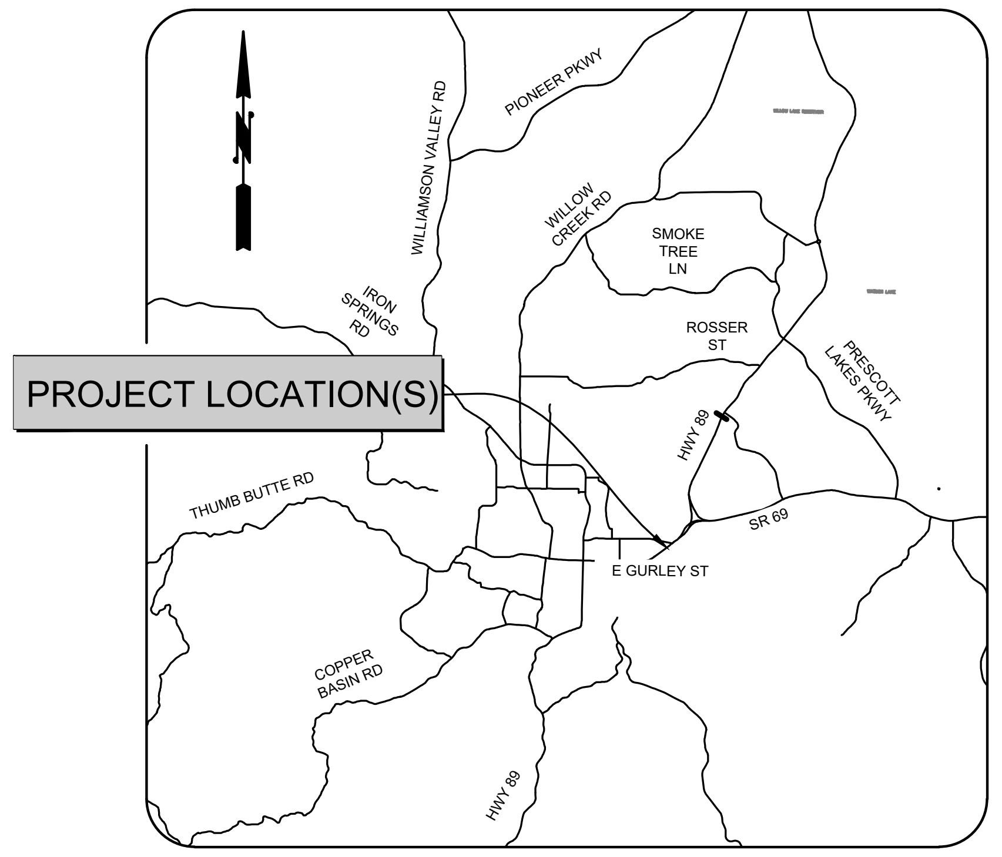
CITY OF PRESCOTT
ARIZONA

PUBLIC WORKS DEPARTMENT
CIP PAVEMENT RECONSTRUCTION STETSON RD
CIP# 2112-002



VICINITY MAP
NOT TO SCALE

MAYOR
PHIL GOODE

CITY COUNCIL
CONNIE CANTELME
BRANDON MONTOYA
ERIC MOORE
CATHEY RUSING
LOIS FRUHWIRTH
TED GAMBOGI

UTILITY INFORMATION

COMPANY	CONTACT	TELEPHONE
ARIZONA PUBLIC SERVICE CO. 6672 CORSAIR PRESCOTT, ARIZONA 86301	SHERYL McCRACKEN	(928)443-6621
CENTURYLINK 1445 MASONRY WAY PRESCOTT, ARIZONA 86301	DELL HOWARD	(928)649-9318
UNISOURCE GAS CO. 6405 WILKINSON DRIVE PRESCOTT, ARIZONA 86301	MALI ROSS	(928)771-7227
SPARKLIGHT 3201 TOWER ROAD PRESCOTT, ARIZONA 86305	DOUGLAS HAMILTON	(928)713-8382
CITY OF PRESCOTT UTILITIES 433 N VIRGINIA STREET PRESCOTT, ARIZONA 86301	STEVE OLFERS	(928)777-1607

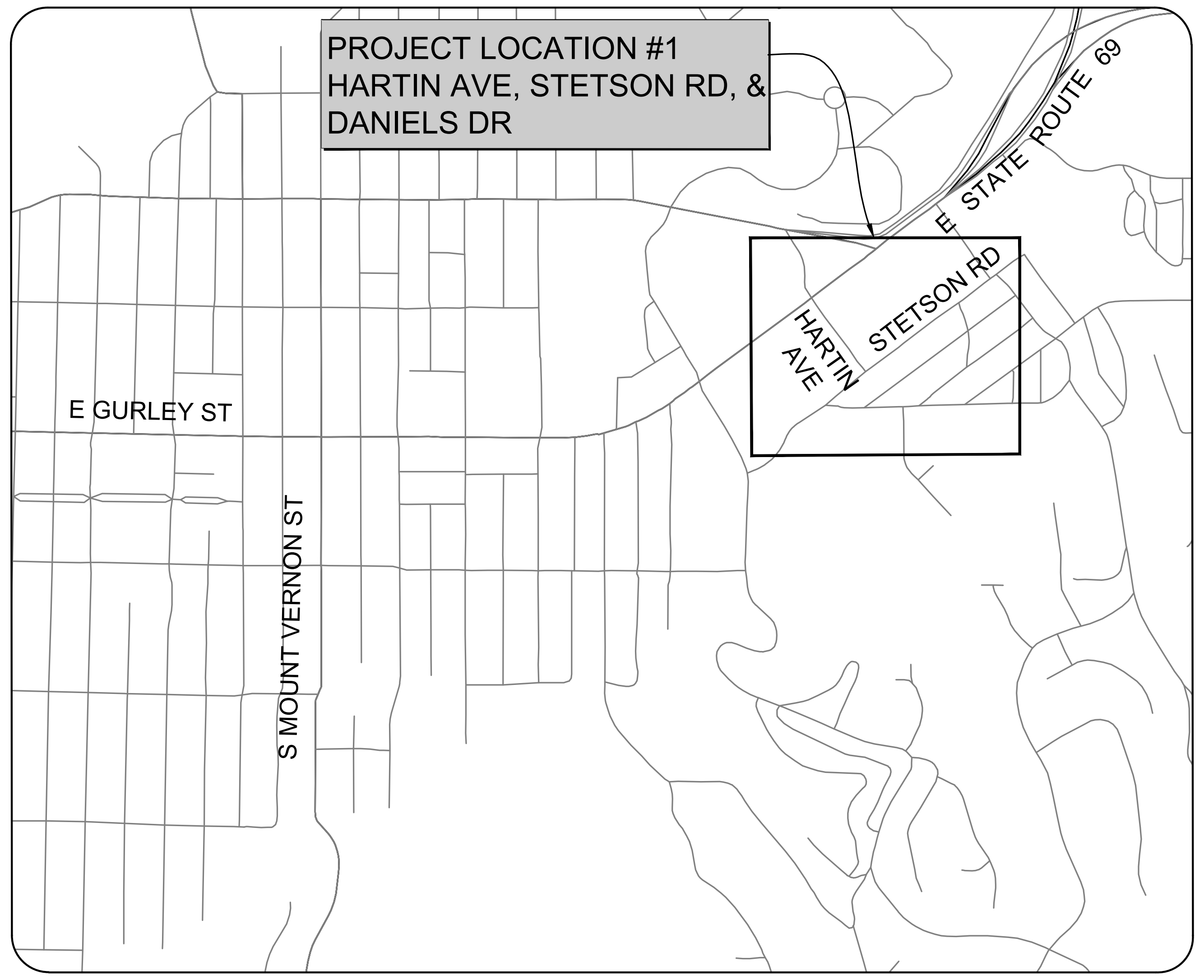
Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA 811 BLUE STAKE, INC.
Call 811 or click Arizona811.com

CITY OF PRESCOTT PERMIT
Permit #: ______________________
Address/Project Name: ______________

This set of plans has been reviewed for code compliance, accepted, and released for construction. A 'City of Prescott' stamped, paper copy of all plans, corresponding permit, supplemental documents, trusses, and reports must be kept at the construction site, during working hours and made available for inspection(s). Field revisions and/or revisions to plans may require additional plan review. Plan acceptance and release for construction shall not prevent correction of errors in the plans where such errors are subsequently found to be in violation of any law or of any ordinance.

This acceptance and release for construction, does not relieve applicant from code compliance to obtain applicable Extension Agreements, Warranties, Certificate of Occupancy, Certificate of Completion, or Final on permitted project. Final Release is contingent upon favorable field Inspections under current City of Prescott's adopted City Code, LDC, GES, IBC, IRC, IFC, IFGC, IPC, IMC, ADA, NEC, and other applicable codes or standards.

PLANS REVIEWED FOR CODE COMPLIANCE,
ACCEPTED AND RELEASED FOR CONSTRUCTION



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4-6	GENERAL NOTES
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8	TYPICAL PAVEMENT SECTIONS & DETAILS
9	OVERALL SUMMARY PLAN STETSON ROAD
10	SURVEY CONTOROL STETSON ROAD
11	EXISTING CONDITIONS & REMOVALS HARTIN AVENUE - STA 9+50 - STA 14+00
12	EXISTING CONDITIONS & REMOVALS STETSON ROAD - STA 200+00 - STA 211+00
13	EXISTING CONDITIONS & REMOVALS STETSON ROAD - STA 211+00 - STA 213+30.93 DANIELS DRIVE - STA 300+50 - 303+39.82
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20	OVERALL STRIPING PLAN
21	CHANNEL IMPROVEMENTS AND SECTIONS
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23-26	DETAILS

RECORD DRAWING CERTIFICATION

I HEREBY CERTIFY, TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THAT THIS PROJECT HAS BEEN COMPLETED IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED PLANS, SPECIFICATIONS AND REFERENCED STANDARDS, EXCEPT AS SHOWN HEREON; THAT THESE AS-BUILT PLANS REFLECT THE POSITION OF CONSTRUCTED IMPROVEMENTS BASED ON FIELD MEASUREMENTS; AND THAT THE MATERIALS USED IN CONSTRUCTION ARE AS SHOWN BASED ON FIELD OBSERVATION AND TEST RESULTS.

THIS CERTIFICATION DOES NOT WARRANT MATERIALS, WORKMANSHIP, METHODS OF CONSTRUCTION, OR OTHER ITEMS AFFECTING THE WARRANTY OF THIS PROJECT, TO THE CITY OF PRESCOTT. USERS OF THIS INFORMATION ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF ACTUAL CONDITIONS.

____
REGISTERED PROFESSIONAL ENGINEER (CIVIL) DATE

PROPERTY CORNERS OR CENTERLINE MONUMENTS ARE TO BE PROTECTED IN PLACE, IF DISTURBED, OR REMOVED DUE TO CONSTRUCTION, THEY ARE TO BE REPLACED ACCORDING TO THE CITY OF PRESCOTT STANDARD DETAIL 120Q, TYPE 'A', TYPE 'B' OR TYPE 'C'.

BENCHMARK

CITY OF PRESCOTT BASE STATION
LATITUDE 34°34'39.27969" N
LONGITUDE 112°28'48.72638" W
HEIGHT 5582.412'

NORTHING: 600,000.00
EASTING: 600,00.00
ELEVATION: 5,673.955

LOCAL BENCHMARKS SHOWN WITHIN THIS PLAN SET ARE RELATIVE TO THE CITY OF PRESCOTT BASE STATION NAVD88 GEOID 99.
CITY OF PRESCOTT DATUM - NGS 5346
IN PRESCOTT YAVAPAI COUNTY, COUNTY COURTHOUSE GROUNDS AT THE BUCKY O'NEIL STATUE IN THE REAR CONCRETE BASE; A USGS STANDARD CAP STAMPED '5346 PRSCT' AND RIVETED ON THE TOP OF A 3.5 IRON PIPE
ELEVATION = 5357.359 NAVD 88

CITY SURVEYOR

MARVIN G. LOVLEIN / WILLIAM R. WEST
ARIZONA LICENSE NUMBER 72012 / 80404

BASIS OF BEARING

SURVEY MONUMENTS				
STETSON RD				
Monument	Northing	Easting	Elevation	DESCRIPTION
1	588066.87	607619.56	5440.00	$\frac{1}{2}$" REBAR/YELLOW PLASTIC CAP
2	588355.83	608008.93	5448.77	CONC NAIL/BRASS DISK

BASIS OF BEARING
HORIZONTAL CONTROL IS BASED ON CITY OF PRESCOTT SURVEY DATUM. LOCAL BASIS OF BEARING IS BETWEEN CONTROL POINTS INCLUDED IN THIS PLAN SET.

THIS WEBSITE CONTAINS INFORMATION DEFINING CITY OF PRESCOTT COORDINATE SYSTEM AND PROCEDURES TO CONVERT STATE PLANE COORDINATES TO CITY OF PRESCOTT COORDINATES:

https://www.prescott-az.gov/BUSINESS-DEVELOPMENT/PUBLIC-WORKS-ENGINEERING/SURVEY-INFORMATION/

NORTH
0 500 1000Ft
DRAWING SCALE
1"=1000 ft Horizontal
(this scale is valid for 22"x34" sheets only)

DATE 01/29/2025
SHEET NO. 1 OF 26

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

COVER SHEET

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

CERTIFICATE NO. 58514
RANDY M. PERHAM

Call at least two full working days before you begin excavation.
ARIZONA 811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

NO.	BY	DATE	REVISIONS	APPR'V DATE
		ENGINEER		CITY

REVIEW:

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\001 CIP 2112-002 COVERL.DWG

LEGEND

SURVEY LINETYPES

EXIST	PROP	DESCRIPTION
		SUBDIVISION BOUNDARY
		RIGHT OF WAY
		PARCEL
		SETBACKS
		EASEMENTS
		CENTERLINES

FEATURE LINETYPES

EXIST	PROP	DESCRIPTION
		6" SINGLE CURB
		6" VERTICAL CURB & GUTTER
		EDGE OF PAVEMENT
		CONCRETE
		GRAVEL
		SHOULDER
		SAWCUT
		GAURDRAIL
—x— —x—	—x— —x—	FENCE, BARBED
—o— —o—	—o— —o—	FENCE, CHAINLINK
		FENCE, WOOD
—F— —F—	—F— —F—	FILL CATCH LINE
—C— —C—	—C— —C—	CUT CATCH LINE
5555	5555	MAJOR CONTOUR
5554	5554	MINOR CONTOUR
		BUILDING
		STORM DRAIN PIPE or CULVERT

UTILITY LINETYPES

EXIST	PROP	DESCRIPTION
—W— —W—	—W— —W—	WATER LINE, SIZE NOT INDICATED
—4W— —4W—	—4W— —4W—	WATER LINE, 4" DIA
—6W— —6W—	—6W— —6W—	WATER LINE, 6" DIA
—8W— —8W—	—8W— —8W—	WATER LINE, 8" DIA
—10W— —10W—	—10W— —10W—	WATER LINE, 10" DIA
—12W— —12W—	—12W— —12W—	WATER LINE, 12" DIA
—18W— —18W—	—18W— —18W—	WATER LINE, 18" DIA
—24W— —24W—	—24W— —24W—	WATER LINE, 24" DIA
—IRR— —IRR—	—IRR— —IRR—	IRRIGATION LINE
—S— —S—	—S— —S—	SEWER LINE, SIZE NOT INDICATED
—4S— —4S—	—S— —S—	SEWER LINE, 4" DIA.
—6S— —6S—	—S— —S—	SEWER LINE, 6" DIA.
—8S— —8S—	—S— —S—	SEWER LINE, 8" DIA.
—10S— —10S—	—S— —S—	SEWER LINE, 10" DIA.
—12S— —12S—	—S— —S—	SEWER LINE, 12" DIA.
—18S— —18S—	—S— —S—	SEWER LINE, 18" DIA.
—24S— —24S—	—S— —S—	SEWER LINE, 24" DIA.
—OH— —OH—	—OH— —OH—	OVERHEAD UTILITY LINE
—E— —E—	—E— —E—	ELECTRIC LINE, UNDERGROUND
—CTV— —CTV—	—CTV— —CTV—	CABLE TELEVISION LINE, UNDERGROUND
—TEL— —TEL—	—TEL— —TEL—	TELEPHONE LINE, UNDERGROUND
—ECT— —ECT—	—ECT— —ECT—	ELECTRIC, CABLE, TELEPHONE COMMON TRENCH, UNDERGROUND
—GAS— —GAS—	—GAS— —GAS—	GAS LINE, UNDERGROUND
—FO— —FO—	—FO— —FO—	FIBER OPTIC LINE, UNDERGROUND

WATER SYMBOLS AND LINETYPES

EXIST	PROP	DESCRIPTION
		FIRE HYDRANT
W	W	WATER METER
		BLOW-OFF
		WATER VALVE
		THRUST BLOCK
		CROSS
		TEE
		REDUCER
		CAP / PLUG

DRAINAGE SYMBOLS

EXIST	PROP	DESCRIPTION
ST	ST	STORM MANHOLE
		STORM CATCH BASIN
		CURB INLET
		COMBINATION CURB INLET
		RIP RAP

HATCH PATTERNS

EXIST	PROP	DESCRIPTION
		GRASS
		RIP RAP
		CONCRETE
		ASPHALT
		BUILDINGS
		TRUNCATED DOMES (DETECTABLE WARNING)

SURVEY SYMBOLS

	SECTION CORNER MONUMENT
	SECTION QUARTER CORNER MONUMENT
	BRASS CAP
	FOUND MONUMENT AS NOTED
	CONTROL POINT
	AERIAL PANEL
	OWNERSHIP TIE

SEWER SYMBOLS

EXIST	PROP	DESCRIPTION
S	S	SANITARY SEWER MANHOLE
Co	Co	SANITARY SEWER CLEAN OUT
		2-WAY BUILDING CLEAN OUT

DRY UTILITY SYMBOLS

EXIST	PROP	DESCRIPTION
		UTILITY POLE
E	E	ELECTRICAL TRANSFORMER, SWITCHING CABINET, PULL BOX, OR VAULT
E	E	ELECTRICAL SERVICE METER
		DOWN GUY (ANCHOR)
C	C	CABLE TV PEDESTAL
T	T	TELEPHONE PEDESTAL
T	T	TELEPHONE VAULT
T	T	TELEPHONE MANHOLE
G	G	GAS METER
		GAS VALVE

SURFACE/LANDSCAPING SYMBOLS

EXIST	PROP	DESCRIPTION
		SIGN
		POST
		BOLLARD
		MAIL BOX
		BORE LOCATION
		CONIFER TREE
		DECIDUOUS TREE
		DECIDUOUS SHRUB
		EVERGREEN SHRUB
		STREET LIGHT
		YARD LIGHT

NOTE BUBBLES

#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL
#	KEYNOTE SYMBOL

EXIST	PROP	DESCRIPTION
		MANHOLE PROFILE VIEW
		CATCH BASIN PROFILE VIEW
		CLEAN OUT PROFILE VIEW

PROFILE LINETYPES

	MAJOR GRID
	MINOR GRID
	EXISTING GRADE
	PROPOSED GRADE
	EXISTING WATER, SANITARY SEWER, OR STORM SEWER
	PROPOSED WATER, SANITARY SEWER, OR STORM SEWER
	EXISTING DRY UTILITIES (CROSSINGS ONLY)
	PROPOSED DRY UTILITIES (CROSSINGS ONLY)

ABBREVIATIONS

&	AND
@	AT
℄, CL	CENTERLINE
⅊, PL	PROPERTY LINE
%	PERCENT
#	NUMBER
A.B.	AS BUILT
AC.	ACRE
A/C	ASPHALTIC CONCRETE
AGGR.	AGGREGATE
ALT.	ALTERNATE
AP	ANGLE POINT
APPROX.	APPROXIMATELY
ASPH.	ASPHALT
B&B	BALLED AND BUR LAPPED
B.C.	BOTTOM OF CURB
BIT.	BITUMINOUS, BITUMEN
B.O.C.	BACK OF CURB
BOP	BEGINNING OF PROJECT
BOT.	BOTTOM
B.S.	BOTTOM OF SLOPE
C&G	CURB & GUTTER
CAL.	CALIPER
C.B.	CATCH BASIN
C.F.	CUBIC FEET
C.J.	CONTROL JOINT
CLR.	CLEAR
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CONC.	CONCRETE
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
COORD.	COORDINATE
C.Y.	CUBIC YARDS
DET.	DETAIL
D.I.	DRAIN INLET
DIA.	DIAMETER
D.I.P.	DUCTILE IRON PIPE
DWG.	DRAWING
E	EAST
EA.	EACH
E.J.	EXPANSION JOINT
EL.	ELEVATION
EOP	END OF PROJECT
EP	EDGE OF PAVEMENT
EQ.	EQUAL
EX., EXIST.	EXISTING
EXP.	EXPOSED
FF.	FINISH FLOOR
F.G.	FINISHED GRADE
F.H.	FIRE HYDRANT
FIN.	FINISH
FO	FIBEROPTIC
FIPT	FEMALE IRON PIPE THREAD
F.O.C.	FACE OF CURB
FT.	FOOT OR FEET
FTG.	FOOTING
GA.	GAUGE
GAL.	GALLON
GALV.	GALVANIZED
H.B.	HOSE BIB
H/C, H.C.	HANDICAP
HDR.	HEADER
HORIZ.	HORIZONTAL
H.P.	HIGH POINT
HT.	HEIGHT
I.D.	INSIDE DIAMETER
I.E.	INVERT ELEVATION
IN.	INCHES
INT	INTERCONNECT
JT.	JOINT
L.A.	LANDSCAPE ARCHITECT
L.F.	LINEAR FEET
L.P.	LOW POINT, LIGHT POLE
LT.	LIGHT
LHT	LIGHTING
MAX.	MAXIMUM
MB	MAILBOX
MED.	MEDIUM
MEMB.	MEMBRANE
MET.	METAL
MFR.	MANUFACTURER
MH.	MANHOLE
MIN.	MINIMUM
MIPT	MALE IRON PIPE THREAD
MISC.	MISCELLANEOUS
N	NORTH
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OPP.	OPPOSITE
P	PARKING
P.A.	PLANTING AREA
PAT.	PATTERN
P.C.	POINT OF CURVATURE
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF CONNECTION
P.S.	PIPE SLEEVE
P.T.	POINT OF TANGENCY
PUD	POWER
P.V.C.	POLYVINYL CHLORIDE PIPE
R	RISER
R, RAD.	RADIUS
RIM	RIM ELEVATION
REINF.	REINFORCED, REINFORCING
REQD.	REQUIRED
R.O.W., R/W	RIGHT OF WAY
S	SOUTH
SS	SANITARY SEWER
S.F.	SQUARE FEET
SHT.	SHEET
SLV.	SLEEVE
SPA.	SPACES
SPECS.	SPECIFICATIONS
SQ.	SQUARE
STL.	STEEL
STM	STORM SEWER
T	TREAD
T.C., TC	TOP OF CURB
T.J.	TOOLED JOINT
T.S.	TOP OF SLOPE
T.W.	TOP OF WALL
TEL	TELEPHONE
TV	CABLE TELEVISION
TS	TRAFFIC SIGNAL CONDUIT
TSFO	TRAFFIC SIGNAL CONDUIT FIBEROPTIC
VERT.	VERTICAL
W	WEST, WATER
W/	WITH
W/O	WITHOUT
WPF.	WATERPROOF
W.W.M.	WELDED WIRE MESH

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\002 CIP LEGEND.DWG

NORTH

DRAWING SCALE
NOT TO SCALE

PAVEMENT RECONSTRUCTION STETSON RD

DATE
01/29/2025
SHEET NO.
2
OF 26

CITY OF PRESCOTT PUBLIC WORKS

LEGEND

CITY OF PRESCOTT
ARIZONA

PREPARED BY
JAM
CHECKED BY
RMP
FOR:
COP

Registered Professional Engineer (Civil)
CERTIFICATE NO.
58514
RANDY M.
PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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ARIZONA811
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				ENGINEER	CITY

CIP #: 2112-002

CONSTRUCTION KEY NOTES

PROTECT IN PLACE/REMOVALS

1	PROTECT ALL CONCRETE CURBS IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
2	TRIM / REMOVE TREE
3	PROTECT IN PLACE FIRE HYDRANT WATERMETER BLOW-OFF VALVE WATER VALVE STORM CULVERT SIGN STORM STRUC. VALLEY GUTTER GAS SSMH SURVEY MARKER GUARDRAIL POWER POLE DUMPSTER PAD

DEMOLITION NOTES

4	LIMITS OF CLEARING & GRUBBING AS DETERMINED DURING CONSTRUCTION.
5	SAWCUT ASPHALT PAVEMENT
6	REMOVE AND DISPOSE OF A COMBINATION OF EXISTING ASPHALT PAVEMENT PLUS BASE COURSE TO A MINIMUM DEPTH DEFINED BY REMOVAL DETAIL, SHEET 8.
6A	HARTIN : 2" AC ON 4-3/4" ABC. REMOVE FULL DEPTH, 2" OF AC & 4-3/4" ABC. OVEREXCAVATE ADDITIONAL 5 1/4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
6B	STETSON ROAD (APPROX. STA 200+00-204+00): 2" AC ON 8" ABC. REMOVE 2" AC. AND 2" ABC. 6" ABC TO REMAIN
6C	STETSON ROAD (APPROX. STA 204+00 - 213+30.93): 2" AC ON 5" ABC. REMOVE FULL DEPTH, 2" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 5" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
6D	DANIELS DRIVE: 3" AC ON 5" ABC. REMOVE FULL DEPTH, 3" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
7	REMOVE CURB AND GUTTER, ROLL CURB AND/OR VALLEY GUTTER TO NEAREST JOINT
8	REMOVE CONCRETE SIDEWALK TO NEAREST JOINT
9	REMOVE CONCRETE SPANDREL AND CROSS-GUTTER
10	EXISTING DRIVEWAY TO REMAIN. SLOPE NEW PAVEMENT NO GREATER THAN 18% TO MATCH EXISTING HARD SURFACE DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22 FOR DETAILS.
11	EXISTING DUMPSTERS TO REMAIN. CONTRACTOR SHALL CORRDINATE WITH CITY OF PRESCOTT FOR INTERIM LOCATION DURING CONSTRUCTION.
12	REMOVE EXISTING ASPHALT BERM
13	EXISTING MAILBOXES TO BE RELOCATED. CONTRACTOR SHALL CORRDINATE WITH CITY OF PRESCOTT FOR INTERIM LOCATION DURING CONSTRUCTION.
14	REMOVE EXISTING ROLL CURB
15	REMOVE CONCRETE PAD FOR DUMPSTERS
16	SAWCUT PCC & REMOVE PORTION OF RAMP NECESSARY TO INSTALL TRUNCATED DOMES IN ACCORDANCE WITH MAG STD DTL 234.
16A	SAWCUT PCC & REMOVE RAMP/SIDEWALK
17	REMOVE PORTION OF EXISTING DRIVEWAY AS SHOWN ON PLANS.
18	REMOVE EXISTING GRATE AND STORE FOR RE-USE. REMOVE EXISTING STORM STRUCTURE.
19	REMOVE EXISTING SIGN(S) AND STORE FOR RE-USE
20	OBLITERATE EXISTING PAINT MARKINGS
21	REMOVE PORTION OF EXISTING 4" PVC DRAINAGE PIPE
22	REMOVE EXISTING 24" CMP DRAINAGE PIPE
23	REMOVE PORTION OF EXISTING CONCRETE DRIVEWAY. PRIVATE PROPERTY REQUIRES TEMPORARY CONSTRUCTION EASEMENT
24	CONTRACTOR SHALL EXCAVATE EXISTING MANHOLE WHILE PROTECTING IN PLACE. CONTRACTOR SHALL PROVIDE REQUIRED SHORING FOR EXCAVATION AND SHALL BACKFILL AFTER REPAIRS HAVE BEEN MADE BY CITY FORCES.

IMPROVEMENTS

1	LIMITS OF RECONSTRUCTION
2	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE PER STRUCTURAL SECTION(S), SHEET 8.
2A	HARTIN AVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
2B	STETSON RD (APPROX. STA 200+00-204+00): CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 6" AGGREGATE BASE COURSE (ABC). CONTRACTOR CAN USE 6" EXISTING ABC ONCE APPROVED BY GEOTECHNICAL ENGINEER AND ENGINEER OF RECORD.
2C	STETSON ROAD (APPROX. STA 204+00-213+30.93): FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
2D	DANIELS DRIVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
3	MATCH EXISTING PAVEMENT STRUCTURAL SECTION OR 4" MIN. AC TO BE INSTALLED IN SINGLE LIFT OVER 8" MIN ABC COMPACTED TO 98% OF STANDARD PROCTOR DENSITY, WHICHEVER IS GREATER.
4	SURVEY MONUMENTS SHALL BE LOCATED OR SET BY AN ARIZONA LAND SURVEYOR PRIOR TO CONSTRUCTION AND ADJUSTED PER QCSD 270Q. IF DETERMINED THAT THE SURVEY MONUMENT CANNOT BE ADJUSTED, THE MONUMENT SHALL BE REPLACED PER QCSD 120Q, TYPE 'A'. REFER TO SURVEY CONTROL PLAN FOR NOTES AND LOCATION OF EXISTING MONUMENTS AND PROPOSED MONUMENTS TO BE SET.
5	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
5A	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 6" CLASS 'AA' AS PER MAG SECT 725
6	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
7	CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.
7A	CONSTRUCT 6" ROLL CURB AND GUTTER, TYPE 'E' IN ACCORDANCE WITH QCSD 220Q-2.
7B	CURB & GUTTER TRANSITION TYPE 'A' TO TYPE 'C' IN ACCORDANCE WITH QCSD 221Q.
7C	4" ROLL CURB AND GUTTER TYPE 'D' IN ACCORDANCE WITH QCSD 220Q-2.
7D	RIBBON CURB TYPE 'B' IN ACCORDANCE WITH QCSD 220Q-1.
8	CURB TERMINATION IN ACCORDANCE WITH QCSD 222Q
9	CURB MODIFICATION AT DETECTABLE WARNING IN ACCORDANCE WITH MAG STD DETAIL 234
9C	MODIFIED TYPICAL PCC CURB RAMP REPLACEMENT - TYPE 1, DETAIL SHEET 24.
10	6' VALLEY GUTTER IN ACCORDANCE WITH 6' VALLEY GUTTER AND SPANDRELS, QCSD 240Q-1
10A	6" CLASS 'AA' CONCRETE OVER 6" ABC IN ACCORDANCE WITH QCSD 250Q-1
11	DRIVEWAY ENTRANCE WITHOUT DETACHED SIDEWALK IN ACCORDANCE WITH QCSD 250Q-1
11A	COMMERCIAL DRIVEWAY ENTRANCE WITH SIDEWALK ATTACHED TO CURB IN ACCORDANCE WITH QCSD 250Q-2
12	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22.
13	MODIFIED BIN ENCLOSURE IN ACCORDANCE WITH MODIFIED QCSD 701P, REFER TO DETAIL(S), SHEET 25.
14	TRIM EXISTING SHRUBS AS DIRECTED IN THE FIELD.
15	CONCRETE SCUPPER WITH HANDRAIL, 12' WIDE IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. EXTEND SPILLWAY ±112' AS SHOWN ON PLANS. REFER TO SHEET 21 FOR PROFILE AND CROSS-SECTIONS

IMPROVEMENTS (CONT'D)

15A	REMOVE EXISTING 2.5' WIDE CONCRETE SCUPPER, AND REPLACE WITH 2.5' WIDE CONCRETE SCUPPER. EXTEND SCUPPER TO EXISTING STORM PIPE. CONSTRUCT SCUPPER IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. REFER TO SHEET 19 FOR PROFILE AND CROSS-SECTIONS
15B	4' WIDE CONCRETE SCUPPER IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. REFER TO SHEET 19 FOR PROFILE AND CROSS-SECTIONS
16	NOT USED
17	10' WIDE X 3' DEEP (MIN) CONCRETE CHANNEL SLOPED @ 1.0% PER CONCRETE SCUPPER DETAIL IN ACCORDANCE WITH MODIFIED MAG STD DETAIL 206-1, MODIFIED SPILLWAY DETAIL, SHEET 21
18	RELOCATE EXISTING MAILBOX(S) IN ACCORDANCE WITH QCSD 134Q-1 AND 134Q-2.
19	CONCRETE BOLLARD IN ACCORDANCE WITH QCSD 140Q
20	VANED GRATE - NEENAH FOUNDRY R-4999 BOLTED TRANVERSE DRAINAGE STRUCTURE. REFER TO DETAIL, SHEET(S) 21 & 26. SLOPE AND INVERTS PER PLAN
21	24" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). SLOPE AND INVERTS PER PLAN
22	NOT USED
23	RIP RAP D50=8"; 16" DEEP, WITH GEOTEXTILE FABRIC.
23A	6" COMPACTED ABC TO 98% PROCTOR ON 6" COMPACTED SUBGRADE
23B	GROUTED RIP RAP D50=10"; 20" DEEP
24	CUT EXISTING 24" CMP AND CONSTRUCT NEW STORM STRUCTURE IN ACCORDANCE WITH MAG STD DETAIL 535 CATCH BASIN TYPE 'F' (FOR USE WITHOUT CURB) MAINTAIN EXISTING INVERTS AND SLOPE PER PLAN. REINSTALL GRATE.
25	BIORETENTION BASIN. CONSTRUCT TOP OF BANK TO MATCH EXISTING GRADE; TOB (MIN) 5437.60. BOTTOM OF BASIN = 5437.10; 2:1 SIDE SLOPES. REFER TO DETAIL SHEET 19.
26	18" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS, (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26A	24" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26B	24"- 22-1/2° ADS HDPE BEND. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26C	CONNECT 12" HDPE TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26D	CONNECT 4" TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26E	12" ADS CATCH BASIN WITH 2' X 2' GRATE. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26F	24" ADS FLARED END SECTION. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26G	4" HDPE ADS N-12 DUAL WALL PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26H	12" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26I	4" HDPE ADS SINGLE WALL PERFORATED PIPE (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS TO FOLLOW BOTTOM OF CONCRETE CHANNEL.
27	RE-GRADE EXISTING SWALE. REFER TO PLAN AND DETAIL, SHEET 15. TEMPORARY CONSTRUCTION EASEMENT WILL BE REQUIRED AND TO BE SECURED BY THE CITY OF PRESCOTT.
28	RE-INSTALL EXISTING SIGN POST AND SIGNS IN ACCORDANCE WITH QCSD 131Q
29	PLACE FILL CONSTRUCTION AND TIE INTO EXISTING AT 2:1 (MAX). PLACEMENT & COMPACTION PER MAG ST SPEC 211.

IMPROVEMENTS (CONT'D)

●	BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT
XX.XX±MG	MATCH GRADE
P XX.XX ●	PROPOSED PAVEMENT GRADE
TC XX.XX	PROPOSED TOP OF CURB GRADE
FL XX.XX	PROPOSED FLOW LINE GRADE
SW XX.XX	PROPOSED SIDEWALK GRADE
→	PROPOSED FLOW PATTERN
X	SECTION
XX	SHEET NUMBER

UTILITIES

S1	LOWER MANHOLE FRAME AND COVER PRIOR RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.
S2	REMOVE AND REPLACE 8" FRAME & COVER PER QCSD 270Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY
S3	CONTRACTOR SHALL COORDINATE WITH SEWER OPS FOR REPLACEMENT OF THE SEWER MAIN DROP. CONTRACTOR WILL BE RESPONSIBLE FOR EXCAVATION, SHORING AND BACKFILL OF AREA. ESTIMATE USING UP TO 18 CY OF HALF SAC SLURRY TO BACKFILL AROUND PIPE AND AGAINST MANHOLE.
W1	LOWER VALVE BOX PRIOR TO RECONSTRUCTION. RAISE VALVE BOX IN ACCORDANCE WITH QCSD 391Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

PAVEMENT STRIPING

10	STOP MARKINGS PER QCSD 632Q*
15	GORE STRIPING*
4DY	4" DOUBLE YELLOW*

* ALL PERMANENT PAVEMENT MARKINGS SHALL REQUIRE TWO (2) COATS. THE FIRST COAT SHALL BE PLACED WITHIN 24 HOURS OF THE FINISHED SURFACE. THE SECOND COAT SHALL BE PLACED WITHIN 14 DAYS OF THE FINISHED SURFACE.

NOTES

BACKGROUND SURVEY IS COMPILED FROM A COMBINATION OF THE ON THE GROUND SURVEY, GIS INFORMATION, AND RECORDED DOCUMENTS.

NORTH

DRAWING SCALE
NOT TO SCALE

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025
SHEET NO. 3 OF 26

CITY OF PRESCOTT PUBLIC WORKS

CONSTRUCTION KEY NOTES

CITY OF PRESCOTT
ARIZONA

PREPARED BY JAM
CHECKED BY RMP
FOR: COP

58514
RANDY M. PERHAM
Date Signed 01/29/2025

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NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

REVIEW:

CIP #: 2112-002

1. ALL CONSTRUCTION SHALL CONFORM TO MARICOPA ASSOCIATION OF GOVERNMENTS (MAG), & QUAD CITY SUPPLEMENT TO MAG, (LATEST REVISIONS), UNLESS SPECIFICALLY APPROVED BY THE AGENCY AND MODIFIED ON THE PLANS.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF MAG AND QUAD CITY SUPPLEMENT, AS WELL AS ALL OTHER STANDARDS AND SPECIFICATIONS NECESSARY TO COMPLETELY AND ACCURATELY INTERPRET THESE PLANS.
3. ALL PLANS ACCEPTED FOR CONSTRUCTION BY THE AGENCY ARE NULL AND VOID ONE YEAR FROM DATE OF SIGNATURE IF CONSTRUCTION HAS NOT STARTED. RESUBMITTAL AND REVIEW SHALL BE REQUIRED, AFTER ONE YEAR OF INACTIVITY.
4. ALL QUANTITIES SHOWN ON THE PLANS HAVE NOT BEEN VERIFIED BY THE AGENCY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES AND MAKE HIS BID BASED UPON THOSE VERIFICATIONS. IF A QUANTITY OR ITEM OF WORK DISCREPANCY IS FOUND, THE CONTRACTOR SHALL NOTIFY THE AGENCY IMMEDIATELY. THE CONTRACTOR SHALL NOT BE RELIEVED OF HIS RESPONSIBILITY FOR INDEPENDENTLY ESTIMATING WORK QUANTITIES PRIOR TO BIDDING.
5. THE CONTRACTOR SHALL PROVIDE SUFFICIENT MEN, EQUIPMENT, & MATERIAL ON THE JOB AT ALL TIMES DURING CONSTRUCTION TO COMPLY WITH CONTRACT DOCUMENTS & TO COMPLETE THE WORK IN ACCORDANCE WITH CONTRACT LIMITS.
6. CITY OF PRESCOTT PUBLIC WORKS DEPARTMENT PERMIT(S) WILL BE REQUIRED FOR ALL CONSTRUCTION WITHIN THE PUBLIC RIGHT OF WAY AND OFF-SITE CONSTRUCTION.
7. THE OWNER IS RESPONSIBLE FOR OBTAINING AND COMPLYING WITH ALL PERMITS REQUIRED TO COMPLETE ALL WORK COVERED BY THESE PLANS. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY CONSTRUCTION EXTENDING BEYOND THE CONSTRUCTION SITE PROPERTY BOUNDARY. A RIGHT-OF-WAY (ROW) PERMIT AND TRAFFIC CONTROL PLAN PER SECTION WILL BE REQUIRED FOR ALL CONSTRUCTION WITHIN PUBLIC ROW AND EASEMENTS.
8. NO STREET IS TO BE CLOSED, RESTRICTED OR CONSTRUCTED UPON UNTIL A TRAFFIC CONTROLL PLAN IS PREPARED BY THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR SUBMITTING A TRAFFIC CONTROL PLAN TO THE AGENCY AS NEEDED TO PERFORM CONSTRUCTION ACTIVITIES. SUBMITTAL SHALL BE MADE AT LEAST FIVE WORKING DAYS (EXCLUDING HOLIDAYS) PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONSTRUCTION CANNOT BEGIN UNTIL AGENCY APPROVAL OF THE PLAN IS GRANTED. THE DYNAMIC NATURE OF TRAFFIC RELATED ACTIVITIES MAY REQUIRE MODIFICATION OF AN APPROVED PLAN BASED ON AGENCY ANALYSIS. IF SO, THE CONTRACTOR WILL MODIFY THE TRAFFIC CONTROL PLAN AT NO EXPENSE TO THE AGENCY.
9. APPROPRIATE EMERGENCY AGENCIES SHALL BE NOTIFIED A MINIMUM OF 24 HOURS PRIOR TO ANY CLOSING OF STREETS.
10. CONTRACTOR SHALL NOTIFY AGENCY AT LEAST 72 HOURS (3 WORKING DAYS) PRIOR TO START OF CONSTRUCTION TO SCHEDULE CONSTRUCTION INSPECTION. PROVATE DEVELOPMENTS SHALL PROVIDE FOR INDEPENDENT 3RD PARTY INSPECTIONS. CITY/TOWN ENGINEER AT LEAST 48 HOURS (2 WORKING DAYS) PRIOR TO START OF CONSTRUCTION.
11. ANY WORK PERFORMED WITHOUT THE KNOWLEDGE AND APPROVAL OF THE AGENCY OR ITS REPRESENTATIVE AND/OR ALL WORK MATERIALS NOT IN CONFORMATION WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S SOLE EXPENSE.
12. A THOROUGH ATTEMPT HAS BEEN MADE TO SHOW THE LOCATION OF ALL UNDERGROUND OBSTRUCTIONS AND UTILITY LINES IN THE WORK AREA. THE CITY/TOWN ENGINEER AND AGENCY DO NOT GUARANTEE THE EXACT LOCATIONS OR ELEVATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE AND SHALL NOT BE RELIEVED OF RESPONSIBILITY FOR MAKING A COMPLETE AND ACCURATE ON-SITE DETERMINATION OF THE LOCATION, MATERIAL, AND SIZE OF ALL UTILITIES, STRUCTURES, AND FIELD CONDITIONS WHICH MAY AFFECT THE PROGRESS OF THE WORK. . THE CONTRACTOR SHALL FIELD EXPOSE EXISTING UNDERGROUND UTILITIES PRIOR TO TRENCHING IN THEIR VICINITY AND WILL BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES AND UTILITIES ENCOUNTERED DURING CONSTRUCTION.
13. THE CONTRACTOR IS REQUIRED TO CONTACT ARIZONA 811 (1-800-STAKEIT) A MINIMUM OF TWO WORKING DAYS (48) HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE RELOCATION AND/OR SUPPORT OF ALL UTILITIES, POWER POLES, ETC., THAT MAY BE NECESSARY TO FACILITATE CONSTRUCTION.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION SURVEYING AND LAYOUT WITH CONTROL PROVIDED BY THE DESIGN ENGINEER OR HIS DESIGNEE.
16. THE CONTRACTOR IS RESPONSIBLE FOR QUALITY CONTROL MEASURES SUFFICIENT TO PRODUCE MATERIALS AND WORKMANSHIP OF ACCEPTABLE QUALITY. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL SUBMIT A QUALITY CONTROL PLAN. THE CONTRACTOR AT HIS OWN EXPENSE SHALL PROVIDE AN INDEPENDENT GEOTECHNICAL FIRM TO PERFORM QUALITY CONTROL TESTING SUCH AS SOILS AND CONCRETE TESTING, AND FULL TIME ASPHALTIC CONCRETE LAYDOWN COMPACTION TESTING AND ADEQUATE PLANT CONTROL FOR EACH PAVING DAY. THE CITY, BY SEPARATE CONTRACT, MAY BE RESPONSIBLE FOR QUALITY ASSURANCE TESTING AS IT MAY DEEM NECESSARY.
17. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS OF TESTING AND INSPECTION, INCLUDING THE PRESENCE OF CITY INSPECTORS, REQUIRED AT NIGHT OR ON WEEKENDS.

