

# STREET AND TRENCH REPAIR GENERAL NOTES

1. THE CITY OF STOW RESERVES THE RIGHT TO EVALUATE ALL PAVEMENT CUT TRENCH REPAIRS ON A CASE BY CASE BASIS. REPAIRS MUST MEET THESE STANDARDS, BE INSPECTED AND ACCEPTED BY THE CITY OF STOW PRIOR TO FINAL PROJECT APPROVAL AND RELEASE OF CONSTRUCTION BONDS.
2. CONTRACTOR MUST USE INDUSTRY STANDARD EQUIPMENT AND METHODS FOR PAVING.
3. THE CITY OF STOW SPECIFICATIONS FOR ASPHALT SHALL BE USED FOR PAVEMENT REPAIRS UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
4. REPAIRS PERPENDICULAR TO THE STREET THAT ARE 4- FEET OR MORE IN WIDTH AND EXTEND FROM THE EDGE OF PAVEMENT TO THE CENTER OF THE DRIVE LANE, OR FARTHER, WILL REQUIRE THE USE OF A PAVING MACHINE.
5. LONGITUDINAL REPAIRS THAT ARE 4- FEET OR MORE IN WIDTH AND/OR MORE THAN 10- FEET IN LENGTH WILL REQUIRE THE USE OF A PAVING MACHINE.
6. ASPHALT MUST BE COMPACTED WITH A STEEL DRUM ROLLER; USE OF A PLATE TAMPER WILL NOT BE ALLOWED.
7. A 1- INCH THICK STEEL PLATE MUST BE PLACED OVER THE ENTIRE CUT AND HAVE A 6- INCH WIDE ASPHALT TRANSITION TO EXISTING GRADE.
8. 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.
9. PAVING CUTS MADE WITHIN THE TRAFFIC FLOW LANE MUST BE REPAIRED BY PAVING FROM THE STREET CENTERLINE TO THE MID- POINT BETWEEN THE WHEEL PATHS OR FROM THE MID- POINT OF THE WHEEL PATHS TO THE OUTER EDGE OF THE TRAFFIC FLOW LANE, AT A MINIMUM.
10. PAVING CUTS MADE WITHIN THE PARKING LANE OR OTHER TRAFFIC FLOW LANE, MUST BE REPAIRED BY PAVING FROM THE MIDPOINT OF THE LANE TO THE EDGE OF PAVEMENT OR FROM THE MIDPOINT TO THE TRAFFIC FLOW LANE.
11. ALL REPAIR AREAS SHALL MATCH THE EXISTING PAVEMENT SLOPE AND GRADE.
12. TRENCH REPAIR AREAS MUST HAVE A CLEAN SAW- CUT EDGE AND NOT INCLUDE ANGLED SIDES OR IRREGULAR SHAPED EDGES. PATCHES AROUND OR WITHIN EXISTING PATCHES WILL NOT BE ACCEPTED. THE EDGE OF REPAIR SHALL NOT FALL WITHIN WHEEL PATHS.
13. THE CONTRACTOR SHALL PROVIDE THE CITY OF STOW A PRE- CONSTRUCTION VIDEO ILLUSTRATING THE EXISTING CONDITIONS OF ALL ROADWAYS ALONG THE CONSTRUCTION ROUTE, CONSTRUCTION VEHICLE TRAVEL ROUTE, AND/OR DETOUR ROUTE. ANY DAMAGE CAUSED BY THE CONTRACTORS EQUIPMENT MUST BE INCLUDED AS PAVEMENT REPAIRS AND COMPLETED AT NO COST TO THE CITY OF STOW.
14. REPAIRS TO CONCRETE PAVEMENT SHALL INCLUDE FULL DEPTH REMOVAL AND REPLACEMENT OF SECTIONS TO THE EXISTING JOINTS.
15. PATCHES MAY NOT DECREASE RIDE ABILITY OF THE EXISTING PAVEMENT. SURFACE TOLERANCES FOR STREET REPAIRS SHALL MEET THE STANDARD FOR NEW CONSTRUCTION.
16. FAILURE TO MEET RIDEABILITY ON STREET RESTORATION WILL REQUIRE REMOVAL AND REPLACEMENT OR GRINDING SMOOTH UNTIL APPROVED BY THE SERVICE DIRECTOR.
17. ALL EXISTING PAVEMENT MARKING SHALL BE REPAINTED BY THE CONTRACTOR WITHIN 48 HOURS OF PAVEMENT COMPLETION
18. WITHIN CITY RIGHT OF WAY, AND THE ZONE OF INFLUENCE, AND NOT UNDER PAVEMENT USE ODOT ITEM #304 VIRGIN LIMESTONE COMPACTED TO 100% STANDARD PROCTOR TEST.
19. OUTSIDE THE CITY RIGHT OF WAY, INDIGINOUS MATERIAL MAY BE USED, COMPACTED TO 100% STANDARD PROCTOR TEST, THIS INCLUDES THE CITY EASEMENTS.
20. NUCLEAR DENSITY TESTING BY A CITY APPROVED CERTIFIED GEOTECHNICAL TESTING LABORATORY WILL BE REQUIRED BY THE CITY OF STOW ON A DAILY BASIS AND PAID FOR BY THE CONTRACTOR. THE CITY OF STOW WILL HAVE FINAL APPROVAL OF THE COMPACTION.
21. REFER TO CITY OF STOW STREET RESTORATION DRAWINGS FOR DETAILED REQUIREMENTS.
22. EXISTING DRAINAGE DITCHES, CATCH BASINS AND STORM SEWERS MUST BE MAINTAINED, PROTECTED FROM SILTATION, AND FULLY RESTORTED.
23. EXISTING PAVED ASPHALT, AGGREGATE BASE SHOULDER, CONCRETE APPROACHES AND DRIVEWAYS SHALL BE RESTORED TO IN- KIND CONDITION.
24. ALL EDGES SHALL BE SEALED USING HOT APPLIED JOINT SEALER.
25. PIPE BEDDING SHALL BE #57 LIMESTONE OR AS SPECIFIED BY UTILITY OWNER.
26. TRENCHES IN GRASSY AREAS WILL REQUIRE A 4" COMPACTED CLEAN CLAY CAP TOPPED WITH 2" OF SCREENED TOPSOIL AND SEEDED PER CITY OF STOW SPECIFICATIONS.

CITY OF STOW, OHIO ENGINEERING DEPT.	
CONSTRUCTION STANDARD	
DRAWN BY: MJJ    DATE REVISED: 2/29/16	
CITY ENGINEER: <i>James D. McCleary</i>	
DATE: <u>3/4/16</u>	
DWG FILE: SDR-1-1	N.T.S.