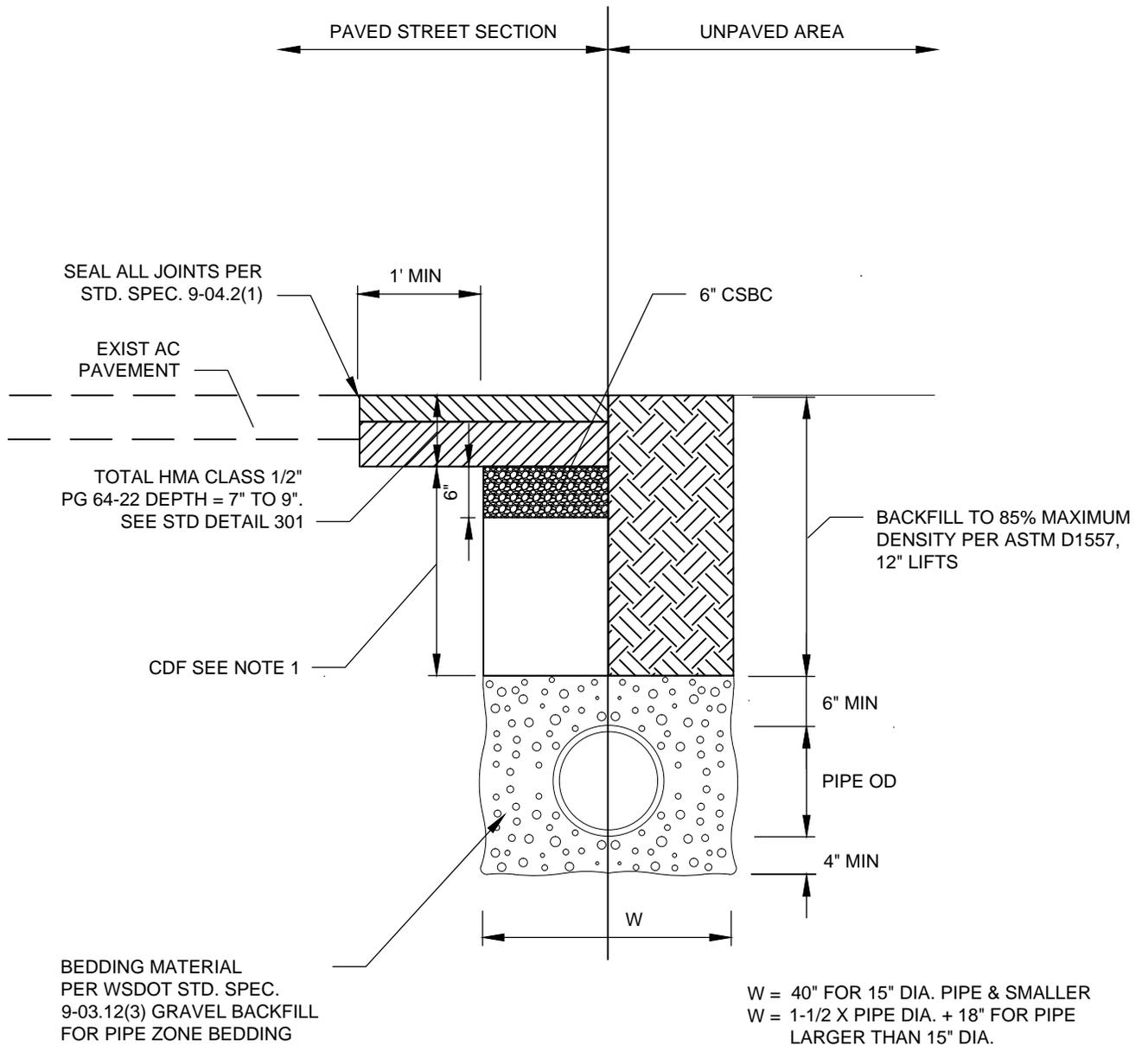


Construction Along / Across City Right-of-Way



CROSS SECTION

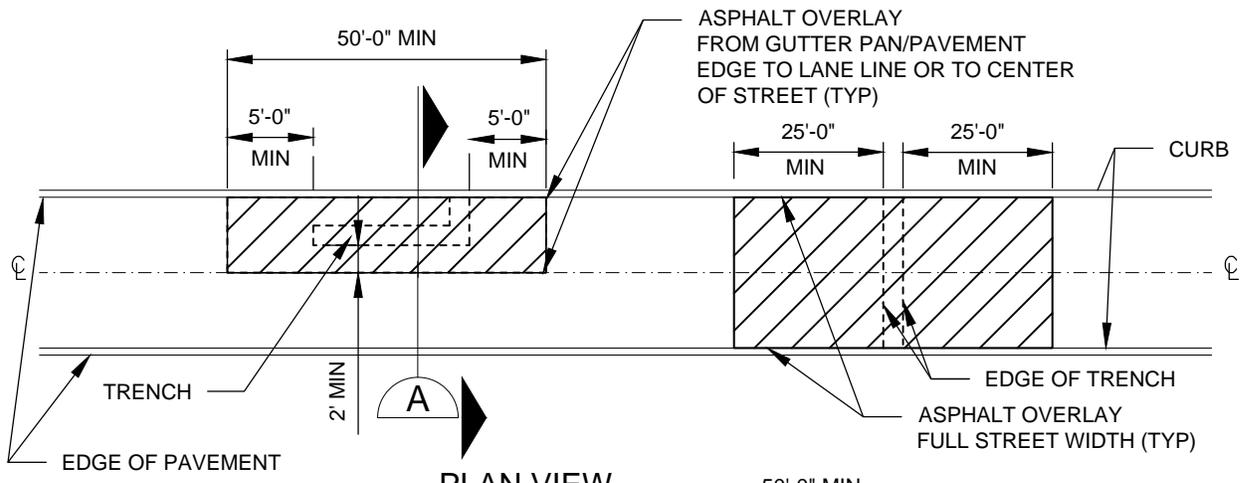
