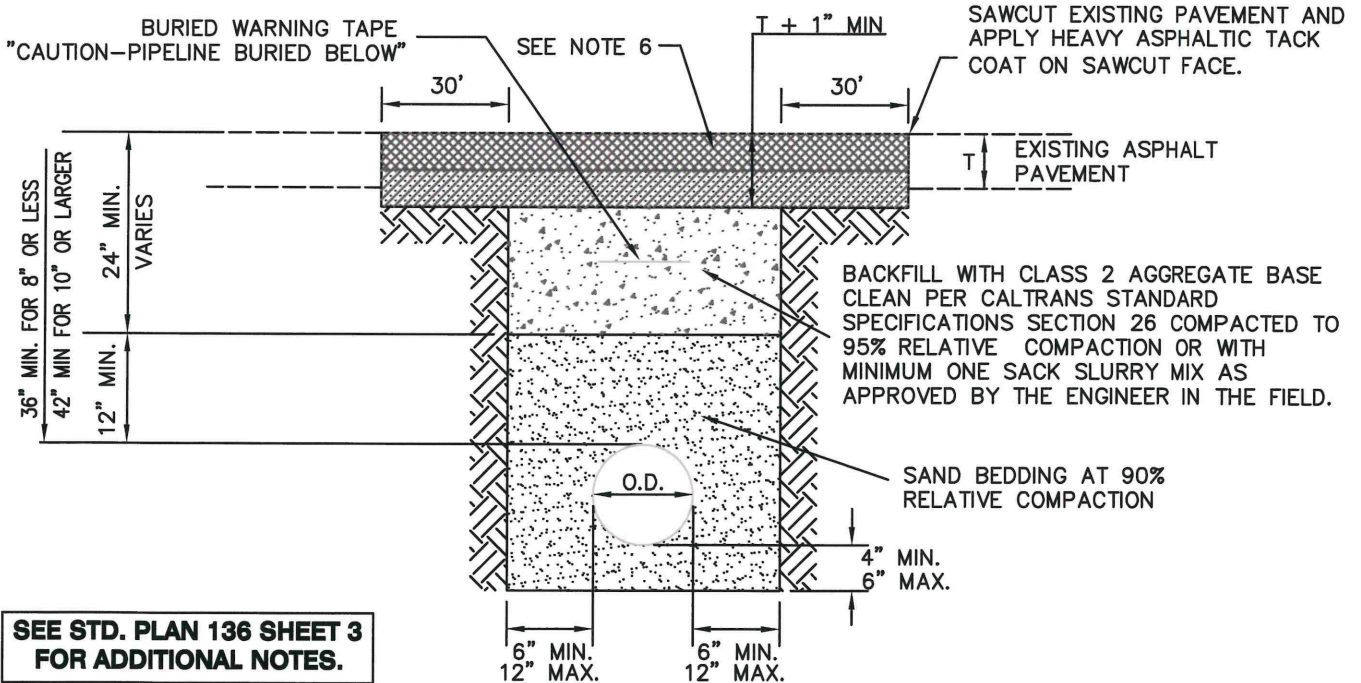


**TRENCH BACKFILL FOR  
TEMPORARY ASPHALT REPAIR  
(OPTIONAL)**



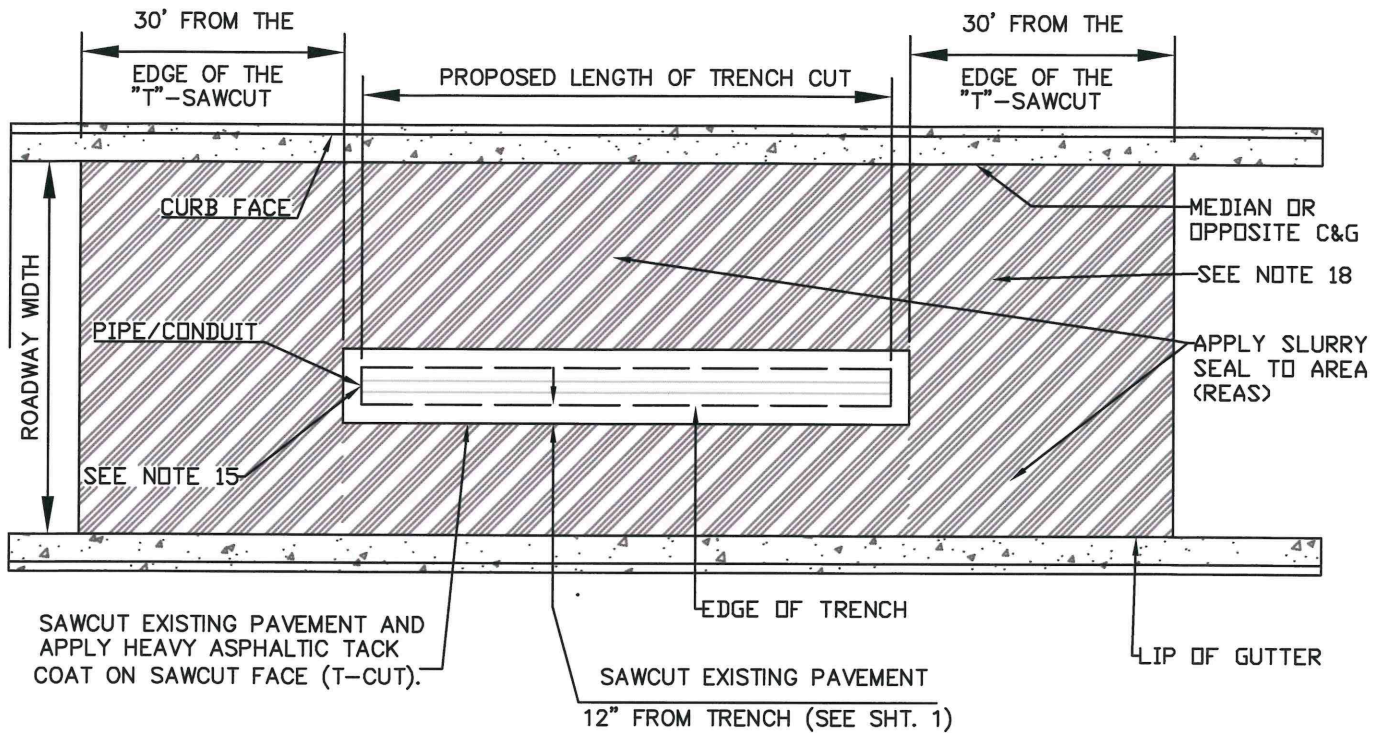
**SEE STD. PLAN 136 SHEET 3  
FOR ADDITIONAL NOTES.**

