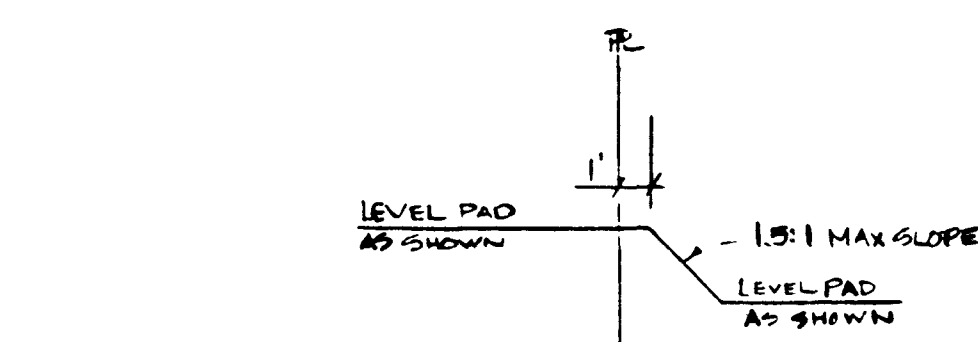


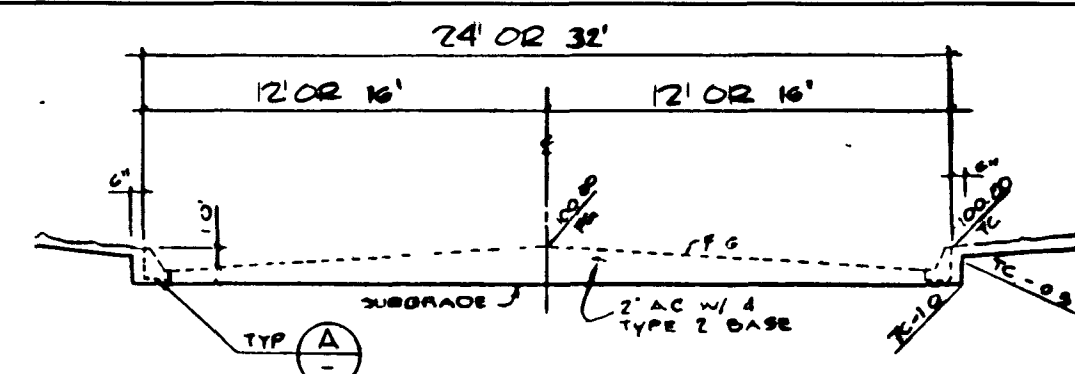
3. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITION BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE AND OF INGRESS AND EGRESS TO SAID CONSTRUCTION, INCLUDING TRANSITION TO THE SIDEWALK ENGINEER.
4. EXISTING UTILITIES ARE LOCATED ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF UTILITIES AND THE ENGINEER BEARS NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON PLANS OR IN THE LOCATION SHOWN ON THE PLANS.
5. CONSTRUCTION MUST CONFORM TO THE CITY STANDARD SPECIFICATIONS AND APPLICABLE STANDARD DRAWINGS.
6. USE TYPE Y CLASS B CONCRETE IN ALL OFFSITE CONCRETE WORK.
7. CHISEL S.W. 4 WHERE SEWER, WATER & GAS LINES PASS UNDER THE CURB.
8. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES NECESSARY TO PROTECT EXISTING UTILITIES, STRUCTURES, AND SURFACES IN PLACE, FROM DAMAGE AND ALL SUCH IMPROVEMENTS OR STRUCTURES DAMAGED BY CONSTRUCTION SHALL BE REPAIRED OR RECONSTRUCTED SATISFACTORY TO THE OWNER AT THE EXPENSE OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERTICAL ADJUSTMENT OF ALL EXISTING MANHOLES, CLEANOUTS, VALVE BOXES AND STRUCTURES TO THE FINAL FINISH GRADES.
10. CURBS AND GUTTERS WITH A GRADE OF LESS THAN FOUR TENTHS OF ONE PERCENT SHALL BE PROTECTED BY A PROTECTIVE CURB OR RAMP AS POSSIBLE AFTER PRIOR TO CONSTRUCTION AND WATER TESTED.
11. WHEELCHAIR RAMPS SHALL BE CONSTRUCTED AT ALL STREET INTERSECTIONS PER STANDARD SPECIFICATIONS. THE PROPOSED LOCATION OF RAMP TO BE DETERMINED IN FIELD BY A CITY INSPECTOR.
12. BEFORE ANY WORK IS STARTED IN THE RIGHT-OF-WAY, THE CONTRACTOR SHALL INSTALL ALL ADVANCE WARNING SIGNS FOR THE CONSTRUCTION ZONE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF STOP SIGNS AT ALL NEW STREET GRADING WORK. EXISTING CITY STREET STOP SIGNS SHALL BE REMOVED AND REPLACED WITH ADVANCE WARNING SIGNS. THE CONTRACTOR SHALL MAINTAIN SAID SIGNS UNTIL THE WORK IS COMPLETED.
