

VICINITY MAP
NO SCALE

SITE STATISTICS:

1. ADDRESS: 6500 DISTRICT BLVD., BAKERSFIELD, CA 93313
2. APN: 385-411-20
3. TOTAL PARCEL SIZE: 1.64 ACRES
4. DISTURBED AREA: 28,965 S.F.
5. FLOOD ZONE: "X" (PANEL 06029C2300E, DATED 09/26/2008)
6. SEWER: CITY OF BAKERSFIELD
7. WATER: CITY OF BAKERSFIELD
8. DRAINAGE: OFFSITE SUMP
9. LEGAL DESCRIPTION: PARCEL "B" OF PARCEL MAP WAIVER NO 02-0192 PER CERTIFICATE OF COMPLIANCE RECORDED MAY 10, 2002, AS DOCUMENT NO. 0202075761, IN THE OFFICE OF THE KERN COUNTY RECORD.

BENCHMARK USED:

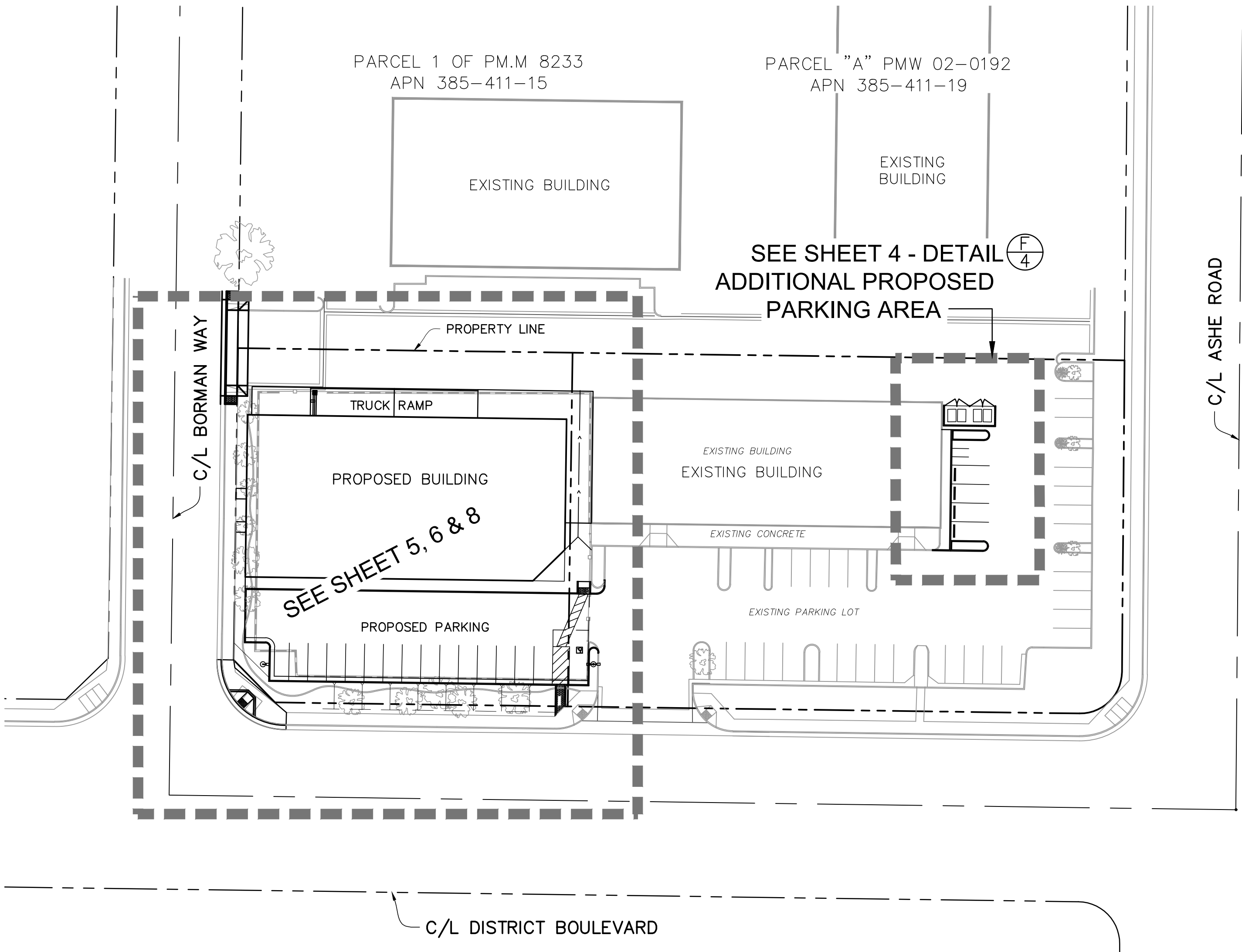
TOP OF CONCRETE MONUMENT IN LAMPHOLE WITH BRASS CAP AT THE INTERSECTION OF ASHE ROAD AND DISTRICT BOULEVARD.
ELEVATION = 366.40 U.S.G.S.

QUANTITIES:

THE QUANTITIES SHOWN BELOW ARE FOR GRADING PERMIT PURPOSES ONLY, AND SHALL NOT BE USED FOR PROJECT BIDDING. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN ESTIMATE OF QUANTITIES FOR PROJECT BIDDING.

CUT (INCLUDES OVER-EX)	1,852	CYS
FILL (INCLUDES OVER-EX)	1,574	CYS

GRADING & SITE IMPROVEMENT PLAN
MICHAEL FLOORING, INC.
6500 DISTRICT BLVD.
BAKERSFIELD, CALIFORNIA
SPR #18-0121
GRADING PERMIT #18-40000049



KEY MAP
SCALE: 1" = 40'

SHEET No. INDEX

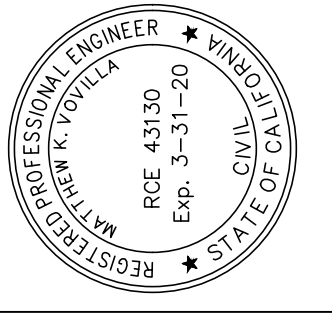
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LAV// Pinnacle Engineering

ENGINEERING • PLANNING • SURVEYING

12418 Rosedale Hwy., Suite A, Bakersfield, CA 93312
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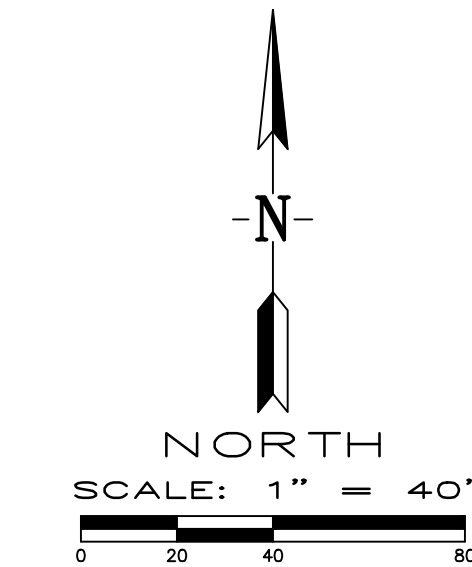
11-28-18
RCE 43130 EXP. 3/31/20
DATE
REVISIONS



COVER SHEET
GRADING & SITE IMPROVEMENT PLAN
MICHAEL FLOORING, INC
6500 DISTRICT BLVD.
BAKERSFIELD, CALIFORNIA

JOB No.: 18-839
DWG NO.: GRADING
DATE: 11/28/18
DRAWN BY: ADA
CHECKED BY: MKV
SHEET 1
OF 8 SHEETS

"PRELIMINARY"
NOT FOR CONSTRUCTION



CITY OF BAKERSFIELD RECORD NO.

GENERAL NOTES:

- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS BEFORE START OF CONSTRUCTION. A PERMIT SHALL BE OBTAINED FROM CITY OF BAKERSFIELD PUBLIC WORKS DEPARTMENT FOR WORK TO BE DONE IN THE COUNTY STREET RIGHT-OF-WAY.
- 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 PERMIT.
- 24 HOUR NOTICE: PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION, THE CITY CONSTRUCTION INSPECTION SECTION SHALL BE GIVEN AT LEAST 24 HOUR NOTICE. THE SECTION MAY BE NOTIFIED AT (661) 326-3049.
- COMPACTION TESTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER/SUBDIVIDER/ CONTRACTOR. THE NUMBER AND LOCATION OF REQUIRED TESTS SHALL BE DETERMINED BY THE CITY ENGINEER.
- 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 UNDERGROUND SERVICE ALERT (1-800-612-2444) AT LEAST TWO (2) WORKING DAYS PRIOR TO ANY CONSTRUCTION OR EXCAVATION.
- ANY ITEMS IN THE PUBLIC RIGHT-OF-WAY THAT ARE DAMAGED OR DO NOT MEET CURRENT STANDARDS SET BY PUBLIC WORKS WILL REQUIRE REPAIRING AND/OR UPGRAADING AS PER COUNTY ENGINEER.
- 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 (SWRCB ORDER NO. 2009-009-DWO AS AMENDED BY ORDER 2010-0014-DWG AND ORDER 2012-0006-DWO) MUST BE FILLED 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.
- 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.
- THE CONTRACTOR SHALL REMOVE OR RELOCATE ALL OBSTRUCTIONS AS DIRECTED BY CITY ENGINEER.
- 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.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF BAKERSFIELD STANDARDS AND STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, LATEST EDITION.
- ALL EXISTING IMPROVEMENTS (CURB, GUTTER, SIDEWALK, CROSS CURB, FENCING, ETC.) THAT ARE REMOVED, DAMAGED, UNDERCUT OR DO NOT MEET CURRENT C.O.B. STANDARDS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE CITY INSPECTOR.
- 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.
- 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.
- ALL EXISTING PAVING AND SURFACING REMOVED, DAMAGED OR UNDERCUT SHALL BE REPLACED IN ACCORDANCE WITH THE CITY OF BAKERSFIELD DRAWING ST-27.
- 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.
- SEE UTILITY AND ARCHITECT'S IMPROVEMENT PLANS FOR OTHER IMPROVEMENTS THAT ARE PART OF THIS PROJECT.
- 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.
- FLOODING OR WATER JETTING SHALL NOT BE USED FOR BACKFILL COMPACTION.
- CONTRACTOR SHALL OBTAIN A COPY OF "CITY OF BAKERSFIELD SUBDIVISION STANDARDS" AND DRAWINGS FOR THEIR USE. THESE STANDARD DRAWINGS SHALL BE CONSIDERED A PART OF THESE PLANS.
- ANY PUBLIC FACILITIES IN THE STREET RIGHT-OF-WAY WITHIN THE PROPERTY FRONTAGE WHICH ARE SUBSTANDARD OR DAMAGED WILL REQUIRE RECONSTRUCTION OR REPAIR AS DETERMINED BY THE CITY ENGINEER.
- MAXIMUM SLOPE RATIO FROM BACK OF SIDEWALK TO FACE OF WALL OR STRUCTURE SHALL BE 4:1, EXCEPT FOR TWO FEET BEHIND SIDEWALK WHERE THE MAXIMUM SLOPE SHALL BE 2%. ALTERNATIVELY, THE CITY ENGINEER MAY APPROVE CURBING BEHIND THE SIDEWALK OR OTHER METHOD TO PREVENT EROSION ONTO THE SIDEWALK.

DEMOLITION NOTES:

- CONTRACTOR SHALL PERFORM ALL NECESSARY DEMOLITION WITHIN THE LIMITS OF WORK AS REQUIRED TO COMPLETE CONSTRUCTION INDICATED ON THE PLANS.
- EXCEPT AS OTHERWISE INDICATED, ALL UTILITIES ARE TO BE PROTECTED IN-PLACE.
- ALL MATERIAL GENERATED FROM DEMOLITION, INCLUDING PIPING, PLANTS, ORGANIC MATERIAL, A.C. PAVEMENT, CONCRETE, AND MISCELLANEOUS DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF IN ACCORDANCE WITH ALL LAWS AND ORDINANCES.
- CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER IN THE EVENT UNANTICIPATED HAZARDOUS MATERIAL IS ENCOUNTERED.
- CONTRACTOR SHALL LOCATE, IDENTIFY, DISCONNECT, SEAL AND CAP ALL UTILITIES THAT PREVIOUSLY SERVED BUILDINGS.
- CONTRACTOR SHALL OBTAIN A DEMOLITION PERMIT FROM THE APPROPRIATE AGENCY AND SHALL COMPLY WITH ALL REQUIREMENTS OF SAID PERMIT, AS WELL AS ALL LAWS AND LOCAL ORDINANCES.

GRADING NOTES:

- ALL GRADING AND SITE PREPARATION SHALL CONFORM TO THIS PLAN AND SHALL CONFORM WITH APPENDIX J OF CALIFORNIA BUILDING CODE (CURRENT EDITION) AND STANDARDS PERTAINING THERETO.
- THE SOILS REPORTS PREPARED BY _____ DATED _____ SHALL BE CONSIDERED A PART OF THESE PLANS, AND ALL PROVISIONS THEREIN SHALL BE ADHERED TO. IN THE EVENT OF A CONFLICT BETWEEN THESE PLANS, SPECIFICATIONS, SOILS REPORT, AND AGENCY STANDARDS, THE MORE RESTRICTIVE SPECIFICATION SHALL APPLY.
- ALL DESIGN ELEVATIONS SHOWN ARE TO FINISH GRADE.
- 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.
- 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.
- IF A PROBLEM OR CONFLICT SHOULD ARISE DURING THE COURSE OF THIS PROJECT, IT IS THE RESPONSIBILITY OF THE GRADING CONTRACTOR TO NOTIFY THE ENGINEER IMMEDIATELY PRIOR TO ANY FURTHER WORK.
- ALL GRADING WORK SHALL BE SUPERVISED AS "ENGINEERED GRADING" IN ACCORDANCE WITH APPENDIX J 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.
- 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:
 - WATER SHALL BE APPLIED TO ALL UNPAVED AREAS AS REQUIRED TO PREVENT THE SURFACES FROM BECOMING DRY ENOUGH TO PERMIT DUST FORMATION.
 - PAVED SURFACES OVER WHICH VEHICULAR TRAFFIC IS PERMITTED TO TRAVEL SHALL BE KEPT FREE OF DIRT.
- THE SOILS ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, AND APPLICABLE CODE REQUIREMENTS.
- 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.
- 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.
- 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.
- ALL ONSITE OR OFFSITE OBSTRUCTIONS SHALL BE REMOVED BY CONTRACTOR AT CONTRACTOR'S EXPENSE.
- 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.
- ALL CUT AND FILL SLOPES SHALL NOT BE STEEPER THAN 2 HORIZONTAL TO 1 VERTICAL.
- SITE PREPARATION AND GRADING SHALL BE DONE UNDER THE SUPERVISION OF THE SOILS ENGINEER. THE SOILS ENGINEER, DESIGN ENGINEER, AND BUILDING OFFICIAL SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO PLACING OF ANY FILL MATERIAL.
- 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 SOILS ENGINEER.
- FILL MATERIAL SHALL BE SUBJECT TO THE SOILS ENGINEER'S APPROVAL.
- ALL FILL SLOPES SHALL NOT TOE OUT WITHIN 12 FEET HORIZONTALLY OF THE TOP OF EXISTING OR PLANNED CUT SLOPES.
- THE CUT AND FILL QUANTITIES ARE CALCULATED USING A COMPACTION FACTOR OF 15%. 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.
- 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.
- EXPORT MATERIAL SHALL BE DISPOSED OF AT AN APPROVED SITE COORDINATED WITH THE ENGINEER AT THE TIME OF GRADING.
- THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND THE ENGINEER FOR THE LOCATION OF THE BORROW AREAS (IF REQUIRED) PRIOR TO BEGINNING CONSTRUCTION.
- 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.
- ANY TRENCHING TO BE DONE WITHIN THE PROJECT SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE SOILS REPORT.
- SURFACE DRAINAGE SHALL BE 1% MINIMUM, EXCEPT AS WAVED BY THE BUILDING OFFICIAL.
- 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.)
- FLOODING, JETTING, OR SIMILAR CONSOLIDATION METHODS OF COMPACTION SHALL NOT BE PERMITTED.
- ANY ABANDONED WELLS ON THE PROPERTY DISCOVERED DURING GRADING SHALL BE ADEQUATELY CAPPED AND ABANDONED IN ACCORDANCE WITH ALL APPLICABLE CITY, COUNTY AND STATE LAWS AND ORDINANCES.
- 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.

