

**GENERAL NOTES:**

- 1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS BEFORE START OF CONSTRUCTION. A PERMIT SHALL BE OBTAINED FROM CITY PUBLIC WORKS DEPARTMENT FOR WORK TO BE DONE IN THE CITY STREET RIGHT-OF-WAY. CONTRACTOR SHALL PROVIDE ALL INSURANCE, BONDING, AND SECURITY REQUIRED BY THE PERMIT.
2. ANY TRENCHING TO BE CONDUCTED WITHIN THIS PROJECT SHALL BE BACKFILLED AND COMPACTED PER THE SOILS REPORT.
3. THE CONTRACTOR SHALL REMOVE OR RELOCATE ALL OBSTRUCTIONS AS DIRECTED BY CITY ENGINEER.
4. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING THE SAFETY OF PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE DISTRICT, THE ENGINEER, AND THE ARCHITECT HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM NEGLIGENCE BY THE DISTRICT, ENGINEER, OR ARCHITECT.
5. IF A PROBLEM SHOULD ARISE DURING THE COURSE OF CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY PRIOR TO ANY FURTHER WORK.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE BAKERSFIELD CITY SCHOOL DISTRICT STANDARDS, CITY OF BAKERSFIELD STANDARDS, AND STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST EDITION, EXCEPT AS OTHERWISE SHOWN ON THESE PLANS OR CONTRACT DOCUMENTS.
7. ALL EXISTING IMPROVEMENTS (CURB, GUTTER, SIDEWALK, CROSS-GUTTER, FENCING, ETC.) THAT ARE REMOVED, DAMAGED, OR UNDERCUT SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER.
8. THE LOCATIONS OF EXISTING UTILITIES AND UNDERGROUND PIPELINES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND UNDERGROUND PIPELINES BEFORE COMMENCING WORK. CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE, PRESERVE AND PROTECT ANY AND ALL UNDERGROUND UTILITIES AND PIPELINES. THE CONTRACTOR SHALL CALL U.S.A. (UNDERGROUND SERVICE ALERT) 1-800-227-2600 TWO WORKING DAYS PRIOR TO ANY CONSTRUCTION OR EXCAVATION.
9. IF THE CONTRACTOR IS IN DOUBT AS TO THE MEANING OF ANY PART OF THE PLAN AND SPECIFICATIONS OR FINDS DISCREPANCIES OR OMISSIONS WITH THE DRAWINGS, HE SHALL SUBMIT A WRITTEN REQUEST FOR AN INTERPRETATION OR A CORRECTION THEREOF, PRIOR TO FILING HIS BID PRICE FOR THE PROJECT.
10. IN THE EVENT CONSTRUCTION STAKING BASED ON THE ENGINEER'S PLANS, DRAWINGS OR OTHER DOCUMENTS IS ACCOMPLISHED BY OTHER THAN THE ENGINEER, CLIENT AGREES TO HOLD ENGINEER HARMLESS AND RELEASE CONSULTANT FROM ALL LIABILITY ARISING FROM THE USE OF SAID PLANS, DRAWINGS OR OTHER DOCUMENTS.
11. ALL EXISTING PAVING AND SURFACING REMOVED, DAMAGED OR UNDERCUT WITHIN THE CITY RIGHT-OF-WAY SHALL BE REPLACED IN ACCORDANCE WITH THE CITY OF BAKERSFIELD DRAWING S-6, OR AS OTHERWISE NOTED HEREIN.
12. COMPACTION TESTING SHALL BE PROVIDED BY THE DISTRICT. RE-TESTS DUE TO FAILURES SHALL BE AT THE EXPENSE OF THE CONTRACTOR
13. LAV//PINNACLE ENGINEERING SHALL NOT BE RESPONSIBLE OR LIABLE FOR UNAUTHORIZED CHANGES TO, OR USES OF, THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE APPROVED IN WRITING BY LAV//PINNACLE ENGINEERING.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR Dewatering ALL TRENCHES. IF TRENCHES OR PIPING BECOME DAMAGED DUE TO WATER INFILTRATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR THE TRENCH AND PIPING TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTORS EXPENSE.
15. FLOODING OR WATER JETTING SHALL NOT BE USED FOR BACKFILL COMPACTION.
16. DRAWINGS SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. CONTRACTOR SHALL OBTAIN A COPY OF "CITY OF BAKERSFIELD SUBDIVISION STANDARDS" AND DRAWINGS FOR HIS USE. THESE STANDARD DRAWINGS SHALL BE CONSIDERED A PART OF THESE PLANS.
17. NORMAL CONSTRUCTION STAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**DEMOLITION NOTES:**

