



CITY OF SACRAMENTO

DEPARTMENT OF TRANSPORTATION
ENGINEERING SERVICES DIVISION
DEVELOPMENT ENGINEERING

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General Notes for Public Improvement Plans

DO NOT REDUCE LETTERING SIZE – Must be 1/10" minimum on drawings

GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CITY OF SACRAMENTO STANDARD SPECIFICATIONS, DATED JUNE, 2007. THE CONTRACTOR SHALL OBTAIN AND USE ALL APPLICABLE ADDENDUMS.
2. THE CONTRACTOR SHALL BE IN RECEIPT OF CITY ACCEPTED PLANS PRIOR TO BEGINNING CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY. ACCEPTANCE OF PLANS BY THE CITY OF SACRAMENTO IS BASED ON THE ASSUMPTION THAT THE INFORMATION CONTAINED ON THE PLANS AND SUPPORTING DOCUMENTS IS CORRECT, AND DOES NOT SUBROGATE THE DESIGN ENGINEER'S RESPONSIBILITY FOR THIS PROJECT. ANY AND ALL ERRORS AND OMISSIONS ARE THE RESPONSIBILITY OF THE DESIGN ENGINEER.
3. CONTACT THE CITY OF SACRAMENTO CONSTRUCTION SECTION AT 808-8300 TWO (2) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL EXISTING UTILITIES AND FOR THE PROTECTION OF AND REPAIR OF DAMAGE TO THEM. CONTACT UNDERGROUND SERVICE ALERT 1-800-642-2444, 48 HOURS BEFORE WORK IS TO BEGIN.
5. RESPONSIBILITY FOR FINAL ACCEPTANCE OF LINE AND GRADE BY THE CITY OF SACRAMENTO WILL BE ASSUMED ONLY IF CONSTRUCTION STAKES ARE SET BY THE CITY SURVEY CREWS OR THEIR DESIGNATED REPRESENTATIVE. CITY WILL SET CONSTRUCTION STAKES ONLY IF SO INDICATED ON THE "NOTICE TO PROCEED" WITH CONSTRUCTION ISSUED FOR THIS PROJECT. CONTACT CITY OF SACRAMENTO CONSTRUCTION SECTION TWO (2) WORKING DAYS IN ADVANCE FOR CONSTRUCTION STAKES WITHIN PUBLIC RIGHT-OF-WAY.
6. FOR ALL TRENCH EXCAVATIONS 5 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF INDUSTRIAL SAFETY (2424 ARDEN WAY, SUITE 165, SACRAMENTO --PHONE 916-263-2800) PRIOR TO BEGINNING ANY EXCAVATION. A COPY OF THIS PERMIT SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND FURNISH, INSTALL, AND MAINTAIN TEMPORARY SIGNS, BRIDGES, BARRICADES, FLAGMEN, AND OTHER FACILITIES TO ADEQUATELY SAFEGUARD THE GENERAL PUBLIC AND WORK, AND TO PROVIDE FOR THE PROPER ROUTING OF VEHICULAR AND PEDESTRIAN TRAFFIC. CONSTRUCTION OPERATIONS SHALL COMPLY WITH THE WORK AREA AND THE CALIFORNIA MANUAL ON UNIFORM TRAFIC CONTROL DEVICE (CAMUTCD). THE CONTRACTOR SHALL PROVIDE TO THE CITY TRAFFIC ENGINEER FOR REVIEW, A PLAN SHOWING TRAFFIC CONTROL MEASURES AND/OR DETOURS FOR VEHICLES AFFECTED BY THE CONSTRUCTION WORK. THE APPROVED PLAN SHALL BE DELIVERED TO THE CONSTRUCTION INSPECTOR PRIOR TO THE IMPLEMENTATION OF TRAFFIC CONTROL MEASURES.