13. ALL CONSTRUCTION SIGNING, BARRICADEING AND TRAFFIC DELINEATION SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL ON UNIFORM CONTROL MARKINGS".
14. THE CONTRACTOR SHALL FOLLOW THE GUIDELINES AND REGULATIONS AS SET FORTH IN O.S.H.A., THE ENGINEER AND/OR OWNER SHALL NOT BE RESPONSIBLE FOR JOB SITE SAFETY PROCEDURES.
15. CONSTRUCTION PLANS, STANDARD DRAWINGS AND UNIFORM STANDARD SPECIFICATIONS SHALL BE ON JOB SITE AT THE TIME OF CONSTRUCTION.
16. THE SOIL ENGINEER SHOULD BE RETAINED TO PROVIDE "CONTINUOUS" SERVICES DURING CONSTRUCTION AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SERVICES AND TO OBTAIN COMPLIANCE WITH THE DESIGN CONDITIONS, SPECIFICATIONS OR RECOMMENDATIONS.
17. THE CONTRACTOR SHALL SUBMIT A BARRICADE PLAN TO THE CITY PRIOR TO COMMENCEMENT OF OFFSITE CONSTRUCTION.
18. THE QUANTITIES GIVEN IN THE DRAWINGS ARE APPROXIMATE ONLY. BEING GIVEN AS BASIS FOR THE COMPARISON OF BIDS, AND THE ACTUAL QUANTITIES TO BE USED WILL CORRESPOND THEREUNTO, BUT RESERVES THE RIGHT TO MAKE SUCH CORRECTIONS OR DEVIATIONS FROM THE QUANTITIES SHOWN ON THE DRAWINGS AND SPECIFICATIONS, INCLUDING THE RIGHT TO INCREASE OR DECREASE THE QUANTITY OF ANY ITEM OR PORTION OF THE WORK, OR TO OMIT ANY ITEM OR PORTION OF THE WORK, AS MAY BE ORDERED BY THE OWNER TO MEET THE REQUIREMENTS OF THE PROJECT.
19. ANY SUCH CHANGES WILL BE SET FORTH IN A CONTRACT CHANGE ORDER WHICH WILL SPECIFY, IN ADDITION TO THE WORK TO BE DONE IN CONNECTION WITH THE CHANGE MADE, ADJUSTMENT OF CONTRACT TIME, IF ANY, AND THE BASIS OF COMPENSATION FOR SUCH CHANGES. NO CONTRACT CHANGE ORDER WILL NOT BECOME EFFECTIVE UNTIL APPROVED BY THE OWNER.
20. THE BIDDER OR THE CONTRACTOR IS EXPECTED TO EXAMINE CAREFULLY THE SITE OF THE PROPOSED WORK, THE PROPOSAL PLANS, AND SPECIFICATIONS BEFORE THE PROPOSAL IS SUBMITTED. THE SUBMISSION OF A BID SHALL BE CONSIDERED PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH EXAMINATION AND IS SATISFIED AS TO THE CONDITIONS, TO BE ENCOUNTERED IN PERFORMING THE WORK AND THE RESULTS OF THE PLANS AND SPECIFICATIONS.

