**CITY OF FOLSOM**
**COMMUNITY DEVELOPMENT DEPARTMENT**
50 Natoma Street
Folsom, California 95630
(916) 355-7222 Fax (916) 355-7274

CITY OF FOLSOM
DISTINCTIVE BY NATURE

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THESE PLANS, ALL CONDITIONS OF APPROVAL RELATED TO THIS PROJECT, AND TO THE LATEST EDITION OF THE CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS.

2. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH THE GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY OF FOLSOM HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.

3. THE CONTRACTOR SHALL CONTACT THE CITY OF FOLSOM CONSTRUCTION INSPECTION REQUEST LINE AT 916-355-7210 48 HOURS PRIOR TO THE START OF WORK TO ARRANGE A PRECONSTRUCTION FIELD MEETING. NO GRADING OR CONSTRUCTION MAY BE DONE PRIOR TO THE MEETING.

4. THE CITY OF FOLSOM IS A MEMBER OF THE UNDERGROUND SERVICES ALERT (USA) ONE-CALL PROGRAM. THE CONTRACTOR OR ANY SUBCONTRACTOR FOR THIS CONTRACT SHALL NOTIFY USA TWO (2) WORKING DAYS PRIOR TO PERFORMING ANY EXCAVATION WORK BY CALLING THE TOLL-FREE NUMBER 811 OR 800-642-2444. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES, WHETHER OR NOT THEY ARE SHOWN ON THESE PLANS.

5. IF ANY ARCHEOLOGICAL, CULTURAL, OR HISTORICAL RESOURCES, ARTIFACTS OR FEATURES ARE DISCOVERED DURING THE COURSE OF CONSTRUCTION ANYWHERE ON THE PROJECT SITE, WORK SHALL BE SUSPENDED WITHIN 150 FEET OF THAT LOCATION UNTIL A QUALIFIED PROFESSIONAL ARCHEOLOGIST ASSESSES THE SIGNIFICANCE OF THE DISCOVERY AND PROVIDES CONSULTATION WITH THE FOLSOM HISTORICAL SOCIETY AND THE COMMUNITY DEVELOPMENT DEPARTMENT. THE CITY OF FOLSOM COMMUNITY DEVELOPMENT AND THE FOLSOM HISTORICAL SOCIETY SHALLL BE NOTIFIED AND ANY APPROPRIATE MEASURES AGREED UPON PRIOR TO THE RECOMMECEMENT OF CONSTRUCTION IN THE AREA IN QUESTION.

6. COMPLIANCE WITH NOISE RESTRICTIONS SHALL BE REQUIRED. HOURS OF CONSTRUCTION OPERATION SHALL BE LIMITED TO THE PERIOD FROM 7:00 A.M. TO 6:00 P.M. WEEKDAYS AND 8:00 A.M. TO 5:00 P.M. SATURDAYS. SUNDAY WORK IS NOT PERMITTED. CONSTRUCTION EQUIPMENT SHALL BE MUFFLED AND SHROUDED TO MINIMIZE NOISE LEVELS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

7. NO REFUELING, LUBRICATION, OR MAINTENANCE OF CONSTRUCTION VEHICLES SHALL BE DONE ANYWHERE ON THE SITE EXCEPT WITHIN APPROVED CONSTRUCTION STAGING AREAS. STAGING AREAS SHALL BE SET UP TO THE SATISFACTION OF THE CONSTRUCTION INSPECTOR AND THE FIRE DEPARTMENT.

8. PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS, TREES TO BE PRESERVED SHALL BE FENCED IN ACCORDANCE WITH SECTION 12.01 OF THE STANDARD CONSTRUCTION SPECIFICATIONS. FIELD PLACEMENT OF FENCING SHALL BE REVIEWED AND APPROVED BY THE CITY ARBORIST PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS. NO

TRENCHING, EXCAVATION, AND/OR ENCROACHMENT SHALL OCCUR BENEATH THE DRIP LINE OF ANY OAK TREE TO BE PRESERVED UNLESS APPROVED BY THE CITY ARBORIST.

9. MANHOLES LOCATED OUTSIDE OF PAVED AREAS SHOULD BE INSTALLED ABOVE FINISH GRADE, PER THE LATEST EDITION OF THE CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS, AND SHALL BE LOCATED IN THE CENTER OF A 10-FOOT DIAMETER LEVEL PAD (2% MAX. SLOPE) TO ACCOMMODATE ACCESS BY TRIPOD.

10. THE ACCESS PORTS FOR STORM WATER INTERCEPTOR BOXES SHALL MEET THE REQUIREMENTS OF STANDARD DRAWING SD-28, PARTICULARLY AS IT PERTAINS TO THE 18-INCH MAXIMUM DEPTH OF THE 24-INCH GRADE RINGS.

11. THE CONTRACTOR SHALL LEAVE A MINIMUM OF 6 INCHES OF MANHOLE WALL UNDISTURBED BETWEEN CORINGS FOR PIPE TIE-INS. IF THIS CANNOT BE ACCOMPLISHED, A LARGER MANHOLE SHALL BE USED.

12. AC PAVEMENT OVERLAYS SHALL BE KEYED INTO EXISTING PAVEMENT AND TO THE LIP OF GUTTER AT A BUTT JOINT CREATED BY GRINDING 1-1/2 INCHES OF THE EXISTING PAVEMENT.

13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ANY AND ALL BROKEN AND/OR HAZARDOUS PUBLIC SIDEWALK OR CURB & GUTTER WITHIN THE PROJECT SITE AND ALONG THE SITE FRONTAGE, INCLUDING PREEXISTING CONDITIONS, TO THE SATISFACTION OF THE CONSTRUCTION INSPECTOR.

