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YUBA COUNTY GENERAL NOTES

GENERAL:

2. CONTRACTOR SHALL HAVE APPROVED PLANS IN HIS POSSESSION AND SHALL SCHEDULE PRECONSTRUCTION MEETING PRIOR TO CONSTRUCTION.

3. TO SCHEDULE A PUBLIC WORKS INSPECTION, CALL (530) 749-5656 AT LEAST TWO (2) WORKING DAYS PRIOR TO INSPECTION, EXCLUDING WEEKENDS AND HOLIDAYS.

4. IF WORK IS BEING DONE WITHIN THE COUNTY RIGHT OF WAY, CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM PUBLIC WORKS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

5. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO PUBLIC WORKS FOR APPROVAL AT LEAST TWO (2) WORKING DAYS PRIOR TO PRECONSTRUCTION MEETING, EXCLUDING WEEKENDS AND HOLIDAYS. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO PUBLIC WORKS FOR APPROVAL PRIOR TO CONSTRUCTION.

6. CONTRACTOR SHALL PROVIDE FOR PUBLIC SAFETY AND TRAFFIC CONTROL IN ACCORDANCE WITH STATE OF CALIFORNIA MANUAL OF TRAFFIC CONTROLS. CONTRACTOR SHALL PROVIDE FOR SAFE VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

7. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES FOR VERIFICATION OF THE LOCATIONS OF ALL UNDERGROUND FACILITIES. CALL UNDERGROUND SERVICE ALERT (USA) AT 1-800-227-2600 TWO (2) WORKING DAYS BEFORE ANY EXCAVATION. THE CONTRACTOR SHALL CONTACT THE PUBLIC WORKS DEPARTMENT 8 WORKING DAYS PRIOR TO ANY WORK NEAR COUNTY OPERATED TRAFFIC SIGNALS FOR MARKING OUT FACILITIES. IF THE CONTRACTOR FAILS TO NOTIFY THE COUNTY AND DAMAGES TO TRAFFIC SIGNAL FACILITIES OCCUR, THE CONTRACTOR WILL BE RESPONSIBLE TO PAY ALL COSTS TO REPAIR THE DAMAGED FACILITIES.

8. THE CONTRACTOR IS RESPONSIBLE FOR THE PRESERVATION OF PROPERTY PER SECTION 7-1.11, 8-1.10 AND 15-1.02 OF THE STATE'S STANDARD SPECIFICATION.

9. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING MONUMENTS AND OTHER SURVEY MARKERS. MONUMENTS AND SURVEY MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL PROVIDE COUNTY SURVEYOR WITH 2 WORKING DAYS NOTICE PRIOR TO MONUMENT REPLACEMENT.

10. THE PRIME CONTRACTOR SHALL DESIGNATE A PERSON(S) WHO SHALL HAVE THE AUTHORITY TO REPRESENT AND ACT FOR THE CONTRACTOR ON THE JOB SITE DURING ALL WORKING AND NON-WORKING HOURS AND PROVIDE PUBLIC WORKS WITH CONTACT AND EMERGENCY CONTACT PHONE INFORMATION.

11. CONTRACTOR SHALL HAVE APPROVED PLANS AVAILABLE ON SITE DURING CONSTRUCTION AND CONTRACTOR SHALL CONSTRUCT ALL IMPROVEMENTS TO THE LINE AND GRADE SHOWN ON THE PLANS. ANY DEVIATION FROM THE PLANS SHALL REQUIRE THE WRITTEN APPROVAL OF PUBLIC WORKS.

12. THE CONTRACTOR SHALL BE IN COMPLIANCE WITH DUST CONTROL PER SECTION 10, STATE OF CALIFORNIA STANDARD SPECIFICATIONS AND AS REQUIRED BY THE FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT.

13. WHERE WORK IS TO BE DONE IN AN OFF-SITE EASEMENT, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER IN WRITING AT LEAST 2 WORKING DAYS PRIOR TO COMMENCING WORK.

14. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF EXISTING TRAFFIC DELINEATION AND SIGNS. ANY TRAFFIC DELINEATION OR SIGNS DAMAGED DURING ROAD CONSTRUCTION SHALL BE REPLACED WITH LIKE KIND OR AS APPROVED BY PUBLIC WORKS AT THE CONTRACTOR'S EXPENSE.

15. EPOXY 12-INCH LONG #4 REBAR AT 2 FEET ON CENTER WHEN ADJOINING CONCRETE IS NOT POURED MONOLITHICALLY.

16. PRIOR TO PLACING CURB, GUTTER, SIDEWALK, ASPHALT CONCRETE, OR BASE MATERIAL, ALL UNDERGROUND FACILITIES WITHIN THE ROAD RIGHT-OF-WAY SHALL BE INSTALLED, BACKFILL COMPLETED, AND THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE YUBA COUNTY PUBLIC WORKS DEPARTMENT THAT EACH OF THE UTILITY COMPANIES HAVING FACILITIES WITHIN THE WORK AREA HAVE SATISFACTORY PASSES ACCEPTANCE TESTS.
ABBREVIATIONS

AB  AGGREGATE BASE
AC  ASPHALT CONCRETE
ADT AVERAGE DAILY TRAFFIC COUNT
ASTM AMERICAN SOCIETY FOR TESTING AND MATERIALS
BC  BEGIN CURVE
BMP BEST MANAGEMENT PRACTICES
C & G CURB AND GUTTER
CIP CAST IN PLACE
CL  CENTERLINE
CMP CORRUGATED METAL PIPE
CD  CLEANOUT
CR CURB RETURN
CSP CORRUGATED STEEL PIPE
DI  DRAIN INLET
DW  DRAVENWAY
EC  END CURVE
EL  ELEVATION
EP  EDGE OF PAVEMENT
FES FLARED END SECTION
FL  FLOWLINE
FOC FACE OF CURB
GB  GRADE BREAK
HDPE HIGH DENSITY POLYETHYLENE
HP  HINGE POINT/HIGH POINT
ID  INSIDE DIAMETER
INV PIPE INVERT
LE  LANDSCAPE EASEMENT
LIP LIP OF GUTTER
MAX MAXIMUM
MIN MINIMUM
MON MONUMENT
NTS NOT TO SCALE
OD  OUTSIDE DIAMETER
PCC PORTLAND CEMENT CONCRETE
PG  PERFORMANCE GRADE
PI  POINT OF INTERSECTION
PL  PROPERTY LINE
PP  POWER POLE
PUE PUBLIC SERVICE EASEMENT
PUE PUBLIC UTILITY EASEMENT
PVC POLY-VINYL-CHLORIDE
RCP REINFORCED CONCRETE PIPE
R/W RIGHT OF WAY
SB  SUBBASE
SD  STORM DRAIN
SG  SUBGRADE
SS  SANITARY SEWER
STA  STATION
STD STANDARD
SW  SIDEWALK
SWPPP STORM WATER POLLUTION PREVENTION PLAN
TBC  TOP BACK OF CURB
TBW  TOP BACK OF WALK
TI  TRAFFIC INDEX
TYP  TYPICAL
WV  WATER VALVE
YC  YUBA COUNTY

YUBA COUNTY GENERAL NOTES
(CONTINUED)