1. SEE GRADING PLAN FOR ALL ELEVATIONS
2. ASPHALTIC PAVEMENT TO BE 4" MIN ABOVE LIP OF ALL CONCRETE SLEAVES (E.G. VALLEY GUTTER, CURB & GUTTERS, ETC.)
3. TYPE 2 GRAVEL BASE IS TO BE CONTINUOUS UNDER ADJACENT STRUCTURES AS SHOWN.
4. PROVIDE 1" EXPANSION JOINT MATERIAL AT ALL ADJACENT CONCRETE STRUCTURES AS SHOWN.
5. FOR ALL CONCRETE STRUCTURES PROVIDE EXPANSION JOINT AT 30' O.C. AND HEAVENED PLAN 10'11" TO 10'11" O.C.

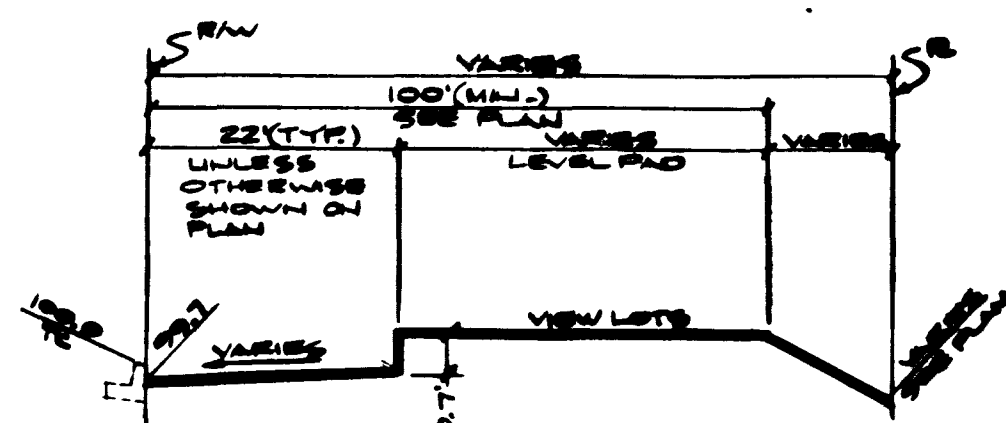


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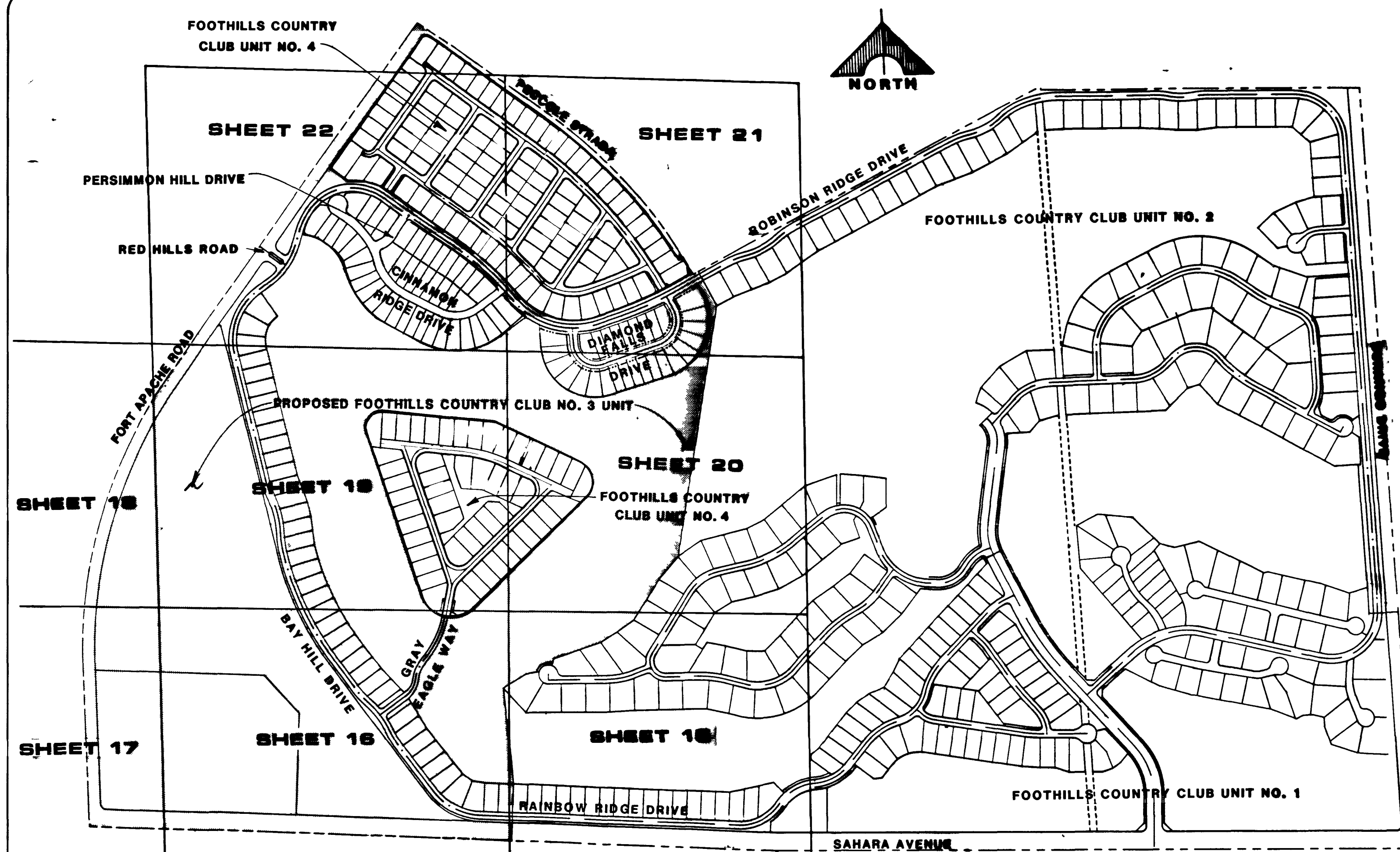


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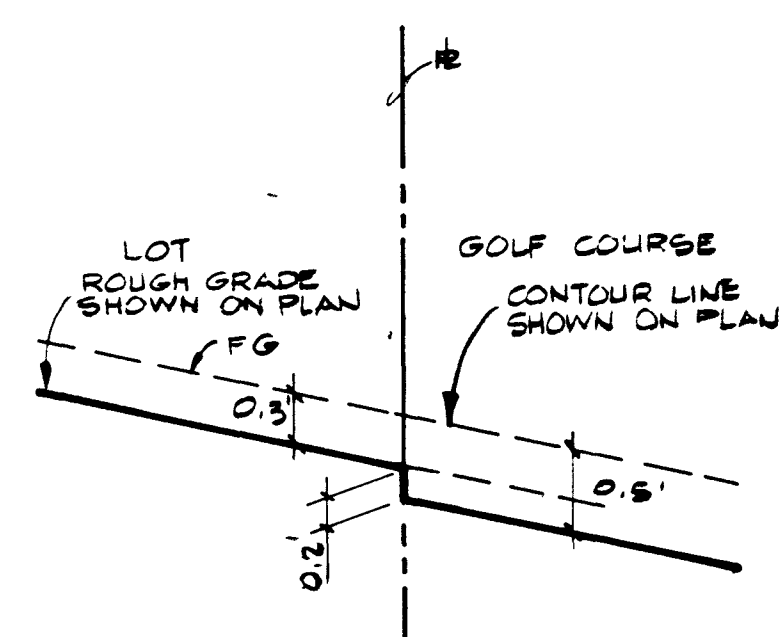