GRADING NOTES (CONT'D):

- UNLESS OTHERWISE SPECIFIED IN THE SOILS 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.
- 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. RECOMPACTION OF OVER-EXCAVATED MATERIAL SHALL BE TO AT LEAST NINETY PERCENT (90%) OF MAXIMUM DRY DENSITY.
- FILL AREAS SLOPING STEEPER THAN 2:1 SHALL BE KEYED AND BENCHED TO SUPPORT FILL.
- FILL MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6" IN COMPACTED THICKNESS, AND COMPACTED AT OPTIMUM MOISTURE CONTENT BY APPROVED METHOD.
- 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.
- 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 LAV//PINNACLE ENGINEERING.
- 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.

PORTLAND CEMENT CONCRETE, CURBS & SIDEWALK:

- GENERAL
 - 1.1: PORTLAND CEMENT CONCRETE FOR CURBS, GUTTERS, SIDEWALK, AND OTHER "FLATWORK" SHALL CONFORM TO THE PROVISIONS OF SECTION 40 AND 90 OF THE STATE OF CALIFORNIA STANDARD SPECIFICATIONS, EXCEPT AS OTHERWISE MODIFIED BY THESE PLANS, SPECIFICATIONS, OR CONTRACT DOCUMENTS.
 - 1.2: SEE ARCHITECT'S PLANS AND CONTRACT DOCUMENTS FOR STRUCTURAL CONCRETE, OR CONCRETE FOR FOUNDATIONS.
- CONCRETE
 - 2.1 CLASS A: CLASS A CONCRETE SHALL HAVE A MINIMUM PORTLAND CEMENT CONTENT OF 564 POUNDS PER CUBIC YARD AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 DAYS.
 - 2.2 CLASS B: CLASS B CONCRETE SHALL A MINIMUM PORTLAND CEMENT CONTENT OF 500 POUNDS PER CUBIC YARD AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI IN 28 DAYS.
 - 2.3 CLASS C: CLASS C CONCRETE SHALL HAVE A MINIMUM PORTLAND CEMENT CONTENT OF 376 POUNDS PER CUBIC YARD AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2,000 PSI IN 28 DAYS.
- REINFORCING

WHERE REINFORCED CONCRETE IS REQUIRED, REINFORCING STEEL CONFORMING TO THE APPLICABLE PROVISIONS OF THE STATE SPECIFICATIONS SHALL BE FURNISHED AND INSTALLED.
- CONCRETE IMPROVEMENTS
 - 4.1: PORTLAND CEMENT CONCRETE SHALL BE CLASS B FOR CURB AND GUTTER, ADA RAMPS, AND SIDEWALKS, AND CLASS A FOR CROSS GUTTERS, DRIVEWAY APPROACHES, AND ANY OTHER CONCRETE IMPROVEMENT SUBJECT TO VEHICULAR TRAFFIC. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF SECTION 90, "PORTLAND CEMENT CONCRETE", OF THE STATE SPECIFICATIONS.
 - 4.2: CROSS GUTTERS AND DRIVEWAY APPROACHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH PROVISIONS OF SECTION 73, "CONCRETE CURBS AND SIDEWALKS" OF THE STATE SPECIFICATIONS. DRIVE APPROACHES SHALL NOT BE CONSTRUCTED WITHIN TEN FEET OF CURB RETURNS, AS MEASURED FROM RETURN TO EDGE OF APPROACH, UNLESS APPROVED BY THE CITY. EXPANSION JOINTS SHALL BE EITHER (A) ¼-INCH TO ½-INCH PREMOLED EXPANSION JOINT FILLER PER SECTION 51-1.12 OF THE STATE SPECIFICATIONS, OR (B) 2-INCH DEEP SCORED JOINT (WEAKENED PLANE, EXTRUSION MACHINE ONLY).
 - 4.3: ALL CONCRETE IMPROVEMENTS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE STANDARD DETAILS. WHITE PIGMENTED CURING COMPOUNDS, CONFORMING TO ASTM C-309, SHALL BE APPLIED TO ALL EXPOSED SURFACES OF CONCRETE IMPROVEMENTS TO PROVIDE COMPLETE AND UNIFORM COVERAGE. CURING COMPOUND SHALL BE APPLIED WITHIN 1 HOUR OF CONCRETE FINISHING.
 - 4.4: EXCAVATION, GRADING AND BACKFILLING BEHIND THE CURB RETURNS, INCLUDING GRADING OF PARKWAY, SHALL BE DONE IN ACCORDANCE WITH THE TECHNICAL SPECIFICATIONS FOR EARTHWORK. ANY EXCAVATED MATERIAL NOT NEEDED FOR GRADING OR BACKFILL, IN THE OPINION OF THE CITY, SHALL BE REMOVED FROM THE SITE OF WORK AND DISPOSED OF AT THE EXPENSE OF THE OWNER.
 - 4.5: THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL THE DESIGN OF THE MIX PROPOSED FOR USE. SAID MIX DESIGN SHALL SET FORTH WEIGHTS OF CEMENT, SAND, COARSE AGGREGATE AND WATER TO BE USED TOGETHER WITH A GRADING ANALYSIS OF SAND AND COARSE AGGREGATE. THE SOURCE OF SUPPLY OF MATERIALS ENTERING INTO THE MIX SHALL ALSO BE GIVEN. THE MIX DESIGN SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACING ANY CONCRETE.
- IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, INSTALL REBAR DOWELLS WHEN NEW PC CONCRETE IS SHOWN TO JOIN EXISTING PC CONCRETE.
- MAXIMUM SLOPE RATIO FROM BACK OF SIDEWALK TO FACE OF WALL OR STRUCTURE SHALL BE 4:1, EXCEPT FOR TWO FEET BEHIND THE SIDEWALK WHERE THE MAXIMUM SLOPE SHALL BE 2%. ALTERNATIVELY, THE CITY ENGINEER MAY APPROVE CURBING BEHIND THE SIDEWALK OR OTHER METHOD TO PREVENT EROSION ONTO THE SIDEWALK.

ASPHALT CONCRETE PAVING NOTES:

- 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.
- 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.
- 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.
- 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.
- 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 LIST OF AGGREGATE AND ASPHALT SOURCES.
 - 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.


ASPHALT CONCRETE PAVING NOTES (CONT'D):

- 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-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 CONTRACTOR SHALL BEAR ALL THE COSTS ASSOCIATED WITH THE ASPHALT CONCRETE MIX DESIGN.
- 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.
- 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.
- 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.
- 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.
- 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. AFTER THE ADJUSTMENTS ARE MADE, 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.
- IF THE TEST RESULTS FOR ANY LOT OF ASPHALT CONCRETE INDICATE THAT THE RELATIVE COMPACTION IS EITHER LESS THAN 90 PERCENT OR MORE THAN 96 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.
- THE FIELD DENSITY OF COMPACTED ASPHALT CONCRETE SHALL BE DETERMINED BY:
 - A PROPERLY CALIBRATED NUCLEAR ASPHALT TESTING DEVICE IN THE FIELD, OR
 - ASTM D1188 WHEN SLABS OR CORES ARE TAKEN FOR LABORATORY TESTING.ZINC STEARATE MAY BE SUBSTITUTED WITH PARAFFIN.
- IN CASE OF DISPUTE, METHOD "B" SHALL BE USED.
- IF THE FINISHED SURFACE OF THE ASPHALT CONCRETE DOES NOT MEET THE SPECIFIED SURFACE TOLERANCES, IT SHALL BE BROUGHT WITHIN TOLERANCE BY EITHER:
 - ABRASIVE GRINDING WITH EQUIPMENT UTILIZED DIAMOND BLADES,
 - REMOVAL AND REPLACEMENT, OR
 - PLACEMENT OF AN ASPHALT CONCRETE OVERLAY.THE METHOD WILL BE SELECTED BY THE CITY ENGINEER. THE CORRECTIVE WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- 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.
- 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.
- PAVING CONTRACTOR SHALL GRADE THE PAVING AREAS TO THE FOLLOWING MODIFIED CALTRANS STANDARD SPECIFICATION SECTION 19-1.03 PER THE CITY OF BAKERSFIELD:

IMMEDIATELY PRIOR TO PLACING SUBSEQUENT LAYERS OF MATERIAL THERON, THE GRADING PLANE SHALL CONFORM TO THE FOLLOWING;

 - 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.
 - WHEN THE SUBBASE OR BASE MATERIAL (OTHER THAN 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.

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11-28-18

DATE

REVISIONS

MATTHEW K. VOIVILLA

RCE 43130 EXP. 3/31/20

REGISTERED PROFESSIONAL ENGINEER

MATTHEW K. VOIVILLA

RCE 43130

Exp. 3-31-20

STATE OF CALIF.

GENERAL NOTES & SPECIFICATIONS
GRADING & SITE IMPROVEMENT PLAN

MICHAEL FLOORING, INC.

6500 DISTRICT BLVD.

BAKERSFIELD, CALIFORNIA

JOB No.: 18-839

DWG NO.: GRADING

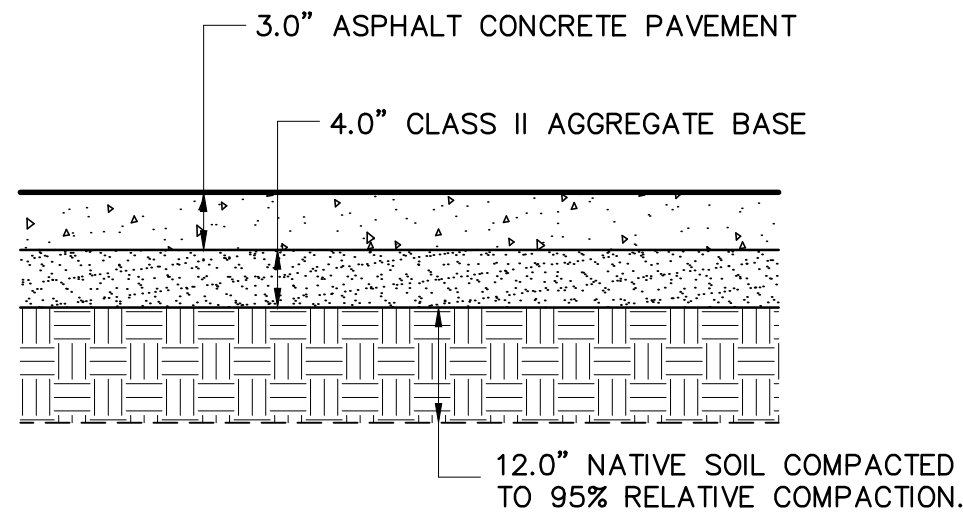
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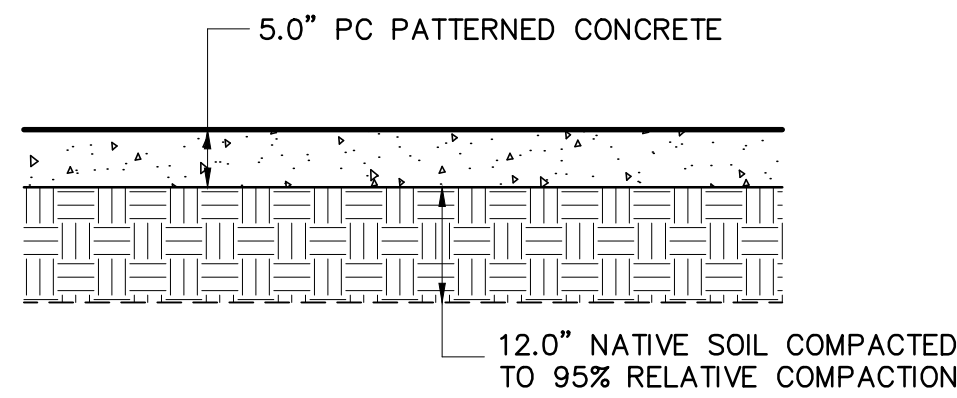
SHEET 2

OF 8 SHEETS



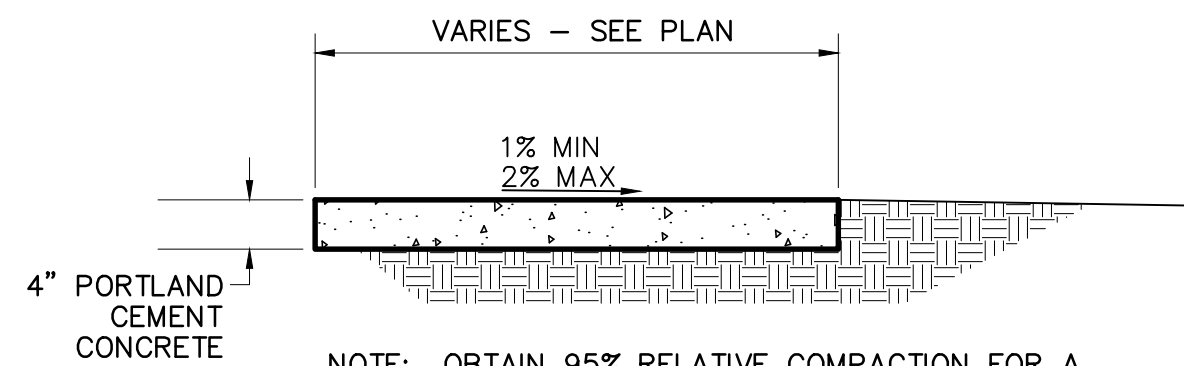
- DETAIL NOTES:
- OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557.
 - COMPACTION AND SOIL PREPARATION REQUIREMENTS SHALL EXTEND 2- FEET BEYOND LIMITS OF HARDSCAPE. SEE SOILS REPORT.

A
3 **ASPHALT CONCRETE PAVEMENT**
N.T.S.



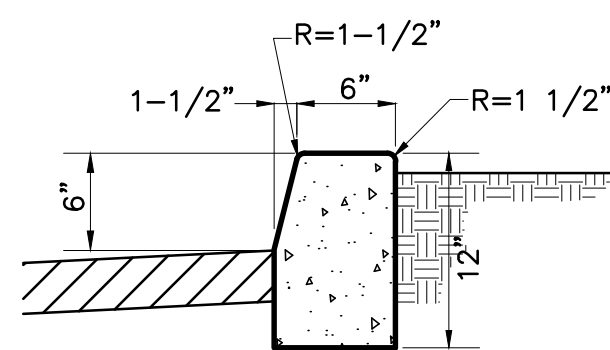
- DETAIL NOTES:
- OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557.
 - COMPACTION AND SOIL PREPARATION REQUIREMENTS SHALL EXTEND 2- FEET BEYOND LIMITS OF HARDSCAPE. SEE SOILS REPORT.

B
3 **P.C. CONCRETE PAVEMENT**
N.T.S.



