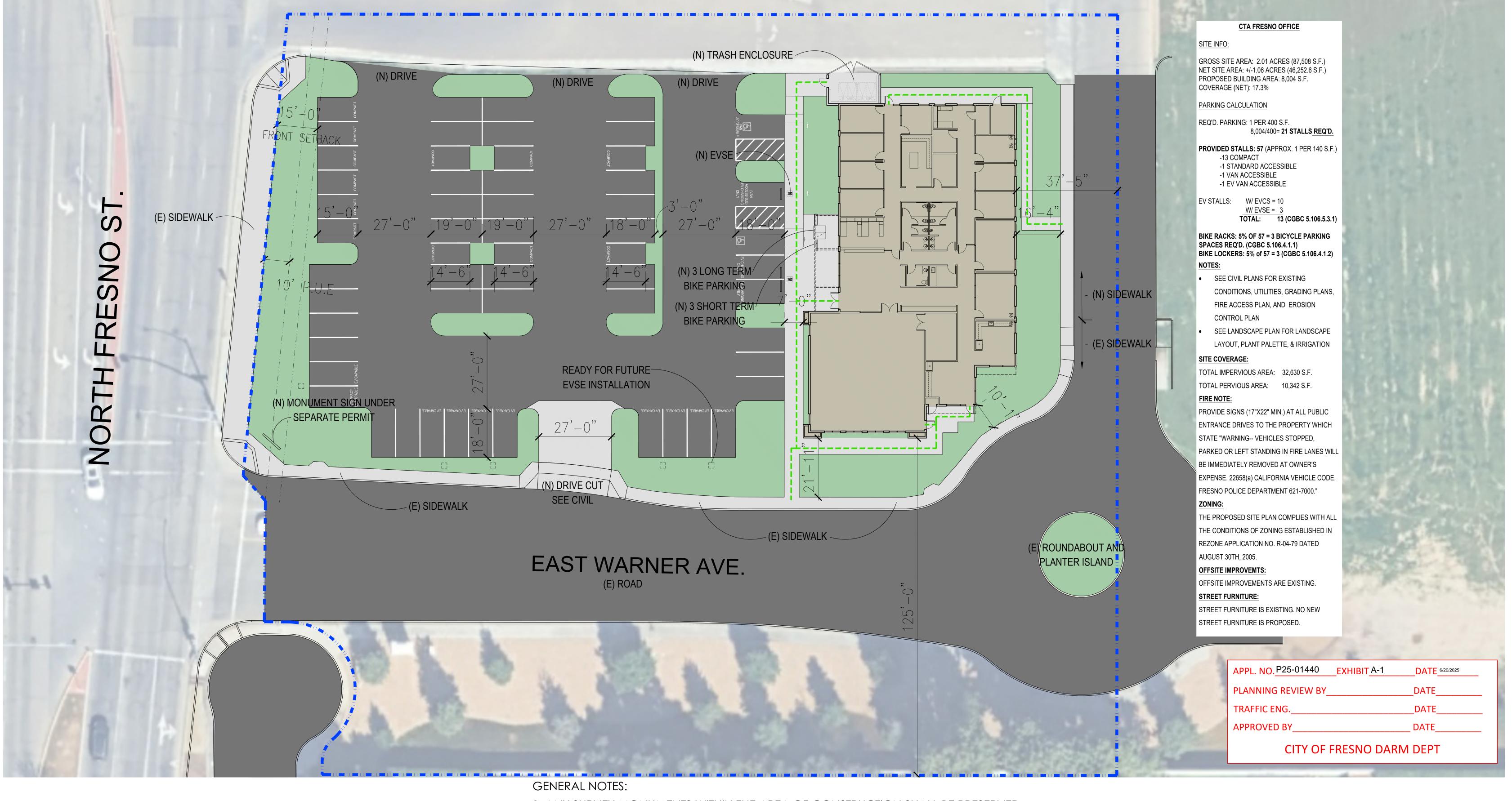
Exhibit G -**Exhibits (Site Plan, Elevations,** Floor Plans and Landscape Plans)



SITE LEGEND:

BUILDING AREA

SITE CONCRETE

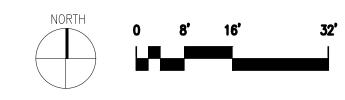
ASPHALT AREA

LANDSCAPE AREA

EXISTING PROPERTY LINE

ACCESSIBLE PATH OF TRAVEL

- 1. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CA.
- 2. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
- 3. 2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT. CALL 1-800-642-2444.



SITE PLAN

SCALE: 1/16"=1'-(

-0

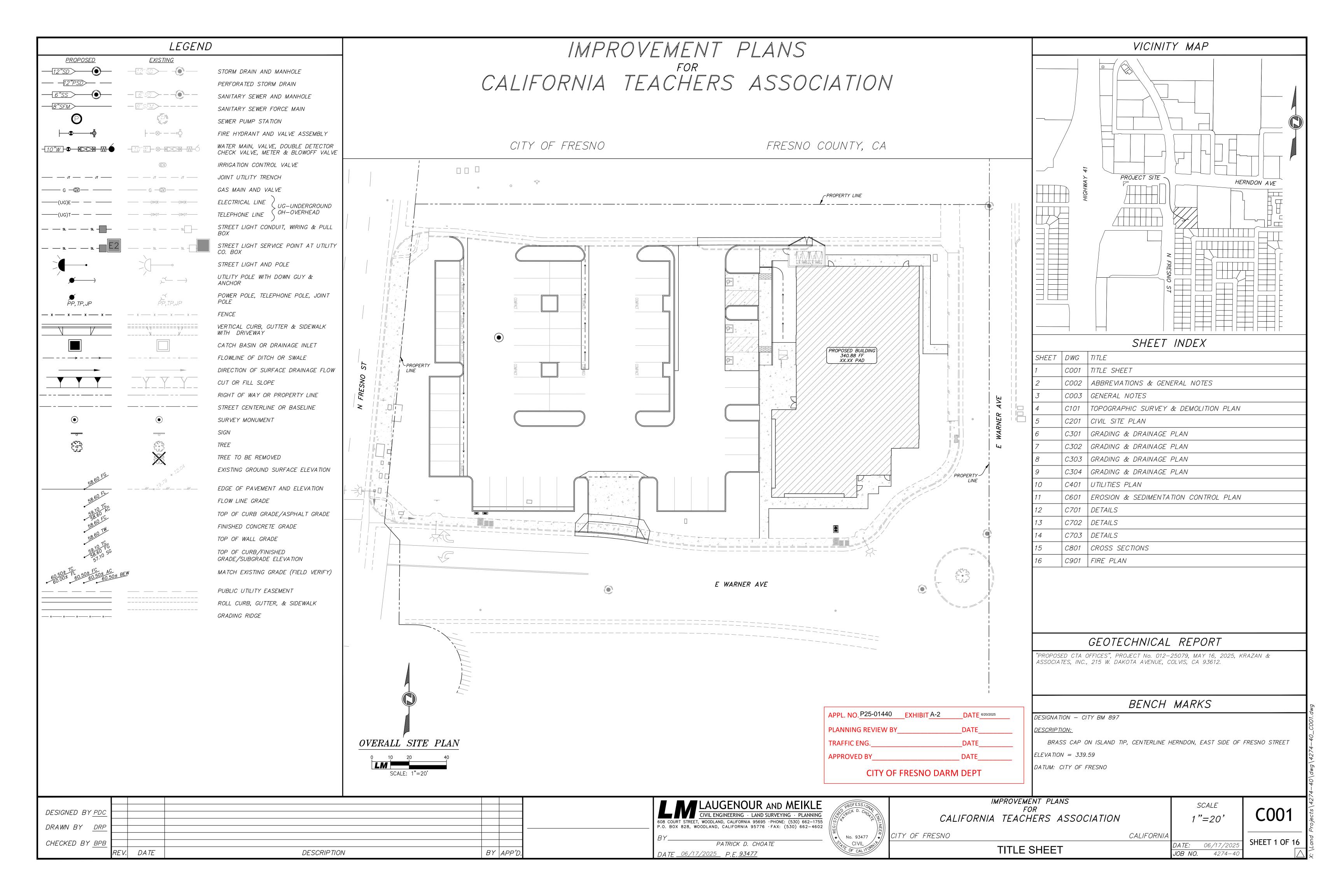
CALIFORNIA TEACHERS ASSOCIATION

California Teachers Association
6710 North Fresno Street
RFP REFERENCE DRAWINGS

SITE PLAN

PROJECT #2244064 SCALE: AS NOTED DATE: 05.02.2025 SHEET:

A1.0



ABBRE	VIATIONS												
ABBRE AB AC ACP AHJ ARV ASB BC BEW BM BOC BOV BR	AGGREGATE BASE ASPHALT CONCRETE ASBESTOS CEMENT PIPE AUTHORITY HAVING JURISDICTION AIR RELEASE VALVE AGGREGATE SUBBASE BEGIN CURVE BACK EDGE OF WALK BENCH MARK BACK OF CURB BLOW-OFF VALVE BOTTOM OF ROCK	CC CICP CL CO CONC CONST COR CP CR CSP	CENTER TO CENTER CAST IN PLACE CONCRETE PIPE CENTERLINE, CONTROL LINE, CHAIN LINK OR CLASS CLEANOUT CONCRETE CONSTRUCT CORNER CONCRETE PIPE CURB RETURN CORRUGATED STEEL PIPE	ELEC EL, ELEV EP EQUIV EVC EX, EXIST EXP JT FB FC FDR FEW FF. FIN FLR	ELECTRIC(AL) ELEVATION EDGE OF PAVEMENT EQUIVALENT END VERTICAL CURVE EXISTING EXPANSION JOINT FLUSHER BRANCH FINISHED CONCRETE FULL DEPTH RECLAMATION FRONT EDGE OF WALK FINISHED FLOOR	IRR JB JT L LF LOG LT MAX MH MIN MOC MON	IRRIGATION JUNCTION BOX JOINT-USE TRENCH LEFT LINEAL FEET LIP OF GUTTER LEFT OR LIGHT MAXIMUM MANHOLE MINIMUM MIDDLE OF CURVE MONUMENT	PCA PCC PI PL POC PRC PRVC PROJ PROP	PORTLAND CEMENT ASSOCIATION PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVATURE POINT OF INTERSECTION PROPERTY LINE POINT OF CONNECTION, POINT ON CURVE POINT OF REVERSE CURVATURE POINT OF REVERSE VERTICAL CURVATURE PROJECTED PROPERTY	REQ'TS RET RP RPBP RT R/W S SCH SD SDFM SEC	REQUIREMENTS RETAINING RADIUS POINT OR REFERENCE POINT REDUCED PRESSURE BACKFLOW PREVENTER RIGHT RIGHT—OF—WAY SOUTH OR SLOPE SCHEDULE STORM DRAIN STORM DRAIN FORCE MAIN SECTION	TEL TEMP TFOC TR TRAF TRANS TS TW TYP UG UNO VAR	TELEPHONE TEMPORARY TOP FACE OF CURB TOP OF ROCK TRAFFIC TRANSITION TOP OF SOIL TOP OF WALL TYPICAL UNDERGROUND UNLESS NOTED OTHERWISE VARIES OR VARIABLE
BTM BVC BW CAMUTCD CATV C&G C,G,&SW	BOTTOM BEGIN VERTICAL CURVE BASE OF WALL CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CABLE TELEVISION CURB AND GUTTER CURB, GUTTER AND SIDEWALK	DCDC DI DIP DTL DW DWG E EC	DOUBLE CHECK DETECTOR CHECK DRAINAGE INLET DUCTILE IRON PIPE DETAIL DRIVEWAY DRAWING EAST END CURVE	FG FH FL FOC GB INTX INV IOD	FINISHED GRADE FIRE HYDRANT FLOW LINE FACE OF CURB OR CONCRETE GRADE BREAK INTERSECTION INVERT IRREVOCABLE OFFER OF DEDICATION	MRC N NG NIC NTS OA OH PB	MINIMUM RELATIVE COMPACTION NORTH NATURAL GROUND NOT IN CONTRACT NOT TO SCALE OVERALL OVERHEAD PULL BOX	PSE PT PUE PVCP PVMT PWD R RCP	PUBLIC SERVICE EASEMENT POINT PUBLIC UTILITY EASEMENT POLYVINYL CHLORIDE PIPE PAVEMENT PUBLIC WORKS DEPARTMENT RADIUS, RADIAL OR RIGHT REINFORCED CONCRETE PIPE	SEP SIM SL SS STD SW SYM TC	SEPARATION SIMILAR STREET LIGHT SEWER SERVICE, SANITARY SEWER STANDARD SIDEWALK SYMMETRICAL TOP OF CURB OR CONCRETE	VCP VERT W WM WQF WS XFMR XING	VITRIFIED CLAY PIPE VERTICAL WEST WATER METER OR WATER MAIN WATER QUALITY FLOW WATER SERVICE TRANSFORMER CROSSING

GENERAL NOTES:

STANDARDS, PLANS, AND SPECIFICATIONS

- A. UNLESS SHOWN OR SPECIFIED OTHERWISE, ALL CONSTRUCTION AND MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF THE CITY STANDARD SPECIFICATIONS, PLANS AND DETAILS, WITH THESE PLANS, THE PROJECT SPECIFICATIONS, AND WITH THE LATEST EDITIONS OF THE STATE "CALTRANS" STANDARD SPECIFICATIONS AND STANDARD PLANS, SIGN SPECIFICATION SHEETS AND TRAFFIC MANUAL AND THE LATEST EDITION OF THE CALIFORNIA MUTCD (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) AND THE CALIFORNIA BUILDING CODE. THE CONTRACTOR SHALL OBTAIN AND USE ALL APPLICABLE ADDENDUMS.
- . IT IS INTENDED THAT THESE PLANS AND SPECIFICATIONS REQUIRE ALL LABOR AND MATERIALS NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY REGARDING ANY DISCREPANCIES OR AMBIGUITIES WHICH MAY EXIST IN THE PLANS OR SPECIFICATIONS. THE ENGINEER'S INTERPRETATION OR CORRECTION THEREOF SHALL BE CONCLUSIVE.
- . WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- D. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ALL NECESSARY SITE INSPECTIONS AND DETERMINE ALL ITEMS OF WORK NOT SPECIFICALLY SHOWN AS BID ITEMS, OR OTHERWISE INDICATED, PRIOR TO BIDDING. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL ITEMS OF WORK NECESSARY TO PERFORM A COMPLETE AND ACCEPTABLE JOB.
- E. THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE
- THE CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES AND REGULATIONS BEARING ON THE CONDUCT OF THE WORK AS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIFICATIONS. THEY SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING OF ANY SPECIFICATION AT VARIANCE THEREWITH AND ANY NECESSARY CHANGES SHALL BE ADJUSTED AS PROVIDED IN THE CONTRACT FOR CHANGES IN THE WORK. IF THE CONTRACTOR PERFORMS ANY WORK CONTRARY TO SUCH LAWS, ORDINANCES, RULES AND REGULATIONS, THEY SHALL BEAR ALL COSTS ARISING THEREFROM.
- G. CONSTRUCTION SHALL COMPLY WITH THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY _____
- **H.** REFERENCE PLANS FROM OTHERS ON THE PROJECT DESIGN TEAM INCLUDE, BUT ARE NOT LIMITED TO: ___
- ALL WORK SHALL COMPLY WITH THE PROJECT SWPPP, INCLUDING THE EROSION AND SEDIMENTATION CONTROL PLAN.
- J. THE MAP SHOWN ON TITLE SHEET IS FOR GENERAL INFORMATION ONLY AND IS NOT INTENDED TO REPLACE THE DETAILED SHEETS ELSEWHERE IN THIS SET OF PLANS.
- K. AUTHORITIES HAVING JURISDICTION OVER ALL OR PORTION OF THIS PROJECT INCLUDE. BUT ARE NOT LIMITED TO: _____.

EXISTING UTILITIES AND COORDINATION OF WORK

- A. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, CONDITION, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. LAUGENOUR AND MEIKLE ASSUMES NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES, NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE
- B. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES INVOLVED AND REQUESTING A VISUAL VERIFICATION OF THE LOCATIONS OF THEIR UNDERGROUND FACILITIES. THE INSPECTOR AND THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR OF THE SCHEDULED TIME AND PLACE OF SUCH VISUAL VERIFICATION TO ENABLE THEM TO HAVE REPRESENTATIVES PRESENT. IF IN THE OPINION OF THE INSPECTOR A CONFLICT EXISTS, THEN THE ENGINEER SHALL: (1) MAKE ANY NEEDED GRADE AND/OR ALIGNMENT ADJUSTMENTS AND REVISE THE PLANS ACCORDINGLY; AND/OR (2) CONTACT THE UTILITY PARTY RESPONSIBLE FOR THE RELOCATION OF THE CONFLICTING
- C. CITY IS A MEMBER OF THE UNDERGROUND SERVICE ALERT (U.S.A.) ONE—CALL PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS OF U.S.A. 48 HOURS IN ADVANCE OF PERFORMING EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER 1-800-642-2444. EXCAVATION IS DEFINED AS BEING MORE THAN 18 INCHES IN DEPTH BELOW THE EXISTING SURFACE.
- D. UTILITY COMPANIES ARE PREPARING TO RELOCATE EXISTING FACILITIES AND/OR CONSTRUCT NEW FACILITIES WITHIN PORTIONS OF THE WORK AREA. THE CONTRACTOR SHALL COORDINATE ALL HIS WORK WITH PROJECT RELATED WORK TO BE PERFORMED BY UTILITY COMPANIES (INCLUDING GAS, ELECTRIC, TELECOM AND CABLE TV) AND BY OTHER PROJECT CONTRACTORS INCLUDING BUILDING, PLUMBING, LANDSCAPING, MECHANICAL, TELECOM, ELECTRICAL AND FIRE PROTECTION. THE CONTRACTOR SHALL AFFORD THESE UTILITY COMPANIES AND CONTRACTORS REASONABLE OPPORTUNITY FOR THE EXECUTION OF THEIR WORK AND SHALL COORDINATE HIS WORK WITH THEIRS. IN THE EVENT OF DELAYS OR CHANGES IN THE WORK BEYOND THE CONTROL OF THE CONTRACTOR, TIME EXTENSIONS AND NECESSARY CHANGES SHALL BE MADE AS PROVIDED IN THE CONTRACT.
- E. ANY EXISTING UNDERGROUND UTILITY (INCLUDING MANHOLES, VAULTS, CONDUITS, CABLES, AND PIPELINES) WHICH IS TO BE EXTENDED, WHICH IS THE CONNECTION POINT FOR NEW UNDERGROUND UTILITIES. OR WHICH NEW FACILITIES CROSS. SHALL BE CAREFULLY POTHOLED BY THE CONTRACTOR PRIOR TO CONSTRUCTION STAKING FOR PLACEMENT OF THE NEW UTILITIES. COST OF SUCH EXCAVATION AND SUBSEQUENT BACKFILL SHALL BE INCLUDED IN THE PRICES PAID FOR THE VARIOUS ITEMS OF WORK IF DAMAGE TO EXISTING UTILITIES OCCURS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REPAIR COSTS. THE ELEVATIONS AND LOCATIONS OF THE EXISTING UTILITIES WILL BE CHECKED FOR POSSIBLE CONFLICTS WITH PLANS BY THE OWNER'S REPRESENTATIVE, THE ENGINEER AND THE AHJ INSPECTOR. IF IN THE OPINION OF THE INSPECTOR A CONFLICT EXISTS, THEN THE ENGINEER SHALL: (1) MAKE ANY NEEDED GRADE AND/OR ALIGNMENT ADJUSTMENTS AND REVISE THE PLANS ACCORDINGLY; AND/OR (2) CONTACT THE UTILITY PARTY RESPONSIBLE FOR THE RELOCATION OF THE CONFLICTING FACILITY.
- . OVERHEAD FACILITIES: THERE MAY BE EXISTING OVERHEAD ELECTRIC AND TELEPHONE LINES AT THE SITE. THESE OVERHEAD UTILITIES MAY NOT BE SHOWN ON THE

REV.

DATE

- DRAWINGS. EXTREME CAUTION SHALL BE USED WHEN WORKING IN THE VICINITY OF OVERHEAD UTILITIES SO AS TO PREVENT INJURY TO WORKMEN OR DAMAGE TO THE UTILITIES. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE APPLICABLE PROVISIONS OF THE CALIFORNIA CONSTRUCTION SAFETY ORDERS WHEN WORKING ANYWHERE ON THIS PROJECT.
- G. UNLESS SPECIFIED OTHERWISE, ANY EXISTING UTILITY STRUCTURE, INCLUDING, BUT NOT LIMITED TO VALVE BOXES, SEWER MANHOLES AND CLEANOUTS, STORM DRAIN MANHOLES AND INLETS, ELECTRICAL, WATER, GAS, AND TELEPHONE BOXES AND VAULTS, OCCURRING IN THE LOCATION OF PROPOSED IMPROVEMENTS SHALL BE SECURELY RESET TO THE NEW FINISH GRADE.
- H. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS AND PERSONS ENGAGED IN THE CONTRACT WORK.

3. CONSTRUCTION STAKING

- A. CONSTRUCTION STAKING SHALL BE FURNISHED BY THE CONTRACTOR. THE CONTRACTOR WILL BE PROVIDED WITH AN AUTOCAD FILE THAT WILL CONTAIN CONTROL POINTS FROM THE ORIGINAL SURVEY THAT CAN BE UTILIZED TO ASSIST IN THE CONSTRUCTION STAKING OF THE IMPROVEMENTS AFTER SIGNING A DISCLAIMER STATEMENT FROM THE ENGINEER. THE CONTRACTOR SHALL MAKE OR FURNISH ALL SURVEYS AND SET ALL CONSTRUCTION STAKES NECESSARY FOR THE COMPLETION OF
- B. THESE IMPROVEMENT PLANS HAVE BEEN PREPARED WITH THE INTENT THAT LAUGENOUR AND MEIKLE WILL BE PERFORMING THE CONSTRUCTION STAKING FOR THE COMPLETE PROJECT. IF, HOWEVER, ANOTHER ENGINEER AND/OR SURVEY FIRM SHOULD BE EMPLOYED TO USE THESE PLANS FOR THE PURPOSE OF CONSTRUCTION STAKING, NOTICE IS HEREBY GIVEN THAT LAUGENOUR AND MEIKLE WILL NOT ASSUME ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS WHICH MIGHT OCCUR AND WHICH COULD HAVE BEEN AVOIDED, CORRECTED OR MITIGATED IF LAUGENOUR AND MEIKLE HAD PERFORMED THE CONSTRUCTION STAKING WORK.
- C. BASIC CONSTRUCTION STAKING SHALL BE FURNISHED BY THE OWNER.
- D. THE CONTRACTOR SHALL BE PROVIDED WITH ONE SET OF CONSTRUCTION STAKES FOR EACH PHASE OF THE WORK. THE CONTRACTOR SHALL COORDINATE THE SPACING AND OFFSETS OF STAKES WITH THE ENGINEER/SURVEYOR AT LEAST 5 WORKING DAYS PRIOR TO THE DATE OF STAKING, AND HE SHALL REQUEST CONSTRUCTION STAKES FOR ANY PARTICULAR PHASE OF WORK AT LEAST 48 HOURS PRIOR TO THE DATE OF THE PLANNED USE OF THE STAKES. USE ENGINEER'S CONSTRUCTION STAKING
- E. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE THE STAKES DURING THE CONSTRUCTION OF THE VARIOUS PHASES OF WORK, RESTAKING OR CHECKING OF ANY STAKES DISTURBED, DESTROYED OR REMOVED BY CONSTRUCTION, ACCIDENT, OR OTHERWISE, EVEN DURING NONWORKING OR INCLEMENT WEATHER PERIODS, THAT ARE NEEDED FOR CONSTRUCTION OR AS A REFERENCE FOR FURTHER STAKING, SHALL BE AT THE CONTRACTOR'S EXPENSE. NO REQUESTS FOR STAKES RECEIVED FROM A SUBCONTRACTOR WILL BE RECOGNIZED WITHOUT PRIOR AGREEMENT WITH THE GENERAL
- F. ALL CORRECTIVE ACTIONS PERFORMED BY THE CONTRACTOR, WHICH ARE NECESSARY DUE TO A STAKING ERROR, SHALL NOT BE PERFORMED UNTIL THE CONSULTING ENGINEER/SURVEYOR HAS BEEN NOTIFIED AND HAS HAD THE OPPORTUNITY TO VERIFY PREVIOUS STAKING AND/OR PROVIDE RESTAKING. ANY CORRECTIVE ACTION TAKEN BY THE CONTRACTOR, PRIOR TO, OR WITHOUT BENEFIT OF SUCH NOTICE, AND IF THE ORIGINAL STAKING IS PERFORMED BY OTHERS, SHALL RELIEVE THE CONSULTING ENGINEER/SURVEYOR OF ALL LIABILITY FOR THE COSTS OF SUCH CORRECTIVE
- G. THESE IMPROVEMENT PLANS HAVE BEEN PREPARED WITH THE INTENT THAT LAUGENOUR AND MEIKLE WILL BE HIRED TO PERFORM THE CONSTRUCTION STAKING FOR THE COMPLETE PROJECT. IF, HOWEVER, ANOTHER ENGINEER AND/OR SURVEY FIRM SHOULD BE EMPLOYED TO USE THESE PLANS FOR THE PURPOSE OF CONSTRUCTION STAKING, NOTICE IS HEREBY GIVEN THAT LAUGENOUR AND MEIKLE WILL NOT ASSUME ANY RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS WHICH MIGHT OCCUR AND WHICH COULD HAVE BEEN AVOIDED, CORRECTED OR MITIGATED IF LAUGENOUR AND MEIKLE HAD PERFORMED THE STAKING

4. FIELD VERIFICATION

WHERE NEW IMPROVEMENTS (CURB, GUTTER, SIDEWALK, PAVEMENT, ASPHALT, UTILITIES, ETC.) ARE DESIGNATED TO MATCH EXISTING GRADES (±) AT CONNECTIONS TO EXISTING IMPROVEMENTS, THE CONTRACTOR'S SURVEYOR SHALL VERIFY THE MATCH POINT GRADES. IF DISCREPANCIES ARE IDENTIFIED THEY SHALL BE RESOLVED IN ACCORD WITH THE "CONFLICTS" GENERAL NOTE BELOW.

