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 DESIGN ELEVATIONS SHOWN ARE TO FINISH GRADE.
3. 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.
4. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS BEFORE START OF CONSTRUCTION. A PERMIT SHALL BE OBTAINED FROM THE CITY OF BAKERSFIELD FOR ANY WORK TO BE PERFORMED IN THE CITY RIGHT-OF-WAY.
5. UPON COMPLETION OF GRADING AND BEFORE THE START OF CONSTRUCTION, A FINAL SOILS REPORT COVERING THE SITE PREPARATION AND GRADING SHALL BE SUBMITTED TO THE ENGINEER AND BUILDING DEPARTMENT BY THE SOILS ENGINEER.
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 INSURE 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 CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO BEGINNING OF ANY WORK. CALL U.S.A. UNDERGROUND ALERT (800) 227-2600 PRIOR TO ANY CONSTRUCTION OR EXCAVATION.
10. 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.
11. 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.
12. 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.
13. 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.
14. THE STAKING AND MARKING OF THE PROJECT SHALL BE DONE ONLY ONCE BY THE OWNER AND ALL RESTAKING OR REMARKING SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
15. ALL ONSITE OR OFFSITE OBSTRUCTIONS SHALL BE REMOVED BY CONTRACTOR AT CONTRACTOR'S EXPENSE.
16. 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 COUNTY OF KERN AT THE CONTRACTOR'S EXPENSE.
17. ALL CUT AND FILL SLOPES SHALL NOT BE STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL.
18. SITE PREPARATION AND GRADING SHALL BE DONE UNDER THE SUPERVISION OF THE GEOTECHNICAL ENGINEER. THE GEOTECHNICAL ENGINEER, DESIGN ENGINEER, AND BUILDING OFFICIAL SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO PLACING OF ANY FILL MATERIAL.
19. 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.
20. FILL MATERIAL SHALL BE SUBJECT TO THE SOILS ENGINEER'S APPROVAL.
21. ALL FILL SLOPES SHALL NOT TOE OUT WITHIN 12 FEET HORIZONTALLY OF THE TOP OF EXISTING OR PLANNED CUT SLOPES.
22. THE CUT AND FILL QUANTITIES ARE CALCULATED USING A COMPACTION FACTOR OF 1.30. THE ENGINEER MAKES NO WARRANTEE 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.
23. 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.
24. EXPORT MATERIAL SHALL BE DISPOSED OF AT AN APPROVED SITE COORDINATED WITH THE INSPECTOR AT THE TIME OF GRADING.
25. SEE ARCHITECT'S DETAIL SHEET FOR DETAILS NOT SHOWN ON THIS SHEET. ALSO SEE ARCHITECT'S SITE PLAN FOR DIMENSIONS NOT SHOWN ON THIS PLAN.
26. 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.
