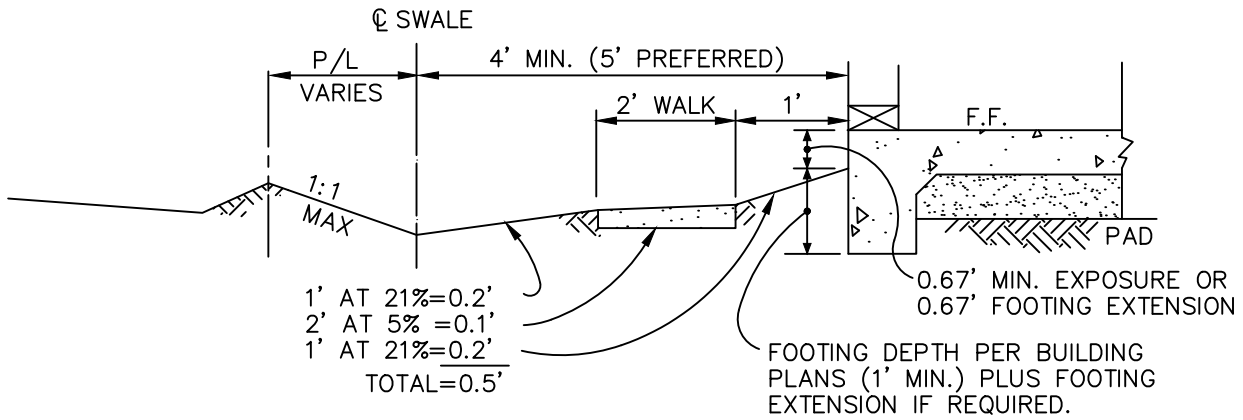


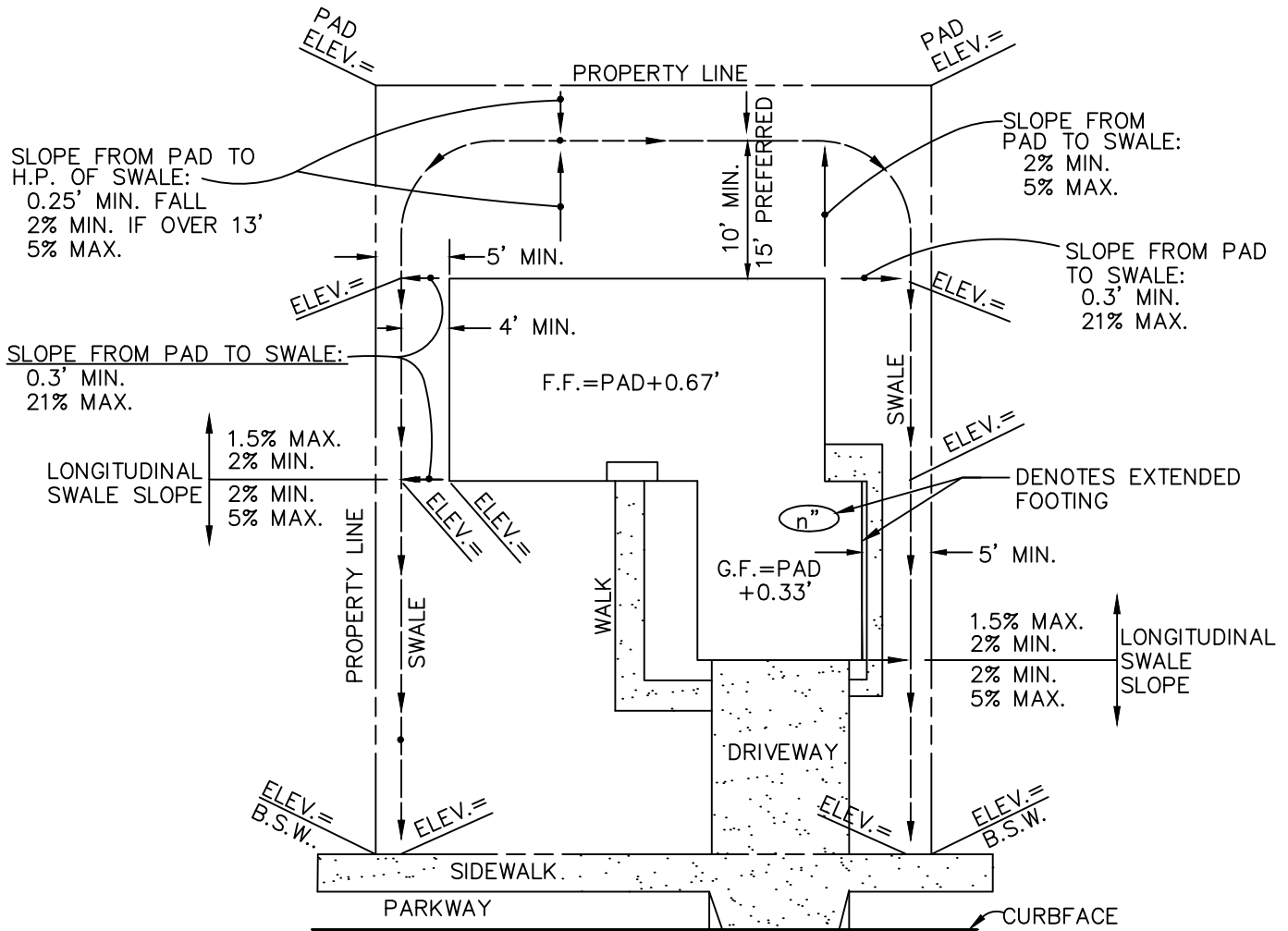
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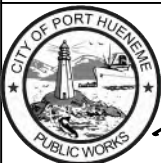
### SEPARATE SWALE SECTION



