



**NOTES:**

1. BASE COURSE SHALL BE B2-PG-64-10, AND SHALL BE CONSTRUCTED AT 1" GREATER DEPTH THAN EXISTING PAVING, BUT NO LESS THAN 4" THICK.
2. FINAL CAP SHALL BE III-C2-PG-70-10 OR ARHM-GG-C (RUBBER) PG-64-10.
3. APPLY #30 SILICA SAND EVENLY TO FINISHED PAVEMENT AND EXPOSED TACK COAT.
4. AC PAVEMENT SHALL BE SAW CUT OR COLD MILLED. NO PAVEMENT BREAKERS ALLOWED.
5. ALL LIQUIDS GENERATED BY SAW CUTTING SHALL BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH THE CITY'S NPDES PERMIT.
6. EDGES OF SAW CUT AND SURFACE, SHALL BE TACK COATED WITH AN APPROVED TYPE SS-1H EMULSION WITH NO MORE THAN 50% WATER ADDED. EDGES SHALL BE CLEAN AND DRY BEFORE TACK COAT APPLICATION.
7. SAW CUTTING MUST BE COMPLETED IN ADVANCE OF PAVING WITH SUFFICIENT TIME TO ALLOW MOISTURE TO EVAPORATE BEFORE APPLYING SS-1H TO EDGES.
8. EXCAVATED MATERIAL SHALL BE REMOVED FROM THE PUBLIC RIGHT-OF-WAY EACH WORK DAY AND DELIVERED TO AN APPROVED LANDFILL OR ALTERNATE SITE WITH CITY ENGINEER'S APPROVAL.
9. THE CONTRACTOR SHALL FILE WITH THE CITY ENGINEER A RECYCLED MATERIALS CERTIFICATE TO COMPLY WITH AB 939 AS REQUIRED.
10. COMPACTION TEST SHALL BE PERFORMED TO THE SATISFACTION OF THE CITY ENGINEER.
11. IF SOFT, SPONGY OR UNSTABLE MATERIAL IS ENCOUNTERED AT TRENCH BOTTOM, THE MATERIAL SHALL BE REMOVED AND REPLACED WITH BASE MATERIAL TO A DEPTH ORDERED BY THE CITY ENGINEER.
12. DISTANCE "X" SHALL BE 6" MINIMUM OR AS SPECIFIED ON PLAN, STANDARD PLAN, OR BY UTILITY.
13. UNLESS PRIOR APPROVAL IS GIVEN BY THE CITY, PROVIDE A TRAFFIC CONTROL PLAN PER WATCH MANUAL OR AS REQUIRED BY TRAFFIC ENGINEER.
14. AN INSPECTION REQUEST MUST BE MADE 24 HOURS PRIOR TO WORK.
15. CONTRACTOR SHALL SET UP TRAFFIC CONTROL IN COMPLIANCE WITH WATCH MANUAL, OR AS THE APPROVED TRAFFIC CONTROL PLANS.
16. ALL FINISHED REPAIRS SHALL BE WITHIN 0.125" OF EXISTING AC SURFACE.
17. SECONDARY SAW CUT (IF REQUIRED) SHALL BE CLEAN, STRAIGHT, VERTICAL EDGES A MINIMUM OF 12" BEYOND THE PRIMARY TRENCH CUT. SAW CUT AS REQUIRED TO ACHIEVE A CONTINUOUS STRAIGHT EDGE INCORPORATING ANY AREAS OF PAVING BROKEN OUT OR UNDERMINED DURING CONSTRUCTION.
18. SUB-GRADE SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE DENSITY.
19. FINISHED PAVEMENT SURFACE SHALL EXHIBIT A SMOOTH, UNIFORM APPEARANCE FREE OF VOIDS AND SEGREGATION.
20. TRAFFIC CONTROL MEASURES ARE TO REMAIN IN PLACE UNTIL THE NEW PAVEMENT IS ALLOWED TO COOL AND WILL ACCEPT TRAFFIC WITHOUT SCUFFING OR RUTTING.
21. COLD MILL (2" MIN.) SHALL BE COMPLETED A MAXIMUM OF 10 DAYS AFTER COMPLETION OF BASE COURSE.
22. COLD MILL SHALL EXTEND 10' (FEET) OUTSIDE OF EXCAVATION LIMITS PERPENDICULAR TO TRAFFIC FLOW AND 12" (INCHES) OUTSIDE OF EXCAVATION PARALLEL TO TRAFFIC FLOW.



