

CAMERON COUNTY PURCHASING

1100 East Monroe St, Brownsville, Texas 78520 (956) 544-0871 Fax: (956) 550-7219

ADDENDUM #2 - PAGE 1 of 11

DATE OUT: 05/16/2025

RFP TITLE: CAMERON COUNTY BEACH ACCESS No.3 IMPROVEMENTS PHASE II

RFP NUMBER # 250501

DEADLINE: MAY 28, 2025 at 3:00 p.m.

(IN ORDER TO AVOID DISQUALIFICATION – ALL ADDENDUMS MUST BE SIGNED AND RETURNED BY DEADLINE AND INCLUDED IN THE SEALED BID PACKAGE SUBMITTED)

1.- Additional information (DRAWINGS) from Project Architect GMS:

See attached ten (1	0) DRAWING	pages
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Note:

This addendum is issued for the purpose of answering request for clarifications submitted by participants. This addendum shall become part of the RFP and all RESPONDERS/PARTICIPANTS shall be bound by its content. All aspects of the scope of work/services not covered herein shall remain the same.

Company Name	Phone #	
-		
Vendor Signature	Date	

Must include and return with RFP package

CONSTRUCTION PLANS CAMERON COUNTY ISLA BLANCA BEACH ACCESS #3 SOUTH PADRE ISLAND, TEXAS



VICINITY MAP

SCALE: 1"=2000'

MAY 2025

PREPARED BY AMBIOTEC CIVIL ENGINEERING GROUP, INC.



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COVER SHEET GENERAL NOTES

EXISTING TOPO/DEMO PLAN

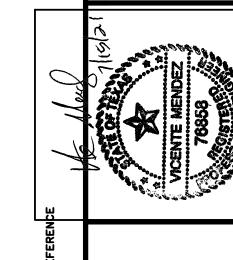
SWPPP DETAILS

UTILITY & DIMENSION PLAN GRADING PLAN

WATER DETAILS

PAVING AND DRAINAGE DETAILS

SANITARY DETAILS



* CONTRACTOR TO KEEP ACCESS PUBLIC ROADS OPEN AT ALL TIMES FOR EMPLOYEES. AREA USED FOR CONTRACTOR'S PERSONNEL PARKING, MATERIAL STORAGE, STOCKPILE, MATERIAL FABRICATION, AND RELATED CONSTRUCTION USES ARE NOT TO INTERFERE WITH NORMAL TRAFFIC.

* CONTRACTOR TO GIVE NOTICE IN WRITING TO ALL AUTHORIZED INSPECTORS, SUPERINTENDENTS, OR PERSONS IN CHARGE OF PRIVATE AND PUBLIC UTILITIES AFFECTED BY HIS OPERATIONS PRIOR TO COMMENCEMENT OF WORK.

* CONTRACTOR SHALL PERSONALLY ENSURE THAT ALL CONSTRUCTION PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK. REQUIRED PERMITS THAT CAN BE ISSUED ONLY TO CONTRACTOR SHALL BE OBTAINED AT NO EXPENSE TO THE OWNER.

* UTILITY NOTE: THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE BASED UPON RECORD INFORMATION ONLY, AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION, HORIZONTAL AND VERTICAL OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE CAUSED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, EXISTING OR ABANDONED. NO SEPARATE PAY. THE INFORMATION SHOWN CONCERNING TYPE AND LOCATIONS OF UNDERGROUND AND OVERHEAD UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITIES. THE CONTRACTORS INFORMATION SHALL BE CONDUCTED TO PREVENT UNNECESSARY INTERFERENCE WITH ANY EXISTING UTILITY SYSTEM INFRASTRUCTURE. IF THE CONTRACTOR'S WORK REQUIRES INTERRUPTION, THE CONTRACTOR MUST COORDINATE WITH AFFECTED UTILITY COMPANIES 48 HOURS IN ADVANCE.

* THROUGHOUT THE CONSTRUCTION, AND AT THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR IS TO ENSURE THAT DRAINAGE OF STORM WATER RUNOFF IS NOT BLOCKED. MAINTAIN DRAINAGE OF SITE DURING ALL PHASES OF CONSTRUCTION. DO NOT BLOCK DRAINAGE FROM ADJACENT AREAS NOR ADD FLOW TO ADJACENT AREAS.

* THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION IN A PARTICULAR AREA.

* DAMAGES DONE TO EXISTING UTILITIES, POWER POLES, FENCES, SIGNS, MAILBOXES, DRIVEWAYS, CULVERTS, PAVEMENT, DRAINAGE SYSTEMS, ETC., SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER. DRIVEWAYS SHALL BE REPAIRED ON A LIKE FOR LIKE BASIS.

* THE CONTRACTOR SHALL HAVE A PERSON ON CALL 24 HOURS A DAY TO TAKE CARE OF MAINTENANCE ITEMS-CONSTRUCTION AREA, SIGNS ETC. THIS PERSON SHALL HAVE AUTHORITY TO ACT ON BEHALF OF THE CONTRACTOR IN EMERGENCY CONDITIONS. THE PERSON SHALL BE STATIONED CLOSE ENOUGH TO BE ON SITE WITHIN 1/2 HOUR OF NOTIFICATION. THE PERSON SHALL BE IDENTIFIED IN WRITING PRIOR TO THE START OF CONSTRUCTION. THE ON-SITE REPRESENTATIVE SHALL HAVE ACCESS TO ALL EQUIPMENT AND MATERIAL AND HAVE FULL AUTHORITY NECESSARY TO CORRECT ANY PROBLEMS. DEFICIENCIES, OR EMERGENCIES WHICH MAY ARISE. DURING NON-WORKING HOURS, AND DURING THE ABSENCE OF THE SUPERINTENDENT.

