



# COUNTY OF SAN JOAQUIN

DEPARTMENT OF PUBLIC WORKS  
P.O. BOX 1810-1810 E. HAZELTON AVENUE  
STOCKTON, CALIFORNIA 95201  
(209) 468-3000  
FAX # (209) 468-9324

Permit No: **PS-1902931**  
Date Issued: 09/06/2019  
Start Date: 09/06/2019  
Exp. Date: 01/01/2020  
Project No: PWP730077  
Quad: ES

UE/CR/PM NO:8466

## ENCROACHMENT PERMIT

**To:** CALIFORNIA WATER SERVICE  
1602 E LAFAYETTE ST  
STOCKTON, CA 95205

### Encroachment Type:

Bell Hole			
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### Location:

1592 OXFORD WY

In compliance with your request of **09/06/2019**, permission is hereby granted to do work in County right-of-way as shown on attached application and subject to all the terms, conditions and restrictions written below or printed as general or special provisions on any part of this form. See reverse side and attached sheet, if any.

Trench excavations for service connections will not be permitted within ten feet (10') of pavement centerline unless otherwise approved by the Director. Surface of trench patches shall match in kind and be smooth and even with that of abutting surface. Special attention shall be given to depth of utilities through roadside area in anticipation of future drainage facilities, road profile and/or frontage development. All underground utility facilities are to be established and accurately dimensioned on sketches from surveyed centerline of road right of way, or from right of way (border) lines.

**Permittee shall call the Department of Public Works, Field Engineering Division (Permit Inspections) at (209)953-7421 at least forty-eight hours prior to beginning any work within the County right of way.** All work performed under this permit shall conform to the rules and regulations pertaining to safety established by the California Division of Industrial Safety and Cal-OSHA.

The jobsite shall be kept in a safe condition at all times by the daily removal of any excess dirt or debris which might be a hazard to either pedestrian or automobile traffic. All necessary traffic convenience and warning devices and personnel shall be provided, placed and maintained by and at the sole expense of the Permittee in accordance with the latest edition of the CALTRANS Manual of Traffic Control.

After completion of the work permitted herein, all debris, lumber, barricades, or any excess material shall be removed and the jobsite left in a neat workmanlike manner. Immediately following completion of construction permitted herein, Permittee shall fill out and mail notice of completion (see attached post card) provided by Grantor.

### Special Comments:

Traffic Control Per MUTCD*****See Attached "Special Conditions"*****
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<b>FORMS:</b>	SS/WW, R-29	Trench Cut	Policy
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**Est. Permit Fee:** \$630.00

KRIS BALAJI, Director  
Department of Public Works

WHITE -Permittee  
GOLDENROD -PWD Central File  
YELLOW -Field Inspection  
PINK -Permit Section

By: \_\_\_\_\_  
Permit Section



**SAN JOAQUIN**  
—COUNTY—  
*Greatness grows here.*



**Department of Public Works**

Kris Balaji, Director of Public Works

Fritz Buchman, Deputy Director/Development

Michael Selling, Deputy Director/Engineering

Jim Stone, Deputy Director/Operations

Kristi Rhea, Manager of Strategic Initiatives

**Acknowledgement of Monument Preservation**

I, Kevin J. Genasci, a duly Licensed Land Surveyor or a Professional Engineer  
(Please print)

authorized to perform Land Surveying in the State of California, Registration No. CA PLS 8660,

hereby acknowledge and accept all responsibility for the monument preservation as required

per Section 8771(a-f) of the Business and Professions Code within the bounds of the

construction activity permitted by San Joaquin County Permit No. 1592 Oxford Way

I further acknowledge that I am hereby responsible for the Acknowledgement of Monument

Preservation prior to final acceptance of the construction activity.

