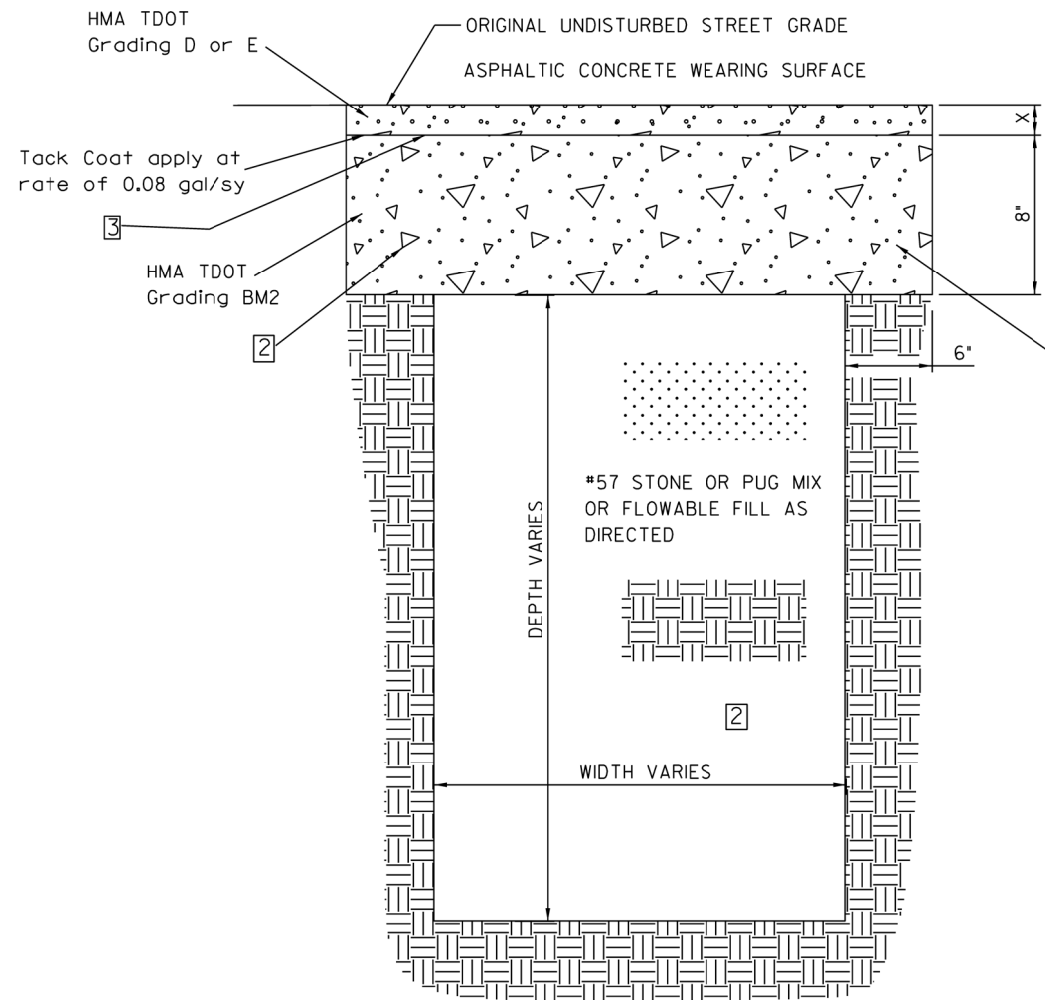
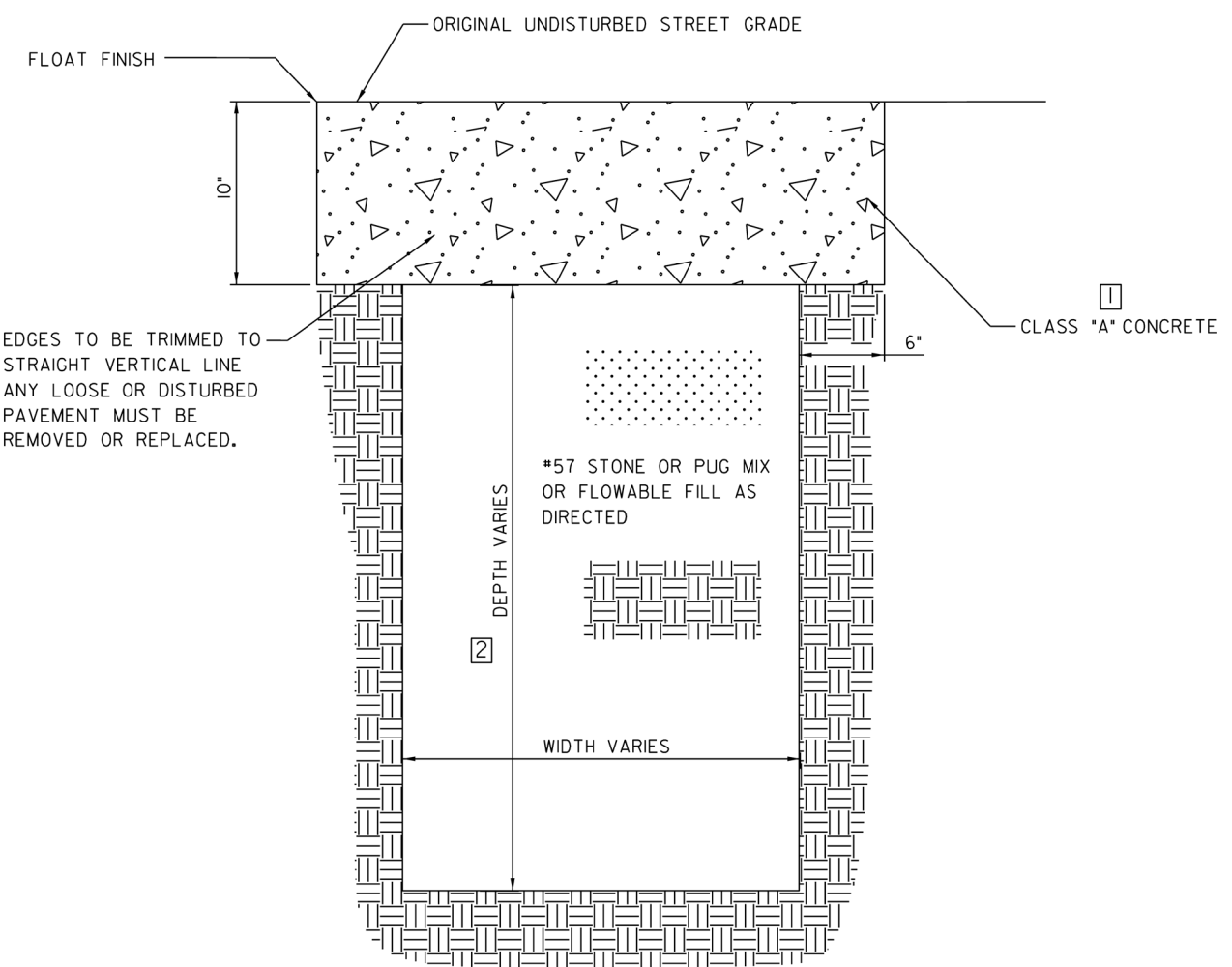


TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	.	.	32
.	.	.	.
.	.	.	.



