1. **ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STATE STANDARD PLANS AND ALL OTHER STATE AND MUNICIPAL OFFICIAL MIDDLE PLAN STANDARDS, WHERE APPLICABLE.**

2. **UTILITIES HAVE BEEN LOCATED TO THE BEST OF THE ENGINEERS ABILITY AND FROM DATA AND DOCUMENTS OBTAINED FROM THE RELEVANT ENTITY OR ENTITIES. IT SHALL BE THE SOLE DUTY AND RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TRUE LOCATION AND IDENTITY OF ALL UTILITIES AND TO VERIFY ALL CONDITIONS ON THE JOB SITE. CONTRACTOR SHALL PROMISE TO VERIFY THE LOCATION OF EACH AND COORDINATE WITH RESPECTIVE OWNERS FOR INCORPORATION OF NEEDED HAND DUG EXCAVATIONS UNTIL CLEAR OF OBSTRUCTIONS.**

3. **CONTRACTOR SHALL MAKE EXPANSION EXCAVATIONS AND LOCATE EXISTING UNDERGROUND EXCAVATIONS AS ITS FONDLY MAJOR OR CONSTRUCTION NO GO TO EXCAVATE IF PLANS ARE NOT IN ACCORDANCE WITH DETAILED DATA PROVIDED IN THE CONTRACT OR IF CONSTRUCTIONS ARE NOT IN ACCORDANCE WITH PLANS.**

4. **CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES AND ITS STRUCTURE EXCEPTED OR NOT SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES OR STRUCTURES FOUND AT THE SITE. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE OWNERS OF THE UTILITIES OR STRUCTURES BEFORE STARTING WORK.**

5. **CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE DIVISION OF ENVIRONMENTAL REGULATIONS (CEQA) OR ENVIRONMENTAL SAFETY STANDARDS, IN ACCORDANCE WITH SECTION 6.1.6 OF THE IMPO. CONTRACTOR SHALL PROVIDE A COPY OF A CERTIFICATE FROM CALIFORNIA FWRG REQUESTED BY THE INSPECTOR.**

6. **CONTRACTOR SHALL NOTIFY UTILITIES SERVICE ALERT (USA) AT (800) 424-1111 AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION TO ALLOW UTILITIES OWNERS TO MARK THEIR RESPECTIVE UNDERGROUND FACILITIES AND PRIVATE OWNERS OR PRIVATE, SATISFACTORY TO THE CONTRACTOR IS THE BEST DETERMINATION.**

7. **THE ENGINEER PROVIDING THESE PLANS IS NOT LIABLE FOR OR LIABLE FOR UNAUTHORIZED CHANGES TO THE USE OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE APPROVED BY THE ENGINEER.**

8. **ACRONYMS AND ABBREVIATIONS ARE PER STANDARD SPECIFICATION AND PLANS AND SUPPLEMENTED BY CALIFORNIA STATE PLANS ERP, AER, AND THIS SHEET.**

9. **IN PUBLIC STREETS SHALL BE PROSECUTED WITHOUT DELAY AS SO AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO THE TRAVELING PUBLIC.**

**SURVEY CONTROL NOTES**

**EARS OF MEASUREMENTS & SURVEYS**

ALL DISTANCES, BEAUCNES, AND COORDINATES ARE BASED ON ZONE 5 OF THE CALIFORNIA COORDINATE SYSTEM (CCS), MAJID EPOCH 1983.


ELEVATIONS ARE BASED ON STATION 2002 PER REOECOUP RECORDS OR SURVEY BOOK. PER PAGE 47-49 ON THE NAVIGA TING DATA. STATION 2002, ELEV. = +1.82


**GENERAL NOTES**

**ABBREVIATIONS**

APN: ADDRESS PARCEL NUMBER  
API: ANTIQUITY  
B/C: BLOW OFF  
BCE: BEGIN CURVE ELEVATION  
BOS: BEGINNING OF STATION  
CC: CATCH-Basin  
CMD: COMMUNICATIONS  
CON: CONSTRUCTION  
CPD: CITY OF PASadena  
CWP: CURVE PLUG  
E: EAST  
EC: ELECTRIC  
EL: ELECTRICITY  
EN: ELECTRIC METER  
EVE: EXCEPT  
FCW: END CURVE WORKING STATION  
FD: END VERTICAL CURVE ELEVATION  
FDW: DRAWING  
EI: EXISTING  
EN: ENVIRONMENTAL SAFETY STANDARDS  
FMC: FRESH MARKED CEMENT  
G: GAS  
GMC: GROUND SURFACE MARKING  
GVM: GROUND SURFACE MARKING  
HCA: HOMEOWNER'S ASSOCIATION  
ICV: INSULATION CONTROL VALVE  
INT: INTERSECTION  
P: NORTH  
PC: POINT OF CURVE  
PCW: POINT OF CURVE ELEVATION  
PVS: POINT OF VERTICAL INTERSECTION STATION  
R: RIGHT  
R: REMARKS  
RP: REPLACEMENT  
SC: SOUTHERN CALIFORNIA GAS COMPANY  
SCW: STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK)  
SD: STATE STANDARD PLAN  
SF: START OF FOUNDATION  
SO: TO TOP OF CURB  
SP: TRAFFIC SIGNAL BOX  
STC: TRAFFIC SIGNAL CONTROL  
TFW: TOP OF WALL  
W: WALL  
XJP: WEATHERPROOF PLUG
**MANDARIN DRIVE**

