



NOTES:

1. TYPE "A-1" & "C-1" TRENCHES REQUIRE (2) TWO CUTS; FIRST CUT INITIAL TRENCH WIDTH THEN AFTER WORK HAS BEEN COMPLETED, IT SHALL BE SAW CUT A MINIMUM OF 12" WIDER BOTH SIDES.
2. THERE SHALL BE A 2 DAY WAITING PERIOD PRIOR TO SUBJECTING THE TRENCH BACKFILL TO TRAFFIC LOADS. THIS TIME PERIOD CAN BE REDUCED IF, IN THE OPINION OF THE ENGINEER, THE C.D.F. IS ADEQUATELY FIRM AND STABLE.
3. STRUCTURAL THICKNESS SHOWN ARE MINIMUM ALLOWABLE. OVER THICKNESS OF STRUCTURAL SECTIONS MAY BE REQUIRED BY CITY ENGINEER IF EXISTING STRUCTURAL SECTION EXCEEDS THESE MINIMUMS.
4. ALL TRENCH WORK 5' AND DEEPER SHALL HAVE APPROVED SHORING, ALL IN ACCORDANCE WITH OSHA STANDARDS
5. PAVING SURFACE AT TRENCH JOINTS SHALL BE SEALED WITH ASPHALT EMULSION 4" EACH SIDE OF JOINT AFTER FINAL COMPACTION OF ASPHALT CONCRETE. SEALANT SHALL BE SANDED AS NECESSARY TO PREVENT TRAFFIC PICKUP.
6. CONTROLLED DENSITY FILL MUST CONFORM TO _____ STANDARD AND A MIX DESIGN WILL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
7. FINAL RESTORATION OF TYPE "B" TRENCHES WILL BE AGAINST A SAW CUT LINE.



DEPARTMENT OF CITY SERVICES

STANDARD DETAIL 501A

APPROVED DATE

CDF Trench Backfill