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1. PERMIT REQUIRED: CITY OF MONTEREY POLICY REQUIRES CONTRACTORS TO OBTAIN PERMITS FOR ANY UTILITY CONSTRUCTION WORK, STREET OPENING, AND STREET OR SIDEWALK ENCOCHAMENTS. 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 "TRAFFIC CONTROL PLAN GUIDELINES"

3. PRE-CONSTRUCTION NOTICIFICATION: THE CONSTRUCTION CONTRACTOR MUST CALL THE CITY OF MONTEREY PERMIT AND INSPECTION DIVISION (831-646-3890) 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 AS 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 NOTIFYING THE NEAREST LOCAL RESIDENTS AND BUSINESSES 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 UP THE LAND. THE CONTRACTOR WILL NOTIFY THE NEAREST LOCAL RESIDENTS AND BUSINESSES 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 UP THE LAND.

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 STOCKPILE 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 60-FOOT RADIUS OF THE DISCOVERY AND NOTIFY THE CITY ENGINEER.

10. STORM DRAIN POLLUTION PROTECTION: THE CONSTRUCTION CONTRACTOR MUST PROVIDE ADEQUATE PROTECTION FOR DOWNSPOUT 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 CONTRACTOR MUST OBTAIN SPECIFIC APPROVAL FOR: TREE REMOVAL; BRANCH PRUNING; ROOT PRUNING; ADDITION OR REMOVAL OF SOIL WITHIN THE TREE DRIPLINE; AND ANY OTHER ACTIVITY WHICH COULD DISTURB SHALLOW TREE ROOTS, INCLUDING MATERIAL STORAGE, VEHILOCIAL TRAFFIC, AND SOIL COMPACTON WITHIN THE TREE DRIPLINE. 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 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. COMPACTION TESTING: AT A MINIMUM, ONE TEST SHALL BE PERFORMED FOR EVERY 300 LF. OF TRENCH OR OTHER EXCAVATION WITHIN THE ROADWAY. 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 PAVING.

15. FINAL CLEAN-UP: UPON COMPLETION OF WORK, ALL BRUSH, TIMBER, SCRAP 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 PRECLUDED 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 AC PAVEMENTS, CURBS, GUTTERS AND SIDEWALKS.
   - SAWCUT TO ¾ 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.

5. 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, UFTS 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 463 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 SPANDRELS 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.

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

APPROVED BY:

CITY ENGINEER 1/27/20

STREET CONSTRUCTION
STANDARD NOTES

DETAIL 101
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 REBUILDING 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".
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 ¾" 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 L.F. 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.

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 CAL-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" 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 6" 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 1¼" THICK, ½" GRADATION, AND NOT CONTAIN ANY RECLAIMED ASPHALT PAVEMENT (R.A.P.). OTHER COURSE(S) MUST BE 3/8” GRADATION IF LIFT THICKNESS IS 2½" OR GREATER.

9. CONCRETE STREET TRENCH PATCH: PLACE #4x18" DOWELS IN EPOXY-FILLED ¾"x6" HOLES @ 18" O.C. CONCRETE PATCH PAVING SHALL MATCH EXISTING PAVEMENT THICKNESS & REINFORCING SIZE/SPACING, AND SHALL BE AT LEAST 6"-THICK.
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 3/8"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 1/8" 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.
NOTES
1. CALTRANS STANDARD PLANS AB8A AND AB8B ARE ADOPTED AND INCORPORATED BY REFERENCE.
   CURB RAMP TYPES A, B, CM, ETC., REFERENCE STANDARD PLANS AB8A AND AB8B.
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.

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

APPROVED BY:

CITY ENGINEER  DATE

CURB RAMPS
DETAIL

133
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

SAW CUT 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,
SAW CUT 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

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".

DRIVEWAY WIDTH (PER CITY CODE)

<table>
<thead>
<tr>
<th></th>
<th>WIDTH 'W'</th>
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<tbody>
<tr>
<td>MIN</td>
<td>MAX</td>
</tr>
<tr>
<td>SINGLE FAMILY RESIDENTIAL (S.F.R.)</td>
<td>8'</td>
</tr>
<tr>
<td>MULTI-FAMILY RESIDENTIAL</td>
<td>12'</td>
</tr>
<tr>
<td>COMMERCIAL / OTHER</td>
<td>8'</td>
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</tbody>
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CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
550 PACIFIC STREET, MONTEREY, CA 93940

APPROVED BY:

CITY ENGINEER DATE

SIDEWALK CROSSING

DETAIL

141
TYPICAL PLAN

DRIVEWAY WIDTH 'W'
8' MIN / 19' MAX

10' MIN TO CURB RETURN
15' MIN TO HYDRANT

3' WING

TYPICAL CROSS-SECTION

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.

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

APPROVED BY:

CITY ENGINEER DATE

DRIVEWAY APRON TYPE 'J'

DETAIL

142
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.
STORM DRAINAGE

1. STORM DRAIN PIPE MUST BE ONE OF THE FOLLOWING:

   1.1. HDPE SDR 26 PIPE CONFORMING TO AWWA C901/C906
   1.1. PVC SDR 32.5 OR SDR 25 PIPE CONFORMING TO AWWA C900/C905
   1.1. PVC SDR 35 OR SDR 25 GRAVITY SEWER PIPE CONFORMING TO ASTM D3034

2. PLASTIC PIPE CONNECTIONS TO CONCRETE STRUCTURES MUST BE FITTED WITH A FLEXIBLE, WATERTIGHT CONNECTOR APPROVED BY THE CITY ENGINEER AND CONFORMING TO ASTM C-923 OR ASTM C-1478.

3. WHERE PIPE WILL HAVE LESS THAN 24" OF COVER (MEASURED FROM FINISHED GRADE TO TOP OF PIPE) BACKFILL THE TRENCH WITH MINOR CONCRETE.

