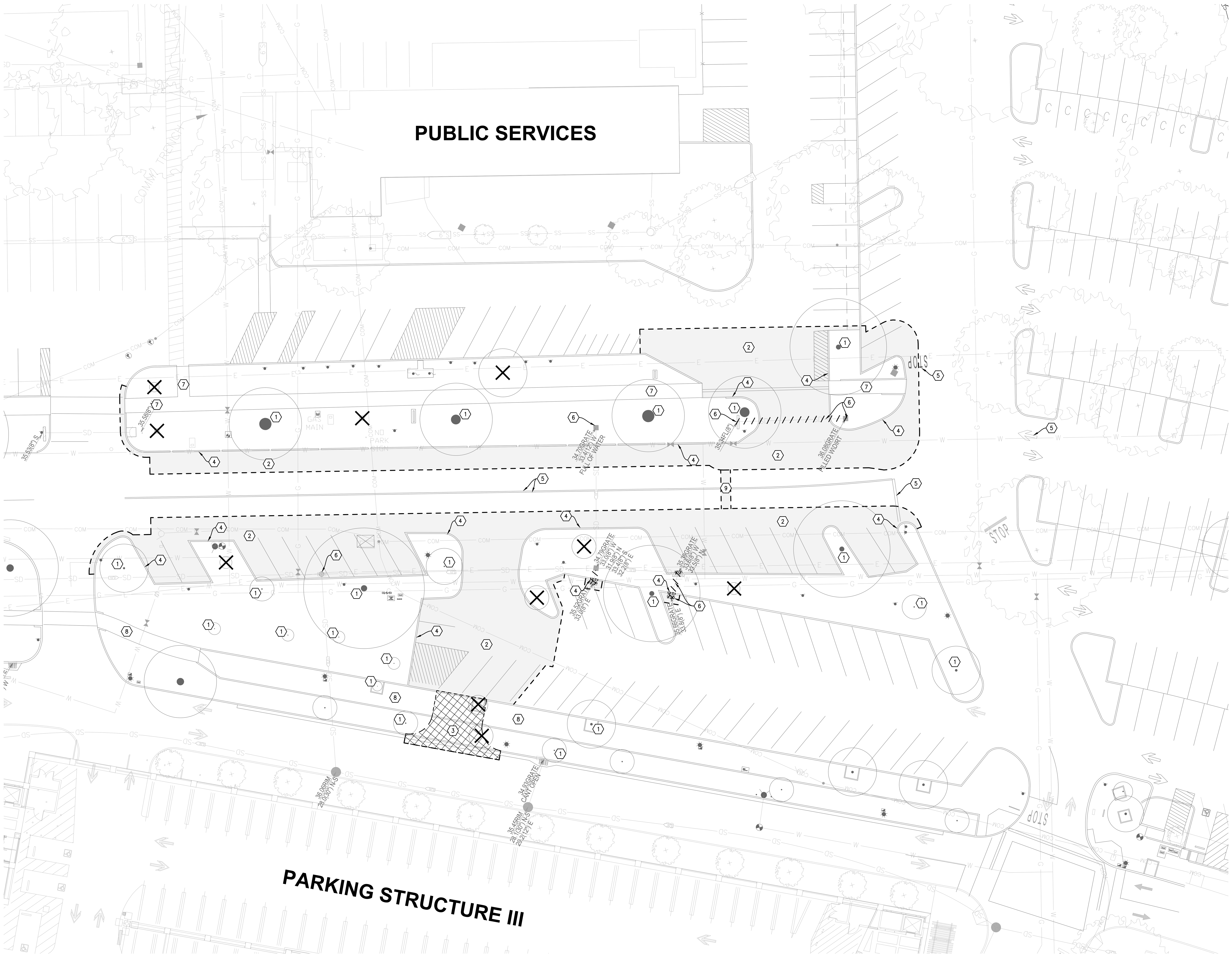

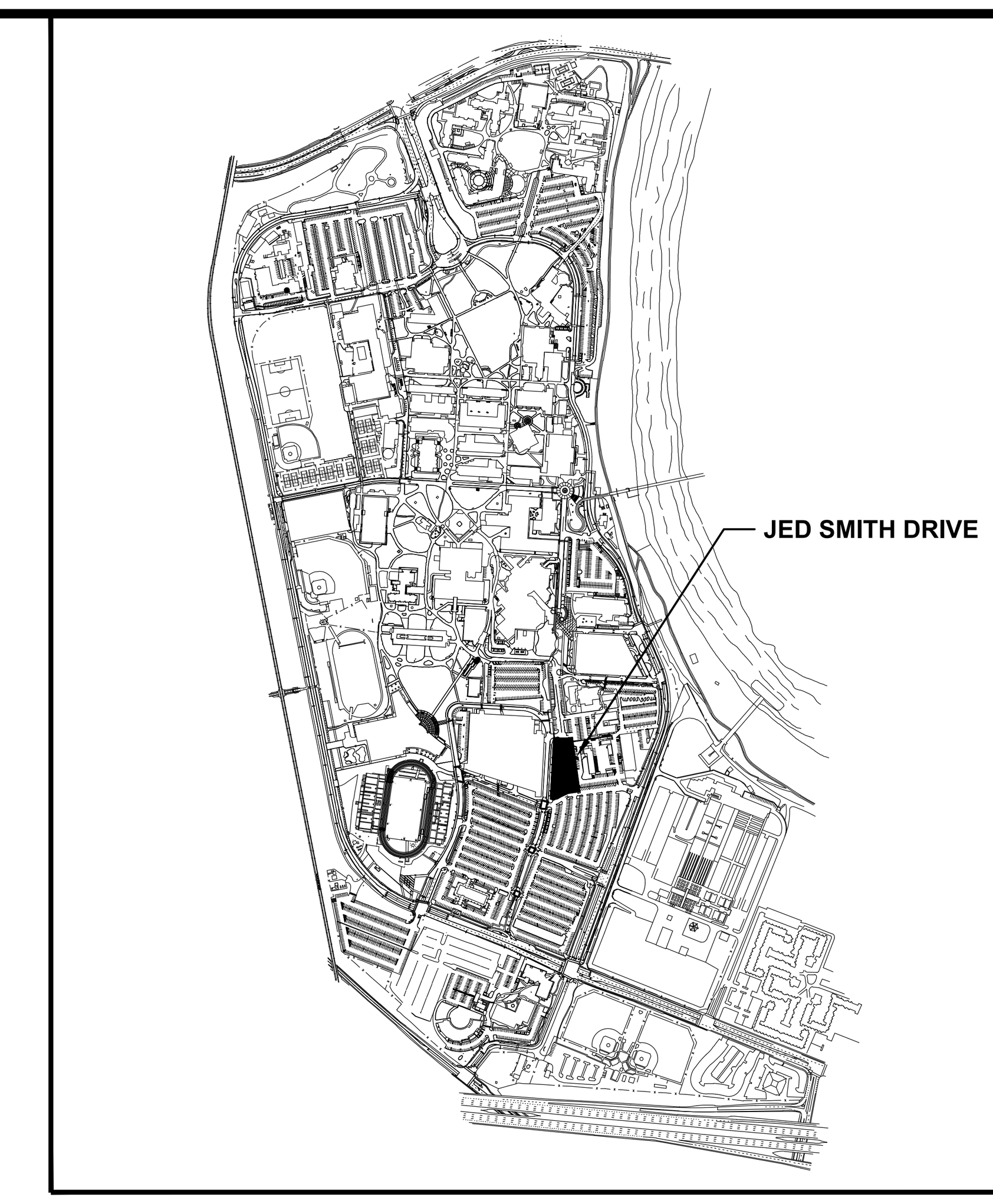

KEY MAP

NTS

KEYNOTES:

1. EXISTING TREE TO REMAIN. REFER TO LANDSCAPE PLANS FOR TREE PROTECTION REQUIREMENTS.
2. SAWCUT AND REMOVE EXISTING A.C. PAVEMENT TO MINIMUM LIMITS SHOWN.
3. REMOVE EXISTING WALKWAY, LANDSCAPING, CURB AND GUTTER FOR INSTALLATION OF NEW DRIVEWAY.
4. REMOVE EXISTING CURB.
5. REMOVE EXISTING STRIPING BY GRINDING.
6. REMOVE EXISTING STORM DRAIN INLET AND OUTLET STRUCTURE. ABANDON EXISTING PIPE IN PLACE.
7. REMOVE EXISTING PATH.
8. PROTECT EXISTING PATH TO REMAIN.
9. APPROXIMATE LOCATION OF PROPOSED IRRIGATION TRENCH. CONTRACTOR TO SAWCUT AND REMOVE EXISTING A.C. PAVEMENT. SEE LANDSCAPE PLANS FOR ACTUAL TRENCH LOCATION

EXISTING TREE AND ROOT BALL TO BE REMOVED.

