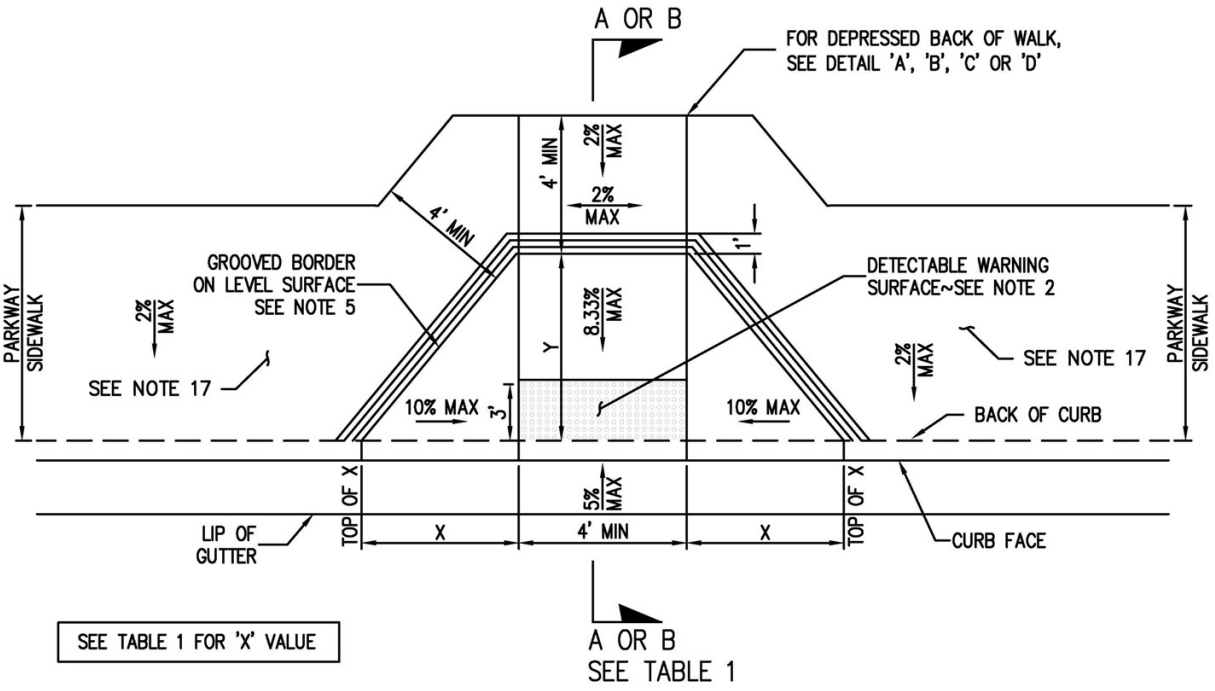
CITY OF DANA POINT

PUBLIC WORKS STANDARD PLANS

2024 EDITION

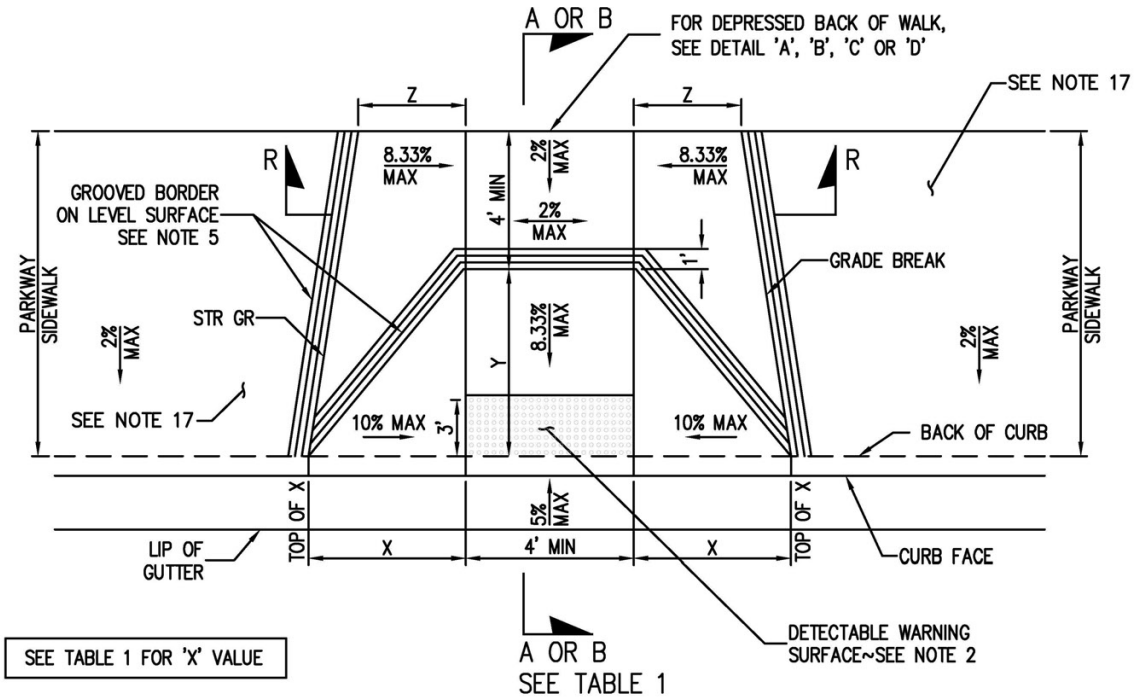
CITY OF DANA POINT
PUBLIC WORKS STANDARD PLANS

TABLE OF CONTENT



CASE A (TYPE 1)

NOT TO SCALE



CASE A (TYPE 2)

NOT TO SCALE

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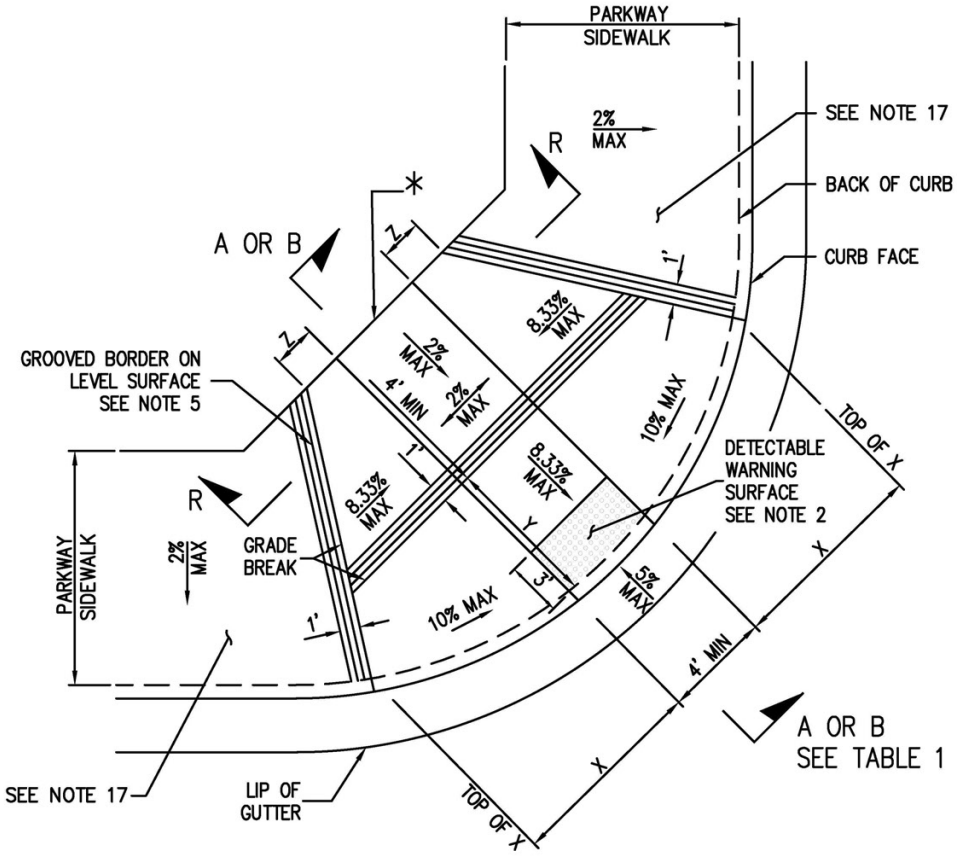
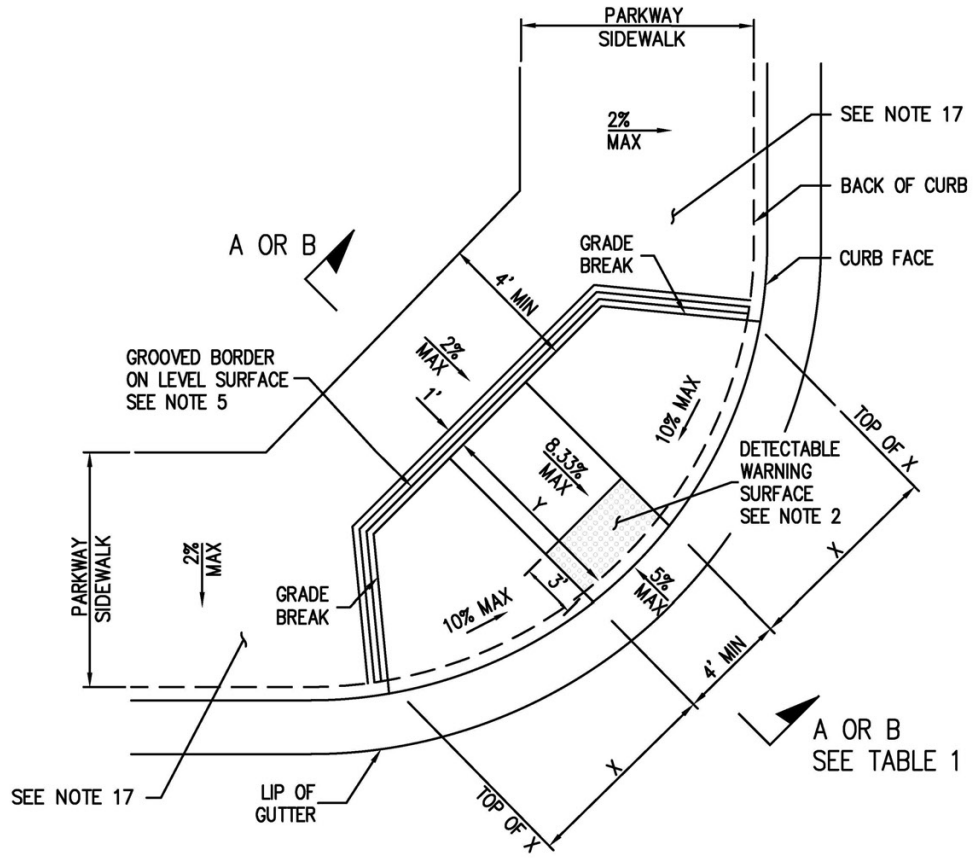


CASE A (TYPE 3)
NOT TO SCALE

SEE TABLES 1 AND 2
FOR 'X' AND 'Z' VALUES

NOTE:
* FOR DEPRESSED BACK OF WALK,
SEE DETAIL 'A', 'B', 'C' OR 'D'



CASE A (TYPE 4)
NOT TO SCALE

SEE TABLE 2 FOR 'X' VALUE

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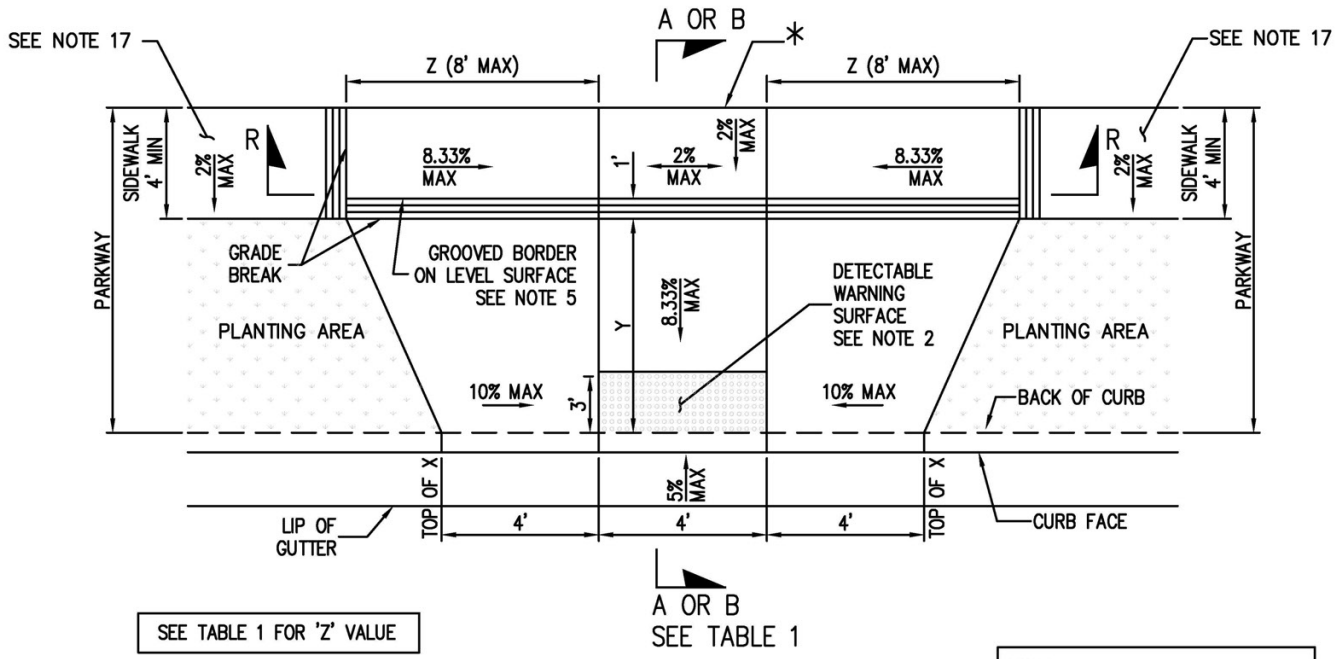
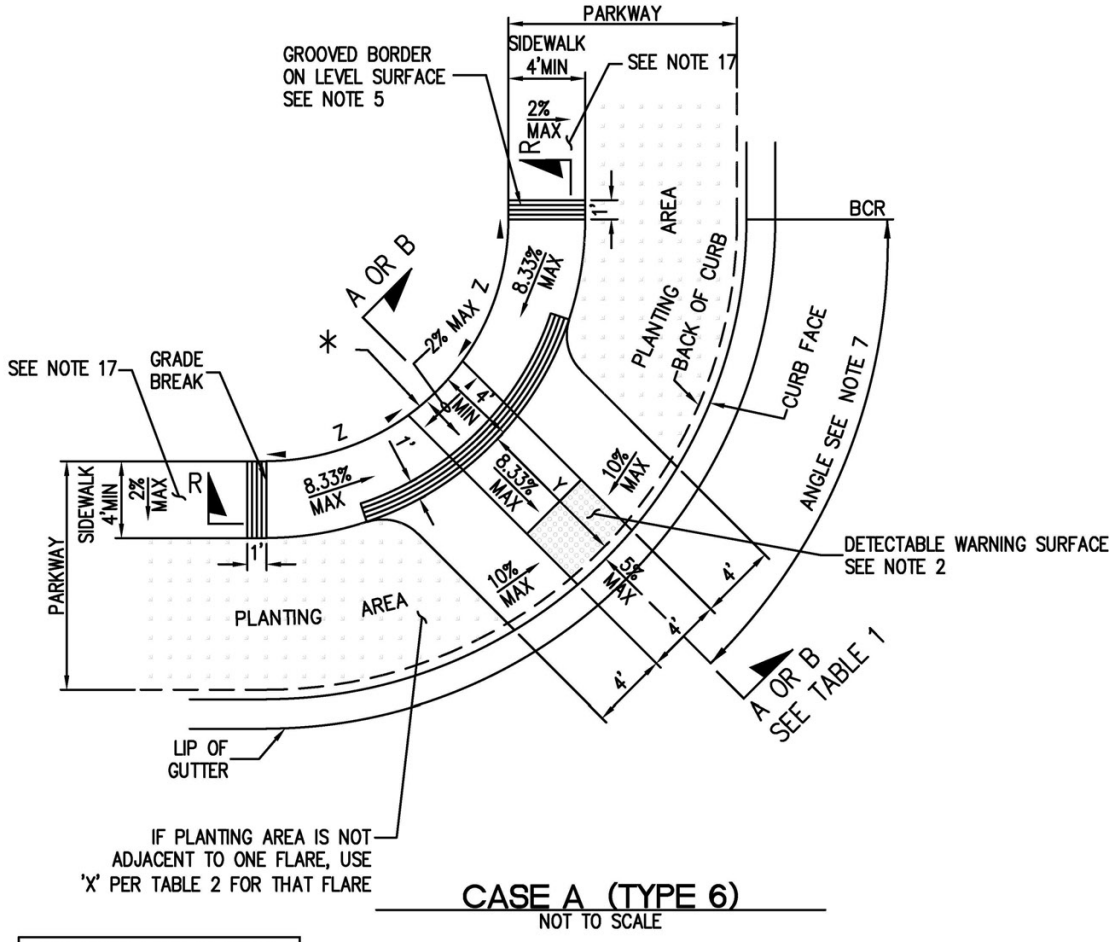


SEE TABLE 1 FOR 'Z' VALUE

CASE A (TYPE 5)

NOT TO SCALE

NOTE:
* FOR DEPRESSED BACK OF WALK, SEE DETAIL 'A', 'B', 'C' OR 'D'



CASE A (TYPE 6)

NOT TO SCALE

SEE TABLE 1 FOR 'Z' VALUE

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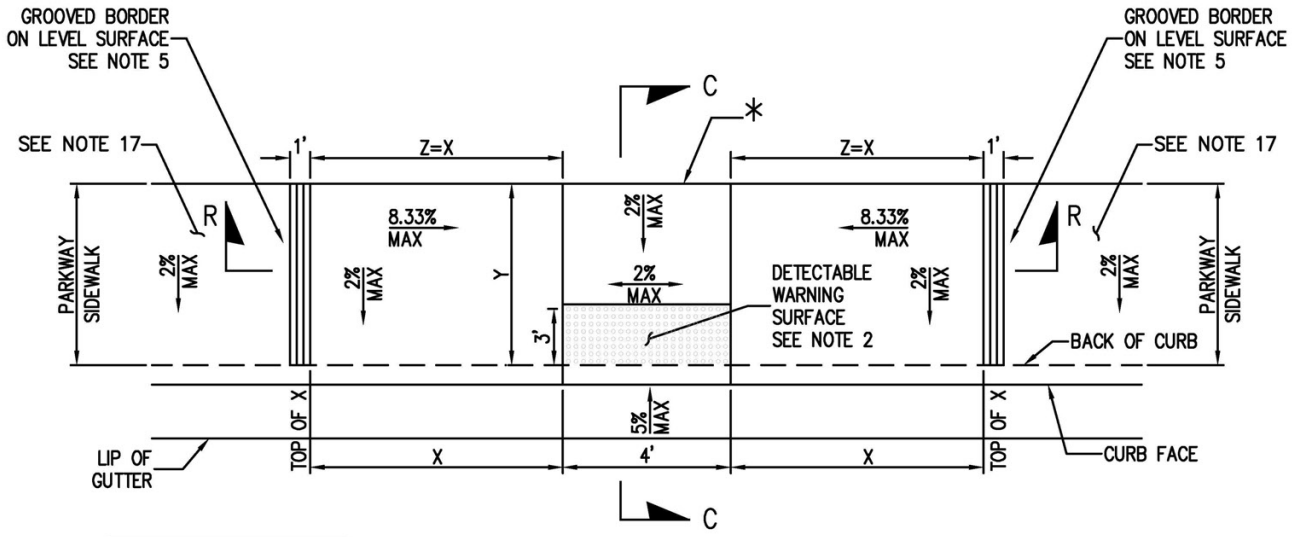
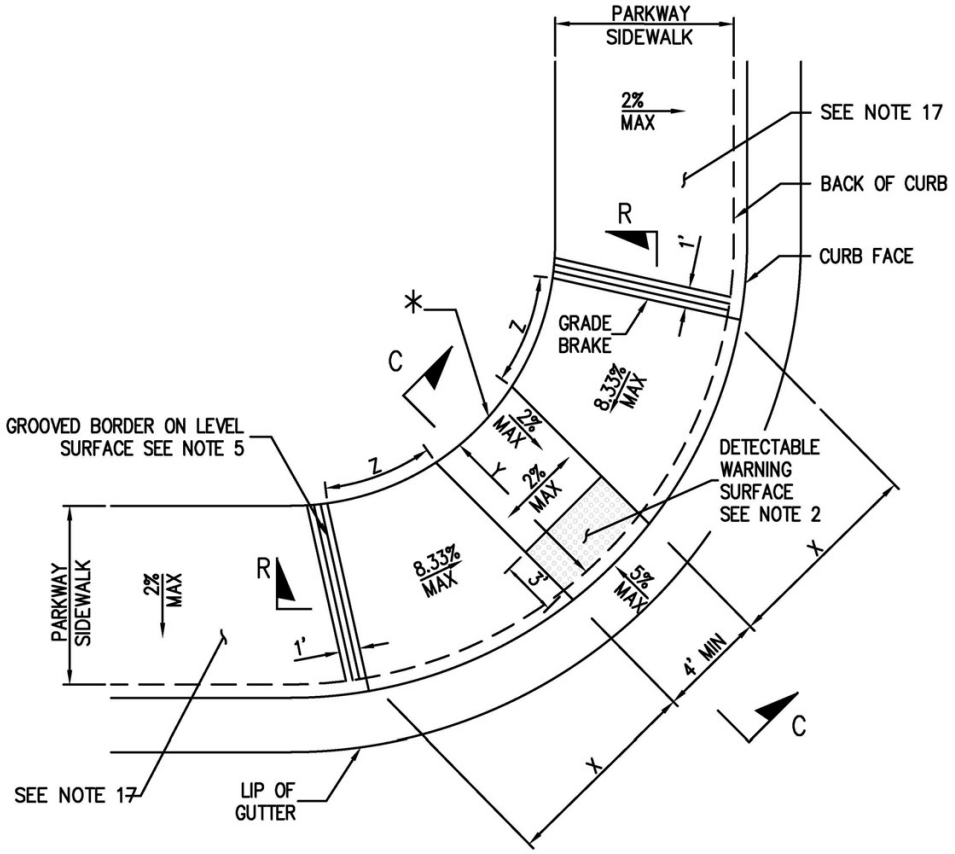


SEE TABLES 1 AND 2 FOR 'X' AND 'Z' VALUES

CASE B (TYPE 1)

NOT TO SCALE

NOTE:
* FOR DEPRESSED BACK OF WALK, SEE DETAIL 'A', 'B', 'C' OR 'D'



SEE TABLES 1 AND 2 FOR 'X' AND 'Z' VALUES

CASE B (TYPE 2)

NOT TO SCALE

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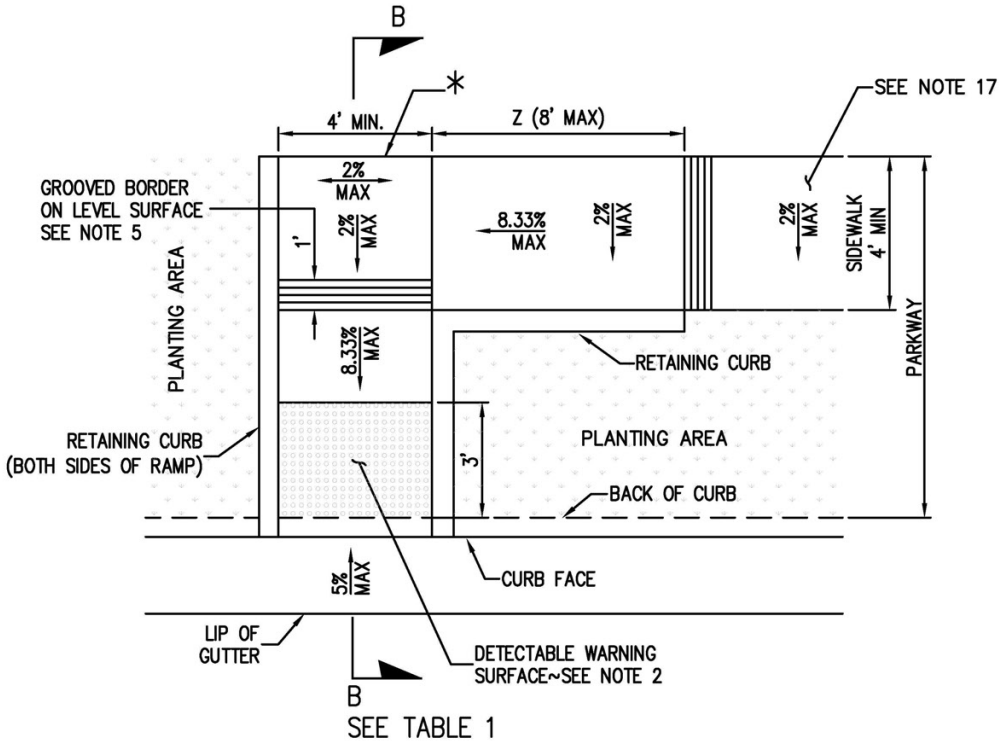
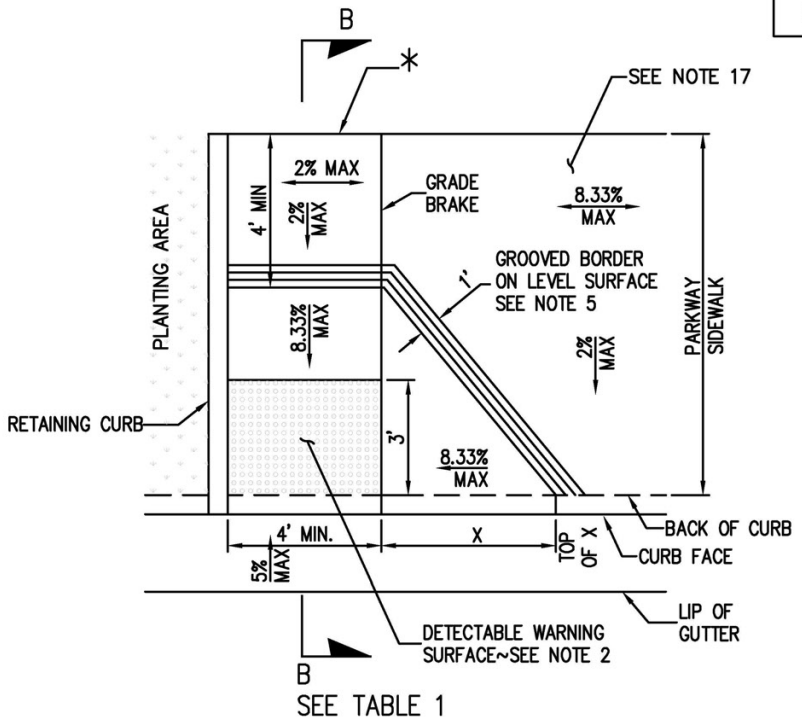


CASE C (TYPE 1)

NOT TO SCALE

NOTE:
* FOR DEPRESSED BACK OF WALK, SEE DETAIL 'A', 'B', 'C' OR 'D'



CASE C (TYPE 2)