K. J. Genasci

Signature

07-24-2019

Date



PS-MONUMENT PRESERVATION

# APPLICATION FOR ENCROACHMENT PERMIT

PLEASE PRINT:

Date 7-31-2019

To: San Joaquin County  
Department of Public Works

CALIFORNIA WATER SERVICE  
(Applicant Name)

1602 E. LAFAYETTE ST  
(Mailing Address)

STOCKTON CA 95205  
(City, State, Zip Code)

(209) 464-8311  
(Area Code - Telephone Number)

#8466

OFFICE USE ONLY		
JOB #	REF #	
APN	CR #	
EXP. DATE		
VALID	TO	DRIVEWAYS:
STREET		*
AREA	QUAD	*
TYPE		*
FORMS		
NOTES		

Sketch (Detailed plans may be submitted)

See attached

The undersigned hereby applies for permission to excavate, construct and/or otherwise encroach on County Highway Right-of-Way on the North side of Oxford Way approximately 385 feet/mile East of Grange Ave, by performing the following work (description of work):

1592 Oxford Way (1602 Oxford Way)  
New 1" Service Installation  
2 Cuts - 4'x4' + 2'x2'

STK0600

Work will commence on or about 7-31-2019 for approximately 60 days.

I, the undersigned, certify that I am the owner of the respective property, or am qualified to represent the owner and agree to do the work described above in accordance with the rules and regulations of San Joaquin County and subject to inspection and approval.

David Elchert Jr - Operations Clerk  
Signature of Applicant Title

7-31-2019  
Date

This road is subject to pavement cuts and shall receive pavement restoration as described in the San Joaquin County Department of Public Works Trench Cut Policy. Shoulder areas shall be brought up to the finish grade as directed by the County.

