1. **PERMIT REQUIRED:** CITY OF MONTEREY POLICY REQUIRES CONTRACTORS TO OBTAIN PERMITS FOR ANY UTILITY CONSTRUCTION WORK, STREET OPENING, AND STREET OR SIDEWALK ENCROACHMENT TO OBTAIN APPLICABLE PERMITS. CONTRACTORS MUST FIRST REGISTER WITH THE CITY OF MONTEREY PERMITS AND INSPECTIONS SERVICES.

2. **TRAFFIC CONTROL PLAN:** A TRAFFIC CONTROL PLAN (TCP) MUST BE SUBMITTED TO THE CITY’S TRAFFIC ENGINEER FOR APPROVAL A MINIMUM OF 3 BUSINESS DAYS PRIOR TO CONSTRUCTION AND MUST BE APPLICABLE TO EXISTING SITE CONDITIONS. THE TCP MUST BE APPROVED PRIOR TO CONSTRUCTION. FOR TRAFFIC CONTROL REQUIREMENTS PLEASE VISIT: [WWW.MONTEREY.ORG/TRAFFIC](http://WWW.MONTEREY.ORG/TRAFFIC) “TRAFFIC CONTROL PLAN GUIDELINES.”

3. **PRE-CONSTRUCTION NOTIFICATION:** THE CONSTRUCTION CONTRACTOR MUST CALL THE CITY OF MONTEREY PERMIT AND INSPECTION DIVISION (831-646-3980) PRIOR TO STARTING ANY STREET OPENING, REGARDLESS OF DATE AND TIME SHOWN ON THE STREET OPENING PERMIT. IN MOST CASES A PRECONSTRUCTION CONFERENCE WILL BE REQUIRED BEFORE START OF WORK. CONTRACTOR SHALL NOTIFY ALL EMERGENCY SERVICES, AFFECTED RESIDENCES, OR BUSINESSES, AND THE PUBLIC WORKS DEPARTMENT OFFICE (PHONE 646-3920) 48 HOURS IN ADVANCE TO PROPOSED CLOSURES AND ALTERNATE ROUTES AVAILABLE.

4. **WORK HOURS:** ALL WORK MUST BE COMPLETED WITHIN THE HOURS OF 7:00AM – 5:00PM UNLESS OTHERWISE AUTHORIZED BY THE CITY. IF AFTER-HOURS, WEEKEND, OR HOLIDAY WORK IS REQUIRED, PRIOR AUTHORIZATION MUST BE GRANTED. THERE WILL BE AN ADDITIONAL FEE CHARGED FOR THIS WORK, WHICH MUST BE COLLECTED PRIOR TO THE WORK COMMENCING.

5. **U.S.A. NOTIFICATION** CONTRACTOR IS RESPONSIBLE FOR CONTACTING UNDERGROUND SERVICE ALERT (1-800-227-2600) AT LEAST 2 DAYS BEFORE ANY EXCAVATION OR DIGGING AND MARKING IN THE FIELD WITH WHITE PAINT THE LIMITS OF THE PROPOSED WORK AREA. AN APPROVED PERMIT FROM THE CITY DOES NOT ALONE AUTHORIZE YOU TO DIG. CONTACTING UNDERGROUND SERVICE ALERT WILL IN TURN NOTIFY PUBLIC UTILITY COMPANIES AND LOCAL PUBLIC AGENCIES TO LOCATE AND MARK THEIR OWN UTILITIES WITH APPROPRIATE COLORED PAINT WITHIN YOUR PROPOSED MARKED LIMITS. PRIVATE UTILITIES, INCLUDING SEWER LATERAL LINES, ARE USUALLY NOT MARKED.

6. **PLANS:** A COPY OF THE APPROVED PLANS SHALL BE KEPT ON THE JOB SITE AT ALL TIMES DURING WORKING HOURS.

7. **INCOMPLETE STREET OPENINGS:** WHERE OPENINGS CANNOT BE COMPLETED DURING THE DAY OF OPENING, PLACE STEEL PLATES OVER THE OPEN TRENCH AND PLACE SUITABLE LIGHTED BARRICADES AROUND THE WORK AREA TO PREVENT ACCIDENTS.