NOT TO SCALE

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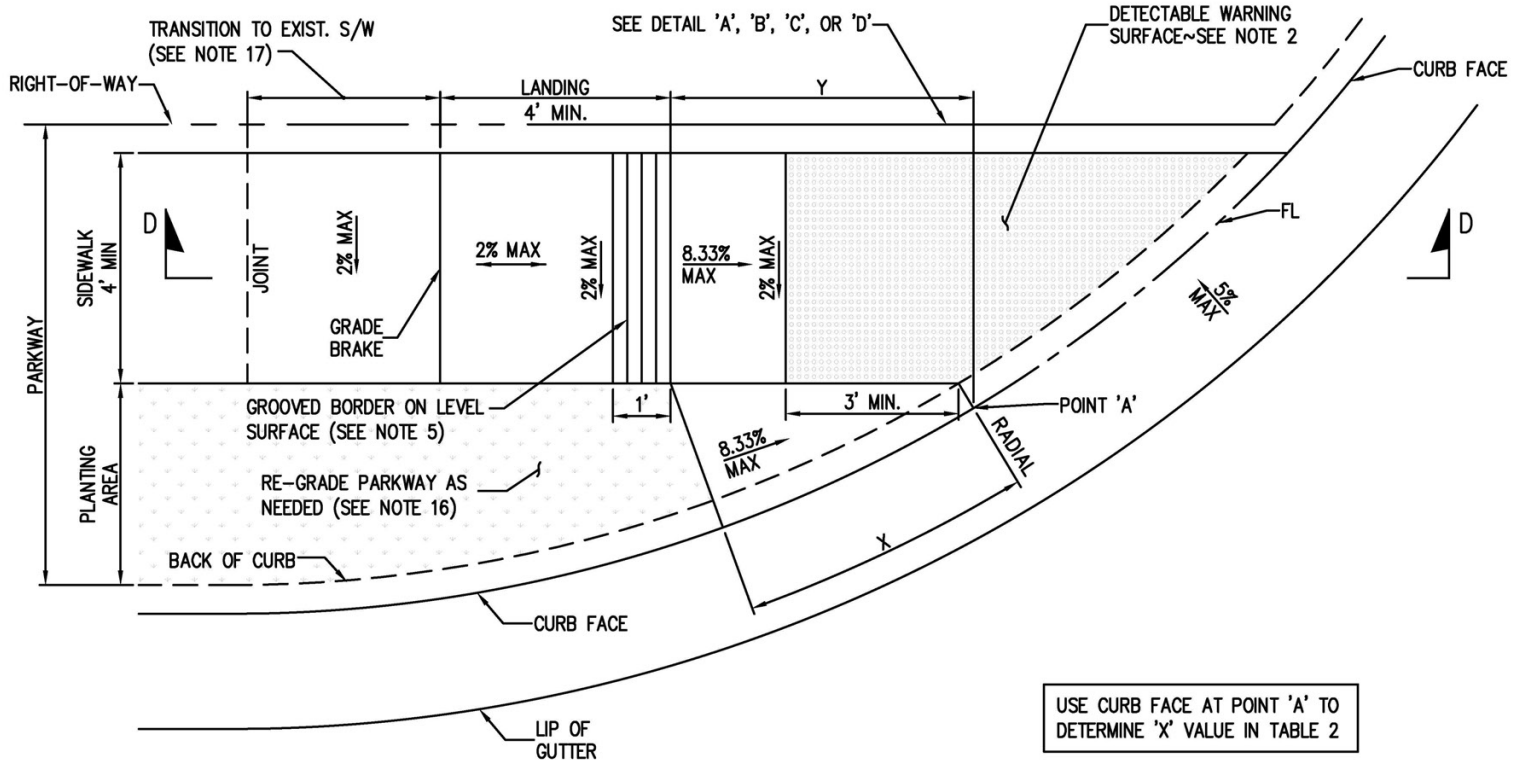
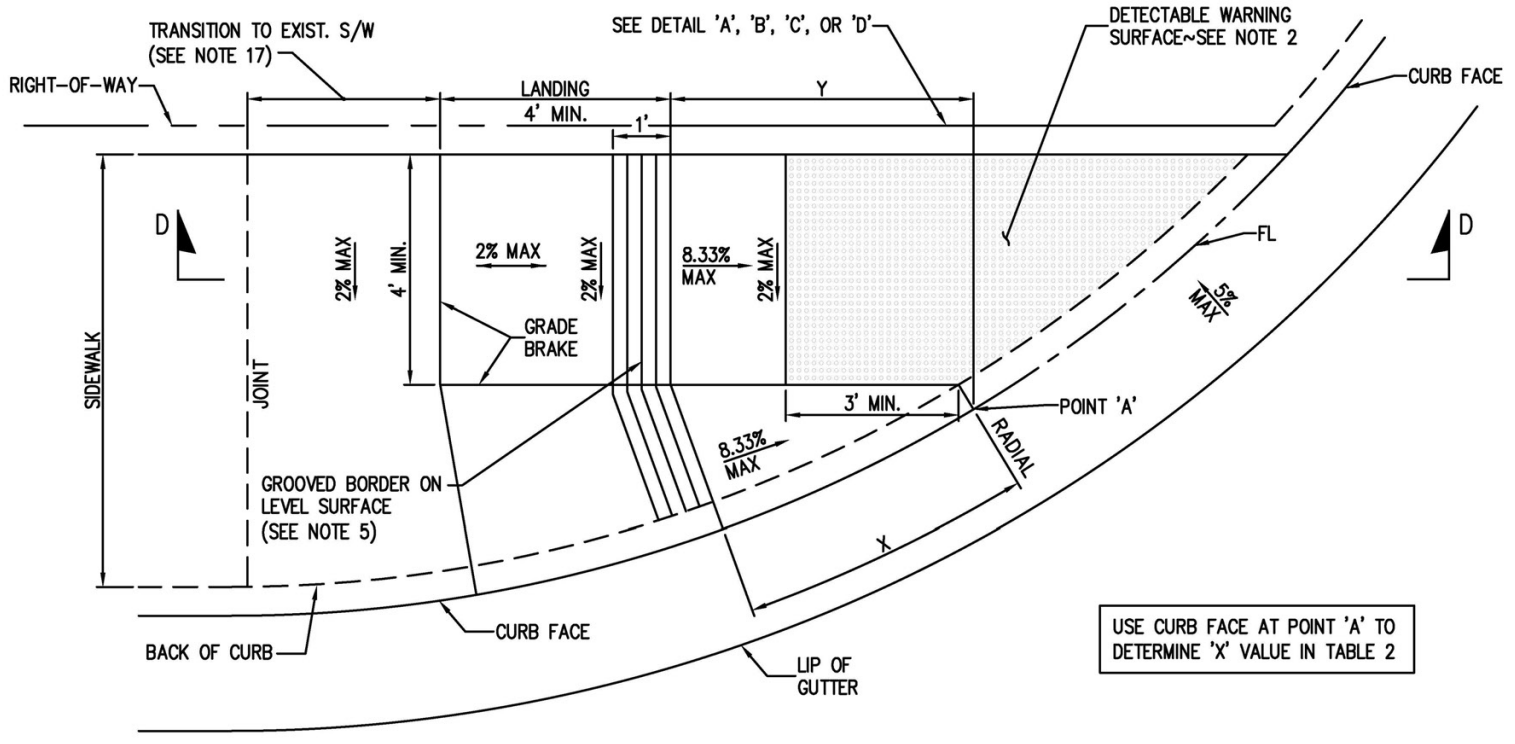


CASE D (TYPE 1)

NOT TO SCALE



CASE D (TYPE 2)

NOT TO SCALE

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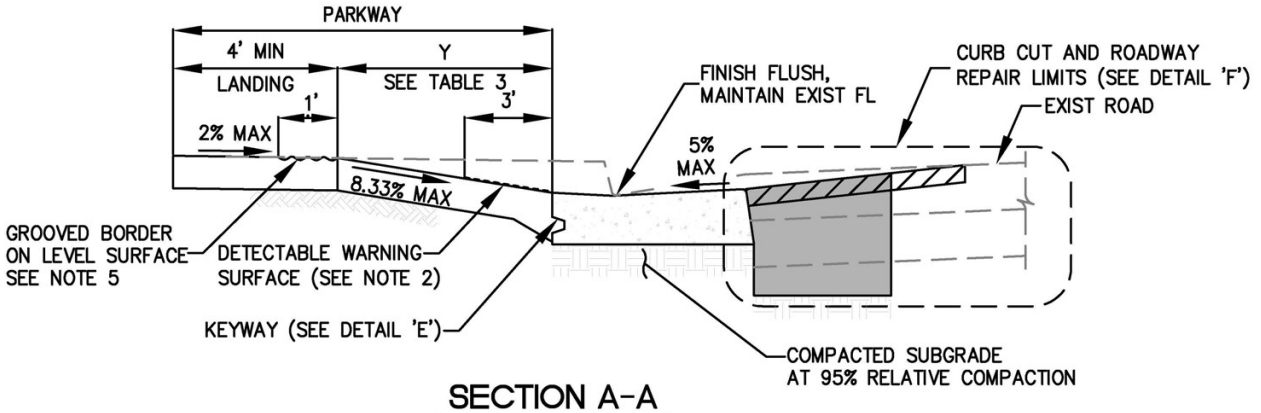
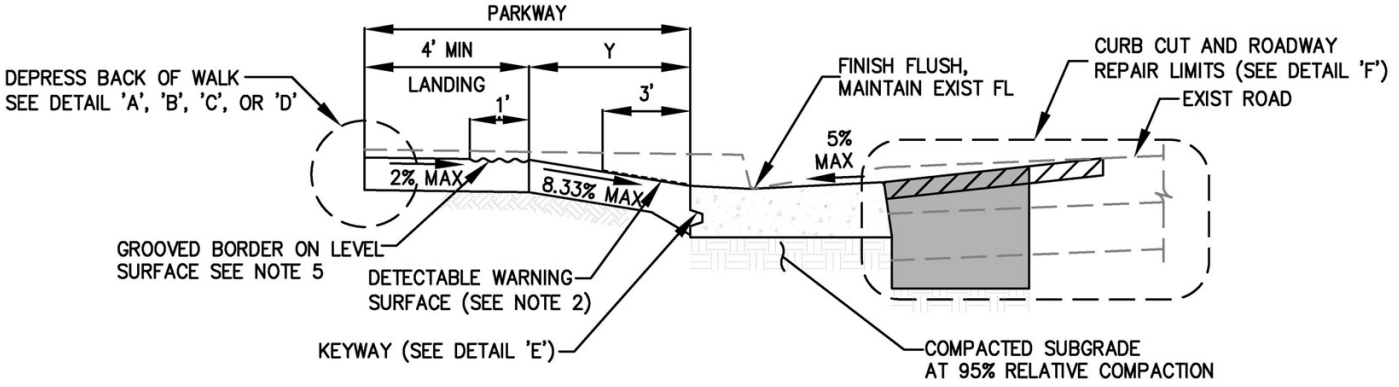
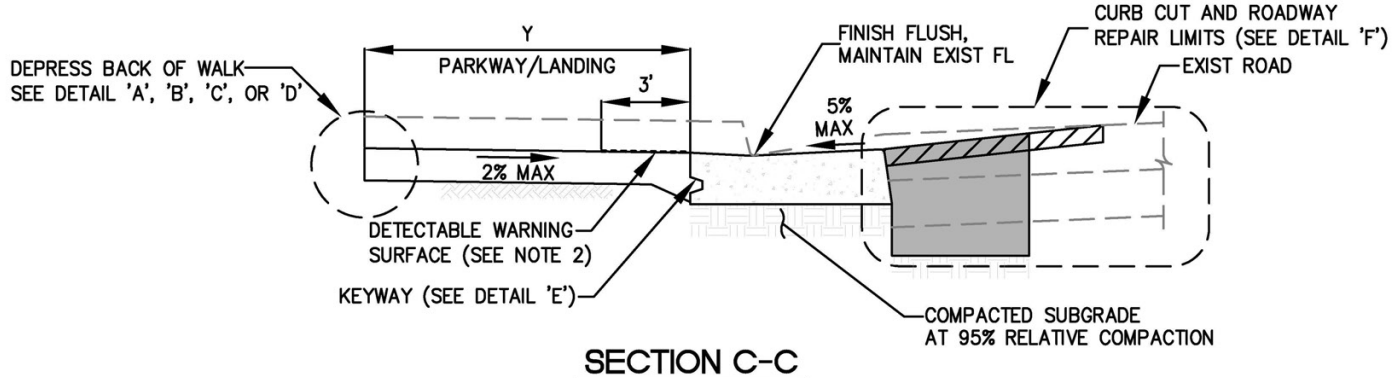


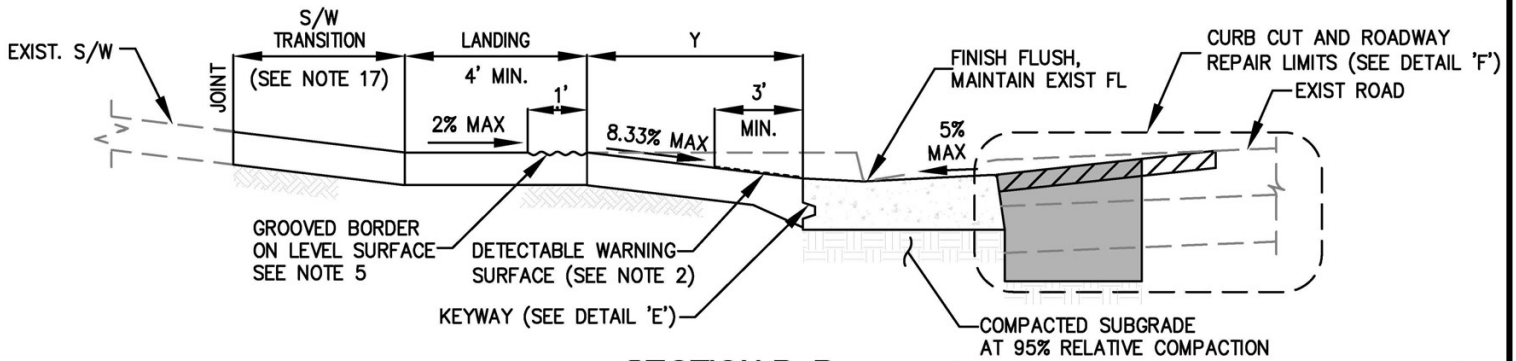
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE



SECTION D-D
NOT TO SCALE

USE FIGURE 1 TO DETERMINE WHICH OF SECTIONS A-A, B-B, OR C-C IS APPROPRIATE

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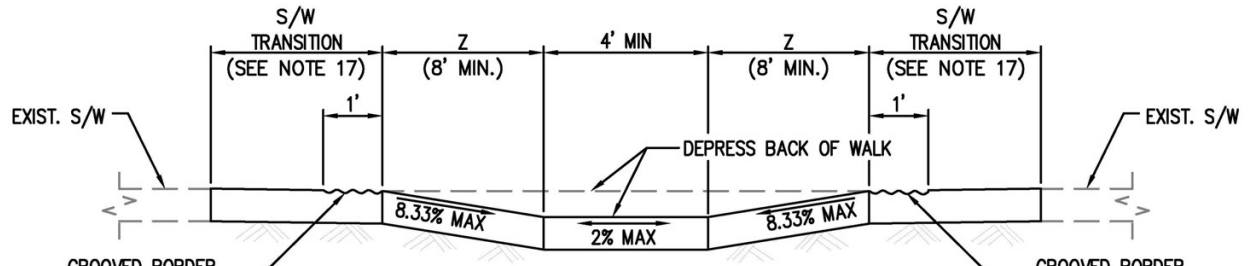
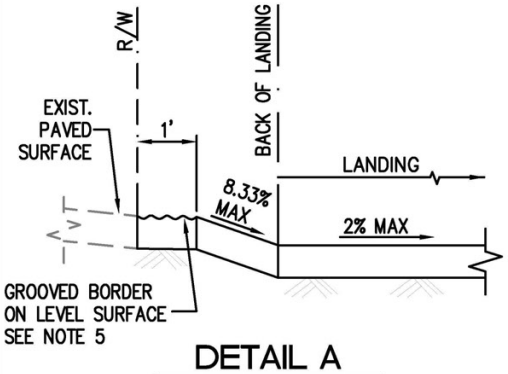
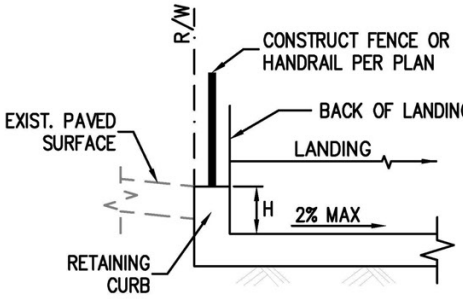


SECTION R-R
NOT TO SCALE



DETAIL A
NOT TO SCALE



DETAIL B
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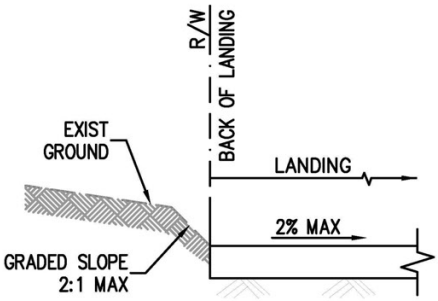
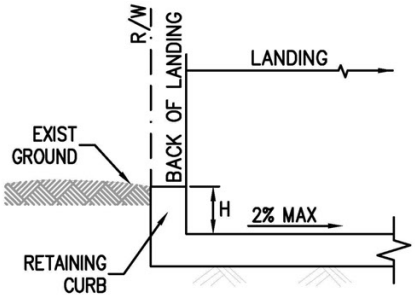


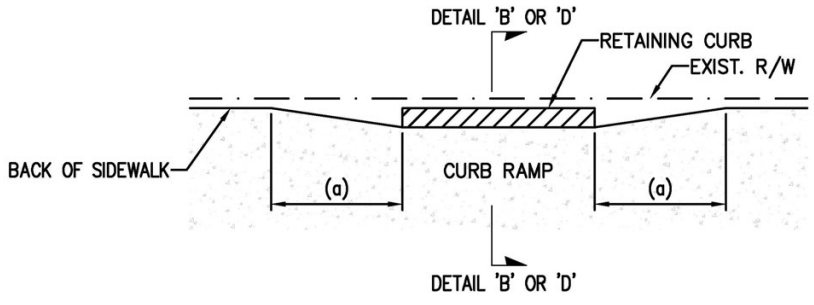
DETAIL C
NOT TO SCALE



DETAIL D
NOT TO SCALE

RETAINING CURB NOTES:

1. HEIGHT AND LIMITS OF THE RETAINING CURB, H, VARIES AND SHALL BE DETERMINED IN THE FIELD.
2. ON RETROFIT CONSTRUCTION OR CASES WHERE THE RETAINING CURB MUST BE CONSTRUCTED INSIDE EXISTING ROAD RIGHT-OF-WAY (R/W), A "BACK OF SIDEWALK" TRANSITION IS REQUIRED (SEE DIAGRAM BELOW) TO DIRECT PEDESTRIAN TRAFFIC AROUND THE RETAINING CURB. IN NO CASE SHALL THE RETAINING CURB BE CONSTRUCTED ON PRIVATE PROPERTY.



(a) 7.5' TRANSITION LENGTH FOR STRAIGHT SIDEWALK ALIGNMENT. AT CURB RETURNS, TRANSITION LENGTH CAN TERMINATE AT BCR/ECR, PROVIDED IT IS NOT LESS THAN 5': OTHERWISE, THE RETAINING CURB MUST EXTEND TO THE BCR/ECR AND THE 7.5' TRANSITION LENGTH BE USED.

3. NEW RETAINING CURB SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE NEW CURB RAMP AND/OR SIDEWALK, UNLESS OTHERWISE SPECIFIED ON THE CONTRACT PLANS OR AS DIRECTED BY THE CITY ENGINEER.

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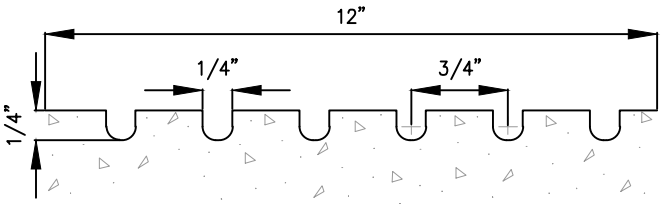
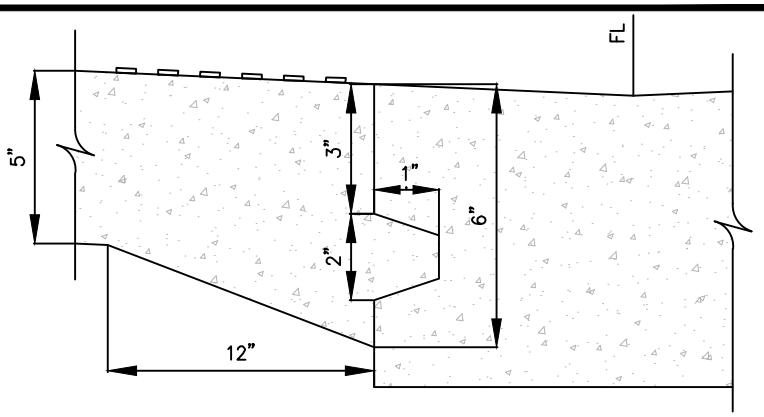
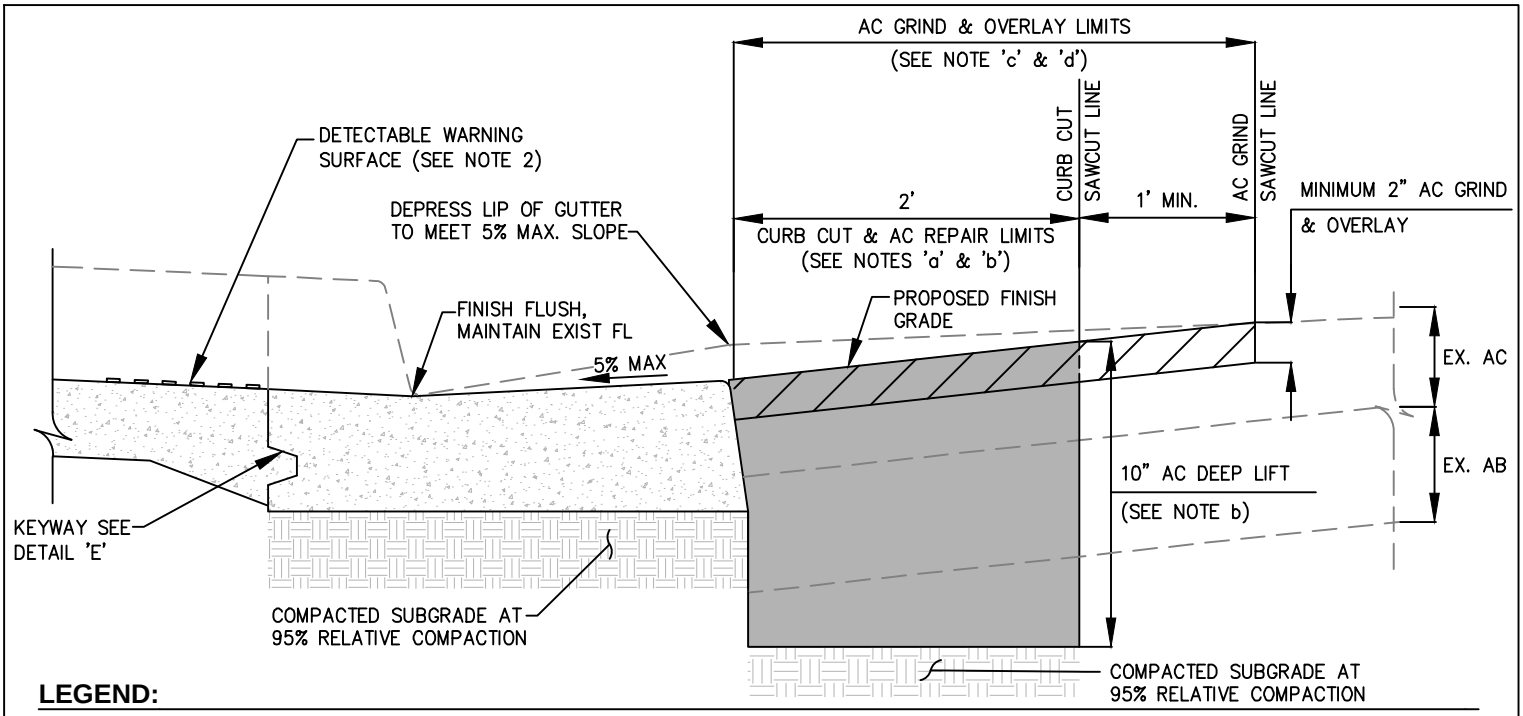


NOTE:
WHEN RETROFITTING GROOVES ONLY, CONTRACTOR SHALL SAWCUT AND REMOVE A 12" WIDE STRIP OF CONCRETE AT LEVEL SURFACE AT TOP OF CURB RAMP PERPENDICULAR TO THE PEDESTRIAN DIRECTION OF TRAVEL FOR NEW GROOVED BORDER PER DETAILS HEREON.

GROOVING DETAIL
NOT TO SCALE



KEYWAY DETAIL 'E'
NOT TO SCALE



LEGEND:

AC GRIND AND OVERLAY | CURB CUT AND AC REPAIR | COMPACTED SUBGRADE

CURB CUT AND ROADWAY REPAIR NOTES:

a. CURB CUT – SAWCUT AND REMOVE EXISTING AC/AB 2 FEET BEYOND THE LIP OF GUTTER TO A DEPTH OF 10" BELOW PROPOSED FINISH GRADE, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

b. AC REPAIR – CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

c. AC GRIND – EXTEND AC GRIND AND OVERLAY LIMITS A MINIMUM OF 1 FOOT BEYOND AC REPAIR LIMITS, UNLESS OTHERWISE DIRECTED BY THE CITY STREETS MANAGER OR THE CITY INSPECTOR.

d. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
   d.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
   d.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).
   IF AC PAVEMENT IS BEING CONSTRUCTED DIRECTLY ON AN EXISTING HARD–SURFACED PAVEMENT, TACK COAT (THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK) SHALL BE APPLIED.

e. CONCRETE REMOVALS SHALL BE MADE TO THE NEAREST SCORE JOINT OR SAW CUT, IF SAID JOINT IS LESS THAN 4 FEET FROM WORK LIMITS.

CURB CUT AND ROADWAY REPAIR LIMITS - DETAIL 'F'
NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

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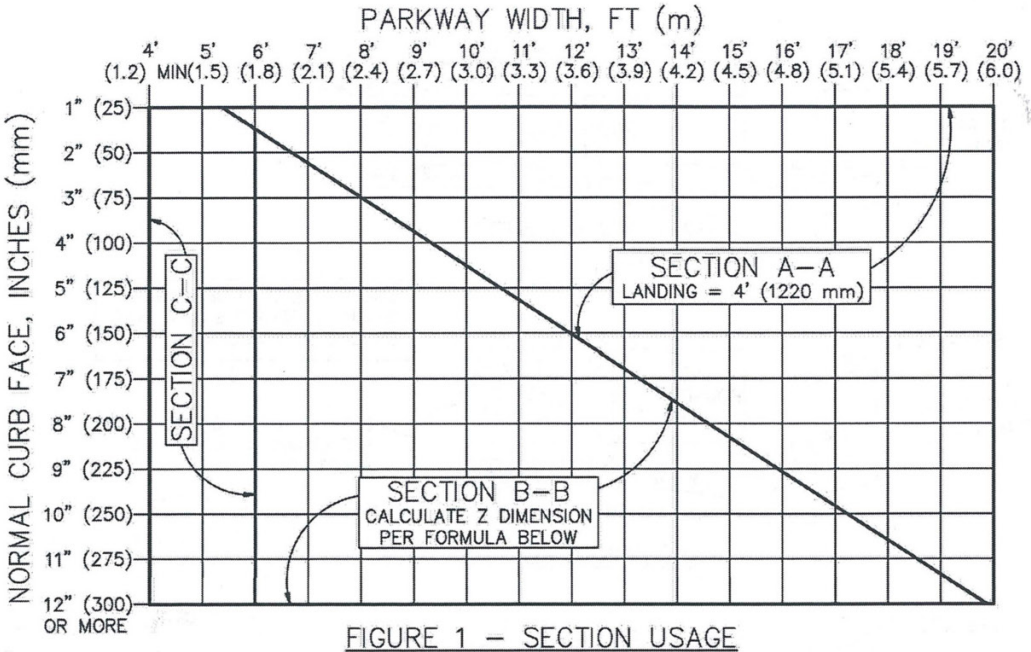

FIGURE 1 – SECTION USAGE

NORMAL CURB FACE, INCHES (mm)	X, FT (mm)	SECTION Y–Y Y, FT (mm)
2" (50)	4.00' (1220) MIN	2.63' (790)
3" (75)	4.00' (1220) MIN	3.95' (1185)
4" (100)	4.00' (1220) MIN	5.26' (1580)
5" (125)	4.17' (1275)	6.58' (1975)
6" (150)	5.00' (1525)	7.90' (2370)
7" (175)	5.83' (1775)	9.21' (2765)
8" (200)	6.67' (2035)	10.53' (3160)
9" (225)	7.50' (2285)	11.84' (3555)
10" (250)	8.33' (2540)	13.16' (3950)
11" (275)	9.17' (2795)	14.47' (4340)
12" (300)	10.00' (3050)	15.79' (4735)

SEE SHEET 9 FOR STREET SLOPE ADJUSTMENT FACTORS, ALL STREETS

TABLE 1 – X AND Y VALUES

WHERE FIGURE 1 SHOWS USE OF SECTION B–B, FIGURE Z DIMENSION AS FOLLOWS:

W = PARKWAY WIDTH
L = LANDING WIDTH, 4' (1220 mm) TYP
Z = [(Y+L)–W] x 0.760

IF (Y+L) < W, THEN Z = 0

TABLE 1 REFERENCE FORMULAS:
X = CF / 8.333%
Y = CF / (8.333% – 2% WALK CROSS SLOPE)

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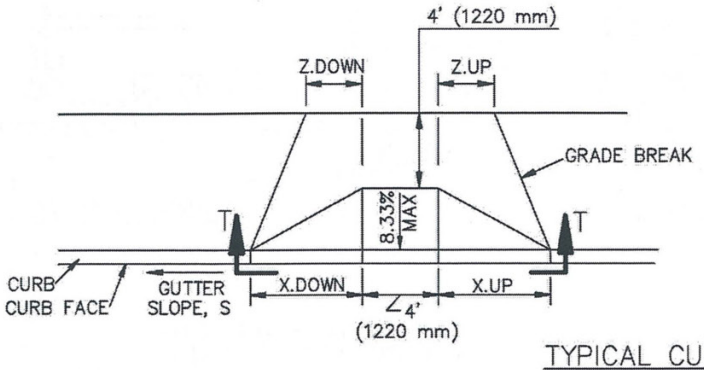
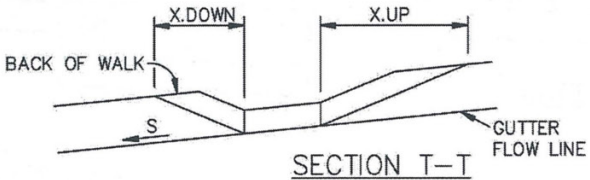


TYPICAL CURB RAMP



SECTION T–T
SLOPED STREET

FOR SLOPED STREETS, MULTIPLY THE DIMENSIONS PARALLEL TO THE STREET, X AND Z, UPSTREAM AND DOWNSTREAM OF THE RAMP, BY THE FACTORS IN THE FOLLOWING TABLE.