General Notes for Public Improvement Plans

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8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING RECORD DRAWINGS FOR ALL WORK THROUGHOUT THE COURSE OF CONSTRUCTION. SUCH DRAWINGS SHALL RECORD THE LOCATION AND GRADE (CITY DATUM) OF ALL UNDERGROUND IMPROVEMENTS CONSTRUCTED AND SHALL BE DELIVERED TO THE CONSTRUCTION INSPECTOR PRIOR TO, AND IN CONSIDERATION, OF THE CITY'S ACCEPTANCE OF WORK.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS OR MARKERS DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE AND SEWER FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL NEW DRAINAGE AND SEWER IMPROVEMENTS ARE IN PLACE AND FUNCTIONING.
11. IF UNUSUAL AMOUNTS OF BONE, STONE OR ARTIFACTS ARE UNCOVERED, WORK WITHIN 50 METERS OF THE AREA SHALL CEASE IMMEDIATELY AND A QUALIFIED ARCHAEOLOGIST SHALL BE CONSULTED TO DEVELOP, IF NECESSARY, MITIGATION MEASURES TO REDUCE ANY ARCHAEOLOGICAL IMPACT TO A LESS THAN SIGNIFICANT EFFECT BEFORE CONSTRUCTION RESUMES IN THE AREA.
12. COST TO REMOVE AND REPLACE EXISTING PAVEMENT OVER UTILITY LINE TRENCHES SHALL BE INCLUDED IN THE BID PRICE. TRENCHES SHALL BE BACKFILLED AND PAVEMENT SHALL BE REPLACED PER CITY DETAIL T-80. PAVEMENT SHALL BE REPLACED IN KIND (MINIMUM OF 4"AC ON 12"AB) AS DETERMINED IN THE FIELD BY THE CITY INSPECTOR. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE RESTORED (IN THERMOPLASTIC).
13. PAVEMENT REPAIR NECESSARY DUE TO SUBSIDENCE RESULTING FROM TRENCH FAILURE OR OTHER DEFECTS IN WORKMANSHIP SHALL CONSIST OF KEY CUTTING AND OVERLAYING BETWEEN THE TWO NEAREST INTERSECTIONS, AS DETERMINED BY THE CITY INSPECTOR.
14. SIDEWALK RAMPS SHALL BE CONSTRUCTED AT THE CENTER OF ALL ROUND CORNERS UNLESS OTHERWISE SHOWN. RAMPS SHALL COMPLY WITH THE MOST RECENT CITY STANDARD RAMP DETAILS. CONTRACTOR SHALL OBTAIN THESE DETAILS FROM THE CITY INSPECTOR PRIOR TO ANY RAMP CONSTRUCTION.
15. PIPE AND MANHOLE DIMENSIONS ARE TO THE CENTERLINE, UNLESS OTHERWISE NOTED.
16. ALL TAPS FIFTEEN (15) INCHES & SMALLER INTO SEWER & DRAIN MANHOLES SHALL BE CORE BORED WITH KOR-N-SEAL TAPS OR APPROVED EQUAL.
17. ANY WATER ENTERING THE SANITARY SEWER SYSTEM TO BE CONSTRUCTED UNDER THESE PLANS SHALL NOT BE DISCHARGED TO THE EXISTING SYSTEM. PLUGS MUST BE INSTALLED IN EXISTING MANHOLES AS NECESSARY TO PERMIT PUMPING THE NEW SYSTEM CLEAR OF WATER AND DEBRIS PRIOR TO ACCEPTANCE. CARE SHALL BE EXERCISED IN LOCATING PLUGS TO AVOID INTERRUPTING SERVICES TO EXISTING CONNECTIONS. MORTAR OR BRICK PLUGS MUST BE USED, INFLATABLE DEVICES ARE NOT SATISFACTORY.
18. DRAIN PIPE MATERIAL SHALL BE REINFORCED CONCRETE PIPE C-76 CL III, NONREINFORCED CONCRETE PIPE C-14 CL III, PVC SDR 35, OR AS SPECIFIED ON PLANS. IN ALL CASES, JOINTS FOR CONCRETE PIPE SHALL BE RUBBER GASKETED JOINTS.
19. DRAIN INLET LEADS SHALL BE PVC C-900 CL 150, RCP C-76 CL III, OR NONREINFORCED CONCRETE C-14 CL III.

