

GENERAL NOTES

- LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE, AND WERE NOT DETERMINED BY FIELD INVESTIGATION. EXISTING UTILITIES ARE SHOWN BASED UPON AVAILABLE RECORD DRAWINGS. ALL UNDERGROUND UTILITIES MAY NOT BE SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITY STRUCTURES, WHETHER SHOWN OR NOT, AND TO NOTIFY ALL UTILITY COMPANIES TO VERIFY IN THE FIELD THE LOCATION OF THEIR INSTALLATIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT ALL UTILITY STRUCTURES FROM DAMAGE. THE EXPENSE OF REPAIR OR REPLACEMENT SHALL BE BORNE SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REQUEST FIELD MARKING OF EXISTING UTILITIES AT LEAST 48 HOURS IN ADVANCE OF BEGINNING CONSTRUCTION BY CALLING UNDERGROUND SERVICE ALERT AT 811. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO MAINTAIN AND PROTECT ALL UTILITIES DURING CONSTRUCTION.
- TOPOGRAPHIC INFORMATION CONTAINED WITHIN THESE CONSTRUCTION DOCUMENTS WAS PREPARED BY CONVENTIONAL FIELD TOPOGRAPHIC SURVEYS.

THE BASIS OF BEARING IS GRID NORTH, NAD 83 (2011) NEVADA STATE PLANE COORDINATE SYSTEM, WEST ZONE, UTILIZING A COMBINED GRID TO GROUND FACTOR OF 1.000197939

THE BASIS OF ELEVATION IS NAVD '88, BASED UPON CITY OF SPARKS BENCH MARK No. 59 ELEVATION 4422.01'
- WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE EXECUTED TO COMPLETION WITHOUT DELAY SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC. THE CONSTRUCTION OF THE STREET IMPROVEMENTS SHALL ALLOW FOR THE PERPETUATION OF ALL EXISTING LEGAL ACCESSES AND EXISTING DRIVEWAYS, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL COOPERATE WITH OTHER CONTRACTORS OR UTILITY COMPANY FORCES WORKING ON THE SITE, AND WITH BUSINESS OWNERS ACTIVE OPERATIONS.
- ALL SURFACES SHALL BE RESTORED TO THEIR ORIGINAL OR BETTER CONDITION AT THE COMPLETION OF CONSTRUCTION. EXISTING CONCRETE SUCH AS SIDEWALK, CURB, AND GUTTER SHALL BE REMOVED TO LIMITS MARKED IN FIELD BY THE ENGINEER. ALL REMOVAL MATERIALS SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING ON PRIVATE PROPERTY.
- AT LOCATIONS WHERE NEW UNDERGROUND FACILITIES CROSS EXISTING FACILITIES THE CONTRACTOR SHALL EXPOSE THE EXISTING FACILITY AND VERIFY THAT SUFFICIENT HORIZONTAL AND VERTICAL CLEARANCE EXISTS FOR THE NEW FACILITY TO BE CONSTRUCTED IN SUBSTANTIAL COMPLIANCE WITH THE PLANS. AT LOCATIONS WHERE NEW UNDERGROUND FACILITIES ARE TO BE CONNECTED TO EXISTING FACILITIES THE CONTRACTOR SHALL EXPOSE THE EXISTING FACILITY AND VERIFY THAT THE CONNECTION CAN BE MADE AS SHOWN ON THE PLANS. THIS VERIFICATION SHALL BE PERFORMED PRIOR TO ANY CONSTRUCTION. ANY CONFLICTS SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION AS SOON AS THEY ARE DISCOVERED.
- ALL DIMENSIONS TO CURBS OR CURB AND GUTTERS ARE TO THE FRONT FACE OF CURB UNLESS NOTED OTHERWISE ON THE DRAWINGS.
- EXISTING DRAINAGE FACILITIES, OR INTERIM ENGINEER APPROVED ALTERNATIVES, SHALL BE KEPT IN SERVICE AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF SECTION 1.03 a) STORM WATER POLLUTION PREVENTION PLAN COMPLIANCE, PHASE II AND b) STORM WATER POLLUTION PREVENTION PLAN (SWPPP) OF THE SUPPLEMENTAL GENERAL PROVISIONS OF THE SOLICITATION DOCUMENTS FOR SPARKS ALLEY WAY IMPROVEMENTS AND SANITARY SEWER REPLACEMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING ROADS, BUILDINGS OR OTHER STRUCTURES RESULTING FROM HIS CONSTRUCTION ACTIVITIES. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE CITY OF SPARKS, THE PROPERTY OWNERS, AND THE ENGINEER AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THESE DRAWINGS AND THE CONDITIONS EXISTING IN THE FIELD. THE CONTRACTOR SHALL COMPARE ALL DRAWINGS AND VERIFY THE FIGURES BEFORE STARTING THE WORK AND WILL BE RESPONSIBLE FOR ANY ERRORS WHICH MIGHT HAVE BEEN AVOIDED THEREBY. IF THE CONTRACTOR FAILS TO NOTIFY THE OWNER OR THEIR REPRESENTATIVE IN A TIMELY MANNER OF ANY APPARENT ERROR OR OMISSION ON THE PLANS OR SPECIFICATION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING WORK INCORRECTLY DONE AT THE CONTRACTOR'S EXPENSE.
- THE USE OF POTABLE WATER FROM THE PUBLIC WATER SYSTEM FOR CONSTRUCTION PURPOSES IS PROHIBITED. CONSTRUCTION WATER USED FOR COMPACTION AND DUST CONTROL SHALL BE OBTAINED FROM THE RENO-SPARKS SEWAGE TREATMENT PLANT AT 8500 CLEAN WATER WAY, RENO NEVADA, TMMWA'S TRUCK FILL STATIONS, OR ANOTHER APPROVED SOURCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL MANHOLE RIMS AND ANY EXISTING UTILITY COVERS WITHIN THE CONSTRUCTION LIMITS ARE SET FLUSH WITH THE NEW FINISH GRADE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING STAGING AREA LOCATIONS. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL PRIOR TO USING A STAGING AREA. THE CONTRACTOR SHALL OBTAIN ANY PERMITS FROM THE CITY OF SPARKS THAT ARE REQUIRED FOR STOCKPILING/PROCESSING MATERIALS.
- PAYMENT FOR WORK SHOWN ON THESE PLANS EITHER SPECIFIED OR INFERRED, BUT NOT INCLUDED IN THE BID PROPOSAL, SHALL BE CONSIDERED AS INCLUDED IN THE PRICE PAID FOR OTHER ITEMS OF WORK.
- DURING THE ENTIRE DURATION OF THIS CONSTRUCTION CONTRACT, THE CONTRACTOR SHALL IMPLEMENT STRINGENT DUST CONTROL MEASURES IN ACCORDANCE WITH THE TERMS OF THE APPROVED DUST CONTROL PERMIT AND WASHOE COUNTY HEALTH DEPARTMENT RULES AND REGULATIONS. THE CONTRACTOR IS REQUIRED TO SUPPRESS DUST AT ALL TIMES, 24 HOURS A DAY, SEVEN (7) DAYS A WEEK, REGARDLESS OF WHEN CONSTRUCTION ACTIVITIES ARE OCCURRING.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO EXISTING LANDSCAPING DAMAGED BY OR THROUGH CONSTRUCTION ACTIVITIES. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND OWNER. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK.
- CITY OF SPARKS STANDARD DETAILS SHALL APPLY EXCEPT WHERE OTHERWISE NOTED ON THE PLANS.
- BEFORE ANY WORK IS STARTED IN THE STREET RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL ADVANCED WARNING SIGNS FOR THE CONSTRUCTION ZONE. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE "NEVADA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION" - CURRENT EDITION AND TO THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" - CURRENT EDITION AND BE APPROVED BY THE CITY OF SPARKS.
- PROTECTION AND REPLACEMENT OF ALL SURVEY MONUMENTS OR PROPERTY STAKES NOT DELINEATED ON THE CONTRACT DRAWINGS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. DAMAGED OR REMOVED MONUMENTS AND/OR PROPERTY STAKES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

LEGEND

	SANITARY SEWER
	SANITARY SEWER MANHOLE
	DROP INLET
	UTILITY POLE
	UTILITY POLE ANCHOR
	SIGN
	WATER LINE
	WATER METER
	WATER VALVE
	FIRE HYDRANT
	GAS LINE
	GAS VALVE
	EFFLUENT WATER LINE
	EFFLUENT WATER LINE MANHOLE
	OVERHEAD POWER
	UNDERGROUND COMMUNICATIONS
	TRAFFIC SIGNAL POLE
	PULL BOX
	STORM DRAIN
	STORM DRAIN MANHOLE (EXISTING)
	STORM DRAIN MANHOLE (PROPOSED)
	STORM DRAIN FLARED END SECTION
	EX. CATCH BASIN
	CURB & GUTTER
	CONTROL POINT
	BENCH MARK
	TELEPHONE MANHOLE
	TELEPHONE LINE
	ELECTRIC FACILITIES (MANHOLE)
	UTILITY POLE W/ LIGHT
	LIGHT POLE
	GUARDRAIL
	FENCE
	BOLLARD
	PROPERTY LINE
	CENTERLINE
	RIGHT OF WAY
	GRADE BREAK
	FLOWLINE

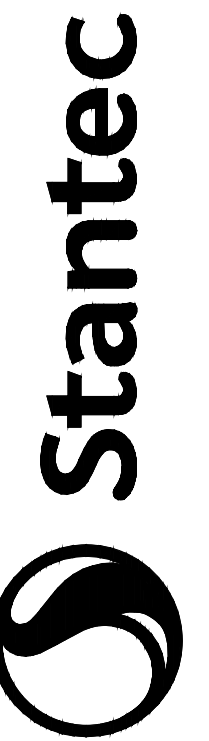
NOTE: ALL SYMBOLS OR ABBREVIATIONS MAY NOT BE USED ON PLANS

ABBREVIATIONS

AC	ASPHALTIC CEMENT
A.D.	ALGEBRAIC DIFFERENCE
AP	ANGLE POINT
APP	ASPHALT PAVEMENT PATH
ARV	AIR RELEASE VALVE
BC	BEGINNING OF CURVE
BF	BOTTOM OF FOOTING
BFC	BACK FACE OF CURB
BVCS	BEGINNING OF VERTICAL CURVE STATION
BW	BACK OF SIDEWALK
CB	CATCH BASIN
C or CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONC.	CONCRETE
CONST.	CONSTRUCT
DI	DROP INLET
D.I.P.	DUCTILE IRON PIPE
DW	DRIVEWAY
EC	END OF CURVE
EG	EXISTING GROUND
ELEV.	ELEVATION
EP	EDGE OF PAVEMENT
EVCE	END OF VERTICAL CURVE ELEVATION
EVCS	END OF VERTICAL CURVE STATION
EX.	EXISTING
(e)	EXISTING
FF	FINISH FLOOR
FFC	FRONT FACE OF CURB
FG	FINISH GRADE
FI	FIRE HYDRANT
FL	FLOWLINE
FLG	FLANGED
FT	FEET
FV	FLUSH VALVE
G	GAS
GB	GRADE BREAK
HORZ.	HORIZONTAL
HW	HEAD WALL
IE	INVERT ELEVATION
K	RATE OF VERTICAL CURVATURE
L	LENGTH
L	LEFT
LAT.	LATERAL
LF	LINEAL FEET
LP	LOW POINT
LT	LEFT
M.D.D.	MAXIMUM DRY DENSITY
MIN.	MINIMUM
MJ	MECHANICAL JOINT
MPOC	MID POINT OF CURVE
NDP	NO DIRECT PAYMENT
PC	POINT OF CURVATURE
P.C.C.	PORTLAND CEMENT CONCRETE
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PPT	PEDESTRIAN PUSH BUTTON
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
R	RIGHT
RCP	REINFORCED CONCRETE PIPE
REF.	REFERENCE
RET.	RETURN
R.P.	RADIUS POINT
RT	RIGHT
R/W	RIGHT OF WAY
S	SLOPE
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SSPWC	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION
SWR	SANITARY SEWER
STA	STATION
SUP	SHARED USE PATH
SW	SIDEWALK
TC	TOP OF CURB
TDC	TOP OF DEPRESSED CURB
TP	TOP OF PAVEMENT
TYP.	TYPICAL
VERT.	VERTICAL
V.C.	VERTICAL CURVE
VG	VALLEY GUTTER
V.P.I.	VERTICAL POINT OF INTERSECTION
W	WATER
W	WALK

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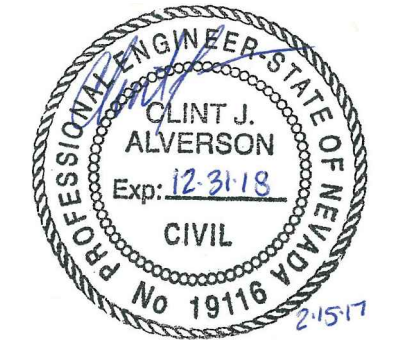
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Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT

Sparks, NV

Title
NOTES, LEGEND, AND ABBREVIATIONS



Project Number: 181710215
File Name: 10215_SAS_C1.DWG

CJA	JJW	CJA	17.02.15
Dwn.	Chk'd.	Dsgn.	YY/MM/DD

Drawing No. C-1

Revision Sheet

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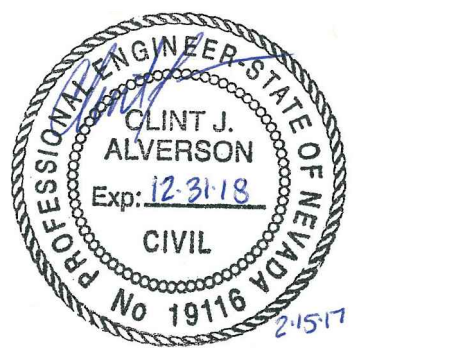
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SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT

Sparks, NV
Title
SECTIONS OF IMPROVEMENT
CAUBLE PLACE AND RICE STREET

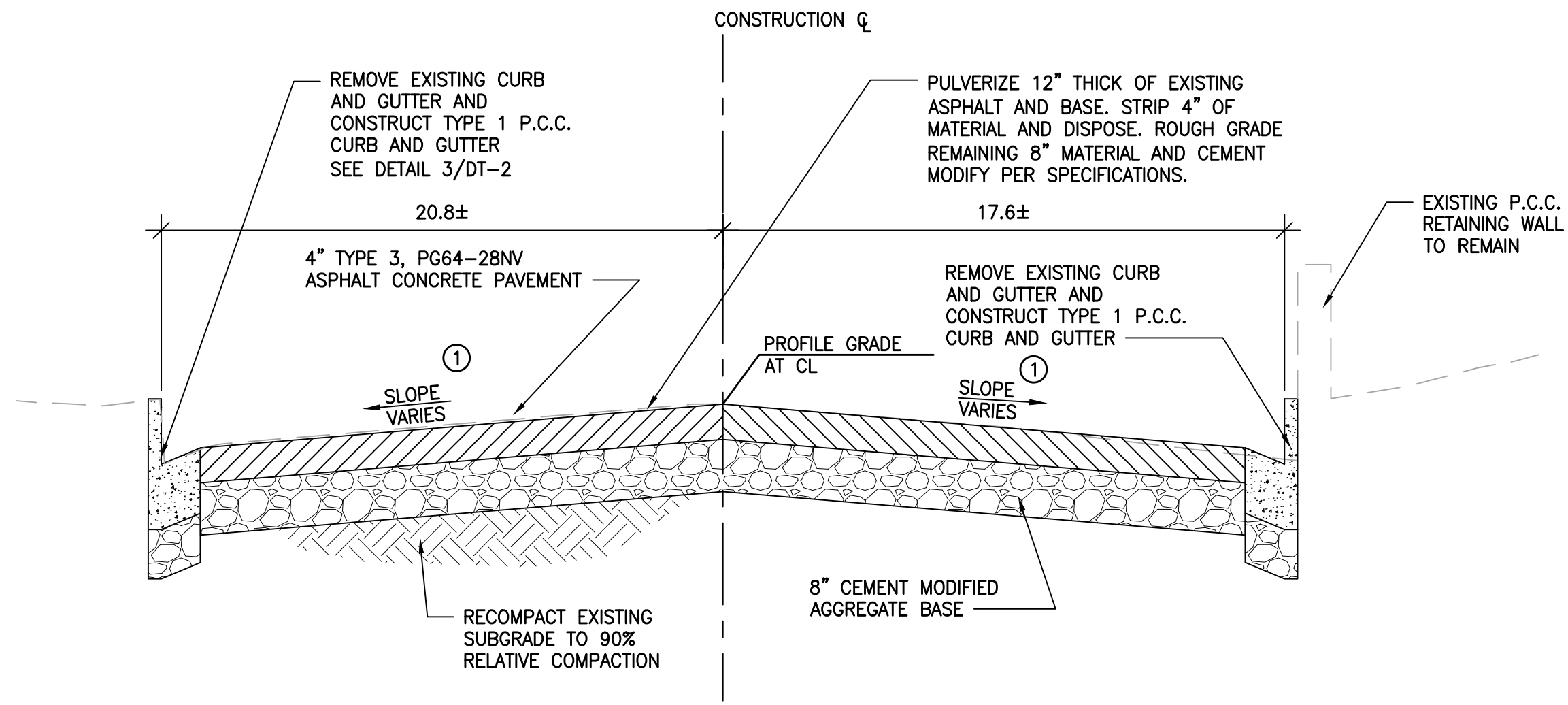


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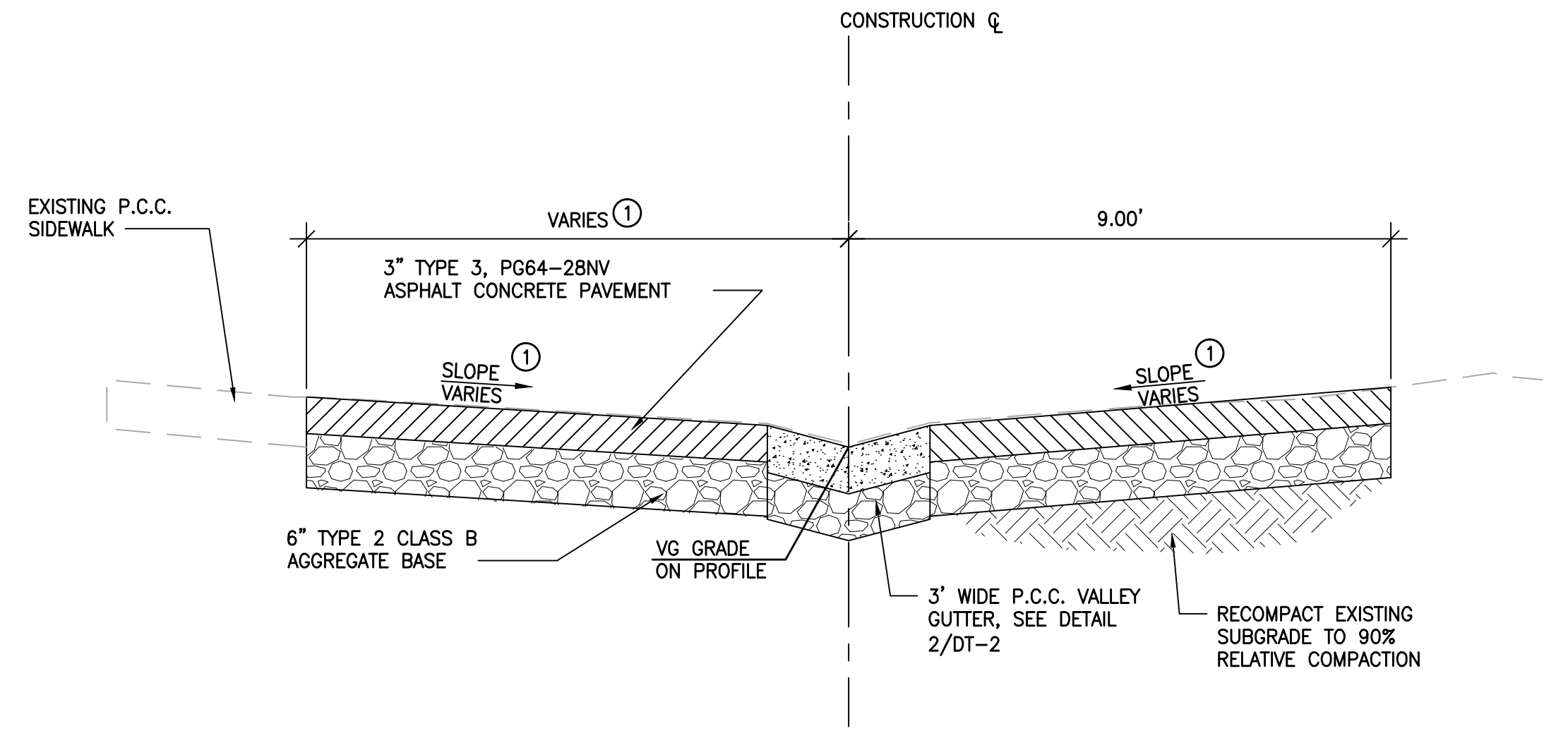
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Dwn. Chkd. Dsgn. Yr./MM/DD
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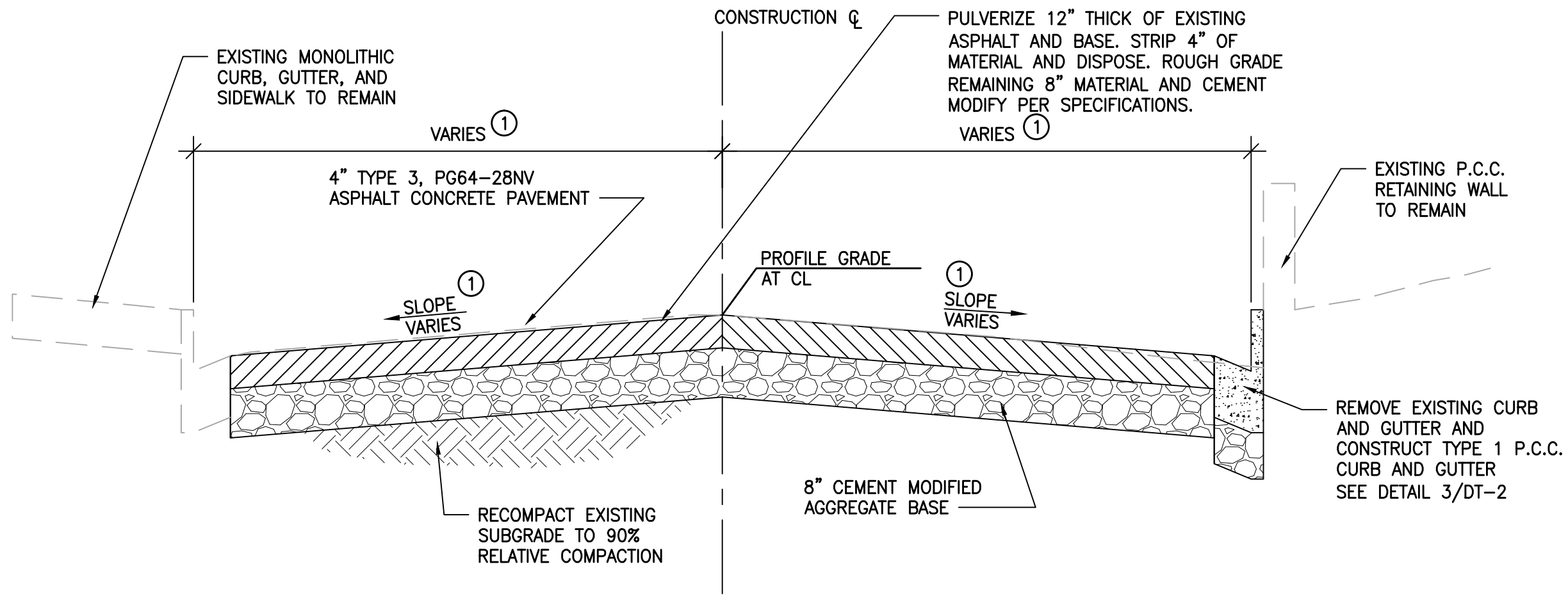
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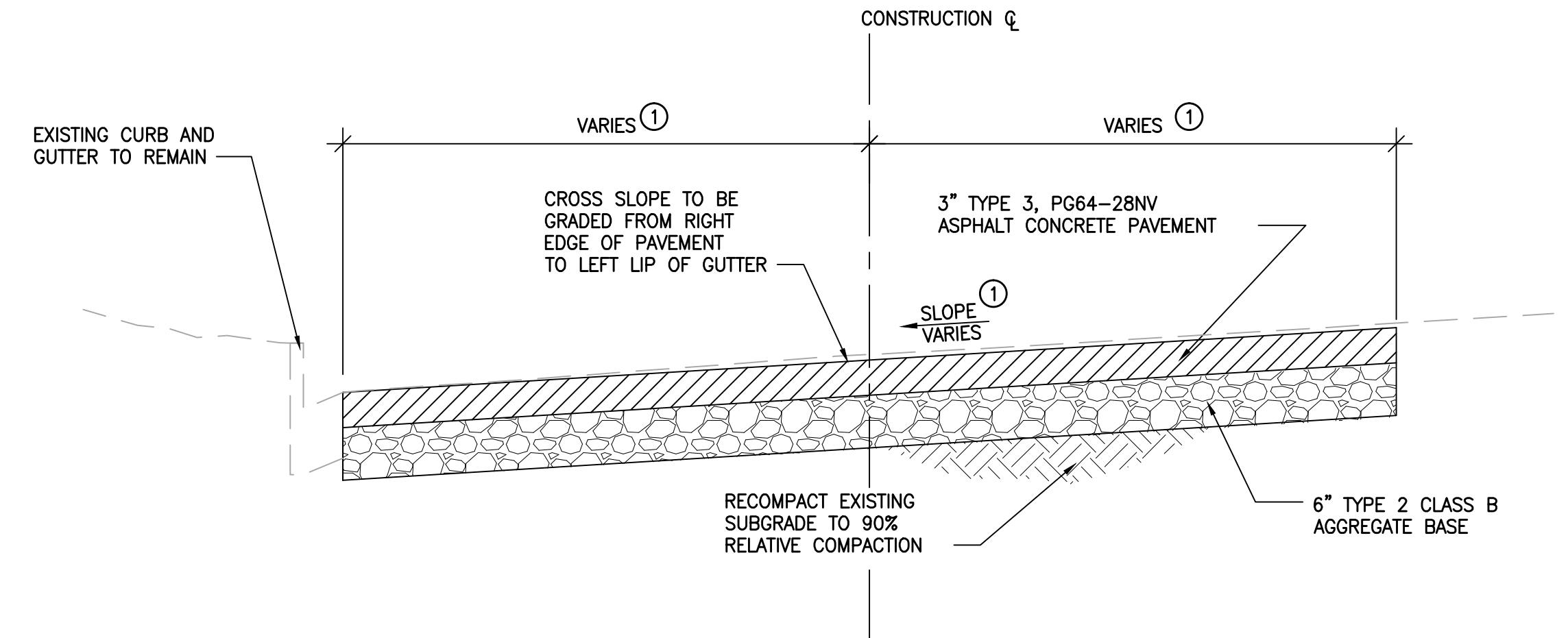
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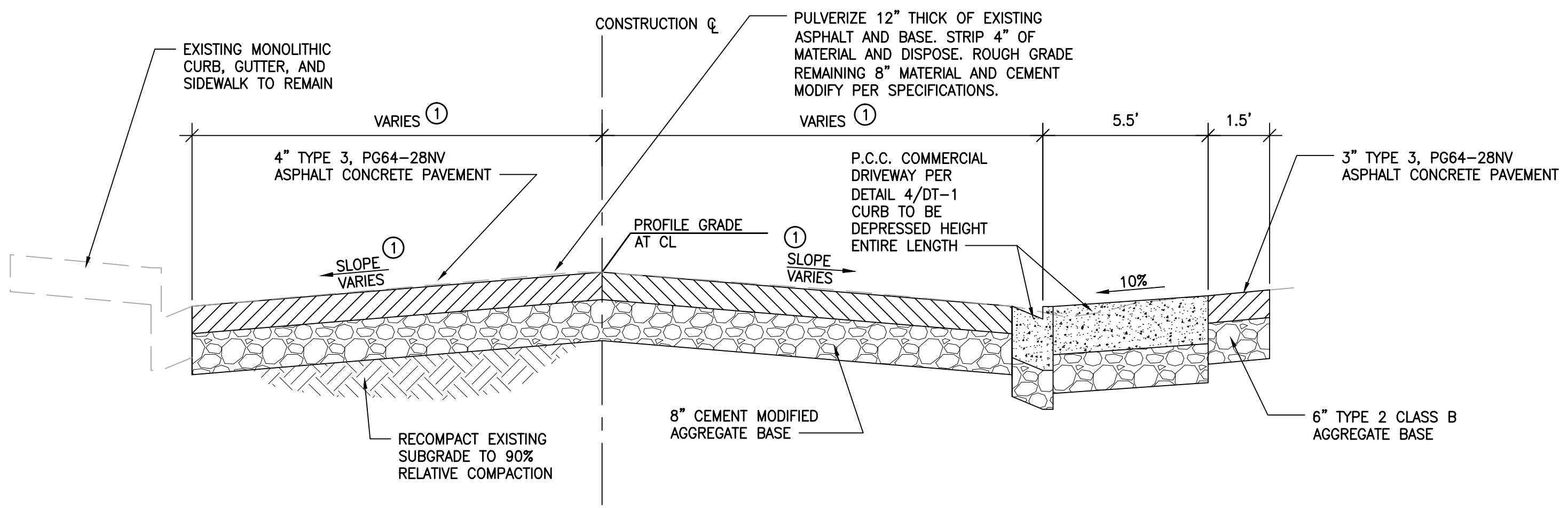
PROPOSED SECTION OF IMPROVEMENT – RICE STREET
STA. 10+33.00 TO STA. 12+38.68



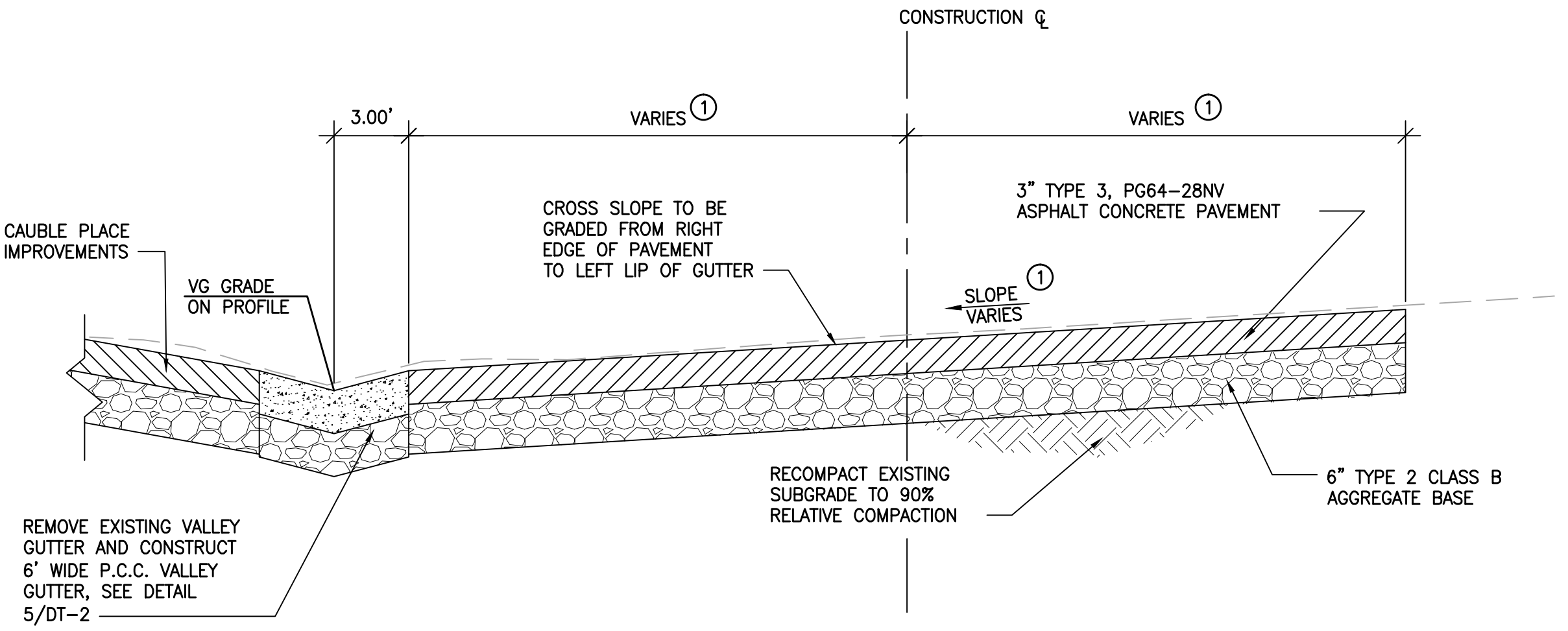
PROPOSED SECTION OF IMPROVEMENT – CAUBLE PLACE
STA. 11+26.02 TO STA. 11+53.28



PROPOSED SECTION OF IMPROVEMENT – RICE STREET
STA. 12+38.68 TO STA. 12+85.91
STA. 13+42.83 TO STA. 14+48.03



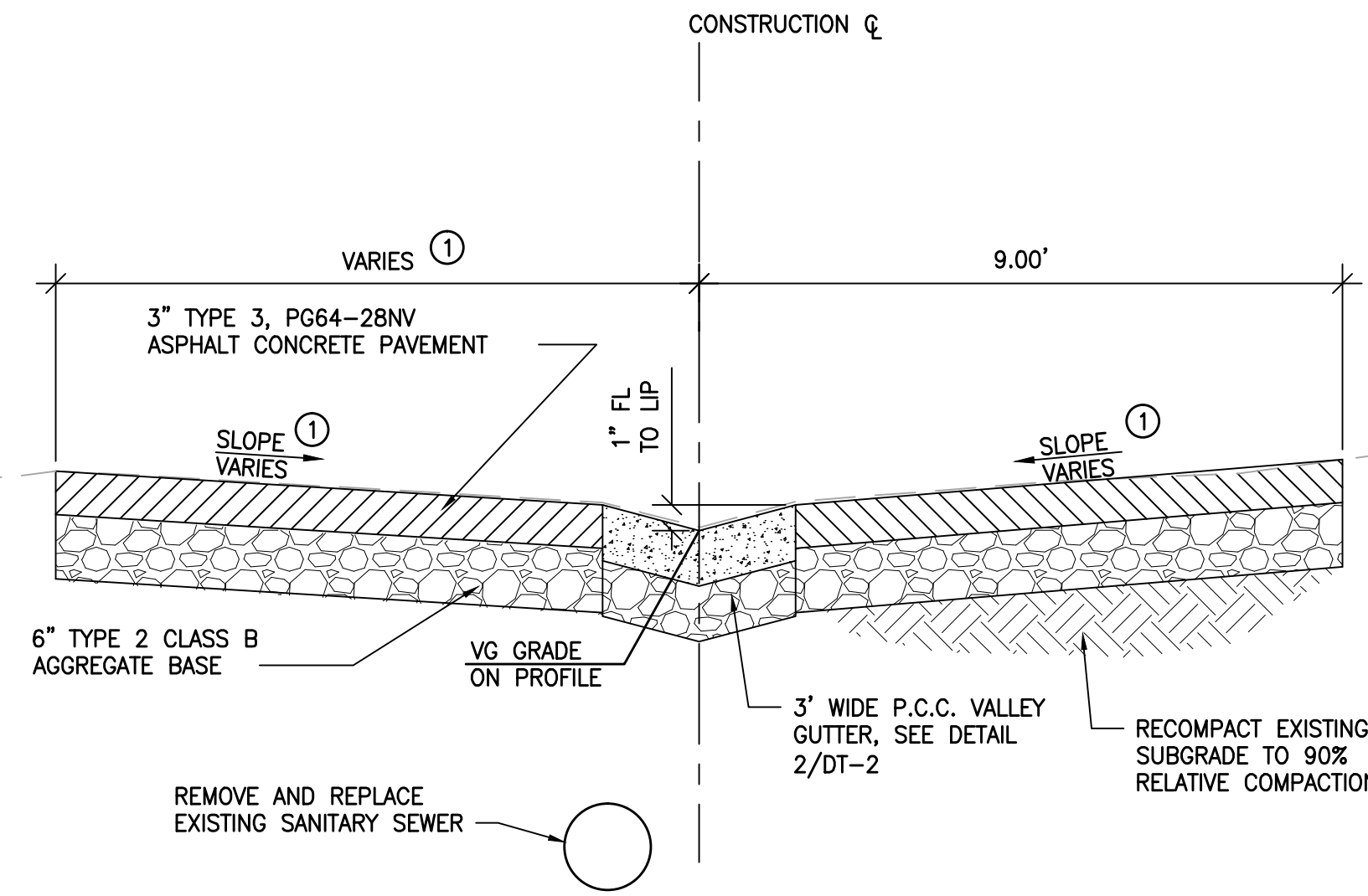
PROPOSED SECTION OF IMPROVEMENT – CAUBLE PLACE
STA. 11+53.27 TO STA. 12+69.09



PROPOSED SECTION OF IMPROVEMENT – RICE STREET
STA. 12+85.91 TO STA. 13+42.83

CONSTRUCTION NOTES:
① SEE PLAN AND PROFILE SHEETS FOR PROPOSED SLOPES AND DISTANCE FROM LIP OF GUTTER TO CENTERLINE.

S:\181710215\181710215_SAS_SLDWG.dwg 2017/02/15 3:54 PM By: Alverson, Clint ORIGINAL SHEET - ANSI D



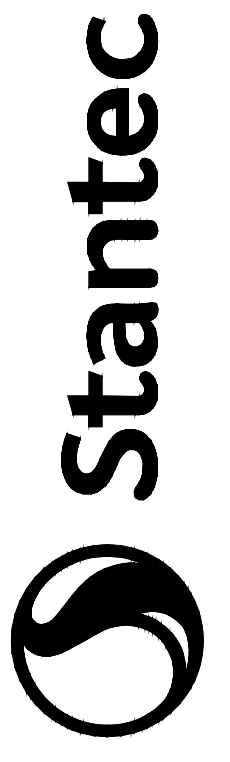
PROPOSED SECTION OF IMPROVEMENT – ALLEY "A"
 STA. 10+24.37 TO STA. 14+41.71

CONSTRUCTION NOTES:

- ① SEE PLAN AND PROFILE SHEETS FOR PROPOSED SLOPES AND DISTANCE FROM LIP OF GUTTER TO CENTERLINE.