14. EROSION AND SEDIMENTATION CONTROL SHALL BE PERFORMED PER SECTION 14.29.330 OF THE FOLSOM MUNICIPAL CODE, THE SWPPP FILED FOR THIS PROJECT, AND THE LATEST EDITION OF THE COUNTY OF SACRAMENTO EROSION AND SEDIMENT CONTROL GUIDELINES. FIELD APPLICATION OF THE CONTROLS AND TIMING OF IMPLEMENTATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE SWPPP IS CONSIDERED A DYNAMIC DOCUMENT AND WILL CHANGE AS CONDITIONS WARRANT.

15. IT IS KNOWN THAT THIS PROJECT INCLUDES JOINT UTILITY INSTALLATION WHICH IS NOT A PART OF THESE PLANS. ALL TRENCH BACKFILL AND ANY PAVEMENT REPLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION SPECIFICATIONS. ANY WORK PERFORMED BY THE CONTRACTOR AND THE UTILITY COMPANY WITHIN EXISTING PUBLIC RIGHTS-OF-WAY AND EASEMENTS WILL REQUIRE AN ENCROACHMENT PERMIT FROM THE CITY.

16. PRIOR TO THE COMMENCEMENT OF ANY WORK SHOWN ON THESE PLANS LOCATED WITHIN EXISTING PUBLIC RIGHTS-OF-WAY OR EASEMENTS, THE CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT. TO OBTAIN THE PERMIT, THE CONTRACTOR WILL BE REQUIRED TO POST A PERFORMANCE BOND FOR THE WORK IN THE PUBLIC RIGHT-OF-WAY OR EASEMENT AND PROVIDE PROOF OF INSURANCE NAMING THE CITY OF FOLSOM AS ADDITIONALLY INSURED.

17. A SIX-FOOT SECURITY FENCE SHALL BE CONSTRUCTED AROUND THE PERIMETER OF CONSTRUCTION AREAS. SECURITY MEASURES FOR THE SAFETY OF ALL CONSTRUCTION EQUIPMENT AND UNIT APPLIANCES SHALL BE EMPLOYED.

(Also include whenever the construction impacts existing L&L District landscaping)

18. THE CONTRACTOR SHALL COORDINATE THROUGH THE CONSTRUCTION INSPECTOR WITH THE CITY OF FOLSOM LIGHTING AND LANDSCAPING DISTRICT (LLD) MANAGER FOR THE REMOVAL, RELOCATION, AND/OR REPLACEMENT OF ALL EXISTING PLANT MATERIAL IMPACTED BY CONSTRUCTION, WHICH IS MAINTAINED BY THE LIGHTING AND LANDSCAPING DISTRICT, AND FOR ANY SHUTDOWNS OF EXISTING IRRIGATION SYSTEMS.

   A. UNLESS OTHERWISE AGREED TO IN WRITING, REPLACEMENT PLANTS SHALL BE OF THE SAME TYPE AND OF COMPARABLE SIZE TO THOSE REMOVED.

   B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EXISTING IRRIGATION SYSTEM DURING CONSTRUCTION, INCLUDING REPAIRS OF ANY CONSTRUCTION DAMAGE.

C. THE CONTRACTOR SHALL GIVE A MINIMUM OF 48 HOURS NOTICE OF INTENT TO SHUT DOWN THE EXISTING IRRIGATION SYSTEM TO THE LLD MANAGER.

D. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY PLANT MATERIAL WHICH IS DAMAGED BY CONSTRUCTION ACTIVITY, WHETHER DIRECTLY OR AS A RESULT OF INSUFFICIENT WATER OR SIMILAR CAUSES.

E. THE CONTRACTOR SHALL EXERCISE GREAT CARE WHEN CUTTING INTO EXISTING IRRIGATION MAINLINES TO PREVENT THE INTRODUCTION OF DIRT OR OTHER FOREIGN MATERIALS INTO THE PIPE WHICH MAY CLOG EXISTING HEADS OR OTHERWISE DAMAGE THE SYSTEM.

F. PRIOR TO FINAL ACCEPTANCE OF THE IMPROVEMENTS SHOWN ON THESE PLANS, THE LANDSCAPING AND IRRIGATION SHALL BE RESTORED TO THE CITY'S SATISFACTION.