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20. SANITARY SEWER PIPE MAINS SHALL BE CONSTRUCTED OF V.C.P. , A.B.S. OR PVC UNLESS OTHERWISE SPECIFIED ON THE PLANS.
21. ALL SEWER SERVICES SHALL BE CONSTRUCTED OF A.B.S. PIPE PER STANDARD DRAWING NO. CE 71-A.B.S. SEWER SERVICE WITHOUT CLEANOUT, UNLESS OTHERWISE NOTED ON THE PLANS.
22. ALL SEWER SERVICES SHALL BE 4" DIAMETER UNLESS OTHERWISE NOTED.
23. AGGREGATE SUBBASE SHALL CONFORM TO CALTRANS SPECIFICATIONS DATED: JULY, 1992 A.S.B., SECTION 25.
24. THE CONTRACTOR SHALL VIDEO RECORD ALL SEWER MAINS FROM SIX (6) INCH TO AND INCLUDING THIRTY-SIX (36) INCH DIAMETER ACCORDING TO THE CITY OF SACRAMENTO "VIDEO TAPE INSPECTION OF SEWER AND DRAINAGE PIPELINES." DRAINAGE PIPES SHALL BE VIDEO TAPED IF DIRECTED BY THE CITY ENGINEER. COPIES OF THIS SPECIFICATION MAY BE OBTAINED AT THE OFFICES OF THE CITY OF SACRAMENTO, DEVELOPMENT ENGINEERING, 300 RICHARDS BLVD, 3RD FLOOR, SACRAMENTO, CA 95811.
25. THE CONTRACTOR SHALL BALL AND FLUSH ALL SEWER SYSTEMS (AND DRAIN SYSTEMS, IF REQUIRED), PRIOR TO VIDEO RECORDING. THESE SYSTEMS SHALL ALSO BE BALLED AND FLUSHED, AND FREE OF DEBRIS PRIOR TO ACCEPTANCE OF WORK.
26. A STORM WATER PERMIT MUST BE OBTAINED WHEN CONSTRUCTION ACTIVITY RESULTS IN SOIL DISTURBANCE OF FIVE (5) OR MORE ACRES. THE STATE WATER RESOURCES CONTROL BOARD, DIVISION OF WATER QUALITY, STORM WATER PERMIT UNIT, P.O. BOX 1977, SACRAMENTO, CA 95812-1977, SHALL BE CONTACTED TO OBTAIN THE PERMIT PRIOR TO BEGINNING CONSTRUCTION.
27. IF WORK SHOWN ON THESE PLANS HAS NOT COMMENCED WITHIN TWO YEARS FROM THE DATE OF THE CITY'S ACCEPTANCE OF THE PLANS, A SUBSEQUENT PLAN REVIEW AT THE CITY'S DISCRETION AND THE DEVELOPER'S EXPENSE MAY BE NECESSARY.
28. CONTRACTOR SHALL COMPLY WITH THE CITY OF SACRAMENTO ADMINISTRATIVE AND TECHNICAL PROCEDURES MANUAL FOR GRADING/EROSION AND SEDIMENT CONTROL.
29. CONSTRUCT SURVEY MONUMENT WELL PER STD. DWG. T-350 AT LOCATIONS INDICATED ON THE FINAL MAP.
30. CONCRETE RESTORATION: COLOR OF NEW CONCRETE SHALL MATCH ADJACENT EXISTING CONCRETE BY ADDING LAMP BLACK.
31. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS.
32. TELEVISION INSPECTION OF PIPES - ALL DRAINAGE PIPES SHALL BE INSPECTED BY THE CITY'S FIELD SERVICES DIVISION UTILIZING A CLOSED CIRCUIT IN-LINE TELEVISION (CCTV) CAMERA. REQUEST FOR CCTV INSPECTION SHALL BE SUBMITTED TO THE ENGINEER NO LESS THAN THREE WORKING DAYS PRIOR TO THE NEED FOR THE INSPECTION. PIPE SHALL BE THOROUGHLY CLEANED OF ALL DEBRIS USING SEWER BALL OR OTHER APPROVED METHOD WITHIN 48 HOURS OF REQUESTED CCTV INSPECTION. CCTV INSPECTIONS SHALL BE MADE PRIOR TO FINAL PAVING AND AFTER MANHOLE CHANNELS HAVE BEEN COMPLETED. COST OF CCTV INSPECTION WILL BE BORNE BY CITY. IF PIPE IS NOT PROPERLY CLEANED AND/OR MANHOLE CHANNELS NOT COMPLETED PRIOR TO REQUESTED CCTV INSPECTION, COST OF SUBSEQUENT CCTV INSPECTION WILL BE PAID FOR BY CONTRACTOR.