SANITARY SEWER

1. SANITARY SEWER PIPE MUST BE ONE OF THE FOLLOWING:

   1.1. PVC SDR 35 GRAVITY SEWER PIPE CONFORMING TO ASTM D3034
   1.2. FUSION-WELDED HDPE, SDR 17 CONFORMING TO ASTM F714

2. SEWER LATERALS MUST BE PVC SDR 35 SEWER PIPE (ASTM 3034) OR ABS SCHEDULE 40 SEWER PIPE (ASTM D2661).

3. SEWER LATERALS SHALL BE 4"-DIA MINIMUM. 6"-DIA IS RECOMMENDED MINIMUM FOR COMMERCIAL USES.

4. MARK SEWER LATERAL LOCATIONS WITH AN "S" ON TOP OF CURB.

5. PLASTIC PIPE CONNECTIONS TO CONCRETE STRUCTURES MUST BE FITTED WITH A FLEXIBLE, WATERTIGHT CONNECTOR APPROVED BY THE CITY ENGINEER AND CONFORMING TO ASTM C-923 OR ASTM C-1478.
GENERAL NOTES
1. SEE DETAIL 111 FOR TRENCHING FOR UTILITIES OTHER THAN 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.

4. AT LEAST ONE COMPACTION TEST SHALL BE PERFORMED FOR EVERY 300 L.F. OF TRENCH, AT VARIABLE DEPTHS. RESULTS SHALL BE SUBMITTED/APPROVED PRIOR TO PAVING.

KEYNOTES
1. SAWCUT PAVEMENT FULL-DEPTH ON A TRUE LINE AT THE PLANNED EDGE OF TRENCH WALL.

2. MINIMUM TRENCH WIDTH: 18". SIDE CLEARANCE: MINIMUM OF 6" AND A MAXIMUM OF 12". TRENCH SHORING AS REQUIRED BY CAL-OSHA.

3. PIPE BEDDING:
   3.1. PIPES 12"-DIA. AND SMALLER: 4"
   3.2. PIPES LARGER THAN 12"-DIA.: 6"

4. IN WET CONDITIONS, EXCAVATE AN ADDITIONAL 4" AND PLACE 4" OF 3/4" CRUSHED ROCK.

5. PIPE BEDDING AND INITIAL BACKFILL: SAND, CRUSHED AGGREGATE OR NATIVE FREE-DRAINING GRANULAR MATERIAL WITH A SAND EQUIVALENT OF 30 OR GREATER. 100% SHALL PASS THE #4 SIEVE. COMPACT IN MAX. 8" LIFTS TO AT LEAST 90% RELATIVE COMPACTION (R.C.).

6. FINAL BACKFILL:
   6.1. IN PAVEMENT AREAS: CALTRANS CLASS 2 AGGREGATE BASE, COMPACTED IN MAX. 8" LIFTS TO AT LEAST 95% R.C.
   6.2. IN LANDSCAPE AREAS: SAME AS ABOVE; OR NATIVE SOIL COMPACTED IN MAX. 8" LIFTS TO AT LEAST 85% R.C.

7. AFTER TRENCHING AND BACKFILLING IS COMPLETE, SAWCUT A SECOND TIME THE FULL DEPTH OF THE PAVEMENT, AT LEAST 6" 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 1/2" THICK, 1/3" GRADATION, AND NOT CONTAIN ANY RECLAIMED ASPHALT PAVEMENT (R.A.P.). OTHER COURSE(S) MUST BE 1/2" GRADATION IF LIFT THICKNESS IS 1/2" OR GREATER.

9. CONCRETE STREET TRENCH PATCH: PLACE #4x18" 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.
TRENCH BEDDING AND BACKFILL MATERIAL

TAPPING CONNECTOR DESIGNED FOR PIPE MATERIAL AND DIAMETER; "INSERTA TEE", "INSERTA WYE", OR APPROVED EQUAL. LATERAL DIAMETER MUST BE AT LEAST TWO DIAMETERS SMALLER THAN MAIN LINE.

CORE DRILL HOLE USING COREN MACHINE SPECIFICALLY SIZED FOR THE TAPPING CONNECTOR AND APPROVED BY TAPPING CONNECTOR MANUFACTURER

UNDISTURBED EARTH

BACKFILL WITH CONCRETE OR CONTROLLED DENSITY FILL (2-SACK SLURRY)

NOTES
1. CORE-DRILLED LATERAL CONNECTION MAY BE USED FOR STORM DRAIN LATERALS UP TO 10"-DIAMETER AND SANITARY SEWER LATERALS UP TO 6"-DIAMETER. STORM DRAINS 12" AND LARGER AND SEWERS 8" AND LARGER SHALL NOT BE CONNECTED BLIND UNLESS APPROVED BY THE CITY ENGINEER.
KEYNOTES

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

2. Minimum excavation width x length: 18" x 48". At least 6" clearance between the pipe and trench side wall, and 12" clearance between cut pipe end and trench end wall. 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 Cal-Osha requirements.

3. Saw cut and remove damaged section of pipe, and replace with new pipe of same material.

4. Black plasticized PVC coupler with 300 series stainless steel clamps and stainless steel shear ring. Coupler must be designed for the specific pipe material and diameter. Product: Fernco (R) or Approved Equal.

5. Pipe bedding and initial backfill: controlled density fill (2-sack slurry).

6. Final backfill:
   6.1. In pavement areas: Caltrans Class 2 Aggregate Base, compacted in max. 8" lifts to min. 95% R.C.
   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 6" 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 13⁄4" thick, 3⁄4 gradation, and not contain any reclaimed asphalt pavement (R.A.P.). Other course(s) must be 3⁄4 gradation if lift thickness is 23⁄4" or greater.

9. Concrete Street Trench Patch: Place #4x18" dowels in epoxy-filled ¾"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. 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.

2. Except for controlled density fill (2-sack slurry) and ¾" crushed rock, backfill must be compacted to at least 95% R.C. (ASTM D1557) in pavement areas. A minimum of two compaction tests shall be performed in total, at variable depths. The Contractor shall submit written results of the tests to the City. Tests must be approved before paving.

