

NOTES:

- 1) HOT MIX ASPHALT (HMA) CL. 1/2 IN. PG 58-22, WITH MINIMUM COMPACTED DEPTH OF 3" OR EXISTING PAVEMENT DEPTH PLUS 1", WHICHEVER IS GREATER UP TO A MAXIMUM DEPTH OF 6". PLACE IN LIFTS WITH A MAXIMUM COMPACTED DEPTH OF 3" PER WSDOT STANDARD SPECIFICATION 5-04, AND MACHINE ROLL FLUSH WITH EXISTING PAVEMENT.
- 2) PORTLAND CEMENT CONCRETE PAVEMENT WITH A STANDARD PAVING SECTION EQUAL TO THE EXISTING PAVEMENT DEPTH. PLACE PER WSDOT STANDARD SPECIFICATIONS 5-05. THE ENGINEER MAY SPECIFY THE DESIGN AGE. ANY ASPHALT CONCRETE COVERING THE PORTLAND CEMENT CONCRETE, SHALL BE CUT BACK AN ADDITIONAL 4" AND REPLACED WITH HMA CL. 1/2 IN. PG 58-22 COMPACTED TO A DEPTH EQUAL TO THAT OF THE EXISTING ASPHALT CONCRETE PAVEMENT.
- 3) 5/8" MINUS CRUSHED SURFACING TOP COURSE WITH 2" MINIMUM DEPTH, COMPACTED TO 95% MAXIMUM DENSITY. IF THE EXISTING PAVEMENT DEPTH IS GREATER THAN 8", THE MINIMUM COMPACTED DEPTH OF CRUSHED SURFACING TOP COURSE SHALL BE EQUAL TO THE DEPTH OF THE EXISTING PAVEMENT MINUS 6".
- 4) IMPORTED OR NATIVE MATERIAL COMPACTED IN MAXIMUM 1' LOOSE LIFTS TO 95% MAXIMUM DENSITY. THE MATERIAL SHALL BE ESSENTIALLY FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEIOUS OR OBJECTIONABLE MATERIALS. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT READILY AND SHALL MEET THE FOLLOWING TEST REQUIREMENTS:

STABILOMETER "R" VALUE 72 MIN.
SWELL PRESSURE 0.3 PSI MAX.

THE MAXIMUM PARTICLE SIZE SHALL NOT EXCEED 2/3 OF THE DEPTH OF THE LAYER BEING PLACED AND SHALL MEET THE FOLLOWING GRADATION:

SIEVE SIZE	PERCENT PASSING
2 1/2" SQUARE	100
2" SQUARE	75-100
U.S. No. 4	22-100
U.S. No. 200	0-10

DUST RATIO: % PASSING U.S. No. 200 2/3 MAX.
% PASSING U.S. No. 40

SAND EQUIVALENT 30 MIN.

ALL PERCENTAGES ARE BY WEIGHT. THE MATERIAL RETAINED ON A U.S. No. 4 SIEVE SHALL CONTAIN NOT MORE THAN 0.20 PERCENT BY WEIGHT OF WOOD WASTE.

ANY NATIVE MATERIAL USED SHALL BE TESTED FOR COMPACTION AND/OR GRADATION AS REQUIRED BY THE ENGINEER.

- 5) BEDDING MATERIAL COMPACTED TO 95% MAXIMUM DENSITY, SHALL CONSIST OF CRUSHED, PROCESSED, OR NATURALLY OCCURRING GRANULAR MATERIAL. IT SHALL BE FREE FROM VARIOUS TYPES OF WOOD WASTE OR OTHER EXTRANEIOUS OR OBJECTIONABLE MATERIALS. IT SHALL HAVE SUCH CHARACTERISTICS OF SIZE AND SHAPE THAT IT WILL COMPACT AND SHALL MEET THE FOLLOWING SPECIFICATIONS FOR GRADING AND QUALITY:

SIEVE SIZE	PERCENT PASSING
1 1/2" SQUARE	100
1" SQUARE	75-100
5/8" SQUARE	50-100
U.S. No. 4	20-80
U.S. No. 40	3-24
U.S. No. 200	10.0 MAX.
SAND EQUIVALENT	35 MIN.

