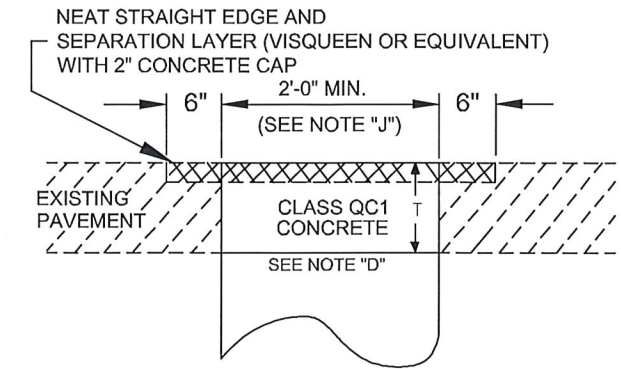
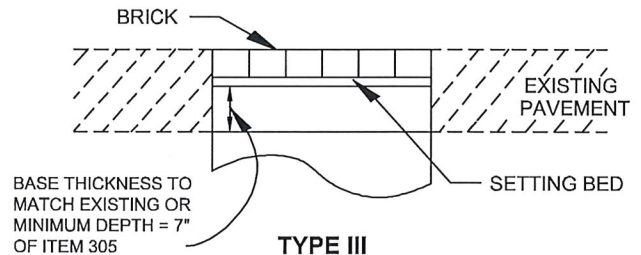


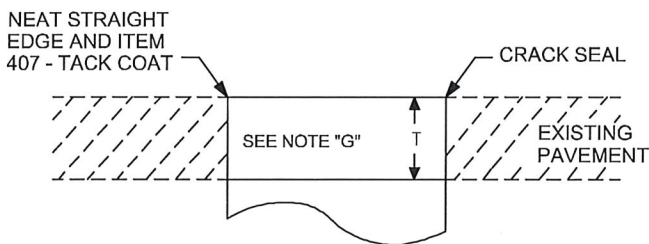
TYPE I
STANDARD FLEXIBLE ASPHALT REPAIR
(SEE NOTE "B" & "C")



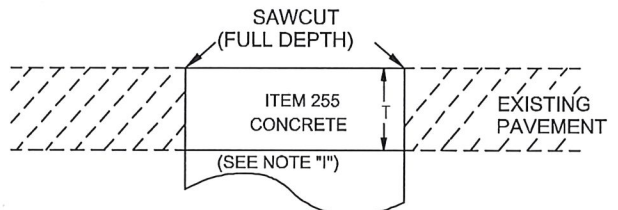
TYPE II
WINTER OPERATIONS FLEXIBLE ASPHALT REPAIR
(SEE NOTE "E")



TYPE III
BRICK STREET REPAIR
(SEE NOTE "F")



TYPE IV
ALLEY REPAIR
(SEE NOTE "G")



TYPE V
CONCRETE STREET REPAIR, CONCRETE BASE, CONCRETE BUS PAD OR CONCRETE PANEL REPLACEMENT
(SEE NOTE "I")

BACKFILL FOR ALL TYPES SHALL MEET THE REQUIREMENTS SHOWN IN TYPE I ABOVE.

T: MATCH EXISTING PAVEMENT THICKNESS, HOWEVER, MINIMUM OF 10" ON ALL STREET CUTS AND 6" ON ALL ALLEYS.



PAVEMENT & UTILITY CUT REPAIR STANDARDS

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ENGINEERING DEPARTMENT

Bym W. Bell
CITY ENGINEER

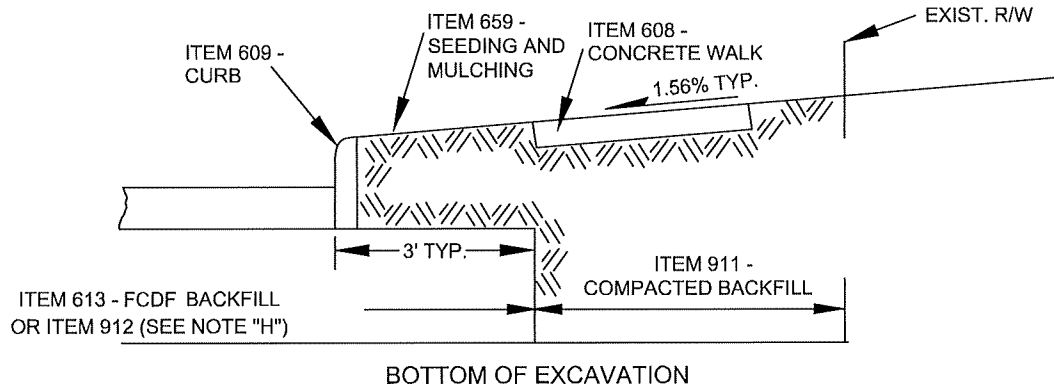
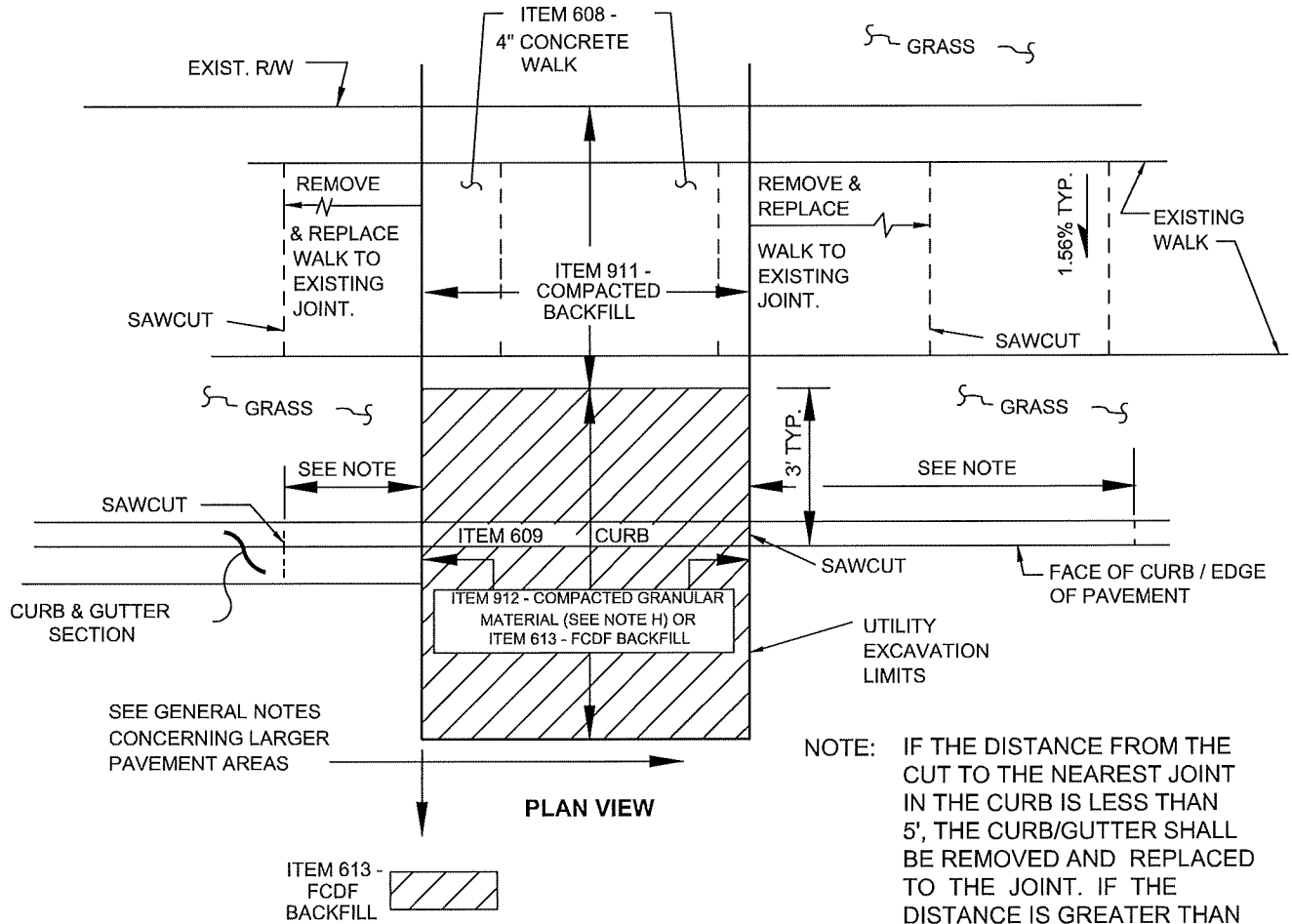
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SIDEWALK AND CURB REPAIR DETAILS



