

ASPHALT PAVEMENT PATCHING & RESTORATION - GENERAL NOTES

1. A FULL DEPTH PATCH SUFFICIENT TO MATCH EXISTING PAVEMENT DEPTH OR SIX INCHES, WHICHEVER IS GREATER, SHALL BE CONSTRUCTED ON AND OVER THE DISTURBED AREA AND TO A MINIMUM LATERAL DISTANCE OF 12-INCHES BEYOND THE BOUNDARIES OF THE DISTURBED AREA.
2. A MINIMUM 2-INCH DEEP GRIND AND OVERLAY IS REQUIRED FOR THE RESTORED AREA BEYOND THE FULL DEPTH PATCH IF THE DISTURBED AREA IS GREATER THAN EITHER 5-FT TRANSVERSELY (PERPENDICULAR TO THE ROADWAY CENTERLINE) OR 5-FT LONGITUDINALLY (PARALLEL TO THE ROADWAY CENTERLINE).
3. FINAL RESTORATION SHALL USE IN-KIND PATCHING MATERIAL TO MATCH THE EXISTING PAVEMENT THAT WAS REMOVED, INCLUDING PERMEABLE PAVEMENT OR CONCRETE. ASPHALT CONCRETE MIX SHALL BE HMA CL ½" PG64-22.
4. ALL TRENCH BACKFILL UNDER ROADWAYS SHALL BE CRUSHED SURFACING TOP COURSE (CSTC) COMPACTED TO 95% MAXIMUM DRY DENSITY, OR CONTROLLED DENSITY FILL WHICH MEETS CURRENT WSDOT STANDARDS AS STATED IN 2-09.3(1)E OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION MANUAL M41-10.
5. NO IRREGULAR PATCH PERIMETER SHALL BE ALLOWED. EACH PATCH SHALL HAVE A SINGLE STRAIGHT EDGE IN BOTH THE TRANSVERSE (PERPENDICULAR TO THE ROADWAY CENTERLINE) AND LONGITUDINAL (PARALLEL TO THE ROADWAY CENTERLINE) DIRECTIONS.
6. ALL SAWCUTS SHALL BE VERTICAL. EXPOSED ASPHALT EDGES SHALL BE TACKED AND TOP SEALED WITH PG 64-22 OIL AND PROVIDED A SAND BLANKET TO ALLEVIATE TRACKING.
7. PAVING FABRIC IF FOUND, WILL NOT REQUIRE REPLACEMENT.
8. A PATCH SHALL BE EXTENDED TO THE CURB, THICKENED EDGE, OR EDGE OF LANE IF THE PATCH IS LOCATED WITHIN 36-INCHES OF SUCH FEATURE.
9. IF THE TRANSVERSE DIMENSION OF A PATCH IS GREATER THAN HALF THE LANE WIDTH, THEN THE PATCH SHALL BE EXTENDED FROM THE CURB/ EDGE OF PAVEMENT TO THE FULL LANE WIDTH OR THE CENTERLINE OF THE ROADWAY, WHICHEVER APPLIES.
10. IF TWO (2) OR MORE PATCHES ARE LOCATED WITHIN 48-INCHES OF EACH OTHER IN THE TRANSVERSE DIRECTION (PERPENDICULAR TO CENTERLINE) OR 10-FEET OF EACH OTHER IN THE LONGITUDINAL DIRECTION (PARALLEL TO CENTERLINE), THEY SHALL BE COMBINED INTO A SINGLE LARGER PATCH WITH GRIND AND OVERLAY.
11. IF A NEW PATCH IS MADE WITHIN ANY PORTION OF AN EXISTING PATCH, THEN THE ENTIRE ORIGINAL PATCH SHALL BE REPLACED.
12. IF A PATCH WILL EXTEND OVER A LANE EDGE OR CENTERLINE OF THE ROADWAY, THEN THE PATCH SHALL BE EXTENDED TO THE FULL ROADWAY WIDTH OR NEAREST LANE EDGE.
13. TEMPORARY PATCHING MAY BE ALLOWED AT THE DISCRETION OF THE TOWN ENGINEER AND ON SUCH TERMS AND CONDITIONS AS THE TOWN ENGINEER DETERMINES APPROPRIATE. HOWEVER, ALL PERMANENT PATCHING SHALL BE COMPLETED NO LATER THAN 30 CALENDAR DAYS AFTER THE ORIGINAL DATE OF THE TRENCH EXCAVATION.
14. THE TOWN ENGINEER SHALL INSPECT ALL PAVEMENT RESTORATION DURING AND AT THE COMPLETION OF SUCH WORK. NO PAVEMENT RESTORATION SHALL BE DEEMED COMPLETE UNTIL THE TOWN ENGINEER HAS APPROVED SUCH WORK IN WRITING.
15. ASPHALT DEPTHS IN EXCESS OF 3-INCHES SHALL BE DONE IN TWO LIFTS. AT NO TIME SHALL A SINGLE ASPHALT LIFT EXCEED 3-INCHES WITHOUT COMPACTION.

