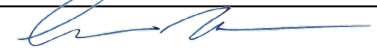


CITY OF HERMOSA BEACH
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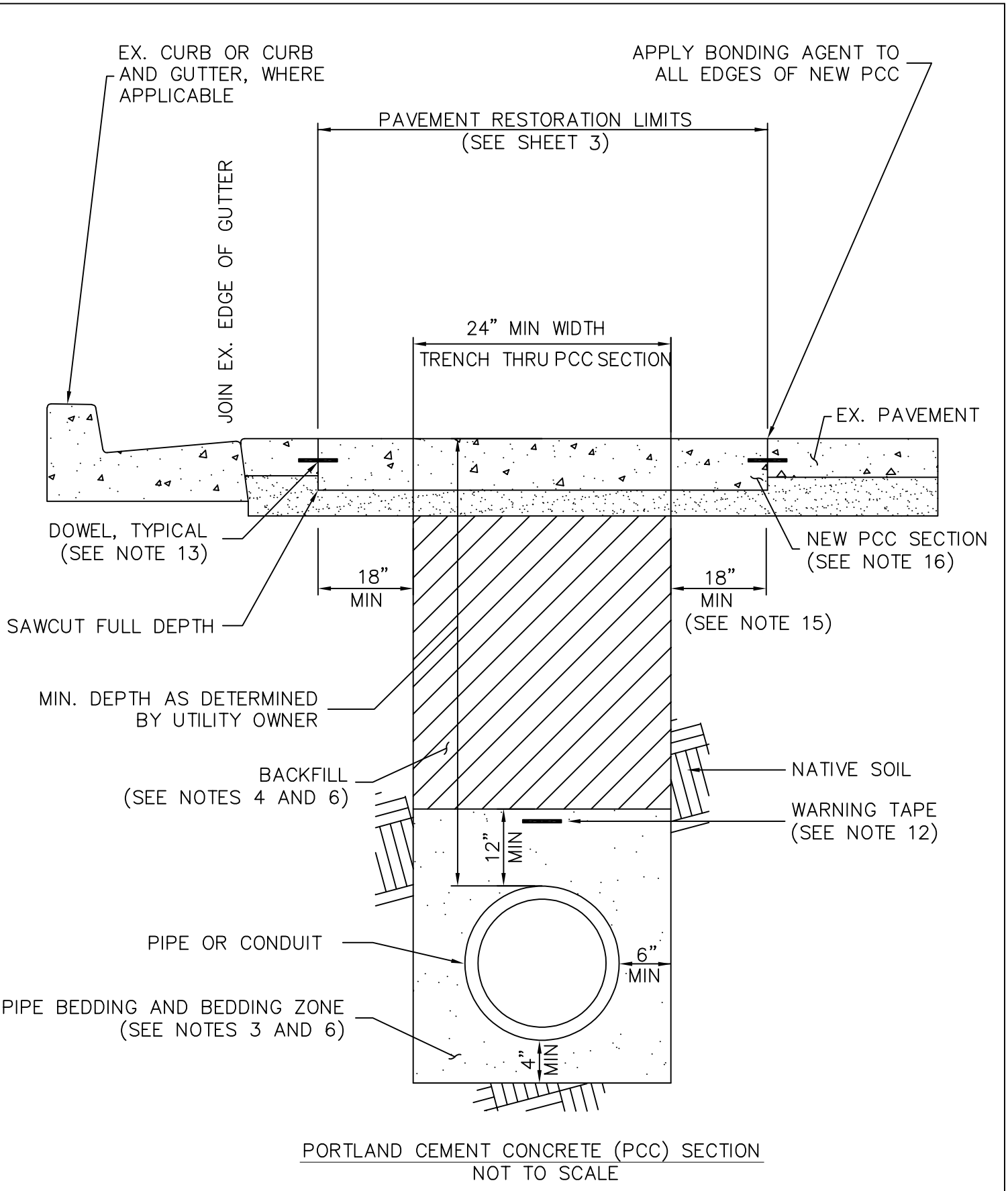
STANDARD
PLAN NO.
117


