



**NOTES:**

- 1) EXISTING EDGES OF PAVEMENT AND ALL SURFACES TO BE OVERLAI'D 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) 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.
- 4) EXISTING EDGES OF PAVEMENT AND ALL SURFACES TO BE OVERLAI'D SHALL BE PRIMED WITH A THIN COAT OF EMULSIFIED ASPHALT BEFORE PLACING THE ASPHALT REPAIR.
- 5) PIPE ZONE BEDDING SHALL BE MECHANICALLY COMPACTED TO 90% WITH MAXIMUM 6" LIFT.
- 6) PERMITTEE SHALL BE RESPONSIBLE FOR ALL ROAD REPAIRS WHICH MAY BE REQUIRED AS A RESULT OF SETTLEMENT FOR ONE YEAR AFTER ACCEPTANCE OF WORK.
- 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.

**BURIED UTILITY CROSSING ROAD REPAIR**



APPROVED BY:

County Engineer:

7/11/24

DATE:

REVISION:

DESCRIPTION:

DATE:

**STANDARD PLAN**

**RR-2**

**SHEET 1 OF 1**