NOTE:
LOCATION OF EXISTING UTILITIES & STRUCTURES ARE FROM THE BEST INFORMATION AVAILABLE. EXACT LOCATION AND COMPLETENESS ARE NOT GUARANTEED. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICES ALERT (800) 227-2600 A MIN. OF 48 HOURS PRIOR TO ANY EXCAVATION AND POTHOLE FOR EXACT LOCATION.

INSTALL APPROXIMATELY 127 LF OF 30" CMP WITH ANCHOR ASSEMBLY (PER CALTRANS STD DETAIL D87A).
INSTALL CORRUGATED METAL PIPE COUPLING AND COUPLING/STRAP/ANGLE CONNECTIONS (PER CALTRANS STD DETAILS D97A-G OR EQUAL)

LIMIT OF GRADING

INSTALL FLARED END SECTION AT CULVERT OUTLET. SEE DETAIL THIS SHEET.

LIMITS OF CONSTRUCTION

INSTALL RIP RAP (18"-24" DIA) AT EXISTING ENERGY DISSPATING AREA

PROTECT 2 EXISTING 4" SUBDRAIN OUTLETS. DO NOT COVER WITH RIP RAP OR DAMAGE DURING CONSTRUCTION.

6" PIPE OUTLET. DISCHARGE TO RIP RAP ENERGY DISSPATING AREA

(E) 18" OAK TREE, CONTRACTOR TO MINIMIZE DAMAGE TO EXISTING VEGETATION NIC

FINISHED GRADE OF OUTER SLOPE @ 2:1 MAX. NIC

INSTALL APPROXIMATELY 100 LF OF 6" PVC PIPE (SOLID). ANCHOR TO SLOPE PER CALTRANS STD DETAIL D87A). RE-USE EXISTING STAKES.

NIC (E) 30" HDPE TO BE REMOVED & PROTECTED DURING CONSTRUCTION ACTIVITIES AND REPLACED AFTER CONTRUCTION

30" CMP ABOVE GROUND

INTALL RIP RAP (12"-18" DIA) AND MIRAFI 500X GEOTEXTILE IN EXISTING GULLY

(N) TYPE SRT TERMINAL GUARDRAIL SYSTEM PER CALTRANS STD. PLAN, TYP. EACH END SEE NOTE 5 NIC

EXISTING JUNCTION BOX TO REMAIN. MATCH EXISTING INVERT ELEVATIONS.

(N) GUARDRAIL PER DETAIL 3 C-3.0|C-5.0 SEE NOTE 5

CONNECT TO EXISTING 6" DRAIN PIPE AT DAYLIGHT

REMOVE EXISTING APPROXIMATELY 60 LF OF EXISTING 30" HDPE PIPE AND PREPLACE WITH 60 LF OF 30" CMP

BEGIN STATION ALIGNMENT AT ℄ OF ROADWAY AT DISTANCE SHOWN AWAY FROM CP2 NIC

INSTALL PRE-CAST CONCRETE HEADWALL PER CALTRANS STD. DETAIL D89

"T" CUT EXISTING PAVEMENT (SAWCUT LINE 6" BEYOND EDGE OF 3.5'-WIDE TRENCH. BACK FILL TRENCH WITH LEAN CONCRETE. MATCH EXISTING PAVEMENT THICKNESS (3.6" +/-)
RE-STRIPE 4.5 LF OF CENTERLINE PAVEMENT STRIPING

INSTALL RIP RAP AROUND CULVERT INLET (12"-18" DIA)

