

**GENERAL NOTES:**

1. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, EXCEPT WHERE OTHERWISE NOTED IN THESE STANDARDS. MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION PREPARED BY THE WASHINGTON STATE CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA) AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT). REFERENCE TO ENGINEER IN SPECIFICATIONS IS DEFINED AS CITY OF VANCOUVER ENGINEER.
2. A FORTY-EIGHT (48) HOUR MINIMUM NOTICE SHALL BE GIVEN TO THE ENGINEER PRIOR TO PAVING UNLESS A LESSER TIME IS APPROVED BY THE ENGINEER.
3. AN ALTERNATE PEDESTRIAN ACCESSIBLE ROUTE OF TRAVEL IS REQUIRED WHEN AN EXISTING ACCESSIBLE ROUTE IS BLOCKED DURING CONSTRUCTION. THE ALTERNATE ACCESSIBLE ROUTE SHALL MEET MIN. ACCESSIBLE STANDARDS AS SET FORTH IN THE LATEST VERSION OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) MANUAL.
4. TRENCH BACKFILL AND RESURFACING SHALL BE AS SHOWN IN THE STANDARD DETAILS, UNLESS MODIFIED BY THE RIGHT OF WAY USE PERMIT OR FRANCHISE – UTILITY STREET/RIGHT OF WAY PERMIT. SURFACING DEPTHS AND PAVING LIMITS SHOWN IN THE STANDARD DETAILS ARE MINIMUMS AND MAY BE INCREASED BY THE ENGINEER TO MEET TRAFFIC LOADINGS OR SITE CONDITIONS.

<b>STREET SECTIONS FOR AASHTO SOIL TYPES A1-A5 – ALL OTHER SOIL TYPES SEE STREET SECTION DETAIL FOR STREET CLASSIFICATION</b>		
CLASSIFICATION	ASPHALT THICKNESS	BASE ROCK THICKNESS
PRINCIPAL ARTERIALS	0.85	0.85
MINOR ARTERIALS/3 LANE COLLECTOR ARTERIALS	0.75	0.85
COLLECTOR ARTERIALS	0.60	0.65
PRIMARY INDUSTRIAL 5 LANE	0.85	0.85
PRIMARY INDUSTRIAL 3 LANE	0.80	0.85
SECONDARY INDUSTRIAL 3 LANE	0.70	0.85
LOCAL INDUSTRIAL 2 LANE	0.65	0.75
NEIGHBORHOOD CIRCULATOR, LOCAL ACCESS (NON-RESIDENTIAL)	0.40	0.85
LOCAL ACCESS (RESIDENTIAL), LOOP/CUL-DE-SAC, PUBLIC ALLEY, PRIVATE STREET >4 DWELLINGS, APPROVED NARROW LOT STREET/ALLEY	0.40	0.75
PRIVATE STREET 1-4 DWELLINGS (NO CURBS) AND PRIVATE ALLEY	0.25	0.65

5. ON ALL STREETS WHERE 4 FEET OR LESS OF PAVEMENT REMAINS BETWEEN THE OUTSIDE OF A LONGITUDINAL TRENCH AND THE EDGE OF PAVEMENT OR THE CURB, THE PAVEMENT MUST BE REMOVED AND THE FULL DEPTH RESTORATION MUST BE FROM THE CUT NEAREST THE ROADWAY CENTER LINE TO THE CURB OR EDGE OF PAVEMENT. WHEREVER THERE IS ANY PART OF AN EXISTING PATCH WITHIN 5 FEET OF THE NEW CUT, THE OLD PATCH WILL BE INCORPORATED INTO THE NEW PAVEMENT RESTORATION. THE INCORPORATION MAY BE PART OF THE FULL DEPTH RESTORATION OR A PLANE AND ACP INLAY AS DEMONSTRATED IN THE CITY STANDARD PLANS FOR **PAVEMENT RESTORATION LIMITS T05-01B** AND **STANDARD TRENCH RESTORATION – HMA – TRANSVERSE CUTS T05-07**. RESTORATION BEYOND MINIMUM STANDARDS MAY BE REQUESTED ON STREETS WITH A PC1 RATING LESS THAN 50 OR GREATER THAN 70, REGARDLESS OF AGE OF FUNCTIONAL CLASSIFICATION. VMC 11.80.100 (D)(2)(6) AND (7).
6. THE ENGINEER MAY REQUIRE MATERIALS COMPACTION AND MOISTURE TESTING. TESTING SHALL BE PERFORMED BY A LAB PRE-APPROVED BY THE CITY'S CONSTRUCTION DIVISION WITH THE RESULTS BEING SUPPLIED TO THE ENGINEER. THE TESTING IS NOT INTENDED TO RELIEVE THE CONTRACTOR FROM ANY LIABILITY FOR THE TRENCH RESTORATION. IT IS INTENDED TO SHOW THE INSPECTOR AND THE CITY THAT THE RESTORATION MEETS THIS SPECIFICATION.

NUMBER OF TESTS REQUIRED:

- UNDER 50 SQ. FT. = ONE (1) (ONE TEST FOR 7 DAYS)
- 50 TO 100 SQ. FT. = TWO (2) (ONE TEST FOR 14 DAYS)
- 100 TO 300 SQ. FT. = THREE (3) (ONE TEST FOR 28 DAYS)
- OVER 300 SQ. FT. = ONE (1) TEST EVERY 200 SQ. FT. OR EVERY 100 LINEAR FEET OF TRENCH, IF APPLICABLE.

**STANDARD TRENCH RESTORATION - NOTES**



CITY OF VANCOUVER  
DEPARTMENT OF PUBLIC WORKS  
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC	<i>M.H.H.</i>	8/04
REVISION	APPROVED BY	APPROVAL DATE
6	<i>M.H.H.</i>	3/24

STD. PLAN NO.  
**T05-04A**