NOTES:

1. INTENT OF DEMOLITION PLAN IS TO PROVIDE GENERAL SITE DEMOLITION REQUIREMENTS TO CONTRACTOR. PLAN IS NOT INTENDED TO PROVIDE DETAILED INFORMATION ON SITE REMOVAL, PROTECTION AND PHASING. CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING SITE VISITS TO DEVELOP A DETAILED DEMOLITION PLAN IN ACCORDANCE WITH THE PROPOSED SITE IMPROVEMENTS.
2. SITE DEMOLITION INCLUDES, BUT IS NOT NECESSARILY LIMITED TO:
   - REMOVE EXISTING ASPHALT PAVEMENT, CURBS, AND PEDESTRIAN PATHWAYS.
   - REMOVE EXISTING DRAIN INLET.
   - REMOVE EXISTING TREE INCLUDING ROOTS.
   -
   - REMOVE/ADJUST EXISTING ABOVE GROUND AND UNDERGROUND UTILITIES, INCLUDING IRRIGATION FACILITIES. COORDINATE EXTENT OF IRRIGATION IMPROVEMENTS WITH LANDSCAPE PLANS
   - REMOVE AND REPLACE LANDSCAPING. COORDINATE EXTENT OF IMPROVEMENTS WITH LANDSCAPE PLAN.
   - REMOVALS AND RELOCATIONS OF EXISTING SIGNS.
   - ADJUST ALL EXISTING SURFACE UTILITIES TO REMAIN WITHIN THE PROJECT AREA TO GRADE.
3. CONTRACTOR SHALL DISPOSE OF ALL MATERIALS PROPERLY OFFSITE.
4. LIMITS OF REMOVAL SHOWN ON THESE PLANS ARE APPROXIMATE. CONTRACTOR SHALL MODIFY LIMITS OF DEMOLITION AS NECESSARY TO PROVIDE FOR NEW CONSTRUCTION, BASED ON CONTRACTOR'S METHOD OF CONSTRUCTION.
5. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL FLAGGING FOR VEHICULAR INGRESS/EGRESS.
6. PROJECT VEHICULAR AND PEDESTRIAN ACCESS PLAN SHALL BE PREPARED BY CONTRACTOR.
7. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UTILITIES SHOWN ON THESE PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZE, LOCATION AND DEPTH OF SUCH UNDERGROUND FACILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND FACILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS WHICH ARE NOT SHOWN ON THESE PLANS. IF NO ELEVATION IS SHOWN ON THE PLANS THE CONTRACTOR SHALL ASSUME THE ELEVATION IS UNKNOWN.

0 10 20 40 60

SCALE IN FEET

DATE SIGNED: ____________

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REGISTERED PROFESSIONAL ENGINEER DANIEL A. FENOCCHIO No. C51484 CIVIL STATE OF CALIFORNIA

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CHECKED BY	DF
SCALE	1" = 20'

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CONSTRUCTION DOCUMENTS
CSUS LID STORMWATER SYSTEM
JED SMITH DRIVE DEMOLITION PLAN

CALIFORNIA STATE UNIVERSITY, SACRAMENTO CALIFORNIA

SHEET **JS-C1** OF **6**

DATE: 4/24/2015

JOB NO: 1432.01

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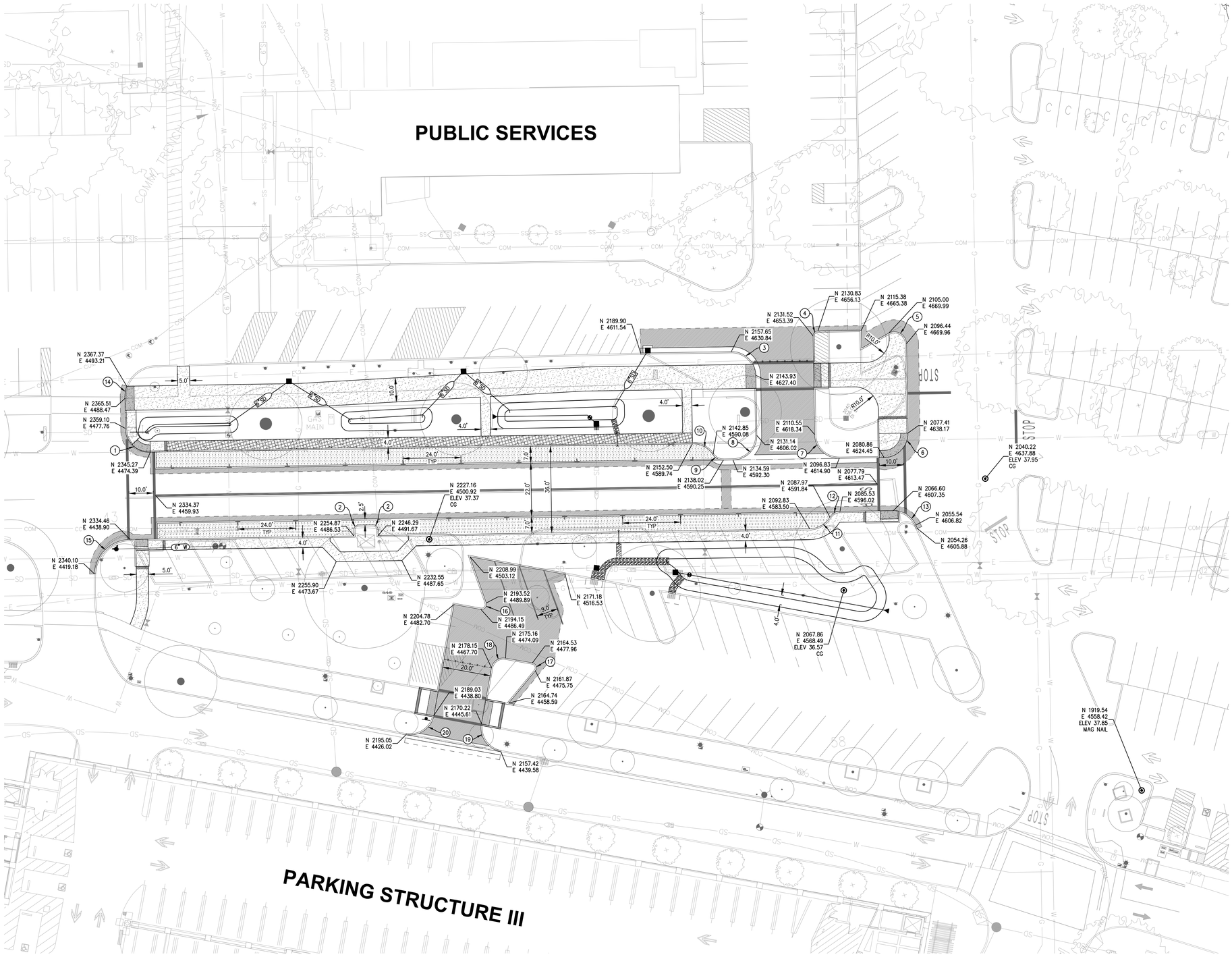

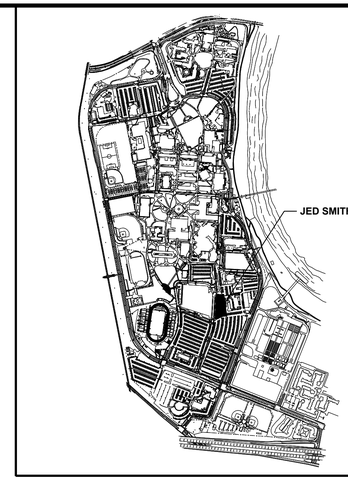

KEY MAP
NTS

CURVE TABLE		
CURVE	LENGTH	RADIUS
1	15.71	10.00
2	3.14	2.00
3	15.71	10.00
4	3.14	2.00
5	10.29	5.00
6	15.71	10.00
7	15.71	10.00
8	15.71	10.00
9	5.04	5.00
10	10.08	10.00
11	10.08	10.00
12	5.04	5.00
13	11.74	10.00
14	5.13	12.92
15	22.58	15.00
16	4.18	2.00
17	4.17	2.00
18	7.83	5.00
19	15.72	10.00
20	15.69	10.00

0 10 20 40 60
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HORIZONTAL CONTROL PLAN
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JS-C2
OF
6

