SEE SHEET 8 OF 9 FOR GENERAL NOTES AND SHEET 9 OF 9 FOR DEVICE SPACING.
SEE SHEET 8 OF 9 FOR GENERAL
NOTES AND SHEET 9 OF 9
FOR DEVICE SPACING.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

BYPASS WALKWAY, SIDEWALK
AND CROSSWALK CLOSURES

THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
OF THIS STANDARD.

STANDARD NO.
804S-1
4 OF 8
ADVANCED WARNING SIGNS AND SPACING SIMILAR FOR OPPOSING TRAFFIC.

FLAGGER REQUIRED ON COLLECTOR STREETS. ADDITIONAL FLAGGERS MAY BE REQUIRED DEPENDING ON FIELD CONDITIONS.

SEE SHEET 8 OF 9 FOR GENERAL NOTES AND SHEET 9 OF 9 FOR DEVICE SPACING.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

COLLECTOR/RESIDENTIAL LANE CLOSURES

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 804S-1

5 OF 8
ADVANCED WARNING SIGNS AND SPACING SIMILAR FOR OPPOSING TRAFFIC.

SEE NOTES 3 AND 4 ON SHEET 8 OF 9

SEE SHEET 8 OF 9 FOR GENERAL NOTES AND SHEET 9 OF 9 FOR DEVICE SPACING.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

TYPICAL TRAFFIC CONTROL PLAN FOR SHIFTING TRAFFIC

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 804S-1

ADOPTED 6 OF 9
CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

TYPICAL TRAFFIC CONTROL PLAN
FOR SHIFTING TRAFFIC

THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
UP TO THIS STANDARD.

STANDARD NO.
804S-1
7 OF 9
1. ALL SETUPs SHALL BE IN ACCORDANCE WITH THE CURRENT ADDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE CITY OF AUSTIN TRANSPORTATION CRITERIA MANUAL.

2. TO DETERMINE APPROPRIATE DEVICES AND SIGN SIZES TO BE USED, REFER TO STANDARD 804S-5, SHEETS 5, 6 AND 7 OF 11.

3. FOR INTERMEDIATE-TERM SITUATIONS, WHEN IT IS NOT FEASIBLE TO REMOVE AND RESTORE PAVEMENT MARKINGS, THE CHANNELIZATION MUST BE MADE DOMINANT BY USING A VERY CLOSE DEVICE SPACING. THIS IS ESPECIALLY IMPORTANT IN LOCATIONS OF CONFLICTING INFORMATION, SUCH AS WHERE TRAFFIC IS DIRECTED OVER A DOUBLE YELLOW CENTERLINE. IN SUCH LOCATIONS, A MAXIMUM CHANNELIZING DEVICE SPACING OF 3 m (10') IS REQUIRED.

4. FOR LONG TERM STATIONARY WORK, ALL CONFLICTING PAVEMENT MARKINGS MUST BE REMOVED AND CENTERLINE STRIPING PROVIDED WHERE TWO WAY TRAFFIC IS IN ADJACENT LANES.

5. FOR TEMPORARY PAVEMENT MARKING REQUIREMENTS SEE STANDARD 804S-3.

6. FOR ONE-WAY AND MULTI-LANE ROADWAYS THE "LANE BLOCKED" SIGN MAY BE USED IN LIEU OF THE "LANE CLOSED AHEAD" SIGN. THE NUMBER OF DIGITS ON THE SIGN SHALL NOT BE GREATER THAN THE NUMBER OF LANES PRESENT ON THE ROADWAY. THE "X" SHALL BE PLACED UNDER THE NUMBER OF LANE(S) BLOCKED.

7. FOR FLAGGING OPERATION REQUIREMENTS SEE STANDARD 804S-2.

8. CONTRACTOR SHALL PROVIDE SIDEWALK CLOSURES, CROSSWALK CLOSURES OR WALKWAY BYPASS WHEREVER PEDESTRIAN MOVEMENTS ARE AFFECTED BY CONSTRUCTION ACTIVITIES. ALL SIDEWALKS AND CROSSWALKS SHALL BE ACCESSIBLE WHEN CONTRACTOR IS NOT WORKING UNLESS APPROVED BY THE TRANSPORTATION DIVISION.


