PALO VERDE COLLEGE PARKING LOT IMPROVEMENTS

IN THE CITY OF BLYTHE, CALIFORNIA

GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE STANDARD DETAILS AND SPECIFICATIONS OF THE CITY OF BLYTHE. ALL STANDARD DETAILS AND SPECIFICATIONS ARE AVAILABLE AT THE PUBLIC WORKS OFFICE, 440 SOUTH MAIN STREET, BLYTHE, CALIFORNIA. IN ADDITION, ALL WORK SHALL CONFORM TO THE "CALTRANS STANDARD AND SPECIFICATIONS" (LATEST EDITION).
2. THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT 811 AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION.
3. THE CONTRACTOR SHALL PROVIDE A "TRAFFIC CONTROL AND WORKER PROTECTION PLAN" PREPARED IN ACCORDANCE WITH CALTRANS DIVISION OF MAINTENANCE CHAPTER 8 (PROTECTION OF WORKERS), WHEN WORKING IN A DEDICATED RIGHT OF WAY (R/W). THE 'PLAN' SHALL BE SUBMITTED TO AND BE APPROVED BY THE CITY OF BLYTHE DEPARTMENT OF PUBLIC WORKS SEVEN (7) DAYS PRIOR TO ANY WORK IN THE R/W. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR WORKER AND PUBLIC SAFETY. ALL TRAFFIC CONTROL AND SAFETY DEVICES MUST BE ONSITE, INSPECTED AND APPROVED PRIOR TO THE COMMENCEMENT OF ANY WORK. THE CONTRACTOR SHALL KEEP ALL CONTROL AND SAFETY DEVICES IN PROPER POSITION AND WORKING ORDER AT ALL TIMES.
4. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
5. THE SITE SHALL BE WET DOWN AS NECESSARY DURING CONSTRUCTION TO ELIMINATE DUST GENERATION.
6. ANY DIRT, DUST, OR MUD, EITHER TRACKED OFF SITE BY EQUIPMENT OR BLOWN INTO ADJACENT CITY STREETS WILL BE CLEANED UP DAILY BY THE RESPONSIBLE CONTRACTOR.
7. THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
8. ALL GRADING SHALL COMPLY WITH APPENDIX CHAPTER 33 OF THE CALIFORNIA BUILDING CODE, LATEST EDITION. (EXCEPT THAT MINIMUM GRADE FOR SWALES = 0.50%.)
9. THE CONTRACTOR SHALL ARRANGE FOR ALL INSPECTIONS WITH THE CITY OF BLYTHE WITH A MINIMUM OF 24 HOURS ADVANCE NOTICE. WHEN THE CONTRACTOR IS NOT PRESENT AT THE INSPECTION APPOINTMENT SITE AND/OR THE WORK IS NOT READY FOR INSPECTION WITHIN FIFTEEN (15) MINUTES OF THE APPOINTED TIME, A RE-INSPECTION APPOINTMENT SHALL BE SCHEDULED. THE CONTRACTOR/DEVELOPER MAY BE ASSESSED AN AMOUNT EQUAL TO THE INSPECTOR'S COST TO THE CITY FOR ONE PAYROLL HOUR FOR EACH RE-INSPECTION.
10. ALL SITE GRADING SHALL BE FINISHED TO THE ELEVATIONS, LINES AND GRADES SHOWN ON THE PLANS. ALL FINISHED GRADES SHALL BE WITHIN 0.10 FOOT OF PLAN GRADE.
11. A MINIMUM OF SIX COMPACTION TESTS PER BLOCK OF STREET SHALL BE PROVIDED AT THE CONTRACTOR'S EXPENSE AT THE DISCRETION OF THE CITY FOR EACH OF THE FOLLOWING: EACH OF THE UTILITY TRENCHES, SUBBASE, BASE AND FINISHED A.C.
12. DURING GRADING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING EQUIPMENT THAT WILL NOT CAUSE "PUMPING" OF THE SOIL DUE TO THE DEPTH OF GROUNDWATER PRIOR TO CONSTRUCTION.
13. THE CONTRACTOR SHALL BE LICENSED BY THE STATE OF CALIFORNIA, HAVE A CITY BUSINESS LICENSE AND SHALL FILE A CERTIFICATE OF WORKMENS' COMPENSATION WITH THE CITY OF BLYTHE PRIOR TO THE START OF CONSTRUCTION.
14. A LIST OF ALL SUBCONTRACTORS SHALL BE PROVIDED BY THE GENERAL CONTRACTOR TO THE CITY BUILDING DEPARTMENT.
15. ANY STREET CLOSURES TO BE DONE DURING THE COURSE OF CONSTRUCTION SHALL BE DONE SOLELY BY THE RESPONSIBLE CONTRACTOR, IN COORDINATION WITH AND WITH THE APPROVAL OF THE BLYTHE PUBLIC WORKS DEPARTMENT. A MINIMUM NOTICE OF 48 HOURS SHALL BE PROVIDED TO THE PUBLIC AND AFFECTED AGENCIES. (SCHOOL, POLICE, FIRE, PVID, ETC.)
16. NO OPEN TRENCHES WILL BE PERMITTED OVERNIGHT WITHOUT THE DIRECTOR OF PUBLIC WORKS OR HIS AGENT'S APPROVAL.
17. PLANNED WATER OUTAGES SHALL BE COORDINATED WITH THE BLYTHE PUBLIC WORKS DEPARTMENT ONE-WEEK PRIOR TO SHUT DOWN.
18. THE CONTRACTOR SHALL MAINTAIN AN "AS-BUILT" SET OF PLANS AT THE JOB SITE. THESE PLANS MUST BE KEPT IN GOOD CONDITION, REFLECT ALL CHANGES TO THE PROJECT FROM THE APPROVED PLANS IN RED INK AND BE UPDATED DAILY. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL FURNISH THE CITY WITH ONE COMPLETE SET OF THE "AS-BUILT" PLANS AND THE DEVELOPER SHALL CAUSE THE DESIGN ENGINEER TO RECORD ALL CHANGES ON THE ORIGINAL PLANS PRIOR TO FURNISHING THEM TO THE CITY. FINAL APPROVAL OF THE PROJECT SHALL NOT BE GRANTED UNTIL THE PROVISIONS OF THIS REQUIREMENT HAVE BEEN MET.
19. A PRE-CONSTRUCTION MEETING SHALL BE CONDUCTED WITH THE PUBLIC WORKS DIRECTOR AND HIS ASSOCIATES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

ROAD CONSTRUCTION GENERAL NOTES

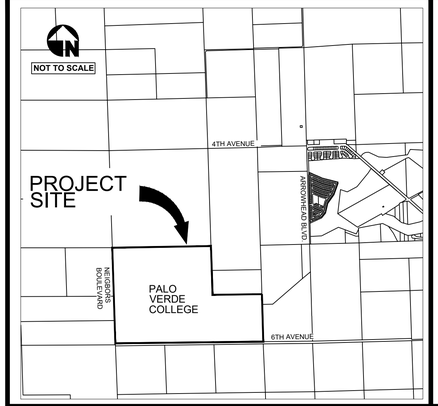
STREET CONSTRUCTION

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE STANDARD DETAILS AND SPECIFICATIONS OF THE CITY OF BLYTHE; ALL STANDARD DETAILS AND SPECIFICATIONS ARE AVAILABLE AT THE PUBLIC WORKS OFFICE, 440 SOUTH MAIN STREET, BLYTHE CALIFORNIA. IN ADDITION, WORK SHALL CONFORM TO THE CALTRANS STANDARD SPECIFICATIONS (LATEST EDITION).
2. THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY OF BLYTHE AND THE HOLT GROUP HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.
3. THE CONTRACTOR SHALL PROVIDE A "TRAFFIC CONTROL AND WORKER PROTECTION PLAN", PREPARED IN ACCORDANCE WITH CALTRANS DIVISION OF MAINTENANCE-CHAPTER 8 (PROTECTION OF WORKERS), WHEN WORKING IN A DEDICATED RIGHT-OF-WAY (R/W). THE 'PLAN' SHALL BE SUBMITTED TO AND BE APPROVED BY THE CITY OF BLYTHE DEPARTMENT OF PUBLIC WORKS SEVEN (7) DAYS PRIOR TO ANY WORK IN THE R/W. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR WORKER AND PUBLIC SAFETY. ALL TRAFFIC CONTROL AND SAFETY DEVICES MUST BE ONSITE, INSPECTED AND APPROVED PRIOR TO THE COMMENCEMENT OF ANY WORK. THE CONTRACTOR SHALL KEEP ALL CONTROL AND SAFETY DEVICES IN PROPER POSITION AND WORKING ORDER AT ALL TIMES. IF AT ANY TIME THE CITY REPRESENTATIVE DETERMINES THAT THE "TRAFFIC CONTROL AND WORKER PROTECTION PLAN' AND THE CONTROL MEASURES AND SAFETY DEVICES DO NOT ADEQUATELY PROTECT THE WORKERS AND INSURE THE PUBLIC SAFETY, ALL WORK SHALL IMMEDIATELY CEASE AND SHALL NOT RESUME UNTIL THE DEFICIENCIES HAVE BEEN CORRECTED.
4. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS FOR PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
5. THE LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
6. THE FLOWLINE OF ALL CURB, GUTTER AND RIBBON GUTTER SHALL BE WATER TESTED BEFORE ACCEPTANCE OF THE PROJECT. CURB EXTRUDING MACHINES MAY BE ALLOWED IN ACCORDANCE WITH CALTRANS STANDARD SPECIFICATIONS SECTION 73-1.05 B.
7. THE CONTRACTOR SHALL ARRANGE FOR ALL INSPECTIONS WITH THE CITY OF BLYTHE WITH A MINIMUM OF 24 HOURS ADVANCE NOTICE. WHEN THE CONTRACTOR IS NOT PRESENT AT THE INSPECTION APPOINTMENT SITE AND/OR THE WORK IS NOT READY FOR INSPECTION WITHIN FIFTEEN (15) MINUTES OF THE APPOINTED TIME, A REINSPECTION APPOINTMENT SHALL BE SCHEDULED. THE CONTRACTOR MAY BE ASSESSED AN AMOUNT EQUAL TO THE INSPECTOR'S COST TO THE CITY FOR ONE PAYROLL HOUR FOR EACH REINSPECTION.
8. SUBGRADE ELEVATION FOR STREETS SHALL NOT PROJECT ABOVE DESIGN ELEVATIONS. THE FINISHED SURFACE OF THE AGGREGATE BASE COURSE SHALL BE WITHIN 0.02 FEET OF THE DESIGN ELEVATION. SUBGRADE SHALL BE COMPACTED TO 90% ASTM D-1557-91 OR ASTM D-2922 CL.2 AGGREGATE BASE COURSE SHALL BE COMPACTED TO 95% ASTM D-1557-91 OR ASTM D-2922.
9. THE ASPHALTIC CONCRETE THICKNESS SHALL NOT BE LESS THAN 0.25 INCHES OF DESIGN THICKNESS. A MINIMUM OF THREE (3) 3-INCH MINIMUM DIAMETER CORES MAY BE REQUIRED TO BE OBTAINED BY THE CONTRACTOR FROM EACH BLOCK OF STREET, MEASURED FOR THICKNESS AND DENSITY, 95% MAXIMUM DENSITY PER ASTM D-1559-91-50 BLOW REQUIRED, AT THE DISCRETION OF THE CITY.
10. A MIMIMUM OF SIX COMPACTION TESTS PER BLOCK OF STREET SHALL BE PROVIDED AT THE CONTRACTORS EXPENSE, AT THE DISCRETION OF THE CITY, TO VERIFY COMPACTION OF: NATIVE SUBGRADE, AGGREGATE BASE COURSE, EACH UTILITY TRENCH AND CURB AND GUTTER SUBGRADE.
11. CONSTRUCTION MATERIALS FOR STREETS, CURBS, GUTTERS, AND SIDEWALKS SHALL CONFORM TO THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (LATEST EDITION) AND THE CITY OF BLYTHE STANDARD SPECIFICATIONS.
12. MATERIAL CERTIFICATIONS AND ANY MIX DESIGNS REQUIRED FOR CONCRETE OR ASPHALTIC CONCRETE WORK SHALL BE SUBMITTED TO THE CITY OF BLYTHE FOR APPROVAL TWO (2) WEEKS PRIOR TO USE ON THE PROJECT.
13. ALL ASPHALT CONCRETE GREATER THAN 3-INCHES IN THICKNESS SHALL BE CONSTRUCTED IN TWO (2) COURSES, ONE BASE COURSE AND ONE SURFACE COURSE. THE SURFACE COURSE SHALL BE A MINIMUM THICKNESS OF TWELVE HUNDREDTHS OF ONE FOOT (0.12), AND A MAXIMUM OF TWENTY-FIVE HUNDREDTHS OF ONE FOOT (0.25). 95% MAXIMUM DENSITY PER ASTM D-1559-91-50 BLOW SHALL BE REQUIRED.
14. ASPHALT CONCRETE MIXED AND PLACED IN THE CITY OF BLYTHE SHALL COMPLY WITH STATE OF CALIFORNIA CALTRANS STANDARD SPECIFICATION, CURRENT EDITION. HOT, PLANT MIXED MATERIAL SHALL BE OF THE SIZE, 3/4" MEDIUM-MAXIMUM TO 3/8" MAX., TYPE A, B, OR OPEN GRADED AGGREGATE BLENDED WITH PG70-10 ASPHALT, AS DEFINED IN SECTION 92. "ASPHALT BINDERS" AND SECTION 39 "ASPHALT CONCRETE".
15. HOT MIXED ASPHALT ONLY WILL BE PLACED WITHIN THE CITY OF BLYTHE WITH A FLOATING, HEATED SCREED, LAYDOWN MACHINE, IN ACCORDANCE WITH SECTIONS 39 AND 92 OF THE CALTRANS STANDARD SPECIFICATIONS. THE METHOD OF COMPACTION, AND THE EQUIPMENT USED FOR THAT COMPACTION WILL COMPLY WITH SECTIONS 39 AND 92, CALTRANS STANDARD SPECIFICATIONS. COMPACTION OF ASPHALT PAVEMENT SHALL BE 95% MINIMUM AS DETERMINED BY ASTM 50 BLOW MARSHAL TEST. PRIME COAT FOR BASE AND FOG SEAL COAT FOR FINAL PAVING SHALL BE APPLIED AT THE DISCRETION OF THE PUBLIC WORKS DIRECTOR.
16. PAVEMENT SIGNAGE, PAINT, AND STRIPING SHALL BE PAINTED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS IN TWO (2) COATS.
17. THE CONTRACTOR SHALL MAINTAIN AN "AS-BUILT" SET OF PLANS AT THE JOB SITE. THESE PLANS MUST BE KEPT IN GOOD CONDITION, REFLECT ALL CHANGES OF THE PROJECT FROM THE APPROVED PLANS IN RED INK AND BE UPDATED DAILY. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL FURNISH THE CITY WITH ONE COMPLETE SET OF THE "AS-BUILT" PLANS. FINAL APPROVAL OF THE PROJECT SHALL NOT BE GRANTED UNTIL THE PROVISIONS OF THIS REQUIREMENT HAVE BEEN MET.
18. A PRE-CONSTRUCTION MEETING SHALL BE CONDUCTED WITH THE PUBLIC WORKS DIRECTOR AND HIS ASSOCIATES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