**PATCH FOR ASPHALTIC CONCRETE
OR SURFACE TREATED STREETS
ON ALL TYPES OF BASE**

△ x=1.5" FOR COLLECTOR/ARTERIAL STREETS

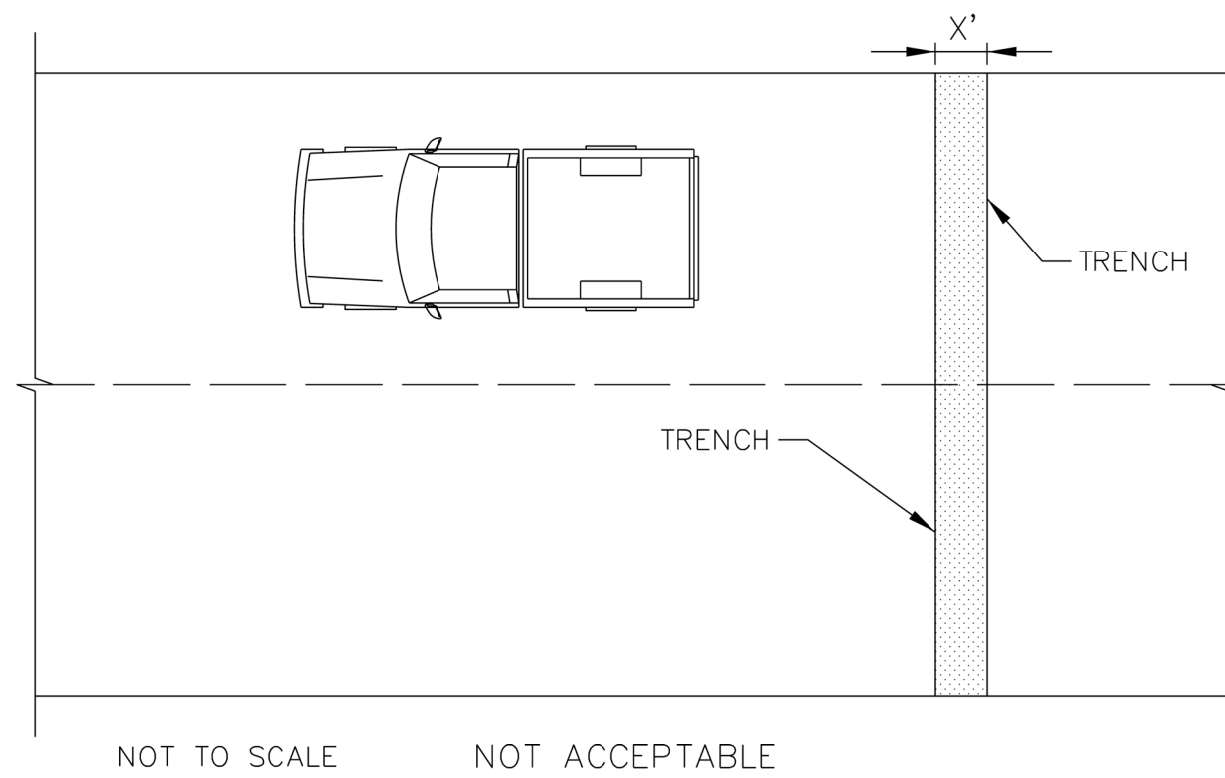
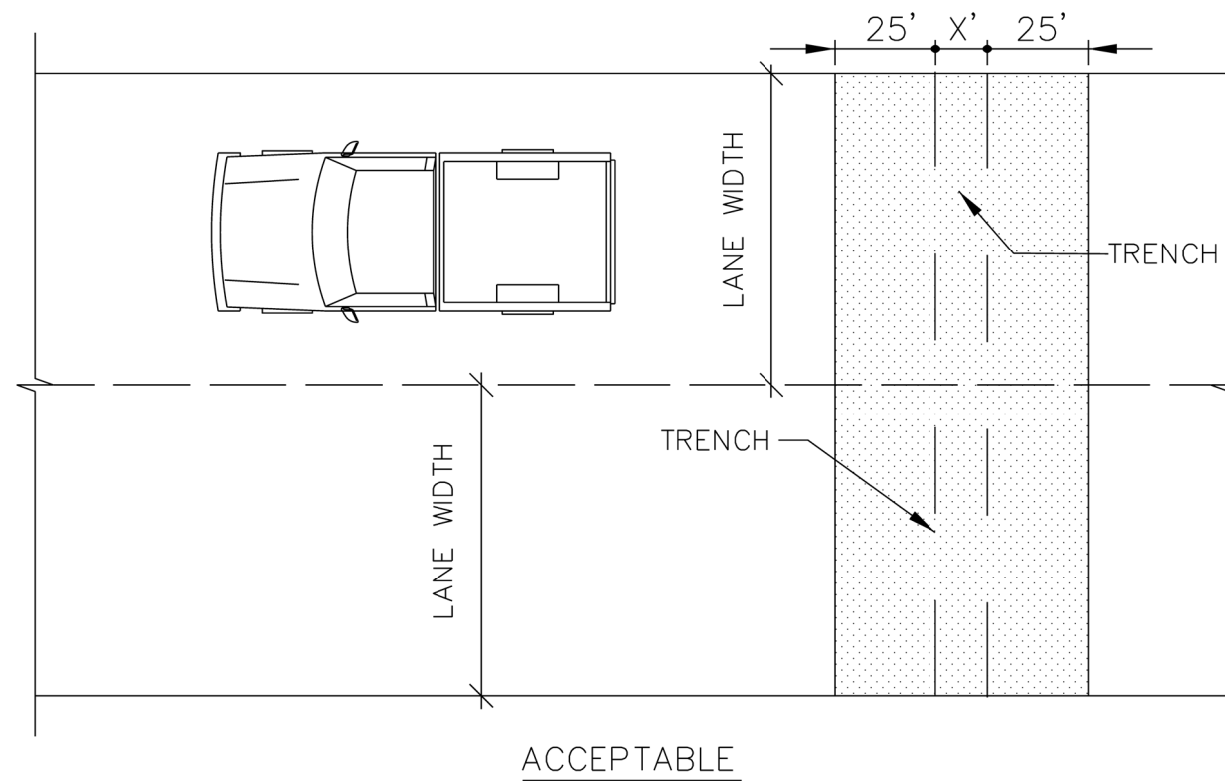


CONCRETE PATCH

EDGES TO BE TRIMMED TO STRAIGHT VERTICAL LINE ANY LOOSE OR DISTURBED PAVEMENT MUST BE REMOVED OR REPLACED.

- NOTES**
- DO NOT ALLOW TRAFFIC ON THE COMPLETED PAVEMENT UNTIL THE CONCRETE HAS ATTAINED A COMPRESSIVE STRENGTH OF 3,000 POUNDS PER SQUARE INCH OR UNTIL 14 DAYS FOLLOWING CONCRETE PLACEMENT, WHICHEVER OCCURS FIRST. COMPRESSIVE STRENGTH SHALL BE DETERMINED PER ASTM C39 BY A QUALIFIED 3RD PARTY TESTING LABORATORY. THE DEPARTMENT WILL NOT PERFORM THIS TEST.
 - COMPACT ALL BASE STONE AND HOT MIX ASPHALT TO THE MAXIMUM EXTENT POSSIBLE; UTILIZE A NUCLEAR DENSITY GAUGE TO DETERMINE APPARENT DENSITY. PERIODICALLY DURING COMPACTION CHECK DENSITY. WHEN DENSITY DOES NOT INCREASE WITH ADDITIONAL COMPACTION EFFORT, MAXIMUM POSSIBLE DENSITY WILL BE CONSIDERED TO HAVE BEEN ACHIEVED.
 - TACK COAT SHALL BE A PRODUCT LISTED IN TDOT STANDARD SPECIFICATION 403.02
 - BASE STONE, CONCRETE, HOT MIX ASPHALT, AND TACK COAT SHALL ALL BE SUPPLIED BY PRODUCERS ON TDOT'S APPROVED PRODUCER LIST.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-1
-	-	-	-
-	-	-	-



