



PUBLIC WORKS DEPARTMENT

LAURENT ST SEWER REHABILITATION

PROJECT NO. c401511

FILE NO: 950-70.214

SHEET INDEX

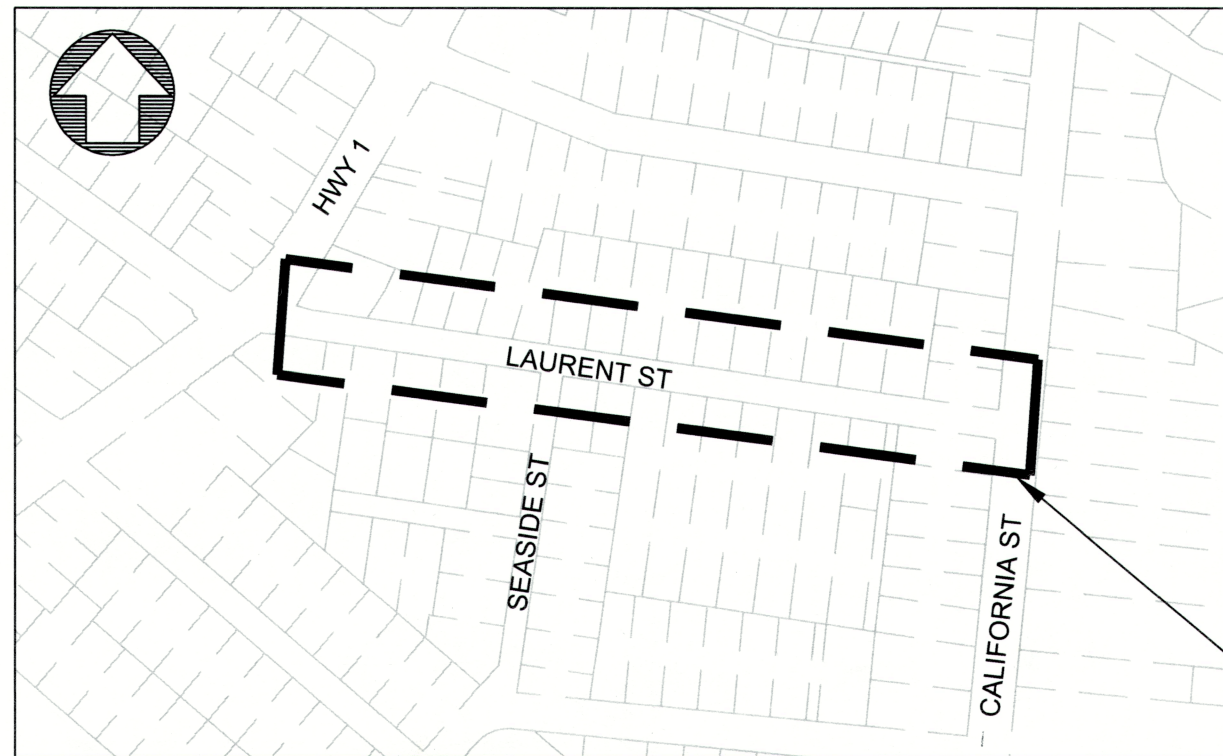
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CONSTRUCTION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE INTENT OF THESE PLANS AND THEY SHALL REPORT ANY DISCREPANCIES FOUND IN THEM TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL AND ALL REQUIRED SUBMITTALS FOR CITY REVIEW & APPROVAL PRIOR TO CONSTRUCTION.

ABBREVIATIONS:

AC	-	ASPHALT CONCRETE
E	-	ELECTRIC CONDUIT
(E)	-	EXISTING
FL	-	FLOW LINE
G	-	GAS
(N)	-	NEW
NR	-	RIM ELEVATION
R&R	-	REMOVE AND REPLACE
SD	-	STORM DRAIN LINE
SS	-	SANITARY SEWER LINE
SSMH	-	SANITARY SEWER MANHOLE
TYP	-	TYPICAL
W	-	WATER
WV	-	WATER VALVE



PROJECT EXTENT



LOCATION MAP
NOT TO SCALE

APPROVED BY:

Kevin J. Crossley
ASSISTANT DIRECTOR / CITY ENGINEER
CITY OF SANTA CRUZ

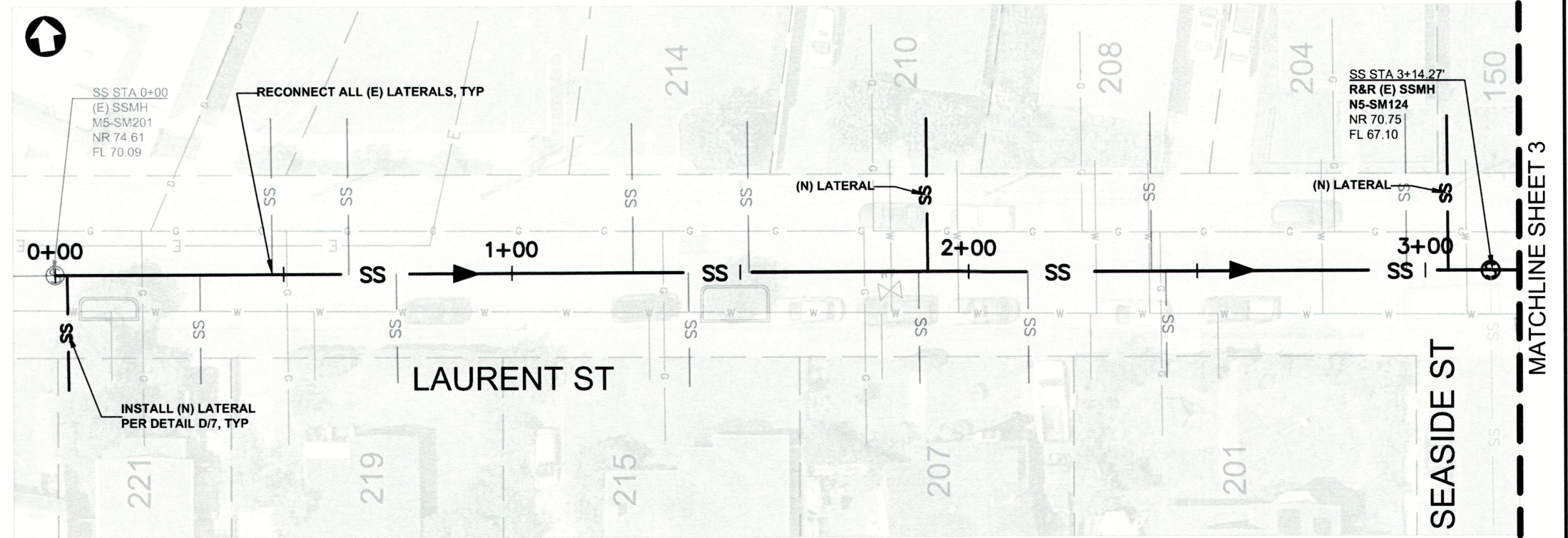
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FIELD BOOK: #	DRAWN	DM	SHEET	1 OF 9
DRAWING #: #	DESIGN	TW	Vault No.	9233
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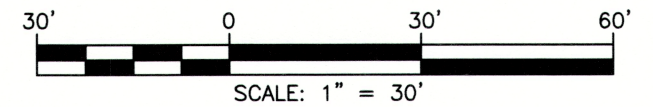
CONTRACTOR NOTE:
CONTRACTOR SHALL USE AND LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION. ANY CONFLICT DISCOVERED SHALL BE REPORTED TO THE PROJECT ENGINEER.

NOTES:

1. PROTECT IN PLACE ALL (E) UTILITIES AND STRUCTURES. DISTURBED UTILITY TRENCHES SHALL BE BACKFILLED AND COMPACTED PER UTILITY PURVEYOR DETAILS.
2. PG&E REPRESENTATIVE SHALL BE PRESENT WHILE EXCAVATING WITHIN 10' OF TRANSMISSION LINE.
3. LOCATION AND ELEVATION OF UTILITIES ARE APPROXIMATIONS. CONTRACTOR SHALL POTHOLE & VERIFY LOCATION & ELEVATION OF CROSSING UTILITIES.
4. MAINTAIN 4" OF SEPARATION BETWEEN (E) WATER MAIN AND SEWER PIPE AT WATER MAIN CROSSINGS WITH (N) PIPE.
5. (N) SSMH TO BE CONSTRUCTED PER DETAIL $\text{B}_{7/7}$
6. TRENCHES SHALL BE BACKFILLED AND PAVED PER DETAIL $\text{C}_{7/7}$
7. MANHOLE FRAME AND COVERS WILL BE PROVIDED BY THE CITY
8. ALL SEWER LATERALS TO BE RECONNECTED AND CONFIRMED WITH ENGINEER
9. LATERALS TO BE REPLACED ARE ONLY FROM CLEAN-OUT TO THE SEWER MAIN