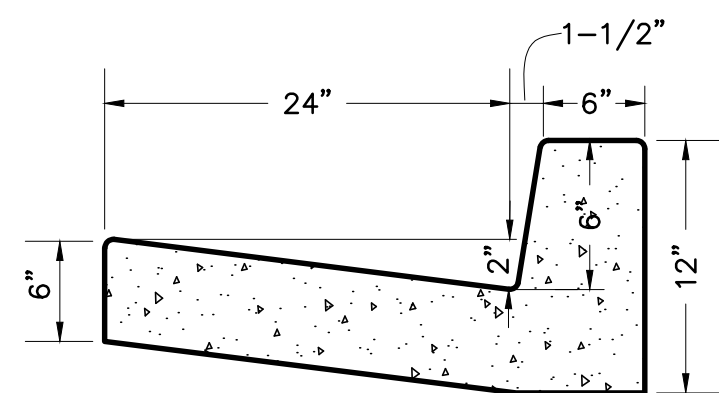
NOTE: OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557

C
3 **SIDEWALK SECTION – C.O.B. STD. ST-3**
N.T.S.



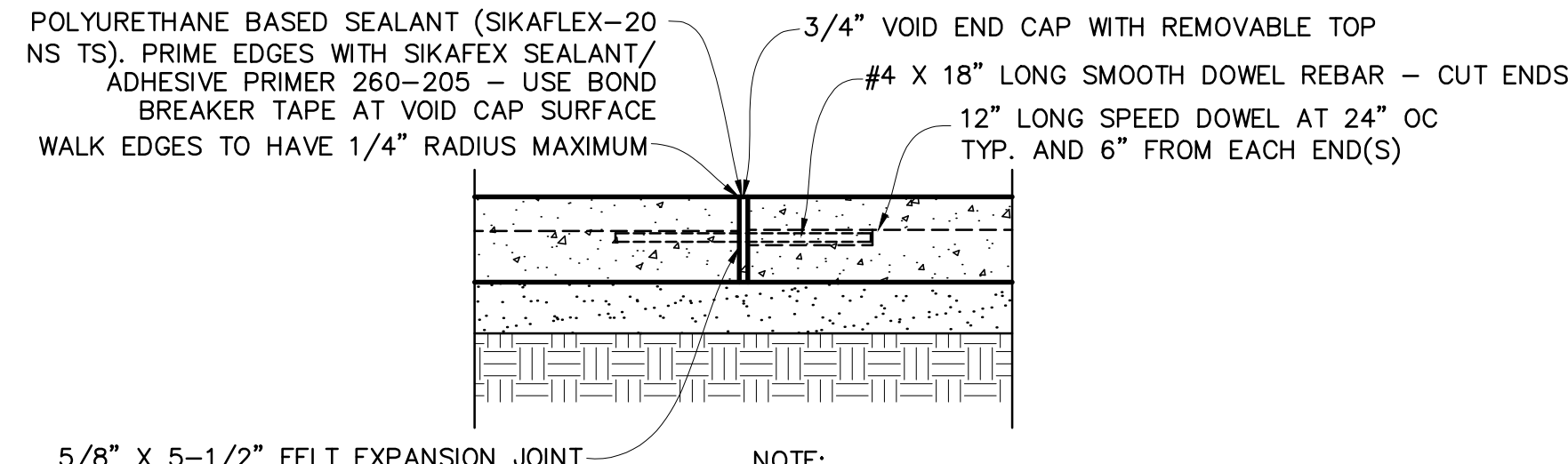
NOTE: OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557

D
3 **6" CONCRETE CURB**
N.T.S.



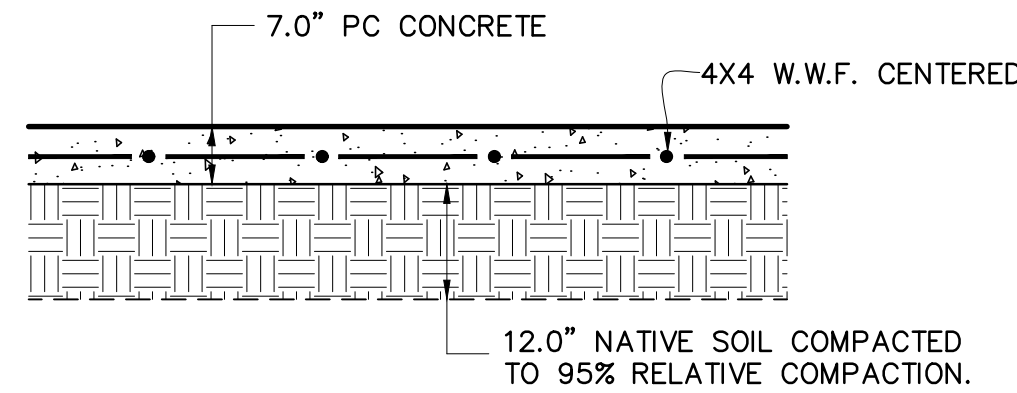
NOTE: OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557

E
3 **TYPE "B" CURB – C.O.B. STD. ST-1**
N.T.S.



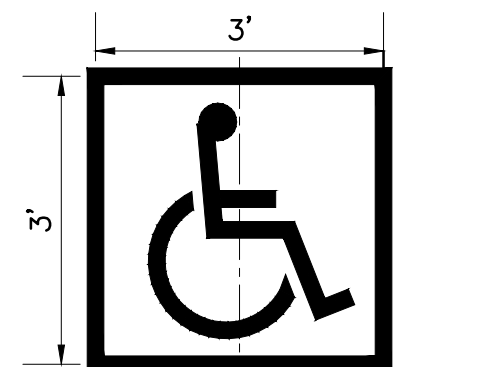
NOTE: EXPANSION JOINTS SHALL BE INSTALLED AT ALL "JOINS" WITH EXISTING PORTLAND CEMENT CONCRETE, AND AT 20' INTERVALS EACH WAY.

F
3 **EXPANSION JOINT AT CONCRETE "JOINS"**
N.T.S.



- DETAIL NOTES:
- OBTAIN 95% RELATIVE COMPACTION FOR A DEPTH OF 12" BENEATH ALL CONCRETE, PER ASTM D-1557.
 - COMPACTION AND SOIL PREPARATION REQUIREMENTS SHALL EXTEND 2- FEET BEYOND LIMITS OF HARDSCAPE. SEE SOILS REPORT.
 - CONCRETE SHALL BE 4:000 PSI COMPRESSIVE STRENGTH.

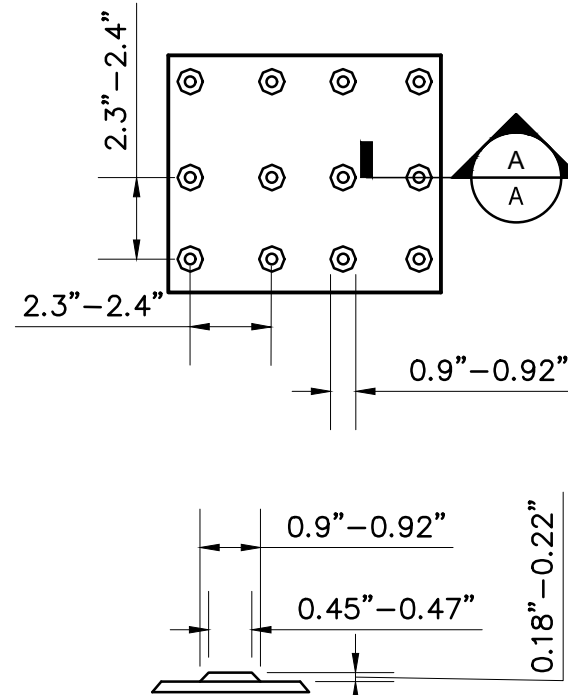
K
3 **P.C. CONCRETE PAVEMENT**
N.T.S.



CL PARKING SPACE

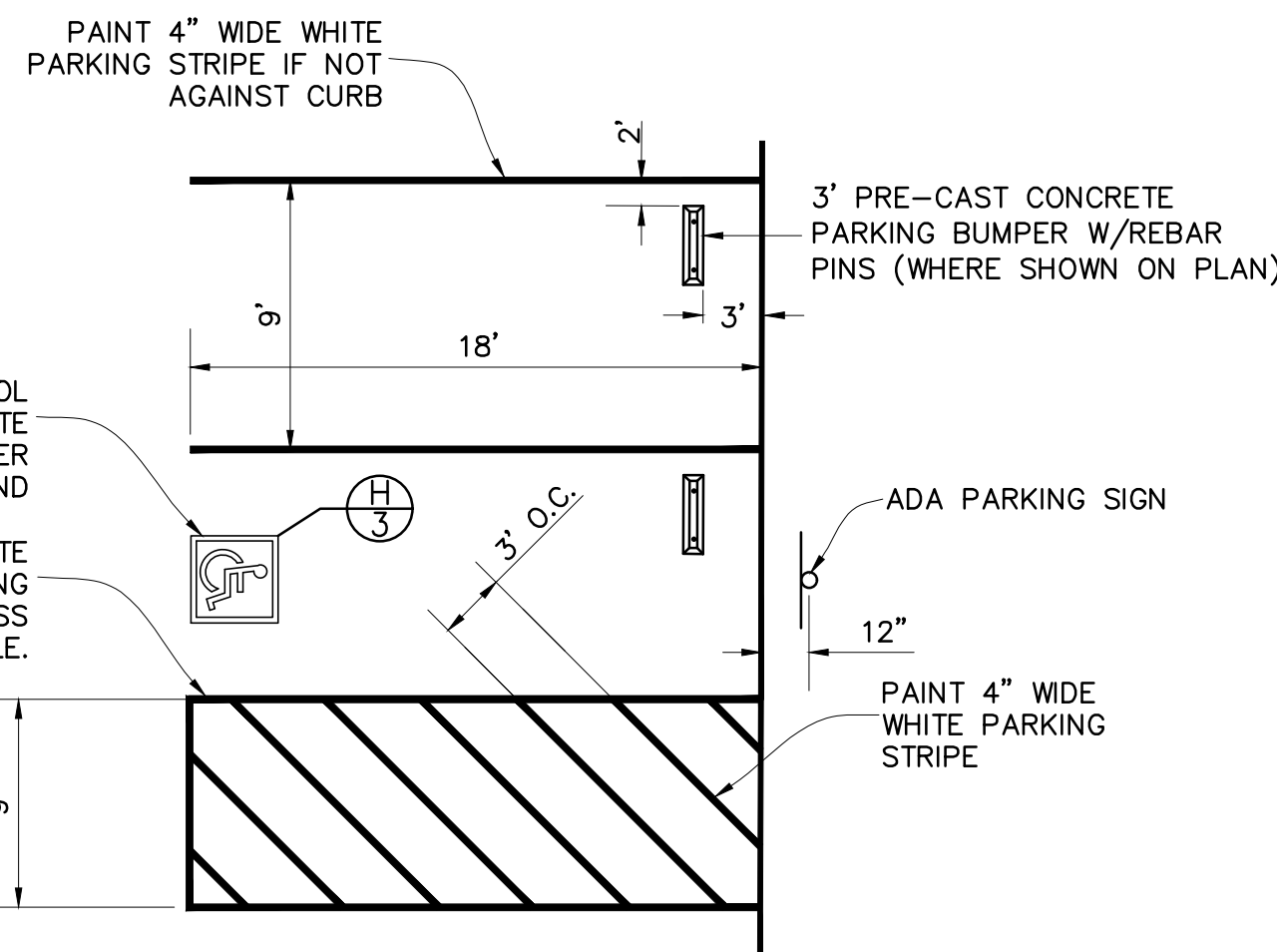
- DETAIL NOTES:
- 3'X3' SURFACE IDENTIFICATION AT ALL DISABLED PARKING STALLS
 - 3' WIDE LINES
 - SYMBOL SHALL CONSIST OF A WHITE FIGURE ON A BLUE BACKGROUND. THE BLUE SHALL BE COLOR NO. 15090 IN FEDERAL STANDARD 595B [2013 CBC 11B-703.7.2.1]. SEE SITE PLAN FOR LOCATIONS.

H
3 **ADA PAVEMENT MARKINGS**
N.T.S.



SECTION A-A

I
3 **DETECTABLE WARNING SURFACE**
N.T.S.



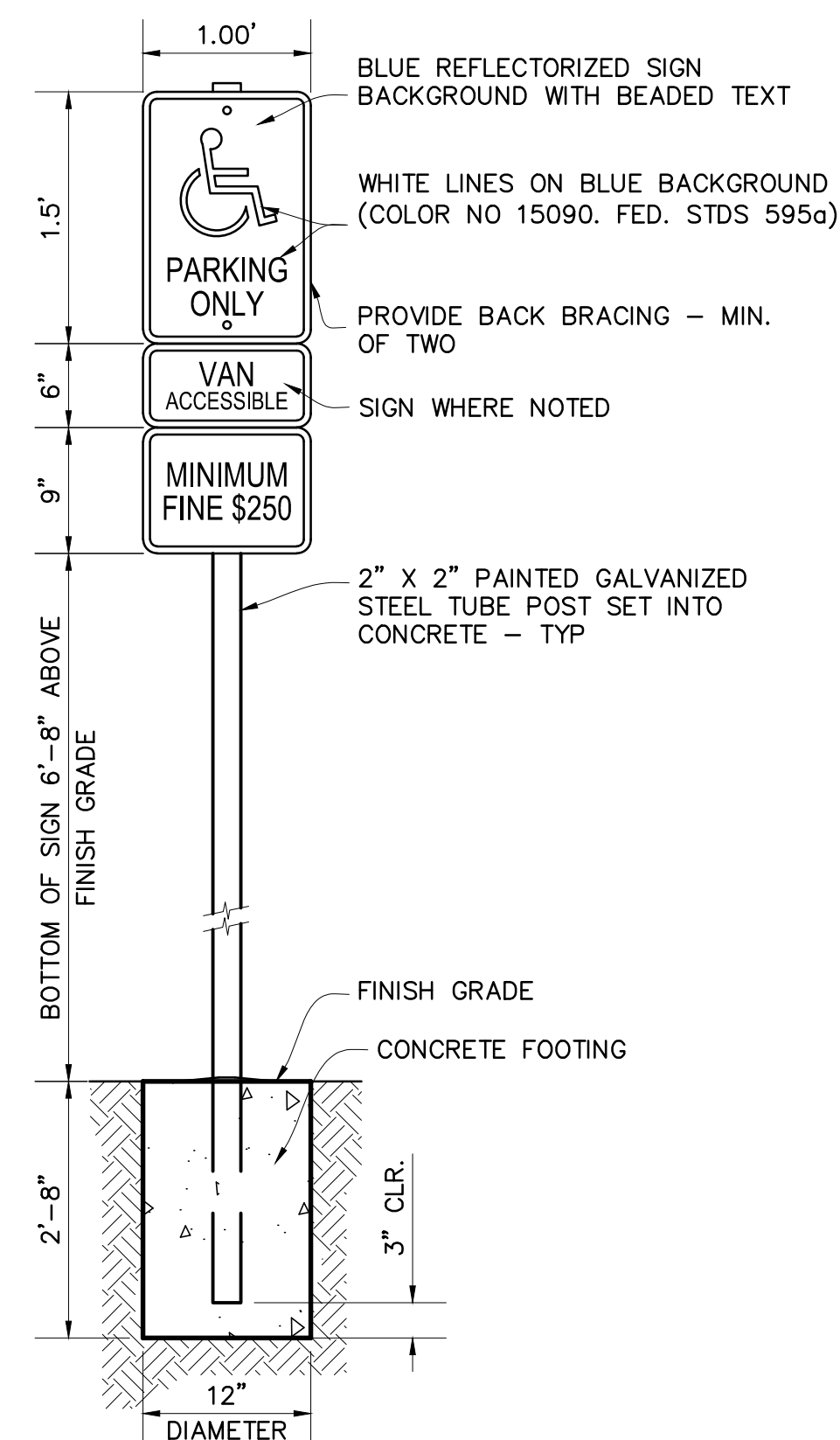
DETAIL NOTES

- PAINT NEW PARKING STALLS, ADA PARKING STALLS, PAVEMENT MARKINGS, AND ROUTES IN ACCORDANCE WITH THE PLANS.
- INSTALL 3.0' PRECAST BUMPER BLOCKS BY APPROVED METHOD.
- REFER TO CAL-TRANS STANDARD DRAWING A90A FOR SPECIFICATIONS NOT COVERED BY THIS PLAN.