**NOTES:**

1. WITH MINIMUM SIDE YARDS, STEPPED FOOTINGS OR EXTENDED FOOTINGS SHALL BE REQUIRED TO PROVIDE VARIABLE PERIMETER HOUSE GRADES AND 12" COVER FOOTINGS. THE "n" DENOTES THE EXTENDED FOOTING DIMENSION, WHERE "n" EQUALS THE EXTENDED FOOTING DISTANCE.
2. DEVIATION FROM THIS CRITERIA WILL REQUIRE PRIOR APPROVAL OF THE CITY OF OXNARD.
3. CALL OUT ALL ELEVATIONS AS SHOWN (B.S.W. = BACK OF SIDEWALK).
4. THIS PLATE PRIMARILY APPLIES TO RESIDENTIAL DEVELOPMENT. FOR COMMERCIAL AND INDUSTRIAL, THE FINISH FLOOR ELEV. SHALL BE 1.33' ABOVE THE LOWEST ADJACENT SIDEWALK, PUBLIC WAY OR BE PROTECTED FROM A 100-YEAR STORM, WHICHEVER IS GREATER.

## STANDARD LOT DRAINAGE



APPROVED BY:

*Donald E. Villafana*  
DONALD E. VILLAFANA P.E., PL3  
PUBLIC WORKS DIRECTOR RCE 37354

2022-12-16  
DATE

**CITY OF PORT HUENEME**  
PUBLIC WORKS DEPARTMENT

DRAWN BY: C. BATES      CHECKED BY: C. CABLE

STD. DET. NO.