* EXCESS SPOIL PRODUCED DURING PREPARATION OF THE SUB-GRADE SHALL BE PLACED SPREAD AND COMPACTED ON-SITE IN AREAS AS INSTRUCTED BY THE ENGINEER TO ACHIEVE ADEQUATE GRADING. ANY UNUSABLE MATERIAL WILL BECOME THE PROPERTY OF THE CONTRACTOR TO BE PROPERLY DISPOSED OF AT HIS EXPENSE OR TO HIS ADVANTAGE.

* THE CONTRACTOR WILL PROVIDE HIS OWN CONSTRUCTION STAKING.

* CONTRACTOR TO MATCH EXISTING PAVEMENT, SIDEWALK RAMPS AND CURB & GUTTER PAVEMENT OR ANY OTHER IMPROVEMENTS WHERE APPLICABLE.

* ALL CONCRETE AND ASPHALT DRIVEWAYS ADJUSTED, DAMAGED, OR REPLACED DURING CONSTRUCTION MUST BE SAW-CUT AT A STRAIGHT, NEAT LINE, BEFORE REPAIRING.

* ABANDONED LINES FOUND DURING CONSTRUCTION SHALL BE REMOVED (UNLESS SPECIFIED

OTHERWISE). NO SEPARATE PAY. THIS WORK SHALL BE SUBSIDIARY TO OTHER WORK.

* THE CONTRACTOR SHALL PLACE BARRICADES, FLAG-MEN, ETC. ON THIS PROJECT IN COMPLIANCE WITH THE PROCEDURE OUTLINED IN THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS." (PART IV TRAFFIC CONTROLS FOR STREET AND HIGHWAY CONSTRUCTION AND MAINTENANCE OPERATIONS, LATEST REVISION). UPON COMPLETION OF THE WORK, ALL SIGNS SHALL BE REMOVED BY THE CONTRACTOR.

* REFERENCE POINTS: THE ENGINEER WILL ESTABLISH HORIZONTAL AND VERTICAL CONTROLS ONLY (REFERENCE POINTS AND BENCHMARKS AS SHOWN ON THE CONSTRUCTION PLANS.) THE CONTRACTOR MUST NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO STARTING WORK ON ANY SECTION OR PART OF THE WORK WHERE CONTROLS HAVE NOT BEEN ESTABLISHED OR ARE NOT IDENTIFIABLE OR VISIBLE TO THE CONTRACTOR. THE ENGINEER WILL UPON SUCH ADVANCE NOTICE WILL REPLACE ANY CONTROL POINTS THAT HAVE BEEN DESTROYED BY OTHERS PRIOR TO BEGINNING OF CONTRACTORS OPERATIONS. AFTER CONTROL POINTS ARE ESTABLISHED AND / OR IDENTIFIED AS OUTLINED ABOVE, MAINTENANCE OF SUCH CONTROL POINTS SHALL BE RESPONSIBILITY OF THE CONTRACTOR. ANY RE-STAKING REQUIRED FOR ANY REASON THEREAFTER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR WILL PROVIDE ALL OTHER CONSTRUCTION STAKING (CUT STAKES, BLUE TOPPING, INTERMEDIATE STRING LINE CONTROL, ETC.) REQUIRED TO VERIFY GRADES, DEPTHS THICKNESSES, AND ALIGNMENT OF THE VARIOUS ITEMS OF CONSTRUCTION.

* AS BUILT DRAWINGS: THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SET OF AS-BUILT PLANS SHOWING NOTES TO ANY CHANGES TO THE DESIGN PLANS. THIS INFORMATION, SIGNED BY ALL INSPECTORS, WILL BE SUBMITTED TO THE ENGINEER AT THE END OF CONSTRUCTION. THE PROJECT'S FINAL ACCEPTANCE AND FINAL PAYMENT WILL NOT BE APPROVED UNTIL THE CONTRACTOR HAS SUBMITTED THE REQUIRED INFORMATION NEEDED BY THE ENGINEER FOR AS-BUILT DRAWINGS.

* CONCRETE CURB AND GUTTER, PIPE STRUCTURES, ETC. WHICH MUST BE REMOVED IN ORDER TO CONSTRUCT THE PROPOSED IMPROVEMENTS WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND PROPERLY DISPOSED OF AT THE CONTRACTOR'S EXPENSE. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS IN THE CONTRACT.

* MATERIALS CERTIFICATION AND TESTING: CONTRACTOR SHALL PROVIDE SUPPLIERS CERTIFICATION FOR ALL PROJECT MATERIALS (CONCRETE, HYDRATED LIME, LIME-STONE BASE MATERIAL, PRE-CAST INLETS, PIPES, ETC.) THAT SUCH MATERIALS DO MEET PROJECT SPECIFICATIONS PRIOR TO DELIVERY ON-SITE. CONTRACTOR SHALL PROVIDE HOT MIX ASPHALTIC CONCRETE DESIGN FROM A REPUTABLE COMMERCIAL TESTING LABORATORY.

