

WATER MAIN IMPROVEMENT PLANS FOR LA CUESTA DRIVE SCOTT'S VALLEY WATER DISTRICT

SCOTT'S VALLEY, CALIFORNIA



CLIENT:

SCOTT'S VALLEY WATER DISTRICT
2 CIVIC CENTER DRIVE
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.2363

CIVIL ENGINEER:

C2G/CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE, STE. 6
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

SURVEYOR:

ALPHA SURVEY
4444 SCOTT'S VALLEY DRIVE, STE 6
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4453

UTILITY/NOTIFICATIONS

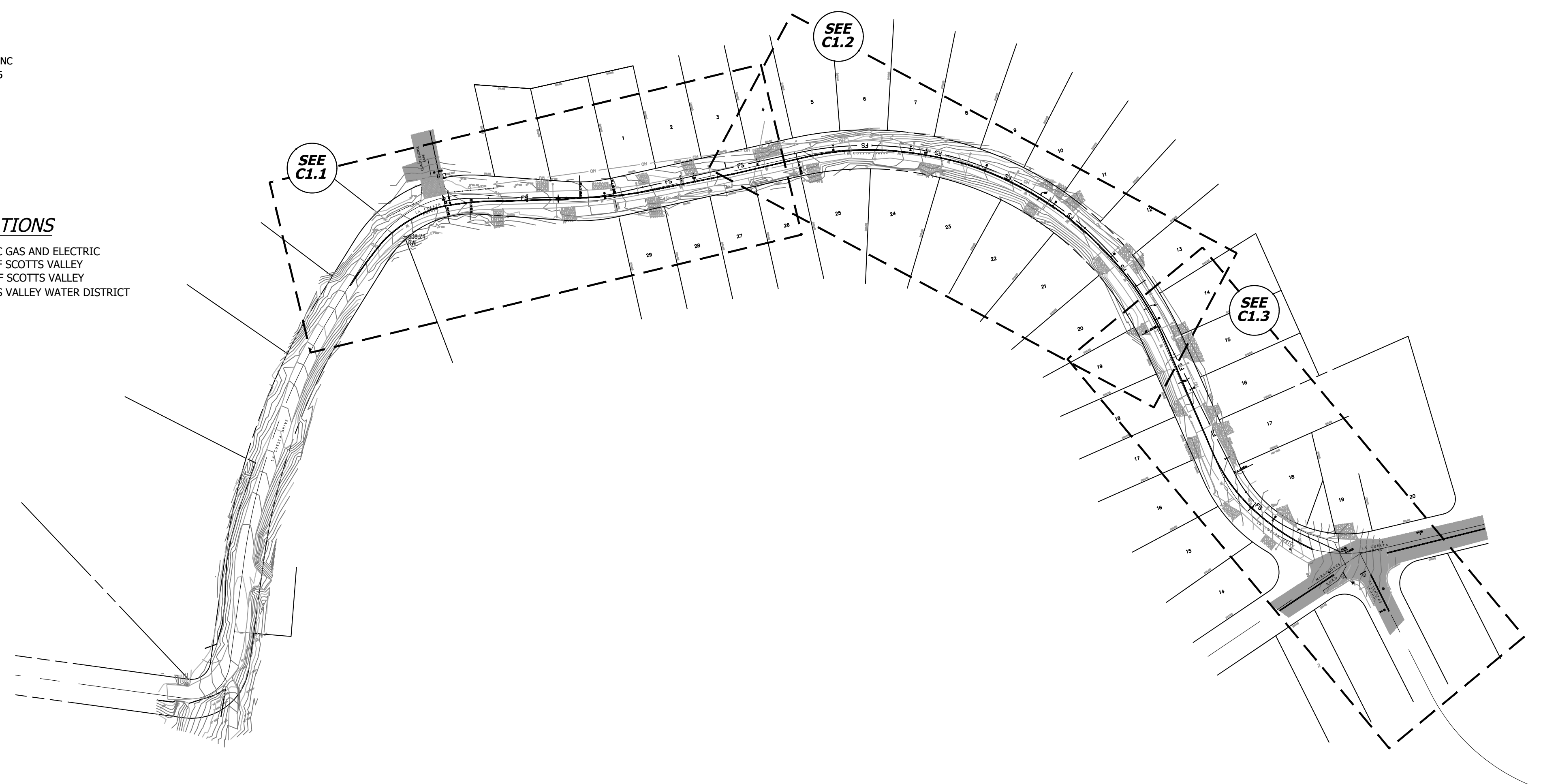
GAS AND ELECTRIC: PACIFIC GAS AND ELECTRIC
SANITARY SEWER: CITY OF SCOTT'S VALLEY
STORM DRAIN SYSTEM: CITY OF SCOTT'S VALLEY
WATER: SCOTT'S VALLEY WATER DISTRICT



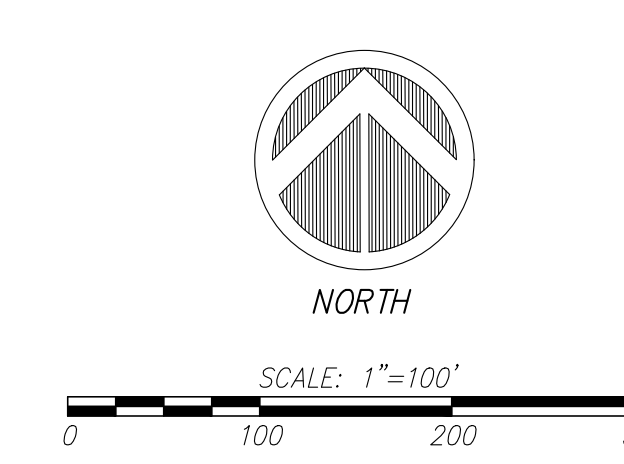
VICINITY MAP
SCALE: N.T.S.

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- C2.1 - SWWD DETAILS
- C2.2 - COUNTY OF SANTA CRUZ DETAILS



SITE PLAN
SCALE: 1" = 100'



GENERAL NOTES

1. NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTT'S VALLEY.
2. CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
3. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES.
4. THE WITHIN PLANS ARE COPYRIGHTED AS AN UNPUBLISHED WORK BY C2G/CIVIL CONSULTANTS GROUP, INC. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY, AND THE PROPERTY OF C2G/CIVIL CONSULTANTS GROUP, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF C2G/CIVIL CONSULTANTS GROUP, INC. COPYRIGHT 2023 TODD R. CREAMER, D.B.A. AS C2G/CIVIL CONSULTANTS GROUP, INC.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
6. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES.

CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT HE SHOULD ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, AND THAT REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED DURING WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR DESIGN PROFESSIONAL.

UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.

IF THERE ARE ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE DESIGN PROFESSIONAL FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.

CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL SURVEYING AND OR STAKING BY A LICENSED SURVEYOR FOR ALL CONSTRUCTION PURPOSES.

REVISIONS	BY

COVER



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 831.438.4420

SCOTT'S VALLEY WATER DISTRICT
FIRE SUPPRESSION REINFORCEMENT MAIN
LA CUESTA DRIVE, SCOTT'S VALLEY CA

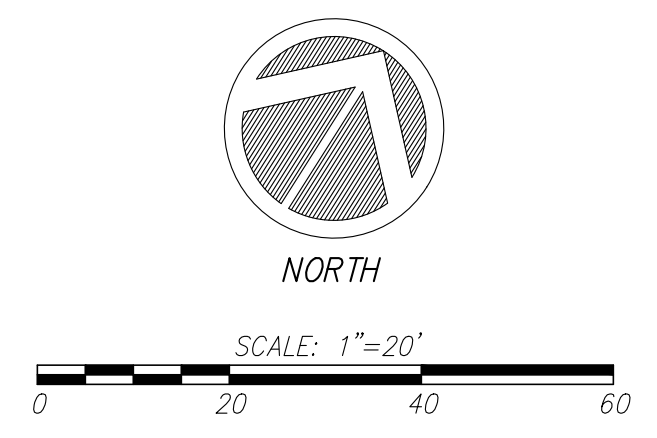
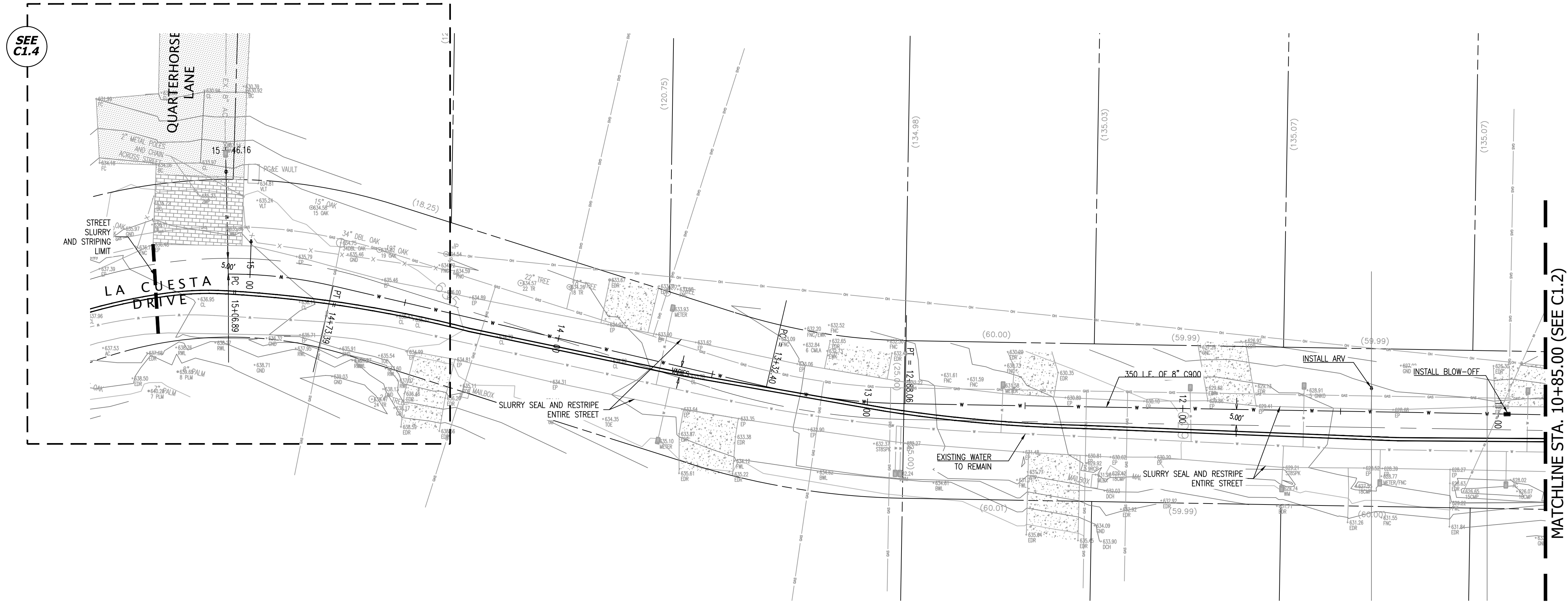
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Of 7 Sheets	



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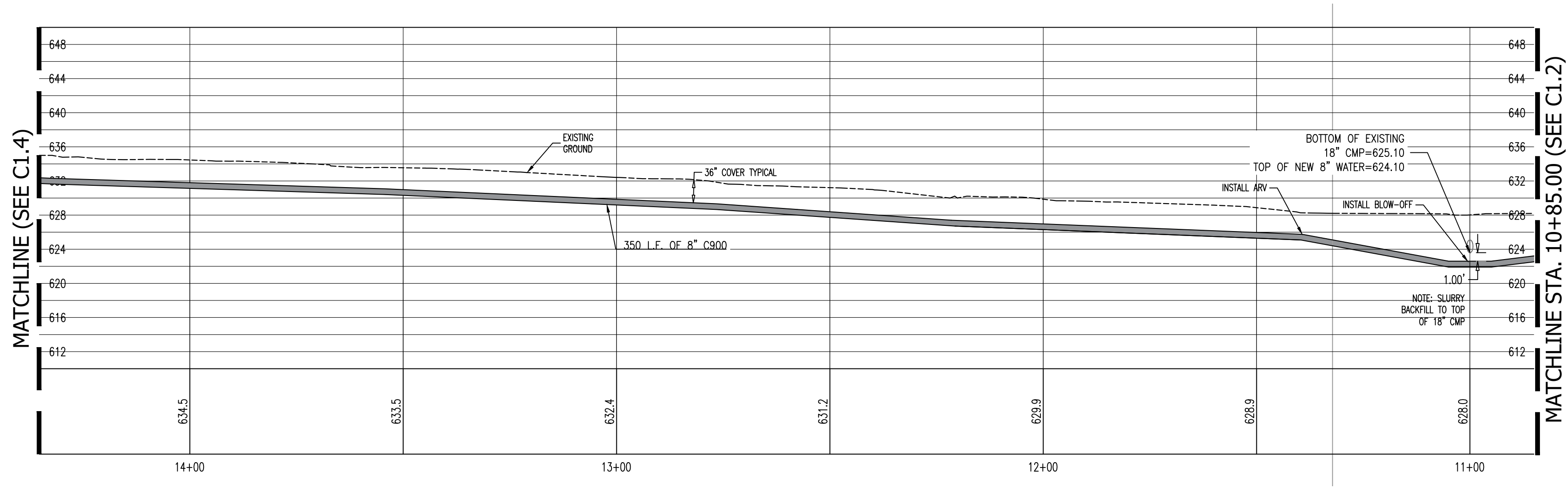
1 2 3 4 5 6 7 8

