

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



CTA FRESNO OFFICE

SITE INFO:

GROSS SITE AREA: 2.01 ACRES (87,508 S.F.)
NET SITE AREA: +/-1.06 ACRES (46,252.6 S.F.)
PROPOSED BUILDING AREA: 8,004 S.F.
COVERAGE (NET): 17.3%

PARKING CALCULATION

REQ'D. PARKING: 1 PER 400 S.F.
8,004/400= 21 STALLS REQ'D.

PROVIDED STALLS: 57 (APPROX. 1 PER 140 S.F.)

- 13 COMPACT
- 1 STANDARD ACCESSIBLE
- 1 VAN ACCESSIBLE
- 1 EV VAN ACCESSIBLE

EV STALLS: W/ EVCS = 10
W/ EVSE = 3
TOTAL: 13 (CGBC 5.106.5.3.1)

BIKE RACKS: 5% OF 57 = 3 BICYCLE PARKING SPACES REQ'D. (CGBC 5.106.4.1.1)
BIKE LOCKERS: 5% OF 57 = 3 (CGBC 5.106.4.1.2)

NOTES:

- SEE CIVIL PLANS FOR EXISTING CONDITIONS, UTILITIES, GRADING PLANS, FIRE ACCESS PLAN, AND EROSION CONTROL PLAN
- SEE LANDSCAPE PLAN FOR LANDSCAPE LAYOUT, PLANT PALETTE, & IRRIGATION

SITE COVERAGE:

TOTAL IMPERVIOUS AREA: 32,630 S.F.
TOTAL PERVIOUS AREA: 10,342 S.F.

FIRE NOTE:

PROVIDE SIGNS (17"x22" MIN.) AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATE "WARNING-- VEHICLES STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE. 22658(a) CALIFORNIA VEHICLE CODE. FRESNO POLICE DEPARTMENT 621-7000."

ZONING:

THE PROPOSED SITE PLAN COMPLIES WITH ALL THE CONDITIONS OF ZONING ESTABLISHED IN REZONE APPLICATION NO. R-04-79 DATED AUGUST 30TH, 2005.

OFFSITE IMPROVEMTS:

OFFSITE IMPROVEMENTS ARE EXISTING.

STREET FURNITURE:

STREET FURNITURE IS EXISTING. NO NEW STREET FURNITURE IS PROPOSED.

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

PLANNING REVIEW BY DATE

TRAFFIC ENG. DATE

APPROVED BY DATE

CITY OF FRESNO DARM DEPT

SITE LEGEND:

BUILDING AREA

ASPHALT AREA

EXISTING PROPERTY LINE

SITE CONCRETE

LANDSCAPE AREA

ACCESSIBLE PATH OF TRAVEL

- GENERAL NOTES:
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.

NORTH

0 8' 16' 32'

SITE PLAN

SCALE: 1/16"=1'-0"

IMPROVEMENT PLANS
FOR
CALIFORNIA TEACHERS ASSOCIATION

FRESNO COUNTY, CA

Site plan showing the proposed building footprint, parking lot, and surrounding streets (N Fresno St, E Warner Ave). The building is labeled "PROPOSED BUILDING 340.88 FF XX.XX PAD". The plan includes property lines, a north arrow, and various site details like landscaping and utility markers.

<i>SHEET</i>	<i>DWG</i>	<i>TITLE</i>
1	C001	TITLE SHEET
2	C002	ABBREVIATIONS & GENERAL NOTES
3	C003	GENERAL NOTES
4	C101	TOPOGRAPHIC SURVEY & DEMOLITION PLAN
5	C201	CIVIL SITE PLAN
6	C301	GRADING & DRAINAGE PLAN
7	C302	GRADING & DRAINAGE PLAN
8	C303	GRADING & DRAINAGE PLAN
9	C304	GRADING & DRAINAGE PLAN
10	C401	UTILITIES PLAN
11	C601	EROSION & SEDIMENTATION CONTROL PLAN
12	C701	DETAILS
13	C702	DETAILS
14	C703	DETAILS
15	C801	CROSS SECTIONS
16	C901	FIRE PLAN

"PROPOSED CTA OFFICES", PROJECT No. 012-25079, MAY 16, 2025, KRAZAN & ASSOCIATES, INC., 215 W. DAKOTA AVENUE, COLVIS, CA 93612.

DESIGNATION - CITY BM 897

DESCRIPTION:

BRASS CAP ON ISLAND TIP, CENTERLINE HERNDON, EAST SIDE OF FRESNO STREET

ELEVATION = 339.59

DATUM: CITY OF FRESNO

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

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

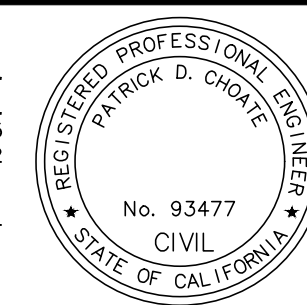
CITY OF FRESNO DARM DEPT

DESIGNED BY <u>PDC</u>					
DRAWN BY <u>DRP</u>					
CHECKED BY <u>BPB</u>					
REV.	DATE	DESCRIPTION			BY APP'D

LM 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

BY _____
PATRICK D. CHOATE

DATE 06/17/2025 P.F. 93477



	IMPROVEMENT PLANS FOR CALIFORNIA TEACHERS ASSOCIATION	
	CITY OF FRESNO	CALIFORNIA
TITLE SHEET		

SCALE
1"=20'

C001

SHEET 1 OF 16

DATE:	06/17/2025
JOB NO.	4274-40

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.

14. 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 FLOWING 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.

I. 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: .200% (50:1)
- SLOPE PARALLEL TO THE DIRECTION OF TRAVEL: .500% (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 SLABS 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 RLAND 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 95%.

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 SYSTEM, 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. SCARIFYING 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 "SILVER" OF UNGROUNDED PAVEMENT AT THE LIP OF GUTTER, THAT "SILVER" SHALL BE REMOVED BY HAND PRIOR TO PLACEMENT OF THE NEW ASPHALT CONCRETE.

STREETS TO BE OVERLAD 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 OVERLAD 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 PLANNER.

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 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 POINTS AND RIDGE LINES TO GUTTERS AND DRAINAGE INLETS.

M. REFER TO "EARTHWORK" NOTES FOR SUBGRADE PREPARATION REQUIREMENTS.

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 PLANS.

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 SPECIFICATIONS.

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 STJS, VALVE BOXES AND MONUMENT BOXES, WITHIN THE WORK AREA UNLESS NOTED OTHERWISE.

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-2 TEST OR APPROVED EQUIVALENT. MAINS SHALL BE BALLED AND FLUSHED PER CITY STANDARDS. PRIOR TO STARTING THE CLEANING OPERATION, A FINE MESH WIRE SCREEN SHALL BE PLACED AT THE EXTREME DOWNSTREAM 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.

E. EACH STUB END PIPE SHALL BE PLUGGED WITH A PREFABRICATED, WATERTIGHT PLUG. PLUG SHALL BE GLASSING-MOSEAN 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 STANDARDS.

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 STANDARDS.

D. REDUCED PRESSURE BACK FLOW PREVENTION DEVICES FOR EACH LANDSCAPE IRRIGATION WATER SERVICE WILL BE INSTALLED BY THE LANDSCAPE IRRIGATION CONTRACTOR.

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 RESETING 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 MANNERS:

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 MOVED.

TRAFFIC SIGNS AND TRAFFIC CONTROL FACILITIES, OTHER THAN STOP SIGNS, IF 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.

26. 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.

APPL. NO. P25-01440 EXHIBIT A-4 DATE 6/20/2025

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

DESIGNED BY PDC

DRAWN BY DRP

CHECKED BY BPB

REV.

DATE

DESCRIPTION

BY

APP'D.