* STANDARD WORK HOURS: THE STANDARD WORK HOURS FOR THE OWNER IS 8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY. SHOULD THE CONTRACTOR ELECT TO WORK ON SATURDAY, SUNDAYS OR HOLIDAYS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING OVERTIME CHARGES FOR THE OWNER'S PERSONNEL INVOLVED. THESE CHARGES WILL BE AT COST AND WILL BE CALCULATED EITHER AT TIME AND A HALF OR DOUBLE TIME, AS APPLICABLE TO THE PARTICULAR DAY BEING WORKED. PRE-APPROVAL SHALL BE OBTAINED FROM THE ENGINEER OR ENGINEER'S REPRESENTATIVE BY COMPLETING AND SIGNING A OWNER'S FORM ENTITLED "CONSTRUCTION INSPECTORS OVERTIME COMPENSATION AUTHORIZATION", 48 HRS. PRIOR TO COMMENCING ANY OVERTIME WORK. ANY WORK DONE OUTSIDE THE STANDARD WORKDAY, WITHOUT PRIOR AUTHORIZATION, SHALL BE CONSIDERED UNAUTHORIZED WORK. THE CONTRACTOR IS REQUIRED TO PAY THE OVERTIME WAGES OF THE OWNER INSPECTORS THAT WORK OVERTIME MONDAYS THROUGH FRIDAYS AT TIME AND A HALF. THE CONTRACTOR IS RESPONSIBLE FOR THE OVERTIME WAGES OF THE OWNER INSPECTORS THAT WORK HOLIDAYS AT DOUBLE TIME MINIMUM HOURS WILL BE BILLED TO CONTRACTOR FOR CALLOUTS OR FOR INSUFFICIENT NOTICE OF TWO (2) HOURS.

CONCRETE MIX DESIGN

* CLARIFICATION: ALL CONCRETE USED ON THIS PROJECT SHALL CONTAIN A MINIMUM 4.5 SACKS OF CEMENTITIOUS MATERIAL PER CUBIC YARD OF CONCRETE. THE CEMENTITIOUS MATERIAL SHALL BE PORTLAND CEMENT OR A BLEND OF PORTLAND CEMENT AND FLY ASH. THE PERCENTAGE OF FLY ASH IN THE CEMENTITIOUS MATERIAL SHALL NOT EXCEED 23%. ALL CONCRETE WORK SHALL CONTAIN 1.5 POUNDS OF FIBER MESH PER CUBIC YARD.

* ALL EXPOSED CONCRETE SURFACES SHALL BE TREATED WITH CURING COMPOUND RESIN BASE ASTM C 309 TYPE 2 WITH PIGMENTED TINT OF FUGITIVE DYE.

* IN ADDITION TO THE ABOVE REQUIREMENTS, ALL CONCRETE SHALL TEST TO A MINIMUM 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS. (OR AS SHOWN ON PLANS).

* EXPANSION JOINTS WILL BE PLACED AT CURB RETURNS, INLETS AND AT THE END OF EACH POUR WITH INTERVALS NOT TO EXCEED 60 FT. JOINTS SHALL CONSIST OF 1/2" PRE-MOLDED EXPANSION JOINT MATERIAL WITH 3, 36" X 1/2" DOWELS, ONE END GREASED AND WRAPPED. CARE MUST BE TAKEN THAT DOWELS ARE STRAIGHT AND LAID PARALLEL WITH CURB AND NO CONCRETE PLUGS OR OTHER MATERIAL BE ALLOWED THROUGH THE DOWEL HOLES OR EXPANSION MATERIAL WHICH WOULD PREVENT THE JOINT FROM OPERATION AS AN EXPANSION JOINT. EXPANSION JOINT MATERIALS SHALL BE PRE-MOLDED ASPHALT IMPREGNATED EXPANSION JOINT MATERIAL CONFORMING WITH ASTM D 994 (NOT WOOD FIBER TYPE)

* DUMMY JOINTS (SAW CUT JOINTS) SHALL BE 2" DEEP AND PLACED AT MAXIMUM 15 FT. INTERVALS.

* WHEN CONNECTING TO EXISTING CURB AND GUTTER, THE CONTRACTOR SHALL DRILL AND DOWEL TWO, # 6 X I6" TIE BARS A MINIMUM OF 6" DEEP INTO EXISTING CURB AND GUTTER SECTION.

PAVING NOTES:

CRUSHED LIMESTONE:

THE CRUSHED LIMESTONE MATERIALS SHALL BE AS SPECIFIED BY "ITEM 247 FLEXIBLE BASE TYPE A GRADE I." TEXAS DEPARTMENT OF TRANSPORTATION, 2014 STANDARD SPECIFICATION FOR CONSTRUCTION OF HIGHWAYS, STREETS, AND BRIDGES SHALL MEET THE REQUIREMENTS AS FOLLOWS:

* TYPE A MATERIAL SHALL BE CRUSHED STONE PRODUCED FROM OVERSIZE QUARRIED AGGREGATE, SIZED BY CRUSHING AND PRODUCED FROM A NATURALLY OCCURRING SINGLE SOURCE. CRUSHED GRAVEL OR UNCRUSHED GRAVEL SHALL NOT BE ACCEPTABLE FOR TYPE A MATERIAL. NO BLENDING OF SOURCES AND/OR ADDITIVE MATERIALS WILL BE ALLOWED IN TYPE A MATERIAL.

* TRIAXIAL CLASS I: MINIMUM COMPRESSIVE STRENGTH, 45 AT OPSI LATERAL PRESSURE AND 175 AT 15 PSI LATERAL PRESSURE.

RETAINED ON SQUARE SIEVE NUMBER PERCENT RETAINED

I-3/4" (44 MM)	0
7/8" (22.23 MM)	10-35
3/8" (9.5 MM)	30-50
NUMBER 4 (4.75 MM)	45-65
NUMBER 40 (0.425 MM)	70-85

MATERIAL PASSING THE NUMBER 40 SIEVE SHALL BE KNOWN AS "BINDER MATERIAL" AND SHALL MEET THE FOLLOWING REQUIREMENTS:

MAXIMUM LIQUID LIMIT (LL) = 35MAXIMUM PLASTICITY INDEX (PI) = IOWET BALL MILL (MAX) CALIFORNIA BEARING RATIO (MIN) = 100

ALL AGGREGATE RETAINED ON THE NUMBER IO SIEVE SHALL BE COMPRISED OF ONLY CRUSHED LIMESTONE.

