

# PAVING CUT TRENCH REPAIR

## GENERAL NOTES

CITY OF EL PASO SPECIFICATIONS FOR TYPE C ASPHALT SHALL BE USED FOR PAVEMENT REPAIRS UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. CONTRACTOR MUST USE INDUSTRY STANDARD EQUIPMENT & METHODS FOR PAVING.

REPAIRS PERPENDICULAR TO THE STREET THAT ARE MORE THE 8' IN WIDTH AND EXTEND FROM EITHER GUTTER TO GUTTER OR FROM GUTTER TO THE CENTER OF THE STREET WILL REQUIRE THE USE OF A PAVING MACHINE.

LONGITUDINAL REPAIRS THAT ARE MORE THAN 8' IN WIDTH AND MORE THAN 15' IN LENGTH WILL REQUIRE THE USE OF A PAVING MACHINE.

TWO-SACK MATERIAL SHALL BE TWO SACKS OF CEMENT PER ONE CUBIC YARD OF SOIL, MATERIAL MUST BE PRE-MIXED, MIXING ON THE JOBSITE WILL NOT BE ALLOWED. THE MATERIAL MUST BE LEFT TO CURE FOR A MINIMUM OF 24 HOURS & CONTRACTOR MUST ASSURE THAT THE MATERIAL IS DRY PRIOR TO APPLYING EMULSION AND SETTING PAVING INSPECTION.

EMULSIFIED ASPHALT SS-1, SS-1h, CSS-1, OR CSS-1h SHALL BE EVENLY APPLIED THROUGHOUT THE CUT.

REPLACE ALL PAVING MARKINGS. MATERIALS MUST MEET CITY OF EL PASO STREET DEPARTMENT SPECIFICATIONS.

ASPHALT MUST BE COMPACTED WITH A STEEL DRUM ROLLER; USE OF A PLATE TAMPER WILL NOT BE ALLOWED.

THE USE OF VIBRATORY EQUIPMENT MUST BE APPROVED BY THE CITY ENGINEER.

A 1" THICK STEEL PLATE MUST BE PLACED OVER THE ENTIRE CUT & HAVE AN ASPHALT TRANSITION; REFER TO SHEET 3-59G.

CONTRACTOR MUST COMPLY WITH OSHA SAFETY GUIDELINES THAT APPLY TO TRENCH EXCAVATIONS. PAVING CUT INSPECTIONS WILL NOT BE CONDUCTED IF CONTRACTOR IS NOT IN COMPLIANCE WITH SAFETY GUIDELINES TO INCLUDE TRENCH SHORING.



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ENGINEERING and  
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DESIGN STANDARDS  
FOR CONSTRUCTION

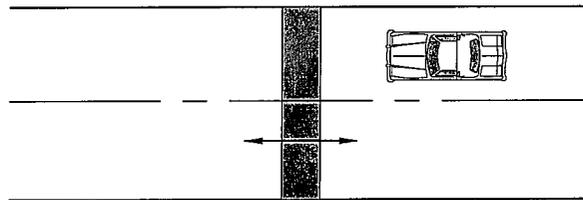
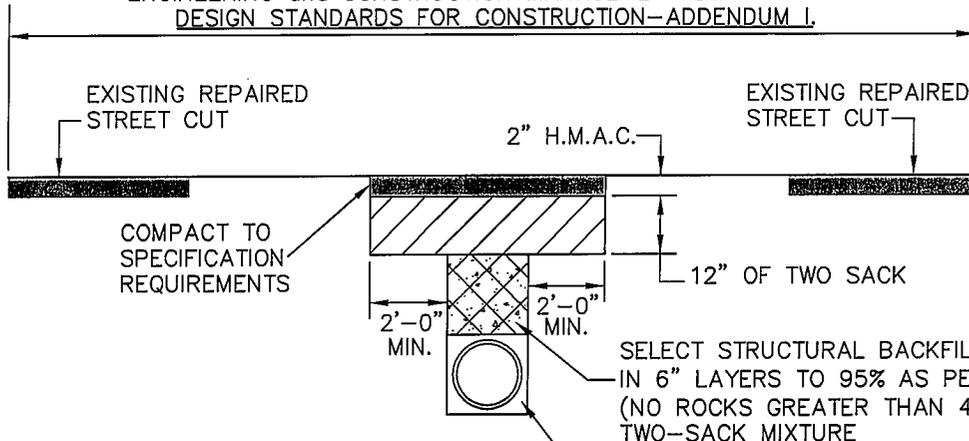
ADDENDUM 1

PAVEMENT CUT TRENCH REPAIR

3-59A

Approved By <u>R. A. SHUBERT</u>	Checked By <u>RAS / IR / RS</u>
Date <u>SEPT. XX, 2010</u>	Drawn By <u>CoEP STAFF</u>

REPAIRS MUST BE MADE IN ACCORDANCE WITH  
ENGINEERING and CONSTRUCTION MANAGEMENT DEPARTMENT'S  
DESIGN STANDARDS FOR CONSTRUCTION-ADDENDUM I.



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FOR CONSTRUCTION

ADDENDUM 1

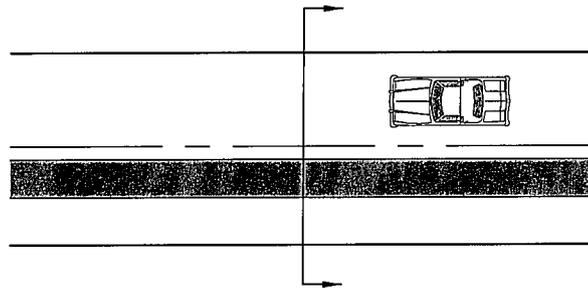
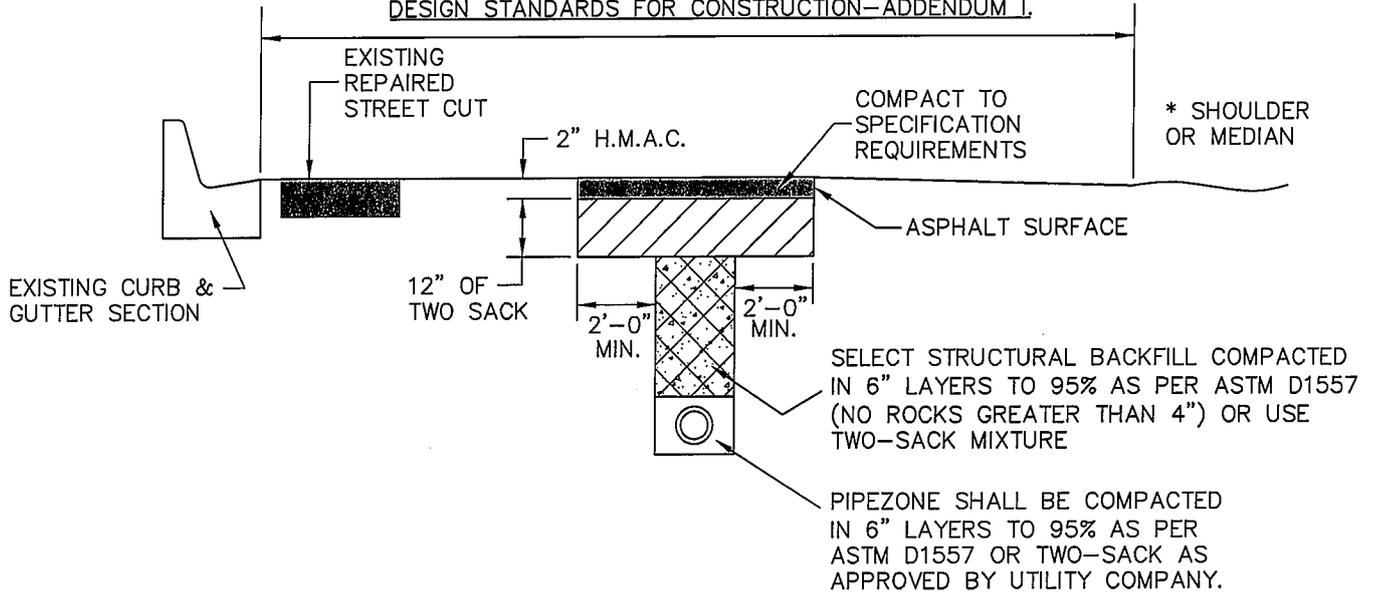
PAVEMENT CUT TRENCH REPAIR