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18. ALL WORK & MATERIALS WHICH DO NOT CONFORM TO THE CONTRACT DOCUMENTS ARE SUBJECT TO REMOVAL & REPLACEMENT AT THE CONTRACTOR'S EXPENSE THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RE-WORK AND/OR REMOVAL AND REPLACEMENT OF ALL MATERIALS REPRESENTED BY FAILING TESTS OR SUBSTANDARD WORKMANSHIP. THE CONTRACTOR SHALL IMPLEMENT BEST-MANAGEMENT PRACTICES, AND EROSION AND SEDIMENT CONTROL MEASURES, TO PREVENT THE TRANSPORT OF CONSTRUCTION MATERIALS INTO DRAINAGE INLETS, STORM DRAIN MANHOLES, UTILITY STRUCTURES, OR ONTO ADJACENT STREETS AND PROPERTIES.
19. APPROVAL OF A PORTION OF THE WORK IN PROGRESS DOES NOT GUARANTEE ITS FINAL ACCEPTANCE. TESTING AND EVALUATION MAY CONTINUE UNTIL THE WRITTEN FINAL ACCEPTANCE OF A COMPLETE AND WORKABLE UNIT.
20. THE AGENCY MAY SUSPEND THE WORK BY WRITTEN NOTICE WHEN, IN ITS JUDGEMENT, PROGRESS IS UNSATISFACTORY, WORK BEING DONE IS UNAUTHORIZED OR DEFECTIVE, WEATHER CONDITIONS ARE UNSTABLE, OR THERE IS A DANGER TO THE PUBLIC HEALTH AND SAFETY.
21. ALL REVISIONS TO ORIGINAL PLANS MUST BE APPROVED BY THE CITY PRIOR TO CONSTRUCTION. ANY UNAPPROVED REVISIONS ARE SUBJECT TO REMOVAL & REPLACEMENT AT CONTRACTOR'S EXPENSE.
22. ALL OBSTRUCTIONS IN THE RIGHT OF WAY SHALL BE REMOVED BEFORE ANY CONSTRUCTION IS PERMITTED.
23. REMOVAL OF STRUCTURES AND OBSTRUCTIONS AS NECESSARY TO COMPLETE THE WORK, OTHER THAN SPECIFICALLY SCHEDULED IN THE BID, IS INCIDENTAL TO THE CONTRACT. NO SEPARATE MEASUREMENT OF OR PAYMENT FOR UNSCHEDULED REMOVAL ITEMS WILL BE MADE.
24. THE SITE OF ALL EXCAVATION, EMBANKMENTS, AND FILLS SHALL FIRST BE CLEARED OF STUMPS, TRASH, WEEDS, RUBBISH, TOPSOIL, AND LOOSE BOULDERS WHICH SHALL BE REMOVED AND DISPOSED OF. CLEARING AND GRUBBING IS CONSIDERED INCIDENTAL TO THE WORK UNLESS SPECIFICALLY IDENTIFIED IN THE BID SCHEDULE. NO SEPARATE MEASUREMENT OF OR PAYMENT FOR CLEARING AND GRUBBING, TREE REMOVAL AND OTHER UNSUITABLE SURFACE MATERIALS, WILL BE MADE. PRIOR TO BIDDING THE CONTRACTOR MUST SATISFY HIMSELF REGARDING THE CHARACTER OF THE SUBSOILS TO INCLUDE THE AMOUNT OF LOAM, CLAY, SAND, QUICKSAND, HARDPAN, GRAVEL, ROCK, WATER, AND ALL OTHER MATERIAL TO BE ENCOUNTERED AND WORK TO BE PERFORMED.
25. THE CONTRACTOR SHALL GUARD AGAINST DAMAGE DURING CONSTRUCTION TO EXISTING PROPERTIES AND IMPROVEMENTS. ANY ITEMS DAMAGED BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPLACED IN KIND OR BETTER AT THE CONTRACTOR'S EXPENSE, UNLESS SPECIFICALLY SCHEDULED IN THE BID.
26. THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOBSITE FOR MAINTENANCE DUST CONTROL, AND SHALL CONTROL DUST AS DIRECTED BY THE APPROPRIATE AGENCY.
27. STREET AND TRAFFIC SIGNS SHALL BE RELOCATED BY THE CONTRACTOR IF NECESSARY, AT THE DIRECTION OF THE AGENCY
28. BACKFILL COMPACTION SHALL BE TYPE 1 (MAG, SECTION 601) UNLESS OTHERWISE NOTED.
29. AGGREGATE BASE COURSE SHALL NOT BE PLACED ON SUBGRADE UNTIL SUBGRADE REQUIREMENTS HAVE BEEN ACHIEVED.
30. NO PAVING CONSTRUCTION SHALL BE STARTED UNTIL ALL UNDERGROUND UTILITIES WITHIN THE ROADWAY PRISM ARE VERIFIED FOR DETAIL CONFORMANCE, COMPLETED AND TESTED (TO INCLUDE BUT NOT LIMITED TO) SEWER TESTING, LOW AIR TESTING OF MAIN LINE AND SERVICES, TRACE WIRE TESTING, DEFLECTION TESTING AND VERIFICATION OF MANHOLES CONFORMING TO QUAD CITY STANDARD DETAIL 420Q. WATER TESTING CHLORINATION/DISINFECTING OF MAIN LINE AND SERVICES, PRESSURE TESTING, TRACE WIRE TESTING AND VERIFICATION OF VALVE BOXES CONFORMING TO QUAD CITY STANDARD DETAIL 391Q, AND VIDEO TESTING OF SEWER AND DRAINAGE SYSTEMS PER MAG SPECIFICATIONS.
31. ALL ASPHALT CONCRETE PAVEMENTS SHALL BE PER APPLICABLE MAG SPECIFICATIONS AS AMENDED BY THE CITY OF PRESCOTT. ASPHALT CONCRETE MIX DESIGN SHALL BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR OR HIS DESIGNEE FOR APPROVAL A MINIMUM OF ONE WEEK PRIOR TO START OF CONSTRUCTION.
32. ALL UTILITY FRAMES, COVERS, VALVE BOXES, MANHOLES, ETC. SHALL BE ADJUSTED TO FINISH GRADE AFTER PLACEMENT OF SURFACE COURSE BY THE CONTRACTOR PER QUAD CITY STANDARD DETAILS.
33. ACCEPTANCE OF THE COMPLETED WORK WILL NOT BE GIVEN UNTIL 'AS-BUILT' PLANS ON APPROVED SURVEY DATUM & COORDINATES HAVE BEEN SUBMITTED IN ACCORDANCE WITH AGENCY.
34. ALL CONCRETE TO BE AT LEAST 4000 PSI CLASS "AA" PORTLAND CEMENT CONCRETE PER MAG AND THE COP SUPPLEMENT, UNLESS OTHERWISE SPECIFIED ON THE PLANS, SPECIFICATIONS, OR IN STANDARD DETAILS.
35. EDGES OF CONCRETE STRUCTURES TO HAVE A 3/4" CHAMFER, UNLESS OTHERWISE SPECIFIED ON THE PLANS.
36. CONCRETE SURFACES TO HAVE A BROOM FINISH UNLESS OTHERWISE NOTED ON THE PLANS.
37. ALL EXPANSION JOINTS TO BE SEALED WITH 1/2" EXPANSION JOINT, PRE-FORMED JOINT FILLER AND SEALER, IN ACCORDANCE WITH MAG SECTION 729.

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38. DRIVEWAY ENTRANCES WILL BE LOCATED AS SPECIFIED ON THE PLANS UNLESS MODIFIED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAY ENTRANCES SHALL BE CONSTRUCTED OVER 6" THICK AGGREGATE BASE COURSE PER MAG SPECIFICATION 702 AND COMPACTED TO 95% OF STANDARD PROCTOR DENSITY, UNLESS OTHERWISE NOTED.
39. ALL DISTURBED FENCES SHALL BE REPLACED IN KIND. CONTRACTOR SHALL EXTEND FENCE REPLACEMENT TO THE CLOSEST UPRIGHT SUPPORT NECESSARY FOR STABILITY.
40. MAILBOXES SHALL BE REMOVED AND REINSTALLED AS DIRECTED BY THE U.S. POSTAL SERVICE AND THE CITY OF PRESCOTT TEMPORARY LOCATIONS SHALL BE PER U.S.P.S.
41. NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL PIPES, STRUCTURES, CURBS, PAVEMENT, AND SIDEWALKS HAVE BEEN SWEPT CLEAN OF ALL DIRT AND DEBRIS.
42. THE CONTRACTOR SHALL WARRANT ALL WORK FOR A MINIMUM TWO YEAR PERIOD AFTER FORMAL ACCEPTANCE OF THE WORK BY THE CITY.

QUAD CITY STANDARD DETAIL
GENERAL NOTES
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FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\003 CIP 10-023 GEN NOTES.DWG

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

GENERAL NOTES

DATE 01/29/2025
SHEET NO. 4 OF 26

CITY OF PRESCOTT
ARIZONA

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FOR: COP

58514
RANDY M.
PERHAM
Date Signed 01/29/2025

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NO.	BY	DATE	REVISIONS	APPRV	DATE

ENGINEER
CITY

REVIEW:

CIP #: 2112-002

1. ALL WORK SHALL CONFORM TO MARICOPA ASSOCIATION OF GOVERNMENTS (MAG), CITY OF PRESCOTT (COP), AND QUAD CITY (QC) CONSTRUCTION STANDARDS & SPECIFICATIONS AND DETAILS.
2. ALL WORK SHALL CONFORM TO ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) REQUIREMENTS. A SPECIFIC NOTE REFERENCING AAC 18-5-502, LATEST REVISION, MUST BE ON PLANS THAT WILL BE APPROVED BY ADEQ OR THEIR DELEGATED REVIEWER (YAVAPAI COUNTY). IF ADEQ CONFLICTS WITH THE CONTRACT DOCUMENTS, THE MORE STRINGENT REQUIREMENTS SHALL APPLY.
3. ALL COMPONENTS THAT COME INTO CONTACT WITH POTABLE WATER WILL MEET ANSI / NATIONAL SANITATION FOUNDATION (NSF) STANDARD 61 AND BEAR THE ANSI / NSF STANDARD 61 SEAL AS REQUIRED BY AAC.
4. WATER MAIN TAPS, SERVICE TAPS, SHUTDOWN REQUESTS, AND METER REQUESTS MUST BE INITIATED WITH THE CITY INSPECTOR IN ACCORDANCE WITH CITY STANDARD OPERATING PROCEDURES. WATER SERVICE INTERRUPTION NOTICES SHALL BE GIVEN TO AFFECTED RESIDENTS BY THE CONTRACTOR AT HIS EXPENSE. ADVANCE NOTIFICATION REQUIREMENTS MUST BE APPROVED BY WATER OPERATIONS PRIOR TO SCHEDULING A SHUTDOWN.
5. OPERATION OF VALVES SHALL BE DONE BY AGENCY DESIGNATED PERSONNEL ONLY.
6. THE CONTRACTOR SHALL UNCOVER ALL EXISTING LINES BEING TIED INTO AND VERIFY GRADES, MATERIAL, SIZE & ELEVATIONS BEFORE COMMENCING CONSTRUCTION & ORDERING MATERIALS.
7. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND PIPELINES, TELEPHONE & ELECTRICAL CONDUITS & STRUCTURES IN ADVANCE OF ANY CONSTRUCTION & MUST OBSERVE ALL POSSIBLE PRECAUTIONS TO AVOID ANY DAMAGE TO THE UTILITY. THE ENGINEER &/OR OWNER WILL NOT GUARANTEE ANY LOCATIONS AS SHOWN ON THESE PLANS, OR THOSE OMITTED FROM SAME.
8. WATER-SEWER SEPARATION SHALL BE PURSUANT TO ARIZONA ADMINISTRATIVE CODE (AAC) R-18-5-502C AND AGENCY SPECS AND DETAILS. CONCRETE ENCASEMENT OF WATER LINES IS NOT ALLOWED UNLESS APPROVED BY THE TOWN.
9. ALL MATERIALS & PRODUCTS THAT COME INTO CONTACT WITH DRINKING WATER OR DRINKING WATER TREATMENT CHEMICALS MUST COMPLY WITH AAC AND NSF/ANSI STANDARD 61.
10. ALL TRENCHES & BEDDING SHALL BE PER QC STANDARD DETAIL 200Q & CONTRACT DOCUMENTS.
11. WATER LINES SHALL BE INSTALLED WITH MECHANICAL RESTRAINTS WHERE JOINT RESTRAINTS ARE INDICATED BY CONTRACT DOCUMENTS.
12. ALL WATER LINES & APPURTENANCES SHALL BE EQUIPPED WITH TRACER WIRE PER CITY STANDARDS.
13. ALL PIPELINE CONSTRUCTION SHALL BE PLUGGED DAILY WITH A MECHANICAL OR PNEUMATIC PLUG AT THE END OF THE WORK DAY. THE PLUG SHALL BE ADVANCED DURING THE DAYS WORK PROGRESS TO REMAIN WITHIN A REASONABLE DISTANCE AND TO BE USED IN THE EVENT OF TRENCH FLOODING TO MINIMIZE INFLOW OF DEBRIS INTO THE NEW SYSTEM.
14. IF FLOODING OF PIPELINE OCCURS ALL CONSTRUCTION SHALL CEASE UNTIL THE MAIN IS FLUSHED TO THE SATISFACTION OF THE CITY.
15. THE USE OF POLYETHYLENE PROTECTIVE WRAPPING 'POLYWRAP' SHALL BE PROHIBITED UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS. POLYWRAP, WHERE SPECIFIED, SHALL BE IN ACCORDANCE WITH MAG SECTION 610.6, 'POLYETHYLENE CORROSION PROTECTION'.
16. ALL WATER LINES SHALL BE SUBJECT TO A PRESSURE & LEAKAGE TEST IN ACCORDANCE WITH CONTRACT DOCUMENTS OR AWWA STANDARDS. TEST PRESSURE SHALL BE A MINIMUM OF 200 PSI OR 150 PERCENT OF THE WORKING PRESSURE IN THE PIPE WHICHEVER IS GREATER. THE WORKING PRESSURE WILL BE BASED ON THE LOWEST ELEVATION/HIGHEST PRESSURE POINT IN THE MAIN.
17. PRESSURE & LEAKAGE TESTS SHALL NOT BE PERFORMED AGAINST AN EXISTING SYSTEM VALVE.
18. WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH ADEQ ENGINEERING BULLETIN NO. 8 'DISINFECTION OF WATER SYSTEMS'.
    18.1. SWABBING OF ALL COMPONENTS IS REQUIRED. A 25 PARTS PER MILLION (PPM) SODIUM HYPOCHLORITE SOLUTION MUST BE APPLIED TO ALL INTERIOR SURFACES INCLUDING VALVES, FLEX COUPLINGS, PIPE SEGMENTS OR OTHER INFRASTRUCTURE JUST PRIOR TO THEIR INSTALLATION.
    18.2. SYSTEM FLUSHING SHALL BE CONDUCTED FROM THE NEAREST FIRE HYDRANT, BLOWOFF ASSEMBLY, OR SIMILAR APPURTENANCE.
    18.3. DISCHARGE IN ACCORDANCE IWTH AZDPES REGULATIONS.
19. WATER MAINS SHALL BE FLUSHED AT A MINIMUM OF 3FT/SEC IN ACCORDANCE WITH AWWA C-605, SECTION 10 FOR ALL WATER MAIN MATERIALS.
20. HOT TAPS ARE AN EXCLUSIVE FUNCTION OF THE AGENCY OR THEIR DELEGATE. CONTRACTOR IS RESPONSIBLE FOR TRENCHING/CLEARANCE PER APPLICABLE SPECIFICATIONS AND DETAILS.
21. ACCEPTANCE OF THE COMPLETED WORK WILL NOT BE GIVEN UNTIL 'AS-BUILT' PLANS ON CITY OF PRESCOTT SURVEY DATUM & COORDINATES HAVE BEEN SUBMITTED IN ACCORDANCE WITH CITY STANDARDS AND APPROVED BY THE CITY.
22. A WATER METER SHALL BE APPROVED FOR INSTALLATION ONLY AFTER THE FOLLOWING CONDITIONS HAVE BEEN MET:
    22.1. NEW SUBDIVISION: ATO OR ADEQ DOCUMENTATION SUBMITTED TO THE TOWN FROM THE EOR THAT STATES THAT AN ATO IS NOT REQUIRED.
    22.2. NEW SUBDIVISION: WATER INFRASTRUCTURE MUST HAVE BEEN INSPECTED AND APPROVED BY THE EOR AND TOWN.
    22.3. WATER AND SEWER FEES MUST BE PAID.
    22.4. WATER METER BOXES AND LINE SETTERS MUST RECEIVE A BUILDING INSPECTION THROUGH THE BUILDING PERMIT PROCESS. THE WATER THE WATER SERVICE LINE BETWEEN THE METER AND THE STRUCTURE MUST EXTEND A MINIMUM OF 5-FEET AWAY FROM THE METER IN ORDER TO RECEIVE THE INSPECTION.
    22.5. ONCE THE WATER METER HAS BEEN SET, NO DISTURBANCE OF THE METER, LINE SETTER, BOX OR GROUND WITHIN 5-FEET SHALL OCCUR. ANY DISTURBANCE TO THE METER, METER BOX, OR LINE SETTER WILL RESULT IN DAMAGE AND/OR TAMPERING FEE PER AGENCY ACCOUNT REGULATIONS.
    22.6. APPROVED BACKFLOW PROTECTION HAS BEEN INSTALLED IF REQUIRED PER AGENCY CODE AND APPLICABLE DETAILS.

QUAD CITY STANDARD DETAIL | WATER PLAN GENERAL NOTES | REVISED: 01/01/2024 | DETAIL No. 103Q-1

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23. WATER LINE SERVICES UP TO AND INCLUDING THE METER, METER BOX, AND TRANSITION FITTING ON THE DISCHARGE/CUSTOMER SIDE OF THE SETTER (TAILSTOCK) ARE PUBLIC FACILIITES AND MUST BE PLACED IN A UTILITY EASEMENT OR RIGHT OF WAY PER APPLICABLE QCSD.
24. ALL WATER METER BOXES BOT SURROUNDED BY OR IMMEDIATELY ADJACENT TO PAVED SURFACE OR CURB SHALL BE AT LEAST 3-INCHES ABOVE ANY FINISHED GRADE WITHIN 3-FEET OF THE BOX. BOXES IMMEDIATELY ADJACENT TO PAVED SURFACES OR CURBS SHALL BE THE SAME HEIGHT AS THE ADJACENT PAVEMENT OR CURB.
25. A PRESSURE REDUCING VALVE/PRESSURE REGULATOR IS REQUIRED FOR ALL DOMESTIC SERVICES IF PRESSURE IN THE PUBLIC MAIN IS 80 PSI OR HIGHER. VALVES/REGULATORS ARE CONSIDERED AS PRIVATE PROPERTY AND SHALL BE MAINTAINED BY THE OWNER. ITA SHALL BE LOCATED ON PRIVATE PROPERTY, OUT OF THE UTILITY EASEMENT OR RIGHT OF WAY, DOWNSTREAM OF THE METER AND PRIOR TO BRANCHING/ENTRY TO THE PROPERTY'S PLUMBING SUPPLY.
26. DOMESTIC AND FIRE LINES TO A STRUCTURE MUST BE SEPARATELY TAPPED TO THE WATER DISTRIBUTION MAIN.
27. BACKLFOW PREVENTION REQUIREMENTS ARE NOTED PER AAC, AGENCY CODES AND STANDARDS, AND APPLICABLE QCSD.
28. PER AAC R18-5-508, ALL QUALITY CONTROL TESTING SHALL BE PERFORMED BY THE CONTRACTOR AND OBSERVED BY THE ENGINEER OF RECORD INCLUDING BUT NOT LIMITED TO MICROBIOLOGICAL, PRESSURE, AND DISINFECTION TESTING.
29. WATER ISOLATION VALVES
    29.1. VALVE BOXES SHALL COMPLY WITH APPLICABLE QCSD AND BE FITTED WITH A DEBRIS CAP PER MAG DETAIL. HANDLES SHALL BE COLRED BASED ON AWWA CODE.
    29.2. VALVES SHALL BE MUELLLER 2360 SERIES RESILIENT WEDGE GATE VALVE, CLOW RESILIENT WEDGE GATE VALVE SERIES 2369-2640, OR AMERICAN FLOW CONTROL SERIES 2500 RESILIENT WEDGE GATE VALVE OR AN APPROVED EQUAL. VALVES SHALL BE NEW, GATE TYPE, BONDED RESILIENT SEAT, NON-RISING STEM, MECHANICAL JOINT, FUSE BONDED EPOXY COATED INSIDE AND OUT, 2-INCH OPERATING NUT AND OPEN COUNTER-CLOCKWISE.

QUAD CITY STANDARD DETAIL | WATER PLAN GENERAL NOTES | REVISED: 01/01/2024 | DETAIL No. 103Q-2

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1. ALL WORK SHALL CONFORM TO QUAD CITY STANDARD DETAIL (QCSD) 101P AND TO THIS DETAIL.
2. ALL WORK SHALL CONFORM TO ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) REQUIREMENTS. IF ADEQ CONFLICTS WITH THE CONTRACT DOCUMENTS, THE MORE STRINGENT REQUIREMENTS SHALL APPLY. MORE SPECIFICALLY WHERE THEY PERTAIN TO MAXIMUM ALLOWABLE SEWER LINE/PRESSURE SEWER LINE EXFILTRATION-INFILTRATION RATES. A SPECIFIC NOTE REFERENCING AAC R18-5-502, LATEST REVISION MUST BE ON THE PLANS THAT WILL BE APPROVED BY ADEQ OR THEIR DELEGATED REVIEWER (YAVAPAI COUNTY)
3. SEWER MANHOLE CONSTRUCTION WILL BE IN ACCORDANCE WITH APPLICABLE QCSD AND AAC REGULATIONS. PVC SWER PIPE AND FITTINGS SHALL BE INSTALLED PER PURSUANT TO ASTM STANDARDS.
4. SEWER SERVICE TAPS, GRAVITY BYPASS PUMPING, FORCE MAIN SHUTDOWN REQUESTS, AND OTHER OPERATIONAL REQUESTS MUST BE INITIATED WITH THE CITY INSPECTOR IN ACCORDANCE WITH CITY STANDARD OPERATING PROCEDURES. ADVANCE NOTIFICATION REQUIREMENTS MUST BE APPROVED BY WASTEWATER OPERATIONS PRIOR TO SCHEDULING A SHUTDOWN.
5. THE CONTRACTOR SHALL UNCOVER ALL EXISTING LINES BEING TIED INTO AND VERIFY GRADES, MATERIAL, SIZE & ELEVATIONS BEFORE COMMENCING CONSTRUCTION & ORDERING MATERIALS.
6. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND PIPELINES, TELEPHONE & ELECTRICAL CONDUITS & STRUCTURES IN ADVANCE OF ANY CONSTRUCTION & MUST OBSERVE ALL POSSIBLE PRECAUTIONS TO AVOID ANY DAMAGE TO THE UTILITY. THE ENGINEER &/OR OWNER WILL NOT GUARANTEE ANY LOCATIONS AS SHOWN ON THESE PLANS, OR THOSE OMITTED FROM SAME.
7. WATER-SEWER SEPARATION SHALL BE PURSUANT TO ARIZONA ADMINISTRATIVE CODE (AAC) R-18-5-502C.
8. ALL TRENCHES & BEDDING SHALL BE PER QC STANDARD DETAIL 200Q & CONTRACT DOCUMENTS.
9. ALL SEWER LINES & APPURTENANCES SHALL BE EQUIPPED WITH TRACER WIRE PER CITY STANDARDS.
10. ALL PIPELINE CONSTRUCTION SHALL BE PLUGGED DAILY WITH A MECHANICAL OR PNEUMATIC PLUG AT THE END OF THE WORK DAY. THE PLUG SHALL BE ADVANCED DURING THE DAYS WORK PROGRESS TO REMAIN WITHIN A REASONABLE DISTANCE AND TO BE USED IN THE EVENT OF TRENCH FLOODING TO MINIMIZE INFLOW OF DEBRIS INTO THE NEW SYSTEM.
11. MINIMUM COVER OVER EACH SEWER MAIN SHALL BE 7 FEET UNLESS OTHERWISE APPROVED BY THE CITY.
12. SEWER LINES WITH A BURY DEPTH OF 10-FEET OR MORE SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE.
13. SEWER LINE LOW PRESSURE AIR TESTS SHALL BE DONE ON 100% OF ALL LINES AFTER PLACEMENT OF BACKFILL TO PAVEMENT SUBGRADE. TEST EACH SEGMENT OF THE SEWER LINE FOR LEAKAGE USING THE "STANDARD TEST METHOD FOR INSTALLATION OF ACCPEPTANCE OF PLASTIC GRAVITY SEWER LINES USING LOW-PRESSURE AIR, F1417-92 (1998)," PUBLISHED BY THE AMERICAN SOCIETY FOR TESTING AND MATERIALS.
14. SEWER LINE DEFLECTION TEST WITH AN APPROPRIATELY SIZED MANDREL SHALL BE DONE ON 100% OF ALL NON-RIGID PIPE LINES NO SOONER THAN 30-DAYS AFTER INSTALLATION AND BACKFILL.
15. THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL SEWER MAINS AND LATERALS INSTALLED WITHIN THE CITY'S COLLECTION SYSTEM UTILIZING A SEWER CCTV SYSTEM AFTER COMPLETE BACKFILL AND COMPACTION BUT BEFORE INSTALLING ANY PORTION OF THE PAVEMENT STRUCTURAL SECTION PER CITY CCTV REQUIREMENTS. THE INSPECTION SHALL COMPLY WITH THE CITY'S VIDEO ACCEPTANCE PROCEDURE. THE CONTRACTOR SHALL PROVIDE 72 HOURS ADVANCE NOTICE TO WASTEWATER OPERATIONS. CITY STAFF MUST BE PRESENT DURING THE VIDEO OPERATION AND THE CONTRACTOR SHALL PROVIDE THE CITY A VIDEO DVD AND HARD COPY OF THE INSPECTION REPORT UPON COMPLETION.
16. SEWER MANHOLES EXFILTRATION TESTS SHALL BE DONE ON 100% OF ALL MANHOLES. VACUUM TESTING IN ACCORDANCE WITH CITY STANDARDS MAY BE USED IN LIEU OF EXFILTRATION TEST. THE CONTRACTOR SHALL TEST EACH MANHOLE USING ONE OF THE FOLLOWING TEST PROTOCOLS:
    16.1. NEGATIVE AIR PRESSURE TESTING USING THE "STANDARD TEST METHOD FOR CONCRETE SEWER MANHOLES BY NEGATIVE AIR PRESSURE" (VACUUM) TEST, C1244-02E1(2002), PUBLISHED BY THE AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM). THIS MATERIAL IS INCORPORATED BY REFERENCE & DOES NOT INCLUDE ANY LATER AMENDMENTS OR EDITIONS OF THE INCORPORATED MATERIAL, & MAY BE VIEWED AT ADEQ, OR OBTAINED FROM THE ASTM, 100 BAR HARBOR DRIVE, WEST CONSHOHOCKEN, PA.19428-2959.
    16.2. 'WATERTIGHTNESS TESTING'BY FILLING THE MANHOLE WITH WATER. THE CONTRACTOR SHALL ENSURE THAT THE DROP IN WATER LEVEL FOLLOWING PRESOAKING DOES NOT EXCEED 0.00034 OF THE TOTAL MANHOLE VOLUME PER HOUR.
17. SEWER FORCE MAIN LINES SHALL BE DESIGNED AND CONSTRUCTED OF A MATERIAL SUITABLE FOR SANITARY SEWER PRESSURE PIPE AS APPROVED BY THE CITY. SEWER LINES SHALL BE PRESSURE TESTED TO A MINIMUM OF 50 PSI ABOVE DESIGN WORKING PRESSURE AT THE LOWEST POINT IN THE SYSTEM FOR A MINIMUM OF 2 HOURS IN ACCORDANCE WITH AAC R18-9.
18. PRESSURE SEWER MAINS AND SERVICE LATERALS (LPS) SHALL BE SUBJECT TO A PRESSURE & LEAKAGE TEST IN ACCORDANCE WITH AWWA-C-600 STANDARD. TEST PRESSURE SHALL BE A MINIMUM OF 100 PSI, OR 50 PSI OVER WORKING PRESSURE, WHICHEVER IS GREATER. TESTING SHALL BE DONE AFTER BACKFILL TO SUBGRADE.
19. ACCEPTANCE OF THE COMPLETED WORK WILL NOT BE GIVEN UNTIL 'AS-BUILT' PLANS ON APPROVED SURVEY DATUM & COORDINATES HAVE BEEN SUBMITTED IN ACCORDANCE WITH AGENCY STANDARDS AND APPROVED BY THE AGENCY.

QUAD CITY STANDARD DETAIL | WASTEWATER PLAN GENERAL NOTES | REVISED: 12/31/2024 | DETAIL No. 104Q-1

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20. THE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL SEWER MAINS AND LATERALS INSTALLED WITHIN THE CITY'S COLLECTION SYSTEM UTILIZING A SEWER CCTV SYSTEM AFTER COMPLETE BACKFILL AND COMPACTION BUT BEFORE INSTALLING ANY PORTION OF THE PAVEMENT STRUCTURAL SECTION PER CITY CCTV REQUIREMENTS. THE INSPECTION SHALL COMPLY WITH THE CITY'S VIDEO ACCEPTANCE PROCEDURE. THE CONTRACTOR SHALL PROVIDE 72 HOURS ADVANCE NOTICE TO WASTEWATER OPERATIONS. CITY STAFF MUST BE PRESENT DURING THE VIDEO OPERATION AND THE CONTRACTOR SHALL PROVIDE THE CITY A VIDEO DVD AND HARD COPY OF THE INSPECTION REPORT UPON COMPLETION.
21. SEWER SAG IDENTIFIED IN THE VIDEO INSPECTION REPORT IS SUBJECT TO THE CORRECTIVE ACTIONS LISTED IN TABLE 1.
22. IF GROUNDWATER OR OTHER UNSUITABLE CONDITIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE ORT AND THE AGENCY MUST BE NOTIFIED AND A RESOLUTION ACCEPTABLE TO ALL PARTIES MUST BE AGREED ON BEFORE WORK CONTINUES.
23. NO SEWER SERVICE TAPS WILL BE ALLOWED INTO A MANHOLE.
24. ALL NEW, REPLACEMENT, OR REFURBISHED MANHOLES INSTALLED IN PRESCOTT VALLEY SHALL BE COATED WITH INSECTA® CONTACT PESTICIDE, OR APPROVED EQUAL, PER PESTICIDE MANUFACTURER'S INSTRUCTIONS.
25. NO PAVING, ROAD-BASE, COVER, ETC SHALL OCCUR UNTIL SEWER INFRASTRUCTURE MEETS DEFLECTION, SAG, VACUUM, AND LOW PRESSURE AIR TESTING REQUIREMENTS.

TABLE 1 - CORRECTIVE ACTION REQUIREMENTS FOR SAG

DESCRIPTION	OBSERVED SAG	CORRECTION ACTION REQUIRED
8” TO 12” DIA. PIPE	LESS THAN OR EQUAL TO ½”	NONE
8” TO 12” DIA. PIPE	GREATER THAN ½” BUT LESS THAN OR EQUAL TO 1“	YES IF LONGER THAN 10' OR MORE THAN 3 OCCURRENCES, OF ANY LENGTH WITHIN 100'
12” TO 24” DIA. PIPE	LESS THAN OR EQUAL TO 1”	NONE
12” TO 24” DIA. PIPE	GREATER THAN 1” BUT LESS THAN OR EQUAL TO 1 ½””	YES IF LONGER THAN 20' OR MORE THAN 6 OCCURRENCE IN 100'
GREATER THAN 24” DIA. PIPE	GREATER THAN 1 ½”	YES
PIPE ENTERING OR EXITING MANHOLE	ANY	YES

QUAD CITY STANDARD DETAIL | WASTEWATER PLAN GENERAL NOTES | REVISED: 12/31/2024 | DETAIL No. 104Q-2

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

GENERAL NOTES

DATE 01/29/2025

SHEET NO. 5 OF 26

CITY OF PRESCOTT ARIZONA

PREPARED BY JAM
CHECKED BY RMP
FOR: COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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REVIEW:

NO.	BY	DATE	REVISIONS	APPRV/ DATE
ENGINEER				CITY

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\003 CIP 10-023 GEN NOTES.DWG

1. ALL WORK SHALL CONFORM TO CITY OF PRESCOTT STANDARD DETAIL 101P AND TO THIS DETAIL.
2. ALL PROVISIONS OF THE PRELIMINARY SOILS SHALL BE COMPLIED WITH DURING OPERATIONS.
3. THIS PLAN IS FOR GRADING PURPOSES ONLY. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF DRIVEWAY LOCATIONS OR SIZES, PARKING LOT LAYOUT, SEWER AND WATER FACILITIES, BUILDING LOCATIONS, OFF-SITE DRAINAGE FACILITIES OR OTHER ITEMS NOT RELATED DIRECTLY TO THE BASIC GRADING OPERATION.
4. CERTIFICATION FROM THE REGISTERED CIVIL ENGINEER AND SOILS/GEOLOGICAL ENGINEER STATING THAT THE ROUGH GRADING HAS BEEN COMPLETED PER THE APPROVED PLAN, AND A COMPACTION REPORT FROM THE SOILS ENGINEER ON ANY FILL AREAS THAT ARE REQUIRED SHALL BE PROVIDED PRIOR TO BUILDING PERMITS BEING ISSUED.
5. PARTIES NAMED ON ADEQ'S NOTICE OF INTENT (N.O.I.) ARE RESPONSIBLE FOR EROSION, DUST, MUD, SILT, DEBRIS, AND TEMPORARY DRAINAGE CONTROL DURING GRADING OPERATIONS AND MAY BE REQUIRED TO PROVIDE A SWPPP.
6. ANY ON-SITE RETAINING WALLS WILL REQUIRE APPROVAL AS PART OF THESE PLANS. ANY NECESSARY RETAINING WALLS ON THE PERIMETER OF THIS SITE MAY BE REQUIRED TO BE IN PLACE AND APPROVED BY THE CITY BUILDING DEPARTMENT PRIOR TO THE START OF GRADING. A SEPARATE PLAN WITH REQUIRED STRUCTURAL CALCULATIONS MAY BE REQUESTED FOR RETAINING WALLS.
7. ANY INFRASTRUCTURE CONSTRUCTED IN THE PUBLIC RIGHT OF WAY WILL REQUIRE SEPARATE PLAN APPROVAL AND INSPECTION FROM THE CITY ENGINEER.
8. ANY WALLS, FENCES, STRUCTURES AND/OR APPURTENANCES ADJACENT TO THIS PROJECT SHALL BE PROTECTED IN PLACE. IF GRADING OPERATIONS DAMAGE OR ADVERSELY AFFECT SAID ITEMS IN ANY WAY, THE CONTRACTOR AND/OR DEVELOPER IS RESPONSIBLE FOR WORKING OUT AN ACCEPTABLE SOLUTION TO THE SATISFACTION OF THE AFFECTED PROPERTY OWNER(S).
9. THE CONTRACTOR/DEVELOPER IS RESPONSIBLE FOR ENSURING THAT RETAINING WALLS DO NOT INTERFERE WITH PROVISION OF UTILITIES. WALLS MUST BE CONSTRUCTED ON SITE AND OUTSIDE OF THE RIGHT OF WAY. THIS SHALL INCLUDE THE FOOTINGS OF ALL STRUCTURES.
10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT COMPACTION HAS BEEN ATTAINED ON THE ENTIRE GRADING SITE IN ACCORDANCE WITH THE GENERAL ENGINEERING PLAN, INCLUDING FILL AREAS OUTSIDE THE BUILDING PADS AND ON ALL FILL SLOPES, AND SHALL BE CERTIFIED BY THE SOIL'S ENGINEER.
11. CITY APPROVAL OF PLANS DOES NOT RELIEVE THE DEVELOPER FROM THE RESPONSIBILITY FOR CORRECTION OR ERROR OR OMISSION DISCOVERED DURING CONSTRUCTION. UPON REQUEST, THE REQUIRED PLAN REVISIONS SHALL BE PROMPTLY SUBMITTED TO THE CITY ENGINEER FOR APPROVAL.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CALL THE CITY ENGINEER'S OFFICE AT (928) 777-1130 FOR ANY REQUIRED ENGINEERING INSPECTION ON CAPITAL PROJECTS 24 HOURS PRIOR TO PERFORMING ANY WORK. WORK PERFORMED WITHOUT CALLING FOR INSPECTION MAY BE REJECTED AND, IF REJECTED, SHALL BE REMOVED SOLELY AT THE CONTRACTOR'S EXPENSE. ANY PRIVATE DEVELOPMENT INSPECTIONS SHALL USE THE CITY'S IVR SYSTEM FOR SCHEDULING INSPECTIONS.
13. NO GRADING SHALL COMMENCE WITHOUT OBTAINING A GRADING PERMIT. A SEPARATE PERMIT IS REQUIRED FOR OFF-SITE GRADING.
14. GRADING SHALL NOT BE STARTED WITHOUT FIRST NOTIFYING CITY PUBLIC WORKS INSPECTION DEPARTMENT. A PRE-GRADING MEETING ON THE SITE IS REQUIRED BEFORE BEGINNING GRADING ACTIVITIES BY THE FOLLOWING PEOPLE PRESENT: OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOIL ENGINEER/GEOLOGIST, PUBLIC WORKS INSPECTOR, AND WHEN REQUIRED, THE ARCHAEOLOGIST AND PALEONTOLOGIST. THE REQUIRED INSPECTIONS FOR GRADING WILL BE EXPLAINED AT THE PRE-CONSTRUCTION MEETING.
15. PRIOR TO THE START OF GRADING ALL SWPPP MEASURES SHALL BE IN PLACE, ALL DEBRIS, INCLUDING EXISTING STRUCTURES, FOOTINGS, FOUNDATIONS AND RUBBLE SHALL BE REMOVED FROM THE SITE TO THE SATISFACTION OF THE SOILS ENGINEER.
16. AFTER REMOVAL OF DEBRIS, ANY EXISTING FILL OR DISTURBED NATURAL SOILS SHALL BE EXCAVATED TO THE SATISFACTION OF THE SOILS ENGINEER.
17. THE EXPOSED SOILS SHALL THEN BE INSPECTED BY THE SOILS ENGINEER, AND ANY ADDITIONAL OVER-EXCAVATION SHALL THEN BE MADE IN ACCORDANCE WITH THE SOILS ENGINEER'S RECOMMENDATIONS AND AS CONTAINED IN THE SOIL'S REPORT.
18. THE EXPOSED SOILS SHALL THEN BE SCARIFIED TO PROVIDE A BOND WITH NEW FILL, BROUGHT TO PROPER MOISTURE CONTENT AND COMPACTED TO AT LEAST 90% OF THE MAXIMUM DENSITY, AS DETERMINED BY ASTM D1557-78 OR EQUIVALENT COMPACTION SHALL BE OBTAINED BY METHODS SPECIFIED BY THE SOILS ENGINEER. ROAD PRISM SUBGRADE SHALL BE COMPACTED TO AT LEAST 95% STANDARD OR MODIFIED PER SOILS ENGINEER'S RECOMMENDATIONS.
19. THE SOILS AND DESIGN ENGINEER OF RECORD SHALL ALSO BE RESPONSIBLE TO INSPECT, VERIFY AND REPORT THAT PROPER COMPACTION HAS BEEN OBTAINED BY EARTHWORK CONTRACTOR OR SUBCONTRACTOR AND PRIVATE UTILITY FRANCHISES CONCERNING UTILITY LINE BACKFILL, TO INCLUDE ELECTRICAL, GAS, CABLE, FIBEROPTIC, COMMUNICATION AND LANDSCAPE IRRIGATION LINES. ADDITIONALLY, WATER AND SEWER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH GENERAL ENGINEERING REQUIREMENTS SECTION AND APPLICABLE STANDARD DETAILS.
20. AN AS-GRADED GRADING PLAN AND THE CERTIFICATION OF COMPLIANCE FORMS FOR SAID GRADING PLAN WITH THE PROPER STAMPS AND SIGNATURES ARE TO BE SUBMITTED TO THE CITY ENGINEER PRIOR TO RELEASE OF GRADING BOND AND PRIOR TO FINAL GRADING INSPECTION. BUILDING PAD CERTIFICATION SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT WHEN REQUESTED.
21. NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAINS (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY THE SOILS ENGINEER.
22. ALL EXISTING FILLS SHALL BE APPROVED AND CERTIFIED BY THE SOILS ENGINEER OR REMOVED PRIOR TO PLACING ADDITIONAL FILLS.
23. ENGINEER MUST SET GRADE STAKES FOR ALL DRAINAGE DEVICES AND OBTAIN INSPECTION BEFORE POURING.
24. THE COMPACTION REPORT AND APPROVAL FROM THE SOIL ENGINEER SHALL INDICATE THE TYPE OF FIELD TESTING PERFORMED. EACH TEST SHALL BE IDENTIFIED WITH THE METHOD OF OBTAINING THE IN-PLACE DENSITY, WHETHER SAND CONE OR NUCLEAR GAUGE, AND SHALL BE SO NOTED FOR EACH TEST.
25. EXPORT SOIL MUST BE TRANSPORTED TO A LEGAL DUMP OR TO A PERMITTED SITE SHOWN CLEARLY ON APPROVED PLANS OR PERMIT.
26. ALL EXISTING DRAINAGE COURSES THROUGH THIS SITE SHALL REMAIN OPEN UNTIL FACILITIES TO HANDLE STORM WATER ARE APPROVED AND FUNCTIONAL; HOWEVER, IN ANY CASE, THE PERMITTEE SHALL BE HELD LIABLE FOR ANY DAMAGE DUE TO OBSTRUCTING NATURAL DRAINAGE PATTERNS.
27. PRIOR TO FINAL ACCEPTANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING, VISUAL AND/OR TV INSPECTION OF STORM DRAINAGE INFRASTRUCTURE PER APPLICABLE QCSD. THE AGENCY AND EOR SHALL RECEIVE COPIES OF APPLICABLE DOCUMENTATION FOR REVIEW. THE EOR SHALL PROVIDE THE AGENCY WITH:
    27.1. DETERMINE IF THE REQUIRED PROCEDURES AND SUBSEQUENT DOCUMENTATION WERE COMPLIED WITH.
    27.2. REVIEW ALL DOCUMENTATION AND FINDINGS FOR COMPLIANCE WITH AGENCY STANDARDS.
    27.3. SUBMIT A REPORT TO THE AGENCY WITH REGARDS TO THE DISPOSITION.
28. NO STRUCTURE OF ANY KIND SHALL BE CONSTRUCTED AND/OR ANY VEGETATION PLANTED OR ALLOWED TO GROW WITHIN, ON OR OVER ANY DRAINAGE EASEMENT WHICH WOULD OBSTRUCT OR DIVERT THE FLOW OF STORM WATER.

QUAD CITY STANDARD DETAIL	GRADING AND DRAINAGE NOTES	REVISED: 12/31/2024	DETAIL No. 105Q-1

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1. ALL WORK SHALL CONFORM TO CITY OF PRESCOTT STANDARD DETAIL 101P AND TO THIS DETAIL.
2. A COPY OF THE APPROVED GRADING AND DRAINAGE PLAN FOR THIS PROJECT AND EROSION AND SEDIMENT CONTROL (ESC) PLAN OR STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON THE SITE AND AVAILABLE FOR REVIEW. THOSE ELEMENTS OF THE GRADING AND DRAINAGE PLAN PERTINENT TO OR REFERENCED ON THE SWPPP SHALL BE CONSIDERED A PART OF THE SWPPP.
3. THE ESC/SWPPP AND RELATED RECORDS MUST BE MADE AVAILABLE UPON REQUEST TO ADEQ AND THE CITY OF PRESCOTT.
4. THE IMPLEMENTATION OF THESE PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED AND A NOTICE OF TERMINATION HAS BEEN SUBMITTED.
5. THE SCHEMATIC EROSION CONTROL MEASURES SHOWN ON THE PLANS ARE A MINIMUM. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MEANS TO PROTECT EXISTING FACILITIES AND ADJACENT PROPERTIES FROM NOISE, DUST, AND STORM WATER RUNOFF THROUGHOUT CONSTRUCTION OF THE PROJECT AND BUILDINGS ON LOTS, AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER THAT STORM WATER WILL BE CONTAINED ON SITE OR CHANNELED INTO A STORM DRAIN SYSTEM, PROVIDED THAT IT IS FREE FROM POLLUTANTS AND DEBRIS.
6. CONTRACTOR SHALL PERMANENTLY STABILIZE ALL DISTURBED SLOPES AS STATED ON APPROVED CONSTRUCTION PLANS. ALL EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL EXPOSED SLOPES HAVE BEEN PERMANENTLY STABILIZED.
7. CONTRACTOR SHALL TAKE MEASURES TO PREVENT OR MINIMIZE THE GENERATION, EMISSION AND/OR TRANSPORT OF FUGITIVE DUST FROM CONSTRUCTION ACTIVITIES.
8. THIS PLAN SHALL BE IN EFFECT UNTIL ALL DISTURBED AREAS ARE PERMANENTLY STABILIZED, TRANSFERRED TO NEW OWNERSHIP, OR DEVELOPED UNDER FUTURE PLANS WITH A NEW NOTICE OF INTENT (NOI), SWPPP, AND PERMIT. ONCE THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS MET THE FINAL STABILIZATION REQUIREMENTS OF THE PERMIT, THE AUTHORIZED SITE REPRESENTATIVE MAY FILE A NOTICE OR TERMINATION (NOT) WITH ADEQ, WITH A COPY SUBMITTED TO THE CITY OF PRESCOTT ENGINEERING DIVISION TO TERMINATE COVERAGE UNDER THE PERMIT.
9. A CONCRETE WASHOUT SHALL BE INSTALLED FOR ALL PROJECTS THAT PROPOSE CONCRETE TO BE MIXED ON SITE OR BE DELIVERED FROM A BATCH PLANT. THE CONCRETE WASHOUT SHALL BE LOCATED A MINIMUM OF FIFTY (50) FEET FROM ANY DRAINAGE INFRASTRUCTURE OR NATURAL DRAINAGE FEATURES OR WATER BODIES AND INCORPORATE AN IMPERMEABLE LINER TO CONTAIN THE REQUIRED VOLUME. ALL DRIED CONCRETE WASTE SHALL BE BROKEN INTO MANAGEABLE PIECES AND DISPOSED OF OFF-SITE AT AN APPROVED FACILITY.