LM 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

BY _____

PATRICK D. CHOATE

DATE 06/17/2025 P.E. 93477

REGISTERED PROFESSIONAL ENGINEER

PATRICK D. CHOATE

No. 93477

CIVIL

STATE OF CALIFORNIA

IMPROVEMENT PLANS

FOR

CALIFORNIA TEACHERS ASSOCIATION

CITY OF FRESNO

CALIFORNIA

ABBREVIATIONS & GENERAL NOTES

SCALE

NONE

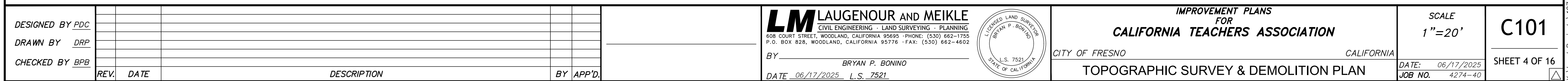
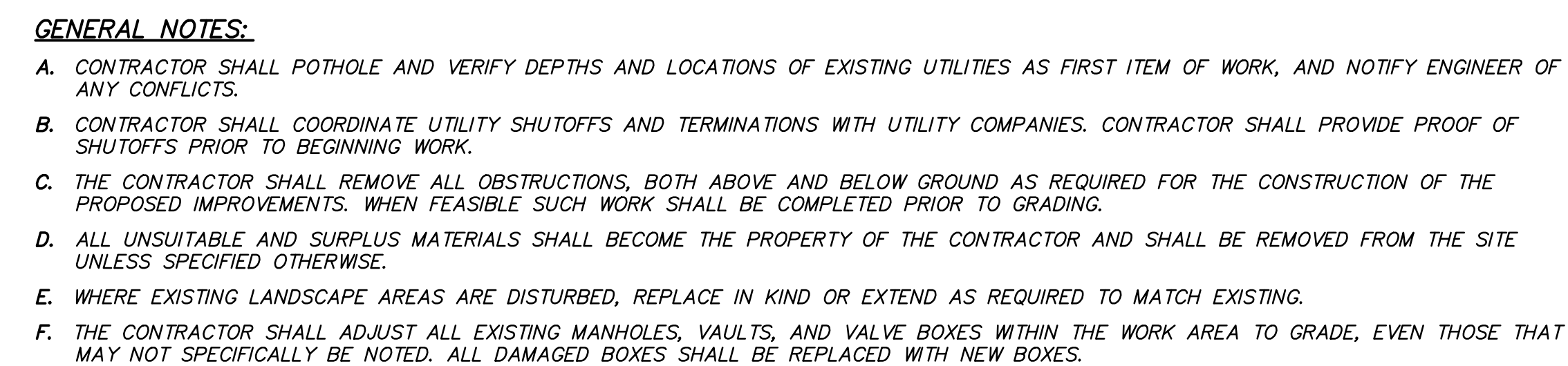
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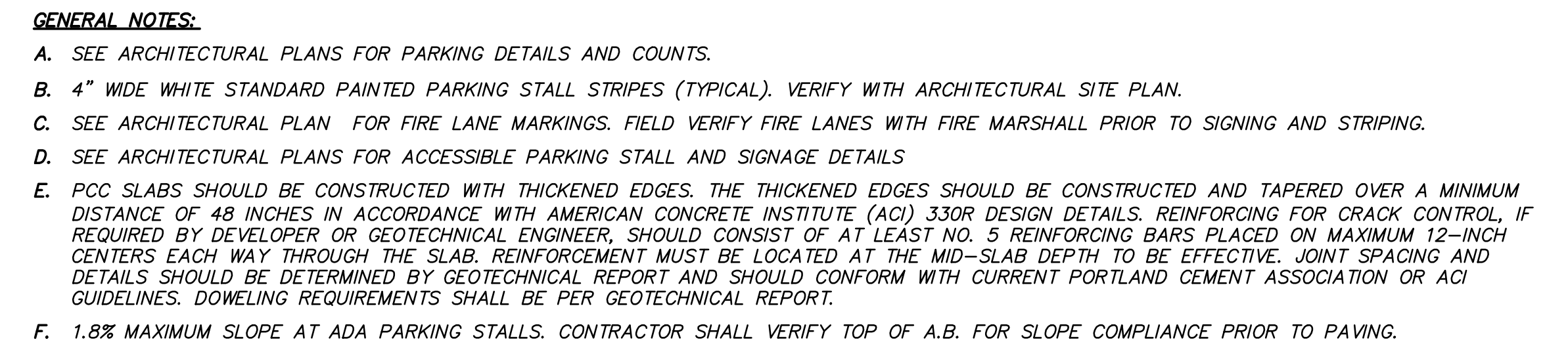
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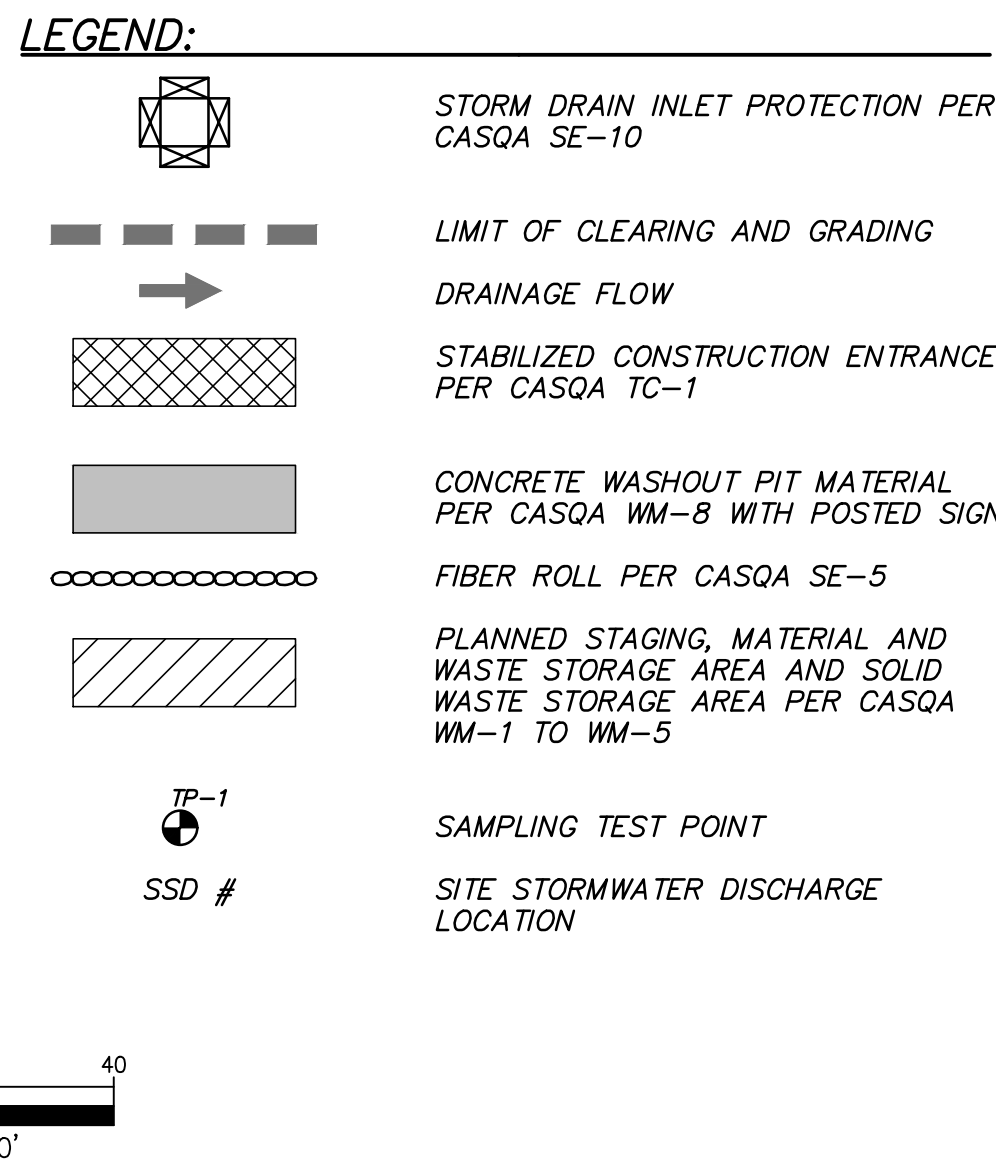
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3. ALL WORK SHALL CONFORM TO THE CURRENT CITY STANDARD SPECIFICATIONS AND CASQA BMP STANDARDS.
2. THESE PLANS AND SWPPP HAVE BEEN PREPARED WITH THE INTENT THAT LAUGENOUR AND MEIKLE (AS THE QSD) WILL BE HIRED TO PERFORM THE QSP INSPECTIONS DURING THE COMPLETE PROJECT. IF, HOWEVER, ANOTHER QSP IS EMPLOYED TO USE THESE PLANS AND SWPPP FOR THE PURPOSES OF COMPLYING WITH THE CALIFORNIA GENERAL PERMIT, THE SETBACK QSP SHALL NOTIFY THE QSD OF ANY PROPOSED CHANGES AND COPY ALL REPORTS GENERATED DURING INSPECTIONS. NOTICE IS 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 QSP INSPECTIONS.
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 ACTIVITIES.
5. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED. 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 SWEEP AT THE END OF EACH WORKING DAY OR AS NECESSARY.