CULVERT INLET. MATCH EXISTING INVERT ELV. = 217.9+/-

STA 11+25 BEGIN IMPROVEMENTS CONFORM TO EXISTING AS DIRECTED IN FIELD NIC

STA 13+00 END IMPROVEMENTS CONFORM TO EXISTING AS DIRECTED IN FIELD NIC

(N) SUBSURFACE UNDERDRAIN AT (E) FLOWLINE 3 C-3.0|C-5.0

(N) AC PAVEMENT, 0.3' MIN. THICKNESS (TYPE A ¾" MAXIMUM) AND PLACED PER CALTRANS SPECIFICATIONS, TYP. SEE DETA NIC

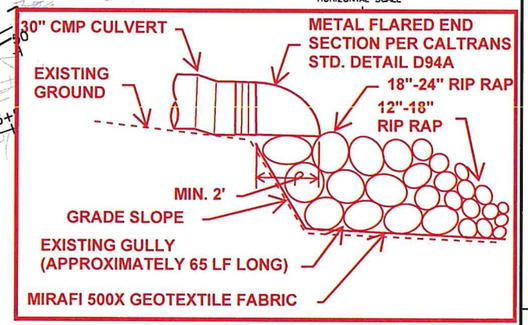
STEELE CANYON ROAD
MP 2.00 - SITE PLAN
SCALE: SEE SCALE BAR

HORIZONTAL CONTROL TABLE

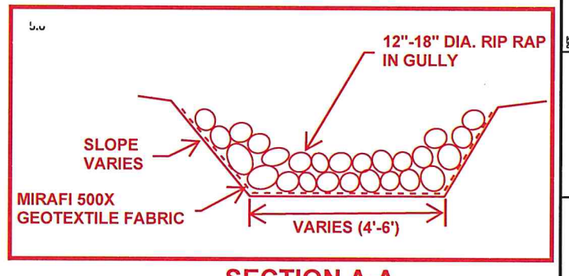
*STA. 10+00	N 7696.4254 E 5013.0479
CONTROL PT.#1	N 8000.0000 E 5000.0000
CONTROL PT.#2	N 7780.4180 E 5000.0000
CONTROL PT.#3	N 7612.9300 E 4973.4500
CONTROL PT.#4	N 8155.8300 E 4981.0700
CONTROL PT.#5	N 7959.5800 E 4864.0900

*LOCATED APPROXIMATELY 85' AWAY FROM CONTROL POINT NO. 2 @ ℄ OF ROAD AS SHOWN

0 20' 40'
HORIZONTAL SCALE



METAL FLARED END SECTION/OUTFALL DETAIL (AT EXISTING GULLY)



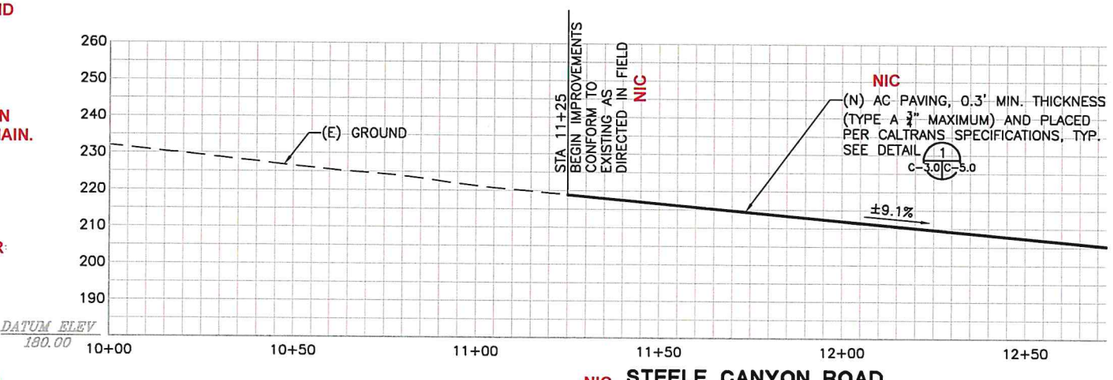
SECTION A-A

LEGEND:

- PROPOSED 30" DIA. CORRUGATED METAL PIPE (CMP) AND FLARED END SECTION. SEE DETAIL THIS SHEET.
- PROPOSED CONCRETE HEADWALL
- PROPOSED 6" DIA PVC DRAIN PIPE (SOLID) ABOVE GROUND
- PROPOSED RIP RAP
- SAWCUT LINE
- EXISTING STORM DRAIN JUNCTION BOX TO REMAIN.
- NIC NOT IN CONTRACT

NOTE:

1. 30" CMP PIPE ANCHOR MAY NOT BE READILY AVAILABLE. CONTRACTOR SHALL FABRICATE IF NECESSARY.
2. CONTRACTOR SHALL REPLACE AT ITS OWN EXPENSE ANY DAMAGED SURVEY MONUMENTATION DURING CONSTRUCTION.
3. SEE RECORD IMPROVEMENT PLAN AND GEOTECHNICAL REPORT (2008) FOR REFERENCE
4. THE WORK TO BE DONE UNDER CONTRACT IS SHOWN IN RED.



NIC STEELE CANYON ROAD
MP 2.00 - PROFILE
SCALE: 0 20' 40'
GRAPHIC SCALE

ISSUED FOR BID

LICENSED PROFESSIONAL ENGINEER
JUAN S. ARIAS
NO. C63365
CIVIL
STATE OF CALIFORNIA
Exp: 9/30/22

JUAN ARIAS CUNTY ENGINEER, RCE# C63365

9/11/20
PLAN APPROVAL DATE

NAPA COUNTY
STEELE CANYON ROAD MPM 2.0
RDS 20-42
2020 FIRE DAMAGE REAPAIR
CULVERT REPLACEMENT

JOB NUMBER

SHEET 1 OF 1

C-1

REVISIONS | DESCRIPTION | DATE | APPROVED | STAL

DRN | CHK | DES | SUPV | DRAWING SCALE AS NOTED

SUBCONSULTANT

SEAL