STREET IMPROVEMENT NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND CONTACTING PUBLIC WORKS INSPECTOR FOR PRE-CONSTRUCTION MEETINGS AND INSPECTIONS FOR CONSTRUCTION AND RESTORATION IN THE PUBLIC RIGHT-OF-WAY.
2. ALL WORK IN THE PUBLIC RIGHT-OF-WAY SHALL BE PERFORMED BY A CALIFORNIA LICENSED CLASS "A" CONTRACTOR, UNLESS OTHERWISE APPROVED BASED ON THE SCOPE OF WORK AND THE CONTRACTOR'S LICENSE.
3. ALL FINAL PAVEMENT RESTORATION SHALL BE COMPLETED NO LATER THAN 10 WORKING DAYS AFTER UTILITY AND CONCRETE INSTALLATION.
4. ANY STRIPING OR SIGNAGE REMOVED OR DAMAGED BY CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR. ALL RESTRIPING SHALL BE COMPLETED 2 DAYS AND NO LATER THAN 7 DAYS AFTER THE PAVEMENT HAS BEEN PLACED.
5. SUBGRADE COMPACTION AND AGGREGATE BASE COMPACTION SHALL BE INSPECTED BY THE PUBLIC WORKS INSPECTOR PRIOR TO PLACEMENT OF CONCRETE.
6. CONCRETE FORMS SHALL BE INSPECTED BY THE PUBLIC WORKS INSPECTOR PRIOR TO THE PLACEMENT OF CONCRETE.

SAWCUTS: SHALL BE FULL DEPTH AND PERFORMED AFTER A USA TICKET (811) HAS BEEN CALLED. SAWCUTTING IN CONCRETE SHALL ONLY BE PERFORMED AT EXISTING JOINTS.

CONCRETE: SHALL MEET CALTRANS CLASS A 6-SACK MIX WITH ¾" TO 1" AGGREGATE AND MINIMUM 3,000 PSI. ADD ½ TO ¾ POUNDS BY WEIGHT OR 1 PINT BY VOLUME OF LAMPBLACK PER CUBIC YARD OF CONCRETE MIX. MAX SLUMP OF 4". NO ADMIXTURES WITHOUT APPROVAL OF THE CITY ENGINEER. CURE VIA THE IMPERVIOUS MEMBRANE METHOD. BROOM FINISH ALL SURFACES AND PERPENDICULAR TO PATH OF TRAVEL FOR SIDEWALKS.

FORMS: FACES SHALL NOT VARY FROM THE PLAN DIMENSIONS BY MORE THAN 0.02 FEET. FORMS SHALL MEET GRADE.

ASPHALT: ASPHALT SHALL BE PLACED AS HOT MIX ASPHALT ("HMA") ONLY. ½" ASPHALT CONCRETE (95% COMPACTION) MATCHING EXISTING PAVEMENT THICKNESS OR 4" MINIMUM, WHICHEVER IS GREATER, SHALL BE USED IN STREETS. TACK COAT ALL EDGES AND SURFACES PRIOR TO HMA PLACEMENT. ASPHALT PAVEMENT RESTORATION SHALL BE MADE FLUSH WITH THE ADJACENT SURFACES AT CONFORMS AND EDGES WITH A MAXIMUM TOLERANCE OF ⅛". ALL FINISHED EDGES SHALL BE SEALED. REFER TO PAVEMENT RESTORATION DETAILS FOR EXTENTS.

AGGREGATE BASE: THE GRADING OF ALL NEW IMPORTED AGGREGATE BASE MATERIAL PLACED UNDER CONCRETE OR ASPHALT SHALL CONFORM TO THE ¾" MAXIMUM, AS SPECIFIED IN SECTION 26-1.02B, CLASS 2 AGGREGATE BASE, OF THE LATEST CALTRANS STANDARD SPECIFICATIONS. THOROUGHLY WET BASE PRIOR TO PLACING CONCRETE.

SUBGRADE: SHALL BE COMPACTED TO 90% RELATIVE COMPACTION WITHIN LIMITS OF CONCRETE SIDEWALK. EVERYWHERE ELSE, INCLUDING AREAS BENEATH CONCRETE AND ASPHALT, SHALL BE COMPACTED TO 95% RELATIVE COMPACTION. WHERE UNSUITABLE SUBGRADE MATERIAL IS ENCOUNTERED, REMEDIAL WORK SHALL BE DONE, INCLUDING BUT NOT LIMITED TO, OVER-EXCAVATING AND REPLACING WITH CLASS II AGGREGATE BASE. IF SITE CONDITIONS PREVENT ACHIEVING THE REQUIRED RELATIVE COMPACTION, A FABRIC MAY BE USED IF APPROVED BY THE PUBLIC WORKS INSPECTOR.

EXPANSION JOINTS: SHALL BE FULL DEPTH OF THE CONCRETE WITH A ½" THICK FULL-DEPTH ASPHALTIC FIBER PLACED BETWEEN AND USING ½"X12" SLIP DOWELS. EXPANSION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM OF 50' INTERVALS IN CONCRETE CURBS, GUTTERS, SIDEWALKS, RETURNS, DRIVEWAYS, AND AT COLD JOINTS. EXPANSION JOINT ASPHALTIC FIBER SHALL BE PLACED AROUND BASE OF UTILITY POLES AND HYDRANTS TO PREVENT CONCRETE FROM CONTACTING THE APPURTENANCE. FINISH CONCRETE ADJACENT TO EXPANSION JOINTS WITH AN EDGER TOOL.

CONTROL JOINTS: SHALL BE 1" MINIMUM DEEP AND ¼" MINIMUM WIDE. CONTROL JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM OF 10' INTERVALS IN CONCRETE CURBS GUTTERS, SIDEWALKS, RETURNS, AND DRIVEWAYS.

SCORE JOINTS: SHALL BE ¼" DEEP PLACED STRAIGHT AND UNIFORMLY SPACED BETWEEN CONTROL JOINTS ON SIDEWALKS. SCORE JOINTS SHALL NOT EXCEED 30" INTERVALS TRANSVERSELY OR 36" INTERVALS LONGITUDINALLY. SCORE JOINTS SHALL BE LEFT IN A CLEANLY ROUNDED CONDITION.

SIDEWALKS: RUNNING SLOPE SHALL NOT EXCEED STREET SLOPE. CROSS SLOPE SHALL BE DESIGNED FOR A MAXIMUM 1.5% AND CONSTRUCTED TO BE LESS THAN 2.0%.

GUTTERS: STANDARD GUTTER WIDTH SHALL BE 24". NEW CONSTRUCTION SHALL INSTALL NEW GUTTERS OR REPLACE EXISTING GUTTERS WITH THE STANDARD 24". MINOR PROJECTS PERFORMING REPAIRS ONLY MAY MATCH THE EXISTING GUTTER WIDTH. GUTTER WIDTH TRANSITIONS SHALL BE 6' MINIMUM.