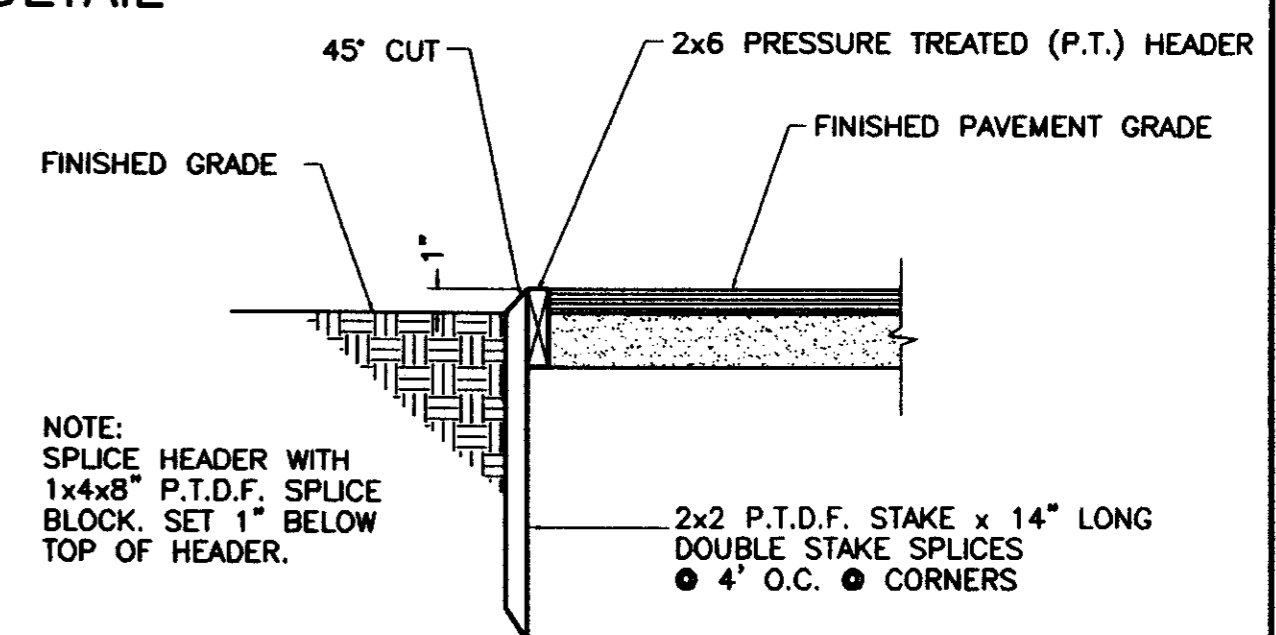
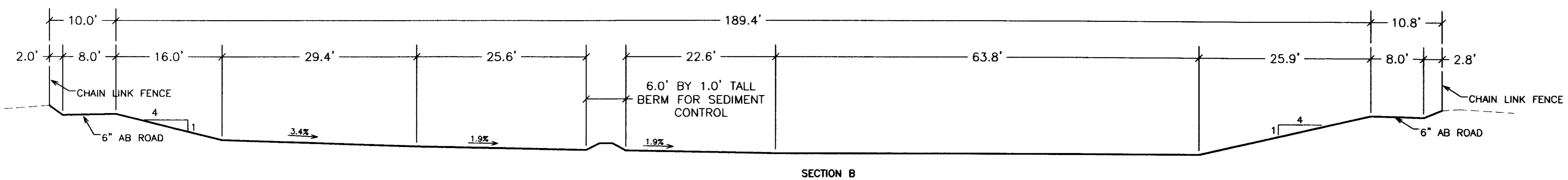


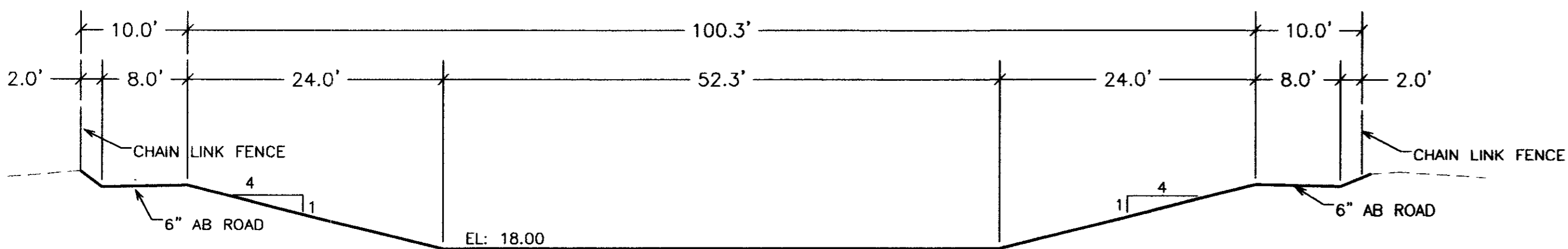
Ⓐ ENTRANCE DETAIL



Ⓒ HEADERBOARD DETAIL

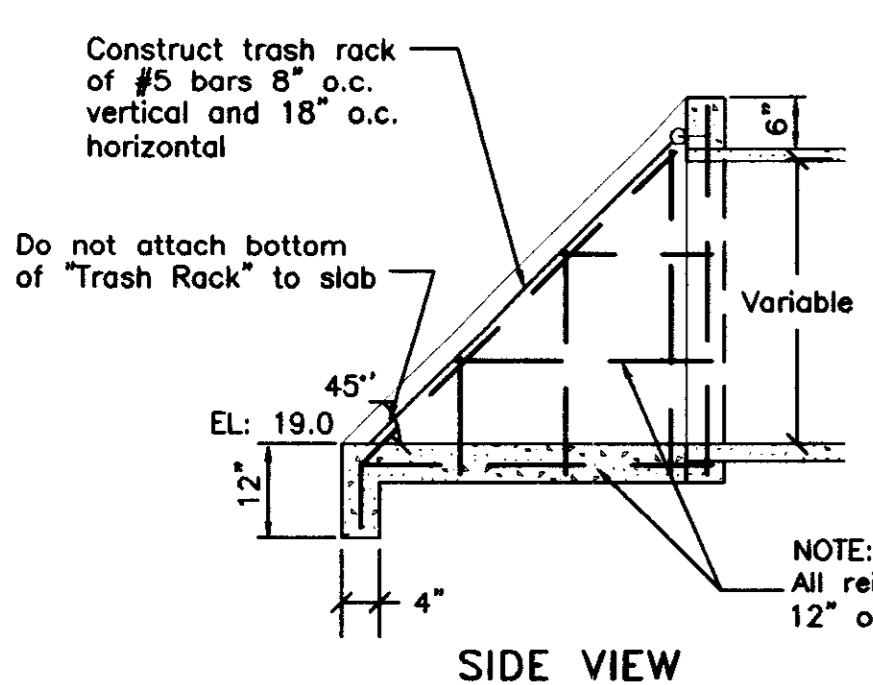


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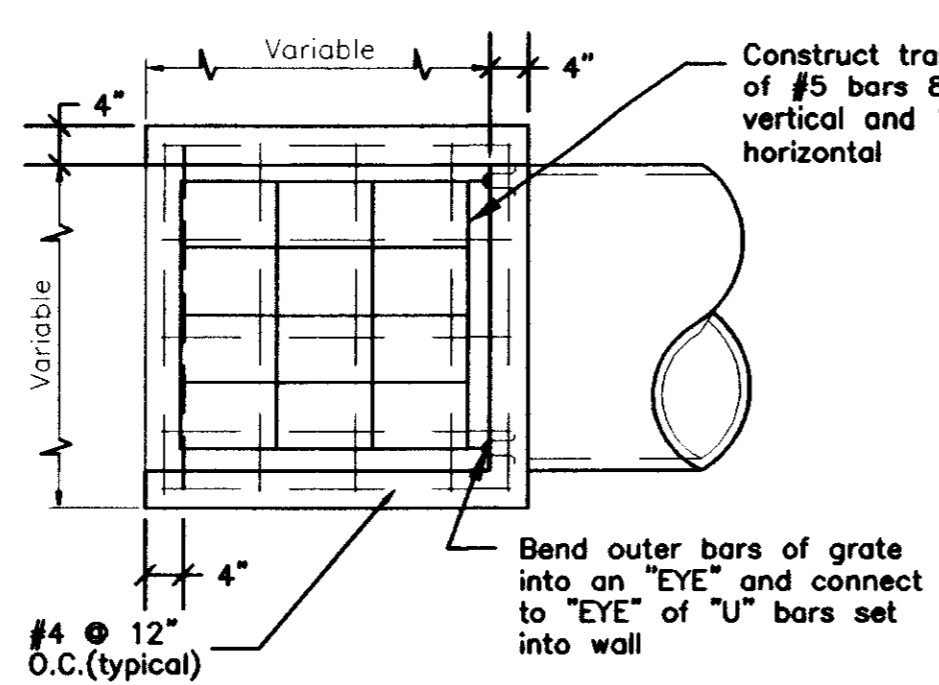


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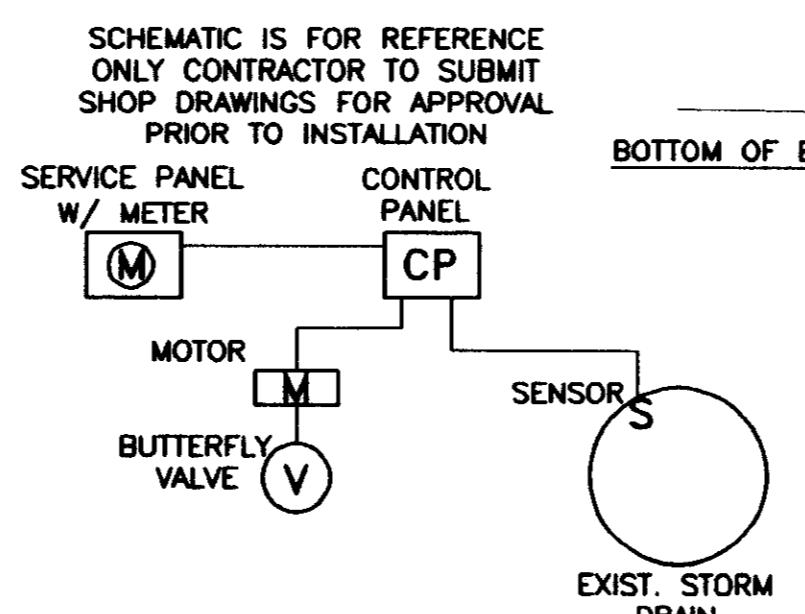
Ⓑ RETENTION BASIN DETAIL



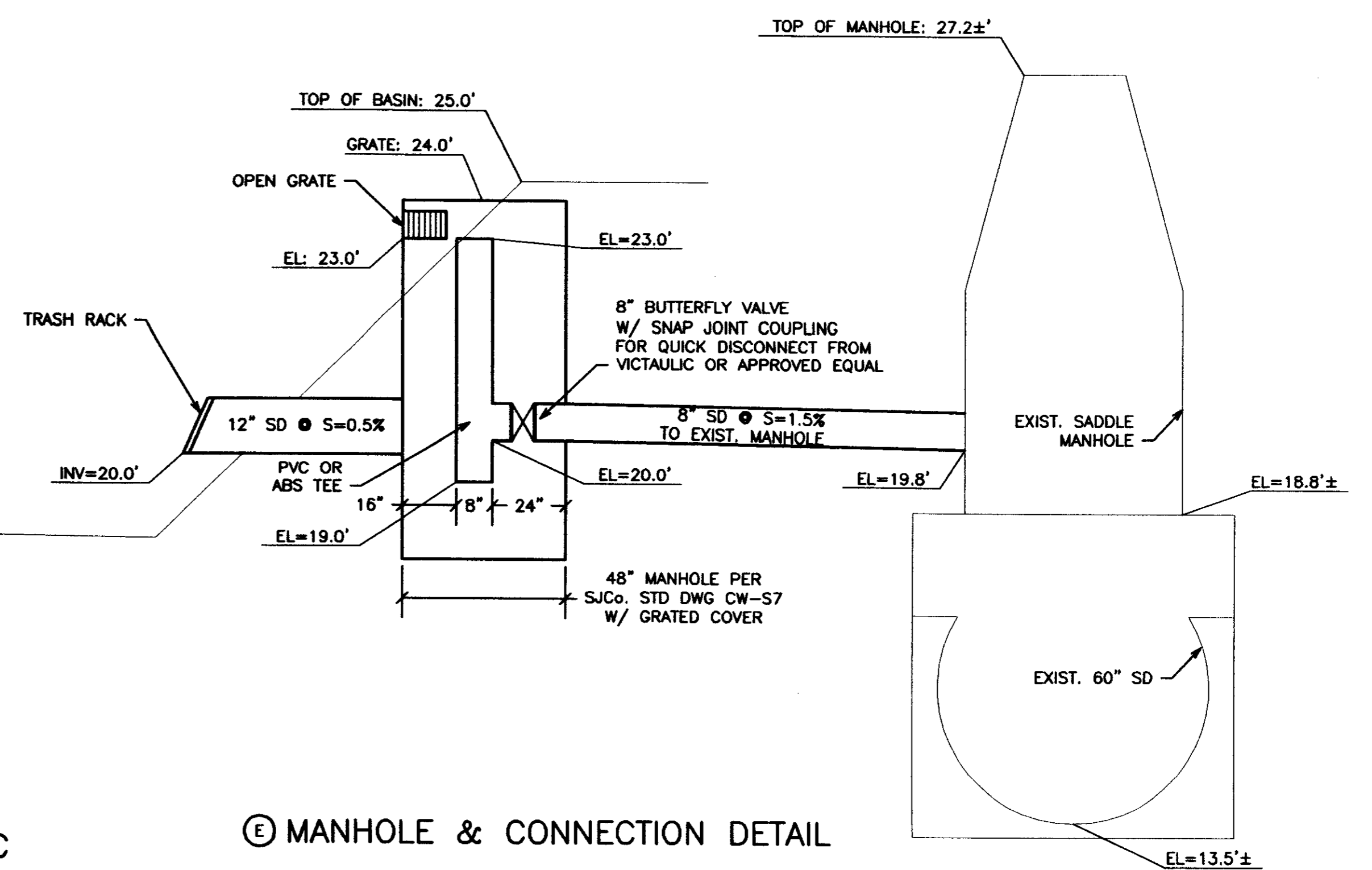
Ⓓ PIPE INLET DETAIL



TOP VIEW



Ⓕ CONTROL PANEL SCHEMATIC



Ⓔ MANHOLE & CONNECTION DETAIL



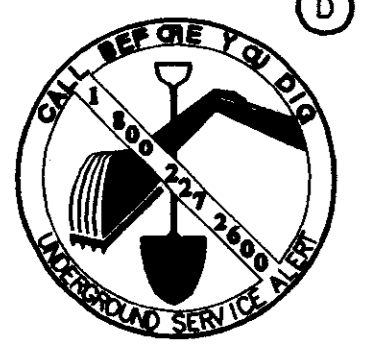
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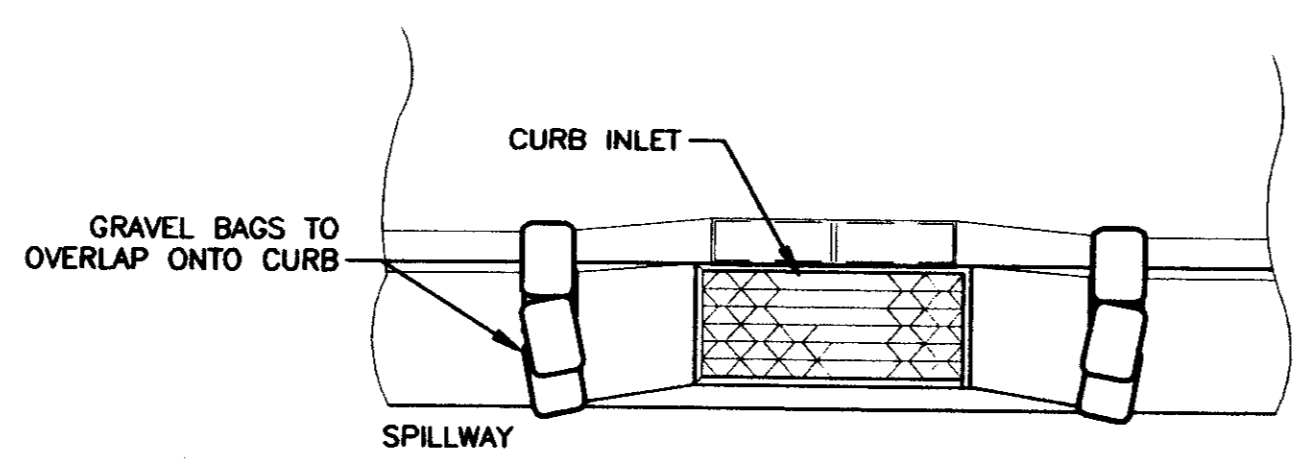
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Scale	NTS
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Project File No.	05-112

