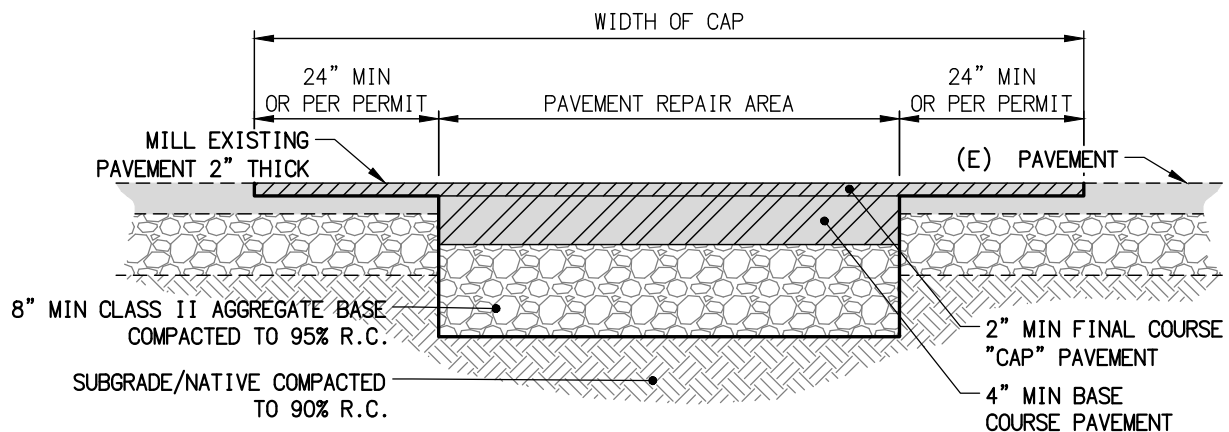


TRENCH AND PAVEMENT RESTORATION



PAVEMENT RESTORATION

REFER TO SHEET 2 FOR NOTES AND ADDITIONAL REQUIREMENTS



Public Works Department

550 E. 6th Street
Beaumont, CA 92223
(951) 769-8522
www.beaumontca.gov

PAVING RESTORATION
AND TRENCH REPAIR

APPROVED BY:

Jeff Hart
JEFF HART, P.E., CITY ENGINEER

08/11/2021

DATE

SHEET

1

OF 2 SHEETS

GENERAL

1. ALL TRENCHING, EXCAVATION, POTHOLING, AND BACKFILLING OPERATIONS SHALL FOLLOW THE CITY OF BEAUMONT STANDARDS AND/OR PER THE DIRECTIONS OF THE PUBLIC WORKS INSPECTOR.
2. ALL IMPROVEMENTS SHALL BE INSPECTED BY THE PUBLIC WORKS INSPECTOR. ANY DEFICIENT WORK IDENTIFIED BY THE PUBLIC WORKS INSPECTOR SHALL BE CORRECTED BY THE CONTRACTOR AT CONTRACTOR'S OWN EXPENSE PRIOR TO BEING ACCEPTED.
3. A COMPACTION REPORT SHALL BE REQUIRED FOR THE TRENCH RESTORATION OR THE PUBLIC WORKS INSPECTOR CAN PERFORM A COMPACTION TEST TO BE BILLED HOURLY, AT THE STANDARD INSPECTION RATE.
4. NO WORK IS PERMITTED WITHIN STREETS THAT HAVE RECENTLY BEEN CONSTRUCTED, RECONSTRUCTED, RESURFACED, OR SLURRIED PER THE STREET CUT MORATORIUM.
5. WHERE AN EXCEPTION IS GRANTED BY THE DIRECTOR OF PUBLIC WORKS, THE PAVEMENT CAP AREA SHALL EXTEND, IN WIDTH, FROM GUTTER LIP TO CENTERLINE AND SHALL EXTEND, IN LENGTH, A MINIMUM OF 25' LONG IN BOTH DIRECTIONS AS MEASURED FROM THE EDGE OF THE EXCAVATION.

