PROPOSED		
		FXISTING
	CABLE TV OVERHEAD	
رب ۲(۵۹)	POWER OVERHEAD	Е(ОН)
т(он)		т(он)
T(UC)		
	POWER (LINDERGROUND) LIC	F(UG)
E(UG)	FOWER (UNDERGROUND) UG	E(00)
G	GAS LINE	
	ANCHOR/GUY WIRE	()
	SEWER MANHOLE	- — — — — — — — — — — — — — — — — — — —
8"5	SEWER LINE	<u> </u>
	FLUSHING BRANCH/CLEANOUT	
	SEWER SERVICE	
0	STORM DRAIN MANHOLE	— — — —
	STORM DRAIN PIPE	<u>12 "D</u>
•	STORM DRAIN INLET	m
	WATER LINE	
	WATER VALVE	$ \!$
	REDUCER	
	BLOW OFF ASSEMBLY	
	- AIR RELIEF VALVE	\leftarrow
	FIRE HYDRANT ASSEMBLY	$\overline{\langle \nabla \rangle}$
		$\langle \Delta$
	R.P. BACKFLOW PREVENTER	
	DRIVE WAY	
	SIDEWALK RAMP	
	BARRICADE	
۸	SURVEY MONUMENT	۵
I — - —	CENTERLINE	
	RIGHT OF WAY LINF	
	PROPERTY LINE	
	FASEMENT LINE	
		— K —— K —— K -
xx	FENCE LINE	xx
40	CONTOUR LINE	40
	SIDEWALK	
¤	STREET LIGHT	X
#	STREET NAME SIGN	#
Þ	SIGN	þ
	ABBREVIATIONS	6
AC = ASPH		
AB = AGGR	EGATE BASE	
A.D. = ALGEE BC PC = BEGIN	BRAIC DIFFERENCE	
CO = CLEAN	N OUT	
CL = CENTE CMP = CORR	-R LINE UGATED METAL PIPE	
CPCT. = COMP	ACT	
D = DELTA DFT = DETAIL		
D = DELTA DET = DETAIL DRN = DRAIN		
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \end{array}$		
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXIST \end{array}$	L ING CURVE ING GROUND	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISE \end{array}$	L ING CURVE ING GROUND OF PAVEMENT	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \end{array}$	NG CURVE ING GROUND OF PAVEMENT H FLOOR H GRADE	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FI & = & & FICOW \end{array}$	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT I INF	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \end{array}$	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAI \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDA \end{array}$	N ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED	
$\begin{array}{rcl} D & = & DELTA\\ DET & = & DETAI\\ DRN & = & DRAIN\\ CA > & = & EXIST\\ EC & = & END & C\\ EG & = & ENE & C\\ EF & = & EDGE\\ FF & = & FINISF\\ FG & = & FINSF\\ FH & = & FIRE\\ FH & = & FIRE\\ FL & = & FLOW\\ GA & = & GUY & Z\\ GV & = & GATE\\ HC & = & HANDI\\ HDPE & = & HIGH \end{array}$	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT \times) & HITTED \end{array}$	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAI \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD & = & LOCY \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \end{array}$	NG CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE XAL _ DEPRESSION R FEET	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTL \\ EC & = & END \\ EG & = & EXISTL \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDL \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & SEWEL \\ LT & = & SEWEL \\ \end{tabular}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE VAL L DEPRESSION R FEET R LEACH FIELD	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISF \\ FG & = & FINISF \\ FG & = & FINISF \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASO \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE VAL L DEPRESSION R FEET R LEACH FIELD	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & MASOI \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAII \\ DET & = & DETAII \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE FAL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH	