TOWN OF YARROW POINT

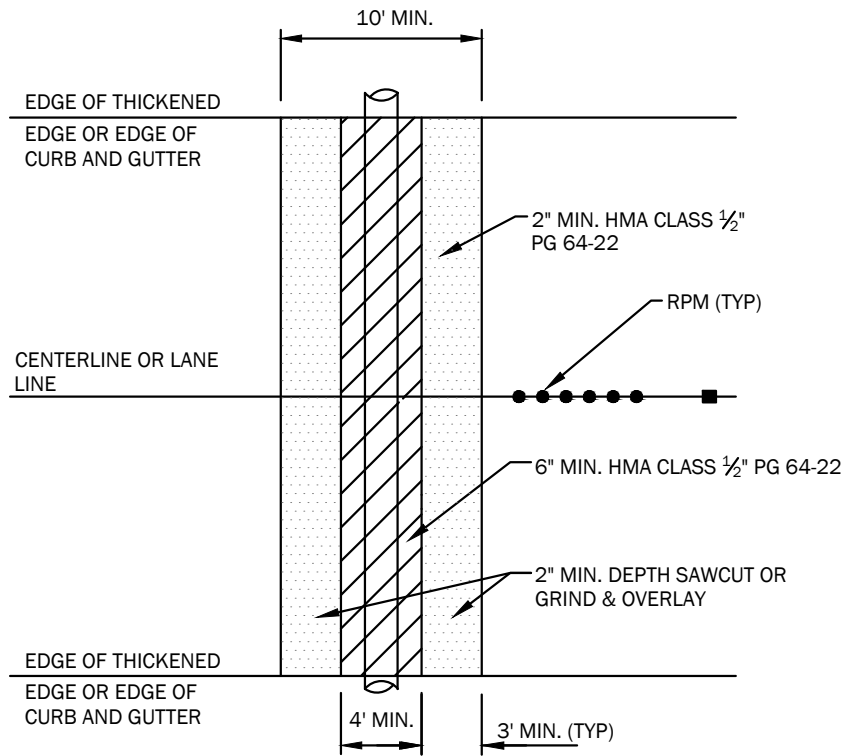
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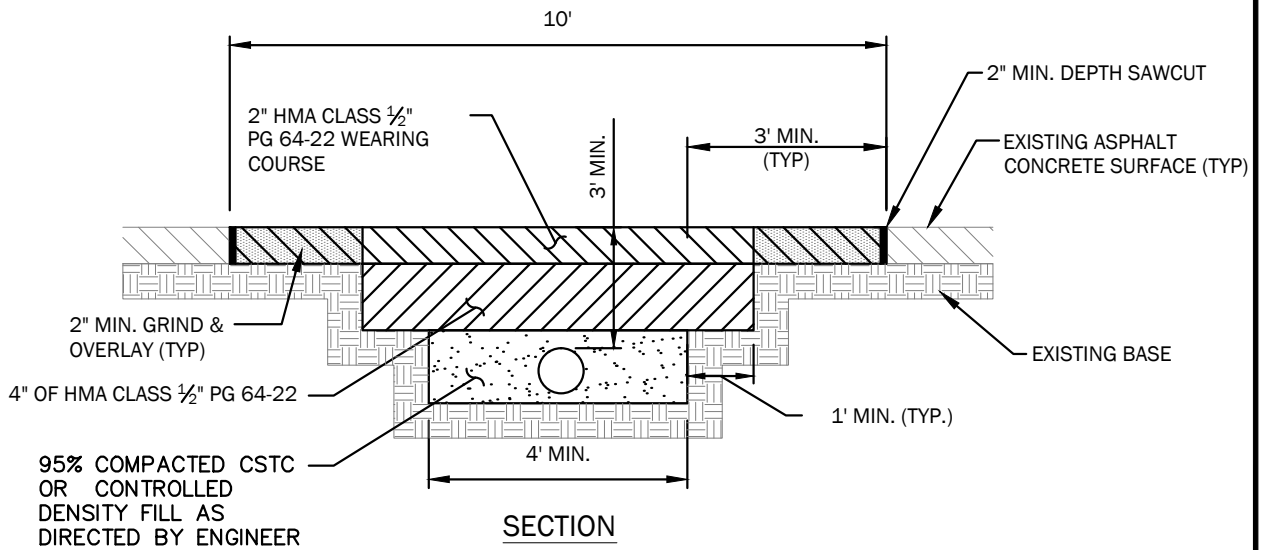
ASPHALT PAVEMENT PATCHING AND RESTORATION GENERAL NOTES

