Appendix A

Project Plans

IF THIS SHEET IS NOT 30"x42" - IT IS A REDUCED PRINT - SCALE ACCORDINGLY

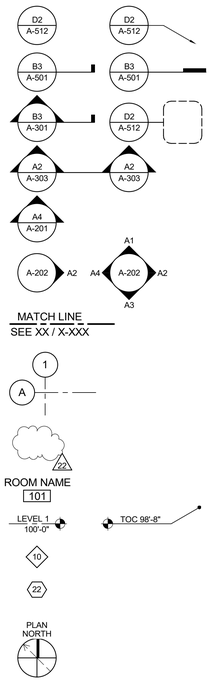
PACIFIC GAS AND ELECTRIC COMPANY

343 SACRAMENTO STREET
AUBURN, CA 95603

AUBURN SACRAMENTO STREET RENOVATION PROJECT

PLANNING PACKAGE FEBRUARY 28, 2020

ARCHITECTURAL SYMBOLS LEGEND



- DETAIL INDICATOR - REFERENCE & DETAIL INDICATOR - ITEM
- DETAIL INDICATOR - SECTION & DETAIL INDICATOR - SECTION ITEM
- SECTION INDICATOR - PARTIAL BUILDING/WALL & DETAIL INDICATOR - AREA
- SECTION INDICATOR - BUILDING
- ELEVATION INDICATOR - EXTERIOR
- ELEVATION INDICATOR - INTERIOR, SINGLE & MULTIPLE VIEW
- MATCH LINE INDICATOR
- REFERENCE GRID WITH REFERENCE GRID LINES
- REVISION INDICATOR & REVISION CLOUD
- ROOM IDENTIFIER WITH ROOM NAME & NUMBER
- ELEVATION INDICATOR - LEVEL & SPOT
- WINDOW OR LOUVER IDENTIFIER
- KEYNOTE INDICATOR
- PLAN NORTH & TRUE NORTH INDICATOR

LIST OF ARCHITECTURAL ABBREVIATIONS

	SEE UNITED STATES NATIONAL CAD STANDARD FOR ANY ABBREVIATIONS NOT LISTED BELOW.
&	AND
@	AT
(E)	EXISTING
'	FOOT, FEET
"	INCH(ES)
#	NUMBER
ALUM	ALUMINUM
ARCH	ARCHITECTURAL
A/C UNIT	AIR CONDITIONING UNIT
A/E	ARCHITECT / ENGINEER
AB	ANCHOR BOLT
AC	ASPHALTIC CONCRETE
ACC	ACCESSIBLE
ACS DR	ACCESS DOOR
ACS PNL	ACCESS PANEL
ACST	ACOUSTIC
AD	AREA DRAIN
ADC	AUTOMATIC DOOR CLOSER
ADO	AUTOMATIC DOOR OPERATOR
ADDL	ADDITIONAL
ADJ SHV	ADJUSTABLE SHELVING
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AGGR	AGGREGATE
AHU	AIR HANDLING UNIT
ASSY	ASSEMBLY
BD	BOARD
BKG	BACKING
BLDG	BUILDING
BM	BEAM
BM	BENCHMARK
BOT	BOTTOM
BTWN	BETWEEN
BUR	BUILT-UP ROOFING
BW	BOTH WAYS
C	CHANNEL
CAB	CABINET
CB	CATCH BASIN
CBC	CALIFORNIA BUILDING CODE
CEM	CEMENT
CEM PLAS	CEM PLASTER
CFLG	COUNTERFLASHING
CFMF	COLD-FORMED METAL FRAMING
CG	CORNER GUARD
CI	CAST IRON
CJ	CONSTRUCTION JOINT / CONTROL JOINT
CL	CENTER LINE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
CNTR	COUNTER
CO	CLEANOUT
COL	COLUMN
CONC	CONCRETE
CONSTR	CONSTRUCTION
CONT	CONTINUE / CONTINUOUS
COTG	CLEANOUT TO GRADE
CP	CONTROL PANEL
CPT	CARPET
CRS	COLD ROLLED STEEL
CSK	COUNTER SUNK
CSWK	CASEWORK
CT	CERAMIC TILE
CTR	CENTER
DBL	DOUBLE
DEPT	DEPARTMENT
DET	DETAIL
DF	DRINKING FOUNTAIN
DHM	DETENTION HOLLOW METAL
DIA	DIAMETER
DIM	DIMENSION
DS	DOWNSPOUT
DSP	DRY STANDPIPE
DWG	DRAWING
DWR	DRAWER
EA	EACH
EGSB	EXTERIOR GYPSUM SHEATHING BOARD
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRIC / ELECTRICAL
ELEV	ELEVATOR
EMER	EMERGENCY
ENCL	ENCLOSURE
EPB	ELECTRICAL PANEL BOARD
EQ	EQUAL
EQUIP	EQUIPMENT
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EXH	EXHAUST
EXST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FA	FIRE ALARM
FB	FLAT BAR
FD	FLOOR DRAIN
FDTN	FOUNDATION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FIN	FINISH
FLG	FLOORING
FLL	FLOW LINE
FLR	FLOOR
FOC	FACE OF CONCRETE/CURB
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUD
FOW	FACE OF WALL
FP	FIREPROOF
FRP	FIBERGLASS REINFORCED PLASTIC
FT	FEET / FOOT
FTG	FOOTING
FURG	FURRING
FUT	FUTURE
G	GROUND; NATURAL GAS
GA	GAGE
GALV	GALVANIZED
GB	GRAB BAR
GI	GALVANIZED IRON
GLU LAM	GLUED LAMINATED WOOD
GYP	GYPSUM
HB	HOSE BIB
HC	HOLLOW CORE
HDBD	HARDBOARD
HDW	HARDWARE
HDWD	HARDWOOD
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HR	HOUR
HT	HEIGHT
ID	INSIDE DIAMETER
INSUL	INSULATION
INT	INTERIOR
JAN	JANITOR
KIT	KITCHEN
L	ANGLE
LAB	LABORATORY
LAV	LAVATORY
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MFR	MANFACTURER
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MR	MOISTURE RESISTANT
MTD	MOUNTED
MTL	METAL
MULL	MULLION
NIC	NOT IN CONTRACT
NO	NUMBER
NOM	NOMINAL
NTS	NOT TO SCALE
O/	OVER
OC	ON CENTER
OD	OUTSIDE DIAMETER
OF/CI	OWNER FURNISHED / CONTRACTOR INSTALLED
OFF	OFFICE
OGL	OBSCURE GLASS
OPH	OPPOSITE HAND
OPNG	OPENING
OPP	OPPOSITE
PAF	POWER ACTUATED FASTENER
PL	PROPERTY LINE; PLATE
PLAM	PLASTIC LAMINATE
PLB	PLUMB
PLBG	PLUMBING
PLYWD	PLYWOOD
PNL	PANEL
PROP	PROPERTY
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	PAINT; PAINT
PTN	PARTITION
PV	PHOTOVOLTAIC
QT	QUARRY TILE
R	RADIUS; RISER
RD	ROOF DRAIN
REBAR	REINFORCING STEEL BAR
REF	REFERENCE
REF	REFRIGERATOR
REINF	REINFORCE / REINFORCING
REQD	REQUIRED
RESIL	RESILIENT
RM	ROOM
RO	ROUGH OPENING
RWD	REDWOOD
RWL	RAIN WATER LEADER
SAD	SEE ARCHITECTURAL DRAWINGS
SATC	SUSPENDED ACOUSTICAL TILE CEILING
SB	SPLASH BLOCK
SC	SOLID CORE
SCHED	SCHEDULE
SD	STORM DRAIN
SDST	SELF DRIVING, SELF TAPPING
SHT	SHEET
SHTHG	SHEATHING
SHV	SHELVING
SIM	SIMILAR
SLNT	SEALANT
SM	SHEET METAL
SPEC	SPECIFICATION
SQ	SQUARE
SS	SANITARY SEWER; SERVICE SINK
SST	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUSP CLG	SUSPENDED CEILING
SV	SHEET VINYL
SYMM	SYMMETRICAL
SYS	SYSTEM
T	TREAD
T&G	TONGUE & GROOVE
TEL	TELEPHONE
THK	THICKNESS
TMH	TOP OF MANHOLE
TMPD	TEMPERED
TO	TOP OF
TOC	TOP OF CURB
TOF	TOP OF FRAME
TOJ	TOP OF JOIST
TOM	TOP OF MASONRY
TOP	TOP OF PARAPET
TOPO	TOPOGRAPHY
TOS	TOP OF STEEL
TOW	TOP OF WALL
TV	TELEVISION
TYP	TYPICAL
UC	UNDER COUNTER/CABINET
UNO	UNLESS NOTED OTHERWISE
UON	UNLESS OTHERWISE NOTED
UR	URINAL
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VIF	VERIFY IN FIELD
VWC	VINYL WALL COVERING
VWF	VINYL WALL FABRIC
W/	WITH
W/O	WITHOUT
WC	WATER CLOSET
WD	WOOD
WH	WATER HEATER
WO	WHERE OCCURS
WP	WORKING POINT
WPM	WATERPROOF MEMBRANE
WSCT	WAINSCOT
WT	WEIGHT
WTR	WATER
WWR	WELDED WIRE REINFORCEMENT

SHEET INDEX

G-001	COVER SHEET
AS101	SITE PLAN – EXISTING/DEMO
AS-102	SITE PLAN
C-1.0	TITLE SHEET
C-1.1	GRADING SPECIFICATIONS
C-1.2	GRADING SPECIFICATIONS
C-1.3	OVERALL SITE PLAN
C-2.0	GRADING & DRAINAGE PLAN
C-2.1	GRADING & DRAINAGE PLAN
C-2.2	GRADING & DRAINAGE PLAN
C-2.3	GRADING & DRAINAGE PLAN
C-2.4	GRADING & DRAINAGE PLAN
C-2.5	GRADING & DRAINAGE PLAN
C-3.0	UTILITY PLAN
C-3.1	UTILITY PLAN
C-3.2	UTILITY PLAN
C-3.3	UTILITY PLAN
C-3.4	UTILITY PLAN
C-3.5	UTILITY PLAN
C-4.0	STORMWATER TREATMENT PLAN
C-5.0	PAVEMENT & HORIZONTAL CONTROL PLAN
C-5.1	PAVEMENT & HORIZONTAL CONTROL PLAN
C-5.2	PAVEMENT & HORIZONTAL CONTROL PLAN
C-5.3	PAVEMENT & HORIZONTAL CONTROL PLAN
C-5.4	PAVEMENT & HORIZONTAL CONTROL PLAN
C-5.5	PAVEMENT & HORIZONTAL CONTROL PLAN
C-6.0	SITE SECTIONS
C-7.0	DETAILS
C-7.1	DETAILS
C-7.2	DETAILS
C-8.0	EROSION CONTROL PLAN
L-2.1	PLANTING PLAN
A-211	ELEVATIONS – STREET
W.A-111	FLOOR PLAN – LEVEL 1 – WAREHOUSE
W.A-211	ELEVATIONS – EXTERIOR – WAREHOUSE

SCOPE OF PROJECT

The Pacific Gas and Electric Company (PG&E) Auburn Sacramento Street Renovation project would involve renovating an approximately 7.1 acre portion of the existing PG&E Auburn Service Center at 333 and 343 Sacramento Street, Auburn. The project would include the renovation of an existing building, demolition of three buildings, and the construction of two new buildings and perimeter fencing, to support specialized operations such as storm, wildfire, or other regional response activities; and to be available for overflow from the PG&E Auburn Regional Center if required to support regional customer support. The primary use of the project site would be to manage wildfire mitigation efforts, wildfire response, and ongoing grid-hardening efforts in PG&E's Sierra Division.
The project site also may be used to assemble crews from PG&E's service territory to respond to emergency events (e.g., major rain/snow storms or wildfires). This is atypical, and the likelihood of using the project site for emergency events is low because PG&E's regional emergency response is expected to be focused out of PG&E's Auburn Regional Center. The use of the project site for this purpose may occur up to a few times per year, and involve response activities lasting from a few days to a few weeks. Up to a total of approximately 85 personnel are expected to use the project site during emergency events.

PROJECT COMPONENTS

THE PROJECT WILL PHASE DEVELOPMENT OF THE FOLLOWING STRUCTURES:
- APPROXIMATELY 9,600 SQFT WAREHOUSE BUILDING
- INTERIOR REMODEL OF ENGINEERING BUILDING

SITE WORK WILL INCLUDE:

- MAINTAINING AND UPGRADING EXISTING UNDERGROUND UTILITIES
- MAINTENANCE AND REPAIR OF EXISTING SITE PAVING
- REPLACING THE PERIMETER FENCE WITH 10'-0" HIGH SECURITY FENCE ALONG NORTH, SOUTH, EAST AND WEST ENDS AND 8'-0" ORNAMENTAL FENCE ON SOUTH, WEST AND NORTH ENDS, PER PLAN. FENCES TO COMPLY WITH CURRENT PG&E STANDARDS
- NEW LED SITE LIGHTING
- EXISTING POINTS OF INGRESS AND EGRESS WILL REMAIN FROM SACRAMENTO STREET

THE EXISTING CNG/LNG FUELING FACILITY ALONG SACRAMENTO STREET WILL REMAIN TO SUPPORT LOCAL CUSTOMER REQUIREMENTS.
THE EXISTING SITE FORMERLY ACCOMMODATED APPROXIMATELY 120 PERSONNEL WHO USED THE OFFICES AND YARD ON A REGULAR BASIS. AT BUILDOUT OF THE PROPOSED WAREHOUSE, PG&E EMPLOYEES WILL BE ACCESSING THE SITE ON A REGULAR BASIS DURING AM AND PM PEAK HOURS, INCLUDING APPROXIMATELY 30 OFFICE-BASED PERSONNEL THAT STAY AT THE SITE MOST IF NOT ALL DAY, AND 36 CREW PERSONNEL THAT WILL ARRIVE, ACCESS A COMPANY TRUCK, AND DEPART. THE CREW PERSONNEL WILL GENERALLY ARRIVE BETWEEN 0600 AND 0800, DEPART NO LATER THAN 0900, AND RETURN IN THE EARLY AFTERNOON. THEY WILL LEAVE THE SITE TO RETURN HOME AT APPROXIMATELY 1600.

LOCATION MAP



VICINITY MAP



PROJECT DATA

NA

DEFERRED SUBMITTALS

NA

PROJECT DIRECTORY

OWNER
PACIFIC GAS AND ELECTRIC COMPANY
CORPORATE REAL ESTATE STRATEGY & SERVICES
245 MARKET STREET, MC N15G
SAN FRANCISCO, CA 94105
CONTACT: HABIB LARIJANI
PHONE: (415) 816-1692
EMAIL: HXLY@PGE.COM

CIVIL ENGINEER
LEA & BRAZE ENGINEERING, INC.
3017 DOUGLAS BLVD
ROSEVILLE, CA 95611
CONTACT: PETE CARLINO
PHONE: (916) 966-1338
EMAIL: PCARLINO@LEABRAZE.COM

ARCHITECT
LIONAKIS
1919 19TH STREET
SACRAMENTO, CA 95811
CONTACT: ARCHITECT CONTACT NAME
PHONE: 916.558.1900
EMAIL: MIKE.HOSS@LIONAKIS.COM

STRUCTURAL ENGINEER
LIONAKIS
1919 19TH STREET
SACRAMENTO, CA 95811
CONTACT: ENGINEER CONTACT NAME
PHONE: 916.558.1900
EMAIL: DARRON.HUNTINGDALE@LIONAKIS.COM

OWNER REPRESENTATIVE
ROEBBELEN CONTRACTING, INC.
1241 HAWKS FLIGHT COURT
EL DORADO HILLS, CA 95762
CONTACT: PATRICK MURPHY
PHONE: CONTACT PHONE
EMAIL: PATRICKM@ROEBBELEN.COM

SHEET IDENTIFICATION LEGEND

DISCIPLINE DESIGNATORS - LEVEL 1

G	GENERAL
H	HAZARDOUS MATERIALS
V	SURVEY/MAPPING
B	GEOTECHNICAL
C	CIVIL
L	LANDSCAPE
S	STRUCTURAL
A	ARCHITECTURAL
I	INTERIORS
Q	EQUIPMENT
F	FIRE PROTECTION
P	PLUMBING
D	PROCESS
M	MECHANICAL
E	ELECTRICAL
W	DISTRIBUTED ENERGY
T	TELECOMMUNICATIONS
R	RESOURCE
X	OTHER DISCIPLINES
Z	CONTRACTOR/SHOP DRAWINGS
O	OPERATIONS

SHEET TYPE DESIGNATORS

0	GENERAL
1	PLANS
2	ELEVATIONS
3	SECTIONS
4	LARGE SCALE VIEWS
5	DETAILS
6	SCHEDULES & DIAGRAMS
7	USER DEFINED
8	USER DEFINED
9	3D REPRESENTATIONS

- BUILDING IDENTIFIER - WHERE OCCURS
- DISCIPLINE DESIGNATOR - LEVEL 1
- DISCIPLINE DESIGNATOR - LEVEL 2 REPLACE DASH WHERE OCCURS
- SHEET TYPE DESIGNATOR
- SHEET TYPE SUBSET DESIGNATOR
- LEVEL/SEQUENCE DESIGNATOR
- AREA IDENTIFIER - WHERE OCCURS
- UNIQUE PORTION IDENTIFIER - WHERE OCCURS

C.A-123AB

Pacific Gas and Electric Company®

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762

CONSULTANT

SEAL

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
COVER SHEET

SHEET
G-001

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt

9/13/2019 1:29:48 PM

IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT - SCALE ACCORDINGLY



ENGINEER BLDG - NORTH



ENGINEER BLDG - SOUTH

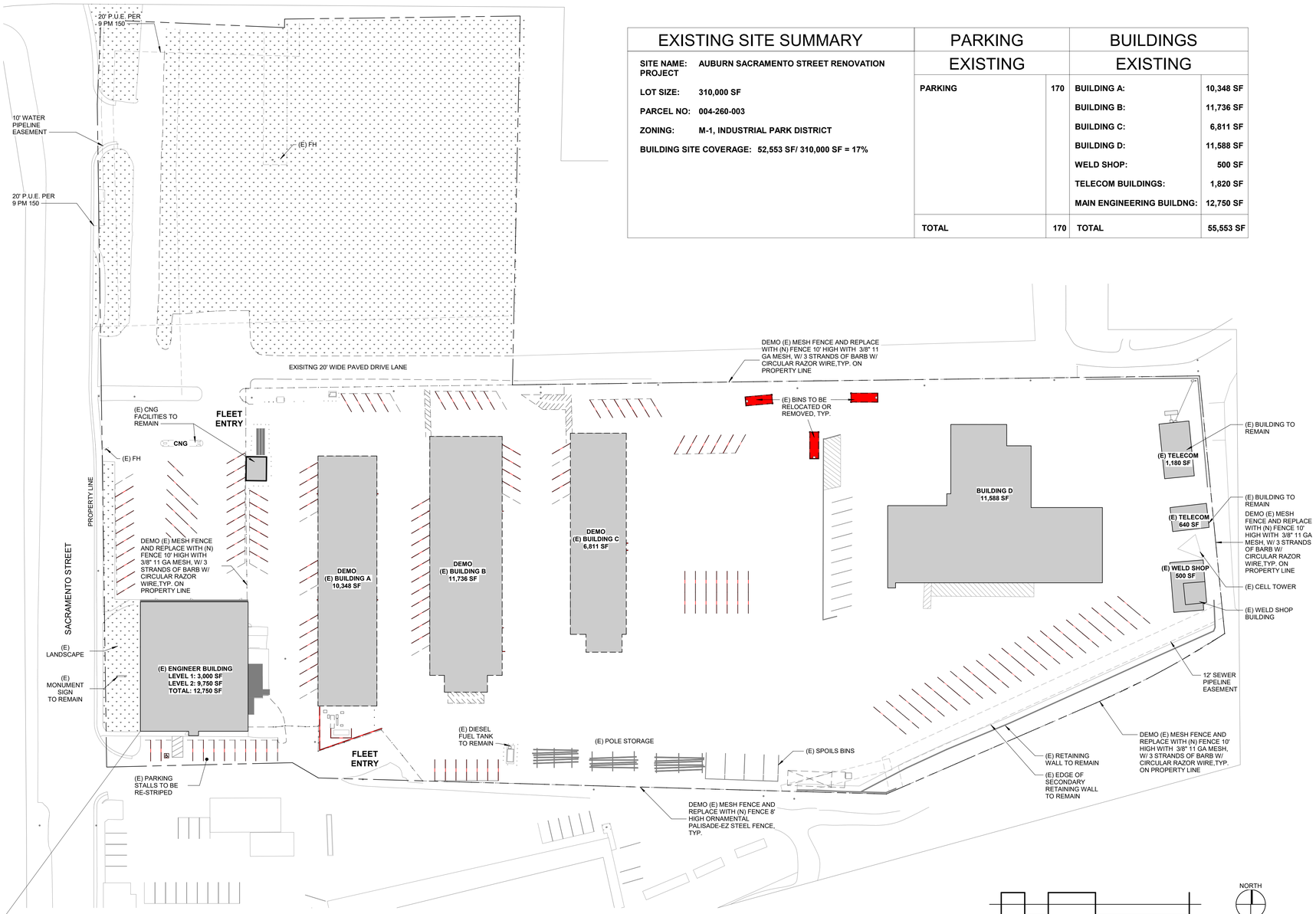


ENGINEER BLDG - WEST



ENGINEER BLDG - EAST

EXISTING SITE SUMMARY		PARKING		BUILDINGS	
		EXISTING		EXISTING	
SITE NAME: PROJECT	AUBURN SACRAMENTO STREET RENOVATION	PARKING	170	BUILDING A:	10,348 SF
LOT SIZE:	310,000 SF			BUILDING B:	11,736 SF
PARCEL NO:	004-260-003			BUILDING C:	6,811 SF
ZONING:	M-1, INDUSTRIAL PARK DISTRICT			BUILDING D:	11,588 SF
BUILDING SITE COVERAGE:	52,553 SF/ 310,000 SF = 17%			WELD SHOP:	500 SF
				TELECOM BUILDINGS:	1,820 SF
				MAIN ENGINEERING BUILDNG:	12,750 SF
		TOTAL	170	TOTAL	55,553 SF



1 DEMOLITION SITE PLAN-planning

SCALE 1" = 40'-0"

DEMOLITION NOTES

1. DEMOLITION GENERAL NOTES APPLY TO ALL DEMOLITION SHEETS.
2. COORDINATE DEMOLITION AND PHASING EFFORTS WITH ARCHITECT AND OWNER'S REPRESENTATIVES. EXCESSIVE NOISE OR VIBRATION SHALL BE PRE-APPROVED AND COORDINATED WITH OWNER REPRESENTATIVE.
3. COORDINATE DISRUPTION OF UTILITY SERVICES WITH OWNER AND AS SPECIFIED.
4. VERIFY EXISTING CONDITIONS, DIMENSIONS, AND ELEVATIONS AND NOTIFY ARCHITECT OF DISCREPANCIES.
5. REMOVE EXISTING BUILDING AND FOUNDATIONS IN THEIR ENTIRETY AND AS REQUIRED TO EXECUTE DEMOLITION AND CONSTURCTION WORK DESCRIBED ON THE DRAWINGS. CAP AND MARK ALL UTILITIES.
6. THE OWNER SHALL RESERVE TEH RIGHT TO SALVAGE ANY MATERIALS
7. EXISTING MATERIALS SHALL NOT BE REUSED UNLESS NOTED OTHERWISE OR AS AUTHORIZED BY ARCHITECT.
8. VERIFY AND MAINTAIN LOCATION OF EXISTING POWER, COMMUNICATION AND DATA CABLES IO PREVENT INTERRUPTION OF SERVICE.
9. CAP AND MARK ALL UTILITY CONNECTIONS FOR FUTURE REWORK UNDER SEPERATE PHASE.

Pacific Gas and Electric Company®

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762

CONSULTANT

SEAL

LICENSED ARCHITECT NICHOLAS DOCKAL C18997 REN 02-29-21 STATE OF CALIFORNIA

PROJECT

AUBURN SACRAMENTO STREET SITE & WAREHOUSE PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

SITE PLAN - DEMO

SHEET

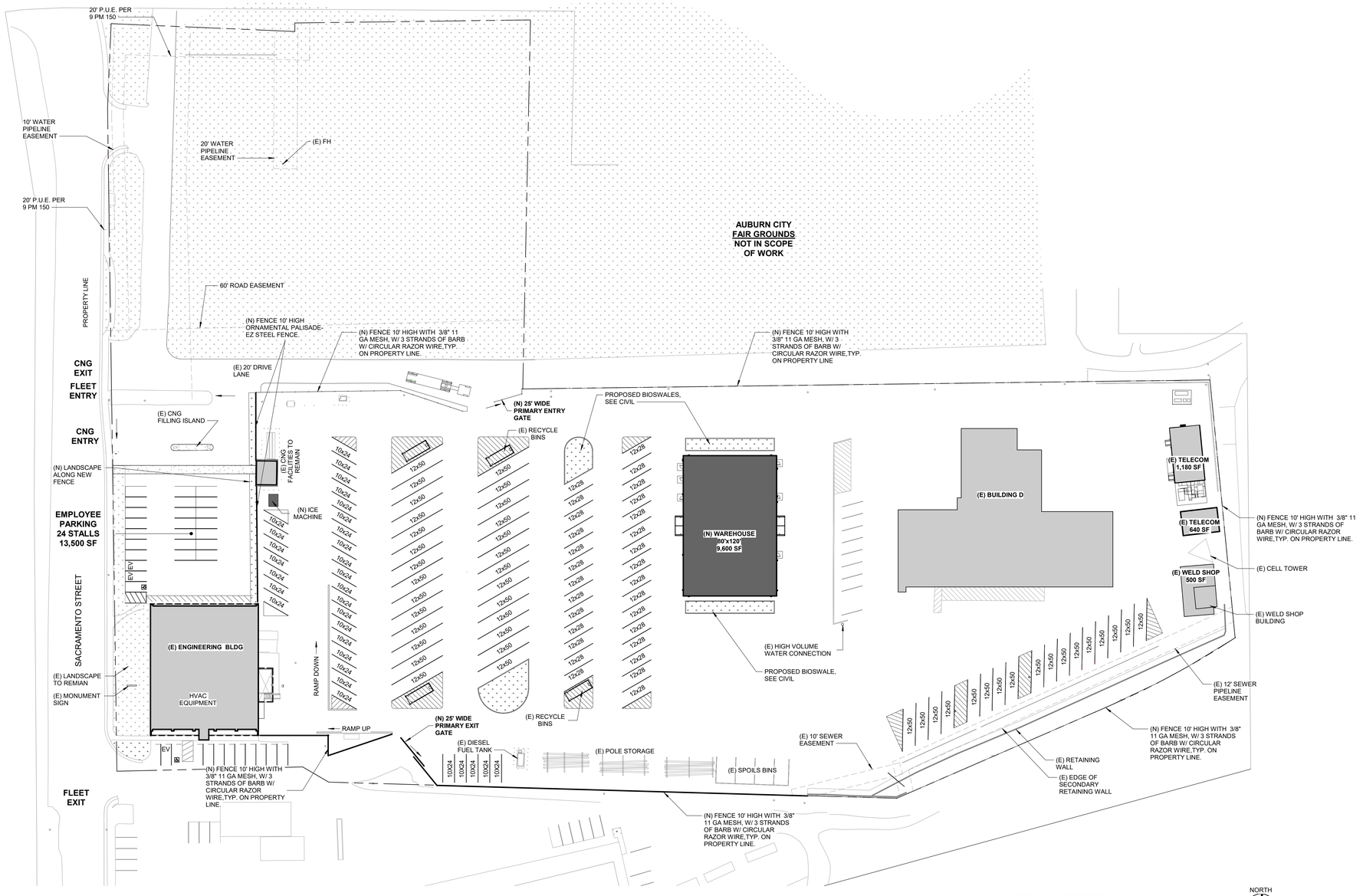
AS-101

C:\Users\Brandon.Rachac\Documents_Revit\Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_brandon.rachac.rvt

2/26/2020 8:48:39 AM

IF THIS SHEET IS NOT 30"x42". IT IS A REDUCED PRINT - SCALE ACCORDINGLY

2" 1" 0 1/4" 1/2"



1 SITE PLAN
1" = 40'-0"

C:\Users\Brandon.Rachac\Documents_Revit Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_brandon.rachac.rvt

2/28/2020 8:37:27 AM

Pacific Gas and Electric Company®

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762
CONSULTANT

SEAL

LICENSED ARCHITECT NICHOLAS DOCKAL C18997 REN 02-29-21 STATE OF CALIFORNIA

PROJECT

AUBURN SACRAMENTO STREET SITE & WAREHOUSE PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

SITE PLAN

SHEET

AS-102

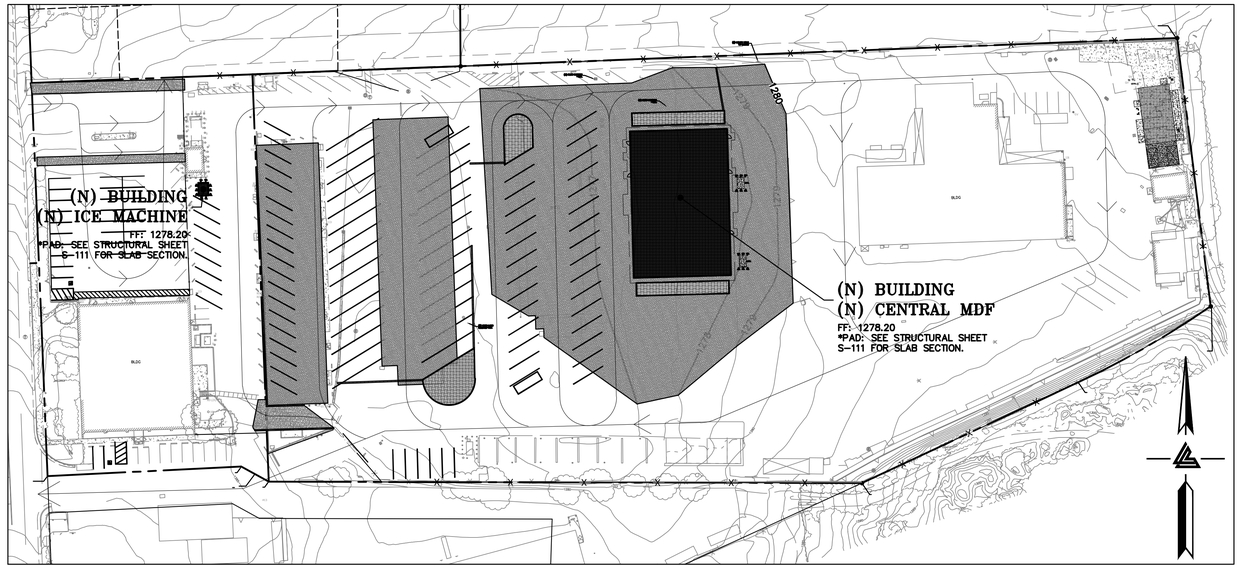
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CALIFORNIA

LEGEND

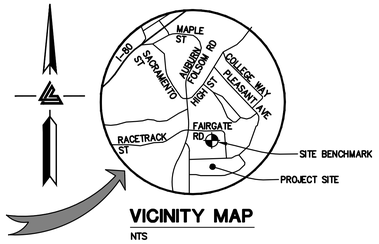
EXISTING	PROPOSED	DESCRIPTION
		BOUNDARY
		PROPERTY LINE
		FENCE
		RETAINING WALL
	RW RW	LANDSCAPE RETAINING WALL
	SUB	SUBDRAIN LINE
	TL	TIGHTLINE
SD	SD	STORM DRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
G	G	FIRE PROTECTION LINE
P	P	GAS LINE
JT	JT	JOINT TRENCH
		SET BACK LINE
		CONCRETE VALLEY GUTTER
		EARTHEN SWALE
CB	CB	CATCH BASIN
JB	JB	JUNCTION BOX
AD	AD	AREA DRAIN
SDMH	SDMH	CURB INLET
		STORM DRAIN MANHOLE
SSMH	SSMH	FIRE HYDRANT
		SANITARY SEWER MANHOLE
222.57 INV	222.57 INV	STREET SIGN
		SPOT ELEVATION
		FLOW DIRECTION
	D	BENCHMARK
200	200	CONTOURS
XX" TREE	XX" TREE	TREE TO BE REMOVED
		BUTTERFLY VALVE
		GATE VALVE
RP	RP	REDUCED PRESSURE PRINCIPAL BACKFLOW PREVENTION ASSEMBLY (RP)
DCDA	DCDA	DOUBLE CHECK DETECTOR CHECK VALVE ASSEMBLY (DCDA)
		AIR/VACUUM RELEASE VALVE–NOTE SIZE IF OVER 1"
2"	8"	BLOWOFF WITH SIZE
		SAMPLING STATION

ABBREVIATIONS

AB	AGGREGATE BASE	LF	LINEAR FEET
AC	ASPHALT CONCRETE	MAX	MAXIMUM
ACC	ACCESSIBLE	MH	MANHOLE
AD	AREA DRAIN	MIN	MINIMUM
BC	BEGINNING OF CURVE	MON.	MONUMENT
B & D	BEARING & DISTANCE	(N)	NEW
BM	BENCHMARK	NO.	NUMBER
BW/FG	BOTTOM OF WALL/FINISH GRADE	NTS	NOT TO SCALE
		O.C.	ON CENTER
CB	CATCH BASIN	O/	OVER
C & G	CURB AND GUTTER	(PA)	PLANTING AREA
℄	CENTER LINE	PED	PEDESTRIAN
CPP	CORRUGATED PLASTIC PIPE (SMOOTH INTERIOR)	PIV	POST INDICATOR VALVE
		PSS	PUBLIC SERVICES EASEMENT
CO	CLEANOUT	ℙ	PROPERTY LINE
COTG	CLEANOUT TO GRADE	PP	POWER POLE
CONC	CONCRETE	PUE	PUBLIC UTILITY EASEMENT
CONST	CONSTRUCT or –TION	PVC	POLYVINYL CHLORIDE
CONC COR	CONCRETE CORNER	R	RADIUS
CY	CUBIC YARD	RCP	REINFORCED CONCRETE PIPE
D	DIAMETER	RIM	RIM ELEVATION
DI	DROP INLET	RW	RAINWATER
DIP	DUCTILE IRON PIPE	R/W	RIGHT OF WAY
EA	EACH	S	SLOPE
EC	END OF CURVE	S.A.D.	SEE ARCHITECTURAL DRAWINGS
EG	EXISTING GRADE	SAN	SANITARY
EL	ELEVATIONS	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SDMH	STORM DRAIN MANHOLE
EQ	EQUIPMENT	SHT	SHEET
EW	EACH WAY	S.L.D.	SEE LANDSCAPE DRAWINGS
(E)	EXISTING	SPEC	SPECIFICATION
FC	FACE OF CURB	SS	SANITARY SEWER
FF	FINISHED FLOOR	SSCO	SANITARY SEWER CLEANOUT
FG	FINISHED GRADE	SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT	ST.	STREET
FL	FLOW LINE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
G	GAS	STRUCT	STRUCTURAL
GA	GAGE OR GAUGE	T	TELEPHONE
GB	GRADE BREAK	TC	TOP OF CURB
HDPE	HIGH DENSITY CORRUGATED POLYETHYLENE PIPE	TEMP	TEMPORARY
		TP	TOP OF PAVEMENT
HORIZ	HORIZONTAL	TW/FG	TOP OF WALL/FINISH GRADE
HI PT	HIGH POINT	TYP	TYPICAL
H&T	HUB & TACK	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VCP	VITRIFIED CLAY PIPE
INV	INVERT ELEVATION	VERT	VERTICAL
JB	JUNCTION BOX	W/	WITH
JT	JOINT TRENCH	W, WL	WATER LINE
JP	JOINT UTILITY POLE	WM	WATER METER
L	LENGTH	WWF	WELDED WIRE FABRIC
LNDG	LANDING		



KEY MAP
1" = 50'



VICINITY MAP
NTS

ESTIMATED EARTHWORK QUANTITIES

CUBIC YARDS	WITHIN BUILDING FOOTPRINT	OUTSIDE BUILDING FOOTPRINT	TOTAL CUBIC YARDS
CUT	0	0	0
FILL	10	230	240
EXPORT			240

NOTE:
GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN–SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER–EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

BENCHMARK
THE VERTICAL DATUM FOR THIS SURVEY IS BASED UPON NGS MONUMENT PID NO. JS0785, LOCATED APPROX. 1.0 MILE SOUTH OF THE SOUTHERN PACIFIC RAILROAD FROM THE STATION AT AUBURN, 0.35 MILES NORTHEAST OF THE FENCE CROSSING OF SACRAMENTO STREET, 0.1 MILE SOUTH OF THE CROSSING OF PACIFIC AVENUE, IN THE TOP OF AND 0.6 FOOT NORTH THE SOUTH END OF THE CONCRETE BASE PF SEMAPHORE 1237, 8.4 FEET WEST OF THE WEST RAIL OF THE WESTBOUND TRACK, AND ABOUT 1/2 FOOT HIGHER THAN THE TRACK.

ELEVATION = 1309.35 (NAVD 88)
ELEVATION = 1311.86 (NAVD 29)

SITE BENCHMARK
SURVEY CONTROL POINT BEING A FLIGHT CROSS #1006

ELEVATION = 1276.99 (NAVD 88)
ELEVATION = 1279.50 (NAVD 29)

BASIS OF BEARINGS
THE BASIS OF BEARINGS FOR THIS SURVEY IS BASED UPON TWO N.G.S. CONTROL STATIONS

NOTES
ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS OF A FOOT.

SEE SHEETS 2–4 FOR SPECIFICS OF BOUNDARY/EASEMENTS AND TOPOGRAPHIC INFORMATION

PROJECT BENCHMARK
PROJECT BENCHMARK TELECOMMUNICATION MANHOLE LOCATED EAST SIDE OF SACRAMENTO STREET ALONG PROJECT FRONTAGE.
ELEVATION = 1282.21 (NAVD 88 DATUM)
ELEVATION = 1284.72 (NAVD 29 DATUM)

NOTES
EASEMENTS AND ENCUMBRANCES TO THIS PROPERTY ARE BASED UPON A TITLE REPORT PREPARED BY CHICAGO TITLE COMPANY, ORDER NO. 35604105–356–AW–CC1, DATED APRIL 13, 2017. WE HAVE MADE ATTEMPT TO PLOT EASEMENTS BASED UPON THE DOCUMENTS REFERENCED THEREIN, HOWEVER, SOME OF THESE DOCUMENTS ARE HEREBY REFERENCED BELOW, AND RECOMMENDED TO REVIEW FOR THEIR FULL PARTICULARS.

ITEM#7: MATTERS AS CONTAINED IN 593 O.R. 562
ITEM#8: SEWER PIPE LINE EASEMENT PER 615 O.R. 555 LYING GENERALLY NORTH OF THE SOUTH LINE OF ROSE STREET AS SHOWN ON MAP A PAGE 8. THE EXTENT OF WHICH IS NOT DEFINED OR PLOTTABLE.
ITEM#9: SEWER EASEMENT PER 828 O.R. 460 (PLOTTED)
ITEM#10: ROADWAY EASEMENT PER 1138 O.R. 377 (PLOTTED)
ITEM#11: RESTRICTIVE COVENANT PER 1405 O.R. 613
ITEM#12: P.U.E. PER PARCEL MAP 9 PM 150 (PLOTTED)
ITEM#13: WATER PIPELINE EASEMENT PER 1947 O.R. 191 AND 2010–0050905 (PLOTTED)
ITEM#14: WATER PIPELINE EASEMENT PER 2643 O.R. 183 (PLOTTED)
ITEM#15: SANITARY SEWER EASEMENT PER 3044 O.R. 223 (PLOTTED)
ITEM#16: LAND LIES WITHIN A REDEVELOPMENT PLAN PER A DOCUMENT 2007–0068484

UTILITY NOTE
THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. 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, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

OWNER'S INFORMATION
OWNER:
PACIFIC GAS AND ELECTRIC COMPANY
CORPORATE REAL ESTATE STRATEGY & SERVICES
245 MARKET STREET, MC N15G
SAN FRANCISCO, CA 94105

APN: 004–260–003

REFERENCES
THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:
1. TOPOGRAPHIC SURVEY BY KPFF, ENTITLED;
"333 SACRAMENTO STREET
343 SACRAMENTO STREET
AUBURN, CA
DATED:03–07–2018
JOB# 1800–028

2. SITE PLAN BY LIONAKIS ENTITLED:
"PG&E IT TELECOM FACILITY"
343 SACRAMENTO STREET
AUBURN, CA
DATE: 11–22–19
JOB# 019103

3. SOILS REPORT BY BLACKBURN CONSULTING ENTITLED:
"GEOTECHNICAL REPORT"
343 SACRAMENTO STREET
AUBURN, CA
DATED: 11–22–19
JOB# 3386.X

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

CITY OF AUBURN APPROVAL
PLANS AREA ACCEPTED FOR USE AS WORKING DOCUMENTS. UNDISCOVERED ERRORS AND OMISSIONS SHALL BE CORRECTED AT THE DEVELOPERS EXPENSE AS DISCOVERED. THIS APPROVAL EXPIRES THREE (3) EARS FROM THE APPROVAL DATE UNLESS AN EXTENSION IS APPROVED IN WRITING BY THE CITY DEPARTMENT(S) BELOW OR CONSTRUCTION HAS BEEN INITIATED. EXPIRATION WILL RESULT IN A REQUIREMENT TO RESUBMIT THE PLANS FOR PLAN CHECK PAYMENT OF CURRENT FEES AND COMPLIANCE WITH CURRENT CITY STANDARDS.

PUBLIC WORKS
ENGINEERING DIVISION
SIGNED: _____ TITLE: _____
PRINT NAME: _____ DATE: _____

PLANNING DEPARTMENT
SIGNED: _____ TITLE: _____
PRINT NAME: _____ DATE: _____

PLACER COUNTY
DEPARTMENT OF FACILIT SERVICES
ENVIRONMENTAL ENGINEERING AND UTILITIES DIVISION
SIGNED: _____ TITLE: _____
PRINT NAME: _____ DATE: _____

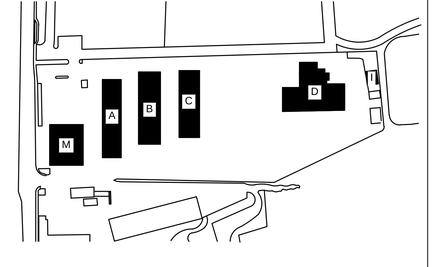
PLACER COUNTY FIRE/CALFIRE
FIRE DEPARTMENT
APPROVED BY.
FIRE CHIEF: _____ DATE: _____
PRINT NAME: _____

PLACER COUNTY WATER AGENCY FACILITIES
PLACER COUNTY WATER AGENCY FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE AGENCY'S LATEST REVISED STANDARDS. THE CONTRACTOR SHALL PROVIDE TWO WORKING DAYS' NOTICE TO THE PLACER COUNTY WATER AGENCY INSPECTOR (530) 823–4885 PRIOR TO BEGINNING WORK ON WATER FACILITIES AND BY 7:30 A.M. EACH DAY WORK ON WATER FACILITIES OCCURS. THE AGENCY'S APPROVAL OF THESE PLANS IS FOR WATER FACILITIES ONLY. UNDISCOVERED ERRORS AND OMISSIONS SHALL BE CORRECTED BY OTHERS. CONFLICTS WITH OTHER IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF OTHERS

PLACER COUNTY WATER AGENCY MAP NO. 33–B–11&12
AGENCY APPROVAL: _____ DATE: _____
(THIS APPROVAL EXPIRES 24 MONTHS AFTER THE ABOVE DATE)

SHEET INDEX

C–1.0	TITLE SHEET
C–1.1	GRADING SPECIFICATIONS
C–1.2	GRADING SPECIFICATIONS
C–1.3	OVERALL SITE PLAN
C–2.0	GRADING & DRAINAGE PLAN
C–2.1	GRADING & DRAINAGE PLAN
C–2.2	GRADING & DRAINAGE PLAN
C–2.3	GRADING & DRAINAGE PLAN
C–2.4	GRADING & DRAINAGE PLAN
C–2.5	GRADING & DRAINAGE PLAN
C–3.0	UTILITY PLAN
C–3.1	UTILITY PLAN
C–3.2	UTILITY PLAN
C–3.3	UTILITY PLAN
C–3.4	UTILITY PLAN
C–3.5	UTILITY PLAN
C–4.0	STORM WATER TREATMENT PLAN
C–5.0	PAVEMENT & HORIZONTAL CONTROL PLAN
C–5.1	PAVEMENT & HORIZONTAL CONTROL PLAN
C–5.2	PAVEMENT & HORIZONTAL CONTROL PLAN
C–5.3	PAVEMENT & HORIZONTAL CONTROL PLAN
C–5.4	PAVEMENT & HORIZONTAL CONTROL PLAN
C–5.5	PAVEMENT & HORIZONTAL CONTROL PLAN
C–6.0	SITE SECTIONS
C–7.0	DETAILS
C–7.1	DETAILS
C–7.2	DETAILS
C–8.0	EROSION CONTROL PLAN
C–8.1	EROSION CONTROL DETAIL

KEY PLAN


LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887–4086
(F) (510) 887–3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966–1338
(F) (916)797–7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
TITLE SHEET

SHEET
C -1.0

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY 0 1/4" 1/2"
C:\Users\Frank.Huggard\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/12/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1" 2"

CAUTION:

1. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT FOR LOCATION OF UNDERGROUND UTILITIES AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION– PHONE (800) 642–2444. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO BEGINNING ANY WORK ON THIS SITE.
2. THE LOCATION, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS PLAN 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). CONTRACTOR SHALL VERIFY LOCATION AND DEPTH PRIOR TO ANY EXCAVATION OR IMPROVEMENT.

GENERAL SITE NOTES:

1. CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING ON THIS WORK AND CONSIDER THE EXISTING CONDITIONS AND SITE CONSTRAINTS IN THE BID. CONTRACTOR SHALL BE IN THE POSSESSION OF AND FAMILIAR WITH ALL APPLICABLE GOVERNING AGENCIES STANDARD DETAILS AND SPECIFICATIONS PRIOR TO SUBMITTING OF A BID.
2. ALL WORK IN THE PUBLIC RIGHT–OF–WAY SHALL CONFORM TO ALL APPLICABLE GOVERNING AGENCIES STANDARD DETAILS & SPECIFICATIONS.
3. PRIOR TO BEGINNING WORK, AND AFTER INITIAL HORIZONTAL CONTROL STAKING, CONTRACTOR SHALL FIELD CHECK ALL ELEVATIONS MARKED WITH (E) AND REPORT ANY DISCREPANCIES GREATER THAN 0.05' TO OWNER'S PROJECT MANAGER AND CIVIL ENGINEER.
4. ALL GENERAL NOTES, SHEET NOTES, AND LEGEND NOTES FOUND IN THESE DOCUMENTS SHALL APPLY TYPICALLY THROUGHOUT. IF INCONSISTENCIES ARE FOUND IN THE VARIOUS NOTATIONS, NOTIFY THE ENGINEER IMMEDIATELY IN WRITING REQUESTING CLARIFICATION.
5. THESE DRAWINGS AND THEIR CONTENT ARE AND SHALL REMAIN THE PROPERTY OF LEA AND BRAZE ENGINEERING, INC. WHETHER THE PROJECT FOR WHICH THEY ARE PREPARED IS EXECUTED OR NOT. THEY ARE NOT TO BE USED BY ANY PERSONS ON OTHER PROJECTS OR EXTENSIONS OF THE PROJECT EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ENGINEER.
6. ALL WORK SHALL COMPLY WITH APPLICABLE CODES AND TRADE STANDARDS WHICH GOVERN EACH PHASE OF WORK INCLUDING, BUT NOT LIMITED TO, CALIFORNIA MECHANICAL CODE, CALIFORNIA PLUMBING CODE, CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, CALTRANS STANDARDS AND SPECIFICATIONS, AND ALL APPLICABLE STATE AND/OR LOCAL CODES AND/OR LEGISLATION.
7. COMMENCEMENT OF WORK BY THE CONTRACTOR AND/OR ANY SUBCONTRACTOR SHALL INDICATE KNOWLEDGE AND ACCEPTANCE OF ALL CONDITIONS DESCRIBED IN THESE CONSTRUCTION DOCUMENTS, OR EXISTING ON SITE, WHICH COULD AFFECT THEIR WORK.
8. DAMAGE TO ANY EXISTING SITE IMPROVEMENTS, UTILITIES AND/OR SERVICES TO REMAIN SHALL BE RESPONSIBLE OF THE CONTRACTOR. CONTRACTOR SHALL REPAIR AND/OR REPLACE IN KIND.
9. CONTRACTOR SHALL REPLACE ALL STRUCTURES AND GRATE LIDS FOR VAULTS, CATCH BASINS, ETC.., WITH VEHICULAR–RATED STRUCTURES IN ALL TRAFFIC ACCESSIBLE AREAS.
10. THE CONTRACTOR SHALL ADJUST TO FINAL GRADE ALL EXISTING AND/OR NEW MANHOLES, CURB INLETS, CATCH BASIN, VALVES, MONUMENT COVERS, AND OTHER CASTINGS WITHIN THE WORK AREA TO FINAL GRADE IN PAVEMENT AND LANDSCAPE AREAS UNLESS NOTED OTHERWISE.
11. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT TO BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND INDEMNIFY AND HOLD THE OWNER, THE CONSULTING ENGINEER AND THE CITY HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT. EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE CONSULTING ENGINEER.
12. EXISTING PEDESTRIAN WALKWAYS. BIKE PATHS AND ACCESSIBLE ACCESS PATHWAYS SHALL BE MAINTAINED, WHERE FEASIBLE, DURING CONSTRUCTION.
13. IF A CONFLICT ARISES BETWEEN THE SPECIFICATIONS AND THE PLANS NOTES, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
14. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE. INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
15. THE DUTY OF THE ENGINEERS TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
16. NEITHER THE FINAL PAYMENT, NOR THE PROVISIONS IN THE CONTRACT, NOR PARTIAL, NOR ENTIRE USE OR OCCUPANCY OF THE PREMISES BY THE OWNER SHALL CONSTITUTE AN ACCEPTANCE OF THE WORK NOT DONE IN ACCORDANCE WITH THE CONTRACT OR RELIEVES THE CONTRACTOR OF LIABILITY IN RESPECT TO ANY EXPRESS WARRANTIES OR RESPONSIBILITY FOR FAULTY MATERIAL OR WORKMANSHIP.
17. THE CONTRACTOR SHALL REMEDY ANY DEFECTS IN WORK AND PAY FOR ANY DAMAGE TO OTHER WORK RESULTING THERE FROM WHICH SHALL APPEAR WITHIN A PERIOD OF ONE (1) CALENDAR YEAR FROM THE DATE OF FINAL ACCEPTANCE OF THE WORK.
18. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT BY XXXXX, DATED XXXX, JOB # XXXX

SITE FENCING NOTES:

1. CONTRACTOR SHALL PROVIDE A CONSTRUCTION FENCE AROUND THE ENTIRE AREA OF DEMOLITION AND CONSTRUCTION, INCLUDING ALL STAGING, STORAGE, CONSTRUCTION OFFICE AND LAYDOWN AREAS.
2. FENCE LOCATION MAY BE ADJUSTED FROM TIME TO TIME AS CONSTRUCTION PROCEEDS TO EXCLUDE SOME AREAS WHERE CONSTRUCTION WORK IS NOT BEING ONE AND THE AREA IS NOT OBJECTIONABLE IN VISUAL APPEARANCE, AT THE DISCRETION AND APPROVAL OF THE DISTRICT STAFF.
3. CONSTRUCTION FENCE SHALL BE A MINIMUM OF A 6' HIGH GALVANIZED CHAIN LINK FENCE WITH GREEN WINDSCREEN FABRIC ON THE OUTSIDE OF THE FENCE.
4. CONTRACTOR SHALL REPLACE THE GREEN FABRIC AT LEAST ONCE A YEAR OR AT SUCH A TIME AS IT BECOMES TATTERED AND UNSIGHTLY DUE TO WIND OR CONSTRUCTION ACTIVITIES.

EXISTING CONDITIONS:

1. EXISTING TOPOGRAPHIC SURVEY PERFORMED BY KPFF SURVEYING ON 1–10–18 (JOB #1800–028) GRADES ENCOUNTERED ON–SITE MAY VARY FROM THOSE SHOWN. CONTRACTOR SHALL REVIEW THE PLANS AND CONDUCT FIELD INVESTIGATIONS AS REQUIRED TO VERIFY EXISTING CONDITIONS AT THE PROJECT SITE.

2. CLIENT SHALL HOLD HARMLESS LEA & BRAZE OR KPFF ENGINEERING FROM ANY AND ALL OCCURRENCES RESULTING FROM THE ACCURACY/INACCURACY OF THE CLIENT SUPPLIED TOPOGRAPHIC AND BOUNDARY SURVEY (AS PREPARED BY OTHERS).

SURVEYOR'S NOTES:

THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY ARE APPROXIMATE AND WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. 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, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF IT'S DELINEATE OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED. BUT WHICH ARE NOT SHOWN ON THIS SURVEY.

CONTRACTOR SHALL VERIFY ALL UTILITIES PRIOR TO CONSTRUCTION.

