

ROADWAY PAVEMENT STRUCTURAL SECTIONS						
STREET CLASSIFICATION	MINIMUM TRAFFIC INDEX ①	REFERENCE STANDARD DRAWING NUMBER	AC PAVEMENT TYPE ②	MINIMUM AC PAVEMENT SECTION ③	MINIMUM AC FULL-DEPTH SECTION ④	MINIMUM PCC PAVEMENT SECTION ⑤
ALLEY ③	5.0	1111	BASE PAVE: B-PG 84-10	4" AC/8" CAB	7" AC	N/A
LOCAL STREET ③	5.0	1001, 1002		4" AC/8" CAB	7" AC	N/A
LOCAL INDUSTRIAL STREET ③ / COLLECTOR STREET	8	1053, 1054	2" CAP PAVE: A-PG 84-16	5" AC/8" CAB	10" AC	N/A
MINOR ARTERIAL/OTHER PRINCIPAL ARTERIAL	10	1055, 1056, 1057		7" AC/8" CAB	11" AC	N/A
OTHER PRINCIPAL ARTERIAL / TRUCK ROUTES	12	1058, 1059, 1060, 1061		8" AC/10" CAB	12" AC	10" PCC/8" CAB

NOTES

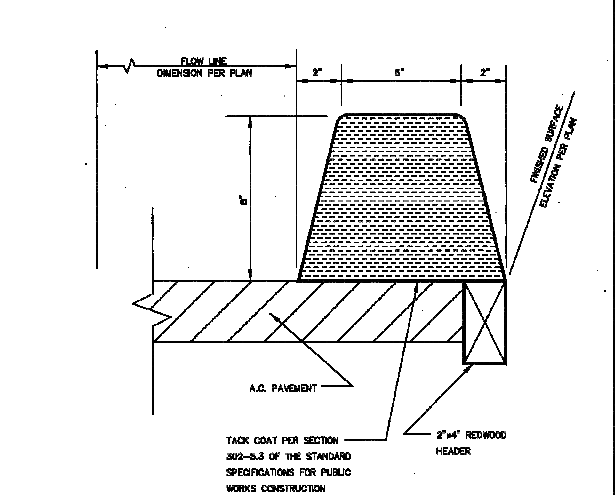
- PAVEMENT STRUCTURAL SECTION SHALL BE INDICATED ON THE CONSTRUCTION PLANS AND SHALL BE DETERMINED BY A SOI TEST UTILIZING THE TRAFFIC INDEX PROVIDED BY THE CITY ENGINEER AND A MAXIMUM R-VALUE OF 50. IF THE RECOMMENDED STRUCTURAL SECTION DIFFERS FROM THIS STANDARD DRAWING, THE THICKER SECTION OF THE TWO SHALL BE CONSTRUCTED.
- FULL-DEPTH AC SECTION MAY ONLY BE USED FOR TRENCH REPAIRS WITH A MAXIMUM WIDTH OF 12". OTHER APPLICATIONS ARE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.
- THIS STANDARD DRAWING APPLIES TO BOTH PUBLIC AND PRIVATE STREETS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- CONCRETE PAVEMENT SHALL MEET CURRENT GREENBOOK STANDARDS AND SPECIFICATIONS.
- ASPHALT CONCRETE (AC) SHALL BE IN ACCORDANCE WITH CURRENT GREENBOOK AND SPECIFICATIONS.
- SURF SHALL BE TYPE B-P-1000-11 WITH 4.5% MIN. LATEX, CONFORMING TO GREENBOOK SECTION 203-5-A.
- CONTRACTOR SHALL MAINTAIN A MINIMUM ASPHALT OF 4" AT ALL TIMES DURING CONSTRUCTION. AT THE TIME OF STREET ACCEPTANCE, IF ASPHALT CRACKING/DISTRESS HAS OCCURRED, ADDITIONAL PAVEMENT REPAIR MAY BE REQUIRED.
- CRUSHED AGGREGATE BASE AND THE TOP 12" OF THE STREET SUBGRADE SHALL HAVE A RELATIVE COMPACTION OF 95% MINIMUM.

