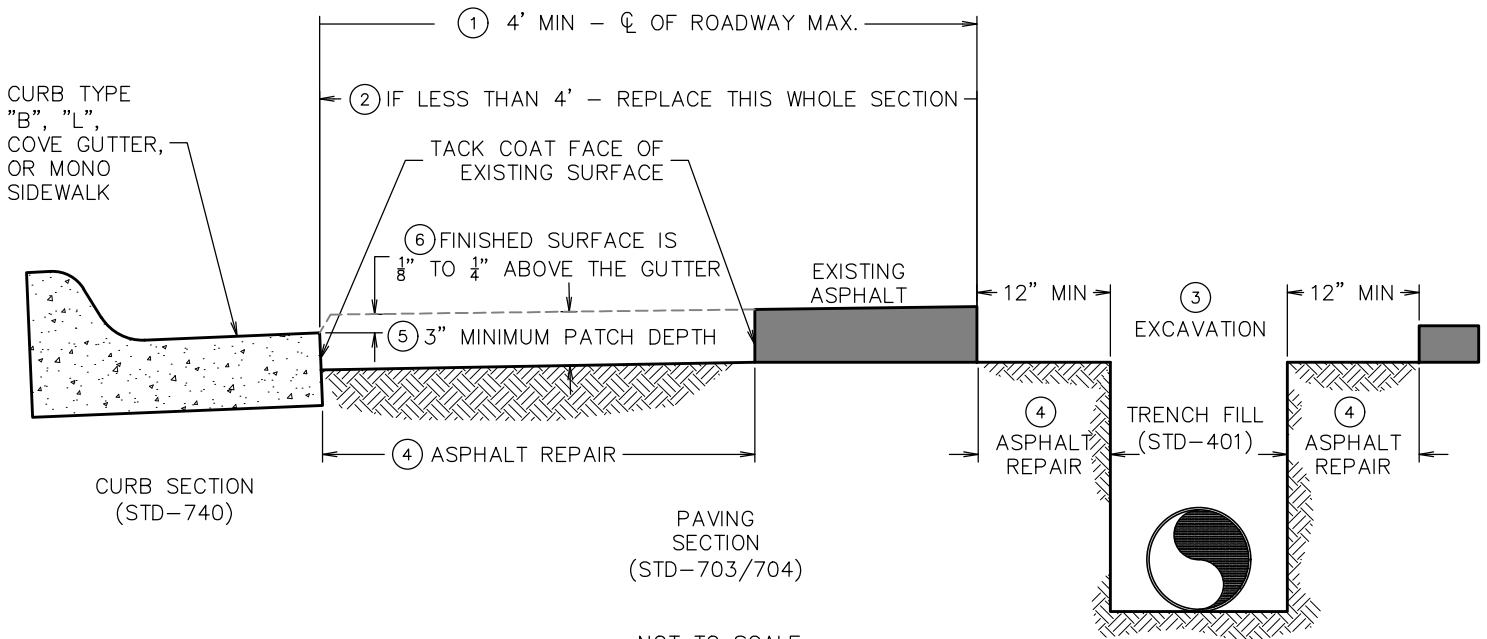


ASPHALT SURFACE SHALL BE
 INSTALLED WITH A MINIMUM OF 2%
 AND A MAXIMUM OF 5% CROSS-SLOPE



KEYED NOTES:

NOT TO SCALE

- ① ASPHALT SHALL BE CUT & REMOVED TO AN EXTENT WHERE THE ASPHALT PATCH IS A MINIMUM OF FOUR (4') FEET FROM THE FACE OF THE GUTTER PAN AND MAY REQUIRE ADDITIONAL WIDTH (UP TO CENTERLINE), AS REQUIRED BY THE CITY ENGINEER. THE 4' MINIMUM ASPHALT REPLACEMENT IS REQUIRED TO ENSURE ADEQUATE COMPACTION IS ACHIEVED.
- ② IF THE ASPHALT CUT LINE FOR A TRENCH PATCH IS LESS THAN FOUR (4') FEET FROM THE FACE OF EXISTING GUTTER PAN, EDGE OF EXISTING ASPHALT, OR A SEAM, REMOVE AND REPLACE THE ENTIRE ASPHALT SECTION BETWEEN THE TRENCH CUT LINE AND EDGE OF THE FACE OF THE GUTTER PAN, ASPHALT, OR SEAM.
- ③ ANY EXCAVATION SHALL BE BACK-FILLED WITH THE PROPER ROAD SECTION. SEE STD-703/704.
- ④ A MINIMUM OF 6" OF ¾" MINUS ROAD BASE SHALL BE PLACED UNDER THE 'ASPHALT REPAIR' AND COMPACTED TO 95% PROCTOR DENSITY.
- ⑤ ASPHALT PATCH DEPTH VARIES FROM 3" TO 6".
- ⑥ FINISHED ASPHALT SURFACE SHALL BE ⅛" TO ¼" ABOVE GUTTER LIP

GENERAL NOTES:

- 1. ASPHALT SURFACE SHALL BE SQUARE CUT (PARALLEL AND/OR PERPENDICULAR TO CURB OR EDGE OF ASPHALT) BY A JACK HAMMER WITH A SPADE BIT OR A POWER DRIVEN SAW OR CUTTING TOOL.
- 2. ALL ASPHALT PATCH SEAMS SHALL BE SEALED IN ACCORDANCE WITH THE MCPWSS MANUAL.
- 3. FOR SHORT SPANS OF CURB REPLACEMENT, EXISTING ASPHALT EDGE MAY BE USED AS A FRONT FORM IF EXISTING ASPHALT IS SOUND AND SQUARE FACED, AND ONLY UPON PRIOR APPROVAL OF THE CITY ENGINEER.
- 4. TRAFFIC CONTROL SHALL NOT BE REMOVED UNTIL PERMANENT ASPHALT REPAIR IS COMPLETE. IN SOME CASES DUE TO WEATHER AND ASPHALT AVAILABILITY, TEMPORARY PATCHES SHALL BE MADE USING ASPHALT MILLINGS OR A COLD PATCH MIX, TO BE MAINTAINED IN A SAFE CONDITION UNTIL THE PERMANENT ASPHALT REPAIR IS COMPLETED.

December 2021



Engineering Division

Asphalt Cutting, Removal and Replacement

Approved By
 City Engineer
 Kevin J. Slovarp

Adopted: 02/06/1986
 Revised: 02/24/2021

STD - 744