

**STANDARD FLEXIBLE ASPHALT REPAIR
(SEE NOTES "A", "B" & "C")**

BACKFILL FOR ALL TYPES SHALL MEET THE REQUIREMENTS SHOWN IN TYPE I ABOVE.

T: MATCH EXISTING PAVEMENT THICKNESS, HOWEVER, MINIMUM OF 9" ON ALL STREET CUTS.

NOT TO SCALE

DATE: APRIL 2021

STANDARD CONSTRUCTION DRAWING



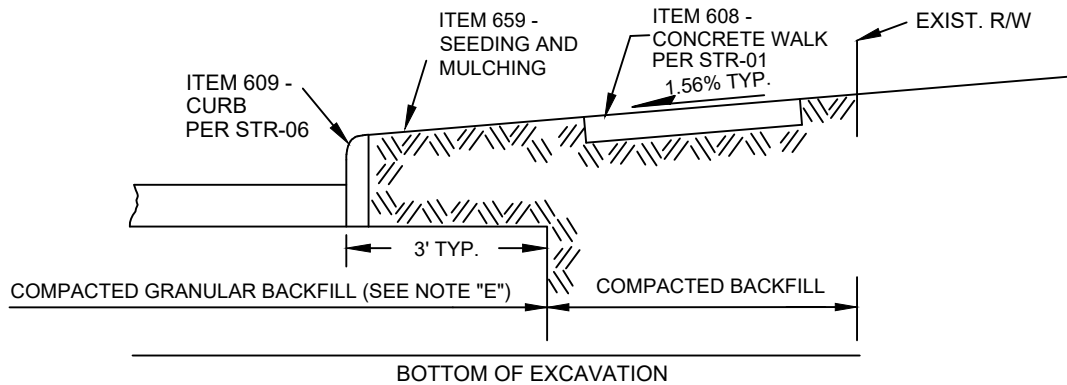
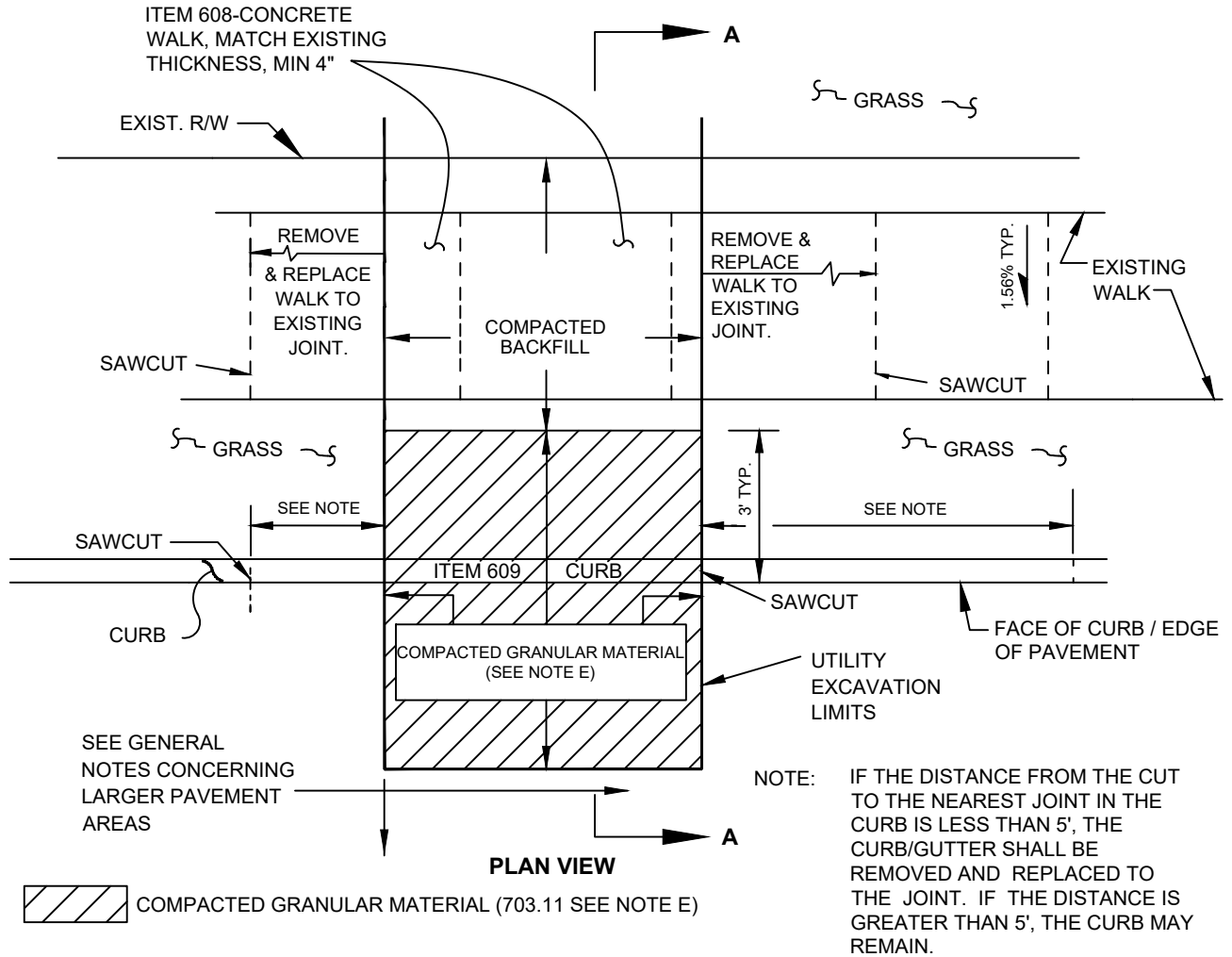
**PAVEMENT & UTILITY CUT
REPAIR STANDARDS**

DRAWING NO.