RD-13a

LAST REVISED: 01/04/21



PLAN



SECTION

NOTE: THIS STANDARD PLAN ALSO REQUIRES ADHERENCE TO ALL GENERAL NOTES LISTED ON STANDARD PLAN RD-13a.

TOWN OF YARROW POINT

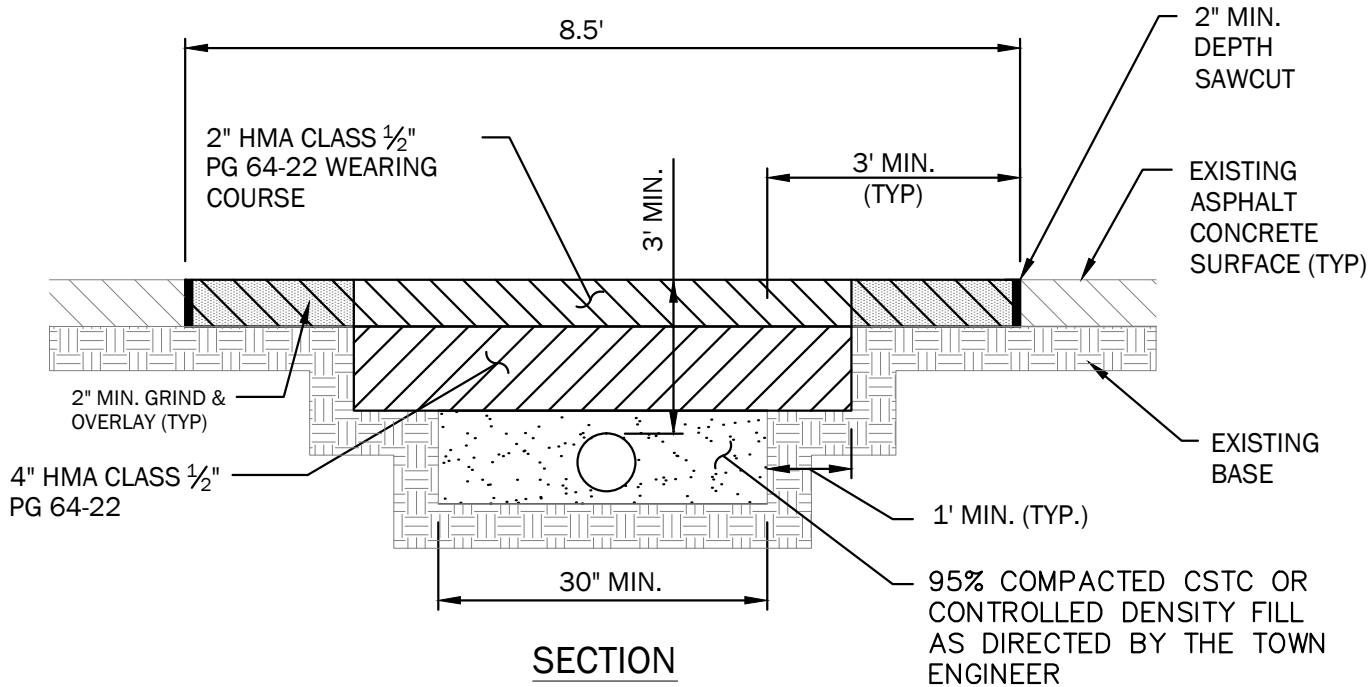
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**ASPHALT PAVEMENT PATCHING
 AND RESTORATION DETAILS
 TRANSVERSE CUT**

