

THE FOLLOWING DESCRIBES MATERIALS AND METHODS AS THEY PERTAIN TO ROAD OPENING WORK. ALL WORK SHALL CONFORM TO THE 1988 STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, AND ALL SUBSEQUENT SUPPLEMENTAL SPECIFICATIONS THERETO.

EXCAVATIONS IN THE STREET PAVEMENT AREAS SHALL BE CAREFULLY BACKFILLED WITH LAYERS OF SUITABLE GRAVEL. THE TWELVE (12) INCHES OF BEDDING MATERIAL AROUND PIPES SHALL BE SAND (M1.04.0) FOR WATER, ^{3"} CRUSHED STONE (M2.01.0) FOR SEWER, GRAVEL BORROW - TYPE C (M1.03.0) FOR RCP DRAIN & TYPE D (M1.03.0) FOR CHDPE DRAIN OR AS SPECIFIED BY THE OWNER OF THE UTILITY AND APPROVED BY THE CITY OF MARLBOROUGH. BACKFILL MATERIAL SHALL CONSIST OF CONTROLLED DENSITY FILL (CDF) - TYPE 1E OR 2E (M4.08.0) FOR ALL MAJOR ROADWAYS OF THE CITY OR AS DIRECTED BY THE COMMISSIONER OF PUBLIC WORKS.

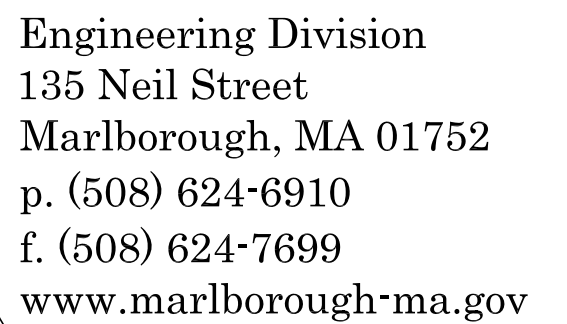
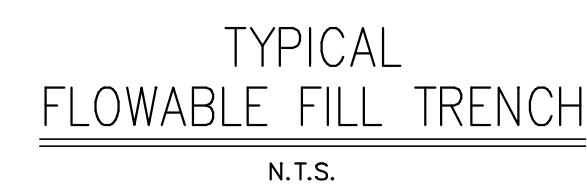
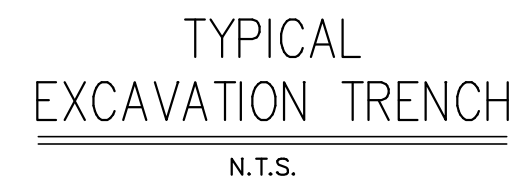
BACKFILL SHALL BE UNIFORMLY DISTRIBUTED IN SUCCESSIVE LAYERS, EACH LAYER BEING THOROUGHLY COMPACTED BEFORE THE SUCCEEDING LAYER IS PLACED. THE ENTIRE WIDTH OF THE TRENCH SHALL BACKFILLED AND MECHANICALLY TAMPED IN LIFT DEPTHS NOT GREATER THAN (12) INCHES. COMPACTION EQUIPMENT AND LIFT THICKNESS SHALL MEET OR EXCEED THE MINIMUM REQUIREMENTS TO OBTAIN THE COMPACTION STANDARDS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. THE TOP LAYER OF BACKFILL SHALL BE FOURTEEN (14) INCHES OF GRAVEL COMPACTED TO 97% OF MAXIMUM DENSITY.

PAVEMENT PLACED SHALL BE PLACED AND RAKED TO A UNIFORM SURFACE, ROLLED TO THE REQUIRED THICKNESS AND TO A GRADE THAT WILL MATCH THE EXISTING BITUMINOUS ROAD SURFACE. THE PERMITTEE SHALL MAINTAIN THE SURFACING AND SHALL PROMPTLY FILL WITH SIMILAR MATERIAL ANY DEPRESSION AND HOLES THAT MAY OCCUR SO AS TO KEEP THE SURFACING IN A SAFE AND SATISFACTORY CONDITION FOR TRAFFIC.

A TEMPORARY PAVEMENT SHALL BE PLACED ON THE SURFACE OF THE FILL AND THOROUGHLY COMPACTED. A TEMPORARY PAVEMENT SHALL BE HOT MIX ASPHALT THREE (3) INCHES THICK (SEE EXCAVATION TRENCH DETAIL). IF PLATES ARE USED PRIOR TO TEMPORARY PAVING, THEY SHALL BE RAMPED TO MATCH THE EXISTING PAVEMENT. TEMPORARY PAVING OR STEEL PLATING SHALL IMMEDIATELY FOLLOW THE BACKFILLING OPERATION OR AS DIRECTED BY ENGINEER.

THE FINAL BITUMINOUS CONCRETE SURFACE SHALL NOT BE PLACED ANY EARLIER THAN 65 DAYS OR NO LATER THAN 90 DAYS FROM THE DATE OF COMPLETION OF THE TEMPORARY SURFACE WITHOUT APPROVAL FROM THE COMMISSIONER OF PUBLIC WORKS. THE TEMPORARY PAVEMENT SHALL BE MILLED TO A DEPTH OF ONE AND ONE-HALF (1 $\frac{1}{2}$) INCHES, TWELVE (12) INCHES OUTSIDE OF THE TEMPORARY PAVING LIMITS. PAVEMENT LIMITS JOINTS ARE TO BE SEALED WITH HOT APPLIED HMA CRACK SEALER, PER M3.05.4. IN SOME INSTANCES, BEYOND A SIMPLE TRENCH EXCAVATION, PAVEMENT DETAILS AND RESURFACING REQUIREMENTS WILL BE INCLUDED AS A SPECIAL CONDITION IN THE PERMIT.

ALL EXCAVATIONS MUST BE PROPERLY SLOPED, SHORED, OR SHIELDED UNLESS THEY ARE MADE ENTIRELY IN STABLE ROCK, OR LESS THAN (5) FEET DEEP AND DECLARED SAFE AFTER AN INSPECTION BY A COMPETENT PERSON.



Drawn By: Designed By: Checked By: Approved By:

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TRENCHING DETAILS

Contract No: N/A	Sheet No.: 2
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