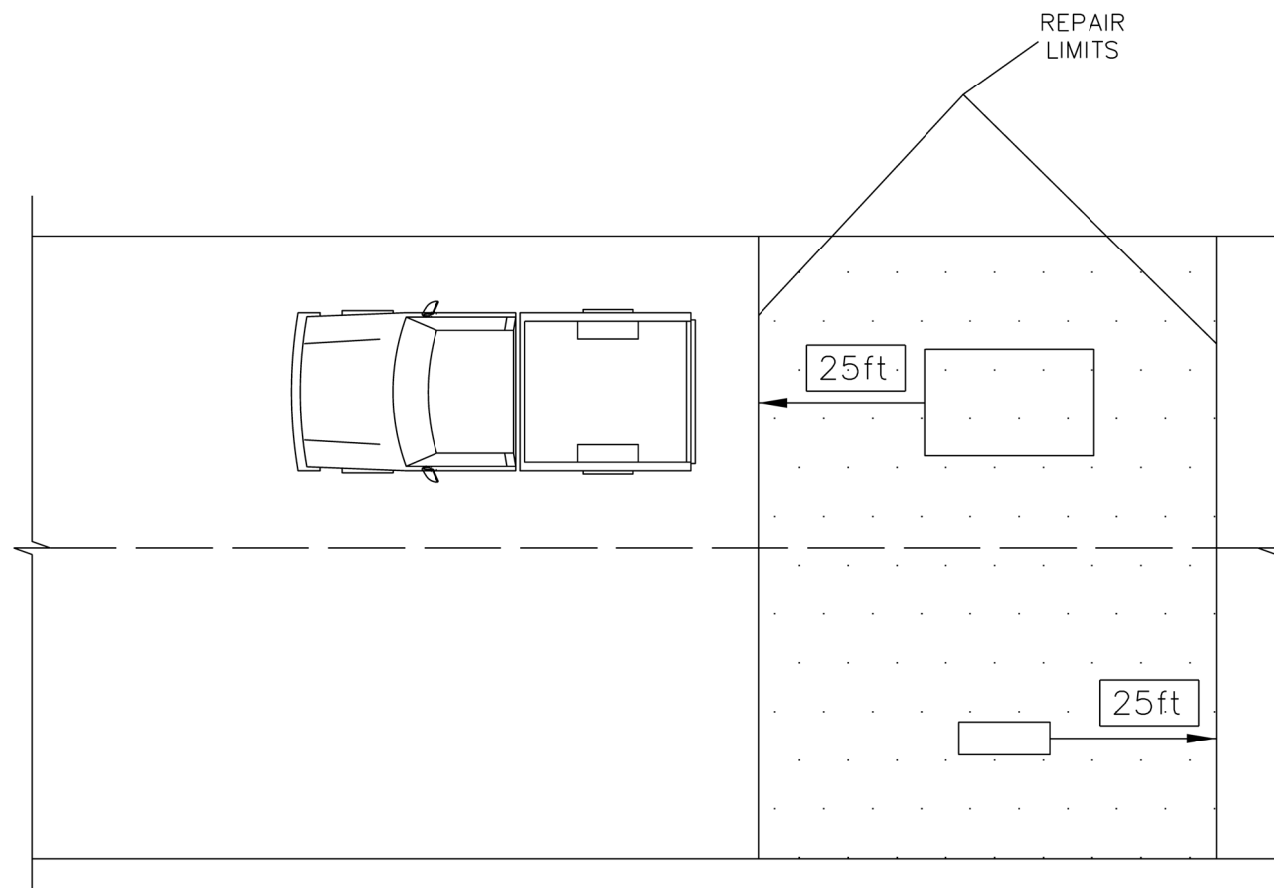
NOTES

- EXISTING PAVEMENTS SHALL BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC.
- DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND/OR IRREGULAR SHAPES.
- ALL REPAIRS SHALL BE FULL LANE WIDTH.
- FOR PATCHES IN ASPHALT, A TACK COAT SHALL BE APPLIED TO ALL EDGES OF THE EXISTING ASPHALT BEFORE PLACING THE NEW PAVEMENT.
- AFTER PLACING THE NEW ASPHALT, ALL SEAMS (JOINTS) BETWEEN THE NEW AND EXISTING PAVEMENTS SHALL BE SEALED WITH AN ASPHALT TACK COAT OR RUBBERIZED CRACK SEAL MATERIAL.
- TRAVERSE PATCHES SHALL BE OVERLAID ACROSS THE ENTIRE STREET WIDTH FOR A DISTANCE OF TWENTY-FIVE (25) FEET MINIMUM ON ALL SIDES OF THE TRENCH.
- ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT.
- ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
- SAW CUTTING REQUIRED FOR ALL REPAIRS
- INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.

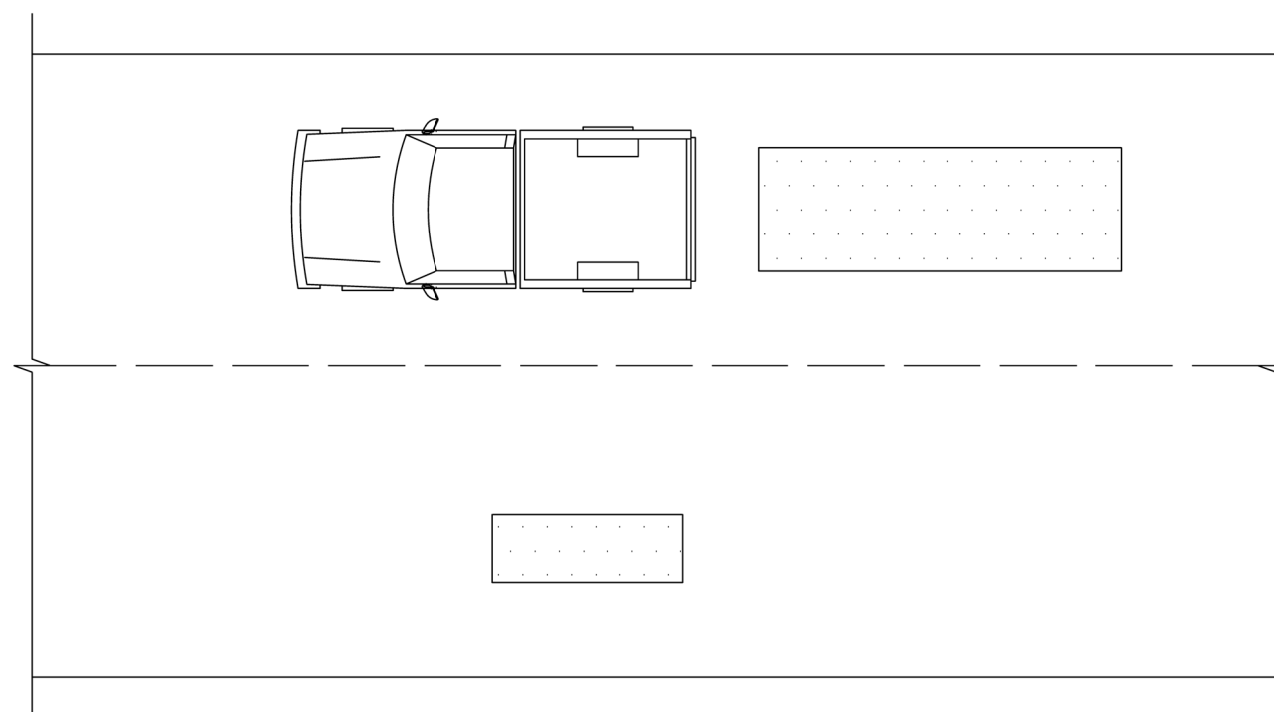
NOT TO SCALE

NOT ACCEPTABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-2
-	-	-	-
-	-	-	-



ACCEPTABLE



NOT ACCEPTABLE

NOTES

- EXISTING PAVEMENTS SHALL BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC.
- DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND/OR IRREGULAR SHAPES.
- ALL REPAIRS SHALL BE FULL LANE WIDTH.
- FOR PATCHES IN ASPHALT, A TACK COAT SHALL BE APPLIED TO ALL EDGES OF THE EXISTING ASPHALT BEFORE PLACING THE NEW PAVEMENT.
- AFTER PLACING THE NEW ASPHALT, ALL SEAMS (JOINTS) BETWEEN THE NEW AND EXISTING PAVEMENTS SHALL BE SEALED WITH AN ASPHALT TACK COAT OR RUBBERIZED CRACK SEAL MATERIAL.
- TRAVERSE PATCHES SHALL BE OVERLAID ACROSS THE ENTIRE STREET WIDTH FOR A DISTANCE OF TWO (2) FEET MINIMUM ON ALL SIDES OF THE TRENCH.
- THE EDGES OF PATCHES PARALLEL TO THE DIRECTION OF TRAFFIC SHALL BE LIMITED TO THE BOUNDARIES OF LANES OR TO THE CENTERLINE OF TRAVEL LANES.
- ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT.
- ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
- SAW CUTTING REQUIRED FOR ALL REPAIRS.
- INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT END OF EACH REPAIR AREAS.

