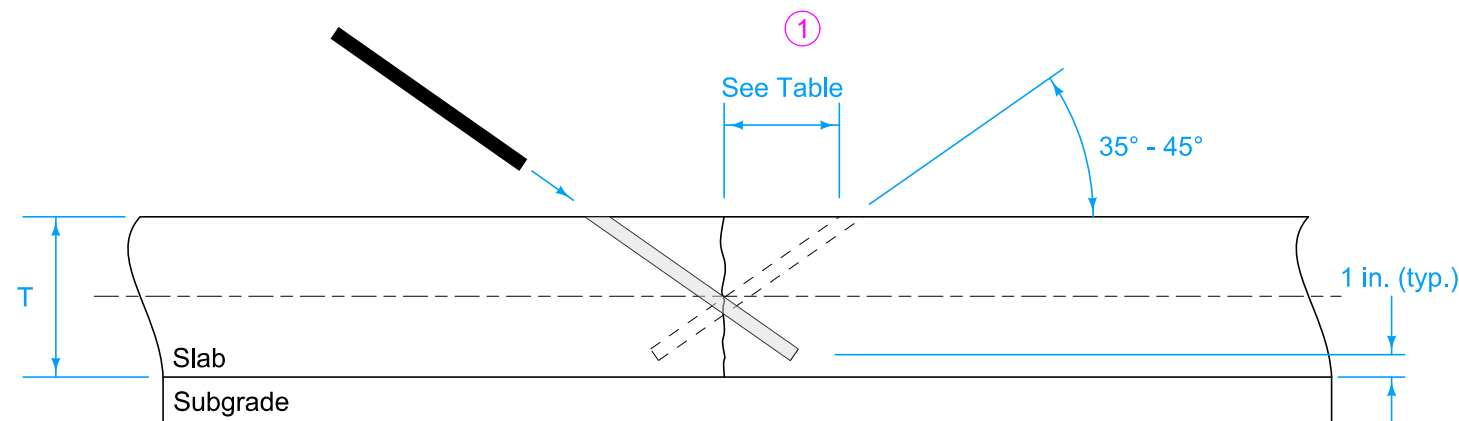
Steve Miller
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PARTIAL DEPTH PCC FINISH PATCHES

Plan View



Cross-Sectional View



Cross-Stitching Bar Dimensions and Hole Locations

	Slab Thickness (In.)				
	8	9	10	11	12
	Distance to Hole (In.) ①				
35°	5.75	6.50	7.25	7.75	8.50
40°	-	-	-	6.50	7.25
45°	-	-	-	-	6.00
	Length of Bar (In.)				
35°	9.50	11.00	12.50	14.50	16.00
40°	-	-	-	12.50	14.50
45°	-	-	-	-	12.00
	Diameter of Bar (In.)				
	0.75	0.75	0.75	0.75	0.75

Epoxy deformed bar into hole. Length shown in table provide 1 inch cover at surface.

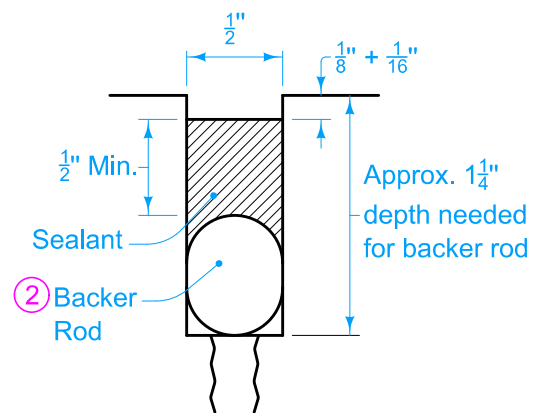
Do not drill hole completely through slab. Stop drilling so epoxy/grout will not run out of the bottom while backfilling.

Use a low impact hydraulic drill, mounted on a guide that will assure the hole is drilled at proper angle. Pneumatic drills will not be permitted.

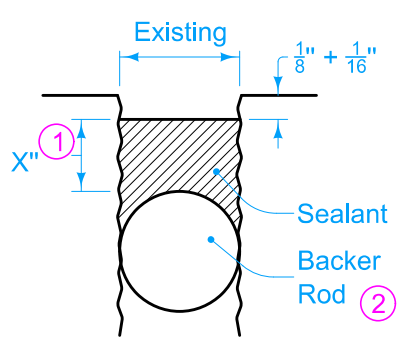
Epoxy grout shall meet the requirements of Materials I.M. 491.11, Appendix A.

Air blast hole free of drill residue will oil free air. Place epoxy grout in hole in a quantity that will fill hole within one quarter inch of pavement surface when bar is inserted. Pavement can be opened to construction or public traffic when grout is tack free.

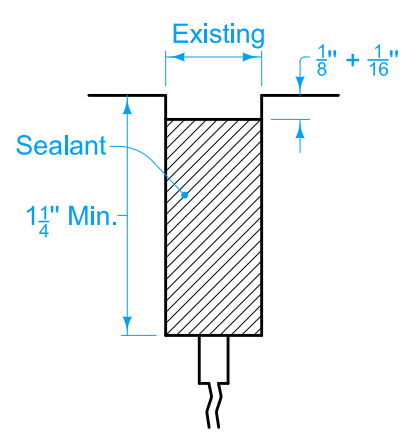
	REVISION	
	NEW	10-15-24
STANDARD ROAD PLAN	PR-109	
	SHEET 1 of 1	
REVISIONS: NEW		
APPROVED BY DESIGN METHODS ENGINEER		
CROSS STITCHING OF PCC PAVEMENT		



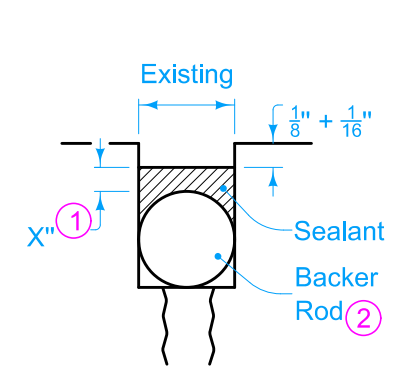
Note: Center $\frac{1}{2}$ " saw cut over the crack
CLASS I CRACK
 Random Crack Less Than $\frac{1}{2}$ " In Width