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

APPROVED BY:

CITY ENGINEER

PIPE REPAIR
(SEWER & STORM)

DETAIL

205
NOTES
1. PRECAST MANHOLE ELEMENTS SHALL CONFORM TO ASTM C478.
2. FOR STRAIGHT PIPE RUNS, LAY PIPE THROUGH MANHOLE AND REMOVE TOP HALF OF PIPE. OTHERWISE FORM SMOOTH CHANNEL THROUGH MANHOLE, WITH EITHER \( \frac{3}{4} \) OR FULL BENCH.
3. CONNECTION TO PLASTIC PIPE SHALL BE MADE USING A FLEXIBLE WATERTIGHT CONNECTOR CONFORMING TO ASTM C-923.
4. SEAL PRECAST UNIT JOINTS WITH PREMOLDED BUTYL RUBBER JOINT SEALANT CONFORMING TO ASTM C-990.
5. EITHER WET-SET THE BOTTOM MANHOLE SECTION OR USE A TEMPLATE FOR THE JOINT AT THE CAST-IN-PLACE BASE. SEAL WITH PREMOLDED BUTYL RUBBER JOINT SEALANT.
6. 60"-DIAM MANHOLE IS REQUIRED FOR 42" AND 48" PIPES, AND IF MIN 6" CLR. CANNOT BE PROVIDED BETWEEN PIPES.

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

APPROVED BY:
CITY ENGINEER DATE

STANDARD MANHOLE (36" MIN. PIPE COVER)

DETAIL 231
SHALLOW MANHOLE (TYPE 1)

SHALLOW MANHOLE (TYPE 2)

NOTES
1. PRECAST MANHOLE ELEMENTS SHALL CONFORM TO ASTM C478.
2. FOR STRAIGHT PIPE RUNS, LAY PIPE THROUGH MANHOLE AND REMOVE TOP HALF OF PIPE. OTHERWISE FORM SMOOTH CHANNEL THROUGH MANHOLE AND TROWEL SMOOTH.
3. CONNECTION TO PLASTIC PIPE SHALL BE MADE USING A FLEXIBLE WATERTIGHT CONNECTOR CONFORMING TO ASTM C-923 OR F-2510.
4. SEAL PRECAST UNIT JOINTS WITH PREMOLDED BUTYL RUBBER JOINT SEALANT CONFORMING TO ASTM C-990.
5. USE A TEMPLATE FOR THE JOINT AT THE CAST-IN-PLACE BASE AND SEAL WITH PREMOLDED BUTYL RUBBER JOINT SEALANT.
6. LESS THAN 48" MANHOLE DIAMETER MAY BE USED IF 30" OR LESS PIPE COVER IS PROVIDED, IF PIPE SIZE AND ORIENTATION ALLOWS.
FOR PLASTIC PIPE: PROVIDE ELASTOMERIC WATERSTOP CONFORMING TO ASTM C-923

SEAL GAP BETWEEN PIPES TO KEEP CONCRETE FROM ENTERING PIPE (E.G. USING SONOTUBE TRIMMED TO FIT INSIDE PIPE)

CUT PIPE SQUARE AND NEAT, OR REMOVE TO NEAREST JOINT. PIPE MAY BE MITERED IF JOINT IS ANGLED.

UNDISTURBED EARTH
W = 12” FOR PIPES THRU 24”-DIA
W = 18” FOR 30” THRU 48”-DIA PIPES

CONCRETE PIPE COLLAR
FOR STORM DRAIN PIPES ONLY

2’ MIN
3’ MAX
1”-6”
8”

6” CLEAR OF PIPE JOINT

CUT REINFORCING ON ALTERNATING SIDES AND BEND INTO COLLAR; OR DRILL AND EPOXY #4 DOWELS @ 12” O.C. AND BEND INTO COLLAR (DOWELING NOT REQUIRED FOR BRICK MANHOLES)

CUT OPENING IN SUCH A MANNER AS TO PREVENT EXCESSIVE SPALLING

2” MIN, 6” MAX, GROUT SMOOTH

CUT PIPE FLUSH WITH INSIDE WALL

FOR PLASTIC PIPE: PROVIDE WATERSTOP CONFORMING TO ASTM C-923, ASTM C-1478, OR ASTM F-2510

IF NEW PIPE CONFLICTS WITH EXISTING BASE, CHIP BASE AND FORM AND GROUT NEW FLOWLINE.

CUT-IN CONNECTION TO EXISTING STRUCTURE
FOR STORM DRAIN PIPES ONLY

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

APPROVED BY:

DATE

STORM DRAIN CONNECTIONS
DETAIL

251
USE CONTOURED INTERIOR FORM (SUCH AS SONOTUBE), REMOVE FORM AFTER CONSTRUCTION

3" CLR

8"

6"

24" MAX

#4 @ 12" O.C. E.W.

ROUGHEN SURFACE

CONCRETE PLUG

REMOVED LATERAL

ABANDONMENT SEAL FOR CONCRETE PIPE
NOTES
1. NOSING: L 3½"x3½"x3/4". ANCHOR AT EACH END AND AT 3'–6" O.C. MAX.
2. BEDDING FOR PRECAST BASE: CLASS 2 AB OR 3/4" CRUSHED STONE.
3. INSTALL CITY-FURNISHED "NO DUMPING - FLOWS TO BAY" INLET MARKER ON CATCH BASIN HOOD.
4. TOP SECTION MUST MEET FINISHED STREET AND SIDEWALK GRADES AND SLOPES. BRICK UP JOINT AND SEAL WITH NON-SHRINK GROUT. PLAN TO BRICK UP PRECAST TOP SECTION AT LEAST 2" AT THE DOWNHILL CORNER DURING FINAL GRADE ADJUSTMENT IF BOX IS NOT TO BE SET LEVEL.
5. SEAL ALL PRECAST JOINTS WITH PREMOLDED BUTYL RUBBER JOINT SEALANT.
6. PRECAST OR CORE-DRILLED PIPE OPENING (NO BLOCK-OUTS) FITTED WITH FLEXIBLE WATERTIGHT CONNECTOR.
7. CAST-IN WATERSTOP AT PLASTIC PIPE CONNECTIONS.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>A</th>
<th>B</th>
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<tr>
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<td>3'-0&quot;</td>
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PRECAST CURB—OPENING INLET PER DETAIL 271

GALLERY LENGTH 'L'
(7' OR 12' TYP)

2'-0"

EXP. JOINT DOWEL

PLAN

6" CURB

WARP

6'-6"

VARIES

6'-6"

8" CURB

8 1/2" CURB

3'-0"

8 1/2" CURB

WARP

6" CURB

GALLERY LENGTH 'L' PER PLAN
(7' OR 12' TYPICAL)

PRECAST INLET TOP

BLOCKOUT PRECAST INLET TOP FOR CAST−IN−PLACE GALLERY

15"

GALLERY FLOWLINE

3/4" x 16" ANCHOR BOLT
1 EA. FOR 6'−LONG GALLERY
2 EA. FOR 11'−LONG GALLERY

PROFILE

SM

24"

FACE ANGLE:
L 3 1/2"x3 1/2"x5 1/2"

4 1/2"

VARIES, 15" MIN AT DOWNSTREAM END

WIRE MESH REINF. & FACE ANGLE ANCHORS
BY MANUFACTURER

FIBERGLASS FORM

SECTION THROUGH GALLERY

APPROVED GALLERY MODELS:
1. OLDCASTLE MODEL 6Y OR 12Y.
2. OTHER AS APPROVED BY THE CITY ENGINEER

NOTES:
1. THIS DETAIL TO BE USED IN CONJUNCTION WITH DETAIL 271.

CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
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APPROVED BY:

EXTENDED CURB OPENING INLET

DETAIL 272
NOTES
1. USE CURB OPENING INLET (DETAIL 271) WHERE FEASIBLE. USE OF THIS (DETAIL 281) COMBINATION DRAIN INLET MUST BE APPROVED BY THE CITY ENGINEER.
2. HOOD: TOUGH GREY IRON, PHEONIX IRON WORKS MODEL P-6002, OR APPROVED EQUAL.
3. GRATE AND FRAME: CALTRANS TYPE 24-10S. (TYPE 18-8S GRADE IF INDICATED ON PLANS.)
4. PROTECTION BAR: 5/8"-DIA x 5'-6" PLAIN STEEL PROTECTION BAR.
5. INSTALL CITY-FURNISHED "NO DUMPING - FLOWS TO BAY" INLET MARKER ON CATCH BASIN HOOD.
6. STEPS ARE NOT REQUIRED UNLESS INDICATED ON THE PLANS.
7. REINFORCING SHOWN IS FOR BOX DEPTHS UP TO 8'. DEEPER BOXES REQUIRE SPECIAL DETAILING.
8. PROVIDE WATERSTOP AT PLASTIC PIPE CONNECTIONS.

SECTION A-A
HORIZONTAL REINFORCEMENT IN PLAN VIEW

SECTION B-B
BEND VERT REINF. 90' INTO FLOOR, 12' MIN

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

APPROVED BY:
CITY ENGINEER

CAST-IN-PLACE COMBINATION DRAIN INLET
DETAIL 281
NOTES
1. NOSING: L 3½" x 3½" x ¾". ANCHOR AT EACH END AND AT 3'-6" O.C. MAX.
2. GRATE AND FRAME: CALTRANS TYPE 24-10S. (TYPE 18-8S GRATE IF INDICATED ON PLANS.)
3. GALLERY: TYPE 1 (PROPRIETARY FORMLINER) PER DETAIL 282B OR TYPE 2 (NON-PROPRIETARY) PER DETAIL 282C.
4. INSTALL CITY-FURNISHED "NO DUMPING - FLOWS TO BAY" INLET MARKER.
5. STEPS ARE NOT REQUIRED UNLESS INDICATED ON THE PLANS.
6. REINFORCING SHOWN IS FOR BOX DEPTHS UP TO 8'. DEEPER BOXES REQUIRE SPECIAL DETAILING.
7. PROVIDE WATERSTOP AT PLASTIC PIPE CONNECTIONS.

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

REGISTERED PROFESSIONAL ENGINEER
No. 61620
STATE OF CALIFORNIA

EXTENDED COMBINATION DRAIN INLET

DETAIL
282A
**APPROVED PROPRIETARY GALLERY PRODUCTS:**
1. OLDCASTLE MODEL 6Y OR 12Y.
2. OTHER AS APPROVED BY THE CITY ENGINEER

**NOTES:**
1. THIS DETAIL TO BE USED IN CONJUNCTION WITH DETAIL 282A.
CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
580 PACIFIC STREET, MONTEREY, CA 93940

CITY ENGINEER DATE

DETAIL 282C

NOTE:
1. THIS DETAIL TO BE USED IN CONJUNCTION WITH DETAIL 282A.
NEW WYE OF SAME MATERIAL AS EXISTING MAIN (VCP OR PVC)

SEWER OR STORM DRAIN LATERAL

TRENCH BEDDING AND BACKFILL

BLACK PLASTICIZED PVC COUPLER WITH 300 SERIES STAINLESS STEEL CLAMPS AND SHEAR RING. COUPLER MUST BE DESIGNED FOR THE PIPE MATERIAL AND DIAMETER. FERNCO (R) OR APPROVED EQUAL.

SANITARY SEWER OR STORM DRAIN MAIN

CONTROLLED DENSITY FILL (2-SACK SLURRY)

UNDISTURBED EARTH

SECTION 'B'

TRENCH BEDDING AND BACKFILL

NEW WYE OF SAME MATERIAL AS EXISTING MAIN (VCP OR PVC)

UNDISTURBED EARTH

CONTROLLED DENSITY FILL (2-SACK SLURRY)

SECTION 'A'

INVERT OF LATERAL AT BEND IS ABOVE THE CROWN OF THE SEWER MAIN, UNLESS OTHERWISE APPROVED

8" MIN

45° PREFERRED 30° MIN

60° MAX
EXPLODED ISOMETRIC VIEW

APPROVED PRODUCTS:
1. MISSION RUBBER: T-FLEX SEWER SADDLE, 4" OR 6" WYE FITTING.
2. FERNCO: WYE TAP SADDLE MODEL "TSW", WITH PRESSURE KIT.
3. OTHER AS APPROVED BY THE CITY ENGINEER

COMPLETED CONNECTION, ISOMETRIC VIEW
NOTES
1. PRECAST MANHOLE ELEMENTS SHALL CONFORM TO ASTM C478.
2. FOR STRAIGHT PIPE RUNS, LAY PIPE THROUGH MANHOLE AND REMOVE TOP HALF OF PIPE.
   OTHERWISE FORM SMOOTH CHANNEL THROUGH MANHOLE, WITH EITHER 1/2 OR FULL BENCH.
3. CONNECTION TO PLASTIC PIPE SHALL BE MADE USING A FLEXIBLE WATERTIGHT CONNECTOR
   CONFORMING TO ASTM C-923. OPENINGS IN PRECAST MEMBERS SHALL BE PRECAST OR
   CORE DRILLED.
4. SEAL PRECAST UNIT JOINTS WITH PREMOLDED BUTYL RUBBER JOINT SEALANT CONFORMING TO
   ASTM C-990.
5. EITHER WET-SET THE BOTTOM MANHOLE SECTION OR USE A TEMPLATE FOR THE JOINT AT
   THE CAST-IN-PLACE BASE. SEAL WITH PREMOLDED BUTYL RUBBER JOINT SEALANT.
6. 60"-DIAM MANHOLE IS REQUIRED FOR 42" AND 48" PIPES, AND IF MIN 6" CLR. CANNOT BE
   PROVIDED BETWEEN PIPES.