**ORANGE AVENUE - SOUTH**

S. FAIRVIEW AVENUE

**ORANGE AVENUE - NORTH**

NECTARINE AVENUE

**PAVEMENT STRUCTURAL SECTIONS**

**EXISTING PAVEMENT SECTIONS**

**CONCRETE SW, CURB, RAMP AND DWY NOTES**

1. WHERE SIDEWALK AND CURB ABUT, IT IS RECOMMENDED THAT THE TWO BE PLOWED MONOLITHICALLY AS ONE PIECE. PROVIDE A 1/2 INCH HOLE (MINIMUM) TO ALLOW DRAINAGE TO THE BACK OF CURB. WHERE CURB AND SIDEWALK ABUT, BUT ARE PLOWED SEPARATELY, DOWELS SHALL BE PLACED. CONSIDER SANTA BARBARA COUNTY STANDARDS DETAIL 4-66 DETAILS A AND B.

2. SW AND CURB RAMP SHALL BE 4 INCHES THICK WITH 1% TRANSVERSE SLOPE UPL.BRING RESIDENTIAL. (DAY) SHALL 5 INCHES AND COMMERCIAL 8 INCHES THICK.

3. THE MINIMUM TALL FOR ALL GUTTERS ON STREETS IS 0.15' FOR 60 FOOT DEPTH.

4. SUBGRADE MATERIALS SHALL BE COMPACTED TO 60% OF MINIMUM DENSITY FOR 60 FOOT DEPTH.

5. A 0.60 FOOT LAYER OF CLASS 2 AGGREGATE BASE SHALL BE PLACED BELOW THE CURB AND GUTTER AND COMPACTED TO 60% MINIMUM DENSITY.

6. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 24 INCH DEPTH OF THE RAMP.

7. BASE CURB (REAR FACE CURBS) SHALL BE 8 3/8 FOOT WIDE AND SHALL BE INTEGRAL TO THE RAMP.

8. BACK-OF-SIDEWALK TRANSITIONS AT RETAINING CURBS SHALL BE 4:1 LONGITUDINAL TO TRANSVERSE.

9. EXP. A SHALL BE MADE WITH ULTRASONIC APPROVED 1/16 INCH THICK EXPANSION FILLER PLACED AT THE BEGINNING AND END OF EACH CURB RETURN OR CURB RAMP TRANSITION. ON EACH SIDE OF DWY MARK RAMPS AT UTILITY VAULTS, METER BOXES AND POLES EVERY 25 TO 30 FEET OF LENGTH, AND AT OTHER PLACES AS DIRECTED BY THE ENGINEER. EXP. A SHOULD CONTINUE THROUGH THE ADJACENT CURB AND GUTTER.

10. WP Joints shall be placed at the center of the dwy, at grade breaks and where sw and curbs meet with the day ramp.

11. Score lines shall be placed 3/4 INCH DEEP ON SW MIDWAY BETWEEN WP 1/8 INCHES ABOVE WP 1/8 INCH AND AT BETH SIDES OF WP AS DIRECTED BY THE ENGINEER. WP 3/4 INCHES DEEP AT CENTER OF DWY, AT CURB-BASE BREAKS AND WHERE SW AND CURBS MEET WITH THE DAY RAMP.

12. PAVER CURB TO LEAVE AN HMA LIP ¼ INCH MAXIMUM ABOVE THE TOP OF THE CURVE. CURB TO MEASURE AFTER COMPACTION, PAVING THAT IS COMPACTED LOWER THEN THE GUTTER LIP IS NOT ACCEPTABLE.