27. THE CONTRACTOR SHALL COORDINATE WITH THE SUBDIVIDER AND THE ENGINEER THE LOCATION OF THE BORROW AREAS (IF REQUIRED) PRIOR TO BEGINNING CONSTRUCTION.
28. IN THE EVENT CONSTRUCTION STAKING BASED ON CONSULTANT'S PLANS, DRAWINGS OR OTHER DOCUMENTS IS ACCOMPLISHED BY OTHER THAN THE CONSULTANT, CLIENT AGREES TO HOLD CONSULTANT HARMLESS AND RELEASE CONSULTANT FROM ALL LIABILITY ARISING FROM THE USE OF SAID PLANS, DRAWINGS OR OTHER DOCUMENTS.
29. ANY TRENCHING TO BE DONE WITHIN THE PROJECT SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE CITY STANDARD DETAIL ST-22.
30. SURFACE DRAINAGE SHALL BE 1% MINIMUM, EXCEPT AS WAVED BY THE BUILDING OFFICIAL.
31. IT IS THE RESPONSIBILITY OF THE DEVELOPER AND HIS GRADING 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.)
32. FLOODING, JETTING, OR SIMILAR CONSOLIDATION METHODS OF COMPACTION SHALL NOT BE PERMITTED.
33. ANY ABANDONED WELLS ON THE PROPERTY DISCOVERED DURING GRADING SHALL BE ADEQUATELY CAPPED IN ACCORDANCE WITH ALL APPLICABLE CITY, COUNTY AND STATE ORDINANCES.
34. 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.
35. UNLESS OTHERWISE SPECIFIED IN THE GEOTECHNICAL ENGINEERING INVESTIGATION, GROUND SURFACES TO RECEIVE CONCRETE DRIVEWAYS 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.
36. 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 ONE FOOT BELOW EXISTING GROUND ELEVATION. RE-COMPACTION OF OVER-EXCAVATED MATERIAL SHALL BE TO AT LEAST NINETY PERCENT (90%) OF MAXIMUM DRY DENSITY.
37. 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".
38. FILL AREAS SLOPING STEEPER THAN 5:1 SHALL BE KEYED AND BENCHED TO SUPPORT FILL.
39. FILL MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6" IN COMPACTED THICKNESS AND COMPACTED AT OPTIMUM MOISTURE CONTENT BY APPROVED METHOD.
40. ALL FILL TO BE COMPACTED TO A MINIMUM OF 90% MAXIMUM DENSITY AS DETERMINED BY C.B.C. APPENDIX CHAPTER 33 AND SO CERTIFIED BY TESTS AND REPORTS FROM SOILS ENGINEER.
41. 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.
42. 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.
43. 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 (WQ ORDER NO. 92-08-DWQ) 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.
44. AN OPEN STREET PERMIT SHALL BE OBTAINED FROM THE CITY OF BAKERSFIELD PUBLIC WORKS DEPARTMENT FOR ANY WORK PERFORMED WITHIN EXISTING ACCEPTED STREET RIGHT OF WAY. UNLESS SECURED BY A SUBDIVISION AGREEMENT, SECURITY BASED ON AN APPROVED ENGINEER'S ESTIMATE FOR THE WORK PERFORMED WITHIN RIGHT OF WAY AND INSURANCE AS REQUIRED SHALL BE PROVIDED PRIOR TO ISSUANCE OF A PERMIT.

