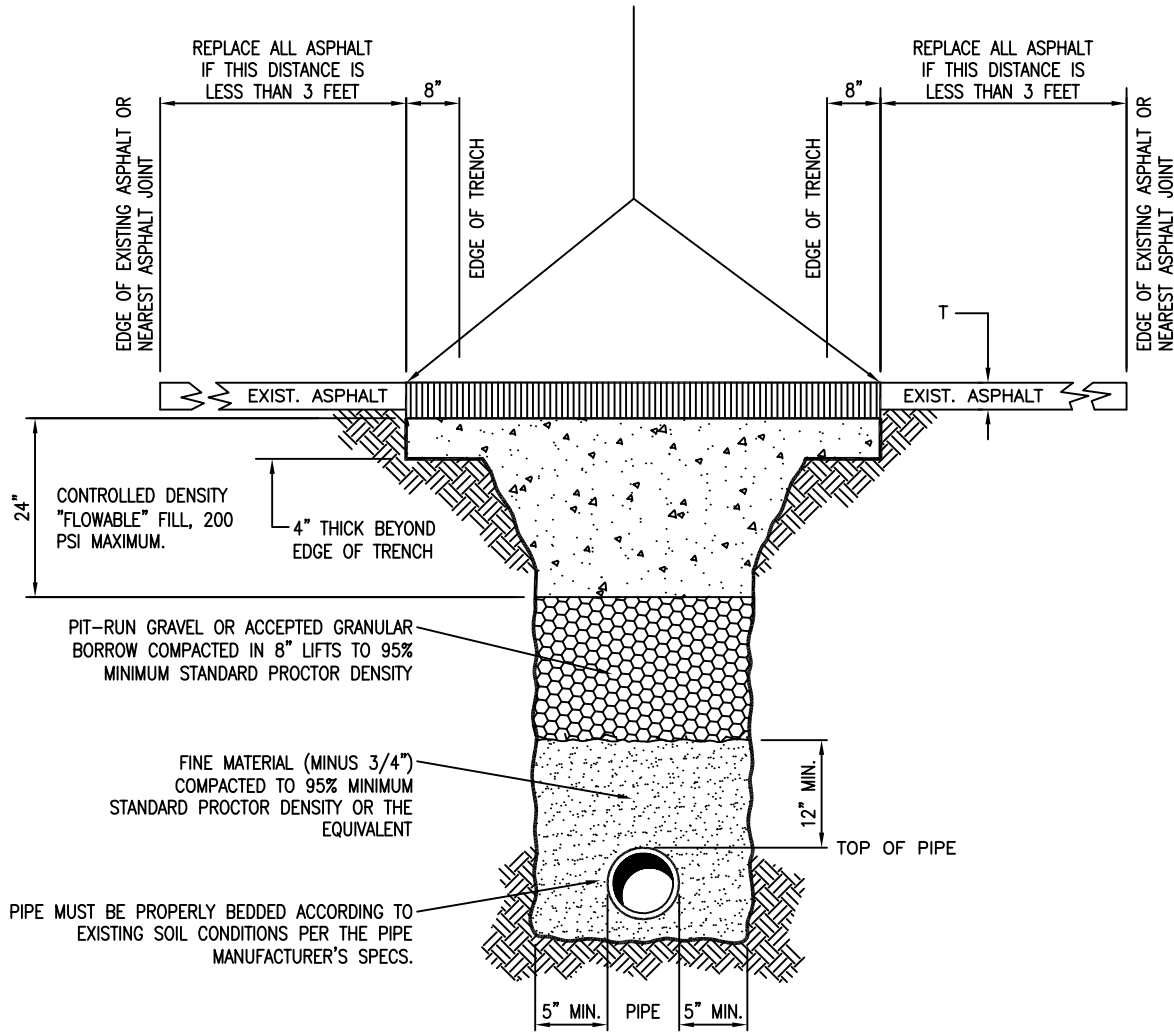


SAW CUT EXISTING ASPHALT (PERMIT REQUIRED).
PRIME & SEAL EDGE WITH TACK OIL.

NEW ASPHALT SURFACE = T+1" (4" MIN.)
ROLLED AND COMPACTED SMOOTH & FLUSH
WITH NO BUMPS OR DIPS.



NOTES

1. ALL NEW ASPHALT SHALL BE INSTALLED FLUSH WITH THE EXISTING ASPHALT SURFACE WITH NO MORE THAN 1/2" VARIANCE FROM A STRAIGHT EDGE LAID ACROSS THE TRENCH CUT. IF THE NEW ASPHALT BULGES OR SETTLES MORE THAN THIS TOLERANCE ONE YEAR AFTER INSTALLATION, THE DEVELOPER WILL REMOVE THE ASPHALT AND RE-PAVE THE CUT AREA TO THE ABOVE TOLERANCE. IF THE ASPHALT PLANTS ARE CLOSED FOR THE SEASON, USE "COLD MIX" ASPHALT OR FLOWABLE FILL, AND REPLACE IT WITH "HOT MIX" WITHIN 30 DAYS AFTER THE PLANTS REOPEN.
2. FLOWABLE FILL MUST BE INSTALLED IN ALL ASPHALT TRENCHES THAT CROSS THE FLOW OF TRAFFIC AT A RIGHT ANGLE AND ALSO AT ALL CANAL CROSSINGS. THE FLOWABLE FILL MUST MEET ASTM STANDARDS AND HAVE THE CORRECT DENSITY, AGGREGATE, ENTRAINED AIR, AND WATER CONTENT REQUIRED FOR UTILITY TRENCHING UNDER EXISTING ASPHALT ROADWAYS. THE DENSITY SHALL BE SUCH AS TO PERMIT HAND EXCAVATION AND SHOULD NOT EXCEED 200 PSI. THE FIRST POUR SHOULD BE OVER AND AROUND PIPE JOINTS WITH ANCHOR DEVICES. IF NECESSARY, TO AVOID PIPE FLOTATION. TEMPORARY BULKHEADS SHOULD BE USED AT EACH END OF THE TRENCH TO CONTAIN THE FLOWABLE FILL. THE TOP SURFACE OF THE FLOWABLE FILL MUST MATCH THE SLOPE OF THE EXISTING ASPHALT SURFACE. STEEL TRAFFIC PLATES SPANNING THE TRENCH MUST BE PROVIDED TO PREVENT CONTACT WITH THE FLOWABLE FILL UNTIL IT HAS CURED. WARNING SIGNS MUST BE PLACED UNTIL THE FINAL ASPHALT PAVING IS COMPLETED.
3. ALL SPOIL MATERIAL EXCAVATED FROM TRENCHES SHOULD BE EXPORTED FROM CITY PROPERTY. ALL TRENCHING MUST COMPLY WITH FEDERAL OSHA REQUIREMENTS.