5. EXAMINATION OF PLANS, SPECIFICATIONS AND SITE OF WORK

A. THE BIDDER SHALL EXAMINE CAREFULLY THE SITE OF THE PROPOSED WORK AND THE PLANS, SPECIFICATIONS AND BID DOCUMENTS, AND SHALL BE SATISFIED AS TO THE CHARACTER, QUALITY, AND QUANTITY OF SURFACE AND SUBSURFACE MATERIALS OR OBSTACLES TO BE ENCOUNTERED. THE SUBMISSION OF A BID SHALL BE CONCLUSIVE EVIDENCE THAT THE BIDDER IS SATISFIED THROUGH THE BIDDER'S OWN INVESTIGATION AS TO THE CONDITIONS TO BE ENCOUNTERED; THE CHARACTER, QUALITY, QUANTITY AND SCOPE OF WORK TO BE PERFORMED; AND THE MATERIALS AND EQUIPMENT TO BE FURNISHED.

6. CONFLICTS

- A. THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO PERFORMING ANY CORRECTIVE ACTION REQUIRED DUE TO UNFORESEEN CONFLICTS IN THE IMPROVEMENT PLANS OR DUE TO POSSIBLE STAKING ERRORS. THE ENGINEER ASSUMES NO LIABILITY FOR THE COST OR DESIGN OF ANY MODIFICATION PERFORMED WITHOUT SUCH NOTIFICATION, AND ALSO ASSUMES NO LIABILITY FOR STAKING PROVIDED BY OTHERS.
- B. IF THERE ARE ANY DISCREPANCIES BETWEEN DIMENSIONS, ELEVATIONS, CONFIGURATIONS OR CONDITION OF EXISTING IMPROVEMENTS SHOWN IN THE DRAWINGS AND ACTUAL EXISTING FEATURES AND CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE AND ENGINEER FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS AND PERSONS ENGAGED UPON THE CONTRACT.

7. CONTROL POINTS AND SURVEY MONUMENTS

A. CERTAIN CONTROL POINTS HAVE BEEN SET BY THE OWNER'S ENGINEER, OR ITS REPRESENTATIVE, WHICH ARE CRITICAL TO THE CONSTRUCTION STAKING OF THE PROJECT. THESE POINTS WILL BE DESIGNATED ON THE IMPROVEMENT PLANS AND SHALL BE REVIEWED DURING THE OWNER'S PRE-CONSTRUCTION MEETING WITH THE CONTRACTOR. THE CONSTRUCTION SHALL NOT DISTURB THE CONTROL POINTS IN ANY MANNER. IF IT BECOMES NECESSARY TO REMOVE SAID CONTROL POINTS DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE LICENSED SURVEYOR RESPONSIBLE FOR CONSTRUCTION STAKING AND SHALL REMOVE AND REPLACE AS NOTED BELOW.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPLACEMENT OF ALL EXISTING SURVEY MONUMENTS OF RECORD AND OTHER CONTROL POINT MARKERS DURING CONSTRUCTION. ALL MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. WHEN THE LOCATION OF AN EXISTING MONUMENT CONFLICTS WITH PROPOSED WORK, THE CONTRACTOR SHALL HAVE A LICENSED LAND SURVEYOR REFERENCE THE MONUMENT PRIOR TO REMOVAL. AFTER THE MONUMENT HAS BEEN REFERENCED THE CONTRACTOR SHALL. IF REQUIRED BY THE OWNER'S REPRESENTATIVE. REMOVE THE MONUMENT AND LATER HAVE IT REPLACED BY A LICENSED LAND SURVEYOR WHO SHALL FILE A CORNER RECORD WITH THE COUNTY.

8. OBSTRUCTIONS

- A. THE CONTRACTOR SHALL REMOVE ALL OBSTRUCTIONS, BOTH ABOVE GROUND AND UNDERGROUND, EXCEPT AS NOTED IN GENERAL NOTE 2 ABOVE, AS NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS. WHEN FEASIBLE SUCH WORK SHALL BE COMPLETED PRIOR TO GRADING.
- B. ALL UNSUITABLE AND SURPLUS MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE UNLESS SPECIFIED OTHERWISE. C. TREE AND STUMP REMOVAL SHALL INCLUDE REMOVAL OF THE MAJOR ROOT SYSTEM TO THE SATISFACTION OF THE AHJ, GEOTECHNICAL ENGINEER AND CIVIL ENGINEER.
- SUCH REMOVAL SHALL BE PERFORMED WITHOUT DAMAGE TO ADJACENT TREES THAT ARE TO BE PRESERVED. STUMP REMOVAL WITHIN THE DRIP LINE OF A TREE TO BE PRESERVED SHALL BE BY GRINDING METHOD, TO A DEPTH OF 0.5 FEET BELOW ADJACENT GRADE. D. ALL WATER WELLS AND SEPTIC TANK SYSTEMS FOUND ON THE SITE SHALL BE
- DESTROYED IN ACCORDANCE WITH COUNTY HEALTH DEPARTMENT STANDARDS AND PERMITS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL SUCH LOCATIONS PRIOR TO COMMENCING WORK IN THESE AREAS.
- E. ALL EXCAVATIONS RESULTING FROM REMOVAL OF OBSTRUCTIONS SHALL BE CLEANED OF LOOSE OR DISTURBED MATERIAL AND BACKFILLED PER THE PROJECT GEOTECHNICAL

9. PUBLIC SAFETY AND TRAFFIC CONTROL

- A. CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL CURRENTLY APPLICABLE SAFETY LAWS OF ALL JURISDICTIONAL BODIES. THE CONTRACTOR IS DIRECTED TO CONTACT THE STATE INDUSTRIAL RELATIONS DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADES, SAFETY DEVICES, AND CONTROL OF TRAFFIC WITHIN AND AROUND THE CONSTRUCTION AREA. FOR ALL TRENCH EXCAVATIONS 5 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE DIVISION OF INDUSTRIAL SAFETY PRIOR TO BEGINNING ANY EXCAVATION.
- B. PUBLIC SAFETY AND TRAFFIC CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE CALTRANS TRAFFIC MANUAL (SEE CHAPTER 5, MANUAL OF TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS) AND AS DIRECTED BY THE AHJ. ANY LANE CLOSURES (VEHICLE OR BICYCLE) SHALL BE APPROVED BY THE AHJ. SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING CONSTRUCTION.
- C. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS TEMPORARY CHANNELIZING DEVICES, AND FLAGGING OR FLASHING DEVICES AS NEEDED, SPACED AT INTERVALS NOT TO EXCEED 50 FEET, WHENEVER THE WORK AREA IS ADJACENT TO AN EXISTING TRAFFIC LANE AND THERE IS A PAVEMENT CUT. TRENCH OR DITCH WHICH IS OVER 2 INCHES IN DEPTH. IF THE CUT, TRENCH OR DITCH IS MORE THAN 10 FEET FROM A TRAFFIC LANE, THEN THE SPACING MAY BE GREATER, PROVIDED THAT IT DOES NOT EXCEED 200 FEET.
- D. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND. INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT. EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
- E. IN THE EVENT THAT ANY STREET OR PORTION OF ANY STREET WILL BE CLOSED TO EMERGENCY TRAFFIC, THE CONTRACTOR SHALL NOTIFY AHJ IMMEDIATELY PRIOR TO CLOSURE AND IMMEDIATELY AFTER REOPENING OF SAID STREET OR STREET PORTION.

10. PERMITS. LICENSES AND REGULATIONS

- A. PERMITS AND LICENSES OF A TEMPORARY NATURE AND NECESSARY FOR THE PROSECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR. PERMITS, LICENSES AND EASEMENTS FOR PERMANENT STRUCTURES OR PERMANENT CHANGES IN EXISTING FACILITIES SHALL BE SECURED AND PAID FOR BY THE OWNER UNLESS OTHERWISE SPECIFIED.
- B. THE CONTRACTOR SHALL NOTIFY THE AHJ AT LEAST 48 HOURS PRIOR TO THE INTENT TO COMMENCE WORK.
- C. ALL WATER WELLS AND SEPTIC TANK SYSTEMS FOUND ON THE SITE SHALL BE DESTROYED IN ACCORDANCE WITH COUNTY HEALTH DEPARTMENT STANDARDS. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FROM THE COUNTY.
- D. THE CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES AND REGULATIONS BEARING ON THE CONDUCT OF THE WORK AS SHOWN ON THE PLANS AND DESCRIBED IN THE SPECIFICATIONS. HE SHALL PROMPTLY NOTIFY THE ENGINEER IN WRITING OF ANY SPECIFICATION AT VARIANCE THEREWITH AND ANY NECESSARY CHANGES SHALL BE ADJUSTED AS PROVIDED IN THE CONTRACT FOR CHANGES IN THE WORK. IF THE CONTRACTOR PERFORMS ANY WORK CONTRARY TO SUCH LAWS, ORDINANCES, RULES AND REGULATIONS HE SHALL BEAR ALL COSTS ARISING THEREFROM.

11. STATIONING AND DIMENSIONING

ALL STATIONS REFER TO DISTANCES ALONG THE STREET CENTER LINE OR ALONG A CONTROL LINE UNLESS INDICATED OTHERWISE. ALL STATIONS OFF CENTER LINE OR CONTROL LINE ARE PERPENDICULAR TO OR RADIALLY OPPOSITE CENTER LINE OR CONTROL LINE STATIONS. STREET FRONTAGE PROPERTY LINES COINCIDE WITH BACK EDGE OF WALK ALIGNMENT UNLESS INDICATED OTHERWISE. UNLESS NOTED OTHERWISE, DIMENSIONS TO CURBS REFER TO TOP FACE OF CURB AND DIMENSIONS TO BUILDINGS REFER TO FACE OF EXTERIOR WALL.

12. CONSTRUCTION INSPECTION

- A. ALL WORK SHALL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE AHJ(S), THE OWNER AND ANY OF THE OWNER'S CONSULTANTS SPECIFIED TO PROVIDE INSPECTION SERVICES AS SET FORTH IN THE CONTRACT DOCUMENTS.
- B. LAUGENOUR AND MEIKLE MAY VISIT THE PROJECT AT APPROPRIATE INTERVALS DURING CONSTRUCTION TO BECOME GENERALLY FAMILIAR WITH THE PROCESS AND QUALITY OF

- THE CONTRACTORS' WORK AND TO DETERMINE IF THE WORK IS PROCEEDING IN GENERAL ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE OWNER HAS NOT RETAINED LAUGENOUR AND MEIKLE TO MAKE DETAILED INSPECTIONS OR TO PROVIDE EXHAUSTIVE OR CONTINUOUS PROJECT REVIEW AND OBSERVATION SERVICES. THE CONTRACTOR SHALL COOPERATE FULLY WITH LAUGENOUR AND MEIKLE'S PERFORMANCE OF THIS WORK. LAUGENOUR AND MEIKLE DOES NOT GUARANTEE THE PERFORMANCE OF, AND SHALL HAVE NO RESPONSIBILITY FOR, THE ACTS OR OMISSIONS OF ANY CONTRACTOR. SUBCONTRACTOR. SUPPLIER OR ANY OTHER ENTITY FURNISHING MATERIALS, OR PERFORMING ANY WORK ON THE PROJECT.
- C. WORK SHALL NOT BE COVERED PRIOR TO INSPECTION AND APPROVAL
- D. THE COST OF PROTECTION AND/OR REPAIR OF THE CONTRACTOR'S WORK AS AFFECTED BY STORM WATERS DURING INCLEMENT WEATHER SHALL BE THE CONTRACTOR'S RESPONSIBILITY UNTIL THE IMPROVEMENTS HAVE BEEN ACCEPTED BY THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT PROPERTIES OR IMPROVEMENTS AS A RESULT OF NOT PROTECTING SUCH AREAS FROM STORM WATERS FLOWING OUT OF THE WORK AREA.
- E. THE COST OF CORRECTIVE WORK REQUIRED FOR COMPLETION AND/OR ACCEPTANCE OF THE WORK NECESSITATED BECAUSE OF UNSATISFACTORY WORKMANSHIP OR MATERIALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- F. PRIOR TO THE CONCLUSION OF THE WORK, THE CONTRACTOR SHALL REPAIR OR REPLACE IN KIND ALL DAMAGED PROPERTY FOR WHICH HE IS RESPONSIBLE (INCLUDING PAVING, FENCES, CURB, GUTTER AND SIDEWALK). THE WORK SITE AND ADJACENT AREAS SHALL BE CLEANED UP. THIS REPAIR AND REPLACEMENT, AND CLEAN UP WORK SHALL BE SUBJECT TO THE APPROVAL AND ACCEPTANCE OF THE

13. EARTHWORK

- A. ALL EARTHWORK ACTIVITIES, INCLUDING EXCAVATION, GRADING, SCARIFYING, MOISTURE CONDITIONING, FILL PLACEMENT, COMPACTION, LIME TREATMENT, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL ENGINEERING REPORT (SEE TITLE SHEET) AND IN CONFORMANCE WITH THE CITY STANDARD SPECIFICATIONS AND WITH THE GRADING PLAN. THE CONTRACTOSR SHALL FAMILIARIZE THEMSELVES WITH THESE DOCUMENTS
- B. THE GEOTECHNICAL ENGINEER SHALL OBSERVE THE GRADING ACTIVITIES AND PERFORM COMPACTION TESTING FOR THIS PROJECT. THE CONTRACTOR SHALL PROVIDE AT LEAST 24 HOURS NOTICE TO THE GEOTECHNICAL ENGINEER OF THE NEED FOR OBSERVATION AND TESTING SERVICES. THE PROJECT OWNER WILL PAY FOR THE COST OF PROVIDING THESE SERVICES; HOWEVER, IF SAMPLES OF MATERIALS ARE SUBMITTED WHICH FAIL TO PASS THE SPECIFIED TESTS OR IF WORK IS PERFORMED WHICH FAILS TO MEET THESE SPECIFICATIONS, THE CONTRACTOR SHALL PAY FOR ALL SUBSEQUENT RE-TESTS AND RE-INSPECTIONS.
- C. EARTHWORK SHALL INCLUDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO CONSTRUCT THE SITE TO THE GRADES SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATED MATERIAL OR FOR THE IMPORT OF MATERIAL. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN ADVANCE OF ANY CHANGES HE MAY DEEM NECESSARY TO OBTAIN BALANCED CUT-FILL GRADING. THE CONTRACTOR IS RESPONSIBLE FOR ALL COSTS RELATED TO CHANGES PER THIS GRADING CHANGE REQUEST. ENGINEER SHALL EVALUATE POSSIBLE CHANGES TO ACCOMMODATE THIS REQUEST, BUT MAY DENY REQUEST ALL TOGETHER DUE TO
- D. ALL CUT SLOPES SHALL BE ROUNDED AT THE "BREAK" SO THAT THEY BLEND WITH THE NATURAL GROUND CONTOUR.
- E. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED DURING PROJECT CONSTRUCTION. COMPLY WITH SWPP EROSION AND SEDIMENTATION CONTROL PLAN, BMP AND CITY STANDARDS.
- F. THE CONTRACTOR SHALL APPLY EITHER WATER OR DUST PALLIATIVE, OR BOTH, FOR THE ALLEVIATION OR PREVENTION OF DUST NUISANCE AS DIRECTED BY THE ENGINEER.
- G. EXCAVATION AND EMBANKMENT SIDE SLOPES SHOWN ON THE PLANS AS A RATIO, E.G. 4:1, REFER TO THE RATIO OF HORIZONTAL TO VERTICAL DISTANCES. "MINIMUM" SLOPE MEANS "NOT FLATTER THAN", AND "MAXIMUM" SLOPE MEANS "NOT STEEPER THAN".

ALL EMBANKMENT AND EXCAVATION SLOPES SHALL BE 4:1 UNLESS NOTED OTHERWISE.

- H. TO ACCOMMODATE TRENCH SPOIL, THE CONTRACTOR'S GRADING SHALL INCLUDE UNDERCUTTING OF STREETS AS APPROPRIATE, OR SOME OTHER METHOD APPROVED
- I. ALL SECTIONS AND DETAILS SHOWN IN THESE PLANS ARE SOLELY INTENDED TO BE REPRESENTATIVE OF THE GRADING AND DRAINAGE DESIGN FOR THE PROJECT. IN NO WAY ARE THEY INTENDED TO REFLECT THE ACTUAL CONSTRUCTION ELEMENTS OF THE FENCING, WALLS, TRASH ENCLOSURE, ETC., UNLESS SPECIFICALLY CALLED OUT AS "CONSTRUCT" OR "PLACE" IN THESE PLANS.
- J. ALLOWABLE SUBGRADE GRADING TOLERANCE IS PLUS OR MINUS 0.04' OF THE ELEVATIONS SHOWN HEREON FOR BUILDING PAD, PAVING, OR CONCRETE AREAS. FINAL SURFACE TOLERANCE IS PLUS OR MINUS 0.02'. ADA AREAS SHALL BE IN FULL COMPLIANCE AND SHALL NOT EXCEED MAXIMUM SLOPE REQUIREMENTS.
- K. ALL STREET ELEVATIONS SHOWN ARE FOR TOP OF CURB (TC) UNLESS OTHERWISE
- **L.** THE TOP <u>8 INCHES</u> (MINIMUM) OF ALL LANDSCAPED AREAS SHALL BE CLEAN SOIL COORDINATE WITH THE PROJECT LANDSCAPING PLANS, GRADING SHALL ACCOMMODATE PLANNED PLACEMENT OF LANDSCAPE MATERIALS SUCH AS BARK, MULCH, FG, TURF ETC., AND SHALL NOT IMPAIR DESIGNED SURFACE DRAINAGE. LIME-TREATED SOIL, IF ENCOUNTERED, SHALL NOT BE ALLOWED IN LANDSCAPED AREAS.
- M. CLEARING, GRUBBING AND PREPARING IMPROVEMENT AREAS:
- i. All rubble and rubbish and other items encountered during site work AND DEEMED UNACCEPTABLE BY THE GEOTECHNICAL ENGINEER. SHALL BE REMOVED AND DISPOSED OF SO AS TO LEAVE THE DISTURBED AREAS WITH A NEAT AND FINISHED APPEARANCE. FREE FROM UNSIGHTLY DEBRIS. EXCAVATIONS AND DEPRESSIONS RESULTING FROM THE REMOVAL OF SUCH ITEMS, AS WELL AS EXISTING EXCAVATIONS OR LOOSE SOIL DEPOSITS, AS DETERMINED BY THE GEOTECHNICAL ENGINEER, SHALL BE CLEANED OUT TO FIRM, UNDISTURBED SOIL AND BACKFILLED WITH SUITABLE MATERIALS IN ACCORDANCE WITH THESE SPECIFICATIONS.
- ii. THE SURFACES RECEIVING FILL SHALL BE STRIPPED OF VEGETATION OR THEY SHALL BE THOROUGHLY DISCED PROVIDED THAT A COMPACTABLE MIXTURE OF SOIL CONTAINING MINOR AMOUNTS OF VEGETATION CAN BE ATTAINED WHICH IS FREE OF CLUMPS, LAYERS OR POCKETS OF VEGETATION. IF PROPER COMPACTION OF THE DISTURBED SURFACE SOILS CANNOT BE ACHIEVED. THOSE MATERIALS SHALL BE EXCAVATED, TO A DEPTH SATISFACTORY TO THE GEOTECHNICAL ENGINEER, SO THAT A FIRM BASE FOR SUPPORT OF ENGINEERED FILL CAN BE ATTAINED.

- iii. ALL LOOSE AND/OR SATURATED MATERIALS SHALL BE OVER-EXCAVATED TO FIF SOIL, AS DETERMINED BY THE GEOTECHNICAL ENGINEER, AND THE RESULTING EXCAVATIONS SHALL BE BACKFILLED WITH SUITABLE MATERIALS IN ACCORDANCE WITH THESE SPECIFICATIONS.
- iv. THE SURFACES UPON WHICH FILL IS TO BE PLACED SHALL BE PLOWED OR SCARIFIED TO A DEPTH OF AT LEAST 12 INCHES, UNTIL THE SURFACE IS FREE FROM RUTS, MOUNDS OR OTHER UNEVEN FEATURES WHICH WOULD TEND TO PREVENT UNIFORM COMPACTION BY THE SELECTED EQUIPMENT.
- v. WHEN THE MOISTURE CONTENT OF THE SUBGRADE IS LESS THAN 2 PERCENT ABOVE THE OPTIMUM, AS DEFINED BY THE ASTM D1557 COMPACTION TEST, WATER SHALL BE ADDED UNTIL THE PROPER MOISTURE CONTENT IS ACHIEVED.
- vi. WHEN THE MOISTURE CONTENT OF THE SUBGRADE IS TOO HIGH TO PERMIT THE SPECIFIED COMPACTION TO BE ACHIEVED. THE SUBGRADE SHALL BE AERATED BY BLADING OR OTHER METHODS UNTIL THE MOISTURE CONTENT IS SATISFACTORY
- vii. AFTER THE FOUNDATIONS FOR FILL HAVE BEEN CLEARED, MOISTURE CONDITIONEL AND PLOWED OR SCARIFIED, THEY SHALL BE RECOMPACTED IN PLACE TO A DEP OF AT LEAST 12 INCHES TO A MINIMUM OF 90 PERCENT OF THE ASTM D1557 MAXIMUM DRY DENSITY.
- viii. ANY UNSUITABLE MATERIAL ENCOUNTERED BELOW THE SUBGRADE SHALL BE BROUGHT TO THE ATTENTION OF AND REMOVED AT THE DIRECTION OF THE ENGINEER. UNSUITABLE MATERIAL IS DEFINED AS MATERIAL THE ENGINEER DETERMINES TO BE:
- OF SUCH UNSTABLE NATURE AS TO BE INCAPABLE OF BEING COMPACTED TO SPECIFIED DENSITY USING ORDINARY METHODS AT OPTIMUM MOISTURE CONTENT;
- TOO WET TO BE PROPERLY COMPACTED AND CIRCUMSTANCES PREVENT SUITABLE IN-PLACE DRYING PRIOR TO INCORPORATION INTO THE WORK; OR
- ix. THE PRESENCE OF EXCESSIVE MOISTURE IN A MATERIAL IS NOT, BY ITSELF, SUFFICIENT CAUSE FOR DETERMINING THAT THE MATERIAL IS UNSUITABLE.