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 2017/02/15 10:54:34 PM By: ALVERSON, CLINT

ORIGINAL SHEET - ANSI D



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Client/Project
 CITY OF SPARKS

Title
 SPARKS ALLEY WAY IMPROVEMENTS
 AND SEWER REPLACEMENT

Sparks, NV

SECTIONS OF IMPROVEMENT
 ALLEY "A", 18TH ST, AND 19TH ST



Project Number: 181710215




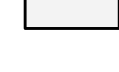
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Drawing No. SI-2

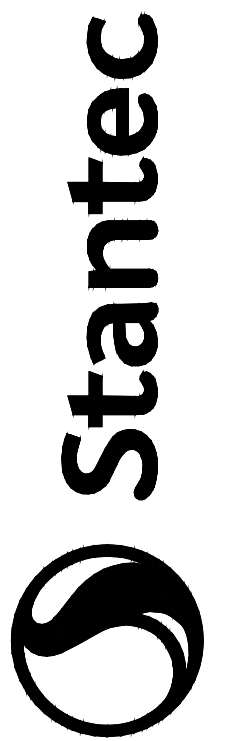
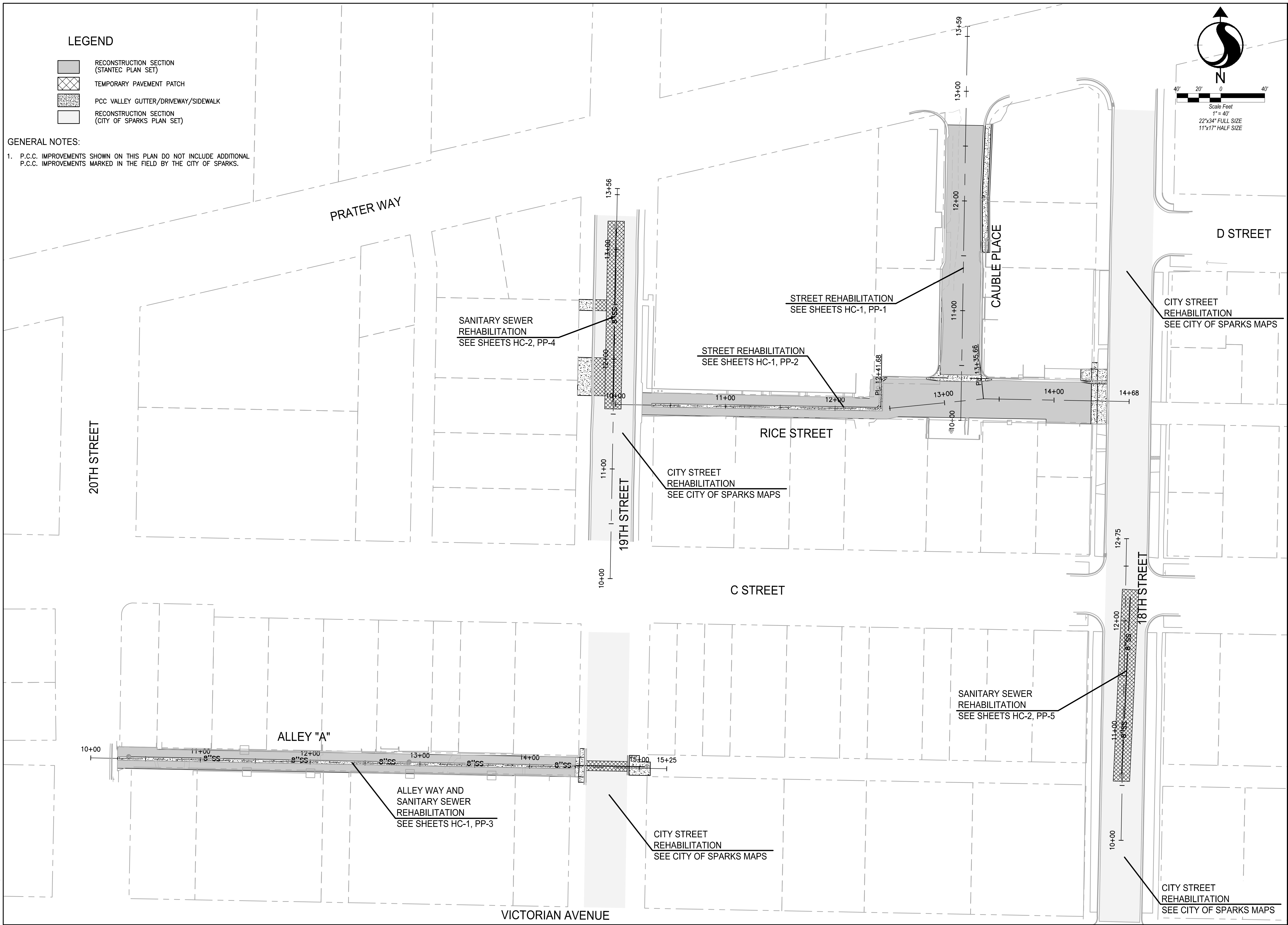
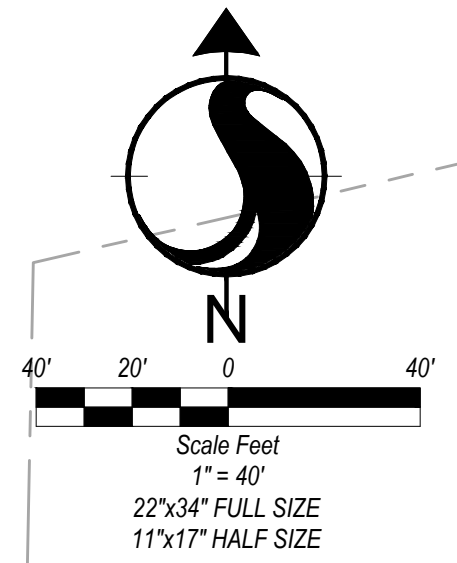
Revision Sheet

LEGEND

-  RECONSTRUCTION SECTION (STANTEC PLAN SET)
-  TEMPORARY PAVEMENT PATCH
-  PCC VALLEY GUTTER/DRIVEWAY/SIDEWALK
-  RECONSTRUCTION SECTION (CITY OF SPARKS PLAN SET)

GENERAL NOTES:

1. P.C.C. IMPROVEMENTS SHOWN ON THIS PLAN DO NOT INCLUDE ADDITIONAL P.C.C. IMPROVEMENTS MARKED IN THE FIELD BY THE CITY OF SPARKS.



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Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT

Sparks, NV

Title
OVERALL SITE PLAN

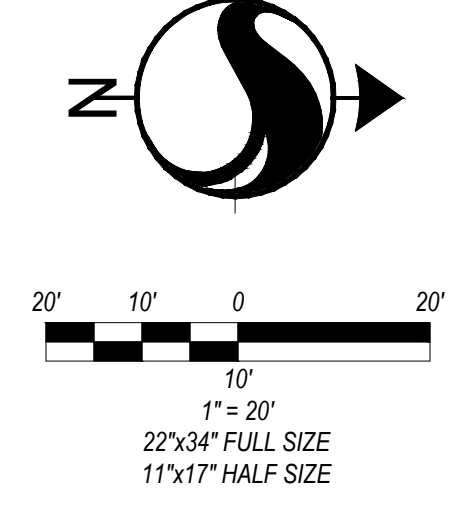
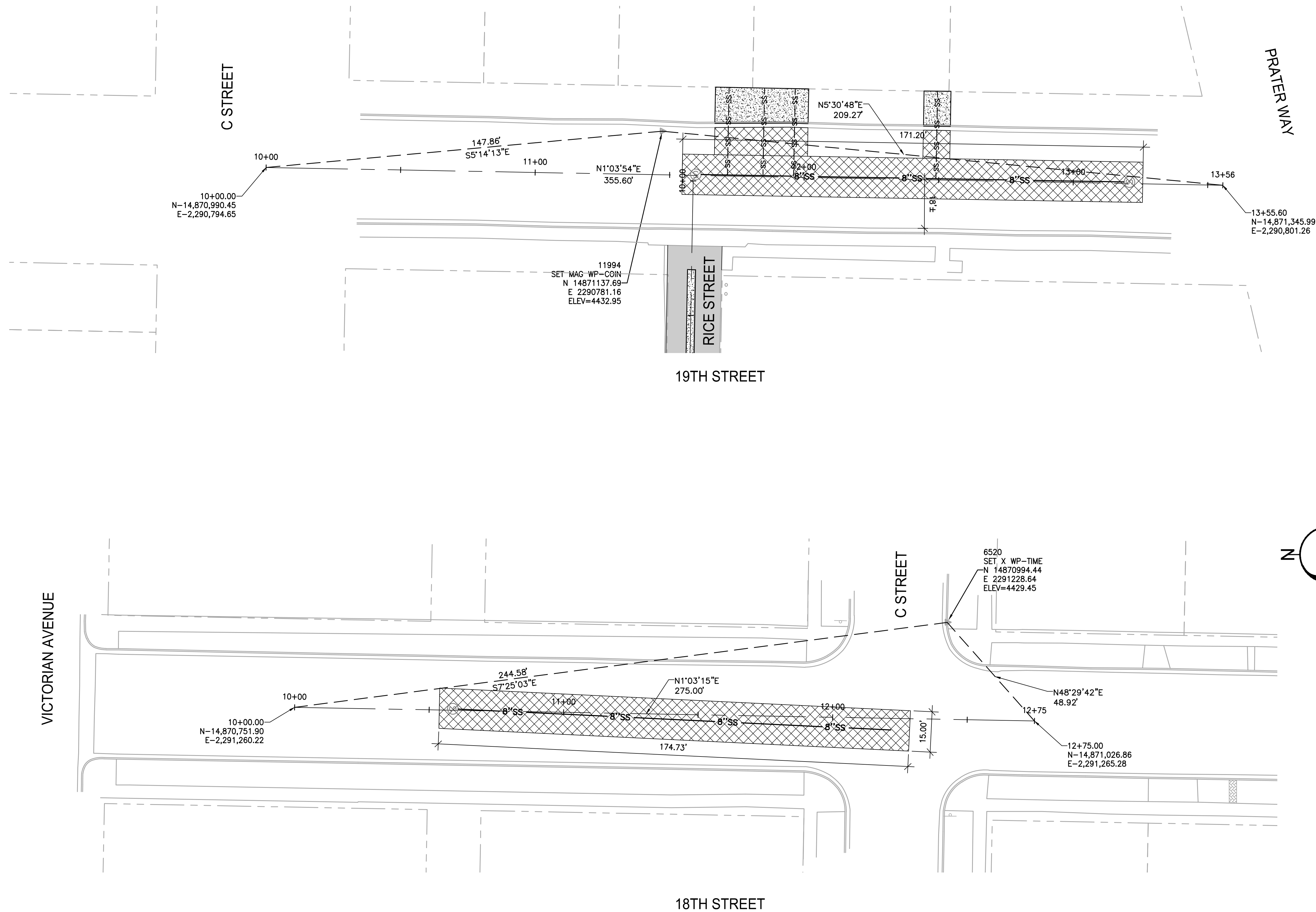


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File Name:	10215_SAS_SP.DWG		
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 2017/02/15 3:37 PM By: Alverson, Clint

ORIGINAL SHEET - ANSI D



PRATER WAY

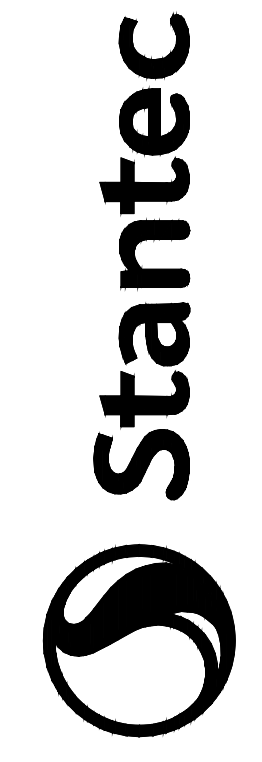
C STREET

19TH STREET

18TH STREET

VICTORIAN AVENUE

C STREET

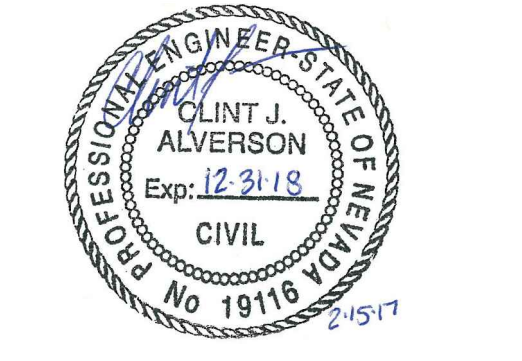


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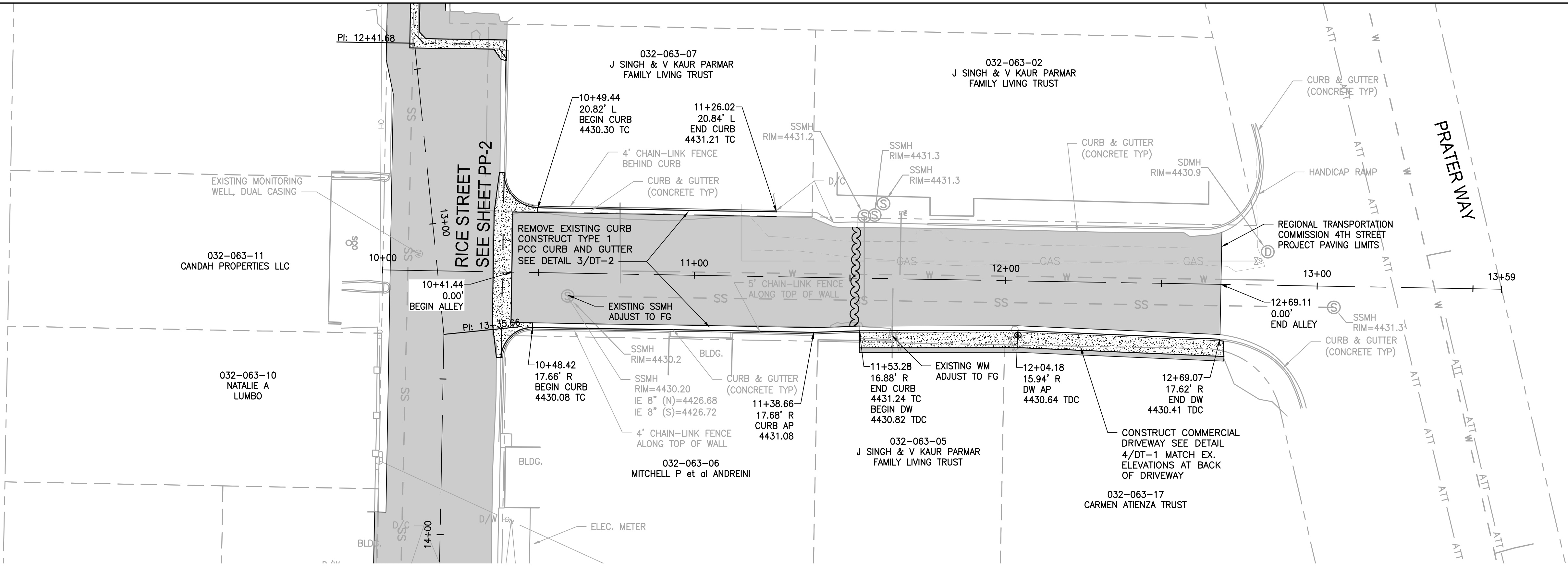
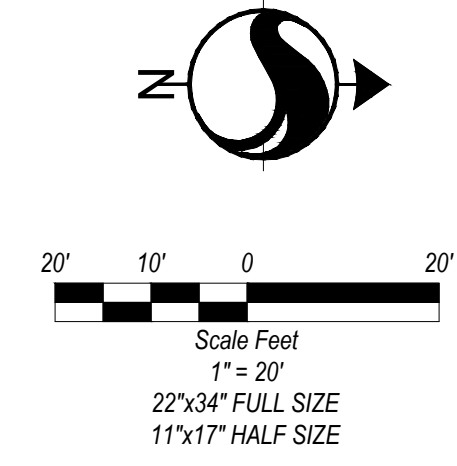
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Client/Project
 CITY OF SPARKS
 SPARKS ALLEY WAY IMPROVEMENTS
 AND SEWER REPLACEMENT
 Sparks, NV
 Title
 HORIZONTAL CONTROL PLAN
 19TH ST AND 18TH ST



Project Number:	181710215		
File Name:	10215_SAS_HC.DWG		
CJA	JJW	CJA	17.02.15
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Drawing No.	HC-2		
Revision	Sheet		
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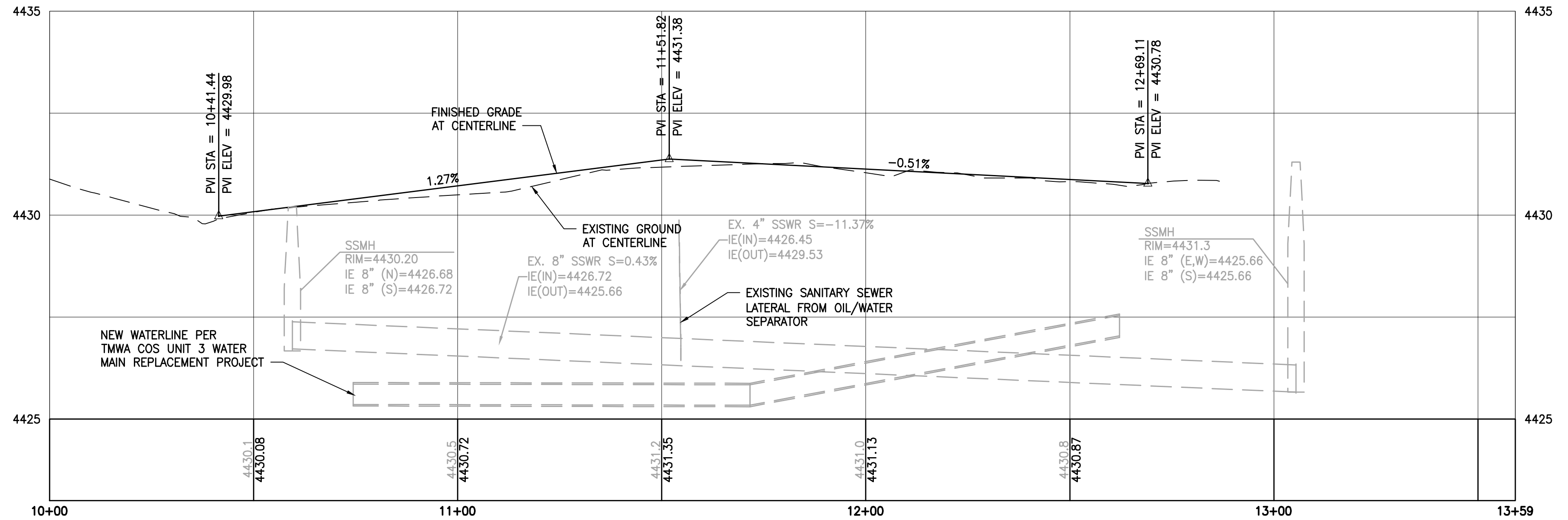


CAUBLE PLACE LIP/EP ELEVATIONS AND SLOPE						
LT. OFFSET	LT. ELEV	LT. SLOPE	STATION	RT. SLOPE	RT. ELEV	RT. OFFSET
19.32	4429.92'	-0.83%	10+50.00	-2.23%	4429.72'	16.16
19.33	4430.22'	-0.93%	10+75.00	-2.48%	4430.00'	16.16
19.34	4430.52'	-1.03%	11+00.00	-2.72%	4430.28'	16.17
19.34	4430.81'	-1.19%	11+25.00	-2.97%	4430.56'	16.17
16.27	4431.05'	-1.84%	11+50.00	-3.28%	4430.84'	15.56
16.40	4430.89'	-2.26%	11+75.00	-3.14%	4430.79'	14.98
16.32	4430.76'	-2.27%	12+00.00	-2.96%	4430.70'	14.52
16.16	4430.72'	-1.73%	12+25.00	-2.60%	4430.61'	14.98
16.31	4430.77'	-0.61%	12+50.00	-2.24%	4430.52'	15.62

CAUBLE PLACE

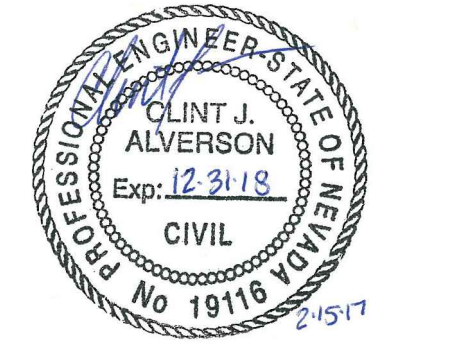
LEGEND

- PAVEMENT REHABILITATION SEE SHEET SI-1 FOR SECTIONS
- TEMPORARY PAVEMENT PATCH
- PCC VALLEY GUTTER/DRIVEWAY
- CITY OF SPARKS STREET REHABILITATION
- EXISTING RIGHT OF WAY
- EXISTING PROPERTY LINE
- PROPOSED CENTERLINE
- EXISTING FENCE PROTECT IN PLACE
- GRADE BREAK