3-59B

Approved By R. A. SHUBERT  
Date SEPT. XX, 2010

Checked By RAS / IR / RS  
Drawn By CoEP STAFF

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PLAN VIEW

Transverse section view of parallel utility cut repair.



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*ADDENDUM 1*

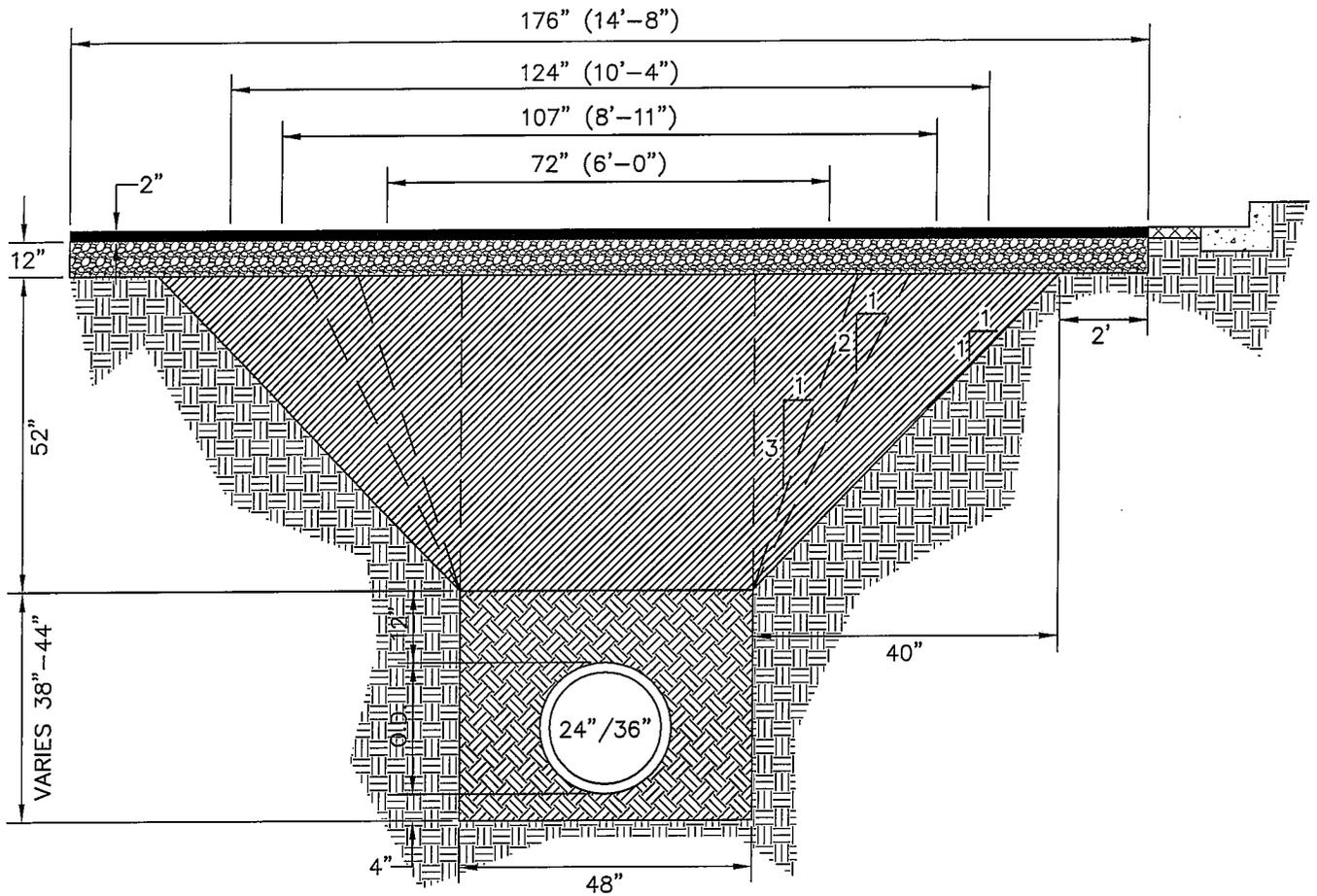
*PAVEMENT CUT TRENCH REPAIR*

*3-59C*

Approved By R. A. SHUBERT  
Date SEPT. XX, 2010

Checked By RAS/IR/RS  
Drawn By CoEP STAFF





PAVEMENT REPLACEMENT  
 48" TRENCH WIDTH  
 PAVEMENT REPLACEMENT WIDTH  
 DEPENDS ON SOIL TYPE



