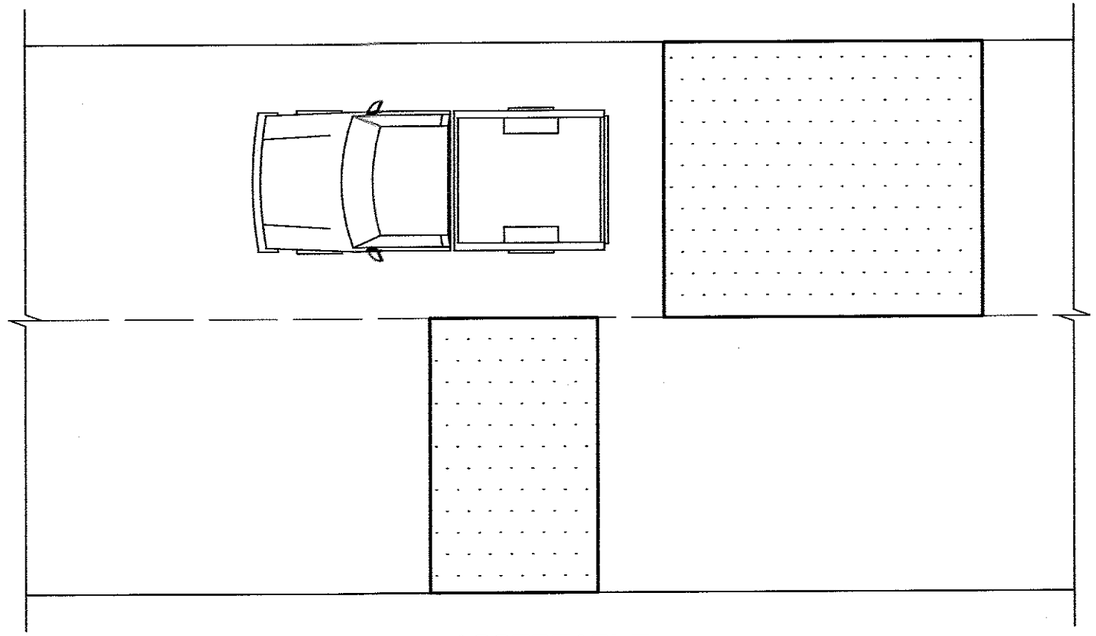
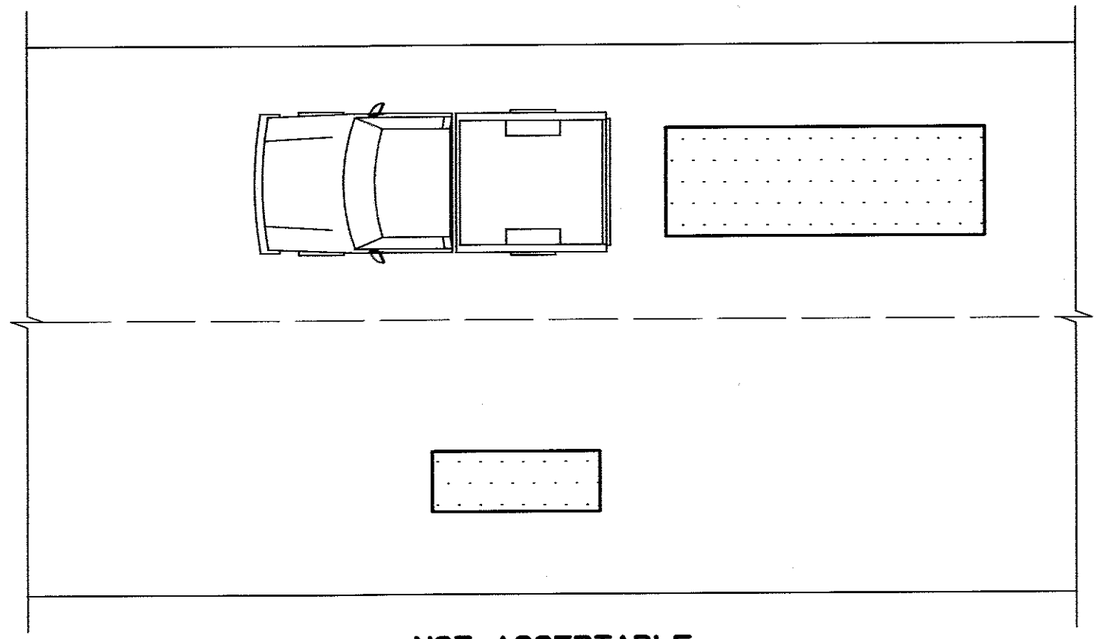


ACCEPTABLE



NOT ACCEPTABLE

NOT TO SCALE

REVISIONS			
NO.	DATE	BY	REMARKS

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. TRAVERSE PATCHES SHALL BE OVERLAID ACROSS THE ENTIRE STREET WIDTH FOR A DISTANCE OF TWO (2) FEET MINIMUM ON ALL SIDES OF THE TRENCH.
8. 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.

CITY OF MEMPHIS
DIVISION OF ENGINEERING

DESIGN STANDARD

FOR

PAVEMENT REPAIR WHEEL PATH DETAILS

Chee Chew — CIVIL DESIGN ENGINEER — 12.11.19 — DATE

CITY ENGINEER — DATE

DWG. NO. 53 B