SANITARY SEWER OUTSIDE DROP MANHOLE

DROP MANHOLE WITH CAST-IN-PLACE BASE

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

APPROVED BY:

SANITARY SEWER OUTSIDE DROP MANHOLE

DETAIL 335
INSIDE DROP BOWL:
RELINER(R) "A" OR "B"
OR APPROVED EQUAL

MANHOLE LINING
(IF SPECIFIED)

SANITARY SEWER

SET BOWL INVERT 1"
BELOW PIPE INVERT

11 GA. (OR THICKER) STAINLESS
STEEL PIPE BRACKETS
AT TOP & BOTTOM
AND AT 36" O.C. (MAX);
ATTACH TO WALL USING
3/8"-DIA STAINLESS STEEL BOLTS

PVC 90° ELBOW
(SUPPORTED ON CONCRETE BASE)

NOTES
1. SEE DETAIL 231 FOR ADDITIONAL MANHOLE DETAILS NOT SHOWN.
CLEANOUT COLLAR PLAN VIEW

CAST IRON FRAME AND COVER:
PHOENIX IRON WORKS P-7002, OR APPROVED EQUAL.
SAW CUT AC FULL DEPTH;
TACK COAT PRIOR TO PAVING

C.O. COVER STA. PER PLAN (APPROX)

2" HMA

#4 REINF AT MID-SLAB

6" PIPE OF SAME MATERIAL AS MAIN

CONCRETE THRUST BLOCK

UNDISTURBED EARTH

PLUG

6" OR 8" SEWER MAIN

18"
16"
14"

3'-0"
NOTES

1. **SEWER LATERAL:** RUBBER GASKETED PVC SEWER PIPE (ASTM D-3034, SDR 35) OR SOLVENT WELD ABS SEWER PIPE (ASTM D-2661, SCH 40)

2. **BUILDING CLEANOUT:** 2-WAY CLEANOUT WITH STANDARD SCREW-ON CLEANOUT PLUG. INSTALL 2' OUTSIDE THE BUILDING FOOTPRINT WHERE BUILDING SEWER EXITS THE BUILDING. EXTEND 4" ABOVE GRADE IN PLANTER AREAS. IN PAVED AREAS PROVIDE A CLEANOUT BOX.

3. **SEWER RELIEF VALVE:** LOCATE SO THAT THE OVERFLOW ELEVATION IS AT LEAST 1 FOOT LOWER THAN THE BUILDING FINISHED FLOOR. IF INSTALLED IN A BOX, PROVIDE A GRATED COVER; IN THIS CASE, THE OVERFLOW ELEVATION IS THE GRATED COVER ELEVATION. IF POSSIBLE, LOCATE IN A PLANTER AREA AT LEAST 5' INSIDE THE PROPERTY LINE AND SET THE VALVE OVERFLOW 4" ABOVE GRADE. THE SEWER RELIEF VALVE MAY BE INSTALLED ON THE BUILDING CLEANOUT IF GRADE ALLOWS.

4. **BACKWATER CHECK VALVE:** LOCATE IMMEDIATELY DOWNSTREAM OF THE SEWER RELIEF VALVE. CHECK VALVE SHOULD BE A TYPE THAT CAN BE MAINTAINED WITHOUT DIGGING UP THE VALVE (SUCH AS RECTORSEAL (R) "CLEAN CHECK"); OTHERWISE, A 24"X36" VALVE BOX MUST BE PROVIDED FOR MAINTENANCE ACCESS.

5. PROVIDE AN ADDITIONAL CLEANOUT IMMEDIATELY DOWNSTREAM OF THE CHECK VALVE IF THE CHECK VALVE IS NOT DESIGNED TO ALLOW PASSAGE OF A PLUMBER'S SNAKE.
TRAFFIC STRIPES, PAVEMENT MARKINGS AND PAVEMENTMarkers

1. NEW PAVEMENT DELINEATION IS SHOWN IN BLACK. EXISTING PAVEMENT DELINEATION IS SHOWN IN GREY.
2. ALL WORK MUST BE IN ACCORDANCE WITH THE CALTRANS STANDARD PLANS AND SPECIFICATIONS AND THE CALIFORNIA M.U.T.C.D.
3. CERTIFICATES OF COMPLIANCE MUST BE PROVIDED FOR ALL MATERIALS PROPOSED TO BE USED.
4. STRIPE DETAIL NUMBERS AND PAVEMENT MARKING NAMES REFERENCE CALTRANS STANDARD PLANS A20A THROUGH A24F UNLESS OTHERWISE NOTED.
5. THERMOPLASTIC TRAFFIC STRIPES AND MARKINGS MUST COMPLY WITH SECTION 84-2.02E "THERMOPLASTIC TRAFFIC STRIPES AND PAVEMENT MARKINGS WITH ENHANCED WET-NIGHT VISIBILITY". APPLY PRIMER TO ASPHALTIC SURFACES WHICH ARE 6 MONTHS AND OLDER AND TO ALL CONCRETE SURFACES, PER SECTION 84-2.03C(2).
6. TYPICALLY "LONG" TRAFFIC STRIPES ARE THERMOPLASTIC.
7. PAINTED TRAFFIC STRIPES AND MARKINGS MUST BE 2-COAT WITH GLASS BEADS.
   6.1. TYPICALLY "SHORT" (DASHED) TRAFFIC STRIPES ARE 2-COAT PAINT.
   6.2. TYPICALLY CROSSWALK AND LIMIT LINE MARKINGS ARE 2-COAT PAINT.
   6.3. CURB MARKINGS, PARKING TEES AND PARKING STALL LINES MUST BE 2-COAT, WITHOUT GLASS BEADS.
7. PAVEMENT MARKERS MUST COMPLY WITH SECTION 81-3, "PAVEMENT MARKERS".
   7.1. RETROREFLECTIVE PAVEMENT MARKERS MUST BE MARKED AS ABRASION RESISTANT ON THE BODY OF THE MARKERS.
   7.2. NONREFLECTIVE PAVEMENT MARKERS MUST BE CERAMIC TYPE. PLASTIC TYPE MARKERS MUST NOT BE USED.
   7.3. PROVIDE A FIRE HYDRANT MARKER (BLUE-BLUE RETROREFLECTIVE) 6 INCHES OFF STREET CENTERLINE ON THE HYDRANT SIDE. WHERE A HYDRANT IS LOCATED AT AN INTERSECTION, PROVIDE ONE MARKER ON BOTH STREETS.
8. ALL CONFLICTING EXISTING STRIPES, MARKINGS, AND PAVEMENT MARKERS MUST BE REMOVED.