G
3 **TYPICAL PARKING STALL**
N.T.S.

CONSTRUCTION NOTES:

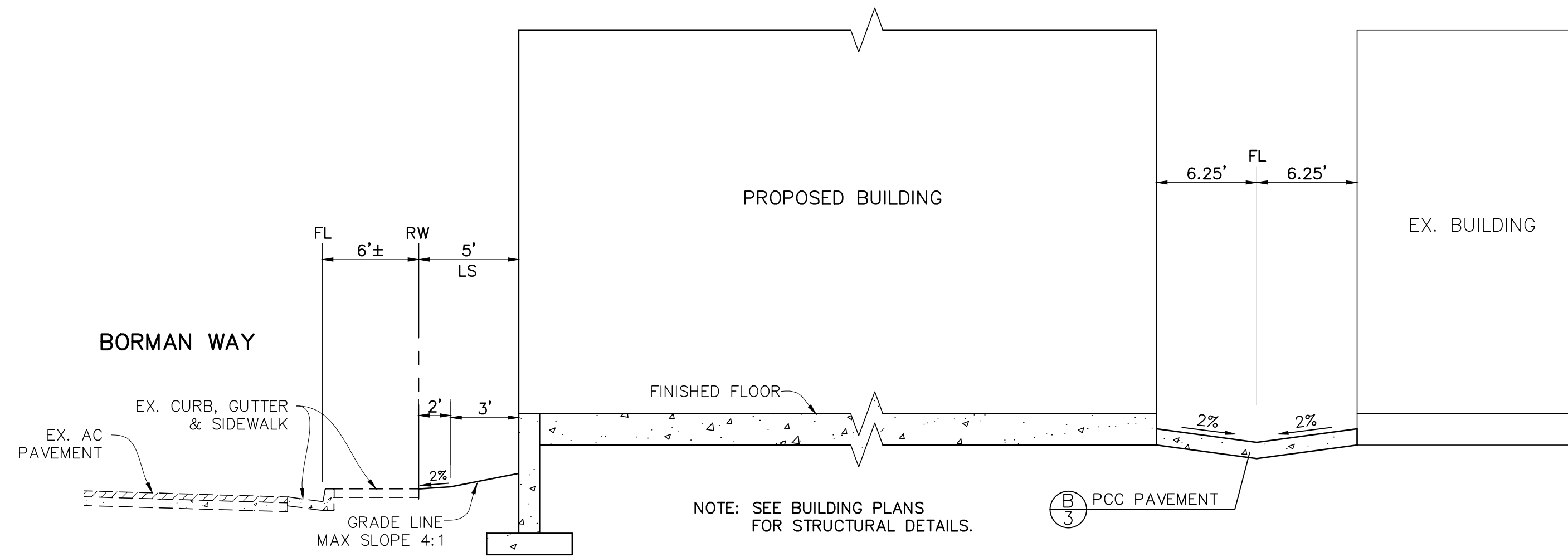
- CONTRACTOR SHALL PERFORM ALL NECESSARY DEMOLITION WITHIN THE LIMITS OF WORK. PROTECT EXISTING UTILITIES THAT ARE TO REMAIN. SEE SEPARATE PLANS AND NOTES HEREIN FOR DEMOLITION.
- GRADE SITE TO THE LINES AND ELEVATIONS INDICATED ON THE PLANS IN ACCORDANCE WITH PLAN NOTES, SPECIFICATIONS, AND SOILS REPORT. ALL PLAN DESIGN ELEVATIONS ARE TO FINISHED GRADE, FINISHED ELEVATION, OR FINISHED SURFACE.
- THE BUILDING PAD AREA SHALL BE OVEREXCAVATED, MOISTURE CONDITIONED AND RECOMPACTED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOILS REPORT. SEE BUILDING PLANS FOR DEPTH OF FOUNDATION TO DETERMINE FINISHED PAD ELEVATION.
- CONSTRUCT PORTLAND CEMENT CONCRETE PAVEMENT PER DETAIL **K** HEREIN.
- DOWELL ANY NEW CONCRETE INTO ANY EXISTING ABUTTING CONCRETE PER DETAIL **F** HEREIN.
- CONSTRUCT PORTLAND CEMENT CONCRETE TRUCK RAMP RETAINING WALL, CURB AND RAILING PER PLAN AND DETAIL HEREIN. SEE ARCHITECT'S PLANS FOR STRUCTURAL DETAILS.
- CONSTRUCT PORTLAND CEMENT CONCRETE LOADING DOCK – SEE ARCHITECT'S PLANS FOR STRUCTURAL DETAILS.
- CONSTRUCT 6-INCH CONCRETE CURB PER DETAIL **D** HEREIN.
- CONSTRUCT 6-INCH CONCRETE CURB AND GUTTER PER DETAIL **E** HEREIN.
- CONSTRUCT PORTLAND CEMENT CONCRETE SIDEWALK AND OTHER WALKWAYS PER DETAIL **B** HEREIN.
- CONSTRUCT SIDEWALK RAMPS IN ACCORDANCE WITH PLANDetails AND ADA STANDARDS.
- DEMOLISH EXISTING CURB RETURN AND ADA RAMP AND RECONSTRUCT PER CURRENT C.O.B. STANDARD ST-10.
- FURNISH AND INSTALL ADA APPROVED DETECTABLE/TACTILE WARNING SURFACE TILE (TRUNCATED DOME MAT).
- CONSTRUCT ADA COMPLIANT WALK-THRU IN ACCORDANCE WITH DETAIL **F** HEREIN. DOWELL PCC SIDEWALK TO NEW CURB AND GUTTER PER DETAIL **F** HEREIN.
- PLACE AND COMPACT ASPHALT CONCRETE PAVEMENT OVER CLASS II AGGREGATE BASE OVER COMPACTED NATIVE SUBGRADE PER DETAIL **A** HEREIN.
- PATCH ASPHALT CONCRETE IN ACCORDANCE WITH C.O.B. STANDARD ST-11. ALL TIE-INS AND "JOINS" SHALL BE SAW-CUT.
- PAINT PARKING STALLS, PAVEMENT MARKINGS, AND ROUTES AS INDICATED ON THE PLANS.
- FURNISH AND INSTALL ACCESSIBLE PARKING SIGNS IN ACCORDANCE WITH DETAIL **J** HEREIN.
- FURNISH AND INSTALL CONCRETE PARKING BUMPER.
- CONSTRUCT TRASH ENCLOSURE PER CITY OF BAKERSFIELD STANDARD ST-27.
- MASONRY RETAINING WALL PER DETAIL **G** HEREON. SEE ARCHITECT'S PLANS FOR STRUCTURAL DETAILS.
- FURNISH AND INSTALL SITE LUMINAIRE PER DETAIL **L**. SEE ELECTRICAL PLANS FOR CONDUCTOR/CONDUIT ROUTES.
- WHERE INDICATED ON THE PLAN, SAWCUT AND REMOVE EXISTING ASPHALT CONCRETE AND PC CONCRETE FLATWORK.
- FURNISH AND INSTALL 24-INCH SQUARE DRAINAGE INLET-CHRISTY U23 WITH H-20 TRAFFIC RATED, ADA COMPLIANT, HEEL PROOF GRATE (OR APPROVED EQUAL).
- RE-CONSTRUCT DRIVE APPROACH IN ACCORDANCE WITH C.O.B. STD.ST-4.1



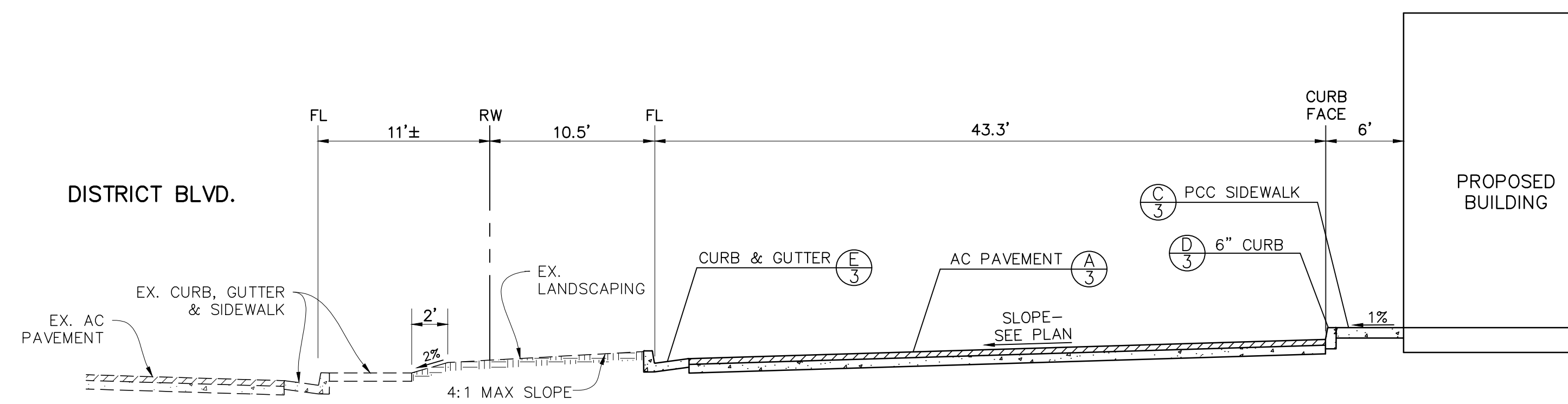
J
3 **ADA PARKING STALL SIGNS**
N.T.S.

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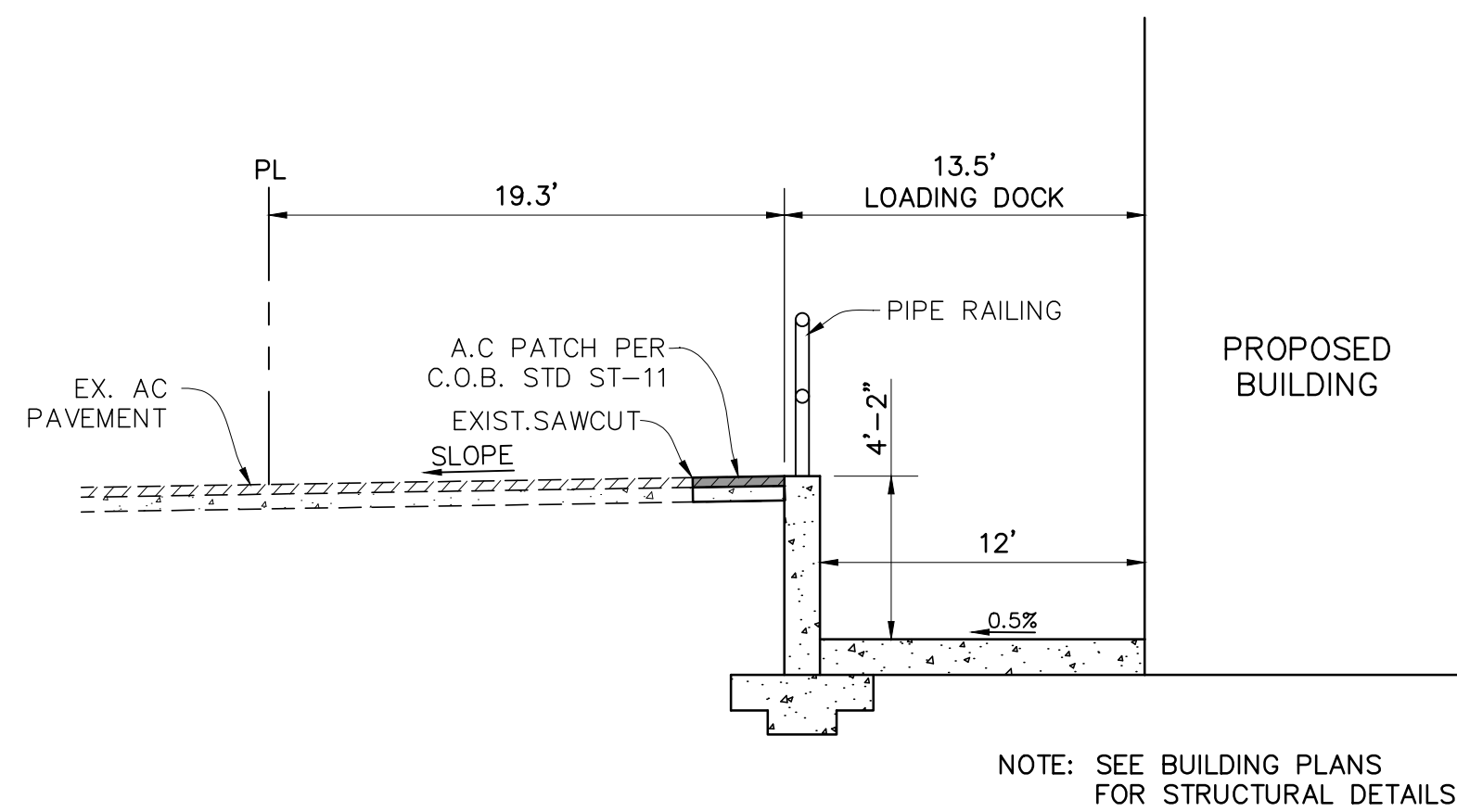
CITY OF BAKERSFIELD RECORD NO.



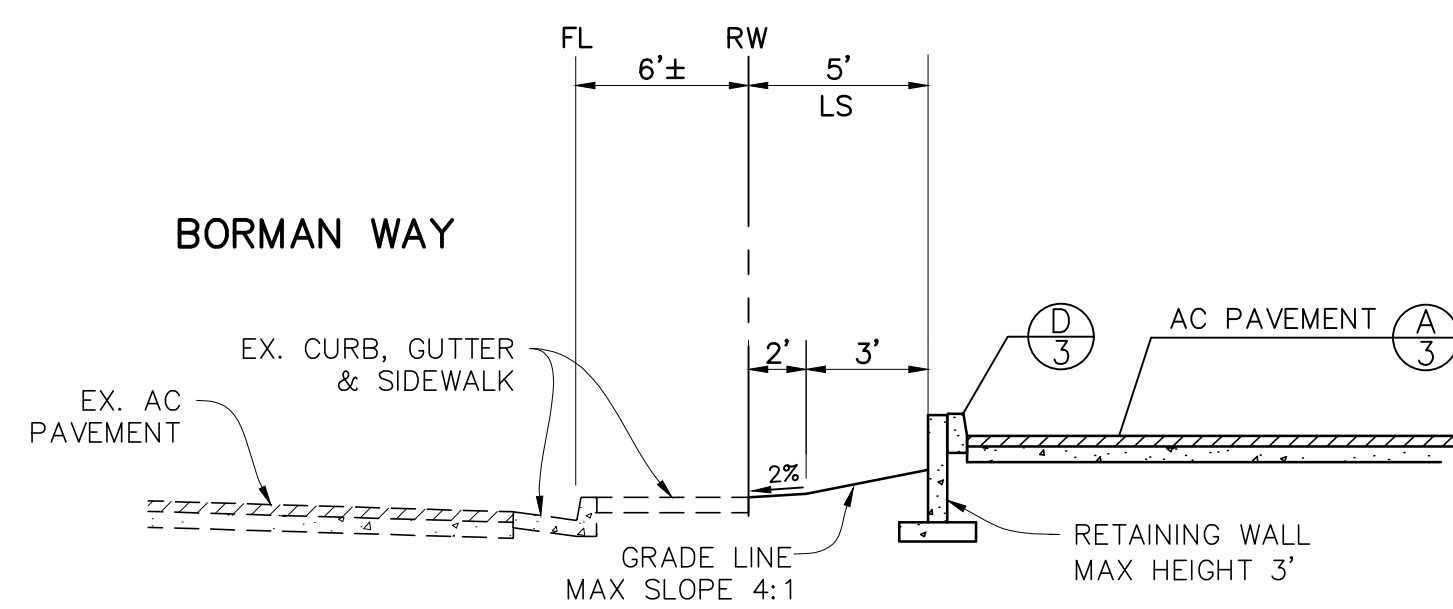
A
4 TYPICAL SECTION – EAST/WEST THROUGH BUILDING
N.T.S.