QUAD CITY STANDARD DETAIL	EROSION AND SEDIMENTATION CONTROL NOTES	REVISED: 12/31/2024	DETAIL No. 105Q-2

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1. ALL WORK SHALL CONFORM TO CITY OF PRESCOTT STANDARD DETAIL 101P AND TO THIS DETAIL.
2. THE CONTRACTOR SHALL SPOT LAYOUT THE ENTIRE PROJECT AND CONTACT THE CITY INSPECTOR TO MAKE ARRANGEMENTS FOR INSPECTION PRIOR TO INSTALLING TRAFFIC SIGNS OR PAVEMENT MARKINGS. ANY SIGNING OR STRIPING INSTALLED BEFORE LAYOUT APPROVAL SHALL BE SUBJECT TO REMOVAL AND REINSTALLATION AT THE CONTRACTOR'S EXPENSE.
3. TRAFFIC SIGN DIMENSIONS, COLORS AND LETTERING SHALL CONFORM TO THE LATEST MUTCD SPECIFICATIONS. TRAFFIC SIGN SIZE SHALL BE STANDARD UNLESS OTHERWISE SPECIFIED ON THE PLANS.
4. SIGN LOCATION SHALL BE COORDINATED WITH LANDSCAPING PLANS TO ENSURE SIGN VISIBILITY PER AASHTO AND MUTCD STANDARDS.
5. ALL R1-1 "STOP" SIGNS AND PEDESTRIAN WARNING SIGNS SHALL BE RETRO-REFLECTIVE WITH SHEETING MATERIAL TO BE DIAMOND VIP GRADE, MEETING OR EXCEEDING ASTM 4956-04.
6. ALL OTHER SIGNS ARE TO BE RETRO-REFLECTIVE WITH SHEETING MATERIAL TO BE HIGH INTENSITY PRISMATIC MEETING OR EXCEEDING ASTM 4956-04.
7. SIGN BLANKS SHALL BE 5052-H38 ALLOY TREATED ALUMINUM WITH ALODINE 1200 CONVERSION COATING, 0.080" THICK WITH ROUNDED CORNERS.
8. SIGNS SHALL BE MOUNTED ON STREET LIGHT POLES WHENEVER FEASIBLE.
9. STRIPING SHALL CONFORM TO THE MOST RECENT EDITION OF THE MUTCD WITH REGARD TO SIZE, COLOR, REFLECTIVITY AND PLACEMENT UNLESS OTHERWISE SPECIFIED ON THE PLANS.
10. ALL THERMOPLASTIC APPLICATIONS SHALL CONFORM TO ADOT SPECIFICATION 704. TRANSVERSE MARKINGS, SYMBOLS AND LEGENDS SHALL BE 90 MIL (0.090 INCH) THICK, LONGITUDINAL MARKINGS SHALL BE 60 MIL (0.060 INCH) THICK ALKYD EXTRUDED THERMOPLASTIC.
11. ALL PAINT APPLICATION SHALL CONFORM TO ADOT SPECIFICATION 708.
12. ALL CONFLICTING STRIPING, PAVEMENT MARKINGS, AND CURB PAINT SHALL BE REMOVED BY WET SANDBLASTING OR OTHER APPROVED METHOD PRIOR TO THE INSTALLATION OF NEW STRIPING. SLURRY OR PAINT SHALL NOT BE USED TO COVER EXISTING PAINT. PAVEMENT THAT IS DAMAGED DUE TO THE REMOVAL OF MARKERS OR STRIPING SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY ENGINEER OR HIS DESIGNEE.

QUAD CITY STANDARD DETAIL	SIGNING AND STRIPING NOTES	REVISED: 12/31/2024	DETAIL No. 106Q-1

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1. ALL MATERIAL, EQUIPMENT AND INSTALLATION SHALL CONFORM TO THE LATEST MUTCD SPECIFICATIONS; THE ADOT TRAFFIC SIGNAL AND LIGHTING STANDARD DRAWINGS, ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE CITY OF PRESCOTT STANDARD DETAILS.
2. ALL EQUIPMENT SHALL BE APPROVED BY THE CITY OF PRESCOTT THROUGH THE ELECTRICAL EQUIPMENT SUBMITTAL PROCESS PRIOR TO THE ORDERING OF EQUIPMENT.
3. THE LOCATION OF EACH NEW POLE FOUNDATION, PULLBOX, CONTROLLER CABINET FOUNDATION, UPS CABINET FOUNDATION AND ELECTRICAL SERVICES PEDESTAL FOUNDATION SHALL BE MARKED IN THE FIELD AS SHOWN ON THE PLANS. THE EXACT LOCATION SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER AND/OR APPROVED CITY REPRESENTATIVE BY CONTACTING (928)777-1130 PRIOR TO WORK.
4. ALL VEHICLE AND PEDESTRIAN COUNTDOWN INDICATIONS SHALL BE LED.
5. PEDESTRIAN COUNTDOWN HEADS SHALL BE PROVIDED AT ALL VEHICULAR SIGNAL LOCATIONS WHENEVER SIDEWALK CONNECTIONS EXIST OR ARE INSTALLED.
6. ALL PEDESTRIAN PUSH BUTTON ASSEMBLIES SHALL CONFORM TO ADOT STANDARD DRAWINGS TS11-1 EXCEPT THAT THE PUSH BUTTON SHALL BE A MINIMUM OF TWO INCH IN DIAMETER. PUSH BUTTONS SHALL BE ACCESSIBLE TYPE AND MEET CITY OF PRESCOTT SPECIFICATIONS.
7. CONTROLLER CABINET SHALL BE TYPE IV ECONOLITE TS2, TYPE 1 WITH ELEVATOR BASE. PROVISION FOR BATTERY BACK-UP SHALL BE PROVIDED IN ALL TRAFFIC SIGNAL CABINETS.
8. METER PEDESTAL CABINET SHALL BE MYERS PBM 2000 OR 1250 UPS W/FOUNDATION OR APPROVED EQUAL.
9. TRAFFIC SIGNAL PULL BOXES SHALL BE NO. 7 OR NO. 5 AS CALLED FOR ON THE PLANS AND CONFORM TO THE TS 1-4, 1-5 AND 1-5 OF THE ADOT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS. BOX LIDS SHALL BE LOCKING AND LABELED WITH “TRAFFIC SIGNAL” UNLESS OTHERWISE SPECIFIED BY THE CITY TRAFFIC ENGINEER AND/OR THE APPROVED CITY REPRESENTATIVE
10. ALL CONDUITS SHALL BE SCHEDULE 40 PVC, OF A DIAMETER AS CALLED FOR ON THE APPROVED PLANS.
11. INSTALL RADAR DETECTION PER CITY OF PRESCOTT SPECIFICATIONS. RADAR CABLE SHALL RUN UNSPLICED FROM CONTROLLER CABINET TO RADAR DETECTION.
12. THE TOP OF THE POLE FOUNDATION SHALL BE LEVEL WITH THE FINISHED GRADE. IF THE SLOPE OR SHOULDER DROPS OFF FROM FINISHED GRADE, THE CONTRACTOR SHALL GRADE AROUND THE POLE FOUNDATION. THE TOP OF THE FOUNDATION SHALL EXTEND NO MORE THAN 4 INCHES ABOVE THE ADJACENT ULTIMATE GRADE.
13. ALL CONCRETE USED FOR TRAFFIC SIGNAL POLE AND CABINET FOUNDATIONS SHALL BE CLASS “AA”.
14. THE CONTRACTOR SHALL CONTACT THE CITY TRAFFIC ENGINEER AND/OR THE APPROVED CITY REPRESENTATIVE TO ARRANGE FOR METER AND ELECTRICAL SERVICE CONNECTION FROM ARIZONA PUBLIC SERVICE (APS). THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING THE SERVICE CONDUIT RUN FROM THE POWER COMPANY SOURCE TO THE SIGNAL METER PEDESTAL.
15. EMERGENCY VEHICLE PREEMPTION SHALL BE INSTALLED AT ALL TRAFFIC SIGNAL INTERSECTIONS. THE CONTRACTOR SHALL PROVIDE AND INSTALL AN OPTICOM 700 SERIES SYSTEM OR APPROVED EQUAL TO INCLUDE, SENSORS, PROCESSORS, CONFIRMATION AND CONTROLLER HARDWARE, MOUNTING HARDWARE, INTERFACE CABLES, OPTICAL CABLES, AND ANY OTHER EQUIPMENT REQUIRED FOR A FULLY FUNCTIONING PRE-EMPTION SYSTEM.
16. CONTRACTOR SHALL PERFORM A GROUND RESISTANCE TEST FOR EACH INSTALLED GROUND ROD AND POLE FOUNDATION GROUNDING COIL IN ACCORDANCE WITH ADOT SPEC. 723-3.03.
17. CONTRACTOR SHALL BAG ALL NEWLY INSTALLED VEHICULAR AND/OR PEDESTRIAN TRAFFIC SIGNAL HEADS WITH BURLAP OR OTHER APPROVED MATERIAL UNTIL FINAL INSPECTION AND ACCEPTANCE BY THE CITY TRAFFIC ENGINEER AND/OR THE APPROVED CITY REPRESENTATIVE.
18. CONTRACTOR SHALL REPLACE ALL LANDSCAPING AND/OR IRRIGATION FACILITIES THAT MAY BE DISTURBED OR DAMAGED DURING TRAFFIC SIGNAL CONSTRUCTION AT HIS EXPENSE CONTACT THE PROPERTY OWNER FOR INFORMATION ON THE LOCATION OF IRRIGATION EQUIPMENT.
19. CONTRACTOR SHALL PROVIDE AND INSTALL “TRAFFIC CONTROL CHANGE” SIGNS WITH FLAGS FOR 30 DAYS FOLLOWING TURN-ON.
20. CONTRACTOR SHALL RETURN ALL REMOVED/UNUSED TRAFFIC SIGNAL EQUIPMENT TO THE CITY OF PRESCOTT PUBLIC WORKS DEPARTMENT. FOR ADDITIONAL INFORMATION, PLEASE CONTACT THE TRAFFIC SIGNAL SUPERVISOR AT (928)777-1683
21. CONTRACTOR SHALL PROVIDE A SIX-FOOT COILED CONTROL CORD IN THE POLICE PANEL OF THE CONTROLLER CABINET.

QUAD CITY STANDARD DETAIL	TRAFFIC SIGNAL NOTES	REVISED: 12/31/2024	DETAIL No. 106Q-2

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\003 CIP 10-023 GEN NOTES.DWG

NO.	BY	DATE	REVISIONS	APPRV	DATE
ENGINEER				CITY	

Call at least two full working days before you begin excavation.
ARIZONA 811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

Randy Perham
58514
RANDY M.
PERHAM
Date Signed 01/29/2025

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

CITY OF PRESCOTT PUBLIC WORKS

GENERAL NOTES

DATE 01/29/2025

SHEET NO. 6 OF 26

CIP #: 2112-002

REVIEW:

PAVEMENT RECONSTRUCTION STETSON RD

EROSION & SEDIMET CONTROL GUIDELINE SOURCES:

A. EROSION & SEDIMENT CONTROLS SHALL BE IN COMPLIANCE WITH CITY OFPRESCOTT GENERAL ENGINEERING STANDARDS (GES) ARTICLE 3/DRAINAGE
SECTION 3.9/ EROSION AND SEDIMENT CONTROL
3.9.3 GENERAL, 3.9.4 AND GUIDELINES, MAG SUPPLEMENT 104.1.5 FINAL CLEANING UP, AND PROJECT SPECIAL PROVISIONS AND AZDOT STORMWATER AND EROSION/SEDIMENT CONTROL MAPS AND MANUALS (https://azdot.gov/business/engineering-and-construction/roadway-engineering/roadside-development)

B. BELOW IS THE FULL SUITE OF SWPP MEASURES. SELECT ANY MEASURES THAT ARE APPLICABLE TO YOUR PROJECT. IF YOUR PROJECT REQUIRES A NONSTANDARD CONTROL MEASURE, THEN USE THE “OTHER” CATEGORY TO NUMBER AND DESCRIBE SUCH MEASURE. CHOOSE “N/A” FOR MEASURES NOT USED.

EROSION CONTROLS

EC-1	PRESERVATION OF EXISTING VEGETATION
EC-2	MINIBENCHES AND SLOPE ROUGHENING
EC-3	MULCH COVER
EC-4	SEEDING
EC-5	GEOTEXTILES/EROSION CONTROL BLANKETS
EC-6	SOIL BINDERS
EC-7	CROWN DITCH
EC-[INSERT NO.]	OTHER [INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

SEDIMENT CONTROLS

SC-1	SEDIMENT CONTROL BERMS
SC-2	SILT FENCE
SC-3	SEDIMENT TRAPS
SC-4	SEDIMENT BASINS
SC-5	SEDIMENT WATTLES
SC-6	SEDIMENT LOGS
SC-7	GRAVEL BAG PROTECTION
SC-8	STORM DRAIN INLET PROTECTION
SC-9	CURB INLET PROTECTION
SC-10	STABILIZED CONSTRUCTION ENTRANCE
SC-11	STABILIZED CONSTRUCTION ROADWAY
SC-12	COMPOST SOCK
SC-13	ROCK BERM
SC-14	PIPE INLET PROTECTION
SC-[INSERT NO.]OTHER	[INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

RUN-ON MANAGEMENT

RC-1	EARTH DIKES/DRAINAGE SWALES AND LINED DITCHES
RC-2	CUT TO FILL SLOPE TRANSITIONS
RC-3	EROSION PROTECTION AT STRUCTURES
RC-4	ROCK OUTLET PROTECTION/VELOCITY DISSIPATION DEVICES
RC-5	SLOPE DRAINS
RC-6	CHECK DAM
RC-[INSERT NO.] OTHER	[INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

POLLUTION PREVENTION

PP-1	VEHICLE AND EQUIPMENT CLEANING
PP-2	VEHICLE AND EQUIPMENT FUELING
PP-3	VEHICLE AND EQUIPMENT MAINTENANCE
PP-4	STREET SWEEPING AND VACUUMING
PP-5	MATERIAL DELIVERY AND STORAGE
PP-6	MATERIAL USE
PP-7	STOCKPILE MANAGEMENT
PP -8	SPILL PREVENTION AND CONTROL
PP-9	SANITARY WASTE
PP-[INSERT NO.] OTHER	[INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

ON-STORMWATER DISCHARGNES

NS-1	WATER CONSERVATION PRACTICES
NS-2	DEWATERING OPERATIONS
NS-3	PAVING AND MILLING OPERATIONS
NS-4	TEMPORARY STREAM CROSSINGS
NS-5	WATER DIVERSION
NS-6	STRUCTURE DEMOLITION/REMOVAL OVER OR ADJACENT TO WATER
NS-7	MATERIAL AND EQUIPMENT USE OVER WATERCOURSES
NS-[INSERT NO.]	OTHER [INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

WASTE MANAGEMENT

WM-1	SOLID WASTE MANAGEMENT
WM-2	HAZARDOUS WASTE MANAGEMENT
WM-3	CONTAMINATED SOIL MANAGEMENT
WM-4	CONCRETE WASTE MANAGEMENT
WM-5	LIQUID WASTE MANAGEMENT
WM-[INSERT NO.]	OTHER [INSERT OTHER MEASURE TEXT, AS APPLICABLE.]

BEST MANAGEMENT PRACTICE

BEST MANAGEMENT PRACTICES (BMPS) ARE OPERATIONAL ACTIVITIES OR PHYSICAL CONTROLS THAT REDUCE THE DISCHARGE OF POLLUTANTS AND MINIMIZE POTENTIAL IMPACTS UPON RECEIVING WATERS.

EROSION CONTROL COORDINATOR (ECC)

SCOPE OF INSPECTIONS PERFORMED BY ECC

CONTROL MEASURES WILL BE INSPECTED TO VERIFY THE EFFECTIVENESS OF CONTROL MEASURE IN DISTURBED AREAS AND MATERIAL STORAGE AREAS, INGRESS/EGRESS POINTS, DISCHARGE POINTS, AND POTENTIALLY AFFECTED RECEIVING WATERS. FOR DISCHARGE POINTS THAT ARE INACCESSIBLE, INSPECTION OF DOWNSTREAM LOCATIONS SHOULD OCCUR, WHERE PRACTICABLE. INSPECTIONS WILL REVIEW THE FOLLOWING:

STRUCTURAL CONTROLS IDENTIFIED IN THE SWPPP TO ENSURE THEY ARE IN PLACE AND FUNCTIONING AS INTENDED. REPAIR, REPLACE, OR MAINTAIN ANY CONTROLS AS NECESSARY IN ACCORDANCE WITH THE CGP

- THE EFFECTIVENESS OF NON-STRUCTURAL CONTROLS AND PRACTICES (SUCH AS GOOD HOUSEKEEPING PRACTICES AND POLLUTION PREVENTION MEASURES);
- AREAS OF THE SITE USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION;
- LOCATIONS WHERE NEW OR MODIFIED CONTROL MEASURES ARE NECESSARY TO MEET THE REQUIREMENTS OF THE CGP;
- LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER OR EXIT THE SITE FOR EVIDENCE OF TRACKING SEDIMENT, DEBRIS, AND OTHER POLLUTANTS ONTO AND OFF THE SITE;
- SITE CONDITIONS FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE MUNICIPAL SEPARATE STORM SEWER;
- THE PRESENCE OF CONDITIONS THAT COULD LEAD TO SPILLS, LEAKS, OR OTHER ACCUMULATIONS OF POLLUTANTS ON THE SITE;
- ACCESSIBLE DISCHARGE LOCATIONS OR DISCHARGE POINTS TO ASCERTAIN WHETHER EROSION AND SEDIMENT CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS;
- WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS TO THE EXTENT THAT THE INSPECTIONS ARE PRACTICABLE;
- LOCATIONS WHERE TEMPORARY STABILIZATION MEASURES HAVE BEEN IMPLEMENTED; AND
- WHEN A DISCHARGE IS OCCURRING DURING AN INSPECTION, OBSERVE AND NOTE THE PHYSICAL CHARACTERISTICS (COLOR, ODOR, CLARITY, FLOATING, SETTLED, OR SUSPENDED SOLIDS, FOAM, OIL SHEEN, AND OTHER OBVIOUS INDICATORS OF STORMWATER POLLUTANTS). IN ADDITION, WHEN THERE IS NO DISCHARGE, EXAMINE EACH DISCHARGE LOCATION FOR EVIDENCE OF EROSION, CORRECTIVE ACTIONS ARE ACTIONS TAKEN TO MODIFY OR REPLACE ANY CONTROL MEASURE THAT FAILED TO MEET THE CONDITIONS OF THE CGP. ROUTINE MAINTENANCE OR REPAIRS ARE NOT CONSIDERED CORRECTIVE ACTIONS. REQUIREMENTS FOR TAKING CORRECTIVE ACTION

THE ECC MUST COMPLETE CORRECTIVE ACTIONS IN ACCORDANCE WITH THE DEADLINES SPECIFIED IN THIS PART. IN CORRECTIVE ACTION CIRCUMSTANCES, YOU MUST IMMEDIATELY TAKE REASONABLE STEPS TO MINIMIZE OR PREVENT THE DISCHARGE OF POLLUTANTS UNTIL A PERMANENT SOLUTION IS INSTALLED AND MADE OPERATIONAL, INCLUDING CLEANING UP ANY CONTAMINATED SURFACES SO THAT THE MATERIAL WILL NOT DISCHARGE IN SUBSEQUENT STORM EVENTS.

FOR ANY OF THE FOLLOWING CONDITIONS ON YOUR SITE, THE ECC MUST INSTALL A NEW OR MODIFIED CONTROL AND MAKE IT OPERATIONAL, OR COMPLETE THE REPAIR, BY NO LATER THAN 7 CALENDAR DAYS FROM THE TIME OF DISCOVERY. IF IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN 7 CALENDAR DAYS, YOU MUST DOCUMENT IN YOUR RECORDS WHY IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN THE 7 CALENDAR DAY TIMEFRAME AND DOCUMENT YOUR SCHEDULE FOR INSTALLING THE STORMWATER CONTROL(S) AND MAKING IT OPERATIONAL AS SOON AS PRACTICABLE AFTER THE 7-DAY TIMEFRAME.

1. A NECESSARY CONTROL MEASURE WAS NEVER INSTALLED, WAS INSTALLED INCORRECTLY, OR WAS NOT INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS IN THE CGP; OR
2. A STORMWATER CONTROL NEEDS TO BE REPAIRED OR REPLACED (BEYOND REQUIRED ROUTINE MAINTENANCE); OR
3. ONE OF THE PROHIBITED DISCHARGES LISTED IN THE CGP IS OCCURRING OR HAS OCCURRED; OR
4. ADEQ OR USEPA DETERMINES THAT REVISIONS TO THE CONTROL MEASURES ARE NECESSARY TO MEET THE REQUIREMENTS OF THE CGP; OR
5. 5A DISCHARGE IS CAUSING AN EXCEEDANCE OF AN APPLICABLE SURFACE WATER QUALITY STANDARD.

SUMMARY OF POTENTIAL POLLUTANT SOURCES

THE IDENTIFICATION AND DESCRIPTION OF POLLUTANT SOURCES, THEIR LOCATION(S) AND THE MEASURES MEANT TO CONTROL DISCHARGES ARE IDENTIFIED BELOW. THIS LIST INCLUDES ALLOWABLE NON-STORMWATER DISCHARGES EXPECTED TO BE ASSOCIATED WITH THE PROJECT AND FROM AREAS OTHER THAN CONSTRUCTION (I.E., SUPPORT ACTIVITIES INCLUDING STORMWATER DISCHARGES FROM DEDICATED ASPHALT OR CONCRETE PLANTS AND ANY OTHER NON-CONSTRUCTION POLLUTANT SOURCES SUCH AS FUELING AND MAINTENANCE OPERATIONS, MATERIALS STORED ON-SITE, WASTE PILES, EQUIPMENT STAGING YARDS, ETC.). THE OPERATOR WILL IMPLEMENT THE CONTROL MEASURES IDENTIFIED FOR THESE AREAS TO MINIMIZE POLLUTANT DISCHARGES. CONTROL MEASURES FOR THE POTENTIAL POLLUTANT SOURCES ASSOCIATED WITH SOILS ARE DISCUSSED IN THE EROSION AND SEDIMENT CONTROL SECTION LATER IN THIS DOCUMENT.

MINIMUM REQUIREMENTS

EROSION CONTROL PRINCIPLES (1ST LINE OF DEFENSE)

1. MINIMIZE DISTURBED AREA AND PROTECT NATURAL FEATURES AND SOIL (BMP- PRESERVE EXISTING VEGETATION)
2. PHASE CONSTRUCTION ACTIVITY (BMP- CONSTRUCTION SEQUENCING)
3. CONTROL STORMWATER FLOWING ONTO AND THROUGH THE PROJECT (BMP- EARTH DIKES/DRAINAGE SWALES AND LINED DITCHES)
4. STABILIZE SOILS PROMPTLY (BMPS- HYDROSEEDING, SOIL BINDERS)
5. PROTECT SLOPES (BMPS- GEOTEXTILES/EROSION CONTROL BLANKETS, CROWN DITCH, SLOPE DRAINS)

SEDIMENT CONTROL PRINCIPLES (2ND LINE OF DEFENSE)

1. PROTECT STORM DRAIN INLETS (BMP- STORM DRAIN INLET PROTECTION)
2. ESTABLISH PERIMETER CONTROLS (BMPS- SILT FENCE, SEDIMENT LOGS)
3. RETAIN SEDIMENT ON-SITE AND CONTROL DEWATERING PRACTICES (BMP- SEDIMENT TRAP, SEDIMENT BASIN, DEWATERING OPERATIONS)
4. ESTABLISH STABILIZED CONSTRUCTION EXITS (BMP- STABILIZED CONSTRUCTION ENTRANCE/EXIT)
5. INSPECT AND MAINTAIN CONTROLS (BMP- INSPECTION AND MAINTENANCE)

GOOD HOUSEKEEPING PRINCIPLES

1. PROVIDE FOR WASTE MANAGEMENT (BMPS- SOLID WASTE MANAGEMENT, HAZARDOUS WASTE MANAGEMENT)
2. ESTABLISH PROPER MATERIAL HANDLING AND STAGING AREAS (BMPS- MATERIAL DELIVERY AND STORAGE, MATERIAL USE)
3. DESIGNATE PAINT AND CONCRETE WASHOUT AREAS (BMP- CONCRETE WASTE MANAGEMENT)
4. ESTABLISH PROPER EQUIPMENT/VEHICLE FUELING AND MAINTENANCE PRACTICES (BMPS- VEHICLE AND EQUIPMENT FUELING, VEHICLE AND EQUIPMENT MAINTENANCE)
5. CONTROL EQUIPMENT/VEHICLE WASHING AND ALLOWABLE NON-STORMWATER DISCHARGES (BMPVEHICLE AND EQUIPMENT CLEANING)
6. DEVELOP A SPILL PREVENTION AND RESPONSE PLAN (BMP- SPILL PREVENTION AND CONTROL)

EROSION CONTROL COORDINATOR (ECC)

THE DULY AUTHORIZED REPRESENTATIVE FOR THIS PROJECT IS ____________________. THE DELEGATION OF AUTHORITY FORM AND DOCUMENTED EXPERIENCE IS LOCATED IN ATTACHMENT 10 OF THIS SWPPP.

NAME: ______________________

ADDRESS:[INSERT ECC ADDRESS (STREET, SUITE/UNIT/ETC., CITY, STATE ABBREV. ZIP CODE).]

TELEPHONE:[INSERT ECC PHONE NUMBER (XXX-XXX-XXXX).]

E-MAIL ADDRESS: ________________

1. ALL WORK SHALL CONFORM TO QUAD CITY STANDARD DETAIL 101Q AND TO THIS DETAIL.
2. A COPY OF THE APPROVED GRADING AND DRAINAGE PLAN FOR THIS PROJECT, EROSION AND SEDIMENT CONTROL (ESC) PLAN AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MAINTAINED ON THE SITE AND AVAILABLE FOR REVIEW. THOSE ELEMENTS OF THE GRADING AND DRAINAGE PLAN PERTINENT TO OR REFERENCED ON THE SWPPP SHALL BE CONSIDERED A PART OF THE SWPPP.
3. THE ESC/SWPPP AND RELATED RECORDS MUST BE MADE AVAILABLE UPON REQUEST TO ADEQ AND THE AGENCY.
4. THE IMPLEMENTATION OF THESE PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED AND A NOTICE OF TERMINATION HAS BEEN SUBMITTED.
5. THE SCHEMATIC EROSION CONTROL MEASURES SHOWN ON THE PLANS ARE A MINIMUM. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MEANS TO PROTECT EXISTING FACILITIES AND ADJACENT PROPERTIES FROM NOISE, DUST, AND STORM WATER RUNOFF THROUGHOUT CONSTRUCTION OF THE PROJECT AND BUILDINGS ON LOTS, AND SHALL CONDUCT HIS OPERATIONS IN SUCH A MANNER THAT STORM WATER WILL BE CONTAINED ON SITE OR CHANNELED INTO A STORM DRAIN SYSTEM, PROVIDED THAT IT IS FREE FROM POLLUTANTS AND DEBRIS.
6. CONTRACTOR SHALL PERMANENTLY STABILIZE ALL DISTURBED SLOPES AS STATED ON APPROVED CONSTRUCTION PLANS. ALL EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL EXPOSED SLOPES HAVE BEEN PERMANENTLY STABILIZED.
7. CONTRACTOR SHALL TAKE MEASURES TO PREVENT OR MINIMIZE THE GENERATION, EMISSION AND/OR TRANSPORT OF FUGITIVE DUST FROM CONSTRUCTION ACTIVITIES.
8. THIS PLAN SHALL BE IN EFFECT UNTIL ALL DISTURBED AREAS ARE PERMANENTLY STABILIZED, TRANSFERRED TO NEW OWNERSHIP, OR DEVELOPED UNDER FUTURE PLANS WITH A NEW NOTICE OF INTENT (NOI), SWPPP, AND PERMIT. ONCE THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS MET THE FINAL STABILIZATION REQUIREMENTS OF THE PERMIT, THE AUTHORIZED SITE REPRESENTATIVE MAY FILE A NOTICE OF TERMINATION (NOT) WITH ADEQ, WITH A COPY SUBMITTED TO THE AGENCY ENGINEERING DIVISION TO TERMINATE COVERAGE UNDER THE PERMIT.
9. A CONCRETE WASHOUT SHALL BE INSTALLED FOR ALL PROJECTS THAT PROPOSE CONCRETE TO BE MIXED ON SITE OR BE DELIVERED FROM A BATCH PLANT. THE CONCRETE WASHOUT SHALL BE LOCATED A MINIMUM OF FIFTY (50) FEET FROM ANY DRAINAGE INFRASTRUCTURE OR NATURAL DRAINAGE FEATURES OR WATER BODIES AND INCORPORATE AN IMPERMEABLE LINER TO CONTAIN THE REQUIRED VOLUME. ALL DRIED CONCRETE WASTE SHALL BE BROKEN INTO MANAGEABLE PIECES AND DISPOSED OF OFF-SITE AT AN APPROVED FACILITY.

QUAD CITY STANDARD DETAIL	EROSION AND SEDIMENTATION CONTROL NOTES	REVISED: 12/31/2024	DETAIL No. 105Q-2

DEVELOP AN EROSION & SEDIMENT CONTROL PLAN

DATE	CONTROL MEASURE(S)	POLLUTANT SOURCE	POLLUTANT TYPE	PROJECT LOCATION
	EXAMPLE: SEDIMENT WATTLE			
	EXAMPLE: CONCRETE WASH-OUT			
	EXAMPLE: CONSTRUCTION ENTRANCE/EXIT GRAVEL PAD			

INSPECTION DATE	EVENT	ISSUES FOUND	CORRECTIVE MEASURE TAKEN

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025
SHEET NO. 7 OF 26

CITY OF PRESCOTT PUBLIC WORKS

EROSION & SEDIMENT
CONTROL PLAN

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Randy Perham
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025

Call at least two full working days before you begin excavation.
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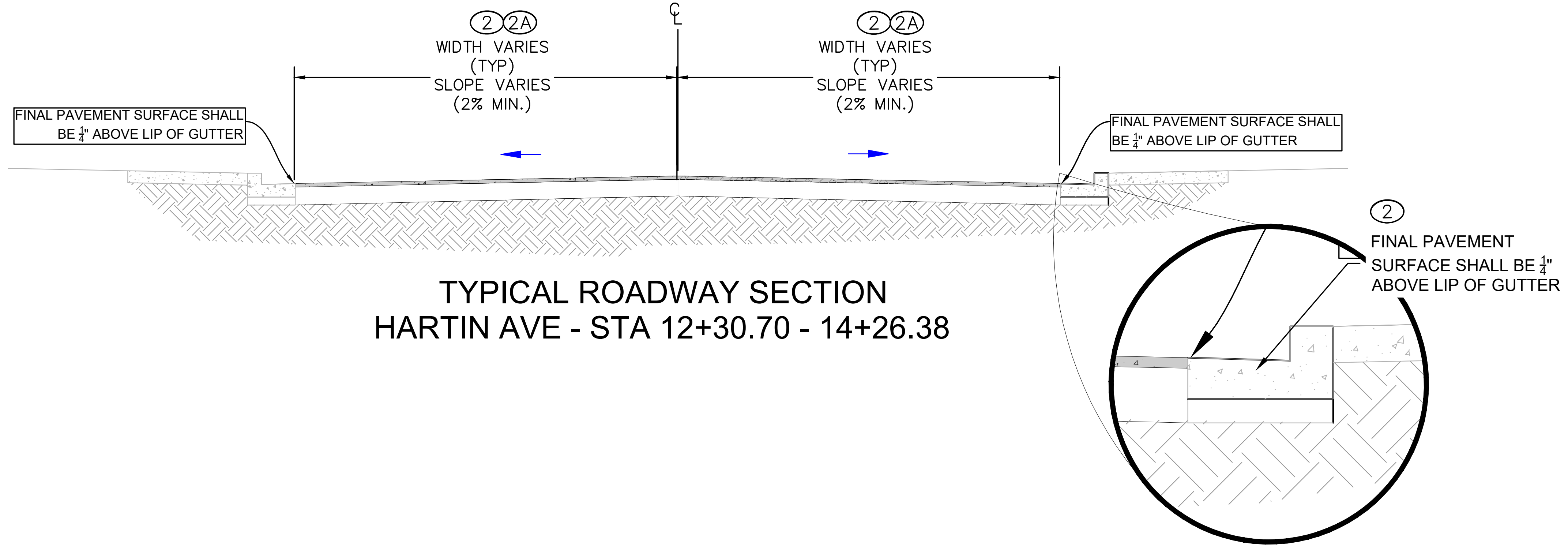
NO.	BY	DATE	REVISIONS	APPRV	DATE
ENGINEER				CITY	

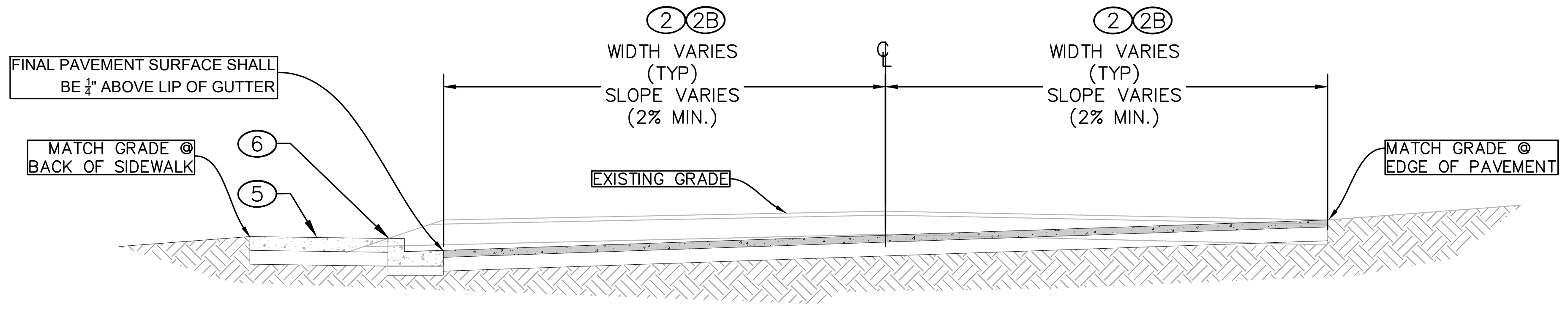
REVIEW:

CIP #: 2112-002

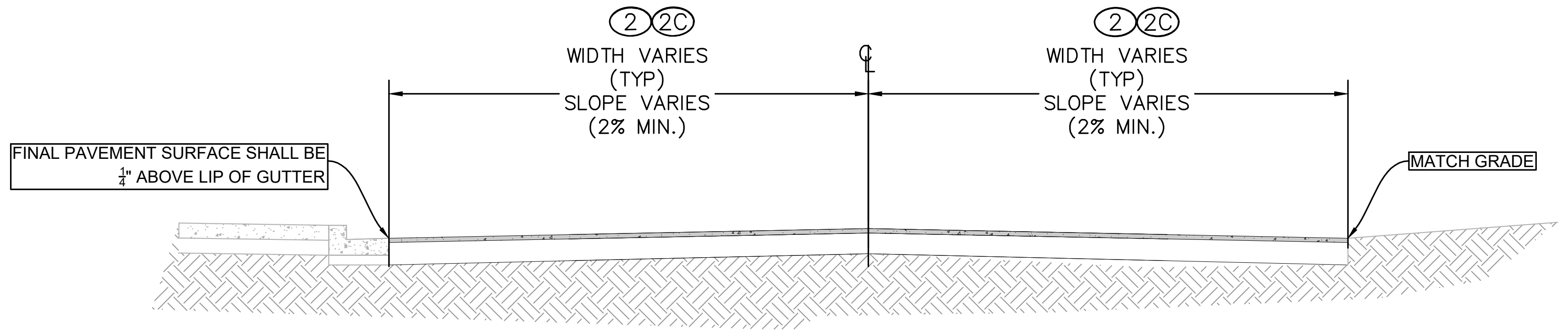
FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\004 CIP 20-012 E&S.DWG


2 2A
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
2 2A
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
2
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER

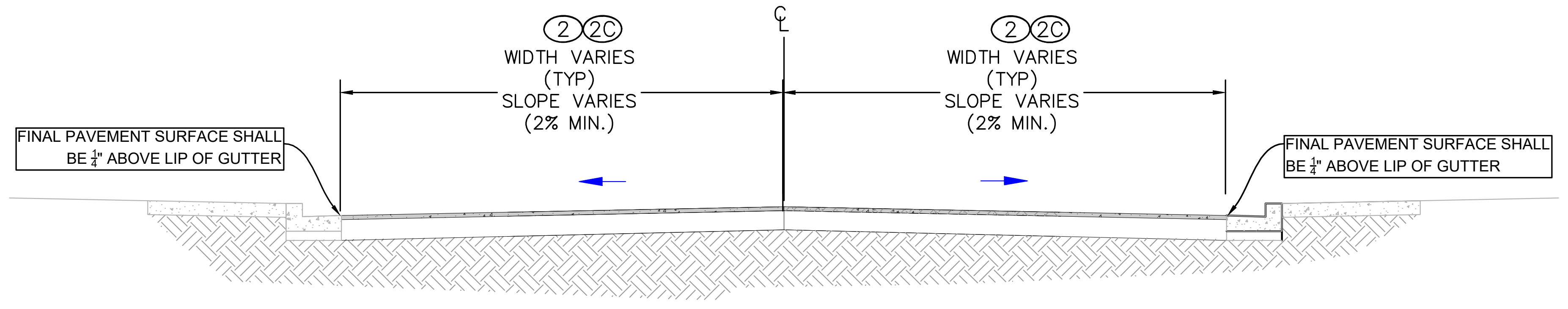
TYPICAL ROADWAY SECTION
HARTIN AVE - STA 12+30.70 - 14+26.38


2 2B
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
2 2B
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
MATCH GRADE @ BACK OF SIDEWALK
6
5
EXISTING GRADE
MATCH GRADE @ EDGE OF PAVEMENT

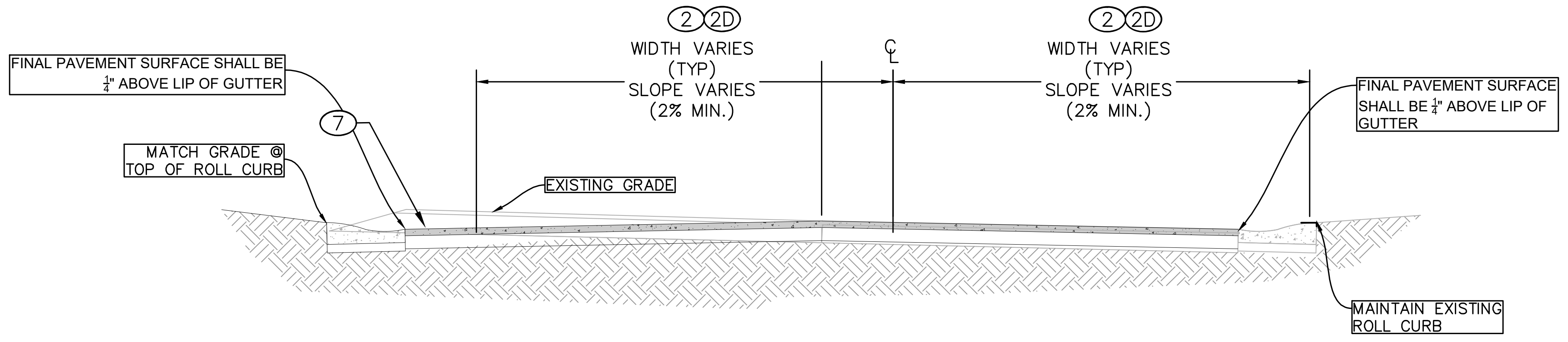
TYPICAL ROADWAY SECTION
(STETSON RD)
STA 200+50 - 204+75



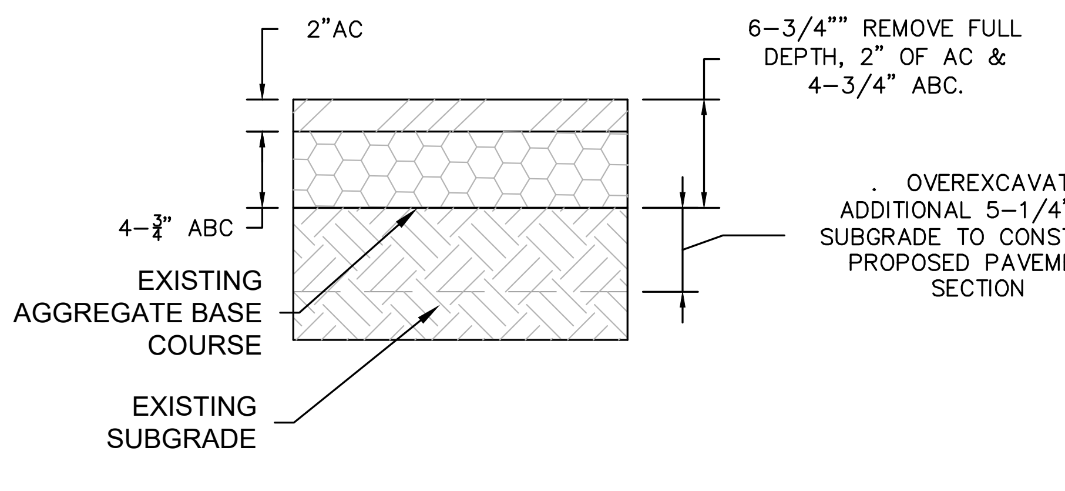
TYPICAL ROADWAY SECTION
(STETSON RD)
STA 205+50 - 211+00


2 2C
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
2 2C
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER

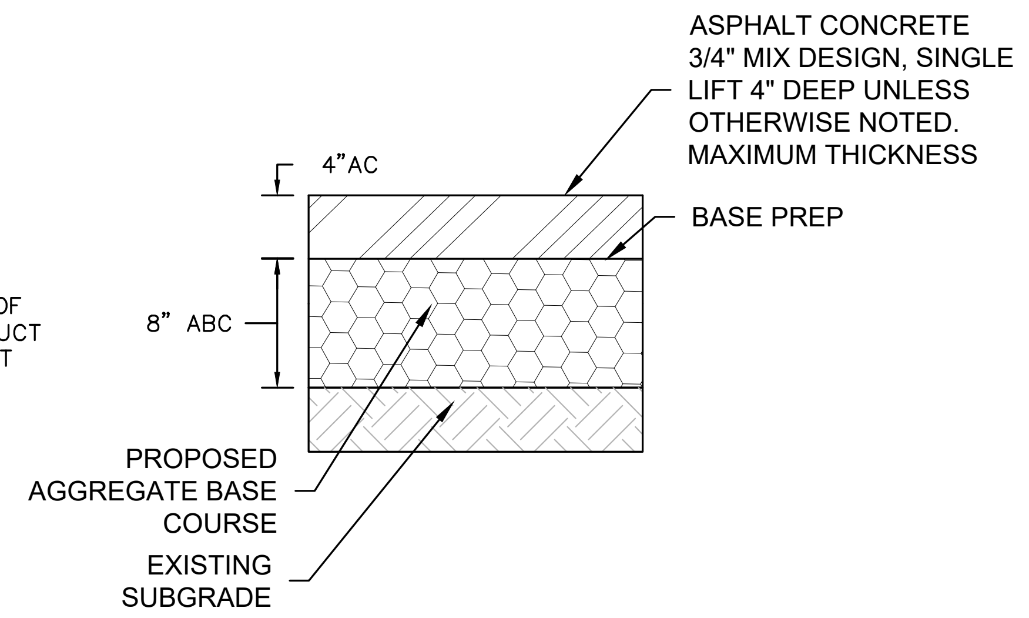
TYPICAL ROADWAY SECTION
STETSON RD - STA 212+00 - 213+30.93


2 2D
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
2 2D
WIDTH VARIES
(TYP)
SLOPE VARIES
(2% MIN.)
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
7
MATCH GRADE @ TOP OF ROLL CURB
EXISTING GRADE
FINAL PAVEMENT SURFACE SHALL BE ¼" ABOVE LIP OF GUTTER
MAINTAIN EXISTING ROLL CURB