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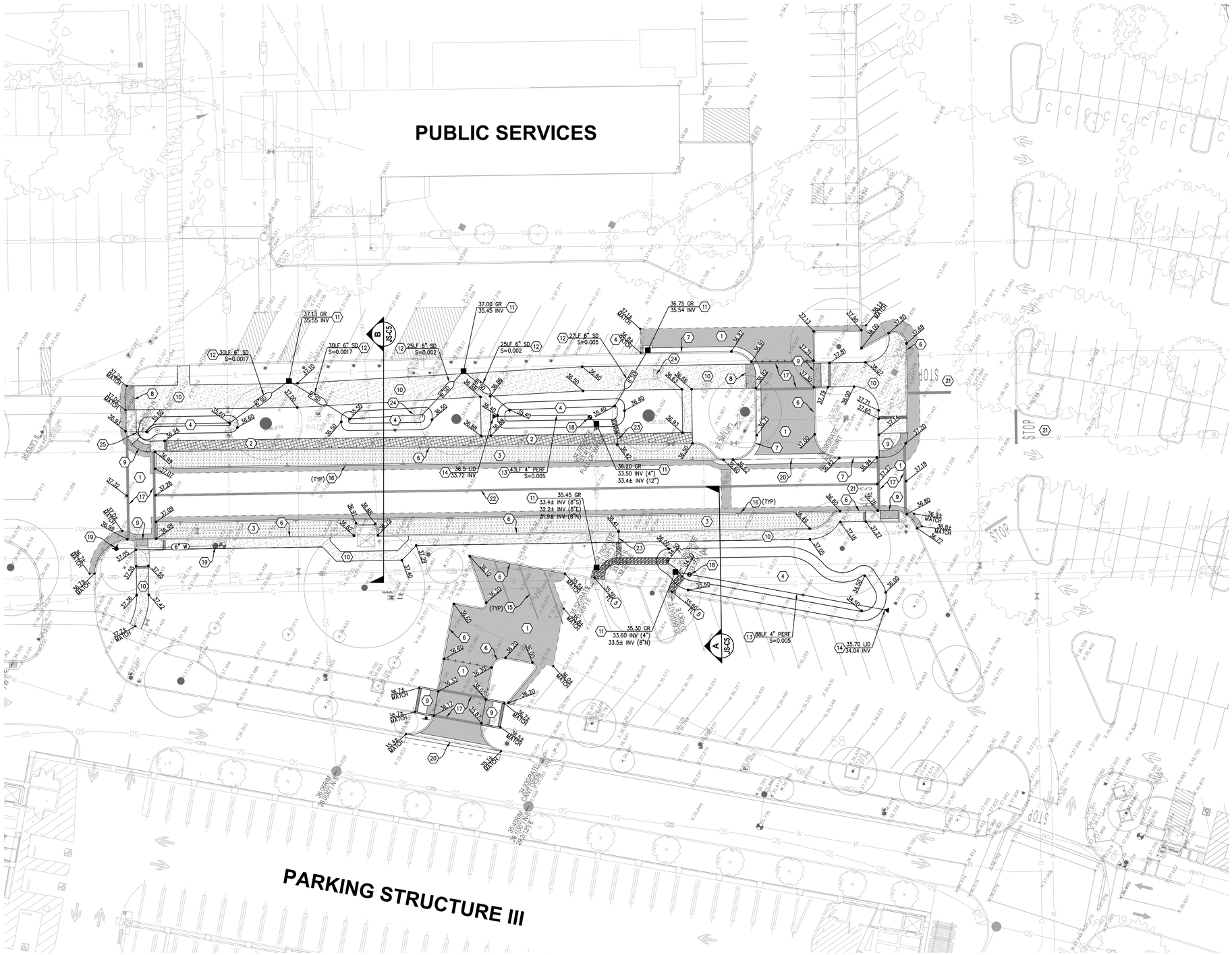

KEY MAP

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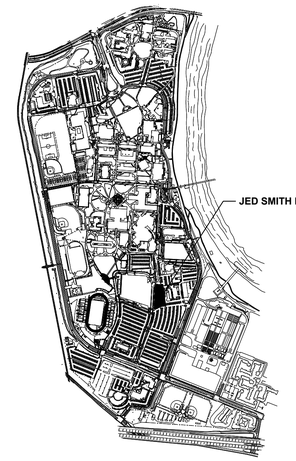

KEYNOTES:

1. CONSTRUCT ASPHALT PAVEMENT SECTION. NEW PAVEMENT SECTION TO MATCH EXISTING (MINIMUM 4" AC OVER 12" AB OVER COMPACTED SUBGRADE).
2. CONSTRUCT PEDESTRIAN PERVIOUS CONCRETE PAVEMENT SECTION 4" PERVIOUS CONCRETE OVER 6" OPEN GRADED AGREGATE BASE, OVER GEOTEXTILE FABRIC, OVER COPACTED SUBGRADE.
3. CONSTRUCT VEHICULAR PERVIOUS CONCRETE PAVEMENT SECTION. 6" PERVIOUS CONCRETE OVER 12" OPEN GRADED AGGREGATE BASE, OVER GEOTEXTILE FABRIC, OVER COMPACTED SUBGRADE.
4. CONSTRUCT RAIN GARDEN PER TYPICAL SECTION ON SHEET JS-C5.
5. CONSTRUCT 24" WIDE CURB OPENING FOR DRAINAGE PER DETAIL ON SHEET JS-C6.
6. CONSTRUCT 6" BARRIER CURB PER DETAIL ON SHEET JS-C6.
7. CONSTRUCT CURB AND GUTTER PER DETAIL ON SHEET JS-C6.
8. INSTALL DETECTABLE WARNING SURFACE, 3' MIN. X FULL WIDTH OF PATH.
9. CONSTRUCT CURB RAMP PER CALTRANS STANDARD PLAN A88A.
10. CONSTRUCT PEDESTRIAN PCC PAVEMENT SECTION. 4" PCC OVER 4" AB OVER COMPACTED SUBGRADE.
11. CONSTRUCT DRAIN INLET PER DETAIL ON SHEET JS-C6.
12. INSTALL 6" HDPE STORM DRAIN PIPE.
13. INSTALL 4" PERFORATED HDPE STORM DRAIN PIPE SURROUNDED IN 6" (MINIMUM) GRAVEL.
14. INSTALL STORM DRAIN CLEANOUT PER DETAIL ON SHEET JS-C6.
15. STRIPE 4" WHITE PARKING STRIPE.
16. STRIPE 4" WHITE 12"X12"X12" PARKING TEES.
17. STRIPE 12" WHITE CROSSWALK STRIPE.
18. INSTALL DRAIN VALVE PER DETAIL ON SHEET JS-C6.
19. RELOCATE EXISTING FIRE HYDRANT PER DETAILS ON SHEET JS-C5.
20. CONSTRUCT VALLEY GUTTER PER DETAIL ON SHEET JS-C6.
21. STRIPE "STOP" PER CALTRANS STANDARD PLAN A24D AND 12" WHITE STOP BAR.
22. STRIPE DOUBLE YELLOW CENTERLINE PER CALTRANS STANDARD PLAN A20A, DETAIL 21.
23. INSTALL THROUGH CURB DRAIN PER DETAIL ON SHEET JS-C5.
24. EXISTING SIGN TO BE RELOCATED. FOOTINGS TO MATCH EXISTING. CONTRACTOR TO CONFIRM NEW LOCATIONS WITH OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
25. EXTEND EXISTING PIPE 7LF AND RECONSTRUCT HEADWALL TO MATCH EXISTING.

NOTES:

1. CONTRACTOR SHALL ADJUST ALL EXISTING UTILITY STRUCTURES (SHOWN AND NOT SHOWN) TO FINAL GRADE. CONTRACTOR SHALL PERFORM SITE WALK PRIOR TO CONSTRUCTION TO VERIFY ALL EXISTING UTILITY STRUCTURE LOCATIONS. COST OF UTILITY STRUCTURE ADJUSTMENT SHALL BE INCLUDED IN BASE BID.
2. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UTILITIES SHOWN ON THESE PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZE, LOCATION AND DEPTH OF SUCH UNDERGROUND FACILITIES. HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND FACILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS WHICH ARE NOT SHOWN ON THESE PLANS. IF NO ELEVATION IS SHOWN ON THE PLANS THE CONTRACTOR SHALL ASSUME THE ELEVATION IS UNKNOWN.
3. LIMITS OF A.C. PAVEMENT REMOVAL AND REPLACEMENT SHOWN ON THESE PLANS ARE APPROXIMATE. CONTRACTOR SHALL CONFIRM EXISTING MATCH GRADES AND EXTEND LIMITS OF REMOVAL AND REPLACEMENT AS NEEDED BASED ON ACTUAL FIELD CONDITIONS IN ORDER TO PROVIDE POSITIVE DRAINAGE AT A MINIMUM SLOPE OF 1% AND MAXIMUM SLOPE OF 5%.
4. CONTRACTOR SHALL REPLACE ALL LANDSCAPE AREAS DISTURBED DURING CONSTRUCTION.
5. ALL ASPHALT SURFACE REPAIR OVER UTILITY TRENCH IMPROVEMENTS SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF SACRAMENTO STANDARD DWG. NO. T-80 ON SHEET JS-C6.
6. CONTRACTOR SHALL REPLACE ALL EXISTING PAVEMENT MARKINGS DISTURBED DURING CONSTRUCTION IN KIND.
7. ACCESSIBLE PATH OF TRAVEL SHALL MAINTAIN LONGITUDINAL SLOPES LESS THAN 5% AND CROSS SLOPES LESS THAN 2%.
8. ACCESSIBLE CURB RAMPS SHALL MAINTAIN LONGITUDINAL SLOPES LESS THAN 8.33% AND CROSS SLOPES LESS THAN 2%.

0 10 20 40 60

SCALE IN FEET

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REGISTERED PROFESSIONAL ENGINEER
DANIEL A. FENOGLIO
No. C51484
CIVIL
STATE OF CALIFORNIA

NO.	DATE	REVISIONS	BY	APPD.

