PIMA COUNTY SCHOOL SAFETY PROJECT:
WHITE-PISTOR

GENERAL DESCRIPTION OF PROJECT

The overall project consists of adding and reconstructing sidewalk, curb, and curb ramps to provide continuous ADA compliant sidewalks that improve pedestrian safety. The project area is along both sides of Cardinal Ave from Drexel Rd to Alaska St, both sides of Canada St connecting Pistor Middle School to White Elementary School, around the perimeter of Pistor Middle School, and along the perimeter of White Elementary School.

FEDERAL PROJECT NO.
PPM-0(263)D
ADOT TRACS NO.
0000 PM PPM T0140 01C
PROJECT NUMBER
4SSWPI

LOCATION MAP

PIMA COUNTY SCHOOL SAFETY PROJECT:
WHITE-PISTOR

This Project is Located Within Supervisor District 5

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Pima County Board Of Supervisors
RICHARD ELIAS, CHAIRMAN, DISTRICT 5
ALLY MILLER, DISTRICT 1 RAMÓN VALADEZ, DISTRICT 2
SHARON BRONSON, DISTRICT 3 STEVE CHRISTY, DISTRICT 4
This Project is Located Within Supervisor District 5

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Pima County Board Of Supervisors
RICHARD ELIAS, CHAIRMAN, DISTRICT 5
ALLY MILLER, DISTRI...
CONSTRUCTION NOTES

1. CONTRACTOR TO REMOVE DEBRIS ON EXISTING SIDEWALKS. COST CONSIDERED INCLUDED IN BID ITEM NO 20220001.

2. CONTRACTOR TO SAKUT ("I") EXISTING PAVEMENT FOR PROPOSED CURBS, HEADERS, AND CURB RAMPS. CONTRACTOR TO REMOVE EXISTING PAVEMENT STRUCTURAL DEPTH, OR 3 INCHES A.C. MINIMUM OVER 4 INCHES A.B.C. MINIMUM.

3. CONTRACTOR TO CONNECT NEW SIDEWALK TO EXISTING SIDEWALK PER PAG STD DTL 203 AND NEW CURB TO EXISTING CURB PER PAG STD DTL 211.

4. MAXIMUM LONGITUDINAL SLOPE ON THE SIDEWALK SHALL BE 5% AND MAXIMUM RUNNING SLOPE ON RAMPS SHALL BE 8.33% (2:1).

ABBREVIATIONS NOT INCLUDED IN PAG STD, DTL, 10!

Aluminum Cap on Pipe A.C.P.
Asphalt Rubber Asphaltic Concrete ARAC
Concrete C.C.
Not In Contract N.I.C.
Decorated Granite D.G.
Point of Compound Curve P.C.C
Detail D.
Point Of End P.O.E.
Hole Dug Excavation H.D.E.
Edge Of Pavement E.P.
Embankment Emb.
Retaining Wall E.R.W.
Temporary Construction Easement T.C.E.
Filling F.F.
Treatment TRT
Vertical Curve V.C.

GENERAL SEWER NOTES


2. THE CONTRACTOR SHALL CONTRACT "ARIZONA BII (DIAL BII OR 1-800-782-5348) A MINIMUM OF TWO (2) BUSINESS DAYS PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL KEEP ALL UNDERGROUND PRIVATE PROPERTY LOCATION REQUESTS UP-TO-DATE AND COMPLY WITH ARIZONA REVISED STATUTES (A.R.S.), TITLE 40, CHAPTER 1, ARTICLE 6.3, SECTION 40-360.22. CONCERNS REGARDING THE ACCURACY OF THE UNDERGROUND FACILITY MARKINGS AND THE PROJECT PLANS SHALL BE IMMEDIATELY REPORTED TO THE DESIGN ENGINEER.

3. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SANITARY SEWER MANHOLES AT ALL TIMES.

4. ANY HOUSE CONNECTION SEWER (HCS) OR BUSINESS CONNECTION SEWER (BCS) LINES ENCOUNTERED DURING CONSTRUCTION SHALL BE PROTECTED, REPAIRED, OR REROUTED, AS THE SITUATION DICTATES, PER PCCW SSDC 2016. CONSTRUCTION ACTIVITIES IN THE PUBLIC SANITARY SEWER SYSTEM (PCCW) SHALL BE DISAPPROVED BY THE PCCW IN SPECIFIC Instances. THE CONTRACTOR SHALL TAKE THE NECESSARY ACTION TO CONTACT THE PUBLIC SANITARY SEWER OWNERS OR CONTRACTORS PRIOR TO PERFORMANCE OF ANY WORK."
6. Modification to or adjustment of existing Pima County sewer facilities shall not commence until (i) the contractor has obtained a Pima County sewer construction permit contact the Pima County Public Works Division at (520) 791-4040 for permit and application materials, (ii) the contractor's flow management plan has been submitted thirty (30) calendar days prior to the preconstruction meeting and approved by Pima County, (iii) the preconstruction meeting with the assigned Pima County project field inspector is scheduled at least three (3) full business days prior to commencing with sewer operations.