D = DELTA DET = DETAIL DET = DETAIL DRN = DRAIN <a> = EXISTI EC = END (EG = EXISTI EP = EDGE FF = FINISH FG = FINISH FG = FINISH FH = FIRE FL = FLOW GA = GUY (GV = GATE HC = HANDI HDPE = HIGH INV = INVER (INT-X) = INTER K = SIGHT LAT = LATER LD. = LOCAL LF. = LINEAL LF. = SEWEL LT. = LEFT MAS. = MASOL MI = MILES MSE = MECH (N) = NEW NTS = NOT T	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE VAL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISF \\ FG & = & FINISF \\ FG & = & FINISF \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON C \\ PG&E & = & PACIF \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISF \\ FG & = & FINISF \\ FG & = & FINISF \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEAI \\ LF. & = & LINEAI \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON C \\ PG&E & = & PACIF \\ (P) & = & PROP \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE	
D = DELTA DET = DETAIL DET = DETAIL DRN = DRAIN <a> = EXISTI EC = END (EG = EXISTI EP = EDGE FF = FINISH FG = FINISH FH = FIRE FL = FLOW GA = GUY (GV = GATE HC = HANDI HDPE = HIGH INV = INVER (INT-X) = INTER K = SIGHT LAT = LATER LD. = LOCAL LF. = LINEAL LF. = SEWEL LT. = LEFT MAS. = MASOL MI = MILES MSE = MECH. (N) = NEW NTS = NOT T O.C. = ON C PG&E = PACIF (P) = PROPE PRC = POINT PT = POINT	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISF \\ FG & = & FINISF \\ FG & = & FINISF \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POINT \\ PT & = & POINT \\ PVI & = & POINT \\ PVI & = & PRIVA \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE T OF VERTICAL INTERSECTION TE	
D = DELTA DET = DETAIL DET = DETAIL DRN = DRAIN <a> = EXISTI EC = END (EG = EXISTI EP = EDGE FF = FINISF FG = FINISF FH = FIRE FL = FLOW GA = GUY (GV = GATE HC = HANDI HDPE = HIGH INV = INVER (INT-X) = INTER K = SIGHT LAT = LATER LD. = LOCAL LF. = LINEAL LF. = SEWEL LT. = LEFT MAS. = MASOL MI = MILES MSE = MECH (N) = NEW NTS = NOT T O.C. = ON C PG&E = PACIF (P) = PROPE PP = POWE PRC = POINT PV = POINT PT =	ING CURVE ING GROUND OF PAVEMENT + FLOOR + GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & A \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \\ PVI & = & POINT \\ RT & = & RIGHT \\ RTN & = & RETUF \\ SB & = & SET E \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE TOF VERTICAL INTERSECTION TE RN BACK	
D = DELTA DET = DETAIL DET = DETAIL DRN = DRAIN <a> = EXISTI EC = END 0 EG = EXISTI EP = EDGE FF = FINISH FG = FINISH FH = FIRE FL = FLOW GA = GUY 0 GV = GATE HC = HANDI HDPE = HIGH INV = INVER (INT-X) = INTER K = SIGHT LAT = LATER LD. = LOCAL LF. = LINEAL LF. = SEWEL LT. = LEFT MAS. = MASOL MI = MILES MSE = MECH (N) = NEW NTS = NOT T O.C. = ON C PG&E = PACIF (P) = PROPU PP = POWE PRC = POINT PVI = POINT P	ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE T OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \\ PT & = & POINT \\ PV & = & POINT \\ RTN & = & RETUF \\ SB & = & SET & E \\ SD & = & STORM \\ SHT & = & SHEET \\ SD & = & STORM \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT + FLOOR + GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL - DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE C OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T M DRAIN	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTL \\ EC & = & END & 0 \\ EG & = & EXISTL \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & A \\ GV & = & GATE \\ HC & = & HANDL \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LINEA \\ LF. & = & SEWEL \\ LT. & = & LEFT \\ MAS. & = & MASOL \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \\ PVI & = & POINT \\ RT & = & RIGHT \\ RTN & = & RETUF \\ SB & = & STORN \\ SHT & = & STORN \\ STA & = & STATC \\ \end{array}$	ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE XAL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE T OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T M DRAIN DN	
