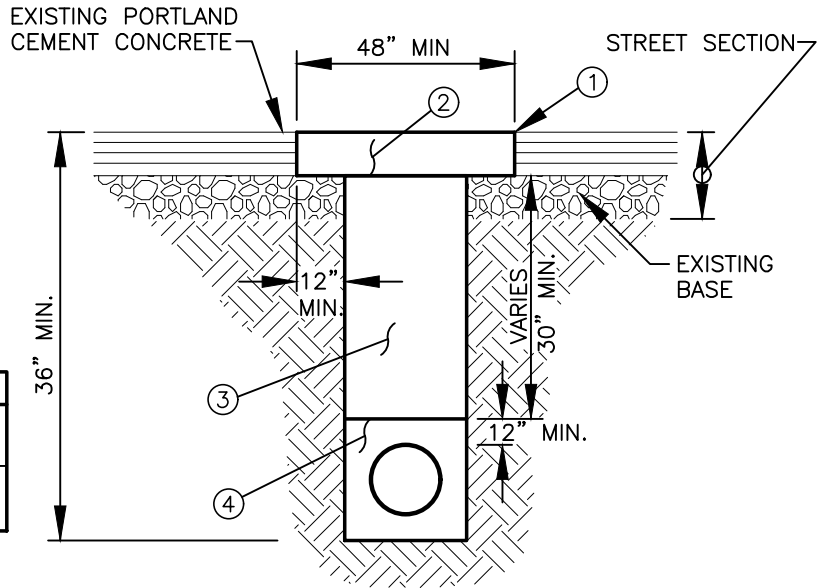


- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE SAWCUT AROUND THE ENTIRE PERIMETER OF THE PAVEMENT TO BE REMOVED PRIOR TO REMOVAL. THE DIMENSIONS OF THE PAVEMENT TO BE REMOVED SHALL MEET THE REQUIREMENTS OF STANDARD PLAN SHEETS **T05-10** AND **T05-11**. PAVEMENT REMOVAL SHALL EXTEND A MINIMUM OF 12" BEYOND THE FINAL TRENCH WIDTH. MATCH EXISTING CONCRETE DEPTH.



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

- ② CEMENT CONCRETE PAVEMENT CONSTRUCTION SHALL FOLLOW THE REQUIREMENTS OF SECTION 5-05 OF THE CURRENT VERSION OF THE WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION WITH THE FOLLOWING MODIFICATIONS:
- THE CONTRACTOR MAY SUBMIT A PREVIOUS MIX DESIGN WHICH HAS BEEN ACCEPTED BY THE CITY FOR OTHER CEMENT CONCRETE PAVEMENT CONSTRUCTION.
  - LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED IN THE SAME LOCATION AS EXISTING CONTRACTION JOINTS AND SHALL MATCH THE JOINT LOCATION OF ADJACENT CONCRETE PAVEMENT NOT REMOVED. ISOLATION JOINTS SHALL BE CONSTRUCTED AROUND ANY CATCH BASINS AND MANHOLES IN THE PAVEMENT AS SHOWN ON **CONSTRUCTION JOINTS DETAIL T05-02**.
  - SAWED CONTRACTION JOINTS SHALL BE CONSTRUCTED AND SEALED AS SHOWN ON **CONCRETE PATCH JOINTS DETAIL T05-03**.
  - TIE BARS AND DOWEL BARS:  
EXISTING PCC 8-INCHES OR GREATER: THE SIZE AND LOCATION OF TIE AND DOWEL BARS SHALL BE CONSTRUCTED AS SHOWN ON **STEEL LAYOUT FOR CONCRETE PATCH - INTERIOR DETAIL T05-11** AND **STEEL LAYOUT FOR CONCRETE PATCH - EXTERIOR DETAIL T05-12**. TIE BARS AND DOWEL BARS SHALL BE PLACED BETWEEN THE RESTORED PAVEMENT AND THE EXISTING PAVEMENT.  
  
EXISTING PCC LESS THAN 8-INCHES: TIE BARS AND DOWEL BARS SHALL NOT BE USED. THE PCC SHALL BE THICKENED TO 9-INCHES. PLAIN CONTRACTION JOINTS SHALL BE CONSTRUCTED. CONSTRUCTION JOINTS IN NEW PCC MAY REQUIRE DOWELS AND TIE BARS IF LOADING CONDITIONS WARRANT AND WILL BE IDENTIFIED IN PERMITTING OR DEVELOPMENT REQUIREMENTS.
  - THE FINISH OF THE PCC PAVEMENT SHALL MATCH (AS CLOSE AS POSSIBLE) THE FINISH OF THE EXISTING PAVEMENT AT THE TIME IT WAS CONSTRUCTED.
  - SURFACE SMOOTHNESS SHALL FOLLOW THE REQUIREMENTS FOR SMALL OR IRREGULAR AREAS IDENTIFIED IN THE STANDARD SPECIFICATIONS.
  - THE PAVEMENT MAY BE OPENED TO TRAFFIC WHEN THE CONCRETE HAS DEVELOPED A COMPRESSIVE STRENGTH OF 4,000 PSI. THIS STRENGTH SHALL BE ACHIEVED WITHIN 3 DAYS FOLLOWING CONCRETE PLACEMENT UNLESS APPROVED BY THE ENGINEER.
- ③ BACKFILL SHALL CONSIST OF CONTROL DENSITY FILL (CDF), A MIXTURE OF PORTLAND CEMENT, FLY ASH, AGGREGATES, WATER AND ADMIXTURES PROPORTIONED TO PROVIDE A NON-SEGREGATING, SELF-CONSOLIDATING, FREE-FLOWING MATERIAL WHICH WILL RESULT IN A HARDENED, DENSE, NON-SETTLING FILL PRODUCING UNCONFINED COMPRESSIVE 28 DAY STRENGTHS FROM 50 PSI TO A MAXIMUM OF 150 PSI. SEE **T05-06B** FOR **CDF TECHNICAL SPECIFICATIONS**.
- ④ PIPE BEDDING AND PIPE ZONE BACKFILL 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(1)C OF THE STANDARD SPECIFICATIONS.

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**STANDARD TRENCH RESTORATION - CEMENT CONCRETE PAVEMENT**

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
7	<i>M.H.H.</i>	3/24

STD. PLAN NO.  
**T05-08**