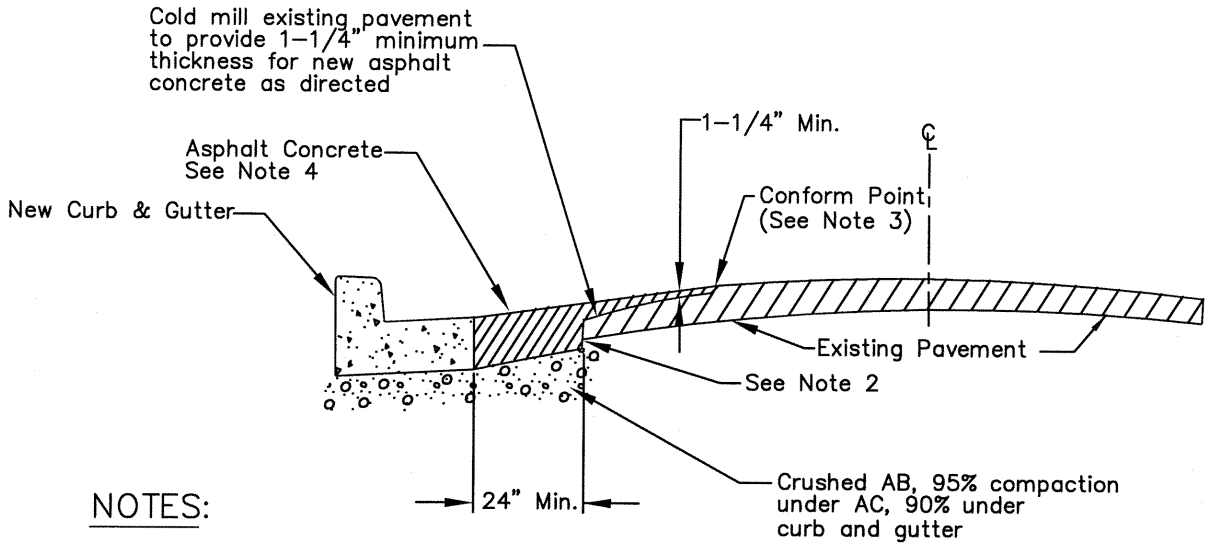

NOTES:

1. All work shall be done in accordance with the Standard Specifications for Public Works Construction, the "GREENBOOK", the most current edition and all supplements thereto, adopted by the Southern California Chapter of the American Public Works Association and the Special Provisions (Technical Specifications) thereto adopted by the City.
2. Tie–in pavement section shall be sawcut minimum 1/2 thickness of the (E) AC and the (N) AC section shall be a minimum of 6" deep on local residential streets, parking lots, pathways, etc., 9" on collector streets and 12" on arterial & commercial/industrial streets.
3. Conform point shall be determined by the City Engineer and may occur anywhere between the edge of pavement and the centerline. 2% minimum, 5% maximum cross slope.
4. Maximum installed and compacted thickness of AC lifts shall be per table:

Compaction Equipment	Maximum Compacted Thickness mm (in)
Vibratory Plate	38mm (1–1/2")
Pneumatic Plate	50mm (2")
Vibratory Rammers	50mm (2")
Steel Wheel Roller*	63mm (2–1/2")
Vibratory Roller*	75mm (3")
Pneumatic Tired Rollers	Not Permitted

*Rollers must fit entirely within the trench for base courses.

All base courses shall be mechanically compacted with a rammer or tamper with particular attention to the perimeter and corners of the excavation. Surface course shall be compacted with steel wheeled roller. A vibratory plate may be used for surface course of .37m^2 (4 sq. ft.) maximum. Caltrans Type A, Medium and all Type B AC mixes are prohibited. AC mixes containing recycled products are allowed for base course only. They are prohibited for surface courses.
Base Course: B–PG64–10 (3/4") Dense Medium Coarse) (Caltrans Type A, Coarse equivalent).
Surface Course: C2–PG64–10 (1/2") Dense Medium) (Caltrans Type A, Coarse equivalent).

5. 95% Relative Compaction minimum all courses. AC shall be tested by a City approved lab at contractor's expense. Certified test results shall be provided to the City Engineer.
6. SS–1h Tack Coat (paint binder) all hard surfaces (AC, PCC, etc.).
7. The City Engineer may specify PG70–10 Paving Grade Asphalt to bridge poor subgrade conditions, or if air temperatures become hot enough to warrant its use, at no additional cost to the City.

⚠2 8. All striping shall be replaced in kind and must be approved by City Engineer prior to final of project.

ACAD FILE. C3101D128 Rev2.DWG.

CITY OF SAN LEANDRO * STANDARD PLANS

NO.	REVISIONS	DATE	BY
⚠2	All Striping to be replaced	4/12/10	NT

PAVEMENT TIE-IN

APPROVED
Kenneth Joseph, City Engineer R.C.E. No.34870
Expires 9/30/11

DRAWN	CHECKED	DATE	SCALE	SHEET
GF/MLWH/VL	KJ/KRC	May 2002	NONE	1 OF 1

DWG. NO. 128 CASE. 3101