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SPECIAL DESIGN MUST BE SUBMITTED TO CITY PROJ. MANAGER ENGINEER IF TRENCH WIDTH EXCEEDS 6 FEET.

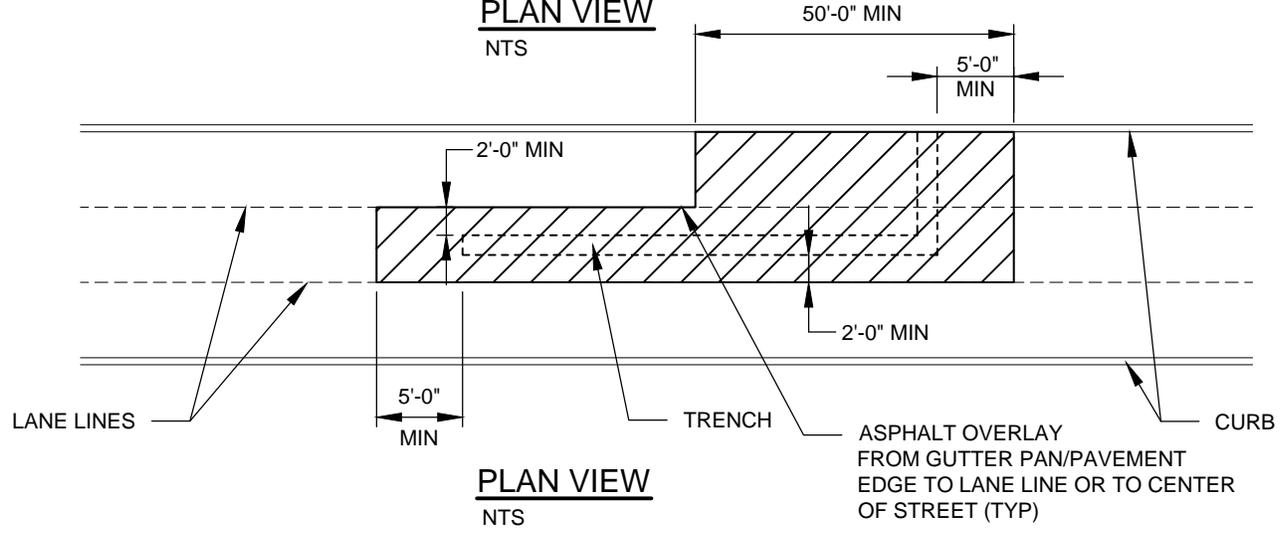
NOTES:

1. OTHER MATERIAL PROPOSED FOR BACKFILL SHALL BE REVIEWED BY THE CITY. APPROVED BACKFILL SHALL BE COMPACTED TO 95% MAXIMUM DENSITY PER ASTM D1557 IN 6" LIFTS. LANDSCAPE AREAS SHALL BE BACKFILLED TO 85% MAXIMUM DENSITY PER ASTM D1557 IN 12" LIFTS.
2. TRENCH WIDTH IN PAVED ROADWAYS ARE NOT TO EXCEED 6 FEET. IF CONDITIONS REQUIRE A WIDER TRENCH, A SPECIAL DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY.
3. EXCESS SAW CUTTING DEBRIS SHALL BE REMOVED WITH A VACUUM DEVICE AND DISPOSED OF PROPERLY.
4. GRAVEL SHOULDERS DISTURBED BY EXCAVATION SHALL BE RESHAPED TO ORIGINAL CONDITION AND SURFACED WITH A MINIMUM THREE INCH THICKNESS OF CRUSHED SURFACING TOP COURSE PER 9-03.9(3) OF THE STANDARD SPECIFICATIONS. REQUIRED COMPACTION SHALL BE 95% OF MAXIMUM DENSITY AS DETERMINED BY MODIFIED PROCTOR (ASTM D1557).

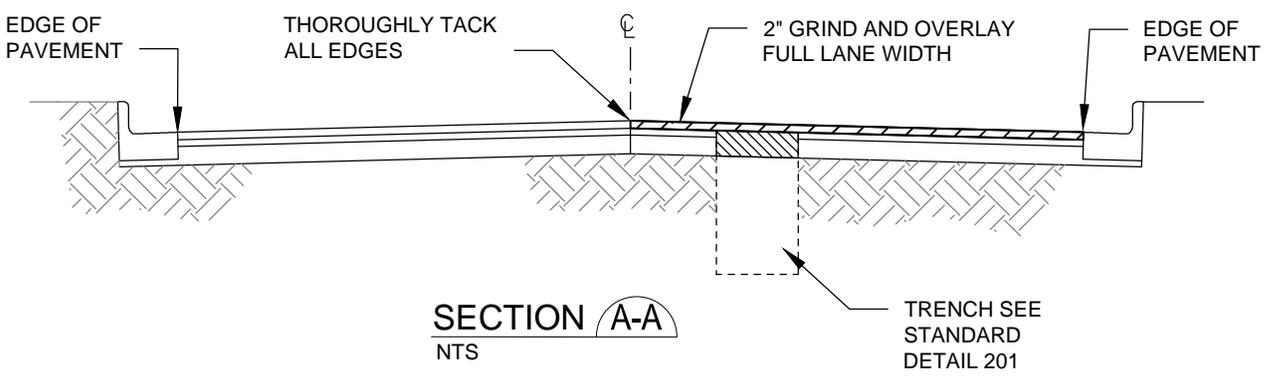
 APPROVED BY: JON C. SPANGLER CONSTRUCTION ENGINEERING MANAGER	 City of Redmond WASHINGTON	STANDARD DETAILS	
		TYPICAL TRENCH	
REVISION DATE: JULY 01, 2015		FILE NAME: SD201.DWG	DETAIL NUMBER: 201



