# CIVIL ONSITE IMPROVEMENT PLANS DIXON MIGRANT CENTER SIDEWALK IMPROVEMENTS

7290 RADIO STATION ROAD, DIXON

SOLANO COUNTY, CA

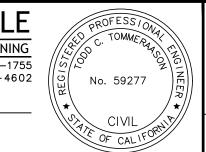




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SCALE: 1"=100'





	CIVIL	ONSITE IM	PROVEMENT PL	ANS	
		<i>f</i>	FOR		
DIXON	MIGRANT	CENTER	SIDEWALK	<i>IMPROVE</i>	MENT
290 RADIO	STATION ROA	AD, DIXON		SOLANO	COUNTY
		TITLE	SHEET		

SCALE CW001 TS SHEET 1 OF 9 11/21/24 JOB NO. 844-12

VICINITY MAP RADIO STATION ROAD -PROJECT—

	UTILITY REPR	RESENTATIVES	
UTILITY	COMPANY	REPRESENTATIVE	PHONE NUMBER
GAS & ELECTRIC	PG&E	DEMETRIUS WILLIAMS	(707) 449–5890
TELEPHONE	AT&T	ROBERT KEATING	(707) 294–8191
CABLE	WAVE BROADBAND	BOBBY HOLMES	(866) 928–2123
USA			(800) 227–2600
WATER, SEWER & DRAINAGE	PRIVATE		
FIRE	CITY OF DIXON	GREG LEWIS	(707) 678–4251

# BENCH MARKS

DESIGNATION - MILLAR RESET, PID DN4103, CONTROL POINT #200

2 1/4" BRASS CAP MONUMENT IN 12" DIAMETER CONCRETE COLUMN. THE STATION IS LOCATED 75' WEST OF THE CENTERLINE OF ROBBEN ROAD, 58' NORTH OF A CYCLONE FENCE AND 17' EAST OF THE CENTERLINE OF AN IRRIGATION DITCH.

ELEVATION = 35.00 DATUM: NGVD 88

# GEOTECHNICAL REPORT

"PAVEMENT DESIGN RECOMMENDATIONS", PROJECT NO. 05-24007Gp, FEBRUARY 21, 2024, ALLERION CONSULTING GROUP, INC. 1050 MELODY LANE, SUITE 160, ROSEVILLE, CA 95678, PHONE (916) 742-5096.

# SHEET LIST TABLE

Sheet No.	Sheet Name	Sheet Title
1	CW001	TITLE SHEET
2	CW002	LEGEND, ABBREVIATIONS & GENERAL NOTES
3	CW003	GENERAL NOTES
4	CW101	HORIZONTAL CONTROL PLAN
5	CW102	TOPOGRAPHIC SURVEY AND DEMOLITION PLAN
6	CW201	CIVIL SITE PLAN
7	CW301	GRADING & DRAINAGE PLAN
8	CW302	GRADING & DRAINAGE PLAN
9	CW401	EROSION & SEDIMENTATION CONTROL PLAN

**GENERAL NOTES:** 

# . STANDARDS AND PLANS

- A. UNLESS SHOWN OR SPECIFIED OTHERWISE, ALL CONSTRUCTION AND MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF THE CITY OF WOODLAND STANDARD SPECIFICATIONS 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). THE CONTRACTOR SHALL OBTAIN AND USE ALL APPLICABLE ADDENDUMS.
- B. 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.
- C. 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.
- D. 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.
- 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 PLANS AND THE LOCAL JURISDICTION
- F. 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.

#### 2. 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, 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 DRAWINGS.
- 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 FACILITY.
- C. THE 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 800-227-2600. 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, TELEPHONE AND CABLE TV) AND BY OTHER PROJECT CONTRACTORS INCLUDING BUILDING, PLUMBING, LANDSCAPING, ELECTRIC 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 PIPELINES) WHICH IS TO BE EXTENDED. WHICH IS THE CONNECTION POINT FOR NEW UNDERGROUND UTILITIES. OR WHICH NEW FACILITIES CROSS. SHALL BE EXPOSED 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. THE ELEVATIONS AND LOCATIONS OF THE EXISTING UTILITIES WILL BE CHECKED FOR POSSIBLE CONFLICTS WITH PLANS BY THE PUBLIC WORKS INSPECTOR AND THE ENGINEER. 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.

# FIELD VERIFICATION

WHERE NEW IMPROVEMENTS (CURB, GUTTER, SIDEWALK, PAVEMENT, ASPHALT, UTILITIES, ETC.) ARE DESIGNATED TO MATCH GRADE (±) AT EXISTING IMPROVEMENTS, THE CONTRACTOR'S SURVEYOR SHALL VERIFY THE MATCH POINT GRADES, REPORT ANY DISCREPANCIES AND ADJUST GRADES TO MATCH EXISTING.

## . CONSTRUCTION STAKING

A. CONSTRUCTION STAKING WILL BE PROVIDED BY THE CONTRACTOR. 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 NON-WORKING OR INCLEMENT WEATHER PERIODS, THAT ARE NEEDED FOR CONSTRUCTION OR AS A REFERENCE FOR FURTHER STAKING, SHALL BE AT THE CONTRACTOR'S EXPENSE.

- B. ALL CORRECTIVE ACTIONS PERFORMED BY THE CONTRACTOR, WHICH ARE NECESSARY DUE TO A STAKING ERROR, SHALL NOT BE PERFORMED UNTIL THE CONSULTING ENGINEER 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 OF ALL LIABILITY FOR THE COSTS OF SUCH CORRECTIVE ACTIONS.
- C. 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 WORK.

#### 5. CONFLICTS

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.

