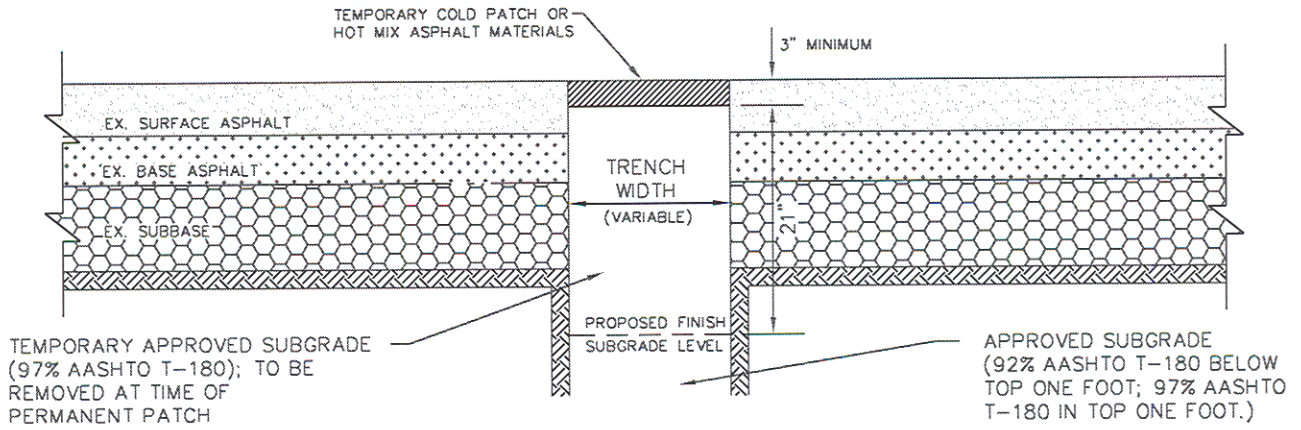
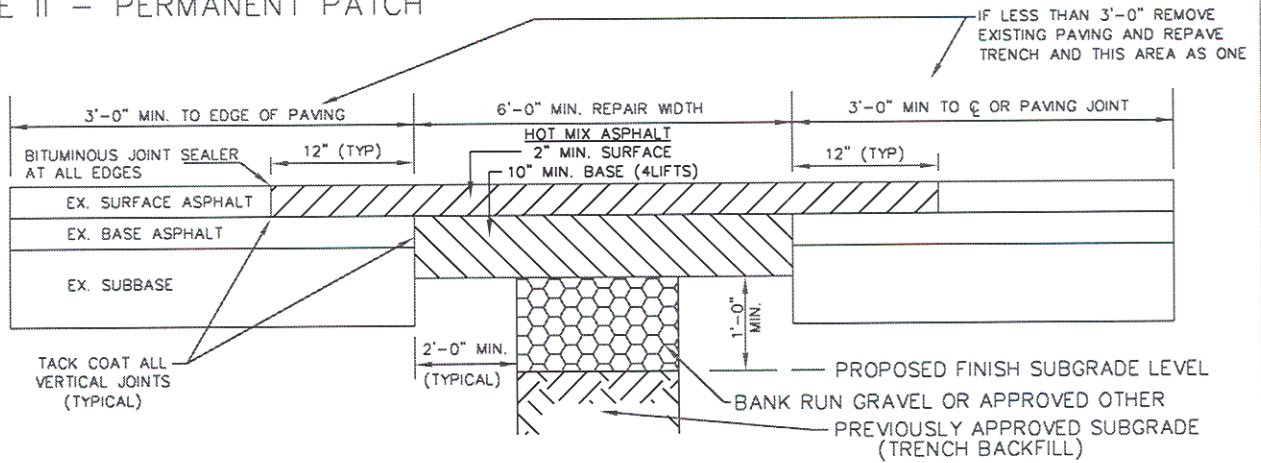


STAGE I – TEMPORARY PATCH



STAGE II – PERMANENT PATCH



GENERAL NOTES

- The open pavement cut must be saw-cut to create straight, neat, vertical joints immediately prior to the installation of the permanent patch. Clean thoroughly before paving.
- The initial open pavement cut and utility trench must be backfilled, compacted, and restored with 3" (compacted depth) of temporary cold patch or hot mix asphalt (HMA) the same day that the cut is made, unless otherwise approved by the County Highway Engineer. The use of steel plates in the surface of the roadway to cover an open cut or trench must be approved by the Highway Engineer and installed in accordance with the County's blanket permit requirements specified in the conditions titled "Specifications and Submittal Requirements for Pavement Cuts for Utilities".
- The permanent patch must be installed per Charles County standards and completed within ten (10) working days of the initial open cut. Exceptions to this time period will be public/private utility companies with a current blanket permit, when asphalt plants are closed during the winter months, or when the ambient air and surface temperatures do not meet required County specifications at time of placement. Blanket permit holders must adhere to the permit requirements specified in the conditions titled "Specifications and Submittal Requirements for Pavement Cuts for Utilities".
- Tack coat all vertical joints between existing bound paving and proposed hot mix asphalt permanent repair before the HMA is placed. A bituminous joint sealer must be applied at the surficial edges for all permanent pavement patches where the existing asphalt has been cut.
- All work and materials used shall be tested in accordance with the Charles County Standard Specifications for Construction Manual, including but not limited to compaction, concrete compressive strength (if applicable), surface tolerances, etc. All work must be certified by a Professional Geotechnical Engineer registered in the state of Maryland.
- Additional milling and overlay areas will be evaluated on a case by case basis dependent upon the number, size, and locations of the proposed utility pavement cuts. The minimum depth of milling and/or thickness of overlay shall be 1-1/2". Open pavement cuts within the shoulder area will not require unnecessary milling or surface asphalt cut-back into an adjacent travel lane.
- If appropriate for the type of construction or repair, the keyhole technique may be used as an alternative to the conventional pavement cut, in accordance with Section 02013 of the Charles County Standard Specification for Construction Manual.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT

APPROVED: *[Signature]* 4/27/04
CHIEF OF DEVELOPMENT & CAPITAL SERVICES DATE

[Signature] 4/27/04
HIGHWAY ENGINEER DATE

STANDARD DETAIL
REPAIRING PAVEMENT
OPENINGS FOR UTILITY
TRENCHES IN
FLEXIBLE PAVING

REVISIONS

R
2.48