

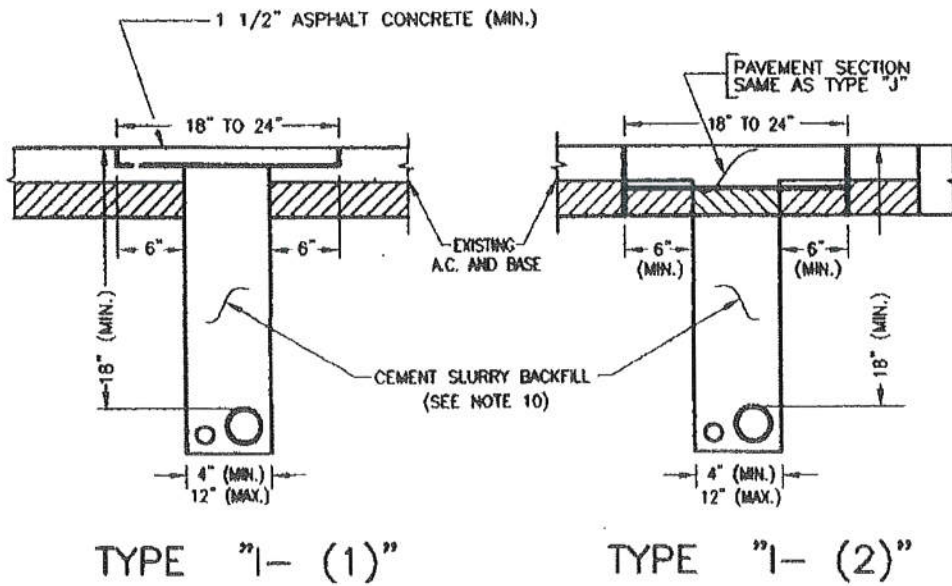
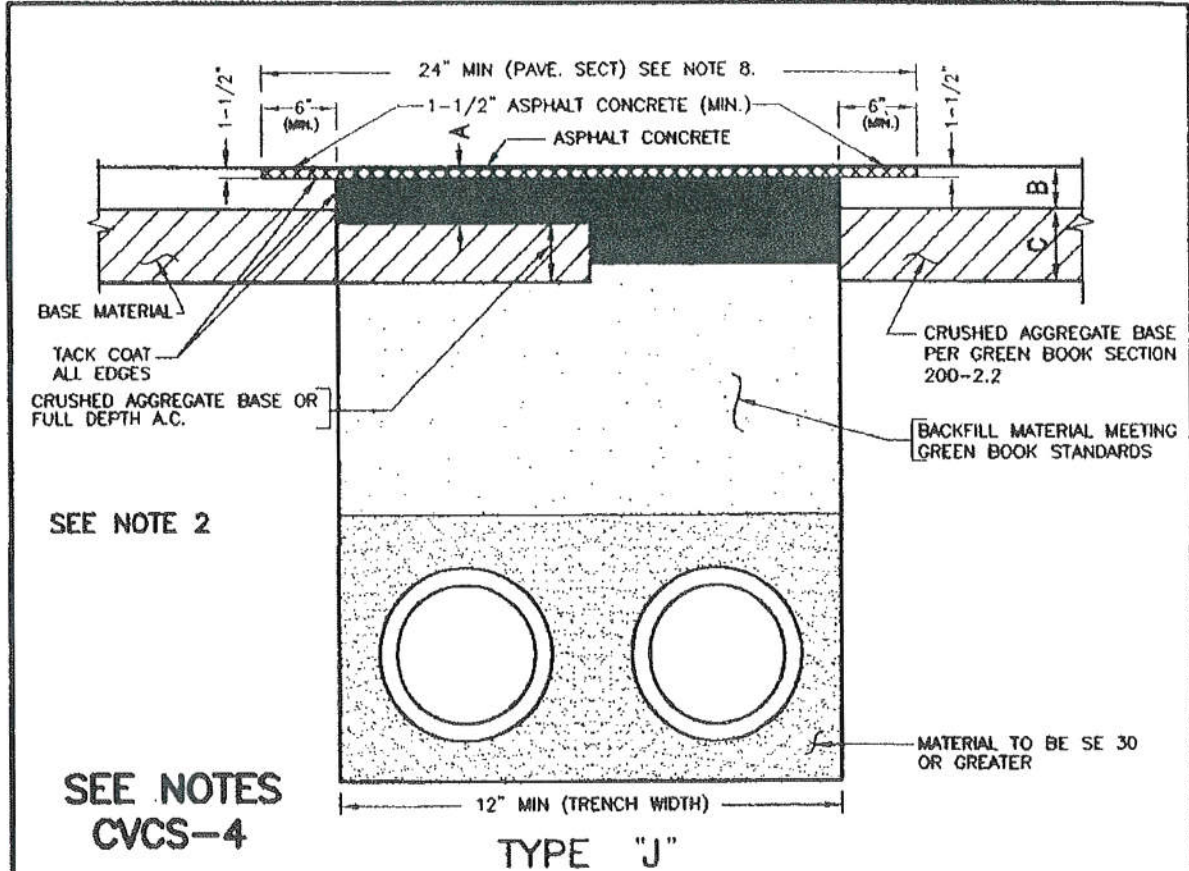
**TRENCH REPAIR REQUIREMENTS FOR STREET UNDER MORATORIUM**