RD-13b

LAST REVISED: 01/04/21



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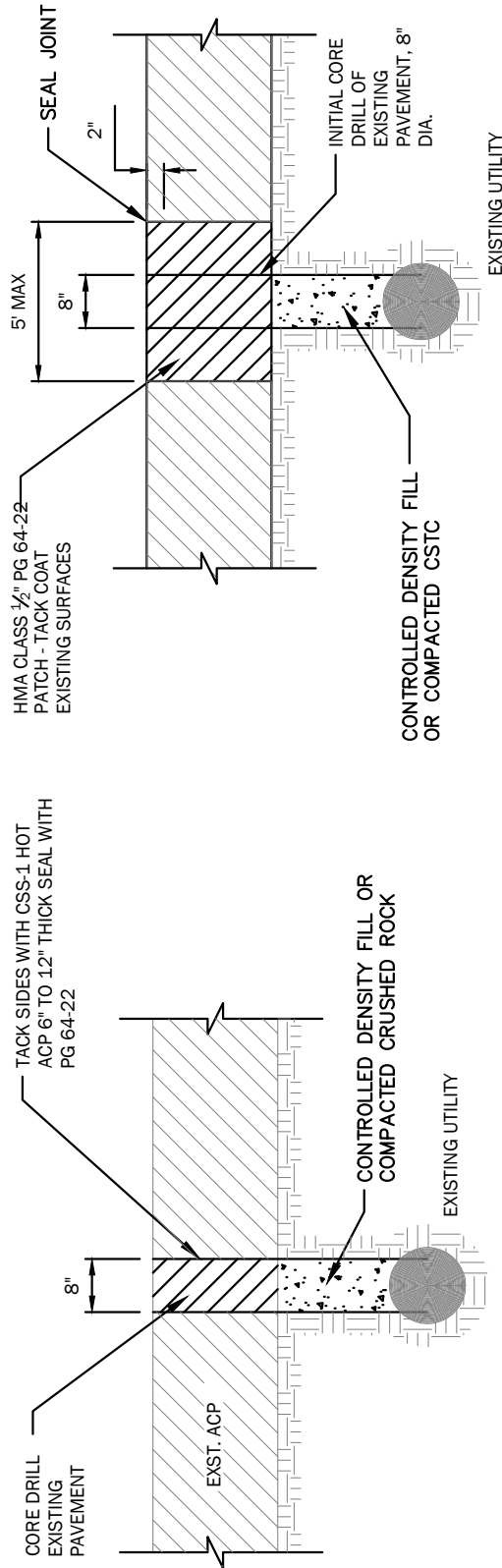


**ASPHALT PAVEMENT PATCHING
 & RESTORATION DETAILS
 LONGITUDINAL CUT**

RD-13c

LAST REVISED: 01/04/21

ALTERNATE REPAIR
WHERE ALLOWED BY ENGINEER



NOTES:

1. THE EXISTING PAVEMENT SHALL BE CUT FULL DEPTH WITH AN EIGHT INCH DIAMETER CORE DRILL. THE SUBBASE MATERIAL SHALL BE REMOVED USING A VACUUM EXCAVATOR, KEEPING THE EXCAVATION AS MINIMAL AS POSSIBLE.
2. BACKFILL THE EXCAVATION WITH A SIX INCH CUSHION OF CRUSHED ROCK OVER THE UTILITY THEN PLACE THE REMAINING VOID WITH CDF OR COMPACTED CSTC.
3. REPAIR THE CORED PAVEMENT SECTION WITH HMA CLASS 1/2" PG 64-22 AND SEAL THE JOINT.
4. IF THE EXCAVATION BELOW THE ASPHALT PAVEMENT IS LARGER THAN THE 8 INCH CORE, THE PAVEMENT RESTORATION WILL INCLUDE A 2' BY 2' TEE PATCH FULL DEPTH OF THE ASPHALT CENTERED ON THE EXCAVATION, AS SHOWN ABOVE AS ALTERNATE REPAIR.
5. IF THE EXCAVATION IS LARGER THAN 2' BY 2', THE STANDARD GRIND AND OVERLAY RESTORATION SHALL BE USED.