8. **MATERIALS STORAGE:** ABSOLUTELY NO STOCKPILING OF MATERIAL WILL BE ALLOWED IN THE STREET OR SIDEWALK UNLESS AUTHORIZED BY THE CITY. CONCRETE WASHOUT LOCATION SHALL BE APPROVED BY THE CITY.

9. **ARCHAEOLOGICAL FINDS:** IN THE EVENT THAT ANY ARCHAEOLOGICAL FINDS, (BUILDING RUINS, UTENSILS, TOOLS, BONES, ETC.) ARE DISCOVERED WITHIN OR NEAR THE CONSTRUCTION LIMITS, DO NOT DISTURB THE RESOURCES; IMMEDIATELY STOP WORK WITHIN A 50-FOOT RADIUS OF THE DISCOVERY AND NOTIFY THE CITY ENGINEER.

10. **STORM DRAIN POLLUTION PROTECTION:** THE CONSTRUCTION CONTRACTOR MUST PROVIDE ADEQUATE PROTECTION FOR DOWNSTREAM CATCH BASINS, DRAIN INLETS, GUTTERS, AND OTHER STORM DRAIN FEATURES TO PREVENT SPILLS, SLURRY, SEDIMENT, OR CONSTRUCTION DEBRIS FROM ENTERING THE SYSTEM.

11. **TREE PROTECTION:** THE CONSTRUCTION CONTRACTOR MUST COMPLY WITH THE CITY’S TREE PROTECTION STANDARDS. THE CONSTRUCTION CONTRACTOR MUST OBTAIN SPECIFIC APPROVAL FOR: TREE REMOVAL; BRANCH PRUNING; ROOT PRUNING; ADDITION OR REMOVAL OF SOIL WITHIN THE TREE DRIP LINE; AND ANY OTHER ACTIVITY WHICH COULD DISTURB SHALLOW TREE ROOTS, INCLUDING MATERIAL STORAGE, VEHICULAR TRAFFIC, AND SOIL COMPACTION WITHIN THE TREE DRIP LINE. FAILURE TO COMPLY WITH THESE REQUIREMENTS WILL RESULT IN A CITATION AND A FINE OF $1,000 PER TREE, PER INCIDENT.

12. **PROTECTION OF IMPROVEMENTS:** CONSTRUCTION CONTRACTOR SHALL PROMPTLY MAKE ANY AND ALL REPAIRS TO IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY, UNDERGROUND UTILITIES, AND PRIVATE IMPROVEMENTS THAT ARE DAMAGED BY THE WORK AUTHORIZED BY THEIR PERMIT. THESE REPAIRS SHALL BE TO THE SATISFACTION OF THE CITY.

13. **SURVEY MONUMENT PROTECTION:** THE CONSTRUCTION CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION. ANY SURVEY MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION MUST BE REPLACED BY A LICENSED LAND SURVEYOR ACCEPTABLE TO THE CITY.

14. **COMPACTING TESTING:** IN ORDER TO ASSURE THE STABILITY OF THE TRENCH FLOOR, A MINIMUM OF THREE TESTS SHALL BE PERFORMED, AT VARIABLE DEPTHS. THE CONTRACTOR SHALL SUBMIT WRITTEN RESULTS OF THE TESTS TO THE CITY, AND TESTS MUST BE APPROVED BEFORE PAYING.

15. **FINAL CLEAN-UP:** UPON COMPLETION OF WORK, ALL BRUSH, TIMBER, SCRAPS AND OTHER MATERIALS AND DEBRIS SHALL BE ENTIRELY REMOVED AND THE RIGHT-OF-WAY LEFT IN A CONDITION SATISFACTORY TO THE CITY.
ALL WORK SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS AND STANDARD PLANS, CURRENT ADOPTED EDITION. SECTION NUMBERS CITED HEREIN REFER TO THE CALTRANS STANDARD SPECIFICATIONS, AND STANDARD PLAN NUMBERS REFER TO THE CALTRANS STANDARD PLANS, UNLESS OTHERWISE NOTED. DETAIL NUMBERS REFER TO THESE CITY STANDARD DETAILS.