DEMOLITION NOTES:

1. CONTRACTOR IS TO COMPLY WITH ALL GENERAL AND STATE REQUIREMENTS INVOLVING THE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIAL(S).
2. THE CONTRACTOR SHALL LOCATE AND CLEARLY MARK (AND THEN PRESERVE THESE MARKERS) FOR THE DURATION OF CONSTRUCTION OF ALL TELEPHONE, DATA, STREET LIGHT, SIGNAL LIGHT AND POWER FACILITIES THAT ARE IN OR NEAR THE AREA OF CONSTRUCTION.
3. CONTRACTOR'S BID IS TO INCLUDE ALL VISIBLE SURFACE AND ALL SUBSURFACE FEATURES IDENTIFIED TO BE REMOVED OR ABANDONED IN THESE DOCUMENTS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SITE INSPECTION TO FULLY ACKNOWLEDGE THE EXTENT OF THE DEMOLITION WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS NECESSARY FOR ENCROACHMENT, GRADING, DEMOLITION, AND STATE JURISDICTIONS.
6. THE CONTRACTOR SHALL PAY ALL FEES ASSOCIATED WITH DISPOSAL OF MATERIALS.
7. BACKFILL ALL DEPRESSIONS AND TRENCHES FROM DEMOLITION OF FOUNDATIONS & UTILITIES TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
8. WITHIN LIMITS OF WORK, REMOVE CURBS, GUTTERS, LANDSCAPING, SIGNAGE, TREES, SCRUBS, ASPHALT, UNDERGROUND PIPES, ETC. AS INDICATED ON THE PLANS AND SPECIFICATIONS.
9. REMOVAL OF LANDSCAPING SHALL INCLUDE ROOTS AND ORGANIC MATERIALS TO THE SATISFACTION OF THE GEOTECHNICAL ENGINEER.
10. PRIOR TO BEGINNING DEMOLITION WORK ACTIVITIES, CONTRACTOR SHALL INSTALL EROSION CONTROL MEASURES OUTLINED IN THE EROSION PLAN & DETAILS.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSING ALL DEMOLITION MATERIALS, OR STORING SELECTED ITEMS BY OWNER'S REPRESENTATIVE AT DESIGNATED LOCATIONS.
12. THE CONTRACTOR SHALL MAINTAIN ALL SAFETY DEVICES, AND SHALL BE RESPONSIBLE FOR CONFORMANCE TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS LAWS AND REGULATIONS.
13. THE CONTRACTOR SHALL PROTECT FROM DAMAGE ALL EXISTING IMPROVEMENTS FACILITIES AND STRUCTURES WHICH ARE TO REMAIN. ANY ITEMS DAMAGED BY THE CONTRACTOR OR HIS AGENTS OF ANY ITEMS REMOVED FOR HIS USE SHALL BE REPLACED IN EQUAL OR BETTER CONDITION AS APPROVED BY THE ARCHITECT OR OWNER'S REPRESENTATIVE.
14. COORDINATE WITH ELECTRICAL, MECHANICAL, LANDSCAPING AND ARCHITECTURAL DRAWINGS FOR UTILITY SHUT–DOWN / DISCONNECT LOCATIONS. CONTRACTOR IS TO SHUT OFF ALL UTILITIES AS NECESSARY PRIOR TO DEMOLITION. CONTRACTOR IS TO COORDINATE SERVICE INTERRUPTIONS WITH THE DEVELOPER / OWNER. DO NOT INTERRUPT SERVICES ADJACENT OFF–SITE OWNERS. ALSO SEE ARCHITECTURAL PLANS FOR ADDITIONAL DEMOLITION SCOPE OF WORK.
15. DEMOLITION INCLUDES REMOVAL OF ALL ITEMS ASSOCIATED WITH THE UTILITY, RETAINING WALL, FENCE, TREE OR BUILDING, INCLUDING BUT NOT LIMITED TO FOOTINGS, VALVES, ROOTS, BACKFILL, ETC. AND SHALL INCLUDE PREPARING THE SITE FOR NEW UTILITIES, BUILDINGS, RETAINING WALLS, ETC.
16. ALL MATERIALS TO BE DEMOLISHED AND REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LAWFULLY DISPOSED OF OFF–SITE.
17. THE PLAN IS NOT INTENDED TO BE A COMPLETE CATALOGUE OF ALL EXISTING STRUCTURES AND UTILITIES. THIS PLAN INTENDS TO DISCLOSE GENERAL INFORMATION KNOWN BY THE ENGINEER AND TO SHOW THE LIMITS OF THE AREA WHERE WORK WILL BE PERFORMED. THIS PLAN SHOWS THE EXISTING FEATURES TAKEN FROM A FIELD SURVEY, FIELD INVESTIGATIONS AND AVAILABLE INFORMATION. THIS PLAN MAY OR MAY NOT ACCURATELY REFLECT THE TYPE OR EXTENT OF THE ITEMS TO BE ENCOUNTERED AS THEY ACTUALLY EXIST. WHERE EXISTING FEATURES ARE NOT SHOWN, IT IS IMPLIED THAT THEY ARE NOT TO BE DEMOLISHED OR REMOVED. THE CONTRACTOR SHALL PERFORM A THOROUGH FIELD INVESTIGATION AND REVIEW OF THE SITE WITHIN THE LIMIT OF WORK SHOWN IN THIS PLAN SET TO DETERMINE THE TYPE, QUANTITY AND EXTENT OF ANY AND ALL ITEMS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXTENT OF EXISTING STRUCTURES AND UTILITIES AND QUANTITY OR WORK INVOLVED IN REMOVING THESE ITEMS FROM THE SITE.
18. ALL ABANDONED BUILDINGS AND FOUNDATIONS, TREE (EXCEPT THOSE SPECIFIED TO REMAIN FOR LANDSCAPING PURPOSES), FENCES, VEGETATION AND ANY SURFACE DEBRIS SHALL BE REMOVED AND DISPOSED OF OFF THE SITE BY THE CONTRACTOR.
19. ALL ABANDONED SEPTIC TANKS AND ANY OTHER SUBSURFACE STRUCTURES EXISTING IN PROPOSED DEVELOPMENT AREAS SHALL BE REMOVED PRIOR TO ANY GRADING OR FILL OPERATION. ALL APPURTENANT DRAIN FIELDS AND OTHER CONNECTING LINES MUST ALSO BE TOTALLY REMOVED.
20. ALL ABANDONED UNDERGROUND IRRIGATION OR UTILITY LINES SHALL BE REMOVED OR DEMOLISHED. THE APPROPRIATE FINAL DISPOSITION OF SUCH LINES DEPEND UPON THEIR DEPTH AND LOCATION AND THE METHOD OF REMOVAL OR DEMOLITION SHALL BE DETERMINED BY THE SOILS ENGINEER. ONE OF THE FOLLOWING METHODS WILL BE USED:

A. EXCAVATE AND TOTALLY REMOVE THE UTILITY LINE FROM THE TRENCH.

B. EXCAVATE AND CRUSH THE UTILITY LINE IN THE TRENCH.

C. CAP THE ENDS OF THE UTILITY LINE WITH CONCRETE TO PREVENT THE ENTRANCE OF WATER. THE LOCATIONS AT WHICH THE UTILITY LINE WILL BE CAPPED WILL BE DETERMINED BY THE CITY ENGINEER. THE LENGTH OF THE CAP SHALL NOT BE LESS THAN FIVE FEET, AND THE CONCRETED MIX EMPLOYED SHALL HAVE MINIMUM SHRINKAGE.

STORM DRAIN NOTES:

1. ALL STORM DRAIN PIPE SHALL BE PVC SDR 35, SLOPED AT 2% UNLESS OTHERWISE SPECIFIED ON THE PLANS. PIPE SHALL BE SIZED AS SPECIFIED ON THE PLANS. ALL DIRECTION CHANGES SHALL BE MADE WITH A WYE CONNECTION OR LONG SWEEP ELBOWS, REGULAR ELBOWS, AND TEE'S SHOULD BE AVOIDED.
2. USE DETECTABLE METALIZED WARNING TAPE APPROXIMATE 6" BELOW THE SURFACE. TAPE SHALL BE A BRIGHT COLOR AND IMPRINTED WITH "CAUTION– STORM DRAIN LINE BELOW", CALPICO TYPE 2 OR EQUAL.
3. PAINT THE TOP OF THE CURBS ADJACENT TO EACH CATCH BASIN INSTALLED UNDER THE WORK OR ADJACENT TO THIS SITE WITH THE WORDS "NO DUMPING". WORDING TO BE BLUE 4" HIGH LETTERS ON A PAINTED WHITE BACKGROUND.
4. ALL AREA DRAINS AND CATCH BASINS GRATES WITHIN PEDESTRIAN ACCESSIBLE AREAS SHALL MEET ADA REQUIREMENTS.
5. ALL TRENCHES SHALL BE BACKFILLED PER THE SPECIFICATIONS WITH APPROPRIATE TEST BY THE GEOTECHNICAL ENGINEER TO VERIFY COMPACTION VALUES.
6. FOR GRAVITY FLOW SYSTEMS CONTRACTOR SHALL VERIFY (POTHOLE IF NECESSARY) SIZE, MATERIAL, LOCATION AND DEPTH OF ALL SYSTEMS ARE TO BE CONNECTED TO OR CROSSED PRIOR TO TRENCHING OR INSTALLATION OF ANY GRAVITY FLOW SYSTEM.
7. COMPLETE SYSTEMS; ALL UTILITY SYSTEMS ARE DELINEATED IN SCHEMATIC MANNER ON THESE PLANS. CONTRACTOR IS TO PROVIDE ALL FITTINGS, ACCESSORIES, AND WORK NECESSARY TO COMPLETE THE UTILITY SYSTEM SO THAT IT IS FULLY FUNCTIONING FOR THE PURPOSE INTENDED.
8. PRIVATE STORM DRAIN LINE 4–INCH THROUGH 12– INCH WITH A MINIMUM OF TWO (2) FEET OF COVER IN NON–TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) SDR 35.
9. PRIVATE STORM DRAIN LINE 6–INCH THROUGH 12–INCH WITH LESS THAN 3 FEET OF COVER IN VEHICULAR TRAFFIC AREAS SHALL BE POLYVINYL CHLORIDE (PVC) C900, RATED 150 PSI CLASS PIPE.

10 ALL DOWN SPOUTS SHALL DISCHARGE DIRECTLY ON TO ADJACENT IMPERVIOUS SURFACES OR SPLASH BLOCKS UNLESS OTHERWISE NOTED ON PLANS. SEE ARCHITECTURE PLANS FOR EXACT LOCATION OF THE DOWN SPOUTS.

GRADING AND EARTHWORK NOTES:

1. ALL PAVED AREAS ARE TO SLOPE AT A MINIMUM OF 1 %. ACCESSIBLE STALLS AND LOADING ZONES ARE TO SLOPE AT A MAXIMUM OF 2% IN ANY DIRECTION AND ACCESSIBLE PATHWAYS ARE TO SLOPE AT A MAXIMUM OF 8.33% WITH A MAXIMUM CROSS SLOPE OF 2 %. ANY AREAS ON THE SITE NOT CONFORMING TO THESE BASIC RULES DUE TO EXISTING CONDITIONS OR DISCREPANCIES IN THE DOCUMENTS ARE TO BE REPORTED T OTHER ARCHITECT/ENGINEER PRIOR TO PROCEEDING WITH FORMWORK FOR CURBS AND/OR FLATWORK.
2. CONTRACTOR SHALL DETERMINE EARTHWORK QUANTITIES BASED ON THE TOPOGRAPHIC SURVEY, THE SOILS INVESTIGATION AND THE PROPOSED SURFACE GRADES AND BASE THE BID ACCORDINGLY. ANY DIFFERENCES BETWEEN THE STATE IN WHICH THE PROJECT SITE IS DELIVERED TO THE CONTRACTOR AND THESE DOCUMENTS SHOULD BE NOTED TO THE CIVIL ENGINEER.
3. ALL FILL SHALL BE COMPACTED PER THE CONSTRUCTION SPECIFICATIONS AND THE CONTRACTOR SHALL COORDINATE AND COMPLY WITH THE OWNERS TESTING AGENCY TO TAKE THE APPROPRIATE TEST TO VERIFY COMPACTION VALUES.
4. IMPORT SOILS MUST MEET THE REQUIREMENTS OF THE SOILS REPORT AND SPECIFICATIONS.
5. COORDINATE THE PLACEMENT OF ALL SLEEVES FOR LANDSCAPE IRRIGATION (WATER AND CONTROL WIRING) AND STREET LIGHTING PRIOR TO THE PLACEMENT OF ANY ASPHALT, BASEROCK, OR CONCRETE SURFACING. SEE LANDSCAPE AND SITE ELECTRICAL DRAWINGS.
6. DO NOT ADJUST GRADES ON THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL OF ENGINEER
7. SPOT ELEVATIONS ARE TO FINISHED SURFACE.
8. TOP OF CONCRETE CURBS ARE 0.50" ABOVE TOP OF PAVING ELEVATIONS, U.N.O.
9. ROUGH GRADING TO BE WITHIN 0.1' AND FINISH GRADES ARE TO BE WITH IN 0.05'.
10. AFTER STAKING FOR HORIZONTAL CONTROL CONTRACTOR SHALL FIELD CHECK ALL ELEVATIONS MARKED WITH (E) AND REPORT ANY DISCREPANCIES GREATER THEN 0.05' TO ARCH/ENGR.
11. ALL EXISTING UTILITY STRUCTURES WITHIN THE AREA OF WORK SHALL HAVE THE LIDS, GRATES, COVERS, ETC. ADJUSTED TO BE FLUSH WITH FINISHED GRADES, CONTRACTOR SHALL IDENTIFY ALL SUCH ITEMS BY USE OF THESE PLANS AND THOROUGH FIELD INVESTIGATION.
12. GEOTECHNICAL CONSULTANT TO BE NOTIFIED OF DELIVERY OF ALL IMPORTED SOILS TO SITE FOR HIS/HER INSPECTION AND APPROVAL PRIOR TO PLACING BY CONTRACTOR.
13. THESE SPECIFICATIONS AND APPLICABLE PLANS PERTAIN TO AND INCLUDE ALL SITE GRADING AND EARTHWORK ASSOCIATED WITH THE PROJECT INCLUDING, BUT NOT LIMITED TO THE FURNISHING OF ALL LABOR, TOOLS AND EQUIPMENT NECESSARY FOR SITE CLEARING AND GRUBBING, SITE PREPARATION, DISPOSAL OF EXCESS OR UNSUITABLE MATERIAL, STRIPPING, KEYING, EXCAVATION, OVER EXCAVATION, RECOMPACTION PREPARATION FOR SOIL RECEIVING FILL, PAVEMENT, FOUNDATION OF SLABS, EXCAVATION, IMPORTATION OF ANY REQUIRED FILL MATERIAL, PROCESSING, PLACEMENT AND COMPACTION OF FILL AND SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING TO CONFORM TO THE LINES, GRADING AND SLOPE SHOWN ON THE PROJECT GRADING PLANS.
14. ALL FILL MATERIALS SHALL BE DENSIFIED SO AS TO PRODUCE A DENSITY NOT LESS THAN 90% RELATIVE COMPACTION BASED UPON ASTM TEST DESIGNATION D1557. FIELD DENSITY TEST WILL BE PERFORMED IN ACCORDANCE WITH ASTM TEST DESIGNATION 2922 AND 3017. THE LOCATION AND FREQUENCY OF THE FIELD DENSITY TEST WILL BE AS DETERMINED BY THE SOIL ENGINEER. THE RESULTS OF THESE TEST AND COMPLIANCE WITH THE SPECIFICATIONS WILL BE THE BASIS UPON WHICH SATISFACTORY COMPLETION OF THE WORK WILL BE JUDGED BY THE SOIL ENGINEER. ALL CUT AND FILL SLOPES SHALL BE CONSTRUCTED AS SHOWN ON PLANS, BUT NO STEEPER THAN TWO (2) HORIZONTAL TO ONE (1) VERTICAL.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SATISFACTORY COMPLETION OF ALL THE EARTHWORK IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS. NO DEVIATION FROM THESE SPECIFICATIONS SHALL BE MADE EXCEPT UPON WRITTEN APPROVAL BY THE SOILS ENGINEER. BOTH CUT AND FILL AREAS SHALL BE SURFACE COMPLETED TO THE SATISFACTION OF THE SOILS ENGINEER AT THE CONCLUSION OF ALL GRADING OPERATIONS AND PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL NOTIFY THE SOILS ENGINEER AT LEAST TWO (2) WORKING DAYS PRIOR TO DOING ANY SITE GRADING AND EARTHWORK INCLUDING CLEARING.

STORM WATER POLLUTIONS PREVENTION REQUIREMENTS:

1. STORE, HANDLE, AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES PROPERLY, SO AS TO PREVENT THEIR CONTACT WITH STORMWATER.
2. CONTROL AND PREVENT THE DISCHARGE OF ALL POTENTIAL POLLUTANTS, INCLUDING SOLID WASTES, PAINTS, CONCRETE, PETROLEUM PRODUCTS, CHEMICALS, WASH WATER OR SEDIMENT, AND NON–STORMWATER DISCHARGES TO STORM DRAINS AND WATER COURSES.
3. USE SEDIMENT CONTROL OR FILTRATION TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.
4. AVOID CLEANING, FUELING, OR MAINTAINING VEHICLES ON SITE, EXCEPT IN A DESIGNATED AREA IN WHICH RUNOFF IS CONTAINED AND TREATED.
5. DELINEATE CLEARING LIMITS, EASEMENTS, SETBACKS, SENSITIVE OR CRITICAL AREAS, BUFFER ZONES, TREES AND DISCHARGE COURSE WITH FIELD MARKERS.
6. PROTECT ADJACENT PROPERTIES AND UNDISTURBED AREAS FROM CONSTRUCTION IMPACTS USING VEGETATIVE BUFFER STRIPS, SEDIMENT BARRIERS OF FILTERS, DIKES, MULCHING, OR OTHER MEASURES AS APPROPRIATE.
7. PERFORM CLEARING AND EARTH MOVING ACTIVITIES DURING DRY WEATHER TO THE MAXIMUM EXTENT PRACTICAL.
8. LIMIT AND TIME APPLICATIONS OF PESTICIDES AND FERTILIZERS TO PREVENT POLLUTED RUNOFF.
9. LIMIT CONSTRUCTION ACCESS ROUTES AND STABILIZE DESIGNATED ACCESS POINTS.
10. AVOID TRACKING DIRT OR MATERIALS OFF–SITE; CLEAN OFF–SITE PAVED AREAS AND SIDEWALKS USING DRY SWEEPING METHODS TO THE MAXIMUM EXTENT PRACTICAL.
11. ALL CONSTRUCTION ON OFF–SITE IMPROVEMENTS SHALL ADHERE TO BEST MANAGEMENT PRACTICES TO PREVENT DELETERIOUS MATERIALS OR POLLUTANTS FROM ENTERING THE CITY OR COUNTY STORM DRAIN SYSTEM.
12. SWEEP ALL GUTTERS AT THE END OF EACH WORKING DAY. GUTTERS SHALL BE KEPT CLEAN AFTER LEAVING CONSTRUCTION SITE.

SUPPLEMENTAL MEASURES:

A. THE PHRASE "NO DUMPING – DRAINS TO BAY" OR EQUALLY EFFECTIVE PHRASE MUST BE LABELED ON STORM DRAIN INLETS (BY STENCILING, BRANDING, OR PLAQUES) TO ALERT THE PUBLIC TO THE DESTINATION OF STORM WATER AND TO PREVENT DIRECT DISCHARGE OF POLLUTANTS INTO THE STORM DRAIN.

B. USING FILTRATION MATERIALS ON STORM DRAIN COVERS TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.

C. STABILIZING ALL DENUDED AREAS AND MAINTAINING EROSION CONTROL MEASURES CONTINUOUSLY FROM OCTOBER 15 AND APRIL 15.

D. REMOVING SPOILS PROMPTLY, AND AVOID STOCKPILING OF FILL MATERIALS, WHEN RAIN IS FORECAST. IF RAIN THREATENS, STOCKPILED SOILS AND OTHER MATERIALS SHALL BE COVERED WITH A TARP OR OTHER WATERPROOF MATERIAL.

E. STORING, HANDLING, AND DISPOSING OF CONSTRUCTION MATERIALS AND WASTES SO AS TO AVOID THEIR ENTRY TO THE STORM DRAIN SYSTEMS OR WATER BODY.

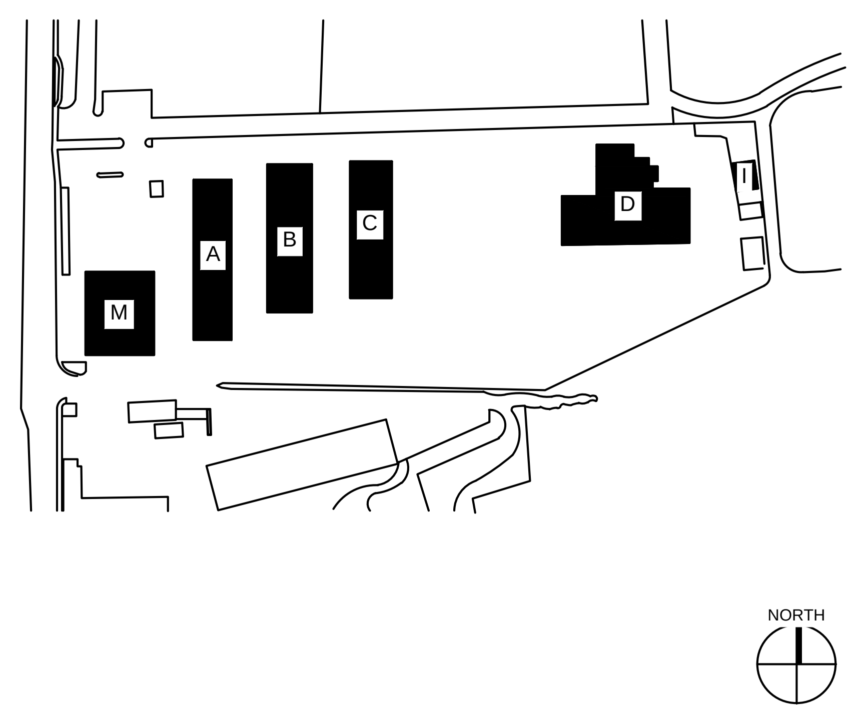
F. AVOIDING CLEANING, FUELING, OR MAINTAINING VEHICLES ON–SITE, EXCEPT IN AN AREA DESIGNATED TO CONTAIN AND TREAT RUNOFF.

SITE MAINTENANCE:

1. REMOVE ALL DIRT, GRAVEL, RUBBISH, REFUSE, AND GREEN WASTE FROM STREET PAVEMENT AND STORM DRAINS ADJOINING THE SITE. LIMIT CONSTRUCTION ACCESS ROUTES ONTO THE SITE AND PLACE GRAVEL PADS AT THESE LOCATIONS. DO NOT DRIVE VEHICLES AND EQUIPMENT OFF THE PAVED OR GRAVELED AREAS DURING WET WEATHER.
2. SWEEP OR VACUUM THE STREET PAVEMENT AND SIDEWALKS ADJOINING THE PROJECT SITE AND THE ON–SITE PAVED AREAS ON A DAILY BASIS. SCRAPE C CAKED–ON MUD AND DIRT FROM THESE AREAS BEFORE SWEEPING. CORNERS AND HARD TO REACH AREAS SHALL BE SWEPT MANUALLY.
3. CONTRACTOR SHALL: GATHER ALL CONSTRUCTION DEBRIS ON A REGULAR BASIS AND PLACE IT IN A DUMPSTER OR OTHER CONTAINER WHICH IS EMPTIED OR REMOVED ON A REGULAR BASIS. WHEN APPROPRIATE, USE TARPS ON THE GROUND TO COLLECT FALLEN DEBRIS OR SPLATTERS THAT COULD CONTRIBUTE TO STORM WATER RUNOFF POLLUTION.
4. IF THE STREET, SIDEWALKS AND/OR PARKING LOT ARE PRESSURE WASHED, DEBRIS MUST BE TRAPPED AND COLLECTED TO PREVENT ENTRY INTO THE STORM DRAIN SYSTEM. NO CLEANING AGENT MAY BE DISCHARGED INTO THE STORM DRAIN. IF ANY CLEANING AGENT OR DEGREASER IS USED, WASHED WATER MUST BE COLLECTED AND DISCHARGED TO THE SANITARY SEWER, SUBJECT TO THE APPROVAL OF THE OWNER'S PROJECT MANAGER, OR OTHERWISE DISPOSED OF THROUGH APPROVED DISPOSAL METHODS.
5. CREATE A CONTAINED AND COVERED AREA ON THE SITE FOR THE STORAGE OF BAGS, CEMENT, PAINTS, OILS, FERTILIZERS, PESTICIDES, OR OTHER MATERIAL USED ON THE SITE THAT HAVE THE POTENTIAL OF BEING WIND–BLOWN OR IN THE EVENT OF A MATERIAL SPILL.
6. NEVER CLEAN MACHINERY, EQUIPMENT OR TOOLS INTO A STREET, GUTTER OR STORM DRAIN.
7. ENSURE THAT CEMENT TRUCKS, PAINTERS, OR STUCCO/PLASTER FINISHING CONTRACTORS DO NOT DISCHARGE WASH WATER FROM EQUIPMENT, TOOLS OR RINSE CONTAINERS INTO GUTTERS OR DRAINS.
8. THE ON–SITE STORM DRAIN FACILITIES SHALL BE CLEANED A MINIMUM OF TWICE A YEAR AS FOLLOWS: IMMEDIATELY PRIOR TO OCTOBER 15TH AND ONCE IN JANUARY. ADDITIONAL CLEANING MAY BE REQUIRED IF FOUND NECESSARY BY THE CITY ENGINEER/INSPECTOR. CONTRACTOR SHALL BE RESPONSIBLE FOR COST ASSOCIATED WITH CLEANING.
9. PREVENT DUST FROM LEAVING THE SITE AND ACCUMULATING ON ADJACENT AREAS AS REQUIRED IN THE DUST CONTROL NOTES ON THIS SHEET.
10. PREVENT SEDIMENT LADEN STORM RUN–OFF FROM LEAVING THE SITE OR ENTERING STORM DRAIN OR SANITARY SEWER SYSTEMS AS REQUIRED IN THE EROSION AND SEDIMENTATION CONTROL NOTES ON THIS SHEET.
11. MAINTAIN EXISTING TREES AND PLANTS THAT ARE TO REMAIN AS REQUIRED BY THE TREE AND PLANT PROTECTION NOTES ON THE SHEET.

NOTE:
THESE NOTES ARE INTENDED TO BE USED AS A GENERAL GUIDELINE. THE REFERENCED SOILS REPORT FOR THE PROJECT AND GOVERNING AGENCY GRADING ORDINANCE SHALL SUPERSEDE THESE NOTES. THE SOILS ENGINEER MAY MAKE ON–SITE RECOMMENDATIONS DURING GRADING OPERATIONS.

KEY PLAN



LIONAKIS

1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887–4086
(F) (510) 887–3019

SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966–1338
(F) (916)797–7363

WWW.LEABRAZE.COM

SEAL

PETER CARINO
No. C79555
CIVIL

PROJECT

AUBURN SACRAMENTO STREET RENOVATION PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

GRADING SPECIFICATIONS

SHEET

C -1.1

DUST CONTROL NOTES:

1. WATER TRUCKS SHALL BE PRESENT AND IN USE AT THE CONSTRUCTION SITE. ALL PORTIONS OF THE SITE SUBJECT TO BLOWING DUST SHALL BE WATERED AS OFTEN AS DEEMED NECESSARY BY THE APPROPRIATE GOVERNMENTAL AGENCY IN ORDER TO ENSURE PROPER CONTROL OF BLOWING DUST FOR THE DURATION OF THE PROJECT.
2. WATERING ASSOCIATED WITH ON-SITE CONSTRUCTION ACTIVITY SHALL TAKE PLACE BETWEEN THE ESTABLISHED CONSTRUCTION HOURS AND SHALL INCLUDE AT LEAST ONE LATE-AFTERNOON WATERING TO MINIMIZE THE EFFECTS OF BLOWING DUST.
3. ALL PUBLIC STREETS AND MEDIANS SOILED OR LITTERED DUE TO THIS CONSTRUCTION ACTIVITY SHALL BE CLEANED AND SWEPT ON A DAILY BASIS DURING THE WORK WEEK, OR AS OFTEN AS DEEMED NECESSARY BY THE OWNER'S ENGINEER/INSPECTOR, TO THE SATISFACTION OF THE CITY'S DEPARTMENT OF PUBLIC WORKS.
4. WATERING ON PUBLIC STREETS OR POWER WASHING SEDIMENTATION ON STREETS SHALL NOT OCCUR, UNLESS CONTRACTOR COLLECTS AND FILTERS THE WASH WATER PRIOR TO ITS ENTERING THE CITY'S STORM DRAIN SYSTEM.
5. ON-SITE PAVED ACCESS ROADS, PARKING AREAS AND STAGING AREAS SHALL BE SWEPT DAILY WITH A WATER SWEEPER.
6. WHEEL WASHERS SHALL BE INSTALLED AND USED TO CLEAN ALL TRUCKS AND EQUIPMENT LEAVING THE CONSTRUCTION SITE. IF WHEEL WASHERS CANNOT BE INSTALLED, TIRES OR TRACKS OF ALL TRUCKS AND EQUIPMENT SHALL BE WASHED OFF BEFORE LEAVING THE CONSTRUCTION SITE.
7. GRADING OR ANY OTHER OPERATIONS THAT CREATES DUST SHALL BE STOPPED IMMEDIATELY IF DUST AFFECTS ADJACENT PROPERTIES. THE CONTRACTOR SHALL PROVIDE SUFFICIENT DUST CONTROL FOR THE ENTIRE PROJECT SITE IN ACCORDANCE WITH THE PROJECT SWPPP AT ALL TIMES. THE SITE SHALL BE SPRINKLERED AS NECESSARY TO PREVENT DUST NUISANCE. IN THE EVENT THAT THE CONTRACTOR NEGLECTS TO USE ADEQUATE MEASURES TO CONTROL DUST. THE CITY RESERVES THE RIGHT TO TAKE WHATEVER MEASURES ARE NECESSARY TO CONTROL DUST AND CHARGE THE COST TO THE CONTRACTOR.
8. THE PERMITEE IS RESPONSIBLE FOR DUST CONTROL MEASURES AND FOR OBTAINING ALL REQUIRED PERMITS AND APPROVALS. ALL GRADING OPERATIONS SHALL BE SUSPENDED DURING SECOND (OR WORSE) STAGE SMOG ALERTS.
9. ALL TRUCKS HAULING SOIL, SAND, AND OTHER LOOSE MATERIALS SHALL BE COVERED WITH TARPAULINS OR OTHER EFFECTIVE COVERS.

EARTHWORK QUANTITY NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE QUANTITIES OF ALL FORMS OF EARTHWORK ON THIS PROJECT AND BASING THE BID ON THOSE QUANTITIES WITH FULL KNOWLEDGE THAT ADDITIONAL PROCESSES – INCLUDING ENGINEERING – AND QUANTITIES ARE ALSO TO BE INCLUDED IN THE BID PER THE FOLLOWING NOTES.
2. THE CONTRACTOR SHALL MAKE AN INITIAL DETERMINATION OF THE QUANTITIES, BASED ON A DETAILED SITE VISIT. THE TOPOGRAPHIC SURVEY, THE GEOTECHNICAL REPORT, THE FINISH GRADES SHOWN ON THESE DRAWINGS, THE SIZE AND EXTENT OF FOOTINGS, THE PREPARATION AND MATERIALS USED FOR BUILDING SLABS, PAVEMENT SECTIONS, AND THE SIZE AND DEPTH OF UTILITY TRENCHES, INCLUDING THE UTILITY CONTRACTORS ANTICIPATED RE-USE OF EXISTING MATERIAL FOR BACKFILL IF ANY.
3. THE CONTRACTOR SHALL MEET THE GRADES SHOWN ON THE DRAWINGS, ADJUSTING THE AMOUNT OF IMPORT OR EXPORT AS REQUIRED TO DO SO. NO ASSUMPTIONS SHOULD BE MADE ABOUT THE SITE BALANCING. NO ADJUSTMENTS TO THE GRADE SHALL BE PERMITTED UNLESS SPECIFICALLY APPROVED BY THE ARCH/ENGR IN WRITING AFTER THE IMPACT OF ANY GRADE CHANGES (IMPACT TO RAMPS, STAIRS, WORK BY OTHERS, ETC.) HAS BEEN THOROUGHLY REVIEWED BY THE ARCH/ENGR. WHEN PREPARING THE EARTHWORK BIDS, DO NOT ASSUME ANY CHANGES TO THE FINISHED GRADES SHOWN ON THESE DRAWINGS WILL BE PERMITTED.

RECORD DRAWINGS:

1. THE CONTRACTOR SHALL KEEP UP-TO-DATE AND ACCURATE A COMPLETE RECORD SET OF PRINTS OF THE CONTRACT DRAWINGS SHOWING EVERY CHANGE FROM THE ORIGINAL DRAWINGS MADE DURING THE COURSE OF CONSTRUCTION INCLUDING EXACT FINAL LOCATION, ELEVATION, SIZES, MATERIALS, AND DESCRIPTION OF ALL WORK. RECORDS SHALL BE "REDLINED" ON A SET OF CONSTRUCTION PLAN DRAWINGS. PRINTS SHALL BE SUBMITTED TO THE CITY ENGINEER AND DEVELOPERS CIVIL ENGINEER PRIOR TO FINAL ACCEPTANCE FOR REVIEW AND APPROVAL BY THE CITY/TOWN ENGINEER AND DEVELOPER'S CIVIL ENGINEER.

SIGNING & STRIPING NOTES:

1. ALL SIGNING AND STRIPING TO BE PER CALTRANS STANDARDS UNLESS NOTED TO BE PER CITY STANDARDS.
2. ALL SIGNS FOR MOTORIST DIRECTIONS SHALL BE METAL WITH BEADED REFLECTIVE PAINT. SUPPORTING POSTS SHALL BE 2-1/2" DIAMETER GALVANIZED PIPE CAST INTO A 10" DIAMETER BY 24" DEEP CONCRETE FOOTING BOTTOM OF SIGN SHALL BE 72" ABOVE FINISH GRADE, UNLESS NOTED OTHERWISE.
3. WHERE THE FOLLOWING SYMBOLS OCCUR ON THE DRAWINGS PROVIDE THE SPECIFIED SIGNING AND/OR STRIPING.

A. PROVIDE A VAN ACCESSIBLE STALL WITH BOTH PAVEMENT MARKINGS AND FREE-STANDING SIGN AS IDENTIFIED IN DETAIL:

B. PROVIDE CALTRANS TYPE IV(L) (RSP A24A)

C. PROVIDE CALTRANS TYPE IV(R) (RSP A24A)

D. PROVIDE 1' WIDE x 10' LONG WHITE LINE W/ CALTRANS A24D STOP MARKER

E. FIRE LANE – MUST BE PAINTED RED WITH "FIRE LANE NO PARKING". 3" HEIGHT WHITE LETTER EVERY 25'.

F. LOADING AND UNLOADING ZONE – MUST BE PAINTED YELLOW WITH "LOADING / UNLOADING NO PARKING". 3" HEIGHT LETTER EVERY 25'.

4. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AND SHALL BE PROTECTED WITH ADEQUATE BARRICADES, LIGHTS, SIGNS AND WARNING DEVICES AS PER THE CURRENT STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, MANUAL OF TRAFFIC CONTROLS AND TO THE DIRECTION OF THE CITY'S INSPECTOR.

HORIZONTAL CONTROL NOTES:

1. CONTRACTOR SHALL LAYOUT THE CONTROL FOR THE SITE AS SPECIFIED ON HORIZONTAL CONTROL SHEET. CONTRACTOR SHALL CLEARLY SET AND MARK EACH OF THE CONTROL POINTS. PROTECTING THE POINTS THROUGHOUT CONSTRUCTION.
2. ALL DIMENSIONS ON THE PLANS ARE IN FEET OR DECIMALS THERE OF UNLESS SPECIFICALLY CALLED OUT AS FEET AND INCHES.
3. ALL BUILDINGS, DRIVEWAYS AND PARKING LOTS ARE TO BE PARALLEL AND RIGHT ANGLES TO THE BASIS OF BEARINGS UNLESS IDENTIFIED OR CLEARLY SHOWN AS A DIFFERENT ANGLE.
4. ALL RETURN RADII AND CURB DATA ARE TO FACE OF CURB, UNLESS OTHERWISE SHOWN OR INDICATED.

PAVEMENT SECTION:

1. SEE SHEET C-3 FOR ALL PAVEMENT SECTIONS.
2. SEE STRUCTURAL DRAWINGS FOR BUILDING SLAB SECTIONS AND PAD PREPARATIONS.
3. SEE GRADING AND DETAIL SHEETS FOR FLATWORK SECTIONS AND BASE REQUIREMENTS.
4. EXISTING PAVEMENT SHALL BE TACK COATED PRIOR TO CONSTRUCTING NEW PAVEMENT.
5. THE FINAL OR SURFACE LAYER OF ASPHALT CONCRETE SHALL NOT BE PLACED UNTIL ALL ON-SITE IMPROVEMENTS HAVE BEEN COMPLETED, INCLUDING ALL GRADING, AND ALL UNACCEPTABLE CONCRETE WORK HAS BEEN REMOVED AND REPLACED. UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER AND/OR DEVELOPER'S CITY ENGINEER.
6. ALL PAVING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF CALTRAN STANDARD SPECIFICATIONS.

GENERAL UTILITY SYSTEM NOTES:

1. ALL TRENCHES SHALL BE BACKFILLED PER THE GEOTECHNICAL ENGINEER RECCOMMENDATIONS.
2. CLEAN OUTS, CATCH BASINS AND AREA DRAINS ARE TO BE ACCURATELY LOCATED BY THEIR RELATIONSHIP TO THE BUILDING, FLATWORK, ROOF DRAINS, AND/OR CURB LAYOUT, NOT BY THE LENGTH OF PIPE SPECIFIED IN THE DRAWINGS (WHICH IS APPROXIMATE).
3. CONTRACTOR SHALL STAKE LOCATION OF ABOVE GROUND UTILITY EQUIPMENT (BACKFLOW PREVENTOR, SATELLITE DISH, TRANSFORMER, GAS METER, ETC.) AND MEET WITH OWNER TO REVIEW LOCATION PRIOR TO INSTALLATION. PLANNING DEPARTMENT MUST SPECIFICALLY AGREE WITH LOCATION PRIOR TO PROCEEDING WITH THE INSTALLATION.
4. CONTRACTOR SHALL PREPARE AN ACCURATE COMPOSITE UTILITY PLAN THAT TAKES INTO ACCOUNT THE ACTUAL LOCATION OF EXISTING UTILITIES AS DETERMINED DURING THE DEMOLITION WORK. THE UTILITIES SHOWN ON THE CIVIL DRAWINGS, AND THE SITE POWER, CONDUITS AND LIGHTING SHOWN ON THE ELECTRICAL PLANS. THE FIRE SPRINKLER SYSTEM SHALL BE INCLUDED AS DESIGNED BY THE DESIGN/BUILD UNDERGROUND FIRE SPRINKLER CONTRACTOR.
5. CATHODIC PROTECTION MAY BE REQUIRED ON ALL METALLIC FITTINGS AND ASSEMBLIES THAT ARE IN CONTACT WITH SOIL, IF RECOMMENDED BY THE GEOTECHNICAL REPORT. CONTRACTOR IS RESPONSIBLE TO FULLY ENGINEER AND INSTALL THIS SYSTEM AND COORDINATE ANODE AND TEST STATION LOCATIONS WITH THE OWNER'S PROJECT MANAGER.
6. COMPLETE SYSTEMS: ALL UTILITY SYSTEMS ARE DELINEATED IN A SCHEMATIC MANNER ON THESE PLANS. CONTRACTOR IS TO PROVIDE ALL FITTINGS, ACCESSORIES, AND WORK NECESSARY TO COMPLETE THE UTILITY SYSTEM SO THAT IT IS FULLY FUNCTIONING FOR THE PURPOSE INTENDED.
7. UNDERGROUND UTILITIES OR STRUCTURES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS AND EXTENT BASED UPON RECORD INFORMATION. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE ON THE ACCURACY OR COMPLETENESS FOR THE INFORMATION SHOWN. THE OWNER, BY ACCEPTING THESE PLANS OR PROCEEDING WITH IMPROVEMENTS PURSUANT THERETO, AGREES TO ASSUME LIABILITY AND TO HOLD THE UNDERSIGNED HARMLESS FOR ANY DAMAGES RESULTING FROM THE EXISTENCE OF UNDERGROUND UTILITIES OR STRUCTURES NOT REPORTED TO THE UNDERSIGNED; NOT INDICATED ON THE PUBLIC RECORDS EXAMINED, LOCATED AT VARIANCE WITH THOSE REPORTED OR SHOWN ON RECORDS EXAMINED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES FROM DAMAGE DURING COMPACTION OF ROADWAY SUBGRADE AND PRIOR TO PLACEMENT OF FINAL PAVEMENT SECTIONS.
9. CONTRACTOR SHALL VERIFY ALL EXISTING INVERT ELEVATIONS FOR STORM DRAIN AND SANITARY SEWER CONSTRUCTION PRIOR TO COMMENCEMENT OF ANY WORK. ALL WORK FOR STORM AND SANITARY SEWER INSTALLATION SHALL BEGIN AT THE DOWNSTREAM CONNECTION POINT. THIS WILL ALLOW FOR ANY NECESSARY ADJUSTMENTS TO BE MADE PRIOR TO THE INSTALLATION OF THE ENTIRE LINE. IF THE CONTRACTOR FAILS TO BEGIN AT THE DOWNSTREAM CONNECTION POINT AND WORKS UP STREAM, HE SHALL PROCEED AT HIS OWN RISK AND BE RESPONSIBLE FOR ANY ADJUSTMENTS NECESSARY. CONTRACTOR SHALL VERIFY LOCATION OF SANITARY SEWER LATERAL WITH OWNER PRIOR TO CONSTRUCTION.
10. EXISTING UTILITY CROSSINGS OF THE NEW PIPELINE ARE SHOWN ACCORDING TO THE BEST AVAILABLE INFORMATION. GAS, WATER AND SEWER, SERVICE LATERALS ARE SHOWN ACCORDING TO THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE TYPE, SIZE, LOCATION, AND DEPTH OF ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) ARE CORRECT AS SHOWN. NO GUARANTEE IS MADE THAT ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) ARE SHOWN. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN EXCAVATING AND SHALL PROTECT ALL EXISTING UTILITIES (BOTH MAINS AND LATERALS) FROM DAMAGE DUE TO HIS OPERATION.
11. CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY AND SEWER LINES WHERE THEY ARE TO BE CROSSED ABOVE OR BELOW BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ENSURE THAT THERE IS SUFFICIENT CLEARANCE.

    VERTICAL SEPARATION REQUIREMENTS:
    A MINIMUM OF SIX (6) INCHES VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN CROSSING UTILITY PIPES, EXCEPT THAT THE MINIMUM VERTICAL CLEARANCE BETWEEN WATER AND SANITARY SEWER PIPELINES SHALL BE 12 INCHES AND ALL NEW WATER PIPES SHALL BE TYPICALLY INSTALLED TO CROSS ABOVE/OVER EXISTING SANITARY SEWER PIPELINES.

    WHERE NEW WATER PIPELINES ARE REQUIRED TO CROSS UNDER EXISTING AND/OR NEW SANITARY SEWER PIPELINES, THE MINIMUM VERTICAL SEPARATION SHALL BE 12 INCHES. WATER LINE PIPE ENDS SHALL BE INSTALLED NO CLOSER THAN 10' MINIMUM HORIZONTAL DISTANCE FROM CENTERLINE OF UTILITY CROSSINGS WHERE FEASIBLE.

    HORIZONTAL SEPARATION REQUIREMENTS:
12. A MINIMUM HORIZONTAL SEPARATION BETWEEN NEW PIPELINES AND ANY EXISTING UTILITIES SHALL BE 5' FEET EXCEPT THAT THE MINIMUM HORIZONTAL SEPARATION FOR WATER AND SANITARY SEWER PIPELINES SHALL BE 10' MINIMUM, UNLESS OTHERWISE NOTED.

    A MINIMUM HORIZONTAL SEPARATION BETWEEN NEW PIPELINES AND JOINT TRENCH SHALL BE 5 FEET.

    THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING APPROPRIATE UTILITIES AND REQUESTING VERIFICATION OF SERVICE POINTS, FIELD VERIFICATION OF LOCATION, SIZE, DEPTH, ETC. FOR ALL THEIR FACILITIES AND TO COORDINATE WORK SCHEDULES.

TREE/PLANT PROTECTION NOTES:

1. PRIOR TO BEGINNING CONSTRUCTION ON SITE, CONTRACTOR SHALL IDENTIFY, CONFIRM WITH OWNER AND PROTECT EXISTING TREES AND PLANTS DESIGNED AS TO REMAIN.
2. PROVIDE 6 FOOT TALL TREE PROTECTION FENCE WITH DISTINCTIVE MARKING VISIBLE TO CONSTRUCTION EQUIPMENT, ENCLOSING DRIP LINES OF TREES DESIGNED TO REMAIN.
3. WORK REQUIRED WITHIN FENCE LINE SHALL BE HELD TO A MINIMUM, AVOID USE OF HEAVY EQUIPMENT WITHIN FENCED AREA AND DO NOT PARK ANY VEHICLES UNDER DRIP LINE OF TREES. DO NOT STORE EQUIPMENT OR MATERIALS WITHIN FENCE LINE.
4. PRIOR TO REMOVING ROOTS AND BRANCHES LARGER THAN 2" IN DIAMETER OF TREES OR PLANTS THAT IS TO REMAIN, CONSULT WITH THE OWNER'S PROJECT MANAGER.
5. ANY GRADE CHANGES GREATER THAN 6" WITHIN THE DRIPLINE OF EXISTING TREES SHALL NOT BE MADE WITHOUT FIRST CONSULTING THE LANDSCAPE ARCHITECT / CIVIL ENGINEER.
6. PROTECT EXISTING TREES TO REMAIN FROM SPILLED CHEMICALS, FUEL OIL, MOTOR OIL, GASOLINE AND ALL OTHER CHEMICALLY INJURIOUS MATERIALS; AS WELL AS FROM PUDDLING OR CONTINUOUSLY RUNNING WATER. SHOULD A SPILL OCCUR, STOP WORK IN THAT AREA AND CONTACT THE CITY'S ENGINEER / INSPECTOR IMMEDIATELY. CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE DAMAGE FROM SPILLED MATERIAL AS WELL AS MATERIAL CLEAN UP.
7. PROVIDE TEMPORARY IRRIGATION TO ALL TREES AND PLANTS THAT ARE IN OR ADJACENT TO CONSTRUCTION AREAS WHERE EXISTING IRRIGATION SYSTEMS MAY BE AFFECTED BY THE CONSTRUCTION. ALSO PROVIDE TEMPORARY IRRIGATION TO RELOCATE TREES.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ONGOING MAINTENANCE OF ALL TREES AND PLANTS DESIGNED TO REMAIN AND FOR MAINTENANCE OF RELOCATED TREES STOCKPILED DURING CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REPLACE TREES OR PLANTS THAT DIE DUE TO LACK OF MAINTENANCE. WORK INCLUDING CLEARING.

GENERAL UTILITY SYSTEM NOTES:

1. THE UNDERGROUND FIRE PROTECTION SYSTEM SHOWN ON THIS DRAWING IS SCHEMATIC AND IS NOT INTENDED TO BE AN INSTALLATION DRAWING. THE UTILITY DRAWING IN THIS SET OF DOCUMENTS SHALL NOT BE USED AS A BASE SHEET FOR SHOP DRAWINGS WITHOUT WRITTEN APPROVAL FROM THE CIVIL ENGINEER.
2. THE UNDERGROUND FIRE PROTECTION SYSTEM INSTALLER SHALL PREPARE SHOP DRAWINGS SHOWING ALL INFORMATION REQUIRED BY THE LOCAL FIRE MARSHALL, INCLUDING LOCATION, TYPE AND NUMBER OF ANGLES, THRUST BLOCKS, VALVES, FIRE HYDRANTS, PIV'S, FDC'S, BACKFLOW ASSEMBLIES, FLEXIBLE CONNECTIONS, VAULTS, AND FLOW CALCULATIONS TO FIRE HYDRANTS, AND SPRINKLER RISERS PER THE FIRE FLOW REQUIRED BY LOCAL FIRE DEPARTMENT.
3. SHOP DRAWINGS SHALL BE SUBMITTED TO THE LOCAL FIRE MARSHALL, THE RATING AGENCY, AND THE CIVIL ENGINEER, ALLOWING TIME TO REVIEW AND ACCEPTANCE, PRIOR TO START OF WORK.
4. THE UNDERGROUND FIRE PROTECTION INSTALLER SHALL OBTAIN ALL APPROVALS AND PERMITS PRIOR TO ORDERING MATERIALS, FABRICATING SYSTEMS OR ANY INSTALLATION.
5. BOTTOM OF BACKFLOW PREVENTOR OR ASSEMBLY TO BE INSTALLED NO GREATER OR LESS THEN 12" FROM FINISH GRADE UNLESS APPROVED BY CIVIL ENGINEER.
6. GENERAL CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF ALL DIMENSIONS AND EQUIPMENT LOCATIONS. RISER LOCATIONS ARE SHOWN ON ARCHITECTURAL AND PLUMBING DRAWINGS AND ARE TO BE COORDINATED WITH THE ACTUAL FIELD CONDITIONS.
7. INSTALL MONITORED TAMPER SWITCHES AT ALL PIV'S AND VALVES ON DECTOR CHECK ASSEMBLIES.
8. INSTALL DETECTABLE METALIZED WARNING TAPE APPROXIMATELY 6" -12" BELOW THE SURFACE, BLUE, IMPRINTED WITH "CAUTION- FIRE SERVICE LINE BELOW", CALPICO TYPE 2 OR EQUAL.
9. MIN. 5 FEET CLEARANCE FROM BACK OF CURB TO FH'S, PIV'S, AND FDC'S.
10. UNDERGROUND FIRE PROTECTION SYSTEM INCLUDING HYDRANT ASSEMBLY, P.I.V., F.D.C., FITTING PIPE AND THRUSTBLOCKES TO BE IN ACCORDANCE WITH LOCAL FIRE PROTECTION DISTRICT SPECIFICATIONS, REQUIREMENTS AND NOTES.

WATER NOTES:

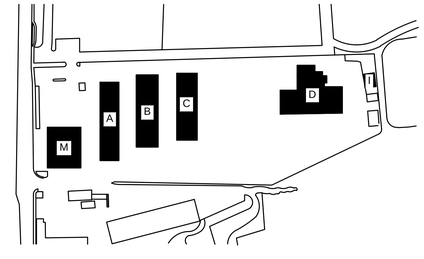
1. WHERE WATER LINES HAVE TO CROSS SANITARY SEWER LINES, DO SO AT A 90 DEGREE ANGLE AND WATER LINES SHALL BE MINIMUM OF 12" ABOVE THE TOP OF THE SANITARY SEWER LINES.
2. WATER LINES ARE SHOWN SCHEMATICALLY; CONTRACTOR SHALL IDENTIFY EACH ANGLE AND/ OR BEND THAT MAY BE REQUIRED TO ACCOMPLISH THE INTENDED DESIGN.
3. USE DETECTABLE METALIZED WARNING TAPE APPROXIMATELY 6" BELOW THE SURFACE. TAPE SHALL BE A BRIGHT COLOR AND IMPRINTED WITH "CAUTION-WATER LINE BELOW", CALPICO TYPE 2 OR EQUAL.
4. ALL WATER SERVICE CONNECTIONS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY/TOWN OR APPLICABLE WATER DISTRICT STANDARDS. .
5. PUBLIC AND PRIVATE WATER MAIN AND WATER SERVICE LINE 4-INCH THROUGH 12-INCH SHALL BE POLYVINYL CHLORIDE (PVC) AND SHALL MEET AWWA C900, RATED FOR 200 PSI CLASS PIPE WITH EPOXY COATED DUCTILE IRON FITTINGS AND FUSION EPOXY COATED GATE VALVES. ALL JOINTS SHALL FACTORY MANUFACTURED WITH BEL AND SPIGOT ENDS AND RUBBER GASKETS. NONMETALLIC WATER LINES HAVE TRACER WIRE INSTALLED PER CITY/TOWN STANDARDS
6. CONNECTION TO THE EXISTING WATER MAIN SHALL BE APPROVED BY THE CITY/TOWN. THE DEVELOPER SHALL PAY THE ACTUAL COSTS OF CONSTRUCTION. THE CONTRACTOR SHALL PERFORM ALL EXCAVATION PREPARE THE SITE, FURNISH ALL MATERIALS, INSTALL TAPPING TEE VALVE AND ALL THRUST BLOCKS. BACKFILL, RESTORE THE SURFACE, AND CLEANUP. THE CITY WILL PROVIDE THE DEVELOPER WITH A LIST OF APPROVED CONTRACTORS FOR MAKING WET TAPS. NONMETALLIC WATER LINES SHALL HAVE TRACER WIRES INSTALLED.
7. ALL WATER LINES 3" OR SMALLER SHALL BE TYPE K COPPER WITH SILVER BRAZED JOINTS. CONTRACTOR TO VERIFY PRESSURES FROM EXISTING LINES ARE ADEQUATE TO SERVICE BUILDINGS AS SPECIFIED BY THE PLUMBING PLANS.
8. ALL WATER LINES SHALL BE INSTALLED WITH 3' MINIMUM COVER.
9. ALL WATER VALVES SHALL BE PER CITY\WATER DISTRICT STANDARD.
10. ALL TEMPORARY AND/OR PERMANENT AIR-RELEASE AND BLOW-OFF VALVES SHALL BE PER CITY STANDARD AND AS DIRECTED BY THE CITY ENGINEER.
11. CONCRETE THRUST BLOCKS SHALL BE INSTALLED AT ALL TEES, CROSSES, BENDS (HORIZONTAL AND VERTICAL), AT SIZE CHANGES AND AT FIRE HYDRANTS PER CITY STANDARD. AWWA C600, SECTION 3.8 UNLESS NOTED OTHERWISE.
12. MECHANICALLY RESTRAINED JOINTS SHALL BE INSTALLED AT VERTICAL BENDS IN ACCORDANCE WITH CITY STANDARDS AND AS APPROVED BY THE CITY ENGINEER.
13. ALL WATER VALVES SHALL BE CLUSTERED, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER OR WATER DISTRICT.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND DELIVERING WATER SAMPLES FOR ANALYSIS TO A CITY APPROVED LAB.
15. ALL ON AND OFF-SITE LANDSCAPE IRRIGATION SYSTEMS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE ARCHITECTURAL PLANS AND SPECIFICATIONS AND SHALL BE CONNECTED TO THE EXISTING AND/OR NEW WATER SYSTEM AND METERED ACCORDINGLY.
16. INSTALL CITY/TOWN APPROVED PRESSURE REGULATOR AND REDUCED BACKFLOW PREVENTOR ON WATER LINE AT ENTRANCE TO BUILDING REFERENCE PLUMBING PLANS FOR MORE DETAIL.

SANITARY SEWER NOTES:

1. INSTALL DETECTABLE METALIZED WARNING TAPE APPROXIMATELY 6"-12" BELOW THE SERVICE IN NON-PAVED AREAS, AND AT THE BOTTOM OF BASEROCK FOR PAVED AREAS. GREEN IMPRINTED WITH "CAUTION- SANITARY SEWER LINE BELOW", CALPICO TYPE 2 OR EQUAL.
2. ALL SEWER WORK SHALL BE IN CONFORMANCE WITH THE CITY/TOWN OR APPROPRIATE SANITARY SEWER DISTRICT.
3. PUBLIC AND PRIVATE SANITARY SEWER MAIN AND SERVICE LINE 4-INCH THROUGH 8-INCH SHALL BE POLYVINYL CHLORIDE (PVC) SDR 26 SEWER PIPE.
4. WHERE CONNECTION IS TO BE MADE TO AN EXISTING SEWER OR STRUCTURE, SAID EXISTING SEWER OR STRUCTURE SHALL BE UNCOVERED AND CHECKED FOR LOCATION AND ELEVATION PRIOR TO STAKING NEW SEWER DEPTH AND LOCATION. ANY DISCREPANCY BETWEEN THE PLANS AND THE FIELD INFORMATION SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.
5. MINIMUM SLOPE FOR SITE SANITARY SEWER PIPES SHALL BE CURRENT UPC REQUIREMENTS:
    4" @ 2%
    6" @ 1%
    8" & LARGER @ 0.5%
6. ALL LATERALS SHALL HAVE A CLEANOUT AT THE FACE OF THE BUILDING AND AT THE PROPERTY LINE, AS SHOWN ON THE PLANS AND PER THE CITY/TOWN STANDARDS OR APPROPRIATE SANITARY SEWER DISTRICT.