ROADSIDE SIGNS

1. SIGNS MUST BE RESET OR RELOCATED ON THE SAME DAY THE SIGN IS REMOVED FROM ITS ORIGINAL LOCATION. WHERE THE SIGN FOUNDATION IS NOT AVAILABLE ON THE SAME DAY, A TEMPORARY SUPPORT MUST BE PROVIDED.
2. FURNISH AND INSTALL NEW SIGN PANELS WHEN Resetting OR RELOCATING SIGNS.
3. NEW SIGN PANELS SHALL HAVE TYPE XI SHEETING.
4. SIGN DESIGNATIONS (E.G., R1-1) REFERENCE THE DESIGNATIONS IN THE CALIFORNIA EDITION OF THE M.U.T.C.D.
5. SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. MARK THE ACTUAL PROPOSED LOCATIONS IN THE FIELD FOR APPROVAL BY THE CITY ENGINEER.
6. STOP SIGNS SHALL BE 24" ON LOW-VOLUME, SINGLE-LANE RESIDENTIAL STREETS, AND 30" (MIN) OTHERWISE.

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

APPROVED BY: [Signature]
DATE: [1/27/2020]
CITY ENGINEER

SIGNAGE AND STRIPING NOTES

DETAIL 400A
PAVEMENT DELINEATION LEGEND

- **#** TRAFFIC STRIPE, 2 COAT PAINT (TYPICALLY "SHORT" LINES ARE PAINTED)
- **# TH** TRAFFIC STRIPE, THERMOPLASTIC (TYPICALLY "LONG" LINES ARE THERMOPLASTIC)
- **R** REMOVE TRAFFIC STRIPE OR MARKING
- **LL** 12" WIDE WHITE LIMIT LINE (2 COAT PAINT UNLESS NOTED OTHERWISE)
- **XW** CROSSWALK (2 COAT PAINT UNLESS NOTED OTHERWISE)
- **BB** PAVEMENT MARKER, TYPE BB (BLUE RETROREFLECTIVE). (INSTALL 6" OFF CENTERLINE STRIPE AT EACH FIRE HYDRANT.)

SIGN LEGEND

- **→** SIGN No. (W x H) NEW SIGN ASSEMBLY WITH SIGN DESIGNATIONS AND PANEL SIZES
- **→** SIGN No. (W x H) EXISTING SIGN TO REMAIN
- **→** SIGN LEGEND RESET OR RELOCATE SIGN, POST AND FOOTING. REMOVE EXISTING POST AND CONCRETE FOOTING; SALVAGE EXISTING SIGN PANEL; AND FURNISH AND INSTALL NEW SIGN PANEL, POST AND CONCRETE FOOTING, UNLESS OTHERWISE NOTED.
- **→** SIGN LEGEND REMOVE SIGN, POST AND CONCRETE FOOTING. SALVAGE SIGN PANEL.

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

SIGNAGE AND STRIPING LEGENDS

DETAIL 400B
NOTES:
1. EITHER SIDEWALK WIDENING OR AN ALTERNATE SIGN LOCATION IS REQUIRED IF LESS THAN 36" CLEAR SIDEWALK WIDTH IS PROVIDED. WHERE WIDENING, WIDEN TO PROVIDE AT LEAST 4'-2" CLEAR IF POSSIBLE.
2. CLEARANCE FROM THE FACE OF CURB TO SIGN PANEL OR POST MUST BE AT LEAST 12". IN COMMERCIAL AREAS 2'-0" IS PREFERRED IF AT LEAST 6'-0" OF CLEAR SIDEWALK IS PROVIDED BEHIND THE SIGN POST.
3. EXACT LOCATIONS MUST BE MARKED IN THE FIELD FOR REVIEW AND APPROVAL BY THE CITY ENGINEER.
### Legend with Descending Stroke

- **Sign Height** 'B'
- **Arrow Points** In the direction of increasing address number
- **Corner Radius** 'K'
- **Border Thickness** 'C'
- **Border Offset** 's'
- **Border Radius** 'r'

### Legend with Suffix and Without Descending Stroke

<table>
<thead>
<tr>
<th>Speed limit</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>S</th>
<th>E1</th>
<th>E2</th>
<th>H</th>
<th>J</th>
<th>K</th>
<th>I</th>
<th>L</th>
<th>M</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 mph or less</td>
<td>VAR</td>
<td>8</td>
<td>0.25</td>
<td>2</td>
<td>0.25</td>
<td>4</td>
<td>3</td>
<td>3 (MIN)</td>
<td>3</td>
<td>1</td>
<td>0.75</td>
<td>1.75</td>
<td>2.25</td>
</tr>
<tr>
<td>30, 35 or 40 mph</td>
<td>VAR</td>
<td>12</td>
<td>0.375</td>
<td>3</td>
<td>0.375</td>
<td>6</td>
<td>4.5</td>
<td>4.5 (MIN)</td>
<td>4.5</td>
<td>1.5</td>
<td>1.125</td>
<td>2.75</td>
<td>3.25</td>
</tr>
<tr>
<td>45 mph or more</td>
<td>VAR</td>
<td>18</td>
<td>0.5</td>
<td>5</td>
<td>0.5</td>
<td>8</td>
<td>6</td>
<td>5.33 (MIN)</td>
<td>6</td>
<td>1.875</td>
<td>1.25</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Overhead (any speed)</td>
<td>VAR</td>
<td>24</td>
<td>0.75</td>
<td>6</td>
<td>0.75</td>
<td>12</td>
<td>9</td>
<td>9 (MIN)</td>
<td>9</td>
<td>2.25</td>
<td>1.5</td>
<td>5.5</td>
<td>6.5</td>
</tr>
<tr>
<td>Block Number</td>
<td>VAR</td>
<td>(12 MN)</td>
<td>5</td>
<td>0.25</td>
<td>-</td>
<td>0.25</td>
<td>2.5 (MIN)</td>
<td>-</td>
<td>1</td>
<td>0.75</td>
<td>1.25</td>
<td>0.75</td>
<td></td>
</tr>
</tbody>
</table>