THE FOLLOWING TRENCH REPAIR REQUIREMENTS ARE IN ADDITION TO THOSE LISTED IN CHULA VISTA CONSTRUCTION STANDARDS CVCS 3 & 4:

1. LATERAL TRENCHES (DETAILS ABOVE) – EXTEND T-CUT GRIND AND OVERLAY LIMITS TO 10 FEET BEYOND EACH SIDE OF THE TRENCH AND OVER THE ENTIRE LANE THAT IS IMPACTED (REGARDLESS OF STREET CLASSIFICATION).
2. LONGITUDINAL TRENCHES (PARALLEL TO THE CURB) – GRIND 1-1/2 INCHES MINIMUM AND PLACE 1-1/2 INCHES MINIMUM OVERLAY OVER THE ENTIRE LANE THAT IS IMPACTED (REGARDLESS OF THE CLASSIFICATION OF THE STREET).
3. REPLACE EXISTING PAVEMENT IN KIND TO MATCH EXISTING OR BETTER OR AS DIRECTED BY THE CITY ENGINEER.
4. DECORATIVE SURFACE PAVEMENT SHALL BE PROTECTED IN PLACE OR REPLACED WITH THE SAME MATERIAL WHEN DAMAGED OR AS DIRECTED BY THE CITY ENGINEER.

PER THE UTILITY TRENCH MORATORIUM POLICY NO.585-096:  
 3-YEAR MORATORIUM FOR STREETS RECEIVING A SLURRY OR CHIP SEAL.  
 5-YEAR MORATORIUM FOR NEWLY CONSTRUCTED, RECONSTRUCTED, AND OR OVERLAID STREETS.

REVISED:	Original approval date:	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
MM-DD-YR	Drawn By: MLCM		
		MORATORIUM ROADWAY	CVCS
	CITY ENGINEER/Date:	TRENCH RESURFACING	3A



Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA	
CVM 8-03-01	Redrawn By: ARR	Date: 7-26-95	PUBLIC WORKS DEPARTMENT
	 1/29/04 CITY ENGINEER Date:		TRENCH BACKFILL AND SURFACE RESTORATION TYPES "T" AND "J"
			CVCS 3