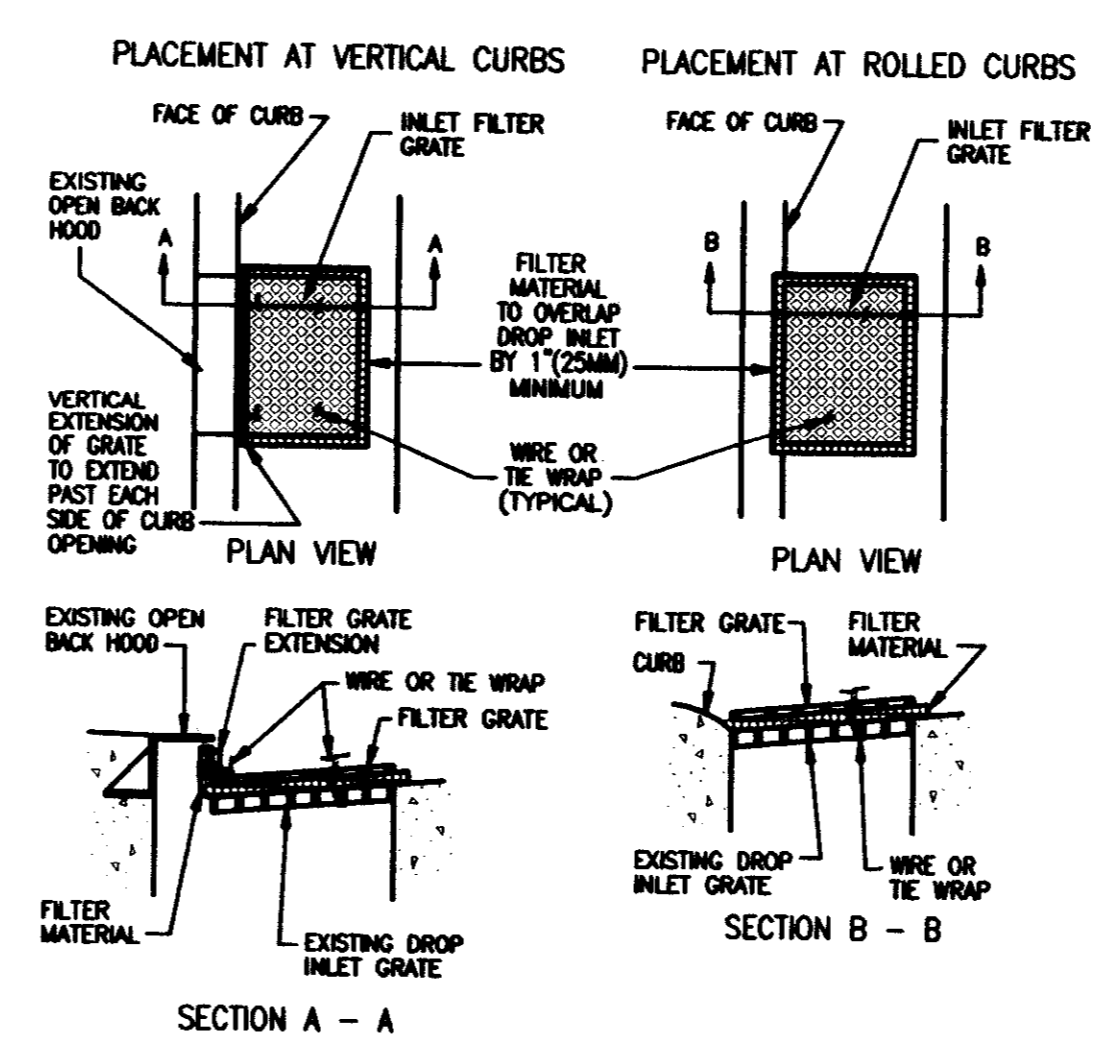
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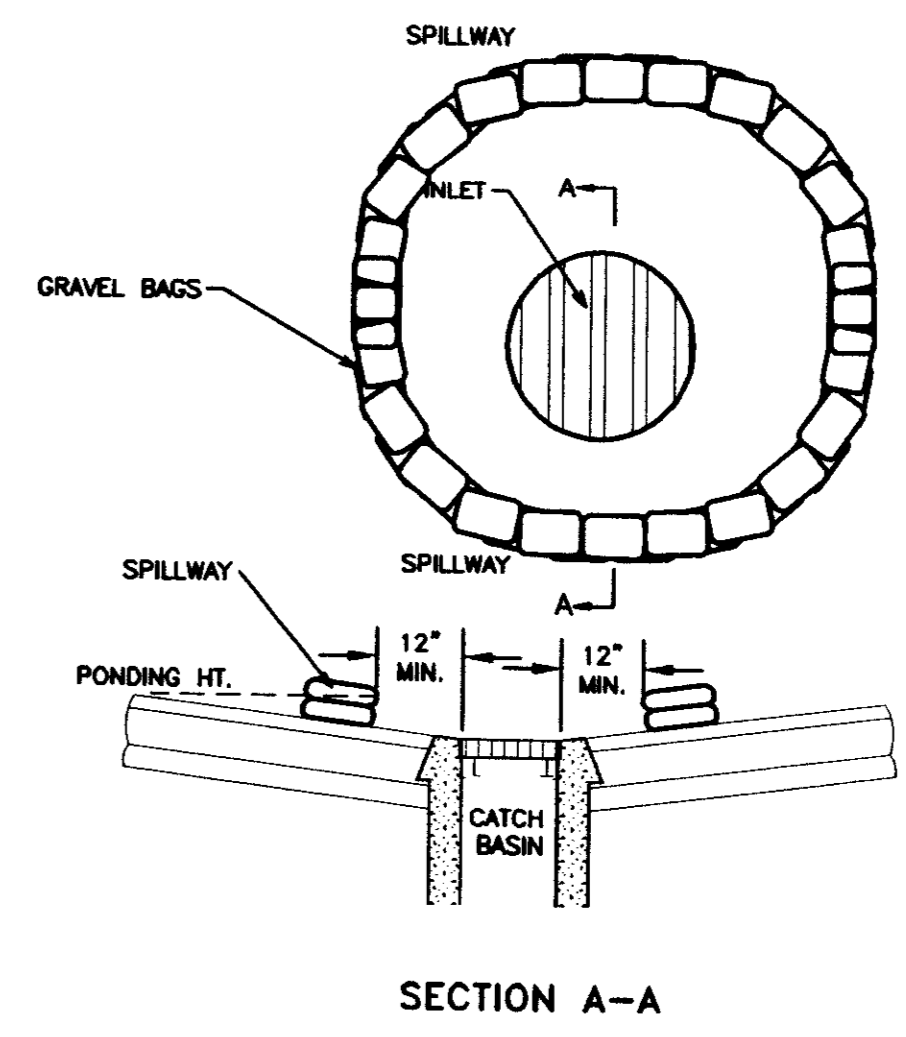
SU 4122



- NOTES:**
- GRAVEL BAGS SHALL BE WOVEN GEOTEXTILE FABRIC.
 - CONSTRUCT ON GENTLY SLOPING STREET WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE OUT OF SUSPENSION.
 - LEAVE A GAP OF ONE BAG IN THE MIDDLE OF THE TOP ROW OF BAGS TO SERVE AS SPILLWAY. SPILLWAY HEIGHT SHALL BE LOWER THAN CURB HEIGHT AND SUFFICIENT IN SIZE TO PASS FLOWS FROM SEVERE STORM EVENT.
 - PLACE TWO LAYERS OF GRAVEL BAGS. OVERLAP BAGS AND PACK THEM TIGHTLY TOGETHER TO MINIMIZE THE SPACE BETWEEN BAGS. FILL BAG WITH 3/4" DRAIN ROCK.
 - INSPECT AND REPAIR FILTERS AFTER EACH STORM EVENT. REMOVE SEDIMENT WHEN 1/2 OF THE FILTER DEPTH HAS BEEN FILLED. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA TRIBUTARY TO A SEDIMENT BASIN OR OTHER FILTERING MEASURE.
 - SEDIMENT AND GRAVEL SHALL BE IMMEDIATELY REMOVED FROM TRAVELED WAY OF ROAD.
 - GRAVEL BAG INLET PROTECTION ON ROADS OPEN TO THE PUBLIC WILL REQUIRE DELINEATION DEVICES TO ALERT MOTORISTS, BICYCLISTS AND PEDESTRIANS. THE USE OF SUCH DEVICES SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL.



- NOTES:**
- THE MAXIMUM DRAINAGE AREA PER FILTER SHALL BE NO MORE THAN 2 ACRES (0.8 HECTARES).
 - THE FILTER PAD SHALL BE 1 INCH (25 MM) THICK CLEANABLE POLYESTER FIBER AND ACRYLIC LATEX RESIN OR APPROVED EQUAL. FILTER PAD SHALL OVERLAP DROP INLET ON ALL SIDES BY A MIN. OF 1" (25 MM).
 - THE FILTER GRATE SHALL BE MADE OF EXPANDED METAL OR REBAR AND BE OF SUFFICIENT STRENGTH TO PREVENT BENDING WHEN DRIVEN OVER. GRATE MATERIAL SHALL NOT EXCEED 0.5 INCH (13 MM) THICK. THE GRATE SHALL HAVE A MINIMUM 60% OPEN AREA. GRATES USED AT VERTICAL CURBS SHALL HAVE A VERTICAL EXTENSION TO COVER THE CURB OPENING. THE FILTER GRATE SHALL BE THE SAME SIZE AS THE INLET GRATE.
 - THE FILTER PAD AND GRATE SHALL BE SECURELY ATTACHED TO THE DROP INLET BY WIRE OR TIE-WRAPS.
 - INLET FILTERS SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINFALL. REPAIRS AND SEDIMENT AND DEBRIS REMOVAL SHALL BE MADE AS NECESSARY.
 - INLET FILTERS SHALL BE "CONSTRUCTION" STORM DRAIN FILTERS BY POLLUTION SOLUTION.

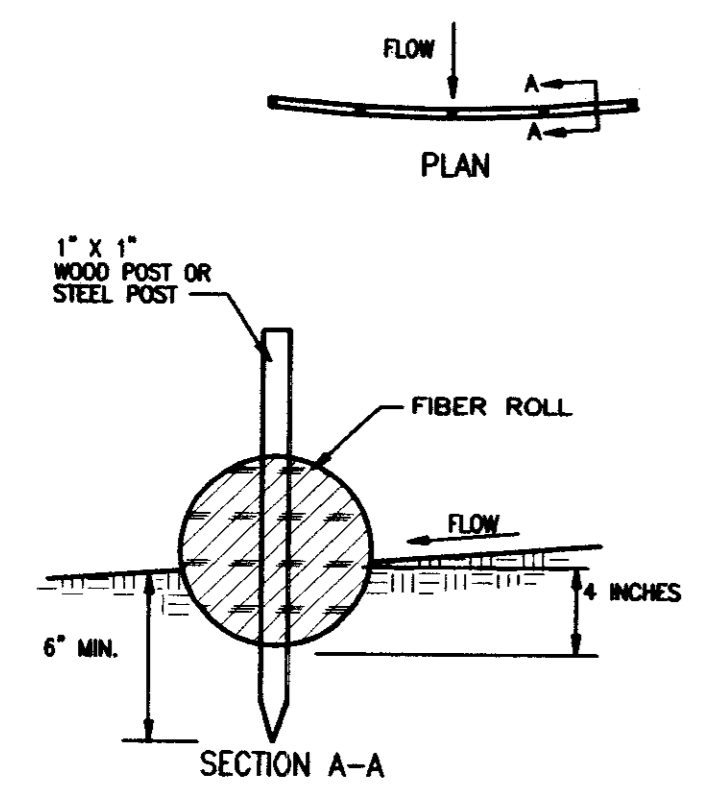


- NOTES:**
- GRAVEL BAGS SHALL BE WOVEN GEOTEXTILE FABRIC.
 - CONSTRUCT ON GENTLY SLOPING STREET WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE OUT OF SUSPENSION.
 - LEAVE A GAP OF ONE BAG IN THE MIDDLE OF THE TOP ROW OF BAGS TO SERVE AS SPILLWAY. SPILLWAY HEIGHT SHALL BE SUFFICIENT IN SIZE TO PASS FLOWS FROM SEVERE STORM EVENT.
 - PLACE TWO LAYERS OF GRAVEL BAGS. OVERLAP BAGS AND PACK THEM TIGHTLY TOGETHER TO MINIMIZE THE SPACE BETWEEN BAGS. FILL BAG WITH 3/4" DRAIN ROCK.
 - INSPECT AND REPAIR FILTERS AFTER EACH STORM EVENT. REMOVE SEDIMENT WHEN 1/2 OF THE FILTER DEPTH HAS BEEN FILLED. REMOVED SEDIMENT SHALL BE DEPOSITED IN AN AREA TRIBUTARY TO A SEDIMENT BASIN OR OTHER FILTERING MEASURE.
 - SEDIMENT AND GRAVEL SHALL BE IMMEDIATELY REMOVED FROM TRAVELED WAY OF ROAD.
 - GRAVEL BAG INLET PROTECTION ON ROADS OPEN TO THE PUBLIC WILL REQUIRE DELINEATION DEVICES TO ALERT MOTORISTS, BICYCLISTS AND PEDESTRIANS. THE USE OF SUCH DEVICES SHALL BE SUBJECT TO THE ENGINEERS APPROVAL.