401

SHEET 1 OF 1

ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREENBOOK" ADOPTED BY THE BOARD OF PUBLIC WORKS AS AMENDED BY THE LATEST CORRESPONDING CITY OF PORT HUENEME

LIMITS OF REMOVALS, TRENCH WIDTH:

1. ALL PAVEMENT REMOVED SHALL HAVE STRAIGHT EDGES. CUTS SHALL BE MADE TO A MINIMUM DEPTH OF ONE AND A HALF (1-1/2") INCHES. ALL CUTS SHALL BE NEAT STRAIGHT, VERTICAL CUTS WITH NO BROKEN EDGES.
2. ALL LONGITUDINAL PAVEMENT CUTS SHALL BE UNINTERRUPTED APPROXIMATELY PARALLEL TO THE TRENCH (MAX 1:6 LONGITUDINAL VARIANCE).
3. IF A SAWCUT IN PAVEMENT FALLS WITHIN 1 FOOT OF AN EXISTING CURB, GUTTER, OR EDGE OF PAVEMENT, THE ADDITIONAL PAVEMENT SHALL BE REMOVED AND RECONSTRUCTED.
4. WHEN SAW CUTTING PAVEMENT, THE MAXIMUM OVERRUN ALLOWED FOR ANY SAW CUT BEYOND THE BOUNDARY REMOVAL LIMITS OF EXISTING PAVEMENT SHALL BE 2 INCHES.
5. TRENCH WIDTH SHALL BE A MINIMUM 24 INCHES, UNLESS SLURRY BACKFILL AND BEDDING IS USED, IN WHICH CASE MINIMUM SHALL BE 4 INCHES. MINIMUM 3" SEPARATION SHALL BE MAINTAINED BETWEEN ALL CONDUITS, PIPES, AND TRENCH WALLS. IF SLURRY BEDDING MATERIAL IS USED, 1 INCH IS ACCEPTABLE IN A SINGLE LAYER INSTALLATION, OTHERWISE 2 INCH SEPARATION IS REQUIRED. UNDERCUTTING TRENCH WALLS TO ACQUIRE CLEARANCE IS NOT PERMITTED.

BEDDING:

6. BEDDING MATERIAL SHALL BE PLACED ON FIRM AND UNDERLYING SUBGRADE PER GREENBOOK SECTION 306.1.2.1 SOFT, SPONGY, UNSTABLE, UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED.
7. TRENCH BEDDING SHALL CONFORM TO GREENBOOK REQUIREMENTS AND OTHER APPLICABLE STANDARDS.

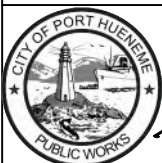
TRENCH BACKFILL:

8. ALL TRENCHES SHALL BE BACKFILLED WITH CMB, OR CAB, COMPACTED TO 90% RELATIVE DENSITY, OR APPROVED SLURRY MIX. NATIVE SOIL MAY ONLY BE USED WITH CITY ENGINEERS APPROVAL.
9. TRENCH BACKFILL SLURRY MATERIAL SHALL BE PROPERLY CONSOLIDATED. SLURRY MATERIAL FOR TRENCHES DEEPER THAN 5 FEET AND/OR NARROWER THAN 12 INCHES MUST BE CONSOLIDATED WITH VIBRATION.
10. BACKFILL MATERIAL SHALL BE MADE SMOOTH AND LEVEL BEFORE PLACING BASE AND PAVEMENT.
11. JETTING IS NOT AN APPROVED DENSIFICATION METHOD.

TRENCH "T" SECTION ("T-CUT")

12. AFTER THE TRENCH HAS BEEN BACKFILLED, THE EXISTING PAVEMENT SHALL BE REMOVED TO A LINE AT LEAST 12 INCHES BACK OF THE FIRM BANKS OF THE TRENCH AND THIS AREA ADJACENT TO THE TRENCH SHALL BE COMPACTED TO 95% RELATIVE DENSITY ("T-CUT") EXISTING CMB OR CAB BASE MATERIAL IN THIS AREA DOES NOT NEED TO BE REMOVED. "T-CUT" IS NOT REQUIRED IF PROPER SLURRY BACKFILL IS USED, UNLESS UNDERMINING OF ADJACENT PAVEMENT IS PRESENT. IF SLURRY TRENCH WIDTH IS LESS THAN 12 INCHES, EXISTING PAVEMENT SHALL BE REMOVED TO PROVIDE AT LEAST A 12 INCH WIDE OPENING FOR PROPER COMPACTION OF THE BASE MATERIAL.
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14. BASE PAVING FOR PERMANENT RESURFACING MUST BE COMPLETED WITHIN 3 WEEKS OF BACKFILLING, (UNLESS SPECIFIED OTHERWISE ON PERMIT OR PLANS).
15. NEW ASPHALT CONCRETE SECTION SHALL MATCH EXISTING PAVEMENT THICKNESS, OR 6 INCHES, WHICHEVER IS GREATER.
16. ASPHALT CONCRETE PAVING WILL OCCUR NO SOONER THAN 42 HOURS AFTER SLURRY BACKFILL OF TRENCH.