$\begin{array}{rcl} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \\ PVI & = & POINT \\ PT & = & POIN$	ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE T OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T M DRAIN DN DARD OF CURB	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE XAL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE T OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T M DRAIN DARD OF CURB BACK OF CURB BACK OF CURB	
$\begin{array}{ccccccc} D & = & DELTA \\ DET & = & DETAIL \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD & = & LOCAL \\ LF & = & LINEAI \\ LF & = & LINEAI \\ LF & = & SEWEI \\ LT & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C & = & ON & C \\ PG&E & = & PACIF \\ (P) & = & POINT \\ PV & = & POINT \\ PT & = & POINT \\ PT & = & POINT \\ SB & = & SET & E \\ SD & = & STOR \\ STA & = & STARI \\ STA & = & STARI \\ STA & = & STARI \\ STA & = & TOP & 0 \\ TBC & = & TOP & 0 \\ TC & = &$	ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF VERTICAL INTERSECTION TE N BACK M DRAIN MAN HOLE T M DRAIN DN DARD OF CURB BACK OF CURB BACK OF CURB FACE OF CURB FACE OF CURB FACE OF CURB FACE OF CURB OF BANK	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE T M DRAIN DN DARD OF CURB BACK OF CURB CONSEL CONS	
D = DELTA DET = DETAIL DET = END EQ = EXISTI EP = EDGE FF = FINISH FG = FINISH FG = FINISH FH = FIRE FL = FLOW GA = GUY / GV = GATE HC = HANDI HDPE = HIGH INV = INVER (INT-X) = INTER K = SIGHT LAT = LATER LD. = LOCAL LF. = LINEAL LF. = SEWEI LT. = LEFT MAS. = MASOL MI = MILES MSE = MECH. (N) = NEW NTS = NOT T O.C. = ON C PG&E = PACIF (P) = PROPUE PRC = POINT PT = STORN STA = STATIC STD. = STANE STA = STATIC STD. = STANE TC = TOP O TEL = TELEF TP = TOP O	L ING CURVE ING GROUND OF PAVEMENT I FLOOR I GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF REVERSE CURVE OF VERTICAL INTERSECTION TE RN BACK M DRAIN MAN HOLE I OF CURB BACK OF CURB COF PAVEMENT TY VALLEY CONSULTING ENGINEERS	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	L ING CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF VERTICAL INTERSECTION TE RN BACK M DRAIN DN DARD OF CURB BACK OF CURB COF PAVEMENT TY VALLEY CONSULTING ENGINEERS OF WALL	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	NG CURVE ING GROUND OF PAVEMENT 1 FLOOR 1 GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DENSITY POLYETHYLENE PIPE T SECTION SECTION DENSITY POLYETHYLENE PIPE T SECTION SECT	
$\begin{array}{ccccccc} D & = & DELTA \\ DET & = & DETAIL \\ DRN & = & DRAIN \\ & = & EXISTI \\ EC & = & END & 0 \\ EG & = & EXISTI \\ EP & = & EDGE \\ FF & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FG & = & FINISH \\ FH & = & FIRE \\ FL & = & FLOW \\ GA & = & GUY & 0 \\ GV & = & GATE \\ HC & = & HANDI \\ HDPE & = & HIGH \\ INV & = & INVER \\ (INT-X) & = & INTER \\ K & = & SIGHT \\ LAT & = & LATER \\ LD. & = & LOCAL \\ LF. & = & LINEA \\ LF. & = & SEWEI \\ LT. & = & LEFT \\ MAS. & = & MASOI \\ MI & = & MILES \\ MSE & = & MECH \\ (N) & = & NEW \\ NTS & = & NOT \\ O.C. & = & ON C \\ PG&E & = & PACIF \\ (P) & = & POWE \\ PRC & = & POINT \\ PT & = & POINT \\ PV & = & POINT \\ PT &$	ING CURVE ING GROUND OF PAVEMENT + FLOOR + GRADE HYDRANT LINE ANCHOR VALVE ICAPPED DENSITY POLYETHYLENE PIPE T SECTION DISTANCE AL DEPRESSION R FEET R LEACH FIELD NRY ANICALLY STABILIZED EARTH TO SCALE ENTER IC GAS & ELECTRIC OSED R POLE OF VERTICAL INTERSECTION TE RN BACK M DRAIN DN DARD OF CURB BACK OF CURB COF PAVEMENT TY VALLEY CONSULTING ENGINEERS OF WALL AL RGROUND R	