② CURB INLET DETAIL

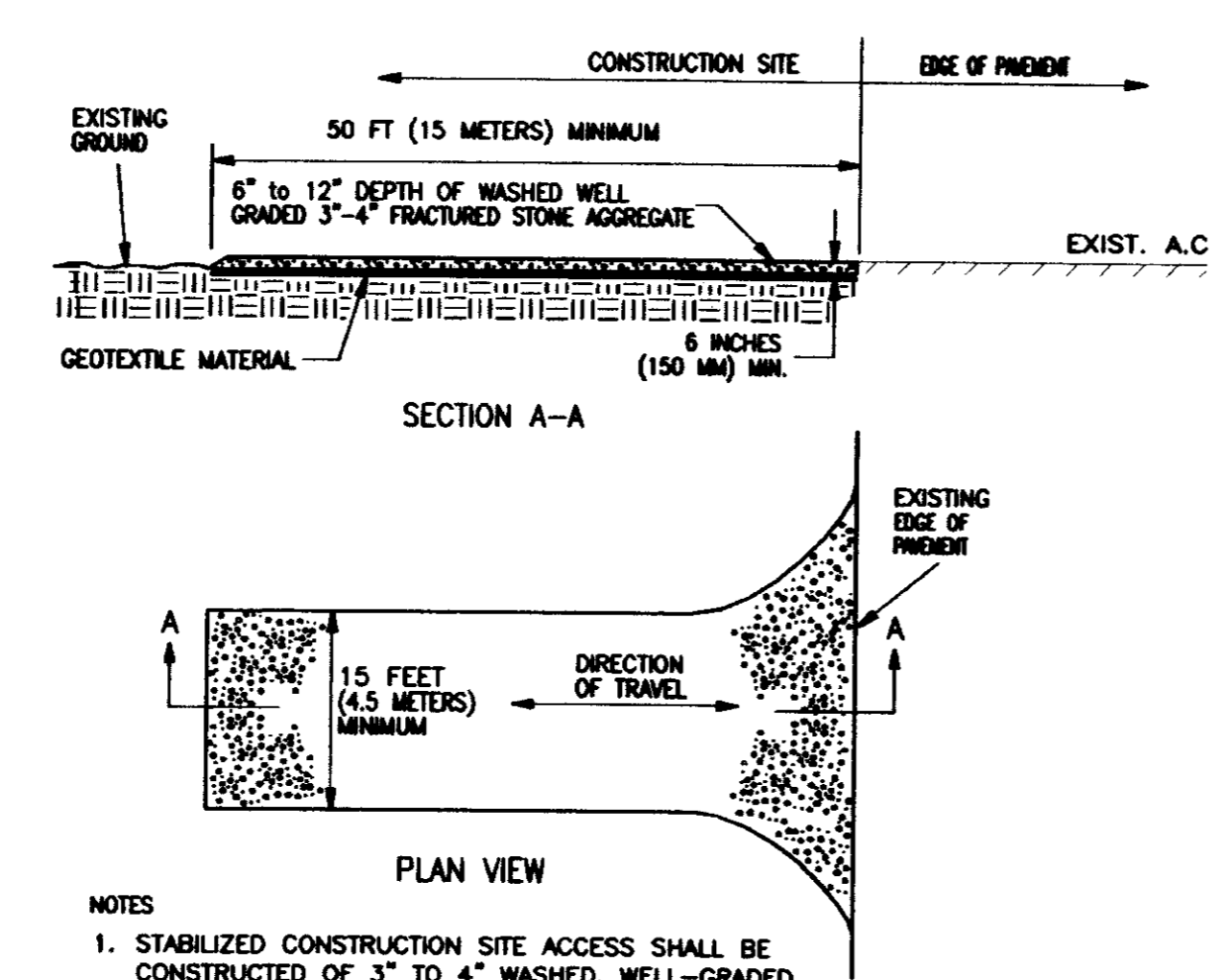
③ CURB INLET DETAIL

⑥ INLET DETAIL



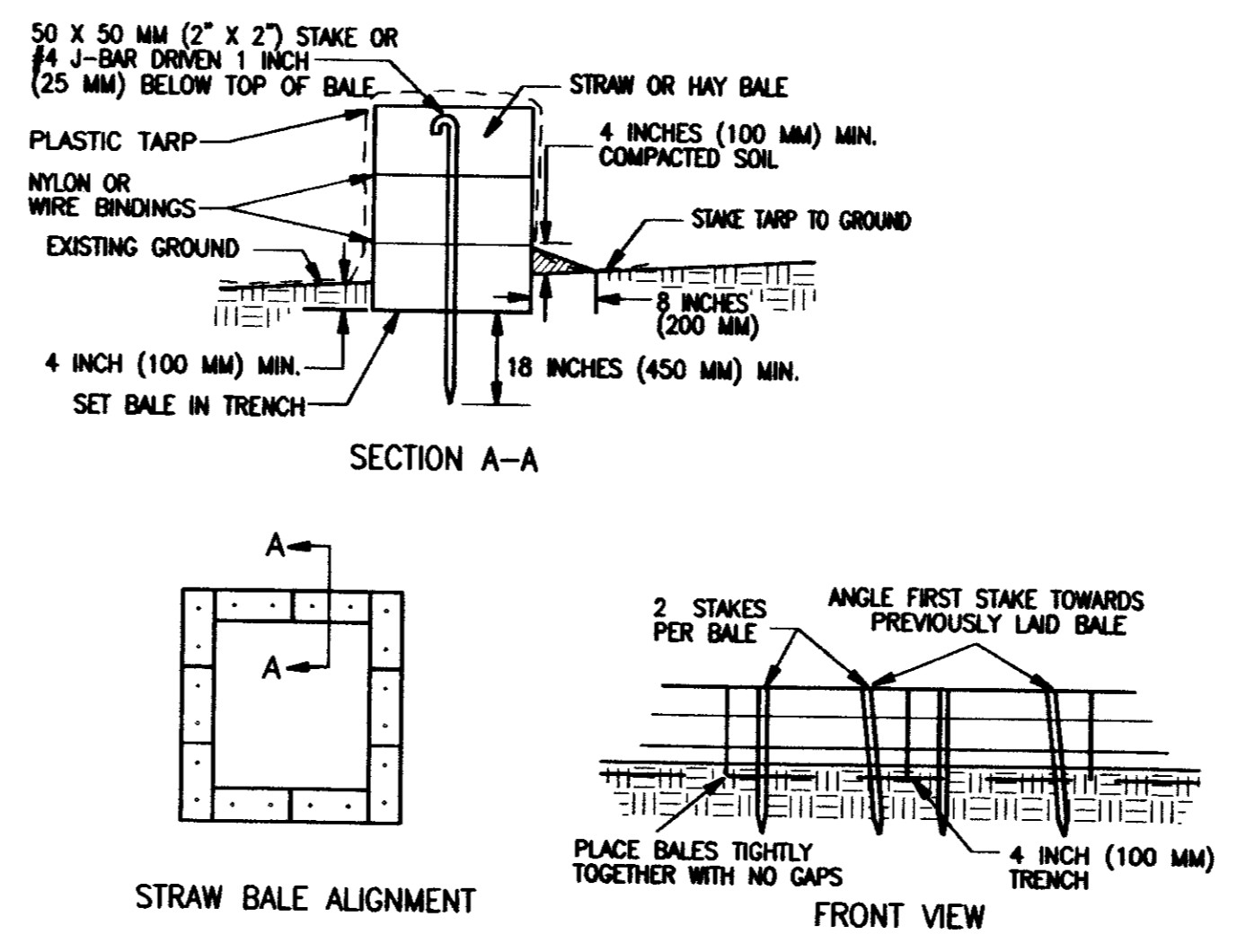
- NOTES:**
- FILTER ROLLS SHALL BE CONSTRUCTED LONG ENOUGH TO EXTEND ACROSS THE EXPECTED FLOW PATH.
 - SUPPORT POSTS SHALL BE A MINIMUM 24" LONG 1" x 1" WOOD POSTS DRIVEN A MINIMUM OF 6 INCHES INTO THE GROUND. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART.
 - FILTER ROLL SHALL BE IMBEDDED A MINIMUM OF 3 INCHES INTO EXISTING GROUND.
 - CONTRACTOR SHALL MAKE INSPECTIONS WEEKLY DURING THE WET SEASON, MONTHLY DURING THE DRY SEASON AND IMMEDIATELY AFTER EACH RAINFALL TO DETERMINE IF REPAIRS AND SEDIMENT REMOVAL IS REQUIRED. SEDIMENT SHALL BE REMOVED BEFORE IT HAS REACHED ONE HALF THE HEIGHT OF THE FILTER ROLL.

① FIBER/STRAW ROLL DETAIL



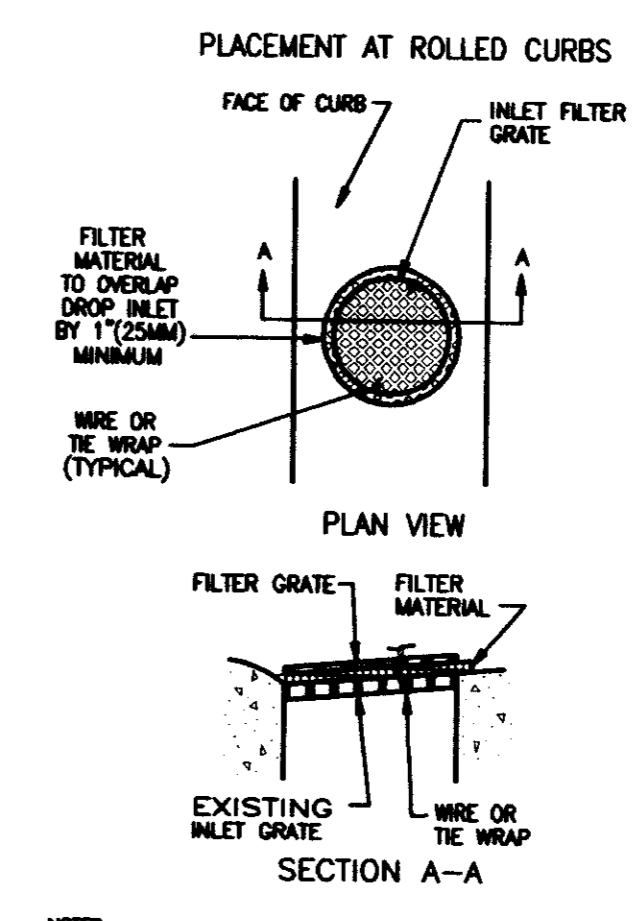
- NOTES:**
- STABILIZED CONSTRUCTION SITE ACCESS SHALL BE CONSTRUCTED OF 3" TO 4" WASHED, WELL-GRADED FRACTURED STONE AGGREGATE. MATERIAL SHALL BE PLACED TO A MINIMUM THICKNESS OF 6 INCHES, SLOPED AWAY FROM THE ROADWAY.
 - LENGTH OF ENTRANCE SHALL BE A MINIMUM OF 50 FEET (15 METERS). WIDTH SHALL BE A MIN. OF 15 FT (4.5 METERS) OR GREATER IF NECESSARY TO COVER ALL VEHICULAR INGRESS AND EGRESS. PROVIDE AMPLE TURNING RADI.
 - THE ENTRANCE SHALL BE KEPT IN GOOD CONDITION BY OCCASIONAL TOP DRESSING WITH MATERIAL AS SPECIFIED IN NOTE 1.
 - ACCESSES SHALL BE INSPECTED WEEKLY DURING PERIODS OF HEAVY USAGE, MONTHLY DURING NORMAL USAGE, AND AFTER EACH RAINFALL, WITH MAINTENANCE PROVIDED AS NECESSARY. PERIODIC TOP DRESSING SHALL BE DONE AS NEEDED.

④ CONSTRUCTION ENTRANCE



- NOTES:**
- PLACE BALES IN 4 INCH (100 MM) DEEP TRENCH ALONG THE CONTOUR IN THE SHAPE OF AN ARC WITH THE ENDS UPHILL OF THE ARC'S CENTER. BALES SHALL BE PLACED SO THAT BIRINGS ARE HORIZONTAL.
 - BALES SHALL BE ANCHORED BY TWO 2" x 2" (50 X 50 MM) STAKES OR #4 J-BAR DRIVEN THROUGH THE BALE AND INTO THE GROUND A MINIMUM DEPTH OF 18 INCHES (450 MM). STAKES OR J-BARS SHALL BE DRIVEN FLUSH WITH THE TOP OF THE BALE. THE FIRST STAKE OR J-BAR IN EACH BALE SHALL BE DRIVEN AT AN ANGLE TOWARDS THE PREVIOUSLY LAID BALE TO FORCE THE BALES TIGHTLY TOGETHER.
 - AFTER BALES ARE STAKED IN PLACE, EXCAVATED SOIL SHALL BE BACKFILLED AGAINST THE SIDE TO A MINIMUM HEIGHT OF 4 INCHES (100 MM).
 - CONTRACTOR MAY SUBSTITUTE HAY BALE WITH AN EARTHEN DIKE AFTER RECEIVING APPROVAL FROM A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL/CONTROL.
 - CONTRACTOR SHALL INSPECT BALES WEEKLY AND AFTER EACH WASHOUT. REPAIRS SHALL BE MADE AS NECESSARY AND SEDIMENT SHALL BE REMOVED WHEN IT HAS ACCUMULATED TO A DEPTH OF 6 INCHES (150 MM). BALES SHALL BE REPLACED WHEN THEY HAVE BEEN DAMAGED, COLLAPSED OR DECOMPOSED.

⑤ CONCRETE WASHOUT



- NOTES:**
- THE MAXIMUM DRAINAGE AREA PER FILTER SHALL BE NO MORE THAN 2 ACRES (0.8 HECTARES).
 - THE FILTER PAD SHALL BE 1 INCH (25 MM) THICK CLEANABLE POLYESTER FIBER AND ACRYLIC LATEX RESIN OR APPROVED EQUAL. FILTER PAD SHALL OVERLAP DROP INLET ON ALL SIDES BY A MIN. OF 1" (25 MM).
 - THE FILTER GRATE SHALL BE MADE OF EXPANDED METAL OR REBAR AND BE OF SUFFICIENT STRENGTH TO PREVENT BENDING WHEN DRIVEN OVER. GRATE MATERIAL SHALL NOT EXCEED 0.5 INCH (13 MM) THICK. THE GRATE SHALL HAVE A MINIMUM 60% OPEN AREA. GRATES USED AT VERTICAL CURBS SHALL HAVE A VERTICAL EXTENSION TO COVER THE CURB OPENING. THE FILTER GRATE SHALL BE THE SAME SIZE AS THE INLET GRATE.
 - THE FILTER PAD AND GRATE SHALL BE SECURELY ATTACHED TO THE DROP INLET BY WIRE OR TIE-WRAPS.
 - INLET FILTERS SHALL BE INSPECTED WEEKLY AND AFTER EACH RAINFALL. REPAIRS AND SEDIMENT AND DEBRIS REMOVAL SHALL BE MADE AS NECESSARY.
 - INLET FILTERS SHALL BE "CONSTRUCTION" STORM DRAIN FILTERS BY POLLUTION SOLUTION.

⑦ INLET DETAIL

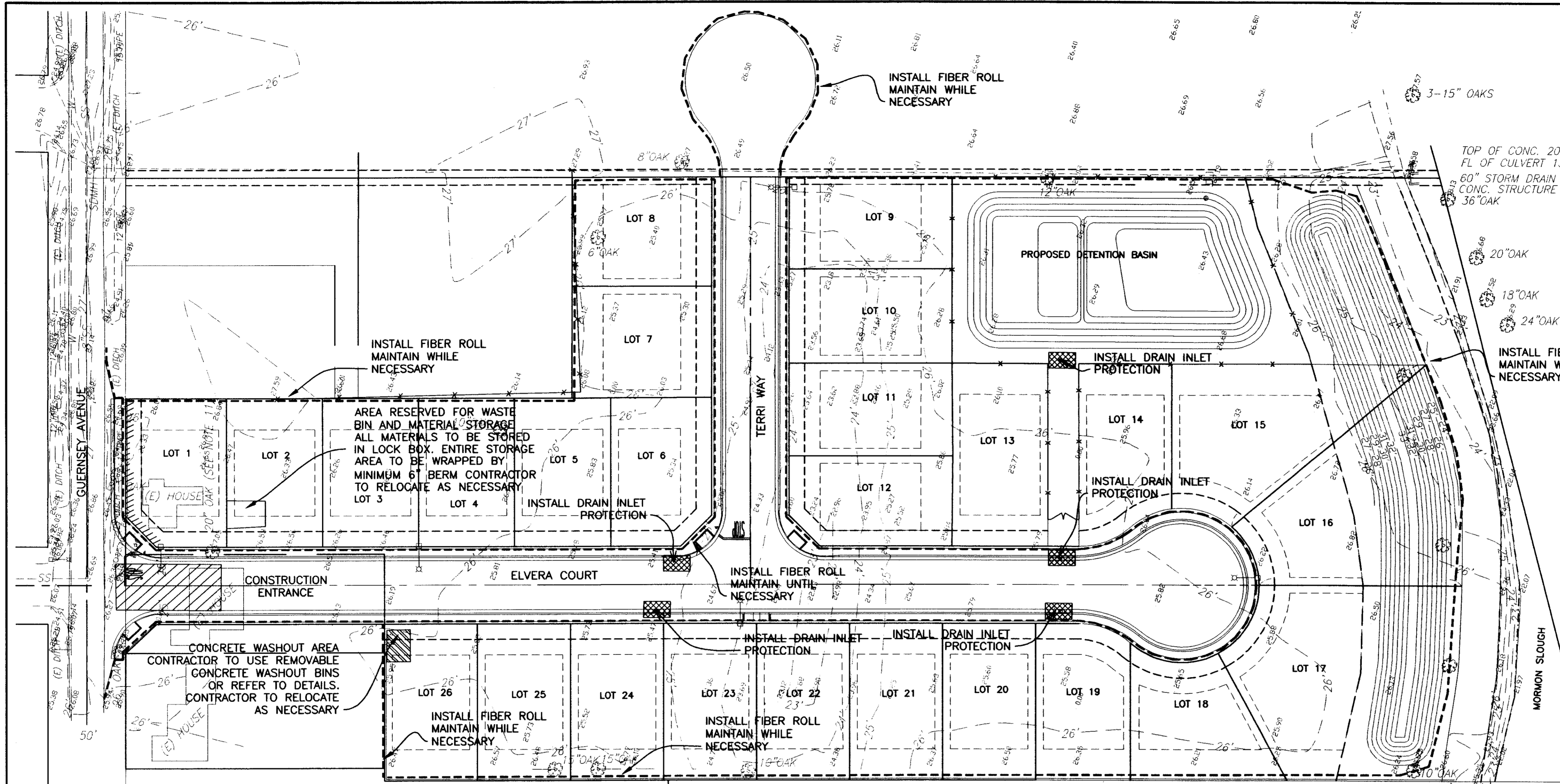


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 3782 GUERNSEY AVENUE, STOCKTON
 EROSION AND SEDIMENT CONTROL PLAN
 DETAILS

Design	AMC
Check	AMC
Date	06/27/06
Scale	NTS
Original Drawing Scale	0 1/2" = 1"
Sheet Number	9 of 10
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SU 4123



NOTE

A DETAILED INSTALLATION AND MAINTENANCE SCHEDULE DURING THE VARIOUS PHASES OF CONSTRUCTION SHALL BE OUTLINED IN THE SWPPP BOOK.

ROUGH GRADING: INSTALL CATCHBASIN INLET PROTECTION, INSTALL STRAW OR FILTER ROLLS AT BACK OF WALK AND AT EDGE OF GRADING. THE EXISTING GROUND DOES NOT HAVE A DEFINED DIRECTION OF FLOW. A CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO COMMENCING GRADING OPERATIONS.

PAVING: INSTALL STRAW OR FILTER ROLLS AT NEW BACK OF WALK. MAINTAIN PROTECTION AT CATCHBASIN, INSTALL ROCK BAGS IN GUTTER PAN. HYDROSEED OR STABILIZE WITH OTHER METHODS DISTURBED SOIL PRIOR TO WET SEASON. ALLOW FOR VEGETATION TO DEVELOP IF HYDROSEEDING.

STORM WATER POLLUTION PREVENTION PLAN

WITH THE EXCEPTION OF PROPERLY DESLITED WATER FROM SITE DEWATERING, THE CONTRACTOR SHALL NOT DISCHARGE ANY MATERIALS AND/OR LIQUIDS TO THE STORM DRAINAGE SYSTEM. ACTIVITIES OF PARTICULAR CONCERN ARE:

- CONTRACTOR SHALL DESIGNATE A CONCRETE TRUCK CLEAN-OUT AREA. COUNTY INSPECTOR APPROVED BEST MANAGEMENT PRACTICES SHALL AT ALL TIMES BE FULLY IMPLEMENTED AT AND AROUND THE CLEAN-OUT AREA.
- TACK COAT AND PRIME COAT ASPHALTS SHALL BE CAREFULLY SPRAYED AND ANY EXCESS MATERIAL SPILLED SHALL BE CLEANED UP IMMEDIATELY BY PROPER METHODS.
- ALL EQUIPMENT REFUELING IN THE PROJECT AREA SHALL BE CAREFULLY DONE TO AVOID SPILLAGE. ANY SPILLS SHALL BE CONTAINED AND CLEANED UP IMMEDIATELY IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS. ALL FUELING VEHICLES SHALL BE EQUIPPED WITH SPILL CLEANUP MATERIALS AND EQUIPMENT.
- CONTRACTOR SHALL CONTROL AND PROPERLY DISPOSE OF ALL LIQUIDS DURING SAWCUTTING ACTIVITIES.

