



DEVELOPMENT BULLETIN A6 PAVEMENT RESTORATION

CITY OF TUKWILA
Public Works Department
206-433-0179

The City requires restoration of any disturbed public street or right-of-way. An overlay of the pavement, a patch, or a rehabilitation of the area depending upon each individual situation can meet the restoration requirements. All restoration shall meet the City's standards and Chapter 11 of the City Municipal Code.

DEFINITIONS

- Overlay - A layer of paving material applied over the original road surface.
- Patch - An area of pavement that has been replaced with new material.
- Rehabilitation – Restoration of serviceability to extend the service life of a street. Rehabilitation may include recycling of existing pavement, placing additional surface materials or performing other work to return an existing pavement to adequate structural or functional condition.
- Transverse Cut – Cut in pavement with the longest edge perpendicular to the travel lane.
- Longitudinal Cut - Cut in pavement having the longest edge parallel to the travel lane.

RESTORATION GUIDELINES

- Overlay
 1. Overlay and Grinding Limits:
 - a. Pavement length – full length of the cuts plus two (2) feet on each end.
 - b. Pavement width – full width of the cuts plus two (2) on each side.
 - c. For bore pits larger than 8-feet by 10-feet and/or spaced 50-feet or less apart, then the entire work area must be overlaid. Work area shall be calculated as the width (plus 2-feet on each side) times the length – where length is the distance from the first to the last bore pit plus 2-feet added to each end. See Example 7.

Note: Existing pavement must be ground at least 2 inches deep.
 2. Pave one lane if the cut limits are less than 2-feet from the next travel lane or centerline of roadway. See Example 2.
 3. Pave two lanes if the cut limits straddle the centerline of the roadway or travel lanes. See Example 3.
 4. Pave the shoulder when the cut limits are less than 2-feet from the edge of the shoulder or straddles the travel lane/shoulder line. See Example 6.

<p style="text-align: center;">DEVELOPMENT BULLETIN A6 PAVEMENT RESTORATION</p>
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- Pavement Patch
 1. The City allows pavement patching for bore pits that are smaller than 8' X 10' or which are spaced greater than 50' apart.
 2. Transverse cuts: See Example 4.

PAVEMENT MITIGATION FEE (PMF)

Whenever the public street or right-of-way is disturbed, there is an associated loss of pavement life and a pavement mitigation fee will be charged. The fee amount will be determined from the square footage of excavation being performed and the age and condition of the pavement. See examples 1, 4, and 5 as to when the mitigation fee is applicable. However, if the road surface is overlaid, then a PMF is not required.

The PMF is calculated from the area of the final patch.

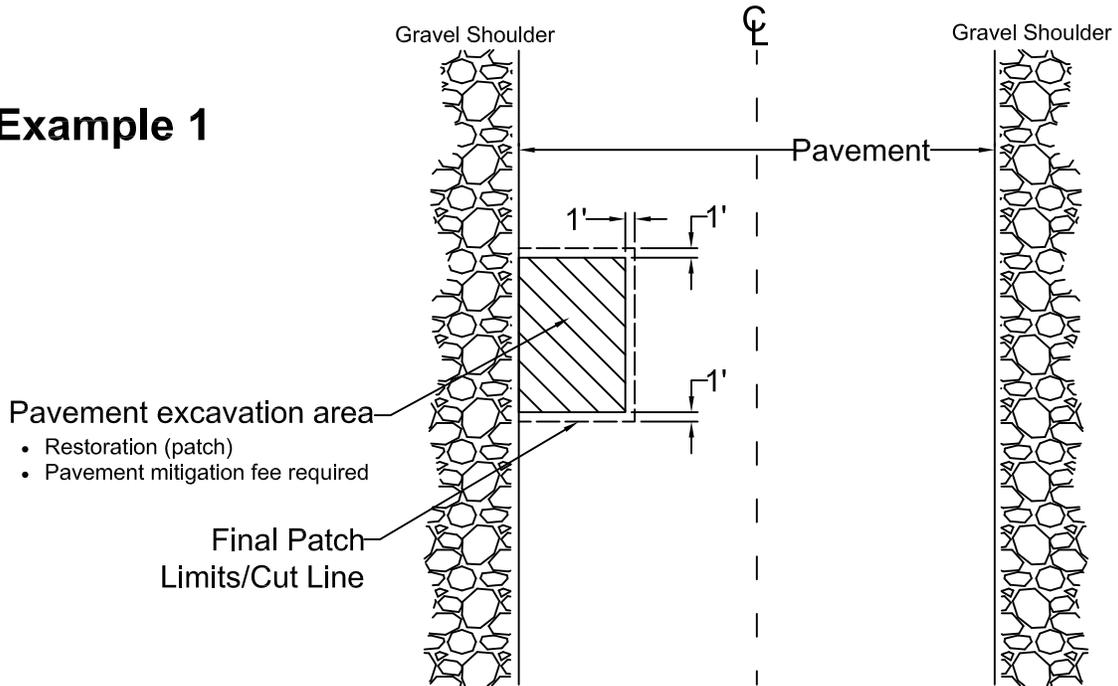
This Bulletin should not be used as a substitute for codes and regulations. Your project will be reviewed for specific compliance to codes and regulations.