ALL GRASS AREAS SHALL BE SEEDED IN ACCORDANCE WITH ITEM 659 - SEEDING AND MULCHING.

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GENERAL NOTES

STREET OPENING PERMIT REQUIRED: A CITY OF MOUNT VERNON STREET OPENING PERMIT IS REQUIRED FOR ALL EXCAVATIONS WITHIN THE PUBLIC RIGHT-OF-WAY, AS SET FORTH BY MOUNT VERNON CITY CODE, CHAPTER 901 AND ISSUED IN ACCORDANCE WITH PROVISIONS IN THE GENERAL RULES AND REGULATIONS OF THE ENGINEERING DEPARTMENT.

SCOPE OF WORK

THIS WORK SHALL CONSIST OF PAVEMENT REMOVAL, NECESSARY EXCAVATION, AND PAVEMENT REPLACEMENT IN ACCORDANCE WITH THE DETAILS SHOWN HEREIN. THE CITY OF MOUNT VERNON HAS ADOPTED THE COLUMBUS CONSTRUCTION AND MATERIALS SPECIFICATION. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CITY OF COLUMBUS CONSTRUCTION AND MATERIALS SPECIFICATION (CMSC).

PROCEDURES USED FOR THE PAVEMENT REMOVAL AND REPLACEMENT SHALL NOT CAUSE SPALLING OR CRACKING OF ADJACENT PAVEMENT.

WHEN THE PAVEMENT IS REMOVED AND THE CONTRACTOR IS UNABLE TO COMPLETE THE REQUIRED REPLACEMENT IN TIME FOR IT TO BE OPENED TO TRAFFIC AS INDICATED ON THE PERMIT, THE EXCAVATION SHALL BE FILLED WITH THOROUGHLY COMPACTED ITEM 405 BITUMINOUS COLD MIX WITH A DURABLE SURFACE (OR APPROVED BITUMINOUS MATERIAL) OR PROPERLY PLATED PER CHAPTER 901 AND SHEETS 10 AND 11 OF THIS STANDARD DRAWING. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THESE TEMPORARY MEASURES WHILE THEY ARE IN SERVICE. THE COST OF PLACING, MAINTAINING, REMOVING AND DISPOSING OF THE TEMPORARY PATCHES OR PLATES WILL BE AT THE CONTRACTOR'S EXPENSE.

WHEN ITEM 613 FCDF IS USED AS A BACKFILL, NO PAVEMENT SHALL BE PLACED UNTIL BLEED WATER HAS BEEN EVAPORATED FROM THE FCDF SURFACE OR HAS BEEN DRAINED OR REMOVED FROM THE SURFACE. ITEM 613 FCDF IS NOT PERMITTED AS A TEMPORARY DRIVING SURFACE OR WITHIN THE DEPTH OF THE PAVEMENT REPAIR. FCDF SHALL NOT BE PLACED HIGHER THAN THE SUBGRADE ELEVATION AND NOT EXTEND INTO THE PAVEMENT BUILD-UP.

THE PAVEMENT REPAIR SHALL BE PERFORMED BY THE CONTRACTOR OR PERMITEE IN ACCORDANCE WITH CITY SPECIFICATIONS. IF DESIRED, ANY OR ALL OF THIS WORK CAN BE PERFORMED BY THE CITY OF MOUNT VERNON. THE CITY SHALL COLLECT APPROPRIATE FEES AT THE TIME THE PERMIT IS ISSUED FOR SAID WORK.

RESTORATION OF ANY SIDEWALK, CURB, STREET PAVEMENT (INCLUDING CRACK SEALING OR HEAT WELDING), ETC., SHALL OCCUR NO LATER THAN 30 DAYS AFTER CONCLUSION OF ANY UTILITY REPAIR OR INSTALLATION ACTIVITY. CONSTRUCTION ACTIVITY COMPLETED DECEMBER THROUGH APRIL SHALL BE RESOLVED NO LATER THAN MAY 31ST. ADDITIONAL PERMITS SHALL NOT BE ISSUED UNTIL THE VIOLATIONS ARE CORRECTED TO THE SATISFACTION OF THE ENGINEERING DEPARTMENT. IN ADDITION, EACH VIOLATION MAY BE ENFORCED IN ACCORDANCE WITH SECTION 901.99 OF THE MOUNT VERNON CITY CODE.

