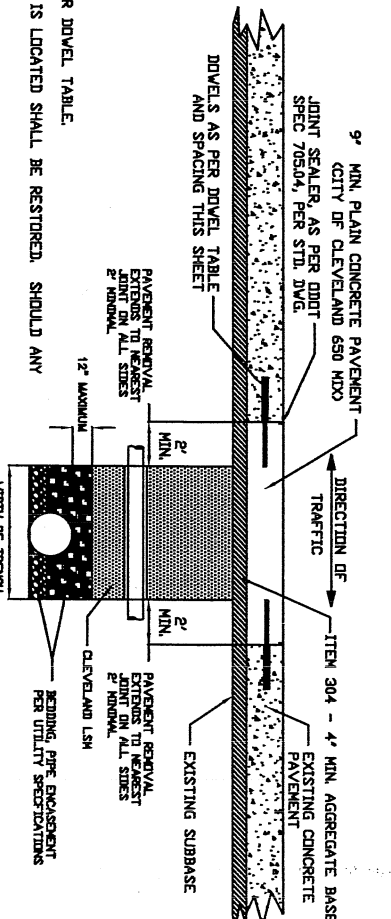
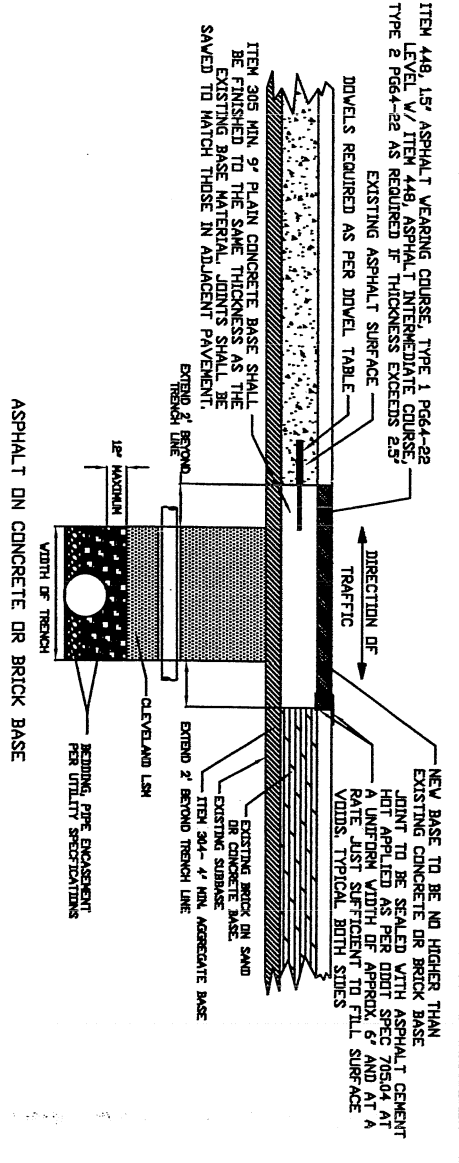


DOWEL TABLE	
PAVEMENT THICKNESS	DIAMETER OF DOWELS
8" OR LESS	1"
9"	1 1/8"
10"	1 1/4"
OVER 10"	AS DIRECTED
	DOWELS SHALL BE SPACED EVERY 30"