*T-TRENCH & PAVEMENT RESTORATION - AC STREETS*



APPROVED BY:

*Donald E. Villafana*  
DONALD E. VILLAFANA P.E., PLS  
PUBLIC WORKS DIRECTOR RCE 37354

2022-12-16  
DATE

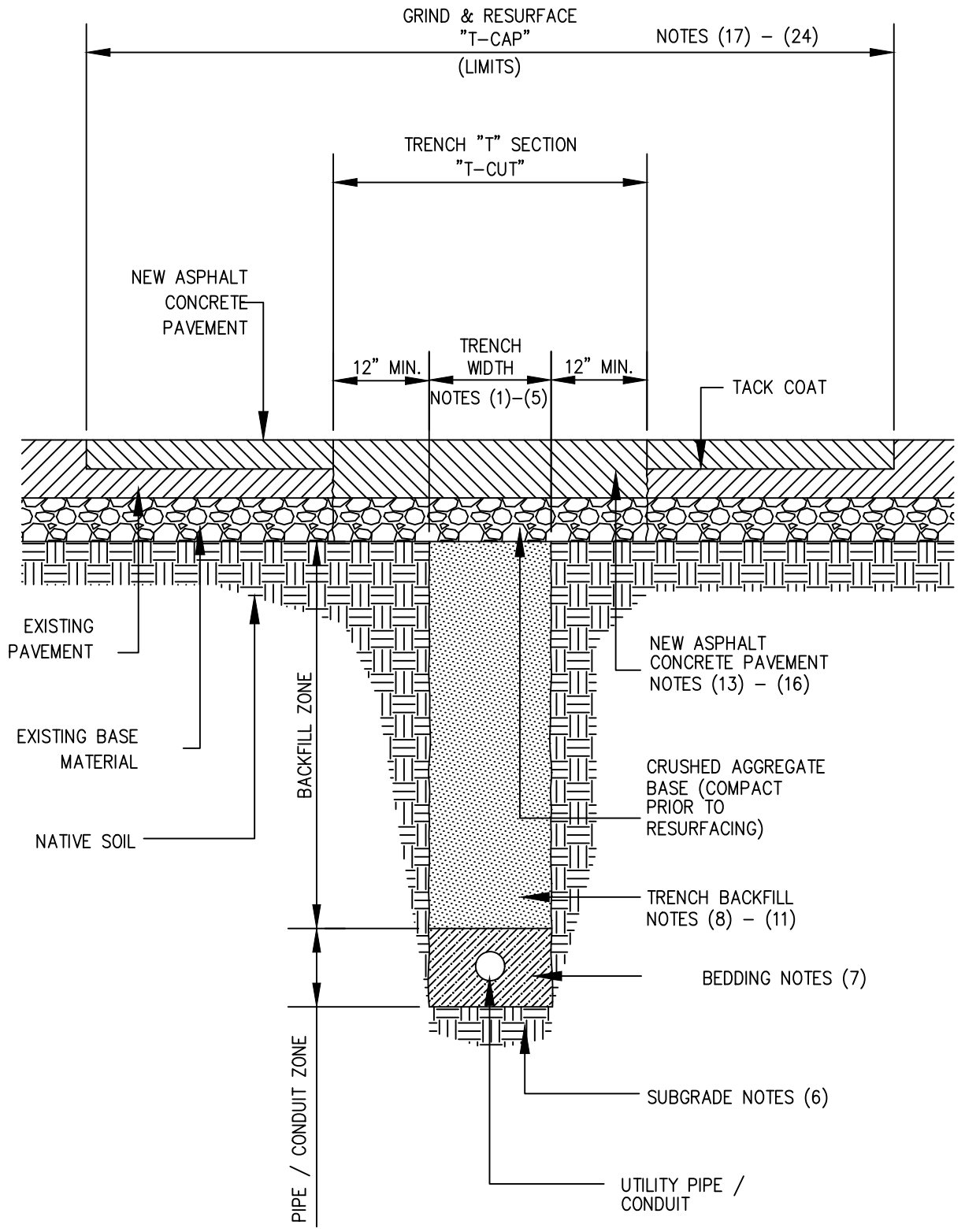