FOR EXAMPLE, X.DOWN = X x K.DOWN

S	K.DOWN	K.UP
0%	1.000	1.000
0.2%	0.977	1.025
0.5%	0.943	1.064
1%	0.893	1.136
2%	0.806	1.316
3%	0.735	1.563
4%	0.676	1.923
5%	0.625	2.500

TABLE 2 – SLOPE ADJUSTMENTS

TABLE 2 REFERENCE FORMULAS:
K.DOWN = 8.333% / (8.333% + S)
K.UP = 8.333% / (8.333% – S)

STREET SLOPE ADJUSTMENTS

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION	STANDARD PLAN
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GENERAL NOTES:

1. NEW RAMPS AND SIDEWALKS ARE NOT TO BE CONSTRUCTED MONOLITHICALLY WITH NEW CURB AND GUTTER.

2. DETECTABLE WARNING SURFACE TILES SHALL BE EPOXY GLUE–DOWN TYPE, SUCH AS:
   (a) SSTD–TRADITIONAL MAT SYSTEM, MANUFACTURED BY SAFETY STEP TD; OR
   (b) APPROVED EQUIVALENT

   DETECTABLE WARNING SURFACE TILES SHALL BE CONSTRUCTED WITH TRUNCATED DOMES SIZED AND SPACED TO MEET CURRENT FHWA AND ADAAG REQUIREMENTS. THE SURFACE SHALL BE 3' MINIMUM IN THE PEDESTRIAN DIRECTION OF TRAVEL AND EXTEND THE FULL WIDTH OF THE RAMP RUN, EXCLUDING ANY FLARED SIDES. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE CURB SHALL BE 6" MINIMUM AND 8" MAXIMUM FROM THE GUTTER FLOWLINE. COLOR OF TRUNCATED DOMES SHALL BE DARK GRAY ONLY. PERIMETER EDGES SHALL BE SEALED WITH EPOXY SEALANT SYSTEM PER MANUFACTURER'S SPECIFICATIONS.

   DETECTABLE WARNING SURFACE TILES SHALL BE INSTALLED BY TRAINED PERSONNEL ONLY. TRAINING SHALL BE ACQUIRED BY THE MANUFACTURER IN ADVANCE OF ANY INSTALLATION.

3. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.

4. PORTLAND CEMENT CONCRETE (PCC) SHALL BE CLASS 560–C–3250, TYPE V FOR RAMPS AND SIDEWALKS. CONCRETE THICKNESS, "T", SHALL BE 5" MINIMUM.

5. THE RAMP SHALL HAVE A 12" WIDE BORDER ON LEVEL SURFACE WITH 1/4" GROOVES, APPROXIMATELY 3/4" ON CENTER. SEE GROOVING DETAIL HEREIN.

6. RAMP SIDES SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP. ENGINEER TO FIELD VERIFY ALL TRANSITIONS/SIDE SLOPES PRIOR TO PLACING NEW RAMP.

7. MAXIMUM SLOPES OF ADJOINING GUTTERS, THE ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, AND CONTINUOUS PASSAGE TO THE CURB RAMP SHALL NOT EXCEED 5% WITHIN 4' OF THE TOP OR BOTTOM OF THE CURB RAMP.

8. WHEN REMOVING CURB AND GUTTER ONLY, CONTRACTOR SHALL SAWCUT AND REMOVE CURB AND GUTTER BETWEEN EXISTING TOP OF "X'S".

9. THE COST OF THE CURB AND GUTTER AND PAVEMENT REPLACEMENT IS INCLUDED AS PART OF THE CURB RAMP MODIFICATION BID ITEM.

10. ALL UTILITY PULL BOXES, MANHOLES AND VAULTS WITHIN THE BOUNDARIES OF THE CURB RAMP (INCLUDING LANDINGS AND TRANSITIONS) WILL BE ADJUSTED TO NEW GRADE OR RELOCATED OUTSIDE OF THE NEW CURB RAMP LOCATION PRIOR TO, OR IN CONJUNCTION WITH, THE CURB RAMP CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS WORK WITH THE UTILITY OWNER(S). THE CONTRACTOR IS RESPONSIBLE TO ADJUST ALL PULL BOXES WITHIN THE LIMITS OF RECONSTRUCTION AND REPLACE THEM AT NO ADDITIONAL COST IF THEY ARE DAMAGED OR BROKEN.

11. THE CONTRACTOR SHALL PROTECT IN PLACE EXISTING TRAFFIC LOOPS AND HOME RUN WIRING.

12. THE CONTRACTOR IS RESPONSIBLE TO ADJUST ALL IMPACTED UTILITY STRUCTURES TO GRADE AT CITY'S REQUEST.

13. USE DETAIL 'A' AND 'B' IF EXISTING SURFACE BEHIND RIGHT–OF–WAY IS PAVED.

14. USE DETAIL 'C' AND 'D' IF EXISTING SURFACE BEHIND RIGHT–OF–WAY IS UNPAVED.

15. WHERE AN ISLAND PASSAGE WAY LENGTH IS LESS THAN 6'–0", THE DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH AND FULL DEPTH OF THE PASSAGE WAY LENGTH. WHERE AN ISLAND PASSAGE WAY LENGTH IS GREATER THAN OR EQUAL TO 6'–0", BUT LESS THAN 8'–0", A DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH AND 2'–0" DEPTH OF THE PASSAGE WAY LENGTH. WHERE AN ISLAND PASSAGE WAY LENGTH IS GREATER THAN OR EQUAL TO 8'–0", A DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH AND 3'–0" DEPTH OF THE PASSAGE WAY LENGTH.

16. THE CONTRACTOR SHALL REPLACE IN KIND LANDSCAPING OR IRRIGATION SYSTEMS DAMAGED DURING CONSTRUCTION.

17. TRANSITION TO EXISTING SIDEWALK TO NEAREST JOINT IS REQUIRED PER DANA POINT STD. PLAN DP–101. TWO PANELS OR 11' TYPICAL. HOLD GRADE OF CURB AT JOINT. EPOXY GROUT TO EXISTING SIDEWALK AS OUTLINED IN DANA POINT STD. PLAN DP–101.

18. PRIOR TO OVERLAY, REMOVE EXISTING AC/AB AND REPLACE WITH 10" AC PAVEMENT, AS OUTLINED ON DETAIL 'F'.

19. IF THE DEPTH OF THE LANDING IS LESS THAN 4', THE MAXIMUM GRADIENT AT THE FLARED SIDE SLOPE SHALL NOT EXCEED 8.33%. IN NO INSTANCE, HOWEVER, SHALL THE MAXIMUM FLARED SIDE SLOPE LENGTH EXCEED 10' (SEE NOTE 21 FOR EXEMPTION). THE DESIGN ENGINEER SHALL DETERMINE AND DESIGNATE THE DIMENSION ON THE PLANS.

20. CURB RAMPS SHALL BE CONSTRUCTED WITH CHAMFERED KEYWAYS AS OUTLINED IN DETAIL 'F' OF THIS EXHIBIT.

GENERAL NOTES (CONTINUED):

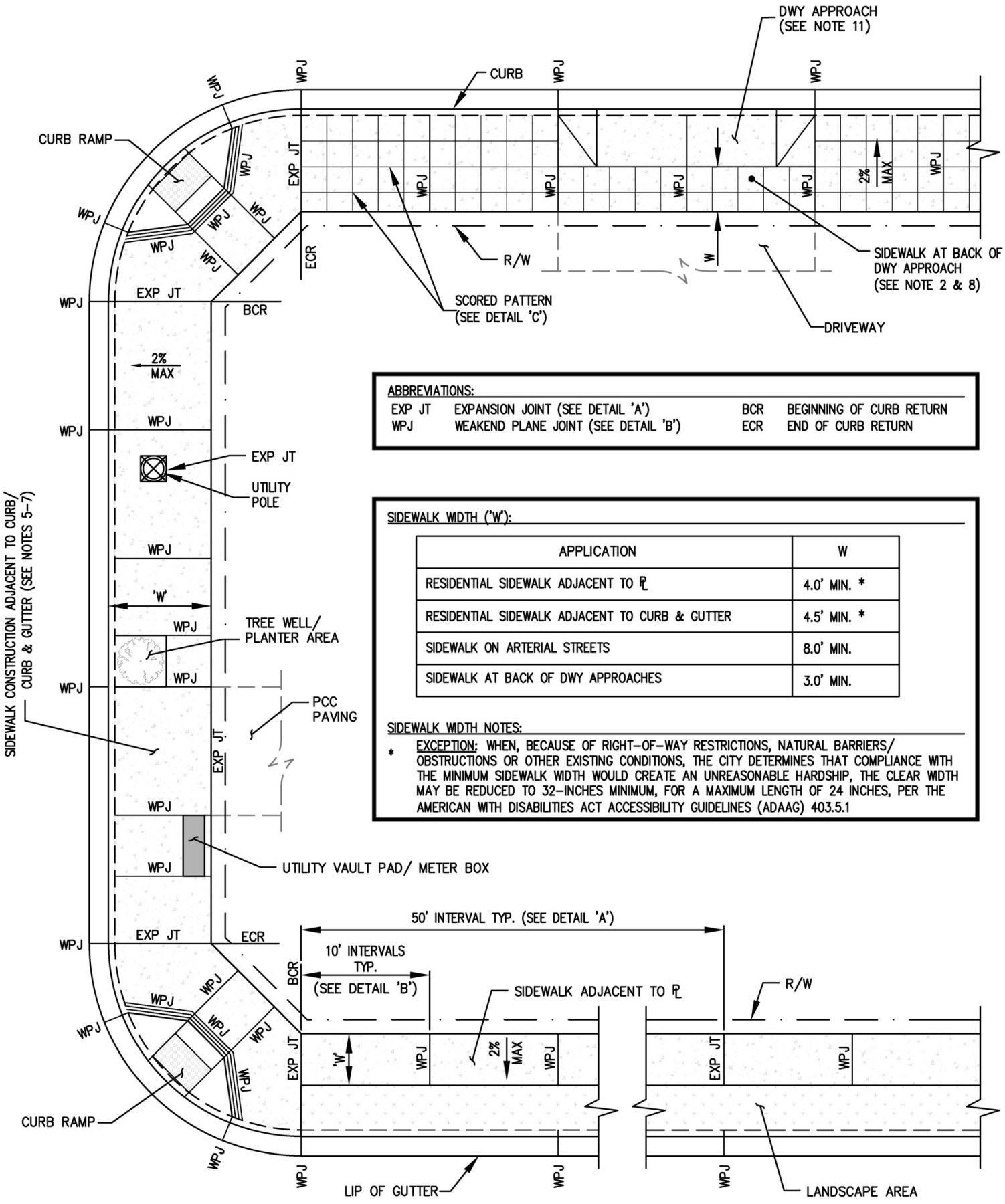
21. IN SOME CASES WHERE THE STREET GRADE IS STEEP, THE 8.33% CRITERIA WOULD REQUIRE A SUBSTANTIAL TRANSITION LENGTH FOR THE FLARED SIDE SLOPE (TRANSITION FROM A 0" HEIGHT CURB TO A STANDARD HEIGHT CURB). LIMITING THE TRANSITION LENGTH TO 10' WILL MINIMIZE THE SAFETY IMPACT TO THE OVERALL PUBLIC.

    A STANDARD HEIGHT CURB & GUTTER PROVIDES THE FOLLOWING SAFETY FEATURES: (a) MAINTAINS ROADWAY DRAINAGE AT THE FLOWLINE LOCATION; (b) MAINTAINS VEHICULAR TRAFFIC FLOW AND SAFETY AT CURB RETURNS AND PARKWAY AREAS; and (c) PROTECTS PEDESTRIANS FROM VEHICULAR TRAFFIC.

    IN ADDITION, IN ORDER TO MAINTAIN AN 8.33% RAMP, A SUBSTANTIAL WALKWAY TRANSITION LENGTH WOULD BE REQUIRED. IN CASES WHERE THE STREET GRADE EXCEEDS 8.33%, IT WOULD BE IMPOSSIBLE FOR THE TRANSITION CURB AND/OR WALKWAY TO JOIN THE NORMAL HEIGHT CURB AND/OR SIDEWALK. FURTHERMORE, THE DEPRESSED WALKWAY WOULD CREATE SAFETY ISSUES SUCH AS ALLOWING WATER PONDING TO OCCUR BEHIND THE CURB, AND SILTATION BUILD-UP ON THE SIDEWALK.

    HENCE, MODIFICATION TO THE ADA REQUIREMENTS ARE ALLOWED PER SUBPART A, SECTION 36.302(a) "MODIFICATIONS IN POLICIES, PRACTICES, OR PROCEDURES" OF THE "AMERICANS WITH DISABILITIES ACT" (ADA) AND SECTION 4451(f) OF THE CALIFORNIA GOVERNMENT CODE ALLOWS MODIFICATIONS TO THE REQUIREMENTS IN ORDER TO MAINTAIN OVERALL PUBLIC SAFETY, PENDING THE FOLLOWING:

    (a) THE CURB RAMP HAS BEEN INSPECTED BY A "CERTIFIED ACCESS SPECIALIST" (CASp);
    (b) THE ENGINEER OF RECORD COMPLETES AND SUBMITS A "TECHNICAL INFEASIBILITY EVALUATION FORM" TO THE CITY; AND
    (c) MODIFICATIONS TO THE ADA REQUIREMENTS HAVE BEEN APPROVED BY THE CITY ENGINEER.



ABBREVIATIONS:

EXP JT	EXPANSION JOINT (SEE DETAIL 'A')	BCR	BEGINNING OF CURB RETURN
WPJ	WEAKEND PLANE JOINT (SEE DETAIL 'B')	ECR	END OF CURB RETURN

SIDEWALK WIDTH ('W'):

APPLICATION	W
RESIDENTIAL SIDEWALK ADJACENT TO ℄	4.0' MIN. *
RESIDENTIAL SIDEWALK ADJACENT TO CURB & GUTTER	4.5' MIN. *
SIDEWALK ON ARTERIAL STREETS	8.0' MIN.
SIDEWALK AT BACK OF DWY APPROACHES	3.0' MIN.

SIDEWALK WIDTH NOTES:

* EXCEPTION: WHEN, BECAUSE OF RIGHT-OF-WAY RESTRICTIONS, NATURAL BARRIERS/ OBSTRUCTIONS OR OTHER EXISTING CONDITIONS, THE CITY DETERMINES THAT COMPLIANCE WITH THE MINIMUM SIDEWALK WIDTH WOULD CREATE AN UNREASONABLE HARDSHIP, THE CLEAR WIDTH MAY BE REDUCED TO 32-INCHES MINIMUM, FOR A MAXIMUM LENGTH OF 24 INCHES, PER THE AMERICAN WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) 403.5.1

CITY OF DANA POINT STANDARD PLAN

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CURB AND SIDEWALK JOINT

STD. PLAN

DP-101

SHEET 1 OF 4

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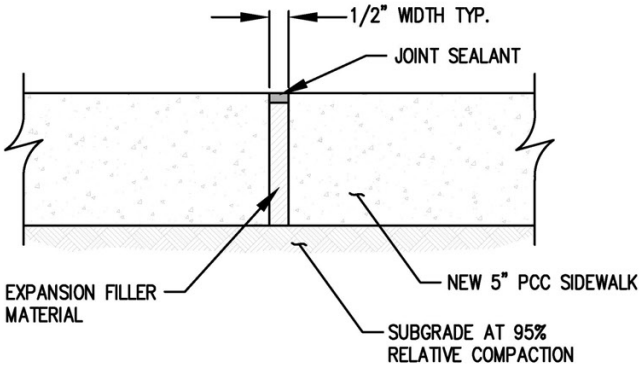


EXPANSION JOINT (EXP JT) NOTES:

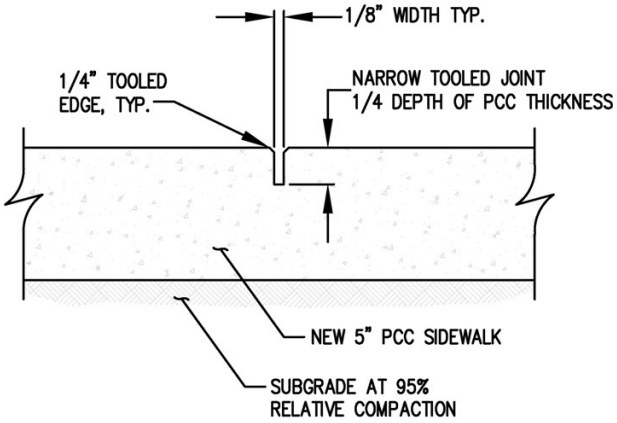
(a) AT SIDEWALKS: EXP JT SHALL BE PLACED AT 50' INTERVALS; AT CURB RETURNS; AROUND UTILITY POLE; AT LOCATIONS WHERE NEW SIDEWALK ABUTS EXISTING PAVING OR VERTICAL STRUCTURES (I.E. BUILDINGS, RETAINING WALLS, CURBS, ETC.); AND AS DIRECTED BY THE CITY ENGINEER.

(a) EXPANSION FILLER MATERIAL SHALL BE PREMOLDED FILLER (1/4" THICK ASPHALTIC SATURATED FIBER)

(b) JOINT SEALANT SHALL BE A MULTI-COMPONENT POLYURETHANE SEALANT, IN CONFORMANCE WITH ASTM C920, TYPE M, GRADE P, CLASS 25, SELF-LEVELING. MINIMUM 25% EXPANSION AND COMPACTION CAPABILITY. COLOR TO MATCH NEW SIDEWALK.

EXPANSION JOINT DETAIL 'A'

NOT TO SCALE



WEAKEND PLANE JOINT (WPJ) NOTES:

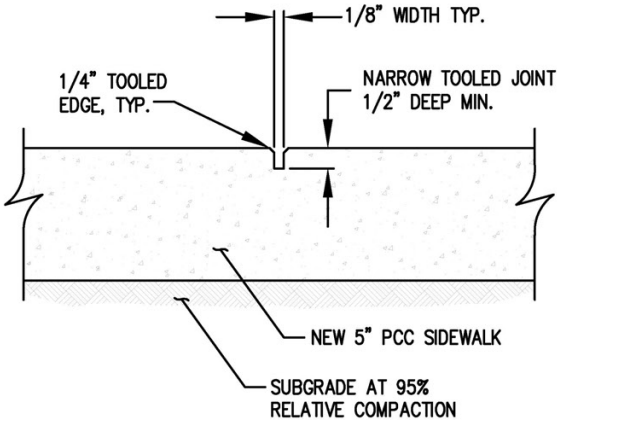
(a) AT SIDEWALKS: WPJ SHALL BE PLACED AT 10' INTERVALS; AT ENDS OF DRIVEWAY APPROACHES, CURB RAMPS, TREE WELLS, PLANTER AREAS, UTILITY VAULT PADS, AND METER BOXES; AND AS DIRECTED BY THE CITY ENGINEER.

(b) AT CURB AND GUTTER: WPJ SHALL BE PLACED AT EACH SIDE OF DRIVEWAY APPROACHES; AT THE ENDS OF CURB RAMPS; AT 10' INTERVALS (EXCEPT WITHIN CURB RETURNS); AND AS DIRECTED BY THE PUBLIC WORKS CITY INSPECTOR.

(c) WPJ IN CURB AND SIDEWALK SHALL BE ALIGNED.

WEAKENED PLANE JOINT DETAIL 'B'

NOT TO SCALE



SCORE JOINT NOTES:

(a) <u>IN THE LANTERN DISTRICT AND LANTERN VILLAGE AREAS:</u> NEW SIDEWALK CONSTRUCTION AND SIDEWALK REHABILITATION SHALL BE CONSTRUCTED WITH SCORE JOINT PATTERN AS OUTLINED IN DANA POINT STD. PLAN DP-102.

(b) <u>AREAS OUTSIDE THE LANTERN DISTRICT AND LANTERN VILLAGE AREAS:</u> NEW SIDEWALK CONSTRUCTION AND SIDEWALK REHABILITATION SHALL BE CONSTRUCTED IN A MANNER TO MATCH THE SURROUNDING SCORE PATTERN, FINISH, CONCRETE COLOR, AND AS DIRECTED BY THE CITY ENGINEER.

SCORE JOINT DETAIL 'C'

NOT TO SCALE

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CURB AND SIDEWALK JOINT

STD. PLAN

DP-101

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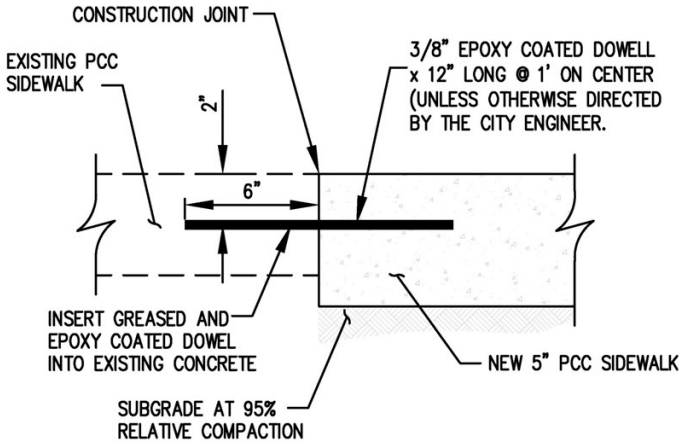
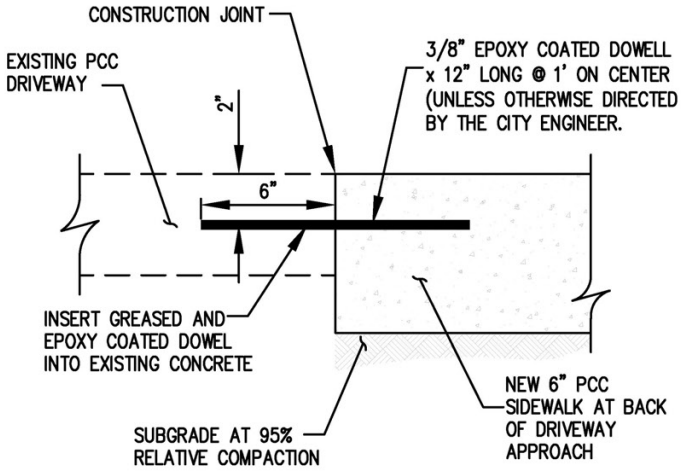


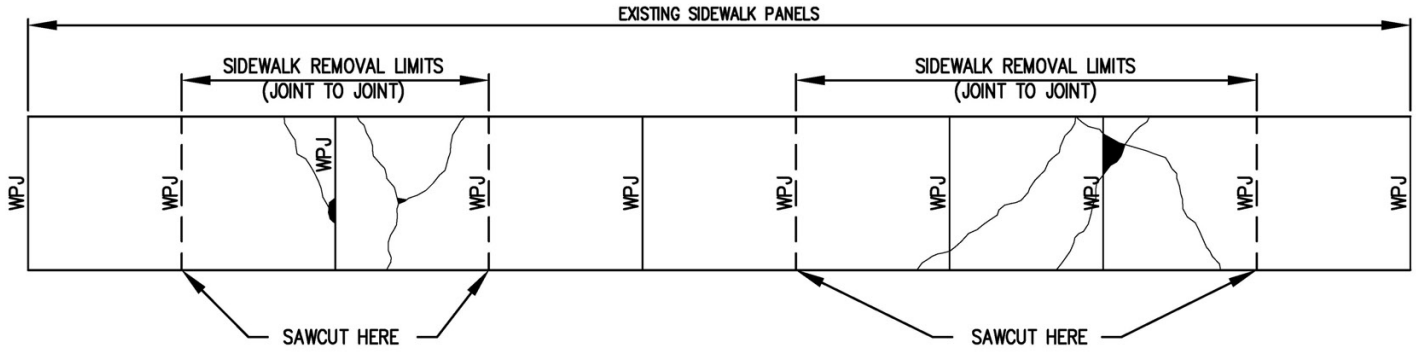
CONSTRUCTION JOINT DETAIL 'D'

NOT TO SCALE



DRIVEWAY JOINT DETAIL 'E'

NOT TO SCALE

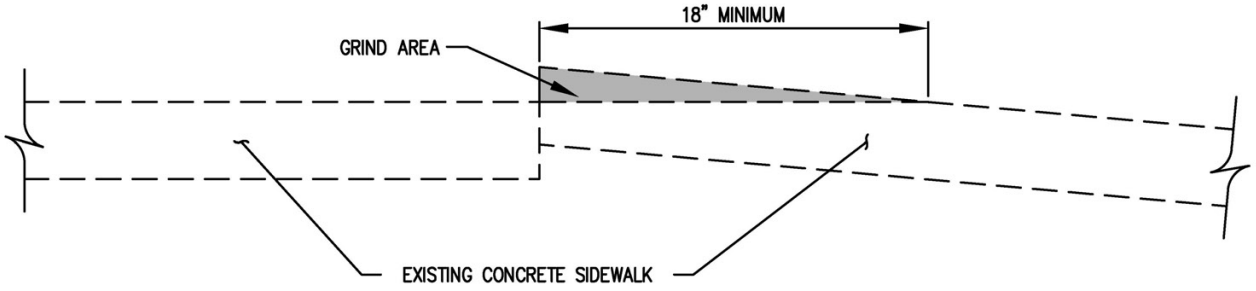


NOTES:

SIDEWALK REMOVAL AND REPLACEMENT SHALL BE FROM JOINT TO JOINT, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

SAWCUT DETAIL "F"

NOT TO SCALE



GRINDING DETAIL "G"

NOT TO SCALE

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CURB AND SIDEWALK JOINT

STD. PLAN

DP-101

SHEET 3 OF 4

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GENERAL NOTES:

1. PORTLAND CEMENT CONCRETE (PCC) MIX FOR SIDEWALK SHALL BE 560-C-3250 TYPE V.
2. SIDEWALK THICKNESS "T" SHALL BE 5" PCC, EXCEPT WITHIN THE DRIVEWAY AREA WHERE THICKNESS SHALL BE 6" PCC AS OUTLINED IN THE CITY OF DANA POINT STD. PLAN DP-103.
3. SIDEWALK CROSS SLOPE DOES NOT EXCEED 1:50 GRADIENT (2.0%).
4. SIDEWALKS, CURBS AND GUTTERS WITH LESS THAN 1% GRADE SHALL BE WATER TESTED PRIOR TO FINAL ACCEPTANCE TO INSURE PROPER DRAINAGE WITHOUT ACCEPTABLE HIGH OR LOW SPOTS. IF ANY AREAS ARE IDENTIFIED WHERE PONDING OCCURS, THE CONTRACTOR SHALL REMOVE AND REPLACE THOSE IMPROVEMENTS AT HIS EXPENSE.
5. MONOLITHIC CONCRETE PLACEMENT IS PROHIBITED BETWEEN SIDEWALKS AND CURB/CURB & GUTTER; SIDEWALKS AND DRIVEWAY/ DRIVEWAY APPROACHES; AND DRIVEWAY APPROACHES AND CURB/CURB & GUTTER.
6. NEW CONSTRUCTION OR REHABILITATION OF SIDEWALK ADJACENT TO NEW CONSTRUCTION OR REHABILITATION OF CURB/ CURB & GUTTER EQUAL TO OR GREATER THAN 10 FEET IN CURB LENGTH SHALL BE CONSTRUCTED WITH CHAMFERED KEYWAYS AS OUTLINED IN THE CITY OF DANA POINT STD. PLAN DP-120.
7. NEW CONSTRUCTION OR REHABILITATION OF SIDEWALK ADJACENT TO NEW CONSTRUCTION OR REHABILITATION OF CURB/ CURB & GUTTER LESS THAN 10 FEET IN CURB LENGTH: CONSTRUCT CURB/ CURB & GUTTER PER SPPWC STD. PLAN 120-1. NO CHAMFERED KEYWAY REQUIRED.
8. WHEN APPLICABLE, DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN A MANNER THAT WILL PROVIDE A MINIMUM 3' WIDE ADA COMPLIANT PATHWAY BEHIND THE DRIVEWAY APPROACH AND WITHIN THE PUBLIC RIGHT-OF-WAY (R/W).
9. PREMOLDED FILLER (1/4" THICK ASPHALT SATURATED FIBER) SHALL BE PLACED BETWEEN SIDEWALK RETURN AND CURB.
10. LIMITS OF SIDEWALK REPAIRS SHALL BE AS OUTLINED IN THIS DETAIL, AND AS DIRECTED BY THE CITY ENGINEER.
11. DRIVEWAY APPROACH SHALL BE CONSTRUCTED PER OCPW STD. PLAN 1209 OR 1210, AND AS MODIFIED PER DANA POINT STD. PLAN DP-103.