GENERAL:

- A CONSTRUCTION ENTRANCE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. LOCATION OF THE ENTRANCE MAY BE ADJUSTED BY THE CONTRACTOR TO FACILITATE GRADING OPERATIONS. ALL CONSTRUCTION TRAFFIC ENTERING THE PAVED ROAD MUST CROSS THE CONSTRUCTION ENTRANCE.
- CHANGES TO THIS EROSION AND SEDIMENT CONTROL PLAN TO MEET FIELD CONDITIONS SHALL BE MADE ONLY WITH THE APPROVAL OF OR AT THE DIRECTION OF THE ENGINEER. DURING THE RAINY SEASON, PUBLIC ROADWAY SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO THAT A MINIMUM OF SEDIMENT LADEN RUNOFF ENTERS THE STORM DRAINAGE SYSTEM AND PUBLIC ROADWAY. THIS PLAN COVERS ONLY THE FIRST WINTER FOLLOWING GRADING. PLANS SHALL BE RESUBMITTED FOR APPROVAL PRIOR TO SEPTEMBER 1ST OF EACH SUBSEQUENT YEAR UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED.
- CONTROL MEASURES SHALL BE INSPECTED AND REPAIRED AT THE END OF EACH WORKING DAY AND, IN ADDITION, AFTER EACH STORM.
- ALL EROSION CONTROL BMPs SHALL BE IN PLACE PRIOR TO ANY STORM EVENTS.
- CONTRACTOR TO USE A WATER TRUCK DURING GRADING TO MINIMIZE WIND EROSION AND REDUCE DUST.
- IN CASE DEWATERING IS NECESSARY, THE CONTRACTOR SHALL ENGAGE AN EROSION CONTROL CONTRACTOR TO PROPERLY DISPOSE OF THE WATER. DETENTION PONDS MAY BE REQUIRED FOR DEWATERING AND THEY WILL BE DESIGNED IF THE NEED ARISES. ALTERNATIVE EFFECTIVE METHODS SHALL BE IMPLEMENTED IF THE PROPOSED METHOD FAILS TO THE SATISFACTION OF THE INSPECTOR.

BMP NOTES:

- ALL ON-SITE MATERIALS WILL BE STORED IN LOCK BOX.
- USE WATERING TRUCK FOR DUST CONTROL.
- ALL PLANTER AREAS TO RECEIVE STRAW AND TACKIFIER AFTER PAVING ACTIVITIES ARE COMPLETE.
- ALL DEBRIS AND SOLID WASTE TO BE STOCKPILED IN A 40 YARD DUMPSTER.
- ALL SPOIL PILES TO BE COVERED COMPLETELY WITH PLASTIC SHEETING AND SPOIL AREAS TO BE SURROUNDED WITH STRAW/FILTER ROLLS.
- NO VEHICLES OR MACHINERY TO BE STORED, FUELED OR WASHED ON PROJECT SITE. ALL VEHICLE AND MACHINERY MAINTENANCE TO BE PERFORMED OFF-SITE.
- ALL WATER PUMPED FROM TRENCHES OR SEDIMENT TRAP MUST PASS THROUGH A GRAVEL BAG FOR FILTRATION BEFORE IT IS DISCHARGED ON PROPERTY.
- DURING ROUGH GRADING CONTRACTOR TO INSTALL EARTH DIKE AND STRAW/FILTER ROLLS AT PERIMETER OF THE PROPERTY TO MAINTAIN RUN-OFF ON SITE.
- IN CASE COLLOIDAL SUSPENSION NEEDS TO BE REMOVED PRIOR TO DISCHARGE, THE CONTRACTOR WILL DESIGN AND CONSTRUCT TEMPORARY HOLDING BASINS. THE DESIGN OF THE BASIN WILL BE ADDRESSED IF THE NEED ARISES.
- ALL LANDSCAPED AREAS ARE GRADED TO DRAIN IN THE DIRECTION OF THE DRAIN INLET. REFER TO LANDSCAPING AND GRADING PLAN FOR DRAINAGE PATTERNS.

EROSION CONTROL NOTES:

- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE CALTRANS STORM WATER QUALITY HANDBOOKS, CURRENT EDITION (MARCH 2003).
- EROSION CONTROL BEST MANAGEMENT PRACTICES (BMPs) SHALL BE INSTALLED AND MAINTAINED DURING THE WET SEASON (OCTOBER 15 THROUGH APRIL 30). SEDIMENT CONTROL BMPs SHALL BE INSTALLED AND MAINTAINED ALL YEAR.
- ALL DRAINAGE INLETS IMMEDIATELY DOWNSTREAM OF THE WORK AREAS AND WITHIN THE WORK AREAS SHALL BE PROTECTED WITH SEDIMENT CONTROL AND INLET FILTER BAGS, YEAR ROUND. INLET FILTER BAGS SHALL BE REMOVED FROM THE DRAINAGE INLETS UPON ACCEPTANCE OF THE PUBLIC IMPROVEMENTS.
- ALL STABILIZED CONSTRUCTION ACCESS LOCATIONS SHALL BE CONSTRUCTED PER ATTACHED DETAIL WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES PAVED AREAS. THE STABILIZED ACCESS SHALL BE MAINTAINED ON A YEAR-ROUND BASIS UNTIL COMPLETION OF CONSTRUCTION.
- ALL AREAS DISTURBED DURING CONSTRUCTION, BY GRADING, TRENCHING, OR OTHER ACTIVITIES, SHALL BE PROTECTED FROM EROSION DURING THE WET SEASON (OCTOBER 15 THROUGH APRIL 30). HYDROSEED, IF UTILIZED, MUST BE PLACED BY SEPTEMBER 15. HYDROSEED PLACED DURING THE WET SEASON SHALL USE A SECONDARY EROSION PROTECTION METHOD SUCH AS EROSION CONTROL BLANKETS OR STRAW MULCH.
- SENSITIVE AREAS AND AREAS WHERE EXISTING VEGETATION IS BEING PRESERVED SHALL BE PROTECTED WITH CONSTRUCTION FENCING. SEDIMENT CONTROL BMPs SHALL BE INSTALLED WHERE ACTIVE CONSTRUCTION AREAS DRAIN INTO SENSITIVE OR PRESERVED VEGETATION AREAS.
- SEDIMENT CONTROL BMPs SHALL BE PLACED ALONG THE PROJECT PERIMETER WHERE DRAINAGE LEAVES THE PROJECT. SEDIMENT CONTROL BMPs SHALL BE MAINTAINED YEAR ROUND UNTIL THE CONSTRUCTION IS COMPLETE OR THE DRAINAGE PATTERN HAS BEEN CHANGED AND NO LONGER LEAVES THE SITE.
- THE FOLLOWING AREAS ARE TO RECEIVE HYDROSEEDING OR OTHER EROSION CONTROL: LOT FRONT YARD BEHIND SIDEWALK - THE FIRST 18 FEET OR TOP OF SLOPE (WHICHEVER IS GREATER) SIDEYARDS BEHIND THE SIDEWALK - THE FIRST 7.5 FEET OR TOP OF SLOPE (WHICHEVER IS GREATER) SLOPES - ALL SLOPES GREATER THAN 10:1.
- EROSION AND SEDIMENT CONTROL MEASURES FOR THIS PROJECT SHALL BE IN SUBSTANTIAL COMPLIANCE AT ALL TIMES WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARED FOR THE PROJECT IN ACCORDANCE WITH THE STATE OF CALIFORNIA GENERAL CONSTRUCTION PERMIT. THIS PERMIT REQUIRES THAT THE SWPPP BE KEPT UP TO DATE TO REFLECT THE CHANGING SITE CONDITIONS AND THE SWPPP IS TO BE AVAILABLE ON SITE AT ALL TIMES FOR REVIEW BY STATE AND LOCAL INSPECTORS.

WDID NUMBER
5S39C340352

RESPONSIBLE INDIVIDUAL
MARSHALL MIDGLEY

- INSTALL STRAW ROLL OR FILTER ROLL ①
 - ▨ INSTALL CONSTRUCTION ENTRANCE PROTECTION ④
 - ▨ INSTALL CONCRETE WASHOUT AREA IN LOCATIONS APPROVED BY A CERTIFIED PROFESSIONAL IN EROSION & SEDIMENT CONTROL ⑤
 - ▨ INSTALL GRAVEL BAGS AND FILTER FABRICS TO PROTECT ALL INLETS (TYP ALL INLETS) ② ③ ⑥ ⑦
- CONTRACTOR TO STABILIZE DISTURBED SOIL PRIOR TO RAIN EVENT THROUGH SOIL BINDERS, STRAW MULCH AND/OR EROSION CONTROL BLANKETS
CALTRANS STD. SS-3, SS-6, SS-7

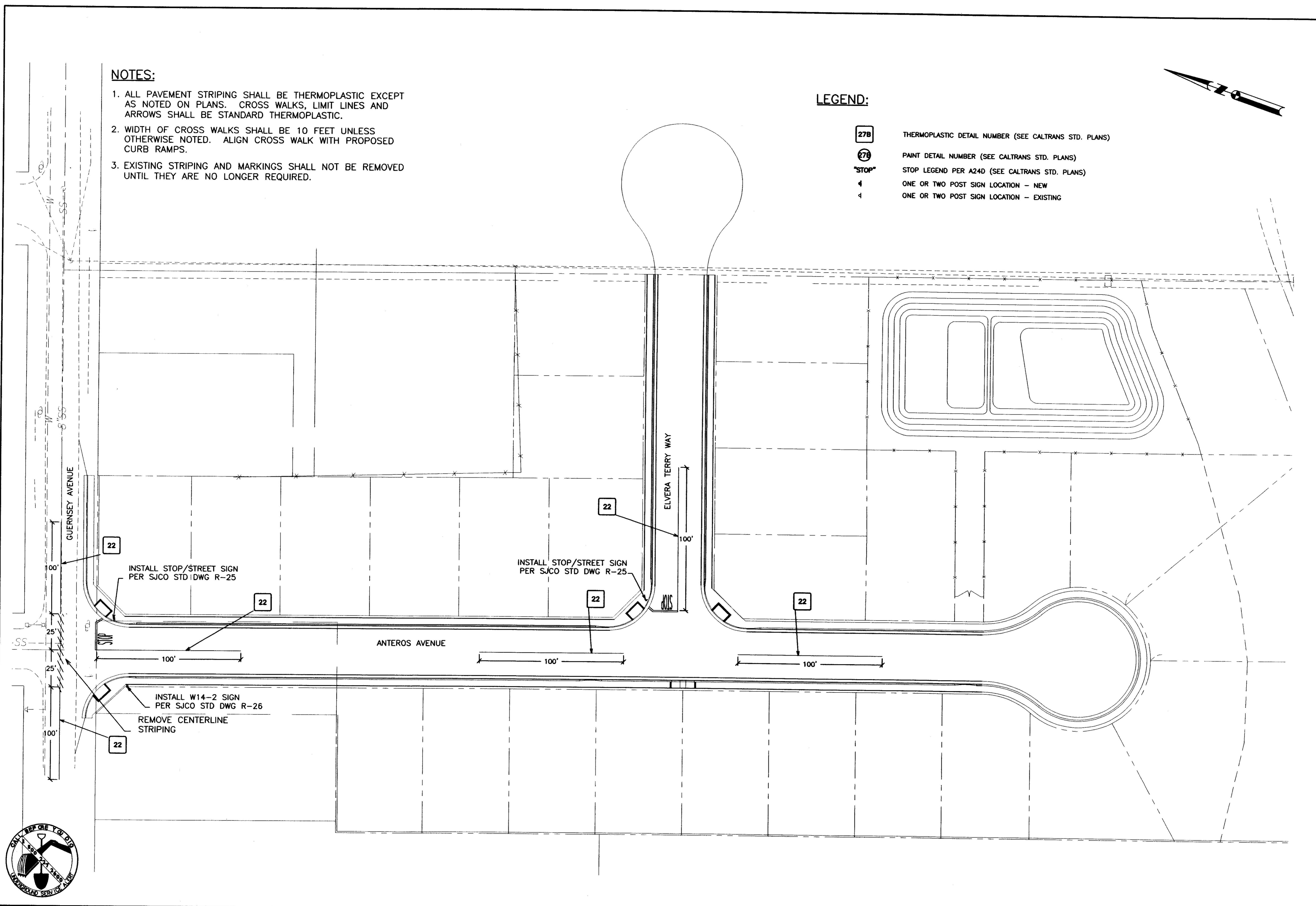


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3782 GUERNSEY AVENUE, STOCKTON
EROSION AND SEDIMENT CONTROL PLAN LAYOUT

Design	AMC
Check	AMC
Date	06/27/06
Scale	1" = 40'
Original Drawing Scale	0 1/2" 1"
Sheet Number	8 Of 10
Project File No.	05-112

SU 4124

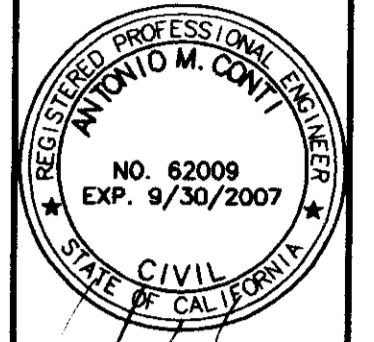


NOTES:

1. ALL PAVEMENT STRIPING SHALL BE THERMOPLASTIC EXCEPT AS NOTED ON PLANS. CROSS WALKS, LIMIT LINES AND ARROWS SHALL BE STANDARD THERMOPLASTIC.
2. WIDTH OF CROSS WALKS SHALL BE 10 FEET UNLESS OTHERWISE NOTED. ALIGN CROSS WALK WITH PROPOSED CURB RAMPS.
3. EXISTING STRIPING AND MARKINGS SHALL NOT BE REMOVED UNTIL THEY ARE NO LONGER REQUIRED.

LEGEND:

- 27B THERMOPLASTIC DETAIL NUMBER (SEE CALTRANS STD. PLANS)
- 27C PAINT DETAIL NUMBER (SEE CALTRANS STD. PLANS)
- "STOP"** STOP LEGEND PER A24D (SEE CALTRANS STD. PLANS)
- 4 ONE OR TWO POST SIGN LOCATION - NEW
- 4 ONE OR TWO POST SIGN LOCATION - EXISTING

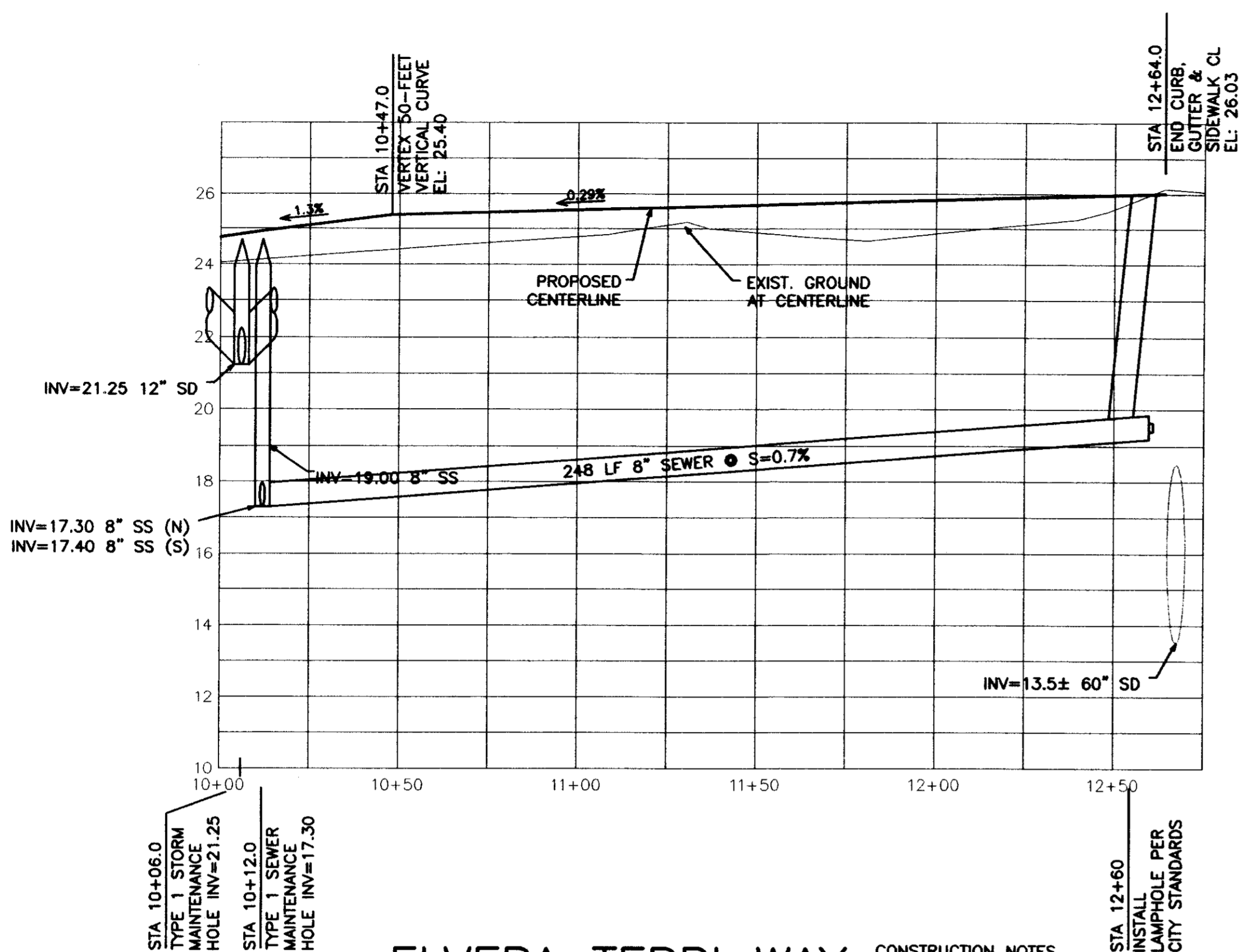


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EAGLECREST UNIT 3 - PA-0400524
3782 GUERNSEY AVENUE, STOCKTON
STRIPING & SIGNAGE PLAN