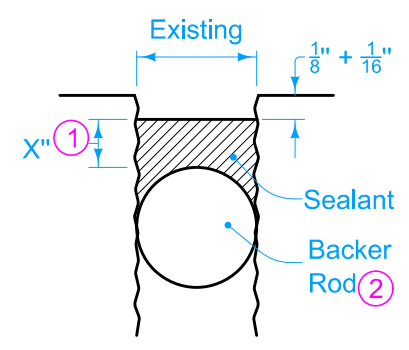
CLASS II CRACK
 Random Crack $\frac{1}{2}$ " To $1\frac{1}{2}$ "



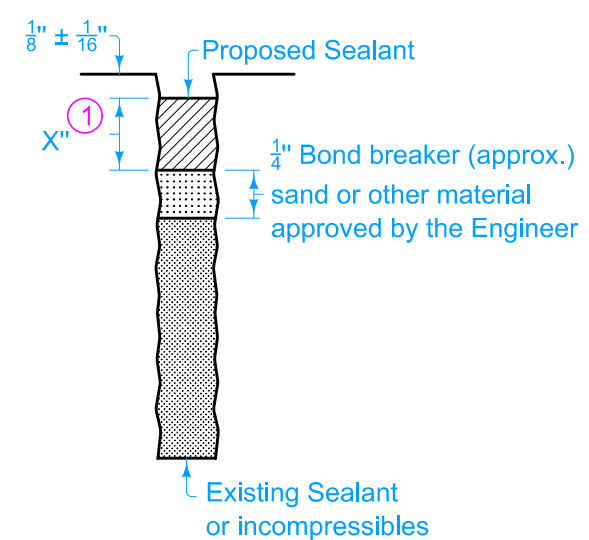
Note: Center saw cut over existing joint
CLASS III JOINT
 Existing Joint $\frac{1}{2}$ " Wide Or Less



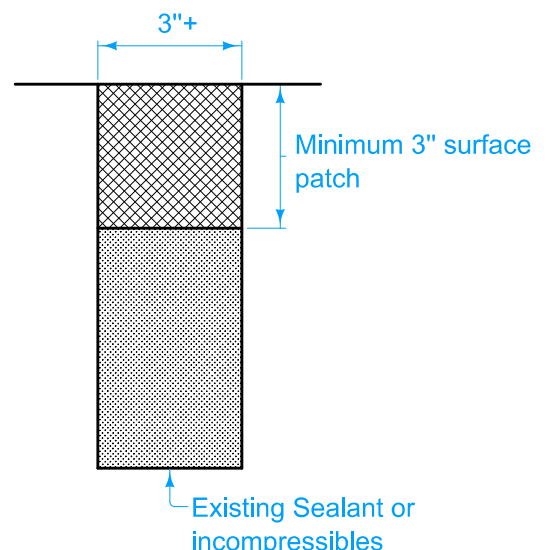
CLASS IV JOINT
 Existing Width $>\frac{1}{2}$ " To $1\frac{1}{2}$ "



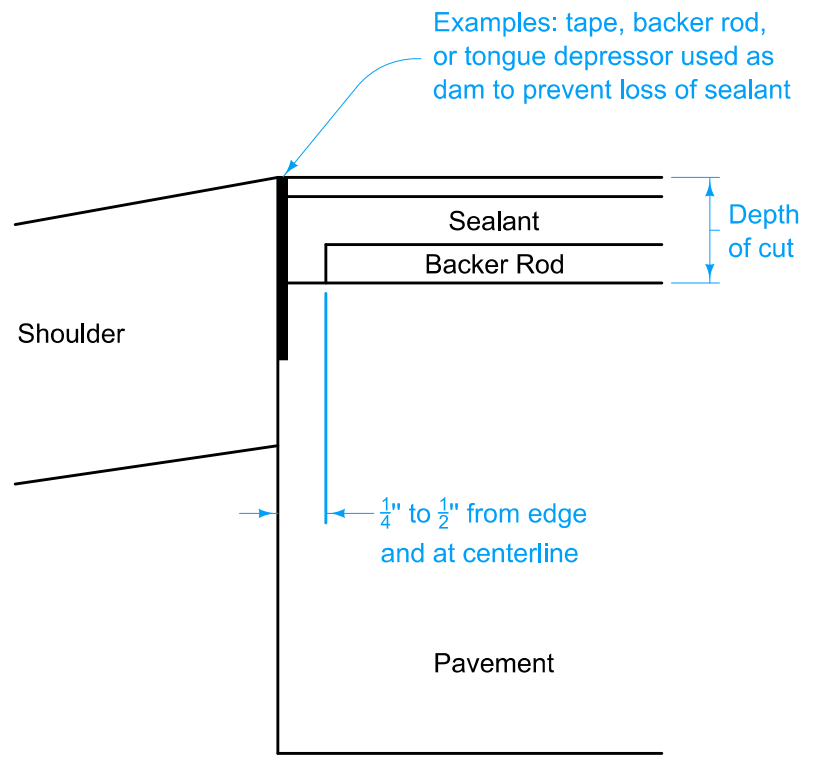
CLASS V CRACK OR JOINT
 Existing Width $1\frac{1}{2}$ " To 3"