• OTHERWISE UNSUITABLE FOR THE PLANNED USE.

- x. THE CONTRACTOR SHALL USE EXTRA CARE IN EXCAVATING UNSUITABLE MATERIAL SO AS NOT TO AGGRAVATE THE CONDITION. IF, IN THE OPINION OF THE GEOTECHNICAL ENGINEER, THE CONTRACTOR'S METHODS FOR EXCAVATING ARE INCREASING THE AMOUNT OF UNSUITABLE MATERIAL REQUIRED TO BE EXCAVATED, THE GEOTECHNICAL ENGINEER WILL REQUIRE THE CONTRACTOR TO TAKE THE NECESSARY STEPS TO CORRECT THE CONDITION.
- xi. BACKFILL TO REPLACE THE REMOVED UNSUITABLE MATERIAL SHALL BE CL. 2 AB COMPACTED TO 90% MRC.
- xii. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, INCLUDING THE ADDITIONAL EXCAVATION GREATER THAN THAT REQUIRED FOR PREPARATION OF SUBGRADE, AND SUBSEQUENT BACKFILLING SHALL BE AT THE CONTRACTOR'S EXPENSE.
- **N**. CONSTRUCTION OF UNTREATED SUBGRADES:
- i. THE SELECTED SOIL FILL MATERIAL SHALL BE PLACED IN LAYERS WHICH, WHEN COMPACTED, DO NOT EXCEED 6 INCHES IN THICKNESS, FACH LAYER SHALL BE SPREAD EVENLY AND SHALL BE THOROUGHLY MIXED DURING THE SPREADING TO PROMOTE UNIFORMITY OF MATERIAL IN EACH LAYER.
- ii. WHEN THE MOISTURE CONTENT OF THE GRANULAR FILL MATERIAL IS LESS THAN OPTIMUM MOISTURE, OR WHEN THE MOISTURE CONTENT OF THE CLAY FILL MATERIAL IS LESS THAN TWO PERCENT ABOVE OPTIMUM PRESSURE AS DEFINED BY THE ASTM D1557 COMPACTION TEST, WATER SHALL BE ADDED UNTIL THE PROPER MOISTURE CONTENT IS ACHIEVED.
- iii. WHEN THE MOISTURE CONTENT OF THE FILL MATERIAL IS TOO HIGH TO PERMIT THE SPECIFIED DEGREE OF COMPACTION TO BE ACHIEVED, THE FILL MATERIAL SHALL BE AERATED BY BLADING OR OTHER METHODS UNTIL THE MOISTURE CONTENT IS SATISFACTORY.
- iv. AFTER EACH LAYER HAS BEEN PLACED, MIXED AND SPREAD EVENLY, IT SHALL THOROUGHLY COMPACTED TO NOT LESS THAN 90 PERCENT OF MAXIMUM DRY DENSITY AS DETERMINED BY THE ASTM D1557 COMPACTION TEST. COMPACTION SHALL BE UNDERTAKEN WITH EQUIPMENT CAPABLE OF ACHIEVING THE SPECIFIED DENSITY AND SHALL BE ACCOMPLISHED WHILE THE FILL MATERIAL IS AT THE REQUIRED MOISTURE CONTENT. EACH LAYER SHALL BE COMPACTED OVER ITS ENTIRE AREA UNTIL THE DESIRED DENSITY HAS BEEN OBTAINED.
- v. THE FILL OPERATIONS SHALL BE CONTINUED UNTIL THE FILLS HAVE BEEN BROUGHT TO THE SLOPES AND GRADES SHOWN ON THE DRAWINGS.
- vi. THE UPPER <u>8 INCHES</u> MINIMUM OF ANY UNTREATED FINAL SUBGRADES SHALL BE UNIFORMLY COMPACTED TO AT LEAST 90% OF THE ASTM D1557 MAXIMUM DRY DENSITY REGARDLESS OF WHETHER FINAL SUBGRADE ELEVATION IS ATTAINED BY FILLING, EXCAVATION OR LEFT AT EXISTING GRADE.
- UNTREATED SUBGRADE PREPARATION FOR ALL PAVEMENT SECTIONS AND FOR ADJOINING CURB, GUTTER AND SIDEWALK SHALL INCLUDE COMPACTION IN AT LEAST THE TOP 6 INCHES TO AT LEAST 95% RELATIVE COMPACTION ASTM D1557 AT OR ABOVE OPTIMUM MOISTURE CONTENT.
- SUBGRADES FOR SUPPORT OF CONCRETE SLABS-ON-GRADE AND PAVEMENTS SHALL BE PROTECTED FROM THE DISTURBANCE OR DESICCATION UNTIL COVERED BY CAPILLARY BREAK MATERIAL OR AGGREGATE BASE. DISTURBED SUBGRADE SOILS MAY REQUIRE ADDITIONAL MOISTURE CONDITIONING, SCARIFICATION AND RECOMPACTION, DEPENDING ON THE LEVEL OF DISTURBANCE.
- O. SEE CONCRETE WALK, GUTTER AND CURB DETAILS FOR RELATED EARTHWORK REQUIREMENTS. UTILITY INSTALLATION, INCLUDING EXCAVATIONS FOR LIGHTING, IRRIGATION, ETC., ARE ALSO REQUIRED TO COMPLY WITH THOSE REQUIREMENTS.

APPL. NO. <u>P25-01440</u>	EXHIBIT A-3	_DATE_6/20/2025
PLANNING REVIEW BY_		DATE
TRAFFIC ENG		_DATE
APPROVED BY		DATE

JOB NO.

CITY OF FRESNO DARM DEPT

SCALE

NONE

06/17/202

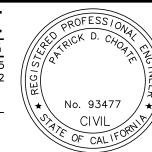
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DESIGNED BY PDC DRAWN BY CHECKED BY BPE **DESCRIPTION**

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DATE <u>06/17/2025</u> P.E.**93477**

PATRICK D. CHOATE



IMPROVEMENT PLANS CITY OF FRESNO

CALIFORNIA TEACHERS ASSOCIATION CALIFORNIA ABBREVIATIONS & GENERAL NOTES

SHEET 2 OF 16

GENERAL NOTES:

13. EARTHWORK CONTINUED

P. EXTERIOR FLATWORK

i. POTENTIALLY EXPANSIVE CLAY SOILS ENCOUNTERED DURING EARTHWORK OPERATIONS SHALL NOT BE USED IN THE UPPER 12 INCHES OF ENGINEERED FILL BENEATH THE FINAL SOIL SUBGRADE ELEVATION FOR INTERIOR CONCRETE SLABS-ON-GRADE OR EXTERIOR FLATWORK.

ii. THE UPPER 12 INCHES OF FINAL SUBGRADE FOR INTERIOR CONCRETE SLABS-ON-GRADE AND EXTERIOR, INCLUDING, BUT NOT LIMITED TO, SIDEWALKS, PATIOS AND AREA WAY SLABS, SHALL CONSIST OF COMPACTABLE, NON-EXPANSIVE (EXPANSION INDEX < 20) GRANULAR SOILS. ALL SOILS SUPPORTING INTERIOR CONCRETE SLABS-ON-GRADE AND EXTERIOR FLATWORK SHALL BE UNIFORMLY COMPACTED TO AT LEAST 90 PERCENT RELATIVE COMPACTION AT NO LESS THAN THE OPTIMUM MOISTURE CONTENT, REGARDLESS OF WHETHER FINAL SUBGRADE ELEVATION IS COMPLETED BY EXCAVATION, FILLING, OR LEFT AT EXISTING GRADE.

iii. SUBGRADES FOR SUPPORT OF CONCRETE SLABS—ON—GRADE AND PAVEMENTS SHOULD BE PROTECTED FROM DISTURBANCE OR DESICCATION UNTIL COVERED BY CAPILLARY BREAK MATERIAL OR AGGREGATE BASE. DISTURBED SUBGRADE SOILS MAY REQUIRE ADDITIONAL MOISTURE CONDITIONING, SCARIFICATION AND RECOMPACTION, DEPENDING ON THE LEVEL OF DISTURBANCE.

- **Q.** IF ANY IMPORT MATERIAL IS REQUIRED, IT SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO HAULING IT TO THE SITE.
- R. IF LIME-TREATMENT IS SELECTED FOR PAVEMENT SUBGRADES AND/OR BUILDING PAD/FLATWORK SUBGRADES. SITE PREPARATION SHOULD BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING RECOMMENDATIONS. FOLLOWING THE SITE PREPARATION, AS RECOMMENDED ABOVE, THE UPPER 12 INCHES OF THE BUILDING PAD. EXTERIOR FLATWORK. AND PAVEMENT SUBGRADES SHOULD BE TREATED WITH AT LEAST FOUR PERCENT HIGH-CALCIUM OR DOLOMITIC QUICKLIME, AS MEASURED BY DRY UNIT WEIGHT OF THE UNTREATED SOIL. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION REGARDING THE USE OF LIME-TREATMENT FOR THE
- PROJECT SITE. S. UTILITY TRENCHES
- i. ONLY NATIVE SOILS (IN LIEU OF ROCK OR SAND BACKFILL) SHALL BE USED AS BACKFILL FOR UTILITY TRENCHES LOCATED WITHIN 3 FEET BEYOND THE BUILDING PERIMETER FOUNDATION TO MINIMIZE WATER TRANSMISSION BENEATH THE BUILDING. BACKFILL FOR UTILITY TRENCHES LOCATED WITHIN THE FOOTPRINT OF THE BUILDING SHALL CONFORM WITH THE CURRENT CALIFORNIA PLUMBING CODE AND THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER. UTILITY TRENCH BACKFILL SHALL BE THOROUGHLY MOISTURE CONDITIONED TO AT LEAST THE OPTIMUM MOISTURE CONTENT AND MECHANICALLY COMPACTED IN LEVEL LIFTS TO AT LEAST 90 PERCENT OF THE ASTM D1557 MAXIMUM DRY DENSITY.

ii. BEDDING AND INITIAL BACKFILL AROUND AND OVER PIPES AND CONDUITS SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.

iii. A GEOTEXTILE FILTER SHALL BE USED TO SEPARATE CLEAN, OPEN-GRADED COBBLES OR CRUSHED ROCK BEDDING AND BACKFILL MATERIALS FROM ADJACENT FINER-GRAINED NATIVE SOILS TO PREVENT PIPING AND RESULTING TRENCH SETTLEMENT. ADDITIONALLY. CLEAN GRADED SANDS USED AS BEDDING AND BACKFILL MUST BE SIMILARLY SEPARATED FROM CLEAN, OPEN-GRADED COBBLE, AND GRAVEL BACKFILL MATERIALS.

iv. UNDERGROUND UTILITY TRENCHES THAT ARE ALIGNED NEAR FOUNDATIONS SHALL BE CONSTRUCTED TO PREVENT LOSS OF BOTH LATERAL AND VERTICAL SUPPORT OF FOUNDATIONS. RESULTING IN POSSIBLE SETTLEMENT OF THE FOUNDATIONS. UNLESS SPECIFIED OTHERWISE, ALL UNDERGROUND UTILITY TRENCHES ALIGNED NEARLY PARALLEL WITH EXISTING AND NEW FOUNDATIONS SHALL BE AT LEAST 3 FEET FROM THE OUTER EDGE OF FOUNDATIONS, WHEREVER POSSIBLE. AS A GENERAL RULE, TRENCHES SHOULD NOT ENCROACH INTO THE ZONE EXTENDING OUTWARD AT A (1H: 1V) INCLINATION BELOW THE BOTTOM OF EXISTING OR NEW FOUNDATIONS. TRENCHES PARALLEL TO FOUNDATIONS SHOULD NOT REMAIN OPEN LONGER THAN 72 HOURS.

v. UTILITY TRENCH BACKFILL SHOULD BE PLACED IN MAXIMUM 12-INCH THICK LOOSE LIFTS, THOROUGHLY MOISTURE CONDITIONED TO AT LEAST TWO PERCENT ABOVE THE OPTIMUM MOISTURE CONTENT FOR CLAY SOIL OR THE OPTIMUM MOISTURE CONTENT FOR GRANULAR/SILTY SOIL AND COMPACTED TO AT LEAST 90 PERCENT RELATIVE COMPACTION. WITHIN THE UPPER SIX INCHES OF UNTREATED PAVEMENT SUBGRADE SOILS AND UPPER 12 INCHES OF LIME-TREATED PAVEMENT SUBGRADE SOILS. COMPACTION SHOULD BE INCREASED TO AT LEAST 95 PERCENT RELATIVE COMPACTION AT NO LESS THAN TWO PERCENT ABOVE THE OPTIMUM MOISTURE CONTENT.

vi. BACKFILL FOR THE UPPER 12 INCHES OF TRENCHES MUST MATCH THE ADJACENT MATERIALS. THAT IS, IF THE UPPER 12 INCHES OF SUBGRADES FOR THE BUILDING PAD AND EXTERIOR FLATWORK CONSISTS OF GRANULAR FILL MATERIALS, THE TOP 12 INCHES OF TRENCH BACKFILL SHOULD CONSIST OF THE SAME MATERIALS OR CLASS 2 AB. IF THE TOP 12 INCHES OF THE IMPROVEMENT AREAS CONSIST OF LIME-TREATED SOILS, THE UPPER 12 INCHES OF TRENCH BACKFILL SHOULD CONSIST OF CONTROLLED DENSITY FILL (CDF) OR CLASS 2 AB.

vii. ALL UTILITY TRENCH BACKFILL SHALL BE ROUTINELY OBSERVED AND TESTED BY THE GEOTECHNICAL ENGINEER'S REP.

T. BUILDING AND FOUNDATION AREA EARTHWORK — SEE ABOVE EARTHWORK NOTE A.

4. CONCRETE CONSTRUCTION

- A. PEDESTRIAN RAMPS SHALL BE CONSTRUCTED AT THE LOCATIONS INDICATED ON THESE PLANS. PEDESTRIAN RAMP AND WALK CONSTRUCTION SHALL COMPLY WITH THE STATE ACCESSIBILITY STANDARDS.
- **B.** UNLESS NOTED OTHERWISE, ALL CURB RETURNS SHALL BE VERTICAL CURB AND GUTTER.
- C. AS SOON AS THE SURFACE OF THE GUTTER HAS SET SUFFICIENTLY TO PERMIT THE INTRODUCTION OF A SHALLOW STREAM OF WATER WITHOUT CAUSING DAMAGE TO THE GUTTER SURFACE, WATER SHALL BE CAREFULLY APPLIED AND ALL FLOWLINE IRREGULARITIES SHALL BE CORRECTED BEFORE THE CONCRETE SURFACE HAS TAKEN INITIAL SET.
- D. CONCRETE CONSTRUCTION SHALL COMPLY WITH CALTRANS STANDARD SPECIFICATION SECTIONS 73, 90 AND 52, UNLESS SPECIFIED OTHERWISE.
- E. PRIOR TO PLACEMENT OF CONCRETE. SOIL SUBGRADE SHALL BE MOISTURE CONDITIONED TO AN OVER-OPTIMUM MOISTURE CONTENT. COORDINATE WITH GEOTECHNICAL ENGINEER.
- F. AT LEAST 3 WEEKS PRIOR TO CONCRETE CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR OWNER'S APPROVAL A COPY OF THE JOINT PLAN, DETAILING THE TYPES AND LOCATIONS OF CONSTRUCTION, CONTROL, EXPANSION AND ISOLATION JOINTS.
- G. CONCRETE CONSTRUCTION, INCLUDING SUBGRADE PREPARATION, SHALL CONFORM TO THE PROJECT GEOTECHNICAL REPORT.
- H. REFER TO "EARTHWORK" NOTE FOR SUBGRADE PREPARATION REQUIREMENTS. COMPACTED SUBGRADE SHALL EXTEND TO A MINIMUM OF ONE (1) FOOT BEYOND THE BACK OF CURB, SIDEWALK OR SLAB.
- THE GRADES SHOWN ON THE PLANS FOR SIDEWALKS OR ANY GRADES RELATING TO THE SIDEWALKS ARE INTENDED TO INDICATE THE FOLLOWING MAXIMUM SLOPES:
 - CROSS-SLOPE PERPENDICULAR TO THE DIRECTION OF TRAVEL: 2.00% (50:1)
 - SLOPE PARALLEL TO THE DIRECTION OF TRAVEL: 5.00% (20:1)
 - THE GRADES SHOWN ON PLANS ARE INTENDED TO BE USED AS A GUIDE ONLY.

- i. PRIOR TO SETTING FORMS. THE CONTRACTOR SHALL CONFIRM THAT THE GRADES INDICATED WILL RESULT IN SLOPES CONSISTENT WITH THE ABOVE CRITERIA. SHOULD ANY DISCREPANCY APPEAR TO EXIST. THE CONTRACTOR SHALL ADJUST THE GRADES TO CONFORM TO THE ABOVE CRITERIA AND SHALL INFORM THE ENGINEER OF SUCH CHANGES.
- ii. PRIOR TO PLACING CONCRETE THE CONTRACTOR SHALL CHECK THE LEVEL OF THE FORMS TO CONFIRM THAT THE AS-BUILT CONCRETE SLOPES WILL CONFORM TO THE ABOVE CRITERIA AND HE SHALL PLACE THE CONCRETE ACCORDINGLY. IT IS RECOMMENDED THAT CONSTRUCTION TOLERANCES USED BY THE CONTRACTOR RESULT IN SLOPES SLIGHTLY FLATTER THAN THE ABOVE CRITERIA, NOT STEEPER, YET THE CONCRETE SURFACES MUST PROPERLY DRAIN. THE ABOVE CRITERIA AND THE SLOPES SUGGESTED BY THE GRADES INDICATED ON THE PLANS ARE INTENDED TO REPRESENT MAXIMUM SLOPES.
- J. SIDEWALKS ARE TO BE SET FLUSH WITH THE TOP OF ABUTTING CURBS UNLESS NOTED OTHERWISE.
- K. ALL CURB, GUTTER AND SIDEWALK SHALL BE PLACED MONOLITHICALLY UNLESS NOTED OTHERWISE.
- L. PCC PAVING SHALL BE CONSTRUCTED IN CONFORMANCE WITH CALTRANS STANDARD SPECIFICATIONS SECTION 73 AND SECTION 90. REGULATE WATER CONTENT OF MIX SO THAT MAXIMUM PENETRATION DOES NOT EXCEED 1.5 INCHES. PAVEMENT SLABS TO BE DOWELED AT ALL JOINTS. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR OWNER'S APPROVAL A COPY OF THE JOINT PLAN, DETAILING THE TYPES AND LOCATIONS OF CONSTRUCTION, CONTROL AND EXPANSION JOINTS.

M. SITE CONCRETE

- i. CONCRETE CONSTRUCTION SHALL BE IN ACCORDANCE WITH ACI-318.
- ii. PORTLAND CEMENT SHALL COMPLY WITH ASTM C150 TYPE II (25% OF PORTLAND CEMENT SHALL BE REPLACED WITH COAL FLY ASH COMPLYING WITH ASTM C618).
- iii. CONCRETE FOR EXTERIOR FLAT WORK ON GRADE SHALL HAVE MINIMUM STRENGTH = 3,600 PSI @ 28 DAYS AND MAXIMUM WATER-CEMENT RATIO = 0.50.
- iv. MAXIMUM AGGREGATE SIZE SHALL BE 1".
- v. CONCRETE MIX SHALL CONTAIN A MINIMUM OF 5 SACKS PER YARD.
- vi. 7-DAY MINIMUM WET CURING TIME.
- vii. A MECHANICAL VIBRATOR SHALL BE USED TO VIBRATE CONCRETE INTO PLACE.
- viii. FORM REMOVAL AT 2 DAYS MINIMUM.
- ix. REINFORCEMENT REQUIREMENTS:
- ALL DEFORMED BARS SHALL BE A-615 GRADE 60.
- LAP SPLICES SHALL BE 45 BAR DIAMETERS.
- x. MINIMUM CONCRETE COVER OF REINFORCING SHALL BE 3" FOR CONCRETE CAST AGAINST EARTH, 2" FOR CONCRETE EXPOSED TO WEATHER.
- y. CONTRACTOR SHALL SUBMIT MIX DESIGN FOR REVIEW.

15. PAVING

- A. ALL ASPHALT CONCRETE SHALL CONFORM TO CALTRANS PERFORMANCE GRADED (PG) SYSTEM MEETING PG 64-10 FOR INLAND VALLEY AREAS. ASPHALTIC CONCRETE SHALL BE PLACED IN 3" MAXIMUM LIFTS. USE 3/4 INCH MAXIMUM, MEDIUM AGGREGATE. ALL PAVING WITHIN CITY R/W SHALL CONFORM TO CITY STANDARDS. ALL AGGREGATE BASE SHALL BE CALTRANS CLASS 2, 3/4 INCH MAXIMUM; OMIT PENETRATION TREATMENT. AGGREGATE SUBBASE SHALL BE CALTRANS CLASS 2. RELATIVE COMPACTION OF BASE AND SUBBASE MATERIALS SHALL NOT BE LESS THAN
- B. ALL EXISTING PAVEMENT TO BE JOINED TO NEW PAVEMENT SHALL BE SAW CUT TO A NEAT. STRAIGHT LINE A MINIMUM OF ONE (1) FOOT FROM THE EXISTING EDGE OF PAVEMENT OR FIRM STABLE SURFACE AS DEFINED WITH FIELD INSPECTION. THE EXPOSED EDGE SHALL BE TACKED WITH ASPHALTIC EMULSION PRIOR TO PAVING. THE EXISTING BASE ROCK AND PAVEMENT SHALL BE REMOVED TO THE FULL DEPTH OF THE NEW SECTION.
- A TACK COAT SHALL BE APPLIED TO ALL VERTICAL SURFACES OF EXISTING PAVEMENT. CURBS. GUTTERS AND CONSTRUCTION JOINTS IN THE SURFACING AGAINST WHICH ADDITIONAL MATERIAL IS TO BE PLACED, TO A PAVEMENT TO BE SURFACED, AND TO OTHER SURFACES DESIGNATED BY THE ENGINEER.
- C. NO PAVEMENT WORK SHALL OCCUR WITHIN THE STREET RIGHT-OF-WAY PRIOR TO COMPLETION OF UTILITY POLE RELOCATION OR REMOVAL. THE CONTRACTOR SHALL COORDINATE WITH ALL OTHER WORK TO ENSURE THAT ALL UNDERGROUND UTILITIES ARE INSTALLED PRIOR TO PAVING.
- D. PAVEMENT REINFORCING FABRIC INSTALLATION SHALL COMPLY WITH CALTRANS STANDARD SPECIFICATIONS SECTION 39-4.03, USING GRADE AR-4000 PAVING ASPHALT AS THE BINDER. BEFORE APPLYING BINDER, ALL VEGETATION SHALL BE REMOVED FROM THE EDGE OF PAVEMENT. CRACKS LARGER THAN 3/16 INCH MUST BE CLEANED WITH COMPRESSED AIR AND FILLED WITH SS1 ASPHALTIC EMULSION AND COVERED WITH SAND. ALL EXISTING THERMOPLASTIC LIMIT LINES, CROSSWALKS, AND LEGENDS APPLIED TO THE ROAD SURFACE SHALL BE SCARIFIED PRIOR TO PLACING THE OVERLAY. SCARIFICATION SHALL BE PERFORMED BY GRINDING SUCH THAT NO LESS THAN 20% OF THE UNDERLYING PAVEMENT IS EXPOSED. ALL MATERIAL RESULTING FROM THE GRINDING OPERATIONS OF TRAFFIC MARKINGS BECOMES THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND DISPOSED OF. LARGE CRACKS, SPALLS AND CHUCKHOLES IN EXISTING PAVEMENT SHALL BE REPAIRED. THE ENTIRE OVERLAY PAVING SURFACE SHALL BE FREE OF WATER AND SHALL BE SWEPT CLEAN IMMEDIATELY PRIOR TO BINDER APPLICATION.