NOTE:
THESE NOTES ARE INTENDED TO BE USED AS A GENERAL GUIDELINE. THE REFERENCED SOILS REPORT FOR THE PROJECT AND GOVERNING AGENCY GRADING ORDINANCE SHALL SUPERSEDE THESE NOTES. THE SOILS ENGINEER MAY MAKE ON-SITE RECOMMENDATIONS DURING GRADING OPERATIONS.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

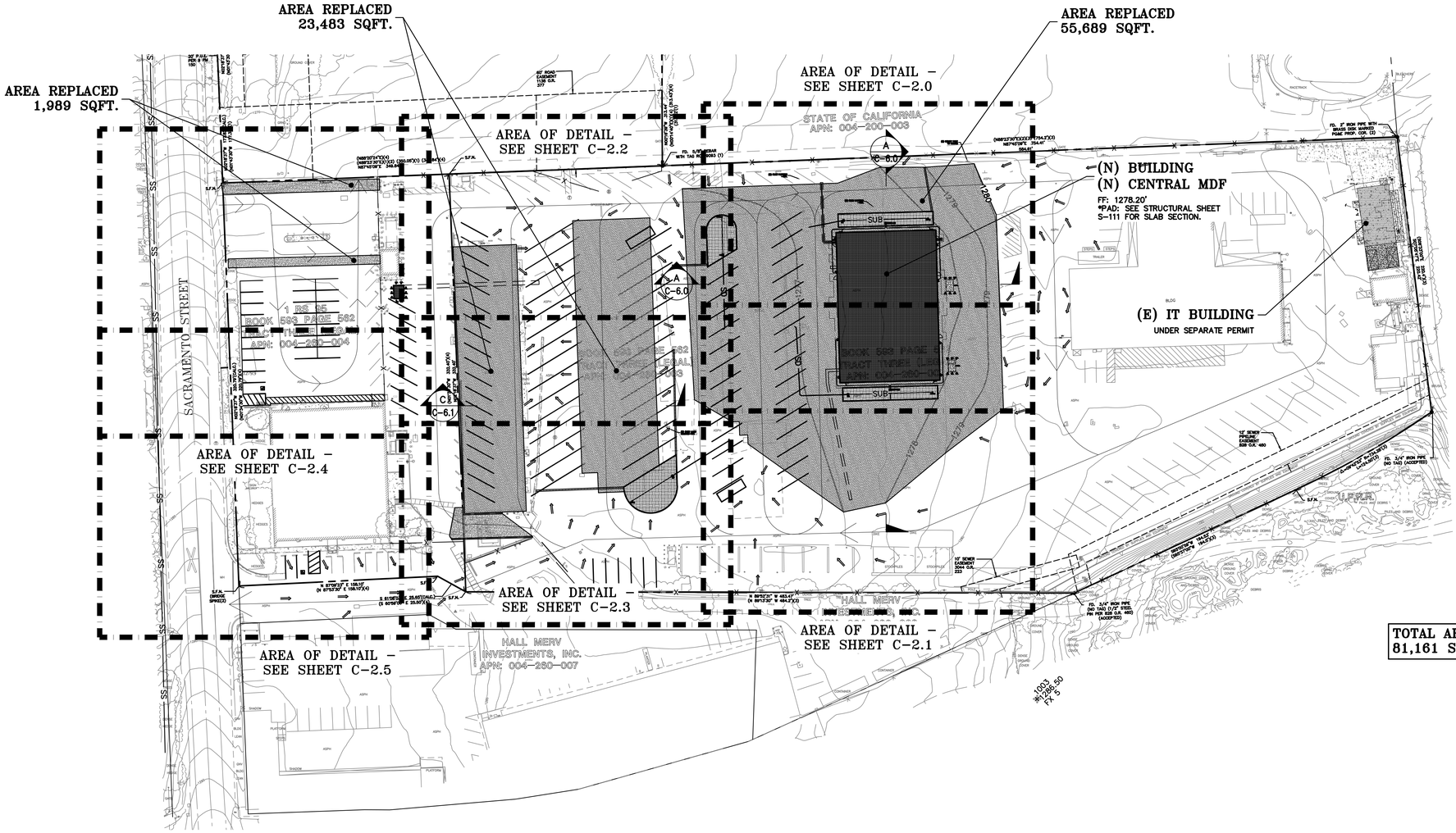
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
GRADING SPECIFICATIONS

SHEET
C -1.2

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1" 2"
C:\Users\Frank-Huggard\Documents_Revit\Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank-Huggard.rvt
11/11/2019 1:45:41 PM



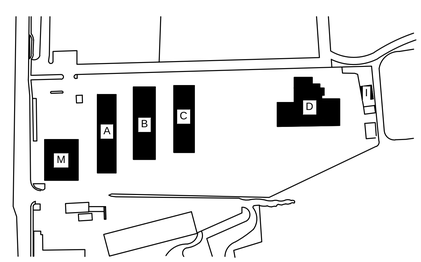
SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

0 20 40 80

SCALE: 1" = 40'

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1"

C:\Users\Frank.Huggard\Documents_Revit.Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt

11/1/2019 1:45:41 PM

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
FRANK HUGGARD
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

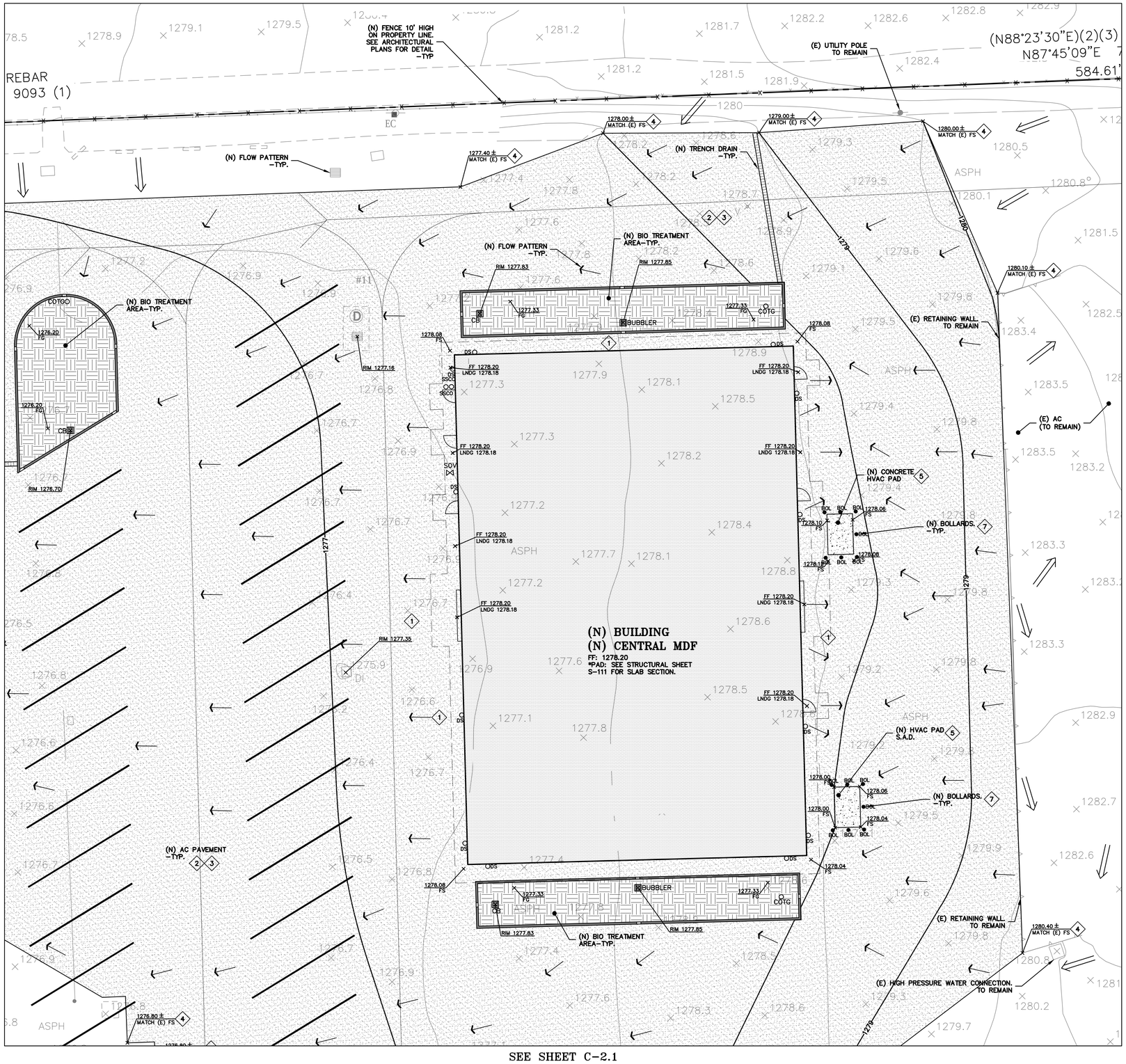
MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
OVERALL SITE PLAN

SHEET
C -1.3



FLATWORK KEYNOTES 1 TO 10

FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.

1. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
2. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C-7.0.
3. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C-7.0.
4. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C-7.0.
5. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
6. (N) BOLLARDS, SEE DETAIL 5 SHEET C-7.0.
7. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C-7.0.
8. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C-7.0.
9. (N) CURB CUT. SEE DETAIL 11 ON SHEET C-7.0.
10.

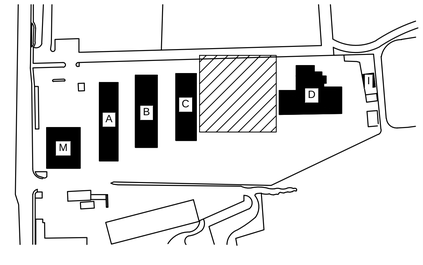
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
HABIB CARL LARIJANI
No. C78555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

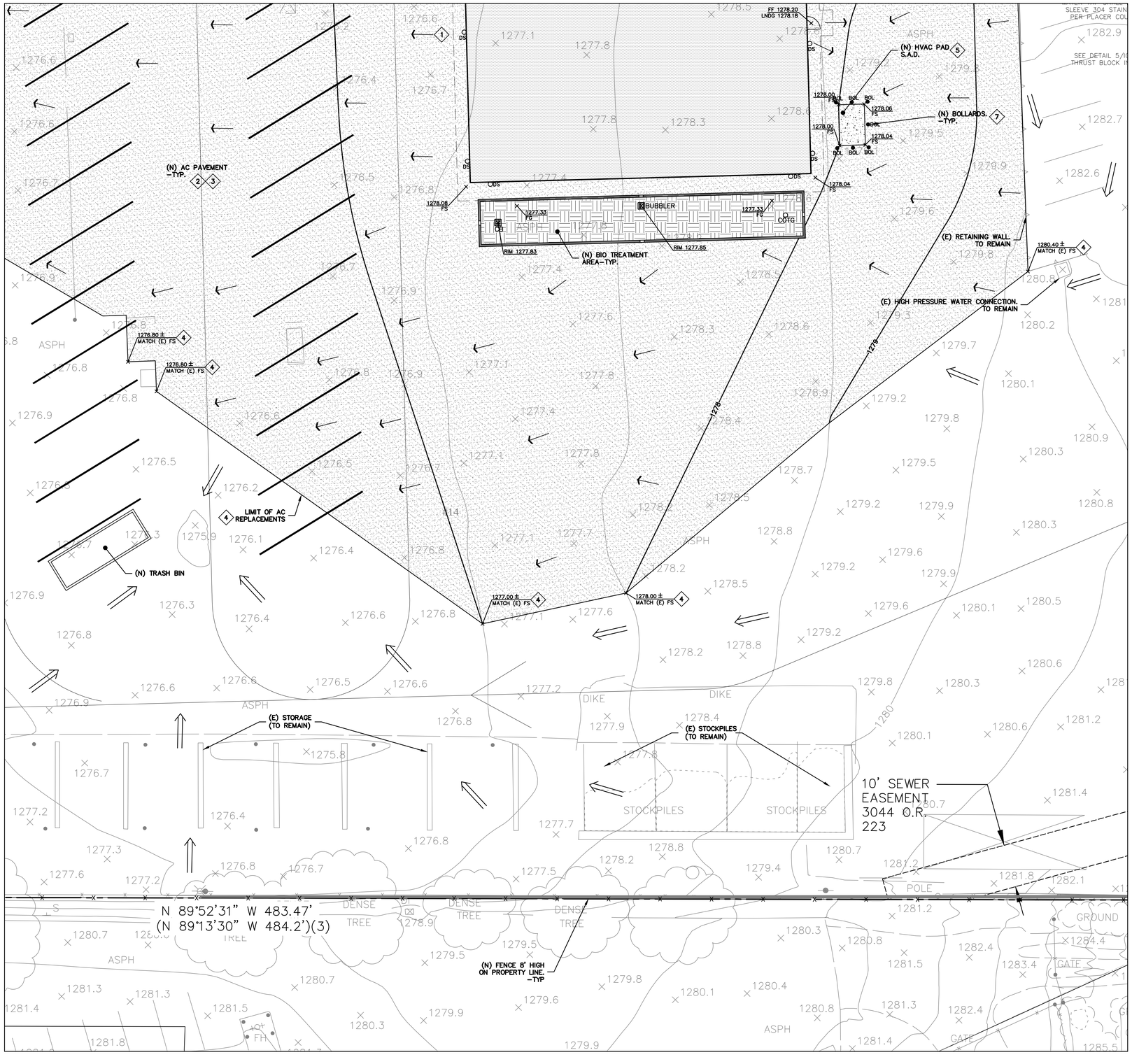
TITLE
GRADING & DRAINAGE PLAN

SHEET
C -2.0

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit\Local\Res\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

SEE SHEET C-2.0

SEE SHEET C-2.3



FLATWORK KEYNOTES 1 TO 10

1. FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.
2. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
3. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C–7.0.
4. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C–7.0.
5. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C–7.0.
6. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
7. (N) BOLLARDS, SEE DETAIL 5 SHEET C–7.0.
8. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C–7.0.
9. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C–7.0.
10. (N) CURB CUT. SEE DETAIL 11 ON SHEET C–7.0.

0 5 10 20

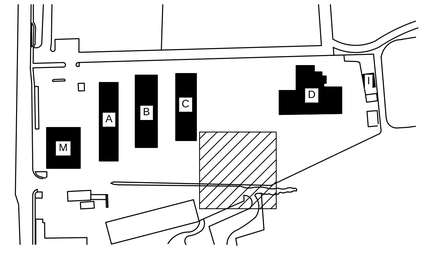
SCALE: 1" = 10'

SURVEY NOTE: TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:** ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS

1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887–4086
(F) (510) 887–3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966–1338
(F) (916)797–7363
WWW.LEABRAZE.COM

SEAL

REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT

AUBURN SACRAMENTO STREET RENOVATION PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

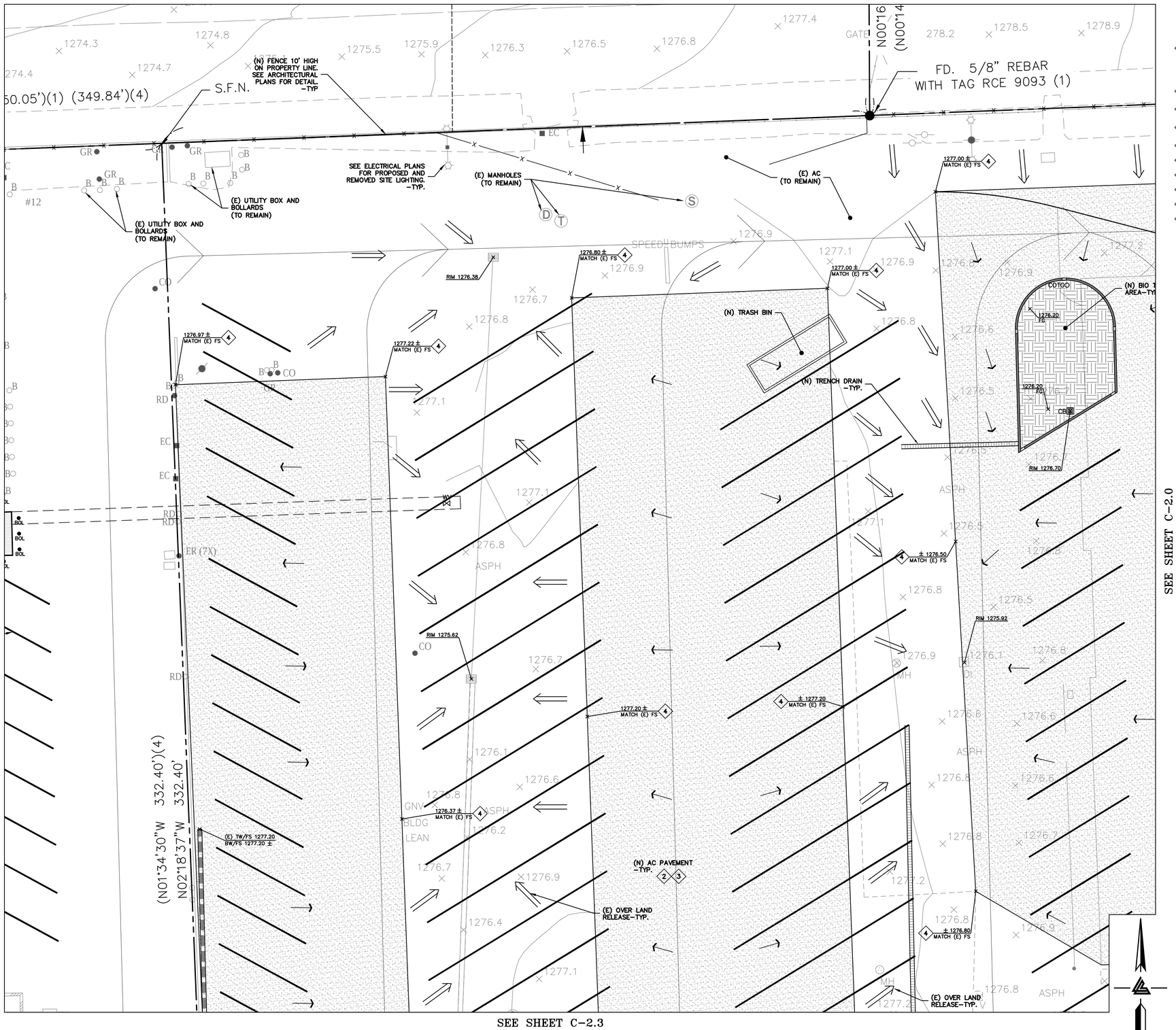
TITLE

GRADING & DRAINAGE PLAN

SHEET

C -2.1

IF THIS SHEET IS NOT 30"x42". IT IS A REDUCED PRINT - SCALE ACCORDINGLY
1" 1/2" 0
C:\Users\Frank.Huggard\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



0 5 10 20

SCALE: 1" = 10'

FLATWORK KEYNOTES 1 TO 10

FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.

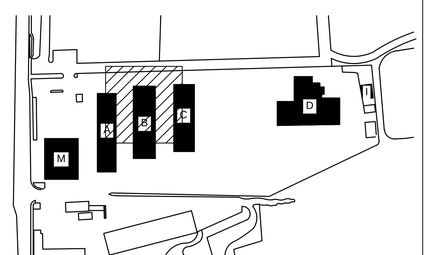
1. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
2. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C-7.0.
3. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C-7.0.
4. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C-7.0.
5. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
6. (N) BOLLARDS, SEE DETAIL 5 SHEET C-7.0.
7. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C-7.0.
8. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C-7.0.
9. (N) CURB CUT. SEE DETAIL 11 ON SHEET C-7.0.

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK CARLTON HUGGARD No. C79555 STATE OF CALIFORNIA CIVIL
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

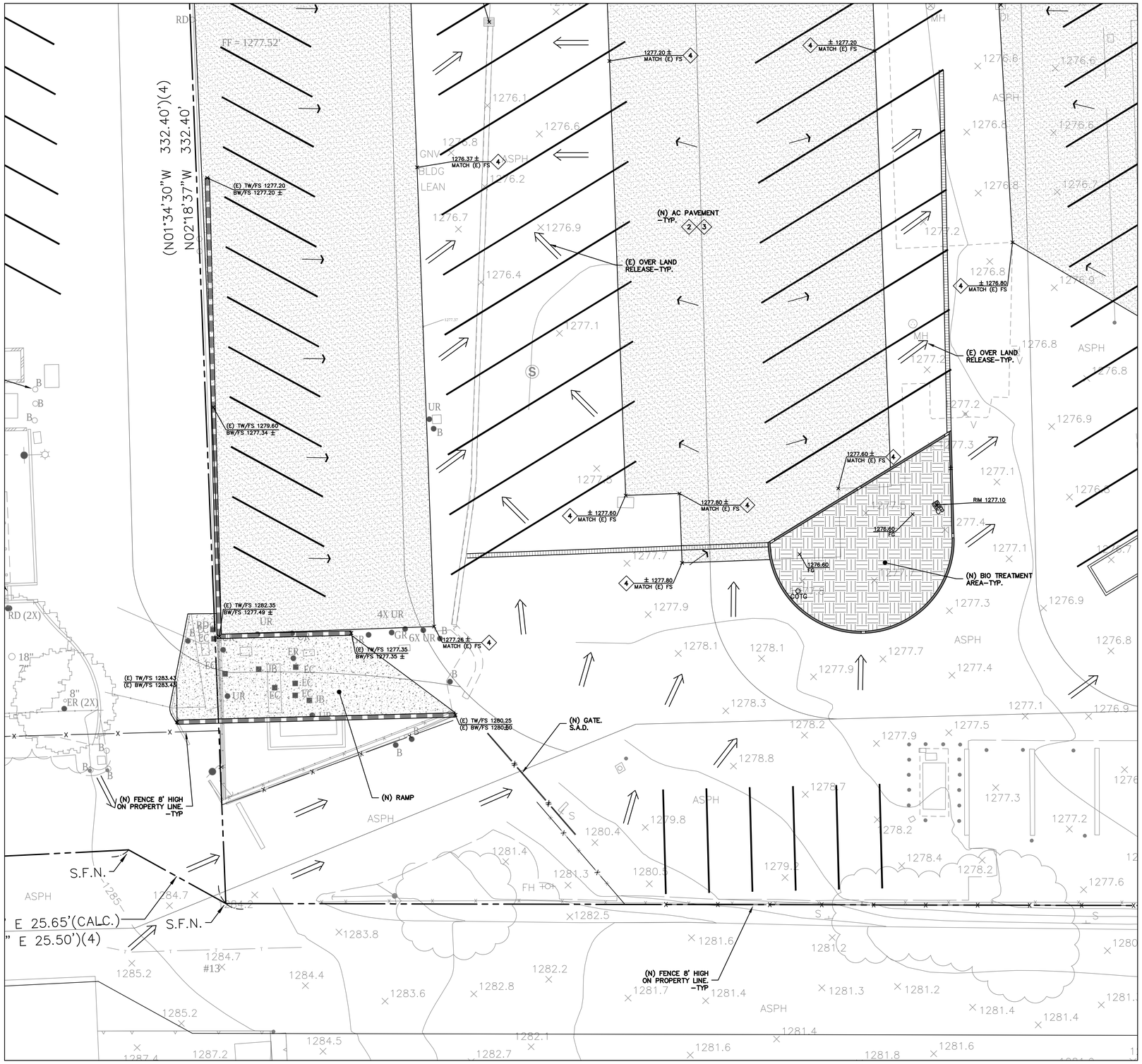
AGENCY

TITLE
GRADING & DRAINAGE PLAN

SHEET
C -2.2

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

SEE SHEET C-2.2



FLATWORK KEYNOTES 1 TO 10

FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.

1. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
2. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C-7.0.
3. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C-7.0.
4. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C-7.0.
5. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
6. (N) BOLLARDS, SEE DETAIL 5 SHEET C-7.0.
7. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C-7.0.
8. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C-7.0.
9. (N) CURB CUT. SEE DETAIL 11 ON SHEET C-7.0.

0 5 10 20

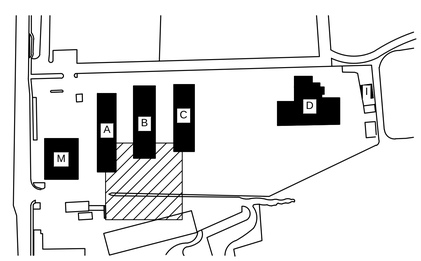
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
GRADING & DRAINAGE PLAN

SHEET
C -2.3

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1"



SEE SHEET C-2.5

SEE SHEET C-2.2

FLATWORK KEYNOTES 1 TO 10

1. FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.
2. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
3. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C-7.0.
4. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C-7.0.
5. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C-7.0.
6. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
7. (N) BOLLARDS. SEE DETAIL 5 SHEET C-7.0.
8. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C-7.0.
9. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C-7.0.
10. (N) CURB CUT. SEE DETAIL 11 ON SHEET C-7.0.

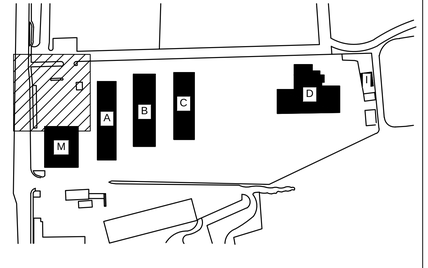
SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

0 5 10 20
SCALE: 1" = 10'

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

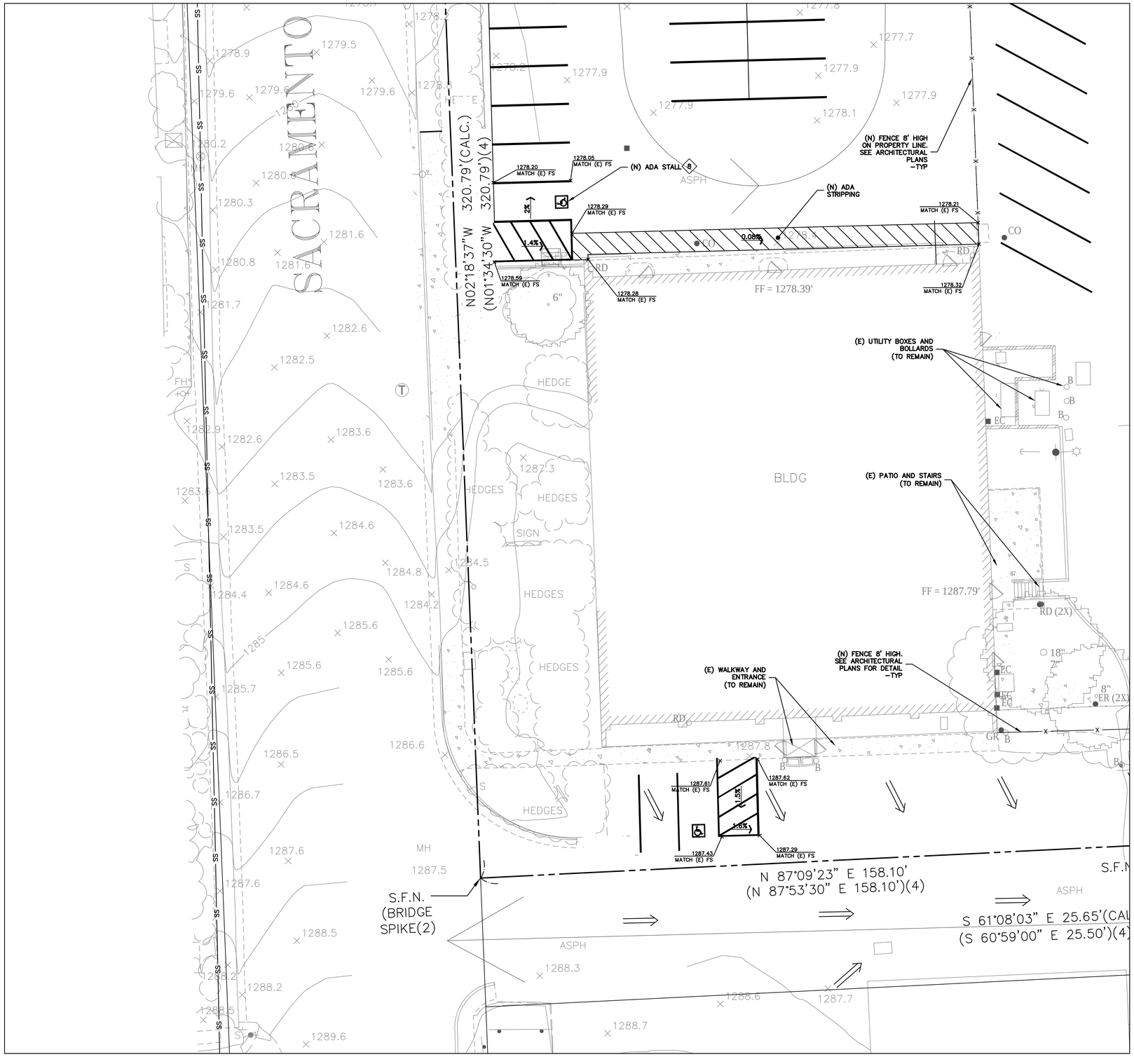
TITLE
GRADING & DRAINAGE PLAN

SHEET
C -2.4

C:\Users\Frank.Huggard\Documents_Rev#Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1"

SEE SHEET C-2.4



SEE SHEET C-2.3

FLATWORK KEYNOTES 1 TO 10

FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.

1. PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.
2. (N) AC DRIVEWAY. SEE DETAIL 7 SHEET C-7.0.
3. GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL 7 SHEET C-7.0.
4. (N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL 8 SHEET C-7.0.
5. (N) CONCRETE VALLEY GUTTER. SEE DETAIL 9 SHEET 7.0.
6. (N) BOLLARDS, SEE DETAIL 5 SHEET C-7.0.
7. (N) ADA STALL. SEE DETAIL 1, 2 & 3 ON SHEET C-7.0.
8. (N) TYPICAL VERTICAL CURB. SEE DETAIL 10 ON SHEET C-7.0.
9. (N) CURB CUT. SEE DETAIL 11 ON SHEET C-7.0.

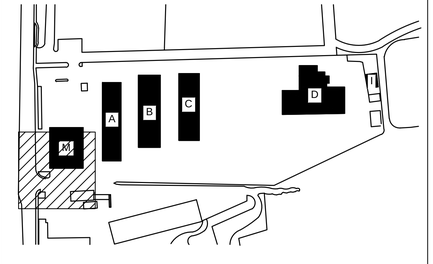
0 5 10 20
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK HUGGARD No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

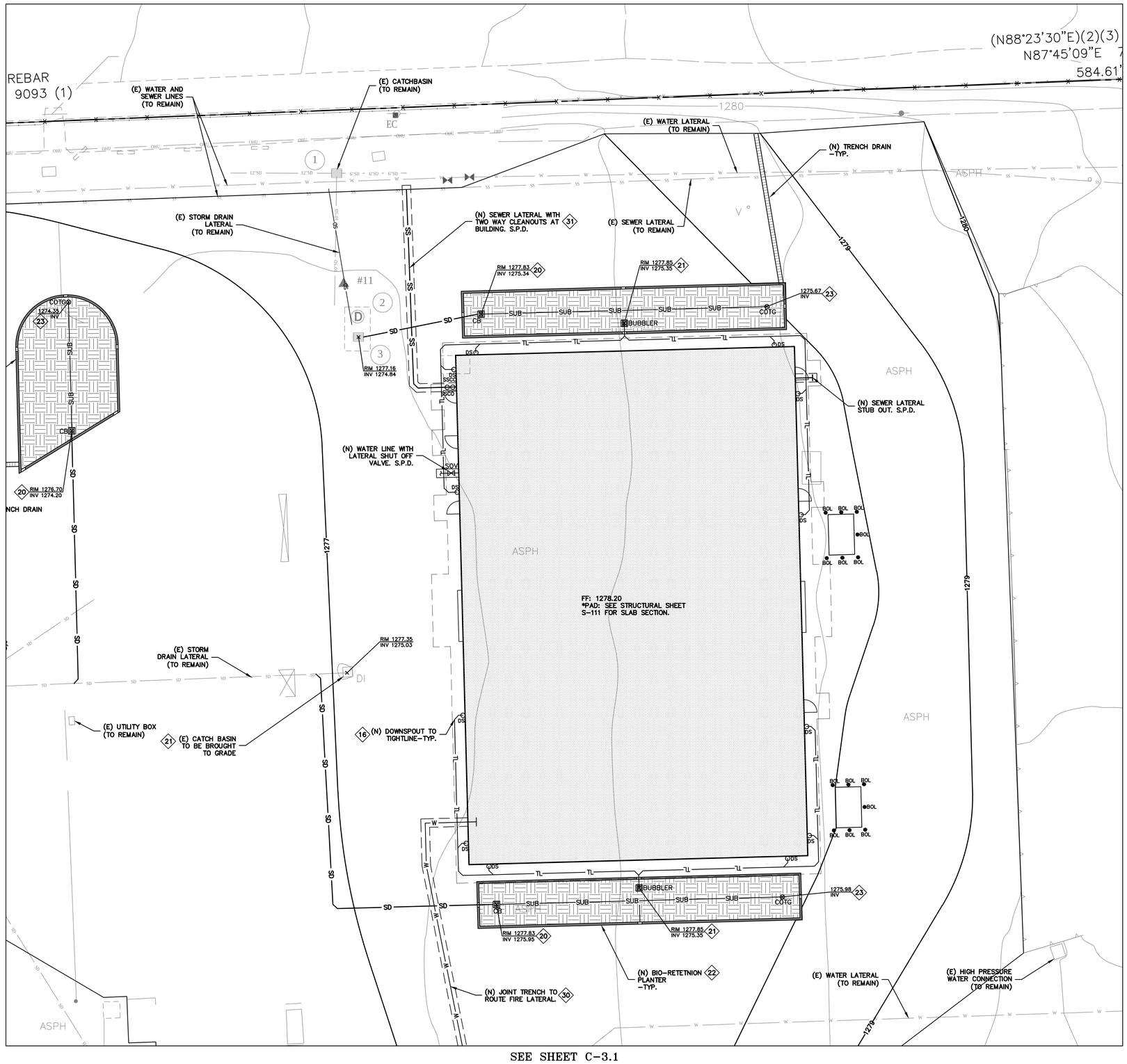
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
GRADING & DRAINAGE PLAN

SHEET
C -2.5

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/12/2019 1:45:41 PM



STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

1 STORM MANHOLE
RIM = 1339.73'
IE 48" IN (S) = 1334.81'
IE 48" OUT (N) = 1334.81'

2 STORM MANHOLE
RIM = 1337.03'
IE 12" CONC OUT (W) = 1333.84'

3 CATCH BASIN
RIM = 1337.21'
IE 12" OUT (NE) = 1334.96'

4 CATCH BASIN
RIM = 1337.29'
IE 12" OUT (SW) = 1334.89'

5 STORM MANHOLE
RIM = 1336.95'
IE 12" IN (W) = 1334.55'
IE 12" IN (SW) = 1334.45'
IE 12" OUT (E) = 1334.45'

6 STORM MANHOLE
RIM = 1338.05'
IE 12" IN (W) = 1334.09'
IE 12" IN (E) = 1334.12'
IE 24" IN (S) = 1333.93'
IE 24" OUT (N) = 1333.73'

7 STORM MANHOLE
RIM = 1337.91'
IE 48" IN (S) = 1332.91'
IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'

8 CURB INLET
FLOW LINE = 1336.88'
UNABLE TO OPEN

9 CATCH BASIN
RIM = 1336.88'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1331.08'

10 CATCH BASIN
RIM = 1335.73'
IE 12' PVC OUT (N) = 1333.63'

11 CATCH BASIN
RIM = 1336.36'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1330.56'

1 SANITARY MANHOLE
RIM = 1340.01'
IE 8" IN (SE) = 1333.56'
IE 8" IN (E) = 1333.12'
IE 8" OUT (W) = 1332.96'

2 SANITARY MANHOLE
RIM = 1337.58'
IE 4" IN (W) = 1334.45'
IE 8" IN (S) = 1334.30'
IE 8" OUT (NE) = 1334.11'

3 SANITARY MANHOLE
RIM = 1337.19'
IE 8" IN (SW) = 1333.79'
IE 8" OUT (E) = 1333.67'

4 SANITARY MANHOLE
RIM = 1340.44'
IE 8" IN (E) = 1333.69'
IE 8" OUT (N) = 1333.59'

5 SANITARY MANHOLE
RIM = 1338.48'
IE 8" IN (E) = 1332.15'
IE 8" IN (W) = 1332.18'
IE 8" IN (S) = 1332.08'
IE 8" OUT (N) = 1332.06'

6 SANITARY MANHOLE
RIM = 1336.84'
IE 8" IN (S) = 1330.74'
IE 8" OUT (N) = 1329.07'

7 SANITARY MANHOLE
RIM = 1337.93'
IE 8" IN (S) = 1330.06'
IE 10" IN (E) = 1329.13'
IE 10" OUT (W) = 1328.88'

8 SANITARY MANHOLE
RIM = 1337.20'
IE 8" IN (S) = 1329.60'
IE 10" IN (N) = 1328.45'
IE 10" IN (E) = 1328.34'
IE 10" OUT (W) = 1328.41'

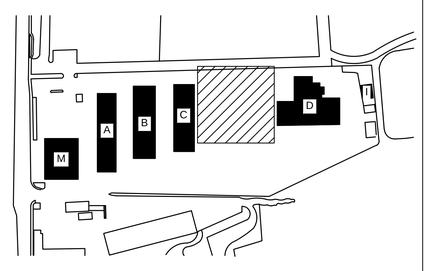
9 SANITARY MANHOLE
RIM = 1336.61'
IE 8" IN (S) = 1328.76'
IE 10" IN (E) = 1327.85'
IE 10" OUT (W) = 1327.83'

0 5 10 20
SCALE: 1" = 10'

CALL 1-800-227-2600 BEFORE YOU DIG
USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

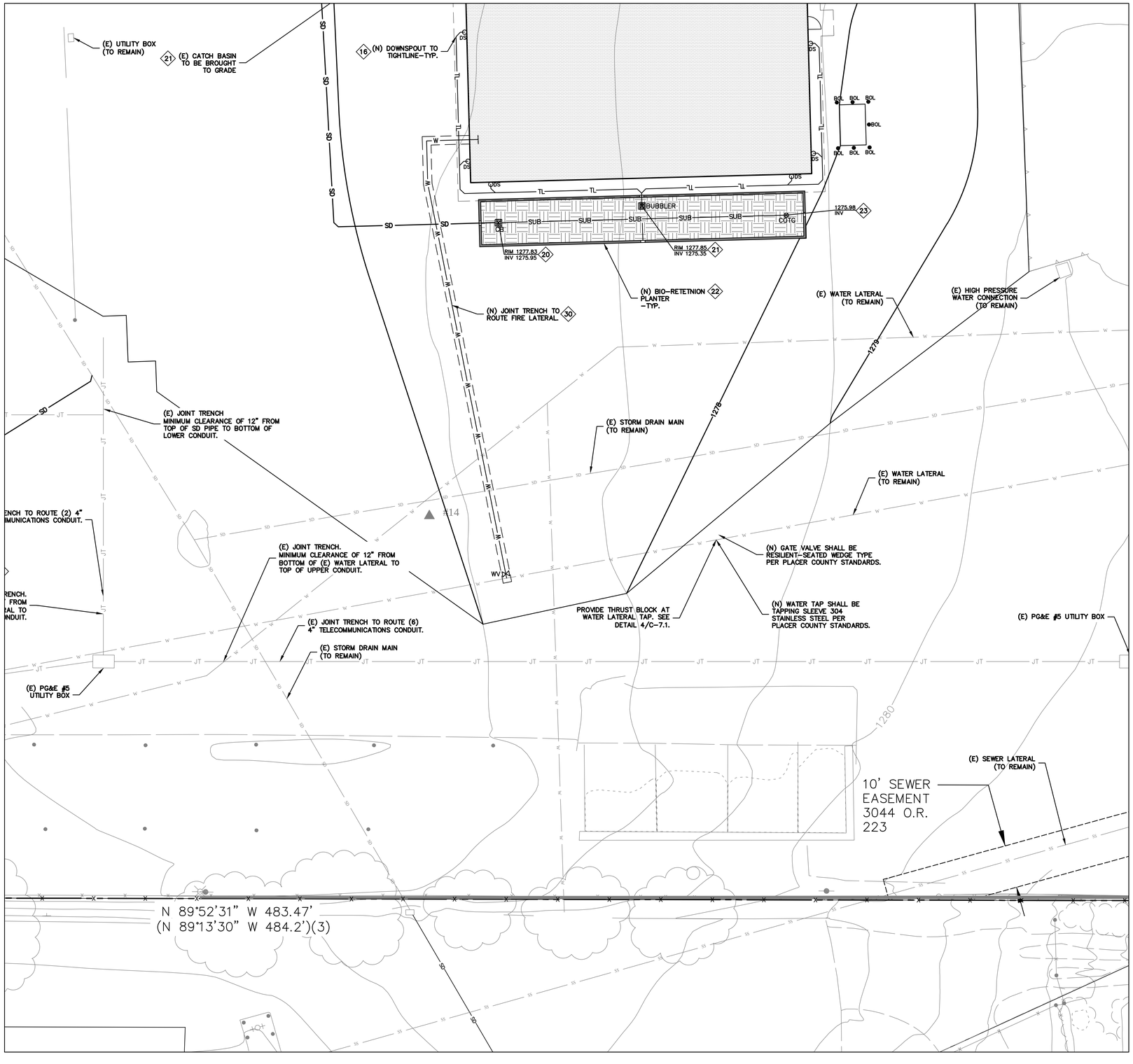
AGENCY

TITLE
UTILITY PLAN

SHEET
C -3.0

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit\Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

SEE SHEET C-3.0



SEE SHEET C-3.3

STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

1 STORM MANHOLE
RIM = 1339.73'
IE 48" IN (S) = 1334.81'
IE 48" OUT (N) = 1334.81'

2 STORM MANHOLE
RIM = 1337.03'
IE 12" CONC OUT (W) = 1333.84'

3 CATCH BASIN
RIM = 1337.21'
IE 12" OUT (NE) = 1334.96'

4 CATCH BASIN
RIM = 1337.29'
IE 12" OUT (SW) = 1334.89'

5 STORM MANHOLE
RIM = 1336.95'
IE 12" IN (W) = 1334.55'
IE 12" IN (SW) = 1334.45'
IE 12" OUT (E) = 1334.45'

6 STORM MANHOLE
RIM = 1338.05'
IE 12" IN (W) = 1334.09'
IE 12" IN (E) = 1334.12'
IE 24" IN (S) = 1333.93'
IE 24" OUT (N) = 1333.73'

7 STORM MANHOLE
RIM = 1337.91'
IE 48" IN (S) = 1332.91'
IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'

8 CURB INLET
FLOW LINE = 1336.88'
UNABLE TO OPEN

9 CATCH BASIN
RIM = 1336.88'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1331.08'

10 CATCH BASIN
RIM = 1335.73'
IE 12' PVC OUT (N) = 1333.63'

11 CATCH BASIN
RIM = 1336.36'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1330.56'

1 SANITARY MANHOLE
RIM = 1340.01'
IE 8" IN (SE) = 1333.56'
IE 8" IN (E) = 1333.12'
IE 8" OUT (W) = 1332.96'

2 SANITARY MANHOLE
RIM = 1337.58'
IE 4" IN (W) = 1334.45'
IE 8" IN (S) = 1334.30'
IE 8" OUT (NE) = 1334.11'

3 SANITARY MANHOLE
RIM = 1337.19'
IE 8" IN (SW) = 1333.79'
IE 8" OUT (E) = 1333.67'

4 SANITARY MANHOLE
RIM = 1340.44'
IE 8" IN (E) = 1333.69'
IE 8" OUT (N) = 1333.59'

5 SANITARY MANHOLE
RIM = 1338.48'
IE 8" IN (E) = 1332.15'
IE 8" IN (W) = 1332.18'
IE 8" IN (S) = 1332.08'
IE 8" OUT (N) = 1332.06'

6 SANITARY MANHOLE
RIM = 1336.84'
IE 8" IN (S) = 1330.74'
IE 8" OUT (N) = 1329.07'

7 SANITARY MANHOLE
RIM = 1337.93'
IE 8" IN (S) = 1330.06'
IE 10" IN (E) = 1329.13'
IE 10" OUT (W) = 1328.88'

8 SANITARY MANHOLE
RIM = 1337.20'
IE 8" IN (S) = 1329.60'
IE 10" IN (N) = 1328.45'
IE 10" IN (E) = 1328.34'
IE 10" OUT (W) = 1328.41'

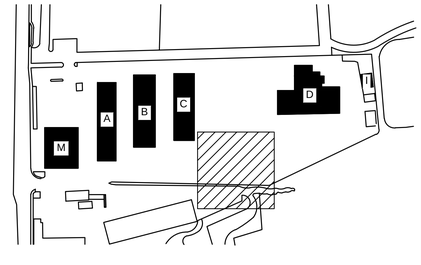
9 SANITARY MANHOLE
RIM = 1336.61'
IE 8" IN (S) = 1328.76'
IE 10" IN (E) = 1327.85'
IE 10" OUT (W) = 1327.83'

0 5 10 20
SCALE: 1" = 10'

1-800-227-2600 CALL BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

• BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

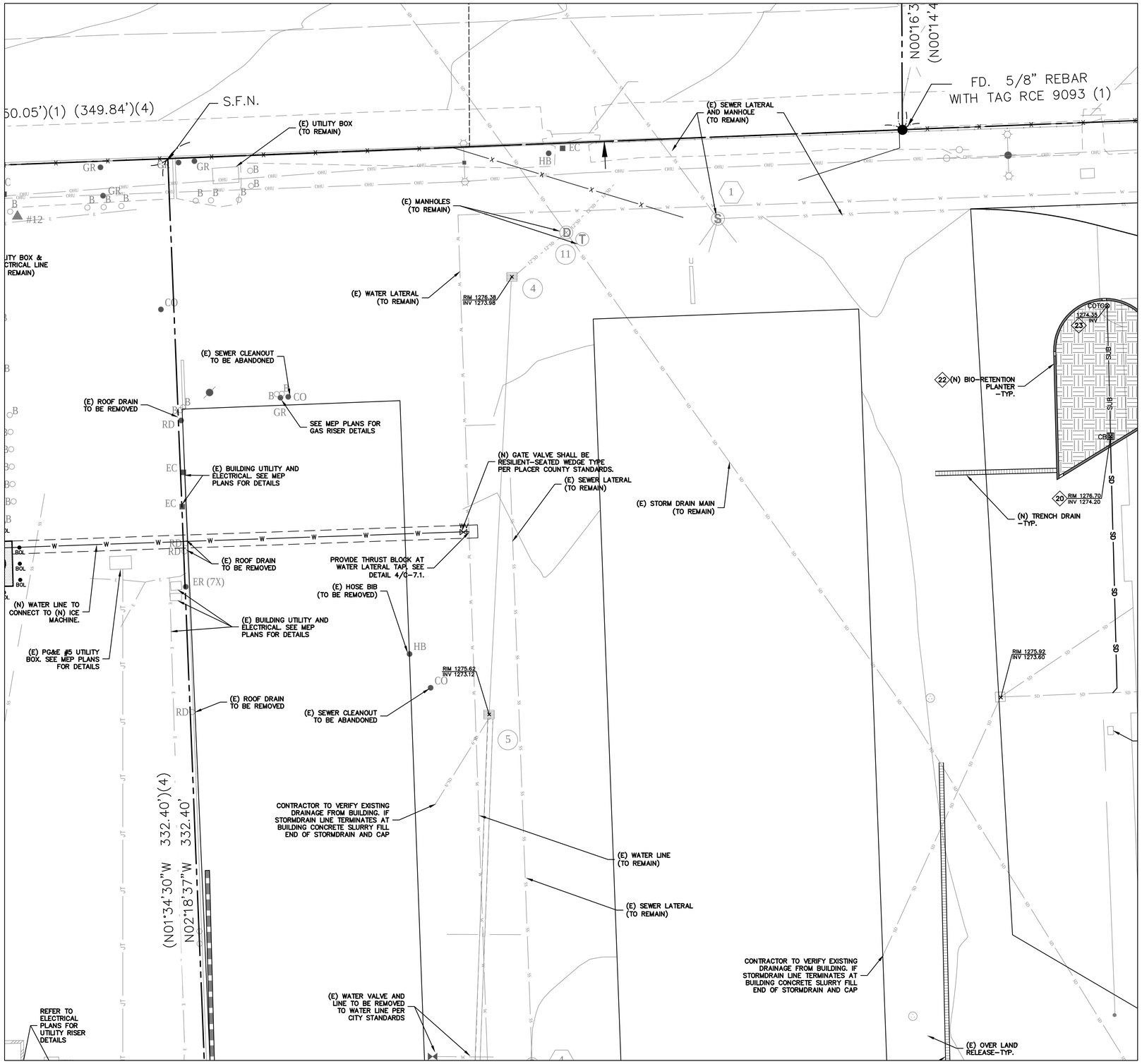
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
UTILITY PLAN

SHEET
C -3.1

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit.local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

1 STORM MANHOLE
RIM = 1339.73'
IE 48" IN (S) = 1334.81'
IE 48" OUT (N) = 1334.81'

2 STORM MANHOLE
RIM = 1337.03'
IE 12" CONC OUT (W) = 1333.84'

3 CATCH BASIN
RIM = 1337.21'
IE 12" OUT (NE) = 1334.96'

4 CATCH BASIN
RIM = 1337.29'
IE 12" OUT (SW) = 1334.89'

5 STORM MANHOLE
RIM = 1336.95'
IE 12" IN (W) = 1334.55'
IE 12" IN (SW) = 1334.45'
IE 12" OUT (E) = 1334.45'

6 STORM MANHOLE
RIM = 1338.05'
IE 12" IN (W) = 1334.09'
IE 12" IN (E) = 1334.12'
IE 24" IN (S) = 1333.93'
IE 24" OUT (N) = 1333.73'

7 STORM MANHOLE
RIM = 1337.91'
IE 48" IN (S) = 1332.91'
IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'

8 CURB INLET
FLOW LINE = 1336.88'
UNABLE TO OPEN

9 CATCH BASIN
RIM = 1336.88'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1331.08'

10 CATCH BASIN
RIM = 1335.73'
IE 12" PVC OUT (N) = 1333.63'

11 CATCH BASIN
RIM = 1336.36'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1330.56'

1 SANITARY MANHOLE
RIM = 1340.01'
IE 8" IN (SE) = 1333.56'
IE 8" IN (E) = 1333.12'
IE 8" OUT (W) = 1332.96'

2 SANITARY MANHOLE
RIM = 1337.58'
IE 4" IN (W) = 1334.45'
IE 8" IN (S) = 1334.30'
IE 8" OUT (NE) = 1334.11'

3 SANITARY MANHOLE
RIM = 1337.19'
IE 8" IN (SW) = 1333.79'
IE 8" OUT (E) = 1333.67'

4 SANITARY MANHOLE
RIM = 1340.44'
IE 8" IN (E) = 1333.69'
IE 8" OUT (N) = 1333.59'

5 SANITARY MANHOLE
RIM = 1338.48'
IE 8" IN (E) = 1332.15'
IE 8" IN (W) = 1332.18'
IE 8" IN (S) = 1332.08'
IE 8" OUT (N) = 1332.06'

6 SANITARY MANHOLE
RIM = 1336.84'
IE 8" IN (S) = 1330.74'
IE 8" OUT (N) = 1329.07'

7 SANITARY MANHOLE
RIM = 1337.93'
IE 8" IN (S) = 1330.06'
IE 10" IN (E) = 1329.13'
IE 10" OUT (W) = 1328.88'

8 SANITARY MANHOLE
RIM = 1337.20'
IE 8" IN (S) = 1329.60'
IE 10" IN (N) = 1328.45'
IE 10" IN (E) = 1328.34'
IE 10" OUT (W) = 1328.41'

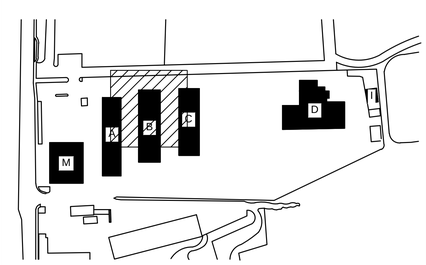
9 SANITARY MANHOLE
RIM = 1336.61'
IE 8" IN (S) = 1328.76'
IE 10" IN (E) = 1327.85'
IE 10" OUT (W) = 1327.83'

0 5 10 20
SCALE: 1" = 10'

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

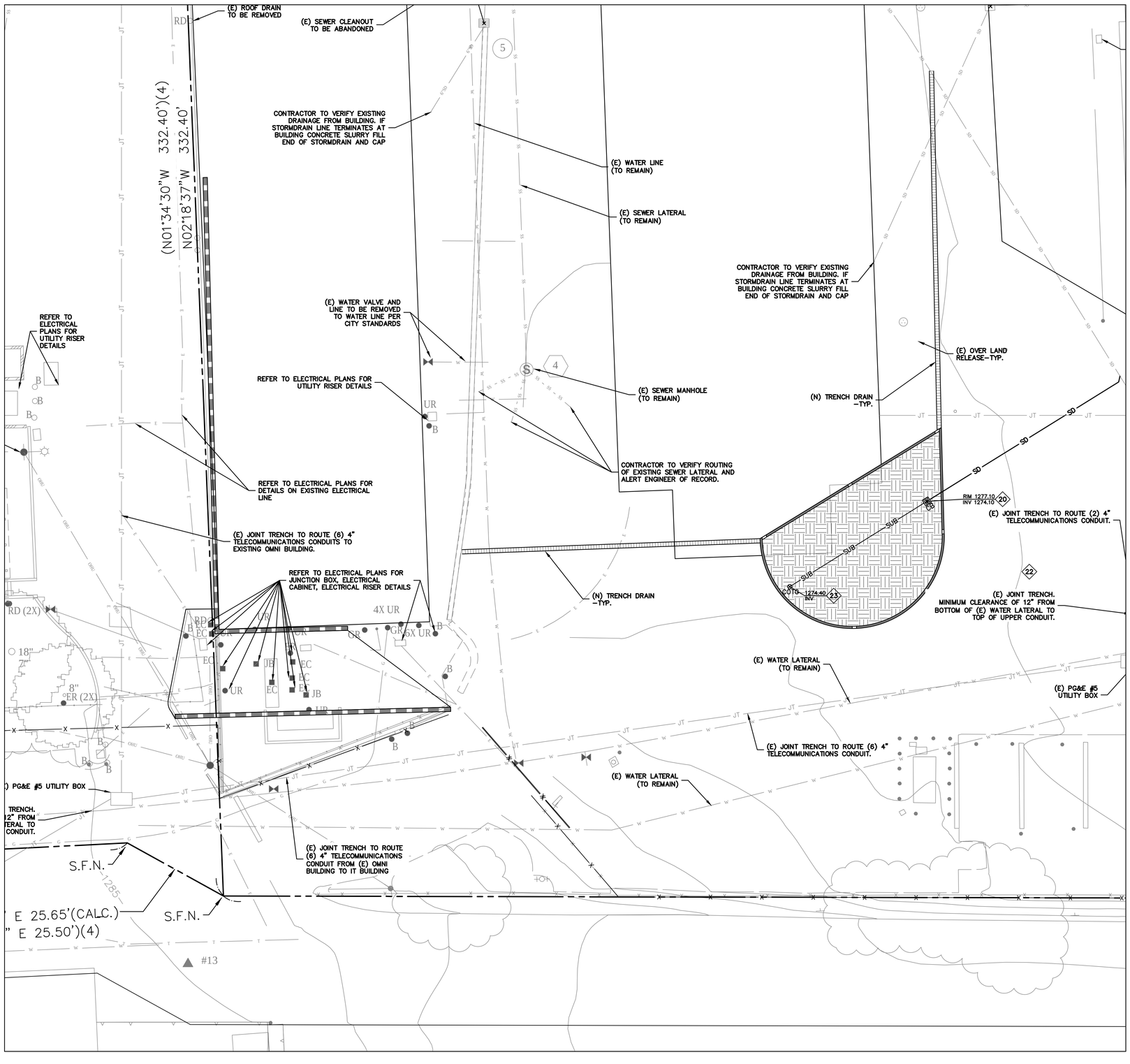
AGENCY

TITLE
UTILITY PLAN

SHEET
C -3.2

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY 0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