ISSUED FOR BID

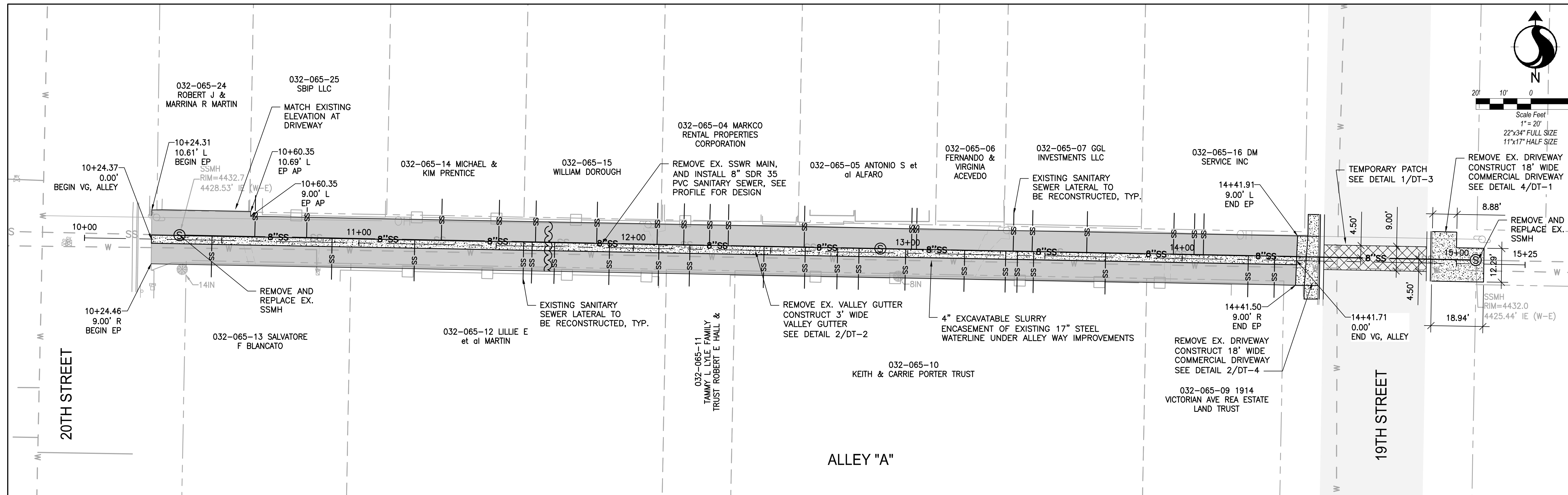
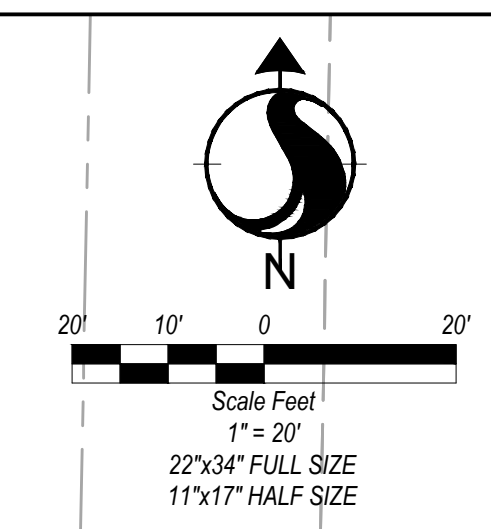
Client/Project
CITY OF SPARKS
SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT
Sparks, NV
Title
PLAN AND PROFILE
CAUBLE PLACE



Project Number: 181710215
File Name: 10215_SAS_PP.DWG

CJA JWW CJA 17.02.15
Dwn. Chkd. Dsgn. YYMMDD

Drawing No. PP-1
Revision Sheet



ALLEY "A" LIP/EP ELEVATIONS AND SLOPE

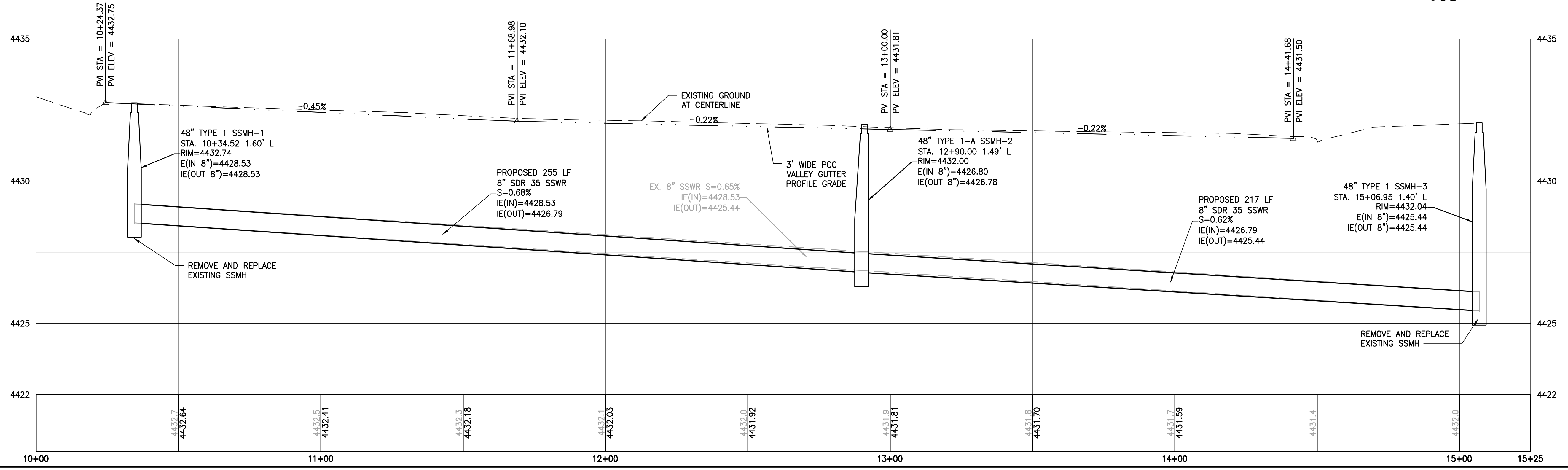
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10.63	4432.81'	-0.22%	10+25.00	-1.65%	4432.67'	9.00
10.75	4432.86'	1.51%	10+50.00	0.40%	4432.75'	9.00
9.00	4432.74'	1.73%	10+75.00	2.13%	4432.77'	9.00
9.00	4432.71'	2.93%	11+00.00	2.80%	4432.70'	9.00
9.00	4432.65'	3.60%	11+25.00	2.80%	4432.59'	9.00
9.00	4432.53'	3.47%	11+50.00	1.60%	4432.39'	9.00
9.00	4432.37'	2.67%	11+75.00	0.67%	4432.22'	9.00
9.00	4432.33'	2.93%	12+00.00	0.67%	4432.16'	9.00
9.00	4432.29'	3.07%	12+25.00	0.67%	4432.11'	9.00
9.00	4432.18'	2.40%	12+50.00	1.60%	4432.12'	9.00

ALLEY "A" LIP/EP ELEVATIONS AND SLOPE

LT. OFFSET	LT. ELEV	LT. SLOPE	STATION	RT. SLOPE	RT. ELEV	RT. OFFSET
9.00	4432.13'	2.40%	12+75.00	2.40%	4432.13'	9.00
9.00	4432.06'	2.27%	13+00.00	2.40%	4432.07'	9.00
9.00	4432.00'	2.13%	13+25.00	2.13%	4432.00'	9.00
9.00	4431.95'	2.27%	13+50.00	2.40%	4431.96'	9.00
9.00	4431.90'	2.27%	13+75.00	1.73%	4431.86'	9.00
9.00	4431.84'	2.27%	14+00.00	2.53%	4431.86'	9.00
9.00	4431.82'	2.67%	14+25.00	3.87%	4431.91'	9.00

- SANITARY SEWER NOTES**
- EXISTING SANITARY SEWER LATERALS SHALL BE PROTECTED DURING REPLACEMENT OF SANITARY SEWER MAIN. PROVIDE BYPASS ACCESS FOR EXISTING LATERALS TO NEAREST DOWNSTREAM MANHOLE DURING CONSTRUCTION ACTIVITY.
 - REMOVE EACH SANITARY SEWER LATERAL FROM CONNECTION OF EXISTING PIPE TO LIMITS OF RIGHT OF WAY. INSTALL NEW SANITARY SEWER CLEANOUT AT RIGHT OF WAY AND 4" SDR 35 PVC SANITARY SEWER LATERAL PER DETAIL 4/DT-3.

- LEGEND**
- PAVEMENT REHABILITATION SEE SHEET SI-1 FOR SECTIONS
 - TEMPORARY PAVEMENT PATCH
 - PCC VALLEY GUTTER/DRIVEWAY
 - CITY OF SPARKS STREET REHABILITATION
 - EXISTING RIGHT OF WAY
 - EXISTING PROPERTY LINE
 - PROPOSED CENTERLINE
 - EXISTING FENCE PROTECT IN PLACE
 - GRADE BREAK



Revision	By	Appd.	Y/M/DO
A	JJW	CJA	17.02.15
			Y/M/DO

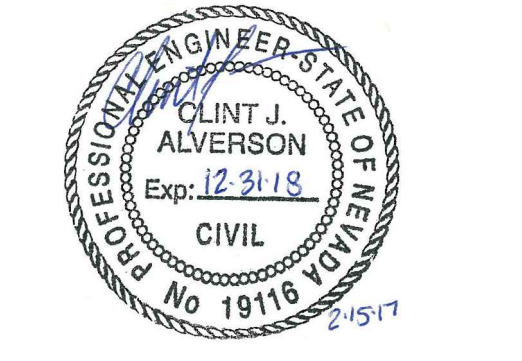
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Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT

Sparks, NV

Title
PLAN AND PROFILE
ALLEY "A"



Project Number: 181710215

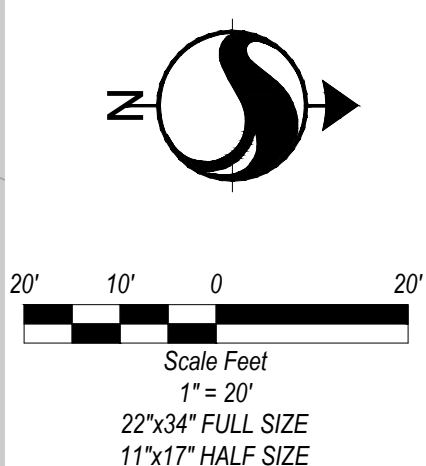
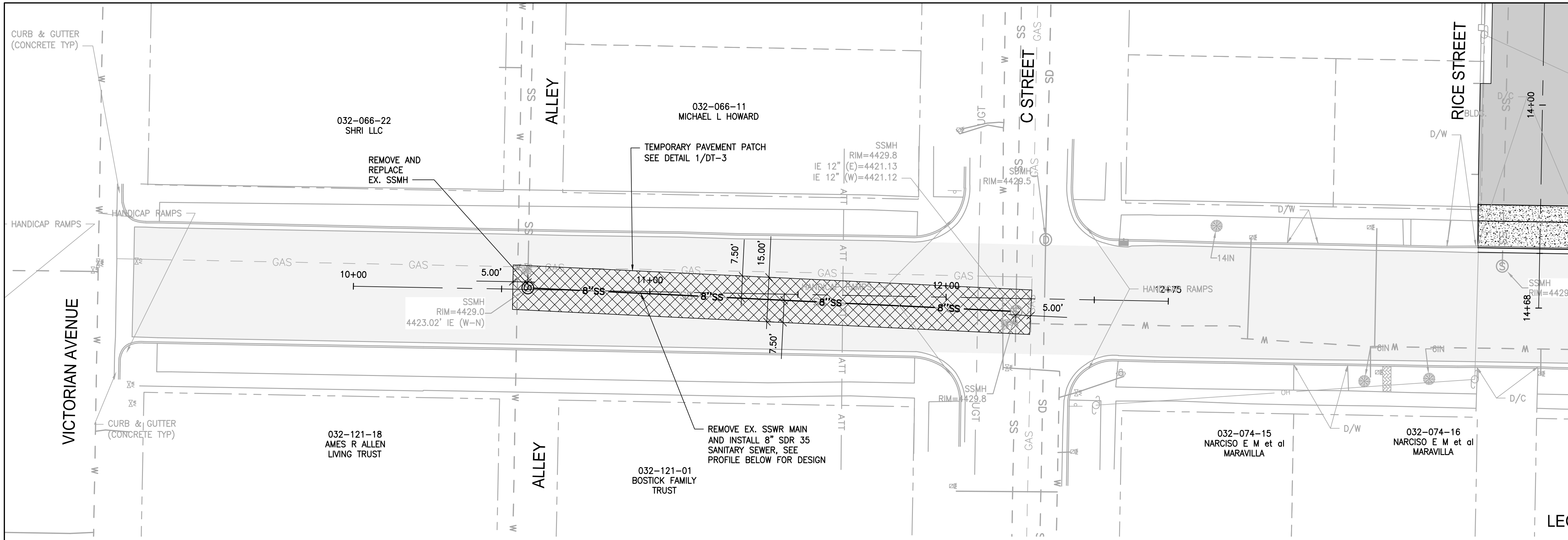
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CJA	JJW	CJA	17.02.15
Dwn.	Chkd.	Dsgn.	Y/M/DO

Drawing No. PP-3

Revision Sheet

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 2017/02/15 3:58 PM By: Alverson, Clint



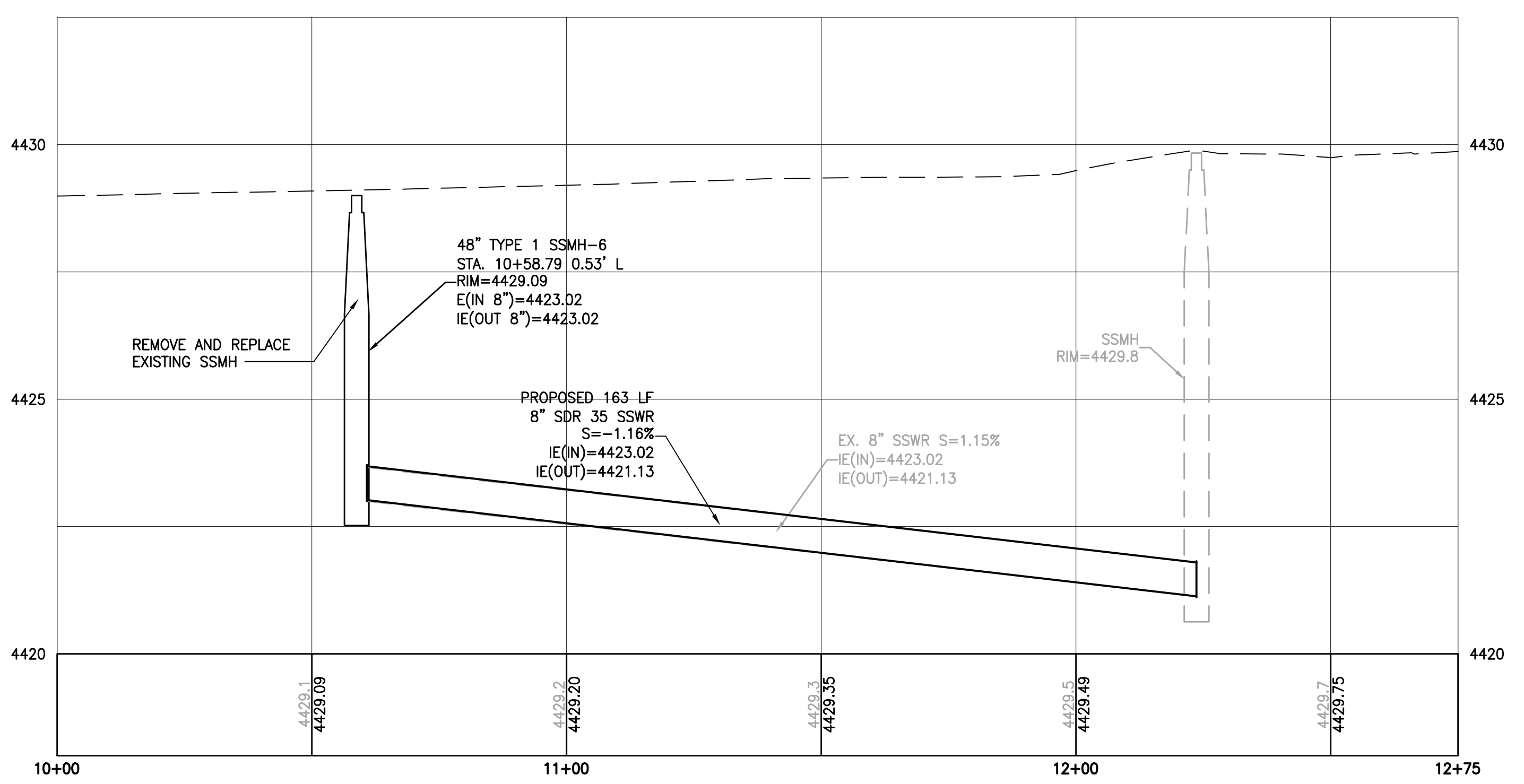
18TH STREET

SANITARY SEWER NOTES

- EXISTING SANITARY SEWER LATERALS SHALL BE PROTECTED DURING REPLACEMENT OF SANITARY SEWER MAIN. PROVIDE BYPASS ACCESS FOR EXISTING LATERALS TO NEAREST DOWNSTREAM MANHOLE DURING CONSTRUCTION ACTIVITY.
- REMOVE EACH SANITARY SEWER LATERAL FROM CONNECTION OF EXISTING PIPE TO LIMITS OF RIGHT OF WAY. INSTALL NEW SANITARY SEWER CLEANOUT AT RIGHT OF WAY AND 4" SDR 35 PVC SANITARY SEWER LATERAL PER DETAIL 4/DT-3.

LEGEND

- PAVEMENT REHABILITATION SEE SHEET SI-1 FOR SECTIONS
- TEMPORARY PAVEMENT PATCH
- PCC VALLEY GUTTER/DRIVEWAY
- CITY OF SPARKS STREET REHABILITATION
- EXISTING RIGHT OF WAY
- EXISTING PROPERTY LINE
- PROPOSED CENTERLINE
- EXISTING FENCE PROTECT IN PLACE



Revision	By	Appd.	YY/MM/DD
A	ISSUED FOR BID	CJA	17.02.15
	ISSUED	By	YY/MM/DD

ISSUED FOR BID

Client/Project
 CITY OF SPARKS
 SPARKS ALLEY WAY IMPROVEMENTS
 AND SEWER REPLACEMENT
 Sparks, NV
 Title
 PLAN AND PROFILE
 18TH STREET

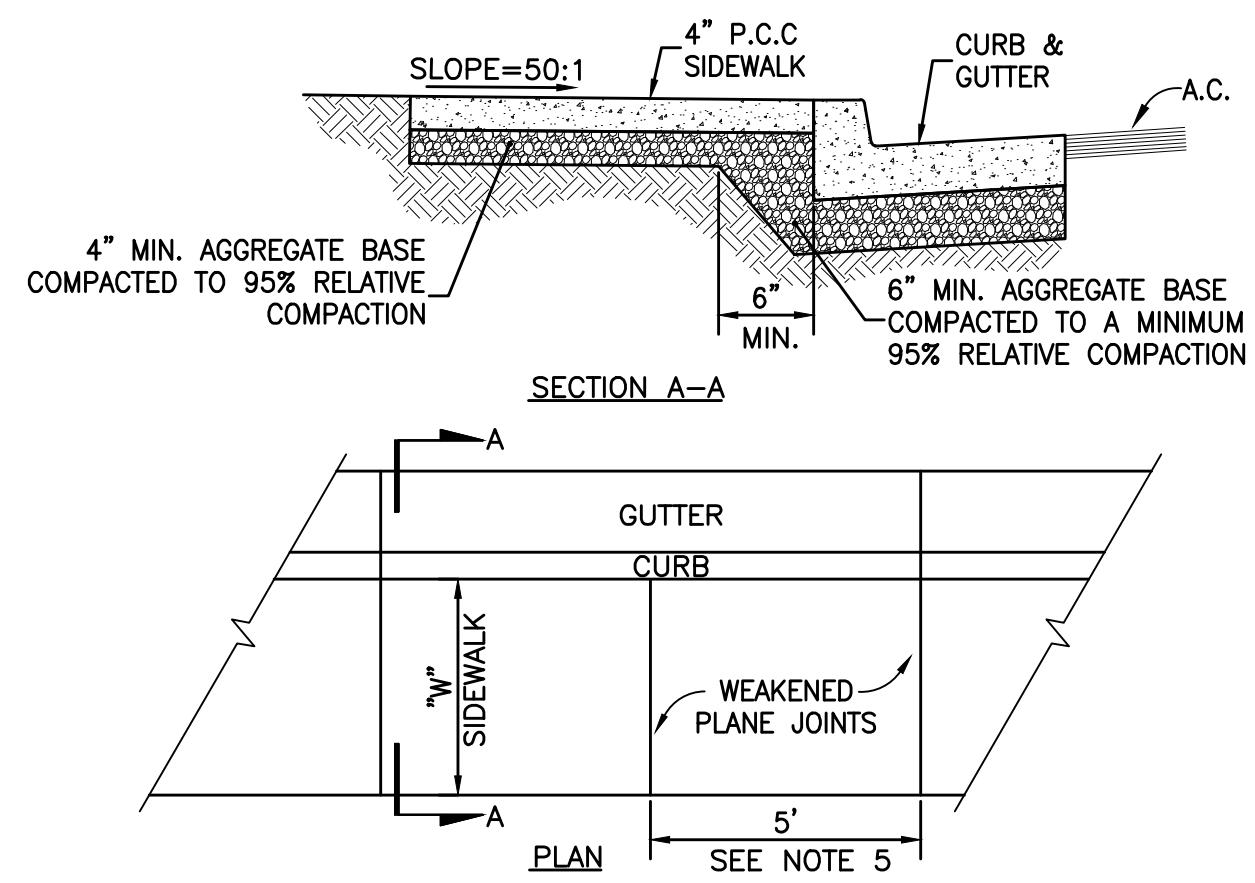


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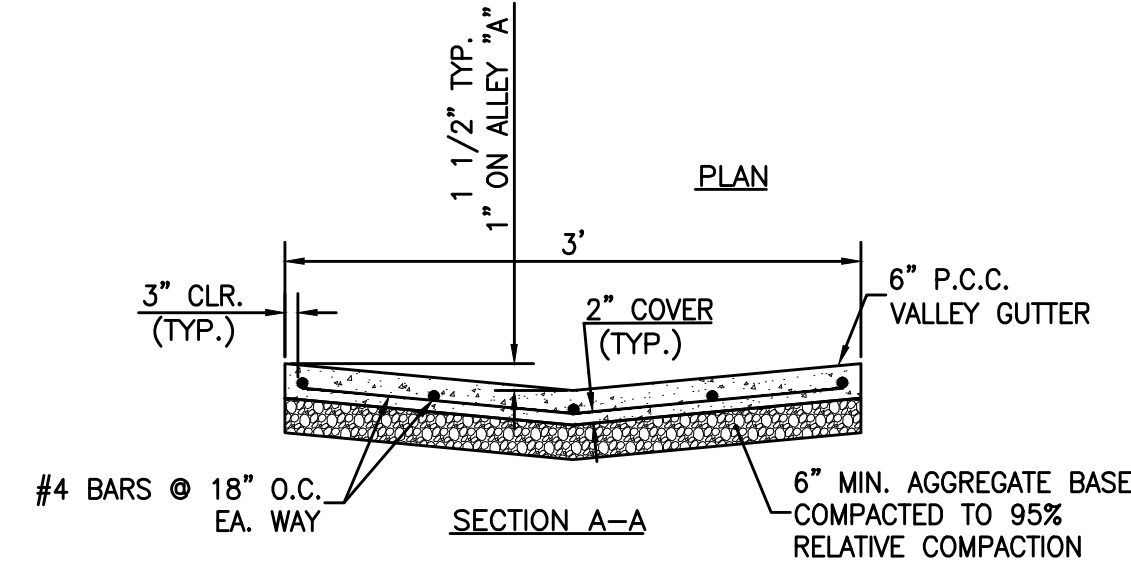
CJA	JJW	CJA	17.02.15
Dwn.	Chkg.	Dsgn.	YY/MM/DD