1. EARTHWORK:
   - COMPACT GENERAL ENGINEERED FILL SOIL TO AT LEAST 90% RELATIVE COMPACTION (ASTM D1557).
   - IN AREAS TO BE PAVED, COMPACT THE SUBGRADE SOIL TO AT LEAST 95% RELATIVE COMPACTION TO A DEPTH OF AT LEAST 6" BELOW THE GRADING PLANE. SUBGRADE PREPARATION MUST EXTEND AT LEAST 6 INCHES BEYOND THE LIMITS OF PROPOSED CONCRETE PAVEMENTS, CURBS AND GUTTERS, AND AT LEAST 1 FOOT BEYOND THE EDGE OF HMA PAVEMENT WHERE CURB AND GUTTER ARE NOT PRESENT, EXCEPT WHERE PRECEDED BY THE PRESENCE OF ADJACENT IMPROVEMENTS WHICH ARE TO REMAIN, OR LIMITED BY RIGHT-OF-WAY.
   - COMPLETED SLOPES MUST BE 2H:1V OR FLATTER, UNLESS NOTED OTHERWISE.

2. SAWCUTTING:
   - MARK THE PLANNED SAWCUT LOCATIONS IN THE FIELD FOR REVIEW BY THE CITY ENGINEER. THE CITY ENGINEER MAY REVISE THE SAWCUT LIMITS BASED ON ACTUAL FIELD CONDITIONS, SUCH AS TO COINCIDE WITH EXISTING JOINTS.
   - SAWCUT THE FULL DEPTH OF ALL PAVEMENTS, CURB, GUTTERS AND SIDEWALKS.
   - SAWCUT TO 1 1/2 THE DEPTH OF CONCRETE STREETS AND CROSS-GUTTERS.
   - WHERE CONSTRUCTION OPERATIONS CAUSE DAMAGE BEYOND THE LIMITS OF THE SAWCUT LINE, THE DAMAGED AREA MUST BE REMOVED AND REPLACED TO A NEAT SAWCUT EDGE.

3. UTILITY COVER ADJUSTMENTS:
   - ADJUST TO GRADE ALL SEWER AND STORM DRAIN COVERS AND BOXES, AND SURVEY MONUMENT BOXES, WITHIN THE WORK AREA, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. SALVAGE EXISTING COVERS AND BOXES AND FURNISH AND INSTALL NEW COVERS AND BOXES, UNLESS THE EXISTING COVERS ARE APPROVED FOR REUSE BY THE CITY ENGINEER. PROVIDE SALVAGED COVERS AND BOXES TO THE CITY.
   - ALL OTHER UTILITY COVERS AND BOXES WITHIN WORK AREA MUST BE ADJUSTED BY THE UTILITY OWNER, UNLESS OTHERWISE NOTED. UTILIZE NEW UTILITY-FURNISHED COVERS AND BOXES UNLESS THE EXISTING COVERS OR BOXES ARE APPROVED FOR REUSE BY THE CITY ENGINEER.

6. AGGREGATE BASE (A.B.) MUST BE 3/4" GRADATION CLASS 2 A.B. PER SECTION 26, "AGGREGATE BASES". ALL A.B. MUST BE COMPACTED TO AT LEAST 95% RELATIVE COMPACTION.

7. HOT MIX ASPHALT (HMA) MUST BE TYPE "A" WITH PG 64-10 ASPHALT BINDER PER SECTION 39, "ASPHALT CONCRETE". THE FINAL HMA LIFT MUST BE 1/2" GRADATION WITHOUT ANY RECLAIMED ASPHALT PAVEMENT (RAP), EXCEPT FOR THE FINAL LIFT, LIFTS THICKER THAN 2" SHALL BE 3/4" GRADATION. COLD MIX SHALL NOT BE USED EXCEPT FOR TEMPORARY PAVING.

8. CURBS, CURB AND GUTTER, SIDEWALKS, CURB RAMPS, AND DRIVEWAYS MUST CONFORM TO SECTION 73, "CONCRETE CURBS AND SIDEWALKS". CONCRETE FOR CURBS, SIDEWALKS AND THEIR APPURTENANCES MUST BE MINOR CONCRETE CONTAINING AT LEAST 483 POUNDS OF CEMENTITIOUS MATERIAL PER CUBIC YARD. THE CEMENTITIOUS MATERIAL CONTENT MUST BE AT LEAST 505 POUNDS PER CUBIC YARD IF A MAXIMUM OF 3/8-INCH AGGREGATE IS USED. THE FINISHED CONCRETE SHALL BE GREY IN COLOR AND NEUTRAL IN TONE UNLESS OTHERWISE SPECIFIED AS COLORED CONCRETE. FINISHED CONCRETE MUST NOT BE WHITE OR LIGHT GREY IN COLOR OR BRIGHT IN TONE. THE CONTRACTOR MUST NOTIFY THE CITY ENGINEER WHEN THE CONCRETE FORMS ARE IN PLACE, AND ALLOW FOR THE CITY ENGINEER TO INSPECT THE FORMS PRIOR TO PLACING CONCRETE.