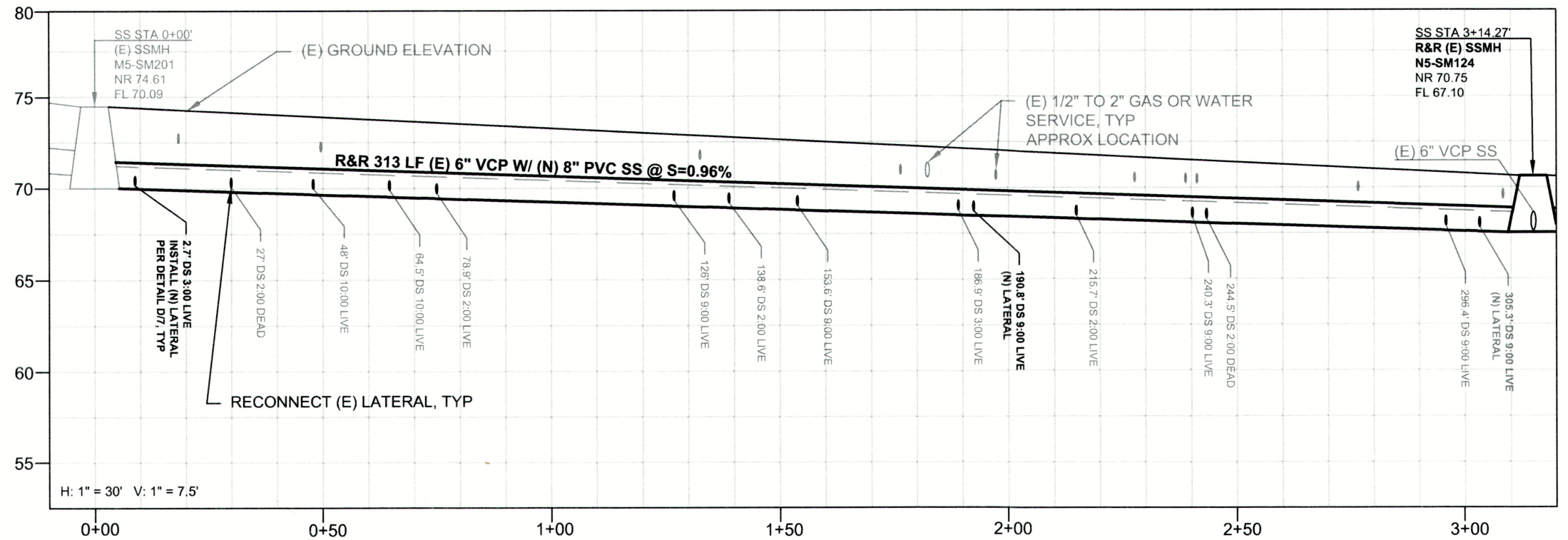


MATCHLINE SHEET 3



LEGEND

- | | |
|-------------|----------------------|
| SS | (N) SANITARY SEWER |
| SS | (E) SANITARY SEWER |
| SD | (E) STORM DRAIN |
| W | (E) WATER PIPE |
| G | (E) GAS PIPE |
| E | (E) ELECTRIC CONDUIT |
| --- | PROPERTY LINE |
| S | (N) MANHOLE |
| S | (E) MANHOLE |
| WV | (E) WATER VALVE |
| FH | (E) FIRE HYDRANT |



REVISIONS



CITY OF
SANTA CRUZ
PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201
Santa Cruz, CA 95060

**LAURENT ST
SEWER REHABILITATION**
PLAN & PROFILE - 1

REFERENCES
FIELD BOOK:

DRAWING #:
#

DATE	4/24/2026
DRAWN	DM
DESIGN	TW
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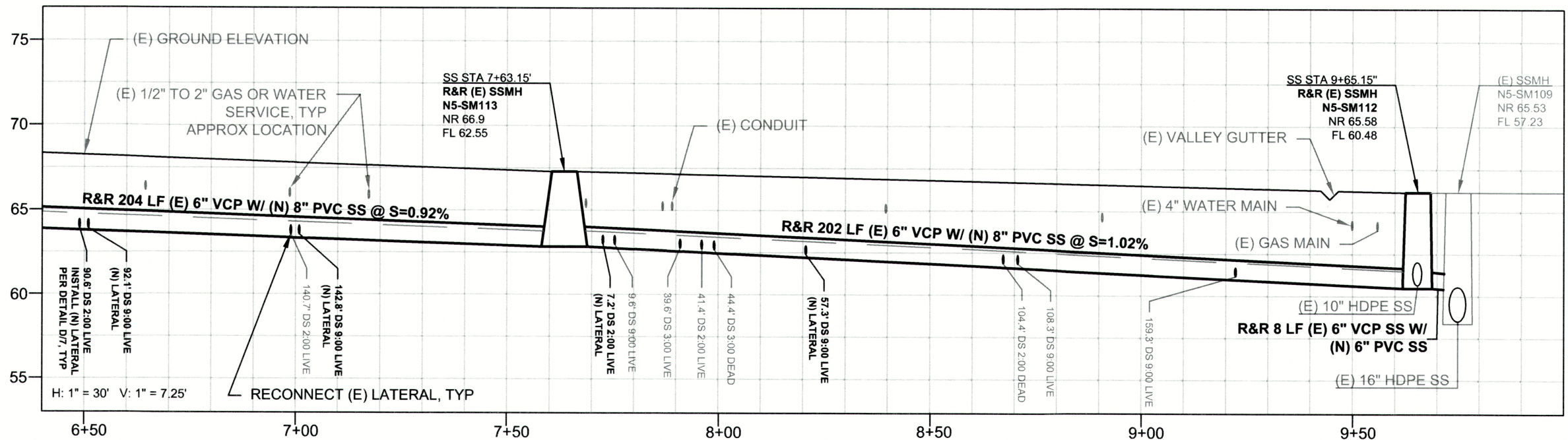
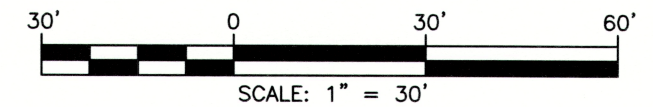
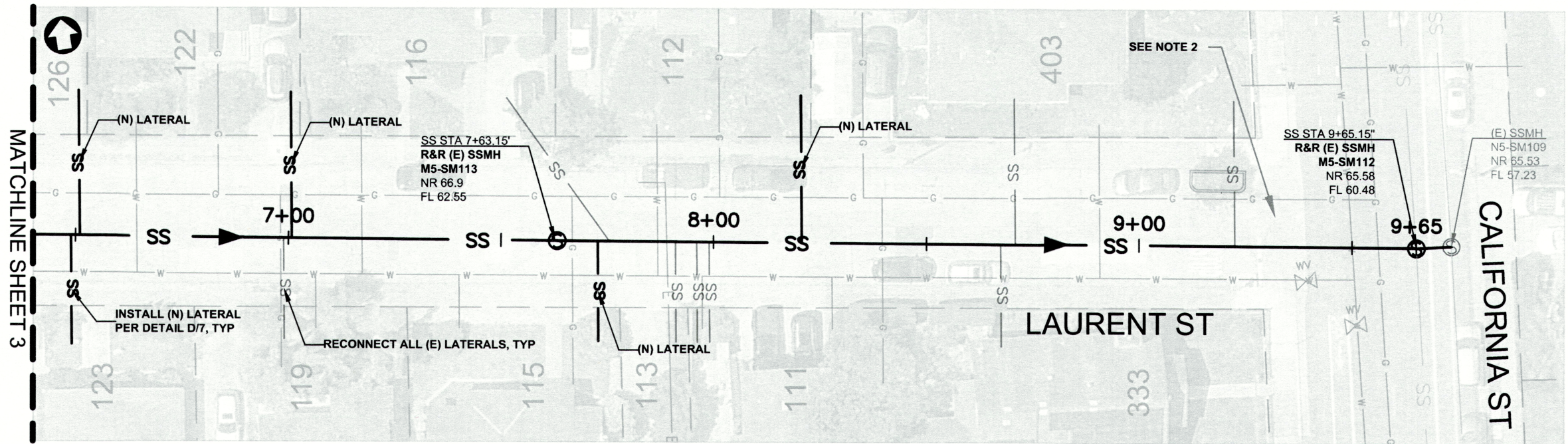
SCALE	AS SHOWN
SHEET	2 OF 9
VAULT NO.	# 9233

NOTES:

1. PROTECT IN PLACE ALL (E) UTILITIES AND STRUCTURES. DISTURBED UTILITY TRENCHES SHALL BE BACKFILLED AND COMPACTED PER UTILITY PURVEYOR DETAILS.
2. DISTURBED CONCRETE CURB, GUTTER, VALLEY GUTTER, AND SIDEWALK SHALL BE RESTORED FROM NEAREST SCORE LINE TO THE NEXT NEAREST SCORE LINE PER DETAIL (G) & (B).
3. PG&E REPRESENTATIVE SHALL BE PRESENT WHILE EXCAVATING WITHIN 10' OF TRANSMISSION LINE.
4. LOCATION AND ELEVATION OF UTILITIES ARE APPROXIMATIONS. CONTRACTOR SHALL POTHOLE & VERIFY LOCATION & ELEVATION OF CROSSING UTILITIES.
5. MAINTAIN 4" OF SEPARATION BETWEEN (E) WATER MAIN AND SEWER PIPE AT WATER MAIN CROSSINGS WITH (N) PIPE.
6. (N) SSMH TO BE CONSTRUCTED PER DETAIL (P).
7. TRENCHES SHALL BE BACKFILLED AND PAVED PER DETAIL (C) & (I).
8. MANHOLE FRAME AND COVERS WILL BE PROVIDED BY THE CITY
8. ALL SEWER LATERALS TO BE RECONNECTED AND CONFIRMED WITH ENGINEER
9. LATERALS TO BE REPLACED ARE ONLY FROM CLEAN-OUT TO THE SEWER MAIN