	APPROVED BY:	8-27-24	CITY OF ONTARIO MINIMUM PAVEMENT STRUCTURAL SECTIONS 1011
	DESIGNED BY:	DATE	
	RECOMMENDED BY:	DATE	
	DESIGNED BY:	DATE	

EXCAVATION/BACKFILL & PAVING NOTES

- EXISTING PAVEMENT SHALL BE WHEEL CUT OR SAW CUT & REMOVED AT THE WIDTH OF DIMENSION "A". THE DEPTH OF THE REMOVAL SHALL BE THE FULL STRUCTURED DEPTH PLUS THE NECESSARY EXCAVATION FOR THE NEW PAVEMENT SECTION AS REQUIRED BY NOTE 8 HEREON.
- FOR LONGITUDINAL TRENCHES OVER 150' IN LENGTH, A MINIMUM 10' WIDE, 2" GRIND AND OVERLAY IS REQUIRED.
- THE PIPE ZONE WIDTH SHALL BE A MINIMUM OF 12" PLUS THE PIPE DIAMETER AND THE MAXIMUM OF 16" PLUS THE PIPE DIAMETER, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREEN BOOK).
- BEDDING MATERIAL SHALL BE SAND, GRAVEL, CRUSHED AGGREGATE BASE, OR NATIVE FREE-DRAINING GRANULAR MATERIAL HAVING A MINIMUM SAND EQUIVALENT OF 30. IF USING GRAVEL OR AGGREGATE BASE, THE ENTIRE BEDDING ZONE SHALL BE WRAPPED IN GEOTEXTILE FABRIC, MIRAF PY 402 OR APPROVED EQUAL, OVERLAPPED A MINIMUM OF 12".
- BACKFILL MATERIAL SHALL BE OF SELECT MATERIAL AS SPECIFIED IN THE PROJECT PLANS AND SPECIFICATIONS OR AS APPROVED BY THE CITY ENGINEER. BACKFILL SHALL BE COMPACTED TO 95% RMC & TESTED. TESTS SHALL BE APPROVED BY THE CONTRACTOR, ENGINEER, AND THE CITY ENGINEER PRIOR TO PLACEMENT OF CAB.
- CRUSHED AGGREGATE BASE (CAB) SHALL BE IN ACCORDANCE WITH SECTION 200-2.2 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK), CURRENT EDITION, AND SHALL BE COMPACTED & TESTS APPROVED PRIOR TO PLACEMENT OF A.C.
- ASPHALT CONCRETE (AC) SHALL BE REPLACED IN RMC (PG 84-10 OR A-PG 84) IN ACCORDANCE WITH CURRENT GREENBOOK STANDARDS AND SPECIFICATIONS OR AS APPROVED BY THE CITY ENGINEER. REFER TO STANDARD DRAWING NO. 1011 FOR ADDITIONAL INFORMATION, INCLUDING CAP PAVE REQUIREMENTS.
- COMPARISON TESTS SHALL BE TAKEN EVERY 200', MINIMUM OF 1 PER LOCATION, STAGGERED IN EACH LANE OF TRAVEL. REFER TO THE ENGINEERING DEPARTMENT'S MATERIALS TESTING POLICY FOR FURTHER INFORMATION.
- TRENCHES WIDER ARE 30" IN DEPTH OR LESS AND 10" IN WIDTH OR LESS SHALL BE BACKFILLED WITH ONE-SACK COBALT SLURRY.
- IN THE EVENT OF TRENCH WALL FAILURE, TRENCH LIMITS MAY BE EXTENDED AS DETERMINED BY THE CITY ENGINEER. ADDITIONAL BACKFILL REQUIREMENTS MAY BE REQUIRED. 1" AC/8" WHI" SHALL BE LOCATED FROM FARTHEST LIMIT OF TRENCH ON TRENCH WALL FAILURE AS DETERMINED BY THE CITY ENGINEER.
- FULL AC REPLACEMENT OF THE ASPHALT BETWEEN THE TRENCH AND THE CURB/GUTTER, OR BETWEEN TRENCHES, SHALL BE REQUIRED FOR ANY TRENCH WHERE THE PAVEMENT REMOVAL IS WITHIN 5' OF CURB/GUTTER OR ANOTHER TRENCH.
- REMOVAL OF 6 OR MORE SEPARATE AREAS OF PAVEMENT WITHIN A 150' LONGITUDINAL LENGTH OF STREET SHALL REQUIRE A 2" GRIND AND OVERLAY EXTENDED BY BEYOND THE LIMITS OF THE OUTERMOST PAVEMENT REMOVAL OR AS APPROVED BY CITY ENGINEER.
- THERE IS A 5 YEAR MORATORIUM ON NEWLY PAVED STREETS. ANY TRENCHING WITHIN THIS PERIOD REQUIRES APPROVAL FROM THE CITY ENGINEER.
- ANY MODIFICATION TO EXISTING CONCRETE IMPROVEMENTS SHALL BE REPLACED IN RMC DETAIL IN SEVERE LINES/JOINTS.
- PERMANENT AC SHALL BE REPLACED WITHIN 30 DAYS OF EXCAVATION. TEMPORARY AC, MINIMUM 8" THICK, SHALL BE COMPACTED AND PLACED PUGH USING A STEEL DRUM ROLLER OR OTHER COMPACTION DEVICE, AND MAINTAINED TO PROVIDE A SMOOTH TRAVEL SURFACE UNTIL THE PERMANENT REPAIR IS COMPLETE.
- WORK TO PLACEMENT OF PERMANENT PAVEMENT, BACKFILL, COMPACTION REPORTS SHALL BE MONITORED BY A REGISTERED GEOTECHNICAL ENGINEER AND SUBMITTED TO THE CITY ENGINEER FOR APPROVAL. IN LIEU OF COMPACTION TESTING, CONTRACTOR MAY USE 1-SACK PCC SLURRY BACKFILL.