1/2" 1"

2"



GRADING & EROSION CONTROL PLAN

FOR Mr. DILLON DUPONT 161 OAK ROCK ROAD, GARBERVILLE, CA APN: 222-071-030



PROJECT LOCATION GARBERVILLE, CA

> ALL REQUIREMENTS FROM THE SOILS REPORT HAVE BEEN INCORPORATED INTO THESE PLANS.

GRADING.

FIELD SURVEY FOR TOPOGRAPHIC PURPOSES WAS PERFORMED BY TVCE ON JANUARY 4, 2021

LOCATION MAP NTS

.

GENERAL NOTES:

- 1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN IN THESE DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE CONTRACT SPECIFICATIONS.
- 2. THE CONTRACTOR SHALL PROVIDE ALL UTILITIES AS NECESSARY TO SUCCESSFULLY COMPLETE ALL CONSTRUCTION ACTIVITIES.
- 3. ALL EXISTING AND PROPOSED DIMENSIONS DEPICTED HEREIN SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO STARTING WORK.
- 4. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER ON ALL CONSTRUCTION ACTIVITIES.
- 5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITIES. WHICH ARE TO REMAIN IN PLACE, FROM DAMAGE. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE EXPEDITIOUSLY REPAIRED OR RECONSTRUCTED TO THE ENGINEER'S SATISFACTION AT THE CONTRACTOR'S SOLE EXPENSE WITHOUT ADDITIONAL COMPENSATION.
- 6. THE CONTRACTOR SHALL POSSESS THE CLASS, OR CLASSES, OF LICENSE AS SPECIFIED IN THE NOTICE TO CONTRACTORS.
- 7. THE CONTRACTOR IS TO EXPOSE THE ENDS OF EXISTING BURIED UTILITIES FOR SURVEYORS TO VERIFY LOCATION AND ELEVATION PRIOR TO PLACEMENT OF NEW UTILITIES. ALL COSTS OF SUCH EXCAVATION AND BACKFILL SHALL BE INCLUDED IN THE PRICE PAID FOR VARIOUS ITEMS OF WORK.
- 8. ALL APPLICABLE FEES TO BE PAID AND PERMITS REQUIRED SHALL BE OBTAINED BY THE CONTRACTOR BEFORE COMMENCEMENT OF CONSTRUCTION.
- 9. THE TYPES, LOCATIONS, SIZES, AND DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE IMPROVEMENT PLANS WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS, AND DEPTHS OF SUCH UNDERGROUND UTILITIES. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES, HOWEVER, TVCE CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES NOR FOR THE EXISTENCE OF OTHER BURIED OBJECTS OR UTILITIES WHICH MAY BE ENCOUNTERED BUT WHICH ARE NOT DEPICTED ON THESE DRAWINGS.
- 10. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD THE DESIGN PROFESSIONAL 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 DESIGN PROFESSIONAL.
- 11. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY MEMBERS OF U.S.A. TWO WORKING DAYS IN ADVANCE OF PERFORMING ANY EXCAVATION WORK BY CALLING THE TOLL FREE NUMBER 1-800-227-2600.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING SURVEY MONUMENTS AND OTHER SURVEY MARKERS DURING CONSTRUCTION. ALL SUCH MONUMENTS OR MARKERS DESTROYED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 13. UNDOCUMENTED PIPING EXPOSED DURING CONSTRUCTION SHALL BE LOCATED AND MARKED BY THE CONTRACTOR FOR INCLUSION IN AS-BUILT DRAWINGS.
- 14. ALL NEW BURIED PIPING SHALL HAVE A MINIMUM OF 3 FEET OF COVER UNLESS OTHERWISE SPECIFIED.

CULTURALLY SENSITIVE AREAS:

AREAS WITHIN THE PROJECT PERIMETER THAT ARE CULTURALLY SENSITIVE SHALL BE PROTECTED AGAINST DAMAGE FROM CONSTRUCTION ACTIVITIES. AT NO TIME SHALL SUCH CULTURALLY SENSITIVE AREAS BE ENTERED, PARKED UPON, STOCK PILED UPON, OR HAVE ANY OTHER ACTIVITY ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT IN ANY WAY INFRINGE UPON, DETERIORATE, DESTROY, OR RENDER TO A STATE OR CONDITION UNACCEPTABLE ANY CULTURALLY SENSITIVE AREA. THE CONTRACTOR AGREES TO PROTECT ALL SUCH AREAS DURING ANY AND ALL ACTIVITIES ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT.

QUANTITIES

1/2" 1"

1. QUANTITIES AND LENGTHS OF ITEMS PROVIDED WITHIN THIS PLAN SET ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ACTUAL QUANTITIES OF COMPONENTS REQUIRED FOR THE SUCCESSFUL AND SATISFACTORY COMPLETION OF THE PROJECT.