7. The contractor shall adjust or reconstruct all sanitary sewer manholes to finished grade, all frames and cover adjustments shall be in accordance with PCCP SSD 2016, detail nos. RWRD 211, 212, 204 or 305 (as applicable), and flow channels with a cover per PCCP SSD 2016, detail no. RWRD 306. Prior to commencing any work to the manhole and remove the cover after all work is completed, the contractor shall clean and free of obstructions any flow channels, flow control, flow control covers, and any other materials (asphalt, concrete, etc.) that are damaged or cannot be completely cleaned shall be replaced with a new flow frame and cover. Any work inside or around an existing sanitary sewer manhole, including manholes that are damaged or lost or damaged due to the contractor's operations shall be the responsibility of the contractor.

8. The contractor shall submit a flow management plan (FMP) to Pima County field engineering for approval. Any work that may affect the sewer system shall identify and include all flow management costs in the construction bid. The FMP shall be submitted at least ten (10) business days prior to the sewer permit application, and flow management will review the FMP within ten (10) business days to accommodate review and revision cycles. Refer to Pima County SSDC 2016, section 2.2 for FMP requirements. Please contact Pima County field engineering at (520) 791-2404 for any questions regarding flow management.

9. Storm water and sediment control measures shall be properly installed to protect Pima County manholes at the beginning of construction. It is the responsibility of the contractor to coordinate with Pima County water and sediment control personnel to ensure proper and safe construction of stormwater and sediment control measures. Any violations of these requirements shall result in cancellation of the sewer construction permit.

10. Prior to the preconstruction meeting with Pima County, the contractor shall identify all existing sanitary sewer manhole covers having foreign materials attached, foreign materials shall be removed from the existing manhole covers regardless of existing or new conditions. If build-up is too heavy to be removed, the contractor shall replace the manhole frame and cover and salvaged and covered foreign materials. If build-up is 335 N. Dodge Blvd., Tucson, AZ, the contractor shall coordinate with the Pima County inspector to dispose of the salvaged foreign materials. In all cases, the contractor shall verify that all sanitary sewer manholes covers and pick holes are clean and free of any construction materials, debris, or obstructions.

11. Any work inside or around an existing sanitary sewer manhole, including manholes that are located within the right-of-way limits of a property, shall be protected from falling debris by installing a temporary flow channel cover per Pima County standard specifications. A minimum of four (4) days prior to any work, the contractor shall remove any debris that enters a manhole during construction. Failure by the contractor to promptly remove debris from a manhole shall result in Pima County taking corrective action that will then be billed to the contractor.

12. Prior to commencing with manhole adjustment work (i.e., removal of the manhole frame and cover), the contractor shall visually inspect the condition of the manhole frame, cover, and any other materials (asphalt, concrete, etc.) that are damaged or lost or damaged due to the contractor's operations. The contractor shall immediately notify field engineering at (520) 791-4040 for further direction.

GENERAL SEWER NOTES (CON'T)

1. All equipment, materials, and construction shall meet or exceed the requirements contained in the current Pima County association of governments (PG) standard specifications and the latest edition of the Pima County/City of Tucson traffic signing design manual. The Pima County/City of Tucson traffic signing design manual, the PG standard specifications, the Pima County supplemental specifications, any required special provisions, and these General Notes shall apply.

2. All signs shall be in accordance with the latest edition of the manual on uniform traffic control devices. The latest edition of the Pima County/City of Tucson traffic signing design manual, the PG standard specifications, the Pima County supplemental specifications, any required special provisions, and these General Notes shall apply.

3. Signs may be modified and locations adjusted to fit conditions in the field or the discretion of the traffic engineer.

4. The posted speed for Cardinal Avenue is 35 mph. The posted speed for Alaska Street, Canada Street, Hildreth Avenue, Midvale Avenue, Forrest Avenue, and Holladay Street is 25 mph. Sign placement shall be based on the posted speed limit signs shall have an anti-graffiti coating applied to sign face, 3M™ 180 FILM OR EQUIVALENT.

5. All signs shall be of Type IE, or an equivalent. All warning signs having yellow backgrounds shall use fluorescent yellow sheeting. All School signs shall use fluorescent yellow sheeting. Type I, 3M™ 180 FILM OR EQUIVALENT.

6. All new signs shall have 0.080 gauge, radius corner, aluminum backing unless otherwise noted.

7. Prior to disturbing any traffic signs, a sign condition inventory of all existing signing shall be provided to the Pima County sign shop supervisor (520) 791-2626. Inventory shall indicate current sign condition and location, and whether there is an existing damage or deficiency.

8. Any signs and posts being re-used on this project shall be stockpiled in a manner to avoid damage to the infrastructure. The safe storage of stockpile and payment for damage to the stockpile shall be the responsibility of the contractor.

9. All signs and posts not being re-used on this project shall be dismantled, stacked, and delivered to the Pima County sign shop supervisor (520) 791-2626. Any signs and posts are delivered to Pima County sign shop supervisor (520) 791-2623, no prior deliveries.

10. The contractor shall refer to the specific provisions for all proposed D-3.350.020, NOTES
PAVEMENT MARKING GENERAL NOTES

1. All equipment/materials and construction shall meet or exceed the requirements contained in the current Pima Association of Governments (PAG) Standard Specifications and the standard details for public improvements, the special provisions and the approved plans. All pavement marking shall be installed in accordance with the PC/COT Pavement Marking Design Manual.

