

**UNIFORM STANDARD
DETAILS**

for

**PUBLIC WORKS
CONSTRUCTION**

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**1998
ARIZONA**

(Includes Revisions Through 2010)

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100-2

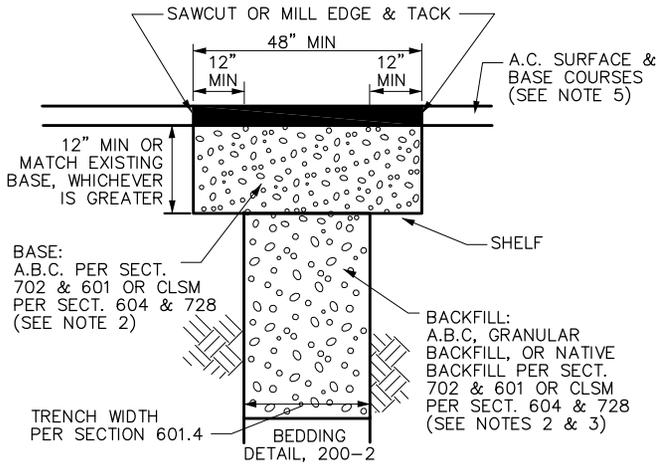


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ENGLISH

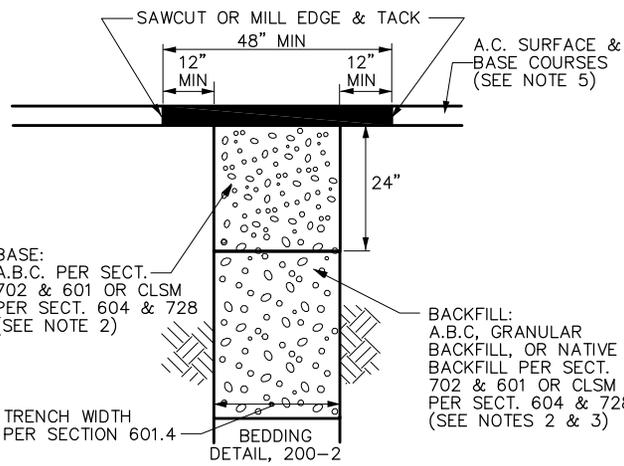
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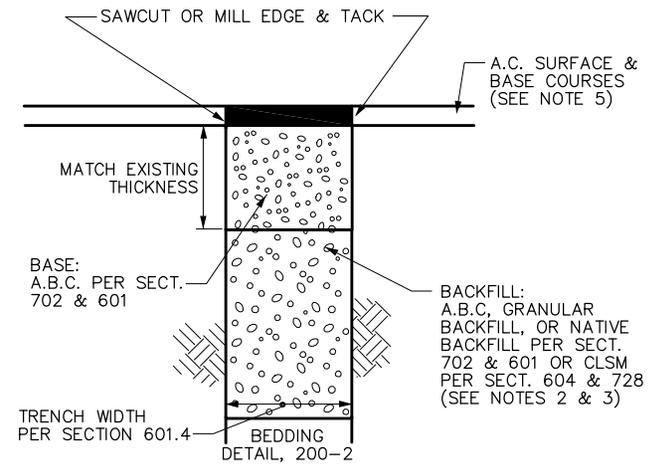
100-2



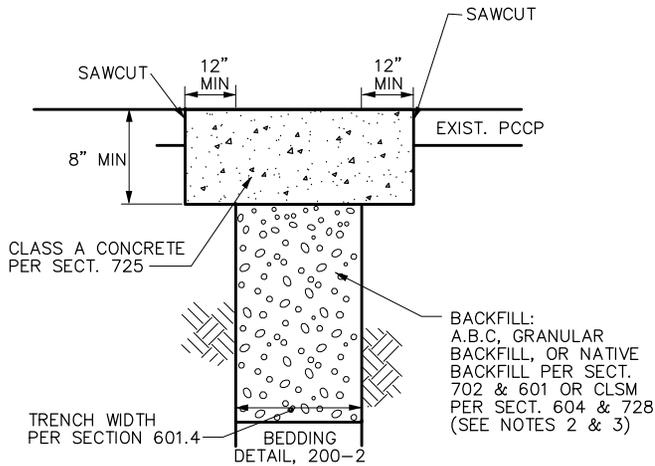
"T TOP" TRENCH REPAIR



TYPE "A" TRENCH REPAIR



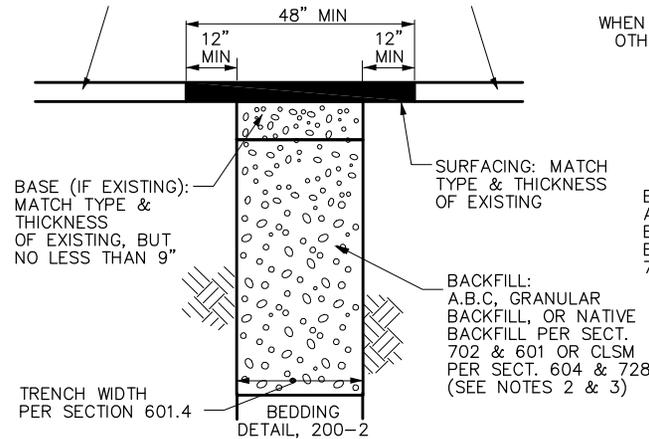
TYPE "B" TRENCH REPAIR



TYPE "C" TRENCH REPAIR

(TRENCH IN PORTLAND CEMENT CONCRETE PAVEMENT)