THE CONTRACTOR SHALL NOT PLACE CRUSHED LIMESTONE ON THE ROAD BED UNTIL THE ENGINEER HAS ACCEPTED THE SHAPED AND COMPACTED SUBGRADE.

THE CONTRACTOR MUST MAINTAIN THE ROAD BED FREE OF HOLES, RUTS AND DEPRESSIONS AND IN CONDITION TO RECEIVE THE CRUSHED LIMESTONE.

THE CONTRACTOR UPON REQUEST SHALL PROVIDE CERTIFICATION THAT THE MATERIAL SUPPLIED MEETS THE ABOVE REQUIREMENTS PRIOR TO DELIVERY TO THE JOB SITE. SAMPLES FOR TESTING OF THE MATERIAL MUST BE TAKEN PRIOR TO THE COMPACTION OPERATIONS.

CRUSHED LIMESTONE: GRADE 3

IF TYPE A, GRADE I CRUSHED LIMESTONE IS NOT AVAILABLE, CONTRACTOR MAY USE TXDOT 2014 SPECIFICATION ITEM 247, GRADE 3 FLEXIBLE BASE MATERIALS. (ALANZA BASE BY VULCAN OR APPROVED EQUAL)

ACCEPTANCE, SAMPLING, AND TESTING OF BITUMINOUS MIXTURE (COMPACTION)

* EXTRACTION AND GRADATION ANALYSIS: PER 500 TONS OR WHICHEVER IS

* DENSITY AND DEPTH TESTING: PER 500 FEET OF PAVING REPAIR. MINIMUM DENSITY ACCEPTED: 92% OF AVERAGE MAXIMUM THEORETICAL DENSITY AS DETERMINED IN ACCORDANCE WITH ASTM D 2041.

CORES OR SAWED SAMPLES TAKEN FROM THE PAVEMENT SHALL BE USED TO DETERMINE THE FIELD DENSITY. DENSITY OF THE CORED OR SAWED SAMPLES SHALL BE DETERMINED IN ACCORDANCE WITH ASTM 2725. THE SAME SPECIMEN SHALL BE USED FOR DETERMINING BOTH THE MAXIMUM THEORETICAL DENSITY AND THE FIELD DENSITY.

SPECIMENS TO BE USED FOR FIELD DENSITY DETERMINATION SHALL BE DONE USING HEAT. IF HEATING IS NECESSARY, THE SPECIMEN SHOULD BE HEATED TO THE LOWEST TEMPERATURE REQUIRED FOR PROPER PREPARATION OF THE SAMPLE; THE USE OF NUCLEAR FIELD DENSITY DETERMINATION SHALL NOT BE USED AS A BASIS FOR ACCEPTANCE WITH RESPECT TO DENSITY:

* HVEEM STABILITY SHALL NOT BE LESS THAN 30%. STABILITY TEST SHALL BE TAKEN TWICE DAILY.

* RETAINED STABILITY WHEN TESTED IN ACCORDANCE WITH ASTM D 1075 SHALL NOT BE

* NO MORE THAN 25" FINISHED THICKNESS HMAC PAVEMENT SHALL BE LAID AT ANY GIVEN TIME. UNLESS APPROVAL IS OBTAINED AHEAD BY THE OWNER / ENGINEER.

LEGEND

P	POST
0	CLEANOUT
<u>\</u>	LIGHTPOLE
PP	DISTRIBUTION POWERPOLE
, Ju	PALM TREE
37 <u>7</u>	TREE
WV 	WATER VALVE
	IRRIGATION CONTROL VALVE
₩ 8 ⊙	WATER BIB
~	FIRE HYDRANT
\$	SPRINKLER
(M)	MANHOLE
M	MAILBOX
-	SIGN
T	TELEPHONE PEDESTAL
E	ELECTRIC BOX
EM	ELECTRIC METER
4	FLOOD LAMP
N	ELECTRICAL TRANSFORMER
\overline{c}	CABLE TV PEDESTAL
UTL—	UNDERGROUND TELEPHONE LINE
— UE —	UNDERGROUND ELECTRIC LINE
— 0E —	OVERHEAD ELECTRIC DISTRIBUTION LINE
F0	FIBER OPTICS LINE
- $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ +$ $ -$	BANK LINE
ВА	BANK LINE DESCRIPTION WITH ELEVATION
BU	BUILDING DESCRIPTION WITH ELEVATION
СС	CONCRETE DESCRIPTION WITH ELEVATION
FL	FLOW LINE DESCRIPTION WITH ELEVATION
FF	FINISH FLOOR DESCRIPTION WITH ELEVATION
GUT	GUTTER DESCRIPTION WITH ELEVATION
PLR	PLANTER DESCRIPTION WITH ELEVATION
RCP	REINFORCED CONCRETE PIPE
SE	SPOT ELEVATION
WK	SIDEWALK DESCRIPTION WITH ELEVATION
14 4	EXIST. CONCRETE PAVEMENT
	EXIST. ASPHALTPAVEMENT
+0.00	ELEVATION
— W 12" —	EXISTING WATERLINE
W	EXISTING WATER METER
₩v ⊠	EXISTING WATER VALVE
***	EXISTING FIRE HYDRANT
Ϋ́	EXISTING DRAIN DITCH
(M)	EXISTING MANHOLE

