

STREET CUT
ENCROACHMENT PERMIT
CONDITIONS

The City of Ridgecrest requires that all street cuts meet the following conditions for restoration of utility, match up paving or other excavations in city streets.

1. Saw cut pavement only in a neat rectangular section.
2. Any trench failure and undermining of street surface asphalt and/or curb, gutter and sidewalk will require additional saw cut and removal of asphalt and base and/or concrete improvements to firm and stable subgrade material. Concrete improvements removed shall be replaced in kind.
3. Trench restoration soils will require a 95% relative compaction, (R.C.), density .
4. Soils proctor laboratory test(s) and in place compaction density testing with report(s) will be required by a qualified soils engineering firm. The number and frequency of in place compaction density tests will be at the discretion of the City of Ridgecrest Inspector.
5. An additional 2-inches of Class II base material will be required in addition to the existing base material depth and compacted to a 95% R.C.
6. A minimum of 8" Class II aggregate base will be required in the event the existing base section is non-existent or is less than 6-inches in depth and compacted to a 95% R.C.
7. In lieu of the compaction testing and base material requirements, a cement and sand slurry mix (typically 1-2 sac) to be approved by the City Engineer, may be used as the full depth trench restoration materials.
8. A temporary asphalt surface is required to be placed immediately after each day of construction and maintained until the permanent asphalt restoration is completed. The temporary asphalt surface material shall be a minimum of 2" depth, compacted and level with the existing asphalt surface.
9. Prior to the permanent asphalt restoration, the existing asphalt surrounding the edge of the trench shall be milled back a minimum of one foot (1') to a depth of one and one half inches (1.5"). The permanent asphalt restoration cross section shall be in a "T" shape configuration.
10. Asphalt restoration shall require full surface and edge tack coat.
11. Asphalt restoration materials shall be reviewed by the City Engineer prior to placement.
12. Asphalt restoration depth shall be an additional 1-inch of A.C. in addition to the existing asphalt material depth.
13. A minimum of 4" of A.C. will be required in the event the existing A.C. depth is less than 3".
14. The asphalt restoration shall be placed and compacted in 2 separate lifts.
15. A Glass-Grid , or approved equal, asphalt geotextile shall be placed between the 2 lifts of asphalt. The asphalt geotextile with tack coat shall be placed for the full width and length of the milled "T" section of asphalt and trench.
16. Where the trench or asphalt restoration width permits; the finish lift of asphalt shall be machine placed with a self propelled heated screed paving machine. The finish lift shall also be

compacted with a self propelled vibratory steel drum roller of sufficient tonnage to meet 95% relative compaction density of the asphalt . Smaller trenches or pot hole finish surface asphalt restoration placement and compaction methods must be reviewed and approved by the City Engineer.

17. Density testing of the asphalt with a written report shall be required.
18. The final asphalt surface at the joint at the edge of milled surface shall be slurry sealed with type II slurry.
19. The acceptance or rejection of the finish product will be judged by the smoothness of the finish surface using a straight edge checking for sags or humps not to exceed 3/16 of an inch. Also to be judged will be the compaction testing results, ride quality, neat appearance, compliance to these conditions and the judgments will be at the discretion of the City of Ridgecrest Inspector.