DEMOLITION NOTES:

1. CONTRACTOR SHALL PERFORM ALL NECESSARY DEMOLITION WITHIN THE LIMITS OF WORK.
2. SEE ARCHITECT'S PLANS FOR DEMOLITION SPECIFICATIONS WITHIN AREAS OF NEW STRUCTURES AND HARDSCAPE.
3. 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 DISPOSED OF.
4. ALL TREES AND PLANTINGS WITHIN THE WORK LIMITS SHALL BE COMPLETELY REMOVED, INCLUDING ROOT BALLS.
5. ALL MATERIAL GENERATED FROM DEMOLITION AND GRADING, INCLUDING EXCESS SOIL, PLANTS, PIPING, CONCRETE, ASPHALT CONCRETE, TRASH OR DEBRIS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LAWS AND ORDINANCES.

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.
2. ANY TRENCHING TO BE CONDUCTED WITHIN THIS PROJECT SHALL BE BACKFILLED AND COMPACTED PER CITY STANDARD DETAIL ST-22.
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 SAFETY OF ALL PERSONS AND PROPERTY: THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS: 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.
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 CITY OF BAKERSFIELD STANDARDS AND STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST ADDITION.
7. PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION, THE CITY CONSTRUCTION INSPECTION DEPARTMENT SHALL BE GIVEN 24 HOURS NOTICE(661) 326-3049.
8. 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 CITY ENGINEER.
9. 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. HE 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.
10. 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.
11. IN THE EVENT CONSTRUCTION STAKING BASED ON CONSULTANT'S PLANS, DRAWINGS OR OTHER DOCUMENTS IS ACCOMPLISHED BY OTHER THAN THE CONSULTANT, CLIENT AGREES TO HOLD CONSULTANT HARMLESS AND RELEASE CONSULTANT FROM ALL LIABILITY ARISING FROM THE USE OF SAID PLANS, DRAWINGS OR OTHER DOCUMENTS.
12. ALL EXISTING PAVING AND SURFACING REMOVED, DAMAGED OR UNDERCUT SHALL BE REPLACED IN ACCORDANCE WITH THE CITY OF BAKERSFIELD DRAWING S-6.
13. COMPACTION TESTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER. THE NUMBER AND LOCATION OF REQUIRED TESTS SHALL BE DETERMINED BY THE CITY ENGINEER. THE COST OF RETESTING DUE TO FAILED COMPACTION TESTS WILL BE BACKCHARGED TO THE CONTRACTOR.
14. PINNACLE CIVIL ENGINEERING, INC. 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 PINNACLE CIVIL ENGINEERING, INC.
15. SEE WATER AND STREET IMPROVEMENT PLANS FOR OTHER IMPROVEMENTS THAT ARE PART OF THIS PROJECT.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEWATERING ALL TRENCHES. IF TRENCHES OR PIPING BECOME DAMAGED DUE TO WATER INFILTRATION, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR THE TRENCH AND PIPING TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTORS EXPENSE.
17. FLOODING OR WATERJETTING SHALL NOT BE USED FOR BACKFILL COMPACTION.
18. 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.
19. NORMAL CONSTRUCTION STAKING WILL BE SUPPLIED ONE TIME BY THE DEVELOPER. ALL RESTAKING WILL BE BACKCHARGED TO THE CONTRACTOR.
20. CONTRACTOR SHALL VERIFY LOCATIONS AND ELEVATIONS OF EXISTING SEWER LINES THAT THE NEW SYSTEM TIES INTO. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER SO THAT ANY NECESSARY ADJUSTMENTS CAN BE MADE TO THE PLANS.
21. PRIOR TO FINAL ACCEPTANCE, ALL SEWER LINES SHALL BE INSPECTED WITH VIDEO EQUIPTMENT DESIGNED FOR THIS PURPOSE. THE TELEVISION CAMERA SHALL HAVE THE CAPABILITY TO ROTATE 360°, IN ORDER TO VIEW AND RECORD THE TOP AND SIDES OF THE PIPE, AS REQUIRED. THE VIDEO INSPECTION SHALL BE WITNESSED BY THE CITY'S CONSTRUCTION INPECTOR, WHO WILL ALSO INITIAL AND DATE THE " CHAIN OF CUSTODY" FORM. THE SUBDIVIDER SHALL IMMEDIATELY NOTIFY THE CITY OF ANY PIPE LOCATIONS REVEALED TO BE NOT IN COMPLIANCE WITH THE SPECIFICATIONS. A RECORDED VIDEO CASSETTE, THE COMPLETED "CHAIN OF CUSTODY" FORM AND A WRITTEN LOG (WHICH INCLUDES THE STATIONING, BASED ON THE STATIONING OF THE APPROVED PLANS, OF ALL CONNECTED LATERALS) OF THE INSPECTION SHALL BE PROVIDED FOR VIEWING, AND SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO ACCEPTANCE. AFTER ACCEPTANCE, THE VIDEO CASSETTE SHALL BECOME THE PROPERTY OF THE CITY.
22. AN OPEN STREET PERMIT SHALL BE OBTAINED FROM THE CITY OF BAKERSFIELD PUBLIC WORKS DEPARTMENT FOR ANY WORK PERFORMED WITHIN EXISTING ACCEPTED STREET RIGHT-OF-WAY. UNLESS SECURED BY A SUBDIVISION AGREEMENT, SECURITY BASED ON AN APPROVED ENGINEER'S ESTIMATE FOR THE WORK PERFORMED WITHIN THE RIGHT-OF-WAY AND INSURANCE AS REQUIRED SHALL BE PROVIDED PRIOR TO ISSUANCE OF A BUILDING PERMIT.
23. CLASS I BEDDING AND EMBANKMENT IS REQUIRED FOR ALL PLASTIC SEWER PIPE WITHIN THE PIPE ZONE.
24. CONTRACTOR TO VERIFY POSITIVE SLOPE FROM MANHOLE PRIOR TO CONNECTING STUB. IF THE POSITIVE SLOPE DOES NOT EXIST, REPLACE STUB TO MANHOLE.