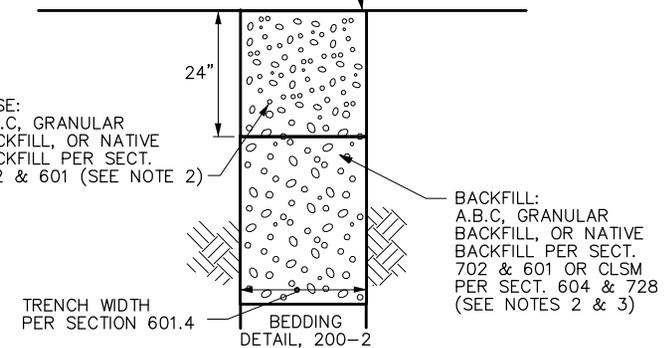
RESTORE SURFACE OUTSIDE OF TRENCH LINES DAMAGED DURING CONSTRUCTION WITH LIKE MATERIAL TO ORIGINAL CONDITION



TYPE "D" TRENCH REPAIR

(TRENCH NOT UNDER CONCRETE OR ASPHALT PAVEMENT)

MATCH ADJACENT GROUND SURFACE WHEN FINAL STREET ELEVATION IS UNKNOWN. OTHERWISE, PLACE TO FINISHED SUBGRADE.



TYPE "E" TRENCH REPAIR

(TRENCH IN FUTURE ROADWAY PRISM OR ALLEY)

NOTES:

1. PAVEMENT MATCHING AND SURFACE REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 336.
2. TYPE OF BACKFILL AND BASE (IF APPLICABLE) SHALL BE AS NOTED HEREIN UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS. IF NOT SPECIFIED, CLSM SHALL BE 1/2-SACK PER SECTIONS 604 AND 728.
3. TRENCHES LESS THAN 24" WIDE SHALL BE BACKFILLED FROM TOP OF BEDDING TO BOTTOM OF SURFACING MATERIALS WITH 1/2-SACK CLSM PER SECTIONS 604 AND 728.
4. BASE, BACKFILL, BEDDING AND FOUNDATION COMPACTION REQUIREMENTS SHALL BE IN ACCORDANCE WITH SECTION 601.
5. ASPHALT CONCRETE SURFACE AND BASE COURSES SHALL COMPLY WITH SECTION 336.2.4.1 UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS.
6. USE TYPE "A" FOR LONGITUDINAL TRENCH REPAIR AND USE "T-TOP" FOR TRANSVERSE TRENCH REPAIR (SEE DETAIL 200-2) UNLESS OTHERWISE SPECIFIED IN CONTRACT DOCUMENTS. TYPE "B" TRENCH REPAIR MAY BE USED FOR TRANSVERSE TRENCH REPAIR IF SPECIFIED BY THE AGENCY.
7. PROVIDE MINIMUM 12" WIDE SHELF AS SHOWN IN "T-TOP" TRENCH REPAIR AT ENDS OF TYPE "A" TRENCH REPAIR EXCEPT WHERE EDGE ABUTS EXISTING CONCRETE.
8. USE "T-TOP" PAVEMENT REPLACEMENT WHERE A TRENCH IS NOT PARALLEL TO A STREET OR GOES THROUGH AN INTERSECTION.
9. SEE DETAIL 200-2 FOR REMNANT PAVEMENT REMOVAL REQUIREMENTS.
10. EXPOSED COPPER OR POLYETHYLENE WATER PIPE UP TO 2" IN DIAMETER IN TRENCHES TO BE BACKFILLED WITH CLSM SHALL BE WRAPPED WITH MINIMUM 3/4" THICK PREFORMED PIPE-COVERING FOAM INSULATION BEFORE PLACING CLSM.