10. THE USE OF ARROW DISPLAYS ARE REQUIRED ON ALL LANE CLOSURES. THE CONTRACTOR SHALL PROVIDE ONE (1) STAND-BY UNIT IN GOOD WORKING CONDITION AT THE JOB SITE, READY FOR USE IF THE OPERATION REQUIRES 24-HOUR A DAY LANE CLOSURE SET-UPS.
## Typical Transition Lengths and Suggested Maximum Spacing of Devices

<table>
<thead>
<tr>
<th>Speed KMP/H</th>
<th>Predt Speed MPH</th>
<th>Formula</th>
<th>3.0(10) Offset Meters (feet)</th>
<th>3.3(11) Offset Meters (feet)</th>
<th>3.6(12) Offset Meters (feet)</th>
<th>On a taper Meters (feet)</th>
<th>On a tangent Meters (feet)</th>
<th>&quot;X&quot; Dimension</th>
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<td>50</td>
<td>30</td>
<td>L=WS' 60</td>
<td>45 (150)</td>
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<td>55 (180)</td>
<td>9 (30)</td>
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<td>165 (550)</td>
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<td>216 (700)</td>
<td>235 (770)</td>
<td>266 (840)</td>
<td>21 (70)</td>
<td>45-55 (145-175)</td>
<td>240 (800)</td>
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### LEGEND

- Channelizing devices
- Trailer mounted flashing arrow board
- Flagger

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**CITY OF AUSTIN**
**DEPARTMENT OF PUBLIC WORKS**

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 804S-1
1. SAFETY FENCE SHALL BE USED TO PROTECT ALL EXCAVATIONS IN THE RIGHT-OF-WAY.
2. SAFETY FENCES SHALL BE USED TO SEPARATE CONSTRUCTION ACTIVITIES FROM PEDESTRIAN.
3. ALL SAFETY FENCING SHALL BE PLASTIC, 1,200 mm (48") MINIMUM HEIGHT AND ORANGE IN COLOR.
4. SAFETY FENCE USED WITHIN THE ROADWAY SHALL BE REFLECTORIZED WITH A MINIMUM OF TWO (2) STRIPS OF RETROREFLECTIVE MATERIAL, A MINIMUM OF 25 mm (1") WIDE, THE LENGTH OF THE FENCE OR DELINEATED BY CHANNELIZING DEVICES.
5. SAFETY FENCE USED TO SEPARATE SIDEWALKS FROM CONSTRUCTION ACTIVITIES SHALL HAVE MINIMUM ENCROACHMENT TO THE SIDEWALK.
6. AS A MINIMUM, SAFETY FENCING IS REQUIRED IN AREAS ADJACENT TO EXCAVATIONS GREATER THAN OR EQUAL TO 150 mm (6").
7. SAFETY FENCING SHALL BE PAID FOR UNDER ITEM 803S, "BARRICADES, SIGNS AND TRAFFIC HANDLING", PAY ITEM NO. 803S-SF.
8. PORTABLE SAFETY FENCE MOUNTS SHALL BE APPROVED BY THE TRANSPORTATION DIVISION PRIOR TO CONSTRUCTION.
Excavation in Right of Way

Excavation in Roadway

City of Austin
Department of Public Works

Large Excavation

The architect/engineer assumes responsibility for appropriate use of this standard.

Standard No. 8045-4
PLATES MAY EXTEND COMPLETELY ACROSS ROADWAY

TEMPORARY BACKFILL

9 m MAX. (30')

DEPENDING ON ROADWAY GEOMETRY, OR TRAFFIC VOLUMES PLATES MAY NEED TO BE TACK WELDED TOGETHER

LATERAL PLATING LONGITUDINAL PLATING
NOTES:

1. WHERE TRAFFIC MUST CROSS TRENCHES, THE CONTRACTOR SHALL PROVIDE SUITABLE BRIDGES.

2. THE USE OF STEEL PLATES SHALL BE APPROVED BY THE RIGHT OF WAY MANAGEMENT DIVISION OF WATERSHED PROTECTION AND DEVELOPMENT DEPARTMENT PRIOR TO INITIATION OF CONSTRUCTION.