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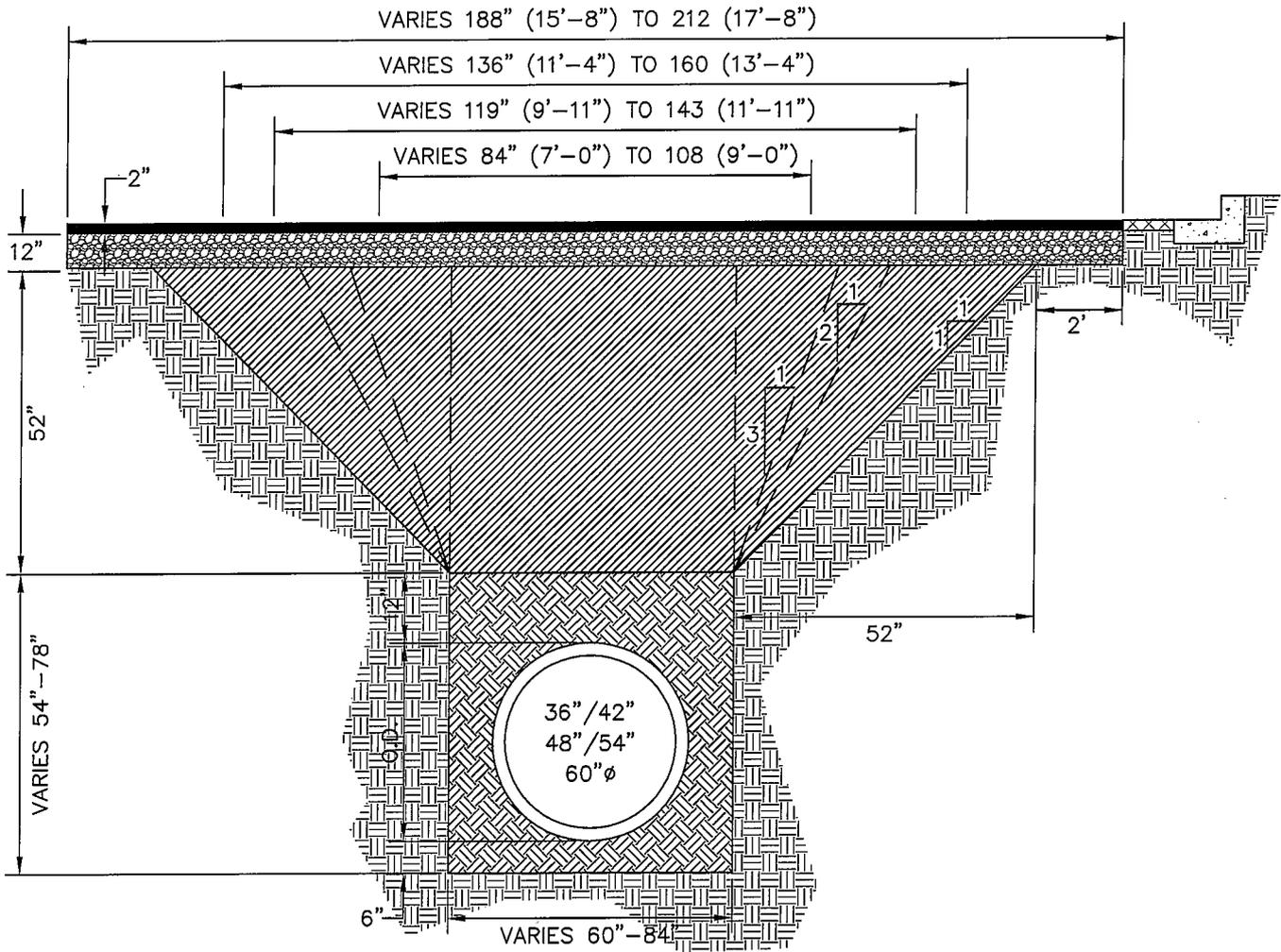
ADDENDUM 1

PAVEMENT CUT TRENCH REPAIR

3-59E

Approved By R. A. SHUBERT  
 Date SEPT. XX, 2010

Checked By RAS/IR/RS  
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PAVEMENT REPLACEMENT  
 TRENCH WIDTH AND  
 PAVEMENT REPLACEMENT WIDTH  
 DEPENDS ON SIZE OF PIPE AND  
 SOIL TYPE

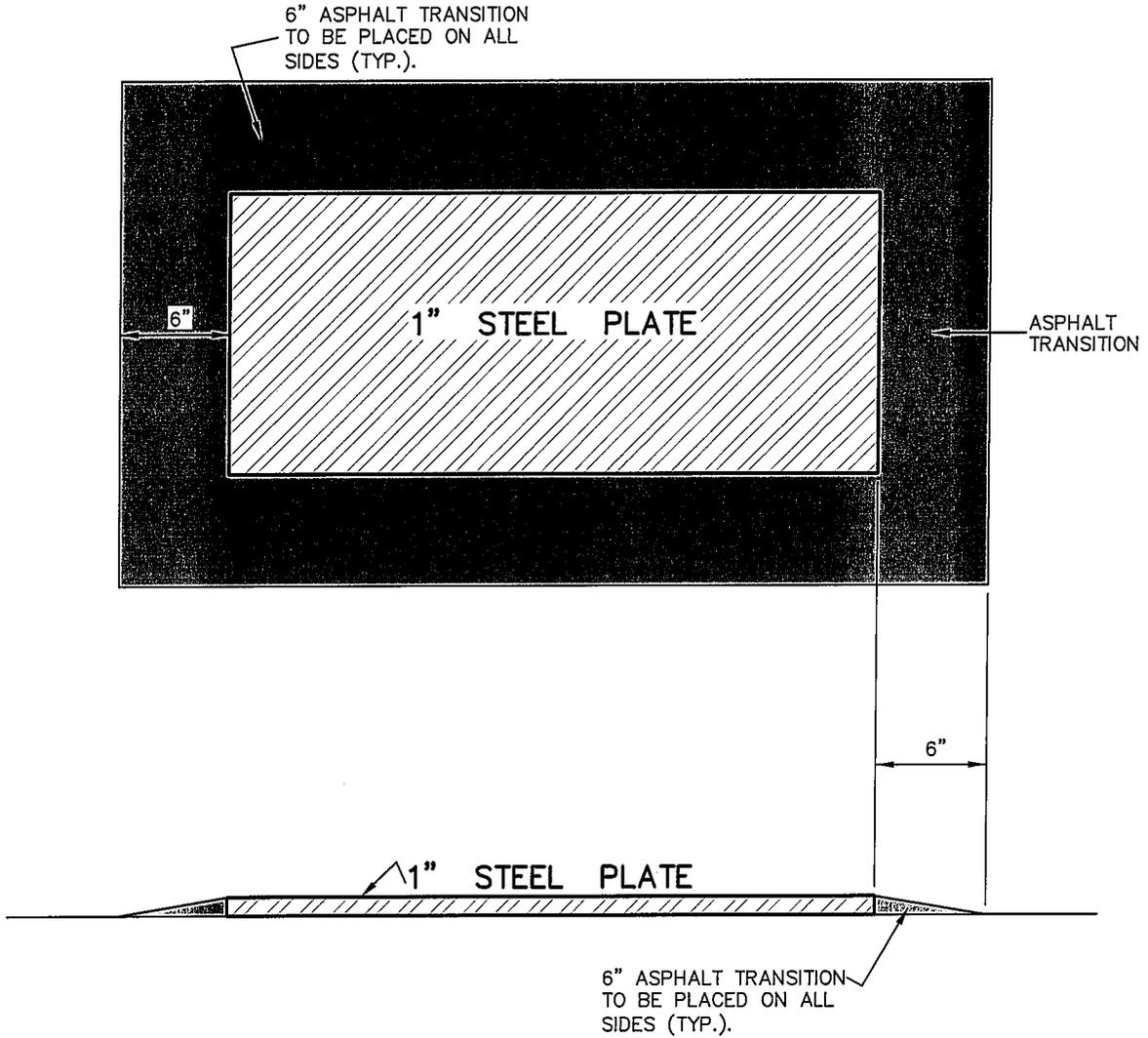


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*ADDENDUM 1*  
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 3-59F