PLAN VIEW
NTS



PLAN VIEW
NTS



SECTION A-A
NTS

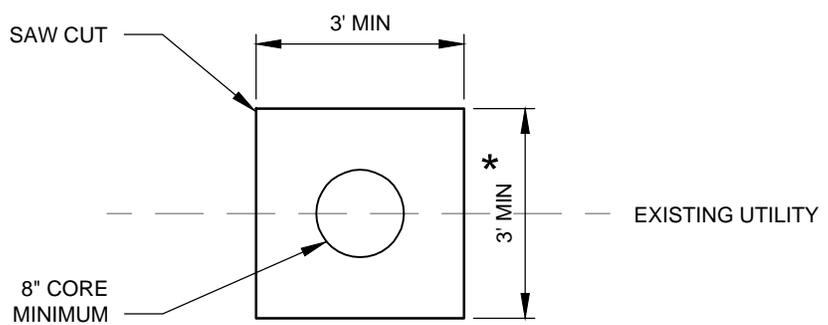
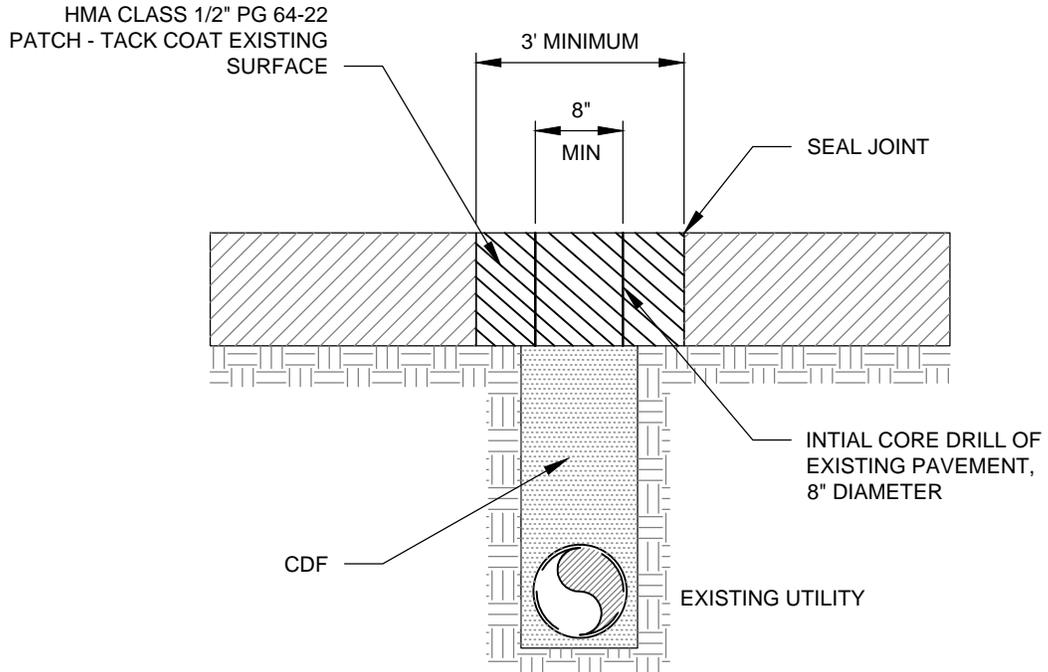
NOTES:

1. THIS STANDARD APPLIES TO ALL CUTS.
2. OVERLAY AREA MAY BE MODIFIED BY CITY ON OLDER PAVEMENT DEPENDING ON CONDITIONS OR SCHEDULED CONSTRUCTION/MAINTENANCE.
3. LOWER ALL UTILITY CASTING PRIOR TO OVERLAY. AFTER OVERLAY ADJUST TO FINISH GRADE AND RESTORE CHANNELIZATION AND LOOP DETECTORS.

Rob Crittenden
 APPROVED BY: ROB CRITTENDEN
 TRAFFIC OPERATIONS SAFETY AND ENGINEERING MANAGER
 REVISION DATE: JULY 01, 2016



STANDARD DETAILS
ASPHALT OVERLAY FOR ROADWAY TRENCH REPAIR
 FILE NAME: SD202.DWG DETAIL NUMBER: 202



EXTEND TO EDGE OF GUTTER PAN OR NEAREST LANE
* LINE AS DIRECTED BY CITY INSPECTOR.

NOTES:

1. THE EXISTING PAVEMENT SHALL BE CUT FULL DEPTH WITH A MINIMUM EIGHT INCH DIAMETER CORE DRILL. THE SUB-BASE MATERIAL SHALL BE REMOVED USING A VACUUM EXCAVATOR, KEEPING THE EXCAVATION AS MINIMAL AS POSSIBLE.
2. BACKFILL THE EXCAVATION WITH CONTROLLED DENSITY FILL (CDF).
3. REPAIR THE PAVEMENT SECTION WITH HMA CLASS 1/2" PG 64-22 AND SEAL THE JOINT. ASPHALT DEPTHS SHOULD BE 7" ON LOCAL ACCESS STREETS, 9" ON ARTERIALS OR MATCH EXISTING, WHICHEVER IS GREATER.
4. FOR MORE THAN 3 CORES WITHIN 50 FEET EDGE TO EDGE OF EACH OTHER IN ANY DIRECTION, OR 12 OR MORE CORES WITHIN A BLOCK, PAVEMENT REPAIR WILL BE CONSIDERED A TRENCH AND SUBJECT TO THE REPAIR DETAIL IN SD202.