A
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1 PLAN - STA.:14+35.34 - 10+85.00

Scale: 1"=20'



2 PROFILE - STA.:14+35.34 - 10+85.00

Scale: 1"=20'

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PLAN AND PROFILE



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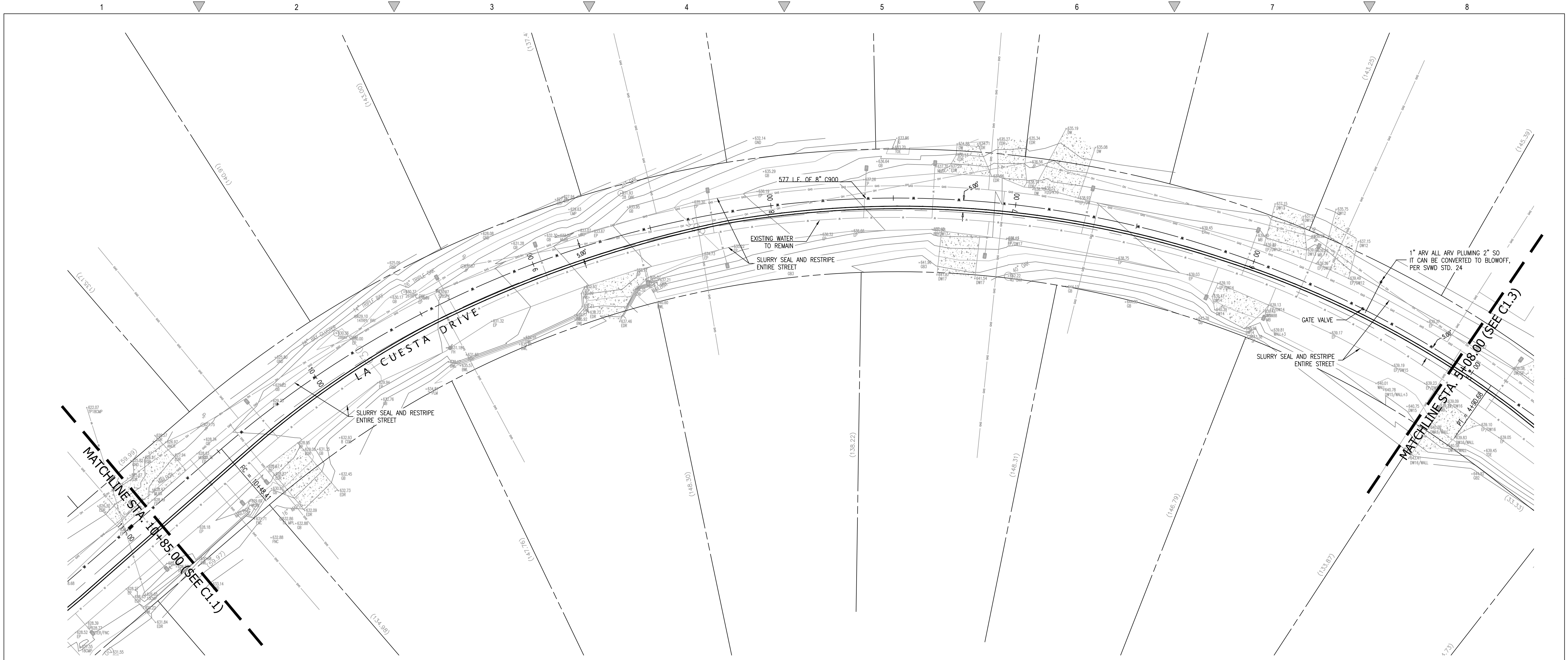
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C1.1
 Of 7 Sheets

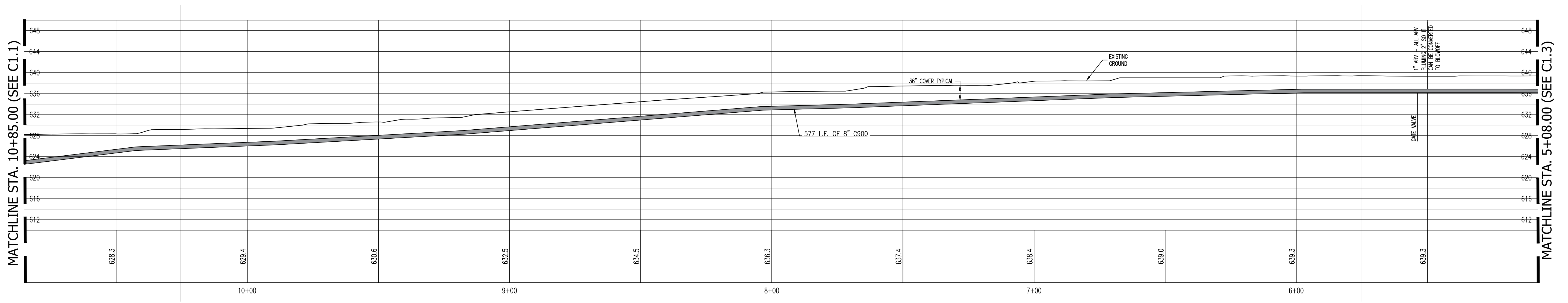


1 2 3 4 5 6 7 8



1 PLAN - STA.:10+85.00 - 05+08.00

Scale: 1"=20'



2 PROFILE - STA.:10+85.00 - 05+08.00

Scale: 1"=20'



REVISIONS	BY

PLAN AND PROFILE



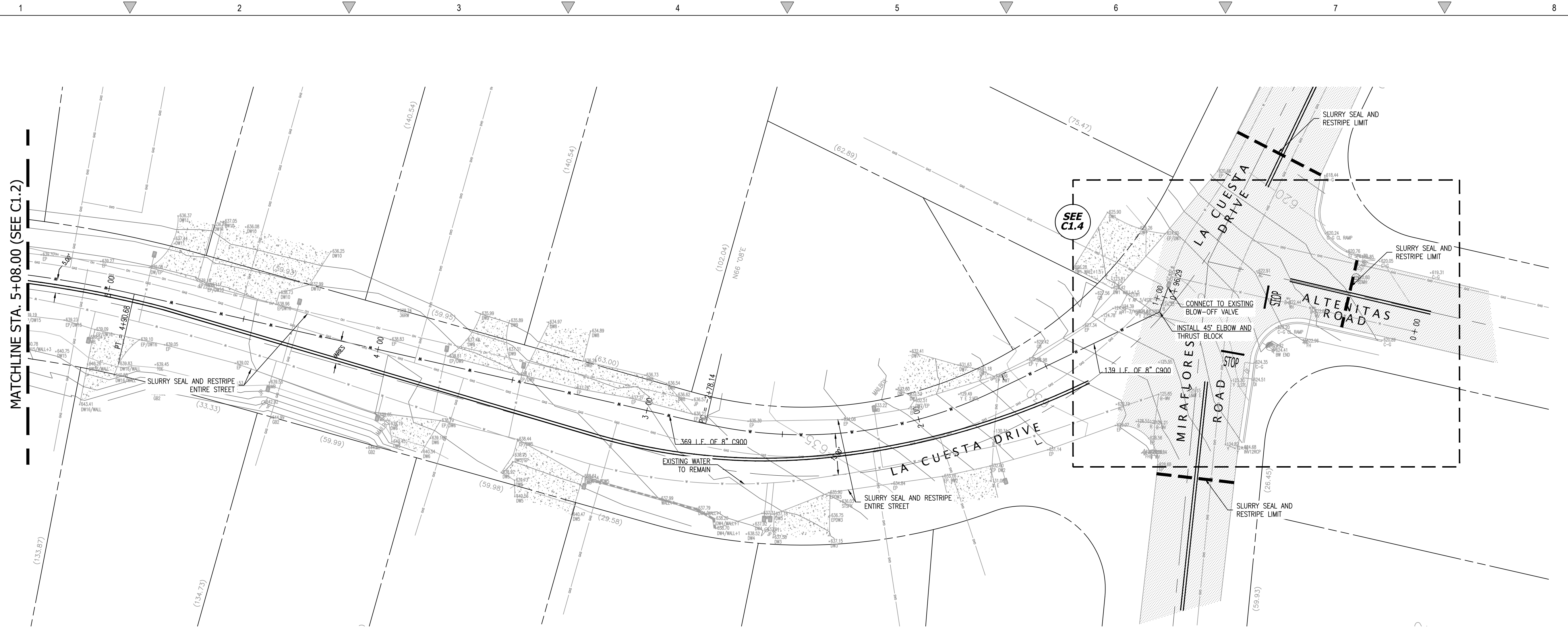
C2G CIVIL CONSULTANTS GROUP, INC.
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**SCOTT'S VALLEY WATER DISTRICT
 FIRE SUPPRESSION REINFORCEMENT MAIN
 LA CUESTA DRIVE, SCOTT'S VALLEY CA**

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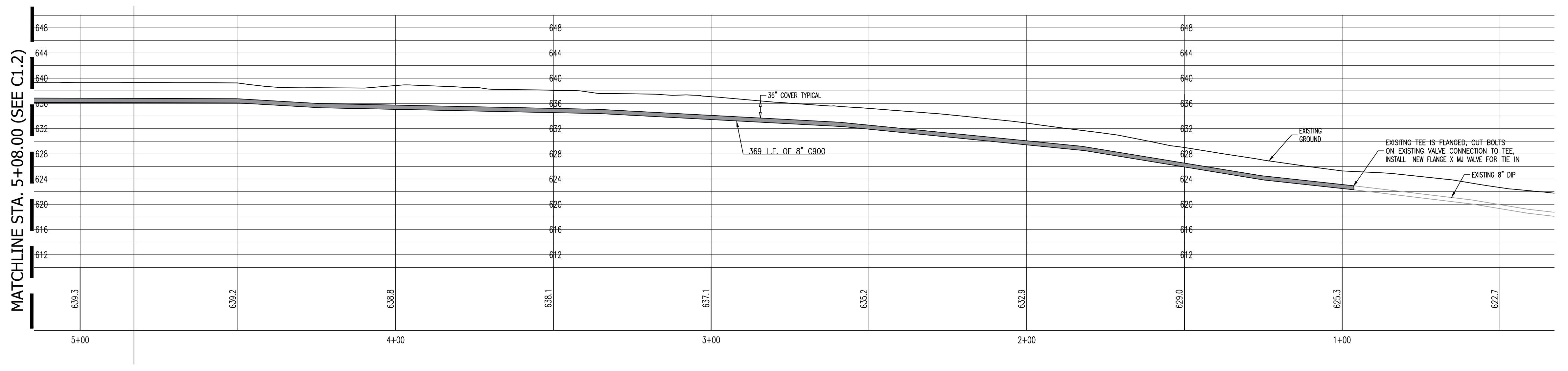


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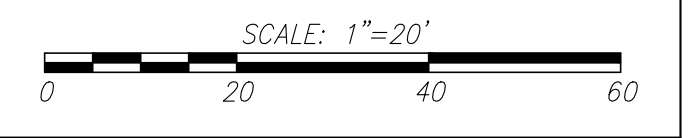
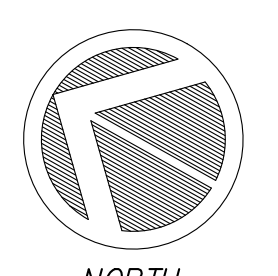
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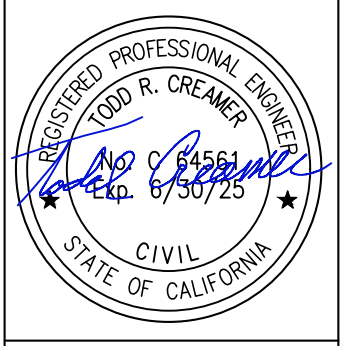
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Scale: 1"=20'



