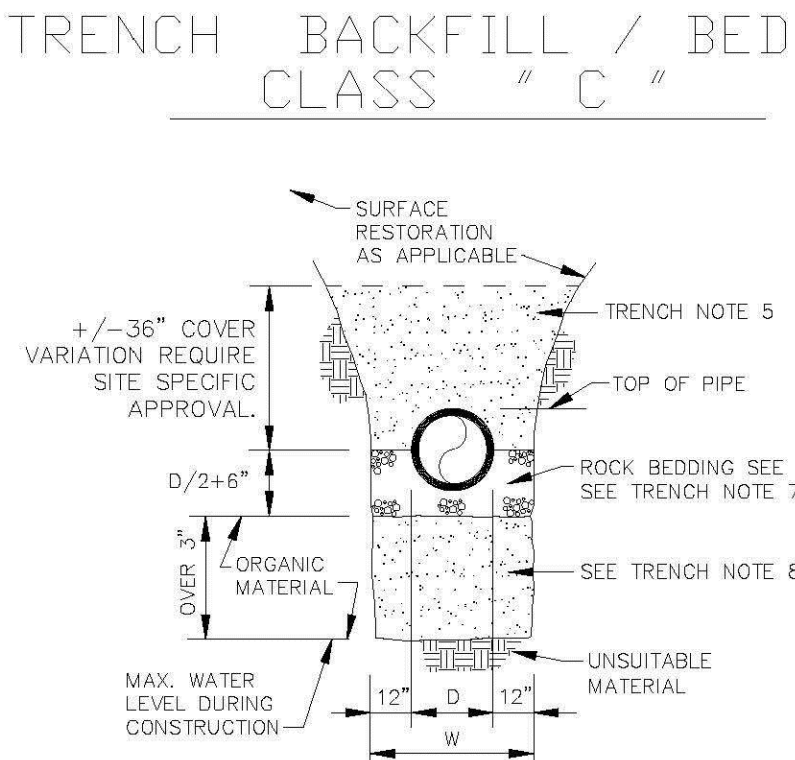
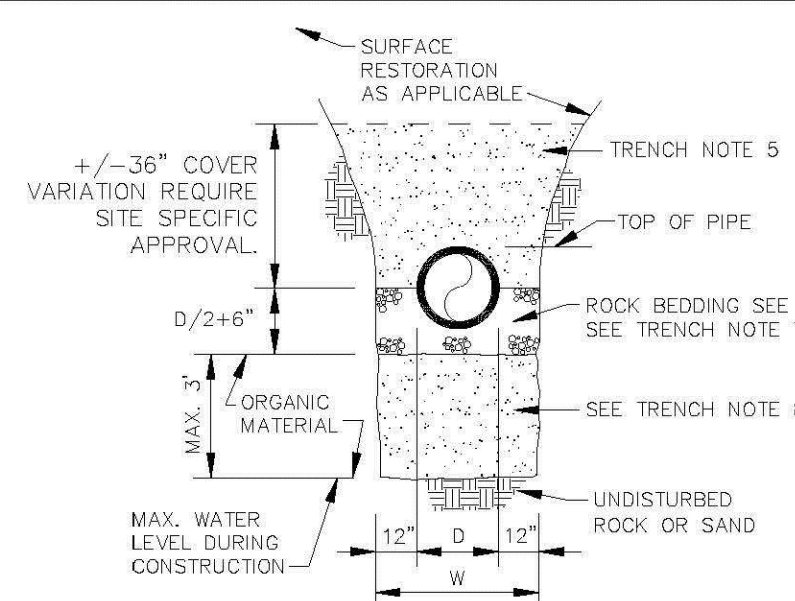


- NOTES:
- SIDES AND TOP OF TRENCH ONLY TO BE LINED WITH FILTER FABRIC. OVERLAP LINER A MINIMUM OF 2' AT THE TOP OF THE TRENCH.
 - BALLAST ROCK SHALL BE FROM FRESH WATER WASHED AND FREE OF DELETERIOUS MATTER.
 - ALL EXFILTRATION TRENCHES SHALL HAVE POLLUTION RETARDANT BAFFLE AT EACH CONNECTION POINT TO STRUCTURE.