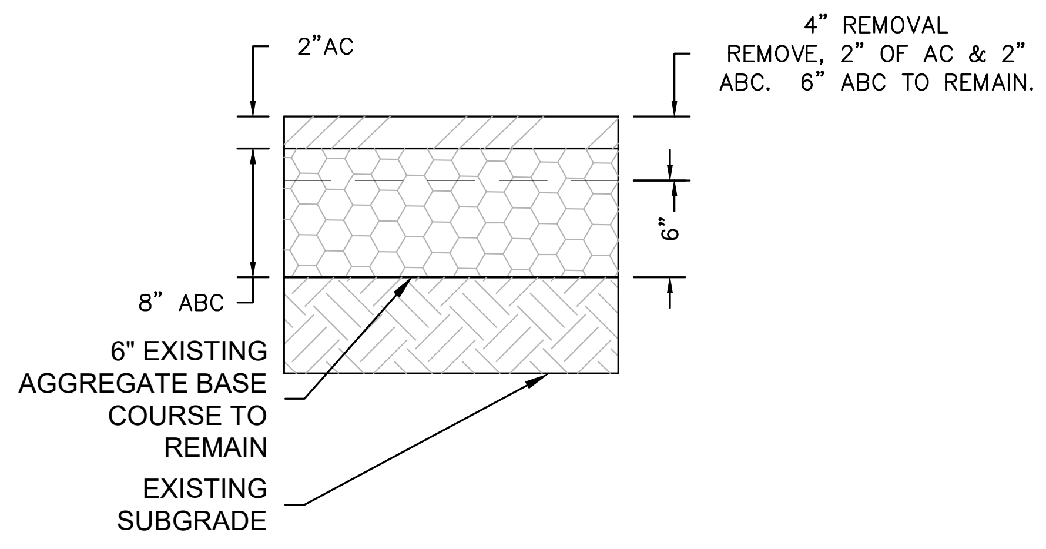
TYPICAL ROADWAY SECTION
(DANIELS DRIVE)
STA 300+50 - STA 303+39.82


2"AC
4-¾" ABC
EXISTING AGGREGATE BASE COURSE
EXISTING SUBGRADE
6-3/4"" REMOVE FULL DEPTH, 2" OF AC & 4-3/4" ABC.
. OVEREXCAVATE ADDITIONAL 5-1/4" OF SUBGRADE TO CONSTRUCT PROPOSED PAVEMENT SECTION

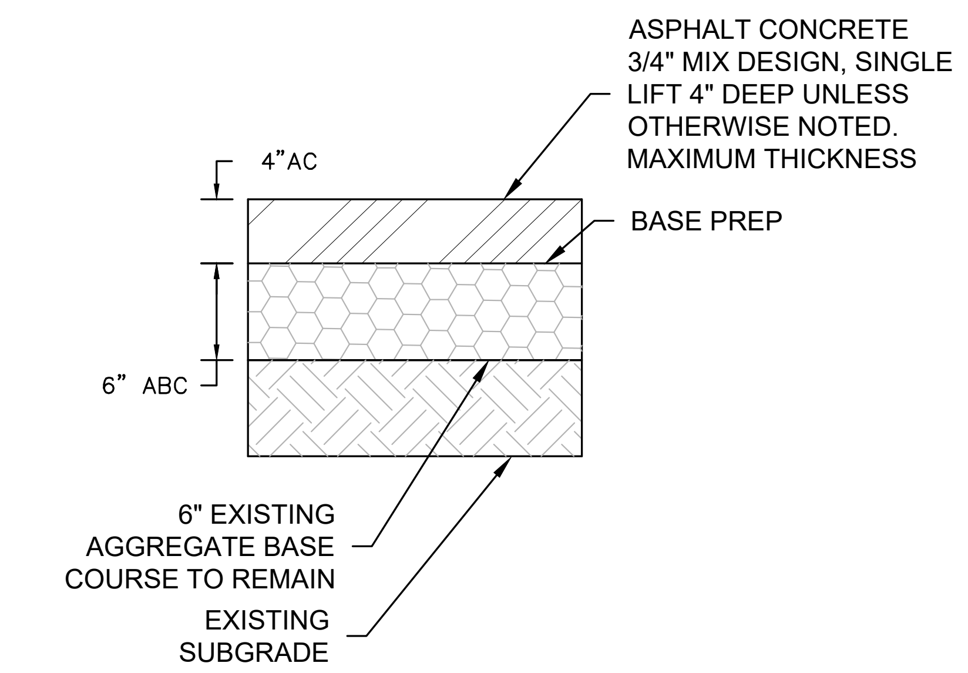
6A: PAVEMENT REMOVAL HARTIN AVE
(NO SCALE)


4"AC
8" ABC
PROPOSED AGGREGATE BASE COURSE
EXISTING SUBGRADE
ASPHALT CONCRETE 3/4" MIX DESIGN, SINGLE LIFT 4" DEEP UNLESS OTHERWISE NOTED. MAXIMUM THICKNESS
BASE PREP

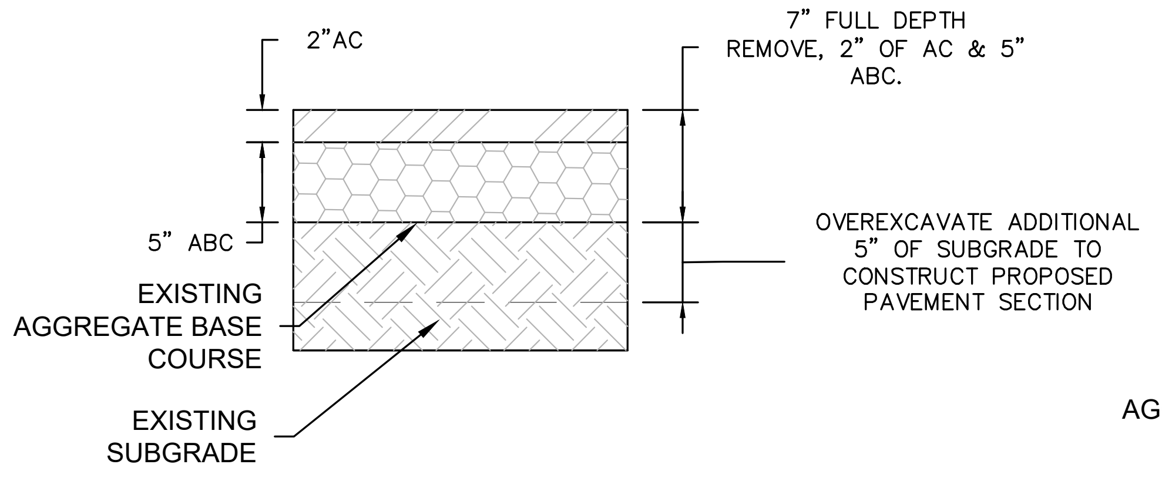
2A: PAVEMENT HARTIN AVE
(NO SCALE)


2"AC
8" ABC
6" EXISTING AGGREGATE BASE COURSE TO REMAIN
EXISTING SUBGRADE
4" REMOVAL REMOVE, 2" OF AC & 2" ABC. 6" ABC TO REMAIN.
6"

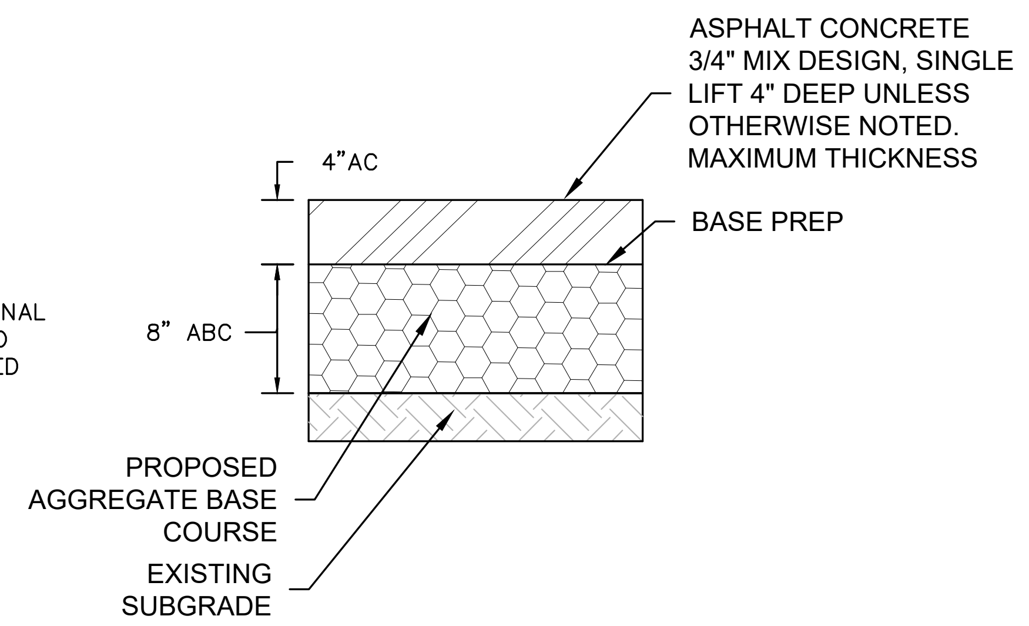
6B: PAVEMENT REMOVAL - STETSON RD
STA 200+00 - 204+00
(NO SCALE)


4"AC
6" ABC
6" EXISTING AGGREGATE BASE COURSE TO REMAIN
EXISTING SUBGRADE
ASPHALT CONCRETE 3/4" MIX DESIGN, SINGLE LIFT 4" DEEP UNLESS OTHERWISE NOTED. MAXIMUM THICKNESS
BASE PREP

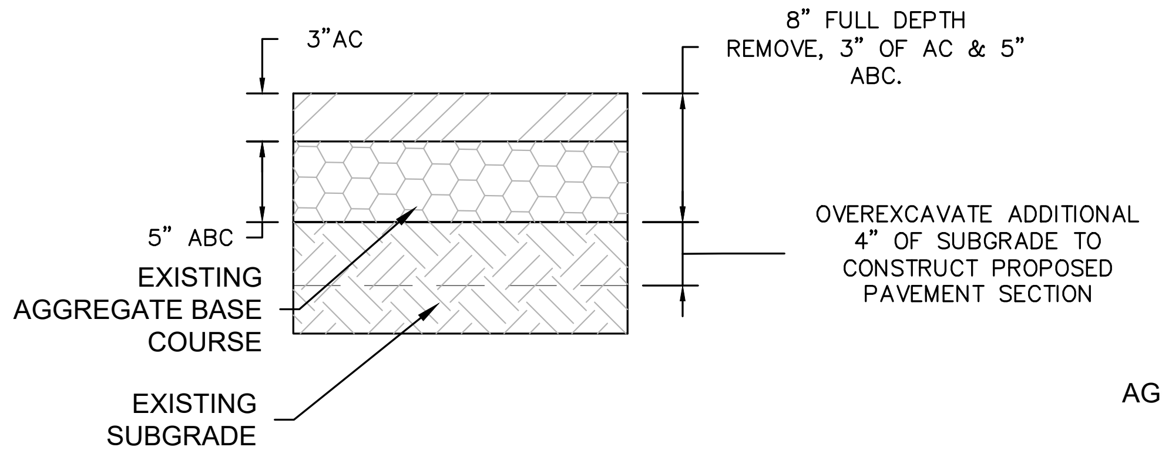
2B: PAVEMENT - STETSON RD
STA 200+00 - 204+00
(NO SCALE)


2"AC
5" ABC
EXISTING AGGREGATE BASE COURSE
EXISTING SUBGRADE
7" FULL DEPTH REMOVE, 2" OF AC & 5" ABC.
OVEREXCAVATE ADDITIONAL 5" OF SUBGRADE TO CONSTRUCT PROPOSED PAVEMENT SECTION

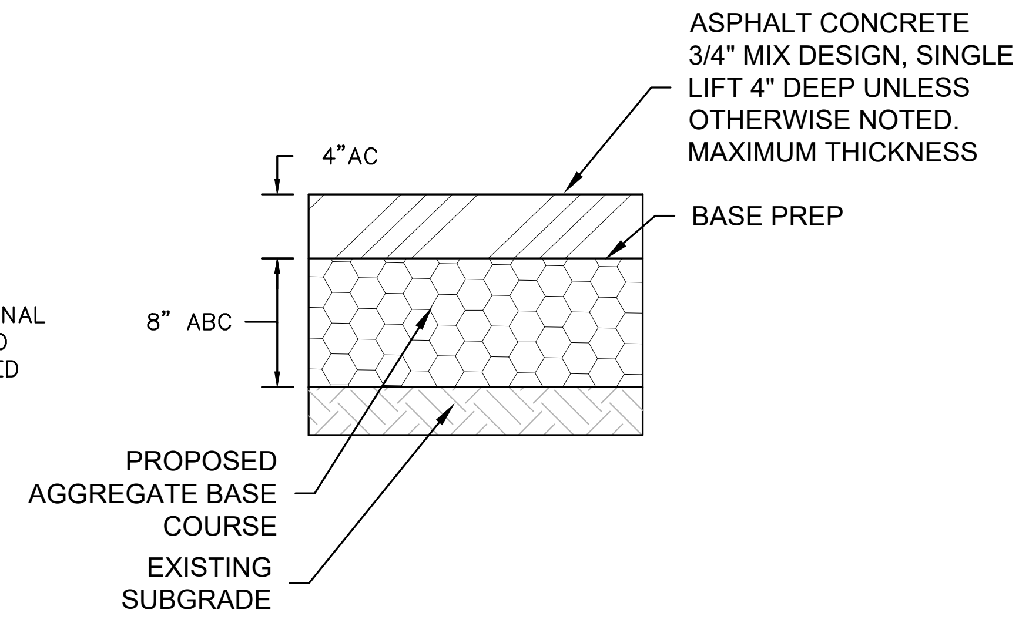
6C: PAVEMENT REMOVAL - STETSON RD
STA 204+00 - 213+30.93
(NO SCALE)


4"AC
8" ABC
PROPOSED AGGREGATE BASE COURSE
EXISTING SUBGRADE
ASPHALT CONCRETE 3/4" MIX DESIGN, SINGLE LIFT 4" DEEP UNLESS OTHERWISE NOTED. MAXIMUM THICKNESS
BASE PREP

2C: PAVEMENT - STETSON RD
STA 204+00 - 213+30.93
(NO SCALE)


3"AC
5" ABC
EXISTING AGGREGATE BASE COURSE
EXISTING SUBGRADE
8" FULL DEPTH REMOVE, 3" OF AC & 5" ABC.
OVEREXCAVATE ADDITIONAL 4" OF SUBGRADE TO CONSTRUCT PROPOSED PAVEMENT SECTION

6D: PAVEMENT REMOVAL DANIELS DR
(NO SCALE)


4"AC
8" ABC
PROPOSED AGGREGATE BASE COURSE
EXISTING SUBGRADE
ASPHALT CONCRETE 3/4" MIX DESIGN, SINGLE LIFT 4" DEEP UNLESS OTHERWISE NOTED. MAXIMUM THICKNESS
BASE PREP

2D: PAVEMENT DANIELS DR
(NO SCALE)

NOTES:

CONTRACTOR SHALL PROVIDE AS-BUILTS AFTER CONSTRUCTION IS COMPLETE TO VERIFY COMPLIANCE WITH CONSTRUCTION DOCUMENTS. IF CONTRACTOR DEVIATES FROM CONSTRUCTION DOCUMENTS, DESIGN ENGINEER SHALL BE CONTACTED PRIOR TO CONSTRUCTION.

CONTRACTOR SHALL SAWCUT @ EXISTING DRIVEWAYS AND PROVIDE SMOOTH TRANSITION FROM PROPOSED PAVEMENT TO EXISTING TIES

PROTECT IN PLACE/REMOVALS

6 REMOVE AND DISPOSE OF A COMBINATION OF EXISTING ASPHALT PAVEMENT PLUS BASE COURSE TO A MINIMUM DEPTH DEFINED BY REMOVAL DETAIL, SHEET 8.

6A ◐ HARTIN :
2" AC ON 4-3/4" ABC. REMOVE FULL DEPTH, 2" OF AC & 4-3/4" ABC. OVEREXCAVATE ADDITIONAL 5 1/4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.

6B ◐ STETSON ROAD (APPROX. STA 200+00-204+00):
2" AC ON 8" ABC. REMOVE 2" AC. AND 2" ABC. 6" ABC TO REMAIN

6C ◐ STETSON ROAD (APPROX. STA 204+00 - 213+30.93):
2" AC ON 5" ABC. REMOVE FULL DEPTH, 2" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 5" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.

6D ◐ DANIELS DRIVE:
3" AC ON 5" ABC. REMOVE FULL DEPTH, 3" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.

IMPROVEMENTS

② 4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.

2A HARTIN AVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).

2B STETSON RD (APPROX. STA 200+00-204+00): CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 6" AGGREGATE BASE COURSE (ABC). CONTRACTOR CAN USE 6" EXISTING ABC ONCE APPROVED BY GEOTECHNICAL ENGINEER AND ENGINEER OF RECORD.

2C STETSON ROAD (APPROX. STA 204+00-213+30.93): FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).

2D DANIELS DRIVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).

⑤ CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725

⑥ CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'

⑦ CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.

DRAWING SCALE
NOT TO SCALE

DATE 01/29/2025
SHEET NO. 8 OF 26

CITY OF PRESCOTT PUBLIC WORKS

TYPICAL PAVEMENT SECTION
AND DETAILS

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

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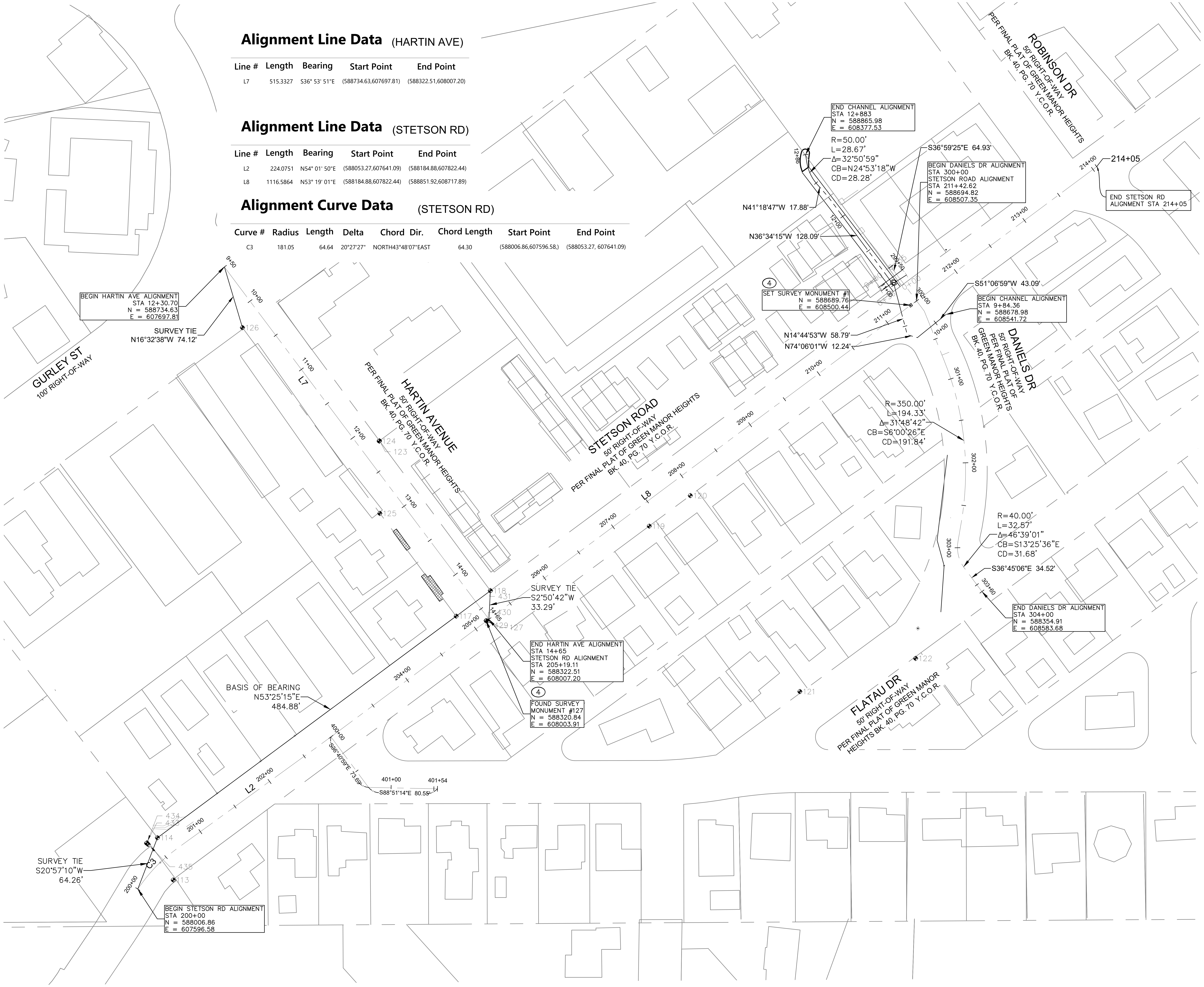
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

REVIEW:

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\004 C004 IP 20-012 TYPICAL SECTIONS.DWG



Alignment Line Data (HARTIN AVE)

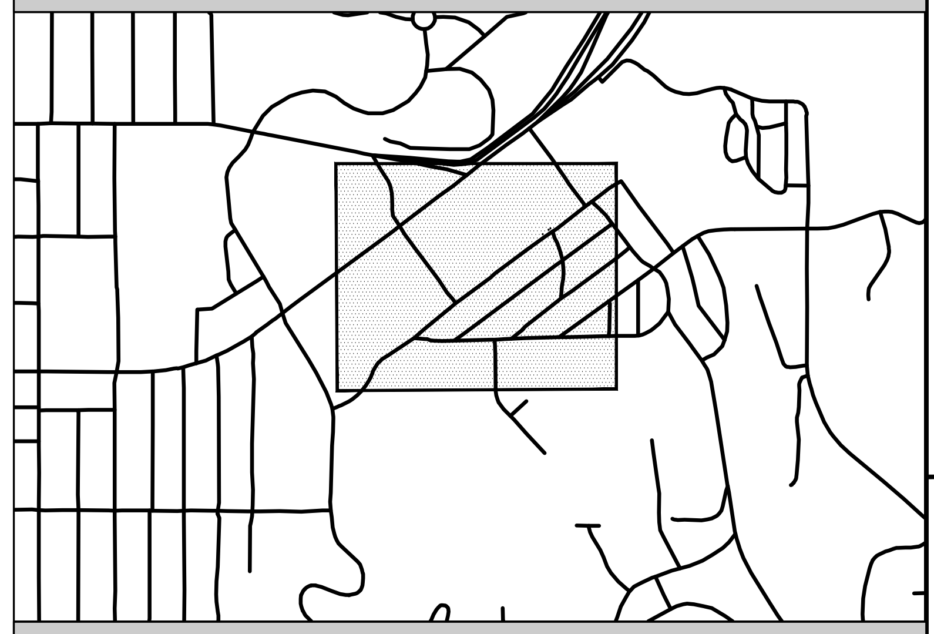
Line #	Length	Bearing	Start Point	End Point
L7	515.3327	S36° 53' 51"E	(588734.63,607697.81)	(588322.51,608007.20)

Alignment Line Data (STETSON RD)

Line #	Length	Bearing	Start Point	End Point
L2	224.0751	N54° 01' 50"E	(588053.27,607641.09)	(588184.88,607822.44)
L8	1116.5864	N53° 19' 01"E	(588184.88,607822.44)	(588851.92,608717.89)

Alignment Curve Data (STETSON RD)

Curve #	Radius	Length	Delta	Chord Dir.	Chord Length	Start Point	End Point
C3	181.05	64.64	20°27'27"	NORTH43°48'07"EAST	64.30	(588006.86,607596.58,)	(588053.27, 607641.09)



NORTH

0 30 60 Ft

DRAWING SCALE
1"=60 ft Horizontal
(this scale is valid for
22"x34" sheets only)

CONSTRUCTION KEY NOTES

IMPROVEMENTS

④ SURVEY MONUMENTS SHALL BE LOCATED BY AN ARIZONA LAND SURVEYOR PRIOR TO CONSTRUCTION AND ADJUSTED PER QCSD 270Q. IF DETERMINED THAT THE SURVEY MONUMENT CANNOT BE ADJUSTED, THE MONUMENT SHALL BE REPLACED PER QCSD 120Q, TYPE 'A'. REFER TO SURVEY CONTROL PLAN FOR NOTES.

PROPOSED STREET MONUMENTS TO BE SET ARE BASED ON SURVEY RIGHT-OF-WAY CENTERLINE, NOT CONSTRUCTION CENTERLINE.

SURVEY MONUMENTS				
STETSON RD				
SET Monument(s)	Northing	Easting	Elevation	DESCRIPTION
◉ 1	588689.76	608500.44	5425.70	QCSD 120Q

Point Table

Point #	Northing	Easting	Elevation	Description
113	588017.50	607638.08	5442.36	FIR C23383
114	588066.87	607619.56	5440.00	FIR YC HAYWOOD 13941
117	588326.08	607968.89	5448.22	FIP 1-INCH NOID
127	588320.84	608003.91	5448.98	FIP 0.7 BELOW AC
118	588355.83	608008.93	5448.77	FOUND MAG W/BT 48100
121	588237.88	608370.79	5447.56	FIR 1/2 BT MUDDY
122	588276.69	608506.20	5442.39	FIR YC UNDER ROCK
119	588431.41	608194.68	5446.02	FIR 1/2 BT FAMAS 27738
120	588467.09	608242.73	5443.46	FOUND LEAD PLUG NOID
125	588446.31	607879.66	5441.36	FIR OC NEXUS 13941
124	588530.95	607878.87	5437.31	FIR YC KWE 48100
126	588663.58	607718.91	5421.79	FIR OC NEXUS 13941

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 10 OF 26

CITY OF PRESCOTT PUBLIC WORKS

SURVEY CONTROL
STETSON ROAD

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

58514
RANDY M.
PERHAM
Registered Professional Engineer (Civil)
ARIZONA, U.S.A.

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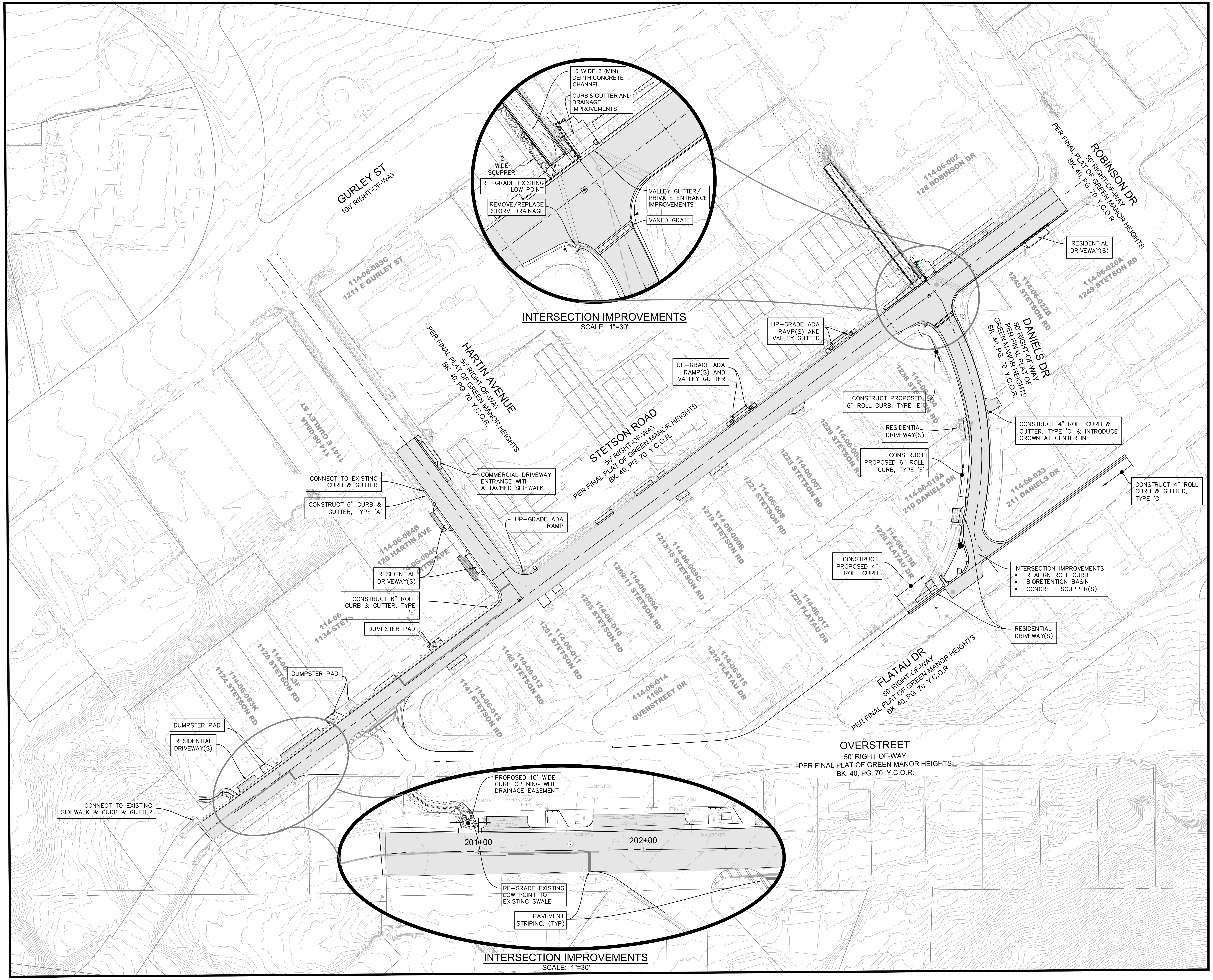
NO.	BY	DATE	REVISIONS	APPRV/ DATE

CITY ENGINEER

REVIEW:

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CAD\SHEETS\005 CTL STETSON.DWG



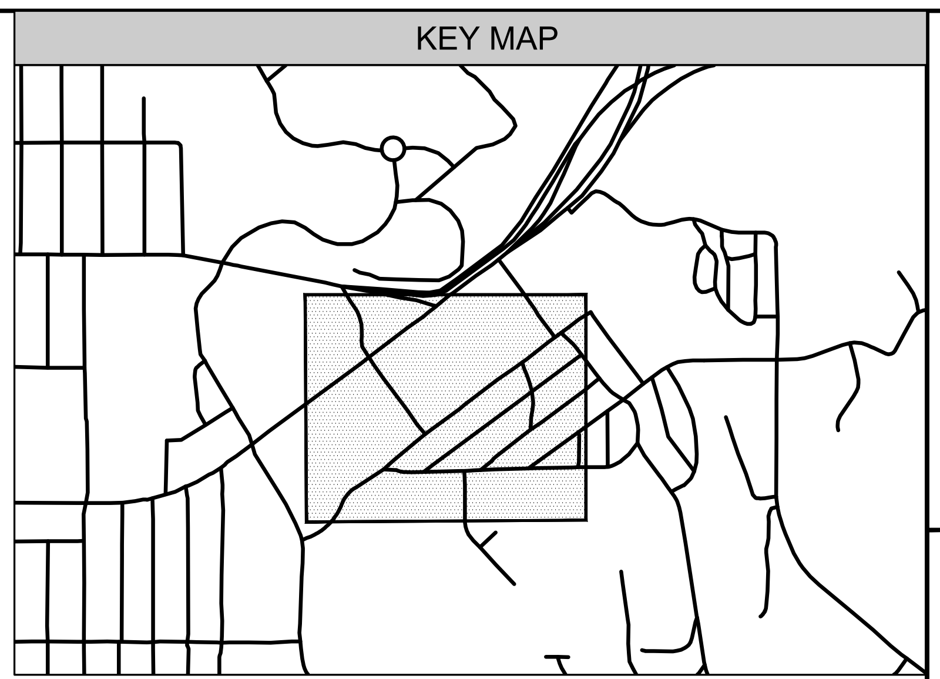
INTERSECTION IMPROVEMENTS
SCALE: 1"=30'

INTERSECTION IMPROVEMENTS
SCALE: 1"=30'

OVERALL STETSON ROAD
SCALE: 1"=60'

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\006 OA STETSON.DWG

KEY MAP



NORTH
0 30 60 Ft

DRAWING SCALE
1"=60 ft Horizontal
(this scale is valid for
22"x34" sheets only)

DATE 01/29/2025
SHEET NO. 9 OF 26

CITY OF PRESCOTT PUBLIC WORKS

OVERALL SUMMARY PLAN
STETSON ROAD

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Randy M. Perham
Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

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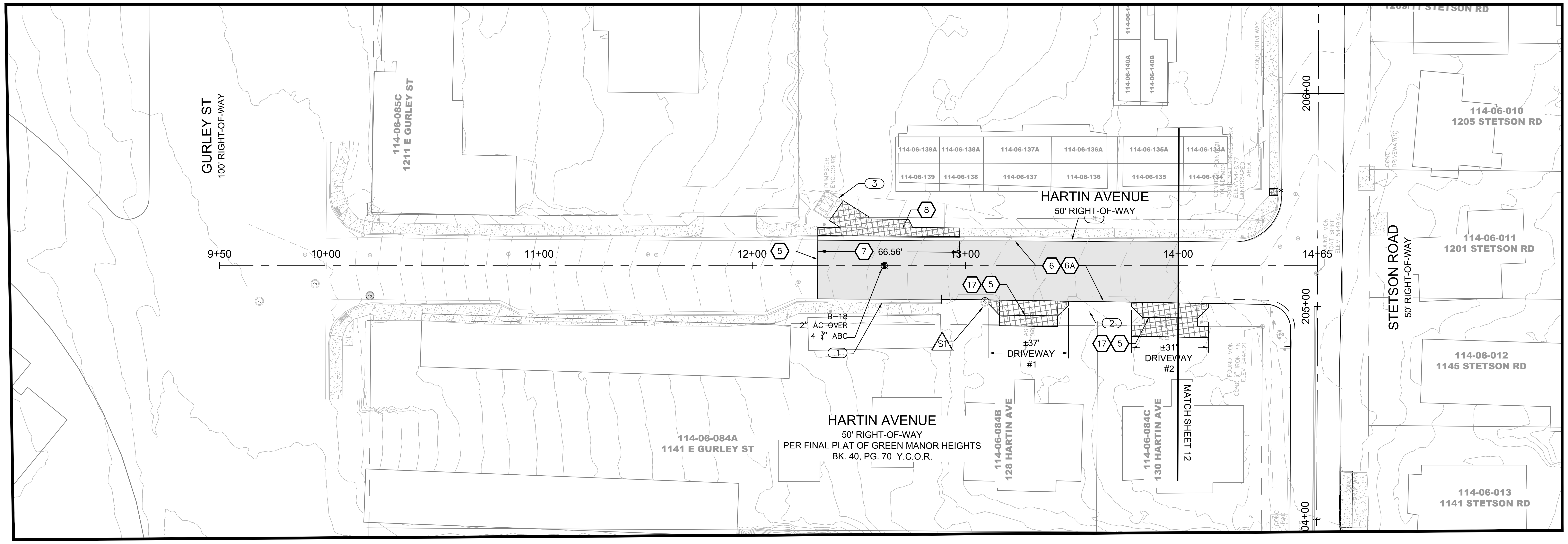
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

REVIEW:

CIP #: 2112-002

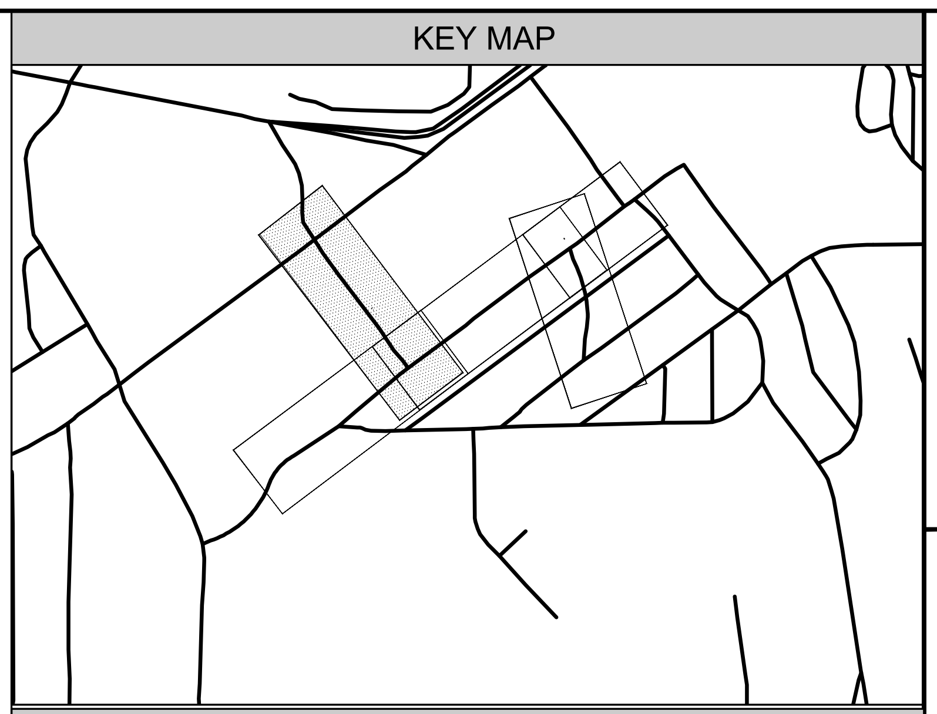
PAVEMENT RECONSTRUCTION STETSON RD



HARTIN AVE - PLAN VIEW

STA 12+30 to STA 14+00
SCALE: 1"=30'

KEY MAP



PROTECT IN PLACE/REMOVALS

- (1) PROTECT ALL CONCRETE CURBS IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
- (2) TRIM / REMOVE TREE
- (3) PROTECT IN PLACE

⊕	FIRE HYDRANT	▢	STORM STRUC.
WM	WATERMETER	▨	VALLEY GUTTER
BOV	BLOW-OFF VALVE	—	GAS
⊗	WATER VALVE	Ⓢ	SSMH
═	STORM CULVERT	⊙	SURVEY MARKER
⊤	SIGN	─□─□─	GUARDRAIL
		○	POWER POLE
		▨	DUMPSTER PAD

DEMOLITION NOTES

- (5) SAWCUT ASPHALT PAVEMENT
- (6) REMOVE AND DISPOSE OF A COMBINATION OF EXISTING ASPHALT PAVEMENT PLUS BASE COURSE TO A MINIMUM DEPTH DEFINED BY REMOVAL DETAIL, SHEET 8.
  - (6A) ⊕ HARTIN :
    2" AC ON 4-3/4" ABC. REMOVE FULL DEPTH, 2" OF AC & 4-3/4" ABC. OVEREXCAVATE ADDITIONAL 5 1/4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
- (7) REMOVE CURB AND GUTTER, ROLL CURB AND/OR VALLEY GUTTER TO NEAREST JOINT
- (8) REMOVE CONCRETE SIDEWALK TO NEAREST JOINT
- (17) REMOVE PORTION OF EXISTING DRIVEWAY AS SHOWN ON PLANS.

⊕ BORING LOCATION.
EXISTING PAVEMENT SECTION.
REFER TO GEOTECHNICAL REPORT

UTILITIES

- (S1) LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

NORTH
0 15 30 Ft
DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
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DATE 01/29/2025
SHEET NO. 11 OF 26

CITY OF PRESCOTT PUBLIC WORKS

EXISTING CONDITIONS & REMOVALS
HARTIN AVE
STA 9+50 - STA 14+00

CITY OF PRESCOTT
ARIZONA

PREPARED BY: JAM
CHECKED BY: RMP
FOR: COP

58514
RANDY M.
PERHAM

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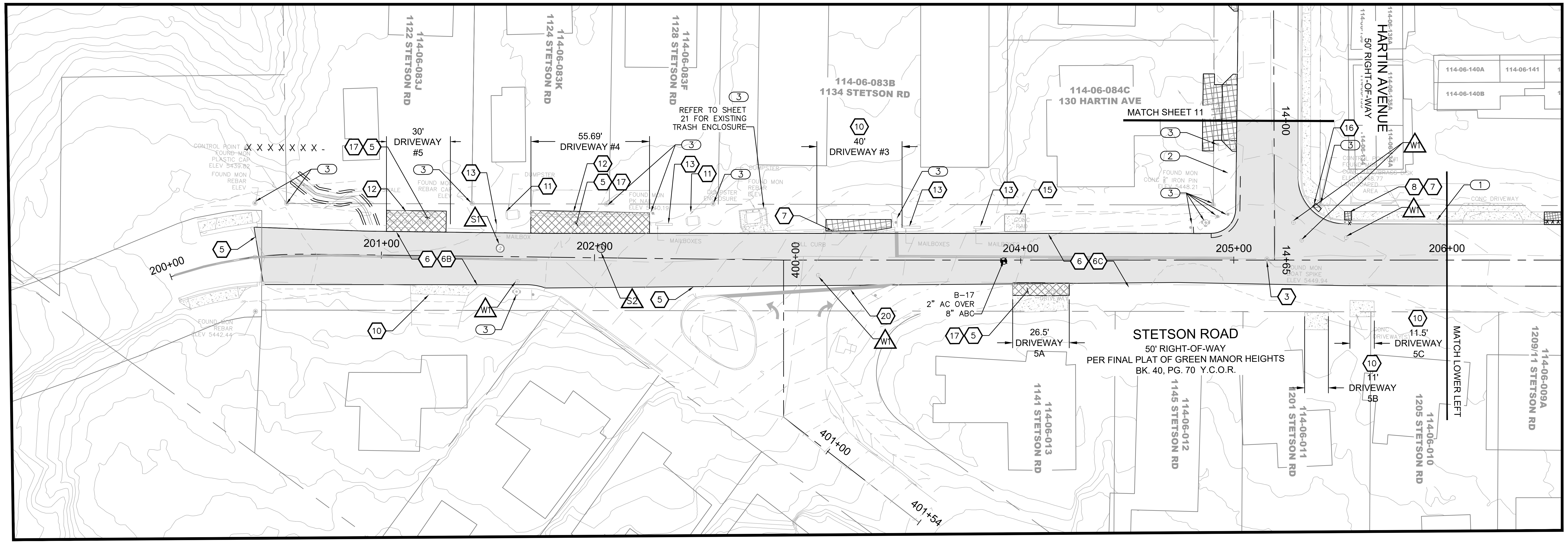
	ENGINEER			CITY

REVIEW:

CIP #: 2112-002

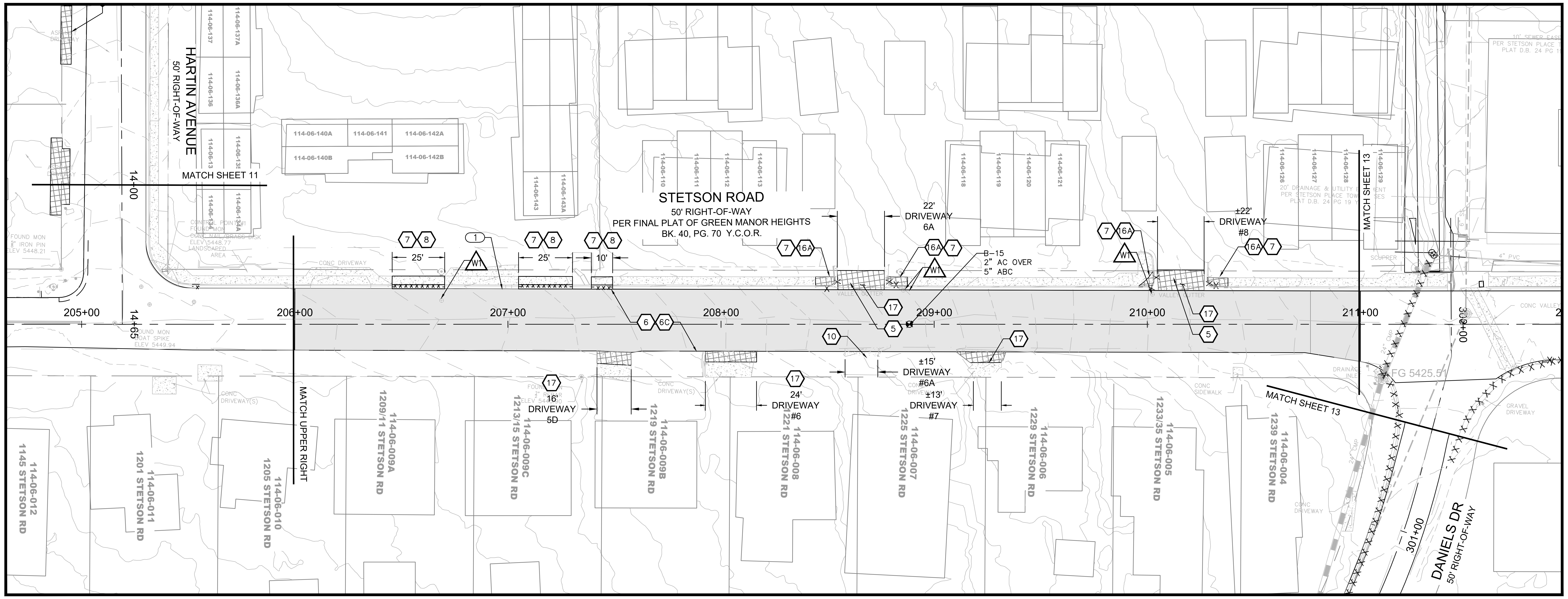
PAVEMENT RECONSTRUCTION STETSON RD

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CAD\SHEETS\007 STETSON REMOVALS.DWG



STETSON ROAD - PLAN VIEW

STA 200+00 to STA 206+00
SCALE: 1"=30'

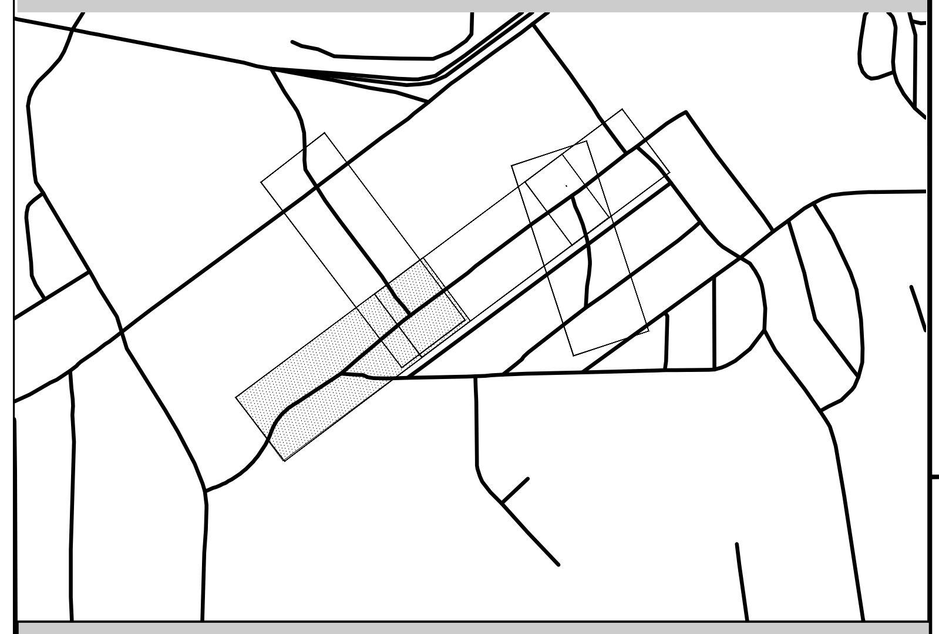


STETSON ROAD - PLAN VIEW

STA 206+00 to STA 211+00
SCALE: 1"=30'

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CAD\SHEETS\007 STETSON REMOVALS.DWG

KEY MAP



CONSTRUCTION KEY NOTES

PROTECT IN PLACE/REMOVALS

(1) PROTECT ALL CONCRETE CURBS IN PLACE UNLESS OTHERWISE NOTED ON PLANS.

