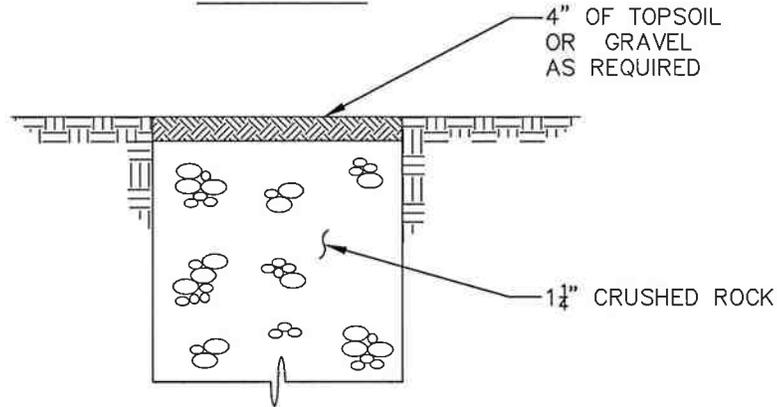


IMPROVED



UNIMPROVED

NOTES:

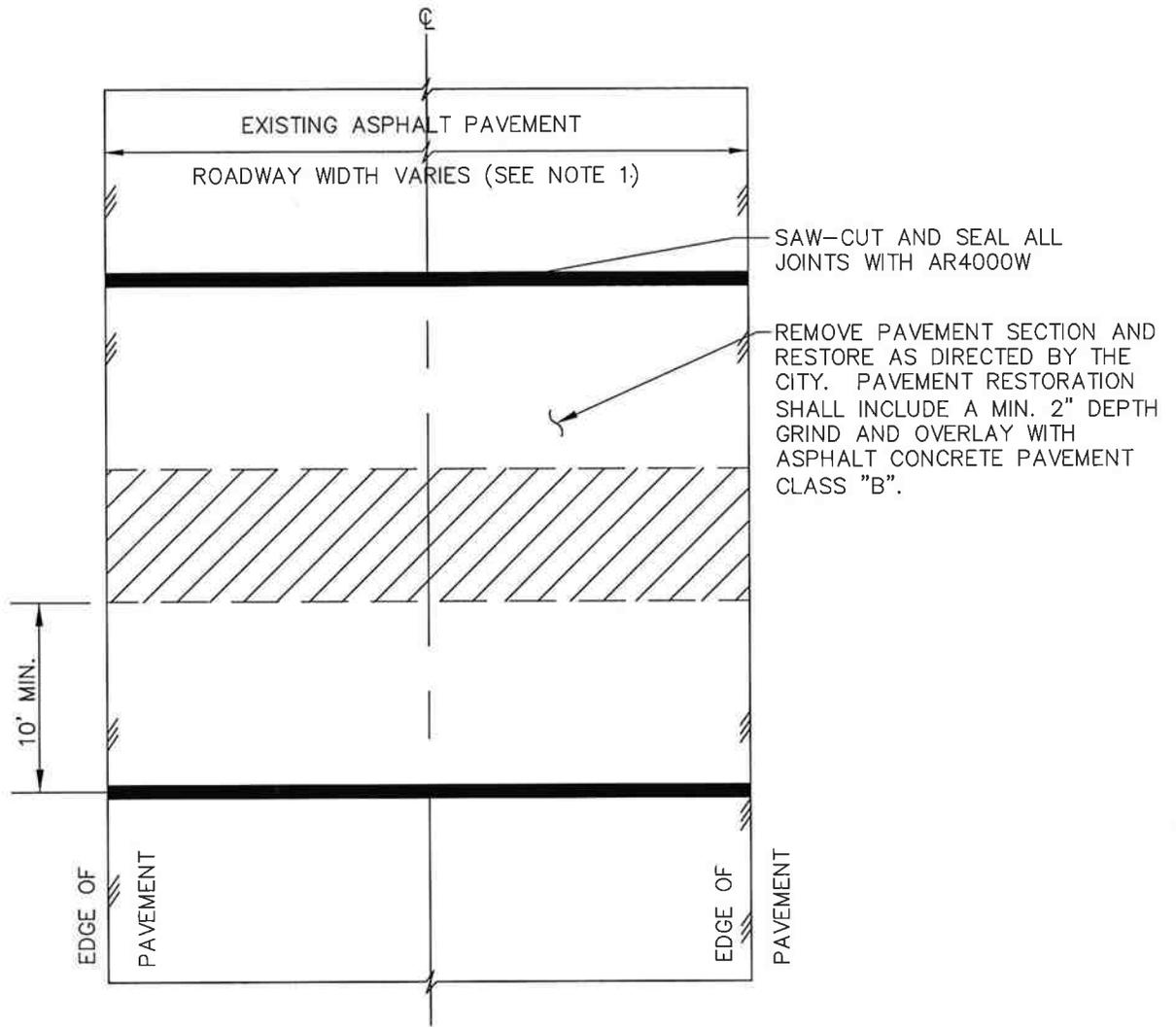
1. ALL MATERIALS EXCEPT ASPHALT CONCRETE SHALL BE COMPACTED IN 6-INCH MAXIMUM LIFTS TO 95% MAXIMUM DRY DENSITY.
2. ALL JOINTS SHALL BE SAW-CUT, JOINTS SHALL BE TACK COATED WITH EMULSIFIED ASPHALT GRADE CSS-1. TACK SHALL BE APPLIED TO EDGES OF EXISTING PAVEMENT. ALL JOINTS SHALL BE SEALED WITH PAVING ASPHALT AR4000W.
3. THE CITY INSPECTOR SHALL DETERMINE THE ACTUAL LIMITS FOR PATCHING AND OVERLAYS REQUIRED FOR PAVEMENT RESTORATION. JOINTS SHALL BE LOCATED AT THE EDGE OF TRAVEL LANES OR IN THE CENTER OF TRAVEL LANES AS DIRECTED BY THE CITY.
4. MINIMUM PAVEMENT REMOVAL WILL BE TO CENTERLINE.