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SPECIAL NOTES

NOTE 'A' : FLOWABLE CONTROL DENSITY FILL

WHEN USING FLOWABLE CONTROLLED DENSITY FILL (FCDF), THE OPTIONAL FILL AREA OVER THE CONDUIT MAY BE BACKFILLED WITH SAND, GRANULAR MATERIAL, OR OTHER SUITABLE 912 MATERIAL, FOR A DISTANCE NOT TO EXCEED 1 FT. A PROTECTIVE BARRIER OF VISQUEEN OR SIMILAR MATERIAL IS PERMITTED.

NOTE 'B' : TYPE 1 PAVEMENT REPAIR SEALING

FOR TYPE I PAVEMENT REPAIR SEALING OPTIONS - THE FOLLOWING METHODS ARE PERMITTED:

1. CRACK SEALING METHOD: SEAL THE PERIMETER SURFACE OF THE REPAIRED AREA BY APPLYING A NOMINAL 4 INCH STRIP OF APPROVED ITEM 702.17B OR 702.17C MATERIAL.
2. HEAT WELD METHOD: FOR PAVEMENT REPAIR LOCATIONS, THE AREA TO BE HEAT WELDED IS TO INCLUDE THE CUT AND EXTEND FOR 6 INCHES BEYOND EACH SIDE OF THE CUT FOR A NOMINAL DEPTH OF 2 INCHES.

NOTE 'C' : TYPE 1 PAVEMENT REPAIR RESURFACING

FOR TYPE I PAVEMENT REPAIR APPLICATIONS, THE FOLLOWING METHODS ARE PERMITTED:

1. IF LANE WIDTH TO BE RESURFACED: USE ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, PLACED IN LIFTS NOT EXCEEDING 3 INCHES TO REPAIR PAVEMENT TO THE SURFACE. DURING THE LATER MILL AND ASPHALT OVERLAY OPERATION, USE ITEM 441 ASPHALT CONCRETE, SURFACE COURSE, TYPE 1.
2. IF NO LANE WIDTH RESURFACING: USE ITEM 441 ASPHALT CONCRETE, INTERMEDIATE COURSE, TYPE 2, PLACED IN LIFTS NOT EXCEEDING 3 INCHES AND/OR ITEM 441 ASPHALT CONCRETE, SURFACE COURSE, TYPE 1 PLACED AT A MAXIMUM 2 INCH LIFT THICKNESS. THE INTERMEDIATE COURSE MATERIAL IS NOT PERMITTED AS THE FINAL SURFACE COURSE.

ENSURE THAT EACH LIFT IS THOROUGHLY COMPACTED TO A SUITABLE DENSITY THAT WILL NOT RESULT IN DISPLACEMENT UNDER TRAFFIC.

TRENCHES THAT REQUIRE FULL LANE RESURFACING SHALL INCLUDE FULL LANE RESURFACING ON ALL CONNECTING TRENCHES ALONG ADJACENT STREETS (UTILITY SERVICE REPAIRS SHALL BE AS PER SHEET 7 AND 8.) REGARDLESS OF THE LENGTH OF THE CONNECTING TRENCH.

THE CONTRACTOR SHALL FULLY COMPLY WITH THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN FOR RAMP RESTORATION.

WHEN AN EXCAVATION EXCEEDS 100 FT IN LENGTH, THE REPAIR SHALL INCLUDE ITEM 254 PLANING OF A FULL LANE WIDTH (OR ANY OTHER LANE WIDTH AS DIRECTED BY THE DEPARTMENT OF PUBLIC SERVICE) TO A DEPTH OF 1- 1/2 INCHES FOR THE ENTIRE LENGTH OF THE EXCAVATION. CARE SHALL BE TAKEN TO NOT INTRODUCE ADDITIONAL LONGITUDINAL PAVEMENT JOINTS. WHERE THE PROPOSED RESURFACING IS IN CLOSE PROXIMITY TO AN EXISTING LONGITUDINAL JOINT, THE RESURFACING SHALL BE EXTENDED TO MEET OR OVERLAP THAT JOINT. THE PLANED AREA SHALL THEN BE THOROUGHLY TACKED USING ITEM 407.02 MATERIAL PRIOR TO PLACING AND COMPACTING APPROVED ASPHALT CONCRETE WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 - CRACK SEALING, TYPE 1 SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

WHEN AN EXCAVATION CROSSES LANES, ALL LANES AFFECTED SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE AFFECTED PAVEMENT AREA. WHEN EXCAVATION WORK FOR LATERALS CROSS LANES AT A FREQUENCY OF 2 OR MORE TRENCHES WITHIN 100 FT OF ROADWAY, THE REPAIR SHALL INCLUDE THE RESURFACING OF A FULL LANE WIDTH AS DESCRIBED ABOVE FOR THE AFFECTED LANES EXTENDING A MINIMUM OF 2 FT BEYOND THE LATERAL EXCAVATIONS LOCATED FARTHEST APART.

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SPECIAL NOTES

WHEN 2 OR MORE PAVEMENT REPAIRS ARE LOCATED WITHIN 100 FT OF EACH OTHER IN THE SAME LANE, THE REPAIR SHALL INCLUDE THE RESURFACING OF A FULL LANE WIDTH AS DESCRIBED ABOVE OF THE EFFECTED LANES EXTENDING A MINIMUM OF 2 FT BEYOND THE PAVEMENT REPAIRS LOCATED FARTHEST APART.

IF APPROVED BY THE CITY OF MOUNT VERNON, WHEN A PAVEMENT REPAIR AREA IS GREATER THAN 5 FT IN WIDTH AND/OR GREATER THAN 100 FT IN LENGTH, THE PAVEMENT REPAIR SECTION MAY CONFORM TO 3 INCHES OF ITEM 441 ASPHALT CONCRETE ON 7 INCHES OF ITEM 301 ASPHALT CONCRETE BASE (PLACED IN 2 LIFTS). LANE WIDTH RESURFACING REQUIREMENTS STILL APPLY. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF MOUNT VERNON.

