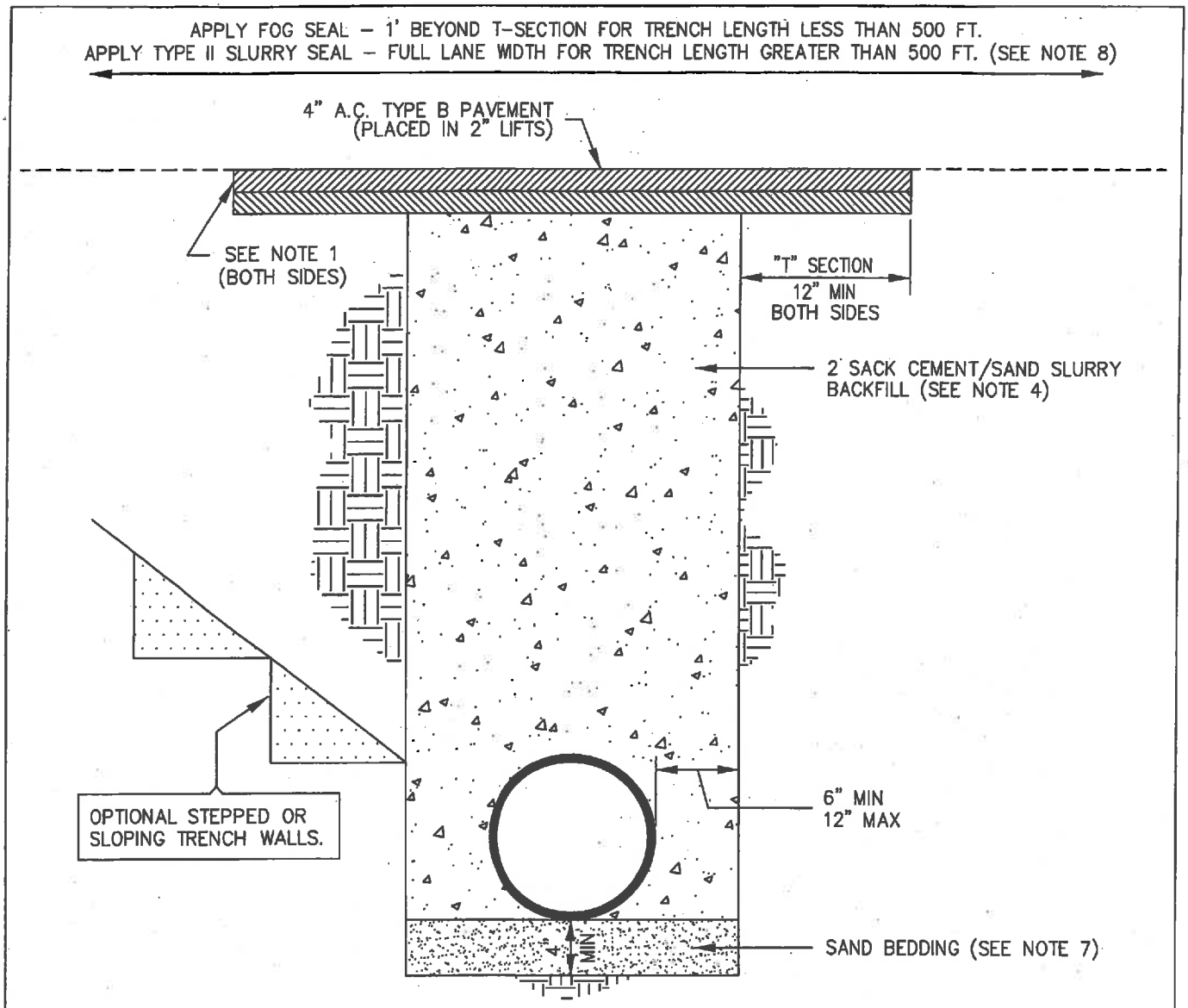