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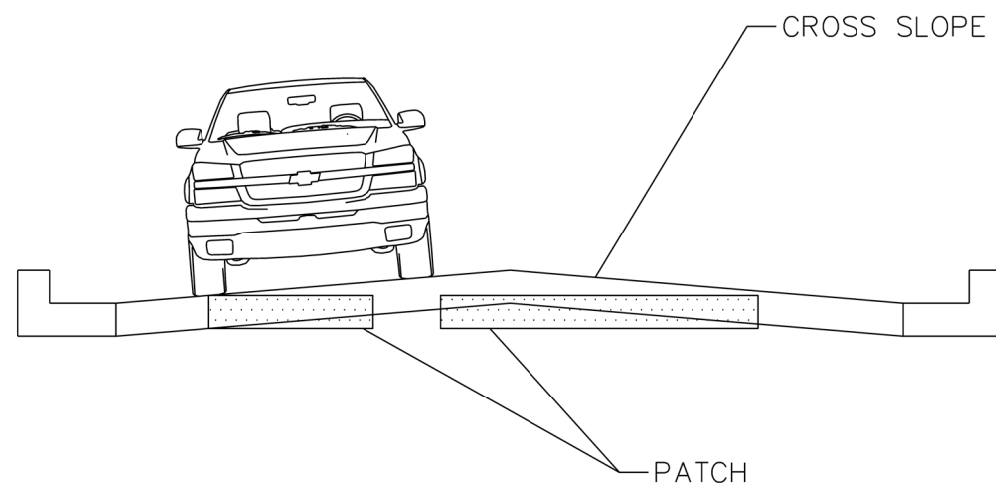
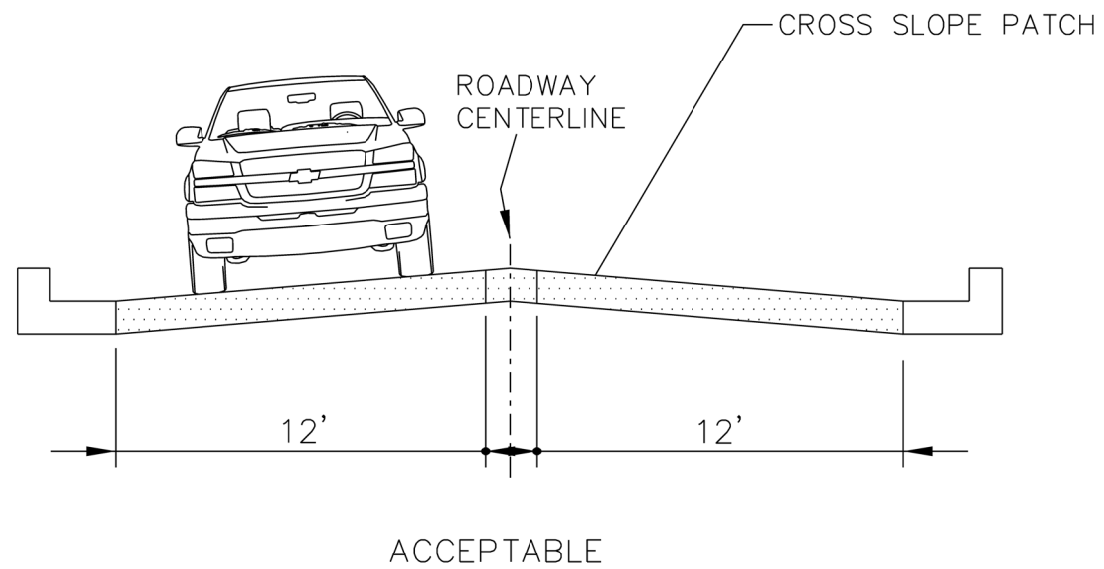
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**WHEEL PATH
PAVEMENT
REPAIR DETAIL**

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-3
-	-	-	-
-	-	-	-



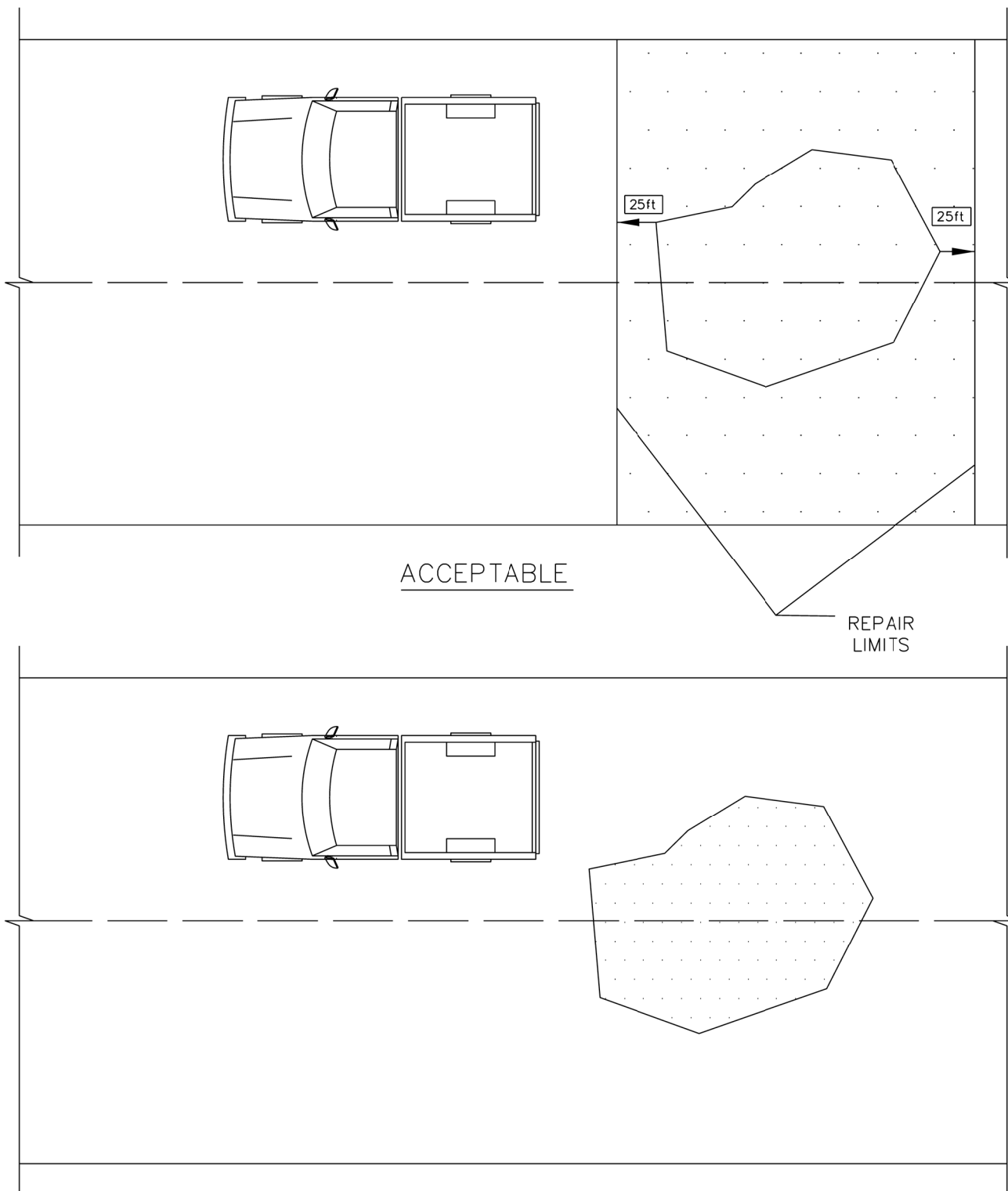
NOT TO SCALE

NOT ACCEPTABLE

NOTES

- EXISTING PAVEMENTS SHALL BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC.
- DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND/OR IRREGULAR SHAPES.
- ALL REPAIRS SHALL BE FULL LANE WIDTH.
- FOR PATCHES IN ASPHALT, A TACK COAT SHALL BE APPLIED TO ALL EDGES OF THE EXISTING ASPHALT BEFORE PLACING THE NEW PAVEMENT.
- AFTER PLACING THE NEW ASPHALT, ALL SEAMS (JOINTS) BETWEEN THE NEW AND EXISTING PAVEMENTS SHALL BE SEALED WITH AN ASPHALT TACK COAT OR RUBBERIZED CRACK SEAL MATERIAL.
- PATCHES SHALL HAVE A SMOOTH LONGITUDINAL GRADE CONSISTENT WITH THE EXISTING ROADWAY.
- PATCHES SHALL ALSO HAVE A CROSS SLOPE OR CROSS SECTION CONSISTENT WITH THE DESIGN OF THE EXISTING ROADWAY.
- ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT.
- ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
- SAW CUTTING REQUIRED FOR ALL REPAIRS.
- INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-4
-	-	-	-
-	-	-	-



NOTES

1. EXISTING PAVEMENTS SHALL BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC.
2. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND/OR IRREGULAR SHAPES.
3. ALL REPAIRS SHALL BE FULL LANE WIDTH.
4. FOR PATCHES IN ASPHALT, A TACK COAT SHALL BE APPLIED TO ALL EDGES OF THE EXISTING ASPHALT BEFORE PLACING THE NEW PAVEMENT.
5. AFTER PLACING THE NEW ASPHALT, ALL SEAMS (JOINTS) BETWEEN THE NEW AND EXISTING PAVEMENTS SHALL BE SEALED WITH AN ASPHALT TACK COAT OR RUBBERIZED CRACK SEAL MATERIAL.
6. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT.
7. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
8. ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
9. SAW CUTTING REQUIRED FOR ALL REPAIRS.
10. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.

