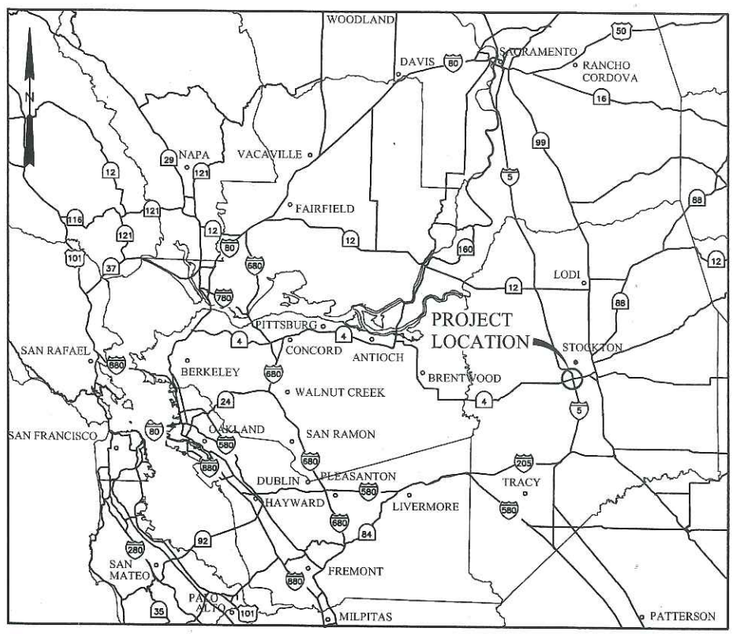
TUXEDO AVENUE SEWER REHABILITATION PROJECT

Project No. M04014

CONTRACT DRAWINGS

February 2014



VICINITY MAP

NOT TO SCALE

LIST OF DRAWINGS

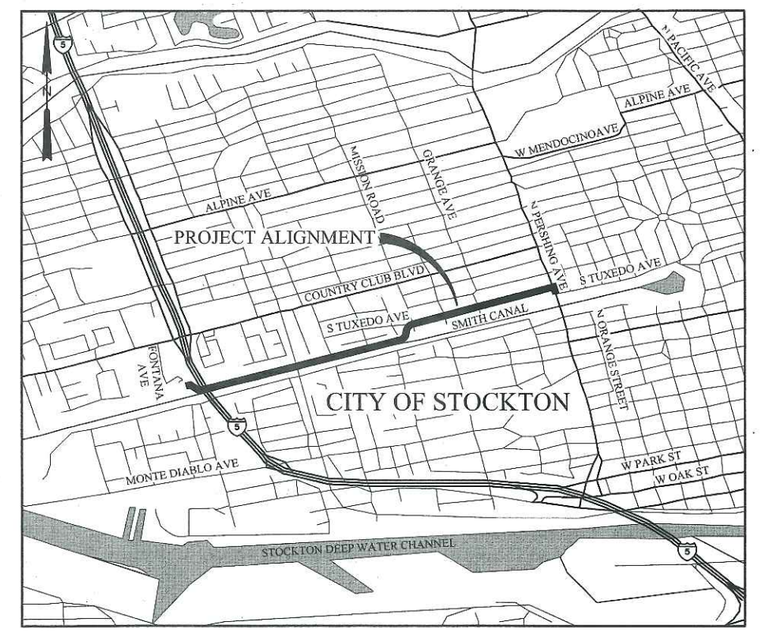
SHEET NUMBER	DRAWING NUMBER	TITLE
	GENERAL	
1	G-1	TITLE, VICINITY MAP, AND MAP LOCATION
2	G-2	ABBREVIATIONS, LEGEND AND SYMBOLS
3	G-3	GENERAL NOTES
4	G-4	KEY PLAN, SURVEY NOTES AND COUNTY STANDARD DWG R-29
	GENERAL CIVIL	
5	GC-1	CIVIL STANDARD DETAILS - 1
6	GC-2	CIVIL STANDARD DETAILS - 2
	CIVIL	
7	PP-1	PLAN AND PROFILE STA 0+00 TO 11+25
8	PP-2	PLAN AND PROFILE STA 11+25 TO 22+75
9	PP-3	PLAN AND PROFILE STA 22+75 TO 34+25
10	PP-4	PLAN AND PROFILE STA 34+25 TO 45+75
11	PP-5	PLAN AND PROFILE STA 45+75 TO 57+25
12	PP-6	PLAN AND PROFILE STA 57+25 TO 67+20
	REFERENCE	
13	R-1	POTENTIAL BYPASS PUMPING PIPELINE PLAN - 1
14	R-2	POTENTIAL BYPASS PUMPING PIPELINE PLAN - 2
15	R-3	POTENTIAL BYPASS PUMPING PIPELINE PLAN - 3

REGISTERED PROFESSIONAL ENGINEER JENNIFER A. GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

PREPARED BY: _____ 6/25/2012

Jennifer A. Glynn C61303 Date

RMC Water & Environment



LOCATION MAP

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER GLENN E. HERMANSON No. C46659 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 2003 1999 CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

TITLE, VICINITY MAP, AND LOCATION MAP

DWG NO G-1
SHEET NO 1 OF 15
PROJ NO 0099-010
DATE February 2014

FILENAME: 0099-010-G-1 2-25-14 04:56pm cto | XREFS: | X-RMCTBLK | X-JGlynn-PE-stamp | Dimensions-PE-stamp |<--

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ABBREVIATIONS

@	AT
Δ	CENTRAL ANGLE (OF A CURVE)
ABND	ABANDONED
AC	ASPHALT CONCRETE
ADJ	ADJUSTABLE
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
ALT	ALTERNATE
APPROX	APPROXIMATE
ASSY	ASSEMBLY
AVE	AVENUE
BC	BEGINNING OF CURVE
BF	BLIND FLANGE
BFV	BUTTERFLY VALVE
BLVD	BOULEVARD
BM	BENCHMARK
BO	BLOWOFF
BPE	BYPASS PUMPING EQUIPMENT SET-UP
℄	CENTERLINE
CAV	COMBINATION AIR VALVE
CAB	CRUSHED AGGREGATE BASE
CB	CATCH BASIN
CCTV	CLOSED CIRCUIT TELEVISION
CDF	CONTROLLED DENSITY FILL
CI	CAST IRON
CIPP	CURED-IN-PLACE PIPE
CLR	CLEAR
CONC	CONCRETE OR CONCENTRIC
COND	CONDUIT
CONST	CONSTRUCTION
CONT	CONTINUOUS
CP	CONTROL POINT
CU YD	CUBIC YARD
CVR	COVER
DETL	DETAIL
DI	DUCTILE IRON
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DWG	DRAWING
E	EAST (EASTING)
EA	EACH
EC	END OF CURVE
E-DUCT	ELECTRICAL DUCT
EL	ELEVATION
EX	EXISTING
FE	FLANGE END
FCA	FLANGE COUPLING ADAPTER
FG	FINISHED GRADE
FIN	FINISHED
FIP	FEMALE IRON PIPE
FIPT	FEMALE IRON PIPE THREAD
FL	FLOWLINE
FLG	FLANGE
FM	FORCE MAIN
FO	FIBER OPTIC CONDUIT
FOC	FACE OF CURB
FS	FINISHED SURFACE
FT	FOOT
FUT	FUTURE
GALV	GALVANIZED
GPM	GALLONS PER MINUTE
GV	GATE VALVE
HDD	HORIZONTAL DIRECTIONAL DRILL
HDPE	HIGH DENSITY POLYETHYLENE
HPG	HIGH PRESSURE GAS
ID	INSIDE DIAMETER
IN	INCH (INCHES)
INV	INVERT
JT	JOINT
L	LENGTH
LBS	POUNDS
LF	LINEAL FEET
LN	LANE
MAX	MAXIMUM
ME	MATCH EXISTING
MC	MIDDLE OF CURVE
MECH	MECHANICAL
MH	MANHOLE
MIN	MINIMUM
MIPT	MALE IRON PIPE THREAD
MISC	MISCELLANEOUS
MJ	MECHANICAL JOINT
MLCSP	MORTAR LINED AND COATED STEEL PIPE
MSL	MEAN SEA LEVEL
MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES
N	NORTH (NORTHING)
NO	NUMBER
NOS	NUMBERS
NPT	NATIONAL PIPE THREAD
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OZ	OUNCE
PCC	PORTLAND CEMENT CONCRETE
PE	PLAIN END
PH	POTHOLE
PP	PLAN AND PROFILE
PR	PROPOSED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PSIG	POUNDS PER SQUARE INCH GAUGE
PVI	POINT OF VERTICAL INTERSECTION
PVC	POLYVINYL CHLORIDE
PW	PUBLIC WORKS DEPARTMENT
R	RADIUS
RAD	RADIUS
RCP	REINFORCED CONCRETE PIPE
RCCP	REINFORCED CONCRETE CYLINDER PIPE
RD	ROAD
RED	REDUCER
REQD	REQUIRED
RJ	RESTRAINED JOINT
RIM	RIM ELEVATION
RW	RECYCLED WATER
R/W	RIGHT OF WAY
S&W	SPIKE AND WASHER
SCH (SCHED)	SCHEDULE
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FOOT (FEET)
SHT	SHEET
SIM	SIMILAR
SPECS	SPECIFICATIONS
SQ	SQUARE
SSMH	SANITARY SEWER MANHOLE
SST	STAINLESS STEEL
ST	STREET
STA	STATION
STL	STEEL
STD	STANDARD
SWR	SANITARY SEWER
SYM	SYMMETRICAL
T	THICKNESS
TAN	TANGENT
TS	TRAFFIC SIGNAL
TP	TOP OF PIPE
TW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
VCP	VITRIFIED CLAY PIPE
VER	VERIZON
VERT	VERTICAL
VIF	VERIFY IN FIELD
W	WEST OR WATER
W/	WITH
WP	WORKING POINT
WS	WATER SURFACE
WV	WATER VALVE

NOTES:

1. FOR ABBREVIATIONS NOT LISTED HERE, CONTACT THE OWNER.

EXISTING LEGEND

— — —	PROPERTY/ R.O.W. LINE
—X"SS—	EXISTING SANITARY SEWER
—X"SD—	EXISTING STORM DRAIN
—X"W—	EXISTING WATER
—X"G—	EXISTING GAS DISTRIBUTION MAIN
	EXISTING PIPE LARGER THAN 21"
—AT&T—	EXISTING AT&T CALIFORNIA DUCT BANK (POSSIBLE FIBER OPTIC)
—FO—	EXISTING FIBER OPTIC
—ELECT—	EXISTING ELECTRICAL DUCT BANK
—TS—	EXISTING TRAFFIC SIGNAL OR STREET LIGHT
	CENTER LINE
	TRAFFIC LINE
	JOINT POLE
	CATCH BASIN
	SIGN
MW	MONITORING WELL
	TREE / SIZE
	STORM DRAIN MANHOLE
	SANITARY SEWER MANHOLE
	FLAG POLE
	WATER VALVE
	WATER METER
	TV BOX
	FIRE HYDRANT
	ELECTRIC BOX
	STREET LIGHT
—RW—	CITY/COUNTY BOUNDARY
	SANITARY SEWER MANHOLE

PROPOSED LEGEND

	EXISTING PIPELINE REHABILITATED WITH CIPP
	CIPP WORK AREA AND LINING LAUNCH LOCATION
	CIPP LINING TERMINATION POINT
	DIRECTION OF LINING OPERATION
	POINT REPAIR
	BPE (BYPASS PUMP EQUIPMENT SET-UP)
	PUMP ARROW OR BACKWARDS FLOW
	GRAVITY SEWER FLOW ARROW
5005	SURVEY CONTROL POINT
PH#4	UTILITY POTHOLE LOCATION (APPROXIMATE)
	MANHOLE TO BE REHABILITATED
	MANHOLE TO BE ABANDONED (PLAN)

SECTION AND DETAIL IDENTIFICATION

DETAIL (NUMBER) OR SECTION (LETTER) IDENTIFICATION

ON DRAWING WHERE DETAIL OR SECTION IS TAKEN, THE DRAWING NUMBER SHOWN IS WHERE THE DETAIL OR SECTION IS DRAWN — 1 / C-2

ON DRAWING WHERE DETAIL OR SECTION IS DRAWN, THE DRAWING NUMBER SHOWN IS WHERE THE DETAIL OR SECTION IS TAKEN — C-2

— C-1 — ON DRAWING WHERE DETAIL OR SECTION IS BOTH TAKEN AND DRAWN, THE DRAWING NUMBER IS REPLACED WITH —

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REGISTERED PROFESSIONAL ENGINEER JENNIFER ANNE GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

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RMC water and environment

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DESIGNED	J. Glynn	SUBMITTED BY: RMC Project Engineer	C61303 2/10/2012
DRAWN	C. To		
CHECKED	G. Hermanson	APPROVED BY: RMC Project Manager	C46659 2/24/2014
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CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 1999 — CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

ABBREVIATIONS, LEGEND AND SYMBOLS

DWG NO	G-2
SHEET NO	2 OF 15
PROJ NO	0099-010
DATE	February 2014

Last Saved By: cto 2-25-14 11:47am

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GENERAL NOTES

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CONTRACT DOCUMENTS AND REFERENCED DOCUMENTS.

2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE APPROPRIATE UTILITY AGENCIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY ALL PUBLIC AND PRIVATE UTILITY OWNERS 48 HOURS PRIOR TO COMMENCEMENT OF WORK ADJACENT TO THE UTILITY. CONTACT UNDERGROUND SERVICE ALERT (USA) AT 800-642-2444.

3. ALL SIDEWALK, CURB, AND GUTTER SHALL BE REMOVED AND REPLACED TO THE NEAREST SCORE MARK OR AS DIRECTED BY THE ENGINEER. INSTALLATION OF NEW SIDEWALK, CURB AND GUTTER AGAINST EXISTING IMPROVEMENTS SHALL REQUIRE A SIDEWALK CONTACT JOINT (DOWELS REQUIRED).

4. UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER IN THE FIELD: AT EACH LOCATION WHERE NEW CURB/GUTTER IS TO BE INSTALLED ON AN EXISTING STREET, PAVEMENT RECONSTRUCTION SHALL BE REQUIRED. AN 18-INCH WIDE BAND OF PAVEMENT SHALL BE REMOVED AND REPLACED ALONG THE ENTIRE LENGTH OF CURB/GUTTER INSTALLATION. REMOVAL DEPTH (SAW CUTS REQUIRED) SHALL BE TO THE BASE MATERIAL ON STREETS WITH A.C. OR P.C.C. PAVEMENT FOUR (4) INCHES OR LESS IN THICKNESS. REMOVAL DEPTH SHALL BE TWO INCHES MINIMUM ON STREETS WITH A.C. (GRIND) 1 P.C.C. (SAW CUT) PAVEMENT THICKNESS GREATER THAN FOUR (4) INCHES. REPLACE WITH A.C. PAVEMENT.

5. BLACK SAND SLURRY SEAL SHALL BE REQUIRED ON ALL NEW STREET PAVEMENT FOR TRENCH WORK, POTHOLES, AND STREET WIDENINGS. SLURRY SEAL SHALL EXTEND TWELVE INCHES BEYOND THE LIMIT OF PAVEMENT RECONSTRUCTION.

6. THE CONTRACTOR SHALL NOTIFY, BY CIRCULAR, ALL BUSINESS ESTABLISHMENTS AND RESIDENCES LOCATED IN AREAS AFFECTED BY THE WORK AT LEAST FIVE (5) WORKING DAYS AND THEN AGAIN AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO START OF CONSTRUCTION. CIRCULAR SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

7. GRADE BREAKS ON CURBS AND SIDEWALKS ARE TO BE ROUNDED OFF ON FORM WORK AND FINISHED SURFACING.

8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REPLACE ALL STREET MONUMENTS OR LOT CORNER PIPES DISTURBED DURING THE PROCESS OF CONSTRUCTION. IF A STREET MONUMENT HAS THE POTENTIAL OF BEING DISTURBED, A CORNER RECORD SHALL BE FILED WITH THE SAN JOAQUIN COUNTY SURVEYOR (PER SECTION 8773.2 OF THE PUBLIC LAND SURVEYORS ACT) AS REQUIRED BY THE SUBDIVISION MAP ACT TO PRESERVE THE LOCATION OF SAID STREET MONUMENT. CONTRACTOR SHALL, AT HIS/HER EXPENSE, HIRE A CIVIL ENGINEER OR LAND SURVEYOR TO PERFORM THE WORK.

9. ALL SURPLUS AND UNSUITABLE MATERIAL SHALL BE REMOVED FROM PUBLIC RIGHT-OF-WAY.

10. CONTRACTOR SHALL PROVIDE ADEQUATE DUST CONTROL AND KEEP MUD AND DEBRIS OFF THE PUBLIC RIGHT-OF-WAY AT ALL TIMES.

11. ALL TRENCHES AND EXCAVATIONS SHALL BE CONSTRUCTED IN STRICT COMPLIANCE WITH THE APPLICABLE SECTIONS OF CALIFORNIA AND FEDERAL OSHA REQUIREMENTS AND OTHER APPLICABLE SAFETY ORDINANCES. CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR TRENCH SHORING DESIGN AND INSTALLATION.

12. EXISTING UTILITIES SHOWN ARE BASED UPON RECORD INFORMATION AND ARE APPROXIMATE IN LOCATION AND DEPTH. THE CONTRACTOR SHALL POTHOLE ALL EXISTING UTILITIES THAT MAY BE AFFECTED BY NEW FACILITIES IN THIS CONTRACT, VERIFY ACTUAL LOCATION AND DEPTH, AND REPORT POTENTIAL CONFLICTS TO THE ENGINEER PRIOR TO EXCAVATING FOR NEW FACILITIES. NOT ALL EXISTING ELECTRIC UTILITY POLES AND OVERHEAD WIRES ARE SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL LOCATE THESE FACILITIES IN THE FIELD AS NEEDED TO PERFORM SEWER CONSTRUCTION WORK WITHOUT DAMAGE TO EXISTING FACILITIES.

13. CONTRACTOR SHALL PERFORM HIS CONSTRUCTION AND OPERATION IN A MANNER, WHICH WILL NOT ALLOW HARMFUL POLLUTANTS TO ENTER THE STORM DRAIN SYSTEM. TO ENSURE COMPLIANCE, THE CONTRACTOR SHALL IMPLEMENT THE APPROPRIATE BEST MANAGEMENT PRACTICE (BMP) AS OUTLINED IN THE BROCHURES ENTITLED "BEST MANAGEMENT PRACTICE FOR THE CONSTRUCTION INDUSTRY" ISSUED BY THE SAN JOAQUIN COUNTY NONPOINT SOURCE POLLUTION CONTROL PROGRAM, TO SUIT THE CONSTRUCTION SITE AND JOB CONDITION.

14. OVERNIGHT PARKING OF CONSTRUCTION EQUIPMENT IN THE PUBLIC RIGHT-OF-WAY SHALL NOT BE PERMITTED, EXCEPT AT LOCATION(S) APPROVED BY THE CITY TRAFFIC ENGINEER.

15. ALL SANITARY SEWER LINES TO BE ABANDONED SHALL BE FILLED WITH CDF AND PLUGGED AT EACH END WITH A 6" THICK WALL OF CLASS "A" P.C.C. MANHOLES DESIGNATED FOR ABANDONMENT SHALL HAVE THE TOP FOUR FEET REMOVED AND DISPOSED OF. OLD MANHOLE LIDS SHALL BE PROVIDED TO THE CITY FOR RE-USE. THE BOTTOM (BASE) SHALL BE BROKEN TO ALLOW DRAINAGE. REMAINING UNDERGROUND STRUCTURE SHALL BE BACKFILLED WITH SAND COMPACTED TO 95%. THE TOP FOUR FEET WHERE STRUCTURE WAS REMOVED SHALL BE BACKFILLED AND PAVED OR OTHERWISE RESTORED TO MATCH SURROUNDING CONDITIONS PER THE TRENCH BACKFILL AND PAVEMENT REPLACEMENT STANDARD DETAIL.

16. UNLESS OTHERWISE NOTED. CLASS 2 A.B. UNDER CURB, GUTTER, AND STREET SECTIONS PAVED WITH ASPHALT CONCRETE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION (MINIMUM).

17. EXISTING UTILITIES IN THE PROJECT AREA MAY BE IN A FRAGILE CONDITION. THE CONTRACTOR SHALL EXERCISE NECESSARY CAUTION WHEN WORKING NEAR EXISTING UTILITIES.

18. NOT ALL UTILITY SERVICES ARE SHOWN. THOSE THAT ARE SHOWN MAY NOT BE SHOWN AT THEIR TRUE LOCATIONS. THE CONTRACTOR SHALL TAKE NECESSARY MEASURES TO LOCATE AND PROTECT ALL SERVICES DURING CONSTRUCTION. NO INTERRUPTION OF UTILITY SERVICES SHALL BE ALLOWED.

19. DIMENSIONS FOR ALL OTHER EXISTING STRUCTURES, REFERENCING PIPING, PAVING, AND OTHER NON-STRUCTURAL ITEMS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND CONDITIONS AND REPORT ALL MAJOR DISCREPANCIES TO THE ENGINEER 5 DAYS IN ADVANCE OF CONSTRUCTION IN THE AREA.