(3) PROTECT IN PLACE

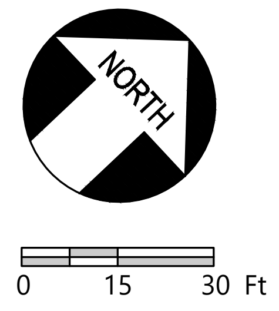
⊚	FIRE HYDRANT	▢	STORM STRUC.
WM	WATERMETER	▨	VALLEY GUTTER
BOV	BLOW-OFF VALVE	—	GAS
⊗	WATER VALVE	Ⓢ	SSMH
═	STORM CULVERT	⊙	SURVEY MARKER
⊸	SIGN	─□─□─	GUARDRAIL
		⊘	POWER POLE
		▢	DUMPSTER PAD

DEMOLITION NOTES

- 5 — SAWCUT ASPHALT PAVEMENT
- 6 — REMOVE AND DISPOSE OF A COMBINATION OF EXISTING ASPHALT PAVEMENT PLUS BASE COURSE TO A MINIMUM DEPTH DEFINED BY REMOVAL DETAIL, SHEET 8.
- 6B — STETSON ROAD (APPROX. STA 200+00-204+00): 2" AC ON 8" ABC. REMOVE 2" AC. AND 2" ABC. 6" ABC TO REMAIN
- 6C — STETSON ROAD (APPROX. STA 204+00 - 213+30.93): 2" AC ON 5" ABC. REMOVE FULL DEPTH, 2" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 5" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
- 7 — REMOVE CURB AND GUTTER, ROLL CURB AND/OR VALLEY GUTTER TO NEAREST JOINT
- 8 — REMOVE CONCRETE SIDEWALK TO NEAREST JOINT
- 10 — EXISTING DRIVEWAY TO REMAIN. SLOPE NEW PAVEMENT 2" VERTICAL PER 12" HORIZONTAL TO MATCH EXISTING HARD SURFACE DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22 FOR DETAILS.
- 11 — EXISTING DUMPSTERS TO REMAIN. CONTRACTOR SHALL CORRDINATE WITH CITY OF PRESCOTT FOR INTERIM LOCATION DURING CONSTRUCTION.
- 12 — REMOVE EXISTING ASPHALT BERM
- 13 — EXISTING MAILBOXES TO BE RELOCATED. CONTRACTOR SHALL CORRDINATE WITH CITY OF PRESCOTT FOR INTERIM LOCATION DURING CONSTRUCTION.
- 15 — REMOVE CONCRETE PAD FOR DUMPSTERS
- 16 — SAWCUT PCC & REMOVE PORTION OF RAMP NECESSARY TO INSTALL TRUNCATED DOMES IN ACCORDANCE WITH MAG STD DTL 234.
- 16A — SAWCUT PCC & REMOVE RAMP/SIDEWALK
- 17 — REMOVE PORTION OF EXISTING DRIVEWAY AS SHOWN ON PLANS.
- 20 — REMOVE EXISTING PAINT MARKINGS
- ⊕ BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT

UTILITIES

- S1 — LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.
- S2 — REMOVE AND REPLACE 8" FRAME & COVER PER QCSD 270Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY
- W1 — LOWER VALVE BOX PRIOR TO RECONSTRUCTION. RAISE VALVE BOX IN ACCORDANCE WITH QCSD 391Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.



DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
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DATE 01/29/2025
SHEET NO. 12 OF 26

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

EXISTING CONDITIONS & REMOVALS
STETSON ROAD
STA 200+00 - STA 211+00

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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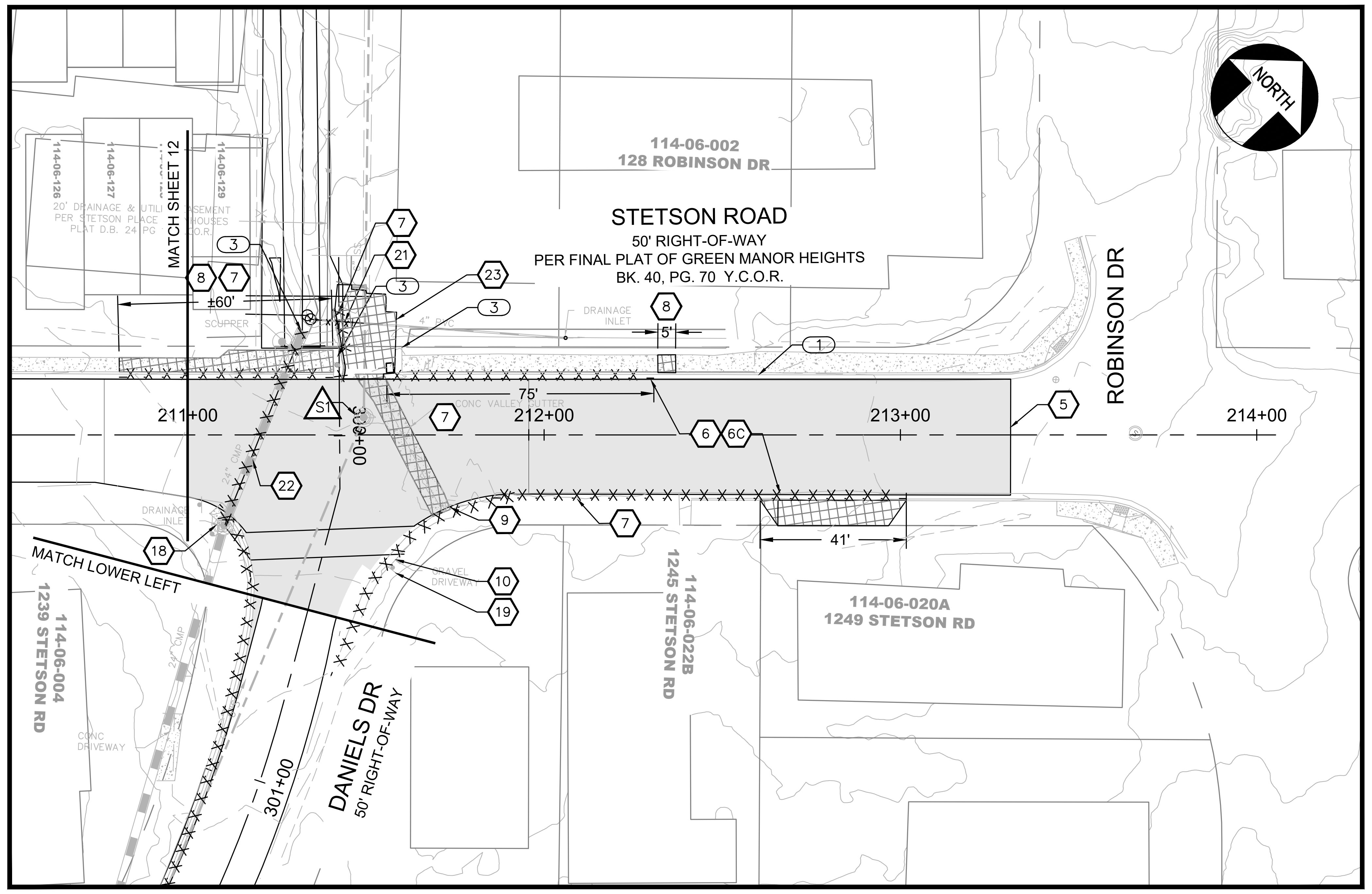
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

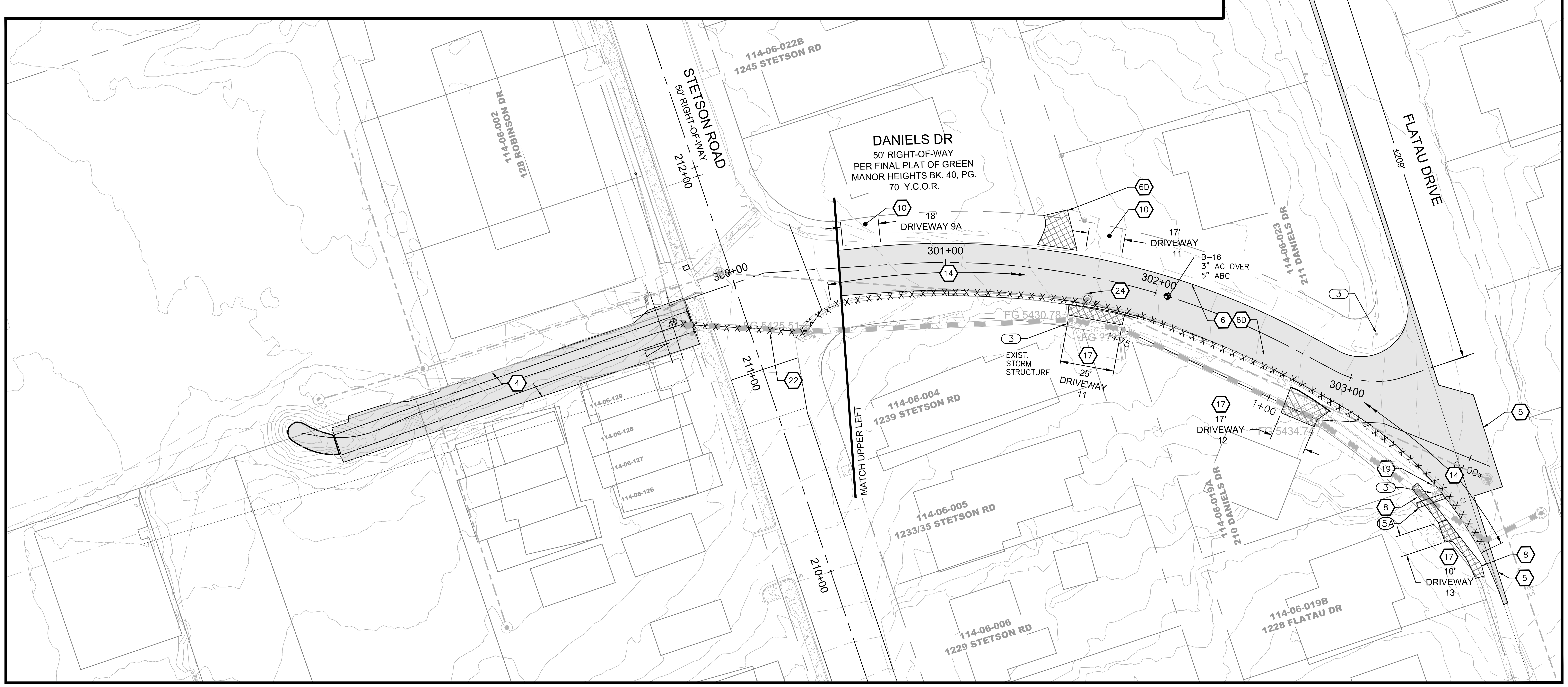
REVIEW:

CIP #: 2112-002



STETSON ROAD - PLAN VIEW

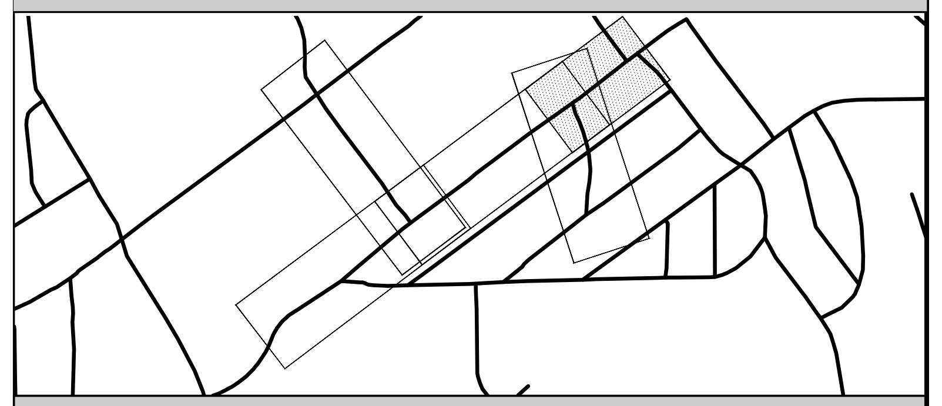
STA 211+00 to STA 213+30.93
SCALE: 1"=30'



DANIELS DRIVE - PLAN VIEW

STA 300+00 to STA 303+39.82
SCALE: 1"=30'

KEY MAP



CONSTRUCTION KEY NOTES

1. PROTECT ALL CONCRETE CURBS IN PLACE UNLESS OTHERWISE NOTED ON PLANS.
3. PROTECT IN PLACE

⊕	FIRE HYDRANT	▨	STORM STRUC.
WM	WATERMETER	▨	VALLEY GUTTER
BOV	BLOW-OFF VALVE	—	GAS
⊗	WATER VALVE	Ⓢ	SSMH
═	STORM CULVERT	⊙	SURVEY MARKER
⊸	SIGN	—□—□—	GUARDRAIL
		○	POWER POLE
		▨	DUMPSTER PAD

DEMOLITION NOTES

4. LIMITS OF CLEARING & GRUBBING AS DETERMINED DURING CONSTRUCTION.
5. SAWCUT ASPHALT PAVEMENT
6. REMOVE AND DISPOSE OF A COMBINATION OF EXISTING ASPHALT PAVEMENT PLUS BASE COURSE TO A MINIMUM DEPTH DEFINED BY REMOVAL DETAIL, SHEET 8.
6C. ⊕ STETSON ROAD (APPROX. STA 204+00 - 213+30.93): 2" AC ON 5" ABC. REMOVE FULL DEPTH, 2" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 5" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
6D. ⊕ DANIELS DRIVE: 3" AC ON 5" ABC. REMOVE FULL DEPTH, 3" OF AC & 5" ABC. OVEREXCAVATE ADDITIONAL 4" OF NATIVE MATERIAL FOR PROPOSED PAVEMENT SECTION.
7. REMOVE CURB AND GUTTER, ROLL CURB AND/OR VALLEY GUTTER TO NEAREST JOINT
8. REMOVE CONCRETE SIDEWALK TO NEAREST JOINT
9. REMOVE CONCRETE SPANDREL AND CROSS-GUTTER
10. EXISTING DRIVEWAY TO REMAIN. SLOPE NEW PAVEMENT 2" VERTICAL PER 12" HORIZONTAL TO MATCH EXISTING HARD SURFACE DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22 FOR DETAILS.
14. REMOVE EXISTING ROLL CURB
15A. REMOVE EXISTING 2.5' WIDE CONCRETE SCUPPER, AND REPLACE WITH 2.5' WIDE CONCRETE SCUPPER. EXTEND SCUPPER TO EXISTING STORM PIPE. CONSTRUCT SCUPPER IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. REFER TO SHEET 19 FOR PROFILE AND CROSS-SECTIONS
17. REMOVE PORTION OF EXISTING DRIVEWAY AS SHOWN ON PLANS.
18. REMOVE EXISTING GRATE AND STORE FOR RE-USE. REMOVE EXISTING STORM STRUCTURE.
19. REMOVE EXISTING SIGN(S) AND STORE FOR RE-USE
21. REMOVE PORTION OF EXISTING 4" PVC DRAINAGE PIPE
22. REMOVE EXISTING 24" CMP DRAINAGE PIPE
23. REMOVE PORTION OF EXISTING CONCRETE DRIVEWAY. PRIVATE PROPERTY REQUIRES TEMPORARY CONSTRUCTION EASEMENT
24. CONTRACTOR SHALL EXCAVATE EXISTING MANHOLE WHILE PROTECTING IN PLACE. CONTRACTOR SHALL PROVIDE REQUIRED SHORING FOR EXCAVATION AND SHALL BACKFILL AFTER REPAIRS HAVE BEEN MADE BY CITY FORCES.

⊕ BORING LOCATION.
EXISTING PAVEMENT SECTION.
REFER TO GEOTECHNICAL REPORT

UTILITIES

S1. LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

0 15 30 Ft
DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
22"x34" sheets only)

DATE 01/29/2025
SHEET NO. 13
OF 26

CITY OF PRESCOTT PUBLIC WORKS

EXISTING CONDITIONS & REMOVALS
STETSON ROAD STA 211+00 - END STA
DANIELS DRIVE STA 300+50 - END STA

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

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NO.	BY	DATE	REVISIONS	APPRV	DATE

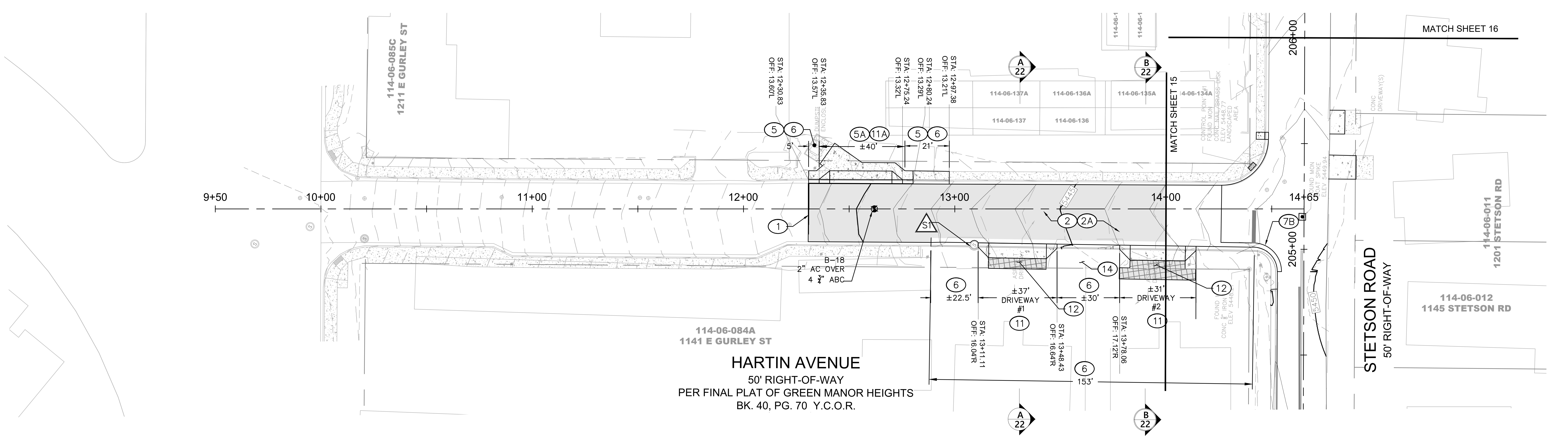
ENGINEER
CITY

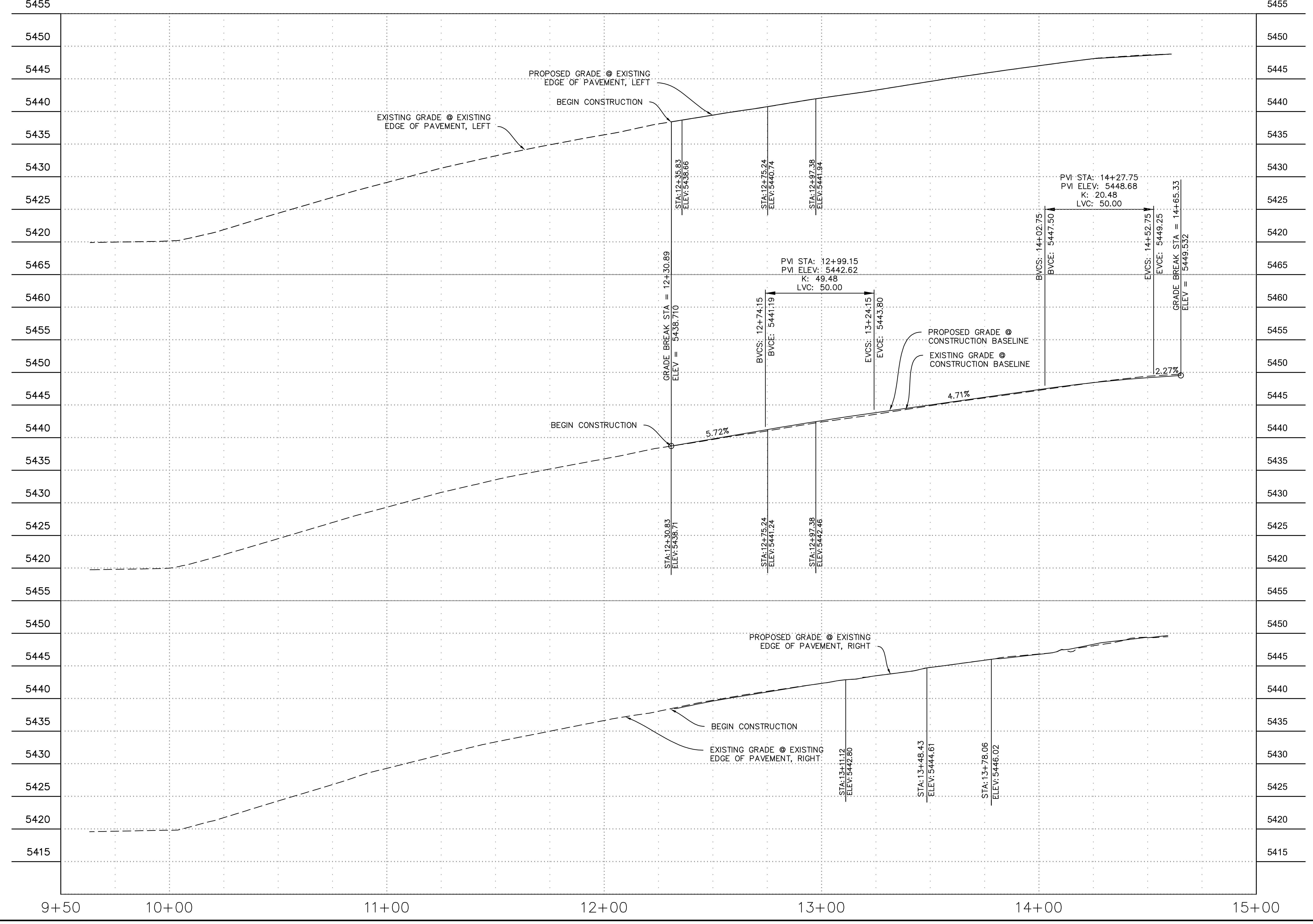
REVIEW:

CIP #: 2112-002

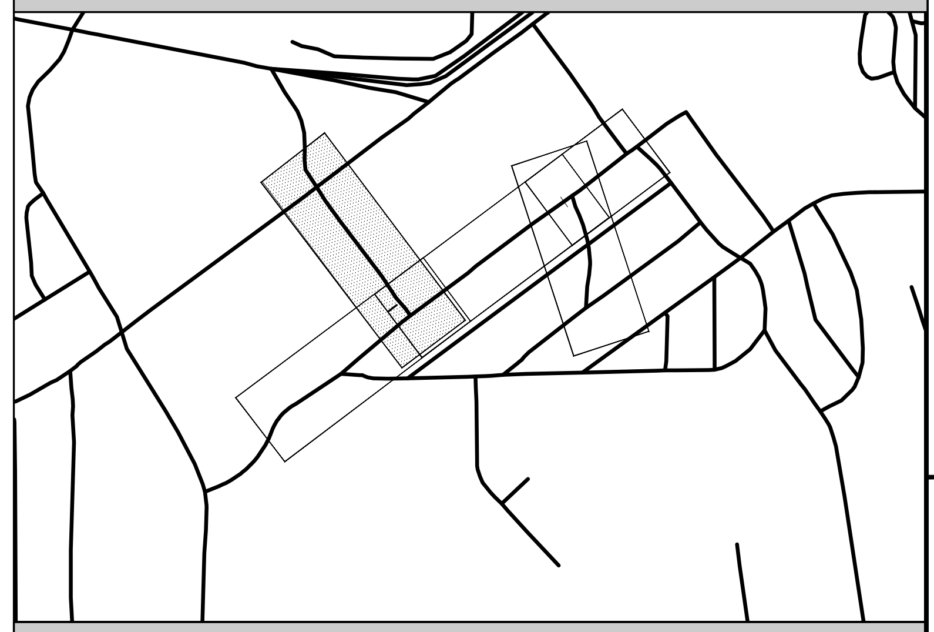
PAVEMENT RECONSTRUCTION STETSON RD

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\007 STETSON REMOVALS.DWG





KEY MAP



CONSTRUCTION KEY NOTES

IMPROVEMENTS

①	LIMITS OF RECONSTRUCTION
②	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.
(2A)	HARTIN AVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
⑤	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
(5A)	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 6" CLASS 'AA' AS PER MAG SECT 725
⑥	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
⑪	DRIVEWAY ENTRANCE WITHOUT DETACHED SIDEWALK IN ACCORDANCE WITH QCSD 250Q-1
(11A)	COMMERCIAL DRIVEWAY ENTRANCE WITH SIDEWALK ATTACHED TO CURB IN ACCORDANCE WITH QCSD 250Q-2
⑫	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22.
⑭	TRIM EXISTING SHRUBS AS DIRECTED IN THE FIELD.
⊕	BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT

UTILITIES

S1	LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

0 15 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
22"x34" sheets only)

DATE 01/29/2025

SHEET NO. 14 OF 26

CITY OF PRESCOTT PUBLIC WORKS

PROPOSED IMPROVEMENTS
PLAN & PROFILE
HARTIN AVE - STA 12+30 - STA 14+00

CITY OF PRESCOTT ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

58514
RANDY M.
PERHAM
01/29/2025

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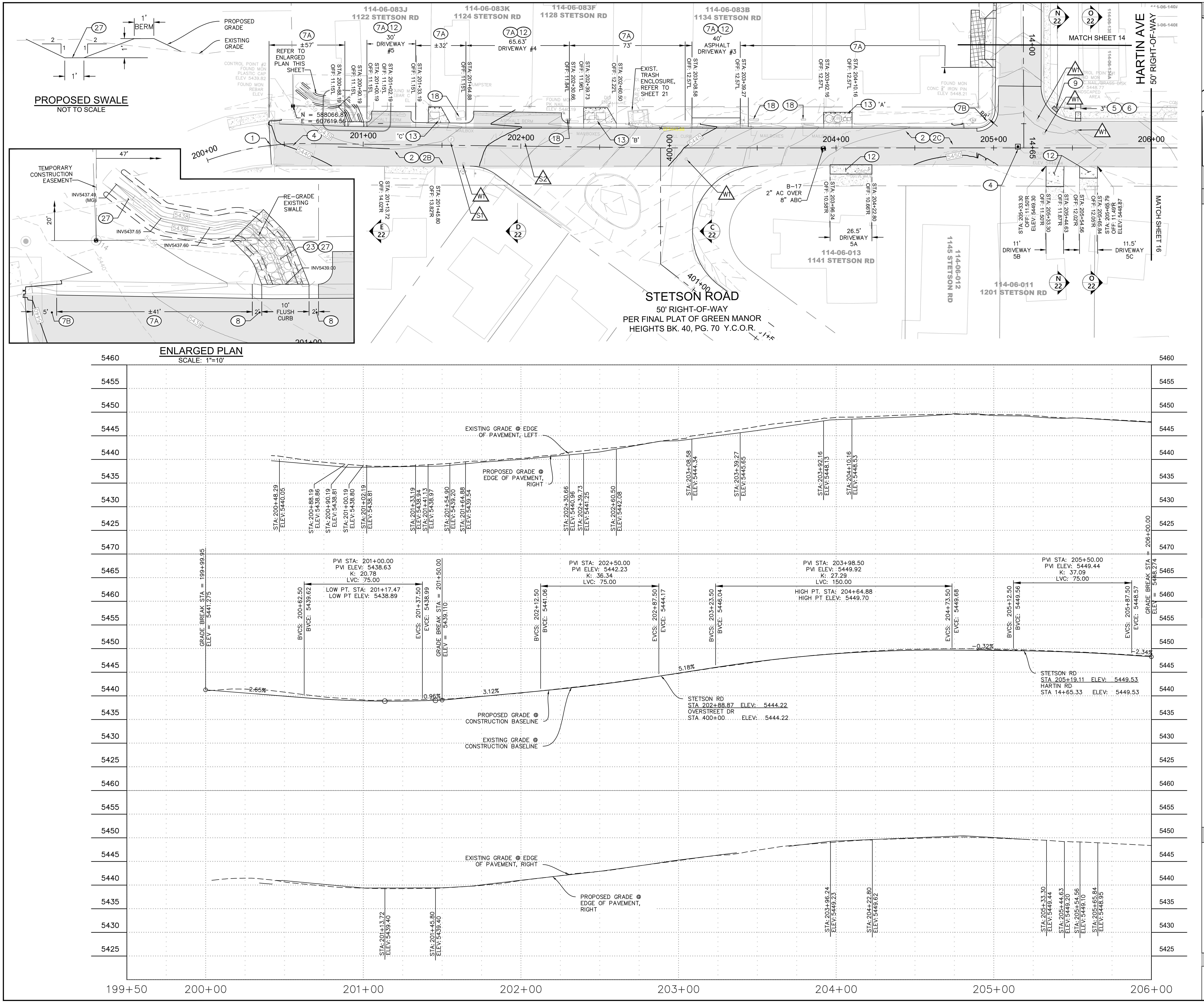
NO.	BY	DATE	REVISIONS	APPRV/ DATE
ENGINEER				CITY

REVIEW:

CIP #: 2112-002

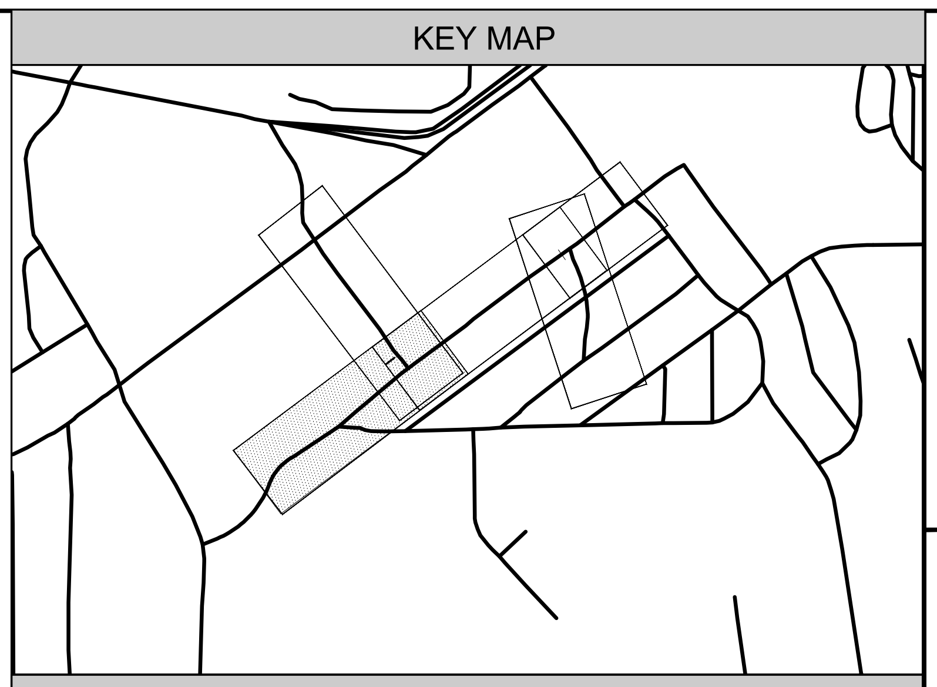
PAVEMENT RECONSTRUCTION STETSON RD

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\008 STETSON PP.DWG


PROPOSED SWALE
NOT TO SCALE
PROPOSED GRADE
EXISTING GRADE
BERM
1'
ENLARGED PLAN
SCALE: 1"=10'
TEMPORARY CONSTRUCTION EASEMENT
RE-GRADE EXISTING SWALE
10' FLUSH CURB
114-06-083J 1122 STETSON RD
114-06-083K 1124 STETSON RD
114-06-083F 1128 STETSON RD
114-06-083B 1134 STETSON RD
114-06-013 1141 STETSON RD
114-06-012 1145 STETSON RD
114-06-011 1201 STETSON RD
REFER TO ENLARGED PLAN THIS SHEET
30' DRIVEWAY #5
65.63' DRIVEWAY #4
40' ASPHALT DRIVEWAY #3
EXIST. TRASH ENCLOSURE, REFER TO SHEET 21
N = 588066.87
E = 607619.56
MATCH SHEET 14
MATCH SHEET 16
HARTIN AVE
50' RIGHT-OF-WAY
STETSON ROAD
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS BK. 40, PG. 70 Y.C.O.R.
B-17
2" AC OVER 8" ABC
26.5' DRIVEWAY 5A
11' DRIVEWAY 5B
11.5' DRIVEWAY 5C
200+00
201+00
202+00
203+00
204+00
205+00
206+00
400+00
401+00
14+00
14+65
EXISTING GRADE @ EDGE OF PAVEMENT, LEFT
PROPOSED GRADE @ EDGE OF PAVEMENT, RIGHT
PVI STA: 201+00.00 PVI ELEV: 5438.63 K: 20.78 LVC: 75.00
LOW PT. STA: 201+17.47 LOW PT ELEV: 5438.89
PVI STA: 202+50.00 PVI ELEV: 5442.23 K: 36.34 LVC: 75.00
PVI STA: 203+98.50 PVI ELEV: 5449.92 K: 27.29 LVC: 150.00
HIGH PT. STA: 204+64.88 HIGH PT ELEV: 5449.70
PVI STA: 205+50.00 PVI ELEV: 5449.44 K: 37.09 LVC: 75.00
GRADE BREAK STA = 199+99.95 ELEV = 5441.275
GRADE BREAK STA = 201+50.00 ELEV = 5439.110
GRADE BREAK STA = 206+00.00 ELEV = 5448.274
-2.65%
0.96%
3.12%
5.18%
-0.32%
-2.34%
STETSON RD STA 202+88.87 ELEV: 5444.22
OVERSTREET DR STA 400+00 ELEV: 5444.22
STETSON RD STA 205+19.11 ELEV: 5449.53
HARTIN RD STA 14+65.33 ELEV: 5449.53
PROPOSED GRADE @ CONSTRUCTION BASELINE
EXISTING GRADE @ CONSTRUCTION BASELINE
EXISTING GRADE @ EDGE OF PAVEMENT, RIGHT
PROPOSED GRADE @ EDGE OF PAVEMENT, RIGHT
199+50
200+00
201+00
202+00
203+00
204+00
205+00
206+00

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\008 STETSON PP.DWG

KEY MAP



NORTH

0 15 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for 22"x34" sheets only)

CONSTRUCTION KEY NOTES

IMPROVEMENTS

→	PROPOSED FLOW PATTERN
①	LIMITS OF RECONSTRUCTION
②	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.
(2B)	STETSON RD (APPROX. STA 200+00-204+00): CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 6" AGGREGATE BASE COURSE (ABC). CONTRACTOR CAN USE 6" EXISTING ABC ONCE APPROVED BY GEOTECHNICAL ENGINEER AND ENGINEER OF RECORD.
(2C)	STETSON ROAD (APPROX. STA 204+00-213+30.93): FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
④	SURVEY MONUMENTS SHALL BE LOCATED OR SET BY AN ARIZONA LAND SURVEYOR PRIOR TO CONSTRUCTION AND ADJUSTED PER QCSD 270Q. IF DETERMINED THAT THE SURVEY MONUMENT CANNOT BE ADJUSTED, THE MONUMENT SHALL BE REPLACED PER QCSD 120Q, TYPE 'A'. REFER TO SURVEY CONTROL PLAN FOR NOTES AND LOCATION OF EXISTING MONUMENTS AND PROPOSED MONUMENTS TO BE SET.
⑤	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
⑥	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
(7A)	CONSTRUCT 6" ROLL CURB AND GUTTER, TYPE 'E' IN ACCORDANCE WITH QCSD 220Q-2.
(7B)	CURB & GUTTER TRANSITION TYPE 'A' TO TYPE 'C' IN ACCORDANCE WITH QCSD 221Q.
⑧	CURB TERMINATION IN ACCORDANCE WITH QCSD 222Q
⑨	CURB MODIFICATION AT DETECTABLE WARNING IN ACCORDANCE WITH MAG STD DETAIL 234
⑫	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22.
⑬	MODIFIED BIN ENCLOSURE IN ACCORDANCE WITH MODIFIED QCSD 701P, REFER TO DETAIL(S), SHEET 25.
⑱	RELOCATE EXISTING MAILBOX(S) IN ACCORDANCE WITH QCSD 134Q-1 AND 134Q-2.
㉓	RIP RAP D50=8"; 16" DEEP, WITH GEOTEXTILE FABRIC.
㉗	RE-GRADE EXISTING SWALE. REFER TO PLAN AND DETAIL, SHEET 15. TEMPORARY CONSTRUCTION EASEMENT WILL BE REQUIRED AND TO BE SECURED BY THE CITY OF PRESCOTT.
⊕	BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT

UTILITIES

S1	LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.
S2	REMOVE AND REPLACE 8" FRAME & COVER PER QCSD 270Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY
W1	LOWER VALVE BOX PRIOR TO RECONSTRUCTION. RAISE VALVE BOX IN ACCORDANCE WITH QCSD 391Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

PAVEMENT STRIPING

REFER TO TO OVERALL PAVEMENT STRIPING PLAN, SHEET 19 FOR PAVEMENT MARKINGS

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 15 OF 26

CITY OF PRESCOTT PUBLIC WORKS

PROPOSED IMPROVEMENTS
PLAN & PROFILE
STETSON ROAD - STA 200+00 - 206+00

CITY OF PRESCOTT
ARIZONA

FOR:	COP
CHECKED BY	RMP
PREPARED BY	JAM

58514
RANDY M. PERHAM
Date Signed 01/29/2025

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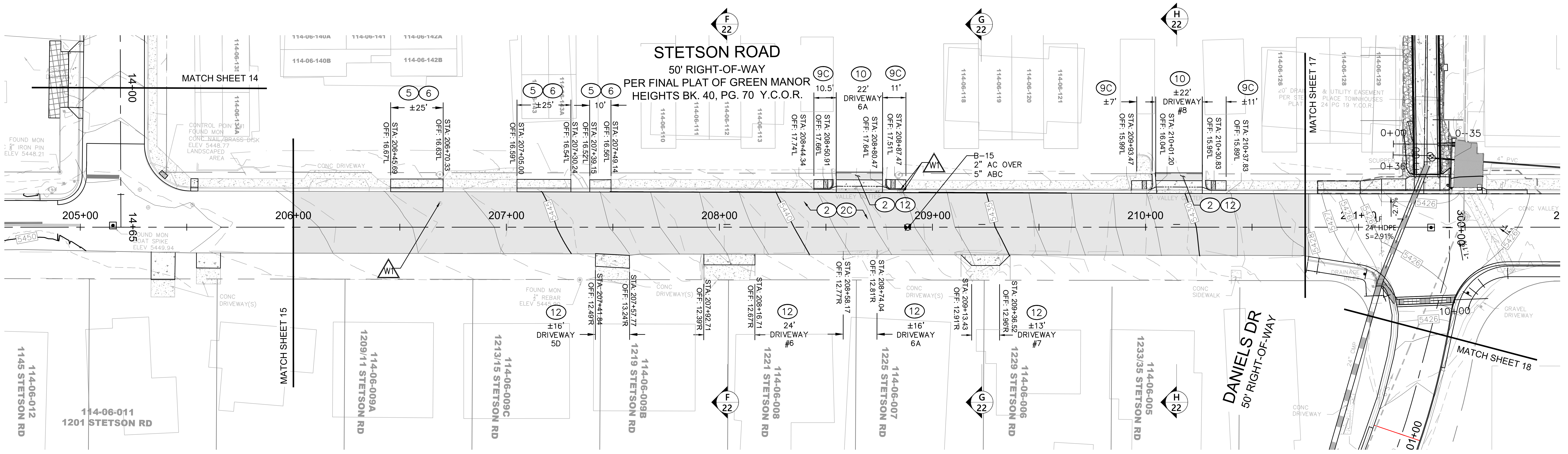
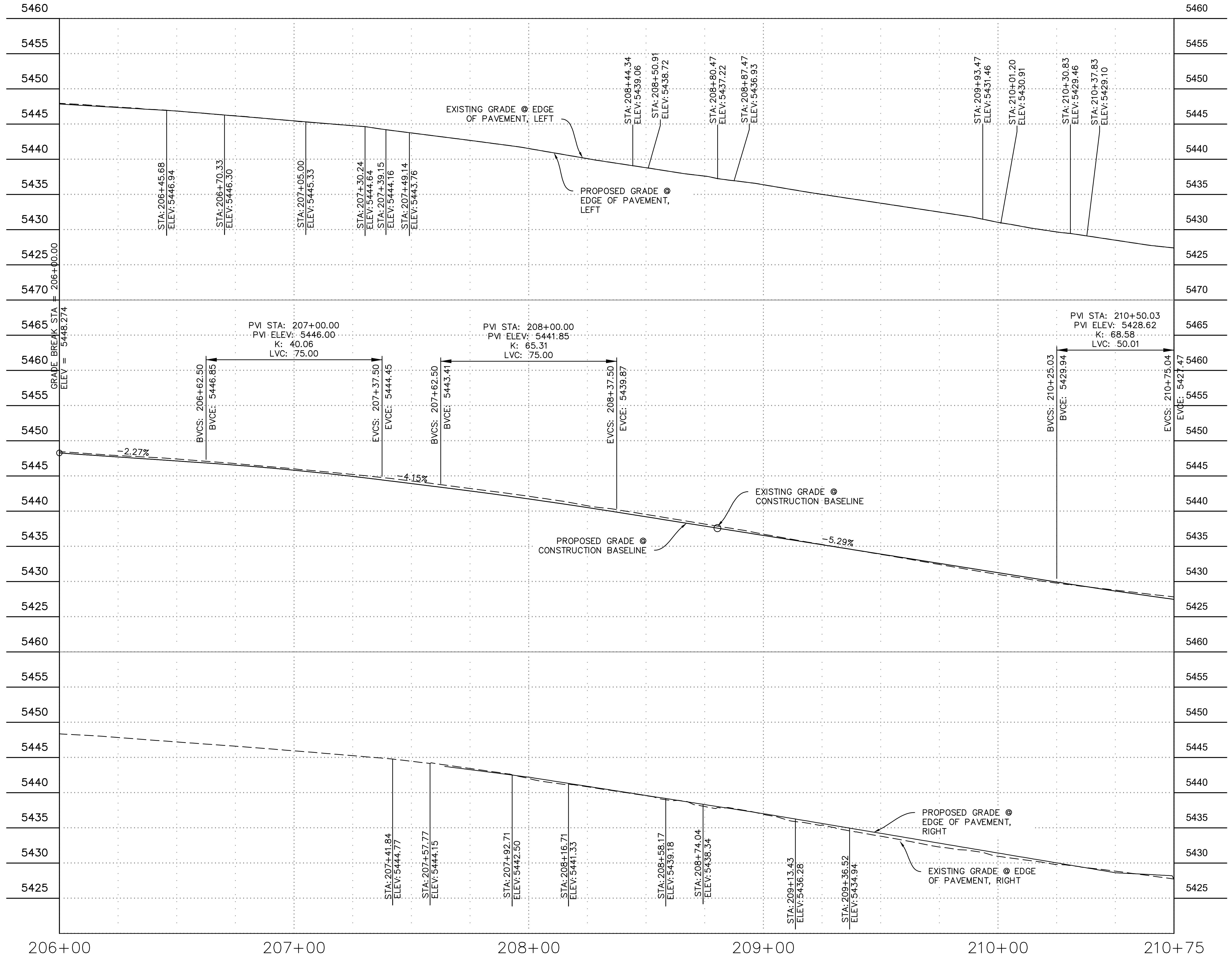
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

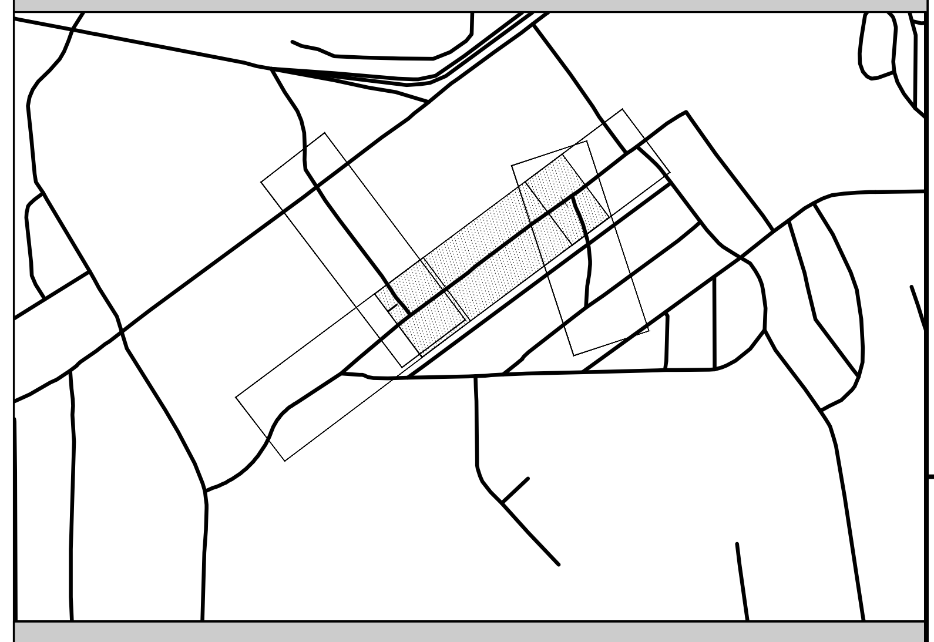
REVIEW:

CIP #: 2112-002





KEY MAP



NORTH

0 15 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
22"x34" sheets only)

CONSTRUCTION KEY NOTES

IMPROVEMENTS

②	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.
(2C)	STETSON ROAD (APPROX. STA 204+00-213+30.93): FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
⑤	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
⑥	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
(9C)	MODIFIED TYPICAL PCC CURB RAMP REPLACEMENT - TYPE 1, DETAIL SHEET 24.
⑩	6' VALLEY GUTTER IN ACCORDANCE WITH 6' VALLEY GUTTER AND SPANDRELS, QCSD 240Q-1
⑫	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22.

