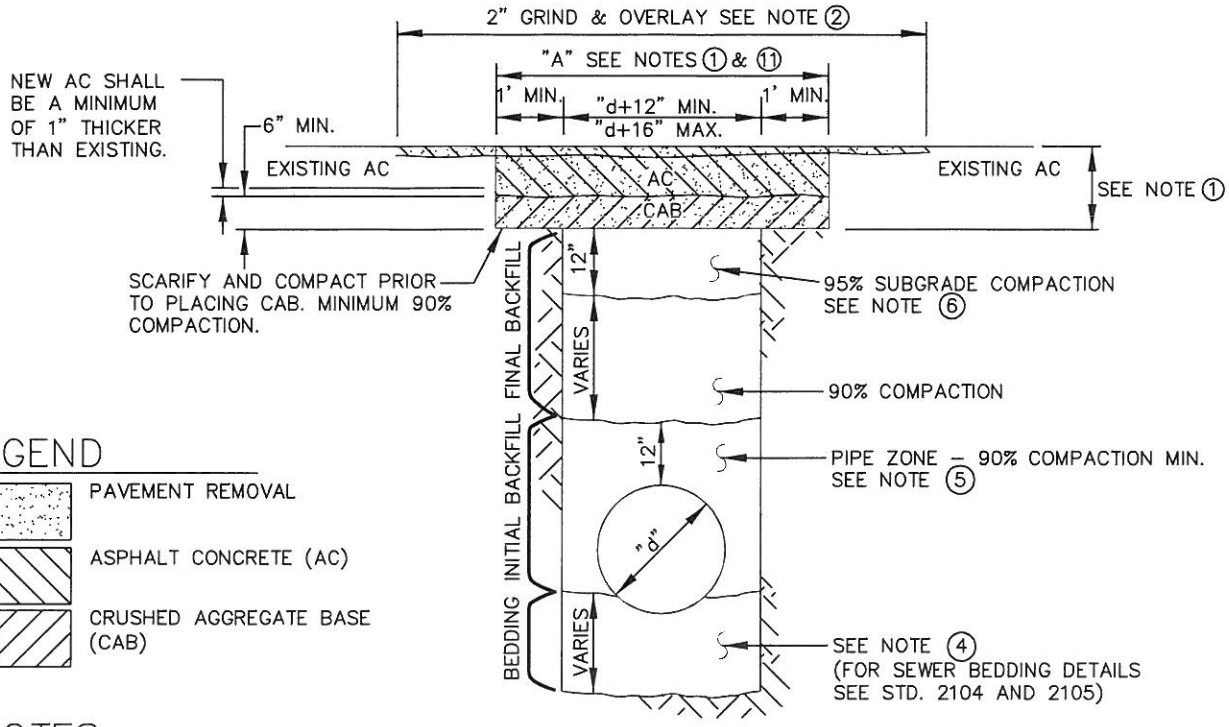

LEGEND

- PAVEMENT REMOVAL
- ASPHALT CONCRETE (AC)
- CRUSHED AGGREGATE BASE (CAB)