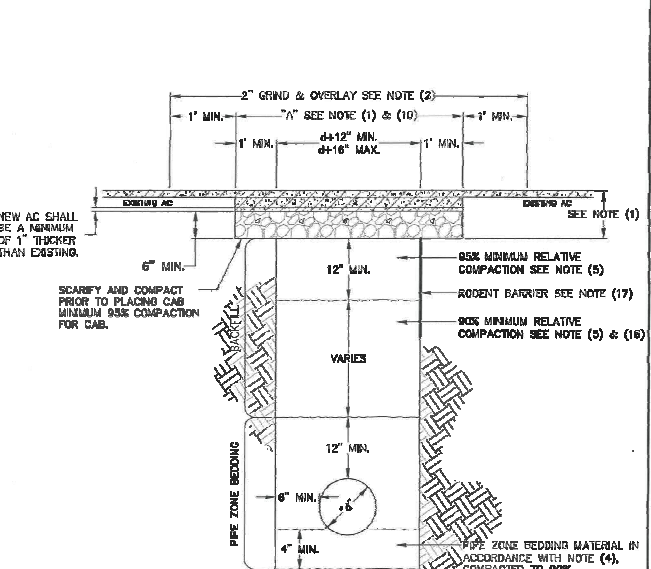
	APPROVED BY:	8-27-24	CITY OF ONTARIO EXCAVATION / BACKFILL & PAVING NOTES 1306
	DESIGNED BY:	DATE	
	RECOMMENDED BY:	DATE	
	DESIGNED BY:	DATE	



NOTE

ASPHALT CONCRETE DIKE SHALL BE A TYPE "B" MIX PER SECTION 203-5.3 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

	APPROVED BY:	8-27-24	CITY OF ONTARIO ASPHALT CONCRETE DIKE 1214
	DESIGNED BY:	DATE	
	RECOMMENDED BY:	DATE	
	DESIGNED BY:	DATE	



LEGEND

- PAVEMENT REMOVAL
- ASPHALT CONCRETE (AC)
- CRUSHED AGGREGATE BASE (CAB)

NOTES

THE REFERENCED NOTES ARE LOCATED ON SHEET 2.

