



**MARICOPA COUNTY**  
*Department of Transportation*

MEMORANDUM

**Date:** June 4, 2014  
**To:** MAG Specifications and Details Committee  
**From:** Robert Herz, MCDOT Representative  
**Subject:** Proposed Revisions to Sections 336.3 and 336.4

**Case 14-12**

**PURPOSE:** Add pavement removal criteria to prevent full depth pavement cuts from being located within a lane wheel path and to prevent creation of narrow pavement edge strips.

**REVISIONS:**

**336.3 TYPES AND LOCATIONS OF PAVEMENT AND SURFACING REPLACEMENT:**

The match point location for full depth longitudinal pavement cuts within asphalt pavements shall not be located within a lane wheel path. When the standard match point falls in a lane wheel path, the surface matching point shall be moved. The lane wheel path is the entire lane width except the area within one foot of a lane line stripe and except the center two feet of the travel lane.

Full depth pavement cuts shall not be located within 48" of any asphalt pavement edge. When the match point is located within 48" of an asphalt pavement edge, the asphalt pavement shall be removed and replaced to the pavement edge. When concrete curb and gutter exist adjacent to asphalt pavement, the lip of gutter shall be considered an edge of the asphalt pavement. A safety edge or thickened edge (Detail 201) shall be constructed for all non-curbed pavements that are being replaced to the edge of pavement.

When curb or gutter replacement occurs adjacent to a designated bike lane or paved shoulder area wider than three feet, the asphalt pavement removal and replacement shall extend to within 6 inches of the travel lane edge stripe. For curb or gutter replacement when no travel lane edge stripe exists, the asphalt pavement match point shall extend two feet or less from the pavement edge into the vehicle travel lane.

Normally, the type of pavement replacement and backfill required for trenches will be noted on the plans or specified in ~~other portions of~~ the contract documents and construction will be in accordance with Detail 200-1 and 200-2 ~~except the location of full depth asphalt pavement cuts shall comply with the above stated requirements.~~ If a type is not noted on the plans or specified in the special provisions, the following criteria will govern:

Type A trench repair will be utilized on all streets where the excavation is essentially longitudinal or parallel to traffic.

T-Top trench repair will be utilized on all streets where the excavation is essentially transverse or not parallel to traffic, including trenches that go through an intersection. Type B trench repair may be used to repair transverse trenches if specified by the Agency.

Type C trench repair will be used to repair existing Portland cement concrete pavement.

Type D trench repair will be utilized to repair surfaces other than asphalt concrete or Portland cement concrete pavement. It may also be used when the condition of the existing pavement does not justify construction of Type A, Type B or T-Top trench repair. Prior written approval of the Engineer is required for this condition.

Where a longitudinal trench is partly in pavement, the pavement shall be replaced to the outside edge of the existing pavement, on a straight line, as indicated on the plans. Measurements for payment shall be from the inner limit of pay width allowed below, to the outside edge of the existing pavement as defined herein.

Where no part of a trench is in pavement, surfacing replacement will only be specified where existing surfacing materials have been removed.

When a trench cut is in aggregate surfaced area, the surfacing replacement shall be of a like type and depth as the existing material, compacted to the densities required in Section 601.

#### **336.4 MEASUREMENT:**

Measurement for payment and surfacing replacement shall be by the square yard, based upon actual field measurement of the area covered except as noted below.

(A) In computing pay quantities for replacement Types B and E, pay widths will be based on the actual field measured width; however the boundaries of the measurement will not extend further than  $\frac{1}{2}$  the distance, either side, from the centerline of the pipe as depicted on Table 601-1, maximum width at top of pipe greater than O.D. of barrel.

(B) In computing pay quantities for replacement Types T-Top, A, C and D, pay widths will be based on the actual field measured width, however the boundaries of the measurement will not extend further than  $\frac{1}{2}$  the distance plus 12 inches, either side, from the centerline of the pipe as depicted on Table 601-1, maximum width at top of pipe greater than O.D. of barrel. In all cases, the minimum pay width for replacement Types T-Top, A and D shall be 48 inches. **The pay width for pavement replacement will extend to the adjusted field width required when the surface match point is adjusted to be outside of a wheel path or is required to be relocated to the edge of the asphalt pavement.**

(C) Where a longitudinal trench is partly in pavement, computations of pay quantities shall be based on the limitations specified above.

(D) The length of pavement and surfacing replacement shall be measured through any manhole, valve box, or other structure constructed in the pipe line, and any pavement or surface replacement and/or seal treatment in excess of the above pay widths shall be considered and included in the bid item for such structure.

(E) Any pavement replacement in excess of the specified pay widths necessitated by the installation of valves, tapping sleeves and valves, valve by-passes, and concrete thrust blocks shall be included in the bid price for these items.

(F) When special provisions allow deviations from the trench widths specified in Section 601, the above allowed pay widths for pavement replacement may be altered where so specified.

(G) Measurement of pavement and surfacing replacement shall be made along the finished surface of the ground to the nearest foot, and shall be computed to the nearest square yard.