General Notes for Public Improvement Plans
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OPTIONAL NOTES TO BE USED IF APPLICABLE:

(ADD NUMBERS AND APPEND TO GENERAL NOTES)

THE EXACT WIDTH OF EXISTING PAVEMENT TO BE SALVAGED SHALL BE DETERMINED IN THE FIELD BY THE CONSTRUCTION SECTION.

EXISTING ASPHALT PAVEMENT SHALL BE CUT TO A NEAT STRAIGHT LINE. THE EXPOSED EDGE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING.

THE EXACT LIMITS OF PAVEMENT OVERLAY SHALL BE DETERMINED IN THE FIELD BY THE CONSTRUCTION SECTION.

EXACT LIMITS OF CURB AND GUTTER, SIDEWALK, DRIVEWAY, AND PAVEMENT REMOVAL AND RECONSTRUCTION SHALL BE DETERMINED IN THE FIELD BY THE CONSTRUCTION SECTION.

SIX INCH (6") PERFORATED TUBING USED FOR SUBDRAINS SHALL BE CORRUGATED POLYETHYLENE TUBING CONFORMING TO ASTM F405 AND SHALL BE INSTALLED WHERE SHOWN ON THE PLANS WITH SLOPE TO MATCH GUTTER FLOW LINE. TUBING SHALL BE INSTALLED 2'-0" MINIMUM BELOW GUTTER FLOW LINE.

FILTER FABRIC USED FOR SUBDRAINS SHALL CONFORM TO CALTRANS SPECIFICATIONS DATED JULY, 1992, SECTION 88. FABRIC LINING TO BE COMPLETELY AROUND TUBING TRENCH AND COMPLETELY OVERLAPPED ON THE TOP SIDE OF TRENCH.

COMPACTION OF TRENCH BACKFILL BY MEANS OF JETTING IS NOT PERMITTED WITHIN THE CITY OF SACRAMENTO UNLESS SPECIFICALLY APPROVED IN WRITING BY THE CITY ENGINEER.

GUTTER SLOPES FROM FLOWLINE TO LIP SHALL BE FIVE PERCENT BETWEEN ROUND CORNER CURB RETURNS. THE FIVE PERCENT SLOPED SHALL BE TRANSITIONED TO THE STANDARD GUTTER SLOPE OVER A DISTANCE OF THREE TO FIVE FEET, AS DIRECTED IN THE FIELD BY RESIDENT ENGINEER. THE GUTTER SLOPE ADJACENT TO HANDICAP RAMPS SHALL IN NO CASE BE GREATER THAN FIVE PERCENT.

USE THE FOLLOWING NOTE FOR LOCAL AND MINOR COLLECTOR STREETS ONLY:

TOP (FINAL) LIFT OF AC SHALL BE ½-INCH MIX

STRIPING AND SIGNING GENERAL NOTES (THESE NOTES ARE PLACED ON THE FIRST SHEET OF THE STRIPING PLAN IF REQUIRED. IF NO STRIPING PLAN IS REQUIRED, PLACE ANY APPLICABLE NOTES AS ADDITIONAL GENERAL NOTES)