TRAFFIC CONTROL NOTES:

- WHENEVER THE WORK AREA IS ADJACENT TO A TRAFFIC LANE AND THERE IS A CUT, DITCH OR TRENCH MORE THAN TWO INCHES DEEP, THE CONTRACTOR SHALL MAINTAIN CONTINUOUS BARRICADES SPACED AT APPROXIMATELY 20-FOOT INTERVALS FOR THE FIRST 100 FEET FROM THE BEGINNING OF THE CUT. DITCH OR TRENCH, AND AT APPROXIMATELY 50-FOOT INTERVALS THEREAFTER. IF THE CUT, DITCH OR TRENCH IS MORE THAN TEN FEET FROM A TRAFFIC LANE, THE BARRICADED SPACING MAY BE GREATER BUT SHALL NOT EXCEED 200 FEET.
- UNLESS SPECIFICALLY SET FORTH AS SPECIAL PROVISIONS, ALL MARKED LANES OF TRAFFIC SHALL BE UNOBSTRUCTED IN EACH DIRECTION DURING THE PEAK TRAFFIC HOURS OF 7:00 TO 8:30AM AND 3:30 TO 6:00 PM.
- CONSTRUCTION.
- 4. TRACK MOUNTED VEHICLES SHALL NOT BE OPERATED ON PAVED ROADS.

AGGREGATE BASE ROCK NOTES:

- 1. AGGREGATE BASE SHALL BE CALTRANS CLASS II.
- AGGREGATE BASE SHALL BE INSTALLED PER SECTION 26 OF THE CALTRANS STANDARD SPECIFICATIONS.
- AGGREGATE BASE SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION PER CAL 316.

ASPHALT CONCRETE NOTES:

- ASPHALT CONCRETE SHALL BE $\frac{1}{2}$ " MAXIMUM RADIUS HOT MIX TYPE A.
- ASPHALT CONCRETE SHALL BE INSTALLED IN STRICT ACCORDANCE WITH SECTION 39 OF THE CALTRANS STANDARD SPECIFICATIONS.
- ASPHALT CONCRETE SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION AS VERIFIED PER CAL 216.
- EXISTING AC SURFACES SHALL BE CUT TO A NEAT STRAIGHT LINE PARALLEL WITH THE CENTERLINE AND THE EXPOSED EDGE SHALL BE TACKED WITH EMULSION PRIOR TO PAVING. THE EXPOSED BASE MATERIAL SHALL BE GRADED, RE-COMPACTED, AND RESEALED PRIOR TO PAVING.

ELECTRIC GENERAL NOTES:

- 1. ALL ELECTRIC FACILITIES AND WORK TO BE IN STRICT COMPLIANCE WITH APPLICABLE LAWS AND MUST MEET PACIFIC GAS AND ELECTRIC (PG&E) REQUIREMENTS PER CURRENT GREEN BOOK.
- 2. REFER TO PG&E SITE PLAN FOR ADDITIONAL DETAILS NOT EXPRESSED ON THIS SHEET.
- 3. CONTRACTOR TO COORDINATE WITH PG&E FOR ALL REQUIRED TESTING/INSPECTION AND FOR PG&E INSTALLED FACILITIES.
- 4. OWNER HAS THE RESPONSIBILITY OF PAYING ALL FEES TO PG&E DIRECT FOR THEIR SERVICES/FACILITIES UNDER THE ORIGINAL APPLICATION FOR THIS PROJECT. ADDITIONAL COSTS RESULTING DIRECTLY FROM THE CONTRACTOR'S ACTIVITIES AND NOT EXPRESSLY COVERED UNDER THE ORIGINAL APPLICATION WILL BE THE SOLE EXPENSE OF THE CONTRACTOR.
- POWER/ELECTRICAL FACILITIES DEPICTED ON THESE PLAN SETS ARE FOR GENERAL LOCATION PURPOSES, ACTUAL HARDWARE, ALIGNMENTS, PLACEMENT, AND DESIGN TO BE PROVIDED BY PACIFIC GAS & ELECTRIC (PG&E). CONTRACTOR TO COORDINATE WITH PG&E FOR DESIGN AND INSTALLATION OF REQUIRED COMMUNICATION FACILITIES.