1543

1551

1601

607



Center Line

6" AC

OXFORD WAY

7' Sidewalk



305' to Grange Ave



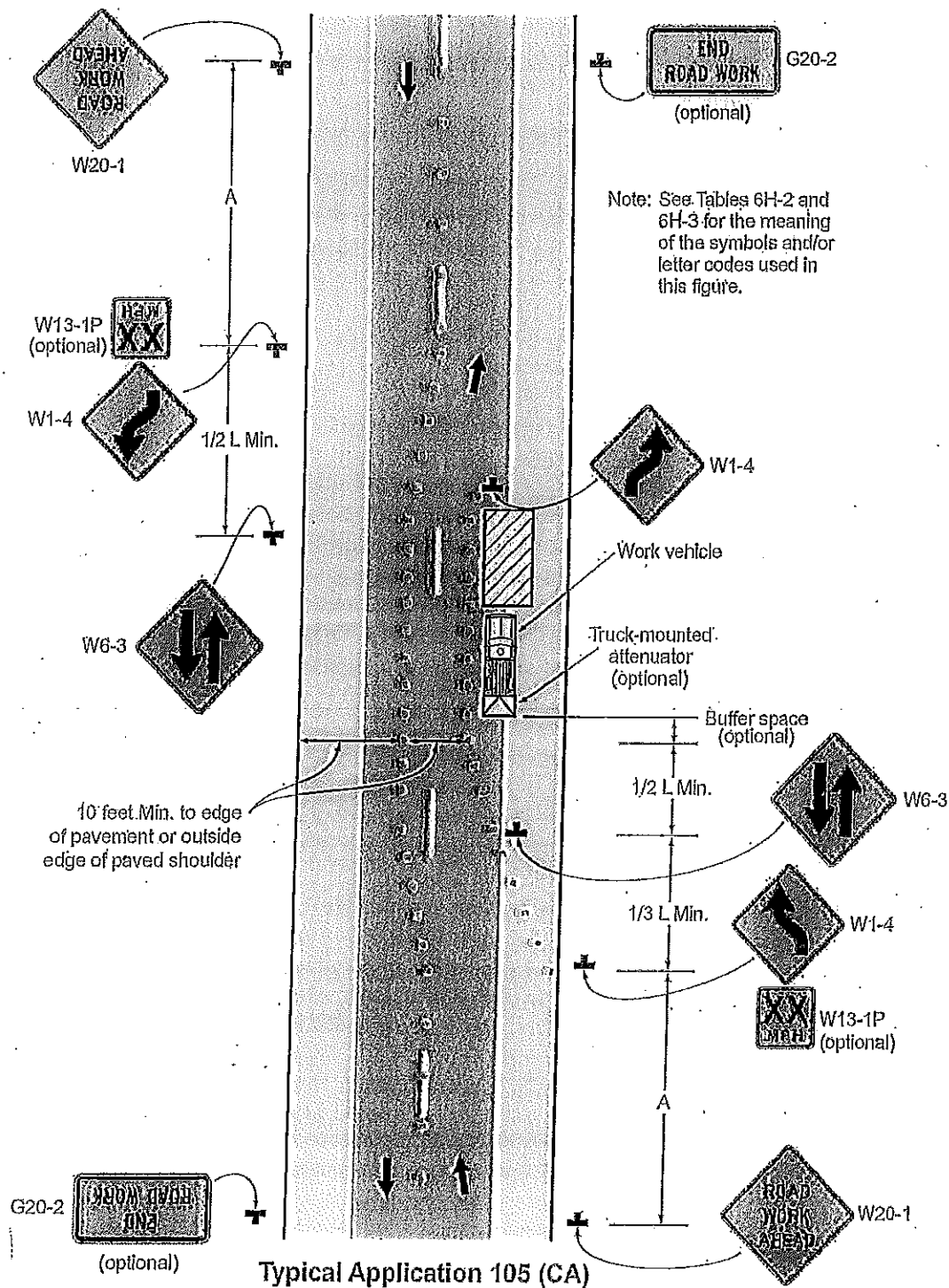
7' Sidewalk

1550

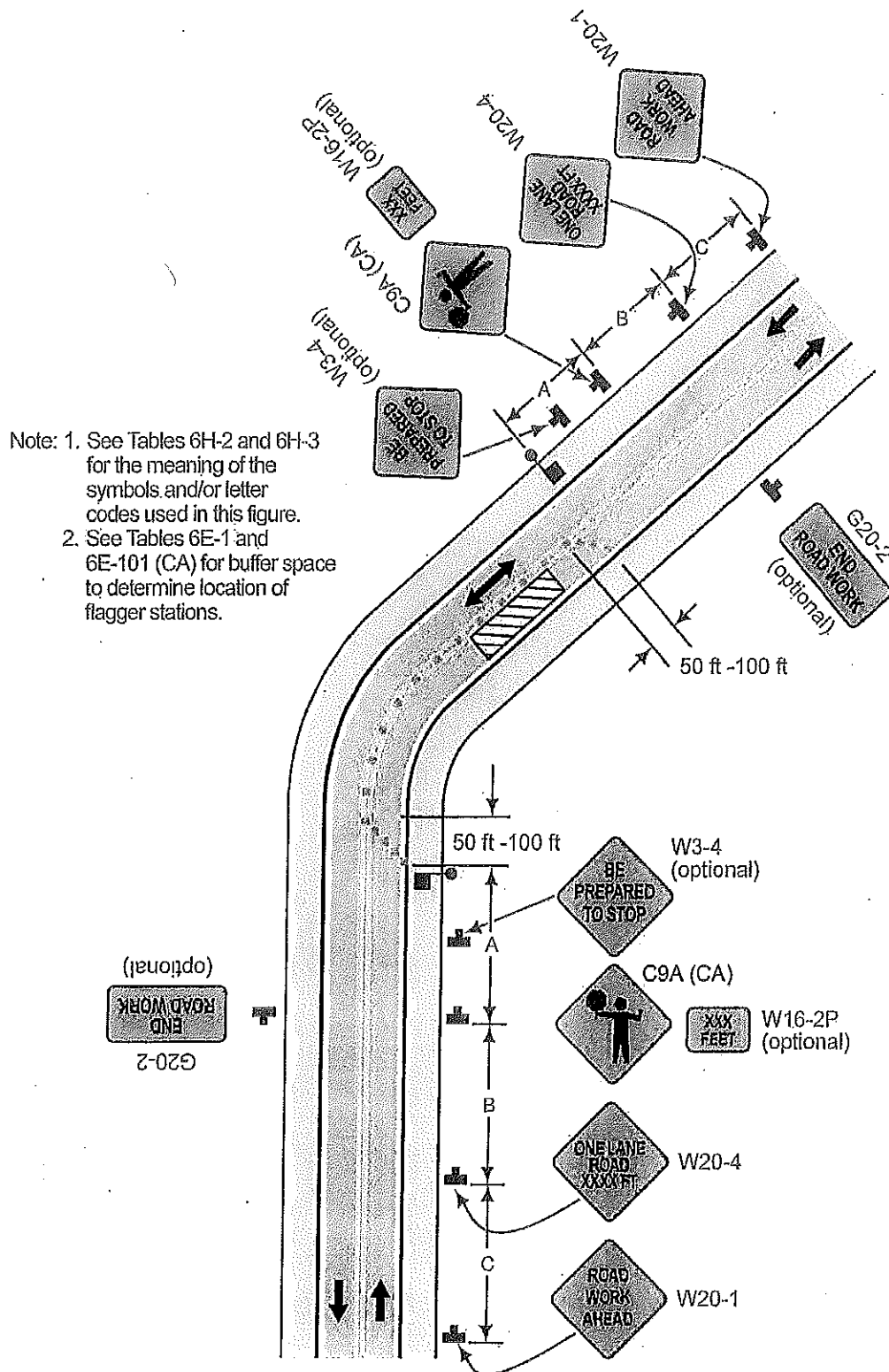
1602 / 1592

1608

**Figure 6H-105 (CA). Lane Shift on Road With Low Traffic Volumes (TA-105 (CA))**



**Figure 6H-10 (CA). Lane Closure on Two-Lane Road Using Flaggers (TA-10)**



**Typical Application 10**

Table 6H-1(CA). Index to Typical Applications

Typical Application Description	Typical Application Number
Work affecting Pedestrian and Bicycle Facilities (see Section 6G.05)	
Shoulder Closure on Urban (Low Speed) Locations to Accommodate Bicyclists	TA-101(CA)
Lane Closure on Freeway, Expressway, Rural and Urban (High Speed) Locations to Accommodate Bicyclists	TA-102(CA)
Detour for Bike Lane on Roads with Closure of One Travel Direction	TA-103(CA)
Right Lane and Bike Lane Closure on Far Side of Intersection	TA-104(CA)
Work Within the Traveled Way of a Two-Lane Highway (see Section 6G.10)	
Lane Shift on Road with Low Traffic Volumes	TA-105(CA)

Table 6H-2. Meaning of Symbols on Typical Application Diagrams























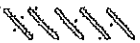
	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of traffic		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		



Table 6H-3. Recommended Advance Warning Sign ~~Minimum~~ Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban <del>high speed</del> - 25 mph or less***	100 feet	100 feet	100 feet
Urban - more than 25 mph to 40 mph***	250 feet	250 feet	250 feet
Urban <del>high speed</del> - 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

- \* Speed category to be determined by the highway engineer.
- \*\* The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of resumption to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)
- \*\*\* Posted speed limit, off-peak 85th-percentile speed prior to work starting, or other anticipated operating speed in mph.