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH: CITY OF SACRAMENTO DESIGN & PROCEDURES MANUAL AND ALL APPLICABLE ADDENDUMS, CITY STANDARD SPECIFICATIONS, DATED JUNE 1989, CALTRANS STANDARD PLANS, DATED JULY 1992, THE LATEST ENGLISH UNIT EDITION OF THE CALTRANS TRAFFIC MANUAL, AND CALTRANS SIGN SPECIFICATIONS.
2. SEE CALTRANS STANDARD PLANS, SHEET A20A-A24E FOR STRIPING DETAILS. ALL SIGNS SHALL MEET THE REQUIREMENTS OF CALTRANS APPROVED SIGN SPECIFICATIONS. SIGN POLES SHALL BE 2-INCH GALVANIZED STEEL, UNLESS OTHERWISE NOTED.
3. ALL SIGNING, STRIPING, AND MARKINGS TO REMAIN, UNLESS OTHERWISE NOTED. CONFLICTS BETWEEN EXISTING AND PROPOSED SHALL BE RESOLVED BY RESIDENT ENGINEER.
4. EXACT POSITION AND LOCATION OF ALL ROADSIDE SIGNS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. OVERHEAD STREET NAME SIGNS SHALL BE PLACED ON SIGNAL MAST ARMS.

General Notes for Public Improvement Plans
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5. REMOVAL OF EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY SANDBLASTING OR OTHER APPROVED GRINDING METHOD.
6. ALL STRIPING AND TRAFFIC MARKINGS SHALL BE THERMOPLASTIC.
7. CROSSWALKS SHALL BE 12 FEET WIDE INCLUDING THE 12" SOLID PAVEMENT MARKINGS AND SHALL BE WHITE UNLESS OTHERWISE NOTED.
8. ALL SIGNING AND STRIPING WORK SHALL BE DONE BY THE CONTRACTOR AND SHALL BE COORDINATED WITH THE ELECTRICAL WORK AS DIRECTED BY THE ENGINEER.
9. EXISTING SIGNS NOT SHOWN ON THESE PLANS SHALL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER.
10. CONTRACTOR SHALL VERIFY WITH THE PROJECT MANAGER OR ENGINEER THE EXACT STREET NAME AND STREET ADDRESS FOR PLACEMENT ON STREET NAME SIGNS PRIOR TO ORDERING SIGNS.
11. MOUNT SIGNS USING BANDING ON SIGNAL AND STREET LIGHT POLES WHERE FEASIBLE. SEE ELECTRICAL PLANS FOR POLE LOCATIONS.
12. TRAFFIC SIGNS SHALL BE INSTALLED BEHIND THE SIDEWALK WHEN THE SIDEWALK IS IMMEDIATELY ADJACENT TO THE CURB. SIGNS SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK WHEN THE SIDEWALK IS DETACHED. SIGNS IN PEDESTRIAN AREAS SHALL HAVE A CLEARANCE FROM THE GROUND OF AT LEAST SEVEN FEET. IF THIS CLEARANCE REQUIREMENT IS NOT SATISFIED AFTER THE INSTALLATION OF ADDITIONAL SIGN PANELS, CONTRACTOR SHALL INSTALL A NEW SIGN POST.
13. AT SIGNALIZED LOCATIONS, REMOVE EXISTING STOP SIGNS, STOP LEGENDS AND STANCHIONS AT THE TIME SIGNAL IS TURNED ON.
14. LANE WIDTHS ADJACENT TO CURBS ARE MEASURED TO THE FACE OF CURB.
15. THIS PLAN IS ACCURATE FOR SIGNING AND STRIPING WORK ONLY.
16. ALL SIGNS REGULATING PARKING SHALL BE DOUBLE SIDED AND SIDE MOUNTED.
17. ALL STREET NAME (INCLUDING G7'S) R1, R2, W SERIES, AND SCHOOL ZONE SIGNS SHALL INCLUDE ASTM TYPE IX SHEETING. FOR ALL OTHER SIGNS, USE ASTM TYPE I OR TYPE III SHEETING. SCHOOL ZONE SIGNAGE SHALL BE FLUORESCENT YELLOW-GREEN WHERE YELLOW IS INDICATED IN THE CALTRANS TRAFFIC MANUAL.