**CITY OF PORT HUENEME**  
PUBLIC WORKS DEPARTMENT

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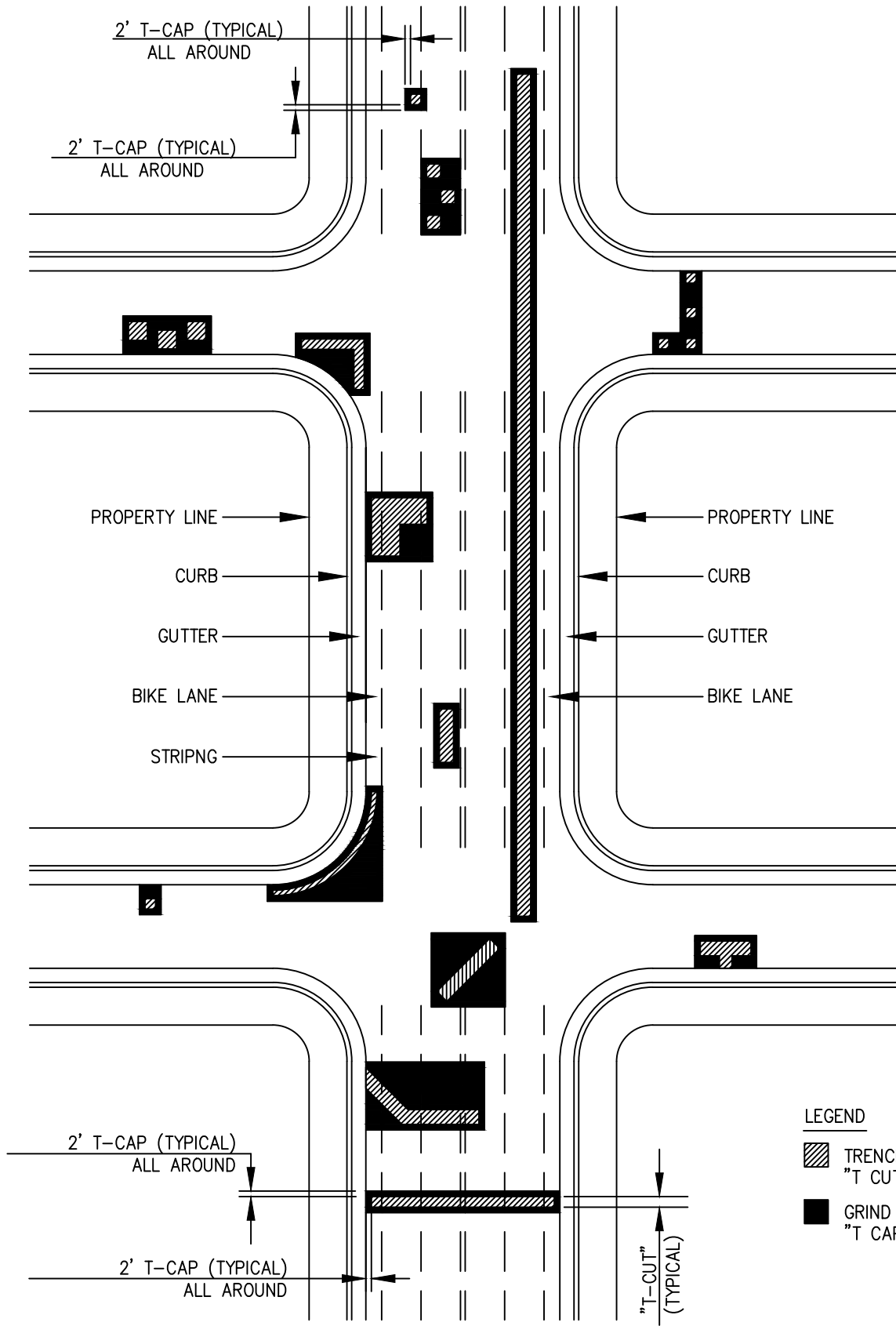
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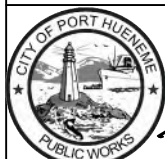