NOTE 'D': WINTER ASPHALT PAVEMENT REPAIRS

FAST SET CONCRETE IS REQUIRED FOR ALL WINTER REPAIRS. ALL REPAIRS IN THE TRAVELED WAY SHALL BE STEEL PLATED UNTIL CURED. THE REPAIR SHALL HAVE A 2-IN CONCRETE CAP WITH A SEPARATION LAYER. FOLLOWING WINTER CONDITIONS, THE CONCRETE CAP AND VISQUEEN SHALL BE REMOVED AND REPLACED WITH ASPHALT SURFACE COURSE.

NOTE 'E': TYPE II TEMPORARY COLD MIX PLACEMENT

THE TEMPORARY COLD MIX IS TO BE REPLACED WITH ITEM 441 ASPHALT CONCRETE FOLLOWING TYPE 1 PAVEMENT REPAIR PROCEDURES. THIS WORK SHALL BE PERFORMED AS SOON AS ASPHALT IS AVAILABLE.

NOTE 'F': TYPE III REPAIR OF BRICK STREETS

1. THE CITY OF MOUNT VERNON MAINTAINS TWO TYPES OF BRICK STREETS: 1) HISTORICAL BRICK STREETS; AND 2) NEWER STYLE ROADWAY PAVER STREETS THAT COMPLY WITH SUPPLEMENTAL SPECIFICATION 1524. WHEN EXCAVATING AND REPAIRING BRICK STREETS, THE MATERIAL USED FOR REPLACEMENT SHALL MATCH THE EXISTING.
 2. BRICKS OR PAVERS REMOVED FROM A REPAIR AREA SHALL BE STORED IN A SAFE PLACE BY THE CONTRACTOR FOR REUSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY BRICKS OR PAVERS THAT ARE STOLEN OR DAMAGED, AT NO ADDITIONAL COST TO THE CITY.
 3. IF BRICKS OR PAVERS ARE SUPPLIED BY THE CONTRACTOR, THEY MUST CLOSELY MATCH THE EXISTING BRICKS OR PAVERS AND FIRST BE APPROVED BY THE CITY BEFORE THEY ARE USED.
 4. SAW CUTTING: ALL PARTIAL BRICKS SHALL BE SAWCUT. FURTHER, NO BRICK WILL BE PERMITTED TO BE CUT, FOR REPLACEMENT, TO A LENGTH LESS THAN 1/2 ITS ORIGINAL LENGTH. THIS MAY REQUIRE SAW CUTTING OF ADJACENT UNDISTURBED BRICK(S).
 5. DURING REMOVAL OF THE EXISTING BASE MATERIAL, IT SHALL BE CUT BACK TO AS NEARLY VERTICAL AS POSSIBLE. IF SHEARING OF THE ADJACENT BASE RESULTS, THE CONTRACTOR SHALL REMOVE ADDITIONAL BASE MATERIAL UNTIL A VERTICAL FACE IS ACHIEVED.
 6. DURING INSTALLATION, THE BRICK IS TO BE RESET IN REASONABLY CLOSE CONFORMITY TO THE PATTERN OF THE EXISTING BRICK PAVEMENT ON A SETTING BED OVER ITEM 305 CONCRETE BASE. THE SETTING BED FOR HISTORICAL BRICK STREETS SHALL CONSIST OF 1 INCH OF SAND; WHEREAS, 3/4-INCH BITUMINOUS SETTING BED FOR NEWER STYLE ROADWAY PAVERS. THE CONCRETE BASE THICKNESS SHALL MATCH THE EXISTING BASE OR A MINIMUM OF 7 INCHES.
- 6A. HISTORICAL BRICKS WITHOUT SPACING LUGS: THE MAXIMUM WIDTH OF A BRICK MORTAR JOINT SHALL BE 1/2 INCH. THIS RESTRICTION SHALL ALSO APPLY TO THE JOINT FORMED ADJACENT TO THE PERIMETER OF A REPAIR AREA, WHERE THE ROWS MAY NOT BE PARALLEL TO ONE ANOTHER. ALL JOINTS SHALL BE MORTARED WITH A 50/50 MIXTURE BY VOLUME OF SAND AND CEMENT SO AS TO PROVIDE A FLUSH FINISH. THIS MAY REQUIRE MORE THAN ONE APPLICATION. FURTHER, MECHANICAL VIBRATION WILL BE REQUIRED FOR CONSOLIDATION OF DRY MORTAR MIX.

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SPECIAL NOTES

6B. NEWER STYLE ROADWAY PAVERS: INSTALLATION AND MATERIALS SHALL MEET THE REQUIREMENTS OF COLUMBUS SUPPLEMENTAL SPECIFICATION 1524.

NOTE 'G': TYPE IV ALLEY REPAIR

FOR ALLEY REPAIRS, THE PAVEMENT REPLACEMENT SHALL CONFORM TO THE TYPE AND THICKNESS OF THE EXISTING PAVEMENT. CHIP AND SEAL TYPE ALLEYS SHALL REQUIRE MATCHING THE EXISTING THICKNESS OF PAVEMENT WITH THE APPROPRIATE COMBINATION OF MATERIALS BASED ON THE SIZE OF THE EXCAVATION. THE MINIMUM PAVEMENT THICKNESS SHALL CONSIST OF 6 INCHES OF ITEM 441 ASPHALT CONCRETE. FINISHED CONCRETE PAVEMENT IS NOT PERMITTED. MATERIALS USED SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT CMSC.

IF MORE THAN 1/3 OF THE WIDTH OF AN ALLEY IS REMOVED, THE PAVEMENT SHALL BE REPLACED AS PER TYPE 1 AND THEN OVERLAYED OVER THE TOTAL WIDTH OF PAVEMENT AND LENGTH OF TRENCH.

NOTE 'H': ITEM 912 - COMPACTED GRANULAR MATERIAL

THIS METHOD OF BACKFILL CAN ONLY BE USED WITH FULL TIME CITY INSPECTION. AN INSPECTION FEE MUST BE POSTED WHEN THE PERMIT IS ISSUED.

NOTE 'I': CONCRETE BASE OR FULL DEPTH CONCRETE PAVEMENT

IF PAVING REQUIREMENTS ALLOW FOR SUFFICIENT CURING TIME SO THAT FAST SETTING CONCRETE IS NOT NEEDED, STANDARD CONCRETE BASE OR FULL DEPTH CONCRETE PAVEMENT MAY BE PLACED AS PER CMSC ITEM 255. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF COLUMBUS.

