CITY OF DANA POINT

PUBLIC WORKS – ENGINEERING SERVICES
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Standard Encroachment Conditions

PRIOR TO COMMENCEMENT OF WORK:

1. No access or work (including demolition) shall be performed within the City right-of-way without the full knowledge of the assigned City Public Works Inspector who shall be **given not less than 48 hours advance notice of the initiation of permitted use.**

2. No access or work (including demolition) shall be performed within the City right-of-way without confirmation from the assigned City Public Works Inspector providing confirmation to the applicant and / or contractor that a **Pre-Construction Layout Meeting** is either required or not required.

3. Underground Service Alert (USA 1-800-227-2600) must be notified prior to any excavation or concrete removals. The inspector may revoke any permit started without a "Dig Alert" number.

4. Written notice of intended work shall be posted by the permittee at each residence within a 500' radius, seventy-two hours prior to commencing any work. Proof of all notifications shall be provided to the City Public Works Inspector prior to commencement of work.

5. Applicant agrees that it shall be his responsibility to provide the contractor, subcontractor, or any other agent responsible for construction of the permitted use within the City right-of-way, with a copy of the Encroachment Permit and a complete set of approved plans which shall be on the job at all times.

6. Permitted use shall be constructed in accordance with the City specifications and approved plans subject to inspection and approval by the City inspector. Certification for all materials and work, including compaction tests, shall be furnished by the applicant upon request by the City inspector. Any required compaction testing shall be paid for by the permittee.

7. Per Section 14.01.050 of the Dana Point Municipal Code, the Applicant shall maintain the approved insurance policy and associated coverage in full force and effect during the course of the work.

8. Per Section 14.01.120 of the Dana Point Municipal Code, if in the opinion of the Director of Public Works or City Engineer, the work proposed to be done requires the making of plans or the setting of survey stakes, or both, the Director of Public Works or City Engineer may require the application to be accompanied by the necessary plans, which plans shall be prepared, signed and sealed by a registered civil engineer or traffic engineer licensed in the State of California. (Added by Ord. 98-04, 6/23/98; amended by Ord. 03-13, 8/27/03).

WORK HOURS:

9. **14.01.140 Permitted Work Hours.**

   No work for which a valid permit has been issued shall be done except within the following permitted work hours unless otherwise approved by the City Engineer, or his designee:

   (a) Local, Residential, or Collector Streets with a Traffic Volume of Less than 5,000 Vehicles Per Day: Work shall not begin before 7:30 a.m. or continue after 5:00 p.m., Monday through Friday, excluding City designated holidays.

   (b) Local, Residential, or Collector Streets with a Traffic Volume Greater than 5,000 Vehicles Per Day: Work shall not begin before 8:30 a.m. or continue after 3:30 p.m., Monday through Friday, excluding City designated holidays.

   (c) Arterial Streets **excluding** Pacific Coast Highway, Del Prado and a portion of Stonehill Drive: Work shall not begin before 8:30 a.m. or continue after 3:30 p.m., Monday through Friday, excluding City designated holidays.

(d) Pacific Coast Highway, both directions, between the San Juan Creek bridge and Crystal Lantern: Work must be done at night between the hours of 9 p.m. and 5 a.m., Sunday through Thursday, excluding City designated holidays. Daytime work may be acceptable upon advanced written approval by the City Engineer, or his designee.

(e) Pacific Coast Highway between Crystal Lantern and the City Limit: Work shall not begin before 9:00 a.m. or continue after 3:00 p.m., Monday through Friday, excluding City designated holidays.

(f) Del Prado between Blue Lantern and Copper Lantern: Work shall not begin before 9:00 a.m. or continue after 3:00 p.m., Monday through Friday, excluding City designated holidays.

(g) Stonehill Drive between City Limit and Golden Lantern: Work shall not begin before 9:00 a.m. or continue after 3:00 p.m., Monday through Friday, excluding City designated holidays.

TRAFFIC CONTROL:

10. Per Section 14.01.220 of the Dana Point Municipal Code, a permittee shall place and maintain adequate warning signs, lights, and devices throughout the length of the work until the work is completed to the satisfaction of the City Engineer, conforming to State and Local standards including, but not limited to, the following standards:

    (a) Manual of Traffic Controls for Construction and Maintenance Work Zones, latest edition, issued by the State of California, Department of Transportation; or

    (b) Manual of Uniform of Traffic Control Devices, latest edition, issued by the U.S Department of Transportation and Federal Highway Administration.