T-TRENCH & PAVEMENT RESTORATION - AC STREETS

	APPROVED BY:  DONALD E. VILLAFANA P.E., PLS PUBLIC WORKS DIRECTOR RCE 37354	2022-12-16 DATE	CITY OF PORT HUENEME PUBLIC WORKS DEPARTMENT	STD. DET. NO. 402
	DRAWN BY: C. BATES      CHECKED BY: C. CABLE		SHEET 1 OF 4	



T-TRENCH & PAVEMENT RESTORATION – AC STREETS



APPROVED BY:  
  
 DONALD E. VILLAFANA P.E., PLS  
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CITY OF PORT HUENEME  
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STD. DET. NO.  
 402  
 SHEET 2 OF 4

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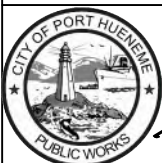
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*T-TRENCH & PAVEMENT RESTORATION - AC STREETS*



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DRAWN BY: C. BATES CHECKED BY: C. CABLE

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402

SHEET 3 OF 4

GRIND SURFACE ("T-CAP"):

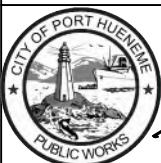
WITHIN 10 CALANDAR DAYS AFTER TRENCH BACKFILLING, ASPHALT CONCRETE SHALL BE COLD MILLED AND RESURFACED AS FOLLOWS:

17. EXISTING ASPHALT CONCRETE SHALL BE GROUND DOWN ONE AND ONE HALF (1-1/2) INCHES OR ONE HALF THE EXISTING PAVEMENT THICKNESS, WHICHEVER IS LESS, TO THE "T-CAP" LIMITS.
18. WHERE POSSIBLE, "T-CAP" LIMITS SHALL BE FROM FIGURE 1, "EXAMPLES OF GRIND AND RESURFACE "T-CAP" LIMITS." "T-CAP" IS NOT REQUIRED FOR SERVICE CONNECTION IN STREETS OVER 25 YEARS OLD THAT DO NOT IMPACT BIKE LANES.
19. "T-CAP" LIMITS SHALL BE SHALL EXTEND AT LEAST 2 FEET BEYOND THE TRENCH "T-CUT" LIMITS. MINIMUM "T-CAP" DIMENSION SHALL BE 5 FEET x FEET.
20. FOR MULTIPLE EXCAVATIONS WITHIN 5 FEET OF EACH OTHER, "T-CAP" LIMITS SHALL ENCOMPASS ALL THE EXCAVATIONS WITHIN ONE RECTANGULAR AREA.
21. IMPACTED BIKE LINES - "T-CAP" LIMITS SHALL FULLY ENCOMPASS ANY BIKE LANE IMPACTED BY THE TRENCH, AND SHALL HAVE A LENGTH THAT EXTENDS AT LEAST 2 FEET BEYOND THE ASPHALT REMOVAL LIMITS IN THE DIRECTION OF BIKE TRAFFIC.
22. WHEN THE "T-CAP" LIMIT IS WITHIN 2 FEET OR LESS FROM A CURB OR GUTTER, THE "T-CAP" LIMIT SHALL EXTEND TO THE CURB OR GUTTER.
23. PAVEMENT SHALL BE LEVEL WITH ADJACENT ROADWAY ELEVATIONS AND SHALL PROVIDE A SMOOTH SURFACE PER GREENBOOK SECTION 302-5.6.2 AND SUBJECT TO ACCEPTANCE BY CITY PUBLIC WORKS INSPECTOR.
24. POT HOLES/CORE HOLES SHALL BE FILLED PER GREENBOOK STANDARDS, AND "T-CAP" LIMITS SHALL EXTEND 1-FOOT BEYOND POT/CORE HOLES.

TRENCH IDENTIFICATION:

25. EACH TRENCH RESURFACING SHALL BE IDENTIFIED WITH A METAL IDENTIFICATION TAG IDENTIFYING THE OWNER, AND YEAR OF CONSTRUCTION. IF THE RESURFACING IS MORE THAN 50 FEET IN LENGTH, PLACE THE TAG NEAR EACH END OF THE RESURFACING AND AT INTERVALS NOT TO EXCEED 50 FEET.

*T-TRENCH & PAVEMENT RESTORATION - AC STREETS*



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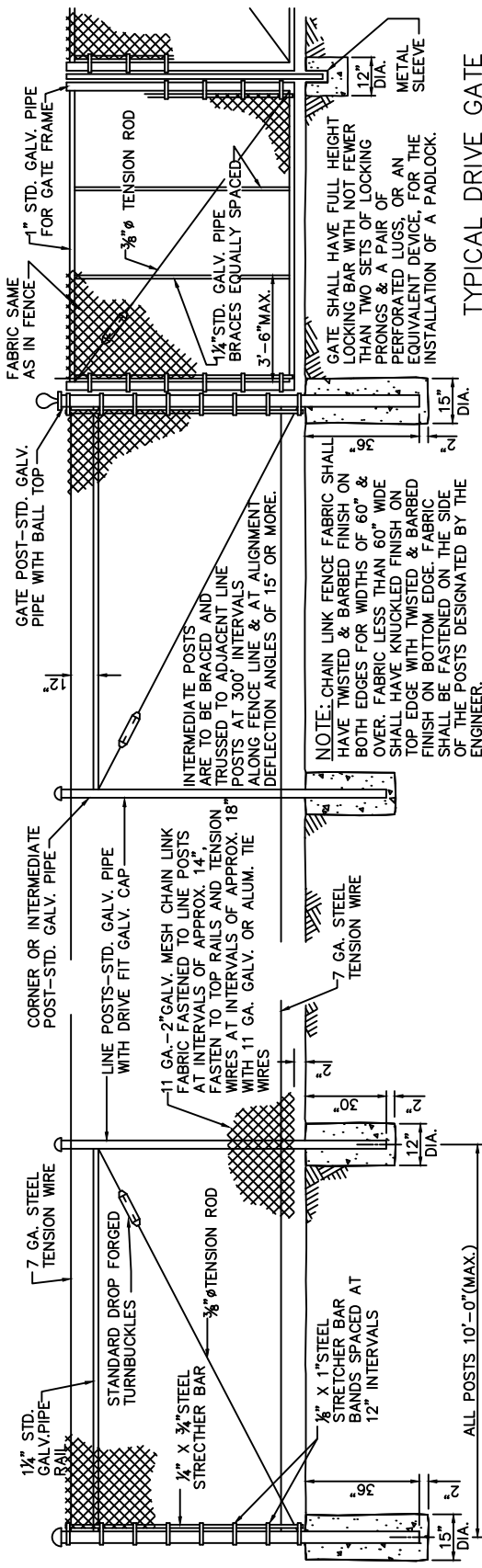
DRAWN BY: C. BATES CHECKED BY: C. CABLE