3. THE THICKNESS OF PLATES FOR TRENCH WIDTHS EXCEEDING 1.8 m (6') SHALL BE ESTABLISHED IN AN ANALYSIS COMPLETED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF TEXAS. THE ANALYSIS SHALL BE BASED ON HS-20 TRAFFIC LOADING WITH A MAXIMUM PLATE DEFLECTION OF 50 mm (2") WHEN EXPERIENCING SAID LOADING. FOR SITUATIONS WHERE MULTIPLE LAYERS OF PLATES (OR STACKED PLATES) ARE TO BE EMPLOYED, THE SEAMS (IF THE INTERFACE BETWEEN PLACED SIDE-BY-SIDE) OF THE UPPER LAYER SHALL BE PLACED PERPENDICULAR TO THE SEAMS OF THE UNDERLYING PLATES.

4. WHEN APPROVED, THE TYPE OF PLATE INSTALLATION SHALL BE BASED ON THE ANTICIPATED LENGTH OF TIME THE PLATE WILL BE IN SERVICE:
   CASE I: A CASE I INSTALLATION SHALL APPLY FOR NO LONGER THAN A 2 WEEK PERIOD.
   CASE II: A CASE II INSTALLATION SHALL APPLY FOR NO LONGER THAN 2 WEEK PERIOD.

5. THE TOPSIDE OF THE STEEL PLATE SHALL BE FLAT AND FREE OF ANY CLIPS, CHAINS, ATTACHMENTS, WELDMENTS OR SURFACE IRREGULARITIES.

6. PLATES WITH A PERMANENT DISPLACEMENT (I.E. DISPLACEMENT ANYWHERE ON THE SURFACE OF THE PLATE WITH RESPECT TO A PLANE FORMED BY THE OUTSIDE EDGES) THAT EXCEEDS 12 mm (1/2") SHALL NOT BE USED FOR PLATING PURPOSES. PLATES THAT DEVELOP A PERMANENT DISPLACEMENT EXCEEDING 12 mm (1/2") DURING SERVICE SHALL BE REMOVED AND REPLACED.

7. THE PLATES SHALL BE PROVIDED WITH APPROPRIATE NUMBER OF KEYHOLE SLOTS OR CIRCULAR HOLES FOR HANDLING, LIFTING, INSTALLATION AND REMOVAL PURPOSES.

8. THE CONTRACTOR SHOULD AVOID USING A LONG SERIES OF PLATES THAT RUN PARALLEL TO VEHICULAR TRAFFIC WHEELS PATHS.

9. ADDITIONAL METHODS OF SECURING PLATES MAY BE REQUIRED DEPENDING ON FIELD CONDITIONS.

10. FOR PLATES 1.8 m (6') OR GREATER IN DIRECTION OF TRAFFIC, A NON-SKID COATING SHOULD BE APPLIED TO THE ENTIRE SURFACE AREA OF ALL PLATES, AS WELL AS ADJACENT AREAS. THE NON-SKID COATING SHALL BE TCA (TEXTURED COATING OF AMERICA, INC.) STRATA-GRIP DECK COATING SYSTEM; SLIPFIX, INC. SPS (SLIP PROTECTION SURFACE) OR AN EQUIVALENT PRODUCT APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

STEEL PLATING

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 804S-4
7 OF 9

APOSTED
CTB-CONCRETE TRAFFIC BARRIER OR LOW PROFILE BARRIER

SAFETY FENCE

TRAFFIC LANES

WORK AREA

STORAGE AREA

STORAGE AREA

CHANNELIZING DEVICES

TYPE III BARRICADE WITH TYPE "A" LIGHT

R.O.W.

STORAGE AREA

SIDWALK

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

MATERIAL AND EQUIPMENT STORAGE

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD

STANDARD NO. 804S-4

ADOPTED
1. STORAGE OF EQUIPMENT AND MATERIALS SHALL BE RESTRICTED TO LOCATIONS WHERE
   DRIVER SIGHT DISTANCES TO TRAFFIC, PEDESTRIANS, BUSINESSES AND SIDE STREET
   INTERSECTIONS ARE NOT OBSTRUCTED OR WHERE AN UNSIGHTLY APPEARANCE.
   AS DETERMINED BY THE ENGINEER, WILL NOT EXIST.