SUBGRADE AND NATIVE

6. SUBGRADE AND NATIVE SHALL BE REMOVED AS NECESSARY AND STOCKPILED. IF SOFT, SPONGY, OR OTHER UNSUITABLE MATERIAL IS ENCOUNTERED, THE UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACE WITH CLASS II AGGREGATE BASE. ALTERNATIVELY, THE CONTRACTOR MAY DISCARD THE SUBGRADE AND NATIVE AND BACKFILL WITH PIPE BEDDING OR CLASS II AGGREGATE BASE.
7. SUBGRADE AND NATIVE SHALL BE COMPACTED TO A RELATIVE COMPACTION PER THE ZONE SHOWN ON SHEET 1.

AGGREGATE BASE

8. EXISTING BASE SHALL BE REMOVED TO SUBGRADE AND DISCARDED.
9. CLASS II AGGREGATE BASE SHALL BE PLACED TO A MINIMUM DEPTH AS SHOWN ON SHEET 1 OR MATCH EXISTING, WHATEVER IS GREATER. COMPACTION OF BASE SHALL BE A MINIMUM OF 95% RELATIVE COMPACTION.
10. AGGREGATE MATERIAL SHALL BE PER CURRENT GREEN BOOK STANDARD, AGGREGATE SHALL BE PLACED BE PER CURRENT GREEN BOOK STANDARD

AC PAVING

11. EXISTING AC SHALL BE SAWCUT AND REMOVED TO THE TRENCH REPAIR AREA BOUNDARY.
12. THE PAVEMENT CAP LENGTH AND WIDTH SHALL BE PER THE REQUIREMENTS OF THE PERMIT OR AS DIRECTED BY THE CITY ENGINEER.
13. PRIOR TO PLACEMENT OF PERMANENT PAVING, EXISTING PAVEMENT SHALL BE CUT TO A NEAT STRAIGHT EDGE. CRACKED PAVEMENT ADJACENT TO THE TRENCH SHALL BE REMOVED.
14. A PRIME COAT SHALL BE APPLIED TO THE BASE PER CURRENT GREENBOOK STANDARDS.
15. ASPHALT RESTORATION BASE COURSE SHALL CONSIST OF A MINIMUM OF 4" THICK OF C2-PG 64-10-R0 HOT MIX ASPHALT (NO RAP) PER GREENBOOK SPECS OR MATCH EXISTING THICKNESS, WHATEVER IS GREATER. THE BASE COURSE MAY BE INCREASED TO ACT AS A TEMPORARY PATCH; HOWEVER, WHEN THE SURFACE IS MILLED THE MINIMUM REMAINING BASE COURSE SHALL BE NO LESS THAN THE REQUIRED 4".
16. A TACK COAT SHALL BE APPLIED TO EXISTING ASPHALT SURFACES AND BASE COARSE SURFACE PRIOR TO FINAL COURSE PER CURRENT GREENBOOK STANDARDS.
17. EXISTING AC AND TRENCH REPAIR AREA SHALL BE MILLED A MINIMUM OF 2" TO THE PAVEMENT CAP LIMITS AS DEFINED ABOVE.
18. ASPHALT RESTORATION FINAL (CAP) COURSE SHALL CONSIST OF A MINIMUM OF 2" THICK OF C2-PG 64-10-R0 HOT MIX ASPHALT (NO RAP) PER CURRENT GREENBOOK STANDARDS OR AS DIRECTED BY THE CITY ENGINEER
19. ASPHALT RESTORATION FINAL (CAP) COURSE SHALL HAVE A FINAL PROFILE CONSISTENT WITH THE EXISTING PROFILE. NO LIPS, BUMPS OR DEPRESSIONS WILL BE ACCEPTED.
20. A TYPE II SLURRY SEAL SHALL BE PLACED ALONG THE ENTIRE FRONTAGE OF THE PROPERTY(S) WHERE THE REPAIR OCCURRED, FROM EDGE OF PAVEMENT TO CENTERLINE PER GREENBOOK SPECS.

STRIPING

21. CONTRACTOR SHALL RESTORE ALL REMOVED AND DAMAGED STRIPING TO THE PRE-CONSTRUCTION CONDITION OR PER CURRENT MUTCD / CALTRANS REQUIREMENTS.
22. ALL STREET STRIPING SHALL BE OF THERMOPLASTIC MATERIAL.



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SHEET

2

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