TRENCH BACKFILL / BEDDING NOTES

- OUTLINE OF TRENCH EXCAVATION IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL TRENCH WIDTH AND SHAPE WILL VARY WITH SOIL CONDITIONS. TRENCH EXCAVATION SHALL BE IN ACCORDANCE WITH THE "FLORIDA TRENCH SAFETY ACT" AND OSHA TRENCH SAFETY STANDARDS.
- TYPICAL TRENCH BACKFILL/BEDDING FOR REUSE WATER MAIN AND FORCE MAIN INSTALLATIONS SHALL BE CLASS "A" AS SHOWN IN DETAIL.
- TYPICAL TRENCH BACKFILL/BEDDING FOR GRAVITY SEWER INSTALLATION SHALL BE CLASS "B" AS SHOWN IN DETAIL.
- TRENCH BACKFILL/BEDDING CLASS "C" AND CLASS "D" SHALL BE USED FOR PIPE INSTALLATIONS WHERE UNSUITABLE TRENCH MATERIALS ARE ENCOUNTERED.
- TRENCH ZONE BACKFILL SHALL BE MATERIAL TYPE 1 OR TYPES A THRU H, OR ANY MIXTURE THEREOF, WHERE SURFACE RESTORATION TYPE "1" IS APPLICABLE, TRENCH ZONE BACKFILL SHALL BE PLACED IN 12" LIFTS, COMPACTED TO 90% OF THE MATERIAL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D-697 (AASHTO T-99). WHERE SURFACE RESTORATION TYPES "2", "3" AND "4" ARE APPLICABLE, TRENCH BACKFILL SHALL BE PLACED IN 8" LIFTS COMPACTED TO 98% OF THE MATERIAL'S DENSITY AS DETERMINED BY ASTM D-698 (AASHTO T-99).
- BEDDING MATERIAL FOR TYPICAL REUSE WATER MAIN INSTALLATION SHALL BE TYPE C. BEDDING SHALL BE COMPACTED TO 95% OF THE MATERIAL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D-1557 (AASHTO T-180).
- BEDDING MATERIAL FOR TYPICAL GRAVITY SEWER INSTALLATION AND ANY INSTALLATION WHERE UNSUITABLE TRENCH BOTTOM CONDITIONS ARE FOUND SHALL BE TYPE E. BEDDING SHALL BE PLACED IN LIFTS NOT TO EXCEED 6" AND COMPACTED TO 95% OF THE MATERIAL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D-1557 (AASHTO T-180).
- UNSUITABLE MATERIAL SHALL BE REMOVED TO UNDISTURBED ROCK OR SAND OR TO DEPTH AS SPECIFIED BY ENGINEER. BACKFILL MATERIAL SHALL BE TYPE C. BACKFILL SHALL BE PLACED IN 8" LIFTS COMPACTED TO 95% OF THE MATERIAL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D-1557 (AASHTO T-180).