DETAIL NO.
200-1



STANDARD DETAIL
ENGLISH

**BACKFILL, PAVEMENT
AND SURFACE REPLACEMENT**

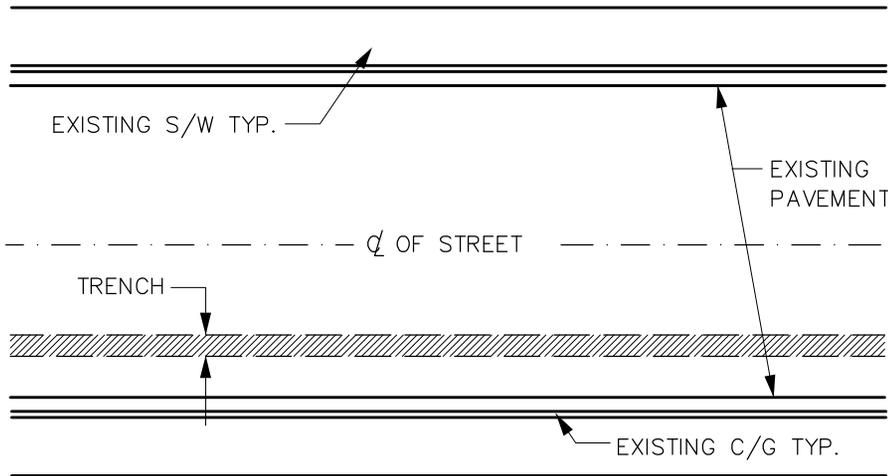
REVISED
01-01-2010

DETAIL NO.
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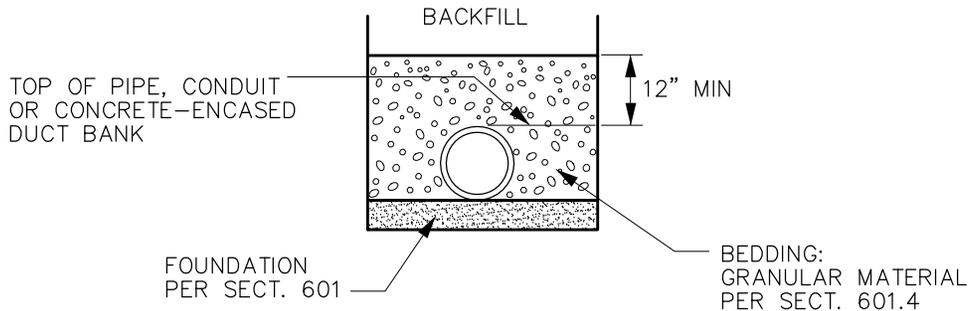
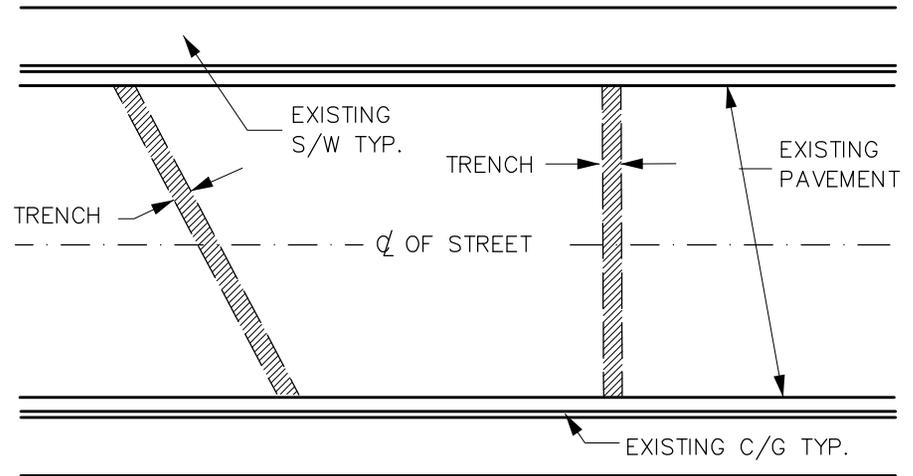
LONGITUDINAL TRENCH

(TRENCH IN PAVEMENT PARALLEL TO TRAFFIC)

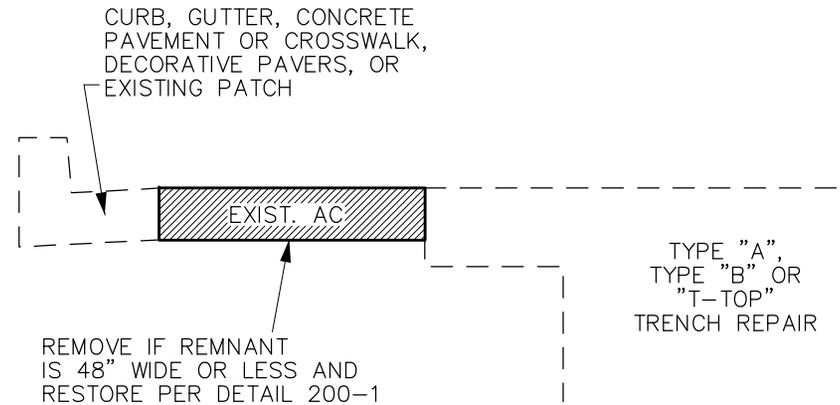


TRANSVERSE TRENCH

(TRENCH IN PAVEMENT NOT PARALLEL TO TRAFFIC)



BEDDING DETAIL



REMNANT PAVEMENT REMOVAL

NOTES:

1. SEE MAG DETAIL 200-1 FOR DETAILED TRENCH REPAIR REQUIREMENTS FOR TRENCH TYPES NOTED HEREIN.
2. SEE MAG DETAIL 211 FOR REQUIREMENTS REGARDING THE USE OF PLATING TRANSVERSE TRENCHES. USE OF STEEL PLATES SHALL NOT EXCEED 72 HOURS AFTER COMPLETION OF BACKFILL AND PRIOR TO FINAL PATCHING.