2	Clarified Detail Intent	8/3/11
1	Added Note 4.	7/14/06
Rev No.	Revisions	Date

Approved: *[Signature]* June 17, 2005
 City Engineer Date



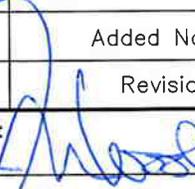
Dwg No: **S6**
TRENCH PAVEMENT RESTORATION



NOTES:

1. ALL ASPHALT PATCHES SHALL BE TO THE WIDTHS AS SPECIFIED BY THE CITY'S INSPECTOR.
2. IN CASES WHERE MULTIPLE CUTS (PERPENDICULAR TO THE DIRECTION OF TRAVEL) ARE MADE IN THE SAME ROAD WITHIN 200 FEET OR IN CASES WHERE A CUT IS MADE WITHIN 100 FEET OF AN EXISTING TRENCH RESTORATION, THE PAVEMENT (WIDTH AS SPECIFIED BY THE CITY) BETWEEN THE CUTS SHALL BE GROUND (2" MIN. DEPTH) AND OVERLAID AS DIRECTED BY THE CITY.
3. IN CASES WHERE CUTS ARE MADE IN THE DIRECTION OF TRAVEL, THE PAVEMENT SHALL BE GROUND (2" MIN. DEPTH) AND OVERLAID TO THE WIDTHS AS SPECIFIED BY THE CITY FOR THE ENTIRE LENGTH OF THE TRENCH.

2	Clarified Detail Intent	8/3/11
1	Added Note 4.	7/14/06
Rev No.	Revisions	Date

Approved:  June 17, 2005
City Engineer Date
STREET STANDARD DETAIL



Dwg No: **S6**
TRENCH PAVEMENT RESTORATION