STREET NOTES

1. SUBGRADE PREPARATION: THE SUBGRADE SHALL BE COMPACTED TO NINETY–FIVE PERCENT (95%) RELATIVE COMPACTION TO A DEPTH OF 6" AND SHALL CONFORM TO THE PROVISIONS OF SECTION 19 OF THE STANDARD SPECIFICATIONS AND PLANS OF THE CITY OF STOCKTON.

2. AGGREGATE SUB–BASE: THE AGGREGATE SUB–BASE SHALL BE CLASS 4 AND SHALL CONFORM TO THE PROVISIONS OF SECTION 25 OF THE CAL TRANS STANDARD SPECIFICATIONS AND PLANS. CLASS 4 AGGREGATE SUB–BASE MATERIAL SHALL BE CLEAN AND FREE FROM VEGETATIVE MATTER AND OTHER DELETERIOUS SUBSTANCES. THE PERCENT OF COMPOSITION BY WEIGHT OF CLASS 4 AGGREGATE WHEN DETERMINED BY TEST NO. CALIFORNIA 202.

| SIEVE SIZES | PERCENTAGE PASSING |
|---|---|
| 2 1/2 | 100% |
| NO. 200 | 2–35% |

CLASS 4 AGGREGATE SUB–BASE MATERIAL SHALL ALSO CONFORM TO THE QUALITY REQUIREMENTS SHOWN IN THE FOLLOWING TABLE:

| TESTS | CALIFORNIA TEST METHOD NO. | REQUIREMENTS |
|---|---|---|
| SAND EQUIVALENT | 217 | 20 MIN. |
| RESISTANCE (R–VALUE) | 301 | 55 MIN. |

3. AGGREGATE BASE: THE AGGREGATE BASE SHALL BE CLASS 2 WITH A MAXIMUM AGGREGATE SIZE OF 3/4" AND SHALL CONFORM TO THE PROVISIONS OF SECTION 26 OF THE CAL TRANS STANDARD SPECIFICATIONS AND PLANS.

4. ASPHALT CONCRETE: THE FOLLOWING IS ADDED TO SECTION 39 OF THE CAL TRANS STANDARD SPECIFICATIONS:

SECTION 39–9.01 FULL DEPTH ASPHALT CONCRETE

A. WHERE A FULL DEPTH SECTION IS SPECIFIED, IT SHALL BE PLACED ON A PREVIOUSLY PREPARED SUBGRADE AS SPECIFIED IN 19–5.03 (RELATIVE COMPACTION) TO A TOLERANCE OF 0.05 FOOT ABOVE OR BELOW THE SUBGRADE ESTABLISHED BY THE ENGINEER.

B. THE FINAL GRADE OF THE LIFT BELOW THE SURFACING COURSE SHALL NOT VARY MORE THAN 0.05 FOOT ABOVE OR BELOW THE PLANNED GRADE FOR THAT COURSE. THE FINISHED SURFACE GRADE TOLERANCE SHALL CONFORM TO SECTION 39–6.03 COMPACTING.

C. THE THICKNESS OF THE SURFACE COURSE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS, ALL OTHER ASPHALT CONCRETE BELOW THIS POINT IS CONSIDERED BASE COURSE.

D. TACK COAT (PAINT BINDER) SHALL BE SS–1H OR CSS–1H TYPE EMULSION CONFORMING TO CALTRANS SPECIFICATIONS SECTION 94 OF THE STANDARD SPECIFICATIONS. TACK COATING AS COVERED IN SECTION 39–4.02, PARAGRAPH 6 WILL BE REQUIRED BEFORE PLACEMENT OF THE SURFACE COURSE. TACKING BETWEEN BASE COURSES REQUIRED AT THE RATE OF 0.01 TO 0.03 GALLONS PER SQUARE YARD, IF CLEAN, HEAVIER IF DIRTY. APPLICATION IN EXCESS OF .03 GALLON PER SQUARE YARD WILL BE AT CONTRACTOR'S EXPENSE.

