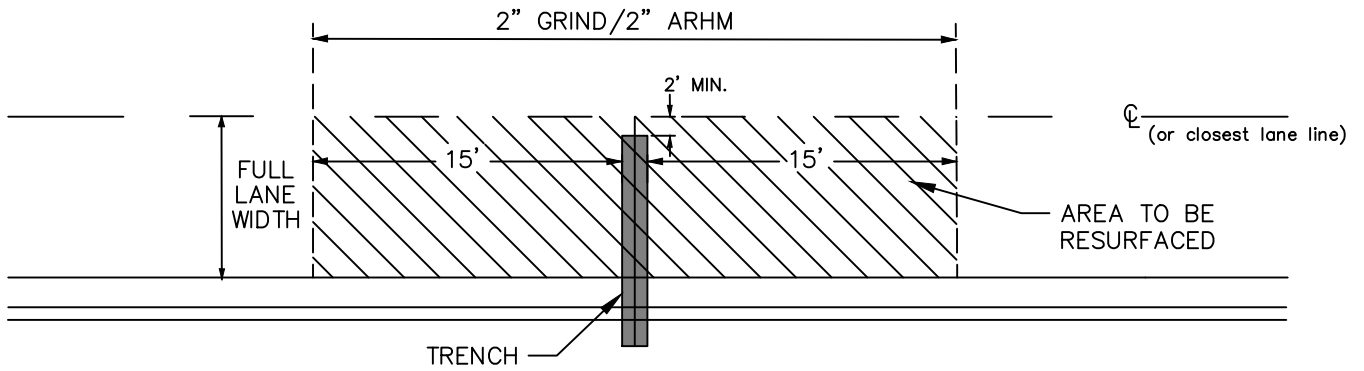
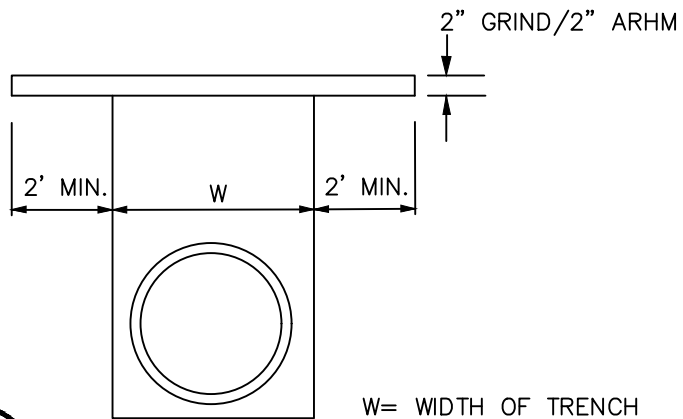


PLAN VIEW 1 - LONGITUDINAL TRENCH



PLAN VIEW 2 - TRANSVERSE TRENCH



SECTION VIEW - "T"-PATCH



**City of**  
**NORWALK**

**ASPHALT ROADWAY UTILITY  
TRENCH DETAIL  
MORATORIUM STREETS**

ENGINEERING DIVISION  
Approved

Date 02-22-21

*Glen W. C. Kau*

City Engineer

R.C.E. 56657

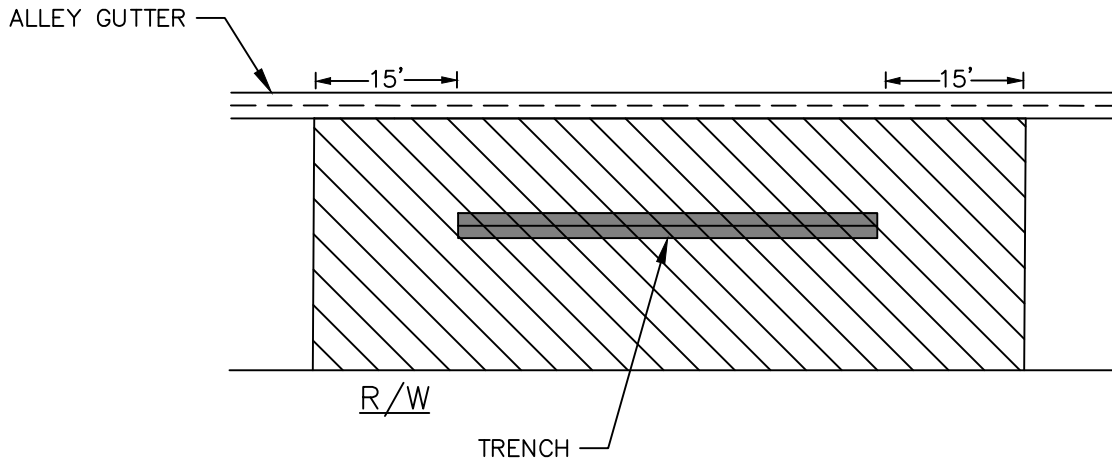
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REVISION

