

LEGEND

- ADDITIONAL WIDTH REQUIRED TO OBTAIN 20'-FOOT ROAD WIDTH
- CENTER LINE OF PROPOSED 20'-FOOT WIDE ACCESS ROAD - VIA AGERO
- PROPOSED AC PAVEMENT ROAD
- PROPERTY LINE
- RETAINING WALL

VIA ACERO ROADWAY IMPROVEMENT

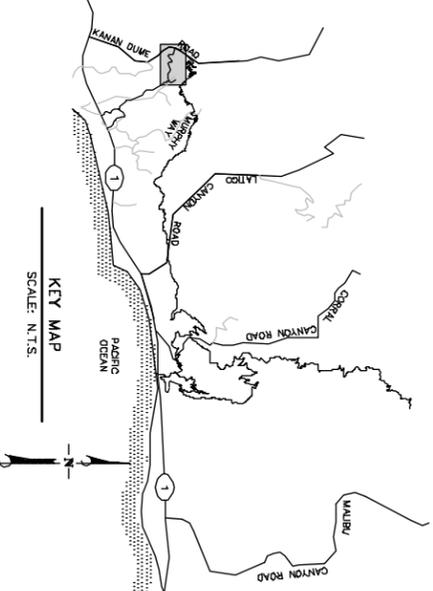
PAVEMENT QUANTITIES:
 STA 1+13 TO 15+68 29,500 (SF) AC 20' WIDTH
 STA 15+68 TO 30+38 4,440 (SF) AC FOR WIDENING
 20% PAVEMENT CONTINGENCY 6,788 (SF) AC
 TOTAL 40,728 (SF) AC PAVEMENT

ROADWAY DATA:
 GRADING QUANTITIES FROM STA 1+13 TO 15+68:
 LENGTH OF RETAINING WALL 200' LINEAL FEET
 CUT: 1,033 CY FILL: 1,096 CY

DUDEK
 621 CHAPALA STREET
 SANTA BARBARA, CA 93101
 (805) 963-0851

Parfield & Smith
 111 East Victoria Street
 Phone: (805) 963-9332
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DESIGN: JHC
 CHECKED: BEF
 BRETT E. FOSTER
 PROJECT ENGINEER
 DATE: _____
 (EXP. 06-30-10)



