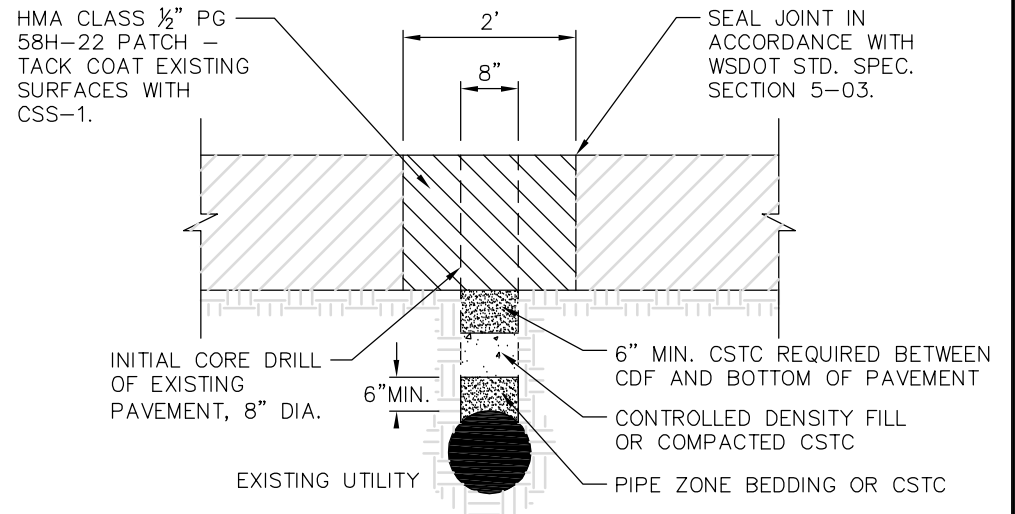
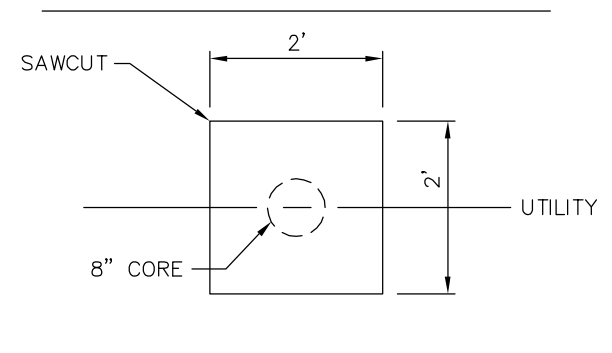


**ALTERNATE REPAIR**  
WHEN REQUIRED BY ENGINEER



**NOTES:**

1. TO BE USED FOR NO-CUT AND GRIND & OVERLAY STREET RESTORATION CLASSIFICATIONS
2. THE EXISTING PAVEMENT SHALL BE CUT FULL DEPTH WITH AN EIGHT INCH DIAMETER CORE DRILL. THE SUBBASE MATERIAL SHALL BE REMOVED USING A VACUUM EXCAVATOR, KEEPING THE EXCAVATION AS MINIMAL AS POSSIBLE.
3. BACKFILL THE EXCAVATION WITH A SIX INCH CUSHION OF PIPE ZONE BEDDING OR CSTC OVER THE UTILITY THEN PLACE THE REMAINING VOID WITH CDF OR COMPACTED CSTC, WITH 6" MIN. CSTC BETWEEN CDF AND BOTTOM OF PAVEMENT.
4. REPAIR THE CORED PAVEMENT SECTION WITH HMA CLASS 1/2" PG 58H-22 AND SEAL THE JOINT.
5. IF THE EXCAVATION BELOW THE ASPHALT PAVEMENT IS LARGER THAN THE 8 INCH CORE, THE PAVEMENT RESTORATION WILL INCLUDE A 2' BY 2' TEE PATCH FULL DEPTH OF THE ASPHALT CENTERED ON THE EXCAVATION, AS SHOWN ABOVE AS ALTERNATE REPAIR.
6. IF THE EXCAVATION IS LARGER THAN 2' BY 2', THE STANDARD GRIND AND OVERLAY RESTORATION SHALL BE USED.
7. RECYCLED MATERIAL, AS DEFINED BY WSDOT STD. SPECIFICATION 9-03.21, WILL NOT BE ALLOWED IN ANY PIPE ZONE BEDDING OR TRENCH BACKFILL.
8. TWO OR MORE WINDOW CUTS WITHIN 50' OF EACH OTHER IN A LANE OF TRAVEL WILL REQUIRE GRIND/OVERLAY RESTORATION.
9. FOR CROSSINGS PERPENDICULAR OR NEAR PERPENDICULAR TO THE ROADWAY, THREE OR MORE POTHOLES WILL REQUIRE GRIND/OVERLAY RESTORATION.



**PAVEMENT RESTORATION FOR WINDOW CUTS**

DRAWING NUMBER	RC-220-1
SCALE	NONE
REVISION DATE	2/24
DEPARTMENT	TRANS