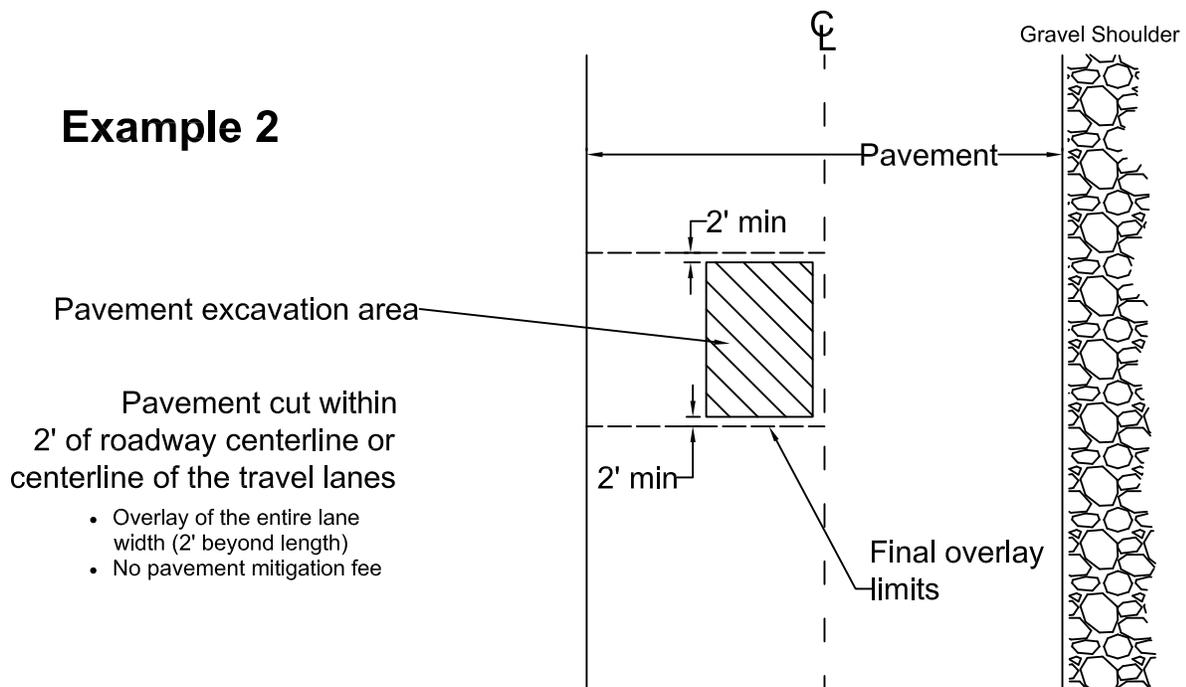
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Pavement Mitigation Fee Implementation Examples

Example 1



Example 2





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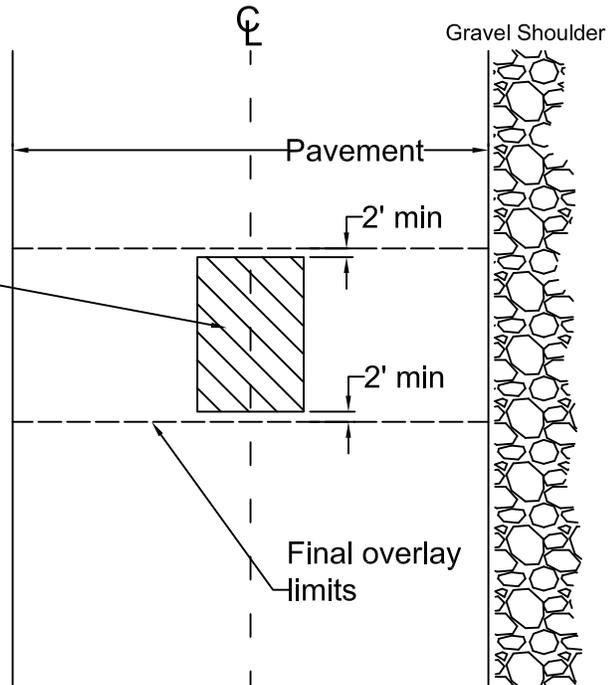
Pavement Mitigation Fee Implementation Examples