E. WHERE FULL DEPTH SECTIONS ARE PLACED IN EXISTING STREETS WITH ESTABLISHED GUTTER SECTIONS, A CONTINUOUS WEDGE SHAPE SECTION OF ASPHALT PAVING SHALL BE PLACED AGAINST THE GUTTER EDGE, HELD BELOW THE GUTTER LIP BY THE AMOUNT OF THE THICKNESS OF THE SURFACE COURSE AND FEATHERED TO SUBGRADE IN A WIDTH OF NOT LESS THAN THREE FEET BEFORE PLACEMENT OF THE LEVEL COURSES, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

F. UPON COMPLETION OF ALL PORTIONS OF THE CONSTRUCTION, INCLUDING UTILITY GRADE ADJUSTMENTS TO FINISH GRADE, THE SURFACE COURSE SHALL BE PLACED, GUTTER LIP TO GUTTER LIP, FOR THE ENTIRE LENGTH OF THE PROJECT TO PROVIDE A SMOOTH UNIFORM RIDING SURFACE WITH A MINIMUM OF TRANSVERSE JOINTS FOR THE ENTIRE PROJECT.

G. PAVING SHALL FEATHER SMOOTHLY INTO EXISTING PAVEMENT. SIDE STREET CONSTRUCTION SHALL HAVE A SECTION VARYING FROM A UNIFORM CROSS –SLOPE AT ENDS OF CURB RETURNS TO VARIABLE OR PARABOLIC SECTION AS REQUIRED TO MATCH THE EXISTING STREET SECTION. TRANSITION SHALL BE SMOOTH AND UNIFORM BETWEEN THE POINTS DESCRIBED ABOVE.

SECTION 39–9.02 MATERIAL

A. ASPHALT CONCRETE SHALL BE TYPE B IN GENERAL. ON STREET WITH A TRAFFIC INDEX OF 7.0 OR GREATER, TYPE A ASPHALT CONCRETE SHALL BE USED. ASPHALT CONCRETE SHALL CONFORM TO THE PROVISIONS OF SECTION 39 OF CALTRANS STANDARD SPECIFICATIONS.

B. ASPHALT CONCRETE SHALL HAVE A VISCOSITY GRADE OF AR–4000 AS SPECIFIED IN CALTRANS STANDARD SPECIFICATIONS, SECTION 92. ASPHALT CONCRETE SHALL CONTAIN A MINIMUM OF 5.3% (BY WEIGHT) BITUMINOUS MATERIAL FOR THREE –FOURTHS (3/4) INCH MAXIMUM (MEDIUM GRADING) AGGREGATE, AND SHALL CONTAIN A MINIMUM OF 5.8% (BY WEIGHT) BITUMINOUS MATERIAL FOR ALL SURFACE COURSES OF ASPHALT CONCRETE HAVING ONE–HALF (1/2) INCH MAXIMUM AGGREGATE.

C. FOR AN ASPHALT CONTENT LESS THAN THOSE ESTABLISHED ABOVE, A MIX DESIGN APPROVED BY THE CITY ENGINEER SHALL BE REQUIRED.

D. CLEANING AND TACKING FOR SUBSEQUENT BASE COURSES WILL BE REQUIRED AS STATED IN SECTION 39–9.01.

SECTION 39–9.03 PLACEMENT AND COMPACTION

A. THE MAXIMUM COMPACTED THICKNESS OF ANY ONE BASE COURSE OF ASPHALT CONCRETE SHALL BE SIX (6) INCHES. THE MAXIMUM COMPACTED THICKNESS OF THE SURFACE COURSE (1/2" AGGREGATE) OF ASPHALT CONCRETE SHALL BE TWO AND ONE–HALF (2.5) INCHES, AND THE MINIMUM THICKNESS SHALL BE ONE (1) INCH AFTER COMPACTION. MINIMUM COMPACTED BASE COURSE SHALL BE FOUR (4) INCHES.

B. A MECHANICAL PAVING MACHINE SHALL ONLY BE REQUIRED FOR SPREADING THE SURFACE COURSE AND ANY LEVELING COURSES REQUIRED.