CITY OF DANA POINT STANDARD PLAN

STD. PLAN

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CURB AND SIDEWALK JOINT

DP-101

SHEET 4 OF 4

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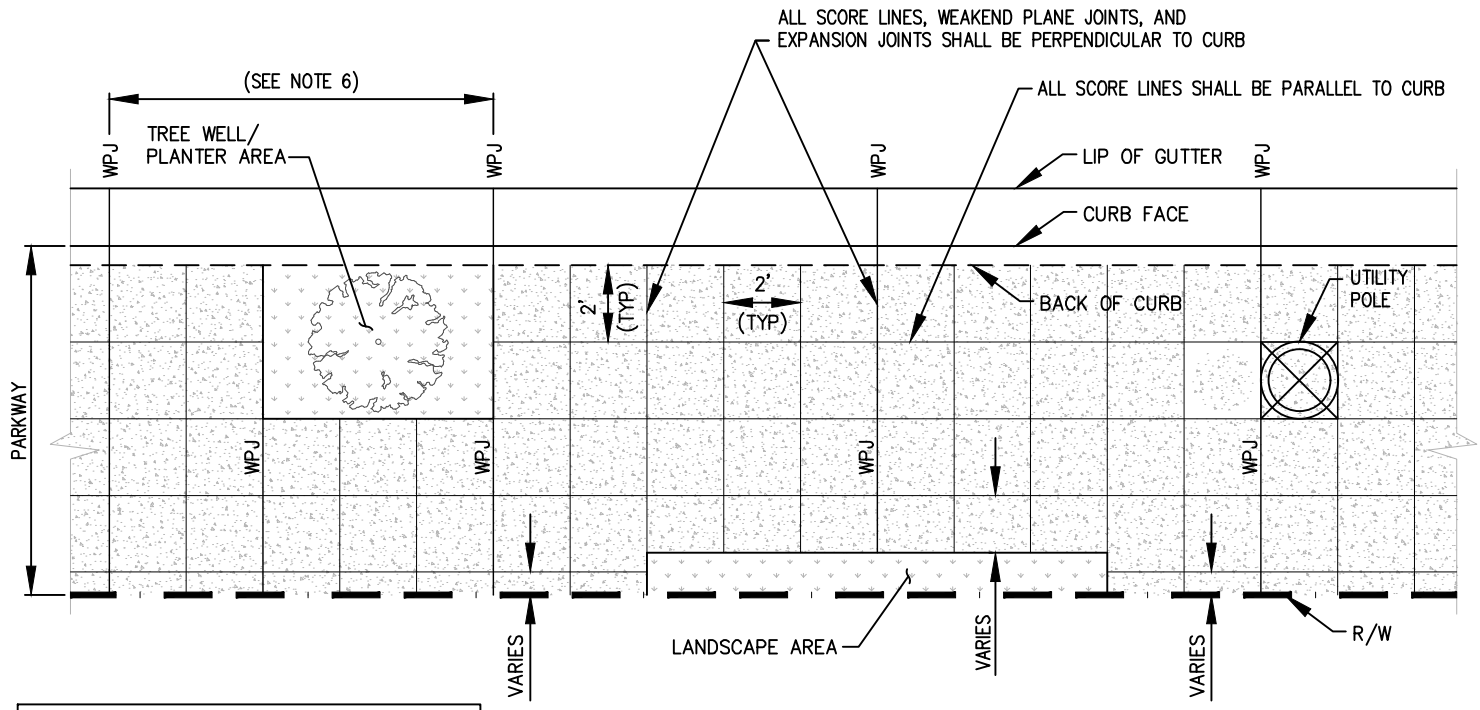


ABBREVIATIONS:

WPJ WEAKEND PLANE JOINT (PER DANA POINT STD. PLAN DP-101, DETAIL 'B')

SIDEWALK SCORE DETAIL

NOT TO SCALE

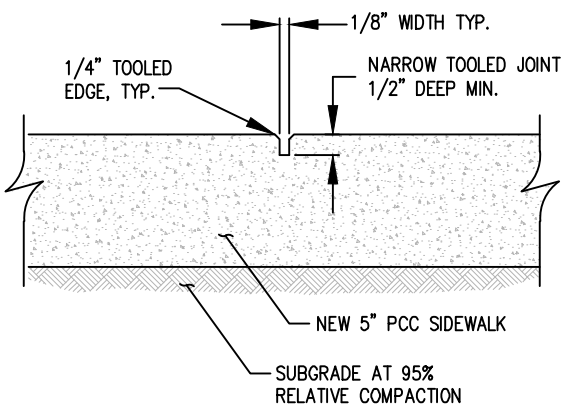
GENERAL NOTES:

1. SCORE PATTERN:
   (a) IN THE LANTERN DISTRICT AND LANTERN VILLAGE AREAS (SEE SHEET 2 FOR LIMITS) : NEW SIDEWALK CONSTRUCTION AND SIDEWALK REHABILITATION SHALL BE CONSTRUCTED WITH SCORE JOINT PATTERN AS OUTLINED IN THIS DETAIL.
   (b) AREAS OUTSIDE THE LANTERN DISTRICT AND LANTERN VILLAGE AREAS: NEW SIDEWALK CONSTRUCTION AND SIDEWALK REHABILITATION SHALL BE CONSTRUCTED IN A MANNER TO MATCH THE SURROUNDING SCORE PATTERN, FINISH, CONCRETE COLOR, AND AS DIRECTED BY THE CITY ENGINEER.

2. SIDEWALK PAVING SCORING SHALL BE PLACED ON A 2' GRID PATTERN. THE GRID SHALL BE LAID OUT FROM THE BACK OF CURB TOWARDS THE EDGE OF RIGHT-OF-WAY OR PROPERTY LINE. IF THERE ARE ANY ODD DIMENSIONED MODULES, THEY SHOULD BE ADJACENT TO THE PROPERTY LINE.

3. THE SCORING PATTERN, INCLUDING THE WEAKEND PLANE AND EXPANSION JOINTS, SHALL BE ESTABLISHED IN THE FIELD AND REVIEWED AND APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.

4. ALL SCORE LINES SHALL BE CONTINUOUS FROM START TO FINISH, INCLUDING THROUGH PERPENDICULAR SCORE LINES, WEAKEND PLANE JOINTS, AND EXPANSION JOINTS.



SCORE JOINT DETAIL

NOT TO SCALE

5. SIDEWALK SHALL BE CONSTRUCTED PER DANA POINT STD. PLAN DP-101.

6. WEAKENED PLANE JOINTS (WPJ) AND EXPANSION JOINTS (EXP JT) SHALL BE PLACED PER DANA POINT STD. PLAN DP-101.

CITY OF DANA POINT STANDARD PLAN

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LANTERN DISTRICT AND LANTERN VILLAGE SIDEWALK SCORE PATTERN

STD. PLAN

DP-102

SHEET 1 OF 2

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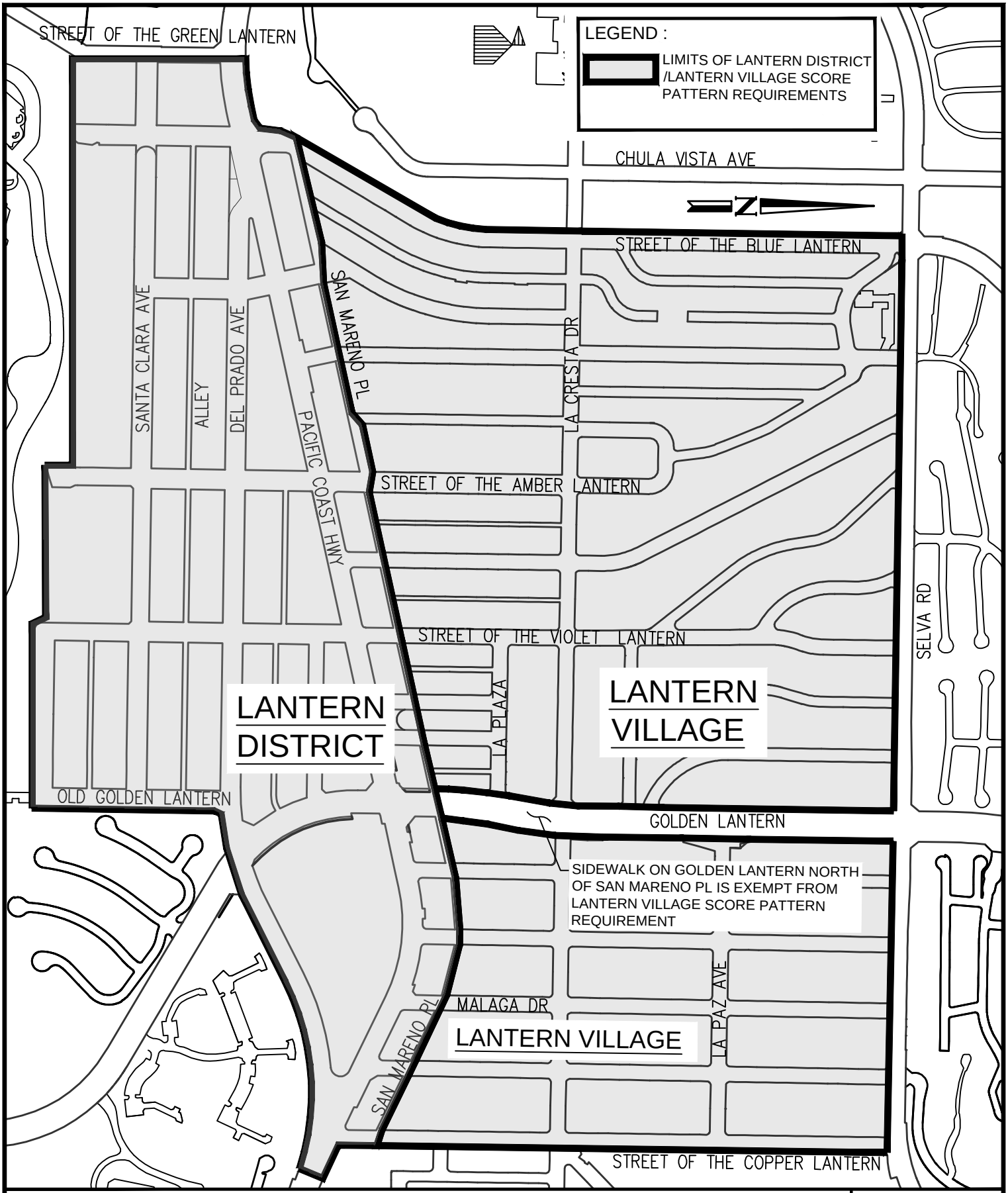

CITY OF DANA POINT STANDARD PLAN

STD PLAN

DP-102

SHEET 2 OF 2

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LANTERN DISTRICT AND LANTERN VILLAGE SIDEWALK SCORE PATTERN

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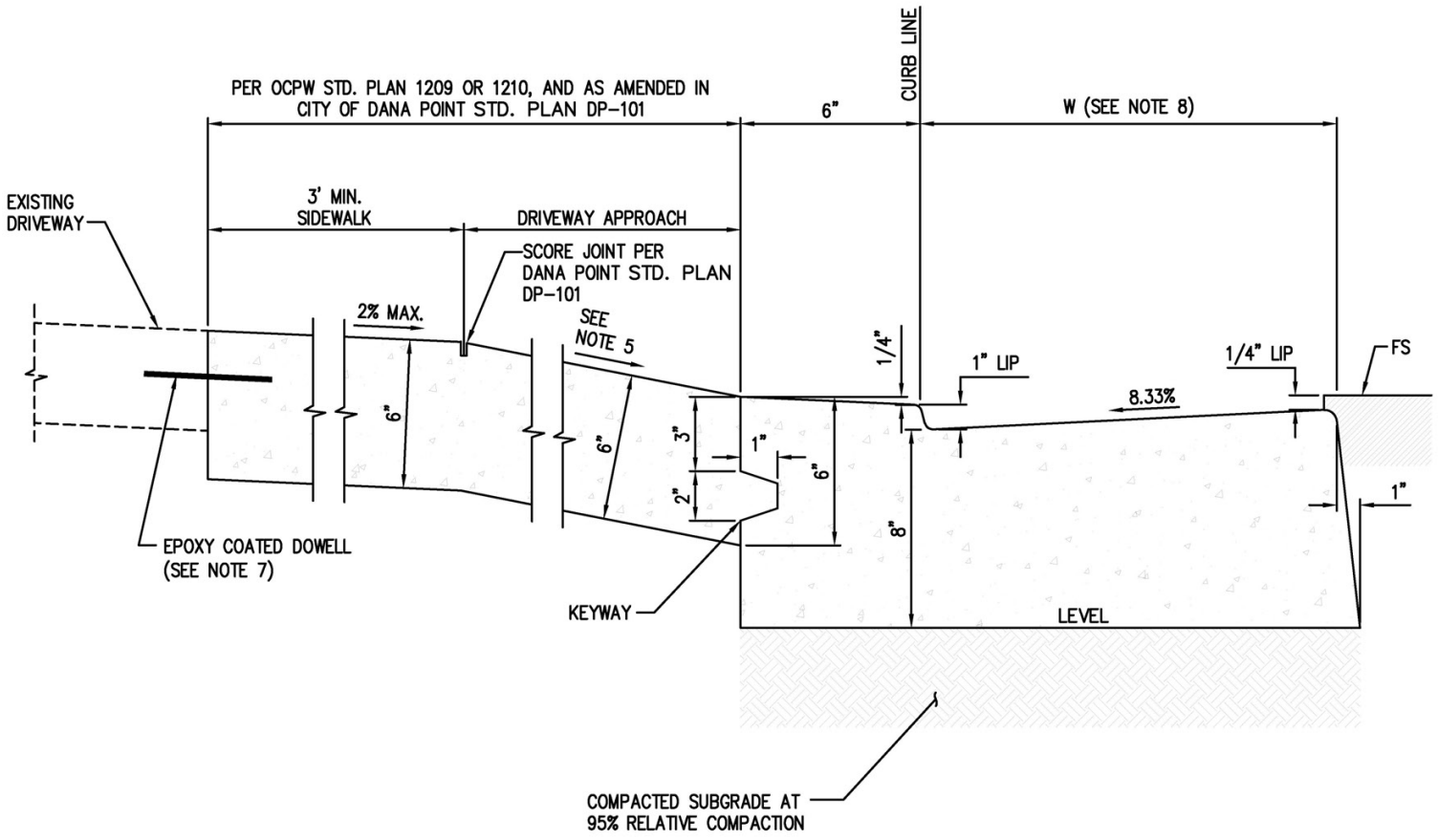

SECTION DETAIL

NOT TO SCALE

GENERAL NOTES:

1. DRIVEWAY APPROACH SHALL BE CONSTRUCTED PER THE ORANGE COUNTY PUBLIC WORKS (OCPW) STD. PLAN 1209 OR STD. PLAN 1210, AND AS AMENDED IN THIS DETAIL.
2. PORTLAND CEMENT CONCRETE (PCC) MIX FOR DRIVEWAY CURB AND GUTTER SHALL BE 560-C-3250 TYPE V. PCC FOR DRIVEWAY APPROACH SHALL BE 660-C-4000 TYPE V.
3. PCC THICKNESS OF DRIVEWAY APPROACH AND SIDEWALK ADJACENT TO DRIVEWAY APPROACH SHALL BE 6" PCC.
4. DRIVEWAY CURB APPROACH SHALL BE CONSTRUCTED WITH A CHAMFERED KEYWAY AS OUTLINED IN THIS DETAIL.
5. MAXIMUM GRADES FOR A DRIVEWAY APPROACH SHALL BE PER THE OCPW STD. PLAN 1209 OR 1210. THE MAXIMUM DRIVEWAY APPROACH GRADE MAY BE INCREASED ABOVE THE MAXIMUM GRADE SHOWN ON OCPW STD. PLAN 1209 OR 1210, PENDING THE APPROVAL OF THE CITY ENGINEER.
6. WHEN APPLICABLE, DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN A MANNER THAT WILL PROVIDE A MINIMUM 3' WIDE ADA COMPLAINT PATHWAY BEHIND THE DRIVEWAY APPROACH AND WITHIN THE PUBLIC RIGHT-OF-WAY (R/W).
7. DRIVEWAY APPROACH REMOVAL AND REPLACEMENT ADJACENT TO EXISTING SIDEWALK SHALL BE CONSTRUCTED PER THE CITY OF DANA POINT STD. PLAN DP-101.
8. GUTTER WIDTH SHALL BE 18" UNLESS OTHERWISE SPECIFIED AND APPROVED BY THE CITY ENGINEER.
9. ALL EXPOSED CORNERS ON PCC CURBS AND GUTTERS SHALL BE ROUNDED WITH A 1/2" RADIUS.

CITY OF DANA POINT STANDARD PLAN

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CURB AT DRIVEWAY APPROACH

STD. PLAN

DP-103

SHEET 1 OF 1

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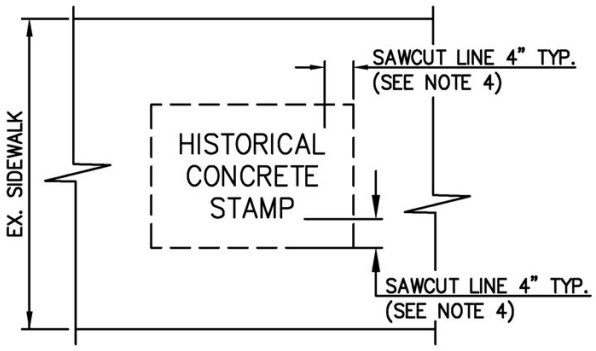
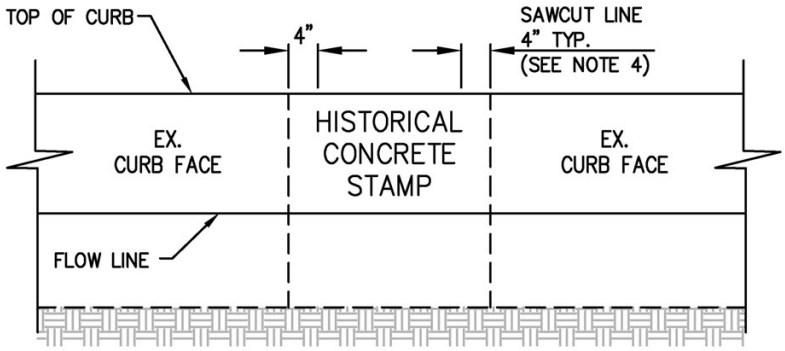


HISTORICAL CONCRETE SIDEWALK STAMP REMOVAL

NOT TO SCALE



HISTORICAL CONCRETE CURB STAMP REMOVAL

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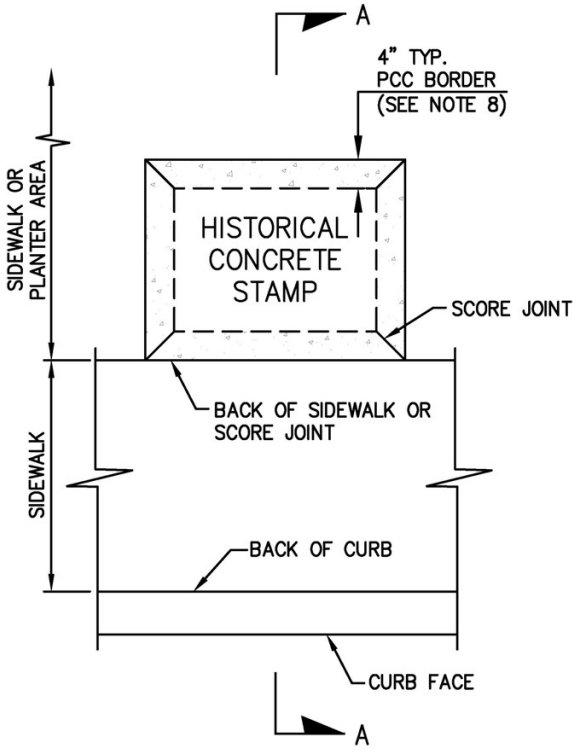
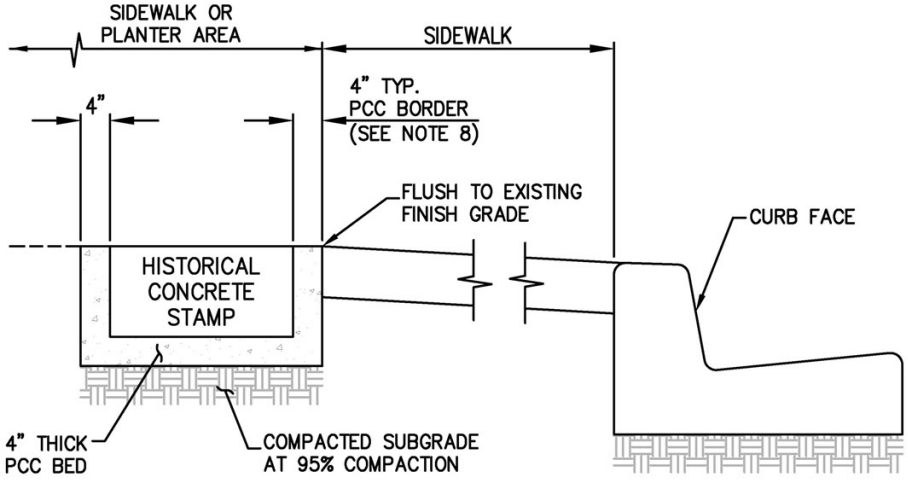


PLAN VIEW

NOT TO SCALE



SECTION A-A

NOT TO SCALE

HISTORICAL CONCRETE STAMP RELOCATION

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

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HISTORICAL CONCRETE STAMP REMOVAL AND RELOCATION

STD. PLAN

DP-104

SHEET 1 OF 2

GENERAL NOTES:

1. LOCATIONS OF HISTORICAL SIDEWALK AND CURB STAMPS ("CONCRETE STAMPS") SHALL BE IDENTIFIED ON THE IMPROVEMENT PLANS. HOWEVER, CONTRACTOR SHALL INSPECT THE PROJECT WORK SITE TO VERIFY LOCATIONS AND TO DETERMINE IF ADDITIONAL CONCRETE STAMPS EXIST.
2. PRIOR TO ANY WORK, CONTRACTOR SHALL PROVIDE TO THE CITY INSPECTOR A PHOTO DOCUMENTATION OF ALL EXISTING CONCRETE STAMPS WITHIN THE PROJECT LIMITS. DOCUMENTATION SHALL INCLUDE A NUMBERING SYSTEM FOR EACH CONCRETE STAMP, PHOTO DATE STAMP, AND LOCATION OF EACH CONCRETE STAMP.
3. APPROVAL FROM THE CITY ENGINEER SHALL BE OBTAINED PRIOR TO THE REMOVAL OF ANY AND ALL EXISTING CONCRETE STAMPS.
4. SAWCUT 4" BEYOND THE PERIMETER OF THE CONCRETE STAMP, AND REMOVE (INTACT) IN ACCORDANCE WITH THIS DETAIL, AND AS AMENDED BY THE CITY ENGINEER.
5. UPON REMOVAL OF A CONCRETE STAMP, AND PRIOR TO TRANSPORTING THE CONCRETE STAMP TO THE APPROVED STORAGE FACILITY, CONTRACTOR SHALL CLEARLY LABEL ON THE BACK OF THE CONCRETE STAMP THE DESIGNATED NUMBER ASSIGNED ON THE PHOTO DOCUMENTATION.
6. REMOVED CONCRETE STAMPS SHALL BE STORED AT A CITY APPROVED LOCATION WHERE CONCRETE STAMPS SHALL BE PROTECTED FROM DAMAGE AT ALL TIMES.
7. CONTRACTOR SHALL RELOCATE AND REINSTALL THE CONCRETE STAMPS AT LOCATIONS DESIGNATED BY THE CITY INSPECTOR, PER THIS DETAIL AND AS DIRECTED BY THE CITY ENGINEER.
8. A MINIMUM 4" THICK PCC BORDER SHALL BE CONSTRUCTED AROUND THE CONCRETE STAMP, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
9. CONTRACTOR SHALL CLEARLY DOCUMENT WHERE EACH CONCRETE STAMP IS RELOCATED. DOCUMENTATION SHALL INCLUDE THE NUMBER OF EACH CONCRETE STAMP AND DATE OF WHEN THE CONCRETE STAMP WAS INSTALLED. COPY OF THE DOCUMENTATION SHALL BE PROVIDED TO THE CITY ENGINEER.
10. AT THE DISCRETION OF THE CITY ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO TRANSPORT AND DELIVER (INTACT) THE REMOVED CONCRETE STAMPS TO A CITY DESIGNATED LOCATION BEYOND THE PROJECT LIMITS.

CITY OF DANA POINT STANDARD PLAN

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HISTORICAL CONCRETE STAMP REMOVAL AND RELOCATION

STD. PLAN

DP-104

SHEET 2 OF 2

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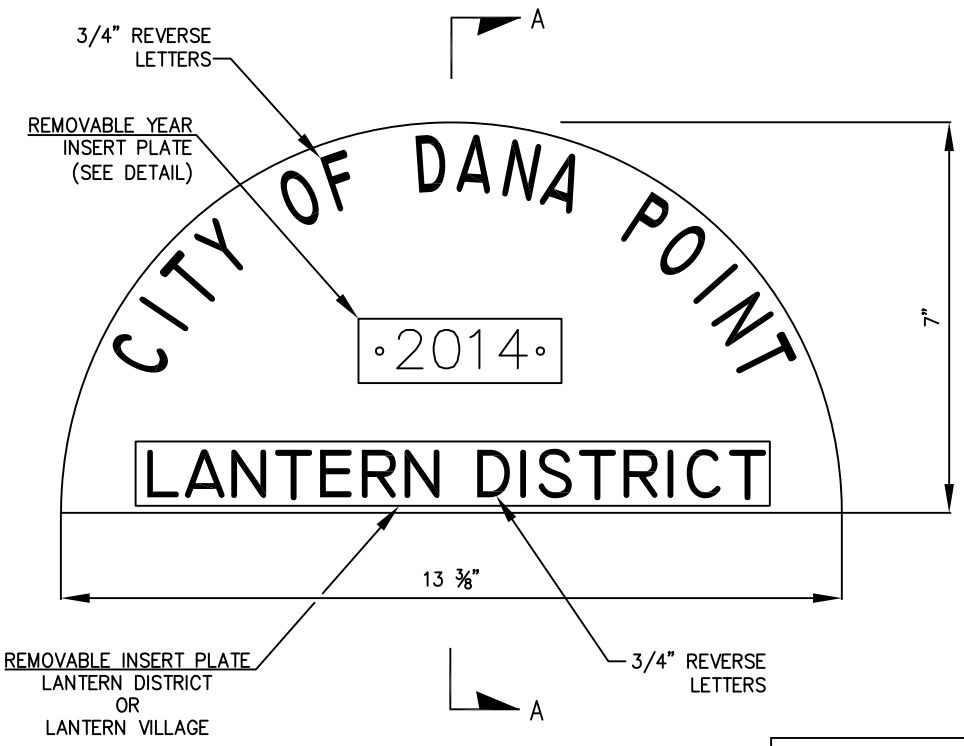

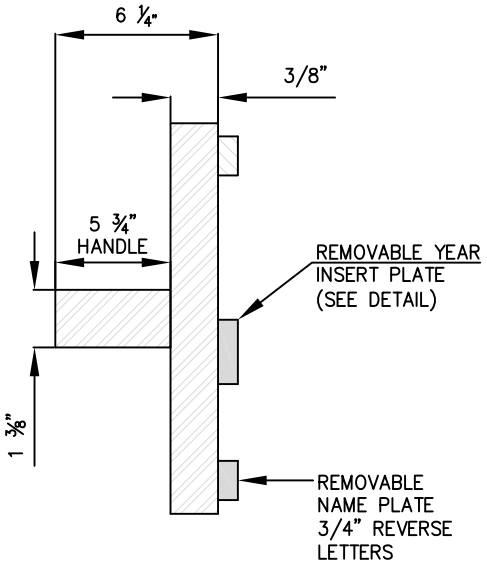

SECTION A-A
NOT TO SCALE

STAMP TYPE:	SEE GENERAL NOTE 1
MATERIAL:	BRASS

BRASS CONCRETE STAMP
NOT TO SCALE

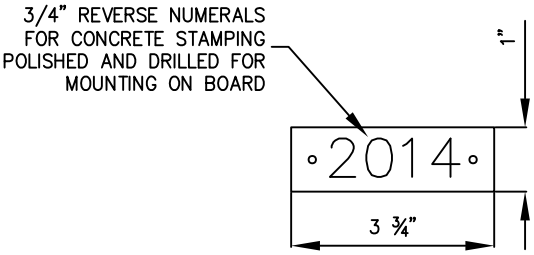

PLATE MATERIAL:	BRASS
NUMERICAL HEIGHT:	4-1/2"
NUMERICAL WIDTH:	3/4"
NUMERICAL: THICKNESS	1/4"

REMOVABLE YEAR
INSERT PLATE DETAIL
NOT TO SCALE

GENERAL NOTES:

1. IF REQUIRED BY THE CITY, NEW PCC SIDEWALK WITHIN THE LANTERN DISTRICT AND LANTERN VILLAGE AREAS SHALL BE STAMPED WITH THE CITY FURNISHED "LANTERN DISTRICT AND LANTERN VILLAGE CONCRETE STAMP" ("CONCRETE STAMP"). CONTRACTOR SHALL FURNISH THE REMOVABLE YEAR INSERT PLATE, WITH THE YEAR IN WHICH THE NEW PCC SIDEWALK WAS CONSTRUCTED, IN ACCORDANCE WITH THIS DETAIL.
2. CONTRACTOR SHALL COORDINATE WITH THE CITY FOR LOCATIONS AND PLACEMENT REQUIREMENTS PRIOR TO ANY WORK.