ROADWAY UTILITY TRENCH DETAIL

APPROVED BY: 
LUCHO RODRIGUEZ, CITY ENGINEER

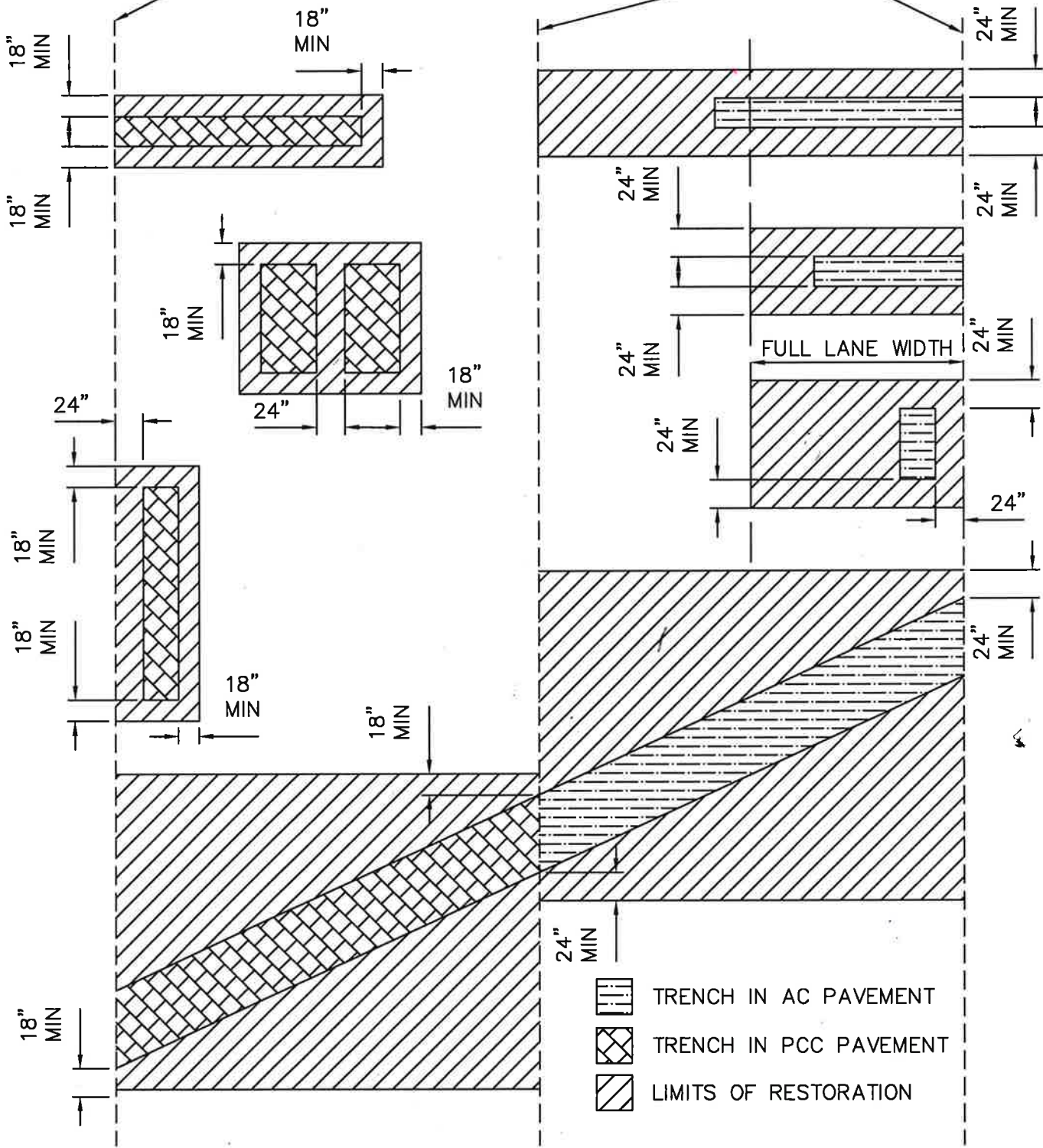
DATE: 8-3-23




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PAVEMENT EDGE (CURB, GUTTER, MEDIAN,
PCC PAVEMENT JOINT, ETC.)




-  TRENCH IN AC PAVEMENT
-  TRENCH IN PCC PAVEMENT
-  LIMITS OF RESTORATION

RESTORATION LIMITS (AC AND PCC)
NOT TO SCALE

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NOTES:

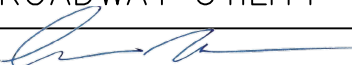
1. STREETS/ALLEYS SLURRY SEALED, RESURFACED, OR CONSTRUCTED WITHIN 5 YEARS SHALL BE FINISHED WITH SLURRY SEAL TO A MINIMUM OF HALF OF THE ROADWAY WIDTH AS DETERMINED BY THE CITY.
2. IF THE UTILITY TRENCH IS WITHIN 2 FEET OF CURB AND GUTTER, CURB, ANOTHER REPAIR, AND/OR JOINT IN THE PAVEMENT, THE AC OR PCC BETWEEN SHALL BE REMOVED AT FULL DEPTH AND RECONSTRUCTED PER NOTE 8 OR 16.
3. BEDDING MATERIAL SHALL BE WET SAND OR NATIVE FREE-DRAINING GRANULAR MATERIAL CONFORMING TO SSPWC SECTION 306-6.
4. BACKFILL ABOVE BEDDING ZONE AND BELOW BASE SECTION SHALL BE NATIVE OR APPROVED IMPORT, COMPACTED TO A MINIMUM 90% RELATIVE COMPACTION, OR MINIMUM 1-SACK SAND CEMENT SLURRY AS APPROVED BY THE CITY.
5. A MINIMUM OF 6 INCHES BELOW THE AC SECTION SHALL BE CLASS II CRUSHED AGGREGATE BASE (CAB) COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION.
6. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE COMPACTION TESTING AS NEEDED BY A QUALIFIED SOILS/DEPUTY INSPECTOR FOR EVIDENCE OF PROPER COMPACTION ACHIEVED. COMPACTION TESTS SHALL BE PERFORMED AT MINIMUM INTERVALS OF TWO VERTICAL FEET AND 50 LINEAR FEET OR AS DIRECTED BY THE CITY PRIOR TO AC PAVING. JETTING IS PERMITTED WHEN APPROVED BY THE CITY AND CONFORMING TO SSPWC 306-12.4.
7. UPON COMPLETION OF BACKFILL, EXISTING AC SHALL BE SAW-CUT AT FULL DEPTH A MINIMUM OF 18 INCHES OUTSIDE TRENCH FOR FULL DEPTH RECONSTRUCTION OR AS DIRECTED BY CITY. THE EXISTING AC SHALL BE COLD PLANED (2 INCHES MIN. DEPTH) THE FULL WIDTH OF THE TRAFFIC LANE(S) (VEHICLE AND/OR BIKE) IMPACTED BY THE TRENCH.
8. AC SHALL BE REPLACED WITH C2-PG 64-10, 3/4 INCH BASE COURSE AND CAPPED WITH A MINIMUM OF 2 INCHES OF 1/2 INCH FINE COURSE AC. THICKNESS OF NEW AC SHALL BE A MINIMUM OF 5 INCHES OR 1 INCH GREATER THAN EXISTING, WHICHEVER IS GREATER.
9. AC CAP SHALL BE FINISHED FLUSH WITH EXISTING AC AND MATCH EXISTING PAVEMENT SLOPE, PROVIDING A SMOOTH SURFACE PER SSPWC SECTION 302-5. PAVEMENT FINISH SURFACE SHALL BE SUBJECT TO ACCEPTANCE BY THE PUBLIC WORKS INSPECTOR.
10. THE CONTRACTOR SHALL REPLACE TRAFFIC STRIPING, PAVEMENT MARKINGS, AND CURB MARKINGS REMOVED OR DAMAGED BY THE WORK WITH LIKE KIND MATERIALS TO MATCH EXISTING STRIPING.
11. TRENCH REPAIR MUST BE UNIFORM AND SQUARE. ZIG ZAG TRENCHES ARE NOT ALLOWED.
12. PLACE UNDERGROUND WARNING TAPE PER APWA UNIFORM COLOR CODE. USE 3 INCH WIDE DETECTABLE WARNING TAPE FOR PIPES AT DEPTH UP TO 24 INCHES AND 6 INCH WIDE DETECTABLE WARNING TAPE FOR PIPES AT DEPTH BETWEEN 24 INCHES AND 36 INCHES. FOR PIPES AT DEPTH GREATER THAN 36 INCHES, USE UNDETECTABLE WARNING TAPE.

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NOTES:

13. CONCRETE PAVEMENT RESTORATION SHALL BE DOWELED TO EXISTING CONCRETE PAVEMENT WITH #4 DOWELS AT 16 INCHES O.C. WITH APPROVED EPOXY. MINIMUM EMBEDMENT IS 4 INCHES.
14. FOR CONCRETE PAVEMENT RESTORATION, APPLY BONDING AGENT TO ALL EXISTING EXPOSED CONCRETE SURFACES PRIOR TO POURING FRESH CONCRETE. BONDING AGENT SHALL BE SIKA-AMRATEC-110EPOCEM ADHESIVE OR APPROVED EQUAL. SURFACES TO RECEIVE BONDING AGENT SHALL BE CLEAN AND FREE OF DIRT AND OTHER LOOSE MATERIALS.
15. UPON COMPLETION OF BACKFILL, EXISTING PCC SHALL BE SAW-CUT AT FULL DEPTH A MINIMUM OF 18 INCHES OUTSIDE TRENCH FOR FULL DEPTH RECONSTRUCTION OR AS DIRECTED BY CITY. SAWCUTTING IS REQUIRED AROUND THE PERIMETER OF THE FINAL EDGE OF ALL EXCAVATIONS TO PROVIDE CLEAN, VERTICAL LINES.
16. NEW PCC PAVEMENT SHALL BE 560-C-3250 OR HIGHER. THICKNESS OF NEW PCC SHALL BE A MINIMUM OF 6 INCHES OR 1 INCH GREATER THAN EXISTING, WHICHEVER IS GREATER.
17. PCC SHALL BE FINISHED FLUSH WITH EXISTING PCC AND MATCH EXISTING PAVEMENT SLOPE, PROVIDING A SMOOTH SURFACE PER SSPWC SECTION 302-6. PAVEMENT FINISH SURFACE SHALL BE SUBJECT TO ACCEPTANCE BY THE PUBLIC WORKS INSPECTOR.

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LUCHO RODRIGUEZ, CITY ENGINEER