Example 3

Pavement excavation area

Pavement cut area straddles centerline of roadway or travel lanes

- Overlay of the entire roadway width (2' beyond length)
- No pavement mitigation fee

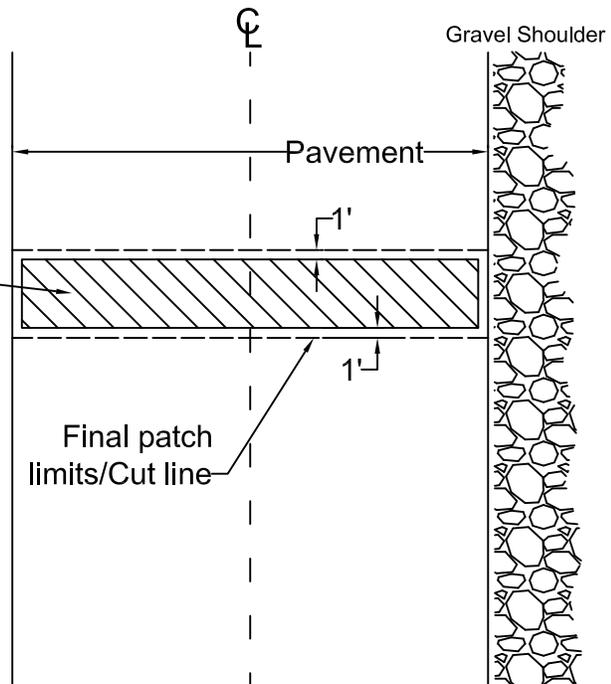


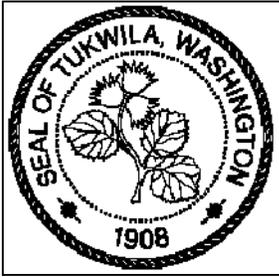
Example 4

Pavement excavation area

Narrow portion of pavement cut area spans roadway

- Restoration (patch)
- Pavement mitigation fee required

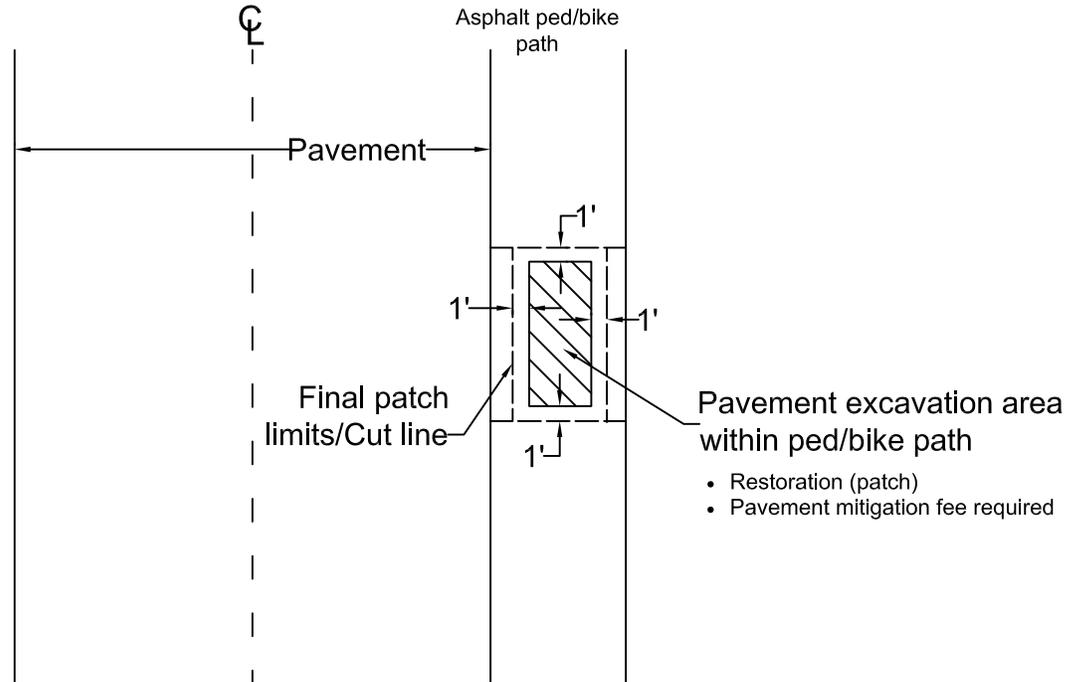