    (c) California Manual of Uniform Traffic Control Devices (MUTCD), Latest Edition.

    Two publications also exist to assist the permittee in application of traffic control devices in the field as follows:

    1. Work Area Protection and Traffic Control Manual, latest edition; or
    2. Work Area Traffic Control Handbook (WATCH) latest edition.

    The permittee shall take such other precautions as may be necessary for the protection of the traveling public. The Director of Public Works or City Engineer may, as a condition of the issuance of a permit, specify such additional signs or warning devices or measures to be used by the permittee, but the failure of the Director of Public Works or City Engineer to so specify the signs, devices, or measures shall not relieve the permittee of his or her obligation hereunder. All proposed traffic control devices used for construction activities in any public right-of-way shall be reviewed for adherence to City Standards and other local and State regulations by the Director of Public Works or City Engineer prior to implementation.

    At the discretion of the Director of Public Works or City Engineer, a permittee may be required to generate traffic control plans signed by a licensed traffic or civil engineer prior to work being allowed. This is generally only required if one of the two listed publications herein do not provided for adequate traffic control for a specific situation or work zone. (Added by Ord. 98-04, 6/23/98; amended by Ord. 03-13, 8/27/03, amended by Ord. 06-14, 12/13/06).

11. The roadway, including sidewalks, shall be free of all obstructions and completely open to traffic at the end of each working day **(no later than 3:30 p.m. on arterial streets).** No equipment or materials may be left in the City right-of-way overnight without specific permission on an approved permit from the City of Dana Point.

12. All approaches to private driveways and intersecting roads and streets shall be kept open to traffic at all times, unless otherwise approved by the Director of Public Works or City Engineer.

13. Applicant shall properly place advanced warning signs on the City right-of-way, such as “Steel Plates Ahead” or approved sign when using steel plates as part of the construction.

WATER QUALITY AND SITE MAINTENANCE:

14. Applicant shall comply with *NPDES requirements for general construction activity* providing appropriate BMP, WQMP, erosion control and drainage measures as applicable for the project to ensure the project does not conflict with NPDES and City requirements. **Required BMP factsheets** are available online thru http://www.ocwatersheds.com/ConstructionActivities.aspx or http://www.casqa.org. ***This condition applies to all projects.***

15. ***Sand bags must be on site*** for storm drain protection prior to any work, a NPDES plan and/or report may be required (**see Best Management Practice Factsheet SE-8 available** online thru http://www.ocwatersheds.com/ConstructionActivities.aspx or http://www.casqa.org.)

16. Permittee shall prevent dust or other materials from becoming a nuisance or annoyance per Best Management Practice WE-1.

17. All roadside drainage shall be restored to a true grade and the intake and outlet ends of all culverts shall be left free from all excess materials and debris.

18. At least 24 hours in advance of any storm event where the probability of rain is 40 percent or greater, all BMPs that are installed in the curb and gutter, in front of or on a storm drain catch basin, or around storm drain drop inlets are to be removed to prevent blocking of any storm drain or impede on drainage. This does not relieve the Contractor's obligation to prevent silt or sediment or any other pollutant from entering the storm drain system as a result of work activities.

SURVEYING

PERMANENT SURVEY MARKERS

19. Prior to any demolition, The CONTRACTOR shall be responsible to have a surveyor locate and document all surveying monuments, lot stakes (tagged), centerline ties, and bench marks that shall be disturbed during the Work at his own cost. Documentation shall be provided to the CITY that the surveying has been completed.

20. The CONTRACTOR shall be financially responsible for the surveyor to perform Corner Record documentation of all disturbed survey monuments, lot stakes (tagged), centerline ties and benchmarks to the Office of the County Surveyor prior to the start of construction, and also prior to the completion of construction.

21. The CONTRACTOR shall not disturb survey monuments, lot stakes (tagged), centerline ties, or benchmarks without notifying the CITY and providing to the CITY proof of submittal of the Corner Record forms to the Office of the County Surveyor. The CONTRACTOR shall bear the expense of replacing any that shall be disturbed without the permission from the CITY.