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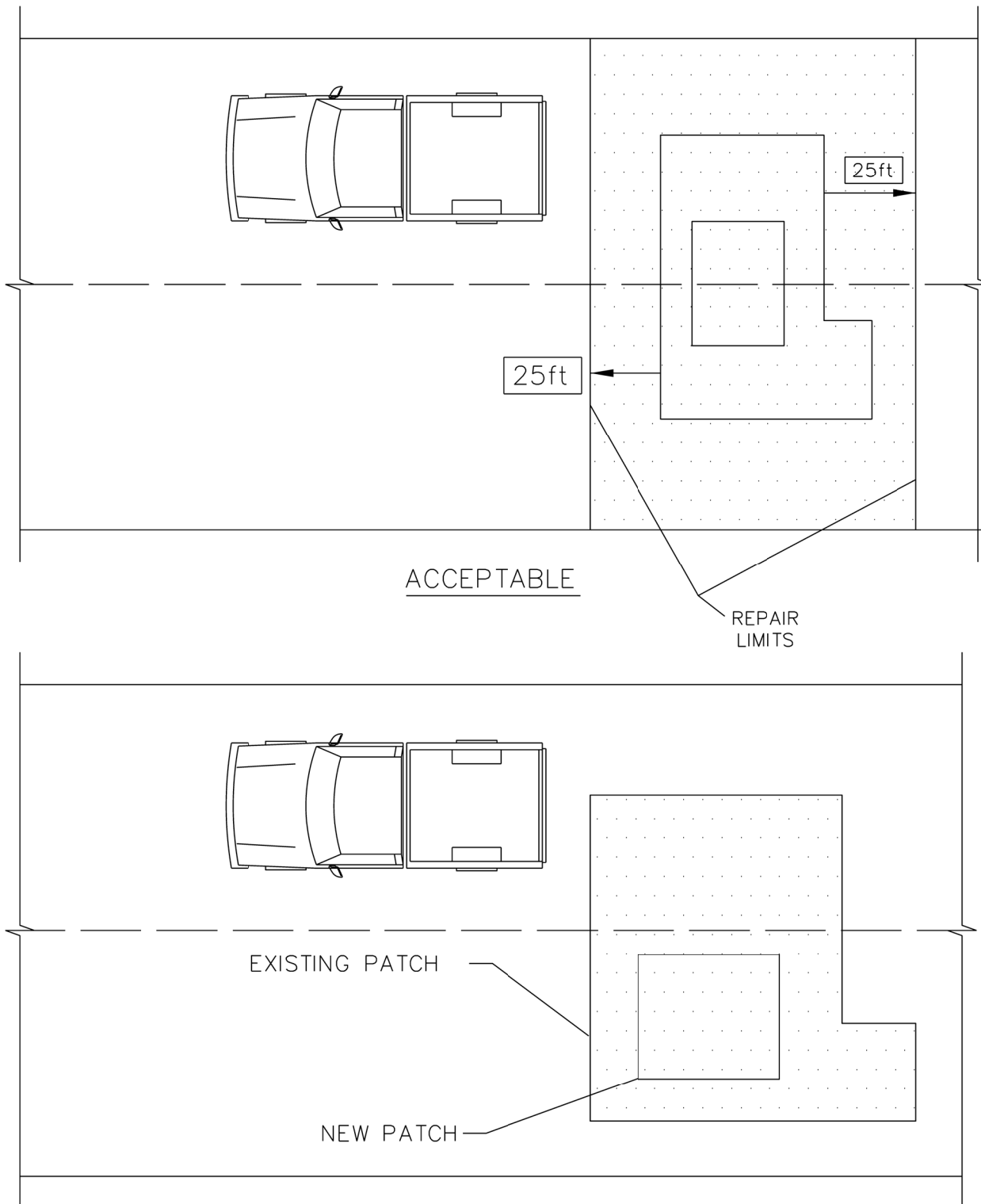
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**MULTI-LANE
 PAVEMENT
 REPAIR DETAIL**

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-5
-	-	-	-
-	-	-	-



NOTES

1. EXISTING PAVEMENTS SHALL BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC.
2. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND/OR IRREGULAR SHAPES.
3. ALL REPAIRS SHALL BE FULL LANE WIDTH.
4. FOR PATCHES IN ASPHALT, A TACK COAT SHALL BE APPLIED TO ALL EDGES OF THE EXISTING ASPHALT BEFORE PLACING THE NEW PAVEMENT.
5. AFTER PLACING THE NEW ASPHALT, ALL SEAMS (JOINTS) BETWEEN THE NEW AND EXISTING PAVEMENTS SHALL BE SEALED WITH AN ASPHALT TACK COAT OR RUBBERIZED CRACK SEAL MATERIAL.
6. AVOID PATCHES WITHIN PATCHES. IF THIS CAN BE AVOIDED, MAKE THE BOUNDARIES OF THE PATCHES COINCIDE.
7. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT.
8. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
9. ALL TRENCHING EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
10. SAW CUTTING REQUIRED FOR ALL REPAIRS.

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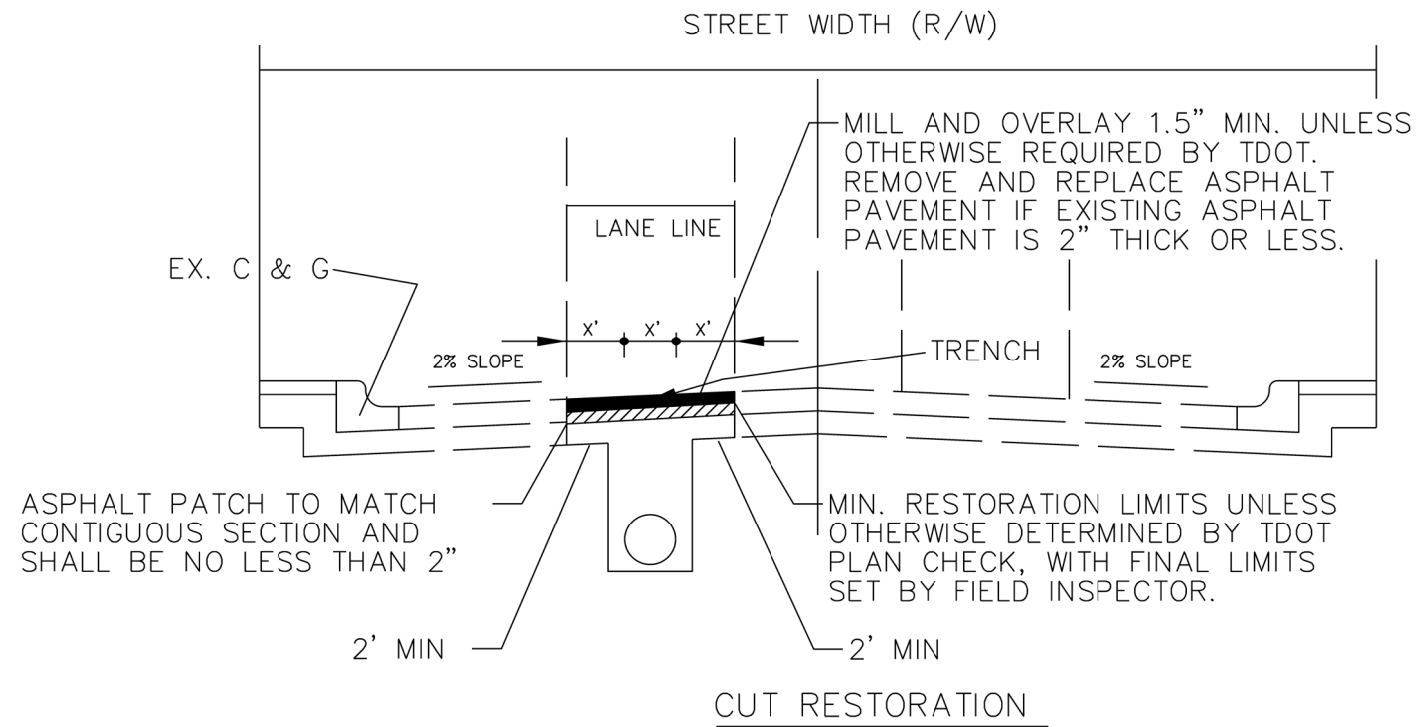
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

