SECTION 1000

STREET IMPROVEMENTS
CONSTRUCTION STANDARDS

SECTION 1000 – STREET IMPROVEMENTS

1000     Curb and Gutter

1001 (2 Sheets) Residential/Commercial/Industrial Driveway with Curb Adjacent Sidewalks – Revised 09/26/19

1002 (2 Sheets) Residential/Commercial/Industrial Driveway with Parkway Sidewalks

1003 (2 Sheets) Standard Curb Return Access Ramp

1004 (2 Sheets) Modified Curb Return Access Ramp

1005     Standard Bus Bay

1006 (2 Sheets) Sidewalks

1007     Asphalt Concrete Dike

1008 (2 Sheets) Standard Trench Repair – Revised 08/07/19

1009     Plate Bridging – Revised 08/07/19
NOTES:

1. RELATIVE COMPACTION REQUIREMENT FOR TOP 12" OF SUBGRADE IS 95%. WHEN CLASS II BASE IS USED UNDER STREET PAVEMENT, CLASS II BASE SHALL ALSO BE PLACED UNDER CURB AND GUTTER.

2. NO FORMS SHALL BE PLACED UNTIL THE RELATIVE COMPACTION HAS BEEN TESTED AND APPROVED, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

3. ALL FORMWORK SHALL BE INSPECTED AND APPROVED PRIOR TO PLACEMENT OF CONCRETE.

4. THE CONTRACTOR SHALL USE 520–C–2500 CONCRETE UNLESS OTHERWISE APPROVED.

5. THE CONTRACTOR SHALL LOCATE EXPANSION AND WEAKENED PLANE JOINTS PER CITY STANDARD PLAN FOR SIDEWALKS.

6. IMMEDIATELY AFTER FINISHING OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL PROVIDE BROOM FINISH AND APPLY CURING COMPOUND.

7. THE CONTRACTOR SHALL PROTECT THE CONCRETE WORK FROM ALL TRAFFIC AND CONSTRUCTION EQUIPMENT FOR AT LEAST SEVEN DAYS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

8. FOR ABRUPT CURB TERMINATIONS, 3 FT. CURB TRANSITIONS SHALL BE PROVIDED, SEPARATED WITH A WEAKENED PLANE JOINT.
CONCRETE IN THE SHADED AREA SHALL BE AT LEAST 6" THICK.

1) SCORE LINE OR COLD JOINT.

2) GRADE BREAK LINES SHALL BE PRECISE AND STRAIGHT. SCREEDS AND/OR FALSE FORMS MUST BE USED TO ACHIEVE PRECISE CONSTRUCTION.
DRIVEWAY APPROACH DIMENSIONS

<table>
<thead>
<tr>
<th>LAND USE &amp; DRIVEWAY TYPE</th>
<th>W</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE–FAMILY DWELLING OR DUPLEX</td>
<td>12 FT–24 FT MAX</td>
</tr>
<tr>
<td>DETACHED GARAGE LOCATED IN REAR YARD FOR SINGLE FAMILY DWELLING</td>
<td>12 FT</td>
</tr>
<tr>
<td>TWO–WAY TRUCK ACCESS FOR COMMERCIAL SITES</td>
<td>35 FT</td>
</tr>
<tr>
<td>TWO–WAY TRUCK ACCESS FOR INDUSTRIAL SITES</td>
<td>40 FT</td>
</tr>
</tbody>
</table>

NOTES:

