1. CONTRACTORS ACCESS THROUGH THE GATE AVAILABLE BY ADVANCE REQUEST.
2. LOCATION OF THE STAGING AREA SHOWN IS APPROXIMATE. THE EXACT LOCATION WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
3. SEE SHEET NUMBER 3 FOR INSIDE THE BUILDING STAGING AREA LOCATION AND RESTRICTIONS.
REFLECTIVE CRACKING RIG PLAN VIEW

SCALE: 1"=5'

SECTION A-A
EXISTING TEST AREA UNDERLAY DETAIL

HORIZONTAL SCALE: 1"=5'
VERTICAL SCALE: 1"=0.5'

LEGEND:
- P-501 CONCRETE PAVEMENT
- PORTLAND CEMENT CONCRETE
- DENSE GRADED AGGREGATE
- SUBGRADE

REFLECTIVE CRACKING TEST AREA
LOOKING EAST VIEW

REFLECTIVE CRACKING TEST AREA
LOOKING WEST VIEW

EXISTING TEST AREA UNDERLAY DETAIL

REFLECTIVE CRACKING RIG PLAN VIEW

SECTION C-C
EXISTING 22.5' LONG X 12.6' WIDE SAMPLING AREA (SEE SHEET 4 FOR DETAILS)

PROPOSED PAVEMENT SAMPLING THICKNESS TO MACH TEST AREA DESIGN THICKNESS

PROVIDE TEMPORARY BRIDGING TO PREVENT AGGREGATES FROM ENTERING THE GAP.
TO BE REMOVED POST-PAVING

SECTION A-A (NORTH STRIP)

SECTION B-B (SOUTH STRIP)

SECTION C-C

NOTES:
1. THE NORTH SIDE TEST STRIP WAS PLACED IN TWO (2) 11/2" COMPACTED LIFTS.
2. THE SOUTH SIDE TEST STRIP WAS PLACED IN FOUR (4) 11/2" COMPACTED LIFTS.
3. STRAIGHT ASPHALT BINDER (I.E., PG 64-22) WAS APPLIED BETWEEN LIFTS AND ON TOP OF THE CONCRETE AS A TACK COAT, AT AN APPLICATION RATE OF 5 G - 10 G/FT².
1. Z - VERTICAL DISTANCE IN INCHES MEASURED FROM BOTTOM OF ASPHALT LAYER IN UPWARD DIRECTION.

2. RED FONT INDICATES AS-BUILT VALUES DIFFERENT FROM PROPOSED.