- **Panel:** 0.125" single sheet aluminum
- **Font:** Clearview 2W, size as indicated
- **Colors:** Legend, border: white (retroreflective); background: green (nonreflective)
- **Overlay Film:** Apply white high intensity prismatic (HIP) sheet to entire sign panel, then non-reflective green transparent overlay film (EC#1177 Green) with cut-outs for legend and border.

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**City of Monterey**

Department of Public Works

580 Pacific Street, Monterey, CA 93940

Approved by:

City Engineer

Date

**Street Name Sign Panel**

**Detail**

402
TYPICAL LAYOUT

NOTES
1. MARK EXACT LOCATIONS IN THE FIELD FOR REVIEW AND APPROVAL BY THE CITY ENGINEER.
2. EITHER SIDEWALK WIDENING OR AN ALTERNATE PARKING METER LOCATION IS REQUIRED IF LESS THAN 3'-0" CLEAR SIDEWALK WIDTH IS PROVIDED.
NOTES
1. ALL WORK MUST COMPLY WITH CALTRANS STANDARD SPECIFICATIONS, SECTION 84.
2. USE 2 COATS OF WATER-BASED PAINT ON AC PAVEMENT AND 2 COATS OF ACETONE-BASED PAINT ON NEW CONCRETE, UNLESS THERMOPLASTIC IS INDICATED ON THE PLANS.
3. CROSSWALK MARKINGS LOCATED WITHIN 600 FEET OF A SCHOOL MUST BE YELLOW.
4. SEE CALIFORNIA M.U.T.C.D. SECTION 3B.18 FOR GUIDANCE ON CROSSWALK USE.
PRE-APPROVED PRODUCTS:

MARBELITE LIGHT POLE:
STRESSCREEP GROUP: KB7-24
AMERON: SBR07

MOUNTING ARM:
STRESSCREEP GROUP
PACIFIC UNION METAL

LED LIGHT FIXTURE:
CREE LIGHTING #STR-LWY-2M-HT-07-E-UL-SV-700-R-UL, OR PRE-APPROVED EQUAL

PULL BOX:
CHRISTY N16
CALTRANS No. 3½

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

STREET LIGHT WITH MARBELITE POLE
DETAIL
505

REINFORCED C.I.D.H. PILE FOUNDATION
PER CALTRANS STANDARD PLAN ES-7N
AND STANDARD SPECS. SECTION 56
(500# CEMENTITIOUS MAT'L PER CY)

TYPE 15 TAPERED GALVANIZED STEEL POLE PER CALTRANS STANDARD PLAN ES–6A AND STANDARD SPECS. SECTION 56

CLEAR WALKWAY: 3’-0” CODE MIN. 4’-2” PREFERRED MIN.

4½” X 6½” ROUNDED RECTANGULAR HANDHOLE W/ COVER PLATER PER CALTRANS STANDARD PLAN ES–7M

CALTRANS No. 3½ PULL BOX ON 6” CLEAN CRUSHED ROCK BEDDING PER CALTRANS STANDARD PLAN ES–8A. LOCATE IN SIDEWALK OR PLANTER AREA (NOT IN VEHICULAR AREA).

Ø1”x36” ANCHOR BOLTS AND ANCHOR PLATE PER CALTRANS STD. PLANS ES–6A AND ES–7M

REINFORCED C.I.D.H. PILE FOUNDATION PER CALTRANS STANDARD PLAN ES–7N AND STANDARD SPECS. SECTION 56 (590# CEMENTITIOUS MATL PER CY)

CONDUITS, PER PLAN

8”–LONG COPPER GROUND ROD

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

APPROVED BY:

<table>
<thead>
<tr>
<th>CITY ENGINEER</th>
<th>DATE</th>
</tr>
</thead>
</table>

STREET LIGHT WITH TYPE 15 POLE

DETAIL

510
PRE-APPROVED PRODUCTS:
CARMANAH R820: FOR INSTALLATIONS IN FULL SUN AND WHERE CONNECTION TO PG&E POWER IS NOT REQUIRED.
CARMANAH SC315: FOR INSTALLATIONS IN SHADE OR WHERE CONNECTION TO PG&E POWER IS REQUIRED.
CARMANAH SC315: IF SIDE-EMITTING PEDESTRIAN CONFIRMATION LIGHTS ARE REQUIRED.

OTHER PRODUCTS, IF PROPOSED, MUST BE SUBMITTED FOR CITY ENGINEER’S APPROVAL PRIOR TO PERMIT ISSUANCE.

NOTES
1. 30" W11-2 SIGN PANEL IS ONLY ALLOWED ON SINGLE LANE (ONE LANE EACH DIRECTION), LOW SPEED STREETS. FOR HIGHER SPEED LIMITS AND MULTI-LANE STREETS, USE 36" W11-2 SIGN PANEL. A 13" (MIN) POLE IS REQUIRED FOR THE LARGER SIGN PANEL.
TEMPORARY STOCKPILES

1. All stockpiles must be protected from wind, rain, and stormwater runoff when not active, at the end of each work day, and prior to predicted rain.

2. Uncontaminated soil must be covered and surrounded by linear sediment barrier.

3. Aggregate base, concrete rubble, and asphalt concrete rubble must be surrounded by linear sediment barrier.

4. Bagged materials (e.g., quickcrete, cement, stucco, soil amendments, etc.) must be placed on a pallet and covered.

5. Cold mix asphalt must be placed on a tarp or plastic sheet, and covered.

6. Treated wood and used wood forms must be covered.

SANITARY FACILITIES

1. Temporary sanitary facilities should be located away from drainage facilities, watercourses, and from traffic circulation. If site conditions allow, place portable facilities a minimum of 50 feet from drainage conveyances and traffic areas.

