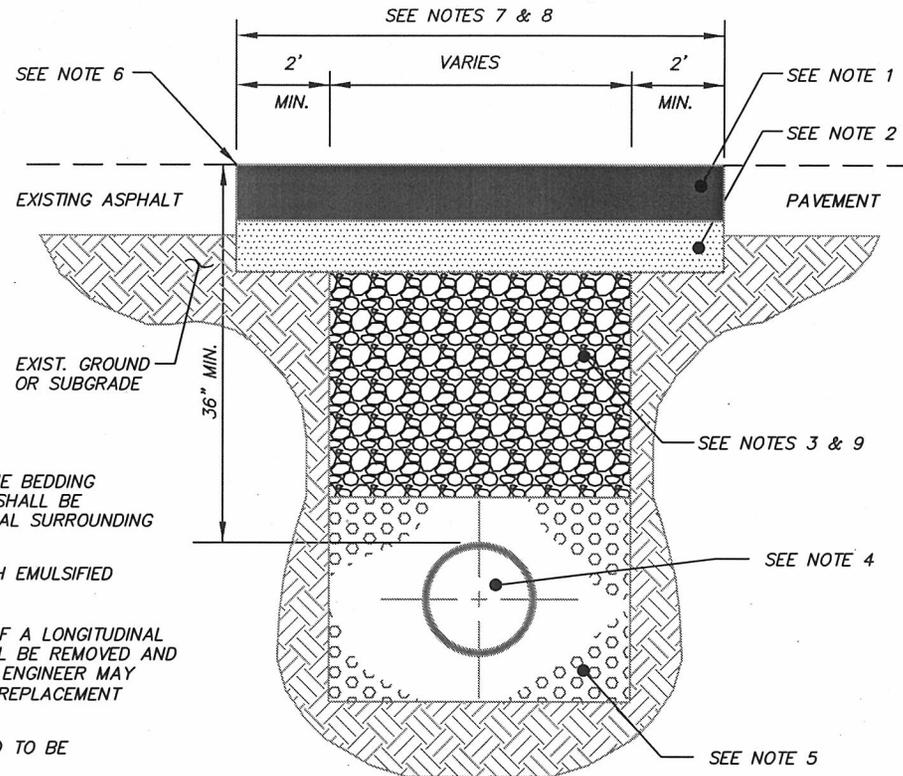


**NOTES:**

- 1) HOT MIX ASPHALT (HMA) CL. 1/2 IN. PG 64-22, WITH MINIMUM COMPACTED DEPTH OF 4" 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 2" PER WSDOT STANDARD SPECIFICATION 5-04, AND MACHINE ROLL FLUSH WITH EXISTING PAVEMENT.
- 2) 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".
- 3) EXCAVATION AND BACKFILL SHALL BE IN ACCORDANCE WITH SECTION 2-09 OF THE WSDOT STANDARD SPECIFICATIONS. IMPORTED OR NATIVE MATERIAL USED FOR BACKFILL SHALL BE CONSISTENT AGGREGATE FOR GRAVEL BASE AS DEFINED IN SECTION 9-03.10 OF THE WSDOT STANDARD SPECIFICATIONS. BACKFILL MATERIAL SHALL BE PLACED IN 1' MAXIMUM LOOSE LIFTS AND COMPACTED TO 95% MAXIMUM DENSITY. ANY NATIVE MATERIAL USED FOR BACKFILL SHALL BE TESTED FOR COMPACTION AS REQUIRED BY THE ENGINEER.
- 4) PIPE INSTALLATIONS SHALL BE IN ACCORDANCE WITH SECTION 7-03 AND SECTION 7-08 OF THE WSDOT STANDARD SPECIFICATIONS.
- 5) MATERIAL USED FOR PIPE BEDDING MATERIAL SHALL BE CONSISTENT GRAVEL BACKFILL FOR PIPE ZONE BEDDING AS DEFINED IN SECTION 9-03.12(3) OF THE WSDOT STANDARD SPECIFICATIONS. BEDDING MATERIAL SHALL BE PLACED IN 1' MAXIMUM LOOSE LIFTS AND COMPACTED TO 95% MAXIMUM DENSITY. DEPTH OF MATERIAL SURROUNDING PIPE SHALL BE ADEQUATE TO SUPPORT THE PIPE AND TRENCH.
- 6) NEAT, UNIFORM, AND VERTICAL CUTS (TYPICAL ALL SIDES). CLEAN AND HEAT EDGES AND TACK WITH EMULSIFIED ASPHALT. SEAL JOINT WITH HOT ASPHALT CEMENT (PG 64-22 OIL).
- 7) 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.
- 8) ALL PERMANENT FINAL PATCHES SHALL BE RECTANGULAR OR CIRCULAR IN SHAPE AND CONSTRUCTED TO BE PARALLEL AND PERPENDICULAR TO THE ROAD CENTERLINE.
- 9) CONTROLLED DENSITY FILL (CDF) MAY BE REQUIRED ON PRINCIPAL ARTERIAL ROADWAYS AND SHALL BE PLACED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS SECTION 2-09.3(1)E.



**RESTORATION DETAIL FOR UTILITY ROAD CUTS**

NOT TO SCALE

P:\KEM\STANDARD DWG\SECTION A\PAVEMENT PATCH D.M.A7.1.DWG



**CITY OF DES MOINES**  
PUBLIC WORKS DEPARTMENT

TRANSPORTATION SERVICES  
21650 11TH AVENUE SOUTH  
DES MOINES, WA 98198



REVISION	APP	DWN



1-15-2009  
DANIEL J. BREWER, P.E.  
CITY TRANSPORTATION ENGINEER

PAVEMENT PATCHING  
AND RESTORATION DETAILS  
GENERAL REQUIREMENTS

D.M.A7.1