ALTERNATE BOND BREAKER FOR
CLASS II CRACK
CLASS IV JOINT
CLASS V CRACK OR JOINT



GREATER THAN 3" OPENING



BACKER ROD PLACEMENT DETAIL

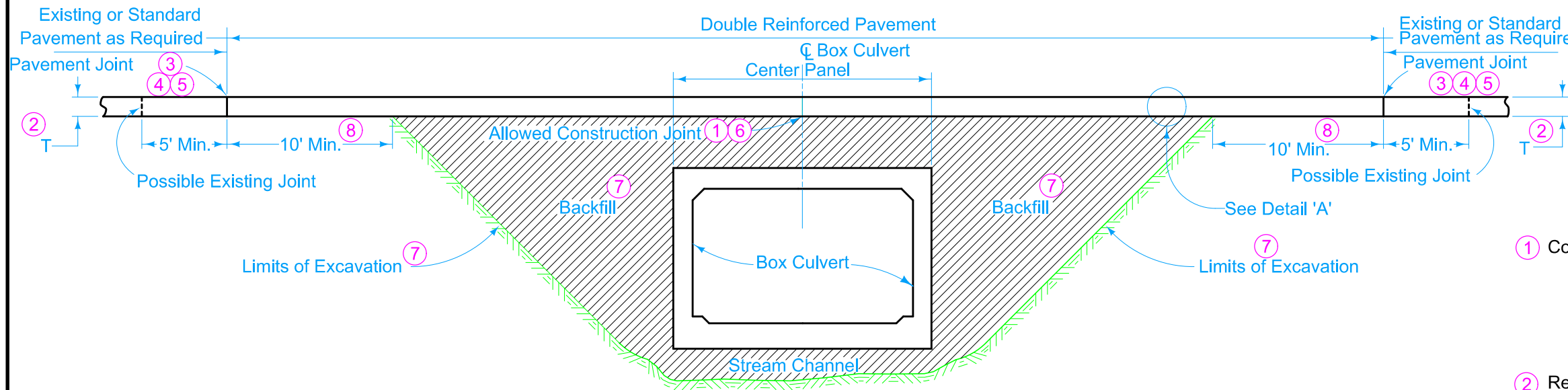
- ① X" = $\frac{1}{2}$ " Minimum when width is 1" or less
 2:1 (Width:Depth) when width is greater than 1"
- ② Minimum diameter of one nominal size larger than the existing crack or joint

 STANDARD ROAD PLAN	REVISION	
	New	10-21-14
PR-110		
SHEET 1 of 1		

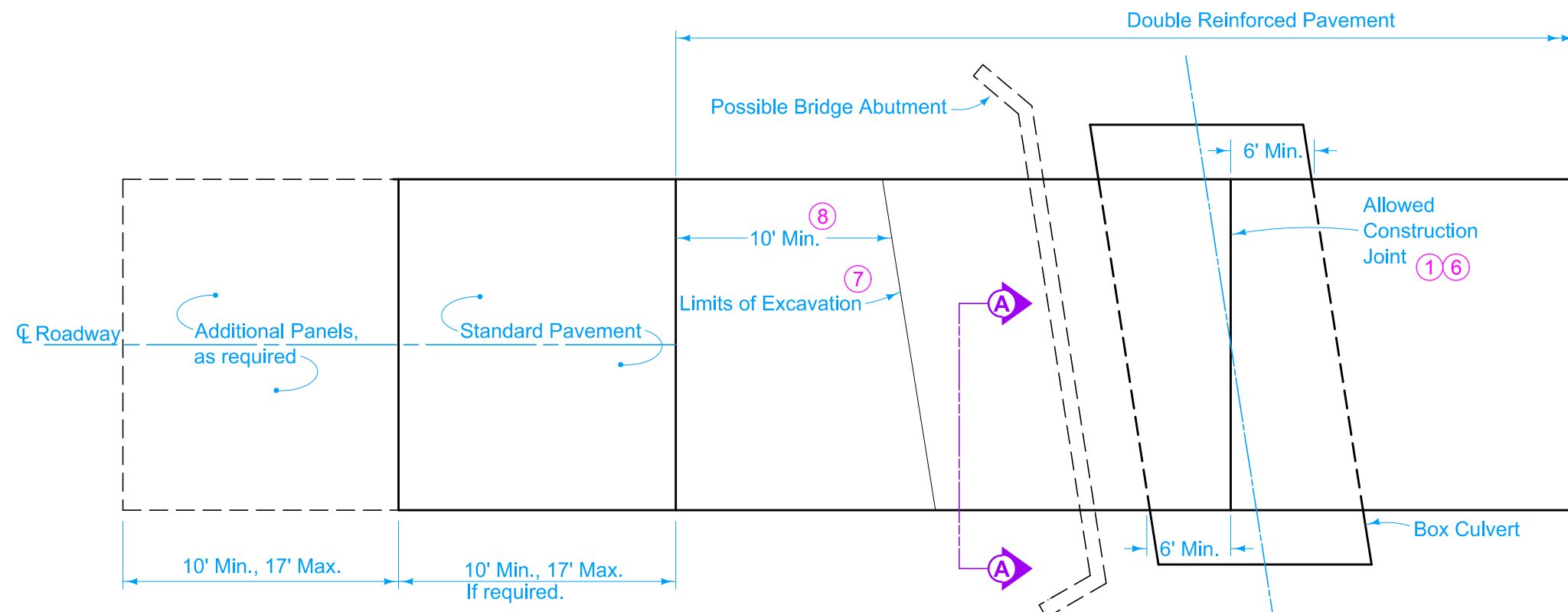
REVISIONS: New. Replaces RR-21.

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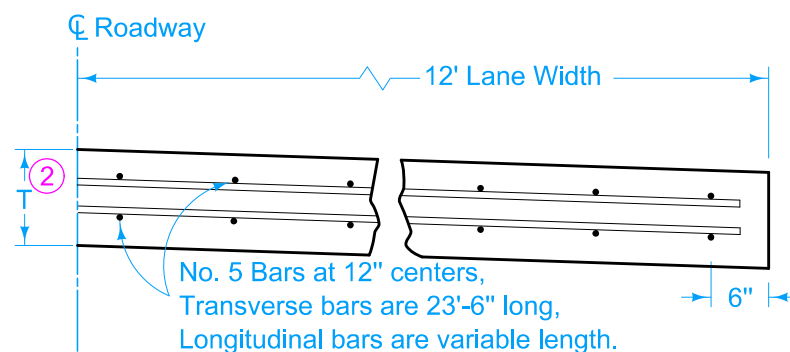
PCC CRACK AND JOINT
 CLEANING AND FILLING