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200-2

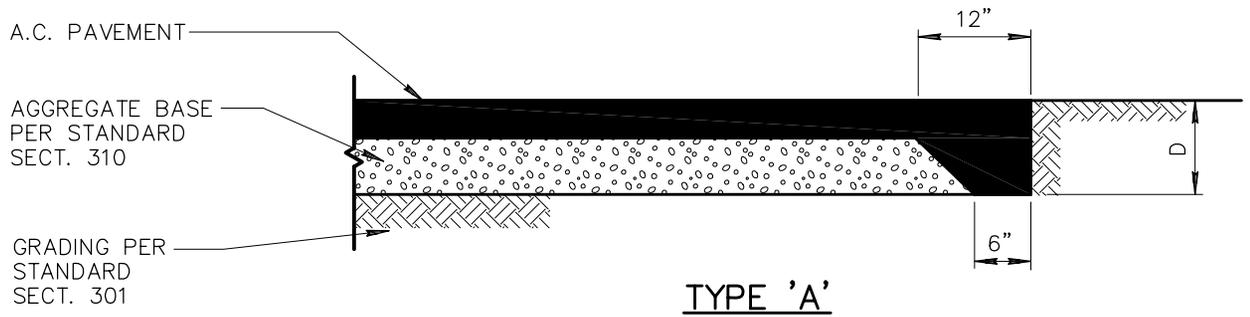


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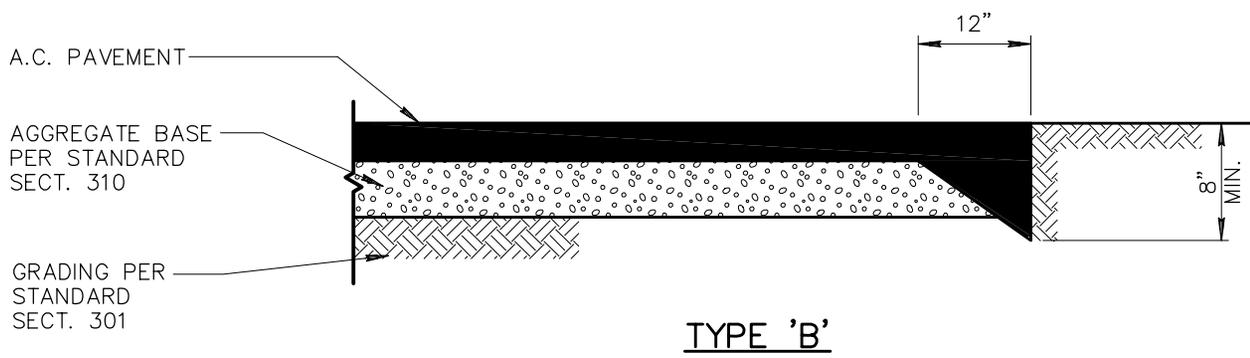
**BACKFILL, PAVEMENT AND
SURFACE REPLACEMENT**

REVISED
01-01-2010

DETAIL NO.
200-2



D = DESIGN THICKNESS OF A.C. PAVEMENT PLUS AGGREGATE BASE.



DETAIL NO.
201



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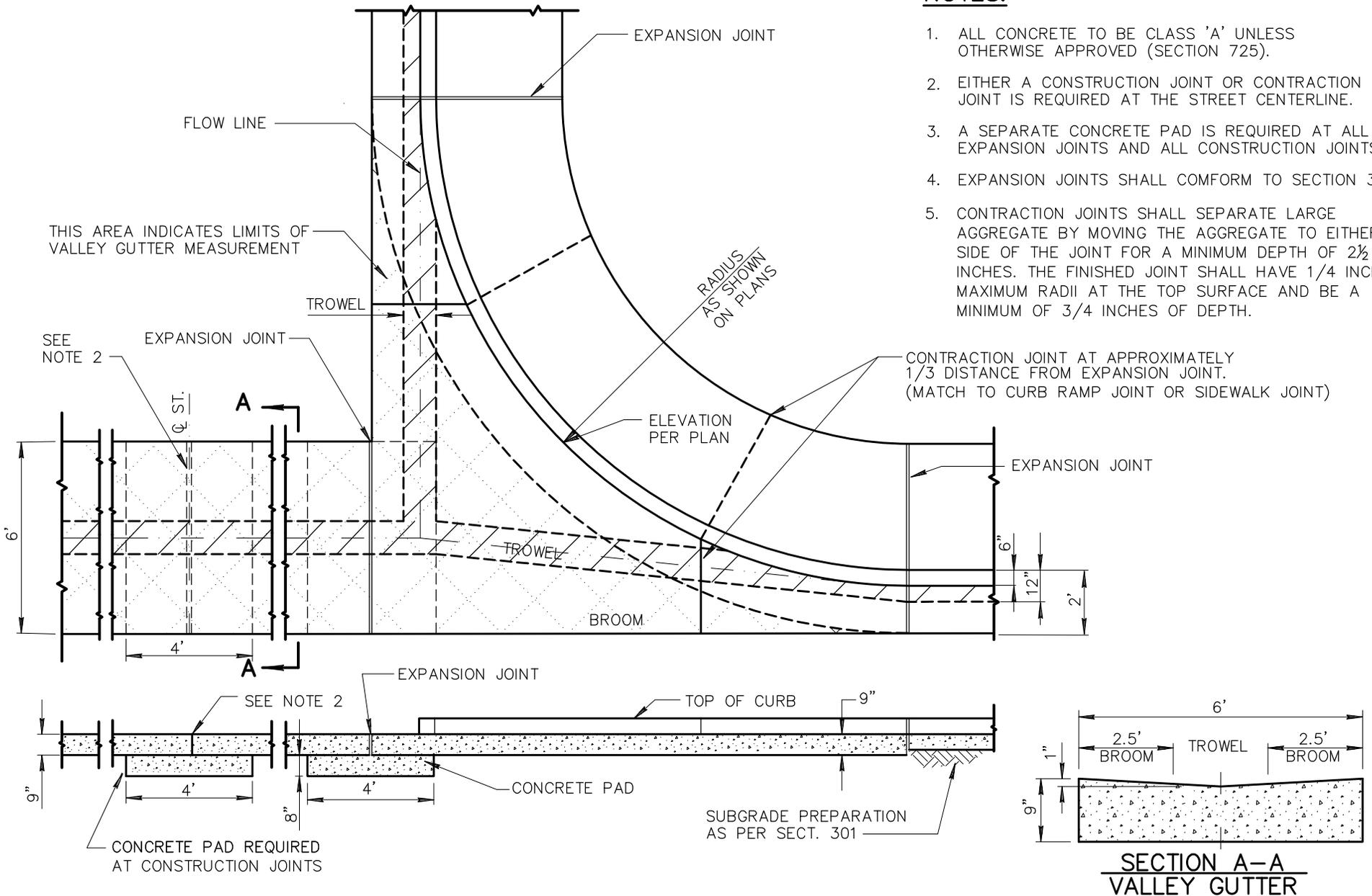
PAVEMENT SECTION AT TERMINATION