SEE SHEET C-3.2



SEE SHEET C-3.5

SEE SHEET C-3.1

STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

1 STORM MANHOLE
RIM = 1339.73'
IE 48" IN (S) = 1334.81'
IE 48" OUT (N) = 1334.81'

2 STORM MANHOLE
RIM = 1337.03'
IE 12" CONC OUT (W) = 1333.84'

3 CATCH BASIN
RIM = 1337.21'
IE 12" OUT (NE) = 1334.96'

4 CATCH BASIN
RIM = 1337.29'
IE 12" OUT (SW) = 1334.89'

5 STORM MANHOLE
RIM = 1336.95'
IE 12" IN (W) = 1334.55'
IE 12" IN (SW) = 1334.45'
IE 12" OUT (E) = 1334.45'

6 STORM MANHOLE
RIM = 1338.05'
IE 12" IN (W) = 1334.09'
IE 12" IN (E) = 1334.12'
IE 24" IN (S) = 1333.93'
IE 24" OUT (N) = 1333.73'

7 STORM MANHOLE
RIM = 1337.91'
IE 48" IN (S) = 1332.91'
IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'

8 CURB INLET
FLOW LINE = 1336.88'
UNABLE TO OPEN

9 CATCH BASIN
RIM = 1336.88'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1331.08'

10 CATCH BASIN
RIM = 1335.73'
IE 12' PVC OUT (N) = 1333.63'

11 CATCH BASIN
RIM = 1336.36'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1330.56'

1 SANITARY MANHOLE
RIM = 1340.01'
IE 8" IN (SE) = 1333.56'
IE 8" IN (E) = 1333.12'
IE 8" OUT (W) = 1332.96'

2 SANITARY MANHOLE
RIM = 1337.58'
IE 4" IN (W) = 1334.45'
IE 8" IN (S) = 1334.30'
IE 8" OUT (NE) = 1334.11'

3 SANITARY MANHOLE
RIM = 1337.19'
IE 8" IN (SW) = 1333.79'
IE 8" OUT (E) = 1333.67'

4 SANITARY MANHOLE
RIM = 1340.44'
IE 8" IN (E) = 1333.69'
IE 8" OUT (N) = 1333.59'

5 SANITARY MANHOLE
RIM = 1338.48'
IE 8" IN (E) = 1332.15'
IE 8" IN (W) = 1332.18'
IE 8" IN (S) = 1332.08'
IE 8" OUT (N) = 1332.06'

6 SANITARY MANHOLE
RIM = 1336.84'
IE 8" IN (S) = 1330.74'
IE 8" OUT (N) = 1329.07'

7 SANITARY MANHOLE
RIM = 1337.93'
IE 8" IN (S) = 1330.06'
IE 10" IN (E) = 1329.13'
IE 10" OUT (W) = 1328.88'

8 SANITARY MANHOLE
RIM = 1337.20'
IE 8" IN (S) = 1329.60'
IE 10" IN (N) = 1328.45'
IE 10" IN (E) = 1328.34'
IE 10" OUT (W) = 1328.41'

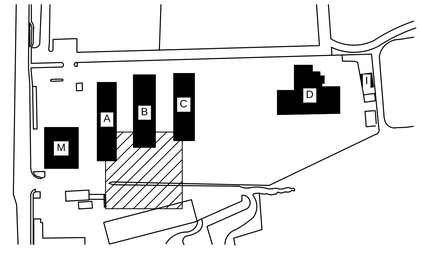
9 SANITARY MANHOLE
RIM = 1336.61'
IE 8" IN (S) = 1328.76'
IE 10" IN (E) = 1327.95'
IE 10" OUT (W) = 1327.83'

0 5 10 20
SCALE: 1" = 10'

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE: ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

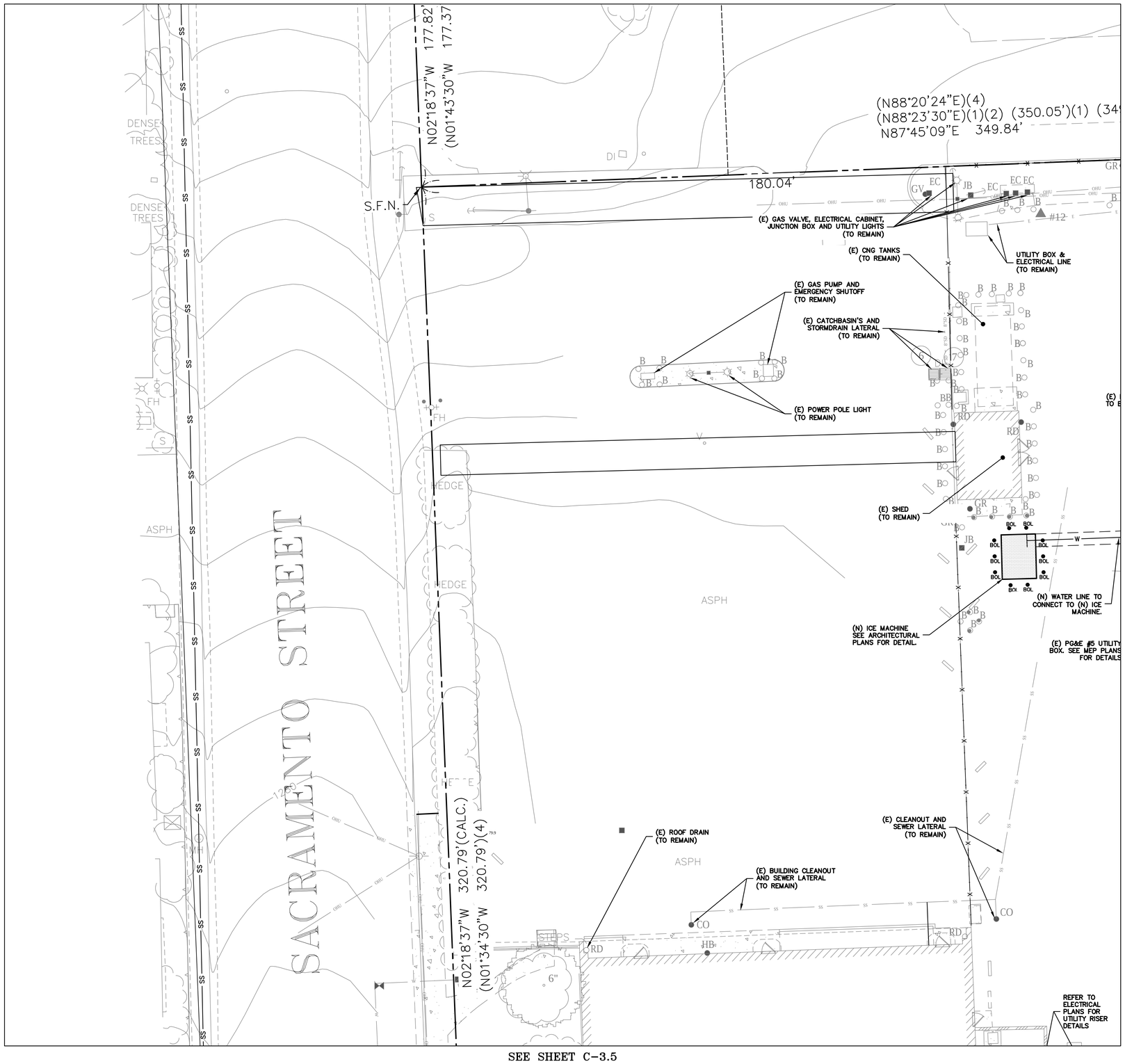
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
UTILITY PLAN

SHEET
C -3.3

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

1 STORM MANHOLE
RIM = 1339.73'
IE 48" IN (S) = 1334.81'
IE 48" OUT (N) = 1334.81'

2 STORM MANHOLE
RIM = 1337.03'
IE 12" CONC OUT (W) = 1333.84'

3 CATCH BASIN
RIM = 1337.21'
IE 12" OUT (NE) = 1334.96'

4 CATCH BASIN
RIM = 1337.29'
IE 12" OUT (SW) = 1334.89'

5 STORM MANHOLE
RIM = 1336.95'
IE 12" IN (W) = 1334.55'
IE 12" IN (SW) = 1334.45'
IE 12" OUT (E) = 1334.45'

6 STORM MANHOLE
RIM = 1338.05'
IE 12" IN (W) = 1334.09'
IE 12" IN (E) = 1334.12'
IE 24" IN (S) = 1333.93'
IE 24" OUT (N) = 1333.73'

7 STORM MANHOLE
RIM = 1337.91'
IE 48" IN (S) = 1332.91'
IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'

8 CURB INLET
FLOW LINE = 1336.88'
UNABLE TO OPEN

9 CATCH BASIN
RIM = 1336.88'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1331.08'

10 CATCH BASIN
RIM = 1335.73'
IE 12' PVC OUT (N) = 1333.63'

11 CATCH BASIN
RIM = 1336.36'
POSITIONED OVER SQUARE BOX CULVERT
IE FLOWLINE OUT (W) = 1330.56'

1 SANITARY MANHOLE
RIM = 1340.01'
IE 8" IN (SE) = 1333.56'
IE 8" IN (E) = 1333.12'
IE 8" OUT (W) = 1332.96'

2 SANITARY MANHOLE
RIM = 1337.58'
IE 4" IN (W) = 1334.45'
IE 8" IN (S) = 1334.30'
IE 8" OUT (NE) = 1334.11'

3 SANITARY MANHOLE
RIM = 1337.19'
IE 8" IN (SW) = 1333.79'
IE 8" OUT (E) = 1333.67'

4 SANITARY MANHOLE
RIM = 1340.44'
IE 8" IN (E) = 1333.69'
IE 8" OUT (N) = 1333.59'

5 SANITARY MANHOLE
RIM = 1338.48'
IE 8" IN (E) = 1332.15'
IE 8" IN (W) = 1332.18'
IE 8" IN (S) = 1332.08'
IE 8" OUT (N) = 1332.06'

6 SANITARY MANHOLE
RIM = 1336.84'
IE 8" IN (S) = 1330.74'
IE 8" OUT (N) = 1329.07'

7 SANITARY MANHOLE
RIM = 1337.93'
IE 8" IN (S) = 1330.06'
IE 10" IN (E) = 1329.13'
IE 10" OUT (W) = 1328.88'

8 SANITARY MANHOLE
RIM = 1337.20'
IE 8" IN (S) = 1329.60'
IE 10" IN (N) = 1328.45'
IE 10" IN (E) = 1328.34'
IE 10" OUT (W) = 1328.41'

9 SANITARY MANHOLE
RIM = 1336.61'
IE 8" IN (S) = 1328.76'
IE 10" IN (E) = 1327.85'
IE 10" OUT (W) = 1327.83'

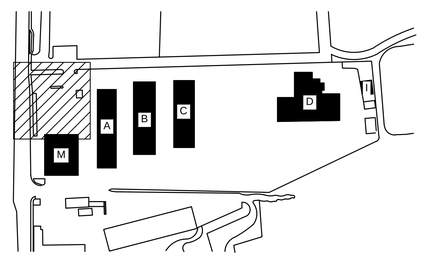
0 5 10 20
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK HUGGARD No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

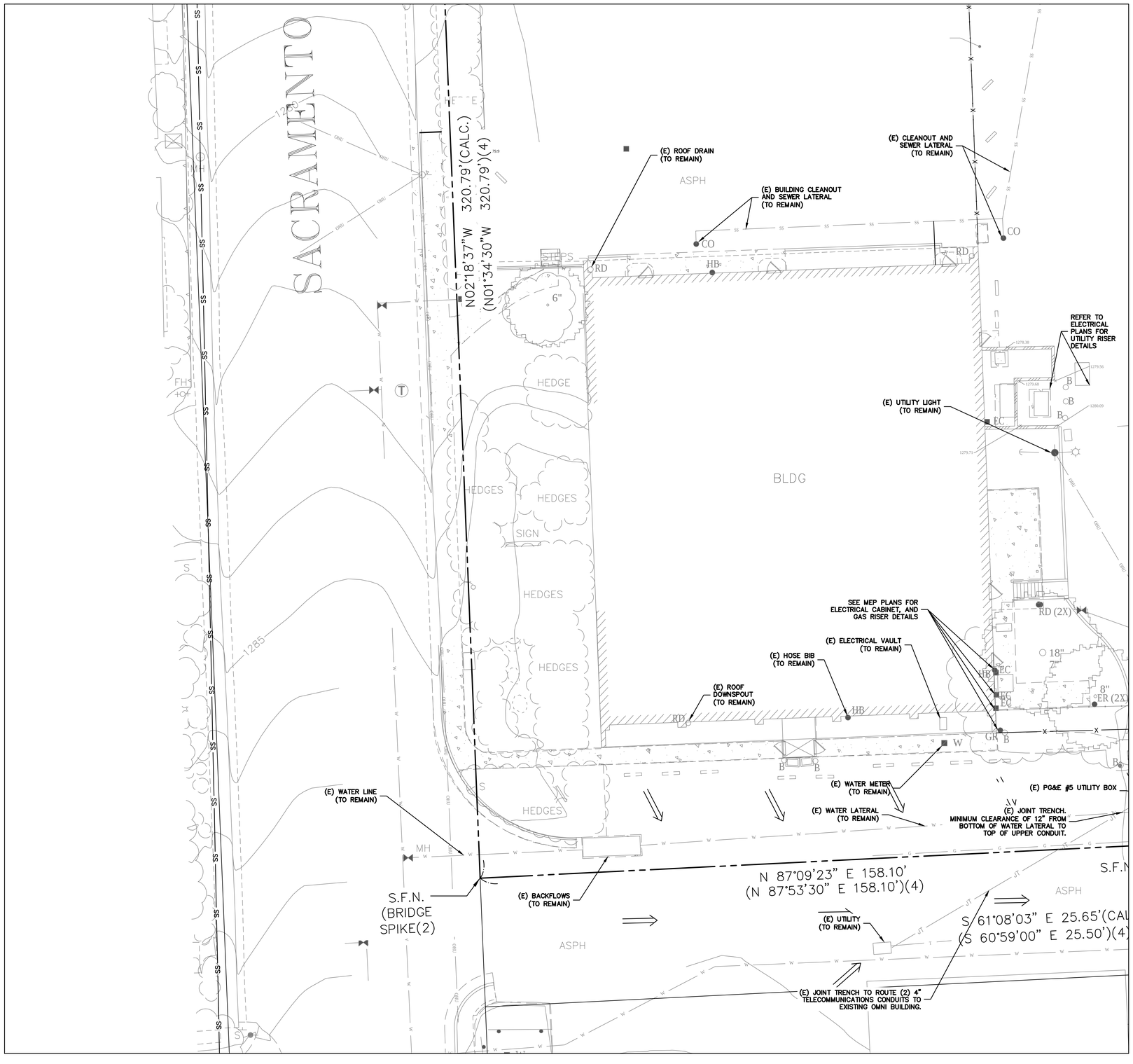
TITLE
UTILITY PLAN

SHEET
C -3.4

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit.Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"

SEE SHEET C-3.4



SEE SHEET C-3.3

STORM DRAIN KEYNOTES 15 TO 23

15 INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

16 CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL 1 ON SHEET C-7.1.

17 INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

18 (N) THRUST BLOCK DETAIL FOR WATER LINES. SEE DETAIL 4 ON SHEET C-7.1.

19 (E) CATCH BASIN TO BE BROUGHT TO GRADE.

20 (N) BIO-RETENTION OVERFLOW CATCH BASIN. SEE DETAIL 5 ON SHEET C-7.1.

21 (N) BIO-RETENTION BUBBLER. SEE DETAIL 6 ON SHEET C-7.1.

22 (N) BIO-RETENTION PLANTER. SEE DETAIL 7 ON SHEET C-7.1.

23 (N) CLEANOUT-TO-GRADE IN BIO-RETENTION AREA. SEE DETAIL 8 ON SHEET C-7.1.

UTILITIES KEYNOTES 30 TO 31

30 (N) WATER LATERAL FOR WAREHOUSE BUILDING. SEE DETAIL 4 ON SHEET C-7.1.

31 INSTALL (N) SANITARY SEWER LATERALS. USE 4" PVC (SDR-26) SLOPED AT 2% MINIMUM. CONNECT TO (E) SEWER MAIN AS SHOWN. PROVIDE CLEANOUT TO GRADE AT BUILDING AND BEHIND PROPERTY LINE AND AT MAJOR CHANGES IN DIRECTION AS SHOWN. REUSE (E) LATERAL IF POSSIBLE. CONNECT PER DISTRICT STANDARDS.

UTILITY INVERT TABLE

STORM MANHOLE
1. RIM = 1339.73' IE 48" IN (S) = 1334.81' IE 48" OUT (N) = 1334.81'
2. RIM = 1337.03' IE 12" CONC OUT (W) = 1333.84'
3. RIM = 1337.21' IE 12" OUT (NE) = 1334.96'
4. RIM = 1337.29' IE 12" OUT (SW) = 1334.89'
5. RIM = 1336.95' IE 12" IN (W) = 1334.55' IE 12" IN (SW) = 1334.45' IE 12" OUT (E) = 1334.45'
6. RIM = 1338.05' IE 12" IN (W) = 1334.09' IE 12" IN (E) = 1334.12' IE 24" IN (S) = 1333.93' IE 24" OUT (N) = 1333.73'
7. RIM = 1337.91' IE 48" IN (S) = 1332.91' IE 5 FT SQUARE BOX CULVERT OUT (N) = 1332.83'
8. CURB INLET FLOW LINE = 1336.88' UNABLE TO OPEN
9. RIM = 1336.88' POSITIONED OVER SQUARE BOX CULVERT IE FLOWLINE OUT (W) = 1331.08'
10. RIM = 1335.73' IE 12' PVC OUT (N) = 1333.63'
11. RIM = 1336.36' POSITIONED OVER SQUARE BOX CULVERT IE FLOWLINE OUT (W) = 1330.56'

SANITARY MANHOLE
1. RIM = 1340.01' IE 8" IN (SE) = 1333.56' IE 8" IN (E) = 1333.12' IE 8" OUT (W) = 1332.96'
2. RIM = 1337.58' IE 4" IN (W) = 1334.45' IE 8" IN (S) = 1334.30' IE 8" OUT (NE) = 1334.11'
3. RIM = 1337.19' IE 8" IN (SW) = 1333.79' IE 8" OUT (E) = 1333.67'
4. RIM = 1340.44' IE 8" IN (E) = 1333.69' IE 8" OUT (N) = 1333.59'
5. RIM = 1338.48' IE 8" IN (E) = 1332.15' IE 8" IN (W) = 1332.18' IE 8" IN (S) = 1332.08' IE 8" OUT (NE) = 1332.06'
6. RIM = 1336.84' IE 8" IN (S) = 1330.74' IE 8" OUT (N) = 1329.07'
7. RIM = 1337.93' IE 8" IN (S) = 1330.06' IE 10" IN (E) = 1329.13' IE 10" OUT (W) = 1328.88'
8. RIM = 1337.20' IE 8" IN (S) = 1329.60' IE 10" IN (N) = 1328.45' IE 10" IN (E) = 1328.34' IE 10" OUT (W) = 1328.41'
9. RIM = 1336.61' IE 8" IN (S) = 1328.76' IE 10" IN (E) = 1327.85' IE 10" OUT (W) = 1327.83'

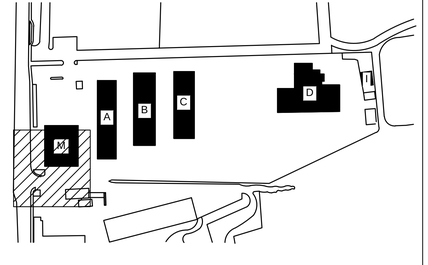
0 5 10 20
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER No. C79555 CIVIL STATE OF CALIFORNIA WET SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
UTILITY PLAN

SHEET
C -3.5

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



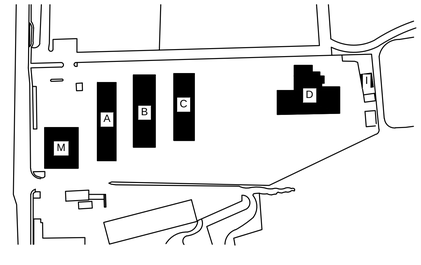
IMPERVIOUS CHART

TOTAL SITE AREA	305,233 SQ. FT.		7.01 AC	
TOTAL DISTRURBED AREA	79,172 SQ. FT.		1.8 AC	
DEVELOPMENT AREAS	EXISTING TOTAL S.F.	REMOVED TOTAL S.F.	NEW TOTAL S.F.	PROPOSED TOTAL S.F.
BUILDINGS	56,732	31,162	9,969	35,539
DRIVEWAY, PARKING & STORAGE	247,583	11,958	69,410	266,787
PATIOS, WALKWAYS, & PADS	918	0	1,989	2,907
TOTAL DEVELOPED AREA	305,233	43,120	81,368	305,233
NET CHANGE IN DEVELOPED AREA	0 SQ. FT.			

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

0 5 10 20
SCALE: 1" = 10'

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
FRANK HUGGARD
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

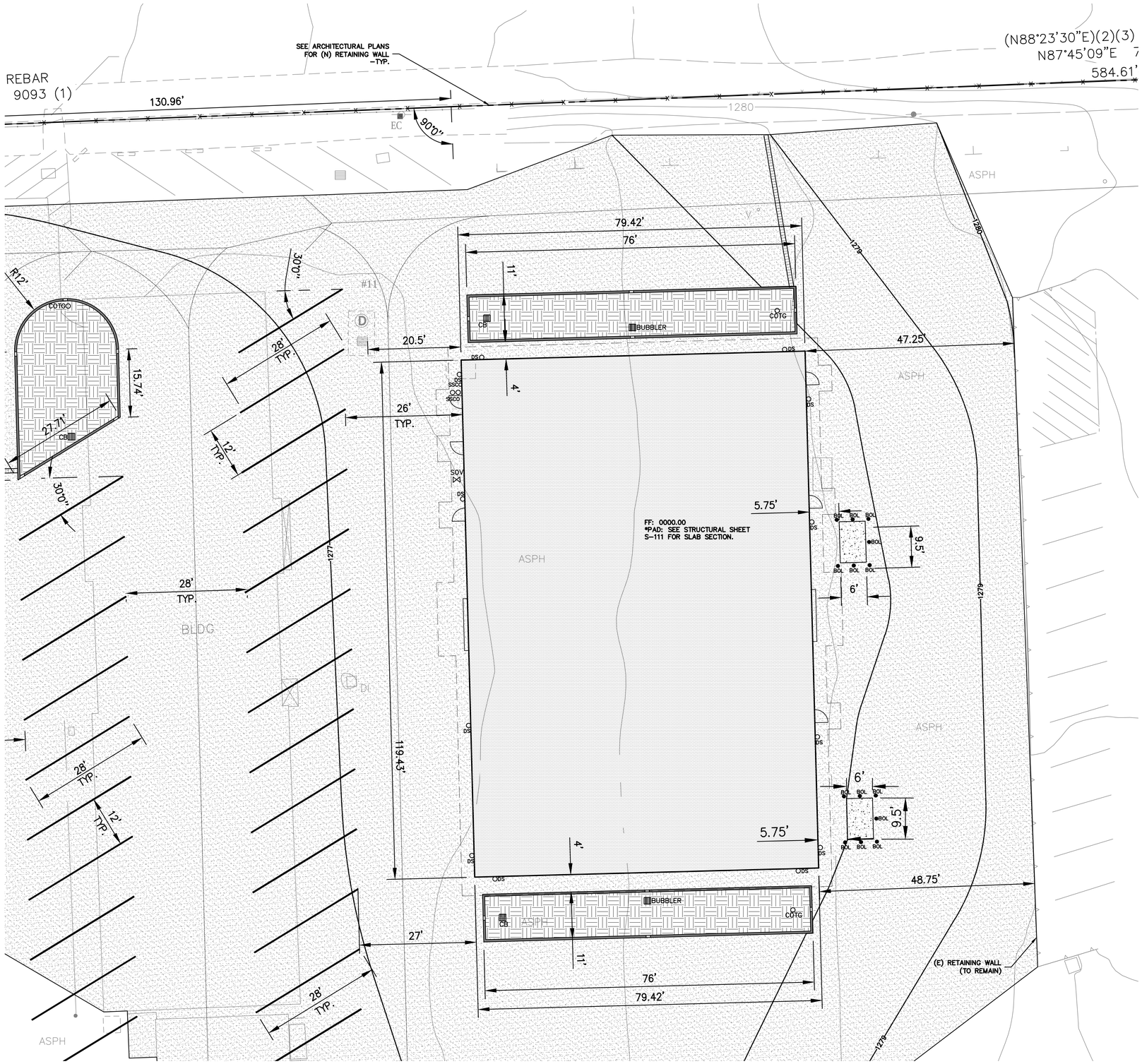
MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
STORMWATER TREATMENT PLAN

SHEET
C -4.0



0 5 10 20

SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL BEFORE YOU DIG 1-800-227-2600 USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1"

C:\Users\Frank-Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank-Huggard.rvt

11/11/2019 1:45:41 PM

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK HUGGARD No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

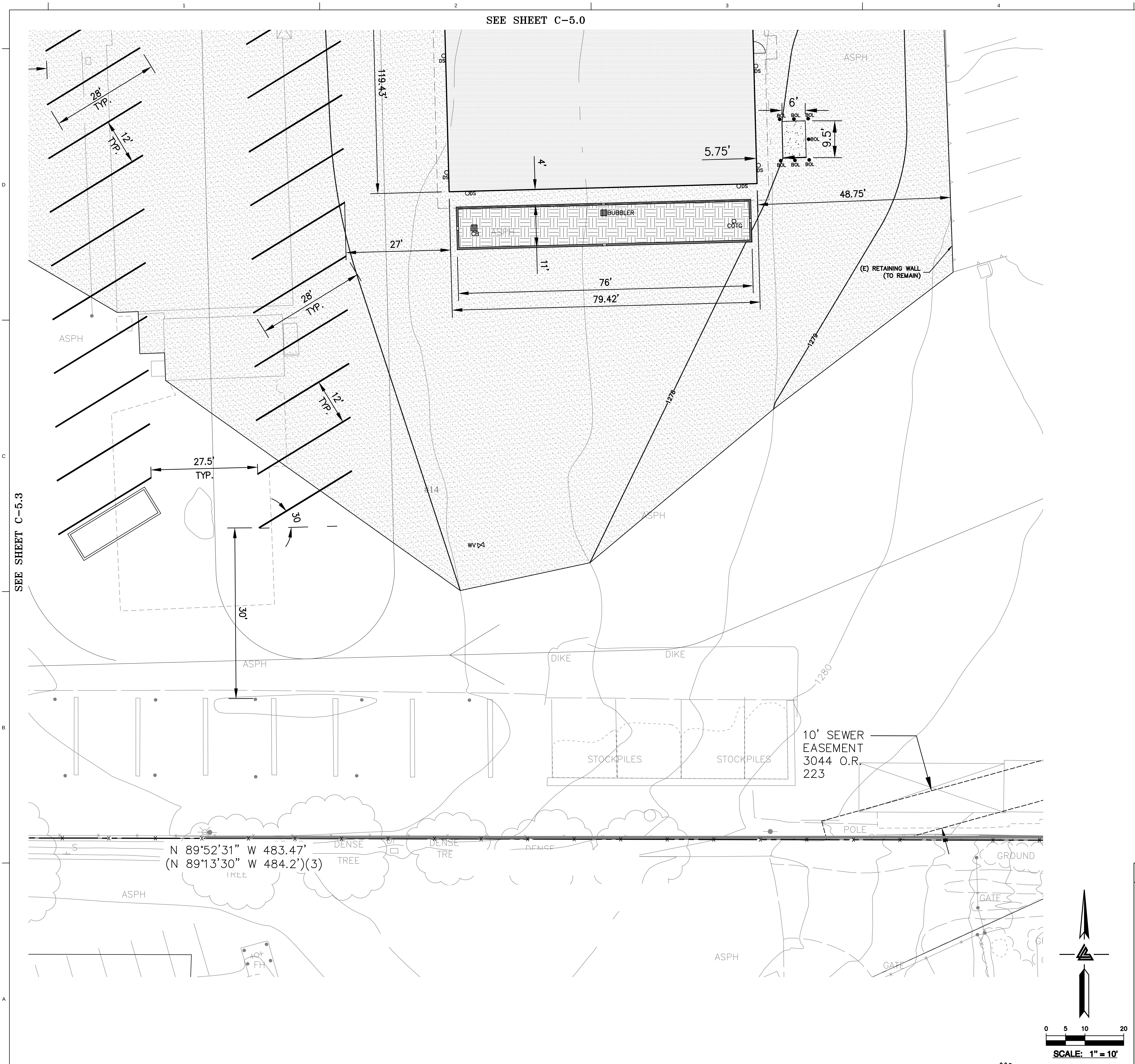
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
PAVEMENT & HORIZONTAL CONTROL PLAN

SHEET
C -5.0

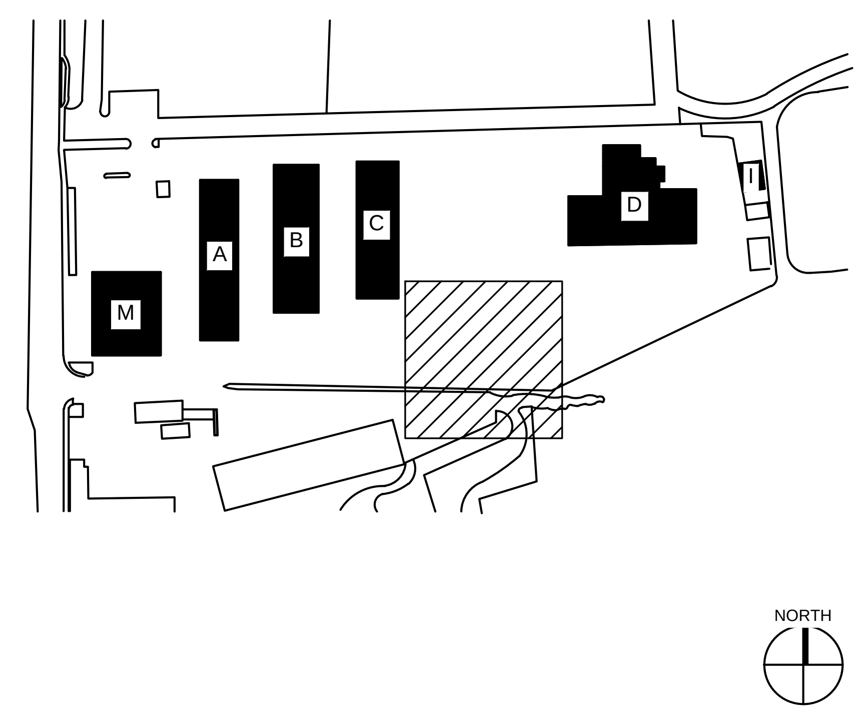
IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY



SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



LIONAKIS

1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS

BAY AREA REGION	SACRAMENTO REGION
2495 INDUSTRIAL PKWY WEST	3017 DOUGLAS BLVD, # 300
HAYWARD, CALIFORNIA 94545	ROSEVILLE, CA 95661
(P) (510) 887-4086	(P) (916)966-1338
(F) (510) 887-3019	(F) (916)797-7363

WWW.LEABRAZE.COM

SEAL

PETER CARRINO
No. C79555
CIVIL
ORIGINAL SIGNATURES IN BLUE INK

PROJECT

AUBURN SACRAMENTO
STREET RENOVATION
PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

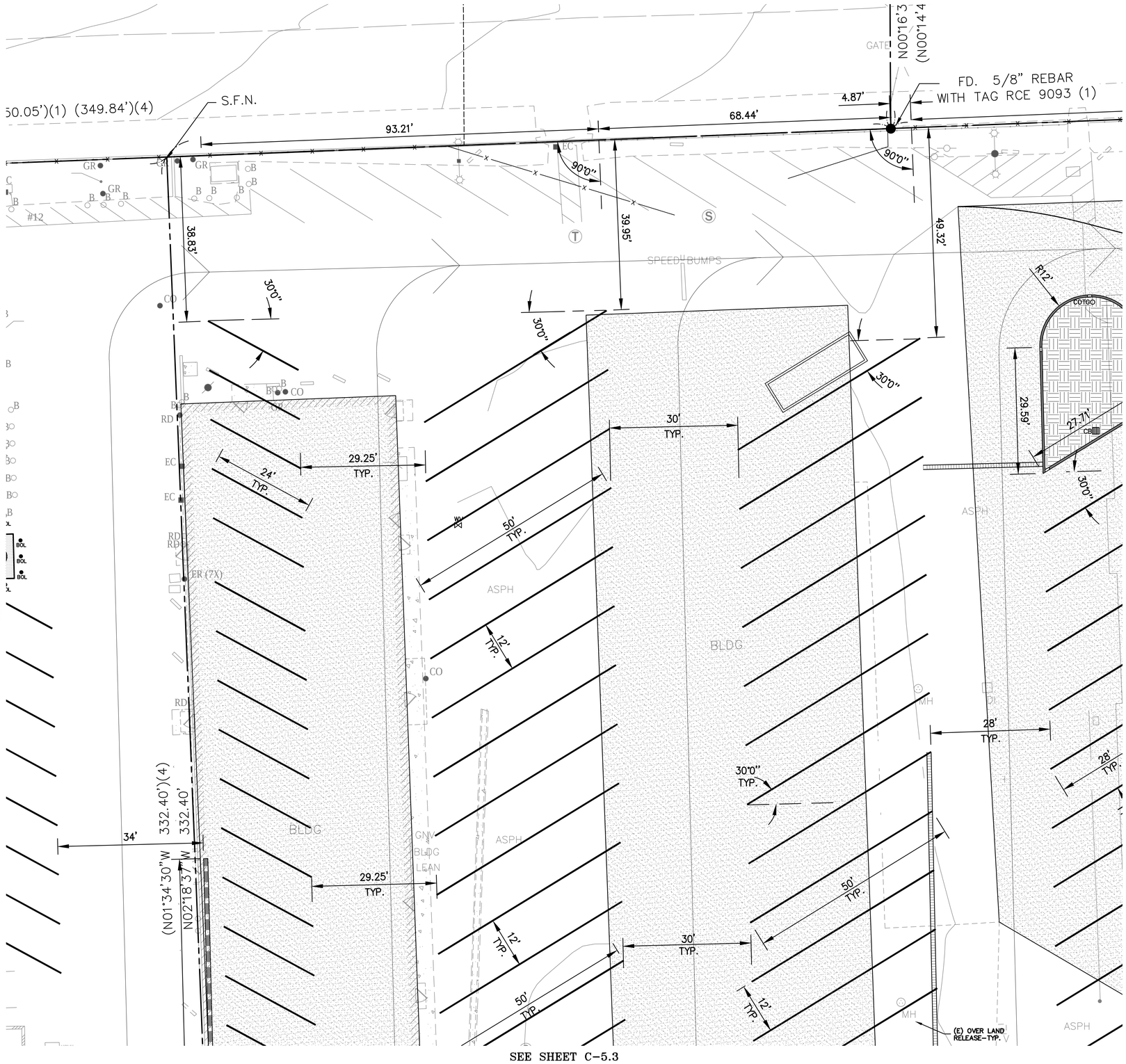
PAVEMENT & HORIZONTAL CONTROL PLAN

SHEET

C -5.1

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1"



SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

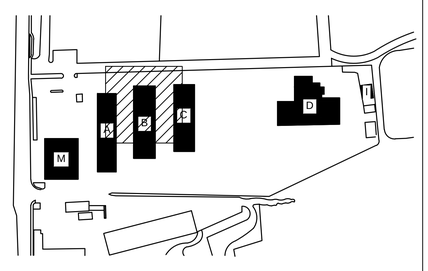
CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

0 5 10 20

SCALE: 1" = 10'

KEY PLAN



NORTH

LIONAKIS

1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT

LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL

REGISTERED PROFESSIONAL ENGINEER
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT

AUBURN SACRAMENTO STREET RENOVATION PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

PAVEMENT & HORIZONTAL CONTROL PLAN

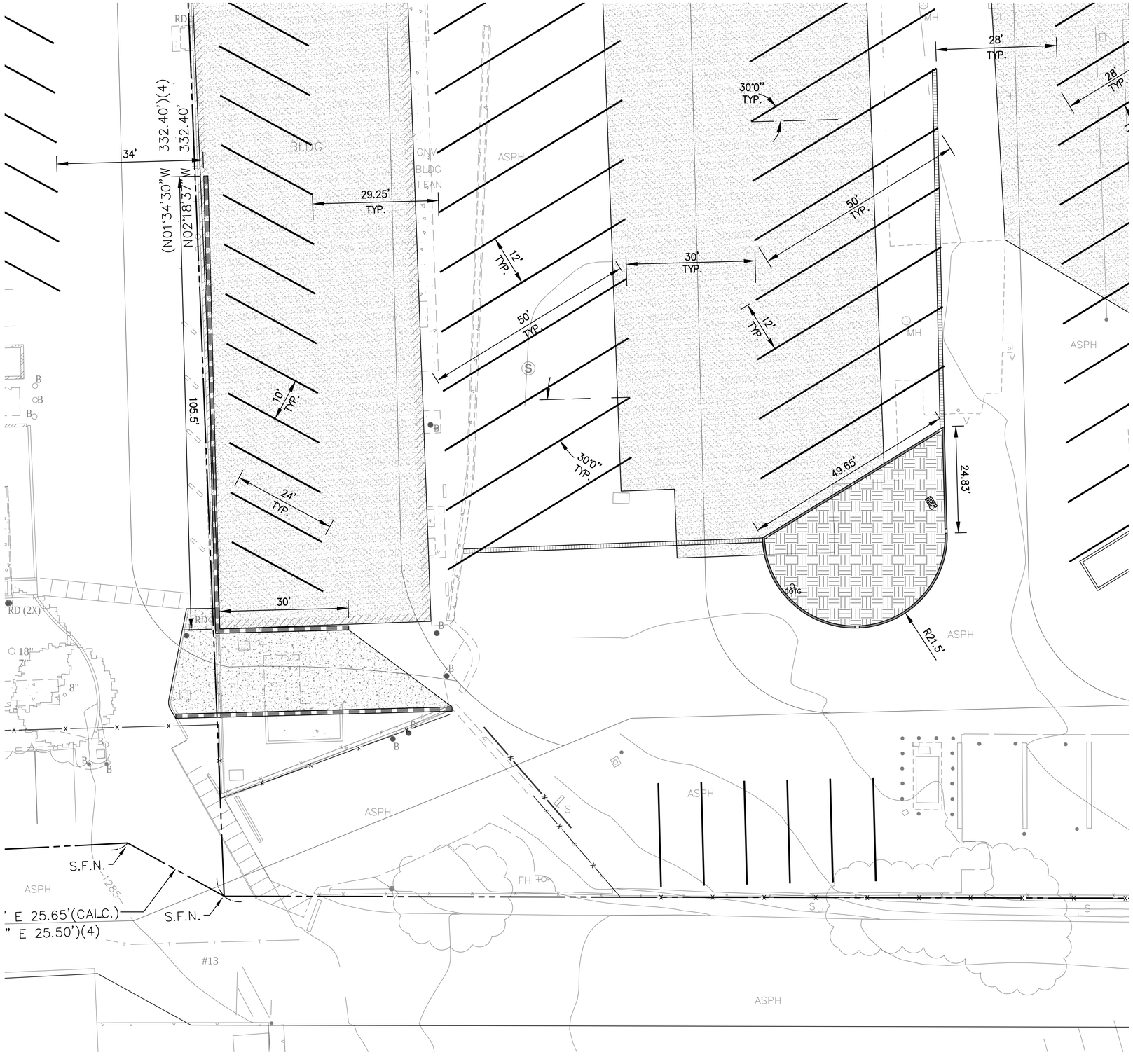
SHEET

C -5.2

C:\Users\Frank.Huggard\Documents_Revit.local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt

11/11/2019 1:45:41 PM

SEE SHEET C-5.2



SEE SHEET C-5.5

SEE SHEET C-5.1

FLATWORK KEYNOTES 1 TO X

1 FINISHED GRADES AT BUILDING PERIMETER SHALL BE SLOPED AT A MINIMUM OF 5% FOR THE FIRST 10' AWAY FROM THE BUILDING PER CBC 1804.4 OR TO AN APPROVED DRAINAGE SWALE OR STRUCTURE. GRADES SHALL CONTINUE TO SLOPE TOWARDS POSITIVE DRAINAGE AND A POSITIVE OUTFALL. MAINTAIN 8" CLEARANCE BETWEEN FINISH EARTHEN GRADE AND BOTTOM OF MUD SILL AT ALL TIMES PER CBC 2304.11.2 UNLESS STRUCTURAL DETAILING ALLOWS LESS. REFER TO STRUCTURAL PLANS FOR FOUNDATION DESIGN AND DETAILS.

SLOPE GARAGE SLAB 1% MINIMUM (1/8" PER FOOT) FROM BACK TO FRONT TO ALLOW FOR ADEQUATE DRAINAGE. MAINTAIN 1/2" TO 1" LIP BETWEEN GARAGE SLAB AND DRIVEWAY. SEE PLANS FOR SPECIFIC DROP

PROVIDE 2% SLOPE ACROSS FLAT WORK AND/OR PAVING PER CBC 1804.4. SLOPE TOWARDS POSITIVE DRAINAGE AS SHOWN ON PLAN.

(N) AC DRIVEWAY. SEE DETAIL X SHEET E-7.0.

GRIND AC TO TIE (N) AC INTO (E) AC PAVING. SEE DETAIL X SHEET C-X.0.

(N) CONCRETE DRIVEWAY. SEE DETAIL X SHEET E-7.0.

INSTALL (N) CONCRETE PAVER DRIVEWAY. SEE DETAIL X SHEET X.

(N) GRAVEL DRIVEWAY. SEE DETAIL X SHEET X.

(N) CONCRETE PATIOS/WALKWAYS. SEE DETAIL X SHEET X.

(N) CONCRETE PATIO IN POOL AREA. SEE DETAIL X SHEET X.

INSTALL (N) GRASS PAVE SEE DETAIL X SHEET X. INSTALL PER MANUFACTURES SPECIFICATIONS.

STORM DRAIN KEYNOTES 10 TO X

INSTALL (N) ON-SITE STORM DRAIN SYSTEM. USE MINIMUM 6" PVC (SDR 35) OR HDPE (ADS N-12 W/ SMOOTH INTERIOR WALLS). MAINTAIN 24" MINIMUM COVER AND SLOPED AT 1% MINIMUM AT ALL TIMES UNLESS OTHERWISE NOTED. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS.

INSTALL (N) SUBDRAIN. USE PERFORATED 4" PVC (SDR-35) WITH HOLES DOWN AND SLOPED AT 1% MINIMUM SURROUND WITH 3/4" DRAIN ROCK WRAPPED IN FILTER FABRIC (MIRAFI 140N). MIRADRAIN OR OTHER LEA & BRAZE PREAPPROVED DRAINAGE SYSTEM MAY ALSO BE USED. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS AND WYE CONNECTIONS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION AND AT 100' MAXIMUM INTERVALS. SUBDRAIN SHALL REMAIN A DEDICATED SEPARATE SYSTEM UNTIL IT CONNECTS TO STORM DRAIN SYSTEM OR OUTFALL AS SHOWN. SEE DETAIL X ON C-X.

CONSTRUCT (N) EARTHEN SWALE SLOPED AT 1% MINIMUM TOWARDS POSITIVE OUTFALL. SEE DETAIL X ON SHEET C-X.

CONNECT RAIN WATER DOWNSPOUTS TO 4" PVC (SDR-35) TIGHTLINE, SLOPED AT 1% MINIMUM. DIRECT TO NEAREST STORM DRAIN LINE AS SHOWN ON PLANS. PROVIDE CLEANOUT TO GRADE AT MAJOR CHANGES IN DIRECTION. AVOID USING 90° BENDS AND INSTEAD USE (2) 45° BENDS. TIGHTLINE MAY BE PLACED IN COMMON TRENCH WITH SUBDRAIN LINES, HOWEVER, DO NOT CONNECT TO SUBDRAIN LINES. SEE DETAIL X ON SHEET C-X.

DIRECT DOWNSPOUTS TO 24" LONG PRECAST CONCRETE SPLASHBLOCKS OR OTHER HARD SURFACE. DIRECT AWAY FROM ANY STRUCTURE AND TOWARDS POSITIVE DRAINAGE.

INSTALL (N) "CHRISTY FO8" AREA DRAINS. CONNECT TO ON-SITE STORM DRAIN SYSTEM. SEE DETAIL X ON C-X.

INSTALL (N) 4" DIAMETER BRASS AREA DRAIN (AD) IN HARDSCAPE AREAS (NDS PART 90C). SEE DETAIL X AND X ON C-X.

INSTALL (N) 4" DIAMETER HEAVY DUTY PLASTIC BLACK GRATE IN LANDSCAPE OR PLANTER AREAS (NDS PART 78 OR 90 FOR 6" HEAVY DUTY PLASTIC BLACK GRATE). SEE DETAIL X AND X ON C-X.

INSTALL (N) "CHRISTY V-24" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

INSTALL (N) "CHRISTY V-12" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

INSTALL (N) "CHRISTY U-21" CATCH BASIN W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL.

INSTALL (N) "CHRISTY V-24" SILT BASIN WITH GRAVEL BOTTOM. SEE DETAIL X SHEET C-X.

INSTALL (N) "CHRISTY V-24" JUNCTION BOX W/ CONCRETE BOTTOM FLUSH W/ LOWEST OUTGOING INVERT. PLACE BOX ON 6" CLASS 2 AGGREGATE BASE MATERIAL. INSTALL SOLID METAL RIM BOLTED DOWN.

INSTALL (N) "CENTRAL PRECAST CP2424" INLET WITH SIDE OPENING (DI-SO). SEE DETAIL X SHEET C-X. PROVIDE REDWOOD TOP.

TRENCH DRAINS SHALL BE 6" NDS "DURA-SLOPE" PRESLOPED TRENCH DRAINS W/ TRAFFIC RATED GRATE OR APPROVED EQUAL. CONNECT TO NEAREST STORM DRAIN LINE VIA 4" PVC TIGHTLINE.

INSTALL (N) RETENTION SYSTEM. SEE DETAIL X ON SHEET C-X.

INSTALL (N) SUMP PUMP FOR RETENTION SYSTEM. SEE DETAIL X ON SHEET C-X.

INSTALL (N) RIP-RAP ENERGY DISSIPATER. SEE DETAIL X ON SHEET C-X.

PROVIDE LAWN SUBDRAIN SYSTEM. CONNECT TO STORM DRAIN SYSTEM AS SHOWN. SEE DETAIL X ON SHEET C-X.

0 5 10 20

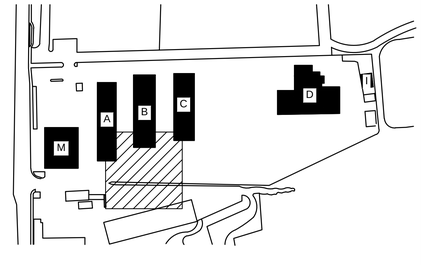
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

1-800-227-2600 CALL BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK CARL HUGGARD No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
PAVEMENT & HORIZONTAL CONTROL PLAN

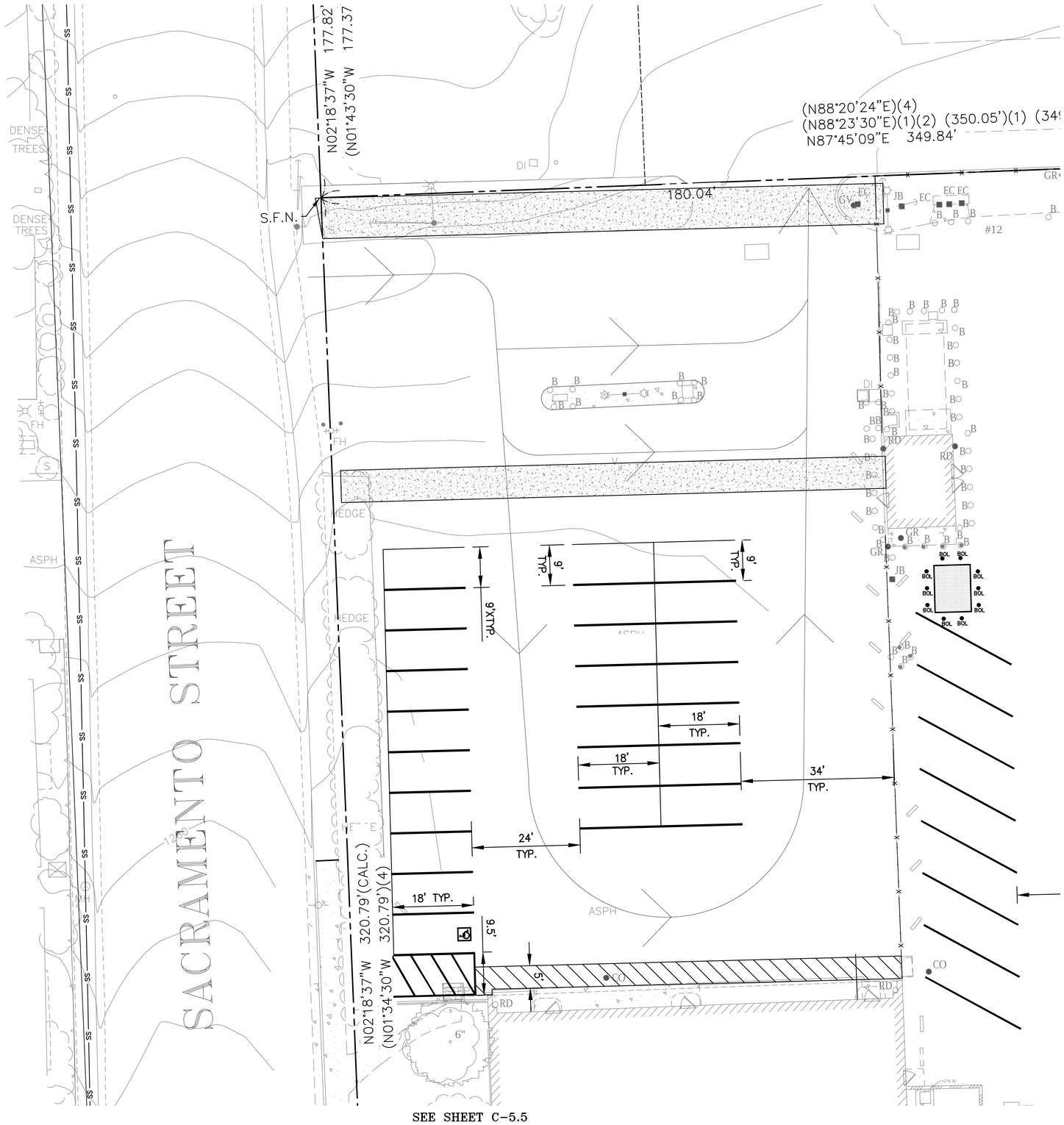
SHEET
C -5.3

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY 0 1/4" 1/2" 1" 2"

C:\Users\Frank.Huggard\Documents_Revit.local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt

11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42". IT IS A REDUCED PRINT - SCALE ACCORDINGLY 0 1/4" 1/2" 1"



0 5 10 20

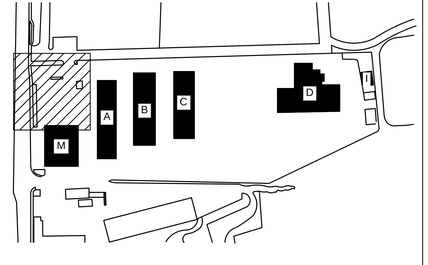
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

*** BUILDING PAD NOTE:**
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

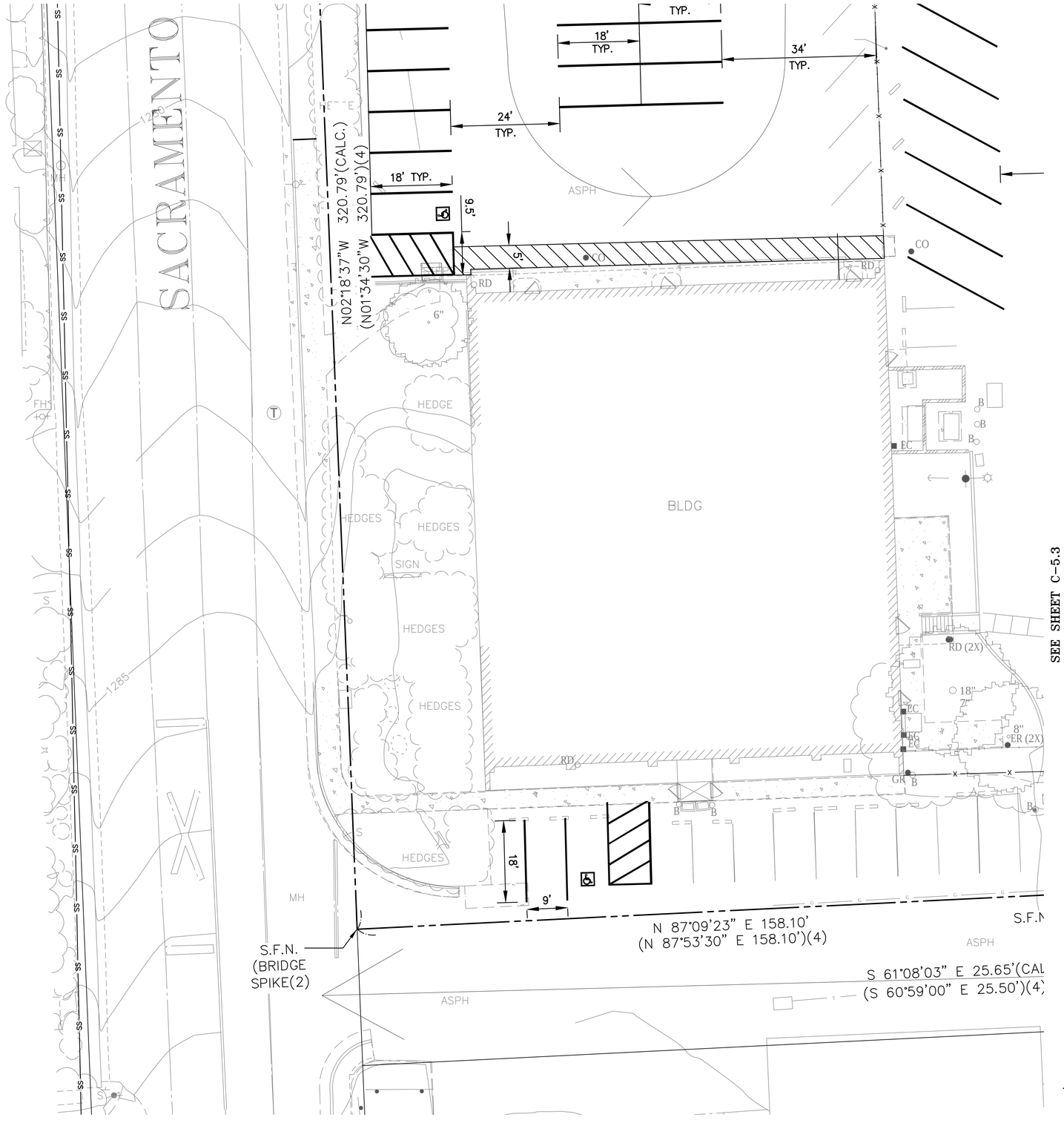
TITLE
PAVEMENT & HORIZONTAL CONTROL PLAN

SHEET
C -5.4

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"

SEE SHEET C-5.4



SEE SHEET C-5.3

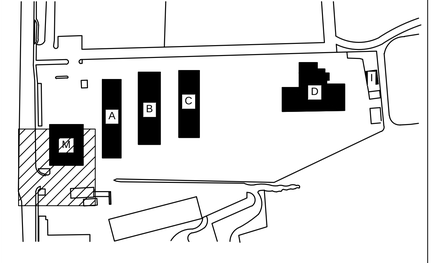
0 5 10 20
SCALE: 1" = 10'

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

CALL 1-800-227-2600 BEFORE YOU DIG USA UNDERGROUND SERVICE ALERT

* BUILDING PAD NOTE:
ADJUST PAD LEVEL AS REQUIRED. REFER TO STRUCTURAL PLANS FOR SLAB SECTION OR CRAWL SPACE DEPTH TO ESTABLISH PAD LEVEL.