IF ANY GRADING IS TAKING PLACE ON SITE ADD GRADING SECTION

**GRADING NOTES**

1. AN ENCROACHMENT PERMIT IS REQUIRED FOR ALL WORK TO BE DONE WITHIN PUBLIC RIGHTS-OF-WAY OR EASEMENTS, AND FOR CONNECTIONS TO PUBLICLY-OWNED AND MAINTAINED FACILITIES.
2. CALL UNDERGROUND SERVICE ALERT (USA) AT 811 OR 800.642.2444, FORTY-EIGHT (48) HOURS PRIOR TO ANY GRADING/EXCAVATION ACTIVITY.
3. THE OWNER/CONTRACTOR SHALL NOTIFY CITY OF FOLSOM CONSTRUCTION INSPECTION SERVICES AT 916.355.7210, TWENTY-FOUR (24) HOURS PRIOR TO COMMENCEMENT OF ANY GRADING.
4. CONTRACTOR SHALL OBTAIN AN APPROVED WATER METER FROM THE CITY AT THE OWNER'S EXPENSE.
5. ALL REFERENCES TO "STANDARD SPECIFICATIONS" SHALL MEAN THE LATEST EDITION OF THE CITY OF FOLSOM STANDARD CONSTRUCTION SPECIFICATIONS AND DESIGN AND PROCEDURES MANUAL.
6. DRAINAGE SWALES ARE TO BE CONSTRUCTED PER CITY STANDARD DETAIL.
7. CLEARING AND GRUBBING SHALL CONFORM TO THE PROVISIONS OF SECTION 16 OF THE STANDARD SPECIFICATIONS.
8. ALL EXCAVATION, EMBANKMENT, BACKFILL, ETC., SHALL CONFORM TO THE PROVISIONS IN SECTION 19, "EARTHWORK," OF THE STANDARD SPECIFICATIONS.
9. CUSTOM HOMES AND/OR SWIMMING POOLS SHALL BE CHALKED OUT ON THE GROUND AND ALL OAK TREES SHALL BE FENCED WITH HIGH VISIBILITY FENCING BEFORE THE PRE-SITE INSPECTION IS SCHEDULED.
10. NO WORK SHALL BE DONE UNDER OR WITHIN THE TREE PROTECTION ZONE (TPZ) OF ANY EXISTING TREE WITHOUT A VALID TREE PERMIT.
11. GRADING ACTIVITIES SHALL IMPLEMENT EROSION AND DUST CONTROL MEASURES AT ALL TIMES. EROSION CONTROL PLANS SHALL BE SUBMITTED TO THE CITY OF FOLSOM, COMMUNITY DEVELOPMENT DEPARTMENT FOR REVIEW AND APPROVAL.
12. THERE SHALL BE NO TRESPASSING OF ANY KIND INTO PUBLIC OR PRIVATE OPEN SPACE AREAS.
13. ALL GRADING SHALL BE DONE IN ACCORDANCE WITH THE SOILS REPORT REFERENCE NO. _____, PROVIDED BY: _____, AND DATED _____.
14. ALL GRADING INCLUDING COMPACTION, EXCAVATION, PLACEMENT OF FILL MATERIALS, ETC., SHALL BE DONE UNDER THE DIRECTION OF A GEOTECHNICAL ENGINEER.
15. THE OWNER/CONTRACTOR SHALL PROVIDE A GRADING REPORT CONSISTING OF THE OBSERVATIONS MADE DURING EARTHWORK OPERATIONS, SIGNED AND STAMPED BY A LICENSED GEOTECHNICAL ENGINEER, PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE STRUCTURE. RECOMMENDATIONS PROVIDED IN THE GRADING REPORT SHALL BE COMPLETED PRIOR TO ANY STRUCTURAL IMPROVEMENTS.

ADD TO NOTES TO CONSTRUCTION DOCUMENTS FOR IMPROVEMENTS WITHIN DESIGNATED NATURALLY OCCURRING ASBESTOS AREAS PER SAC METRO AIR QUALITY MANAGEMENT DISTRICT. ASBESTOS ATCM FOR CONSTRUCTION:

AREAS OF ONE ACRE OF LESS MEETING THE CRITERIA IN SUBSECTIONS (B) (1) OR (B) (2):

1. CONSTRUCTION VEHICLE SPEED AT THE WORK SITE MUST BE LIMITED TO FIFTEEN (15) MILES PER HOUR OR LESS.

2. PRIOR TO ANY GROUND DISTURBANCE, SUFFICIENT WATER MUST BE APPLIED TO THE AREA TO BE DISTRIBUTED TO PREVENT VISIBLE EMISSIONS FROM CROSSING THE PROPERTY LINE.

3. AREAS TO BE GRADED OR EXCAVATED MUST BE KEPT ADEQUATELY WETTED TO PREVENT VISIBLE EMISSIONS FROM CROSSING THE PROPERTY LINE.

4. STORAGE PILES MUST BE KEPT ADEQUATELY WETTED, TREATED WITH A CHEMICAL DUST SUPPRESSANT, OR COVERED WHEN MATERIAL IS NOT BEING ADDED TO OR REMOVED FROM THE PILE.

5. EQUIPMENT MUST BE WASHED DOWN BEFORE MOVING FROM THE PROPERTY ONTO A PAVED PUBLIC ROAD.

6. VISIBLE TRACK-OUT ON THE PAVED PUBLIC ROAD MUST BE CLEANED USING WET SWEEPING OR A HEPA FILTER EQUIPPED VACUUM DEVICE WITHIN TWENTY FOUR (24) HOURS.

AREAS GREATER THAN ONE ACRE MEETING THE CRITERIA IN SUBSECTIONS (B) (1) OR (B) (2) SHALL INCLUDE THE ABOVE NOTES THE FOLLOWING:

7. PRIOR TO THE START OF ANY CONSTRUCTION OR GRADING ACTIVITY AN ASBESTOS DUST MITIGATION PLAN FOR OPERATIONS HAS BEEN APPROVED BY THE CITY AND COPY IS AVAILABLE AT THE PROJECT SITE.

8. THE PROVISIONS OF THE DUST MITIGATION PLAN ARE IMPLEMENTED AT THE BEGINNING AND MAINTAINED THROUGHOUT THE DURATION OF THE CONSTRUCTION OR GRADING ACTIVITY.

ADD NOTES TO CONSTRUCTION DOCUMENTS AS NEEDED:

**WATER NOTES (PUBLIC AND PRIVATE)**

1. ALL FIRE HYDRANTS SHALL BE CLOW 960, OR APPROVED EQUIVALENT MEETING THE REQUIREMENTS OF AWWA STANDARD C503. FIRE HYDRANTS SHALL BE PAINTED "SAFETY YELLOW" (UNLESS LOCATED IN THE SAN JUAN SUBURBAN WATER DISTRICT SERVICE AREA.) THE TOP TWO INCHES OF THE HYDRANT AND THE 4-1/2" CAP SHALL BE PAINTED THE APPROPRIATE COLOR PREDETERMINED BY FIRE FLOW TESTS CONDUCTED BY THE CITY CONSTRUCTION INSPECTOR.