CITY OF DANA POINT STANDARD PLAN

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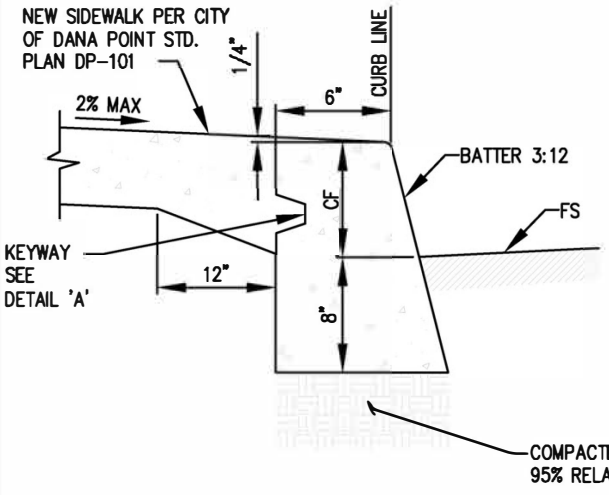
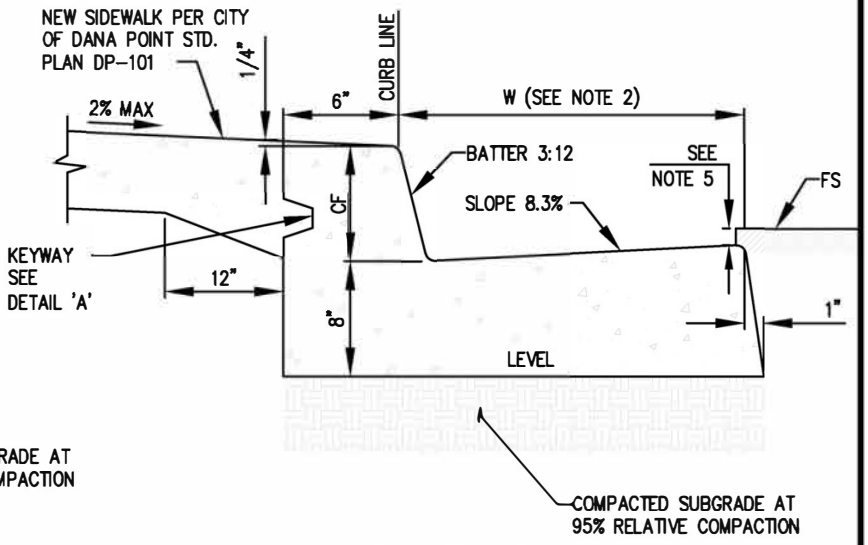
LANTERN DISTRICT AND LANTERN VILLAGE CONCRETE STAMP WITH REMOVABLE INSERT PLATE

STD. PLAN
DP-105
SHEET 1 OF 1



A1-6 AND A1-8
NOT TO SCALE



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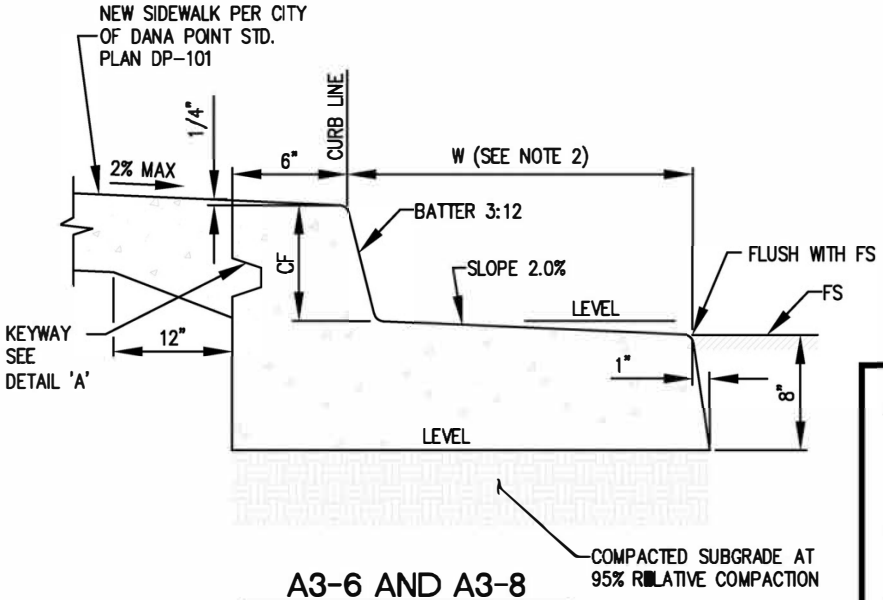
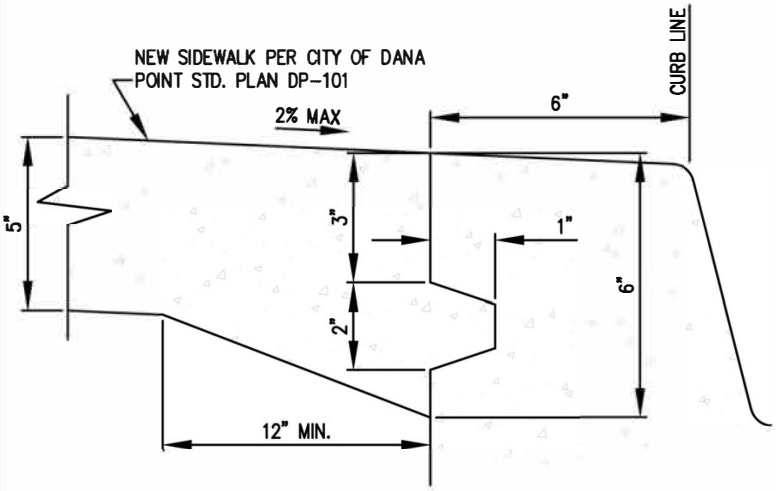
NOT TO SCALE



A3-6 AND A3-8
NOT TO SCALE



KEYWAY DETAIL 'A'
NOT TO SCALE

GENERAL NOTES:

1. THE LAST NUMBER IN THE DESIGNATION IS THE CURB FACE (CF) HEIGHT, (INCHES)
2. GUTTER WIDTH, "W" IS 18" UNLESS OTHERWISE SPECIFIED
3. TYPES A1, A2 & A3 SHALL BE CONSTRUCTED FROM PCC (560-C-3250 TYPE V)
4. ALL EXPOSED CORNERS ON PCC CURBS AND GUTTERS SHALL BE ROUNDED WITH A 1/2" RADIUS.
5. TYPE A-2. PLACE ASPHALT CONCRETE SURFACING 1/4" ABOVE PCC GUTTER

APPLICATION	STANDARD
NEW CONSTRUCTION OR REHABILITATION OF CURB AND GUTTER AND SIDEWALK (ADJACENT TO CURB AND GUTTER) EQUAL TO OR GREATER THAN 10 FEET IN CURB LENGTH	PER CITY OF DANA POINT STD. PLAN DP-120
NEW CONSTRUCTION OR REHABILITATION OF CURB AND GUTTER AND SIDEWALK (ADJACENT TO CURB AND GUTTER) LESS THAN 10 FEET IN CURB LENGTH	SPPWC STD. PLAN 120-2

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

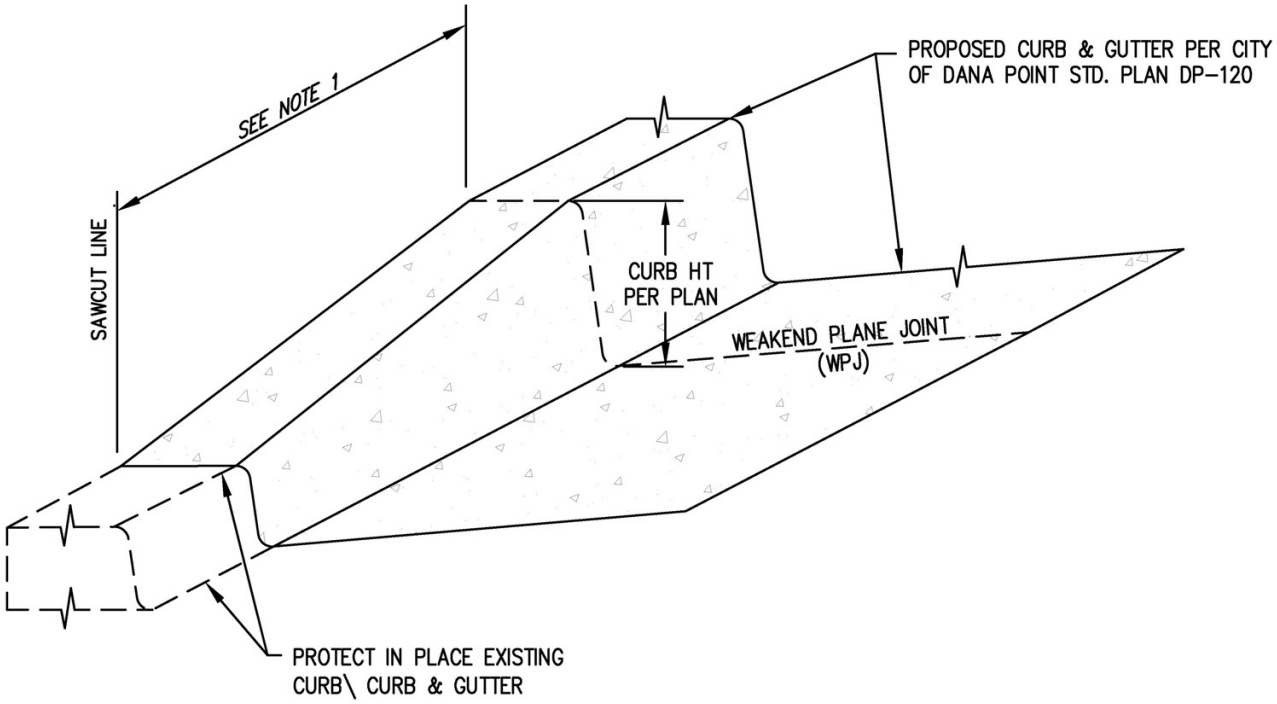
CURB AND GUTTER CONSTRUCTION ADJACENT TO NEW SIDEWALK

STD. PLAN

DP-120

SHEET 1 OF 1

REVISED 2024



SECTION DETAIL

NOT TO SCALE

GENERAL NOTES:

1. CURB AND GUTTER TRANSITION SHALL BE TO THE CLOSEST JOINT OR 5' MINIMUM, WHICHEVER LENGTH IS GREATER, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
2. PORTLAND CEMENT CONCRETE (PCC) MIX SHALL BE 560-C-3250, TYPE V.
3. ALL EXPOSED CORNERS ON PCC CURBS AND GUTTERS SHALL BE ROUNDED WITH A 1/2" RADIUS.

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

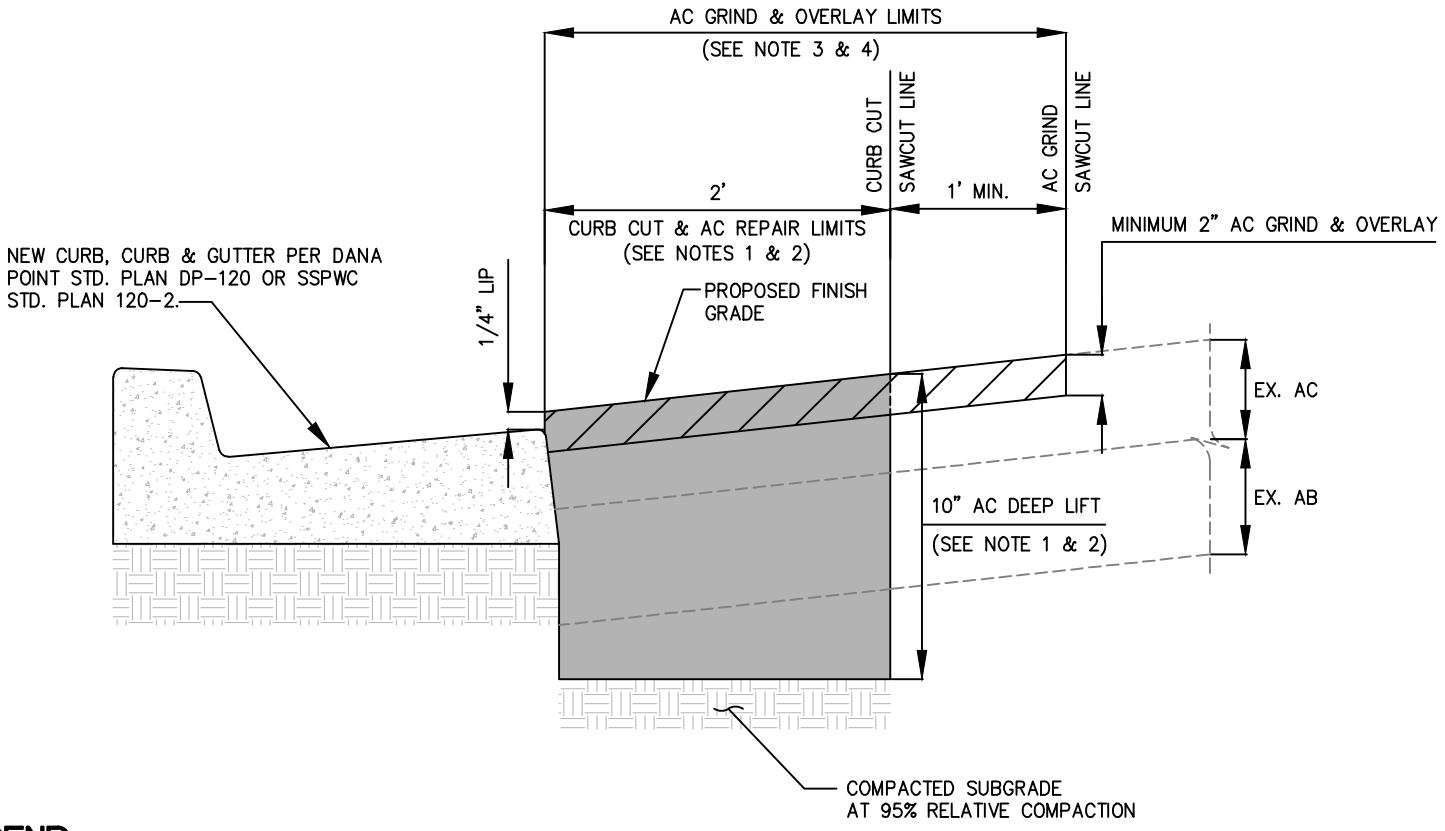
TRANSITION TO EXISTING CURB AND GUTTER

STD. PLAN

DP-121

SHEET 1 OF 1

REVISED 2024



LEGEND:

- AC GRIND AND OVERLAY
- CURB CUT AND AC REPAIR
- COMPACTED SUBGRADE

GENERAL NOTES:

1. CURB CUT – SAWCUT AND REMOVE EXISTING AC/AB 2 FEET BEYOND THE LIP OF GUTTER TO A DEPTH OF 10" BELOW PROPOSED FINISH GRADE, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

2. AC REPAIR – CONSTRUCT 10" THICK AC (TYPE III-B3 PG 70-10 R0) ON COMPACTED SUBGRADE.

3. AC GRIND – EXTEND AC GRIND AND OVERLAY LIMITS A MINIMUM OF 1 FOOT BEYOND AC REPAIR LIMITS, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

4. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
   4.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III-C3 PG 64-10 R0 FF)
   4.2) ON ARTERIAL STREETS: 2" THICK ARHM-GG-C WITH PG 64-16 ASPHALT RUBBER BINDER AND FORTA-FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE-COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   IF AC PAVEMENT IS BEING CONSTRUCTED DIRECTLY ON AN EXISTING HARD-SURFACED PAVEMENT, TACK COAT (THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK) SHALL BE APPLIED.

5. CONCRETE REMOVALS SHALL BE MADE TO THE NEAREST SCORE JOINT OR SAW CUT, IF SAID JOINT IS LESS THAN 4 FEET FROM WORK LIMITS.

CITY OF DANA POINT STANDARD PLAN

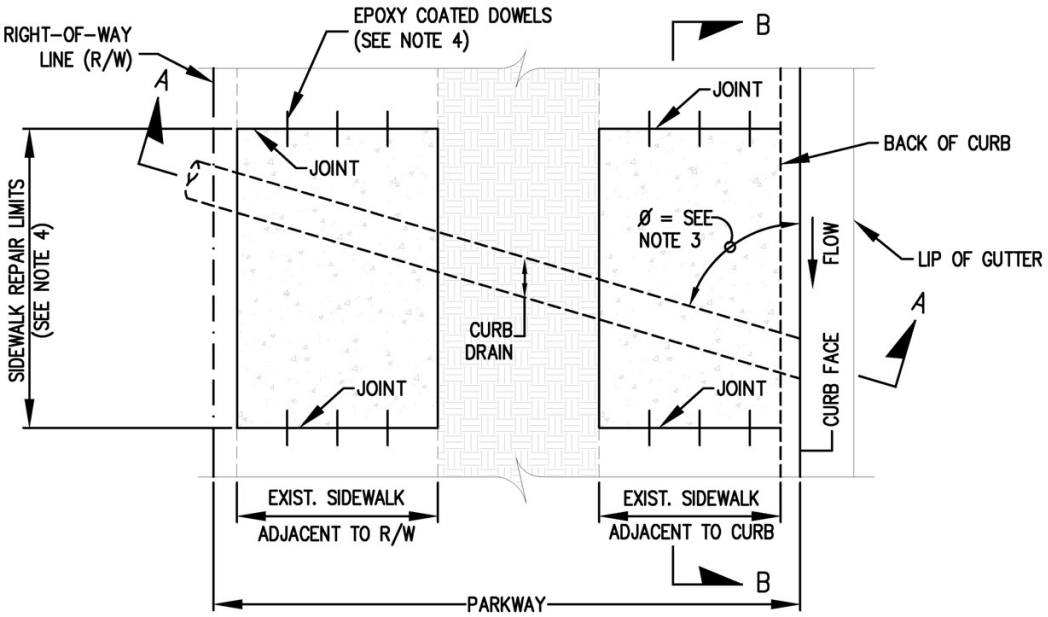
APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

CURB CUT

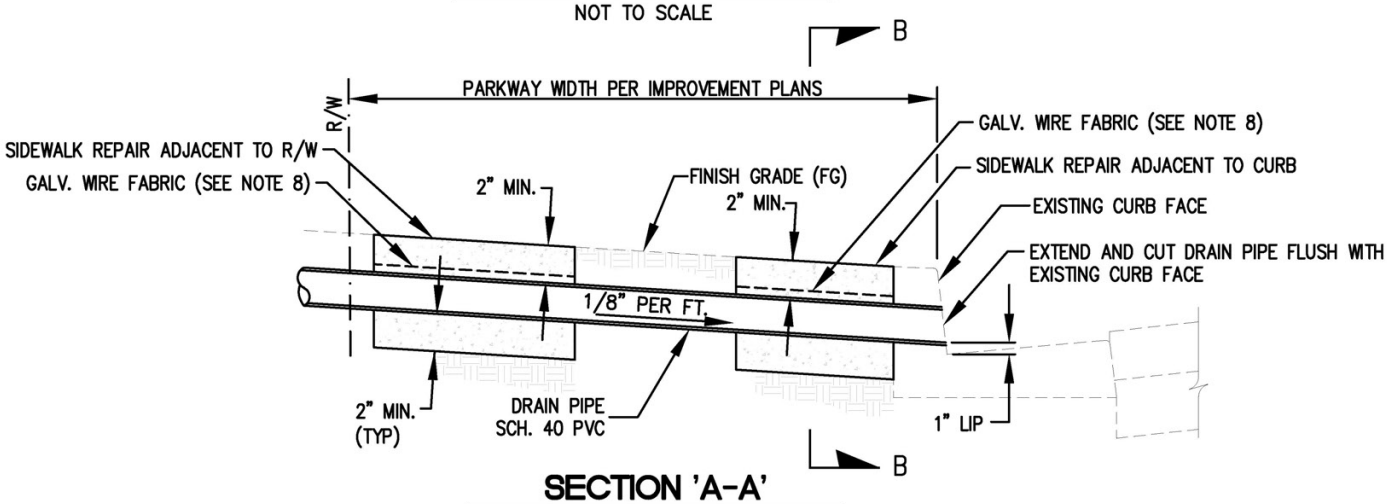
STD. PLAN
DP-122
SHEET 1 OF 1

REVISED 2024



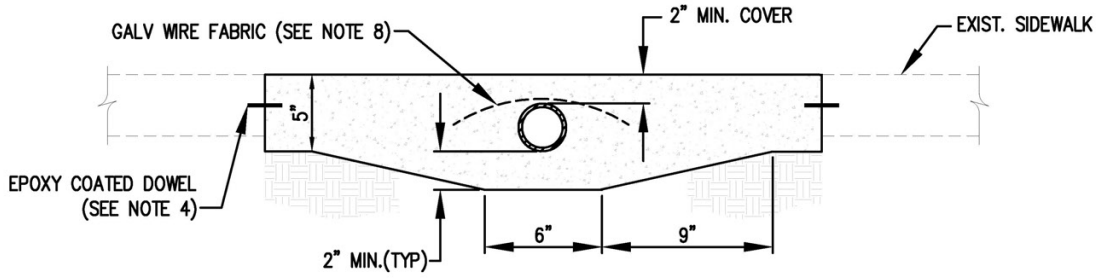
PLAN VIEW

NOT TO SCALE



SECTION 'A-A'

NOT TO SCALE



SECTION 'B-B'

NOT TO SCALE

GENERAL NOTES:

1. THIS STANDARD SHALL BE USED WHERE CURB AND SIDEWALK ARE EXISTING.
2. DRAIN PIPES SHALL BE A MAXIMUM OF 3-INCH ø FOR 6-INCH CURB FACE; AND A MAXIMUM OF 4-INCH ø FOR 8-INCH CURB FACE
3. ANGLE Ø = PER PLAN, UNLESS OTHERWISE SPECIFIED.
4. SIDEWALK REMOVAL AND REPLACEMENT SHALL BE PER THE CITY STANDARD ENCROACHMENT PERMIT CONDITIONS (JOINT TO JOINT), AND PER THE CITY OF DANA POINT STD. PLAN DP-101.
5. PIPES SHALL BE ONE CONTINUOUS LENGTH FROM PROPERTY LINE TO CURB LINE.
6. MULTIPLE PIPES TO BE SET A MINIMUM OF D/2 APART.
7. PIPE TO BE CAST IRON OR PVC SCH.40 (RIGID PLASTIC).
8. AT LOCATIONS WITH LESS THAN 8-INCH CURB FACE, USE 6x6-W1.4xW1.4 GALVANIZED WIRE FABRIC. WIRE FABRIC SHALL EXTEND 6-INCHES BEYOND THE EDGE OF DRAIN PIPE.

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

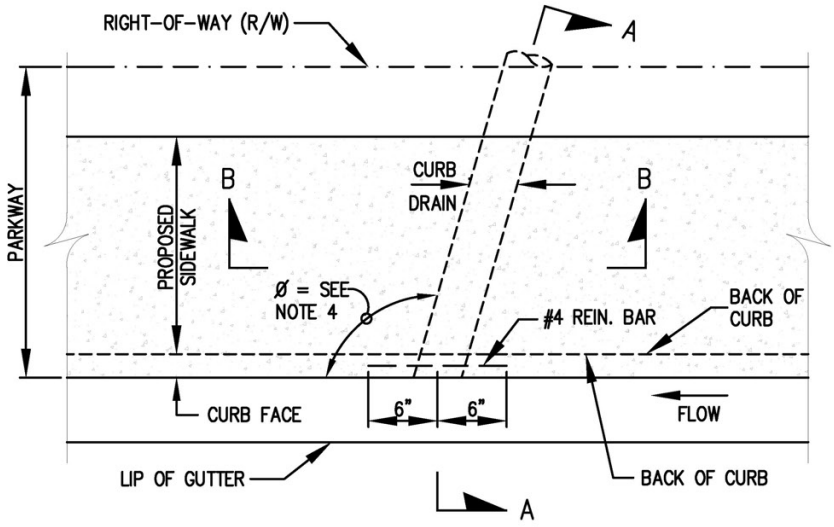
CURB DRAIN PIPE OUTLET AT EXISTING IMPROVEMENTS

STD. PLAN

DP-123

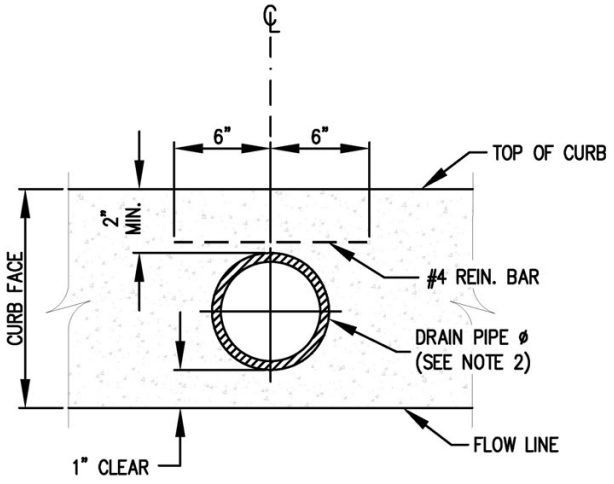
SHEET 1 OF 1

REVISED 2024



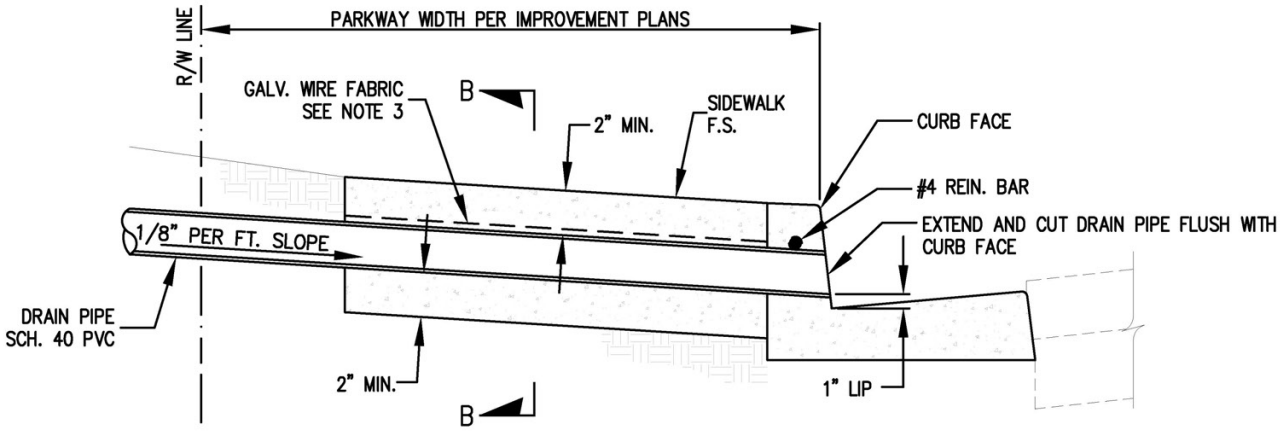
PLAN VIEW

NOT TO SCALE



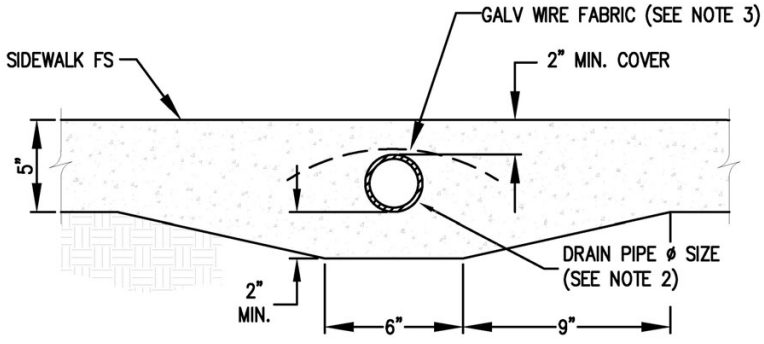
CURB PROFILE

NOT TO SCALE



SECTION 'A-A'

NOT TO SCALE



SECTION 'B-B'

NOT TO SCALE

GENERAL NOTES:

1. THIS DETAIL SHALL BE USED WHERE NEW CURB AND SIDEWALK WILL BE CONSTRUCTED.
2. DRAIN PIPES SHALL BE A MAXIMUM OF 3-INCH Ø FOR 6-INCH CURB FACE; AND A MAXIMUM OF 4-INCH Ø FOR 8-INCH CURB FACE
3. AT LOCATIONS WITH LESS THAN 8-INCH CURB FACE, USE 6x6 – W1.4xW1.4 GALVANIZED WIRE FABRIC. WIRE FABRIC SHALL EXTEND 6-INCHES BEYOND THE EDGE OF DRAIN PIPE.
4. ANGLE Ø = PER PLAN, UNLESS OTHERWISE SPECIFIED.
5. MULTIPLE PIPES TO BE SET A MINIMUM OF D/2 APART.
6. PIPE TO BE CAST IRON OR PVC SCH.40 (RIGID PLASTIC).
7. PIPES SHALL BE ONE CONTINUOUS LENGTH FROM PROPERTY LINE TO CURB LINE.