	APPROVED BY:	8-27-24	CITY OF ONTARIO EXCAVATION / BACKFILL & PAVING 1306
	DESIGNED BY:	DATE	
	RECOMMENDED BY:	DATE	
	DESIGNED BY:	DATE	

NOTES

- TABLE OF VALUES FOR "F" ARE ON THIS PAGE.
- CENTER OF MANHOLE SHAFT SHALL BE LOCATED OVER CENTER LINE OF STORM DRAIN WHEN DIAMETER D1 IS 48" OR LESS, IN WHICH CASE PLACE F BARS SYMMETRICALLY AROUND SHAFT AT 45 DEGREES WITH CENTERLINE AND ONLY 1 BAR.
- DETAIL A --- WHEN DEPTH OF MANHOLE FROM STREET GRADE TO TOP OF BOX IS LESS THAN 2'-10 1/2" FOR PAVED STREET OR 3'-6" FOR UNPAVED STREET, CONSTRUCT MONOLITHIC SHAFT AS PER DETAIL A. SHAFT FOR ANY DEPTH OF MANHOLE MAY BE CONSTRUCTED AS PER DETAIL A. WHEN DIAMETER D1 IS 48" OR LESS, CENTER OF SHAFT MAY BE LOCATED AS PER NOTE 2.
- THICKNESS OF DECK SHALL VARY WHEN NECESSARY TO PROVIDE LEVEL PIP SEAT, BUT SHALL NOT BE LESS THAN TABULAR VALUES FOR "F" SHOWN ON THIS PLAN.
- REINFORCING STEEL TO BE 1/2" CLEAR FROM FACE OF CONCRETE UNLESS SHOWN OTHERWISE.
- INJECTION MOLDED COPOLYMER POLYPROPYLENE MANHOLE STEP, CAST IN PLACE, CENTER OVER THE FLOWLINE.
- RINGS, REDUCER AND PIPE FOR ACCESS SHAFT SHALL BE SEATED IN MORTAR AND NEATLY POINTED OR WIPED INSIDE THE SHAFT.
- STATIONS OF MANHOLES SHOWN ON PLAN APPLY AT CENTER OF SHAFT. ELEVATIONS SHOWN AT STATIONS REFER TO PROLONGED INVERT GRADE LINE.
- FLOOR OF MANHOLE SHALL BE STEEL-TROWELED TO SPRING LINE.
- BODY OF MANHOLE SHALL BE POURED IN ONE CONTINUOUS OPERATION, EXCEPT THAT A CONSTRUCTION JOINT WITH A LONGITUDINAL KEYWAY MAY BE PLACED AT THE SPRING LINE.
- LENGTH "L" AND EMBEDMENT "P" SHALL HAVE THE FOLLOWING VALUES UNLESS OTHERWISE SHOWN ON PLAN:
FOR D2 = 36" OR LESS, L = 5'-6", P = 5"
D2 OVER 36" L = 5'-7", P = 8"
L MAY BE INCREASED OR LOCATION OF MANHOLE ADJUSTED TO MEET PIPE ENDS. WHEN L IS GREATER THAN THAT SHOWN ABOVE IS SPECIFIED, D BARS SHALL BE CONTINUED 6" O.C.
- D BARS SHALL BE #4 FOR D2 = 36" OR LESS, #5 FOR D2 = 42" TO 84" INCLUSIVE, AND #6 FOR D2 = 90" OR OVER. TIE BARS SHALL BE #3 BARS.
- CONCRETE SHALL BE CLASS 5000-G-3250 PER SECTION 201 S.S. FMC.
- CENTERLINE OF INLET PIPE TO INTERSECT INSIDE FACE OF CONE AT SPRING LINE UNLESS OTHERWISE SHOWN.
- MANHOLE COVER SHALL BE MARKED WITH THE LETTER 'D' AS MANUFACTURED BY ALHAMBRA FOUNDRY OR APPROVED EQUAL.

	APPROVED BY:	8-27-24	CITY OF ONTARIO MANHOLE NO. 1 3008
	DESIGNED BY:	DATE	
	RECOMMENDED BY:	DATE	
	DESIGNED BY:	DATE	

CITY OF ONTARIO NOTES GENERAL NOTES

ALL WORK SHALL BE DONE IN STRICT CONFORMANCE WITH THE CURRENT CITY OF ONTARIO STANDARD SPECIFICATIONS AND STANDARD DRAWINGS AND CURRENT STANDARD SPECIFICATIONS AND STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE HIMSELF/HERSELF WITH THE SITE AND SHALL BE SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY OR INDIRECTLY FROM HIS/HER OPERATIONS, WHETHER OR NOT THE FACILITY IS SHOWN ON THESE PLANS.

