

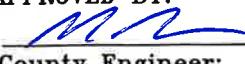
CROSS SECTION
NTS
FOR TRENCHES LOCATED IN TRAVELED WAY

NOTES:

- 1) PAVEMENT SHALL BE CUT 1' BEYOND EDGE OF TRENCH IN A STRAIGHT LINE BEFORE PLACING PAVING PATCH. FAILURE TO ADEQUATELY PROTECT THE EDGE WILL REQUIRE THE RECUTTING OF THE EDGE PRIOR TO REPAIRING THE PAVEMENT.
- 2) EXISTING EDGES OF PAVEMENT AND ALL SURFACES TO BE OVERLAID SHALL BE PRIMED WITH A THIN COAT OF EMULSIFIED ASPHALT BEFORE PLACING THE ASPHALT REPAIR.
- 3) PIPE ZONE BEDDING SHALL BE MECHANICALLY COMPACTED TO 90% WITH MAXIMUM 6" LIFT.
- 4) ALL MATERIALS PLACED IN THE REPAIR PATCH ABOVE THE PIPE ZONE SHALL BE MECHANICALLY COMPACTED TO 95% WITH A MAXIMUM 6" LIFT, WITHIN THE ROADWAY PRISM.
- 5) WHERE NATIVE MATERIAL IS UNSUITABLE, AS DETERMINED BY YAKIMA COUNTY, APPROVED CRUSHED MATERIAL SHALL BE SUBSTITUTED.
- 6) PERMITTEE SHALL BE RESPONSIBLE FOR ALL ROAD REPAIRS WHICH MAY BE REQUIRED AS A RESULT OF SETTLEMENT FOR ONE YEAR AFTER ACCEPTANCE.
- 7) COMPACTION TESTING METHODS AND MATERIAL SPECIFICATIONS FROM CURRENT EDITION OF WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- 8) ALL CRUSHED SURFACING DEPTHS SHOWN TO BE COMPACTED DEPTH.
- 9) ALL WORK PERFORMED SHALL BE ACCORDING TO THE CURRENT EDITION OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION.

ROAD REPAIR EXISTING BST/HMA ROADS-PAVED WITHIN TRAVELED WAY



APPROVED BY:		7/11/24
		DATE:
County Engineer:		
REVISION:	DESCRIPTION:	DATE:

STANDARD PLAN		
RR-1A		
SHEET 1 OF 1		