Design	DMA
Check	AMC
Date	06/27/06
Scale	1" = 30'
Original Drawing Scale	0 1/2" 1"
Sheet Number	7 Of 10
Project File No.	05-112

SU 4126



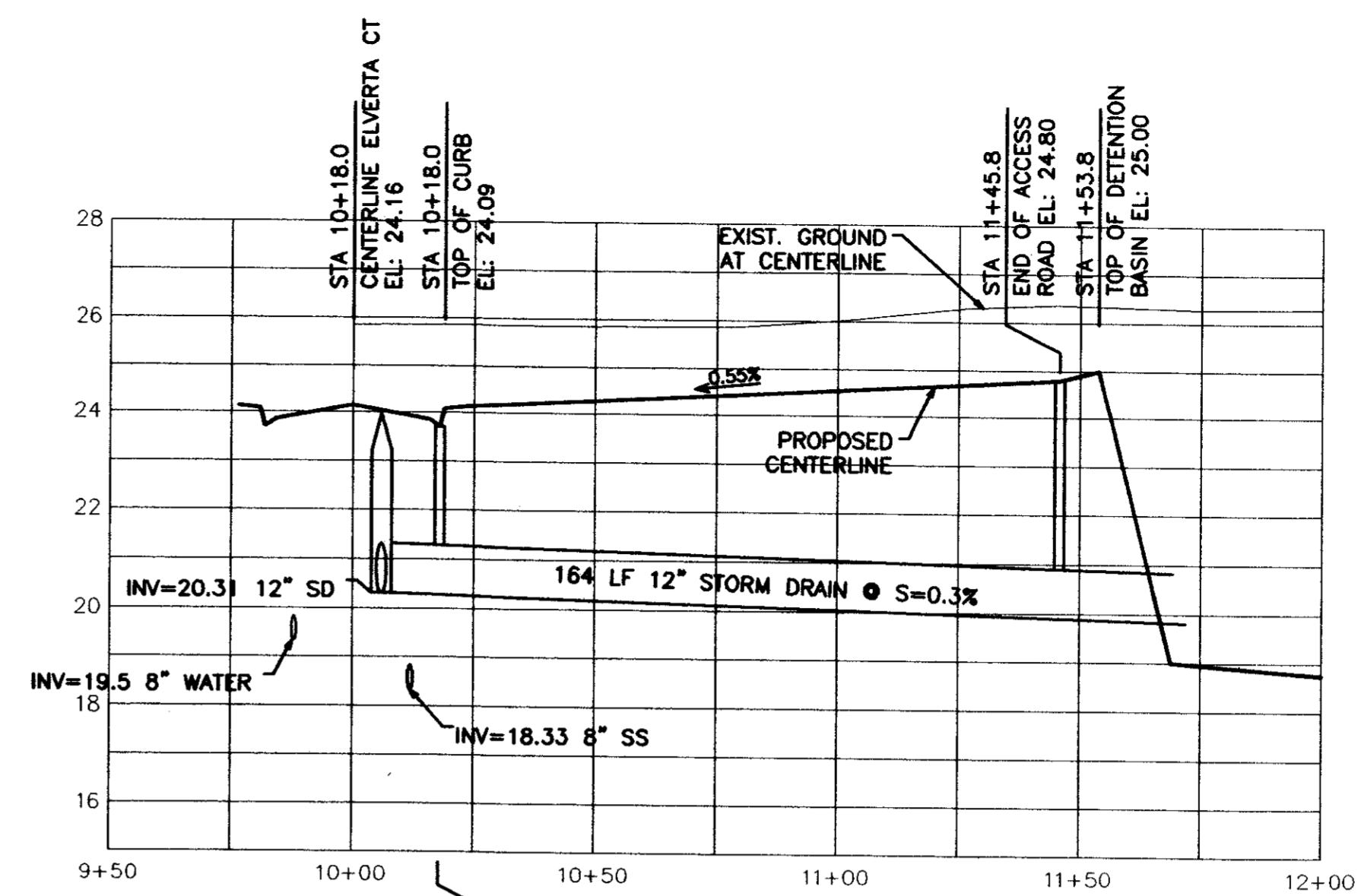
ELVERA TERRI WAY
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VERT. 1"=3'

CONSTRUCTION NOTES

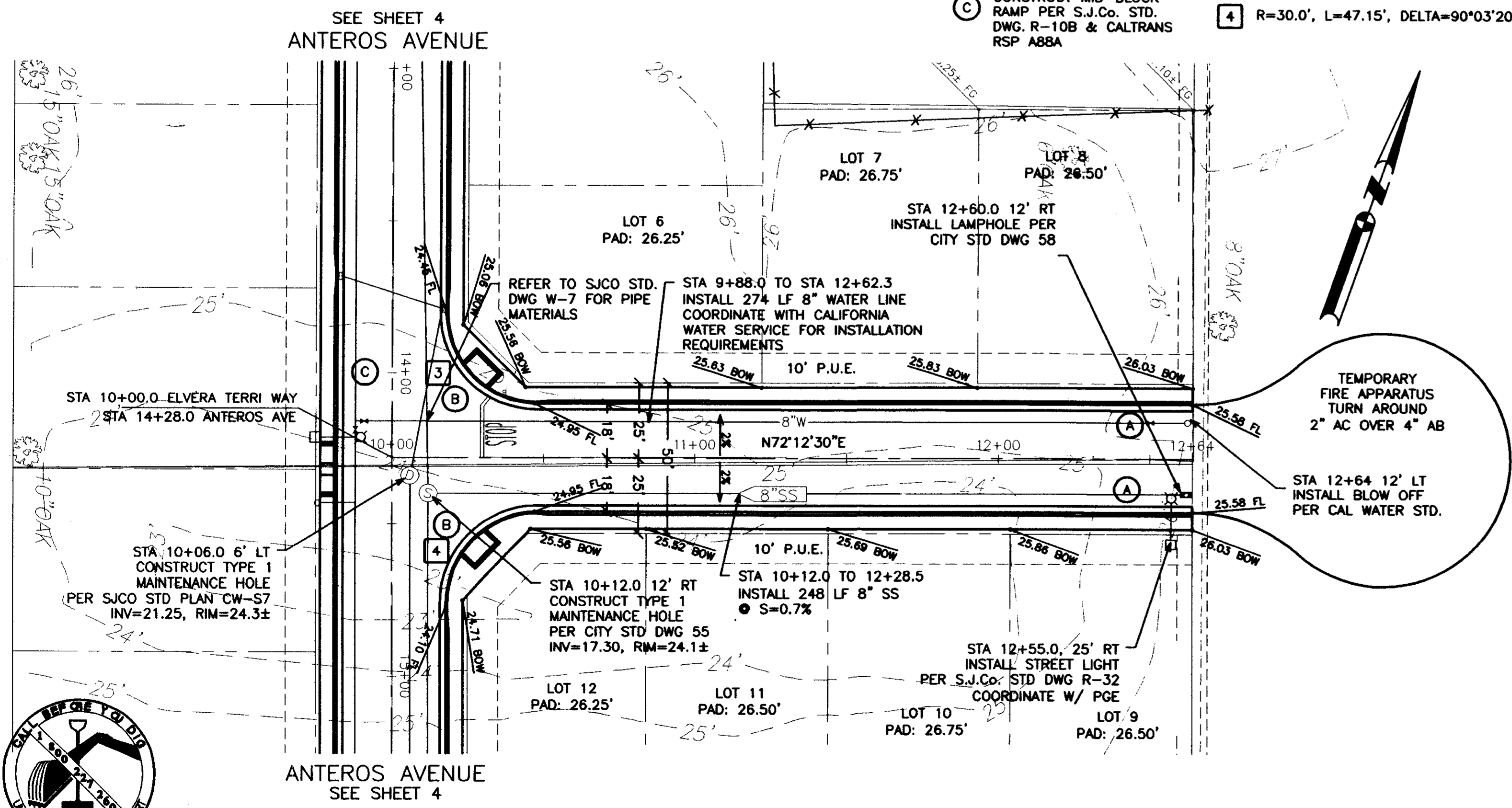
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- (B) CONSTRUCT CURB RETURN PER S.J.Co. STD DWG R-23 & CALTRANS RSP AB8A
- (C) CONSTRUCT MID-BLOCK RAMP PER S.J.Co. STD. DWG. R-10B & CALTRANS RSP AB8A

CURVE DATA

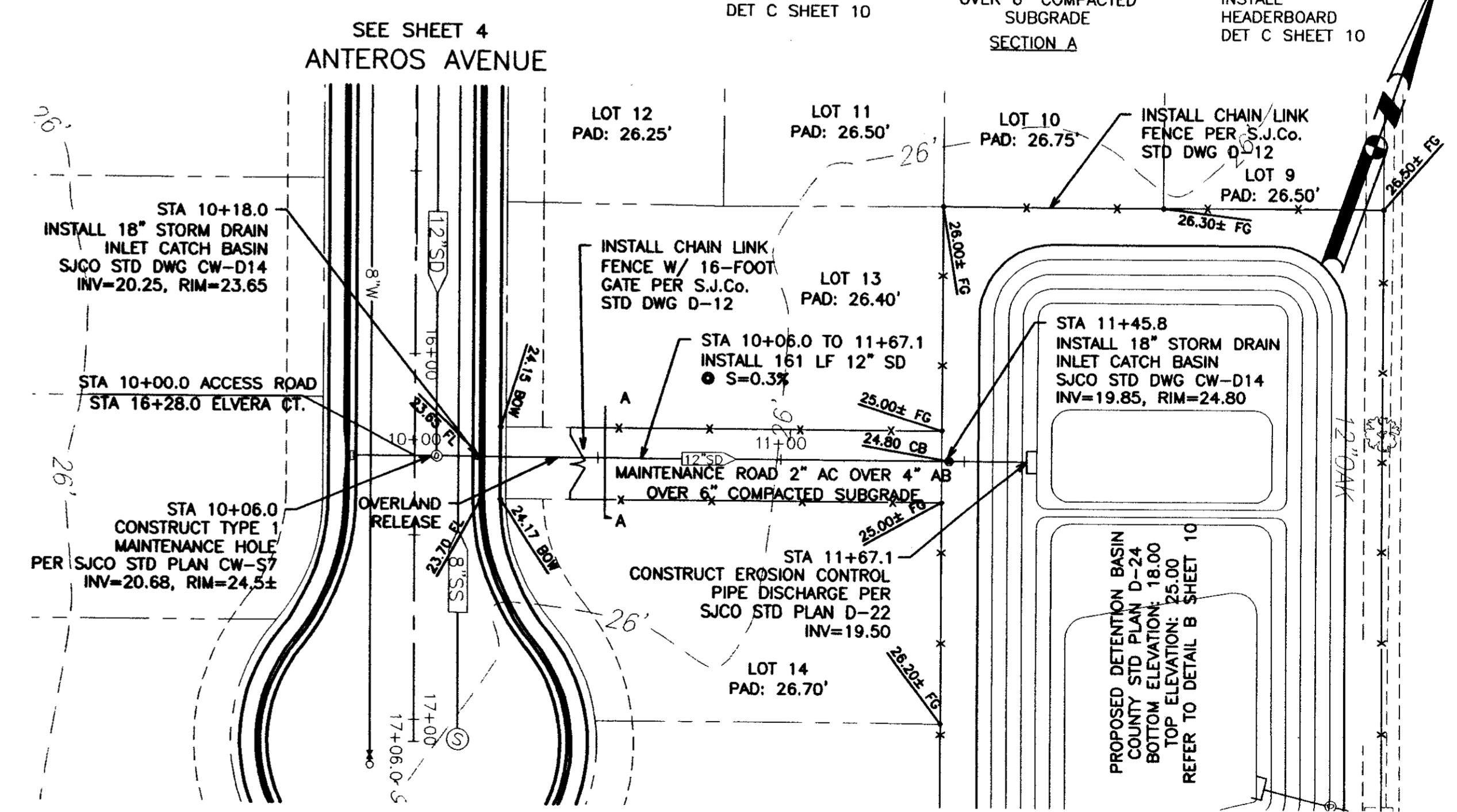
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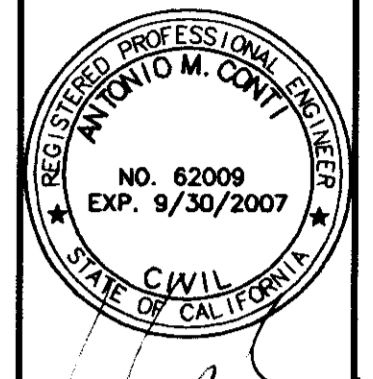
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ANTEROS AVENUE
SEE SHEET 4



SEE SHEET 4
ANTEROS AVENUE

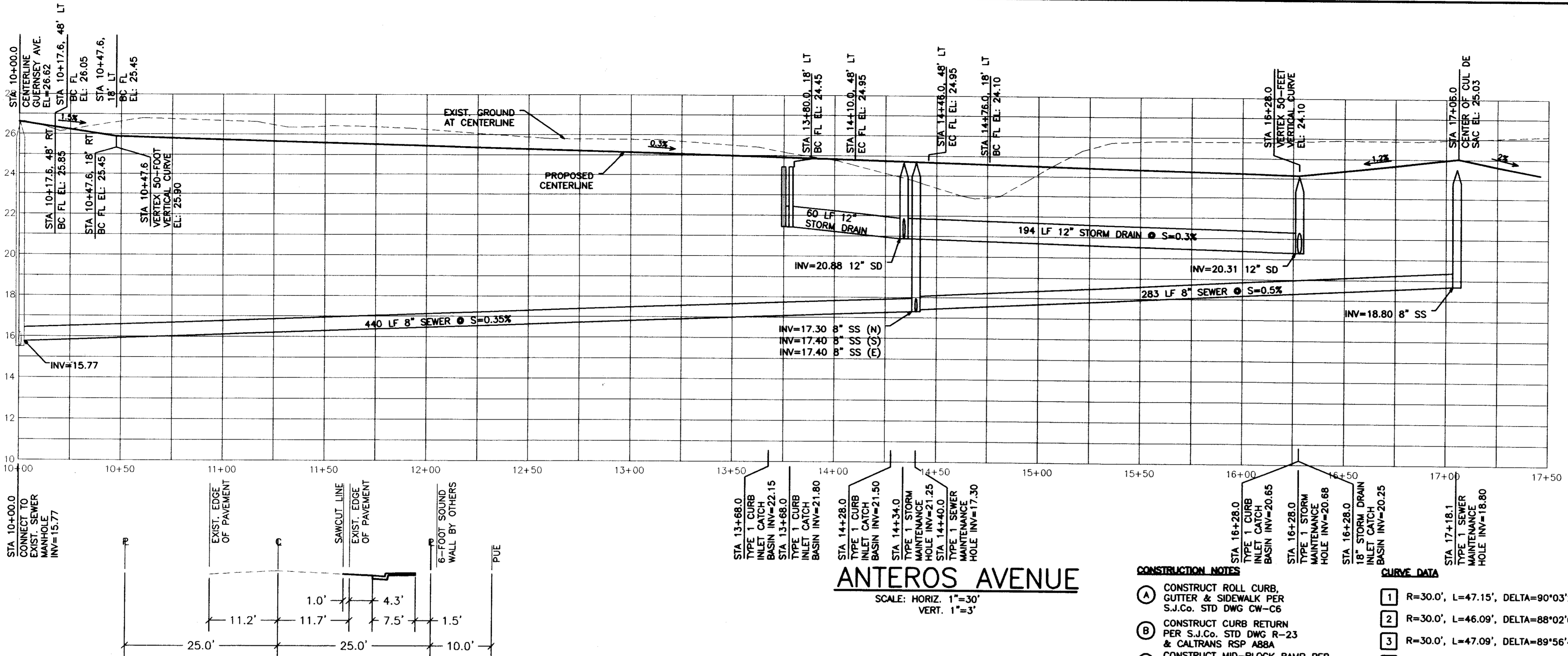


CONTI & ASSOCIATES, INC.
ENGINEERING SERVICES
PO Box 1396, Woodridge CA 95256
209.476.0970 acontingenr@aol.com