PAVEMENT REINFORCING FABRIC SHALL BE PHILLIPS PETROMAT, AMOCO AMOPAVE, OR AN ENGINEER APPROVED EQUIVALENT. REQUESTS FOR FABRIC SUBSTITUTIONS WILL NOT BE ACCEPTED AFTER THE BID OPENING.

- E. NO SAND SEAL IS REQUIRED.
- F. ASPHALT PLANING SHALL BE PERFORMED BY A GRINDING-PROCESS, COLD PLANING MACHINE WHICH SHALL HAVE A MINIMUM CUTTING WIDTH OF 72-INCHES AND SHALL BE OPERATED SO AS NOT TO PRODUCE FUMES OR SMOKE. THE COLD PLANING MACHINE SHALL BE CAPABLE OF PLANING THE PAVEMENT WITHOUT REQUIRING THE USE OF A HEATING DEVICE TO SOFTEN THE PAVEMENT DURING OR PRIOR TO THE PLANING OPERATION. THE CONTRACTOR SHALL MAINTAIN ALL CUTTING TEETH TO INSURE A UNIFORM AND CLEAN CUT.

IN ALL CASES, THE CROSS-SECTIONAL PLANED SURFACE SHALL NOT VARY BY MORE THAN 1/4-INCH WHEN COMPARED TO A STRAIGHT EDGE. THE OUTSIDE LINES OF THE PLANED AREA SHALL BE NEAT AND UNIFORM AND THE REMAINING ROAD SURFACE SHALL NOT BE DAMAGED IN ANY WAY. WHERE THE COLD PLANING MACHINE LEAVES A "SLIVER" OF UNGROUNDED PAVEMENT AT THE LIP OF GUTTER. THAT "SLIVER" SHALL BE REMOVED BY HAND PRIOR TO PLACEMENT OF THE NEW ASPHALT CONCRETE. STREETS TO BE OVERLAID SHALL BE COLD PLANED TO THE DEPTH BELOW THE EXISTING LIP OF GUTTER SPECIFIED ON THE PLANS AND TAPERED TO ZERO AT 6 FEET FROM THE LIP OF GUTTER. BOTH ENDS OF THE STREETS TO BE OVERLAID AND SIDE STREETS SHALL ALSO BE COLD PLANED AS SHOWN ON THE PLANS (CONFORM PLANING). THE CONFORM PLANING SHALL BE MADE IN A STRAIGHT LINE PERPENDICULAR TO THE CENTER LINE OF THE STREET. ALL EXISTING ASPHALT ON CONCRETE GUTTERS ADJACENT TO PLANING SHALL ALSO BE REMOVED.

PAVEMENT FAILURE REPAIR WORK SHALL CONSIST OF GRINDING OUT EXISTING ASPHALT CONCRETE PAVEMENT AND REPLACING THE ASPHALT CONCRETE AS INDICATED ON THE PLANS. PAVEMENT REPAIRS WILL HAVE DIMENSIONS IN 6-FOOT INCREMENTS OF WIDTH TO ACCOMMODATE USE OF COLD PLANING MACHINE. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL PLANED MATERIAL FROM THE WORK SITE AND DISPOSE OF THE MATERIAL. THE REMOVAL CREW SHALL REMOVE ALL PLANED MATERIAL AND SWEEP CLEAN ALL PLANED AND ADJACENT SURFACES WHILE REMAINING WITHIN 100 FEET OF THE PLANER.

WHERE TRANSVERSE JOINTS ARE PLANED IN THE PAVEMENT AT CONFORM LINES. NO DROP-OFF SHALL REMAIN BETWEEN THE EXISTING PAVEMENT AND THE PLANED AREA WHEN THE PAVEMENT IS OPENED TO PUBLIC TRAFFIC. IF NEW ASPHALT CONCRETE HAS NOT BEEN PLACED TO THE LEVEL OF EXISTING PAVEMENT BEFORE THE PAVEMENT IS TO BE OPENED TO THE PUBLIC, A TEMPORARY PAVING RAMP SHALL BE PLACED TO THE LEVEL OF THE EXISTING PAVEMENT AND TAPERED ON A SLOPE OF 18:1 OR FLATTER TO THE LEVEL OF THE PLANED AREA. TEMPORARY RAMPS SHALL REMAIN IN PLACE NO LONGER THAN 7 DAYS.

ASPHALT CONCRETE FOR RAMPS SHALL BE COMMERCIAL QUALITY AND MAY BE SPREAD AND COMPACTED BY ANY METHOD THAT WILL PRODUCE A SMOOTH TRANSITION IN THE RIDING SURFACE. ASPHALT CONCRETE RAMPS SHALL BE COMPLETELY REMOVED, INCLUDING REMOVING ALL LOOSE MATERIAL FROM THE UNDERLYING SURFACE, BEFORE PLACING THE PERMANENT SURFACING. KRAFT PAPER, OR OTHER APPROVED BOND BREAKER, MAY BE PLACED UNDER THE TEMPORARY RAMPS TO FACILITATE THE REMOVAL OF THE RAMPS.

- G. AC LIFT THICKNESS PER SECTION 39, CALTRANS STANDARD SPECIFICATIONS.
- H. WHENEVER PAVEMENT IS BROKEN OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS, THE PAVEMENT SHALL BE REPLACED, AFTER PROPER BACKFILLING, WITH PAVEMENT MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL PAVING. THE FINISHED PAVEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE CITY ENGINEER OR CALTRANS, WHERE APPLICABLE.
- I. ALL TRAFFIC DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO PLACEMENT OF THE TOP LIFT OF AC PAVING. THERE SHALL BE NO CUTS IN THE TOP LIFT OF AC.
- J. REFER TO GEOTECHNICAL REPORT FOR USE OF PULVERIZED CONCRETE AND ASPHALT PAVEMENT AS SUBBASE MATERIAL.
- K. THE CONTRACTOR SHALL COORDINATE WITH ALL OTHER WORK TO ENSURE THAT ALL UNDERGROUND UTILITIES ARE INSTALLED PRIOR TO PAVING.
- L. BETWEEN THE PLAN SPECIFIED GRADE CONTROL POINTS AND LINES, THE FINISHED PAVING SURFACE SHALL HAVE A UNIFORM SLOPE FROM SURFACE DRAINAGE HIGH
- M. REFER TO "EARTHWORK" NOTES FOR SUBGRADE PREPARATION REQUIREMENTS.

POINTS AND RIDGE LINES TO GUTTERS AND DRAINAGE INLETS.

N. WHEN NEW PAVING IS COMPLETED, IT SHALL BE SUBJECTED TO A FLOOD TEST SHOWING THE SURFACE FREE OF STANDING WATER OR PUDDLES. SHOULD ANY PUDDLING OCCUR, REPAVE IN SUCH A MANNER AS TO CORRECT THE PROBLEM. METHOD OF REPAVING SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL.

16. LANDSCAPING

- A. FINISHED GRADE SHOWN ON CIVIL PLANS IS TOP OF FINISHED LANDSCAPE MATERIAL. ALL LANDSCAPE AREAS SHALL BE GRADED TO ACCOMMODATE THICKNESS OF LANDSCAPE MATERIALS SUCH THAT TOP OF LANDSCAPE MATERIALS DOES NOT BLOCK DRAINAGE.
- B. AREAS WHERE LANDSCAPE IS ADJACENT TO HARDSCAPE, FINISHED GRADE OF LANDSCAPE MATERIAL SHALL BE DEPRESSED A MINIMUM OF 1" OR AS SHOWN ON
- C. ENGINEER SHALL VERIFY GRADING PRIOR TO PLACEMENT OF LANDSCAPE MATERIALS.
- 17. PIPELINES
- A. ALL GRAVITY FLOW PIPELINES TO BE LAID UPGRADE FROM THE LOWEST POINT STARTING AT THE END OF EXISTING IMPROVEMENTS.
- B. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 24 HOURS PRIOR TO BACKFILLING OF ANY PIPE WHICH STUBS TO A FUTURE PHASE OF CONSTRUCTION FOR INVERT VERIFICATION. TOLERANCE SHALL BE IN ACCORDANCE WITH CITY STANDARD
- C. UNLESS NOTED OTHERWISE, SITE PIPELINE LIMIT OF WORK AT BUILDING UTILITY POINT OF CONNECTION SHALL BE 5-FEET OUTSIDE THE BUILDING EXTERIOR WALL.

18. ADJUSTING EXISTING UTILITIES

- A. THE CONTRACTOR SHALL ADJUST AND/OR RECONSTRUCT TO GRADE ALL EXISTING UTILITY STRUCTURES. INCLUDING VAULTS. BOXES AND MANHOLE FRAME AND COVER SETS, VALVE BOXES AND MONUMENT BOXES, WITHIN THE WORK AREA UNLESS NOTED
- B. ALL MANHOLE FRAME AND COVER SETS. WATER VALVE BOXES AND MONUMENT BOXES WITHIN THE WORK AREA THAT DO NOT MEET CURRENT CITY REQUIREMENTS SHALL BE REMOVED AND REPLACED TO CONFORM TO CITY STANDARDS. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH THE CITY INSPECTOR AND WITH THE ENGINEER.

19. SANITARY SEWER SYSTEM

A. UNLESS SPECIFIED OTHERWISE, ALL SEWER SERVICES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARDS.

B. ALL SEWER SERVICES SHALL BE MARKED WITH A 2" X 2" STAKE AT THE END OF

- EACH SERVICE AND A 2 INCH HIGH "S" STAMPED IN THE TOP OF THE CURB. C. ALL SEWER MAINS AND SERVICES SHALL BE AIR TESTED TO THE SATISFACTION OF THE ENGINEER AFTER AGGREGATE BASE PLACEMENT IS COMPLETED. SEWER PLUGS TO BE WING NUT TYPE, E—Z TEST OR APPROVED EQUIVALENT. MAINS SHALL BE BALLED AND FLUSHED PER CITY STANDARDS. PRIOR TO STARTING THE CLEANING OPERATION.
- MANHOLE TO PREVENT DEBRIS FROM ENTERING THE EXISTING CITY SEWER SYSTEM. D. TV INSPECTION OF SEWERS, INCLUDING VIDEO RECORDINGS, SHALL BE PROVIDED BY THE CONTRACTOR. TV INSPECTION SHALL INCLUDE MAINS, SERVICES AND CLEANOUTS.

A FINE MESH WIRE SCREEN SHALL BE PLACED AT THE EXTREME DOWNSTREAM

- E. EACH STUB END PIPE SHALL BE PLUGGED WITH A PREFABRICATED, WATERTIGHT PLUG. PLUG SHALL BE GLADDING-MCBEAN SPEED-SEAL CLAY STOPPER OR MISSION CLAY PRODUCTS STD. BAND—SEAL COUPLING WITH PLASTIC SHEAR RING AND ABS STOPPER. "POLYCAP" AND "SPEED—CAP" STOPPERS ARE NOT ACCEPTABLE.
- F. BUILDING SEWER CLEANOUTS SHALL BE LOCATED AND INSTALLED IN ACCORD WITH THE UNIFORM PLUMBING CODE AND SHALL BE EXTENDED TO GRADE.
- G. ALL GRAVITY SEWER PIPE WITHIN PUBLIC RIGHT OF WAY SHALL CONFORM WITH CITY
- H. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL SEWER LATERAL LOCATIONS WITH THE DESIGN ENGINEER PRIOR TO CONSTRUCTION.

20. STORM DRAIN SYSTEM

- A. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING DRAINAGE FACILITIES WITHIN THE CONSTRUCTION AREA UNTIL THE DRAINAGE IMPROVEMENTS ARE IN PLACE AND FUNCTIONING AND ACCEPTED BY THE CITY.
- B. UNLESS NOTED OTHERWISE, ALL STORM DRAIN PIPE SHALL BE PRECAST REINFORCED CONCRETE PIPE, CAST-IN-PLACE CONCRETE PIPE (CIPP), PVC, OR HIGH DENSITY POLYETHYLENE PIPE (HDPE). ALL STORM DRAIN WITHIN PUBLIC RIGHT OF WAY SHALL CONFORM WITH CITY STANDARDS.
- C. EACH STUB END PIPE SHALL BE PLUGGED WITH A PREFABRICATED, WATERTIGHT PLUG.
- D. THE WALLS OF D.I.'S AND OF MANHOLES FUNCTIONING AS D.I.'S SHALL BE PERFORATED WITH 4 - 2 INCH DIAMETER HOLES PER WALL AT THE LEVEL OF THE BOTTOM OF THE AB UNDER THE ADJOINING PAVEMENT TO ALLOW FOR THE ESCAPE OF ANY WATER THAT MAY BUILD UP AROUND THE INLET.
- E. CONTRACTOR SHALL MARK ALL NEW AND EXISTING STORM DRAIN INLETS WITH APPROVED POLLUTION PREVENTION MESSAGES. SPECIFIC PLACEMENT OF MARKERS WILL BE AS DIRECTED BY THE CITY INSPECTOR.
- F. STORM DRAIN MANHOLES SHALL BE CONSTRUCTED PER CITY STANDARD DETAILS FOR PIPES SMALLER THAN 30" IN DIAMETER, AND PER CITY STANDARD DETAILS FOR PIPE 30" IN DIAMETER AND GREATER.

21. WATER SYSTEM

- A. UNLESS SPECIFIED OTHERWISE, ALL WATER SERVICES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY STANDARDS.
- B. WATER LINE INSTALLATION SHALL ACCOMMODATE GRAVITY FLOW PIPELINES INCLUDING SEWER SERVICES AND SHALL MAINTAIN A MINIMUM COVER OF 4 FEET FROM FINISHED GRADE WITHIN THE PUBLIC RIGHT OF WAY AND 3 FEET IN ALL OTHER AREAS.
- C. FIRE HYDRANT INSTALLATION SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY
- D. REDUCED PRESSURE BACK FLOW PREVENTION DEVICES FOR EACH LANDSCAPE IRRIGATION WATER SERVICE WILL BE INSTALLED BY THE LANDSCAPE IRRIGATION
- E. THE WATER DISTRIBUTION SYSTEM SHALL CONFORM TO THE CITY SPECIFIC PROVISIONS. PVC WATER MAIN FOR FIRE SYSTEM SHALL BE C900. CL 235. ALL T-BOLTS ON MECHANICAL JOINT FITTINGS AND MACHINE BOLTS ON FLANGE FITTINGS SHALL BE COATED WITH MASTIC AND WRAPPED IN 8 ML PLASTIC. T-BOLTS. MACHINE BOLTS AND ALL THREAD RODS UNDER BUILDING SLABS SHALL BE STAINLESS STEEL WITH THE FITTING WRAPPED IN 8 ML PLASTIC.
- F. PROVIDE EXTERIOR CONTROL VALVES FOR EACH SPRINKLER SYSTEM (WALL MOUNTED P.I.V OR STANDARD P.I.V. PER FIRE PROTECTION PLANS.)
- G. ALL ON-SITE FIRE MAINS SHALL BE PVC CLASS 235 C-900.

22. EXISTING SIGNS

A. THE PROTECTION AND MAINTENANCE OF EXISTING SIGNS AND THE REMOVAL PROTECTION, STORAGE AND RESETTING OF CITY TRAFFIC SIGNS THAT ARE AFFECTED BY THE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AS DIRECTED BY THE CITY ENGINEER. PRIVATE SIGNS, TRAFFIC SIGNS, AND TRAFFIC CONTROL FACILITIES EXISTING WITHIN THE LIMITS OF THE PROJECT SHALL NOT BE MOVED EXCEPT AS NECESSARY TO PREVENT THEM FROM BEING DAMAGED BY CONSTRUCTION OPERATIONS. WHEN A SIGN NEEDS TO BE REMOVED BECAUSE IT INTERFERES WITH THE CONTRACTOR'S WORK, IT SHALL BE DONE IN ONE OF THE FOLLOWING DESCRIBED

STOP SIGNS SHALL BE MAINTAINED IN THEIR EXISTING POSITIONS. ANY STOP SIGN WHICH MUST BE MOVED FROM ITS EXISTING POSITION AND REINSTALLED IN A NEW POSITION, MUST BE APPROVED BY THE CITY ENGINEER BEFORE SAID STOP SIGN IS

TRAFFIC SIGNS AND TRAFFIC CONTROL FACILITIES, OTHER THAN STOP SIGNS, NECESSARY FOR THE CONTROL OF TRAFFIC DURING THE PROJECT SHALL BE MAINTAINED IN PLACE IN AN UPRIGHT POSITION AND LOCATED SO AS TO PROPERLY CONTROL TRAFFIC. WHENEVER IT IS NECESSARY TO REMOVE THEM FROM THEIR PERMANENT LOCATION DUE TO CONSTRUCTION WORK, THEY SHALL BE REINSTALLED IN THEIR PERMANENT LOCATION AT THE EARLIEST POSSIBLE TIME. CONTROL OF TRAFFIC DURING THE TIME WHICH THE SIGNS ARE TEMPORARILY REMOVED SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

B. WHENEVER IT IS NECESSARY TO REMOVE A PRIVATELY OWNED SIGN OR A PUBLIC INFORMATION SIGN, ITS TEMPORARY RELOCATION AND ITS FINAL POSITIONING SHALL BE COORDINATED WITH THE SIGN OWNER AND, IF LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY, WITH THE CITY ENGINEER.

23. MAILBOXES

MAILBOXES AND NEWSPAPER TUBES, IF ANY, WHICH ARE AFFECTED BY THE CONSTRUCTION SHALL BE REMOVED, TEMPORARILY RELOCATED AND FINALLY RESET. ALL MAILBOXES SHALL BE MAINTAINED IN AN UPRIGHT POSITION ADJACENT TO THE CONSTRUCTION AREA BETWEEN THE TIME THE MAILBOX IS REMOVED AND RESET IN ITS FINAL LOCATION. MAILBOXES SHALL BE RESET IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE LOCAL POSTMASTER; SUCH WORK SHALL BE COORDINATED WITH MAILBOX OWNERS.

24. PRESERVATION OF PROPERTY

TREES AND SHRUBBERY THAT ARE NOT TO BE REMOVED, AND POLE LINES, FENCES, SIGNS, SURVEY MARKERS AND MONUMENTS, BUILDINGS AND STRUCTURES, CONDUITS, PIPELINES, ALL STREET FACILITIES, AND ANY OTHER IMPROVEMENTS OR FACILITIES WITHIN OR ADJACENT TO THE STREET OR CONSTRUCTION AREA SHALL BE PROTECTED FROM INJURY OR DAMAGE, AND UPON ORDER BY THE CITY ENGINEER, THE CONTRACTOR SHALL PROVIDE. INSTALL AND MAINTAIN SAFEGUARDS SUCH AS PROTECTIVE FENCING OR OTHER SUITABLE BARRIERS APPROVED BY THE CITY ENGINEER TO PROTECT SUCH OBJECTS FROM INJURY OR DAMAGE. IF SUCH OBJECTS ARE INJURED OR DAMAGED BY REASON OF THE CONTRACTOR'S OPERATIONS, THEY SHALL BE REPLACED OR RESTORED AT THE CONTRACTOR'S EXPENSE. THE FACILITIES SHALL BE REPLACED OR RESTORED TO A CONDITION AS GOOD AS WHEN THE CONTRACTOR ENTERED UPON THE WORK, OR AS GOOD AS REQUIRED BY THE SPECIFICATION ACCOMPANYING THE CONTRACT, IF ANY SUCH OBJECTS ARE A PART OF THE WORK BEING PERFORMED UNDER CONTRACT. THE CITY ENGINEER MAY MAKE OR CAUSE TO BE MADE SUCH TEMPORARY REPAIRS AS ARE NECESSARY TO RESTORE TO SERVICE ANY DAMAGED FACILITY. THE COST OF SUCH REPAIRS SHALL BE BORNE BY THE CONTRACTOR.

25. RECORD DRAWINGS

- A. "RECORD DRAWINGS" IS DEFINED AS BEING THOSE DRAWINGS MAINTAINED BY THE CONTRACTOR TO SHOW THE CONSTRUCTION OF A PARTICULAR STRUCTURE OR WORK AS ACTUALLY COMPLETED UNDER THE CONTRACT. "RECORD DRAWINGS" SHALL BE SYNONYMOUS WITH "AS-BUILT DRAWINGS". AS REQUIRED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE ENGINEER ACCURATE INFORMATION TO BE USED IN THE PREPARATION OF PERMANENT RECORD DRAWINGS. FOR THIS PURPOSE, THE CONTRACTOR SHALL RECORD ON ONE SET OF CONTRACT DRAWING PRINTS ALL CHANGES FROM INSTALLATIONS ORIGINALLY INDICATED, AND RECORD FINAL LOCATIONS OF UNDERGROUND LINES BY DEPTH FROM FINISH GRADE AND BY ACCURATE HORIZONTAL OFFSET DISTANCES TO PERMANENT SURFACE IMPROVEMENTS SUCH AS BUILDINGS, CURBS OR EDGES OF WALKS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL AS-BUILT INFORMATION PREPARED BY SUBCONTRACTORS IS INCLUDED IN HIS RECORD DRAWINGS.
- B. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE COMPLETE SET OF UPDATED "RECORD DRAWING" IMPROVEMENT PLAN PRINTS. THESE PRINTS SHALL BE READILY AVAILABLE TO THE CITY AND TO THE ENGINEER. UPON COMPLETION OF THE PROJECT. AND PRIOR TO FINAL PAYMENT, THESE RECORD DRAWING PRINTS SHALL BE SUBMITTED

TO THE ENGINEER. 24. INSURANCE

CONTRACTOR SHALL MAINTAIN SUCH INSURANCE AS WILL PROTECT IT FROM CLAIMS UNDER WORKERS' COMPENSATION ACTS AND FROM CLAIMS FOR DAMAGES BECAUSE OF BODILY INJURY, INCLUDING DEATH, OR INJURY TO PROPERTY WHICH MAY ARISE FROM AND DURING THE OPERATION OF THIS CONTRACT. INSURANCE COVERAGE SHALL INCLUDE PROVISION OR ENDORSEMENT NAMING THE OWNER, THE ENGINEER AND HIS CONSULTANTS, AND EACH OF THEIR OFFICERS, EMPLOYEES AND AGENTS, EACH AS ADDITIONAL INSURED IN REGARDS TO LIABILITY ARISING OUT OF THE PERFORMANCE OF ANY WORK UNDER THE CONTRACT. A CERTIFICATE OF SUCH INSURANCE SHALL BE FURNISHED TO THE OWNER PRIOR TO COMMENCEMENT OF ANY WORK.