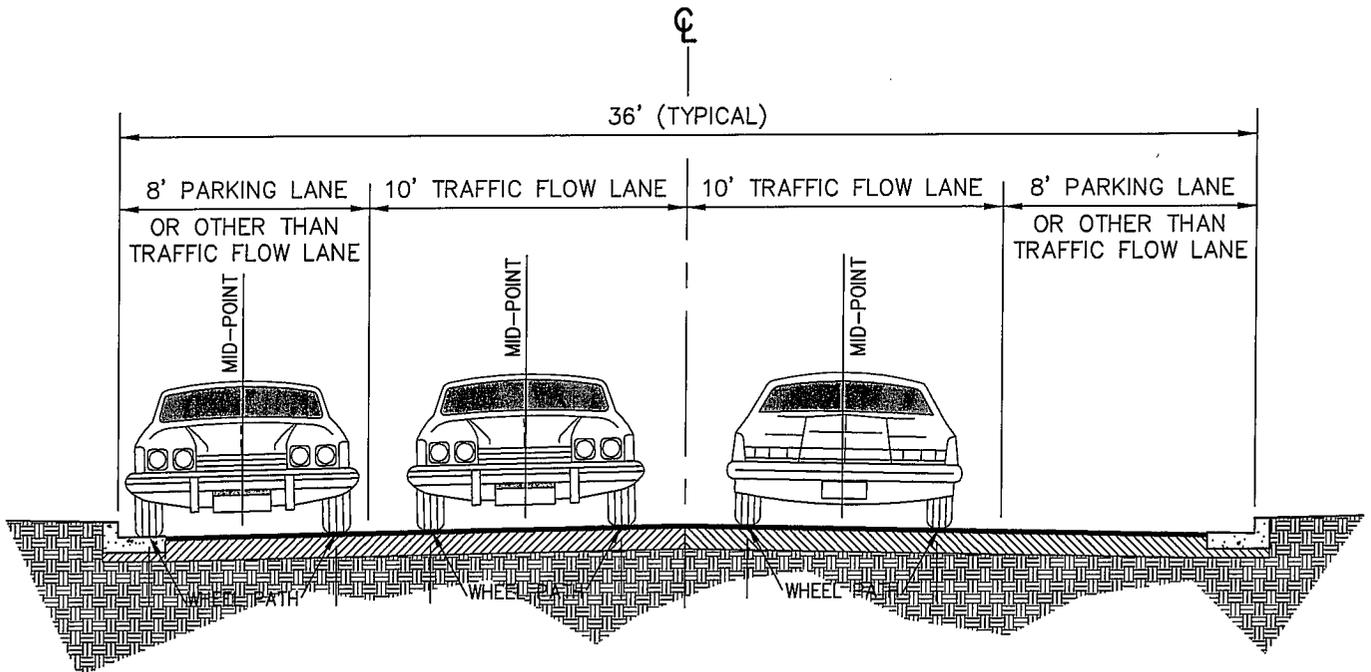
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Date <u>SEPT. XX, 2010</u>	Drawn By <u>CoEP STAFF</u>

STEEL PLATES



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ADDENDUM 1  
PAVEMENT CUT TRENCH REPAIR  
3-59G  
Approved By R. A. SHUBERT Checked By RAS / IR / RS  
Date SEPT. XX, 2010 Drawn By CoEP STAFF



**NOTES:**

1. PAVING CUTS MADE WITHIN THE TRAFFIC FLOW LANE MUST BE REPAIRED BY PAVING FROM THE STREET CENTERLINE TO THE MID-POINT OF THE WHEEL PATH OR FROM THE MID-POINT OF THE WHEEL PATH TO THE OUTER EDGE OF THE TRAFFIC FLOW LANE.
2. PAVING CUTS MADE WITHIN THE PARKING LANE OR OTHER THAN TRAFFIC FLOW LANE MUST BE REPAIRED BY PAVING FROM THE MIDPOINT TO THE GUTTER OR FROM THE MIDPOINT TO THE TRAFFIC FLOW LANE.
3. THIS STANDARD APPLIES TO ALL STREET CROSS-SECTIONS AND WILL BE EVALUATED ON A CASE BY CASE BASIS.

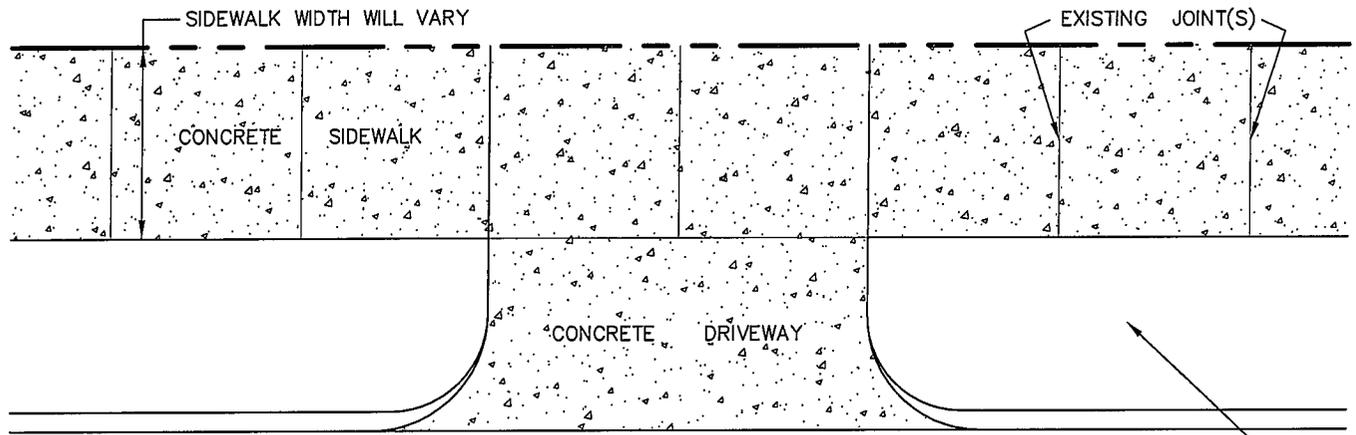


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*ADDENDUM 1*  
*PAVEMENT CUT TRENCH REPAIR*  
 3-59H

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Date <u>SEPT. XX, 2010</u>	Drawn By <u>CoEP STAFF</u>

TYPICAL FOR UTILITY REPAIRS ON SIDEWALKS, DRIVEWAYS AND PARKWAYS.



AREAS BETWEEN SIDEWALK AND CURB MUST BE RESTORED TO IT'S ORIGINAL OR BETTER CONDITION. (TO INCLUDE IRRIGATION LINES AND LANDSCAPING).

**NOTES:**

SIDEWALKS – REPLACE TO NEAREST JOINT. NO PATCHING WILL BE ALLOWED. REPLACEMENT MUST COMPLY WITH THE CITY OF EL PASO DESIGN STANDARDS FOR CONSTRUCTION (DSC) SECTION 6.

DRIVEWAYS – REPLACE TO NEAREST EXPANSION JOINT OR ENTIRE SECTION. NO PATCHING WILL BE ALLOWED. REPLACEMENT MUST COMPLY WITH THE CITY OF EL PASO DESIGN STANDARDS FOR CONSTRUCTION (DSC) SECTION 6.

EXCAVATIONS – EXCAVATION IN THE PARKWAY MUST BE COMPACTED IN ONE FOOT LIFTS TO 95% AS PER ASTM D1557.



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*PAVEMENT CUT TRENCH REPAIR*

*3-59I*

Approved By R. A. SHUBERT  
 Date SEPT. XX, 2010

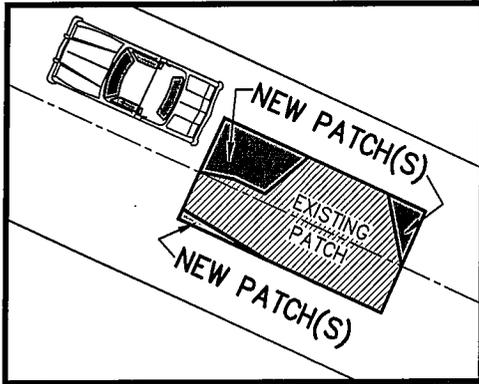
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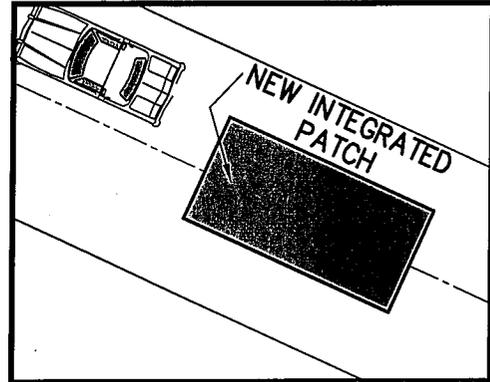
Drawings are conceptual only. See detailed cross-section sheets for repair procedures.

