Resurfacing reference construction stakes are set to guide the contractor by establishing and offsetting the horizontal roadway alignment before resurfacing pavement, milling, pulverizing, and relaying base. The work also includes establishing super-elevation transitions and reestablishing the alignment for trimming and asphaltic pavement operations.

Construction stakes used for offsetting the roadway reference line for pulverizing and relaying base normally are placed at a minimum of 100-foot intervals or as directed by the engineer. All other types of work normally are placed at a minimum of 300-foot intervals or as directed by the engineer.

Lath marked with rate of cross slope change from normal crown to full super-elevation are placed in the transition areas of all horizontal curves. Lath are usually marked in even increments of 1% in the transverse slope of each lane of travel, except those with normal crowns and as approved by the engineer. The super-elevation rate and transition locations must be adjusted as necessary where the existing asphalt pavement surface is retained to best fit the existing field conditions as approved by the engineer. Lath slope markings should be legible from the roadway centerline and recorded in field book.

Other methods of offsetting the roadway centerline may be used, but first consult engineer. Construction stakes for resurfacing reference must be set and maintained as necessary to achieve the required accuracy and to satisfy the paving contractor's method of operations.

7-50.1 Suggested Procedure

The staking contractor must always check with the paving contractor and check with engineer for changes to the approved plans before doing any staking or grade computations.

The staking contractor should follow these steps to take when staking resurfacing reference:

1. Obtain super-elevation and run out data from plan sheets. Review typical sections for cross slopes.
2. Compute super-elevation transition locations at defined increments.
3. Offset the existing pavement centerline before resurfacing, milling, pulverizing, and relaying base operations.

   Set lath marked with station and offset at:

   - Defined interval
   - Horizontal curve locations including PC and PT
   - Auxiliary lanes
   - Intersection road radii

   For resurfacing projects only, the staking contractor must determine if computed curve transitions (super-elevations) match existing pavement cross slope conditions. Any problem area should be brought to the attention of the engineer.
4. Place lath at computed horizontal curve locations where the rate of cross slope changes from normal crown to full super-elevation.

   Lath are placed in even increments of 1% in the transverse slope of each lane of travel, except those with normal crowns and as approved by the engineer. Mark lath as shown in Figure 1.
5. Adjust the super-elevation rate and transition locations, as necessary, where the existing asphalt pavement surface is retained to best fit the existing field conditions as approved by the engineer.
6. After pavement is removed, re-establish the pavement centerline as needed for trimming and asphalt paving operations.
7. Keep neat and accurate field notes of work being performed.

   - Refer to CMM 7-15 for general field note information.

Figure 1 Labeling Resurfacing Reference Stakes