REVISIONS	BY

PLAN AND PROFILE

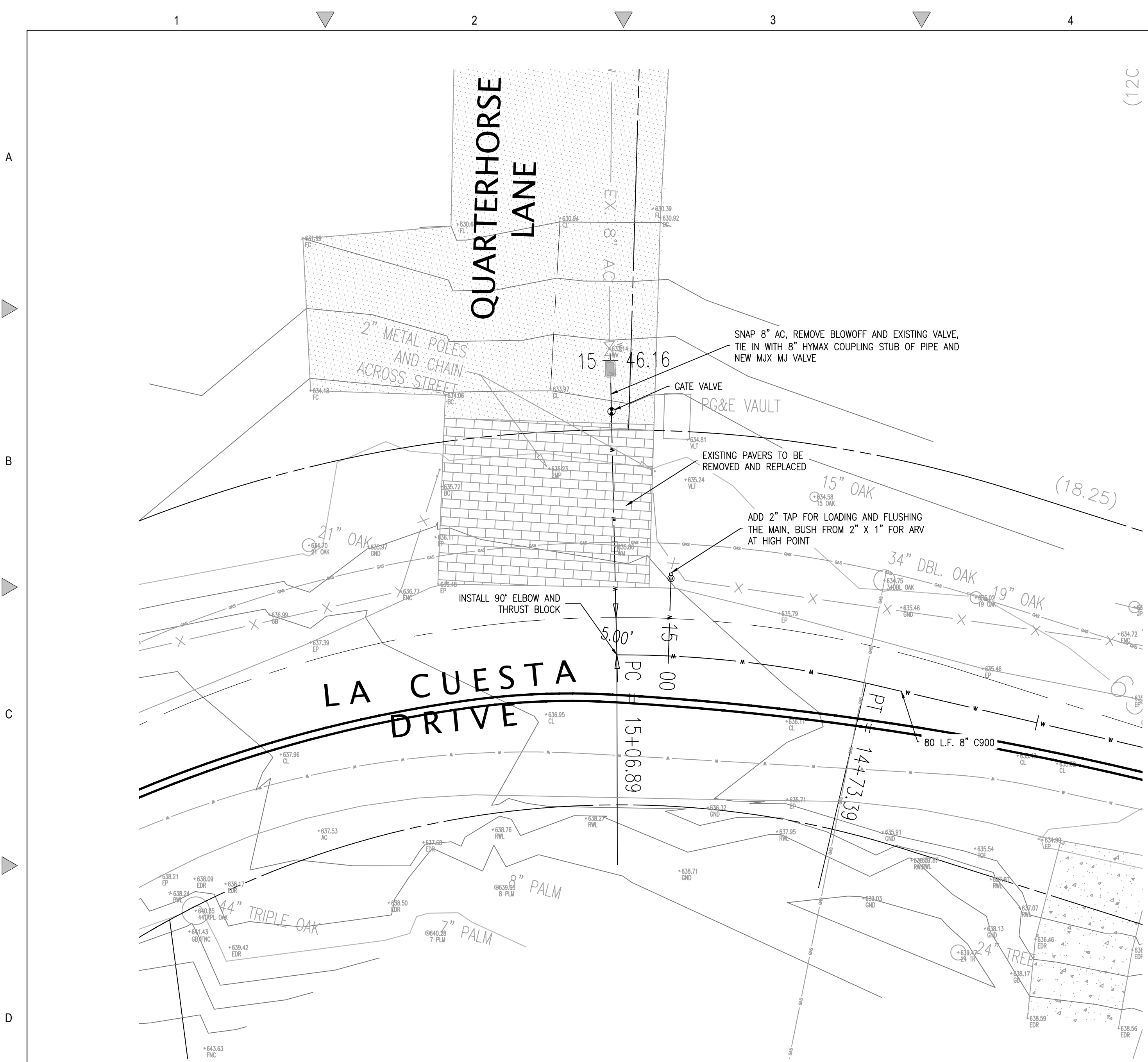


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SCOTT'S VALLEY WATER DISTRICT
 FIRE SUPPRESSION REINFORCEMENT MAIN
 LA CUESTA DRIVE, SCOTT'S VALLEY CA

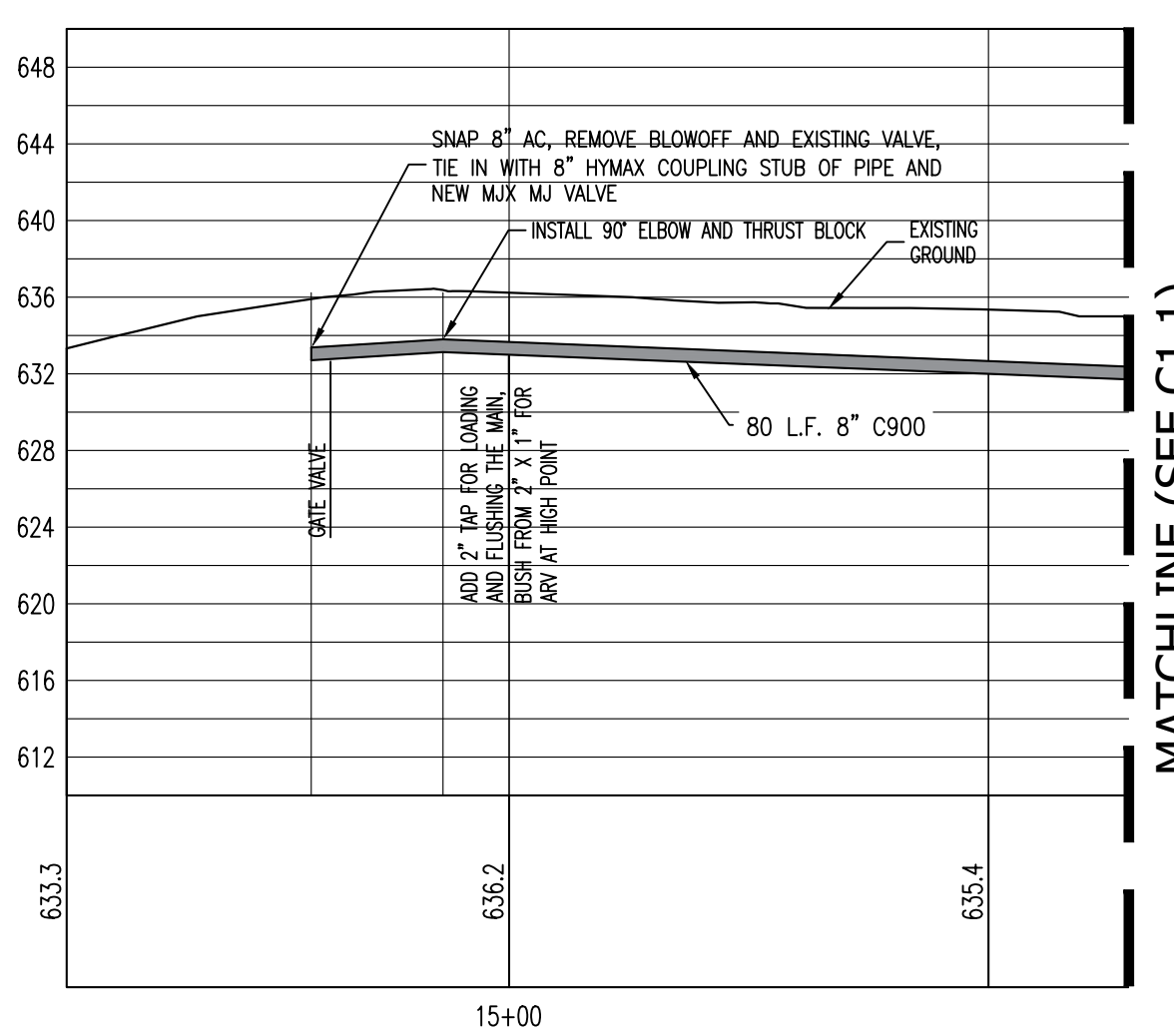
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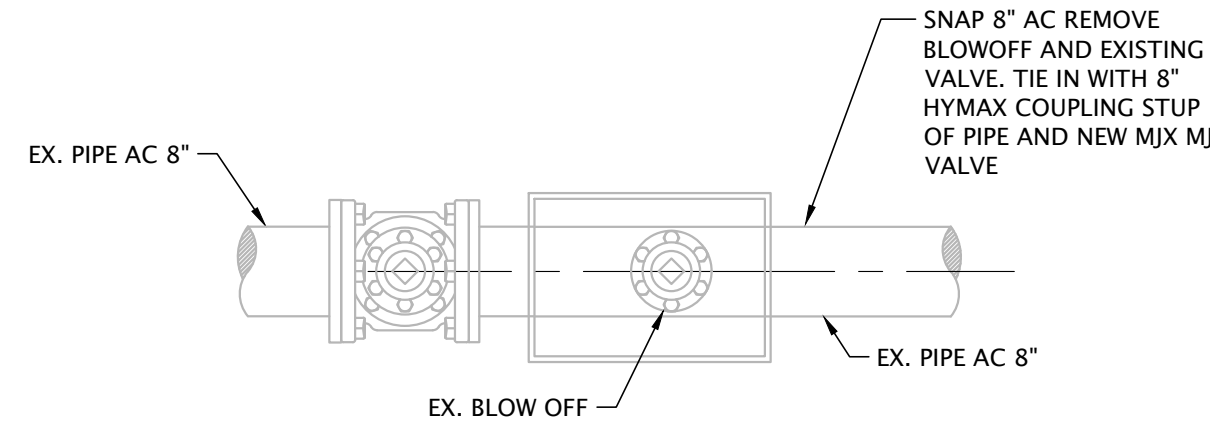
1 POINT OF CONNECTION QUARTERHORSE LANE

Scale: 1"=10'



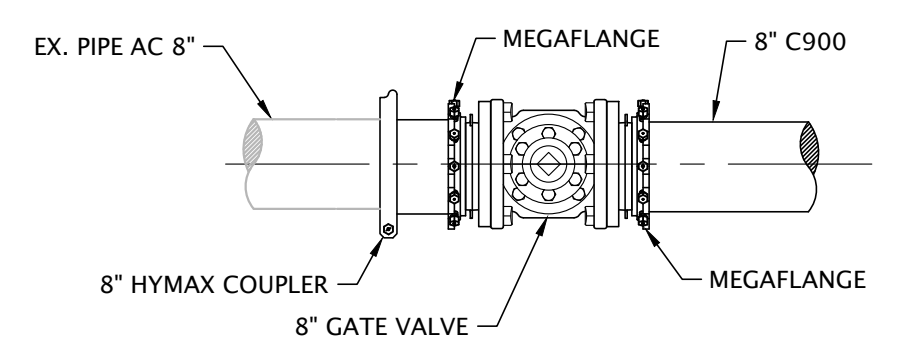
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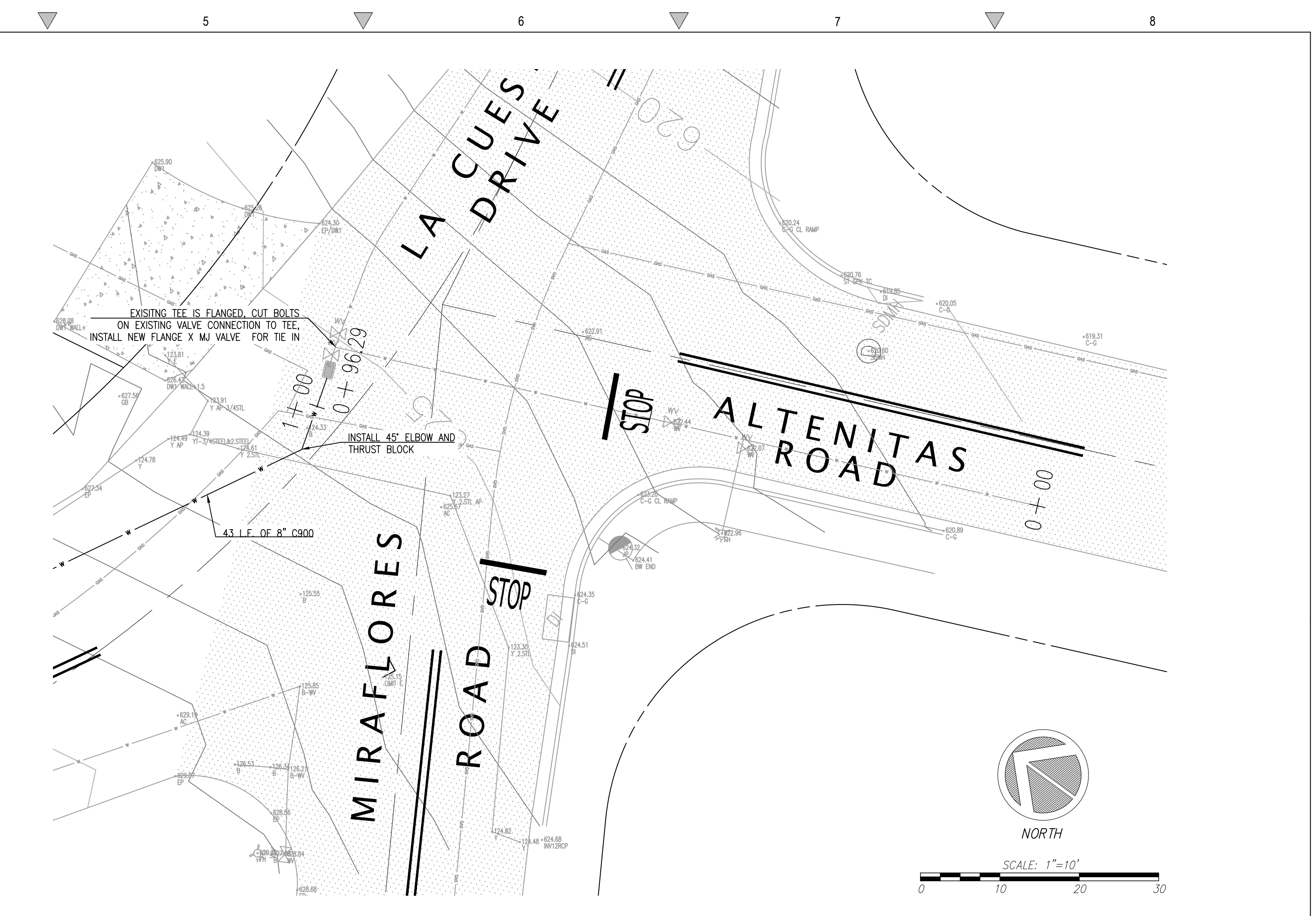
2A EXISTING QUARTERHORSE LANE P.O.C.