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

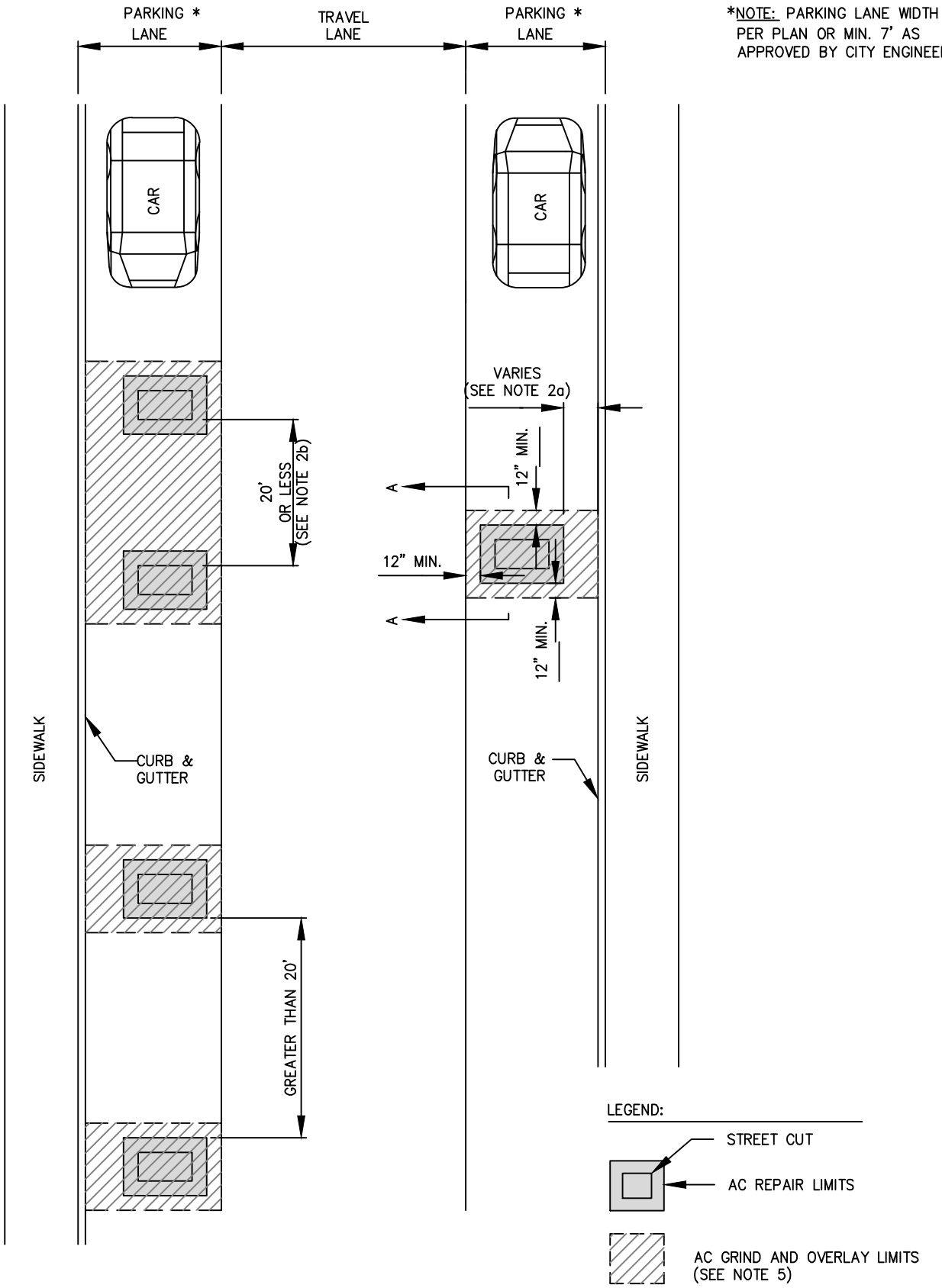
CURB DRAIN PIPE OUTLET AT NEW CONSTRUCTION

STD. PLAN

DP-124

SHEET 1 OF 1

REVISED 2024



SITE PLAN

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE A: PERPENDICULAR STREET CUT IN PARKING LANE

STD. PLAN

DP-140

SHEET 1 OF 2

REVISED 2024

CASE A - PERPENDICULAR STREET CUT IN PARKING LANE (NON-TRAVEL LANE):

1. AC REPAIR REQUIREMENTS:

   a. IF THE STREET CUT IS PERPENDICULAR TO THE STREET AND IS NOT IN A TRAVEL LANE, THE REPAIR LIMITS SHALL BE ONE (1) FOOT WIDER ON EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. GRIND AND OVERLAY LIMITS SHALL BE EXTENDED TO THE CURB AND GUTTER EDGE.

   b. IF THE DISTANCE BETWEEN PERPENDICULAR TRENCHES IS TWENTY (20) FEET OR LESS FROM THE INSIDE EDGE OF THE TRENCHES, THE GRIND AND OVERLAY LIMITS SHALL BE EXTENDED TO ENCOMPASS THE AREA BETWEEN TRENCHES.

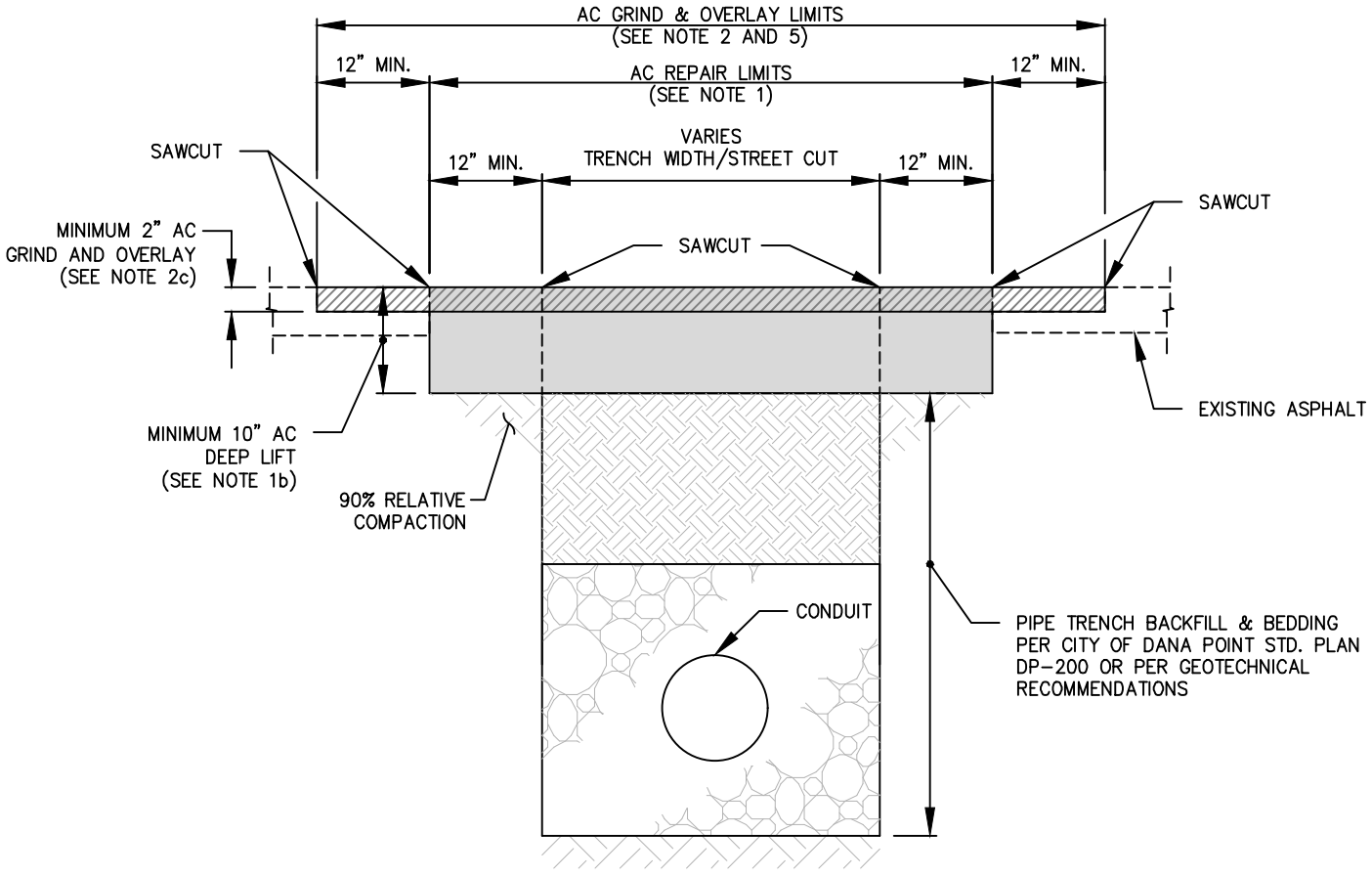
   c. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      c.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      c.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   d. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK.

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION A-A: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

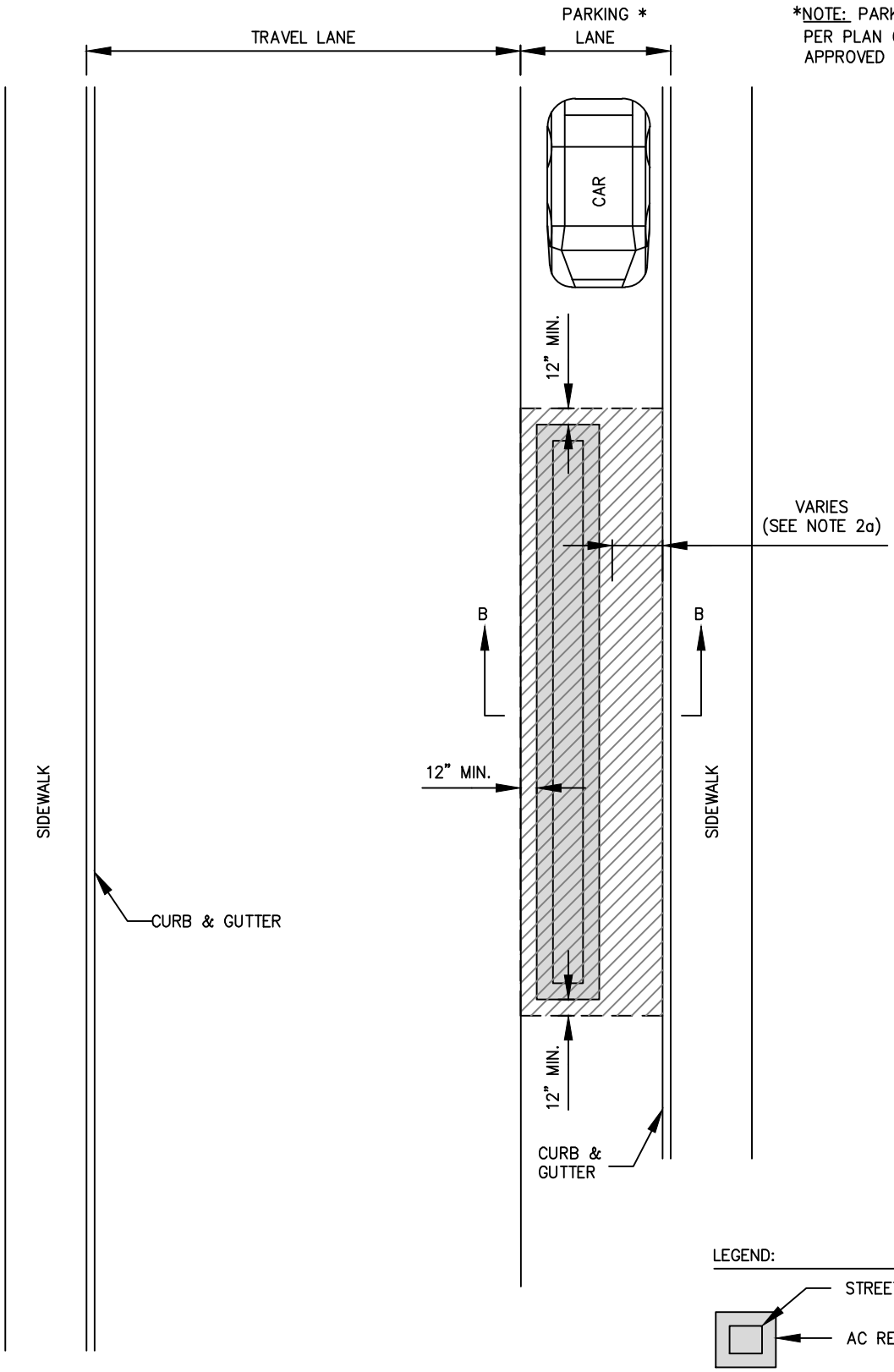
SPECIFICATIONS FOR RESURFACING
CASE A: PERPENDICULAR STREET CUT IN PARKING LANE

STD. PLAN

DP-140

SHEET 2 OF 2

REVISED 2024



*NOTE: PARKING LANE WIDTH PER PLAN OR MIN. 7' AS APPROVED BY CITY ENGINEER

LEGEND:

STREET CUT

AC REPAIR LIMITS

AC GRIND AND OVERLAY LIMITS (SEE NOTE 5)

SITE PLAN

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE B: PARALLEL STREET CUT IN PARKING LANE

STD. PLAN

DP-141

SHEET 1 OF 2

REVISED 2024

CASE B - PERPENDICULAR STREET CUT IN PARKING LANE (NON-TRAVEL LANE):

1. AC REPAIR REQUIREMENTS:

   a. IF THE STREET CUT IS PERPENDICULAR TO THE STREET AND IS NOT IN A TRAVEL LANE, THE REPAIR LIMITS SHALL BE ONE (1) FOOT WIDER ON EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. GRIND AND OVERLAY LIMITS SHALL BE EXTENDED TO THE CURB AND GUTTER EDGE.

   b. IF THE DISTANCE BETWEEN PERPENDICULAR TRENCHES IS TWENTY (20) FEET OR LESS FROM THE INSIDE EDGE OF THE TRENCHES, THE GRIND AND OVERLAY LIMITS SHALL BE EXTENDED TO ENCOMPASS THE AREA BETWEEN TRENCHES.

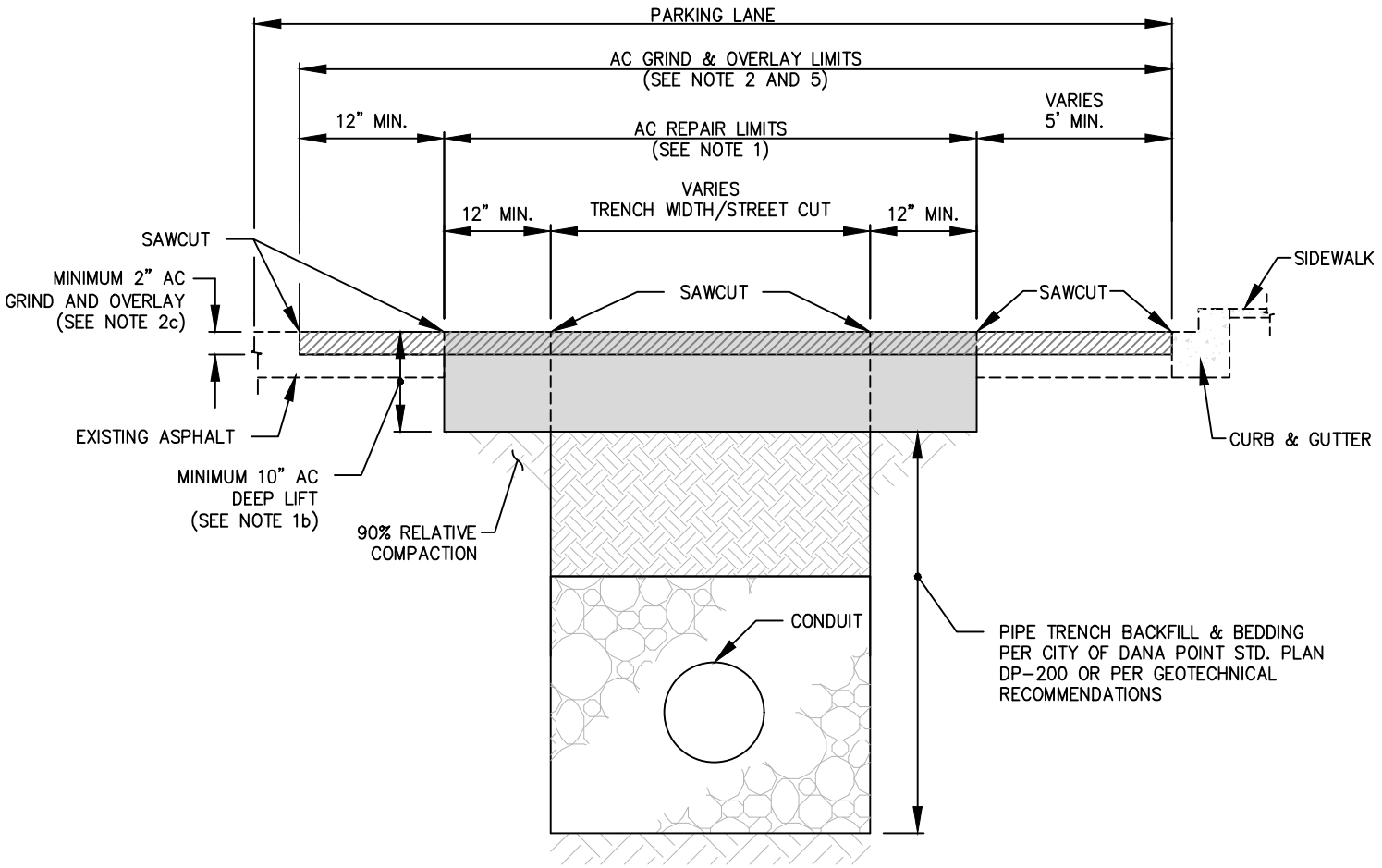
   c. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      c.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      c.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   d. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK.

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION B-B: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

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DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

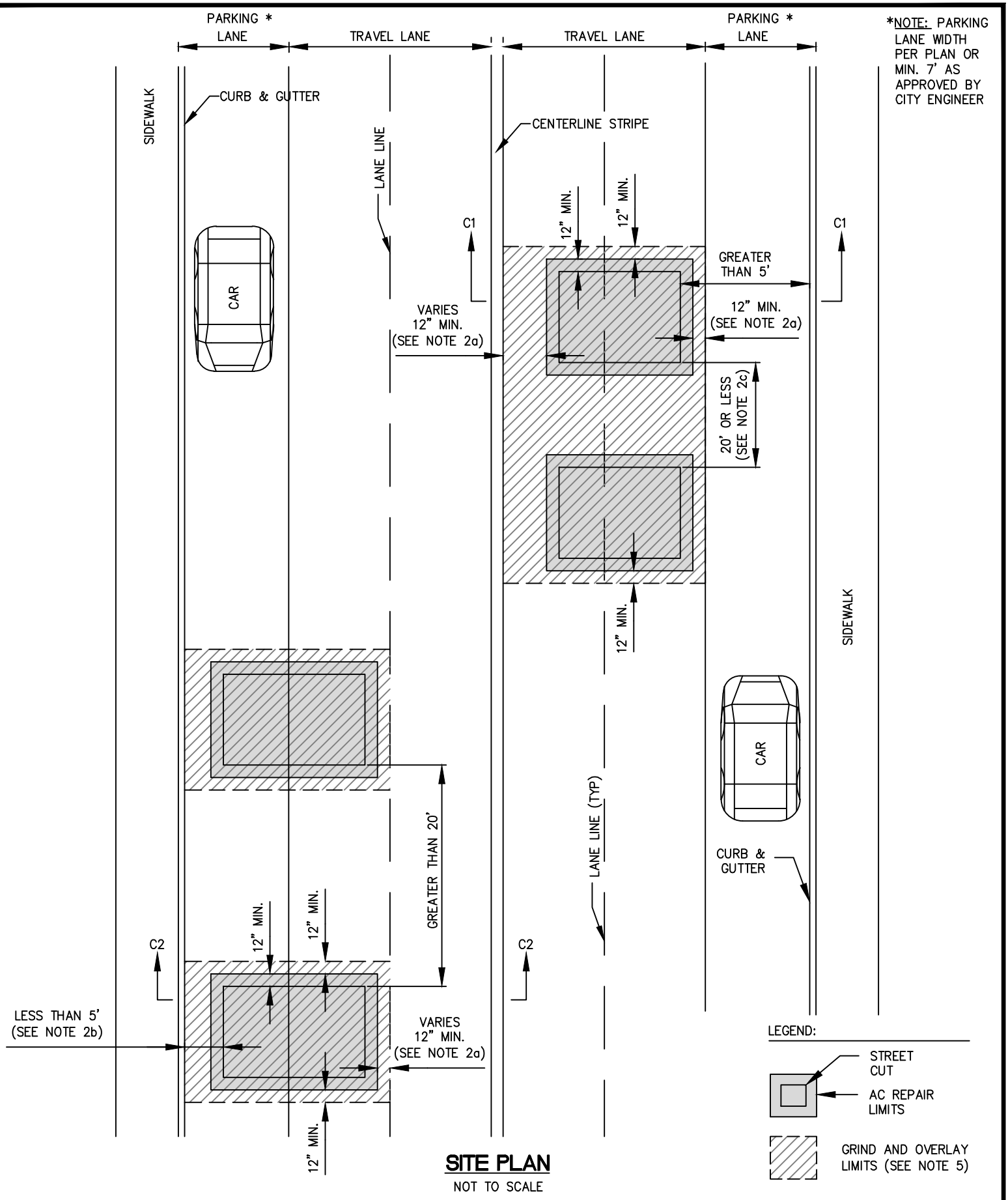
SPECIFICATIONS FOR RESURFACING
CASE B: PARALLEL STREET CUT IN PARKING LANE

STD. PLAN

DP-141

SHEET 2 OF 2

REVISED 2024



SITE PLAN

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE C: PERPENDICULAR STREET CUT IN TRAVEL LANE

STD. PLAN

DP-142

SHEET 1 OF 3

REVISED 2024

CASE C1 - PERPENDICULAR STREET CUT IN TRAVEL LANE:

1. AC REPAIR REQUIREMENTS:

   a. IF THE STREET CUT IS PERPENDICULAR TO THE STREET AND IS IN A TRAVEL LANE, THE REPAIR SHALL BE ONE (1) FOOT WIDER EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO THE EDGE OF THE TRAVEL LANE ON BOTH SIDES, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. IF THE EDGE OF THE STREET CUT OR TRAVEL LANE IS WITHIN 5 FEET OF THE CURB OR GUTTER, THEN THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO THE GUTTER OR CURB EDGE.

   c. IF THE DISTANCE BETWEEN PERPENDICULAR TRENCHES IS TWENTY (20) FEET OR LESS FROM THE INSIDE EDGE OF THE TRENCHES, THE GRIND AND OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO ENCOMPASS THE AREA BETWEEN TRENCHES.

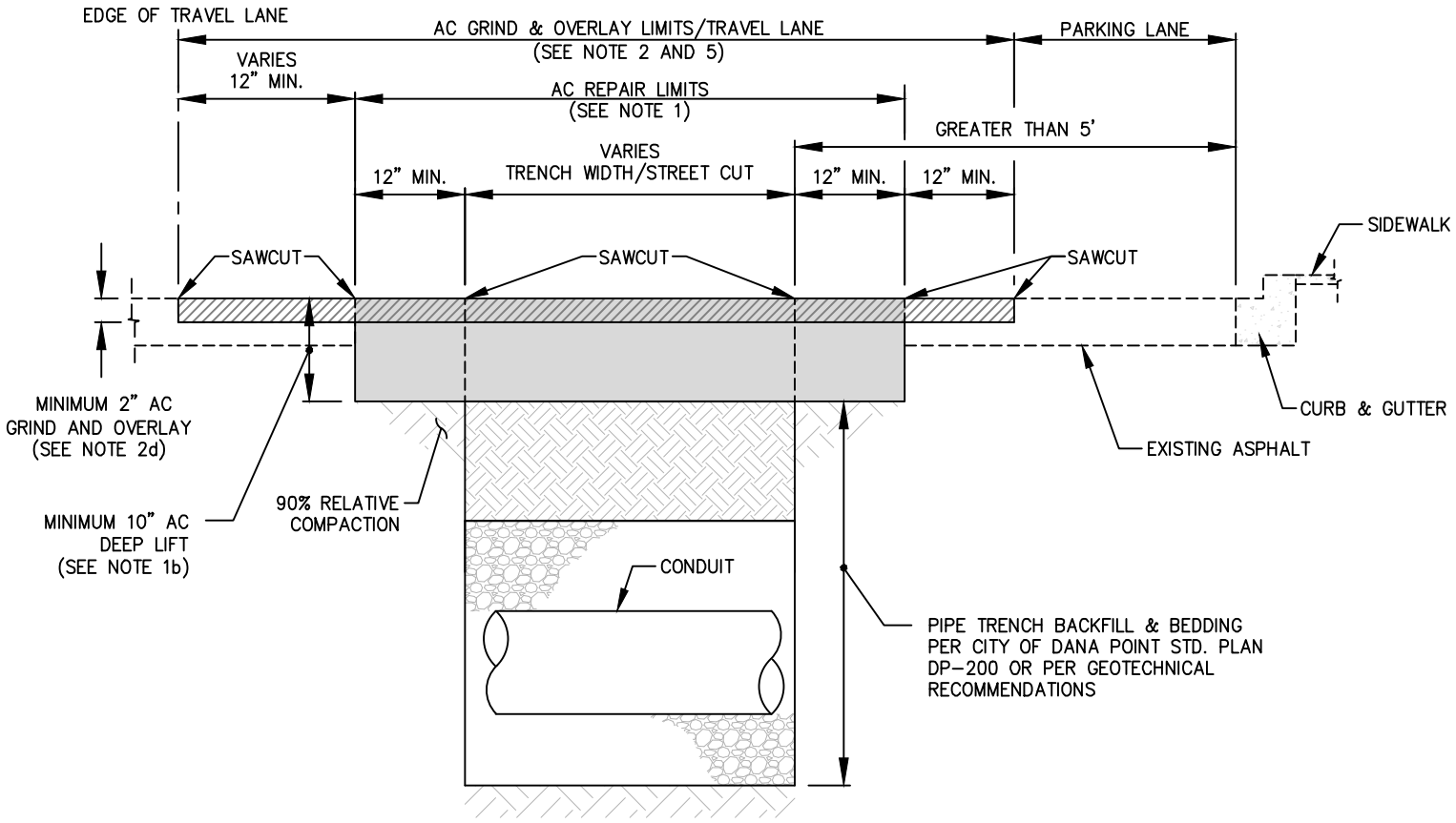
   d. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      d.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      d.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   e. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION C1–C1: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE C: PERPENDICULAR STREET CUT IN TRAVEL LANE

STD. PLAN

DP-142

REVISED 2024

CASE C2 - PERPENDICULAR STREET CUT IN TRAVEL AND PARKING LANES:

1. AC REPAIR REQUIREMENTS:

   a. IF THE STREET CUT IS PERPENDICULAR TO THE STREET AND IS IN A TRAVEL LANE, THE REPAIR SHALL BE ONE (1) FOOT WIDER EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO THE EDGE OF THE TRAVEL LANE ON BOTH SIDES, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. IF THE EDGE OF THE STREET CUT OR TRAVEL LANE IS WITHIN 5 FEET OF THE CURB OR GUTTER, THEN THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO THE GUTTER OR CURB EDGE.

   c. IF THE DISTANCE BETWEEN PERPENDICULAR TRENCHES IS TWENTY (20) FEET OR LESS FROM THE INSIDE EDGE OF THE TRENCHES, THE GRIND AND OVERLAY PORTION OF THE REPAIR SHALL BE EXTENDED TO ENCOMPASS THE AREA BETWEEN TRENCHES.