**TRENCH BACKFILL FOR  
PERMANENT ASPHALT REPAIR**

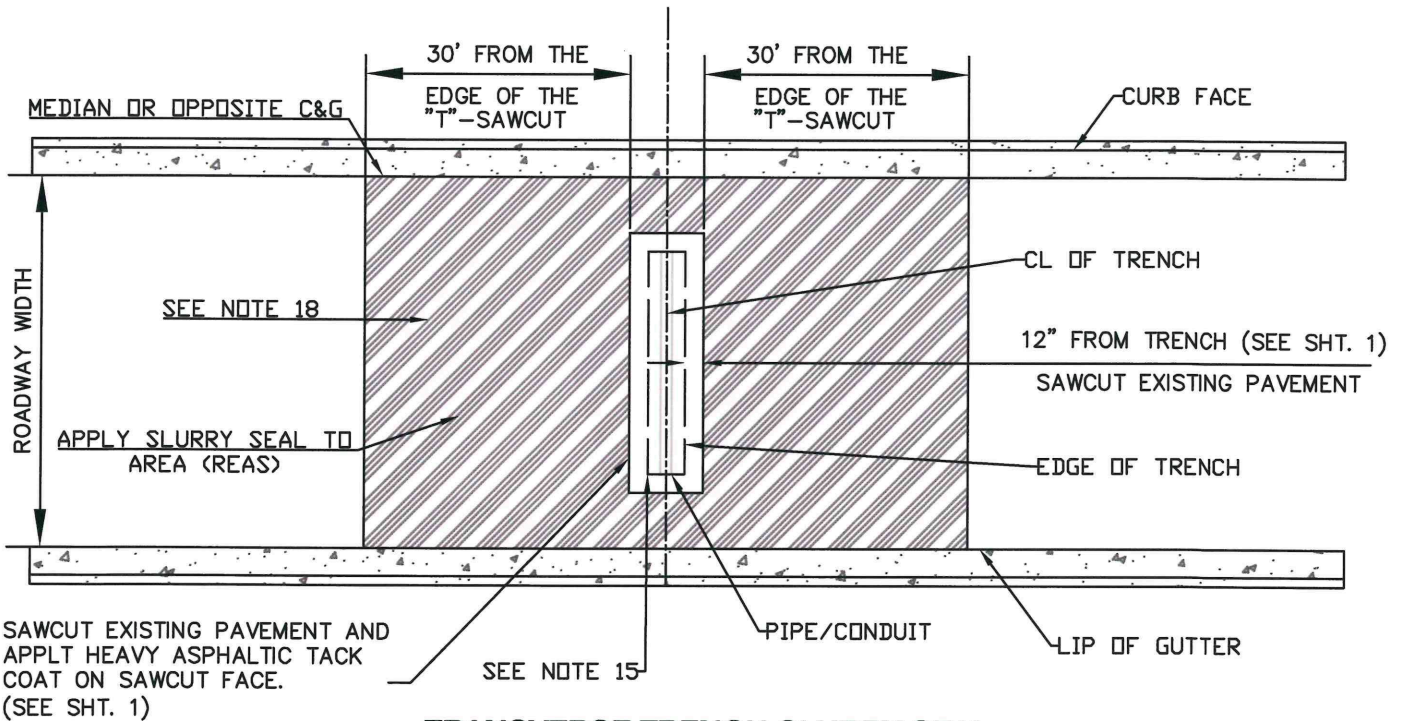
DRAWING NOT TO SCALE

**CITY OF CARSON**

REVISIONS	DATE	<b>PAVEMENT REPAIRS AREA UNDER MORATORIUM</b>		UPDATED BY:
REVISED SLURRY SEAL AREA OF APPLICATION	1/10/24	RECOMMENDED:	APPROVED:	BENE G. GENIS
ADD NOTES ON SHEET NO. 4	1/10/24			<b>NO. 136A</b>
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<b>SHEET 1 OF 4</b>				



**LONGITUDINAL TRENCH SLURRY SEAL**



**TRANSVERSE TRENCH SLURRY SEAL**

DRAWING NOT TO SCALE

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- 1.) ALL BACKFILLS SHALL BE MECHANICALLY COMPACTED BY MEANS OF TAMPING ROLLERS, SHEEPSFOOT ROLLERS, PNEUMATIC TIRE ROLLER, VIBRATING ROLLER, OR OTHER MECHANICAL TAMPERS. ALL SUCH EQUIPMENT SHALL BE OF A SIZE AND TYPE APPROVED BY THE ENGINEER. IMPACT-TYPE PAVEMENT BREAKERS (STOMPERS) WILL NOT BE PERMITTED OVER CLAY, ASBESTOS-CEMENT, PLASTIC, CAST IRON OR NONREINFORCED CONCRETE PIPE.
- 2.) ALL TRENCHES SHALL BE BACKFILLED AND TEMPORARY A.C. PLACED AT THE END OF EACH WORK DAY. THE ENGINEER IN THE FIELD MAY AUTHORIZE STEEL PLATING WITH AC RAMPS.
- 3.) ALL TRAFFIC LANES SHALL BE CLEANED AND RESTORED TO USE IMMEDIATELY UPON PLACEMENT OF TEMPORARY AC PAVEMENT AND FINAL PAVEMENT AC PAVEMENT.
- 4.) ALL TRAFFIC STRIPING AND OR MARKINGS REMOVED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD AND AS SPECIFIED IN THE STANDARD SPECIFICATIONS.