#### 6. CONTROL POINTS AND SURVEY MONUMENTS

- A. CERTAIN CONTROL POINTS WILL BE SET BY THE ENGINEER, OR ITS REPRESENTATIVE. WHICH ARE CRITICAL TO THE CONSTRUCTION STAKING OF THE PROJECT. THESE POINTS WILL BE DESIGNATED AT A PRE-CONSTRUCTION CONFERENCE BETWEEN REPRESENTATIVES OF THE ENGINEER AND THE CONTRACTOR. THE CONTROL POINTS WILL BE CLEARLY MARKED ON THE JOB SITE. 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 ENGINEER 48 HOURS IN ADVANCE OF SAID REMOVAL TO ALLOW FOR REFERENCING SAID CONTROL POINTS AND THEIR EVENTUAL REPLACEMENT. IF CONTROL POINTS ARE REMOVED OR DESTROYED WITHOUT SAID NOTIFICATION AND REFERENCING, THE COST OF REPLACEMENT SHALL BE DEDUCTED FROM THE CONTRACTOR'S PAYMENT, AND PAYMENT SHALL BE MADE BY OWNER TO THE FNGINFFR.
- B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION. ALL MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. WHEN THE LOCATION OF AN EXISTING SURVEY MONUMENT CONFLICTS WITH PROPOSED WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE ENGINEER MAY REFERENCE THE MONUMENT. AFTER THE MONUMENT HAS BEEN REFERENCED THE CONTRACTOR SHALL REMOVE THE MONUMENT AND LATER REPLACE IT WITH THE CITY STANDARD MONUMENT. THE ENGINEER WILL THEN MARK THE SURVEY POINT ON THE MONUMENT.

#### OBSTRUCTIONS

- A. THE CONTRACTOR SHALL REMOVE ALL OBSTRUCTIONS, BOTH ABOVE GROUND AND UNDERGROUND, EXCEPT AS NOTED IN ITEM 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 GEOTECHNICAL 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.

## 8. 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 CITY ENGINEER. ANY LANE CLOSURES (VEHICLE OR BICYCLE) SHALL BE APPROVED BY THE CITY ENGINEER. 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 SOLANO CITY COMMUNICATIONS DISPATCH AT (707)421-7090 IMMEDIATELY PRIOR TO CLOSURE AND IMMEDIATELY AFTER REOPENING OF SAID STREET OR STREET PORTION.

- 9. PERMITS, LICENSES AND REGULATIONS
- 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 CITY 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.

#### 10. STATIONING AND DIMENSIONING

ALL STATIONS REFER TO DISTANCES ALONG STREET CENTER LINE UNLESS INDICATED OTHERWISE. ALL STATIONS OFF CENTER LINE ARE PERPENDICULAR TO OR RADIALLY OPPOSITE CENTER 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.

#### 11. EARTHWORK

- A. ALL EARTHWORK ACTIVITIES, INCLUDING EXCAVATION, GRADING, SCARIFYING, MOISTURIZING, FILL PLACEMENT, COMPACTION, LIME TREATMENT, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE PROJECT GEOTECHNICAL REPORT AND IN CONFORMANCE WITH THE CITY STANDARD SPECIFICATIONS AND WITH THE GRADING PLAN.
- 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 CONTRACTOR WILL PAY FOR THE COST OF PROVIDING THESE SERVICES.
- 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.
- D. ALL CUT SLOPES SHALL BE ROUNDED AT THE "BREAK" SO THAT THEY BLEND WITH THE NATURAL GROUND CONTOUR.
- E. THE CONTRACTOR SHALL APPLY EITHER WATER OR DUST PALLIATIVE, OR BOTH, FOR THE ALLEVIATION OR PREVENTION OF DUST NUISANCE AS DIRECTED BY THE ENGINEER.
- F. 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.
- G. TO ACCOMMODATE TRENCH SPOIL. THE CONTRACTOR'S GRADING SHALL INCLUDE UNDERCUTTING OF STREETS AS APPROPRIATE, OR SOME OTHER METHOD APPROVED BY THE ENGINEER.
- H. 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.
- I. ALLOWABLE SUBGRADE GRADING TOLERANCE IS PLUS OR MINUS 0.04' OF THE ELEVATIONS SHOWN HEREON FOR PAVING OR CONCRETE AREAS. FINAL SURFACE TOLERANCE IS PLUS OR MINUS 0.02'. ADA AREAS SHALL BE IN FULL COMPLIANCE TO MAXIMUM SLOPE REQUIREMENTS.
- J. EROSION CONTROL MEASURES SHALL BE IMPLEMENTED DURING PROJECT CONSTRUCTION. COMPLY WITH EROSION AND SEDIMENTATION CONTROL PLAN, BMP AND CITY STANDARDS.
- K. IF GRADING AND DRAINAGE CONSTRUCTION IS NOT COMPLETE DURING THE PERIOD FROM OCTOBER 15TH TO APRIL 15, THEN THE CONTRACTOR SHALL:
- PROVIDE EROSION PROTECTION ON SLOPES THAT ARE 10:1 OR STEEPER AND IN SWALES THAT ARE 2% OR STEEPER. ii. GRADE GUTTER SAG POINTS TO DRAIN.
- iii. PROVIDE SILT CATCHMENTS TO PREVENT SEDIMENTATION IN EXISTING STORM DRAIN SYSTEMS.
- iv. CLEAN DOWNSTREAM PIPES AS DIRECTED BY THE CITY ENGINEER.
- v. CLEAN AND MAINTAIN ALL STREETS AND SIDEWALKS AS DIRECTED BY THE CITY ENGINEER
- L. SUBGRADE PREPARATION FOR ALL PAVEMENT SECTIONS AND FOR CURB, GUTTER AND SIDEWALK SHALL INCLUDE COMPACTION IN AT LEAST THE TOP 12 INCHES TO AT LEAST 95% RELATIVE COMPACTION AT OR ABOVE OPTIMUM MOISTURE CONTENT.
- UNLESS OTHERWISE SPECIFIED.