2. The striping contractor shall contact the Pima County Pavement Marking Supervisor (520-744-0282) at least 3 working days in advance of any pavement marking layout being installed to schedule inspection and approval of pavement marking.

3. Upon approval of the pavement marking layout, the Pima County Pavement Marking Supervisor will issue written authorization to the contractor to proceed with installing all pavement markings and associated reflective raised pavement markings.

4. The permanent pavement markings may be modified as directed and approved by the county engineer or by the designer.

5. The posted speed for Cardinal Avenue is 35 mph. The posted speed for Alaska Street, Canada Street, Hildreth Avenue, Midvale Avenue, Forrest Avenue, and Holladay Street is 25 mph.

6. All lane dimensions are measured from the center of lane line, center of double lane line, or edge of pavement unless otherwise noted.

7. The pavement marking drawings are schematic only. The contractor shall follow all dimensions, applicable marking details, and specified Pima County standards when installing pavement striping, symbols, legends, and markers.

8. Painted layout striping shall be 15 mil (0.015") thick, water-based paint placed on the final pavement surface with 8 pounds per gallon of AASHTO M247-13 Type I glass beads with adhesion/moisture proof coating. Painted layout striping shall be installed within five (5) working days of the final pavement surface being completed.

9. Painted symbols and legends shall be applied at the same time as the painted striping, with the exception of bike lane symbols and words (such as STOP, AHEAD, ONLY, etc.).

10. The final longitudinal striping shall be 90 mil (0.090") thick, ribbed extruded thermoplastic, reflectorized striping placed over the painted layout striping with a single drop of 10 pounds per 100 square feet of AASHTO M247-13 glass beads. The final longitudinal striping shall be placed within 2 to 30 calendar days of the final pavement surface being completed. All previously exempted longline markings shall be applied during the final longitudinal striping.

11. All final transverse striping, including symbols and legends, shall be 90 mil (0.090") Thermoplastic ribbed extruded with 10 pounds per 100 square feet of AASHTO M247-13 Type I glass beads.

12. The contractor shall be responsible for the layout and installation of pavement markings on the final surface course following one control line per direction of travel consisting of control points that have been set to no more than 50 feet apart on curve sections and 200 feet in tangent sections where the pavement marking pattern does not change.

13. It is the contractor's responsibility to ensure that the final surface course is placed so that the construction joint is no more than one foot offset from the final striping.


PAVEMENT MARKING GENERAL NOTES (CONT.)

14. All raised pavement markers (RPMs) shall be installed so that the reflective face of each marker is facing the direction of traffic and is perpendicular to the direction of traffic flow. Type C pavement markers shall be installed so that the clear reflective face of each marker is facing approaching traffic and perpendicular to the direction of traffic flow.

15. All raised pavement markers (RPMs) shall be installed per the current edition of the PAG Standard Specifications, the PC/COT Pavement Marking Manual and applicable amendments.

16. Blue raised pavement markers shall be placed adjacent to fire hydrants as shown on Sheet 7-10 of the PC/COT Pavement Marking Manual.

17. All removal of existing pavement markings shall be accomplished in accordance with Section 701 of the PAG Standard Specifications. Painting over existing striping does not constitute approved striping obliteration.

18. Unless otherwise noted, all pavement markings shall be installed by the contractor.

19. Upon final inspection, a written acceptance or itemized punchlist of missing or unacceptable pavement markings shall be submitted to the contractor and Pima County by the traffic engineer or designated representative.

20. The contractor shall be responsible for maintaining all striping until project is approved for "construction acceptance" by Pima County (fully open to traffic), all punchlist items are completed, and one year warranties begin.

Cardinal Avenue Typical Section

- New Conc. Sidewalk
- PAG Std., Din. 200
- Ste. 100+70.59 to Ste. 107+51.83

- Exist. Sidewalk
- To Remain
- Ste. 107+51.83 to Ste. 119+07.13

- New Conc. Sidewalk
- Typ 2, H=6" / PAG Std., Din. 209

- Exist. Sidewalk
- To Remain

- Travel Lane
- Type 2, H=6" / PAG Std., Din. 200

- Exist. Sidewalk
- To Remain

- Rock Mulch, 1" to 4", Per Gradation on Sheet TS2

Alaska Street Typical Section

- New Conc. Sidewalk
- PAG Std., Din. 200
- See Plans for Locations

- Exist. Sidewalk
- To Remain
- Ste. 30+50.40 to Ste. 34+42.19

- Exist. Sidewalk
- To Remain
- Ste. 34+42.19 to Ste. 40+86.57

- New Conc. Sidewalk
- PAG Std., Din. 200

- New Conc. Sidewalk
- PAG Std., Din. 200

Earthwork Quantities

Cardinal Avenue
- Excavation
- 19 CY
- Embankment
- 111 CY
- Exc. For AC Removal Areas
- 42 CY
- Exc. For Water Harvesting
- 118 CY
- Exc. For Rock Mulch
- 6 CY
- Ground Compaction at 0.1
- 22 CY
- Shrink (10%) 21 CY

Hildreth Avenue
- Excavation
- 88 CY
- Embankment
- 0 CY
- Exc. For Rippa
- 85 CY

Canada Street
- Excavation
- 77 CY
- Embankment
- 4 CY
- Shrink (10%) 1 CY

Midvale Avenue
- Excavation
- 14 CY
- Embankment
- 1 CY
- Shrink (10%) 1 CY
- Net Excavation
- 407 CY
- Net Embankment
- 209 CY
- Waste
- 198 CY

Notes:
1. Contractor shall replace 1' max sidewalk using Pavement Structural Section No. 1.
2. Sidewalk slope direction shall match existing grade when sidewalk is not adjacent to vertical curbs.