20. THE CONTRACTOR SHALL PROTECT ALL EXISTING IMPROVEMENTS NOT DESIGNATED FOR DEMOLITION OR REMOVAL AND REPLACEMENT. ALL DAMAGED EXISTING IMPROVEMENTS AND THOSE IMPROVEMENTS THAT HAVE BEEN REMOVED OR TEMPORARILY RELOCATED SHALL BE RESTORED BY THE CONTRACTOR TO A CONDITION EQUAL TO OR BETTER THAN ITS CONDITION PRIOR TO CONSTRUCTION. IMPROVEMENTS DESIGNATED FOR DEMOTION SHALL BE DEMOLISHED AND DISPOSED OF BY THE CONTRACTOR. DURING THE CONSTRUCTION PERIOD ANY DAMAGE TO THE ADJACENT IMPROVEMENTS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

21. DISCREPANCIES BETWEEN COORDINATES, BEARINGS AND LENGTHS, AND STATIONING SHALL BE RESOLVED IN THE FOLLOWING ORDER OF PRECEDENCE:

    A. COORDINATES
    B. BEARINGS AND LENGTHS
    C. STATIONING – STATIONING INCLUDING GOING THROUGH THE CENTERLINE OF ALL STRUCTURES.

22. MECHANICAL EQUIPMENT USED ON THIS PROJECT SHALL BE SELECTED TO MINIMIZE DAMAGE TO THE EXISTING PAVEMENT OR OTHER SURFACE ENCOUNTERED ALONG THE PROJECT SITE AND TO ALL ROADS USED AS TRUCK ROUTES TO BRING MATERIAL AND EQUIPMENT TO THE PROJECT. THE CONTRACTOR SHALL AT NO ADDITIONAL COST TO THE CITY REPLACE DAMAGED A.C. PAVEMENT IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

23. ALL PAVEMENT SHALL BE SAW CUT PRIOR TO INSTALLATION OF PAVEMENT PATCH. ROUGH EDGES THAT DEVELOP DURING CONSTRUCTION SHALL BE SAW CUT PRIOR TO INSTALLATION OF PAVEMENT PATCH.

24. THE CONTRACTOR IS RESPONSIBLE FOR ARRANGING FOR REQUIRED INSPECTIONS. THE PRESENCE OR ABSENCE OF A CITY OR OTHER INSPECTOR WILL NOT RELIEVE THE CONTRACTOR OF FULL RESPONSIBILITY FOR THE PROPER PERFORMANCE OF THE WORK.

25. CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY PAVEMENT AT ALL TIMES.

26. CONTRACTOR SHALL BACKFILL TRENCH TO GRADE AND/OR TRAFFIC PLATE AT THE END OF EACH DAY.

27. CONTRACTOR SHALL MAINTAIN SANITARY SEWER SERVICE AT ALL TIMES AND PROVIDE BYPASS PUMPING FACILITIES INCLUDING STANDBY PUMPS AND GENERATORS AS NEEDED.

28. EROSION CONTROL METHODS SHALL BE IMPLEMENTED AT ALL DISTURBED UNPAVED AREAS.

29. PROVIDE K-RAIL AND CHAINLINK FENCING AROUND ALL TUNNEL ACCESS PITS. K-RAIL AND FENCE SHALL CONFORM TO THE STANDARD PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE K-RAIL BARRIERS ALONG ALL OPEN TRENCHES TO SEPARATE THE WORK AREAS FROM TRAFFIC AND PEDESTRIANS. K-RAIL BARRIERS SHALL BE DEPLOYED PER CALTRANS STANDARDS.

30. CIPP WORK AREAS AND ACCESS PIT LOCATIONS AS SHOWN ON THESE DRAWINGS ARE POTENTIAL LOCATIONS ONLY. FINAL LOCATIONS SHALL BE SELECTED BY THE CONTRACTOR IN THE FIELD. FINAL LOCATIONS SHALL BE AS APPROVED BY THE CITY IN WRITING PRIOR TO THE START OF CONSTRUCTION.

31. EXCAVATIONS SHALL ONLY BE ALLOWED AT LOCATIONS SHOWN ON THESE DRAWINGS, UNLESS CONTRACTOR RECEIVES WRITTEN AUTHORIZATION FROM CITY FOR OTHER/ADDITIONAL LOCATIONS.

32. CONTRACTOR SHALL PROVIDE UTILITY INFORMATION MARKED AS "UNKNOWN" ON THESE DRAWINGS AND DETERMINED IN THE FIELD DURING THE COURSE OF THE PROJECT ON RECORD DRAWINGS SUBMITTED BY CONTRACTOR.

33. CONTRACTOR SHALL LOCATE ALL SEWER LATERALS VIA CCTV PRIOR TO LINING. ALL ACTIVE LATERALS SHALL BE REINSTATED AFTER LINING HAS BEEN COMPLETED. SEE SPECIFICATIONS.

34. CONTRACTOR SHALL INSTALL A CLEANOUT (IF ONE DOES NOT ALREADY EXIST) ON LATERALS CONNECTED TO EXISTING MAINLINE PER THESE DRAWINGS AND CITY OF STOCKTON STANDARD DRAWINGS AND SPECIFICATIONS.

SAFETY

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THE EXISTENCE AND LOCATION OF UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. ADDITIONAL UTILITY INFORMATION WILL BE PROVIDED TO THE CONTRACTOR IF AND WHEN IT BECOMES AVAILABLE. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 800-624-2444 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES AND OBTAIN A REFERENCE NUMBER. WHERE ELEVATIONS OF CROSSING MAIN UTILITIES (NOT SERVICE LATERALS) ARE NOT GIVEN IN THE PLANS, THE CONTRACTOR SHALL POTHOLE TO DETERMINE THEIR LOCATIONS PER THE SPECIFICATIONS.

2. SAFETY MEASURES: AT ALL TIMES, INCLUDING NON-WORKING HOURS, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE INCLUDING SAFETY OF PERSONS AND PROPERTY, AND FOR ALL NECESSARY INDEPENDENT ENGINEERING REVIEWS OF THE CONDITIONS. THE ENGINEER'S JOB SITE REVIEW IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES.

3. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR INJURIES RESULTING FROM CONTRACTOR'S OPERATION AND/OR MATERIALS AND EQUIPMENT STORED IN THE STAGING AREAS. THE CITY IS NOT RESPONSIBLE FOR SECURING THE CONTRACTOR'S EQUIPMENT AND WORK SITES.

4. OPEN TRENCHES SHALL BE COVERED WITH STEEL PLATES DURING NON-WORKING HOURS

5. NOT ALL LATERALS ARE SHOWN ON PLANS. CONTRACTOR SHALL COORDINATE WITH USA TO FIELD LOCATE LATERALS AND USE EXTREME CAUTION WHEN WORKING WITHIN THE VICINITY OF GAS LINES.

SWPPP

1. THE CONTRACTOR SHALL COMPLY WITH THE CITY'S URBAN RUNOFF POLLUTION PREVENTION PROGRAM ORDINANCE AND STORM WATER POLLUTION PREVENTION PLAN BEST MANAGEMENT PRACTICES (BMP) FOR THIS PROJECT. THE CONTRACTOR SHALL BRIEF HIS SUBCONTRACTORS OF THE POLLUTION PREVENTION REQUIREMENTS AND IS ADVISED THAT STOP WORK NOTICES AND OTHER PENALTIES MAY BE ISSUED FOR NONCOMPLIANCE. THE SWPPP SHALL BE SUBMITTED FOR APPROVAL.

TRAFFIC

1. CONTRACTOR SHALL PROVIDE ADEQUATE TRAFFIC CONTROLS PER CITY STANDARD DRAWINGS AND SPECIFICATIONS AS NEEDED INCLUDING FLAG PERSONS PER SPECIFICATIONS AND SHALL SUBMIT A TRAFFIC CONTROL PLAN SUBJECT TO THE APPROVAL OF THE CITY ENGINEER 2 WEEKS PRIOR TO THE START OF WORK. THE CITY RESERVES THE RIGHT TO REQUIRE MODIFICATIONS TO THE APPROVED PLAN IN THE FIELD.

2. PART OF THIS PROJECT IS LOCATED IN SAN JOAQUIN COUNTY JURISDICTION. A COUNTY ENCROACHMENT PERMIT IS REQUIRED BEFORE CONSTRUCTION CAN BEGIN. A COUNTY ENCROACHMENT PERMIT WILL NOT BE ISSUED PRIOR TO APPROVAL OF BYPASS PUMPING PLANS AND TRAFFIC CONTROL PLANS. CONTRACTOR WILL SUBMIT BYPASS PUMPING PLANS AND TRAFFIC CONTROL PLANS FOR SAN JOAQUIN COUNTY AND CITY APPROVAL. TRAFFIC CONTROL PLANS SHALL BE PREPARED PER THE LATEST MUTCD STANDARDS.

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RMC water and environment

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DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

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TUXEDO AVENUE SEWER REHABILITATION PROJECT

GENERAL NOTES

DWG NO G-3
SHEET NO 3 OF 15
PROJ NO 0099-010
DATE February 2014

FILENAME: 0099-010-G-3 2-25-14 03:23pm cto | XREFS: X-RMCTBLK | X-3Dyn-PE-stamp K<--

Last Saved By: cto 2-25-14 10:22am

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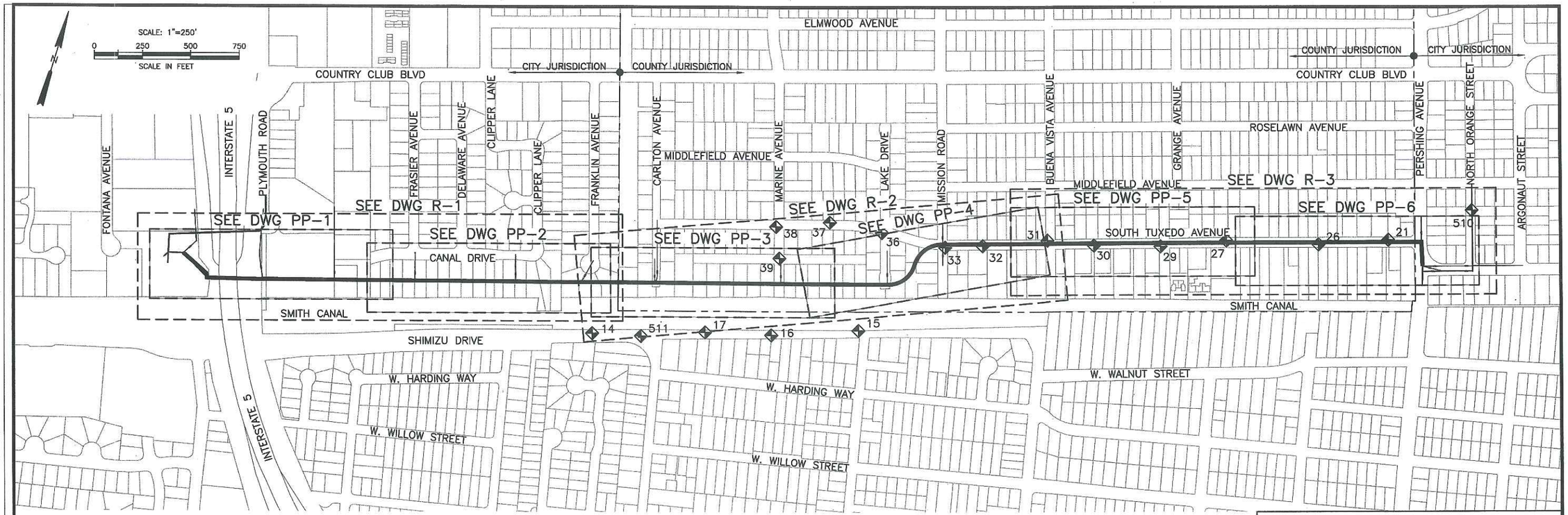


KEY PLAN
1"=250'

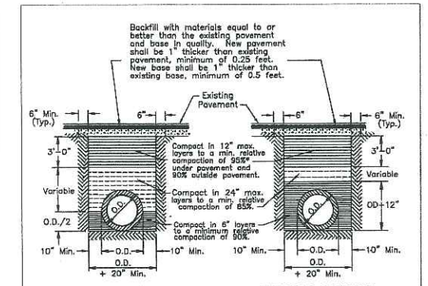
PROJECT CONTROLS:

POINT	EAST	NORTH	ELEVATION	DESCRIPTIONS
14	2173967.095	6323005.521	13.460883	TP NAIL/WASH
15	2174382.926	6324309.703	12.261433	TP SPIKE
16	2174230.746	6323891.486	13.201537	TP NAIL/WASH
17	2174143.358	6323560.522	12.59858	TP NAIL/WASH
21	2175622.193	6326782.285	4.759297	TP SET NAIL
26	2175494.03	6326445.056	4.108432	TP NAIL/WASH
27	2175375.901	6325985.098	3.190066	TP SET NAIL
29	2175249.553	6325670.796	4.119866	TP SET NAIL
30	2175153.891	6325343.327	3.217433	TP SET NAIL
31	2175109.133	6325105.973	3.70104	TP SET NAIL
32	2174986.365	6324795.922	3.07723	TP SET NAIL
33	2174922.309	6324612.695	2.854382	TP SET NAIL
36	2174899.207	6324278.314	2.247148	TP SET NAIL
37	2174873.71	6324009.891	2.502068	TP SET NAIL
38	2174771.627	6323753.898	2.284174	TP SET NAIL
39	2174621.828	6323817.223	2.68049	TP NAIL/WASH
510	2175893.774	6327148.867	4.845381	PT3
511	2174027.654	6323249.378	12.24386	PT5

BASIS OF BEARING AND COORDINATE SYSTEM:

VERTICAL:
CITY OF STOCKTON BENCH MARKS ELEVATIONS AND DESCRIPTIONS. NOVEMBER 1996 ADJUSTMENT. APRIL 2003 REVISION.

HORIZONTAL:
POSITIONS AND ELLIPOSOID HEIGHTS ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983 (NAD 83), 1991.35 EPOCH ADJUSTMENT OF THE HIGH PRECISION GEODETIC NETWORK (HPGN) CONVERTED TO THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3 (CCS83, ZONE 3) BASED ON THE 1994 COSCN AS SHOWN IN BOOK 33 OF SURVEYS AT PAGE 20, SAN JOAQUIN COUNTY RECORDS (SEE SURVEY REPORT ON FILE WITH CITY). AS SHOWN IN BOOK 35 OF SURVEYS, PAGE 5, SAN JOAQUIN COUNTY RECORDS.



NOTES:

1. Relative compaction of materials shall be tested in accordance with the State of California, Dept. of Transportation Testing Manuals, test method No. California 216 or 231.
2. All existing pavement shall be neatly cut to line prior to trench excavation.
3. Jetting or ponding will be permitted within the street Right of Way with a 3 year bond.
4. When shown by soil composition and compactability, ninety percent (90%) compaction may be used, when approved by the Director of Public Works.
5. Special bedding requirements may be shown on the plans or specified in special provisions.
6. Shoulders shall be as shown on the plans or specified in the special provisions but in no case shall the shoulder be less than three feet wide as measured from the edge of pavement.

No.	Revised	By	TYPICAL TRENCH BACKFILL	Approved by
1	Feb. 1996	PO		Director of Public Works
Drawn by	JLD		COUNTY OF SAN JOAQUIN DEPARTMENT OF PUBLIC WORKS	Date JUNE 1997
Checked by				Drawing No. R-29
Scale	NONE			

COUNTY STANDARD DRAWING R-29
DETAIL 1
NTS VAR

REGISTERED PROFESSIONAL ENGINEER JEFFREY ALAN GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/20/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 1999 CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

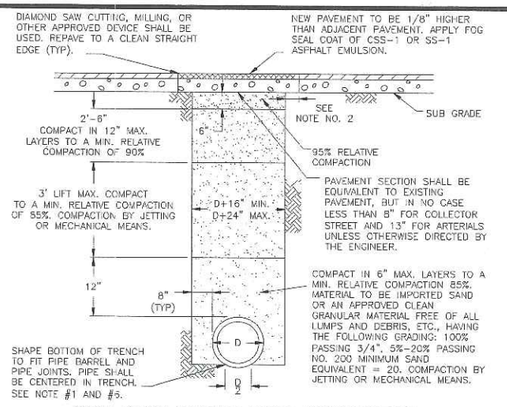
KEY PLAN, SURVEY NOTES AND COUNTY STANDARD DWG R-29

DWG NO	G-4
SHEET NO	4 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: 0099-010-G-4 2-25-14 03:23pm cto || XREF'S: || X-RMCTBLK | X-Parcels | X-MAJORSTREET | X-JGlynn-PE-stamp |<<--

Last Saved By: cto 2-25-14 10:36am

5203.3C



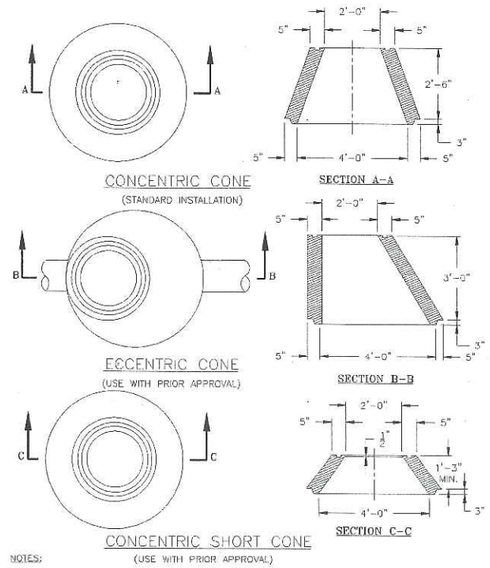
TYPICAL TRENCH SECTION IN EXISTING IMPROVED STREETS

NOTES:

1. FOR RIGID PIPE, CONTRACTOR MAY, AT THEIR EXPENSE, EXCAVATE 6" BELOW THE BOTTOM OF THE PIPE AND REPLACE WITH SAND OR AGGREGATE SUBBASE IN LIEU OF SHAPING BOTTOM OF TRENCH TO FIT PIPE BARREL. JOINTS SHALL BE SHAPED IN EITHER CASE. COMPACT TO 85%
2. WHEN TRENCH AND EXCAVATION IS IN EXISTING PAVED STREETS, REPLACE PAVEMENT 12" ON EACH SIDE OF TRENCH.
3. DEVIATION FROM ABOVE MAY BE ALLOWED WHEN APPROVED BY THE CITY ENGINEER.
4. TRENCH – WHERE THE TRENCH SECTION PARALLELS THE EXISTING CURB AND GUTTER, THE EDGE OF THE TRENCH SHALL BE A MIN. OF 1'-0" FROM LIP OF THE EXISTING GUTTER. THE PAVEMENT SHALL BE REMOVED AND REPLACED TO THE LIP OF THE GUTTER.
5. CONTROLLED DENSITY FILL (CDF) MAY BE USED IN LIEU OF SPECIFIED BACKFILL METHOD. MINIMUM TRENCH WIDTH MAY BE REDUCED TO 2-1/2" CLEAR OF EACH SIDE OF PIPE.
6. FLEXIBLE PIPE SHALL HAVE A 6" BEDDING OF GRANULAR MATERIAL AS DESCRIBED IN NOTE NO. 1.
7. ALL VERTICAL EDGES OF EXISTING ASPHALT CONCRETE SHALL BE TACK COATED.