M. ALL STREET ELEVATIONS SHOWN ARE FOR TOP OF CURB (TC)

- N. THE TOP <u>8 INCHES</u> (MINIMUM) OF ALL LANDSCAPED AREAS SHALL BE CLEAN SOIL.
- O. CLEARING, GRUBBING AND PREPARING IMPROVEMENT AREAS:
- 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 FIRM 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 OPTIMUM, AS DEFINED BY THE ASTM D1557-91 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 AFRATED BY BLADING OR OTHER METHODS UNTIL THE MOISTURE CONTENT IS SATISFACTORY FOR COMPACTION.
- vii. AFTER THE FOUNDATIONS FOR FILL HAVE BEEN CLEARED, MOISTURE CONDITIONED, AND PLOWED OR SCARIFIED, THEY SHALL BE RECOMPACTED IN PLACE TO A DEPTH OF AT LEAST 12 INCHES TO A MINIMUM OF 95 PERCENT OF THE ASTM D1557-91 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 • OF SUCH UNSTABLE NATURE AS TO BE INCAPABLE OF BEING COMPACTED TO SPECIFIED DENSITY USING ORDINARY
- METHODS AT OPTIMUM MOISTURE CONTENT; OR • TOO WET TO BE PROPERLY COMPACTED AND CIRCUMSTANCES PREVENT SUITABLE IN-PLACE DRYING PRIOR
- TO INCORPORATION INTO THE WORK; OR • OTHERWISE UNSUITABLE FOR THE PLANNED USE.
- ix. THE PRESENCE OF EXCESSIVE MOISTURE IN A MATERIAL IS NOT. BY ITSELF, SUFFICIENT CAUSE FOR DETERMINING THAT THE MATERIAL IS UNSUITABLE.
- 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. II AB COMPACTED TO 95% 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 COMPUTED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER CUBIC YARD OF UNSUITABLE SUBGRADE MATERIAL REMOVAL, DISPOSAL AND BACKFILL. THE QUANTITY SHOWN FOR THIS ITEM IN THE PROPOSAL SHALL BE CONSIDERED AS APPROXIMATE AND IS INDICATED FOR BID COMPARISON ONLY. AND NO GUARANTEE IS MADE OR IMPLIED THAT THE QUANTITY SHOWN WILL NOT BE REDUCED OR INCREASED OR DELETED AS MAY BE REQUIRED BY THE ENGINEER.

# P. 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. EACH 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 FILL MATERIAL IS LESS THAN OPTIMUM MOISTURE, AS DEFINED BY THE ASTM D1557-91 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 BE THOROUGHLY COMPACTED TO NOT LESS THAN 95 PERCENT OF MAXIMUM DRY DENSITY AS DETERMINED BY THE ASTM D1557-91 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
- v. THE FILL OPERATIONS SHALL BE CONTINUED UNTIL THE FILLS HAVE BEEN BROUGHT TO THE SLOPES AND GRADES SHOWN ON THE DRAWINGS.
- Q. THE UPPER 12 INCHES OF ANY UNTREATED FINAL SUBGRADES SHALL BE UNIFORMLY COMPACTED TO AT LEAST 95% OF THE ASTM D1557-91 MAXIMUM DRY DENSITY REGARDLESS OF WHETHER FINAL SUBGRADE ELEVATION IS ATTAINED BY FILLING, EXCAVATION OR LEFT AT EXISTING GRADE.
- R. SOIL WITHIN 1' OF THE BACK OF CURBS OR SIDEWALK SHALL BE COMPACTED TO 95% MRC FOR THE FULL DEPTH OF THE CURB.
- S. IF ANY IMPORT MATERIAL IS REQUIRED, IT SHALL BE APPROVED BY THE SOILS ENGINEER PRIOR TO HAULING IT TO THE SITE.
- SUBGRADE SOILS BENEATH SLAB-ON-GRADE FLOORS SHALL BE IN A SATURATED CONDITION WHEN SLAB CONCRETE IS PLACED, AS REQUIRED BY THE GEOTECHNICAL REPORT.

JOB NO.

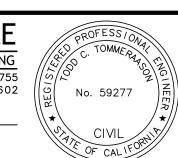
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LAUGENOUR AND MEIKLE CIVIL ENGINEERING · LAND SURVEYING · PLANNING 608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755 P.O. BOX 828. WOODLAND. ACALIFORNIA 95776 FAX: (530) 662-4602 TODD C. TOMMERAASON DATE \_11/21/24 P.E. 59277



CIVIL ONSITE IMPROVEMENT PLANS DIXON MIGRANT CENTER SIDEWALK IMPROVEMENTS 7290 RADIO STATION ROAD, DIXON

N/ASOLANO COUNTY. CA LEGEND, ABBREVIATIONS & GENERAL NOTES

OBTAINED.

SHEET 2 OF 9

# GENERAL NOTES CONTINUED:

#### 12. 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
- **B.** 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. SAME SHALL BE 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. 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 AND EXPANSION
- 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 1 MINIMUM FOOT BEYOND THE BACK OF CURB OR SIDEWALK.
- 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.
- iii. 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
- L. SIDEWALKS ARE TO BE SET FLUSH WITH THE TOP OF ABUTTING CURBS UNLESS NOTED OTHERWISE.
- M. PCC PAVING SHALL BE CALTRANS CLASS "A" CONCRETE, AND SHALL BE CONSTRUCTED IN CONFORMANCE WITH CALTRANS STANDARD SPECIFICATIONS 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.

#### 13. 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 \$ 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 AND 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 SSI 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
- 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.

APPLICATION.

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.

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 CUI

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

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.
- 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
- 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.

- 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.

# 15. 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 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.

## 16. 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
- C. ALL SEWER MAINS AND SERVICES SHALL BE AIR TESTED PER CITY REQUIREMENTS AFTER AGGREGATE BASE PLACEMENT IS COMPLETED. SEWER PLUGS TO BE PER CITY STANDARDS. 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 FXTREME 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. ALL INSPECTIONS SHALL BE PER CITY

- E. EACH STUB END PIPE SHALL BE PLUGGED WITH A PREFABRICATED, WATERTIGHT PLUG PER CITY STANDARDS.
- F. BUILDING SEWER CLEANOUTS SHALL BE LOCATED AND INSTALLED IN ACCORD WITH THE UNIFORM PLUMBING CODE AND SHALL BE EXTENDED
- 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.