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER FRANK HUGGARD No. C78555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.00?
COPYRIGHT:	LIONAKIS 2015

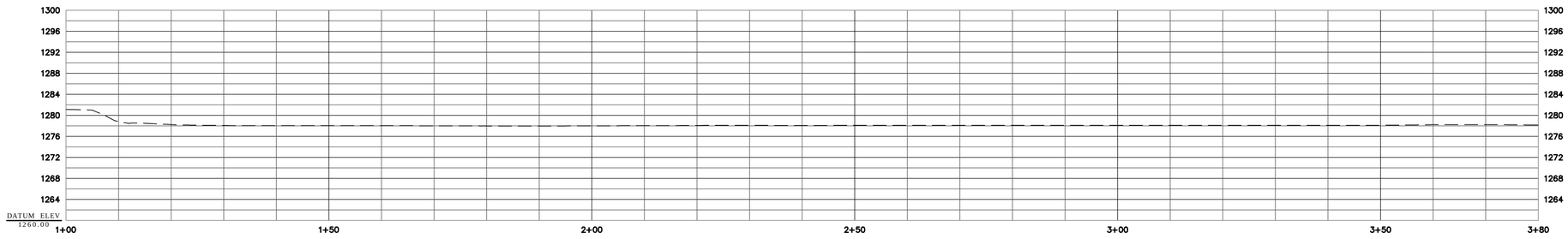
AGENCY

TITLE
PAVEMENT & HORIZONTAL CONTROL PLAN

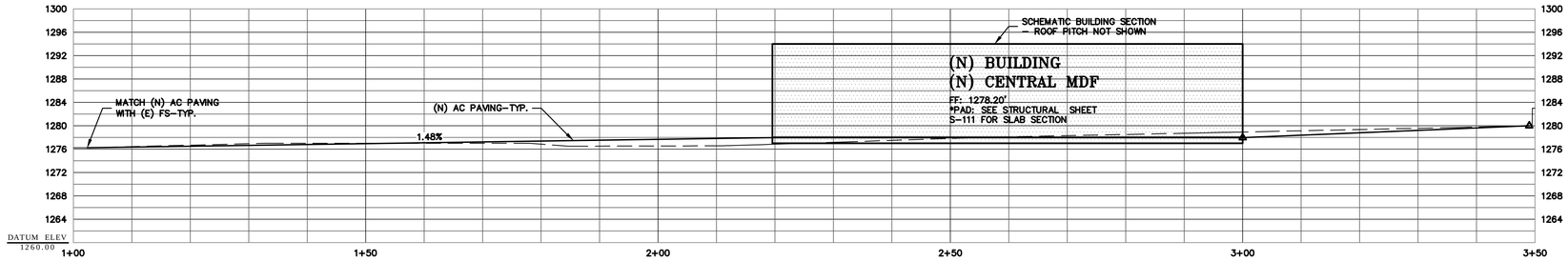
SHEET
C -5.5

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/12/2019 1:45:41 PM

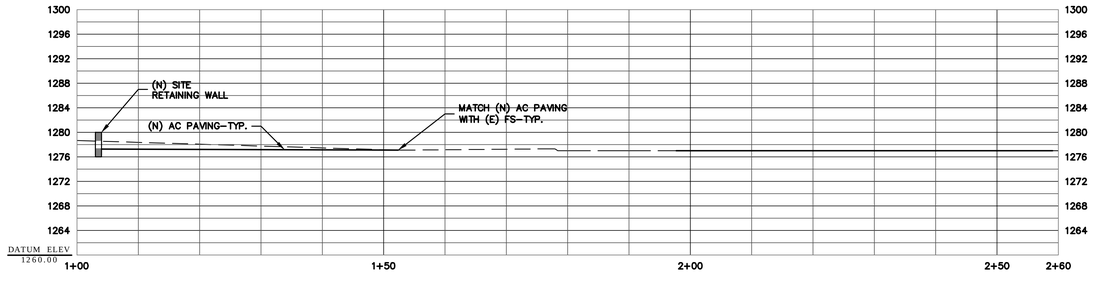
IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



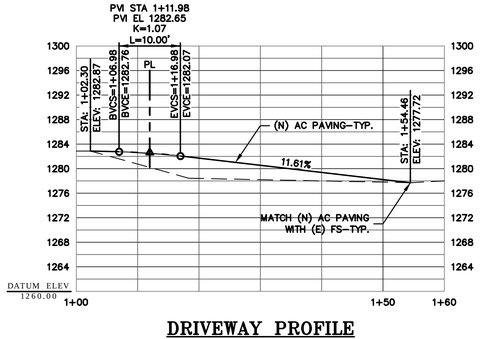
SITE SECTION A
SCALE: 1" = 10' HORIZ & VERT



SITE SECTION B
SCALE: 1" = 10' HORIZ & VERT

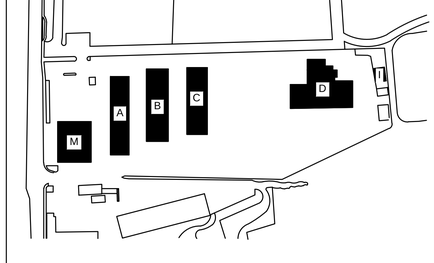


SITE SECTION C
SCALE: 1" = 10' HORIZ & VERT



DRIVEWAY PROFILE
SCALE: 1" = 10' HORIZ & VERT

KEY PLAN



LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C78555
CIVIL
STATE OF CALIFORNIA
DIGITAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

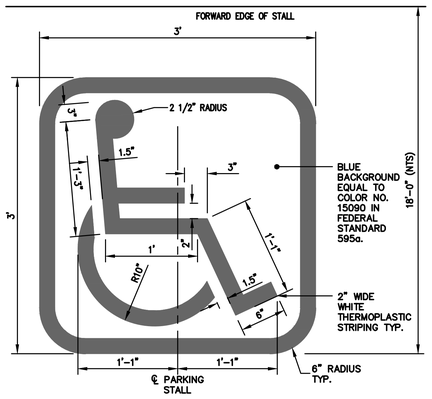
MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

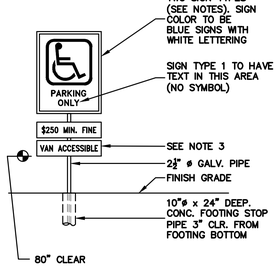
AGENCY

TITLE
SITE SECTIONS

SHEET
C -6.0



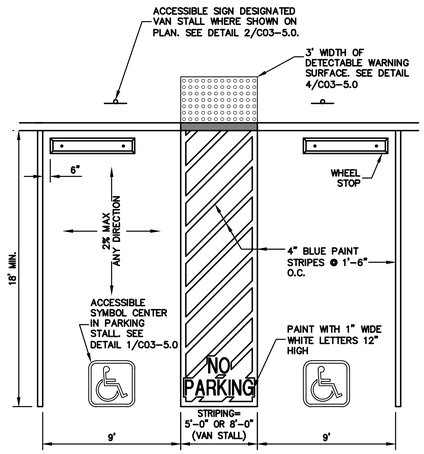
1 C-7.0 **ACCESSIBLE PARKING SYMBOLS**
NTS



NOTES

1. OFF-STREET PARKING FACILITIES TO HAVE SIGN AT STREET ENTRANCE NOT LESS THAN 17" x 22" IN SIZE. SIGN TEXT TO STATE THE FOLLOWING: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT _____ OR BY TELEPHONING _____."
   CONTRACTOR TO OBTAIN APPROPRIATE LOCAL NUMBER AND FILL IN BLANKS PRIOR TO MANUFACTURING SIGN.
2. ACCESSIBLE PARKING SPACE SIGN TO HAVE ACCESSIBLE SYMBOL, AS SHOWN. SIZE TO BE 70 SQ. IN. MINIMUM.
3. PROVIDE SIGN AT VAN STALL WITH ADD'L SIGN STATING "VAN ACCESSIBLE"

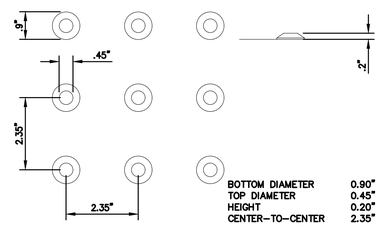
2 C-7.0 **ACCESSIBLE PARKING SIGNAGE**
NTS



3 C-7.0 **ACCESSIBLE STALL**
NTS

NOTES:

1. CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACE THE ENTIRE RAMP TRAVEL.
2. THE DETECTABLE WARNING BORDER SHALL BE A CONTRASTING SURFACE WITH THE ADJOINING SURFACE. ONLY ADA ACCESSIBLE PRODUCTS APPROVED BY THE DIVISION OF THE STATE ARCHITECT OF CALIFORNIA SHALL BE USED.
3. DOME ORIENTATION SHALL CONFORM TO THE LATEST ADA/TITLE 24 REGULATIONS.
4. IF PRECAST CONCRETE DETECTABLE WARNING DOMES PAVERS ARE USED, THE WILL NEED TO BE INSTALLED ON TOP OF A 4" THICK CONCRETE SURFACE. PAVERS SHALL BE LAID SUCH THAT JOINTS ARE LEVEL WITH ADJOINING SURFACE, TO PROVIDE A SMOOTH TRANSITION FROM PAVER TO PAVER AND FROM PAVER TO CONCRETE.
5. IF PLASTIC MAT DETECTABLE WARNING DOMES ARE USED, THE MAT NEEDS TO BE FLUSH WITH THE ADJOINING CONCRETE SURFACE. WHERE THE MAT IS INSTALLED, THE CONCRETE SURFACE WILL NEED TO BE HELD DOWN THE THICKNESS OF THE MAT.



4 C-7.0 **DETECTABLE WARNING SURFACE**
NTS

5 C-7.0 **BOLLARD**
NTS

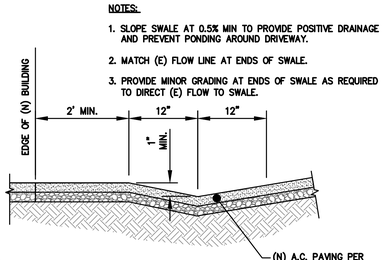
6 C-7.0 **WHEEL STOP**
NTS

NOTES:

1. TIE-IN PAVEMENT SECTION AS SHOWN ON PLANS.
2. TIE-IN OF ASPHALT CONCRETE SHALL EXTEND TO AT LEAST THE BOTTOM OF EXISTING ASPHALT CONCRETE.

7 C-7.0 **AC PAVING**
NTS

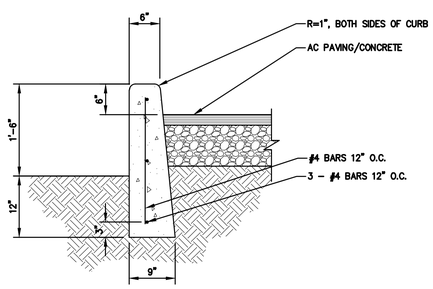
8 C-7.0 **DRIVEWAY SLAB OR CONC. PAVING**
NTS



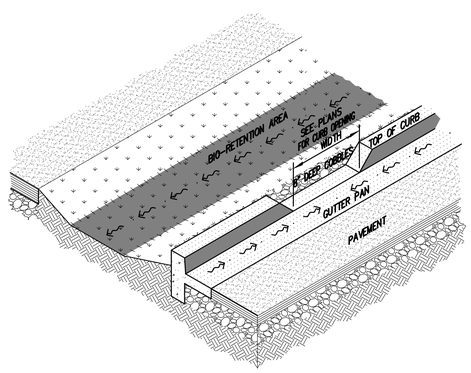
NOTES:

1. SLOPE SWALE AT 0.5% MIN TO PROVIDE POSITIVE DRAINAGE AND PREVENT PONDING AROUND DRIVEWAY.
2. MATCH (E) FLOW LINE AT ENDS OF SWALE.
3. PROVIDE MINOR GRADING AT ENDS OF SWALE AS REQUIRED TO DIRECT (E) FLOW TO SWALE.

9 C-7.0 **AC SWALE**
NTS

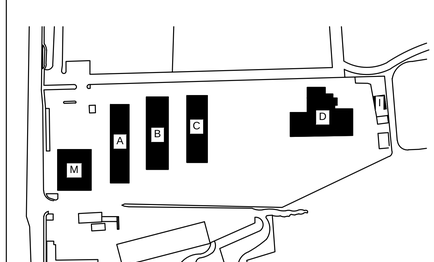


10 C-7.0 **DEEPENED CURB**
NTS



11 C-7.0 **BIO-SWALE CURB OPENING DETAIL**
NTS

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

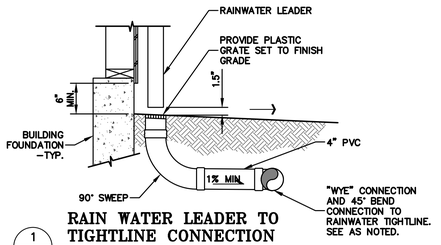
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
DETAILS

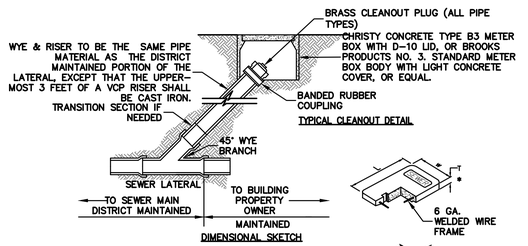
SHEET
C -7.0

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



1 C-7.1 RAIN WATER LEADER TO TIGHTLINE CONNECTION

NTS



LID DIMENSIONS

	L	W	T	WT
CHRISTY D-10	14 1/2"	8 11/16"	11/16"	7 LB
BROOKS #3 NS	14 1/2"	8 3/4"	1"	13 LB

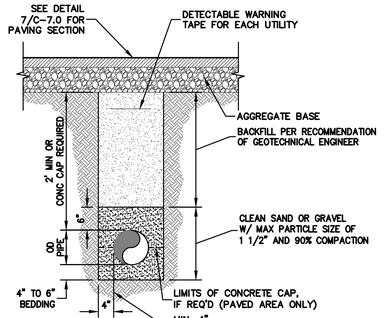
*PROVIDE STEEL TRAFFIC COVER FOR BOX WHEN INSTALLED IN LOCATION SUBJECT TO VEHICULAR LOADING

BOX DIMENSIONS

	A	B	C	D	E	F	G	H	I	APPROX WT. LBS.
CHRISTY B3	19"	14 13/16"	16 1/4"	13 1/4"	9"	9 7/8"	1"	12"	10 15/16"	59
BROOKS #3	19 1/8"	13 1/2"	16"	13 1/4"	7 5/8"	9 1/2"	1"	11"	N.A.	68

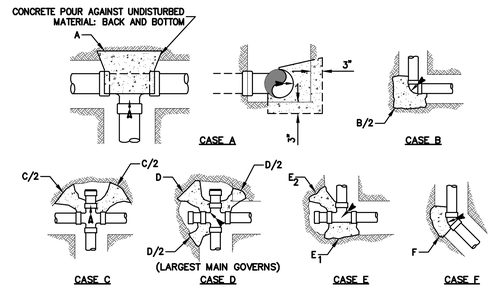
2 C-7.1 TYPICAL SEWER CLEANOUT BOX

NTS



3 C-7.1 PIPELINE BACKFILL (ON-SITE)

NTS



NOTES:
1. CASE "A" IS TYPICAL FOR ALL.
2. ALL BLOCKS TO BE KEPT CLEAR OF LUGS.
3. UNSUPPORTED SURFACES TO BE FORMED.
4. ARROWS ON CASE "A", "C" & "E" INDICATE MAINS WHICH DETERMINE BEARING AREA.
5. BASED ON 150 PSI PRESSURE, 1,000 PSF SOIL BEARING.
6. CONCRETE SHALL BE CLASS B PER STANDARD SPECIFICATIONS.

REQUIRED BEARING AREAS-SQ.FT.							
	A	B	C	D	E_1	E_2	F
4"	2	3	3	3	2	3	2
6"	5	6	7	7	5	7	4
8"	8	12	11	11	8	11	6
10"	12	18	17	17	12	17	8
12"	17	24	24	24	17	24	12

4 C-7.1 THRUST BLOCK DETAIL

NTS

5 C-7.1 DRAIN INLET/SILT BASIN

NTS

6 C-7.1 BUBBLER BOX

NTS

7 C-7.1 BIO-RETENTION DETAIL SECTION

NTS

BIORETENTION AREA CLEANOUT

8 C-7.1

NTS

KEY PLAN

NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL

REGISTERED PROFESSIONAL ENGINEER CALIFORNIA No. C79555 CIVIL STATE OF CALIFORNIA ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

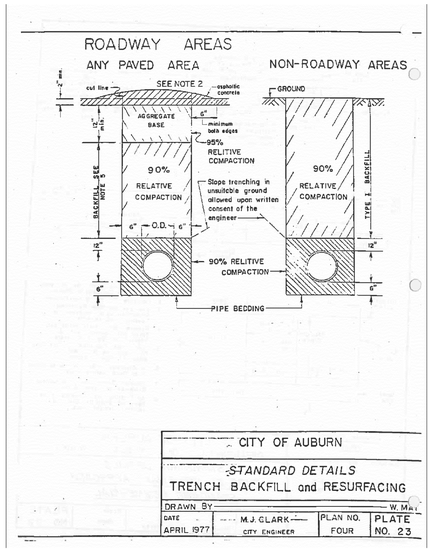
LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
DETAILS

SHEET
C -7.1

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1" 2"
C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C78555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

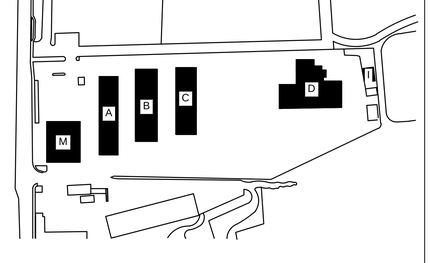
MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

AGENCY

KEY PLAN



TITLE
DETAILS

SHEET
C -7.2

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2"
C:\Users\Frank.Huggard\Documents_Revit Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM

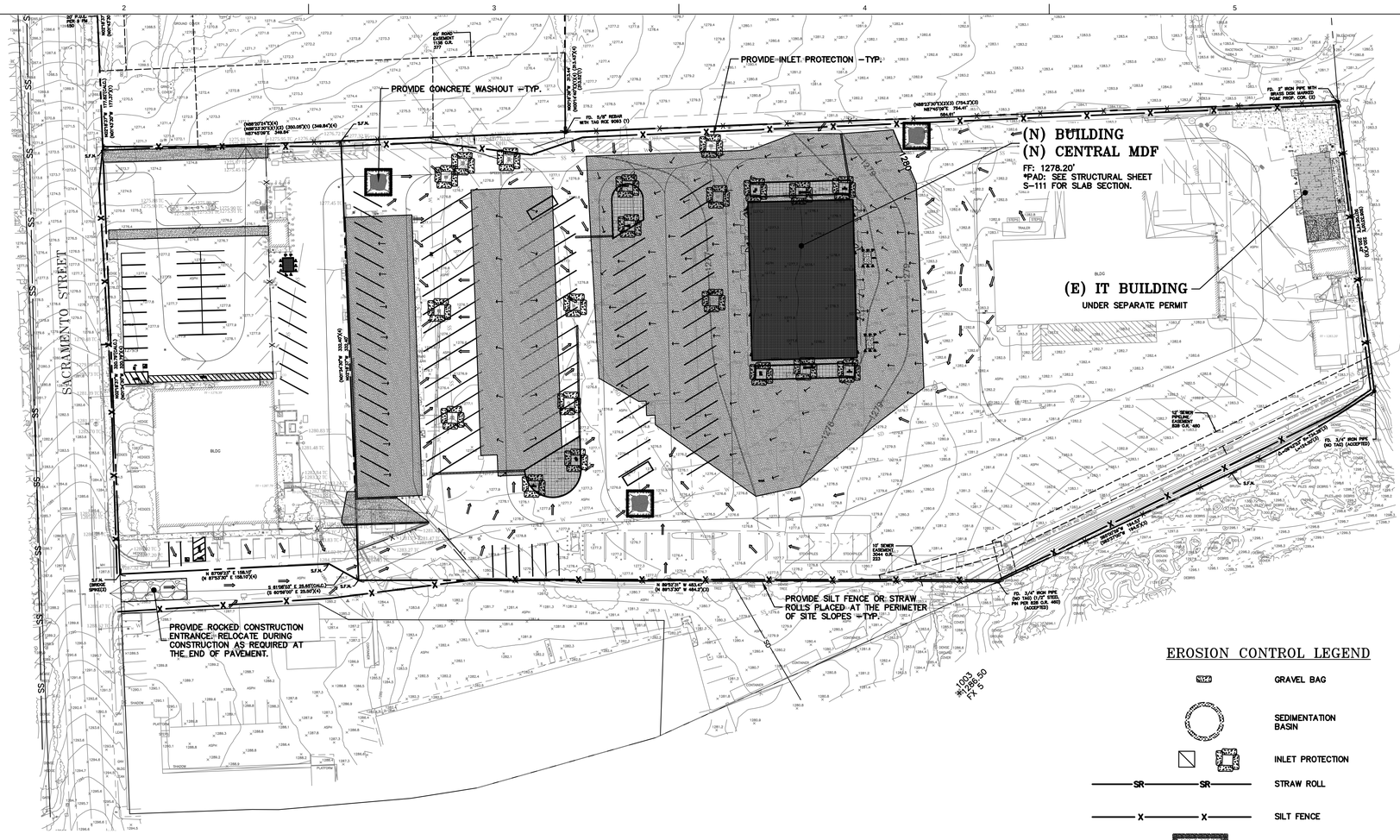
IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

PURPOSE:

THE PURPOSE OF THIS PLAN IS TO STABILIZE THE SITE TO PREVENT EROSION OF GRADED AREAS AND TO PREVENT SEDIMENTATION FROM LEAVING THE CONSTRUCTION AREA AND AFFECTING NEIGHBORING SITES, NATURAL AREAS, PUBLIC FACILITIES OR ANY OTHER AREA THAT MIGHT BE AFFECTED BY SEDIMENTATION. ALL MEASURES SHOWN ON THIS PLAN SHOULD BE CONSIDERED THE MINIMUM REQUIREMENTS NECESSARY. SHOULD FIELD CONDITIONS DICTATE ADDITIONAL MEASURES, SUCH MEASURES SHALL BE PER CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL AND THE CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION. LEA & BRAZE ENGINEERING SHOULD BE NOTIFIED IMMEDIATELY SHOULD CONDITIONS CHANGE.

EROSION CONTROL NOTES:

1. IT SHALL BE THE OWNER'S/CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO KEEP THE ENTIRE SITE IN COMPLIANCE WITH THIS EROSION CONTROL PLAN.
2. THE INTENTION OF THIS PLAN IS FOR INTERIM EROSION AND SEDIMENT CONTROL ONLY. ALL EROSION CONTROL MEASURES SHALL CONFORM TO CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL, THE CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION, AND THE LOCAL GOVERNING AGENCY FOR THIS PROJECT.
3. OWNER/CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO, DURING, AND AFTER STORM EVENTS. PERSON IN CHARGE OF MAINTAINING EROSION CONTROL MEASURES SHOULD WATCH LOCAL WEATHER REPORTS AND ACT APPROPRIATELY TO MAKE SURE ALL NECESSARY MEASURES ARE IN PLACE.
4. SANITARY FACILITIES SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT-LADEN RUNOFF TO ANY STORM DRAINAGE SYSTEM, INCLUDING EXISTING DRAINAGE SWALES AND WATERCOURSES.
6. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED. COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS CONCERNING POLLUTION SHALL BE MAINTAINED AT ALL TIMES.
7. CONTRACTOR SHALL PROVIDE DUST CONTROL AS REQUIRED BY THE APPROPRIATE FEDERAL, STATE AND LOCAL AGENCY REQUIREMENTS.
8. ALL MATERIALS NECESSARY FOR THE APPROVED EROSION CONTROL MEASURES SHALL BE IN PLACE BY OCTOBER 15TH.
9. EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON, OR FROM OCTOBER 15TH THROUGH APRIL 15TH, WHICHEVER IS LONGER.
10. IN THE EVENT OF RAIN, ALL GRADING WORK IS TO CEASE IMMEDIATELY AND THE SITE IS TO BE SEALED IN ACCORDANCE WITH THE APPROVAL EROSION CONTROL MEASURES AND APPROVED EROSION CONTROL PLAN.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING AND REPAIRING EROSION CONTROL SYSTEMS AFTER EACH STORM.
12. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY LOCAL JURISDICTION'S ENGINEERING DEPARTMENT OR BUILDING OFFICIALS.
13. MEASURES SHALL BE TAKEN TO COLLECT OR CLEAN ANY ACCUMULATION OR DEPOSIT OF DIRT, MUD, SAND, ROCKS, GRAVEL OR DEBRIS ON THE SURFACE OF ANY STREET, ALLEY OR PUBLIC PLACE OR IN ANY PUBLIC STORM DRAIN SYSTEMS. THE REMOVAL OF AFORESAID SHALL BE DONE BY STREET SWEEPING OR HAND SWEEPING. WATER SHALL NOT BE USED TO WASH SEDIMENTS INTO PUBLIC OR PRIVATE DRAINAGE FACILITIES.
14. EROSION CONTROL MEASURES SHALL BE ON-SITE FROM SEPTEMBER 15TH THRU APRIL 15TH.
15. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE RAINY SEASON OR FROM OCTOBER 1ST THROUGH APRIL 30TH, WHICHEVER IS GREATER.
16. PLANS SHALL BE DESIGNED TO MEET C3 REQUIREMENTS OF THE MUNICIPAL STORMWATER REGIONAL PERMIT("MRP") NPDES PERMIT CAS 612008.
17. THE CONTRACTOR TO NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM) BEST MANAGEMENT PRACTICES (BMP) FOR SEDIMENTATION PREVENTION AND EROSION CONTROL TO PREVENT DELETERIOUS MATERIALS OR POLLUTANTS FROM ENTERING THE TOWN OR COUNTY STORM DRAIN SYSTEMS.
18. THE CONTRACTOR MUST INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO THE INCEPTION OF ANY WORK ONSITE AND MAINTAIN THE MEASURES UNTIL THE COMPLETION OF ALL LANDSCAPING.
19. THE CONTRACTOR SHALL MAINTAIN ADJACENT STREETS IN A NEAT, CLEAN DUST FREE AND SANITARY CONDITION AT ALL TIMES AND TO THE SATISFACTION OF THE TOWN INSPECTOR. THE ADJACENT STREET SHALL AT ALL TIMES BE KEPT CLEAN OF DEBRIS, WITH DUST AND OTHER NUISANCE BEING CONTROLLED AT ALL TIMES. THE CONTRACTOR BE RESPONSIBLE FOR ANY CLEAN UP ON ADJACENT STREETS AFFECTED BY THE BY THEIR CONSTRUCTION, METHOD OF STREET CLEANING SHALL BE BY DRY SWEEPING OF ALL PAVED AREAS. NO STOCKPILING OF BUILDING MATERIALS WITHIN THE TOWN RIGHT-OF-WAY.
20. SEDIMENTS AND OTHER MATERIALS SHALL NOT BE TRACKED FROM THE SITE BY VEHICLE TRAFFIC. THE CONTRACTOR SHALL INSTALL A STABILIZED CONSTRUCTION ENTRANCE PRIOR TO THE INSPECTION OF ANY WORK ONSITE AND MAINTAIN IT FOR THE DURATION OF THE CONSTRUCTION PROCESS SO AS TO NOT INHIBIT SEDIMENTS FROM BEING DEPOSITED INTO THE PUBLIC RIGHT-OF-WAY UNTIL THE COMPLETION OF ALL LANDSCAPING.
21. THE CONTRACTOR SHALL PROTECT DOWN SLOPE DRAINAGE COURSES, STREAMS AND STORM DRAINS WITH ROCK FILLED SAND BAGS, TEMPORARY SWALES, SILT FENCES, AND EARTH PERMS IN CONJUNCTION OF ALL LANDSCAPING.
22. STOCKPILED MATERIALS SHALL BE COVERED WITH VISQUEEN OR A TARPAULIN UNTIL THE MATERIAL IS REMOVED FROM THE SITE. ANY REMAINING BARE SOIL THAT EXISTS AFTER THE STOCKPILE HAS BEEN REMOVED SHALL BE COVERED UNTIL A NATURAL GROUND COVER IS ESTABLISHED OR IT IS SEEDED OR PLANTED TO PROVIDE GROUND COVER PRIOR TO THE FALL RAINY SEASON.
23. EXCESS OR WASTE CONCRETE MUST NOT BE WASHED INTO THE PUBLIC RIGHT-OF-WAYOR ANY OTHER DRAINAGE SYSTEM. PROVISIONS SHALL BE MADE TO RETAIN CONCRETE WASTES ON SITE UNTIL THEY CAN BE DISPOSED OF AS SOLID WASTE.
24. TRASH AND CONSTRUCTION RELATED SOLID WASTES MUST BE DEPOSITED INTO A COVERED RECEPTACLE TO PREVENT CONTAMINATION AND DISPERSAL BY WIND FUELS, OILS, SOLVENTS AND OTHER TOXIC MATERIALS MUST BE STORED IN ACCORDANCE WITH THEIR LISTING AND ARE NOT TO CONTAMINATE THE SOIL AND SURFACE WATERS. ALL APPROVED STORAGE CONTAINERS ARE TO BE PROTECTED FROM THE WEATHER. SPILLS MUST BE CLEANED UP IMMEDIATELY AND DISPOSED OF IN A PROPER MANNER. SPILLS MUST NOT BE WASHED INTO THE DRAINAGE SYSTEM,
25. DUST CONTROL SHALL BE DONE BY WATERING AND AS OFTEN AS REQUIRED BY THE TOWN INSPECTOR.
26. SILT FENCE(S) AND/OR FIBER ROLL(S) SHALL BE INSTALLED PRIOR TO SEPTEMBER 15TH AND SHALL REMAIN IN PLACE UNTIL THE LANDSCAPING GROUND COVER IS INSTALLED. CONTRACTOR SHALL CONTINUOUSLY MONITOR THESE MEASURES, FOLLOWING AND DURING ALL RAIN EVENTS,TO PUBLIC OWNED FACILITIES.



EROSION CONTROL LEGEND

- GRAVEL BAG
- SEDIMENTATION BASIN
- INLET PROTECTION
- STRAW ROLL
- SILT FENCE
- CONCRETE WASHOUT
- CONSTRUCTION ENTRANCE
- TREE PROTECTION
- EROSION CONTROL BLANKET / MATTING

NOTE:
SEAL ALL OTHER INLETS NOT INTENDED TO ACCEPT STORM WATER AND DIRECT FLOWS TEMPORARILY TO FUNCTIONAL SEDIMENTATION BASIN INLETS. -TYP

EROSION CONTROL MEASURES:

1. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 15TH TO APRIL 15. EROSION CONTROL FACILITIES SHALL BE IN PLACE PRIOR TO OCTOBER 15TH OF ANY YEAR. GRADING OPERATIONS DURING THE RAINY SEASON WHICH LEAVE DENUDED SLOPES SHALL BE PROTECTED WITH EROSION CONTROL MEASURES IMMEDIATELY FOLLOWING GRADING ON THE SLOPES.
2. SITE CONDITIONS AT TIME OF PLACEMENT OF EROSION CONTROL MEASURES WILL VARY. APPROPRIATE ACTION INCLUDING TEMPORARY SWALES, INLETS, HYDROSEEDING, STRAW BALES, ROCK SACKS, ETC. SHALL BE TAKEN TO PREVENT EROSION AND SEDIMENTATION FROM LEAVING SITE. EROSION CONTROL MEASURES SHALL BE ADJUSTED AS THE CONDITIONS CHANGE AND THE NEED OF CONSTRUCTION SHIFT.
3. CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF GRADING. ALL CONSTRUCTION TRAFFIC ENTERING ONTO THE PAVED ROADS MUST CROSS THE STABILIZED CONSTRUCTION ENTRANCES. CONTRACTOR SHALL MAINTAIN STABILIZED ENTRANCE AT EACH VEHICLE ACCESS POINT TO EXISTING PAVED STREETS. ANY MUD OR DEBRIS TRACKED ONTO PUBLIC STREETS SHALL BE REMOVED DAILY AND AS REQUIRED BY THE GOVERNING AGENCY.
4. ALL EXPOSED SLOPES THAT ARE NOT VEGETATED SHALL BE HYDROSEEDED. IF HYDROSEEDING IS NOT USED OR IS NOT EFFECTIVE BY OCTOBER 15, THEN OTHER IMMEDIATE METHODS SHALL BE IMPLEMENTED, SUCH AS EROSION CONTROL BLANKETS, OR A THREE-STEP APPLICATION OF 1) SEED, MULCH, FERTILIZER 2) BLOWN STRAW 3) TACKIFIER AND MULCH. HYDROSEEDING SHALL BE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 20" EROSION CONTROL AND HIGHWAY PLANTING" OF THE STANDARD SPECIFICATION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION, AS LAST REVISED. REFER TO THE EROSION CONTROL SECTION OF THE GRADING SPECIFICATIONS THAT ARE A PART OF THIS PLAN SET FOR FURTHER INFORMATION.
5. INLET PROTECTION SHALL BE INSTALLED AT OPEN INLETS TO PREVENT SEDIMENT FROM ENTERING THE STORM DRAIN SYSTEM. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL ARE TO BE BLOCKED TO PREVENT ENTRY OF SEDIMENT. MINIMUM INLET PROTECTION SHALL CONSIST OF A ROCK SACKS OR AS SHOWN ON THIS PLAN
6. THIS EROSION AND SEDIMENT CONTROL PLAN MAY NOT COVER ALL THE SITUATIONS THAT MAY ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARIATIONS AND ADDITIONS MAY BE MADE TO THIS PLAN IN THE FIELD. A REPRESENTATIVE OF LEA & BRAZE ENGINEERING SHALL PERFORM A FIELD REVIEW AND MAKE RECOMMENDATIONS AS NEEDED. CONTRACTOR IS RESPONSIBLE TO NOTIFY LEA & BRAZE ENGINEERING AND THE GOVERNING AGENCY OF ANY CHANGES.
7. THE EROSION CONTROL MEASURES SHALL CONFORM TO THE LOCAL JURISDICTION'S STANDARDS AND THE APPROVAL OF THE LOCAL JURISDICTION'S ENGINEERING DEPARTMENT.
8. STRAW ROLLS SHALL BE PLACED AT THE TOE OF SLOPES AND ALONG THE DOWN SLOPE PERIMETER OF THE PROJECT. THEY SHALL BE PLACED AT 25 FOOT INTERVALS ON GRADED SLOPES. PLACEMENT SHALL RUN WITH THE CONTOURS AND ROLLS SHALL BE TIGHTLY END BUTTED. CONTRACTOR SHALL REFER TO MANUFACTURES SPECIFICATIONS FOR PLACEMENT AND INSTALLATION INSTRUCTIONS.

REFERENCES:

1. CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD'S FIELD MANUAL FOR EROSION AND SEDIMENTATION CONTROL
2. CALIFORNIA STORM WATER QUALITY ASSOCIATION BEST MANAGEMENT PRACTICES HANDBOOK FOR CONSTRUCTION

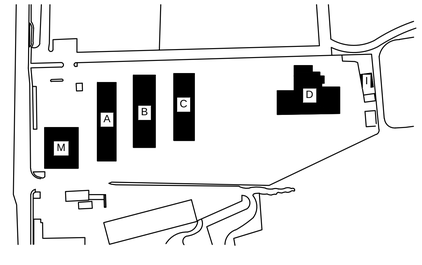
PERIODIC MAINTENANCE:

1. MAINTENANCE IS TO BE PERFORMED AS FOLLOWS:
   - A. DAMAGES CAUSED BY SOIL EROSION OR CONSTRUCTION SHALL BE REPAIRED AT THE END OF EACH WORKING DAY.
   - B. SWALES SHALL BE INSPECTED PERIODICALLY AND MAINTAINED AS NEEDED.
   - C. SEDIMENT TRAPS, BERMS, AND SWALES ARE TO BE INSPECTED AFTER EACH STORM AND REPAIRS MADE AS NEEDED.
   - D. SEDIMENT SHALL BE REMOVED AND SEDIMENT TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1' FOOT.
   - E. SEDIMENT REMOVED FROM TRAP SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
   - F. RILLS AND GULLIES MUST BE REPAIRED.
2. GRAVEL BAG INLET PROTECTION SHALL BE CLEANED OUT WHENEVER SEDIMENT DEPTH IS ONE HALF THE HEIGHT OF ONE GRAVEL BAG.
3. STRAW ROLLS SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT DEPTH REACHED HALF THE HEIGHT OF THE ROLL.
4. SILT FENCE SHALL BE PERIODICALLY CHECKED TO ASSURE PROPER FUNCTION AND CLEANED OUT WHENEVER THE SEDIMENT DEPTH REACHES ONE FOOT IN HEIGHT.
5. CONSTRUCTION ENTRANCE SHALL BE REGRAVELED AS NECESSARY FOLLOWING SILT/SOIL BUILDUP.
6. ANY OTHER EROSION CONTROL MEASURES SHOULD BE CHECKED AT REGULAR INTERVALS TO ASSURE PROPER FUNCTION

SURVEY NOTE:
TO PROVIDE FOR EASE OF REVIEW SOME TOPOGRAPHIC INFORMATION IS NOT SHOWN. SEE FULL TOPOGRAPHIC SURVEY FOR ALL SITE CONDITIONS.

0 5 10 20
SCALE: 1" = 10'

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY
PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

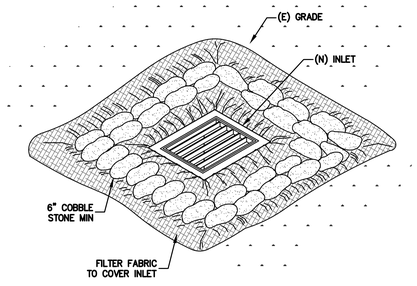
AGENCY

TITLE
EROSION CONTROL & HORIZONTAL CONTROL PLAN

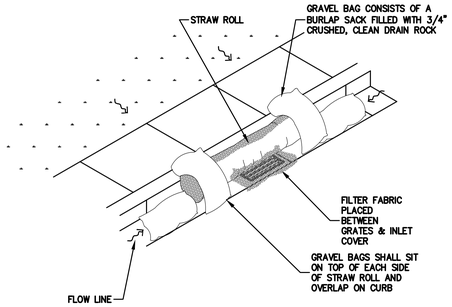
SHEET
C -8.0

C:\Users\Frank.Huggard\Documents_Revit Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/12/2019 1:45:41 PM

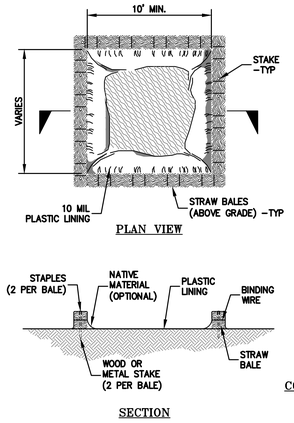
IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_Revit.Local\Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
11/11/2019 1:45:41 PM



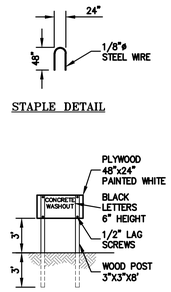
1 C-8.1 **INLET PROTECTION**
NTS



2 C-8.1 **STREET INLET PROTECTION**
NTS

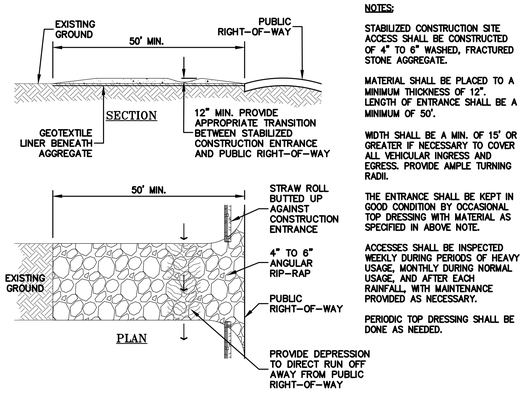


3 C-8.1 **CONCRETE WASHOUT**
NTS



NOTES:
ACTUAL LAYOUT DETERMINED IN FIELD.

THE CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 10' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.



NOTES:

STABILIZED CONSTRUCTION SITE ACCESS SHALL BE CONSTRUCTED OF 4" TO 6" WASHED, FRACTURED STONE AGGREGATE.

MATERIAL SHALL BE PLACED TO A MINIMUM THICKNESS OF 12". LENGTH OF ENTRANCE SHALL BE A MINIMUM OF 50'.

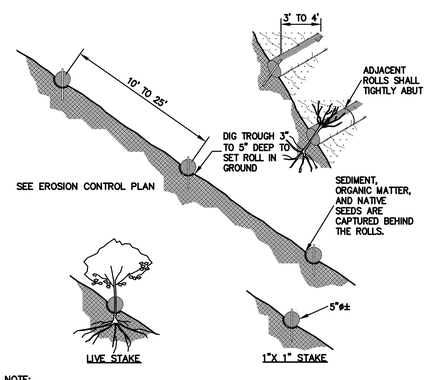
WIDTH SHALL BE A MIN. OF 15' OR GREATER IF NECESSARY TO COVER ALL VEHICULAR INGRESS AND EGRESS. PROVIDE AMPLE TURNING RADII.

THE ENTRANCE SHALL BE KEPT IN GOOD CONDITION BY OCCASIONAL TOP DRESSING WITH MATERIAL AS SPECIFIED IN ABOVE NOTE.

ACCESSES SHALL BE INSPECTED WEEKLY DURING PERIODS OF HEAVY USAGE, MONTHLY DURING NORMAL USAGE, AND AFTER EACH RAINFALL WITH MAINTENANCE PROVIDED AS NECESSARY.

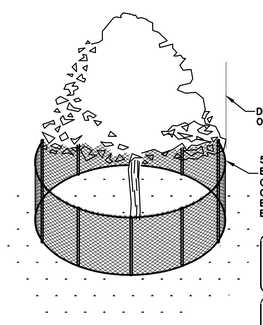
PERIODIC TOP DRESSING SHALL BE DONE AS NEEDED.

4 C-8.1 **CONSTRUCTION ENTRANCE**
NTS



NOTE:
1. STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3" TO 5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.
2. CONTRACTOR IS RESPONSIBLE FOR REGULAR MAINTENANCE AND INSPECTION. THE SILT SHALL BE CLEANED OUT WHEN IT REACHES HALF THE HEIGHT OF THE ROLL.

5 C-8.1 **STRAW ROLLS**
NTS

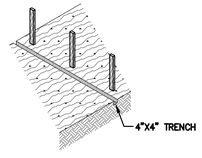


NOTE:
REFER TO LANDSCAPE ARCHITECTURAL PLANS FOR ADDITIONAL TREE PROTECTION INFORMATION.

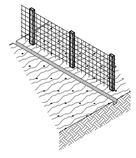
NOTE:
LOCAL JURISDICTION MIGHT HAVE MORE STRINGENT REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING W/ INSPECTOR TO ENSURE PROPER PROCEDURES ARE BEING FOLLOWED.

6 C-8.1 **EXISTING TREE PROTECTION DETAIL**
NTS

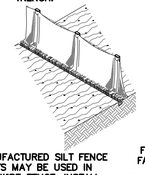
1. SET POSTS AND EXCAVATE A 4"X4" TRENCH UP SLOPE ALONG THE LINE OF POSTS.



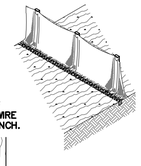
2. STAPLE WIRE FENCE TO THE POSTS.

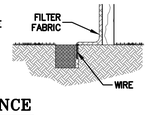


3. ATTACH THE FILTER FABRIC TO THE WIRE FENCE AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



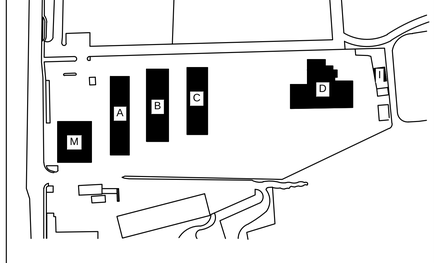


NOTE:
PREMANUFACTURED SILT FENCE PRODUCTS MAY BE USED IN LIEU OF WIRE FENCE. INSTALL PER MANUFACTURER'S RECOMMENDATIONS AND MAINTAIN KEYING OF FABRIC PER THIS DETAIL.

NOTE:
IT IS ESSENTIAL THAT THE WIRE/FABRIC BE FULLY EMBEDDED INTO THE GROUND SO RUN-OFF CANNOT FLOW FREELY UNDER FENCE.

7 C-8.1 **SILT FENCE**
NTS

KEY PLAN



NORTH

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

CONSULTANT
LEA & BRAZE ENGINEERING, INC.
CIVIL ENGINEERS • LAND SURVEYORS
BAY AREA REGION
2495 INDUSTRIAL PKWY WEST
HAYWARD, CALIFORNIA 94545
(P) (510) 887-4086
(F) (510) 887-3019
SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
(P) (916)966-1338
(F) (916)797-7363
WWW.LEABRAZE.COM

SEAL
REGISTERED PROFESSIONAL ENGINEER
FRANK HUGGARD
No. C79555
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.00?
COPYRIGHT:	LIONAKIS 2015

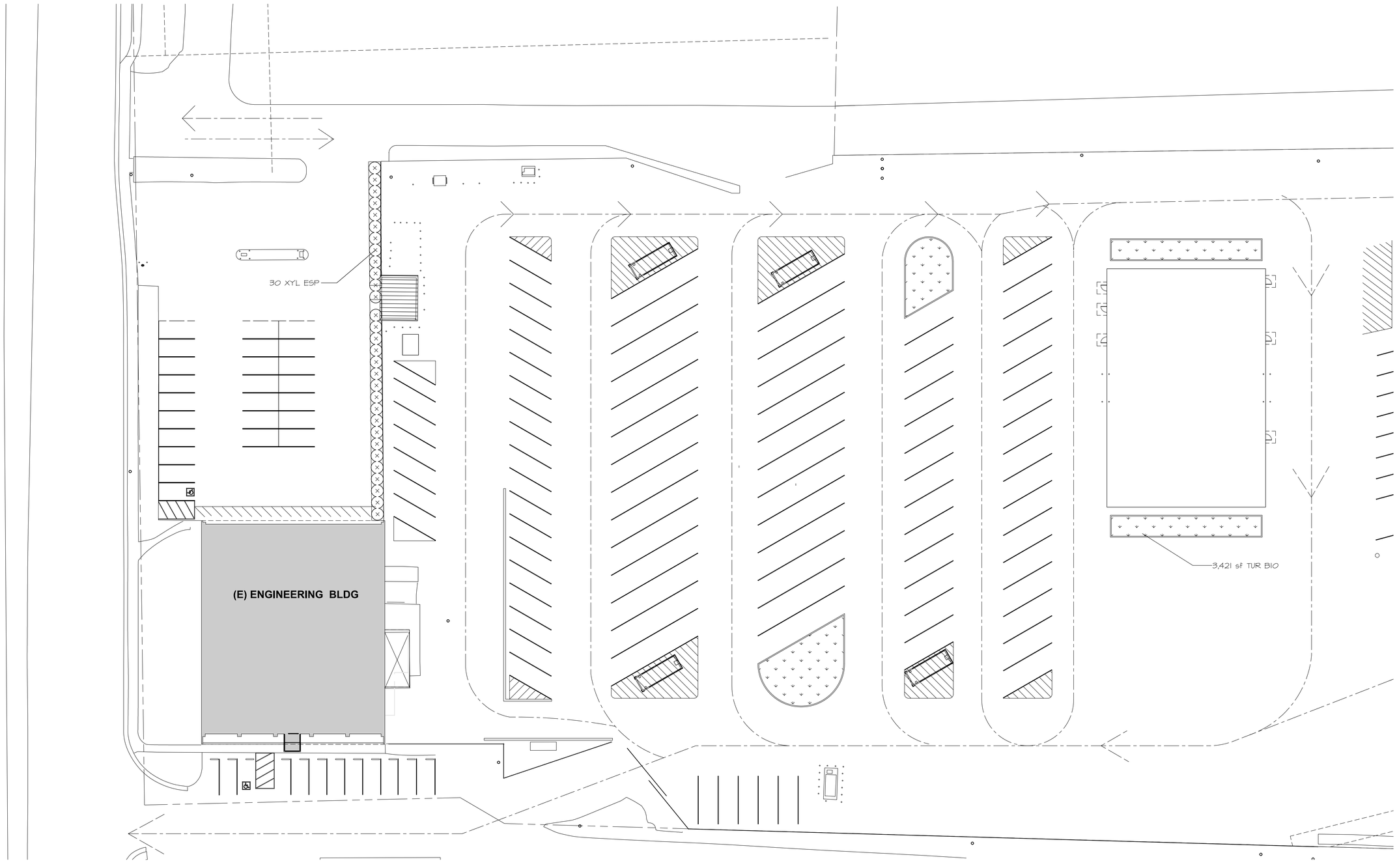
AGENCY

TITLE
EROSION CONTROL DETAILS

SHEET
C -8.1

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY

0 1/4" 1/2" 1"



PLANT SCHEDULE

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME
⊗	XYL ESP	30	Xylosma congestum / Shiny Xylosma Espalier
SOD	**CODE**	**QTY**	**BOTANICAL / COMMON NAME**
▦	TUR BIO	3,421 sf	Turf Sod Biofiltration Sod / Drought Tolerant Grass Blend

IRRIGATION STATEMENT

The irrigation design will consist of low volume point source drip irrigation. Rotary spray heads will irrigate the water quality basin Fescue. The overall irrigation system will be designed with a smart irrigation controller. A weather sensor will be used to automatically adjust duration of application in accordance with recent weather conditions based on evapotranspiration. Maximum water allowance will be determined by State code.