1. A CONSTRUCTION PERMIT IS REQUIRED PRIOR TO CONSTRUCTION OF A DRIVEWAY APPROACH.
2. NO PORTION OF A DRIVEWAY APPROACH SHALL BE LOCATED WITHIN A CURB RETURN.
3. DRIVEWAY APPROACHES SERVING ADJOINING LOTS SHALL BE SEPARATED BY AT LEAST ONE FOOT OF FULL HEIGHT CURB.
4. WHEN A JOINT DRIVEWAY APPROACH IS PERMITTED, A RECORDED EASEMENT ALLOWING FOR MUTUAL ACCESS ON THE ADJOINING PROPERTIES IS REQUIRED.
5. THERE SHALL BE AT LEAST 20 FEET OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SERVING THE SAME LOT.
6. CONCRETE SHALL BE CLASS 520–C–3250.
7. INSTALL 1/4" EXPANSION JOINT FILLER AT LIMITS OF DRIVEWAY APPROACH.
8. WHEN A DRIVEWAY APPROACH IS TO JOIN AN ALLEY, THE DRIVEWAY APPROACH AND THE ALLEY SHALL BE CONSTRUCTED TO ALLOW FOR PROPER DRAINAGE.
NOTES:
1. THERE SHALL BE AT LEAST 20' OF FULL HEIGHT CURB BETWEEN DRIVEWAYS SERVING THE SAME LOT.
2. DRIVEWAY APPROACHES SERVING ADJOINING LOTS SHALL BE SEPARATED BY AT LEAST ONE FOOT OF FULL HEIGHT CURB.
3. NO PORTION OF A DRIVEWAY SHALL EXTEND IN FRONT OF AN ADJOINING LOT.
4. CONTRACTOR SHALL USE 520-C-3250 CONCRETE FOR DRIVEWAYS.
5. 24' DRIVEWAY WIDTH IS FOR THREE CAR GARAGES, 12' AND 16' ARE FOR SINGLE AND TWO CAR GARAGES RESPECTIVELY.
6. CONTRACTOR SHALL PROVIDE HEAVY BROOM FINISH.
7. IMMEDIATELY AFTER FINISHING OPERATIONS ARE COMPLETE, CURING COMPOUND SHALL BE APPLIED.

SECTION A-A
NOTES:
1. DRIVEWAY WIDTH SHALL PROVIDE FOR ADEQUATE TRUCK TURNING MOVEMENT.
2. NO PORTION OF A DRIVEWAY SHALL EXTEND IN FRONT OF AN ADJOINING LOT.
3. PROVIDE BROOM FINISH ON RAMP AND SIDEWALK.
4. IMMEDIATELY AFTER FINISHING OPERATIONS ARE COMPLETE, CURING COMPOUND SHALL BE APPLIED.

SECTION A-A

DRIVEWAY APPROACH DIMENSIONS

<table>
<thead>
<tr>
<th>LAND USE &amp; DRIVEWAY TYPE</th>
<th>A</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE-FAMILY DWELLING OR DUPLEX</td>
<td>12 FT. TO 24 FT. MAX.</td>
</tr>
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<td>TWO-WAY TRUCK ACCESS FOR COMMERCIAL SITES</td>
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</tr>
<tr>
<td>TWO-WAY TRUCK ACCESS FOR INDUSTRIAL SITES</td>
<td>40 FT.</td>
</tr>
</tbody>
</table>

DETAIL "B"

1" LIP AT CURB FACE SEE DETAIL "B" VARIES

R/W 4' MIN. 6' SIDEWALK

8" P.C.C. DRIVEWAY RAMP 560-C-3250

CITY OF FONTANA
RESIDENTIAL / COMMERCIAL / INDUSTRIAL DRIVEWAY WITH PARKWAY SIDEWALKS

APPROVED BY:
Ricardo Sandoval
CITY ENGINEER
No. 51153
EXP. 9/30/07
CIVIL
STATE OF CALIFORNIA

DATE
10/18/06

REVIEWED BY:
DATE OF LAST REVISION:
CURB RETURN RADII

<table>
<thead>
<tr>
<th>INTERSECTION OF</th>
<th>MINIMUM RADIUS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL STREET AND LOCAL STREET</td>
<td>25'</td>
</tr>
<tr>
<td>LOCAL STREET AND COLLECTOR STREET</td>
<td>30'</td>
</tr>
<tr>
<td>COLLECTOR STREET AND COLLECTOR STREET</td>
<td>35'</td>
</tr>
<tr>
<td>ANY STREET WITH A SECONDARY CLASSIFICATION OR ABOVE</td>
<td>35'</td>
</tr>
<tr>
<td>ANY ESTABLISHED TRUCK ROUTE AND INDUSTRIAL COLLECTOR</td>
<td>50'</td>
</tr>
<tr>
<td>ANY TWO ESTABLISHED TRUCK ROUTES</td>
<td>50'</td>
</tr>
</tbody>
</table>