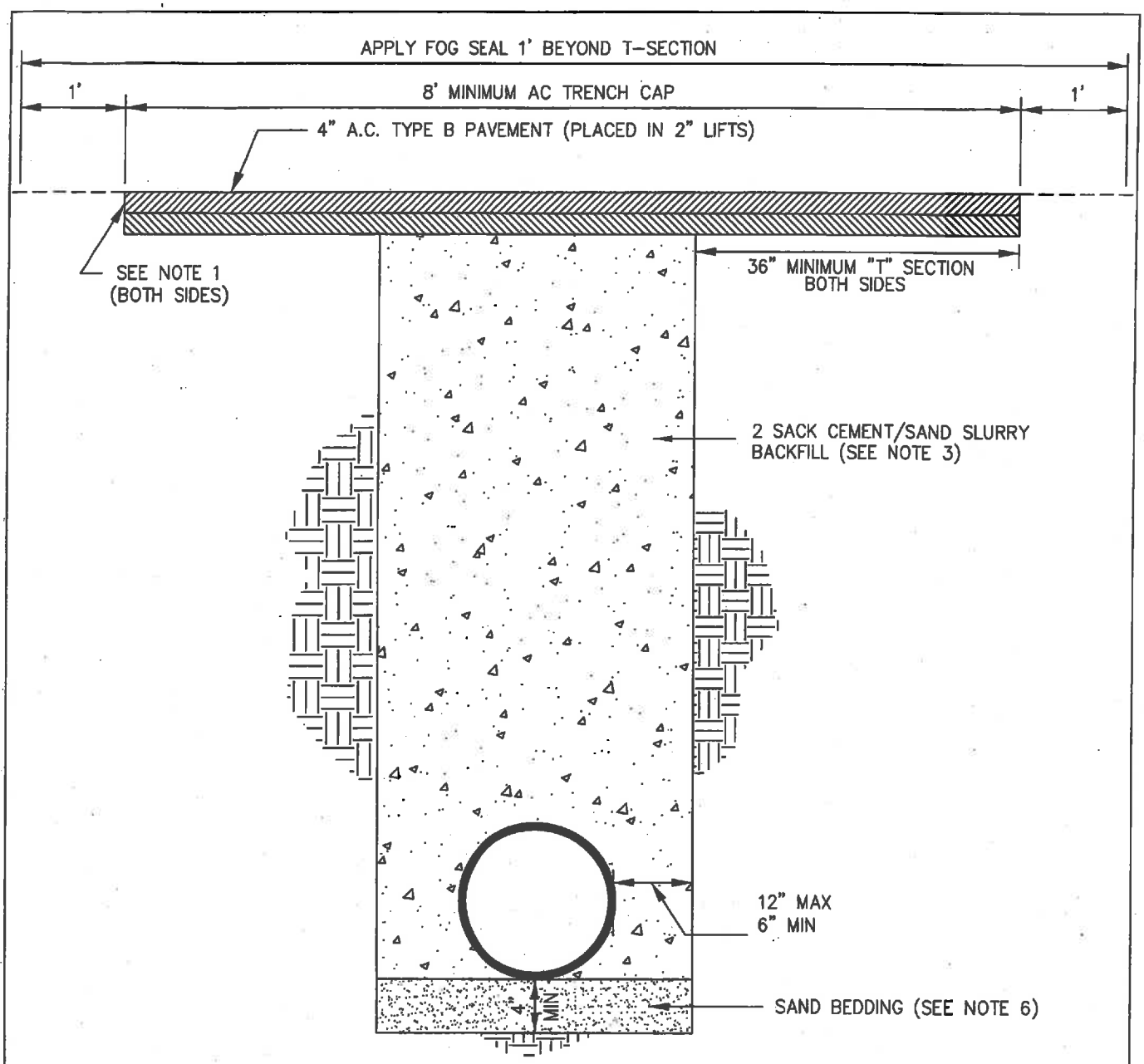