EAGLECREST UNIT 3 - PA-0400524
3782 GUERNSEY AVENUE, STOCKTON
TERRI WAY/ACCESS ROAD
STA 10+00 TO 17+50.00

Design	DMA
Check	AMC
Date	06/27/06
Scale	1" = 30' 1" = 3'
Original Drawing Scale	0 1/2" = 1"
Sheet Number	5 Of 10
Project File No.	05-112

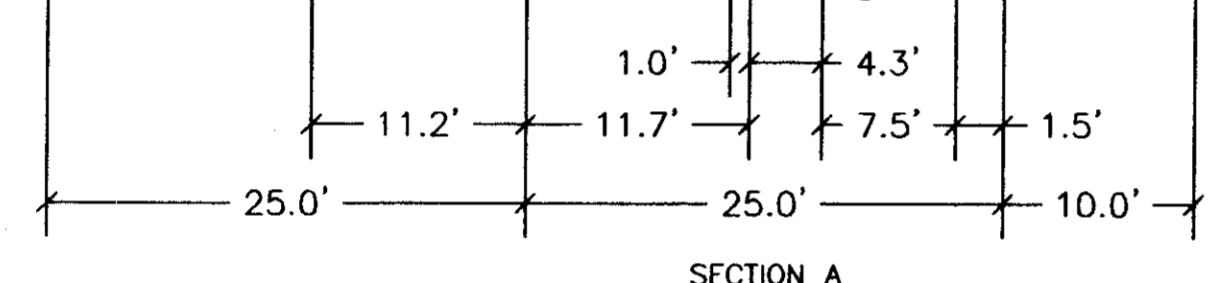
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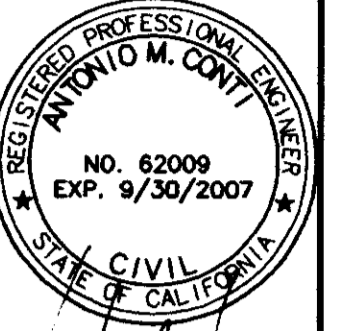
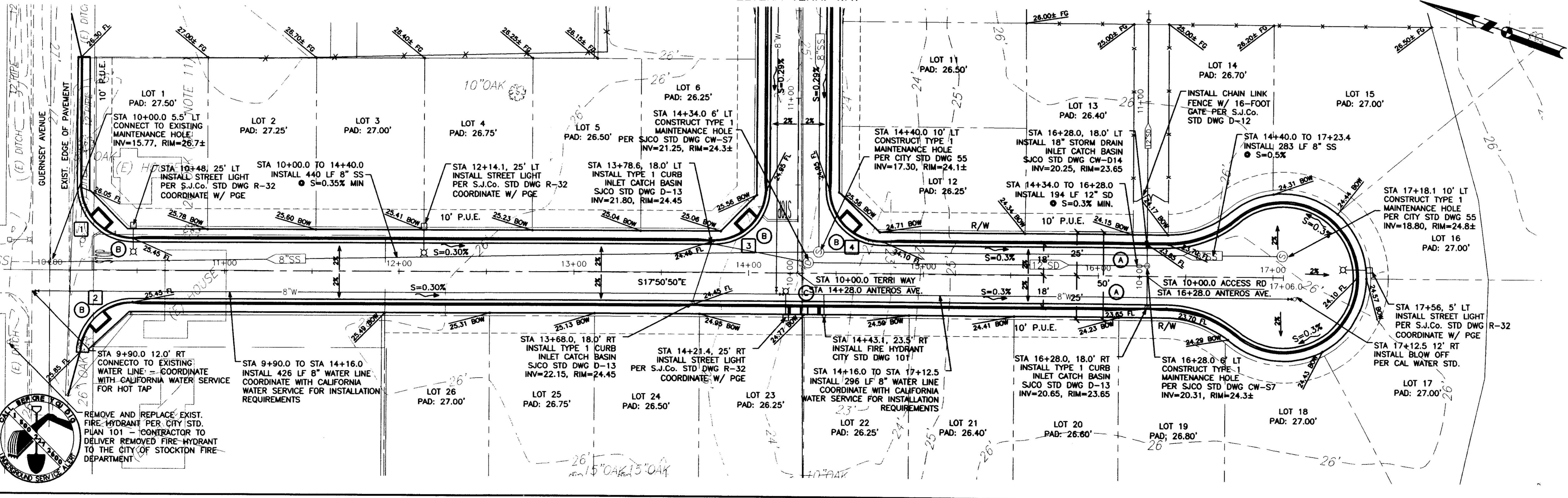
ANTEROS AVENUE

SCALE: HORIZ. 1"=30'
VERT. 1"=3'

- CONSTRUCTION NOTES**
- (A) CONSTRUCT ROLL CURB, GUTTER & SIDEWALK PER S.J.Co. STD DWG CW-C6
 - (B) CONSTRUCT CURB RETURN PER S.J.Co. STD DWG R-23 & CALTRANS RSP 48A
 - (C) CONSTRUCT MID-BLOCK RAMP PER S.J.Co. STD. DWG. R-10B & CALTRANS RSP 48A
- CURVE DATA**
- 1 R=30.0', L=47.15', DELTA=90°03'20"
 - 2 R=30.0', L=46.09', DELTA=88°02'03"
 - 3 R=30.0', L=47.09', DELTA=89°56'40"
 - 4 R=30.0', L=47.15', DELTA=90°03'20"



SEE SHEET 5
ELVERA TERRI WAY

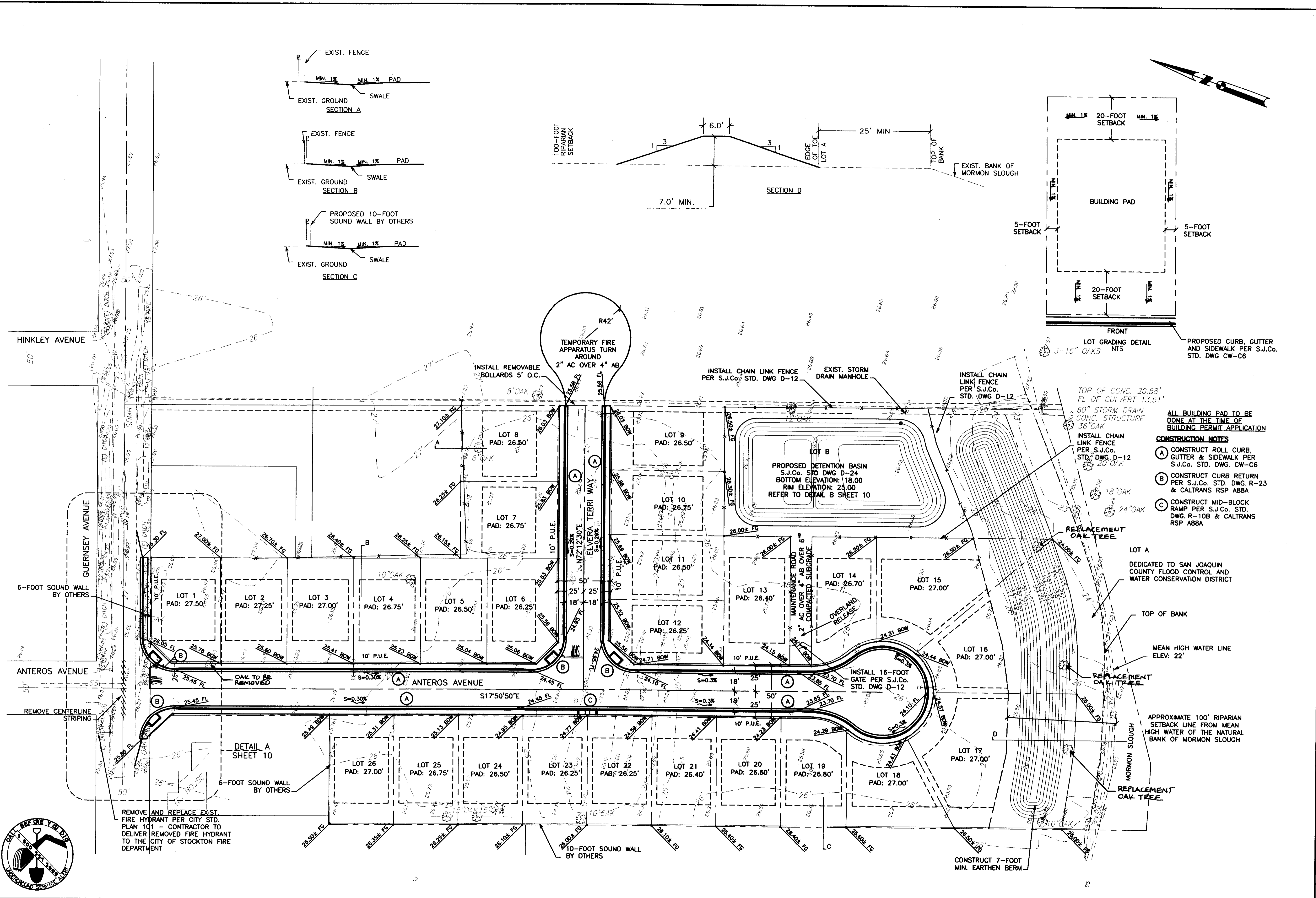


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3782 GUERNSEY AVENUE, STOCKTON
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ANTEROS AVENUE

Design	DMA
Check	AMC
Date	06/27/06
Scale	1" = 30' 1" = 3'
Original Drawing Scale	0 1/2" 1"
Sheet Number	4 Of 10
Project File No.	05-112

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CONTI & ASSOCIATES, INC.
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EAGLECREST UNIT 3 - PA-0400524
 3782 GUERNSEY AVENUE, STOCKTON

Design	DMA
Check	AMC
Date	06/27/06
Scale	1" = 40'
Original Drawing Scale	0 1/2" = 1"
Sheet Number	3 Of 10
Project File No.	05-112

GRADING PLAN

- ALL BUILDING PAD TO BE DONE AT THE TIME OF BUILDING PERMIT APPLICATION
- CONSTRUCTION NOTES**
- (A) CONSTRUCT ROLL CURB, GUTTER & SIDEWALK PER S.J.Co. STD. DWG. CW-C6
 - (B) CONSTRUCT CURB RETURN PER S.J.Co. STD. DWG. R-23 & CALTRANS RSP AB8A
 - (C) CONSTRUCT MID-BLOCK RAMP PER S.J.Co. STD. DWG. R-10B & CALTRANS RSP AB8A

NOTES:

- ALL NEW IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THESE PLANS AND SPECIFICATIONS, AND THE LATEST EDITION OF THE COUNTY OF SAN JOAQUIN STANDARD PLANS AND SPECIFICATIONS AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS (WITH EXCEPTION THAT ENGLISH UNITS ARE TO BE USED IN PLACE OF METRIC).
- THE INTENT IS THAT THESE PLANS REQUIRE ALL LABOR AND MATERIALS (EXCEPT AS SPECIFIED IN THE SPECIAL PROVISIONS) NECESSARY AND PROPER FOR THE WORK CONTEMPLATED AND THAT THE WORK BE COMPLETED IN ACCORDANCE WITH THEIR TRUE INTENT AND PURPOSE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY REGARDING ANY DISCREPANCIES AND AMBIGUITIES WHICH MAY EXIST IN THE PLANS OR SPECIFICATIONS IF THE PLANS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- THE TYPES, LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE PLANS WERE OBTAINED FROM "OUTSIDE SOURCES". THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATION, AND DEPTHS OF SUCH UNDERGROUND UTILITIES CONTI & ASSOCIATES, INC. CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES AND SHALL CONTACT THE RESPECTIVE UTILITY COMPANIES PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PRESERVATION OF ALL SUCH FACILITIES IN THE AREA OF CONSTRUCTION, AND SHALL NOTIFY USA (UNDERGROUND SERVICE ALERT 1-800-642-2444) 48 HOURS PRIOR TO BEGIN CONSTRUCTION.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 1540 (A)(1) OF THE CONSTRUCTION SAFETY ORDERS (TITLE 8 CALIFORNIA ADMINISTRATION CODE SECTION 1540), ISSUED BY THE OCCUPATIONAL SAFETY AND HEALTH STANDARDS BOARD PURSUANT TO THE CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ACT OF 1973, AS AMENDED, WHICH STATE: PRIOR TO OPENING AN EXCAVATION, EFFORT SHALL BE MADE TO DETERMINE WHETHER UNDERGROUND INSTALLATIONS, I.E., SEWER, WATER, FUEL, ELECTRIC LINES, ETC., WILL BE ENCOUNTERED AND, IF SO, WHERE SUCH UNDERGROUND INSTALLATIONS ARE LOCATED. WHEN THE EXCAVATION APPROACHES THE APPROXIMATE LOCATION OF SUCH AN INSTALLATION, THE EXACT LOCATION SHALL BE DETERMINED BY CAREFUL PROBING AND/OR DIGGING; AND WHEN IT IS UNCOVERED, ADEQUATE PROTECTION SHALL BE PROVIDED FROM THE EXISTING INSTALLATION. ALL KNOWN OWNERS OF UNDERGROUND FACILITIES IN THE AREA CONCERNED SHALL BE ADVISED OF PROPOSED WORK AT LEAST 48 HOURS PRIOR TO THE START OF ACTUAL EXCAVATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION OF THE REMOVAL AND/OR RELOCATION OF ALL EXISTING UTILITIES WITH RESPECTIVE UTILITY COMPANIES.
- FINAL PAVEMENT WORK SHALL NOT OCCUR WITHIN THE ROAD RIGHT-OF-WAY PRIOR TO COMPLETION OF UTILITY RELOCATION WITHOUT SPECIFIC APPROVAL OF THE COUNTY OF SAN JOAQUIN.
- THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER'S REPRESENTATIVE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE SITE AND SURROUNDING AREAS RESULTING FROM OPERATIONS PRIOR TO ACCEPTANCE OF HIS WORK.
- DURING CONSTRUCTION THE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF EXISTING FACILITIES. THE CONTRACTOR IS RESPONSIBLE TO REPAIR, TO THE SATISFACTION OF THE COUNTY OF SAN JOAQUIN, ANY FACILITIES DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
- CONTRACTOR TO REFERENCE AND RESTORE ALL "RECORDED" EXISTING MONUMENTS AND/OR PROPERTY CORNER REFERENCES DESTROYED, REMOVED OR DISTURBED DURING THE COURSE OF CONSTRUCTION
- DRAINAGE FACILITIES SHALL BE MAINTAINED DURING PERIODS OF INCLEMENT WEATHER AND RESTORED TO THEIR ORIGINAL CONDITIONS UPON COMPLETION OF THE WORK.
- CONTRACTOR SHALL VERIFY ALL STREET NAMES WITH THE COMMUNITY DEVELOPMENT DEPARTMENT BEFORE ORDERING STREET SIGNS.
- WHENEVER PAVEMENT IS BROKEN OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THE SPECIFICATIONS, THE PAVEMENT SHALL BE REPLACED, AFTER PROPER BACKFILLING, WITH PAVEMENT MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL PAVING.
- ANY CONSTRUCTION ACTIVITY THAT RESULTS IN THE DISTURBANCE OF AT LEAST ONE (1) ACRE OF SOIL SHALL REQUIRE A STATE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM CONSTRUCTION PERMIT.
- CONTRACTOR TO PRESERVE AND PROTECT ANY OAK TREE OF 6" OR GREATER DIAMETER. CONTRACTOR TO REPLACE REMOVED OAK TREE WITH THREE NEW OAK TREES ALL AS SHOWN IN THESE PLANS.

CONSTRUCTION NOTES:

- THE CENTERLINE STATIONING SHOWN IS FOR REFERENCE ONLY. THE CONTRACTOR SHALL LAYOUT IMPROVEMENTS FROM THE DIMENSIONS SHOWN ON THE PLANS. ANY CLARIFICATION ON CONFLICTS, DISCREPANCIES OR AMBIGUITIES SHOULD BE DIRECTED TO THE "ENGINEER" PRIOR TO THE CONSTRUCTION OF THE IMPROVEMENTS.
- WHERE PAVEMENT IS TO BE EXTENDED, EXISTING PAVEMENT SHALL BE SAWCUT.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY SIGNS FOR ALL REGULATORY TRAFFIC SIGNS REMOVED DURING THE COURSE OF CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE OWN CONSTRUCTION WATER.
- CONTRACTOR SHALL PROVIDE DUST CONTROL MEASURES AT ALL TIMES DURING CONSTRUCTION AS PER SECTION 10 OF THE STANDARD SPECIFICATIONS OF THE STATE OF CALIFORNIA PER SAN JOAQUIN COUNTY DEPARTMENT OF PUBLIC WORKS REQUIREMENTS.

SPECIFICATIONS:

- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOBSITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD HARMLESS, THE COUNTY OF SAN JOAQUIN, ITS ELECTED OFFICIALS, OFFICERS, EMPLOYEES, AND AGENTS FROM ANY AND ALL CLAIMS, COSTS OF LITIGATION, DAMAGES, AND ATTORNEY'S FEES, FOR PERSONAL INJURY OR PROPERTY DAMAGE OF WHATEVER NATURE WHICH ARE CLAIMED TO HAVE OCCURRED DURING THE TERM OF THIS PROJECT.
- ANY CHANGES TO THE APPROVED IMPROVEMENT PLANS AND SPECIFICATIONS MUST BE PREPARED AND CERTIFIED BY THE "ENGINEER", AND SHALL BE SUBMITTED TO THE DIRECTOR OF PUBLIC WORKS FOR APPROVAL PRIOR TO IMPLEMENTATION.
- ALL TRAFFIC SIGNS AND MARKINGS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD), AND THE MUTCD CALIFORNIA SUPPLEMENT AND SAN JOAQUIN COUNTY STANDARDS AND AS SHOWN ON THE PLANS.