#### 17. 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
- 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 OF SOLANO STANDARD DETAIL FOR PIPES SMALLER THAN 30" IN DIAMETER. AND PER SOLANO CITY STANDARD DETAIL FOR PIPE 30" IN DIAMETER AND GREATER.

#### 18. 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 200. 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
- G. ALL ON-SITE FIRE MAINS SHALL BE PVC CLASS 200 C-900.

# 19. 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 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, 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

## 20. MAILBOXES

MAILBOXES AND NEWSPAPER TUBES 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.

21. 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.

#### 22. RECORD DRAWNGS

- 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

#### 23. 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.

24. CALTRANS SLOPE PROTECTION ROCK PLACEMENT (SECTION 72-02.3C) PLACEMENT METHOD B

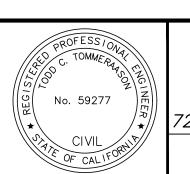
ROCKS MAY BE PLACED BY DUMPING AND MAY BE SPREAD IN LAYERS BY BULLDOZER OR OTHER SUITABLE EQUIPMENT.

PLACE ROCKS SUCH THAT:

1. THERE IS A MINIMUM OF VOIDS.

2. LARGER ROCKS ARE IN THE TOE COURSE AND ON THE OUTSIDE SURFACE OF THE SLOPE PROTECTION.

LAUGENOUR AND MEIKLE DESIGNED BY TOT CIVIL ENGINEERING · LAND SURVEYING · PLANNING 608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755 DRAWN BY MSW P.O. BOX 828. WOODLAND. ACALIFORNIA 95776 FAX: (530) 662-4602 CHECKED BY TOT TODD C. TOMMERAASON DESCRIPTION REV. DATE BY APP'D DATE <u>11/21/24</u> P.E.<u>59277</u>



CIVIL ONSITE IMPROVEMENT PLANS SCALE DIXON MIGRANT CENTER SIDEWALK IMPROVEMENTS N/A7290 RADIO STATION ROAD, DIXON SOLANO COUNTY, CA SHEET 3 OF 9 11/21/24

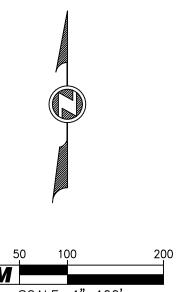
JOB NO.

844-12

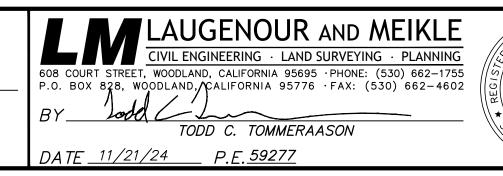
GENERAL NOTES



	CO	NTROL PO	DINT TAB	LE			
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION			
100	1902883.96	6626099.89	28.93	CP SET 5/8" RBR RPC			
102	1902882.17	6626697.88	28.32	CP SET 1/2" RBR YPC			
104	1901838.63	6625727.67	28.30	CP SET 1/2" RBR YPC			
106	1902075.41	6626249.29	28.82	CP SET MAG RH			
108	1902087.40	6626560.10	28.34	CP SET MAG RH			
110	1902399.62	6626567.82	27.84	CP SET MAG RH			
112	1902718.72	6626059.10	29.84	CP SET SCRATCH X			
114	1902273.92	6625768.78	28.57	CP SET SCRATCH X			
900	1902932.13	6625647.11	30.74	CP SET MAG/FX			
902	1902720.83	6626576.24	28.10	CP SET MAG/FX			
904	1902000.52	6625730.50	29.30	CP SET MAG/FX			
7000	1902351.12	6626058.90	29.53	CP SCRATCH X			
7500	1901775.54	6626036.03	29.88	CP PK NAIL+SHNR			



DECIONED DV TOT					
DESIGNED BY TOT					
DRAWN BY MSW					
CHECKED BY TCT					
	REV.	DATE	DESCRIPTION	BY	APP'D.
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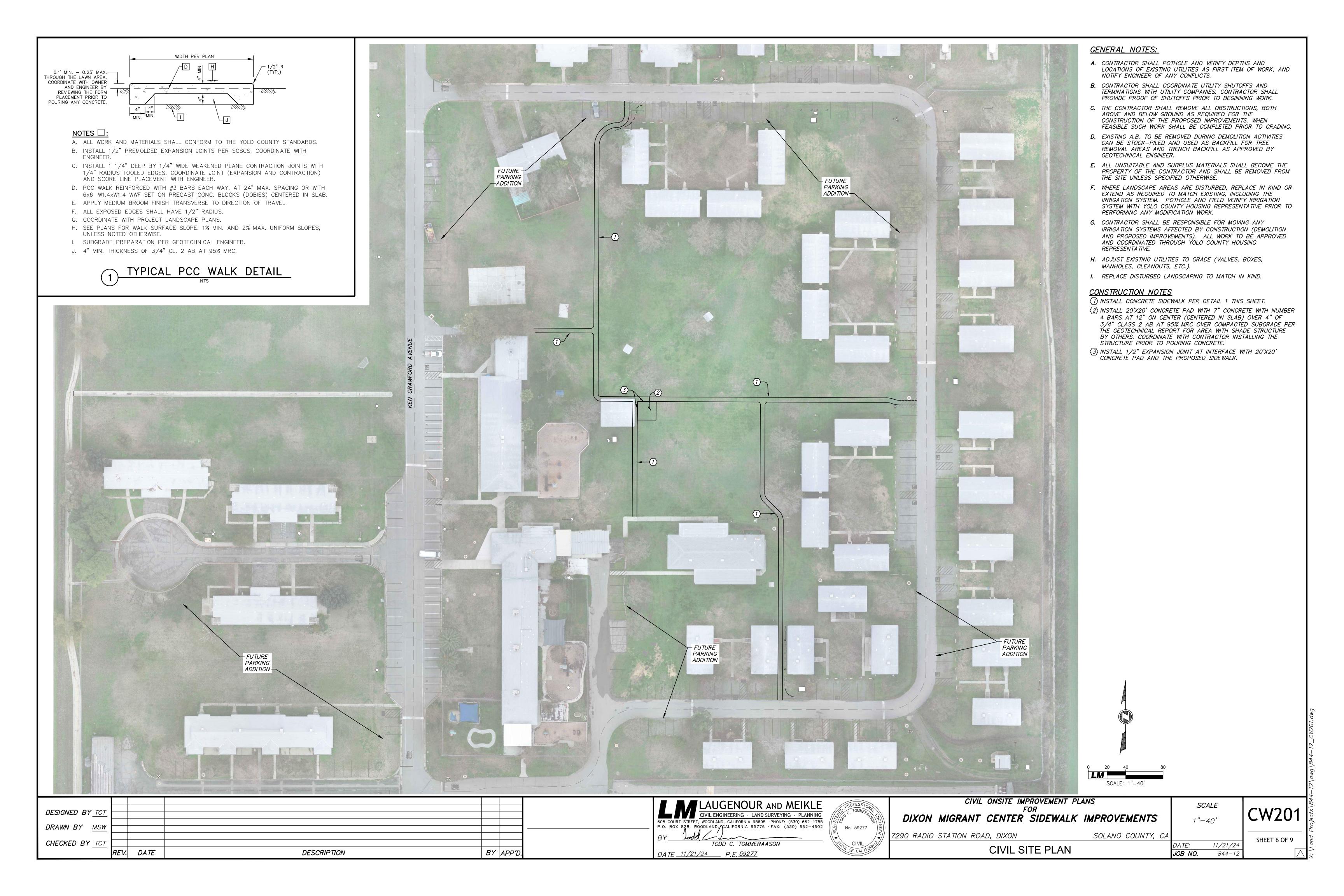