CITY OF FRESNO

APPL. NO. P25-01440 EXHIBIT A-4 DATE 6/20/2025 PLANNING REVIEW BY TRAFFIC ENG. APPROVED BY CITY OF FRESNO DARM DEPT

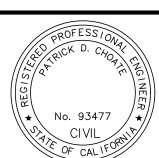
SCALE

4274-40

DESIGNED BY PDC DRAWN BY CHECKED BY BPE **DESCRIPTION** REV. DATE

AUGENOUR AND MEIKLE CIVIL ENGINEERING · LAND SURVEYING · PLANNING 608 COURT STREET, WOODLAND, CALIFORNIA 95695 PHONE: (530) 662-1755 P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602 PATRICK D. CHOATE

DATE <u>06/17/2025</u> P.E. <u>93477</u>



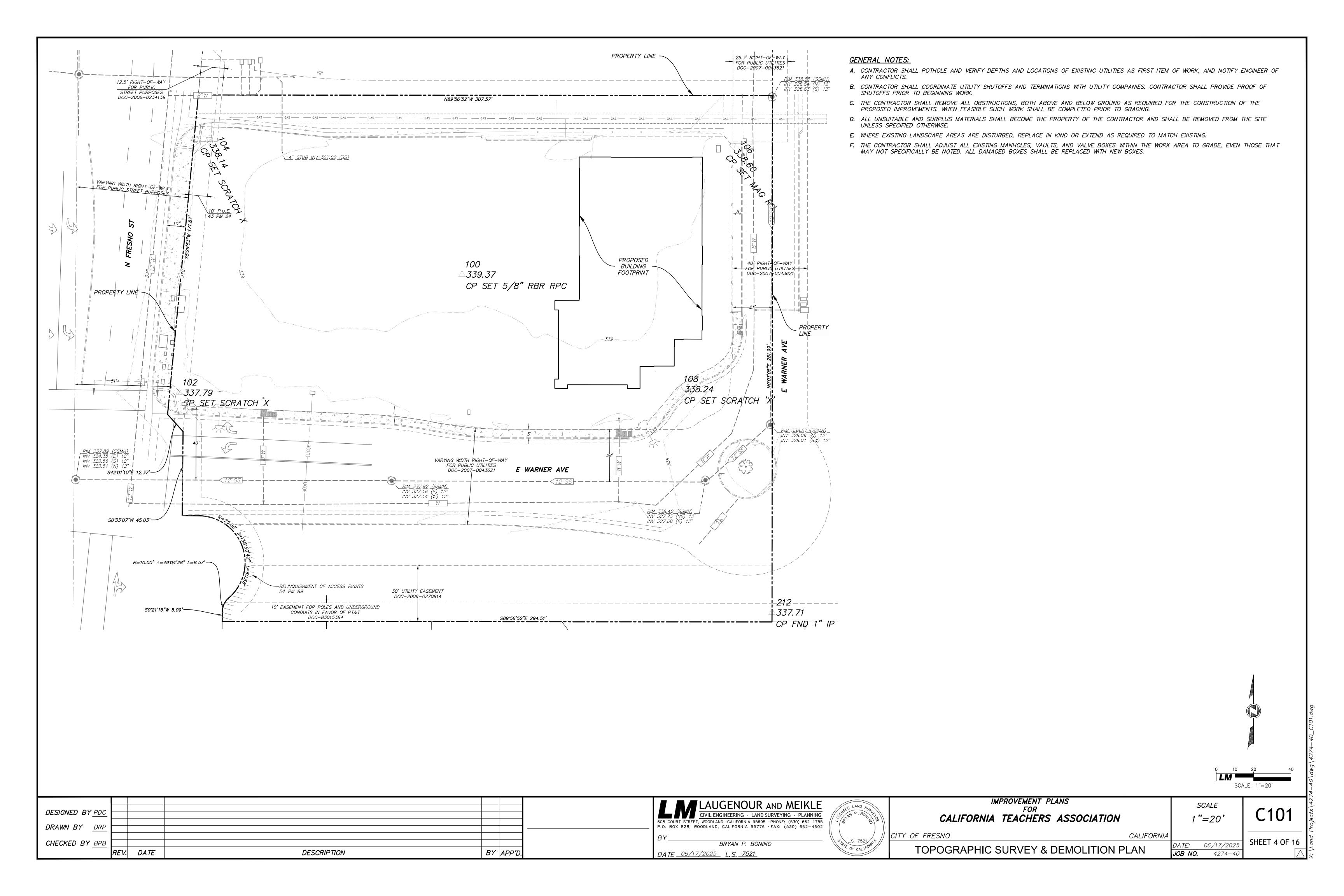
IMPROVEMENT PLANS CALIFORNIA TEACHERS ASSOCIATION

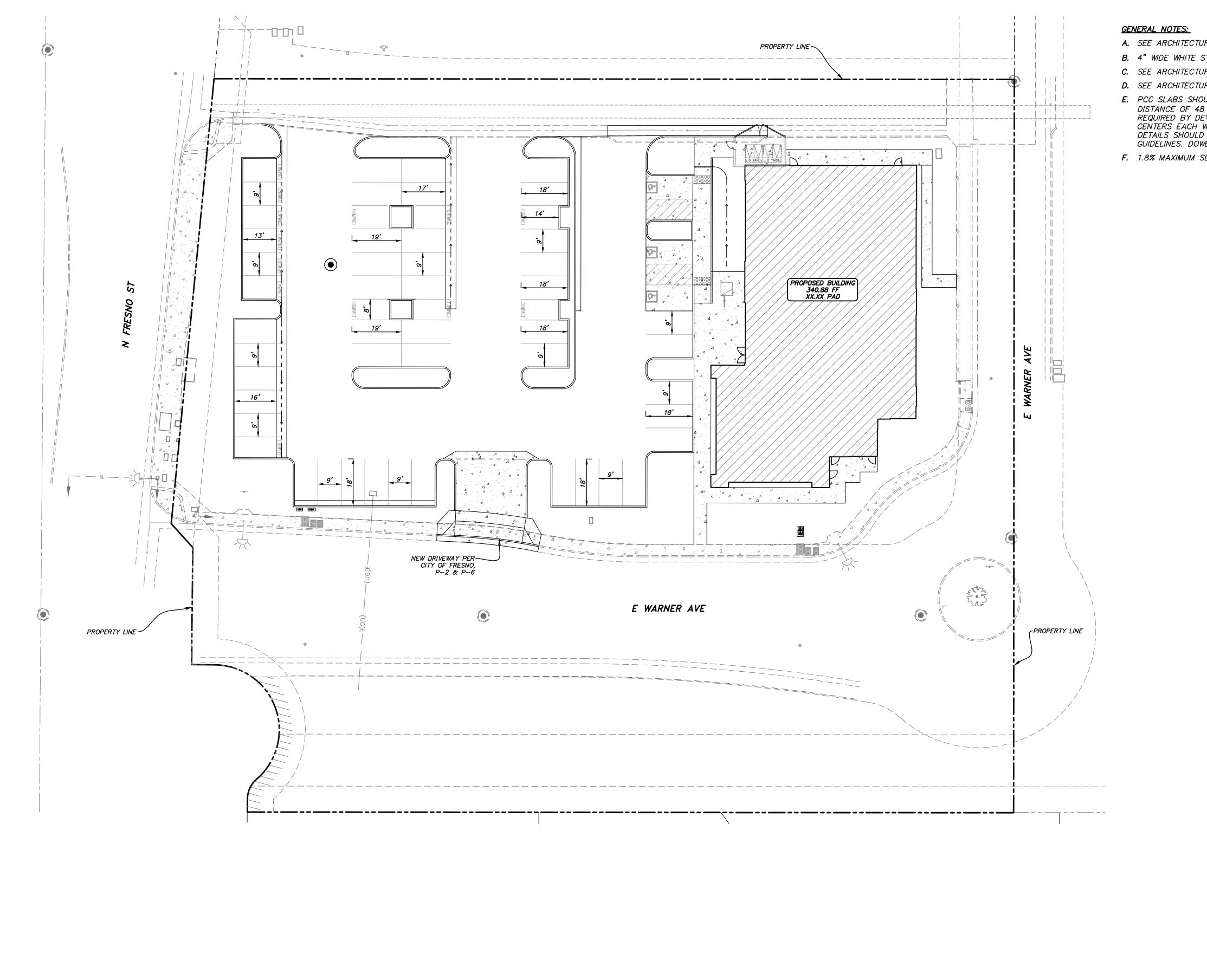
ABBREVIATIONS & GENERAL NOTES

NONE CALIFORNIA 06/17/202

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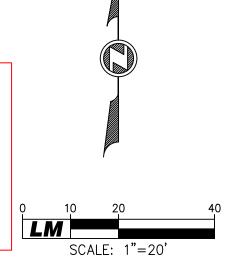
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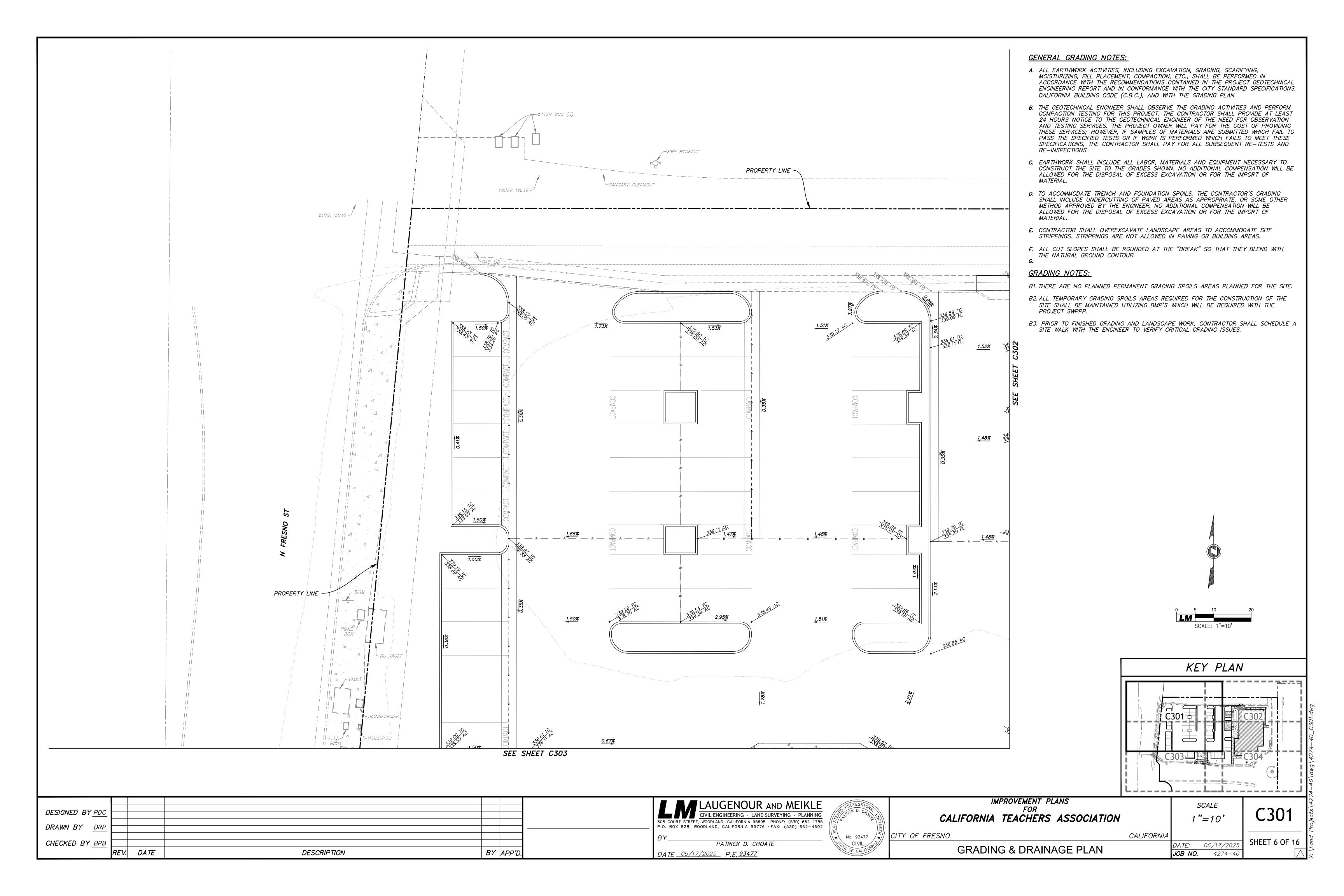


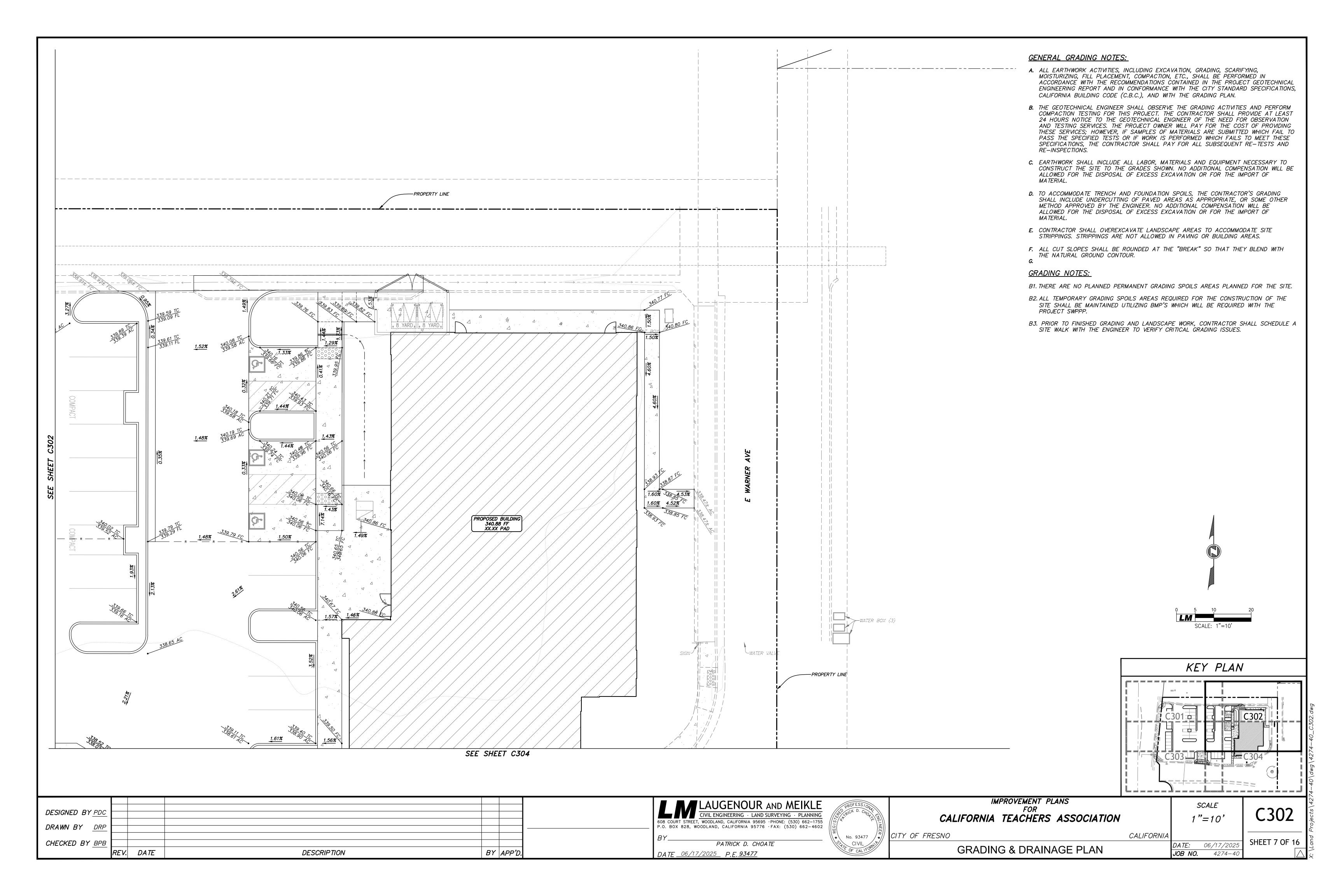
- A. SEE ARCHITECTURAL PLANS FOR PARKING DETAILS AND COUNTS.
- B. 4" WIDE WHITE STANDARD PAINTED PARKING STALL STRIPES (TYPICAL). VERIFY WITH ARCHITECTURAL SITE PLAN.
- C. SEE ARCHITECTURAL PLAN FOR FIRE LANE MARKINGS. FIELD VERIFY FIRE LANES WITH FIRE MARSHALL PRIOR TO SIGNING AND STRIPING.
- D. SEE ARCHITECTURAL PLANS FOR ACCESSIBLE PARKING STALL AND SIGNAGE DETAILS
- E. PCC SLABS SHOULD BE CONSTRUCTED WITH THICKENED EDGES. THE THICKENED EDGES SHOULD BE CONSTRUCTED AND TAPERED OVER A MINIMUM DISTANCE OF 48 INCHES IN ACCORDANCE WITH AMERICAN CONCRETE INSTITUTE (ACI) 330R DESIGN DETAILS. REINFORCING FOR CRACK CONTROL, IF REQUIRED BY DEVELOPER OR GEOTECHNICAL ENGINEER, SHOULD CONSIST OF AT LEAST NO. 5 REINFORCING BARS PLACED ON MAXIMUM 12—INCH CENTERS EACH WAY THROUGH THE SLAB. REINFORCEMENT MUST BE LOCATED AT THE MID—SLAB DEPTH TO BE EFFECTIVE. JOINT SPACING AND DETAILS SHOULD BE DETERMINED BY GEOTECHNICAL REPORT AND SHOULD CONFORM WITH CURRENT PORTLAND CEMENT ASSOCIATION OR ACI GUIDELINES. DOWELING REQUIREMENTS SHALL BE PER GEOTECHNICAL REPORT.
- F. 1.8% MAXIMUM SLOPE AT ADA PARKING STALLS. CONTRACTOR SHALL VERIFY TOP OF A.B. FOR SLOPE COMPLIANCE PRIOR TO PAVING.

