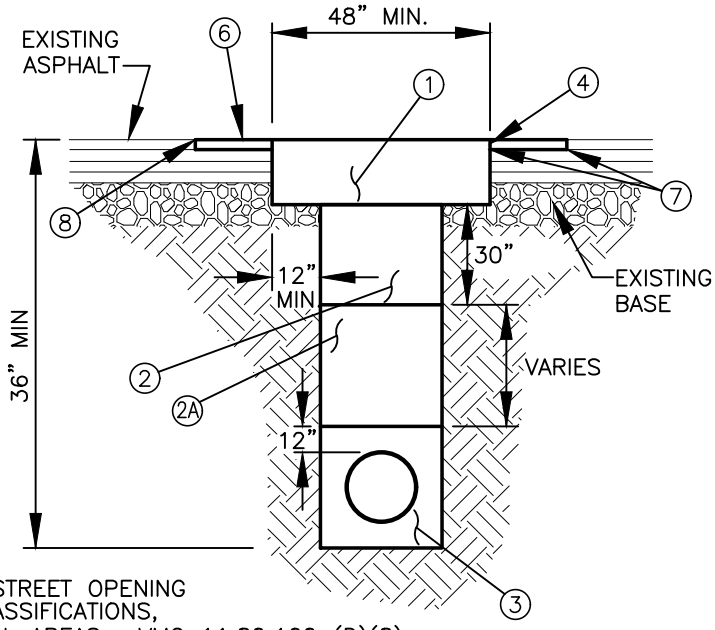
(1) HOT MIX ASPHALT CLASS 1/2" PG 58H–22 CONSTRUCTED IN ACCORDANCE WITH SECTION 5–04 OF THE STANDARD SPECIFICATIONS. COMPACTION SHALL BE 92% OF MAXIMUM DENSITY AS DETERMINED BY WSDOT FOP FOR AASHTO T209.

HOT MIX ASPHALT THICKNESS PER CHART ON **T05–04A, NOTE 4**.

IF EXISTING SECTION IS GREATER THAN THE VALUE IN THE TABLE, INSTALL 1" GREATER THAN EXISTING ASPHALT THICKNESS. MINIMUM HMA LIFT THICKNESS IS 0.15' – MAXIMUM HMA LIFT THICKNESS IS 0.35' FOR BASE COURSE, 0.25' FOR WEARING COURSE.

THE MIX TEMPERATURE SHALL BE 325 DEGREES MAXIMUM AT THE TIME OF PLANT DISCHARGE. AT THE TIME OF PLACEMENT, THE MIX TEMPERATURE SHALL BE 250 DEGREES MINIMUM.



(1A) HARD SURFACING REQUIRED SAME DAY AS STREET OPENING ON OR WITHIN 30 FT. OF ALL ARTERIAL CLASSIFICATIONS, AND STREETS IN CX ZONING AND INDUSTRIAL AREAS. VMC 11.80.100 (D)(8).

(2) BACKFILL SHALL CONSIST OF CONTROL DENSITY FILL (CDF), SEE **T05–06B** FOR **CDF TECHNICAL SPECIFICATIONS**.

GRANULAR BACKFILL MAY BE USE IN LIEU OF CDF IN TRENCHES IF APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. TESTING OF THE TOP 30" OF GRANULAR BACKFILL WILL BE REQUIRED AS PER **STANDARD TRENCH RESTORATION T05–04A** (6) AND **T05–05** (2).

DENSITY TESTING SHALL BE PERFORMED BY A LAB PRE–APPROVED BY THE CITY'S CONSTRUCTION DIVISION WITH THE RESULTS BEING SUPPLIED TO THE ENGINEER.