GENERAL:
17. THE STORM DRAIN SYSTEM SHALL HAVE WATERTIGHT JOINTS AT ALL CONNECTIONS.
18. BEFORE THE STORM DRAIN SYSTEM IS ACCEPTED, IT SHALL BE FLUSHED CLEAN AND ALL FOREIGN MATERIAL REMOVED TO THE SATISFACTION OF PUBLIC WORKS.
19. PRIOR TO ACCEPTANCE OF IMPROVEMENTS, CONTRACTOR SHALL SUBMIT WRITTEN APPROVAL FROM PG&E FOR STREET LIGHTS, MAINTENANCE BOND AND AS-BUILT PLANS.
20. ALL STRUCTURAL CONCRETE SHALL HAVE A 28 DAY COMPRRESSIVE STRENGTH OF 3600 PSI AND ALL OTHER CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 2500 PSI.
21. EROSION AND SEDIMENT CONTROL MEASURES FOR THIS PROJECT SHALL BE IN COMPLIANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THE PROJECT IN ACCORDANCE WITH THE STATE'S GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES AND THE COUNTY ACCEPTED EROSION AND SEDIMENT CONTROL PLAN. ACCORDING TO STATE LAW, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER THAT THE SWPPP BMP'S AND BINDER ARE KEPT UP TO DATE TO REFLECT CHANGING SITE CONDITIONS AND THE BINDER IS AVAILABLE ON THE PROJECT SITE AT ALL TIMES FOR REVIEW BY LOCAL AND STATE INSPECTORS.
22. THERE SHALL BE A ONE (1) YEAR MAINTENANCE PERIOD AFTER THE IMPROVEMENTS ARE ACCEPTED. THERE SHALL BE AN ADDITIONAL ONE (1) YEAR MAINTENANCE PERIOD FOR ANY ITEMS NEEDING REPAIRS AT THE END OF THE MAINTENANCE PERIOD.
23. IN URBAN SUBDIVISIONS A MINIMUM OF ONE STREET TREE PER 40' OF STREET FRONTAGE MEASURED FROM CURB RETURN TO CURB RETURN SHALL BE PLANTED ALONG EACH BLOCK. THERE SHALL BE A MINIMUM OF ONE STREET TREE PER LOT WITH SOME LOTS REQUIREING MORE THAN ONE STREET TREE TO MEET THE FRONTAGE REQUIREMENTS. ALL STREET TREES ARE TO BE LOCATED IN AN IRRIGATED AND LANDSCAPED AREA BETWEEN THE SIDEWALKS AND CURB. ALL TREES SHALL BE PLANTED AND INSPECTED PRIOR TO COMMUNITY DEVELOPMENT DIVISION'S CLEARANCE FOR A FINAL CERTIFICATE OF OCCUPANCY.
24. CONTRACTOR SHALL PROVIDE A COPY OF THE APPROVED AND SIGNED UTILITY PLAN AND COMPOSITE PLAN PRIOR TO COMMENCING ANY DRY UTILITY INSTALLATION.
25. THERE SHALL BE A 2 FOOT MINIMUM CLEARANCE BETWEEN THE BACK OF CURB AND THE OUTER EDGE OF THE STREET LIGHT POLE OR STREET LIGHT FOUNDATION FOR DETACHED SIDEWALK.

EARTHWORK:
1. ALL EXCAVATION, EMBANKMENT, AND BACKFILL SHALL CONFORM TO THE PROVISIONS IN SECTION 19, "EARTHWORK" OF THE STATE STANDARD SPECIFICATIONS.
2. CLEARING AND GRUBBING SHALL CONFORM TO THE PROVISIONS OF SECTION 16 OF THE STATE STANDARD SPECIFICATIONS.
3. CONSTRUCTION ACTIVITIES OCCURRING BETWEEN OCTOBER 1 AND APRIL 30 SHALL TREAT THE SUBGRADE FOR STABILIZATION AS PROPOSED BY GEOTECHNICAL ENGINEER AND AS APPROVED BY PUBLIC WORKS.
4. FROM OCTOBER 1 TO APRIL 30 NO MORE THAN 300' OF OPEN TRENCHES ARE ALLOWED THROUGHOUT PROJECT SITE AT ONE TIME AND ALL TRENCHES SHALL BE BACKFILLED PRIOR TO RAIN EVENTS.
5. CONTRACTOR IS NOTIFIED THAT JETTING IS NOT ALLOWED IN ANY TRENCHES.
6. ANY TRENCHES IN THE SECTION FROM BACK OF CURB TO BACK OF SIDEWALK SHALL BE BACKFILLED WITH NATIVE MATERIAL AND COMPACTED TO 90% RELATIVE COMPACTION.
7. ALL COMPACTION TESTS SHALL BE CERTIFIED BY A REGISTERED CIVIL ENGINEER PRIOR TO SUBMITTING TEST RESULTS TO THE PUBLIC WORKS DEPARTMENT.
8. COMPACTION AROUND MANHOLES, DIPS AND BOXES SHALL BE TESTED ON FOUR SIDES (EQUALLY SPACED) AT 2 FOOT VERTICAL INTERVALS.
9. IF COMPACTION REQUIREMENTS CAN NOT BE MET THEN A RECOMMENDATION FROM A GEOTECHNICAL ENGINEER SHALL BE SUBMITTED FOR APPROVAL BY THE PUBLIC WORKS DEPARTMENT.

YUBA COUNTY DEPARTMENT OF PUBLIC WORKS

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YUBA COUNTY
DEPARTMENT OF PUBLIC WORKS

SYMBOLS & ABBREVIATIONS

APPROVED BY: 8-29-06
DATE:
YUBA COUNTY GENERAL NOTES (CONTINUED)

PAVING:

1. AB SHALL CONFORM TO THE PROVISIONS OF SECTION 26 OF THE STATE STANDARD SPECIFICATIONS FOR CLASS 2 AGGREGATE BASE.

2. AC SHALL CONFORM TO THE STATE’S STANDARD SPECIFICATIONS PG 64–10 (VALLEY) OR PG 64–28 (FOOTHILLS), 1/2 INCH MINIMUM TO 3/4 INCH MAXIMUM. PRIME COAT SHALL BE SC–70 AND SHALL BE APPLIED IF AGGREGATE BASE IS SUBJECTED TO TRAFFIC OR INCLEMENT WEATHER PRIOR TO PAVING.

3. FOR PAVEMENT WIDENING, AC SURFACES SHALL BE SAWCUT A MINIMUM OF ONE FOOT INSIDE THE EP TO A NEAT, STRAIGHT LINE AND REMOVED AS DETERMINED BY PUBLIC WORKS. ASPHALT EMULSION SHALL BE APPLIED TO THE EXPOSED EDGE PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED AND RECOMPACTED PRIOR TO PAVING.

4. FROM OCTOBER 1 TO APRIL 30, PRIOR TO PAVING, ALL BACK OF CURB SHALL BE BACKFILLED TO WITHIN 1 INCH OF TOP OF CURB AND SHALL BE SLOPED AWAY FROM CURB UNLESS APPROVED BY PUBLIC WORKS AND SHALL BE MAINTAINED UNTIL LANDSCAPING IS IN PLACE.

5. THE FINISHED GRADE OF AC SHALL BE PLACED 0.25” ABOVE THE LIP OF GUTTER.

6. PRIOR TO ACCEPTANCE OF IMPROVEMENTS, IF THE FINISHED PAVEMENT SURFACE REQUIRES SAW CUTTING FOR REPAIRS, THE PAVEMENT SHALL BE GROUND FROM LIP OF GUTTER TO LIP OF GUTTER AND FROM INTERSECTION TO INTERSECTION AND SHALL BE REPAMED OR AS DETERMINED BY PUBLIC WORKS.
NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. VERTICAL CURB REQUIRED AT ALL PARKS, SCHOOLS AND CURB RETURNS OR AS DIRECTED BY PUBLIC WORKS.