STR-04

SHEET 1 OF 10

SIDEWALK AND CURB REPAIR DETAILS



ALL GRASS AREAS SHALL BE SEEDED IN ACCORDANCE WITH ITEM 659 - SEEDING AND MULCHING.

SECTION A-A

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DATE: APRIL 2021

STANDARD CONSTRUCTION DRAWING



PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

SHEET 2 OF 10

GENERAL NOTES

RIGHT-OF-WAY PERMIT REQUIRED: A CITY OF MARYSVILLE RIGHT-OF-WAY PERMIT IS REQUIRED FOR ALL EXCAVATIONS WITHIN THE PUBLIC RIGHT-OF-WAY, AS SET FORTH IN MARYSVILLE CITY CODE CHAPTER 901.

SCOPE OF WORK

THE CONTRACTOR SHALL FULLY COMPLY WITH THE CITY OF MARYSVILLE ADA RULES AND REGULATIONS, THE CITY OF MARYSVILLE GENERAL NOTES, SPECIFICATIONS, STANDARD DRAWINGS, AND THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS (CURRENT EDITION).

THIS WORK SHALL CONSIST OF PAVEMENT REMOVAL, NECESSARY EXCAVATION, AND PAVEMENT REPLACEMENT IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT ODOT CONSTRUCTION AND MATERIALS SPECIFICATION (ODOT).

PROCEDURES USED FOR THE PAVEMENT REMOVAL AND REPLACEMENT SHALL NOT CAUSE SPALLING OR CRACKING OF ADJACENT PAVEMENT.

WHEN THE PAVEMENT IS REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED REPLACEMENT IN TIME FOR IT TO BE OPENED TO TRAFFIC AS INDICATED ON THE PERMIT, THE EXCAVATION SHALL BE FILLED WITH THOROUGHLY COMPACTED ITEM 405 BITUMINOUS COLD MIX WITH A DURABLE SURFACE (OR APPROVED BITUMINOUS MATERIAL) OR PROPERLY PLATED PER CHAPTER 901 AND SHEETS 9 AND 10 OF THIS STANDARD DRAWING. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THESE TEMPORARY MEASURES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, REMOVING AND DISPOSING OF THE TEMPORARY PATCHES OR PLATES WILL BE AT THE CONTRACTOR'S EXPENSE.

RESTORATION OF ANY SIDEWALK, CURB, STREET PAVEMENT (INCLUDING CRACK SEALING OR HEAT WELDING), ETC., SHALL OCCUR NO LATER THAN 30 DAYS AFTER CONCLUSION OF ANY UTILITY REPAIR OR INSTALLATION ACTIVITY. CONSTRUCTION ACTIVITY COMPLETED DECEMBER THROUGH APRIL SHALL BE RESOLVED NO LATER THAN MAY 31ST. ADDITIONAL PERMITS SHALL NOT BE ISSUED UNTIL THE VIOLATIONS ARE CORRECTED TO THE SATISFACTION OF THE DEPARTMENT OF PUBLIC SERVICE.

NEW PAVEMENT OR REPAVEMENT

A THREE (3) YEAR MORATORIUM SHALL BE ENFORCED FOR ALL NEW PAVEMENT OR REPAVEMENT/RESURFACING. **NO PERMIT SHALL BE GRANTED FOR THE PURPOSE OF OPENING SUCH PAVEMENT FOR A PERIOD OF NO LESS THAN THREE (3) YEARS AFTER COMPLETION**, EXCEPT FOR THE PURPOSE OF REPAIRING LEAKING PIPES OR WORK DEEMED NECESSARY BY THE DIRECTOR OF PUBLIC SERVICE, CITY ENGINEER OR DESIGNEE. EMERGENCY REPAIRS OR PAVEMENT OPENINGS WITHIN THE THREE (3) YEAR MORATORIUM SHALL HAVE ADDITIONAL AND SPECIFIC REQUIREMENTS BEYOND THE MINIMUM REQUIREMENT OF STD DWG STR-04.

SPECIAL IMPROVED STREETS

SPECIAL IMPROVED STREETS, AS APPROVED BY THE DIRECTOR OF PUBLIC SERVICE, CITY ENGINEER OR DESIGNEE SHALL HAVE FIVE (5) YEAR MORATORIUM. NO PERMIT SHALL BE GRANTED FOR THE PURPOSE TO MAKE ANY OPENING ON ANY HARD SURFACE AREAS SUCH AS PAVEMENT, SIDEWALK, CURB, ETC., WITHIN THE RIGHT OF WAY OF SPECIAL IMPROVED STREET FOR A PERIOD OF NO LESS THAN FIVE (5) YEARS AFTER COMPLETION OF SUCH HARD SURFACE AREA. EMERGENCY REPAIRS OR PAVEMENT OPENINGS WITHIN THE FIVE (5) MORATORIUM SHALL HAVE ADDITIONAL AND SPECIFIC REQUIREMENTS BEYOND THE MINIMUM REQUIREMENTS OF STD DWG STR-04 AND APPROVED ONLY BY THE DIRECTOR OF THE PUBLIC SERVICE AND CITY ENGINEER OR DESIGNEE.