LEGEND

- SS (N) SANITARY SEWER
- SS (E) SANITARY SEWER
- SD (E) STORM DRAIN
- W (E) WATER PIPE
- G (E) GAS PIPE
- E (E) ELECTRIC CONDUIT
- PROPERTY LINE
- ⊙ (N) MANHOLE
- ⊙ (E) MANHOLE
- ⊙ (E) WATER VALVE
- ⊙ (E) FIRE HYDRANT



REVISIONS	



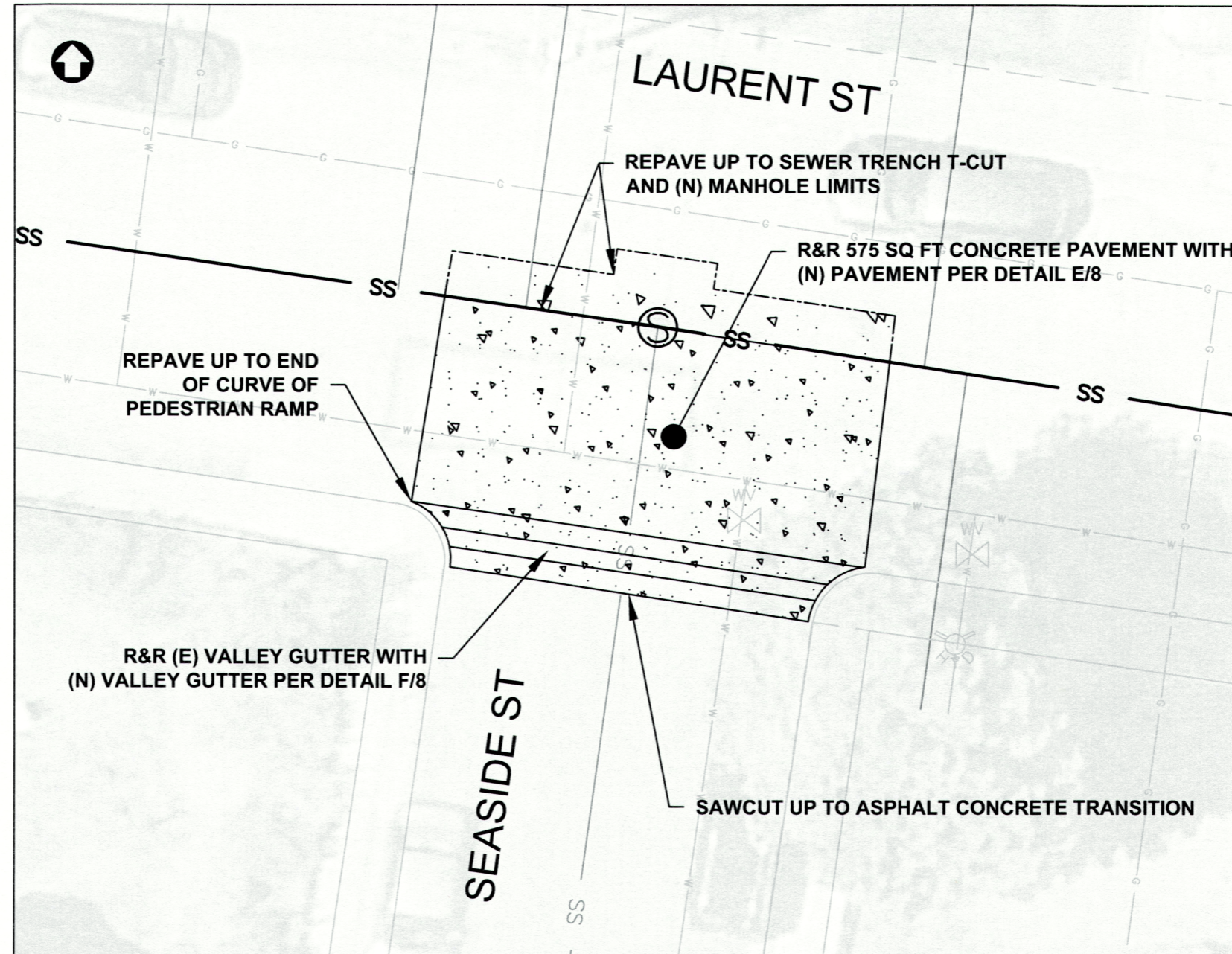
CITY OF SANTA CRUZ
 PUBLIC WORKS DEPARTMENT
 809 Center Street, Room 201
 Santa Cruz, CA 95060

**LAURENT ST
 SEWER REHABILITATION
 PLAN & PROFILE - 3**

REFERENCES FIELD BOOK: # DRAWING #: #	DATE	4/24/2026	SCALE	AS SHOWN
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	DESIGN	TW	VAULT NO.	
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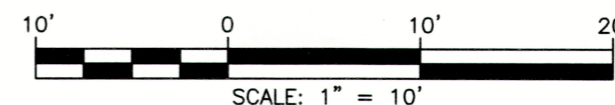
NOTES:

1. RESTORE ANY DISTURBED STRIPINGS AND MARKINGS PER CALTRANS STANDARD PLANS AND SPECIFICATIONS.
2. (N) CONCRETE PAVEMENT SHALL MATCH (E) GRADING AND ELEVATIONS.
3. PROTECT IN PLACE (E) MANHOLE AND (E) WATER VALVES FRAME, COVER, AND STRUCTURE.
4. PROTECT IN PLACE (N) MANHOLE FRAME, COVER, AND STRUCTURE.



LEGEND

- SS** (N) SANITARY SEWER
- SS (E) SANITARY SEWER
- SD (E) STORM DRAIN
- W (E) WATER PIPE
- G (E) GAS PIPE
- E (E) ELECTRIC CONDUIT
- PROPERTY LINE
- ⊙ (N) MANHOLE
- ⊗ (E) WATER VALVE
- ⊗ (E) FIRE HYDRANT
- [Pattern] (N) CONCRETE PAVEMENT



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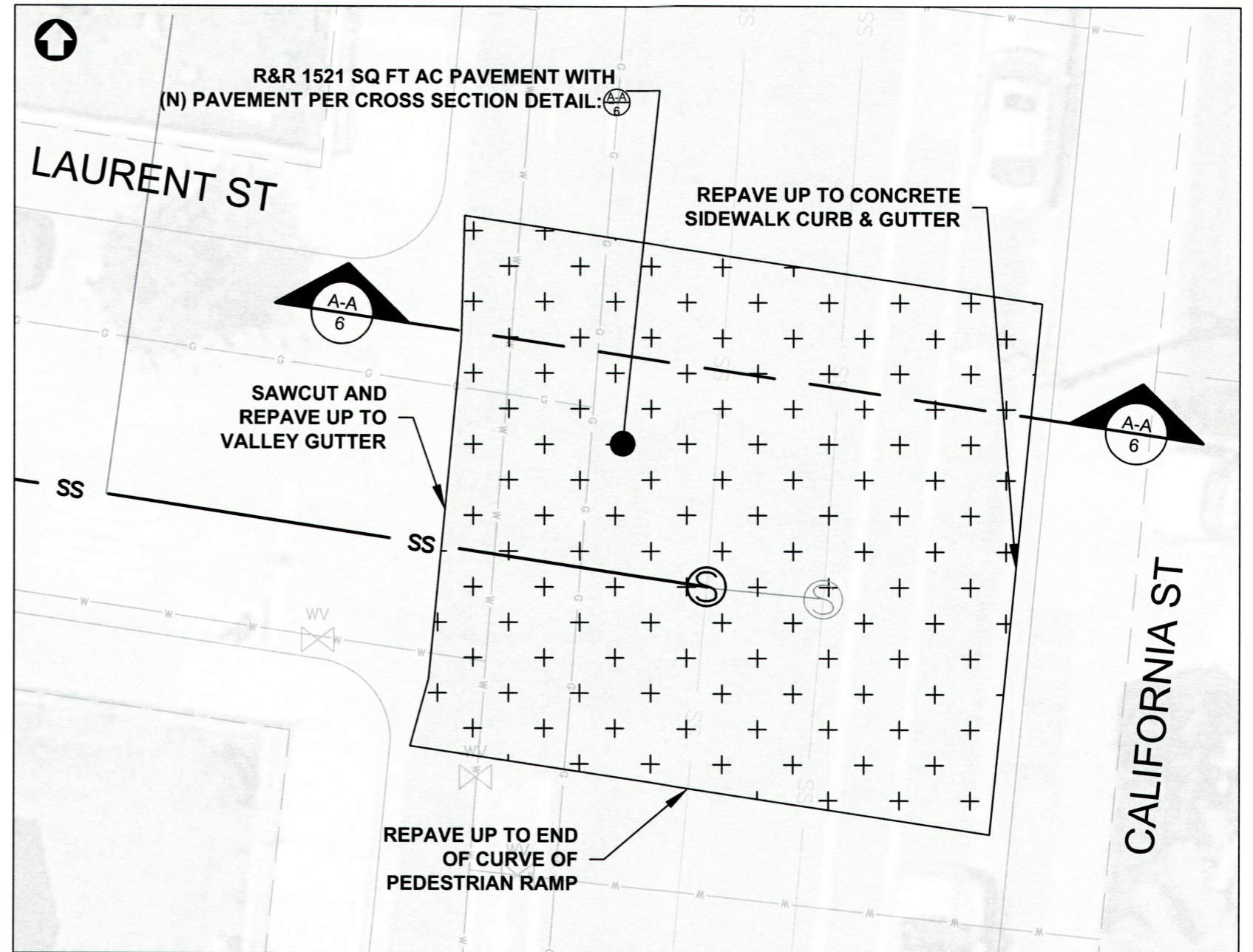
**LAURENT ST
 SEWER REHABILITATION
 PAVING AND GRADING**