3. DESIGN SPEED OF 30 MPH OR AS APPROVED BY PUBLIC WORKS.

4. LIME TREATMENT SECTION, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION

5. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R–VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. LIME TREATMENT SECTION, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

3. OPTIONAL RAISED MEDIAN TO BE DETERMINED BY PUBLIC WORKS. SEE STANDARD MEDIAN DETAIL.

4. DESIGN SPEED OF 50 MPH OR AS APPROVED BY PUBLIC WORKS.

5. RIGHT TURN TAPER REQUIRED AT ALL INTERSECTIONS WITH LOCAL ROADS.

6. RIGHT TURN LANE REQUIRED AT ALL INTERSECTIONS WITH ARTERIAL/COLLECTOR ROADS.

7. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. LIME TREATMENT SECTION, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

3. DESIGN SPEED OF 60 MPH OR AS APPROVED BY PUBLIC WORKS.

4. RIGHT TURN TAPER REQUIRED AT ALL INTERSECTIONS WITH LOCAL ROADS.

5. RIGHT TURN LANE REQUIRED AT ALL INTERSECTIONS WITH ARTERIAL/COLLECTOR ROADS.

6. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.

7. FOR DETACHED SIDEWALKS THE SIDEWALK AND RIGHT-OF-WAY MAY BE REDUCED BY 2' WITH APPROVAL FROM THE PUBLIC WORKS DEPARTMENT.
NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. LIME TREATMENT SECTION, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

3. RAISED MEDIAN TO BE DETERMINED BY PUBLIC WORKS. SEE STANDARD MEDIAN DETAIL IF A RAISED MEDIAN IS SPECIFIED.

4. DESIGN SPEED OF 40 MPH OR AS APPROVED BY PUBLIC WORKS.

5. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
NOTES:

1. SET PROFILE GRADE SO THAT MINIMUM SLOPE ON ALL GUTTER GRADES WILL BE 0.50% THROUGH CURB RETURN.

2. INTERSECTION ANGLE BETWEEN SIDE STREETS WITH AN URBAN COLLECTOR OR ARTERIAL SHALL BE 90°.
NOTES:

1. STRUCTURAL SECTION IN CUL-DE-SAC SHALL MATCH URBAN RESIDENTIAL (LOCAL) ROAD.

2. PROPOSED FLOWLINE OR EDGE OF PAVEMENT ELEVATIONS SHALL BE INDICATED AT 25 FOOT (MAXIMUM) INTERVALS.
NOTES:

1. STRUCTURAL SECTION IN CUL-DE-SAC SHALL MATCH APPROPRIATE ROAD SECTION.
2. PROPOSED FLOWLINE OR EDGE OF PAVEMENT ELEVATIONS SHALL BE INDICATED AT 25 FOOT (MAXIMUM) INTERVALS.
3. SEE URBAN &/OR RURAL CUL-DE-SAC STANDARDS FOR DESIGN DETAILS.
4. COMMERCIAL AND INDUSTRIAL APPLICATIONS WILL REQUIRE A SPECIAL DESIGN APPROVED BY PUBLIC WORKS.
NOTES:

1. INTERSECTION KNUCKLES ARE NOT REQUIRED WHERE THE CENTERLINE RADIUS EXCEEDS 100'.

2. INTERSECTION ANGLE SHALL BE BETWEEN 80° TO 110°.

3. MINIMUM GUTTER SLOPE THROUGH KNUCKLE IS 0.5%.
RURAL LOCAL ROAD
UNDER 500 ADT

MINIMUM SECTION OF:
2.5" – ¾" TYPE B A.C. OVER
6" – ¾" CLASS 2 A.B.
R−VALUE DESIGN REQUIRED (SEE NOTE 6)
T.I. = 5.0 OR AS APPROVED BY PUBLIC WORKS

NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. SEE ROCK LINED DITCH DETAIL FOR REQUIREMENTS.

3. DESIGN SPEED IS 40 M.P.H. OR AS APPROVED BY PUBLIC WORKS.

4. LOCATIONS OF AC DIKE SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY PUBLIC WORKS.

5. TOP 12" OF SUBGRADE, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

6. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R−VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. SEE ROCK LINED DITCH DETAIL FOR REQUIREMENTS.

3. DESIGN SPEED IS 50 M.P.H. OR AS APPROVED BY PUBLIC WORKS.

4. LOCATIONS OF AC DIKE SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY PUBLIC WORKS.

5. TOP 12" OF SUBGRADE, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

6. PROVIDE LEFT TURN LANES AS DETERMINED BY PUBLIC WORKS.

7. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
RURAL MAJOR COLLECTOR ROAD

84’ R/W (MIN.)

W/O A.C. DIKE

W/ A.C. DIKE

W/AC DIKE

VARIATES

3’ SHOULDER

4’ SHOULDER

12’ LANE

12’ LANE

2% 2%

MINIMUM SECTION OF:

4” – ¾” TYPE B A.C. OVER

12” – ¾” CLASS 2 A.B.

R-VALUE DESIGN REQUIRED (SEE NOTE 7)

T.I. TO BE PROVIDED BY PUBLIC WORKS DEPARTMENT

NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. DESIGN SPEED IS 60 M.P.H. OR AS APPROVED BY PUBLIC WORKS.

3. SEE ROCK LINED DITCH DETAIL FOR REQUIREMENTS.

4. LOCATION OF AC DIKE SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY PUBLIC WORKS.

5. TOP 12” OF SUBGRADE, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

6. PROVIDE LEFT TURN LANE AT ALL COUNTY ROAD INTERSECTIONS AND AS DETERMINED BY PUBLIC WORKS.

7. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIRECTED BY PUBLIC WORKS.
RURAL ARTERIAL ROAD

W/O A.C. DIKE → WITH A.C. DIKE

VARIES

3' SHOULDER

8' LANE

12' LANE

8' SHOULDER

3' 2% 2%

MINIMUM SECTION OF:
4" - ¾" TYPE B A.C. OVER
12" - ¾" CLASS 2 A.B.
R-VALUE DESIGN REQUIRED (SEE NOTE 7)
T.I. TO BE PROVIDED BY PUBLIC WORKS DEPARTMENT

NOTES:

1. REFER TO SECTION 6 OF YUBA COUNTY STANDARD SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

2. DESIGN SPEED IS 60 M.P.H. OR AS APPROVED BY PUBLIC WORKS.

3. SEE ROCK LINED DITCH DETAIL FOR REQUIREMENTS.

4. LOCATION OF AC DIKE SHALL BE DETERMINED BY THE ENGINEER AND APPROVED BY PUBLIC WORKS.

5. TOP 12" OF SUBGRADE, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.

6. PROVIDE LEFT TURN LANE AT ALL COUNTY ROAD INTERSECTIONS AND AS DETERMINED BY PUBLIC WORKS.

7. SOIL STABILIZATION TREATMENT IS REQUIRED ON ALL SUBGRADE WHEN R-VALUE IS 20 OR LESS AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER AND AS DIREC TED BY PUBLIC WORKS.
NOTES:
1. INTERSECTING R/W LINES AT ROADWAY CONNECTIONS SHALL BE JOINED BY A 30' OR GREATER RADIUS CURVE TO ALLOW FOR ROADWAY IMPROVEMENTS.
2. THE APPROACH SHALL HAVE A PROFILE GRADE NO FLATTER THAN -1% NOR STEEPER THAN -4% FOR A DISTANCE OF 40' FROM EDGE OF TRAVELED WAY OF THE THROUGH ROAD. INTERSECTIONS WITH HORIZONTAL OR VERTICAL CURVES WILL REQUIRE INDIVIDUAL DESIGN AND APPROVAL TO MEET EXISTING AND OR FUTURE SUPERELEVATION GRADES. VERTICAL CURVES SHALL COMMENCE ON THE OUTSIDE TAPER WIDTH "S".
3. ALL WORK WITHIN THE COUNTY ROAD RIGHT OF WAY SHALL BE ACCOMPLISHED UNDER AN ENCROACHMENT PERMIT ISSUED BY THE YUBA COUNTY DEPARTMENT OF PUBLIC WORKS.
4. MINIMUM CULVERT SIZE SHALL BE 12" DIA., DESIGNED BY A CIVIL ENGINEER AND APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
5. STOP SIGN, STREET NAME SIGN, STOP BAR AND STOP LEGEND SHALL BE REQUIRED ON CONDITION 'B' UNLESS WAIVED BY THE DEPARTMENT OF PUBLIC WORKS. CONDITION 'A' SHALL BE DETERMINED BY PUBLIC WORKS DEPARTMENT. TYPES AND LOCATIONS OF SIGNS SHALL CONFORM TO YUBA COUNTY STANDARD STREET SIGN DETAIL.
6. THIS DETAIL MAY BE MODIFIED BY THE DEPARTMENT OF PUBLIC WORKS TO MEET THE REQUIREMENTS OF TOPOGRAPHIC CONDITIONS.
7. CULVERT SHALL EXTEND A MINIMUM OF 1' BEYOND THE TOE OF SLOPE OR USE FLARED END SECTION. SEE ROCK INLET/OUTLET PROTECTION DETAIL.

