



**NOTES:**

- A. THE CUT LOCATIONS SHALL BE AT MANHOLES AND SPACED BETWEEN 30 FEET AND 50 FEET OR AS DIRECTED BY THE PROJECT ENGINEER.
- B. THE CUT SHALL FOLLOW A STRAIGHT LINE OBTAINED BY THE USE OF A SNAP LINE.
- C. TRANSVERSE CRACK CONTROL JOINTS SHALL START AND STOP AT CONTROL JOINTS IN CURB & GUTTER.
- D. THE CUT SHALL BE A WET CUT BY A PAVEMENT SAW AT A WIDTH OF 1/4" AND A DEPTH NOT LESS THAN 1/3 OF THE PAVEMENT THICKNESS.
- E. DIRECTLY FOLLOWING THE CUTTING THE CUT SHALL BE WASHED WITH A PRESSURE HOSE UNTIL THE WATER IS CLEAR, FROM THE CUT.
- F. THE CUT SHALL THEN BE DRIED WITH COMPRESSED AIR.
- G. THE FINALL STEP SHALL BE TO FILL WITH CRACK FILLER MEETING MN/DOT SPECIFICATION 3723.

	<b>MINNEAPOLIS</b> DEPARTMENT OF PUBLIC WORKS		TRANSVERSE CRACK CONTROL JOINTS FOR NEW BITUMINOUS PAVEMENT	STANDARD PLATE NO. ROAD-5000
	DRAWN: JFC	DATE: 9/10/07		
	APPROVED: GAS	DATE: 5/19/08		