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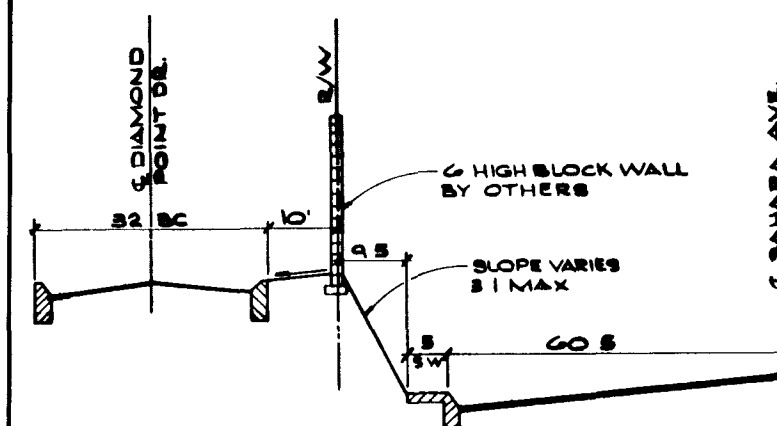


SITE PLAN



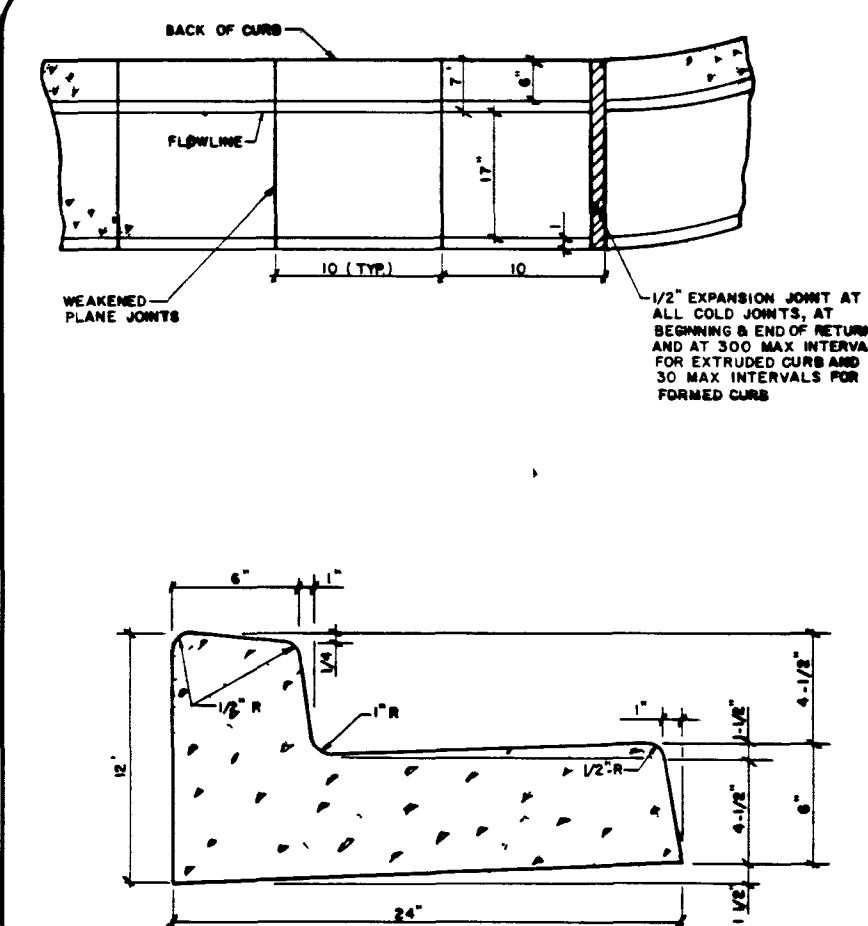
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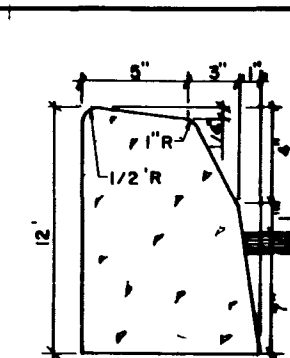
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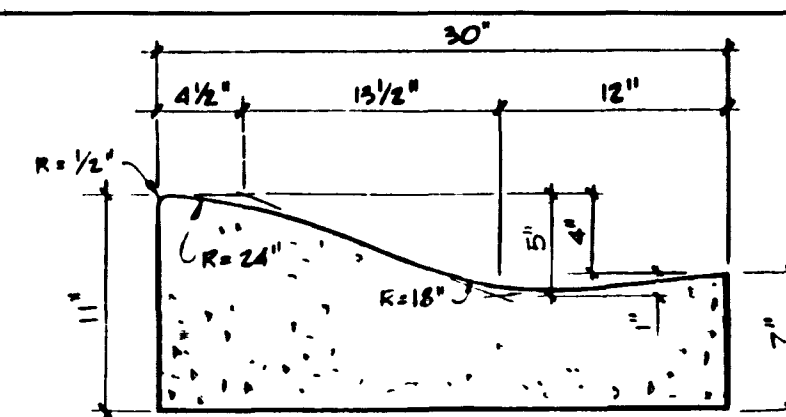
"L" TYPE CURB & GUTTER