COMMUNICATIONS GENERAL NOTES:

- 1. ALL COMMUNICATIONS FACILITIES AND WORK TO BE IN STRICT COMPLIANCE WITH APPLICABLE LAWS AND MUST MEET ALL FRONTIER REQUIREMENTS AS APPLICABLE UNDER CPUC.
- 2. CONTRACTOR TO COORDINATE WITH FRONTIER FOR ALL REQUIRED TESTING/INSPECTION AND FOR FRONTIER INSTALLED FACILITIES.
- OWNER HAS THE RESPONSIBILITY OF PAYING ALL FEES TO FRONTIER DIRECT FOR THEIR SERVICES/FACILITIES UNDER THE ORIGINAL APPLICATION FOR THIS PROJECT. ADDITIONAL COSTS RESULTING DIRECTLY FROM THE CONTRACTOR'S ACTIVITIES AND NOT EXPRESSLY COVERED UNDER THE ORIGINAL APPLICATION WILL BE THE SOLE EXPENSE OF THE CONTRACTOR.
- 4. TELEPHONE/COMMUNICATION FACILITIES DEPICTED ON THESE PLAN SETS ARE FOR GENERAL LOCATION PURPOSES, ACTUAL HARDWARE, ALIGNMENTS, PLACEMENT, AND DESIGN TO BE PROVIDED BY FRONTIER. CONTRACTOR TO COORDINATE WITH FRONTIER FOR DESIGN AND INSTALLATION OF REQUIRED COMMUNICATION FACILITIES.

SAFE VEHICULAR AND PEDESTRIAN ACCESS SHALL BE PROVIDED AT ALL TIMES DURING

DUST CONTROL NOTES:

- 1. THE CONTRACTOR SHALL IMPLEMENT ONE OR BOTH OF THE FOLLOWING MEASURES FOR DUST CONTROL ON THIS SITE:
- 1.1 SPRAYING OF WATER SO AS NOT TO GENERATE ADDITIONAL RUNOFF. NO DUST PALLIATIVE MATERIALS OTHER THAN WATER WILL BE USED ON THIS PROJECT. IF NON-POTABLE WATER IS TO BE USED, IT MUST BE CONVEYED IN TANKS OR PIPES CLEARLY LABELED AS "NON-POTABLE WATER - DO NOT DRINK".
- 1.2 COVERS FOR EXPOSED AREAS.

EQUIPMENT & MATERIALS STORAGE NOTES:

- 1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL MATERIALS AND EQUIPMENT STORED ONSITE SHALL HAVE ADEQUATE COVERINGS AND CONTAINMENT TO PREVENT LEAKAGE AND SPILLS.
- 2. ALL MATERIALS AND EQUIPMENT SHALL BE STORED IN DESIGNATED AND APPROVED AREAS. THE AREA SHALL BE BERMED WITH EARTH DIKES THAT THE CONTRACTOR SHALL INSPECT AND MAINTAIN WEEKLY.
- 3. ALL FLAMMABLE, REACTIVE, AND/OR IGNITABLE LIQUIDS MUST COMPLY WITH LOCAL FIRE CODES.
- 4. DURING THE RAINY SEASON (OCTOBER THROUGH APRIL) THE CONTRACTOR SHALL ENSURE THAT MATERIALS ARE COVERED.
- NO CHEMICALS, DRUMS, OR BAGGED MATERIALS SHALL BE STORED DIRECTLY ON THE GROUND; ITEMS SHALL BE PLACED ON PALLETS AND/OR IN SECONDARY CONTAINMENT.
- 6. IF DRUMS MUST BE KEPT UNCOVERED, THE CONTRACTOR SHALL STORE THEM AT A SLIGHT ANGLE TO REDUCE PONDING OF RAINWATER AND REDUCE CORROSION.
- 7. WHEN DANGEROUS MATERIALS AND/OR LIQUID CHEMICALS ARE UNLOADED ONSITE, THE CONTRACTOR SHALL HAVE EMPLOYEES TRAINED IN EMERGENCY SPILL CLEANUP PROCEDURES PRESENT.

