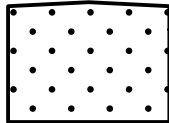


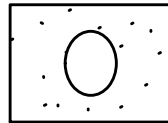
### LEGEND



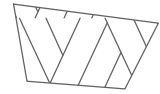
EXISTING INFRASTRUCTURE



20mm CRUSHER RUN LIMESTONE



BEDDING AS PER UTILITY OWNERS SPEC/STANDARD



UNDISTURBED EARTH

### GENERAL NOTES:

- 1- FULL REMOVAL AND ALL REPLACEMENT OF ASPHALT SHALL MATCH EXISTING OR CITY STANDARD (WHICHEVER IS GREATER). ALL ASPHALT RESTORATION SHALL BE IN COMPLIANCE WITH BSS 310.
- 2- THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL PERIPHERAL DAMAGE TO THE ROAD WHICH HAS BEEN CAUSED BY THE TRENCH AND UTILITY CUT ACTIVITY. THIS INCLUDES ALL DAMAGE TO THE SURROUNDING PAVING STRUCTURE WHICH HAS CAUSED THAT STRUCTURE TO CRACK OR DETERIORATE OR BECOME UNSTABLE VERSUS ITS CONDITION PRIOR TO THE TRENCH AND UTILITY CUT ACTIVITY. IN SUCH CASES, UNLESS THE CONTRACTOR CAN CLEARLY DEMONSTRATE SUCH DAMAGE WAS PRESENT BEFORE THE CUTTING OF THE ROAD, THE PERMIT APPLICANT IS RESPONSIBLE FOR, AND MUST ENSURE THAT, THE ENTIRE DAMAGED AREA OF PAVEMENT IS REPAIRED TO THE FULL APPLICABLE ROAD STANDARD.
- 3- EXISTING CRASH PROTECTION SYSTEMS AND REGULATORY SIGNAGE MUST NOT BE REMOVED OR TAMPERED WITH.

### RESTORATION NOTES:

- 4 - WHEN THE REMAINING ASPHALT, FROM THE CURB (GUTTER FACE) TO THE EDGE OF RESTORED SECTION IS 1000mm OR LESS, THE EXISTING ASPHALT WILL BE REMOVED FULL DEPTH AND WHEN TWO OR MORE ROAD CUTS ARE REQUIRED AT A GIVEN SITE AND THE CUTS ARE LESS THAN 2500mm APART, THE ENTIRE AREA MUST HAVE FULL DEPTH ASPHALT RESTORATION FROM THE OUTER LIMITS OF ALL REPAIRS.
- 5 - GRANULAR BACKFILL MATERIALS REQUIREMENTS SHOWN IN THE RESTORATION DETAILS SHALL CONFORM TO BSS 1010.
- 6 - AFTER BACKFILLING THE UTILITY TRENCH, A MIN 1000mm FULL DEPTH ASPHALT STRIP SHALL BE CUT BACK FROM ALL SIDES OF THE TRENCH INTO THE EXISTING PAVEMENT STRUCTURE. THE PAVEMENT STRUCTURE MATERIALS SHALL MATCH THE EXISTING PAVEMENT MATERIAL TYPES
- 7 - ALL HOT-MIX MATERIAL SHALL CONFORM TO BSS 1150.
- 8 - SIDEWALK RESTORATION SHALL BE A MINIMUM OF ONE FULL BAY INCLUDING EXPANSION JOINT MATERIAL. ALL CONCRETE SHALL BE AS PER BSS 1350. ALL SIDEWALKS AND INDUSTRIAL DRIVEWAYS SHALL CONFORM TO CITY OF BRAMPTON STANDARD DRAWING 237.
- 9 - MULTIUSE PATH RESTORATION REQUIRES A MIN 1000mm WIDE FULL DEPTH ASPHALT TO BE CUT BACK FROM ALL CUT SIDES OF THE TRENCH INTO THE EXISTING MULTI USE PATH. THE PAVEMENT STRUCTURE MATERIALS SHALL BE PLACED AS PER CITY OF BRAMPTON STANDARD DRAWING L 511 OR AT INDUSTRIAL DRIVEWAYS, SHALL CONFORM TO CITY OF BRAMPTON STANDARD DRAWING 237.
- 10 - SUB DRAINS UNDER THE CURB SHALL BE RESTORED TO ENSURE THEIR OPERATION AND SHALL BE PLACED AS PER CITY OF BRAMPTON STANDARD DRAWING 223.
- 11 - WHERE THE CURB HAS BEEN UNDERMINED TO FACILITATE UTILITY INSTALLATION, THE CURB SHALL BE REMOVED AND REPLACED. CURB RESTORATION SHALL BE A MINIMUM OF 2000mm OR SHALL EXTEND 500mm BEYOND THE OUTER TRENCH EDGES, WHICH EVER IS GREATER, ALL CONCRETE SHALL BE AS PER BSS 353. ASPHALT RESTORATION ALONG THE REPLACED CURB SHALL CONSIST OF A MIN OF 1000mm CUT BACK FULL DEPTH FROM THE GUTTER FACE.
- 12 - ALL GRASSED BOULEVARDS SHALL BE RE-INSTATED IN ACCORDANCE WITH BSS 802 AND BSS 803 (TOPSOIL AND SOD REQUIREMENTS).



**BRAMPTON**  
Flower City

GENERAL - SERIES 000

TRENCH  
RESTORATION  
NOTES

APPROVED:  
MAY 2015

ORIGINAL:  
JAN 2015

REV. 1

**252**

N.T.S