SECTION - TYPICAL INSTALLATION AT CL

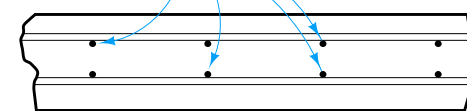


PLAN - TYPICAL INSTALLATION



SECTION A-A
Half Section

No. 5 Bars at 12" centers



DETAIL 'A'
PARTIAL LONGITUDINAL SECTION

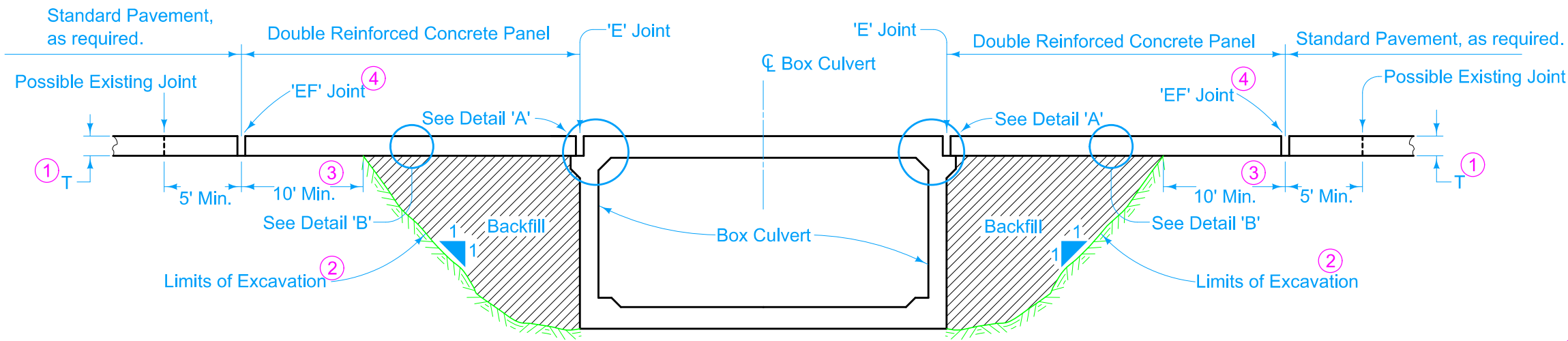
Price bid for standard pavement of the specified thickness is full compensation for constructing the pavement as detailed hereon and elsewhere in the plans, including all necessary reinforcement and expansion joints as required on this project.

See PV-101 for joint details.

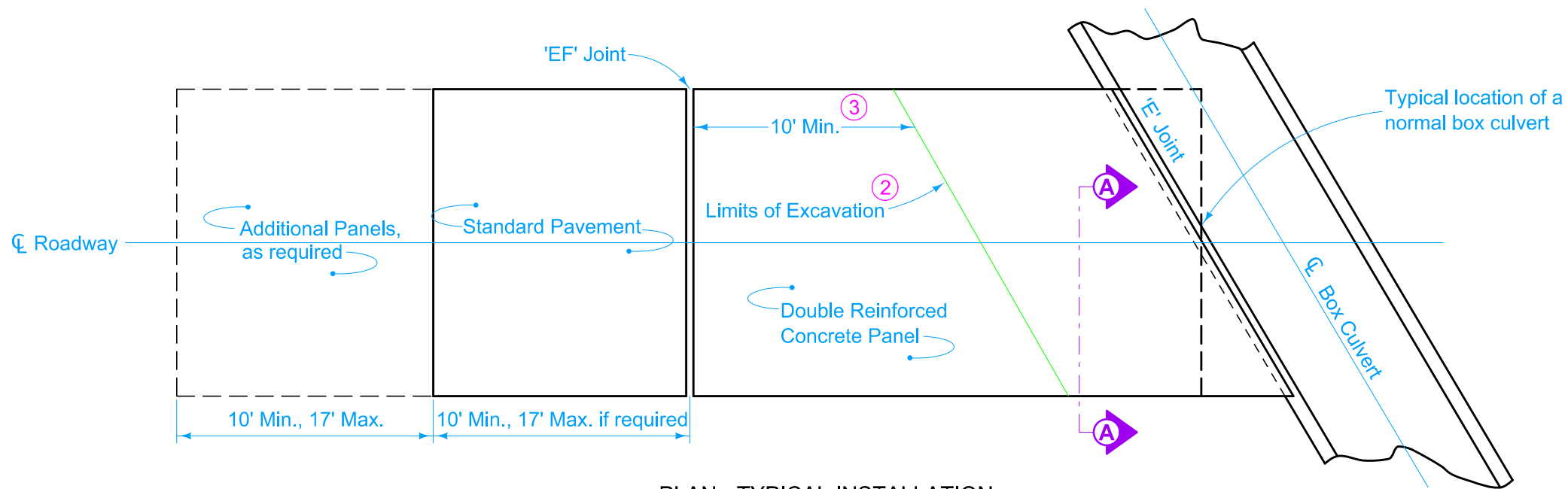
Provide minimum 2 inches clearance for all reinforcement.

- ① Construction Joints will be allowed if:
 - A. Joint is located at center of culvert.
 - B. Joint is a minimum of 6 feet from edge of culvert.
 - C. Two joints may be used if condition B is met and center panel is a minimum of 15 feet in length.
- ② Refer to typical sections elsewhere in the plans for pavement thickness T .
- ③ Existing Pavement Joints:
 - A. When joints are 'C'; use 'B' joint.
 - B. When joints are 'CD'; use 'RD' joint.
 - C. If existing pavement is HMA or Composite (HMA over PCC); use 'B' joint.
- ④ New Pavement Joints:
 - A. When joints are 'C'; use 'B' joint.
 - B. When joints are 'CD'; use 'CD' joint.
- ⑤ Place Pavement Joint no closer than 5 feet from existing joint.
- ⑥ Lap all bars 15 inches.
- ⑦ Limits of excavation and type of backfill are shown elsewhere on the plans.
- ⑧ Extend Double Reinforced Pavement a minimum of 10 feet beyond limits of excavation.