9. CONCRETE STREETS, BUS STOP PADS, AND CROSS-GUTTERS AND SPANDELS MUST CONFORM TO SECTION 40, "CONCRETE PAVEMENT".

10. DETECTABLE WARNING SURFACE (TRUNCATED DOMES): WET-SET TYPE (NOT SURFACE-MOUNTED) PREFabricated COMPOSITE PANEL LISTED ON THE CALTRANS AUTHORIZED MATERIAL LIST. COLOR: COLONIAL RED.

11. CONTROLLED DENSITY FILL, CONTROLLED LOW STRENGTH MATERIAL, SLURRY CEMENT BACKFILL, AND LEAN CONCRETE BACKFILL: A FLUID, WORKABLE MIXTURE OF AGGREGATE, CEMENT AND WATER CONTAINING AT LEAST 188 POUNDS OF CEMENT PER CUBIC YARD AND ENOUGH WATER TO PRODUCE A FLUID WORKABLE MIX THAT FLOWS AND CAN BE PUMPED WITHOUT SEGREGATION DURING PLACEMENT.

12. CONCRETE BACKFILL MUST CONFORM TO SECTION 90-2, "MINOR CONCRETE", AND CONTAIN AT LEAST 505 POUNDS OF CEMENTITIOUS MATERIAL PER CUBIC YARD.
NOTES

1. MONUMENT COVER MUST BE:
   1.1. PHOENIX IRON WORKS P-2001; OR
   1.2. BROOKS No 4-TT

2. ADJUST MONUMENT COVER TO GRADE: SALVAGE THE MONUMENT COVER AND REMOVE THE CONCRETE COLLAR. DO NOT DISTURB THE CONCRETE MONUMENT. AFTER PAVING, SAWCUT THE NEW AC PAVEMENT AND INSTALL A NEW MONUMENT COVER AND CONCRETE COLLAR AT FINISHED GRADE. ALL MONUMENT COVERS IN WORK AREAS MUST BE ADJUSTED TO FINISH GRADE. NEW MONUMENT COVERS MUST BE FURNISHED WHEN ADJUSTING OR RECONSTRUCTING A MONUMENT. EXISTING COVERS SHALL NOT BE REUSED EXCEPT AS APPROVED BY THE CITY ENGINEER. SEE NOTE 3 FOR MONUMENT TIE-OUTS TO BE PERFORMED BY CITY SURVEYOR.

3. WORK NEAR EXISTING MONUMENTS: NOTIFY THE CITY ENGINEER AT LEAST 72 HOURS PRIOR TO WORK WHICH COULD AFFECT A CITY MONUMENT. (THIS INCLUDES PERFORMING SAWCUTTING, DEMOLITION, TRENCHING, EARTHWORK OR PAVING WITHIN 5 FEET OF THE MONUMENT.) THE CITY SURVEYOR WILL TIE-OUT THE MONUMENT AND FILE A CORNER RECORD BOTH PRIOR TO AND AFTER THE WORK.

4. CONSTRUCT MONUMENT: NOTIFY THE CITY ENGINEER AT LEAST 72 HOURS PRIOR TO PLANNED CONSTRUCTION OF A CONCRETE STREET MONUMENT. THE CITY SURVEYOR WILL SET REFERENCE POINTS FOR CONSTRUCTION OF THE MONUMENT AND WILL PUNCH THE BRASS MARKER AFTER CONSTRUCTION OF THE MONUMENT.

5. RECONSTRUCT MONUMENT: IF WORK WILL REDUCE THE MONUMENT DEPTH TO LESS THAN 8" BELOW FINISHED GRADE, REMOVE AND RECONSTRUCT THE MONUMENT. SEE NOTES 3 AND 4 FOR WORK TO BE PERFORMED BY CITY SURVEYOR.

6. MONUMENT CONSTRUCTION SHALL CONFORM TO CALTRANS SECTION 78-2 "SURVEY MONUMENTS". CONCRETE FOR MONUMENT AND COLLAR SHALL BE "MINOR CONCRETE" PER CALTRANS SECTION 90-2 "MINOR CONCRETE".

CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
580 PACIFIC STREET, MONTEREY, CA 93940

APPROVED BY:

CITY ENGINEER

STREET MONUMENT

DETAIL

105
KEYNOTES

1. Sawcut pavement full-depth on a true line at the planned edge of trench wall.

2. Minimum trench width: 12", or greater if required by utility owner. At least 6" clearance between the utility and trench wall is required. Actual trench width required to perform the work will depend on method of compaction and trench shoring/protection used by contractor. Trench walls may have vertical sides up to a maximum depth of 5 feet below grade. Approved shoring or trench boxes must be utilized for trenches of greater depth per CA—OSHA requirements.

3. Pipe bedding and initial backfill: as required by utility owner. At least 4" of bedding and 6" of shading are required.

4. Insulated 12 AWG tracer wire. Provide on all gas mains, communication conduits, and non-metallic water pipes within the right-of-way. Tape to top of pipe at 10' intervals. Extend to the surface at valve boxes, risers, etc., so locator equipment can be connected.

5. Warning tape: Polyethylene tape, 3.5–MIL (MIN), 3/4" wide (MIN), appropriate color and wording, set 6" to 12" above utility.

6. Final backfill:
   6.1. In pavement areas: Caltrans Class 2 aggregate base, compacted in max. 8" lifts to min. 95% R.C.; or controlled density fill (2–sack slurry)
   6.2. In landscape areas: Native soil compacted in max. 8" lifts to min. 85% R.C.

7. After trenching and backfilling is complete, sawcut a second time the full depth of the pavement, at least 5" outside the trench wall (t–patch), or to nearest joint if less than 3' away from original sawcut, or as directed by the city engineer; then remove pavement.

8. HMA (Type A) Trench Patch: HMA patch paving shall match existing pavement thickness and be at least 3" for low-volume residential streets and on-street parking and 4" for all other street classifications. Final lift must be at least 1" thick, 1/2" gradation, and not contain any reclaimed asphalt pavement (R.A.P.). Other course(s) must be 3/4" gradation if lift thickness is 2" or greater.

9. Concrete Street Trench Patch: Place 4"x18" dowels in epoxy–filled 3/4"x6" holes @ 18" O.C. Concrete patch paving shall match existing pavement thickness & reinforcing size/spacing, and shall be at least 6" thick.

GENERAL NOTES

1. See detail 201 for trenching for sanitary sewers and storm drains.

2. Bedding and backfill materials must be submitted to and approved by the city engineer. Native soil may be used for bedding and backfill only if approved by the city engineer.

3. Controlled density fill (2-sack slurry) may be used in lieu of specified bedding and backfill. Controlled density fill must be used where shown on the plans and wherever adequate compaction cannot be achieved by mechanical means.

4. Except for controlled density fill (2-sack slurry) and 3/4" crushed rock, backfill must be compacted to at least 95% R.C. (ASTM D1557) in pavement areas. At a minimum, one compaction test shall be performed for every 300 LF. of trench, at variable depths. A minimum of two tests shall be performed in total. The contractor shall submit written results of the tests to the city. Tests must be approved before paving.

5. Where existing pavement is AC on concrete, the city will provide project-specific pavement restoration requirements.
NOTES:
1. ALL UTILITY COVERS AND BOXES IN THE WORK AREA MUST BE ADJUSTED TO FINISH GRADE. NEW COVERS AND BOXES MUST BE FURNISHED. EXISTING COVERS AND BOXES SHALL NOT BE REUSED EXCEPT AS APPROVED BY THE CITY ENGINEER.
2. FINISHED COVERS SHALL BE WITHIN 1/2 INCH OF THE BOTTOM OF A STRAIGHTEDGE LAID ACROSS THE COVER.
3. DISTANCE FROM TOP OF CONE TO FINISH PAVEMENT GRADE SHALL NOT EXCEED 24". IF ADJUSTED COVER WILL RESULT IN THIS DISTANCE EXCEEDING 18", THE MANHOLE CONE MUST BE RAISED, IN ADDITION TO THE GRADE RINGS.
NOTES