THE HOLT GROUP, INC. ENGINEERING NOTES

1. ANY QUESTION RAISED RELATIVE TO THE ACCURACY OF IMPROVEMENT INSTALLATION SHALL NOT BE RAISED SUBSEQUENT TO COMPLETION OF THE WORK UNLESS ALL SURVEY STAKES ARE MAINTAINED INTACT. SHOULD SUCH STAKES NOT BE PRESENT AND VERIFIED AS TO THEIR ORIGIN, NO CLAIM FOR ADDITIONAL COMPENSATION FOR CORRECTION SHALL BE PRESENTED TO ANY PARTY AND SUCH WORK SHALL BE CORRECTED BY THE CONTRACTOR AT HIS EXPENSE.
2. 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, AND THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE CITY OR ENGINEER.
3. NEITHER THE CITY, NOR THE ENGINEER WILL ENFORCE SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE, AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS.
4. THE CONTRACTOR SHALL FOLLOW THE GUIDELINES AND REGULATIONS AS SET FORTH BY OSHA.
5. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED FROM A SEARCH OF THE AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO OTHER EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN HEREON AND ANY OTHERS NOT OF RECORD OR NOT SHOWN ON THESE PLANS. ALL DAMAGES THERETO CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE APPROPRIATE SPECIFICATIONS AND AT THE EXPENSE OF THE CONTRACTOR.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL UNDERGROUND PIPELINES, TELEPHONE AND ELECTRIC CONDUITS AND STRUCTURES IN ADVANCE OF ANY CONSTRUCTION AND TO OBSERVE ALL POSSIBLE PRECAUTIONS TO AVOID DAMAGE TO SUCH. THE ENGINEER AND/OR CITY WILL NOT GUARANTEE ANY LOCATIONS AS SHOWN ON THESE PLANS OR THOSE OMITTED FROM THE SAME.
7. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AND LOCATE EXISTING UNDERGROUND FACILITIES SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY BECAUSE OF THE ACTUAL LOCATIONS OF EXISTING FACILITIES.
8. BEFORE EXCAVATING, THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES WITH THE APPROPRIATE UTILITY COMPANY.
9. LOCATION AND ELEVATION OF IMPROVEMENTS TO BE MET BY WORK TO BE DONE SHALL BE CONFIRMED BY FIELD MEASUREMENTS PRIOR TO CONSTRUCTION OF NEW WORK.
10. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS REQUIRED TO PROTECT ADJACENT PROPERTIES DURING THE GRADING OPERATIONS.
11. ALL FRAMES, COVERS, VALVE BOXES AND MANHOLES SHALL BE ADJUSTED TO FINISH GRADE UPON COMPLETION OF PAVING OR RELATED CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE TO INSURE THAT ALL GRADING AND STORM DRAINS ARE BUILT IN ACCORDANCE WITH THESE PLANS. IF THERE ARE ANY QUESTIONS REGARDING THESE PLANS OR FIELD STAKES, THE CONTRACTOR SHALL REQUEST AN INTERPRETATION BEFORE DOING ANY WORK BY CALLING THE ENGINEER OF THE WORK AT (760) 922-4658. THE CONTRACTOR SHALL ALSO TAKE THE NECESSARY STEPS TO PROTECT THE PROJECT AND ADJACENT PROPERTY FROM ANY EROSION AND SILTATION THAT MAY RESULT FROM HIS OPERATIONS BY APPROPRIATE MEANS (SAND BAGS, HAY BALES, TEMPORARY DESILTING BASINS, DIKES, SHORING, ETC.) UNTIL SUCH TIME THAT THE PROJECT IS COMPLETED AND ACCEPTED.
13. ALL GRADING SHALL BE DONE UNDER THE OBSERVATION OF A QUALIFIED GEOTECHNICAL ENGINEER. ALL AREAS TO BE FILLED SHALL BE SUFFICIENTLY PREPARED AND ALL FILL SHALL BE PLACED IN ACCORDANCE WITH THE RECOMMENDED GRADING SPECIFICATIONS AND SPECIAL PROVISIONS ATTACHED TO THE GEOTECHNICAL INVESTIGATION FOR THIS PROJECT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE, SPREAD, WATER AND COMPACT FILL IN STRICT ACCORDANCE WITH THESE SPECIFICATIONS.
14. OBSERVATIONS AND COMPACTION TESTS SHALL BE MADE BY THE GEOTECHNICAL ENGINEER DURING THE FILLING AND COMPACTING OPERATIONS SO THAT HE CAN STATE THAT IN HIS OPINION THE FILL WAS CONSTRUCTED IN ACCORDANCE WITH EARTHWORK SPECIFICATIONS.
15. IN THE CASE OF CONFLICTS, THE REQUIREMENTS OF THE EARTHWORK SPECIFICATIONS PREPARED FOR THE PROJECT BY THE GEOTECHNICAL ENGINEER SHALL SUPERCEDE THE REQUIREMENTS OF THESE PLANS AND NOTES.
16. THE CONTRACTOR IS TO COORDINATE THE GRADING OPERATIONS WITH UTILITY COMPANIES PERTAINING TO POLE REMOVAL, ADJUSTING WATER BLOW-OFFS AND WATER FACILITIES TO GRADE, OR ANY OTHER UTILITY ADJUSTMENTS.
17. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FULLY COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN AND EROSION CONTROL PLAN PREPARED FOR THIS PROJECT.

LOCATION MAP



BENCHMARK:

TBM #	ELEVATION	DESCRIPTION
BM#1	391.69	BEGINING OF CURB, TOP OF CURB LOCATED AT EASTERLY PARKING LOT AT EASTERLY CURB RADIUS OF THE EASTERLY ADA HANDICAP PARKING SPACE SEE SHEET 2 FOR THE LOCATION

UTILITY PURVEYORS

GAS
THE GAS COMPANY
13100 W. 14TH AVE.
BLYTHE, CA 92225
CONTACT: CUSTOMER SERVICE
PHONE: (800) 427-2200
FAX: N/A

ELECTRIC
SOUTHERN CALIFORNIA EDISON COMPANY
505 WEST 14TH AVE.
BLYTHE, CA 92225
CONTACT: VINCE NELSON
PHONE: (760) 921-1604
FAX: (760) 921-1609

WATER, SEWER, STORMWATER
CITY OF BLYTHE
DEPARTMENT OF PUBLIC WORKS
440 SOUTH MAIN STREET
BLYTHE, CA 92225
CONTACT: KEVIN NELSON
PHONE: (760) 922-6611
FAX: (760) 922-0278

BLYTHE FIRE DEPARTMENT
201 NORTH COMMERCIAL
BLYTHE, CA 92225
CONTACT: RONNIE HASLER
PHONE: (760) 922-6117
FAX: N/A

FIBER OPTIC
ERICSSON SERVICES FOR SPRINT-NEXTEL CORP
1141 N. JOSHUA TREE LANE
BLYTHE, CA 92225
CONTACT: REG F. LANG
PHONE: (760) 921-3150
FAX: (760) 922-4226

TELEPHONE
FRONTIER
14885 SOUTH BROADWAY
BLYTHE, CA 92225
CONTACT: MIKE JONES
PHONE: (760) 922-2510
FAX: (760) 922-2700

CABLE
SUDDENLINK CABLE
129 SOUTH 2ND STREET
BLYTHE, CA 92225
CONTACT: GEORGE 'CHIP' ACKER
PHONE: (928) 201-0577
FAX: N/A

WASTE MANAGEMENT
CR&R DISPOSAL SERVICE
14701 SOUTH BROADWAY
BLYTHE, CA 92225
CONTACT: JULIE PADILLA
PHONE: (760) 922-3107
FAX: (760) 922-0895

PALO VERDE IRRIGATION DISTRICT
180 WEST 14TH AVENUE
BLYTHE, CA 92225
CONTACT: J.R. ECHARD
PHONE: (760) 922-3144
FAX: (760) 922-8294

OWNER INFORMATION:

PALO VERDE COLLEGE

SHEET INDEX

LEGEND

ITEM NO.	ITEM	SYMBOL
1	NEW A.C. PAVEMENT	
2	P.C.C. STRUCTURES	
3	SIGNS/POSTS	
4	POWER POLE	
5	GUY WIRE	
6	EXISTING PALM TREE	
7	EXISTING BRUSH	
8	VARIABLE GUTTER DEPTH	
9	RIGHT OF WAY	ROW
10	EXISTING A.C. PAVEMENT	
11	EXISTING FENCE	
12	PROPERTY LINE	PL
13	DRIVEWAY	
14	CLASS 2 BASE	

ABBREVIATIONS

ITEM NO.	SYMBOL	
1	BEGINNING OF CURVE	BC
2	BOTTOM	BTM
3	DRIVEWAY	DW
4	END OF CURVE	EC
5	EXISTING GRADE	EG
6	EDGE OF PAVEMENT	EP
7	EDGE OF GUTTER	EG
8	FINISH GRADE	FG
9	FINISH FLOOR	FF
10	FLOWLINE	FL
11	GAS	G
12	INVERT	INV
13	MIDDLE OF CURVE	MC
14	NORTH	N
15	OVERHEAD ELECTRIC	OHE
16	PROPERTY LINE	PL
17	RIGHT OF WAY	ROW
18	SLOPE	S
19	STATION	STA
20	SIDWALK	SW
21	TEMPORARY BENCHMARK	TBM
22	TOP OF CONCRETE CURB	TCC
23	TOP OF CONCRETE PAVEMENT	TC
24	TOP OF BERM	TOP
25	TOE OF BERM	TOE
26	TOP OF PAVEMENT	TP
27	TYPICAL	TYP
28	TOP OF CLASS 2 BASE	TC2B

ELEVATION: EL= 391.57'

LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE. 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57

UNDERGROUND SERVICE ALERT

811 Know what's below. Call before you dig.

Call: TOLL FREE 811

TWO WORKING DAYS BEFORE DIGGING

The Holt Group
ENGINEERING PLANNING SURVEYING

201 E. HOBSONWAY
BLYTHE, CA 92225
PHONE: (760) 922-4658
FAX: (760) 922-4660

1601 N. IMPERIAL AVE.
EL CENTRO, CA 92243
PHONE: (760) 337-3883
FAX: (760) 337-5997

36951 COOK STREET, STE. 103
PALM DESERT, CA 92211
PHONE: (760) 427-8533

NO.	REVISIONS:	APPROVED	DATE

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: VG
DRAWN BY: VG
CHECKED BY: RKH

ELEVATION: EL= 391.57'
LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE. 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 EXP. 03/31/24 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.
09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: TITLE SHEET

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 1 OF 14 SHEETS

JOB NO. 533.007

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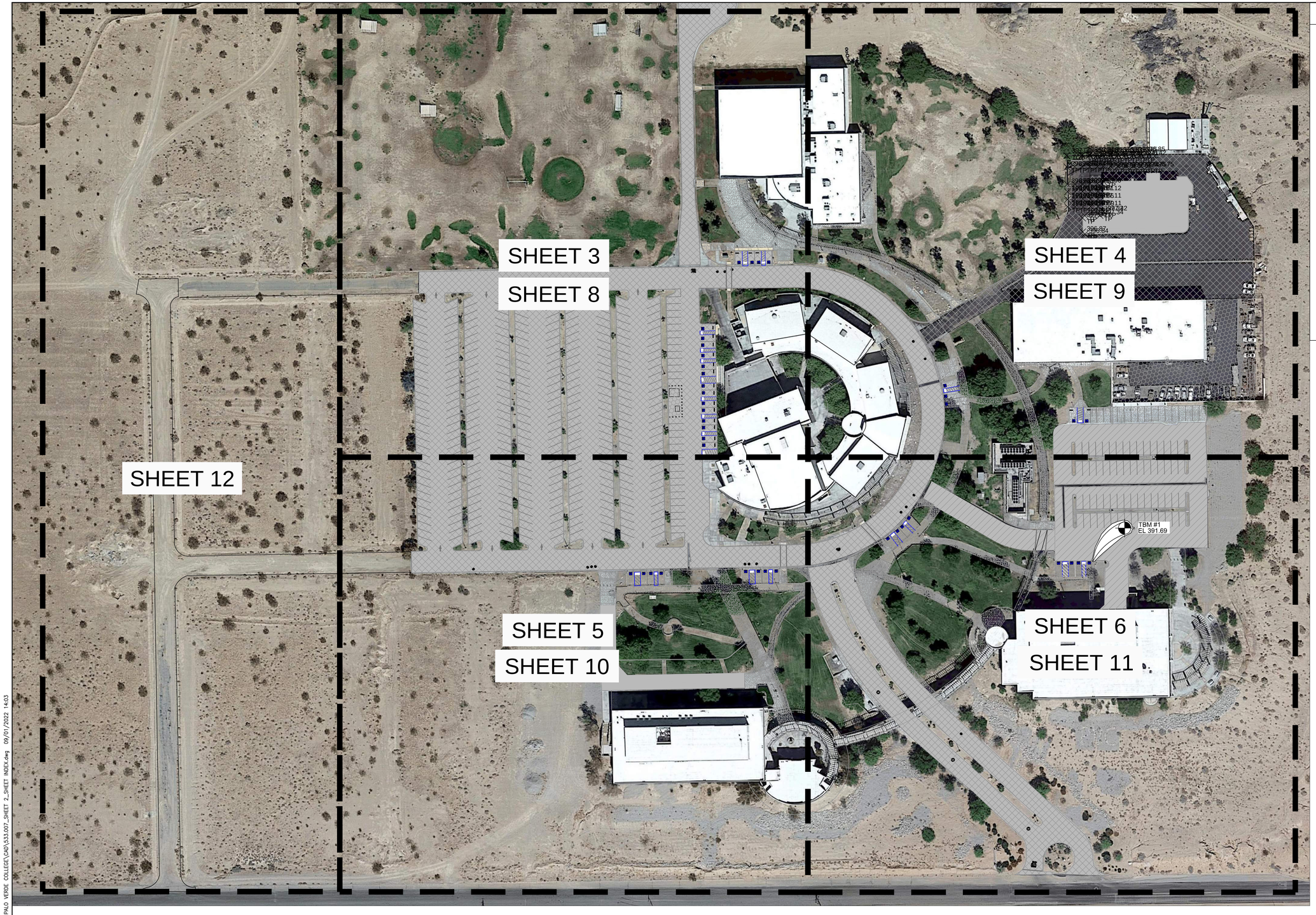

LEGEND

ITEM NO.	ITEM	SYMBOL
1	EXISTING P.C.C. STRUCTURES	
2	EXISTING A.C. PAVEMENT	
3	COLD PLANED 2-INCHES OF EXISTING A.C. PAVEMENT	
4	REMOVE AND DISPOSE EXISTING A.C. PAVEMENT	
5	CRACK SEAL, SLURRY SEAL	
6	NEW 4" A.C. PAVEMENT OVER 12"	
7	A.C. PAVEMENT OVERLAY AT COLD PLANED AREA.	
8	NEW CRACK SEAL, SLURRY SEAL	
9	NEW P.C.C. PAVEMENT	
10	INSTALLATION A.C. GRINDINGS	
11	EXISTING P.C.C. RIBBON GUTTER TO BE REMOVED	
12	EXISTING P.C.C. CONCRETE TO BE REMOVED	
13	MANHOLE	
14	WATER VALVE	
15	SIGNS/POSTS	
16	BENCHMARK	

BENCHMARK TABLE

TBM #	ELEVATION	DESCRIPTION
BM#1	391.69	BEGINING OF CURB, TOP OF CURB LOCATED AT EASTERLY CURB RADIUS OF ADA HANDICAP PARKING SPACE

N

60 0 60 120 180

SCALE 1"= 60'

C:\Users\VGarcia\Dropbox\JOBS\533.007 PALO VERDE COLLEGE\CAD\533.007_SHEET 2_SHEET INDEX.dwg 09/01/2022 14:03

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39951 COOK STREET, STE. 103
PALM DESERT, CA 92211
PHONE : (760) 427-8533

NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION: SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981.13.0 KM (8.1 MI) WEST FROM BLYTHE, 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.

09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: SHEET INDEX

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 2 OF 14 SHEETS

JOB NO. 533.007

MATCH LINE SEE SHEET 4

MATCH LINE SEE SHEET 5

EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
4. EXISTING CURB AND GUTTER TO REMAIN.
5. EXISTING RIBBON GUTTER TO REMAIN.
6. EXISTING BUILDING TO REMAIN.
7. EXISTING P.C.C. SPANDREL TO REMAIN.
8. EXISTING P.C.C. PARKING LOT TO REMAIN.

DEMOLITION KEYNOTES

1. COLD PLANE EXISTING A.C. PAVEMENT FOR A DEPTH OF 1-1/2-INCH, AND APPLY RUBBERIZED CRACK SEALANT TO THE EXISTING A.C. PAVEMENT CRACKS. REMOVE ANY LOOSE MATERIAL (AIR PRESSURE) FROM EXISTING CRACKS PRIOR TO SEALANT APPLICATION. REMOVE AND DISPOSE OF EXISTING A.C. PAVEMENT MATERIAL.
2. PRIOR THE APPLICATION OF THE RUBBERIZED CRACK SEALANT TO EXISTING A.C. PAVEMENT CRACKS. REMOVE ANY LOOSE MATERIAL (AIR PRESSURE) FROM EXISTING CRACKS PRIOR TO SEALANT APPLICATION. REMOVE AND DISPOSE OF EXISTING A.C. PAVEMENT MATERIAL.
3. REMOVE AND DISPOSE OF THE EXISTING A.C. PAVEMENT AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.
4. CONTRACTOR TO LOWER EXISTING SANITARY SEWER MANHOLE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.
5. CONTRACTOR TO LOWER EXISTING DOMESTIC WATER VALVE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.
6. SAWCUT THE EXISTING A.C. PAVEMENT TO THE FULL DEPTH OF THE A.C. PAVEMENT.
7. SAWCUT THE EXISTING P.C.C. CONCRETE TO THE FULL DEPTH OF THE P.C.C. CONCRETE. REMOVE AND DISPOSE OF THE EXISTING P.C.C. HANDICAP RAMP AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.
8. REMOVE AND DISPOSE OF THE EXISTING P.C.C. RIBBON GUTTER AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.
9. SAWCUT THE EXISTING P.C.C. CONCRETE TO THE FULL DEPTH OF THE P.C.C. CONCRETE. REMOVE AND DISPOSE OF THE EXISTING P.C.C. CONCRETE AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.