- 1. CONTRACTOR SHALL PERFORM ALL NECESSARY DEMOLITION WITHIN THE LIMITS OF WORK.
2. SEE SPECIFIC DEMOLITION NOTES ON PLANS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR DEMOLITION.
4. ALL NECESSARY DEMOLITION WITHIN THE LIMITS OF WORK SHALL BE PERFORMED BY THE CONTRACTOR. EXISTING IRRIGATION SHALL BE CUT AND CAPPED AT APPROPRIATE LOCATIONS UNTIL THE NEW SYSTEM IS OPERATIONAL. ALL EXISTING IRRIGATION APPURTENANCES WITHIN THE LIMITS OF WORK SHALL BE REMOVED AND PROPERLY DISPOSED.
5. ALL VOIDS OR DEPRESSIONS CREATED BY DEMOLITION SHALL BE BACKFILLED WITH ENGINEERED FILL AND COMPACTED TO 95% RELATIVE DENSITY PER ASTM D1557.
6. EXCEPT AS OTHERWISE NOTED OR SHOWN ON THE PLANS, ALL MATERIAL GENERATED BY THE DEMOLITION SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LAWS AND ORDINANCES.
7. THE AREA OF WORK AND CONSTRUCTION TRAFFIC LANES SHALL BE CORDONED OFF FOR THE DURATION OF THE CONTRACT. THE CONTRACTOR SHALL CONTINUALLY PROVIDE FOR SAFE PASSAGE OF PEDESTRIANS AROUND THE WORK ZONE.

**SOIL STERILANT:**

- 1. SOIL STERILANT SHALL BE APPLIED TO NATIVE SOILS OR BASE MATERIAL IN AREAS TO RECEIVE PORTLAND CEMENT CONCRETE, ASPHALT CONCRETE, OR BENEATH PROPOSED STRUCTURES.
2. SOIL STERILANT SHALL BE STANDARD, QUICK-ACTING, SHORT-LIVED, AND NON-SELECTIVE WEED AND GRASS KILLER. APPLICATION OF THE STERILANT SHALL POSE NO LONG TERM OR SHORT TERM HEALTH THREATS TO THE INSTALLER OR THE GENERAL PUBLIC. SOIL STERILANT SHALL BE OUSTXP, AS MANUFACTURED BY DUPONT, OR APPROVED EQUAL. SOIL STERILANT SHALL BE APPLIED AT A RATE AND MANNER IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, EXCEPT AS OTHERWISE MODIFIED HEREIN.
3. SOIL STERILANT SHALL BE APPLIED TO THE GRADED AND COMPACTED BASE MATERIAL IMMEDIATELY BEFORE PAVING.
4. SOIL STERILANT SHALL BE APPLIED TO THE GRADED AND COMPACTED NATIVE SOIL OR BASE MATERIAL UNDER PORTLAND CEMENT CONCRETE, AFTER GRADE IS ACCEPTED, FORMWORK, OR STRINGLINE HAS BEEN INSTALLED, AND "POURING" IS PLANNED WITHIN 24-HOURS. GRADE SHALL NOT BE DISTURBED ONCE STERILANT HAS BEEN APPLIED.
5. SOIL STERILANT SHALL NOT BE APPLIED EARLIER THAN ONE DAY PRIOR TO PLACEMENT OF EITHER AGGREGATE BASE OR POURING PC CONCRETE. WATER SHALL NOT BE APPLIED TO AREA AFTER APPLICATION OF STERILANT.
6. SOIL STERILANT SHALL NOT BE APPLIED WHEN PRECIPITATION IS EMINENT. SOIL STERILANT SHALL BE APPLIED IN ACCORDANCE WITH ALL MANUFACTURER'S DRIFT MANAGEMENT RECOMMENDATIONS.