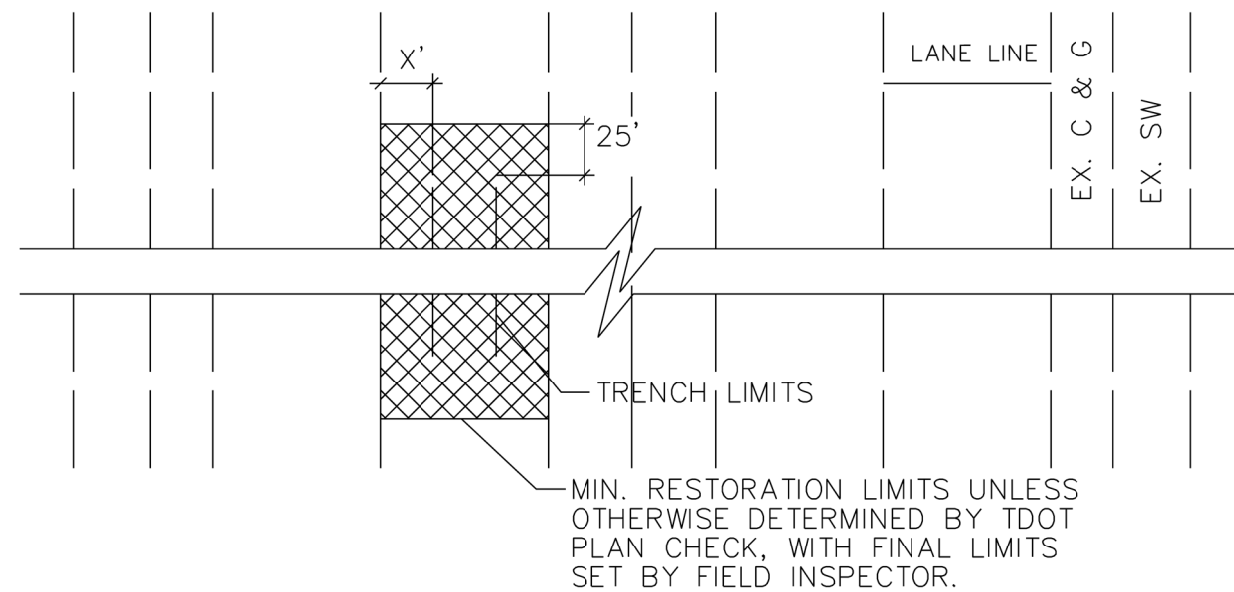
EXISTING
PATCH
PAVEMENT
REPAIR DETAIL

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-6
-	-	-	-
-	-	-	-
-	-	-	-



NOTES

1. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.
2. THE ENTITY'S REQUIREMENTS TAKE PRECEDENCE OVER ANY MINIMUM REQUIREMENTS SHOWN HEREON.
3. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT
4. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
5. ALL TRENCHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
6. SAW CUTTING REQUIRED FOR ALL REPAIRS.
7. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.



NOT TO SCALE

PLAN VIEW

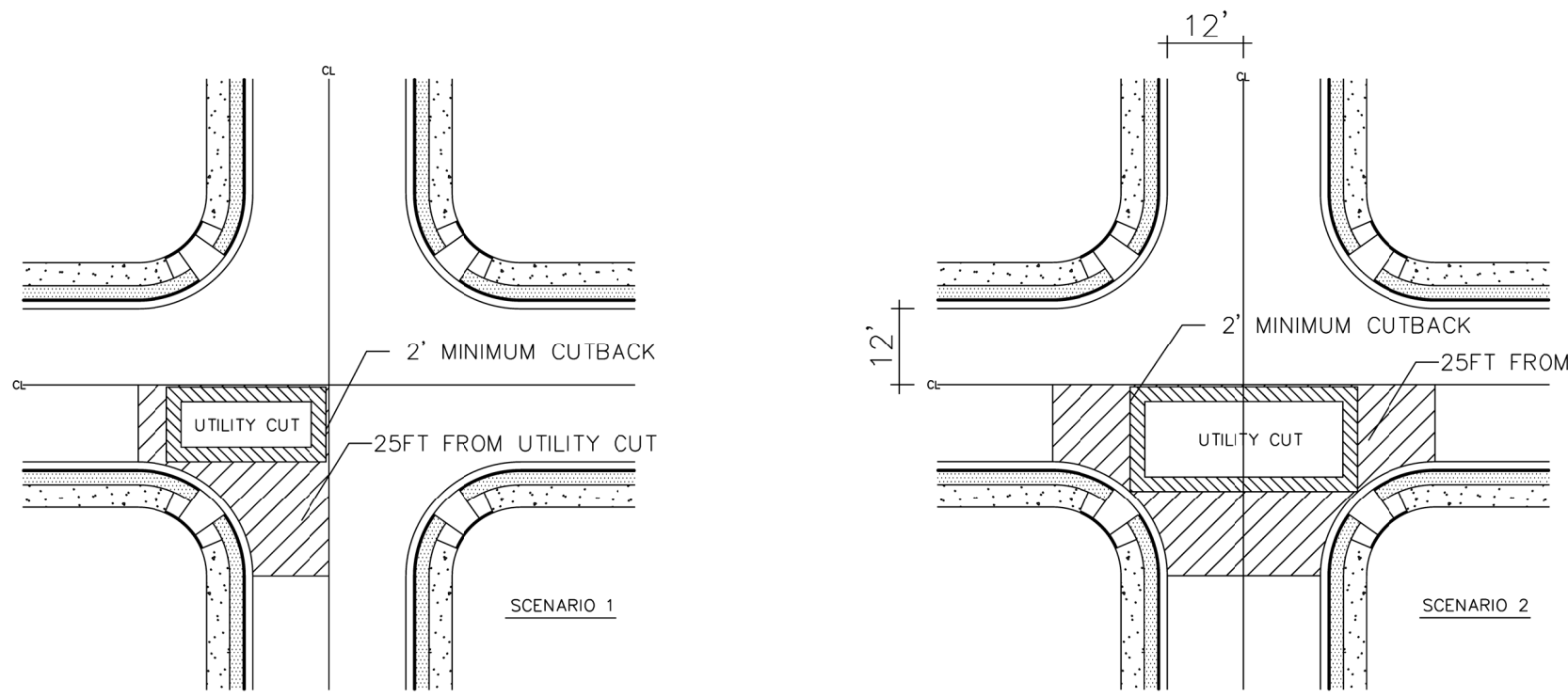
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

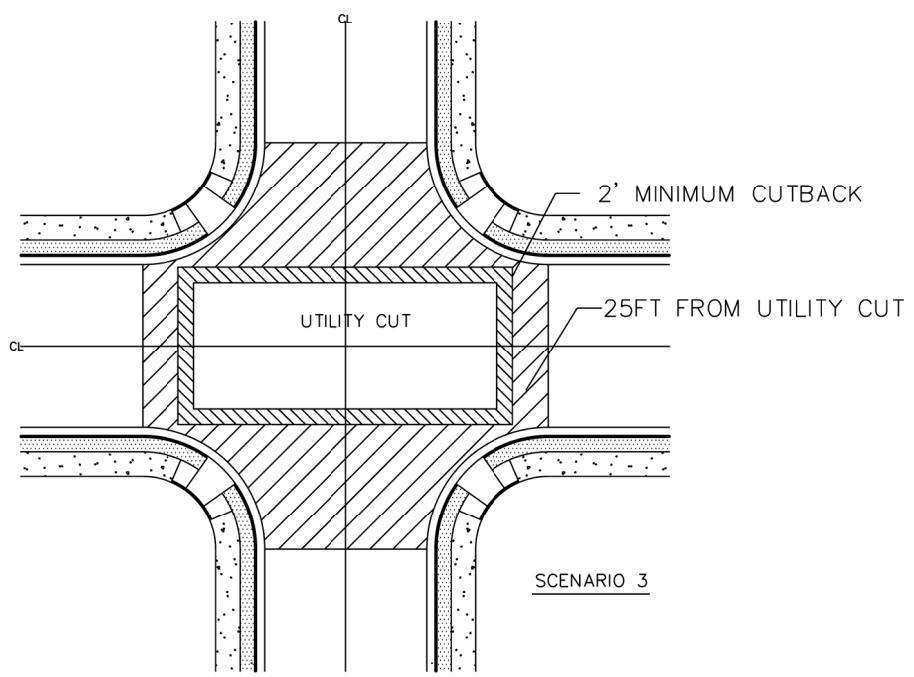
LONGITUDINAL
TRENCH
PAVEMENT
REPAIR DETAIL

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-7
-	-	-	-
-	-	-	-



NOTES

1. SEE "DESIGN STANDARD FOR TYPICAL REPAIR OF UTILITY CUTS IN PAVEMENT", TDOT STANDARD DRAWING NO. 32.
2. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT
3. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
5. SAW CUTTING REQUIRED FOR ALL REPAIRS.
6. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.



