NOTES:

1. LOCAL STREETS ARE DEFINED AS RESIDENTIAL STREETS WITH NO LANE
   MARKINGS AND NOT A TRANSIT BUS ROUTE. BUSY STREETS ARE
   DEFINED AS ALL OTHER STREETS.

2. RESTORE PAVEMENT AND BASE WITH 9" ASPHALT CONCRETE ON 8"
   AGGREGATE BASE ROCK, OR MATCH EXISTING (WHICHEVER IS
   GREATER) UP TO MAX 12" ASPHALT ON 10" AGGREGATE.

3. MAX DEPTH OF 4" THICK ASPHALT LIFTS. ALLOW EACH LIFT TO COOL TO
   160°F BEFORE PLACING NEXT LIFT.

4. PROTECT NEW PAVEMENT FROM TRAFFIC UNTIL FINAL LIFT IS PLACED
   AND ASPHALT IS 160°F, OR COOLER.

5. NEW PAVEMENT SHALL BE LEVEL 3, PG 70-22 ASPHALT CONCRETE.

6. SAWCUT A MIN. 6" OVERLAP T-CUT, MEASURED FROM EDGE OF TRENCH,
   AND DOWN THROUGH THE BASE MATERIAL. SEE STD. DRG. NO. P-505
   FOR T-CUT DETAILS.

7. WITHIN ANY TRAVEL LANE, PAVEMENT RESURFACING SHALL BE AT
   EITHER THE LANE LINE OR THE CENTER OF THE LANE.

8. PAVEMENT RESURFACING SHALL BE FULL WIDTH OF BIKE LANES AND
   MARKED CROSSWALKS.

9. SAWCUTS SHALL BE UNIFORM AND SMOOTH AND EITHER PARALLEL OR
   PERPENDICULAR TO THE ROADWAY CENTERLINE. ALIGN SAWCUTS TO
   REMOVE ANY JAGGED, IRREGULAR, OR BROKEN EDGES.

10. FULLY RESTORE PAVEMENT BETWEEN ALL NEW TRANSVERSE
    TRENCHES THAT EXTEND TO EDGE OF PAVEMENT, CURB, OR GUTTER
    AND ARE ALSO ≤ 25 FT APART.

11. TRENCH BACKFILL SHALL MEET COMPACTION AND DENSITY
    REQUIREMENTS. PROVIDE TESTING RESULTS UPON REQUEST BY THE
    INSPECTOR. BACKFILL WITH CLSM ANY TRENCH ≤ 12" WIDE.

12. PBOT MAY APPROVE GRIND + INLAY IN LIEU OF T-CUT WHEN
    APPROPRIATE. ANY SUCH APPROVAL SHALL BE OBTAINED IN WRITING
    THROUGH THE STREET OPENING PERMIT PROCESS.

13. REPLACE ANY STRIPING DAMAGED, REMOVED, OR COVERED BY TACK.

14. SAND SEAL ALL JOINTS.

DENeSITIONS:

TRANSVERE = ACROSS THE DIRECTION OF TRAVEL
LONGITUDINAL = IN THE DIRECTION OF TRAVEL

LEGEND

TRENCH EXCAVATION LIMITS
PAVEMENT RESTORATION LIMITS

PAVEMENT RESTORATION BETWEEN NEW TRANSVERSE TRENCHES ≤ 25' APART

PLAN VIEW
TYPICAL TRENCH RESURFACING
ON BUSY STREETS

SAND SEAL ALL JOINTS.