Notes approximate raw values are for Information only and do not include existing pavement. Earthwork calculated for areas where cut/fill line work is shown and cross sections provided. Contractor to account for additional earthwork for remaining sidewalk and ramps.

* Earthwork to be considered included in the cost of contract of this item.
1. New Concrete Sidewalk

PAG Std. Dtl. 200, Slope
Sta. 23+04.56 to Sta. 27+32.09

CAUTION:
Contractor shall call in an Arizona BIL request at least 48 hours prior to any construction activity or heavy equipment travel within 25' of the EPNG pipeline, and arrange for an EPNG standby. Contractor is advised that vibratory equipment is not allowed to operate within 25' of pipeline. The maximum axle load allowed over the pipeline is 24,000 lbs., and for wheeled vehicles only, no tracked vehicles without further analysis and approval by EPNG.

2. New Concrete Header Curb

ROCK MULCH: 1"-4" ROCK or Approved Equal

3. New Sidewalk

PAG Std. Dtl. 200, See Plans for Locations

4. Riprap (Hand Placed)

W/ Qc=6 ft T-16

See Riprap Gradation Table & Note 2

NOTE:
1. Filter Fabric per Section 1014-4.03, 1014-5 of the Standard Specifications.
2. Riprap (Hand Placed) per Section 913 of the Contract Special Provisions.
NOTES:

1. Contractor to undo existing 26"x24"x2" Trench Grate panels within sidewalk limits shown and leave existing Grate Frame intact.
2. Contractor to Install new 26"x24"x2" ADA Compliant Trench Grates or approved equal to match existing Trench Grates removed. New Trench Grates shall be bolted to existing Grate Frame using new approved hardware.
3. Contractor shall install Trench Grate openings in approved direction in order to meet ADA Compliancy per manufactures recomendation. Contractor shall ensure newly installed Trench Grates are flush with adjacent sidewalk and shall not exhibit a change in elevation greater than 1/4".
4. All work necessary for removal and installation shall be considered incidental to Item #9300110.

**SECTION A-A**

- Handrail
- PAG Std. DI, 105 (Standard Lower Rail Location)
- 1/2" x 2" x 10' x 9'
- Steel Diamond Plate
- ASTM A-36 (Typ.)
- Scupper Pay Limit Area
- 1/2" x 2" x 10' x 9'
- See Note 2
- Handrail
- PAG Std. DI, 105 (Standard Lower Rail Location)
- Reinforced Class B Concrete, 2,500 psi 6"x6" W2.1xW2.1
- W.W.F. or #4@12" each way.
- 2" Min. Clear all Edges
- Trench Grate Panel
- To Remain
- New Sidewalk
- 26"x24"x2" ADA Compliant Trench Grates (4)

**SECTION B-B**

- Handrail
- PAG Std. DI, 105 (Standard Lower Rail Location)
- 1/2" x 2" x 10' x 9'
- Steel Diamond Plate
- ASTM A-36 (Typ.)
- Scupper Pay Limit Area
- 1/2" x 2" x 10' x 9'
- See Note 2
- Handrail
- PAG Std. DI, 105 (Standard Lower Rail Location)
- Reinforced Class B Concrete, 2,500 psi 6"x6" W2.1xW2.1
- W.W.F. or #4@12" each way.
- 2" Min. Clear all Edges
- Trench Grate Panel
- To Remain
- New Sidewalk
- 26"x24"x2" ADA Compliant Trench Grates (4)

**DETAIL A**

- Sidewalk Scupper
- Item 5030075
- To Remain
- Trench Grate Panels
- 26"x24"x2"

**DETAIL B**

- ADA Compliant Grate
- Item #9300110
- To Remain
- Trench Grate Panels
- 26"x24"x2"
NOTES:

LEGEND:

1. Match Existing Concrete Curb per PAG Std. Dtl. 203
2. Match Existing Sidewalk per PAG Std. Dtl. 203
3. Ramp Pay Limit
4. Sawcut and Remove, Bitumen Premise, Patch AC, Paid Under Item #3030003, #4060002
5. Ramp ID, Use Steel Sheets

SLOPE DESIGN KEY:

- 2% Max
- 12v Max

NOTES:

1. See Staking Sheets for additional curve data and Ramp Control Point.
2. Cost of Transition Curb measured as Curb, Item #9080002.
3. Station and Offset are based on Cardinal Ave., Cont. 4.