ALL OBSTRUCTIONS WITHIN THE AREA TO BE IMPROVED SHALL BE REMOVED AND/OR RELOCATED AT THE DIRECTION OF THE CITY ENGINEER. UTILITIES ARE TO BE RELOCATED BY THEIR RESPECTIVE OWNERS UNLESS NOTED OTHERWISE. THE CONTRACTOR IS REFERRED TO SECTION 5 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

UTILITY LINE LOCATIONS WERE TAKEN FROM AVAILABLE RECORD DATA AND WERE NOT LOCATED IN THE FIELD. UNLESS OTHERWISE NOTED ON THE PLAN, THE CONTRACTOR IS REFERRED TO SECTION 5 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

IN CASE OF ANY ACCIDENTS INVOLVING SAFETY MATTERS COVERED BY SECTION 6409(B) OF THE CALIFORNIA LABOR CODE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE STATE DIVISION OF INDUSTRIAL SAFETY.

STATE LAW (SB 3019) REQUIRES THE CONTRACTOR TO CONTACT UNDERGROUND SERVICE ALERT AND OBTAIN AN IDENTIFICATION NUMBER PRIOR TO THE ISSUANCE OF CITY'S ENCROACHMENT PERMIT. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT AT 1-800-422-4133 A MINIMUM OF 48 HOURS IN ADVANCE OF ANY CONSTRUCTION ACTIVITIES.

PRIOR TO THE START OF ANY WORK THE CONTRACTOR SHALL OBTAIN A BUSINESS LICENSE FROM THE CITY OF ONTARIO. THE CONTRACTOR SHALL ALSO OBTAIN AN ENCROACHMENT PERMIT FROM THE ENGINEERING DEPARTMENT NO LATER THAN 48 HOURS PRIOR TO START OF ANY CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY.

THE CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PERMIT 48 HOURS PRIOR TO TIME OF CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR IS REFERRED TO SECTION 7-10.3 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH DURING HIS OPERATIONS HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED. RENEWAL OF TRAFFIC STRIPING AND MARKINGS SHALL BE DONE USING REFLECTIVE THERMO-PLASTIC MARKINGS IN CONFORMANCE WITH SECTION 84 & 85 OF THE CALTRANS STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. ALL REGULATORY WARNING AND GUIDE SIGNS SHALL HAVE 3M DIAMOND, VIP GRADE SHEETING WITH SERIES 1160 PROTECTIVE OVERLAY FILM.

THE LAND SURVEYORS ACT, SECTION 8771 OF THE BUSINESS & PROFESSIONAL CODE, AND SECTIONS 732.5, 1492-5, 1810-5 OF THE STREETS AND HIGHWAY CODE REQUIRE THAT SURVEY MONUMENTS SHALL BE PROTECTED AND PERPETUATED. "IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER OR OTHERS PERFORMING THE CONSTRUCTION WORK TO RETAIN A QUALIFIED REGISTERED CIVIL ENGINEER AND/OR LICENSED LAND SURVEYOR PRIOR TO THE START OF CONSTRUCTION TO LOCATE, REFERENCE AND FILE THE NECESSARY CORNER RECORDS WITH THE COUNTY SURVEYOR'S OFFICE FOR SURVEY CONTROL POINTS/ MONUMENTS THAT EXIST AS SHOWN ON RECORDED TRACT MAPS, PARCEL MAPS, RECORDS OF SURVEYS AND HIGHWAY MAPS, AND MAY BE DISTURBED OR DAMAGED BY THE PROPOSED CONSTRUCTION." AFTER THE COMPLETION OF THE PROPOSED CONSTRUCTION, SAID MONUMENTS AND/OR CONTROL SURVEY POINTS SHALL BE RESET TO THE NEW SURFACE IN ACCORDANCE WITH CURRENT PROFESSIONAL LAND SURVEYING PRACTICES. CORNER RECORDS SHALL BE FILED WITH THE COUNTY SURVEYOR FOR ALL THE NEW MONUMENTS SET.

THE DEVELOPER SHALL PROVIDE THE CITY WITH A COMPLETED SET OF "AS BUILT", MYLAR DRAWINGS PRIOR TO THE FINAL INSPECTION.