22. All surveying shall be done by a Licensed Land Surveyor or a Registered Civil Engineer authorized to practice land surveying within the state.

23. Surveyor shall tie out and reset all monuments, lot stakes (tagged), and/or centerline ties that are to be disturbed during the Work in accordance with Section 8771 (Land Surveyors Act) of the Business and Professions Code of the State of California.

24. The surveyor shall set new monuments or centerline ties to sufficiently enable the street right-of-way to be re-established in accordance with Section 8771 (Land Surveyors Act) of the Business and Professions Code of the State of California, to the satisfaction of the CITY.

25. When a change is made in the finish elevation of the pavement of any roadway in which a permanent survey monument is located, the CONTRACTOR shall adjust the monument cover to the new grade within seven (7) working days of finish paving unless otherwise specified by the CITY.

26. The Applicant shall be responsible for employing a Licensed Land Surveyor to reset any effected survey monuments such as Portland cement concrete right-of-way monuments, cast in place survey monuments, well monuments, centerline ties and bench marks.

27. If disturbed during work, monuments and centerline ties shall be tied out and reset in accordance with Section 8771 (Land Surveyors Act) of the Business and Professions Code of the State of California, and the Corner Records shall be filed with the Orange County Surveyor as well as the City Public Works Inspector. Copies of the records shall be provided to the City of Dana Point.

EXCAVATIONS:

28. ***All excavations must be backfilled*** or properly protected at the end of each working day. All street excavations must be covered with asphalt or other type of smooth, non-erodible surface at the end of each working day and maintained in a clean and neat manner at all times. If metal plates are to be used, non skid metal plates shall be used and shall be recessed, unless otherwise approved by the City Engineer. Metal plates will not be allowed to remain in traffic lanes for more than **5 consecutive working days**. On residential streets, temporary asphalt shall be used to eliminate any vertical edges. On arterial or collector streets, metal plates shall be installed flush to the pavement surface. Pedestrian access must be maintained on a smooth, non-erodible surface at all times.

29. If, after the backfilling of an excavation the permittee fails or refuses to resurface or repair that portion of the surface of the highway damaged in conjunction with this permit in any manner whosoever, or if the Director of Public Works or City Engineer has elected to do such resurfacing or repairing, the Director of Public Works or City Engineer shall do so and the permittee shall be charged with the cost thereof computed by the Director of Public Works or City Engineer.

30. All native material backfill shall be compacted to a relative density of at least 90% of the maximum density. The top 6" shall be compacted to 95%. The applicant shall utilize a certified testing company to verify compaction was obtained. When excavations are made in a parkway area, it shall be returned to its pre-existing condition.

31. All excavated material shall be cast away from the improved portion of the highway. Excavated material cannot be stockpiled on any City streets, and the City right-of-way shall be left in neat and orderly condition. All materials indicated to be removed shall be recycled per the requirements as defined in Dana Point Municipal Code Section 6.12.020 is MANDATORY.

32. If it becomes necessary to repair any excavation due to settlement or any cause due to the permitted work, the permittee shall make repairs upon request or pay to the engineer costs incurred for said repairs. These costs may be withheld from the posted security deposit.

ASPHALT:

33. Pavement Resurfacing Specifications (DP Municipal Code Section 14.01.540)

(a) Resurfacing After Refilling and Compaction. After completion of refilling and compaction of the back fill material in the excavation as specified in Section 14.01.590 and the removal of the obstruction, the permittee shall promptly replace, with temporary or permanent patching material, or repair any portion of the highway surface removed or damaged by the excavation, obstruction, and construction operations as specified elsewhere herein, to the satisfaction of the Director of Public Works or City Engineer.

(b) Permanent Paving. Where the pavement surface has been removed, the permittee shall replace it with four (4) inches of Asphalt Concrete (AC) over six (6) inches of Crushed Aggregate Base (CAB) on local streets and six (6) inches of AC over eight (8) inches of CAB on arterial streets, but in no case shall the newly placed AC and CAB be less than one inch thicker than the existing AC and CAB.