13. SECTIONS OF ADJACENT DWY MAY BE DEEMED TO BE CHANGE TRANSITION TO THE DWY, RETAINING CURBS MAY BE NECESSARY.

**GENERAL NOTES**

1. PV. STRUCTURAL SECTIONS DIMENSIONS ARE SUBJECT TO THE TOLERANCE SPECIFIED IN THE STANDARD SPECIFICATIONS.

2. EXISTING PAVEMENT SECTIONS ARE BASED ON RECORD DRAWINGS AND PAVEMENT PATTERNS MATCH EXISTING.

3. LIMITS OF CURB, CURB, SIDEWALKS, RETAINING CURB, FENCE AND PAVEMENT TYPES SHOWN ON PLAN AND PROFILE SHEETS.

4. VARIABLE CROSS SLOPE CONTROLLED BY ROAD PROFILE AND FLOW LINE GRADES SHOWN ON SITE SHEETS.

5. CONSTRUCTION DETAILS.

6. OPENINGS PER PARKWAY WHERE BIO-RETENTION PARKWAY IS IDENTIFIED ON PLANS. SEE SANTA BARBARA COUNTY STANDARD DETAIL 4-045 DETAILS A AND B.

7. CONTRACTOR SHALL COMPLETE TRANSITION TO THE DWY. RETAINING CURBS MAY BE NECESSARY.

8. SW AND CURB RAMP SHALL BE 4 INCHES THICK WITH 1% TRANSVERSE SLOPE UPL.BRING RESIDENTIAL. (DAY) SHALL 5 INCHES AND COMMERCIAL 8 INCHES THICK.

9. THE MINIMUM TALL FOR ALL GUTTERS ON STREETS IS 0.15' FOR 60 FOOT DEPTH.

10. SUBGRADE MATERIALS SHALL BE COMPACTED TO 60% OF MINIMUM DENSITY FOR 60 FOOT DEPTH.

11. A 0.60 FOOT LAYER OF CLASS 2 AGGREGATE BASE SHALL BE PLACED BELOW THE CURB AND GUTTER AND COMPACTED TO 60% MINIMUM DENSITY.

12. CURB RAMPS SHALL HAVE A DECTRIBLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH AND 24 INCH DEPTH OF THE RAMP.

13. BASE CURB (REAR FACE CURBS) SHALL BE 8 3/8 FOOT WIDE AND SHALL BE INTEGRAL TO THE RAMP.

14. BACK-OF-SIDEWALK TRANSITIONS AT RETAINING CURBS SHALL BE 4:1 LONGITUDINAL TO TRANSVERSE.

15. EXP. A SHALL BE MADE WITH ULTRASONIC APPROVED 1/16 INCH THICK EXPANSION FILLER PLACED AT THE BEGINNING AND END OF EACH CURB RETURN OR CURB RAMP TRANSITION. ON EACH SIDE OF DWY MARK RAMPS AT UTILITY VAULTS, METER BOXES AND POLES EVERY 25 TO 30 FOOT OF LENGTH, AND AT OTHER PLACES AS DIRECTED BY THE ENGINEER. EXP. A SHOULD CONTINUE THROUGH THE ADJACENT CURB AND GUTTER.

16. WP Joints shall be placed at the center of the dwy, at grade breaks and where sw and curbs meet with the day ramp.

17. Score lines shall be placed 3/4 INCH DEEP ON SW MIDWAY BETWEEN WP 1/8 INCHES ABOVE WP 1/8 INCH AND AT BETH SIDES OF WP AS DIRECTED BY THE ENGINEER. WP 3/4 INCHES DEEP AT CENTER OF DWY, AT CURB-BASE BREAKS AND WHERE SW AND CURBS MEET WITH THE DAY RAMP.

18. PAVER CURB TO LEAVE AN HMA LIP ¼ INCH MAXIMUM ABOVE THE TOP OF THE CURVE. CURB TO MEASURE AFTER COMPACTION, PAVING THAT IS COMPACTED LOWER THEN THE GUTTER LIP IS NOT ACCEPTABLE.

19. SECTIONS OF ADJACENT DWY MAY BE DEEMED TO BE CHANGE TRANSITION TO THE DWY, RETAINING CURBS MAY BE NECESSARY.

**TYPICAL SECTIONS**

**LIMITS OF CURB, GUTTER, SIDEWALKS, RETAINING CURB, FENCE AND PAVEMENT TYPES**

**CORINGS.**
DEMOLITION PLAN - S FAIRVIEW AVENUE

MATCH LINE - STA 101+05
SEE SHEET DM-01

PROJECT R/W
R/W Indo Roadway
CONFORM 5'

PROJECT R/W
R/W Indo Roadway
CONFORM 5'