C. IN LIEU OF THE CONFLICTING PROVISIONS OF CALTRANS STANDARDS SPECIFICATIONS SECTIONS 39–5 AND 39–6, ASPHALT CONCRETE BASE COURSES MAY BE SPREAD AND COMPACTED BY SUCH MECHANICAL MEANS AS WILL PROVIDE A SURFACING OF UNIFORM SMOOTHNESS AND TEXTURE IN SUCH A MANNER AS TO PREVENT SEGREGATION OF MATERIALS. APPROVAL WILL BE BASED ON DEMONSTRATED PERFORMANCE OF SUCH EQUIPMENT.

D. A PRIME COAT OF SC250 OR MC250 SHALL BE APPLIED TO ALL AGGREGATE BASES TO BE SURFACED. THE PRIME COAT SHALL BE APPLIED AT AN RATE OF 0.2 GALLON PER SQUARE YARD OVER THE ENTIRE ROADWAY AREA TO BE SURFACED.

E. ROLLING OF FULL DEPTH BASE COURSES SHALL BE FROM THE CENTER OF THE PAVING PASS TO THE EDGE.

F. THE CONTRACTOR SHALL FURNISH A MINIMUM OF ONE (1) 10–TON STEEL WHEEL TANDEM ROLLER (AS SPECIFIED IN CALTRANS SECTION 39–5.02) AND ONE (1) 15–TON PNEUMATIC TIRED ROLLER.

G. ALTERNATE COMPACTING EQUIPMENT OR SUBSTITUTION OF A VIBRATORY ROLLER FOR A PNEUMATIC–TIRED ROLLER WILL NOT BE PERMITTED, APPROVED OR REVIEWED.

H. TIRE PRESSURE OF THE PNEUMATIC TIRE ROLLER AT THE TIME OF BREAKDOWN ROLLING SHALL BE 90 PSI UNLESS A LESSER TIRE PRESSURE IS PERMITTED BY THE ENGINEER. IT IS SUGGESTED THAT THE PNEUMATIC TIRE ROLLER HAVE TWENTY (20) INCH RIMS TO HELP PREVENT BOGGING DOWN. THE PNEUMATIC TIRE ROLLER SHALL BE USED TO BREAK DOWN THE SPREAD OF ASPHALT CONCRETE BASES AND SHALL OPERATE IMMEDIATELY BEHIND THE PAVER OR SPREADER.

I. ALL MIXTURES SHALL BE SPREAD AT A TEMPERATURE OF NOT LESS THAN 250 DEGREES FAHRENHEIT. BASE MATERIAL COMPACTION SHALL BE COMPLETED BEFORE THE MIX REACHES 200 DEGREES FAHRENHEIT.

J. ROLLER TIRES SHALL BE PREHEATED AND OPERATED HOT AND DRY OR HAVE PROPER SPRAY EQUIPMENT FOR USE OF ROLLER–EASE TO PREVENT PICK UP OF HOT MIX.

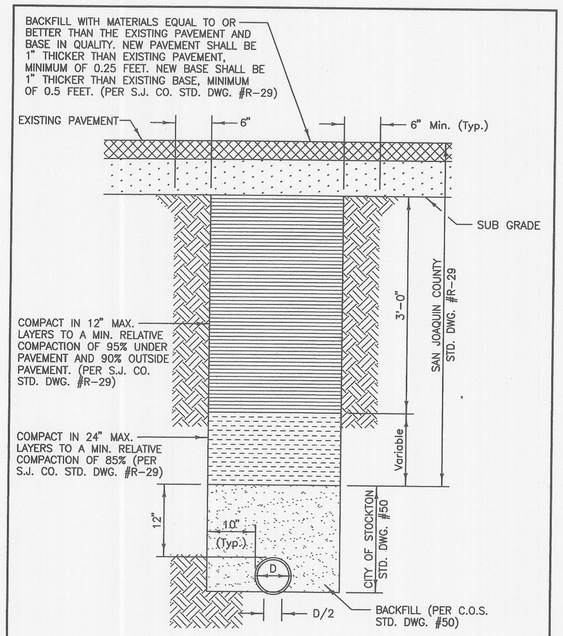
K. ALL COURSES SHALL BE COMPACTED WITH A PNEUMATIC ROLLER. IN TRUCK ROUTES, EACH COURSE SHALL BE PNEUMATIC AND STEEL ROLLED. ROLLING SHALL CONTINUE UNTIL RUTS ARE ELIMINATED AND THE PROPER DEGREE OF COMPACTION IS ACHIEVED. FINAL ROLLING OF THE SURFACE COURSE SHALL BE ACCOMPLISHED WITH A STEEL WHEEL TANDEM ROLLER.