9. BEDDING TYPES - THE FOLLOWING TYPES OF SUITABLE MATERIALS ARE DESIGNATED AND DEFINED AS FOLLOWING:

- TYPE A: CRUSHED LIMEROCK OR SAND WITH 100 PERCENT PASSING A 1 INCH SIEVE AND A SAND EQUIVALENT VALUE NOT LESS THAN 50.
- TYPE B: CRUSHED LIMEROCK OR SAND WITH 100 PERCENT PASSING A 1/2 INCH SIEVE AND A SAND EQUIVALENT VALUE NOT LESS THAN 50.
- TYPE C: SAND WITH 100 PERCENT PASSING A 3/8 INCH SIEVE, AT LEAST 90 PERCENT PASSING A NUMBER 4 SIEVE, AND A SAND EQUIVALENT VALUE NOT LESS THAN 30.
- TYPE D: CRUSHED LIMEROCK WITH 100 PERCENT PASSING A 1 INCH SIEVE AND NOT MORE THAN 10 PERCENT A NUMBER 4 SIEVE.
- TYPE E: CRUSHED LIMEROCK OR SAND WITH 100 PERCENT PASSING A 3/4 INCH SIEVE AND NOT MORE THAN 10 PERCENT PASSING A NUMBER 4 SIEVE.
- TYPE F: CRUSHED LIMEROCK MEETING THE FOLLOWING GRADATION REQUIREMENTS.

SIEVE SIZE	PERCENTAGE PASSING
2 INCH	100
1-1/2 INCH	90-100
1 INCH	20-55
3/4 INCH	0-15
NO. 200	0-3

TRENCH BACKFILL / BEDDING NOTES

ENGINEERING STANDARDS 2022

REVISIONS	BY	DATE	ENGINEERING DIVISION	TRENCH BACKFILL / BEDDING
			CITY OF POMPANO BEACH	
				DATE: MAY 2022 DWG. NO. 504-2
			SCALE: N.T.S.	

ENGINEERING STANDARDS 2022

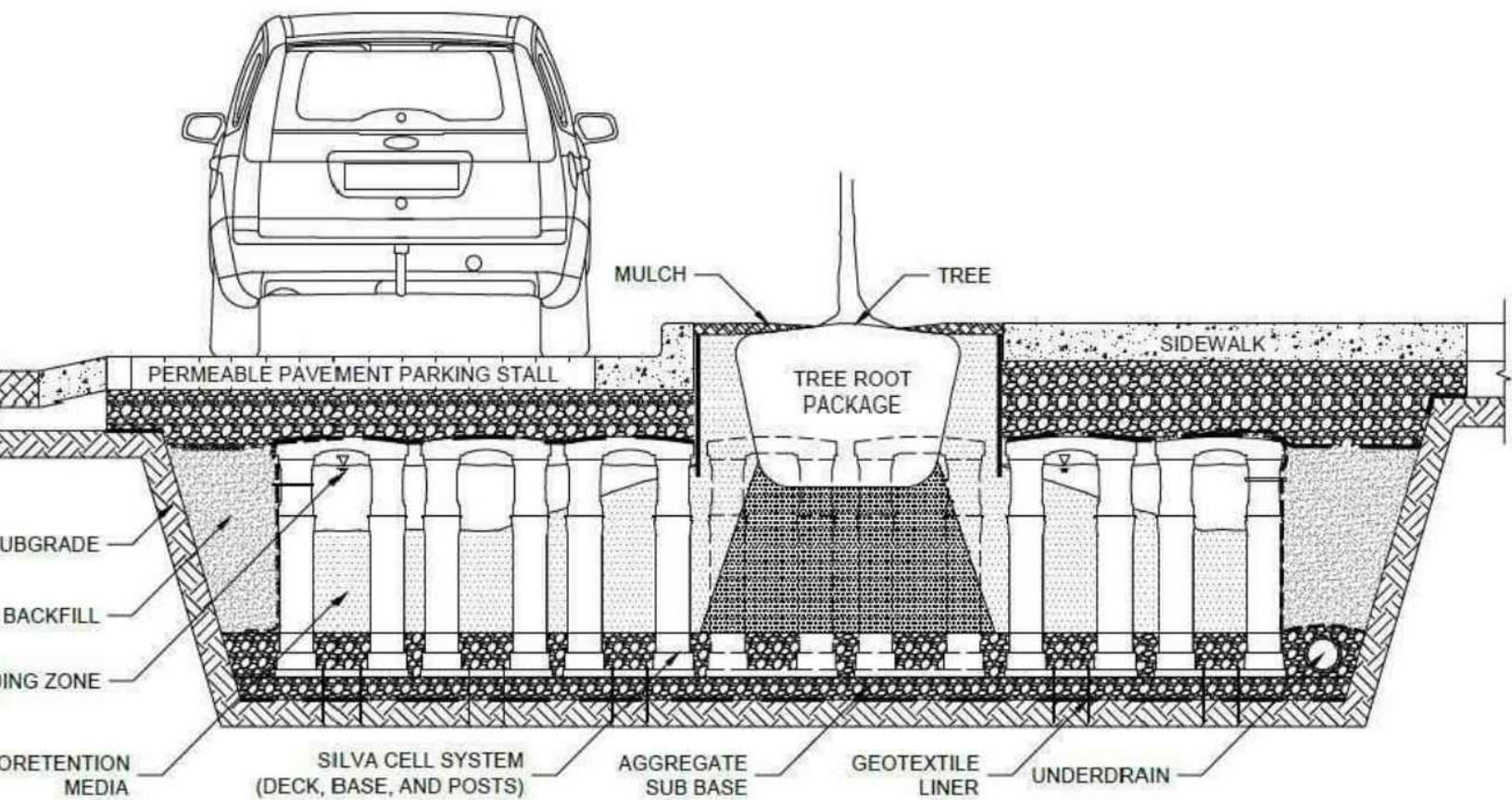
REVISIONS	BY	DATE	ENGINEERING DIVISION	TRENCH BACKFILL / BEDDING
			CITY OF POMPANO BEACH	
				DATE: MAY 2022 DWG. NO. 504-3
			SCALE: N.T.S.	