0' 20' 40' 80'

SCALE: 1"=20'

NORTH

C:\Users\Frank Huggard\Documents_Revit Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank Huggard.rvt

10/9/2019 7:13:59 AM

LIONÄKIS

CONSULTANT

YAMASAKI
LANDSCAPE ARCHITECTURE
1223 HIGH STREET, AUBURN, CA 95603
(530) 885-0040
FAX (530) 885-0042

SEAL

LICENSED LANDSCAPE ARCHITECT
JEFFREY M. AMBROZ 4057
12/20
12/24/19
STATE OF CALIFORNIA

PROJECT

AUBURN SACRAMENTO STREET RENOVATION PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

CLIENT

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION
	11/27/19	BUILDING DEPT. SUBMITTAL

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	?00.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

PLANTING PLAN

SHEET

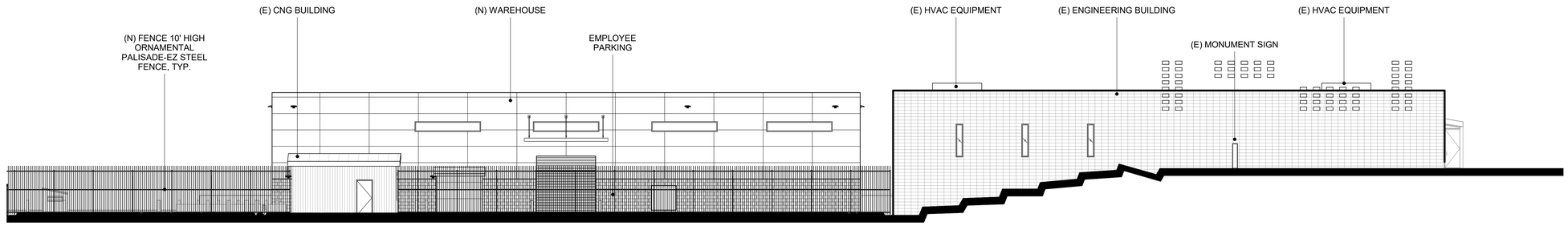
L-201

IF THIS SHEET IS NOT 30"x42". IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"



1 SACRAMENTO STREET ELEVATION PHOTOS

1" = 1'-0"



2 SACRAMENTO STREET ELEVATION

SCALE 1" = 10'-0"

Q1

Pacific Gas and Electric Company®

LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762

CONSULTANT

SEAL

LICENSED ARCHITECT NICHOLAS DOCKAL C18997 REN 02-29-21 STATE OF CALIFORNIA

PROJECT

AUBURN SACRAMENTO STREET SITE & WAREHOUSE PROJECT

343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER

PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE

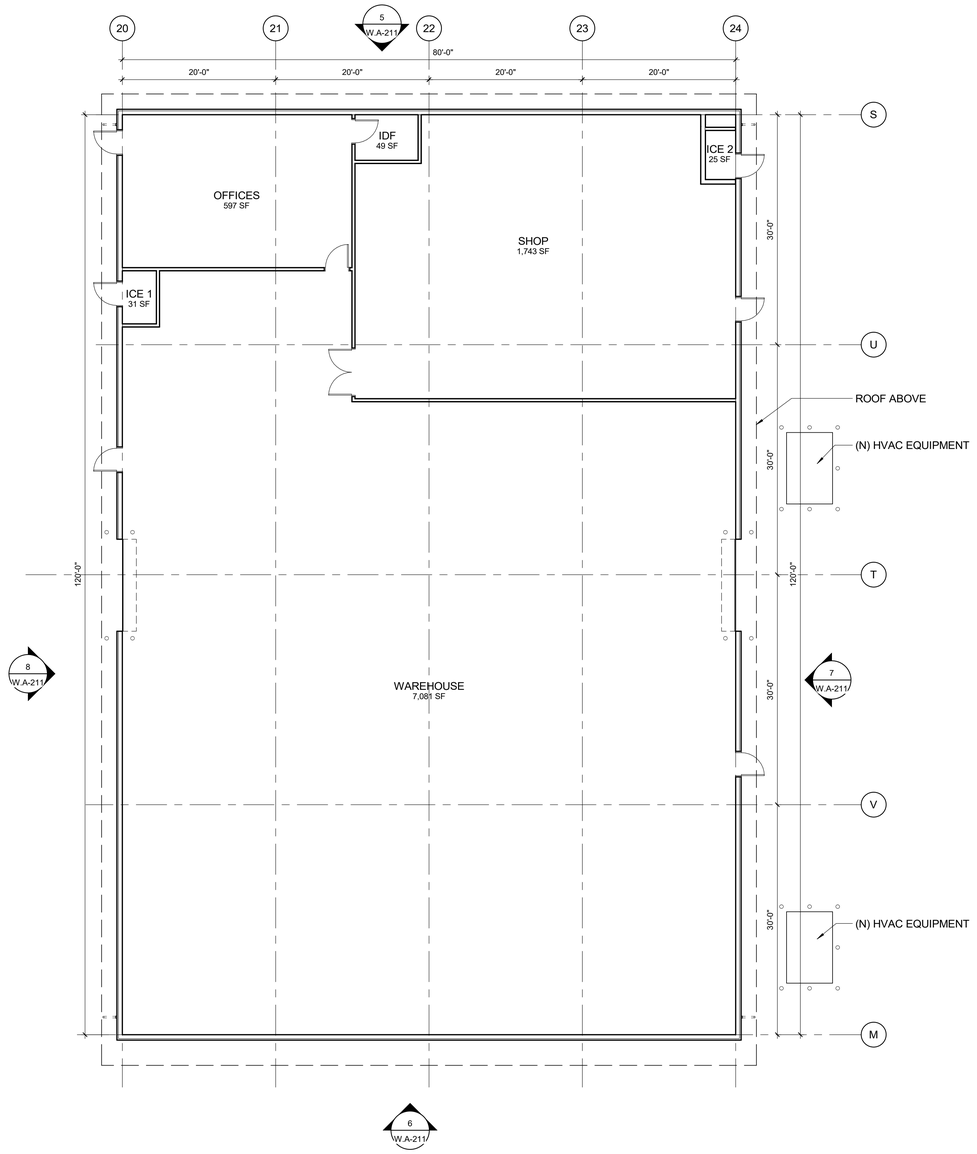
ELEVATIONS - STREET

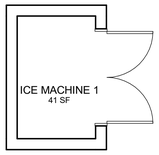
SHEET

A-211

C:\Users\Brandon.Rachac\Documents_Revit\Local Files\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_brandon.rachac.rvt
2/28/2020 8:47:27 AM

IF THIS SHEET IS NOT 30"x42", IT IS A REDUCED PRINT - SCALE ACCORDINGLY





2 ICE MACHINE
SCALE 1/4" = 1'-0"

1 FLOOR PLAN - WAREHOUSE - LEVEL 1
SCALE 1/8" = 1'-0"

NORTH

Pacific Gas and Electric Company®

LIONÄKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com

Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762

CONSULTANT

SEAL

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

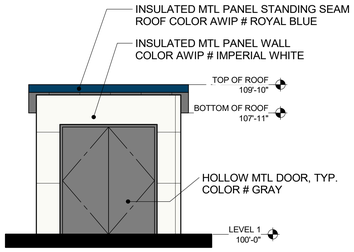
AGENCY

TITLE
FLOOR PLAN - LEVEL 1 - WAREHOUSE/ICE

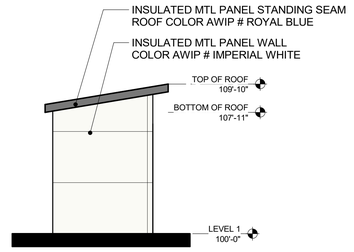
SHEET
W.A-111

C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
9/13/2019 1:29:49 PM

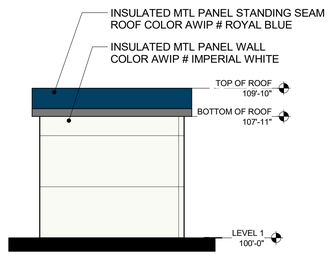
IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT - SCALE ACCORDINGLY
0 1/4" 1/2" 1"
C:\Users\Frank.Huggard\Documents_RevitLocalFiles\019103_BIM_AS-MASTER PLANNING_R18_CENTRAL_Frank.Huggard.rvt
9/13/2019 1:30:02 PM



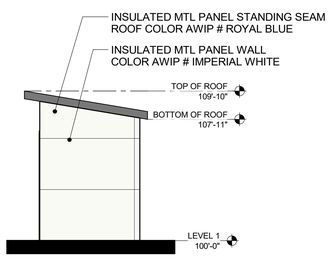
1 ICE MACHINE FRONT
SCALE 1/4" = 1'-0"



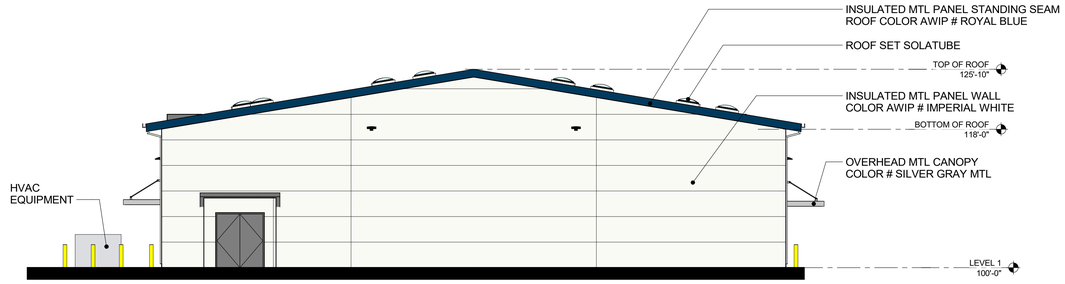
2 ICE MACHINE SIDE 1
SCALE 1/4" = 1'-0"



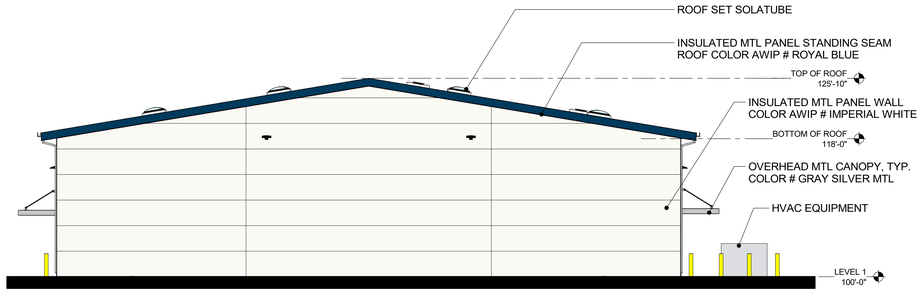
3 ICE MACHINE REAR
SCALE 1/4" = 1'-0"



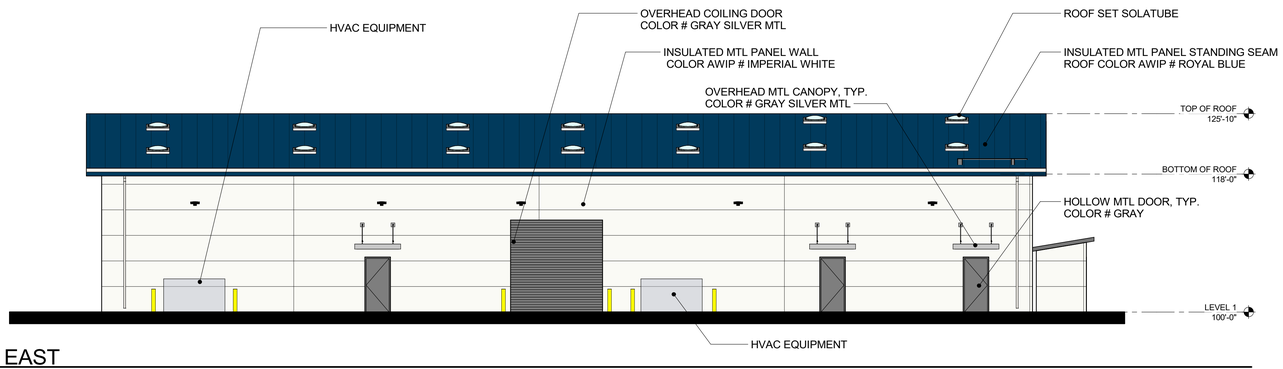
4 ICE MACHINE SIDE 2
SCALE 1/4" = 1'-0"



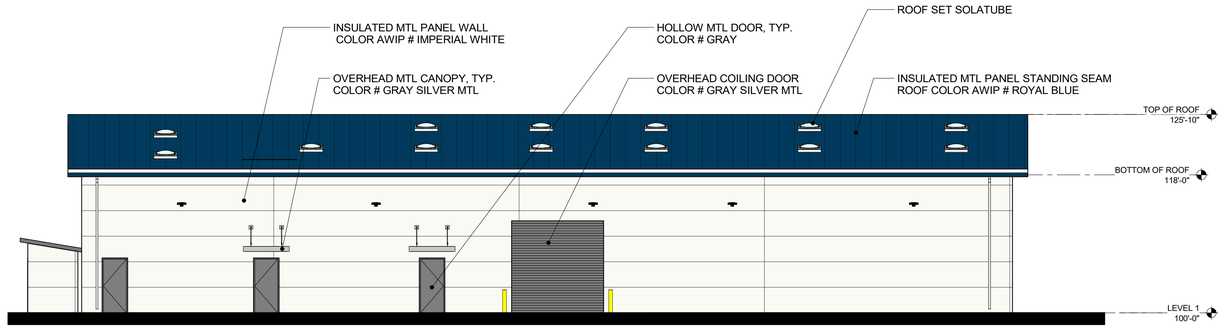
5 WAREHOUSE 1 - NORTH
SCALE 1/8" = 1'-0"



6 WAREHOUSE 1 - SOUTH
SCALE 1/8" = 1'-0"



7 WAREHOUSE 1 - EAST
SCALE 1/8" = 1'-0"



8 WAREHOUSE 1 - WEST
SCALE 1/8" = 1'-0"

Pacific Gas and Electric Company®
LIONAKIS
1919 Nineteenth Street
Sacramento CA 95811
P 916.558.1900 F 916.558.1919
www.lionakis.com
Roebbelen
QUALITY CONSTRUCTION SINCE 1959
INSTITUTIONAL • COMMERCIAL • INDUSTRIAL
(916) 939-4000 | DVBE #1012610 | CA LICENSE #734124
1241 HAWKS FLIGHT COURT, EL DORADO HILLS, CA 95762
CONSULTANT

SEAL

PROJECT
AUBURN SACRAMENTO STREET RENOVATION PROJECT
343 SACRAMENTO STREET
AUBURN, CA 95603

OWNER
PACIFIC GAS AND ELECTRIC COMPANY

PACIFIC GAS & ELECTRIC
CONTACT: HABIB LARIJANI
TEL.: 415.816.1692

ISSUED

MARK	DATE	DESCRIPTION

MANAGEMENT

LIONAKIS PROJECT NO:	019103
CLIENT PROJECT NO:	700.00.007
COPYRIGHT:	LIONAKIS 2015

AGENCY

TITLE
ELEVATIONS - EXTERIOR - WAREHOUSE/ICE

SHEET
W.A-211

Appendix B

Photographic Log

PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
1

Direction Photo Taken:

Northeast

Description:

The Engineering Building (Division Operations Office) seen from Sacramento Street



Photo No.
2

Direction Photo Taken:

Northeast

Description:

The Engineering Building south-side entrance



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No. **3**

Direction Photo Taken:

Southeast

Description:

The Engineering Building seen from the north-side parking area



Photo No. **4**

Direction Photo Taken:

Northwest

Description:

The Engineering Building seen from the southeastern corner



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No. **5**

Direction Photo Taken:

North

Description:

Building A – Hydro Office and Support Services



Photo No. **6**

Direction Photo Taken:

North

Description:

Building B – Garage and Fleet Service Shop. The area shown is the former fuel dispensing island where underground fuel storage tanks were removed



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
7

Direction Photo Taken:

North

Description:

Building C – Marketing, Hydro Maintenance Shop, and helicopter utility storage



Photo No.
8

Direction Photo Taken:

North

Description:

The Hazardous Waste Storage Building at the southern end of Building C



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No. **9**

Direction Photo Taken:

Southeast

Description:

Former helicopter landing pad east of Building C.



Photo No. **10**

Direction Photo Taken:

Southeast

Description:

Building D – Operations Building and Electric Meter Shop.



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
11

Direction Photo Taken:

South

Description:

Paving Storage Building southwest of Building D.



Photo No.
12

Direction Photo Taken:

East

Description:

Telecommunications Building 1 east of Building D.



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
13

Direction Photo Taken:

Northeast

Description:

Telecommunications Building 2 east of Building D



Photo No.
14

Direction Photo Taken:

Northeast

Description:

The Welding Shop southeast of Building D



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
15

Direction Photo Taken:

Southeast

Description:

Aboveground fuel storage tank and dispenser island south of Building B



Photo No.
16

Direction Photo Taken:

Southwest

Description:

The CNG Building northwest of Building A



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
17

Direction Photo Taken:

East

Description:

A CNG dispensing island in the parking lot north of the Engineering Building



Photo No.
18

Direction Photo Taken:

Southwest

Description:

CNG dispensers west of Building A



PHOTOGRAPHIC LOG

Pacific Gas and Electric Company	PG&E Auburn – Sacramento Street Renovation Project 343 Sacramento Street, Auburn, California	PG&E Project No. 7090325

Photo No.
19

Direction Photo Taken:

South

Description:

The gravel area north of the PG&E Service Center used as a parking and lay-down area. Center Buildings A, B, and C (right to left) are in the background. The fairgrounds parking lot is to the left of the frame



Photo No.
20

Direction Photo Taken:

East

Description:

The gravel area north of the Center. The PG&E Service Center is to the right of the frame. The fairgrounds parking lot is to the rear of the frame



Appendix C

Air Quality and Greenhouse Gas Modeling Data

Auburn Sacramento Street Renovation Project

Placer-Mountain Counties County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	309.00	1000sqft	7.09	309,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	74
Climate Zone	2			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Auburn Sacramento Street Renovation Project - Placer-Mountain Counties County, Annual

Project Characteristics -

Land Use -

Construction Phase - Data Modified based on Project Description.

Off-road Equipment - PD.

Off-road Equipment - PD.

Off-road Equipment - PD.

Off-road Equipment - PD.

Demolition -

Energy Use - PD.

Operational Off-Road Equipment - PD.

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	230.00	140.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	PhaseEndDate	8/26/2020	7/15/2020
tblConstructionPhase	PhaseEndDate	8/28/2019	10/15/2019
tblConstructionPhase	PhaseEndDate	9/23/2020	7/29/2020
tblConstructionPhase	PhaseEndDate	9/11/2019	1/1/2020
tblConstructionPhase	PhaseStartDate	10/10/2019	1/2/2020
tblConstructionPhase	PhaseStartDate	8/1/2019	8/15/2019
tblConstructionPhase	PhaseStartDate	8/27/2020	7/16/2020
tblConstructionPhase	PhaseStartDate	8/29/2019	11/1/2019
tblEnergyUse	LightingElect	3.26	2.60
tblEnergyUse	T24E	2.17	1.65

tblEnergyUse	T24NG	21.82	18.58
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Plate Compactors
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblStationaryBoilersUse	BoilerRatingValue	0.00	10.00
tblStationaryBoilersUse	NumberOfEquipment	0.00	1.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	84.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	1.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	365.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	WorkerTripNumber	23.00	8.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1208	1.1731	0.8690	1.5400e-003	0.0251	0.0620	0.0871	4.4000e-003	0.0583	0.0627	0.0000	136.3327	136.3327	0.0313	0.0000	137.1152
2020	0.1911	1.7861	1.4787	3.6200e-003	0.0951	0.0779	0.1730	0.0259	0.0733	0.0992	0.0000	323.5034	323.5034	0.0460	0.0000	324.6542
Maximum	**0.1911**	**1.7861**	**1.4787**	**3.6200e-003**	**0.0951**	**0.0779**	**0.1730**	**0.0259**	**0.0733**	**0.0992**	**0.0000**	**323.5034**	**323.5034**	**0.0460**	**0.0000**	**324.6542**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1208	1.1731	0.8690	1.5400e-003	0.0251	0.0620	0.0871	4.4000e-003	0.0583	0.0627	0.0000	136.3326	136.3326	0.0313	0.0000	137.1150
2020	0.1911	1.7861	1.4787	3.6200e-003	0.0951	0.0779	0.1730	0.0259	0.0733	0.0992	0.0000	323.5032	323.5032	0.0460	0.0000	324.6540
Maximum	**0.1911**	**1.7861**	**1.4787**	**3.6200e-003**	**0.0951**	**0.0779**	**0.1730**	**0.0259**	**0.0733**	**0.0992**	**0.0000**	**323.5032**	**323.5032**	**0.0460**	**0.0000**	**324.6540**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	8-1-2019	10-31-2019	1.0484	1.0484
2	11-1-2019	1-31-2020	0.5555	0.5555
3	2-1-2020	4-30-2020	0.8878	0.8878
4	5-1-2020	7-31-2020	0.7862	0.7862
		Highest	1.0484	1.0484

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3503	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003
Energy	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	1,066.9471	1,066.9471	0.0402	0.0127	1,071.7499
Mobile	0.5791	4.0766	6.8507	0.0244	1.7653	0.0269	1.7922	0.4749	0.0254	0.5003	0.0000	2,246.1091	2,246.1091	0.0916	0.0000	2,248.3989
Offroad	0.1049	0.9906	0.6488	1.9200e-003		0.0425	0.0425		0.0391	0.0391	0.0000	168.2509	168.2509	0.0544	0.0000	169.6113
Stationary	0.0252	0.0820	0.0913	1.2000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003	0.0000	11.6752	11.6752	1.6400e-003	0.0000	11.7162
Waste						0.0000	0.0000		0.0000	0.0000	77.7780	0.0000	77.7780	4.5966	0.0000	192.6918
Water						0.0000	0.0000		0.0000	0.0000	22.6698	112.4809	135.1506	2.3335	0.0560	210.1851
Total	**2.0905**	**5.4316**	**7.8308**	**0.0282**	**1.7653**	**0.0946**	**1.8599**	**0.4749**	**0.0897**	**0.5645**	**100.4478**	**3,605.4687**	**3,705.9165**	**7.1180**	**0.0688**	**3,904.3590**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3503	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003
Energy	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	1,066.9471	1,066.9471	0.0402	0.0127	1,071.7499
Mobile	0.5791	4.0766	6.8507	0.0244	1.7653	0.0269	1.7922	0.4749	0.0254	0.5003	0.0000	2,246.1091	2,246.1091	0.0916	0.0000	2,248.3989
Offroad	0.1049	0.9906	0.6488	1.9200e-003		0.0425	0.0425		0.0391	0.0391	0.0000	168.2509	168.2509	0.0544	0.0000	169.6113
Stationary	0.0252	0.0820	0.0913	1.2000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003	0.0000	11.6752	11.6752	1.6400e-003	0.0000	11.7162
Waste						0.0000	0.0000		0.0000	0.0000	77.7780	0.0000	77.7780	4.5966	0.0000	192.6918
Water						0.0000	0.0000		0.0000	0.0000	22.6698	112.4809	135.1506	2.3335	0.0560	210.1851
Total	**2.0905**	**5.4316**	**7.8308**	**0.0282**	**1.7653**	**0.0946**	**1.8599**	**0.4749**	**0.0897**	**0.5645**	**100.4478**	**3,605.4687**	**3,705.9165**	**7.1180**	**0.0688**	**3,904.3590**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Auburn Sacramento Street Renovation Project - Placer-Mountain Counties County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/15/2019	10/15/2019	5	44	
2	Underground	Trenching	11/1/2019	1/1/2020	5	44	
3	Building Construction	Building Construction	1/2/2020	7/15/2020	5	140	
4	Site work	Paving	7/16/2020	7/29/2020	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Underground	Concrete/Industrial Saws	2	8.00	81	0.73
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Underground	Plate Compactors	2	8.00	8	0.43
Underground	Excavators	1	8.00	158	0.38
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Site work	Pavers	1	8.00	130	0.42
Site work	Rollers	1	8.00	80	0.38
Demolition	Excavators	3	8.00	158	0.38
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Forklifts	1	8.00	89	0.20
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Site work	Paving Equipment	1	8.00	132	0.36
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	9	8.00	0.00	184.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	130.00	51.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site work	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	3.0200e-003	0.0000	3.0200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0911	0.9215	0.6129	1.0200e-003		0.0488	0.0488		0.0453	0.0453	0.0000	91.4739	91.4739	0.0260	0.0000	92.1247
Total	**0.0911**	**0.9215**	**0.6129**	**1.0200e-003**	**0.0199**	**0.0488**	**0.0687**	**3.0200e-003**	**0.0453**	**0.0483**	**0.0000**	**91.4739**	**91.4739**	**0.0260**	**0.0000**	**92.1247**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3000e-004	0.0276	4.4800e-003	8.0000e-005	1.5500e-003	1.2000e-004	1.6600e-003	4.3000e-004	1.1000e-004	5.4000e-004	0.0000	7.2361	7.2361	2.6000e-004	0.0000	7.2425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	4.8000e-004	5.1000e-003	1.0000e-005	1.3800e-003	1.0000e-005	1.3900e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.2323	1.2323	3.0000e-005	0.0000	1.2332
Total	**1.5000e-003**	**0.0281**	**9.5800e-003**	**9.0000e-005**	**2.9300e-003**	**1.3000e-004**	**3.0500e-003**	**8.0000e-004**	**1.2000e-004**	**9.2000e-004**	**0.0000**	**8.4684**	**8.4684**	**2.9000e-004**	**0.0000**	**8.4756**

3.2 Demolition - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0199	0.0000	0.0199	3.0200e-003	0.0000	3.0200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0911	0.9215	0.6129	1.0200e-003		0.0488	0.0488		0.0453	0.0453	0.0000	91.4738	91.4738	0.0260	0.0000	92.1245
Total	**0.0911**	**0.9215**	**0.6129**	**1.0200e-003**	**0.0199**	**0.0488**	**0.0687**	**3.0200e-003**	**0.0453**	**0.0483**	**0.0000**	**91.4738**	**91.4738**	**0.0260**	**0.0000**	**92.1245**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.3000e-004	0.0276	4.4800e-003	8.0000e-005	1.5500e-003	1.2000e-004	1.6600e-003	4.3000e-004	1.1000e-004	5.4000e-004	0.0000	7.2361	7.2361	2.6000e-004	0.0000	7.2425
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.7000e-004	4.8000e-004	5.1000e-003	1.0000e-005	1.3800e-003	1.0000e-005	1.3900e-003	3.7000e-004	1.0000e-005	3.8000e-004	0.0000	1.2323	1.2323	3.0000e-005	0.0000	1.2332
Total	**1.5000e-003**	**0.0281**	**9.5800e-003**	**9.0000e-005**	**2.9300e-003**	**1.3000e-004**	**3.0500e-003**	**8.0000e-004**	**1.2000e-004**	**9.2000e-004**	**0.0000**	**8.4684**	**8.4684**	**2.9000e-004**	**0.0000**	**8.4756**

3.3 Underground - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2228	0.2384	4.0000e-004		0.0131	0.0131		0.0128	0.0128	0.0000	34.4335	34.4335	4.9200e-003	0.0000	34.5565
Total	**0.0272**	**0.2228**	**0.2384**	**4.0000e-004**		**0.0131**	**0.0131**		**0.0128**	**0.0128**	**0.0000**	**34.4335**	**34.4335**	**4.9200e-003**	**0.0000**	**34.5565**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	7.7000e-004	8.1000e-003	2.0000e-005	2.1900e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.9570	1.9570	5.0000e-005	0.0000	1.9583
Total	**1.0600e-003**	**7.7000e-004**	**8.1000e-003**	**2.0000e-005**	**2.1900e-003**	**1.0000e-005**	**2.2100e-003**	**5.8000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.9570**	**1.9570**	**5.0000e-005**	**0.0000**	**1.9583**

3.3 Underground - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2228	0.2384	4.0000e-004		0.0131	0.0131		0.0128	0.0128	0.0000	34.4335	34.4335	4.9200e-003	0.0000	34.5565
Total	**0.0272**	**0.2228**	**0.2384**	**4.0000e-004**		**0.0131**	**0.0131**		**0.0128**	**0.0128**	**0.0000**	**34.4335**	**34.4335**	**4.9200e-003**	**0.0000**	**34.5565**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0600e-003	7.7000e-004	8.1000e-003	2.0000e-005	2.1900e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.9570	1.9570	5.0000e-005	0.0000	1.9583
Total	**1.0600e-003**	**7.7000e-004**	**8.1000e-003**	**2.0000e-005**	**2.1900e-003**	**1.0000e-005**	**2.2100e-003**	**5.8000e-004**	**1.0000e-005**	**6.0000e-004**	**0.0000**	**1.9570**	**1.9570**	**5.0000e-005**	**0.0000**	**1.9583**

3.3 Underground - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	4.7600e-003	5.5300e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.7958	0.7958	1.1000e-004	0.0000	0.7986
Total	**5.8000e-004**	**4.7600e-003**	**5.5300e-003**	**1.0000e-005**		**2.7000e-004**	**2.7000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.7958**	**0.7958**	**1.1000e-004**	**0.0000**	**0.7986**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0441	0.0441	0.0000	0.0000	0.0441
Total	**2.0000e-005**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0441**	**0.0441**	**0.0000**	**0.0000**	**0.0441**

3.3 Underground - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	4.7600e-003	5.5300e-003	1.0000e-005		2.7000e-004	2.7000e-004		2.6000e-004	2.6000e-004	0.0000	0.7958	0.7958	1.1000e-004	0.0000	0.7986
Total	**5.8000e-004**	**4.7600e-003**	**5.5300e-003**	**1.0000e-005**		**2.7000e-004**	**2.7000e-004**		**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.7958**	**0.7958**	**1.1000e-004**	**0.0000**	**0.7986**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0441	0.0441	0.0000	0.0000	0.0441
Total	**2.0000e-005**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0441**	**0.0441**	**0.0000**	**0.0000**	**0.0441**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1423	1.2994	1.1153	1.8300e-003		0.0734	0.0734		0.0691	0.0691	0.0000	157.1622	157.1622	0.0380	0.0000	158.1109
Total	**0.1423**	**1.2994**	**1.1153**	**1.8300e-003**		**0.0734**	**0.0734**		**0.0691**	**0.0691**	**0.0000**	**157.1622**	**157.1622**	**0.0380**	**0.0000**	**158.1109**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0132	0.4247	0.0838	1.0400e-003	0.0233	1.8500e-003	0.0252	6.7500e-003	1.7700e-003	8.5200e-003	0.0000	98.5444	98.5444	4.8300e-003	0.0000	98.6650
Worker	0.0315	0.0220	0.2362	6.8000e-004	0.0715	4.8000e-004	0.0719	0.0190	4.4000e-004	0.0195	0.0000	61.6788	61.6788	1.5200e-003	0.0000	61.7168
Total	**0.0447**	**0.4467**	**0.3200**	**1.7200e-003**	**0.0948**	**2.3300e-003**	**0.0971**	**0.0258**	**2.2100e-003**	**0.0280**	**0.0000**	**160.2232**	**160.2232**	**6.3500e-003**	**0.0000**	**160.3818**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1423	1.2994	1.1153	1.8300e-003		0.0734	0.0734		0.0691	0.0691	0.0000	157.1620	157.1620	0.0380	0.0000	158.1107
Total	**0.1423**	**1.2994**	**1.1153**	**1.8300e-003**		**0.0734**	**0.0734**		**0.0691**	**0.0691**	**0.0000**	**157.1620**	**157.1620**	**0.0380**	**0.0000**	**158.1107**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0132	0.4247	0.0838	1.0400e-003	0.0233	1.8500e-003	0.0252	6.7500e-003	1.7700e-003	8.5200e-003	0.0000	98.5444	98.5444	4.8300e-003	0.0000	98.6650
Worker	0.0315	0.0220	0.2362	6.8000e-004	0.0715	4.8000e-004	0.0719	0.0190	4.4000e-004	0.0195	0.0000	61.6788	61.6788	1.5200e-003	0.0000	61.7168
Total	**0.0447**	**0.4467**	**0.3200**	**1.7200e-003**	**0.0948**	**2.3300e-003**	**0.0971**	**0.0258**	**2.2100e-003**	**0.0280**	**0.0000**	**160.2232**	**160.2232**	**6.3500e-003**	**0.0000**	**160.3818**

3.5 Site work - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3900e-003	0.0352	0.0366	6.0000e-005		1.8800e-003	1.8800e-003		1.7300e-003	1.7300e-003	0.0000	5.0071	5.0071	1.6200e-003	0.0000	5.0475
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.3900e-003**	**0.0352**	**0.0366**	**6.0000e-005**		**1.8800e-003**	**1.8800e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**5.0071**	**5.0071**	**1.6200e-003**	**0.0000**	**5.0475**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2711	0.2711	1.0000e-005	0.0000	0.2713
Total	**1.4000e-004**	**1.0000e-004**	**1.0400e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2711**	**0.2711**	**1.0000e-005**	**0.0000**	**0.2713**

3.5 Site work - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3900e-003	0.0352	0.0366	6.0000e-005		1.8800e-003	1.8800e-003		1.7300e-003	1.7300e-003	0.0000	5.0071	5.0071	1.6200e-003	0.0000	5.0475
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.3900e-003**	**0.0352**	**0.0366**	**6.0000e-005**		**1.8800e-003**	**1.8800e-003**		**1.7300e-003**	**1.7300e-003**	**0.0000**	**5.0071**	**5.0071**	**1.6200e-003**	**0.0000**	**5.0475**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	1.0000e-004	1.0400e-003	0.0000	3.1000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2711	0.2711	1.0000e-005	0.0000	0.2713
Total	**1.4000e-004**	**1.0000e-004**	**1.0400e-003**	**0.0000**	**3.1000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2711**	**0.2711**	**1.0000e-005**	**0.0000**	**0.2713**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5791	4.0766	6.8507	0.0244	1.7653	0.0269	1.7922	0.4749	0.0254	0.5003	0.0000	2,246.1091	2,246.1091	0.0916	0.0000	2,248.3989
Unmitigated	0.5791	4.0766	6.8507	0.0244	1.7653	0.0269	1.7922	0.4749	0.0254	0.5003	0.0000	2,246.1091	2,246.1091	0.0916	0.0000	2,248.3989

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	2,153.73	407.88	210.12	4,749,065	4,749,065
Total	2,153.73	407.88	210.12	4,749,065	4,749,065

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.489257	0.041257	0.220156	0.132626	0.025790	0.006586	0.027831	0.045583	0.001467	0.001229	0.006102	0.000783	0.001333

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	759.5844	759.5844	0.0344	7.1100e-003	762.5607
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	759.5844	759.5844	0.0344	7.1100e-003	762.5607
NaturalGas Mitigated	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	307.3627	307.3627	5.8900e-003	5.6300e-003	309.1892
NaturalGas Unmitigated	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	307.3627	307.3627	5.8900e-003	5.6300e-003	309.1892

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	5.75976e+006	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	307.3627	307.3627	5.8900e-003	5.6300e-003	309.1892
Total		**0.0311**	**0.2823**	**0.2372**	**1.6900e-003**		**0.0215**	**0.0215**		**0.0215**	**0.0215**	**0.0000**	**307.3627**	**307.3627**	**5.8900e-003**	**5.6300e-003**	**309.1892**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	5.75976e+006	0.0311	0.2823	0.2372	1.6900e-003		0.0215	0.0215		0.0215	0.0215	0.0000	307.3627	307.3627	5.8900e-003	5.6300e-003	309.1892
Total		**0.0311**	**0.2823**	**0.2372**	**1.6900e-003**		**0.0215**	**0.0215**		**0.0215**	**0.0215**	**0.0000**	**307.3627**	**307.3627**	**5.8900e-003**	**5.6300e-003**	**309.1892**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.61105e+006	759.5844	0.0344	7.1100e-003	762.5607
Total		**759.5844**	**0.0344**	**7.1100e-003**	**762.5607**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	2.61105e+006	759.5844	0.0344	7.1100e-003	762.5607
Total		**759.5844**	**0.0344**	**7.1100e-003**	**762.5607**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3503	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003
Unmitigated	1.3503	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2068					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003
Total	**1.3503**	**3.0000e-005**	**2.8600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.5200e-003**	**5.5200e-003**	**1.0000e-005**	**0.0000**	**5.8900e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.2068					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-004	3.0000e-005	2.8600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5200e-003	5.5200e-003	1.0000e-005	0.0000	5.8900e-003
Total	**1.3503**	**3.0000e-005**	**2.8600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.5200e-003**	**5.5200e-003**	**1.0000e-005**	**0.0000**	**5.8900e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	135.1506	2.3335	0.0560	210.1851
Unmitigated	135.1506	2.3335	0.0560	210.1851

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	71.4562 / 0	135.1506	2.3335	0.0560	210.1851
Total		**135.1506**	**2.3335**	**0.0560**	**210.1851**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	71.4562 / 0	135.1506	2.3335	0.0560	210.1851
Total		**135.1506**	**2.3335**	**0.0560**	**210.1851**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	77.7780	4.5966	0.0000	192.6918
Unmitigated	77.7780	4.5966	0.0000	192.6918

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	383.16	77.7780	4.5966	0.0000	192.6918
Total		**77.7780**	**4.5966**	**0.0000**	**192.6918**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	383.16	77.7780	4.5966	0.0000	192.6918
Total		**77.7780**	**4.5966**	**0.0000**	**192.6918**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	1	8.00	260	89	0.20	Diesel
Off-Highway Trucks	1	8.00	260	402	0.38	Diesel

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0187	0.1687	0.1534	2.0000e-004		0.0126	0.0126		0.0116	0.0116	0.0000	17.4579	17.4579	5.6500e-003	0.0000	17.5990
Off-Highway Trucks	0.0862	0.8220	0.4953	1.7200e-003		0.0300	0.0300		0.0276	0.0276	0.0000	150.7930	150.7930	0.0488	0.0000	152.0123
Total	**0.1049**	**0.9906**	**0.6487**	**1.9200e-003**		**0.0425**	**0.0425**		**0.0391**	**0.0391**	**0.0000**	**168.2509**	**168.2509**	**0.0544**	**0.0000**	**169.6113**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	1	365	84	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
Boiler	1	0	0	10	CNG

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Boiler - CNG (5 - 75 MMBTU)	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Emergency Generator - Diesel (75 - 100 HP)	0.0252	0.0820	0.0913	1.2000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003	0.0000	11.6752	11.6752	1.6400e-003	0.0000	11.7162
Total	**0.0252**	**0.0820**	**0.0913**	**1.2000e-004**		**3.7000e-003**	**3.7000e-003**		**3.7000e-003**	**3.7000e-003**	**0.0000**	**11.6752**	**11.6752**	**1.6400e-003**	**0.0000**	**11.7162**

11.0 Vegetation

Appendix D

Biological Resources Survey

AECOM
300 Lakeside Drive, Suite 400
Oakland, CA 94612
aecom.com

Project name:
PG&E Auburn Sacramento Street Renovation Project

Project ref:
Biological Resources Survey

To:
Greg Holisko, Pacific Gas & Electric Company

From:
Mandi McElroy, Sarah Flaherty, and Jon Stead

CC:

Date:
May 15, 2019

Memo

Subject: PG&E Auburn Sacramento Street Renovation Project – Biological Resources Survey

This memorandum presents the methods and results of a reconnaissance-level biological resources survey, conducted on May 3, 2019 by AECOM biologists Mandi McElroy and Sarah Flaherty, to evaluate habitat for bat species and other special-status plants and wildlife at a PG&E service center at 343 Sacramento Street, Auburn, California. The project would involve demolition and removal of some buildings and storage/spoils bins. Other buildings, fuel tanks, and some bins would be retained; new facilities would be constructed; and perimeter fencing would be removed and replaced.

1.0 Project Setting

The project site is an existing PG&E service center at 343 Sacramento Street, Auburn, California. The project site is in a developed, suburban setting, surrounded by other businesses and residences. The project site is paved and mostly barren, with scattered patches of ruderal vegetation and a small area of ornamental vegetation, and two oak trees outside of the Engineering Building. The portions of the project site north of Building A and Building B and the main yard are covered with gravel, and are being used for parking and equipment staging (**Photograph 1** and **Photograph 2**). Grasses and weeds surround the perimeter of the northern portion of the project site, along with a small patch of California poppy and vetch along the eastern edge. Existing facilities include multiple buildings that have been vacated or have minimal use in preparation for demolition activities.

2.0 Desktop Review

California Department of Fish and Wildlife's California Natural Diversity Database, California Native Plant Society, and U.S. Fish and Wildlife Service's Information for Planning and Consultation databases were reviewed prior to the survey, including records within 5 miles of the project area. One special-status plant, Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*) was determined to have potential to occur based on the special-status species occurrences within the 5-mile search area and remote evaluation of habitat potential at the project site.

3.0 Survey Methods

On May 3, 2019, a daytime inspection of the facilities was performed to search for interior or exterior signs of bat presence (such as guano or staining); to locate potential entry and exit points throughout the buildings; and to identify potential roosting sites. An exterior survey of the main buildings, ancillary structures (e.g., telecom, weld shop, and cell tower) within the service center, and the fenced perimeter assessed nesting bird activity and identified active bird nests. Additionally, the parcel immediately north of Buildings A and B was surveyed on foot for presence of special-status species or suitable habitat. Binoculars and flashlights were used to assist exterior surveys and interior inspections.



Photograph 1. North parcel with gravel lot, facing east.



Photograph 2. Gravel lot on north parcel, facing south, with California poppy and vetch on the left side of photo.

4.0 Survey Results

In general, the project site offers little habitat value, although potential bat roosts and nesting birds were found during the field visit. Habitat needed to support special-status species with occurrence records within 5 miles of the project area, as identified through the database reviews described in **Section 2**, was absent from the developed project area. No special-status plant or wildlife species were found, and during the site visit it was confirmed that the project area does not contain suitable habitat for Brandegee's clarkia. No potential wetlands were observed on the project site during the field visit.

No signs of bat presence (such as guano, urine staining, or dead bats) were found inside or outside of any buildings, or anywhere within the project area. Most of the buildings are well-sealed; however, there are a few potential entry points such as broken or open windows and open doors, which could provide bats with access to the structures. Some building exteriors have small openings that could be used by small numbers of crevice-roosting bats (see **Photograph 3**). Although potential roosting habitat occurs on site, no sign of bat activity was detected in any of the buildings, or anywhere within the project area.



Photograph 3. Space between wood panels provides potential crevice-roosting bat habitat outside of Building B.

Birds are actively nesting on the exteriors of Buildings B, C, and D. A Brewer's blackbird pair was nesting beneath the western eaves of Building B, and an overhang on the southern side of the building provided cover for nesting rock pigeons and house sparrows. A second Brewer's blackbird nest was found on the eastern side of Building C. A large and active cliff swallow colony was tending to chicks in mud nests under the southern and western eaves of Building D (**Photograph 4**). In addition, several house finch and rock pigeon nests were observed on the eastern wing of Building D. Other wildlife observed on site were western fence lizard, Anna's hummingbird, California scrub-jay, northern rough-winged swallow, and California ground squirrel.



Photograph 4. Location of active cliff swallow colony on southern side of Building D.

5.0 Recommendations

Building demolition should occur between September 1 and February 1 to avoid the nesting bird season because nesting birds are protected under the federal Migratory Bird Treaty Act and California Fish and Game Code. If not possible, nesting bird surveys should be conducted and buffers established around any active nests that are found close enough to the construction area to be disturbed by construction activities.

There is a low potential for bats to occupy the buildings prior to construction, as described in **Section 4**. Demolition of structures with bats roosting on their interior or exterior could result in bat injury or mortality. A bat survey would confirm the structures remain unoccupied prior to demolition.

Appendix E

Cultural Resources Studies

Pacific Gas and Electric Company

Cultural Resources Constraints Report

Project Name: 343 Sac Street Development	***Date of Preparation***: November 27, 2018
Line of Business: Gas Transmission	***Order Number***: 7090325
Prepared For: Leslie Sakowicz, PG&E Cultural Resource Specialist	***Prepared By:*** Sarah L. Izzi, Far Western Anthropological Research Group, Inc.

Summary of Constraints

This cultural resources study for the 343 Sac Street Development project included a desktop review, records searches, and a buried site sensitivity study. The records searches identified 13 previously recorded cultural resources within the 0.25-mile records search radius, one of which is plotted as intersecting the eastern extent of the API (P-31-003946). This resource was visited during the pedestrian survey and it was confirmed that none of the features of the site fall within the API; it is likely that this site boundary was inaccurately plotted. Since all of the site's features and artifacts fall outside the API, the resource will not be impacted by the proposed project. Additionally, two previously unrecorded, historic-era structures are present within the API; however, these structures are being addressed in a separate report. The pedestrian survey did not identify any other cultural resources within the API.

Excluding the two previously unrecorded, historic-era structures are present within the API, the study identified a low potential to encounter cultural resources within the API. The 343 Sac Street Development project is released to construction with Utility Procedure ENV-8005P-01; however, concerns regarding the API were expressed by Matthew Moore, Tribal Historic Preservation Officer for United Auburn Indian Community. In order to address those concerns an archeological monitor and tribal monitor will be present to spot monitor during the initial phases of the project construction, and if it is clear that the proposed development is situated on truncated bed rock or other landform or soil that is confirmed to contain low potential to contain cultural resources, monitoring will cease. This recommendation is based on project descriptions provided by PG&E.

Project Description

PG&E proposes to renovate approximately 10.2 acres located at the Auburn Service Center facility located at 343 Sacramento Street in Auburn, Placer County, California (Attachment B). Placer County is the lead agency for this project.

The Auburn Service Center facility is currently used by PG&E for materials storage, service vehicle parking, and light vehicle maintenance. These uses will remain unchanged after the proposed facility renovation is complete. The Auburn Service Center renovation project will reorganize the existing yard to align with PG&E's operational requirements, provide updated or new code compliant facilities, and promote enhanced logistics and personnel safety on and immediately adjacent to the site.

Current facilities at the Sacramento Street location will be renovated or demolished to accommodate office and warehouse needs and create more space for yard operations and materials storage. Work spaces will be modernized to reflect PG&E's open plan concept to emphasize collaborative spaces and efficiency.

Project Components:

The two-story 12,750 sq. ft. main building located along Sacramento Street will be renovated for office and meeting room use. The five remaining structures located within the service yard will be demolished. These structures include 10,348 sq. ft. operations building (Building A), 11,736 sq. ft. fleet maintenance/warehouse building (Building B), 6,811 sq. ft. operations/warehouse building (Building C), 11,588 sq. ft. warehouse building (Building D), and a small 500 sq. ft. weld shop along the east fence.

Three new buildings will be constructed within the yard; a 6,375 sq. ft. warehouse/shop building with weld shop, 4,100 sq. ft. fleet maintenance building with vehicle wash bays, and a 750 sq. ft. hazmat structure to replace the existing temporary hazmat storage container. Under a separate project, a new 1,200 sq. ft. telecommunications building located at the east end of the property is nearing completion.

Site work will include upgrading existing underground utilities and placing the current overhead communication lines underground. The existing site perimeter fence will be removed and replaced with new 8'-0" high fencing complying with current PG&E standards. Additionally, new site lighting will be provided. The project will also contemplate adding solar power, install vehicle charging stations, and other factors to enhance PG&E's sustainability goals.

The adjacent PG&E owned property north of the service center site may be improved as a future phase for employee parking. An area of approximately 50,000 sq. ft. may be improved with gravel driving surface, improved drainage, site lighting, and security fence and gates.

The existing points of ingress and egress will remain from Sacramento Street. The existing CNG/LNG fueling facility located north of the engineering building will also remain.

The proposed work will entail major ground disturbance. Exact project construction dates are unknown at this time; however, build out will be complete by December 2019.

Location

Placer County
Auburn 7.5-minute Topographic Quadrangle (1981)
T12N/ R08E/ Section 15
UTMs (Zone 10, NAD 83): 667063 mE, 4306150 mN (southern extent), 667155 mE, 4306200 mN (eastern extent), and 666850 mE, 4306344 mN (northern and western extent)

Area of Potential Impact/Effect

The Area of Potential Impact (API) includes approximately 10.2 acres located at 343 Sacramento Street, south of Fairgate Street and immediately east of Sacramento Street, in Auburn.

Jurisdiction

☐ Federal ☐ State ☒ Municipal ☒ Private ☐ Other

City of Auburn is the lead agency for this project.

Desktop/Literature Review

CHRIS Records Search:
Date/IC: September 6, 2018, North Central Information Center (NCIC)
CHRIS File No: PLA-18-91
Search Radius: 0.25-mile of the API
Conducted by: Paul Rendes, NCIC Assistant Coordinator

In addition to the NCIC records search, PG&E's MapGuide Database cultural layer was reviewed. The records searches identified 13 previously recorded cultural resources within the records search radius, all of which are historic-era in age and one of which is mapped as intersecting the API (P-31-003946) (Attachment C). The records searches identified 10 previous studies within 0.25-mile of the API, none of which intersect the API (Attachment D). All studies can be found in the table at the end of this report.

Additionally, a search of the following inventories was conducted: National Register, California Register, California Inventory of Historic Resources (1976), and Office of Historic Preservation California Historical Landmarks, California Historical Resources, Directory of Properties in the Historic Property Data File, and Archaeological Determinations of Eligibility.
One additional cultural resource was identified, the Old Auburn Historic District, located immediately north of the API. This resource is listed on the National Register (NRHP #70000138), California Inventory of Historic Places (1976), and the Office of Historic Preservation California Historical Resources.

Primary Number (P-31-)	Trinomial (CA-PLA-)	Age	Description	Eligibility for the National Register (NR)/ California Register (CR)	Intersects API?
000796	670	Historic-era	Boardman Canal (c. pre-1854).	Needs to be reevaluated (Formerly NR Status Code 4).	No
000964	841H	Historic-era	Multiple segments and features	Automatically listed in the California Register	No

			associated with the Central Pacific/ First Transcontinental Railroad (1860s), now Union Pacific Railroad. Listed on California Inventory of Historic Resources (1976) and the Office of Historic Preservation California Historical Landmarks and California Historical Resources.	- Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.	
003601	-	Historic-era	Abandoned Mountain Quarries Railroad Grade (constructed between 1911-1912).	Nominated for listing on the NR.	No
003678	-	Historic-era	The original components of the City of Auburn's Auburn Park and Parkway District (1948).	Unknown	No
003738	-	Historic-era	Historic properties in the City of Auburn (c. 1848). First known as “North Fork” or “Woods Dry Diggings”. Listed on the Office of Historic Preservation California Historical Landmarks and California Historical Resources.	Individual property listed in NR by the Keeper. Listed in the CR.	No
003794	-	Historic-era	250 Sacramento Street, structure (constructed c. 1940). Originally built as the Church of the Nazarene, now Moose Lodge #2264.	Individual property that is eligible for local listing or designation.	No
003797	-	Historic-era	Bernhard House and Winery (1860s and 1874), 277 Auburn Folsom Road.	State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 - Needs to be reevaluated using current standards.	No
003946	-	Historic-era	Flint Station (1884-1933), State Relief Agency’s camp for single men (1933-41), Camp Flint (1942-1945), City of Auburn yard/ dump/dog pound (1945-mid-1960s), and Auburn Dam Overlook (1968-present).	Identified in Reconnaissance Level Survey: Not evaluated.	Yes, slightly overlaps the northeast extent of the API
004071	-	Historic-era	Placer County Central Museum, 1279 High Street (1940).	Appears eligible for NR as an individual property through survey evaluation.	No
004072	-	Historic-era	1283 High Street, residential structure (c. 1920).	Individual property that is eligible for local listing or designation.	No
004073	-	Historic-era	1285 High Street, residential structure (c. 1920).	Individual property that is eligible for local listing or designation.	No

004074	-	Historic-era	1287 High Street, residential structure (c. 1920).	Individual property that is eligible for local listing or designation.	No
004075	-	Historic-era	1293 High Street, residential structure (c. 1920).	Individual property that is eligible for local listing or designation.	No

A review of the USGS Mineral Resources Database indicated the presence of one mining occurrence within 0.25 mile of the API, an occurrence of the Davenport mine located approximately 185 feet southeast of the API (MRDATA 2018).

The API is located within the ethnographic territory of the Nisenan Maidu (Wilson and Towne 1978:388). Multiple tribal villages are mapped within the vicinity of the API; it appears the closest tribal villages are: *Kotomyan*, mapped approximately one mile northeast, and *Hu'ul*, mapped approximately 0.6 miles southeast of the API (Wilson and Towne 1978:388).

Land Survey Plat Map Review:

- **1856 and 1871** (BLM 2018):
  - The area approximately 600 ft. north of the API is labeled "Town Site of Auburn/ Containing 640 Acres".
  - A dirt road segment labeled "Sacramento Road" is mapped within the vicinity of portions of present-day Auburn Folsom Road and Sacramento Street.
  - The Central Pacific Railroad (P-31-000964) is mapped.
  - The area between Sacramento Road and the Central Pacific Railroad is labeled "Barnbark Orchard, and Vineyard".
  - A "Bear Riv. Ditch" is mapped east of the Central Pacific Railroad, approximately 0.25 miles east of the API.
  - The general area surrounding the API is labeled "Rolling Land" and "Hilly Land".

Historic Topographic Map Review:

- **1893** (USGS Sacramento 1893):
  - The town of Auburn is mapped approximately 565 ft. northwest of the API.
  - An established road is mapped in approximate alignment with portions of present-day Auburn Folsom Road and Sacramento Street.
  - The railroad located approximately 225 ft. south-southeast of the API is mapped but not labeled.
- **1944** (USGS Auburn 1944):
  - At least 20 structures are mapped within 1,000 ft. of the API, with the closest located approximately 100 ft. west of the API.
- **1953** (USGS Auburn 1953):
  - The API is labeled "Fairgrounds".
  - Two structures are mapped within the API, in the approximate alignment with two present-day buildings: the building on the far east of the API and the building on the far west of the API.
  - Additionally, a structure is mapped approximately 90 ft. south of the western side of the API.

Historic Aerial Imagery Review (1952-2014) (NETR 2018)

- **1952**
  - The two structures within the API (the building on the far east of the API and the building on the far west of the API) that are mapped on the topographic map are present.
- **1975**
  - The building on the far east of the API has had additions made to it and appears in its present-day shape.
  - The remainder of the present-day buildings within the API are mapped.
- **1993**
  - The building on the far west of the API appears to have had additions made to it.

Pacific Gas and Electric Company

Environmental Factors

The North Fork American River is located approximately 0.7 miles southeast of the API (Google Earth 2018).

The average slope of the API is 7.2% (Google Earth 2018).

The majority of the API is located on Xerorthents, artificial cut and fill that is less than 100 years old and the northern portion of the API is located on Sobrante silt loam that dates to the Pre-Quaternary (>2.56 million years before present) (Meyer n.d).

Native American Heritage Commission (NAHC) Sacred Lands File Search

A request was sent to the NAHC on by PG&E CRS Leslie Sakowicz and a response was received on October 11, 2018. The results of the NAHC search identified sacred sites within the project area (Attachment F). The United Auburn Indian Community (UAIC) was identified as the point of contact for more information regarding these resources. Six additional contacts were also provided. PG&E met with the Tribe at the API on November 16, 2018. At the meeting Matthew Moore, Tribal Historic Preservation Officer, and Cherilyn Neider, Cultural Resources Specialist, surveyed the perimeter of the API with PG&E CRS and observed no cultural material. Underscoring the sensitivity of the area, Mr. Moore and Ms. Neider did however note the proximity of known ethnographic village sites in the vicinity and requested the presence of a Native American monitor to be present during at least the initial construction of the project to confirm the lack of sensitivity that seemed evident by the survey. If lack of sensitivity is evident, monitoring will cease.

Consultation

☐ Native American ☐ Agency ☒ Other ☐ None

The City of Auburn, as the lead agency for this project, will conduct consultation is accordance with AB 52 requirements for CEQA.

Field Review

An intensive pedestrian survey of the API was conducted on November 8, 2018, by Far Western archaeologists Sarah L. Izzi and Steve Lindley. The entire API was systematically surveyed using 5-10 meter transects (Attachment G). The majority of the API is paved/ developed or covered in gravel. Ground visibility within the survey area varied between 0-100%, with most visibility limited due to pavement, gravel, and grass; however, all visible native ground surfaces were investigated, this included surfaces around the perimeter of the paved parcel, as well as around the perimeter of the gravel lot at the northeastern portion of the API.

It appears that portions of the ground surface under the central paved portion of the API may have been graded at some time, as it lies flat below the upward slope located at the southeastern end of the API.

The cut banks of a drainage at the northwestern-most portion of the API revealed the stratigraphy in that area; which consists of approximately 30 cm of A Horizon above an unweathered C Horizon. No cultural material was observed within this stratigraphy.

- Despite the site boundaries of P-31-003946 plotting within the eastern extent of the API, no features of the site were observed within the API. This was likely a roughly plotted site boundary that does not actually intersect the API.
- One notch for an obsolete gate was observed in the ground adjacent to the current gate along the paved portion of the API (4306246 mN, 666903 mE). The metal gate notch included a cement foundation and included the embossed lettering “San Jose Steel/ G-11-13/8”.
- No prehistoric resources were observed within the API.