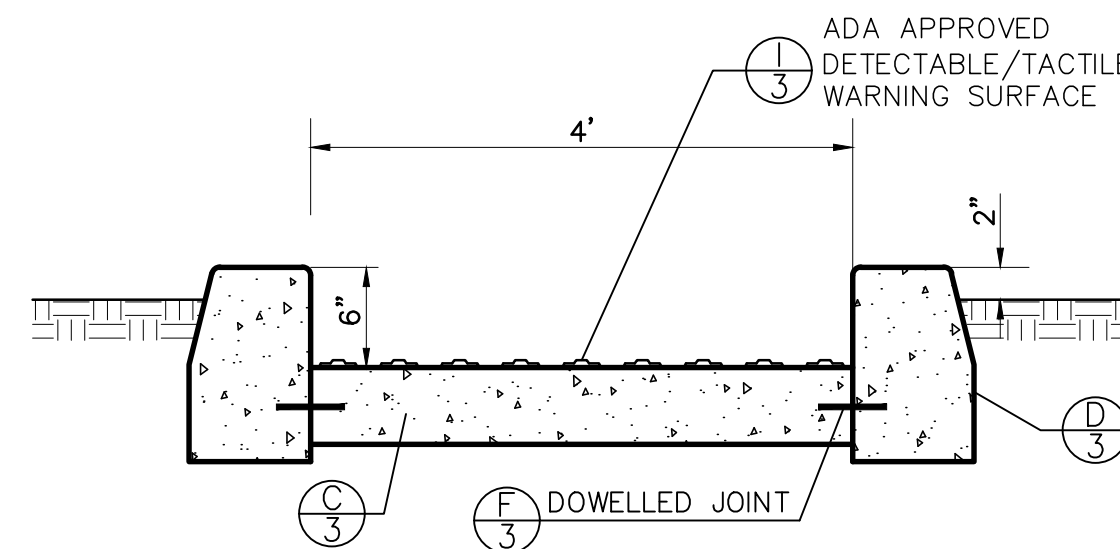
B
4 TYPICAL SECTION – PARKING LOT/SOUTH SIDE OF BUILDING
N.T.S.



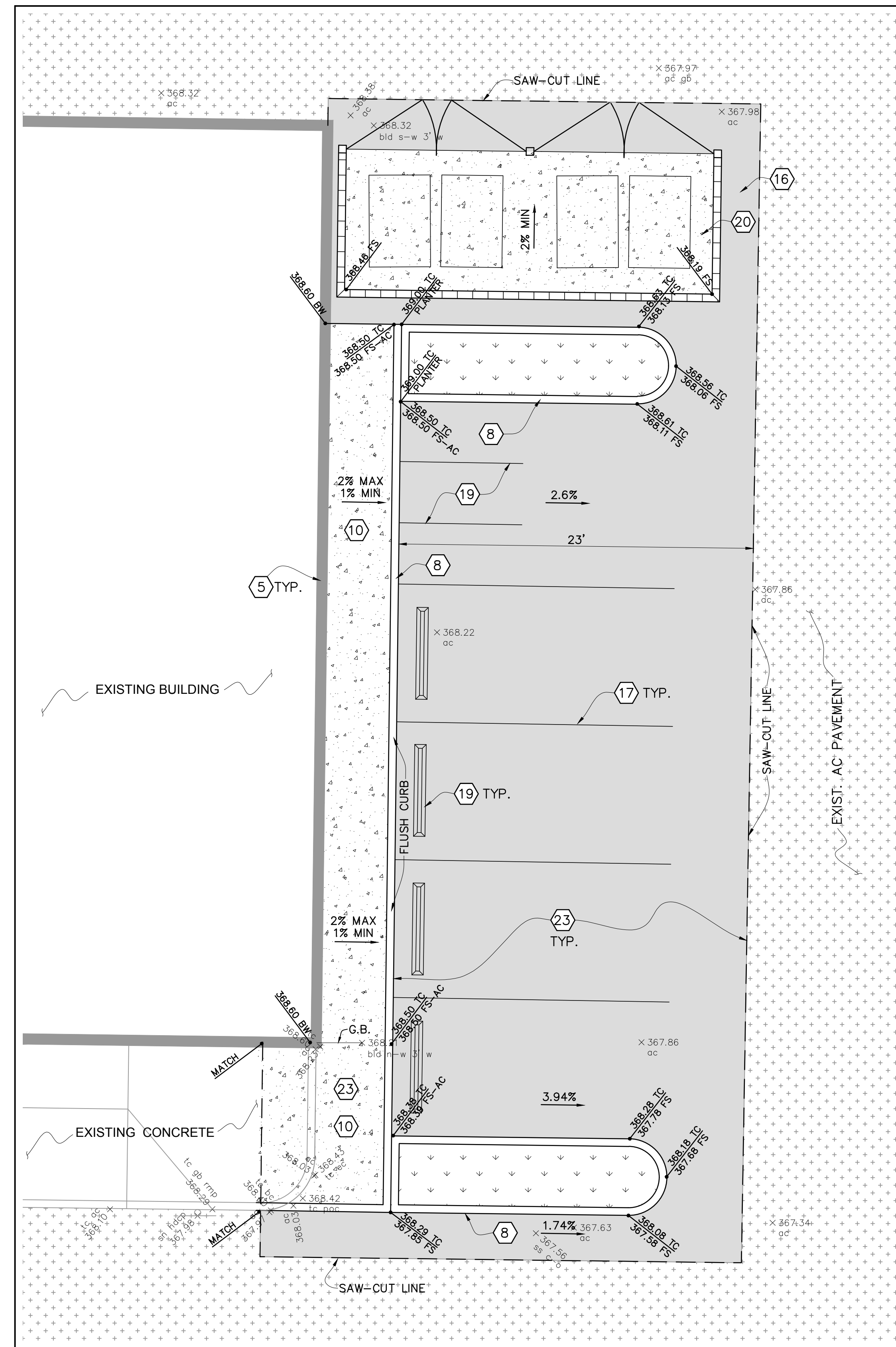
C
4 TYPICAL SECTION – NORTH SIDE OF BUILDING – LOADING DOCK RAMP
N.T.S.



D
4 TYPICAL SECTION – EAST/WEST THROUGH PARKING
N.T.S.

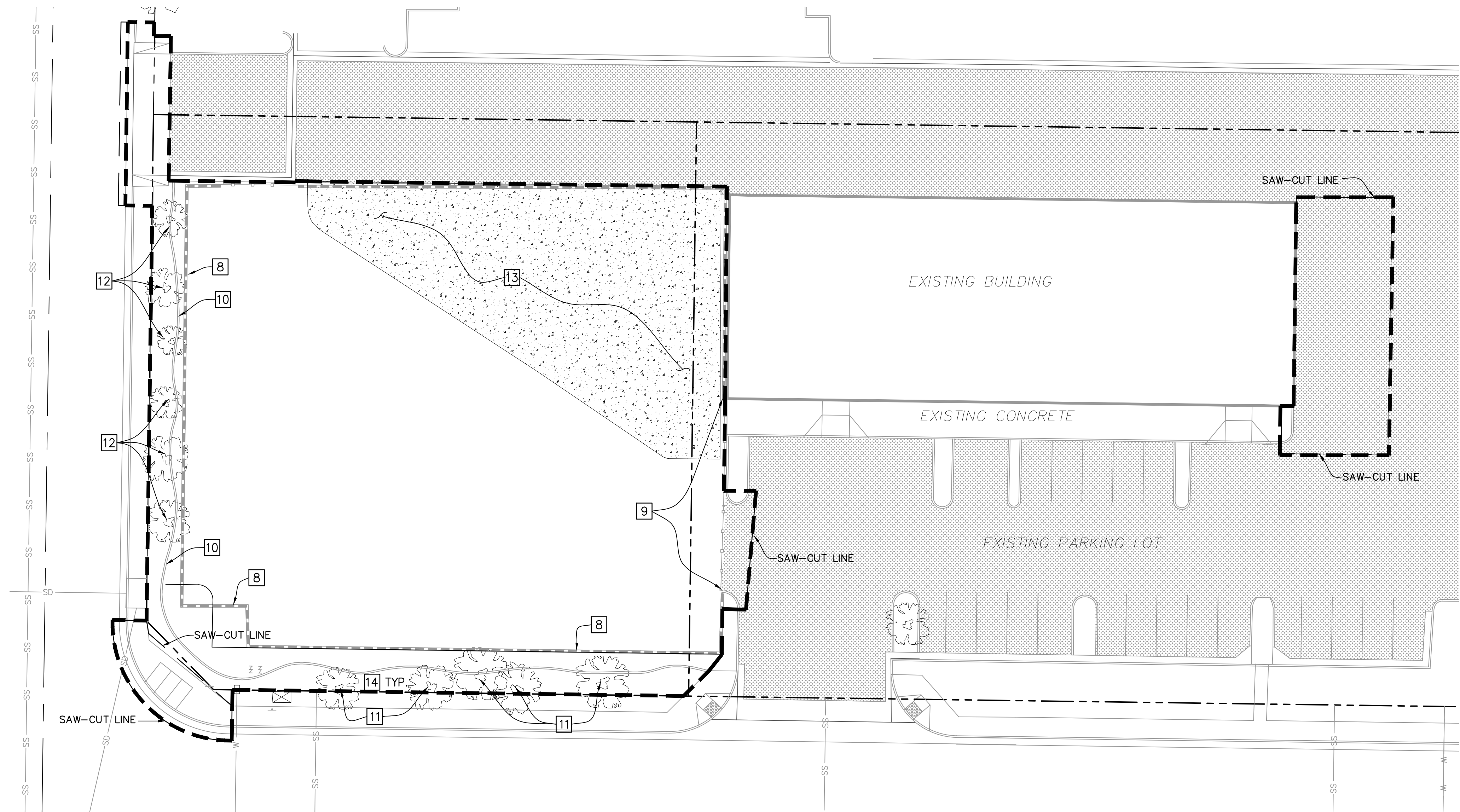


E
4 PEDESTRIAN/ADA COMPLIANT WALKWAY
N.T.S.



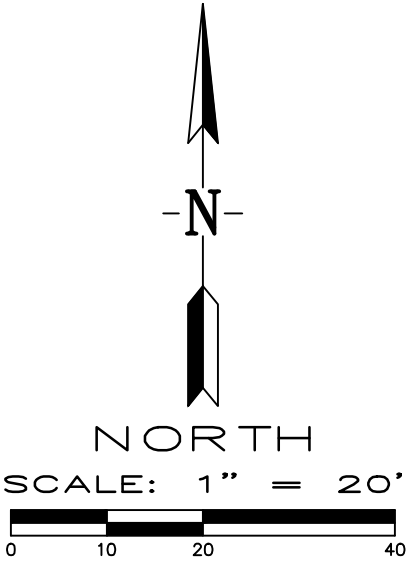
F
4 ADDITIONAL PARKING AREA
SCALE: 1"=5'

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LEGEND — DEMOLITION PLAN	
	PROPOSED LIMITS OF DEMOLITION
	DEMOLITION NOTE — THIS SHEET ONLY
	EXISTING "TOPO" SHOT WITH DESCRIPTION
	EXISTING ASPHALT CONCRETE SURFACE
	EXISTING PC CONCRETE SURFACE
	EXISTING IRON FENCE
	EXISTING TREE
	EXISTING SEWER MAIN
	EXISTING WATER MAIN
	EXISTING STORM DRAIN
	EXISTING WATER VALVE
	EXISTING UTILITY BOX/VAULT (SIZE VARIES)
AC	ASPHALT CONCRETE
BM	BENCHMARK
BW	BACK OF WALK
CB	CATCH BASIN
CL	CENTERLINE
EP	EDGE OF PAVEMENT
EX	EXISTING
FL	FLOWLINE
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FS	FINISHED SURFACE
FNC	FENCE
GRD	GROUND
GB	GRADE BREAK
NG	NATURAL GROUND
PL	PROPERTY LINE
PP	POWER POLE
RW	RIGHT OF WAY
TC	TOP OF CURB
TOE	TOE OF SLOPE
TOP	TOP OF SLOPE
TYP	TYPICAL
WV	WATER VALVE
WM	WATER METER

- DEMOLITION NOTES (THIS SHEET ONLY)**
- 1 THIS SHEET PROVIDED TO SHOW LIMITS OF DEMOLITION OF HARDSCAPE, HARD IMPROVEMENTS AND EXISTING CONDITIONS CLEARLY.
- 2 THE EXACT DEPTH AND LOCATION OF UNDERGROUND UTILITIES SHALL BE DETERMINED PRIOR TO ANY GROUND DISTURBANCE.
- 3 CONTRACTOR SHALL "POTHOLE" ALL EXISTING UTILITIES TO VERIFY LOCATION AND DEPTH. EXCEPT AS OTHERWISE SHOWN ON PLANS, ALL EXISTING UTILITIES SHALL BE PROTECTED IN-PLACE.
- 4 SEE ALSO GENERAL NOTES FOR DEMOLITION REQUIREMENTS.
- 5 ALL VOIDS CREATED BY DEMOLITION SHALL BE BACKFILLED WITH ENGINEERED FILL. ENGINEERED FILL SHALL BE PLACED IN LAYERS NOT EXCEEDING 6-INCHES IN COMPACTED THICKNESS, AND COMPACTED TO 95% RELATIVE DENSITY PER ASTM D-1557.
- 6 EXACT LIMITS OF DEMOLITION SHALL BE AS NECESSARY TO ACCOMMODATE NEW CONSTRUCTION, UTILITY CONNECTIONS, BUILDINGS, CONCRETE AND PAVEMENT PATCHES.
- 7 ALL MATERIAL GENERATED FROM DEMOLITION, INCLUDING PORTLAND CEMENT CONCRETE, TREES, AND EXCESS MATERIAL, SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE WITH ALL LAWS AND ORDINANCES.
- 8 DEMOLISH AND REMOVE EXISTING BLOCK WALL WITHIN LIMITS SHOWN.
- 9 REMOVE EXISTING GATE AND FENCE.
- 10 DEMOLISH AND REMOVE EXISTING LANDSCAPE CURB.
- 11 EXISTING TREES TO BE PROTECTED-IN-PLACE WHERE NOTED ON PLAN.
- 12 REMOVE EXISTING TREES WHERE SHOWN ON PLAN. REMOVAL SHALL INCLUDE ENTIRE ROOTBALLS. TRACE OUT AND REMOVE ALL ROOTS WITHIN LIMITS OF WORK. BACKFILL ALL VOIDS CREATED PER NOTE 5.
- 13 SAWCUT AND REMOVE EXISTING PORTLAND CEMENT CONCRETE WITHIN LIMITS SHOWN ON PLAN.
- 14 LOCATE, CUT & CAP EXISTING IRRIGATION LINES.