- NOTES
1. ALL PAVEMENT OPENINGS SHALL BE SAVED FULL DEPTH AND HAVE SMOOTH VERTICAL FACES. DOWELS SHALL BE REQUIRED, AS PER DOWEL TABLE.
  2. CONCRETE REPAVING SHALL BE PERFORMED IN SUCH A MANNER THAT THE ENTIRE LANE AND/OR SLAB IN WHICH THE REPAIR AREA IS LOCATED SHALL BE RESTORED. SHOULD ANY PORTION OF THE REPAIR AREA EXTEND INTO AN ADJACENT LANE AND/OR SLAB, THAT LANE OR SLAB SHALL ALSO BE REPAVED.
  3. EXTEND OVERCUT IN LONGITUDINAL DIRECTION TWO FEET (2') INTO UNDISTURBED SUBGRADE.
  4. ASPHALT RESURFACING SHALL BE PERFORMED IN SUCH A MANNER THAT THE ENTIRE LANE IN WHICH THE REPAIR AREA IS LOCATED SHALL BE RESTORED. SHOULD ANY PORTION OF THE REPAIR AREA EXTEND INTO AN ADJACENT LANE, THAT LANE SHALL ALSO BE RESURFACED. THE RESURFACING SHALL TAKE PLACE FROM BEGINNING PROJECT TO END PROJECT (SEE WORK LIMITS). FOR PAVEMENTS WITH A WIDTH OF 40' OR LESS A LANE SHALL BE CONSIDERED 1/2 THE PAVEMENT WIDTH.
  5. BRICKS REMOVED FROM A REPAIR SHALL BE STORED IN A SAFE PLACE BY THE CONTRACTOR FOR REUSE. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING ANY BRICKS THAT ARE STOLEN OR DAMAGED AT NO COST TO THE CITY.
  6. ALL NEW BRICKS SUPPLIED BY THE CONTRACTOR MUST FIRST BE APPROVED BY THE CITY BEFORE THEY ARE USED.
  7. SAWCUTTING ALL PARTIAL BRICKS SHALL BE SAWCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN ONE-HALF ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAWCUTTING OF ADJACENT UNDISTURBED BRICKS.
  8. THE PERIMETER FACES OF THE EXISTING BASE MATERIAL SHALL BE CUT BACK TO AS NEARLY VERTICAL ORIENTATION AS POSSIBLE. IF SHEARING OF THE ADJACENT BASE RESULTS, THE CONTRACTOR SHALL REMOVE ADDITIONAL BRICK AND BASE AS SHOWN IN THE DETAIL.
  9. THE MAXIMUM WIDTH OF A BRICK MORTAR JOINT SHALL BE 1/2". THIS RESTRICTION WILL ALSO APPLY TO THE PERIMETER OF A REPAIR AREA, WHERE THE JOINTS MAY NOT BE PARALLEL TO ONE ANOTHER.
  10. MORTARING OF JOINTS. ALL JOINTS SHALL BE MORTARED WITH A 50/50 MIXTURE BY VOLUME OF SAND /CEMENT, TO PROVIDE FOR A FLUSH FINISH. THIS MAY REQUIRE MORE THAN ONE APPLICATION; FURTHER VIBRATION WILL BE REQUIRED FOR COMPACTION.
  11. ALL BACKFILL MATERIALS USED UNDER ANY PAVEMENTS SHALL BE CLEVELAND LHM PLACED FROM THE INITIAL ONE FOOT OVER THE TOP OF UTILITIES, TO THE SUBGRADE.
  12. TO PREVENT FLOTATION AND ENTRY OF FLOWABLE FILL INTO ANY OTHER AREAS COVER ALL JOINTS IN CLAY PIPE IN THE TRENCH AREA WITH POLYETHYLENE MATERIAL BEFORE POURING FLOWABLE FILL. REPAIR TECHNIQUES SHALL BE IN ACCORDANCE WITH THE UTILITY COMPANY'S STANDARD REPAIR PROCEDURES.

REVISED 8/23/08

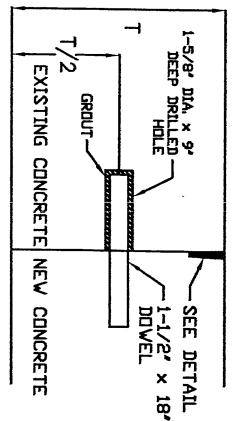
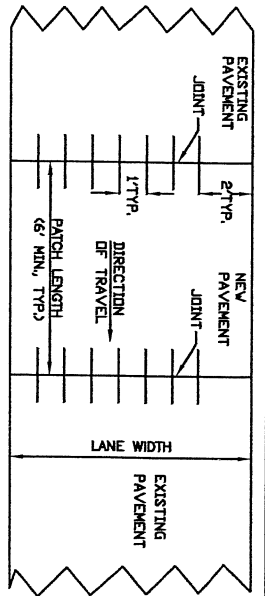
**CITY OF CLEVELAND**  
DEPARTMENT OF PUBLIC SERVICE  
DIVISION OF ENGINEERING & CONSTRUCTION  
JOURNALIE WASKO-DIRECTOR OF PUBLIC SERVICE  
**STREET OPENING REPAIR-SUPPLEMENTAL**  
NOT TO SCALE