THE BACKGROUND IS A COMPILATION OF GIS DATA AND ON-THE GROUND SURVEY. THE CITY OF PRESCOTT CANNOT GUARANTEE THE ACCURACY OF THE INFORMATION CONTAINED IN THIS MAP. EACH USER OF THIS MAP IS RESPONSIBLE FOR DETERMINING ITS SUITABILITY FOR HIS OR HER INTENDED USE OR PURPOSE.

UTILITIES

W1	LOWER VALVE BOX PRIOR TO RECONSTRUCTION. RAISE VALVE BOX IN ACCORDANCE WITH QCSD 391Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

DATE 01/29/2025
SHEET NO. 16
OF 26

CITY OF PRESCOTT PUBLIC WORKS

PROPOSED IMPROVEMENTS
PLAN & PROFILE
STETSON ROAD - STA 206+00 - 210+75

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

58514
RANDY M. PERHAM

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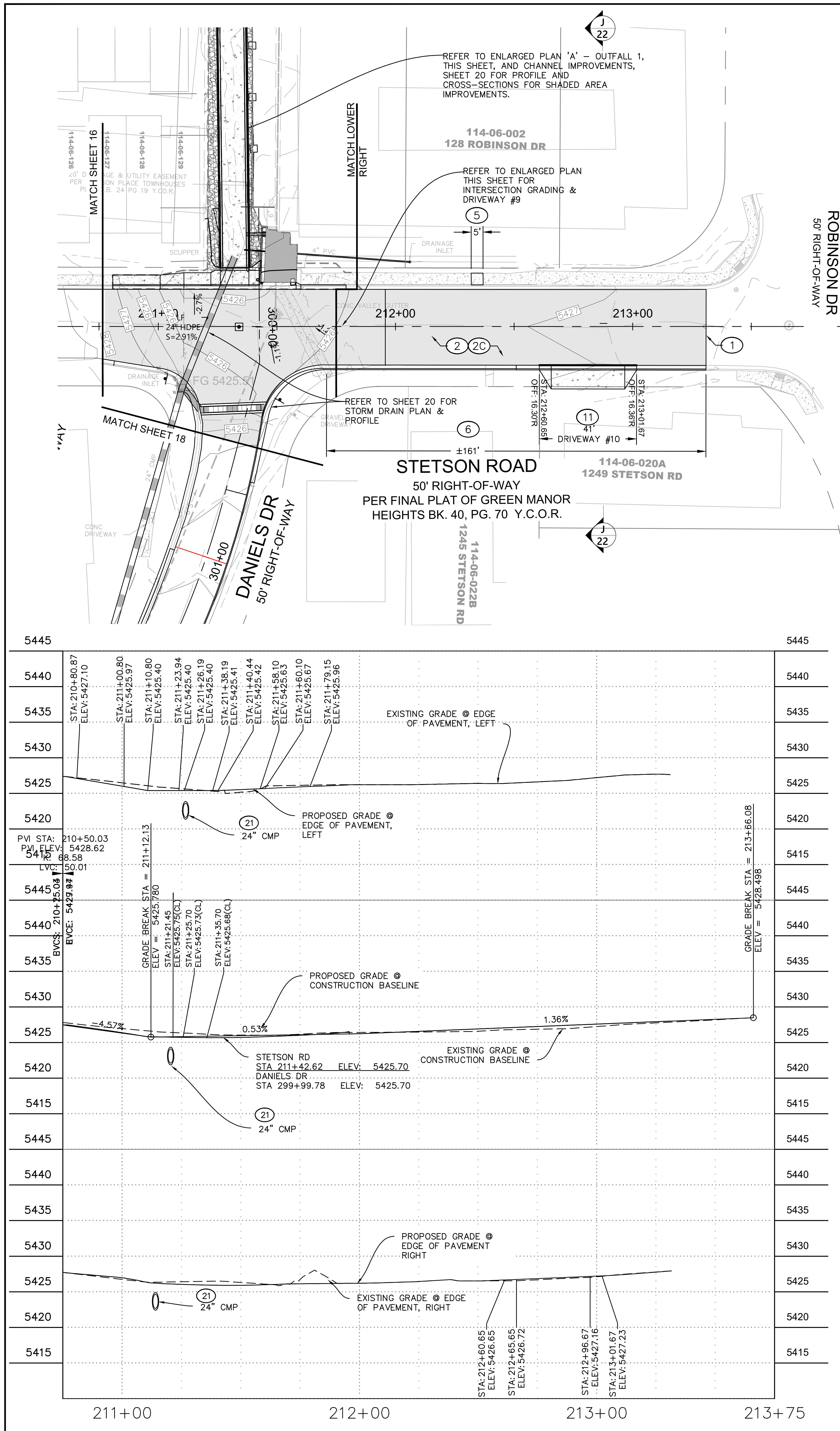
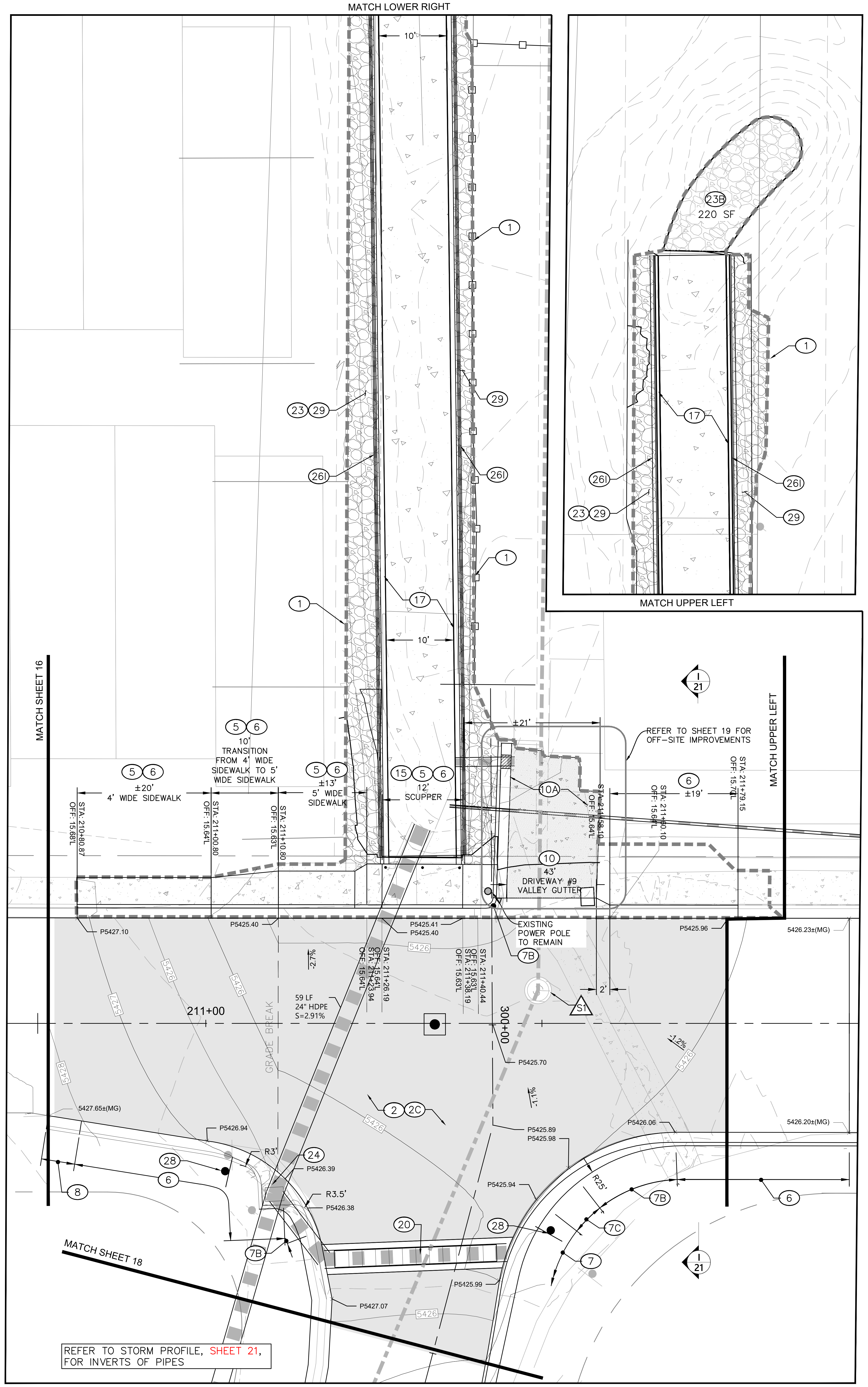
REVIEW:

NO.	BY	DATE	REVISIONS	APPRV/ DATE
	ENGINEER			CITY

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\008 STETSON PP.DWG


REFER TO ENLARGED PLAN 'A' – OUTFALL 1, THIS SHEET, AND CHANNEL IMPROVEMENTS, SHEET 20 FOR PROFILE AND CROSS-SECTIONS FOR SHADED AREA IMPROVEMENTS.
J 22
114-06-002
128 ROBINSON DR
MATCH SHEET 16
MATCH LOWER RIGHT
REFER TO ENLARGED PLAN THIS SHEET FOR INTERSECTION GRADING & DRIVEWAY #9
5
5'
ROBINSON DR
50' RIGHT-OF-WAY
24" HDPE
S=2.91%
212+00
213+00
300+00
2 2C
1
REFER TO SHEET 20 FOR STORM DRAIN PLAN & PROFILE
STA: 212+60.65 OFF: 16.30'R
STA: 213+01.67 OFF: 16.36'R
11
41'
DRIVEWAY #10
6
±161'
MATCH SHEET 18
STETSON ROAD
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS BK. 40, PG. 70 Y.C.O.R.
114-06-020A
1249 STETSON RD
114-06-022B
1245 STETSON RD
J 22
DANIELS DR
50' RIGHT-OF-WAY
301+00
5445
5440
5435
5430
5425
5420
5415
STA: 210+80.87 ELEV: 5427.10
STA: 211+00.80 ELEV: 5425.97
STA: 211+10.80 ELEV: 5425.40
STA: 211+23.94 ELEV: 5425.40
STA: 211+26.19 ELEV: 5425.40
STA: 211+38.19 ELEV: 5425.41
STA: 211+40.44 ELEV: 5425.42
STA: 211+58.10 ELEV: 5425.63
STA: 211+60.10 ELEV: 5425.67
STA: 211+79.15 ELEV: 5425.96
EXISTING GRADE @ EDGE OF PAVEMENT, LEFT
PROPOSED GRADE @ EDGE OF PAVEMENT, LEFT
21
24" CMP
PVI STA: 210+50.03
PVI ELEV: 5428.62
K: 68.58
LVC: 50.01
BVCS: 210+25.03
BVCE: 5429.81
GRADE BREAK STA = 211+12.13
ELEV = 5425.780
STA: 211+21.45 ELEV: 5425.75(CL)
STA: 211+25.70 ELEV: 5425.73(CL)
STA: 211+35.70 ELEV: 5425.68(CL)
GRADE BREAK STA = 213+66.08
ELEV = 5428.498
PROPOSED GRADE @ CONSTRUCTION BASELINE
-4.57%
0.53%
1.36%
EXISTING GRADE @ CONSTRUCTION BASELINE
STETSON RD STA 211+42.62 ELEV: 5425.70
DANIELS DR STA 299+99.78 ELEV: 5425.70
21
24" CMP
PROPOSED GRADE @ EDGE OF PAVEMENT RIGHT
EXISTING GRADE @ EDGE OF PAVEMENT, RIGHT
21
24" CMP
STA: 212+60.65 ELEV: 5426.65
STA: 212+65.65 ELEV: 5426.72
STA: 212+96.67 ELEV: 5427.16
STA: 213+01.67 ELEV: 5427.23
211+00
212+00
213+00
213+75

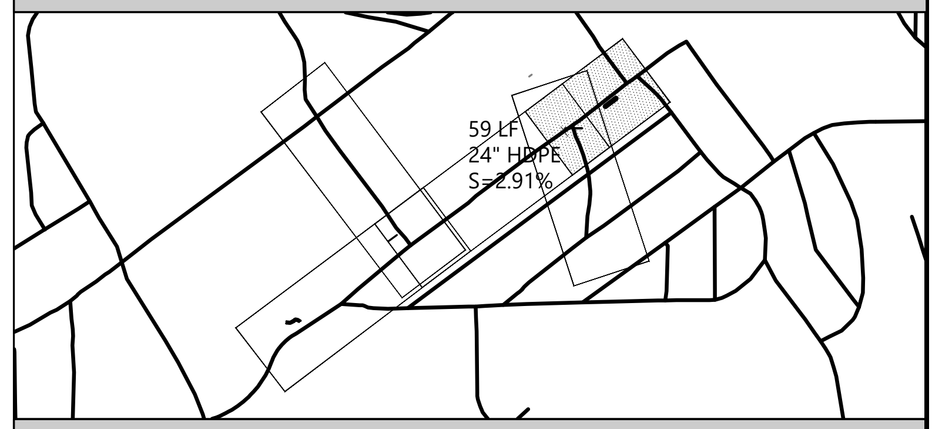


REFER TO STORM PROFILE, SHEET 21, FOR INVERTS OF PIPES

ENLARGED PLAN 'A' - OUTFALL 1

SCALE: 1"=10'

KEY MAP



CONSTRUCTION KEY NOTES

DEMOLITION NOTES

25	REMOVE PORTION OF EXISTING 4" PVC DRAINAGE PIPE

IMPROVEMENTS

1	LIMITS OF RECONSTRUCTION
2	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.
2C	STETSON ROAD (APPROX. STA 204+00-213+30.93): FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
5	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
6	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
7	CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.
7B	CURB & GUTTER TRANSITION TYPE 'A' TO TYPE 'C' IN ACCORDANCE WITH QCSD 221Q.
7C	4" ROLL CURB AND GUTTER TYPE 'D' IN ACCORDANCE WITH QCSD 220Q-2.
8	CURB TERMINATION IN ACCORDANCE WITH QCSD 222Q
10	6' VALLEY GUTTER IN ACCORDANCE WITH 6' VALLEY GUTTER AND SPANDRELS, QCSD 240Q-1
10A	6" CLASS 'AA' CONCRETE OVER 6" ABC IN ACCORDANCE WITH QCSD 250Q-1
11	DRIVEWAY ENTRANCE WITHOUT DETACHED SIDEWALK IN ACCORDANCE WITH QCSD 250Q-1
15	CONCRETE SCUPPER WITH HANDRAIL, 12' WIDE IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. EXTEND SPILLWAY ±112' AS SHOWN ON PLANS. REFER TO SHEET 21 FOR PROFILE AND CROSS-SECTIONS
17	10' WIDE X 3' DEEP (MIN) CONCRETE CHANNEL SLOPED @ 1.0% PER CONCRETE SCUPPER DETAIL IN ACCORDANCE WITH MODIFIED MAG STD DETAIL 206-1, MODIFIED SPILLWAY DETAIL, SHEET 20
20	VANED GRATE - NEENAH FOUNDRY R-4999 BOLTED TRANVERSE DRAINAGE STRUCTURE. REFER TO DETAIL, SHEET(S) 21 & 26. SLOPE AND INVERTS PER PLAN
23	RIP RAP D50=8"; 16" DEEP, WITH GEOTEXTILE FABRIC.
23B	GROUTED RIP RAP D50=10"; 20" DEEP
24	CONSTRUCT NEW STORM STRUCTURE IN ACCORDANCE WITH MAG STD DETAIL 535 CATCH BASIN TYPE 'F' (FOR USE WITHOUT CURB) MAINTAIN EXISTING INVERTS AND SLOPE PER PLAN. REINSTALL GRATE.
26I	4" HDPE ADS SINGLE WALL PERFORATED PIPE (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS TO FOLLOW BOTTOM OF CONCRETE CHANNEL.
28	RE-INSTALL EXISTING SIGN POST AND SIGNS IN ACCORDANCE WITH QCSD 131Q
29	PLACE FILL CONSTRUCTION AND TIE INTO EXISTING AT 2:1 (MAX). PLACEMENT & COMPACTION PER MAG ST SPEC 211.
⯐	BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT

UTILITIES

S1	LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.

NORTH

0 15 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for 22"x34" sheets only)

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 17 OF 26

CITY OF PRESCOTT PUBLIC WORKS

PROPOSED IMPROVEMENTS
PLAN & PROFILE
STETSON ROAD - STA 211+00 - 211+75

CITY OF PRESCOTT ARIZONA

PREPARED BY JAM
CHECKED BY RMP
FOR: COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Randy Perham

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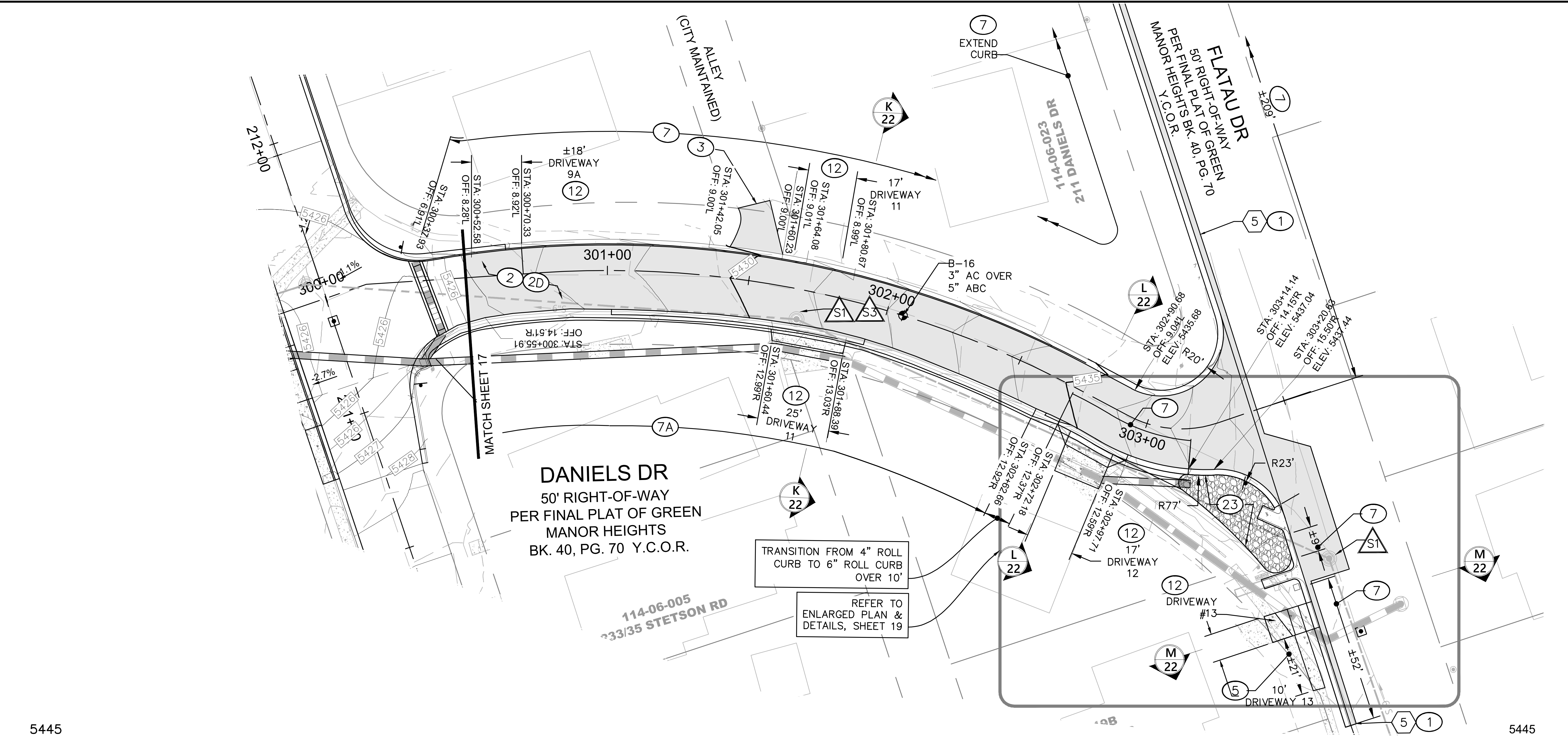
ARIZONA811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

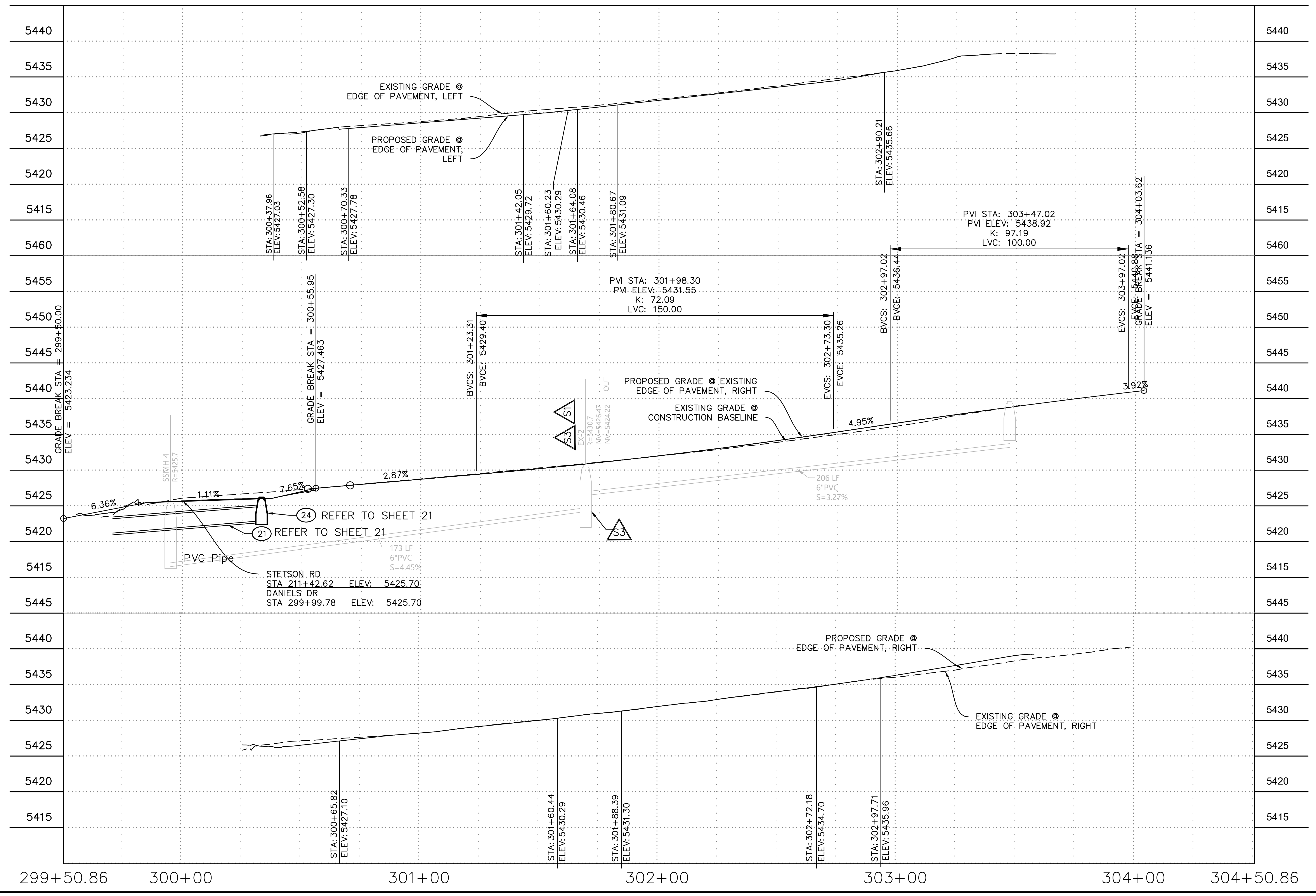
REVIEW:

NO.	BY	DATE	REVISIONS	APPRV. DATE
	ENGINEER			CITY

CIP #: 2112-002

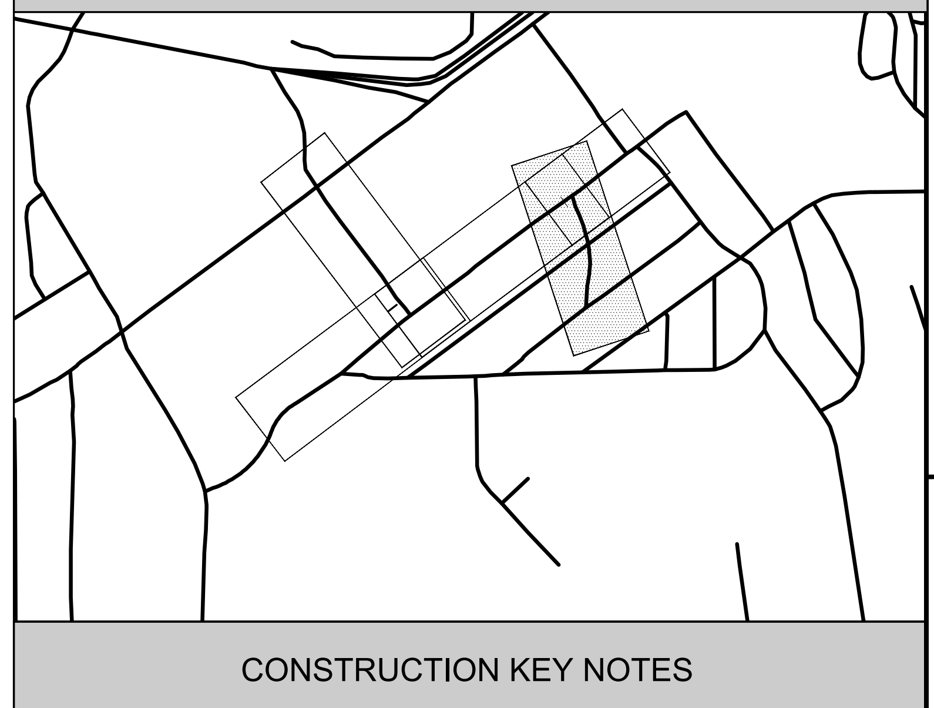
FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CAD\SHEETS\008 STETSON PP.DWG





EXISTING GRADE @ EDGE OF PAVEMENT, LEFT
PROPOSED GRADE @ EDGE OF PAVEMENT, LEFT
PVI STA: 301+98.30
PVI ELEV: 5431.55
K: 72.09
LVC: 150.00
PVI STA: 303+47.02
PVI ELEV: 5438.92
K: 97.19
LVC: 100.00
PROPOSED GRADE @ EXISTING EDGE OF PAVEMENT, RIGHT
EXISTING GRADE @ CONSTRUCTION BASELINE
6.36%
1.11%
7.65%
2.87%
4.95%
3.92%
24 REFER TO SHEET 21
21 REFER TO SHEET 21
PVC Pipe
STETSON RD
STA 211+42.62 ELEV: 5425.70
DANIELS DR
STA 299+99.78 ELEV: 5425.70
PROPOSED GRADE @ EDGE OF PAVEMENT, RIGHT
EXISTING GRADE @ EDGE OF PAVEMENT, RIGHT
299+50.86
300+00
301+00
302+00
303+00
304+00
304+50.86

KEY MAP



CONSTRUCTION KEY NOTES

DEMOLITION NOTES

⑤	SAWCUT ASPHALT PAVEMENT

IMPROVEMENTS

①	LIMITS OF RECONSTRUCTION
②	4" THICK ASPHALT CONCRETE PAVEMENT ON AGGREGATE BASE COURSE (VARIES) PER STRUCTURAL SECTION(S), SHEET 8.
2D	DANIELS DRIVE: FULL DEPTH RECONSTRUCTION. CONTRACTOR SHALL CONSTRUCT NEW PAVEMENT SECTION BY PLACING 4" ASPHALT CONCRETE (AC) OVER 8" AGGREGATE BASE COURSE (ABC).
③	MATCH EXISTING PAVEMENT STRUCTURAL SECTION OR 4" MIN. AC TO BE INSTALLED IN SINGLE LIFT OVER 8" MIN ABC COMPACTED TO 98% OF STANDARD PROCTOR DENSITY, WHICHEVER IS GREATER.
⑤	CONSTRUCT CONCRETE SIDEWALK IN ACCORDANCE WITH QCSD 230Q. 4" CLASS 'AA' AS PER MAG SECT 725
⑦	CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.
7A	CONSTRUCT 6" ROLL CURB AND GUTTER, TYPE 'E' IN ACCORDANCE WITH QCSD 220Q-2.
⑫	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 21.
㉑	24" HDPE PIPE WITH FITTINGS. SLOPE AND INVERTS PER PLAN
㉓	RIP RAP D50=10"; 20" DEEP WITH GEOTEXTILE FABRIC.
㉔	CUT EXISTING 24" CMP AND CONSTRUCT NEW STORM STRUCTURE IN ACCORDANCE WITH MAG STD DETAIL 535 CATCH BASIN TYPE 'F' (FOR USE WITHOUT CURB) MAINTAIN EXISTING INVERTS AND SLOPE PER PLAN. REINSTALL GRATE.
◐	BORING LOCATION. EXISTING PAVEMENT SECTION. REFER TO GEOTECHNICAL REPORT

UTILITIES

S1	LOWER MANHOLE FRAME AND COVER PRIOR TO RECONSTRUCTION. RAISE MANHOLE FRAME AND COVER IN ACCORDANCE WITH QCSD 422Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.
S3	CONTRACTOR SHALL COORDINATE WITH SEWER OPS FOR REPLACEMENT OF THE SEWER MAIN DROP. CONTRACTOR WILL BE RESPONSIBLE FOR EXCAVATION, SHORING AND BACKFILL OF AREA. ESTIMATE USING UP TO 18 CY OF HALF SAC SLURRY TO BACKFILL AROUND PIPE AND AGAINST MANHOLE.

NORTH

0 15 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
22"x34" sheets only)

DATE 01/29/2025
SHEET NO. 18 OF 26

CITY OF PRESCOTT PUBLIC WORKS

PROPOSED IMPROVEMENTS
PLAN & PROFILE
DANIELS DRIVE -
STA 300+50 - STA 303+39.82

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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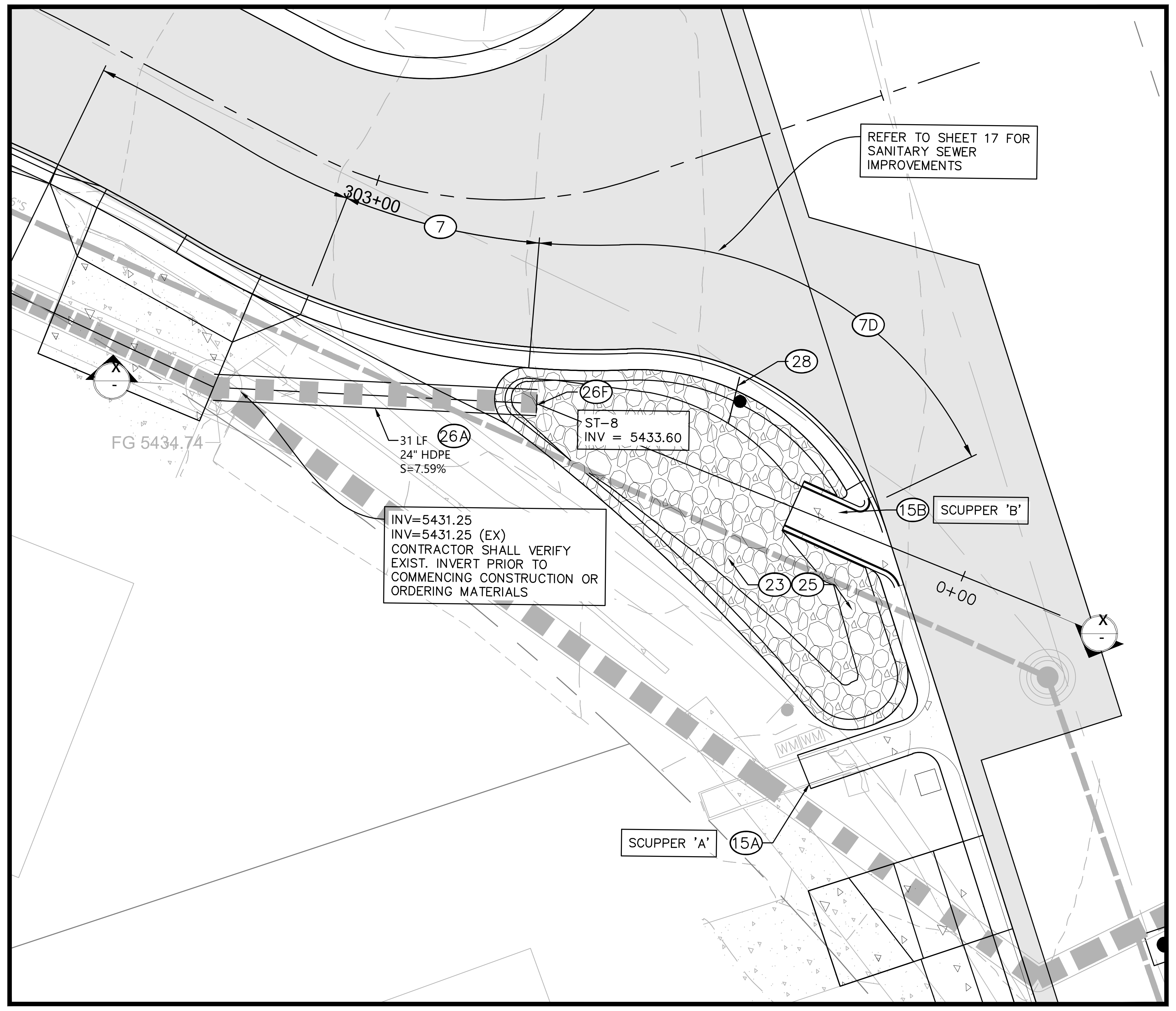
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

REVIEW:

CIP #: 2112-002

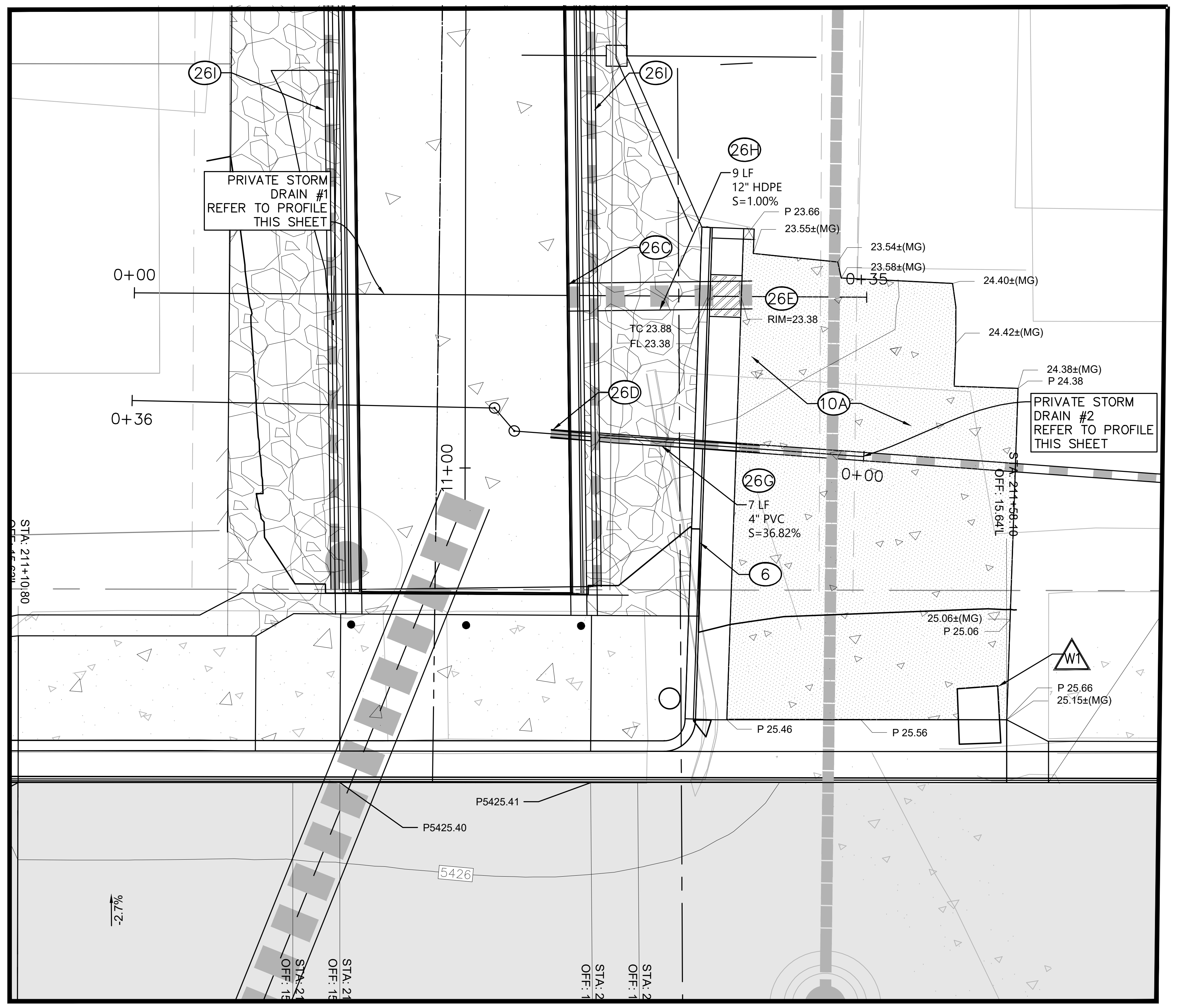
PAVEMENT RECONSTRUCTION STETSON RD

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\008 STETSON PP.DWG


REFER TO SHEET 17 FOR SANITARY SEWER IMPROVEMENTS
303+00
7
7D
28
26F
ST-8
INV = 5433.60
FG 5434.74
31 LF 26A
24" HDPE
S=7.59%
15B SCUPPER 'B'
INV=5431.25
INV=5431.25 (EX)
CONTRACTOR SHALL VERIFY EXIST. INVERT PRIOR TO COMMENCING CONSTRUCTION OR ORDERING MATERIALS
23 25
0+00
X
SCUPPER 'A' 15A

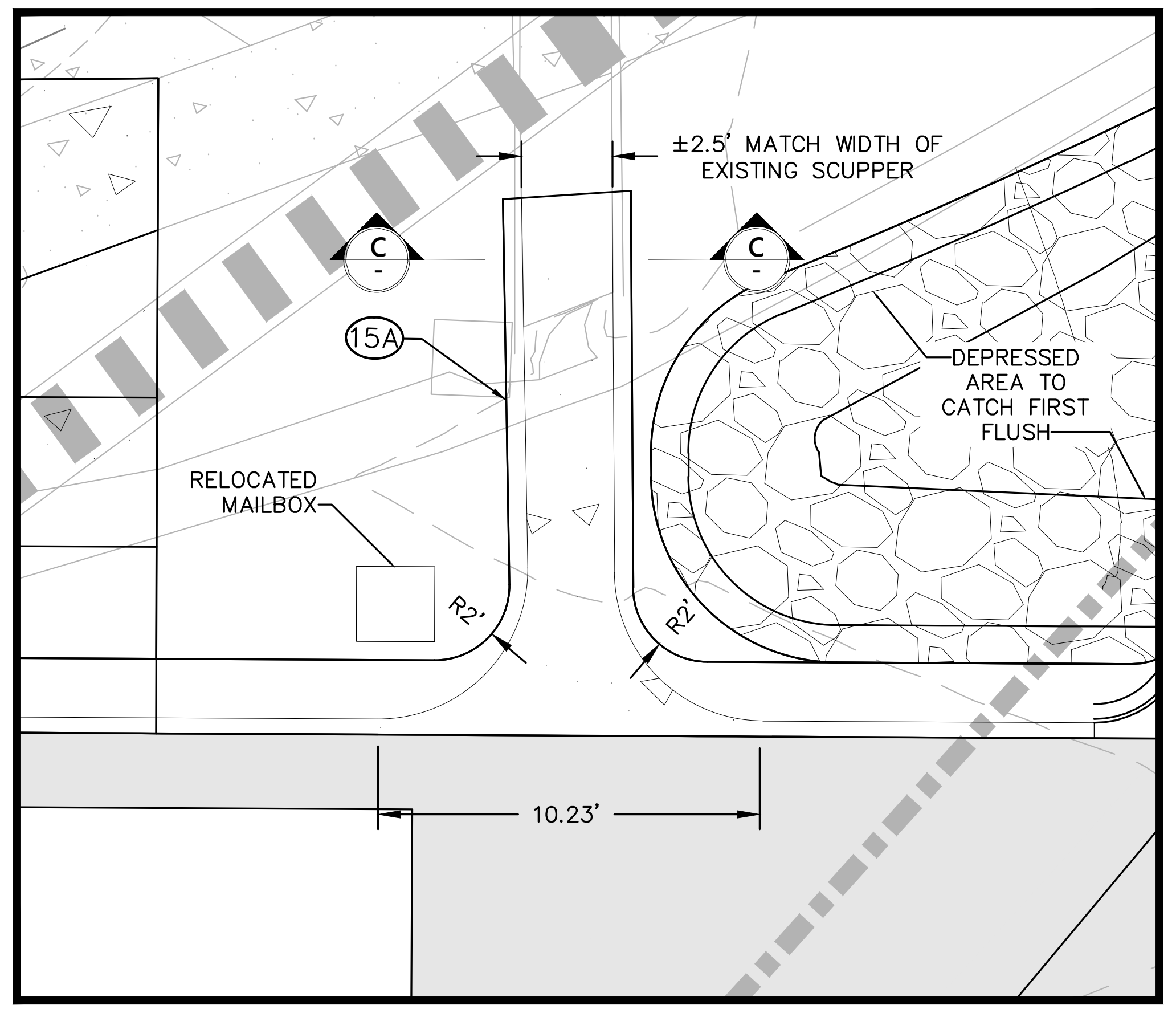
ENLARGED PLAN 'B'