Drawing No. PP-5
 Revision Sheet

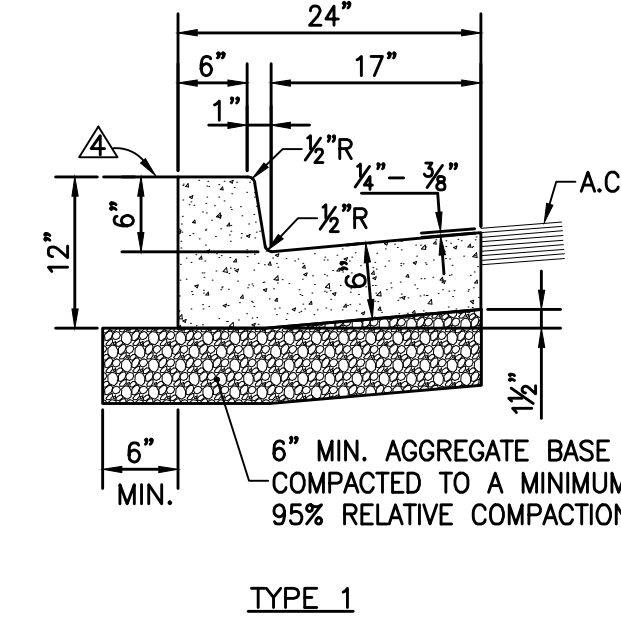
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 2017/02/15 3:58 PM By: Alverson, Clint



- NOTES:**
- SEE CONCRETE GENERAL NOTES (DETAIL 4/DT-2) FOR CONCRETE MIX.
 - AGGREGATE BASE MATERIAL UNDER SIDEWALKS SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - SIDEWALK WIDTH "W" SHALL BE 4 FT MIN. ON RESIDENTIAL STREETS AND 6 FT MIN. ON COLLECTOR AND ARTERIAL STREETS.
 - WEAKENED PLANE JOINTS SHALL BE CONSTRUCTED AT 5 FT INTERVALS AND ACCORDANCE WITH SECTION 312 OF THE SSPWC.
 - ALL ADJACENT CONCRETE REMOVAL SHALL BE TO NEAT SAW CUT LINES AT RIGHT ANGLES TO NEW SIDEWALK. DOWEL INTO EXISTING ADJACENT CONCRETE SIDEWALK WITH A MINIMUM OF TWO (2) No. 4 REINFORCEMENT BARS EQUALLY SPACED ACROSS WIDTH "W". DOWELS SHALL PENETRATE A MINIMUM OF 4" INTO EXISTING CONCRETE.
 - SIDEWALKS SHALL NOT BE POURED MONOLITHICALLY WITH CURBS.
 - COLORED CONCRETE AND PAVERS ARE NOT ALLOWED.
 - TUNNELING AND/OR BORING IS NOT ALLOWED.



- NOTES:**
- SEE CONCRETE GENERAL NOTES (DETAIL 4/DT-2) FOR CONCRETE MIX.
 - AGGREGATE BASE UNDER VALLEY GUTTER AND SPANDRELS SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE. ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - P.C.C. VALLEY GUTTER DETAIL FOR RESIDENTIAL OR COMMERCIAL ZONES ONLY FOR OTHER APPLICATIONS AN ENGINEERED DESIGN IS REQUIRED.
 - VALLEY GUTTER SHALL HAVE WEAKENED PLANE JOINTS EVERY 10 FEET.
 - VALLEY GUTTER SECTIONS (SPANDRELS) ALONG CURB & GUTTER MAY BE A MONOLITHIC POUR AS SHOWN. DOWELS MATCHING REBAR SPACING SHOWN ARE REQUIRED FROM VALLEY GUTTER SECTION TO SPANDREL SECTION IF POURED SEPARATELY.



- NOTES:**
- SEE CONCRETE GENERAL NOTES (DETAIL 4/DT-2) FOR CONCRETE MIX.
 - AGGREGATE BASE MATERIAL UNDER AND BEHIND CURB AND GUTTER SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - WEAKENED PLANE JOINTS SHALL BE EVERY 10 FEET AND LOCATED ON THE BACK, TOP AND FACE OF THE CURB AND THE TOP OF THE GUTTER PAN.
 - CURB & GUTTER SECTIONS SHALL BE PLACED SEPARATELY FROM SIDEWALK SECTIONS. WHEN SIDEWALK IS NOT REQUIRED DIRECTLY BEHIND THE CURB, BACKFILL TO TOP OF CURB FOR A HORIZONTAL DISTANCE OF 12" FROM BACK FACE OF CURB AND COMPACT TO 90% RELATIVE COMPACTION.
 - FOR REPLACEMENT OF EXISTING CURB AND GUTTER, MATCH EXISTING TYPE.

NOTES:

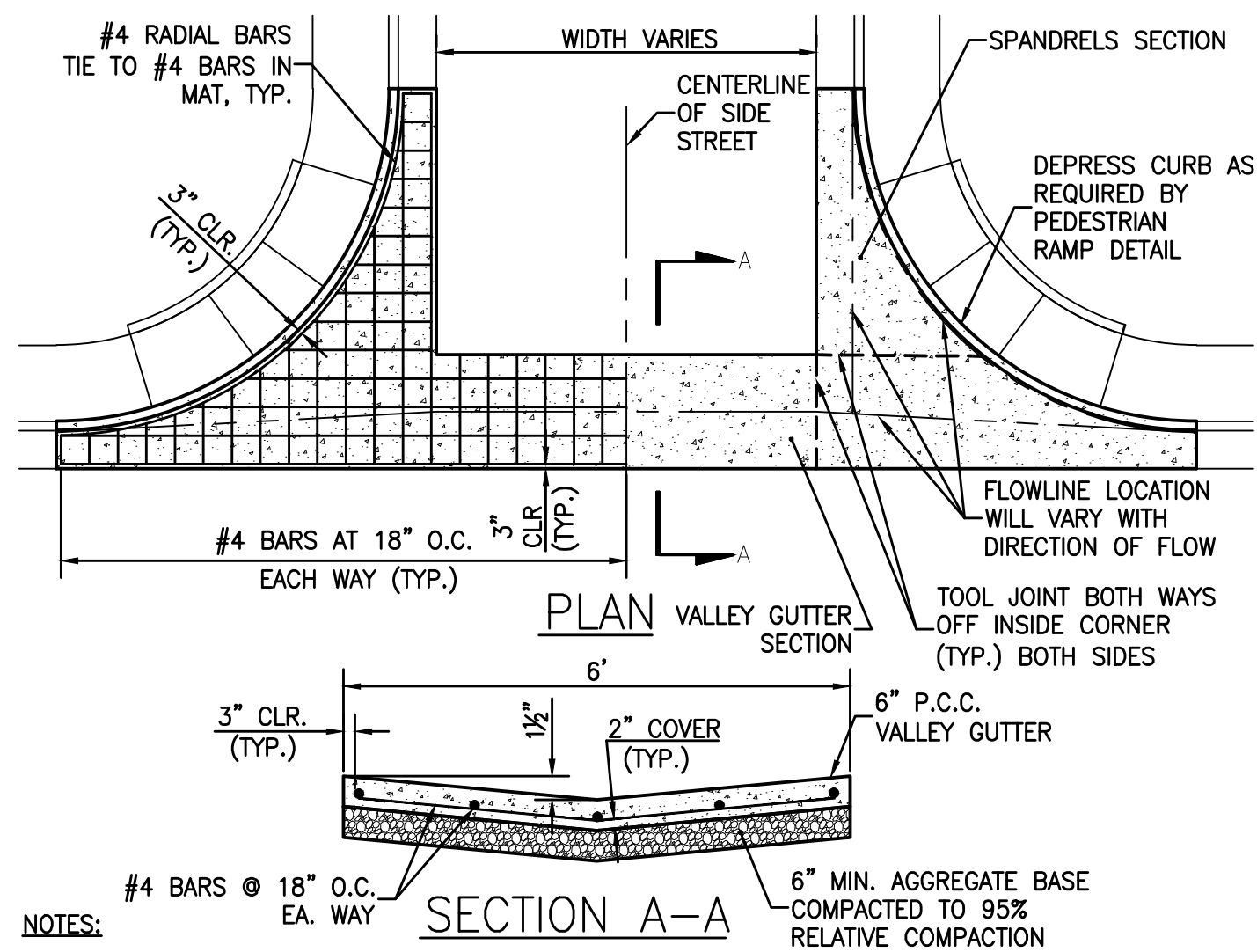
PORTLAND CEMENT CONCRETE (P.C.C.) SHALL HAVE THE FOLLOWING CHARACTERISTICS: 4000 PSI MIN. COMPRESSIVE STRENGTH AT 28 DAYS, MIN. 6 SACKS OF CEMENT PER CUBIC YARD WITH MAX. WATER-CEMENT RATIO OF 0.45, AIR ENTRAINMENT 6% ±1.5%, SLUMP AT 1 TO 4 INCHES. MIX DESIGN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337 OF STANDARD SPECIFICATIONS OF PUBLIC WORKS CONSTRUCTION (SSPWC). CEMENT SHALL BE TYPE II. ALL CEMENT CONCRETE SHALL HAVE A COARSE AGGREGATE GRADATION CONFORMING TO SIZE No. 67. ALL MATERIALS SHALL CONFORM TO SSPWC.

1 SIDEWALK
DT-2 NTS

2 LONGITUDINAL P.C.C. VALLEY GUTTER
DT-2 NTS

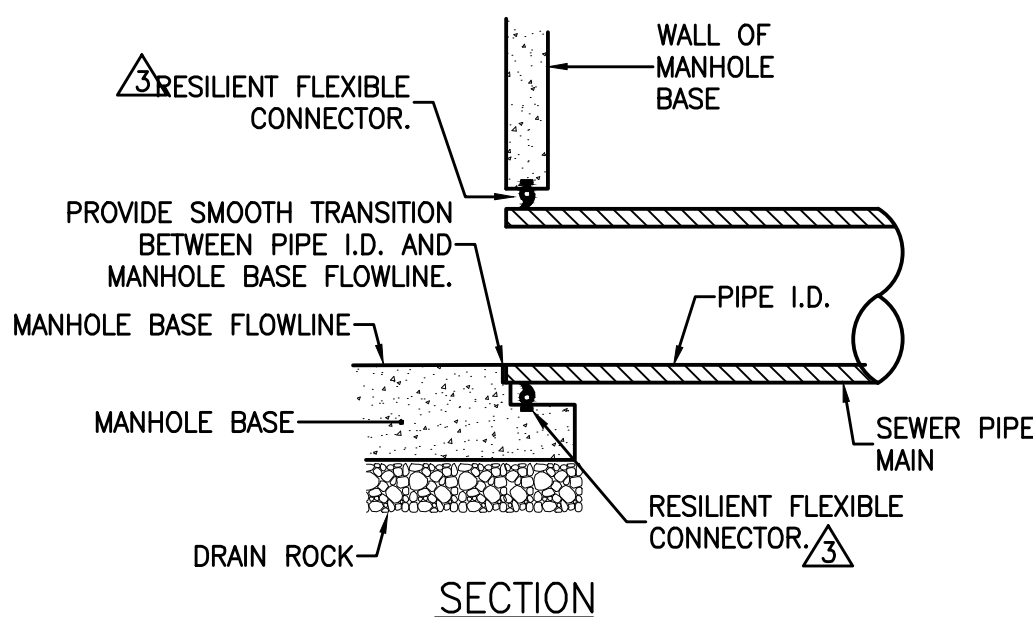
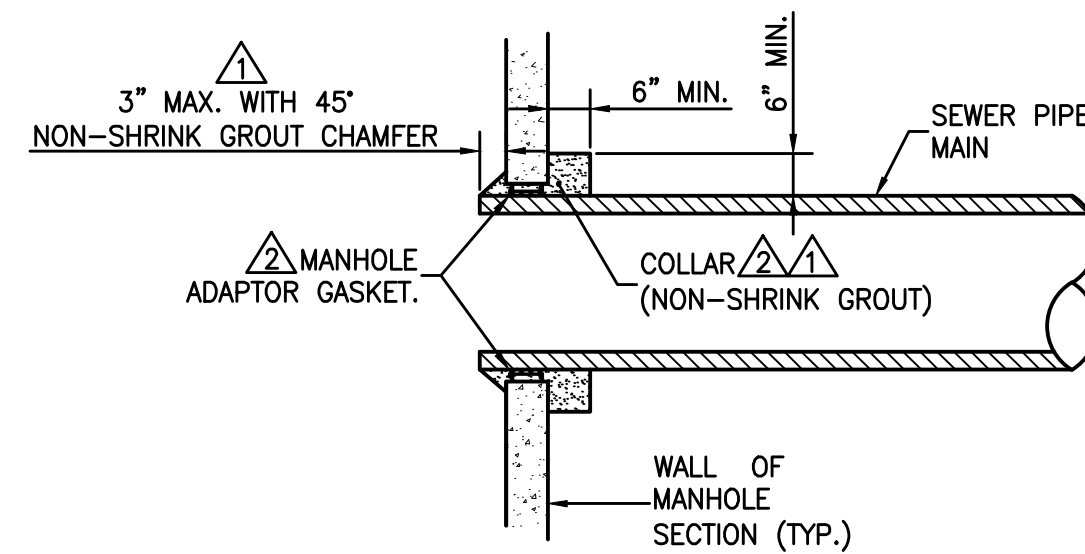
3 CURB AND GUTTER
DT-2 NTS

4 CONCRETE GENERAL NOTES
DT-2



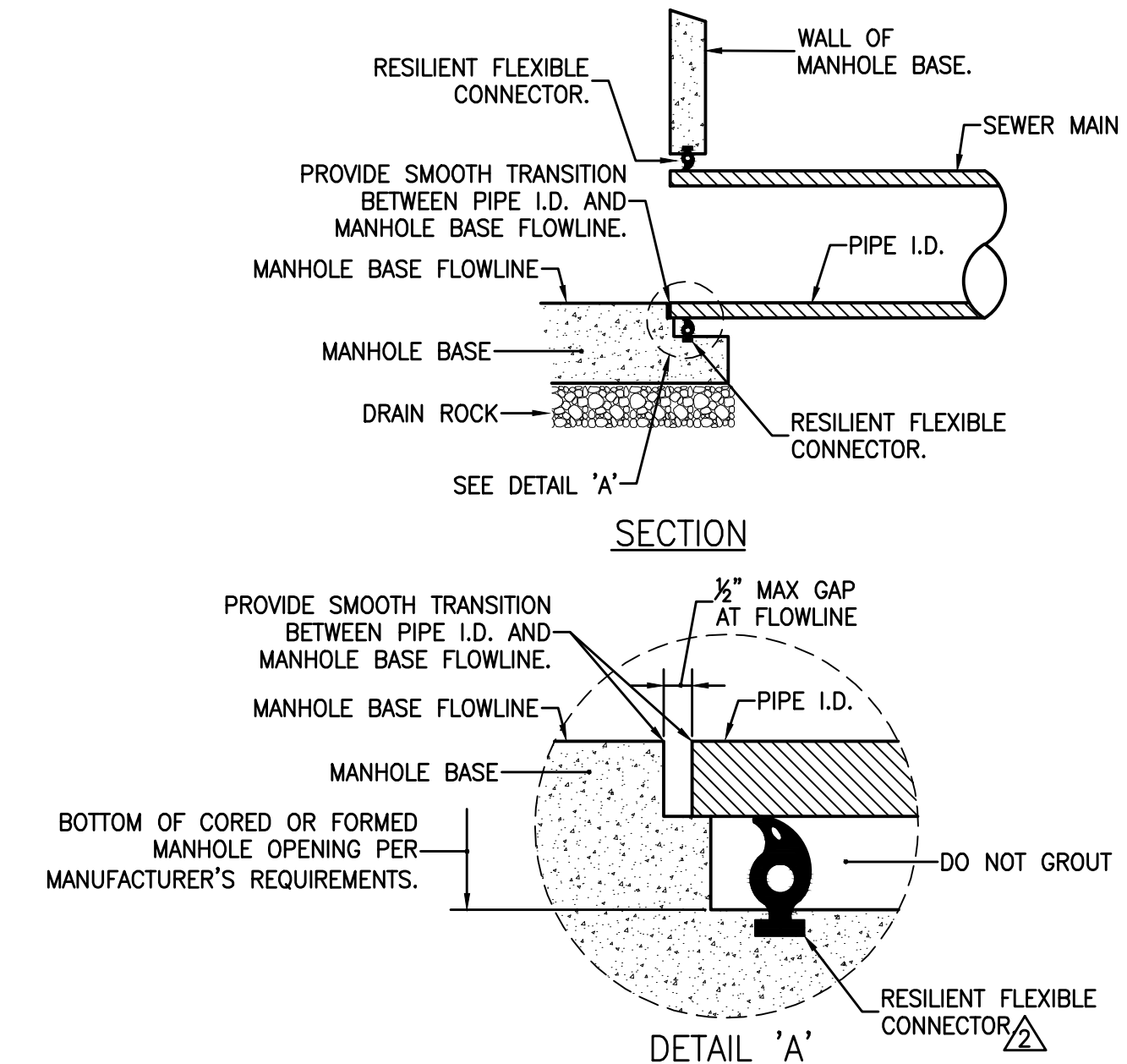
- NOTES:**
- SEE CONCRETE GENERAL NOTES (DETAIL 4/DT-2) FOR CONCRETE MIX.
 - AGGREGATE BASE UNDER VALLEY GUTTER AND SPANDRELS SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE. ALL MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - P.C.C. VALLEY GUTTER DETAIL FOR RESIDENTIAL OR COMMERCIAL ZONES ONLY FOR OTHER APPLICATIONS AN ENGINEERED DESIGN IS REQUIRED.
 - VALLEY GUTTER SHALL HAVE WEAKENED PLANE JOINTS EVERY 10 FEET.
 - VALLEY GUTTER SECTIONS (SPANDRELS) ALONG CURB & GUTTER MAY BE A MONOLITHIC POUR AS SHOWN. DOWELS MATCHING REBAR SPACING SHOWN ARE REQUIRED FROM VALLEY GUTTER SECTION TO SPANDREL SECTION IF POURED SEPARATELY.