REFERENCES
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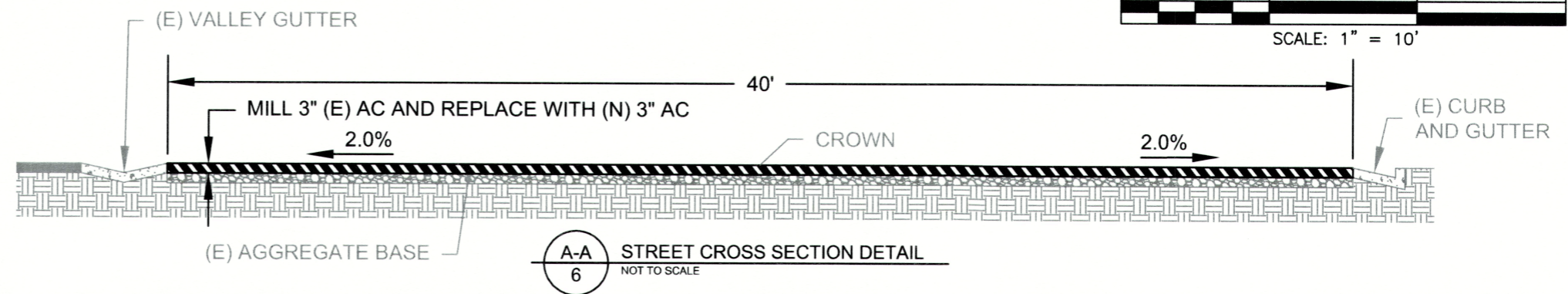
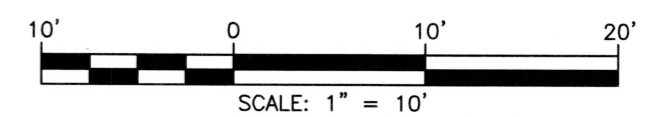
NOTES:

1. FINAL LIMITS OF ASPHALT CONCRETE PAVEMENT RESTORATION SHALL BE DETERMINED BY THE CITY INSPECTOR BASED ON EXISTING PAVEMENT CONDITIONS AND PCI.
2. SAWCUT EXISTING AC PAVEMENT ALONG NEAT LINES AT LIMITS OF REMOVAL. REMOVE AND DISPOSE OF ALL AC, INCLUDING SLIVERS AND LOOSE MATERIAL.
3. RESTORE ANY DISTURBED STRIPINGS AND MARKINGS PER CALTRANS STANDARD PLANS AND SPECIFICATIONS.
4. (N) AC PAVEMENT SHALL MATCH (E) GRADING AND ELEVATIONS.
5. PROTECT IN PLACE (E) MANHOLE AND (E) WATER VALVES FRAME, COVER, AND STRUCTURE.
6. PROTECT IN PLACE (N) MANHOLE FRAME, COVER, AND STRUCTURE.
7. BIKE LANES SHALL BE REPAVED TO THEIR FULL WIDTH TO AVOID SEAMS WITHIN THE BIKE LANE.



LEGEND

- SS — (N) SANITARY SEWER
- SS — (E) SANITARY SEWER
- SD — (E) STORM DRAIN
- W — (E) WATER PIPE
- G — (E) GAS PIPE
- E — (E) ELECTRIC CONDUIT
- - - - - PROPERTY LINE
- ⊙ (N) MANHOLE
- ⊙ (E) MANHOLE
- ⊗ (E) WATER VALVE
- ⊕ (E) FIRE HYDRANT
- + + + + + (N) ASPHALT CONCRETE PAVEMENT



REVISIONS	

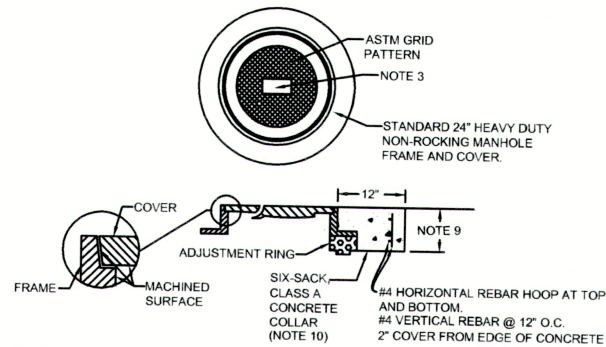


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PUBLIC WORKS DEPARTMENT
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A-A
STREET CROSS SECTION DETAIL
NOT TO SCALE

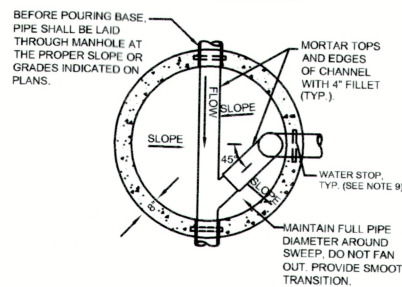
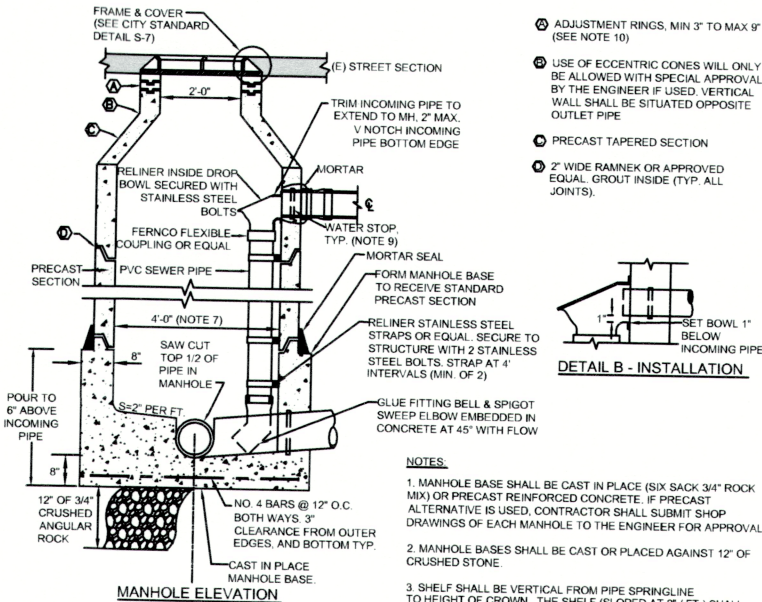
**LAURENT ST
SEWER REHABILITATION
PAVING AND GRADING**

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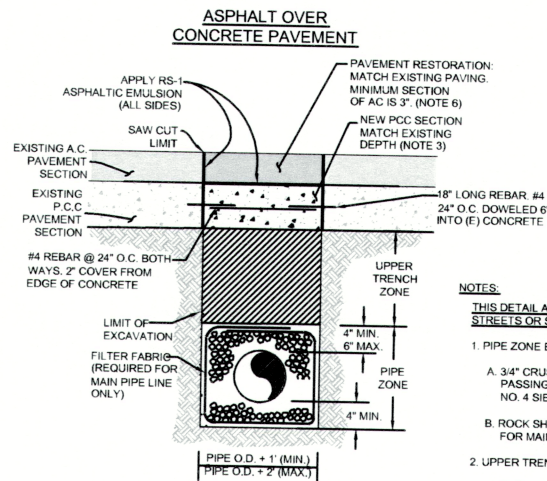