Summary

This cultural resources study for the 343 Sac Street Development project included a desktop review, records searches, and a buried site sensitivity study. The records searches identified 13 previously recorded cultural resources within the records search radius, one of which is plotted as intersecting the eastern extent of the API (P-31-003946) (Attachment C).

Due to extensive previous ground disturbances within the API and the results of the pedestrian survey, there is a low

potential to encounter surface prehistoric cultural resources within the API.

The buried site sensitivity model is based on distance to water as well as age and distribution of deposits. This model indicates a low to lowest potential for subsurface prehistoric resources the API (Attachment E).

An historic-era cultural resource (P-31-003946) is mapped as intersecting the eastern extent of the API; however; the pedestrian survey did not identify any features or artifacts of the site within the API. The site record for this resource has not been updated since 1986 and the plot for this site is based on the maps included in the site record; it is likely that this site boundary was roughly plotted and does not accurately represent the boundaries of the site. Additionally, two previously undocumented, historic-era structures are present within the API; however, these structures are being addressed in a separate report by CARDNO.

Excluding the two previously unrecorded, historic-era structures are present within the API, the study identified a low potential to encounter cultural resources within the API. The 343 Sac Street Development project is released to construction with Utility Procedure ENV-8005P-01; however, concerns regarding the API were expressed by Matthew Moore, Tribal Historic Preservation Officer for United Auburn Indian Community. In order to address those concerns an archeological monitor and tribal monitor will be present to spot monitor during the initial phases of the project construction, and if it is clear that the proposed development is situated on truncated bed rock or other landform or soil that is confirmed to contain low potential to contain cultural resources, monitoring will cease. This recommendation is based on project descriptions provided by PG&E.

Cultural Resource Protection Measures

1. Inadvertent Discovery Protocol
2. Human Remains Protocol
3. Archaeological and Tribal Spot-Check Monitoring

Attachments

Attachment A: References

Attachment B: Project Location Map

Attachment C: Records Search Results Map- Previously Recorded Sites

Attachment D: Records Search Results Map- Previous Studies

Attachment E: Buried Site Sensitivity Map

Attachment F: NAHC Response Letter and Contacts

Attachment G: Survey Results and Coverage Map

Pacific Gas and Electric Company

Studies within 0.25 mile of API:

Report number or label	Year	Author(s)	Title	Report Type
2935	1999	Jones and Stokes Associates, Inc.	Cultural Resources Inventory Report for Williams Fiber Optic Cable System: Sacramento to CA/NV State Border	Archaeological survey
4109	1981	Peak, Ann S.	Cultural Resource Assessment of "The Woodlands" Subdivision, City of Auburn, Placer County, California	Archaeological survey
4110	1985	Russell, Gayle	Archaeological Survey and Evaluation of the proposed Woodlands Development	Archaeological survey
4152	1973	Jones and Stokes Associates	Final Archaeological and Historical Inventory "D" Portion of "ED" Route Relocation of California Highway 49 Auburn	Archaeological survey
8619	2006	Arrington, Cindy, et al	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	Archaeological survey and monitoring
10080	2009	Jensen, Sean	Archaeological Inventory Survey, Auburn Park Trail Development Project	Archaeological survey
10183	2009	Haydu, Damon	Boardman Canal Pipeline Relocation at Pacific Avenue Project Supplemental Cultural Resources Study	Archaeological survey
10434	1997	Snyder, John W.	Central Pacific Transcontinental Railroad, Sacramento to Nevada State Line – HAER CA-196	Evaluation/Testing: Other
11758	2013	Waechter, Sharon A., Laura Leach-Palm, Eric Wohlgemuth, Jack Meyer, Meagan O'Deegan, and Steven J. Melvin	Midwestern Placer Regional Sewer Project Cultural Resources Survey and Evaluation Report	Archaeological survey and evaluation
12442	2015	Salopek, Mark	Placer County PTC Sites	Other: Positive Train Control study

References:

California State Parks: Office of Historic Preservation (OHP)

2018a California Historical Landmarks: Placer County http://ohp.parks.ca.gov/?page_id=21450 (last accessed October 2018).

2018b California Historical Resources: Placer County http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=31 (last accessed October 2018).

Google Earth

2018 Aerial Photographs and Street View (last accessed October 2018).

Meyer, Jack

n.d. Geoarchaeology- SSURGO Map Layer. Far Western Anthropological Research Group, Inc., Davis, California. Accessed October 2018.

Mineral Resources Database (MRDATA)

2018 USGS Mineral Resources Database Google Earth Layer. Accessed October2018 from: http://mrdata.usgs.gov/mrds/show-mrds.php

National Register of Historic Places

2018 https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466 (last accessed October 2018).

Nationwide Environmental Title Research (NETR)

2018 Historic Aerials. Accessed October 2018 from: http://historicaerials.com/

Pacific Gas and Electric Company GIS Web MapGuide (October 2018).

Wilson, Norman L. and Arlean H. Towne

1978 Nisenan. In *Handbook of North American Indians, Volume 8: California.* Robert F. Heizer, Volume Editor. Smithsonian Institution: Washington D.C.

Maps Consulted:

Bureau of Land Management (BLM)

2018 General Land Office Records for Placer County, Township 12N, Range 08E. Electronic document accessed October 2018 at https://glorecords.blm.gov/results/default.aspx?searchCriteria=type=survey|st=CA|cty=061|twp_nr=12|twp_dir=N|rng_nr=8|rng_dir=E

United States Geological Survey (USGS)

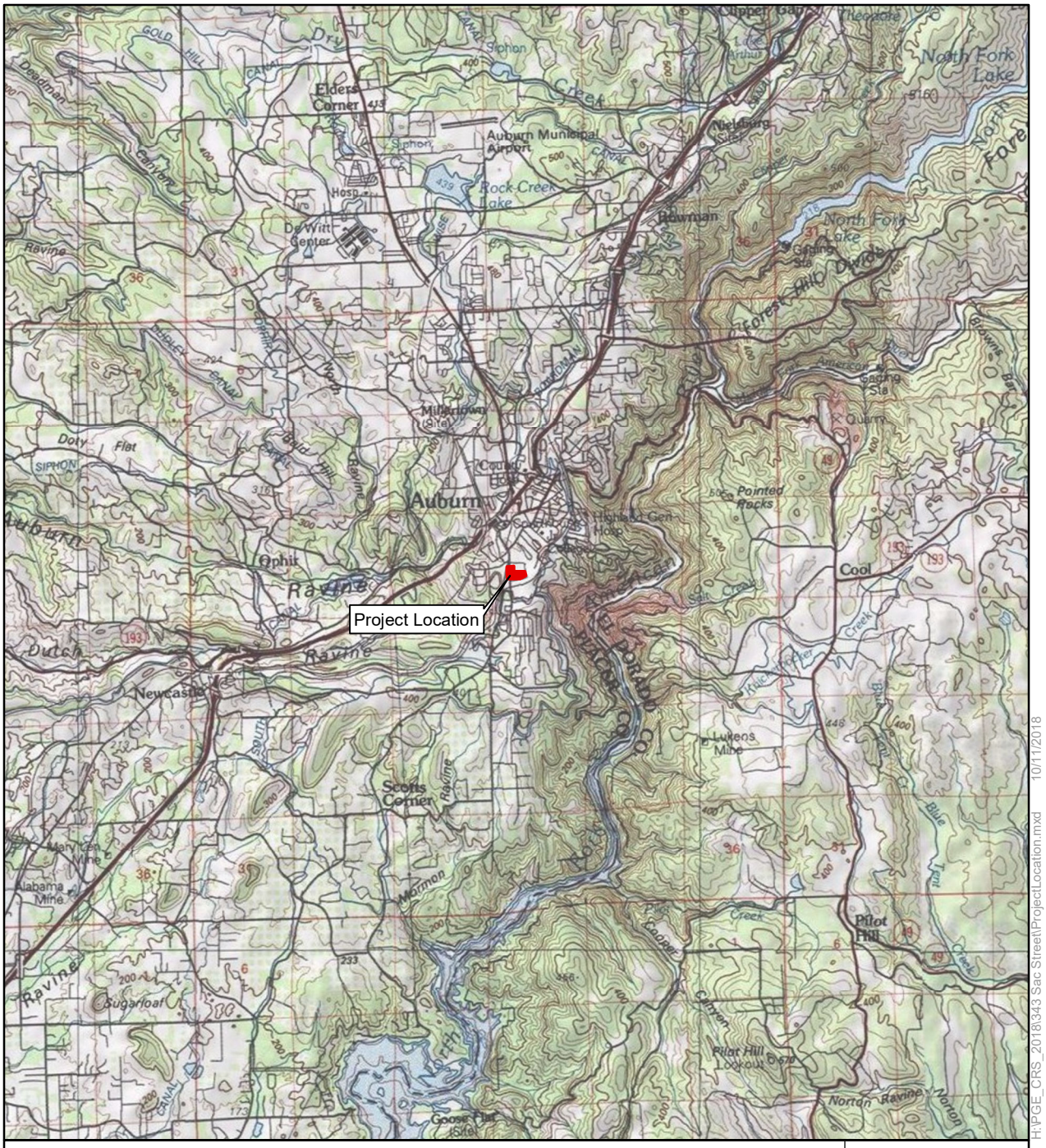
1893 Sacramento, Calif. Topographic Quadrangle Map. 1:250,000 scale. 1 x 2-degree series. US Geological Survey. Reston, Virginia

1944 Auburn, Calif. Topographic Quadrangle Map. 1:62,500 scale. 15-minute series. US Geological Survey. Reston, Virginia

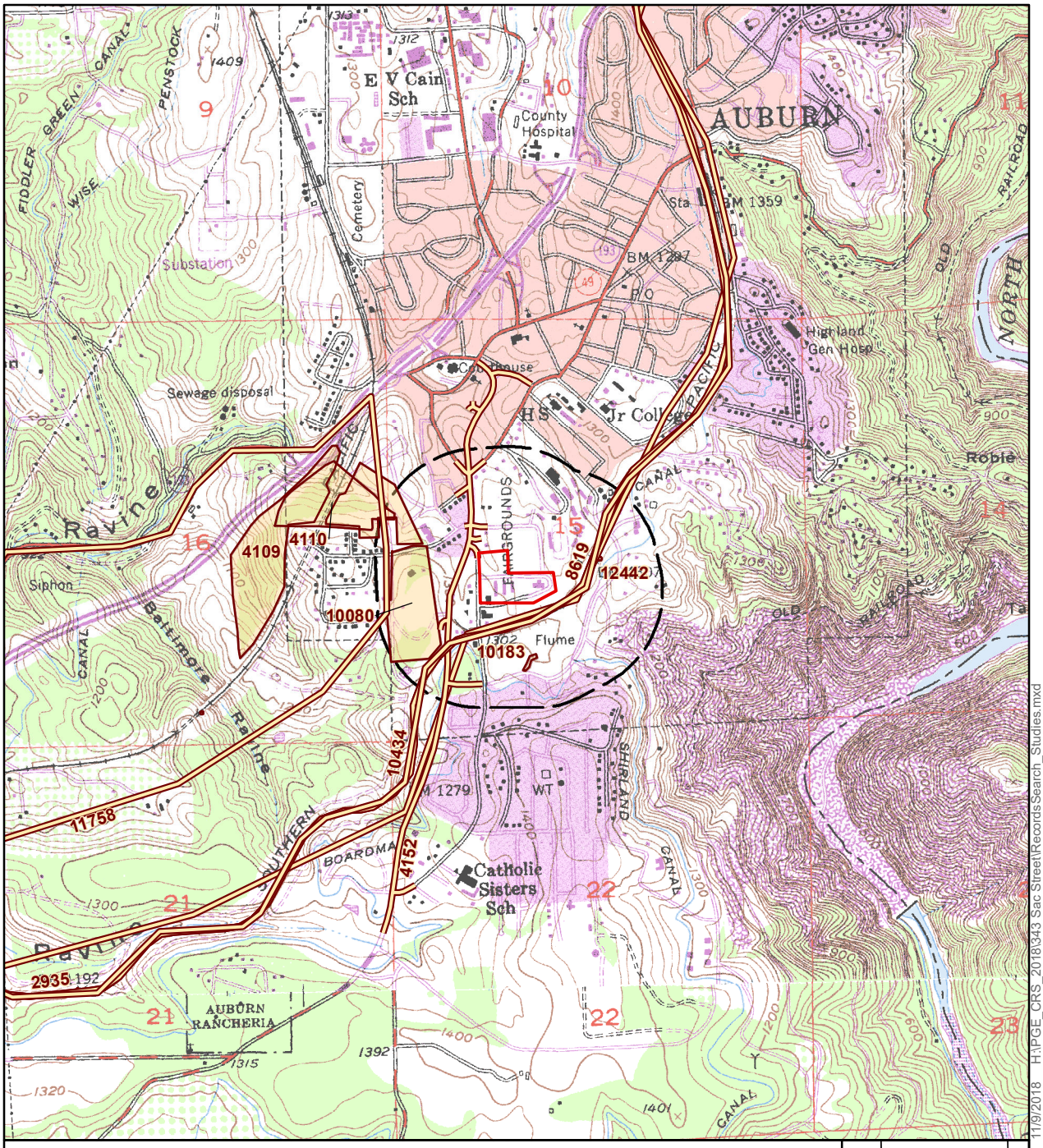
1953 Auburn, Calif. Topographic Quadrangle Map. 1:24,000 scale. 7.5-minute series. US Geological Survey. Reston, Virginia

1975 Auburn, Calif. Lambert Conformal Conic, Topographic Quadrangle Map. 1:24,000 scale. 7.5-minute series. US Geological Survey. Reston, Virginia

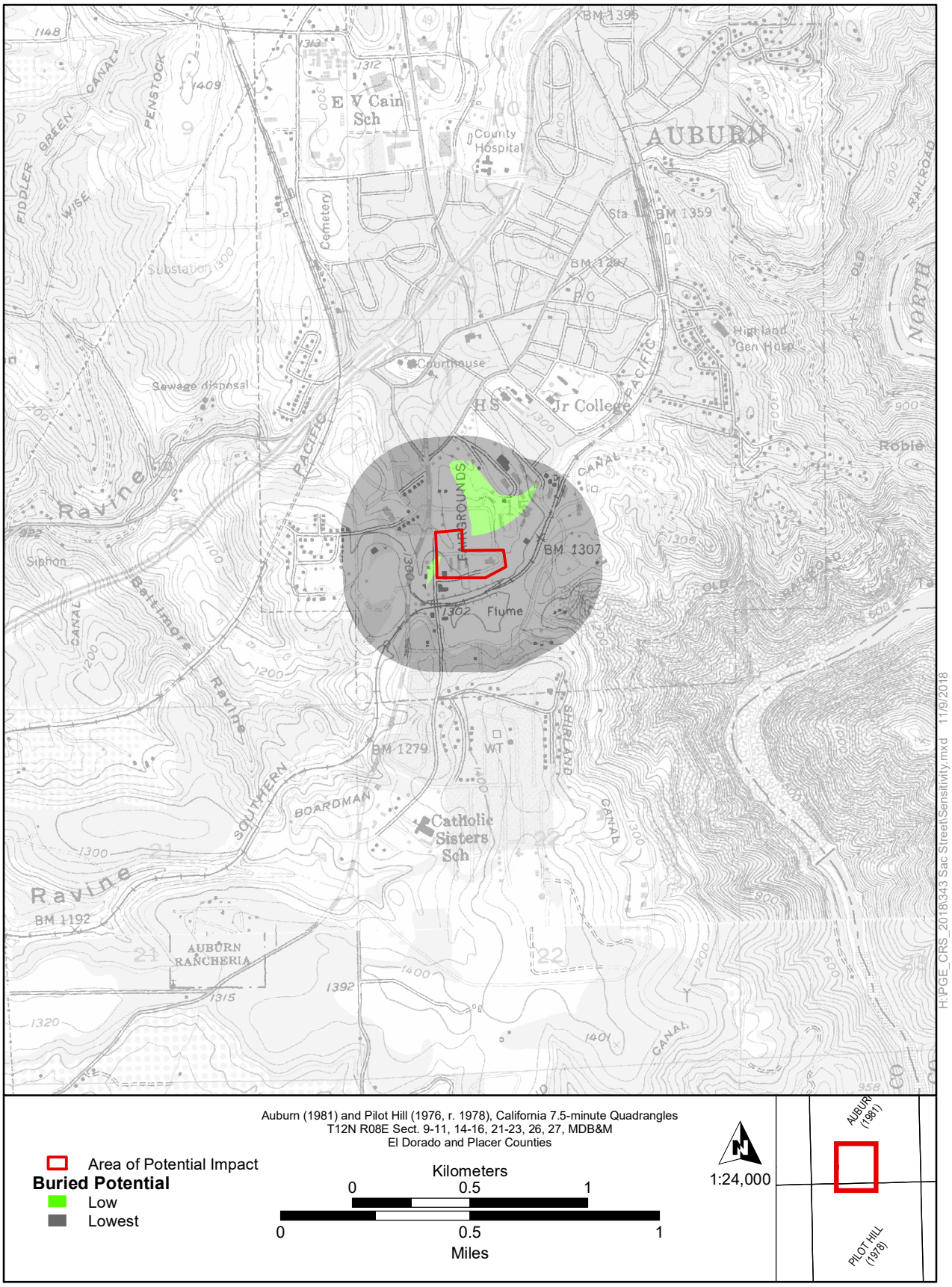
1981 Auburn, Calif. Topographic Quadrangle Map. 1:24,000 scale. 7.5-minute series. US Geological Survey. Reston, Virginia



Project Location.



343 Sacramento Street Development Records Search Resource Map



343 Sacramento Street Development Potential for Buried Sites

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710

October 11, 2018

Leslie Sakowicz
Pacific Gas & Electric

Sent by Email: lssh@pge.com
Number of Pages: 2

RE: Cress – 343 Sacramento Street, Auburn, Placer County

Dear Ms. Sakowicz:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* (SLF) was completed for the area of potential project effect (APE) for the above referenced project. **Sacred sites were identified in the project area provided**. Please contact the United Auburn Indian Community directly for more information about potential sacred sites and tribal cultural resources within your APE.

The absence of site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE. Other sources of cultural resources information should be contacted regarding known and recorded sites. Please contact all of the people on the attached list. The list should provide a starting place to locate areas of potential adverse impact within the APE. I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. **By contacting all those on the list, your organization will be better able to respond to claims of failure to consult under applicable laws.** If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Sharaya.Souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst
(916) 573-0168

CONFIDENTIALITY NOTICE: This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.

Native American Heritage Commission
Native American Contacts List
10/11/2018

Colfax-Todds Valley Consolidated Tribe
Pamela Cubbler, Treasurer
P.O. Box 4884 Miwok
Auburn ,CA 95604 Maidu
PCubbler@colfaxrancheria.com
(530) 320-3943

Colfax-Todds Valley Consolidated Tribe
Clyde Prout, Chairman
P.O. Box 4884 Miwok
Auburn ,CA 95604 Maidu
miwokmaidu@yahoo.com
(916) 577-3558

Shingle Springs Band of Miwok Indians
Regina Cuellar, Chairperson
P.O. Box 1340 Miwok
Shingle Springs ,CA 95682 Maidu
rcuellar@ssband.org
(530) 387-4970
(530) 387-8067 Fax

Tsi Akim Maidu
Grayson Coney, Cultural Director
P.O. Box 510 Maidu
Browns Valley ,CA 95918
tsi-akim-maidu@att.net
(530) 274-7497

Tsi Akim Maidu
Don Ryberg, Chairperson
P.O. Box 510 Maidu
Browns Valley ,CA 95918
tsi-akim-maidu@att.net
(530) 274-7497
(530) 559-8595

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road Maidu
Auburn ,CA 95603 Miwok
(530) 883-2390 Office
(530) 883-2380 Fax

Washoe Tribe of Nevada and California
Darrel Cruz, Cult Res Dept. THPO
919 Highway 395 North Washoe
Gardnerville ,NV 89410
Darrel.Cruz@washoetribe.us
(775) 265-8600 x10714
(775) 546-3421 Cell

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed:
Cress – 343 Sacramento Street, Auburn, Placer County.



343 Sacramento Street Development Survey Coverage Results

California Register of Historical Resources and National Register of Historic Places Inventory and Evaluation Report: PG&E Auburn Service Center Renovation Project

Placer County, California

December 2018



Cardno
Shaping the Future

Document Information

Prepared for	Pacific Gas and Electric Company (PG&E)
Project Name	California Register of Historical Resources and National Register of Historic Places Inventory and Evaluation Report: PG&E Auburn Service Center Renovation Project
Project Number	E318902300
Project Manager	Matt Walker, MA – Architectural Historian
Prepared by	Matt Walker, MA – Architectural Historian
Date	December 2018

Prepared for:

Leslie Smirnoff Sakowicz, MA, RPA
Cultural Resource Specialist
Pacific Gas and Electric Company
2730 Gateway Oaks Dr., Suite 220
Sacramento, CA 95833

Prepared by:

Cardno, Inc.
2890 Gateway Oaks Dr., Suite 200, Sacramento, California 95833

Cover Illustration: PG&E Auburn Service Center, photograph taken by Cardno, Inc., November 6, 2018.

Table of Contents

Executive Summary ..... **v**

1 Introduction **6**

1.1 Project Description 6

1.2 Preparers' Qualifications 7

2 Research Methods **9**

3 Field Methods **10**

4 Historical Overview **11**

4.1 Overview 11

4.2 Early Development of Auburn and the Study Property 11

4.3 Development of PG&E 13

4.4 PG&E's Drum Division and the Auburn Service Center 14

5 Description of Cultural Resources **18**

5.1 PG&E Auburn Service Center 18

6 Analysis of CRHR and NRHP Eligibility **23**

6.1 Evaluative Framework 23

6.2 CRHR and NRHP Evaluation 23

7 Conclusions **25**

8 Bibliography and Research Repositories Visited **26**

Appendices

Appendix A DPR 523

Figures

Figure 1 Resource Location Map 8

Figure 2 Bernhard residence, just north of the study property, 1882. 12

Figure 3 Bernhard Subdivision, study property included in highlighted area, 1895 13

Figure 4 Auburn Service Center upon completion, 1954 15

Figure 5 Auburn Service Center Operations Office Building, 1968. 16

Figure 6 Drawing showing East Elevation of Operations Office Building with addition, 1981. 17

Photographs

Photograph 1 Overview of the PG&E Auburn Service Center, November 6, 2018 18
Photograph 2 View of Operations Office Building at Auburn Service Center, November 6, 2018 19
Photograph 3 View of 1981 Operations Office Building addition, November 6, 2018 19
Photograph 4 View of Buildings A, B, and C, November 6, 2018 20
Photograph 5 View of Building A, November 6, 2018 20
Photograph 6 View of Buildings B, November 6, 2018 21
Photograph 7 View of Building C, November 6, 2018 21
Photograph 8 View of Building D showing antenna mast, November 6, 2018 22
Photograph 9 View of Building D showing south side addition, November 6, 2018 22

Acronyms

CHRIS	California Historic Resource Information System
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NCIC	North Central Information Center
OHP	Office of Historic Preservation
PG&E	Pacific Gas and Electric Company
PQS	Professionally Qualified Staff
SF	Square Feet
SOI	Secretary of the Interior
USGS	United States Geological Survey

Executive Summary

Pacific Gas and Electric Company (PG&E) owns and operates the Auburn Service Center located on Assessor Parcel Numbers (APN) 004-260-0003 and 004-260-0004 in Auburn, Placer County, California. Cardno, Inc. (Cardno) has prepared this California Register of Historical Resources (CRHR) and National Register of Historical Places (NRHP) Inventory and Evaluation Report to assist PG&E with cultural resource compliance related to the historic period built environment resources associated with the development of the Auburn Service Center. The CRHR and NRHP inventory and evaluation herein has been developed in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the California Register of Historical Resources (CRHR) criteria outlined in Section 5024.1 of the California Public Resources Code. The resource has also been evaluated in accordance with the standards used for evaluating historic resources under the National Register of Historic Places (NRHP) in order to support PG&E's future management and planning efforts for the site.

CRHR and NRHP inventory and evaluation included the Auburn Service Center, an assemblage of buildings developed by PG&E in 1954 to serve as the central maintenance and operations hub for PG&E's Drum Division, and later the Sierra Division. The investigation consisted of review of the results of a record search conducted at the California Historical Resources Information System North Central Information Center; focused archival and contextual research at PG&E Engineering Archives, PG&E Photographic Archives in San Francisco, and local repositories; and an intensive built environment field survey of the utility yard.

Based on this intensive inventory and background research, the built environment resources were evaluated under the criteria of CRHR and NRHP. Under this evaluation, the analysis finds that the Auburn Service Center lacks significance and does not appear to meet any of the criteria for listing in either the CRHR or the NRHP. As such, the Auburn Service Center does not appear to be historical resources for the purposes of CEQA.

1 Introduction

Pacific Gas and Electric Company (PG&E) owns and operates the Auburn Service Center located on Assessor Parcel Numbers (APN) 004-260-0003 and 004-260-0004 in Auburn, Placer County, California (**Figure 1**). PG&E developed the Auburn Service Center in 1954 to serve as a consolidated operations and storage center for their Drum Division, and later the Sierra Division.

Cardno, Inc. (Cardno) has prepared this California Register of Historical Resources (CRHR) and National Register of Historical Places (NRHP) Inventory and Evaluation Report to assist PG&E with cultural resource compliance related to the historic period resources associated with the development of the Auburn Service Center. The CRHR and NRHP inventory and evaluation herein has been developed in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the California Register of Historical Resources (CRHR) criteria outlined in Section 5024.1 of the California Public Resources Code. The resource has also been evaluated in accordance with the standards used for evaluating historic resources under the National Register of Historic Places (NRHP) in order to support PG&E's future management and planning efforts for the site.

1.1 Project Description

The following Project Description is excerpted from PG&E's analysis for the Auburn Service Center Renovation Project.

The Auburn Service Center facility at 333 and 343 Sacramento Street is currently used by PG&E for materials storage, service vehicle parking, and light vehicle maintenance. These uses will remain unchanged after the proposed facility renovation is complete. The Auburn Service Center renovation project will reorganize the existing yard to align with PG&E's operational requirements, provide updated or new code compliant facilities, and promote enhanced logistics and personnel safety on and immediately adjacent to the site.

Current facilities at the Sacramento Street location will be renovated or demolished to accommodate office and warehouse needs and create more space for yard operations and materials storage. Work spaces will be modernized to reflect PG&E's open plan concept to emphasize collaborative spaces and efficiency.

Project Components

The two-story 12,750 square feet (sf) main building located along Sacramento Street will be renovated for office and meeting room use. The five remaining structures located within the service yard will be demolished. These structures include a 10,348 sf operations building (Building A), 11,736 sf fleet maintenance/warehouse building (Building B), 6,811 sf operations/warehouse building (Building C), 11,588 sf warehouse building (Building D), and a small 500 sf weld shop along the east fence.

Three new buildings will be constructed within the yard; a 6,375 sf warehouse/shop building with weld shop, 4,100 sf fleet maintenance building with vehicle wash bays, and a 750 sf hazmat structure to replace the existing temporary hazmat storage container. Under a separate project, a new 1,200 sf telecommunications building located at the east end of the property is nearing completion.

Site work will include upgrading existing underground utilities and placing the current overhead communication lines underground. The existing site perimeter fence will be removed and replaced with new 8'-0" high fencing complying with current PG&E standards. Additionally, new site lighting will be provided. The project will also contemplate adding solar power, install vehicle charging stations, and other factors to enhance PG&E's sustainability goals.

The adjacent PG&E owned property north of the service center site may be improved as a future phase for employee parking. An area of approximately 50,000 sf may be improved with gravel driving surface, improved drainage, site lighting, and security fence and gates.

The existing points of ingress and egress will remain from Sacramento Street. The existing fueling facility located north of the engineering building will also remain.

1.2 Preparers' Qualifications

PG&E contracted with Cardno to conduct fieldwork and to prepare this CRHR and NRHP inventory and evaluation for the Project. Cardno is a professional environmental consulting company with more than 25 years of experience preparing Section 106 compliance, National Environmental Policy Act and CEQA documentation. Architectural Historian Matt Walker (MA, California State University, Sacramento, and 5 years of experience) served as Project Manager and conducted archival research and fieldwork in support of the project in addition to authoring this report. Senior Architectural Historian Polly Allen (MS, Columbia University, and 15 years of experience) provided Senior Review and general quality control of the Report and DPR 523. Both personnel meet the Secretary of the Interior's (SOI) Standards and Guidelines for Professional Qualifications (PQS) in the fields of History and Architectural History (36 CFR Part 61).

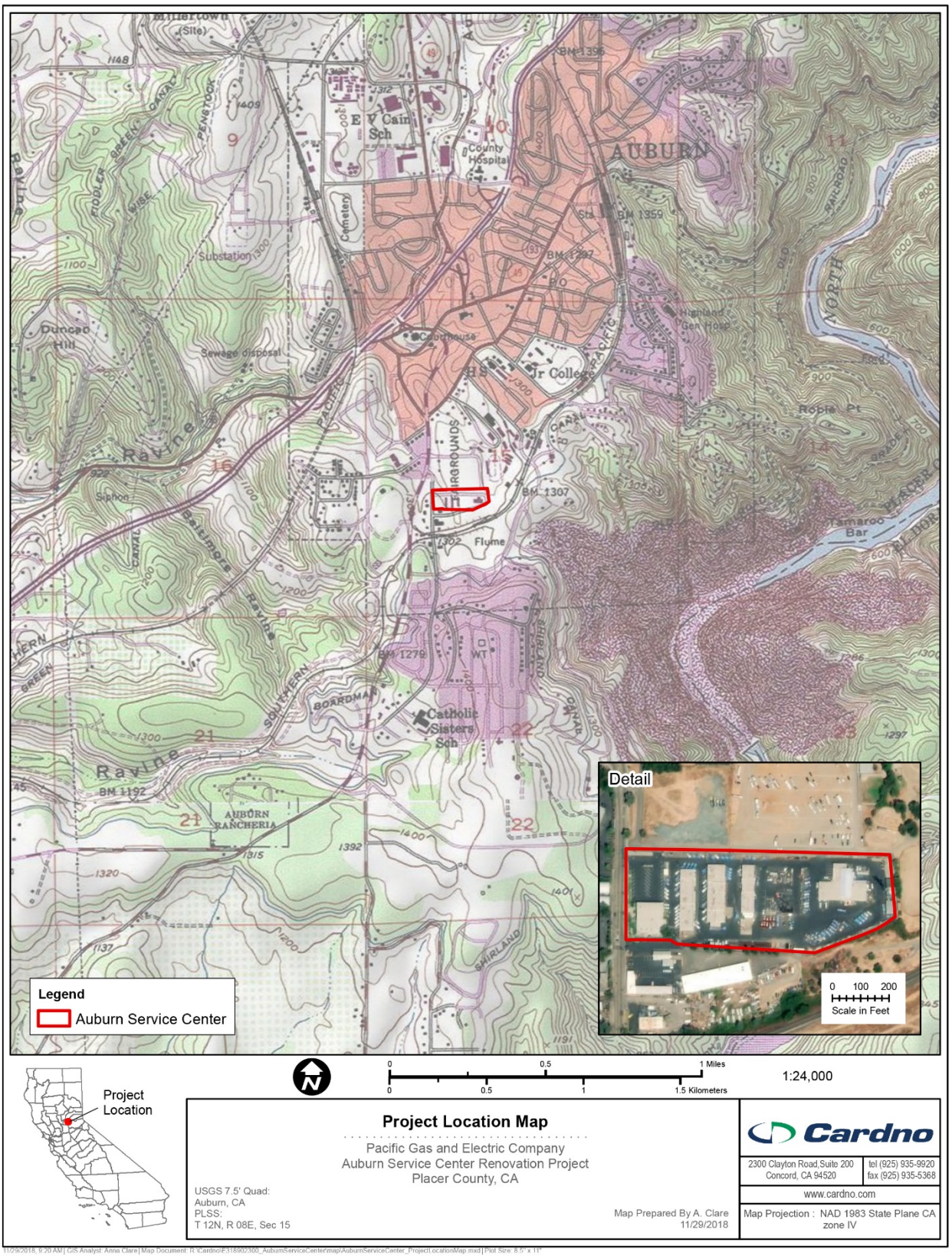


Figure 1 Resource Location Map

2 Research Methods

Cardno Architectural Historian Matt Walker conducted background research on and property investigation of the PG&E Auburn Service Center. Preliminary research included review of current and historic United States Geological Survey (USGS) topographic maps, engineering drawings provided by PG&E, and historic-period, aerial photography to confirm dates of construction and assist in the development of a historic context. Mr. Walker conducted additional contextual research at the Placer County Archives and Research Center and also reviewed records requested from the PG&E Engineering Archives. Lastly, standard contextual sources of information were reviewed in order to develop an appropriate historic context to support evaluation of the property. In addition to this baseline investigation, Cardno reviewed the results of a records search at the North Central Information Center (NCIC), which revealed that the facility has not been the subject of previous study and have not been previously identified or evaluated for eligibility as a historical resource.

3 Field Methods

Fieldwork for the Project was conducted on November 6, 2018. Field inventory was undertaken by Architectural Historian and Senior Staff Scientist Matt Walker, who meets the SOI PQS for Architectural History and History (see **Section 1.3**). The service yard was subject to written documentation and photography that recorded the major characteristics, character defining features, contextual relationships, and any notable physical or operational alterations to the facility.

4 Historical Overview

4.1 Overview

PG&E developed the Auburn Service Center in 1954 to serve as the central operations and storage facility for its Drum Division. Formed in 1920 by consolidating the company's Drum, Placer, and Nevada districts, the Drum Division encompassed all of Sierra, Nevada, and Placer counties, as well as portions of El Dorado and Sacramento counties. The division's primary responsibility was to oversee the operations of the company's holdings along the Yuba and Bear rivers, namely its Drum-Spaulding hydroelectric system, in addition to providing customer service for the region's growing population. PG&E constructed the Auburn Service Center in 1954 to consolidate its maintenance and storage yards spread across the expansive Drum Division service area. While the Auburn Service Center filled a necessary need of providing storage space, maintenance facilities, and service department office space for one of PG&E's service divisions, the utility yard was a common and standard facility within the context of PG&E's enormous gas and electrical systems.

4.2 Early Development of Auburn and the Study Property

In 1848, James Marshall's gold discovery on the South Fork of the American River started a mass migration to California. The discovery fundamentally shaped California and Auburn history. As word spread of the gold discovery, California's non-native population swelled from 20,000 people in 1848 to 100,000 in 1849 and over 200,000 by 1852. These new residents flocked first to gateway cities such as Stockton, Sacramento, and Marysville for supplies and stories of riches, before pushing east into the gold country, a region along the western slope of the Sierra Nevada stretching from Plumas County in the north to Fresno County in the south. [1]

Three months after Marshall's gold discovery, Claude Chana discovered gold in Placer County's Auburn Ravine. Word soon spread of the rich placer gold deposits that awarded the county its name. With the apparent abundance of gold and prospects of wealth, mining towns sprang up across the county, including the communities of Beale's Bar, Condemned, Rattlesnake Bar, and Ophir. Most of these towns were gone as soon as the easy to extract placer deposits were exhausted or miners failed to make a profit. Others, such as Auburn, Rocklin, Roseville, and Lincoln, were able to adapt and grew beyond their gold rush beginnings. [2]

Auburn quickly emerged as a thriving commercial and agricultural hub within this context of gold rush expansion. Located near the west bank of the North Fork of the American River in the foothills of the Sierra Nevada, Auburn developed as a vital trading community as thousands of miners took up camp along the river or simply passed through the town en route to their destination. In 1851, following the creation of Placer County, Auburn was named the county seat, taking on the role of the judicial and governmental center for the region. After a series of devastating fires destroyed the early wood frame buildings, a vibrant new commercial center comprised of an assortment of brick buildings arose by the

[1] Richard B. Rice, William A. Bullough, and Richard J. Orsi, , *The Elusive Eden: A New History of California*, (Long Grove, IL: Waveland Press, 2017), 189-192; Chuck Myer, *Placer County: An Illustrated History*, (Carlsbad, CA: Heritage Media Corporation, 2002), 30-31.

[2] California Miners' Association and American Institute of Mining Engineers, *California Mines and Minerals*, (San Francisco: California Miners' Association, 1899), 288-289; William H. Storms, *The Motherlode Region of California*, (Sacramento: California State Printing Office, 1900), 7-8.

late-1850s. Supply stores, hotels, and bunk houses lined the young city's streets to serve hopeful miners as they flocked into the region. [3]

Evan as the Gold Rush ebbed, a growing number of settlers in Auburn and the surrounding areas of Western Placer County sought their fortune in agriculture. Settlers purchased ranches of varying sizes, from small plots of only a few acres to large operations of more than 600 acres, with the intent of growing products to sell to California and Eastern markets. Between the 1850s and 1870s, regional crops focused primarily on wheat, barley, and hay, but ranged to crops as diverse as wine grapes and other orchard crops including apples and peaches. Beginning in the 1870s, and increasingly over the following decades, fruit cultivation exploded in Auburn and the other communities in Western Placer County. Aided by the region's thermal belt, a zone of warm nighttime temperatures with low humidity, ideal for citrus and olive cultivation, the lower foothills transformed into a powerhouse in the citrus and olive industry. With its proximity to the Central Pacific Railroad, which passed through the City of Auburn and many of the surrounding towns in Western Placer County, agriculture flourished as farmers in the region were able to promote and sell their wares to a vast and growing market that spanned across much of the country. [4]

The study property comprising the subject Auburn Service Center first developed in the mid-19th century within this context of agricultural development. In 1868, successful teamster and German immigrant Bernhard Bernhard, purchased thirty acres of land south of downtown Auburn. The purchase included the 1851-constructed Traveler's Rest Hotel, which had previously been converted to a private residence, in addition to a large swath of rugged land that included the study parcels. Bernhard established a successful winery and developed a thriving orchard beside his residence which likely extended to the study parcels (**Figure 2**). [5]

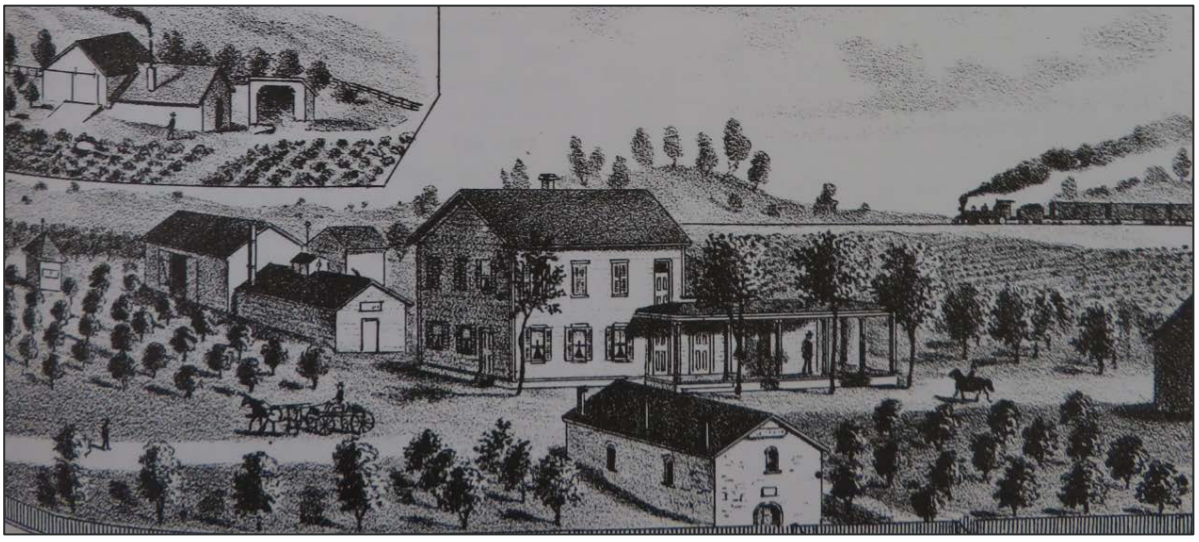


Figure 2 Bernhard residence, just north of the study property, 1882.[6]

[3] Bill Cassidy, "A Brief Page From Auburn's Colorful Early Day History," *Auburn Journal*, March 18, 1948, 1-2.

[4] Chuck Myer, *Placer County: An Illustrated History* (Carlsbad, CA: Heritage Media Corporation, 2002, 1-2, 63-64; J. G Whitney, *Map of Placer County Citrus Colony and Vicinity*, (San Francisco: Schmidt Label & Lith. Co, 1890).

[5] *History of Placer County, California with Illustrations and Biographical Sketches of its Prominent Men and Pioneers* (Oakland, CA: Thompson & West, 1882), 252-253.

[6] *History of Placer County, California with Illustrations and Biographical Sketches*, 249.

Auburn experienced slow but steady growth through the late-nineteenth century. By 1900, Auburn's population grew to over 2,000 residents and several landowners began to file suburban subdivisions around the outskirts of the central city. The study property was a component of the "Bernhard Subdivision," a small, 112-lot subdivision filed in 1895 by Bernhard Bernhard located at the southern end of his property (**Figure 3**). As Auburn's growth slowed in the early twentieth century, increasing by just 600 residents by 1930, the Bernhard Subdivision, and thus the study property, remained undeveloped heading into the middle of the twentieth century.[7]

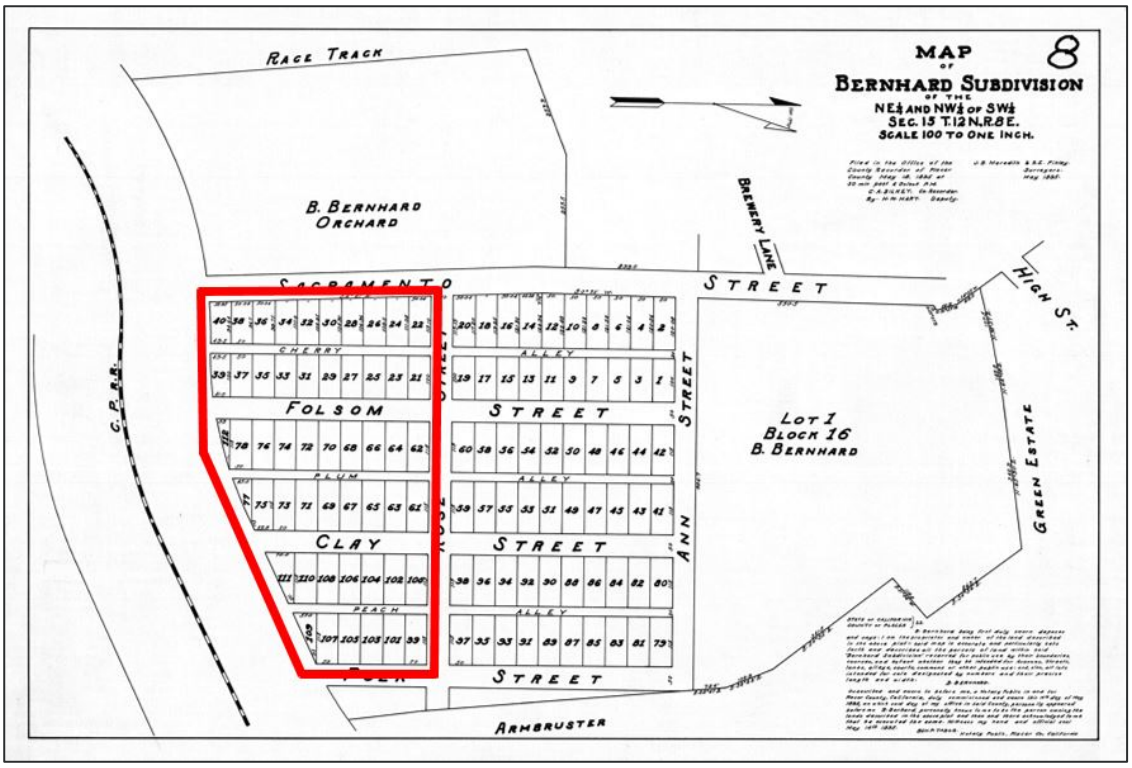


Figure 3 Bernhard Subdivision, study property included in highlighted area, 1895.[8]

4.3 Development of PG&E

PG&E emerged as the dominant public utility company in Northern California in the early twentieth century. A conglomerate of many utility companies, PG&E's origins date to 1852, when the San Francisco Gas Company was established. By 1879, one of PG&E's primary predecessor companies, California Electric Light Company, became the first United States public utility company to generate and sell commercial electricity. This early development gave way to a myriad of companies supplying electricity for both business and municipal services, including street lighting, and by the 1880s several utility companies battled for electrical dominance in the San Francisco Bay Area.[9]

In 1905, two of the region's largest utility companies, California Gas and Electric Company and the San Francisco Gas and Electric Company, merged to form PG&E. Between 1900 and 1910, California's

[7] United States Census Bureau, "Historical US Census Populations of Places, Towns, and Cities in California, 1850-2000," 2016; Placer County Office of the County Recorder, "Map of Bernhard Subdivision, "filed May 18, 1895; R.G. Evanden, "Map of Auburn, Cal.," Placer County, 1907.

[8] Placer County Office of the County Recorder, "Map of Bernhard Subdivision," filed May 18, 1895.

[9] Charles M. Coleman, *PG and E of California: The Centennial Story of Pacific Gas and Electric Company, 1852-1952* (New York: McGraw Hill Book Company, Inc., 1952), 4, 51-71.

population grew by just over 60 percent, fueling the need for rapid expansion of the state's electrical capacity. To meet this surging electrical demand, the newly formed PG&E and other rival utility companies constructed a diverse and technologically innovative electrical system linking hydroelectric facilities in the Sierra Nevada and steam generation plants with the state's burgeoning coastal cities and the expanding agricultural enclaves of the Sacramento and San Joaquin Valleys. PG&E's growth remained steady in the early decades of the twentieth century, as the young company continued to expand its holdings and increase its service area. In 1930, PG&E acquired both Great Western Power Company of California and San Joaquin Light and Power Corporation, a major commercial coup that cemented the company as a dominant utility figure in the state and greatly increased their hydroelectric and transmission holdings. By the mid-1930s, however, continued expansion of the company slowed, as the entire country languished in the Great Depression. During this period, a decreased supply of capital coupled with suppressed demand halted much of the rapid expansion that had characterized the previous decades, with the existing grid readily serving California's energy demands. [10]

Emerging from the travails of the Great Depression, California experienced a sustained post-World War II growth in industrial, manufacturing, and agricultural sectors, as well as in population. California's population swelled from 6.9 million in 1940 to 10.5 million in 1950, an expansive trend that has continued to the present with the state now boasting nearly 40 million residents. To meet the surge in demand, from 1946 through the 1950s PG&E invested over a billion dollars in new system facilities, adding large hydroelectric projects, steam generation plants, and expanded transmission networks across the state. The system upgrade included multiple fuel-fired steam plants that produced far more power than predecessor facilities as well as substantial additions to capacity along previously established hydroelectric watersheds. This increased output required more powerhouses, substations, transmission lines, and local distribution lines to adequately deliver the electricity. By the mid-twentieth century, PG&E represented a union of 520 predecessor companies, with its system of gas and electric lines spanning much of the state.[11]

4.4 PG&E's Drum Division and the Auburn Service Center

Within this context of company growth, PG&E established its Auburn Service Center in 1954 to serve as the central operations and storage center for its Drum Division. From soon after its incorporation, PG&E managed its complex system of powerhouses, substations, irrigation facilities, and gas and power lines through a series of regional districts. By 1909, the company employed 28 internal districts to manage its regional facilities, spanning from its Chico District in the north to its Fresno District in the south. The company formed the Drum District in 1914 to oversee operations of its recently completed Drum Powerhouse and associated hydroelectric facilities in the region northeast of Auburn. The original district headquarters was located in Colfax, an ideal location for managing the nearby facilities.[12]

To manage its growing holdings along the Yuba and Bear Rivers and to serve its expanding regional customer base, PG&E established the Drum Division in 1920. Formed by consolidating the company's Drum, Placer, and Nevada districts, the Drum Division encompassed all of Sierra, Nevada, and Placer counties as well as portions of El Dorado and Sacramento counties. While the division was involved with water delivery, the primary purpose of the division was to manage the company's Drum-Spaulding hydroelectric system. By the late-1920s, the system included eight powerhouses, notably Drum, Halsey, Wise, and Spaulding 1, 2, and 3 powerhouses, in addition to several dams, water conveyance features,

Coleman, *PG and E of California*, 51-71, 257, 343; Brian Hayes, *Infrastructure A Guide to the Industrial Landscape, (*W.W. Norton and Company, New York: 2014), 237-270.

[11] Coleman, *PG&E of California*, 334; United States Census Bureau, "Resident Population Data," accessed November 11, 2016, http://www.census.gov/2010census/data/apportionment-pop-text.php.

[12] "Pacific Gas and Electric Company," *Pacific Gas and Electric Magazine* 1, no. 1 (June 1909), 31;

and transmission lines. In December 1929, with its recent acquisition of Auburn's electrical distribution system, PG&E opened its new Drum Division Headquarters at 1050 High Street, a two-story, Classically designed brick building designed by innovative PG&E architect Ivan C. Frickstad. Upon its completion, the new headquarters functioned as the base for more than 300 divisional employees and served the division's nearly 6,000 customers. However, by the mid-twentieth century, as the region's population swelled and new facilities were constructed to meet these increased post-war needs, the headquarters and assorted facilities spread across the region proved inadequate.[13]

In August 1951, PG&E purchased a 5.69 acre lot (APN 004-260-003) just south of downtown Auburn for the construction of a new, centralized Drum Division service center. PG&E planned the new service center to consolidate its storage and maintenance facilities spread across the expansive service area and provide a centralized operations center. Construction of the new $350,000 facility began in July 1952 and was completed two years later, opening its doors in September 1954. The original facility included four principal buildings: a large warehouse (Building D), two utilitarian shop and office buildings (Buildings A and B), and a car port (Building C), all of which presently remain on the yard (**Figure 4**). PG&E converted an existing wood products factory, originally constructed in 1948 by the short-lived Peacock Wood Products of Grass Valley who occupied the parcel beginning in 1948, into the warehouse by adding a covered carport and several ramps and loading platforms to the building. The buildings at the new service center housed a wide variety of Drum Division departments and facilities ranging from basic storage spaces and tool rooms to the water department offices and communications center. Upon its completion in 1954, the present Building A housed the water department office and electrical meter shop, Building B served as a garage and parts department, and Building C functioned as an open-air carport.[14]

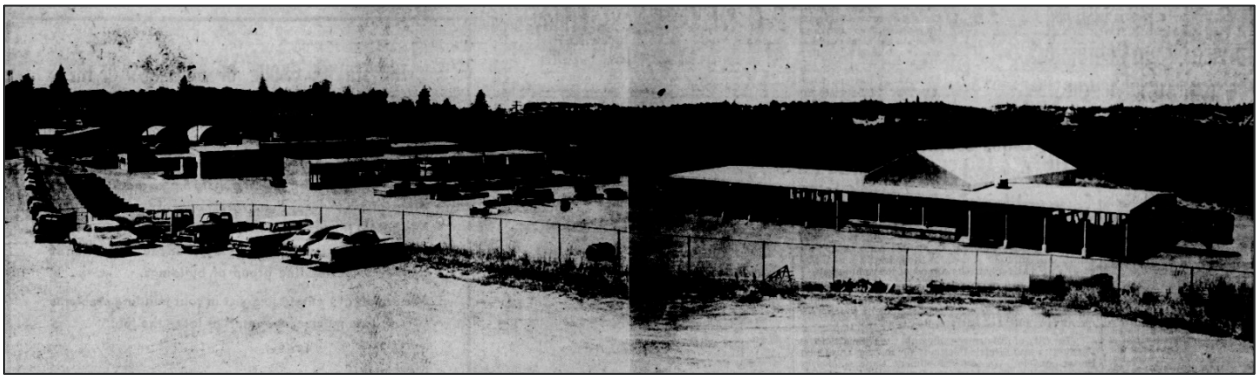


Figure 4 Auburn Service Center upon completion, 1954.[15]

Since opening, the Auburn Service Center has grown and adapted as needs of the Drum Division changed over the years. The first notable addition to the yard occurred in 1957, when a 146-foot antenna mast was added to the east end of the parcel. This addition furthered the facility's role as the primary communications center for the division. Several additional building and use alterations occurred in the years following construction, including the conversion of the carport into office space (Building C), extensions to Buildings A and B, and rear additions to Building D and the filling in of portions of the warehouse's carport.[16]

[13] "Headquarters for Drum Division Worthy of Its Growing Importance," *Pacific Service Magazine* 17, no.7 (January 1929), 219-223.

[14] "PG&E's New $350,000 Service Group Centers All Physical Work Facilities," *Auburn Journal*, September 2, 1954, 2-Section 2;

[15] "Open House Friday 1 P.M. to 5 P.M. at New Pacific Gas and Electric Plant Here," *Auburn Journal*, September 2, 1954, 1-Secion 2.

[16] PG&E Engineering Records Information Management System, Box 265447.

The most significant addition to the Auburn Service Center came in March 1962, when PG&E acquired an adjacent 1.32 acre parcel (APN 004-260-004) fronting Sacramento Street. PG&E subsequently constructed a single-story Operations Office Building on the parcel, which was complete in May 1962. The new concrete block building was designed using modest International Style detailing, the dominate commercial architectural style of the period, and was developed to house the Drum Division operating department in addition to the water and gas departments which were moved from Building A (**Figure 5**). PG&E hired Oakland builder N.H. Sjoberg and Son to construct the building. Walter D. Skinner, PG&E Drum Division Manager at the time, noted that the new building would, "bring together in one location all personnel directly engaged in the physical operations of providing customer service." In 1981, PG&E constructed a substantial two-story concrete block addition to the north side of the Operations Office to provide additional office space. As part of this project, PG&E altered the east side entrance to the original single-story portion of the building and constructed a trellis shelter structure (**Figure 6**).[17]



Figure 5 Auburn Service Center Operations Office Building, 1968 (PG&E Photo Archives).

[17] PG&E Engineering Records Information Management System, Box 4249, Folder 11; "Work to Start on PG&E Bldg.," *Auburn Journal*, October 12, 1961, 1; "Enjoy Tour of New PG&E Building," *Auburn Journal*, May 10, 1962, 7; GM 154612; PG&E Engineering Records Information Management System, Box 343700, Drawing 343796.