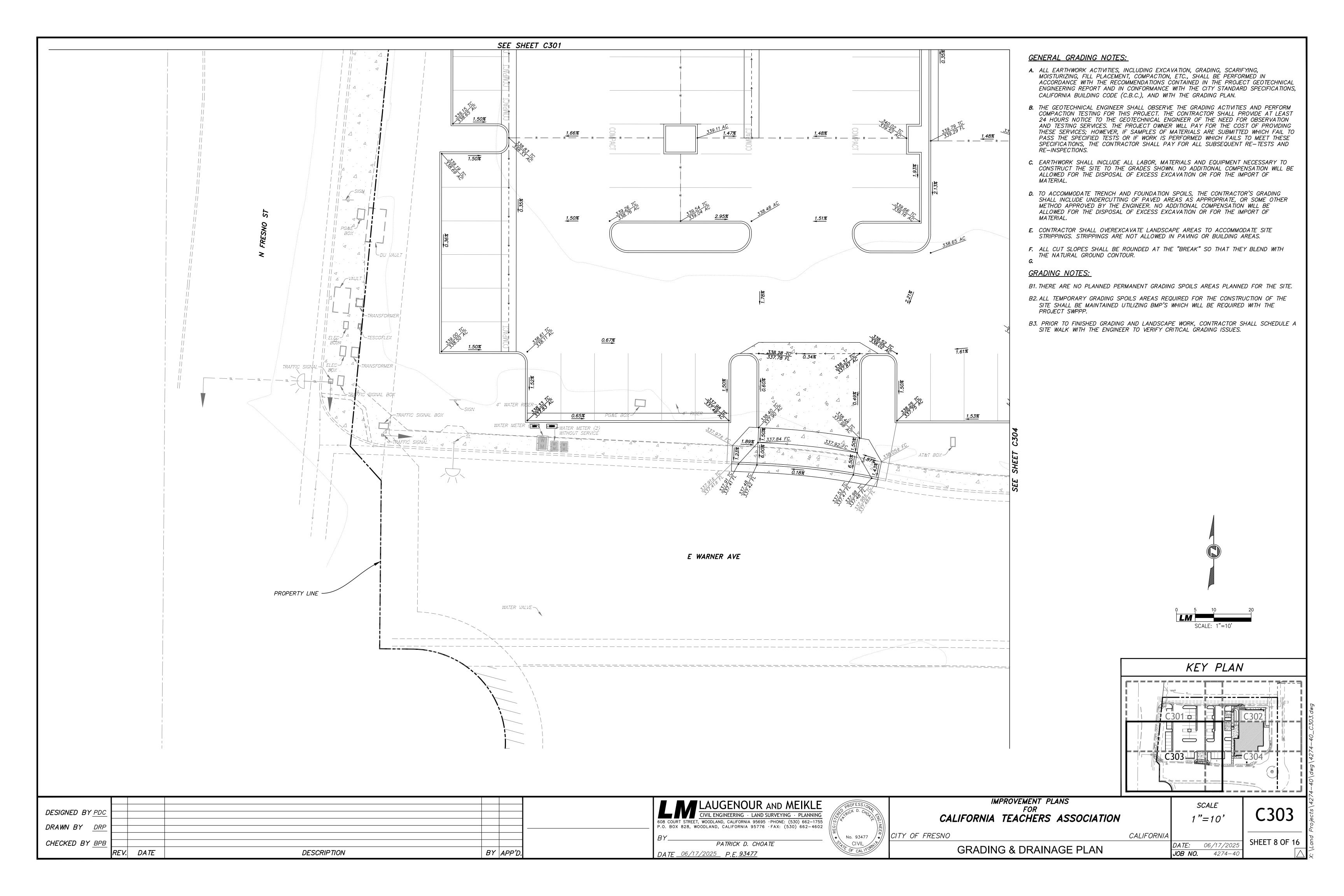


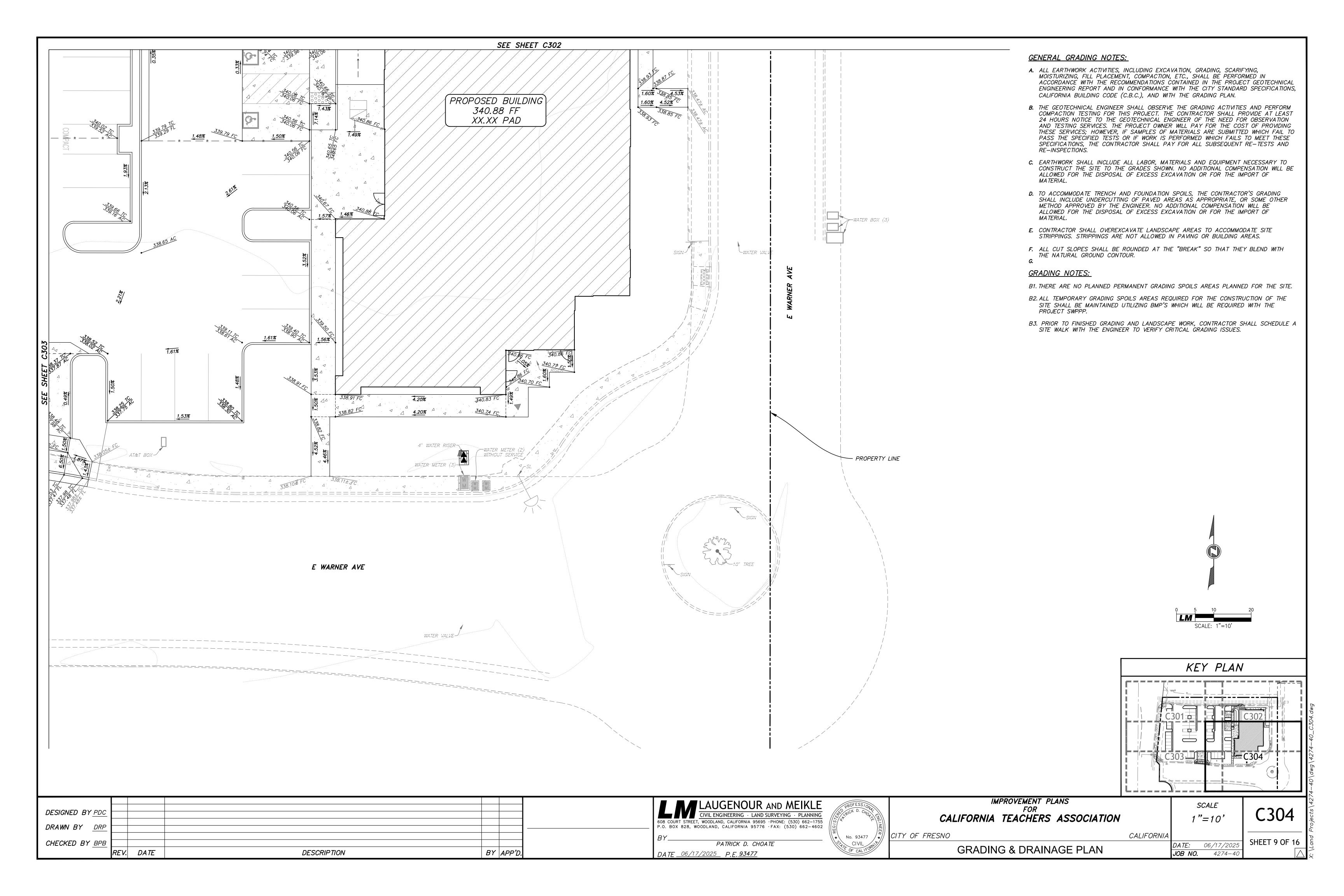


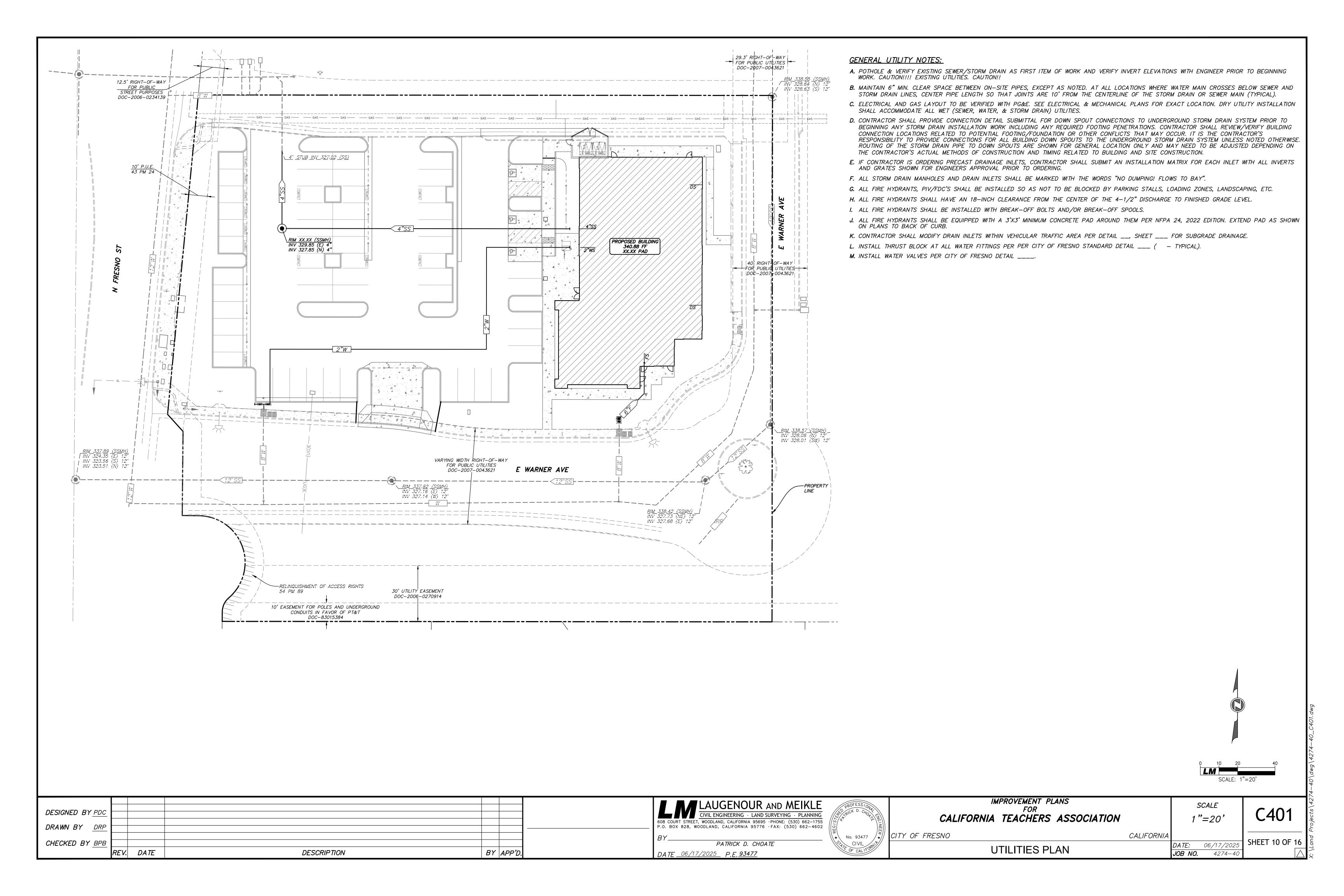
DESIGNED BY PDC DRAWN BY DRP		LAUGENOUR AND MEIKLE CIVIL ENGINEERING · LAND SURVEYING · PLANNING 608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755 P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602	CALIFORNIA TEACHERS AS	SCALE COOL
CHECKED BY BPB REV. DATE	DESCRIPTION BY API	BY	CIVIL SITE PLAN	CALIFORNIA DATE: 06/17/2025 JOB NO. 4274-40 SHEET 5 OF 16

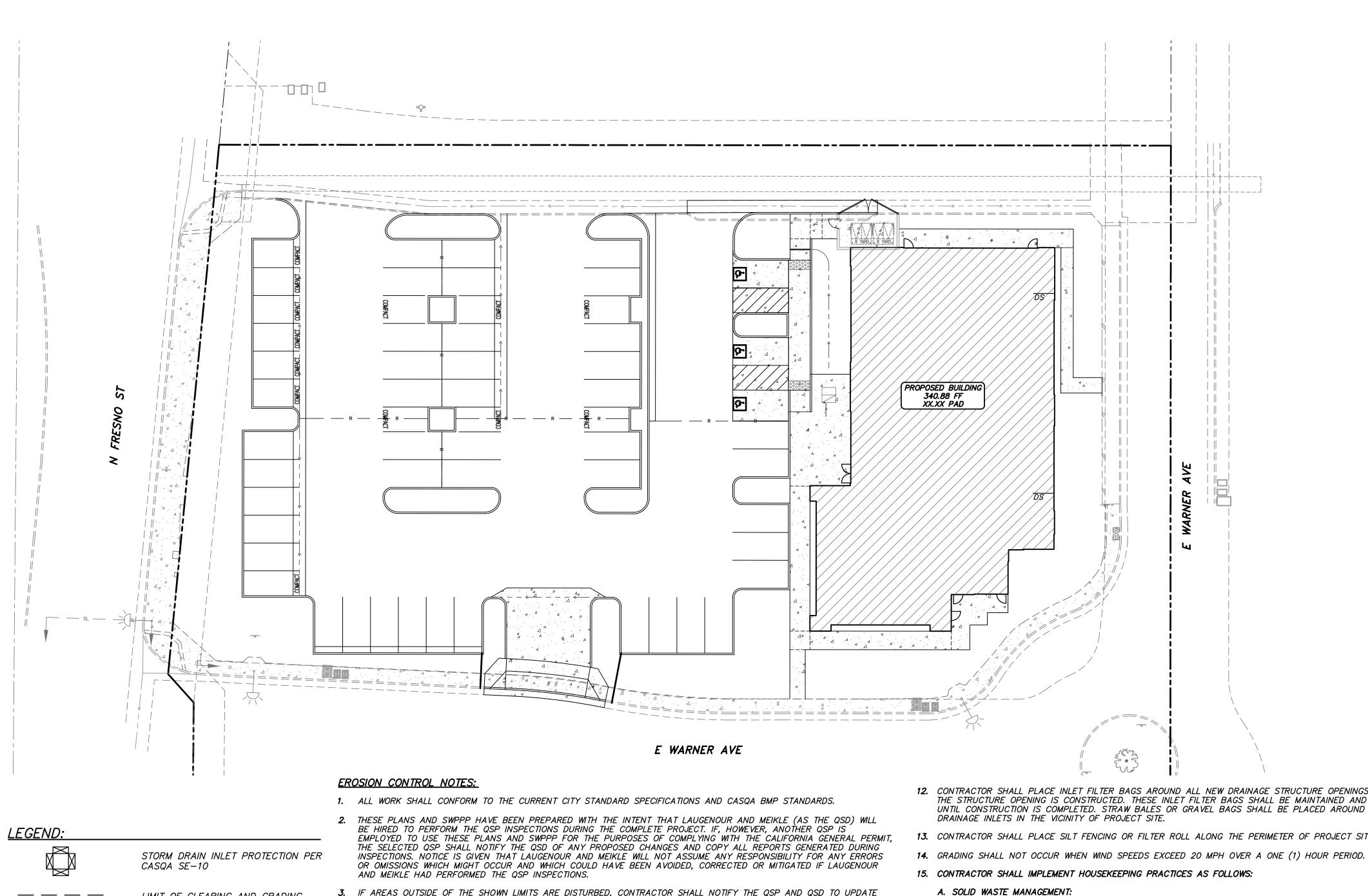












3. IF AREAS OUTSIDE OF THE SHOWN LIMITS ARE DISTURBED, CONTRACTOR SHALL NOTIFY THE QSP AND QSD TO UPDATE THE LIMITS OF DISTURBANCE SHOWN ON THE PLANS AND WITHIN THE SWPPP. ALL SOILS THAT ARE DISTURBED, INCLUDING AREAS OUTSIDE OF THE SHOWN LIMITS OF DISTURBANCE SHALL BE STABILIZED BY HYDROSEEDING, LANDSCAPING OR OTHER APPROVED METHOD WITHIN 14 DAYS OF NON-USE OR PRIOR TO PROJECT COMPLETION WHICHEVER OCCURS FIRST.

4. CONTRACTOR MUST ENSURE THAT THE CONSTRUCTION SITE IS PREPARED PRIOR TO THE ONSET OF ANY STORM. CONTRACTOR SHALL HAVE ALL EROSION AND SEDIMENT CONTROL MEASURES IN PLACE PRIOR TO ANY CONSTRUCTION

ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. PER CASQA WM-8 WITH POSTED SIGNS 5. CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN SHALL BE MADE TO MEET FIELD CONDITIONS ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF A REPRESENTATIVE OF THE DEPARTMENT OF UTILITIES.

> 6. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS MAY BE MADE TO THE PLAN IN THE FIELD SUBJECT TO THE APPROVAL OF OR AT THE DIRECTION OF A REPRESENTATIVE OF THE DEPARTMENT OF UTILITIES.

> 7. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL STORMS TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.

8. CONTRACTOR SHALL MAINTAIN A LOG AT THE SITE OF ALL INSPECTIONS OR MAINTENANCE OF BMP'S, AS WELL AS, ANY CORRECTIVE CHANGES TO THE BMP'S OR EROSION AND SEDIMENT CONTROL PLAN.

9. IN AREAS WHERE SOIL IS EXPOSED, PROMPT REPLANTING WITH NATIVE COMPATIBLE, DROUGHT-RESISTANT VEGETATION SHALL BE PERFORMED. NO AREAS WILL BE LEFT EXPOSED OVER THE WINTER SEASON.

10. THE CONTRACTOR SHALL INSTALL THE STABILIZED CONSTRUCTION ENTRANCE PRIOR TO COMMENCEMENT OF GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCE. THE

STABILIZED CONSTRUCTION ENTRANCE SHALL REMAIN IN PLACE UNTIL THE ROAD BASE ROCK COURSE IS COMPLETED.

11. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE SWEPT AT THE END OF EACH WORKING DAY OR AS

12. CONTRACTOR SHALL PLACE INLET FILTER BAGS AROUND ALL NEW DRAINAGE STRUCTURE OPENINGS IMMEDIATELY AFTER THE STRUCTURE OPENING IS CONSTRUCTED. THESE INLET FILTER BAGS SHALL BE MAINTAINED AND REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED. STRAW BALES OR GRAVEL BAGS SHALL BE PLACED AROUND ALL EXISTING

13. CONTRACTOR SHALL PLACE SILT FENCING OR FILTER ROLL ALONG THE PERIMETER OF PROJECT SITE.

PROVIDE DESIGNATED WASTE COLLECTION AREAS AND CONTAINERS. ARRANGE FOR REGULAR REMOVAL AND DISPOSAL. CLEAR SITE OF TRASH INCLUDING ORGANIC DEBRIS, PACKAGING MATERIALS, SCRAP OR SURPLUS BUILDING MATERIALS AND DOMESTIC WASTE DAILY. B. MATERIAL DELIVERY AND STORAGE:

PROVIDE A DESIGNATED MATERIAL STORAGE AREA WITH SECONDARY CONTAINMENT SUCH AS BERMING. STORE MATERIAL ON PALLETS AND PROVIDE COVERING FOR SOLUBLE MATERIALS. RELOCATE STORAGE AREA INTO BUILDING SHELL WHEN POSSIBLE. INSPECT AREA WEEKLY.

PROVIDE A DESIGNATED AREA FOR A TEMPORARY PIT TO BE USED FOR CONCRETE TRUCK WASH-OUT. DISPOSE OF HARDENED CONCRETE OFFSITE. AT NO TIME SHALL A CONCRETE TRUCK DUMP ITS WASTE AND CLEAN ITS TRUCK INTO THE CITY STORM DRAINS VIA CURB AND GUTTER. INSPECT DAILY TO CONTROL RUNOFF, AND WEEKLY FOR REMOVAL OF HARDENED CONCRETE.

D. PAINT AND PAINTING SUPPLIES: PROVIDE INSTRUCTION TO EMPLOYEES AND SUBCONTRACTORS REGARDING REDUCTION OF POLLUTANTS INCLUDING MATERIAL STORAGE, USE, AND CLEAN UP. INSPECT SITE WEEKLY FOR EVIDENCE OF IMPROPER DISPOSAL.

E. VEHICLE FUELING, MAINTENANCE AND CLEANING: PROVIDE A DESIGNATED FUELING AREA WITH SECONDARY CONTAINMENT SUCH AS BERMING. DO NOT ALLOW MOBILE FUELING OF EQUIPMENT. PROVIDE EQUIPMENT WITH DRIP PANS. RESTRICT ONSITE MAINTENANCE AND CLEANING OF EQUIPMENT TO A MINIMUM. INSPECT AREA WEEKLY.

F. HAZARDOUS WASTE MANAGEMENT: PREVENT THE DISCHARGE OF POLLUTANTS FROM HAZARDOUS WASTES TO THE DRAINAGE SYSTEM THROUGH PROPER MATERIAL USE, WASTE DISPOSAL AND TRAINING OF EMPLOYEES. HAZARDOUS WASTE PRODUCTS COMMONLY FOUND ON-SITE INCLUDE BUT ARE NOT LIMITED TO PAINTS & SOLVENTS, PETROLEUM PRODUCTS, FERTILIZERS, HERBICIDES & PESTICIDES, SOIL STABILIZATION PRODUCTS, ASPHALT PRODUCTS AND CONCRETE CURING PRODUCTS.

TOTAL DISTURBED AREA: XXX ACRES

CASQA FACT	SITE BMP's	REQ
SHEET EC-1	SCHEDULING	1
EC-7 EC-2	PRESERVATION OF EXISTING VEGETATION	
EC-3	HYDRAULIC MULCH	
EC-4	HYDROSEEDING	
EC-5	SOIL BINDERS	
EC-6	STRAW MULCH	
EC-7	GEOTEXTILES AND MATS	
EC-8	WOOD MULCHING	
EC-9	EARTH DIKES AND DRAINAGE SWALES	
EC-10	VELOCITY DISSIPATION DEVICES	
EC-11	SLOPE DRAINS	
EC-12	STREAMBANK STABILIZATION	
EC-14	COMPOST BLANKET	
EC-15	SOIL PREPARATION/ROUGHENING	
EC-16	NON-VEGETATIVE STABILIZATION	
WE-1	WIND EROSION CONTROL	
SE-1	SILT FENCE	
SE-2	SEDIMENT BASIN	
SE-3	SEDIMENT TRAP	_
SE-4	CHECK DAMS	+
SE-5	FIBER ROLLS	
SE-6	GRAVEL BAG BERM	
SE-7	STREET SWEEPING AND VACUUMING	+
SE-7 SE-8	SANDBAG BARRIER	+
		+
SE-9	STRAW BALE BARRIER	
SE-10	STORM DRAIN INLET PROTECTION	
SE-11	ACTIVE TREATMENT SYSTEM (ATS)	
SE-12	TEMPORARY SILT DIKE	
SE-13	COMPOST SOCKS AND BERMS	
SE-14	BIOFILTER BAGS	
TC-1	STABILIZED CONSTRUCTION ENTRANCE/EXIT	
TC-2	STABILIZED CONSTRUCTION ROADWAY	
TC-3	ENTRANCE/OUTLET TIRE WASH	
NS-1	WATER CONSERVATION PRACTICES	
NS-2	DEWATERING OPERATIONS	
NS-3	PAVING AND GRINDING OPERATIONS	
NS-4	TEMPORARY STREAM CROSSING	
NS-5	CLEAR WATER DIVERSION	
NS-6	ILLICIT CONNECTION/DISCHARGE	
	· · · · · · · · · · · · · · · · · · ·	+
NS-7	POTABLE WATER/IRRIGATION	
NS-8	VEHICLE AND EQUIPMENT CLEANING	
NS-9	VEHICLE AND EQUIPMENT FUELING	
NS-10	VEHICLE & EQUIPMENT MAINTENANCE	
NS-11	PILE DRIVING OPERATIONS	
NS-12	CONCRETE CURING	
NS-13	CONCRETE FINISHING	
NS-14	MATERIAL OVER WATER	
NS-15	DEMOLITION ADJACENT TO WATER	
NS-16	TEMPORARY BATCH PLANTS	
WM-1	MATERIAL DELIVERY AND STORAGE	
WM-2	MATERIAL USE	1
WM-3	STOCKPILE MANAGEMENT	+
WM-4	SPILL PREVENTION AND CONTROL	+
WM-5	SOLID WASTE MANAGEMENT	+-
		+
WM-6	HAZARDOUS WASTE MANAGEMENT	-
WM-7	CONTAMINATED SOIL MANAGEMENT	+
	CONCRETE WASTE MANAGEMENT	1
WM-8 WM-9	SANITARY/SEPTIC WASTE MANAGEMENT	

		SCALE: T = 20	NECESSARY.		
DESIGNED BY PDC					
DESIGNED DI TOO					
DRAWN BY DRP					
<u> </u>					
CHECKED BY BPB					
	REV.	DATE	DESCRIPTION	BY	APP'D.

LIMIT OF CLEARING AND GRADING

STABILIZED CONSTRUCTION ENTRANCE

CONCRETE WASHOUT PIT MATERIAL

PLANNED STAGING, MATERIAL AND

WASTE STORAGE AREA AND SOLID

WASTE STORAGE AREA PER CASQA

FIBER ROLL PER CASQA SE-5

SITE STORMWATER DISCHARGE

DRAINAGE FLOW

PER CASQA TC-1

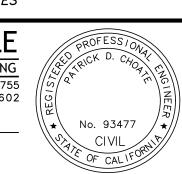
WM−1 *TO WM*−5

LOCATION

SAMPLING TEST POINT

SSD #

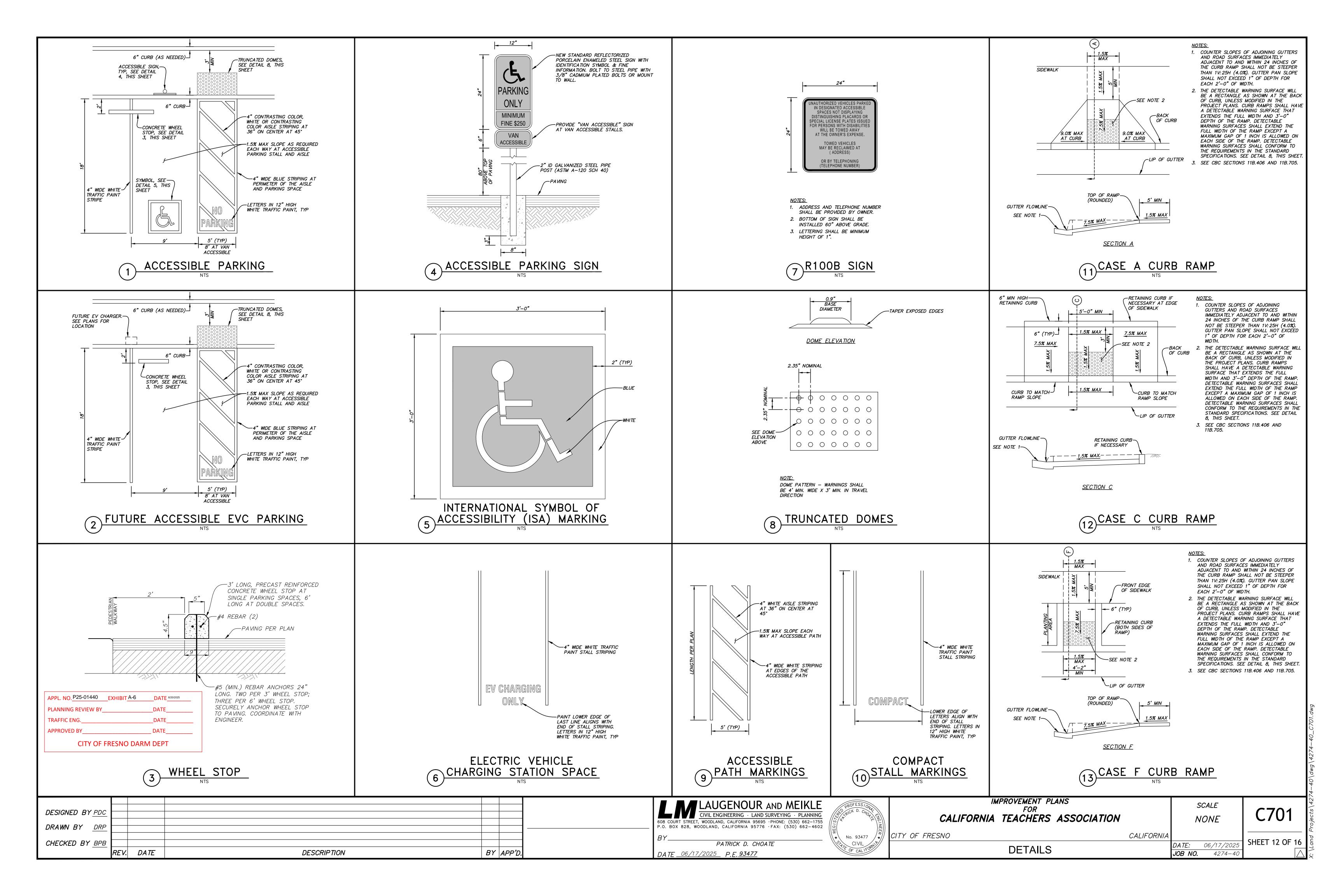
LAUGENOUR AND MEIKLE CIVIL ENGINEERING · LAND SURVEYING · PLANNING 608 COURT STREET, WOODLAND, CALIFORNIA 95695 PHONE: (530) 662-1755 P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602 PATRICK D. CHOATE DATE <u>06/17/2025</u> P.E.<u>**93477**</u>