- NOTES:**
- FRAME AND COVER SHALL BE BY THE SAME MANUFACTURER. FOUNDRY NAME SHALL BE STAMPED ON FRAME AND COVER. FRAME AND COVER TO BE PHOENIX IRON WORKS CAT No. P-1090, OR D & L SUPPLY No. A-1024, OR APPROVED SUBMITTED EQUAL. FOR MAIN LINES 34" AND ABOVE, FRAME AND COVER SHALL BE D & L SUPPLY No. A-1462 FOR SEWER MAIN LINES AND A-1463 FOR STORM DRAIN MAIN LINES, OR APPROVED SUBMITTED EQUAL.
 - FRAMES & COVERS SHALL BE FULLY MACHINED ON A TOTAL OF FIVE SURFACES TO ENSURE INTER-CHANGEABILITY AND A CLOSE, QUIET FIT. MACHINED VERTICAL SURFACES SHALL BE SLOPED.
 - COVER SHALL BE MARKED "SANITARY SEWER" OR "STORM DRAIN" AS APPROPRIATE.
 - COVER SURFACE SHALL BE SKID RESISTANT PER ASTM SPECIAL PUBLICATION.
 - ALL CASTINGS SHALL BE DIPPED IN ASPHALT PAINT.
 - ALL MATERIAL USED IN MANUFACTURING SHALL CONFORM TO ASTM SPECIFICATION A159-64T-G3000 OR OF UNITED STATES GOVERNMENT SPECIFICATION QQ1-653, MANUFACTURED UNDER U.S. PATENT No. 3289556.
 - STORM DRAIN MANHOLE COVERS SHALL HAVE OPEN PICKHOLES. SANITARY SEWER MANHOLE COVERS SHALL HAVE CLOSED PICKHOLES. BOTTOM GASKETS MAY BE REQUIRED BY CITY ENGINEER ON SANITARY SEWER MANHOLE COVERS TO PREVENT INFILTRATION.
 - APPROXIMATE WEIGHT COMPONENTS: COVER - 140lbs
FRAME - 130 lbs
TOTAL - 270 lbs.
 - CONCRETE COLLAR SHALL BE POURED FROM BOTTOM OF ADJUSTMENT RING TO TOP OF GRADE.
 - CONCRETE SHALL BE DYED LAMP BLACK COLOR. PIGMENT LOADING SHALL BE 5% OF TOTAL CEMENTITIOUS MATERIAL WEIGHT. CONCRETE COLLAR SURFACE SHALL HAVE BROOM FINISH PARALLEL TO THE CIRCUMFERENCE OF THE FRAME. SEAL THE CONCRETE WITH A BRICKFORM CONCRETE SEALER.

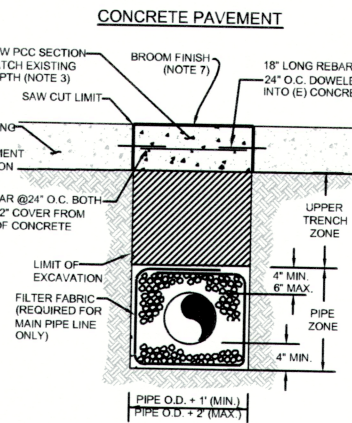
A
7
MANHOLE FRAME & COVER DETAIL
NOT TO SCALE



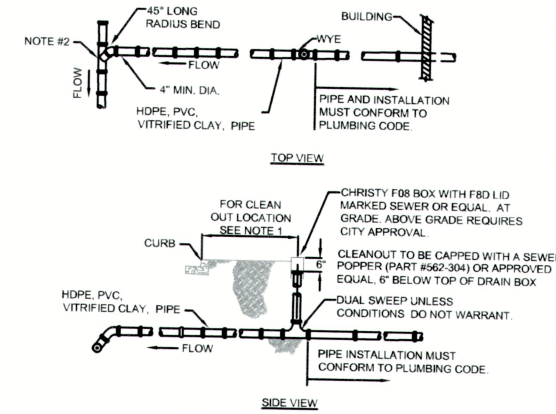
B
7
TYPICAL SEWER MANHOLE DETAIL
NOT TO SCALE



- NOTES:**
- THIS DETAIL APPLIES TO ALL EXCAVATIONS IN CITY STREETS OR SIDEWALKS.
- PIPE ZONE BACK FILL SHALL BE:
 - 3/4" CRUSHED OR ANGULAR ROCK WITH 100% PASSING 1", 90-100% PASSING 3/4", 0-30% PASSING NO. 4 SIEVE, AND 0-10% PASSING NO. 8 SIEVE.
 - ROCK SHALL BE ENVELOPED WITH FILTER FABRIC FOR MAIN PIPE ONLY.
 - TRENCH MATERIAL SHALL BE:
 - CLSM (2 SACK CEMENT SAND SLURRY), OR
 - CLASS 2 AGGREGATE BASE PER CALTRANS SPECIFICATIONS.
- IF AGGREGATE BASE IS USED THE UPPER 2" SHALL BE COMPACTED TO 95% RELATIVE COMPACTION. REMAINING MATERIAL SHALL BE COMPACTED TO 90%. A CIVIL ENGINEER HIRED BY THE CONTRACTOR MUST CERTIFY THAT CONNECTION REQUIREMENTS ARE MET.
- NEW PCC SECTION SHALL BE 6" ROCK, SIX SACK, CLASS "A" PLANT MIXED PCC.
 - SHOVEL-SLICE PIPE BEDDING UNDER THE HAUNCHES OF THE PIPE.
 - ALL TRAFFIC STRIPING SHALL BE REINSTALLED PER CALTRANS STANDARDS.
 - PAVEMENT RESTORATION SHALL FOLLOW CITY STANDARD DETAIL G13.
 - MAKE BROOM FINISH PERPENDICULAR TO THE PATH OF TRAVEL.



C
7
TYPICAL PIPE TRENCH DETAIL
NOT TO SCALE



- NOTES:**
- LOCATE CLEANOUT BOX IN SIDEWALK OR DRIVEWAY. IF THERE IS NO SIDEWALK, LOCATE CLEANOUT 10" TO 12" BEHIND FACE OF CURB. CITY MAY REQUIRE INSTALLATION OF 6" CONCRETE COLLAR IF SITE CONDITIONS WARRANT. IF LOCATED IN A DRIVEWAY, BOX SHALL HAVE A TRAFFIC RATED LID.
 - LATERAL CONNECTIONS:
 - LATERAL CONNECTION TO 6" MAIN PIPELINE: REPLACE A PORTION OF MAIN WITH A MANUFACTURED WYE.
 - LATERAL CONNECTION TO 8" AND 10" MAIN PIPELINE: CORE DRILL AND USE A ROMAC "CB" SEWER SADDLE OR USE A NDS FLEXIBLE SADDLE WHEN RECONNECTING AT EXISTING LATERAL CONNECTION LOCATION.
 - LATERAL CONNECTION TO 12" AND LARGER MAIN PIPELINE, WITH APPROVAL BY THE PUBLIC WORKS INSPECTOR, THE CONTRACTOR SHALL CORE DRILL AND USE INSERTA TEE INSTALLED BY CERTIFIED INSERTA TEE INSTALLER.
 - LATERALS SHALL BE CONNECTED TO CIPP SEWER MAINS BY ROMAC SEWER SADDLE OR INSERTA-TEE. CONNECTIONS SHALL BE MADE TO THE EXPOSED CIPP DIRECTLY AND NOT THE HOST PIPE.
 - ANY PIPE REPAIR COUPLING SHALL BE FERNCO SHEAR BAND WITH 24 GAUGE STAINLESS STEEL BANDS AND SHEAR BAND OR APPROVED EQUAL.
 - PIPE SHALL BE:
 - HDPE - SOLID WALL SDR 26, OR
 - PVC SDR 26 GASKET SEWER PIPE ASTM 3034, OR
 - VITRIFIED CLAY SEWER PIPE ASTM C 700, WITH COMPRESSION JOINT ASTM C 425
 - PROVIDE THREE FEET OF COVER UNLESS PROPER SLOPE TO SEWER MAIN DICTATES LESS COVER.
 - IF CONNECTION TO MAIN PIPELINE IS GREATER THAN 8 FEET DEEP USE A CHIMNEY CONNECTION FULLY SUPPORTED WITH A 2-SACK SLURRY.
 - SLOPE SHALL NOT BE LESS THAN 1/8" PER FOOT.
 - A MINIMUM OF 2" OF BEDDING SHALL BE PROVIDED. FOLLOW CITY TYPICAL PIPE TRENCH DETAIL.
 - IF THE RIM OF ANY FIXTURE (IN THE BUILDING) IS BELOW THE ELEVATION OF THE NEXT UPSTREAM SEWER MANHOLE COVER, THEN A BACKWATER VALVE IS REQUIRED. VALVE SHALL BE LOCATED BETWEEN THE BUILDING AND CLEANOUT. USE CLEAN CHECK BACK FLOW PREVENTION DEVICE OR APPROVED EQUAL.
 - ALL PIPES REHABILITATED WITH THE LINING PROCESS SHALL BE TELEVIEWED TO SHOW THE FULL LENGTH OF LINING AND THE CONNECTION AT THE MAIN. INSPECTION SHALL BE PERFORMED WHILE THE PUBLIC WORKS INSPECTOR IS ON SITE. OR A TAPE OR DVD SHALL BE PROVIDED TO THE INSPECTOR FOR REVIEW.