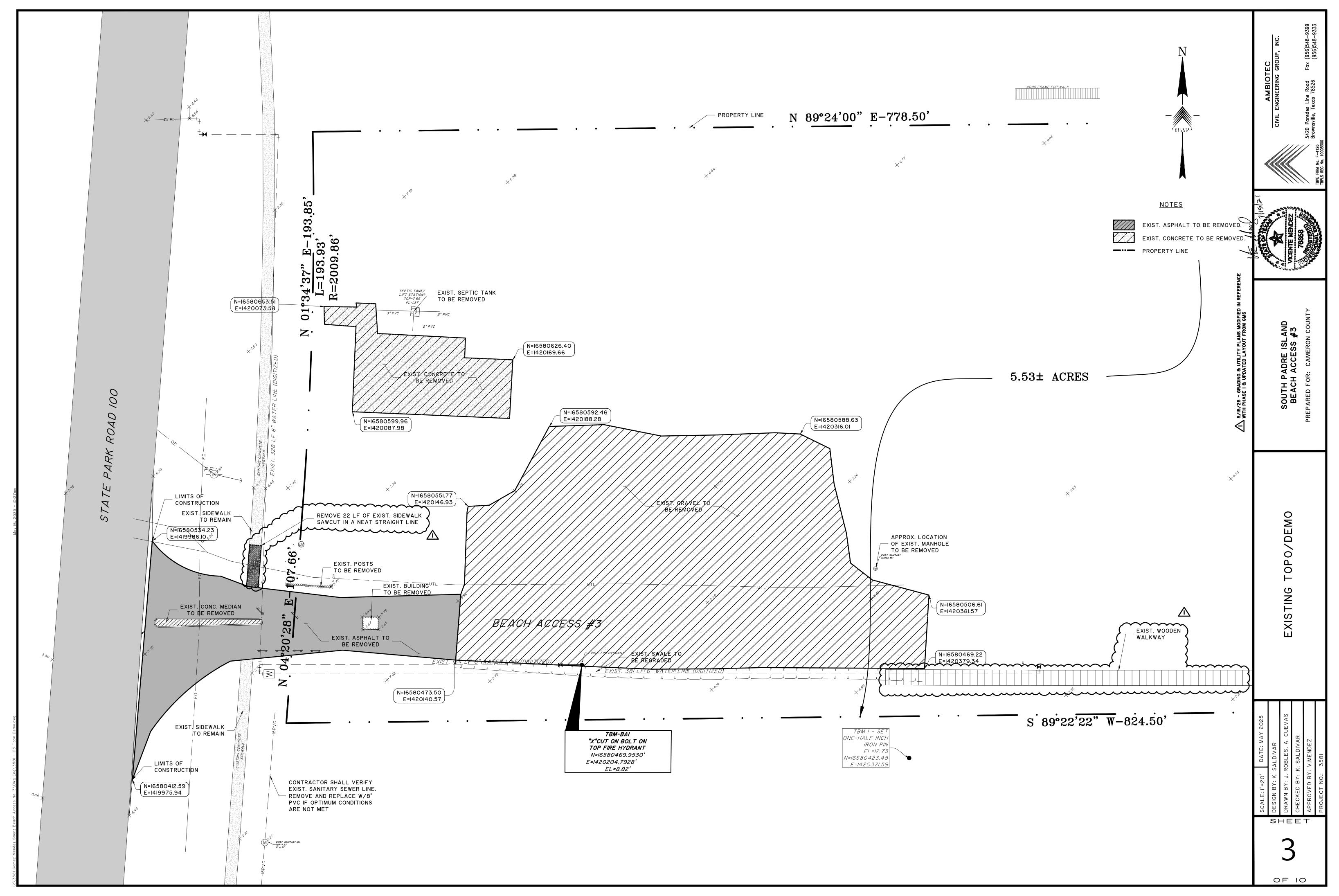
PROPOSED		
	BANK LINE	
0.0%	GRADE TO DRAIN SLOPE	
- >	SWALE WITH DIRECTION	
	HATCH FOR REMOVAL ITEMS	
	PROP. ASPHALT PAVEMENT	
A A A	PROP. CONCRETE PAVEMENT	
(TW=32.22)	PROP. TOP OF SIDEWALK	
(TC=32.22)	PROP. TOP OF CURB	
(FL=32.22)	PROP. FLOW LINE	
(FG=32.22)	PROP. FINISH GRADE	
(TP=32.22)	PROP. TOP OF PAVEMENT	
F.F.=27.30	FINISH FLOOR ELEVATION	
EXIST.	EXISTING	
CONC.	CONCRETE	
TYP.	TYPICAL	
PROP.	PROPOSED	
TEMP.	TEMPORARY	
O.C.	ON CENTER	
O.C.E.W.	ON CENTER EACH WAY	
C-C	CENTER TO CENTER	
R.O.W.	RIGHT-OF-WAY	
C.F.	CUBIC FEET	
C.Y.	CUBIC YARDS	
MIN.	MINIMUM	
MAX.	MAXIMUM	
INCL.	INCLUDING	
LF	LINEAR FEET	
EL	ELEVATION	
MEP	MECHANICAL, ELECTRICAL & PLUMBING	
НМАС	HOT MIX ASPHALT CONCRETE	
W/	WITH	
F.H.	FIRE HYDRANT	
P.S.I.	POUNDS PER SQUARE INCH	
A.D.A.	AMERICANS WITH DISABILITIES ACT	
	PROPOSED WATERLINE	
H	PROPOSED WATER VALVE	
凸	PROPOSED TEE	
D	PROPOSED REDUCER	
~	PROPOSED FIRE HYDRANT	
	PROPOSED LIMITS OF DISTURBANCE	
Y Y	PROPOSED DRAIN DITCH	
	PROPOSED MANHOLE	