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SHEET 4 OF 4

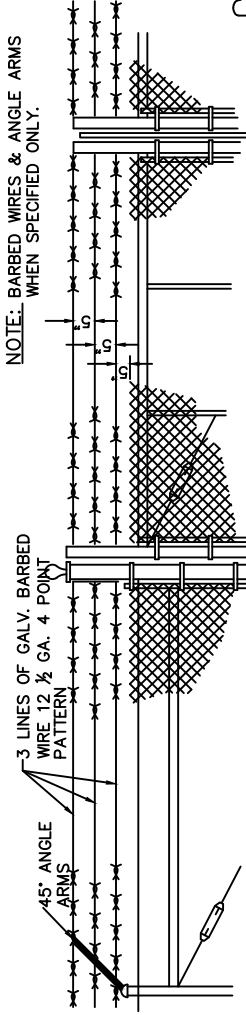




TYPICAL DRIVE GATE

TYPICAL FENCE ELEVATION

NOTE: BARBED WIRES & ANGLE ARMS WHEN SPECIFIED ONLY.



TYPICAL BARBED WIRE FENCE & DRIVE GATES

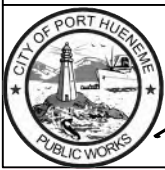
GENERAL NOTES:

- ALL POSTS SHALL BE STANDARD GALVANIZED PIPE & SHALL CONFORM TO THE FOLLOWING:

SIZE PIPE	WT. PER LIN. FT. BEFORE GALV.
2 1/2"	5.79 LBS.
2"	3.65 LBS.
3"	7.58 LBS.
4"	10.79 LBS.
FOR FENCE LESS THAN 72":	
2"	3.65 LBS.
2 1/2"	5.79 LBS.
1 1/2"	2.72 LBS.
3 1/2"	9.11 LBS.

- ALL POSTS SHALL BE FITTED WITH APPROVED TOPS.
- ALL WALK & DRIVE GATES SHALL BE HUNG BY TWO MALLEABLE IRON HINGES. BOTTOM HINGE TO BE BALL & SOCKET TYPE.

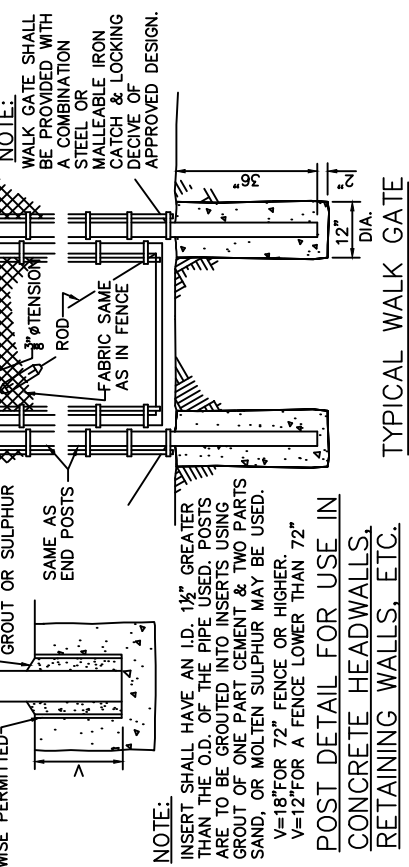
STD. CHAIN LINK FENCE



APPROVED BY:  
  
 DONALD E. VILLAFANA P.E., PLS  
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 DRAWN BY: C. BATES CHECKED BY: C. CABLE

STD. DET. NO.  
 407  
 SHEET 1 OF 1



TYPICAL WALK GATE

NOTE:  
 INSERT SHALL HAVE AN I.D. 1/4" GREATER THAN THE O.D. OF THE PIPE USED. POSTS ARE TO BE GROUTED INTO INSERTS USING GROUT OF ONE PART CEMENT & TWO PARTS SAND, OR MOLTEN SULPHUR MAY BE USED.  
 V=18" FOR A FENCE OR HIGHER.  
 V=12" FOR A FENCE LOWER THAN 72"

POST DETAIL FOR USE IN CONCRETE HEADWALLS, RETAINING WALLS, ETC.