
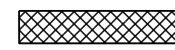



NOTES:

1. PAVEMENT REHABILITATION WITHIN THE TOLL LOOP PAVEMENT AREA MUST INCLUDE MILLING OF SUFFICIENT DEPTH TO REMOVE ANY EXISTING LOOP SAW CUTS AND EXISTING DISTRESS.
2. THE NEW STRUCTURAL PAVEMENT LAYER MUST BE AT A MINIMUM 3" THICK, INCLUDING 1.5" OF FC-12.5 WITH PG 76-22.
3. PROTECT OPEN TRENCH FROM RUNOFF, WEATHER, AND EROSION DURING CONSTRUCTION.
4. CALLOUTS SHOWN HEREIN WITH A LEADING ROMAN NUMERAL DESIGNATIONS ARE SHOWN IN THE RECOMMENDED SEQUENCE OF CONSTRUCTION.
5. TOP OF TOLL HEADER CURB AND SHOULDER PAVEMENT MUST BE FLUSH AND HAVE MATCHING CROSS SLOPES. TOP OF CONDUIT AND TOLL HEADER CURB MUST BE FLUSH.

LEGEND:

-  LIMITS OF RESURFACING
-  LIMITS OF MILLING
-  CLASS II CONCRETE

- I. 2" FROM THE FACE OF THE CONCRETE BARRIER AND FOR THE LENGTH OF THE TOLL LOOP PAVEMENT AREA, SAWCUT EXISTING PAVEMENT TO 1/2" BELOW THE TOTAL MILLING DEPTH.
- II. MILL 3" MINIMUM DEPTH STRUCTURAL PAVEMENT, INCLUDING THE FRICTION COURSE TO THE SAWCUT.
- III. EXPOSE AND PROTECT REMAINING 2" OF EACH LOOP CONDUIT WHILE REMOVING THE REMAINING 2" OF ASPHALT PAVEMENT FOR THE LENGTH OF THE TOLL LOOP PAVEMENT AREA.
- IV. EXCAVATE A 12" WIDE OPEN TRENCH TO THE BOTTOM OF THE ROADWAY BASE ALONG THE CONCRETE BARRIER FOR THE LENGTH OF THE TOLL LOOP PAVEMENT AREA.
- V. PROVIDE SCHEDULE 80 PVC COUPLER AND 45° PLAIN END STANDARD RADIUS ELBOW TO EXTEND EACH SCHEDULE 80 LOOP CONDUIT TO WITHIN 3" OF THE EDGE OF THE CONCRETE TOLL HEADER CURB.
- VI. FORM AND POUR TOLL HEADER CURB. PROVIDE 1/2" PREFORMED EXPANSION JOINT BETWEEN EXISTING CONCRETE BARRIER AND TOLL HEADER CURB.
- VII. RESURFACE TOLL LOOP PAVEMENT AREA.

TOLL LOOP CONDUIT SALVAGE DETAIL FOR ASPHALT PAVEMENT RESURFACING

N.T.S.