CONSTRUCTION KEYNOTES

1. AFTER THE 1-1/2-INCH COLD PLANING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE. THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT AFTER COLD PLAINING PROCESS AND SWEEPING ACTIVITIES HAVE BEEN COMPLETED. THE CONTRACTOR SHALL INSTALL 1-1/2 INCHES OF A 1/2-INCH CONVENTIONAL A.C. PAVEMENT. SEE DETAIL A ON SHEET 14.
2. THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE, THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT SURFACE AND APPLY AN (SEALMASTER, GUARDTOP) ASPHALT SEAL COAT OR AN APPROVED EQUAL. SEE DETAIL B ON SHEET 14.
3. INSTALL 6-INCHES OF P.C.C. CONCRETE OVER 6-INCHES OF CLASS 2 BASE WITHIN THE P.C.C. PARKING LOT AREA. COMPACT THE CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. THE CONTRACTOR SHALL INSTALL # 5 REINFORCING BARS 18 INCHES ON CENTER EACH WAY. THE CONTRACTOR SHALL INSTALL NUMBER 4 REINFORCING BARS 6-INCHES IN LENGTH. THE # 4 BARS SHALL BE DOWELED FOR A HORIZONTAL DISTANCE OF 3-INCHES INTO THE EXISTING P.C.C. PARKING LOT, BARRIER CURB/RIBBON GUTTER AND 3-INCHES ABOVE THE EXISTING BOTTOM OF THE P.C.C. CONCRETE. THE DOWELS SHALL BE PLACED 2 FEET ON CENTER ALONG THE LENGTH OF THE EXISTING SAWCUT P.C.C. BARRIER CURB/RIBBON GUTTER. SEE DETAIL C ON SHEET 14.
4. INSTALL 3-INCHES OF A.C. PAVEMENT OVER 8-INCHES OF CLASS 2 BASE. COMPACT CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. SEE DETAIL D ON SHEET 14.
5. ADJUST THE EXISTING SANITARY SEWER MAHNOLE FRAME AND COVER TO FINISH GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE A 12-INCH WIDE, 12-INCH DEEP, 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE MANHOLE.
6. CONTRACTOR TO ADJUST WATER VALVE RISER TO FINISH DESIGN GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE AN 8-INCH DEEP 8-INCH WIDE 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE WATER VALE RISER.
7. INSTALL HANDICAP RAMP PER CALTRANS STANDARD PLAN A88A.
8. INSTALL 3-INCHES OF THE PARKING LOT A.C. GRINDINGS AS ILLUSTRATED ON SHEET 12 OF THE IMPROVEMENTS PLANS. COMPACT A.C. GRINDINGS MATERIAL TO 90 PERCENT MAXIMUM DENSITY PER ASTM D-1557.

NOTE:

1. AFTER THE 1-1/2-INCH COLD PLANING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE, THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL ADDRESS CRACKS THAT ARE GREATER THAN 1.5-INCHES THICK AS FOLLOWS. THE CONTRACTOR SHALL SAWCUT THE CRACK TO THE FULL DEPTH OF THE A.C. PAVEMENT TO A DISTANCE OF 6-INCHES ON EACH SIDE FROM THE CENTERLINE OF THE CRACK . THE CONTRACTOR SHALL MAINTAIN A 1-FOOT WIDE TRENCH FROM THE CENTERLINE OF THE CRACK. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE REMAINING 1.5-INCHES OF THE EXISTING ASPHALT. AFTER THE REMOVAL OF THE ASPHALT THE CONTRACTOR SHALL INSTALL 1.5-INCHES OF A.C. PAVEMENT TO PATCH THE REMOVED ASPHALT TO THE GRINDED PAVEMENT SURFACE. THE CONTRACTOR SHALL THAN INSTALL 1-1/2 INCHES OF A 1/2-INCH CONVENTIONAL A.C. PAVEMENT.

N

30 0 30 60 90

SCALE 1"= 30'

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PHONE: (760) 427-0023

NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE. 102.1 METERS (335 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.

09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: IMPROVEMENT PLAN

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 3 OF 14 SHEETS

JOB NO. 533.007

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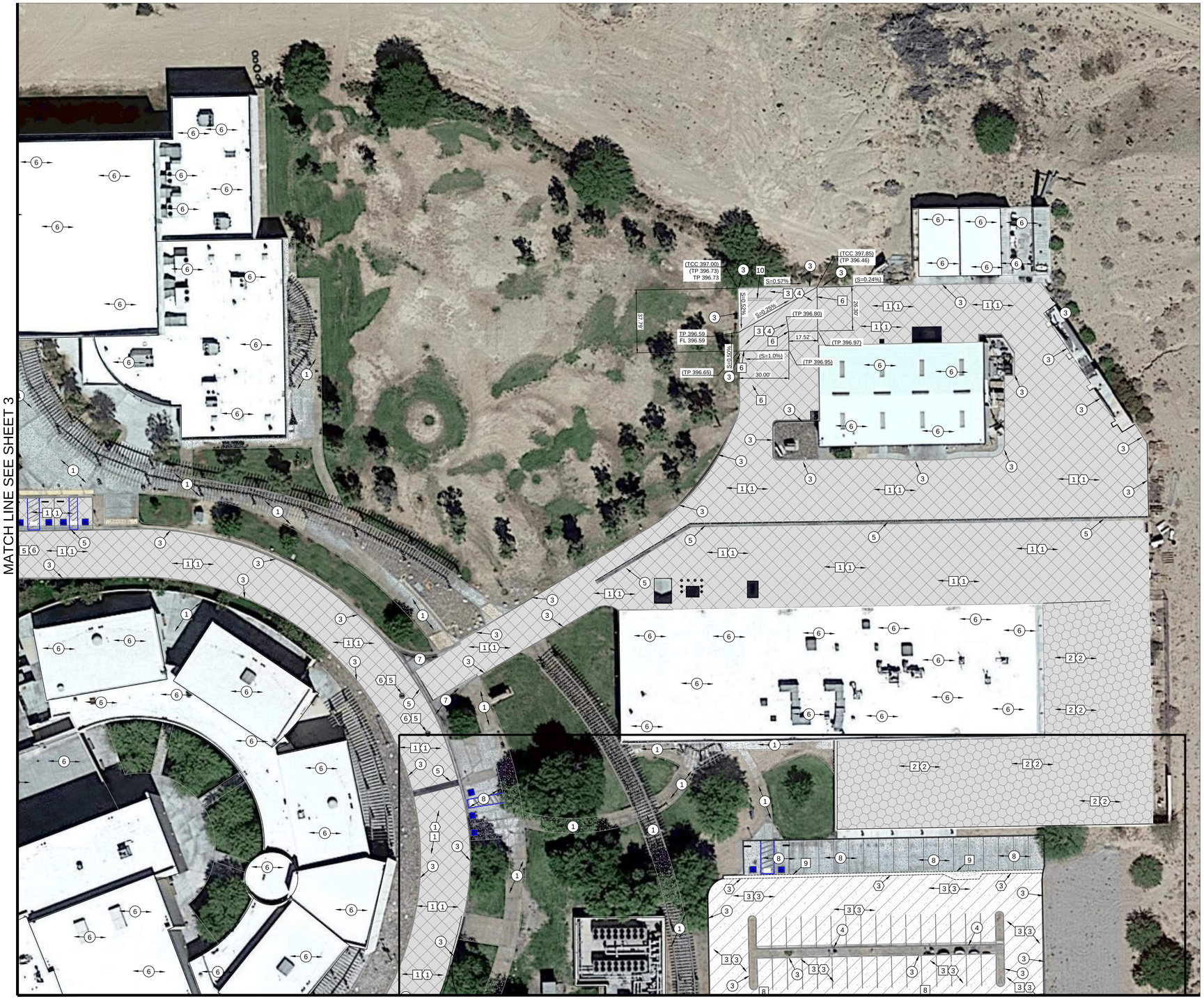

EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
4. EXISTING CURB AND GUTTER TO REMAIN.
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6. EXISTING BUILDING TO REMAIN.
7. EXISTING P.C.C. SPANDREL TO REMAIN.
8. EXISTING P.C.C. PARKING LOT TO REMAIN.

DEMOLITION KEYNOTES

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10. REMOVE AND DISPOSE OF P.C.C SLAB AND 4-FOOT HIGH MISCELLANEOUS MASONRY/BRICK WALL RESTING ON EXISTING ASPHALT PAVEMENT.

CONSTRUCTION KEYNOTES

1. AFTER THE 1-1/2-INCH COLD PLANING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE. THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT AFTER COLD PLAINING PROCESS AND SWEEPING ACTIVITIES HAVE BEEN COMPLETED. THE CONTRACTOR SHALL INSTALL 1-1/2 INCHES OF A 1/2-INCH CONVENTIONAL A.C. PAVEMENT. SEE DETAIL A ON SHEET 14.
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30 0 30 60 90

SCALE 1"= 30'

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35951 COOK STREET, STE. 103, PALM DESERT, CA 92211, PHONE: (760) 427-8930

NO.	REVISIONS:	APPROVED	DATE

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: VG
DRAWN BY: VG
CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION: SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE. 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB. 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY. 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE. 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB. 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

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PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.
09-01-2022 DATE — 03/31/24 REG. EXP.

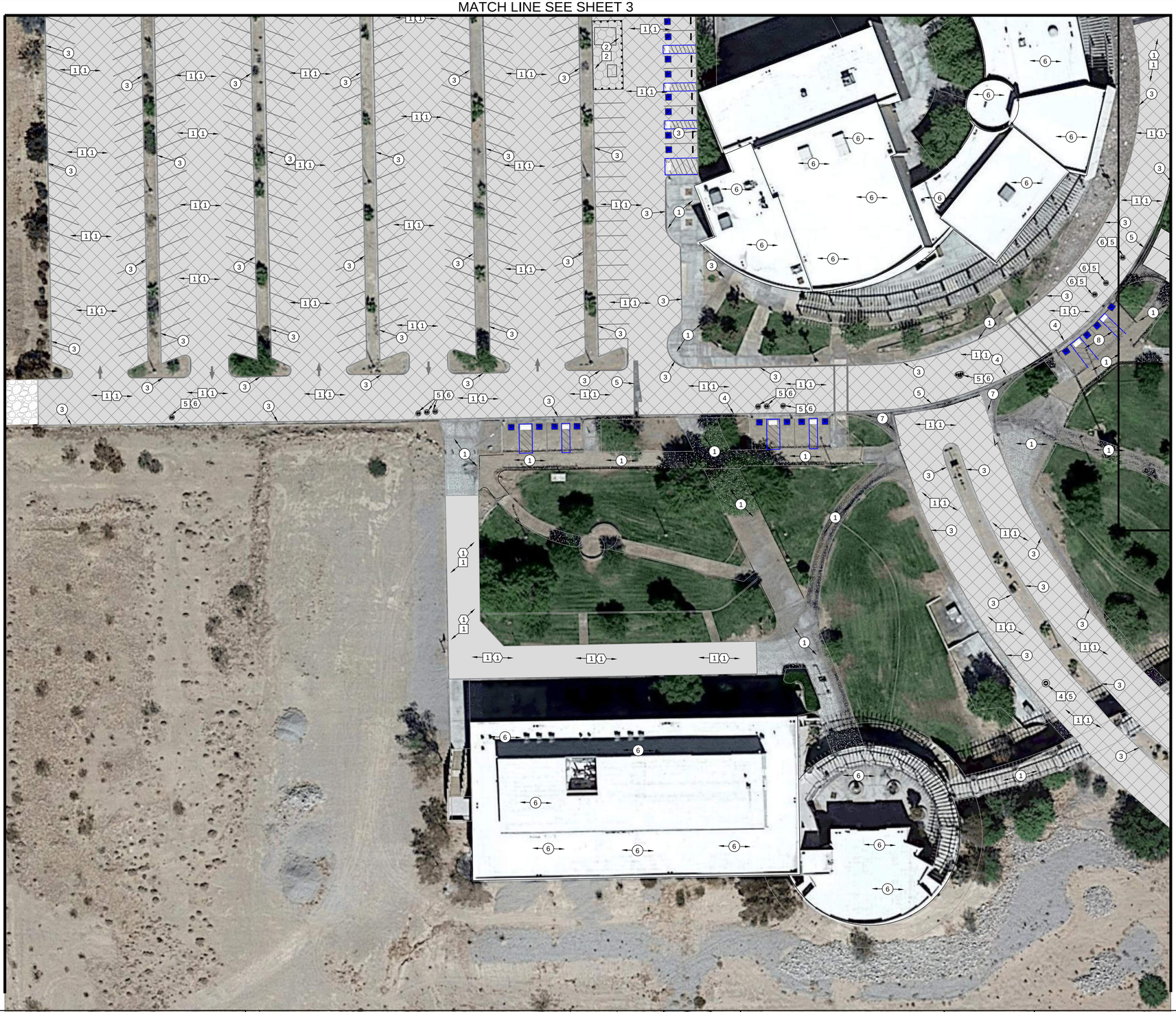
PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: IMPROVEMENT PLAN

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 4 OF 14 SHEETS
JOB NO. 533.007

MATCH LINE SEE SHEET 3



MATCH LINE SEE SHEET 6

EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
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4. INSTALL 3-INCHES OF A.C. PAVEMENT OVER 8-INCHES OF CLASS 2 BASE. COMPACT CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. SEE DETAIL D ON SHEET 14.
5. ADJUST THE EXISTING SANITARY SEWER MAHNOLE FRAME AND COVER TO FINISH GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE A 12-INCH WIDE, 12-INCH DEEP, 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE MANHOLE.
6. CONTRACTOR TO ADJUST WATER VALVE RISER TO FINISH DESIGN GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE AN 8-INCH DEEP 8-INCH WIDE 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE WATER VALE RISER.
7. INSTALL HANDICAP RAMP PER CALTRANS STANDARD PLAN A88A.
8. INSTALL 3-INCHES OF THE PARKING LOT A.C. GRINDINGS AS ILLUSTRATED ON SHEET 12 OF THE IMPROVEMENTS PLANS. COMPACT A.C. GRINDINGS MATERIAL TO 98 PERCENT MAXIMUM DENSITY PER ASTM D-1557.

NOTE:

1. AFTER THE 1-1/2-INCH COLD PLANING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE. THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL ADDRESS CRACKS THAT ARE GREATER THAN 1.5-INCHES THICK AS FOLLOWS. THE CONTRACTOR SHALL SAWCUT THE CRACK TO THE FULL DEPTH OF THE A.C. PAVEMENT TO A DISTANCE OF 6-INCHES ON EACH SIDE FROM THE CENTERLINE OF THE CRACK . THE CONTRACTOR SHALL MAINTAIN A 1-FOOT WIDE TRENCH FROM THE CENTERLINE OF THE CRACK. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE REMAINING 1.5-INCHES OF THE EXISTING ASPHALT. AFTER THE REMOVAL OF THE ASPHALT THE CONTRACTOR SHALL INSTALL 1.5-INCHES OF A.C. PAVEMENT TO PATCH THE REMOVED ASPHALT TO THE GRINDED PAVEMENT SURFACE. THE CONTRACTOR SHALL THAN INSTALL 1-1/2 INCHES OF A 1/2-INCH CONVENTIONAL A.C. PAVEMENT.

N

30 0 30 60 90

SCALE 1"= 30'

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PHONE: (760) 427-8533

NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE, 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E.

09-01-2022
DATE

27943
R.C.E. NO.

03/31/24
REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT:
IMPROVEMENT PLAN

LOCATION: BLYTHE, CA.

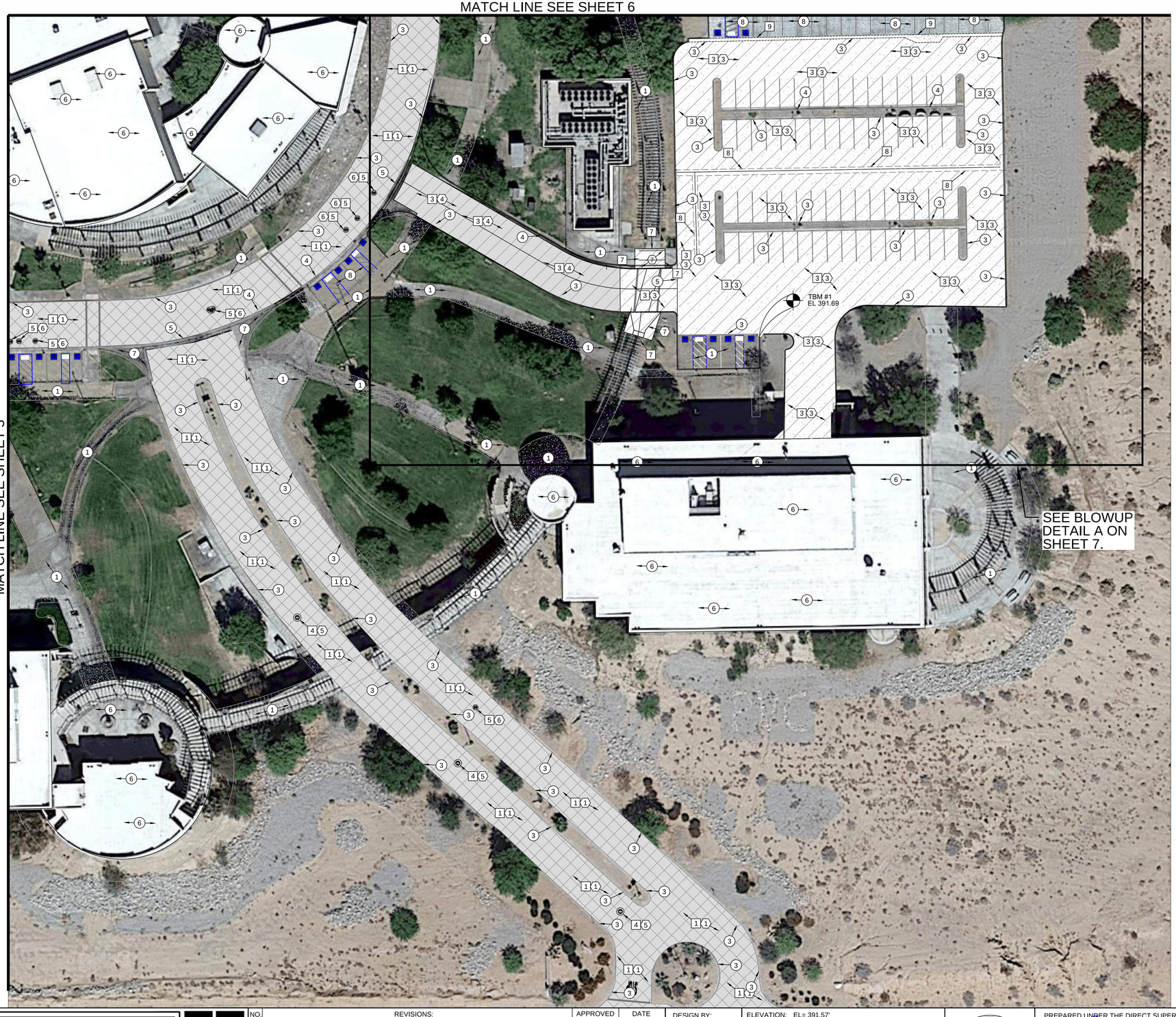
CLIENT: PALO VERDE COLLEGE

SHEET 5 OF 14 SHEETS

JOB NO. 533.007

MATCH LINE SEE SHEET 6

MATCH LINE SEE SHEET 5



EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
4. EXISTING CURB AND GUTTER TO REMAIN.
5. EXISTING RIBBON GUTTER TO REMAIN.
6. EXISTING BUILDING TO REMAIN.
7. EXISTING P.C.C. SPANDREL TO REMAIN.
8. EXISTING P.C.C. PARKING LOT TO REMAIN.