- WDID#:
- TOTAL DISTURBED AREA: XXX ACRES

SITE BMP's		
CASQA FACT SHEET	BMP NAME	REQUIRED
EC-1	SCHEDULING	✓
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-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	✓
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	
WM-8	CONCRETE WASTE MANAGEMENT	✓
WM-9	SANITARY/SEPTIC WASTE MANAGEMENT	✓
WM-10	LIQUID WASTE MANAGEMENT	

CHECKED BY BPB

DATE _____

BY APP'D.

APP'D.

DATE 06/17/2025 P.F. 93477



DATE:	06/17/2025
JOB NO.	4274-40

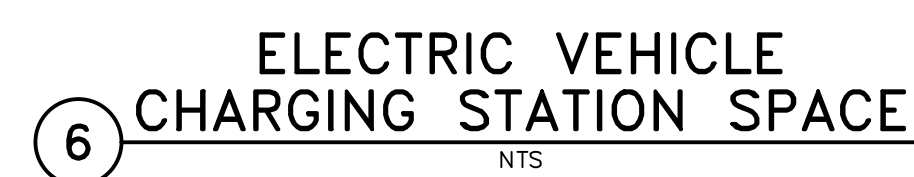
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2 FUTURE ACCESSIBLE EVC PARKING



3 WHEEL STOP



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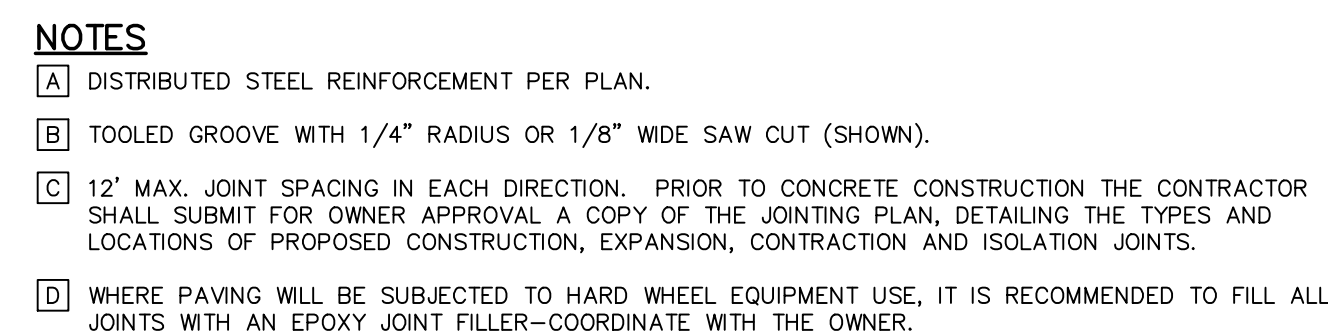


Diagram illustrating the cross-section of a reinforced concrete pavement structure. The diagram shows a cross-section of a pavement slab with various components and dimensions labeled:

- REINFORCED CONCRETE PAVEMENT**: The main structure shown.
- 1/4" RADIUS TOOLED EDGES**: The top edges of the pavement slab.
- A**: A circular reinforcement bar (rebar) located near the top surface.
- B**: A rectangular reinforcement bar (rebar) located near the top surface.
- C**: A circular reinforcement bar (rebar) located near the bottom surface.
- D**: A rectangular reinforcement bar (rebar) located near the bottom surface.
- 2"-3"**: The vertical distance between the top and bottom reinforcement bars.
- T/2**: The thickness of the pavement slab, divided by two.

NOTES

A DISTRIBUTED STEEL REINFORCEMENT PER PLAN

- B** AT CONTRACTOR'S OPTION, SLAB REINFORCEMENT MAY RUN CONTINUOUS THROUGH JOINT 24" MIN. IN LIEU OF DOWELS.
- C** #6 REBAR DOWELS, 16" MINIMUM LENGTH, AT 16" MAX. SPACING, PROPERLY SUPPORTED AND ALIGNED AT MID-SLAB DEPTH TO PREVENT DISLOCATION BY CONCRETE PLACEMENT OPERATIONS.
- E** WHEN JOINING EXISTING CONCRETE, DRILL AND BOND DOWEL INTO EXISTING CONCRETE WITH GROUT. 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.
- F** PRIOR TO CONCRETE CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR OWNER APPROVAL A COPY OF THE JOINTING PLAN, DETAILING THE LINES AND LOCATIONS OF PROPOSED CONSTRUCTION, EXPANSION, CONTRACTION AND ISOLATION JOINTS.

Diagram illustrating the cross-section of a bridge deck edge detail, showing the transition from a building or structure line to a reinforced concrete pavement.

Key components and dimensions labeled:

- BUILDING OR STRUCTURE LINE**: Indicated by a vertical line on the left.
- 1/2" THICK PREFORMED EXPANSION JOINT FILLER (ASTM D 1751-NONEXTRUDING ASPHALT-SATURATED FIBER TYPE) WITH POLYSULFIDE OR OTHER APPROVED ELASTOMERIC JOINT SEALANT. EXTEND BOTTOM OF FIBER JOINT MATERIAL 0.5" MIN. BELOW BOTTOM OF SLAB.**: Describes the joint filler material.
- 1/4"**: Dimension for the thickness of the joint filler.
- SLOPE PER PLAN**: Indicated for the transition area.
- REINFORCED CONCRETE PAVEMENT**: The main structural layer.
- MINIMUM 1.25T OR T+2", WHICHEVER IS GREATER**: Dimension for the width of the joint filler.
- THICKENED EDGE NOT REQUIRED AT ISOLATION JOINT LOCATIONS NOT ACCESSIBLE TO WHEEL LOADS - COORDINATE WITH ENGINEER.**: Note regarding the thickened edge.
- 0.5" MIN.**: Dimension for the thickness of the joint filler.
- 10T MIN.**: Dimension for the length of the thickened edge.
- THICKENED EDGE**: The area of the deck edge that is thickened.
- AB**: Label for the base material.
- SEE PLANS FOR BASE MATERIAL THICKNESS**: Reference to the base material thickness.
- AB, LTS AND EARTH SUBGRADE PREPARATION PER GEOTECHNICAL REPORT**: Note regarding the subgrade preparation.

NOTES

- [A]** DISTRIBUTED STEEL REINFORCEMENT PER PLAN.
- [B]** INSTALL JOINT SEALANT PER MANUFACTURER'S RECOMMENDATIONS FOR THE JOINT WIDTH AND SEALANT INSTALLATION. SEALANT SHALL BE COLD-POUR, SINGLE COMPONENT, SELF-LEVELING SILICONE OR POLYSULFIDE, WITH COLOR TO MATCH PAVEMENT. COORDINATE WITH OWNER. SEALANT TO BE RECESSED BELOW PAVEMENT SURFACE.
- [C]** DISCONTINUE DISTRIBUTED STEEL REINFORCEMENT AT EXPANSION JOINTS.
- [D]** 0.75" MIN. DIAMETER FOR $5' < L \leq 6.5'$ AND 1" MINIMUM DIAMETER FOR $T > 6.5'$, 16" MINIMUM LENGTH, EPOXY-COATED, SMOOTH (FREE OF BURRS AND DEFLECTIONS), ROUND STEEL BAR (ASTM A615) DOWELS AT 12" MAX. SPACING, PROPERLY SUPPORTED AND ALIGNED AT MID-SLAB DEPTH TO PREVENT DISLOCATION BY CONCRETE PLACEMENT OPERATIONS. AT LEAST HALF OF EACH DOWEL SHALL BE COATED WITH A BOND BREAKING SUBSTANCE (5 MIL MAX. THICKNESS). PLASTIC DOWEL SLEEVES MAY BE USED INSTEAD OF A COATING. DOWELS SHALL BE SECURELY AND ACCURATELY ALIGNED PARALLEL TO THE SURFACE AND TO THE CENTERLINE OF THE SLAB. MAX. TOLERANCE IS 1/4" PER DOWEL LENGTH IN THE HORIZONTAL, VERTICAL OR COMBINED ALIGNMENT.
- [E]** 60°-90° JOINT SPACING IN EACH DIRECTION. INSTALL JOINTS AT POINTS OF TANGENCY, AT ENDS OF DRIVEWAYS, ETC. PRIOR TO CONCRETE CONSTRUCTION THE CONTRACTOR SHALL SUBMIT FOR OWNER APPROVAL A COPY OF THE JOINTING PLAN DETAILING THE TYPES AND LOCATIONS OF PROPOSED EXPANSION, CONTRACTION, CONTRACTION AND ISOLATION JOINTS, AND JOINT SEALANT.
- [F]** 1/2" THICK PREFORMED EXPANSION JOINT FILLER (ASTM D 1751-NONEXTRUDING, ASPHALT-SATURATED FIBER TYPE) WITH APPROVED JOINT SEALANT.

