

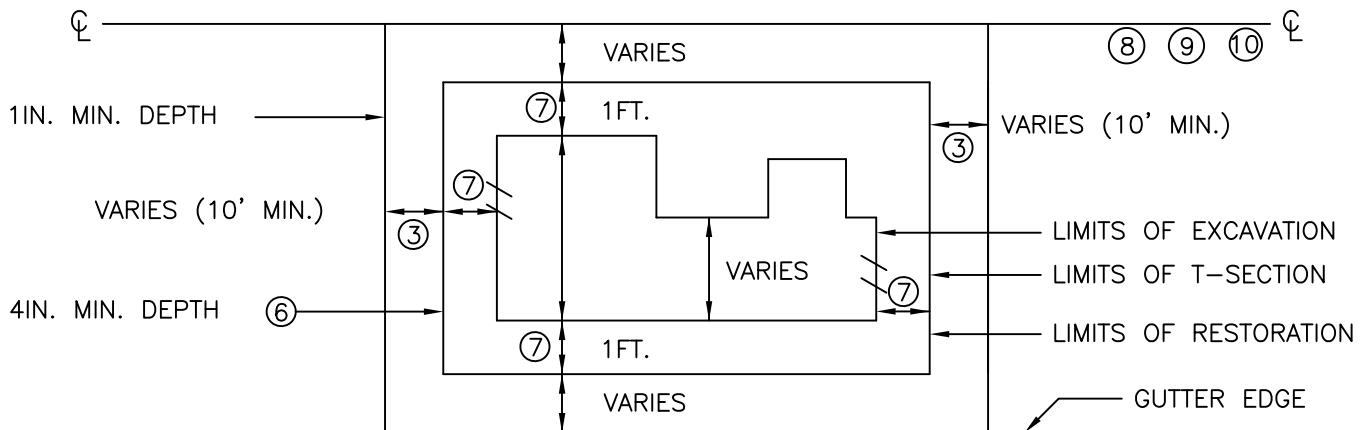


CITY OF AZUSA

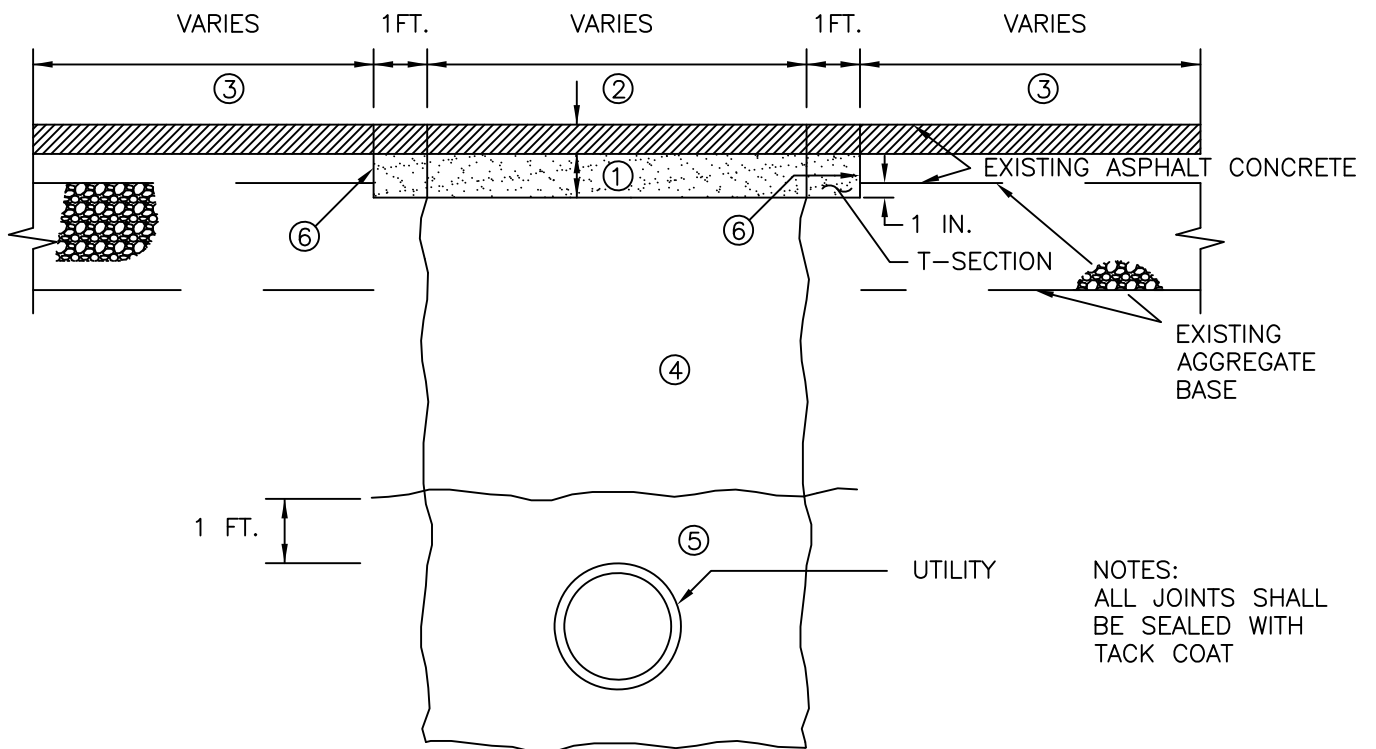
ENGINEERING DIVISION

RESTORATION OF ASPHALT - STREET EXCAVATION

PLAN



SECTION



NOTES:
ALL JOINTS SHALL
BE SEALED WITH
TACK COAT



CITY OF AZUSA

ENGINEERING DIVISION

RESTORATION OF ASPHALT - STREET EXCAVATION

- ① CONSTRUCT NEW ASPHALT CONCRETE BASE COURSE, B $\frac{3}{4}$ " PG 64-10 1 INCH THICKER THAN THE EXISTING SECTION.
- ② CONSTRUCT NEW ASPHALT CONCRETE WEARING COURSE:

TYPE OF STREETS	DEPTH	ASPHALT CONCRETE
LOCAL RESIDENTIAL STREETS	1IN	C2 $\frac{1}{2}$ " PG 64-10
STREET WITH ASPHALT RUBBER AGGREGATE MEMBRANE (A.R.A.M.)	1IN	C2 $\frac{1}{2}$ " PG 64-10
COLLECTOR TO PRINCIPAL ARTERIAL	1.5 IN	C2 $\frac{1}{2}$ " PG 64-10

- ① & ② THE TOTAL THICKNESS OF 1 & 2 SHALL BE 4 IN. MINIMUM FOR LOCAL OR COLLECTOR STREETS AND 6 IN. MINIMUM FOR PRINCIPAL ARTERIALS
- ③ A. FOR EXCAVATIONS ON MORATORIUM STREETS (STREET REPAVED WITHIN THE LAST 5 YEARS): THE LIMITS OF THE RESTORATION SHALL BE FROM THE CENTERLINE TO THE GUTTER EDGE. THE LIMITS SHALL BE SAWCUT AFTER BACKFILL OF TRENCH IS COMPLETED. THE EXISTING A.C. SHALL BE REMOVED TO A DEPTH EQUAL TO THE THICKNESS OF THE WEARING COURSE. REMOVAL BY COLD