

GENERAL NOTES (CONTINUED):

7. WHEN TRENCHING WITHIN THE UNIMPROVED RIGHT OF WAY, THE RIGHT OF WAY SHALL BE RESTORED TO ITS ORIGINAL OR BETTER CONDITION. TRENCHES SHALL BE BACKFILLED AND COMPACTED PER THE TRENCH RESTORATION DETAILS, MATCHING THE EXISTING SURFACE.
8. ALL CUTS IN PAVED ROADS AND SHOULDERS MUST BE PERMANENTLY PATCHED IMMEDIATELY UP COMPLETION OF THE BACKFILL WORK. IN CASES OF INCLEMENT WEATHER, THE PERMANENT PATCHING MAY BE DELAYED FOR UP TO 5 DAYS AS LONG AS STEEL PLATES OR HARD SURFACE TEMPORARY PAVING ARE USED, WITH ENGINEER APPROVAL. USE OF STEEL PLATES REQUIRE BEDDING AND PINNING. IF THE WORK REQUIRES MORE THAN 1 DAY TO ACCOMPLISH, THE PORTION OF THE WORK THAT HAS BEEN COMPLETED EACH DAY MAY BE PATCHED WITH A TEMPORARY PATCH. AT THE COMPLETION OF THE WORK, ALL TEMPORARY PATCHES SHALL BE REMOVED AND THE ENTIRE AREA PERMANENTLY PATCHED. IF A GRIND AND INLAY OR OVERLAY IS REQUIRED AS PART OF THE RESTORATION, THE INLAY OR OVERLAY SHALL BE ACCOMPLISHED WITHIN 10 WORKING DAYS OF THE PERMANENT PATCHING.

ALL JOINTS SHALL BE SAND SEALED USING HEATED PAVING ASPHALT AND SANDED SAME DAY AS PAVING. VMC 11.80.100 (D)(8).
9. WHENEVER A NEW STREET IS ACCEPTED FROM A DEVELOPER, CONSTRUCTED OR RECONSTRUCTED BY THE CITY OR A NEW SURFACE TREATMENT IS COMPLETED, A FIVE (5) YEAR STREET CUT PROHIBITION GOES INTO EFFECT. THIS WILL RESULT IN DELAYING FURTHER CONSTRUCTION WITHIN THE PAVEMENT SECTION EXCEPT IN THE EVENT OF COMPELLING CIRCUMSTANCES. VMC 11.80.100 (B).
10. CONTROL DENSITY FILL WILL BE REQUIRED WHEN STREET CUTS ARE IN ARTERIALS, COLLECTORS, INDUSTRIAL STREETS, STREETS LOCATED IN CX ZONING, CDF MAY BE REQUIRED ON OTHER STREETS WITH A PCI GREATER THAN 70. VMC 11.80.100 (C)(2)(a) AND VMC 11.80.100 (D2).
11. ALL TRAFFIC SIGNAL INTERCONNECT CONDUITS AND CABLES (COPPER OR FIBER OPTIC) SHALL BE PROTECTED DURING CONSTRUCTION ACTIVITIES. DUE TO THE IMPORTANCE OF MAINTAINING THESE COMMUNICATIONS, ANY DAMAGE TO THESE CABLES AND CONDUITS CAUSED BY THE CONTRACTOR OR ANY OF ITS AFFILIATES SHALL BE REPORTED WITHIN 2 HOURS TO OPERATIONS CENTER DISPATCH AT (360) 696-8177 AND REPAIRED WITHIN 48 HOURS UNLESS OTHERWISE APPROVED BY CITY TRAFFIC ENGINEER. IF THIS REPAIR CANNOT BE COMPLETED IN THE ALLOTTED TIME, WORK WILL BE DONE BY THE CITY OR ITS DESIGNEE AND ALL COSTS, INCLUDING ANY OVERHEAD COSTS, WILL BE INVOICED TO THE CONTRACTOR.
12. ALL TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING CONSTRUCTION ACTIVITIES, EXCEPT AS INDICATED ON THE PLANS. ANY DAMAGES CAUSED BY THE CONTRACTOR OR ANY OF ITS AFFILIATES TO THE EXISTING TRAFFIC SIGNAL CONDUIT, WIRING, POLES, MAST ARMS, SIGNAL INDICATIONS, LOOP DETECTORS, AND OTHER RELATED COMPONENTS SHALL BE REPAIRED WITHIN 24 HOURS UNLESS OTHERWISE APPROVED BY ENGINEER. IF THIS REPAIR CANNOT BE COMPLETED IN THE ALLOTTED TIME, WORK WILL BE DONE BY THE CITY OR ITS DESIGNEE AND ALL COSTS, INCLUDING ANY OVERHEAD COSTS, WILL BE INVOICED TO THE CONTRACTOR.
13. CONTRACTOR SHALL REPORT ALL DAMAGES IMMEDIATELY TO THE CITY'S CONSTRUCTION SERVICES OFFICE AT (360)487-7750 OR CONTACT THE INSPECTOR.
14. FOR RIGHT OF WAY PERMITS, THE RESTORATION WORK SHALL HAVE A WARRANTY PERIOD OF 2 YEARS ON RESIDENTIAL STREETS AND 5 YEARS ON ARTERIAL STREETS. PUBLIC AND PRIVATE UTILITIES SHALL WARRANTY THEIR WORK FOR THE LIFE OF THE RESTORATION. THE OWNER OR UTILITY SHALL REPAIR ANY OF THE FOLLOWING DEFICIENCIES WHICH OCCUR DURING THE WARRANTY PERIOD. VMC 11.80.100 (E).

