



GENERAL 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.

INSTALLATION NOTES:

1. PROTECT OPEN TRENCH FROM RUNOFF, WEATHER AND EROSION DURING CONSTRUCTION.
2. CALLOUTS SHOWN HEREIN WITH LEADING # DESIGNATIONS ARE SHOWN IN THE RECOMMENDED SEQUENCE OF CONSTRUCTION.

#7. RESURFACE TOLL LOOP PAVEMENT AREA, PROPOSED PAVEMENT MUST BE FLUSH WITH TOP OF TOLL HEADER CURB.

#2. MILL 3" MINIMUM DEPTH STRUCTURAL PAVEMENT (INCL. FRICTION COURSE).

#4. EXCAVATE A 12-INCH WIDE OPEN TRENCH TO THE BOTTOM OF THE ROADWAY BASE ALONG THE BARRIER FOR THE LENGTH OF THE TOLL LOOP PAVEMENT CONCRETE.

#5. EXTEND EACH LOOP CONDUIT WITH A SCHEDULE 80 PVC COUPLER AND 1" SCHEDULE 80 CONDUIT. SWEEP TO WITHIN 3" OF THE CONCRETE TOLL HEADER CURB EDGE.

#6. FORM AND POUR TOLL HEADER CURB. TOP OF TOLL HEADER CURB MUST MATCH PROPOSED ROADWAY CROSS SLOPE.

#3. 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.

#1. 2" FROM THE FACE OF THE BARRIER WALL AND FOR THE LENGTH OF THE TOLL LOOP PAVEMENT, SAWCUT EXISTING PAVEMENT TO A DEPTH EQUAL TO THE TOTAL MILLING DEPTH.

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

TOLL LOOP CONDUIT SALVAGE DETAIL FOR ASPHALT PAVEMENT RESURFACING

N.T.S.