TRAFFIC CONTROL

WHEN PAVEMENT CUTS OR REPAIRS REMOVE EXISTING STRIPING OR OTHERWISE RENDER STRIPING UNSERVICEABLE AS DETERMINED BY THE ENGINEER, TEMPORARY PAVEMENT MARKINGS PER ODOT 614 SHALL APPLY. TEMPORARY CLASS II MARKINGS SHALL BE PLACED IMMEDIATELY. CLASS II MARKINGS ARE ONLY FOR LANE LINES, CENTERLINES AND GORE MARKINGS AND PLACED FOR A MAXIMUM OF 14 DAYS. ALL TEMPORARY MARKINGS PLACED FOR A PERIOD LONGER THAN 14 DAYS BUT LESS THAN 30 DAYS SHALL BE ITEM 642 CLASS III MARKINGS. PERMANENT THERMOPLASTIC SHALL BE PLACED WITHIN 30 DAYS ON A SURFACE COURSE. WHEN THERMOPLASTIC IS TO BE INSTALLED, TEMPORARY MARKINGS SHALL BE CLASS III. ALL OVER WINTER TEMPORARY MARKINGS SHALL BE TYPE 1. ALL TEMPORARY PAVEMENT MARKINGS ON CONCRETE SHALL BE AS PER 740.06, TYPE I. PERMANENT PAVEMENT MARKINGS ON CONCRETE SHALL MATCH THE EXISTING PAVEMENT MARKINGS DIRECTED BY THE ENGINEER.

DATE: APRIL 2021

STANDARD CONSTRUCTION DRAWING



PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

SHEET 3 OF 10

SPECIAL NOTES

NOTE 'A' : TYPE 1 PAVEMENT REPAIR SEALING

FOR TYPE I PAVEMENT REPAIR SEALING OPTIONS - THE FOLLOWING METHODS ARE PERMITTED:

1. CRACK SEALING METHOD: SEAL THE PERIMETER SURFACE OF THE REPAIRED AREA BY APPLYING A NOMINAL 4 INCH STRIP OF APPROVED ITEM 423 - CRACK SEALING, TYPE II OR III.

NOTE 'B' : TYPE 1 PAVEMENT REPAIR RESURFACING (SEE SHEETS 6-8)

FOR TYPE I PAVEMENT REPAIR APPLICATIONS, THE FOLLOWING METHODS ARE PERMITTED:

1. IF LANE WIDTH TO BE RESURFACED: USE ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, (BINDER MATCHING SURFACE COURSE) PLACED IN LIFTS NOT EXCEEDING 3 INCHES TO REPAIR PAVEMENT TO THE SURFACE. DURING THE LATER MILL AND ASPHALT OVERLAY OPERATION, USE ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1.
2. IF NO LANE WIDTH RESURFACING: USE ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, PLACED IN LIFTS NOT EXCEEDING 3 INCHES AND ITEM 441 ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 PLACED AT A MAXIMUM 1.5 INCH LIFT THICKNESS. THE INTERMEDIATE COURSE MATERIAL IS NOT PERMITTED AS THE FINAL SURFACE COURSE.

THE ASPHALT BINDER FOR INTERMEDIATE AND SURFACE COURSE ASPHALT SHALL BE PG 70-22 ON ARTERIAL ROADWAYS, AND WHERE SPECIFIED BY THE CITY. ALL OTHER ROADS SHALL BE PG 64-22.

TRENCHES THAT REQUIRE FULL LANE RESURFACING SHALL INCLUDE FULL LANE RESURFACING ON ALL CONNECTING TRENCHES AND ASSOCIATED VALVE OR CASTING WORK AREAS ALONG ADJACENT STREETS (UTILITY SERVICE REPAIRS SHALL BE AS PER SHEETS 6, 7 AND 8.) REGARDLESS OF THE LENGTH OF THE CONNECTING TRENCH.

WHEN AN EXCAVATION EXCEEDS 100 FT IN LENGTH, THE REPAIR SHALL INCLUDE ITEM 254 PLANING OF A FULL LANE WIDTH (OR ANY OTHER LANE WIDTH AS DIRECTED BY THE DEPARTMENT OF PUBLIC SERVICE) TO A DEPTH OF 1- 1/2 INCHES FOR THE ENTIRE LENGTH OF THE EXCAVATION. THE RESURFACING SHALL NOT INTRODUCE ANY LONGITUDINAL PAVEMENT JOINTS. WHEN RESURFACING OUTSIDE LANES, RESURFACING SHALL EXTEND TO THE FACE OF CURB OR EDGE OF PAVEMENT. IF PAVEMENT PLANING DOES NOT PROVIDE A UNIFORM PLANED SURFACE DUE TO THE EXISTING PAVEMENT CONDITION, THE DEPTH OF THE PAVEMENT REMOVAL AND RESURFACING SHALL BE ADJUSTED ACCORDINGLY. WHERE THE PROPOSED RESURFACING IS IN CLOSE PROXIMITY TO AN EXISTING LONGITUDINAL JOINT, THE RESURFACING SHALL BE EXTENDED TO MEET OR OVERLAP THAT JOINT. WHEN RESURFACING ADJOINS AN AREA WITH EXISTING OVERLAID GUTTER, THE RESURFACING SHALL EXTEND THE FULL LANE WIDTH TO THE EXISTING PAVEMENT EDGE AT THE FACE OF CURB. THE PLANED AREA SHALL BE TACKED USING ITEM 407.02 MATERIAL PRIOR TO PLACING AND COMPACTING APPROVED ASPHALT CONCRETE WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 -CRACK SEALING, TYPE II OR III SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

WHEN AN EXCAVATION CROSSES LANES, ALL LANES AFFECTED SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE AFFECTED PAVEMENT AREA. WHEN EXCAVATION WORK FOR LATERALS CROSS LANES AT A FREQUENCY OF 2 OR MORE TRENCHES WITHIN 100 FT OF ROADWAY, THE REPAIR SHALL INCLUDE THE RESURFACING OF A FULL LANE WIDTH AS DESCRIBED ABOVE FOR THE AFFECTED LANES EXTENDING A MINIMUM OF 2 FT BEYOND THE LATERAL EXCAVATIONS LOCATED FARTHEST APART.