EXISTING STREET TRENCH SECTION FOR PIPES LARGER THAN 4"

DETAIL 50 (NTS / VAR)



NOTES:

1. INTERIOR OF CONE TO BE COATED IN ACCORDANCE WITH SECTION 71-1.09A OF THE STANDARD SPECIFICATIONS.
2. ALL HANDLING HOLES SHALL BE PLUGGED WITH CONCRETE MORTAR AFTER CONE INSTALLATION

PRE-CAST CONCRETE MAINTENANCE HOLE CONES

DETAIL 53 (NTS / VAR)

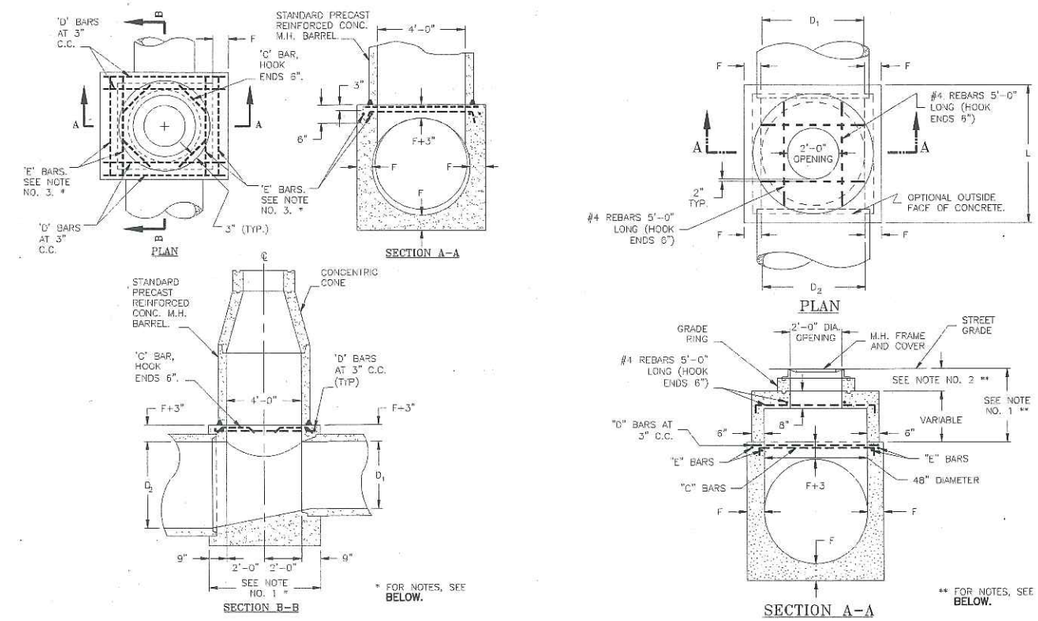


TABLE VALUES FOR 'F'			
D_2	'F'	D_2	'F'
36"	11"	63"	10"
39"	10"	66"	10 1/4"
42"	8 3/4"	69"	10 3/4"
45"	7 3/4"	72"	11"
48"	8"	78"	11 3/4"
51"	8 1/2"	84"	12 1/2"
54"	9"	90"	13 1/4"
57"	9 1/4"	96"	14"
60"	9 1/2"		

NOTES:

1. LENGTH SHALL BE 5'-6" UNLESS OTHERWISE SHOWN ON THE IMPROVEMENT PLANS.
2. THICKNESS OF DECK SHALL VARY WHEN NECESSARY TO PROVIDE LEVEL SEAT FOR M.H. BARREL.
3. REINFORCING STEEL SHALL BE ROUND, DEFORMED BARS, 2" CLEAR MINIMUM FROM FACE OF CONCRETE. SIZES AND LENGTH ARE SHOWN IN TABLE ON DRAWING 56C.
4. CONCRETE SHALL BE 3000 LBS. PER SQ. INCH MINIMUM AT 28 DAYS.
5. RINGS, REDUCERS, AND M.H. BARRELS FOR ACCESS SHAFT SHALL BE SEATED IN CONCRETE. MORTAR COMPOSED OF ONE PART CEMENT TO 1-1/2" PARTS SAND BY VOLUME AND NEATLY POINTED OR WIPED INSIDE THE SHAFT.
6. FLOOR OF M.H. SHALL BE STEEL TROWELED TO SPRING LINE.
7. BASE OF M.H. SHALL BE POURED IN ONE CONTINUOUS OPERATION, EXCEPT THAT THE CONTRACTOR SHALL HAVE THE OPTION OF PLACING A CONSTRUCTION JOINT AT THE SPRING LINE, WITH A LONGITUDINAL KEYWAY.
8. INTERIOR OF SANITARY SEWER M.H.'S SHALL BE COATED IN ACCORDANCE WITH SECTION 71-1.06 OF THE STANDARD SPECIFICATIONS.
9. M.H. STATIONING ON IMPROVEMENT PLAN SHALL BE TO THE CENTER OF M.H.

NOTES:

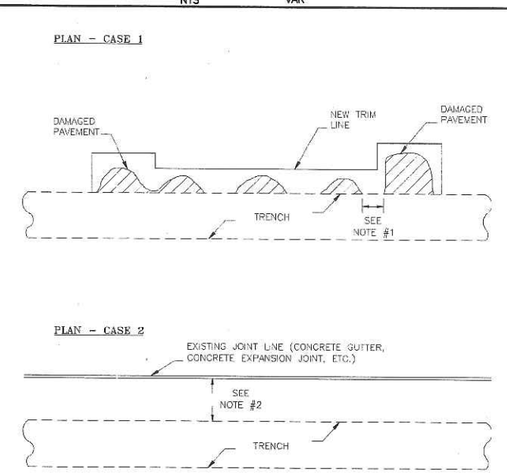
10. WHEN DEPTH OF MAINTENANCE HOLE FROM STREET GRADE TO TOP OF BOX IS LESS THAN 2'-10.5" FOR PAVED STREETS OR 3'-6" FOR UNPAVED STREETS, CONSTRUCT MONOLITHIC SHAFT AS SHOWN. THE CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING SHAFT AS SHOWN FOR ANY DEPTH OF MAINTENANCE HOLE.
11. PER SECTION A-A ABOVE, IN PAVED STREETS THE MAXIMUM HEIGHT SHALL BE 10.5" AND THE MINIMUM HEIGHT 7.5"; IN UNPAVED STREETS THE MAXIMUM HEIGHT SHALL BE 16.5" AND THE MINIMUM HEIGHT 13.5".

REINFORCING STEEL FOR M.H. BOX									
D_2	'C' BAR #3—#6 HOOK ENDS 6"			'D' BAR			'E' BAR		
DIA.	NO.REQ'D	SIZE	LENGTH	NO.REQ'D	SIZE	LENGTH	NO.REQ'D	SIZE	LENGTH
36"	2	# 4	6'-4"	4	# 4	4'-6"	2	# 4	5'-2"
39"	2	# 4	6'-4"	4	# 4	4'-7"	2	# 4	5'-2"
42"	2	# 4	6'-4"	4	# 5	4'-7 1/2"	2	# 4	5'-2"
45"	2	# 4	6'-4"	4	# 5	4'-8 1/2"	2	# 4	5'-2"
48"	2	# 4	6'-4"	4	# 5	5'-0"	4	# 4	5'-2"
51"	2	# 4	6'-4"	4	# 5	5'-4"	4	# 4	5'-2"
54"	2	# 4	6'-4"	4	# 5	5'-8"	4	# 4	5'-2"
57"	2	# 4	6'-4"	4	# 5	5'-11 1/2"	4	# 4	5'-2"
60"	2	# 4	6'-4"	4	# 5	6'-3"	4	# 4	5'-2"
63"	2	# 4	6'-4"	4	# 5	6'-7"	4	# 4	5'-2"
66"	2	# 4	6'-4"	4	# 5	6'-10 1/2"	4	# 4	5'-2"
69"	2	# 4	6'-4"	4	# 5	7'-2 1/2"	4	# 4	5'-2"
72"	2	# 4	6'-4"	4	# 5	7'-6"	4	# 4	5'-2"
78"	2	# 4	6'-4"	4	# 5	8'-1 1/2"	4	# 4	5'-2"
84"	2	# 4	6'-4"	4	# 5	8'-9"	4	# 4	5'-2"
90"	2	# 4	6'-4"	4	# 6	9'-4 1/2"	4	# 4	5'-2"
96"	2	# 4	6'-4"	4	# 6	10'-0"	4	# 4	5'-2"

3. INTERIOR OF SANITARY SEWER MAINTENANCE HOLE SHALL BE COATED IN ACCORDANCE WITH SECTION 71-1.09 OF THE STANDARD SPECIFICATIONS.

TYPE 2 MAINTENANCE HOLE FOR PIPES 36" DIAMETER AND LARGER (BASED ON CITY OF STOCKTON STANDARD DRAWING 56)

DETAIL 56 (NTS / VAR)

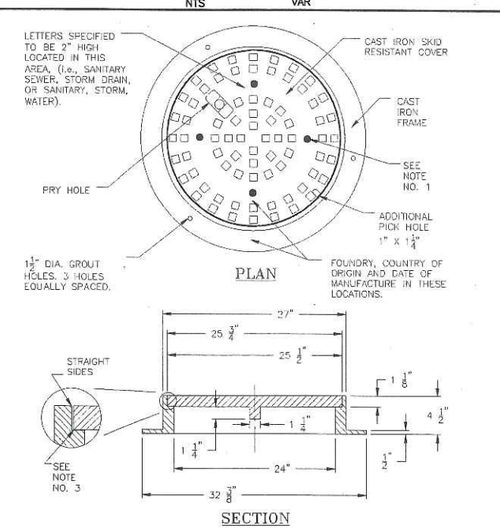


NOTES

1. UNDAMAGED PAVEMENT OF 3'-0" OR LESS BETWEEN DAMAGED SECTIONS OF PAVEMENT SHALL BE REMOVED AND REPAVED WITH TRENCH RESTORATION.
2. UNDAMAGED PAVEMENT OF 3'-0" OR LESS BETWEEN EDGE OF TRENCH AND EXISTING JOINT LINE SHALL BE REMOVED AND REPAVED WITH TRENCH RESTORATION.

TRENCH SECTION (EXISTING STREET) ADDITIONAL PAYMENT RESTORATION

DETAIL 50B (NTS / VAR)



NOTES:

1. M.H. FRAME AND COVER TO BE "PINKERTON TYPE" A-624 OR APPROVED EQUAL. M.H. COVERS FOR STORM DRAIN SHALL HAVE 4 VENT HOLES CORED IN THE COVER.
2. COVER SHALL BE DESIGNED TO WITHSTAND HS-20 HIGHWAY LOADING.
3. FRAME AND COVER SHALL BE FULLY MACHINED TO ASSURE INTERCHANGEABILITY AND A CLOSE, QUIET FIT.
4. SEE SECTION 75-1.02A. OF THE STANDARD SPECIFICATIONS.

MAINTENANCE HOLE FRAME AND COVER

DETAIL 54 (NTS / VAR)

REGISTERED PROFESSIONAL ENGINEER — JENNIFER ANNE GLYNN — No. 61303 — Exp. 6-30-15 — CIVIL — STATE OF CALIFORNIA

0" 1" — VERIFY SCALES — BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE — CITY ENGINEER, STOCKTON, CALIFORNIA

Stockton Incorporated 1850 — CITY OF STOCKTON — DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

CIVIL STANDARD DETAILS - 1

DWG NO GC-1
SHEET NO 5 OF 15
PROJ NO 0099-010
DATE February 2014

FILENAME: 0099-010-GC-1 2-25-14 03:23pm cto || XREFS: | X-RMCTBLK | X-JGlynn-PE-stamp |<<--

Last Saved By: cto 2-25-14 10:47am

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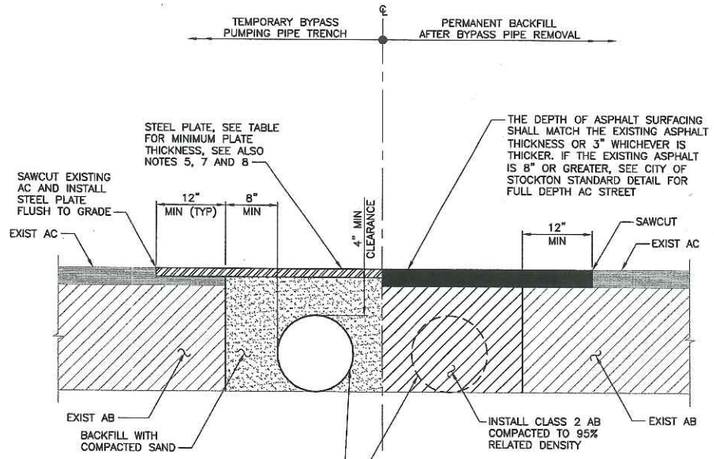
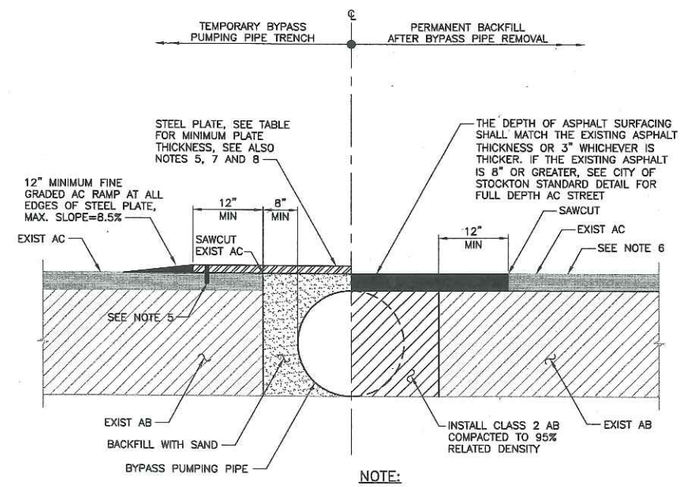


NOTE:

1. ON COUNTY STREETS, SAN JOAQUIN COUNTY MAY REQUIRE PIPE COVER, BACKFILL, AND PAVEMENT RESTORATION PER COUNTY DETAIL R-29 ON SHEET G-4.

TEMPORARY BURIED BYPASS PIPING WITH STEEL PLATE BRIDGING
(ALLOWED ON ALL STREETS)

DETAIL 1
NTS VAR



NOTE:

1. SAN JOAQUIN COUNTY MAY NOT ALLOW THIS DETAIL ON COUNTY STREETS.

TEMPORARY BURIED BYPASS PIPING WITH STEEL PLATE BRIDGING
(ONLY ALLOWED ON ALL CITY STREETS WITH POSTED SPEED LIMIT OF 25 MPH OR LESS)

DETAIL 2
NTS VAR

BYPASS PUMPING SYSTEM NOTES:

1. BYPASS PIPING SHALL BE BURIED PER DETAIL 1/GC-2 OR 2/GC-2 AT ALL DRIVEWAY RAMPS, SIDEWALK TRANSITIONS, CROSS WALKS. STREET CROSSING, AND OTHER LOCATIONS TO ALLOW UNOBSTRUCTED CROSSINGS BY PEDESTRIANS AND VEHICLES.
2. DETAIL 1/GC-2 SHALL BE USED FOR BURIED BYPASS PIPING ON ALL STREETS THAT HAVE A POSTED SPEED LIMIT GREATER THAN 25 MPH.
3. DETAIL 2/GC-2 SHALL BE USED FOR BURIED BYPASS PIPING ON ALL STREETS WITH A POSTED SPEED LIMIT OF 25 MPH OR LESS.
4. DETAIL 1/GC-2 ONLY: APPROACH PLATE(S) AND ENDING PLATE (OF LONGITUDINAL PLACEMENT) SHALL BE SET FLUSH TO THE SUBSEQUENT PLATES, BUTTED TO EACH OTHER, AND TACK WELDED TOGETHER.
5. DETAIL 2/GC-2 ONLY: APPROACH PLATE(S) AND ENDING PLATE (IF LONGITUDINAL PLACEMENT) SHALL BE ATTACHED TO THE ROAD WAY BY A MINIMUM OF 2 DOWELS PRE-DRILLED INTO THE CORNERS OF THE PLATE AND DRILLED 2" INTO THE PAVEMENT. SUBSEQUENT PLATES ARE BUTTED TO EACH OTHER.
6. DETAIL 2/GC-2 ONLY: WHEN STEEL PLATES ARE REMOVED, THE DOWEL HOLES IN THE PAVEMENT SHALL SE BACKFILLED WITH EITHER GRADED FINES OF AC MIX, CONCRETE SLURRY OR AN EQUIVALENT SLURRY THAT IS SATISFACTORY TO THE CITY'S REPRESENTATIVE.
7. STEEL PLATE BRIDGING SHALL BE INSTALLED TO OPERATE WITH MINIMUM NOISE. IF NOISE COMPLAINTS ARE RECEIVED, THE CONTRACTOR SHALL REMOVE AND REPLACE PLATE BRIDGING AT HIS OWN EXPENSE.
8. STEEL PLATES USED IN THE TRAVELED WAY SHALL HAVE A SURFACE THAT WAS MANUFACTURED WITH NOMINAL COEFFICIENT OF FRICTION (COF) OF 0.35.
9. ESTIMATED WASTEWATER FLOWS WILL BE PROVIDED BY THE CITY TO THE CONTRACTOR IF REQUESTED.
10. CONTRACTOR SHALL PROVIDE BYPASS PUMPING SYSTEM PLAN FOR APPROVAL BY CITY AND COUNTY.
11. PROTECT ALL ABOVE-GRADE PIPING WITH K-RAIL WITH FLASHERS CONFORMING TO CALTRANS STANDARD SPECIFICATIONS. PLACE BARRICADES 3-FEET FROM PIPES AND SPACE 25-FEET ON CENTER.
12. AFTER REMOVAL OF PIPING, CONTRACTOR SHALL BACKFILL TRENCH PER CITY OF STOCKTON STANDARD DETAILS.
13. AC REPLACEMENT SHALL MATCH EXISTING THICKNESS OR SHALL MEET CITY OF STOCKTON STANDARDS, WHICHEVER IS GREATER.

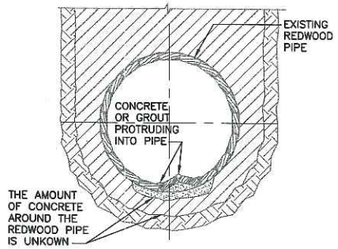
BYPASSING TRENCH PLATE TABLE

MAX. TRENCH WIDTH	MIN PLATE THICKNESS
10"	1/2"
1'-11"	3/4"
2'-7"	7/8"
3'-5"	1"
5'-3"	1 1/4"

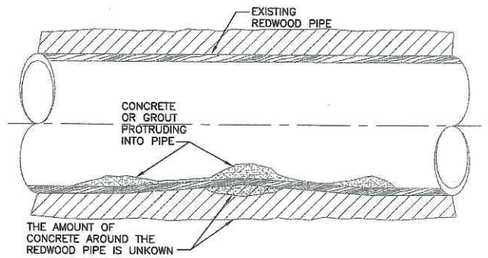
FOR SPANS GREATER THAN 5'-3', A STRUCTURAL DESIGN SHALL BE PREPARED BY A CALIFORNIA REGISTERED CIVIL ENGINEER AND SUBMITTED FOR APPROVAL PRIOR TO INSTALLATION OF PLATES.

BYPASS PUMPING SYSTEM NOTES

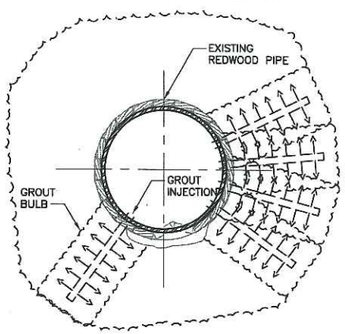
DETAIL 3
NTS 1/GC-2 AND 2/GC-2



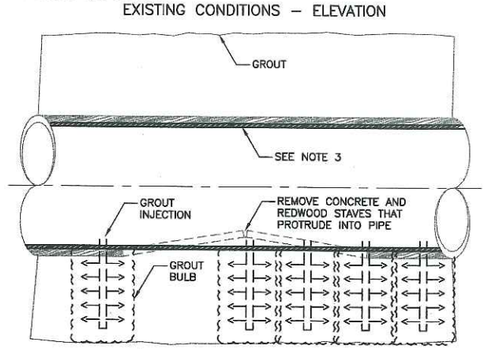
EXISTING CONDITIONS – SECTION



EXISTING CONDITIONS – ELEVATION



INTERNAL POINT REPAIR – SECTION



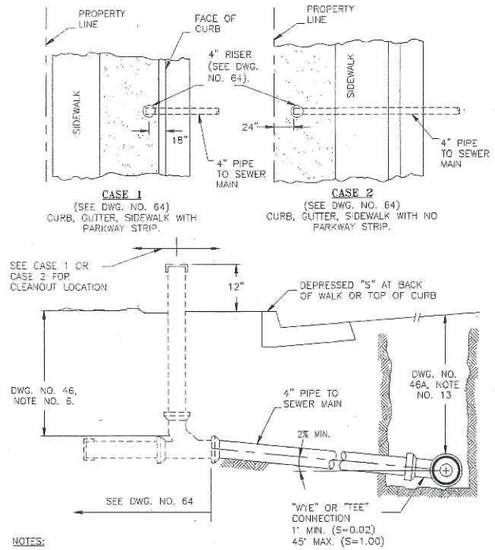
INTERNAL POINT REPAIR – ELEVATION

NOTES:

1. CONTRACTOR TO REMOVE CONCRETE AND REDWOOD STAVES THAT PROTRUDE INTO PIPE. PIPE TO HAVE FREE DRAINING INVERT.
2. CONTRACTOR TO DESIGN SHORING SYSTEM TO ALLOW REMOVAL OF PROTRUSIONS AND OBSTRUCTIONS. GROUT INJECTION IS ONE POTENTIAL COMPONENT TO A SHORING SYSTEM. SHORING SYSTEM TO BE DESIGNED AND STAMPED BY ENGINEER REGISTERED IN CALIFORNIA.
3. IT IS ACCEPTABLE TO INSTALL PERMANENT INTERNAL STEEL HOOPS. MAXIMUM THICKNESS OF PERMANENT STEEL HOOPS/SHORING IS 0.5 INCHES. IF INTERNAL CROSS BRACING IS USED, INTERNAL CROSS BRACING TO BE REMOVED BEFORE LINING. THERE ARE DIFFERENT METHODS AND EQUIPMENT THAT COULD BE USED TO PERFORM INTERNAL POINT REPAIRS AND PROVIDE SAFE AND STABLE SHORING. CONTRACTOR IS SOLELY RESPONSIBLE TO SELECT MEANS, METHODS, AND EQUIPMENT TO PERFORM INTERNAL POINT REPAIRS AND PROVIDE SAFE AND STABLE SHORING.
4. EXCAVATION IS NOT ALLOWED.