<table>
<thead>
<tr>
<th>CONDITION A</th>
<th>CONDITION B</th>
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<tbody>
<tr>
<td><strong>RESIDENCE SERVING 4 LOTS OR LESS</strong></td>
<td><strong>ALL OTHERS</strong></td>
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<tr>
<td>DESIGN SPEED</td>
<td>DESIGN SPEED</td>
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<td>30 40 50 60</td>
<td>30 40 50 60</td>
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<tr>
<td>A 70° - 110°</td>
<td>80° - 100°</td>
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<tr>
<td>E 350' 460' 560' 660'</td>
<td>350' 460' 560' 660'</td>
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<tr>
<td>S 8' 8' 10' 10'</td>
<td>8' 8' 12' 12'</td>
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<td>R 30' 30' 30' 30'</td>
<td>50' 50' 50' 50'</td>
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<tr>
<td>T 50' 100' 200' 200'</td>
<td>100' 175' 250' 300'</td>
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<tr>
<td>W SEE RURAL (LOCAL) ROAD</td>
<td>DETERMINED BY ROAD CLASSIFICATION</td>
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NOTES:
1. STRUCTURAL SECTION IN CUL-DE-SAC SHALL MATCH RURAL RESIDENTIAL (LOCAL) ROAD.
2. CROSS SLOPE OF CUL-DE-SAC SHALL BE CONSTRUCTED TO DRAIN AS NECESSARY. MAXIMUM CROSS SLOPE SHALL BE 6% EXCEPT IN AREAS OF RESTRICTIVE TOPOGRAPHY. THE PUBLIC WORKS DIRECTOR MAY ALLOW CROSS SLOPES BETWEEN 6%–8%.
3. PROPOSED FLOWLINE OR EDGE OF PAVEMENT ELEVATIONS SHALL BE INDICATED AT 25 FOOT (MAXIMUM) INTERVALS.
4. RIGHT OF WAY EXTENDS 3' FROM TOE OF SLOPE OR TOP OF BANK AROUND CUL-DE-SAC.
5. ADD 1' TO PAVEMENT DIMENSIONS IF A.C. DIKE IS USED.
NOTES:
1. THE DRIVEWAY SHALL TERMINATE WITHIN 50' OF THE DWELLING.

2. A HAMMERHEAD T OR TERMINUS BULB TURNAROUND IS REQUIRED WHEN DRIVEWAY EXCEEDS 300'.

3. FOR DRIVEWAYS BETWEEN 150 FEET AND 800 FEET IN LENGTH, PROVIDE A TURNOUT NEAR THE MIDPOINT OF THE DRIVEWAY. WHERE THE DRIVEWAY EXCEEDS 800 FEET, TURNOUTS SHALL BE PROVIDED NO MORE THAN 400 FEET APART.

4. DRIVEWAY REQUIREMENTS:
   a) 16% MAXIMUM DRIVEWAY GRADE FOR A.B. AND 20% MAXIMUM DRIVEWAY GRADE FOR A.C.
   b) 50' MINIMUM CENTERLINE RADIUS ON CURVES.
   c) 14' MINIMUM DRIVEWAY WIDTH ON CURVES.
   d) DRIVEWAYS SHALL SERVE NO MORE THAN 2 PARCELS.
   e) ENTIRE DRIVEWAY, INCLUDING TURNAROUND AND TURNOUTS, MUST BE SURFACED WITH A MINIMUM OF 4" COMPACTED CLASS 2 AGGREGATE BASE.

5. GATE OPENING MUST BE A MINIMUM OF 16' WIDE, 30' MINIMUM DISTANCE FROM EDGE OF TRAVELED WAY, AND MUST OPEN TO ALLOW VEHICLE TO STOP WITHOUT OBSTRUCTING ROAD TRAFFIC.

6. BRIDGE CONSTRUCTION MUST MEET H-20 LOADING REQUIREMENTS (80,000 LBS.)

7. FINAL APPROVAL OF THE DRIVEWAY IS REQUIRED PRIOR TO BUILDING DEPARTMENT ISSUANCE OF FINAL CERTIFICATE OF OCCUPANCY.

SEE NOTE 3
SEE NOTE 5
SEE DETAIL 128

PUBLIC OR PRIVATE ROAD

2"-TYPE B A.C.(IF REQUIRED) OVER 4"-CLASS 2 A.B.
95% RELATIVE COMPACCIÓN

SECTION A-A
NOTES:
1. PAVEMENT NOT REQUIRED WHEN CONNECTING TO A GRAVEL ROAD.
2. EXTEND CULVERT 1' BEYOND TOE OF SLOPE. APPLY ROCK INLET/OUTLET PROTECTION IF SLOPE OF DITCH EXCEEDS 7%.
3. CONSTRUCT DITCH FROM END OF CULVERT TO EXISTING DITCH (BOTH SIDES).
4. IF CULVERT IS REQUIRED, MINIMUM CULVERT SIZE SHALL BE 12" OR AS DIRECTED BY PUBLIC WORKS. CULVERT MAY BE 12 GAUGE CMP, HDPE, RCP, SDR35, C905 OR AS APPROVED BY PUBLIC WORKS.
WIDENING AND SHOULDER IMPROVEMENTS

NOTES:
1. TOP 12” OF SUBGRADE, A.B. LAYER AND A.C. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
2. ACTUAL LOCATION OF SAW CUT TO BE DETERMINED BY PUBLIC WORKS.
3. ADDITIONAL A.C. OVERLAY MAY BE REQUIRED.
1. Parking only on one side of street.
2. No parking signs shall be posted for side without parking.
3. May also mark curbs in red for no parking.

4+ Lots (No parking 1 side of street)

1. Signs shall be posted for no parking on both sides of street.
2. May also mark curbs in red for no parking.

2–3 Lots (No on-street parking)

Flag Lot (1 Lot)