The material utilized for permanent paving shall be one of the following depending on the AC pavement that exists in the area of work, subject to the discretion of the City Engineer, and shall be per the following:

1) Conventional Asphalt Concrete Pavement: The AC pavement base course shall be Type III B3 PG 70-10, ¾ inch rock, and be placed according to applicable sections of the Standard Specifications for Public Works Construction (SSPWC), edition per Municipal Code Section 14.01.500. Upon completion of the AC pavement base course, a minimum 2-inch AC pavement overlay course shall be constructed above the base course per Sections 203-6, 302-5, 400-4, and all other applicable sections of the Standard Specifications for Public Works Construction. AC pavement overlay shall be Type III C3 PG 70-10, ½ inch rock, with a minimum thickness of two (2) inches per course.

2) Asphalt Rubberized Hot Mix (ARHM): The AC pavement base course for paving with ARHM shall be per conventional AC pavement (Type III B3 PG 70-10, ½ inch rock), and be placed according to applicable sections of the Standard Specifications for Public Works Construction, edition per Municipal Code Section 14.01.500. Upon completion of the AC pavement base course, a minimum 2-inch AC pavement overlay course shall be constructed above the base course per Sections 203-11, 302-9, 400-4, and all other applicable sections of the Standard Specifications for Public Works Construction. AC pavement overlay course shall be Asphalt Rubber Hot Mix (ARHM-GG-C) with a minimum thickness of two (2) inches per course.

The limits of asphalt repairs shall be the following:

3) Case A, Perpendicular Street Cut in Parking Lane (Non-Travel Lane): If the street cut is perpendicular to the street and is not 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. The AC pavement overlay portion of the repair shall be extended to the curb or gutter edge. Also, 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. If the distance between perpendicular trenches is less than ten (10) feet from the inside edge of the trenches, the overlay portion of the repair shall be extended to encompass the area between trenches.

4) Case B, Parallel Street Cut in Parking Lane (Non-Travel Lane): If the street cut is parallel to the street and is not 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. The AC pavement overlay portion of the repair shall be extended one (1) foot from the street side of the repair to the curb or gutter edge. Also, 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.

5) Case C, Perpendicular Street Cut in Travel Lane: 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. The AC 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. If the edge of the street cut or travel lane is within 5 feet of the curb or gutter, then the AC pavement overlay portion of the repair shall be extended to the gutter or curb edge. Also, 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. If the distance between perpendicular trenches is less than ten (10) feet from the inside edge of the trenches, the overlay portion of the repair shall be extended to encompass the area between trenches.

6) Case D, Parallel Street Cut in Travel Lane: If the street cut is parallel 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. The AC 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. If the edge of the travel lane or street cut is within 5 feet of the curb or gutter edge, then the AC pavement overlay portion of the repair shall be extended to the gutter or curb edge. Also, 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.

If street cuts occur in concrete sidewalks, cross gutters, or other concrete facilities, all repairs shall be per the Standard Specifications for Public Works Construction, City Standards and be to the nearest joint in all directions.

If street cuts occur in private streets, the applicant shall also secure approval from the homeowners association or other applicable party prior to commencement of the work to allow pavement requirements to be incorporated.

The City Engineer may require an applicant to utilize tunneling techniques to install below grade infrastructure in cases where adverse impacts to the public are determined to be significant. Adverse impacts can be impacts to the integrity of the street, significant anticipated traffic congestion, impacts to other utilities, or impacts to existing improvements.

(c) Moratorium on Newly Paved Streets. The City does not allow street cuts on streets that have been newly paved or resurfaced for a period of five (5) years unless an emergency to public health and safety exists. If a street with a moratorium is cut for any reason, the required asphalt repairs will be per the City Engineer. In most cases, the street will need to be entirely resurfaced with a minimum two (2) inch overlay from curb to curb in the area of work. In streets where a moratorium exists, the City Engineer may allow tunneling as an alternative to street cuts as long as there is enough space outside the paved surface to accommodate the tunneling operation. Tunneling will not be allowed in a street where a moratorium exists if the asphalt concrete pavement surface will be impacted. All damage caused during the work shall be repaired in kind within five working days from the completion of the work.

CDP Public Works Construction Details are available online at www.danapoint.org/StandardDetails to assist applicants in understanding the resurfacing requirements.

CONCRETE:

34. One and one-half sack cement sand slurry mix is required as backfill when tunneling under any concrete structure, or on all lateral excavations within arterial streets unless directed to do otherwise by the City inspector. Slurry seal may be required 100 feet from either side of the centerline of trench or to the beginning of the nearest intersection, whichever is nearest.