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SCALE 1" = 20'

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CSUS LID STORMWATER SYSTEM
JED SMITH DRIVE CIVIL IMPROVEMENT PLAN

CALIFORNIA STATE UNIVERSITY, SACRAMENTO CALIFORNIA

SHEET
JS-C3
OF
6

DATE: 4/24/2015

JOB NO: 1432.01

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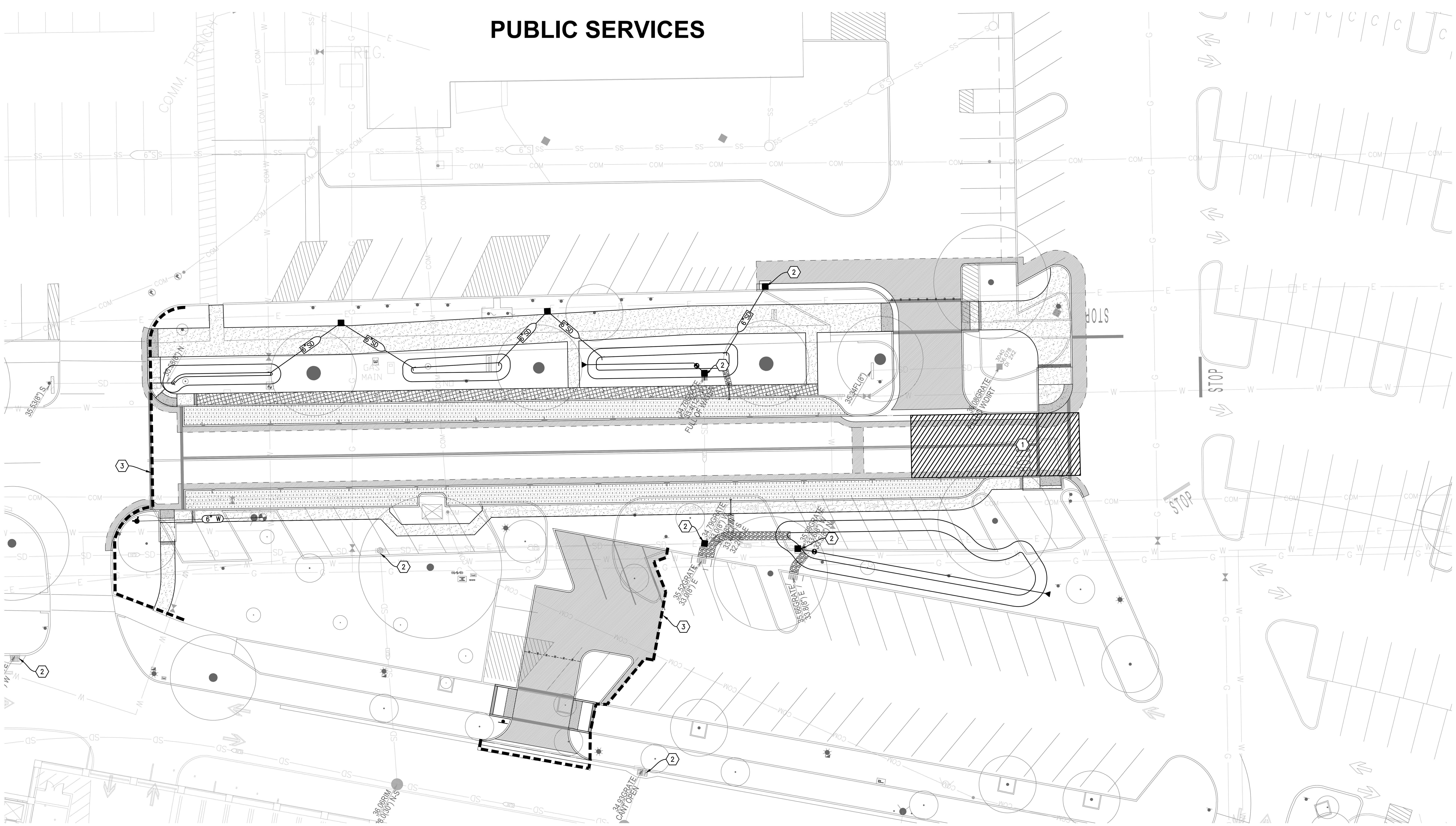
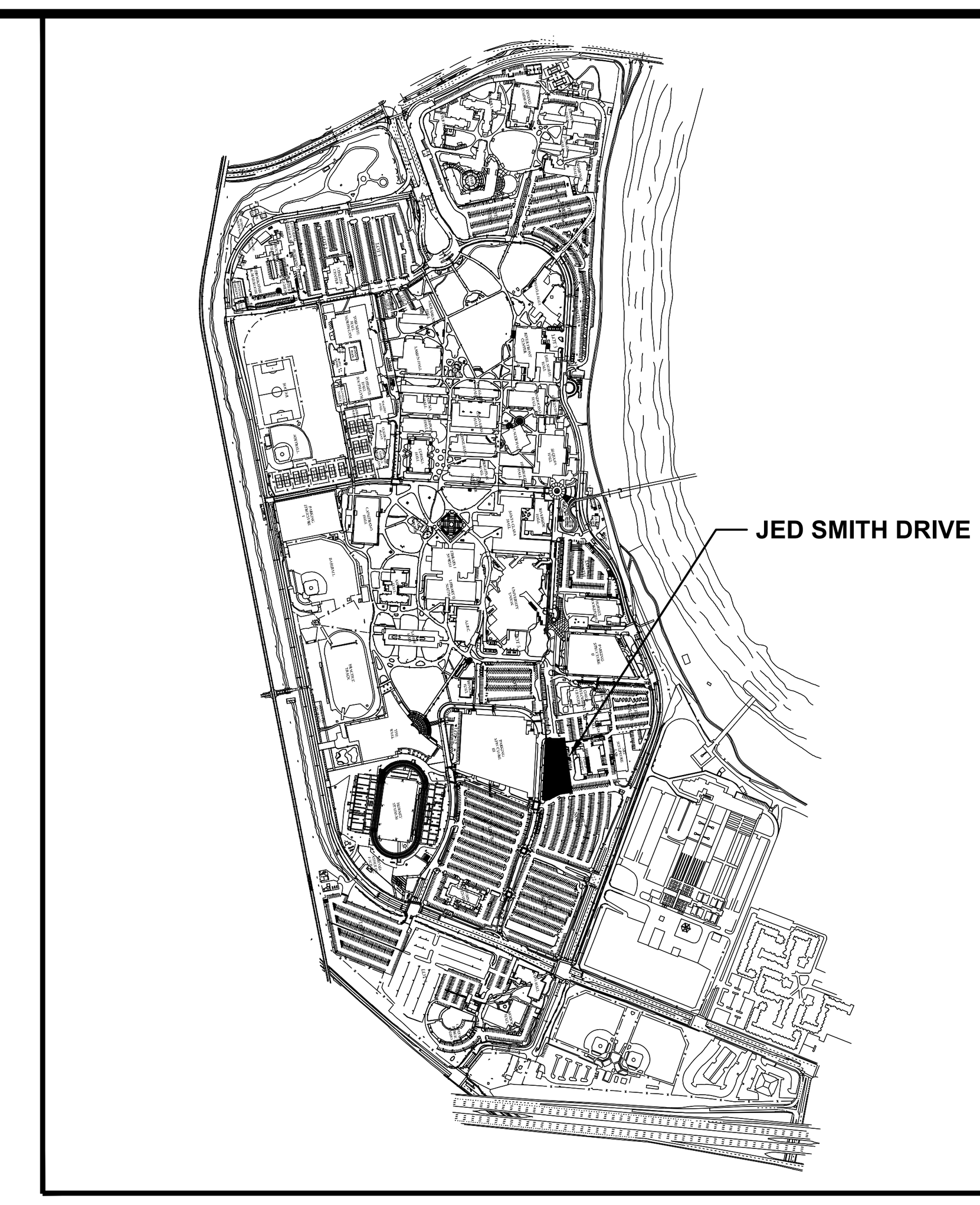