VEHICLE MAINTENANCE NOTES:

- EQUIPMENT AND VEHICLES TRAVELING ONSITE SHALL BE INSPECTED REGULARLY FOR LEAKS AND BE REPAIRED IMMEDIATELY; DO NOT ALLOW LEAKING VEHICLES ONSITE. KEEP VEHICLES AND EQUIPMENT CLEAN (DO NOT ALLOW EXCESSIVE BUILDUP OF OIL AND GREASE).
- USE OFFSITE REPAIR SHOPS WHENEVER POSSIBLE: IF ONSITE REPAIRS ARE NECESSARY. USE A DESIGNATED AREA SURROUNDED BY EARTH BERMS. THE CONTRACTOR SHALL INSPECT THIS AREA WEEKLY AND AFTER EACH RAINSTORM EVENT TO ENSURE THAT THE EARTH BERMS ARE IN PLACE AND FUNCTIONING PROPERLY: ANY NON-FUNCTIONING BERMS SHALL BE REPAIRED IMMEDIATELY.
- USE DRY CLEAN-UP METHODS FOR SPILLS AS MUCH AS POSSIBLE: USE ABSORBENT MATERIALS FOR SMALL SPILLS AND DISPOSE OF PROPERLY. USE A SECONDARY CONTAINMENT DURING FLUID CHANGES AND REPAIRS TO CATCH SPILLS.
- SEGREGATE AND RECYCLE WASTES (INCLUDING BUT NOT LIMITED TO: USED OIL AND OIL FILTERS, BATTERIES, ETC.). KEEP HAZARDOUS WASTES SEPARATE FROM NON-HAZARDOUS WASTES; AFTER REPAIRS, ETC., PROMPTLY TRANSFER USED FLUIDS AND WASTES TO THEIR PROPER CONTAINMENT AREAS AND CONTAINERS.

		PLAN QUANTITY	
ITEM	DESCRIPTION	TOTAL	UNIT
001	IEMPORARY FACILITIES	1	LS
002	GRADING ACTIVITY (CUT)	6,128.5	CY
)03	GRADING ACTIVITY (FILL)	6,128.5	CY
)04	DISTURBED AREA	1.579	AC
)05			
206			
007			
208			
009			
010			
011			
012			
013			
014			
015			
D16			
017			
218			
019			
020			
021			
022			
023			
)24			
)25			

NOTES

FOR Mr. DILLON DUPONT 161 OAK ROCK ROAD, GARBERVILLE, CA APN: 222-071-030

TVCE						
67 WALNUT WAY PO BOX 1567 WILLOW CREEK, CA 95573 P:(530)629-3000 F:(530)629-3011						
$\frac{1}{1}$						
	K BY APP BY					
	DWN BY DES BY CHI					
	DESCRIPTION					
	DATE					
	REV					
Mr. DILLON DUPONT NOTES 480 RANCH ROAD, GARBERVILLE, CA	APN: 222-071-028 & 222-071-030					
DATE OF ISSUE: May 23 SCALE:						
DATE OF ISSUE: May 23 SCALE: AS SHOWN PROJECT NO: 1557 02						



