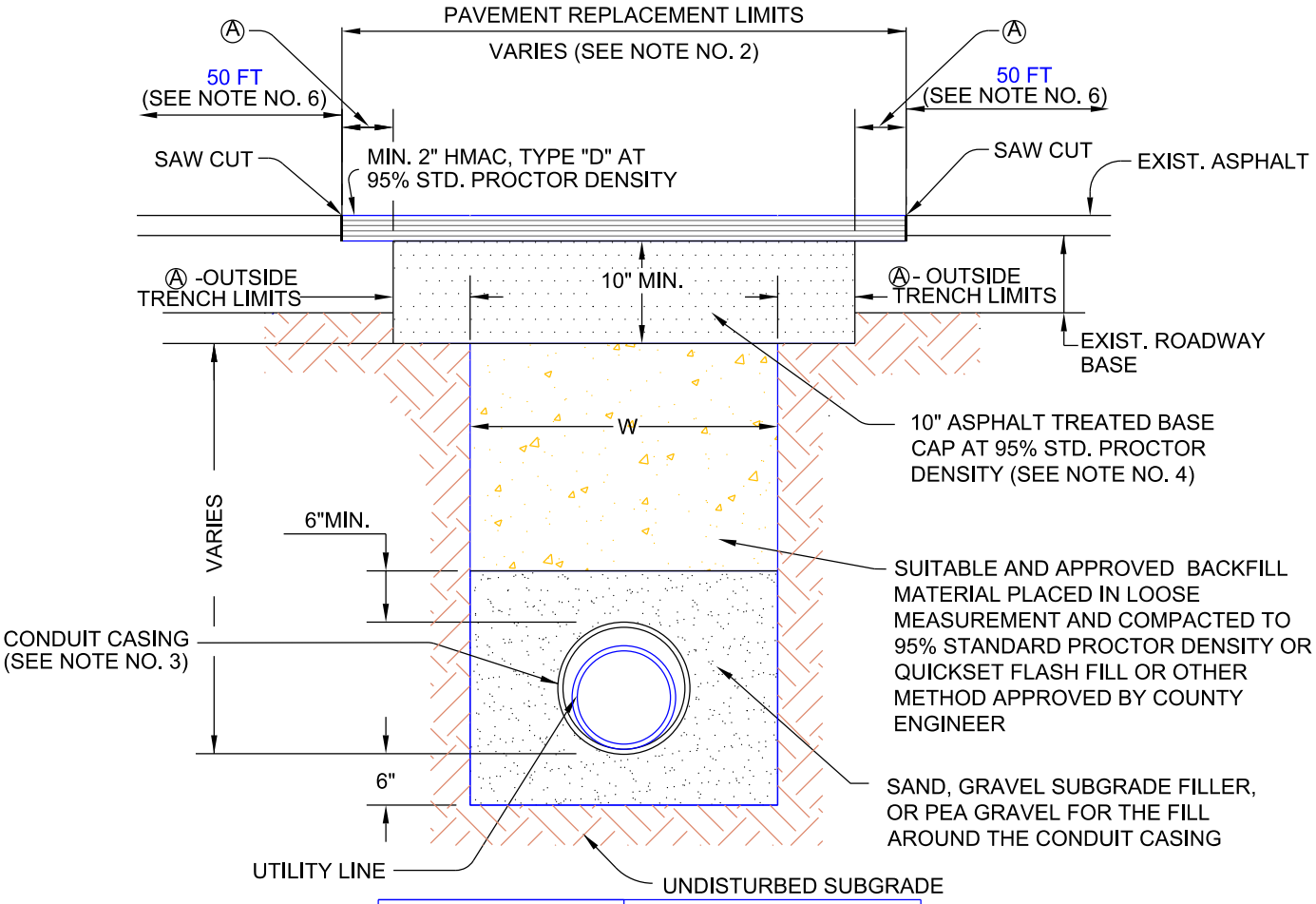
STREET CUT REPAIR DETAIL W/O SEAL COAT



TRENCH WIDTH	Ⓐ (FEET- NO GEOGRID)*
≤3'	1
>3' - ≤6'	2
>6' - ≤9'	3
>9'	W / 3 **

*SEE NOTE 7

**ROUNDED TO NEAREST FOOT

NOTES:

1. ALL UTILITIES WILL BE BORED UNDER EXISTING PAVEMENT. ONLY AT THOSE LOCATIONS AT WHICH IT IS PHYSICALLY IMPOSSIBLE TO BORE WILL THE PAVEMENT BE ALLOWED TO BE CUT AND RESTORED ACCORDING TO THIS DETAIL.

2. THE LIMITS OF THE PAVEMENT REPLACEMENT WILL BE DETERMINED AT THE TIME A PERMIT IS REVIEWED AND MUST BE SAW CUT STRAIGHT. TACK OIL AT A RATE OF 0.10 GAL/SY SHALL BE PLACED PRIOR TO PLACEMENT OF 2" HMAC TYPE "D" FINISHED SURFACE. LONGITUDINAL ROADWAY CUTS WILL BE PAVED WITH THE CLOSEST LINE EXTENSION OF THE EXISTING PAVEMENT EDGE AS A MINIMUM.

3. CONDUIT CASING TO BE PROVIDED AND INSTALLED BY UTILITY COMPANY FOR ALL UTILITIES, EXCEPT FOR SANITARY SEWER GRAVITY LINES AND NATURAL GAS SERVICE LINES. MATERIAL TO BE USED SHALL BE DUCTILE IRON (FOR DEPTHE LESS THAN OR EQUAL TO 36"),SCHEDULE 40 PVC PIPE (GREATER THAN 36" DEEP), OR APPROVED EQUAL BY COUNTY ENGINEER. THE CONDUIT CASING SHALL EXTEND A MINUMUM OF FIVE FEET OUTSIDE THE EDGE OF SHOULDER OR CURBING DEPENDING ON FUTURE EXPANSION OF STREET WIDTH.

4. A 10" THICKNESS OF ASPHALT TREATED BASE, BENCHED A FEET EACH SIDE OF TRENCH, WILL BE USED FOR THE FINAL LIFT OF THE TRENCH REPAIR. THE ASPHALT TREATED BASE, PLACED IN 5" LIFTS, SHALL BE BROUGHT UP TO WITHIN 2 INCHES OF THE EXISTING PAVEMENT SURFACE.

5. THE UTILITY COMPANY WILL BE RESPONSIBLE FOR THE MAINTENANCE OF OF THE STREET CUT THEREAFTER UNTIL AND IF THE COUNTY REMOVES THE STREET CUT THROUGH RECONSTRUCTION.

6. HMAC PAVEMENT MUST BE MILLED & REPLACED 50 FT EACH DIRECTION.

7. WHEN GEOGRID OR OTHER GEOSYNTHETIC SUBGRADE/BASE REINFORCEMENT IS PRESENT, THE CONTRACTOR SHALL CONDUCT EXCAVATION TO PROVIDE APPROPRIATE OVERLAP (2' MIN.) AND TIE TO EXISTING UNDISTURBED REINFORCEMENT AS REQUIRED BY MANUFACTURER FOR EACH LAYER OF REINFORCEMENT ENCOUNTERED.