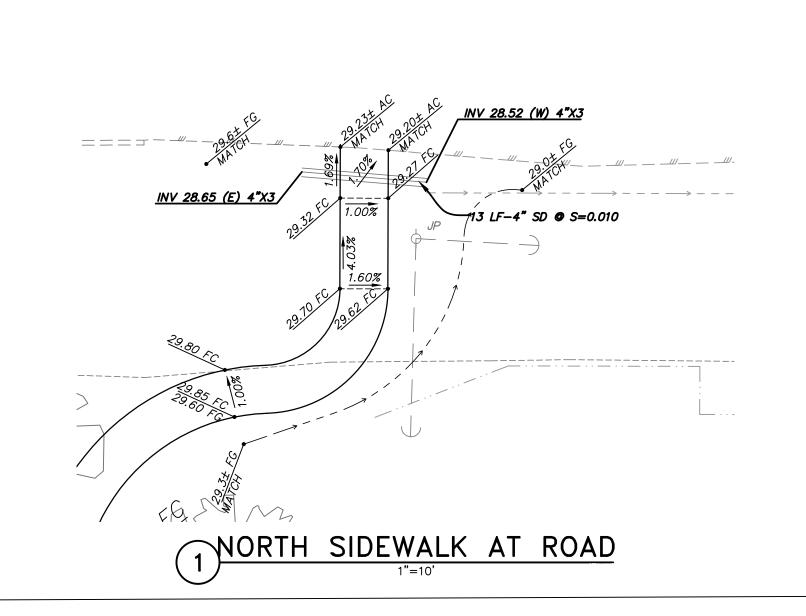
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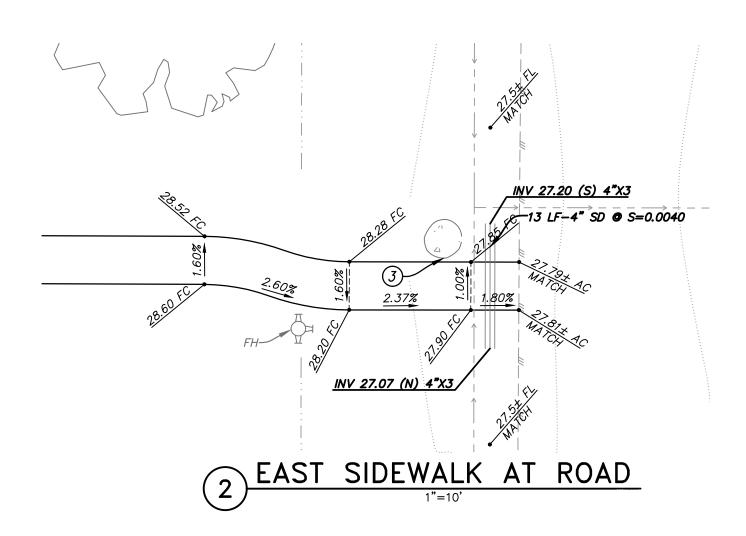
CIVIL ONSITE IMPROVEMENT PLANS FOR DIXON MIGRANT CENTER SIDEWALK IMPROVEMENTS	•		CALE =100'	
90 RADIO STATION ROAD, DIXON SOLANO COUNTY,	CA			_
HORIZONTAL CONTROL PLAN		DATE: JOB NO.	11/21/24 844–12	

