2022 STANDARD SPECIFICATIONS - LIST OF REVISIONS

REVISED SPECIFICATIONS AFTER JANUARY 2022 PUBLICATION

Revised Date: 5/2022

7 – SOLID WASTE, RECYCLABLE MATERIALS & COMPOSTABLE
1. Entire section “7.02 Solid Waste, Recyclable & Compostable Materials Enclosures” revised.

Revised Date: 10/2022

1 – GENERAL PROVISIONS

1. Section 1.05 GENERAL CONSTRUCTION NOTES
   Subheading Street Section and Sidewalk Construction Notes
   Replace list number 3 (page 17) with:
   
   *Job mix formula (JMF) for all hot mix asphalt (HMA) to be used (except for miscellaneous areas and dikes) shall be submitted to the City Engineer for approval. The JMF testing data documents developed by the mix design laboratory shall be submitted on Caltrans form CEM-3511 and CEM-3512 and dated within 12 months of planned pavement work. Hot mix asphalt shall be sampled and tested in accordance with Caltrans Construction Manual, Chapter 4 ‘Construction Details’ 4-3903D (5) ‘Sampling and Testing Hot Mix Asphalt’. Obtain split samples of HMA from the mat behind the paver or other location approved by the Inspector.*

2 – DRAINAGE STANDARDS

1. Section 2.03.01 STORM DRAINAGE ANALYSIS
   Delete item number 17 in its entirety.

2. Section 2.13.03 TRENCHING, BORING, BACKFILL AND COMPACTION
   Subheading G. Tunneling, Boring, and Jacking
   Replace the 3rd sentence of the 2nd paragraph (page 68) with:
   
   *A borepath sheet, showing all potholed utilities, shall be submitted for approval by the City Engineer fourteen (14) days prior to start of work.*

3 – STREET STANDARDS

1. Section 3.05.03 ASPHALT CONCRETE
   Replace the 16th paragraph (page 111) with:
   
   *Amend Section 39-2.03A “Testing” of the Standard Specifications to add the following:
   The Contractor/Developer will perform acceptance testing of the HMA based on the Acceptance Criteria as shown in the following Table 1.*

2. Section 3.05.04 MISCELLANEOUS CONCRETE CONSTRUCTION
   Add to the end of the 6th paragraph (page 113) the following:
   
   *All damaged concrete shall be removed and replaced to the nearest joint on each side of such damage.*
3 – STREET STANDARDS

1. Section 3.01.07 PAVEMENT RESTORATION LIMITS (STREETS)
   Replace TABLE 3.3 – PAVEMENT RESTORATION LIMITS with revised TABLE 3.3 – PAVEMENT RESTORATION LIMITS and add the following figures:

   FIGURE 3.3 – PAVEMENT RESTORATION LIMITS FOR STREETS WITH PCI RANGE OF 70-100
   FIGURE 3.4 – PAVEMENT RESTORATION LIMITS FOR STREETS WITH PCI RANGE OF 50-69
   FIGURE 3.5 – PAVEMENT RESTORATION LIMITS FOR STREETS WITH PCI RANGE OF 0-49

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TABLE AND FIGURES NEXT PAGE
3.01.07 PAVEMENT RESTORATION LIMITS (STREETS)

The *Pavement Restoration Table* (Table 3.3) and following figures provide the minimum restoration limits based on existing pavement conditions. Final limits of restoration to be determined by the City Inspector. Pavement Condition Index (PCI) will be provided by the City by contacting Public Works Engineering Division at engineering@cityofnapa.org

**TABLE 3.3 – PAVEMENT RESTORATION LIMITS**

<table>
<thead>
<tr>
<th>PAVEMENT CONDITION INDEX (PCI)</th>
<th>RESTORATION LIMITS</th>
</tr>
</thead>
</table>
| 70-100                        | For roads less than 24 feet wide – Full width restoration. For roads over 24 feet wide – To centerline, unless repair crosses the centerline, then full width restoration. For all restoration –  
  • The limits must extend a minimum of 10 feet on each side of trench.  
  • If another trench is found within 10 feet, the restoration limits will be combined into a continuous repair.  
  • Unused sawcuts into the roadway will be considered a trench repair. |
| 50-69                         | For roads less than 24 feet wide – A T-cut trench repair is required per City Standards. For roads over 24 feet wide – The restoration limits will clear the apparent wheel path and extend to the closest joint determined by the City of Napa. For all restoration –  
  • Restoration to extend a minimum of 5 feet beyond each side of the trench excavation.  
  • Unused sawcuts into the roadway will be considered a trench repair. |
| 0-49                          | A T-cut trench repair is required per City Standards. Restoration to extend a minimum of 1 foot beyond each side of the trench excavation. See Drawing No. S-12 For all restoration –  
  • If the limits of the repair are within 3 feet of the edge of pavement, the repair must extend to the edge of pavement.  
  • Unused sawcuts into the roadway will be considered a trench repair. |
LEGEND

TRENCH LIMITS

RESTORATION LIMITS

NOTE
1. LINE CAN REPRESENT EXISTING CURB, LIP OF GUTTER OR EDGE OF PAVEMENT
2. MINIMUM, ON EACH SIDE OF TRENCH
3. COMBINE RESTORATION LIMIT IF ANOTHER TRENCH IS WITHIN 10 FT

FIGURE 3.3
PAVEMENT RESTORATION LIMITS
FOR STREETS WITH PCI RANGE OF 70-100
FIGURE 3.4
PAVEMENT RESTORATION LIMITS
FOR STREETS WITH PCI RANGE OF 50-69

NOTE
1. LINE CAN REPRESENT EXISTING CURB, LIP OF GUTTER OR EDGE OF PAVEMENT
2. MINIMUM, ON EACH SIDE OF TRENCH
3. RESTORATION LIMIT TO CLEAR THE APPARENT WHEEL PATH AND EXTEND TO THE CLOSEST JOINT AS DETERMINED BY THE CITY

LEGEND
- TRENCH LIMITS
- RESTORATION LIMITS

TRAVERSE CUT
LONGITUDINAL CUT

INTERSECTION ON STREET
LESS THAN 24 FT WIDE

INTERSECTION ON STREET
MORE THAN 24 FT WIDE

SEE NOTE 3
(TYP.)

5' (TYP.) (2)

LANE LINE
STREET C/L
LANE C/L
CURB LINE (1)
CURB LINE (1)

NOTE
1. LINE CAN REPRESENT EXISTING CURB, LIP OF GUTTER OR EDGE OF PAVEMENT
2. MINIMUM, ON EACH SIDE OF TRENCH
3. RESTORATION LIMIT TO CLEAR THE APPARENT WHEEL PATH AND EXTEND TO THE CLOSEST JOINT AS DETERMINED BY THE CITY
FIGURE 3.5
PAVEMENT RESTORATION LIMITS
FOR STREETS WITH PCI RANGE OF 0-49

NOTE
1. LINE CAN REPRESENT EXISTING CURB, LIP OF GUTTER OR EDGE OF PAVEMENT
2. MINIMUM, ON EACH SIDE OF TRENCH
3. IF 'X' IS WITHIN 3 FT OF RESTORATION LIMIT, EXTEND LIMIT TO CURB, LIP OF GUTTER OR EDGE OF PAVEMENT