FULL DEPTH CONCRETE PAVEMENT IF THE UTILITY TRENCH CUT IS WITHIN 6 FT OF A TRANSVERSE OR LONGITUDINAL JOINT, THE LIMITS OF THE REPAIR SHALL EXTEND TO THE JOINT. THIS MAY REQUIRE THE ENTIRE PANEL TO BE REPLACED. AT A MINIMUM, THE LIMITS OF THE CONCRETE REPAIR SHALL EXTEND 1 FT BEYOND THE LIMITS OF THE TRENCH. THE ENTIRE IMPACTED CONCRETE PANEL SHALL BE REPLACED WHEN THE UTILITY CUT IS LOCATED IN THE DOWNTOWN BUSINESS DISTRICT.

PAVEMENT WITH A CONCRETE BASE THE NEW CONCRETE BASE THICKNESS SHALL MATCH THE EXISTING (7 INCHES MINIMUM) AND IT SHALL BE PLACED TO THE LEVEL OF THE ADJACENT CONCRETE BASE WITH 3 INCHES OF ITEM 441 ASPHALT CONCRETE OVERLAY. LANE WIDTH RESURFACING REQUIREMENTS OF TYPE 1 STILL APPLY.

NOTE 'J': MINIMUM TRENCH RESTORATION WIDTH

THE TRENCH WIDTH FOR SMALL PIPES AND CONDUITS SHALL BE OF SUFFICIENT WIDTH TO ALLOW FOR THE PROPER PLACEMENT OF THE BACKFILL MATERIAL. THE PAVEMENT PORTION OF THE TRENCH SHALL BE A MINIMUM OF 2 FT IN WIDTH. THIS IS TO ALLOW FOR THE PROPER COMPACTION OF THE ASPHALT PAVEMENT. IF THE TRENCH FOR PLACING CONDUIT IS NARROWER THAN 2 FT THEN THE PAVEMENT PORTION SHALL BE CUT BACK TO PROVIDE THE 2 FT MINIMUM FOR PAVING OPERATIONS.

NOTE 'K': TEMPORARY CONCRETE PAVEMENT

CONCRETE MAY BE USED AS A PAVEMENT REPAIR OPTION AND A TEMPORARY PAVEMENT SURFACE FOR TYPE 1 PAVEMENT REPAIR IF APPROVED BY THE CITY. THE CONCRETE SHALL BE PLACED PER CMSC ITEM 255 AND FOLLOW THE REQUIREMENTS OF TYPE V PAVEMENT REPAIR. THREE (3) INCHES OF ITEM 441 ASPHALT OVERLAY WILL BE REQUIRED OVER THE CONCRETE WHEN WORK IS COMPLETED. THIS OPTION MUST BE NOTED ON THE PERMIT APPLICATION AND APPROVED BY THE CITY OF COLUMBUS.

NOTE 'L': SURFACE REPAIR SHAPE

THE SURFACE REPAIR OF ALL IRREGULAR-SHAPED EXCAVATIONS SHALL ALWAYS BE A RECTANGLE WITH PARALLEL SIDES THAT ARE PERPENDICULAR TO THE DIRECTION OF TRAVEL OF THE ROADWAY.

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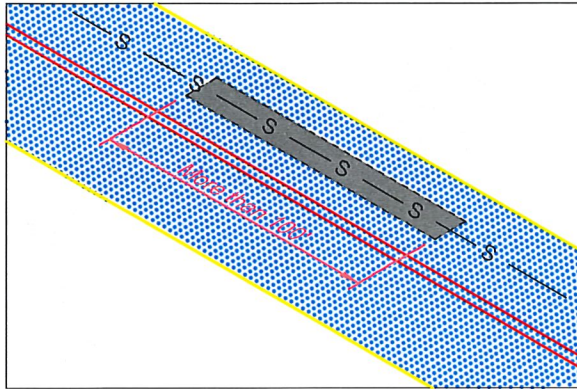
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ACCEPTABLE UTILITY CUT REPAIRS

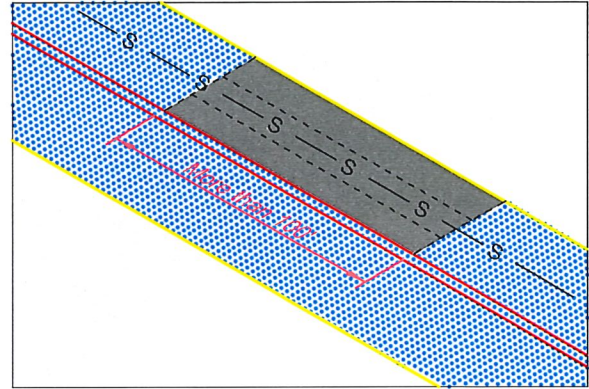
EXCAVATION EXCEEDING 100' IN LENGTH LOCATED WITHIN LANE

WHEN AN EXCAVATION EXCEEDS 100 FT IN LENGTH, THE REPAIR SHALL INCLUDE ITEM 254 PAVEMENT PLANING OF A FULL LANE WIDTH (OR ANY OTHER LANE WIDTH AS DIRECTED BY THE ENGINEERING DEPARTMENT) TO A DEPTH OF 1-1/2 INCHES FOR THE ENTIRE LENGTH OF THE EXCAVATION. THE PLANED AREA SHALL THEN BE THOROUGHLY TACKED USING ITEM 407 TACK COAT MATERIAL PRIOR TO PLACING AND COMPACTING APPROVED ASPHALT CONCRETE WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 CRACK SEALING, TYPE 1, SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

NOT ACCEPTABLE



ACCEPTABLE

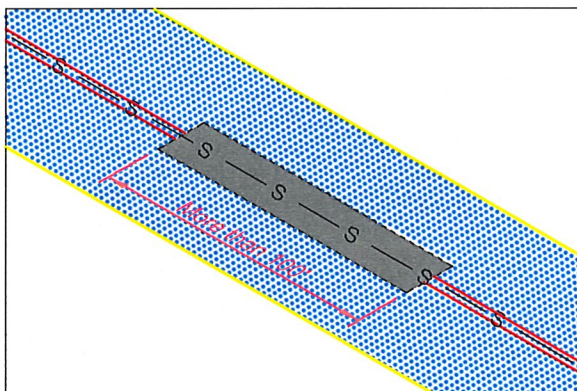


FOR AN EXCAVATION IN A SINGLE LANE, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR.