**GRADING NOTES:**

- 1. ALL GRADING AND SITE PREPARATION SHALL CONFORM TO THIS PLAN AND SHALL CONFORM WITH APPENDIX CHAPTER 33 OF CALIFORNIA BUILDING CODE (CURRENT EDITION) AND STANDARDS PERTAINING THERETO.
2. ALL WORK SHALL CONFORM TO AND COMPLY WITH THE REQUIREMENTS OF THE GEOTECHNICAL REPORT. IN THE EVENT OF A CONFLICT BETWEEN THESE PLANS AND THE SOILS REPORT, THE MORE RESTRICTIVE SPECIFICATION SHALL APPLY.
3. ALL DESIGN ELEVATIONS SHOWN ARE TO FINISH GRADE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR GRADING THE PAD AND PAVING AREAS TO WITHIN 0.1 FOOT OF SUBGRADE. IF SUCH AREAS SHOULD BE FOUND TO BE MORE THAN 0.1 FOOT FROM THE DESIGN SUBGRADE ELEVATION AFTER COMPLETION OF GRADING, THE CONTRACTOR SHALL RETURN AND CORRECT THE GRADING AT NO COST TO THE OWNER.
5. COMPACTION TESTING SHALL BE PROVIDED BY THE DISTRICT. RE-TESTS DUE TO FAILURES SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
6. IF A PROBLEM OR CONFLICT SHOULD ARISE DURING THE COURSE OF THIS PROJECT, IT IS THE RESPONSIBILITY OF THE OWNER OR THE GRADING CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY PRIOR TO ANY FURTHER WORK.
7. ALL GRADING WORK SHALL BE SUPERVISED AS "ENGINEERED GRADING" IN ACCORDANCE WITH APPENDIX CHAPTER 33 OF CALIFORNIA BUILDING CODE. THE DESIGN ENGINEER SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING AND CONSTRUCTION TO ENSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND CODE WITHIN HIS PURVIEW.
8. DUST CONTROL: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PREVENT A DUST NUISANCE FROM ORIGINATING FROM THE SITE OF WORK AS A RESULT OF HIS OPERATIONS DURING THE EFFECTIVE PERIOD OF THIS CONTRACT. PREVENTATIVE MEASURES TO BE TAKEN BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING:

  - A. WATER SHALL BE APPLIED TO ALL UNPAVED AREAS AS REQUIRED TO PREVENT THE SURFACES FROM BECOMING DRY ENOUGH TO PERMIT DUST FORMATION.
  - B. PAVED SURFACES OVER WHICH VEHICULAR TRAFFIC IS PERMITTED TO TRAVEL SHALL BE KEPT FREE OF DIRT.

9. THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLAN AND APPLICABLE CODE REQUIREMENTS.
10. EXISTING UNDERGROUND LINES HAVE BEEN SHOWN ON THIS PLAN ACCORDING TO AVAILABLE RECORDS. THE ENGINEER IS NOT RESPONSIBLE FOR POSSIBLE ERRORS OR OMISSIONS AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
11. DURING GRADING, REASONABLE SEARCHING SHOULD BE PERFORMED FOR CONCEALED SUBSURFACE OBSTRUCTIONS. ALL ABANDONED SUBSURFACE OBSTRUCTIONS SHOULD BE REMOVED. IF THE TERMINUS OF ANY ABANDONED PIPING IS OUTSIDE THE PROJECT LIMITS, THE PIPING SHOULD BE REMOVED WITHIN THE PROJECT AND PROPERLY CAPPED AT THE PROJECT BOUNDARY.
12. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.
13. CONSTRUCTION STAKING AND LAYOUT FOR ALL COMPONENTS OF WORK SHALL BE PROVIDED ONE-TIME BY THE DISTRICT. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT STAKES. RE-STAKING SHALL BE AT THE CONTRACTOR'S EXPENSE.
14. ALL ONSITE OR OFFSITE OBSTRUCTIONS SHALL BE REMOVED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
15. ANY EXISTING IMPROVEMENT OR UTILITY REMOVED, DAMAGED OR UNDERCUT BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AND APPROVED BY THE DISTRICT AT THE CONTRACTOR'S EXPENSE.