1. WORK MUST CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 73, "CONCRETE CURBS AND SIDEWALKS".

2. DOWEL CURB AND GUTTER CONSTRUCTION JOINTS WITH 18"-LONG #4 DEFORMED DOWELS, AND EXPANSION JOINTS WITH
18"-LONG #4 SMOOTH DOWELS. DRILLED HOLES SHALL BE MIN 3/4"x6", EPOXY FILLED. WHERE CURB AND GUTTER IS NOT
MONOLITHICALLY POURED WITH ATTACHED SIDEWALK, DOWEL WITH 12"-LONG #4 @ 24" O.C. SEE DETAIL 134 FOR
ADDITIONAL INFORMATION.

3. APPLY TACK COAT TO FACE OF CURB PRIOR TO HMA PAVING.

4. TOP AND FRONT OF CURBS AND GUTTERS SHALL BE FINE BROOM FINISHED. WHERE CURB ABUTS PLANTER, BACK OF CURB
SHALL ALSO BE FINISHED.

5. FINISHED HMA PAVEMENT GRADE SHALL BE 3/8" TO 1/4" ABOVE THE GUTTER LIP.

6. IF PAVEMENT (HMA + AB) THICKNESS IS 10" OR MORE, CONTINUE GRADING PLANE UNDER CURB & GUTTER; IF PAVEMENT
THICKNESS IS LESS THAN 10", PROVIDE 4" AGGR. BASE UNDER AND CURB & GUTTER.

7. TRANSITION OVER 5 LF (MINIMUM), MATCHING BACK OF CURB LINES. IF TRANSITION IS ALONG A CURVE LESS THAN 10'
LONG, TRANSITION FROM BEGINNING TO END OF CURVE.
NOTES
1. WORK MUST CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 73, "CONCRETE CURBS AND SIDEWALKS".
2. DOWEL SIDEWALK EXPANSION JOINTS AND CONSTRUCTION (COLD) JOINTS WITH 12"-LONG #4 AT 18" O.C. SEE DETAIL 134 FOR ADDITIONAL JOINT AND DOWELING DETAILS.
3. WHERE CURB & GUTTER ARE NOT Poured MONOLITHICALLY WITH SIDEWALK, DOWEL PER DETAIL ABOVE.

CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
980 PACIFIC STREET, MONTEREY, CA 93940

APPROVED BY:

CONCRETE SIDEWALK
DETAIL

132
CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
580 PACIFIC STREET, MONTEREY, CA 93940

CITY ENGINEER DATE

NOTES
1. CALTRANS STANDARD PLANS A88A AND A88B ARE ADOPTED AND INCORPORATED BY REFERENCE.
CURB RAMP TYPES A, B, CM, ETC. REFERENCE STANDARD PLANS A88A AND A88B.
2. WHERE CURB & GUTTER ARE NOT POURED MONOLITHICALLY WITH CURB RAMP, DOWEL CURB TO CURB RAMP WITH 12"-LONG #4 @ 24" O.C. PER DETAIL 132.
CURB RETURN REINFORCEMENT:
(2) #4 FROM BCR TO ECR

BCR
ALTERNATING SM AND WPJ;
5' SPACING IN SIDEWALKS UP TO 6'-WIDE;
FOR SIDEWALKS WIDER THAN 6', SCORE
SIDEWALK LONGITUDINALLY TO CREATE
PANELS 5'x5' OR SMALLER.

ALIGN CURB & GUTTER
WPJ WITH SIDEWALK WPJ
(MAX 10' SPACING)

WPJ OR EJ AT ALL
RE-ENTRANT CORNERS

24"-LONG #4 AT
RE-ENTRANT CORNERS
WPJ OR EJ

12"-LONG #4
@ 24" O.C.