1. MINIMUM STANDARDS ARE AS FOLLOWS:
   A. PAVED ROADS – 4" A.C. TYPE B, 1/2" MAX, PLACED IN 2" LIFTS
   B. NON-PAVED ROADS – SINGLE SEAL COAT OVER 6" A.B. CLASS 2 IN TRENCH AREA, THEN SINGLE SEAL COAT ENTIRE ROAD SECTION.
2. CUT EXISTING PAVEMENT TO PRODUCE A STRAIGHT VERTICAL FACE AGAINST WHICH TO BUTT THE TRENCH PAVEMENT.
3. CEMENT/SAND SLURRY SHALL BE MIXED IN A TRANSIT MIXER (CERTIFICATION TAGS REQUIRED), SHALL CONSIST OF 188 lbs OF CEMENT FOR EACH CUBIC YARD OF MATERIAL.
4. TRENCHES OUTSIDE A PAVED AREA OR A ROAD RIGHT-OF-WAY SHALL HAVE BACKFILL COMPACTED TO NOT LESS THAN 90% RELATIVE COMPACTION.
5. IF THE EDGE OF THE ASPHALT TRENCH CAP IS WITHIN 2' OF THE EXISTING EDGE OF PAVEMENT OR LIP OF GUTTER, THE REMAINING PAVEMENT SHALL BE REMOVED AND THE TRENCH PAVING SHALL BE EXTENDED TO THE EDGE OF PAVEMENT OR LIP OF GUTTER.
6. ANY EXCEPTIONS TO THIS DETAIL MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
7. CLEAN SAND COMPACTED TO 95% RELATIVE COMPACTION MAY BE USED FOR PIPE BEDDING BELOW BOTTOM OF PIPE. FOR WATER MAIN LINES THE SAND BEDDING MAY EXTEND UP TO 12" ABOVE TOP OF PIPE. CEMENT SAND SLURRY SHALL BE USED ABOVE SAND ZONE.
8. WHERE NO PAINTED CENTERLINE EXISTS, A FULL ROAD WIDTH TYPE II SLURRY SEAL COAT IS REQUIRED AFTER TRENCH PAVING.