ALL PERCENTAGES ARE BY WEIGHT. IF, IN THE OPINION OF THE ENGINEER, THE NATIVE GRANULAR MATERIAL IS FREE FROM WOOD WASTE, ORGANIC MATERIAL, AND OTHER EXTRANEIOUS OR OBJECTIONABLE MATERIALS, BUT OTHERWISE DOES NOT CONFORM TO THE SPECIFICATIONS FOR GRADING AND SAND EQUIVALENT, IT MAY BE USED FOR PIPE BEDDING FOR RIGID PIPES, PROVIDED THE NATIVE GRANULAR MATERIAL HAS A MAXIMUM DIMENSION OF 1 1/2 INCHES. DEPTH OF MATERIAL SURROUNDING PIPE SHALL BE ADEQUATE TO SUPPORT THE PIPE AND TRENCH.

- 6) NEAT, UNIFORM AND VERTICAL CUT (TYPICAL BOTH SIDES). CLEAN AND HEAT EDGES AND TACK WITH EMULSIFIED ASPHALT. SEAL JOINT WITH HOT ASPHALT CEMENT.
- 7) NEAT, UNIFORM AND VERTICAL CUT (TYPICAL BOTH SIDES).
- 8) DRILL AND GROUT EPOXY-COATED TIE BARS WITH EPOXY RESIN INTO THE EXISTING PAVEMENT (TYPICAL BOTH SIDES).
- 9) MINIMUM RESTORATION LIMITS UNLESS OTHERWISE DETERMINED BY THE ENGINEER. IF ANY PORTION OF A LONGITUDINAL PAVEMENT CUT AFFECTS A WHEEL TRACK AS DETERMINED BY THE ENGINEER, THE ENTIRE LANE SHALL BE REMOVED AND REPLACED. WHEREVER AN EXISTING PATCH OR CRACK IS IN CLOSE PROXIMITY TO THE NEW CUT, THE ENGINEER MAY REQUIRE REMOVAL OF THE EXISTING PATCH OR CRACK AND ANY INTERVENING PAVEMENT. DEPTH OF REPLACEMENT ASPHALT SHALL BE IN ACCORDANCE WITH NOTE 1.
- 10) MINIMUM RESTORATION LIMITS UNLESS OTHERWISE DETERMINED BY THE ENGINEER. REMOVE ENTIRE PANEL UNLESS WIDTH OF REMAINING PANEL PORTION IS GREATER THAN 50% OF THE EXISTING PANEL WIDTH. IF ANY PORTION OF A LONGITUDINAL PAVEMENT CUT AFFECTS A WHEEL TRACK AS DETERMINED BY THE ENGINEER, THE ENTIRE LANE SHALL BE REMOVED AND REPLACED. WHEREVER AN EXISTING PATCH OR CRACK IS IN CLOSE PROXIMITY TO THE NEW CUT, THE ENGINEER MAY REQUIRE REMOVAL OF THE EXISTING PATCH OR CRACK AND ANY INTERVENING PAVEMENT. IF THE ENTIRE PANEL IS NOT REMOVED, FOLLOW ASPHALT CONCRETE UTILITY PATCH PROCEDURES WITH AN ASPHALT CONCRETE PAVING DEPTH EQUAL TO THE DEPTH OF THE EXISTING PAVEMENT.
- 11) ALL PERMANENT FINAL PATCHES SHALL BE RECTANGULAR OR CIRCULAR IN SHAPE AND CONSTRUCTED TO BE PARALLEL AND PERPENDICULAR TO THE ROAD CENTERLINE.
- 12) CONTROLLED DENSITY FILL (CDF) MAY BE REQUIRED ON MAJOR ARTERIAL ROADWAYS AND SHALL BE PLACED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS 2-09.3(1)E.



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8/19/05	REVISED TITLE BLOCK	DAC	EKG
DATE	REVISION	APPROVED	DRAWN



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COUNTY ENGINEER

5-12-04

Office of County Engineer

UTILITY PATCH

SHEET 2 OF 2

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