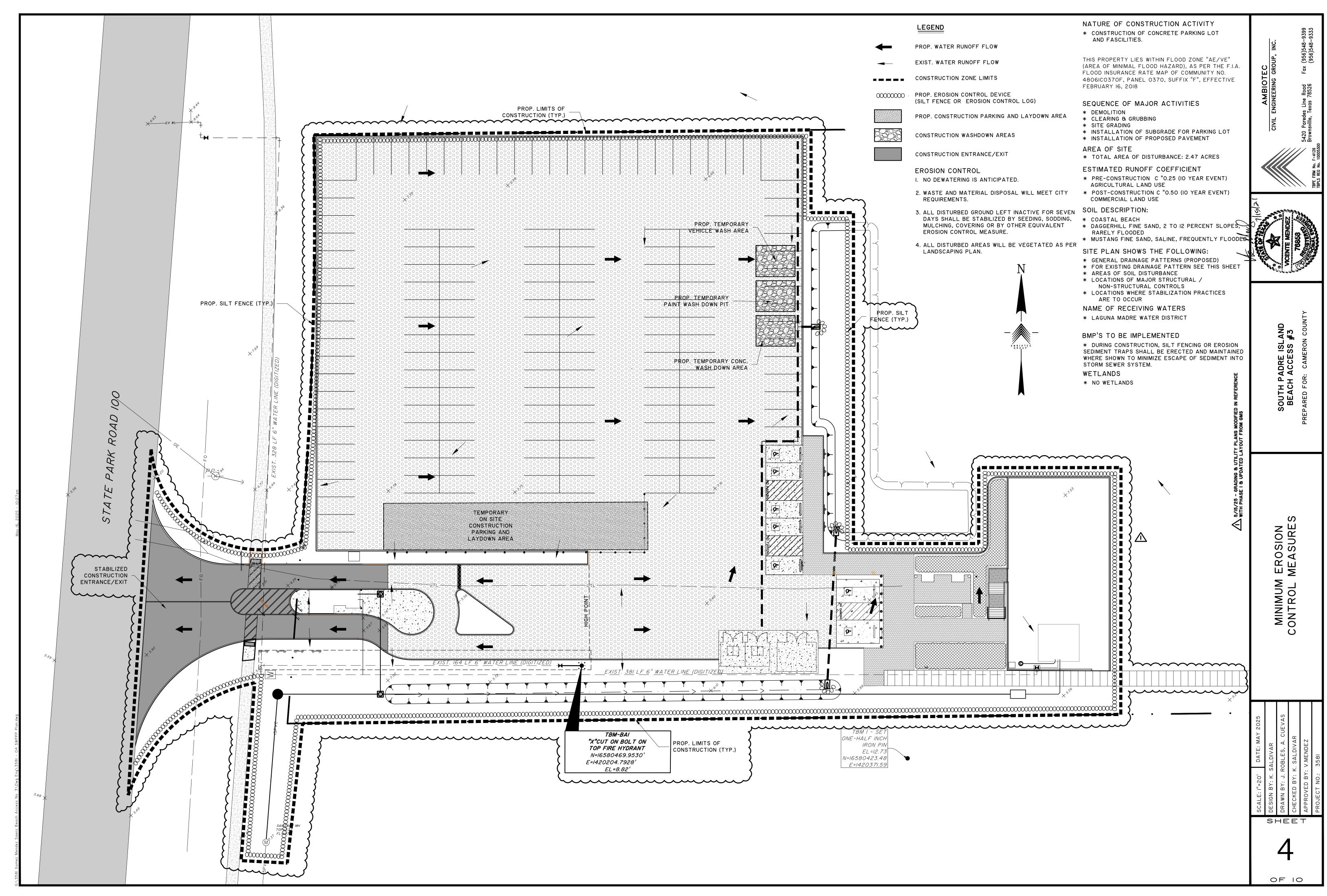
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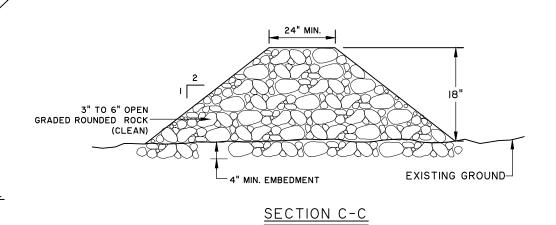
SHEET

OF IO

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ROCK FILTER DAM NOTES: I. MAINTAIN A MINIMUM OF I' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR

WIDTH AS SHOWN

TYPICAL SEDIMENT TRAP W/ ROCK FILTER DETAIL

I. THE TRAP SHOULD BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY ½ OR THE SEDIMENT HAS ACCUMULATED TO A DEPTH OF I', WHICHEVER IS LESS.

2. CLEANING AND REMOVAL OF ACCUMULATED SEDIMENT DEPOSITS IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.

SEDIMENT TRAP NOTES:

12" TEMP. EROSION CONTROL SOCK

BACK OF CURB

-LIP OF GUTTER

- SECURE ENDS OF

FILTER DAMS AT SEDIMENT TRAPS. 2. FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO EXISTING GROUND. 3. FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).

GRAVEL BAGS — CONCRETE BLOCKS OR OPEN GRADED ROCK IO' MIN AS REQUIRED

- I. THE EXCAVATION FOR THE CONCRETE TRUCK WASHOUT SHALL BE A MINIMUM OF IO FEET WIDE AND OF SUFFICIENT LENGTH AND DEPTH TO ACCOMMODATE 7 GALLONS OF WASHOUT WATER AND CONCRETE PER TRUCK PER DAY AND/OR 50 GALLONS OF WASHOUT WATER AND CONCRETE PER PUMP TRUCK PER DAY.
- REQUIREMENTS FOR CONTAINMENT AS DESCRIBED IN ITEM I.
- TO MANUFACTURERS' DIRECTIONS.
- 5. THE PLASTIC SHEETING SHALL BE OF SUFFICIENT SIZE SO THAT IT WILL OVERLAP THE TOP OF THE CONTAINMENT AREA AND BE WRAPPED AROUND THE GRAVEL BAGS,

- CAPACITY AT ANY TIME.