REMOVE CONCRETE
CLEARING AND GRUBBING
REMOVE AC
ROADWAY PLAN AND PROFILE - SOUTH FAIRVIEW AVENUE

LEGEND

FULL-DEPTH RECONSTRUCTION
COLD PLANE AND OVERLAY

SEE CD SHEETS FOR DETAILS ON:
- LAYOUT AND CURB RAMPS (CD-01 TO CD-10)
- RETAINING CURBS (CD-10)
- SEDIMENT UNDERDRAIN (SANTA BARBARA COUNTY STANDARD DETAIL 3-060)
- CURB AND GUTTER TRANSITIONS (CD-16)
- PAVEMENT (CD-16)
- CONCRETE STAIRS (CD-16)
- DRIVEWAYS (CD-15)
- PRIVATE PAVEMENT CONFORMS (CD-15)
- CROSS-GUTTERS (CD-17)
- SPANDRELS (CD-17)
- BACK-IN ANGLE PARKING (CD-12 & CD-13)
- PINE AVE WALKWAYS (CD-11)
NOTE: SEE DM SHEETS FOR TREE REMOVALS.
SEE CD SHEETS FOR DETAILS ON:
- CURB RAMP #10
- SEE CD SHEETS FOR DETAILS ON:
- FL Rt
- NECTARINE PARK
- +75.84 13.96' Rt
- +27.51 21.83' Lt
- +27.00 16.71' Lt

24
65

LEGEND
- FULL-DEPTH RECONSTRUCTION
- COLD PLANE AND OVERLAY
- PROJECT ENGINEER:
- CROSS-GUTTERS (CD-17)
- PRIVATE PAVEMENT CONFORMS (CD-15)
- CONCRETE STAIRS (CD-14)
- RETAINING CURBS (CD-14)
- PERVIOUS PAVEMENT (CD-14)
- DRIVEWAYS (CD-15)
- COLD PLANE AND OVERLAY

COUNTY STANDARD DETAIL 3-060)

ROADWAY PLAN AND PROFILE - NECTARINE AVENUE

MANDARIN DR

NECTARINE AVENUE
MATCH LINE - STA 800+75
SEE SHEET PP-09

801+34.28 Dwy
W=12''; T=6"

802+16.73 Dwy
W=12''; T=6"

803+08.77 Dwy
W=12''; T=6"

"AG" LINE
MATCH Exist Gtr LIP

803+56.40 Dwy
15.75' Lt
END A2-6 CURB

803+38.05 16.33' Lt
END SW

CITY OF GOLETA
OLD TOWN SIDEWALK IMPROVEMENT PROJECT
PBW NO.
BID NO.
SHT. DES.
DWG NO.
SHEET           OF
PUBLIC WORKS
ENGINEERING DIVISION
CITY ENGINEER
DATE
ORIGINAL SIGNED DATE
APPROVED:
DESIGN:
DRAWN
CHECKED:
DATE
APPROVED
NO.
REVISIONS
ENGINEERS  INC
CIP 9031
02-19
SHAWN
KOWALEWSKI
No. 59539
Exp. 12/31/19
CIVIL
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G.
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ENGINEERS  INC

LEGEND
FULL-DEPTH RECONSTRUCTION
COLD PLANE AND OVERLAY

SEE CD SHEETS FOR DETAILS ON:
- LAYOUT AND CURB RAMPS (CD-01 TO CD-10)
- RETAINING CURBS (CD-14)
- SIDEWALK UNDERDRAIN (SANTA BARBARA COUNTY STANDARD DETAIL 3-060)
- CURB AND GUTTER TRANSITIONS (CD-14)
- PERVIOUS PAVEMENT (CD-14)
- CONCRETE STAIRS (CD-14)
- DRIVEWAYS (CD-15)
- PRIVATE PAVEMENT CONFORMS (CD-15)
- CROSS-GUTTERS (CD-17)
- SPANDRELS (CD-17)
- DRIVEWAYS (CD-15)
- PINE AVE DRIVEWAYS (CD-11)

ROADWAY PLAN AND PROFILE - AGUILA AVENUE

MATCH EXIST LP

9/19/19

VERT: 1"=4'
HORIZ: 1"=20'

9839
1965
1088
2312
2982
3026
LEGEND

- FULL-DEPTH RECONSTRUCTION

SEE CD SHEETS FOR DETAILS ON:
- LAYOUT AND CURB RAMPS (CD-01 TO CD-10)
- RETAINING CURBS (CD-14)
- SIDEWALK UNDERDRAIN (SANTA BARBARA COUNTY STANDARD DETAIL 3-060)
- CURB AND GUTTER TRANSITIONS (CD-14)
- PREVIOUS PAVEMENT (CD-14)
- CONCRETE STEPS (CD-14)
- DRIVEWAYS (CD-15)
- PRIVATE PAVEMENT CONFORMS (CD-15)
- PINE AVE WALKWAYS (CD-11)
- SPANDRELS (CD-15)
- BACK-IN ANGLE PARKING (CD-12 & CD-10)
- CROSS-GUTTERS (CD-17)

- PARKING SPACE (CD-16)
- CONCRETE STAIRS (CD-14)
- DRIVEWAYS (CD-15)
- PRIVATE PAVEMENT CONFORMS (CD-15)
- PINE AVE WALKWAYS (CD-11)
- SPANDRELS (CD-15)
- BACK-IN ANGLE PARKING (CD-12 & CD-10)
- CROSS-GUTTERS (CD-17)