2. FOR EACH FIRE HYDRANT, A BLUE TWO-WAY REFLECTIVE MARKER SHALL BE PLACED ON STREET PAVEMENT 6 INCHES OFF STREET CENTERLINE ON HYDRANT SIDE.

3. VALVES ON THE FIRE PROTECTION DEVICE SHALL BE OS&Y TYPE AS SHOWN ON STD. DWG. WR-9.

4. WATERLINE VALVES SHALL BE BOLTED DIRECTLY TO THE TEE.

5. CONNECTIONS TO EXISTING MAINS SHALL BE EITHER BY CUT-IN OR HOT TAP. HOT TAP SHALL BE AS SPECIFIED IN SS95-04. TAPPING SLEEVES SHALL BE STAINLESS STEEL WITH A STAINLESS STEEL FLANGE AND STAINLESS STEEL BOLTS, COMPLYING WITH AWWA C207, WITH A FULL CIRCUMFERENTIAL SEAL. THE ENGINEER PRIOR TO INSTALLATION MUST APPROVE ALL TAPPING SLEEVES.

6. THRUST BLOCKS SHALL BE USED ONLY FOR 12” PVC C-900 PIPE AND SMALLER. ALL THRUST BLOCK BEARING AREAS SHALL BE SIZED IN ACCORDANCE WITH THE CITY OF FOLSOM’S STANDARD DETAIL WR-4. PIPES LARGER THAN 12” IN DIAMETER MUST BE DIP AND MECHANICALLY RESTRAINED.

7. DEPTH OF BURY TO THE TOP OF ALL MAINS: MINIMUM 36 INCHES IN DRIVEWAYS AND MINIMUM 30 INCHES IN LANDSCAPED AREAS UNLESS SPECIFICALLY STATED ON THESE PLANS.

8. THE CONTRACTOR SHALL PROVIDE POSITIVE ISOLATION OF THE PROPOSED MAIN FROM THE EXISTING MAIN, AS APPROVED BY THE CITY, DURING CONSTRUCTION, TESTING, CHLORINATION, AND FINAL-CONNECTION PROCEDURES, AS SPECIFIED IN AWWA C651, EXCEPT PRIVATE ON-SITE FIRE MAINS DO NOT REQUIRE DISINFECTION.

9. BACKFLOW PREVENTION ASSEMBLIES FOR PUBLICLY OWNED IRRIGATION SERVICES SHALL BE PROTECTED BY A STRONG BOX, LE MEUR, OR APPROVED EQUIVALENT VANDAL-RESISTANT ENCLOSURE OF ADEQUATE SIZE TO PROVIDE A MINIMUM OF 6 INCHES OF CLEARANCE TO ALL PARTS OF THE ASSEMBLY.

10. A SOLID NO. 8 INSULATED COPPER LOCATING WIRE SHALL BE PLACED WITH ALL PIPES FOR WATER DISTRIBUTION MAINS REGARDLESS OF TYPE OF PIPE MATERIAL. TAPE WITH 10MIL TAPE EVERY 5 FEET.

11. (SPECIAL) EXISTING GATE VALVES, RISERS OR STANDPIPES, AND VALVE BOXES SHALL BE ABANDONED IN PLACE WHERE INDICATED ON THE PLANS. THE GATE VALVES SHALL BE LEFT IN A CLOSED POSITION, THE RISER OR STANDPIPE REMOVED, AND THE VOID FILLED WITH CRUSHED ROCK OR CLASS 2 AGGREGATE BASE.

12. (SPECIAL) ALL WATER SERVICE TAPS TO EXISTING WATER MAINS TO BE INSTALLED BY THE CONTRACTOR SHALL BE MADE WHILE KEEPING THE EXISTING WATER MAIN IN SERVICE AND UNDER PRESSURE. SHUTDOWN OF THE EXISTING WATER MAIN TO FACILITATE THE INSTALLATION OF WATER SERVICE TAPS SHALL NOT BE PERMITTED.

**FIRE NOTES (PRIVATE ON-SITE)**

1. ALL FIRE MAINS SHALL BE PRESSURE TESTED TO 200 PSI FOR 2 HOURS WITH OPEN TRENCHES AND CENTER-LOADED PIPE WITH ALL FITTINGS AND THRUST BLOCKS EXPOSED FOR THE FIRE INSPECTOR.

2. ALL FIRE HYDRANTS AND FIRE SPRINKLER RISERS SHALL BE FLUSHED FOR THE FIRE INSPECTOR.

3. ALL UNDERGROUND FIRE MAINS (PRIVATELY OWNED) THAT CAN BE PRESSURIZED BY FIRE DEPARTMENT APPARATUS (DOWNSTREAM OF FDC'S) SHALL BE CPVC C900 CLASS 200 OR OTHER UL/FM APPROVED EQUIVALENT PIPE.

4. THE FIRE SPRINKLER SERVICES SHALL TERMINATE 6 TO 24 INCHES ABOVE THE FINISHED FLOOR ELEVATION AT THE FIRE SPRINKLER RISER LOCATIONS IN THE FIRE CONTROL ROOMS. PROVIDE MINIMUM CLEARANCES OF 12 INCHES FROM THE FIRE SPRINKLER RISERS TO ANY ADJACENT WALLS.

5. PROVIDE SLEEVES FOR THE FIRE SPRINKLER MAINS AT CONCRETE SLAB PENETRATIONS WITH A MINIMUM CLEARANCE OF 2 INCHES AROUND THE PIPES.

6. ALL CONTROL VALVES ON THE FIRE MAIN SYSTEM (INCLUDING THE VALVES ON THE BACKFLOW PREVENTERS) SHALL HAVE TAMPERSWITCHES THAT ARE MONITORED BY AN APPROVED CENTRAL STATION. PROVIDE THE ENTIRE NECESSARY UNDERGROUND CONDUIT.

7. PROVIDE A MINIMUM 2-FT. BY 2-FT. FLAT CONCRETE SURFACE AROUND EACH FIRE HYDRANT LOCATED IN A LANDSCAPED AREA.

8. FIRE HYDRANTS, FDC'S, AND PIV'S SHALL BE PLACED AT LEAST 2- FEET BACK OF CURBS.

9. PERMANENT SIGNAGE (MINIMUM 5" X 7" 18-GUAGE METAL WITH CONTRASTING NUMBERS) SHALL BE PROVIDED FOR THE PIV'S AND FDC'S TO INDICATE WHAT BUILDINGS ARE CONTROLLED.

10. U.F.C. SECTION 901.4 MARKING OF FIRE APPARATUS ACCESS ROADS: ALL REQUIRED FIRE LANES MUST BE IDENTIFIED WITH PAINTED AND STENCILED CURBS AND FIRE LANE SIGNS IN ACCORDANCE WITH THE CALIFORNIA VEHICLE CODE**.** ALL CURBS SHALL BE PAINTED RED WITH THE WORDS "NO PARKING FIRE LANE" STENCILED IN WHITE EVERY 50 FEET ON THE FACE OF THE CURBS USING 4-INCH LETTERS. FIRE LANE SIGNS SHALL STATE "NO PARKING – FIRE LANE – C.V.C. 22500". THE SIGNS SHALL BE LOCATED AT EACH ENTRANCE.

11. ALL-WEATHER EMERGENCY ACCESS ROADS AND FIRE HYDRANTS (TESTED AND FLUSHED) SHALL BE PROVIDED BEFORE COMBUSTIBLE MATERIAL OR VERTICAL CONSTRUCTION IS ALLOWED ON SITE. ALL-WEATHER ACCESS IS DEFINED AS 6" OF COMPACTED AB FROM MAY 1 TO SEPTEMBER 30 AND 2"AC OVER 6" AB FROM OCTOBER 1 TO APRIL 30.

12. THE UNDERGROUND CONTRACTOR SHALL SUBMIT TO THE FIRE INSPECTOR A RECORD-OF-COMPLETION FORM IN ACCORDANCE WITH NFPA 24, AFTER THE ENTIRE FIRE UNDERGROUND SYSTEM HAS BEEN INSPECTED AND TESTED TO MEET THE MINIMUM SITE REQUIREMENTS.

ADD NOTES TO CONSTRUCTION DOCUMENTS AS NEEDED:

**ACCEPTANCE TESTS-SANITARY SEWERS**

1. REQUIREMENTS - ALL LEAKAGE TESTS SHALL BE COMPLETED AND APPROVED AFTER CITY ACCEPTANCE OF STREET SUBGRADE IN NEW STREETS AND/OR TRENCH BACKFILL IN EXISTING STREETS EXCEPT FOR THE MANHOLE VACUUM TEST. ANY EXCAVATION REQUIRED FOR TESTING OR REPAIRS SHALL BE BACKFILLED WITH AGGREGATE BASE COMPACTED TO 95% RELATIVE COMPACTION. ALL TESTING SHALL BE PERFORMED BY THE CONTRACTOR AT HIS EXPENSE.

2. MANHOLE VACUUM TEST - ALL SEWER MANHOLES SHALL PASS A VACUUM TEST. THE VACUUM TEST SHALL BE PERFORMED BY THE CONTRACTOR AFTER INSTALLATION OF THE MANHOLE BUT PRIOR TO PLACEMENT OF TRENCH BACKFILL. ALL JOINT SURFACES BOTH INSIDE AND OUTSIDE OF THE MANHOLE SHALL BE PLASTERED WITH MORTAR AND ALL LIFT HOLES SHALL BE FILLED WITH MORTAR. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED, TAKING CARE TO SECURELY BRACE THE PLUG TO PREVENT IT FROM BEING DRAWN INTO THE MANHOLE. THE TEST HEAD SHALL BE PLACED INSIDE OR OF THE TOP OF THE CONE SECTION AND THE SEAL INFLATED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. A VACUUM OF 10 INCHES OF MERCURY SHALL BE DRAWN AND THE VACUUM PUMP SHUT OFF. WITH THE VALVES CLOSED, THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO 9 INCHES. ACCEPTABLE TIMES ARE:

   45+ SECONDS FOR 36 INCH MANHOLE
   60+ SECONDS FOR 48 INCH MANHOLE
   75+ SECONDS FOR 60 INCH MANHOLE
   90+ SECONDS FOR 72 INCH MANHOLE

   IF A MANHOLE FAILS THE VACUUM TEST, REPAIRS TO THE OUTSIDE OF THE MANHOLE SHALL BE MADE WITH MORTAR WHILE THE VACUUM IS STILL BEING DRAWN. RETESTING SHALL PROCEED UNTIL A SATISFACTORY TEST IS OBTAINED.

3. CLEANING AND FLUSHING - CLEANING AND FLUSHING FOR ACCEPTANCE SHALL OCCUR AFTER ALL MANHOLES AND CLEANOUTS HAVE BEEN RAISED TO GRADE AND FINISHED UNLESS APPROVED OTHERWISE BY THE ENGINEER. CLEANING SHALL BE PERFORMED BY THE CONTRACTOR BY MEANS OF AN INFLATABLE RUBBER BALL. THE BALL SHALL BE OF A SIZE THAT WILL FIT SNUGLY INTO THE PIPE TO BE FLUSHED. THE BALL SHALL BE PLACED IN THE LAST CLEANOUT OR MANHOLE OF THE PIPE TO BE CLEANED, AND WATER INTRODUCED BEHIND IT. THE BALL SHALL PASS THROUGH THE PIPE WITH ONLY THE PRESSURE OF THE WATER IMPELLING IT. ALL DEBRIS FLUSHED OUT AHEAD OF THE BALL SHALL BE REMOVED AT THE FIRST MANHOLE WHERE ITS PRESENCE IS NOTED. IF ANY WEDGED DEBRIS OR DAMAGED PIPE STOP THE BALL, THE CONTRACTOR SHALL REMOVE THE OBSTRUCTION. WHEN A NEW SEWER IS CONNECTED TO AN EXISTING LINE, CLEANING AND FLUSHING SHALL BE CARRIED OUT TO THE FIRST EXISTING MANHOLE DOWNSTREAM FROM THE POINT OF CONNECTION. A SCREEN OF 1/8 INCH GRID MESH SHALL BE USED TO ENSURE THAT NO DEBRIS ENTERS THE EXISTING SYSTEM.

4. PVC DEFLECTION TEST - A DEFLECTION TEST SHALL BE MADE BY THE CONTRACTOR AFTER THE PVC SEWER PIPE IS INSTALLED AND CLEANED AND UPON COMPLETION AND ACCEPTANCE OF ALL TRENCH BACKFILL BY THE CITY. THE DEFLECTION TESTING SHALL BE IN THE PRESENCE OF THE ENGINEER AND SHALL BE CONDUCTED BY THE CONTRACTOR. ONE HUNDRED PERCENT (100%) OF ALL MAINLINE PVC SEWER PIPE INSTALLED SHALL BE DEFLECTION TESTED FOR EXCESSIVE VERTICAL DEFLECTION USING A PRE-SIZED, RIGID MANDREL OR "GO-NO-GO" DEVICE APPROVED BY THE ENGINEER. THE MANDREL SIZE SHALL BE CLEARLY LABELED AND SHALL BE SIZED SO AS TO PROVIDE A DIAMETER OF AT LEAST (95%) OF THE BASE INTERNAL DIAMETER AS SPECIFIED IN ASTM D-3034 FOR PVC GRAVITY SEWER PIPE.

THE MANDREL SHALL BE DRAWN THROUGH THE PIPE USING ONLY THE FORCE THAT CAN BE EXERTED BY ONE MAN ON THE END OF A ROPE, USING NO MECHANICAL ADVANTAGE. UNDER NO CIRCUMSTANCES SHALL THE MANDREL DEVICE BE ATTACHED TO THE CLEANING BALL.

PIPE EXCEEDING FIVE PERCENT (5%) DEFLECTION SHALL BE REPAIRED OR REPLACED AND SHALL BE REMANDRELED IN THE PRESENCE OF THE ENGINEER. RE-ROUNDING OR OTHER ATTEMPTS TO REDUCE DEFLECTION BEYOND THE ALLOWABLE LIMIT WILL NOT BE ACCEPTABLE. ALL RETESTS FOR DEFLECTIONS SHALL BE MADE AT THE COMPLETE EXPENSE OF THE CONTRACTOR.

5. LOW-PRESSURE AIR TEST - AFTER CITY ACCEPTANCE OF THE STREET SUBGRADE AND/OR THE TRENCH BACKFILL, THE CONTRACTOR SHALL CONDUCT A LINE ACCEPTANCE TEST USING LOW PRESSURE AIR. THE TEST SHALL BE PERFORMED ACCORDING TO STATED PROCEDURES IN THE PRESENCE OF THE ENGINEER.

PROCEDURE: AT LEAST TWO MINUTES SHALL BE ALLOWED FOR THE AIR PRESSURE TO STABILIZE AFTER AIR IS INTRODUCED INTO THE SEALED TEST SECTION.

6. AFTER THE STABILIZATION PERIOD (3.5 PSI MINIMUM PRESSURE IN THE PIPE), THE AIR HOSE FROM THE CONTROL PANEL TO THE AIR SUPPLY SHALL BE DISCONNECTED. THE PORTION OF LINE BEING TESTED SHALL BE TERMED “ACCEPTABLE” IF THE TIME REQUIRED IN MINUTES FOR THE PRESSURE TO DECREASE FROM 3.5 TO 2.5 PSIG IS NOT LESS THAN THE TIME SHOWN FOR THE GIVEN DIAMETERS IN THE FOLLOWING TABLE:

| PIPE DIAMETER IN INCHES | MINUTES |
|---|---|
| 4 | 2.0 |
| 6 | 3.0 |
| 8 | 4.0 |
| 10 | 5.0 |
| 12 | 6.0 |

IF THE INSTALLATION FAILS TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL DETERMINE THE SOURCE OF LEAKAGE. HE SHALL THEN REPAIR AND/OR REPLACE ALL DEFECTIVE MATERIALS AND/OR WORKMANSHIP AND PERFORM THE AIR TEST AS MANY TIMES AS NECESSARY TO ACHIEVE AN ACCEPTABLE TEST. ALL REPAIRS AND/OR REPLACEMENTS AND RETESTS SHALL BE AT THE CONTRACTOR’S EXPENSE.

THE PRESSURE GAUGE USED SHALL BE SUPPLIED BY THE CONTRACTOR AND SHALL HAVE MINIMUM DIVISION OF 0.10 PSI, AND SHALL HAVE ACCURACY TO 0.04 PSI. ACCURACY AND CALIBRATION OF THE GAUGE SHALL BE CERTIFIED BY A QUALIFIED TESTING FIRM.

SAFETY: THE AIR TEST MAY BE DANGEROUS IF, BECAUSE OF IGNORANCE OR CARELESSNESS, A LINE IS IMPROPERLY PREPARED. IT IS EXTREMELY IMPORTANT THAT THE VARIOUS PLUGS BE INSTALLED AND BRACED IN SUCH A WAY AS TO PREVENT BLOWOUTS. NO ONE SHALL BE ALLOWED IN THE MANHOLES DURING TESTING. PLUGS SHALL NOT BE REMOVED UNTIL ALL AIR PRESSURE IS COMPLETELY RELIEVED.

7. T.V. INSPECTION - PRIOR TO ACCEPTANCE OF ANY SANITARY SEWER LINE BY THE CITY, SAID LINE SHALL BE INSPECTED INTERNALLY BY TELEVISION AS OUTLINED BELOW.

DEFECTS SUCH AS HIGH AND LOW SPOTS, JOINT SEPARATIONS, OFFSET JOINTS, CHIPPED ENDS, CRACKED OR DAMAGED PIPE, INFILTRATION POINTS AND DEBRIS IN LINES SHALL BE CORRECTED BY THE CONTRACTOR, AT HIS EXPENSE. FOR JOINT SEPARATIONS, LOW SPOTS AND CHIPPED ENDS, THE FOLLOWING MAXIMUM ACCEPTABLE LIMITS SHALL APPLY.

JOINT SEPARATIONS - ½ INCH

LOW SPOTS – 1/2 INCH MAXIMUM DEPTH FOR PIPES LESS THAN OR EQUAL TO 12 INCHES IN DIAMETER; 1 INCH MAXIMUM DEPTH FOR PIPES GREATER THAN 12 INCHES IN DIAMETER

CHIPPED ENDS - ¼ INCH

A. THE COMPLETE JOB IS READY FOR TELEVISION INSPECTION WHEN THE FOLLOWING WORK HAS BEEN COMPLETED:

1. ALL SEWER MAIN CONNECTIONS HAVE BEEN MADE BY THE CONTRACTOR IN THE PRESENCE OF A CONSTRUCTION INSPECTOR.
2. ALL SEWER PIPELINES ARE INSTALLED AND BACKFILLED.
3. ALL STRUCTURES ARE IN PLACE, ALL CHANNELIZING IS COMPLETE AND PIPELINES ARE ACCESSIBLE FROM STRUCTURES.
4. ALL OTHER UNDERGROUND FACILITIES, UTILITY PIPING AND CONDUITS ARE INSTALLED.
5. FINAL STREET SUBGRADE AND/OR TRENCH BACKFILL IS COMPLETE AND READY FOR ASPHALTIC CONCRETE PAVING.
6. PIPELINES TO BE INSPECTED HAVE BEEN PRELIMINARY BALLED AND FLUSHED OR CLEANED WITH A HIGH PRESSURE CLEANER.
7. FINAL AIR TEST HAS BEEN COMPLETED AND APPROVED.

B. WHEN THE ABOVE WORK IS COMPLETE, THE CONTRACTOR SHALL ARRANGE FOR THE TELEVISION INSPECTION.
C. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING AS TO THE SCHEDULED DATE OF THE TELEVISION INSPECTION.
D. AFTER CONDITIONS 1 THROUGH 7 AS OUTLINED ABOVE ARE MET, THE ENTIRE JOB WILL BE INITIALLY TELEVISED AND RECORDED. WATER SHALL BE INTRODUCED INTO THE PIPELINE AS APPROVED BY THE ENGINEER.
E. THE AUDIO AND VIDEO PORTIONS OF THE DVD WILL BE FREE OF ELECTRICAL INTERFERENCE AND EXCESSIVE BACKGROUND NOISE.
F. THE AUDIO REPORT SHALL BE RECORDED BY THE OPERATING TECHNICIAN ON THE VIDEOTAPES AS THEY ARE BEING PRODUCED AND SHALL INCLUDE THE LOCATION OF THE SEWER, THE NAMES AND NUMBERS OF THE MANHOLES INVOLVED, THE DIRECTION OF TRAVEL AND A DESCRIPTION OF ALL LATERAL LOCATIONS AND CONDITIONS IN THE SEWER LINE AS THEY ARE ENCOUNTERED.
G. IN ADDITION TO THE AUDIO REPORT, A WRITTEN REPORT SHALL BE REQUIRED LISTING ALL THE INFORMATION REQUIRED IN THE AUDIO REPORT.
H. THE CONTRACTOR WILL BE NOTIFIED IN WRITING BY THE ENGINEER OF ANY DEFICIENCIES REVEALED BY THE TELEVISION INSPECTION THAT WILL REQUIRE REPAIR. IF CORRECTIVE WORK IS INDICATED AND THE CONTRACTOR WISHES TO VIEW VIDEOTAPES, HE SHALL CONTACT THE ENGINEER TO SET A TIME FOR VIEWING WITH THE ENGINEER.
I. CORRECTIVE WORK SHALL BE BY THE CONTRACTOR AT HIS EXPENSE.
J. THOSE PORTIONS OF THE PIPELINE SYSTEM THAT HAVE BEEN CORRECTED SHALL BE RE-TELEVISED AND VIDEOTAPED AND THE TAPES AND REPORTS DELIVERED TO THE ENGINEER.
K. THE PROCEDURE OUTLINED IN CONDITIONS “A” THROUGH “G” ABOVE WILL BE REPEATED UNTIL ALL DEFICIENCIES OBSERVED BY TELEVISION INSPECTION HAVE BEEN CORRECTED TO THE COMPLETE SATISFACTION OF THE ENGINEER.
L. THE TAPES AND REPORTS SHALL BE DELIVERED TO THE CITY OF FOLSOM WASTE WATER DIVISION AFTER COMPLETION OF THE TELEVISION INSPECTION. ALL RECORDINGS AND REPORTS SHALL BECOME THE PROPERTY OF THE CITY.
M. A FINAL VISUAL INSPECTION WILL BE MADE BY THE ENGINEER TO ENSURE THAT THERE IS NO GROUND WATER INTRUSION INTO THE SANITARY SEWER SYSTEM. IF GROUND WATER INTRUSION IS DISCOVERED BY THE ENGINEER, CORRECTIVE WORK SHALL BE PERFORMED BY THE CONTRACTOR AT HIS EXPENSE. A SECOND SEWER LATERAL TV INSPECTION SHALL OCCUR WHEN THE PLUMBER CONNECTS THE HOUSE PLUMBING TO THE SEWER LATERAL IN THE PRESENCE OF A BUILDING INSPECTOR.