REINFORCED CONCRETE PAVING,
SLOPE CONCRETE SURFACE TO
CONFORM TO GRADING PLAN

18" W

6" H

6 #6

1H:6V MIN. BATTER

AC

AB

10T MIN.
THICKENED EDGE WIDTH

AB, LTS AND EARTH SUBGRADE
PREPARATION PER
GEOTECHNICAL REPORT

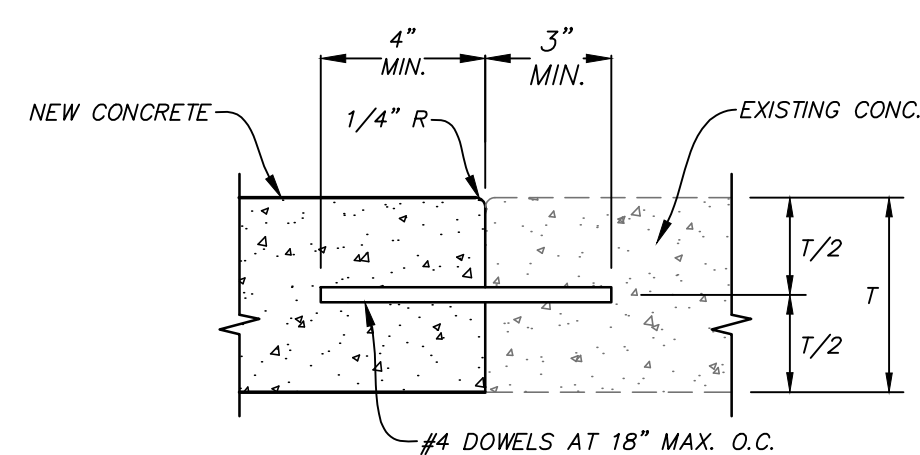
MINIMUM 1.25T OR
T+2", WHICHEVER
IS GREATER

NOTE

PCC PAVEMENTS SHALL HAVE THICKENED EDGES AT ALL FREE PAVEMENT EDGES. A FREE PAVEMENT EDGE IS DEFINED AS ANY PCC PAVEMENT JOINT OR EDGE WHERE LOAD TRANSFER TO ADJACENT AREAS IS NOT PROVIDED, SUCH AS ADJACENT TO LANDSCAPING, AT DRIVE-THROUGH DOORWAYS, OR AT TRANSITIONS BETWEEN PCC AND AC PAVING.

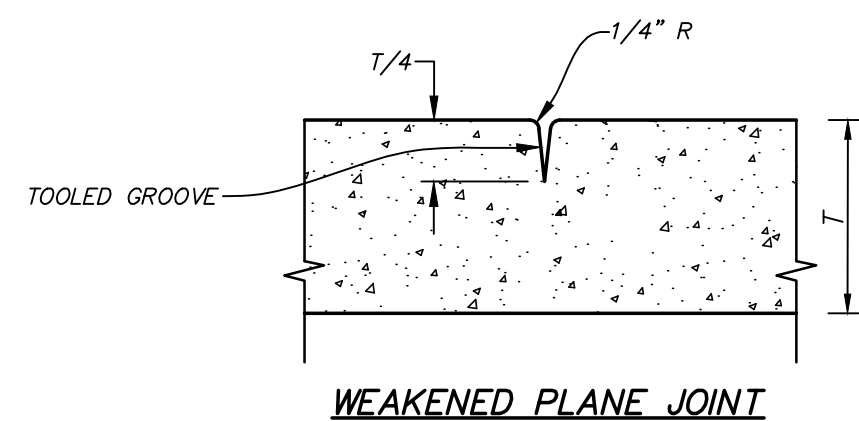
EXPANSION JOINT

1. USE AT 60" MAX SPACING IN SIDEWALK CURBS & GUTTER, MEDIAN CURBS, & MEDIAN PLATFORM. ALSO USE AT MAJOR CORNER RETURNS, SIDES OF RAMPS, DRIVEWAYS & LOCATIONS SHOWN ON PLANS & AS SPECIFIED IN SPECIFICATIONS.
2. DISCONTINUE DISTRIBUTED STEEL REINFORCEMENT IF ANY, AT EXPANSION JOINTS.
3. 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.
4. CHECK ARCHITECTURAL AND LANDSCAPING PLANS FOR ANY JOINT SEALANT REQUIREMENTS.

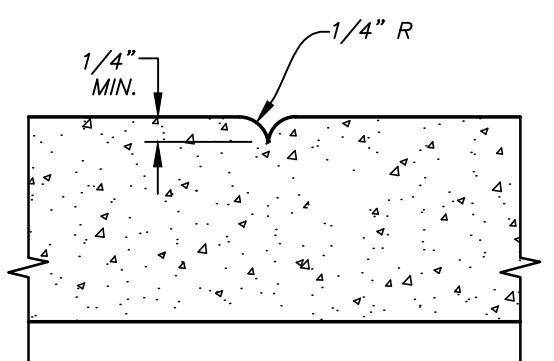


SIDEWALK CONTACT JOINT

1. USE WHERE NEW CONSTRUCTION OF SIDEWALK, RAMP AND/OR CURB & GUTTER ABUTTS EXISTING IMPROVEMENTS.
2. WHEN JOINING EXISTING CONCRETE, DRILL AND BOND DOWEL 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.



SCORE LINE



NOTE

NOTE
WEAKENED PLANE JOINTS
MAYBE SUBSTITUTED FOR
SCORE LINES WITH OWNER'S
APPROVAL

DESIGNED BY <u>PDC</u>					
DRAWN BY <u>DRP</u>					
CHECKED BY <u>BPB</u>					
REV.	DATE	DESCRIPTION	BY	APP'D.	

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BY PATRICK D. CHOATE

DATE 06/17/2025 P.F. 93477



IMPROVEMENT PLANS
FOR
CALIFORNIA TEACHERS ASSOCIATION

CITY OF FRESNO

CALIFORNIA

DETAILS

SCALE
NONE

DATE:	06/17/2025
JOB NO.	4274-40

C702

SHEET 13 OF 16



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 1/2" 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 BREAKER 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. 0" TYP. 3" AT LANDSCAPED AREAS-- COORDINATE WITH LANDSCAPE PLANS AND ENGINEERS PRIOR TO FINISH GRADING. SEE NOTE 12.

1 6" VERTICAL BARRIER CURB



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.

3 FLUSH CURB



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 AND SIDEWALK 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.

4 VERTICAL CURB AT SIDEWALK



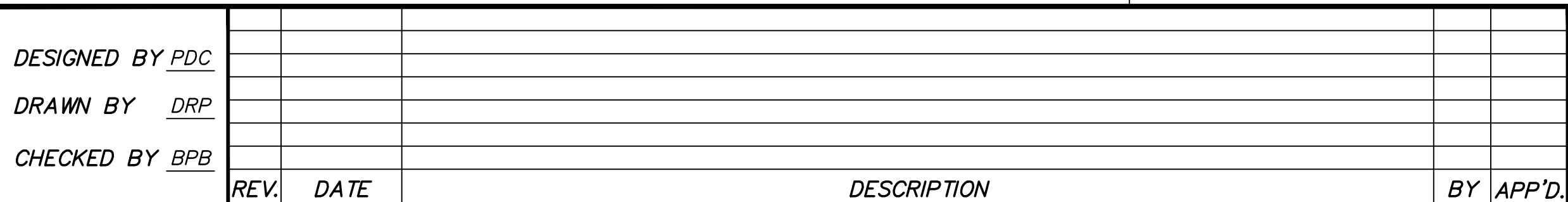
1. INSTALL 1/2" PRE-MOLDED EXPANSION JOINT WITH DOWELS @ 30' ON CENTER MAXIMUM, COLD JOINTS AND AT EACH END OF RADIUS SECTION.
2. INSTALL 1/2" EXPANSION JOINTS @ ALL E.C., B.C., ANGLE POINTS AND COLD JOINTS. INSTALL DEEP TOOLED CONTROL JOINTS AT 10' ON CENTER MAXIMUM.
3. STANDARD SCORE PATTERN SHALL 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..