CURB-TO-SIDEWALK
DOWELING
SEE NOTE 2

SIDEWALK REPAIR;
SEE NOTES 1 & 2

HMA PAVING;
SEE NOTE 3
CURB, GUTTER AND
SIDEWALK REPAIR;
SEE NOTES 1 & 3

SAWCUT AT (E) JOINT OR SCORE
MARK, WHERE POSSIBLE, SEE WPJ
DETAIL FOR SAWCUT DEPTH.
DRILLED HOLE FILLED WITH
NON-SHRINK GROUT OR EPOXY

CONTACT (COLD) JOINT (CJ)

WEAKENED PLANE JOINT (WPJ)

SCORE MARK (SM)

EXPANSION JOINT (EJ)

PROVIDE EJ'S AT BEGINNING AND END OF CURVES,
AT WALLS, STRUCTURES, AND OTHER FIXED
OBJECTS AND AT 60' MAX SPACING.

NOTES
1. SAWCUT AND REMOVE CURB, GUTTER AND SIDEWALK AT THE
NEAREST EXISTING JOINT.
2. WHERE CURB & GUTTER ARE NOT POURED MONOLITHICALLY WITH
SIDEWALK, DOWEL CURB TO SIDEWALK PER DETAIL ABOVE.
3. WHEN REMOVING CURB AND GUTTER FOR REPAIR OR REPLACEMENT,
SAWCUT AND REMOVE AT LEAST 24" OF ADJOINING AC PAVEMENT,
THEN PATCH WITH FULL-DEPTH (6" MIN) HOT MIX ASPHALT (TYPE
A) AFTER CURB AND GUTTER CONSTRUCTION.

CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
580 PACIFIC STREET, MONTEREY, CA 93940

APPROVED BY:
CITY ENGINEER DATE

CURB, GUTTER &
SIDEWALK JOINTS
AND REINFORCEMENT

DETAIL
134
NOTES
1. WORK MUST CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 73, "CONCRETE CURBS AND SIDEWALKS".
2. STANDARD PEDESTRIAN PASSAGEWAY WIDTH IS 5' FOR SIDEWALKS UP TO 10'-WIDE. IF REQUIRED DUE TO RESTRICTIVE CONDITIONS, PEDESTRIAN PASSAGE WIDTH MAY BE REDUCED TO 4'-2".

<table>
<thead>
<tr>
<th>DRIVEWAY WIDTH (PER CITY CODE)</th>
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<tr>
<td>MIN</td>
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<tr>
<td>MULTI-FAMILY RESIDENTIAL</td>
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<tr>
<td>COMMERCIAL / OTHER</td>
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CITY OF MONTEREY DEPARTMENT OF PUBLIC WORKS 580 PACIFIC STREET, MONTEREY, CA 93940

APPROVED BY: [Signature]
CITY ENGINEER DATE [Date]

SIDEWALK CROSSING DETAIL 141
NOTES
1. WORK MUST CONFORM TO CALTRANS STANDARD SPECIFICATIONS, SECTION 73, "CONCRETE CURBS AND SIDEWALKS".
2. TYPE 'J' SIDEWALK CROSSING MAY ONLY BE USED FOR SINGLE FAMILY RESIDENTIAL LOTS WHEN DRIVEWAY IS STEEPLY DOWN-SLOPING (OVER 15%) AND SIDEWALK IS NEITHER PRESENT NOR PLANNED.
NOTES
1. TYPE 'A' IS THE CITY'S STANDARD DRIVEWAY PROFILE.
2. TYPE 'B' DRIVEWAY PROFILE MAY BE USED:
   2.1. IF DRIVEWAY SLOPE IS GREATER THAN 10% OR
   2.2. IF INSUFFICIENT RIGHT-OF-WAY IS AVAILABLE AND A SIDEWALK EASEMENT CANNOT BE OBTAINED.
3. TYPE 'C' DRIVEWAY PROFILE IS USED IF THERE IS INSUFFICIENT RIGHT-OF-WAY AVAILABLE FOR TYPE 'B' AND A SIDEWALK EASEMENT CANNOT BE OBTAINED.
4. TYPE 'D' DRIVEWAY PROFILE MAY BE USED ON WIDE SIDEWALKS WHERE CONFORM GRADING IS LIMITED DUE TO RIGHT-OF-WAY OR ADJACENT IMPROVEMENTS.
5. THE CITY MAY REQUIRE A GUTTER CAPACITY ANALYSIS IF TYPE 'B', 'C', OR 'D' IS PROPOSED. RUNOFF SHOULD NOT EXCEED CURB AND GUTTER CAPACITY DURING THE 10-YEAR STORM EVENT.