REVISED
01-01-2008

DETAIL NO.
201

NOTES:

1. ALL CONCRETE TO BE CLASS 'A' UNLESS OTHERWISE APPROVED (SECTION 725).
2. EITHER A CONSTRUCTION JOINT OR CONTRACTION JOINT IS REQUIRED AT THE STREET CENTERLINE.
3. A SEPARATE CONCRETE PAD IS REQUIRED AT ALL EXPANSION JOINTS AND ALL CONSTRUCTION JOINTS.
4. EXPANSION JOINTS SHALL COMFORM TO SECTION 340.
5. CONTRACTION JOINTS SHALL SEPARATE LARGE AGGREGATE BY MOVING THE AGGREGATE TO EITHER SIDE OF THE JOINT FOR A MINIMUM DEPTH OF 2½ INCHES. THE FINISHED JOINT SHALL HAVE 1/4 INCH MAXIMUM RADII AT THE TOP SURFACE AND BE A MINIMUM OF 3/4 INCHES OF DEPTH.



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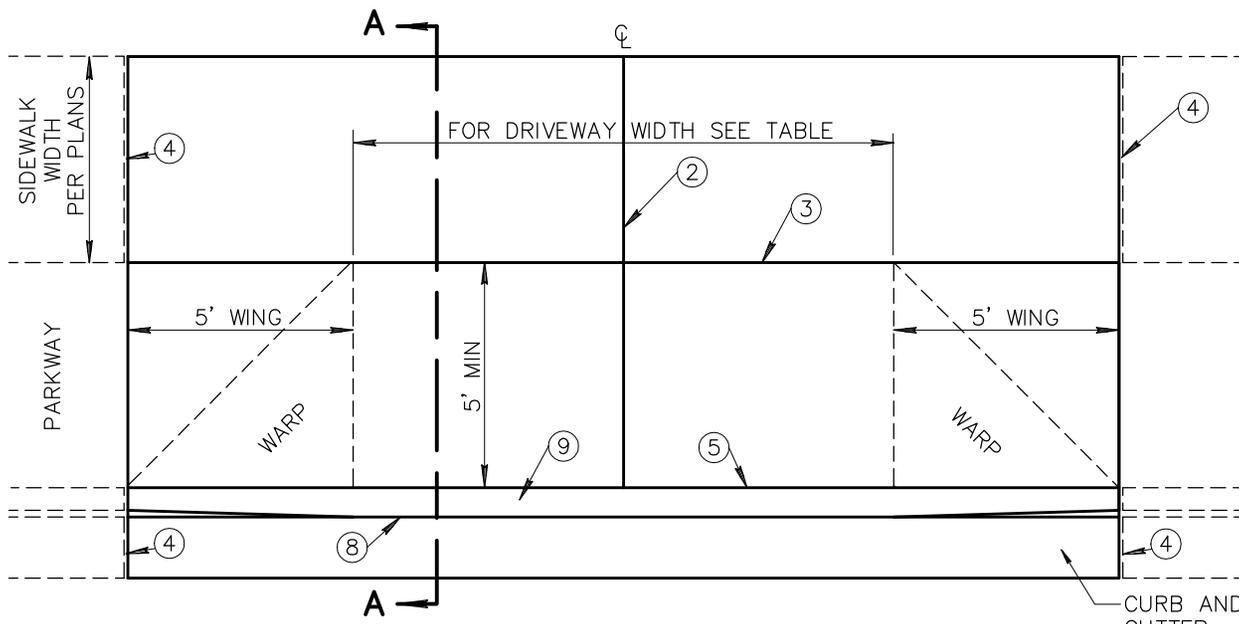
VALLEY GUTTER

REVISED

01-01-2010

DETAIL NO.