NOTES:
1. RAMP SHALL HAVE A 12" WIDE BORDER ON FLAT SURFACE WITH 1/4" GROOVES APPROXIMATELY 3/4" O.C. AS SHOWN IN GROOVING DETAIL.
2. RAMP SHALL HAVE TRANSVERSE BROOM FINISH TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
3. RAMP GRADES SHALL BE STAKED FOR INSPECTION PRIOR TO PLACEMENT OF CONCRETE.
4. MINIMUM CURB RETURN RADII SHALL BE PER TABLE SHOWN ABOVE UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
5. CONCRETE THICKNESS SHALL BE 6 INCHES FROM ECR TO BCR UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
6. THE CURB RAMP DETECTABLE WARNING SURFACE MUST BE PREFABRICATED SURFACE, RIGID, COLORFAST AND UV STABLE, YELLOW COLOR COMPLYING WITH FEDERAL STANDARD 595B, COLOR NUMBER 33538 "ADA REPLACEABLE (WET SET) COMPOSITE TACTILE UNITS" AS MANUFACTURED BY ADA SOLUTIONS, ARMOR–TILE, OR EQUAL TO COMPLY WITH STATE AND FEDERAL REQUIREMENTS. THE EDGE OF THE DETECTABLE WARNING SURFACE ADJACENT TO THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOW LINE.
7. THE MAXIMUM SLOPE OF THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT EXCEED 5 PERCENT WITHIN 4" OF THE RAMP.
8. FOR DIMENSIONS NOT SHOWN, REFER TO THE LATEST CALTRANS ADA STANDARD PLAN

CITY OF FONTANA
CURB RETURN
ACCESS RAMP

APPROVED BY: RICARDO SANDOVAL
No. 51152
CIVIL

DATE: 5/12/16
CITY ENGINEER
Ricardo Sandoval

REVIEWED BY:

DATE OF LAST REVISION: 5/12/16

STD. PLAN NO. 1003
SHT 1 OF 2
12/12/11

NOT TO SCALE
TRUNCATED
DOME PATTERN

CENTER TO CENTER SPACING

1.67" to 2.35"

SEE NOTE 6

GROOVING DETAIL

1/4" O.C.

RAMP

4" MIN.

2% MAX.

"D" SEE TABLE

8.33% MAX

SECTION "A-A"

N.T.S.

TABLE "D"

DEPTH OF RAMP "D"

<table>
<thead>
<tr>
<th>6&quot; CURB FACE</th>
<th>8&quot; CURB FACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;D&quot;</td>
<td></td>
</tr>
<tr>
<td>7'-4&quot; MIN.</td>
<td>9'-9&quot; MIN.</td>
</tr>
</tbody>
</table>

NOT TO SCALE

CITY OF FONTANA

CURB RETURN
ACCESS RAMP

STANDARD PLAN NO. 1003
SHEET 2 OF 2

12/12/11

DATE OF LAST REVISION: 12/12/11

CITY ENGINEER
RICARDO SANDOVAL

DATE
12/12/11

REVIEWED BY:

APPROVED BY:

RICARDO SANDOVAL

NO. 51152
EXP. 9/30/13
CIVIL
STATE OF CALIFORNIA

12/12/11
NOTES:

1. MODIFIED ACCESS RAMP SHALL BE USED WHEN RIGHT OF WAY IS RESTRICTED.
2. ALL OBSTRUCTIONS SHALL BE REMOVED OR RELOCATED TO PROVIDE FOR A MINIMUM FOUR (4) FOOT CLEARANCE.
3. RAMP SHALL HAVE A 12" WIDE BORDER ON FLAT SURFACE WITH 1/4" GROOVES APPROXIMATELY 3/4" ON CENTER AS SHOWN IN GROOVING DETAIL.
4. RAMP SHALL HAVE TRANSVERSE BROOM FINISH TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
5. RAMP SHALL BE STAKED FOR INSPECTION PURPOSES PRIOR TO POURING CONCRETE.
6. CONCRETE THICKNESS SHALL BE 6 INCHES FROM ECR TO BCR.
7. THE CURB RAMP DETECTABLE WARNING SURFACE MUST BE PREFABRICATED SURFACE, RIGID, COLORFAST AND UV STABLE, YELLOW COLOR COMPLYING WITH FEDERAL STANDARD 595B, COLOR NUMBER 33538, "ADA REPLACEABLE (WET SET) COMPOSITE TACTILE UNITS" AS MANUFACTURED BY ADA SOLUTIONS, ARMOR-TILE, OR EQUAL TO COMPLY WITH STATE AND FEDERAL REQUIREMENTS. THE EDGE OF THE DETECTABLE WARNING SURFACE ADJACENT TO THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOW LINE.
8. THE MAXIMUM SLOPE OF THE ROAD IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT EXCEED 5 PERCENT WITHIN 4' OF THE RAMP.
9. FOR DIMENSIONS NOT SHOWN, REFER TO THE LATEST CALTRANS ADA STANDARD PLANS.
TRUNCATED DOME PATTERN
DETECTABLE WARNING SYSTEM
SEE NOTE 7

TRUNCATED DOME DETAIL
RAISED TRUNCATED DOME

EXPANSION JOINT DETAIL

GROOVING DETAIL

SECTION A-A

RETAINING CURB
AT BACK OF SIDEWALK

NO LIP AT FLOW LINE
6' MIN.

6" P.C.C. RAMP
520-C-2500

CITY OF FONTANA
MODIFIED
CURB RETURN
ACCESS RAMP

9-14-10

DATE

RICARDO SANDOVAL
CITY ENGINEER

REVIEWED BY: 06

REVISION NUMBER: 1

1004
STD. PLAN NO.

SHT 2 OF 2

NOT TO SCALE
NOTES:
1. LENGTH OF STORAGE DETERMINED BY SINGLE OR DOUBLE BUS STOP AS SPECIFIED BY SERVING BUS COMPANY AND APPROVED BY THE CITY ENGINEER.

2. IF BENCH/SHELTER IS PROPOSED, 4 FEET MINIMUM OF SIDEWALK CLEARANCE IS REQUIRED.

3. FAR SIDE BUS BAY LOCATION IS PREFERRED, PER ABOVE DETAIL.

4. ADDITIONAL STREET LIGHTING MAY BE REQUIRED AS DETERMINED BY THE CITY ENGINEER.

5. CONSTRUCT EXPANSION JOINTS (EJ) AND WEAKENED PLANE JOINTS (WPJ) PER ABOVE DETAIL, OR AS DIRECTED BY THE CITY ENGINEER.

NOT TO SCALE
FOR DRIVeway DETAILS
SEE STD PLAN FOR DRIVeways

FOR DETAILS WITHIN CURB RETURN AREA
SEE STD PLAN FOR CURB RETURN ACCESS RAMP

EJ AT ECR
EJ AT BCR
EJ
EJ
EJ
EJ
EJ
EJ
EJ
EJ

TOOl RADIUS 1/4 INCH

WEAKENED PLANE OR CONTROL JOINT (WPJ)

WEAKENED PLANE JOINT (10' SPACING TYP.)

1/2 INCH EXPANSION JOINT (EJ)

EXPANSION JOINT (60' SPACING TYP.)

FOR PARKWAY (P) AND SIDEWALK (S) DIMENSIONS SEE
TYPICAL STREET SECTIONS STANDARD DESIGN PLANS 400 AND 401

SECTION "A-A"

4" P.C.C. SIDEWALK
520-C-2500

2.0%

6"

R/W

S

P

CITY OF FONTANA

SIDEWALKS

STD. PLAN NO. 1006

SHT 1 OF 2
SIDEWALK CONSTRUCTION NOTES

1. ALL SIDEWALKS SHALL BE CONSTRUCTED AS SPECIFIED IN THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK), UNLESS OTHERWISE NOTED.