ENGINEERING STANDARDS 2022

REVISIONS	BY	DATE	ENGINEERING DIVISION	TRENCH BACKFILL / BEDDING
			CITY OF POMPANO BEACH	
				DATE: MAY 2022 DWG. NO. 504-4
			SCALE: N.T.S.	

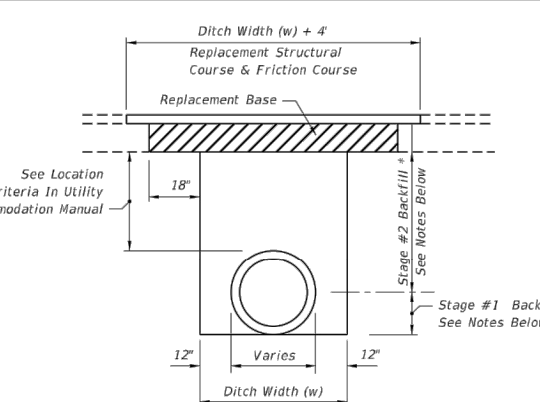
TRENCH SECTION DETAIL

SCALE: N.T.S.



SUSPENDED PAVEMENT DETAIL

SCALE: N.T.S.



FLEXIBLE PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

Pavement shall be removed to the existing structural and friction courses for type and thickness in accordance with current road repair specifications.

The new base materials shall be either of the same type and composition as the materials removed or of equal or greater structural integrity (See Index No. 514).

BACKFILL

COMPACTED AND STABILIZED FILL OPTION

Backfill material shall be placed in accordance with the Standard Specifications.

In Stage #1, construct compacted fill beneath the haunches of the pipe using mechanical tamers suitable for this purpose. This construction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct compacted fill along the sides of the pipe and up to the bottom of the base with the upper 12" receiving Type B Stabilization, in Type of Type B Stabilization, the Contractor may construct with Special Base Group 3.

* FLOWABLE FILL OPTION

If compaction can not be achieved through normal mechanical methods then Flowable Fill may be used.