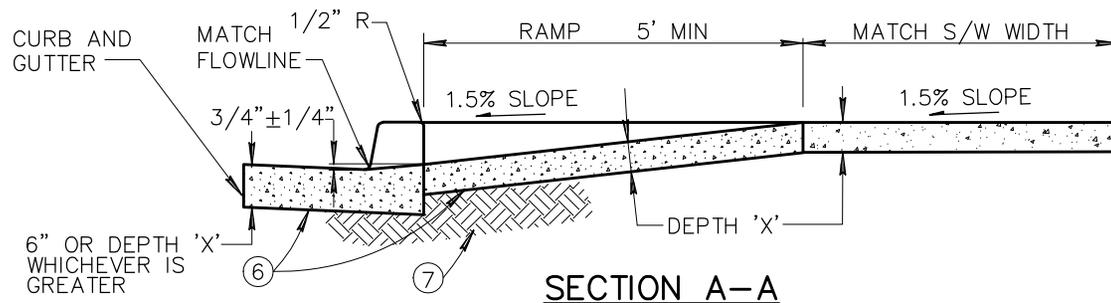
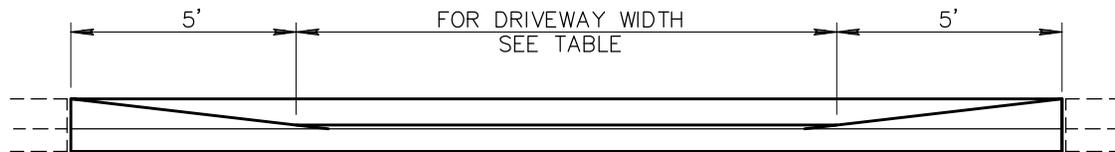
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DRIVEWAY WITH DETACHED SIDEWALK

NOTES:

1. DEPRESSED CURB SHALL BE PAID FOR AT THE UNIT PRICE BID FOR THE TYPE OF CURB USED AT THAT LOCATION.
2. CONTRACTION JOINT ON D/W CENTERLINE.
3. CONTRACTION JOINT.
4. 1/2-INCH EXPANSION JOINTS SHALL COMPLY WITH SECTION 340.
5. BACK OF CURB - CONSTRUCTION JOINT.
6. CONCRETE CLASS AS NOTED IN TABLE. CONCRETE PER SECTION 725.
7. SUBGRADE PREPARATION, SECT. 301.
8. FLOW LINE OF GUTTER.
9. DEPRESSED CURB.
10. SECT. A-A AND ELEVATION: D/W SHOWN WITH VERTICAL CURB AND GUTTER, ROLL TYPE CURB AND GUTTER TREATED SIMILARLY.
11. ROUGH BROOM FINISH FULL WIDTH OF RAMP AND WINGS. TROWEL AND USE LIGHT HAIR BROOM FINISH FOR WALKWAY AREA.



SECTION A-A

COMMERCIAL AND INDUSTRIAL				
DRIVEWAY WIDTH	MIN.	MAX.	CLASS	DEPTH 'X'
COMMERCIAL	* 16'	40'	A	9"
INDUSTRIAL	* 16'	40'	A	9"
* 24' MIN. FOR TWO WAY TRAFFIC				
RESIDENTIAL				
DRIVEWAY WIDTH	MIN.	MAX.	CLASS	DEPTH 'X'
MAJOR STREET	16'	30'	B	5"
COLLECTOR STREET	* 12'	30'	B	5"
LOCAL STREET	12'	30'	B	5"
* 16' DESIRABLE				

DETAIL NO.
250-1

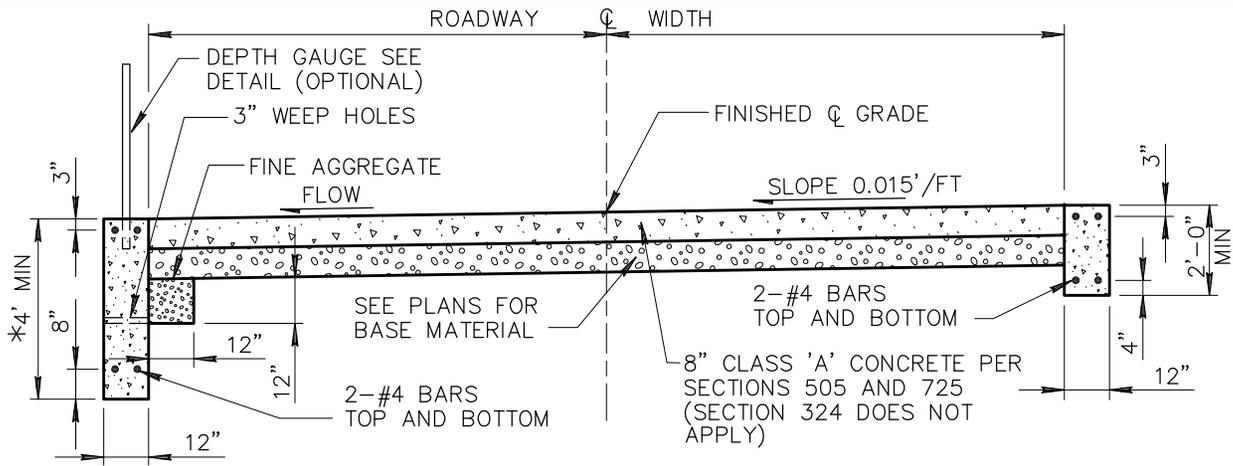


STANDARD DETAIL
ENGLISH

**DRIVEWAY ENTRANCES WITH
DETACHED SIDEWALK**

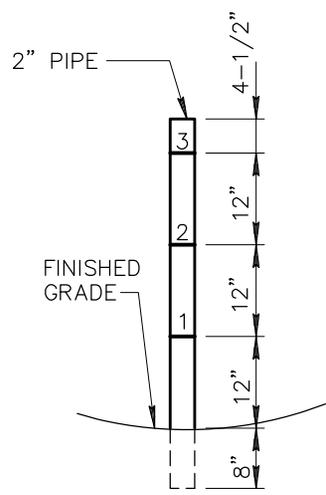
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01-01-2009