SCALE: 1"=10'



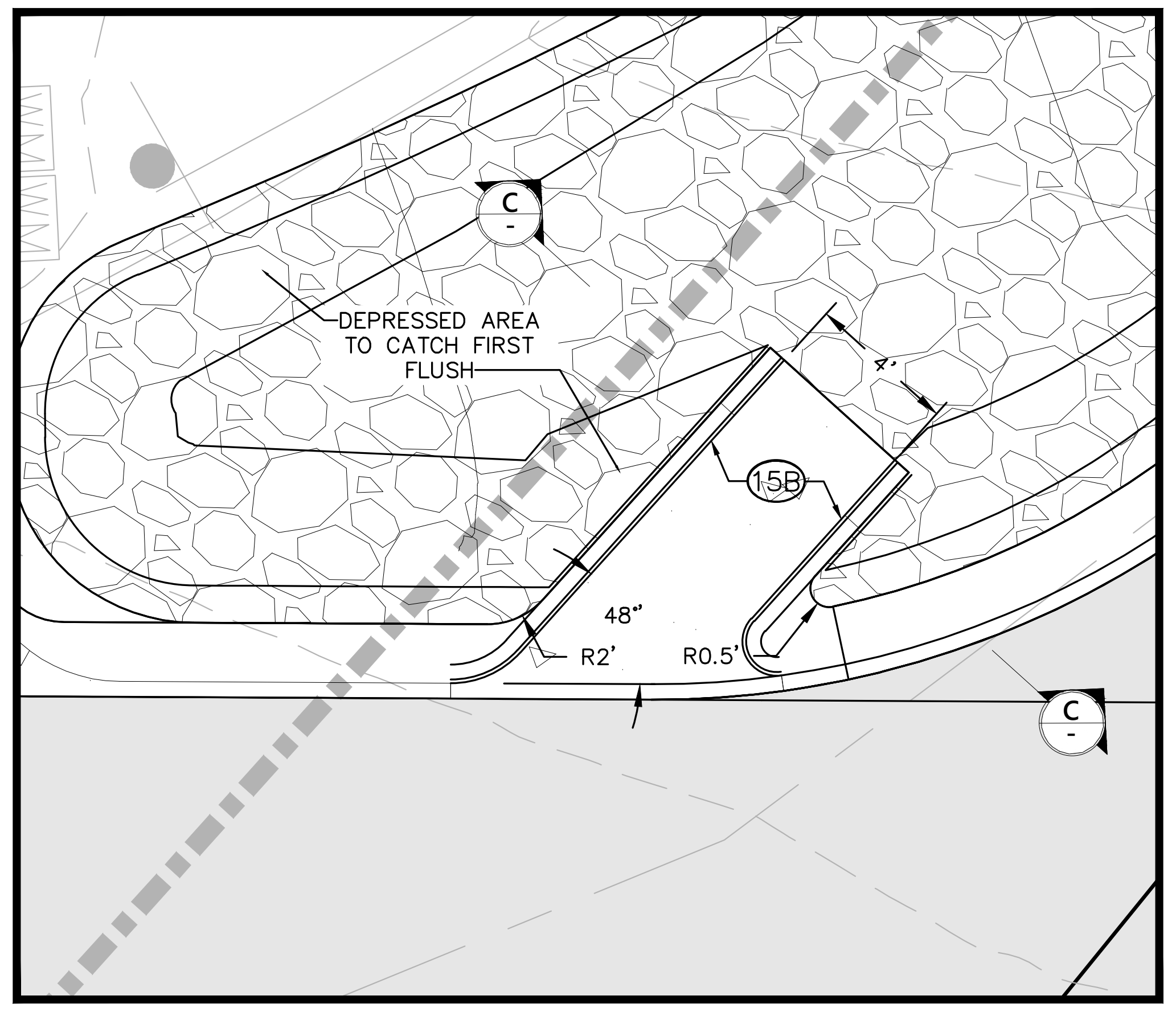
ENLARGED PLAN 'A' - OUTFALL 1

SCALE: 1"=10'


±2.5' MATCH WIDTH OF EXISTING SCUPPER
C
C
15A
DEPRESSED AREA TO CATCH FIRST FLUSH
RELOCATED MAILBOX
R2'
R2'
10.23'

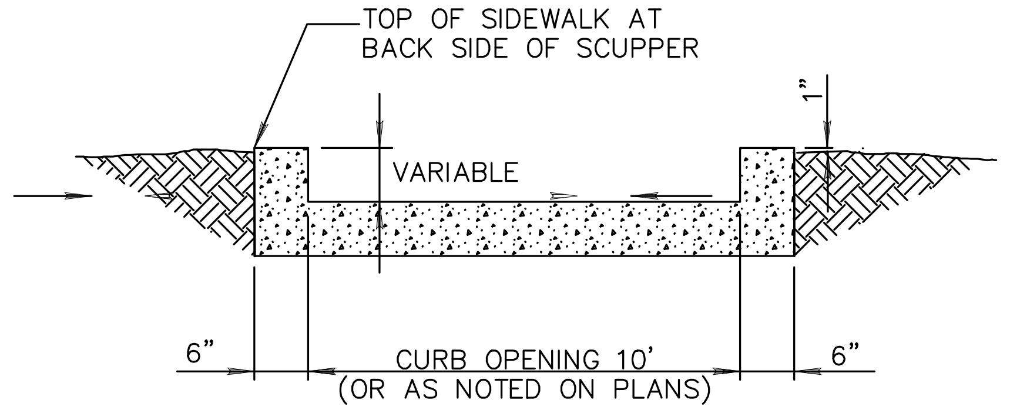
SCUPPER 'A' - PLAN VIEW

SCALE: 1"=5'



SCUPPER 'B' - PLAN VIEW

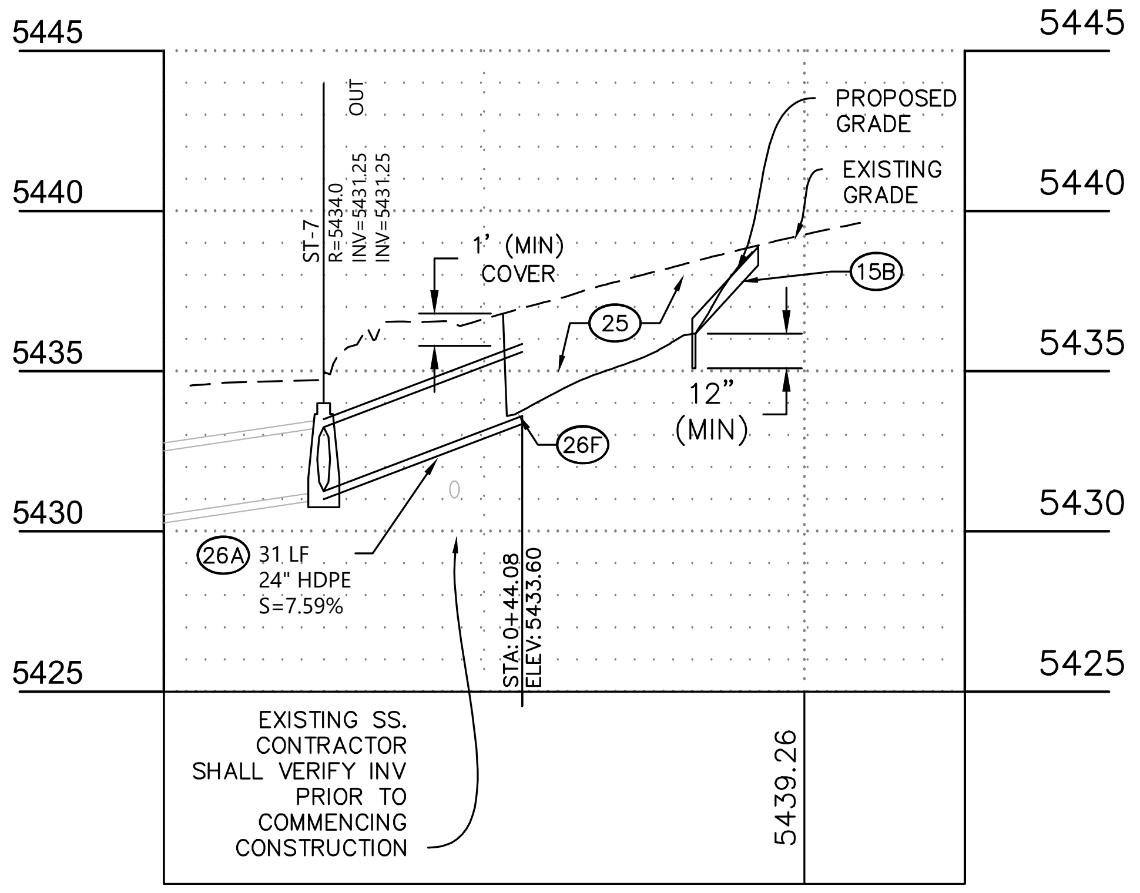
SCALE: 1"=5'


TOP OF SIDEWALK AT BACK SIDE OF SCUPPER
1"
VARIABLE
6"
CURB OPENING 10' (OR AS NOTED ON PLANS)
6"

SECTION C-C

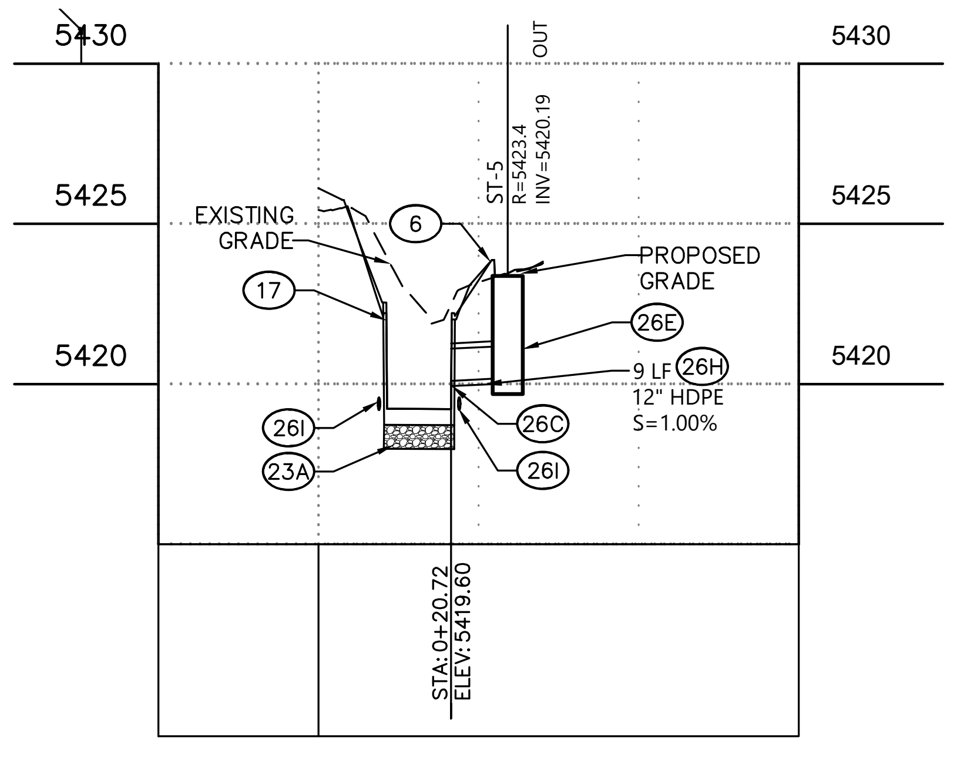
NOT TO SCALE

CONSTRUCT IN ACCORDANCE WITH SECTION C-C SPILLWAY FROM MAG STD DETAIL 206-1.



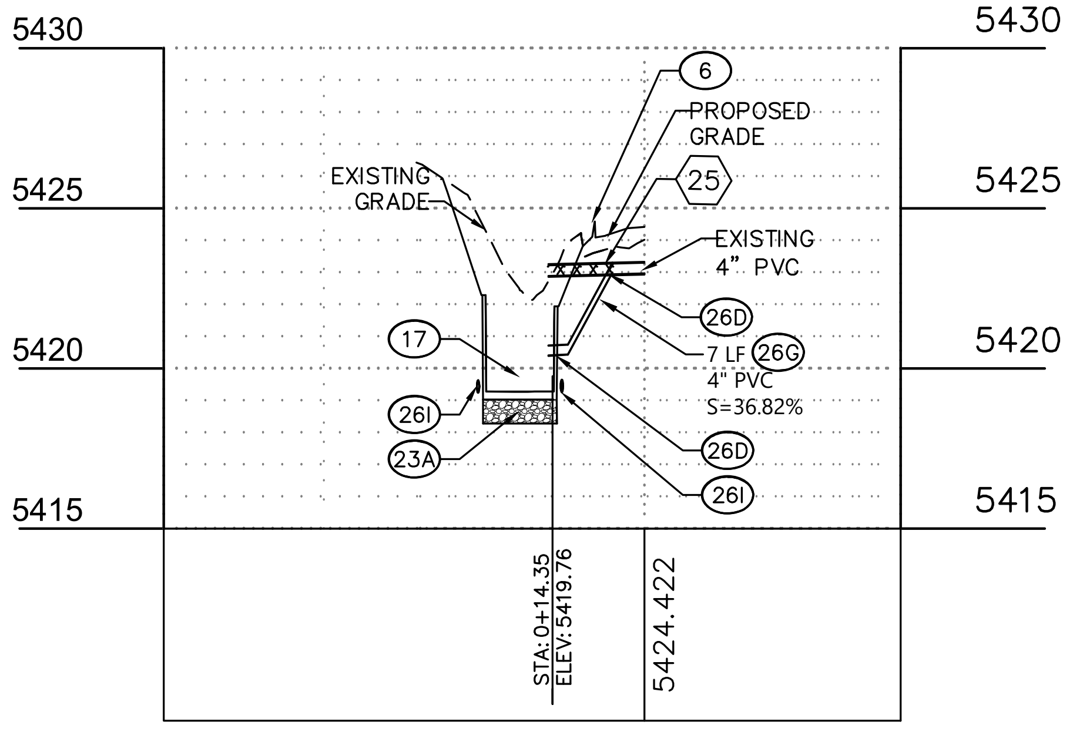
SECTION X-X (BIORETENTION BASIN)

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"= 6'



PRIVATE STORM DRAIN #1

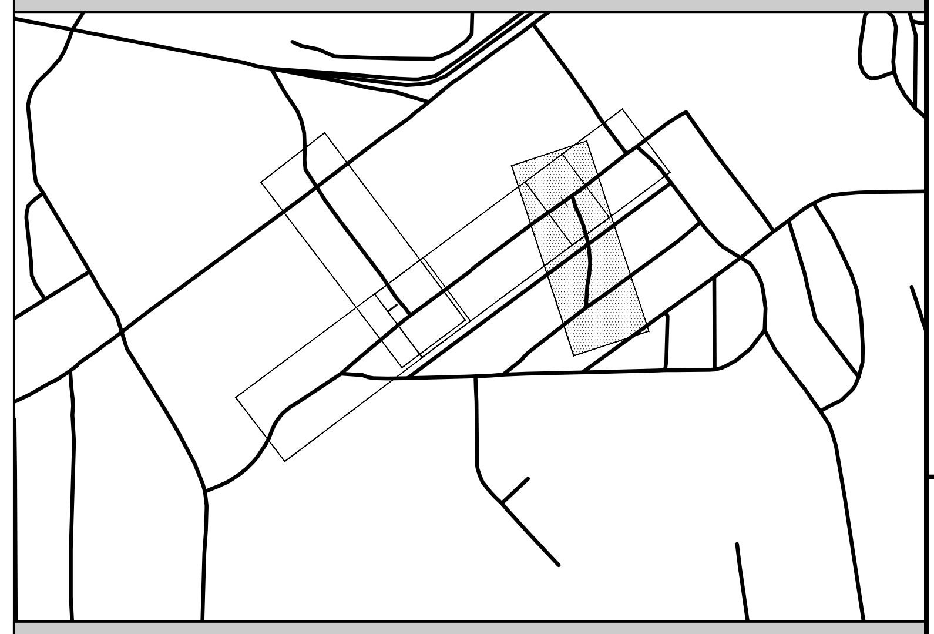
HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"= 6'



PRIVATE STORM DRAIN #2

HORIZONTAL SCALE: 1"=30'
VERTICAL SCALE: 1"= 6'

KEY MAP



CONSTRUCTION KEY NOTES

DEMOLITION NOTES

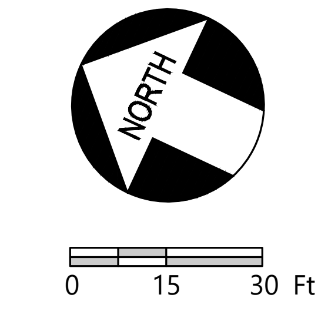
21	REMOVE PORTION OF EXISTING 4" PVC DRAINAGE PIPE

IMPROVEMENTS

6	CONSTRUCT CURB & GUTTER TO NEAREST JOINT IN ACCORDANCE WITH QCSD 220Q-1, TYPE 'A'
7	CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.
7D	RIBBON CURB TYPE 'B' IN ACCORDANCE WITH QCSD 220Q-1.
10A	6" CLASS 'AA' CONCRETE OVER 6" ABC IN ACCORDANCE WITH QCSD 250Q-1
15A	REMOVE EXISTING 2.5' WIDE CONCRETE SCUPPER, AND REPLACE WITH 2.5' WIDE CONCRETE SCUPPER. EXTEND SCUPPER TO EXISTING STORM PIPE. CONSTRUCT SCUPPER IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. REFER TO SHEET 19 FOR PROFILE AND CROSS-SECTIONS
15B	4' WIDE CONCRETE SCUPPER IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. REFER TO SHEET 19 FOR PROFILE AND CROSS-SECTIONS
17	10' WIDE X 3' DEEP (MIN) CONCRETE CHANNEL SLOPED @ 1.0% PER CONCRETE SCUPPER DETAIL IN ACCORDANCE WITH MODIFIED MAG STD DETAIL 206-1, MODIFIED SPILLWAY DETAIL, SHEET 21
23	RIP RAP D50=8"; 16" DEEP, WITH GEOTEXTILE FABRIC.
23A	6" COMPACTED ABC TO 98% PROCTOR ON 6" COMPACTED SUBGRADE
25	BIORETENTION BASIN. CONSTRUCT TOP OF BANK TO MATCH EXISTING GRADE; TOB (MIN) 5437.60. BOTTOM OF BASIN = 5437.10; 2:1 SIDE SLOPES. REFER TO DETAIL SHEET 19.
26A	24" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26C	CONNECT 12" HDPE TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26D	CONNECT 4" TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26E	12" ADS CATCH BASIN WITH 2' X 2' GRATE. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26F	24" ADS FLARED END SECTION. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26G	4" HDPE ADS N-12 DUAL WALL PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26H	12" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
26I	4" HDPE ADS SINGLE WALL PERFORATED PIPE (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS TO FOLLOW BOTTOM OF CONCRETE CHANNEL.
28	RE-INSTALL EXISTING SIGN POST AND SIGNS IN ACCORDANCE WITH QCSD 131Q

UTILITIES

W1	LOWER VALVE BOX PRIOR TO RECONSTRUCTION. RAISE VALVE BOX IN ACCORDANCE WITH QCSD 391Q ONCE FINAL PAVEMENT SURFACE IS ACCEPTED BY CITY.



DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for 22"x34" sheets only)

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 19 OF 26

CITY OF PRESCOTT PUBLIC WORKS

DANIELS DRIVE
SCUPPER DETAILS & SECTIONS

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Randy Perham

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

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	ENGINEER			CITY	

REVIEW:

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\008 STETSON PP.DWG

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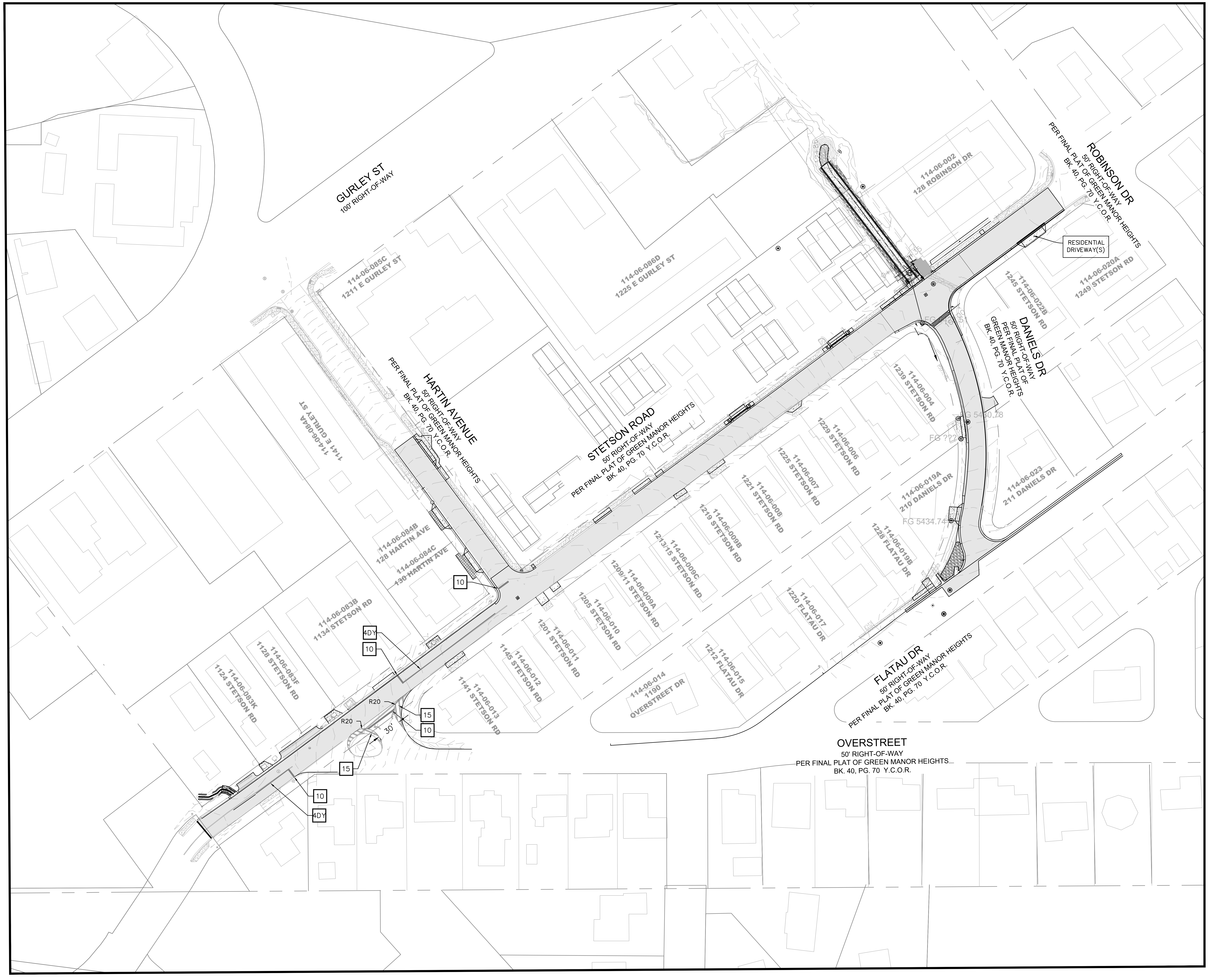
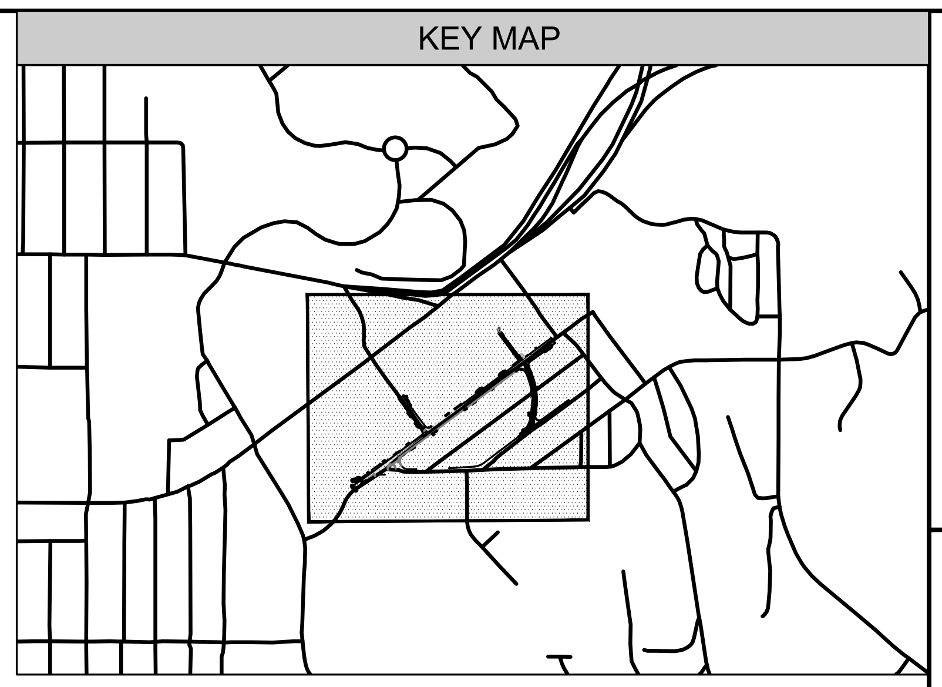


GURLEY ST
100' RIGHT-OF-WAY
HARTIN AVENUE
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
STETSON ROAD
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
ROBINSON DR
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
DANIELS DR
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
FLATAU DR
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
OVERSTREET
50' RIGHT-OF-WAY
PER FINAL PLAT OF GREEN MANOR HEIGHTS
BK. 40, PG. 70 Y.C.O.R.
RESIDENTIAL DRIVEWAY(S)
114-06-085C 1211 E GURLEY ST
114-06-086D 1225 E GURLEY ST
114-06-084A 1141 E GURLEY ST
114-06-002 128 ROBINSON DR
114-06-022B 1245 STETSON RD
114-06-020A 1249 STETSON RD
114-06-004 1239 STETSON RD
114-06-006 1229 STETSON RD
114-06-007 1225 STETSON RD
114-06-008 1221 STETSON RD
114-06-009B 1219 STETSON RD
114-06-009C 1213/15 STETSON RD
114-06-009A 1209/11 STETSON RD
114-06-010 1205 STETSON RD
114-06-011 1201 STETSON RD
114-06-012 1145 STETSON RD
114-06-013 1141 STETSON RD
114-06-014 1190 OVERSTREET DR
114-06-015 1212 FLATAU DR
114-06-017 1220 FLATAU DR
114-06-019B 1228 FLATAU DR
114-06-019A 210 DANIELS DR
114-06-023 211 DANIELS DR
114-06-084B 128 HARTIN AVE
114-06-084C 130 HARTIN AVE
114-06-083B 1134 STETSON RD
114-06-083F 1128 STETSON RD
114-06-083K 1124 STETSON RD
FG 5430.78
FG ?.??
FG 5434.74
10
4DY
10
15
10
R20
R20
30°
15
10
4DY

OVERALL STETSON ROAD
SCALE: 1"=60'

KEY MAP



NORTH

0 30 60 Ft

DRAWING SCALE
1"=60 ft Horizontal
(this scale is valid for
22"x34" sheets only)

PAVEMENT STRIPING

ALL PERMANENT PAVEMENT MARKINGS SHALL REQUIRE TWO (2) COATS. THE FIRST COAT SHALL BE PLACED WITHIN 24 HOURS OF THE FINISHED SURFACE. THE SECOND COAT SHALL BE PLACED WITHIN 14 DAYS OF THE FINISHED SURFACE.

STANDARD CROSSWALK MARKINGS PER QCSD 631Q

10	STOP MARKINGS PER QCSD 632Q
15	GORE STRIPING
4DY	4" DOUBLE YELLOW

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 20 OF 26

CITY OF PRESCOTT PUBLIC WORKS

OVERALL STRIPING PLAN

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO.
58514
RANDY M.
PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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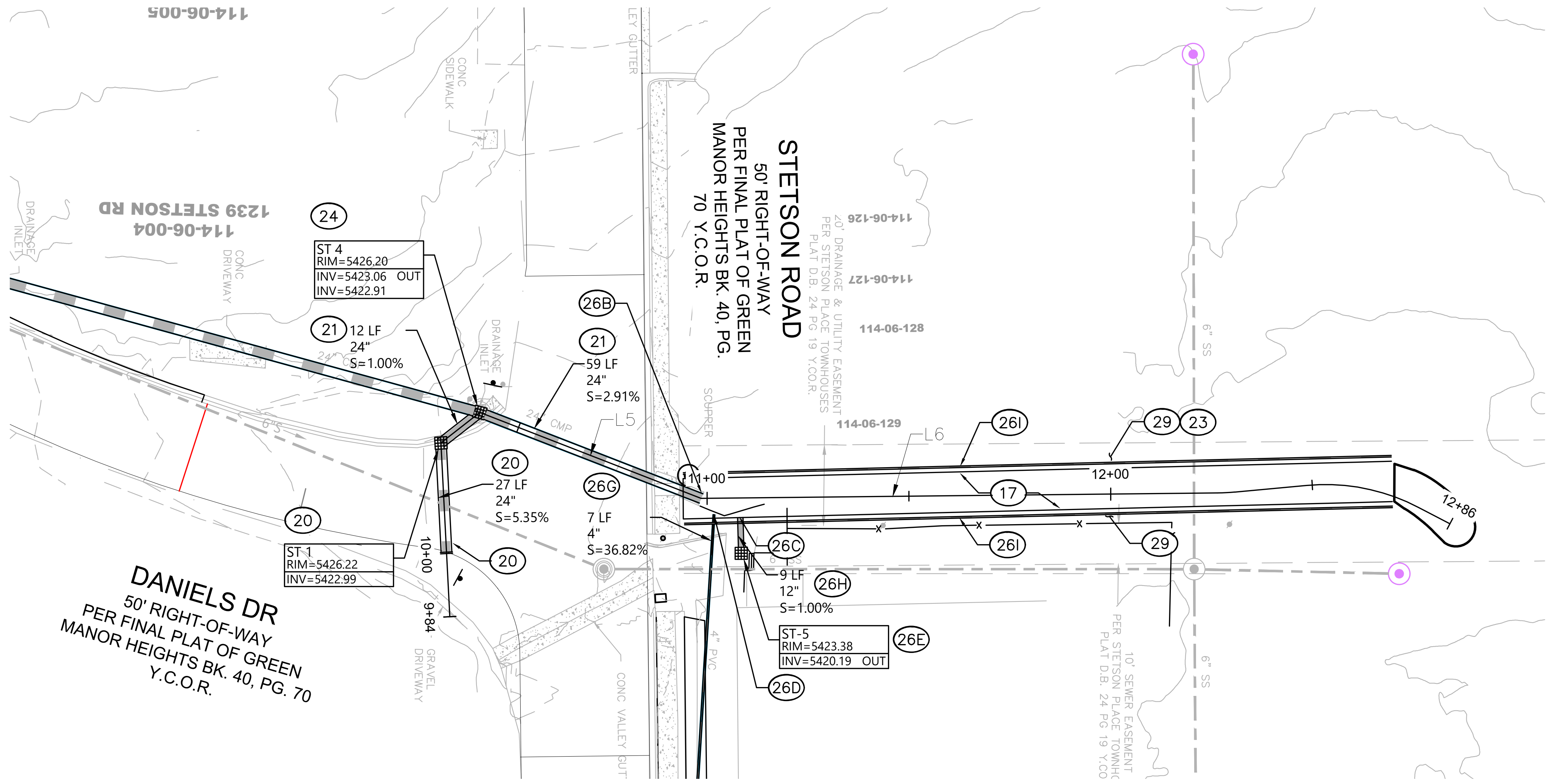
ENGINEER				CITY	

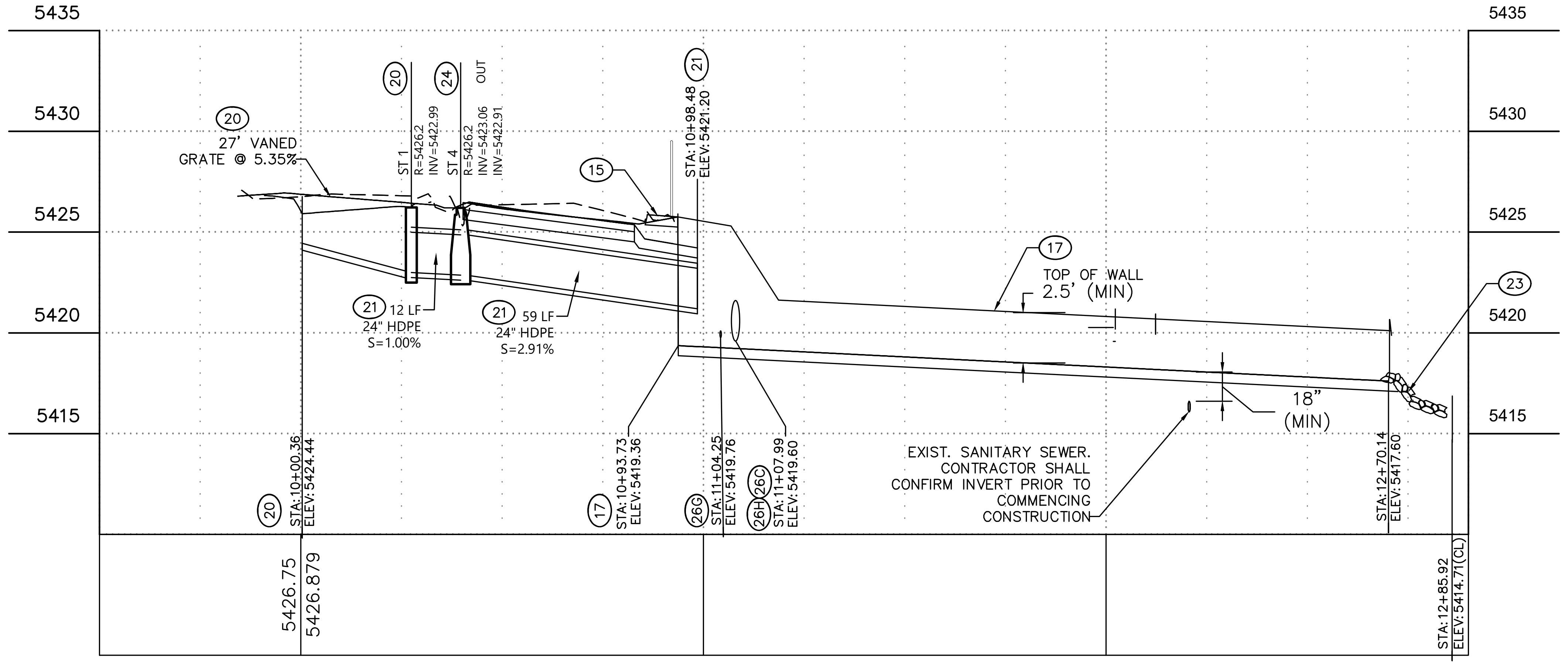
CIP #: 2112-002

REVIEW:



PLAN VIEW - CHANNEL IMPROVEMENTS

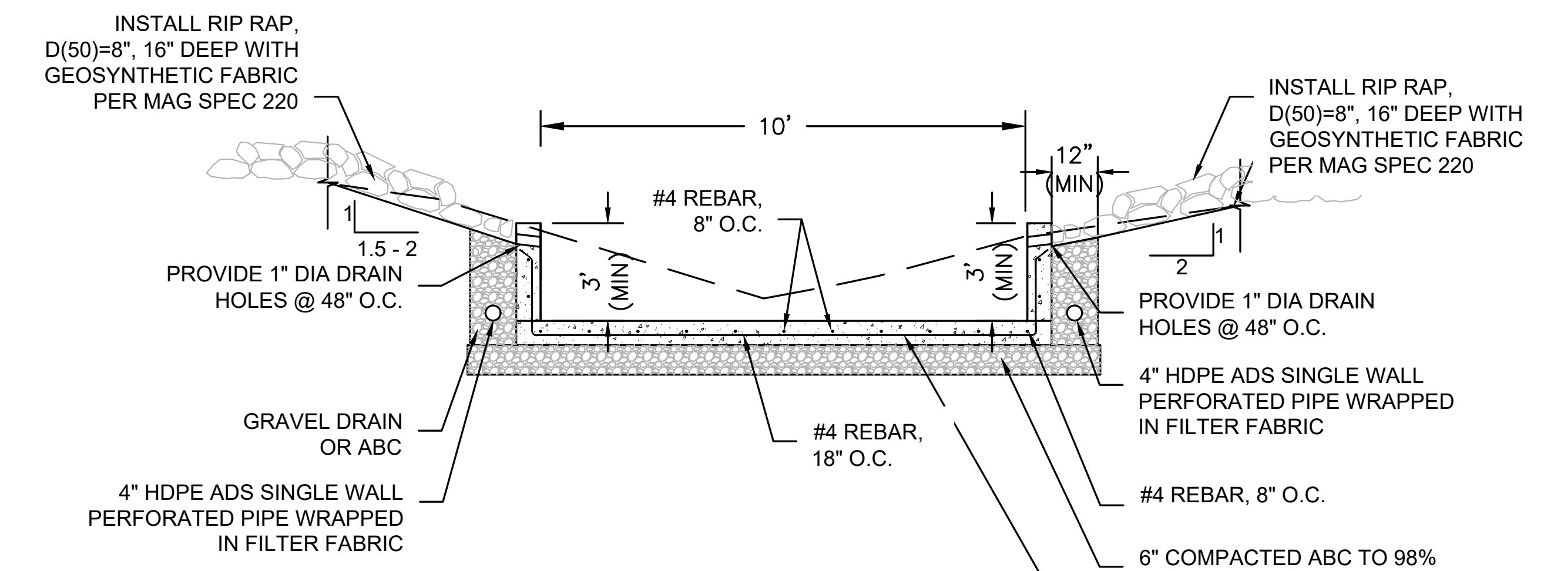
SCALE: 1"=30'



5435
5430
5425
5420
5415
20 27' VANED GRATE @ 5.35%
20 ST 1 R=5426.2 INV=5422.99
24 ST 4 R=5426.2 INV=5423.06 OUT INV=5422.91
21 STA:10+98.48 ELEV:5421.20
15
21 12 LF 24" HDPE S=1.00%
21 59 LF 24" HDPE S=2.91%
17 TOP OF WALL 2.5' (MIN)
23
18" (MIN)
EXIST. SANITARY SEWER. CONTRACTOR SHALL CONFIRM INVERT PRIOR TO COMMENCING CONSTRUCTION
20 STA:10+00.36 ELEV:5424.44
17 STA:10+93.73 ELEV:5419.36
26G STA:11+04.25 ELEV:5419.76
26H 26C STA:11+07.99 ELEV:5419.60
STA:12+70.14 ELEV:5417.60
STA:12+85.92 ELEV:5414.71(CL)
5426.75
5426.879
10+00
11+00
12+00

PROFILE - CHANNEL IMPROVEMENTS

SCALE: 1"=30'

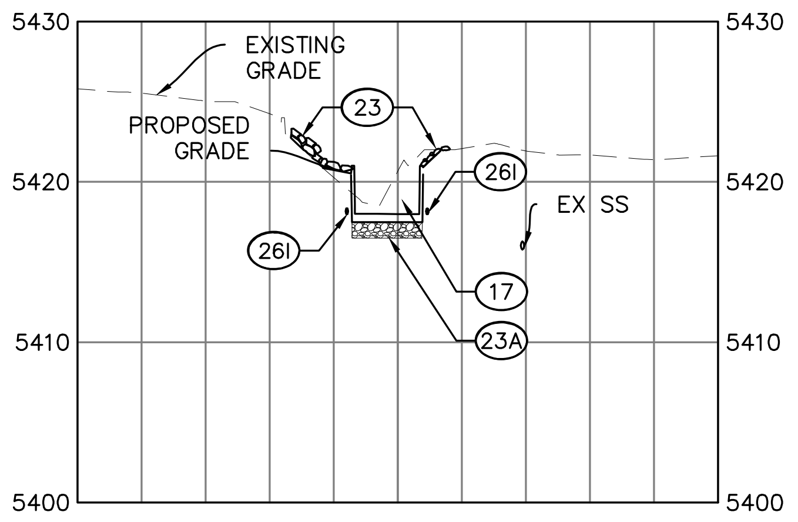


INSTALL RIP RAP, D(50)=8", 16" DEEP WITH GEOSYNTHETIC FABRIC PER MAG SPEC 220
10'
12" (MIN)
INSTALL RIP RAP, D(50)=8", 16" DEEP WITH GEOSYNTHETIC FABRIC PER MAG SPEC 220
1
1.5 - 2
#4 REBAR, 8" O.C.
3' (MIN)
3' (MIN)
1
2
PROVIDE 1" DIA DRAIN HOLES @ 48" O.C.
PROVIDE 1" DIA DRAIN HOLES @ 48" O.C.
4" HDPE ADS SINGLE WALL PERFORATED PIPE WRAPPED IN FILTER FABRIC
GRAVEL DRAIN OR ABC
#4 REBAR, 18" O.C.
4" HDPE ADS SINGLE WALL PERFORATED PIPE WRAPPED IN FILTER FABRIC
#4 REBAR, 8" O.C.
6" COMPACTED ABC TO 98% PROCTOR ON 6" COMPACTED SUBGRADE
6" CLASS 'AA' CONCRETE AS PER MAG SECT 725. BROOM FINISH & $\frac{1}{4}$" CHAMFER ON ALL EXPOSED CORNERS

MODIFIED SPILLWAY DETAIL

NOT TO SCALE

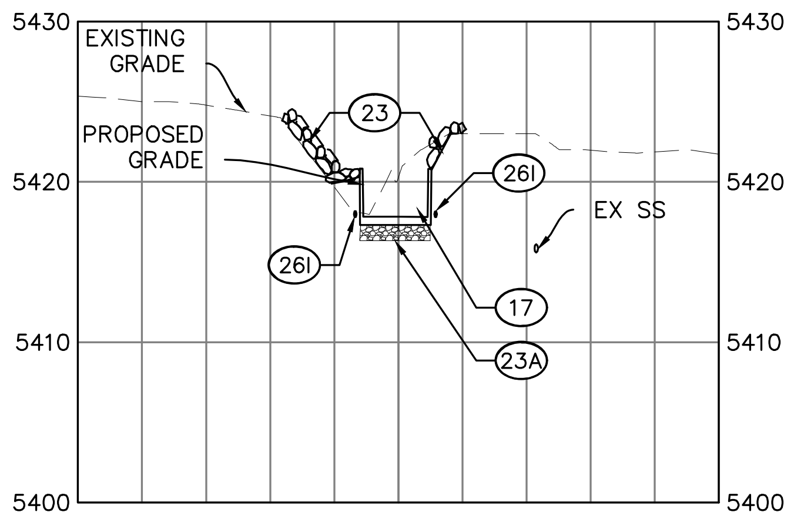
NOTE:
1. BACKFILL AGAINST CONCRETE STRUCTURES SHALL BE PER MAG STD SPEC 206.
2. NATIVE BACKFILL TO BE COMPACTED PER MAG STD SPEC 211.