DEMOLITION KEYNOTES

[1] COLD PLANE EXISTING A.C. PAVEMENT FOR A DEPTH OF 1-1/2-INCH, AND APPLY RUBBERIZED CRACK SEALANT TO THE EXISTING A.C. PAVEMENT CRACKS. REMOVE ANY LOOSE MATERIAL (AIR PRESSURE) FROM EXISTING CRACKS PRIOR TO SEALANT APPLICATION. REMOVE AND DISPOSE OF EXISTING A.C. PAVEMENT MATERIAL.

[2] PRIOR THE APPLICATION OF THE RUBBERIZED CRACK SEALANT TO EXISTING A.C. PAVEMENT CRACKS. REMOVE ANY LOOSE MATERIAL (AIR PRESSURE) FROM EXISTING CRACKS PRIOR TO SEALANT APPLICATION. REMOVE AND DISPOSE OF EXISTING A.C. PAVEMENT MATERIAL.

[3] REMOVE AND DISPOSE OF THE EXISTING A.C. PAVEMENT AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.

[4] CONTRACTOR TO LOWER EXISTING SANITARY SEWER MANHOLE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.

[5] CONTRACTOR TO LOWER EXISTING DOMESTIC WATER VALVE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.

[6] SAWCUT THE EXISTING A.C. PAVEMENT TO THE FULL DEPTH OF THE A.C. PAVEMENT.

[7] SAWCUT THE EXISTING P.C.C. CONCRETE TO THE FULL DEPTH OF THE P.C.C. CONCRETE. REMOVE AND DISPOSE OF THE EXISTING P.C.C. HANDICAP RAMP AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.

[8] REMOVE AND DISPOSE OF THE EXISTING P.C.C. RIBBON GUTTER AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.

[9] SAWCUT THE EXISTING P.C.C. CONCRETE TO THE FULL DEPTH OF THE P.C.C. CONCRETE. REMOVE AND DISPOSE OF THE EXISTING P.C.C. CONCRETE AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.

CONSTRUCTION KEYNOTES

(1) AFTER THE 1-1/2-INCH COLD PLANING PROCESS HAS BEEN COMPLETED THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE. THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT AFTER COLD PLAINING PROCESS AND SWEEPING ACTIVITIES HAVE BEEN COMPLETED. THE CONTRACTOR SHALL INSTALL 1-1/2 INCHES OF A 1/2-INCH CONVENTIONAL A.C. PAVEMENT. SEE DETAIL A ON SHEET 14.

(2) THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE, THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT SURFACE AND APPLY AN (SEALMASTER, GUARDTOP) ASPHALT SEAL COAT OR AN APPROVED EQUAL. SEE DETAIL B ON SHEET 14.

(3) INSTALL 6-INCHES OF P.C.C. CONCRETE OVER 6-INCHES OF CLASS 2 BASE WITHIN THE P.C.C. PARKING LOT AREA. COMPACT THE CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. THE CONTRACTOR SHALL INSTALL # 5 REINFORCING BARS 18 INCHES ON CENTER EACH WAY. THE CONTRACTOR SHALL INSTALL NUMBER 4 REINFORCING BARS 6-INCHES IN LENGTH. THE # 4 BARS SHALL BE DOWELED FOR A HORIZONTAL DISTANCE OF 3-INCHES INTO THE EXISTING P.C.C. PARKING LOT, BARRIER CURB/RIBBON GUTTER AND 3-INCHES ABOVE THE EXISTING BOTTOM OF THE P.C.C. CONCRETE. THE DOWELS SHALL BE PLACED 2 FEET ON CENTER ALONG THE LENGTH OF THE EXISTING SAWCUT P.C.C. BARRIER CURB/RIBBON GUTTER. SEE DETAIL C ON SHEET 14.

(4) INSTALL 3-INCHES OF A.C. PAVEMENT OVER 8-INCHES OF CLASS 2 BASE. COMPACT CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. SEE DETAIL D ON SHEET 14.

(5) ADJUST THE EXISTING SANITARY SEWER MAHNOLE FRAME AND COVER TO FINISH GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE A 12-INCH WIDE, 12-INCH DEEP, 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE MANHOLE.

(6) CONTRACTOR TO ADJUST WATER VALVE RISER TO FINISH DESIGN GRADE AFTER PAVING OPERATIONS ARE COMPLETE. PLACE AN 8-INCH DEEP 8-INCH WIDE 5,000 PSI CONCRETE RING AROUND THE EXTERIOR CIRCUMFERENCE OF THE WATER VALE RISER.

(7) INSTALL HANDICAP RAMP PER CALTRANS STANDARD PLAN A88A.

(8) INSTALL 3-INCHES OF THE PARKING LOT A.C. GRINDINGS AS ILLUSTRATED ON SHEET 12 OF THE IMPROVEMENTS PLANS. COMPACT A.C. GRINDINGS MATERIAL TO 98 PERCENT MAXIMUM DENSITY PER ASTM D 1557.

NOTE:

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BENCHMARK TABLE

TBM #	ELEVATION	DESCRIPTION
BM#1	391.69	BEGINING OF CURB, TOP OF CURB LOCATED AT EASTERLY CURB RADIUS OF ADA HANDICAP PARKING SPACE

N

30 0 30 60 90

SCALE 1"= 30'

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NO.	REVISIONS:	APPROVED	DATE

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION: SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE, 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E.

09-01-2022
DATE

27943
R.C.E. NO.

03/31/24
REG. EXP.

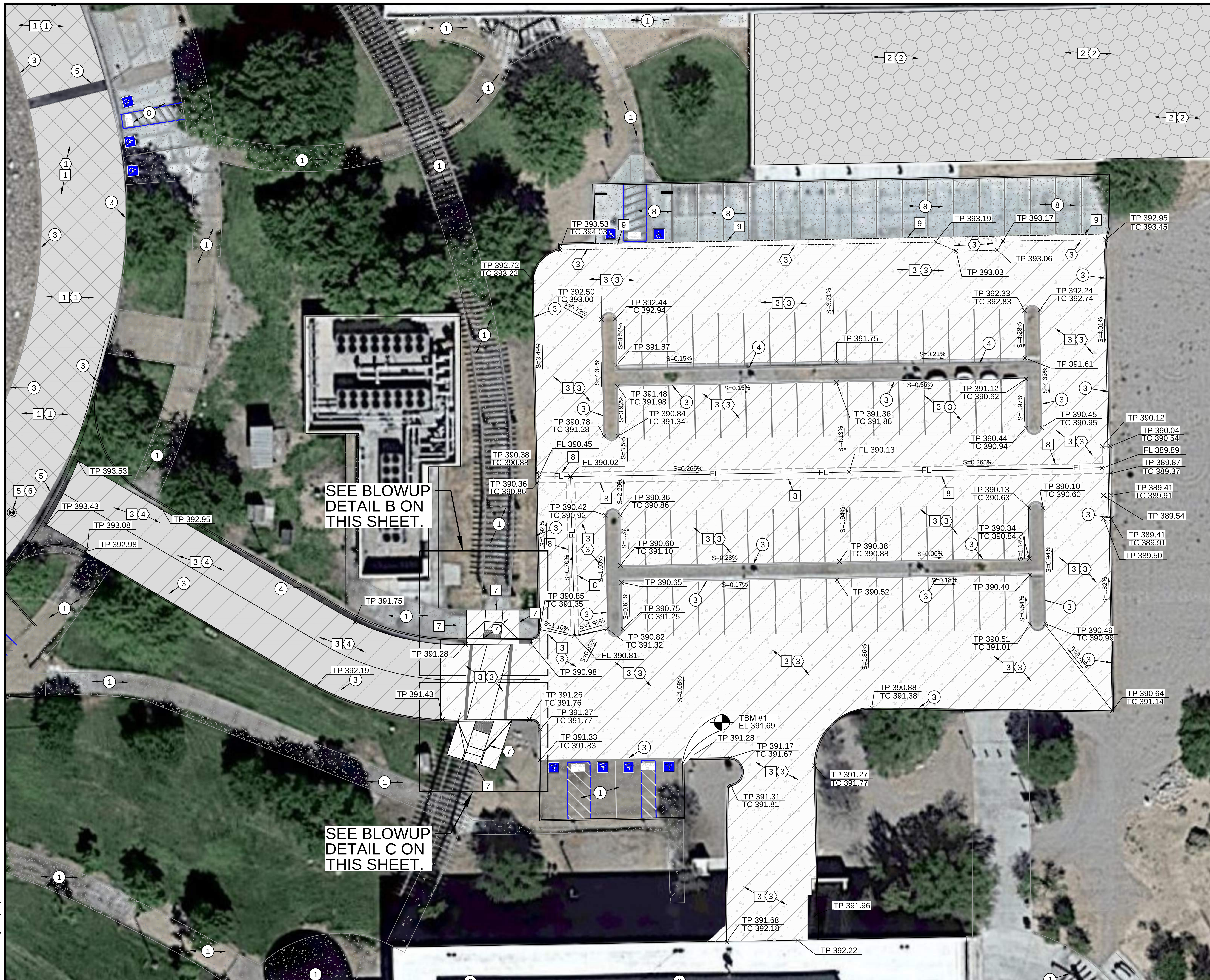
PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT:
IMPROVEMENT PLAN

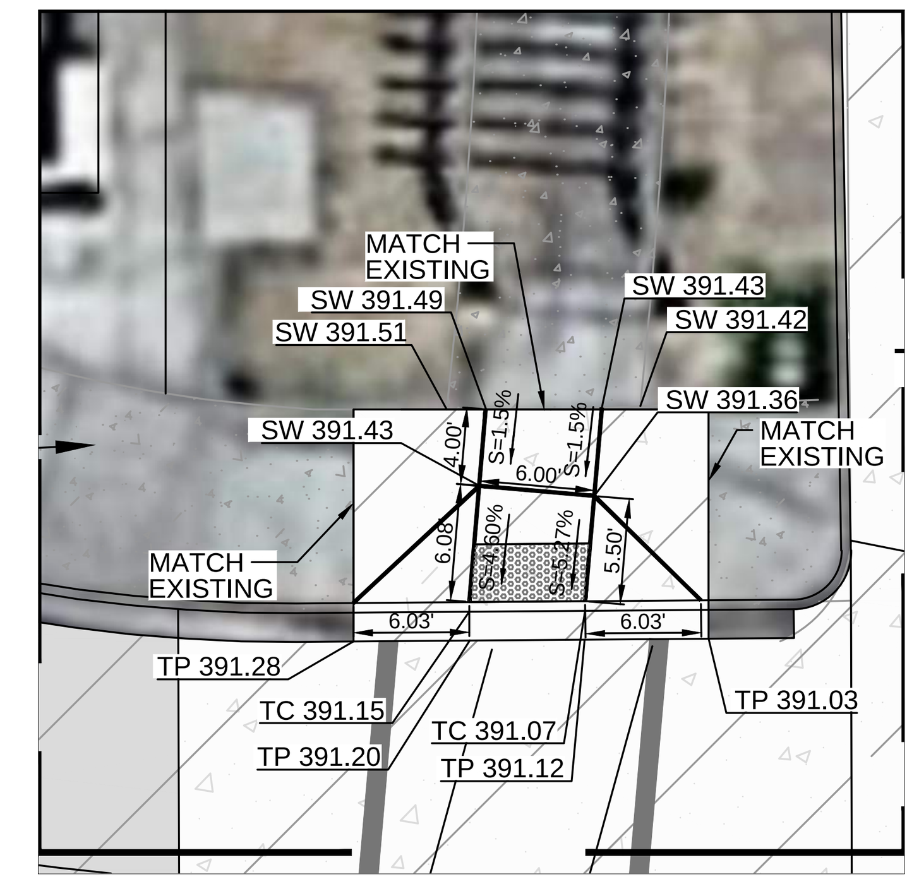
LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 6 OF 14 SHEETS

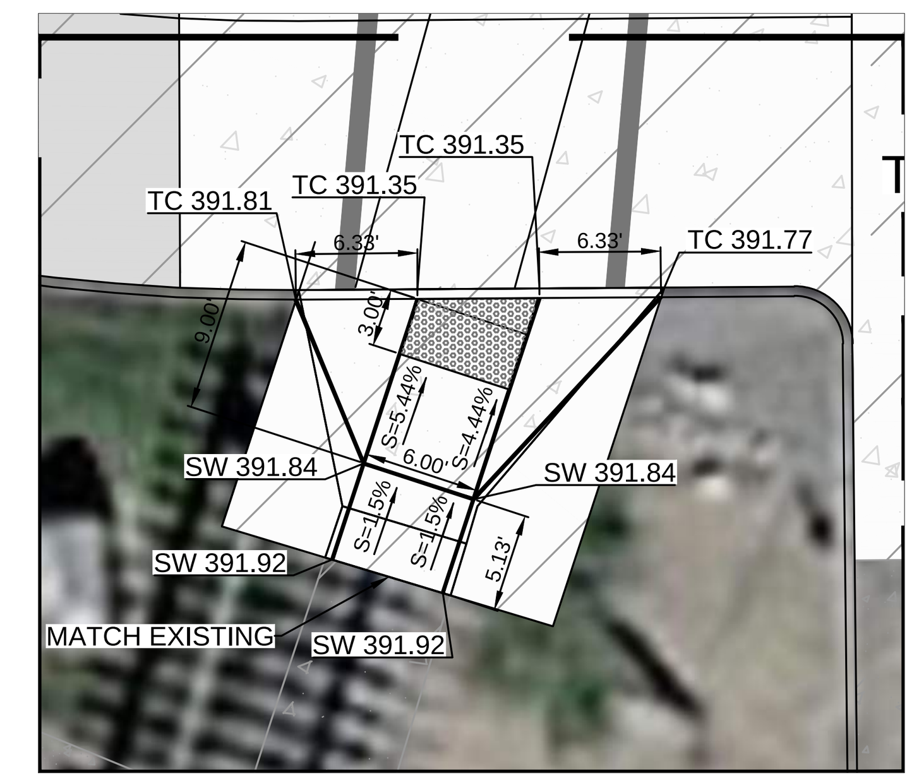
JOB NO. 533.007



BLOWUP DETAIL A



BLOWUP DETAIL B



BLOWUP DETAIL C

EXISTING KEYNOTES

① EXISTING SIDEWALK TO REMAIN.
② EXISTING DRIVEWAY TO REMAIN.
③ EXISTING BARRIER CURB TO REMAIN.
④ EXISTING CURB AND GUTTER TO REMAIN.
⑤ EXISTING RIBBON GUTTER TO REMAIN.
⑥ EXISTING BUILDING TO REMAIN.
⑦ EXISTING P.C.C. SPANDREL TO REMAIN.
⑧ EXISTING P.C.C. PARKING LOT TO REMAIN.