ASPHALT CONCRETE PAVING:

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 1/2" MAXIMUM, MEDIUM GRADING.
3. ASPHALT BINDER FOR TYPE A (MODIFIED) ASPHALT CONCRETE SHALL BE PG70-10 VISCOSITY GRADED ASPHALT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ASPHALT BINDER FOR TYPE B (MODIFIED) ASPHALT CONCRETE SHALL BE PG70-10 VISCOSITY GRADED ASPHALT, UNLESS OTHERWISE DIRECTED BY THE 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 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 ENGINEER.
5. AT LEAST 14 DAYS PRIOR TO THE START OF WORK, THE CONTRACTOR SHALL SUBMIT THE FOLLOWING FOR THE 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 THAT 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 DESITY OF THE DESIGN MIXTURE AS DETERMINED BY ASTM D-2041. 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 MATERIALS ARE SUBSTANTIALLY THE SAME AS WHEN THE DESIGN WAS PREPARED, THE DESIGN MAY BE UP TO THREE (3) YEARS OLD. THE DEVELOPER SHALL BEAR ALL COSTS ASSOCIATED WITH THE ASPHALT CONCRETE MIX DESIGN.
6. WHERE NEW ASPHALT CONCRETE PAVEMENT IS TO CONFORM TO EXISTING PAVED SURFACES, THE EXISTING PAVEMENT SHALL BE SAW CUT.
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 EXISTING PAVEMENT SURFACE BEYOND THE LIMITS OF CONSTRUCTION.
9. PAVING JOINTS SHALL MATCH STRIPE LOCATIONS UNLESS OTHERWISE PERMITTED BY THE ENGINEER.
   A. INTERSECTIONS AND TAPERED SHOULDERS SHALL BE SURFACED AS DIRECTED BY THE ENGINEER. ADDITIONAL ASPHALT CONCRETE SHALL BE PLACED AT ROAD CONNECTIONS AND PRIVATE DRIVES, WHERE SHOWN ON PLANS AND AS DIRECTED BY THE ENGINEER, AND HAND RAKED, IF NECESSARY, AND COMPACTED TO FORM SMOOTH, TAPERED CONNECTIONS.
10. 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.
11. 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 AND ALONG THE LONGITUDINAL DROP-OFF BETWEEN ADJACENT LANES. 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.
12. 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.
13. 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 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 BE AT THE DEVELOPERS EXPENSE.
14. IF THE FINISHED SURFACE OF THE ASPHALT CONCRETE DOES NOT MEET THE SPECIFIED SURFACE TOLERANCES, IT SHALL BE BROUGHT WITHIN TOLERANCE BY EITHER: (1) ABRASIVE GRINDING WITH EQUIPMENT UTILIZING DIAMOND BLADES, (2) REMOVAL AND REPLACEMENT, OR (3) PLACEMENT OF AN ASPHALT CONCRETE OVERLAY. THE METHOD WILL BE SELECTED BY THE ENGINEER. THE CORRECTIVE WORK SHALL BE AT THE DEVELOPERS EXPENSE.
15. IF ABRASIVE GRINDING IS USED TO BRING THE FINISHED SURFACE TO SPECIFIED SURFACE 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 ARE 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 BE NEAT RECTANGULAR AREAS OF UNIFORM SURFACE APPEARANCE. ABRASIVE GRINDING 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 DEVELOPERS EXPENSE. THE FOG SEAL COAT SHALL BE EITHER ASPHALT REJUVENATING AGENT OR ASPHALTIC EMULSION AS DIRECTED BY THE ENGINEER.
16. BASE MATERIAL IN ARTERIAL AND COLLECTOR ROADS SHALL BE CRUSHED AGGREGATE BASE (CAB) CONFORMING TO SECTION 200-2.2 OF THE "GREENBOOK." BASE MATERIAL IN LOCAL ROADS SHALL EITHER BE CAB OR CRUSHED MISCELLANEOUS BASE (CMB) CONFORMING TO SECTION 200-2.4 OF THE "GREENBOOK."

IDENTIFICATION STAMP
DIV. OF THE STATE ARCHITECT
APP03 111734
AC FLS SS
DATE APR 2 9 2008

REGISTERED PROFESSIONAL ENGINEER
MATTHEW K. VOVILLA
RCE 43130
Exp. 3-31-10
CIVIL
STATE OF CALIFORNIA

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MATTHEW K. VOVILLA RCE 43130 EXP. 3/31/10 4-7-08

REVISIONS	DATE

SITE GRADING AND IMPROVEMENT PLANS
BCSD-WAYSIDE ELEMENTARY
GENERAL NOTES AND DETAILS
BAKERSFIELD, CALIFORNIA

JOB No.:	07-320
DWG NO.:	07-320GRBM
DATE:	04/07/08
DRAWN BY:	MAM
CHECKED BY:	MKV
SHEET	2
OF 18	SHEETS