3 SIDEWALK



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
NTS



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BY PATRICK D. CHOATE

DATE 06/17/2025 P.E. 93477



*IMPROVEMENT PLANS
FOR
CALIFORNIA TEACHERS ASSOCIATION*

CITY OF FRESNO

CALIFORNIA

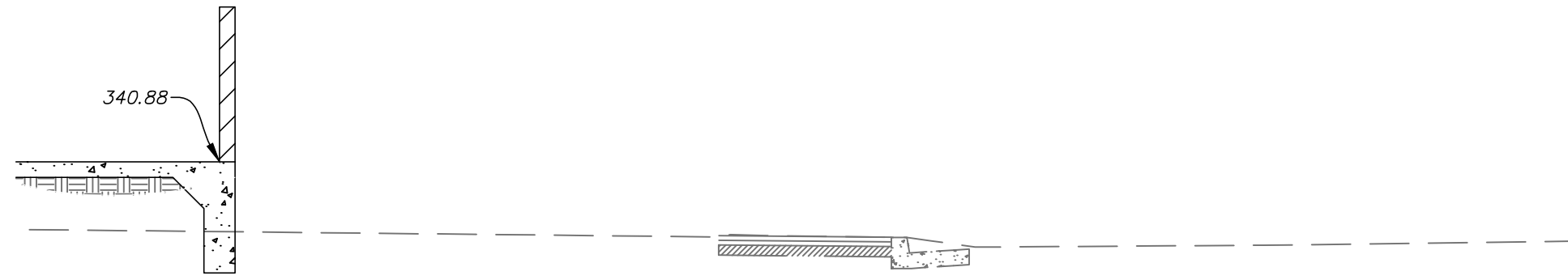
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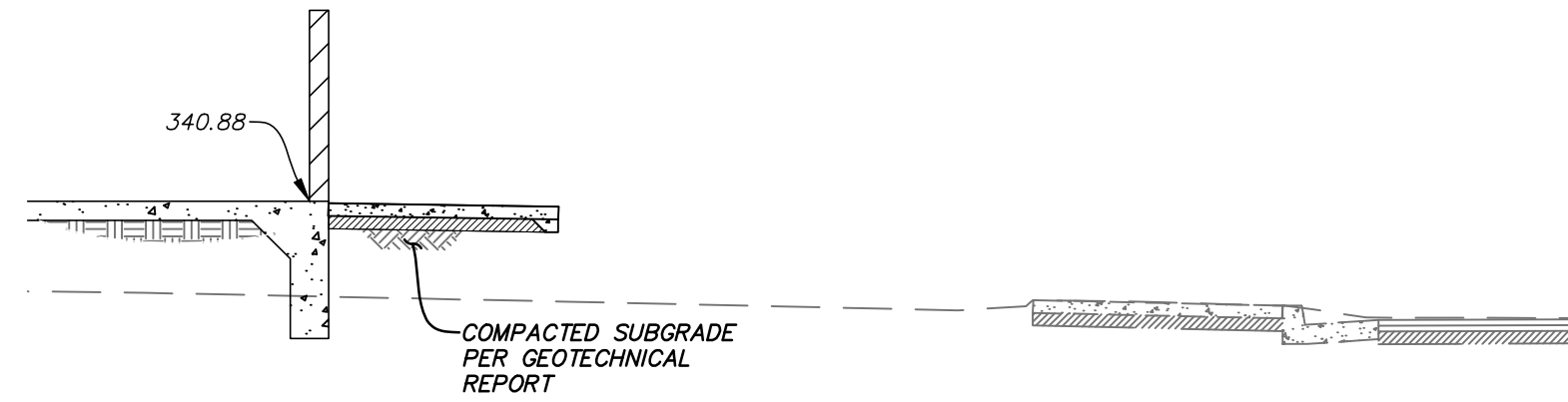
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SHEET 14 OF 16

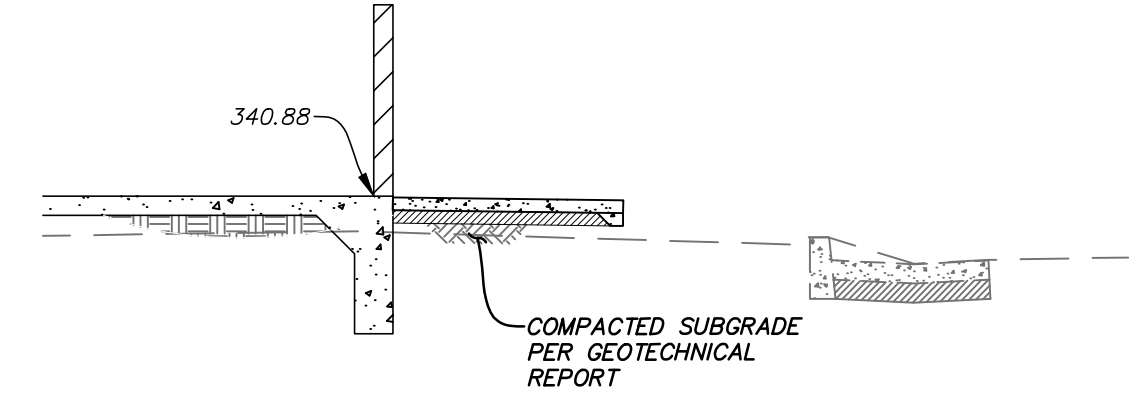
DATE:	06/17/2025
JOB NO.	4274-40



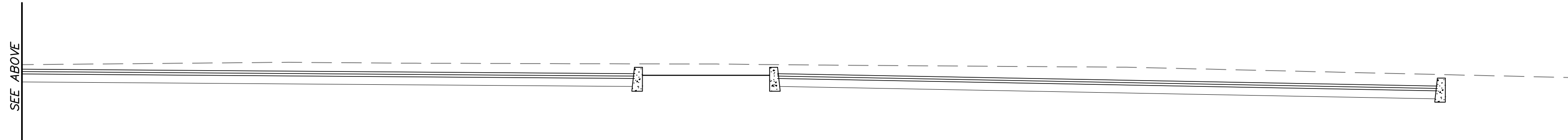
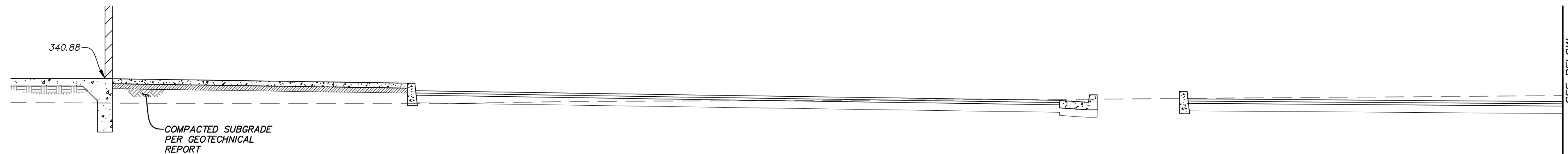
A EAST SIDE OF BUILDING AT WARNER AVE
NTS