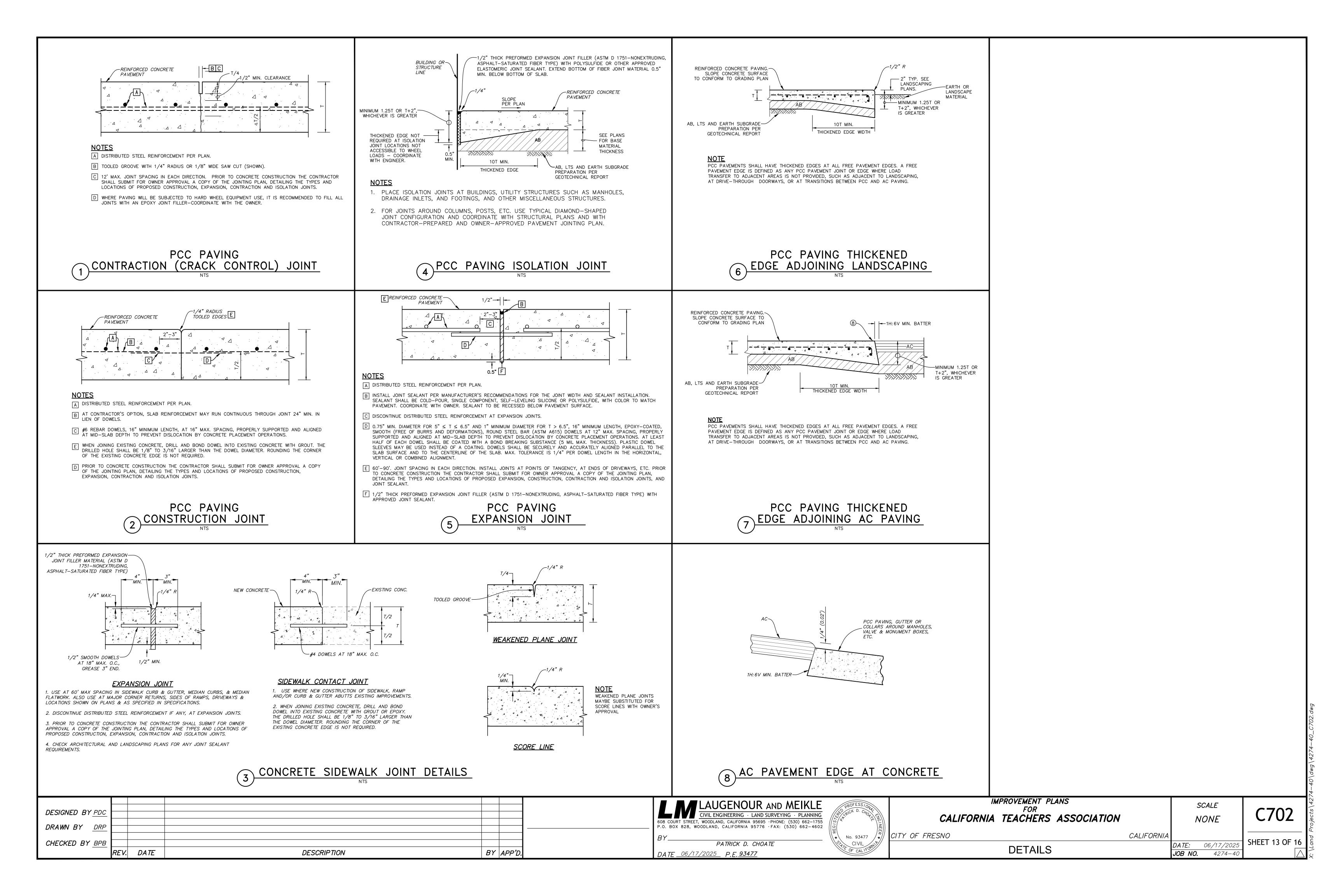


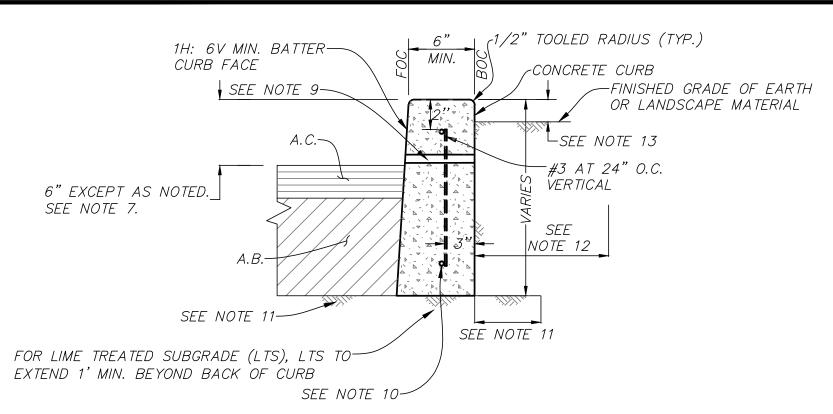
IMPROVEMENT PLANS FOR CALIFORNIA TEACHERS ASSOCIATION		CALE '=20'
TY OF FRESNO CALIFORNIA		
EROSION & SEDIMENTATION CONTROL PLAN	DATE: JOB NO.	06/17/2025 4274-40

 $\mathsf{C}60$

SHEET 11 OF 1



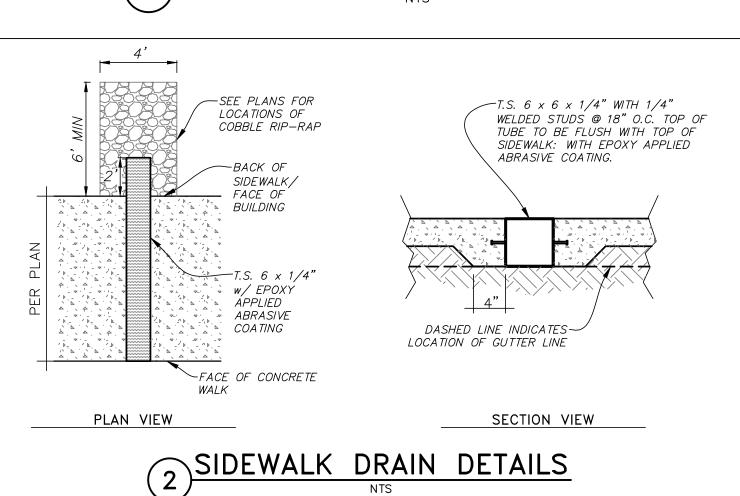


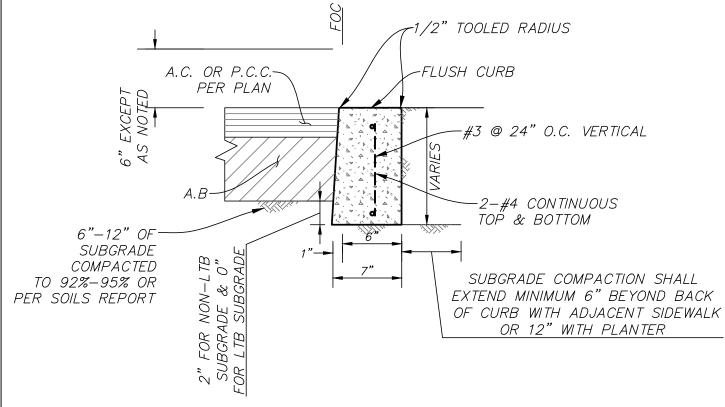


<u>NOTES</u>

- 1. UNLESS NOTED OTHERWISE IN THESE PLANS, ALL WORK AND MATERIALS SHALL CONFORM TO CALTRANS STD. SPEC'S, SECTION 73, "CONCRETE CURBS & SIDEWALKS" FOR FIXED—FORM CONSTRUCTION CONCRETE MIX SHALL HAVE AT LEAST 463 POUNDS/CUBIC YARD OF CEMENTITIOUS MATERIAL, WITH 4" MAX. SLUMP.
- 2. INSTALL EXPANSION JOINTS AT 60' MAXIMUM SPACING AND AT EACH END OF RADIUS SECTIONS. USE 1/2" THICK PERFORMED EXPANSION JOINT FILLER (ASTM D1751 NON-EXTRUDING ASPHALT-SATURATED FIBER). SHAPE THE FILLER MATERIAL TO MATCH THE SURFACE CONTOUR OF THE CONCRETE. INSTALL 12" MINIMUM LENGTH, SMOOTH (FREE OF BURRS AND DEFORMATIONS), 1/2" DIAMETER ROUND STEEL BAR (ASTM A615) DOWELS PROPERLY SUPPORTED AND ALIGNED TO PRESENT DISLOCATION BY CONCRETE PLACEMENT OPERATIONS. AT LEAST HALF OF EACH DOWEL SHALL BE COATED WITH A BOND BREAKING SUBSTANCE. PLASTIC DOWEL SLEEVES MAY BE USED INSTEAD OF A COATING. DOWELS SHALL BE SECURELY AND ACCURATELY ALIGNED PARALLEL TO THE CURB SURFACES AND TO THE CENTERLINE OF THE CURB.
- 3. CONSTRUCT WEAKENED PLANE CONTRACTION JOINTS WITH 1/4" RADIUS TOOLED EDGES USING A 1 1/4" DEEP GROOVING TOOL ON THE FACE AND TOP OF THE CURB AT 10' MAX. SPACING.
- 4. COORDINATE ALL JOINT LOCATIONS WITH THOSE IN ANY ADJACENT WALKS. PRIOR TO CONCRETE CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR OWNER APPROVAL A COPY OF THE JOINTING PLAN, DETAILING THE TYPES AND LOCATIONS OF PROPOSED CONSTRUCTION, EXPANSION, CONTRACTION AND ISOLATION JOINTS.
- 5. COMPLY WITH CALTRANS STANDARD SPECIFICATIONS SECTION 15 FOR WORK PERFORMED ON EXISTING CONCRETE IMPROVEMENTS. WHEN JOINING EXISTING CONCRETE, DRILL AND BOND AT LEAST TWO 7" MIN. LENGTH #4 REBAR DOWELS 3" INTO EXISTING CONCRETE WITH GROUT OR EPOXY. THE DRILLED HOLE SHALL BE 1/8" TO 3/16" LARGER THAN THE DOWEL DIAMETER. ROUNDING THE CORNER OF THE EXISTING CONCRETE EDGE IS NOT REQUIRED.
- 6. BOTTOM OF CURB TO EXTEND DOWN TO BOTTOM OF AB SECTION WHEN THERE IS A LIME TREATED SECTION.
- 7. CONTRACTOR SHALL VERIFY WITH ENGINEER AND ARCHITECT THE PLAN INTENT FOR CURB HEIGHT DEPRESSIONS FOR DRAINAGE, DRIVEWAYS, RAMPS, TRANSITIONS, ETC. PRIOR TO CONSTRUCTION.
- 8. SLOPE TOP OF CURB TOWARD ROADWAY AT 1.5% U.N.O.
- 9. INSTALL 3/4" SCH. 40 PVC PIPE WEEP HOLES AT 10' TYP. SPACING ALONG PLANTERS WHERE ADJOINING PAVEMENT SLOPES AWAY FROM THE CURB. WEEP HOLES MAY BE OMITTED WHERE PLANTERS SLOPE AWAY FROM CURB. VERIFY PLACEMENT WITH ENGINEER. SET PIPE FLOW LINE 1/2" ABOVE PAVING.
- 10. #4 GRADE 40 OR 60 REBAR CONTINUOUS TOP & BOTTOM WITH 24" MIN. LAP SPLICES. OMIT REBAR WITHIN 3" OF EXPANSION JOINTS. REBAR TO BE SECURELY POSITIONED. SEE NOTE 2 FOR DOWELS AT EXPANSION JOINTS
- 11. EARTH SUBGRADE COMPACTION PER GEOTECHNICAL REPORT. SUBGRADE COMPACTION SHALL EXTEND MINIMUM 6" BEYOND BACK OF CURB.
- 12. COMPACT BACKFILL WITHIN 12" OF BACK OF CURB TO 90% MRC.
- 13. O" TYP. 3" AT LANDSCAPED AREAS— COORDINATE WITH LANDSCAPE PLANS AND ENGINEERS PRIOR TO FINISH GRADING. SEE NOTE 12.

6" VERTICAL BARRIER CURB



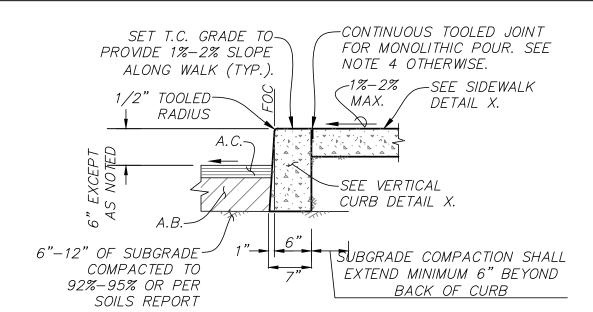


NOTES:

1. INSTALL 1/2" PRE-MOLDED EXPANSION JOINT AT 30' O.C. MAXIMUM AND AT EACH END OF RADIUS SECTIONS.

- 2. CONTRACTOR SHALL VERIFY WITH ENGINEER AND ARCHITECT PLAN INTENT FOR CURB HEIGHT DEPRESSIONS FOR RAMPS, TRANSITIONS, ETC. PRIOR TO CONSTRUCTION.
- 3. INSTALL 1/4" EXPANSION JOINTS @ ALL E.C., B.C., ANGLE POINTS AND COLD JOINTS. INSTALL DEEP TOOLED JOINTS @ 10' O.C. MAXIMUM.

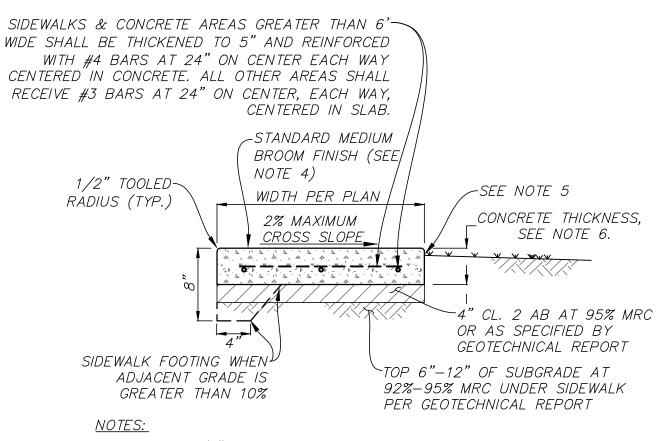
FLUSH CURB



- NOTES:

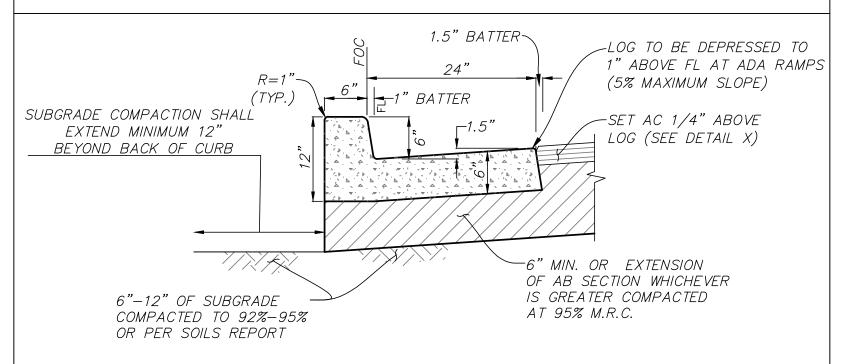
 1. INSTALL 1/2" PRE-MOLDED EXPANSION JOINT WITH DOWELS @ 30' ON CENTER MAXIMUM AND AT EACH END OF RADIUS SECTION.
- 2. CONTRACTOR SHALL VERIFY WITH ENGINEER AND ARCHITECT PLAN INTENT FOR CURB HEIGHT DEPRESSIONS FOR ADA RAMPS, TRANSITIONS, ETC. PRIOR TO CONSTRUCTION.
- 3. INSTALL 1/2" EXPANSION JOINTS @ ALL E.C., B.C., ANGLE POINTS AND COLD JOINTS. INSTALL DEEP TOOLED CONTROL JOINTS AT 10' ON CENTER MAXIMUM.
- 4. FOR SEPARATE CURB AND SIDEWALK POURS INSTALL #4 DOWELS AT 18" MAX O.C. SEE CONCRETE SIDEWALK JOINT DETAIL, DETAIL X, SHEET C702.

VERTICAL CURB AT SIDEWALK



- 1. INSTALL 1/2" PRE-MOLDED EXPANSION JOINT WITH DOWELS @ 30' ON CENTER MAXIMUM, COLD JOINTS AND AT EACH END OF RADIUS SECTION.
- 2. INSTALL 1/2" EXPANSION JOINTS @ ALL E.C., B.C., ANGLE POINTS AND COLD JOINTS. INSTALL DEEP TOOLED CONTROL JOINTS AT 10' ON CENTER MAXIMUM.
- 3. STANDARD SCORE PATTERN SHALL BE SQUARE PATTERN BASED ON WIDTH OF SIDEWALK.
- 4. VERIFY WITH ARCHITECT'S PLAN FOR ADDITIONAL REQUIREMENTS/TREATMENT.
- 5. FINISHED LANDSCAPE MATERIAL SHALL BE MAINTAINED 1" BELOW FINISHED CONCRETE OR PAVING TO MAINTAIN CROSS DRAINAGE WITHOUT PUDDLING ON CONCRETE OR PAVING. GRADING CONTRACTOR SHALL VERIFY FINISHED GRADE ELEVATION WITH LANDSCAPER SO FINAL LANDSCAPE MATERIALS ARE SET BELOW ADJACENT GRADE.
- 6. 4" THICK CONCRETE (4'-6' WIDE SIDEWALKS), 5" THICK
 CONCRETE (> 6' WIDE SIDEWALKS) WITH #4 BARS AT 24" ON
 CENTER, EACH WAY, CENTERED IN SLAB..





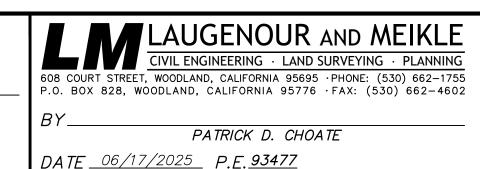
<u>NOTES</u> 1 /N

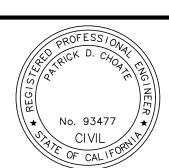
- 1. INSTALL 1/2" PRE-MOLDED EXPANSION JOINT WITH DOWELS

 @ 30' ON CENTER MAXIMUM AND AT EACH END OF RADIUS
 SECTION.
- 2. CONTRACTOR SHALL VERIFY WITH ENGINEER AND ARCHITECT PLAN INTENT FOR CURB HEIGHT DEPRESSIONS FOR RAMPS, TRANSITIONS, ETC. PRIOR TO CONSTRUCTION.
- 3. INSTALL 1/2" EXPANSION JOINTS @ ALL E.C., B.C., ANGLE POINTS AND COLD JOINTS. INSTALL DEEP TOOLED CONTROL JOINTS AT 10' ON CENTER MAXIMUM.
- 4. APPLY MEDIUM BROOM FINISH TO SURFACE OF GUTTER PARALLEL WITH FLOWLINE.