2. EQUIPMENT MUST BE PARKED AS FAR AWAY FROM THE TRAVELWAYS AS PRACTICAL.

3. TOTAL AREA USED FOR EQUIPMENT STORAGE SHALL BE KEPT TO A MINIMUM.

4. ALL MATERIALS STORED IN THE RIGHT-OF-WAY MUST BE MAINTAINED IN A NEAT
   AND ORGANIZED MANNER.

5. MATERIALS STORED MAY NOT BE MORE THAN 0.15 mm (3/6") IN HEIGHT.

6. ALL MATERIALS STORED MUST BE USED WITHIN THREE (3) DAYS.
TRENCH REPAIR IN ASPHALTIC SURFACE OVER FLEXIBLE BASE
(UCM SECTION 5.8.0)

HMAC PAVEMENT SURFACE (SEE NOTE 5)
6" (150 mm) MIN.

SAW CUT

PRIME COAT
(ITEM 306S)
3" (75 mm)

TRACER TAPE FOR NON-METALLIC PIPE. SEE NOTE 6, SHEET 2.

MINIMUM COVER
30" (750 mm) OR
UTILITY OWNER
ASSIGNED DEPTH
IN ACCORDANCE WITH
UCM SECTION 3.4.3
AND ITEM 510,
SECTION 510.3(6)

FLEXIBLE BASE
(ITEM 2105)

EXISTING ASPHALT SURFACE

SAW CUT

6" (150 mm) MIN.

SUBGRADE

3" (75 mm)

6" (150 mm) MIN. BOTH SIDES

COMPACTED BACKFILL
SEE ITEM 510,
SECTION 510.3(25)

PIPE BEDDING MATERIAL
IN CONFORMANCE WITH
ITEM 510 SECTIONS
510.2(2) AND 510.3(14)

12" (300 mm) MAX.

12" (300 mm) MAX.

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

FLEXIBLE BASE WITH ASPHALT SURFACE
TRENCH REPAIR-EXISTING PAVEMENT

THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR APPROPRIATE USE
OF THIS STANDARD.

STANDARD NO. 1100S-2
ADOPTED
NOTES:
1. THE EXISTING PAVING SURFACE SHALL BE SAW CUT IN A STRAIGHT LINE, A MINIMUM OF 12" (300 mm) WIDER THAN UNDISTURBED SIDES OF THE TRENCH AND SYMMETRICAL ABOUT THE CENTER LINE OF THE EXCAVATION.

2. IF EXCAVATION AREA IS OPEN FOR TEMPORARY PUBLIC USE, THE SURFACE SHALL BE MAINTAINED LEVEL WITH ADJACENT RIDING SURFACE WITH COLD MIX AC OR TEMPORARY HMAC. TEMPORARY MIX SHALL BE PLACED OVER FLEXIBLE BASE.

3. ROAD BASE SHALL BE REPLACED IN KIND WITH BASE THICKNESS EQUAL TO EXISTING BASE THICKNESS PLUS 3" (75 mm), BUT IN NO CASE LESS THAN 12" (300 mm).

4. DAMAGED PAVEMENT OUTSIDE THE TRENCH CUT SHALL BE REMOVED AND REPLACED WITH A BASE THICKNESS OF 10" (250 mm) OR A THICKNESS MATCHING EXISTING, WHICHEVER IS GREATER.

5. REPLACEMENT AC SURFACE LAYER SHALL BE OF THE TYPE AND THICKNESS BASED ON FUNCTIONAL CLASSIFICATION.
   a) MIN. 2" (50 mm) HMAC TYPE "D" FOR TRENCH REPAIR IN LOCAL/RESIDENTIAL STREETS.
   b) MIN. 3" (75 mm) HMAC TYPE "C" FOR TRENCH REPAIR IN COLLECTOR/ARTERIAL STREETS.

6. CLASS "A" PC CONCRETE (ITEM 403S) OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MAY BE SUBSTITUTED IN THESE REPAIRS FOR THE FLEXIBLE BASE AND COMPACTED BACKFILL. PC CONCRETE GREATER THAN A 2 SACK MIX WILL NOT BE ALLOWED.