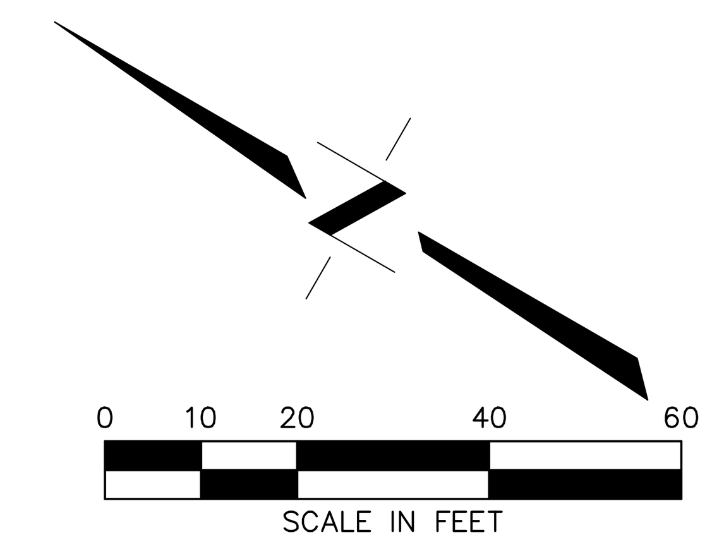
KEY MAP
NTS

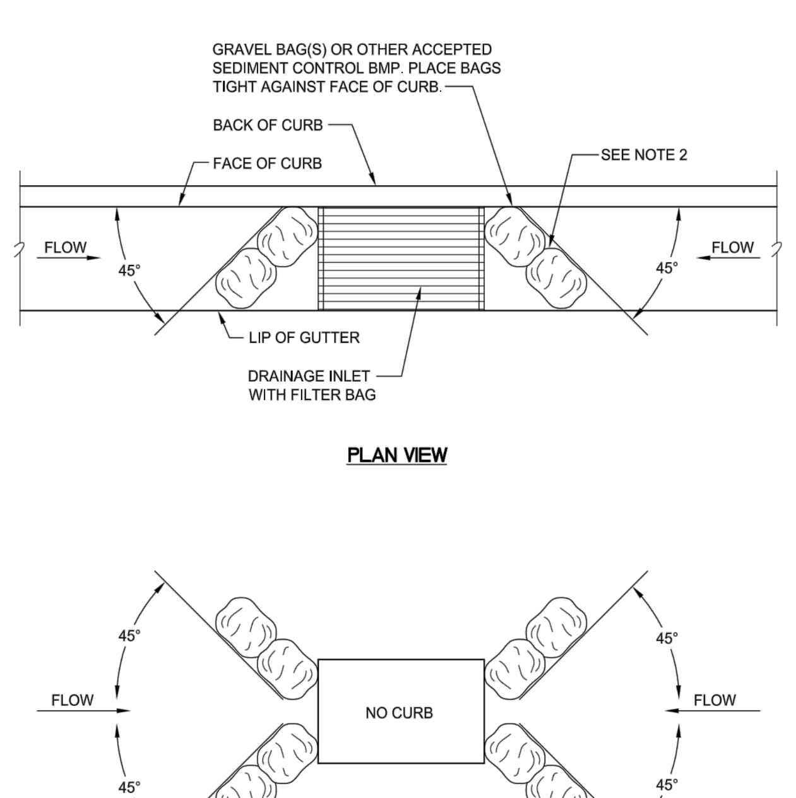
KEYNOTES

1. INSTALL STABILIZED CONSTRUCTION ENTRANCE (IF USED FOR CONSTRUCTION ACCESS) PER CITY OF SACRAMENTO STANDARD DWG. NO. Q–10.
2. INSTALL STORM DRAIN INLET SEDIMENT CONTROL AND FILTER BAG PER CITY OF SACRAMENTO STANDARD DWG. NOs. Q–20 & Q–30.
3. INSTALL FIBER ROLLS PER CITY OF SACRAMENTO STANDARD DWG. NO. Q–40.

NOTE

1. REFER TO SHEET T–3 FOR EROSION CONTROL NOTES.
2. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AREA PER CITY OF SACRAMENTO STANDARD DWG. NO. Q–80. CONTRACTOR SHALL COORDINATE LOCATION WITH CSUS REPRESENTATIVE PRIOR TO CONSTRUCTION.
3. CONTRACTOR SHALL COORDINATE WITH CSUS REPRESENTATIVE FOR MATERIAL STORAGE LOCATION PRIOR TO CONSTRUCTION.



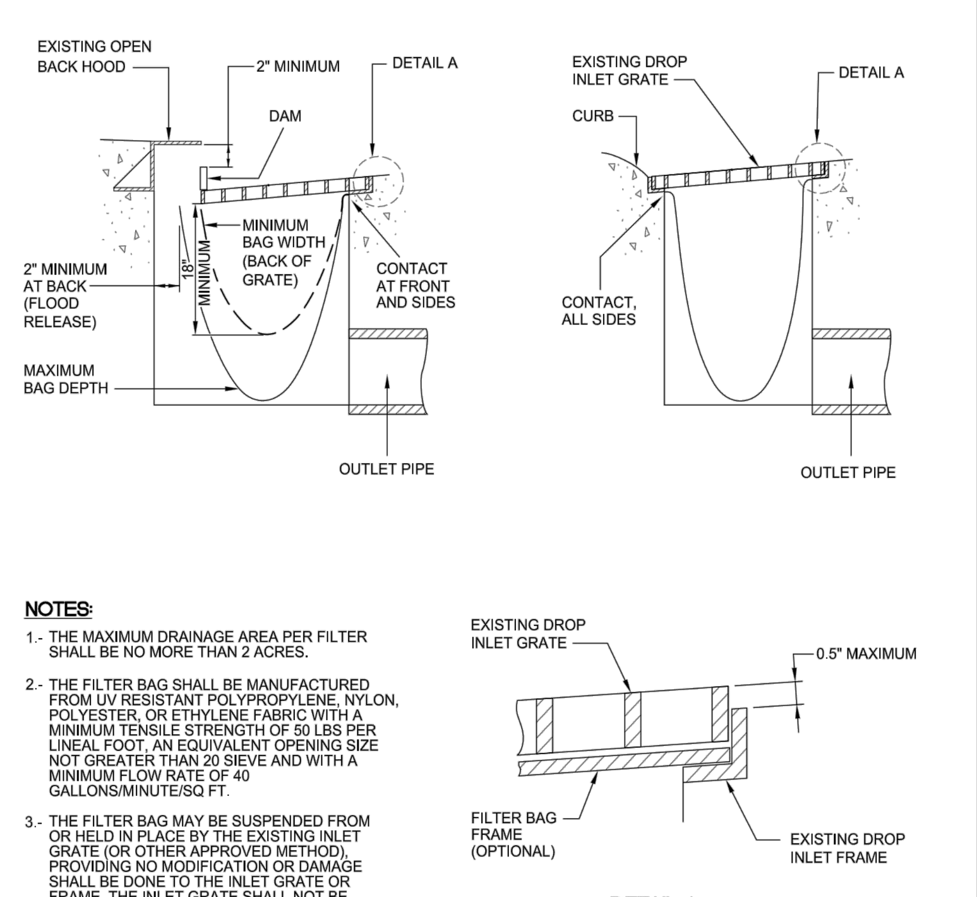


NOTES:
1.- SEDIMENT TRAPPED UPSTREAM OF SEDIMENT CONTROL BMP SHALL BE REMOVED WEEKLY AND PRIOR TO A RAINFALL EVENT.
2.- PLACE BMP'S TIGHTLY TOGETHER AT JOINTS TO PREVENT OR MINIMIZE SEEPAGE AT JOINTS.
3.- INLET SEDIMENT CONTROL MUST BE INSPECTED WEEKLY AND AFTER EACH STORM, AND REPAIRED OR REPLACED AS NEEDED.
4.- INLET SEDIMENT CONTROL IS REQUIRED FOR ALL DI's IN ADDITION TO A STORM DRAIN INLET FILTER BAG.

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES
INLET SEDIMENT CONTROL
APPR'D BY: [illegible] NO SCALE
DATE: MAY 2007 DWG. NO. Q – 20

R:\Utilstds\City_Std_Details\Wtr_Quality_Details\Q_20_InletSedimentControl.DWG

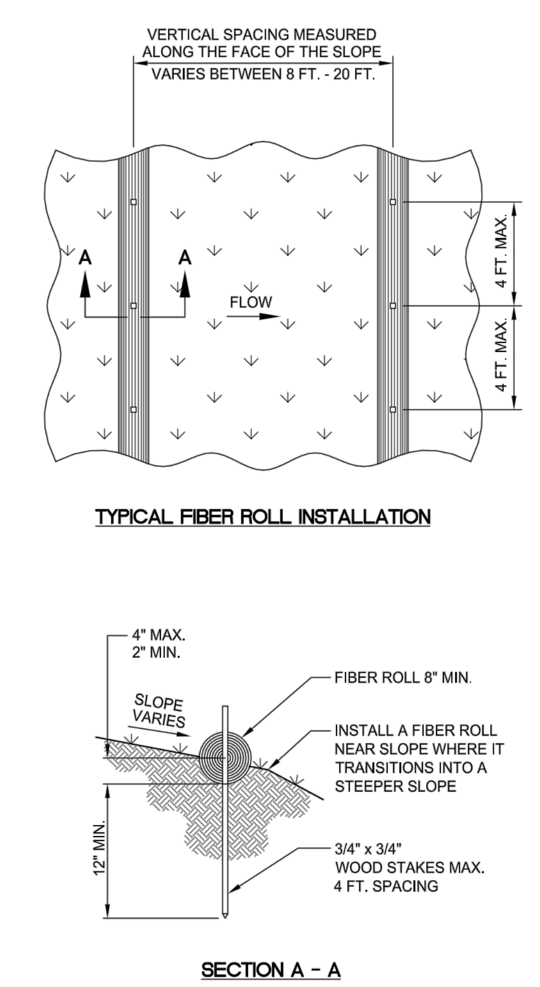


NOTES:
1.- THE MAXIMUM DRAINAGE AREA PER FILTER SHALL BE NO MORE THAN 2 ACRES.
2.- THE FILTER BAG SHALL BE MANUFACTURED FROM UV RESISTANT POLYPROPYLENE, NYLON, POLYESTER, OR ETHYLENE FABRIC WITH A MINIMUM TENSILE STRENGTH OF 50 LBS PER LINEAL FOOT, AN EQUIVALENT OPENING SIZE NOT GREATER THAN 20 SIEVE AND WITH A MINIMUM FLOW RATE OF 40 GALLONS/MINUTE/SQ FT.
3.- THE FILTER BAG MAY BE SUSPENDED FROM OR HELD IN PLACE BY THE EXISTING INLET GRATE (OR OTHER APPROVED METHOD), PROVIDING NO MODIFICATION OR DAMAGE SHALL BE DONE TO THE INLET GRATE OR FRAME. THE INLET GRATE SHALL NOT BE CAUSED TO REST MORE THAN 0.5" 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 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 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.
7.- THIS DETAIL IS SCHEMATIC AND MUST BE ADJUSTED FOR DIFFERENT DI TYPES.