D
7
SEWER LATERAL DETAIL
NOT TO SCALE



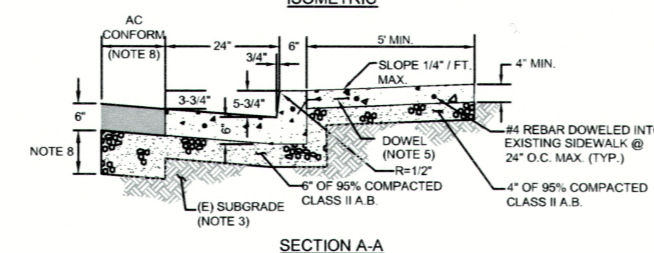
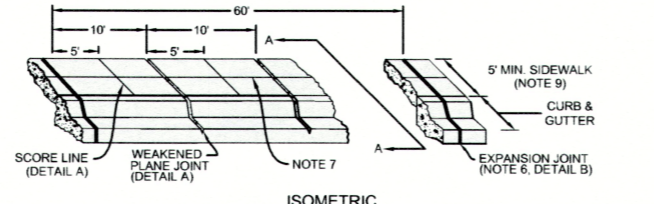
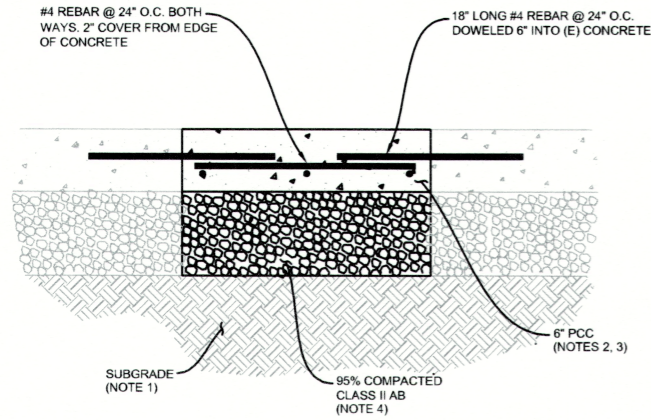
REVISIONS	



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Santa Cruz, CA 95060

LAURENT ST
SEWER REHABILITATION
DETAILS - 1

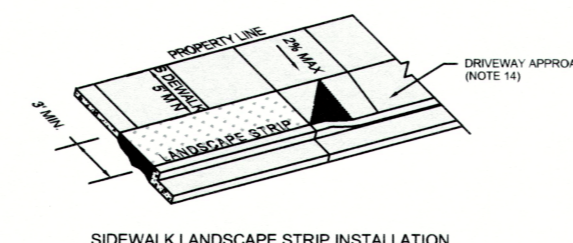
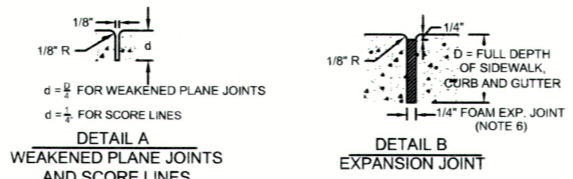
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FIELD BOOK: #	4/24/2026	DRAWN	DM
DRAWING #: #	DESIGN	TW	KS
CHECKED	KS	SHEET	7 OF 9
		VAULT NO.	# 9233



- NOTES:**
- EARTHWORK UNDER THE TRAVELED WAY SHALL BE COMPACTED TO 95% RELATIVE COMPACTION AT OPTIMUM MOISTURE CONTENT TO A DEPTH OF 2.5' BELOW FINISHED GRADE, PER LATEST CALTRANS SPECIFICATIONS. OTHERWISE EXCAVATE TO 12" BELOW TOP OF SUBGRADE AND REPLACE WITH CLASS II AGGREGATE BASE AND COMPACT.
 - ALL CONCRETE TO BE SIX SACK CLASS "A" CONCRETE, PER LATEST CALTRANS SPECIFICATIONS.
 - CONCRETE PAVEMENT SHALL BE MEDIUM BROOM FINISH WITH DEEP JOINTS EVERY 20 FEET AND EXPANSION JOINTS EVERY 60 FEET.
 - DEPTH OF CLASS II AB SHALL BE 6" FOR RESIDENTIAL ROADS AND 9" FOR COLLECTOR/ARTERIAL ROADS.

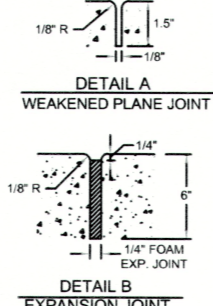
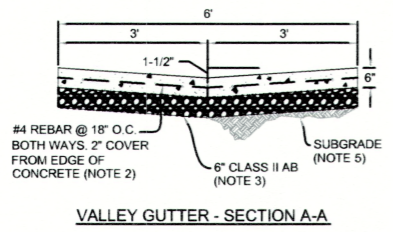
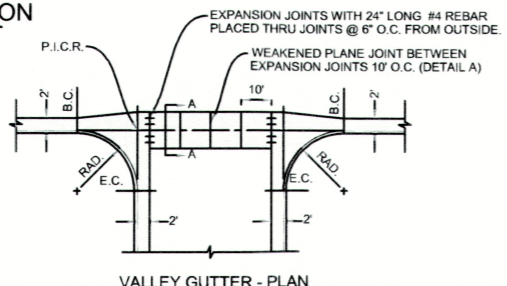
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CONCRETE PAVEMENT RESTORATION
NOT TO SCALE



G
8

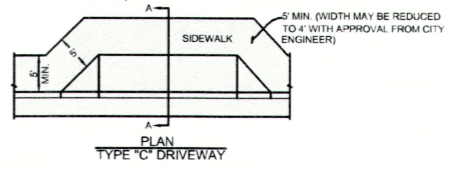
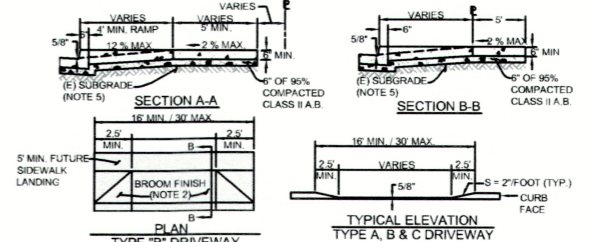
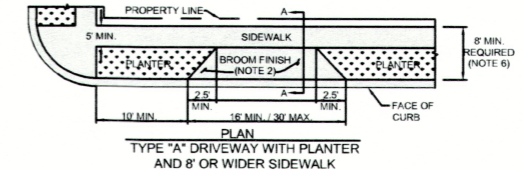
CURB, GUTTER & SIDEWALK DETAIL
NOT TO SCALE



- NOTES:**
- FLOW LINE MUST BE CHECKED IN THE PRESENCE OF THE CITY ENGINEER OR THE CITY INSPECTOR.
 - INSTALL REBAR IN VALLEY GUTTER AND RETURN APRONS.
 - COMPACT CLASS II AB TO 95% RELATIVE COMPACTION
 - VALLEY GUTTER SHALL BE REPLACED UP TO AN EXISTING SCORE LINE. DO NOT REPLACE VALLEY GUTTER IN-BETWEEN EXISTING SCORE LINES.
 - EARTHWORK UNDER THE TRAVELED WAY SHALL BE COMPACTED TO 95% RELATIVE COMPACTION AT OPTIMUM MOISTURE CONTENT TO A DEPTH OF 2.5' BELOW FINISHED GRADE, PER LATEST CALTRANS SPECIFICATIONS. OTHERWISE EXCAVATE TO 12" BELOW TOP OF SUBGRADE AND REPLACE WITH CLASS II AGGREGATE BASE AND COMPACT.
 - DO NOT PLACE CONCRETE UNTIL FORMS HAVE BEEN INSPECTED AND APPROVED BY THE CITY ENGINEER, OR THE CITY INSPECTOR.
 - ALL CONCRETE TO BE SIX SACK, CLASS "A" CONCRETE, PER LATEST CALTRANS SPECIFICATIONS.
 - BROOM FINISH THE SURFACE OF VALLEY GUTTER AND RETURN APRON PERPENDICULAR TO PATH OF TRAVEL.

F
8

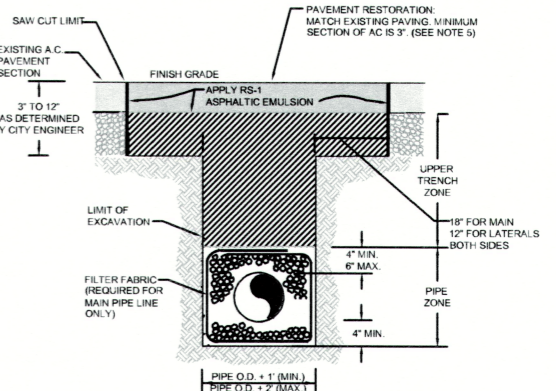
VALLEY GUTTER
NOT TO SCALE



- NOTES:**
- SIDEWALK AREA ADJACENT TO DRIVEWAY APPROACH SHALL HAVE A -2% CROSS SLOPE.
 - BROOM FINISH THE SURFACE OF DRIVEWAY APPROACH PERPENDICULAR TO THE PATH OF TRAVEL.
 - ALL CONCRETE TO BE SIX SACK, CLASS "A" CONCRETE, PER LATEST CALTRANS SPECIFICATIONS.
 - ALL CONCRETE SHALL BE REINFORCED WITH #4 REBAR AT 18" O.C. BOTH WAYS. MAINTAIN 2" OF COVER FOR REINFORCEMENT.
 - REMOVE SOFT OF SPONGY SUBGRADE MATERIAL TO A DEPTH OF 6 INCHES BELOW THE SUBGRADE ELEVATION FOR DRIVEWAYS.
 - PLANTER STRIP SHALL NOT BE INSTALLED IF WIDTH BETWEEN CURB AND BACK OF SIDEWALK IS LESS THAN 8'.