Table 6H-4. Formulas for Determining Taper Length

Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in feet  
 W = width of offset in feet  
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

Table 6H-4(CA). Taper Length Criteria for Temporary Traffic Control Zones  
(for 12 feet Offset Width)

Speed* S (mph)	Minimum Taper Length** for Width of Offset 12 feet (W)			
	Merging L (feet)	Shifting L/2 (feet)	Shoulder L/3 (feet)	Down Stream (feet)***
20	80	40	27	50
25	125	63	42	50
30	180	90	60	50
35	245	123	82	50
40	320	160	107	50
45	540	270	180	50
50	600	300	200	50
55	660	330	220	50
60	720	360	240	50
65	780	390	260	50
70	840	420	280	50
75	900	450	300	50

\* - Posted speed limit, off-peak 85<sup>th</sup>-percentile speed prior to work starting, or the anticipated operating speed in mph.

\*\* - For other offsets use the following merging taper length formula for L:

For speeds of 40 mph or less,  $L = WS^2/60$

For speeds of 45 mph or more,  $L = WS$

Where:

L = taper length in feet

W = width of offset in feet

S = posted speed limit, off-peak 85<sup>th</sup>-percentile speed prior to work starting, or the anticipated operating speed in mph

\*\*\* - Maximum downstream taper length is 100 feet. See Section 6C.08.

Table 6F-101(CA). Maximum Spacing of Channelizing Devices

Speed (mph)	Maximum Channelizing Devices Spacing		
	Taper*	Tangent	Conflict**
20	20	40	10
25	25	50	12
30	30	60	15
35	35	70	17
40	40	80	20
45	45	90	22
50	50	100	25
55	50	100	25
60	50	100	25
65	50	100	25
70	50	100	25
75	50	100	25

\* Maximum channelizing device spacing for all speeds on one-lane/two-way tapers is 20 feet.

Maximum channelizing device spacing for all speeds on downstream tapers is 20 feet.

All other tapers are as shown.

\*\* Use on intermediate and short-term projects for taper and tangent sections where there are no pavement markings or where there is a conflict between existing pavement markings and channelizing devices.