DRAWN BY: B. BLODZINSKAS      DATE: 4/8/08  
SUBMITTED BY: W. MCGAUGHAN      DATE: 4/8/08

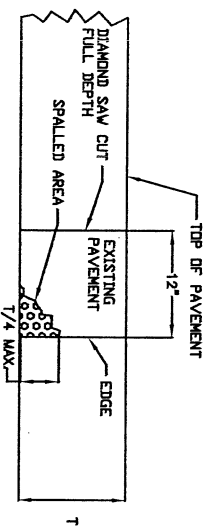
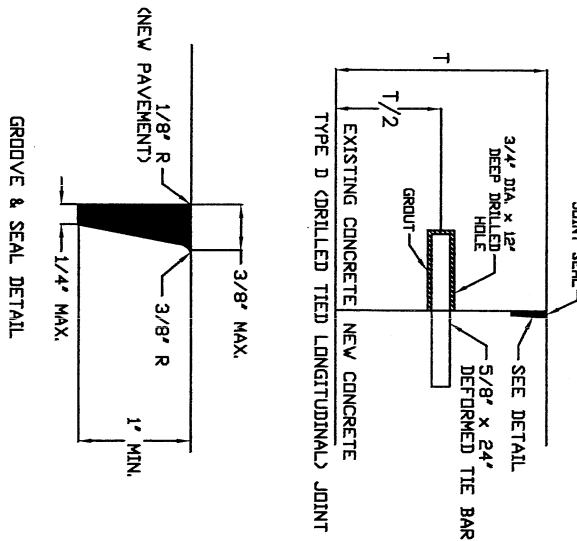
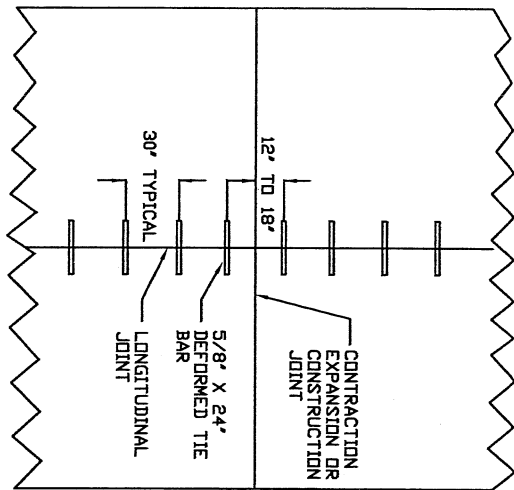
APPROVED:       DATE: 4/14/08

COMMISSIONER OF ENGINEERING AND CONSTRUCTION

FILE NO. : PR 1      SHEET 1/2



SECTION THROUGH TRANSVERSE JOINT




NOTES:

1. ALL JOINTS SHALL BE CONSTRUCTED NORMAL TO THE CENTERLINE OF THE PAVEMENT LANE.
2. ALL DOVEL HOLES SHALL BE DRILLED BY A MECHANICAL DEVICE THAT WILL ALLOW INDEPENDENT ADJUSTMENT OF ALL DRILL SHAFTS IN THE HORIZONTAL AND VERTICAL DIRECTION. THE DEVICE SHALL BE CAPABLE OF DRILLING A MINIMUM OF THREE HOLES AT ONE TIME.
3. ALL SMOOTH DOVELS SHALL BE COATED WITH A THIN LAYER OF OIL OR OTHER "BOND-BREAKING" MATERIAL AFTER THEY HAVE BEEN INSTALLED IN THE EXISTING PAVEMENT AND JUST PRIOR TO PLACING THE PATCH. ALL DOVELS SHALL BE PLACED PARALLEL TO THE PAVEMENT SURFACE AND THE CENTERLINE OF THE PAVEMENT LANE.
4. ADDITIONAL PAVEMENT REMOVAL, IF AFTER THE REMOVAL OF THE PAVEMENT FROM THE AREA TO BE REPAIRED, THE FACE OF THE REMAINING PAVEMENT IS SPALLED OR DETERIORATED FOR A HEIGHT GREATER THAN ONE-FOURTH (1/4) THE THICKNESS OF THE RIGID PAVEMENT, ADDITIONAL REMOVAL SHALL BE MADE AS SHOWN.
5. LONGITUDINAL JOINT FOR PATCHES 10 FEET OR GREATER IN LENGTH THE LONGITUDINAL JOINT SHALL BE SPACING OF THE TIE BARS SHALL BE NO MORE THAN 30" NOR LESS THAN 24".
6. TYPE D DRILLED TIED LONGITUDINAL JOINT.  
TYPE D JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH DOT SPEC. 255.05. GROUT SHALL MEET THE REQUIREMENTS OF DOT SPEC. 255.02. THE USE OF 5/8" EXPANSION ANCHORS, FF-S-225 GROUP VIII, TYPE I OF GROUP II, TYPE 4, CLASS I MAY BE USED IN LIEU OF THE 5/8" X 24" DEFORMED TIE BAR AND SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. THE USE OF SELF DRILLING EXPANSION SHIELD ANCHORS, FF-S-225, GROUP III, TYPE I (A) AND (C) SHALL NOT BE PERMITTED.
7. SEALING JOINTS.  
SAVED OR HAND FORMED JOINTS SHALL BE SEALED WITH DOT 705.04 JOINT SEALER.

REVISED 8/23/02

**CITY OF CLEVELAND**  
DEPARTMENT OF PUBLIC SERVICE  
DIVISION OF ENGINEERING & CONSTRUCTION  
JOMARE WASK-DIRECTOR OF PUBLIC SERVICE  
**STREET OPENING REPAIR**  
NOT TO SCALE

DRAWN BY: R. BLODZINSKAS      DATE: 4/8/08  
SUBMITTED BY: W. MCALABRIN      DATE: 4/8/08

APPROVED:       DATE: 9/14/08

COMMISSIONER OF ENGINEERING AND CONSTRUCTION

FILE NO.: PR 1      SHEET 2/2