# LONGITUDINAL TRENCH DETAIL

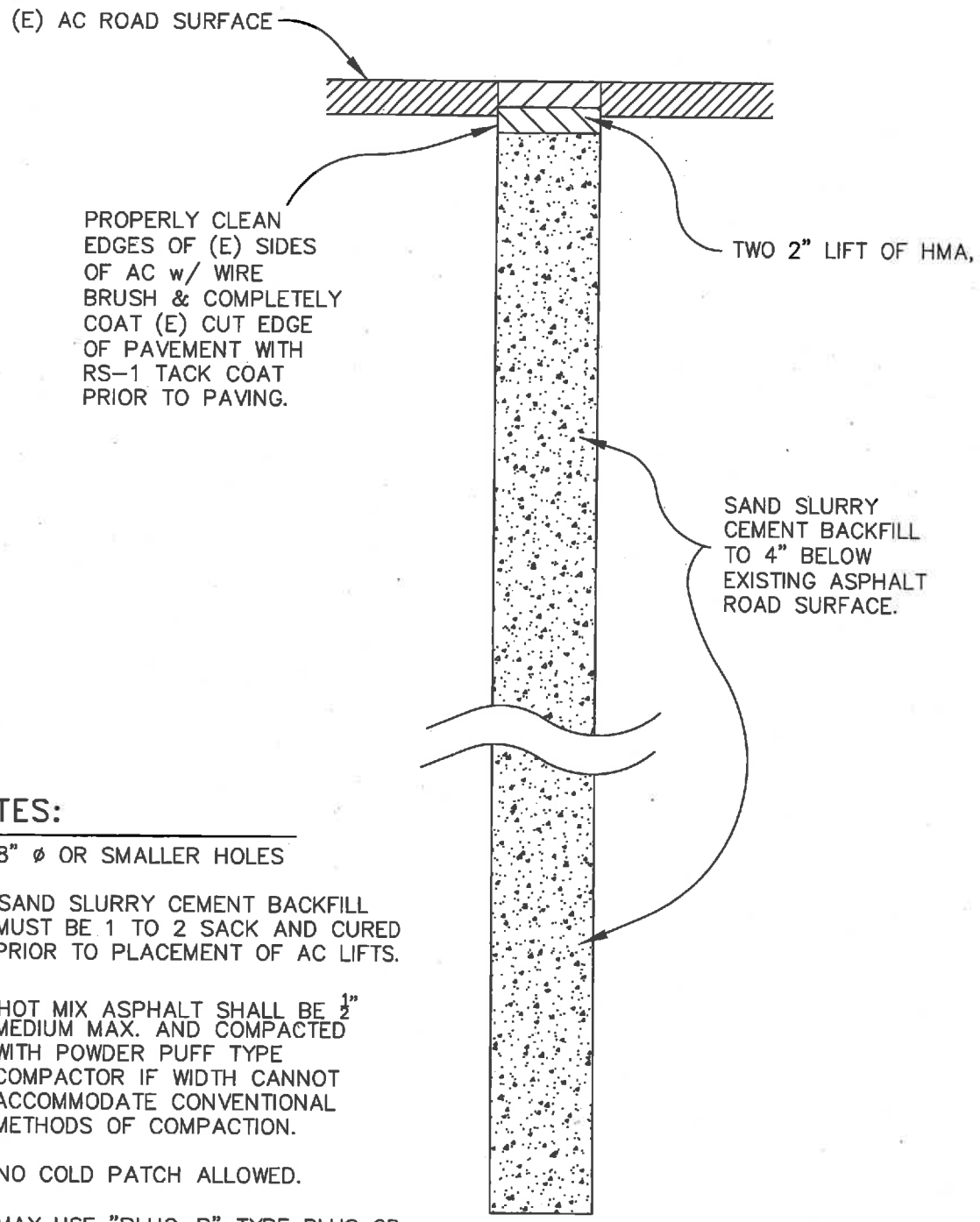



1. MINIMUM STANDARDS ARE AS FOLLOWS:
   A. PAVED ROADS – 4" A.C. TYPE B, 1/2" MAX, PLACED IN 2" LIFTS
   B. NON-PAVED ROADS – SINGLE SEAL COAT OVER 6" A.B. CLASS 2 IN TRENCH AREA, THEN SINGLE SEAL COAT ENTIRE ROAD SECTION.
2. CUT EXISTING PAVEMENT TO PRODUCE A STRAIGHT VERTICAL FACE AGAINST WHICH TO BUTT THE TRENCH PAVEMENT.
3. CEMENT/SAND SLURRY SHALL BE MIXED IN A TRANSIT MIXER (CERTIFICATION TAGS REQUIRED), SHALL CONSIST OF 188 lbs OF CEMENT FOR EACH CUBIC YARD OF MATERIAL.
4. TRENCHES OUTSIDE A PAVED AREA OR A ROAD RIGHT-OF-WAY SHALL HAVE BACKFILL COMPACTED TO NOT LESS THAN 90% RELATIVE COMPACTION.
5. ANY EXCEPTIONS TO THIS DETAIL MUST BE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
6. CLEAN SAND COMPACTED TO 95% RELATIVE COMPACTION MAY BE USED FOR PIPE BEDDING BELOW BOTTOM OF PIPE. FOR WATER MAIN LINES THE SAND BEDDING MAY EXTEND UP TO 12" ABOVE TOP OF PIPE. CEMENT SAND SLURRY SHALL BE USED ABOVE SAND ZONE.