New Concrete Curb, Type 2, H=6", PAG Std. Dtl. 207

Transition Curb Reveal from H=6" to Match Exist. (L=10')

Transition Curb Reveal from H=6" to Match Exist. (L=15')

Concrete Curb, Type 2, H=6", PAG Std. Dtl. 209

Concrete Curb, Type 1, PC Std. Dtl. 207

Construct New Sidewalk Adjacent to Existing Wall

Contact Arizona 811 at least two full business days prior to the proposed construction.

1/21/2019

Items #3030003, #4060002

Details printed on 9080230, 9080280

Imperial County Department of Transportation

PIMA COUNTY SCHOOL SAFETY PROJECT: WHITE-PISTOR

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT

Imperial County Department of Transportation

PIMA COUNTY SCHOOL SAFETY PROJECT: WHITE-PISTOR

DETAIL SHEET

IMPERIAL COUNTY PUBLIC WORKS DEPARTMENT

PIMA COUNTY SCHOOL SAFETY PROJECT: WHITE-PISTOR

DETAIL SHEET

Page 9 of 67
**NOTES:**

1. Contractor to place 2" concrete slab on top of existing concrete after pouring raw slab concrete.

2. Contractor shall remove vertical difference by wavering concrete along face of existing wall and through ramp wing.

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**DETAIL Q**

Concrete Curb Opening

Item* 9080015

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**DETAIL O**

Concrete Curb Opening

Item* 9080004

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**DETAIL P**

Curb Access Ramp

Item* 9080003

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**DETAIL R**

Concrete Apron Detail

Section A-A

Section A-B

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**DETAIL S**

Anchor Plate Detail (NTS)
NOTES:
1. See Staking sheets for control.
2. Contractor shall grade to provide positive drainage to existing trench grade inlet at Westover Ave.
3. Existing fence is located within Pima County Right-of-Way. Sidewalk shall be 3' to protect fence in place.

CONSTRUCTION NOTES

REMOVAL & RELLOCATION NOTES

1. See Staking sheets for control.
2. Contractor shall grade to provide positive drainage to existing trench grade inlet at Westover Ave.
3. Existing fence is located within Pima County Right-of-Way. Sidewalk shall be 3' to protect fence in place.
CONSTRUCTION NOTES

No. Qty. Unit Description
--- --- ---- ---------------------------------------------
001 1 L.F. Concrete Curb, Type 2, Item 78080000
002 2528 S.F. Concrete Sidewalk (6"), Item 78080000
003 994 S.F. Concrete Sidewalk (6"), Item 78080000
004 2 EA Curb Access Ramp, Type 4, Item 78080000
005 1 EA Curb Access Ramp, Type 4, Item 78080000
006 2 EA Curb Access Ramp, Type 5, Item 78080000
007 46 L.F. Concrete Sidewalk, Item 9080292
008 43 S.F. Miscellaneous Grading, Item 9080005

REMOVAL & RELOCATION NOTES

No. Qty. Unit Description
--- --- ---- ---------------------------------------------
009 340 S.F. Removal of Concrete Driveway, Field Under Item # 3000001
010 54 L.F. Removal of Concrete Curb, Field Under Item # 3000001
011 32 S.F. Removal of Bituminous Driveways and Sidewalks, Field Under Item # 3000001
012 12 S.F. Sawcut and Remove Bituminous Pavement, Item # 3000001
013 125 L.F. Install Preservation Fencing, Type A, Item # 2020001

LEGEND:
- 44' Ramp 10, See Staking Sheets

NOTE:
1. See Staking sheets for control.
Contact Arizona 811 at least two full working days before you begin excavation.

Call 811 or click Arizona811.com

# 4 SSWP

ENGINEER

No.

REV.

DESCRIPTION

DATE

DESIGN

DRAWN

CHECKED

P.J. ENGINEER

05/2019

05/2019

05/2019

A. M. Olivars, P.E., Director

DAVID L. TAPIA

EXPIRES 9/30/2020

/1905/12

51' 0" 22+00

23+00

24+00

22.50' Lt.

22+53.69

25.59' Lt.

P.C. 22+53.69

39.95' Lt.

P.T. 23+04.56

P. R. 22.50'

R=42'

OFFSET FROM EXISTING FENCE LINE

CONSTRUCT SIDEWALK 0.5'

CONSTRUCT NEW SIDEWALK ADJACENT TO EXIST. CURB

PISTOR MIDDLE SCHOOL

PISTOR MIDDLE SCHOOL

Canada Street

Canada Street

Canada Street

EXIST. R/W

EXIST. R/W

EXIST. R/W

CANADA STREET

STAKING PLANS

PROJECT NO. 4 SSWP

PROJECT: WHITE-PISTOR

PIMA COUNTY SCHOOL SAFETY PROJECT

LEGEND:

SLOPE DESIGN KEY:

2% Max

Warp Sidewalk (2% Max Cross Slope)

MATCH EXISTING SIDEWALK per PAG Std. Dh. 2013
5/21/2019

M.A.L.S.T.

62+00' Lt.

62+80.00' Lt.

62+90.00' Lt.

62+70.00' Lt.

15.90' Lt.

15.75' Lt.

27.50' Lt.

20.72' Lt.

27.00' Lt.

27.50' Lt.

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27.50' Lt.

20.72' Lt.