DEMOLITION KEYNOTES

1. COLD PLANE EXISTING A.C. PAVEMENT FOR A DEPTH OF 1-1/2-INCH, AND APPLY RUBBERIZED CRACK SEALANT TO THE EXISTING A.C. PAVEMENT CRACKS. REMOVE ANY LOOSE MATERIAL (AIR PRESSURE) FROM EXISTING CRACKS PRIOR TO SEALANT APPLICATION. REMOVE AND DISPOSE OF EXISTING A.C. PAVEMENT MATERIAL.
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3. REMOVE AND DISPOSE OF THE EXISTING A.C. PAVEMENT AND UNDERLYING MATERIAL TO SUBBASE DESIGN GRADE.
4. CONTRACTOR TO LOWER EXISTING SANITARY SEWER MANHOLE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.
5. CONTRACTOR TO LOWER EXISTING DOMESTIC WATER VALVE FRAME AND COVER TO 0.30 FEET BELOW GRADE PRIOR TO PAVING ACTIVITIES.
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CONSTRUCTION KEYNOTES

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⟨2⟩ THE CONTRACTOR SHALL CLEAN AND SWEEP THE AC PAVEMENT SURFACE, THE CONTRACTOR SHALL CLEAN ALL CRACKS FROM DEBRIS. AFTER SWEEPING ACTIVITIES HAVE BEEN COMPLETED THE CONTRACTOR SHALL CRACK SEAL THE EXISTING A.C. PAVEMENT SURFACE AND APPLY AN (SEALMASTER, GUARDTOP) ASPHALT SEAL COAT OR AN APPROVED EQUAL. SEE DETAIL B ON SHEET 14.

⟨3⟩ INSTALL 6-INCHES OF P.C.C. CONCRETE OVER 6-INCHES OF CLASS 2 BASE WITHIN THE P.C.C. PARKING LOT AREA. COMPACT THE CLASS 2 BASE MATERIAL TO 95 PERCENT MAXIMUM DENSITY PER ASTM D-1557. THE CONTRACTOR SHALL INSTALL # 5 REINFORCING BARS 18 INCHES ON CENTER EACH WAY. THE CONTRACTOR SHALL INSTALL NUMBER 4 REINFORCING BARS 6-INCHES IN LENGTH. THE # 4 BARS SHALL BE DOWELED FOR A HORIZONTAL DISTANCE OF 3-INCHES INTO THE EXISTING P.C.C. PARKING LOT, BARRIER CURB/RIBBON GUTTER AND 3-INCHES ABOVE THE EXISTING BOTTOM OF THE P.C.C. CONCRETE. THE DOWELS SHALL BE PLACED 2 FEET ON CENTER ALONG THE LENGTH OF THE EXISTING SAWCUT P.C.C. BARRIER CURB/RIBBON GUTTER. SEE DETAIL C ON SHEET 14.

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⟨7⟩ INSTALL HANDICAP RAMP PER CALTRANS STANDARD PLAN A88A.

⟨8⟩ INSTALL 3-INCHES OF THE PARKING LOT A.C. GRINDINGS AS ILLUSTRATED ON SHEET 12 OF THE IMPROVEMENTS PLANS. COMPACT A.C. GRINDINGS MATERIAL TO 90 PERCENT MAXIMUM DENSITY PER ASTM D-1557

BENCHMARK TABLE

TBM #	ELEVATION	DESCRIPTION
BM#1	391.69	BEGINING OF CURB, TOP OF CURB LOCATED AT EASTERLY CURB RADIUS OF ADA HANDICAP PARKING SPACE

30 0 30 60 90
SCALE 1"= 30'

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NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG
DRAWN BY: VG
CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA 8/09/22

PREPARED UNDER THE DIRECT SUPERVISION OF:
ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.
08-09-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: BLOWUP DETAIL

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 7 OF 14 SHEETS

JOB NO. 533.007

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EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
4. EXISTING CURB AND GUTTER TO REMAIN.
5. EXISTING RIBBON GUTTER TO REMAIN.
6. EXISTING BUILDING TO REMAIN.
7. EXISTING P.C.C. SPANDREL TO REMAIN.
8. EXISTING P.C.C. PARKING LOT TO REMAIN.

STRIPING KEYNOTES

1. INSTALL 4-INCH WIDE WHITE STRIPING FOR PARKING STALLS.
2. INSTALL 4-INCH WIDE BLUE STRIPING PER CALTRANS STANDARD PLANS A90A.
3. INSTALL "NO PARKING" LEGEND PER CALTRANS STANDARD A24E. HATCH STRIPING SHALL NOT ENCROACH INTO "NO PARKING" LEGEND.
4. INSTALL BLUE PAINT ON CURB PER CALTRANS STANDARD PLANS A90B.
5. INSTALL AN INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISA) BLUE SYMBOL PER CALTRANS STANDARD A24C AND CALTRANS STANDARD PLANS A90A.
6. INSTALL CROSSWALK PER CALTRANS STANDARD PLANS A24F.
7. INSTALL WHITE ARROW LEGEND PER CALTRANS STANDARD PLAN A24A, TYPE I.
8. INSTALL STOP BAR PER CALTRANS STANDARD PLAN A24E.
9. INSTALL STOP LEGEND PER CALTRANS STANDARD PLAN A24D.

N

30 0 30 60 90

SCALE 1"= 30'

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CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION: SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLV 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE. 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB. 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY. 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE. 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB. 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 EXP. 03-31-24 STATE OF CALIFORNIA

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — R.C.E. NO. 27943

09-01-2022 — DATE

03/31/24 — REG. EXP.

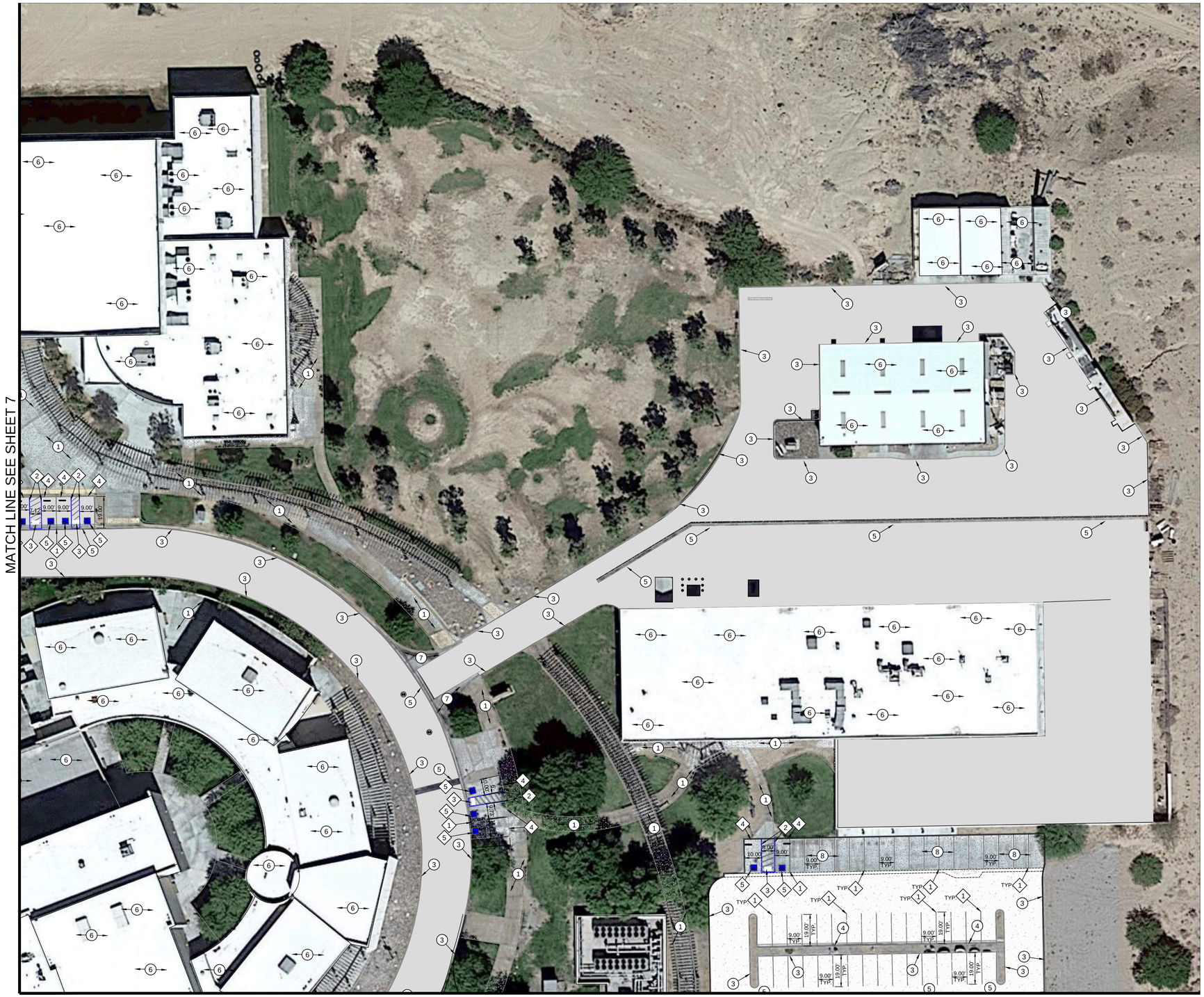
PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: STRIPING PLAN

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 8 OF 14 SHEETS

JOB NO. 533.007



EXISTING KEYNOTES

1. EXISTING SIDEWALK TO REMAIN.
2. EXISTING DRIVEWAY TO REMAIN.
3. EXISTING BARRIER CURB TO REMAIN.
4. EXISTING CURB AND GUTTER TO REMAIN.
5. EXISTING RIBBON GUTTER TO REMAIN.
6. EXISTING BUILDING TO REMAIN.
7. EXISTING P.C.C. SPANDREL TO REMAIN.
8. EXISTING P.C.C. PARKING LOT TO REMAIN.

STRIPING KEYNOTES

1. INSTALL 4-INCH WIDE WHITE STRIPING FOR PARKING STALLS.
2. INSTALL 4-INCH WIDE BLUE STRIPING PER CALTRANS STANDARD PLANS A90A.
3. INSTALL "NO PARKING" LEGEND PER CALTRANS STANDARD A24E. HATCH STRIPING SHALL NOT ENCROACH INTO "NO PARKING" LEGEND.
4. INSTALL BLUE PAINT ON CURB PER CALTRANS STANDARD PLANS A90B.
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8. INSTALL STOP BAR PER CALTRANS STANDARD PLAN A24E.
9. INSTALL STOP LEGEND PER CALTRANS STANDARD PLAN A24D.

N

30 0 30 60 90

SCALE 1"= 30'

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39951 COOK STREET, STE. 103
PALM DESERT, CA 92211
PHONE: (760) 427-8532

NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

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PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

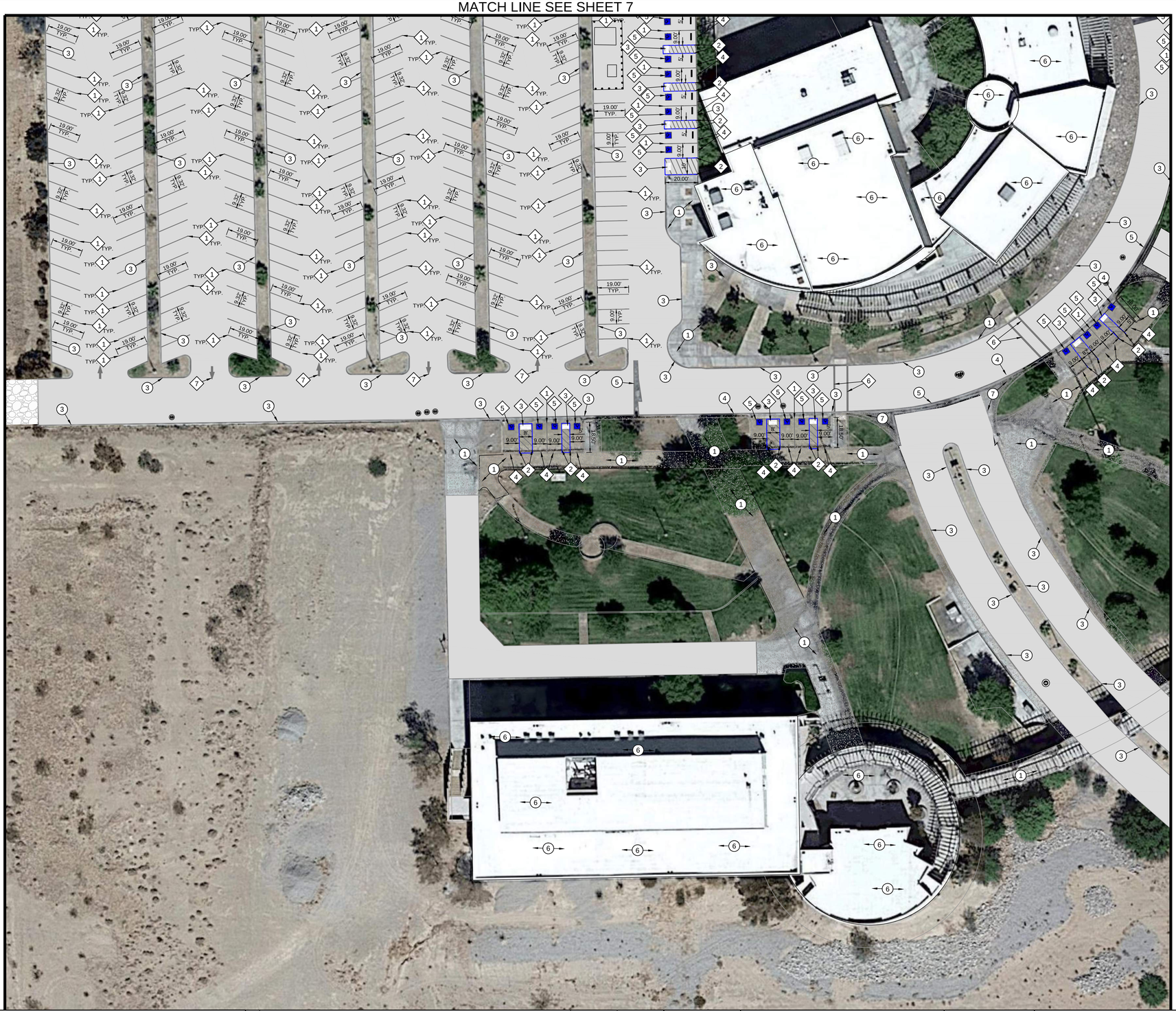
SHEET CONTENT: STRIPING PLAN

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 9 OF 14 SHEETS

JOB NO. 533.007

MATCH LINE SEE SHEET 7



MATCH LINE SEE SHEET 10

EXISTING KEYNOTES

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N

30 0 30 60 90

SCALE 1"= 30'

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NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

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PREPARED UNDER THE DIRECT SUPERVISION OF:

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09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT: STRIPING PLAN

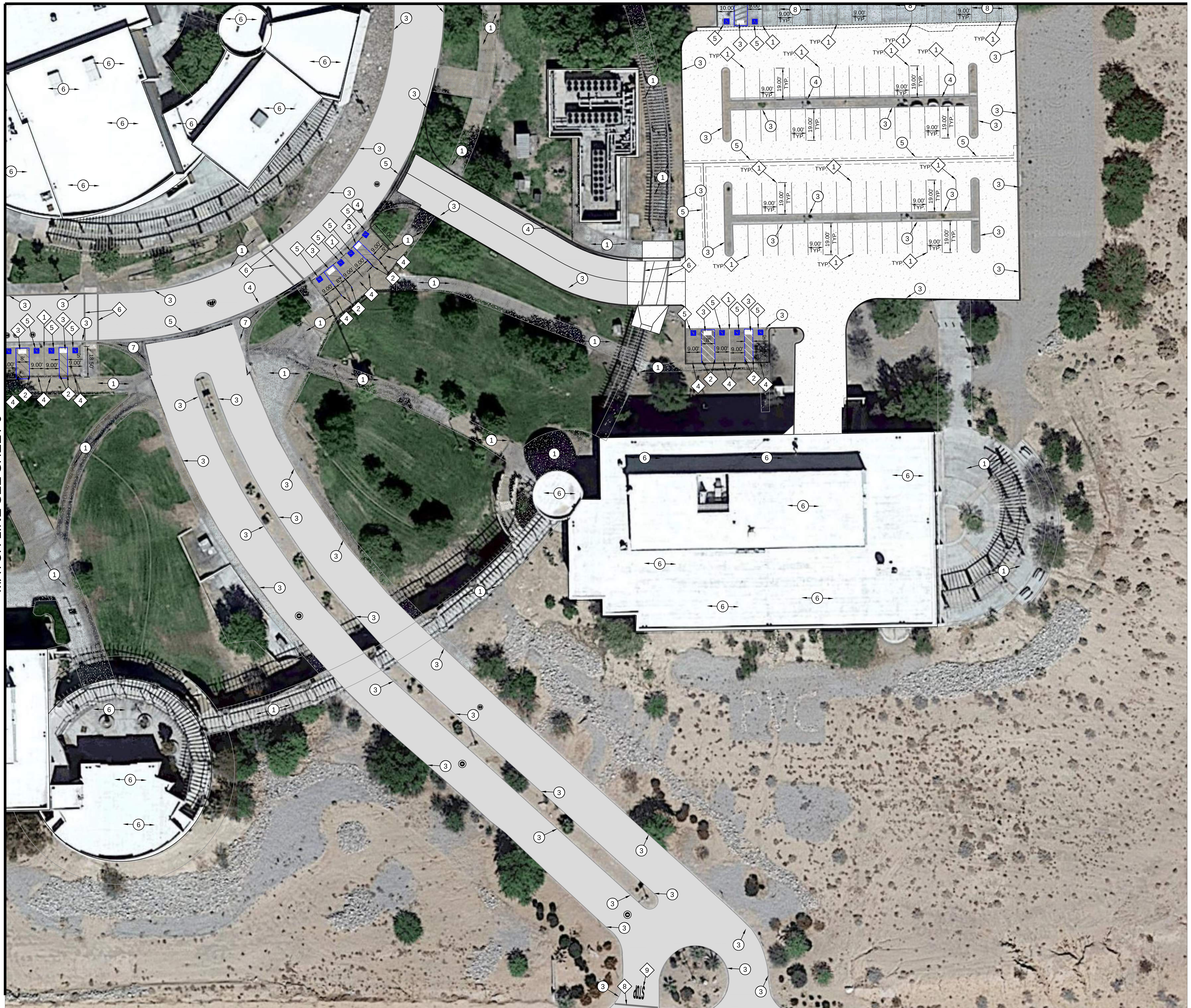
LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 10 OF 14 SHEETS

JOB NO. 533.007

MATCH LINE SEE SHEET 8

MATCH LINE SEE SHEET 9



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BENCHMARK TABLE

TBM #	ELEVATION	DESCRIPTION
BM#1	391.69	BEGINING OF CURB, TOP OF CURB LOCATED AT EASTERLY CURB RADIUS OF ADA HANDICAP PARKING SPACE

30 0 30 60 90

SCALE 1"= 30'

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NO.	REVISIONS:	APPROVED	DATE

UNAUTHORIZED CHANGES & USES: The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

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REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA

9/01/22

PREPARED UNDER THE DIRECT SUPERVISION OF:

[illegible]

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09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT:

STRIPING PLAN

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 11 OF 14 SHEETS

JOB NO. 533.007

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⑦ INSTALL HANDICAP RAMP PER CALTRANS STANDARD PLAN A88A.