**NOTES:**

1. EXISTING ASPHALT CONCRETE SHALL BE CUT AND REMOVED IN SUCH A MANNER SO AS NOT TO TEAR, BULGE OR DISPLACE ADJACENT PAVEMENT. EDGES SHALL BE CLEAN AND VERTICAL. ALL CUTS SHALL BE PARALLEL OR PERPENDICULAR TO STREET CENTERLINE, WHEN PRACTICAL.
2. THE REMOVED PAVEMENT SECTION SHALL BE REPLACED WITH BASE MATERIAL AND ASPHALT CONCRETE. THE MINIMUM THICKNESS OF THE REPLACEMENT ASPHALT CONCRETE (A) SHALL BE:  $A=(B+1")$   
 REPLACEMENT BASE SHALL BE CRUSHED AGGREGATE BASE 4" MIN. THICK.  
 IF AGGREGATE BASE IS TO BE REPLACED WITH ASPHALT CONCRETE, THEN THE MINIMUM THICKNESS OF THE ASPHALT CONCRETE SHALL BE:  
 ON COMPACTED BACKFILL -  $A=(B+1") + (C/2)$   
 ON SLURRY BACKFILL -  $A=(B+1") + (2C/3)$   
 (SEE SLURRY REQUIREMENTS BELOW)  
 IF CEMENT TREATED BASE -  $A=(B+1") + (2C/3)$
3. A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR RS-1) SHALL BE APPLIED TO ALL SURFACES WHICH WILL BE IN CONTACT WITH THE REPLACEMENT ASPHALT CONCRETE.
4. THE FINISH COURSE FOR RESURFACING SHALL BE LAID DOWN USING A SPREADER BOX. ALL RESURFACING SHALL BE SEAL COATED WITH AN EMULSIFIED ASPHALT AND COVERED WITH SAND. \*CHIP SEALING SHALL BE APPLIED AS REQUIRED BY THE CITY.
5. ASPHALT CONCRETE RESURFACING TO BE TYPE III, C-3 AR4000 FOR TOP COURSE (4" MAX. THICKNESS) (1/2" AGGREGATE). IF GREATER THAN 4" USE 2 OR MORE LIFTS.  
 TOP LIFT WITH 1/2" AGGREGATE; LOWER LIFTS WITH 3/4" AGGREGATE.
6. SLOUGHING OF TRENCH UNDER PAVEMENT SHALL BE CAUSE FOR REQUIRING ADDITIONAL PAVEMENT AND BASE. LIMITS OF WORK TO BE DETERMINED BY THE CITY ENGINEER.
7. EXISTING STRIPING AND/OR TRAFFIC SIGNAL LOOPS TO BE REPLACED WITHIN 5 WORKING DAYS.
8. IN AN EFFORT TO MAINTAIN A STREET'S EXPECTED LIFESPAN, RETURN THE STREET TO THE SAME OR SIMILAR CONDITION AS BEFORE THE TRENCHING TOOK PLACE, AND TO MEET CITY OF CHULA VISTA AND GREENBOOK STANDARDS PERTAINING TO ROAD SMOOTHNESS:
  - IF THE TRENCH IS LOCATED WITHIN A BIKE LANE, THEN THE ENTIRE BIKE LANE WIDTH SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM.
  - IF THE TRENCH IS WITHIN 24" OF A CONCRETE STRUCTURE (i.e., LIP OF GUTTER, VAULT, ETC.), THEN THE AREA BETWEEN THE TRENCH AND THE CONCRETE STRUCTURE SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM.
  - IF THE TRENCH IS LOCATED LONGITUDINALLY WITHIN THE TRAVEL LANE OF A PRIME, MAJOR, OR 4-LANE COLLECTOR STREET, THEN THE ENTIRE LANE SHALL BE COLD-PLANED 1-1/2" MINIMUM AND OVERLAYED 1-1/2" MINIMUM. HOWEVER, THE CITY ENGINEER MAY, ON A CASE-BY-CASE BASIS AND AT HIS/HER SOLE DISCRETION, MODIFY THE REQUIREMENT TO COLD-PLANE AND OVERLAY THE ENTIRE LANE BASED UPON THE FOLLOWING CRITERIA: (1) EXISTING CONDITION OF THE PAVEMENT; (2) FUTURE REHABILITATION STRATEGIES AND SCHEDULES; (3) DEPTH OF TRENCH; (4) OTHER TRENCH WORK IN THE AREA; (5) EXISTENCE OF A COMPARABLE TRENCH PAVING TECHNOLOGY OR TECHNIQUES WHICH WOULD ACHIEVE THE DESIRED ROAD SMOOTHNESS AND LONGEVITY; AND, (6) OTHER SITE-SPECIFIC CONDITIONS AND FACTORS DEEMED BY THE CITY ENGINEER TO ALLEVIATE THE NEED TO COLD-PLANE AND OVERLAY THE ENTIRE LANE.
 THOSE ENTITIES WISHING THE CITY ENGINEER TO CONSIDER MODIFYING THE REQUIREMENT TO COLD-PLANE AND OVERLAY THE ENTIRE LANE SHALL, PRIOR TO PERMIT ISSUANCE, SUBMIT A WRITTEN REQUEST FOR SUCH MODIFICATION. SAID WRITTEN REQUEST SHALL INCLUDE A DETAILED DESCRIPTION OF THE PROJECT, THE PROJECT AREA AND THE REASONS WHY THE FULL-LANE REQUIREMENT SHOULD BE WAIVED.
9. \*IF THE STREET HAS EXISTING PAVEMENT FABRIC, THEN FABRIC OF A SIMILAR QUALITY MUST BE USED IN THE TRENCH REPAIR.

**TYPE "I" ONLY (NARROW TRENCH)**

10. CEMENT SLURRY BACKFILL:
  - A. CEMENT SLURRY BACKFILL SHALL HAVE A MAXIMUM SLUMP OF 5 INCHES.
  - B. CEMENT SLURRY BACKFILL SHALL BE THOROUGHLY CONSOLIDATED TO ENCASE CONDUITS. TAMPERS OR VIBRATORS SHALL BE USED.
  - C. LEAN CONCRETE (TRENCH BACKFILL SLURRY) AS SPECIFIED IN SECTION 201-1.1.2 OF THE GREEN BOOK CONCRETE CLASS 100-E-100.
  - D. ALLOW CEMENT SLURRY BACKFILL 24 HOURS MINIMUM TO CURE BEFORE RESURFACING.
11. TYPE "I-1" REQUIRES THE PLACEMENT OF THE PETROTAC TYPE PAVEMENT FABRIC AFTER THE PLACEMENT OF THE TACK COAT. TACK COAT MUST BE APPLIED OVER PETROTAC.
12. IN STREET WITH FABRIC REINFORCING MATERIAL INSTALLED, SLURRY BACKFILL SHALL BE BROUGHT UP TO THE EXISTING FABRIC MATERIAL.

\*ITEMS, IF THEY APPLY, TO BE KNOWN AT TIME OF PERMIT.

Revised:	Original approval date: 2-13-90	CITY OF CHULA VISTA PUBLIC WORKS DEPARTMENT	
6-12-97	Redrawn By: ARR Date: 5-4-98		
11-17-99		NOTES FOR TRENCH BACKFILL AND SURFACE RESTORATION	CVCS 4
CVM 9-5-01 CVM 6-18-03	<i>Shalala</i> 01/29/04 CITY ENGINEER Date:		