(2A) TRENCH ZONE – GRANULAR BACKFILL AS APPROVED BY LOCAL AGENCY OR WSDOT SPECIFICATION SECTION 9–03.14 FOR SELECT BORROW. COMPACT TO 95% OF MAXIMUM DENSITY IN THE TRENCH ZONE USING METHOD C COMPACTION PER SECTION 2–03.3 (14). CDF MAY BE USED IN LIEU OF GRANULAR BACKFILL. NATIVE MATERIAL MAY BE USED IF APPROVED BY THE ENGINEER PRIOR TO PLACEMENT.

TRENCH ZONE WIDTH
PIPE 8 IN. OR MORE = PIPE O.D. +2 FT. OR AS DIRECTED BY THE ENGINEER
PIPE 6 IN. OR LESS = PIPE O.D. +1 FT. OR AS DIRECTED BY THE ENGINEER

(3) PIPE BEDDING AND PIPE ZONE BACKFILL MATERIALS SHALL BE PER UTILITY OWNERS AND/OR CITY SPECIFICATIONS. DEPTH OF COVER MAY BE ADJUSTED PER UTILITY OWNERS, AND/OR CITY SPECIFICATIONS. 90% COMPACTION PER SECTION 7–08.3(I)C OF THE STANDARD SPECIFICATIONS.

(4) THE EXISTING ROAD SURFACE SHALL BE CUT IN A NEAT LINE PRIOR TO PAVEMENT REPLACEMENT BY SAWCUTTING, WHEEL CUTTER, OR PLANING EQUIPMENT. THIS WILL BE REQUIRED AROUND THE PERIMETER OF ALL EXCAVATIONS TO PROVIDE CLEAN, STRAIGHT, VERTICAL SIDES. THE CUT LINE SHALL BE ONE CONTINUOUS, FULL ASPHALT DEPTH, STRAIGHT LINE 1FT FROM THE OUTER EXCAVATION LIMITS OR OF ANY SLOUGHING OF THE STREET CUT.

ALL STREET CUTS SHALL BE 12" MIN. FROM EXISTING CURB TO ALLOW FOR CONSTRUCTION OF T–CUT SECTION. REMNANT ASPHALT SHALL BE REMOVED AND REPLACED PER **NOTE 5** ON **STANDARD TRENCH RESTORATION – NOTES T05–04A.**

(5) 48" MIN. PAVEMENT RESTORATION AROUND MANHOLES, VALVES AND VAULTS MEASURED FROM EDGE PER **T05–01B**; ARTERIAL ROADWAYS, AND ROADWAYS WITH PCI GREATER THAN 70. MAY REQUIRE ADDITIONAL RESTORATION PER **T05–01B** AND **T05–07**. FOR CONCRETE RESTORATION CONTACT PAVEMENT MANAGEMENT AT (360)696–8177.

(6) THE MINIMUM WEARING COURSE WIDTH SHALL BE EXPANDED TO LANE LINES PER STANDARD PLAN **T05–01B PAVEMENT RESTORATION LIMITS, T05–07 STANDARD TRENCH RESTORATION – HMA – TRANSVERSE CUTS** OR AS DIRECTED BY THE ENGINEER.

(7) THE EDGES OF ALL EXISTING ASPHALT SURFACES SHALL BE CLEANED AND A TACK COAT SHALL BE APPLIED PER SECTION 5–04 OF THE STANDARD SPECIFICATIONS.

(8) ALL JOINTS SHALL BE SEALED USING HEATED PAVING ASPHALT AND SANDED SAME DAY AS PAVING.

REV NO.	DATE	BY	APPR
1	2/07	RAW	MHA
2	8/08	RAW	MHA
3	7/14	DJM	MHA
4	4/18	RAW	MHA
5	7/19	RAW	MHA
6	9/21	RAW	MHA

PUBLIC WORKS – STREETS AND TRANSPORTATION

APPROVED BY: _____ ENGINEER MANAGER

APPROVED DATE: 9/1/2021

CITY OF Vancouver WASHINGTON

STANDARD TRENCH RESTORATION – HMA – CONTROLLED DENSITY FILL

STANDARD PLAN NUMBER T05–06A

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