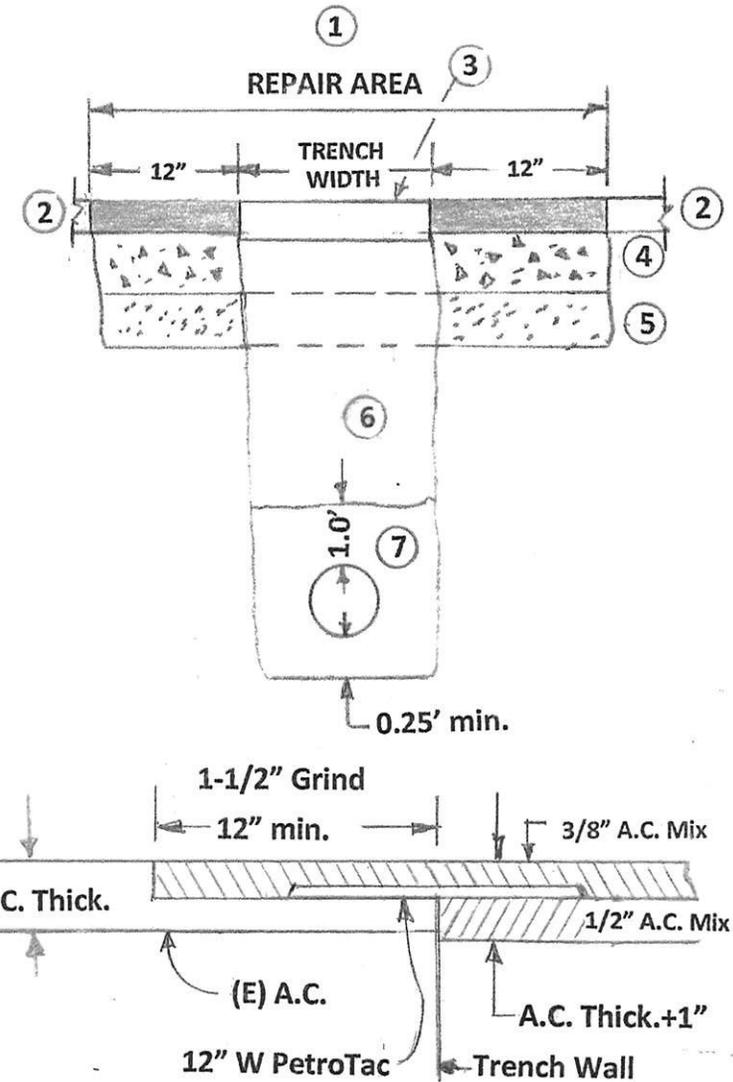


## STRUCTURAL SECTION

- ① Repair area to be cold planed 1-1/2" deep (min.), 2" deep (max.) by 12" wide (min.), beyond the trench excavation.
- ② The asphalt is to be protected in place beyond the repair area on both sides.
- ③ Replace the asphaltic concrete (A.C.);
  - a) Base pave with 1/2" aggregate A.C. mix, from the base of the 1-1/2" cold plane to 1" below the (E) A.C. pavement.
  - b) Install 12" wide PetroTac along the join line between (E) A.C. pavement and (N) A.C. base pavement.
  - c) Tack coat edges of 1-1/2" cold plane and install top pave with 3/8" aggregate A.C. mix. Seal coat A.C. join lines.
- ④ Aggregate Base (A-B) match existing – min. 6" Class II A-B, 95% Compaction.
- ⑤ The top 6" of subgrade to be compacted to 95% relative compaction.
- ⑥ Trench backfill to be native material or import soil (if native is unsuitable), 90% relative compaction. NOTE: Backfill may consist of CLSM from pipe bedding to 1" below (E) A.C. pavement.
- ⑦ Pipe bedding and pipe zone backfill per utility owner's and/or DOA specifications.
  - a) Remove soft, spongy, unsuitable material per soils engineer or inspector.
  - b) Backfill with granular material (i.e. fill sand) > SE 75.
  - c) Method of compaction shall be reviewed by the inspector.
  - d) Compaction tests required unless waived by the Engineer. Test method, location and frequency shall be reviewed by Inspector and Soils Engineer.



## County of Ventura Dept. of Airports

SCALE: none

APPROVED BY:

DRAWN BY TMR

DATE: August 7, 2012

ARC

REVISED

Utility Trench within Pavement

Standard Plate

DRAWING NUMBER

DOA-01