MILLING OR PNEUMATIC HAMMER IS ACCEPTABLE. IF THE REMOVALS ARE LESS THAN 20 FT. APART, THE RESTORATION SHALL BE CONTINUOUS DURING THE EXCAVATIONS AND/OR THE EDGE OF THE CONCRETE. EXACT LIMITS OF COLD MILLING AND REPAVING SHALL BE DETERMINED BY THE CITY ENGINEER OR PUBLIC WORKS INSPECTOR.
B. FOR THE EXCAVATIONS ON NON MORATORIUM STREETS, EXACT LIMITS OF COLD MILLING AND REPAVING SHALL BE DETERMINED BY THE CITY ENGINEER OR PUBLIC WORKS INSPECTOR.
- ④ TRENCH SHALL BE EITHER:
A ONE SACK CEMENT SAND SLURRY FOR LOCAL TO SECONDARY ARTERIALS.
B TWO SACK CEMENT SAND SLURRY FOR PRINCIPAL ARTERIALS.
- ⑤ PIPE BEDDING AND PIPE ZONE BACKFILL PER UTILITY OWNER'S AND/OR CIVIL ENGINEER'S SPECIFICATIONS
- ⑥ SAWCUTTING WILL BE REQUIRED AROUND THE PERIMETER OF THE FINAL EDGE OF ALL EXCAVATIONS TO PROVIDE CLEAN STRAIGHT, VERTICAL SIDES.
- ⑦ T-SECTIONS ARE 1 FT. WIDE AS MEASURED FROM THE FINAL EDGE OF TRENCH (AFTER SLOUGHING).
- ⑧ ALL DETECTOR LOOPS, TRAFFIC STRIPING AND/OR MARKINGS REMOVED BY RESTORATION WORK SHALL BE REPLACED.
- ⑨ ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREEN BOOK), LATEST EDITION, INCLUDING SUPPLEMENTS.
- ⑩ FINAL LIMITS OF WORK SHALL BE DETERMINED BY THE CITY ENGINEER OR PUBLIC WORKS INSPECTOR.