CONCEPT - PROPOSED PROJECT

STATION 1+00 TO 6+00
 VIA ACERO ROAD
 SANTA MONICA MOUNTAINS CONSERVANCY
 MALIBU, CALIFORNIA

P&S PROJECT NO. 13638.05
 SHEET 45 OF 63
 PLAN DATE JANUARY 10, 2010

- ROADWAY GENERAL CONSTRUCTION NOTES**
- ALL OF THE IMPROVEMENTS PROPOSED IN THIS 63 SHEET PLAN SET ARE AT CONCEPT LEVEL ONLY. THE DESIGN SHOWN HEREON IS FOR USE IN THE PERMIT PROCESS. UPON APPROVAL, A FINAL DESIGN SHALL BE PERFORMED. THE FINAL DESIGN SHALL BE BASED ON A FINAL GEOLOGIC/GEOTECHNICAL INVESTIGATION AND REPORT, EXISTING UTILITY AND INFRASTRUCTURE RESEARCH, FIELD SURVEY, FINAL ENGINEERING AND CONSTRUCTION OF APPLICABLE CODES, LAWS AND THE PROJECT CONDITIONS OF APPROVAL. THIS 63 SHEET PLAN SET IS NOT FOR CONSTRUCTION.
 - THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE PERIOD OF CONSTRUCTION. THIS RESPONSIBILITY SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONALS HARMLESS FROM ALL LIABILITY AND CLAIMS, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONALS.
 - THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR TRAFFIC SAFETY AND PROTECTION OF PUBLIC AND PRIVATE PROPERTY IN THE VICINITY OF THE JOB SITE AND FURTHER AGREES TO, AT CONTRACTOR'S EXPENSE, REPAIR OR REPLACE TO THE ORIGINAL CONDITION, ALL EXISTING IMPROVEMENTS WITHIN OR IN THE VICINITY OF THE JOB SITE WHICH ARE NOT DESIGNED OR REMOVAL OPERATIONS.
 - UNDERGROUND UTILITY RESEARCH WAS NOT PERFORMED BY THE ENGINEER. THE CONTRACTOR SHALL VERIFY THE PRESENCE OF BURIED CONDUITS AND STRUCTURES, BOTH ACTIVE AND ABANDONED-IN-PLACE AND, BEFORE COMMENCING WORK, CONTRACTOR SHALL OBTAIN THE LATEST AVAILABLE RECORD DRAWINGS AND UTILITIES RECORDS INCLUDING SERVICE CONNECTIONS, WHICH MAY AFFECT OR BE EFFECTED BY HIS OPERATIONS. CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH OCCUR AS A RESULT OF CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, CONDUITS AND STRUCTURES.
 - EXISTING PERMANENT SURVEY MONUMENTS, INCLUDING PROPERTY CORNERS AND BENCHMARKS, SHALL BE PRESERVED BY THE CONTRACTOR. IF MONUMENTS CANNOT BE PRESERVED, THEN THE CONTRACTOR SHALL ENGAGE THE SERVICES OF A CALIFORNIA LAND SURVEYOR TO THE-OUT SAID MONUMENTS PRIOR TO CONSTRUCTION. AFTER CONSTRUCTION, THE LICENSED LAND SURVEYOR SHALL RESET MONUMENTS AND FILE A CORNER RECORD WITH THE COUNTY SURVEYOR. KNOWN SURVEY MONUMENTS ARE SHOWN HEREON.
 - ALL ROAD ENCROACHMENTS WITHIN THE 20'-FOOT ACCESS ROAD SHALL BE REMOVED AND REINSTALLED TO A MINIMUM 1'-FOOT OUTSIDE THE EDGE OF PAVEMENT. RELOCATION OF MAILBOXES SHALL BE DONE IN ACCORDANCE WITH THE UNITED STATES POSTAL SERVICE AND THE AFFECTED PROPERTY OWNER.
 - ALL ROADWAY IMPROVEMENTS SHALL MAINTAIN EXISTING DRAINAGE PATTERNS.
 - ALL EXCAVATIONS OR TRENCHES IN PAVED AREAS SHALL REQUIRE SAW CUTTING IN A NEAT AND UNIFORM MANNER. ALL MATCH OR JOIN LINES TO EXISTING ASPHALTIC CONCRETE PAVING SHALL BE SMOOTH.
 - ASPHALT CONCRETE SHALL CONFORM TO CALTRANS STANDARD SPECIFICATIONS. AGGREGATE SHALL BE TYPE B 1/2" MAXIMUM MEDIUM GRADE PER SECTION 39. ASPHALT SHALL BE PG64-16 PER SECTION 92.
 - AGGREGATE BASE SHALL BE CLASS 2 3/4" MAXIMUM AGGREGATE BASE PER CALTRANS STANDARD SPECIFICATION 26. AGGREGATE BASE SHALL BE COMPACTED TO 95% RELATIVE COMPACTION.
 - BEFORE PAVING, A PAINT BINDER (TACK COAT) OF ASPHALTIC EMULSION SHALL BE APPLIED TO ALL EXISTING VERTICAL FACES AGAINST WHICH PAVING IS TO BE PLACED AND BETWEEN PAYMENT COURSES. CONSTRUCTED MORE THAN 24 HOURS APART, TACK COAT SHALL BE 55% PER CALTRANS STANDARD SPECIFICATION 94.
 - ALL EXISTING AND PROPOSED VALVE AND UTILITY BOXES AND MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED TO FINISH GRADE IN PAVED AREAS.