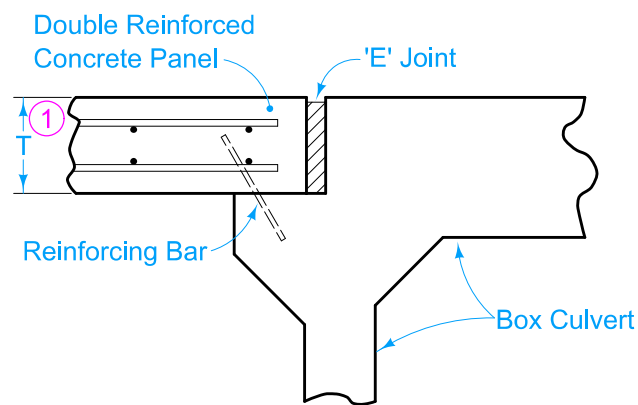
	REVISION	
	5	04-21-20
STANDARD ROAD PLAN		PR-120
REVISIONS: Removed INTERIM from the standard.		SHEET 1 of 1
 APPROVED BY DESIGN METHODS ENGINEER		
DOUBLE REINFORCED PAVEMENT OVER BOX CULVERTS		



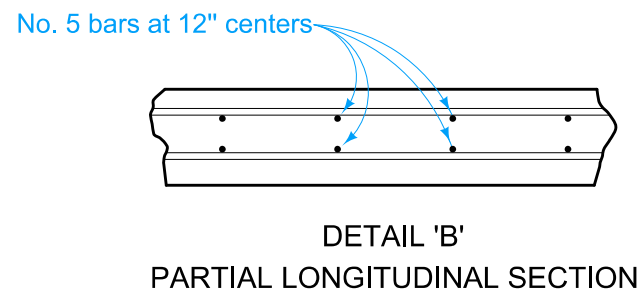
SECTION - TYPICAL INSTALLATION



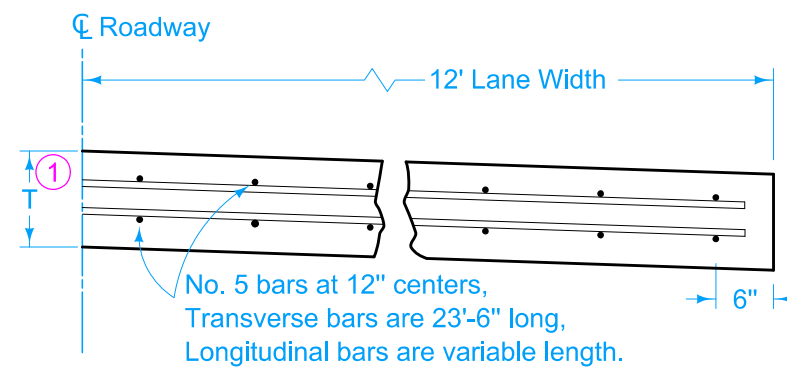
PLAN - TYPICAL INSTALLATION



DETAIL 'A'



DETAIL 'B'
PARTIAL LONGITUDINAL SECTION



SECTION A-A
Half Section

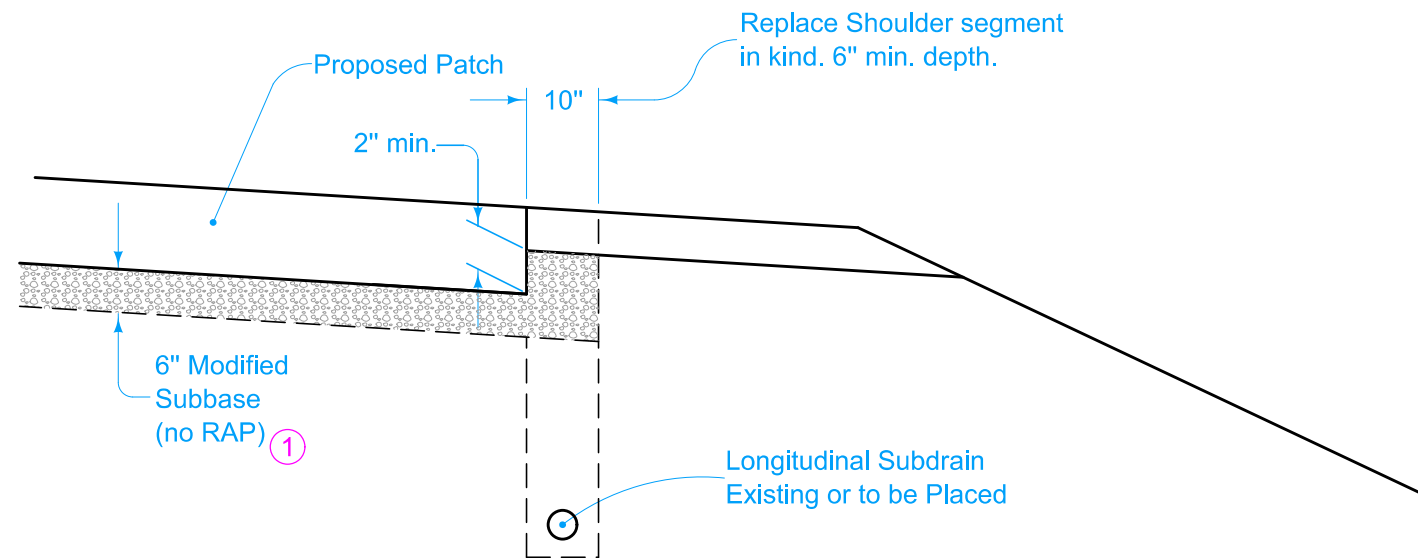
Price bid for standard pavement of the specified thickness is full compensation for constructing the pavement as detailed, including all necessary reinforcement and expansion joints as required on this sheet.

See PV-101 for joint details.

Provide minimum 2 inch clearance for all reinforcement.

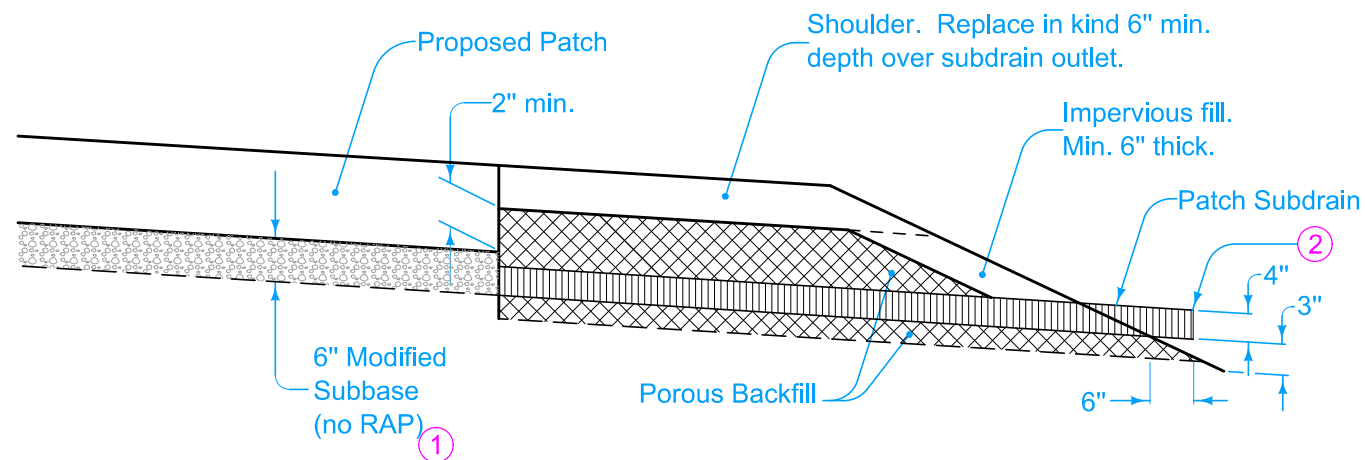
- ① Refer to typical sections elsewhere in the plans for pavement thickness T .
- ② Limits of excavation and type of backfill are shown elsewhere on the plans.
- ③ Extend Double Reinforced Pavement a minimum of 10 feet beyond the limits of excavation.
- ④ Place joint no closer than 5 feet from existing joint.

 STANDARD ROAD PLAN	REVISION	
	3	04-21-20
PR-121		
SHEET 1 of 1		
REVISIONS: Removed INTERIM from the standard.		
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>		
DOUBLE REINFORCED CONCRETE PANEL AT BOX CULVERTS		

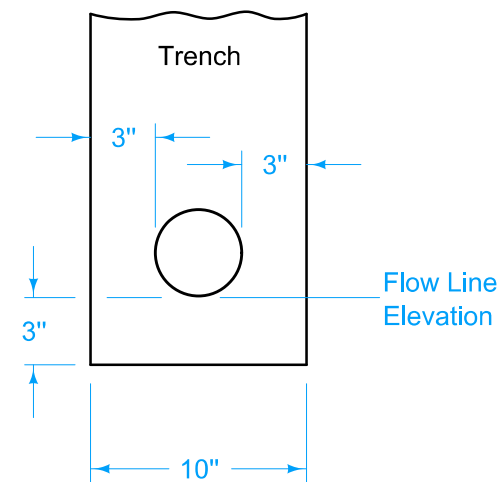


MODIFIED SUBBASE AND SUBDRAIN
IF LONGITUDINAL SUBDRAIN IS PRESENT OR IS TO BE PLACED

- ① 6 inches Modified Subbase (no RAP) if required by plan. When placed, extend Modified Subbase (no RAP) over longitudinal subdrain, if present.
- ② If longitudinal subdrain (shoulder) is not to be placed or if it is not present on side of roadway to be patched, then place Patch Subdrain at low end(s) of patch.



MODIFIED SUBBASE AND SUBDRAIN
WITHOUT LONGITUDINAL SUBDRAIN ②



DRAIN PLACEMENT ②

Possible Contract Items:
Subbase (Patches)
Patch Subdrain

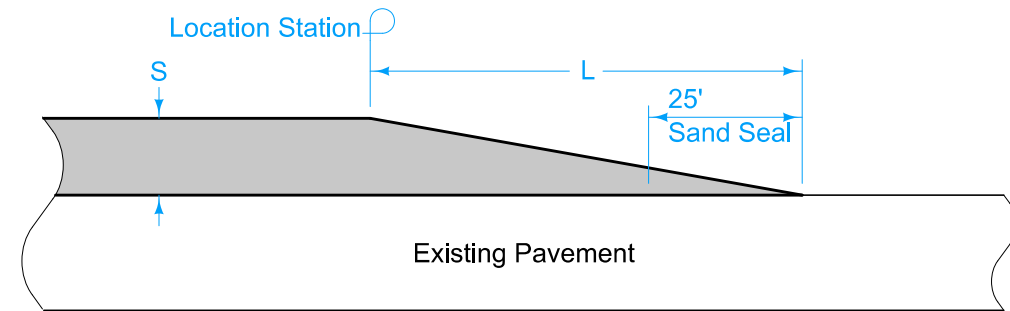
Possible Tabulation:
102-6C

	REVISION	
	1	04-21-15
STANDARD ROAD PLAN		PR-140
		SHEET 1 of 1

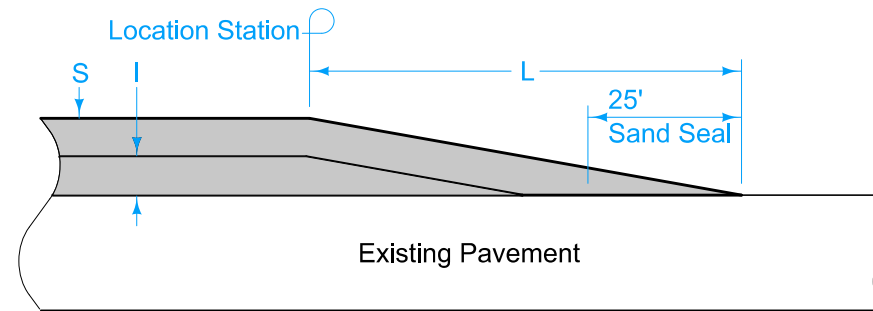
REVISIONS: Removed references to rodent guards.