FULL LANE WIDTH RESURFACING OUTSIDE TRAVEL LANES SHALL EXTEND TO THE EDGE OF PAVEMENT FACE OF CURB UNLESS A SHOULDER WIDER THAN 4 FEET IS SEPARATED BY AN EXISTING LONGITUDINAL JOINT.

WHEN 2 OR MORE PAVEMENT REPAIRS ARE LOCATED WITHIN 100 FT OF EACH OTHER IN THE SAME LANE, THE REPAIR SHALL INCLUDE THE RESURFACING OF A FULL LANE WIDTH AS DESCRIBED ABOVE OF THE AFFECTED LANES EXTENDING A MINIMUM OF 2 FT BEYOND THE PAVEMENT REPAIRS LOCATED FARTHEST APART.

IF APPROVED BY THE CITY OF MARYSVILLE, WHEN A PAVEMENT REPAIR AREA IS GREATER THAN 5 FT IN WIDTH AND/OR GREATER THAN 100 FT IN LENGTH, THE PAVEMENT REPAIR SECTION MAY CONFORM TO 3 INCHES OF ITEM 441 ASPHALT CONCRETE ON 6 INCHES OF ITEM 301 ASPHALT CONCRETE BASE (PLACED IN 2 LIFTS). LANE WIDTH RESURFACING REQUIREMENTS STILL APPLY. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF MARYSVILLE.

NOTE 'C' : WINTER OPERATIONS FLEXIBLE ASPHALT REPAIR

COLD MIX SHALL BE ITEM 405 BITUMINOUS COLD MIX OR OTHER COLD MIX APPROVED BY THE CITY OF MARYSVILLE. IN LIEU OF COLD MIX, THE CONTRACTOR MAY USE STOCKPILED ITEM 441 ASPHALT CONCRETE AND REHEAT IT TO PLACE IN CUT AS TEMPORARY PAVEMENT REPAIR. TYPE II PAVEMENT REPLACEMENT SHALL CONSIST OF FULL DEPTH ITEM 405 COLD MIX FOR SMALL EXCAVATIONS. THE TEMPORARY COLD MIX IS TO BE REPLACED WITH ITEM 441 ASPHALT CONCRETE FOLLOWING PAVEMENT REPAIR PROCEDURES. THIS WORK SHALL BE PERFORMED AS SOON AS ASPHALT IS AVAILABLE.

DATE: APRIL 2021	STANDARD CONSTRUCTION DRAWING	
	PAVEMENT & UTILITY CUT REPAIR STANDARDS	DRAWING NO. STR-04 SHEET 4 OF 10

SPECIAL NOTES

NOTE 'D' : TYPE III REPAIR OF BRICK STREETS

1. WHEN EXCAVATING AND REPAIRING BRICK STREETS, THE MATERIAL USED FOR REPLACEMENT SHALL MATCH THE EXISTING.
2. BRICKS OR PAVERS REMOVED FROM A REPAIR AREA SHALL BE STORED IN A SAFE PLACE BY THE CONTRACTOR FOR REUSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY BRICKS OR PAVERS THAT ARE STOLEN OR DAMAGED, AT NO ADDITIONAL COST TO THE CITY.
3. IF BRICKS OR PAVERS ARE SUPPLIED BY THE CONTRACTOR, THEY MUST CLOSELY MATCH THE EXISTING BRICKS OR PAVERS AND FIRST BE APPROVED BY THE CITY BEFORE THEY ARE USED.
4. SAW CUTTING: ALL PARTIAL BRICKS SHALL BE SAWCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN 1/2 ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAW CUTTING OF ADJACENT UNDISTURBED BRICK(S).
5. DURING REMOVAL OF THE EXISTING BASE MATERIAL, IT SHALL BE CUT BACK TO AS NEARLY VERTICAL AS POSSIBLE. IF SHEARING OF THE ADJACENT BASE RESULTS, THE CONTRACTOR SHALL REMOVE ADDITIONAL BASE MATERIAL UNTIL A VERTICAL FACE IS ACHIEVED.
6. DURING INSTALLATION, THE BRICK IS TO BE RESET IN REASONABLY CLOSE CONFORMITY TO THE PATTERN OF THE EXISTING BRICK PAVEMENT ON A SETTING BED OVER ITEM 305 CONCRETE BASE. THE SETTING BED SHALL CONSIST OF 1 INCH OF SAND; WHEREAS, 3/4-INCH BITUMINOUS SETTING BED FOR NEWER STYLE ROADWAY PAVERS. THE CONCRETE BASE THICKNESS SHALL MATCH THE EXISTING BASE OR A MINIMUM OF 7 INCHES.
- 6A. BRICKS WITHOUT SPACING LUGS: THE MAXIMUM WIDTH OF A BRICK JOINT SHALL BE 1/2 INCH. THIS RESTRICTION SHALL ALSO APPLY TO THE JOINT FORMED ADJACENT TO THE PERIMETER OF A REPAIR AREA, WHERE THE ROWS MAY NOT BE PARALLEL TO ONE ANOTHER. ALL JOINTS SHALL BE FILLED WITH POLYMERIC SAND FROM THE APPROVED MATERIALS LIST FOLLOWING MANUFACTURER'S INSTRUCTIONS. THIS MAY REQUIRE MORE THAN ONE APPLICATION. FURTHER, MECHANICAL VIBRATION WILL BE REQUIRED FOR CONSOLIDATION OF DRY MORTAR MIX.

NOTE 'E' : COMPACTED GRANULAR MATERIAL (703.11)

THIS METHOD OF BACKFILL CAN ONLY BE USED WITH FULL TIME CITY INSPECTION. AN INSPECTION FEE MUST BE POSTED WHEN THE PERMIT IS ISSUED.