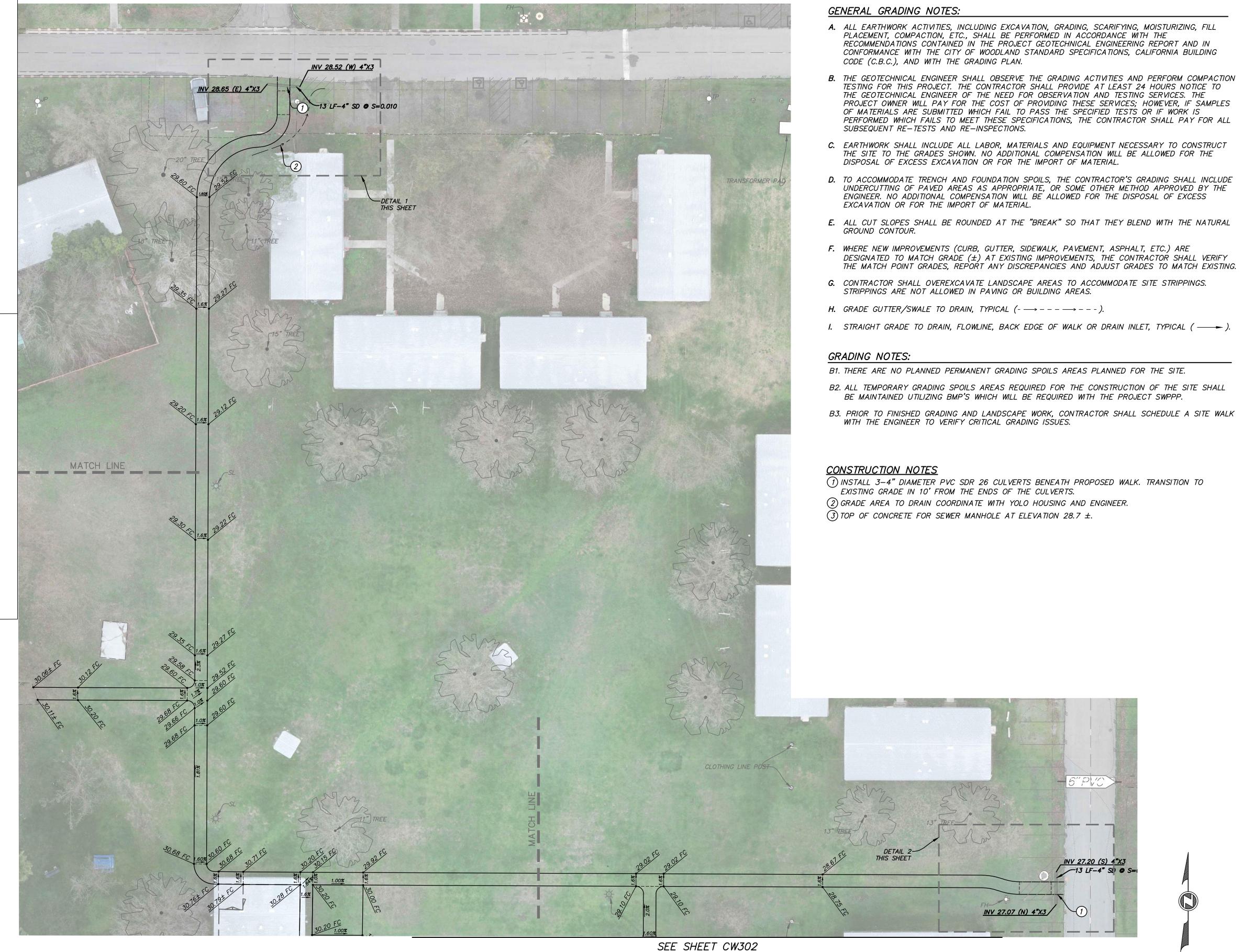
CW101 SHEET 4 OF 9

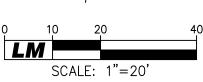












CIVIL ONSITE IMPROVEMENT PLANS FOR SCALE DESIGNED BY TOT DIXON MIGRANT CENTER SIDEWALK IMPROVEMENTS 1"=20' DRAWN BY MSW SOLANO COUNTY, CA 7290 RADIO STATION ROAD, DIXON SHEET 7 OF 9 CHECKED BY TCT TODD C. TOMMERAASON 11/21/24 GRADING & DRAINAGE PLAN REV. DATE DESCRIPTION JOB NO. 844-12 DATE 11/21/24 P.E. 59277



#### GENERAL GRADING NOTES:

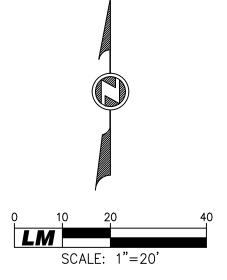
- A. ALL EARTHWORK ACTIVITIES, INCLUDING EXCAVATION, GRADING, SCARIFYING, MOISTURIZING, FILL PLACEMENT, COMPACTION, ETC., SHALL BE PERFORMED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE PROJECT GEOTECHNICAL ENGINEERING REPORT AND IN CONFORMANCE WITH THE CITY OF WOODLAND STANDARD SPECIFICATIONS, CALIFORNIA BUILDING CODE (C.B.C.), AND WITH THE GRADING PLAN.
- 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 EXCAVATION OR FOR THE IMPORT OF MATERIAL.
- D. TO ACCOMMODATE TRENCH AND FOUNDATION SPOILS, THE CONTRACTOR'S GRADING SHALL INCLUDE UNDERCUTTING OF PAVED AREAS AS APPROPRIATE, OR SOME OTHER METHOD APPROVED BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE DISPOSAL OF EXCESS EXCAVATION OR FOR THE IMPORT OF MATERIAL.
- E. ALL CUT SLOPES SHALL BE ROUNDED AT THE "BREAK" SO THAT THEY BLEND WITH THE NATURAL GROUND CONTOUR.
- F. WHERE NEW IMPROVEMENTS (CURB, GUTTER, SIDEWALK, PAVEMENT, ASPHALT, ETC.) ARE DESIGNATED TO MATCH GRADE (±) AT EXISTING IMPROVEMENTS, THE CONTRACTOR SHALL VERIFY THE MATCH POINT GRADES, REPORT ANY DISCREPANCIES AND ADJUST GRADES TO MATCH EXISTING.
- G. CONTRACTOR SHALL OVEREXCAVATE LANDSCAPE AREAS TO ACCOMMODATE SITE STRIPPINGS. STRIPPINGS ARE NOT ALLOWED IN PAVING OR BUILDING AREAS.
- H. GRADE GUTTER/SWALE TO DRAIN, TYPICAL  $(- \longrightarrow - \longrightarrow - -)$ .
- I. STRAIGHT GRADE TO DRAIN, FLOWLINE, BACK EDGE OF WALK OR DRAIN INLET, TYPICAL (  $\longrightarrow$  ).