Patch slope and grade must match existing pavement.

NOT ACCEPTABLE

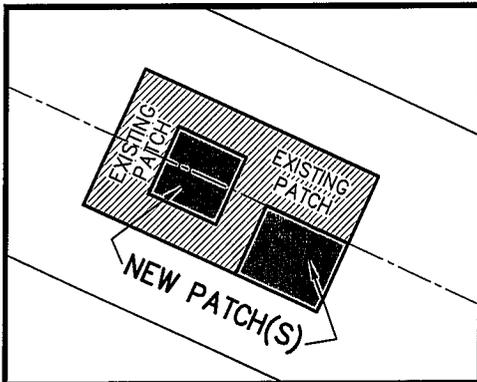


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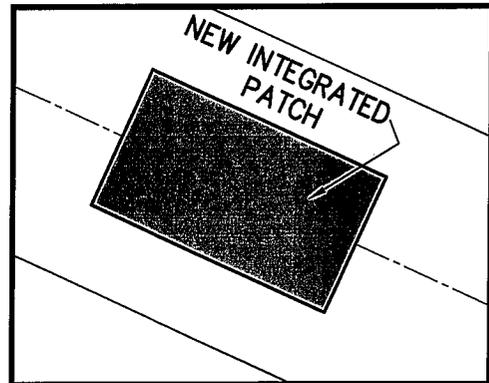


Do not construct patches with angled sides and irregular shapes.

NOT ACCEPTABLE



ACCEPTABLE



Patches within existing patches are not allowed.



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ADDENDUM 1

PAVEMENT REPAIR AREA

3-59J

Approved By R. A. SHUBERT  
Date SEPT. XX, 2010

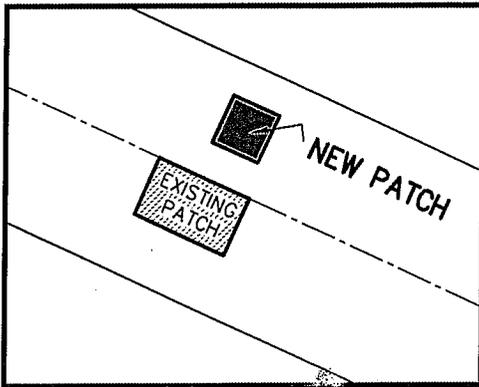
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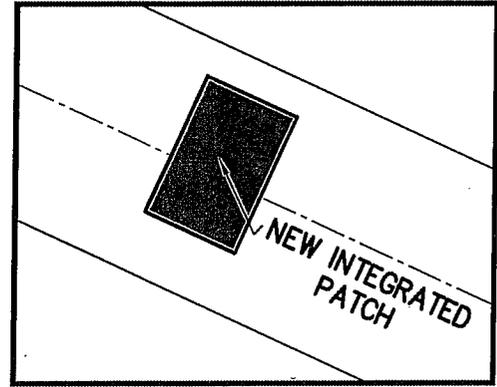
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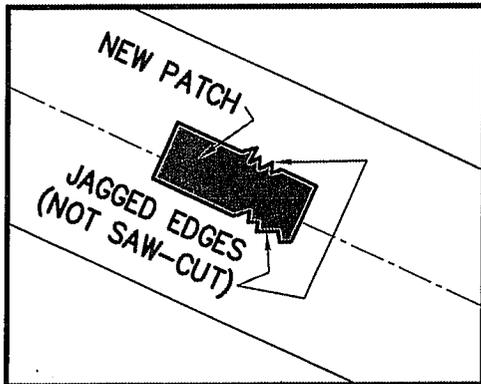


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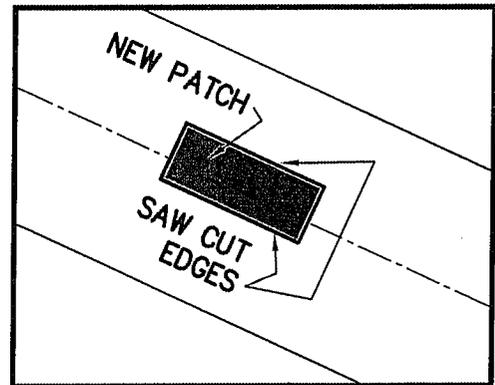


Patch no more than eight feet  
in each direction

NOT ACCEPTABLE



ACCEPTABLE



All edges shall be saw cut.



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PAVEMENT REPAIR AREA

3-59K

Approved By R. A. SHUBERT Checked By RAS / IR / RS  
Date SEPT. XX, 2010 Drawn By CoEP STAFF

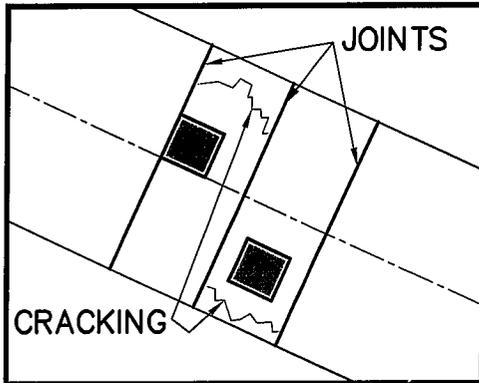
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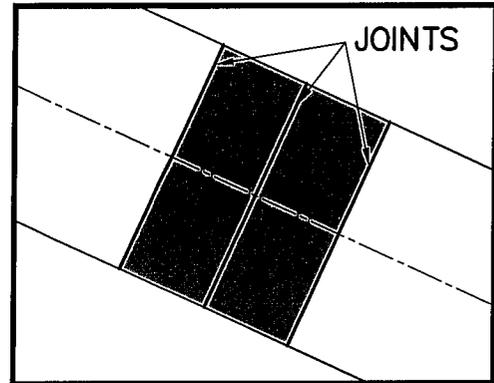
Patch slope and grade must match existing pavement.

CONCRETE PAVEMENT

NOT ACCEPTABLE



ACCEPTABLE



In concrete pavements, remove sections to existing joints.

NOTE;

Concrete pavement repairs must match existing design or as directed by the City Engineer.

Concrete shall be 4,000 P.S.I. @ 3 day high early strength.