Notes:
1. When 2 or more residences use the access road, a hammer head "T" or other turn-around area approved by the fire dept. and the public works dept. shall be provided.
NOTES:
1. MINIMUM D/W SLAB THICKNESS IN SINGLE FAMILY RESIDENTIAL AREAS SHALL BE 4".
2. MINIMUM D/W SLAB AND SIDEWALK THICKNESS IN COMMERCIAL AREAS SHALL BE 6" WITH #10 WIRE MESH, 6" C.C.
3. WIDTH OF RESIDENTIAL D/W SHALL BE 12' MINIMUM AND 30' MAXIMUM. UNDER SPECIAL CIRCUMSTANCES THE DRIVEWAY MAY BE A MAXIMUM OF 40' OR 50% OF THE LOT FRONTAGE, WHICHEVER IS LESS, ON APPROVAL OF THE PUBLIC WORKS DEPARTMENT WITH AN ENCROACHMENT PERMIT (EXCLUDING CUL-DE-SAC'S). 
4. MAXIMUM WIDTH FOR COMMERCIAL D/W SHALL BE 35', UNLESS APPROVED BY PUBLIC WORKS DEPARTMENT.
5. TOP 12" OF SUBGRADE, SAND OR A.B. LAYER SHALL BE COMPACTED TO 95% RELATIVE COMPACTION THROUGHOUT D/W AREA.
6. D/W APPROACH & SIDEWALK SHALL BE Poured SEPARATELY FROM CURB.
7. ON SITE GRADING MAY BE REQUIRED TO ELIMINATE EXCESSIVE GRADE CHANGE AND TO MAINTAIN SUITABLE DRAINAGE.
8. ALL CONCRETE AND A.C. REMOVALS SHALL BE TO NEAT SAW CUT LINES.
9. MAXIMUM OF ONE D/W PER 100 LF OF LOT FRONTAGE.
NOTES:
1. CURB, GUTTER AND SIDEWALK SHALL BE CONSTRUCTED OF CLASS "B" CONCRETE IN ACCORDANCE WITH CALTRANS STANDARD SPECIFICATIONS.
2. ALL CURB GUTTER AND SIDEWALK SHALL HAVE A BROOM FINISH.
3. VERTICAL CURB AND GUTTER TO BE USED AT ALL CURB RETURNS WITH A 1/2" EXPANSION Joint AT BOTH ENDS.
4. GUTTER PAN CROSS SLOPE NOT TO EXCEED 5% MAXIMUM, OR BE LESS THAN 4% MINIMUM.
5. AGGREGATE BASE SUBGRADE TO BE COMPACTED TO MINIMUM OF 95% RELATIVE COMPACTION.
NOTES:

1. CONCRETE TO BE CLASS B PER CALTRANS SPEC.
2. TOP 12” OF SUBGRADE, SAND OR A.B. LAYER SHALL BE COMPACTED TO 90% RELATIVE COMPACTION FOR SIDEWALKS AND 95% FOR CURB AND GUTTER.
3. ALTERNATIVE SIDEWALK SECTION – 6” CONCRETE ON 4” SAND OR CLASS 2 A.B.
4. MINIMUM SIDEWALK WIDTHS SHALL BE 4’ FOR RESIDENTIAL STREETS AND 6’ FOR COLLECTORS, SCHOOLS, PARKS AND COMMERCIAL LOTS.
5. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN SIDEWALK OR RAMP AREA (RETURN TO RETURN).
6. ALL CROSSINGS UNDER SIDEWALKS AND CURB AND GUTTER SHALL BE INSTALLED PRIOR TO PLACING CONCRETE.
7. EXPANSION JOINTS NOT TO EXCEED 16’ SPACING FOR SIDEWALKS AND 40’ SPACING FOR CURB AND GUTTER.
8. EXPANSION JOINT SHALL BE FILLED WITH 1/2” MIN. THICK PREFORMED JOINT FILLER AS PER CALTRANS SPECIFICATIONS AND BE THE FULL DEPTH OF CONCRETE.
9. SEE STANDARD 208 FOR CONCRETE JOINT & FINISH DETAILS.
NOTES:

1. THE RAMP SHALL HAVE A 12" WIDE TACTILE STRIP WITH ¼" GROOVES APPROXIMATELY ¾" ON CENTER. SEE GROOVING DETAIL. THE SURFACE OF THE RAMP SHALL HAVE A TRANSVERSE BROomed SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. LOCATE RAMP AT MIDPOINT OF CURB RETURNS.
3. SIDEWALK AND RAMP SHALL BE CONSTRUCTED WITH CLASS "B" CONCRETE IN ACCORDANCE WITH CALTRANS STANDARD SPECIFICATIONS.
4. NO PULL BOX, UTILITY VAULT, UTILITY POLE, MANHOLE OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN SIDEWALK OR RAMP AREA (RETURN TO RETURN).
5. ALL INLETS SHALL BE LOCATED OUTSIDE OF CURB RETURNS.
6. CONTRACTOR TO PROVIDE ADEQUATE JOINTS TO CONTROL CRACKING.
7. MEET CURRENT ADA STANDARDS. INSTALL RAISED TRUNCATED DOMES AS REQUIRED.
8. TRANSITION GUTTER PAN FROM 6.67% TO 5% MAX. AT FLOWLINE.
NOTE:
1. THIS DETAIL IS REQUIRED AS DIRECTED BY THE PUBLIC WORKS DEPARTMENT.
TREE SHALL BE GREATER THAN 8' IN HEIGHT AND 1" DBH

CENTER IN LANDSCAPE AREA

2" DIA. X 8' MIN. TREE STAKE.

ROOT BARRIER (SEE DETAILS BELOW)

2" MIN. SCH. 40 PVC IRRIGATION CONDUIT

4" X 2' SCH. 40 PERFORATED PLASTIC WATERING PIPE FILLED WITH 3/4" CLEAN DRAIN ROCK IS REQUIRED ON EACH SIDE.

BACKFILL MATERIAL SHALL BE A MIXTURE OF 1/2 NATIVE SOIL AND 1/2 LEAF MULCH OR REDWOOD MULCH

PLANTING DETAIL

24"Ø PLASTIC PIPE

PIECE AS TREE BOX

24"Ø MIN. HIGH IMPACT POLYPROPYLENE PANELS

BARRIER PANELS

NOTE:
1. TREES SHALL BE PLANTED IN LOCATIONS THAT DO NOT OBSTRUCT SITE DISTANCE AND AS APPROVED BY PUBLIC WORKS.
2. TREES PLANTED WITHIN 4' OF BACK OF WALK REQUIRE ROOT BARRIER.
CONCRETE STRIP
SEE NOTE 5

LANDSCAPE AREA
90% COMPACTION
UNDER CONCRETE STRIP

CLASS B PORTLAND
CEMENT CONCRETE

18" MIN.

6"  2"

ROAD SECTION PER COUNTY
STANDARD OR R-VALUE DESIGN

MEDIAN CURB - NEW CONSTRUCTION

DRAINAGE CUT-OUT
SEE NOTE 4

TYPE "H"
MARKER

TYPE K-1 MARKER

20'

CROSSWALK
AND LIMIT LINE

MEDIAN CURB
DRAINAGE CUT-OUT

SEE NOTE 7

CALTRANS
DETAIL 22

14'10'

LANDSCAPE
AREA

18" CONC. STRIP

NO PLANTING WHEN
WIDTH IS LESS THAN 4'

MEDIAN CURB AT TURN POCKET

1. EXPANSION JOINTS SHALL BE PROVIDED AT 40' (MAX)
INTERVALS AND CONTROL JOINTS AT 10' (MAX) INTERVALS.

2. CURB SHALL BE CONSTRUCTED WITH CLASS B CONCRETE IN ACCORDANCE WITH
CALTRANS STANDARD SPECIFICATIONS.

3. FOR EXISTING PAVEMENT, SAWCUT AND INSTALL 2' MIN. REPLACEMENT STRIP
WITH ADDITIONAL 12" KEY GRIND.

4. CONSTRUCT 12" CUT-OUTS TO PROVIDE ADEQUATE DRAINAGE AS NEEDED.

5. STAMPED AND COLORED CONCRETE OR AS APPROVED BY PUBLIC WORKS.

6. LEFT TURN POCKET DESIGN PER CALTRANS STANDARDS.

7. MEDIAN NOSE MAY BE 18" DEEP OR DOWELED (SEE DETAIL).
NOTES:
1. TRANSITION A.C. DIKE TO 2" LIP FOR DRIVEWAY OPENINGS.
2. FOR DIKE APPLICATIONS LEADING UP TO AND ADJACENT TO GUARD RAILS USE CALTRANS STANDARDS.
EXPANSION JOINT

EXISTING CONCRETE

R = \frac{1}{2}''

CONSTRUCTION JOINT

USE WHERE NEW CONSTRUCTION OF S/W AND/OR CURB & GUTTER ABUTS EXISTING IMPROVEMENTS.

