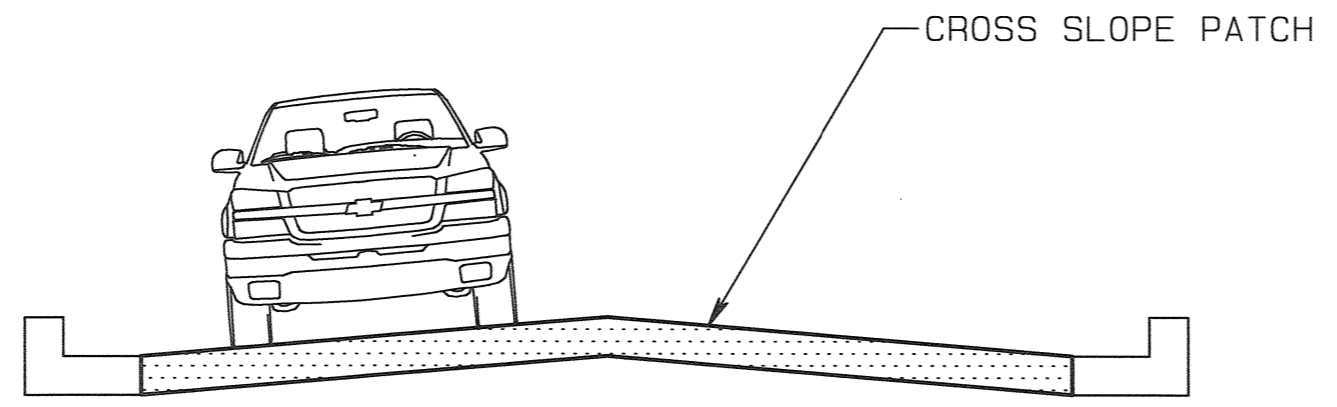
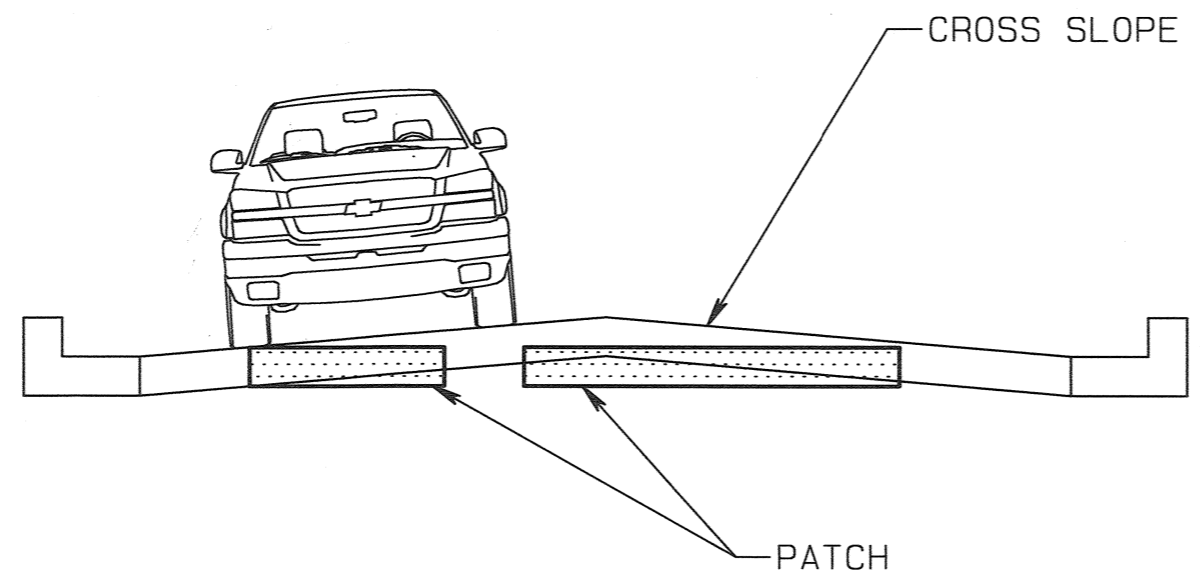


REVISIONS			
NO.	DATE	BY	REMARKS
1	4/13/21		ADDED NOTE 8



**ACCEPTABLE**



**NOT ACCEPTABLE**

**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. PATCHES SHALL HAVE A SMOOTH LONGITUDINAL GRADE CONSISTENT WITH THE EXISTING ROADWAY.
7. PATCHES SHALL ALSO HAVE A CROSS SLOPE OR CROSS SECTION CONSISTENT WITH THE DESIGN OF THE EXISTING ROADWAY.
8. ALL CUT ASPHALT EDGES TO BE TREATED WITH A TACK COAT

NOT TO SCALE

**CITY OF MEMPHIS  
DIVISION OF ENGINEERING**

**DESIGN STANDARD  
FOR  
PAVEMENT REPAIR  
CROSS SLOPE DETAILS**

<i>Chae Chew</i>	12.11.19
<small>CIVIL DESIGN ENGINEER</small>	<small>DATE</small>
<i>WZ</i>	12/16/19
<small>CITY ENGINEER</small>	<small>DATE</small>