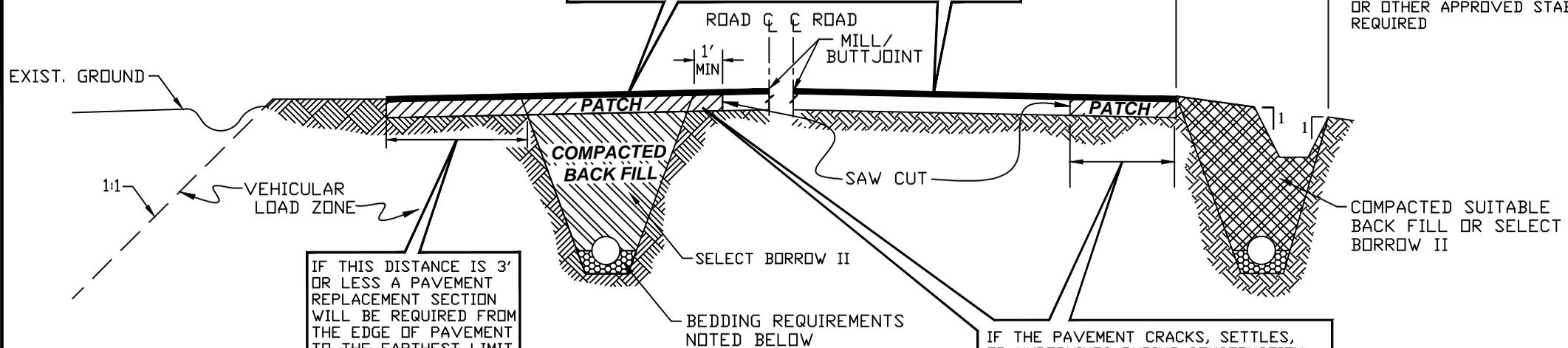


THE OVERLAY MUST BE EXTENDED TO ROAD CENTERLINE OR LANE STRIPING. PRIOR TO OVERLAY, EXISTING ASPHALT MUST BE IN SUITABLE CONDITION IE NO ALLIGATORING, DEFLECTION ETC. IN ORDER TO BE RESURFACED. PAVEMENT REPLACEMENT SECTION TO BE EXTENDED ACCORDINGLY.

IF THE SHOULDER OR ROADSIDE DITCH SYSTEM SETTLES, UNDERMINES, OR ERODES DURING CONSTRUCTION, OR AT ANYTIME DURING THE DEFECT PERIOD THE ROADSIDE DITCH SHALL BE RESTORED TO AT LEAST THE PRECONSTRUCTION SIDE SLOPES. IF STEEPER THAN 2:1, JUTE MESH OR OTHER APPROVED STABILIZATION METHODS REQUIRED

EXIST. GROUND

ROADSIDE DITCH/
SHOULDER SYSTEM



IF THIS DISTANCE IS 3' OR LESS A PAVEMENT REPLACEMENT SECTION WILL BE REQUIRED FROM THE EDGE OF PAVEMENT TO THE FARTHEST LIMIT OF THE EXCAVATION.

IF THE PAVEMENT CRACKS, SETTLES, OR UNDERMINES DURING CONSTRUCTION, OR AT ANYTIME DURING THE DEFECT PERIOD A PAVEMENT REPLACEMENT REPAIR WILL BE NECESSARY (LIMITS TO BE DETERMINED BY THE CITY INSPECTOR) AND MILLING AND OVERLAY WILL BE REQUIRED TO THE CENTERLINE OF THE ROADWAY.

-  LIMITS OF OVERLAY
-  LIMITS OF PAVEMENT REPLACEMENT SECTION (SEE PAVEMENT SECTION)
-  SELECT BORROW II
-  COMPACTED SUITABLE BACK FILL OR SELECT BORROW II
-  BEDDING MATERIAL
-  AREA UNDISTURBED BY CONSTRUCTION

RELOCATION OF MAILBOXES DURING CONSTRUCTION SHALL BE COORDINATED WITH THE PROPERTY OWNER. MAILBOXES SHALL REMAIN ACCESSIBLE TO THE POSTAL SERVICE AT ALL TIMES DURING ALL PHASES OF THE PROPOSED IMPROVEMENTS.

THE CONTRACTOR SHALL PROVIDE CONTINUOUS ACCESS TO EXISTING RESIDENCES AT ALL TIMES DURING ALL PHASES OF THE PROPOSED IMPROVEMENTS ALL DRIVEWAYS DISTURBED ARE TO BE RESTORED WITH IDENTICAL MATERIALS AND THICKNESS OR BETTER.

THE CONTRACTOR SHALL BE REQUIRED TO REPAIR ROAD AS NECESSARY IF DAMAGED DURING INSTALLATION OF THE PROPOSED UTILITY. REFER TO PAVEMENT SECTION DETAIL. THE DAMAGED PAVEMENT SHALL BE SAW CUT, REMOVED AND THEN PATCHED. AN OVERLAY WILL BE REQUIRED TO THE CENTER OF THE STREET AND DEPENDING ON THE NUMBER OF PATCHES, DETERMINATION OF THE LENGTH OF OVERLAY SHALL BE MADE BY THE CITY INSPECTOR.

THE CONTRACTOR SHALL REPLACE ALL EXISTING TRAFFIC LANE MARKINGS COVERED BY PATCH OR OVERLAY. THE CONTRACTOR AND THE CITY INSPECTOR SHALL VERIFY THE EXISTING LANE MARKINGS WITHIN THE LIMITS OF CONSTRUCTION PRIOR TO INSTALLATION OF THE OVERLAY.

ALL DRIVEWAYS THAT WILL BE AFFECTED BY THE UTILITY INSTALLATION WILL BE RESTORED WITH IDENTICAL MATERIAL, 7" THICKNESS. ALL CONCRETE DRIVEWAYS SHALL BE REPLACED BACK TO THE NEAREST JOINT.

COMPLETED SHOULDER WIDTH SHALL NOT BE LESS THAN PRE-CONSTRUCTION WIDTH.

BEDDING REQUIREMENTS ARE ADDRESSED IN PFM III DIV. 16 BEDDING MATERIAL (DRAINAGE AND UTILITY PIPE) AND PFM II STANDARDS EW 01-03.

Sheet 2 of 3

Chesapeake VIRGINIA		DESIGN AND CONSTRUCTION STANDARDS	
		PAVEMENT CUT DETAIL FOR UTILITIES INSTALLED IN ROAD FOOTPRINT	
12/05/06	ILLUSTRATION OF RD. SIDE DITCH/SHOULDER W/NOTES. RELOCATED TRANSVERSE DETAIL. REVISED OVERLAY NOTES	DR. BY: RW	DATE: 12/14/06
12/14/06	REV. FOR INTERNET 2003	CHK. BY: TDC	DATE: 12/14/06
DATE	REVISIONS	APP. BY: EJM	DATE:

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