Steve Miller
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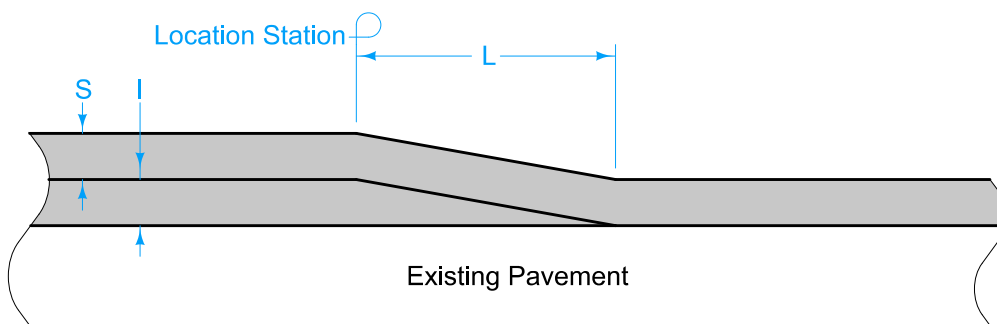
SUBBASE PATCHES



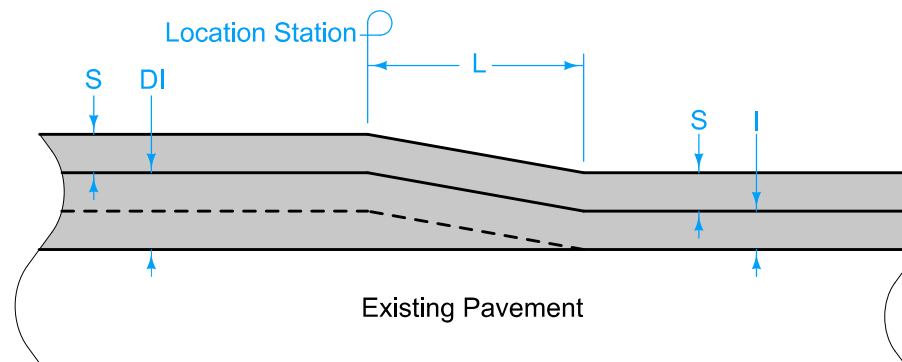
TYPE 'R1'
SURFACE RUNOUT FOR
SINGLE COURSE RESURFACING



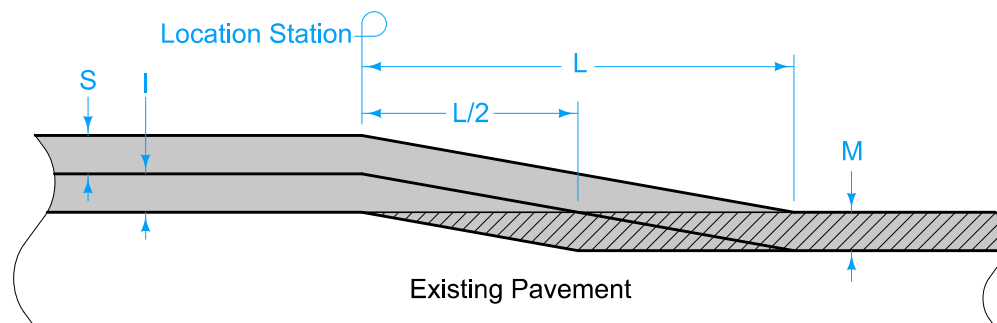
TYPE 'R2'
SURFACE RUNOUT - INTERMEDIATE
RUNOUT FOR DOUBLE COURSE RESURFACING



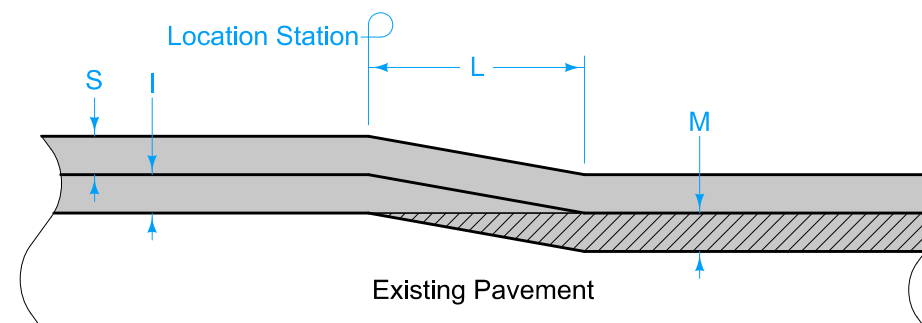
TYPE 'R3'
INTERMEDIATE COURSE
RUNOUT TRANSITION



TYPE 'R4'
DOUBLE INTERMEDIATE
COURSE RUNOUT TRANSITION



TYPE 'R5'
INTERMEDIATE COURSE RUNOUT FOR TRANSITION
FROM DOUBLE COURSE NON-MILLED RESURFACING
TO SINGLE COURSE MILLED RESURFACING



TYPE 'R6'
TRANSITION FROM
DOUBLE COURSE RESURFACING IN
NON-MILLED TO MILLED AREAS

- S Surface Course
- I Intermediate Course
- DI Double Intermediate Course
- L Runout Length
- M Milling

Posted Speed Limit (mph)	Runout Ratio (ft per inch)
Over 40	50
20 to 40	25
Under 20	10*

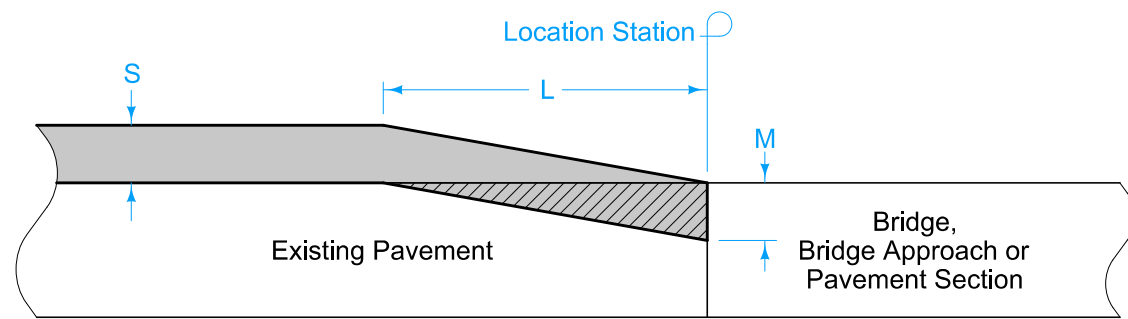
* Based on turning maneuvers at side roads and intersections.