**NOTE 'F' : CONCRETE BASE PAVEMENT
PAVEMENT WITH A CONCRETE BASE**

THE NEW CONCRETE BASE THICKNESS SHALL MATCH THE EXISTING (7 INCHES MINIMUM) AND IT SHALL BE PLACED TO THE LEVEL OF THE ADJACENT CONCRETE BASE WITH 3 INCHES OF ITEM 441 ASPHALT CONCRETE OVERLAY. LANE WIDTH RESURFACING REQUIREMENTS OF TYPE 1 STILL APPLY.

NOTE 'G' : MINIMUM PAVEMENT RESTORATION WIDTH

THE TRENCH WIDTH FOR SMALL PIPES, CONDUITS AND CURB SHALL BE OF SUFFICIENT WIDTH TO ALLOW FOR THE PROPER PLACEMENT OF THE BACKFILL MATERIAL. THE PAVEMENT PORTION OF THE TRENCH SHALL BE A MINIMUM OF 2 FT IN WIDTH. THIS IS TO ALLOW FOR THE PROPER COMPACTION OF THE ASPHALT PAVEMENT. IF THE TRENCH FOR PLACING CONDUIT IS NARROWER THAN 2 FT THEN THE PAVEMENT PORTION SHALL BE CUT BACK TO PROVIDE THE 2 FT MINIMUM FOR PAVING OPERATIONS.

NOTE 'I' : SURFACE REPAIR SHAPE (SEE SHEET 8)

THE SURFACE REPAIR OF ALL IRREGULAR-SHAPED EXCAVATIONS SHALL ALWAYS BE A RECTANGLE WITH PARALLEL SIDES THAT ARE PERPENDICULAR TO THE DIRECTION OF TRAVEL OF THE ROADWAY.

DATE: APRIL 2021

STANDARD CONSTRUCTION DRAWING



PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

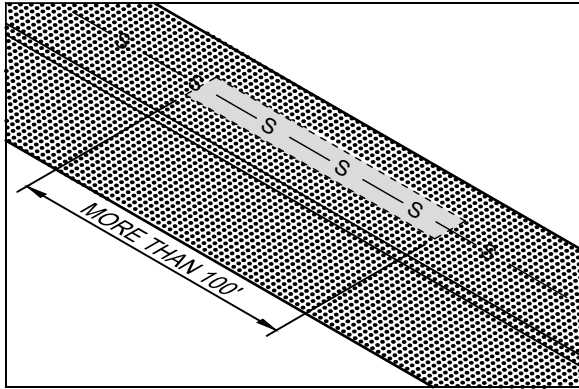
SHEET 5 OF 10

ACCEPTABLE UTILITY CUT REPAIRS

EXCAVATION EXCEEDING 100' IN LENGTH LOCATED WITHIN LANE

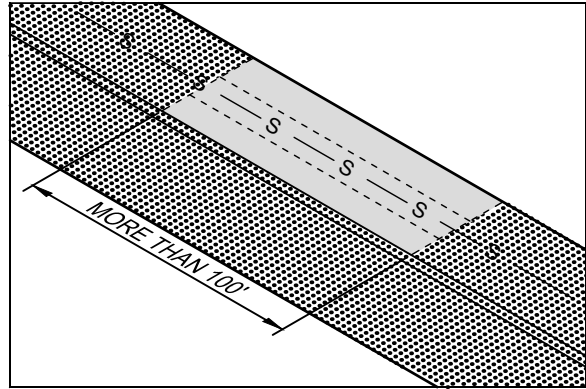
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NOT ACCEPTABLE



SEE NOTE "B"

ACCEPTABLE

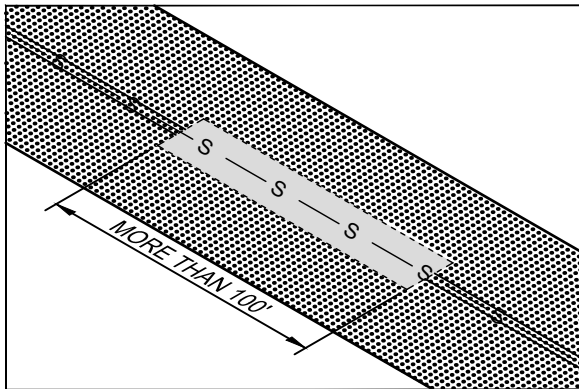


FOR AN EXCAVATION IN A SINGLE LANE, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR.

EXCAVATION EXCEEDING 100' IN LENGTH BETWEEN OR CROSSING LANES

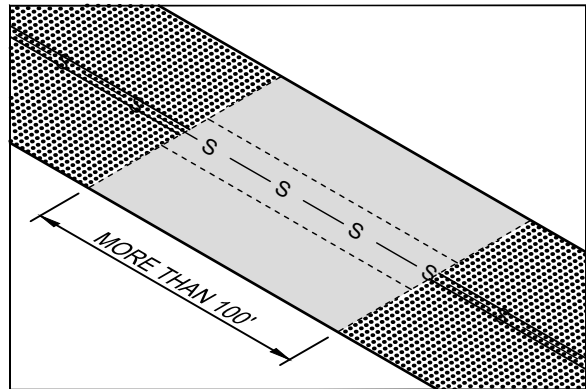
WHEN AN EXCAVATION CROSSES LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE PAVEMENT AREA WITHIN THE AFFECTED LANES FOR THE LIMITS OF THE EXCAVATION.

NOT ACCEPTABLE





SEE NOTE "B"

ACCEPTABLE



FOR AN EXCAVATION IN MULTIPLE LANES, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR FOR ALL IMPACTED LANES.

LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

NOTE:
EXCAVATIONS ARE CONCEPTUAL ONLY. SEE
DETAILED CROSS SECTION AND PROFILE SHEETS
FOR CONSTRUCTION PROCEDURES AND WIDTHS.

NOT TO SCALE

DATE: APRIL 2021

STANDARD CONSTRUCTION DRAWING



PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

SHEET 6 OF 10

ACCEPTABLE UTILITY CUT REPAIRS

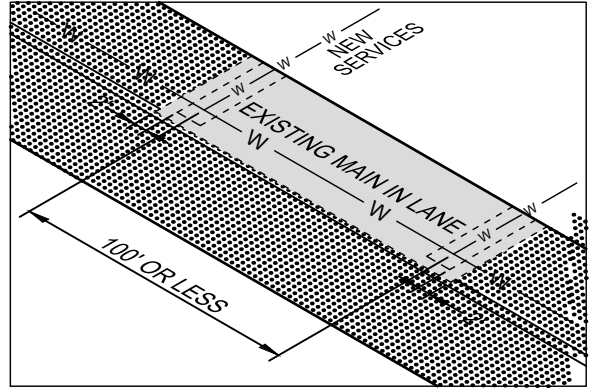
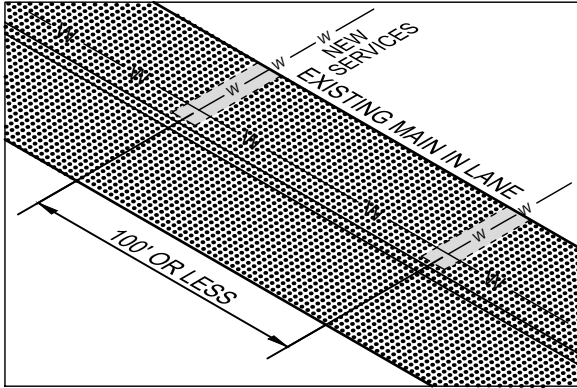
UTILITY EXCAVATIONS CROSSING ONE LANE WITHIN 100'

WHEN EXCAVATION WORK FOR LATERALS CROSSES A LANE AT A FREQUENCY OF 2 OR MORE LATERAL EXCAVATIONS WITHIN 100 FEET OF EACH OTHER, THE REPAIR SHALL INCLUDE ITEM 254 PAVEMENT PLANING FOR THE FULL LANE WIDTH TO A DEPTH OF 1- 1/2 INCHES AND FOR A MINIMUM OF 2 FEET BEYOND THE FURTHEST LATERAL EXCAVATIONS. THE PLANED AREA SHALL BE THOROUGHLY CLEANED AND DRY, THEN TACKED USING ITEM 407 TACK COAT MATERIAL PRIOR TO PLACING AND COMPACTING APPROVED ASPHALT CONCRETE WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 CRACK SEALING, TYPE II OR III, SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

NOT ACCEPTABLE

SEE NOTE "B"

ACCEPTABLE



FOR MULTIPLE EXCAVATIONS WITHIN 100', PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR.

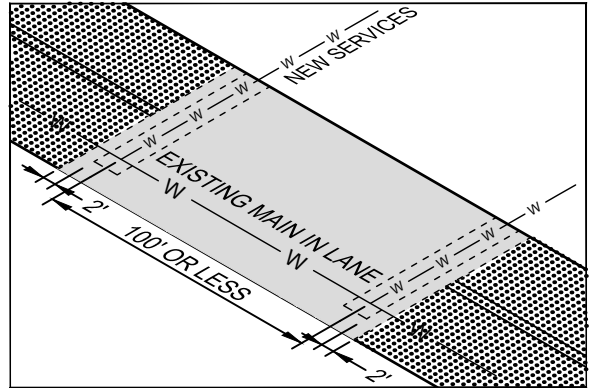
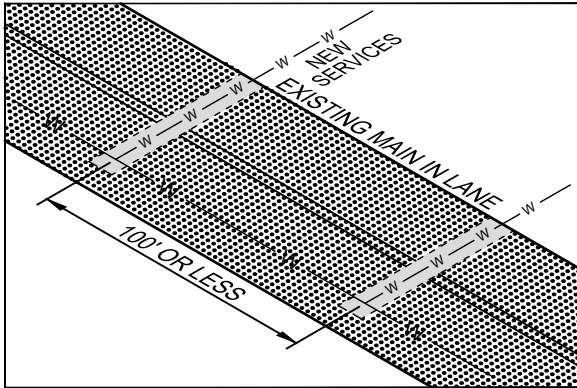
UTILITY EXCAVATIONS CROSSING MULTIPLE LANES WITHIN 100'

WHEN EXCAVATION WORK CROSSES MULTIPLE LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE PAVEMENT AREA WITHIN THE AFFECTED LANES FOR THE LIMITS OF THE LATERAL EXCAVATIONS.

NOT ACCEPTABLE



SEE NOTE "B"

ACCEPTABLE




FOR MULTIPLE EXCAVATIONS WITHIN 100' IN MULTIPLE LANES, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR FOR ALL IMPACTED LANES.

LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

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NOT TO SCALE

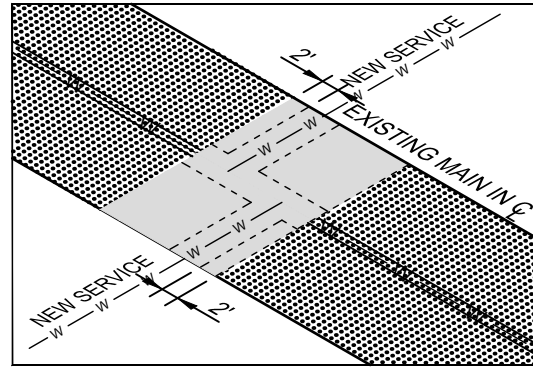
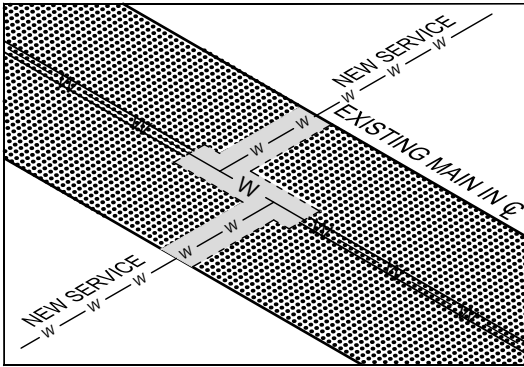
DATE: APRIL 2021	STANDARD CONSTRUCTION DRAWING	
	<p align="center">PAVEMENT & UTILITY CUT REPAIR STANDARDS</p>	<p align="center">DRAWING NO. STR-04 SHEET 7 OF 10</p>

ACCEPTABLE UTILITY CUT REPAIRS

NOT ACCEPTABLE

SEE NOTE "B"

ACCEPTABLE



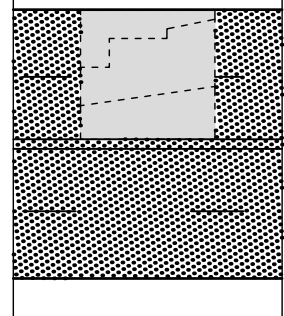
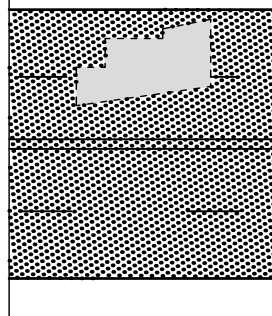
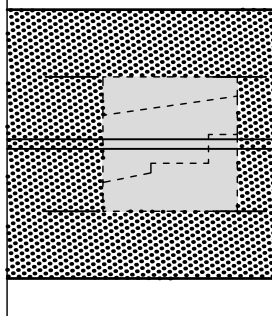
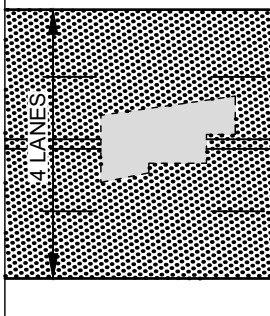
IRREGULAR SHAPES - SEE NOTE "I"

NOT ACCEPTABLE

ACCEPTABLE

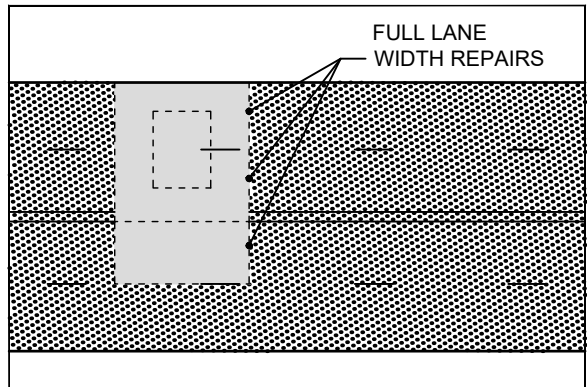
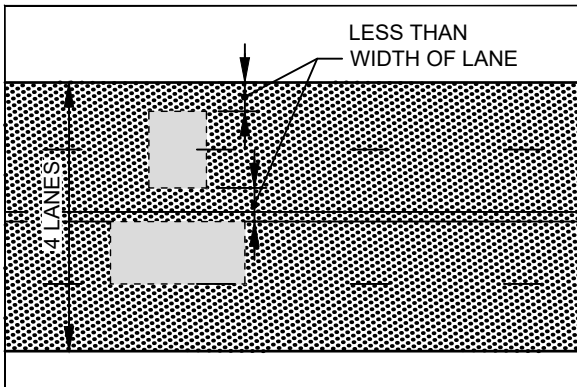
NOT ACCEPTABLE

ACCEPTABLE





NOT ACCEPTABLE

ACCEPTABLE



LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

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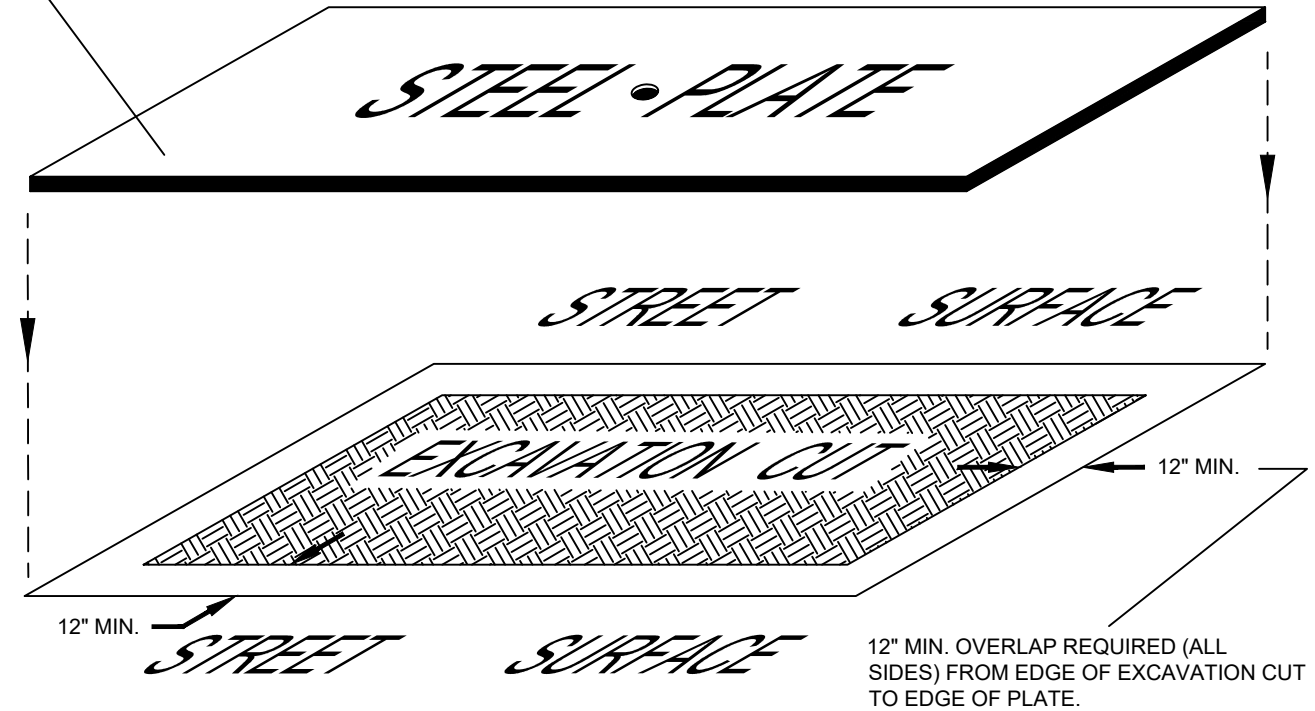
PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

SHEET 8 OF 10

1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.



ALL STEEL PLATES MUST HAVE THE FOLLOWING INFORMATION CLEARLY AND LEGIBLY 'ETCHED' INTO THEIR TOP SURFACE:

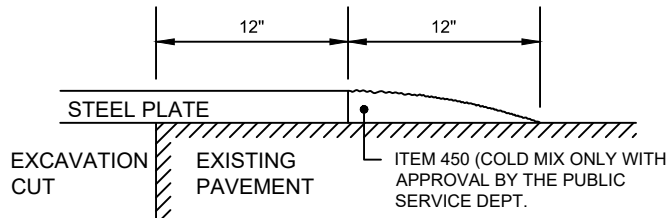
1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.

NOTE:

STEEL PLATE INSTALLATION DURATION SHALL BE APPROVED ON A PER PROJECT BASIS BY THE CITY ENGINEER. CONTACT CITY OF MARYSVILLE PUBLIC SERVICE DEPT. TO REPORT LOCATION OF STEEL PLATE (937) 645-7350.

MINIMUM THICKNESS OF STEEL PLATES	
SIZE OF PLATE	THICKNESS
4' x 4'	1/2"
4' x 6'	3/4"
LARGER	1"

NO STEEL PINS ARE PERMITTED.
SIGNAGE REQUIRED PER APPROVED MOT PLANS



NOT TO SCALE

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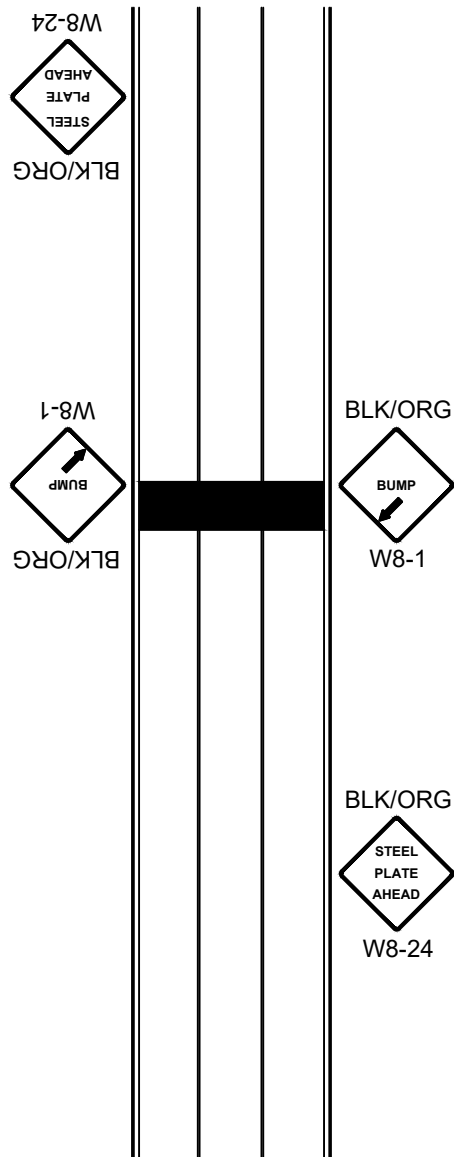


PAVEMENT & UTILITY CUT
REPAIR STANDARDS

DRAWING NO.

STR-04

SHEET 9 OF 10



SIGNS ARE TO BE 36"x36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48"x48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER) ROADWAYS.

SIGN W8-1 IS REQUIRED AT ALL PLATE LOCATIONS. SIGN W8-24 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER.


SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED. SIGN SPACING SHALL INCREASE TO 250' WHEN SPEED EXCEEDS 45 MPH.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

SIGNS SHALL NOT BE PLACED IN A MANNER THAT WOULD BLOCK PARKING, BIKE LANES, OR RESTRICT A PEDESTRIAN FROM USING ANY SIDEWALK INCLUDING CURB RAMPS. PAR SHALL BE MAINTAINED AT ALL TIMES.

NOT TO SCALE

DATE: APRIL 2021	STANDARD CONSTRUCTION DRAWING	
	<p style="text-align: center;">PAVEMENT & UTILITY CUT REPAIR STANDARDS</p>	<p style="text-align: center;">DRAWING NO. STR-04 SHEET 10 OF 10</p>