A CITY ACCEPTED/APPROVED SET OF PLANS SHALL BE KEPT ON THE JOB SITE AT ALL TIMES.

A PRE-CONSTRUCTION MEETING SHALL OCCUR PRIOR TO CONSTRUCTION. ATTENDEES SHALL INCLUDE A CITY REPRESENTATIVE AND THE CONTRACTOR WHO WILL PERFORM THE WORK. "CUT-SHEETS" SHALL BE PROVIDED TO THE CITY AT THIS MEETING FOR ITS REVIEW.

CITY ACCEPTANCE OF PLANS DOES NOT RELIEVE THE DEVELOPER FROM RESPONSIBILITY FOR THE CONSTRUCTION AND THE OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST OF THE CITY INSPECTOR, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR REVIEW.

ANY REQUIRED RIGHT-OF-WAY OR EASEMENT SHALL BE DEDICATED TO AND ACCEPTED BY THE CITY PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE IMPROVEMENTS WITHIN THE REQUIRED RIGHT-OF-WAY OR EASEMENT.

CITY OF ONTARIO STREET IMPROVEMENT PLANS:

PAVEMENT SHALL NOT BE CONSTRUCTED UNTIL ALL UNDERGROUND UTILITIES HAVE BEEN INSTALLED, TESTED, AND APPROVED BY THE CITY ENGINEER.

THE PAVING CONTRACTOR SHALL RAISE SEWER AND DRAINAGE MANHOLES, AND WATER VALVES TO GRADE.

PAVEMENT STRUCTURAL SECTION SHALL BE DETERMINED BY A SOILS TEST PRIOR TO CONSTRUCTION. THE MAXIMUM R VALUE ALLOWED IS 50. IF THE RECOMMENDED STRUCTURAL SECTION DIFFERS FROM THE CITY MINIMUM PER STANDARD DRAWING 1011, THE THICKER SECTION

OF THE TWO SHALL BE CONSTRUCTED. TI VALUES ARE TO BE PROVIDED BY THE CITY OF ONTARIO TRAFFIC SECTION.

IT IS THE DEVELOPER'S RESPONSIBILITY TO INSURE ALL CURBS AND GUTTERS HAVE BEEN CONSTRUCTED TO PLAN GRADE IN AREAS BELOW 0.50% FIELD VERIFICATION FOR THOSE AREAS IS REQUIRED. THE CITY OF ONTARIO WILL REQUIRE THE REMOVAL AND RECONSTRUCTION OF CURBS AND GUTTERS THAT ARE NOT SATISFACTORY.

ALL EXISTING PUBLIC IMPROVEMENTS SHALL BE PROTECTED DURING THE CONSTRUCTION. ANY EXISTING PUBLIC IMPROVEMENTS REMOVED OR DAMAGED AS A RESULT OF THE CONSTRUCTION SHALL BE REPLACED IN KIND PER CURRENT CITY OF ONTARIO STANDARDS.

CONCRETE PAVEMENT SHALL MEET CURRENT CALTRANS STANDARDS AND SPECIFICATIONS.

STORM DRAIN IMPROVEMENT PLANS

WHERE UTILITIES NEED TO BE SUPPORTED, SAID SUPPORTS SHALL BE IN ACCORDANCE WITH A.P.W.A. STANDARD 224-1 UNLESS OTHERWISE INDICATED.

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING SEWER MAIN(S) AND NOTIFY THE DESIGN ENGINEER OF ANY VARIATION FROM DESIGN.

THE PIPE SHOWN HEREON SHALL BE INSTALLED IN ACCORDANCE WITH CASE III BEDDING AS SHOWN ON L.A.C.D.P.W. STANDARD 3080-2. UNLESS OTHERWISE SHOWN, "W" VALUE SHALL BE AS SPECIFIED ON L.A.C.D.P.W. STANDARD 3080-2 FOR CASE III BEDDING, NOTES 3 (A), 3 (B), AND 3 (C). IF THE "W" VALUE AT THE TOP OF THE PIPE IS EXCEEDED, THE BEDDING SHALL BE MODIFIED AND/OR PIPE OF ADDITIONAL STRENGTH SHALL BE PROVIDED. ALL PROPOSED MODIFICATIONS TO THIS REQUIREMENT SHALL BE APPROVED BY THE CITY ENGINEER.