INTERNAL POINT REPAIR

DETAIL 4
NTS VAR

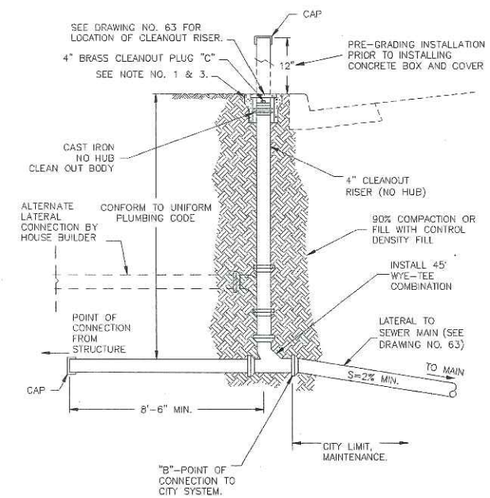


NOTES:

1. WHEN MODIFIED CURB, GUTTER, AND SIDEWALK, MEANDERING SIDEWALKS, OR ANY OTHER SPECIAL CASES ARE ENCOUNTERED, CLEANOUTS AND OTHER UTILITY LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AT TIME SUBDIVISION PLANS ARE SUBMITTED FOR APPROVAL AND FINAL APPROVAL SHALL BE BY THE CITY ENGINEER.

HOUSE LATERAL

DETAIL 63
NTS VAR



NOTES:

1. ALL FACILITIES TO BE INSTALLED BY SUBDIVIDER, EXCEPT CLEANOUT, BOX AND COVER WHICH SHALL BE INSTALLED BY PLUMBER. ALL FACILITIES ABOVE POINT "B" TO BE MAINTAINED BY PROPERTY OWNER IN ACCORDANCE WITH THE UNIFORM PLUMBING CODE.
2. ALL FACILITIES BELOW POINT "B" TO BE MAINTAINED BY THE CITY THROUGH PROPERTY OWNER'S CLEANOUT "C".
3. WHEN CLEANOUT FALLS IN DRIVEWAY, INSTALL "CHRISTY" #F-BC OR "BROOKS" #1-SP (OR EQUAL CONCRETE BOX AND COVER) CAST IRON TRAFFIC COVER. "BROOKS" #3-RT MAY ALSO BE USED.

CLEANOUT

DETAIL 64
NTS VAR

REGISTERED PROFESSIONAL ENGINEER JAMES A. GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 1999
CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

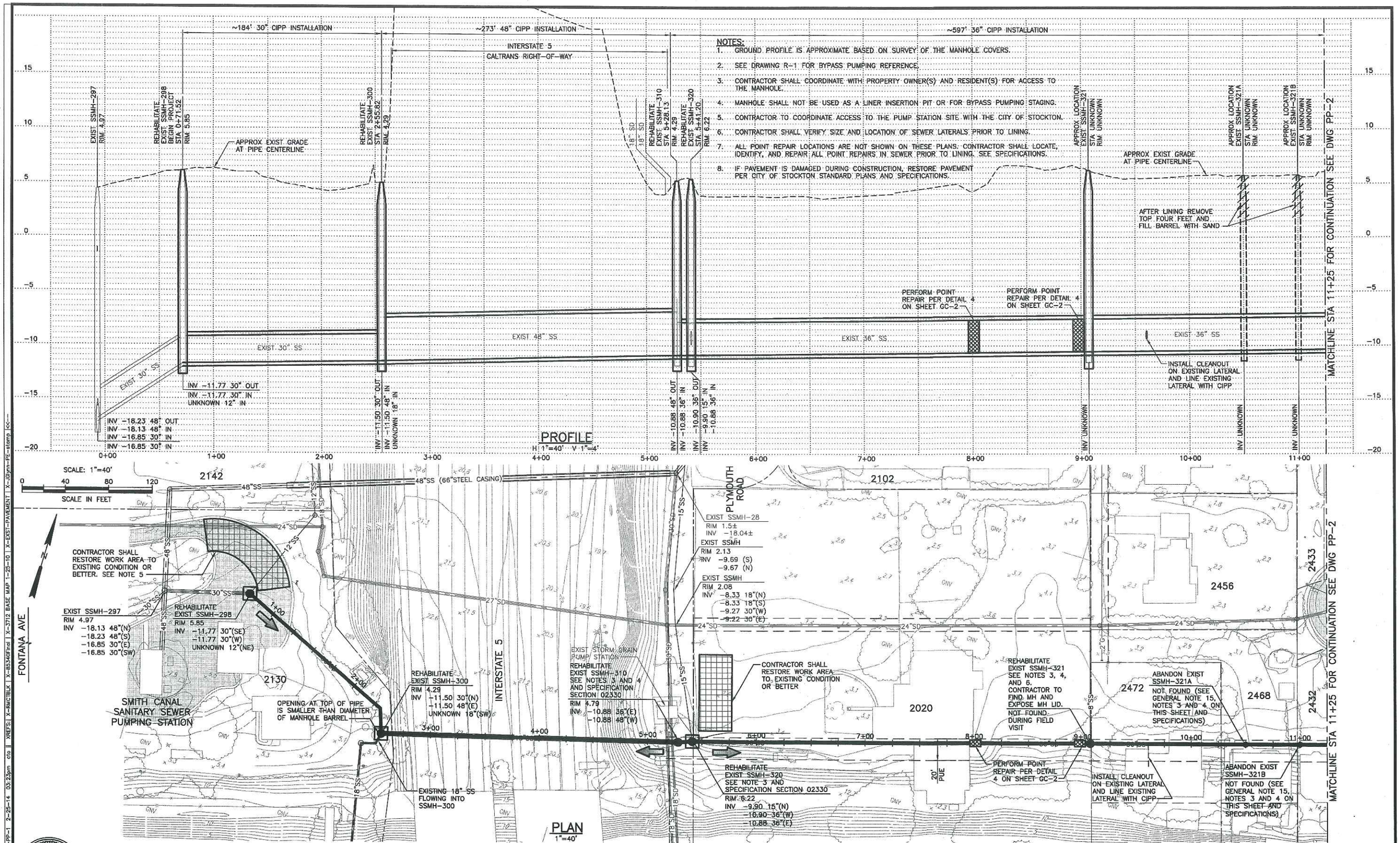
CIVIL STANDARD DETAILS - 2

DWG NO	GC-2
SHEET NO	6 OF 15
PROJ NO	0099-010
DATE	February 2014

5203.5C

FILENAME: 0099-010-GC-1 2-25-14 03:23pm cto | XREFS: | X-RMCTBLK | X-JGlynn-PE-stamp KC---

Last Saved By: cto 2-25-14 10:47am



NOTES:

1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
2. SEE DRAWING R-1 FOR BYPASS PUMPING REFERENCE.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER(S) AND RESIDENT(S) FOR ACCESS TO THE MANHOLE.
4. MANHOLE SHALL NOT BE USED AS A LINER INSERTION PIT OR FOR BYPASS PUMPING STAGING.
5. CONTRACTOR TO COORDINATE ACCESS TO THE PUMP STATION SITE WITH THE CITY OF STOCKTON.
6. CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF SEWER LATERALS PRIOR TO LINING.
7. ALL POINT REPAIR LOCATIONS ARE NOT SHOWN ON THESE PLANS. CONTRACTOR SHALL LOCATE, IDENTIFY, AND REPAIR ALL POINT REPAIRS IN SEWER PRIOR TO LINING. SEE SPECIFICATIONS.
8. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

PROFESSIONAL ENGINEER JAMES A. GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED	J. Glynn
DRAWN	C. To
CHECKED	G. Hermanson
RECORD DWG	

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 2003 CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 0+00 TO 11+25

DWG NO	PP-1
SHEET NO	7 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: X-RMCTBLK | X-85346final | X-3712 BASE MAP 1-25-10 | X-EXST-PAVEMENT | X-JGlynn-PE-stamp KK

Last Saved By: cto 2-25-14 02:37pm

5203.6C

~1,150' 36" CIPP INSTALLATION

NOTES:

1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
2. SEE DRAWING R-2 FOR BYPASS PUMPING REFERENCE.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER(S) AND RESIDENT(S) FOR ACCESS TO THE MANHOLE.
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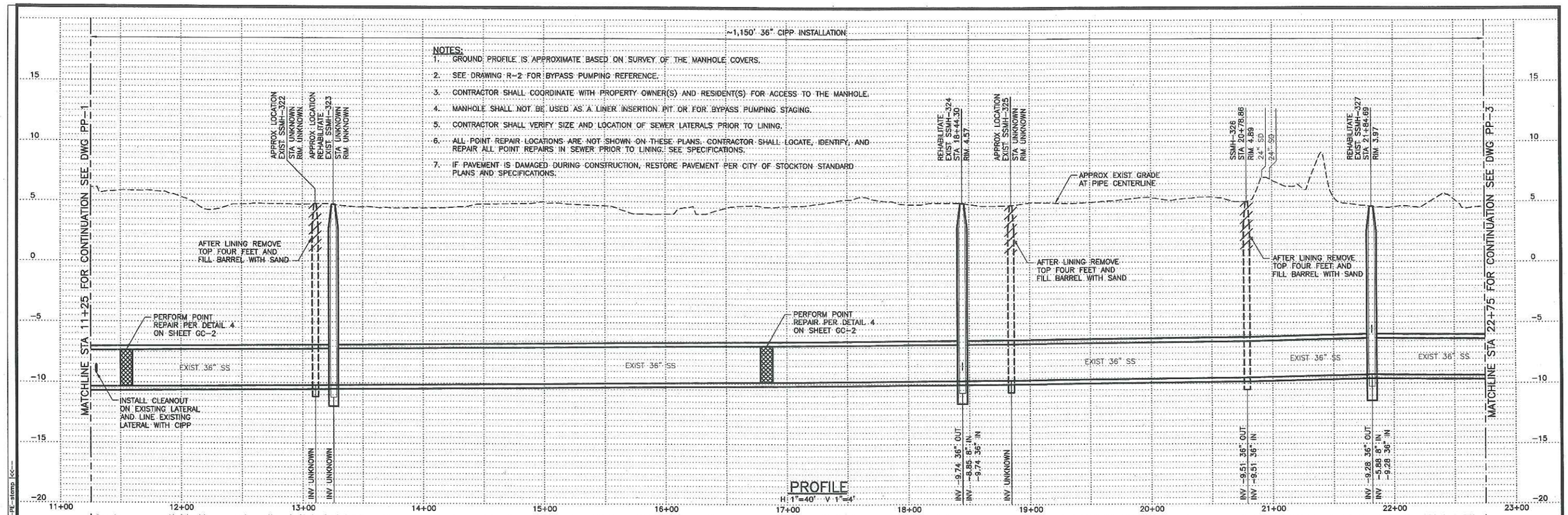
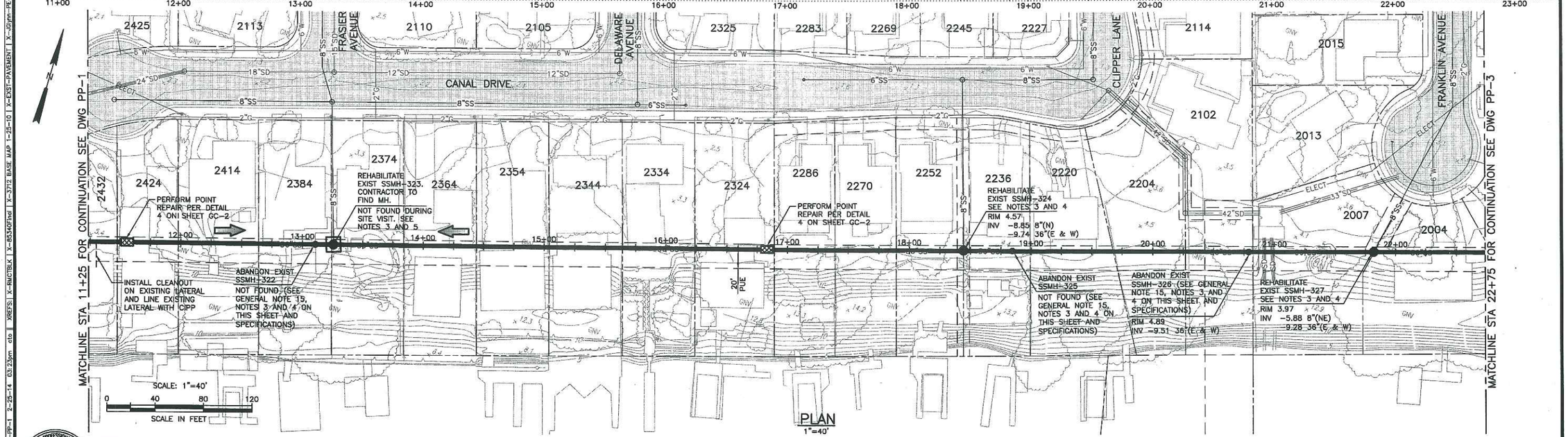
7. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.



PROFILE
H 1"=40' V 1"=4'



PLAN
1"=40'

FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: X-RMCTBLK | X-85340final | X-3712 BASE MAP 1-25-10 | X-EXIST-PAVEMENT | X-JGlynn-PE-stamp KC--

Last Saved By: cto 2-25-14 02:37pm

REGISTERED PROFESSIONAL ENGINEER JOSEPH ANNE GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: C61303 2/10/2012
RMC Project Engineer
APPROVED BY: C46659 2/24/2014
RMC Project Manager

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

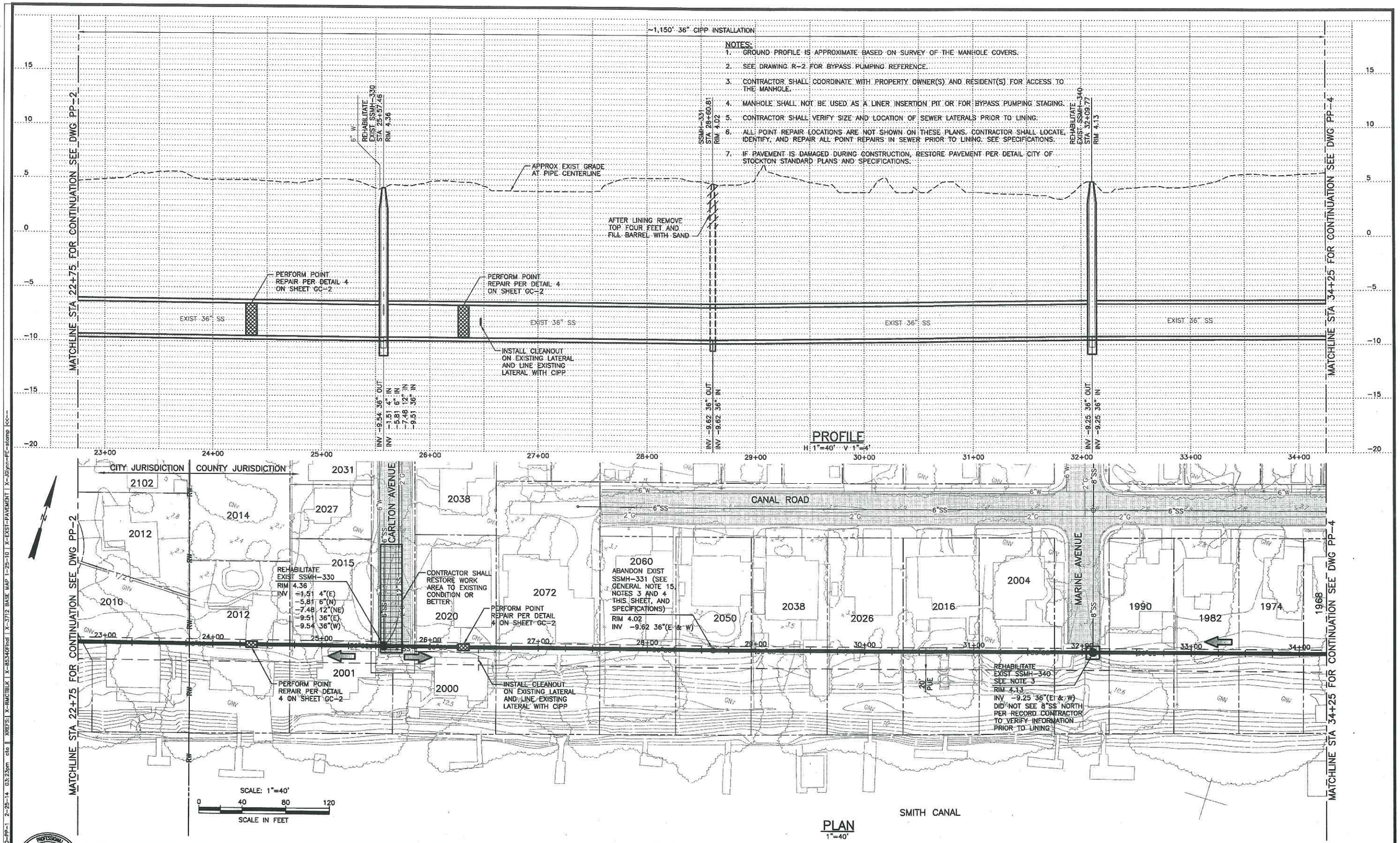
Stockton 1850 2003 CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 11+25 TO 22+75

DWG NO	PP-2
SHEET NO	8 OF 15
PROJ NO	0099-010
DATE	February 2014

5203.7C



FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: X-RMCTBLK | X-85340fhcd | X-3712 BASE MAP 1-25-10 | X-EXST-PAVEMENT | X-Glynn-PE-stamp

REGISTERED PROFESSIONAL ENGINEER JENNIFER ANN GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" — VERIFY SCALES — BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED	J. Glynn
DRAWN	C. To
CHECKED	G. Hermanson
RECORD DWG	

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

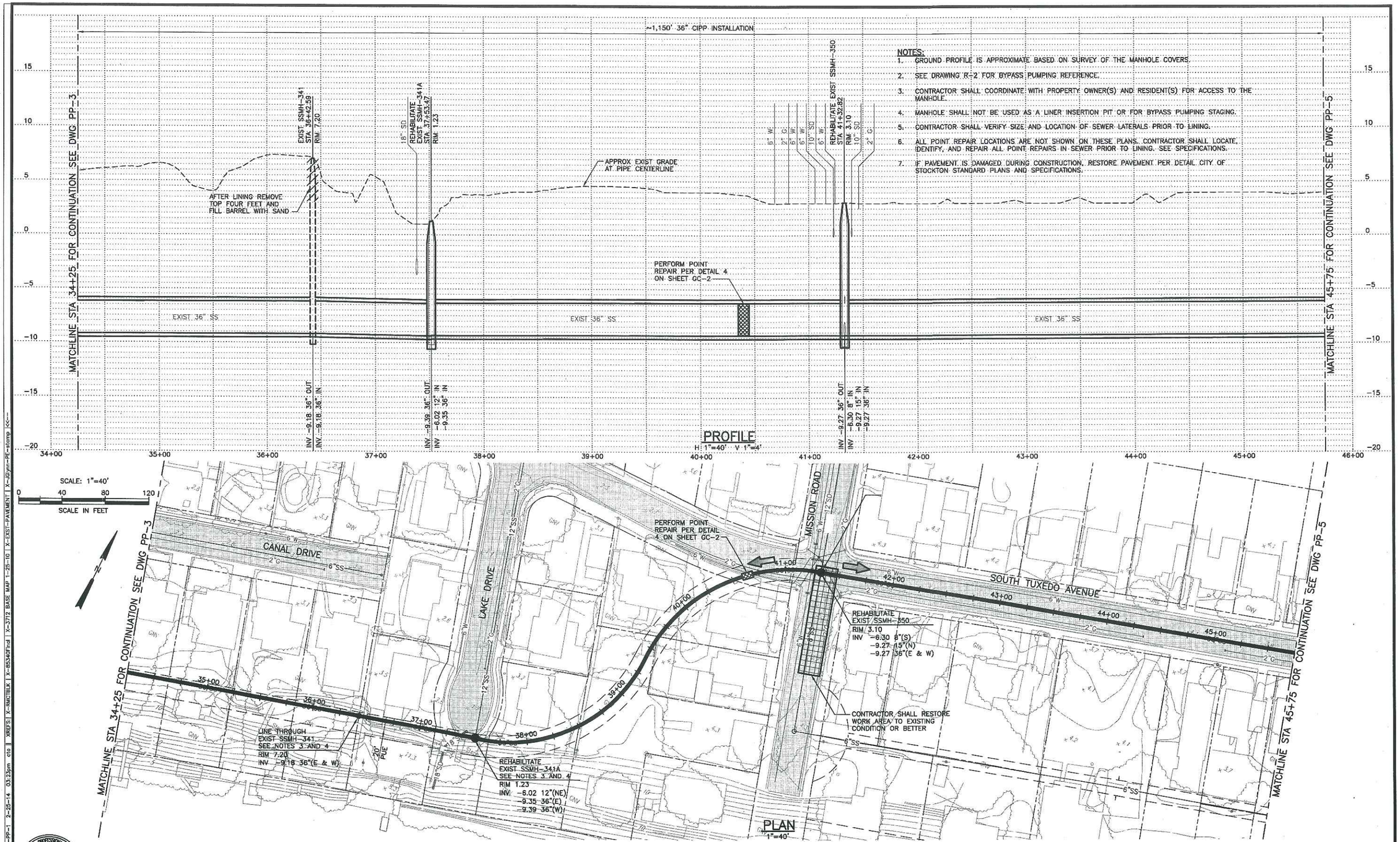
TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 22+75 TO 34+25