14

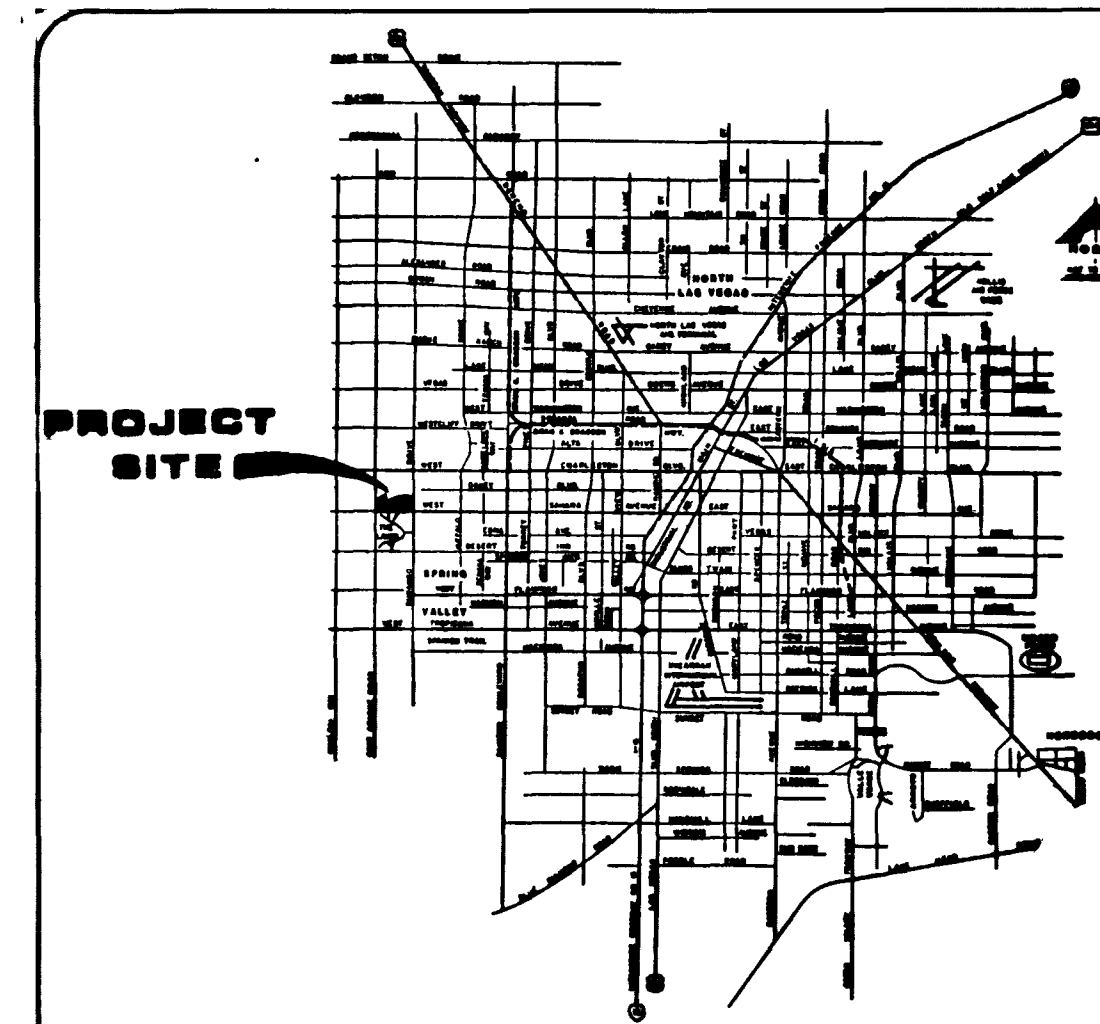


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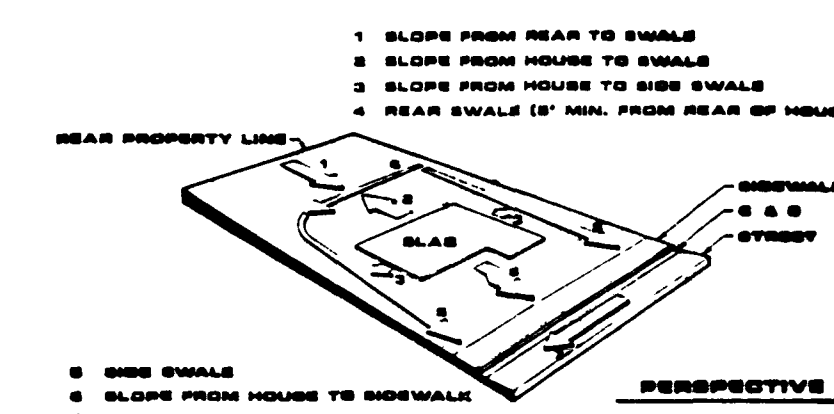
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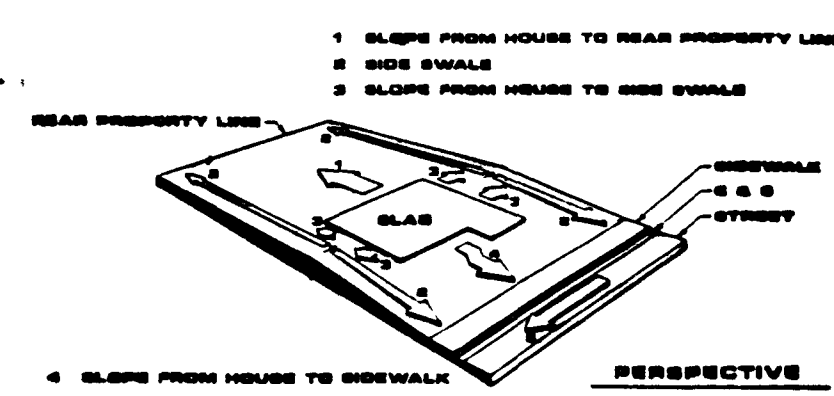
ROLL TYPE CURING

$$\frac{\Delta}{14}$$


VICINITY MAP



F.H.A. TYPE "A" DRAINAGE



F.H.A. TYPE "B" DRAINAGE

	LOT NUMBER
	BLOCK NUMBER
	PAD ELEVATION
	FINISHED GRADE
	EXISTING ELEVATION
	FUTURE ELEVATION
	ROUGH GRADE ELEVATION
	GRADE BREAK
	SCARP
	DITCH OR SWALE
	EXISTING CONTOUR
	FINISHED FLOOR

DRAINAGE DESIGNS FOR ALL FOOTHILLS COUNTRY CLUB UNITS ARE BASED UPON CONSTRUCTION OF THE "FOOTHILLS COUNTRY CLUB DIVERSION DIKE". SEE PLANS DATED _____ WITH REVISION DATED 9/29/88 PREPARED BY G.C. WALLACE, INC.