16. ALL CUT AND FILL SLOPES SHALL NOT BE STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL.
17. SITE PREPARATION AND GRADING SHALL BE DONE UNDER THE SUPERVISION OF THE GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER AND DESIGN ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO PLACING OF ANY FILL MATERIAL.
18. THE SITE SHALL BE CLEARED AND GRUBBED OF ALL VEGETATION, INCLUDING ROOTS, LOOSE FILL, TRASH AND OTHER DELETERIOUS MATERIALS. ANY HOLE OR VOIDS LEFT AFTER THE REMOVAL OF TREES, ROOTS, SEPTIC TANKS, ABANDONED FOUNDATIONS, PIPELINES OR THE LIKE, SHALL BE FILLED AS REQUIRED BY THE GEOTECHNICAL ENGINEER.
19. FILL MATERIAL SHALL BE SUBJECT TO THE SOILS ENGINEER'S APPROVAL.
20. ALL FILL SLOPES SHALL NOT TOE OUT WITHIN 12 FEET HORIZONTALLY FROM THE TOP OF EXISTING OR PLANNED CUT SLOPES.
21. THE CUT AND FILL QUANTITIES ARE CALCULATED USING A COMPACTION FACTOR OF \_\_\_\_\_. THE ENGINEER MAKES NO WARRANTY EITHER DIRECT OR IMPLIED THAT THIS WILL BE THE ACTUAL COMPACTION FACTOR. IF A DEFICIENCY OR AN EXCESS OF SOIL ARISES, THE GRADING CONTRACTOR SHALL IMMEDIATELY CONTACT THE ENGINEER, WHO SHALL DETERMINE IF ADJUSTMENTS CAN BE MADE TO IMPROVE THE BALANCE BETWEEN CUT AND FILL.
22. THE CUT AND FILL QUANTITIES SHOWN ON THIS PLAN ARE FOR PERMIT PURPOSES ONLY. THE CONTRACTOR SHALL, AFTER EXAMINING THE PLAN, SOILS REPORT AND THE SITE TERRAIN, PREPARE HIS BID PRICE FOR THE PROJECT, BASED ON HIS OWN EARTHWORK CALCULATIONS.
23. EXPORT MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF AT AN APPROVED SITE.
24. SEE ARCHITECT'S DETAIL SHEET FOR DETAILS NOT SHOWN ON THESE PLANS. ALSO SEE ARCHITECT'S SITE PLAN FOR DIMENSIONS NOT SHOWN ON THIS PLAN.
25. IF THE CONTRACTOR IS IN DOUBT AS TO THE MEANING OF ANY PART OF THE PLAN AND SPECIFICATIONS OR FINDS DISCREPANCIES IN OR OMISSIONS FROM THE DRAWINGS, HE SHALL SUBMIT A WRITTEN REQUEST FOR AN INTERPRETATION OR A CORRECTION THEREOF, PRIOR TO FILING HIS BID PRICE FOR THE PROJECT.
26. THE CONTRACTOR SHALL COORDINATE WITH THE DISTRICT AND THE ENGINEER FOR LOCATION OF THE BORROW AREAS (IF REQUIRED) PRIOR TO BEGINNING CONSTRUCTION.
27. ANY TRENCHING TO BE DONE WITHIN THE PROJECT SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SOILS REPORT.
28. SURFACE DRAINAGE SHALL BE 1% MINIMUM, EXCEPT AS WAVED BY THE BUILDING OFFICIAL.
29. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO (A) FAMILIARIZE THEMSELVES WITH THE FOREGOING RECOMMENDATIONS, (B) NOTIFY THE ENGINEER WHEN SITE PREPARATION BEGINS AND BEFORE THE PLACEMENT OF FILLS, AND (C) INFORM THE ENGINEER IF ITEMS WHICH MIGHT EFFECT FOUNDATION STABILITY ARE ENCOUNTERED DURING EARTHWORK OPERATIONS SO THAT THEY MAY BE TREATED UNDER HIS DIRECTION (THESE MIGHT INCLUDE BURIED TRASH OR VEGETATION, PIPELINES, ABANDONED WELLS, OLD FILLS, ETC.)
33. FLOODING, JETTING, OR SIMILAR CONSOLIDATION METHODS OF COMPACTION SHALL NOT BE PERMITTED.
34. ANY ABANDONED WELLS ON THE PROPERTY DISCOVERED DURING GRADING SHALL BE ADEQUATELY CAPPED IN ACCORDANCE WITH ALL APPLICABLE CITY, COUNTY AND STATE ORDINANCES.