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DRIVEWAY APPROACH
NOT TO SCALE



- NOTES:**
- THIS DETAIL APPLIES TO ALL EXCAVATIONS IN CITY STREETS OR SIDEWALKS.
- PIPE ZONE BACK FILL SHALL BE:
 - CRUSHED OR ANGULAR ROCK WITH 100% PASSING 1", 90-100% PASSING 3/4", 0-30% PASSING NO. 4 SIEVE, AND 0-10% PASSING NO. 8 SIEVE.
 - ROCK SHALL BE ENVELOPED WITH FILTER FABRIC FOR MAIN PIPE ONLY.
 - UPPER TRENCH MATERIAL SHALL BE:
 - CLASS 1 (1 SACK CEMENT SAND SLURRY) OR
 - CLASS 2 AGGREGATE BASE PER CALTRANS SPECIFICATIONS.
 - IF AGGREGATE BASE IS USED THE UPPER 2" SHALL BE COMPACTED TO 95% RELATIVE COMPACTION. REMAINING MATERIAL SHALL BE COMPACTED TO 80%. A CIVIL ENGINEER HIRRED BY THE CONTRACTOR MUST CERTIFY THAT COMPACTION REQUIREMENTS ARE MET.
 - SHOVEL SLICE PIPE BEDDING UNDER THE HAUNCHES OF THE PIPE.
 - ALL TRAFFIC STRIPING SHALL BE REINSTALLED PER CURRENT CALTRANS STANDARDS.
 - PAVEMENT RESTORATION SHALL FOLLOW CITY STANDARD DETAIL G13.

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ASPHALT ROADWAY
NOT TO SCALE



REVISIONS

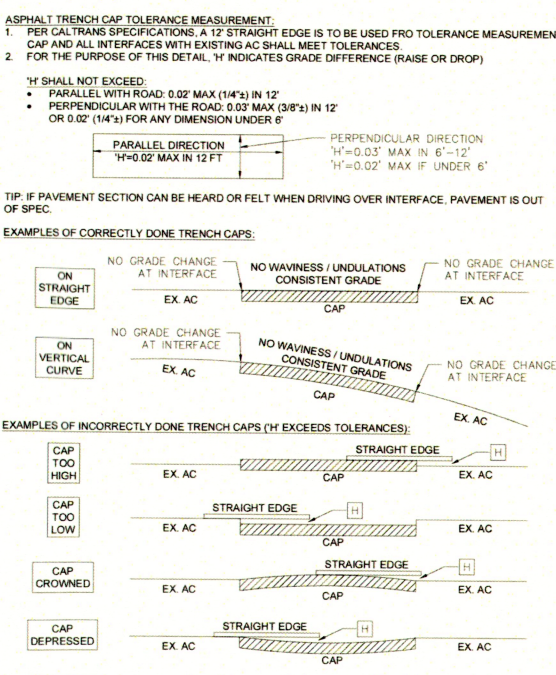
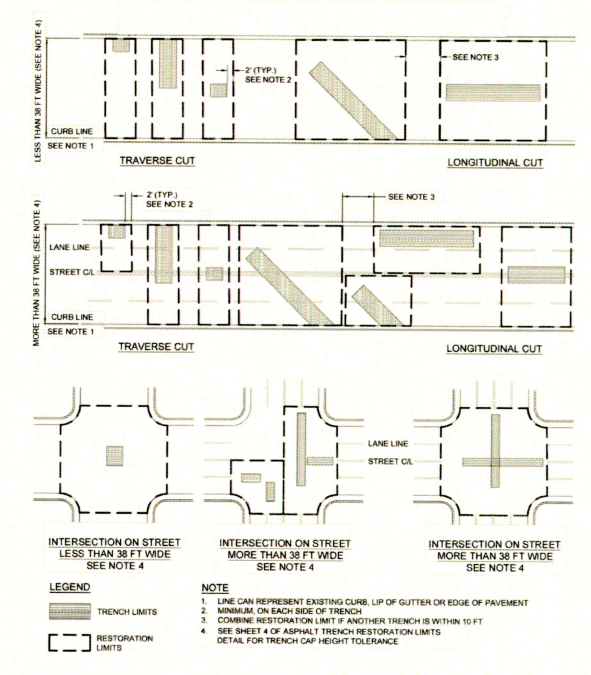
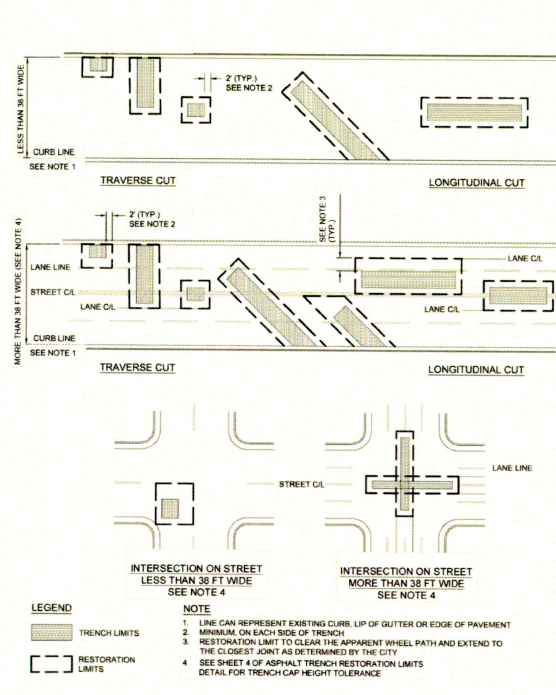
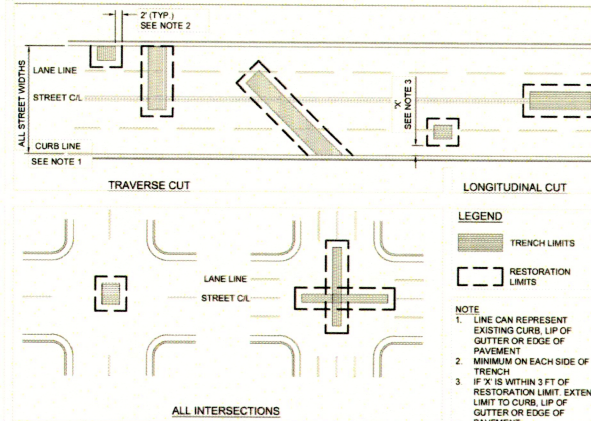


CITY OF
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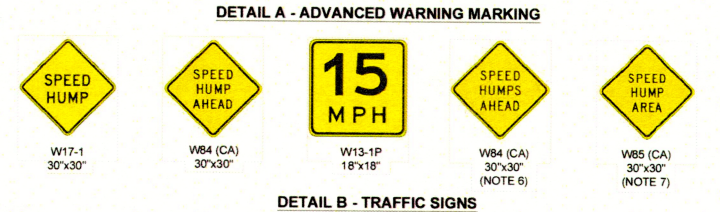
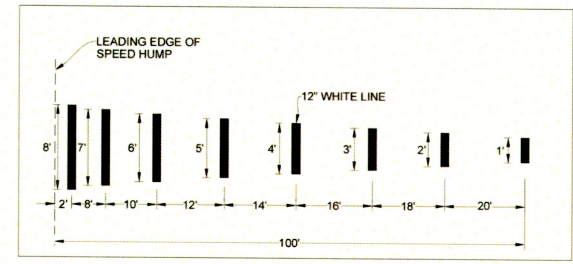
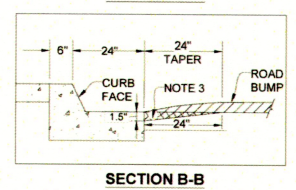
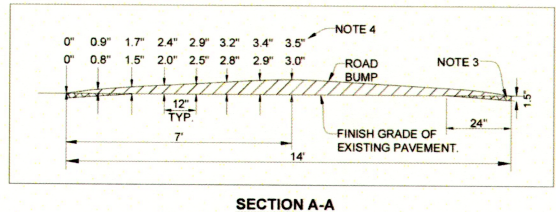
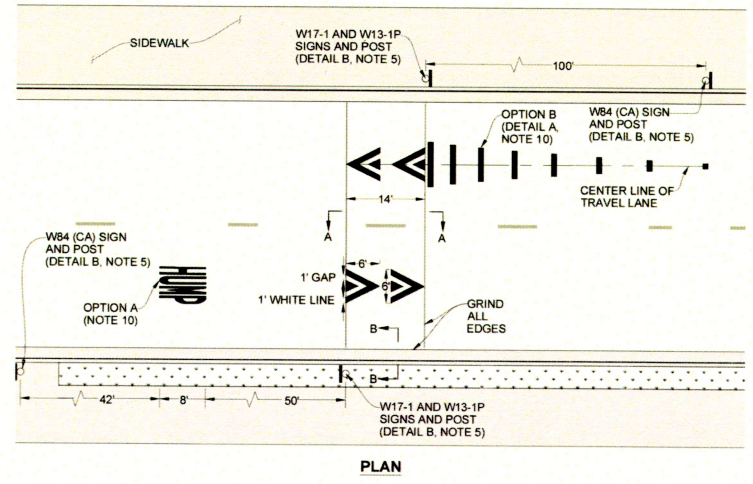
LAURENT ST
SEWER REHABILITATION
DETAILS - 2