# CROSS TRENCH DETAIL

REV 9/14

FIG. EP-2



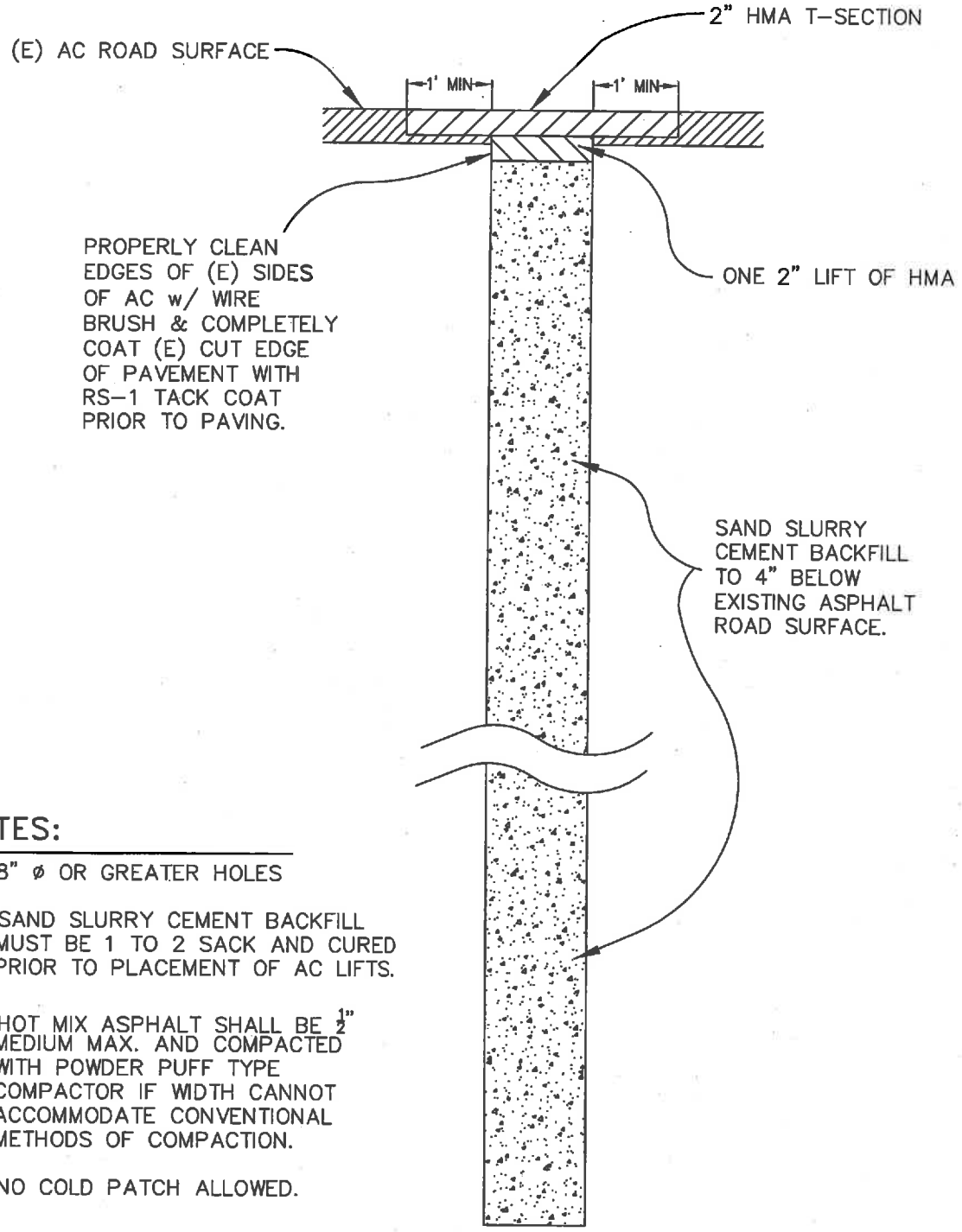

## NOTES:

1. 8" ø OR SMALLER HOLES
2. SAND SLURRY CEMENT BACKFILL MUST BE 1 TO 2 SACK AND CURED PRIOR TO PLACEMENT OF AC LIFTS.
3. HOT MIX ASPHALT SHALL BE $\frac{1}{2}$" MEDIUM MAX. AND COMPACTED WITH POWDER PUFF TYPE COMPACTOR IF WIDTH CANNOT ACCOMMODATE CONVENTIONAL METHODS OF COMPACTION.
3. NO COLD PATCH ALLOWED.
4. MAY USE "PLUG–R" TYPE PLUS OR APPROVED EQUAL ON HOLES BELOW 2" ø.

GEOTECHNICAL & ENVIRONMENTAL BORINGS
THROUGH ASPHALT ROAD SURFACE (SMALL)

REV 8/15

FIG. EP–3




## NOTES:

1. 8" ø OR GREATER HOLES
2. SAND SLURRY CEMENT BACKFILL MUST BE 1 TO 2 SACK AND CURED PRIOR TO PLACEMENT OF AC LIFTS.
3. HOT MIX ASPHALT SHALL BE $\frac{1}{2}$" MEDIUM MAX. AND COMPACTED WITH POWDER PUFF TYPE COMPACTOR IF WIDTH CANNOT ACCOMMODATE CONVENTIONAL METHODS OF COMPACTION.
3. NO COLD PATCH ALLOWED.

GEOTECHNICAL & ENVIRONMENTAL BORINGS
THROUGH ASPHALT ROAD SURFACE (LARGE)

REV 8/15

FIG. EP-4