**EROSION AND SEDIMENT CONTROL NOTES:**

1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE LATEST EDITION OF THE COUNTY OF SACRAMENTO IMPROVEMENT STANDARDS AND THE COUNTY OF SACRAMENTO EROSION AND SEDIMENT CONTROL GUIDELINES OR AS OTHERWISE DIRECTED BY THE SPECIAL PROVISIONS FOR THIS PROJECT. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CITY.

2. EROSION CONTROL BEST MANAGEMENT PRACTICES (BMPS) SHALL BE INSTALLED AND MAINTAINED YEAR ROUND AND AN EFFECTIVE COMBINATION OF EROSION AND SEDIMENT CONTROL BMPS SHALL BE INSTALLED AND MAINTAINED DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30) AND PRIOR TO THE ONSET OF ANY STORM.

3. ALL STORM DRAIN INLETS WITHIN THE WORK AREA, AND OFFSITE STORM DRAIN INLETS WITH THE POTENTIAL TO RECEIVE RUNOFF FROM THE PROJECT SITE, SHALL BE ADEQUATELY PROTECTED WITH SEDIMENT CONTROL BMPS TO EFFECTIVELY REMOVE SEDIMENT FROM RUNOFF PRIOR TO DISCHARGE TO THE STORM DRAIN. ADDITIONAL BMP SHALL BE USED AS NEEDED TO REMOVE SEDIMENT FROM RUNOFF. UPON COMPLETION OF THE PROJECT AND ACCEPTANCE OF THE IMPROVEMENTS BY THE CITY, ALL SEDIMENT CONTROL BMPS SHALL BE REMOVED.

4. ALL STABILIZED CONSTRUCTION ACCESS LOCATIONS SHALL BE CONSTRUCTED PER THE LATEST ADDITION OF THE SACRAMENTO COUNTY STANDARDS TO EFFECTIVELY PREVENT TRACKING OF SEDIMENT ONTO PAVED AREAS. THE STABILIZED ACCESS SHALL BE MAINTAINED ON A YEAR ROUND UNTIL ALL AREAS ARE FINALLY STABILIZED.

5. ALL AREAS DISTURBED DURING CONSTRUCTION, BY GRADING, TRENCHING, OR OTHER ACTIVITIES, SHALL BE PROTECTED FROM EROSION DURING THE WET SEASON (OCTOBER 1 THROUGH APRIL 30). HYDROSEED, IF UTILIZED, SHALL IDEALLY BE PLACED BY SEPTEMBER 15. HYDROSEED PLACED DURING THE WET SEASON SHALL USE A SECONDARY EROSION PROTECTION METHOD.

6. PROTECTED AREAS AND AREAS WHERE EXISTING VEGETATION IS BEING PRESERVED SHALL BE PROTECTED WITH ORANGE CONSTRUCTION FENCING. ADDITIONAL SIGNAGE MAY BE REQUIRED TO IDENTIFY THE RESOURCE BEING PROTECTED AND/OR PROVIDE ADDITIONAL INSTRUCTIONS TO CONSTRUCTION PERSONNEL. EROSION, SEDIMENT, AND DIVERSION CONTROL BMPS SHALL BE INSTALLED AND MAINTAINED TO ENSURE THAT CONSTRUCTION RUNOFF DOES NOT ENTER THE PROTECTED AREAS.

7. SEDIMENT CONTROL BMPS SHALL BE PLACED ALONG THE PROJECT PERIMETER WHEREVER THERE IS A POTENTIAL FOR DRAINAGE TO LEAVE THE PROJECT. PERIMETER 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 AT THOSE LOCATIONS.

8. CONTRACTOR SHALL MAINTAIN A LOG AT THE SITE OF ALL INSPECTIONS OR MAINTENANCE OF BMPS, AS WELL AS, ANY CORRECTIVE CHANGES TO THE BMPS OR THE EROSION AND SEDIMENT CONTROL PLAN.

ADD NOTE 9 IF THE PROJECT DISTURBS MORE THAN ONE ACRE:

9. EROSION AND SEDIMENT CONTROL MEASURES FOR THIS PROJECT SHALL BE IN SUBSTANTIAL COMPLIANCE AT ALL TIMES WITH THE STORMWATER 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. THE CONTRACTOR SHALL MEET AND FOLLOW ALL NPDES REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.