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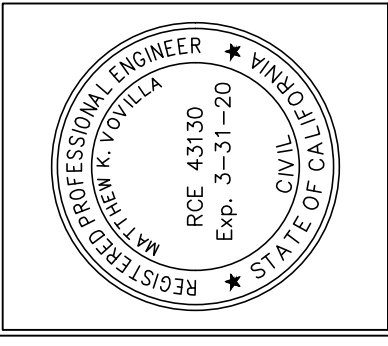
CITY OF BAKERSFIELD RECORD NO.

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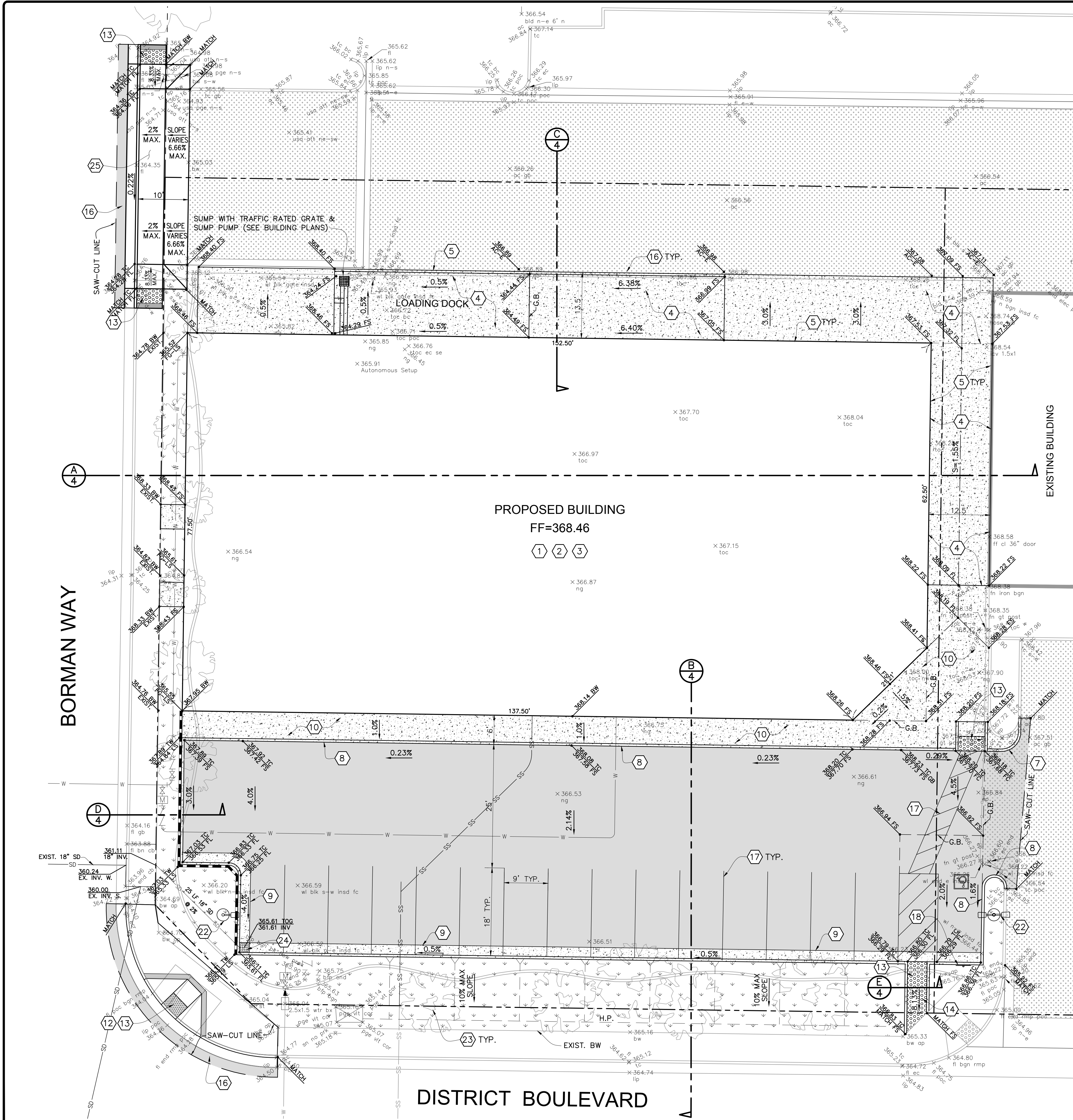
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11-28-18	DATE
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MATTHEW K. VOYILLA	



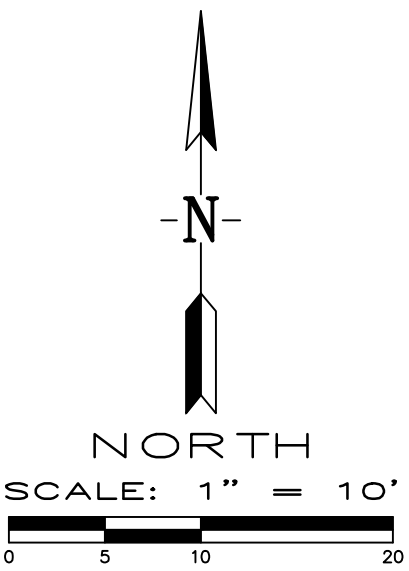
DEMOLITION PLAN
MICHAEL FLOORING, INC.
6500 DISTRICT BLVD.
BAKERSFIELD, CALIFORNIA

JOB No.:	18-839
DWG NO.:	GRADING
DATE:	11/28/18
DRAWN BY:	ADA
CHECKED BY:	MKV
SHEET	5
OF 8 SHEETS	



LEGEND — GRADING PLAN:

	EXISTING ASPHALT CONCRETE PAVEMENT	AC	ASPHALT CONCRETE
	PROPOSED ASPHALT CONCRETE PAVEMENT	BM	BENCHMARK
	PROPOSED PORTLAND CEMENT CONCRETE	BW	BACK OF WALK
	PROPOSED LANDSCAPE AREA	CB	CATCH BASIN
	PROPOSED ADA COMPLIANT "TRUNCATED DOMES"	CL	CENTERLINE
	DESIGN ELEVATION	EP	EDGE OF PAVEMENT
	DESIGN SLOPE	EX	EXISTING
	PROPERTY LINE	FL	FLOWLINE
	STREET CENTERLINE	FF	FINISHED FLOOR
	EXISTING STORM DRAIN	FH	FIRE HYDRANT
	EXISTING SEWER LINE	FS	FINISHED SURFACE
	EXISTING WATER LINE	FNC	FENCE
	EXISTING IRON FENCE	GRD	GROUND
	PROPOSED RETAINING WALL	GB	GRADE BREAK
	EXISTING FIRE HYDRANT	NG	NATURAL GROUND
	EXISTING POWER POLE	PL	PROPERTY LINE
	EXISTING UTILITY BOX	PP	POWER POLE
	EXISTING SIGN	RW	RIGHT OF WAY
	EXISTING TREE	TC	TOP OF CURB
	EXISTING "TOPO" SHOT WITH SURVEYOR'S DESCRIPTION	TOE	TOE OF SLOPE
	SITE LUMINAIRE	TOP	TOP OF SLOPE
	CONSTRUCTION NOTES—SEE SHEET 4	TYP	TYPICAL
	PROPOSED STORM DRAIN	WV	WATER VALVE
	PROPOSED STORM DRAIN GRATE INLET	WM	WATER METER
		LP	LIP OF GUTTER
		LS	LANDSCAPE ELEVATION
		TW	TOP OF WALL



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11-28-18
RCE 43130 EXP. 3/31/20
DATE

REVISIONS

GRADING & SITE IMPROVEMENT PLAN
MICHAEL FLOORING, INC.
6500 DISTRICT BLVD.
BAKERSFIELD, CALIFORNIA

JOB No.: 18-839
DWG NO.: GRADING
DATE: 11/28/18
DRAWN BY: ADA
CHECKED BY: MKV
SHEET 6

OF 8 SHEETS

EROSION CONTROL NOTES (BEST MANAGEMENT PRACTICES):

1. SOIL STABILIZATION:
- (A) TEMPORARY SEEDING – WITHIN 7 DAYS AFTER CONSTRUCTION ACTIVITY CEASES ON ANY PARTICULAR AREA, ALL DISTURBED GROUND WHERE THERE WILL NOT BE CONSTRUCTION FOR LONGER THAN 21 DAYS MUST BE SEEDED WITH FAST-GERMINATING TEMPORARY SEED AND PROTECTED WITH MULCH.
- (B) PERMANENT SEEDING – ALL AREAS AT FINAL GRADE MUST BE SEEDED WITHIN 14 DAYS AFTER COMPLETION OF THE MAJOR CONSTRUCTION ACTIVITY. SEEDED AREAS SHOULD BE PROTECTED WITH MULCH.
- (C) STRUCTURAL CONTROLS – GENERAL:
1. MINIMIZE THE LIMITS OF DISTURBED SOIL. LIMIT CONSTRUCTION EQUIPMENT TO THE PRECISE WORK AREA.
2. INSTALL SILT FENCES AND/OR FIBER ROLLS AT THE BOTTOM OF SLOPES IN ACCORDANCE WITH PLAN DETAILS.
3. STAKE FIBER ROLLS ONTO SLOPES PERPENDICULAR TO FLOW AT INTERMITTENT INTERVALS.
4. VEHICLE FUELING AREAS, EQUIPMENT MAINTENANCE AREAS, MATERIAL STOCKPILE AREAS, AND CONCRETE WASH OUT AREAS SHALL BE CONTAINED VIA BERMING, IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
- (D) FINAL SITE STABILIZATION IS ACHIEVED WHEN TURF GRASS COVER PROVIDES PERMANENT STABILIZATION FOR AT LEAST 70 PERCENT OF THE DISTURBED SOIL SURFACE, EXCLUSIVE OF AREAS THAT HAVE BEEN PAVED.

2. OTHER POLLUTANT CONTROLS:
- (A) DUST CONTROL – CONSTRUCTION TRAFFIC MUST ENTER AND EXIT THE SITE AT THE STABILIZED CONSTRUCTION ENTRANCE. THE PURPOSE IS TO TRAP DUST AND MUD THAT WOULD OTHERWISE BE CARRIED OFF-SITE BY CONSTRUCTION TRAFFIC.
- WATER TRUCKS WILL BE USED AS NEEDED DURING CONSTRUCTION TO REDUCE DUST GENERATED ON THE SITE. DUST CONTROL MUST BE PROVIDED BY THE GENERAL CONTRACTOR TO A DEGREE THAT IS ACCEPTABLE TO THE PG&E CONSTRUCTION MANAGER, AND IN COMPLIANCE WITH APPLICABLE LOCAL AND STATE DUST CONTROL REGULATIONS. AFTER CONSTRUCTION, THE SITE WILL BE STABILIZED (AS DESCRIBED ELSEWHERE), WHICH WILL REDUCE THE POTENTIAL FOR DUST GENERATION.

- (B) SOLID WASTE DISPOSAL – NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED FROM THE SITE WITH STORM WATER. ALL SOLID WASTE, INCLUDING DISPOSABLE MATERIALS INCIDENTAL TO THE MAJOR CONSTRUCTION ACTIVITIES, MUST BE COLLECTED AND PLACED IN CONTAINERS. THE CONTAINERS WILL BE EMPTIED PERIODICALLY BY A CONTRACT TRASH DISPOSAL SERVICE AND HAULED AWAY FROM THE SITE.

SUBSTANCES THAT HAVE THE POTENTIAL FOR POLLUTING SURFACE AND/OR GROUNDWATER MUST BE CONTROLLED BY WHATEVER MEANS NECESSARY IN ORDER TO ENSURE THAT THEY DO NOT DISCHARGE FROM THE SITE. AS AN EXAMPLE, SPECIAL CARE MUST BE EXERCISED DURING EQUIPMENT FUELING AND SERVICING OPERATIONS. IF A SPILL OCCURS, IT MUST BE CONTAINED AND DISPOSED SO THAT IT WILL NOT FLOW FROM THE SITE OR ENTER GROUNDWATER, EVEN IF THIS REQUIRES REMOVAL, TREATMENT, AND DISPOSAL OF SOIL. IN THIS REGARD, POTENTIALLY POLLUTING SUBSTANCES SHOULD BE HANDLED IN A MANNER CONSISTENT WITH THE IMPACT THEY REPRESENT.

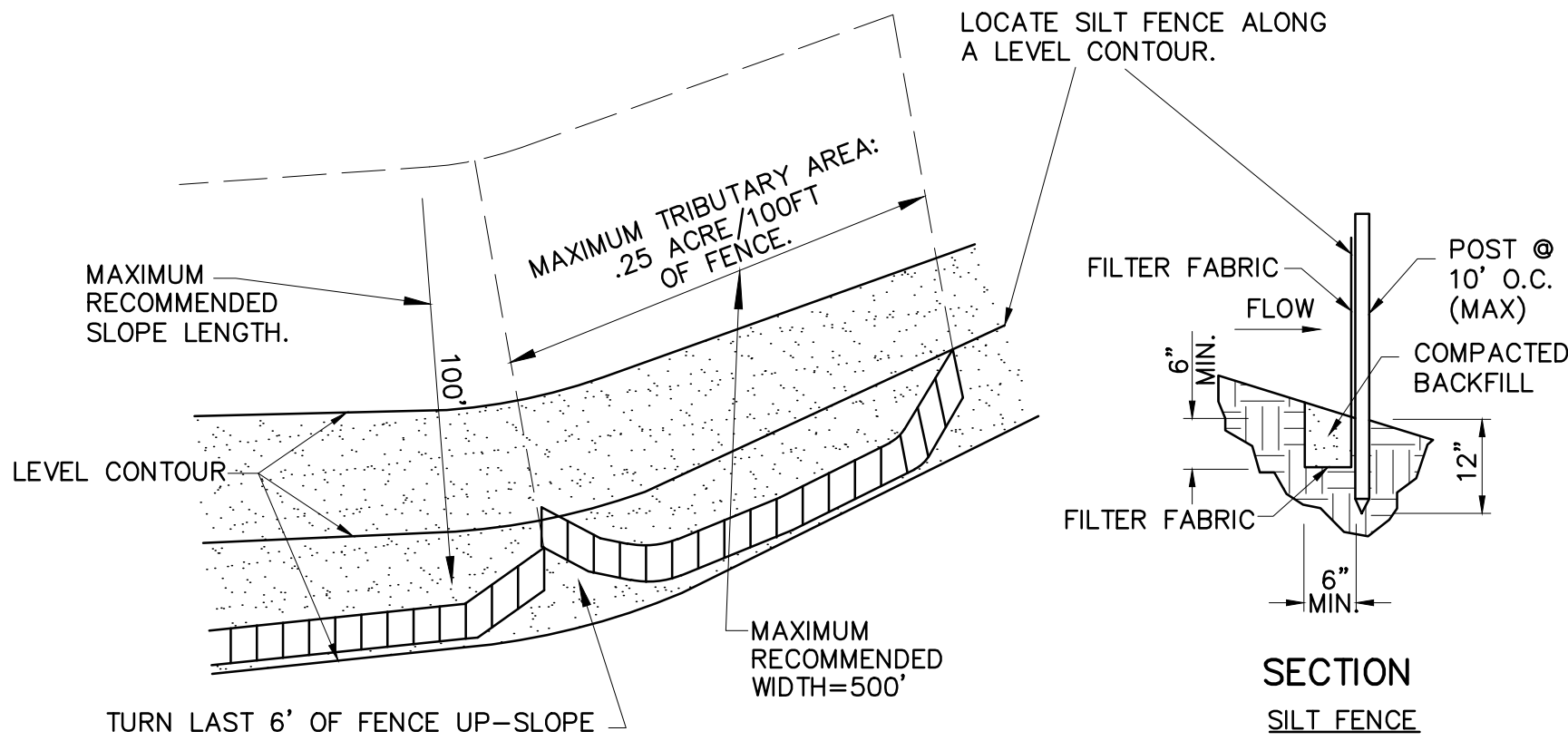
- (C) SANITARY FACILITIES – ALL PERSONNEL INVOLVED WITH CONSTRUCTION ACTIVITIES MUST COMPLY WITH STATE AND LOCAL SANITARY OR SEPTIC SYSTEM REGULATIONS. TEMPORARY SANITARY FACILITIES WILL BE PROVIDED AT THE SITE THROUGHOUT THE CONSTRUCTION PHASE. THEY MUST BE UTILIZED BY ALL CONSTRUCTION PERSONNEL AND WILL BE SERVICED BY A COMMERCIAL OPERATOR.