**GRADING NOTES (CONTINUED):**

- 35. A BERM OR DRAINAGE SWALE SHALL BE CONSTRUCTED ALONG THE TOP OF ALL CUT AND FILL SLOPES TO PREVENT RUNOFF FROM GOING OVER THE SLOPE. THE FACE OF ALL CUT AND FILL SLOPES SHALL BE PLANTED WITH A GROUND COVER INDIGENOUS TO THE AREA.
36. EXCEPT AS OTHERWISE SPECIFIED BY THE SOILS REPORT OR STRUCTURAL SECTION HEREIN, GROUND SURFACES TO RECEIVE CONCRETE AND BITUMINOUS PAVEMENTS SHOULD BE SCARIFIED AND COMPACTED TO A MINIMUM DEPTH OF TWELVE INCHES (12") BELOW THE EXISTING GROUND SURFACE IN AREAS TO BE FILLED. COMPACTION IN PROPOSED PAVEMENT AREAS SHOULD BE TO A MINIMUM OF NINETY-FIVE PERCENT (95%) OF THE MAXIMUM DENSITY AS OBTAINED BY ASTM TEST METHOD D1557-78, METHOD A, AND SHOULD EXTEND TO A MINIMUM DISTANCE OF TWO FEET (2') BEYOND THE OUTSIDE EDGES OF PAVEMENTS.
37. ALL AREAS ON THE SITE ON WHICH STRUCTURES ARE TO BE PLACED MUST BE COMPACTED TO NINETY PERCENT (90%) DENSITY FOR A MINIMUM DISTANCE OF FIVE FEET (5') BEYOND THE OUTSIDE EDGES OF THE FOUNDATIONS OF THE STRUCTURES. THE DEPTH OF OVEREXCAVATION AND COMPACTION IN PAD AREAS SHALL BE IN ACCORDANCE WITH THE SOILS REPORT. RE-COMPACTION OF OVER-EXCAVATED MATERIAL SHALL BE TO AT LEAST NINETY PERCENT (90%) OF MAXIMUM DRY DENSITY.
38. ALL FILL AREAS TO BE CLEARED OF ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FOR A STRUCTURAL FILL AND THE AREA SCARIFIED TO A DEPTH OF 6".
39. FILL AREAS SLOPING STEEPER THAN 5:1 SHALL BE KEYED AND BENCHED TO SUPPORT FILL.
40. FILL MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6" IN COMPACTED THICKNESS AND COMPACTED AT OPTIMUM MOISTURE CONTENT BY APPROVED METHOD.
41. EXCEPT AS OTHERWISE REQUIRED BY THE PLANS AND SPECIFICATIONS, ALL FILL TO BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY AS DETERMINED BY C.B.C. APPENDIX CHAPTER 33 AND SO CERTIFIED BY TESTS AND REPORTS FROM SOILS ENGINEER.
42. UNAUTHORIZED CHANGES AND USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ANY AND ALL CHANGES TO THESE PLANS MUST BE APPROVED BY PINNACLE CIVIL ENGINEERING, INC.
43. PURSUANT TO SECTION 3317.8 OF THE CALIFORNIA BUILDING CODE, IF THE CIVIL ENGINEER, THE SOILS ENGINEER, OR THE ENGINEERING GEOLOGIST OF RECORD IS CHANGED DURING GRADING, THE WORK SHALL BE STOPPED UNTIL THE REPLACEMENT HAS AGREED IN WRITING TO ACCEPT THEIR RESPONSIBILITY WITHIN THEIR AREA OF TECHNICAL COMPETENCE FOR APPROVAL UPON COMPLETION OF THE WORK. IT SHALL BE THE DUTY OF THE PERMITTEE TO NOTIFY THE BUILDING OFFICIAL IN WRITING OF SUCH CHANGE PRIOR TO THE RECOMMENCEMENT OF SUCH GRADING.
44. IF THE PROJECT IS SUBJECT TO THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES), A "NOTICE OF INTENT" (NOI) TO COMPLY WITH THE TERMS OF THE GENERAL PERMIT TO DISCHARGE STORM WATER ASSOCIATED WITH CONSTRUCTION ACTIVITY (WO ORDER NO. 2009-200--DWO) MUST BE FILED WITH STATE WATER RESOURCES CONTROL BOARD IN SACRAMENTO BEFORE THE BEGINNING OF ANY CONSTRUCTION ACTIVITY. COMPLIANCE WITH THE GENERAL PERMIT REQUIRES THAT A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) BE PREPARED, CONTINUOUSLY CARRIED OUT, AND ALWAYS BE AVAILABLE FOR PUBLIC INSPECTION DURING NORMAL CONSTRUCTION HOURS.

**ASPHALT CONCRETE PAVING NOTES:**

- 1. ASPHALT CONCRETE: ASPHALT CONCRETE SHALL BE TYPE "A" (MODIFIED) FOR ALL ARTERIAL AND COLLECTOR STREETS AND TYPE "B" (MODIFIED) FOR LOCAL STREETS AND SHALL CONFORM TO THE PROVISIONS IN SECTION 39, "ASPHALT CONCRETE," OF THE STANDARD SPECIFICATIONS AND THESE PROVISIONS.
2. PRIOR TO THE ADDITION OF ASPHALT BINDER, THE COMBINED MINERAL AGGREGATE FOR TYPE "A" (MODIFIED) OR TYPE "B" (MODIFIED) ASPHALT CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 39-2.02, "AGGREGATE," OF THE STANDARD SPECIFICATIONS FOR 3/4" MAXIMUM, MEDIUM GRADING.
3. ASPHALT BINDER FOR TYPE "A" (MODIFIED) ASPHALT CONCRETE SHALL BE PG64-10 PERFORMANCE GRADED ASPHALT, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. ASPHALT BINDER FOR TYPE "B" (MODIFIED) ASPHALT CONCRETE SHALL BE PG64-10 PERFORMANCE GRADED ASPHALT, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. THE ASPHALT BINDER SHALL CONFORM TO THE REQUIREMENTS IN THE TABLE FOR "STEAM-REFINED PAVING ASPHALTS," IN SECTION 92-1.02, "GRADES," OF THE STANDARD SPECIFICATIONS.
4. THE AMOUNT OF THE ASPHALT BINDER TO BE MIXED WITH THE MINERAL AGGREGATE SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH CALIFORNIA TEST METHOD 367 USING SAMPLES OF MATERIALS PROPOSED FOR USE IN THE WORK. THE AMOUNT OF ASPHALT BINDER SHALL BE APPROVED BY THE CITY ENGINEER.
5. AT LEAST 14 DAYS PRIOR TO THE START OF WORK, THE CONTRACTOR SHALL SUBMIT THE FOLLOWING FOR THE CITY ENGINEER'S REVIEW AND APPROVAL:

  - A. A LIST OF AGGREGATE AND ASPHALT SOURCES.
  - B. DOCUMENTATION VERIFYING THAT THE AGGREGATES TO BE INCORPORATED IN THE WORK CONFORM TO THE REQUIREMENTS IN SECTION 39-2.02, "AGGREGATE," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. MATERIAL SIEVE ANALYSIS AND SAND EQUIVALENT TEST RESULTS SHOULD NOT BE OLDER THAN SIX (6) MONTHS. ALL OTHER TEST RESULTS SHOULD NOT BE OLDER THAN ONE (1) YEAR.
  - C. AN ASPHALT CONCRETE MIX DESIGN DETERMINED IN ACCORDANCE WITH CALIFORNIA TEST 367. LABORATORY TEST RESULTS ON WHICH THE DESIGN IS BASED SHALL BE SUBMITTED WITH THE MIX DESIGN ALONG WITH THE THEORETICAL MAXIMUM DENSITY OF THE DESIGN MIXTURE AS DETERMINED BY ASTM D-20471. THE ASPHALT CONCRETE MIX SHALL MEET THE REQUIREMENTS OF SECTION 39-2.02, "AGGREGATE," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. IF THE DATA SUBMITTED SHOWS THAT THE MIXTURE IS SUBSTANTIALLY THE SAME AS WHEN THE DESIGN WAS PREPARED, THE DESIGN MAY BE UP TO THREE (3) YEARS OLD. THE CONTRACTOR SHALL BEAR ALL THE COSTS ASSOCIATED WITH THE ASPHALT CONCRETE MIX DESIGN.

6. WHERE NEW ASPHALT CONCRETE PAVEMENT IS TO CONFORM TO EXISTING PAVED SURFACES, THE EXISTING PAVEMENT IS TO BE SAW CUT IN A NEAT STRAIGHT LINE, EITHER PARALLEL OR PERPENDICULAR TO THE CENTERLINE OF THE STREET, AND AT A MINIMUM DISTANCE OF ONE (1) FOOT FROM THE EXISTING EDGE OF PAVEMENT.
7. A PRIME COAT WILL NOT BE REQUIRED ON NON-PAVED AREAS TO BE SURFACED PRIOR TO THE PLACEMENT OF ASPHALT CONCRETE. HOWEVER, ALL OTHER REQUIREMENTS OF SECTION 39-4.01, "SUB-GRADE," OF THE STANDARD SPECIFICATIONS SHALL BE MET.
8. THE AREA TO WHICH PAINT BINDER HAS BEEN APPLIED SHALL BE CLOSED TO PUBLIC TRAFFIC. CARE SHALL BE TAKEN TO AVOID TRACKING BINDER MATERIAL ONTO THE EXISTING PAVEMENT SURFACE BEYOND THE LIMITS OF CONSTRUCTION.
9. PAVING SEAMS SHALL BE LOCATED TO MATCH DESIGNED TRAFFIC LANE STRIPE LOCATIONS UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.
10. INTERSECTIONS AND TAPERED SHOULDERS SHALL BE SURFACED AS DIRECTED BY THE CITY ENGINEER. ADDITIONAL ASPHALT CONCRETE SHALL BE PLACED AT ROAD CONNECTIONS AND PRIVATE DRIVES, WHERE SHOWN ON PLANS AND AS DIRECTED BY THE CITY ENGINEER AND SHALL BE HAND RAKED, IF NECESSARY, AND COMPACTED TO FORM SMOOTH, TAPERED CONNECTIONS.
11. WHERE THE COMPACTED THICKNESS OF A LAYER OF ASPHALT CONCRETE IS 0.15 FOOT OR LESS, PAVING OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER THAT, AT THE END OF EACH WORK SHIFT, THE LENGTH OF PAVEMENT ALONG THE LONGITUDINAL DROP-OFF BETWEEN ADJACENT LANES IS NOT GREATER THAN THAT WHICH CAN BE SURFACED DURING THE FOLLOWING SHIFT OF NORMAL PAVING OPERATIONS. ADDITIONAL ASPHALT CONCRETE SHALL BE PLACED ALONG THE TRANSVERSE DROP-OFFS ON EACH LANE. SUCH ADDITIONAL ASPHALT CONCRETE SHALL BE HAND RAKED AND COMPACTED TO FORM TEMPORARY CONFORMS BEFORE THE LANES ARE OPENED TO PUBLIC TRAFFIC. KRAFT PAPER, OR OTHER APPROVED BOND BREAKER, MAY BE PLACED UNDER THE CONFORMS TO FACILITATE THE REMOVAL OF THE CONFORMS WHEN PAVING OPERATIONS RESUME.