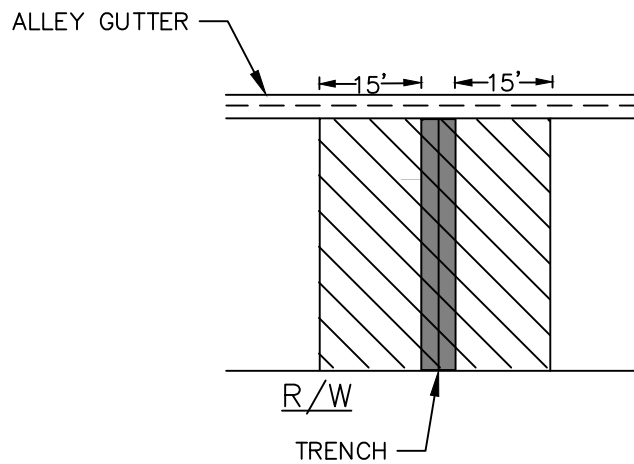
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SHEET 1 OF 3



PLAN VIEW 3 – LONGITUDINAL ALLEY TRENCH



PLAN VIEW 4 – TRANSVERSE ALLEY TRENCH

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SHEET 2 OF 3

SPECIAL CONDITIONS FOR MORATORIUM STREET/ALLEY TRENCHING:

ALL ENCROACHMENT PERMIT APPLICATIONS WITHIN FIVE (5) YEARS AFTER A STREET/ALLEY RECONSTRUCTION DATE SHALL CONFORM TO THE TERMS AND CONDITIONS SET FORTH BELOW:

ASPHALT ROADWAYS/ALLEYWAYS

1. PAVING SECTION SHALL CONSISTS OF:
  - a. 2" ARHM-GG RUBERIZED ASPHALT CAP, OR 2" C2-PG-64-10 ASPHALT CAP, AS DETERMINED BY THE CITY ENGINEER, OVER
  - b. 6" B-PG-64-10 ASPHALT BASE, PAVE LEVEL BEFORE GRINDING OFF 2-INCHES FOR CAP, OVER
  - c. 1 SACK SLURRY
  - d. THICKNESSES MAY BE ADJUSTED DOWNWARD BY CITY ENGINEER TO MATCH EXISTING STREET SECTION.
  - e. REPAVING SHALL BE A MINIMUM OF A LANE WIDTH OR AS DIRECTED BY THE CITY ENGINEER.
2. LONGITUDINAL REPAIR LIMITS
  - a. PAVEMENT RESURFACING SHALL EXTEND FIFTEEN (15) FEET BEYOND THE ACTUAL LIMIT OF THE TRENCH LINE.
  - b. REFER TO PLAN VIEW 1.
3. TRANSVERSE REPAIR LIMITS
  - a. THE LENGTH OF THE PAVING SHALL EXTEND FIFTEEN (15) FEET FROM EACH SIDE OF THE TRENCH LINE.
  - b. REFER TO PLAN VIEW 2.
4. ALLEY
  - a. THE REQUIRED 2" SURFACE GRIND AND OVERLAY SHALL BE FROM RIGHT OF WAY TO CENTER LINE OR EDGE OF GUTTER (IF IT EXISTS).
5. ON STREETS WHERE SLURRY SEAL WAS PLACED, THE REPAIR SHALL CONSIST OF A TRENCH REPAIR WITH A 2' T-CUT, FOLLOWED BY A TYPE II SLURRY SEAL, FULL LANE WIDTH FOR 15' IN EACH DIRECTION. APPLICATION SHALL FOLLOW THE CURRENT EDITION OF THE "GREENBOOK" STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

PORTLAND CONCRETE CEMENT STREETS/ALLEYWAYS

1. TRENCH RESURFACING IN PORTLAND CEMENT CONCRETE (PCC) SHALL BE REPLACED IN FULL PANELS, SCORELINE TO SCORELINE, AND REPLACED WITH 3,500 PSI CONCRETE.

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SHEET 3 OF 3