5 PCC VALLEY GUTTER
DT-2



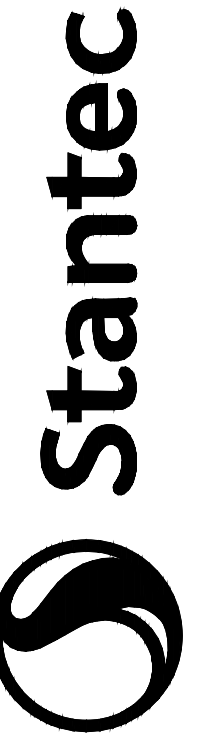
- NOTES:**
- NON-SHRINK GROUT SHALL HAVE THE FOLLOWING CHARACTERISTICS: 3000 PSI MIN. COMPRESSIVE STRENGTH AT 28 DAYS, MIN. 6 SACKS OF CEMENT PER CUBIC YARD AND SLUMP AT 1 TO 4 INCHES. ALL MATERIAL SHALL CONFORM TO STANDARD SPECIFICATIONS OF PUBLIC WORKS CONSTRUCTION (SSPWC) SECTION 202.
 - SANITARY SEWER PIPE CONNECTION TO MANHOLE SECTIONS (DROP MANHOLES) REQUIRE AN AGENCY-APPROVED FORM OF SEAL OR WATER STOP TO PROVIDE A WATERTIGHT CONNECTION. UTILIZE A ROMAC STYLE "LCT" MANHOLE ADAPTOR GASKET OR APPROVED EQUAL IN CONJUNCTION WITH NON-SHRINK GROUT.
 - SANITARY SEWER PIPE CONNECTION TO MANHOLE BASE SHALL REQUIRE A RESILIENT FLEXIBLE CONNECTOR INSTALLED IN ACCORDANCE WITH STANDARD DETAIL 7/DT-2.
 - ALL PIPE OPENINGS TO NEW MANHOLES MUST BE EITHER CAST-IN-PLACE OR PRE-FORMED AND PIPE OPENINGS TO EXISTING MANHOLES MUST BE CORE DRILLED.

6 SANITARY SEWER PIPE TO MANHOLE CONNECTION
DT-2



- NOTES:**
- A SEAL OR WATER STOP IS REQUIRED ON ALL SANITARY SEWER INSTALLATIONS AND IN OTHER APPLICATIONS AS REQUIRED BY THE CITY TO PROVIDE A WATERTIGHT CONNECTION.
 - A RESILIENT FLEXIBLE CONNECTOR PER ASTM C 923-89 SHALL BE USED AT THE MANHOLE/PIPE CONNECTION TO SATISFY THE REQUIREMENTS OF NOTE 1. FOR PRE-CAST CONCRETE STRUCTURES, THE RESILIENT FLEXIBLE CONNECTOR SHALL BE AN "A-LOK" TYPE PIPE-TO-MANHOLE CONNECTOR OR APPROVED EQUAL. FOR CAST-IN-PLACE STRUCTURES, THE RESILIENT FLEXIBLE CONNECTOR SHALL BE A "KOR-N-SEAL I - TOGGLE KORBAND" TYPE PIPE-TO-MANHOLE CONNECTOR OR APPROVED EQUAL.
 - THE INTERIOR MANHOLE CONNECTION SHALL HAVE A SMOOTH TRANSITION BETWEEN PIPE I.D. AND MANHOLE BASE FLOWLINE. NO GROUT OR CONCRETE SHALL BE PLACED AROUND THE RESILIENT FLEXIBLE CONNECTOR.

7 RESILIENT FLEXIBLE CONNECTOR
DT-2



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Revision	By	Appd.	Yr./MM/DD
A	JJW	CJA	17.02.15
			Yr./MM/DD

ISSUED FOR BID

Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT

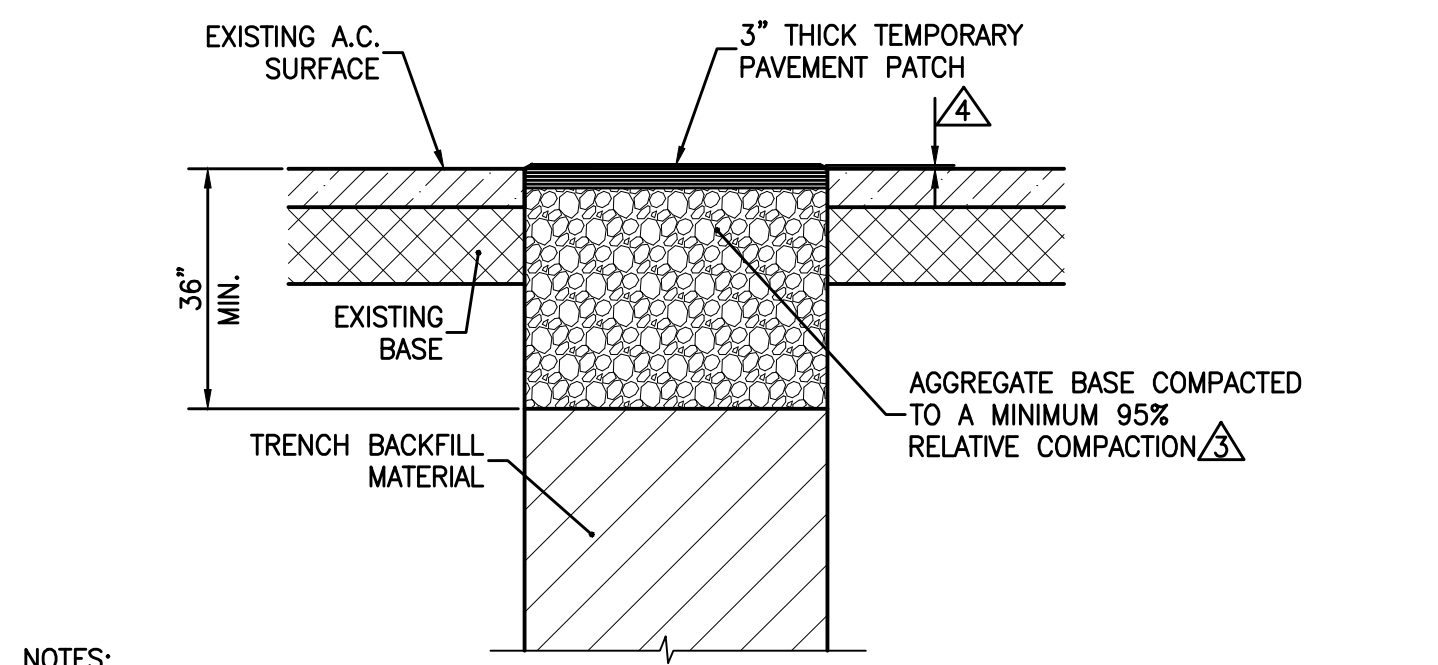
Sparks, NV
Title
DETAILS



Project Number: 181710215
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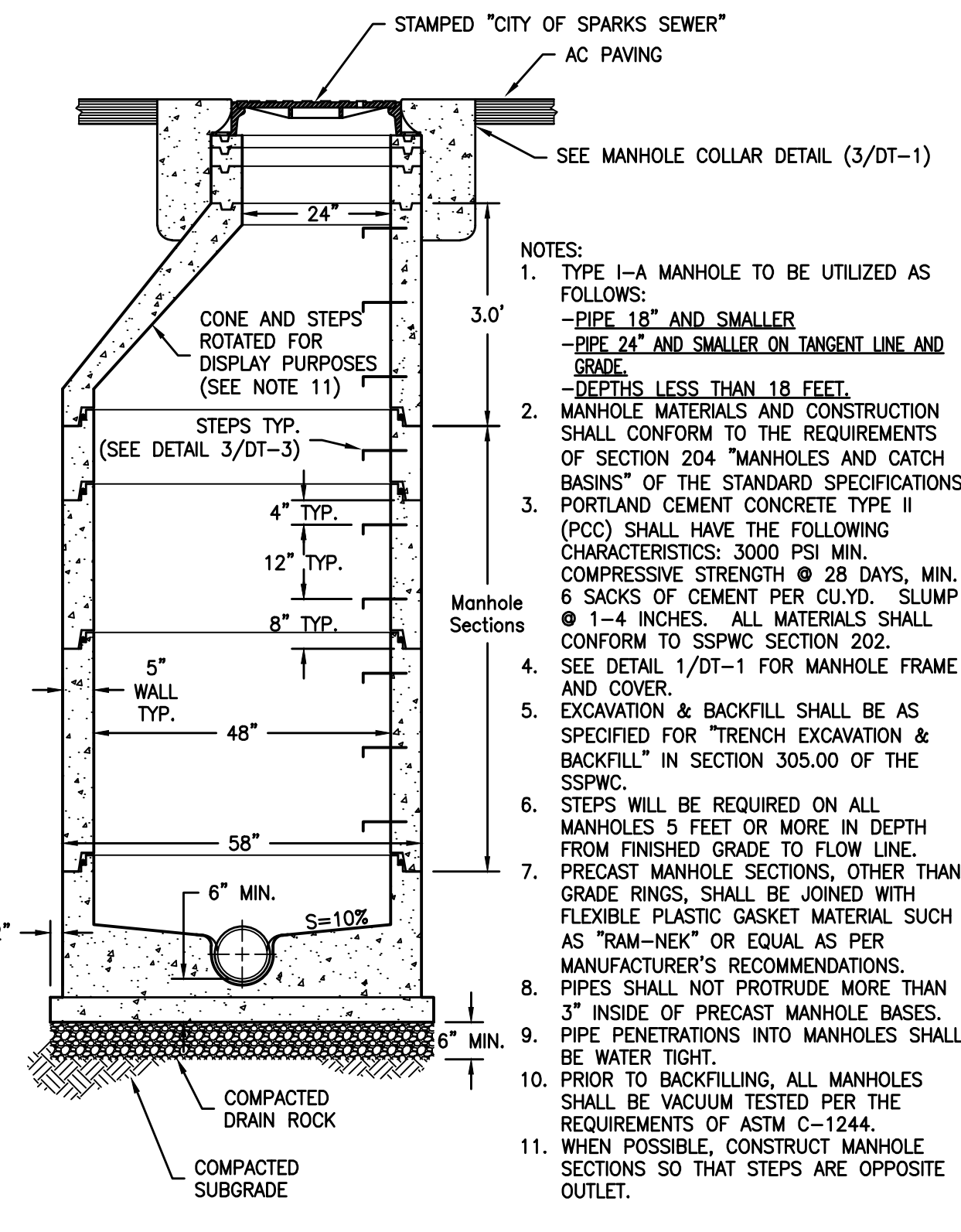
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Drawing No. DT-2
Revision Sheet

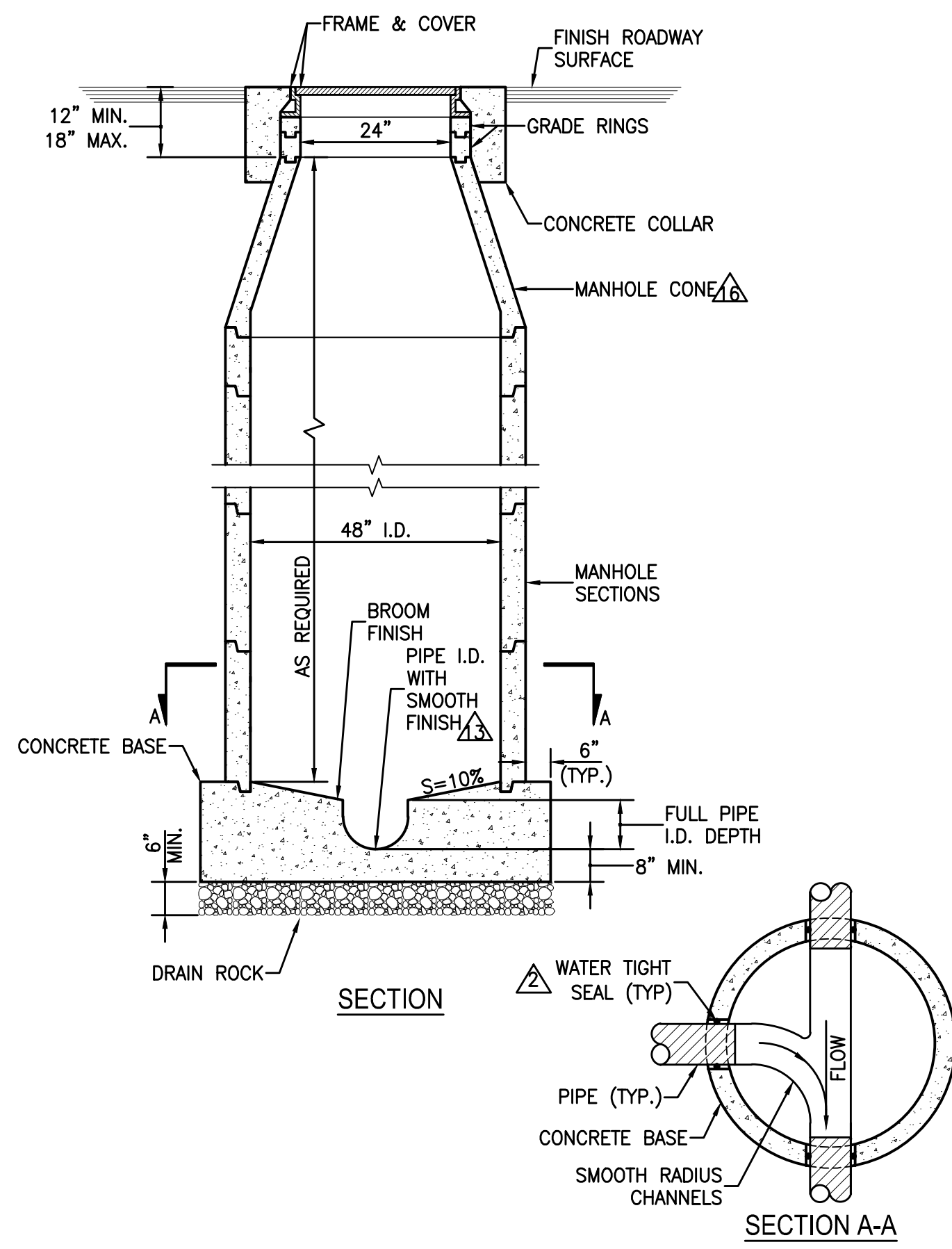


- NOTES:**
- PRIOR TO EXCAVATION, THE OUTLINE OF THE TRENCH SHALL BE VERTICALLY CUT FULL DEPTH THROUGH THE EXISTING ASPHALT SURFACE.
 - CARE SHALL BE EXERCISED TO PREVENT SLOUGHING AND OVERBREAK. IF THE TRENCH SLOUGHS, THE SURFACE SHALL BE WIDENED TO ELIMINATE THE UNDERMINED SECTION OF ASPHALT.
 - AGGREGATE BASE UNDER TEMPORARY PATCH SHALL BE A MINIMUM THICKNESS OF 36 INCHES BELOW THE EXISTING AC SURFACE. AGGREGATE BASE MATERIAL UNDER TEMPORARY PATCH SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - TEMPORARY PATCHES SHALL BE PLACED AND COMPACTED. THE COMPACTED PATCH SHALL BE APPROXIMATELY 1/8" TO 1/4" ABOVE THE LEVEL OF THE ADJACENT PAVEMENT. IF NOT PATCHED WITHIN 24 HOURS AFTER BACKFILLING, THE CITY MAY PATCH AND BACK-CHARGE THE PERMITTEE FOR ALL COSTS.
 - COMPACTION OF BACKFILL, BASE AND A.C. TEMPORARY PATCH SHALL BE PERFORMED WITH APPROVED MECHANICAL TAMPERS. EQUIPMENT WHEEL ROLLING IS NOT PERMITTED.
 - ENTIRE AREA SHALL BE CLEANED OF ALL DIRT, DUST, DEBRIS, ETC. BEFORE LEAVING SITE. ANY SITE LEFT UNCLEANED WILL BE CLEANED BY THE CITY AND ALL COSTS BACK-CHARGED TO THE CONTRACTOR.
 - ALL EXCAVATIONS SHALL BE COMPLETE OR BACKFILLED AT THE END OF THE DAY.
 - TEMPORARY PATCH WORK AND PATCH MAINTENANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