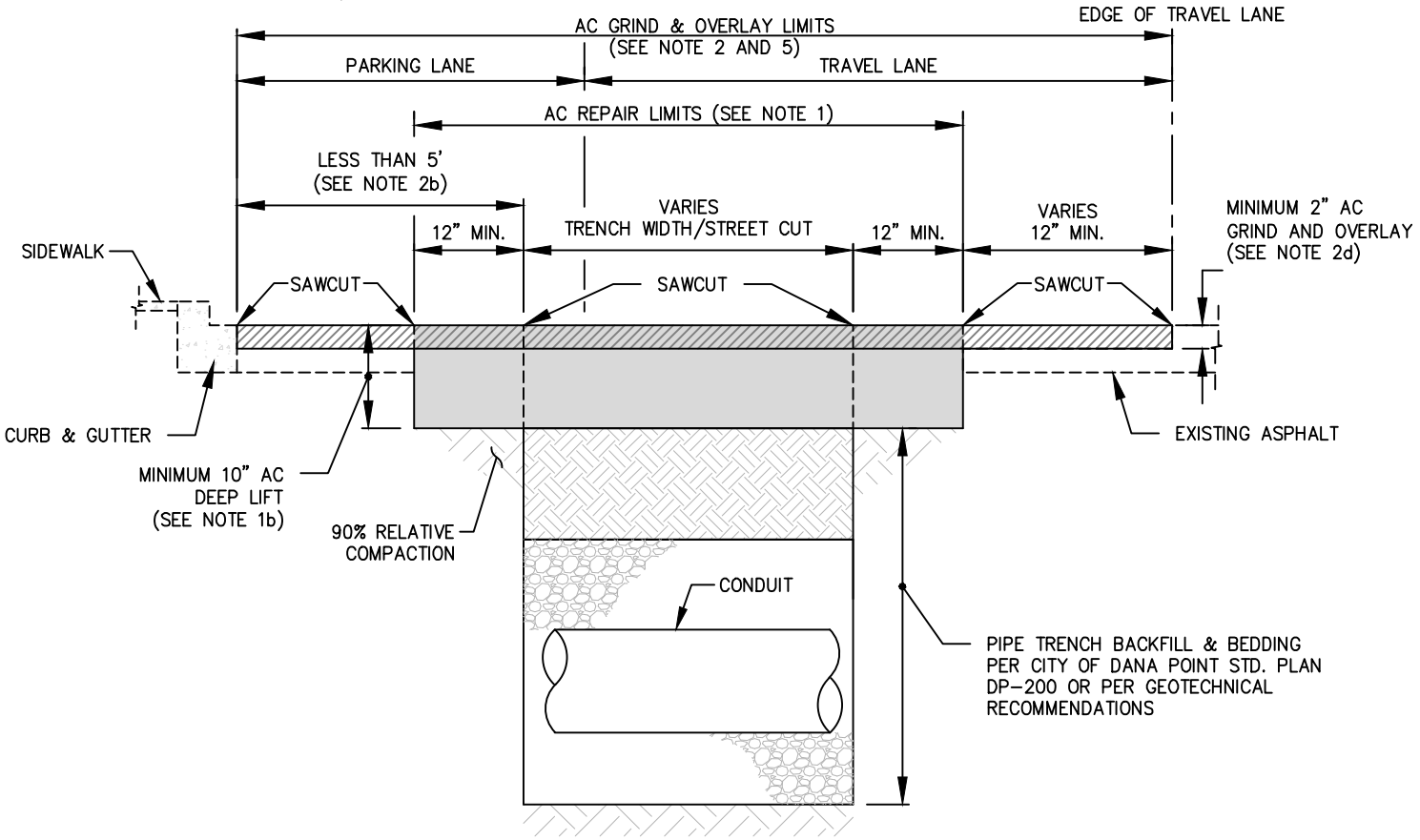
   d. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      d.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      d.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   e. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION C2–C2: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

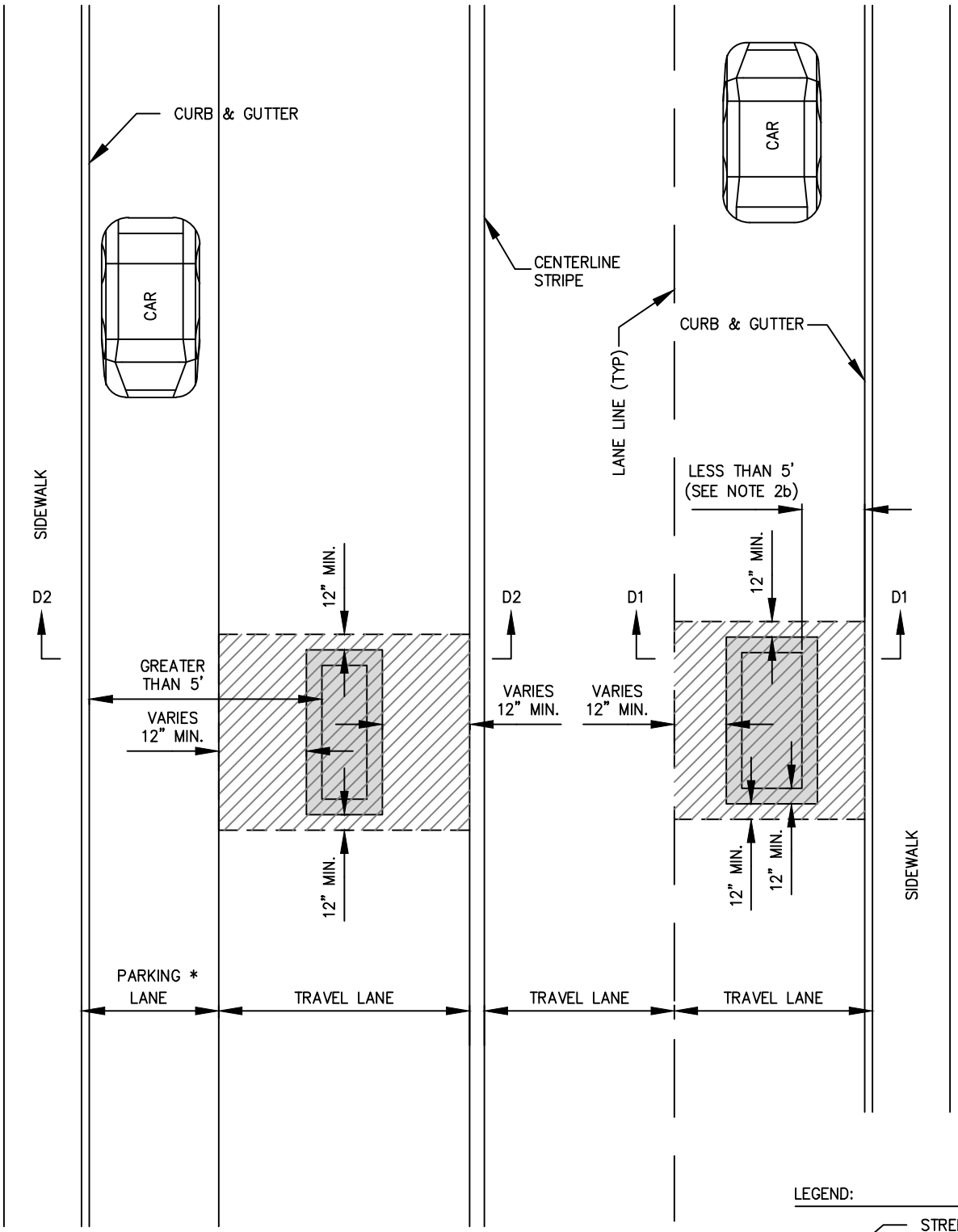
SPECIFICATIONS FOR RESURFACING
CASE C: PERPENDICULAR STREET CUT IN TRAVEL LANE

STD. PLAN

DP-142

SHEET 3 OF 3

REVISED 2024



SITE PLAN

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE D: PARALLEL STREET CUT IN TRAVEL LANE

STD. PLANS

DP-143

SHEET 1 OF 3

REVISED 2024

CASE D1 - PARALLEL STREET CUT IN TRAVEL LANE:

1. AC REPAIR REQUIREMENTS:

   a. IF THERE ARE MULTIPLE STREET CUTS IN A TRAVEL LANE AND/OR PARKING, THE REPAIR SHALL BE ONE (1) FOOT WIDER EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. LIMITS OF AC GRIND AND PAVEMENT OVERLAY SHALL BE AS SHOWN ON THE SITE PLAN AND AS DESCRIBED HEREIN.

   b. THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE FROM LIP OF GUTTER TO THE EDGE OF THE TRAVEL LANE, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

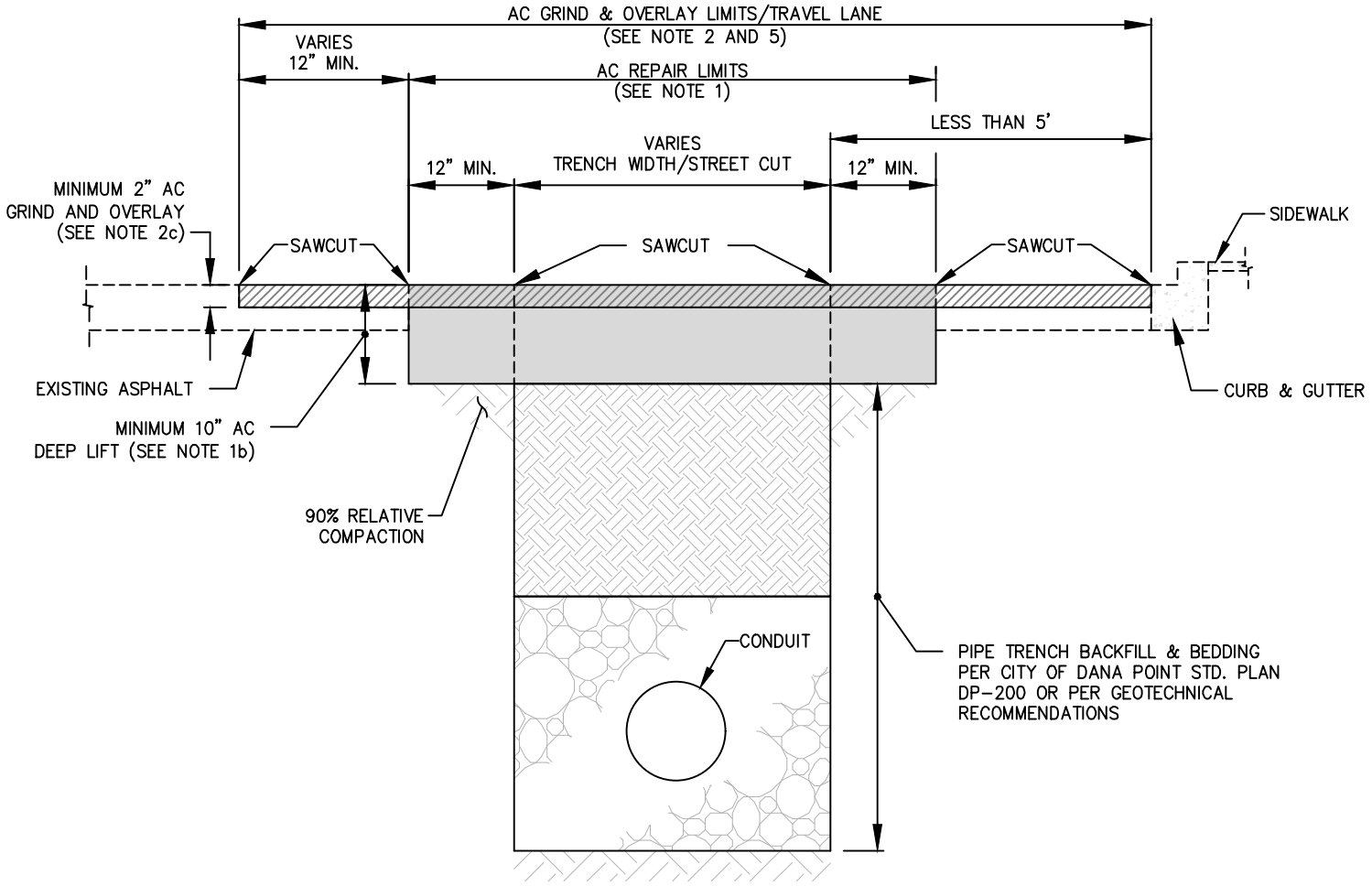
   c. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      c.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      c.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   d. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK.

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION D1–D1: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE D: PARALLEL STREET CUT IN TRAVEL LANE

STD. PLANS

DP-143

REVISED 2024

CASE D2 - PARALLEL STREET CUT IN TRAVEL LANE:

1. AC REPAIR REQUIREMENTS:

   a. IF THERE ARE MULTIPLE STREET CUTS IN A TRAVEL LANE AND/OR PARKING, THE REPAIR SHALL BE ONE (1) FOOT WIDER EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. LIMITS OF AC GRIND AND PAVEMENT OVERLAY SHALL BE AS SHOWN ON THE SITE PLAN AND AS DESCRIBED HEREIN.

   b. THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE FROM LIP OF GUTTER TO THE EDGE OF THE TRAVEL LANE, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

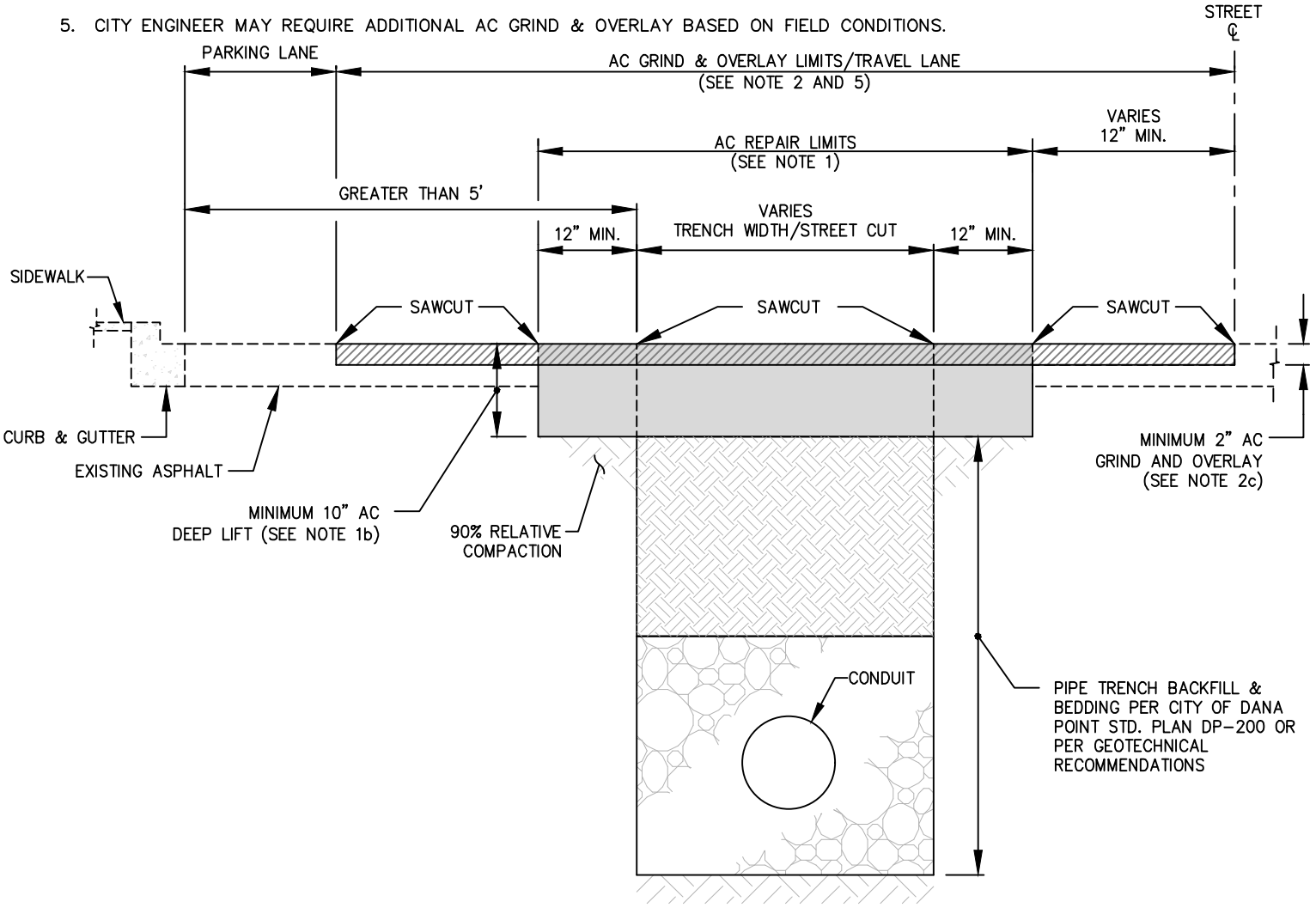
   c. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      c.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      c.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   d. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK.

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION D2–D2: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

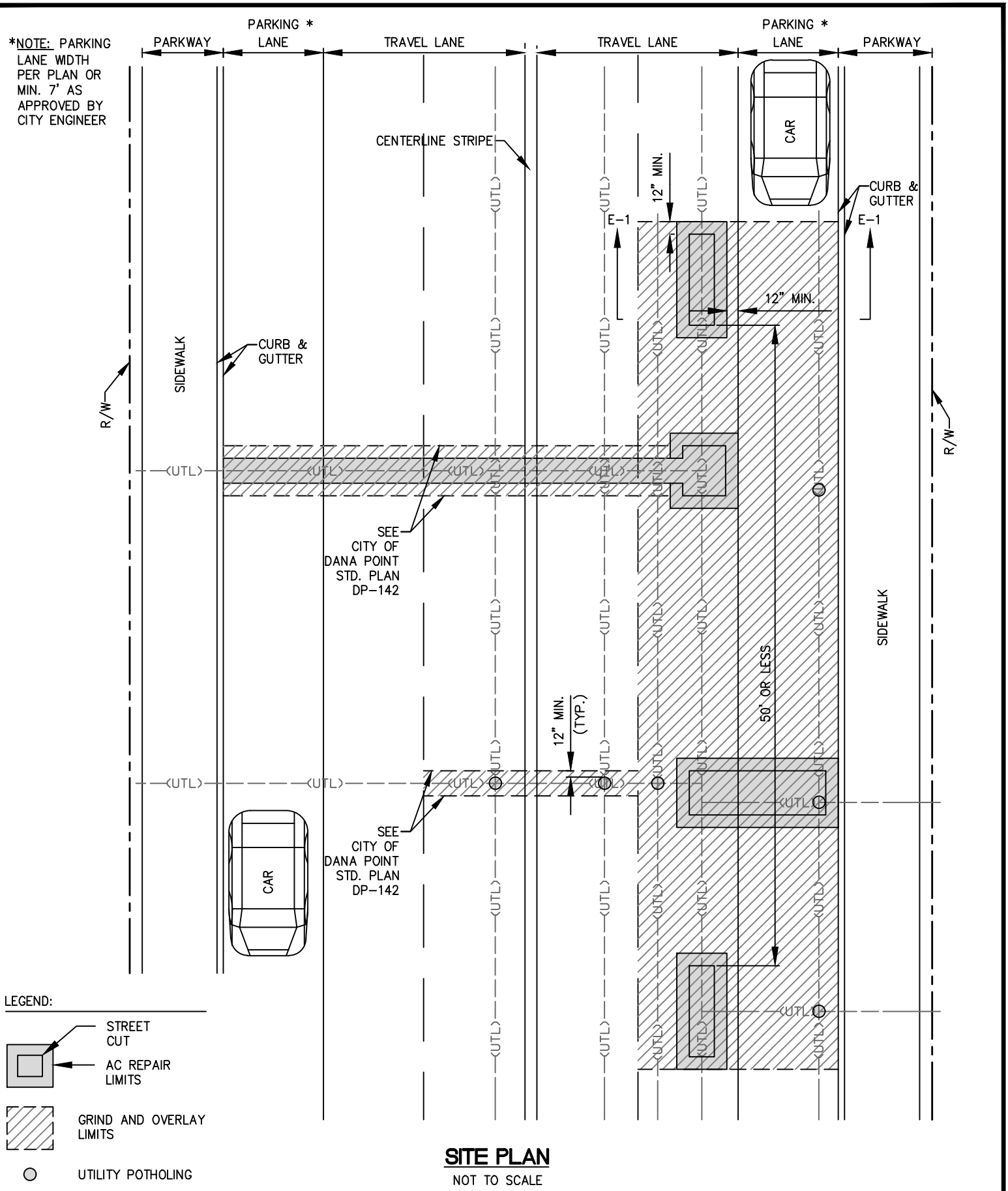
SPECIFICATIONS FOR RESURFACING
CASE D: PARALLEL STREET CUT IN TRAVEL LANE

STD. PLANS

DP-143

SHEET 3 OF 3

REVISED 2024



SITE PLAN

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

SPECIFICATIONS FOR RESURFACING
CASE E: UTILITY STREET CUTS IN TRAVEL LANE

STD. PLAN

DP-144

SHEET 1 OF 2

REVISED 2024

CASE E - UTILITY STREET CUTS IN TRAVEL LANE:

1. AC REPAIR REQUIREMENTS:

   a. IF THERE ARE MULTIPLE STREET CUTS IN A TRAVEL LANE AND/OR PARKING, THE REPAIR SHALL BE ONE (1) FOOT WIDER EACH SIDE THAN THE STREET CUT, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

   b. SAWCUT AND REMOVE AC/AB DOWN 10" BELOW PROPOSED FINISH GRADE. CONSTRUCT 10" THICK AC (TYPE III–B3 PG 70–10 R0) ON COMPACTED SUBGRADE.

2. AC GRIND AND OVERLAY REQUIREMENTS:

   a. LIMITS OF AC GRIND AND PAVEMENT OVERLAY SHALL BE AS SHOWN ON THE SITE PLAN AND AS DESCRIBED HEREIN.

   b. THE AC GRIND AND PAVEMENT OVERLAY PORTION OF THE REPAIR SHALL BE FROM LIP OF GUTTER TO THE EDGE OF THE TRAVEL LANE, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER.

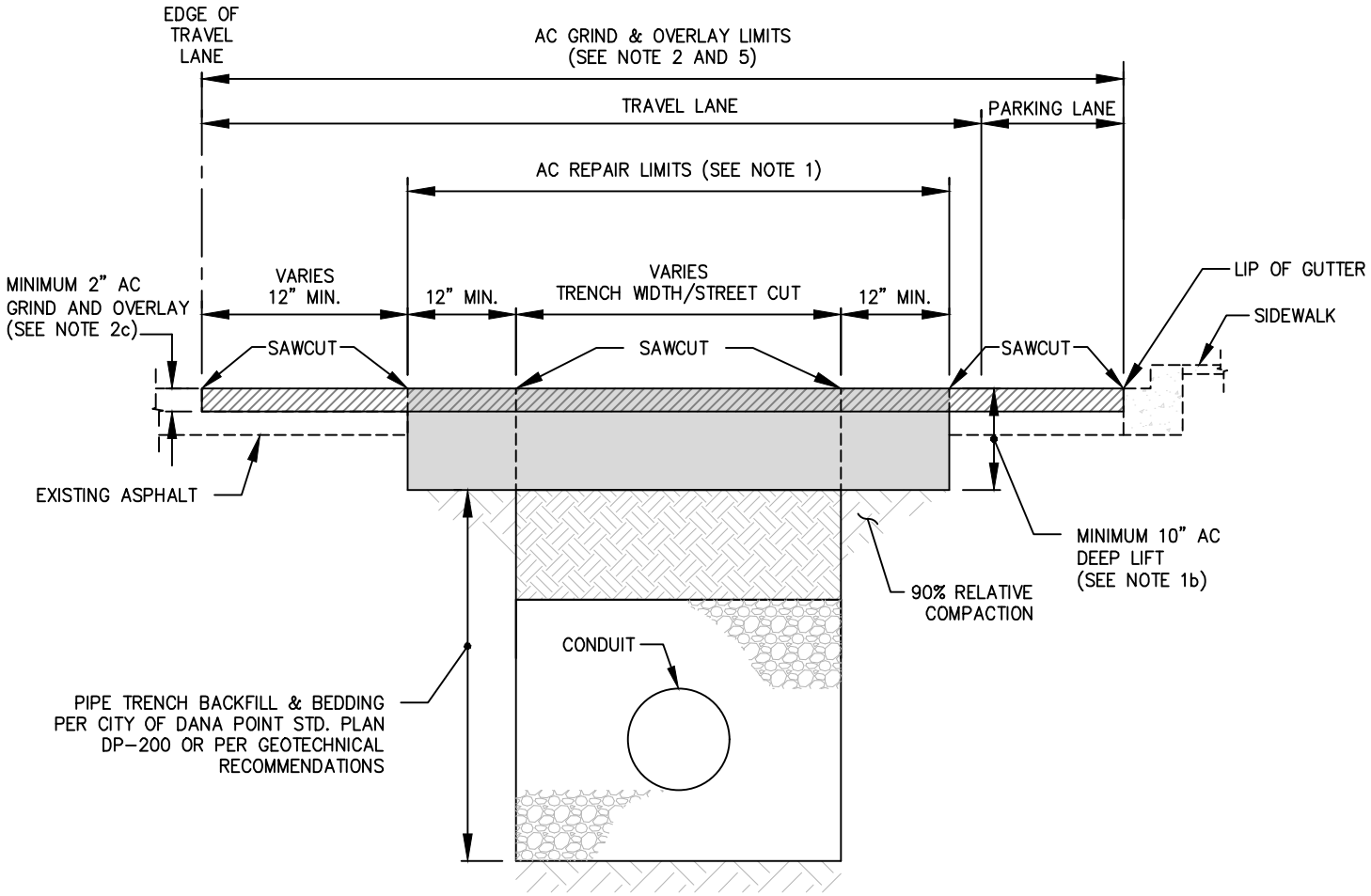
   c. AC OVERLAY – AC PAVEMENT OVERLAY MATERIAL SHALL BE:
      c.1) ON LOCAL AND COLLECTOR STREETS: 2" THICK AC (TYPE III–C3 PG 64–10 R0 FF)
      c.2) ON ARTERIAL STREETS: 2" THICK ARHM–GG–C WITH PG 64–16 ASPHALT RUBBER BINDER AND FORTA–FI FIBER REINFORCED ASPHALT CONCRETE (FRAC), OVER ENGINEERED PRE–COATED PAVING FABRIC (MATERIAL/TYPE AS DESIGNATED BY THE CITY ENGINEER).

   d. TACK COAT MATERIAL FOR OVERLAY SHALL BE THERMOPLASTIC POLYMER MODIFIED NO TRACK TACK.

3. IF ASPHALT IN THE ADJACENT AREA OF THE REPAIR SHOWS STRESS OR FAILS DUE TO APPLICANT'S WORK, THE APPLICANT SHALL REPAIR THOSE AREAS IN CONJUNCTION WITH THE WORK.

4. ALL STREET CUTS THROUGH CONCRETE FACILITIES SHALL BE REPAIRED TO THE NEAREST JOINT.

5. CITY ENGINEER MAY REQUIRE ADDITIONAL AC GRIND & OVERLAY BASED ON FIELD CONDITIONS.



SECTION E1-E1: TRENCH DETAIL

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

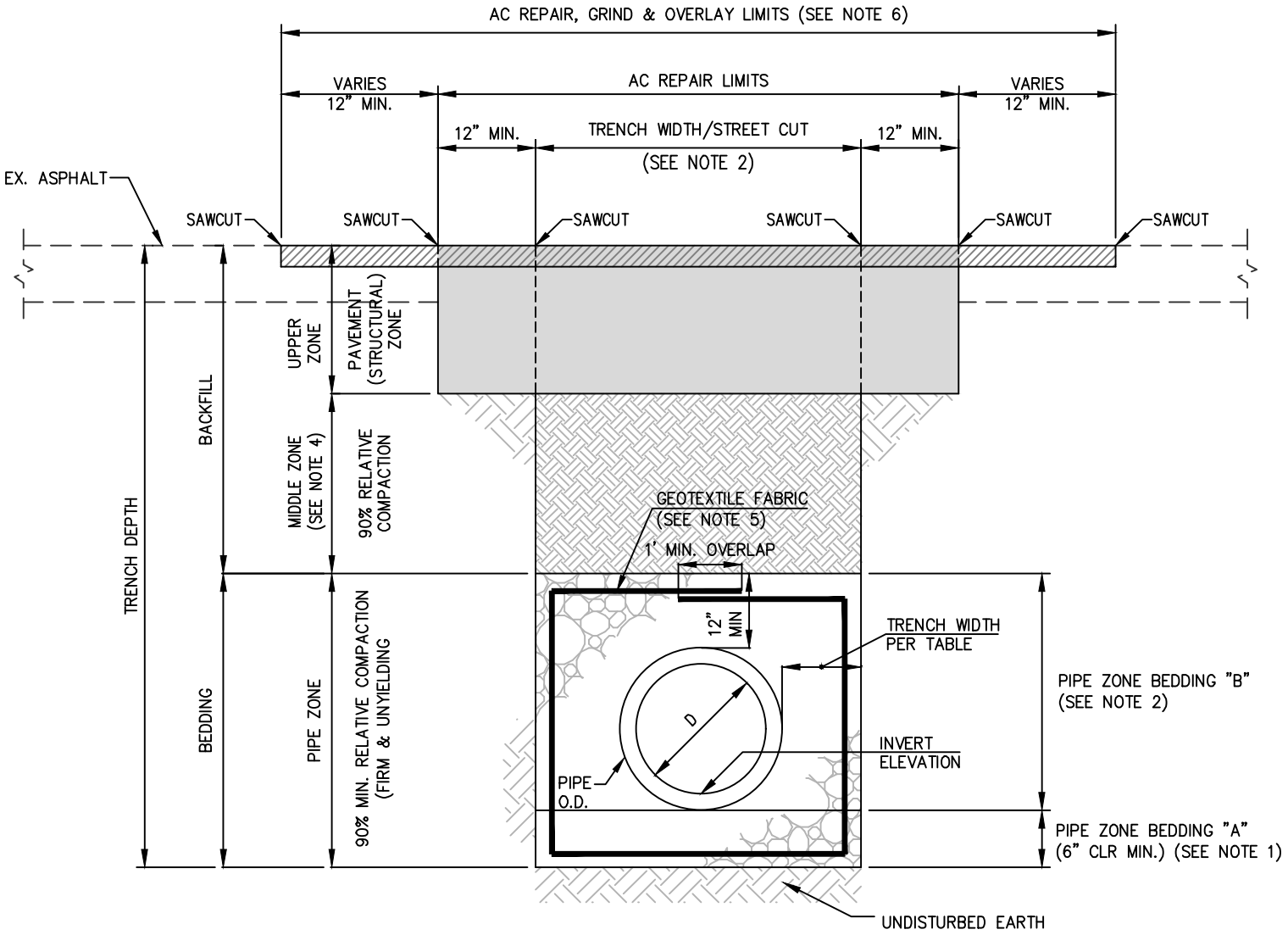
SPECIFICATIONS FOR RESURFACING
CASE E: UTILITY STREET CUTS IN TRAVEL LANE

STD. PLAN

DP-144

SHEET 2 OF 2

REVISED 2024



SECTION DETAIL

NOT TO SCALE

GENERAL NOTES:

1. BEDDING "A" SHALL BE 3/4" MAX. CRUSHED ROCK.
2. TRENCH WIDTH AND BEDDING "B" SHALL BE PER TABLE BELOW.
3. IF UNSTABLE MATERIAL IS ENCOUNTERED, REMOVAL OF UNSUITABLE MATERIAL SHALL BE PER THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (SSPWC) SECTION 300-2, AND AS AMENDED BY THE CITY ENGINEER.
4. BACKFILL:
   a. COVER IS 4' OR LESS: USE 1-1/2 SACK SLURRY CEMENT BACKFILL.
   b. COVER IS OVER 4': BACKFILL SHALL BE PER THE SSPWC SECTION 306-12.3, AND AS AMENDED IN THIS EXHIBIT, BY THE CITY ENGINEER, OR BY THE CITY PUBLIC WORKS INSPECTOR.
5. GEOTEXTILE FABRIC (MIRAFI) SHALL NOT BE INSTALLED IF 1-1/2 SACK SLURRY CEMENT BACKFILL IS UTILIZED AS OUTLINED IN NOTE 4a OR OPTION 2 OF THE BEDDING "B" REQUIREMENTS.
6. AC REPAIR, GRIND & OVERLAY LIMITS AND REQUIREMENTS SHALL BE PER THE CITY OF DANA POINT STD. PLANS DP-140 THROUGH DP-144.