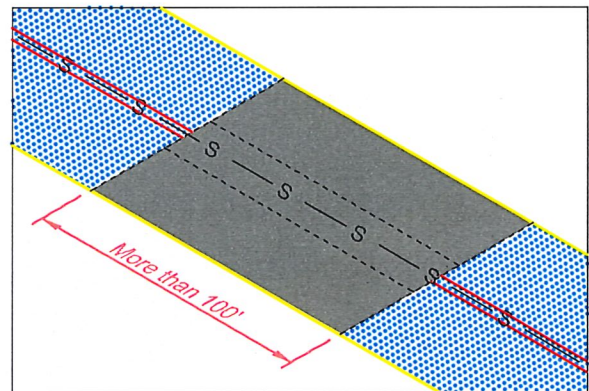
EXCAVATION EXCEEDING 100' IN LENGTH BETWEEN OR CROSSING LANES

WHEN AN EXCAVATION CROSSES LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE PAVEMENT AREA WITHIN THE AFFECTED LANES FOR THE LIMITS OF THE EXCAVATION.

NOT ACCEPTABLE





ACCEPTABLE



FOR AN EXCAVATION IN MULTIPLE LANES, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR FOR ALL IMPACTED LANES.

LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

NOTE:
EXCAVATIONS ARE CONCEPTUAL ONLY. SEE
DETAILED CROSS SECTION AND PROFILE
SHEETS FOR CONSTRUCTION PROCEDURES
AND WIDTHS.

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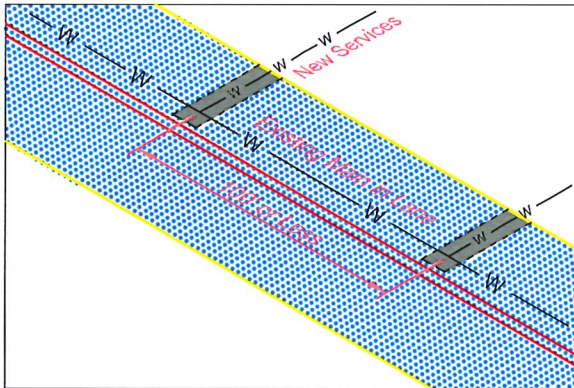
SHT 7 OF 11

ACCEPTABLE UTILITY CUT REPAIRS

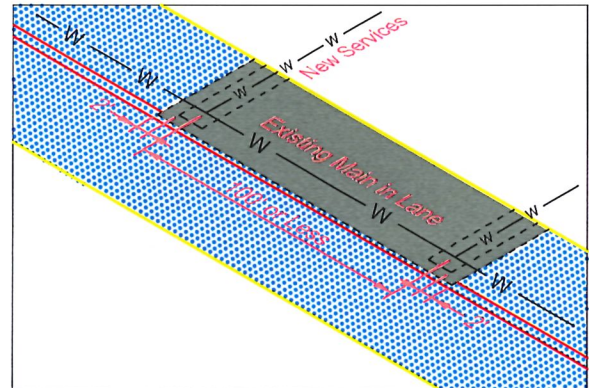
UTILITY EXCAVATIONS CROSSING ONE LANE WITHIN 100'

WHEN EXCAVATION WORK FOR LATERALS CROSSES A LANE AT A FREQUENCY OF 2 OR MORE LATERAL EXCAVATIONS WITHIN 100 FEET OF EACH OTHER, THE REPAIR SHALL INCLUDE ITEM 254 PAVEMENT PLANING FOR THE FULL LANE WIDTH TO A DEPTH OF 1- 1/2 INCHES AND FOR A MINIMUM OF 2 FEET BEYOND THE FURTHEST LATERAL EXCAVATIONS. THE PLANED AREA SHALL THEN BE THOROUGHLY TACKED USING ITEM 407 TACK COAT MATERIAL PRIOR TO PLACING AND COMPACTING APPROVED ASPHALT CONCRETE WITH A PAVER IN ACCORDANCE WITH CURRENT CITY STANDARD SPECIFICATIONS. ITEM 423 CRACK SEALING, TYPE 1, SHALL BE APPLIED TO EXPOSED JOINTS ONCE THE PAVING OPERATION HAS BEEN COMPLETED.

NOT ACCEPTABLE



ACCEPTABLE

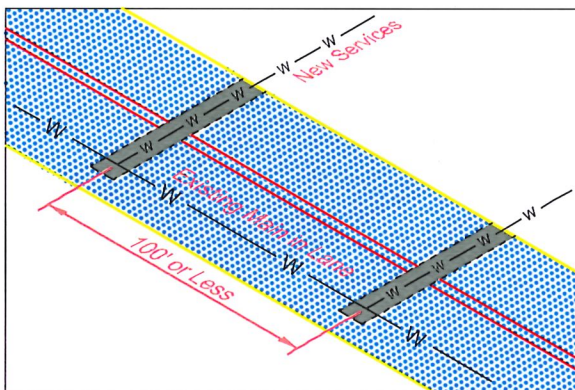


FOR MULTIPLE EXCAVATIONS WITHIN 100', PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR.

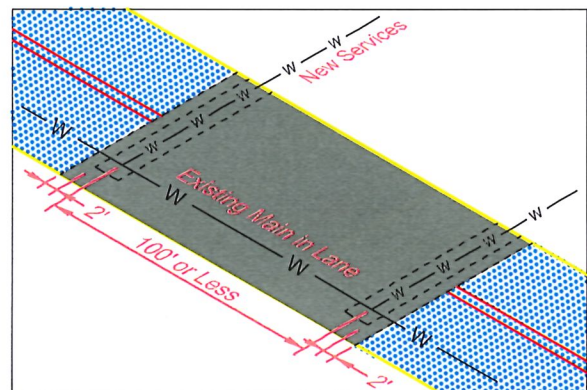
UTILITY EXCAVATIONS CROSSING MULTIPLE LANES WITHIN 100'

WHEN EXCAVATION WORK CROSSES MULTIPLE LANES, ALL AFFECTED LANES SHALL REQUIRE PLANING AND RESURFACING AS DESCRIBED ABOVE. THIS WORK SHALL INCLUDE ALL OF THE PAVEMENT AREA WITHIN THE AFFECTED LANES FOR THE LIMITS OF THE LATERAL EXCAVATIONS.

NOT ACCEPTABLE



ACCEPTABLE



FOR MULTIPLE EXCAVATIONS WITHIN 100' IN MULTIPLE LANES, PERFORM A FULL-LANE-WIDTH PLANE AND REPAIR FOR ALL IMPACTED LANES.

LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

NOTE:
EXCAVATIONS ARE CONCEPTUAL ONLY. SEE
DETAILED CROSS SECTION AND PROFILE
SHEETS FOR CONSTRUCTION PROCEDURES
AND WIDTHS.

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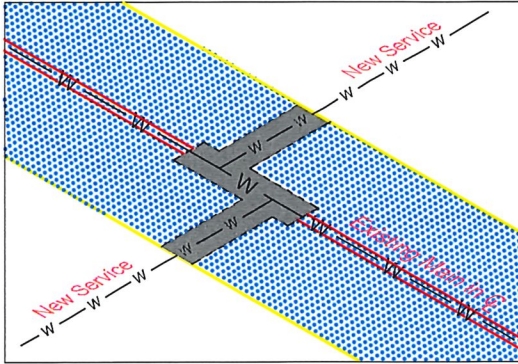
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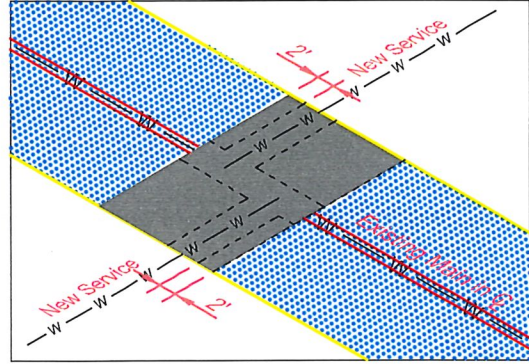
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ACCEPTABLE UTILITY CUT REPAIRS

NOT ACCEPTABLE

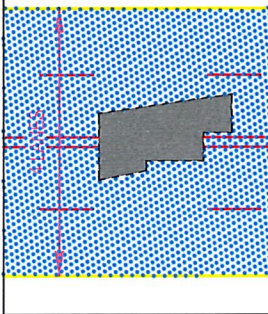


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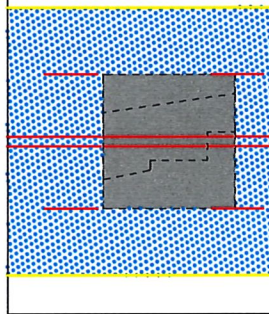


IRREGULAR SHAPES - SEE NOTE 'L'

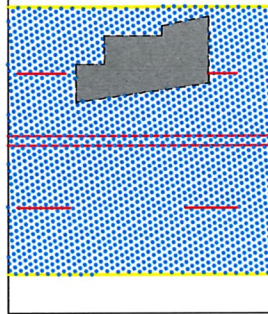
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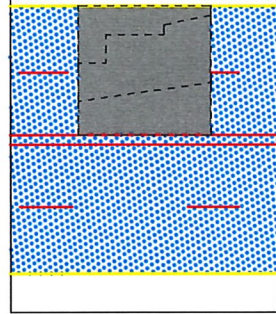
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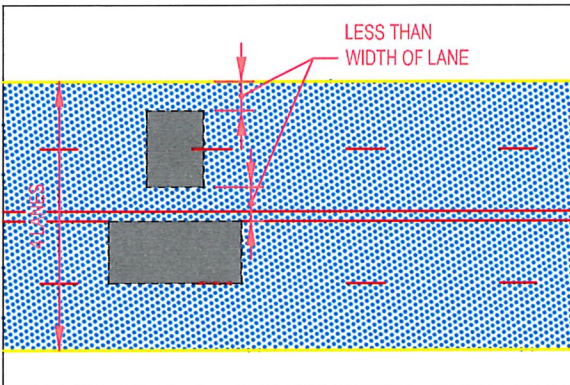
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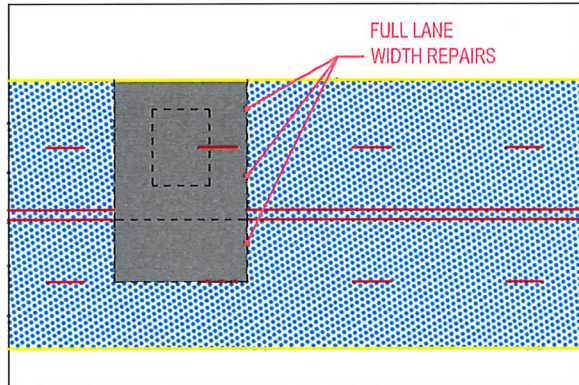
ACCEPTABLE





NOT ACCEPTABLE



ACCEPTABLE



LEGEND

-  EXISTING PAVEMENT
-  NEW PAVEMENT REPAIR

NOTE:
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SHEETS FOR CONSTRUCTION PROCEDURES
AND WIDTHS.