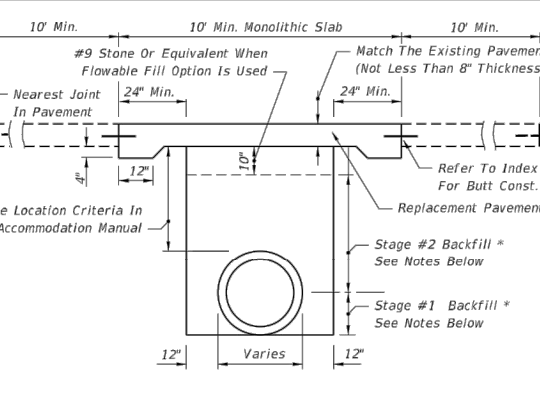
Flowable Fill is to be placed in accordance with Section 122 of the Specifications, as approved by the Engineer.

Do not allow the utility being installed to float. If a method is provided to prevent flotation from occurring, Stages #1 and #2 can be combined, if approved by the Engineer.

In Stage #1, place Flowable Fill midway on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place Flowable Fill to the bottom of the existing base course.

FLEXIBLE PAVEMENT CUT



RIGID PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

Pavement shall be removed to the existing structural and friction courses for type and thickness in accordance with current road repair specifications.

The new base materials shall be either of the same type and composition as the materials removed or of equal or greater structural integrity (See Index No. 514).

BACKFILL

COMPACTED AND STABILIZED FILL OPTION

Backfill material shall be placed in accordance with the Standard Specifications.

In Stage #1, construct compacted fill beneath the haunches of the pipe using mechanical tamers suitable for this purpose. This construction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct compacted fill along the sides of the pipe and up to the bottom of the base with the upper 12" receiving Type B Stabilization, in Type of Type B Stabilization, the Contractor may construct with Special Base Group 3.

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If compaction can not be achieved through normal mechanical methods then Flowable Fill may be used.

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In Stage #1, place Flowable Fill midway on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place Flowable Fill to the bottom of the existing base course.

RIGID PAVEMENT CUT

GENERAL NOTES

1. The details provided in this standard index apply to cases in which back and joint or structural bonding methods are not required by the Engineer.

2. Flowable Fill shall not be placed directly over loose or high plastic, or much material (see Index 305) which will cause settlement due to fill weight. Where highly compressible material exists, the amount, shape and depth of flowable fill must be engineered to prevent pavement settlement.

3. These details do not apply to utility cuts longitudinal to the centerline of the roadway which may require the additional use of geogrids, special bedding and backfill, or other special requirements.

4. Method of construction must be approved by the Engineer.

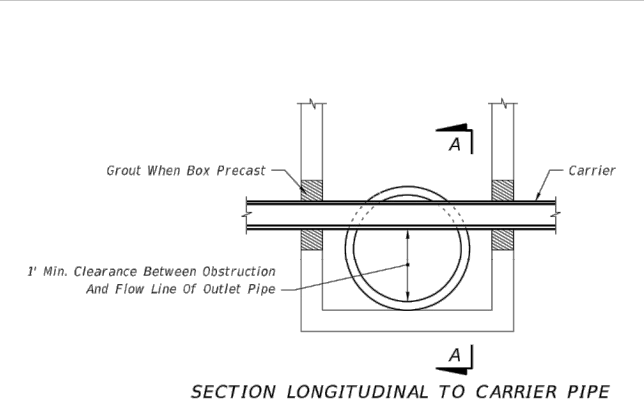
5. Some jobs may require special granular backfill up to 6" above top of slab. Geogrids may be required to encapsulate the special granular material.

6. Where asphalt concrete overlays exist over full slab concrete pavement, the replacement pavement shall have an overlay constructed over the replacement slab. The overlay shall match the existing asphalt pavement thickness. The replacement friction course shall match the existing friction course, except structural course may be used in lieu of dense graded friction course.

7. All shoulder pavement, curb and gutter, and their substructure distributed by utility trench cut construction shall be restored to kind.