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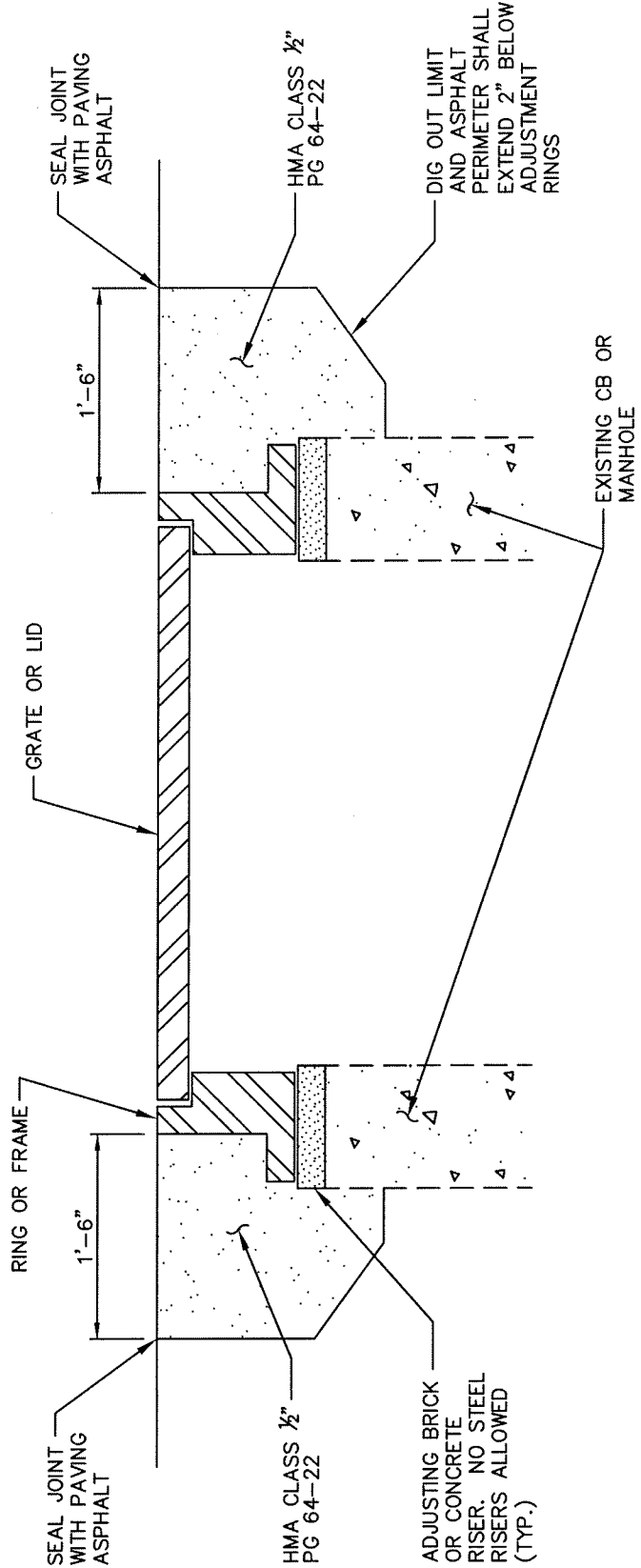
**ASPHALT RESTORATION
FOR WINDOW CUTS
LESS THAN 5-FT x 5-FT**

RD-13d

LAST REVISED: 01/04/21

UTILITY MANHOLE AND VAULT ADJUSTMENT

THE EXISTING IRON FRAME AND COVER OR GRATE SHALL BE REMOVED AND THOROUGHLY CLEANED FOR REINSTALLATION TO THE NEW ELEVATION. THE EXISTING STRUCTURE SHALL BE RAISED OR LOWERED TO THE REQUIRED ELEVATION USING CONCRETE BLOCKS, BRICK, AND/OR CONCRETE RINGS. EACH JOINT SHALL BE GROUTED USING A ¾ INCH LAYER OF NON-SHRINK MORTAR, PLASTERED SMOOTH INSIDE AND OUT. COVERS SHALL BE SEATED ON A UNIFORM LAYER OF GROUT TO PREVENT ROCKING.



UTILITY ADJUSTMENT DETAIL

NTS

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ASPHALT PAVEMENT UTILITY ADJUSTMENT DETAIL

RD-13e

LAST REVISED: 04/05/17