MINIMUM COVER OF STORM DRAIN MAIN SHALL BE 7 FEET FROM THE FINISHED SURFACE PER STANDARD DRAWING 1302-1304.

STORM DRAIN MAIN STATIONING IS PER PIPE CENTERLINE.

STREET CENTERLINE STATIONING IS PER THE STREET IMPROVEMENT PLANS AND PROVIDED FOR REFERENCE.

CONTRACTOR SHALL NOT BACKFILL TRENCH UNTIL THE CITY INSPECTOR HAS OBTAINED AS-BUILT STATIONING ON ALL STRUCTURES.

UPON COMPLETION OF CONSTRUCTION OF ALL STORM DRAIN LINES AND PRIOR TO PAVING, THE DEVELOPER SHALL HIRE A CITY APPROVED VIDEO COMPANY TO VIDEO TAPE THE PIPELINES. CITY SHALL REVIEW SAID VIDEOTAPES FOR POTENTIAL CONSTRUCTION DEFECTS PRIOR TO ACCEPTANCE OF THE PROJECT.

SIGNING AND STRIPING IMPROVEMENT PLANS

ALL WORK AND MATERIALS SHALL CONFORM TO CALTRANS STANDARD PLANS AND SECTIONS 56, 82, 84, AND 85 OF THE CALTRANS STANDARD SPECIFICATIONS, LATEST EDITION, AND CITY OF ONTARIO SPECIAL PROVISIONS FOR SIGNING AND STRIPING EXCEPT AS INDICATED HEREON.

THE CONTRACTOR SHALL RENEW OR REPLACE ANY EXISTING TRAFFIC STRIPING AND/OR PAVEMENT MARKINGS, WHICH DURING HIS OPERATIONS HAVE BEEN EITHER REMOVED OR THE EFFECTIVENESS OF WHICH HAS BEEN REDUCED.

ALL SIGNS NOT RELOCATED SHALL BE INSTALLED NEW AND SHALL BE 3M DIAMOND VIP GRADE OR EQUIVALENT WITH SERIES 1160 PREMIUM PROTECTIVE OVERLAY FILM.

SIGNS NOT MOUNTED ON STREET LIGHTS SHALL BE MOUNTED USING TELESAP 20F12-2, 12 GAUGE POST(S) WITH QUICK PUNCH HOLES. TELESAP 25K-12-S-2.4 ANCHORS AND TELESAP TL-220 DRIVE NUTS.

ALL SIGNS SHALL BE BLOCKED, OR BLOCKED AND BRACED IN ACCORDANCE WITH NOTE #2 ON CALTRANS STANDARD PLAN RS2. BLOCKS SHALL HAVE A 3/8" HOLE IN THE CENTER SO THAT THEY ARE HELD IN PLACE BETWEEN THE SIGN AND THE POST BY THE CENTER MOUNTING BOLT.

IN CASE OF ACCIDENTS INVOLVING SAFETY MATTERS COVERED BY SECTION 6409.1B OF THE CALIFORNIA LABOR CODE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE STATE DIVISION OF INDUSTRIAL SAFETY.

65% SUBMITTAL

	REVISIONS			SUBMITTED BY: RUDY VELASQUEZ, P.E. RECOMMENDED BY: LAWRENCE G. WHITE, P.E. APPROVED BY: MERVAT MIKHAIL, P.E. PROJ. ENGR. FP DESIGNED BY FP REV'D BY RV DRAWN BY FP	DATE APRIL 25 SCALE AS SHOWN FILE NO. 1-910-6A DRAWING NO. G-3 SHEET NO. 3 OF 19
	MARK	DATE	DESCRIPTION		
	REVISIONS			SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT ONTARIO DRAINAGE GROVE BASIN OUTLET STORM DRAIN CITY OF ONTARIO GENERAL NOTES, AND STANDARD DRAWINGS	DATE APRIL 25 SCALE AS SHOWN FILE NO. 1-910-6A DRAWING NO. G-3 SHEET NO. 3 OF 19
	MARK	DATE	DESCRIPTION		