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27.50' Lt.

20.72' Lt.

27.00' Lt.

27.50' Lt.

20.72' Lt.
EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
<th>Unit</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>EC1</td>
<td>325</td>
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<td>Sediment Wattle</td>
</tr>
<tr>
<td>EC2</td>
<td>0</td>
<td>L.F.</td>
<td>Sediment Log</td>
</tr>
<tr>
<td>EC3</td>
<td>196</td>
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<td>Constructed Construction Entrance/Exit Guard Pad</td>
</tr>
<tr>
<td>EC4</td>
<td>0</td>
<td>L.F.</td>
<td>Sediment Berm</td>
</tr>
</tbody>
</table>

NOTES:

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

2. Based on a search of the ADQ Drywell Registry, no drywells are within 1/4 mile of the project.

3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrance/Exits. Approximate quantity shown based on 2 estimated Construction Entrance/Exits. Refer to Section 810 in the Special Provisions.
1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.

3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantity shown based on 2 estimated Construction Entrances/Exits. Refer to Section 810 in the Special Provisions.
MATCHLINE STA 116-20 SEE SHEET EC4

MATCHLINE STA 31+20 SEE SHEET EC7

EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
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<tr>
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<td>L.F. Sediment Wattle</td>
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<tr>
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<td>L.F. Sediment Bag</td>
</tr>
<tr>
<td>EC3</td>
<td>0</td>
<td>S.R. Stabilized Construction Entrance/Exit Gravel Pad</td>
</tr>
<tr>
<td>EC4</td>
<td>0</td>
<td>L.F. Sediment Berm</td>
</tr>
</tbody>
</table>

NOTES:

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.

3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantities shown based on 2 estimated Construction Entrances/Exits. Refer to Section B0 in the Special Provisions.
EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
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<tr>
<td>EC2</td>
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<td>Sediment Bag</td>
</tr>
<tr>
<td>EC3</td>
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<td>S.F.</td>
<td>Stabilized Construction Entrance/Exit Grass Pads</td>
</tr>
<tr>
<td>EC4</td>
<td>0</td>
<td>L.F.</td>
<td>Sediment Berm</td>
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</tbody>
</table>

CAUTION:
Contractor shall call an Arizona 811 request at least 48 hours prior to any construction activity or heavy equipment travel within 25' of the EPNG pipeline, and arrange for an EPNG standby.

The Contractor is advised that vibratory equipment is not allowed to operate within 25' of pipeline. The maximum axle load allowed over the pipeline is 24,000 lbs., and for wheeled vehicles, only one tracked vehicle without further analysis and approval by EPNG.

NOTES:
1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.
2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.
3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantity shown based on 2 estimated Construction Entrances/Exits. Refer to Section 610 in the Special Provisions.
4. No cut material shall be stored within the EPNG Right-of-Way, which is 50' wide at 25' on both sides of pipeline.

CAUTION:
See Caution Note on this Sheet.
Deposit Cut Material Between Existing Berm and R/W.

(refer to the diagram for specific locations and quantities)

(continued on next page)
Contact Arizona 811 at least two full working days before you begin excavation.
Call 811 or click Arizona811.com

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.
2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.
3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantity shown based on 2 estimated Construction Entrances/Exits. Refer to Section 808 in the Special Provisions.
NOTES:

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.

3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantity shown based on 2 estimated Construction Entrances/Exits. Refer to Section 810 in the Special Provisions.
EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
<th>Unit</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>EC1</td>
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<td></td>
<td>Sediment Wattle</td>
</tr>
<tr>
<td>EC2</td>
<td></td>
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<td>Sediment Log</td>
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<tr>
<td>EC3</td>
<td></td>
<td></td>
<td>Stabilized Construction</td>
</tr>
<tr>
<td>EC4</td>
<td></td>
<td></td>
<td>Entrance/Exit Gravel Pad</td>
</tr>
</tbody>
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NOTES:

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.

3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits, and the placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

Provisions.

1. Refer to Section 810 in the Special Construction Entrances/Exits.

2. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits, and the placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.

3. Refer to Section B50 in the Special Provisions.
EROSION CONTROL QUANTITIES

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
<th>Unit</th>
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<tbody>
<tr>
<td>EC1</td>
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<td>Sediment Wattle</td>
</tr>
<tr>
<td>EC2</td>
<td>0</td>
<td>L.F.</td>
<td>Sediment Log</td>
</tr>
<tr>
<td>EC3</td>
<td>0</td>
<td>S.F.</td>
<td>Stabilized Construction</td>
</tr>
<tr>
<td>EC4</td>
<td>0</td>
<td>L.F.</td>
<td>Sediment Berm</td>
</tr>
</tbody>
</table>

NOTES:

1. The placement of all Erosion Control Devices listed above will be subject to change and may be adjusted by the Resident Engineer.
2. Based on a search of the ADEQ Drywell Registry, no drywells are within 1/4 mile of the project.
3. The Contractor, in conjunction with Pima County, shall determine the location of the Construction Entrances/Exits. Approximate quantities shown based on 2 estimated Construction Entrances/Exits. Refer to Section 810 in the Special Provisions.
WATTLE SPACING INTERVALS

<table>
<thead>
<tr>
<th>Slope Ratio (H/V)</th>
<th>Maximum Spacing Interval</th>
</tr>
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<tbody>
<tr>
<td>2:1</td>
<td>10'</td>
</tr>
<tr>
<td>3:1</td>
<td>20'</td>
</tr>
<tr>
<td>4:1</td>
<td>30'</td>
</tr>
<tr>
<td>5:1</td>
<td>40'</td>
</tr>
</tbody>
</table>

*Notes:
1. Top Flow Shall Not Be Placed Within 6'-0" of Edge of Pavement and 9'-0" from Outside Surface of Barrier.
2. For erosive soils, please rows of wattles closer together.
3. For soils with low erosive potential, please rows of wattles further apart.
4. Where cable barrier systems are employed.