SECTION 3-4 GUARANTEE--THE COMPLETED PROJECT, INCLUDING ALL WORK MATERIALS, DEVICES AND EQUIPMENT, SHALL BE GUARANTEED BY THE DEVELOPER AGAINST FAULTY WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE BY THE DIRECTOR OF PUBLIC WORKS. THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL REPAIR AND/OR REPLACEMENTS INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, DEVICES, PLANT AND OTHER ITEMS OF WORK NECESSARY. TO SECURE THIS GUARANTEE, A BOND OR OTHER SECURITY SHALL BE PROVIDED IN THE AMOUNT OF 100% (DEPARTMENT OF PUBLIC WORKS DETERMINES IF 100% PERFORMANCE CAN BE REDUCED TO 20%) OF THE VALUE OF WORK ESTIMATED BY THE ENGINEER. SAID BOND SHALL CONTINUE IN FULL FORCE AND EFFECT FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE FORMAL ACCEPTANCE OF THE WORK BY THE DIRECTOR OF PUBLIC WORKS OR BOARD OF SUPERVISORS.

SPECIFICATIONS CONTINUED:

SECTION 3-5 INSPECTION DURING CONSTRUCTION-- ANY IMPROVEMENTS CONSTRUCTED TO THESE SPECIFICATIONS AND WHICH IT IS INTENDED THAT THE COUNTY WILL ASSUME MAINTENANCE RESPONSIBILITY, MUST BE INSPECTED DURING CONSTRUCTION BY AN AUTHORIZED AGENT OF THE DEVELOPER AND DIRECTOR. EACH PHASE OF CONSTRUCTION MUST BE INSPECTED AND APPROVED PRIOR TO PROCEEDING TO THE SUBSEQUENT PHASES.

ANY IMPROVEMENTS CONSTRUCTED WITHOUT INSPECTION AS PROVIDED ABOVE OR CONSTRUCTED CONTRARY TO THE ORDERS OR INSTRUCTIONS OF THE AUTHORIZED AGENT OF THE DEVELOPER AND DIRECTOR WILL BE DEEMED AS NOT COMPLYING WITH SAN JOAQUIN COUNTY STANDARDS AND SPECIFICATIONS, AND WILL NOT BE ACCEPTED BY SAN JOAQUIN COUNTY FOR MAINTENANCE PURPOSES. THE DEVELOPER WILL HAVE COMPACTION TESTS TAKEN ON ALL LOTS WHERE THE DEPTH OF FILL IS GREATER THAN SEVEN (7) INCHES AND WITHIN THE STREETS. RE-TEST THAT ARE THE RESULT OF THE CONTRACTOR'S FAILURE TO COMPACT THESE AREAS AS REQUIRED WILL BE BORNE BY THE CONTRACTOR. THE COUNTY DEPARTMENT OF PUBLIC WORKS WILL PERFORM FIELD INSPECTION FOR THIS PROJECT. THE CIVIL ENGINEER, DIRECTOR AND DEVELOPER, OR THEIR AGENTS, SHALL AT ALL TIMES, HAVE ACCESS TO THE WORK DURING ITS CONSTRUCTION, AND SHALL BE FURNISHED WITH EVERY REASONABLE FACILITY FOR ASCERTAINING THAT THE MATERIALS AND THE WORKMANSHIP ARE IN ACCORDANCE WITH THE REQUIREMENTS AND INTENTIONS OF THESE SPECIFICATIONS, SPECIAL PROVISIONS, AND PLANS. ALL WORK DONE AND ALL MATERIALS FURNISHED SHALL BE SUBJECT TO REVIEW. THE REVIEW OF THE WORK OR MATERIALS SHALL NOT RELIEVE THE CONTRACTOR AND DEVELOPER OF ANY OF THEIR OBLIGATIONS TO FULFILL THEIR CONTRACT AS PRESCRIBED.

SECTION 3-6 FINAL REVIEW--UPON COMPLETION OF ALL IMPROVEMENTS WHICH ARE CONSTRUCTED UNDER AND IN CONFORMANCE WITH THESE STANDARDS AND SPECIFICATIONS, AND PRIOR TO REQUESTING FINAL INSPECTION, THE AREA SHALL BE THOROUGHLY CLEANED OF ALL RUBBISH, EXCESS MATERIAL AND EQUIPMENT; AND ALL PORTIONS OF THE WORK SHALL BE LEFT IN A NEAT AND ORDERLY CONDITION, SATISFACTORY TO THE DIRECTOR AND THE DEVELOPER.

SECTION 3-7 RECORD DRAWINGS--THE CIVIL ENGINEER SHALL KEEP AN ACCURATE RECORD OF ALL APPROVED DEVIATIONS FROM THE PLANS AND SHALL PROVIDE A COPY OF THESE RECORDS TO THE DIRECTOR UPON COMPLETION OF OF THE WORK. THESE ARE TO BE UTILIZED WITH THE INSPECTOR'S PLANS FOR PREPARING A COMPLETE AND ACCURATE SET OF "RECORD DRAWINGS" FOR THE PERMANENT RECORDS OF THE COUNTY. PREPARATION OF THE "RECORD DRAWINGS" IS THE RESPONSIBILITY OF THE DEVELOPER AND HIS CIVIL ENGINEER. "RECORD DRAWINGS" SHALL BE SUBMITTED TO THE DIRECTOR PRIOR TO ACCEPTANCE OF WORK AS COMPLETE. APPROVED DEVIATIONS SHALL BE RECORDED IN RED INK ON THE ORIGINAL APPROVED PLANS, NOT REPRODUCIBLE COPIES. THE ORIGINAL PLANS SHALL NOT BE REMOVED FROM THE DEPARTMENT OF PUBLIC WORKS FOR PREPARATION OF "RECORD DRAWINGS". A WORK AREA WILL BE AVAILABLE FOR MAKING ADDITIONS OR CORRECTIONS, AS WILL THE "RECORD DRAWING" STAMP AND PEN WITH RED INK, IF REQUESTED.

SECTION 7 ALTERNATE A MAINTAINING TRAFFIC--ATTENTION IS DIRECTED TO SECTIONS 7-1.08, "PUBLIC CONVENIENCE, 7-1.09, "PUBLIC SAFETY," AND 12, "CONSTRUCTION AREA TRAFFIC CONTROL DEVICES," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. CONSTRUCTION AREA TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE MUTCD CALIFORNIA SUPPLEMENT AND THE CURRENT WORK AREA TRAFFIC CONTROL HANDBOOK. (BUILDING NEWS). THROUGH PUBLIC TRAFFIC SHALL BE PERMITTED TO PASS THROUGH CONSTRUCTION OPERATIONS AT ALL TIMES WITH AS LITTLE INCONVENIENCE AND DELAY AS POSSIBLE. THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL CONSTRUCTION AREA TRAFFIC CONTROL DEVICES WITHIN THE PROJECT AND AT ALL PUBLIC ROAD ENTRANCES TO THE PROJECT.

SECTION 10 DUST CONTROL--DUST CONTROL SHALL CONFORM TO THE REQUIREMENTS IN SECTION 10, "DUST CONTROL," OF THE STANDARD SPECIFICATIONS.

SECTION 16 ALTERNATE A CLEARING AND GRUBBING--CLEARING AND GRUBBING SHALL CONFORM TO THE REQUIREMENTS IN SECTION 16, "CLEARING AND GRUBBING," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS.

TREE BRANCHES EXTENDING OVER THE ROADWAY PAVEMENT AND WHICH HANG WITHIN 15 FEET OF FINISHED GRADE SHALL BE CUT OFF IN A WORKMANLIKE MANNER.

BURNING WILL BE ALLOWED WHEN PERMITTED BY THE SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT.

SECTION 19 ALTERNATE A EARTHWORK--EARTHWORK SHALL CONFORM TO THE REQUIREMENTS IN SECTION 19, "EARTHWORK," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. ALL RELATIVE COMPACTION REQUIREMENTS OF SECTION 19-5, "COMPACTION," OF THE STANDARD SPECIFICATIONS, SHALL BE NOT LESS THAN 90 PERCENT. THE REQUIREMENT OF THE SECOND PARAGRAPH OF SECTION 19-5.03, "RELATIVE COMPACTION (95 PERCENT)," OF THE STANDARD SPECIFICATIONS, WILL BE REQUIRED ONLY IN THOSE AREAS SHOWN ON THE PLANS. IN LIEU OF THE TOLERANCE SPECIFIED IN SECTION 19-1.03B, "GRADE TOLERANCE," OF THE STANDARD SPECIFICATIONS, THE SURFACE OF THE GRADING PLANE SHALL NOT BE MORE THAN 0.05 FOOT ABOVE OR BELOW THE GRADE ESTABLISHED BY THE ENGINEER. BEFORE GRADE IS APPROVED BY THE COUNTY, ALL EARTHWORK (INCLUDING DRIVEWAYS AND SLOPES) SHALL BE COMPACTED TO GRADE. UNLESS OTHERWISE SHOWN ON THE PLANS, ALL SURPLUS MATERIALS NOT TO BE SALVAGED, STOCKPILED OR DISPOSED OF AS PROVIDED IN SECTION 19-2.06, "SURPLUS MATERIAL," OF THE STANDARD SPECIFICATIONS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF AS PROVIDED IN SECTION 7-1.13, "DISPOSAL OF MATERIAL OUTSIDE THE HIGHWAY RIGHT OF WAY," OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE SHOWN ON THE PLANS, THE EXISTING PAVEMENT, WHEN USED AS EMBANKMENT, SHALL BE BROKEN UP INTO PIECES NOT LARGER THAN 0.33 FOOT IN GREATEST DIMENSION.

SECTION 19 ALTERNATE C EARTHWORK (STRUCTURE EXCAVATION & BACKFILL)--STRUCTURE EXCAVATION AND BACKFILL SHALL CONFORM TO THE REQUIREMENTS IN SECTION 19-3, "STRUCTURE EXCAVATION AND BACKFILL," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. ALL REFERENCES TO CULVERT EXCAVATION AND CULVERT BACKFILL ON THE PLANS SHALL BE DEEMED TO MEAN STRUCTURE EXCAVATION AND STRUCTURE BACKFILL, RESPECTIVELY, IN THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. STRUCTURE BACKFILL WHICH IS OUTSIDE OF THE PAVED PORTIONS OF THE ROADWAY, UNLESS OTHERWISE SPECIFIED ON THE PLANS, SHALL BE NATIVE MATERIAL SELECTED FOR ITS RESISTANCE TO EROSION. COMPACTION REQUIREMENTS: UNLESS OTHERWISE SHOWN ON THE PLANS, THE COMPACTION REQUIREMENTS WITHIN THE LIMITS OF STRUCTURE EXCAVATION FOR PIPES AND ARCHES SHALL BE AS SHOWN ON STANDARD DRAWINGS. PONDING AND JETTING WILL BE PERMITTED ONLY IF A MAINTENANCE BOND IN THE AMOUNT OF TWENTY PERCENT (20%) OF THE ENGINEER'S ESTIMATE WITH A CORPORATE SURETY APPROVED BY THE COUNTY IS PROVIDED. SUCH A BOND SHALL BE PROVIDED BEFORE FINAL ACCEPTANCE OF THE PROJECT BY THE COUNTY AND SHALL GUARANTEE THE REPAIR OF ALL DAMAGES DUE TO FAULTY MATERIALS OR WORKMANSHIP PROVIDED OR DONE BY THE CONTRACTOR. THE GUARANTEE SHALL REMAIN IN EFFECT FOR A PERIOD OF THREE (3) YEARS AFTER THE DATE OF FINAL ACCEPTANCE OF THE PROJECT BY THE COUNTY OR BOARD OF SUPERVISORS.

SECTION 22 FINISHING ROADWAY--FINISHING ROADWAY SHALL CONFORM TO THE REQUIREMENTS IN SECTION 22, "FINISHING ROADWAY," OF THE STANDARD SPECIFICATIONS.

SECTION 26 ALTERNATE A AGGREGATE BASE--AGGREGATE BASE SHALL CONFORM TO THE REQUIREMENTS IN SECTION 26, "AGGREGATE BASES," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. AGGREGATE BASE SHALL BE CLASS 2. THE COMBINED AGGREGATE SHALL CONFORM TO THE GRADING SPECIFIED FOR THE 3/4-INCH MAXIMUM AGGREGATE. THE R-VALUE REQUIREMENT MAY BE WAIVED, PROVIDING THE AGGREGATE BASE CONFORMS TO THE SPECIFIED GRADING AND DURABILITY AND HAS A SAND EQUIVALENT VALUE OF 33 OR MORE.

SPECIFICATIONS CONTINUED:

SECTION 39 ALTERNATE A ASPHALT CONCRETE--ASPHALT CONCRETE SHALL CONFORM TO THE REQUIREMENTS IN SECTION 39, "ASPHALT CONCRETE," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS.

ASPHALT CONCRETE SHALL BE TYPE "B". AGGREGATE SHALL CONFORM TO THE 1/2-INCH MAXIMUM, COARSE OR MEDIUM GRADING AS DETERMINED BY THE ENGINEER AND DIRECTOR. AT THE CONTRACTOR'S OPTION, AND WITH APPROVAL OF THE ENGINEER AND DIRECTOR, AGGREGATE MAY BE 3/4-INCH MAXIMUM, MEDIUM GRADING WITH THE EXCEPTION OF THE FINAL FINISH COURSE.

AGGREGATE CONFORMING TO THE 3/8-INCH MAXIMUM GRADING WILL BE PERMITTED FOR USE IN DRIVEWAYS, DIKES AND OTHER AREAS WITH APPROVAL OF THE ENGINEER AND DIRECTOR.

THE AMOUNT OF ASPHALT BINDER TO BE MIXED WITH THE AGGREGATE SHALL BE BETWEEN 50 AND 7% BY WEIGHT OF THE DRY AGGREGATE. THE EXACT AMOUNT OF ASPHALT BINDER TO BE MIXED WITH THE AGGREGATE WILL BE DETERMINED BY THE ENGINEER. THE AIR VISCOSITY GRADE OF THE ASPHALT BINDER SHALL BE 4,000 UNLESS OTHERWISE SHOWN ON THE PLANS. THE PROVISIONS OF PARAGRAPHS 5 THROUGH 8 OF SECTION 39.03, "PROPORTIONING," OF THE STANDARD SPECIFICATIONS, SHALL NOT APPLY TO THIS PROJECT.

WHEN THE ASPHALT CONCRETE IS TO BE PRODUCED IN A BATCH PLANT, THE ASPHALT CONCRETE SHALL BE PROPORTIONED AND MIXED BY THE AUTOMATIC METHOD.

WHEN SHOWN IN THE ENGINEER'S ESTIMATE PRIME COAT, LIQUID ASPHALT PENETRATION GRADE SHALL BE SC-70 OR SC-250 AS DIRECTED BY THE ENGINEER AND DIRECTOR. THE PLACEMENT OF ASPHALT CONCRETE SHALL NOT BEGIN UNTIL 24 HOURS AFTER THE PRIME COAT IS APPLIED.

PAINT BINDER (TACK COAT) SHALL BE APPLIED AT A RATE OF APPROXIMATELY 0.05 GALLON PER SQUARE YARD, UNLESS OTHERWISE SHOWN ON THE PLANS.

ALL STEEL-TIRED ROLLERS SHALL BE OF THE TANDEM TYPE. THE THIRD PARAGRAPH OF SECTION 39-5.02, "COMPACTING EQUIPMENT," OF THE STANDARD SPECIFICATIONS, SHALL BE DELETED.

THE DUMPING OF MATERIAL IN A WINDROW, IN ACCORDANCE WITH SECTION 39-6.01, "GENERAL REQUIREMENTS," OF THE STANDARD SPECIFICATIONS, SHALL BE LIMITED TO 750 FEET IN ADVANCE OF THE PAVING MACHINE.

THE SIXTH PARAGRAPH IN SECTION 39-6.01, "GENERAL REQUIREMENTS," OF THE STANDARD SPECIFICATIONS, SHALL BE AMENDED BY DELETING THE SECOND FOOTNOTE, WHICH READS, "AT THE OPTION OF THE CONTRACTOR, [0.25' OVERLAY] MAY BE PLACED IN ONE LAYER 0.25' THICK."

THE TENTH PARAGRAPH OF SECTION 39-6.03, "COMPACTING," OF THE STANDARD SPECIFICATIONS, ALLOWING THE USE OF "ALTERNATE COMPACTING EQUIPMENT" SHALL BE DELETED.

UNLESS OTHERWISE SHOWN ON THE PLANS, ASPHALT PAVEMENT EQUIPMENT USED TO PLACE ASPHALT CONCRETE SHALL BE EQUIPPED WITH FULL AUTOMATIC SCREED AND GRADE SENSING CONTROLS WHICH SHALL CONTROL THE LONGITUDINAL GRADE AND TRANSVERSE SLOPE OF THE SCREED. THE CONTROLS SHALL BE ACTUATED BY GRADE AND SLOPE REFERENCES. CORRECTIONS ON ACCOUNT OF DEVIATIONS FROM THE REFERENCES SHALL BE AUTOMATIC. GUIDES AND REFERENCES REQUIRED TO CONTROL THE LONGITUDINAL GRADE AND TRANSVERSE SLOPES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.