2. Secure sanitary facilities to prevent overturning when high winds are expected.

3. Temporary sanitary facilities must be equipped with secondary containment trays to prevent discharge of pollutants. Sanitary facilities must be installed approximately level.

4. Arrange for regular waste collection, do not allow sanitary facility to become overfull.
PLACE ADDITIONAL BAGS ON TOP OF CURB AND UPSTREAM OF GRAVEL BAG BERM TO PREVENT OVER TOPPING.

1-BAG—HIGH SPILLWAY

CONSTRUCT 2-BAG—HIGH GRAVEL BAG BERM BY TIGHTLY ABUTTING GRAVEL-FILLED BAGS TO ELIMINATE GAPS AND VOIDS. (ON-GRADE INLET CONDITION SHOWN. IN SUMP CONDITION, PROVIDE 2-BAG—HIGH GRAVEL BAG BERM ENCIRCLING INLET.)

EXTEND AS NECESSARY TO FORCE PONDED RUNOFF OVER SPILLWAY INSTEAD OF OUT FLANKING AROUND END OF BERM.

USE TYPE 3A INLET PROTECTION ONLY IF THE AREA WHERE GRAVEL BAGS ARE INSTALLED IS CLOSED TO PUBLIC TRAFFIC.

OVERFLOW OPENING (APPROX 3"—TALL)

CURB OPENING FILTER OR BARRIER APPROX. 3"—TALL

LIFTING LOOPS

SEDIMENT FILTER BAG WITH BUILT-IN OVERFLOW OPENING(S)

DRAIN INLET

ENSURE THAT BOTTOM OF FILTER BAG IS ABOVE TOP OF OUTLET PIPE (TO AVOID CLOGGING PIPE)

GRAVEL BAG (1 EACH END)

RIGID PLASTIC OR GEOTEXTILE BARRIER COVERS GRATE AND CURB OPENING

TYPE 3A

TYPE 5 OR 6 INLET PROTECTION DEVICE

TYPE 5

(COMBINATION INLET SHOWN; SIMILAR FOR FLAT GRATE INLET)

TYPE 6A

(COMBINATION INLET SHOWN; SIMILAR FOR OTHER INLET TYPES)

NOTES
1. ALL DRAIN INLETS WHICH RECEIVE RUNOFF FROM THE PROJECT SITE AND STAGING AREAS MUST BE PROTECTED BY REGULAR STREET SWEEPING AS WELL AS BY IMPLEMENTING TEMPORARY INLET PROTECTION DEVICES.
2. USE TYPE 5 INLET PROTECTION WITHIN THE RIGHT-OF-WAY, UNLESS ANOTHER TYPE IS APPROVED BY THE CITY ENGINEER.
3. IF GREATER THAN THE 5-YEAR RECURRENCE STORM (2.4 INCHES IN 24-HOURS) IS ANTICIPATED, DISCUSS WITH THE CITY ENGINEER THE POTENTIAL FOR FLOODING PRIVATE PROPERTY OR OTHERWISE CREATING A PUBLIC NUISANCE IF A DEVICE IS LEFT IN PLACE DURING THE ANTICIPATED STORM, AND REMOVE DEVICES AS DIRECTED BY THE CITY ENGINEER. REINSTALL ANY REMOVED INLET PROTECTION ON THE FIRST WORKING DAY AFTER THE STORM.
4. MAINTAIN INLET PROTECTION DEVICES PRIOR TO A PREDICTED STORM EVENT IF DEVICE IS MORE THAN ¼ FULL.
5. INSPECT INLET PROTECTION DEVICES WITHIN 2 WORKING DAYS PRIOR TO AND WITHIN 2 WORKING DAYS AFTER EACH STORM EVENT.
6. KEEP ADDITIONAL INLET PROTECTION DEVICES ON SITE IN CASE IMMEDIATE REPAIRS, MODIFICATIONS OR REPLACEMENTS ARE REQUIRED.
7. ALL INLET PROTECTION DEVICES MUST BE REMOVED PRIOR TO PERMIT CLOSE-OUT. OBTAIN THE CITY ENGINEER'S APPROVAL PRIOR TO REMOVING INLET PROTECTION DEVICES.
NOTES

1. AT CONTRACTOR'S OPTION, CONCRETE WASTE MAY BE OFF-HAULED (NOT WASHED OUT ON-SITE).
TEMPORARY SILT FENCE NOTES
1. THE DOWNSTREAM END OF THE SILT FENCE SHALL HAVE THE LAST 8' ANGLED UP SLOPE TO PREVENT WATER FROM RUNNING AROUND THE END OF THE SILT FENCE.
2. JOINT SECTIONS SHALL NOT BE PLACED AT SUMP LOCATIONS.

TEMP. FIBER ROLL NOTES
1. PRIOR TO FIBER ROLL INSTALLATION, EXCAVATE A CONCAVE KEY TRENCH (FURROW) 3" TO 4" DEEP. INSTALL AND STAKE THE FIBER ROLL TIGHT AGAINST THE FURROW SO THAT STORMWATER RUNOFF WILL NOT PASS UNDER THE FIBER ROLL.
2. PLACE SOIL EXCAVATED FROM THE FURROW ON THE UPHILL SIDE OF THE FIBER ROLL AND BOOT COMPACT AGAINST FIBER ROLL AFTER FIBER ROLL INSTALLATION. TO PREVENT RUNOFF FROM PASSING UNDER THE FIBER ROLL.
3. AT JOINTS, OVERLAP FIBER ROLLS 2' (MIN), WITH THE ROLLS TIGHTLY ABUTTING. WHERE MULTIPLE ROWS ARE INSTALLED ON A SLOPE, STAGGER THE JOINTS ON ADJACENT ROWS 5' (MIN).
4. INSTALL FIBER ROLLS LEVEL (FOLLOWING THE GROUND CONTOUR).

CITY OF MONTEREY
DEPARTMENT OF PUBLIC WORKS
580 PACIFIC STREET, MONTEREY, CA 93940
APPROVED BY:
CITY ENGINEER  DATE

TEMPORARY SILT FENCE & FIBER ROLL
DETAIL
1005