Possible Contract Item:
Pavement Scarification

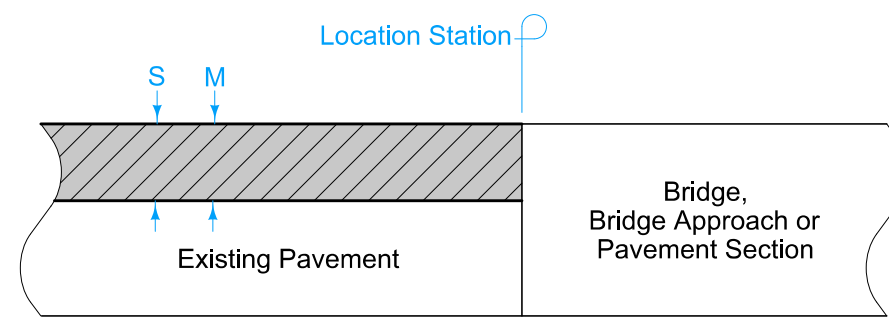
Possible Tabulations:
100-25
102-16

	REVISION	
	New	10-21-14
STANDARD ROAD PLAN		PR-201
REVISIONS: New. Replaces 7301, 7302, 7303, 7304, 7310 and 7311.		SHEET 1 of 1
APPROVED BY DESIGN METHODS ENGINEER		

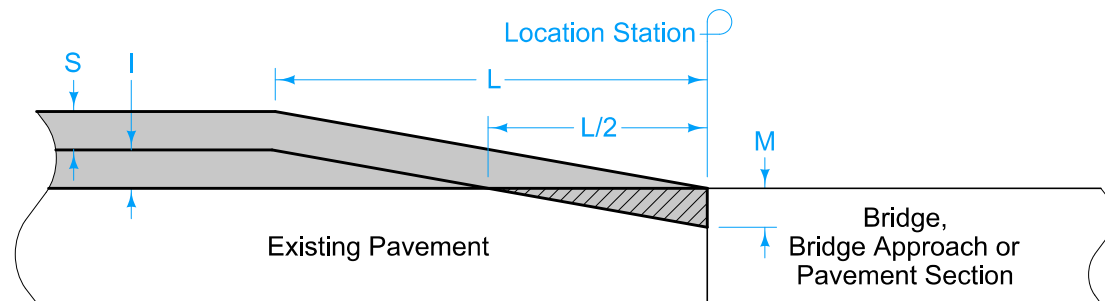
RUNOUTS FOR RESURFACING



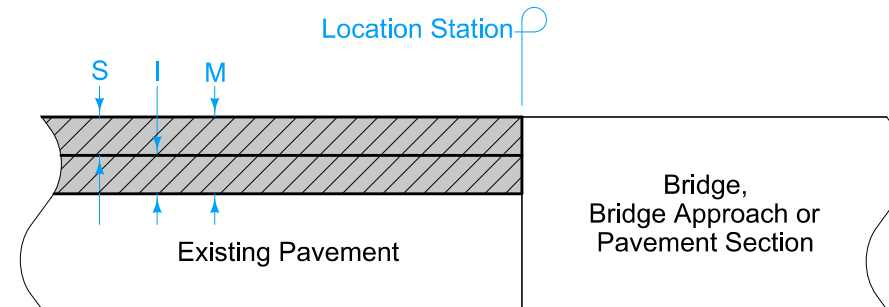
TYPE 'N1'
SURFACE NOTCH FOR
SINGLE COURSE RESURFACING



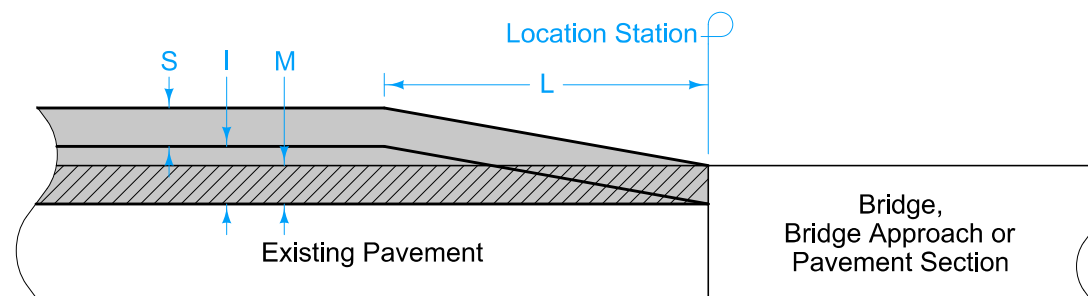
TYPE 'N2'
SINGLE COURSE
RESURFACING OF MILLED AREAS



TYPE 'N3'
SURFACE NOTCH - INTERMEDIATE
RUNOUT FOR DOUBLE COURSE RESURFACING



TYPE 'N4'
DOUBLE COURSE
RESURFACING OF MILLED AREAS



TYPE 'N5'
SURFACE NOTCH - INTERMEDIATE RUNOUT
FOR RESURFACING OF MILLED AREAS

S Surface Course
I Intermediate Course
L Runout Length
M Milling

Posted Speed Limit (mph)	Runout Ratio (ft per inch)
Over 40	50
20 to 40	25
Under 20	10*

* Based on turning maneuvers at side roads and intersections.

Possible Contract Item:
Pavement Scarification

Possible Tabulations:
100-25
102-16

	REVISION	
	New	10-21-14
STANDARD ROAD PLAN		PR-202
		SHEET 1 of 1

REVISIONS: New. Replaces 7305, 7306, 7307, 7308 and 7309.

Shawn Miller
APPROVED BY DESIGN METHODS ENGINEER

**NOTCHES FOR RESURFACING
(WITH OR WITHOUT RUNOUT)**