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES
STORM DRAIN INLET FILTER BAG
APPR'D BY: [illegible] NO SCALE
DATE: MAY 2007 DWG. NO. Q – 30

R:\Utilstds\City_Std_Details\Wtr_Quality_Details\Q_30_StormDrainFilterBag.DWG



NOTES:
1.- INSTALL FIBER ROLLS IN A ROW ALONG A LEVEL CONTOUR.
2.- AT ENDS OF A ROW TURN THE LAST TWO FEET UP SLOPE SLIGHTLY.
3.- FIBER ROLLS SHALL BE BUTTED TIGHTLY AT THE JOINTS.
4.- DO NOT OVERLAP JOINTS.
5.- FIBER ROLLS SHALL BE INSPECTED WEEKLY AND AFTER STORMS, AND REPAINTED OR REPLACED AS NEEDED.

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES
FIBER ROLLS
APPR'D BY: [illegible] NO SCALE
DATE: MAY 2007 DWG. NO. Q – 40

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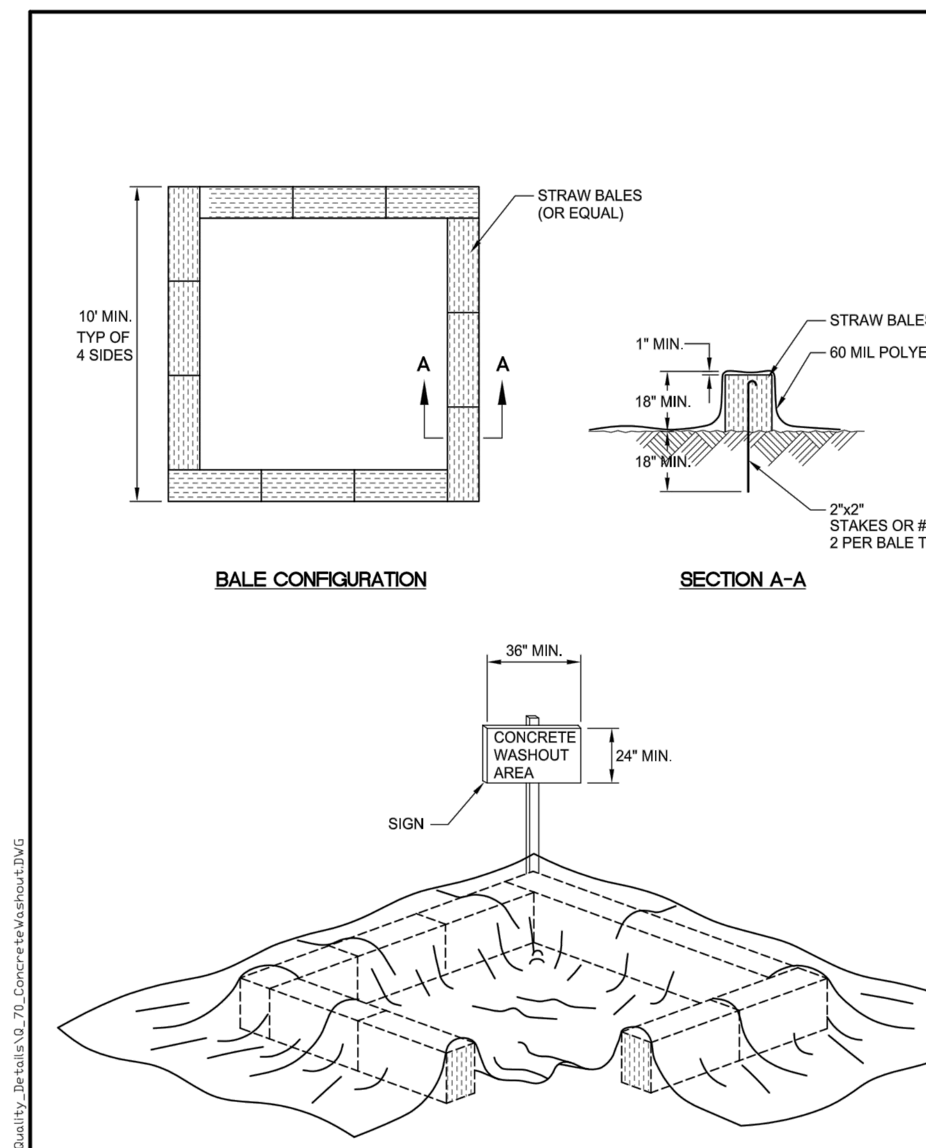

THIS SECTION REMOVED FOR GRAPHICAL REPRESENTATION ONLY. STRAW BALE PERIMETER SHALL BE CONTINUOUS.

NOTES:
1.- FACE SIGN TOWARD NEAREST STREET OR ACCESS POINT
2.- CONCRETE WASHOUT SHALL BE LOCATED BEHIND CURB AND 50 FT. MINIMUM FROM DRAINAGE INLETS OR WATERCOURSES

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES
CONCRETE WASHOUT
APPR'D BY: [illegible] NO SCALE
DATE: MAY 2007 DWG. NO. Q – 80

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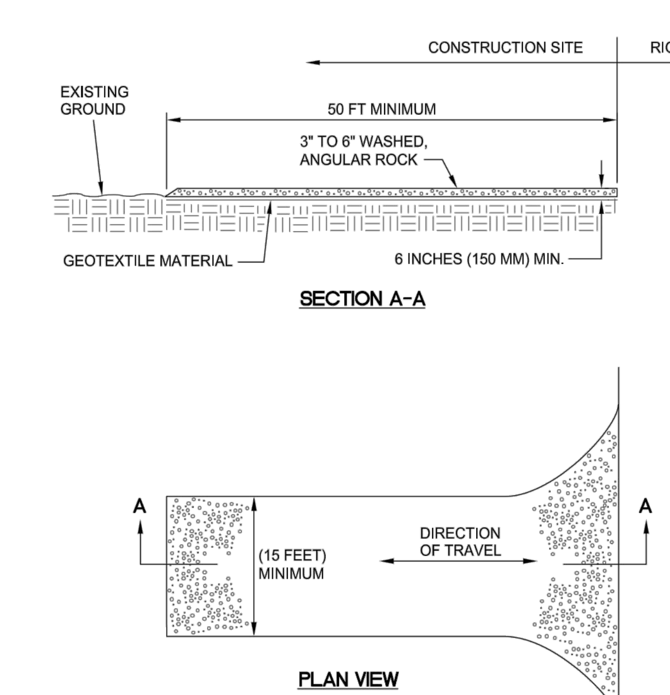

NOTES:
1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED OF 3" TO 6" WASHED, ANGULAR ROCK. MATERIAL SHALL BE PLACED TO A MINIMUM THICKNESS OF 6 INCHES.
2. LENGTH OF ENTRANCE SHALL BE A MINIMUM OF 50 FEET. WIDTH SHALL BE A MIN. OF 15 FT OR GREATER IF NECESSARY TO COVER ALL VEHICULAR INGRESS AND EGRESS. PROVIDE AMPLE TURNING RADII.
3. THE ENTRANCE SHALL BE KEPT IN GOOD CONDITION BY OCCASIONAL TOP DRESSING WITH MATERIAL AS SPECIFIED IN NOTE 1.
4. ACCESSES SHALL BE INSPECTED WEEKLY DURING PERIODS OF HEAVY USAGE, MONTHLY DURING NORMAL USAGE, AND AFTER EACH RAINFALL, WITH MAINTENANCE PROVIDED AS NECESSARY. PERIODIC TOP DRESSING SHALL BE DONE AS NEEDED.