7. TACK COAT ALL EXPOSED EDGES AND SURFACES (SPEC ITEM 307S).

8. AS PER CITY OF AUSTIN STANDARD SPECIFICATION 510, SECTION 510.2(8)[K]5, FOR ALL NON-METALLIC PIPE, DIRECTLY ABOVE THE CENTERLINE OF THE PIPE AND A MINIMUM OF 12" (300 mm) BELOW THE SUBGRADE, OR A MINIMUM OF 18" (450 mm) BELOW FINISHED GRADE ON AREAS OUTSIDE THE LIMITS OF PAVEMENT, SHALL BE PLACED INDUCTIVE TRACER TAPE IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS. THE TAPE SHALL BE ENCASED IN A PROTECTIVE, INERT, PLASTIC JACKET AND COI OR CODED IN ACCORDANCE WITH APWA UNIFORM COLOR CODE.
TRENCH REPAIR IN EXISTING PAVEMENTS
(UCM SECTION 5.5.10, 5.5.11, & 5.5.12)

HMAC PAVEMENT SURFACE
SEE NOTE 4

EXISTING ASPHALT

EXISTING CONCRETE PAVEMENT

TIES (TYP.)

Saw cut (TYP.)

7" (175 mm) MIN. CONCRETE, CLASS A (ITEM 403S)

EXIST. REINF.

2" (50 mm) MIN.

TRACER TAPE FOR NON-METALLIC PIPE. SEE NOTE 8, SHEET 2.

MINIMUM COVER
30" (750 mm) OR
UTILITY OWNER
ASSIGNED DEPTH
IN ACCORDANCE WITH
UCM SECTION 3.4.3
AND ITEM 510,
SECTION 510.3(6)

PIPE BEDDING MATERIAL
IN CONFORMANCE WITH
ITEM 510 SECTIONS
510.2(2) AND 510.3(14)

REINFORCING STEEL
SEE NOTES 3 & 7

6" (150 mm)
MIN (TYP.)

150 mm (6") MIN.
BOTH SIDES

COMPACTED BACKFILL
SEE ITEM 510,
SECTION 510.3(25)

12" (300 mm)

12" (300 mm)

SUBGRADE

ASPHALT OVERLAY OF REINFORCED AND NON-REINFORCED PC PVT.-TRENCH REPAIR

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 1100S-3

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

ADOPTED

Bill Orchard 4/16/03
NOTES:
1. EXISTING REINFORCED CONCRETE SHALL BE SAW CUT TO A MINIMUM DEPTH OF 1/2" (40 mm) AT A MINIMUM DISTANCE OF 6" (150 mm) BACK OF THE VERTICAL WALL OF THE UTILITY TRENCH.
2. REPLACEMENT REINFORCED CONCRETE SHALL BE CLASS A AND SHALL MATCH EXISTING FINISH AND THICKNESS, BUT THE THICKNESS SHALL NOT BE LESS THAN 7" (175 mm).
3. REINFORCING STEEL IN THE REPLACEMENT SLAB SHALL BE AT LEAST "5 (15M) BARS. REINFORCING STEEL SHALL BE LAP SPICED ACCORDING TO ITEM NO. 4065. IF LENGTH OF LAP CAN NOT BE ACHIEVED, BARS SHALL BE OVERLAPPED AND WELDED A MINIMUM LENGTH OF 6" (150 mm).
4. IF EXISTING PAVEMENT SECTION HAS AN ASPHALT SURFACE THE FOLLOWING APPLIES: REPLACEMENT AC SURFACE LAYER SHALL BE OF THE TYPE AND THICKNESS BASED ON FUNCTIONAL CLASSIFICATION.
   a) MIN. 2" (50 mm) HMAC TYPE "D" FOR TRENCH REPAIR IN LOCAL/RESIDENTIAL STREETS.
   b) MIN. 3" (75 mm) HMAC TYPE "C" FOR TRENCH REPAIR IN COLLECTOR/ARTERIAL STREETS.
5. CLASS "J" PC CONCRETE (ITEM 4035) OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MAY BE SUBSTITUTED IN THESE REPAIRS FOR THE FLEXIBLE BASE AND COMPACTED BACKFILL. PC CONCRETE GREATER THAN A 2 SACK MIX WILL NOT BE ALLOWED.
6. TACK COAT (ITEM 307S) ALL EXPOSED EDGES AND SURFACES.
7. ON EXISTING PC CONCRETE PAVEMENT WITHOUT REINFORCING STEEL, USE 4" TO 6" (100 mm TO 150 mm) "5 (15M) DOWELS AT 12" (300 mm) ON CENTER FOR PAVEMENT THICKNESS 6" (150 mm) OR GREATER.
8. AS PER CITY OF AUSTIN STANDARD SPECIFICATION 510, SECTION 510.2(B)(1)(A), FOR ALL NON-METALLIC PIPE, DIRECTLY ABOVE THE CENTERLINE OF THE PIPE AND A MINIMUM OF 12" (300 mm) BELOW THE SUBGRADE, OR A MINIMUM OF 18" (450 mm) BELOW FINISHED GRADE ON AREAS OUTSIDE THE LIMITS OF PAVEMENT, SHALL BE PLACED INDUCTIVE TRACER TAPE IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS. THE TAPE SHALL BE ENCASED IN A PROTECTIVE, INERT, PLASTIC JACKET AND COLOR CODED IN ACCORDANCE WITH APWA UNIFORM COLOR CODE.