1 TEMPORARY PAVEMENT PATCH
DT-3 NTS

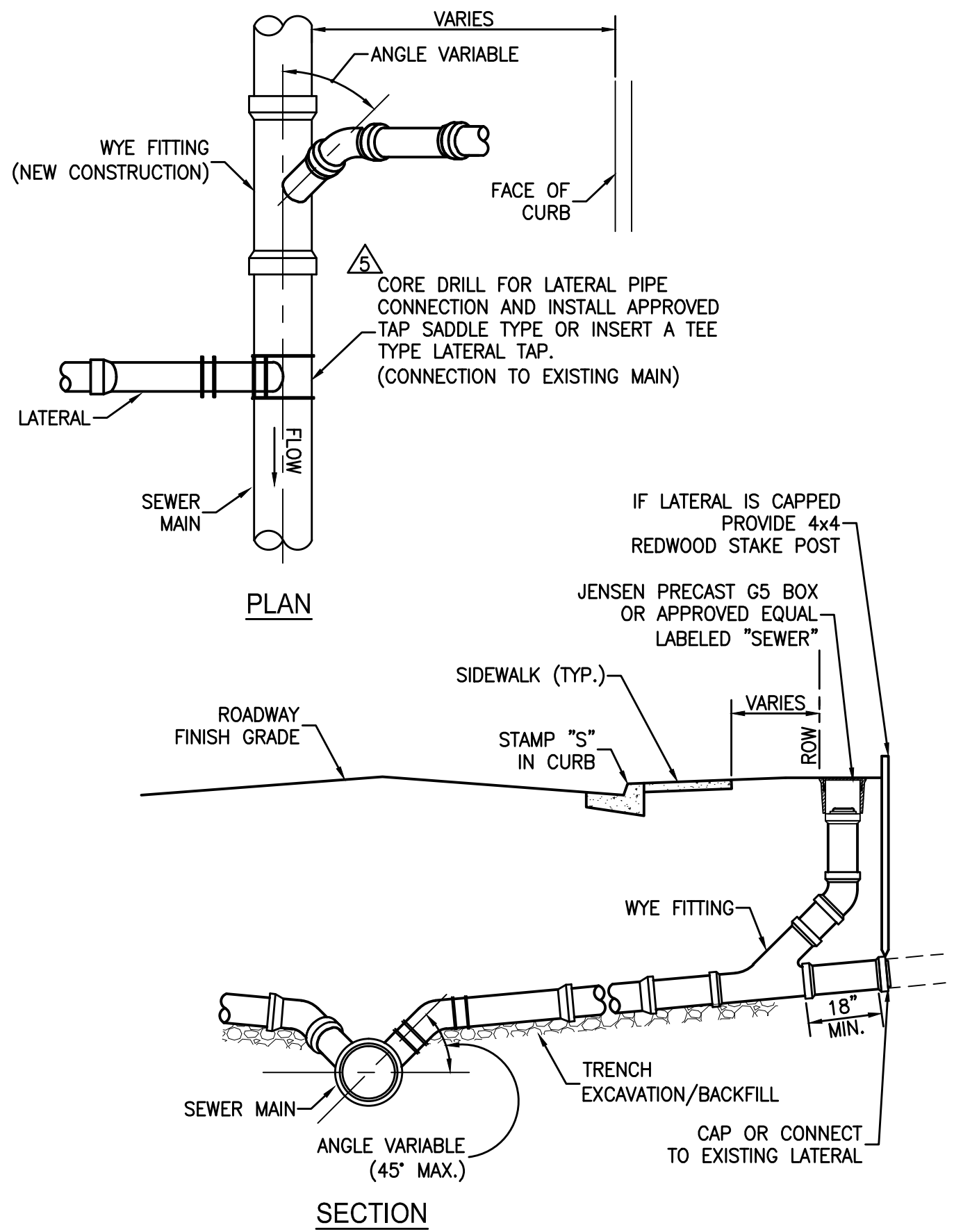


2 TYPE 1-A SANITARY SEWER MANHOLE
DT-3 NTS



3 TYPE 1 SANITARY SEWER MANHOLE
DT-3 NTS

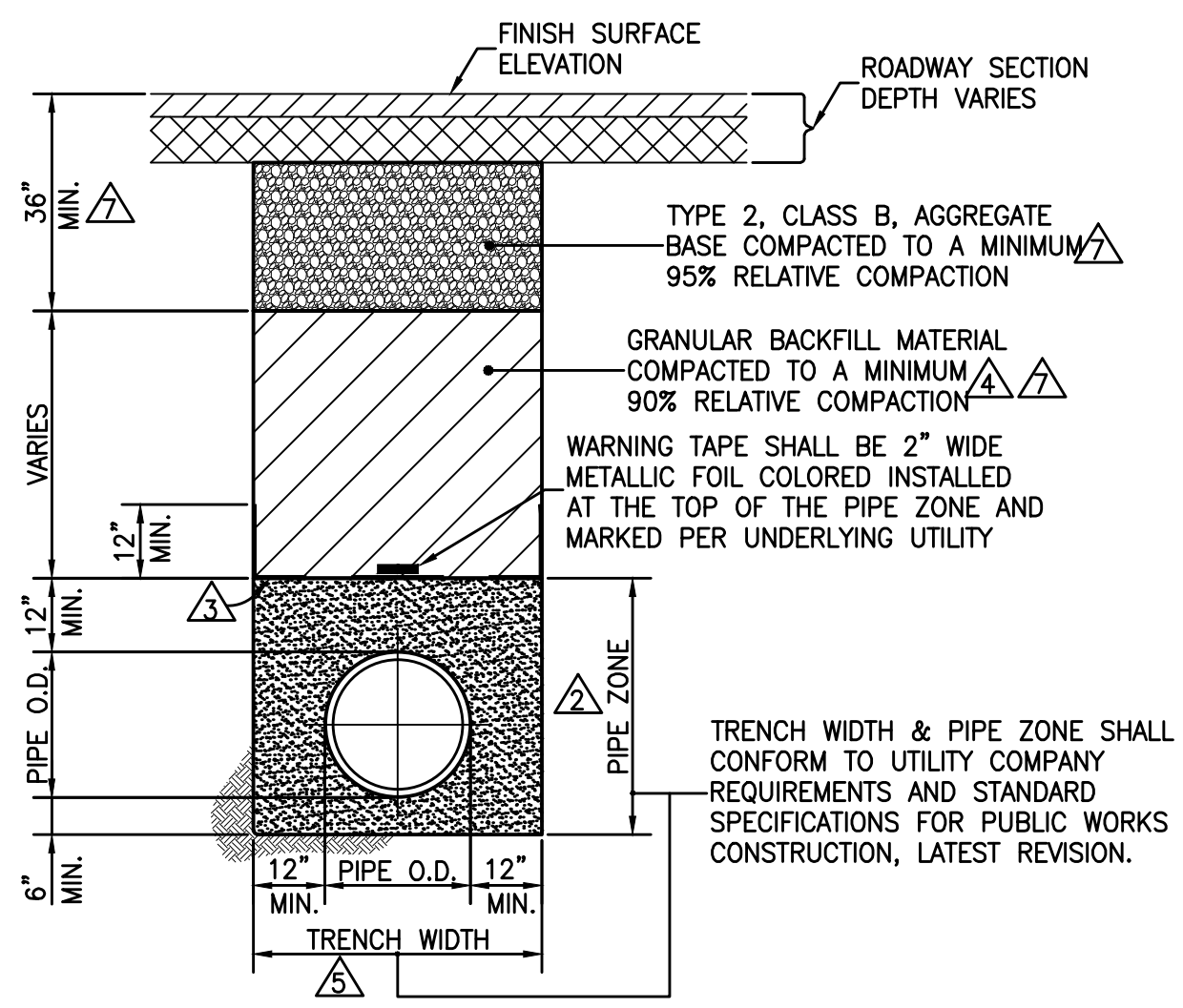
- GENERAL MANHOLE NOTES**
- ALL PRECAST MANHOLE COMPONENTS SHALL CONFORM TO ASTM C-478.
 - PIPES SHALL NOT PROTRUDE MORE THAN 3" INSIDE MANHOLE SECTION AS MEASURED AT THE OUTSIDE EDGES OF THE PIPE, VERTICALLY ALIGNED WITH THE SPRINGLINE. PIPE CONNECTION TO MANHOLE SHALL BE WATERTIGHT PER DETAILS 6/DT-2 AND 7/DT-2.
 - MANHOLE BASE SHALL BE PORTLAND CEMENT CONCRETE (P.C.C.) AND SHALL HAVE THE FOLLOWING CHARACTERISTICS: 3000 PSI MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS, MINIMUM 6 SACKS OF CEMENT PER CUBIC YARD WITH SLUMP AT 1 TO 4 INCHES. ALL MATERIAL SHALL CONFORM TO STANDARD SPECIFICATIONS OF PUBLIC WORKS CONSTRUCTION (SSPWC). PRECAST CONCRETE BASE MAY BE USED IN LIEU OF CAST-IN-PLACE BASE.
 - TYPE I MANHOLE TO BE UTILIZED FOR PIPE DIAMETERS OF 12" OR SMALLER AND DEPTHS NOT EXCEEDING 18 FEET.
 - TYPE V MANHOLE TO BE UTILIZED FOR PIPE DIAMETERS OF 15" THROUGH 27" OR DEPTHS EXCEEDING 18 FEET.
 - MANHOLE MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF SECTION 204 "MANHOLES AND CATCH BASINS" OF THE STANDARD SPECIFICATIONS.
 - PRECAST MANHOLE SECTIONS, OTHER THAN GRADE RINGS, SHALL BE JOINED WITH FLEXIBLE GASKET MATERIAL SUCH AS "RAM-NEK" OR EQUAL AS PER MANUFACTURER'S RECOMMENDATIONS.
 - EXCAVATION AND BACKFILL SHALL BE AS SPECIFIED FOR "TRENCH EXCAVATION AND BACKFILL" IN SECTION 305 OF THE STANDARD SPECIFICATIONS.
 - EXCAVATION SHALL BE AS NEARLY VERTICAL AS POSSIBLE (SHEET AND SHORE IF SOIL CONDITIONS REQUIRE) IN EXISTING STREET SECTIONS, ALLEY SECTIONS, AND CONFINED AREAS, SUCH AS LIMITED EASEMENTS OR ADJACENT STRUCTURES.
 - MANHOLE PRECAST SECTION LENGTH SHALL BE ARRANGED TO FIT THE REQUIRED DEPTH.
 - NO LATERALS OR PIPES LESS THAN 8" IN DIAMETER SHALL BE CONNECTED TO THE MANHOLE.
 - PRECAST CONCRETE BASE MAY BE USED IN LIEU OF CAST-IN-PLACE BASE.
 - MATCH PIPE INVERTS TO MANHOLE INVERTS WHERE PIPES CONNECT TO MANHOLE BASE.
 - ALL MANHOLES SHALL BE WATERTIGHT.
 - SEE DETAIL FOR OUTSIDE DROP MANHOLE FOR SANITARY SEWERS WITH MORE THAN 2 FEET VERTICAL DROP AT THE MANHOLE. THE USE OF "INSIDE DROP" MANHOLES IS NOT PERMITTED.
 - THE USE OF FLAT TOP MANHOLE CONES REQUIRES PRIOR APPROVAL FROM THE CITY ENGINEER.
 - PRIOR TO BACKFILLING, ALL MANHOLES SHALL BE VACUUM TESTED PER ASTM C-1244.
 - NO STEPS, LADDERS, OR OTHER CLIMBING DEVICES SHALL BE INSTALLED IN THE MANHOLE.
 - REINFORCING STEEL SHALL BE AS SHOWN, WIRED TIGHTLY AT ALL INTERSECTIONS AND EMBEDDED AT LEAST 1/2" CLEAR, UNLESS OTHERWISE NOTED.
 - WHEN PIPE CONNECTIONS TO EXISTING MANHOLES ARE ALLOWED, THEY SHALL BE MADE BY CORE DRILLING THE MANHOLE AND CONNECTING THE PIPE PENETRATION PER DETAILS 6/DT-2 AND 7/DT-2.



4 SANITARY SEWER LATERAL
DT-3 NTS

- NOTES:**
- SEWER LATERALS SHALL HAVE A MINIMUM PIPE DIAMETER OF 4-INCHES.
 - ALL PLASTIC PIPE USED FOR SEWER SERVICE LATERAL CONSTRUCTION SHALL BE SOLID WALL AND SHALL MEET THE REQUIREMENTS OF D-2412, HAVE A MINIMUM STIFFNESS OF 46 PSI AS DEFINED BY THE REQUIREMENTS OF ASTM D-3034.
 - SERVICE LATERALS SHALL HAVE A MINIMUM SLOPE OF 1/4-INCH PER FOOT UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
 - SEWER LATERALS SHALL HAVE A MINIMUM COVER OF 36-INCHES IN THE PUBLIC RIGHT-OF-WAY AND IN EASEMENTS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. THE DEFINITION OF "COVER" IS THE DISTANCE FROM THE TOP OF PIPE TO FINISHED GRADE.
 - USE OF SEWER SERVICE TAP SADDLE CONNECTIONS SHALL NOT BE ALLOWED FOR NEW SEWER MAIN CONSTRUCTION. WHEN A TAP SADDLE CONNECTION IS TO BE USED ON AN EXISTING SEWER MAIN, IT SHALL BE A WYE SADDLE.
 - SEWER LATERALS SHALL HAVE A CLEANOUT INSTALLED IMMEDIATELY UPSTREAM OF THE POINT WHERE THE SERVICE LATERAL EXITS THE PUBLIC RIGHT-OF-WAY OR EASEMENT. A G5 BOX CLEARLY MARKED "SEWER" SHALL BE INSTALLED OVER THE TOP OF THE CLEANOUT RISER CAP PIPE.
 - SEWER LATERALS SHALL NOT BE CONNECTED DIRECTLY TO OR WITHIN 5- FEET OF A MANHOLE STRUCTURE.
 - EXISTING SEWER LATERALS SHALL BE CUT BACK TO SOUND MATERIAL FOR COUPLING. PLACE 6-INCH THICK CONCRETE PAD UNDER CONNECTION.
 - SEWER LATERAL CONNECTION SHALL BE STABILIZED WITH APPROVED MATERIAL FOLLOWING INSTALLATION. CONNECTION TO CITY SEWER MAIN MUST BE INSPECTED BY THE CITY PRIOR TO BACKFILL.
 - NO LATERAL CONNECTIONS SHALL BE MADE DIRECTLY TO A SANITARY SEWER "INTERCEPTOR" UNLESS APPROVED BY THE CITY ENGINEER.
 - SEWER LATERALS SHALL NOT BE CONNECTED TO A SEWER MAIN UNLESS THE CONNECTION POINT IS BETWEEN TWO MANHOLE STRUCTURES.
 - EACH INDIVIDUAL PARCEL SHALL HAVE A MINIMUM OF ONE SEWER LATERAL. TWO OR MORE PARCELS SHALL NOT SHARE ONE SEWER LATERAL.
 - DISCONTINUANCE OF USE OF AN EXISTING SEWER LATERAL REQUIRES ABANDONMENT OF THE LATERAL. CUT, REMOVE 1-FOOT OF EXISTING LATERAL AND CAP BOTH ENDS OF THE EXISTING SEWER LATERAL TO BE ABANDONED WITHIN 6-INCHES OF THE SEWER MAIN. ABANDONMENT MUST BE INSPECTED BY CITY PRIOR TO BACKFILL.
 - PROPERTY OWNER SHALL BE RESPONSIBLE FOR OPERATION, MAINTENANCE AND REPAIR OF THE SEWER LATERAL WITHIN THE PUBLIC RIGHT-OF-WAY PER SPARKS MUNICIPAL CODE.

5 SANITARY SEWER LATERAL NOTES
DT-3 NTS



6 TRENCH BEDDING AND BACKFILL
DT-3 NTS

- NOTES:**
- ALL MATERIALS AND INSTALLATION PROCEDURES SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC), LATEST REVISION.
 - BEDDING MATERIAL SHALL CONFORM TO OWNING-UTILITY COMPANY REQUIREMENTS AS APPROVED BY THE CITY OF SPARKS. FOR BEDDING MATERIAL SHALL BE CLASS A OR C, COMPACTED TO MINIMUM 90% RELATIVE COMPACTION. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - CLASS C BEDDING REQUIRES INSTALLATION OF GEOTEXTILE FABRIC BETWEEN PIPE ZONE AND BACKFILL MATERIAL. GEOTEXTILE FABRIC SHALL BE MIRAFI 180N OR APPROVED EQUAL.
 - BACKFILL MATERIAL SHALL BE TYPE 2, CLASS B OR CLASS E AND COMPACTED TO MINIMUM 90% RELATIVE COMPACTION. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
 - ALL EXCAVATIONS SHALL CONFORM TO THE LATEST O.S.H.A. REQUIREMENTS.
 - EXISTING PIPE TO BE ABANDONED SHALL BE GROUT FILLED OR COMPLETELY REMOVED.
 - MINIMUM BACKFILL DEPTH REQUIREMENT IS FOR TRENCHING IN EXISTING PAVED STREETS. TRENCHING FOR NEW DEVELOPMENT WHERE STREETS HAVE NOT YET BEEN CONSTRUCTED, BACKFILL MATERIAL SHALL BE TYPE 2, CLASS B OR CLASS E AND COMPACTED TO MINIMUM 90% RELATIVE COMPACTION. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.

Revision	By	Appd.	Yr./MM/DD
			YY/MM/DD
			YY/MM/DD

ISSUED FOR BID

Client/Project
CITY OF SPARKS
SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT
Sparks, NV
Title
DETAILS

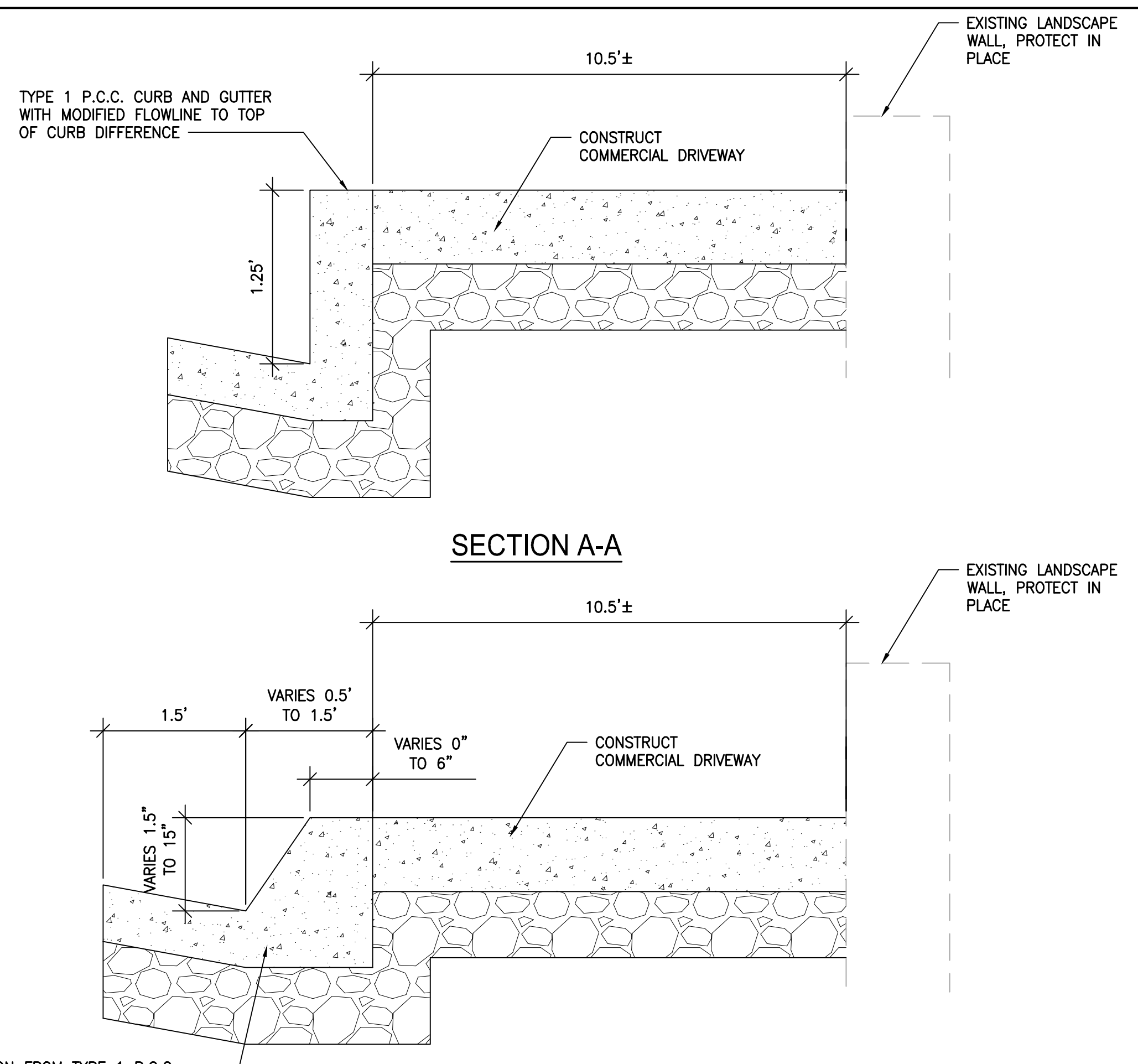
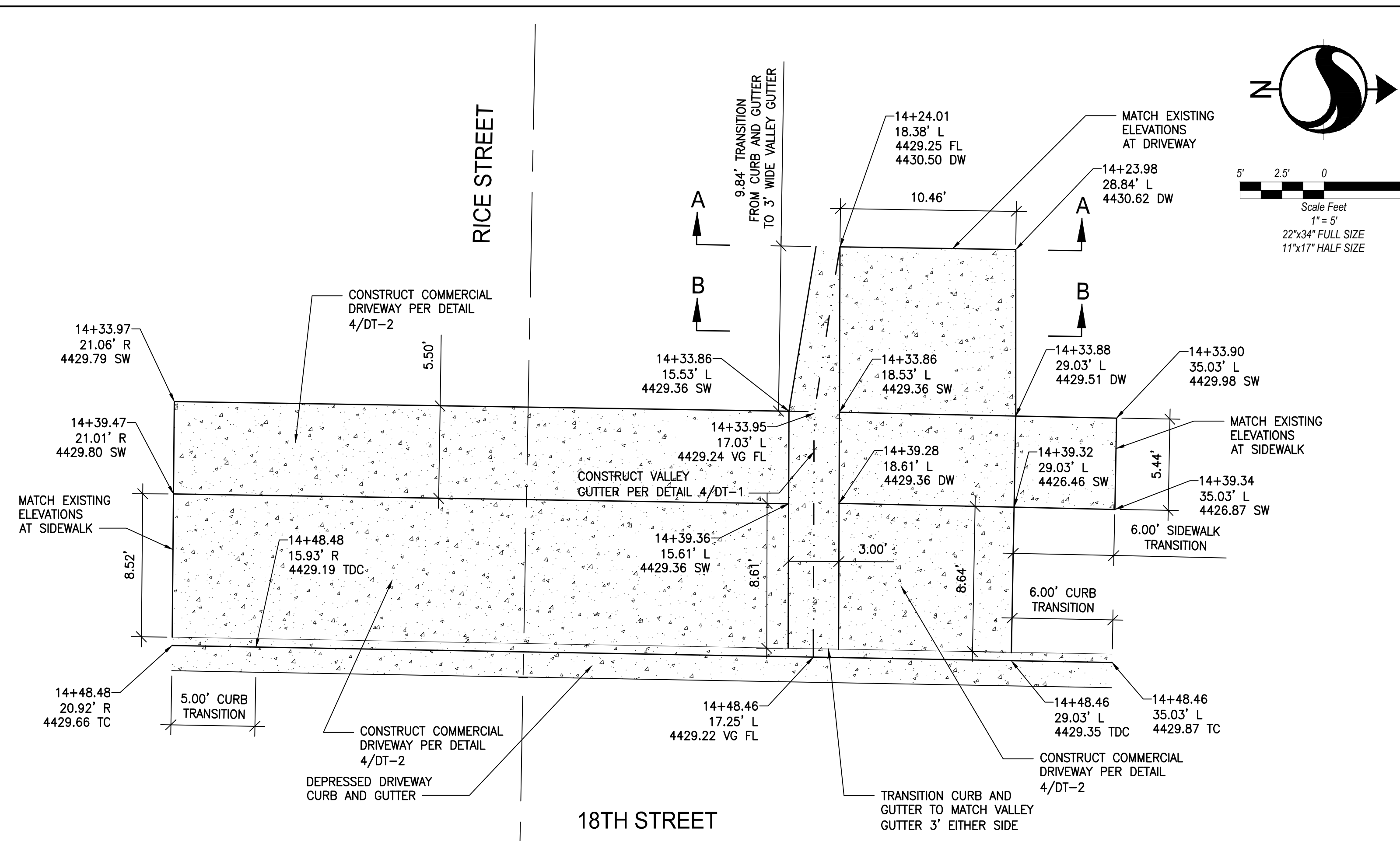