SEDIMENT TRAP_ (SEE DETAIL)

PLAN VIEW ROCK FILTER DAM AT SEDIMENT TRAP

- 1. LENGTH SHALL BE AS SHOWN ON THE CONSTRUCTION DRAWINGS, BUT NOT LESS THAN 50 FEET.
 2. THICKNESS SHALL BE NOT LESS THAN 8 INCHES.
 3. WIDTH SHALL BE NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
 4. STABILIZATION FOR OTHER AREAS SHALL HAVE THE SAME AGGREGATE THICKNESS AND WIDTH REQUIREMENTS AS THE STABILIZED CONSTRUCTION EXIT, UNLESS OTHERWISE SHOWN ON THE CONSTRUCTION DRAWINGS. 5. STABILIZED AREA MAY BE WIDENED OR LENGTHENED TO ACCOMMODATE A TRUCK WASHING AREA.
- AN OUTLET SEDIMENT TRAP MUST BE PROVIDED FOR THE TRUCK WASHING AREA. 6. STABILIZED CONSTRUCTION EXIT SHALL BE MAINTAINED FREE OF SEDIMENT FOR THE DURATION OF THE PROJECT.

GRADED TO PREVENT

PROFILE RUN-OFF FROM LEAVING SITE

STABILIZED CONSTRUCTION EXIT

TEMPORARY STABILIZATION

ANY AREA LEFT DISTURBED FOR MORE THAN 21 DAYS SHALL BE TEMPORARILY REVEGETATED WITH SEED AT

THE DIRECTION OF THE ENGINEER. OVERLAP ENDS TIGHTLY DRAINAGE ACCESS TO AREA DRAIN INLETS WITH EROSION CONTROL

> 12" TEMP. EROSION CONTROL SOCK

→ DITCH FLOW

-STAKE ON DOWNHILL SIDE OF SOCK AS NEEDED TO HOLD IN PLACE (TYP)

TYPE 'C' INLET SEDIMENT TRAP

OR

RETAINING WALL

FLOW

12" TEMP. EROSION CONTROL SOCK

- COMPOST CRADLE

— STAKE

SECTION A-A

BACK OF CURB INLET SEDIMENT TRAP

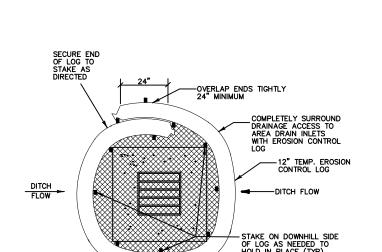
EXISTING GROUND -

SEPARATION GEOTEXTILE FABRIC

CONSTRUCTION NOTES:

PROVIDE APPROPRIATE TRANSITION BETWEEN STABILIZED CONSTRUCTION ENTRANCE AND PUBLIC RIGHT-OF-WAY-

FOR FULL WIDTH AND LENGTH OF EXIT-

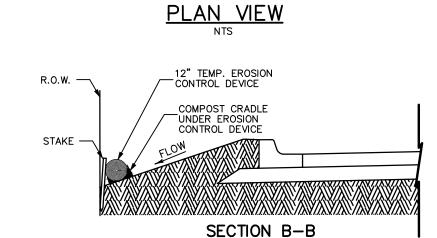


DROP INLET SEDIMENT TRAP

SEDIMENT BASIN & TRAP USAGE GUIDELINES A SEDIMENT TRAP MAY BE USED TO PRECIPITATE SEDIMENT OUT OF RUNOFF DRAINING FROM AN UNSTABILIZED AREA.

TRAPS: THE DRAINAGE AREA FOR A SEDIMENT TRAP SHOULD NOT EXCEED 5 ACRES. THE TRAP CAPACITY SHOULD BE 1800 CF/ACRE (0.5" OVER THE DRAINAGE AREA). SEDIMENT TRAPS SHOULD BE PLACED IN THE FOLLOWING LOCATIONS: 1. IMMEDIATELY PRECEDING DRAIN INLETS 2. JUST BEFORE THE DRAINAGE ENTERS A WATER COURSE
3. JUST BEFORE THE DRAINAGE LEAVES THE RIGHT OF WAY
4. JUST BEFORE THE DRAINAGE LEAVES THE CONSTRUCTION
LIMITS WHERE DRAINAGE FLOWS AWAY FROM THE PROJECT

THE TRAP SHOULD BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY ½ OR THE SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1', WHICHEVER IS LESS. CLEANING AND REMOVAL OF ACCUMULATED SEDIMENT DEPOSITS IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.



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STAKE ON DOWNHILL SIDE OF SOCK AT 8' C — C OR LESS AS NEEDED TO

ADEQUATELY SECURE SOCK.

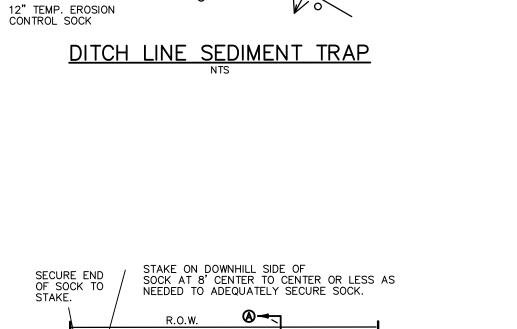
RIGHT-OF-WAY SEDIMENT TRAP

GENERAL NOTES

SECURE END OF SOCK TO STAKE.

- 1. LENGTHS OF EROSION CONTROL SOCKS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED. MAXIMUM LENGTH
 OF SOCKS SHALL BE 30' FOR 12" DIAMETER SOCKS.