CITY OF AUSTIN DEPARTMENT OF PUBLIC WORKS

ASPHALT OVERLAY OF REINFORCED AND NON-REINFORCED PC PVT.-TRENCH REPAIR

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 1100S-3

ADOPTED 9/4/65
NOTES:

1. REPLACEMENT AC SURFACE LAYER SHALL BE OF THE TYPE AND THICKNESS BASED ON FUNCTIONAL CLASSIFICATION.
   a) MIN. 2" (50 mm) HMAC TYPE "D" FOR TRENCH REPAIR IN LOCAL/RESIDENTIAL STREETS.
   b) MIN. 3" (75 mm) HMAC TYPE "C" FOR TRENCH REPAIR IN COLLECTOR/ARTERIAL STREETS.
   SEE ITEM 3405, SECTION 3405.4.

2. THE COMBINED THICKNESS OF THE REPLACEMENT AC SURFACE AND BASE LAYERS SHALL MATCH THE THICKNESS OF EXISTING FULL DEPTH AC LAYER. HOWEVER, THE REPLACEMENT AC BASE LAYER SHALL BE A MINIMUM THICKNESS OF 6" (150 mm) OF TYPE A OR B HMA. A BASE LAYER TYPE THAT MATCHES THE NEW HMA SURFACE LAYER (SEE NOTE 1) MAY BE USED, IF THE TOTAL REPAIR AREA IS LESS THAN 300 SQUARE YARDS (250 SQUARE METERS).

3. CLASS "J" PC CONCRETE (ITEM 403S) OR CONTROLLED LOW STRENGTH MATERIAL (CLSM) MAY BE SUBSTITUTED IN THESE REPAIRS FOR THE FLEXIBLE BASE AND COMPACTED BACKFILL. PC CONCRETE GREATER THAN A 2 SACK MIX WILL NOT BE ALLOWED.

4. AS PER CITY OF AUSTIN STANDARD SPECIFICATION 510, SECTION 510.2(8)(K)(5), FOR ALL NON-METALLIC PIPE, DIRECTLY ABOVE THE CENTERLINE OF THE PIPE AND A MINIMUM OF 12" (300 mm) BELOW THE SUBGRADE, OR A MINIMUM OF 18" (450 mm) BELOW FINISHED GRADE ON AREAS OUTSIDE THE LIMITS OF PAVEMENT, SHALL BE PLACED INDUCTIVE TRACER TAPE IN ACCORDANCE WITH THE MANUFACTURER'S REQUIREMENTS. THE TAPE SHALL BE ENCASED IN A PROTECTIVE, INERT, PLASTIC JACKET AND COLOR CODED IN ACCORDANCE WITH APWA UNIFORM COLOR CODE.