**ASPHALT CONCRETE PAVING NOTES CONT.:**

- 12. WHERE THE COMPACTED THICKNESS OF A LAYER OF ASPHALT CONCRETE IS MORE THAN 0.15 FOOT, PAVING OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER THAT THE LAYER OF ASPHALT CONCRETE IS PLACED ON ALL CONTIGUOUS LANES OF THE TRAVELED WAY BEFORE THE LANES ARE OPENED TO PUBLIC TRAFFIC. AT THE END OF EACH WORK SHIFT, THE DISTANCE BETWEEN THE ENDS OF A LAYER OF ASPHALT CONCRETE ON ADJACENT LANES SHALL NOT BE GREATER THAN 10 FEET. ADDITIONAL ASPHALT CONCRETE SHALL BE PLACED ALONG THE TRANSVERSE DROP-OFFS ON EACH LANE. SUCH ADDITIONAL ASPHALT CONCRETE SHALL BE HAND RAKED AND COMPACTED TO FORM TEMPORARY CONFORMS BEFORE THE LANES ARE OPENED TO PUBLIC TRAFFIC. KRAFT PAPER, OR OTHER APPROVED BOND BREAKER, MAY BE PLACED UNDER THE CONFORMS TO FACILITATE THE REMOVAL OF THE CONFORMS WHEN PAVING OPERATIONS RESUME.
13. ASPHALT CONCRETE SHALL BE COMPACTED TO A MINIMUM 92 PERCENT OF THE MAXIMUM THEORETICAL DENSITY AS DETERMINED BY ASTM D-2041. IN-PLACE DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH CALIFORNIA TEST 375.
14. IF THE IN-PLACE DENSITY OF ANY LOT OF ASPHALT CONCRETE IS LESS THAN 92 PERCENT OR GREATER THAN 94 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, THE CONTRACTOR WILL BE ADVISED THAT THE REQUIRED RELATIVE COMPACTION IS NOT BEING ATTAINED AND THAT THE MATERIALS OR PROCEDURES, OR BOTH, IF NEEDED, ARE TO BE ADJUSTED. ASPHALT CONCRETE SPREADING OPERATIONS SHALL NOT CONTINUE UNTIL THE CONTRACTOR HAS NOTIFIED THE CITY ENGINEER OF THE ADJUSTMENT THAT WILL BE MADE IN ORDER TO MEET THE REQUIRED COMPACTION. IF ANY SUCCESSIVE TEST AFTER NOTICE IS GIVEN DOES NOT MEET THE SPECIFIC RANGE, THE ASPHALT CONCRETE REPRESENTED BY THAT LOT SHALL BE REMOVED AND REPLACED WITH MATERIALS THAT MEET THE IN-PLACE DENSITY REQUIREMENTS.
15. IF THE TEST RESULTS FOR ANY LOT OF ASPHALT CONCRETE INDICATE THAT THE RELATIVE COMPACTION IS EITHER LESS THAN 90 PERCENT OR MORE THAN 98 PERCENT THE ASPHALT CONCRETE REPRESENTED BY THAT LOT SHALL BE REMOVED AND REPLACED WITH MATERIAL THAT DOES MEET THE IN-PLACE DENSITY REQUIREMENT. THE CORRECTIVE WORK SHALL BEAT THE CONTRACTOR'S EXPENSE.
16. THE FIELD DENSITY OF COMPACTED ASPHALT CONCRETE SHALL BE DETERMINED BY:

  - A. A PROPERLY CALIBRATED NUCLEAR ASPHALT TESTING DEVICE IN THE FIELD, OR
  - B. ASTM D188 WHEN SLABS OR CORES ARE TAKEN FOR LABORATORY TESTING. ZINC STEARATE MAY BE SUBSTITUTED WITH PARAFFIN.
  - C. IN CASE OF DISPUTE, METHOD "B" SHALL BE USED.

17. IF THE FINISHED SURFACE OF THE ASPHALT CONCRETE DOES NOT MEET THE SPECIFIED SURFACE TOLERANCES, IT SHALL BE BROUGHT WITHIN TOLERANCE BY EITHER:

  - A. ABRASIVE GRINDING WITH EQUIPMENT UTILIZED DIAMOND BLADES,
  - B. REMOVAL AND REPLACEMENT, OR
  - C. PLACEMENT OF AN ASPHALT CONCRETE OVERLAY.