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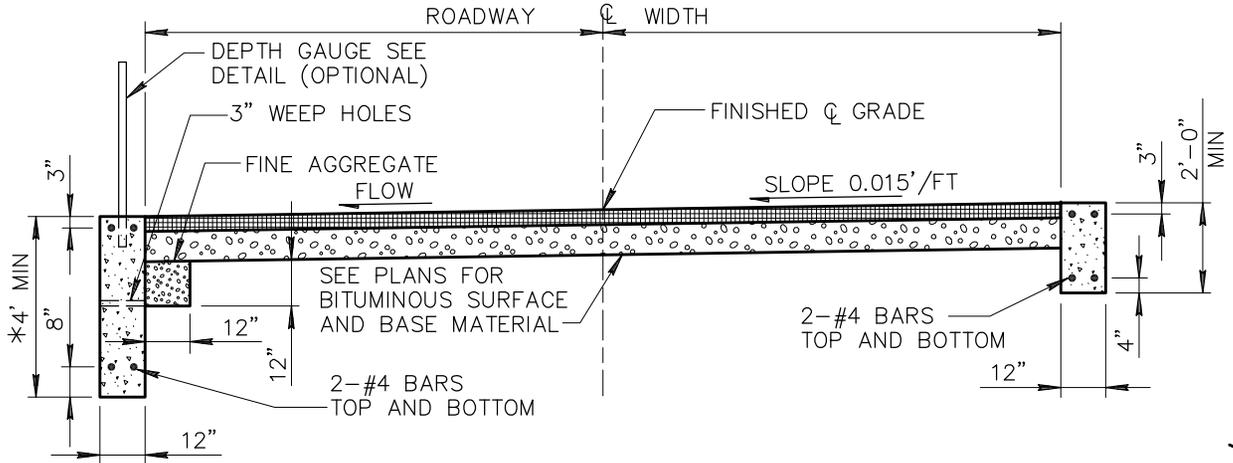


CONCRETE SURFACE FORD CONCRETE WALLS

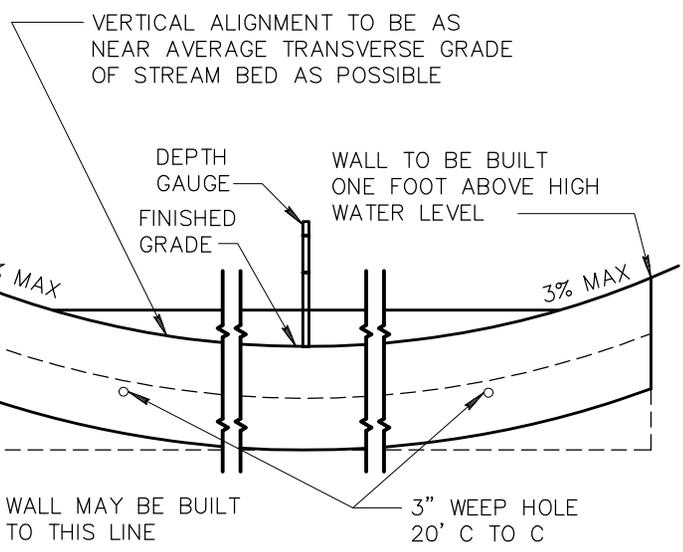
*MIN. DISTANCE BELOW STREAM BED



DEPTH GAUGE DETAIL
(OPTION OF THE CONTRACTING AGENCY)



BITUMINOUS SURFACE FORD CONCRETE WALLS



ELEVATION LOOKING UPSTREAM

NOTES:

1. FORD WALLS SHALL BE CLASS 'A' CONCRETE PER SECT. 725.
2. DEPTH GAUGE SHALL BE PAINTED 2 COATS WHITE ENAMEL. NUMERALS AND MARKERS SHALL BE 1 COAT BLACK ENAMEL.
3. NUMBERS ON DEPTH GAUGE TO BE 2" HIGH.
4. HEIGHT OF DEPTH GAUGE OPTIONAL.
5. TWO DEPTH GAUGES MAY BE USED. ONE ON EACH END OF UPSTREAM WALL. START WITH 2' INSTEAD OF 1'.