 2. UNLESS OTHERWISE DIRECTED, USE
 BIODEGRADABLE OR PHOTODEGRADABLE BIODEGRADABLE OR PHOTODEGRADABLE
 CONTAINMENT MESH ONLY WHERE SOCK WILL
 REMAIN IN PLACE AS PART OF A VEGETATIVE
 SYSTEM. FOR TEMPORARY INSTALLATIONS,
 USE RECYCLABLE CONTAINMENT MESH.
 3. STUFF SOCKS WITH SUFFICIENT FILTER MATERIAL
 TO ACHIEVE DENSITY THAT WILL HOLD SHAPE
 WITHOUT EXCESSIVE DEFORMATION.
 4. STAKES SHALL BE 2" X 2" WOOD
 4' LONG, EMBEDDED SUCH THAT
 2" PROTRUDES ABOVE SOCK.
 5. COMPOST CRADLE MATERIAL IS INCIDENTAL
 AND WILL NOT BE PAID FOR SEPARATELY.



NON-WOVEN
GEOTEXTILE FABRIC

(18" TO 36" HIGH)

BACKFILL TRENCH WITH COMPACTED SOIL

SILT FENCE DETAIL

DITCH LINE SEDIMENT TRAP A-A

STEEL FENCE POST

STEEL FENCE POST

-PENETRATE TOP SOCK AS SHOWN

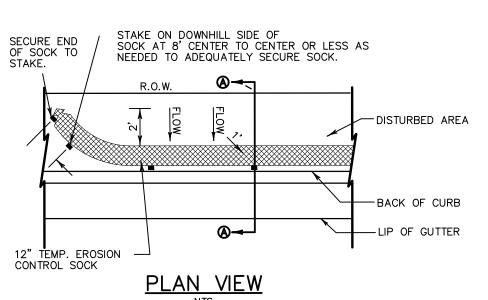
12" TEMP. EROSION CONTROL SOCK

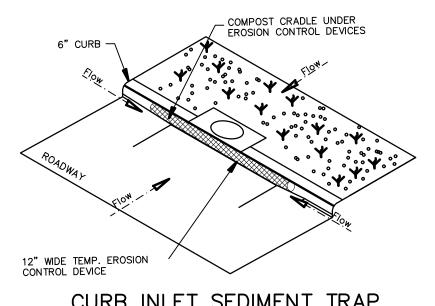
COMPOST CRADLE

COMPOST CRADLE 🥆 UNDER EROSION
CONTROL DEVICE

WOVEN WIRE SUPPORT

(6' TO 8' APART)





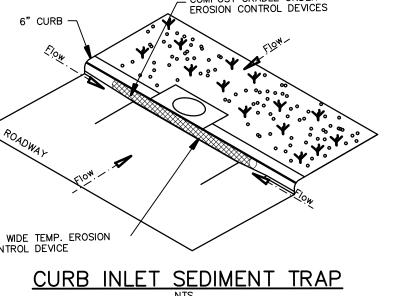
-UNDER EROSION CONTROL SOCK

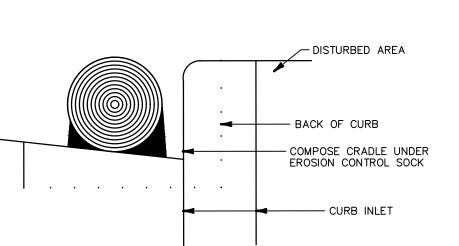
EXIST. NATURAL GROUND

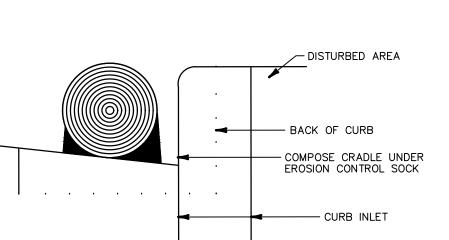
COMPOST CRADLE

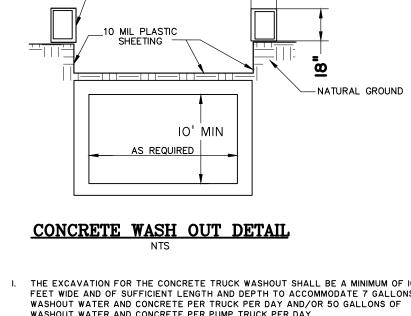
SECURE END OF SOCK TO STAKE AS DIRECTED

DITCH FLOW









2. IN THE EVENT THAT THE CONCRETE TRUCK WASHOUT IS CONSTRUCTED ABOVE GROUND, IT SHALL BE IO FEET WIDE AND IO FEET LONG, WITH THE SAME

- 3. THE CONTAINMENT AREA SHALL BE LINED WITH 10 MIL PLASTIC SHEETING WITHOUT HOLES OR TEARS, WHERE THERE ARE SEAMS, THESE SHALL BE SECURED ACCORDING
- 4. THE BERM CONSISTING OF GRAVEL BAGS, CONCRETE BLOCKS OR OPEN GRADED ROCK SHALL BE NO LESS THAN 18 INCHES HIGH AND NO LESS THAN 12 INCHES WIDE.
- CONCRETE BLOCKS OR OPEN GRADED ROCK AT LEAST 2 TIMES. 6. THE GRAVEL BAGS OR CONCRETE BLOCK SHALL BE PLACE ABUTTING EACH OTHER TO FORM A CONTINUOUS BERM AROUND THE OUTER PERIMETER OF THE CONTAINMENT
- 7. THE WASHOUT MATERIAL IN THE CONTAINMENT AREA SHALL NOT EXCEED 50% OF
- 8. SOLIDS SHALL BE REMOVED FROM CONTAINMENT AREA AND DISPOSED OF PROPERLY.
 ANY DAMAGE TO THE PLASTIC SHEETING SHALL BE REPAIRED OR SHEETING REPLACED

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