- (D) WATER SOURCE – NON-STORM WATER COMPONENTS OF SITE DISCHARGE MUST BE CLEAN WATER. WATER USED FOR CONSTRUCTION, WHICH DISCHARGES FROM THE SITE, MUST ORIGINATE FROM A PUBLIC WATER SUPPLY OR PRIVATE WELL APPROVED BY THE STATE HEALTH DEPARTMENT. WATER USED FOR CONSTRUCTION THAT DOES NOT ORIGINATE FROM AN APPROVED PUBLIC SUPPLY MUST NOT DISCHARGE FROM THE SITE. IT CAN BE RETAINED IN THE PONDS UNTIL IT INFILTRATES AND EVAPORATES.

- (E) LONG-TERM POLLUTANT CONTROLS – STORM WATER POLLUTANT CONTROL MEASURES INSTALLED DURING CONSTRUCTION, WHICH WILL ALSO PROVIDE BENEFITS AFTER CONSTRUCTION, INCLUDE DETENTION BASINS THAT WILL SERVE AS SEDIMENTATION BASINS. THOSE SEDIMENT BARRIERS THAT DO NOT INTERFERE WITH NORMAL OPERATIONS AND APPEAR TO PROVIDE LONG-TERM BENEFITS CAN BE LEFT IN PLACE AFTER CONSTRUCTION IS COMPLETED.

3. CONSTRUCTION PHASE "BEST MANAGEMENT PRACTICES" – DURING THE CONSTRUCTION PHASE, THE GENERAL CONTRACTOR WILL IMPLEMENT THE FOLLOWING MEASURES:

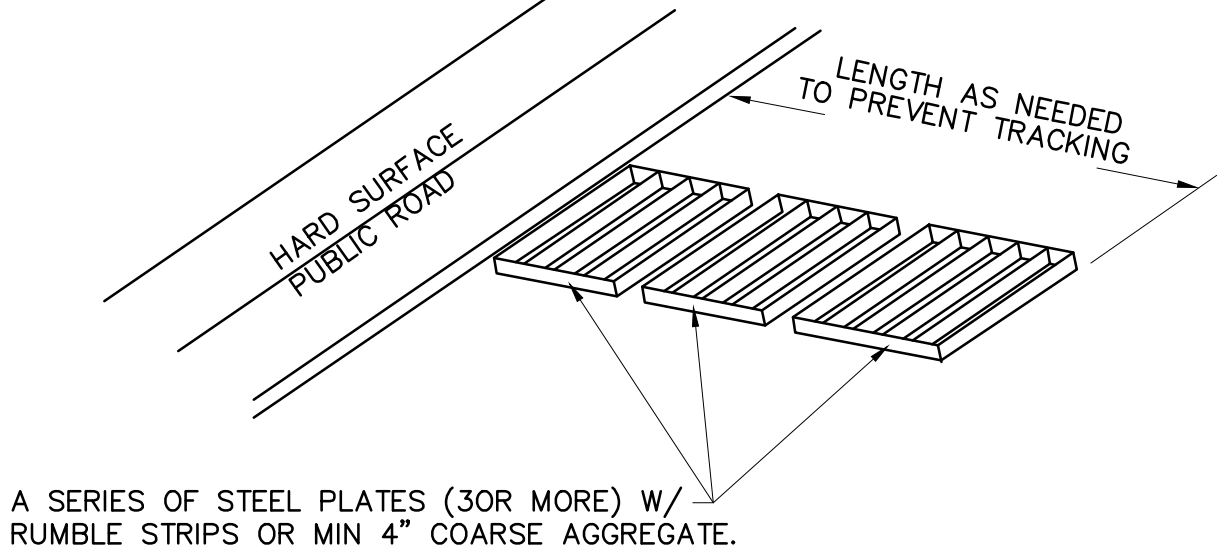
- (A) MATERIAL RESULTING FROM THE CLEARING AND GRUBBING OPERATION WILL BE STOCKPILED UP SLOPE FROM ADEQUATE SEDIMENTATION CONTROLS.
- (B) THE GENERAL CONTRACTOR WILL DESIGNATE AREAS FOR EQUIPMENT CLEANING, MAINTENANCE, AND REPAIR. THE GENERAL CONTRACTOR AND SUBCONTRACTORS WILL UTILIZE THOSE AREAS. THE AREAS WILL BE PROTECTED BY A TEMPORARY PERIMETER BERM.
- (C) USE OF DETERGENTS FOR LARGE-SCALE WASHING IS PROHIBITED (I.E., VEHICLES, BUILDINGS, PAVEMENT SURFACES, ETC.).
- (D) CHEMICALS, PAINTS, SOLVENTS, FERTILIZERS, AND OTHER TOXIC MATERIAL MUST BE STORED IN WATERPROOF CONTAINERS. EXCEPT DURING APPLICATION, THE CONTENTS MUST BE KEPT IN TRUCKS OR WITHIN STORAGE FACILITIES. RUNOFF CONTAINING SUCH MATERIAL MUST BE COLLECTED, REMOVED FROM THE SITE, TREATED, AND DISPOSED AT AN APPROVED SOLID WASTE OR CHEMICAL DISPOSAL FACILITY.



DETAIL NOTES:

1. CONSTRUCT THE SILT FENCE ALONG A LEVEL CONTOUR.
2. SILT FENCES SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED.
3. PROVIDE SUFFICIENT ROOM FOR RUNOFF TO POND BEHIND THE FENCE AND ALLOW SEDIMENT REMOVAL EQUIPMENT TO PASS BETWEEN THE SILT FENCE AND TOE OF SLOPE OR OTHER OBSTRUCTIONS. ABOUT 1200 SQ. FT. OF PONDING AREA SHALL BE PROVIDED FOR EVERY ACRE DRAINING TO THE FENCE.
4. TURN THE ENDS OF THE FILTER FENCE UPHILL TO PREVENT STORM WATER FROM FLOWING.
5. LEAVE AN UNDISTURBED OR STABILIZED AREA IMMEDIATELY DOWN SLOPE FROM THE FENCE.
6. DO NOT PLACE IN LIVE STREAM OR INTERMITTENTLY FLOWING CHANNELS.
7. WHEN STANDARD FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UP SLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1" LONG, TIE WIRES OR HOG RINGS.

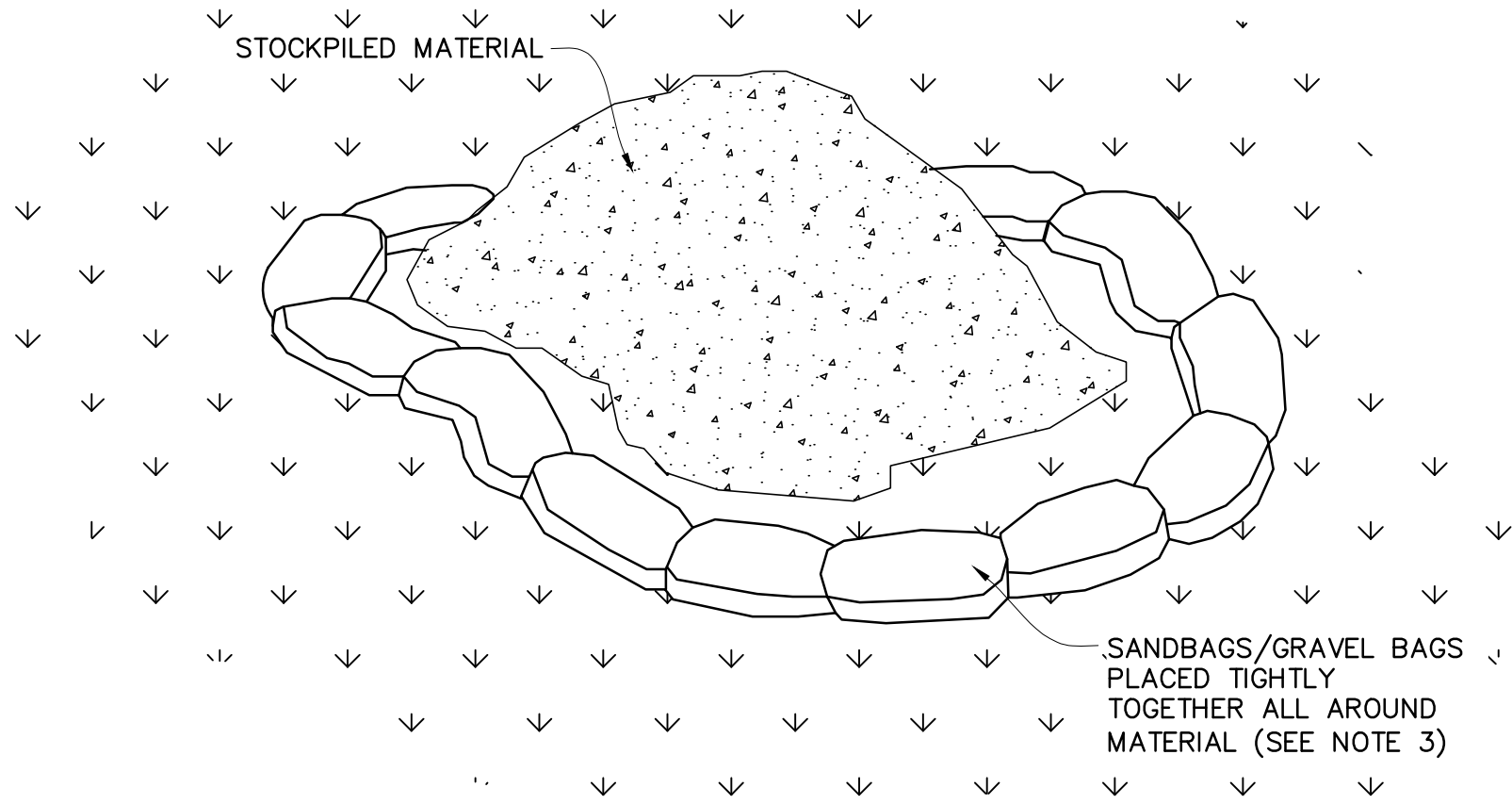
A SILT FENCE
NOT TO SCALE



DETAIL NOTES:

1. SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONSTRUCTION ENTRANCE ROADWAYS SHALL BE STABILIZED SO AS TO PREVENT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC ROADS. DEPOSITIONS MUST BE SWEEPED IMMEDIATELY AND MAY NOT BE WASHED DOWN BY RAIN OR OTHER MEANS INTO THE STORM DRAIN SYSTEM.
2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE:
- A. LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT OF WAY, STREET, ALLEY, AND SIDEWALK OR PARKING AREA.
- B. A SERIES OF STEEL PLATES WITH "RUMBLE STRIPS," AND/OR MIN 4" COARSE AGGREGATE WITH LENGTH, WIDTH & THICKNESS AS NEEDED TO ADEQUATELY PREVENT ANY TRACKING ONTO PAVED SURFACES.
3. ADDING A WASH RACK WITH A SEDIMENT TRAP LARGE ENOUGH TO COLLECT ALL WASH WATER CAN GREATLY IMPROVE EFFICIENCY.
4. ALL VEHICLES ACCESSING THE CONSTRUCTION SITE SHALL UTILIZE THE STABILIZED CONSTRUCTION ENTRANCES SITES.
- A. REMOVE ALL SEDIMENT DEPOSITED ON PAVED ROADWAYS IMMEDIATELY.
- B. SWEEP PAVED AREAS THAT RECEIVE CONSTRUCTION TRAFFIC WHENEVER SEDIMENT BECOMES VISIBLE.
- C. PAVEMENT WASHING WITH WATER IS PROHIBITED IF IT RESULTS IN A DISCHARGE TO THE STORM DRAIN SYSTEM.

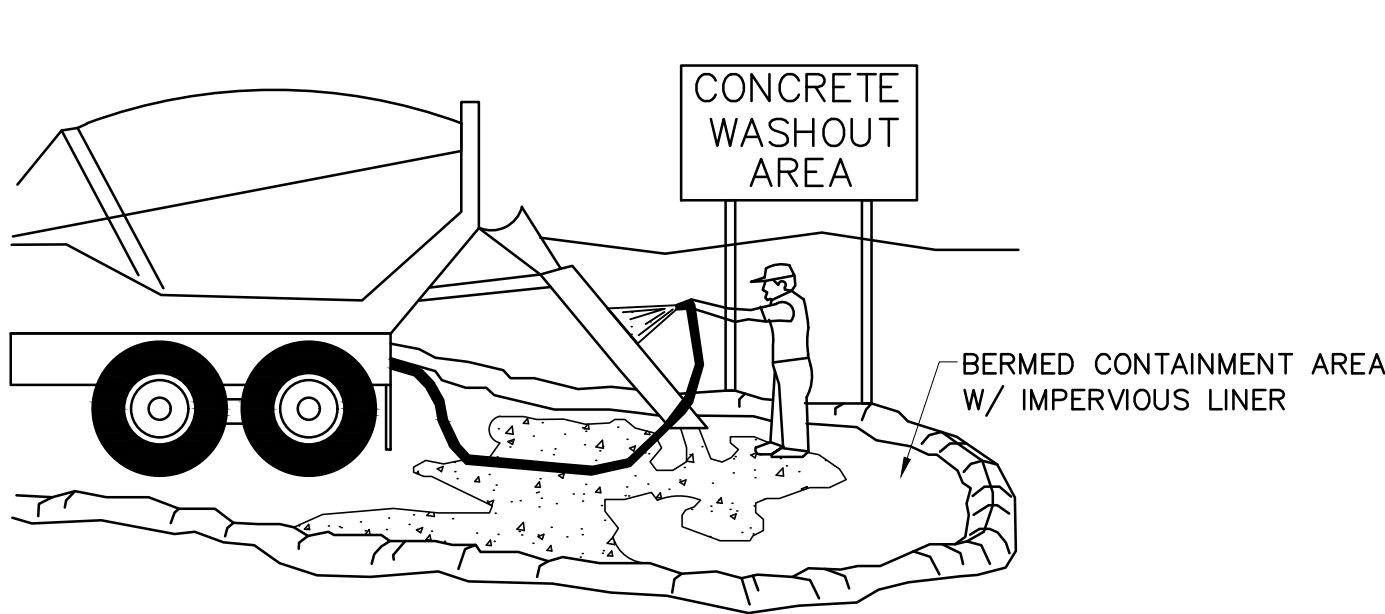
B STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



NOTES:

1. DIRT AND OTHER CONSTRUCTION RELATED MATERIALS PLACED IN THE STREET OR ON OTHER IMPERVIOUS SURFACES MUST BE CONTAINED WITH SANDBAGS OR OTHER MEASURES TO PREVENT TRANSPORT TO THE STORM DRAIN SYSTEM.
2. ANY CONSTRUCTION MATERIAL STORED OR STOCKPILED ON-SITE SHALL BE PROTECTED FROM BEING TRANSPORTED BY THE FORCE OF WIND OR WATER
3. FIBER ROLLS MAY BE SUBSTITUTED FOR SAND BAGS.