L. THE SURFACE OF THE COMPLETED BASE COURSE AT ANY POINT SHALL NOT VARY MORE THAN 0.02 FEET ABOVE OR BELOW THE GRADE ESTABLISHED FOR SURFACE COURSE PLACEMENT.

M. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONSTRUCTION GRADES. THE ENGINEER WILL SET A BASE LINE AND FURNISH CUTS FOR GUTTER FLOWLINES AND PAVEMENT CENTERLINE OR EDGE OF PAVEMENT GRADE. BASE COURSE SURFACE PRIOR TO PLACEMENT OF SURFACE COURSE WHICH DOES NOT MEET THE ABOVE REQUIREMENTS SHALL BE PLANNED OR FILLED AT THE CONTRACTOR'S EXPENSE IN A MANNER ACCEPTABLE TO THE ENGINEER THAT WILL NOT DAMAGE THE EXISTING COMPACTED BASE AND WILL OBTAIN THE REQUIRED MATERIAL COMPACTION AT REQUIRED TEMPERATURE.

5. FOG SEAL: ALL A.C. PAVING SHALL BE FOG SEALED PER SECTION 37 OF CALTRANS STANDARD SPECIFICATIONS, PER THE LATEST EDITION.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL STRIPING AND PAVEMENT MARKINGS NECESSARY TO TIE EXISTING STRIPING INTO FUTURE STRIPING AS APPROVED BY THE COUNTY. THE METHOD OF REMOVAL SHALL BE APPROVED BY THE CCOUNTY.



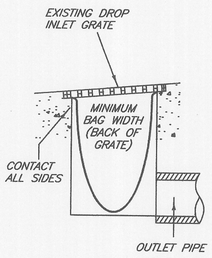

| NO. | REV.DATE | BY | APRVD. |
|---|---|---|---|
| | | | |

DRAWN BY: JV
CHECKED BY: JMS
SCALE : NO SCALE

SAN JOAQUIN COUNTY – CITY OF STOCKTON
TYPICAL TRENCH BACKFILL

A.R. SANGUINETTI & ASSOCIATES
CONSULTING CIVIL ENGINEERS

PREPARED BY: A.R. SANGUINETTI & ASSOCIATES
DATE 6/25/03
DRAWING NO. 1 OF 1




## STORM DRAIN INLET FILTER BAG NOTES:

1) THE MAXIMUM DRAINAGE AREA PER FILTER SHALL BE NO MORE THAN 2 ACRES.

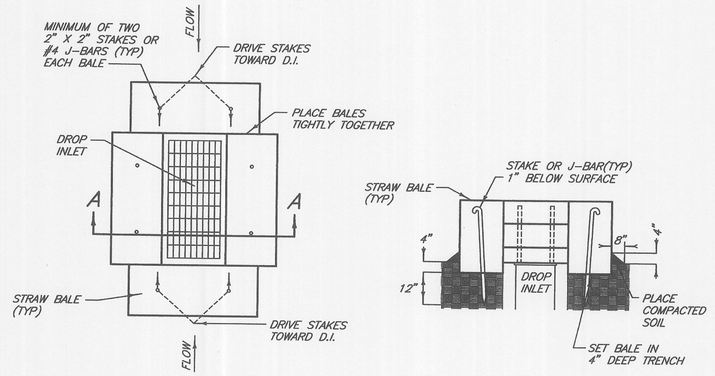
2) THE FILTER BAG SHALL BE MANUFACTURED FROM UV RESISTANT POLYPROPYLENE NYLON, POLYESTER, OR ETHYLENE FABRIC WITH A MIN. TENSILE STRENGTH OF 50 LBS. PER LINEAL FOOT. AN EQUIVALENT OPENING SIZE NOT GREATER THAN 20 SIEVE AND WITH A MIN. FLOW RATE OF 40 GALLONS/ MINUTE/ SQ.FT.