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES
STABILIZED CONSTRUCTION ENTRANCE
APPR'D BY: [illegible] NO SCALE
DATE: MAY 2007 DWG. NO. Q – 10

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JED SMITH DRIVE EROSION CONTROL PLAN

CALIFORNIA STATE UNIVERSITY, SACRAMENTO CALIFORNIA

SHEET
JS-C4
OF
6

DATE: 4/24/2015
JOB NO: 1432.01

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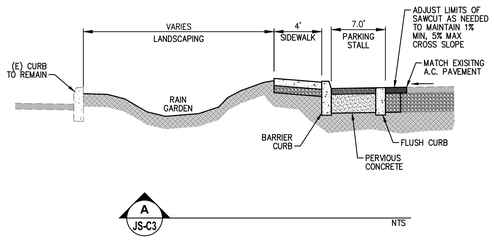
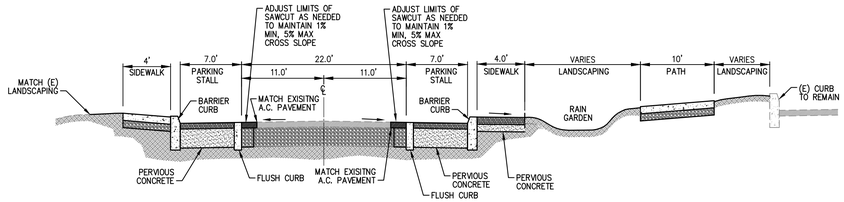


A
JS-C3

NTS



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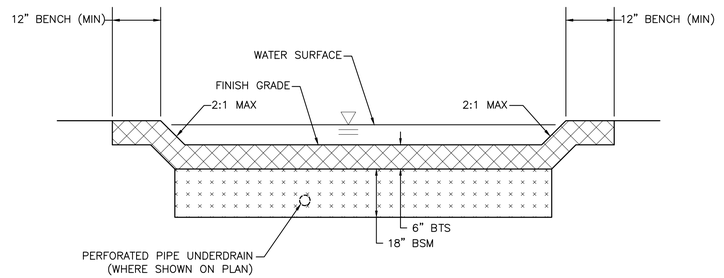
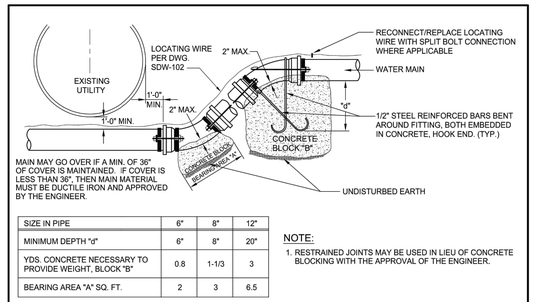
JS-C3

NTS



JED SMITH DRIVE (TYPICAL)
RAIN GARDEN **NTS**

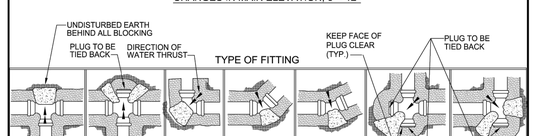


MAIN MAY GO OVER IF A MIN. OF 36" OF COVER IS MAINTAINED. IF COVER IS LESS THAN 36", THEN MAIN MATERIAL MUST BE DUCTILE IRON AND APPROVED BY THE ENGINEER.

SIZE IN PIPE	6"	8"	12"
MINIMUM DEPTH "d"	6"	8"	20"
YDS. CONCRETE NECESSARY TO PROVIDE WEIGHT, BLOCK "B"	0.8	1-1/3	3
BEARING AREA "A" SQ. FT.	2	3	6.5

NOTE:
1. RESTRAINED JOINTS MAY BE USED IN LIEU OF CONCRETE BLOCKING WITH THE APPROVAL OF THE ENGINEER.

CHANGES IN MAIN ELEVATION, 6" - 12"



MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA	MAIN SIZE	BEARING AREA
6"	2	6"	3	6"	3	6"	2	6"	1	6"	3	6"	3
8"	3.5	8"	5	8"	5	8"	3	8"	1.5	8"	5	8"	5
12"	8	12"	11.5	12"	11.5	12"	5	12"	3.5	12"	11.5	12"	11.5

NOTES:
1. ABOVE BEARING AREAS BASED ON 150 PSI SERVICE PRESSURE AND 2000 PSF SOIL BEARING CAPACITY. WHERE SOIL CONDITIONS REQUIRE ADJUSTMENT OF ALLOWABLE BEARING PRESSURE, IN THE OPINION OF THE ENGINEER, REQUIRED BLOCKING AREAS WILL BE ADJUSTED.
2. USE CLASS "D" CONCRETE FOR BLOCKING. SEE STANDARD SPECS.
3. VERTICAL CHANGES IN DIRECTION REQUIRE BLOCKING AS SHOWN ABOVE.
4. CONCRETE THRUST BLOCKING SHALL NOT COMPLETELY INUNDATE FITTING.
5. RESTRAINED JOINTS MAY BE USED IN LIEU OF CONCRETE BLOCKING WITH THE APPROVAL OF THE ENGINEER.
6. MAINTAIN 1'-0" CLEARANCE BETWEEN NEW MAIN AND EXISTING UTILITY SEE W-106.

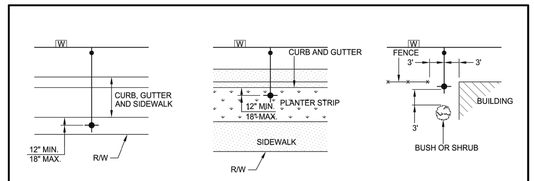
THRUST BLOCKING FOR WATER MAINS 6" THRU 12"

REV.	DATE	DESCRIPTION

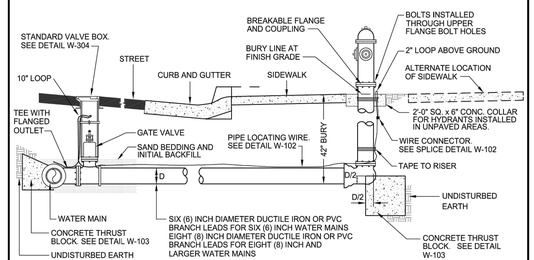
CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES

CHANGES IN MAIN ELEVATION & THRUST BLOCKING FOR WATER MAINS

APPR'D BY: NO SCALE
DATE: MAY 2007 DWG. NO. **W - 103**



PLACEMENT OF FIRE HYDRANTS



ELEVATION

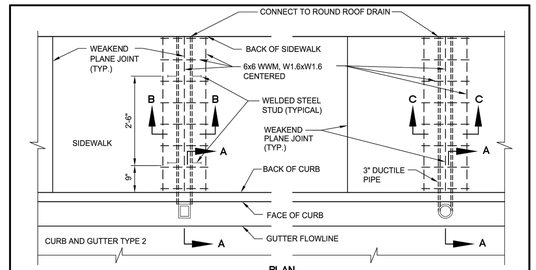
NOTES
1. BODY OF ALL FIRE HYDRANTS SHALL BE PAINTED WITH TWO COATS OF RUST-OLEUM PROFFESSIONAL OIL BASED ENAMEL ALUMINUM #7715 COLOR OR EQUAL.
2. TOP (BONNET OR DOME) OF ALL HYDRANTS SHALL BE PAINTED TO THE FOLLOWING COLOR CODE ACCORDING TO THE SIZE OF THE WATER MAIN THE HYDRANTS ARE CONNECTED TO:
   ORANGE: FOR 4" OR SMALLER MAINS
   RED: FOR 6" MAINS
   YELLOW: FOR 8"- 10" MAINS
   GREEN: FOR 12" AND LARGER MAINS
3. RAISED PAVEMENT MARKERS, SHALL BE PLACED FOR EACH HYDRANT INSTALLATION IN ACCORDANCE WITH SECTION 32-4 OF THESE STANDARD SPECIFICATIONS.
4. THE BLUE REFLECTORS SHALL BE PLACED ON THE HYDRANT SIDE OF THE STREET 5" FROM THE STREET CENTERLINE IN DIRECTION OF THE HYDRANT WITH REFLECTOR SIDES FACING TRAFFIC. PROVIDE TWO MARKERS FOR HYDRANTS INSTALLED AT MAJOR STREET INTERSECTIONS.
5. ONLY ONE (1) 6" OR 12" EXTENSION MAY BE USED FOR FIRE HYDRANT ADJUSTMENT TO GRADE. ALL OTHER ADDITIONAL ADJUSTMENTS MAY BE MADE WITH THE USE OF 45° ELBOWS ON THE HYDRANT LEAD.

REV.	DATE	DESCRIPTION

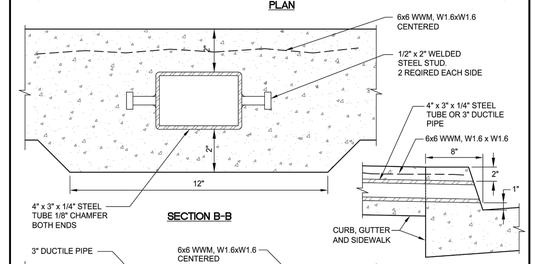
CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES

FIRE HYDRANT INSTALLATIONS

APPR'D BY: NO SCALE
DATE: MAY 2007 DWG. NO. **W - 201**

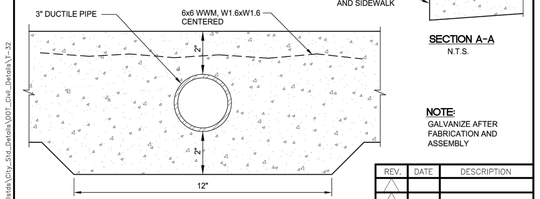


PLAN



SECTION B-B

SECTION A-A
N.T.S.