Scale: NTS



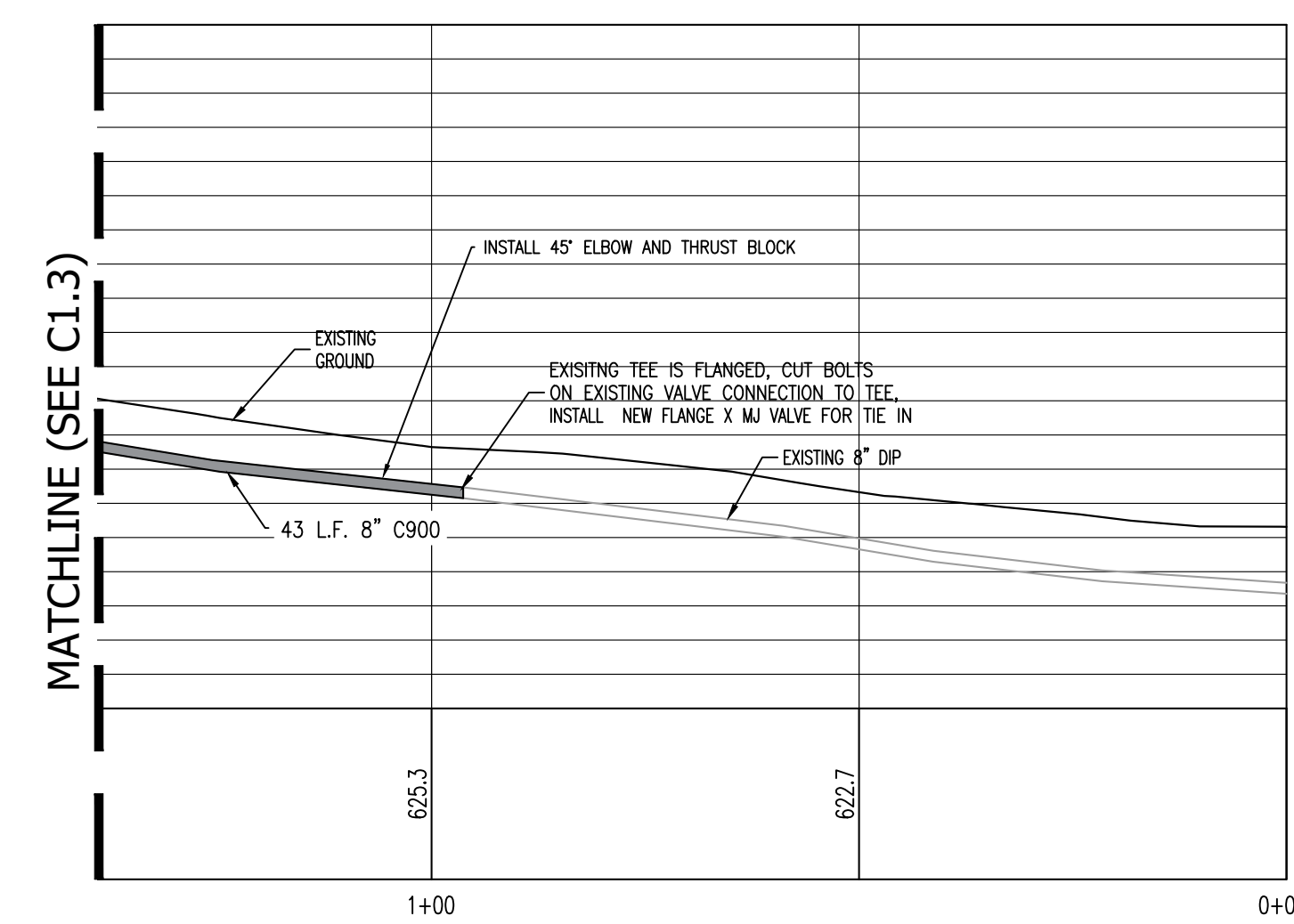
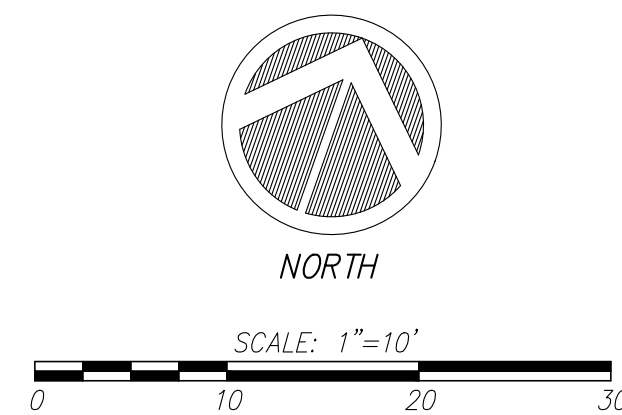
2B PROPOSED QUARTERHORSE LANE P.O.C.

Scale: NTS



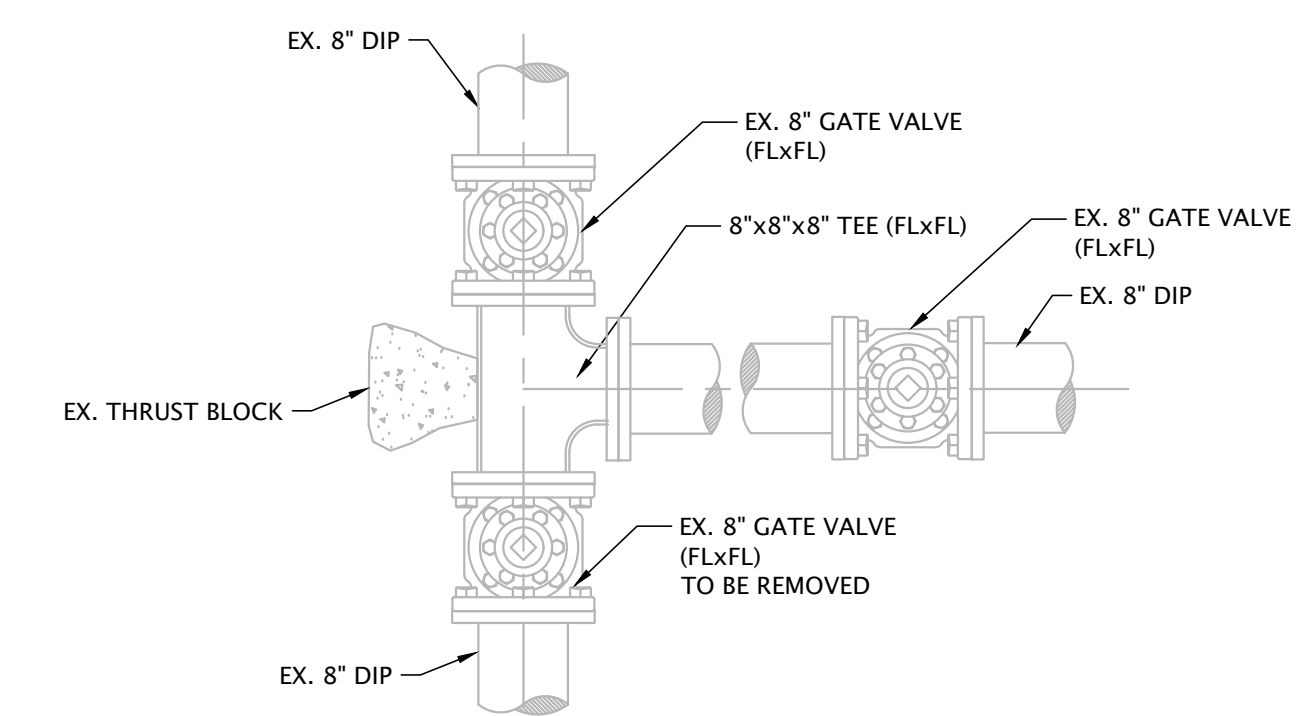
3 POINT OF CONNECTION ALTENITAS ROAD

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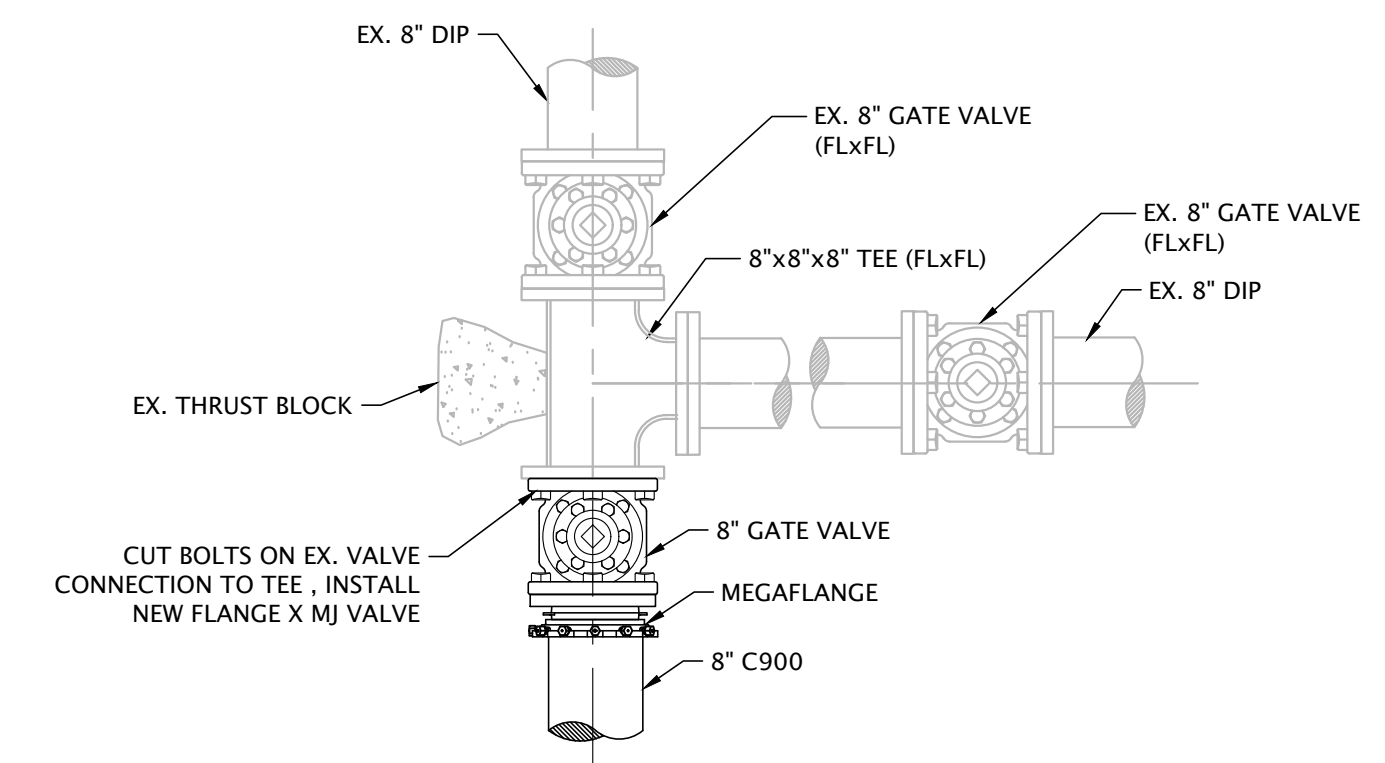
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Scale: 1"=20'



4A EXISTING LA CUESTA DRIVE P.O.C.

Scale: NTS



4B PROPOSED LA CUESTA DRIVE P.O.C.