SHOULD THE CONTRACTOR ELECT TO USE A SKI DEVICE FOR LONGITUDINAL CONTROL, THE MINIMUM LENGTH OF THE DEVICE SHALL BE 30 FEET. THE DEVICE SHALL BE A RIGID UNIT MOUNTED ON MULTIPLE SUPPORTS. EACH SUPPORT SHALL ACT INDEPENDENTLY OF OTHERS AND THE FINISHED GRADE SHALL NOT BE AFFECTED BY THE ACTION OF A SINGLE SUPPORT.

WHEN ASPHALT CONCRETE GUTTERS ARE DESIGNATED ON THE PLANS, A STRINGLINE OR WIRE GRADE REFERENCE SHALL BE REQUIRED TO CONTROL LONGITUDINAL GRADE OF THE GUTTER. THE GUTTER SHALL BE WATER TESTED BEFORE ACCEPTANCE. THE MAXIMUM DEVIATION FROM A TRUE GRADE SHALL NOT RESULT IN PONDING WATER FOR DEPTH EXCEEDING 0.04 FOOT.

SURFACING OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER THAT, AT THE END OF EACH DAY'S WORK, THE DISTANCE BETWEEN THE ENDS OF ADJACENT SURFACED LANES SHALL NOT BE GREATER THAN CAN BE COMPLETED IN THE FOLLOWING DAY OF NORMAL SURFACING OPERATIONS.

PORTABLE DELINEATORS IN CONFORMANCE WITH SECTION 12-3.04, "PORTABLE DELINEATORS," OF THE STANDARD SPECIFICATIONS SHALL BE FURNISHED AND PLACED AT A MAXIMUM SPACING OF 300 FEET ON TANGENTS AND 100 FEET ON CURVES ALONG ANY EDGE OF NEW SURFACING WHICH HAS A DROP OFF OF MORE THAN 0.10 FOOT. DELINEATORS SHALL BE STAGGERED WHEN REQUIRED ON BOTH SIDES OF TRAFFIC. EXISTING PAVEMENT MARKERS SHALL BE REMOVED AND DISPOSED OF, UNLESS OTHERWISE SHOWN ON THE PLANS.

DURING THE REMOVAL OF CERAMIC TYPE PAVEMENT MARKERS, SCREENS, OR OTHER PROTECTIVE DEVICES SHALL BE FURNISHED TO CONTAIN ANY FRAGMENTS AS PROVIDED FOR IN SECTION 7-1.09, "PUBLIC SAFETY," OF THE STANDARD SPECIFICATIONS.

SECTION 39 ALTERNATE F LIQUID ASPHALT (PRIME COAT)--LIQUID ASPHALT (PRIME COAT) SHALL CONFORM TO THE REQUIREMENTS IN SECTIONS 39, "ASPHALT CONCRETE," AND 93, "LIQUID ASPHALT," OF THE STANDARD SPECIFICATIONS AND THESE SPECIAL PROVISIONS. LIQUID ASPHALT SHALL BE GRADE SC-70 OR SD-250 AND SHALL BE APPLIED AT THE APPROXIMATE TOTAL RATE OF 0.25 GALLON PER SQUARE YARD IN ONE APPLICATION. THE GRADE AND EXACT RATE OF APPLICATION WILL BE DETERMINED BY THE ENGINEER AND THE DIRECTOR. LIQUID ASPHALT SHALL NOT BE APPLIED WHEN THE ATMOSPHERIC TEMPERATURE IS BELOW 50° F. AT LOCATIONS WHERE PUBLIC TRAFFIC IS BEING ROUTED OVER THE ROADBED TO BE TREATED, THE PRIME COAT SHALL NOT BE APPLIED TO MORE THAN ONE-HALF THE WIDTH OF THE TRAVELED WAY AT A TIME, AND THE REMAINING WIDTH SHALL BE KEPT FREE OF OBSTRUCTIONS AND OPEN FOR USE BY PUBLIC TRAFFIC UNTIL THE TREATMENT FIRST APPLIED IS READY FOR USE BY PUBLIC TRAFFIC. LIQUID ASPHALT SHALL NOT BE APPLIED UNTIL A MINIMUM OF 24 HOURS AFTER THE COUNTY HAS ACCEPTED THE AGGREGATE BASE FOR SURFACE TOLERANCES AND COMPACTION REQUIREMENTS.



CONTI & ASSOCIATES, INC.
ENGINEERING SERVICES
PO Box 1396, Woodbridge CA 95256
209-476-0570 #contingenier@aol.com

EAGLECREST UNIT 3 - PA-0400524
3782 GUERNSEY AVENUE, STOCKTON

LEGEND AND CIVIL NOTES

Design	DMA
Check	AMC
Date	06/27/06
Scale	AS SHOWN
Original Drawing Scale	0 1/2" = 1"
Sheet Number	2
Of 10	
Project File No.	05-112

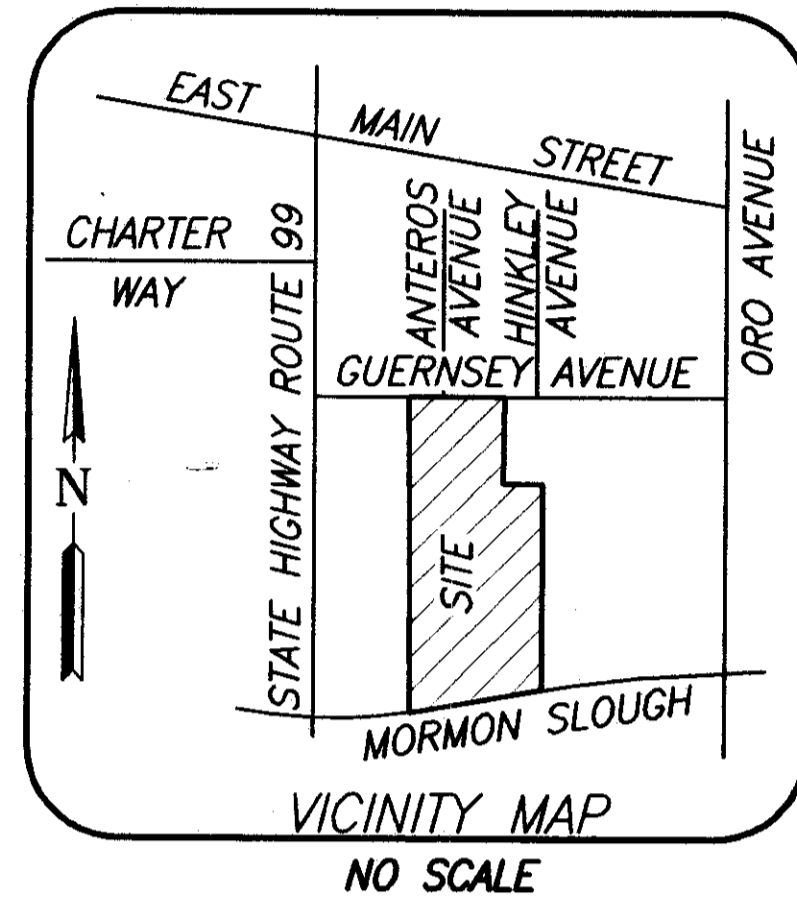
SU 4129

IMPROVEMENT PLANS

FOR

EAGLECREST UNIT 3 - PA-0400524

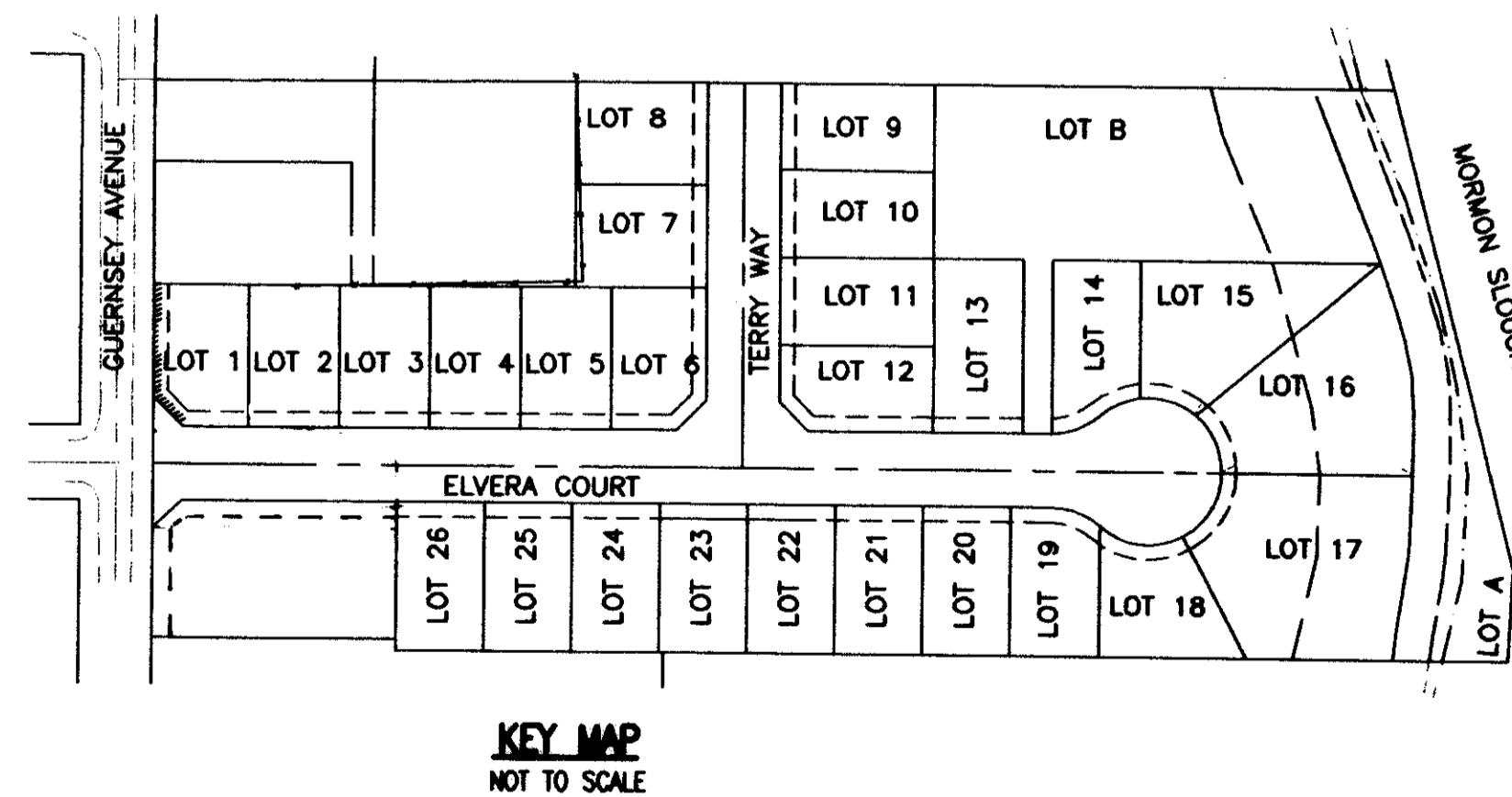
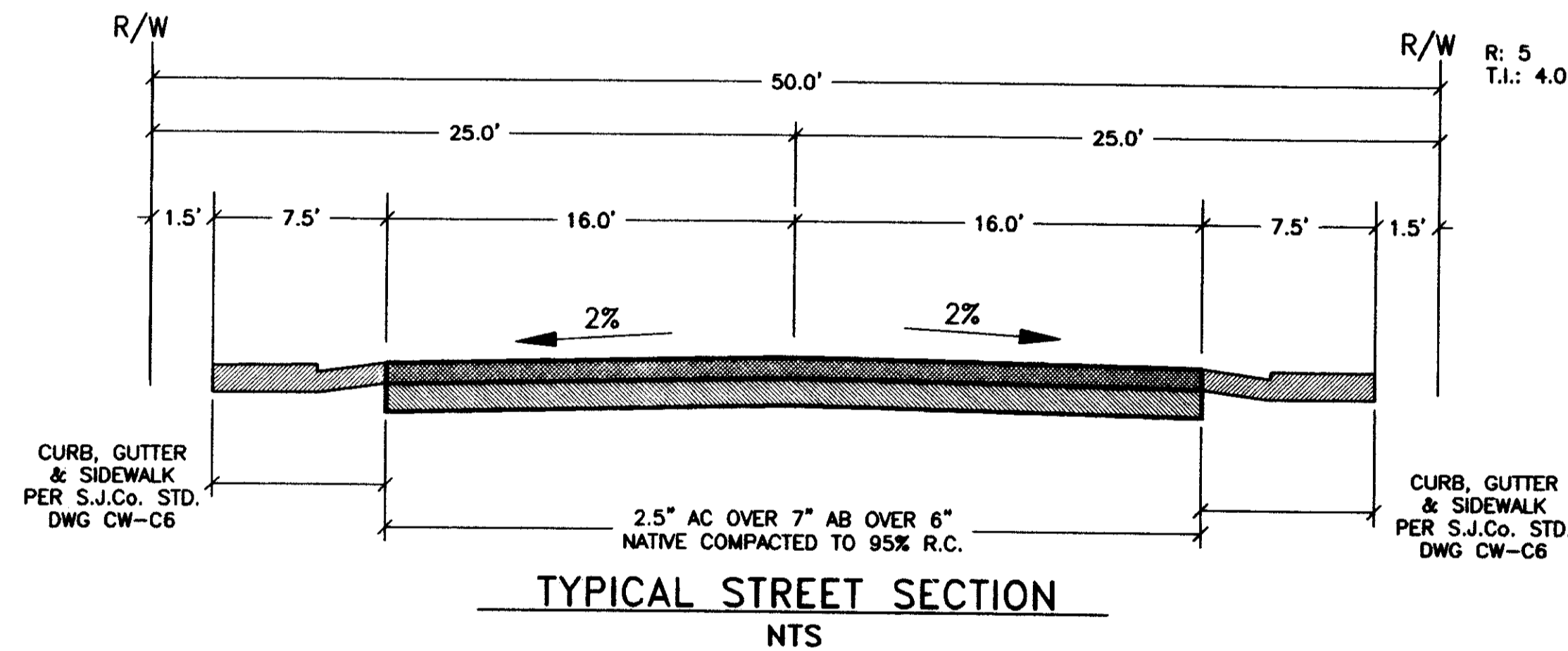
STOCKTON, SAN JOAQUIN COUNTY, CALIFORNIA



SHEET INDEX	
SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	LEGEND AND CIVIL NOTE
3.	GRADING PLAN
4.	PLAN & PROFILE ELVERA COURT
5.	PLAN & PROFILE TERRY WAY/ACCESS ROAD
6.	UTILITY PLAN
7.	STRIPING & SIGNAGE PLAN
8.	EROSION AND SEDIMENT CONTROL PLAN
9.	EROSION AND SEDIMENT CONTROL DETAILS
10.	

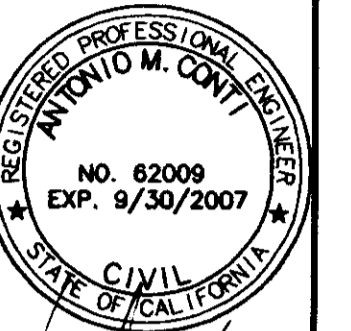
LEGEND:	
P.U.E.	PUBLIC UTILITY EASEMENT
M. & P.	MAPS AND PLATS
S.J.C.R.	SAN JOAQUIN COUNTY RECORDS
O	UTILITY POLE
-P-	UTILITY POLE LINE
S.J.C. STD. DWG.	SAN JOAQUIN COUNTY STANDARD DRAWING NUMBER
R.C.	RELATIVE COMPACTION
BOW	BACK OF WALK

BENCHMARK DESCRIPTION:
 CITY OF STOCKTON BENCHMARK NO. 1035
 COS BRASS DISK STAMPED "65-TP2" IN MONUMENT BOX AT
 NORTH SIDE OF MAIN ST. AT WALKER RD. (SOUTH)
 ELEVATION: 30.63



NOTE:
 WATER DESIGN TO BE COMPLETED BY CALIFORNIA
 WATER SERVICE AND IT IS SHOWN ON THESE PLANS
 FOR SCHEMATICALLY FOR REFERENCE ONLY

COUNTY OF SAN JOAQUIN ENVIRONMENTAL HEALTH	
APPROVED: <i>Tamara C. Jirik</i>	6/29/06 DATE
CITY OF STOCKTON FIRE DEPARTMENT	
APPROVED: <i>Bill Lowe</i>	6-29-06 DATE
COUNTY OF SAN JOAQUIN DEPARTMENT OF PUBLIC WORKS	
APPROVED: <i>Michael Bell</i>	6/29/06 DATE
SENIOR CIVIL ENGINEER	
RCE NO. 76533	EXP DATE: 6/30/07
<i>[Signature]</i>	7/14/06 DATE
DIRECTOR OF PUBLIC WORKS COUNTY OF SAN JOAQUIN	



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 ENGINEERING SERVICES
 PO Box 1396, Woodbridge CA 95256
 209.476.0970 acconting@saol.com

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SU 4130