8. The use of Flowable Fill to reduce the time traffic is taken off a facility is acceptable but must have prior approval by the Engineer. Flowable Fill use is allowed only when properly engineered for pavement crossgrade, whether straight or curved, and shall not be installed for significant depths or lengths. The maximum length shall be fifty (50) feet and a maximum depth of six (6) feet unless supported by an engineering document prepared by a registered professional engineer that specializes in soils engineering. The engineering document shall address the evaluation of local groundwater flow interruption and settlement potential.

9. Excavation Flowable Fill is to be used when the Flowable Fill option is selected.



SECTION LONGITUDINAL TO CARRIER PIPE (Nonpressure Or Nonfluid Carrier Installations) UTILITY CONFLICT CONDITION I

Carrier Casing The Casing Shall Be Rated To The Greatest Pressure Of Either The Carrier There Called For Or Design Or That Required By Construction. The Casing May Be Steel, Cast Iron, Ductile Iron Or Plastic. The Casing Can Be Sleeved Or Spliced And Stitches.

Carrier Spacing The Spacing Shall Be As Shown In The Detail. The Spacing Shall Be As Shown In The Detail. The Spacing Shall Be As Shown In The Detail.

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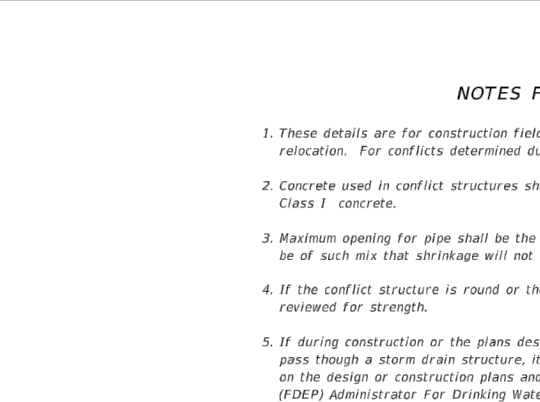
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SECTION LONGITUDINAL TO CARRIER PIPE (Pressure Or Fluid Carrier Installations) UTILITY CONFLICT CONDITION II

Carrier Casing The Casing Shall Be Rated To The Greatest Pressure Of Either The Carrier There Called For Or Design Or That Required By Construction. The Casing May Be Steel, Cast Iron, Ductile Iron Or Plastic. The Casing Can Be Sleeved Or Spliced And Stitches.

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NOTES FOR UTILITY CONFLICT PIPE

1. These details are for construction field expediency to resolve utility conflicts that cannot be remedied by relocation. For conflicts determined during design, use the construction shop drawings for structure details.

2. Concrete used in conflict structures shall be as specified in ASTM C1232. 4000 psi may be used in lieu of Class I concrete.

3. Maximum opening for pipe shall be the pipe OD plus 6". Mortar used to seal the pipe into the opening will be of such mix that shrinkage will not cause leakage into or out of the structure.

4. If the conflict structure is found or there are multiple inlet or outlet pipes, then the wall section should be reinforced for strength.

5. If during construction the plans design process it is determined that a portable water supply the most parts through a storm drain structure, it must be in compliance with Chapter 62-555.314 (b) F.A.C. and shown on the design or construction plans and submitted to the Florida Department of Environmental Protection (FDEP) Administrator for Drinking Water in the respective FDEP District for review and comment. This index and rule criteria provide accepted methods for addressing conflicts when and where they cannot be reasonably avoided. To be submitted along with the plans shall be a justification describing immediate cost and the irreversibility of incidents. If identified, properly justified and accomplished in accordance with this index, approval is granted. Upon request, the Utility Agency Owner (UAO) must provide support data on the cost of relocation or adjustment to the FDOT for submission to the FDEP. See the following web site for District FDEP Drinking Water Contacts: www.dep.state.fl.us/water/drinkingwater/index.htm and click on "Drinkingwater" on the menu to the right.

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