Scale: NTS

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POINT OF CONNECTION
ENLARGEMENTS



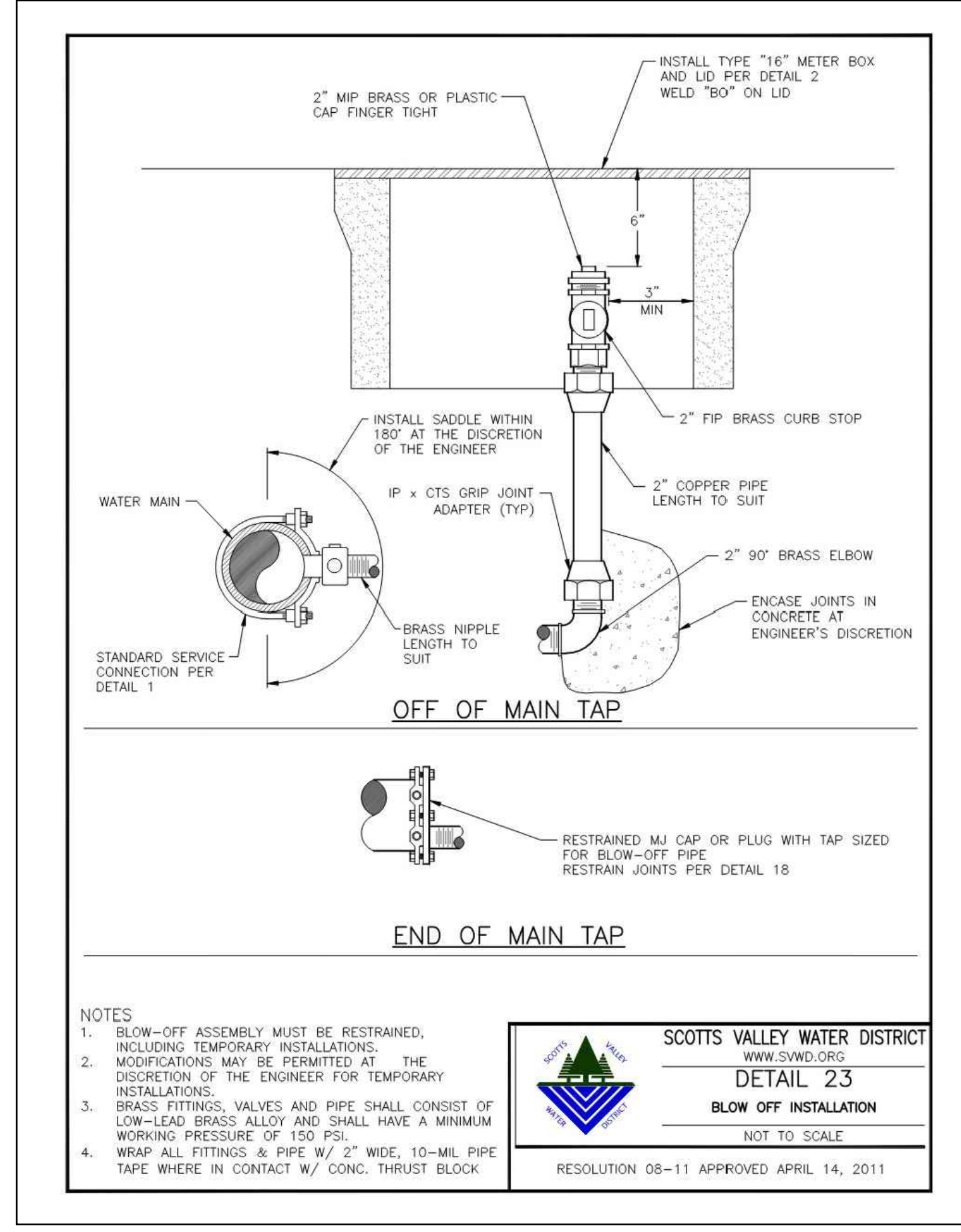
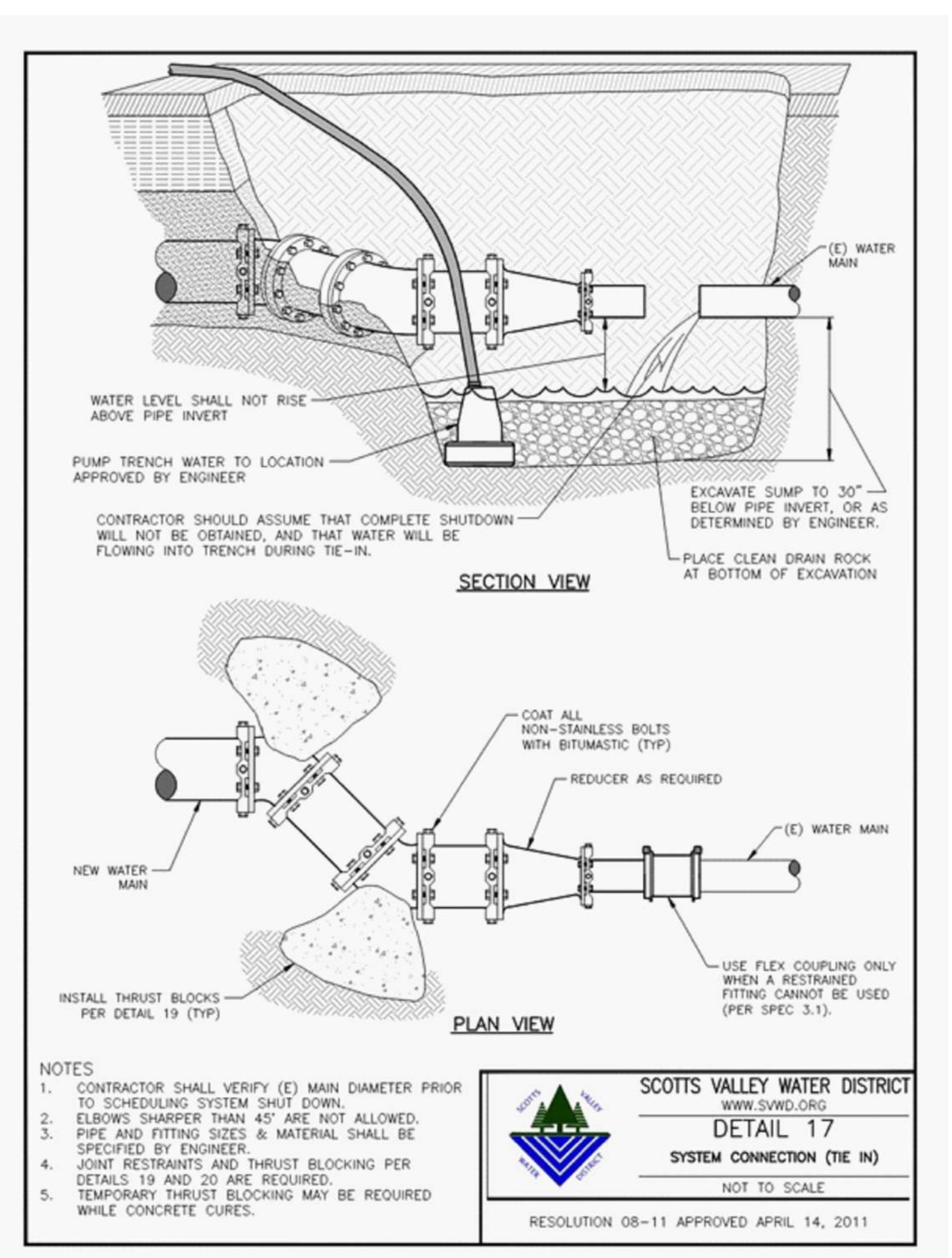
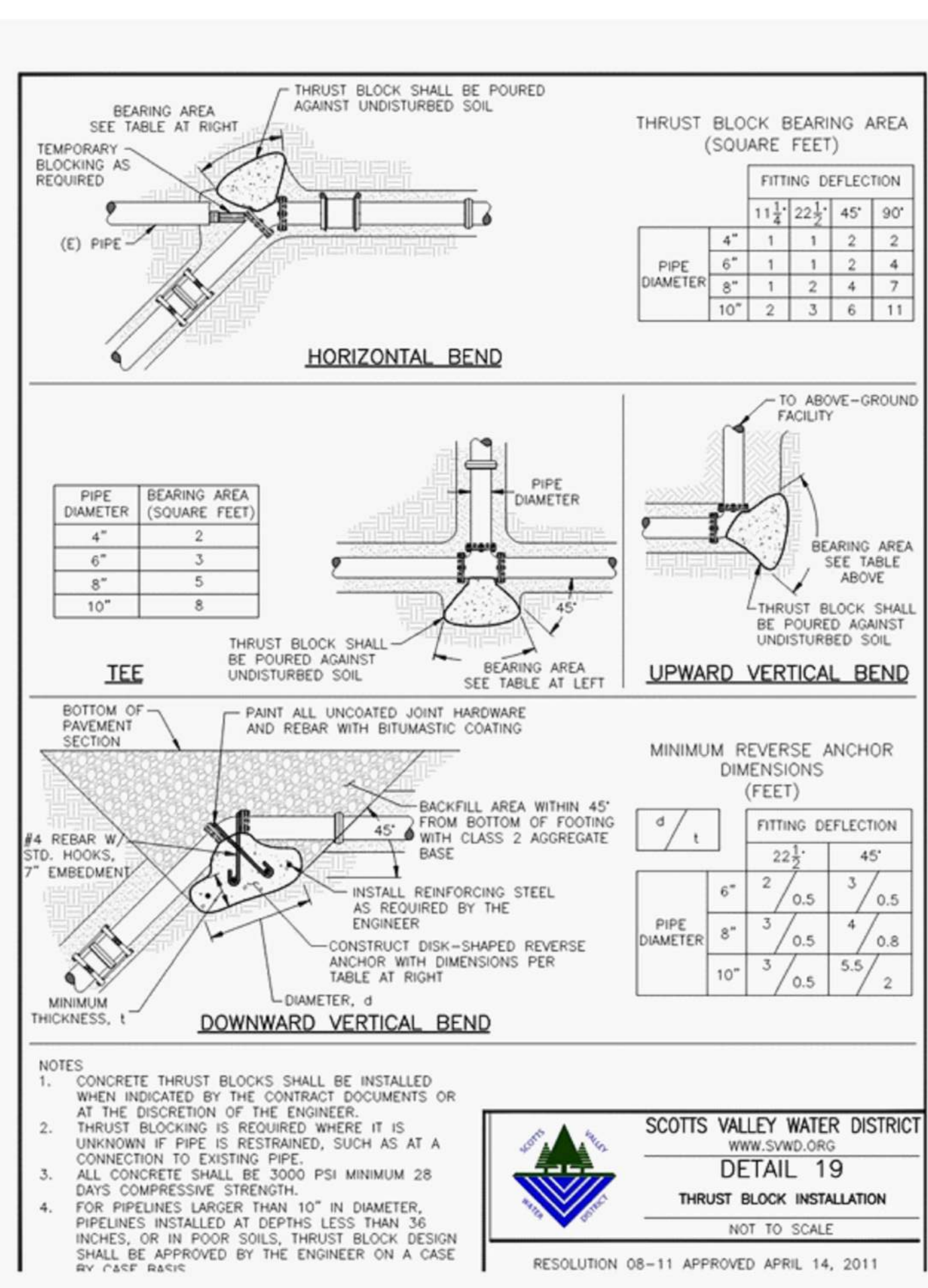
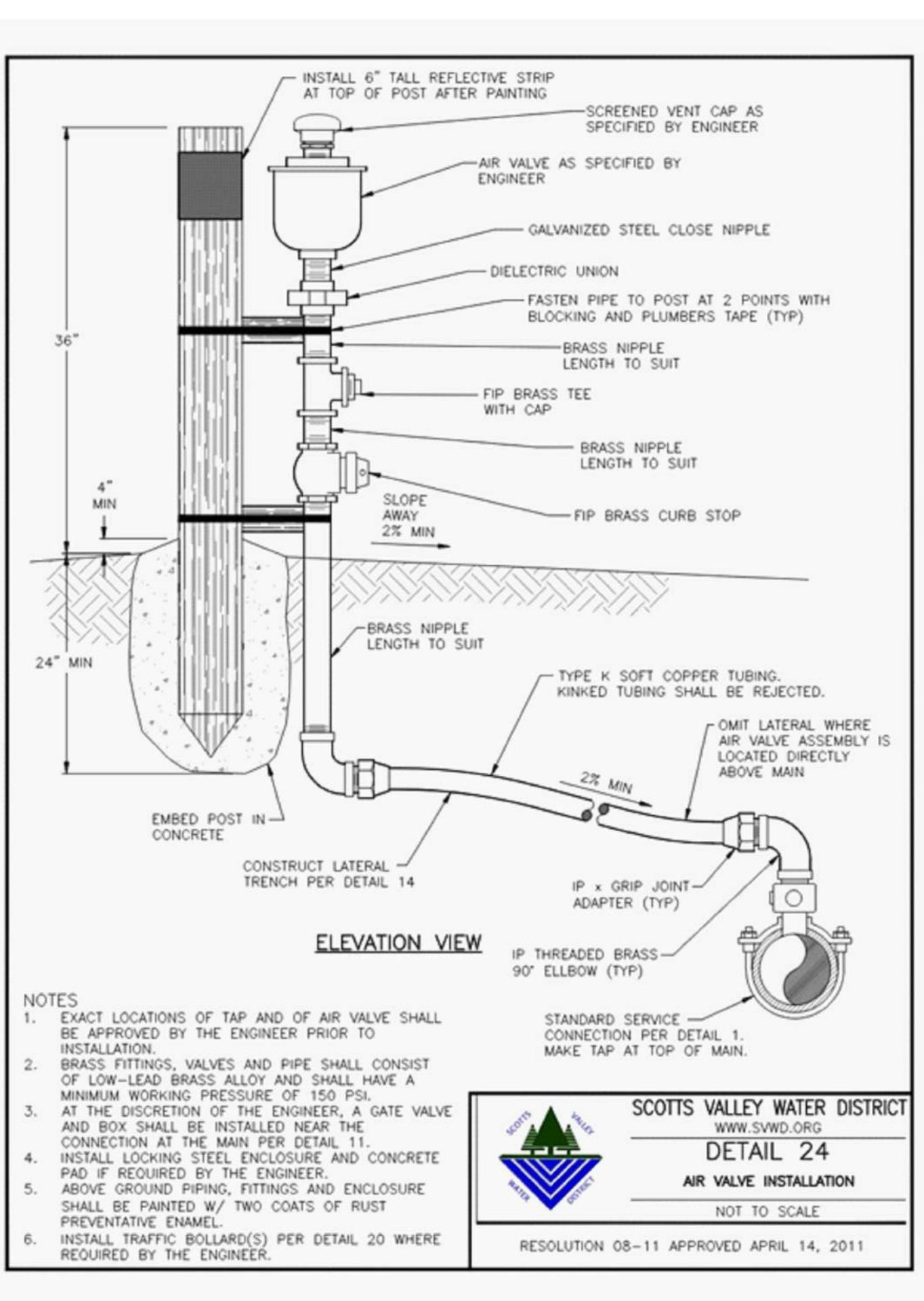
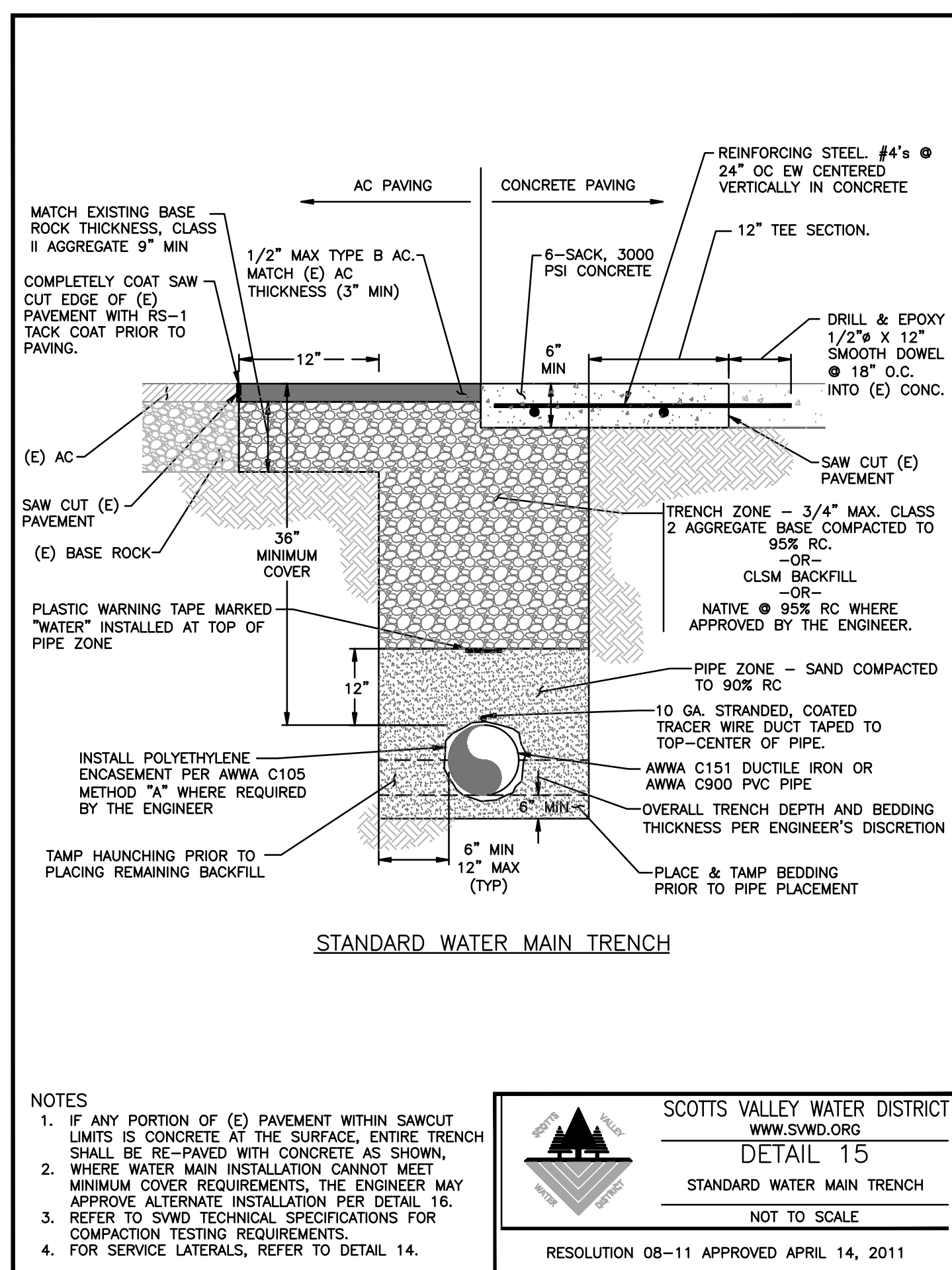
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SCOTT'S VALLEY WATER DISTRICT
 FIRE SUPPRESSION REINFORCEMENT MAIN
 LA CUESTA DRIVE, SCOTT'S VALLEY CA