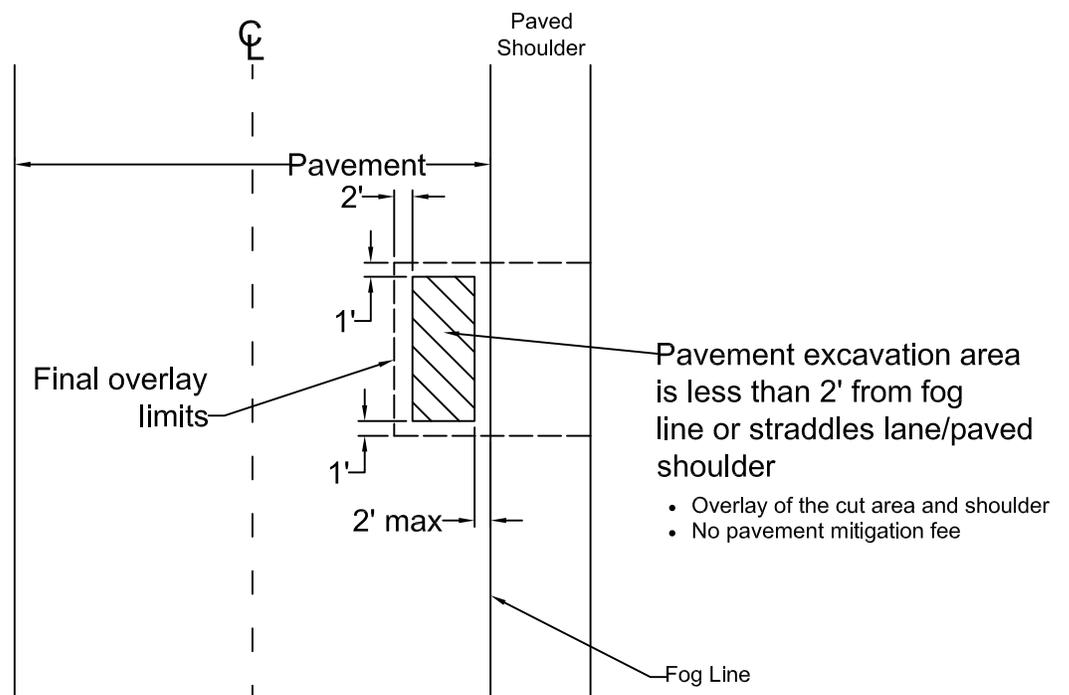
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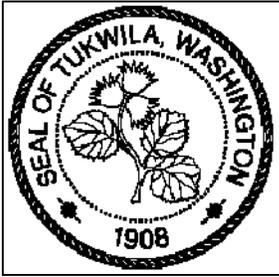
Pavement Mitigation Fee Implementation Examples

Example 5



Example 6

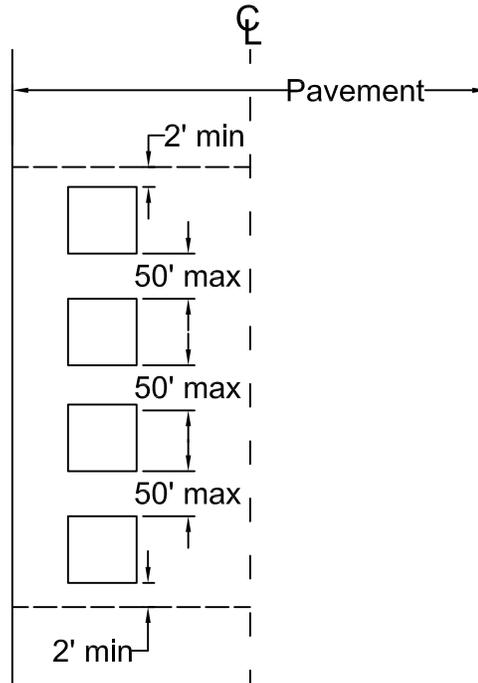




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Pavement Mitigation Fee Implementation Examples

Example 7



"Bore holes" that are
less than 50' apart

- Overlay of the entire lane width (2' beyond length)
- No mitigation fee