Project Number: 181710215
File Name: 10215_SAS_DT.DWG

Dwn.	Chkd.	Dsgn.	Yr./MM/DD
CJA	JJW	CJA	17.02.15
			YY/MM/DD

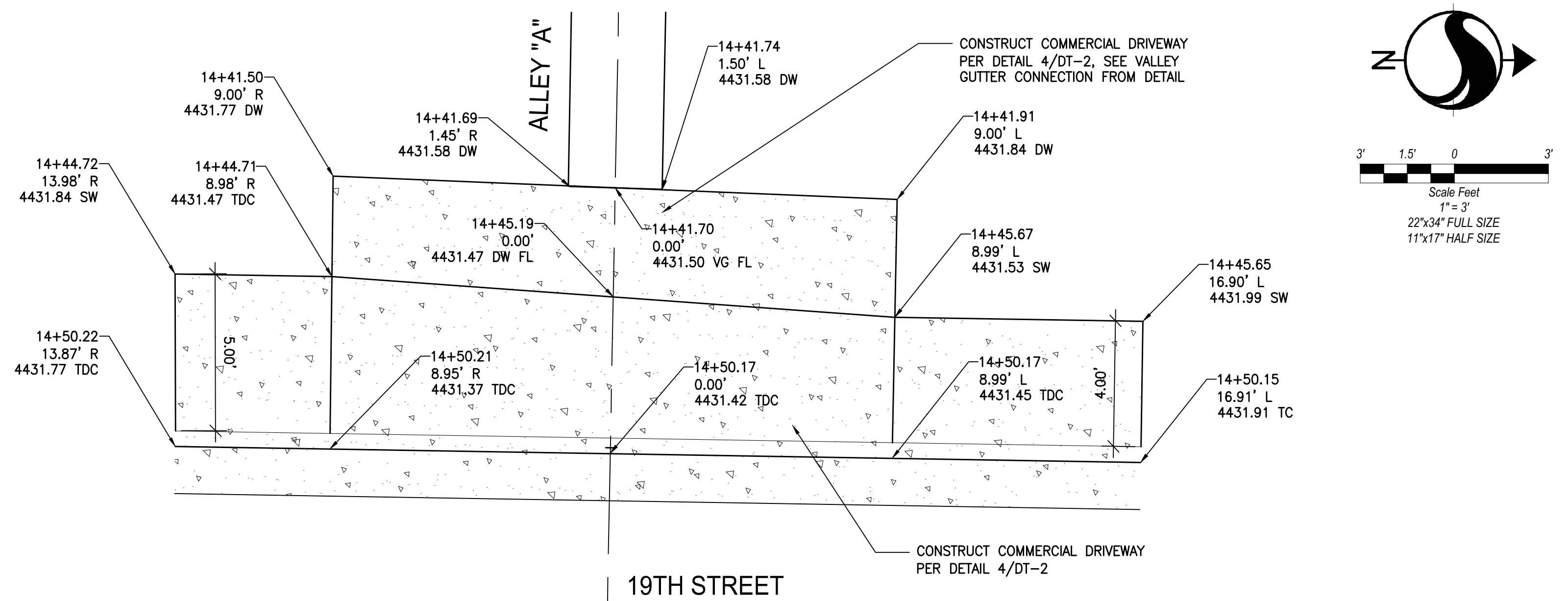
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Revision Sheet

Revision	By	Appd.	Yr./MM/DD
A	JJW	CJA	17.02.15
ISSUED	By	Appd.	Yr./MM/DD



1
DT-4 NTS
COMMERCIAL DRIVEWAY AT RICE STREET AND 18TH STREET

COMMERCIAL DRIVEWAY BID ITEM PAY LIMITS FOR THIS DETAIL INCLUDES COMMERCIAL DRIVEWAY, SIDEWALK, VALLEY GUTTER, AND CURB AND GUTTER AS NOTED IN PLAN AND SECTIONS THIS DETAIL.



2
DT-4 NTS
COMMERCIAL DRIVEWAY AT ALLEY "A" AND 19TH STREET WEST

S:\1717\10215\171710215_SAS_DTDwg.dwg 20170215 3:39 PM By: Alverson, Clint

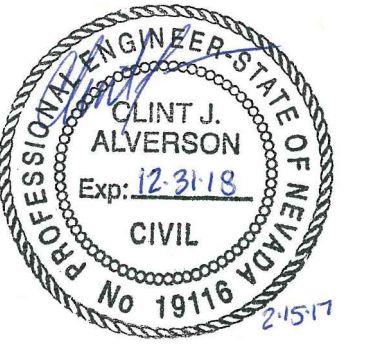
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Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS AND SEWER REPLACEMENT

Sparks, NV
Title
DETAILS



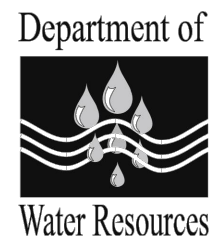
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File Name: 10215_SAS_DT.DWG

CJA	JJW	CJA	17.02.15
Dwn.	Chkd.	Dsgn.	Yr./MM/DD

Drawing No. DT-4
Revision Sheet



Washoe County
Department of
Water Resources
4930 Energy Way
Reno, NV 89502-4106
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Fax: (775) 954-4610
http://www.washoecounty.nv.gov

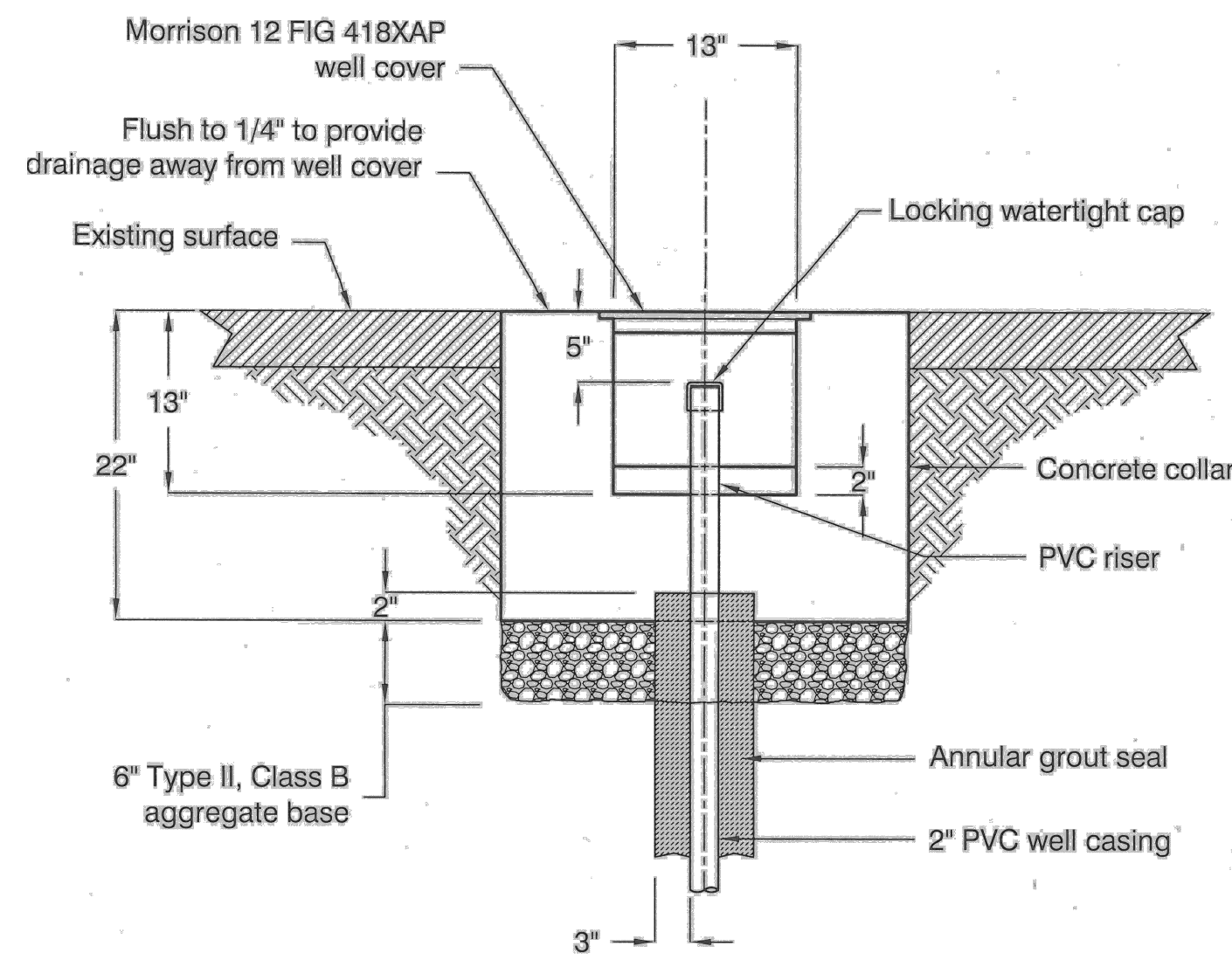


Specifications for Preserving and Reconstructing WCDWR CTMRD Program Groundwater Monitoring Wells

- Contact Tim Donahoe (954-4635/544-3826) immediately when a monitoring well is identified near the footprint of planned construction
- The Washoe County Department of Water Resources asks that Tim Donahoe (954-4635/544-3826) be contacted before a well is to be lowered or raised to provide oversight for the process.
- See the next page (Fig. 1) for the Preconstruction Condition of the well.

REQUIRED MATERIALS:

- Well Cover: Morrison 12" diameter manhole with 12" sleeve (MODEL #12 FIG 418XAP).
- Portland Cement Concrete that meets current standard detail for City or County agency overseeing construction
- ASTM F480 well casing PVC to be used in raising well after construction (It is best to save the old piece, which is cut off, and reuse it)
- PVC coupling to join buried pipe and riser to be attached
*NO PVC glue or primer are to be used.

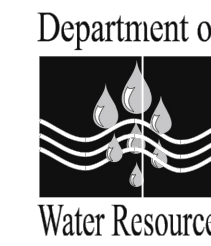


Preconstruction condition

Figure 1



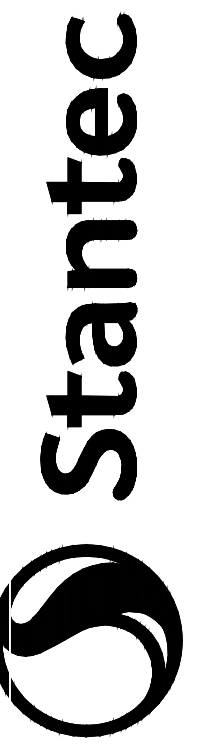
Washoe County
Department of
Water Resources
4930 Energy Way
Reno, NV 89502-4106
Tel: (775) 954-4600
Fax: (775) 954-4610
http://www.washoecounty.nv.gov



Lowering of PVC well casing during construction

- Contact Tim Donahoe (954-4635/544-3826) before a monitoring well is to be lowered to provide oversight for the process.
- Excavate around the well casing to a depth of 23" below the existing surface.
- Cut the PVC well casing flush 19" below the ground surface, and place the water-tight cap from the top of the casing into the top and tighten.
- Expose 2" of PVC casing below the cut by removing the grout seal, but leave 2" or more of the seal exposed above the bottom of the excavation.
- See Figure 2 on the next page for details.

*SAVE the piece of PVC well casing to reuse in raising the well as it is a special well casing ASTM F480 standard.



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Client/Project
CITY OF SPARKS

SPARKS ALLEY WAY IMPROVEMENTS
AND SEWER REPLACEMENT
Sparks, NV

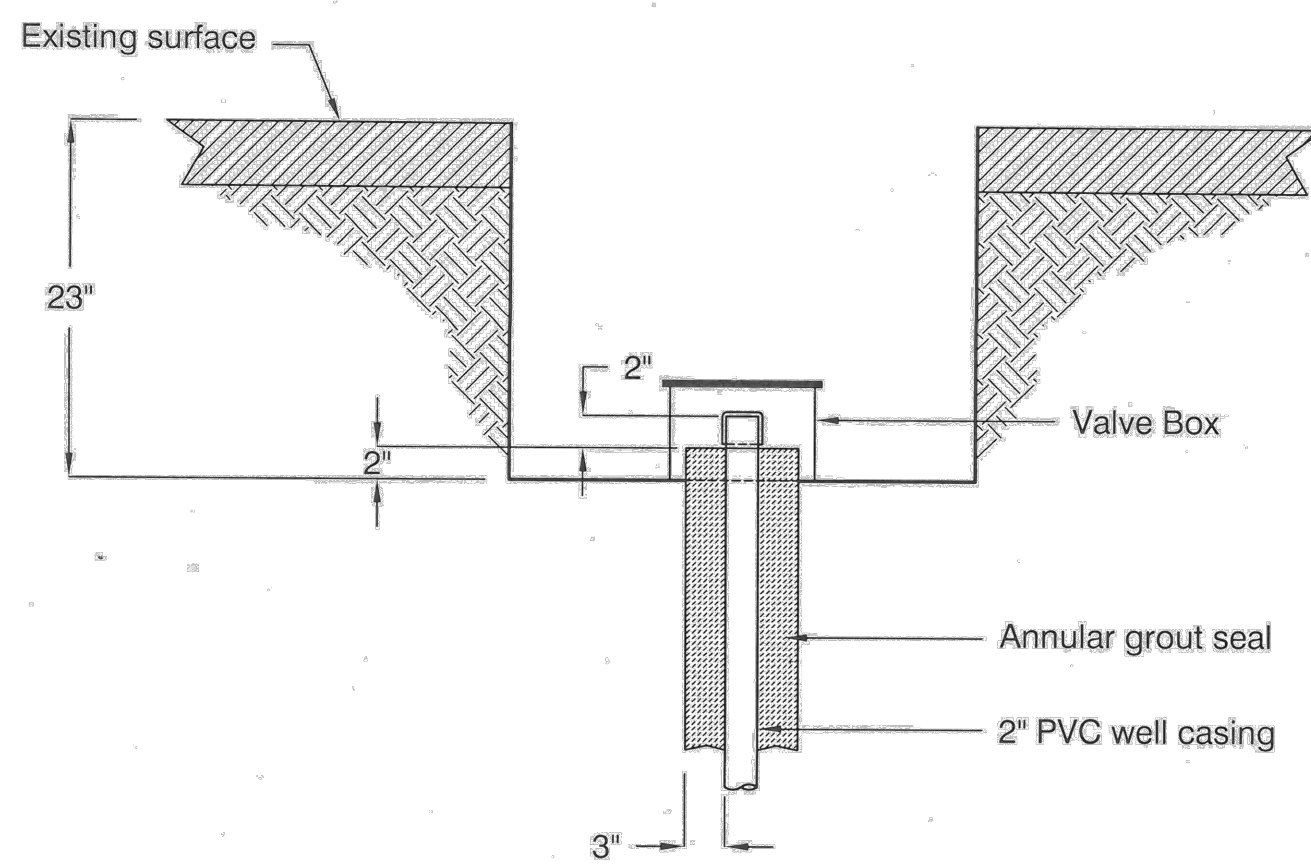
Title
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Project Number: 181710215
File Name: 10215_SAS_DT.DWG

CJA	JJW	CJA	17.02.15
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Drawing No. DT-5
Revision Sheet

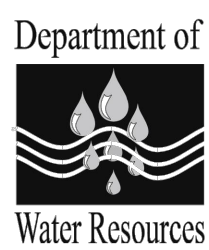


During construction

Figure 2



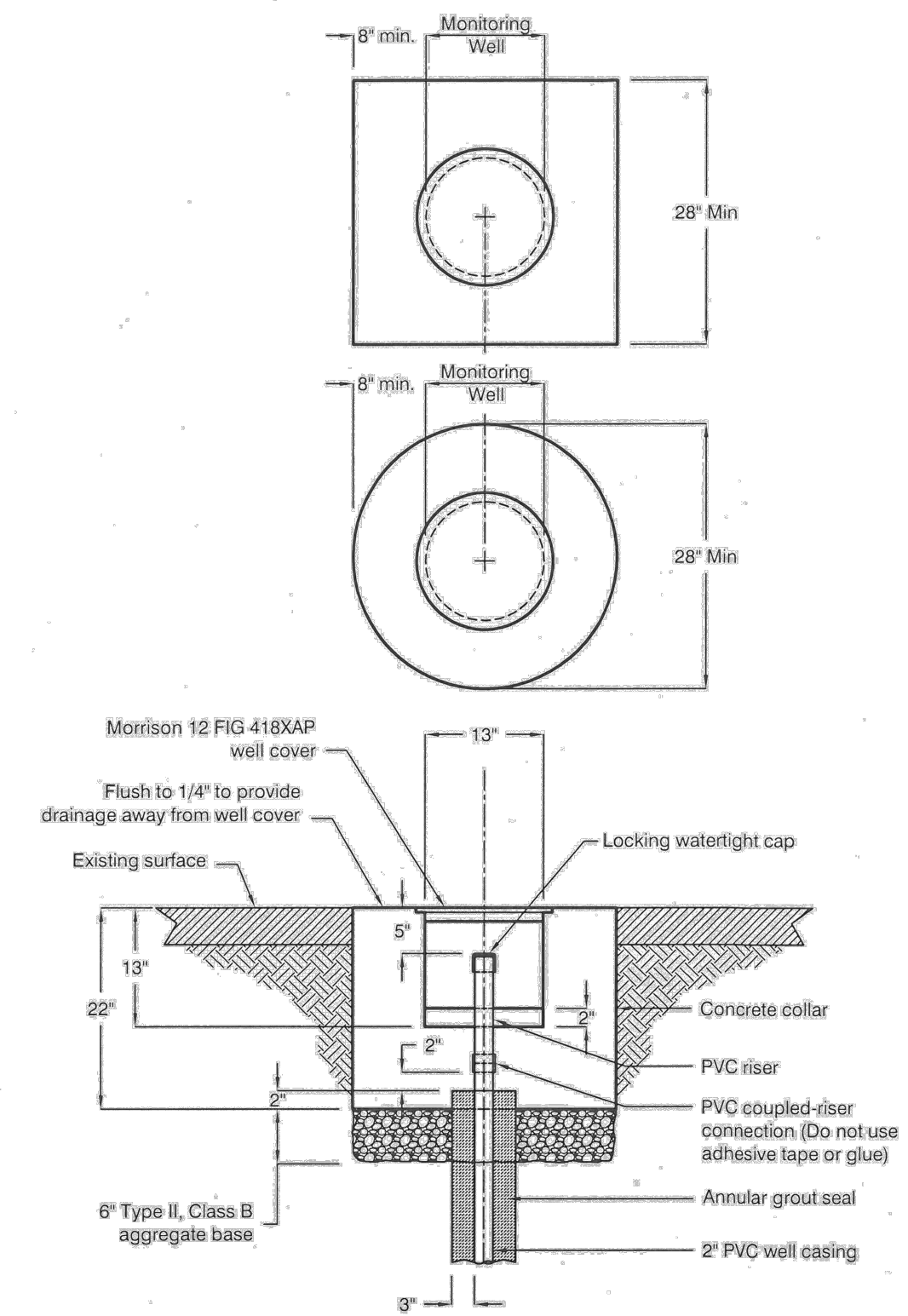
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Well reconstruction

- Contact Tim Donahoe (954-4635/544-3826) before reconstructing and raising a monitoring well to provide oversight of the process.
- Excavate around the well to a circular diameter of at least 28" and a depth of 28". Square-shape excavation is not recommended unless required by logistics of site.
- Place 6" of Type 2, Class B aggregate base at the base of the excavation and compact manually.
- Add the PVC riser pipe by dry-fitting a PVC coupling. Use either the piece of pipe that was cut off and saved or an ASTM F480 pipe which matches the schedule and diameter of the buried pipe. Do not use any glue or adhesive!
- Pour concrete to cover the road base, grout seal around the pipe, and PVC joint.
- Set the Morrison manhole/valve box so that the lip is no more than 1/4" above the final grade of the road. The triangle on the lid should point North.
- Check the final dimensions (Fig. 3) and complete the apron with a broom finish.

*Do not use any PVC glue, primer, or any type of adhesive on the coupling!



Notes:
The completed vault will have a well cover that is centered within the concrete collar and is flush or extends no more than one-quarter inch above the roadway surface. The concrete apron will be graded such that the well cover rim is flush with the concrete and the apron slopes away from the well cover to provide drainage away from the well cover creating a watertight configuration. Well cover and concrete collar shall be appropriately traffic-rated and meet City or County specifications.

WCDWR Monitoring Well Vault specifications

Figure 3