⑧ INSTALL 3-INCHES OF THE PARKING LOT A.C. GRINDINGS AS ILLUSTRATED ON SHEET 12 OF THE IMPROVEMENTS PLANS. COMPACT A.C. GRINDINGS MATERIAL TO 90 PERCENT MAXIMUM DENSITY PER ASTM D-1557.

N

60 0 60 120 180

SCALE 1"= 60'

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09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT:
A.C. GRINDING INSTALLATION AREAS

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 12 OF 14 SHEETS

JOB NO. 533.007

SPECIFICATIONS FOR UNDERGROUND CONDUIT PLACEMENT WITHIN THE CITY OF BLYTHE

CABLE MARKING RIBBON. CABLE MARKING RIBBON SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE CABLE MARKING RIBBON SHALL BE INSTALLED *ABOVE* ALL DIRECT- BURIED CABLE AND DIRECT-BURIED CONDUIT. THE RIBBON SHALL BE PLACED AT A DEPTH OF 6- INCHES BELOW SUB-GRADE AND DIRECTLY *ABOVE* THE CABLE OR CONDUIT. THE TAPE SHALL BE UNAFFECTED BY SOIL ACIDS OR ALKALIS.

CROSSING UNDERGROUND STRUCTURES. WHERE THE TOP OF THE UNDERGROUND PIPE OR STRUCTURE IS 4 FEET BELOW GRADE OR DEEPER, THE CABLE MAY PASS *OVER* THE STRUCTURE. IN CASES WHERE THE CONDUIT PASSES *ABOVE* OR BELOW AN UNDERGROUND OBSTRUCTION SUCH AS A UTILITY LINE, A MINIMUM CLEARANCE OF 6 INCHES SHALL BE MAINTAINED WITH 12-INCH CLEARANCE TYPICAL.

RESTORATION OF THE RIGHT OF-WAY. THE RIGHT-OF-WAY SHALL BE RESTORED AS FAR AS PRACTICAL TO THE ORIGINAL CONDITION. SLOPE PROTECTION AND EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE SECTION ENTITLED EXCAVATION AND TRENCHING. OPEN TRENCHES OR PITS SHALL BE BACKFILLED IMMEDIATELY AFTER THE CABLE IS INSTALLED.

UNDERGROUND CONDUIT CROSSINGS. WHERE CONDUITS ARE REQUIRED UNDER STREETS, RAILROADS OR OTHER STRUCTURES, THE CONDUITS SHALL BE TRENCHED, JACKED OR OTHERWISE FORCED UNDERNEATH THE STREET, RAILROAD OR OTHER STRUCTURE OR THE CONDUIT MAY BE INSTALLED IN A CASING.

THE CASING PIPE SHALL BE INSTALLED USING JACKING EQUIPMENT THAT ENCASES THE HOLE AS THE EARTH IS *REMOVED* THROUGH THE INTERIOR OF THE CASING. BORING WITHOUT THE CONCURRENT INSTALLATION OF THE CASING PIPE WILL NOT BE PERMITTED. THE INSTALLATION SHALL BE PERFORMED IN A MANNER THAT WILL NOT DISRUPT TRAFFIC NOR DAMAGE THE SUBGRADE, AND THAT WILL PROVIDE ACCURATE ALIGNMENT AND GRADE OF THE PIPE. THERE SHALL BE NO SPACE BETWEEN THE EARTH AND THE OUTSIDE OF THE CASING PIPE.

BEFORE STARTING WORK ON THE CROSSING, THE CONTRACTOR SHALL SUBMIT COMPLETE DETAILS OF HIS PROPOSED METHODS, MATERIALS AND TIME SCHEDULE TO THE CITY OF BLYTHE DEPARTMENT WORKS. WORK SHALL NOT BEGIN ON THE CROSSING UNTIL WRITTEN NOTIFICATION TO PROCEED HAS BEEN OBTAINED. FROM THE CITY OF BLYTHE DEPARTMENT WORKS.

MANHOLES. SHALL BE OF TRAFFIC GRADE QUALITY AS APPROVED BY THE CITY.

EXCAVATION AND TRENCHING

SHEETING AND SHORING. THE STABILITY OF PREVIOUSLY CONSTRUCTED STRUCTURES AND FACILITIES SHALL NOT BE IMPAIRED OR ENDANGERED BY EXCAVATION OR TRENCHING WORK. PREVIOUSLY CONSTRUCTED STRUCTURES AND FACILITIES INCLUDE BOTH STRUCTURES AND FACILITIES EXISTING WHEN THIS CONSTRUCTION BEGAN AND STRUCTURES AND FACILITIES ALREADY PROVIDED UNDER THESE SPECIFICATIONS.

ADEQUATE SHEETING AND SHORING SHALL BE PROVIDED AS REQUIRED TO PROTECT AND MAINTAIN THE STABILITY OF PREVIOUSLY CONSTRUCTED STRUCTURES AND FACILITIES AND THE SIDES OF EXCAVATIONS AND TRENCHES UNTIL THEY ARE BACKFILLED. SHEETING, BRACING AND SHORING SHALL BE DESIGNED AND BUILT TO WITHSTAND ALL LOADS THAT MIGHT BE CAUSED BY EARTH MOVEMENT OR PRESSURE, AND SHALL MAINTAIN THE SHAPE OF THE EXCAVATION UNDER ALL CIRCUMSTANCES.

REMOVAL OF WATER. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ADEQUATE DEWATERING EQUIPMENT TO REMOVE AND DISPOSE OF ALL SURFACE AND GROUND WATER ENTERING EXCAVATIONS, TRENCHES AND OTHER PARTS OF THE WORK. EACH EXCAVATION OR TRENCH SHALL BE KEPT DRY DURING SUBGRADE PREPARATION AND CONTINUALLY THEREAFTER UNTIL THE CONSTRUCTION TO BE PROVIDED THEREIN IS COMPLETED TO THE EXTENT THAT NO DAMAGE FROM HYDROSTATIC PRESSURE, FLOTATION OR OTHER CAUSE WILL RESULT.

SURFACE WATER SHALL BE DIVERTED OR OTHERWISE PREVENTED FROM ENTERING EXCAVATED AREAS OR TRENCHES TO THE GREATEST EXTENT PRACTICABLE WITHOUT CAUSING DAMAGE TO ADJACENT PROPERTY. THE METHOD OF DISPOSAL SHALL BE APPROVED BY THE CITY.

EXCAVATIONS OVER 8 FEET IN DEPTH FROM EXISTING GRADE ELEVATIONS BETWEEN THE COLORADO RIVER AND RANNELS DRAIN (WEST OF BLYTHE), ARE LIKELY TO BE BELOW THE EXISTING WATER TABLE IN THE VALLEY. SOIL IN THIS AREA IS VERY PERMEABLE AND UNSTABLE AND EXCAVATIONS WILL REQUIRE STABILIZATION AND EXTENSIVE DEWATERING PROCEDURES.

MAINTENANCE OF TRAFFIC: THE CONTRACTOR SHALL CONTACT THE LOCAL AUTHORITY HAVING JURISDICTION OVER TRAFFIC CONTROL AND FOLLOW ANY RULES OR REGULATIONS SET FORTH. IN GENERAL, WHENEVER IT IS NECESSARY TO CROSS, OBSTRUCT OR CLOSE ROADS, DRIVEWAYS, PARKING AREAS, AND WALKS, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SUITABLE AND SAFE BRIDGES, DETOURS OR OTHER TEMPORARY EXPEDIENTS AT HIS OWN EXPENSE. IN MAKING OPEN CUT ROAD CROSSINGS, THE CONTRACTOR SHALL NOT BLOCK MORE THAN ONE-HALF OF THE ROAD AT ANY TIME AND PROVIDE FOR TWO-WAY TRAFFIC.

THE CONTRACTOR SHALL PROVIDE A "TRAFFIC CONTROL AND WORKER PROTECTION PLAN", PREPARED IN ACCORDANCE WITH CALTRANS DIVISION OF MAINTENANCE -CHAPTER 8 (PROTECTION OF WORKERS), WHEN WORKING IN A DEDICATED RIGHT-OF-WAY (R/W). THE 'PLAN' SHALL BE SUBMITTED TO AND BE APPROVED BY THE CITY OF BLYTHE-DEPARTMENT OF PUBLIC WORKS SEVEN (7) DAYS PRIOR TO ANY WORK IN THE R/W. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR WORKER AND PUBLIC SAFETY. ALL TRAFFIC CONTROL AND SAFETY DEVICES MUST BE ONSITE, INSPECTED AND APPROVED PRIOR TO THE COMMENCEMENT OF ANY WORK. THE CONTRACTOR SHALL KEEP ALL CONTROL AND SAFETY DEVICES IN PROPER POSITION AND WORKING ORDER AT ALL TIMES.

WHERE REQUIRED BY THE DRAWINGS, THE CONTRACTOR SHALL WIDEN THE SHOULDER ON THE OPPOSITE SIDE OF THE ROAD TO FACILITATE TRAFFIC FLOW WHILE BLOCKING HALF OF A ROAD WITH AN OPEN CUT. TEMPORARY CRUSHED ROCK SURFACING SHALL BE PROVIDED AS NECESSARY ON THE WIDENED SHOULDERS.

PROTECTION OF UNDERGROUND CONSTRUCTION. THE CONTRACTOR SHALL LOCATE, PROTECT, SHORE, BRACE, SUPPORT AND MAINTAIN ALL EXISTING UNDERGROUND PIPES, CONDUITS, DRAINS AND OTHER UNDERGROUND CONSTRUCTION THAT MAY BE UNCOVERED OR OTHERWISE AFFECTED BY THE WORK.

PRESERVATION OF TREES AND NATIVE PLANTS. TREES AND NATIVE PLANTS SHALL BE PRESERVED AND PROTECTED AS MUCH AS POSSIBLE. UNLESS SPECIFICALLY AUTHORIZED BY THE CITY, TREES AND NATIVE PLANTS SHALL BE REMOVED FROM ONLY THOSE AREAS, WHICH WILL BE EXCAVATED, FILLED OR BUILT UPON. CONSIDERATION WILL BE GIVEN TO THE REMOVAL OF ADDITIONAL TREES ONLY WHERE ESSENTIAL, IN THE OPINION OF THE ENGINEER, FOR THE EFFECTIVE EXECUTION OF THE WORK.

TREES AND NATIVE PLANTS LEFT STANDING SHALL BE ADEQUATELY PROTECTED FROM PERMANENT DAMAGE BY CONSTRUCTION OPERATIONS.

STABILIZATION. SUBGRADES FOR STRUCTURES AND THE BOTTOM OF TRENCHES SHALL BE FIRM, DENSE AND THOROUGHLY COMPACTED AND CONSOLIDATED; SHALL BE FREE FROM EXCESS MOISTURE AND SHALL BE SUFFICIENTLY STABLE TO REMAIN FIRM AND INTACT UNDER THE FEET OF THE WORKMEN.

SUBGRADES FOR STRUCTURES AND TRENCH BOTTOMS WHICH ARE OTHERWISE SOLID BUT WHICH BECOME MUCKY ON TOP DUE TO CONSTRUCTION OPERATIONS SHALL BE REINFORCED WITH ONE OR MORE LAYERS OF CRUSHED ROCK OR GRAVEL.

ALL STABILIZATION WORK SHALL BE PERFORMED BY AND AT THE EXPENSE OF THE CONTRACTOR.

TESTING. THE CONTRACTOR SHALL PROVIDE ALL FIELD AND LABORATORY TESTING REQUIRED TO DETERMINE COMPLIANCE WITH THE REQUIREMENTS OF THIS SECTION.

ALL LABORATORY TESTING SHALL BE DONE BY AN INDEPENDENT TESTING LABORATORY ACCEPTABLE TO THE CITY AND RETAINED AND PAID BY THE CONTRACTOR. FIELD SAMPLING SHALL BE DONE BY THE TESTING LABORATORY.

FIELD-TESTING SHALL BE PERFORMED BY THE CONTRACTOR AT LOCATIONS SELECTED BY THE CITY TO DETERMINE IF THE MATERIALS AND CONSTRUCTION WILL MEET THE REQUIREMENTS OF THE SPECIFICATIONS.

COMPACTION TESTS FOR ENCROACHMENTS PARALLEL TO AND WITHIN A ROAD RIGHT-OF-WAY SHALL BE MADE AT A MINIMUM OF THREE PER BLOCK OR AT 200 FOOT CENTERS, WHICHEVER IS LESS.

A MINIMUM OF TWO COMPACTION TESTS SHALL BE PERFORMED AT EACH TRENCH CROSSING AT A ROAD.

MAXIMUM DENSITY FOR COHESIVE COMPACTED MATERIALS SHALL BE DETERMINED IN ACCORDANCE WITH ASTM D 1557-91. THE TERMS "MAXIMUM DENSITY" AND "OPTIMUM MOISTURE CONTENT" SHALL BE AS DEFINED IN ASTM D 1557-91 MODIFIED BY USING THREE LAYERS INSTEAD OF FIVE LAYERS TO OBTAIN A COMPACTIVE EFFORT OF 33,750 FULBS. PER CU. FT. FIELD DENSITY OF SOIL SHALL BE DETERMINED BY ASTM METHOD 1556-64T.

A COPY OR EACH TEST RESULT SHALL BE PROMPTLY FURNISHED TO THE CITY.

STRUCTURE EXCAVATION FOR STRUCTURES SHALL BE DONE TO LINES AND ELEVATIONS INDICATED ON THE DRAWINGS AND TO THE LIMITS REQUIRED TO PERFORM THE CONSTRUCTION WORK. MACHINE EXCAVATION SHALL BE CONTROLLED TO PREVENT UNDERCUTTING THE PROPER SUBGRADE ELEVATIONS AND SHALL NOT BE USED WITHIN 3 FEET OF PERMANENT STRUCTURES AND FACILITIES. ONLY HAND TOOLS SHALL BE USED FOR EXCAVATION AROUND PERMANENT STRUCTURES, FACILITIES AND UNDERGROUND UTILITIES.

PRIOR TO ANY CONSTRUCTION INVOLVING JACKING OR BORING A PIPE CONDUIT BELOW A RAILROAD, CANAL, DRAIN, ROAD OR OTHER STRUCTURE, THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTHS OF THE STRUCTURE AND ANY UTILITIES ADJACENT OR TRANSVERSE TO THE JACKING OPERATION. UTILITIES SHALL BE EXPOSED TO THE GREATEST EXTENT POSSIBLE PRIOR TO THE JACKING OPERATION.

WORK SHALL BE DONE SO THE CONSTRUCTION AREAS WILL BE AS FREE AS POSSIBLE FROM OBSTRUCTIONS AND FROM INTERFERENCE WITH THE TRANSPORTATION, STORAGE OR HANDLING OF MATERIALS. EXCAVATED MATERIALS FREE OF TRASH, ROCKS, ROOTS AND OTHER FOREIGN MATERIALS, AND WHICH MEET THE SPECIFIED REQUIREMENTS, MAY BE USED AS REQUIRED FOR THE BACKFILLS CONSTRUCTED UNDER THESE SPECIFICATIONS.

VERTICAL FACES OF EXCAVATIONS SHALL NOT BE UNDERCUT TO PROVIDE FOR EXTENDED FOOTINGS.

DRAINAGE FILTER MATERIAL SHALL BE PLACED WHERE REQUIRED BY THE CITY AND SHALL BE COMPACTED TO A DEGREE THAT WILL PERMIT WATER TO PASS IT READILY, BUT WILL NOT HAVE EXCESSIVE SETTLEMENT LATER.