CONTROL JOINT

SCORE LINE

R = \frac{1}{2}''

1\frac{1}{2}''

\frac{1}{4}''

SIDEWALK FINISH

NOTE:
DISTANCES BETWEEN SCORE LINES AND JOINTS TO BE UNIFORM AND NOT TO EXCEED 5' SPACING FOR SIDEWALK AND 10' SPACING FOR CURB AND GUTTER.
TRENCH REQUIREMENTS IN EXISTING PAVED AREAS
AND WITHIN 5 FEET OF EXISTING PAVED AREAS

WITHIN 5 FEET OF PAVED AREA
WITHIN PAVED AREA
3" TYPE B AC MIN. OR 1" THICKER THAN EXISTING AC.
ADDITIONAL 12" KEY GRIND BEYOND SAW-CUT TO HALF THE
DEPTH OF EXISTING AC OR A MINIMUM OF 1.5" AND REPLACE.
MATCH EXISTING A.B.
4¼" CLASS 2 A.B. – 95% RELATIVE
COMPACtion PLACED IN TWO OR MORE LIFTS.
BACKFILL SHALL BE IN 12" MAX. LIFTS,
¾" CLASS 2 A.B. COMPACTED TO 95%,
2 SACK CEMENT SLURRY, OR AS DIRECTED BY THE ENGINEER.
BEDDING SHALL BE IN 12" MAX. LIFTS,
¾" CRUSHED ROCK OR CLEAN SAND COMPACTED TO 95%,
2 SACK SLURRY, OR AS APPROVED BY PUBLIC WORKS

TRENCH REQUIREMENTS FOR NEW ROADWAYS

FINISHED SUBGRADE
BACKFILL SHALL BE NATIVE OR ¾" CLASS 2 A.B.
COMPACTED TO 95%, OR 2 SACK CEMENT SLURRY
SUITABLE BACKFILL MATERIAL SHALL
BE 12" MAX. LIFTS COMPACTED TO 92%
BEDDING SHALL BE IN 12" MAX. LIFTS,
¾" CRUSHED ROCK OR CLEAN SAND COMPACTED TO 95%,
2 SACK SLURRY, OR AS APPROVED BY PUBLIC WORKS

NOTES:
1. ENCROACHMENT PERMIT REQUIRED PRIOR TO CONSTRUCTION IN COUNTY RIGHT OF WAY.
2. CERTIFICATION OF TRENCH BACKFILL COMPACtion IS REQUIRED PRIOR TO PLACING AB ON FINISHED
   SUBGRADE.
3. SAWCUT INITIAL TRENCH WIDTH, THEN 30 DAYS AFTER WORK HAS BEEN COMPLETED, SAWCUT OR GRIND
   12" ON BOTH SIDES OF TRENCH WITH ADDITIONAL 12" KEY GRIND. APPLY TACK COAT PRIOR TO
   PAVING.
4. ALL TRENCH WORK 5 FEET AND DEEPER SHALL CONFORM TO SECTION 8.4 OF THE YUBA COUNTY
   STANDARDS AND CAL. OSHA STANDARDS.
5. PLASTIC PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM 2321.
6. MINIMUM COVER OVER UTILITIES SHALL BE 1" BELOW FINISHED SUBGRADE OR 2" BELOW FINAL GRADE,
   WHICHER IS GREATER.
7. CONTRACTOR SHALL PROVIDE COMPACTION TESTS BY AN INDEPENDENT GEOTECHNICAL FIRM TAKEN
   200’ APART ON LONGITUDINAL TRENCHES PRIOR TO PLACEMENT OF MATERIAL FOR HIGHER LIFTS.
   SUBSEQUENT TESTS SHALL BE MIDWAY BETWEEN PREVIOUS TEST SITES. MINIMUM OF 2 TESTS PER LIFT
   ON CROSS TRENCHES. THE TOP 1’ OF SUBGRADE FOR ALL TRENCHES SHALL BE TESTED FOR
   COMPACtion REQUIREMENT IN ADDITION TO THE RANDOM SUBGRADE TEST SITES.
8. CONTRACTOR SHALL REMOVE MATERIAL NOT MEETING COMPACtion REQUIREMENTS AND HAVE A GEOTECH
   ENGINEER PROVIDE RECOMMENDATION ON AN ALTERNATIVE BACKFILL TO BE APPROVED
   BY PUBLIC WORKS.
9. TRENCH REQUIREMENTS SHALL CONFORM TO THE MOST STRINGENT STANDARDS OF EITHER THE COUNTY OR UTILITY COMPANY.
NOTES:

1. CUT-OFF WALL SHALL BE FROM THE BOTTOM OF THE TRENCH TO THE BOTTOM OF CURB & GUTTER AND THE LENGTH SHALL BE FROM THE LIP OF GUTTER TO THE BACK OF CURB FOR THE FULL WIDTH OF TRENCH.

2. SEE TRENCH DETAIL FOR ADDITIONAL REQUIREMENTS.
NOTES

1. INLET CAN BE PRECAST MANUFACTURED CONCRETE UNIT OR CAST IN PLACE DESIGNED FOR H-20 LOADING.

2. REINFORCING SHALL BE #4 BARS @ 12” O.C. (MAX.) EACH WAY OR 4”X4”-6-6 GAUGE W.W.F. IN THE WALL AND BASE.

3. ADD 2” CONCRETE COLLAR FOR DETACHED SIDEWALK.

4. PLACE CAST IRON HOOD, FRAME AND GRATE. D&L FOUNDRY MODEL I-3541, 3542, 3543 OR EQUAL.

YUBA COUNTY
DEPARTMENT OF PUBLIC WORKS

DRAIN INLET

APPROVED BY: 8-29-06
DATE: 402
NOTES:
1. PRECAST MANHOLES TO BE MANUFACTURED TO ASTM SPECIFICATION C478 AND MEET H-20 LOADING REQUIREMENTS.
2. ALL JOINTS SHALL BE MADE WITH PREFORMED PLASTIC JOINT SEALING COMPOUND. FOLLOWING INSTALLATION, GROUT ALL INTERIOR AND EXTERIOR JOINTS.
3. CENTRAL PRECAST MODEL 20-48C (20-60C) MANHOLE WITH 20-48MBC (20-60MBC) BASE OR APPROVED EQUAL.
4. THE STORM DRAIN SYSTEM SHALL HAVE WATERTIGHT JOINTS AT ALL CONNECTIONS.
5. SUMP IS NOT REQUIRED ON MANHOLES CONNECTING PIPES 24" DIAMETER OR LARGER IF NO DILATERALS ARE PRESENT.
7. MINIMUM 10" CLEARANCE BETWEEN ALL PIPES AND BETWEEN PIPES AND JOINTS.
8. 3' TAPER SHALL BE COMBINED WITH 1' VERTICAL TO FORM 4' TAPER SECTION FOR 48" I.D. MANHOLES.
9. NO PIPE SHALL BE CONNECTED IN THE TAPER/CONE SECTION OR JOINTS OF MANHOLE, IF NECESSARY USE SHALLOW MANHOLE DETAIL.