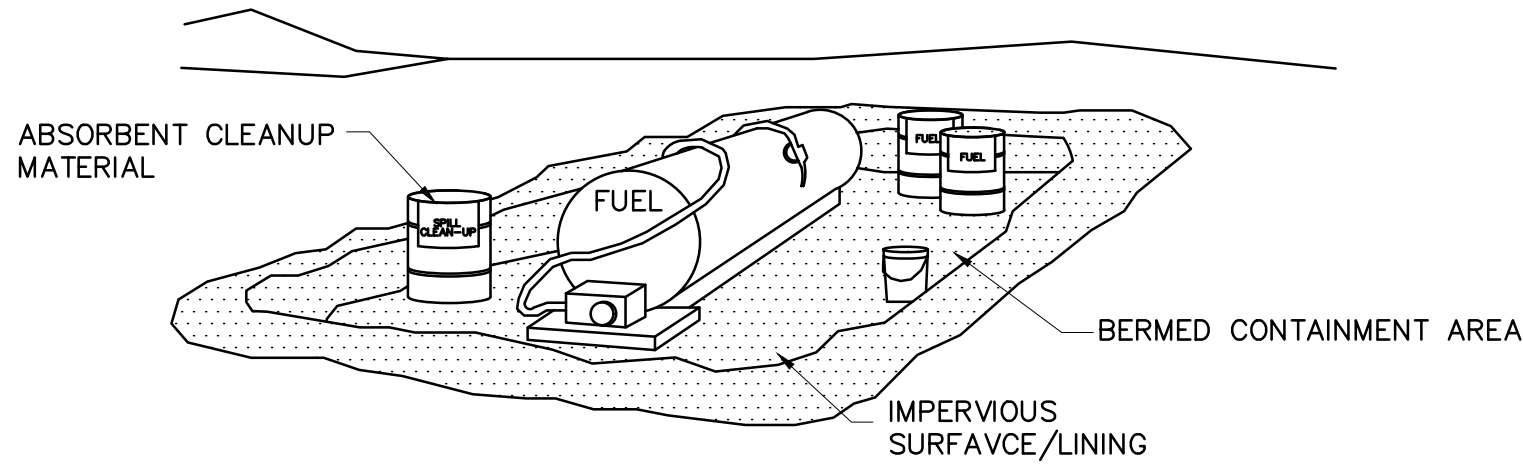
C MATERIAL STORAGE
NOT TO SCALE



DETAIL NOTES:

1. EXCESS AND WASTE CONCRETE SHALL NOT BE WASHED INTO THE STREET OR INTO A DRAINAGE SYSTEM.
2. FOR WASHOUT OF CONCRETE AND MORTAR PRODUCTS, A DESIGNATED CONTAINMENT FACILITY OF SUFFICIENT CAPACITY TO RETAIN LIQUID AND SOLID WASTE SHALL BE PROVIDED ON SITE.
3. SLURRY FROM CONCRETE AND ASPHALT SAW CUTTING SHALL BE VACUUMED OR CONTAINED, DRIED, PICKED UP AND DISPOSED OF PROPERLY.

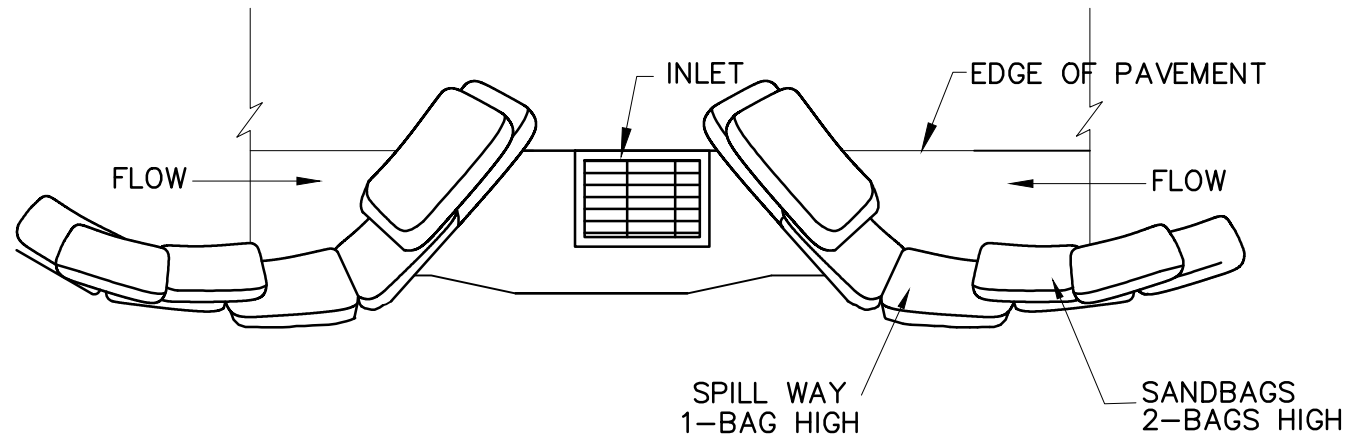
D CONCRETE WASTE MANAGEMENT
NOT TO SCALE



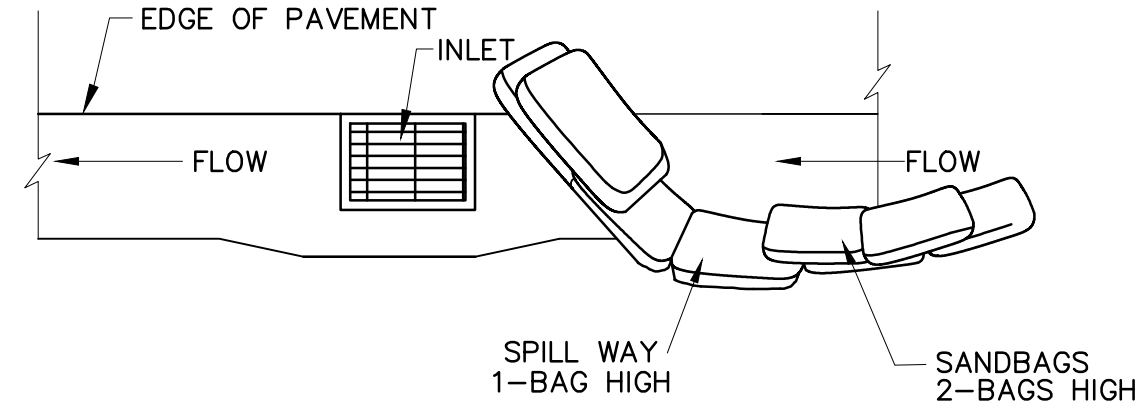
DETAIL NOTES:

1. FUELING SHALL BE PERFORMED IN A DESIGNATED AREA AWAY FROM DRAINAGE COURSES.
2. ABSORBENT CLEANUP MATERIAL SHALL BE ON SITE AND USED IMMEDIATELY IN THE EVENT OF A SPILL.

E VEHICLE/EQUIPMENT FUELING
NOT TO SCALE



PROTECTION FOR INLET w/DOUBLE FLOW DIRECTION



PROTECTION FOR INLET w/SINGLE FLOW DIRECTION

NOTES:

1. INTENDED FOR SHORT-TERM USE.
2. USE TO INHIBIT NON STORM WATER FLOW.
3. ALLOW FOR PROPER MAINTENANCE AND CLEANUP
4. BAGS MUST BE REMOVED AFTER ADJACENT OPERATION IS COMPLETE
5. NOT APPLICABLE IN AREAS WITH HIGH SILTS AND CLAY WITHOUT FILTER FABRICS.

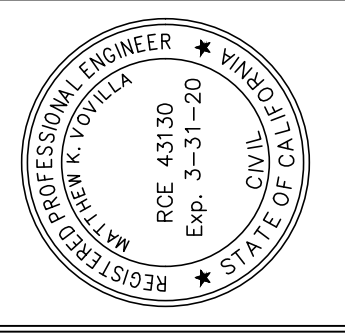
F CATCH BASIN/INLET PROTECTION – SPILLWAY
NOT TO SCALE

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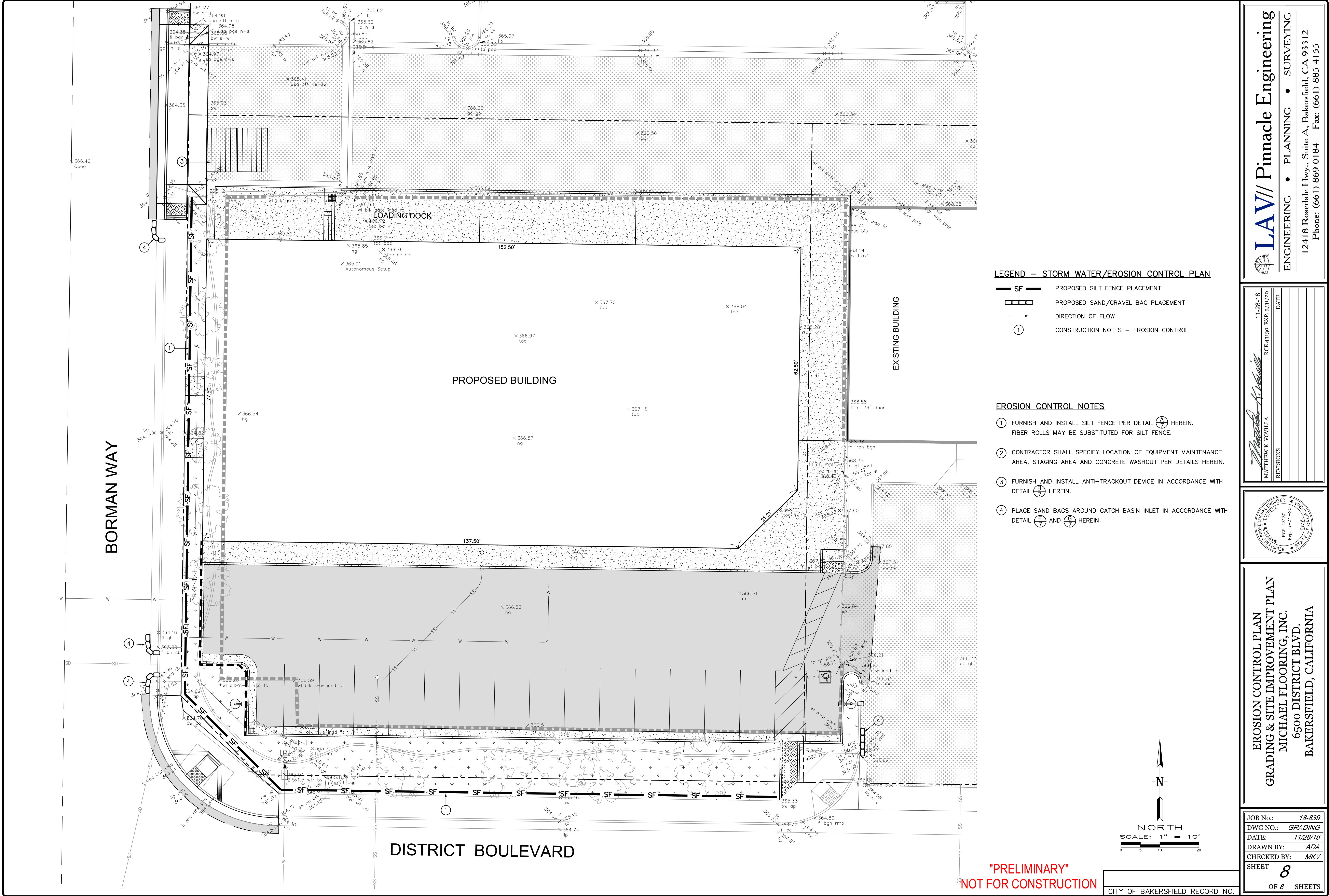
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11-28-18	11-28-18
RCE 43130 EXP. 3/31/20	RCE 43130 EXP. 3/31/20
DATE	DATE
REVISIONS	REVISIONS
MATTHEW K. VOYILLA	MATTHEW K. VOYILLA



EROSION CONTROL DETAILS
GRADING & SITE IMPROVEMENT PLAN
MICHAEL FLOORING, INC.
6500 DISTRICT BLVD.
BAKERSFIELD, CALIFORNIA

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DRAWN BY:	ADA
CHECKED BY:	MKV
SHEET	7
	OF 8 SHEETS

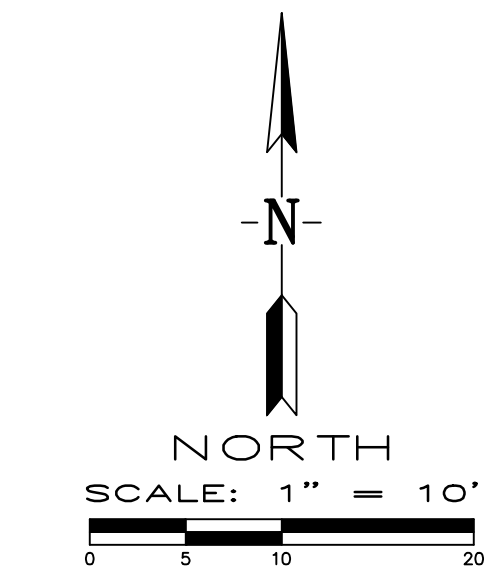


LEGEND – STORM WATER/EROSION CONTROL PLAN

- SF PROPOSED SILT FENCE PLACEMENT
- PROPOSED SAND/GRAVEL BAG PLACEMENT
- DIRECTION OF FLOW
- 1 CONSTRUCTION NOTES – EROSION CONTROL

EROSION CONTROL NOTES

- FURNISH AND INSTALL SILT FENCE PER DETAIL 7 HEREIN. FIBER ROLLS MAY BE SUBSTITUTED FOR SILT FENCE.
- CONTRACTOR SHALL SPECIFY LOCATION OF EQUIPMENT MAINTENANCE AREA, STAGING AREA AND CONCRETE WASHOUT PER DETAILS HEREIN.
- FURNISH AND INSTALL ANTI-TRACKOUT DEVICE IN ACCORDANCE WITH DETAIL 8 HEREIN.
- PLACE SAND BAGS AROUND CATCH BASIN INLET IN ACCORDANCE WITH DETAIL 7 AND 9 HEREIN.



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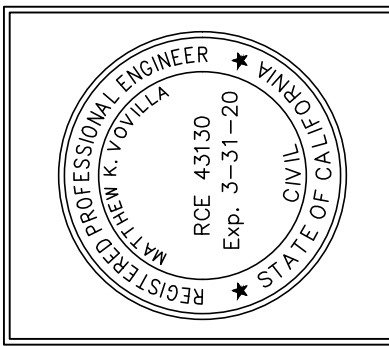
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