REFERENCES	DATE	SCALE
FIELD BOOK: #	4/24/2026	AS SHOWN
DRAWING #: #	DRAWN DM	SHEET 8 OF 9
	DESIGN TW	VAULT NO.
	CHECKED KS	# 9233

- GENERAL NOTES:**
- THIS DETAIL APPLIES TO ALL ASPHALT PAVEMENT RESTORATION IN CITY STREETS DUE TO STREET OPENING WORK. CONCRETE STREETS AND ASPHALT OVERLAY ON EXISTING CONCRETE STREETS ARE EXEMPT FROM THIS DETAIL. THE FINAL LIMITS OF RESTORATION ARE TO BE DETERMINED BY THE CITY INSPECTOR BASED ON EXISTING PAVEMENT CONDITIONS. THE MOST CURRENT PAVEMENT CONDITION INDEX (PCI) WILL BE PROVIDED BY THE PUBLIC WORKS DEPARTMENT.
 - EXISTING ASPHALT CONCRETE PAVEMENT TO BE RESTORED SHALL BE SAW CUT ALONG NEAT LINES AROUND THE PERIMETER TO THE DIMENSIONS DIRECTED FOR THIS DETAIL. THE MATERIAL REMOVED FROM THE ROADWAY SURFACE AND REMnants OR SLURRS OF OLD ASPHALT CONCRETE LIFT, INCLUDING MATERIAL DESCRIBED IN EXISTING GUTTERS, DRIVEWAYS, AROUND STRUCTURES, OR ON THE ADJACENT TRAVELED WAY, SHALL BE REMOVED AND DISPOSED OF APPROPRIATELY.
 - TEMPORARY ASPHALT TAPERS SHALL BE PROVIDED WHERE TRANSVERSE JOINTS ARE PLACED IN THE PAVEMENT AT CONFORM LINES. NO DROP-OFF SHALL REMAIN BETWEEN THE EXISTING PAVEMENT AND THE PLACED AREA UNDER THE PAVEMENT IS OPENED TO PUBLIC TRAFFIC. ASPHALT CONCRETE FOR TEMPORARY TAPERS SHALL BE PLACED TO THE LEVEL OF THE EXISTING PAVEMENT AND TAPERED ON A SLOPE OF 1:30 (VERTICAL: HORIZONTAL) OR FLATTER TO THE LEVEL OF THE PLACED AREA.
 - TEMPORARY ASPHALT CONCRETE TAPERS SHALL BE COMPLETELY REMOVED, INCLUDING THE REMOVAL OF ALL LOOSE MATERIAL, FROM THE UNDERLYING SURFACE BEFORE PLACING THE PERMANENT SURFACING.
 - THE GRADE OF ASPHALT BINDER MIXED WITH AGGREGATE FOR HMA TYPE A MUST BE PG 64-10 ONLY. THE AGGREGATE FOR HMA TYPE A SHALL COMPLY WITH THE LATEST CALTRANS STANDARD SPECIFICATIONS.
 - THE AGGREGATE FOR HMA TYPE A FOR OVERLAYS MUST COMPLY WITH THE LATEST CALTRANS STANDARD SPECIFICATIONS. MAXIMUM COMPACTED LIFT THICKNESS SHALL BE 3" UNLESS OTHERWISE DIRECTED BY THE CITY INSPECTOR.
 - APPLY TACK COAT TO EXISTING PAVEMENT SURFACES PRIOR TO OVERLAY AND BETWEEN LIFTS OF NEW PAVEMENT.
 - ANY TRAFFIC STRIPING LINES REMOVED SHALL BE REPLACED TO OVERLAY AND BETWEEN LIFTS OF NEW PAVEMENT. THE ENTIRE MARKING GROUND AND FULLY REPLACED.
 - BIKE LANES SHALL BE REPAVED TO THEIR FULL WIDTH TO AVOID SEAM WITHIN THE BIKE LANE.

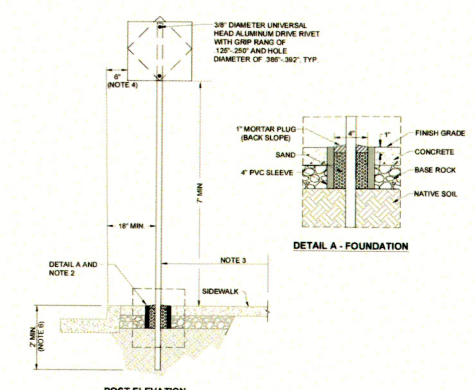


J 9 ASPHALT PAVEMENT RESTORATION LIMITS
NOT TO SCALE



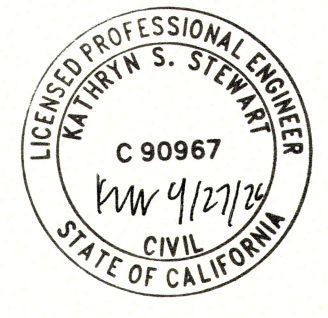
- NOTES:**
- PLACE SPEED HUMP IN TWO LIFTS.
 - TYPE B A.C. AR-8000, MAXIMUM AGGREGATE SIZE 1/2".
 - GRIND TO KEY IN ALL EDGES (1.5" BY 24").
 - INSTALL 3.5" HUMP UNLESS OTHERWISE DIRECTED BY ENGINEER.
 - SEE CITY STANDARD DETAIL T-5 FOR SIGN AND POST INSTALLATION.
 - IF A SERIES OF SPEED HUMPS EXIST IN CLOSE PROXIMITY, W84 (CA) SIGN MAY REPLACE THE FIRST SPEED HUMP IN THE SERIES (PROVIDED ADDITIONAL SIGNS ARE PLACED AT SPEED HUMPS).
 - IF SPEED HUMPS EXIST ON A NETWORK OF STREETS, AN OPTIONAL W85 (CA) SIGN MAY BE PLACED AT EACH ACCESS POINT.
 - ENGINEER TO APPROVE LOCATION OF ALL SIGNS PRIOR TO INSTALLATION.
 - ALL STRIPING AND MARKINGS SHALL MEET LATEST CALTRANS THERMOPLASTIC SPECIFICATIONS, INCLUDING GLASS BEAD RETROREFLECTIVITY AND THICKNESS. PAINT SHALL ONLY BE USED IF APPROVED BY THE CITY ENGINEER.
 - ADVANCE WARNING MARKING SHALL USE OPTION A, UNLESS DIRECTED BY CITY ENGINEER TO USE OPTION B.
 - CAT TRACKING SHALL BE APPROVED BY THE CITY ENGINEER BEFORE INSTALLATION OF THERMOPLASTIC LINES AND MARKINGS.

K 9 SPEED HUMP DETAIL
NOT TO SCALE



- NOTES:**
- CITY STANDARD POST SHALL BE 2" X 2" UNISTRUT "TELEPOST" PRE DRILLED SQUARE TUBING OR APPROVED EQUAL.
 - CONTRACTOR HAS THE OPTION TO: (A) 4" CORE DRILL TO NATIVE SOIL AFTER POURING CONCRETE OR (B) INSTALL 4" PVC SLEEVE PRIOR TO POURING CONCRETE.
 - IF SINKER CLEARANCE BETWEEN EDGE OF POST AND BACK OF WALK, POST MAY BE INSTALLED AT BACK OF WALK IF CLEARANCE CAN NOT BE MET.
 - SIGN MAY BE MOUNTED OFF CENTER FROM POST TO ACCOMMODATE THE 6" SETBACK.
 - LOW PROFILE ALTERNATIVE IS 2" BELOW GRADE WITH 6" TO TOP OF SIGN (NOT ALLOWED IN PEDESTRIAN AREAS).
 - POST INSTALLED IN THE MEDIAN OR CROSSING ISLAND SHALL BE INSTALLED 2' MIN. FROM TOP OF GRADE.

L 9 SIGN & POST DETAIL
NOT TO SCALE



REVISIONS



CITY OF SANTA CRUZ
PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201
Santa Cruz, CA 95060

LAURENT ST
SEWER REHABILITATION
DETAILS - 3

REFERENCES	DATE	SCALE
FIELD BOOK: #	4/24/2026	AS SHOWN
DRAWING #: #	DM	SHEET 9 OF 9
	TW	VAULT NO. # 9233
	KS	