SEDIMENT WATTLE STAKING DETAIL (NTS)

- Install Sediment Wattles Perpendicular to and Along Contour
- The Sediment Wattle BMP's pay/bid item shall include all materials of at least 2-year, 24-hour events.
- Install and maintain Sediment Wattles to carry the stormwater flow to include but not limited to roadways, sag spots, and drop-off spillways, and as per the direction of the Engineer.
- Designated high flow line
- Sediment Wattles shall be in continuous contact with trench bottom and furrows parallel to new slope contours and as specified in the Slope Minibenching BMP Detail.

NEW SHOULDER BUILDUP ** PROTECTION SECTION (NTS)

1. Higher gullies promptly, make field adjustments and corrections of Wattle BMP immediately if it is causing flooding, erosion, and/or affecting roadway safety.
2. Construction of cut slopes (i.e. steeper in soil and rock materials that can be ripped shall be constructed, whenever possible, by Windsoil, Refer to Slope Minibenching BMP Detail.
3. Use of surface soil is not required when used in slope areas or parallel to new slope contours, as specified by the Agency of the Standard Specifications, and as such as specifications.
4. Trench and stake wattles per detail below.
5. Slope Length: 24" for 9" Dia, Wattle 33" for 20" Dia, Wattle 5' x 1" Hardwood Stake
6. Ripped Hole or Tillage May Be Used to Proper Depth
7. Sediment Wattles To Prevent Undermining. The Thickness Should Be No More Than 2" To Reduce Dynamic Reduction Of The Sediment Loading Capacity.
8. Sediment Wattles Below Trench and Stake wattles. The Sediment Loading Zone Min. 2'-0"
9. Ditch, Wattle

NOTE:
- All Run-On Water Divert Pavement

Sediment Wattles shall be in continuous contact with trench bottom and furrows parallel to new slope contours and as specified in the Slope Minibenching BMP Detail.

- Sediment Wattles Perpendicular to and Along Contour
- Prior to Wattle Installation, Rip 6"-12" with Furrows Left Perpendicular to New Slope Contours Created During Soil Tillage
- Previous excavation shall be spalled out parallel to slope contours.
- Tension excitation shall be spalled out parallel to slope contours.
- Off-the-Slope Designated high flow line
- Sediment Wattles shall be in continuous contact with trench bottom and furrows parallel to new slope contours and as specified in the Slope Minibenching BMP Detail.
- All Run-On Water Divert Pavement

** Note:
- Applicable only in the areas of concentrated flow - to include but not limited to roadways, sag spots, and drop-off spillways, as per the direction of the Engineer.
- Erosion, and/or affecting roadway safety.

- Prior to Wattle Installation, Rip 6"-12" with Furrows Left Perpendicular to New Slope Contours Created During Soil Tillage
- Ridge 6'-0" Minimum

10. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.
11. The Sediment Wattle BMP's pay/bid item shall include all materials used for this BMP: all ground preparation, furnishing, installing, maintenance, final removal, and disposal of this temporary BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
12. Refer to Standard Specification Section B10-2.06C1 for Sediment BMP material specifications.
13. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.
14. The Sediment Wattle BMP's pay/bid item shall include all materials used for this BMP: all ground preparation, furnishing, installing, maintenance, final removal, and disposal of this temporary BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
1. Sediment Logs shall not be installed in the urban freeway medians, nor where cable barrier systems are employed.
2. Locate Sediment Logs as indicated in plans, SWPPP or as directed by the Engineer.
3. Select, install and maintain Logs per manufacturers’ specifications and good engineering practices.
4. Lay Sediment Log across prepared roadside ditch, channel. Trenching or burial of Sediment Logs is not required. The close, continuous contact between the bottom of the Log and the ground is mandatory. The Logs shall be installed in the roadside ditch, sewed or channel bottom parallel to the flow of water as shown on detail this sheet.
5. Stake as shown. Stakes shall be placed through downstream side only as shown.
6. DO NOT drive stakes through center of the Log. Stakes must be driven into the ground as shown.
7. Ensure that no gaps exist between soil and bottom of Sediment Log. Repair any fills or undercuts promptly.
8. Placement of Sediment Logs shall be evaluated by the Engineer in rocky soil conditions.
9. Remove Sediment Log BMPs within the ditches/channels and around the storm drain inlets as per the direction of the Engineer or as soon as practicable upon stabilization of the construction disturbed area.
10. Dispose of Sediment Logs and trapped sediment material and fill trench created by Sediment Log.
11. The installation and maintenance of Sediment Log BMPs shall not negatively impact traffic safety, nor the designed function of roadway or bridge drainage facilities. Sediment Logs shall be installed and maintained to carry the stormwater of at least 2-year, 24-hour events.
12. Make field adjustments and corrections of Sediment Log immediately if it is causing flooding, erosion, and/or affecting roadway safety.
13. Rock mulch/rip rap may be required for channel/ditch lining or rock check dams for longitudinal ditch slopes that exceed 5% and/or for fill conditions not suitable for Log Installation.
14. The Sediment Log BMP’s pay/bid item shall include all materials used for this BMPs all ground preparation, furnishing, installing, maintenance, final removal, and disposal, as well as returning the area to an acceptable condition as approved by the Engineer.
15. Refer to Standard Specification Section B10-2.06(B) for Sediment Log material specifications.
16. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitat) will be adversely impacted.
17. Construct Rock Wedge with angular-shaped Gravel C Rock Wedge as defined in Section B10-2.03 of the Standard Specifications for Sediment Log installations and these special provisions. Natural river-run materials such as rounded river rocks/cobbles/stone and pebbles are NOT acceptable.
NOTES I:
1. Install nonwoven fabric when water is applied for construction vehicle/equipment cleaning on Gravel Pad. 
2. Edge treatment trenching and nonwoven fabric shall not be required if NO wash water is used for vehicle/equipment cleaning.
3. The depth of Gravel Pad varies from 6" to 12" based on the necessities of construction vehicle/equipment as per the approval of the Engineer.