YUBA COUNTY
DEPARTMENT OF PUBLIC WORKS

STANDARD CONCENTRIC MANHOLE ASSEMBLY

APPROVED BY: 8-29-06 DATE 403
NOTES:
1. PRECAST MANHOLE TO BE MANUFACTURED TO ASTM SPECIFICATION C478 AND MEET H-20 LOADING REQUIREMENTS.
2. ALL JOINTS SHALL BE MADE WITH PREFORMED PLASTIC JOINT SEALING COMPOUND. FOLLOWING INSTALLATION, GROUT ALL INTERIOR AND EXTERIOR JOINTS.
3. THE STORM DRAIN SYSTEM SHALL HAVE WATERTIGHT JOINTS AT ALL CONNECTIONS.
4. CENTRAL PRECAST MODEL 20-48EC (20-60EC) MANHOLE WITH 20-48MBC (20-60MBC) BASE OR APPROVED EQUAL.
5. SUMP IS NOT REQUIRED ON MANHOLES CONNECTING PIPES 24” DIAMETER OR LARGER IF NO DILATERALS ARE PRESENT.
7. MINIMUM 10” CLEARANCE BETWEEN ALL PIPES AND BETWEEN PIPES AND JOINTS.
8. 3’ TAPER SHALL BE COMBINED WITH 1’ VERTICAL TO FORM 4’ TAPER SECTION FOR 48” I.D. MANHOLES.
9. NO PIPE SHALL BE CONNECTED IN THE TAPER/CONE SECTION OR JOINTS OF MANHOLE, IF NECESSARY USE SHALLOW MANHOLE DETAIL.
10. THE MANHOLE ACCESS SHALL BE AT THE UPSTREAM SIDE OF MAINLINE.
**NOTES:**

1. PRECAST MANHOLES TO BE MANUFACTURED TO ASTM SPECIFICATION C478 AND MEET H-20 LOADING REQUIREMENTS.

2. ALL JOINTS SHALL BE MADE WITH PREFORMED PLASTIC JOINT SEALING COMPOUND. FOLLOWING INSTALLATION GROUT ALL INTERIOR AND EXTERIOR JOINTS WITH 1:3 MORTAR MIX.

3. CENTRAL PRECAST MODELS 20–72, 84, 96 ERS OR APPROVED EQUAL.

4. SUMP IS NOT REQUIRED ON MANHOLES CONNECTING PIPES 24” DIAMETER OR LARGER IF NO DI LATERALS ARE PRESENT.


6. MINIMUM 10” CLEARANCE BETWEEN ALL PIPES AND BETWEEN PIPES AND JOINTS.

7. THE STORM DRAIN SYSTEM SHALL HAVE WATERTIGHT JOINTS AT ALL CONNECTIONS.

8. NO PIPE SHALL BE CONNECTED IN THE JOINTS OF MANHOLE.

9. THE MANHOLE ACCESS SHALL BE AT THE UPSTREAM SIDE OF MAINLINE.

---

<table>
<thead>
<tr>
<th>MANHOLE DIMENSIONS</th>
<th>DIA.</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>72”</td>
<td>7”</td>
<td>12”</td>
<td>10”</td>
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<tr>
<td>84”</td>
<td>8”</td>
<td>18”</td>
<td>10”</td>
<td>10”</td>
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<tr>
<td>96”</td>
<td>9”</td>
<td>24”</td>
<td>10”</td>
<td>12”</td>
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</table>
NOTES:
1. PRECAST MANHOLES TO BE MANUFACTURED TO ASTM SPECIFICATION C478 AND MEET H-20 LOADING REQUIREMENTS.
2. ALL JOINTS SHALL BE MADE WITH PREFORMED PLASTIC JOINT SEALING COMPOUND. FOLLOWING INSTALLATION, GROUT ALL INTERIOR AND EXTERIOR JOINTS.
3. SUMP IS NOT REQUIRED ON MANHOLES CONNECTING PIPES 24" DIAMETER OR LARGER IF NO DI LATERALS ARE PRESENT.
5. MINIMUM 10" CLEARANCE BETWEEN ALL PIPES AND BETWEEN PIPES AND JOINTS.
6. THE STORM DRAIN SYSTEM SHALL HAVE WATERTIGHT JOINTS AT ALL CONNECTIONS.
7. THE MANHOLE ACCESS SHALL BE AT THE UPSTREAM SIDE OF MAINLINE.
4 - 1” Dia. Holes
Equally Spaced
On 29” Bolt Center
(Optional)

Optional Location
For Country of Origin on Frame

10’ 30’ ± 30’

Seating Surfaces Shall Be Closely
Machined to the Dimensions Shown.
Tolerances on Machined Surfaces
Shall Not Exceed 1/64”.

Astm Grid Pattern

Country of Origin

1-1/4”

Storm Drain

Section Through Center of Hole

26-1/4”

25-3/8” ± 1/64”

25-3/16” ± 1/64”

1-1/8”

4-1/2”

9/16”

Note:

1. Country of Origin Shall Be Clearly and Permanently Shown on Top
   Surface of Frame and Cover in Accordance with the Trade and

2. Date of Manufacture Shall Be Clearly and Permanently Indicated
   On the Cover and Top of the Frame.

<table>
<thead>
<tr>
<th>Item</th>
<th>Approx. Wt. (lbs.)</th>
</tr>
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<tbody>
<tr>
<td>Assy.</td>
<td>270 ± 15</td>
</tr>
<tr>
<td>Frame</td>
<td>140 ± 10</td>
</tr>
<tr>
<td>Cover</td>
<td>130 ± 5</td>
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</tbody>
</table>

Yuba County
Department of Public Works

Frame and Cover

Approved By: [Signature]
Date: 8-31-06

407
SOLID OR OPEN GRATE AS APPROVED BY PUBLIC WORKS. PRE-MANUFACTURED REMOVABLE COVER INSTALLED PER MANUFACTURER’S SPECIFICATIONS.

PLAN

24” OPENING

SECTION A–A

OUTLET PIPE

WATER TIGHT JOINT

INLET PIPE

H=VARIABLE MAX. 8’

4’-0” DIA. BASE

6”

3”

TRASH RACK
#4 BARS @ 4” O.C.
WELD TO EXTERIOR OF INLET

NOTES

1. PIPES SHALL NOT PROTRUDE INTO BASIN BEYOND 2”.

2. EXCEPT FOR INLETS USED FOR JUNCTION BOXES, BASIN FLOORS SHALL HAVE A MINIMUM SLOPE OF 4:1 FROM ALL DIRECTIONS TOWARD OUTLET PIPE.

3. GALVANIZING REQUIREMENTS: SEE CALTRANS STANDARD SPECIFICATIONS.

4. TRASH RACKS ARE TO BE FURNISHED AND INSTALLED ON ALL UPSTREAM SIDE OPENING FLOW LINES. SIDE OPENINGS SHALL CONFORM TO DITCH FLOW LINES.

5. FIELD INLET SHALL BE GALVANIZED 12-GAUGE CMP.

YUBA COUNTY
DEPARTMENT OF PUBLIC WORKS

FIELD INLET

APPROVED BY: 3-29-06
DATE: 408
NOTES:
1. HAND PLACE ANGULAR ROCK. ROCK SHALL BE 4" MINIMUM DIMENSION.
2. WHERE SLOPE OF OUTLET EXCEEDS 5%, A SEDIMENT BOWL OR APPROVED ENERGY DISSIPATER SHALL BE REQUIRED.
3. FLARED END SECTIONS AND ROCK RIP-RAP WILL SLOPE AT A MINIMUM OF 1% INTO AND OUT OF THE CULVERT.
4. SLOPE PROTECTION CONFORMING TO THE DIMENSIONS SHOWN MAY BE SUBSTITUTED FOR THE FLARED END SECTIONS ON PIPES 18" AND SMALLER.
5. GROUT ROCK RIP-RAP AND SLOPE PROTECTION WHEN DITCH SLOPE IS 12% OR GREATER.