35. Concrete removal shall be made to the nearest score joint or saw cut. In no case shall any sidewalk removal/replacement be less than 20 square feet and the smallest dimension not less than 48 inches. All final repairs shall be complete within five working days of initial sidewalk removal. Safe pedestrian access must be maintained at all times. Concrete work shall be completed per the Standard Specifications for Public Works Construction, County of Orange Resources and Management Department Standards, and/or APWA Standards.

36. All concrete work shall be transit mixed, Type V cement, and conforming to the Standard Specifications for Public Works Construction, latest edition, Section 201, and approved by the City inspector.

INSTALLATION AND / OR REMOVAL OF PEDESTRIAN RAMPS

37. Pedestrian ramps shall be constructed per the Federal Highway Administration (FHWA), the standards and requirements set forth in the Americans with Disabilities Act (ADA), the **City of Dana Point (CDP) Curb Ramp**

Details are available online at www.danapoint.org/StandardDetails. Where there is a conflict between requirements of FHWA and ADA, requirements per ADA shall govern.

38. Pedestrian ramps shall be constructed to include cast-in place detectable warning tiles manufactured by Armor Tile Tactile Systems or an approved equal, with a 5-year warranty, as shown on the CDP Standard Curb Ramp Details and installed per manufacturer's specifications. The color of the truncated domes shall be dark grey, or as approved by the City Inspector. Contractor shall submit and obtain approval for the truncated domes shop drawings prior to the installation of any truncated domes on the pedestrian ramps.

39. Portland Concrete Cement (PCC) required for the pedestrian ramps shall be constructed in accordance with Section 303-5 of the Standard Specifications for Public Works Construction (SSPWC), referenced CDP Standard Curb Ramp Details, and as listed herein. PCC mix shall be 560-C-3250 Type V cement for curb and gutter, pedestrian ramps, and sidewalks, and shall meet the requirements set forth in Sections 201-1 and 400-3 of the SSPWC. Concrete slab thickness and ramp requirements shall be as shown on the applicable CDP Standard Curb Ramp Details.

40. The CONTRACTOR will need to transition the new curb ramp into the existing sidewalk and join existing at the nearest joint. The transition length shall be two panels or 11 feet typical. The CONTRACTOR shall hold the grade and elevation of the curb at the join.

41. The Contractor shall mark the layout of the proposed pedestrian ramps including saw cut lines, ramp outline and slope areas prior to demolition activities. The Contractor shall obtain the City Inspector's approval prior to the start of construction/demolition activities for the pedestrian ramps.

42. All new concrete work shall match adjacent, existing score patterns (joint patterns) to the satisfaction of the inspector.

43. The CONTRACTOR shall not disturb any existing historical concrete stamps within the public right-of-way without prior approval from the CITY.

44. The CONTRACTOR shall coordinate with the City's Streets and Fleet Manager prior to any work to schedule an on-site meeting to confirm the required approach and preservation of any historic stamps.

45. At the discretion of the City's Streets and Fleet Manager, the CONTRACTOR may be required to sawcut, remove intact, and relocate and/or reestablish the existing historical concrete stamps, as directed by the City's Streets and Fleet Manager.

RECYCLING:

46. Per Section 14.01.250 of the Dana Point Municipal Code, a permittee shall immediately remove all material and debris which is created by, or is incidental to the project for which a permit is issued by the Director of Public Works or City Engineer. The material and debris shall be disposed of in accordance with state and county laws regulating the disposal of non-contaminated and contaminated wastes, and in accordance with Chapter 15.10. Recycling of certain materials including asphalt concrete, Portland Cement Concrete, aggregate base, cement block, sand base material and green waste is required. The above listed materials shall be disposed of at a recycling center accepting these materials. Records of disposal shall be furnished to the observer before a Certificate of Acceptance is issued. All costs associated with recycling of materials shall be the sole responsibility of the permittee. (Added by Ord. 98-04, 6/23/98)

47. Permittee shall be responsible for compliance with City's refuse and recycling program and implement all facilities as required. This shall include provisions for recycling of all construction materials. Trash containers/enclosure shall be designed according standard design measures, maneuvering distance and truck operation space requirements in order to address safety and functionality issues.