**TRENCHING DETAILS**

APPROVED:

*K. K. K.*  
CITY ENGINEER

DATE: 10-15-2013

STD. PLAN NUMBER

102-0

SHEET 2 OF 3

NOTES:

- 23. FOR LONGITUDINAL TRENCHES OVER 150' IN LENGTH, A MINIMUM 10' WIDE, 2" GRIND AND OVERLAY IS REQUIRED.
- 24. THE PIPE ZONE WIDTH SHALL BE A MINIMUM OF 12" PLUS THE PIPE DIAMETER AND THE MAXIMUM OF 20" PLUS THE PIPE DIAMETER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK).
- 25. IN THE EVENT OF TRENCH WALL FAILURE, TRENCH LIMITS MAY BE EXTENDED AS DETERMINED BY THE CITY ENGINEER. ADDITIONAL BACKFILL REQUIREMENTS MAY BE REQUIRED.
- 26. FULL AC REPLACEMENT OF THE ASPHALT BETWEEN THE TRENCH AND THE CURB OR GUTTER SHALL BE REQUIRED FOR ANY TRENCH WHERE THE PAVEMENT REMOVAL IS WITHIN 3' OF CURB OR GUTTER.
- 27. REMOVAL OF 5 OR MORE SEPARATE AREAS OF PAVEMENT WITHIN A 150' LONGITUDINAL LENGTH OF STREET SHALL REQUIRE A TYPE II SLURRY SEAL EXTENDED 5' BEYOND THE LIMITS OF THE OUTERMOST PAVEMENT REMOVAL.

BASIC TRENCH REPAIR PROCEDURES:

- A. VERIFY COMPLIANCE WITH ALL PERMIT, INSPECTION AND TRAFFIC CONTROL REQUIREMENTS.
- B. PERFORM PRIMARY TRENCH SAW CUT AND COMPLETE UTILITY INSTALLATION AND BACKFILL. TEMPORARY STEEL TRENCH PLATE COVERS SHALL BE PLACED EVEN WITH ADJACENT PAVEMENT SURFACES ON ARTERIAL HIGHWAYS.
- C. VERIFY TRAFFIC CONTROL AND INSPECTION REQUIREMENTS ARE IN COMPLIANCE.
- D. PERFORM SECONDARY BASE PAVING SAW CUT AND CONSTRUCT BASE COURSE AND FINAL CAP PER REQUIREMENTS.
- E. ALLOW AC TO COOL (SEE NOTE 20), CLEAN UP AND RESTORE TRAFFIC ACCESS.
- F. OBTAIN APPROVAL FROM THE CITY ENGINEER TO PERFORM COLD MILL AND FINAL PAVING.
- G. PERFORM ANY REPAIR NECESSARY TO TRENCH PAVING AS DIRECTED BY THE CITY ENGINEER.
- H. COMPLETE COLD MILL AND FINAL PAVING OPERATION.
- I. EXCAVATION IN STREETS WHICH HAVE BEEN CONSTRUCTED OR RECONSTRUCTED WITHIN THE PAST FIVE (5) YEARS AND SEAL COATED WITHIN THE PAST TWO (2) YEARS SHALL BE SUBJECT TO RESTRICTIONS.



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TRENCHING DETAILS

APPROVED:

*Rezaei*  
CITY ENGINEER

DATE: 10-15-2013

STD. PLAN NUMBER

102-0

SHEET 3 OF 3