NOTES II:
1. Install Stabilized Construction Entrance/Exit Gravel Pad BMP for traffic entering or exiting a construction site where sedimentation, clay, silt or other pollutants can be tracked onto public roads and/or adjacent water bodies, as approved by the Engineer. It may also be applied for construction entrance/exit wind erosion/dust control, as approved by the Engineer.
2. Locate new Construction Entrance(s)/Exit(s) at appropriate project entrance/exit points as determined in field with the approval of the Engineer. Relocate Stabilized Construction Entrance/Exit Gravel Pad BMP as needed as project progresses. Replace Rock Mulch materials in drive paths when dirt or mud accumulates.
4. Rock Mulch materials shall be fractured/crushed rocks in angular shape and as defined in the Sub-section 800-2.03 of the Standard Specifications. Natural river-run materials, especially rounded natural river rocks are not acceptable.
5. Make field adjustments and corrections of Construction Entrance/Exit Gravel Pad BMP immediately if it is causing flooding and/or affecting roadway safety.
6. When paid separately, the Stabilized Construction Entrance/Exit Gravel Pad BMP's pay/bid item shall include all materials used for this BMP's soil stabilization, furnishing, installing, final removal, and disposal of this temporary BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
7. A fence/barrier pay/bid item shall not be included as a component of the Stabilized Construction Entrance/Exit Gravel Pad BMP pay/bid item.
8. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.
NOTES:
1. Locate Sediment Control Berms as indicated on plans or as directed by the Engineer.
2. Surface materials i.e., soil, rocks, branches, leaves, slash and chips shall be scraped from the existing grade as needed to construct the berm prior to placement of roadway embankment. After scraping material into berm, compact berm as shown. Rock and slash shall extend no more than 4" above the surface.
3. Construct Sediment Control Berrn on the same contour as the toe of new slope and a minimum of 2'-0" beyond the toe of new slope. For the seeded areas, fill to form minor ridges and furrows parallel to new slope contours and as specified in Section 805 of the Standard Specifications.
4. The installation and maintenance of Sediment Control Berrm BMPs shall not negatively impact traffic safety, nor the designed function of roadway or bridge drainage facilities. For erosion/sediment control purposes, Sediment Control Berms shall be installed and maintained to carry the stormwater of at least 2-year, 24-hour events.
5. Remove Sediment Control Berms per the direction of the Engineer or as soon as practicable upon stabilization of the construction disturbed area.
6. Field adjust and correct Sediment Control Berm BMP immediately if it is causing flooding, erosion, and/or affecting roadway safety.
7. Sediment Control Berms may be paid as a part of slope construction/roadway excavation. When paid separately, the Sediment Control Berm BMP's pay/bid item shall include all materials used for this BMP's all ground preparation, furnishing, installing, final removal, and disposal of this temporary BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
8. OPTION TO SEDIMENT CONTROL BERM: When shown on layout plans end/or called for in Special Provisions, for urban situations, or where surface materials are not available, use wattles. Wattles shall be selected, installed, and maintained in accordance with manufacturers' specifications and good engineering practices. Refer to Sediment Control BMP.
Sta. 201+25 to Sta. 203+00

Hildreth Ave. Const.

2.00%
Sta. 203+25 to Sta. 205+00

Hildreth Ave. Const.

E x ist. R /W

Hildreth Ave. Const.

Hildreth Ave. Const.

Hildreth Ave. Const.

Hildreth Ave. Const.

Hildreth Ave. Const.
Sta. 205+25 to Sta. 206+75

Hildreth Ave. Const.
Sta. 61+75 to Sta. 63+50

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