NOTES

1. EXISTING PAVEMENT SHALL BE WHEEL CUT OR SAW CUT & REMOVED AT THE WIDTH OF DIMENSION "A". THE DEPTH OF THE REMOVAL SHALL BE THE FULL STRUCTURED DEPTH PLUS THE NECESSARY EXCAVATION FOR THE NEW PAVEMENT SECTION AS REQUIRED BY NOTE 9 HEREON.
2. FOR LONGITUDINAL TRENCHES OVER 150' IN LENGTH, A MINIMUM 10' WIDE, 2" GRIND AND OVERLAY IS REQUIRED.
3. THE PIPE ZONE WIDTH SHALL BE A MINIMUM OF 12" PLUS THE PIPE DIAMETER AND THE MAXIMUM OF 16" PLUS THE PIPE DIAMETER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK).
4. BEDDING MATERIAL SHALL BE USED WHEN THE SAND EQUIVALENT OF THE NATIVE MATERIAL IS LESS THAN 30 AS SPECIFIED IN THE PROJECT PLANS AND SPECIFICATIONS OR AS APPROVED BY THE CITY ENGINEER.
5. INITIAL BACKFILL MATERIAL SHALL BE OF SELECT MATERIAL AS SPECIFIED IN THE PROJECT PLANS AND SPECIFICATIONS OR AS APPROVED BY THE CITY ENGINEER. INITIAL BACKFILL SHALL BE COMPACTED TO 90% MIN & TESTED. TEST SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER AND THE CITY ENGINEER PRIOR TO FINAL BACKFILL.
6. FINAL BACKFILL SHALL BE SELECT MATERIALS SPECIFIED IN THE PROJECT PLANS AND SPECIFICATIONS OR NATIVE IF DETERMINED BY THE CITY TO BE ACCEPTABLE AND COMPACTED AS NOTED HEREON. COMPACTION TESTS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO PLACEMENT OF C.A.B.
7. CRUSHED AGGREGATE BASE (CAB) SHALL BE IN ACCORDANCE WITH SECTION 200-2.2 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION ("GREENBOOK") AND SHALL BE COMPACTED & TESTS APPROVED PRIOR TO PLACEMENT OF A.C.
8. ASPHALT CONCRETE (AC) SHALL BE REPLACED IN KIND (B-PG 70-10 OR B-AHRM-GG-PG 64-16) AND IN ACCORDANCE WITH SECTIONS 203-06 AND 203-11 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION ("GREENBOOK") OR AS APPROVED BY THE CITY ENGINEER.
9. COMPACTION TESTS SHALL BE TAKEN EVERY 300', MINIMUM OF 1 PER LOCATION.
10. TRENCHES WHICH ARE 30" IN DEPTH OR LESS AND 18" IN WIDTH OR LESS SHALL BE BACKFILLED WITH ONE-SACK CEMENT SLURRY.
11. IN THE EVENT OF TRENCH WALL FAILURE, TRENCH LIMITS MAY BE EXTENDED AS DETERMINED BY THE CITY ENGINEER. ADDITIONAL BACKFILL REQUIREMENTS MAY BE REQUIRED. 1' AC/CAB "WING" SHALL BE LOCATED FROM FARTHEST LIMIT OF TRENCH OR TRENCH WALL FAILURE AS DETERMINED BY THE CITY ENGINEER.
12. FULL AC REPLACEMENT OF THE ASPHALT BETWEEN THE TRENCH AND THE CURB OR GUTTER SHALL BE REQUIRED FOR ANY TRENCH WHERE THE PAVEMENT REMOVAL IS WITHIN 3' OF CURB OR GUTTER.
13. REMOVAL OF 6 OR MORE SEPARATE AREAS OF PAVEMENT WITHIN A 150' LONGITUDINAL LENGTH OF STREET SHALL REQUIRE A TYPE II SLURRY SEAL EXTENDED 5' BEYOND THE LIMITS OF THE OUTERMOST PAVEMENT REMOVAL.
14. THERE IS A 3 YEAR MORATORIUM ON NEWLY PAVED STREETS. ANY TRENCHING WITHIN THIS PERIOD REQUIRES APPROVAL FROM THE CITY ENGINEER.

REGISTERED PROFESSIONAL ENGINEER
LOUIS ABI YOUNES
No. 44485
Exp. 03/31/12
CIVIL
STATE OF CALIFORNIA

APPROVED BY: LOUIS ABI-YOUNES CITY ENGINEER	44485 RCE	3/22/10 DATE	CITY OF ONTARIO
RECOMMENDED: ASSISTANT CITY ENGINEER	47462 RCE	3/22/10 DATE	TRENCH EXCAVATION/BACKFILL AND PAVING
REV / DESCRIPTION / BY / APP'D / DATE			STANDARD DRAWING NUMBER 1306