DETAIL NO.
552



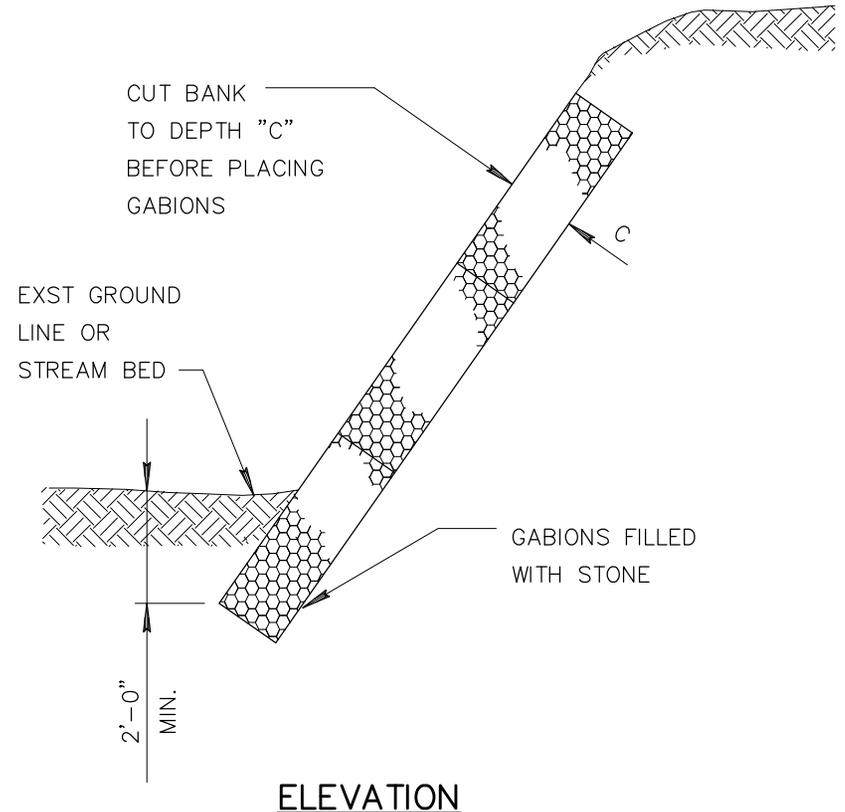
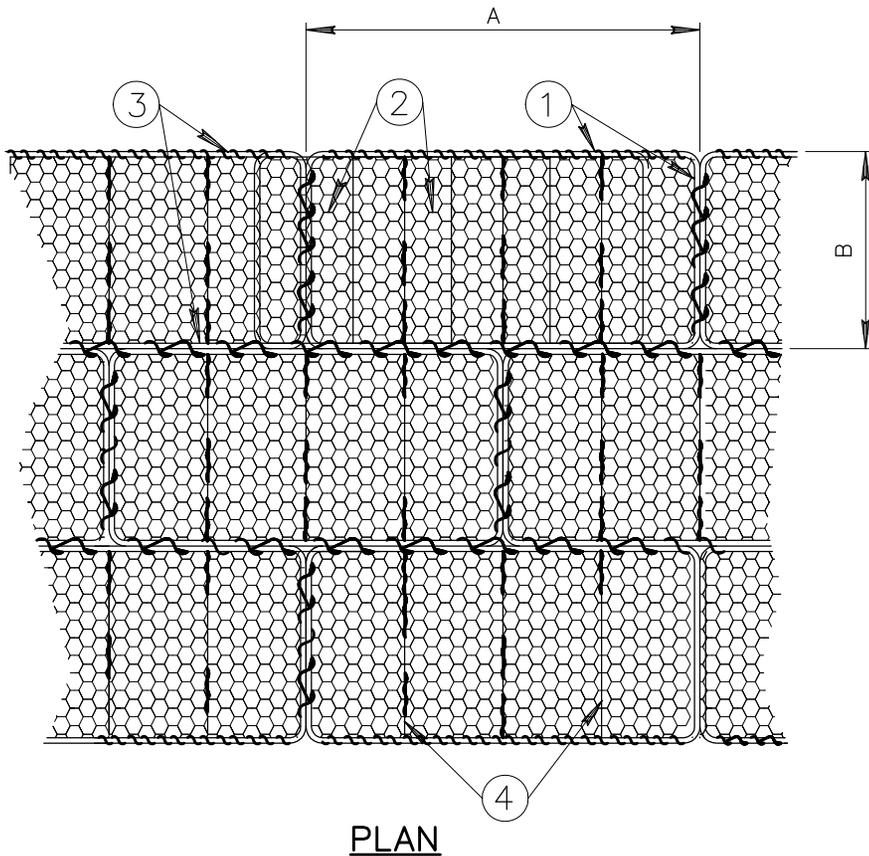
STANDARD DETAIL
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CONCRETE CUT-OFF WALLS

REVISED
01-01-2009

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552

TYPICAL GABIONS



- ① HEAVY GAUGE FRAME WIRE.
- ② HEAVY GAUGE TRIPLE-TWIST HEXAGONAL MESH (OR EQUAL) FASTENED TO FRAME WIRE.
- ③ CONTINUOUS HEAVY GAUGE WRAPPED AROUND FRAMES TO FASTEN GABIONS TO EACH OTHER.
- ④ PARTITIONS TO PREVENT SHIFTING, NORMALLY ONE PER 3' LENGTH. INSTALLED AT FACTORY.

NOMINAL SIZE COMBINATIONS		
LENGTH	WIDTH	DEPTH
A	B	C
6'	3'	1' 1.5' 3'
9'	3'	1' 1.5' 3'
12'	3'	1' 1.5' 3'

NOTE:

OTHER SIZES AVAILABLE FROM MANUFACTURER.