TRENCH WIDTH AND BEDDING "B" REQUIREMENTS:

OPTION 1:

3/4" MAX. CRUSHED ROCK COMPACTED TO A RELATIVE COMPACTION OF NOT LESS THAN 90%

PIPE DIAMETER	TRENCH WIDTH
18" TO 36"	O.D.+24"
39" TO 48"	O.D.+36"

OPTION 2:

SLURRY OR CLSM, 1-1/2 SACK CEMENT

PIPE DIAMETER	TRENCH WIDTH
18" TO 48"	O.D.+10"

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

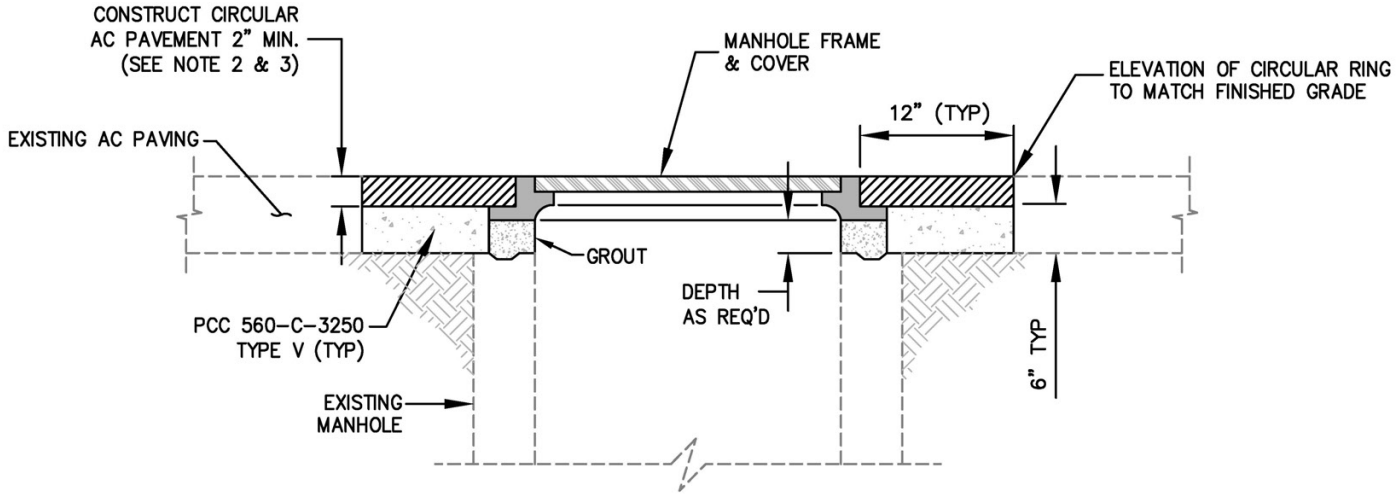
PIPE TRENCH

STD. PLAN

DP-200

SHEET 1 OF 1

REVISED 2024



ADJUST STORM DRAIN MANHOLE COVER

NOT TO SCALE

GENERAL NOTE:

1. ADJUSTMENT OF MANHOLES TO GRADE SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 302-5.8 OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), AND AS AMENDED HEREIN.
2. ASPHALT PAVEMENT USED TO PATCH AROUND ALL FRAMES AND COVER SETS SHALL BE:
   a. ON LOCAL AND COLLECTOR STREETS = ASPHALT CONCRETE TYPE III-C3 PG 70-10 RO.
   b. ON ARTERIAL STREETS = ARHM-GG-C WITH PG 64-16 ASPHALT RUBBER BINDER.
3. TACK COAT (THERMOPLASTIC POLYMER MODIFIED NO-TRACK TACK) SHALL BE USED ON ALL PATCHES.
4. IF THE MANHOLE COVER IS UNSTABLE OR NOISY UNDER TRAFFIC, SAID CONDITIONS SHALL BE CORRECTED BY PLACING A COIL OF ASPHALT SATURATED ROPE, A PLASTIC WASHER OR OTHER ASPHALTIC COMPOUNDS, AS APPROVED BY THE CITY ENGINEER, ON THE COVER SEAT TO CORRECT THE PROBLEM.
5. EXERCISE CARE SO THAT SURFACE MATERIALS SUCH AS ROCKS, DIRT, AND DEBRIS DO NOT ENTER THE STORM DRAIN LINES. IN ORDER TO PREVENT CONTAMINATION, PROVIDE A 3/4-INCH THICK PLYWOOD PLATFORM TO BE PLACED ON THE CONCRETE SHELF AT THE BOTTOM OF THE MANHOLE. THE SHAPE OF THE PLATFORM SHALL CONFORM TO THE CIRCUMFERENCE OF THE INSIDE WALL AT THE SHELF ELEVATION. AFTER THE MANHOLE HAS BEEN ADJUSTED, THE MATERIAL ACCUMULATED ON THE PLYWOOD SHELF AND THE PLYWOOD SHELF SHALL BE REMOVED FROM THE MANHOLE AND DISPOSED OF IN ACCORDANCE WITH SECTION 300-1.3, "REMOVAL OF DISPOSAL MATERIALS", OF THE SSPWC.
6. FOR SOUTH COAST WATER DISTRICT (SCWD) FACILITIES, ADJUSTMENT OF MANHOLES TO GRADE SHALL COMPLY WITH SCWD STANDARD DWG. S-1. AC AND TACK COAT MATERIAL SHALL BE IN ACCORDANCE WITH THIS DETAIL.

CITY OF DANA POINT STANDARD PLAN

STD. PLAN

APPROVED

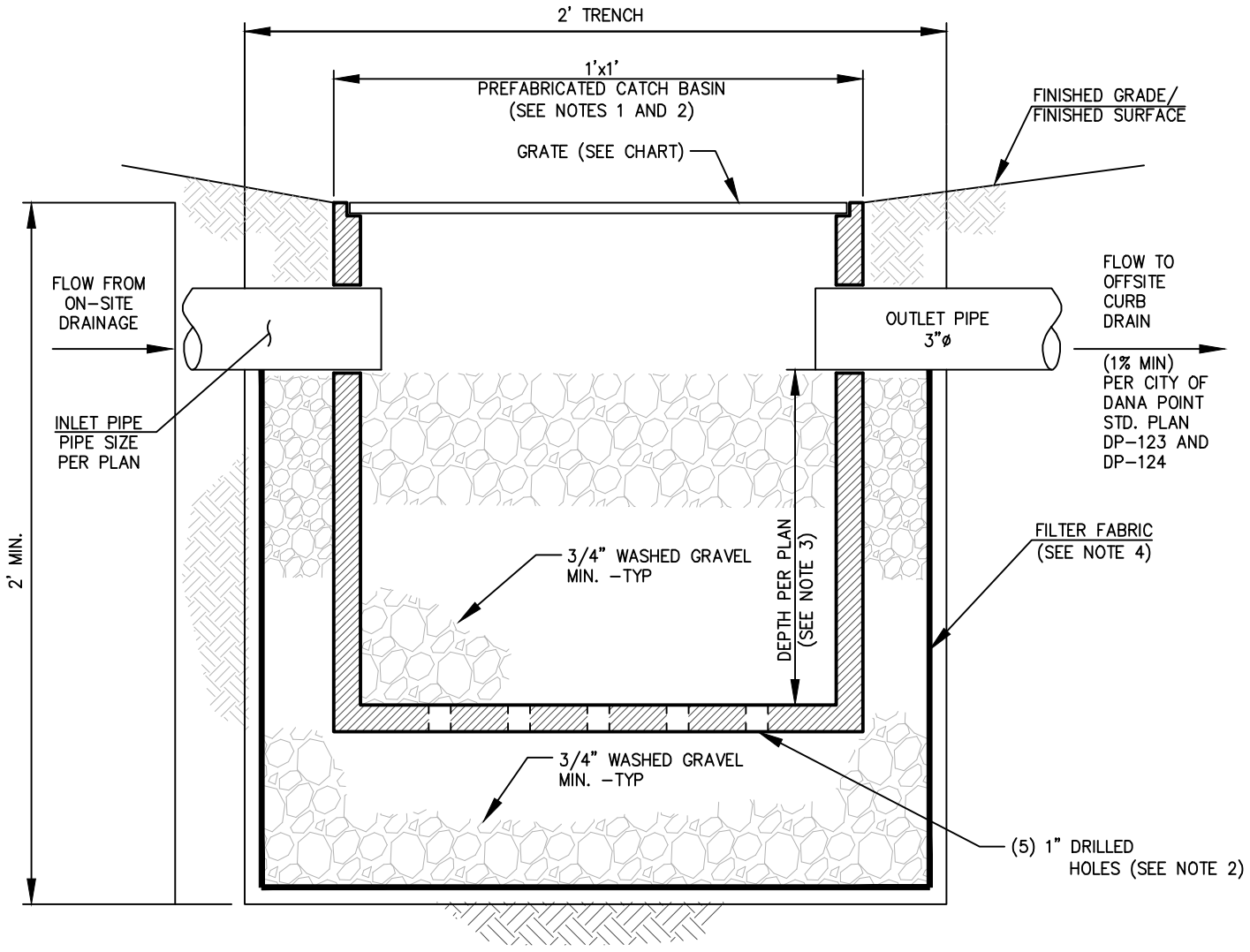
MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

ADJUST STORM DRAIN MANHOLE COVER

DP-201

SHEET 1 OF 1

REVISED 2024



SECTION
NTS

PUBLIC WORKS INSPECTOR REQUIRED
PRIOR TO BACKFILL

CALL 949-248-3554
ASK FOR BASIN INSPECTION

GENERAL NOTES:

1. PREFABRICATED CATCH BASIN SHALL BE 1-FOOT x 1-FOOT. DEPTH OF BASIN PER PLAN.
2. DRILL 1-INCH DIAMETER HOLES AT THE BASE OF CATCH BASIN. DO NOT REMOVE THE ENTIRE BASE OF CATCH BASIN.
3. DEPTH OF INLET PIPE SHALL BE IN LINE WITH OUTLET PIPE, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. GRAVEL SHALL NOT EXCEED INVERT OF PIPE.
4. FILTER FABRIC SHALL BE MIRAFI OR AN APPROVED EQUAL.

GRATE TYPE:

LOCATION:	GRATE TYPE (OR APPROVED EQUAL):
LANDSCAPE AREA	ATRIUM GRATE OR SQUARE GALVANIZED STEEL GRATE
WALKWAY/ HARDSCAPE AREA	SQUARE GALVANIZED STEEL GRATE (ADA COMPLIANT & HEEL PROOF)
TRAFFIC AREA	SQUARE GALVANIZED STEEL GRATE (TRAFFIC RATED, ADA COMPLIANT & HEEL PROOF)

CITY OF DANA POINT STANDARD PLAN

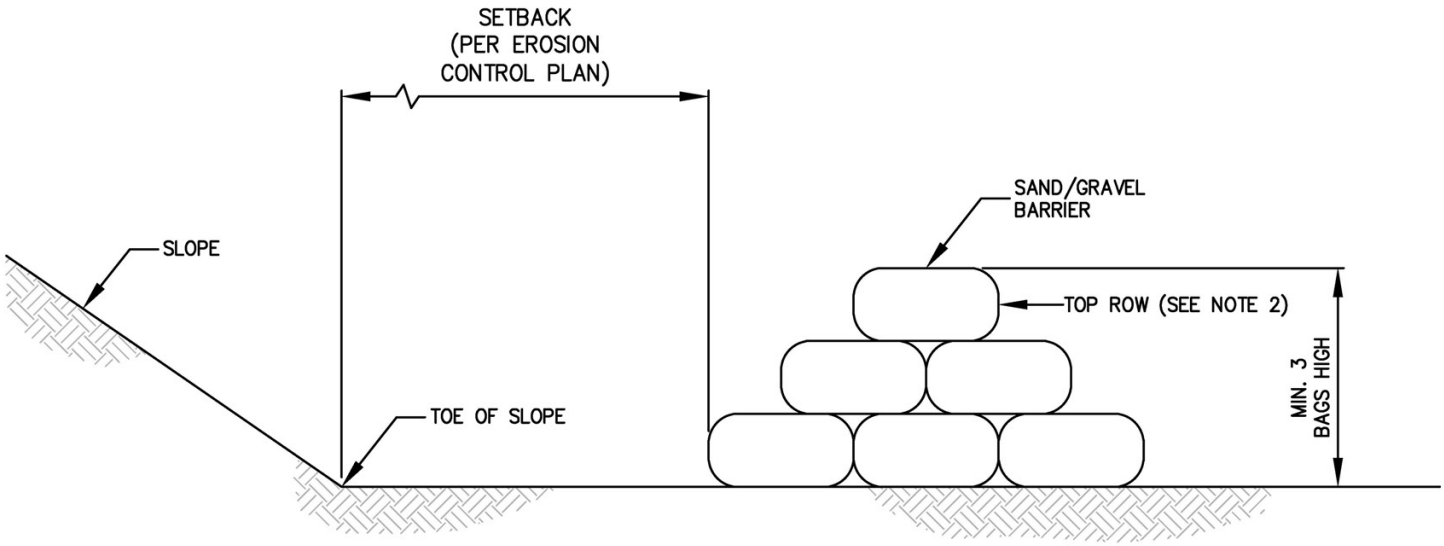
APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

DRY WEATHER FLOW DIVERSION BASIN

STD. PLAN
DP-202
SHEET 1 OF 1

REVISED 2024



GENERAL NOTES:

1. FOR GENERAL USE OF SANDBAGS OF 6 MONTHS OR LESS – SAND/GRAVEL BAG MATERIAL SHALL HAVE A MULLEN BURST STRENGTH EXCEEDING 2,700 kPa (300 psi) IN CONFORMANCE WITH THE REQUIREMENTS OUTLINED IN ASTM DESIGNATION D3786, AND ULTRAVIOLET STABILITY EXCEEDING 70% IN CONFORMANCE WITH REQUIREMENTS IN ASTM DESIGNATION D4355 (OR AN APPROVED EQUAL). USE OF BURLAP IS NOT ACCEPTABLE.

2. FOR LONG TERM USE OF SANDBAGS OF 6 MONTHS OR MORE – SAND/GRAVEL BAG MATERIAL SHALL COMPLY WITH THE REQUIREMENTS OUTLINED IN NOTE 1. IN addition, THE TOP ROW OF SANDBAGS MUST BE MADE UP OF A MONOFILAMENT MATERIAL (EG. POLYETHYLENE) AND HAVE A MULLEN BURST STRENGTH EXCEEDING 2880 kPa (390 psi), OR AN APPROVED EQUAL.

3. SAND/GRAVEL BARRIER SHALL BE PLACED IN ACCORDANCE WITH THE EROSION CONTROL PLANS.

CITY OF DANA POINT STANDARD PLAN

STD. PLAN

APPROVED

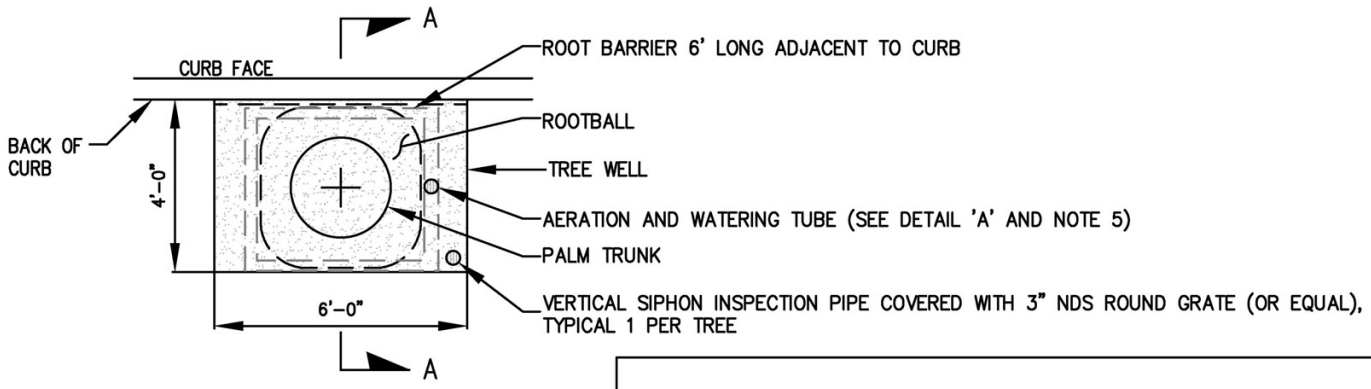
MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

UV SANDBAG

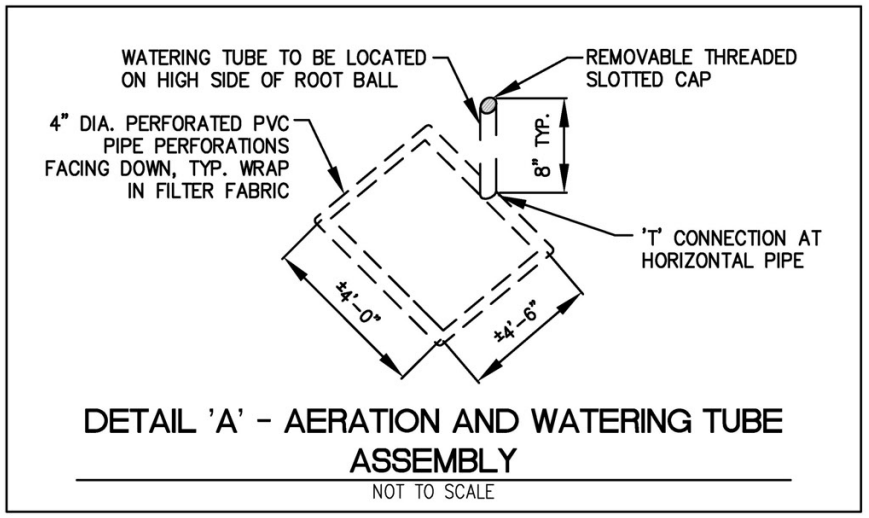
DP-203

SHEET 1 OF 1

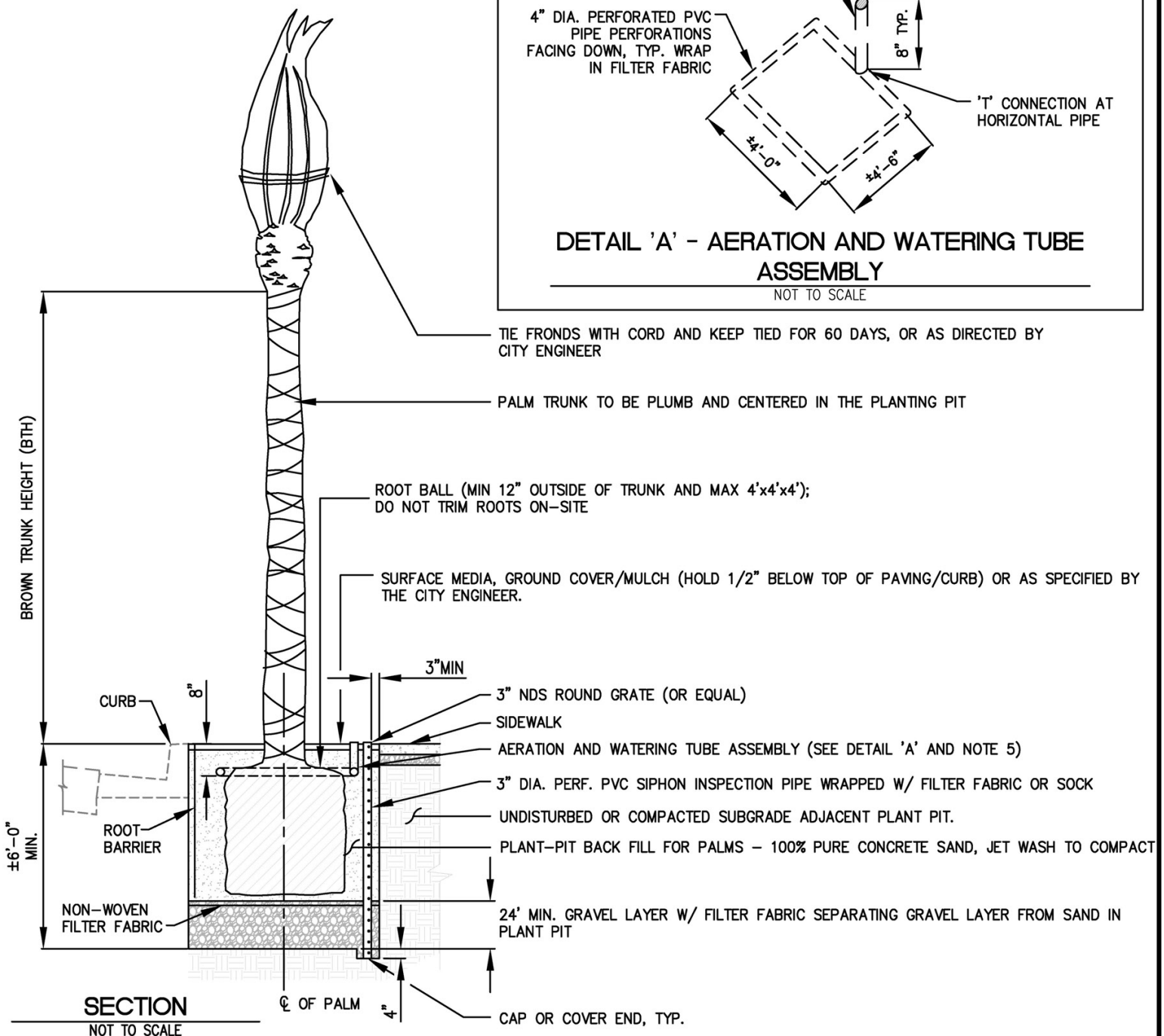
REVISED 2024



PLAN VIEW
NOT TO SCALE



DETAIL 'A' - AERATION AND WATERING TUBE ASSEMBLY
NOT TO SCALE



SECTION
NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

PALM TREE WELL

STD. PLAN

DP-300

SHEET 1 OF 2

REVISED 2024

GENERAL NOTES:

1. ALL PALMS SHALL BE SELECTED AT NURSERY BY A CITY REPRESENTATIVE/LANDSCAPE ARCHITECT PRIOR TO DELIVERY FOR MATCHED HEIGHTS, TRUNK CALIPER & VIGOR.
2. PLANT PITS SHALL BE PER THE DIMENSIONS NOTED ON THIS DETAIL WITH VERTICAL CUT SIDES AND CENTERED IN THE TREE WELL OR PLANTING STRIP. BASE OF PIT SLOPED TO DRAIN.
3. PRIOR TO PLANTING, CONTRACTOR TO UNDERTAKE AGRICULTURAL SUITABILITY TESTING OF ALL SOILS ASSOCIATED WITH PLANTING AREAS AND TO AMEND AND/OR REMOVE/REPLACE SOILS AS APPROPRIATE TO ENSURE PROPER HORTICULTURAL CONDITIONS FOR PLANT HEALTH AND GROWTH.
4. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO PLANT GROWTH. ALL EXCAVATED PLANT PITS WHICH DO NOT DRAIN COMPLETELY WITHIN 8–HOURS SHALL BE CONSIDERED DETRIMENTAL AND WILL REQUIRE SPECIAL PERCOLATION TESTING PROTOCOLS AND MITIGATION MEASURES PRIOR TO PLANTING.
5. AERATION AND WATERING TUBE IS NOT REQUIRED IF TREE WELL IS CONNECTED TO AN IRRIGATION SYSTEM.

CITY OF DANA POINT STANDARD PLAN

STD. PLAN

APPROVED

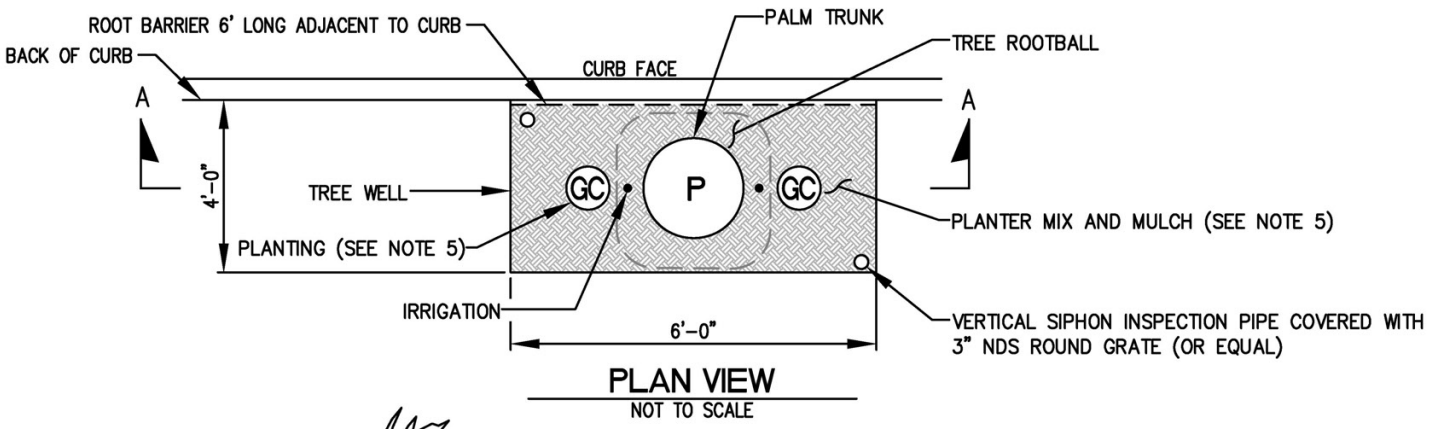
MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

PALM TREE WELL

DP-300

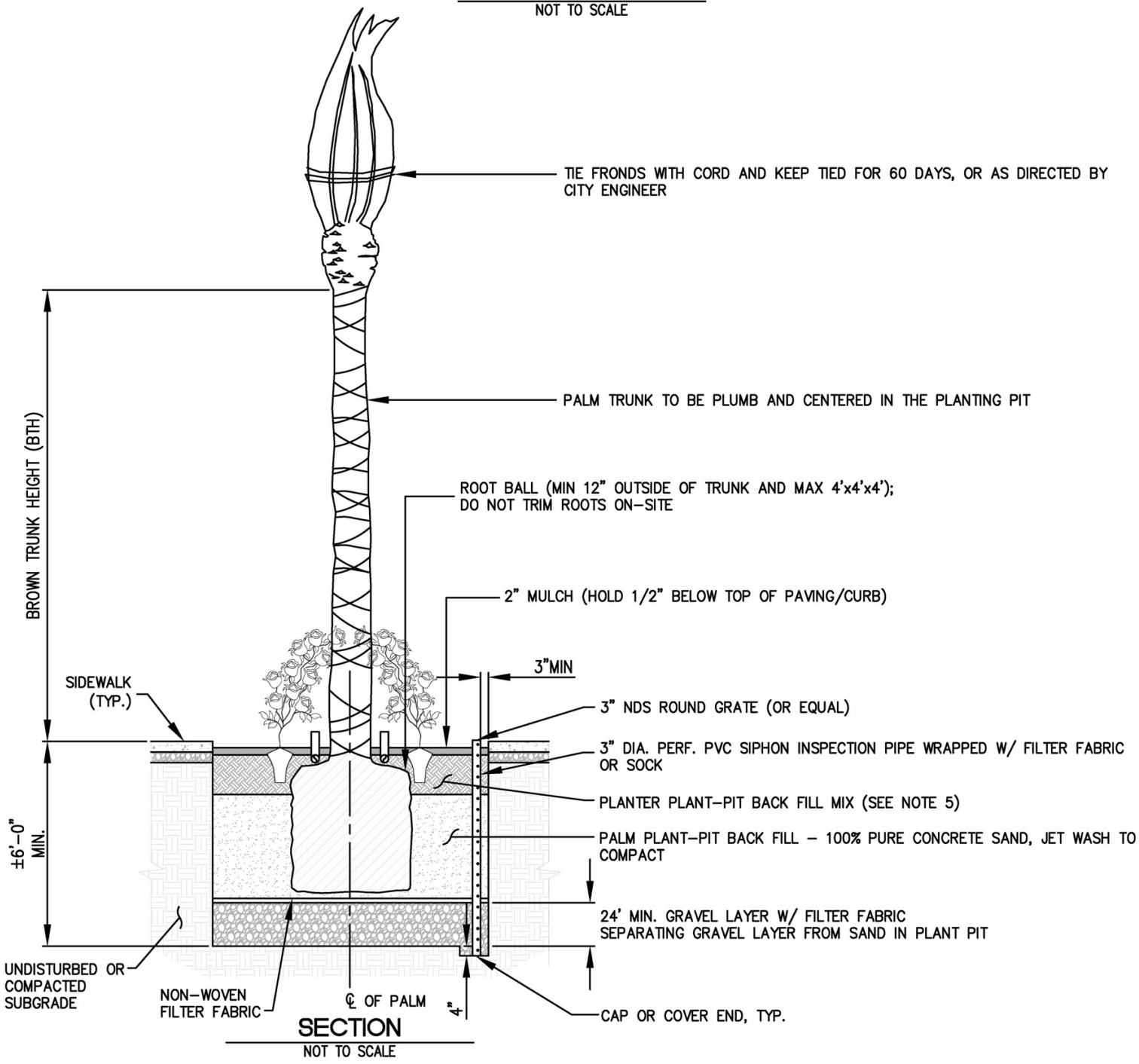
SHEET 2 OF 2

REVISED 2024



PLAN VIEW

NOT TO SCALE



SECTION

NOT TO SCALE

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

PALM TREE WELL WITH PLANTING

STD. PLAN

DP-301

SHEET 1 OF 2

REVISED 2024

GENERAL NOTES:

1. ALL PALMS SHALL BE SELECTED AT NURSERY BY A CITY REPRESENTATIVE/LANDSCAPE ARCHITECT PRIOR TO DELIVERY FOR MATCHED HEIGHTS, TRUNK CALIPER & VIGOR.

2. PLANT PITS SHALL BE PER THE DIMENSIONS NOTED ON THIS DETAIL WITH VERTICAL CUT SIDES AND CENTERED IN THE TREE WELL OR PLANTING STRIP. BASE OF PIT SLOPED TO DRAIN.

3. PRIOR TO PLANTING, CONTRACTOR TO UNDERTAKE AGRICULTURAL SUITABILITY TESTING OF ALL SOILS ASSOCIATED WITH PLANTING AREAS AND TO AMEND AND/OR REMOVE/REPLACE SOILS AS APPROPRIATE TO ENSURE PROPER HORTICULTURAL CONDITIONS FOR PLANT HEALTH AND GROWTH.

4. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF ANY SOIL OR DRAINAGE CONDITIONS CONSIDERED DETRIMENTAL TO PLANT GROWTH. ALL EXCAVATED PLANT PITS WHICH DO NOT DRAIN COMPLETELY WITHIN 8–HOURS SHALL BE CONSIDERED DETRIMENTAL AND WILL REQUIRE SPECIAL PERCOLATION TESTING PROTOCOLS AND MITIGATION MEASURES PRIOR TO PLANTING.

5. PLANTING, MULCH, AND PLANTER MIX SHALL BE AS OUTLINED ON THE STANDARD ENCROACHMENT PERMITS, AND AS APPROVED BY THE CITY ENGINEER.

CITY OF DANA POINT STANDARD PLAN

APPROVED

MATTHEW V. SINACORI,
DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

PALM TREE WELL WITH PLANTING

STD. PLAN

DP-301

SHEET 2 OF 2

REVISED 2024