CONCRETE ENCASED PVC CONDUIT TRENCHING. TRENCHES FOR CONCRETE ENCASED PVC CONDUIT SHALL BE DUG TO LINES INDICATED ON THE DRAWINGS OR AT OTHER LOCATIONS ACCEPTABLE TO THE CITY AND TO THE EXACT DEPTH REQUIRED FOR THE PROPER GRADE OF THE CONDUITS WITH ENCASEMENT OR EMBEDMENT. WHEREVER POSSIBLE, THE TRENCHES SHALL BE EXCAVATED TO PERMIT THE CONCRETE ENCASED PVC CONDUIT TO REST ON UNDISTURBED EARTH OR ROCK. WHERE IT IS NECESSARY TO TRENCH THROUGH BACKFILL, THE EARTH SHALL BE WELL COMPACTED BEFORE THE CONCRETE ENCASED PVC CONDUIT IS INSTALLED.

ALL TRENCHES SHALL BE WIDE ENOUGH TO PROVIDE AMPLE ROOM FOR WORKMEN ENGAGED IN HANDLING AND INSTALLING CONDUITS. WHERE IT IS NECESSARY TO REDUCE THE EARTH LOAD ON TRENCH BANKS TO PREVENT SLIDING OR CAVING, TRENCH BANKS MAY BE CUT BACK ON SLOPES, WHICH SHALL NOT EXTEND LOWER THAN 12-INCHES ABOVE THE TOP OF THE CONCRETE ENCASED PVC CONDUIT.

SUBGRADE SOIL SHALL BE FIRM AND COMPACT. SHOULD THE TOPSOIL IN ANY AREA BE MUCKY OR, SHOULD IT WORK INTO MUD UNDER THE FEET OF THE WORKMEN, THE CONTRACTOR SHALL REINFORCE IT. REINFORCING SHALL BE DONE BY REMOVING A SUFFICIENT DEPTH OF MUCKY MATERIAL AND REPLACING IT BY ONE OR MORE THIN LAYERS OF CRUSHED ROCK OR GRAVEL, EACH LAYER BEING TIGHTLY ROLLED OR OTHERWISE EMBEDDED IN THE SOIL. THE SUBGRADE SHALL THEN BE BROUGHT TO THE PROPER LEVEL BY MEANS OF A THIN LAYER OF SAND TAMPED OR ROLLED INTO THE REINFORCED SUBSOIL. NO CONDUIT SHALL BE LAID UNDER UNSUITABLE WEATHER OR TRENCH CONDITIONS.

IF ROCK IS ENCOUNTERED IN THE EXCAVATION, IT SHALL BE REMOVED AND REPLACED WITH A SUITABLE TAMPED OR ROLLED GRANULAR MATERIAL AND BROUGHT TO THE PROPER LAYING ELEVATION AS DESCRIBED ABOVE.

BACKFILL FOR TRENCHES. ALL BACKFILL FOR TRENCHES OPENED TO PLACE CABLE OR CONDUIT SHALL BE COMPACTED. BACKFILL MATERIAL SHALL BE EITHER SUITABLE JOB EXCAVATED MATERIAL OR SUITABLE MATERIAL FURNISHED BY THE CONTRACTOR AND AS DESCRIBED AS FOLLOWS:

COMPACTED BACKFILL MATERIAL UNDER ROAD SURFACES, ROAD SHOULDERS, PARKING AREAS AND LAWN AREAS SHALL BE FINELY DIVIDED AND FREE FROM DEBRIS, ORGANIC MATERIAL AND STONES LARGER THAN 3-INCHES IN GREATEST DIMENSION. COMPACTED BACKFILL MATERIAL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 8-INCHES IN UNCOMPACTED THICKNESS. INCREASED LAYER THICKNESS MAY BE PERMITTED FOR NONCOHESIVE MATERIAL IF THE CONTRACTOR DEMONSTRATES TO THE SATISFACTION OF THE CITY THAT THE SPECIFIED COMPACTED DENSITY WILL BE OBTAINED. THE METHOD OF COMPACTION AND THE EQUIPMENT USED SHALL BE APPROPRIATE FOR THE MATERIAL TO BE COMPACTED AND SHALL NOT TRANSMIT DAMAGING SHOCKS TO THE CONDUIT.

TRENCHING ACROSS OR WITHIN CITY OF BLYTHE STREET R/W SHALL BE BACKFILLED USING CLASS II BASE (AS DESCRIBED IN THE JULY, 1995 EDITION OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SECTION 25).

SPECIFIC BACKFILL GRADATION REQUIREMENTS ARE AS FOLLOWS:

100 PER CENT PASSING 3" SIEVE
90-100 PER CENT PASSING 2" SIEVE
40-90 PERCENT PASSING NO. 4 SIEVE
0-25 PERCENT PASSING NO. 200 SIEVE
SAND EQUIVALENT MUST BE 21 MIN.

NO NATIVE SOIL REMOVED FROM TRENCHES SHALL BE USED FOR BACKFILL PURPOSES WITHOUT APPROVAL OF CITY OF BLYTHE DIRECTOR OF PUBLIC WORKS. BACKFILL SHALL BE COMPACTED TO 90 PER CENT OF MAXIMUM DENSITY. FOUR INCHES OF HOT MIXED ASPHALTIC CONCRETE SHALL BE PLACED ON ALL TRENCHES ACROSS PAVED AREAS IN ACCORDANCE WITH THE FOLLOWING SECTION.

PAVEMENT REMOVAL AND REPLACEMENT. CUTS IN CONCRETE AND ASPHALT PAVED SHOULDERS SHALL BE NO LARGER THAN NECESSARY TO PROVIDE WORKING SPACE. CUTTING SHALL BE STARTED WITH A CONCRETE SAW THAT WILL PROVIDE A CLEAN GROOVE AT LEAST 2-1/2 INCHES DEEP ALONG EACH SIDE OF THE TRENCH.

CONCRETE AND ASPHALT PAVEMENT OVER AND ADJACENT TO TRENCHES EXCAVATED SHALL BE REMOVED SO THAT A SHOULDER NOT LESS THAN 1 FOOT IN WIDTH AT ANY POINT IS LEFT BETWEEN THE CUT EDGE OF THE PAVEMENT AND THE TOP EDGE OF THE TRENCH. TRENCH WIDTH AT THE BOTTOM SHALL NOT BE GREATER THAN AT THE TOP AND NO UNDERCUTTING WILL BE PERMITTED.

PAVEMENT CUTS SHALL BE MADE TO AND BETWEEN STRAIGHT OR ACCURATELY MARKED CURVED LINES, WHICH, UNLESS OTHERWISE REQUIRED, SHALL BE PARALLEL TO THE CENTERLINE OF THE PAVEMENT.

IF THE TRENCH PARALLELS THE LENGTH OF CONCRETE WALKS AND THE TRENCH LOCATION IS ALL OR PARTIALLY UNDER THE WALK, THE ENTIRE WALK SHALL BE REMOVED AND REPLACED. WHERE THE TRENCH CROSSES DRIVES, WALKS, CURBS OR OTHER SURFACE CONSTRUCTION, THE SURFACE CONSTRUCTION SHALL BE REMOVED AND REPLACED BETWEEN EXISTING JOINTS, OR BETWEEN SAW CUTS AS SPECIFIED FOR PAVEMENT. STREET SPECIFICATIONS FOR CONSTRUCTION IN THE CITY OF BLYTHE ARE INDICATED AT THE END OF THIS SECTION.

CUT OR DAMAGED SURFACES DUE TO CONSTRUCTION SHALL BE REPLACED WITH NEW SURFACING. REPLACEMENT SURFACING SHALL MATCH EXISTING SURFACING AND SHALL BE FINISHED FLUSH WITH EXISTING ADJOINING SURFACES. PAVEMENT REPLACEMENT MATERIALS SHALL MATCH THE THICKNESS AND DENSITY OF THE MATERIAL EXCAVATED UNLESS OTHERWISE SPECIFIED HEREINAFTER. AS A MINIMUM, THE FOLLOWING REQUIREMENTS SHALL BE MET.

1. COMPACTED SUBGRADE SHALL MEET THE REQUIREMENTS OF BACKFILL FOR TRENCHES.

2. BACKFILL AND BASE COARSE MATERIAL SHALL BE AS STATED IN BACKFILL FOR TRENCHES UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY.

3. TWO COURSE BITUMINOUS SURFACE TREATMENTS SHALL COMPLY WITH THE APPLICABLE SECTIONS OF THE CALTRANS STANDARDS.

4. ASPHALT CONCRETE PAVING SHALL COMPLY WITH THE APPLICABLE SECTIONS OF THE CALTRANS STANDARDS. ASPHALT CONCRETE SHALL BE A JOB MIX FORMULA WITH A DESIGN DENSITY BETWEEN 95 AND 97 PER CENT OF VOIDLESS MIXTURE DETERMINED BY THE 50 BLOW MARSHALL TEST, IN ACCORDANCE WITH THE STATE OF CALIFORNIA CALTRANS STANDARD SPECIFICATION, CURRENT EDITION. HOT, PLANT MIXED MATERIAL SHALL BE OF THE SIZE, 3/4" MEDIUM-MAXIMUM TO 3/8" MAX. TYPE A, B, OR OPEN GRADED AGGREGATE BLENDED WITH EITHER AR4000, OR ARS000 STEAM REFINED PAVING ASPHALTS, AS DEFINED IN SECTION 92, "ASPHALTS" AND SECTION 39 "ASPHALT CONCRETE". REQUIREMENTS FOR ASPHALT CONCRETE PAVING SHALL BE AS SPECIFIED UNLESS OTHERWISE SPECIFICALLY APPROVED BY THE CITY OR AS STATED BELOW.

A. ASPHALTIC CONCRETE REPLACED IN THE CITY OF BLYTHE STREET RIGHT-OF-WAY SHALL BE A MINIMUM OF 3 INCHES THICK WITH 3/4 INCH MAXIMUM AGGREGATE SIZE. GREATER THICKNESSES OF ASPHALTIC CONCRETE AND /OR CLASS II BASE MATERIAL MAY BE REQUIRED AS DETERMINED BY THE GEOTECHNICAL INVESTIGATION.

B. TEMPORARY REPAVING USING COLD MIX ASPHALTIC CONCRETE WILL BE ALLOWED FOR A MAXIMUM OF 30 DAYS FROM DATE OF TRENCHING.

C. PAVEMENT REPLACEMENT SHALL MATCH EXISTING PAVING IN TYPE OF PAVEMENT, APPEARANCE, WEARING SURFACE AND DURABILITY TO THE MAXIMUM EXTENT PRACTICAL. PAVEMENT REPAIR SHALL BE SUBJECT TO APPROVAL BY THE CITY. PAVEMENT REPAIR NOT INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THESE SPECIFICATIONS SHALL BE REMOVED AND REPLACED. CONCRETE PAVING SHALL COMPLY WITH THE APPLICABLE SECTIONS OF THE CALTRANS STANDARDS. CONCRETE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE SECTION ENTITLED CAST-IN-PLACE CONCRETE. REPLACEMENT SHALL MATCH EXISTING STRUCTURES TO THE MAXIMUM EXTENT PRACTICAL AND SHALL INCLUDE CURBING, WALKWAYS OR ANY OTHER CONCRETE STRUCTURE DAMAGED DURING CONSTRUCTION.

MAINTENANCE AND RESTORATION OF BACKFILL. BACKFILL THAT SETTLES OR ERODES BEFORE FINAL ACCEPTANCE OF THE WORK, AND PAVEMENT STRUCTURES AND OTHER FACILITIES DAMAGED BY SUCH SETTLEMENT OR EROSION SHALL BE REPAIRED. THE SETTLED OR ERODED AREAS SHALL BE REFILLED, COMPACTED AND GRADED TO CONFORM TO THE ELEVATION INDICATED ON THE DRAWINGS OR TO THE ELEVATION OF THE ADJACENT GROUND SURFACE. DAMAGED FACILITIES SHALL BE REPAIRED IN A MANNER ACCEPTABLE TO THE CITY. THE CONTRACTOR WILL GUARANTEE HIS PAVEMENT REPAIRS FOR ONE YEAR.

DISPOSITION OF MATERIALS. EXCAVATED EARTH MATERIALS SHALL BE USED TO CONSTRUCT BACKFILLS TO THE EXTENT REQUIRED. SURPLUS EARTH, IF ANY, AND MATERIALS WHICH ARE NOT SUITABLE FOR BACKFILL SHALL BE SPOILED IN A MANNER AND LOCATION AS APPROVED BY THE CITY.

SPECIFICATION FOR THE PLACEMENT OF CAST-IN-PLACE CONCRETE

PRELIMINARY REVIEW. THE SOURCE AND QUALITY OF CONCRETE MATERIALS AND THE CONCRETE PROPORTIONS PROPOSED FOR THE WORK SHALL BE SUBMITTED TO THE CITY FOR REVIEW BEFORE THE CONCRETE WORK IS STARTED. SUCH REVIEW WILL BE FOR GENERAL ACCEPTABILITY ONLY AND CONTINUED COMPLIANCE WITH ALL CONTRACT PROVISIONS WILL BE REQUIRED.

LIMITING REQUIREMENTS. CONCRETE UTILIZED FOR BUT NOT LIMITED TO CURB AND GUTTER, SPANDRELS, SIDEWALKS, CURB RETURNS, MANHOLE BASES, RINGS FOR MANHOLE FRAMES, AND VALVE RISERS AND RINGS FOR WATER RISERS, SHALL BE TYPE V CEMENT, CLASS 3 CONCRETE AND SHALL HAVE 1.5 LBS. OF POLYPROPYLENE FIBER PER CUBIC YARD OF CONCRETE. POLYPROPYLENE FIBER SHALL BE "FIBER MESH" OR AN APPROVED EQUAL. THE QUANTITY OF PORTLAND CEMENT EXPRESSED IN POUNDS PER CUBIC YARD, SHALL BE NOT LESS THAN THAT INDICATED IN THE FOLLOWING TABLE. THESE MINIMUM CEMENT FACTORS SHALL APPLY ONLY TO CONCRETE CONTAINING EITHER THE SPECIFIED PLASTICIZER OR PLASTICIZING RETARDER. IF, FOR ANY REASON, BOTH THE PLASTICIZER AND PLASTICIZING RETARDER ARE OMITTED, THE CEMENT FACTOR SHALL BE INCREASED BY 10 PER CENT.

COURSE AGGREGATE SIZE
FROM NO. 4 SIEVE TO

CONCRETE SLUMP			3/4"
3 INCHES	592	564	536
4 INCHES	611	583	555
5 INCHES	630	602	573

TOTAL WATER CONTENT	NOT MORE THAN 6.4 GALLONS PER 100 POUNDS OF CEMENT
COARSE AGGREGATE SIZE	ONE INCH TO NO. 4
TOTAL AIR CONTENT	5 PERCENT PLUS OR MINUS 1 PERCENT
CONSISTENCY	WORKABLE, WITHOUT SEGREGATION, WITH SLUMP NOT MORE THAN 4 INCHES WHEN CONCRETE IS PLACED
MIXING	THOROUGHLY IN A MECHANICAL MIXER FOR NOT LESS THAN 3 MINUTES
COMPRESSIVE STRENGTH AT AGE 28 DAYS	NOT LESS THAN 2500 PSI

BATCHING AND MIXING. BATCHING AND MIXING SHALL CONFORM TO ASTM C94, EXCEPT AS OTHERWISE SPECIFIED HEREIN.

TRUCK MIXERS SHALL BE REVOLVING DRUM TYPE AND SHALL BE EQUIPPED WITH A MIXING WATER TANK. ONLY THE PRESCRIBED AMOUNT OF MIXING WATER SHALL BE PLACED IN THE TANK FOR ANY ONE BATCH UNLESS THE TANK IS EQUIPPED WITH A DEVICE BY WHICH THE AMOUNT OF WATER

ADDED TO EACH BATCH CAN BE READILY VERIFIED BY THE CITY. A DELIVERY TICKET SHALL BE PREPARED FOR EACH LOAD OF READY-MIXED CONCRETE DELIVERED AND HANDED TO THE CITY BY THE TRUCK OPERATOR AT THE TIME OF DELIVERY. TICKETS SHALL SHOW THE NUMBER OF YARDS DELIVERED THE QUANTITIES OF EACH MATERIAL IN THE BATCH, THE OUTDOOR TEMPERATURE IN THE SHADE, AND THE TIME AT WHICH THE CEMENT WAS ADDED.

FIELD CONTROL TESTING. FIELD CONTROL TESTS CONSISTING OF SLUMP TESTS, AIR CONTENT TESTS, AGGREGATE GRADATION TESTS AND THE PREPARATION OF CONCRETE TEST SPECIMENS SHALL BE MADE BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE FOR MAKING THE TESTS AND TEST SPECIMENS AND FOR STORING, CURING, HANDLING AND DELIVERING TEST SPECIMENS TO A TESTING LABORATORY RETAINED AND PAID BY THE CONTRACTOR.

SLUMP. A SLUMP TEST SHALL BE MADE EACH DAY CONCRETE IS PLACED. SLUMP SHALL BE DETERMINED IN ACCORDANCE WITH ASTM C143.

AIR CONTENT. AN AIR CONTENT TEST SHALL BE MADE EACH DAY CONCRETE IS PLACED. AIR CONTENT SHALL BE DETERMINED IN ACCORDANCE WITH ASTM C231.