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3-59L

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Date SEPT. XX, 2010

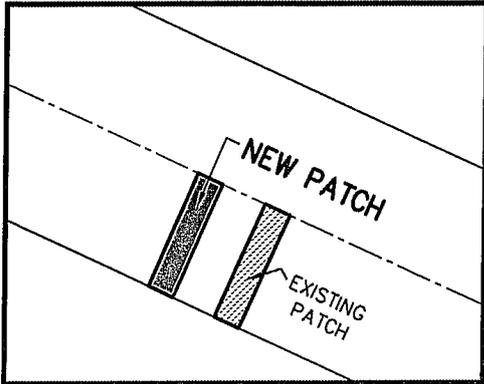
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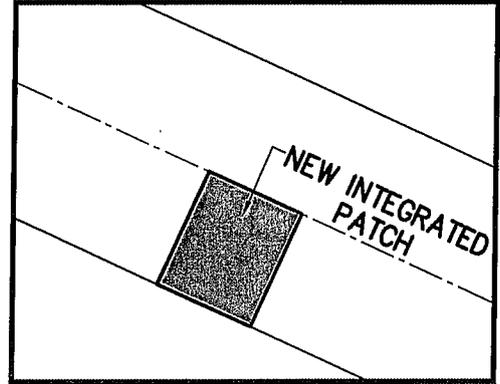
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Patch slope and grade must match existing pavement.

NOT ACCEPTABLE

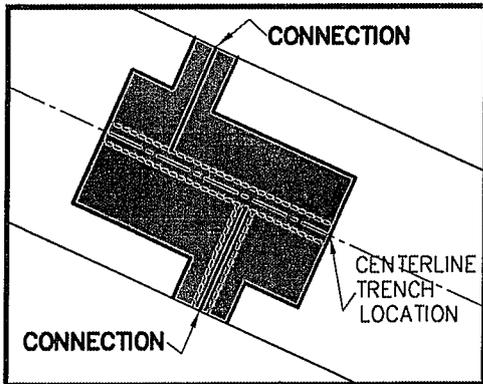


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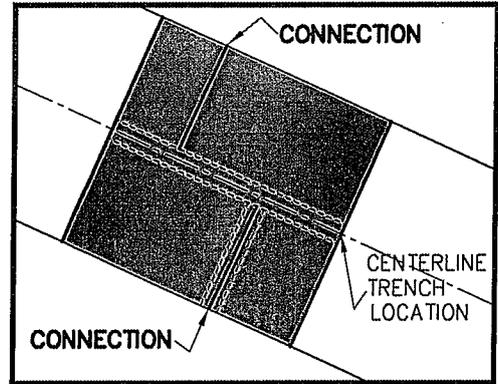


Patch no more than eight feet in each direction

NOT ACCEPTABLE



ACCEPTABLE



Patches must avoid frequent width changes.



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PAVEMENT REPAIR AREA

3-59M

Approved By R. A. SHUBERT  
Date SEPT. XX, 2010

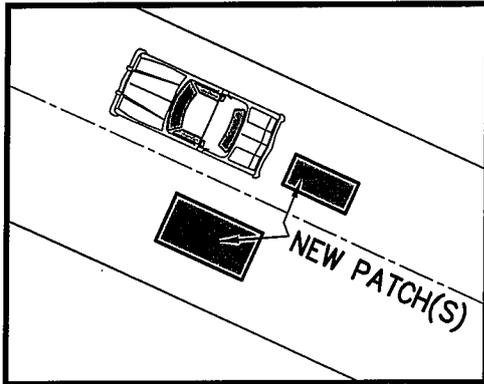
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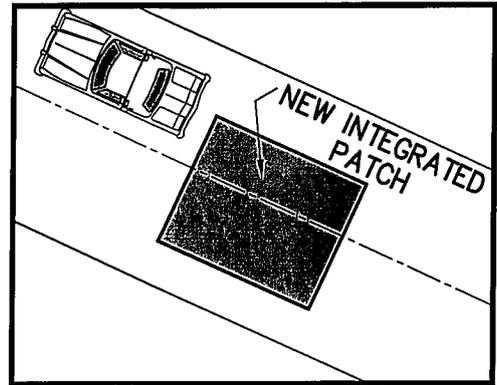
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Patch slope and grade must match existing pavement.

NOT ACCEPTABLE

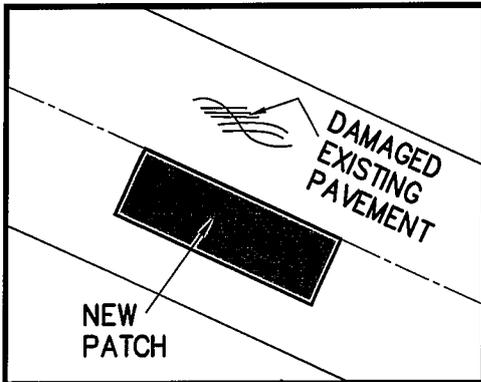


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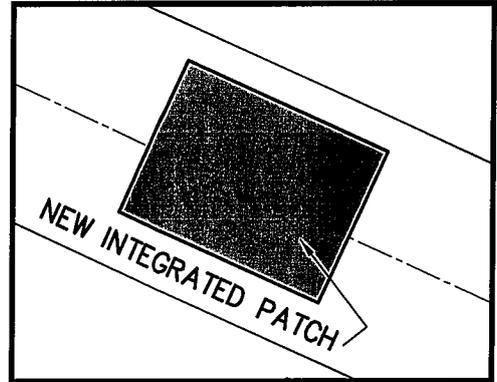


Do not allow the edges of patches to fall in wheel paths.

NOT ACCEPTABLE



ACCEPTABLE



Damaged pavement caused by contractor's equipment must also be included as part of the repair.



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ADDENDUM 1

PAVEMENT REPAIR AREA

3-59N

Approved By R. A. SHUBERT  
Date SEPT. XX, 2010

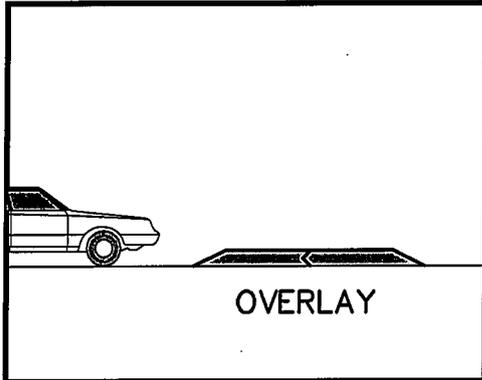
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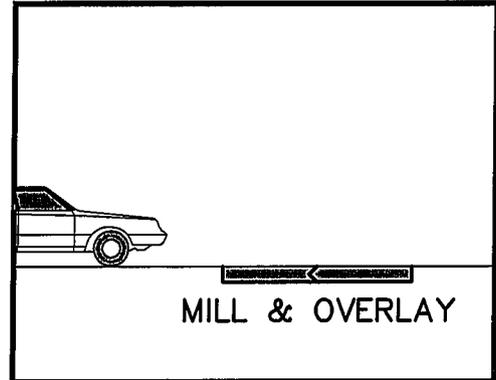
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Patch slope and grade must match existing pavement.

NOT ACCEPTABLE

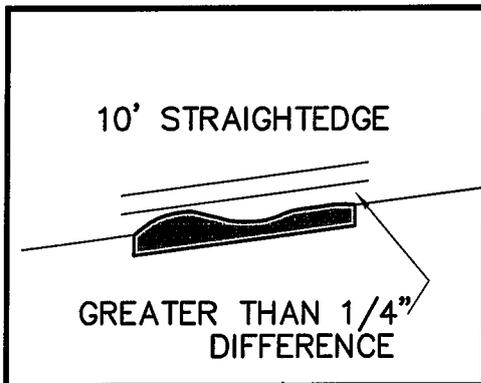


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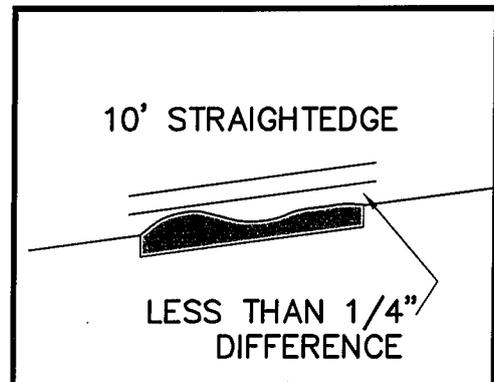


Patches may not decrease rideability.