DAMAGED FACILITIES, REVOCATION, AND ADDITIONAL REQUIREMENTS:

48. Any improvements above ground shall provide: minimum 18" clearance from curb face, 48" clearance on sidewalk for vertical obstruction. The City inspector prior to installation must inspect each location. Mailboxes in the parkway shall conform to the Orange County Resources and Management District (OCRDMD) Standards available online at http://www.ocroad.com/Documents/RoadStandardPlans.pdf. **CDP Public Works Construction Details** are available online at www.danapoint.org/StandardDetails .

49. This permit may be immediately revoked for reasons in the best interest of the City of violation of permit conditions upon notice given by the City Engineer or his authorized representative. In the event of such revocation, applicant shall immediately cease all operations and restore City right-of-way as directed by the City inspector. After notification, City may take full possession of the area as appropriate. The City will recover from the security deposit all costs involved in the event restoration of City property or removal of any items installed by the applicant.

50. The permit may become void in the event the use permitted is not started within sixty (60) calendar days from the date of issuance or in the event the permitted use is abandoned for a period exceeding sixty (60) calendar days after construction has begun. In such event, it will be necessary to obtain a new permit and pay additional fees. Upon commencement of work, all operations, including cleanup and restoration of City right-of-way, shall be completed within sixty (60) calendar days. No emergency permits will be issued unless it is a real emergency. Emergency work not started within 24 hours from verbal authorization shall become VOID.

51. Repairs to damaged City facilities shall be made functional immediately, and final repairs shall be completed within 5 calendar days.

52. Per Section 14.01.180 of the Dana Point Municipal Code, if so required by the Director of Public Works or City Engineer, the permittee shall make proper arrangements for, and bear the cost of, relocating any structure, public utility, tree or shrub, where such relocation is made necessary by the proposed work for which a permit is issued. (Added by Ord. 98-04, 6/23/98).

53. INSTALLATION AND/OR REMOVAL AND REPLACEMENT OF TRAFFIC CONTROL AND INFORMATIONAL SIGNS:

    All new installation of, and/or removal and replacement of traffic control and informational signs, as well as work around existing signs, within the limits of the project (e.g. sidewalks, pedestrian ramps, landscape medians, etc.) shall comply with the **Orange County Resources and Development Management Department (OCRDMD) Standard Plan 1417** available online at

    http://www.ocroad.com/Documents/RoadStandardPlans.pdf, and as amended herein. All anchor assemblies, consisting of anchor sleeves and anchor posts, shall be taped and/or sleeved prior to the anchor assembly installation to prevent newly poured concrete and/or dirt from entering the anchor assembly perforations and binding the anchor assembly and posts with the newly poured concrete. Anchor sleeves shall be installed around all existing and newly placed sign post assemblies where the work is occurring.

    Traffic control and informational signs shall conform to the “Joint Utility Traffic Control Manual (JUTCM)”, current edition and those supplements or later editions thereto, and as directed by the Traffic Engineer. The **JUTCM** is available online at http://www.sce.com/nrc/aboutsce/regulatory/distributionmanuals/tcm.pdf.

54. All damaged striping and pavement markings resulting from any work shall be restored to the satisfaction of the City Engineer, the City’s Streets Manager and the City’s Traffic Engineer. All work where pavement markings are to be installed shall conform to: (1) Section 82, "Markers and Delineators," Section 84, “Traffic Stripes and Pavement Markings,” and Section 85, “Pavement Markers,” Latest Edition; and (2) the California Manual of Uniform Traffic Control Devices (MUTCD), 2009 Edition.

55. Painting over existing pavement markings with black paint or spraying with asphalt shall not be accepted as a substitute for removal or obliteration of existing pavement markings. All pavement markings that are permitted to be removed via a valid permit shall be done using sandblasting or grinding, subject to the approval of the City’s Streets Manager.

CATCH BASIN CONSTRUCTION

56. All storm drain catch basins shall be per APWA or OCRDMD standards, and installed under the direction of a licensed Engineer.

57. Catch basin filter assemblies shall be installed in all catch basins within the limits of work. Catch basin filter assemblies shall be “Drain Pac” Filters by United Stormwater, or an approved equivalent Frame assemblies and attachments shall be stainless steel. Exact Filter Case (dimensions & type) shall be field verified by Contractor, and as approved by the City Inspector.