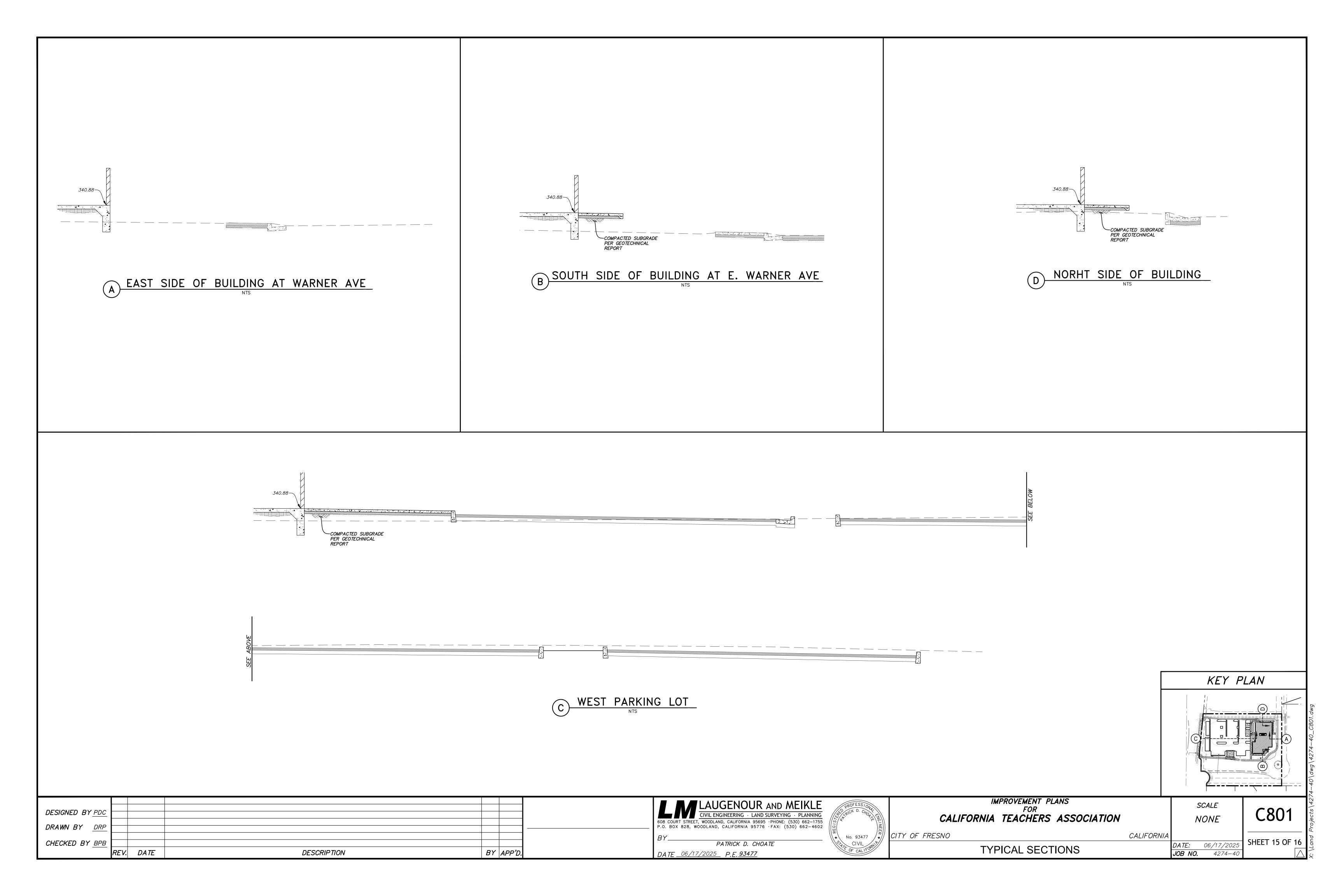
(X) 6" VERTICAL CURB & 24" GUTTER

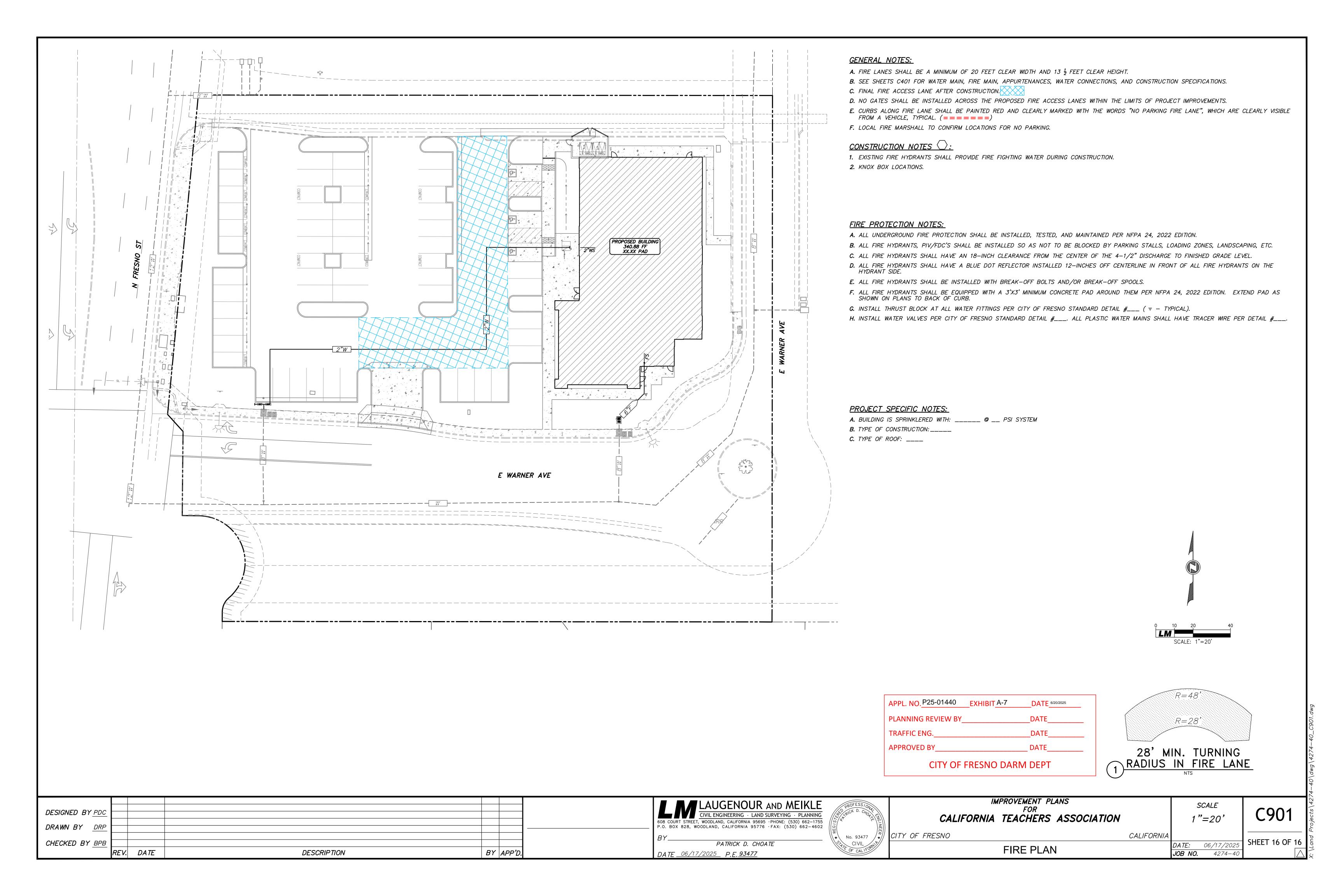
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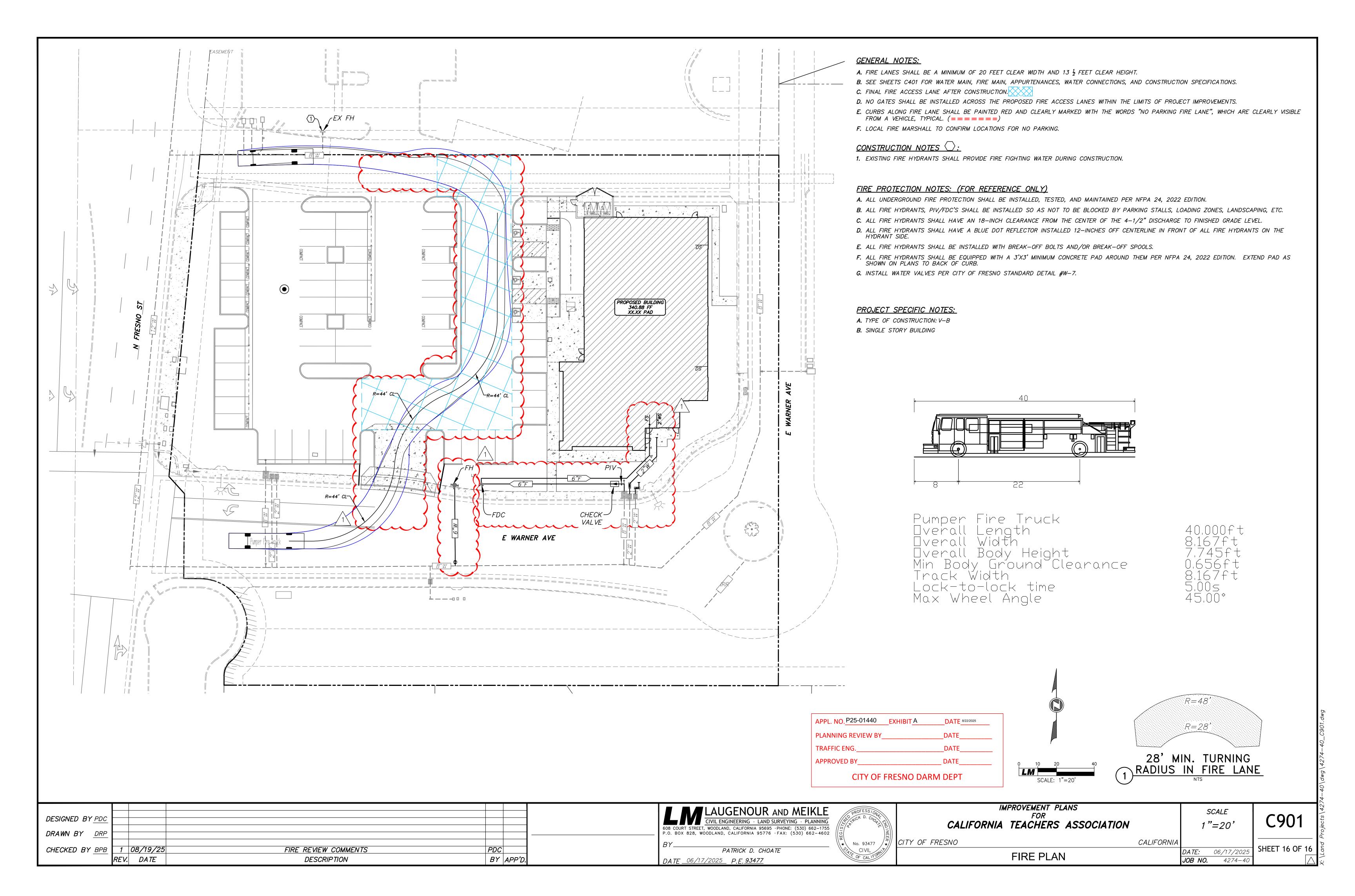




IMPROVEMENT PLANS FOR CALIFORNIA TEACHERS ASSOCIATION		SCALE NONE	C703
OF FRESNO	CALIFORNIA		
DETAILS		<i>DATE:</i> 06/17/2025 JOB NO. 4274–40	SHEET 14 OF 16







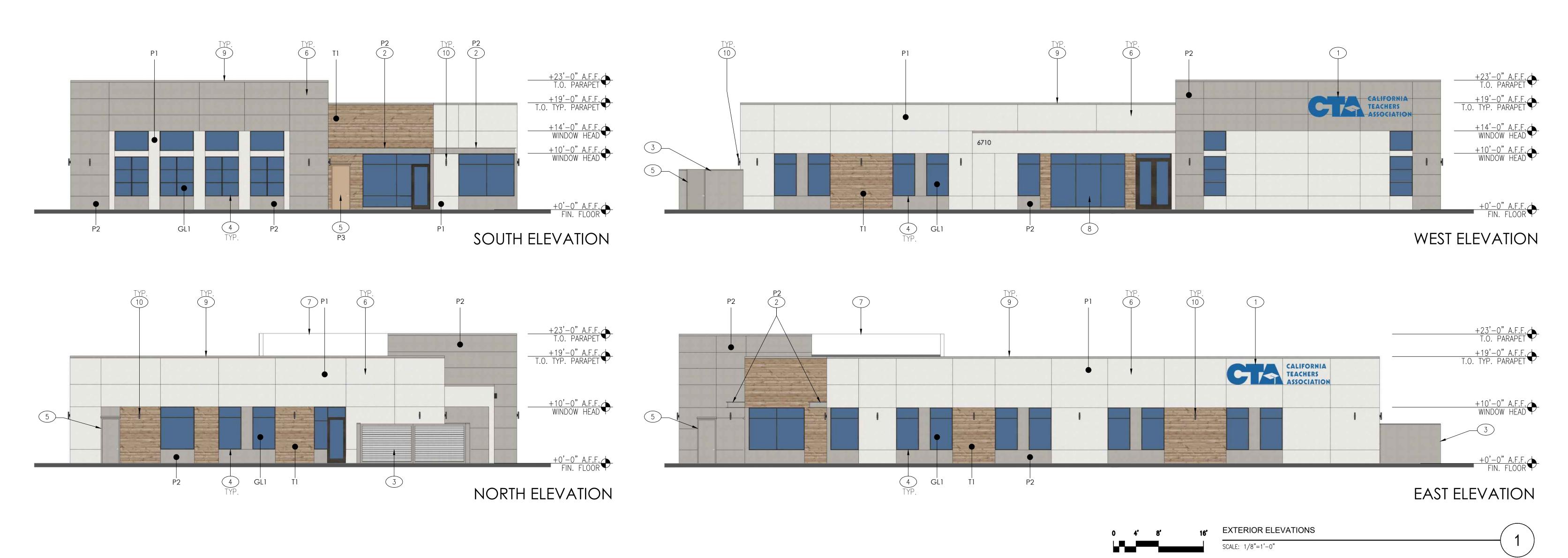
APPL. NO. P25-01440 EXHIBIT E DATE 6/20/2025

PLANNING REVIEW BY DATE

TRAFFIC ENG. DATE

APPROVED BY DATE

CITY OF FRESNO DARM DEPT





P1: PAINT

P2: PAINT

SHERWIN WILLIAMS

SW7646 FIRST STAR

SHERWIN WILLIAMS

SW7643 PUSSYWILLOW

P3: PAINT

BROWN

SHERWIN WILLIAMS

SW2835 CRAFTSMAN

FINISHES:

California Teachers Association
6710 North Fresno Street
DEVELOPMENT APPLICATION
PERMIT SUBMITTAL

GL1: VITRO ARCHITECTURAL GLASS

"SOLARBLUE" IN BRONZE ANODIZED,

THERMALLY BROKEN ALUMINUM

NATURAL STONE DESIGN GALLERY

FRAMES; SEE KEYNOTE 5/A2.1

WOOD-LOOK TILE PLANKS



GENERAL NOTES:

MAXIMUM HEIGHT: 23'.

MAXIMUM ALLOWED BUILDING HEIGHT: 60'. PROPOSED BUILDING

KEYNOTES:

SIGNAGE UNDER SEPARATE PERMIT.

CMU TRASH ENCLOSURE WITH PAINTED STUCCO FINISH.

GLAZING IN THERMALLY BROKEN ALUMINUM FRAME.

STEEL MAN DOOR, PAINTED TO MATCH ADJ. WALL

PROJECT #2244064 SCALE: AS NOTED DATE: 05.02.2025 SHEET:

BUILDING TO BE STUCCO FINISH WITH PAINT.

4" ALUMINUM STOREFRONT WITH THERMAL BREAK, 1" I.G.U, BRONZE





GROSS BUILDING: 8,004 S.F.

NET AREAS BY USE:

OFFICE: 1,564 S.F. 1,877 S.F. CIRCULATION: MEETING/ TRAINING: 2,422 S.F. SHARED SUPPORT: 1,880 S.F.

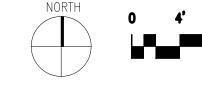
APPL. NO. P25-01440 EXHIBIT F DATE 6/20/2025 PLANNING REVIEW BY DATE _DATE_ TRAFFIC ENG. DATE APPROVED BY CITY OF FRESNO DARM DEPT

FLOOR PLAN LEGEND:

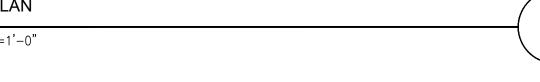
MEETING/ TRAINING SHARED SUPPORT

CIRCULATION

OFFICE

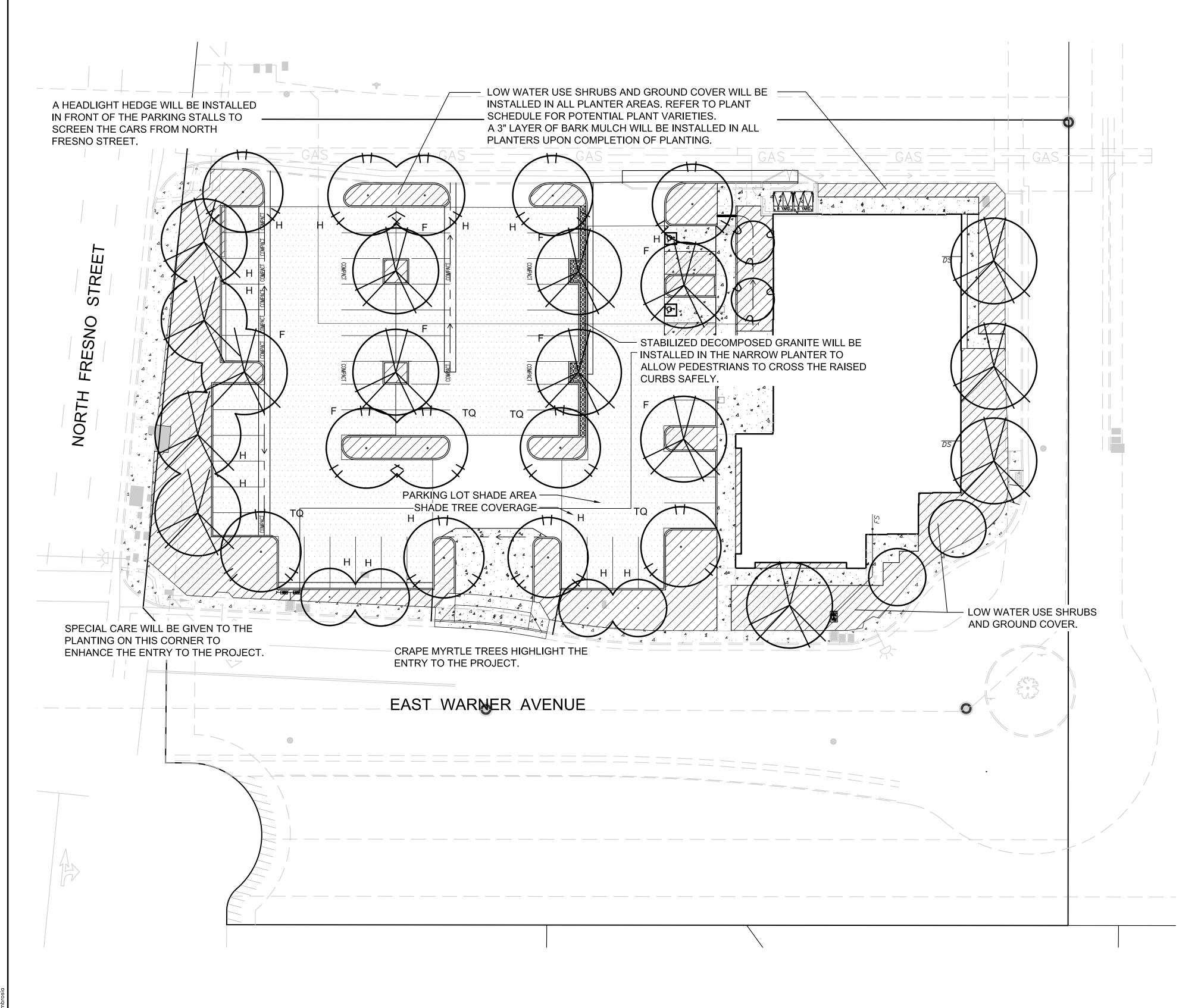












PLANT SCHEDULE

REES	BOTANICAL / COMMON NAME	<u>SIZE</u>	<u>H X W</u>	WATER USE
	Cercis canadensis `Forest Pansy` / Forest Pansy Eastern Redbud	15 gal	18`x15`	MED
	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle	24" box	20`x20`	LOW
	Pistacia x `Red Push` / Red Push Pistache	15 gal	35`x30`	LOW
	Ulmus parvifolia `True Green` / Chinese Evergreen Elm	15 gal	40`x35`	LOW
OTENTIAL	BOTANICAL / COMMON NAME	<u>SIZE</u>	<u>H X W</u>	WATER USI
HRUBS OTENTIAL RASSES	Callistemon viminalis `Little John` / Dwarf Weeping Bottlebrush Cistus salviifolius `Prostratus` / Sageleaf Rockrose Grevillea x `Noellii` / Grevillea Mahonia aquifolium / Oregon Grape Mahonia eurybracteata `Soft Caress` / Soft Caress Mahonia Nandina domestica `Gulf Stream` / Heavenly Bamboo Pittosporum tobira `Variegata` / Variegated Mock Orange Prunus caroliniana `Compacta` / Compact Carolina Laurel Cherry Rhamnus californica `Eve Case` / California Coffeeberry Rhaphiolepis umbellata `Minor` / Gulf Green™ Indian Hawthorn Xylosma congestum `Compacta` / Compact Xylosma Muhlenbergia capillaris `Regal Mist` / Muhly Muhlenbergia rigens / Deer Grass	5 gal 1 gal 1 gal	4`x5` 2'x5' 5`x5` 3`x4` 3`x4` 2`x2` 5`x5` 8`x6` 6`x7` 4`x4` 6`x6`	LOW LOW LOW MED LOW LOW LOW LOW LOW LOW
OTENTIAL INES	Ficus pumila / Creeping Fig	5 gal	1`x6`	MED
	BOTANICAL / COMMON NAME	SIZE	<u>H X W</u>	WATER US

PLANTING NARRATIVE

The proposed landscape plant palette consists of low water use shrubs, groundcover, trees, and ornamental grasses that are considered low maintenance and hardy. Choice of plants is guided by considerations of solar exposure and climate conditions of the site. Plant selection aims for longevity by selecting plants that are long lived varieties of trees, shrubs, groundcover, and grasses.

Shrubs and groundcover are minimum #1 size. Trees are minimum #15 size. Plant materials shall be spaced to provide substantial cover, but also to allow adequate room to mature into their natural form and ultimate size without required pruning.

PARKING LOT SHADE CALCULATIONS

TREE CODE	SHADE (SF)	QTY	(F)100%	QΤΥ	(TQ)75%	QΥ	(H)50%	QΥ	(Q)25%
LAG IND	314		0		0	4	628		0
PIS CHI	962	1	962	4	2886	7	3367		0
ULM PAR	962	7	6734		0	4	1924		0

PARKING LOT AREA (SF)	18,396
SHADE REQUIRED (50%)	9,198
SHADE PROVIDED (SF)	16,501
SHADE PROVIDED	90%

APPL. NO. P25-01440 EXHIBIT L-1 DATE 6/20/2025

PLANNING REVIEW BY DATE

TRAFFIC ENG. DATE

APPROVED BY DATE

CITY OF FRESNO DARM DEPT

20' 80'



1223 HIGH STREET AUBURN, CALIFORNIA 95603 530.885.0040 www.yamasaki-la.com

LANDSCAPE DEVELOPMENT PLANS

CALIFORNIA TEACHERS ASSOCIATION

EAST WARNER AVENUE FRESNO, CALIFORNIA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

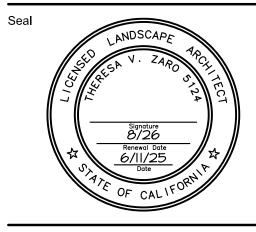
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Date: 4/18/25

File Name: CTA PL

No. Date Revision

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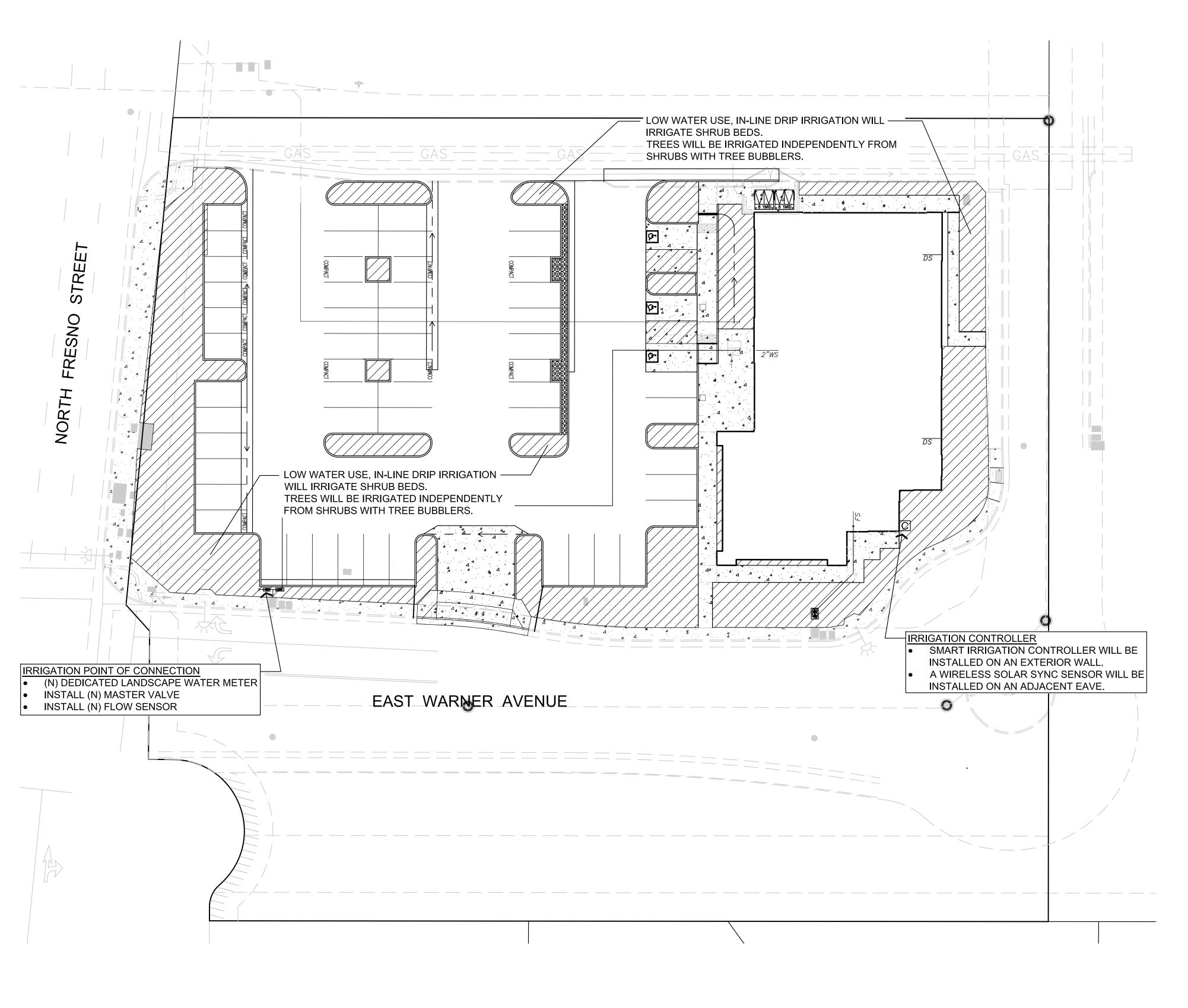
Sheet Title

PRELIMINARY PLANTING PLAN

Sheet

NORTH

L1



IRRIGATION_SCHEDULE

TREE BUBBLERS MANUFACTURER/MODEL

Hunter PCB

DRIP EQUIPMENT MANUFACTURER/MODEL

Hunter ICZ-101-25

Hunter ICZ-151-XL-40

Hunter PLD-BV

Hunter ECO-ID-12

Area to Receive Dripline Hunter Eco-Mat 17 mm

Area to Receive Dripline Rain Bird XFS-06-18

VALVES MANUFACTURER/MODEL/DESCRIPTION

Hunter ICV-G

1in., 1-1/2in., 2in., and 3in. Plastic Electric Remote Control Valves, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use.

Hunter IBV

1in. Brass Electric Master Valve, Globe Configuration, with NPT Threaded Inlet/Outlet, for Commercial/Municipal Use.

Febco 825Y

Reduced Pressure Backflow Preventer

stainless steel wall mount enclosure.

Hunter i2C-1600-SS 16-Station controller with modules in an outdoor

Hunter WSS

Wireless Solar, rain freeze sensor with outdoor interface, connects to Hunter PCC, Pro-C, and I-Core Controllers, install as noted. Includes 10 year lithium battery and rubber module cover, and gutter mount bracket.

Hunter HFS-158

Flow Sensor for use with ICC controller, 1 in. Schedule

80 Sensor Body, 24 VAC, 2 amp.

Water Meter 2"

IRRIGATION NARRATIVE

The irrigation system will be serviced by a new point of connection. The irrigation design will consist of low volume inline drip irrigation. Proposed trees shall utilize bubbler irrigation to encourage deep root watering. The overall irrigation system will be designed with a smart irrigation controller. A weather sensor will be used to automatically adjust duration of application in accordance with recent weather conditions based on evapotranspiration. Maximum water allowance will be determined by State code. To also be consistent with the planting design, the irrigation design will create separate irrigation stations by hydrozone, locating plants of different water and solar needs into groups.

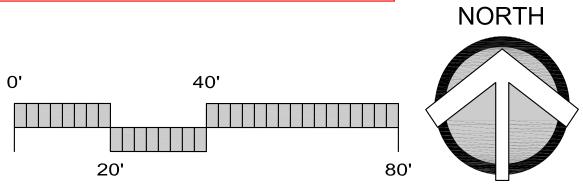
APPL. NO. P25-01440 EXHIBIT L-2 DATE 6/20/2025

PLANNING REVIEW BY DATE

TRAFFIC ENG. DATE

APPROVED BY DATE

CITY OF FRESNO DARM DEPT





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LANDSCAPE DEVELOPMENT PLANS

CALIFORNIA TEACHERS ASSOCIATION

EAST WARNER AVENUE FRESNO, CALIFORNIA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

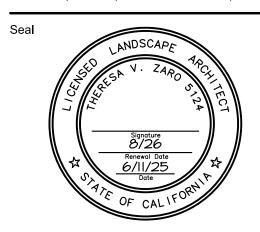
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Date: 4/18/25

File Name: CTA IR

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Sheet Title

PRELIMINARY IRRIGATION PLAN

Sheet

L2