2. ALL SUBGRADE SHALL BE CONSTRUCTED TO GRADE AND CROSS SECTION PER CITY STANDARD PLANS FOR APPLICABLE STREET SECTION. TOLERANCES FOR SIDEALKS AND CURBS AND GUTTERS SHALL BE PER THE GREEN BOOK.

3. SUBGRADE SHALL BE SCARIFIED AND COMPACTED TO A MINIMUM DEPTH OF 12 INCHES. 90% COMPACTION IS REQUIRED BEHIND THE CURB AND IN PARKWAY AREA. AFTER COMPACTION, THE SUBGRADE SHALL BE FREE OF UNSUITABLE MATERIALS.

4. ALL CONCRETE SHALL BE 520–C–2500 UNLESS OTHERWISE SPECIFIED.

5. CONCRETE SHALL BE OF THE SPECIFIED SLUMP AND WITHIN THE REQUIRED WATER/CEMENT RATIO.

6. THE CONTRACTOR SHALL VIBRATE ALL CONCRETE ADEQUATELY TO INSURE CONSOLIDATION FREE OF Voids.

7. ALL SIDEWALKS, CURBS AND CURB AND GUTTERS SHALL HAVE WEAKENED PLANE JOINTS SPACED AT 10 FOOT MAXIMUM INTERVALS. EXPANSION JOINTS SHALL BE PLACED AT 60 FOOT INTERVALS UTILIZING 1/2 INCH EXPANSION JOINT MATERIAL.

8. A NORMAL EXPANSION JOINT MAY BE OMITTED IF IT FALLS WITHIN 10 FEET OF AN ADDITIONAL EXPANSION JOINT.

9. WEAKENED PLANE JOINTS SHALL BE 1/4 OF THE DEPTH OF THE CONCRETE BUT NOT LESS THAN 1 INCH. CURBS AND GUTTERS SHALL HAVE WEAKENED PLANE JOINTS OF 2 INCH MINIMUM DEPTH.

10. TRANSIT MIXED CONCRETE DELIVERY TICKETS SHALL BE PROVIDED TO THE INSPECTOR PRIOR TO PLACING CONCRETE TO INSURE THAT THE CONCRETE MEETS SPECIFICATIONS.

11. ALL SURFACES SHALL BE TRUE AND STRAIGHT AND OF UNIFORM WIDTH, FREE OF HUMPS, SAGS, IRREGULARITIES AND IMPERFECTIONS. UNIFORM SURFACES SHALL NOT VARY MORE THAN 0.01 FOOT WHEN MEASURED WITH A 10 FOOT STRAIGHT EDGE.

12. ALL SURFACES SHALL RECEIVE A BROOM FINISH.

13. UPON COMPLETION OF FINISHING OPERATIONS ALL SURFACES SHALL BE SPRAYED WITH CURING COMPOUND.

14. CONCRETE REPAIRS SHALL BE MADE BY SAW CUTTING AND REMOVING THE ENTIRE UNIT BETWEEN WEAKENED PLANE JOINTS.

15. SIDEWALKS WITHIN DRIVEWAYS SHALL BE CONSTRUCTED PER CITY STANDARD PLANS FOR DRIVEWAYS.
CROSS - SECTION

END TREATMENT

8" DIKE

CROSS - SECTION

END TREATMENT

6" DIKE

NOTES:
1. DIKE SHALL BE CONSTRUCTED OF TYPE AR-8000 OR PG-64-10 ASPHALT CONCRETE
2. TACT COAT BINDER SS1H SHALL BE PLACED ON EXISTING ASPHALT PAVING PRIOR TO THE INSTALLATION OF THE DIKE
3. DEPRESS DIKE AT DRIVEWAYS (3/4" C.F.) AND TERMINATE (0" C.F.) AT CROSSWALKS PER PLAN AND AS DIRECTED BY THE ENGINEER.
4. DIKE SHALL BE CONSTRUCTED PER THIS DETAIL AND CALTRANS STANDARD PLAN AB7, LATEST EDITION