DWG NO	PP-3
SHEET NO	9 OF 15
PROJ NO	0099-010
DATE	February 2014

Last Saved By: cto 2-25-14 02:37pm

5203.8C



NOTES:

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2. SEE DRAWING R-2 FOR BYPASS PUMPING REFERENCE.
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7. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER DETAIL CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

REGISTERED PROFESSIONAL ENGINEER JAMES A. GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1849 2003 1999
CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

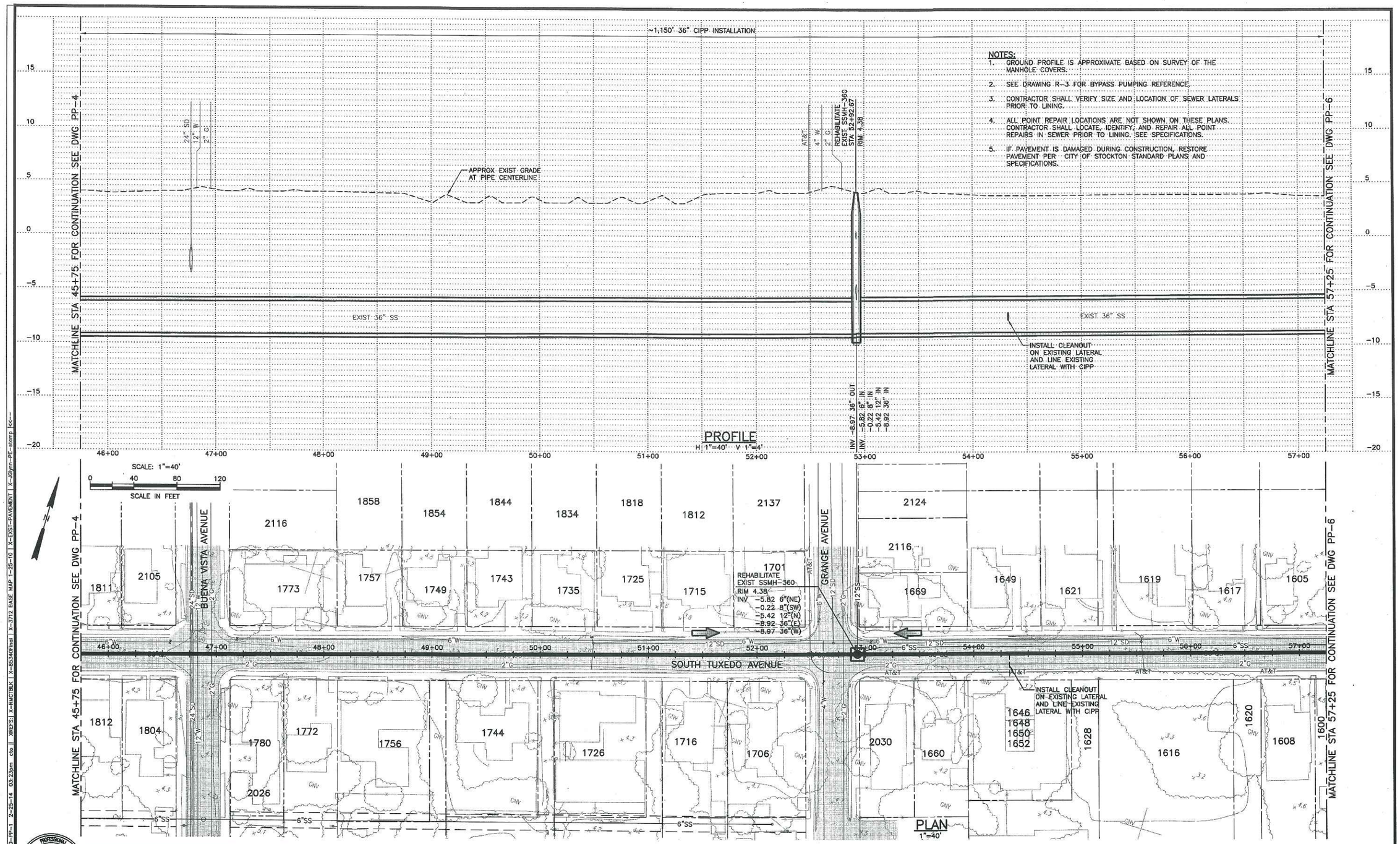
PLAN AND PROFILE
STA 34+25 TO 45+75

DWG NO PP-4
SHEET NO 10 OF 15
PROJ NO 0099-010
DATE February 2014

FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: X-RMCTBLK | X-6634GFinal | X-3712 BASE MAP 1-25-10 | X-EXIST-PAVEMENT | X-JGlynn-PE-stamp |<<--

Last Saved By: cto 2-25-14 02:37pm

5203.9C



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Last Saved By: cto 2-25-14 02:37pm

NOTES:

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REGISTERED PROFESSIONAL ENGINEER JENNIFER ANNE GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 1933 CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 45+75 TO 57+25

DWG NO PP-5
SHEET NO 11 OF 15
PROJ NO 0099-010
DATE February 2014

5203.10C

NOTES:

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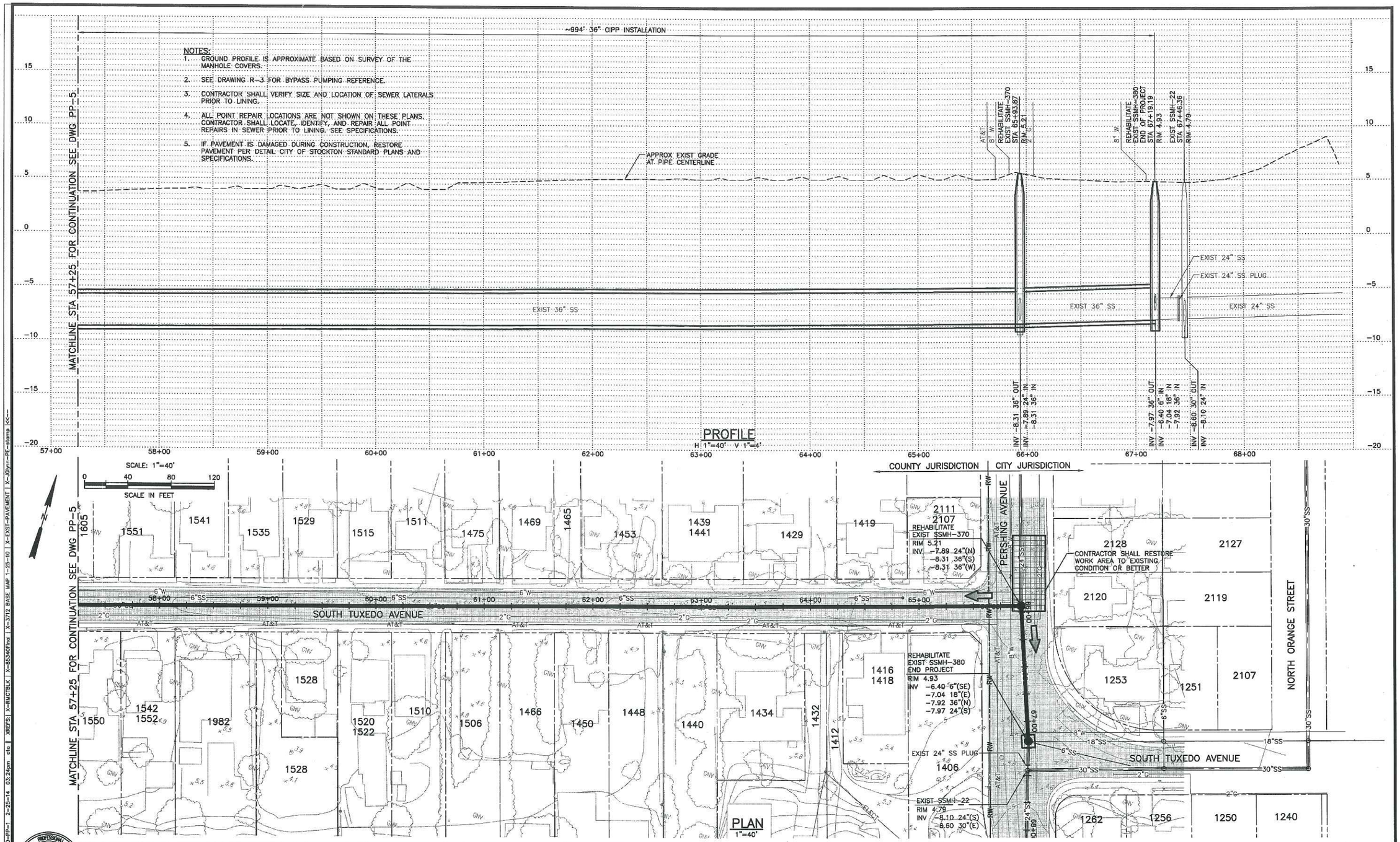

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Last Saved By: cto 2-25-14 02:37pm

REGISTERED PROFESSIONAL ENGINEER JOSEPH ANDREW GLYNN No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton 1850 1999 CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

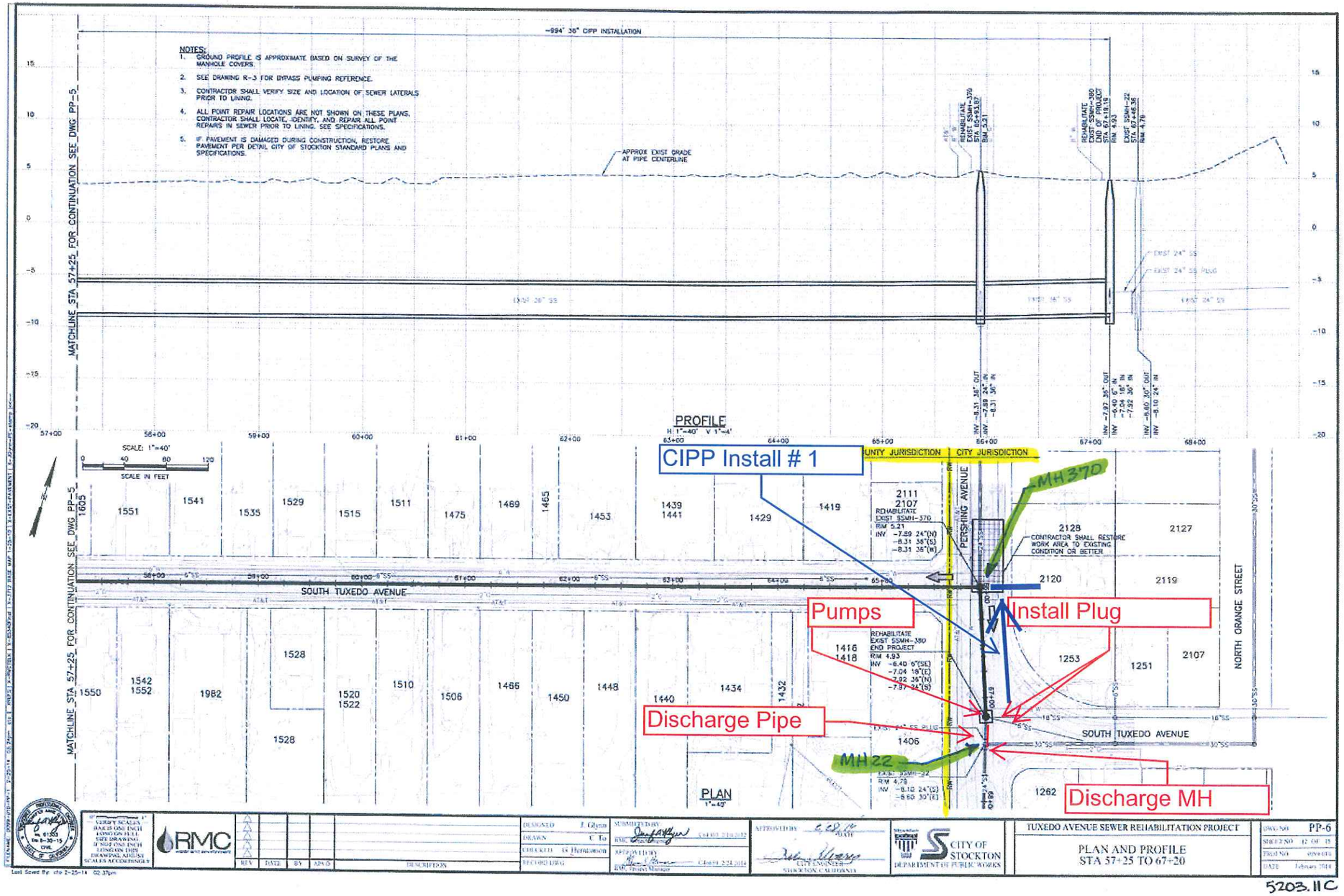
TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 57+25 TO 67+20

DWG NO	PP-6
SHEET NO	12 OF 15
PROJ NO	0099-010
DATE	February 2014

5203.11C

Bypass Site Plan
CIPP Install # 1
MH 380 to MH 370



5203.11C

Bypass Site Plan
CIPP Install # 2
MH 370 to MH 360

NOTES:
1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
2. SEE DRAWING R-3 FOR BYPASS PUMPING REFERENCE.
3. CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF SEWER LATERALS PRIOR TO LINING.
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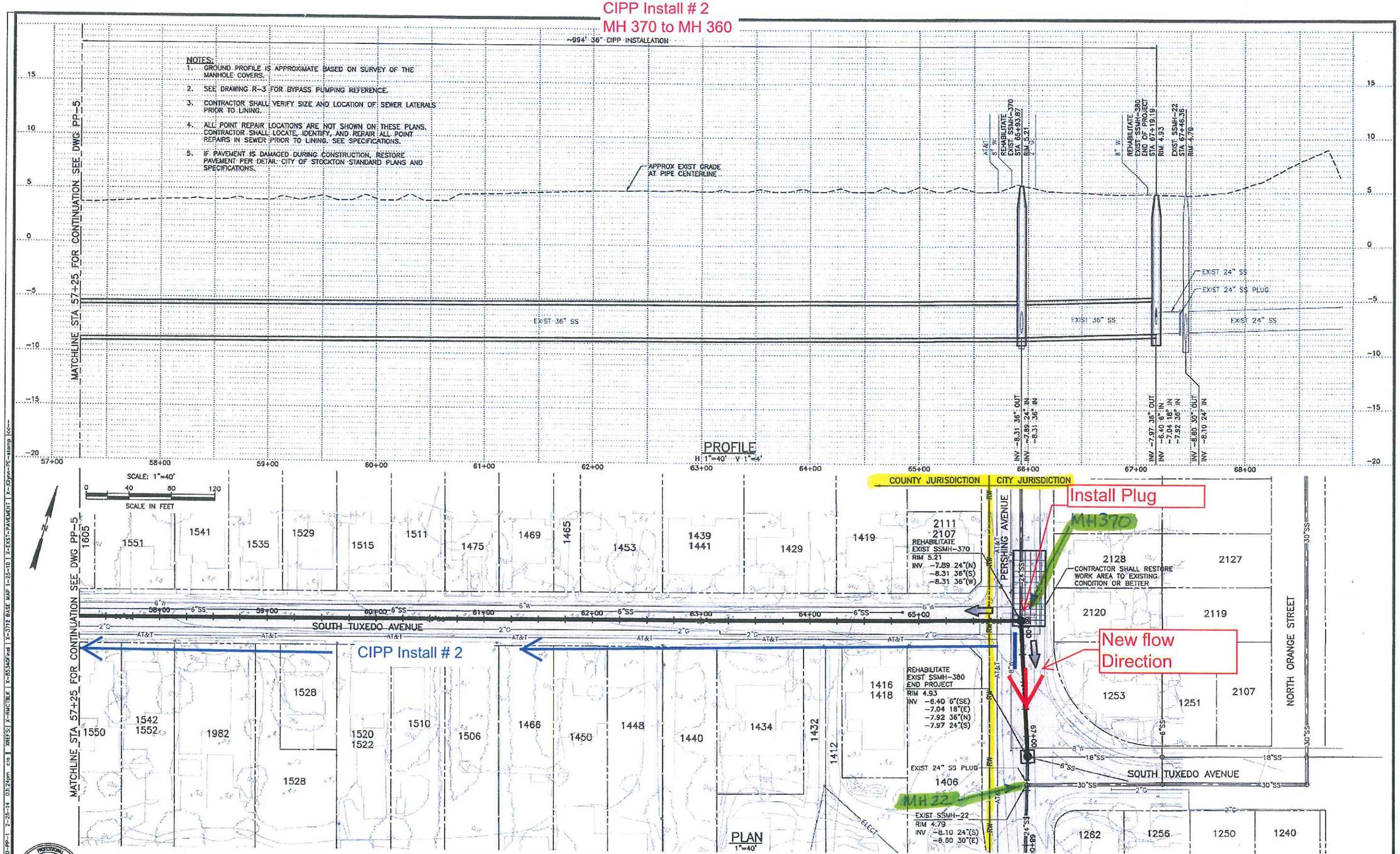

0" — 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY	RMC water and environment	REV / DATE / BY / APVD / DESCRIPTION	DESIGNED J. Glynn DRAWN C. To CHECKED G. Hermanson RECORD DWG	SUBMITTED BY: RMC Project Engineer C61303 2/10/2014 APPROVED BY: RMC Project Manager C40659 2/24/2014	APPROVED BY: DATE CITY ENGINEER STOCKTON, CALIFORNIA

Stockton Water Department — CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 57+25 TO 67+20

DWG NO	PP-6
SHEET NO	12 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: D099-010-PP-1 2-25-14 03:24pm cto | XREFS: X-RUCTBLK | X-8534GFmd | X-3712 BASE MAP 1-23-10 | X-EXST-PAVEMENT | X-JGlynn-PE-stamp KK

Last Saved By: cto 2-25-14 02:37pm

5203.11C

Bypass Site Plan
CIPP Install # 3
MH 360 to MH 350

STALLATION:

NOTES:
1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
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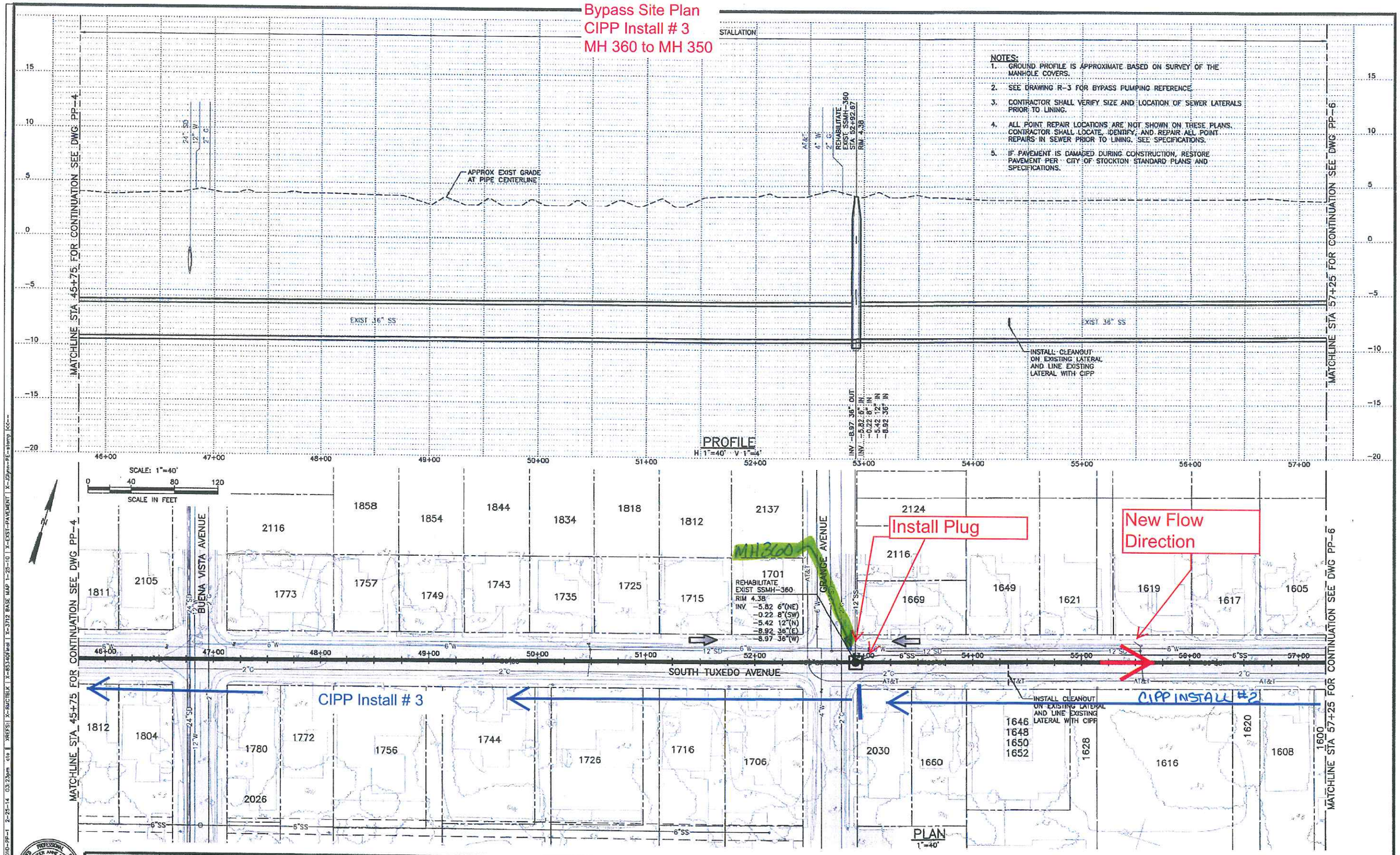