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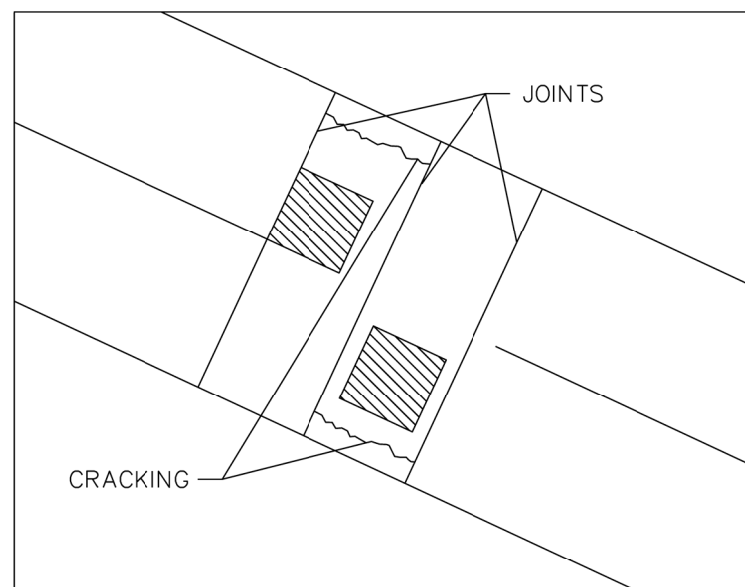
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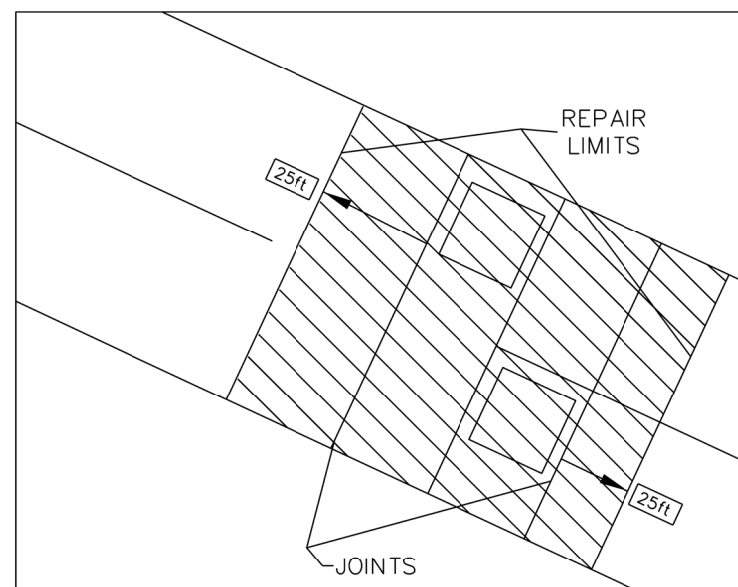
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 PAVEMENT REPAIR DETAIL
 FOR UTILITY CUT
 LOCATIONS AT
 INTERSECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-8
-	-	-	-
-	-	-	-
-	-	-	-

NOT ACCEPTABLE



ACCEPTABLE



NOTES

1. SEE TDOT STANDARD DRAWINGS RP-J-23 AND RP-J-25 FOR REFERENCE.
2. IN CONCRETE PAVEMENTS, REMOVE SECTIONS TO EXISTING JOINTS, OR NEW SAW CUT JOINTS AT MID-SLAB, THAT ARE IN GOOD REPAIR. IN DAMAGED CONCRETE, THE LIMITS OF REMOVAL SHOULD BE DETERMINED IN THE FIELD BY TDOT INSPECTIONS.
3. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT
4. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
6. SAW CUTTING REQUIRED FOR ALL REPAIRS.
7. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.

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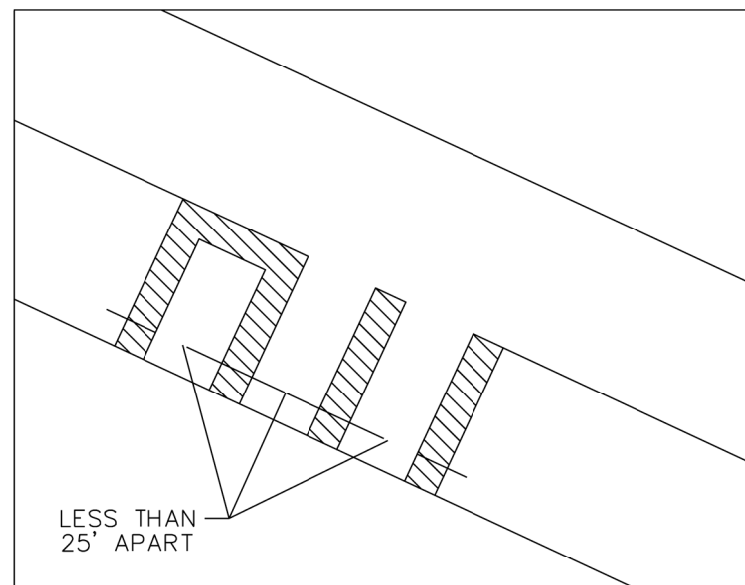


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

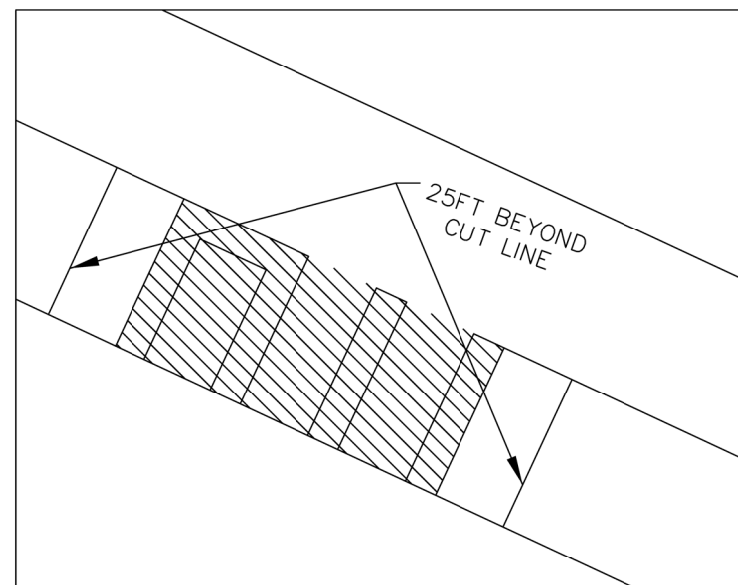
CONCRETE
PAVEMENT
REPAIR DETAIL

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-9
-	-	-	-
-	-	-	-
-	-	-	-

NOT ACCEPTABLE



ACCEPTABLE



NOTES

1. SEE TDOT STANDARD DRAWINGS RP-J-23 FOR REFERENCE.
2. IN THE CASE OF A SERIES OF PATCHES OR PATCHES FOR SERVICE LINES OFF A MAIN TRENCH, REPAIR THE PAVEMENT OVER THE PATCHES BY GRINDING AND OVERLAY WHEN THE SPACING BETWEEN THE PATCHES IS LESS THAN 10 FEET. IN CASES WHERE THE EXISTING PAVEMENT IS IN POOR CONDITION (IN THE STRATEGIC PAVING PLAN) AND MAY REQUIRE OVERLAY WITHIN THE NEXT FEW YEARS, THIS REQUIREMENT MAY BE MODIFIED OR WAIVED BY THE TDOT ENGINEER.
3. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT
4. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
5. ALL TRECHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
6. SAW CUTTING REQUIRED FOR ALL REPAIRS.
7. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.

