



NOTES:

1. TO BE USED FOR NO-CUT AND GRIND AND OVERLAY STREET RESTORATION CLASSIFICATIONS. FULL WIDTH RESTORATION WILL BE REQUIRED IF PATCHES FAIL.
2. THE EXISTING PAVEMENT SHALL BE CUT FULL DEPTH WITH AN EIGHT INCH DIAMETER CORE DRILL. THE SUBBASE MATERIAL SHALL BE REMOVED USING A VACUUM EXCAVATOR, KEEPING THE EXCAVATION AS MINIMAL AS POSSIBLE.
3. BACKFILL THE EXCAVATION WITH A SIX INCH CUSHION OF CSTC OVER THE UTILITY THEN FILL THE REMAINING VOID WITH CDF OR COMPACTED CSTC TO THE BOTTOM OF THE EXISTING ASPHALT PAVEMENT.
4. REPAIR THE CORED PAVEMENT SECTION WITH HMA CLASS ½" PG 64-22 AND SEAL THE JOINT.
5. IF THE OPENING IS LARGER THAN THE 8 INCH CORE, THE PAVEMENT RESTORATION WILL INCLUDE A 2' BY 2' PATCH CENTERED ON THE EXCAVATION.
6. IF THE EXCAVATION IS LARGER THAN 2' BY 2', THE STANDARD GRIND AND OVERLAY RESTORATION SHALL BE USED.
7. PAVEMENT CORES SHALL BE STAGGERED BETWEEN LANES WITH A 50' MIN. DISTANCE BETWEEN CORES AND OUTSIDE WHEEL TRACKING PATHS.
8. CORE=POTHOLE=WINDOW.



NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION IS KEPT ON FILE AT THE CITY OF KENT. A COPY MAY BE OBTAINED UPON REQUEST.

		CITY OF KENT ENGINEERING DEPARTMENT	
		PAVEMENT RESTORATION FOR WINDOW CUTS OR POT HOLING	
DESIGNED	COK	SCALE	NONE
DRAWN	COK	DATE	9/2020
CHECKED	COK	ENGINEER	
APPROVED		6-69	