



NOTES:

NOT TO SCALE

1. IN LARGE EXCAVATIONS, NATIVE MATERIAL MAY BE ALLOWED FOR BACKFILL IN LIEU OF SAND CEMENT SLURRY. USE MUST BE APPROVED BY CITY ENGINEERS'S OFFICE BEFORE USING NATIVE MATERIAL. IF APPROVED BACKFILL SHALL CONFORM TO THE LATEST EDITION SSPWC "GREENBOOK."
2. PROVIDE A MINIMUM CLEARANCE OF 6" BETWEEN THE CONDUIT AND THE EDGE OF EXCAVATION.
3. IF PAVEMENT CRACKS ARE EVIDENT NEAR TRENCH, CONTRACTORS IS REQUIRED TO OVER CUT THESE CRACKS IN FULL PAVEMENT THICKNESS AND RESTORE TO MATCH EXISTING AT CONTRACTOR'S EXPENSE.
4. IF THE EDGE OF EXCAVATION IS WITHIN 3½ FEET OF THE GUTTER EDGE, REMOVE AND REPLACE ALL PAVEMENT BETWEEN THE EXCAVATION AND THE GUTTER.
5. ANY EXCAVATION OVER 5 FT. DEEP SHALL REQUIRE SHORING CALCULATIONS AND DETAILS FOR TRENCH WORK SIGNED BY A REGISTERED ENGINEER IN THE STATE OF CALIFORNIA.
6. THE MINIMUM TRENCH DEPTH FOR UTILITIES SHALL BE 36" FOR RESIDENTIAL AND 48" FOR ALL OTHERS.
7. JETTING IS NOT AN APPROVED DENSIFICATION METHOD.
8. ASPHALT CONCRETE PAVING WILL OCCUR NO SOONER THAN 42 HOURS AFTER SLURRY BACKFILL OF TRENCH.

TRENCH BACKFILL AND PAVEMENT DETAIL

CITY OF PLACENTIA
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

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REVISED BY:TQ

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