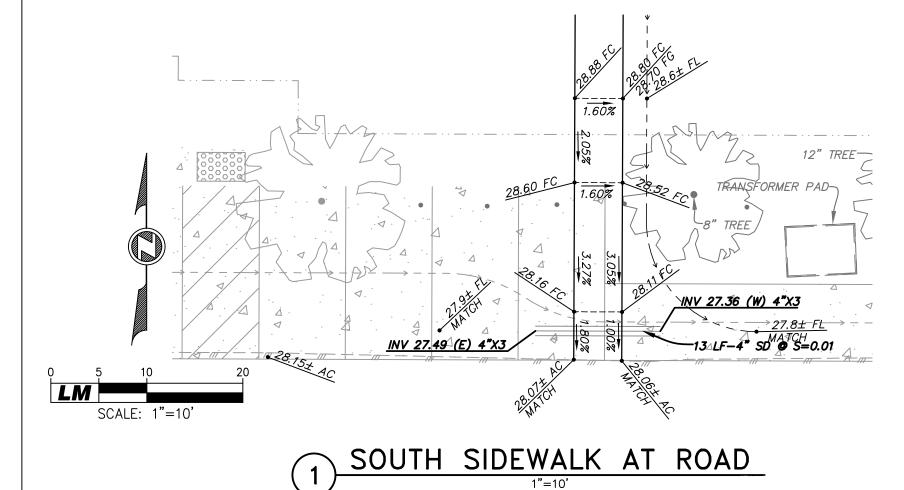
#### GRADING NOTES:

- B1. THERE ARE NO PLANNED PERMANENT GRADING SPOILS AREAS PLANNED FOR THE SITE.
- B2. ALL TEMPORARY GRADING SPOILS AREAS REQUIRED FOR THE CONSTRUCTION OF THE SITE SHALL BE MAINTAINED UTILIZING BMP'S WHICH WILL BE REQUIRED WITH THE PROJECT SWPPP.
- B3. PRIOR TO FINISHED GRADING AND LANDSCAPE WORK, CONTRACTOR SHALL SCHEDULE A SITE WALK WITH THE ENGINEER TO VERIFY CRITICAL GRADING ISSUES.

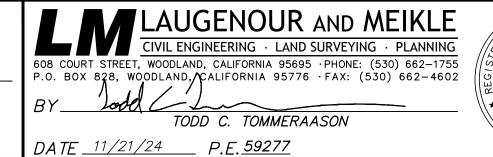
#### CONSTRUCTION NOTES

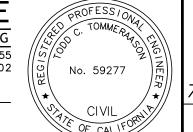
- (1) INSTALL 3-4" DIAMETER PVC SDR 26 CULVERTS BENEATH PROPOSED WALK. TRANSITION TO EXISTING GRADE IN 10' FROM THE ENDS OF THE CULVERTS.
- (2) GRADE AREA TO DRAIN COORDINATE WITH YOLO HOUSING AND ENGINEER.





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DESIGNED BY TOT					
DRAWN BY MSW					
CHECKED BY TCT					
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	CIVIL ONSITE IMPROVEMENT PLANS FOR				
DIXON	MIGRANT	CENTER	SIDEWALK	<i>IMPROVEMENTS</i>	
7290 RADIO	STATION ROA	AD, DIXON		SOLANO COUNTY, CA	