NOT ACCEPTABLE



ACCEPTABLE



Surface tolerances for street repairs shall meet the standard for new construction.



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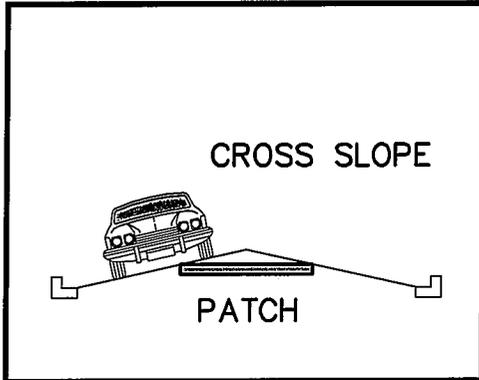
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Approved By R. A. SHUBERT | Checked By RAS / IR / RS  
Date SEPT. XX, 2010 | Drawn By CoEP STAFF

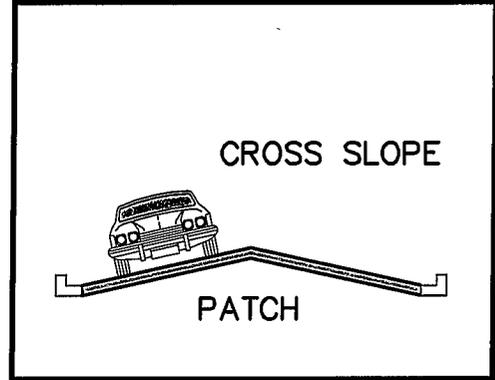
NOTE;

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### NOT ACCEPTABLE



### ACCEPTABLE



Patch slope and grade must match existing pavement.



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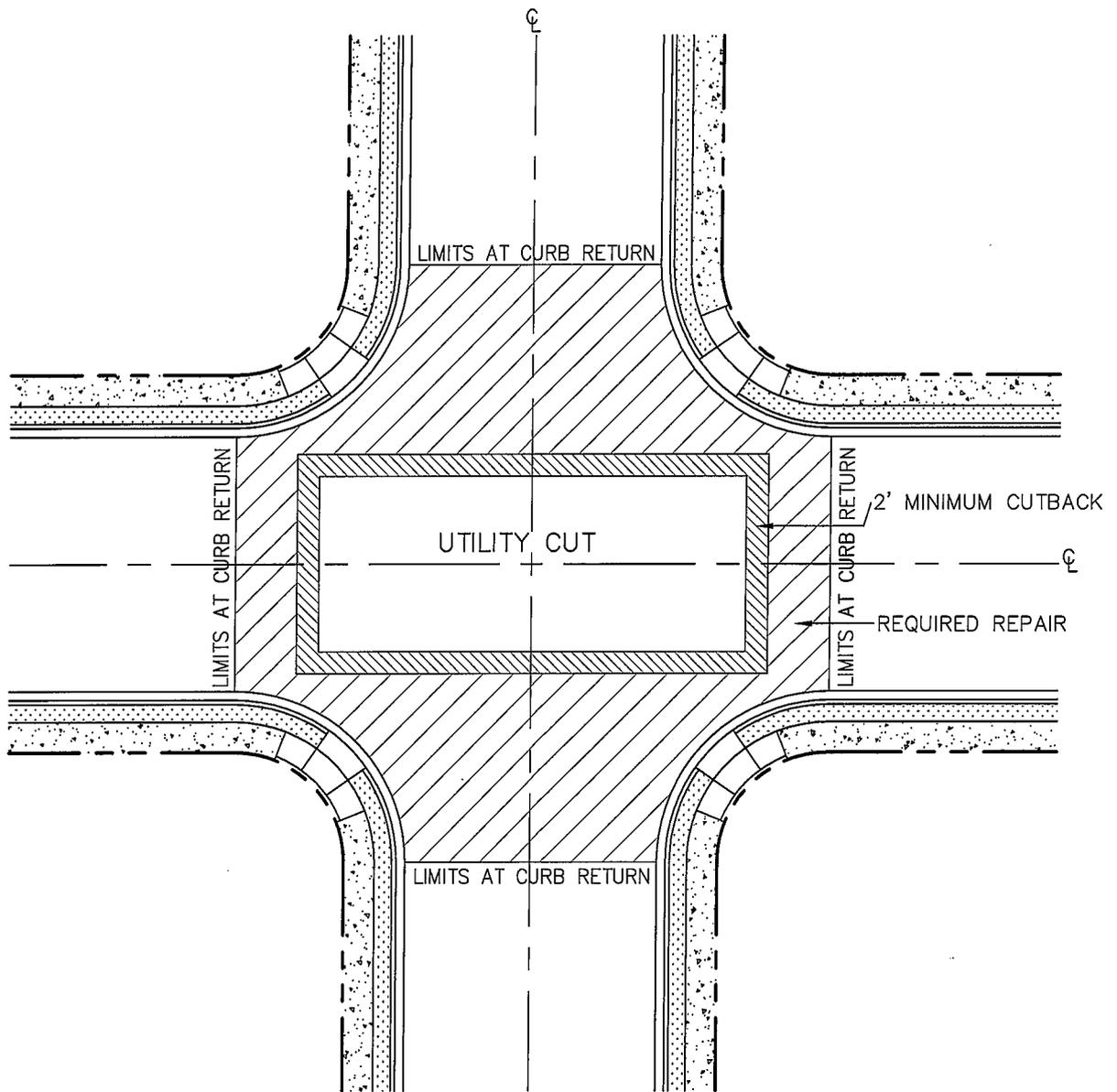
*ADDENDUM 1*