PAVEMENT & UTILITY CUT REPAIR STANDARDS

CITY OF MOUNT VERNON, OHIO
ENGINEERING DEPARTMENT

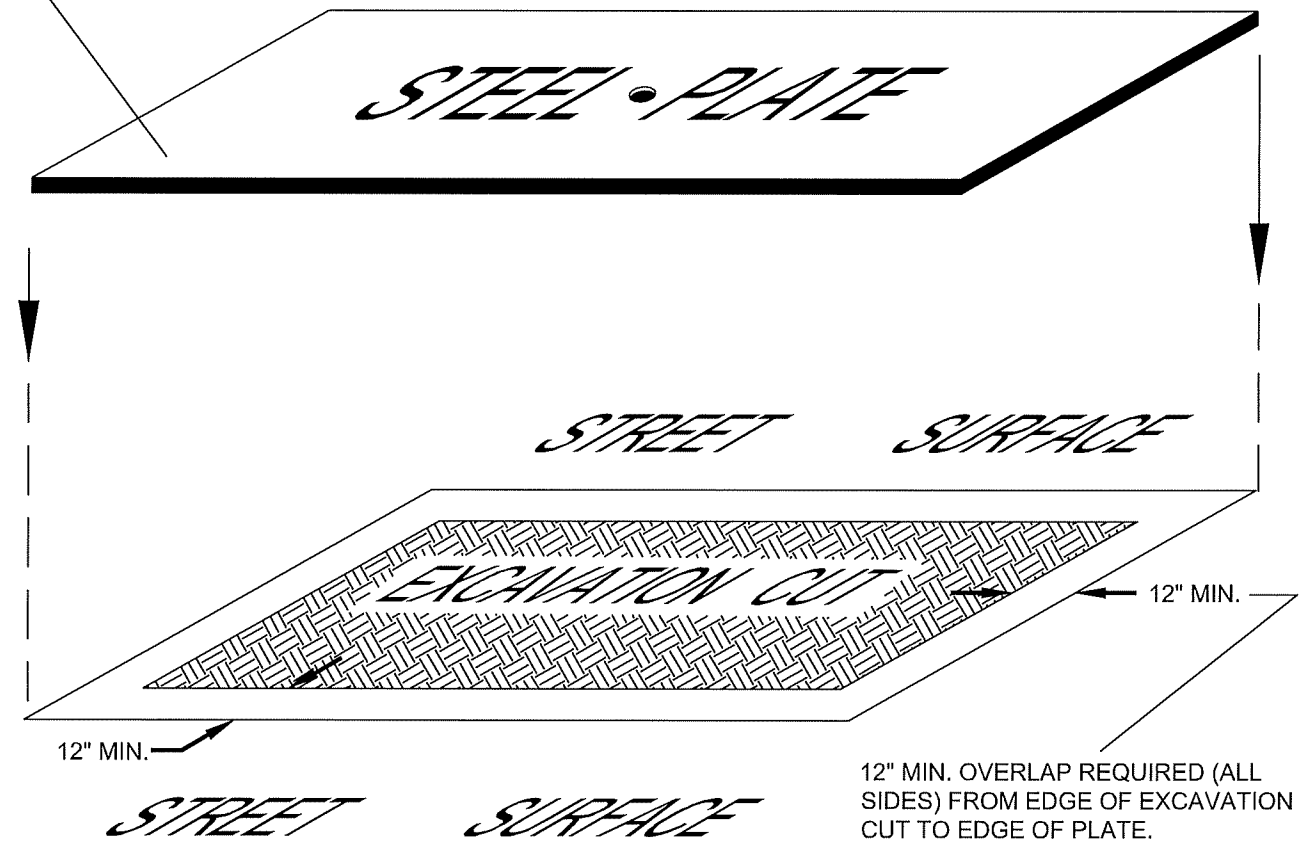
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1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.



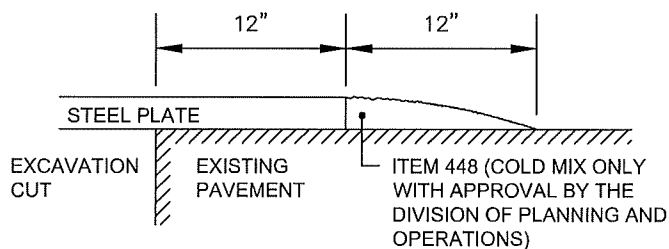
ALL STEEL PLATES MUST HAVE THE FOLLOWING INFORMATION CLEARLY AND LEGIBLY 'ETCHED' INTO THEIR TOP SURFACE:

1. OWNER'S NAME.
2. A 24 HOUR EMERGENCY CONTACT PHONE NUMBER.

MINIMUM THICKNESS OF STEEL PLATES	
SIZE OF PLATE	THICKNESS
4' x 4'	1/2"
4' x 6'	3/4"
LARGER	1"

NO STEEL PINS ARE PERMITTED.

SEE SHEET 7 FOR SIGNING REQUIREMENTS.



STEEL PLATE REQUIREMENTS

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SIGNS ARE TO BE 36"x36" FOR RESIDENTIAL AND DOWNTOWN AREAS AND 48"x48" ON MULTI-LANE, HIGH SPEED (45 MPH OR GREATER) ROADWAYS.

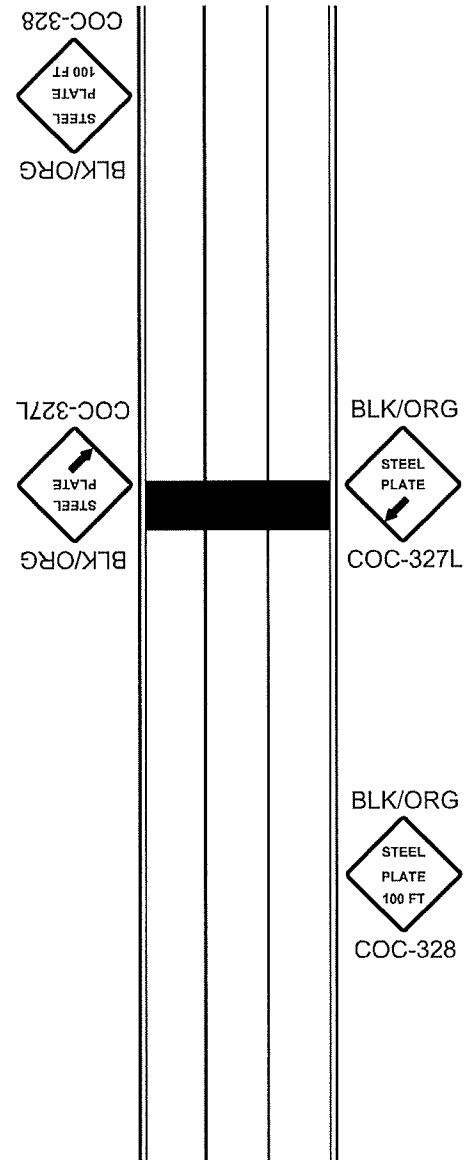
SIGN COC-327 (R/L) IS REQUIRED AT ALL PLATE LOCATIONS. SIGN COC-328 IS REQUIRED WHEN POSTED SPEED IS 35 MPH OR GREATER.

SIGNS SHOULD BE PLACED IN ALL DIRECTIONS THAT ARE AFFECTED. SIGN SPACING SHALL INCREASE TO 250' WHEN SPEED EXCEEDS 45 MPH.

SIGNS SHOULD BE DUAL MOUNTED ON MULTI-LANE, ONE-WAY ROADWAYS.

ALL SIGNS SHALL BE MOUNTED IN ACCORANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).

SIGNS SHALL NOT BE PLACED IN A MANNER THAT WOULD BLOCK PARKING, BIKE LANES, OR RESTRICT A PEDESTRIAN FROM USING ANY SIDEWALK INCLUDING CURB RAMPS. PAR SHALL BE MAINTAINED AT ALL TIMES.



STEEL PLATE REQUIREMENTS

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