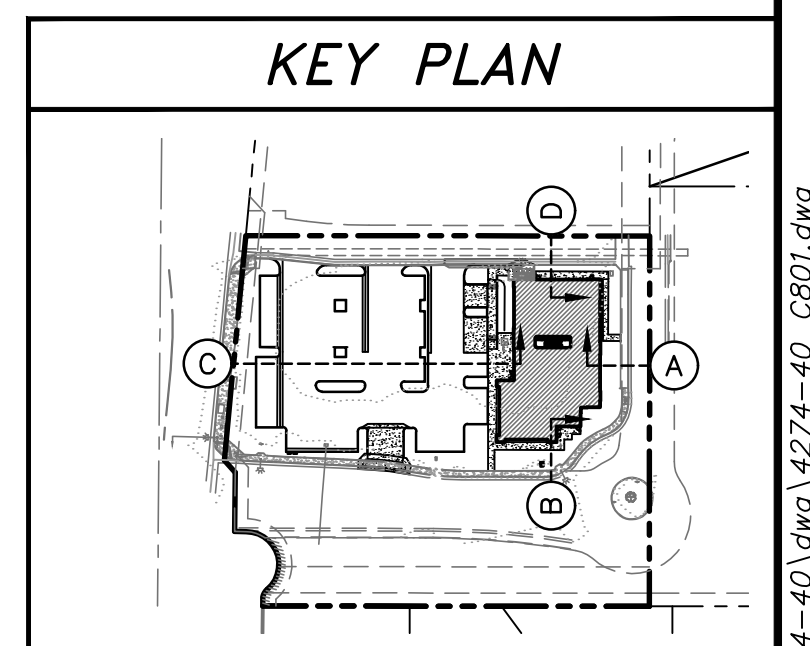
B SOUTH SIDE OF BUILDING AT E. WARNER AVE
NTS



D NORHT SIDE OF BUILDING
NTS



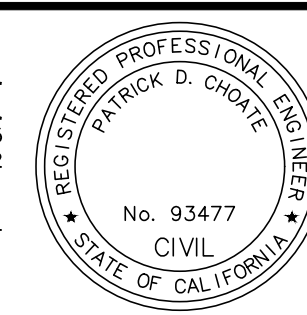
C WEST PARKING LOT
NTS



DESIGNED BY <u>PDC</u>					
DRAWN BY <u>DRP</u>					
CHECKED BY <u>BPB</u>					
REV.	DATE	DESCRIPTION	BY	APP'D.	

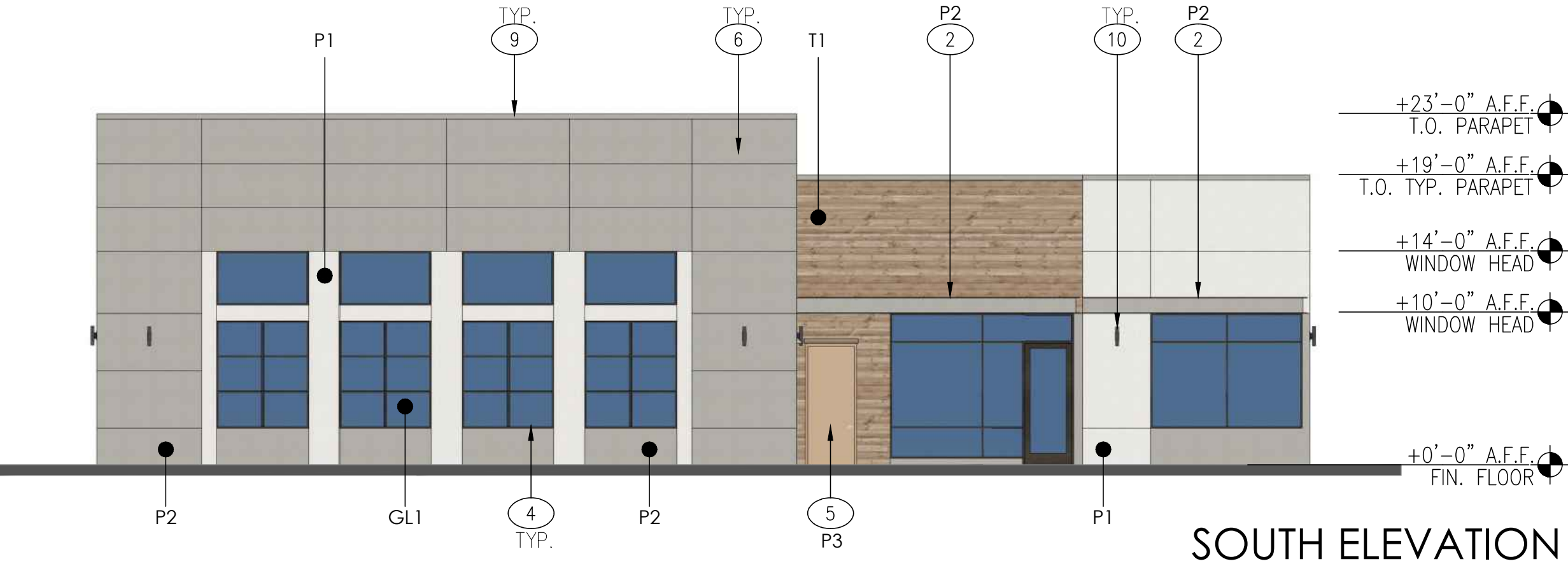
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BY PATRICK D. CHOATE
DATE 06/17/2025 P.E. 93477

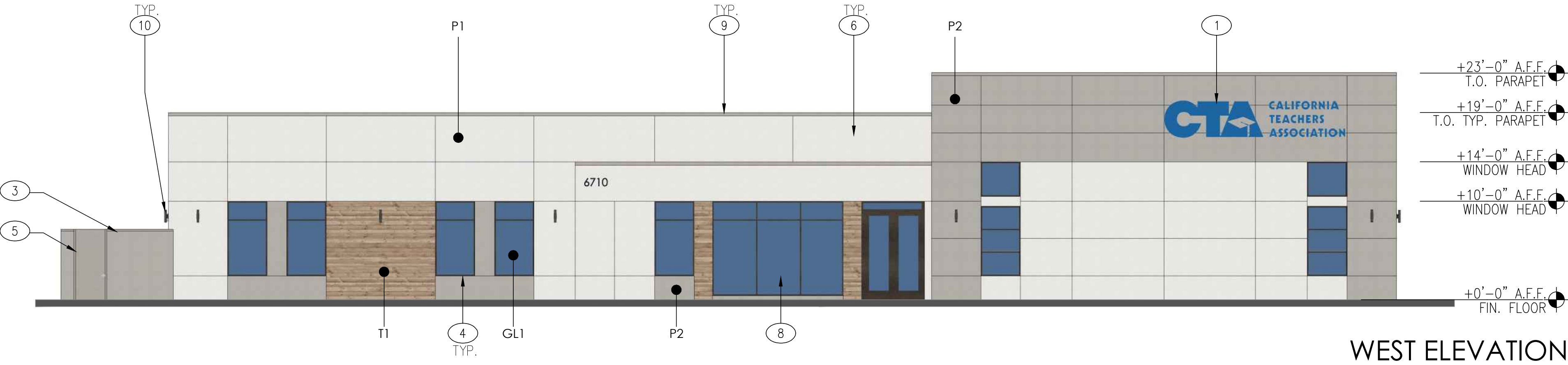


IMPROVEMENT PLANS FOR CALIFORNIA TEACHERS ASSOCIATION		SCALE NONE	C801
CITY OF FRESNO	CALIFORNIA	DATE: <u>06/17/2025</u> JOB NO. <u>4274-40</u>	SHEET 15 OF 16
TYPICAL SECTIONS			