SECTION C-C

NOTE:
GALVANIZE AFTER FABRICATION AND ASSEMBLY

REV.	DATE	DESCRIPTION

CITY OF SACRAMENTO
DEPARTMENT OF TRANSPORTATION

THROUGH SDWK DRAIN DETAIL (C&G TYPE 2)

APPR'D BY: NO SCALE
DATE: MAY 2007 DWG. NO. **T - 32**

DESIGNED BY NC
DRAWN BY NC
CHECKED BY DF
SCALE AS SHOWN

NO.	DATE	REVISIONS	BY	APPD.

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CUNNINGHAM ENGINEERING

CONSTRUCTION DOCUMENTS
CSUS LID STORMWATER SYSTEM
JED SMITH DRIVE SECTIONS AND DETAILS
CALIFORNIA STATE UNIVERSITY, SACRAMENTO CALIFORNIA

DATE SIGNED:
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REGISTERED PROFESSIONAL ENGINEER DANIEL A. FENOCCHIO No. C51484 CIVIL STATE OF CALIFORNIA

SHEET **JS-C5**
OF **6**
DATE: 4/24/2015
JOB NO: 1432.01

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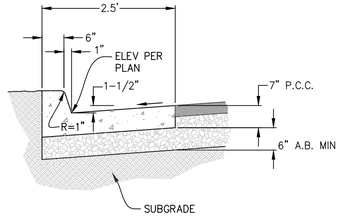
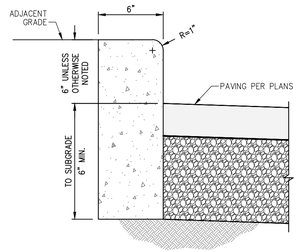


NOTE:
PREMOLDED EXPANSION JOINTS SHALL BE PLACED AT 50 FOOT INTERVALS ALONG CURB CONSTRUCTION WITH SCORED CRACK CONTROL JOINTS AT 10 FOOT INTERVALS. THE SCORING SHALL BE ⅛ INCH THICK AND 1 INCH DEEP. EXPANSION AND CRACK CONTROL JOINTS IN CURBING ADJACENT TO CONCRETE FLAT WORK SHALL MEET AND MATCH SIMILAR JOINTS IN SUCH FLAT WORK.

CURB AND GUTTER DETAIL
NTS



BARRIER CURB DETAIL
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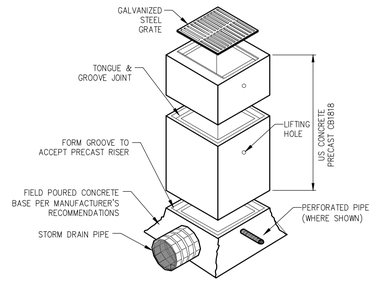
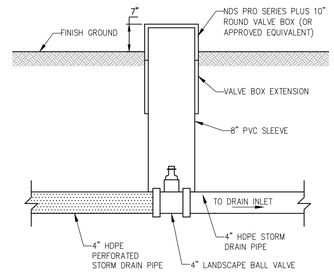
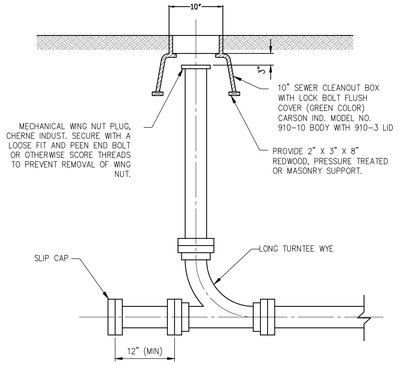


DRAIN INLET DETAIL
NTS



DRAIN VALVE DETAIL
NTS



STORM DRAIN CLEANOUT DETAIL
NTS

TYPICAL TRENCH SECTION

TABLE A			
TRENCH WIDTHS			
PIPE TYPE	PIPE I.D.	MINIMUM DIMENSION	MAXIMUM DIMENSION[3]
RIGID[1]	≤12"	PIPE O.D. + 16"	PIPE O.D. + 24"
	>12"	PIPE O.D. + 20"	PIPE O.D. + 36"
FLEXIBLE[2]	ALL	PER ASTM D2321[3] OR THE PIPE MANUFACTURER'S RECOMMENDATIONS, WHICHEVER IS GREATER.	

(1) RIGID PIPE = RCP, VCP & DIP.
(2) FLEXIBLE PIPE = ALL PIPE OTHER THAN RIGID PIPE. ⚠
(3) ASTM D2321 STATES THAT THE MINIMUM TRENCH WIDTH SHALL BE EQUAL TO THE PIPE O.D. PLUS 16" OR THE PIPE O.D. TIMES 1.25 PLUS 12", WHICHEVER IS GREATER.
(4) IF THE MAXIMUM DIMENSION AT THE TOP OF THE PIPE IS EXCEEDED, CONTRACTOR SHALL PROVIDE STRONGER PIPE OR IMPROVED BEDDING AND BACKFILL CONDITIONS, AS APPROVED BY THE ENGINEER, TO MEET THE NEW LOADING.

NOTES: ⚠

1. EXCAVATION, BACKFILL AND RE-PAVING OF TRENCHES SHALL CONFORM TO THE STANDARD SPECIFICATIONS UNLESS OTHERWISE INDICATED BY THE PLANS, PERMIT, SPECIAL PROVISIONS, OR THE ENGINEER.
2. TRENCH BACKFILL SHALL CONSIST OF CLASS 2 AGGREGATE BASE (AB) OR JOB EXCAVATED, NATIVE SOIL. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR STOCKPILING, DRYING, WETTING OR PROCESSING THE NATIVE SOIL OR AB TO MEET THE MINIMUM STABILITY AND RELATIVE COMPACTION CRITERIA.
3. UNLESS OTHERWISE INDICATED IN THE SPECIAL PROVISIONS, THE NEW PERMANENT PAVEMENT SHALL CONFORM TO THE TYPE AND THICKNESS OF THE PAVEMENT REMOVED. IN NO CASE SHALL THE NEW PAVEMENT SECTION BE LESS THAN FOUR INCHES (4") OF AC ON TWELVE INCHES (12") OF CLASS 2 AGGREGATE BASE (AB).
4. EXISTING AC > 4" THICK: GRIND EXISTING AC 2" DEEP AND 6" WIDER THAN TRENCH ON BOTH SIDES. PLACE NEW AC.
5. EXISTING AC ≤ 4" THICK: SAW CUT AND PLACE NEW AC 6" WIDER THAN TRENCH AS SHOWN ON BOTH SIDES.
6. NON-PAVEMENT AREAS: IN NON-PAVEMENT AREAS, THE PAVEMENT SECTION SHALL BE REPLACED WITH JOB EXCAVATED NATIVE SOIL OR OTHER APPROVED BACKFILL COMPACTED TO AT LEAST 90% RELATIVE COMPACTION PER ASTM D1557.
7. SHOVEL SLICE, TAMP, AND/OR VIBRATE MATERIAL UNDER AND AROUND THE PIPE TO A FIRM NON-YIELDING CONDITION TO SATISFACTION OF THE ENGINEER.

REV.	DATE	DESCRIPTION
⚠	4/11/12	Changed per Adendum 2
⚠		
⚠		

CITY OF SACRAMENTO DEPARTMENT OF UTILITIES	TRENCH BACKFILL AND RESURFACING	APP'D BY: _____ NO SCALE
		DATE: APRIL 2012 DWG. NO. T - 80

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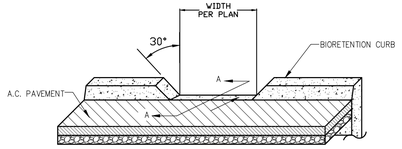
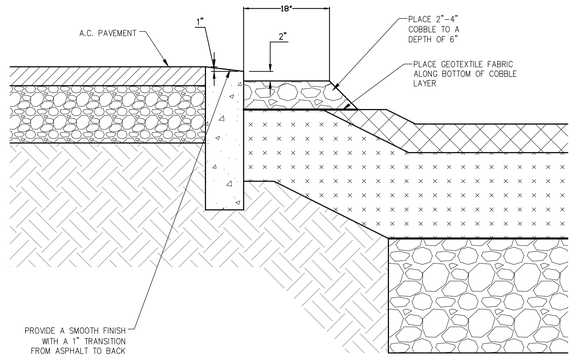
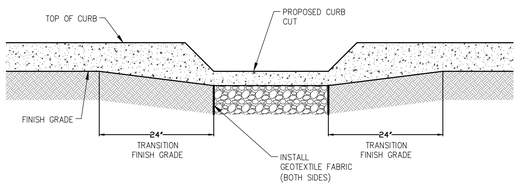


PARKING LOT VIEW



SECTION A-A



PLANTER VIEW

CURB OPENING DETAIL
NTS

VALLEY GUTTER
NTS

DATE SIGNED: _____
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REGISTERED PROFESSIONAL ENGINEER
DANIEL A. FENOCCHIO
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OF 6
DATE: 4/24/2015
JOB NO: 1432.01

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