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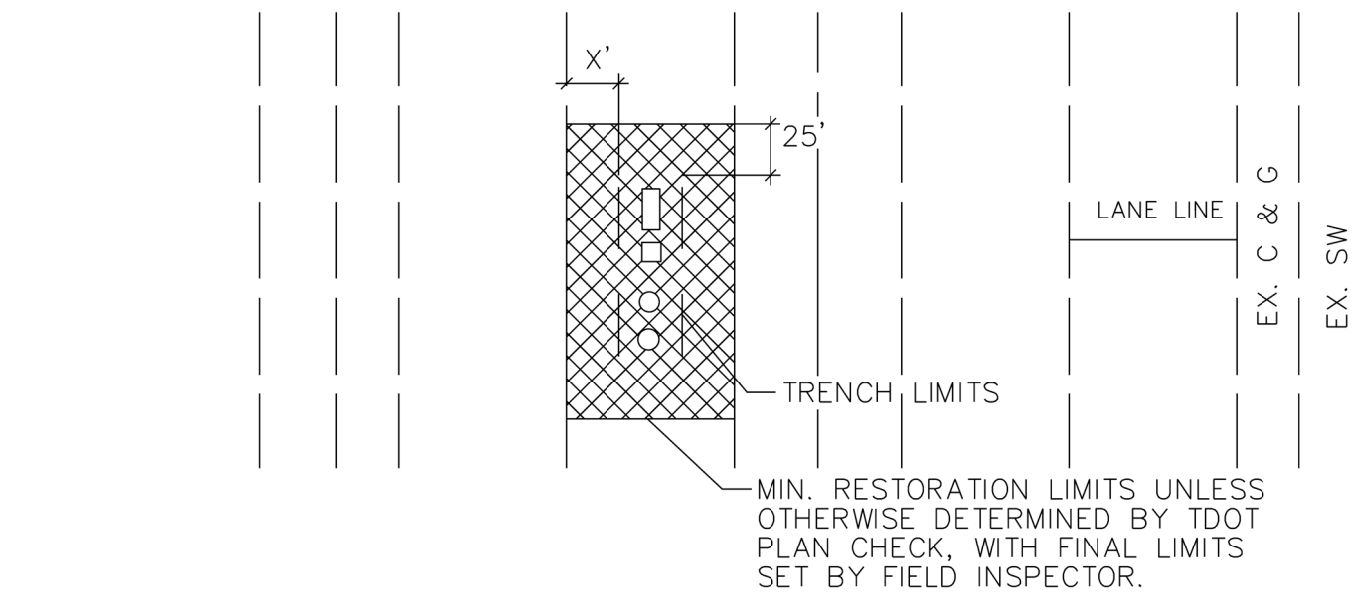
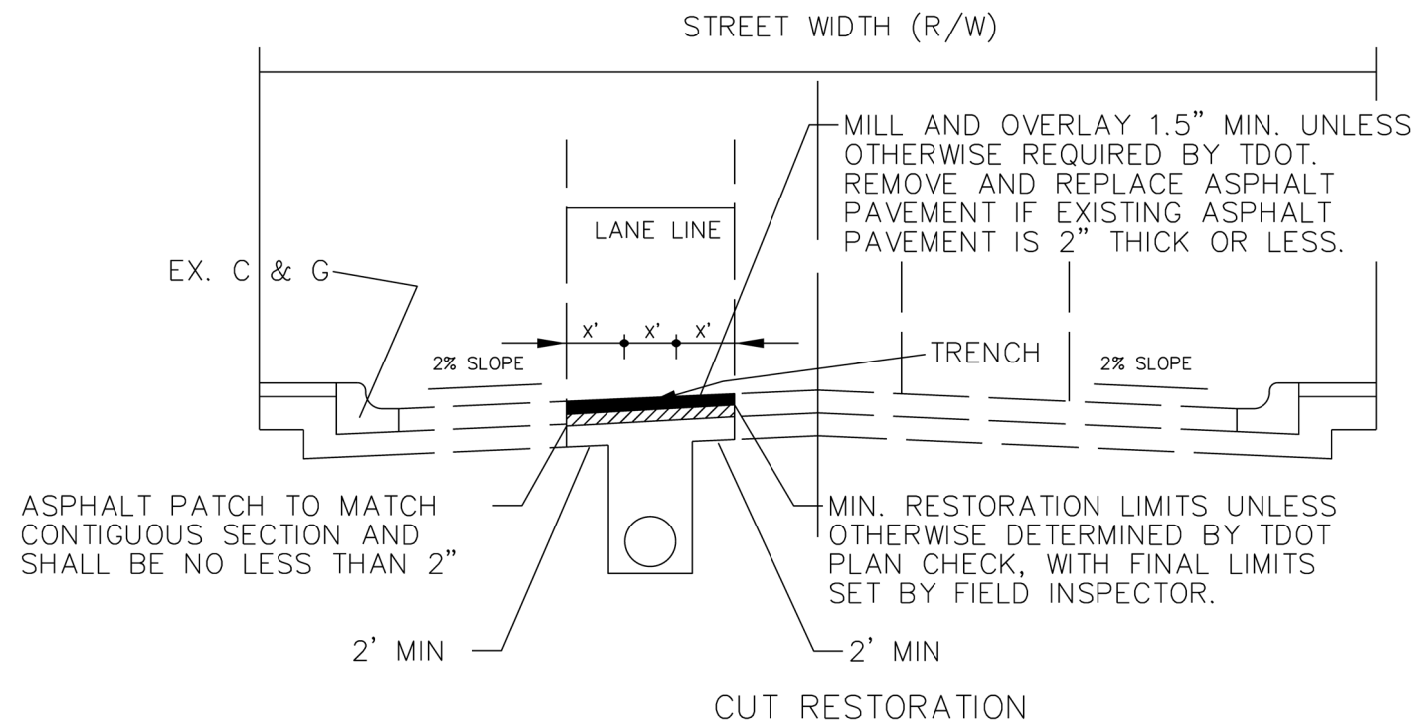
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT REPAIR
DETAILS FOR REPAIR
PATCHES IN SERIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTILITY	-	-	UR-10
-	-	-	-
-	-	-	-
-	-	-	-



NOTES

1. IF CUT IS WITHIN A LANE, PAVEMENT RESTORATION MUST EXTEND TO THE NEXT LANE LINE.
2. THE ENTITY'S REQUIREMENTS TAKE PRECEDENCE OVER ANY MINIMUM REQUIREMENTS SHOWN HEREON.
3. POTHOLING NOT TO EXCEED 9 TO 12 INCH DIAMETER ROUND HOLES OR 2 FT X 2 FT SAW CUT SQUARE OPENINGS FOR HAND, WATER, OR VACUUM EXCAVATION TO TOP OF PIPE. IF EXCESSIVE MATERIAL CONTINUALLY FILLS THE POTHOLE, THEN STOP IMMEDIATELY AND CONSULT TDOT UTILITY OR DISTRICT MAINTENANCE OFFICE REPRESENTATIVE FROM THE PERMIT.
4. DAYLIGHTING CUTS ARE NOT TO EXCEED 2 FT X 4 FT CUTS FOR OBSERVATION OF BORES UNDER OR OVER UTILITIES IN THE LANES OF TRAFFIC FOR HAND, WATER, OR VACUUM EXCAVATION TO TOP OF PIPE. IF EXCESSIVE MATERIAL CONTINUALLY FILLS THE POTHOLE, THEN STOP IMMEDIATELY AND CONSULT TDOT UTILITY OR DISTRICT MAINTENANCE OFFICE REPRESENTATIVE FROM THE PERMIT.
5. IN THE EVENT THAT ROADWAY SUBGRADE AND FILL COLLAPSE FROM POTHOLING AND/OR DAYLIGHTING ACTIVITIES ENCROACHES ON OR UNDER ADJACENT LANES, THE UTILITY IS RESPONSIBLE FOR ALL REPAIRS TO ADJACENT LANES AS WELL.
6. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT
7. ALL TRAFFIC CONTROL SHALL COMPLY WITH APPLICABLE PLAN NOTES, SPECIAL PROVISIONS, TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
8. ALL TRENCHING AND EXCAVATION WORK SHALL BE COMPLIANT WITH OSHA REGULATIONS 29 CFR 1926.651 AND 1926.652.
9. SAW CUTTING REQUIRED FOR ALL REPAIRS.
10. INFRARED TECHNOLOGY MAY BE USED FOR COLD JOINTS AT THE END OF EACH REPAIR AREAS.
11. BAR-HOLING/MICRO POTHOLING -- IN INSTANCES WHERE BAR-HOLING/MICRO-POTHOLING ARE USED IN THE ROADWAY TO CONFIRM UTILITY DEPTHS WHERE POTHOLE DIAMETERS DO NOT EXCEED 2 INCHES, THE HOLES ARE TO BE FILLED FLUSH WITH THE TOP OF PAVEMENT WITH A SAND/CEMENT GROUT OR EQUIVALENT PREPACKAGED PRODUCT FROM THE TDOT QUALIFIED PRODUCTS LIST (QPL).

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NOT TO SCALE

PLAN VIEW



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**POTHOLING
AND
DAYLIGHTING
REPAIR DETAIL**