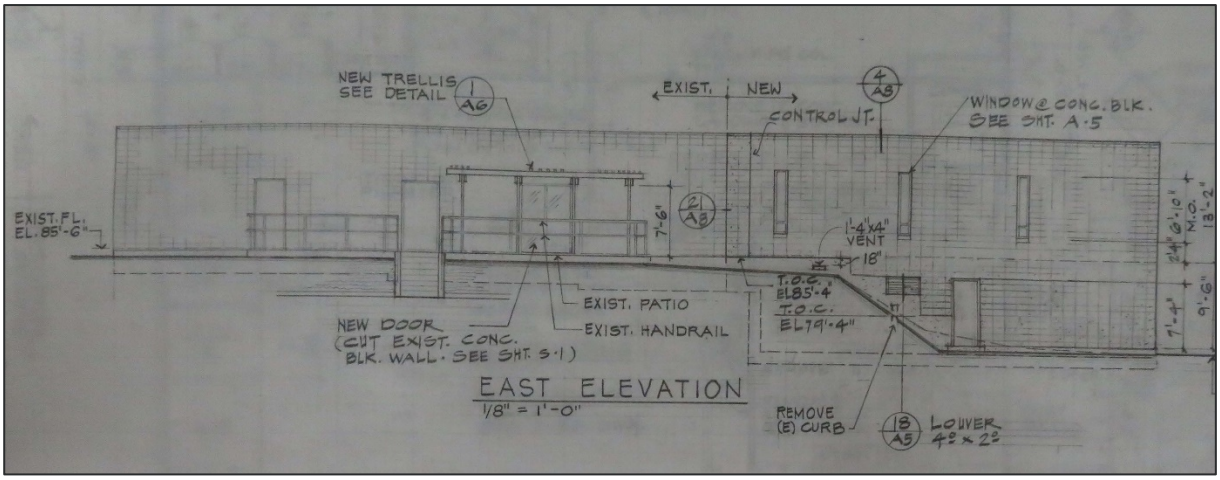


Figure 6 Drawing showing East Elevation of Operations Office Building with addition, 1981.[18]

By the early 2010s, the Auburn Service Center served under a new division: the Sierra Division. While the organizational name changed, the function of the service yard remained the same; the Auburn Service Center continued to provide storage space, maintenance facilities, and service department office space for managing PG&E's Auburn-area facilities. In 2016, PG&E announced its plans to move its employees out of the Auburn Service Center to a new, larger facility at the Auburn Municipal Airport. The Auburn Service Center has been largely unoccupied since 2017.[19]

[18] PG&E Engineering Records Information Management System, Box 343700, Drawing 343796

[19] Mark Anderson, "PG&E moving 350 workers into Auburn airport buildings, consolidating facilities," *Sacramento Business Journal*, accessed November 27, 2018, https://www.bizjournals.com/sacramento/news/2016/08/25/pg-e-moving-350-workers-into-auburn-airport.html; Gus Thompson, "After 64 years, PG&E says goodbye to Auburn Yard," *Auburn Journal*, accessed November 27, 2018, http://www.auburnjournal.com/article/9/18/17/after-64-years-pge-says-goodbye-auburn-yard

5 Description of Cultural Resources

5.1 PG&E Auburn Service Center

PG&E's Auburn Service Center is an approximately 7 acre utility yard occupying two parcels just south of downtown Auburn, CA (**Photograph 1**). The Auburn Service Center is an assemblage of primarily utilitarian buildings originally developed to serve as the consolidated operations, maintenance, and storage hub for PG&E's Drum Division, and later the Sierra Division. The yard includes a two-story Operations Office Building, three similarly designed single-story utilitarian buildings (Buildings A, B, and C), a large warehouse (Building D), communications equipment, and several sheds and modern utilitarian storage buildings. The Auburn Service Center, including the aforementioned buildings, has been largely unoccupied since 2017.



Photograph 1 Overview of the PG&E Auburn Service Center, November 6, 2018

The Operations Office Building is a two-story utilitarian building that features modest International Style detailing (**Photograph 2**). The building is located along Sacramento Street at the west end of the yard and served as office space for PG&E staff. The concrete block building consists of an original single-story southern portion and a substantial 1981 two-story northern addition. The building has a flat roof with shallow metal coping. The primary (south) façade is recessed and employs large, metal framed fixed windows separated by concrete block pilasters. A glazed metal door sheltered by a modern enclosure serves as the primary entrance to the building. There is a secondary entrance area on the building's east side that consists of a metal door sheltered by a canvas awning and an additional metal door and a sliding glass door sheltered by a wood canopy, both accessed using a concrete staircase. Decorative, patterned concrete blocks project from the original portion of the building on its west wall facing Sacramento Street. The 1981 two story addition has a recessed north façade with three metal doors sheltered by canvas awnings (**Photograph 3**). Fenestration on the addition consists of bands of narrow fixed windows. A single fuel pump set on a poured concrete platform is located in the parking lot just north of the building.



Photograph 2 View of Operations Office Building at Auburn Service Center, November 6, 2018



Photograph 3 View of 1981 Operations Office Building addition, November 6, 2018

Buildings A, B, and C are simple, single-story utilitarian buildings located in the center of the utility yard. Each building has three segments, with each segment bounded by concrete block partition walls (**Photograph 4**). Building A, the westernmost of the three buildings, is characterized by its slightly sloped shed roof and replacement wood grain metal siding. Windows are replacement vinyl windows and door are primarily metal doors sheltered by canvas awnings (**Photograph 5**). Building B, the central building, housed the transportation department and served as the division garage. The building is characterized by

its corrugated metal siding, 10 roll-up metal garage doors on its east side, a metal canopy on its south side, and mix of replacement aluminum frame windows and original multi-light industrial windows. Building B is accessed using several glazed metal doors sheltered by metal awnings on its east and west sides (**Photograph 6**). Building C, the easternmost of the three buildings, was originally designed as a carport and later converted into office space. This building is characterized by its T1-11 siding, two roll-up metal doors on both its east and west sides, metal doors and windows sheltered by canvas awnings, and a prefabricated metal garage with a shed roof on its south end (**Photograph 7**). A utility pole storage area consisting of low concrete barriers and signage denoting the various pole lengths is located just south of the three buildings.



Photograph 4 View of Buildings A, B, and C, November 6, 2018



Photograph 5 View of Building A, November 6, 2018



Photograph 6 View of Building B, November 6, 2018



Photograph 7 View of Building C, November 6, 2018

Building D is a sprawling T-shaped warehouse located near the east end of the yard. This building consists of a large, rectangular gable roof central building which is nearly entirely encompassed by later additions to the facility (**Photographs 8**). The original, central building, has a corrugated metal roof and replacement T1-11 siding. The additions employ a variety of siding types, but largely use T1-11 and corrugated metal siding. The southern addition is characterized by its six roll-up metal doors and a large carport (**Photograph 9**). Windows are a combination of original multi-light industrial windows, some with central

hopper windows, and replacement aluminum frame windows. Metal doors allow entry into the original gable roof portion of the building on its east, west, and south sides. A 146 foot tall steel antenna mast flanked by a corrugated metal shed and modern utilitarian concrete block buildings are located along the eastern perimeter of the yard (**Photograph 8**).

For more detailed documentation, see DPR 523 Form in **Appendix A**.



Photograph 8 View of Building D showing antenna mast, November 6, 2018



Photograph 9 View of Building D showing south side addition, November 6, 2018

6 Analysis of CRHR and NRHP Eligibility

6.1 Evaluative Framework

Based upon the research, outreach, and field survey undertaken as part of the project, qualified personnel under the SOI PQS analyzed the PG&E Auburn Service Center for eligibility under the criteria of the NRHP and CRHR, which are summarized as follows:

- **Criterion A (CRHR 1):** Resources that are associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B (CRHR 2):** Resources that are associated with the lives of significant persons in our past;
- **Criterion C (CRHR 3):** Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- **Criterion D (CRHR 4):** Resources that have yielded or may be likely to yield, information important in history or prehistory.[20]

In addition to significance under one or more of the criteria listed above, a resource must possess integrity, defined by seven aspects as follows:

- **Location:** the place where the historic property was constructed or the place where the historic event took place.
- **Design:** the composition of elements that constitute the form, plan, space, structure, and style of a property.
- **Setting:** the physical environment of a historic property that illustrates the character of the place.
- **Materials:** the physical elements combined in a particular pattern or configuration.
- **Workmanship:** the physical evidence of the crafts of a particular culture or people during any given period of history.
- **Feeling:** the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.
- **Association:** the direct link between a property and the event or person for which the property is significant.

NRHP analysis was based upon all pertinent cultural resources guidance and best practices including *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.*[21]

6.2 CRHR and NRHP Evaluation

The inventoried PG&E Auburn Service Center does not appear eligible for listing in the NRHP under Criterion A or CRHR under Criterion 1 because it is not directly associated with important historic events

[20] The criteria of the California Register of Historical Resources (CRHR) generally aligns with that of the NRHP. The resource was evaluated under both criteria to support all PG&E permitting needs.

[21] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. National Park Service, 2002 Website accessed October 10, 2015: http://www.nps.gov/nr/publications/bulletins/nrb15/.

at the local, state, or national level. PG&E developed the Auburn Service Center in 1954 to serve as the central operations and storage center for its Drum Division, more than thirty years after the division's formation. The yard consolidated the division's service and maintenance yards which had previously been spread across the division's expansive territory. While the Auburn Service Center provided a needed consolidated service and maintenance yard for Drum Division activities for more than 60 years, the utility yard does not have a direct association with the expansion of PG&E regional operations or the construction of any of the many facilities in the Drum Division territory. Rather, the utility yard is representative of a common utility support yard, fulfilling a basic regional service need.

Under NRHP Criterion B or CRHR Criterion 2, there is no evidence that the PG&E Auburn Service Center has any important associations with any person or persons who made significant contributions to history at the local, state, or national level. The facility was designed by PG&E engineers and associated contractors and research did not reveal any notable personal associations in this regard.

The PG&E Auburn Service Center does not appear eligible for the NRHP under Criterion C or CRHR under Criterion 3 because it is not an important example of any type, period, or method of construction and it does not represent the important work of a master architect. The Auburn Service Center contains several utilitarian buildings that were constructed according to known and standard methods of the period using commonplace building materials and does not represent any advancement in design or technology. Further, the Operations Office Building, which employs modest International Style influences, has a substantial 1981 two-story addition, altering its original design and materials. As such, the assemblage of buildings comprising the service yard are generally common in form, plan, and design.

Under NRHP Criterion D or CRHR Criterion 4, the Auburn Service Center is not significant as a source, or likely source, of important information pertaining to history, building materials, construction techniques, or advancement in building design. The utilitarian service facility is a well-documented and is one of many similar service facilities throughout California and the nation.

Though the studied resource retains sufficient integrity in all seven aspects, its lack of overall significance precludes eligibility for listing in the NRHP, CRHR, or recognition as a historical resource for the purposes of CEQA.

7 Conclusions

Cardno prepared this CRHR and NRHP inventory and evaluation to assist PG&E with cultural resource compliance for the Auburn Service Center Renovation Project, located in Auburn, Placer County, California. The study included CRHR and NRHP inventory and evaluation of the Auburn Service Center, comprising APN 004-260-0003 and 004-260-0004. Cardno inventoried and evaluated the Auburn Service Center in order to determine if the facility appeared to be a historical resource under CEQA.

This study concludes that the inventoried Auburn Service Center appears to be ineligible for listing in the CRHR or NRHP, and the surveyed resource does not appear to be a historical resource under CEQA. Please refer to the DPR 523 Forms in **Appendix A** for the complete inventory, historic context, and evaluation of the property.

8 Bibliography and Research Repositories Visited

Anderson, Mark. "PG&E moving 350 workers into Auburn airport buildings, consolidating facilities." *Sacramento Business Journal*. Accessed November 27, 2018, https://www.bizjournals.com/sacramento/news/2016/08/25/pg-e-moving-350-workers-into-auburn-airport.html

California Miners' Association and American Institute of Mining Engineers. *California Mines and Minerals*. San Francisco: California Miners' Association, 1899. "Humboldt Division." *PG&E Life* (November, 1969).

Cassidy, Bill. "A Brief Page from Auburn's Colorful Early Day History." *Auburn Journal*, March 18, 1948.

Coleman, Charles M. *PG and E of California The Centennial Story of Pacific Gas and Electric Company 1852-1952*. McGraw-Hill Book Company: New York, 1952.

Evanden, R.G. "Map of Auburn, Cal." Placer County, 1907.

Hayes, Brian. *Infrastructure: A Guide to the Industrial Landscape*. W.W. Norton and Company: New York, 2014.

"Headquarters for Drum Division Worthy of Its Growing Importance." *Pacific Service Magazine* 17, no.7 (January 1929).

History of Placer County, California with Illustrations and Biographical Sketches of its Prominent Men and Pioneers. Oakland, CA: Thompson & West, 1882.

"Enjoy Tour of New PG&E Building." *Auburn Journal*, May 10, 1962.

Myer, Chuck. *Placer County: An Illustrated History*. Carlsbad, CA: Heritage Media Corporation, 2002.

"Open House Friday 1 P.M. to 5 P.M. at New Pacific Gas and Electric Plant Here." *Auburn Journal*, September 2, 1954.

"Pacific Gas and Electric Company." *Pacific Gas and Electric Magazine* 1, no. 1 (June 1909).

"PG&E's New $350,000 Service Group Centers All Physical Work Facilities." *Auburn Journal*, September 2, 1954.

Placer County Office of the County Recorder. "Map of Bernhard Subdivision. " Filed May 18, 1895.

Rice, Richard B., William A. Bullough, and Richard J. Orsi, , *The Elusive Eden: A New History of California*. Long Grove, IL: Waveland Press, 2017.

Storms, William H. *The Motherlode Region of California*. Sacramento: California State Printing Office, 1900.

Thompson, Gus. "After 64 years, PG&E says goodbye to Auburn Yard." *Auburn Journal*. Accessed November 27, 2018, http://www.auburnjournal.com/article/9/18/17/after-64-years-pge-says-goodbye-auburn-yard

United States Census Bureau. "Resident Population Data." Accessed November 28, 2018. http://www.census.gov/2010census/data/apportionment-pop-text.php.

"Whitney, J. G. *Map of Placer County Citrus Colony and Vicinity*. San Francisco: Schmidt Label & Lith. Co, 1890.

Williams, James C. *Energy and the Making of Modern California*. University of Akron Press, Ohio, 1997.

"Work to Start on PG&E Bldg." *Auburn Journal*, October 12, 1961.

Research Repositories Visited

Placer County Archives and Research Center

PG&E Engineering Records Information Management System (ERIMS)

CRHR and NRHP Inventory and Evaluation Report
PG&E Auburn Service Center Renovation Project

APPENDIX A

DPR 523 Form

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings _____
Review Code _____ Reviewer _____ Date

***Resource Name or #:** (Assigned by recorder) PG&E Auburn Service Center

P1. Other Identifier: _____

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Placer
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

- ***b. USGS 7.5' Quad** Auburn, Calif. **Date** 1953 **T** 12N **R** 8E; **Sec** 15; M.D **B.M.**
- c. Address 333 and 343 Sacramento Street City Auburn Zip 95603
- d. UTM: (Give more than one for large and/or linear resources) Zone 10S 667013.45mE/ 4306203.11 mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

The Pacific Gas and Electric Company (PG&E) Auburn Service Center is located on the east side of Sacramento Street, just south of its intersection with Auburn Folsom Boulevard. Assessor Parcel Number (APN): 004-260-0004 and 004-260-0003.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This DPR 523 documents PG&E's Auburn Service Center, an approximately 7 acre utility yard occupying two parcels just south of downtown Auburn, CA (**Photograph 1**). The Auburn Service Center is an assemblage of primarily utilitarian buildings originally developed to serve as the consolidated operations, maintenance, and storage hub for PG&E's Drum Division, and later the Sierra Division. The yard includes a two-story Operations Office Building, three similarly designed single-story utilitarian buildings (Buildings A, B, and C), a large warehouse (Building D), communications equipment, and several sheds and modern utilitarian storage buildings. The Auburn Service Center, including the aforementioned buildings, has been largely unoccupied since 2017 (see Continuation Sheet).

***P3b.Resource Attributes:** (List attributes and codes) HP6 – Commercial Building, 1-3 Stories; HP9 – Public Utility Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (required for buildings, structures, and objects.)



P5b. Description of Photo: (view, date, accession #)
Photograph 1: View of the Auburn Service Center, facing southeast, 11/6/2018.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1948; 1954; 1981 (*Auburn Journal*; PG&E)

***P7. Owner and Address:**
Pacific Gas and Electric Company
77 Beale Street
San Francisco, CA 94105

***P8. Recorded by:** (Name, affiliation, and address)
Matt Walker, Cardno
2890 Gateway Oaks Drive, Suite 200
Sacramento, CA 95833

***P9. Date Recorded:** November 6, 2018

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.") Walker, Matthew. NRHP and CRHR Evaluation Report, Pacific Gas & Electric Company, Auburn Service Center Renovation Project, Placer County, CA, December 2018.

***Attachments:** ☐NONE ☒ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) PG&E Auburn Service Center ***NRHP Status Code** __

B1. Historic Name: PG&E Auburn Service Center

B2. Common Name: PG&E Auburn Service Center

B3. Original Use: Utility Operations and Maintenance B4. Present Use: Utility Operations and Maintenance

***B5. Architectural Style:** Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations) The Auburn Service Center opened in 1954. The large warehouse was originally constructed by Peacock Wood Products in 1948 and altered for PG&E use in 1954. The three shop buildings were completed in 1954 and altered over the years as use and needs changed. The communications antenna was added to the east end of the yard in 1957. The Operations Office Building opened in 1962 as a single story building, with the second story northern portion of the building added in 1981. Various utilitarian storage buildings were constructed as recently as 2018.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:**

B9a. Architect: Unknown b. Builder: G.S. Herrington (Buildings A, B, C, D); N.H. Sjoberg and Son (Operations Office Building)

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Auburn Service Center does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because of a lack of significance under any of the criteria for listing and a lack of physical integrity. The resource does not appear to be a historical resource for the purposes of CEQA (Section 15064.5 [a][2]-[3]) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:** See Footnotes

B13. Remarks:

(See Location Map on Continuation Sheet)

***B14. Evaluator:** Matt Walker, Cardno Inc.

***Date of Evaluation:** December 2018

This space reserved for official comments.

P3a. Description (Continued):

The Operations Office Building is a two-story utilitarian building that features modest International Style detailing (**Photograph 2**). The building is located along Sacramento Street at the west end of the yard and served as office space for PG&E staff. The concrete block building consists of an original single-story southern portion and a substantial 1981 two-story northern addition. The building has a flat roof with shallow metal coping. The primary (south) façade is recessed and employs large, metal framed fixed windows separated by concrete block pilasters. A glazed metal door sheltered by a modern enclosure serves as the primary entrance to the building (**Photograph 3**). There is a secondary entrance area on the building's east side that consists of a metal door sheltered by a canvas awning and an additional metal door and a sliding glass door sheltered by a wood canopy, both accessed using a concrete staircase (**Photograph 4**). Decorative, patterned concrete blocks project from the original portion of the building on its west wall facing Sacramento Street (**Photograph 5**). The 1981 two story addition has a recessed north façade with three metal doors sheltered by canvas awnings. Fenestration on the addition consists of bands of narrow fixed windows (**Photograph 6**). A single fuel pump set on a poured concrete platform is located in the parking lot just north of the building (**Photograph 7**).

Buildings A, B, and C are simple, single-story utilitarian buildings located in the center of the utility yard. Each building has three segments, with each segment bounded by concrete block partition walls (**Photograph 8**). Building A, the westernmost of the three buildings, is characterized by its slightly sloped shed roof and replacement wood grain metal siding. Windows are replacement vinyl windows and door are primarily metal doors sheltered by canvas awnings (**Photograph 9**). Building B, the central building, housed the transportation department and served as the division garage. The building is characterized by its corrugated metal siding, 10 roll-up metal garage doors on its east side, a metal canopy on its south side, and mix of replacement aluminum frame windows and original multi-light industrial windows. Building B is accessed using several glazed metal doors sheltered by metal awnings on its east and west sides (**Photograph 10**). Building C, the easternmost of the three buildings, was originally designed as a carport and later converted into office space. This building is characterized by its T1-11 siding, two roll-up metal doors on both its east and west sides, metal doors and windows sheltered by canvas awnings, and a prefabricated metal garage with a shed roof on its south end (**Photograph 11**). A utility pole storage area consisting of low concrete barriers and signage denoting the various pole lengths is located just south of the three buildings (**Photograph 12**).

Building D is a sprawling T-shaped warehouse located near the east end of the yard. This building consists of a large, rectangular gable roof central building which is nearly entirely encompassed by later additions to the facility (**Photographs 13** and **14**). The original, central building, has a corrugated metal roof and replacement T1-11 siding (**Photograph 15**). The additions employ a variety of siding types, but largely use T1-11 and corrugated metal siding. The southern addition is characterized by its six roll-up metal doors and a large carport (**Photograph 16**). Windows are a combination of original multi-light industrial windows, some with central hopper windows, and replacement aluminum frame windows. Metal doors allow entry into the original gable roof portion of the building on its east, west, and south sides (**Photograph 17**). A 146 foot tall steel antenna mast flanked by a corrugated metal shed and modern utilitarian concrete block buildings are located along the eastern perimeter of the yard (**Photograph 13** and **18**).

B10. Significance (Continued):

Historic Context

PG&E developed the Auburn Service Center in 1954 to serve as the central operations and storage facility for its Drum Division. Formed in 1920 by consolidating the company's Drum, Placer, and Nevada districts, the Drum Division encompassed all of Sierra, Nevada, and Placer counties, as well as portions of El Dorado and Sacramento counties. The

division's primary responsibility was to oversee the operations of the company's holdings along the Yuba and Bear rivers, namely its Drum-Spaulding hydroelectric system, in addition to providing customer service for the region's growing population. PG&E constructed the Auburn Service Center in 1954 to consolidate its maintenance and storage yards spread across the expansive Drum Division service area. While the Auburn Service Center filled a necessary need of providing storage space, maintenance facilities, and service department office space for one of PG&E's service divisions, the utility yard was a common and standard facility within the context of PG&E's enormous gas and electrical systems.

Early Development of Auburn and the Study Property

In 1848, James Marshall's gold discovery on the South Fork of the American River started a mass migration to California. The discovery fundamentally shaped California and Auburn history. As word spread of the gold discovery, California's non-native population swelled from 20,000 people in 1848 to 100,000 in 1849 and over 200,000 by 1852. These new residents flocked first to gateway cities such as Stockton, Sacramento, and Marysville for supplies and stories of riches, before pushing east into the gold country, a region along the western slope of the Sierra Nevada stretching from Plumas County in the north to Fresno County in the south.[1]

Three months after Marshall's gold discovery, Claude Chana discovered gold in Placer County's Auburn Ravine. Word soon spread of the rich placer gold deposits that awarded the county its name. With the apparent abundance of gold and prospects of wealth, mining towns sprang up across the county, including the communities of Beale's Bar, Condemned, Rattlesnake Bar, and Ophir. Most of these towns were gone as soon as the easy to extract placer deposits were exhausted or miners failed to make a profit. Others, such as Auburn, Rocklin, Roseville, and Lincoln, were able to adapt and grew beyond their gold rush beginnings.[2]

Auburn quickly emerged as a thriving commercial and agricultural hub within this context of gold rush expansion. Located near the west bank of the North Fork of the American River in the foothills of the Sierra Nevada, Auburn developed as a vital trading community as thousands of miners took up camp along the river or simply passed through the town en route to their destination. In 1851, following the creation of Placer County, Auburn was named the county seat, taking on the role of the judicial and governmental center for the region. After a series of devastating fires destroyed the early wood frame buildings, a vibrant new commercial center comprised of an assortment of brick buildings arose by the late-1850s. Supply stores, hotels, and bunk houses lined the young city's streets to serve hopeful miners as they flocked into the region.[3]

Evan as the Gold Rush ebbed, a growing number of settlers in Auburn and the surrounding areas of Western Placer County sought their fortune in agriculture. Settlers purchased ranches of varying sizes, from small plots of only a few acres to large operations of more than 600 acres, with the intent of growing products to sell to California and Eastern markets. Between the 1850s and 1870s, regional crops focused primarily on wheat, barley, and hay, but ranged to crops as diverse as wine grapes and other orchard crops including apples and peaches. Beginning in the 1870s, and increasingly over the following decades, fruit cultivation exploded in Auburn and the other communities in Western

[1] Richard B. Rice, William A. Bullough, and Richard J. Orsi, , *The Elusive Eden: A New History of California*, (Long Grove, IL: Waveland Press, 2017), 189-192; Chuck Myer, *Placer County: An Illustrated History*, (Carlsbad, CA: Heritage Media Corporation, 2002), 30-31.
[2] California Miners' Association and American Institute of Mining Engineers, *California Mines and Minerals*, (San Francisco: California Miners' Association, 1899), 288-289; William H. Storms, *The Motherlode Region of California*, (Sacramento: California State Printing Office, 1900), 7-8.
[3] Bill Cassidy, "A Brief Page From Auburn's Colorful Early Day History," *Auburn Journal*, March 18, 1948, 1-2.

Placer County. Aided by the region's thermal belt, a zone of warm nighttime temperatures with low humidity, ideal for citrus and olive cultivation, the lower foothills transformed into a powerhouse in the citrus and olive industry. With its proximity to the Central Pacific Railroad, which passed through the City of Auburn and many of the surrounding towns in Western Placer County, agriculture flourished as farmers in the region were able to promote and sell their wares to a vast and growing market that spanned across much of the country.[4]

The study property comprising the subject Auburn Service Center first developed in the mid-19th century within this context of agricultural development. In 1868, successful teamster and German immigrant Bernhard Bernhard, purchased thirty acres of land south of downtown Auburn. The purchase included the 1851-constructed Traveler's Rest Hotel, which had previously been converted to a private residence, in addition to a large swath of rugged land that included the study parcels. Bernhard established a successful winery and developed a thriving orchard beside his residence which likely extended to the study parcels (**Figure 1**).[5]

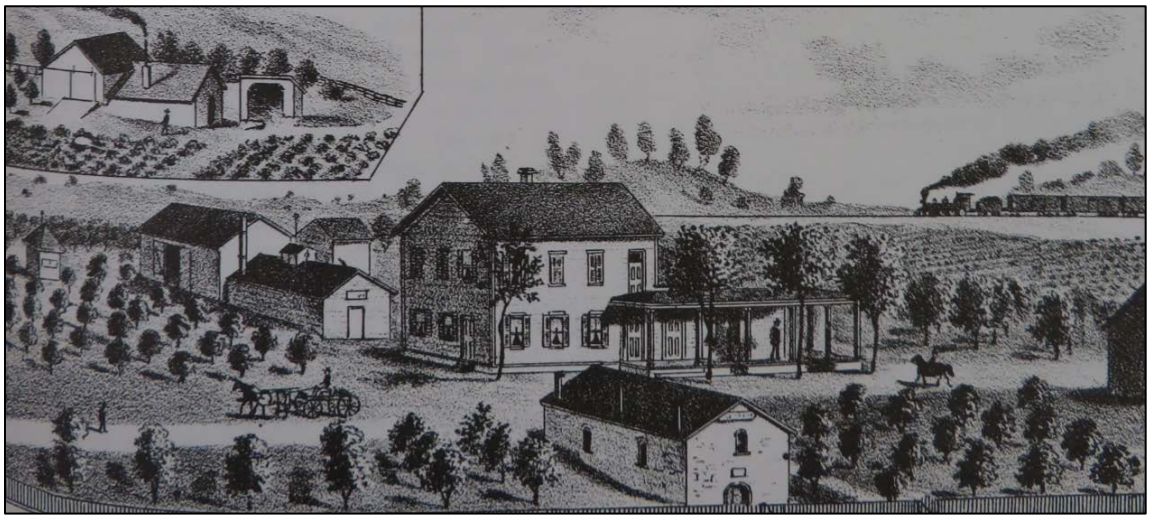


Figure 1. Bernhard residence, just north of the study property, 1882.[6]

Auburn experienced slow but steady growth through the late-nineteenth century. By 1900, Auburn's population grew to over 2,000 residents and several landowners began to file suburban subdivisions around the outskirts of the central city. The study property was a component of the "Bernhard Subdivision," a small, 112-lot subdivision filed in 1895 by Bernhard Bernhard located at the southern end of his property (**Figure 2**). As Auburn's growth slowed in the early twentieth century, increasing by just 600 residents by 1930, the Bernhard Subdivision, and thus the study property, remained undeveloped heading into the middle of the twentieth century.[7]

---

[4] Chuck Myer, *Placer County: An Illustrated History* (Carlsbad, CA: Heritage Media Corporation, 2002, 1-2, 63-64; J. G Whitney, *Map of Placer County Citrus Colony and Vicinity*, (San Francisco: Schmidt Label & Lith. Co, 1890).

[5] *History of Placer County, California with Illustrations and Biographical Sketches of its Prominent Men and Pioneers* (Oakland, CA: Thompson & West, 1882), 252-253.

[6] *History of Placer County, California with Illustrations and Biographical Sketches*, 249.

[7] United States Census Bureau, "Historical US Census Populations of Places, Towns, and Cities in California, 1850-2000," 2016; Placer County Office of the County Recorder, "Map of Bernhard Subdivision, "filed May 18, 1895; R.G. Evanden, "Map of Auburn, Cal.," Placer County, 1907.

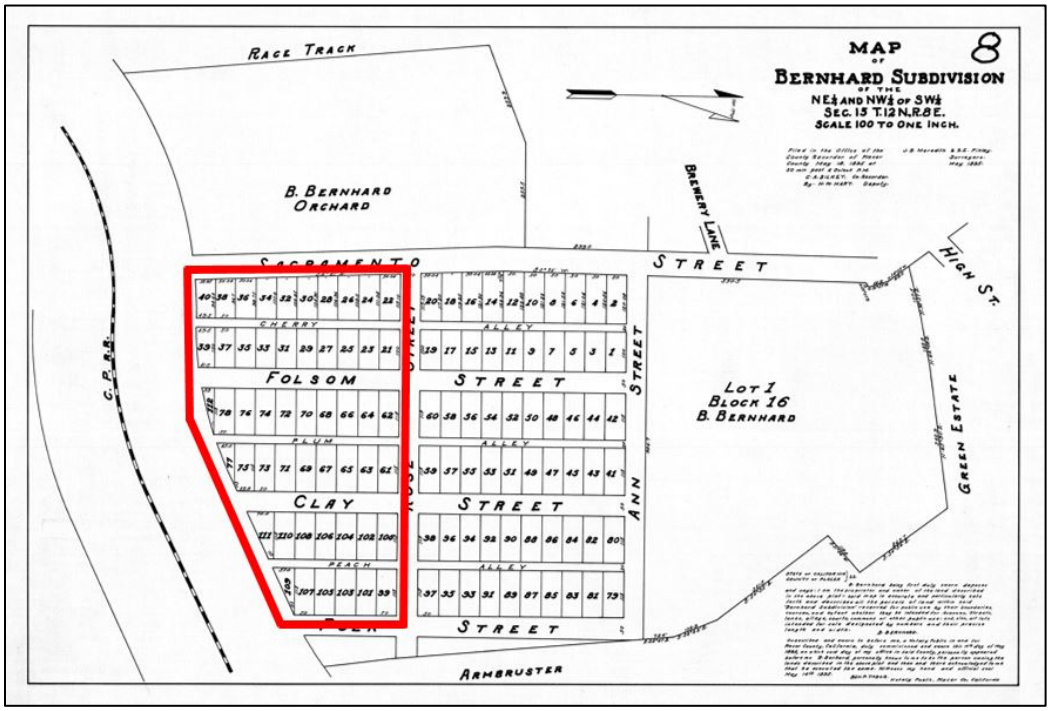


Figure 2. Bernhard Subdivision, study property included in highlighted area, 1895.[8]

Development of PG&E

PG&E emerged as the dominant public utility company in Northern California in the early twentieth century. A conglomerate of many utility companies, PG&E's origins date to 1852, when the San Francisco Gas Company was established. By 1879, one of PG&E's primary predecessor companies, California Electric Light Company, became the first United States public utility company to generate and sell commercial electricity. This early development gave way to a myriad of companies supplying electricity for both business and municipal services, including street lighting, and by the 1880s several utility companies battled for electrical dominance in the San Francisco Bay Area.[9]

In 1905, two of the region's largest utility companies, California Gas and Electric Company and the San Francisco Gas and Electric Company, merged to form PG&E. Between 1900 and 1910, California's population grew by just over 60 percent, fueling the need for rapid expansion of the state's electrical capacity. To meet this surging electrical demand, the newly formed PG&E and other rival utility companies constructed a diverse and technologically innovative electrical system linking hydroelectric facilities in the Sierra Nevada and steam generation plants with the state's burgeoning coastal cities and the expanding agricultural enclaves of the Sacramento and San Joaquin Valleys. PG&E's growth remained steady in the early decades of the twentieth century, as the young company continued to expand its holdings and increase its service area. In 1930, PG&E acquired both Great Western Power Company of California and San Joaquin Light and Power Corporation, a major commercial coup that cemented the company as a dominant utility figure in the state and greatly increased their hydroelectric and transmission holdings. By the mid-1930s, however,

[8] Placer County Office of the County Recorder, "Map of Bernhard Subdivision," filed May 18, 1895.

[9] Charles M. Coleman, *PG and E of California: The Centennial Story of Pacific Gas and Electric Company, 1852-1952* (New York: McGraw Hill Book Company, Inc., 1952), 4, 51-71.

continued expansion of the company slowed, as the entire country languished in the Great Depression. During this period, a decreased supply of capital coupled with suppressed demand halted much of the rapid expansion that had characterized the previous decades, with the existing grid readily serving California's energy demands. [10]

Emerging from the travails of the Great Depression, California experienced a sustained post-World War II growth in industrial, manufacturing, and agricultural sectors, as well as in population. California's population swelled from 6.9 million in 1940 to 10.5 million in 1950, an expansive trend that has continued to the present with the state now boasting nearly 40 million residents. To meet the surge in demand, from 1946 through the 1950s PG&E invested over a billion dollars in new system facilities, adding large hydroelectric projects, steam generation plants, and expanded transmission networks across the state. The system upgrade included multiple fuel-fired steam plants that produced far more power than predecessor facilities as well as substantial additions to capacity along previously established hydroelectric watersheds. This increased output required more powerhouses, substations, transmission lines, and local distribution lines to adequately deliver the electricity. By the mid-twentieth century, PG&E represented a union of 520 predecessor companies, with its system of gas and electric lines spanning much of the state.[11]

PG&E's Drum Division and the Auburn Service Center

Within this context of company growth, PG&E established its Auburn Service Center in 1954 to serve as the central operations and storage center for its Drum Division. From soon after its incorporation, PG&E managed its complex system of powerhouses, substations, irrigation facilities, and gas and power lines through a series of regional districts. By 1909, the company employed 28 internal districts to manage its regional facilities, spanning from its Chico District in the north to its Fresno District in the south. The company formed the Drum District in 1914 to oversee operations of its recently completed Drum Powerhouse and associated hydroelectric facilities in the region northeast of Auburn. The original district headquarters was located in Colfax, an ideal location for managing the nearby facilities.[12]

To manage its growing holdings along the Yuba and Bear Rivers and to serve its expanding regional customer base, PG&E established the Drum Division in 1920. Formed by consolidating the company's Drum, Placer, and Nevada districts, the Drum Division encompassed all of Sierra, Nevada, and Placer counties as well as portions of El Dorado and Sacramento counties. While the division was involved with water delivery, the primary purpose of the division was to manage the company's Drum-Spaulding hydroelectric system. By the late-1920s, the system included eight powerhouses, notably Drum, Halsey, Wise, and Spaulding 1, 2, and 3 powerhouses, in addition to several dams, water conveyance features, and transmission lines. In December 1929, with its recent acquisition of Auburn's electrical distribution system, PG&E opened its new Drum Division Headquarters at 1050 High Street, a two-story, Classically designed brick building designed by innovative PG&E architect Ivan C. Frickstad. Upon its completion, the new headquarters functioned as the base for more than 300 divisional employees and served the division's nearly 6,000 customers. However, by the mid-twentieth century, as the region's population swelled and new facilities were constructed to meet these increased post-war needs, the headquarters and assorted facilities spread across the region proved inadequate.[13]

Coleman, *PG and E of California*, 51-71, 257, 343; Brian Hayes, *Infrastructure A Guide to the Industrial Landscape, (*W.W. Norton and Company, New York: 2014), 237-270.

[11] Coleman, *PG&E of California*, 334; United States Census Bureau, "Resident Population Data," accessed November 11, 2016, http://www.census.gov/2010census/data/apportionment-pop-text.php.

[12] "Pacific Gas and Electric Company," *Pacific Gas and Electric Magazine* 1, no. 1 (June 1909), 31;

[13] "Headquarters for Drum Division Worthy of Its Growing Importance," *Pacific Service Magazine* 17, no.7 (January 1929), 219-223.

In August 1951, PG&E purchased a 5.69 acre lot (APN 004-260-003) just south of downtown Auburn for the construction of a new, centralized Drum Division service center. PG&E planned the new service center to consolidate its storage and maintenance facilities spread across the expansive service area and provide a centralized operations center. Construction of the new $350,000 facility began in July 1952 and was completed two years later, opening its doors in September 1954. The original facility included four principal buildings: a large warehouse (Building D), two utilitarian shop and office buildings (Buildings A and B), and a car port (Building C), all of which presently remain on the yard (**Figure 3**). PG&E converted an existing wood products factory, originally constructed in 1948 by the short-lived Peacock Wood Products of Grass Valley who occupied the parcel beginning in 1948, into the warehouse by adding a covered carport and several ramps and loading platforms to the building. The buildings at the new service center housed a wide variety of Drum Division departments and facilities ranging from basic storage spaces and tool rooms to the water department offices and communications center. Upon its completion in 1954, the present Building A housed the water department office and electrical meter shop, Building B served as a garage and parts department, and Building C functioned as an open-air carport.[14]

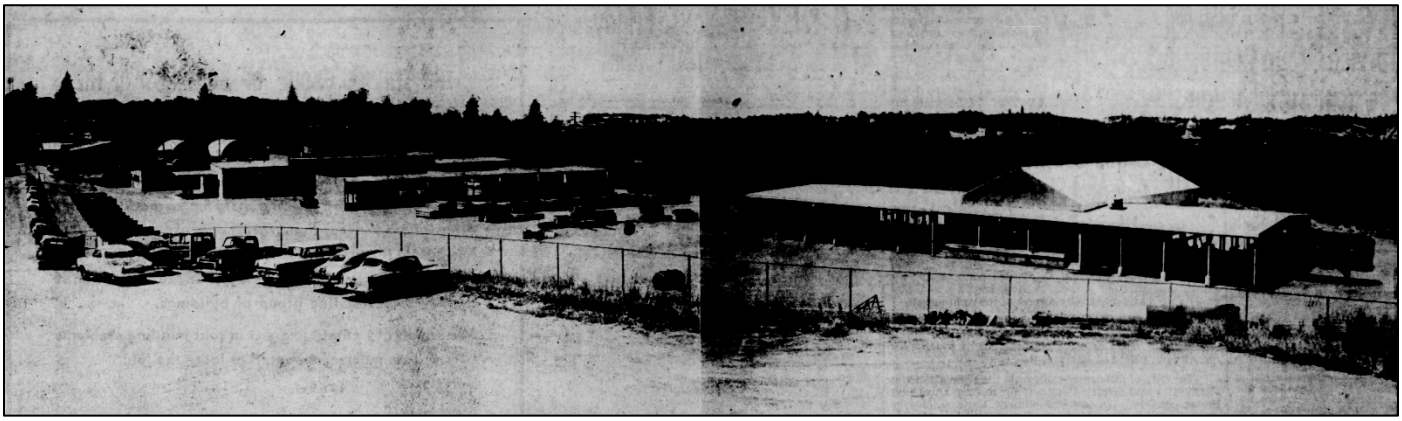


Figure 3. Auburn Service Center upon completion, 1954.[15]

Since opening, the Auburn Service Center has grown and adapted as needs of the Drum Division changed over the years. The first notable addition to the yard occurred in 1957, when a 146-foot antenna mast was added to the east end of the parcel. This addition furthered the facility's role as the primary communications center for the division. Several additional building and use alterations occurred in the years following construction, including the conversion of the carport into office space (Building C), extensions to Buildings A and B, and rear additions to Building D and the filling in of portions of the warehouse's carport.[16]

The most significant addition to the Auburn Service Center came in March 1962, when PG&E acquired an adjacent 1.32 acre parcel (APN 004-260-004) fronting Sacramento Street. PG&E subsequently constructed a single-story Operations Office Building on the parcel, which was complete in May 1962. The new concrete block building was designed using modest International Style detailing, the dominate commercial architectural style of the period, and was developed to house the Drum Division operating department in addition to the water and gas departments which were moved from Building A (**Figure 4**). PG&E hired Oakland builder N.H. Sjoberg and Son to construct the building. Walter D. Skinner,

[14] "PG&E's New $350,000 Service Group Centers All Physical Work Facilities," *Auburn Journal*, September 2, 1954, 2-Section 2;
[15] "Open House Friday 1 P.M. to 5 P.M. at New Pacific Gas and Electric Plant Here," *Auburn Journal*, September 2, 1954, 1-Secion 2.
[16] PG&E Engineering Records Information Management System, Box 265447.

PG&E Drum Division Manager at the time, noted that the new building would, "bring together in one location all personnel directly engaged in the physical operations of providing customer service." In 1981, PG&E constructed a substantial two-story concrete block addition to the north side of the Operations Office to provide additional office space. As part of this project, PG&E altered the east side entrance to the original single-story portion of the building and constructed a trellis shelter structure (**Figure 5**).[17]



Figure 4. Auburn Service Center Operations Office Building, 1968 (PG&E Photo Archives).

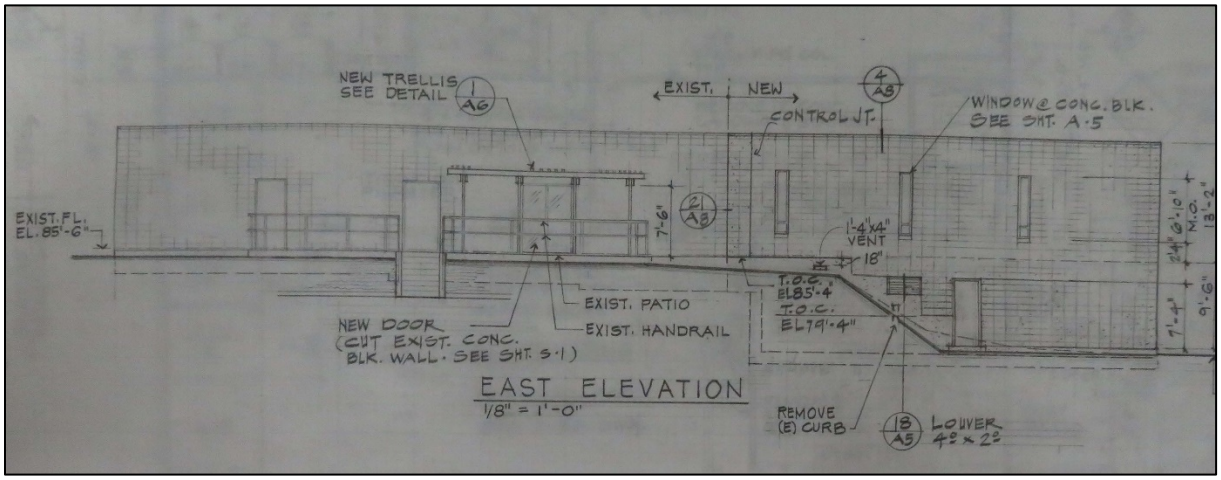


Figure 5. Drawing showing East Elevation of Operations Office Building with addition, 1981.[18]

[17] PG&E Engineering Records Information Management System, Box 4249, Folder 11; "Work to Start on PG&E Bldg.," *Auburn Journal*, October 12, 1961, 1; "Enjoy Tour of New PG&E Building," *Auburn Journal*, May 10, 1962, 7; GM 154612; PG&E Engineering Records Information Management System, Box 343700, Drawing 343796.

[18] PG&E Engineering Records Information Management System, Box 343700, Drawing 343796

By the early 2010s, the Auburn Service Center served under a new division: the Sierra Division. While the organizational name changed, the function of the service yard remained the same; the Auburn Service Center continued to provide storage space, maintenance facilities, and service department office space for managing PG&E's Auburn-area facilities. In 2016, PG&E announced its plans to move its employees out of the Auburn Service Center to a new, larger facility at the Auburn Municipal Airport. The Auburn Service Center has been largely unoccupied since 2017.[19]

Evaluation

The inventoried PG&E Auburn Service Center does not appear eligible for listing in the NRHP under Criterion A or CRHR under Criterion 1 because it is not directly associated with important historic events at the local, state, or national level. PG&E developed the Auburn Service Center in 1954 to serve as the central operations and storage center for its Drum Division, more than thirty years after the division's formation. The yard consolidated the division's service and maintenance yards which had previously been spread across the division's expansive territory. While the Auburn Service Center provided a needed consolidated service and maintenance yard for Drum Division activities for more than 60 years, the utility yard does not have a direct association with the expansion of PG&E regional operations or the construction of any of the many facilities in the Drum Division territory. Rather, the utility yard is representative of a common utility support yard, fulfilling a basic regional service need.

Under NRHP Criterion B or CRHR Criterion 2, there is no evidence that the PG&E Auburn Service Center has any important associations with any person or persons who made significant contributions to history at the local, state, or national level. The facility was designed by PG&E engineers and associated contractors and research did not reveal any notable personal associations in this regard.

The PG&E Auburn Service Center does not appear eligible for the NRHP under Criterion C or CRHR under Criterion 3 because it is not an important example of any type, period, or method of construction and it does not represent the important work of a master architect. The Auburn Service Center contains several utilitarian buildings that were constructed according to known and standard methods of the period using commonplace building materials and does not represent any advancement in design or technology. Further, the Operations Office Building, which employs modest International Style influences, has a substantial 1981 two-story addition, altering its original design and materials. As such, the assemblage of buildings comprising the service yard are generally common in form, plan, and design.

Under NRHP Criterion D or CRHR Criterion 4, the Auburn Service Center is not significant as a source, or likely source, of important information pertaining to history, building materials, construction techniques, or advancement in building design. The utilitarian service facility is a well-documented and is one of many similar service facilities throughout California and the nation.

Though the studied resource retains sufficient integrity in all seven aspects, its lack of overall significance precludes eligibility for listing in the NRHP, CRHR, or recognition as a historical resource for the purposes of CEQA.

[19] Mark Anderson, "PG&E moving 350 workers into Auburn airport buildings, consolidating facilities," *Sacramento Business Journal*, accessed November 27, 2018, https://www.bizjournals.com/sacramento/news/2016/08/25/pg-e-moving-350-workers-into-auburn-airport.html; Gus Thompson, "After 64 years, PG&E says goodbye to Auburn Yard," *Auburn Journal*, accessed November 27, 2018, http://www.auburnjournal.com/article/9/18/17/after-64-years-pge-says-goodbye-auburn-yard

Photographs (Continued):



Photograph 2. View of Operations Office Building at Auburn Service Center, camera facing northeast. November 6, 2018.



Photograph 3. Detail view of south side of Operations Office Building, camera facing northeast. November 6, 2018.



Photograph 4. View of east side entrance of Operations Office Building, camera facing northwest. November 6, 2018.



Photograph 5. Detail view of west wall of Operations Office Building, camera facing northeast. November 6, 2018.



Photograph 6. View of 1981 addition showing north and west sides, camera facing southeast. November 6, 2018.



Photograph 7. View of fuel pump showing Operations Office Building in background, camera facing south. November 6, 2018.



Photograph 8. View of Buildings A, B, and C, camera facing northwest. November 6, 2018.



Photograph 9. View of Building A, camera facing northwest. November 6, 2018.



Photograph 10. View of Building B, camera facing northwest. November 6, 2018.



Photograph 11. View of Building C, camera facing southwest. November 6, 2018.



Photograph 12. View of utility pole storage area, camera facing southeast. November 6, 2018.



Photograph 13. View of Building D showing antenna mast, note original central building with additions, camera facing northeast. November 6, 2018.



Photograph 14. View of Building D showing additions, camera facing southwest. November 6, 2018.



Photograph 15. Detail view of original building with north side addition, note various siding materials, camera facing southwest. November 6, 2018.



Photograph 16. View of Building D showing south side addition, note roll-up metal doors and carport, camera facing northwest. November 6, 2018.



Photograph 17. Detail view of west side of Building D, note entrance to original portion, camera facing southeast. November 6, 2018.



Photograph 18. View of antenna tower base and surrounding utilitarian sheds and modern concrete block buildings, camera facing northeast. November 6, 2018.

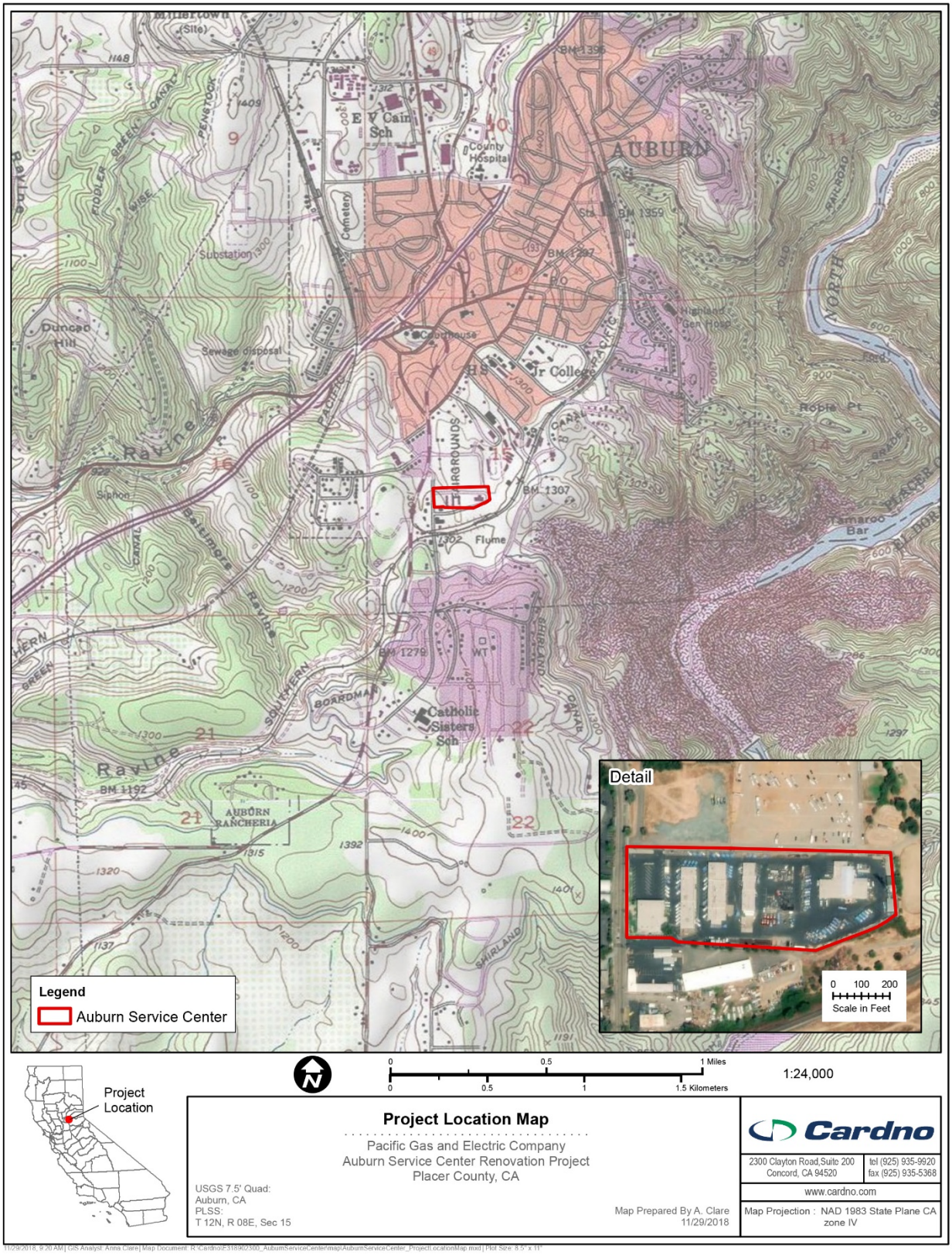
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

LOCATION MAP

Page 20 **of** 20 ***Resource Name or #** (Assigned by recorder) PG&E Auburn Service Center

***Map Name:** Auburn, Calif. ***Scale:** 1:24,000 ***Date of map:** 1983



Appendix F

Noise Modeling Input Parameters and Output Results

Long-Term 24 Hour Continuous Noise Monitoring
LT-01-Ldn

AECOM

Project: 60479036 - PG&E CRESS Entitlement Support

Date: **Wednesday, May 22, 2019** **to** **Thursday, May 23, 2019**

Site: By Residence at 362 Sacramento Street

Hour	Leq	Lmax	L50	L90
19:00	61.1	73.3	54.1	50.7
20:00	60.0	77.2	53.3	50.3
21:00	59.2	80.0	51.9	48.7
22:00	56.7	74.0	49.3	46.6
23:00	55.3	75.4	48.0	45.1
0:00	53.1	78.0	46.2	43.4
1:00	51.0	74.0	44.9	41.4
2:00	47.7	72.7	43.6	39.6
3:00	60.0	90.7	45.3	41.2
4:00	45.9	64.4	44.2	41.2
5:00	52.5	78.2	46.5	43.4
6:00	52.1	74.2	43.6	39.9
7:00	65.5	87.8	46.4	39.6
8:00	62.2	81.1	53.7	43.7
9:00	67.6	96.3	52.8	43.5
10:00	60.5	77.7	50.2	41.8
11:00	63.1	82.9	50.5	46.2
12:00	60.0	77.8	50.0	46.1
13:00	61.4	83.0	50.7	46.1
14:00	60.0	74.8	51.4	43.4
15:00	60.6	80.7	50.1	43.2
16:00	62.3	83.1	51.7	45.6
17:00	65.9	92.6	56.6	47.2
18:00	69.4	95.0	59.2	48.7

Averages

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	63.8	82.9	52.2	45.7
Nighttime (10 p.m. - 7 a.m.)	54.6	75.7	45.7	42.4

Uppermost-Level

	Leq	Lmax	L50	L90
Daytime (7 a.m. - 10 p.m.)	69.4	96.3	59.2	50.7
Nighttime (10 p.m. - 7 a.m.)	60.0	90.7	49.3	46.6

Percentage of Energy

Daytime	93%
Nighttime	7%

Calculated L_{dn}, dBA

64.1

Project-Generated Construction Source Noise Prediction Model

PG&E Auburn Sacramento Street Renovation Project

Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)
Threshold*	857	55.0
	50	85.9
LT-1	660	57.8
ST-1	450	62.0
ST-2	330	65.4

Assumptions:	Reference Emission Noise Levels (L_{max}) at 50 feet[1]	Usage Factor[1]
Dump Truck	84	0.4
Paver	85	0.5
Grader	85	0.4

Ground Type	Soft
Ground Factor	0.50

Predicted Noise Level [2]	L_{eq} dBA at 50 feet[2]
Dump Truck	80.0
Paver	82.0
Grader	81.0

Combined Predicted Noise Level (L_{eq} dBA at 50 feet)
85.9

Sources:

[1] Obtained from the FHWA Roadway Construction Noise Model, January 2006.

[2] Based on the following from the Federal Transit Noise and Vibration Impact Assessment, 2006.

$L_{eq}(equip) = E.L.+10*\log (U.F.) - 20*\log (D/50) - 10*G*\log (D/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold