NOTES:

PAVEMENT REMOVAL AND REPLACEMENT

1. Pavement shall be mechanically sawed.
2. The replacement asphalt shall match the existing structural and friction courses for type and thickness in accordance with current FDOT asphalt mix specifications.
3. The new base materials shall be either of the same type and composition as the materials removed or of equal or greater structural adequacy.

BACKFILL OPTION

1. COMPACTED AND STABILIZED FILL
   a. Place backfill material in accordance with Specifications 125.
   b. In Stage #1, construct compacted fill beneath the haunches of the pipe, using mechanical tamps suitable for this purpose. This compaction applies to the material placed beneath the haunches of the pipe and above any bedding.
   c. 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 lieu of Type B Stabilization, the Contractor may construct using Optional Base Group 3.

2. FLOWABLE FILL
   a. If compaction cannot be achieved through normal mechanical methods then flowable fill may be used.
   b. Flowable fill is to be placed in accordance with Section 121 of the Specifications, as approved by the Engineer.
   c. 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.
   d. In Stage #1, place flowable fill midway up on both sides of the utility. Allow to harden before placing Stage #2.
   e. In Stage #2, place flowable fill to the bottom of the existing base course.

GENERAL NOTES

1. The details provided in this Index apply to cases in which jack and bore or directional boring methods are not required by the Engineer.
2. Flowable fill shall not be placed directly over loose, or high plastic, or mud material (see Index 120-001) 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 geotextiles, special bedding and backfill, or other special requirements.
4. Method of construction must be approved by the Engineer.
5. Some pipe may require special granular backfill up to 8" above top of pipe. Geotextiles may be required to encapsulate the special granular material.

TRENCH CUTS AND RESTORATIONS ACROSS ROADWAYS

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NOTES

1. Cut-Lines must be straight and cleanly sawed.
2. See Sheet 1 for replacement pavement.
3. Adjust manholes prior to placing friction course when pavement resurfacing is occurring in the area adjacent to the manholes.
4. Align longitudinal Cut-Lines with pavement joint or center of traffic lane to avoid wheel path.
5. For rigid pavement, align Transverse Cut-lines with nearest existing joint.