Date: 03.06.2024
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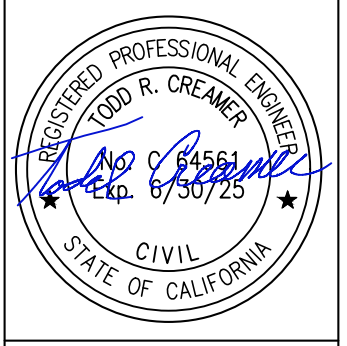
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REVISIONS	BY

SWWD DETAILS
 A
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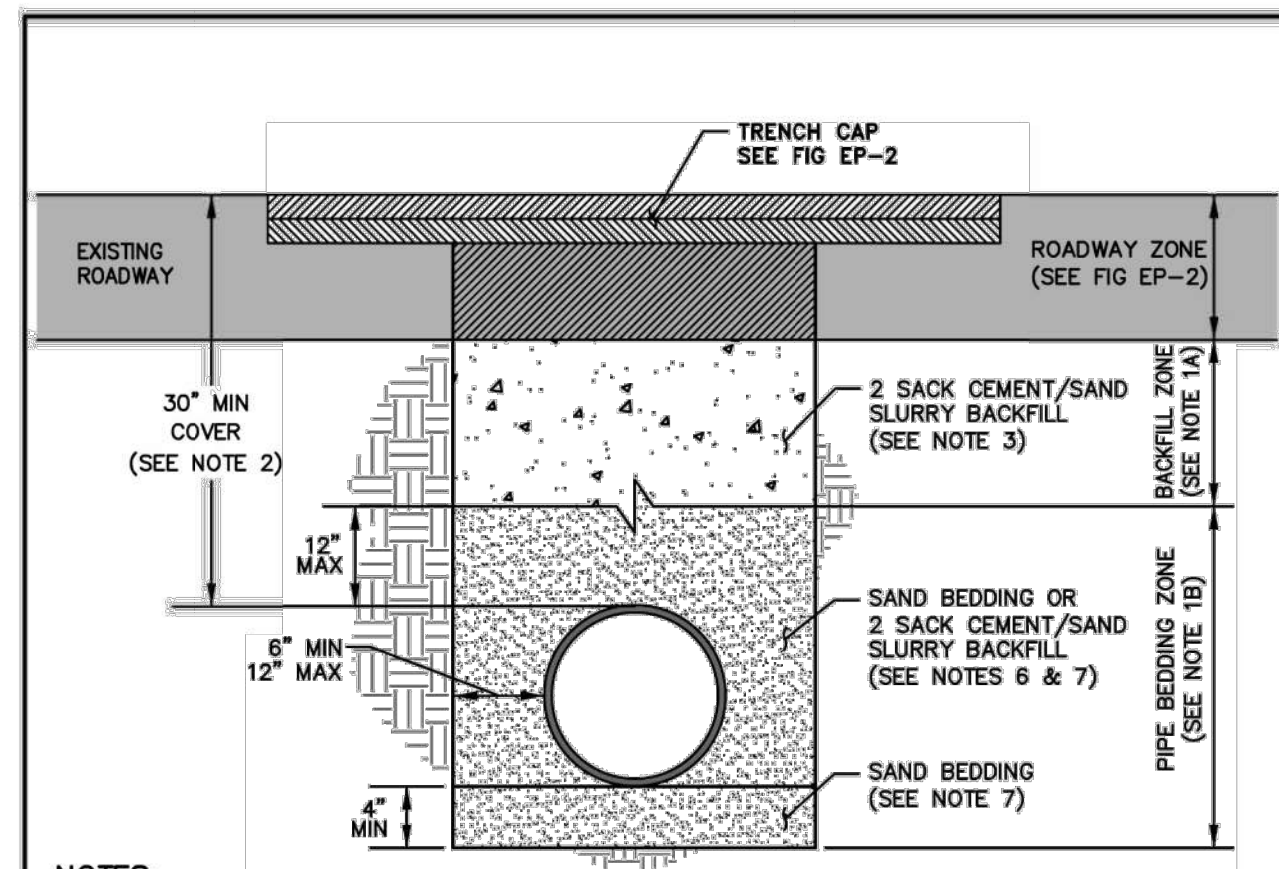


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SCOTT'S VALLEY WATER DISTRICT
FIRE SUPPRESSION REINFORCEMENT MAIN
LA CUESTA DRIVE, SCOTT'S VALLEY CA

Date: 03.06.2024
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 Of 7 Sheets