COMPRESSION TESTS. A SET OF THREE COMPRESSION TEST CYLINDERS SHALL BE MADE EACH DAY CONCRETE IS PLACED. ONE CYLINDER OF EACH SET SHALL BE TESTED AT AN AGE OF 7 DAYS AND ANOTHER AT AN AGE OF 28 DAYS.

CONCRETE TEST CYLINDERS SHALL BE MADE, CURED, STORED AND DELIVERED TO THE LABORATORY IN ACCORDANCE WITH ASTM C31. THE CYLINDERS SHALL BE TESTED IN ACCORDANCE WITH ASTM C39.

EACH SET OF COMPRESSION TEST CYLINDERS SHALL BE MARKED OR TAGGED WITH THE DATE AND TIME OF DAY THE CYLINDERS WERE MADE, THE LOCATION IN THE WORK WHERE THE CONCRETE WAS PLACED, THE AIR CONTENT, AND THE SLUMP.

AGGREGATE GRADATION. FINE AND COARSE AGGREGATE SHALL BE SAMPLED AND TESTED IN ACCORDANCE WITH ASTM 075 AND C136.

TEST REPORTS. THE CONTRACTOR SHALL FURNISH THE CITY CERTIFIED REPORTS OF ALL TESTS MADE BY THE TESTING LABORATORY.

REINFORCEMENT. REINFORCEMENT SHALL BE ACCURATELY FORMED AND POSITIONED AND SHALL BE MAINTAINED IN PROPER POSITION WHILE THE CONCRETE IS BEING PLACED AND COMPACTED. DETAILS OF FABRICATION SHALL CONFORM TO ACI 318-83.

HOT WEATHER CONCRETING. EXCEPT AS MODIFIED HEREIN, HOT WEATHER CONCRETING

SHALL COMPLY WITH ACI 305. AT AIR TEMPERATURES OF 90° FOR ABOVE, SPECIAL PROCEDURES SHALL BE ADOPTED TO KEEP THE CONCRETE AS COOL AS POSSIBLE DURING PLACEMENT AND CURING. THE TEMPERATURE OF THE CONCRETE WHEN IT IS PLACED IN THE WORK SHALL NOT EXCEED 90° F. WHENEVER THE AIR TEMPERATURE EXCEEDS 95° F, MEMBRANE CURED SLABS SHALL BE KEPT WET TO PROMOTE COOLING OF THE CONCRETE DURING THE CURING PERIOD.

CURING. CONCRETE SHALL BE PROTECTED FROM LOSS OF MOISTURE FOR AT LEAST 7 DAYS BY POLYETHYLENE FILM OR MEMBRANE CURING COMPOUND. MEMBRANE CURING COMPOUND SHALL BE APPLIED AS RECOMMENDED BY THE MANUFACTURER. CONCRETE SHALL NOT BE PERMITTED TO FREEZE FOR AT LEAST 7 DAYS FOLLOWING PLACEMENT.

REPAIRING DEFECTIVE CONCRETE. DEFECTS IN FORMED CONCRETE SURFACES SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY WITHIN 24 HOURS AND DEFECTIVE CONCRETE SHALL BE REPLACED WITHIN 48 HOURS AFTER THE ADJACENT FORMS HAVE BEEN REMOVED. ALL CONCRETE WHICH IS POROUS, HONEYCOMBED AND OTHERWISE DEFECTIVE TO A DEPTH IN EXCESS OF ONE INCH, SHALL BE CUT OUT AND REMOVED.

THE CONTRACTOR IS RESPONSIBLE TO PREVENT VANDALISM OR GRAFFITI TO FRESH CONCRETE. DRY SACK OR OTHER REPAIR WILL NOT BE ALLOWED. REMOVE AND REPLACE ONLY. ANYTHING OFFENSIVE TO THE PUBLIC SHALL BE REPLACED IMMEDIATELY.

CONCRETE REPAIR WORK SHALL BE PERFORMED IN A MANNER THAT WILL NOT INTERFERE WITH THOROUGH CURING OF SURROUNDING CONCRETE. MORTAR AND CONCRETE USED IN REPAIR WORK SHALL BE ADEQUATELY CURED AND SHALL BE FINISHED TO MATCH ADJACENT SURFACES.

CONCRETE FOR ENCASED PVC CONDUIT. CONCRETE FOR ENCASED PVC CONDUIT SHALL BE AS SPECIFIED UNDER THE ARTICLE ENTITLED LIMITING REQUIREMENTS EXCEPT THAT IT SHALL HAVE A SLUMP OF 6 INCHES, SHALL CONTAIN AT LEAST 470 POUNDS OF CEMENT PER CUBIC YARD AND SHALL CONTAIN NO AGGREGATE LARGER THAN ¾ INCH. MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 2,500 PSI. CONCRETE FOR ENCASED PVC CONDUIT SHALL BE COMPACTED BY RODDING OR SPADING ONLY. MECHANICAL VIBRATORS SHALL NOT BE USED. CONCRETE SHALL BE WORKED AROUND REINFORCEMENTS AND EMBEDMENT AND WORKED INTO THE CORNERS OF THE FORMS.

CONCRETE FOR ENCASED PVC CONDUIT MAY BE CAST DIRECTLY AGAINST EARTH WITHOUT THE PROTECTIVE POLYETHYLENE FILM, PROVIDED THE CONTACTED EARTH IS WETTED BEFORE PLACEMENT OF CONCRETE.

THE TOP SURFACE OF THE CONCRETE FOR ENCASED PVC CONDUIT SHALL BE SCREEDED ONLY. NO FLOATING OR TROWELING OF THE SURFACE IS REQUIRED.

CONCRETE JOINT SEALANT, CAULK ALL EXPANSION JOINTS IN CURB AND GUTTER USING A MULTIPLE COMPONENT, SELF-LEVELING POLYURETHANE BASED SEALANT CONFORMING TO ASTM C 620-86, TYPE M, CLASS 25. ACCEPTABLE PRODUCTS INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

MAMECO INTERNATIONAL: VULKEM 245 SIKA
CORP: SIKAFLEX 2C-SL
SONNEBORN BUILDING PRODUCTS: SONOLASTIC PAVING JOINT
SEALING TREMCO: THC-900

PRESERVATION OF MONUMENTS AND.STAKES. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL MONUMENTS, BENCH MARKS, REFERENCE POINTS AND STAKES INSTALLED BY THE OWNER OR OTHERS. PERMANENT MONUMENTS OR BENCHMARKS, WHICH MUST BE REMOVED OR DISTURBED, SHALL BE PROTECTED UNTIL THEY CAN BE PROPERLY REFERENCED FOR RELOCATION THE CONTRACTOR SHALL FURNISH MATERIALS AND ASSISTANCE FOR THE PROPER REPLACEMENT OF SUCH MONUMENTS OR BENCHMARKS.

THE REPLACEMENT OF ALL MONUMENTS AND BENCHMARKS SHALL BE PREFORMED BY A LICENSED CIVIL ENGINEER OR LAND SURVEYOR PURSUANT TO THE BUSINESS AND PROFESSIONS CODE, SECTION 8700 TO 8805 (LAND SURVEYOR'S ACT.

STANDARD SPECIFICATIONS MATERIALS AND FITTINGS FOR SEWER AND WATER CONSTRUCTION

SEC. 1 PIPE

A. SEWER
PVC
AWWA 3034-PVC SDR-35 AS MANUFACTURED BY VINYLTECH, JOHNS MANVILLE, CERTAINED OR APPROVED EQUAL.
HOPE-PRESSURE PIPE MUST MEETAWWA C901 & C906 AND/OR ASTM D 3035 AND F 714 AS MANUFACTURED.

B. WATER
PVC
AWWA C-900 AND C-905 PVC VINYL TECH, JOHNS-MANVILLE, CERTAINED OR ASTM A-536 DUCTILE IRON WITH POLYETHYLENE ENCASEMENT INSTALLED IN ACCORDANCE WITH METHOD A AS MANUFACTURED BY U.S. PIPE OR APPROVED EQUAL. CLASS RATING AND DR DESIGNATION PER APPROVED PLANS.
HOPE - GRAVITY FLOW-PIPE MUST MEET REQUIREMENTS OF ASTM D-3350 & ASTM F-894 AS MANUFACTURED BY CHEVRORI CHEMICAL CO. PLEXCO- SPIROLETE, ADS N-12, HANCOR, OR APPROVED EQUAL.

SEC. 2 VALVES

A. GATE VALVES 3-INCH AND SMALLER SHALL BE BRONZE, CLASS 200, WITH INSIDE IRON PIPE THREADS.
B. GATE VALVES 2 ½-INCH TO 12-INCH SHALL BE OF THE RESILANT WEDGE TYPE IN ACCORDANCE WITH AWWA C-509. GATE VALVES SHALL HAVE "O" RING STEM SEALS FULLY RUBBER ENCAPSULATED WEDGES, MINIMUM 8 MIL FUSION BONDED EPOXY COATED INSIDE AND OUT; ALL EXTERIOR NUTS AND BOLTS MINIMUM T-304 SS; FULL SIZE UNOBSTRUCTED FLOWAY AND LOW ZINC BRONZE NON-RISING STEM MANUFACTURED BY AFC, AVK, MUELLER OR APPROVED EQUAL.
C. BUTTERFLY VALVES SHALL BE USED IN APPLICATIONS LARGER THAN 12-INCH AND SHALL BE IN ACCORDANCE WITH AWWA C-504 FOR BURIED SERVICE. BUTTERFLY VALVES SHALL BE CLASS 150B OF THE SHORT-BODY, FLANGED CONFIGURATION, EQUIPPED WITH MANUAL OPERATORS WITH OPERATOR NUT IN ACCORDANCE WITH AWWA C-500, MINIMUM 8 MIL FUSION BONDED EPOXY COATED INSIDE AND OUT; ALL EXTERIOR NUTS AND BOLTS MINIMUM T-304 SS AS MANUFACTURED BY MUELLER, PRATT, KEYSTONE OR APPROVED EQUAL.

SEC. 3 FITTINGS

FITTINGS SHALL BE DUCTILE IRON MECHANICAL JOINT OR PUSH-ON IN ACCORDANCE WITH AWWA C-110, C-111 AND C-153. THE WORKING PRESSURE SHALL BE 350 PSI. INTERIORS SHALL LINED AND SEAL COATED IN ACCORDANCE WITH AWWA C-104 AS MANUFACTURED BY TYLER PIPE, STAR PIPE OR APPROVED EQUAL. ALL NUTS, BOLTS AND OTHER HARDWARE THAT ARE NOT T-304 SS SHALL BE WRAPPED WITH 4 LAYERS OF 10 MIL SHEETING AND TAPED WITH PVC TAPE PRIOR TO BACKFILL AND/OR THRUST BLOCK PLACEMENT.
HOPE - FITTING SHALL BE **HOPE** (MEET ASTM 2513 REQUIREMENTS) BUTT FUSION FITTINGS MEETING REQUIREMENTS OF ASTM **D** 3261-SCOKE FITTING SHALL MEET ASTM 2683 REQUIREMENTS BY PHILLIPS DRISCOPIPE, INC., CHEVRON CHEMICAL CO. PLEXCO, OR APPROVED EQUAL.

SEC. 4 GASKETS

GASKETS FOR FLANGED FITTINGS SHALL BE IN ACCORDANCE WITH AWWA C-110 AND C-115, WITH WORKING PRESSURE OF 350 PSI AS MANUFACTURED BY U.S. PIPE OF APPROVED EQUAL.

SEC. 5 NUTS AND BOLTS

ALL NUTS AND BOLTS BURIED BELOW GRADE SHALL BE MINIMUM T-304 SS IN ACCORDANCE WITH ASTM **F** 593 & F 594. ALL THREADS SHALL BE COATED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION WITH AN ANTI-SEIZE COMPOUND SUCH AS PEMATEX PART NO. 133K OR APPROVED EQUAL.

SEC. 6 COPPER TUBING

COPPER TUBING SHALL CONFORM TO ASTM B 88; TYPE K-SOFT 2-INCH COPPER TUBING SHALL BE IN 20-FOOT LENGTHS AND NOT COILS.

SEC. 7 SOLDER

SOLDER FOR WELDING COPPER TUBING SHALL BE SIL-CAN 15 CONTAINING 15 PERCENT SILVER WITH A BRAZING TEMPERATURE OF 1300°F AS MANUFACTURED BY
M.C. CANFIELD SONS OR APPROVED EQUAL.

SEC. 7 THRUST BLOCKS

THRUST BLOCKS SHALL BE CONSTRUCTED OF TYPE V-CLASS 3 CONCRETE.

SEC. 8 TAPPING SLEEVES

TAPPING SLEEVES SHALL BE **ALL** STAINLESS STEEL T-304 AND BE IN ACCORDANCE WITH AWWA C-207 WITH WORKING PRESSURE OF 350 PSI AS MANUFACTURED BY CASCADE WATERWORKS OR APPROVED EQUAL.

SEC. 9 RESTRAINED JOINTS

SEC.10 MATERIALS AND FITTINGS REFERENCED IN STANDARD DRAWINGS

ALL MATERIALS AND FITTINGS REFERENCED IN STANDARD DRAWINGS SHALL BE PROVIDED AS INDICATED.

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NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG
DRAWN BY: VG
CHECKED BY: RKH

ELEVATION: EL= 391.57'
LOCATION:
SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE. 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA 9/01/22

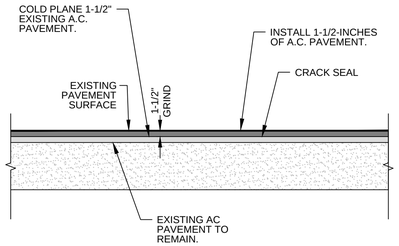
PREPARED UNDER THE DIRECT SUPERVISION OF:
ROBERT K. HOLT, P.E. — R.C.E. NO. 27943
DATE: 09-01-2022 — REG. EXP. 03/31/24

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

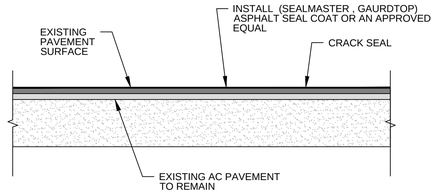
SHEET CONTENT: SPECIFICATIONS

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

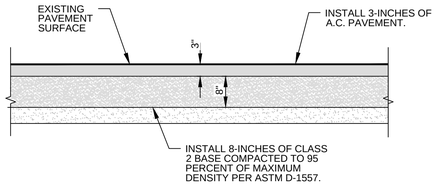
JOB NO. 533.007



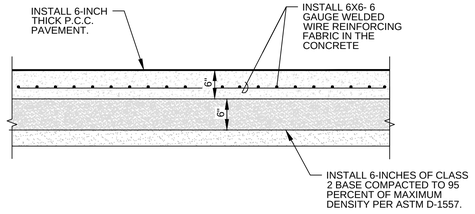
COLD PLANE - DETAIL A
NTS



ASPHAULT SEAL COAT - DETAIL B
NTS



A.C. PAVEMENT SECTION- DETAIL C
NTS



P.C.C. PAVEMENT SECTION- DETAIL D
NTS

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The Holt Group
ENGINEERING PLANNING SURVEYING

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NO.	REVISIONS:	APPROVED	DATE

DESIGN BY: VG

DRAWN BY: VG

CHECKED BY: RKH

ELEVATION: EL= 391.57'

LOCATION: SET ON TOP OF 2-INCH BRASS DISK ON A CONCRETE MONUMENT STAMPED "FLY 1948", NATIONAL GEODETIC SURVEY 1981 13.0 KM (8.1 MI) WEST FROM BLYTHE, 13.0 KM (8.1 MI) WEST ALONG HOBSONWAY FROM THE JUNCTION OF U.S. HIGHWAY 95 IN BLYTHE, 102.1 METERS (235 FT) SOUTH-SOUTHWEST OF THE SOUTHWEST CORNER OF A BUILDING BELONGING TO THE BLYTHE TRAP SHOOT CLUB, 39.3 METERS (129 FT) NORTH ACROSS A GRAVEL ROAD FROM THE CENTERLINE OF HOBSONWAY, 26.8 METERS (88.0 FT) NORTH OF A BARBED WIRE RIGHT-OF-WAY FENCE, 24.9 METERS (81.7 FT) NORTH OF THE FIRST POWER POLE WEST OF A SPUR LINE TO THE TRAP CLUB, 13.2 METERS (43.5 FT) NORTH OF THE CENTERLINE OF THE GRAVEL ROAD. THE MARK IS 2.35 METERS N FROM A WITNESS POST. THE MARK IS ABOVE LEVEL WITH HOBSONWAY. EL= 391.57'

REGISTERED PROFESSIONAL ENGINEER ROBERT K. HOLT No. 27943 Exp. 03-31-24 CIVIL STATE OF CALIFORNIA 9/2/22

PREPARED UNDER THE DIRECT SUPERVISION OF:

ROBERT K. HOLT, P.E. — 27943 R.C.E. NO.

09-01-2022 DATE — 03/31/24 REG. EXP.

PALO VERDE COLLEGE
PARKING LOT IMPROVEMENTS
IN THE CITY OF BLYTHE, CALIFORNIA

SHEET CONTENT:
DETAIL SHEET

LOCATION: BLYTHE, CA. CLIENT: PALO VERDE COLLEGE

SHEET 14 OF 14 SHEETS

JOB NO. 533.007