- 5.) CONTRACTOR MAY AT HIS OPTION CONSTRUCT A 0.20' THICK (MIN.) TEMPORARY AC PATCH FLUSH WITH EXISTING PAVEMENT. COLD MIX WILL NOT BE PERMITTED. PATCH SHALL BE MAINTAINED IN PLACE UNTIL ALL UNDERGROUND WORK HAS BEEN COMPLETED.
- 6.) PERMANENT ASPHALT REPAIR SHALL BE A MINIMUM OF 0.15' THICK C<sub>2</sub>" PG 64-16 (ARHM) ASPHALT CONCRETE MIX OVER 0.25' THICK B<sub>3</sub>" PG-64-10 ASPHALT OR TOTAL ASPHALT THICKNESS SHALL BE 0.10' THICKER THAN EXISTING PAVEMENT SECTION-WHICHEVER IS GREATER AND OR AS DIRECTED BY THE ENGINEER IN THE FIELD. ASPHALT SHALL MEET GREEN BOOK SPECIFICATIONS.
- 7.) TRAFFIC CONTROLS SHALL BE PER CA MUTCD MANUAL, LATEST EDITION.
- 8.) WITHIN 14 DAYS AFTER COMPLETION OF CONSTRUCTION, OR AS DIRECTED BY THE ENGINEER IN THE FIELD, THE TEMPORARY A.C. SHALL BE REMOVED AND PERMANENT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH THE ABOVE.
- 9.) ONLY ON PROPOSED NEW STREETS, NATIVE MATERIALS MAY BE USED FOR TRENCH BACKFILL AS AN ALTERNATE TO CLASS 2 AGGREGATE BASE BACKFILL ON SECTION BETWEEN 24" BELOW THE SURFACE AND 12" ABOVE THE TOP OF PIPE, IF THE S.E. VALUE OF THE NATIVE MATERIAL IS 30 OR GREATER. THE CONTRACTOR SHALL PROVIDE, AT HIS EXPENSE, COMPACTION TESTS AT INTERVALS NOT TO EXCEED 50 LINEAR FEET (6" TO 8" LIFT AT A TIME) PERFORMED BY AN APPROVED SOILS LABORATORY.

