



CROSS SECTION
NTS

NOTES:

- 1) EXISTING EDGES OF PAVEMENT AND ALL SURFACES TO BE OVERLAID SHALL BE PRIMED WITH A THIN COAT OF EMULSIFIED ASPHALT BEFORE PLACING THE HOT MIX ASPHALT REPAIR.
- 2) ALL MATERIALS PLACED IN THE REPAIR PATCH SHALL BE MECHANICALLY COMPACTED PER SECTION 7-10.3(11), OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION TO 95% WITH A MAXIMUM 0.50' LIFT, WITHIN THE ROADWAY PRISM.
- 3) PERMITTEE SHALL BE RESPONSIBLE FOR ALL ROAD REPAIRS WHICH MAY BE REQUIRED AS A RESULT OF SETTLEMENT FOR ONE YEAR AFTER ACCEPTANCE OF WORK.
- 4) 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.
- 5) 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.
- 6) PIPE ZONE BEDDING SHALL BE MECHANICALLY COMPACTED TO 90% WITH MAXIMUM 6" LIFT.
- 7) PERMITTEE SHALL BE RESPONSIBLE FOR ALL ROAD REPAIRS WHICH MAY BE REQUIRED AS A RESULT OF SETTLEMENT FOR ONE YEAR AFTER ACCEPTANCE.
- 8) COMPACTION TESTING METHODS AND MATERIAL SPECIFICATIONS FROM CURRENT EDITION OF WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
- 9) ALL CRUSHED SURFACING DEPTHS SHOWN TO BE COMPACTED DEPTH.
- 10) 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.

ARTERIAL CROSSING ROAD REPAIR



APPROVED BY: [Signature]
 County Engineer: _____ DATE: 1/7/15

REVISION:	DESCRIPTION:	DATE:

STANDARD PLAN
RR-2
 SHEET 1 OF 1