VERIFY SCALES
BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

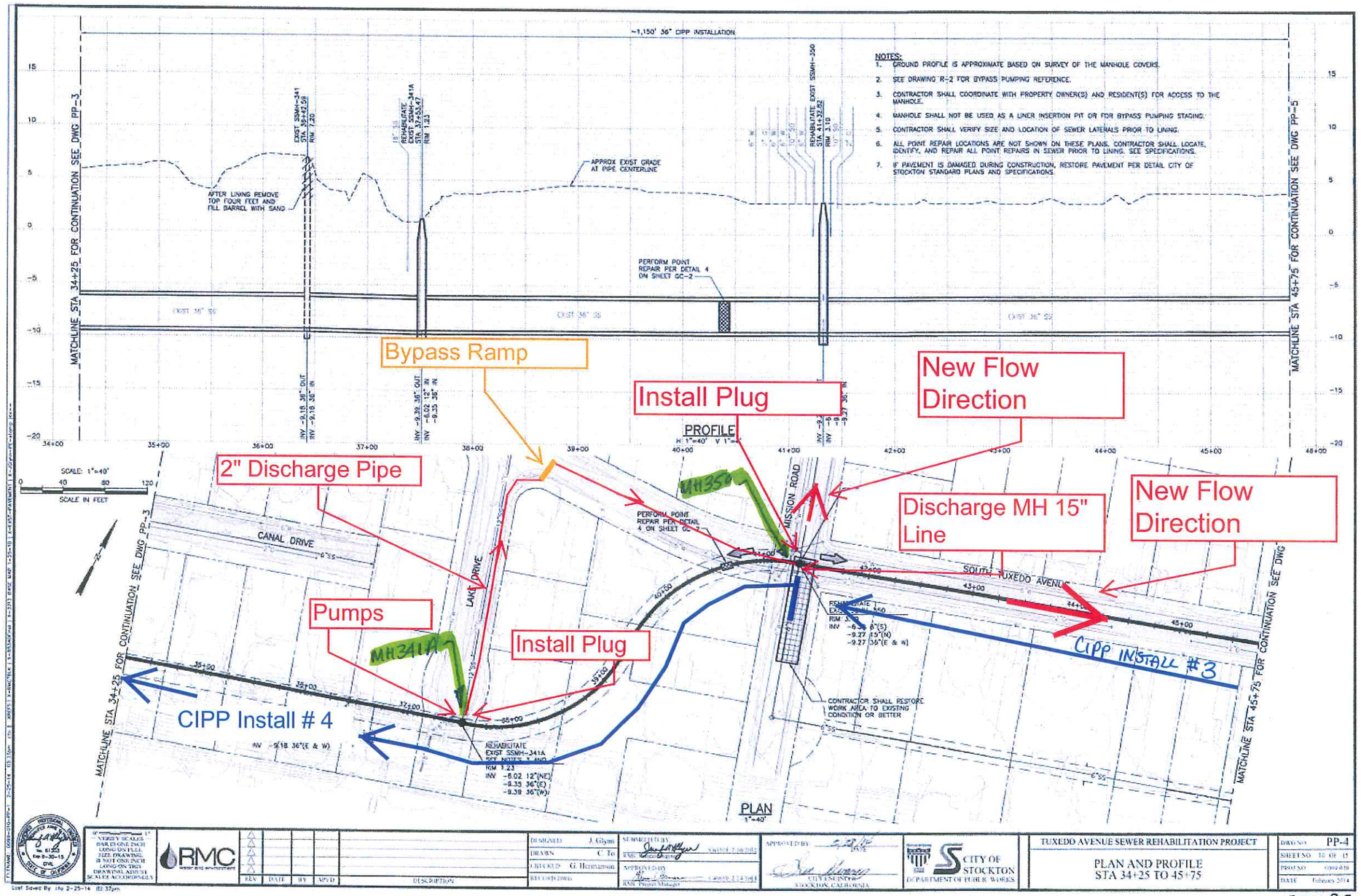
PLAN AND PROFILE
STA 45+75 TO 57+25

DWG NO PP-5
SHEET NO 11 OF 15
PROJ NO 6099-010
DATE February 2014

Last Saved By: cto 2-25-14 02:37pm

5203.10C

Bypass Site Plan
CIPP Install # 4
MH 350 to MH 340



5203.9C

Bypass Site Plan
CIPP Install # 5
MH 340 to MH 330

~1,150' 36" CIPP INSTALLATION

NOTES:
1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
2. SEE DRAWING R-2 FOR BYPASS PUMPING REFERENCE.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER(S) AND RESIDENT(S) FOR ACCESS TO THE MANHOLE.
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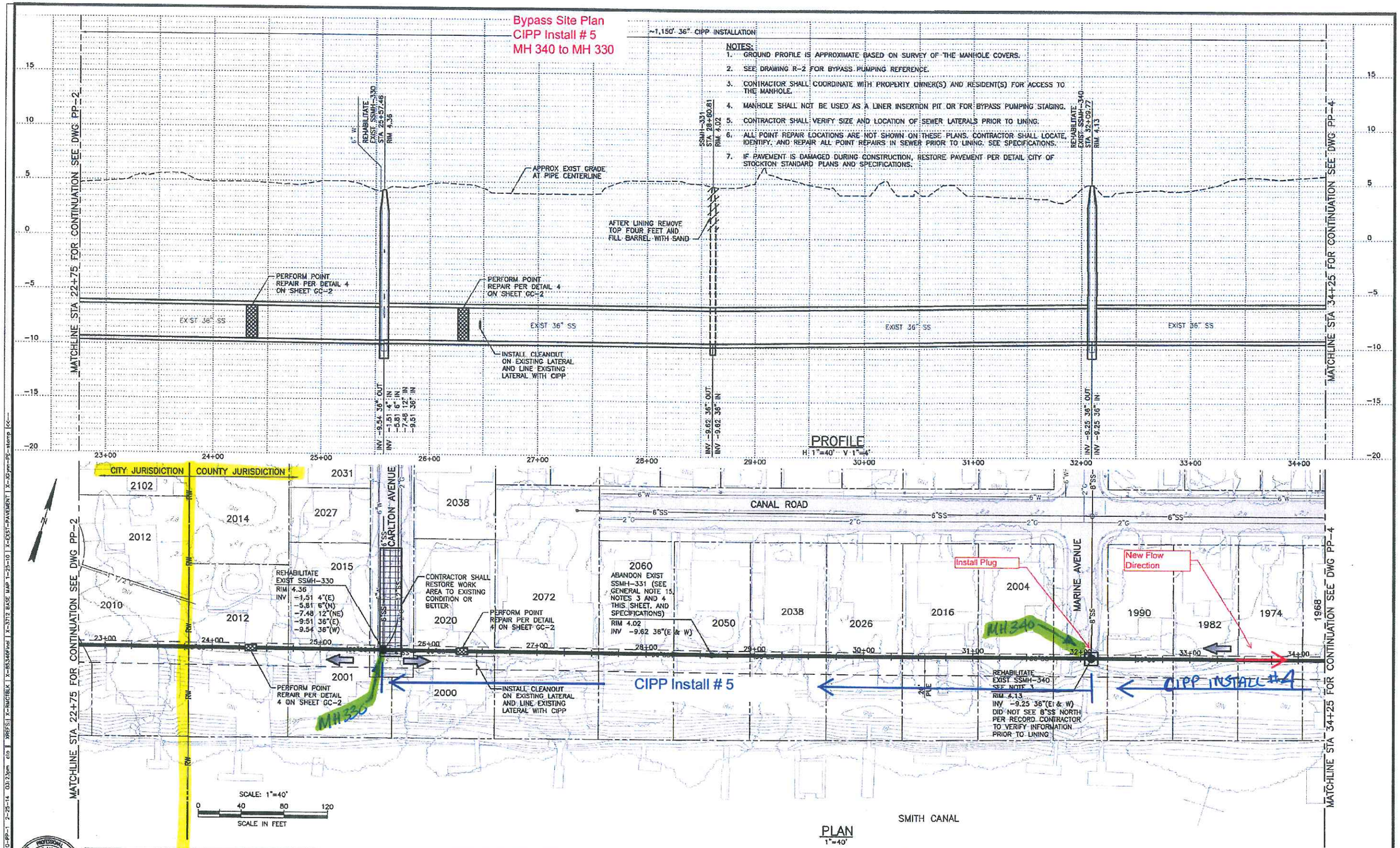

VERIFY SCALES
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RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 22+75 TO 34+25

DWG NO	PP-3
SHEET NO	9 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: 0099-010-PP-1 2-25-14 03:23pm clo XREFS: X-BMCTBLK X=65,349feet X-3172 BASE MAP 1-23-10 X-EXST-PAVEMENT X-Glynn-PE-stamp

Last Saved By: clo 2-25-14 02:37pm

5203.8C

Bypass Site Plan
CIPP Install # 6
MH 330 to MH 323

~1,150' 36" CIPP INSTALLATION

NOTES:
1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE COVERS.
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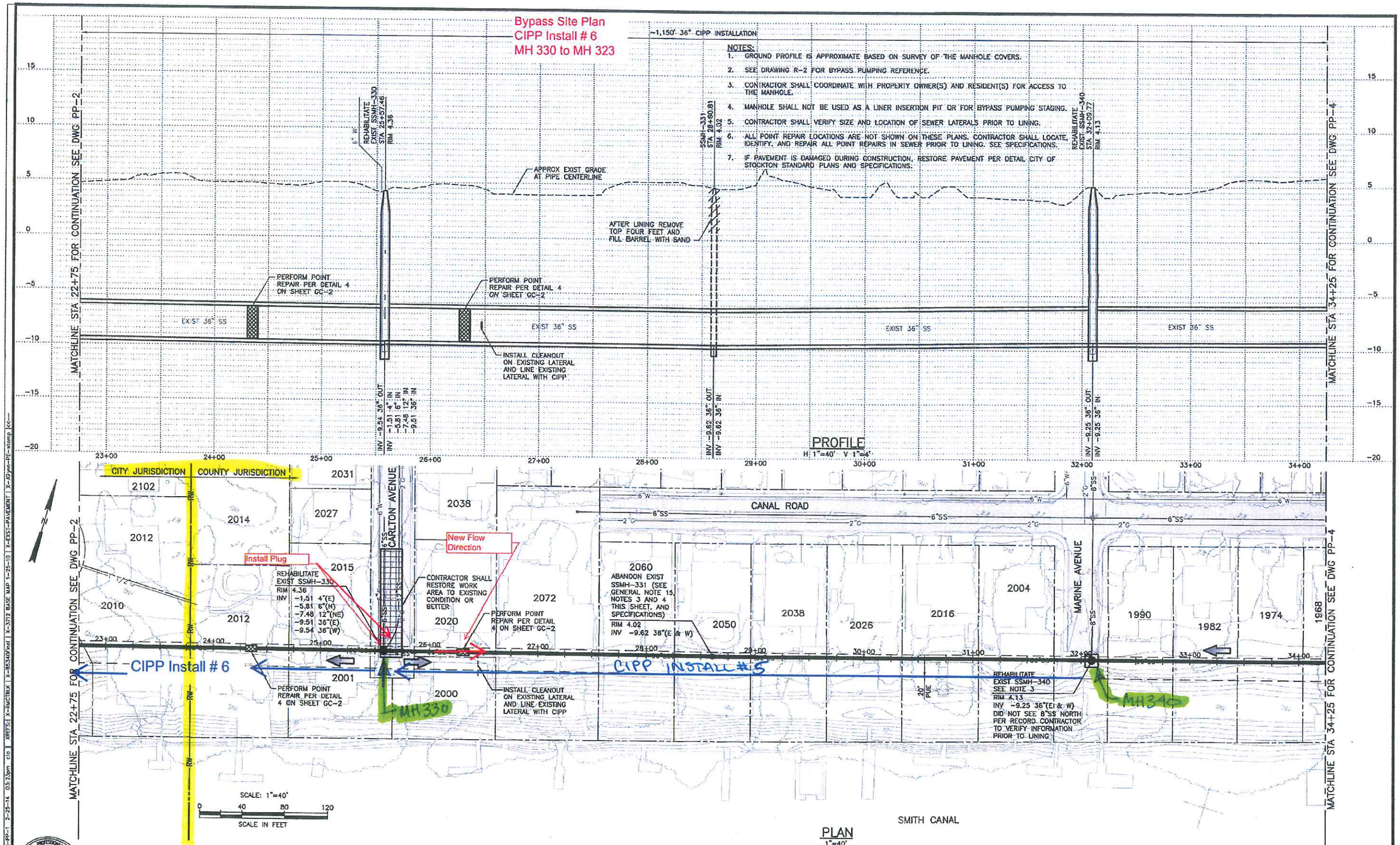

VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY	RMC water and environment	REV / DATE / BY / APVD	DESCRIPTION	DESIGNED J. Glynn; DRAWN C. To; CHECKED G. Hermanson; RECORD DWG	SUBMITTED BY: RMC Project Engineer C61303 2/10/2012; APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE; CITY ENGINEER; STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 22+75 TO 34+25

DWG NO	PP-3
SHEET NO	9 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: D099-010-PP-1 2-25-14 03:22pm cto | XREFS: X-RUCTBLK | X-8653ADFnal | X-3712 BASE MAP 1-25-10 | X-EXST-PAVEMENT | X-Jglynn-PP-mtemp

Last Saved By: cto 2-25-14 02:37pm

5203.8C

Bypass Site Plan
CIPP Install # 6
MH 330 to MH 323

NOTES:
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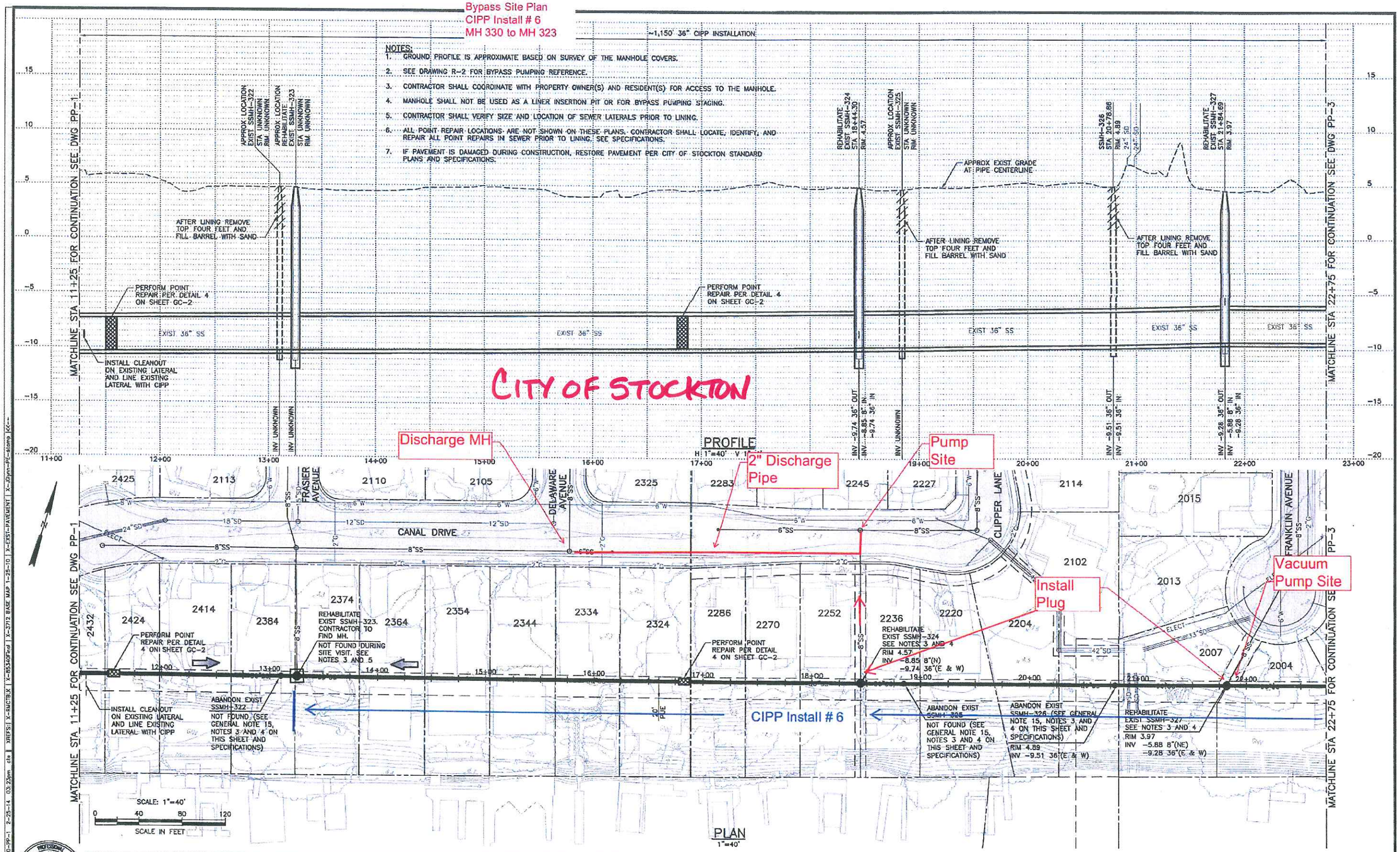
6. ALL POINT REPAIR LOCATIONS ARE NOT SHOWN ON THESE PLANS. CONTRACTOR SHALL LOCATE, IDENTIFY, AND REPAIR ALL POINT REPAIRS IN SEWER PRIOR TO LINING. SEE SPECIFICATIONS.
7. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.



VERIFY SCALES — BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY	RMC water and environment	REV / DATE / BY / APVD / DESCRIPTION	DESIGNED J. Glynn DRAWN C. To CHECKED G. Hermanson RECORD DWG	SUBMITTED BY: RMC Project Engineer C61383 2/10/2012 APPROVED BY: RMC Project Manager C46659 2/24/2014	APPROVED BY: DATE CITY ENGINEER STOCKTON, CALIFORNIA

Stockton — CITY OF STOCKTON — DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 11+25 TO 22+75

DWG NO	PP-2
SHEET NO	8 OF 15
PROJ NO	0099-010
DATE	February 2014

Last Saved By: cto 2-25-14 02:37pm

5203.7C

Bypass Site Plan CIPP
Install # 7
MH 323 to MH 320

~1,150' 36" CIPP INSTALLATION

NOTES:
1. GROUND PROFILE IS APPROXIMATE BASED ON SURVEY OF THE MANHOLE
2. SEE DRAWING R-2 FOR BYPASS PUMPING REFERENCE.
3. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNER(S) AND RESIDI
4. MANHOLE SHALL NOT BE USED AS A LINER INSERTION PIT OR FOR BYP
5. CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF SEWER LATERALS PRIOR TO LINING.
6. ALL POINT REPAIR LOCATIONS ARE NOT SHOWN ON THESE PLANS. CONTRACTOR SHALL LOCATE, IDENTIFY, AND REPAIR ALL POINT REPAIRS IN SEWER PRIOR TO LINING. SEE SPECIFICATIONS.
7. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-1

APPROX LOCATION EXIST SSMH-322 STA UNKNOWN RIM UNKNOWN

APPROX LOCATION REHABILITATE EXIST SSMH-323 STA UNKNOWN RIM UNKNOWN

REHABILITATE EXIST SSMH-324 STA 18+44.30 RIM 4.57

APPROX LOCATION EXIST SSMH-325 STA UNKNOWN RIM UNKNOWN

SSMH-326 STA 20+78.88 RIM 4.89 24" SD 24" SD

REHABILITATE EXIST SSMH-327 STA 21+84.69 RIM 3.97

APPROX EXIST GRADE AT PIPE CENTERLINE

AFTER LINING REMOVE TOP FOUR FEET AND FILL BARREL WITH SAND

PERFORM POINT REPAIR PER DETAIL 4 ON SHEET GC-2

INSTALL CLEANOUT ON EXISTING LATERAL AND LINE EXISTING LATERAL WITH CIPP

EXIST 36" SS

INV UNKNOWN

INV -9.74 36" OUT
INV -8.85 8" IN
INV -9.74 36" IN

INV -9.51 36" OUT
INV -9.51 36" IN

INV -9.28 36" OUT
INV -5.88 8" IN
INV -9.28 36" IN

MATCHLINE STA 22+75 FOR CONTINUATION SEE DWG PP-3

CITY OF STOCKTON

PROFILE
H: 1"=40' V: 1"=4'

PLAN
1"=40'

CANAL DRIVE
FRASIER AVENUE
DELAWARE AVENUE
CLIPPER LANE
FRANKLIN AVENUE

Install Plug

New Flow Direction

CIPP Install # 7

REHABILITATE EXIST SSMH-323. CONTRACTOR TO FIND MH.
NOT FOUND DURING SITE VISIT. SEE NOTES 3 AND 5

NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)

REHABILITATE EXIST SSMH-324 SEE NOTES 3 AND 4
RIM 4.57
INV -8.85 8"(N)
-9.74 36"(E & W)

ABANDON EXIST SSMH-325 NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)

ABANDON EXIST SSMH-326 (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)
RIM 4.89
INV -9.51 36"(E & W)

REHABILITATE EXIST SSMH-327 SEE NOTES 3 AND 4
RIM 3.97
INV -5.88 8"(NE)
-9.28 36"(E & W)

SCALE: 1"=40'
0 40 80 120
SCALE IN FEET

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 11+25 TO 22+75

DWG NO PP-2
SHEET NO 8 OF 15
PROJ NO 0099-010
DATE February 2014

Last Saved By: cto 2-25-14 02:37pm

5203.7C

Bypass Site Plan CIPP
Install # 7
MH 323 to MH 320

~184' 30" CIPP INSTALLATION
~273' 48" CIPP INSTALLATION
~597' 36" CIPP INSTALLATION
INTERSTATE 5
CALTRANS RIGHT-OF-WAY

URVEY OF THE MANHOLE COVERS.
RENCE.
Y OWNER(S) AND RESIDENT(S) FOR ACCESS TO

4. MANHOLE SHALL NOT BE USED AS A LINER INSERTION PIT OR FOR BYPASS PUMPING STAGING.
5. CONTRACTOR TO COORDINATE ACCESS TO THE PUMP STATION SITE WITH THE CITY OF STOCKTON.
6. CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF SEWER LATERALS PRIOR TO LINING.
7. ALL POINT REPAIR LOCATIONS ARE NOT SHOWN ON THESE PLANS. CONTRACTOR SHALL LOCATE, IDENTIFY, AND REPAIR ALL POINT REPAIRS IN SEWER PRIOR TO LINING. SEE SPECIFICATIONS.
8. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

EXIST SSMH-297 RIM 4.97
REHABILITATE EXIST SSMH-298 BEGIN PROJECT STA 0+71.52 RIM 5.85
APPROX. EXIST. GRADE AT PIPE CENTERLINE
REHABILITATE EXIST SSMH-300 STA 2+55.82 RIM 4.29
18" SD
18" SD
REHABILITATE EXIST SSMH-310 STA 5+28.13 RIM 4.29
REHABILITATE EXIST SSMH-320 STA 5+41.20 RIM 6.22
APPROX. LOCATION EXIST SSMH-321 STA UNKNOWN RIM UNKNOWN
APPROX. LOCATION EXIST SSMH-321A STA UNKNOWN RIM UNKNOWN
APPROX. LOCATION EXIST SSMH-321B STA UNKNOWN RIM UNKNOWN
APPROX. EXIST GRADE AT PIPE CENTERLINE
AFTER LINING REMOVE TOP FOUR FEET AND FILL BARREL WITH SAND
PERFORM POINT REPAIR PER DETAIL 4 ON SHEET GC-2
PERFORM POINT REPAIR PER DETAIL 4 ON SHEET GC-2
EXIST 30" SS
EXIST 48" SS
EXIST 36" SS
EXIST 36" SS
EXIST 30" SS
INSTALL CLEANOUT ON EXISTING LATERAL AND LINE EXISTING LATERAL WITH CIPP
MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-2
INV -11.77 30" OUT
INV -11.77 30" IN
UNKNOWN 12" IN
INV -11.50 30" OUT
INV -11.50 48" IN
UNKNOWN 18" IN
INV -10.88 48" OUT
INV -10.88 36" IN
INV -10.90 36" OUT
INV -9.90 15" IN
-10.88 36" IN
INV -18.23 48" OUT
INV -18.13 48" IN
INV -16.85 30" IN
INV -16.85 30" IN
INV UNKNOWN
INV UNKNOWN
INV UNKNOWN

CITY OF STOCKTON

PROFILE
H: 1"=40' V: 1"=4'

SCALE: 1"=40'
0 40 80 120
SCALE IN FEET

2142
48"SS
48"SS (66"STEEL CASING)
24"SD
12"SS
18"SD
CONTRACTOR SHALL RESTORE WORK AREA TO EXISTING CONDITION OR BETTER. SEE NOTE 5
30"SS
EXIST SSMH-297
RIM 4.97
INV -18.13 48"(N)
-18.23 48"(S)
-16.85 30"(E)
-16.85 30"(SW)
REHABILITATE EXIST SSMH-298
RIM 5.85
INV -11.77 30"(SE)
-11.77 30"(W)
UNKNOWN 12"(NE)
FONTANA AVE
2130
SMITH CANAL SANITARY SEWER PUMPING STATION
OPENING AT TOP OF PIPE IS SMALLER THAN DIAMETER OF MANHOLE BARREL
REHABILITATE EXIST SSMH-300
RIM 4.29
INV -11.50 30"(N)
-11.50 48"(E)
UNKNOWN 18"(SW)
EXISTING 18" SS FLOWING INTO SSMH-300
Discharge MH
INTERSTATE 5
EXIST STORM DRAIN PUMP STATION
REHABILITATE EXIST SSMH-310 SEE NOTES 3 AND 4 AND SPECIFICATION SECTION 02330
RIM 4.79
INV -10.88 36"(E)
-10.88 48"(W)
15"SS
PLYMOUTH ROAD
2102
EXIST SSMH-28
RIM 1.5±
INV -18.04±
EXIST SSMH
RIM 2.13
INV -9.69 (S)
-9.67 (N)
EXIST SSMH
RIM 2.08
INV -8.33 18"(N)
-8.33 18"(S)
-9.27 30"(W)
-9.22 30"(E)
CONTRACTOR SHALL RESTORE WORK AREA TO EXISTING CONDITION OR BETTER
2020
2" Discharge Pipe
REHABILITATE EXIST SSMH-320 SEE NOTE 3 AND SPECIFICATION SECTION 02330
RIM 6.22
INV -9.90 15"(N)
-10.90 36"(W)
-10.88 36"(E)
20' PUE
CIPP Install # 7
REHABILITATE EXIST SSMH-321 SEE NOTES 3, 4, AND 6. CONTRACTOR TO FIND MH AND EXPOSE MH LID.
NOT FOUND DURING FIELD VISIT
PERFORM POINT REPAIR PER DETAIL 2
INSTALL CLEANOUT ON EXISTING LATERAL AND LINE EXISTING LATERAL WITH CIPP
Pumps
Install Plug
2456
2472
2468
2433
2432
ABANDON EXIST SSMH-321A NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)
ABANDON EXIST SSMH-321B NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)
MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-2

PLAN
1"=40'

REGISTERED PROFESSIONAL ENGINEER JAMES ANDREW HERMANSON No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: 2/28/14 DATE
CITY ENGINEER
STOCKTON, CALIFORNIA

Stockton Incorporated 1850 CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT
PLAN AND PROFILE
STA 0+00 TO 11+25

DWG NO	PP-1
SHEET NO	7 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: | X=RMCTBLK | X=B5340Final | X=3712 BASE UAP 1-25-10 | X=EXIST-PAVEMENT | X=Glynn-PE-stamp | CC=

Last Saved By: cto 2-25-14 02:37pm

5203.6C

Bypass Site Plan CIPP
Install # 8
MH 320 to MH 300

~184' 30" CIPP INSTALLATION
~273' 48" CIPP INSTALLATION
~597' 36" CIPP INSTALLATION
INTERSTATE 5
CALTRANS RIGHT-OF-WAY

4. MANHOLE SHALL NOT BE USED AS A LINER INSERTION PIT OR FOR BYPASS PUMPING STAGING.
5. CONTRACTOR TO COORDINATE ACCESS TO THE PUMP STATION SITE WITH THE CITY OF STOCKTON.
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8. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

EXIST SSMH-297 RIM 4.97
REHABILITATE EXIST SSMH-298 BEGIN PROJECT STA 0+77.52 RIM 5.85
REHABILITATE EXIST SSMH-300 STA 2+55.82 RIM 4.29
REHABILITATE EXIST SSMH-310 STA 5+28.13 RIM 4.29
REHABILITATE EXIST SSMH-320 STA 8+41.22 RIM 6.22
APPROX LOCATION EXIST SSMH-321 STA UNKNOWN RIM UNKNOWN
APPROX LOCATION EXIST SSMH-321A STA UNKNOWN RIM UNKNOWN
APPROX LOCATION EXIST SSMH-321B STA UNKNOWN RIM UNKNOWN

APPROX EXIST GRADE AT PIPE CENTERLINE
AFTER LINING REMOVE TOP FOUR FEET AND FILL BARREL WITH SAND
PERFORM POINT REPAIR PER DETAIL 4 ON SHEET GC-2
INSTALL CLEANOUT ON EXISTING LATERAL AND LINE EXISTING LATERAL WITH CIPP
EXIST 30" SS
EXIST 48" SS
EXIST 36" SS
INV -11.77 30" OUT
INV -11.77 30" IN
UNKNOWN 12" IN
INV -11.50 30" OUT
INV -11.50 48" IN
UNKNOWN 18" IN
INV -18.23 48" OUT
INV -18.13 48" IN
INV -16.85 30" IN
INV -16.85 30" IN
INV -10.88 48" OUT
INV -10.88 36" IN
INV -10.90 36" OUT
INV -9.90 15" IN
INV -10.88 36" IN
INV UNKNOWN

CITY OF STOCKTON

MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-2

PROFILE
H: 1"=40' V: 1"=4'

SCALE: 1"=40'
SCALE IN FEET

48"SS (66"STEEL CASING)
PLYMOUTH ROAD
FONTANA AVE
INTERSTATE 5
SMITH CANAL SANITARY SEWER PUMPING STATION

4" Discharge Pipe
Discharge MH
Pumps
Install Plug
New Flow Direction
CIPP Install # 8

CONTRACTOR SHALL RESTORE WORK AREA TO EXISTING CONDITION OR BETTER. SEE NOTE 5
EXIST SSMH-297 RIM 4.97 INV -18.13 48"(N) -18.23 48"(S) -16.85 30"(E) -16.85 30"(SW)
REHABILITATE EXIST SSMH-298 RIM 5.85 INV -11.77 30"(SE) -11.77 30"(W) UNKNOWN 12"(NE)
OPENING AT TOP OF PIPE IS SMALLER THAN DIAMETER OF MANHOLE BARREL
REHABILITATE EXIST SSMH-300 RIM 4.29 INV -11.50 30"(N) -11.50 48"(E) UNKNOWN 18"(SW)
EXISTING 18" SS FLOWING INTO SSMH-300
EXIST STORM DRAIN PUMP STATION
REHABILITATE EXIST SSMH-310 SEE NOTES 3 AND 4 AND SPECIFICATION SECTION 02330 RIM 4.79 INV -10.88 36"(E) -10.88 48"(W)
EXIST SSMH-25 RIM 1.5± INV -18.04±
EXIST SSMH RIM 2.13 INV -9.69 (S) -9.67 (N)
EXIST SSMH RIM 2.08 INV -8.33 -8.33 18 (S) -9.27 30"(W) -9.22 30"(E)
CONTRACTOR SHALL RESTORE WORK AREA TO EXISTING CONDITION OR BETTER
REHABILITATE EXIST SSMH-320 SEE NOTE 3 AND SPECIFICATION SECTION 02330 RIM 6.22 INV -9.90 15"(N) -10.90 36"(W) -10.88 36"(E)
CONTRACTOR TO FIND MH AND EXPOSE MH LID. NOT FOUND DURING FIELD VISIT
PERFORM POINT REPAIR PER DETAIL 4 ON SHEET GC-2
INSTALL CLEANOUT ON EXISTING LATERAL AND LINE EXISTING LATERAL WITH CIPP
ABANDON EXIST SSMH-321A NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)
ABANDON EXIST SSMH-321B NOT FOUND (SEE GENERAL NOTE 15, NOTES 3 AND 4 ON THIS SHEET AND SPECIFICATIONS)
2142 2130 2102 2020 2456 2472 2468 2433 2432

PLAN
1"=40'

MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-2

REGISTERED PROFESSIONAL ENGINEER No. 61303 Exp. 6-30-15 CIVIL STATE OF CALIFORNIA

0" 1" VERIFY SCALES BAR IS ONE INCH LONG ON FULL SIZE DRAWING. IF NOT ONE INCH LONG ON THIS DRAWING, ADJUST SCALES ACCORDINGLY

RMC water and environment

REV	DATE	BY	APVD	DESCRIPTION

DESIGNED J. Glynn
DRAWN C. To
CHECKED G. Hermanson
RECORD DWG

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014

APPROVED BY: DATE
CITY ENGINEER STOCKTON, CALIFORNIA

Stockton Incorporated 1850 — CITY OF STOCKTON DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 0+00 TO 11+25

DWG NO	PP-1
SHEET NO	7 OF 15
PROJ NO	0099-010
DATE	February 2014

FILENAME: 0099-010-PP-1 2-25-14 03:23pm cto | XREFS: X-RUCTBK | X-B5340Fmd | X-3712 BASE MAP 1-25-10 | X-EXT-PAVEMENT | X-JGlynn-PE-stamp KC

Last Saved By: cto 2-25-14 02:37pm

5203.6C

Bypass Site Plan CIPP
Install # 9
MH 300 to MH 298

4. MANHOLE SHALL NOT BE USED AS A LINER INSERTION PIT OR FOR BYPASS PUMPING STAGING.
5. CONTRACTOR TO COORDINATE ACCESS TO THE PUMP STATION SITE WITH THE CITY OF STOCKTON.
6. CONTRACTOR SHALL VERIFY SIZE AND LOCATION OF SEWER LATERALS PRIOR TO LINING.
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8. IF PAVEMENT IS DAMAGED DURING CONSTRUCTION, RESTORE PAVEMENT PER CITY OF STOCKTON STANDARD PLANS AND SPECIFICATIONS.

CITY OF STOCKTON

PROFILE
H: 1"=40' V: 1"=4'

PLAN
1"=40'

Discharge MH
Install Plug
CIPP Install # 9
New Flow Direction
4" Discharge Pipe
Pumps

SMITH CANAL SANITARY SEWER PUMPING STATION

FONTANA AVE
INTERSTATE 5
PLYMOUTH ROAD

MATCHLINE STA 11+25 FOR CONTINUATION SEE DWG PP-2

SCALE: 1"=40'
SCALE IN FEET

DESIGNED	J. Glynn
DRAWN	C. To
CHECKED	G. Hermanson
RECORD DWG	

SUBMITTED BY: RMC Project Engineer C61303 2/10/2012
APPROVED BY: RMC Project Manager C46659 2/24/2014
APPROVED BY: DATE — CITY ENGINEER, STOCKTON, CALIFORNIA

CITY OF STOCKTON
DEPARTMENT OF PUBLIC WORKS

TUXEDO AVENUE SEWER REHABILITATION PROJECT

PLAN AND PROFILE
STA 0+00 TO 11+25

DWG NO	PP-1
SHEET NO	7 OF 15
PROJ NO	0099-010
DATE	February 2014

5203.6C

TRAFFIC CONTROL PLANS

N PERSHING AVE

STOCKTON, CALIFORNIA

SAN JOAQUIN COUNTY

LOCATION MAP

CONTRACTOR

SAK CONSTRUCTION

CONTACT TODD CHALK

PHONE# (916) 872-7648

CONSULTANT

ALMENDARIZ CONSULTING INC

ALMENDARIZ CONSULTING, INC.
1136 SUNCAST LN STE 9
EL DORADO HILLS, CA 95762
(888) 306-1211 OFFICE
(888) 768-7022 FAX
CA C31 LIC #979806

REVISIONS			
REV.	DESCRIPTION	BY	DATE

PROJECT NO. 140676
DRAWN DC
DESIGNED DC
CHECKED CAA

DATE
MAY 15, 2014

SHEET NO. 1 OF 4

GENERAL NOTES

1. NOTHING ALLOWED IN THE BUFFER AND TRANSITION AREAS AT ALL TIMES.
2. SIGNS ARE ONLY SHOWING TO THE PUBLIC WHEN IN USE.
3. SIGNS AND CHANNELIZING DEVICES MUST BE RETROREFLECTIVE OR ILLUMINATED DURING NIGHT OPERATIONS.
4. SIGN PANEL SIZES: 36"X36" MIN. ON ROADS <50mph, 48"x48" ON ROADS ≥ 50mph.
5. SIGNS ARE SPACED PER THE CA 2012 MUTCD.
6. CHANNELIZING DEVICES SPACING AND TAPER LENGTHS ARE BASED ON THEIR RESPECTIVE CHARTS. (SEE CHARTS THIS PAGE)
7. NOTIFY THE LOCAL LAW ENFORCEMENT, FIRE, AND AMBULANCE COMPANIES WITHIN 72 HOURS BEFORE CONSTRUCTION BEGINS.
8. CONTRACTOR TO MAKE SURE ALL TRAFFIC CONTROL EQUIPMENT MEETS ALL AGENCY REQUIREMENTS.
9. REMOVE ALL CONFLICTING MARKINGS FOR LONG TERM OPERATIONS (3 DAYS OR LONGER).
10. THE LOCATION OF THE SIGNS AS SHOWN ON THE ILLUSTRATIONS ARE GUIDELINES AND ACTUAL LOCATIONS WILL DEPEND UPON ALIGNMENT, GRADE, LOCATION OF STREET INTERSECTIONS AND 85% TILE/POSTED SPEED LIMITS/OR PRIMA FACIE.
11. WHILE CROSSING INTERSECTIONS DURING MOBILE WORK, WORK MUST FOLLOW THE FLOW OF TRAFFIC AND PROCEED ON A GREEN LIGHT.
12. FULL COMPLIANCE IS REQUIRED WITH THE COUNTY AGENCY.(AFFECTS NOTES #20 THRU 22, BELOW)
13. PEDESTRIAN ACCESS MUST BE MAINTAINED AS PER THE CA 2012 MUTCD STANDARDS AND ADA REQUIREMENTS.
14. C30 SIGNS ARE PERMITTED IN BUFFER AREAS.
15. SIGN SPACING IS PROVIDED IN THE CA 2012 MUTCD EDITION, PART 6. TRAFFIC SPEEDS ARE BASED UPON RADAR MEASUREMENTS OF MOTORISTS. THE MUTCD ALLOWS FOR A "RANGE" IN SIGN PLACEMENT AND WILL BE PROVIDED BY DOT. THE 85% TILE IS USED WHEN AVAILABLE TO PROVIDE A MORE ACCURATE REPRESENTATION OF MOTORISTS SPEEDS.
16. ANY WORK WITHIN 200 FT OF A SIGNALIZED INTERSECTION WILL REQUIRE CONTACT AND COORDINATION WITH COUNTY AGENCY PRIOR TO ANY WORK.
17. QUALITY STANDARD TO MEET REQUIREMENTS OF SECTION 1A-2 OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
18. ALL TRAFFIC CONTROL DEVICES INCLUDING: SIGNS, BARRICADES, VERTICAL PANELS, DRUMS, WARNING LIGHTS, ARROWBOARDS, CHANGEABLE MESSAGE SIGNS, CONES AND TUBULAR MARKERS THAT MEET THE REQUIREMENTS OF AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA). "CA MUTCD 2012" SHALL BE USED ON THIS PROJECT/THIS WORK.
19. THE NCHRP REPORT 476 PROVIDES GUIDELINES FOR DESIGN AND OPERATION OF NIGHTTIME TRAFFIC CONTROL FOR HIGHWAY MAINTENANCE AND CONSTRUCTION. SEE TYPICAL APPLICATIONS NWTA-1 THROUGH NWTA-7. COMPLY WITH ANSI 107-2004 FOR APPAREL. HIGHWAY CONSTRUCTION WORK LIGHTING SHALL BE PER CONSTRUCTION SAFETY ORDER 1523 (CALIFORNIA CODE OF REGULATIONS TITLE 8, DIVISION1, CHAPTER 4, SUBCHAPTER 4, ARTICLE 3, SECTION 1523 - ILLUMINATIONS).
20. SIDEWALKS AT THE CONSTRUCTION LOCATION MAY BE CLOSED WITH ADEQUATE DETOURS. SIDEWALKS MAY ONLY BE CLOSED TO THROUGH TRAFFIC AND SHALL NOT PREVENT LOCAL PEDESTRIANS ACCESS. DETOURS SHALL NOT INCREASE THE PATH OF TRAVEL BY MORE THAN 500 FT. DETOUR ROUTES SHALL BE LIMITED TO EXISTING SIDEWALKS, PRIVATE PROPERTIES (SEE BELOW REQUIREMENTS) AND CROSSINGS AT ROADWAY INTERSECTIONS. TO THE MAXIMUM EXTENT FEASIBLE, THE ALTERNATE CIRCULATION PATH SHALL BE PROVIDED ON THE SAME SIDE OF THE STREET AS THE DISRUPTED ROUTE. WHERE IT IS FEASIBLE TO PROVIDE A SAME-SIDE ALTERNATE CIRCULATION PATH AND PEDESTRIANS WILL BE DETOURED, SECTION 6D.02 OF THE CA 2012 MUTCD SPECIFIES THAT THE ALTERNATE PATH PROVIDE A SIMILAR LEVEL OF ACCESSIBILITY TO THAT OF THE EXISTING DISRUPTED ROUTE . THIS MAY INCLUDE THE INCORPORATION OF ACCESSIBLE PEDESTRIAN SIGNALS (APS), CURB RAMPS, OR OTHER ACCESSIBILITY FEATURES.
21. PEDESTRIANS MAY BE DETOURED ONTO PRIVATE PROPERTY ONLY IF WRITTEN PERMISSION FROM THE PROPERTY OWNER IS OBTAINED ALONG WITH DOCUMENTATION INDICATING THAT THE COUNTY WOULD NOT BE LIABLE (HOLD HARMLESS) IN THE EVENT OF AN ACCIDENT.
22. DURING WORK HOURS, AT LEAST ONE WORKER SHALL BE ASSIGNED WITH THE RESPONSIBILITY TO ESCORT ELDERLY, DISABLED OR ANY OTHER PEDESTRIANS IN NEED OF ASSISTANCE THROUGH THE CONSTRUCTION SITE. A WORKER ASSIGNED WITH THIS RESPONSIBILITY MAY ALSO PARTICIPATE IN OTHER CONSTRUCTION ACTIVITIES; HOWEVER, THE ASSIGNED WORKER SHALL BE AWARE OF HIS OR HER RESPONSIBILITIES FOR PROVIDING THIS ASSISTANCE. MEASURES THAT SIMPLY CLOSE THE SIDEWALK, WITH THE EXCEPTION THAT PEDESTRIANS WILL CROSS SOMEWHERE ELSE DOES NOT ADEQUATELY SATISFY PEDESTRIAN ACCESS. PEDESTRIANS SHOULD NEVER BE DIRECTED/ EXPECTED TO CROSS A MULTI-LANE ROADWAY AT ANY LOCATION OTHER THAN AT A SIGNAL (OR ALL-WAY STOP). ACCOMMODATIONS SHOULD BE MADE ON THE SAME SIDE OF ROADWAY AS WORK.

TABLES CHART - 2012 MUTCD

Posted Speed	Taper (L) Formula	Buffer Space	Minimum Taper Lengths									Maximum *Cone Spacing			Sign Spacing
			10' Offset			11' Offset			12' Offset						
			L Merge	1/2 L Shift	1/3 L Shoulder	L Merge	1/2 L Shift	1/3 L Shoulder	L Merge	1/2 L Shift	1/3 L Shoulder	@ Taper	@ Tangent	@ Conflict	
25	$L = \frac{WS^2}{60}$	155'	104'	52'	35'	115'	57'	38'	125'	63'	42'	25'	50'	12'	100' - 200'
30		200'	150'	75'	50'	165'	83'	55'	180'	90'	60'	30'	60'	15'	120' - 240'
35		250'	204'	102'	68'	225'	112'	75'	245'	123'	82'	35'	70'	17'	140' - 280'
40		305'	267'	133'	89'	293'	147'	98'	320'	160'	107'	40'	80'	20'	160' - 320'
45	L = WS	360'	450'	225'	150'	495'	248'	165'	540'	270'	180'	45'	90'	22'	360' - 540'
50		425'	500'	250'	167'	550'	275'	183'	600'	300'	200'	50'	100'	25'	400' - 600'
55		495'	550'	275'	183'	605'	303'	202'	660'	330'	220'	55'	110'	27'	440' - 660'
60		570'	600'	300'	200'	660'	330'	220'	720'	360'	240'	60'	120'	30'	480' - 720'
65		645'	650'	325'	217'	715'	358'	238'	780'	390'	260'	65'	130'	32'	520' - 780'
70		730'	700'	350'	233'	770'	385'	257'	840'	420'	280'	70'	140'	35'	560' - 840'

Both are based on.
1.) 85th % Tile or if not available, then use Posted Speed Limit (PSL)

L = Taper Length
S = Speed
W = Width (Offset from path of travel

*Cones shown on the templates are illustration purposes only. Exact number of cones required shall be based on cone spacing, taper lengths, actual field conditions, etc..

CA MUTCD 2012 TABLE 6C-1

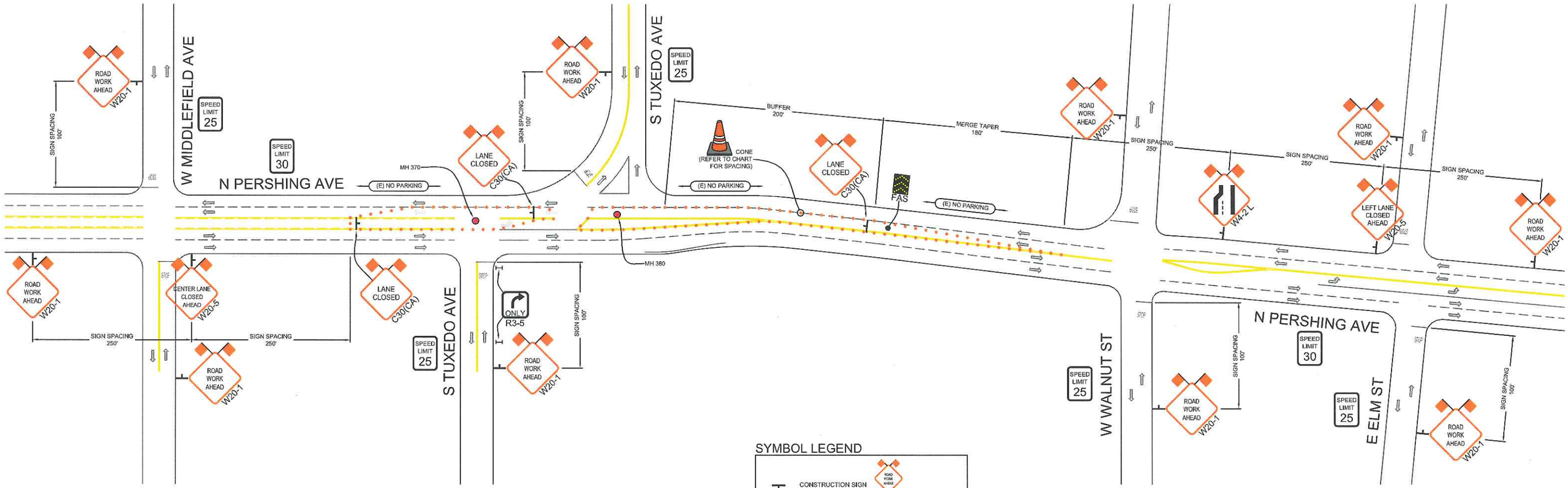
MEANING OF LETTER CODES ON TYPICAL APPLICATION DIAGRAMS

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (LOW SPEED) - 25 MPH OR LESS	100 FEET	100 FEET	100 FEET
URBAN (LOW SPEED) - MORE THAN 25 MPH TO 40 MPH	250 FEET	250 FEET	250 FEET
URBAN (HIGH SPEED) - MORE THAN 40 MPH	350 FEET	350 FEET	350 FEET
RURAL	500 FEET	500 FEET	500 FEET
EXPRESSWAY / FREEWAY	1,000 FEET	1,500 FEET	2,640 FEET

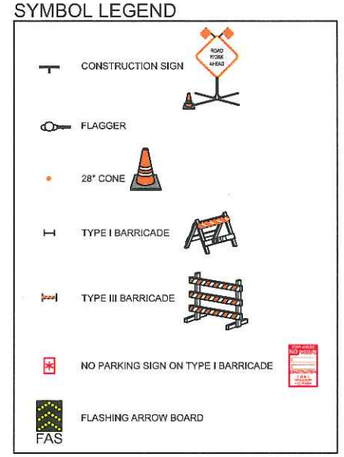
REVISIONS			
REV.	DESCRIPTION	BY	DATE

PROJECT NO. 140676
DRAWN DC
DESIGNED DC
CHECKED CAA

DATE
MAY 15, 2014



SYMBOL LEGEND



NOTES

- CONTRACTOR SHALL MAINTAIN/PROVIDE ACCESS TO ALL DRIVEWAYS AFFECTED BY THE WORK AREA.
- MAXIMUM CHANNELIZING DEVICE SPACING FOR ALL SPEEDS ON DOWNSTREAM TAPERS IS 20'.
- W20-1 (ROAD WORK AHEAD) SIGNS SHALL BE PLACED ON ALL SIDE STREETS BETWEEN THE WORK AREA AND THE FIRST SIGN ENCOUNTERED BY TRAFFIC ON THE HWY.

CONST. HOURS: 8:00AM - 3:30PM MON-FRI

REVISIONS			
REV.	DESCRIPTION	REV. DONE BY	DATE

ROADS < 50 MPH:
MINIMUM 36" SIGN PANELS
(48" SIGNS MAY BE USED)

ROADS ≥ 50 MPH:
MINIMUM 48" SIGN PANELS

ALMENDARIZ CONSULTING INC
1136 SUNCAST LN STE 9
EL DORADO HILLS, CA 95762
(888) 306-1211 OFFICE (888) 768-7022 FAX
CA C31 LIC #979806

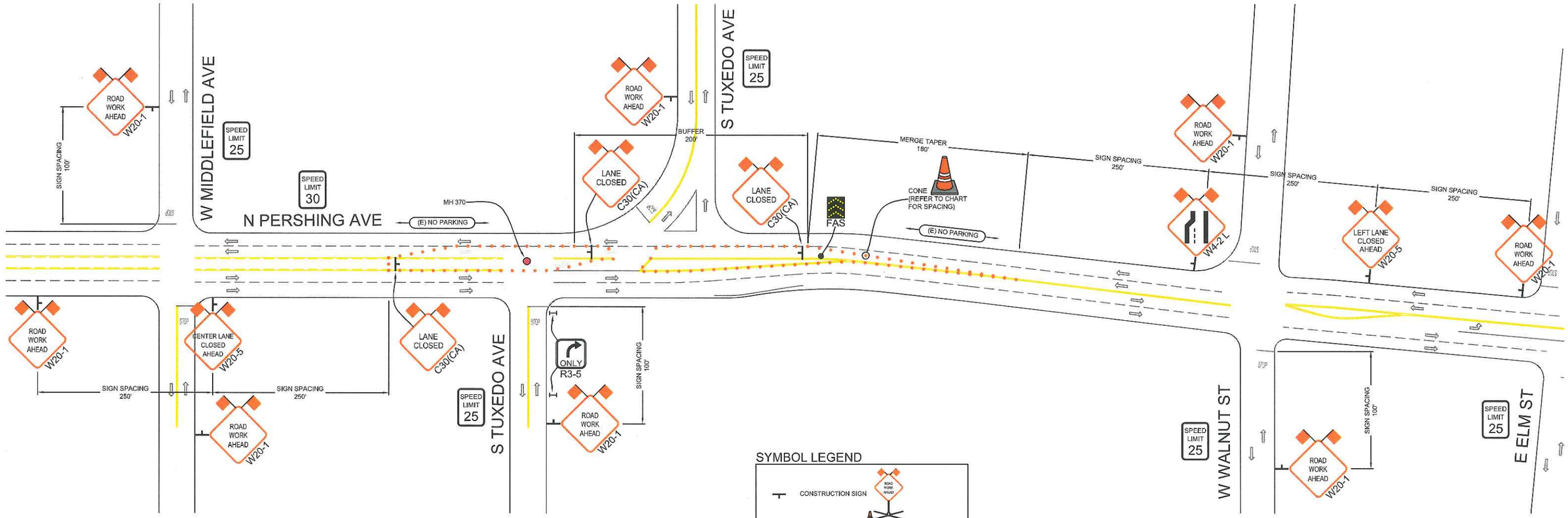
LOCATION N PERSHING AVE, STOCKTON, CA

SAK CONSTRUCTION

CONTACT TODD CHALK
PHONE# (916) 872-7648

PROJECT NO. 140676
DRAWN DC
DESIGNED DC
CHECKED CAA

DATE
MAY 15, 2014



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SYMBOL LEGEND

- CONSTRUCTION SIGN
- FLAGGER
- 28" CONE
- TYPE I BARRICADE
- TYPE III BARRICADE
- NO PARKING SIGN ON TYPE I BARRICADE
- FLASHING ARROW BOARD

CONST. HOURS: 8:00AM - 3:30PM MON-FRI

REVISIONS

REV.	DESCRIPTION	REV DONE BY	DATE

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SHEET NO. 4 OF 4

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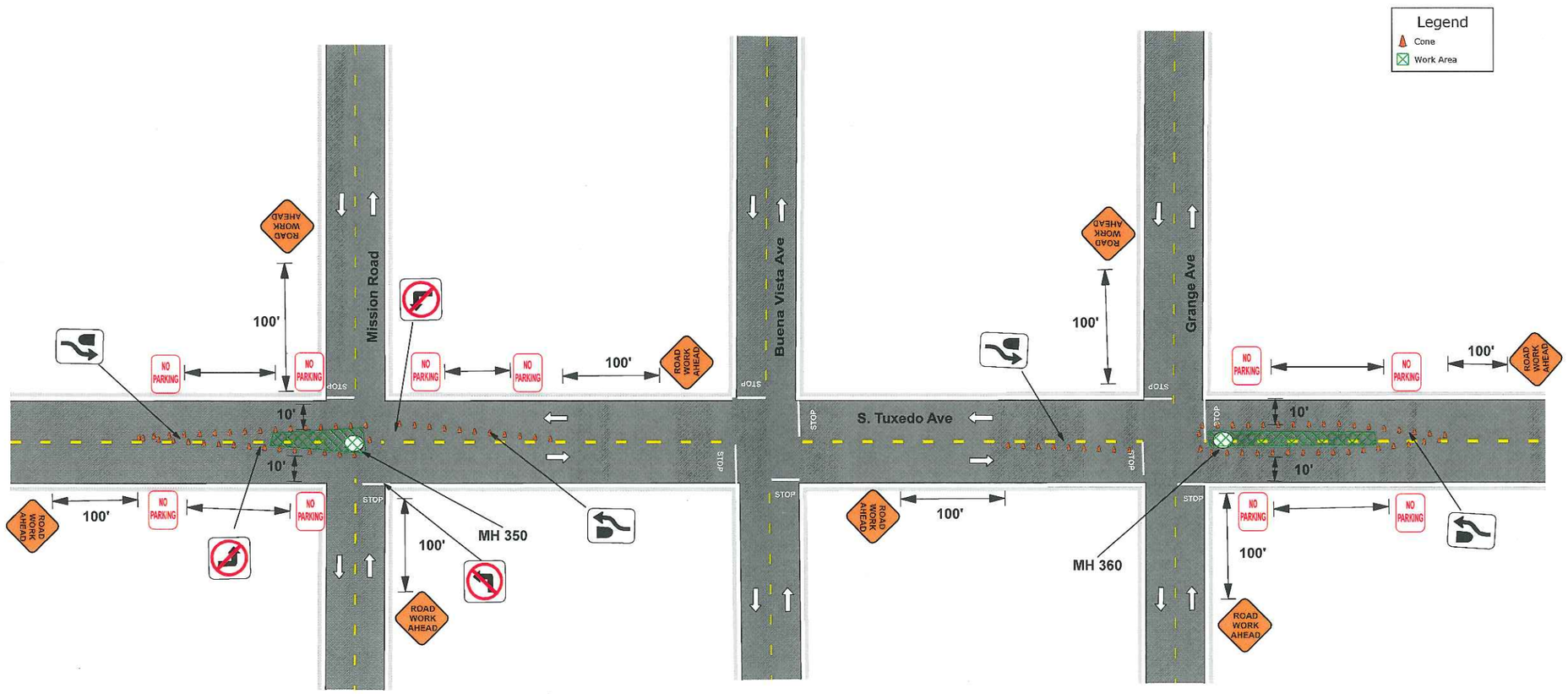

SAK™
Pipeline Infrastructure. Solved.™

Date: 7/8/2014 **Author:** SAK Construction **Project:** Tuxedo Ave Sewer Rehabilitation Project

Comments:

Traffic Control Plan for MH 360 & 350
Traffic Control Setup and Maintained by SAK Construction
P.O.C. Jarmann Frazer (916) 216-4199

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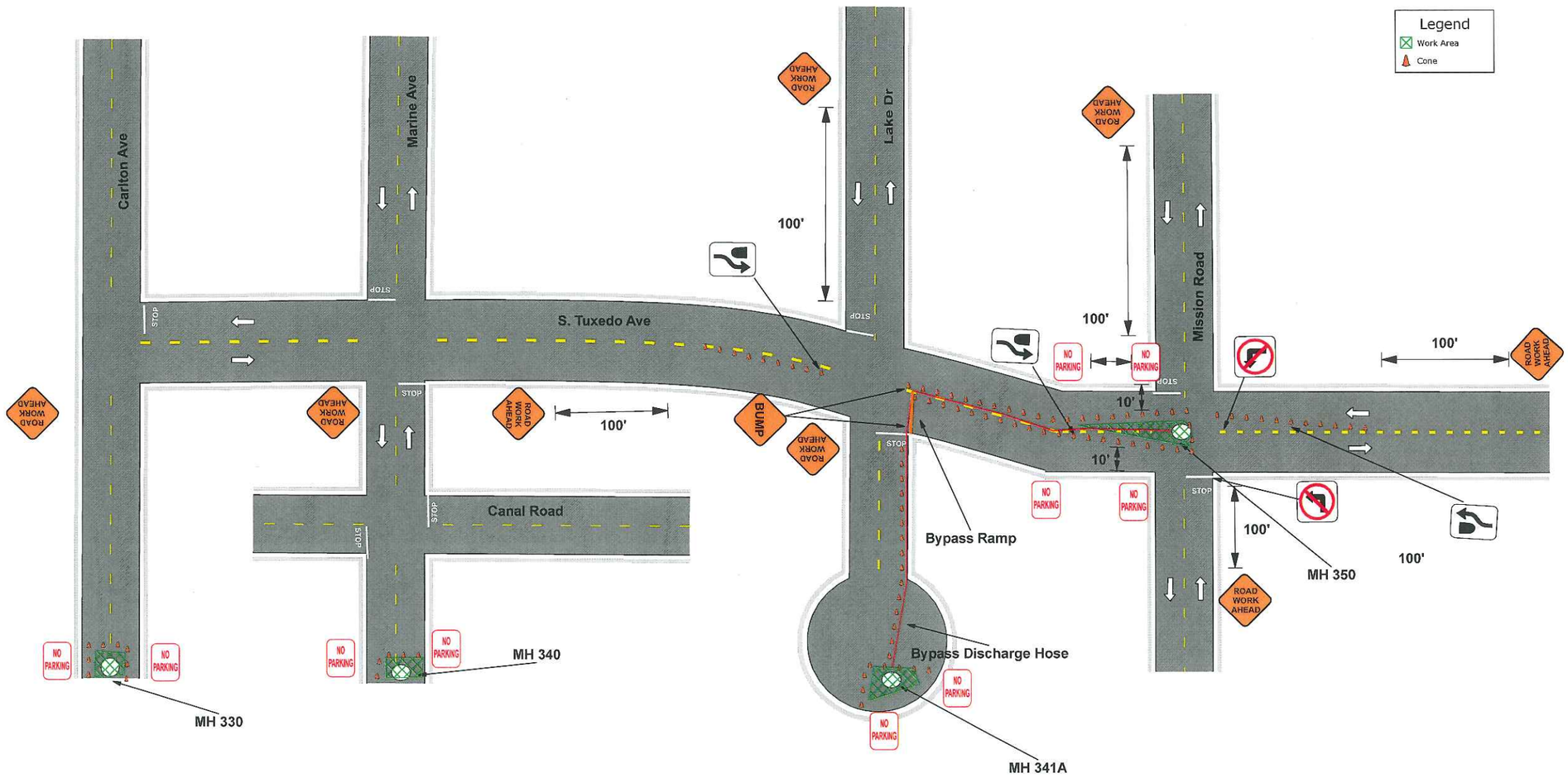

SAK™
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Date: 7/8/2014 **Author:** SAK Construction **Project:** Tuxedo Ave Sewer Rehabilitation Project

Comments:

Traffic Control Plan for MH 350, 341A ,340 & 330
Traffic Control Setup and Maintained by SAK Construction
P.O.C. Jarmann Frazer (916) 216-4199