ALL PROPOSED TRENCHES ON EXISTING STREETS SHALL BE BACKFILLED WITH CLASS 2 AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION OR WITH MINIMUM ONE SACK SLURRY MIX AS APPROVED BY THE ENGINEER IN THE FIELD.

- 10.) ROCKS GREATER THAN 6 INCHES IN ANY DIMENSION WILL NOT BE PERMITTED IN BACKFILL PLACED BETWEEN 1 FOOT ABOVE THE TOP OF ANY PIPE OR BOX AND 1 FOOT BELOW PAVEMENT SUBGRADE.
- 11.) ROCKS GREATER THAN 2-1/2 INCHES IN ANY DIMENSION WILL NOT BE PERMITTED IN BACKFILL PLACED WITHIN 1 FOOT OF PAVEMENT SUBGRADE.
- 12.) WHERE ROCKS ARE INCLUDED IN THE BACKFILL, THEY SHALL BE MIXED WITH SUITABLE EXCAVATED MATERIALS TO ELIMINATE VOIDS. THE MATERIAL OBTAINED FROM PROJECT EXCAVATIONS MAY BE USED AS BACKFILL PROVIDED THAT ALL ORGANIC MATERIAL, RUBBISH, DEBRIS, AND OTHER OBJECTIONABLE MATERIALS ARE FIRST REMOVED. HOWEVER, BROKEN PORTLAND CEMENT CONCRETE AND BITUMINOUS-TYPE PAVEMENT OBTAINED FROM THE PROJECT EXCAVATION WILL BE PERMITTED IN THE BACKFILL SUBJECT TO THE SAME LIMITATION AS ROCKS.
- 13.) WHERE CONCRETE PAVEMENT IS EXISTING AND REMOVED, IT SHALL BE REPLACED 1" THICKER THAN EXISTING NOT LESS THAN 8" IN FULL SIZE PANELS UNLESS OTHERWISE APPROVED BY THE ENGINEER IN THE FIELD.
- 14.) STREET SHALL BE SLURRY SEALED FROM CURB TO CURB OR FROM MEDIAN TO CURB, WHEN MEDIANS ARE EXISTING, FOR THE WHOLE LONGITUDINAL LENGTH OF THE TRENCH CUT AND FOR AN EXTENDED 10 FEET MEASURED FROM THE EDGE OF THE TRENCH WHEN TRANSVERSE, OR AS APPROVED BY THE ENGINEER IN THE FIELD. MATERIALS FOR SLURRY SEALING SHALL BE RUBBERIZED EMULSION AGGREGATE SLURRY.
- 15.) THE FINAL TRENCH PAVING MUST BE AS WIDE AS THE WIDEST POINT OF EXCAVATION TO INCLUDE ANY BELL CONNECTIONS ETC. IF THE ORIGINAL TRENCH IS WITHIN 3' OF ANY GUTTER OR CURBS, THE PERMANENT TRENCH PAVING SHALL EXTEND TO THE EDGE OF THE GUTTER/CURB.

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<b>SHEET 3 OF 4</b>		CITY ENGINEER	DIRECTOR OF PUBLIC WORKS	

16.) SLURRY SEAL SHALL IN ALL CASES BE APPLIED TO TOTAL WIDTH OF STREET FOR PORTION ALONG TRENCH CUT AND EXTENDED 10' SECTIONS ON EACH SIDE OF THE TRENCH FROM EDGE OF "T" SAWCUT.

17.) FOR AREAS UNDER MORATORIUM. IF TRENCH INTERSECTS STREET AT AN ANGLE, SLURRY SEAL SHALL BE APPLIED 30' EXTENDING FROM END OF THE TRENCH IN THE DIRECTION OF THE STREET AND FOR THE WHOLE WIDTH OF THE STREET ALONG THE TRENCH AND THE EXTENDED SECTIONS

18.) FOR AREAS UNDER MORATORIUM. SLURRY SEAL SHALL IN ALL CASES BE APPLIED TO TOTAL WIDTH OF STREET FOR PORTION ALONG TRENCH CUT AND EXTENDED 30' SECTIONS ON EACH SIDE OF THE TRENCH FROM EDGE OF "T" SAWCUT

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