<table>
<thead>
<tr>
<th>PIPE ø (in)</th>
<th>(2x) (ft)</th>
<th>(3.5x) (ft)</th>
<th>(4x) (ft)</th>
<th>(5x) (ft)</th>
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<tr>
<td>12</td>
<td>2</td>
<td>3.5</td>
<td>4</td>
<td>5</td>
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<td>18</td>
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<td>30</td>
<td>5</td>
<td>8.75</td>
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<tr>
<td>36</td>
<td>6</td>
<td>10.5</td>
<td>12</td>
<td>15</td>
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</table>
NOTES:

1. ROCK LINED DITCHES ARE REQUIRED AS SPECIFIED IN THE YUBA COUNTY STANDARDS. ROADSIDE ROCK LINED DITCHES SHALL BE PROVIDED WHEN SLOPE EXCEEDS 5% OR WHEN FLOWLINE VELOCITY IS 5 FT/SEC OR GREATER.

2. PLACE LARGEST ROCKS ON BOTTOM.

3. FOR DISTURBED SLOPE, PROVIDE STANDARD EROSION CONTROL MEASURES PER SECTION 11.6.

4. SEE CHART WHEN DITCH SLOPE DESIGN IS 10 FEET PER SECOND (FPS) OR UNDER. WHEN SLOPE EXCEEDS 10 FPS, DITCH LINING SHALL BE ENGINEERED.

* ACTUAL DIMENSIONS SHALL BE SUBSTANTIATED BY HYDRAULIC CALCULATIONS.

<table>
<thead>
<tr>
<th>DITCH VELOCITY (FPS)</th>
<th>D_50 ROCK SIZE (INCHES)</th>
<th>ROCK BED THICKNESS (INCHES)</th>
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<tbody>
<tr>
<td>5</td>
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<td>21</td>
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<td>10</td>
<td>16</td>
<td>24</td>
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</table>
1. **Storm Drain Inlet Markers** shall be the 4" diameter Duracast curb marker with a polyurethane dome, manufactured by DAS Manufacturing, Inc., part number "SDR" or approved equal.

2. These markers include a graphic of a fish with the statement, "No dumping drains to river".

3. Designated markers shall be installed according to the manufacturer's specifications on the top of the curb, or at an appropriate alternate nearby location when no curb is available, at all storm drain inlets.
SECTION B-B
TYPICAL MONUMENT WELL
NO SCALE

NOTES:
1. MONUMENT WELL: BROOKS PRODUCT INC. NO. 3RT TRAFFIC GATE BOX (WITHOUT EXTENSION) OR EQUAL
2. DOMED SURVEY MARKER LIETZ NO. 8134-13 OR EQUAL
3. WHEN RESURFACING ROAD ADD RISER RING BETWEEN EXISTING BOX & COVER TO MEET NEW ROAD GRADE
4. IN EXISTING ROAD SITUATION, DYED CONCRETE MAY BE POURD FLUSH WITH EXISTING PAVEMENT GRADE.
NOTES:

1. **30" X 30" CALTRANS W31 SIGNS AND 18" X 18" RED CALTRANS TYPE "N" MARKERS. BLOCK OUT AS NECESSARY FOR TYPE "N" MARKER TOP MOUNTING BOLT. RED TYPE "N" MARKER TO HAVE SOLID RED REFLECTIVE BACKGROUND WITHOUT ADDED REFLECTORS.**

2. **ALL EXPOSED SURFACES SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT CONFORMING TO CALIFORNIA STATE STANDARD SPECIFICATIONS, SECTION 91.**

3. **POST AT CENTER OR NEAREST TO CENTER ON RIGHT HAND SIDE TO BE EXTENDED TO PROVIDE MOUNTING FOR SIGNS.**

4. **6" WHITE-ORANGE REFLECTIVE TAPE TO BE PLACED ON ALL CROSS MEMBERS. DIRECTION OF REFLECTIVE TAPE SHALL BE SLOPED DOWN AT AN ANGLE OF 45 DEGREES TOWARD THE SIDE ON WHICH TRAFFIC IS TO PASS THE OBSTRUCTION.**

5. **ALL SIGNS ARE HIGH INTENSITY GRADE REFLECTIVE SHEETING AND ALL LETTERS ARE HIGH INTENSITY REFLECTIVE LETTERS.
NOTES:

1. SIDEWALK BARRICADE TO BE ERECTED AT EACH LOCATION WHERE SATISFACTORY PROVISIONS CAN NOT BE MADE FOR PEDESTRIANS TO CONTINUE BEYOND THE TERMINUS OF A SIDEWALK.

2. ALL EXPOSED SURFACES SHALL BE PAINTED WITH TWO (2) COATS OF WHITE PAINT CONFORMING TO CALIFORNIA STATE STANDARD SPECIFICATIONS, SECTION 91.

3. 6" WHITE–ORANGE REFLECTIVE TAPE TO BE PLACED ON ALL CROSS MEMBERS. DIRECTION OF REFLECTIVE TAPE SHALL BE SLOPED DOWN AT AN ANGLE OF 45 DEGREES TOWARD THE SIDE ON WHICH TRAFFIC IS TO PASS THE OBSTRUCTION.
LEFT JUSTIFY ROAD NAME ON BLADE HORIZONTALLY AND CENTER VERTICALLY. 9" HIGH INTENSITY GRADE REFLECTIVE SHEETING, 6" UPPER CASE AND 4.5" LOWER CASE GOTHIC SERIES "C" WHITE HIGH INTENSITY REFLECTIVE LETTERS.

3" UPPER CASE SERIES "C" HIGH INTENSITY LETTERS, MARGIN TO TOP.

90° CROSSPIECE FOR 12" FLAT BLADES 4 BOLT THRU FASTENERS

STOP

2" TELSPAR CAP FOR 12" FLAT BLADES INTERSTATE NO. 40-0011 4-5/16" SET SCREWS & 2 BOLT THRU FASTENERS

SEE NOTE 5

30" ANCHOR 27" MIN. 6" MIN.

5' MINIMUM IN RURAL AREA 7' MINIMUM IN URBAN AREA (SEE NOTE 4)

NOTES:
1. STOP SIGN SHALL BE CALTRANS TYPE R1-1 (30") OR (36") HIGH INTENSITY PRISMATIC GRADE REFLECTIVE SHEETING.
2. STREET NAME SIGN BLANK SHALL BE 0.125" THICK, HIGH INTENSITY GRADE REFLECTIVE SHEETING. COLOR OF SHEETING SHALL BE GREEN FOR COUNTY ROAD APPLICATION AND BLUE FOR PRIVATE ROAD APPLICATION. THERE SHALL BE A 3/4" WHITE BORDER AROUND SIGN.
3. POSTS SHALL BE 2" X 2" SQUARE 14-GAUGE UNISTRUT STEEL TUBING SET IN 30"X 2.5"X 2.5" 7-GAUGE ANCHOR. ANCHOR SHALL BE SET IN CONCRETE 6" DIA. X 27" (MIN).
4. STOP SIGN MAY BE INSTALLED BELOW STREET SIGN WITH A MINIMUM OF 7' OF VERTICAL CLEARANCE FROM FINISHED GRADE OF SIDEWALK OR FROM EDGE OF NEAREST PAVEMENT. IN RURAL AREAS WITH NO PEDESTRIAN TRAFFIC THE MINIMUM VERTICAL CLEARANCE SHALL BE 5' FROM EDGE OF NEAREST PAVEMENT.
5. MINIMUM HORIZONTAL CLEARANCE SHALL BE 2' FROM BACK OF CURB, 6' FROM BACK OF SIDEWALK, OR 6' FROM IMPROVED SHOULDERS. NO SIGNS SHALL EXTEND OVER THE BACK OF CURB.
6. STREET NAME SIGN, NOT COMBINED WITH STOP SIGN, MAY BE LOCATED AT CENTER OF CURB RETURN. STOP SIGN SHALL BE LOCATED AT BEGINNING OF CURB RETURN.
7. EXACT LOCATIONS OF ALL SIGNS SHALL BE SHOWN ON STREET IMPROVEMENT PLANS.