

STORM DRAIN FACILITIES NOTES:

1. CONTRACTOR IS RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND CONTACTING PUBLIC WORKS INSPECTOR FOR COMPLIANCE TEST AND INSPECTION FOR EACH STORM DRAIN FACILITY INSTALLATION.
2. CONTRACTOR SHALL PROVIDE VIDEO INSPECTION OF ALL STORM MAINS FROM THE UPSTREAM MANHOLE TO THE DOWNSTREAM MANHOLE OF THE SEGMENT OF STORM MAIN AFFECTED.
3. STORM DRAIN LATERALS SHALL CONNECT DIRECTLY TO THE BACK OF AN EXISTING OR NEW CATCH BASIN OR CONNECT TO THE STORM DRAIN MAIN VIA A MANHOLE.
4. SIDEWALK CURB DRAINS SHALL ONLY BE ALLOWED WITH APPROVAL FROM THE CITY ENGINEER.
5. SIDEWALK, CURB, GUTTER, PAVEMENT, STRIPING, AND SIGNAGE SHALL BE RESTORED IF DISTURBED BY PROJECT.
6. NO STORM DRAIN FACILITIES (ROOF LEADERS, AREA DRAINS, ETC) ARE NOT ALLOWED TO BE CONNECTED TO SEWER LATERAL AND SHALL BE PERMANENTLY DISCONNECTED FROM SEWER LATERAL.
7. STORMWATER LOW IMPACT DEVELOPMENT TREATMENT FACILITIES INSTALLED IN THE CITY R.O.W. SHALL BE APPROVED BY THE WATER QUALITY CONTROL PLANT C.3 DIVISION AND ENGINEERING DIVISION AND REQUIRE AN OPERATIONS & MAINTENANCE AGREEMENT BETWEEN PROPERTY OWNER AND CITY OF SOUTH SAN FRANCISCO. NON-LID TREATMENT FACILITIES ARE NOT ALLOWED WITHIN THE CITY R.O.W.

LIDS: ALL STORM DRAIN STRUCTURE LIDS OR COVERS SHALL BE IMPRINTED WITH "STORM" FOR IDENTIFICATION.

PIPE: FOR PIPES LESS THAN 12", MATERIAL SHALL BE POLYVINYL CHLORIDE PIPE (PVC SDR 26).  
FOR PIPES 12" OR GREATER, MATERIAL SHALL BE DUAL-WALL CORRUGATED-EXTERIOR SMOOTH-INTERIOR HIGH-DENSITY POLYETHYLENE (HDPE N-12 OR EQUAL). WHERE LIMITED BY ROADWAY LOADING REQUIREMENTS, REINFORCED CONCRETE PIPE OR DUCTILE IRON PIPE MAY BE USED WITH CITY ENGINEER APPROVAL.

COUPLINGS: PIPE SEGMENTS SHALL BE CONNECTED BY BELL AND SPIGOT.

CLEANOUTS: PRIVATE STORM DRAIN LATERALS SHALL HAVE AN ON-SITE TWO-WAY CLEANOUT OR MANHOLE PRIOR TO EXITING THE PROPERTY. PRIVATE STORM DRAIN LATERALS SHALL CONNECT TO EXISTING OR NEW PUBLIC STORM DRAIN MANHOLES WITHIN THE PUBLIC RIGHT-OF-WAY. CONNECTION TO A CATCH BASIN REQUIRES CITY ENGINEER APPROVAL.

COVER: PROVIDE A MINIMUM 36" COVER FROM FINISHED GRADE TO THE TOP OF PIPE. WHERE PIPE COVER IS LESS THAN 36", A CONCRETE CAP SHALL BE PROVIDED.

BACKFILL: SHALL BE CLASS 1 TYPE A PERMEABLE OR CONTROLLED DENSITY FILL (CDF) PLACED 4" BELOW AND 6" TO 12" ABOVE STORM DRAIN LINE AND SHALL BE CLASS 2 AGGREGATE BASE (95% COMPACTION) OR CDF FOR THE REMAINDER OF THE BACKFILL TO BOTTOM OF ASPHALT PAVEMENT SECTION.

CONCRETE: SHALL BE 3,000 PSI CONCRETE. STATE CLASS A-6 SACK MIX WITH ¾" TO 1" AGGREGATE. CONCRETE MIX SHALL HAVE ½ TO ¾ POUNDS BY WEIGHT OR 1 PINT BY VOLUME OF LAMPBLACK PER CUBIC YARD OF CONCRETE MIX.

DOWELS: NEW CONCRETE SHALL TIE INTO EXISTING CONCRETE WITH ¼"x12" DOWELS, 6" EMBEDMENT ON EITHER SIDE.

ASPHALT: ASPHALT SHALL BE PLACED AS HOT MIX ASPHALT ("HMA") ONLY. ½" ASPHALT CONCRETE (95% COMPACTION) MATCHING EXISTING PAVEMENT THICKNESS OR 4" MINIMUM, WHICHEVER IS GREATER, SHALL BE USED IN STREETS. TACK COAT ALL EDGES AND SURFACES PRIOR TO HMA PLACEMENT. ASPHALT PAVEMENT RESTORATION SHALL BE MADE FLUSH WITH THE ADJACENT SURFACES AT CONFORMS AND EDGES WITH A MAXIMUM TOLERANCE OF ⅛". ALL FINISHED EDGES SHALL BE SEALED. REFER TO PAVEMENT RESTORATION DETAILS FOR EXTENTS.

PRIVATE SERVICE ABANDONMENT:

CITY STORM MAIN CONNECTION:

1. DIG HOLE NEXT TO MAIN TO FIND LATERAL CONNECTION POINT.
2. REMOVE ENTIRE WYE FITTING OR SEGMENT OF MAIN IF IMPROPERLY INSTALLED WITH A TAP.
3. REPLACE WITH NEW SECTION OF MAIN PIPE MATCHING INTERIOR DIAMETER.

STORM SERVICE LATERAL:

1. AFTER DISCONNECTING FROM THE MAIN, PLUG LATERAL PIPE END WITH COMPACTED EARTH AND 8" CONCRETE PLUG.
2. LOCATE LATERAL STRUCTURES (CLEANOUTS OR MANHOLES) UPSTREAM FROM THE CONNECTION POINT BETWEEN CURB AND PROPERTY LINE.
3. IF FOUND, DIG UP AND REMOVE LATERAL STRUCTURES.
4. PLUG LATERAL PIPE ENDS ENDS WITH CONCRETE.