3) THE FILTER BAG MAY BE SUSPENDED FROM OR HELD IN PLACE BY EXISTING INLET GRATE, PROVIDED NO MODIFICATION OR DAMAGE SHALL BE DONE TO THE INLET GRATE OR FRAME. THE INLET GRATE SHALL NOT BE CAUSED TO REST MORE THAN 1.3CM (.5") ABOVE THE INLET FRAME (SEE DETAIL A )

4) THE FILTER BAG MAY EXTEND TO THE BOTTOM OF THE INLET BOX PROVIDED THE OUTLET PIPE IS UNOBSTRUCTED.

5) FLOWS SHALL NOT BE ALLOWED TO BYPASS THE FILTER BAG. THE BAG OR ITS FRAME SHALL CATCH FLOWS AT ALL SIDES OF THE INLET EXCEPT AS SHOWN FOR FLOOD RELEASE

6) INLET FILTER BAGS SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINFALL EVENT DURING THE WET SEASON AND MONTHLY DURING THE DRY SEASON. SEDIMENT AND DEBRIS SHALL BE REMOVED BEFORE ACCUMULATIONS HAVE REACHED ONE THIRD THE DEPTH OF THE BAG. BAGS SHALL BE REPAIRED OR REPLACED AS SOON AS DAMAGE OCCURS.




PLAN VIEW SECTION A–A

STRAW BALE INLET FILTER WITHOUT GUTTER

NO SCALE

## STRAW BALE INLET FILTER WITHOUT GUTTER NOTES:

1) BALES SHALL BE PLACED TIGHTLY TOGETHER IN A TRENCH EXCAVATED A MINIMUM OF 4 INCHES BELOW THE INLET. BALES SHALL BE PLACED WITH BINDING IN A HORIZONTAL POSITION.

2) EACH BALE SHALL BE ANCHORED BY A MINIMUM OF TWO 2"X2" STAKES OR TWO #4 J–BARS DRIVEN THROUGH THE BALES AND INTO THE GROUND A MINIMUM DEPTH OF ONE FOOT. TOPS OF STAKES OR J–BARS SHALL BE COUNTERSUNK A MINIMUM OF ONE INCH BELOW THE TOP OF THE BALE.

3) OUTER PERIMETER OF THE BALES SHALL BE BACKFILLED AND COMPACTED TO A DEPTH OF APPROXIMATELY FOUR INCHES WITH EXCAVATED MATERIAL.

4) CONTRACTOR SHALL MAKE PERIODIC INSPECTIONS TO DETERMINE IF REPAIR OR SEDIMENT REMOVAL IS REQUIRED, SEDIMENT SHALL BE REMOVED WHEN IT HAS BUILT UP TO A DEPTH OF APPROXIMATELY 6".

5) BALES SHALL BE REPLACED WHEN THEY HAVE BEEN DAMAGED, COLLAPSED, OR DECOMPOSED.

800-227-2600
CALL BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT

REGISTERED PROFESSIONAL ENGINEER
MARK A. SANGUINETTI
EXPIRES 6–30–07
NO. 64,907
CIVIL
STATE OF CALIFORNIA

| REVISION NO. | DESCRIPTION | DATE | BY | APRVD. BY |
|---|---|---|---|---|
| | | | | |

A.R. SANGUINETTI & ASSOCIATES
CONSULTING CIVIL ENGINEERS
STOCKTON, CALIFORNIA
Mark A. Sanguinetti
MARK A. SANGUINETTI R.C.E. 64907
DATE 7/3/03

SANITARY SEWER EXTENSION PLANS
ATHERTON ISLAND

NOTES & DETAILS

DEPARTMENT OF PUBLIC WORKS
CITY OF STOCKTON, CALIFORNIA

| | |
|---|---|
| SCALE: AS SHOWN | APPROVED BY: DATE: 7/20/03 |
| DESIGNED BY: SLM | CITY ENGINEER STOCKTON, CALIFORNIA |
| DRAWN BY: SLM | SHEET NO. 3 OF 6 SHEETS |
| CHECKED BY: MAS/JMS | PROJECT NO. AIMRSS–01 |
| RECORD DWG: | |

4552.2C