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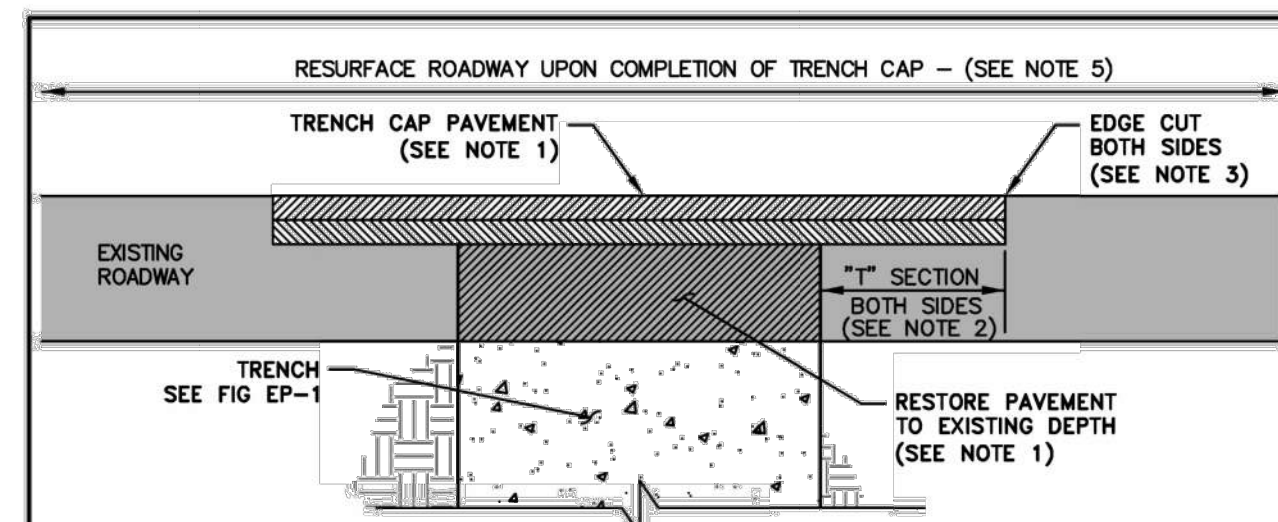
- NOTES:**
- TRENCH ZONES:
 - WITHIN BACKFILL ZONE, THIS AND OTHER COUNTY EP DETAILS SHALL GOVERN.
 - WITHIN PIPE BEDDING ZONE, APPLICABLE STANDARDS OF THE UTILITY AGENCY MAY BE USED IN PLACE OF THIS DETAIL.
 - ALL UNDERGROUND UTILITIES SHALL HAVE A MINIMUM COVER OF 30" FROM FINISH GRADE TO TOP OF UTILITY PIPE. WITH AUTHORIZATION FROM THE DIRECTOR, COVER MAY BE REDUCED TO AVOID INTERFERING WITH EXISTING UTILITIES, IN THIS CASE ADDITIONAL REQUIREMENTS MAY APPLY.
 - BACKFILL ZONE UNDER ROADWAYS SHALL CONSIST OF 2 SACK CEMENT/ SAND SLURRY BACKFILL, 1 SACK CEMENT/ SAND SLURRY MAY BE ALLOWED UNDER ROADWAYS AT THE DISCRETION OF THE COUNTY.
 - SPECIAL CONDITIONS (SUCH AS SAND ENCASMENT) MAY BE REQUIRED WITHIN THE BACKFILL ZONE AT LOCATIONS WHERE THE TRENCH CROSSES OTHER UNDERGROUND UTILITIES. IN SUCH CASES, CROSSING SHALL BE CONSTRUCTED TO COMPLY WITH THE STANDARDS OF THE UTILITY BEING CROSSED.
 - BACKFILL ZONE OUTSIDE OF ROADWAYS MAY USE ENGINEERED FILL IN LIEU OF SLURRY. ENGINEERED FILL SHALL BE COMPACTED TO 90% MINIMUM RELATIVE COMPACTION AND GROUND AT TOP OF TRENCH SHALL BE RESTORED TO PRE-PROJECT CONDITIONS OR AS OTHERWISE DIRECTED BY THE COUNTY.
 - 2 SACK CEMENT/SAND SLURRY SHALL BE MIXED IN A TRANSIT MIXER (CERTIFICATION TAGS REQUIRED) AND CONSIST OF 188 LB OF CEMENT FOR EACH CUBIC YARD OF MATERIAL.
 - SAND BEDDING SHALL CONSIST OF CLEAN SAND COMPACTED TO 95% RELATIVE COMPACTION MAY BE USED FOR PIPE BEDDING AND ENCASMENT WITHIN PIPE BEDDING ZONE.
 - ANY EXCEPTIONS TO THIS DETAIL MUST BE APPROVED BY THE DIRECTOR.

TRENCH SECTION

REV 10/22

FIG. EP-1

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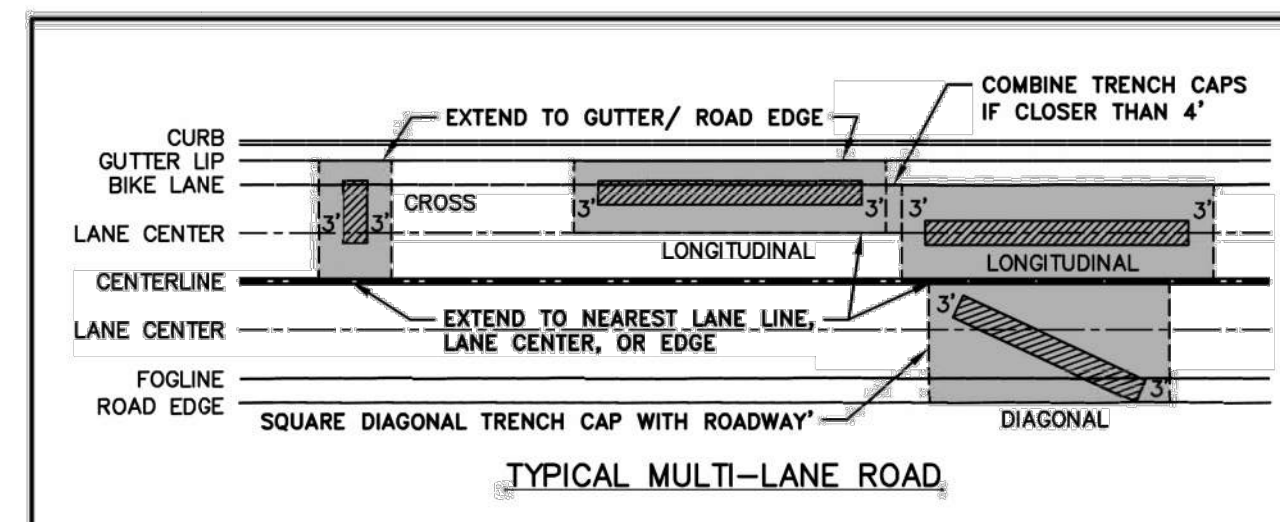
- NOTES:**
- TRENCH PAVEMENT SECTION REQUIREMENTS:
 - ASPHALT PAVED ROADS - TRENCH CAP SHALL CONSIST OF 4" AC, TYPE A, 1/2" MAXIMUM MEDIUM GRADATION, PLACED IN 2" LIFTS. IF EXISTING PAVEMENT DEPTH IS GREATER THAN 4", ADDITIONAL ASPHALT SHALL BE PLACED IN TRENCH TO MATCH EXISTING PAVEMENT SECTION THICKNESS. TACK COAT SHALL BE APPLIED AT A MINIMUM UNDILUTED RATE OF 0.08-GALLONS PER SQUARE YARD TO ALL CONTACT SURFACES TO RECEIVE ASPHALT PAVING, INCLUDING EXISTING PAVEMENT BELOW TRENCH CAP, SIDES OF TRENCH CAP, AND BETWEEN LIFTS OF ASPHALT PAVING.
 - CONCRETE PAVED ROADS - TRENCH CAP SHALL CONSIST OF 6" CONCRETE, 6 SACK 3000 PSI, REINFORCED WITH #4 REBAR SPACED AT 24" ON CENTER BOTH WAYS. REPLACEMENT SHALL OCCUR TO NEAREST EXISTING PANEL SEAM. IN NO CASE SHALL CONCRETE BE REPLACED WITH ASPHALT.
 - GRAVEL ROADS - PLACE MINIMUM 6" OF COMPACTED CLASS 2 AB AT TOP OF TRENCH, NO T-SECTION REQUIRED.
 - TRENCH CAP MINIMUM T-SECTION WIDTH SHALL BE 1' BEYOND TRENCH EDGE FOR LONGITUDINAL TRENCHES (RUNNING PARALLEL WITH ROADWAY) AND 3' BEYOND TRENCH EDGE FOR CROSS TRENCHES (RUNNING ACROSS ROADWAY). DIAGONAL TRENCHES SHALL HAVE TRENCH CAP SQUARED WITH ROADWAY. THE REQUIRED WIDTH MAY BE GREATER THAN THESE DIMENSIONS BASED ON ROADWAY ALIGNMENT REQUIREMENTS NOTED IN FIGURE EP-3.
 - EXISTING PAVEMENT SHALL BE CUT TO PRODUCE A STRAIGHT VERTICAL FACE AGAINST WHICH TO BUTT THE TRENCH CAP PAVEMENT. FOR TRENCHES IN ROADS WITH AN EXISTING ASPHALT SECTION GREATER THAN 4", TRENCH CAP CUT SHALL BE ACHIEVED BY GRINDING ONLY. SAWCUTTING MAY BE USED IF EXISTING PAVEMENT SECTION IS 4" OR LESS, HOWEVER CUTS SHALL BE SQUARE TO TRENCH CAP AND SHALL NOT EXTEND BEYOND CORNER OF CAP (NO OVER CUTS).
 - TRENCH CAP SHALL BE CONSTRUCTED FLUSH WITH ADJACENT PAVEMENT PER FIG EP-4. IF TRENCH CAP FAILS TO MEET REQUIRED TOLERANCES, CORRECTIVE ACTION SHALL BE TAKEN AS DIRECTED BY THE COUNTY. FOR MATERIAL OR COMPACTION ISSUES, OR IF TRENCH CAP WAS PLACED TOO LOW, CORRECTIVE ACTION WILL LIKELY REQUIRE REMOVAL AND REPLACEMENT OF AFFECTED SECTIONS. FOR CASES WHERE TRENCH CAP WAS PLACED TOO HIGH BUT OTHERWISE MEETS SPECIFICATIONS, PROFILE GRINDING MAY BE ALLOWED AS A REPAIR OPTION AT THE DISCRETION OF THE COUNTY.
 - RESURFACING REQUIREMENTS:
 - FOR TRENCHES LESS THAN 500'; APPLY FOG SEAL 1' BEYOND EDGE OF TRENCH CAP.
 - FOR TRENCHES 500' OR GREATER; APPLY TYPE 2 SLURRY SEAL OVER LENGTH OF TRENCH, WIDTH OF SEAL TO BE TO THE NEAREST LANE LINE OR ROAD EDGE BEYOND TRENCH CAP. FOR SINGLE LANE ROADS, SLURRY SEAL SHALL BE APPLIED TO THE ENTIRE ROAD WIDTH ALONG TRENCH ALIGNMENT.
 - DUE TO EXISTING ROAD SURFACE CONDITIONS, THE DEPARTMENT MAY REQUIRE AN ALTERNATE RESURFACING METHOD IN PLACE OF TYPE 2 SEAL. ALTERNATE RESURFACING METHOD MAY INCLUDE MICROSURFACING, CHIP SEAL, CAPE SEAL, OR ASPHALT CONCRETE OVERLAY.
 - ANY EXCEPTIONS TO THIS DETAIL MUST BE APPROVED BY THE DIRECTOR.

TRENCH CAP SECTION

REV 10/22

FIG. EP-2

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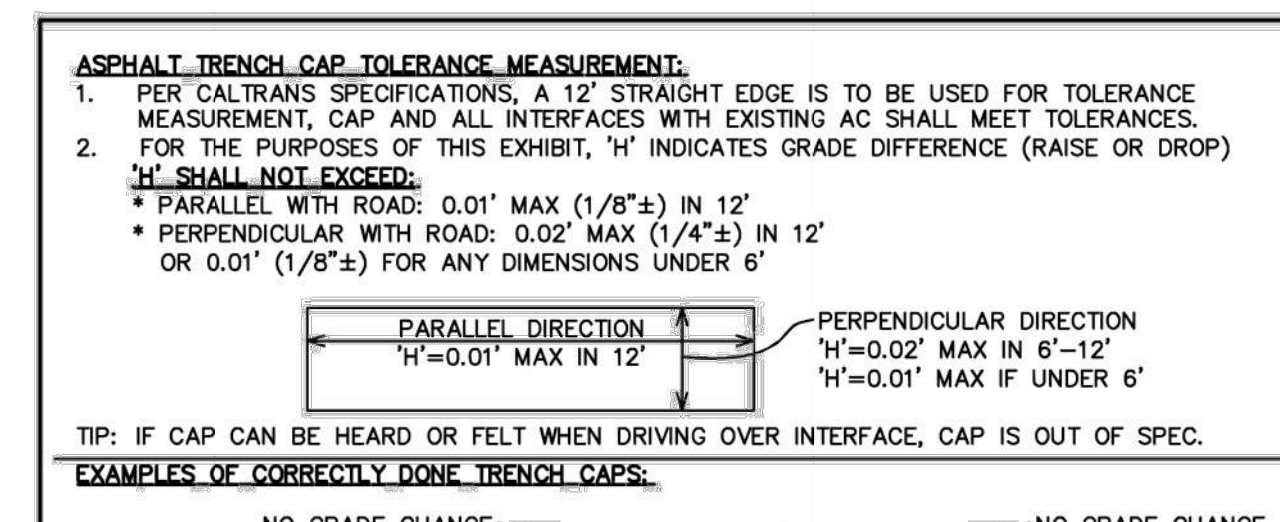
- NOTES:**
- REFERENCE DIAGRAMS ABOVE REPRESENT TYPICAL ROADWAY SCENARIOS, FIELD CONDITIONS MAY VARY.
 - TRENCH CAP MINIMUM T-SECTION WIDTH SHALL BE 1' BEYOND TRENCH EDGE FOR LONGITUDINAL TRENCHES (RUNNING PARALLEL WITH ROADWAY) AND 3' BEYOND TRENCH EDGE FOR CROSS TRENCHES (RUNNING ACROSS ROADWAY). DIAGONAL TRENCHES SHALL HAVE TRENCH CAP SQUARED WITH ROADWAY. THE REQUIRED WIDTH MAY BE GREATER THAN THESE DIMENSIONS BASED ON ROADWAY ALIGNMENT REQUIREMENTS NOTED IN THIS DETAIL.
 - TRENCH CAP SHALL EXTEND 3' BEYOND END OF TRENCH, OR TO NEAREST LANE LINE, LANE CENTER, OR ROAD EDGE IF LESS THAN 3'.
 - TRENCH CAP SEAMS SHALL EXTEND TO NEAREST LANE LINE, LANE CENTER, OR ROAD EDGE. THIS CONDITION SHALL NOT APPLY TO SINGLE LANE ROADS, HOWEVER TRENCH CAP SHALL BE EXTENDED TO ROAD EDGE IF CLOSER THAN 2', AND PLACEMENT OF SEAM IN VISIBLE WHEELPATH SHALL BE AVOIDED. IN NO CASE SHALL A LONGITUDINAL TRENCH CAP SEAM BE PLACED IN A WHEEL PATH OR A BIKE LANE.
 - IF SEPARATE TRENCH CAPS ARE CLOSER THAN 4', TRENCH CAPS SHALL BE COMBINED.
 - IF PAVEMENT IS DAMAGED BEYOND STANDARD TRENCH CAP LIMITS DUE TO PROJECT ACTIVITIES, OR DUE TO EXISTING TRENCH SETTLEMENT OF THE UTILITY UNDERGOING WORK IN THIS PROJECT, TRENCH CAP SHALL BE EXTENDED TO INCLUDE THE DAMAGED AREA. IF PROJECT IS REPLACING AN EXISTING UTILITY IN THE SAME GENERAL LOCATION, NEW TRENCH CAP SHALL REPLACE THE ENTIRETY OF THE ORIGINAL TRENCH CAP.
 - TRENCH CAP LAYOUT SHALL BE INSPECTED AND APPROVED BY COUNTY PRIOR TO GRINDING OR SAWCUTTING.