**GRADING & DRAINAGE PLAN** 

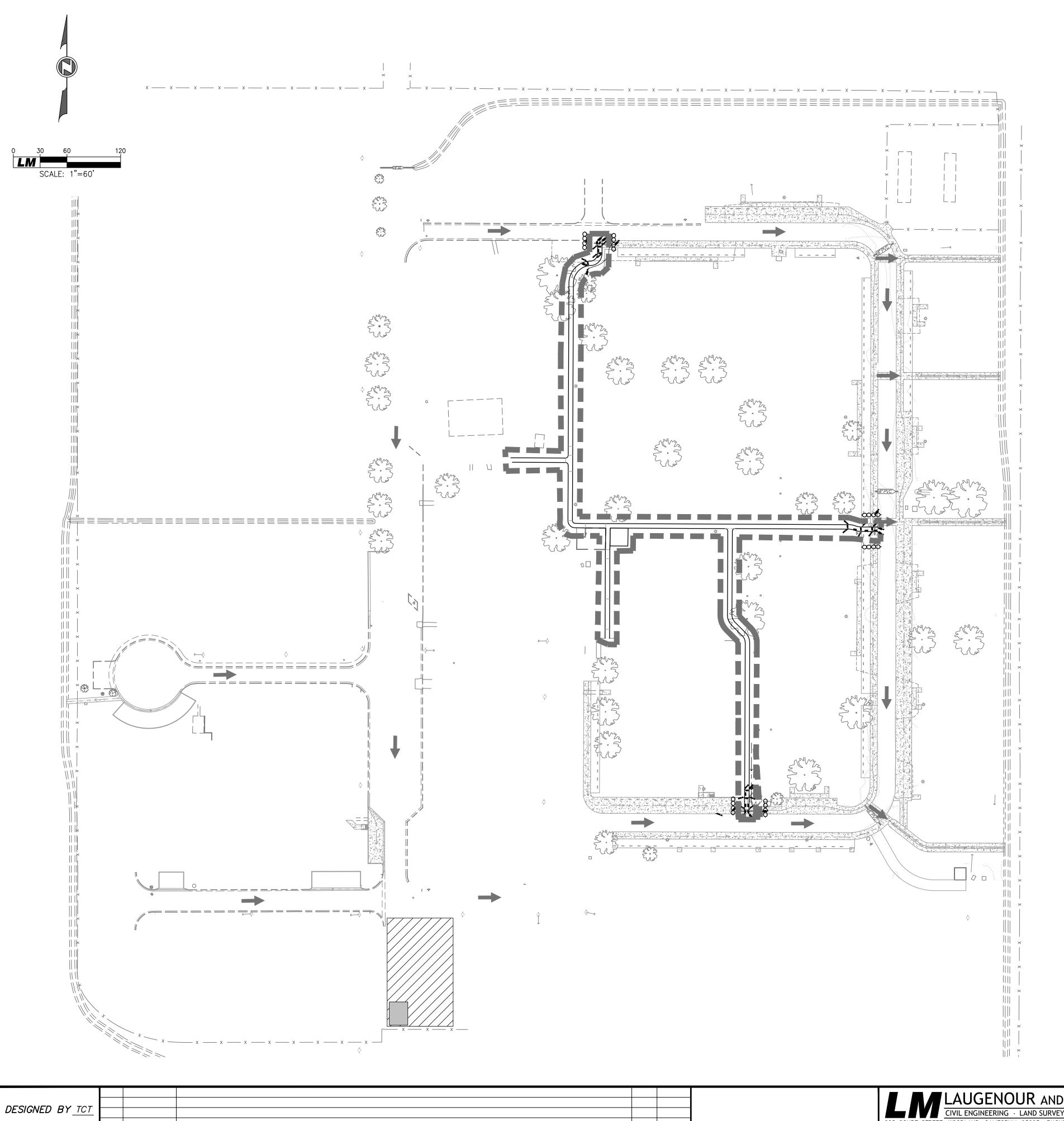
SCALE 1"=20' SOLANO COUNTY, CA

JOB NO.

844-12

CW302

SHEET 8 OF 9 11/21/24



#### EROSION CONTROL NOTES:

- 1. ALL WORK SHALL CONFORM TO THE CURRENT COUNTY OF SOLANO STANDARD SPECIFICATIONS AND CASQA BMP STANDARDS.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. 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.
- STORMS TO ENSURE MEASURES ARE FUNCTIONING PROPERLY.

6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL

- 7. 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.
- 8. IN AREAS WHERE SOIL IS EXPOSED, PROMPT REPLANTING WITH NATIVE COMPATIBLE, DROUGHT-RESISTANT VEGETATION SHALL BE PERFORMED. NO AREAS WILL BE LEFT EXPOSED OVER
- 9. 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.
- 10. ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS SHALL BE SWEPT AT THE END OF EACH WORKING DAY OR AS NECESSARY.
- 11. 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 DRAINAGE INLETS IN THE VICINITY OF PROJECT SITE.
- 12. CONTRACTOR SHALL PLACE SILT FENCING OR FILTER ROLL ALONG THE PERIMETER OF PROJECT SITE.
- 13. GRADING SHALL NOT OCCUR WHEN WIND SPEEDS EXCEED 20 MPH OVER A ONE (1) HOUR PERIOD.
- 14. TEMPORARY PARKING IS LOCATED APPROXIMATELY 250 FEET FROM SITE ENTRANCE BY AN EXISTING PAVED ROAD. THE STAGING AREA WILL BE ACCESSED BY THE EXISTING PAVED ROAD. THEREFORE NEGLIGIBLE TRACKING ISN'T LIKELY TO OCCUR AND A CONSTRUCTION ENTRANCE IS NOT BEING RECOMMENDED FOR THIS PROJECT.
- 15. CONTRACTOR SHALL IMPLEMENT HOUSEKEEPING PRACTICES AS FOLLOWS:
- A. SOLID WASTE MANAGEMENT:
- 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: 0.60± ACRES

LEGEND:

LIMIT OF CLEARING AND GRADING

DRAINAGE FLOW

CONCRETE WASHOUT PIT MATERIAL PER CASQA WM-8 WITH POSTED SIGNS

FIBER ROLL PER CASQA SE-5

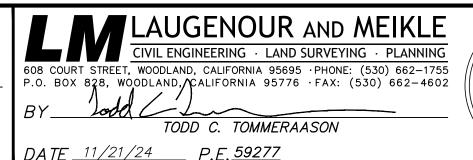


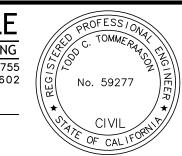
PLANNED STAGING, MATERIAL AND WASTE STORAGE AREA AND SOLID WASTE STORAGE AREA PER CASQA WM-1 TO

CASQA FACT SHEET	BMP NAME	REQUI
EC-1	SCHEDULING	<b>✓</b>
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	
	<u>'</u>	<b>, ,</b>
EC-16	NON-VEGETATIVE STABILIZATION	
WE-1	WIND EROSION CONTROL	<b>✓</b>
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	<b>√</b>
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	<b>-</b>
NS-7	POTABLE WATER/IRRIGATION	+ '
NS-8	VEHICLE AND EQUIPMENT CLEANING	
NS-9	VEHICLE AND EQUIPMENT FUELING	<b>→</b>
NS-10	VEHICLE & EQUIPMENT MAINTENANCE	<b>~</b>
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	~
	STOCKPILE MANAGEMENT	
WM-4	SPILL PREVENTION AND CONTROL	1
WM-5	SOLID WASTE MANAGEMENT	<b>Y</b>
		<b>~</b>
WM-6	HAZARDOUS WASTE MANAGEMENT	· ·
WM-7	CONTAMINATED SOIL MANAGEMENT	
WM-8	CONCRETE WASTE MANAGEMENT	<b>✓</b>
WM-9	SANITARY/SEPTIC WASTE MANAGEMENT	<b>✓</b>

SITE BMP's

DECIONED DV TOT						
DESIGNED BY TOT						
DRAWN BY MSW					_	
CHECKED BY TCT						
	REV.	DATE	DESCRIPTION	BY	APP'D.	





	CIVIL	ONSITE IMI	PROVEMENT PL	ANS	
FOR					
DIYON	MICDANT	CENTED	SIDEWALK	<b>IMPROVEMENTS</b>	,
	MIGNAINI	CENTER	SIDEWALK	IMPROVEMENTS	
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O RADIO	STATION ROA	ND, DIXON		SOLANO COUNTY,	CA
EDOCIONI O CEDIMENTATIONI CONTROL DI ANI					
EROSION & SEDIMENTATION CONTROL PLAN					

**SCALE** 1"=60

11/21/24

844-12

JOB NO.

SHEET 9 OF 9