18. IF ABRASIVE GRINDING IS USED TO BRING THE FINISHED SURFACE TO SPECIFIED TOLERANCES, ADDITIONAL GRINDING SHALL BE PERFORMED, AS NECESSARY, TO ENLARGE THE GRINDING AREA SO THAT THE LONGITUDINAL LIMITS OF GRINDING ARE AT A CONSTANT OFFSET FROM, AND PARALLEL TO, THE NEAREST LANE LINE OR PAVEMENT EDGE AND THE TRANSVERSE LIMITS OF GRINDING ARE NORMAL TO THE PAVEMENT CENTERLINE. ALL GROUND AREAS SHALL CONFORM TO THE REQUIREMENTS IN THE FIRST PARAGRAPH AND THE LAST FOUR PARAGRAPHS OF SECTION 42-2.02, "CONSTRUCTION", OF THE STANDARD SPECIFICATIONS. A FOG SEAL COAT SHALL BE APPLIED TO ALL FINISHED ASPHALT SURFACES AT THE CONTRACTOR'S EXPENSE. THE FOG SEAL COAT SHALL BE EITHER REJUVENATING AGENT OR ASPHALT EMULSION AS DIRECTED BY THE CITY ENGINEER.
19. ARTERIAL AND COLLECTOR STREET BASE MATERIAL SHALL BE CRUSHED AGGREGATE BASE (CAB) CONFORMING TO SECTION 200-2.2 OF THE "GREENBOOK". BASE MATERIAL FOR LOCAL STREETS SHALL BE CAB OR FINE GRADATION CRUSHED MISCELLANEOUS BASE (CMB) CONFORMING TO SECTION 200-2.4 OF THE "GREENBOOK" WHICH ALLOWS UP TO 50% OF THE VOLUME TO BE RECLAIMED ASPHALT CONCRETE, PORTLAND CEMENT CONCRETE, LEAN CONCRETE BASE, CEMENT TREATED BASE, OR A COMBINATION OF THESE MATERIALS. OTHER RECYCLED BASES SHALL NOT BE ALLOWED. AGGREGATE BASE SHALL BE COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY.
20. PAVING CONTRACTOR SHALL GRADE THE PAVING AREAS TO THE FOLLOWING MODIFIED CALTRANS STANDARD SPECIFICATION SECTION 19-1.03 PER THE CITY OF BAKERSFIELD:

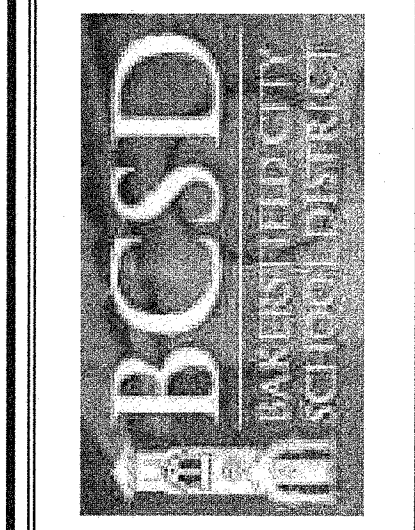
  - A. IMMEDIATELY PRIOR TO PLACING SUBSEQUENT LAYERS OF MATERIAL THEREON, THE GRADING PLANE SHALL CONFORM TO THE FOLLOWING;
    - A. WHEN ASPHALT CONCRETE OR ASPHALT CONCRETE BASE IS TO BE PLACED ON THE GRADING PLANE, THE GRADING PLANE AT ANY POINT SHALL NOT VARY MORE THAN 0.04 FOOT ABOVE OR BELOW THE GRADE ESTABLISHED BY THE ENGINEER.
    - B. WHEN THE SUBBASE OR BASE MATERIAL (OTHER THAN ASPHALT CONCRETE IS TO BE PLACED ON THE GRADING PLANE, THE GRADING PLANE AT ANY POINT SHALL NOT VARY MORE THAN 0.04 FOOT ABOVE OR BELOW THE GRADE ESTABLISHED BY THE ENGINEER.



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Phone: (661) 869-0184 Fax: (661) 377-0076

6-14-17  
DATE  
RCE 43130 EXP. 3/31/18  
REVISIONS  
MATTHEW K. VOVILLA

**GENERAL NOTES & SPECIFICATIONS  
GRADING & SITE IMPROVEMENT PLAN  
FOR NEW PARKING LOT  
FREMONT ELEMENTARY SCHOOL  
607 TEXAS STREET**



**IDENTIFICATION STAMP**  
DIV. OF THE STATE ARCHITECT

03 118270  
AC / FL / SS / CL  
Date NOV - 8 2017

JOB No.: 17-776  
DWG NO.: GRADING  
DATE: 08/14/2017  
DRAWN BY: ADA  
CHECKED BY: MKV  
SHEET 2  
OF 6 SHEETS