PLOT PLAN

FOR Mr. DILLON DUPONT 161 OAK ROCK ROAD, GARBERVILLE, CA APN: 222-071-030

PROJECT LOCATION GARBERVILLE, CA

UNNAMED WATER

COURSE CLASS III

OCEAN

PROJECT LOCATION GARBERVILLE, CA





- 1. DRIVEWAYS MEET MINIMUM ROAD STANDARDS DESCRIBED ABOVE.
- DRIVEWAYS LESS THAN 1320' LONG ARE 10' WIDE AND HAVE 15' MINIMUM VERTICAL CLEARANCE AND ARE BUILT TO COUNTY ROAD CATEGORY 1 STANDARD.
- 3. DRIVEWAYS LONGER THAN 1320' ARE 10'-12' WIDE AND HAVE 15' MINIMUM VERTICAL CLEARANCE WITH INTERVISIBLE TURNOUTS AND ARE BUILT TO COUNTY ROAD CATEGORY 2 STANDARD.
- 4. DRIVEWAYS EXCEEDING 150' IN LENGTH BUT LESS THAN 800' HAVE A TURNOUT NEAR THE MIDPOINT
- 5. DRIVEWAYS LONGER THAN 800' HAVE TURNOUTS AT INTERVISIBLE LOCATIONS AT APPROXIMATELY 400' INTERVALS.
- 6. DRIVEWAYS HAVE MAXIMUM GRADE MEETING STANDARD FOR COUNTY ROAD CATEGORY 1; 7%- 12% (NORMAL); 11%- 18% (TOLERABLE). GRADE IN EXCESS OF 16% MUST DEMONSTRATE CONFORMANCE WITH COUNTY ROADWAY DESIGN MANUAL.
- 7. DRIVEWAYS HAVE MINIMUM CURVE RADIUS MEETING STANDARD FOR COUNTY ROAD CATEGORY 1; 120' (NORMAL; 50' (TOLERABLE). CURVE RADIUS LESS THAN 50' MUST DEMONSTRATE CONFORMANCE WITH COUNTY ROADWAY DESIGN MANUAL.
- 8. ALL GATES AT LEAST 2' WIDER THAN THE LANES SERVING THE GATE AND ALLOW A VEHICLE TO STOP WITHOUT BLOCKING TRAFFIC.
- 9. GATES PROVIDING ACCESS FROM A ROAD TO A DRIVEWAY ARE LOCATED AT LEAST 30' FROM THE ROADWAY EXCEPT AS PROVIDED BELOW.
- 10. GATES LESS THAN 30' FROM THE ROADWAY ARE PERMITTED WHEN TURNOUTS ARE CONSTRUCTED NEXT TO THE TRAVEL LANES WITH SAFE TURNING MOVEMENTS AND VISIBILITY WHEN APPROACHING FROM EITHER DIRECTION OF TRAVEL.
- 11. ONE-WAY ROADS ACCESSING GATES HAVE TURNAROUND WITH 40' RADIUS MINIMUM.



	CAN.		
			(E)ROAD
LEGEND: EXISTING G	REENHOUSE	(E)24" PIPE	(E)24" /PIPE <u>1475.36†0P</u> ↓ <u>1473.64FL</u>
EXISTING B X EXISTING F X X CRAINAGE F	UILDING ENCE FLOW DIRECTION	<u>1468.83RG</u>	
		(E)TOP OF SLOPE	
		(E)PROPANE TANI	ĸ
		(E)WATER HEATER	
		(E)TOP OF SLOPE	
EROL			
		RTHWORK OILANTITIES).
	(E) CUT (CY): (E) FILL (CY): NOTE: CUT AND FILL QU ACRES DISTURBED	4,426 4,426 ANTITIES ONSITE TO BE PERMANENT : ± 1.473 Ac	
	<u>►</u>		



67 WALNUT WAY PO BOX 1567 WILLOW CREEK, CA 95573 P:(530)629-3000 F:(530)629-3011

RCE 60687

EXP. <u>12/31/24</u>

EXISTING GRADING & DRAINAGE PLAN

FOR Mr. DILLON DUPONT 161 OAK ROCK ROAD, GARBERVILLE, CA APN: 222-071-030

 M_{II}





2"

1/2" 1"

FOR Mr. DILLON DUPONT

APN 222-071-030

GRADING PLAN VIEW 1"=30' 30 SCALE IN FEET

TVCE 67 WALNUT WAY PO BOX 1567 WILLOW CREEK, CA 95573 P:(530)629-3000 F:(530)629-3011 RCE 60687 EXP. <u>12/31/24</u> AN Δ DRAINAGE త d D D GRADING AD Å, \Box ТĊ RAN 480 DNI-PROPOSED

> DATE OF ISSUE: May 23 SCALE: AS SHOWN PROJECT NO: 1557.02 DRAWING NO: C02.2















TVCE

67 WALNUT WAY PO BOX 1567 WILLOW CREEK, CA 95573 P:(530)629-3000 F:(530)629-3011

> RCE 60687 EXP. <u>12/31/24</u>

EROSION CONTROL PLAN

FOR Mr. DILLON DUPONT 161 OAK ROCK ROAD, GARBERVILLE, CA APN: 222-071-030

APN 222-0	Image: Description of the second straw TONSITE OVERLAND RELEASE PATH OFFSITE OVERLAND RELEASE PATH STRAW/FIBER ROLLS SILT FENCE SEED AND STRAW			REV DATE DESCRIPTION D
	SEED & STRAW ALL DISTURBED AREA W/UPLAND DESIGN MIX.	Mr. DILLON DUPONT	EROSION CONTROL PLAN	480 RANCH ROAD, GARBERVILLE, CA APN: 222-071-028 & 222-071-030
		DATE OF SCALE: PROJECT DRAWINC	' ISSUE: May 23 AS SHOWN ' NO: 1557.02 ; NO: CO4.1	