

CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES

1. THE "CITY OF INDIO'S STANDARD GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES."
2. ALL UNDERGROUND FACILITIES, INCLUDING SERVICE LATERALS, SHALL BE IN PLACE WITH TRENCHES COMPACTED AND TESTED PRIOR TO BASE GRADE INSPECTION (AND PAVING). THE CONTRACTOR SHALL SUBMIT WRITTEN EVIDENCE TO THE CITY ISSUED BY THE RESPECTIVE UTILITY PURVEYOR INDICATING THE SUBSURFACE PORTION OF THEIR UNDERGROUND FACILITIES HAVE BEEN INSTALLED AND ACCEPTED.
3. THE FOLLOWING ARE MINIMUM COMPACTION REQUIREMENTS FOR ITEMS CONSTRUCTED IN THE PUBLIC RIGHT-OF-WAY:

A. TRENCH BACKFILL =	90%
B. DIRT FILL =	90%
C. TOP 12" OF SUBGRADE UNDER IMPROVEMENTS NOT EXPECTED TO RECEIVE VEHICULAR TRAFFIC (INCLUDES SIDEWALK) =	90%
D. AGGREGATE BASE (NON-VEHICULAR AREAS) =	90%
E. TOP 12" OF SUBGRADE OF ALL AREAS THAT MAY RECEIVE VEHICULAR TRAFFIC (INCLUDES ROADWAY, DRIVE APPROACH, CURB AND GUTTER, AND CROSS GUTTER) =	95%
F. AGGREGATE BASE (VEHICULAR AREAS) =	95%
G. ASPHALT CONCRETE =	95%
4. ALL AGGREGATE BASE SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTION 26, FOR CLASS 2 AGGREGATE BASE (CL 2 AB).
5. ALL ASPHALT CONCRETE (AC) SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTIONS 39 AND 92. THE AGGREGATE GRADING SHALL CONFORM AS FOLLOWS:
 - A. SURFACE COURSE (UPPER COURSE): TYPE B: 1/2-INCH MAXIMUM, MEDIUM.
 - B. BASE COURSE (LOWER COURSE): TYPE B: 3/4-INCH MAXIMUM, MEDIUM.
 PLEASE NOTE WHERE THERE IS ONLY ONE LIFT OF AC, THE AGGREGATE GRADING SHALL BE TYPE B: 1/2-INCH MAXIMUM, MEDIUM. PERFORMANCE GRADED ASPHALT BINDER CONFORMING TO PG 70-10 SHALL BE USED FOR BOTH AGGREGATE GRADING ABOVE. AC MIX DESIGNS SHALL BE SUBMITTED FOR THE CITY ENGINEER'S REVIEW AND APPROVAL AT LEAST 7 DAYS PRIOR TO THE PLANNED PAVING DATE.
6. THE MAXIMUM AC LIFT THICKNESS SHALL BE 3.0 INCHES; HOWEVER, AC THICKNESS OF 5.5" TO 7.5" SHALL BE PLACED IN A MINIMUM OF 3 LIFTS. PROPOSED SURFACE COURSES OTHER THAN 1.5 INCHES (OR .10') THICK SHALL BE APPROVED BY THE CITY ENGINEER BEFORE ANY BASE LIFTS ARE PLACED.
7. A TACK COAT SHALL BE APPLIED TO EXISTING PAVEMENT, CONCRETE SURFACES, AND THE A.C. BASE COURSE(S) PRIOR TO PLACING A NEW LIFT OF ASPHALT CONCRETE. IF MULTIPLE AC LIFTS ARE PLACED ON THE SAME DAY AND THE SURFACE REMAINS "CLEAN", THE TACK COAT ON THE EXISTING FRESH AC SURFACE CAN BE WAIVED BY THE CITY ENGINEER. THE TACK COAT SHALL BE APPLIED AT A RATE OF 0.10 GAL/ SQ YD.
8. NEW IMPROVEMENTS THAT JOIN EXISTING IMPROVEMENTS SHALL JOIN, OR MATCH, IN A MANNER SATISFACTORY TO THE CITY ENGINEER. CONSTRUCTION OPERATIONS REQUIRED TO ACHIEVE A SAFE, DURABLE, AESTHETICALLY PLEASING TRANSITION BETWEEN THE NEW AND EXISTING IMPROVEMENTS MAY INCLUDE CUTTING, REMOVAL, REPLACEMENT, CAPPING, AND/OR COLD PLANING, AS NEEDED.
9. ALL MANHOLES AND VALVE BOX FRAMES SHALL BE ADJUSTED TO FINAL GRADE AFTER PAVEMENT INSTALLATION IS COMPLETED.
10. ALL ON-SITE IMPROVEMENTS, INCLUDING EARTHWORK GRADING, SHALL BE COMPLETED (AND/OR REPAIRED AS NEEDED) PRIOR TO PLACING THE SURFACE AC COURSE.
11. TEMPORARY ROADWAY STRIPING SHALL BE INSTALLED ON ALL UNFINISHED ROADWAY SURFACES AS NEEDED, AND AS DIRECTED BY THE CITY ENGINEER.

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REV.	DRAWN BY:	APP'D:	DATE:



STANDARD STREET IMPROVEMENT NOTES

STANDARD PLAN No.: 802

MAY 2016