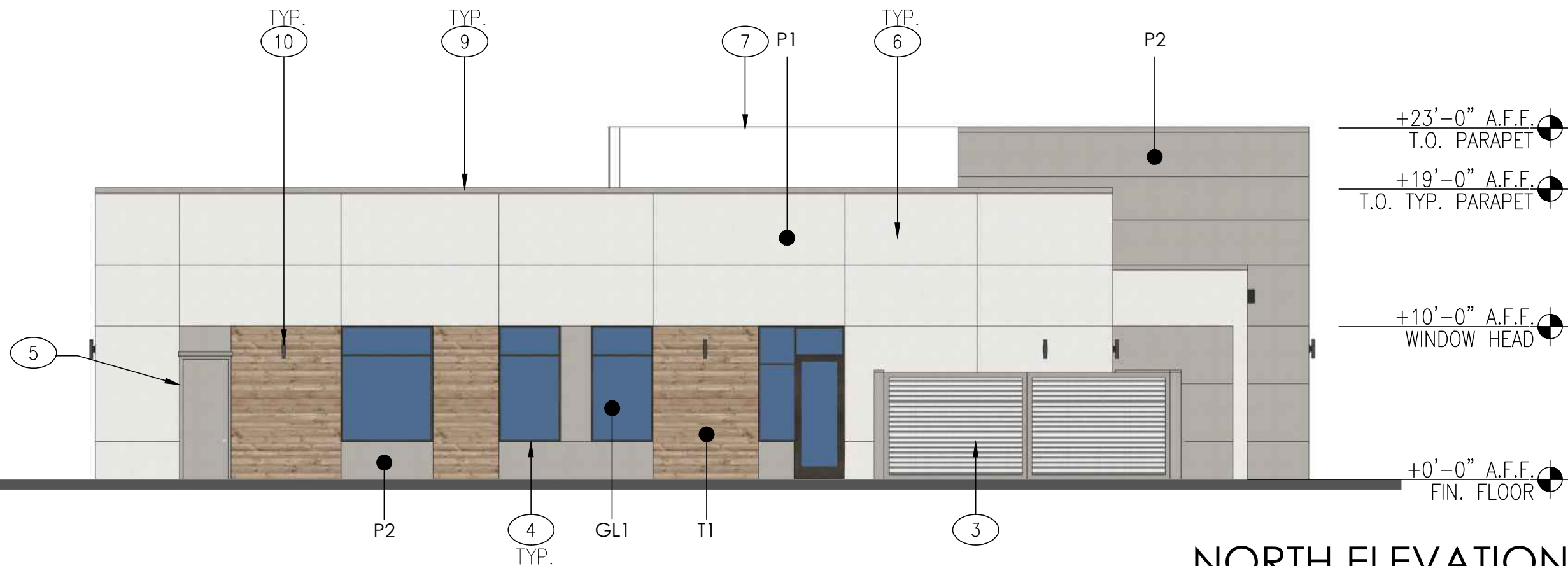
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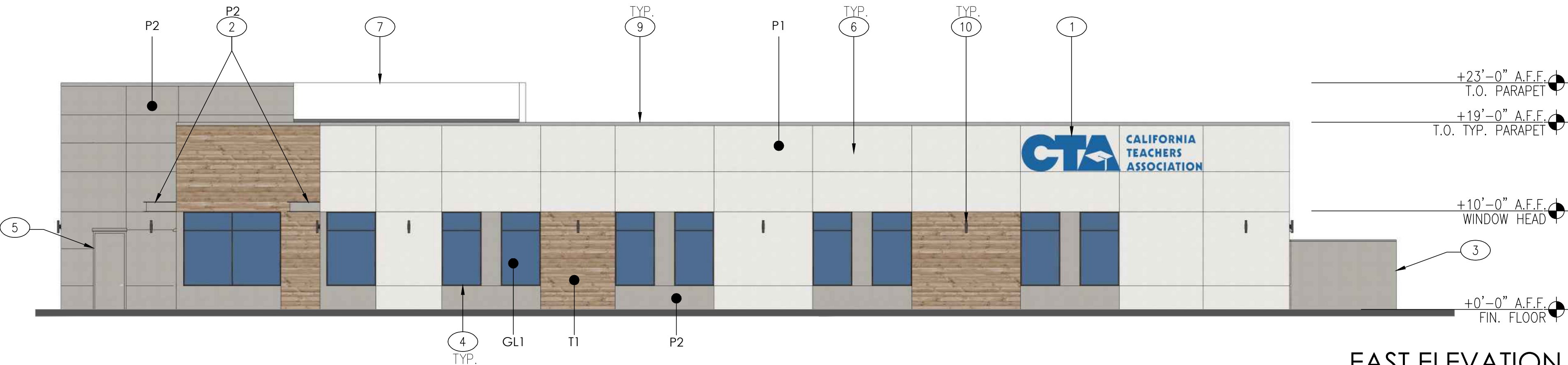
SOUTH ELEVATION



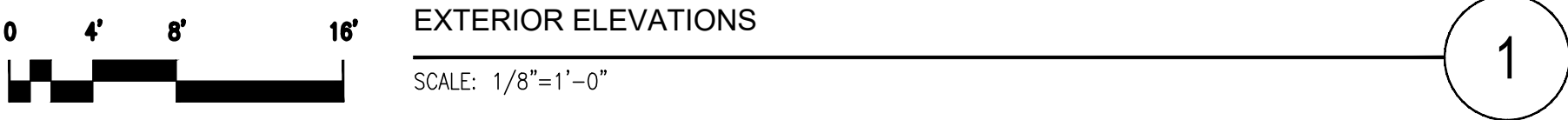
WEST ELEVATION

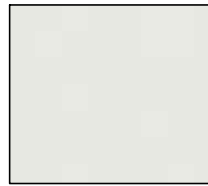
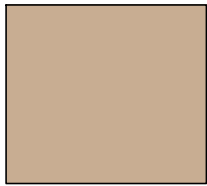
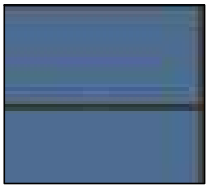


NORTH ELEVATION



EAST ELEVATION



FINISHES:		GENERAL NOTES:		KEYNOTES:	
	P1: PAINT SHERWIN WILLIAMS SW7646 FIRST STAR		P3: PAINT SHERWIN WILLIAMS SW2835 CRAFTSMAN BROWN		GL1: VITRO ARCHITECTURAL GLASS "SOLARBLUE" IN BRONZE ANODIZED, THERMALLY BROKEN ALUMINUM FRAMES; SEE KEYNOTE 5/A2.1
	P2: PAINT SHERWIN WILLIAMS SW7643 PUSSYWILLOW		T1: WOOD-LOOK TILE PLANKS NATURAL STONE DESIGN GALLERY KAURI		1. SIGNAGE UNDER SEPARATE PERMIT.
					2. PAINTED STEEL CANOPY.
					3. CMU TRASH ENCLOSURE WITH PAINTED STUCCO FINISH.
					4. GLAZING IN THERMALLY BROKEN ALUMINUM FRAME.
					5. STEEL MAN DOOR, PAINTED TO MATCH ADJ. WALL.
					6. BUILDING TO BE STUCCO FINISH WITH PAINT.
					7. BACK SIDE OF PARAPET BEYOND.
					8. 4" ALUMINUM STOREFRONT WITH THERMAL BREAK, 1" I.G.U., BRONZE ANODIZED.
					9. PAINTED SHEET METAL WALL CAP, TYP.
					10. WALL-MOUNTED LIGHT FIXTURE. SEE SHEET PH-1 FOR PHOTOMETRIC INFORMATION.

A HEADLIGHT HEDGE WILL BE INSTALLED IN FRONT OF THE PARKING STALLS TO SCREEN THE CARS FROM NORTH FRESNO STREET.

LOW WATER USE SHRUBS AND GROUND COVER WILL BE INSTALLED IN ALL PLANTER AREAS. REFER TO PLANT SCHEDULE FOR POTENTIAL PLANT VARIETIES. A 3" LAYER OF BARK MULCH WILL BE INSTALLED IN ALL PLANTERS UPON COMPLETION OF PLANTING.

STABILIZED DECOMPOSED GRANITE WILL BE INSTALLED IN THE NARROW PLANTER TO ALLOW PEDESTRIANS TO CROSS THE RAISED CURBS SAFELY.

PARKING LOT SHADE AREA
SHADE TREE COVERAGE

SPECIAL CARE WILL BE GIVEN TO THE PLANTING ON THIS CORNER TO ENHANCE THE ENTRY TO THE PROJECT.

CRAPE MYRTLE TREES HIGHLIGHT THE ENTRY TO THE PROJECT.

LOW WATER USE SHRUBS AND GROUND COVER.