NOT TO SCALE

CITY OF FONTANA

ASPHALT CONCRETE DIKE

APPROVED BY: RICARDO SANDOVAL
CITY ENGINEER DATE

DIAGRAM DRAWN BY: ____________________________

DATE OF LAST REVISION: ________________________

STD. PLAN NO. 1007 SHT 1 OF 1

07/10/06
GENERAL NOTES:

1. ALL EXCAVATION WITHIN THE CITY OF FONTANA RIGHT-OF-WAY REQUIRES AN EXCAVATION PERMIT FROM THE ENGINEERING DIVISION.
2. UNDERGROUND SERVICE ALERT SHALL BE NOTIFIED 2 WORKING DAYS PRIOR TO START OF WORK 1-800-422-4133
3. ALL PUBLIC WORKS INSPECTION REQUESTS WILL BE MADE 2 WORKING DAYS AHEAD OF SCHEDULED WORK.
4. COMPACTION OF BACKFILL SHALL BE VERIFIED BY REGISTERED GEOTECHNICAL ENGINEER AND A COMPACTION REPORT SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO THE PLACING OF THE PERMANENT PAVEMENT. IN LIEU OF COMPACTION TESTING CONTRACTOR MAY USE 2-SAC PCC SLURRY.
5. ALL EXCAVATION SHALL BE MADE, PROTECTED AND SUPPORTED AS REQUIRED FOR SAFETY AND IN A MANNER SET FORTH IN OPERATIONS, RULES, ORDERS, AND REGULATIONS PRESCRIBED BY THE CALIFORNIA DIVISION OF INDUSTRIAL SAFETY. A COPY OF THE CAL OSHA EXCAVATION PERMIT, IF APPLICABLE, SHALL BE FURNISHED TO THE PROJECT INSPECTION PRIOR TO BEGINNING THE WORK. STEEL PLATE BRIDGING SHALL BE IN ACCORDANCE WITH CITY STD. NO. 1009.
6. PERMANENT PAVEMENT SHALL BE REPLACED WITHIN 30 DAYS OF EXCAVATION, A MINIMUM 2-INCH THICKNESS OF TEMPORARY ASPHALT PAVING SHALL BE PLACED WITHIN THE TRENCH AREA UNTIL PERMANENT REPAIR IS COMPLETED OR AS DIRECTED BY THE CITY ENGINEER OR DESIGNEE. THE TEMPORARY ASPHALT PAVING SHALL BE FLUSH WITH EXISTING PAVEMENT. THE TEMPORARY PAVING SHALL BE PLACED AND COMPACTED IN SUCH A MANNER AS TO PROVIDE A SAFE AND SMOOTH TRAVELED SURFACE. PERMITTEE SHALL MAINTAIN THE TEMPORARY PAVEMENT IN A SAFE AND SMOOTH CONDITION UNTIL PERMANENT PAVING IS IN PLACE.
7. PRIOR TO PLACEMENT OF PERMANENT PAVING, EXISTING PAVEMENT SHALL BE CUT TO A NEAT STRAIGHT LINE. ALL PAVEMENT JOINTS OR CRACKS WITHIN 2 FEET OF TRENCH IN ALL DIRECTIONS, OR AS DIRECTED BY THE CITY ENGINEER OR DESIGNEE, SHALL BE REMOVED AND REPLACED.

8. ALL EDGES OF EXISTING PAVEMENT BEING JOINED AND SURFACE BEING OVERLAID SHALL RECEIVE A TACK COAT OF ASPHALT EMULSION.

9. ANY STREET PAVED OR RESURFACED IN THE PREVIOUS 36 MONTHS SHALL BE SUBJECT TO SPECIAL PAVING REQUIREMENTS.


12. BEDDING MATERIAL SHALL BE SAND, GRAVEL, CRUSHED MISCELLANEOUS BASE OR NATIVE FREE-DRAINING GRANULAR MATERIAL HAVING A SAND EQUIVALENT OF NOT LESS THAN 30, AND SHALL HAVE A PERCENTAGE COMPOSITION BY WEIGHT WHICH CONFORMS TO THE FOLLOWING GRADING:

<table>
<thead>
<tr>
<th>SIEVE SIZES</th>
<th>% PASSING SIEVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - 1/2&quot;</td>
<td>-</td>
</tr>
<tr>
<td>1&quot;</td>
<td>-</td>
</tr>
<tr>
<td>3/4&quot;</td>
<td>100</td>
</tr>
<tr>
<td>1/2&quot;</td>
<td>90 - 100</td>
</tr>
<tr>
<td>3/8&quot;</td>
<td>20 - 60</td>
</tr>
<tr>
<td>No. 4</td>
<td>0 - 15</td>
</tr>
<tr>
<td>No. 8</td>
<td>0 - 5</td>
</tr>
</tbody>
</table>

13. THE CONTRACTOR/PERMITTEE SHALL BE REQUIRED TO FOLLOW THE WORK AREA TRAFFIC CONTROL HANDBOOK ("WATCH" MANUAL) OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER OR DESIGNEE.

14. FULL STREET CLOSURES REQUIRE CITY TRAFFIC ENGINEER APPROVAL AND REQUEST FOR SUCH CLOSURES SHALL BE SUBMITTED 20 DAYS IN ADVANCE OF CLOSURE.

15. THE WORKING HOURS ON ARTERIAL AND MAJOR STREETS, SCHOOLS, HOSPITALS, AND FREEWAY RAMPS SHALL BE SUBJECT TO APPROVAL BY CITY TRAFFIC ENGINEER'S OFFICE.

16. ALL STRIPING AND MARKINGS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AS DIRECTED BY THE CITY ENGINEER OR DESIGNEE.

17. ALL POTHOLES / SERVICE CUTS / ETC. SHALL BE BACK FILLED WITH A 2-SACK SLURRY OR AS SPECIFIED BY THE CITY ENGINEER OR DESIGNEE.

18. SOIL-STERILANT IS REQUIRED PRIOR TO PLACEMENT OF PERMANENT PAVING.

19. CONTRACTOR/PERMITTER SHALL CLEAN UP TRACKING BY ANY MEANS NECESSARY.
PLATE BRIDGING

WIDTH OF TRENCH MINIMUM PLATE THICKNESS
1.0 FOOT TO 3 FOOT -------------- 1 INCH
4.0 FEET --------------------- 1-1/4 INCH

FOR SPANS GREATER THAN 4 FEET, MINIMUM PLATE THICKNESS SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS ENGINEERED SPEC SHEET.

NOTE:
TAPERED WOOD CLEATS ARE USUALLY USED UNDER PLATES TO KEEP PLATES FROM ROCKING.

SURFACE OF STEEL PLATES SHALL BE ROUGHENED, TAPED OR COATED TO PROVIDE A NON-SKID SURFACE.

TACK WELDS

STEEL PLATES

MILLING DEPTH TO MATCH PLATE THICKNESS, PACK JOINT WITH TEMPORARY AC

EXISTING

12" MIN. OVERLAP (TYPICAL)

ASPHALT

BRIDGING SHALL BE SECURED AGAINST MOVEMENT BY USING HOLDING DEVICES SUCH AS ADJUSTABLE CLEATS, ANGLES, BOLTS, TACK WELDING OR OTHER DEVICES, APPROVED BY THE CITY ENGINEER.

NOTE:
* TRENCH WALLS AND ADJACENT SOIL SHALL BE SUFFICIENTLY STABLE FOR THE USE OF THE ABOVE PLATE.
* CONTRACTOR/PERMITTEE SHALL BE RESPONSIBLE AT ALL TIMES FOR MAINTAINANCE OF THE PLATES FOR THE SAFE OPERATION OF TRAFFIC AND PEDESTRIAN SAFETY.
* CONTRACTOR/PERMITTEE SHALL COLDMILL TO RECESS PLATES
* MINIMUM PLATE DIMENSION SHALL BE 8' X 10'

CITY OF FONTANA

PLATE BRIDGING

APPROVED BY: RICARDO SANDOVAL
CITY ENGINEER

DATE 8-7-19

REVIEWS BY: JK

DATE OF LAST REVISION: 8/7/2019

STD. PLAN NO. 1009 SHT 1 OF 1

07/30/06