*PAVEMENT REPAIR AREA*

*3-59P*

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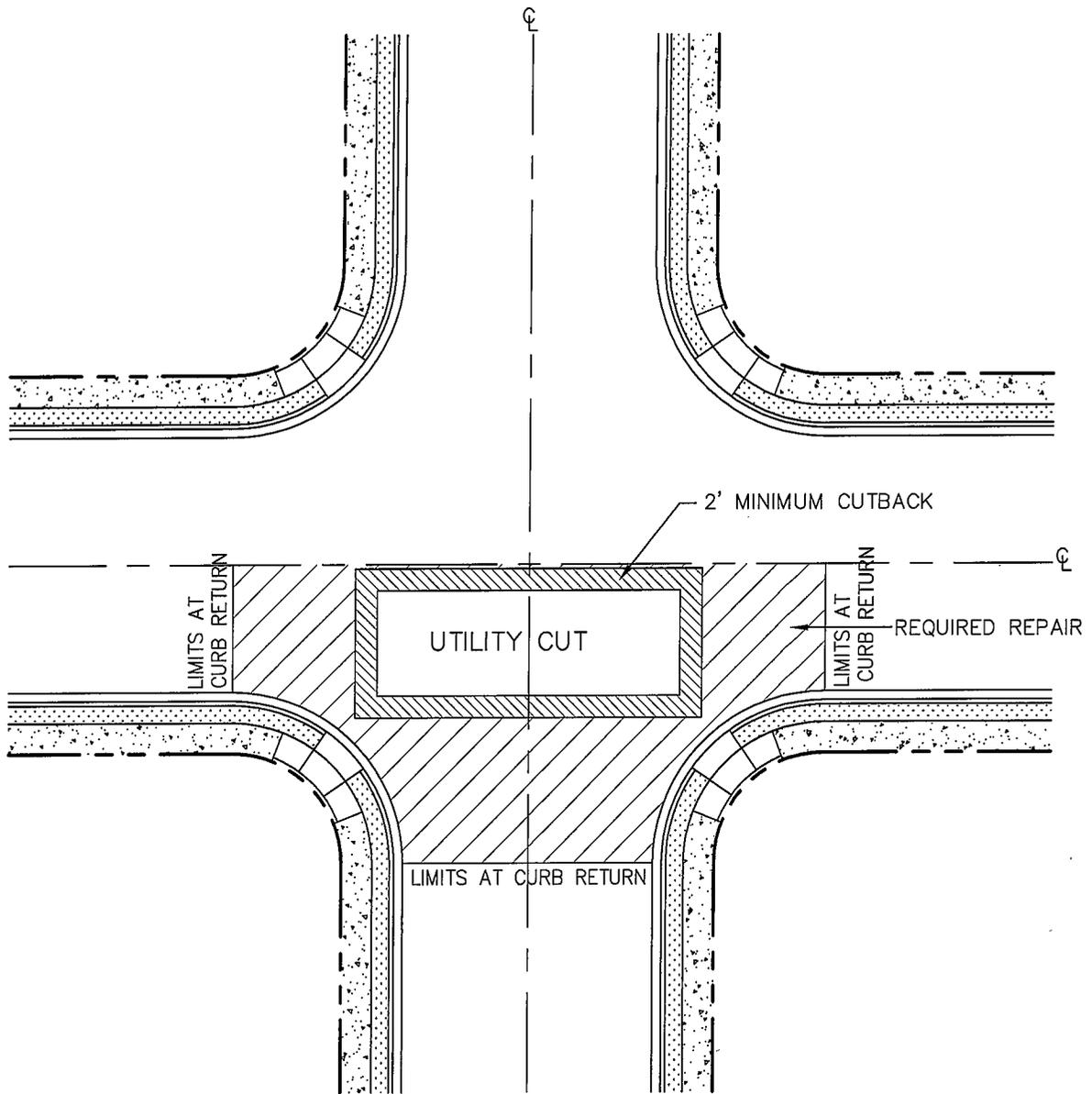
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*ADDENDUM 1*

*PAVEMENT REPAIR AREA*

*3-59Q*

Approved By <u>R. A. SHUBERT</u>	Checked By <u>RAS / IR / RS</u>
Date <u>SEPT. XX, 2010</u>	Drawn By <u>CoEP STAFF</u>

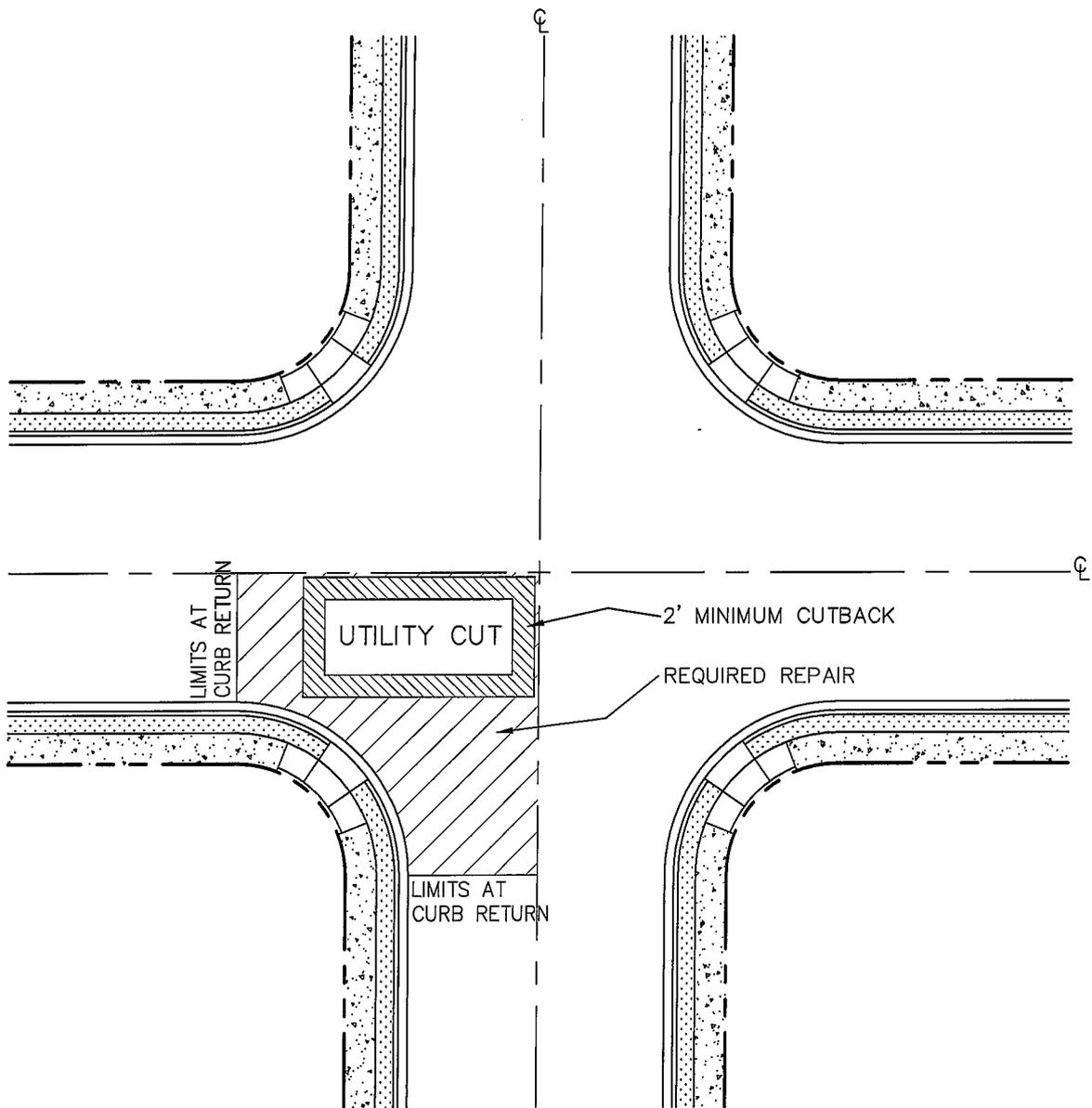


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*ADDENDUM 1*  
**PAVEMENT REPAIR AREA**  
 3-59R

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 Date SEPT. XX, 2010

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*ADDENDUM 1*  
*PAVEMENT REPAIR AREA*  
 3-59S

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Date <u>SEPT. XX, 2010</u>	Drawn By <u>CoEP STAFF</u>