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	SIZE	H X W	WATER USE
TREES				
	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
POTENTIAL SHRUBS				
BOTANICAL / COMMON NAME		SIZE	H X W	WATER USE
Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush		5 gal	4'x5'	LOW
Cistus salviifolius 'Prostratus' / Sageleaf Rockrose		5 gal	2'x5'	LOW
Grevillea x 'Noellii' / Grevillea		5 gal	5'x5'	LOW
Mahonia aquifolium / Oregon Grape		5 gal	3'x4'	LOW
Mahonia eurybracteata 'Soft Caress' / Soft Caress Mahonia		5 gal	3'x4'	MED
Nandina domestica 'Gulf Stream' / Heavenly Bamboo		5 gal	2'x2'	LOW
Pittosporum tobira 'Variegata' / Variegated Mock Orange		5 gal	5'x5'	MED
Prunus caroliniana 'Compacta' / Compact Carolina Laurel Cherry		5 gal	8'x6'	LOW
Rhamnus californica 'Eve Case' / California Coffeeberry		5 gal	6'x7'	LOW
Raphiolepis umbellata 'Minor' / Gulf Green™ Indian Hawthorn		5 gal	4'x4'	LOW
Xylosma congestum 'Compacta' / Compact Xylosma		5 gal	6'x6'	LOW
POTENTIAL GRASSES				
Muhlenbergia capillaris 'Regal Mist' / Muhly		1 gal	3'x3'	LOW
Muhlenbergia rigens / Deer Grass		1 gal	4'x4'	LOW
POTENTIAL VINES				
Ficus pumila / Creeping Fig		5 gal	1'x6'	MED
POTENTIAL GROUND COVERS				
BOTANICAL / COMMON NAME		SIZE	H X W	WATER USE
Cotoneaster dammeri 'Lowfast' / Lowfast Bearberry Cotoneaster		1 gal	1.5'x6'	LOW
DECOMPOSED GRANITE				
Decomposed Granite / Stabilizer Solutions 408-590-0015		3" Deep		

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%	QTY	(TQ)75%	QTY	(H)50%	QTY	(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%

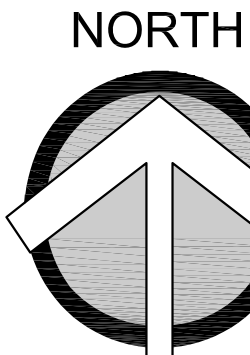
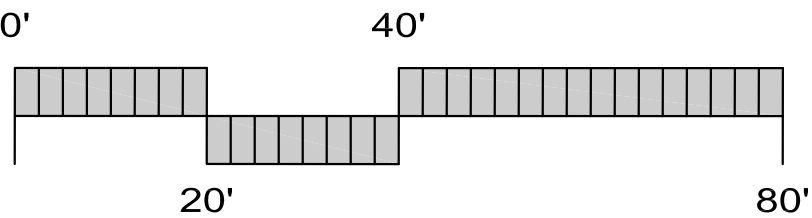
APPL. NO. P25-01440 EXHIBIT L-1 DATE 6/23/2025

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT



LANDSCAPE DEVELOPMENT PLANS

CALIFORNIA TEACHERS
ASSOCIATION

EAST WARNER AVENUE
FRESNO, CALIFORNIA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

Scale: 1"=20'-0"

Date: 4/18/25

File Name: CTA PL

No. Date Revision



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Seal

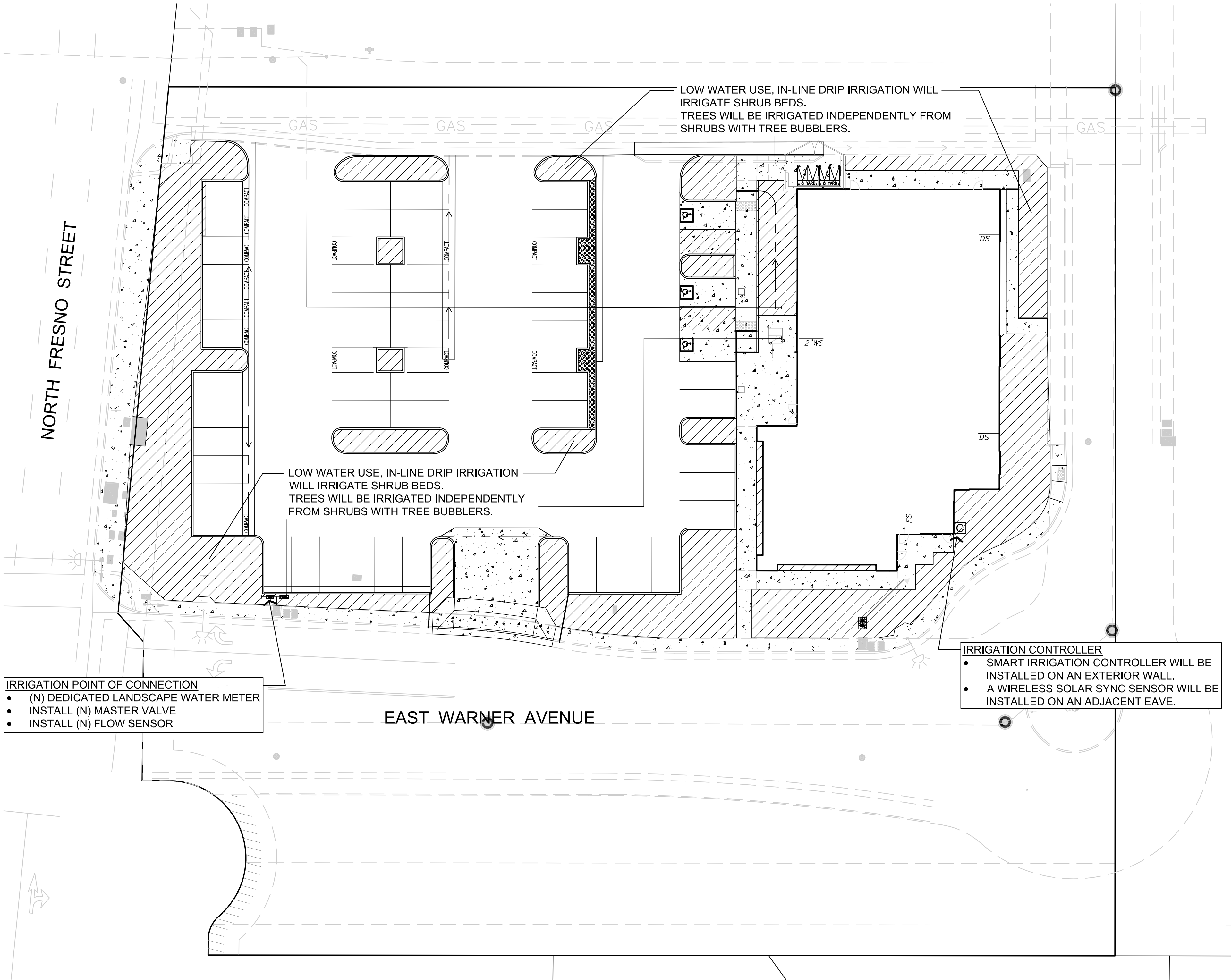


Sheet Title

PRELIMINARY
PLANTING PLAN

Sheet No

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
	Hunter i2C-1600-SS 16-Station controller with modules in an outdoor stainless steel wall mount enclosure.
	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.

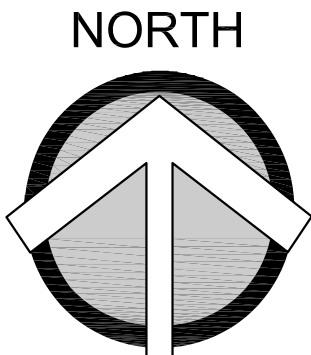
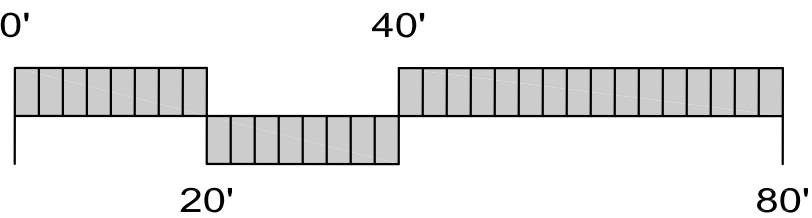
APPL. NO. P25-01440 EXHIBIT L-2 DATE 6/20/2025

PLANNING REVIEW BY DATE

TRAFFIC ENG. DATE

APPROVED BY DATE

CITY OF FRESNO DARM DEPT



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www.yamasaki-la.com

LANDSCAPE DEVELOPMENT PLANS

CALIFORNIA TEACHERS
ASSOCIATION

EAST WARNER AVENUE
FRESNO, CALIFORNIA

Client/Subconsultant

Project Mgr: JMA

Drawn By: JMA

Scale: 1"=20'-0"

Date: 4/18/25

File Name: CTA IR

No. Date Revision



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Seal



Sheet Title

PRELIMINARY
IRRIGATION PLAN

Sheet No

L2