SETTLEMENT OR BUMP: ANY SETTLEMENT OR BUMP MORE THAN 1/4 INCH LOWER OR HIGHER THAN THE ORIGINAL PAVEMENT SHALL BE REPAIRED. REPAIR MAY INCLUDE REMOVAL AND REPLACEMENT OR SKIN PATCHING AND WILL BE DETERMINED BY THE ENGINEER.

EDGE SEPARATION: ANY SEPARATION OF THE TRENCH FROM SURROUNDING ROADWAY GREATER THAN 1/4 INCH SHALL BE CRACK SEALED WITH MATERIAL PER WSDOT STANDARD SPECIFICATIONS SECTION 9-04.2(1).

ALLIGATOR CRACKING: ANY TRENCH PAVEMENT WHICH EXHIBITS ALLIGATOR CRACKING SHALL BE REMOVED AND REPLACED. THE REPLACEMENT SHALL BE IN CONFORMANCE WITH THE PAVEMENT REPAIR SECTION OF THE STANDARD SPECIFICATIONS.

RAVELING: RAVELING IS DEFINED AS SURFACE DETERIORATION THAT OCCURS WHEN AGGREGATE PARTICLES ARE DISLODGED OR OXIDATION CAUSES LOSS OF ASPHALT BINDER. THE HOT MIX ASPHALT PAVEMENT LOSES IT'S SMOOTH SURFACE AND BEGINS TO APPEAR VERY OPEN AND ROUGH. MEDIUM OR HIGH SEVERITY RAVELING AS DEFINED BY THE "PAVEMENT SURFACE CONDITION FIELD RATING MANUAL FOR ASPHALT PAVEMENT" DEVELOPED BY THE NORTHWEST PAVEMENT MANAGEMENT ASSOCIATION SHALL BE PLANED AND RE-PAVED.

15. FOR PERVIOUS PAVEMENTS, PER VMC 11.80.100 (B), STREETS CONSTRUCTED WITH PERMEABLE MATERIALS WILL HAVE A STREET CUT PROHIBITION FOR THE LIFE OF THE STREET.

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REV NO.	DATE	BY	APPR	
1	8/08	RAW	MHA	
2	7/14	DJM	MHA	
3	3/17	RAW	MHA	
4	4/18	RAW	MHA	
5	9/21	RAW	MHA	

PUBLIC WORKS – STREETS AND TRANSPORTATION

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ENGINEER MANAGER

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STANDARD TRENCH RESTORATION – NOTES	STANDARD PLAN NUMBER T05-04B
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