TRENCH CAP LAYOUT

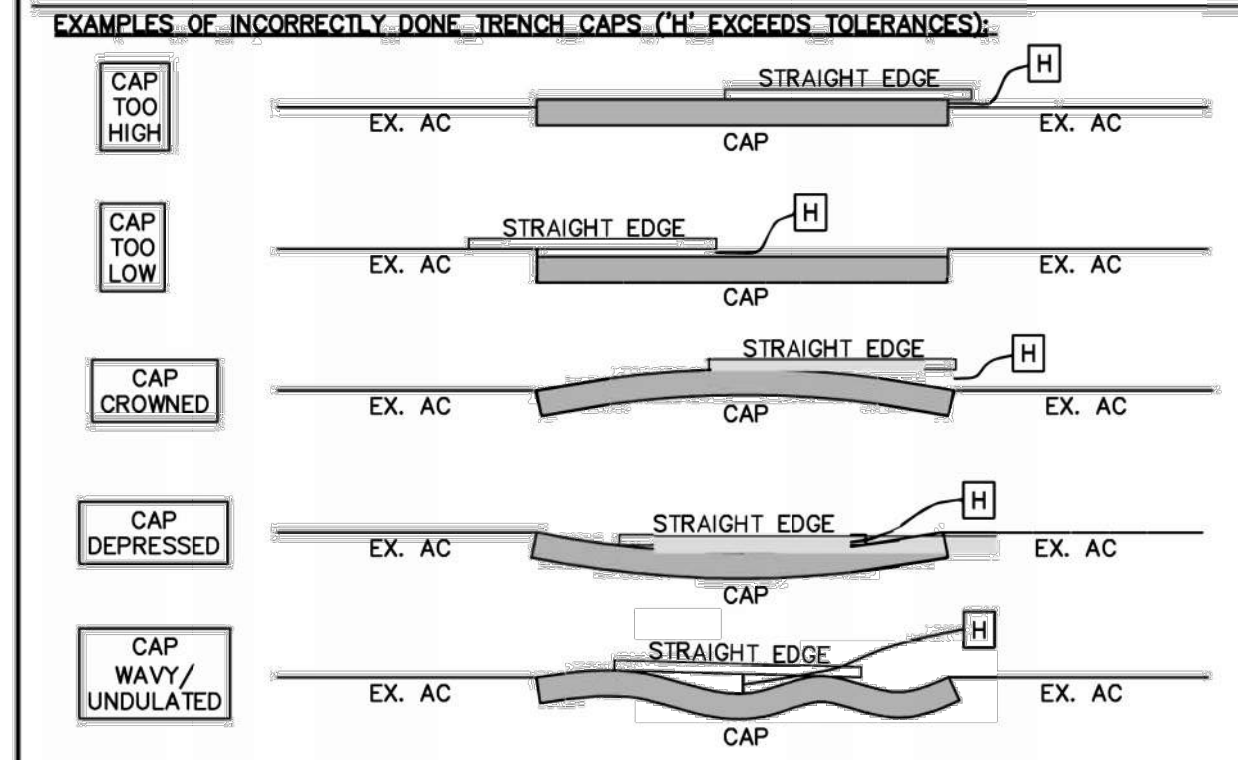
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FIG. EP-3

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- ASPHALT TRENCH CAP TOLERANCE MEASUREMENT:**
- PER CALTRANS SPECIFICATIONS: A 12' STRAIGHT EDGE IS TO BE USED FOR TOLERANCE MEASUREMENT, CAP AND ALL INTERFACES WITH EXISTING AC SHALL MEET TOLERANCES.
 - FOR THE PURPOSES OF THIS EXHIBIT, 'H' INDICATES GRADE DIFFERENCE (RAISE OR DROP)
 - IT SHALL NOT EXCEED:
 - PARALLEL WITH ROAD: 0.01' MAX (1/8") IN 12'
 - PERPENDICULAR WITH ROAD: 0.02' MAX (1/4") IN 12'
 - OR 0.01' (1/8") FOR ANY DIMENSIONS UNDER 6'
- TIP: IF CAP CAN BE HEARD OR FELT WHEN DRIVING OVER INTERFACE, CAP IS OUT OF SPEC.

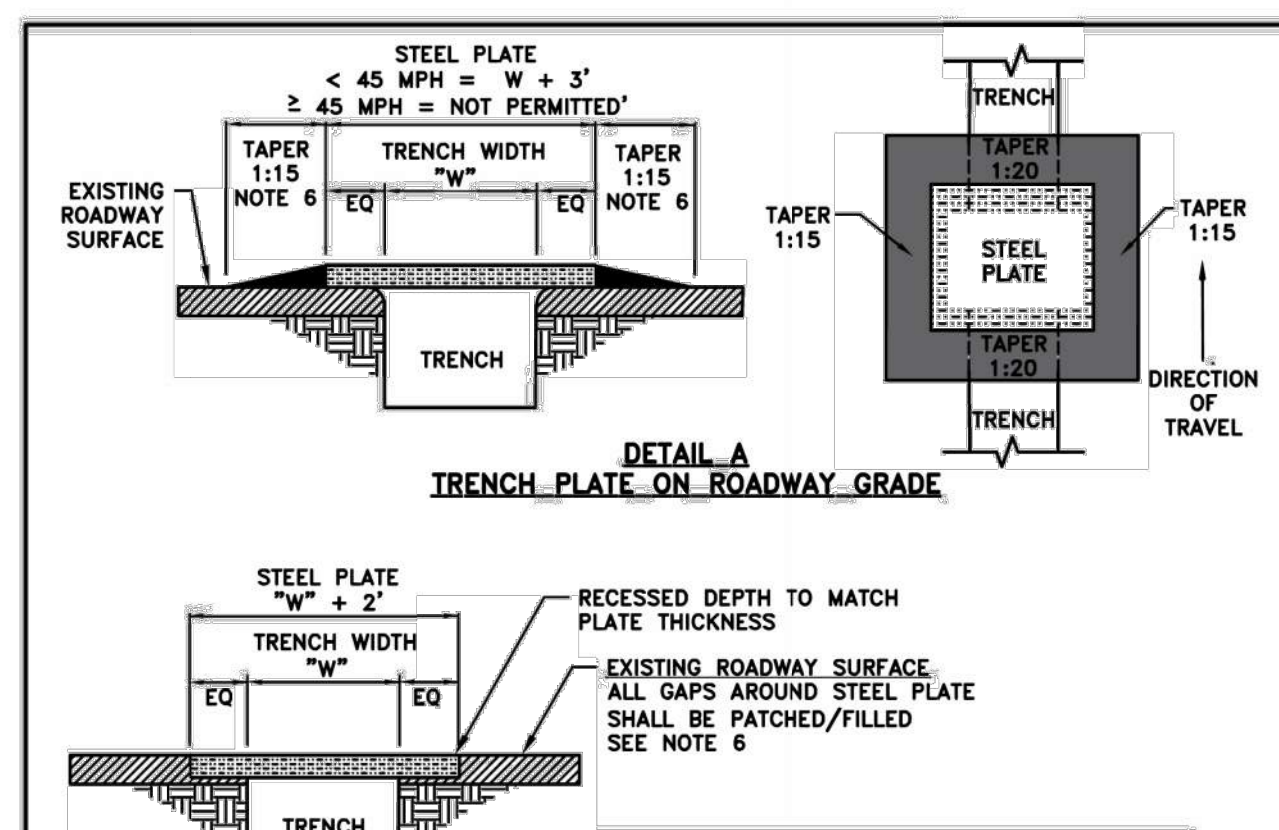


TRENCH CAP TOLERANCES

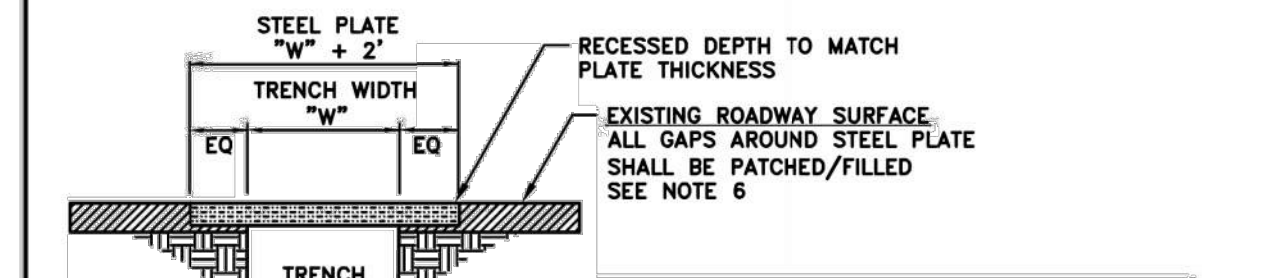
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FIG. EP-4

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DETAIL A TRENCH PLATE ON ROADWAY GRADE



DETAIL B RECESSED TRENCH PLATE

STEEL PLATE THICKNESS	
"W"	MIN. THICKNESS (INCHES)
0'-2'	3/4
2.1' - 4'	1
> 4'	CALCULATIONS REQUIRED BY REGISTERED CIVIL ENGINEER

- NOTES:**
- DETAIL A IS ONLY PERMITTED WHEN SPEEDS ARE LESS THAN 45 MPH AND DURATION IS LESS THAN 7 DAYS, UNLESS APPROVED BY THE COUNTY
 - ALL TRENCHES SHALL BE ADEQUATELY SHORED TO SUPPORT TRAFFIC LOADS
 - NO MORE THAN 300 LINEAR FEET OF STEEL PLATES ARE ALLOWED AT ONE TIME
 - PROVIDE ADVANCED WARNING SIGNS (UNEVEN PAVEMENT - C46(CA); OR STEEL PLATE AHEAD SIGN - W8-24) PER THE LATEST EDITION OF THE "CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"
 - STEEL PLATES SHALL BE SKID RESISTANT AND ABLE TO WITHSTAND TRAFFIC LOADS
 - TACK WELDING, PINNING, SHIMS, WEDGES, ETC. MAY BE REQUIRED BY THE COUNTY TO REDUCE NOISE AND ELIMINATE MOVEMENT
 - MATERIAL FOR TAPERS/GAPS SHALL BE BASED ON DURATION OF PLATING:
 - < 7 DAYS: COLD PATCH MATERIAL WHICH RESISTS SHOIVING
 - > 7 DAYS: HOT MIX ASPHALT

TEMPORARY STEEL PLATES

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FIG. EP-6

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REVISIONS

NO.	DESCRIPTION	DATE

COUNTY OF SANTA CRUZ DETAILS

REGISTERED PROFESSIONAL ENGINEER
 JOHN R. CREMER
 No. 5555
 Exp. 6/30/25
 CIVIL
 STATE OF CALIFORNIA

SCOTT'S VALLEY WATER DISTRICT
 FIRE SUPPRESSION REINFORCEMENT MAIN
 LA CUESTA DRIVE, SCOTT'S VALLEY CA

C2G / CIVIL CONSULTANTS GROUP, INC.
 Engineers/Planners
 4444 Scotts Valley Drive / Suite 6
 Scotts Valley, CA 95066
 831.438.4420

Date: 03.06.2024
 Scale: NONE
 Drawn: TC/JB
 Job: 165-97
 Sheet:

C2.2
 Of 7 Sheets