CHANNEL IMPROVEMENTS

STATION 12+30.70

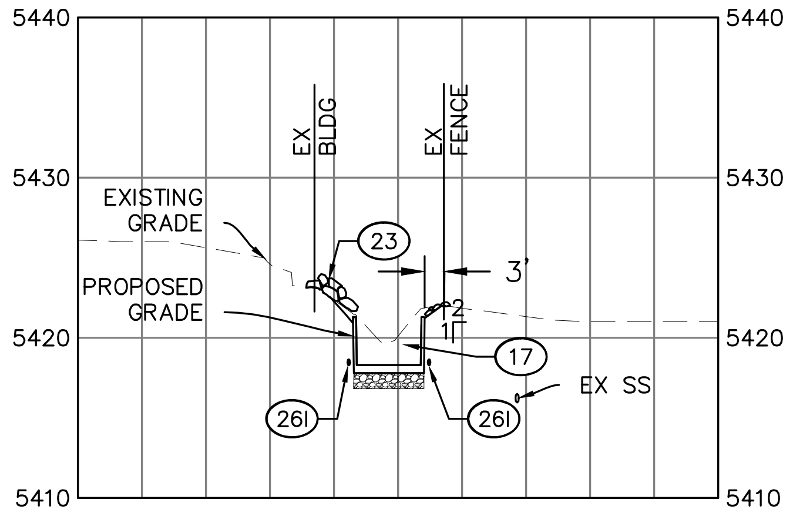
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'



CHANNEL IMPROVEMENTS

STATION 12+48.58

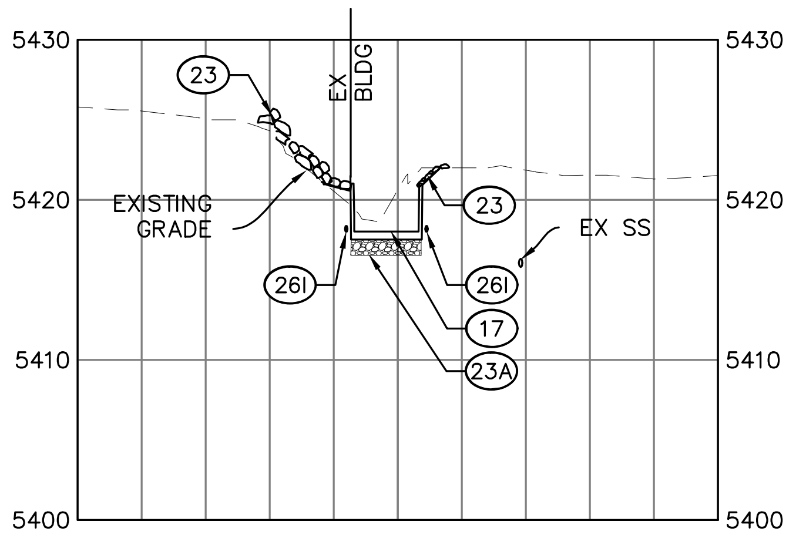
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'



CHANNEL IMPROVEMENTS

STATION 12+00

HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'



CHANNEL IMPROVEMENTS

STATION 12+28.63

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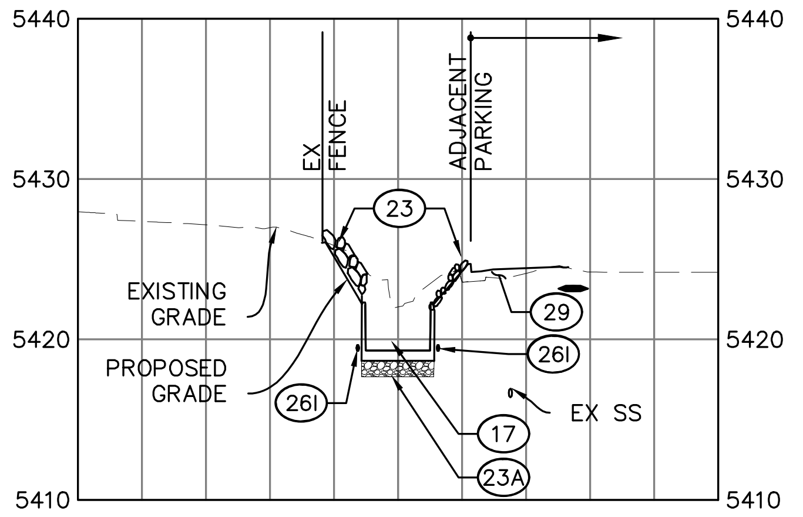
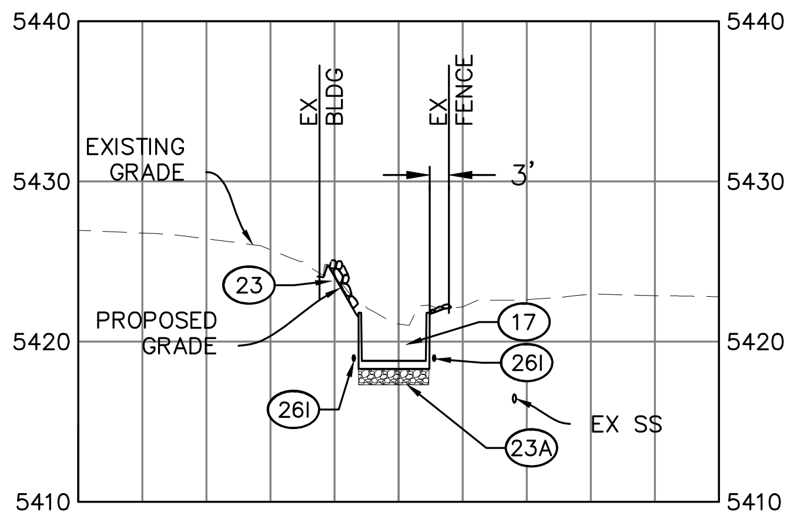
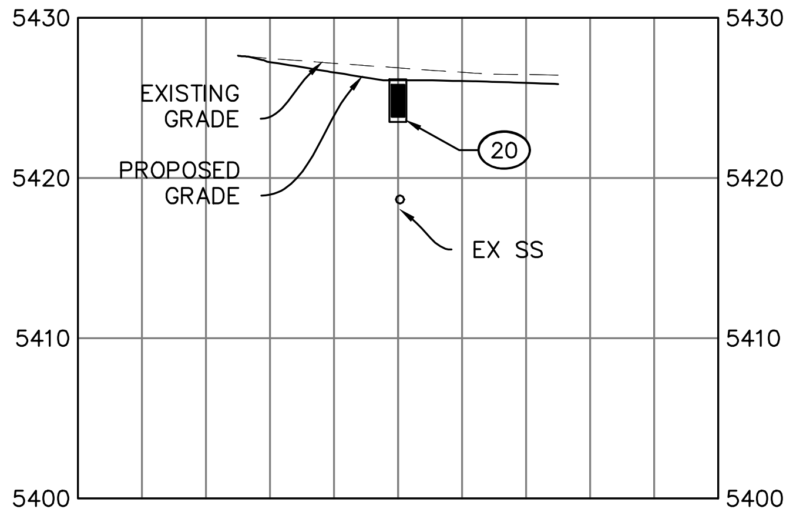


CHANNEL IMPROVEMENTS

STATION 11+00

HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'

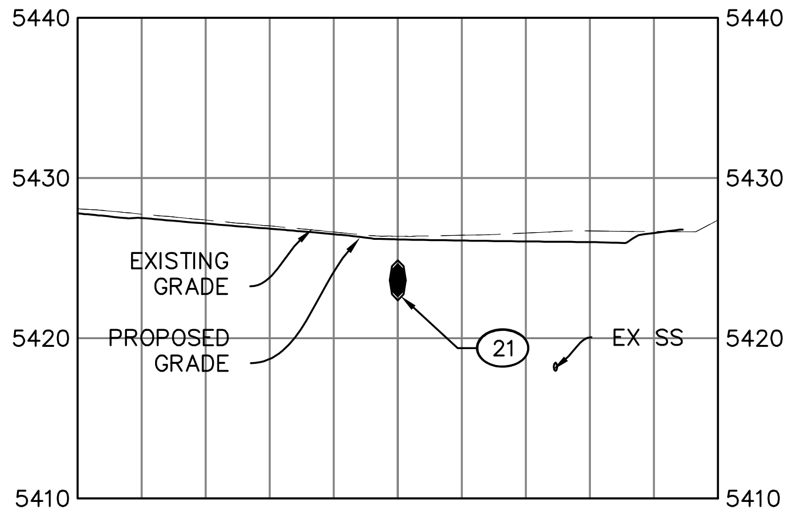




CHANNEL IMPROVEMENTS

STATION 10+12

HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'

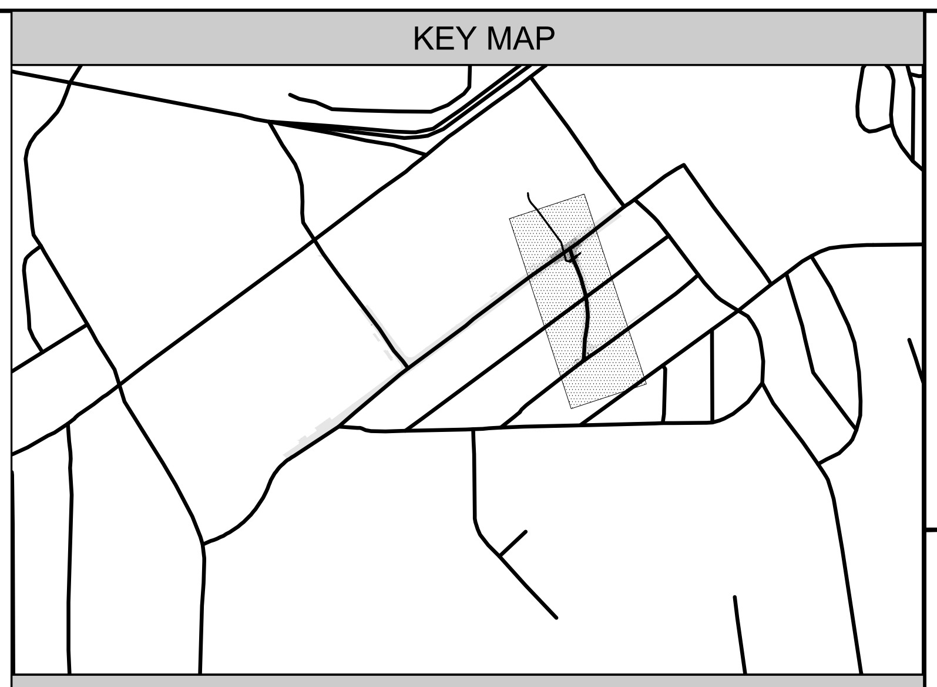


CHANNEL IMPROVEMENTS

STATION 10+50

HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=12'

KEY MAP



CONSTRUCTION KEY NOTES

IMPROVEMENTS

①	LIMITS OF RECONSTRUCTION
⑮	CONCRETE SCUPPER, 12' WIDE IN ACCORDANCE WITH MAG STD DETAIL 206-1, 206-2, AND 206-3. EXTEND SPILLWAY ±112' AS SHOWN ON PLANS. REFER TO SHEET 21 FOR PROFILE AND CROSS-SECTIONS
⑰	10' WIDE X 3' DEEP (MIN) CONCRETE CHANNEL SLOPED @ 1.0% PER CONCRETE SCUPPER DETAIL IN ACCORDANCE WITH MODIFIED MAG STD DETAIL 206-1, MODIFIED SPILLWAY DETAIL, SHEET 21
⑳	VANED GRATE - NEENAH FOUNDRY R-4999 BOLTED TRANVERSE DRAINAGE STRUCTURE. REFER TO DETAIL, SHEET 21 & 26. SLOPE AND INVERTS PER PLAN
㉑	24" ADS N-12 DUAL WALL HDPE PIPE WITH FITTINGS (OR APPROVED EQUAL). SLOPE AND INVERTS PER PLAN
㉓	RIP RAP D50=8"; 16" DEEP, WITH GEOTEXTILE FABRIC.
(23A)	6" COMPACTED ABC TO 98% PROCTOR ON 6" COMPACTED SUBGRADE
㉔	CUT EXISTING 24" CMP AND CONSTRUCT NEW STORM STRUCTURE IN ACCORDANCE WITH MAG STD DETAIL 535 CATCH BASIN TYPE 'F' (FOR USE WITHOUT CURB) MAINTAIN EXISTING INVERTS AND SLOPE PER PLAN. REINSTALL GRATE.
㉖	18" HDPE PIPE WITH FITTINGS. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26B)	24"- 22-1/2° ADS HDPE BEND. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26C)	CONNECT 12" HDPE TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26D)	CONNECT 4" TO CONCRETE CHANNEL. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26E)	12" ADS CATCH BASIN WITH 2' X 2' GRATE. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26G)	4" HDPE PIPE WITH FITTINGS. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26H)	12" HDPE PIPE WITH FITTINGS. INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS PER PLAN
(26I)	4" HDPE ADS SINGLE WALL PERFORATED PIPE (OR APPROVED EQUAL). INSTALLATION AND TRENCH BEDDING PER MANUFACTURER. SLOPE AND INVERTS TO FOLLOW BOTTOM OF CONCRETE CHANNEL.
㉙	PLACE FILL CONSTRUCTION AND TIE INTO EXISTING AT 2:1 (MAX). PLACEMENT & COMPACTION PER MAG ST SPEC 211.

NORTH

0 25 30 Ft

DRAWING SCALE
1"=30 ft Horizontal
(this scale is valid for
22"x34" sheets only)

PAVEMENT RECONSTRUCTION STETSON RD

DATE 01/29/2025

SHEET NO. 21 OF 26

CITY OF PRESCOTT PUBLIC WORKS

CHANNEL IMPROVEMENTS AND SECTIONS

CITY OF PRESCOTT
ARIZONA

PREPARED BY JAM

CHECKED BY RMP

FOR: COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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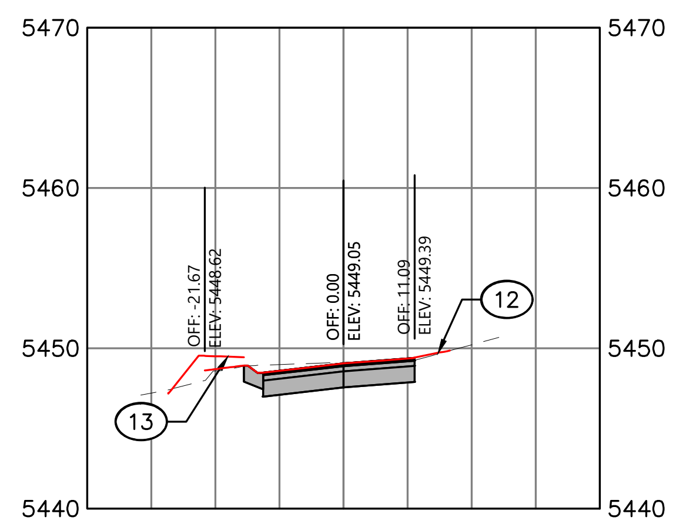
NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

REVIEW:

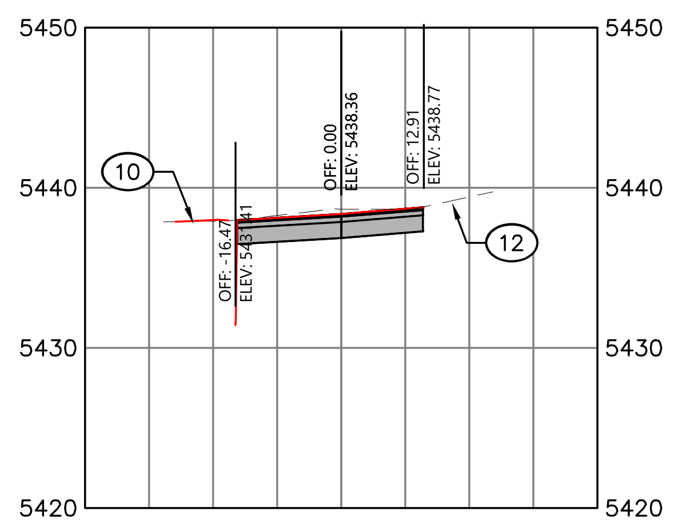
CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\100 STETSON SECTIONS.DWG



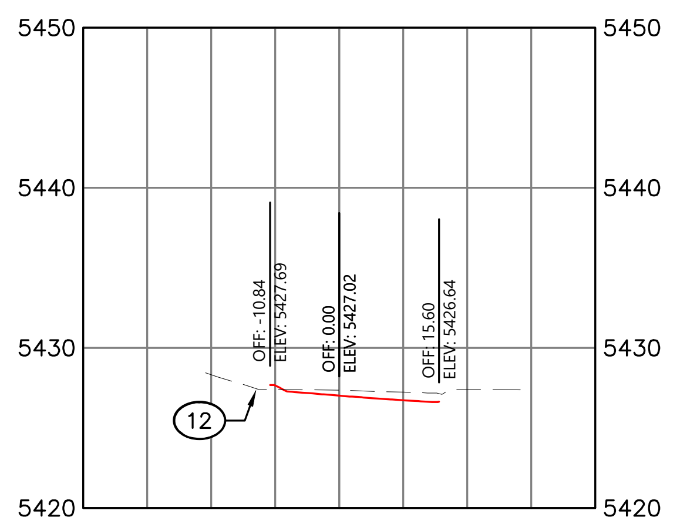
DRIVEWAY #5A

SECTION X-X
STA: 204+05.57
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



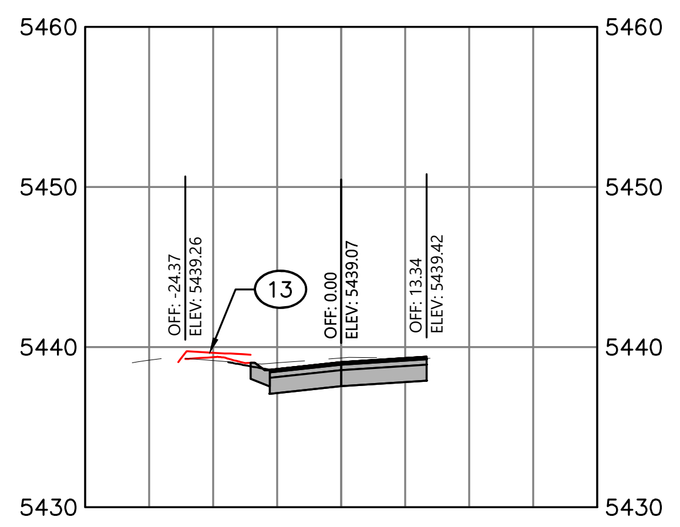
DRIVEWAY #6A

STA: 208+65.96
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



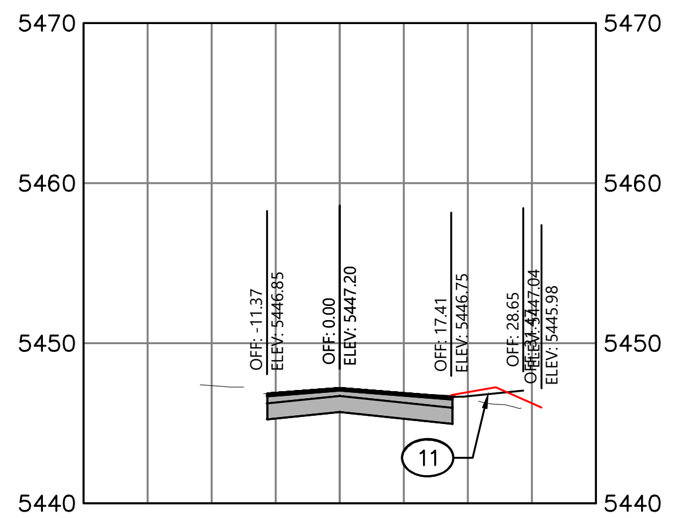
DRIVEWAY #9A

SECTION: 300+52.35
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



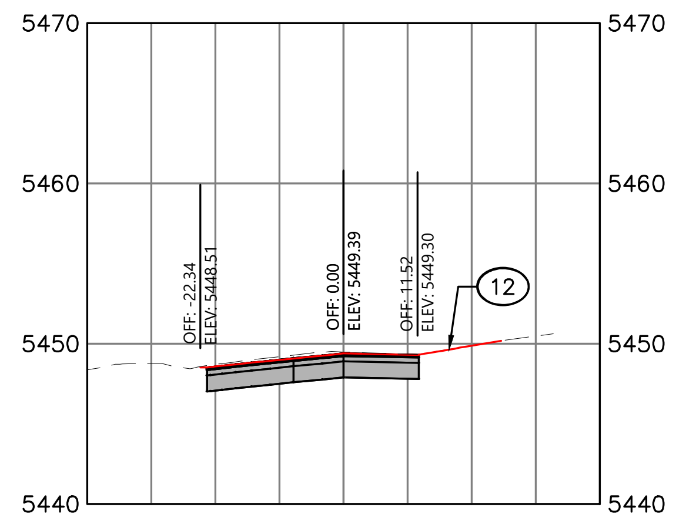
SINGLE DUMPSTER

STA: 201+45.80
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



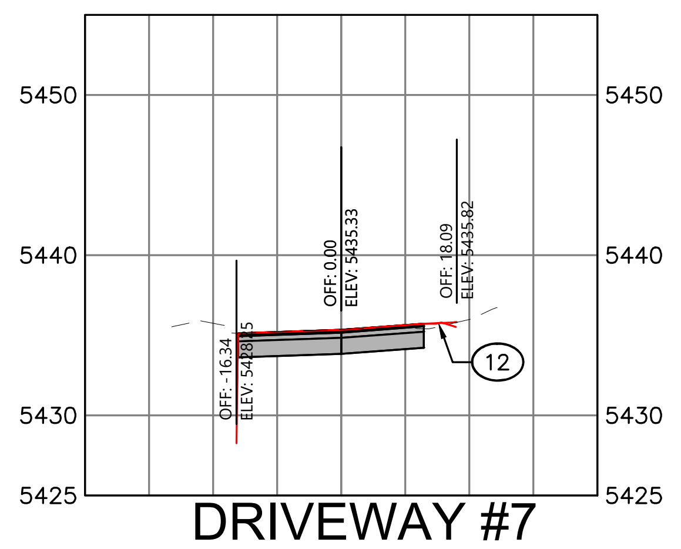
DRIVEWAY #2

SECTION B-B
STA 13+96.36
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



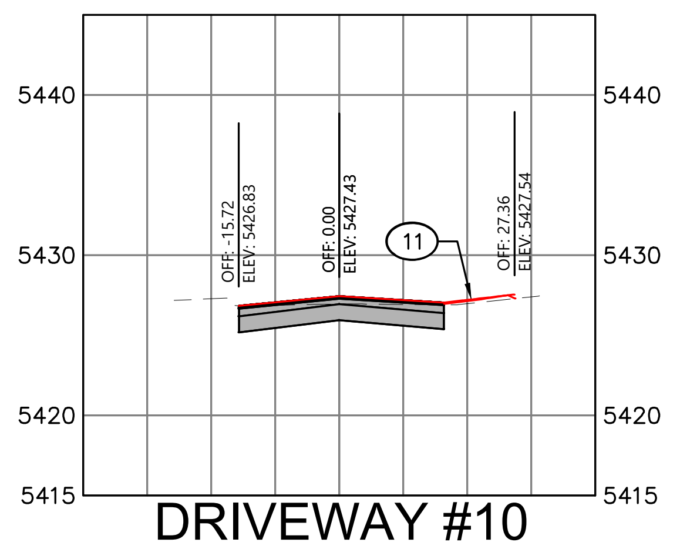
DRIVEWAY #5B

SECTION N-N
STA: 205+38.46
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



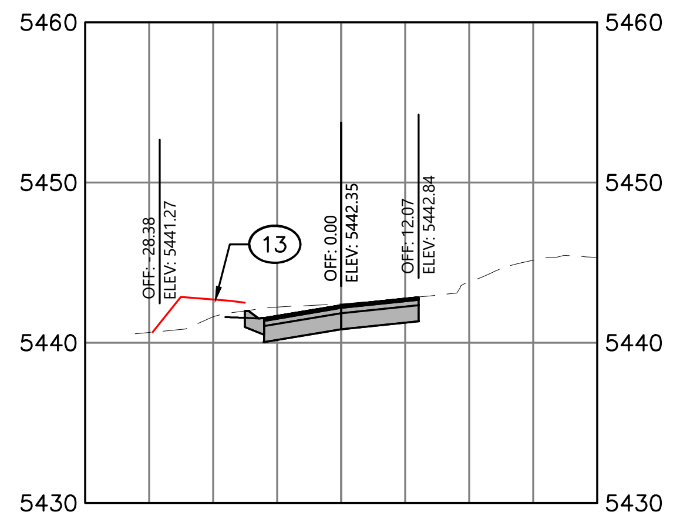
DRIVEWAY #7

SECTION G-G
STA: 209+23.22
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



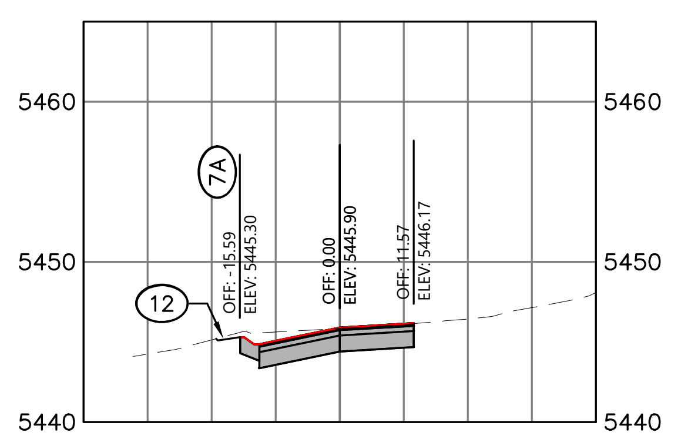
DRIVEWAY #10

SECTION J-J
STA: 212+87.69
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



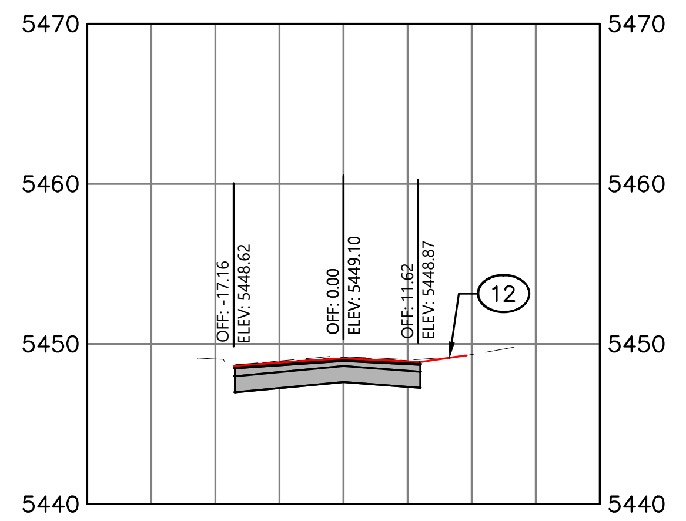
DOUBLE DUMPSTER

STA: 202+48.36
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



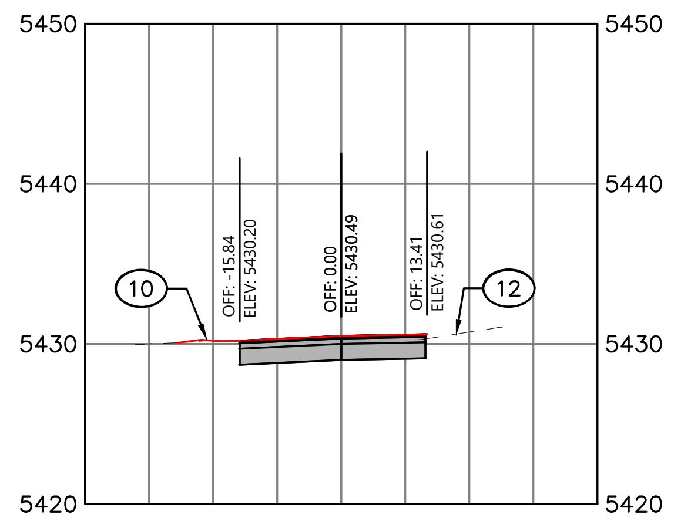
DRIVEWAY #3

SECTION C-C
STA: 203+20.82
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



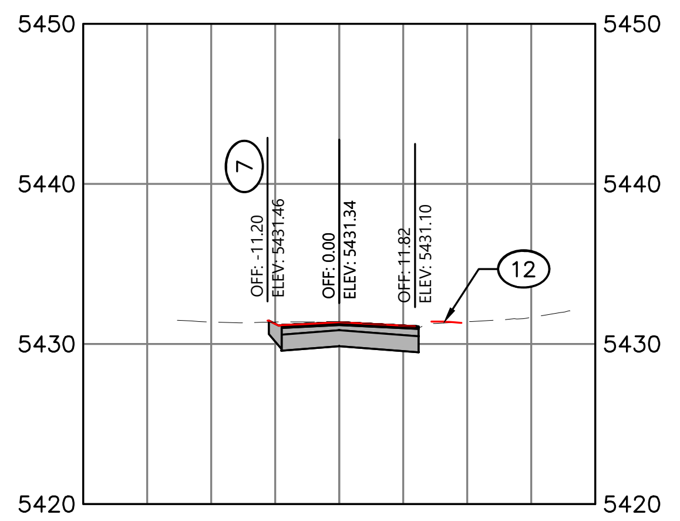
DRIVEWAY #5C

SECTION O-O
STA: 205+60.33
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



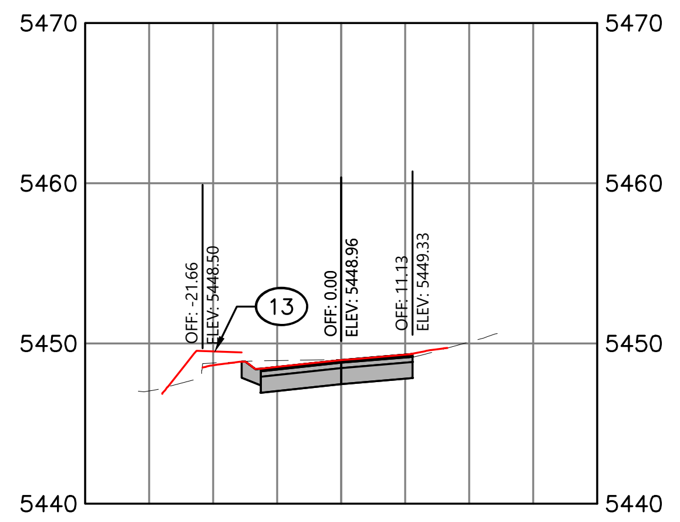
DRIVEWAY #8

SECTION H-H
STA: 210+14.63
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



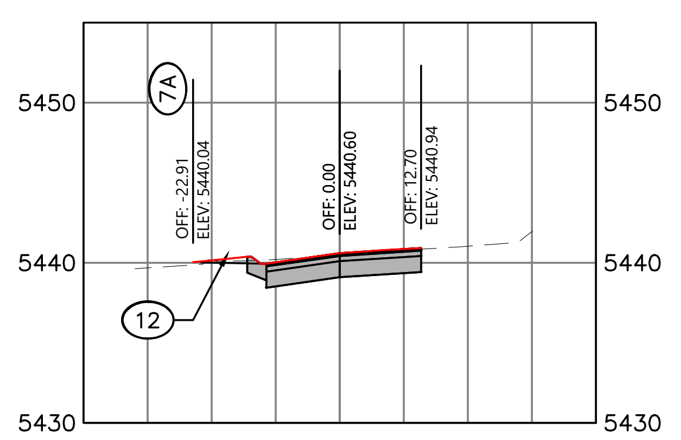
DRIVEWAY #11

SECTION K-K
SECTION: 301+82.59
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



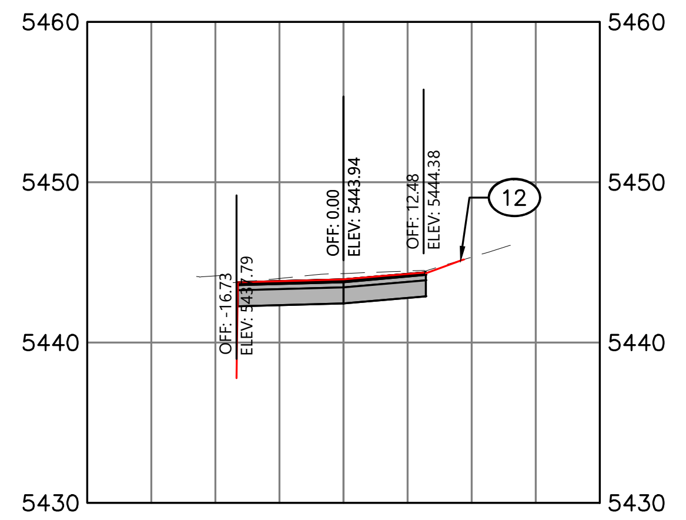
CONCRETE TRASH PAD/ DRIVEWAY 5A

STA: 204+01.24
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



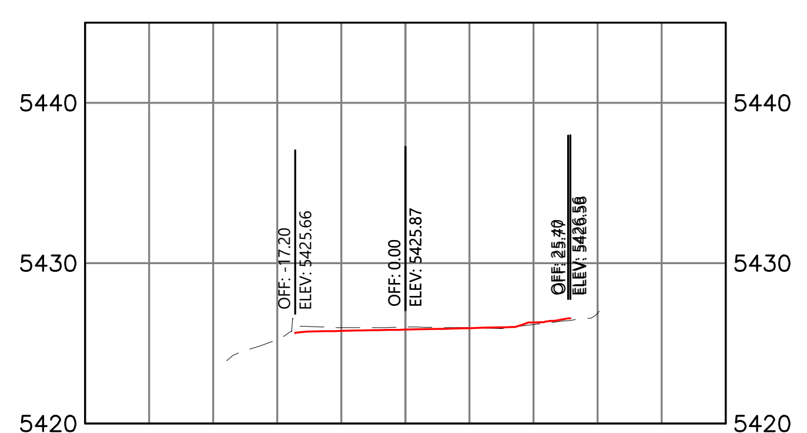
DRIVEWAY #4

SECTION D-D
STA 201+97.27
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



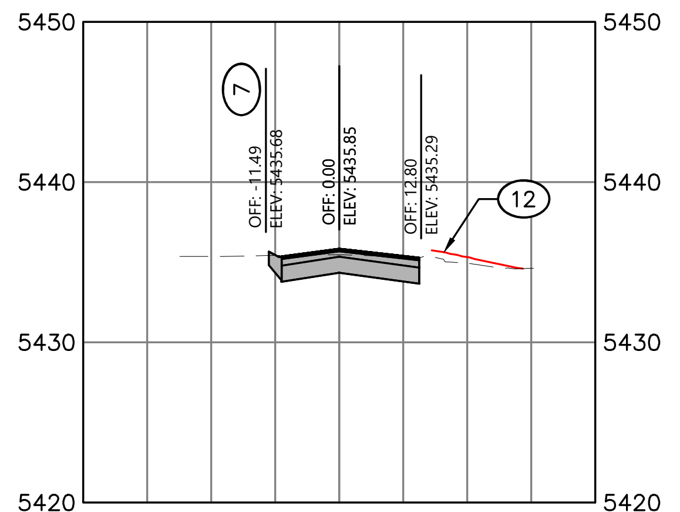
DRIVEWAY #5D

STA: 207+49.68
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



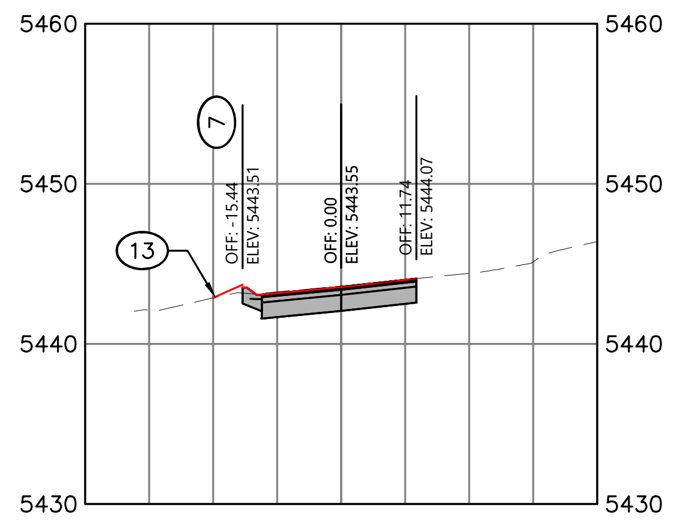
DRIVEWAY #9

SECTION I-I
STA: 211+62.79
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



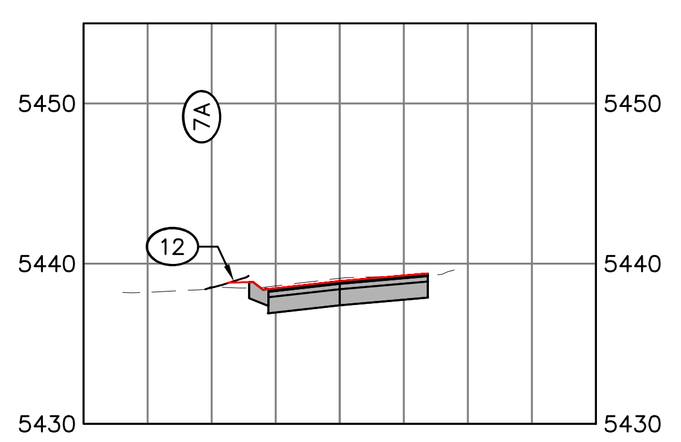
DRIVEWAY #12

SECTION L-L
STA: 302+85.21
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



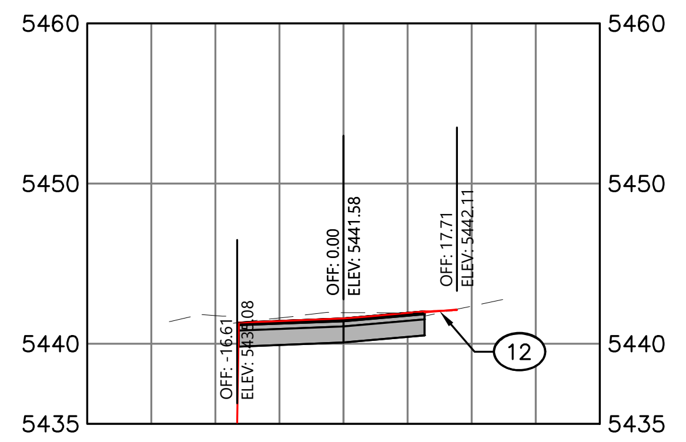
EXISTING TRASH ENCLOSURE

STA: 202+75.09
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



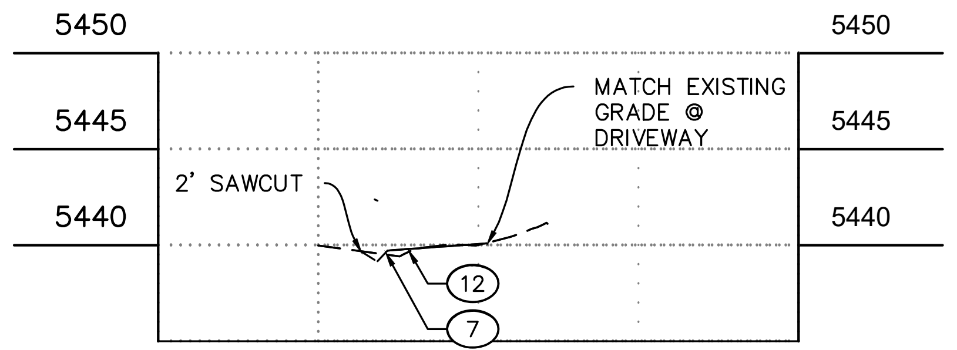
DRIVEWAY #5

SECTION E-E
STA: 201+11.02
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



DRIVEWAY #6

SECTION F-F
STA: 208+03.54
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'



DRIVEWAY #13

SECTION M-M
HORIZONTAL SCALE: 1"=30'; VERTICAL SCALE: 1"=6'

CONSTRUCTION KEY NOTES

IMPROVEMENTS

⑦	CONSTRUCT 4" ROLL CURB AND GUTTER, TYPE 'C' IN ACCORDANCE WITH QCSD 220Q-2.
(7A)	CONSTRUCT 6" ROLL CURB AND GUTTER, TYPE 'E' IN ACCORDANCE WITH QCSD 220Q-2.
⑩	6' VALLEY GUTTER IN ACCORDANCE WITH 6' VALLEY GUTTER AND SPANDRELS, QCSD 240Q-1
⑪	MODIFIED DRIVEWAY ENTRANCE WITHOUT DETACHED SIDEWALK IN ACCORDANCE WITH QCSD 250Q-1
⑫	SLOPE NEW DRIVEWAY 18% (MAX) TO MATCH EXISTING DRIVEWAY. REFER TO DRIVEWAY SECTIONS, SHEET 22.
⑬	MODIFIED BIN ENCLOSURE IN ACCORDANCE WITH MODIFIED QCSD 701P, REFER TO DETAIL(S), SHEET 25.

0 25 50 Ft

DRAWING SCALE
1"=50 ft Horizontal
(this scale is valid for
22"x34" sheets only)

DATE
01/29/2025

SHEET NO.
22
OF 26

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

DRIVEWAY SECTIONS

CITY OF PRESCOTT
ARIZONA

PREPARED BY
JAM

CHECKED BY
RMP

FOR:
COP

Registered Professional Engineer (Civil)
CERTIFICATE NO.
58514
RANDY M.
PERHAM
Date Signed 01/29/2025
ARIZONA, U.S.A.

Randy Perham

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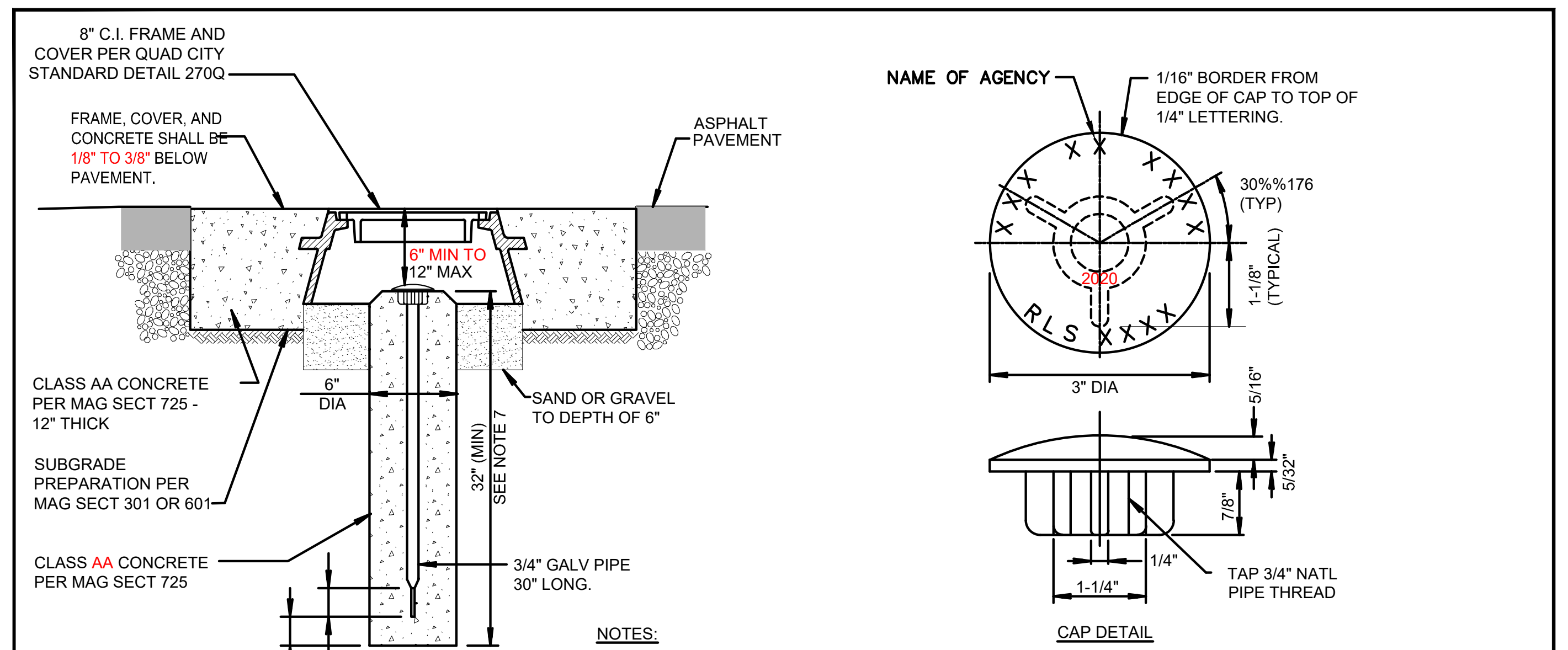
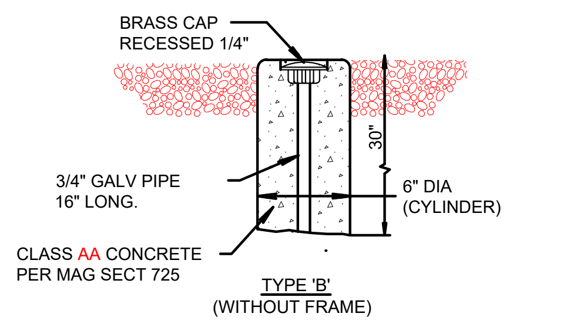
NO.	BY	DATE	REVISIONS	APPRV DATE
	ENGINEER			CITY

REVIEW:

CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\100 STETSON SECTIONS.DWG

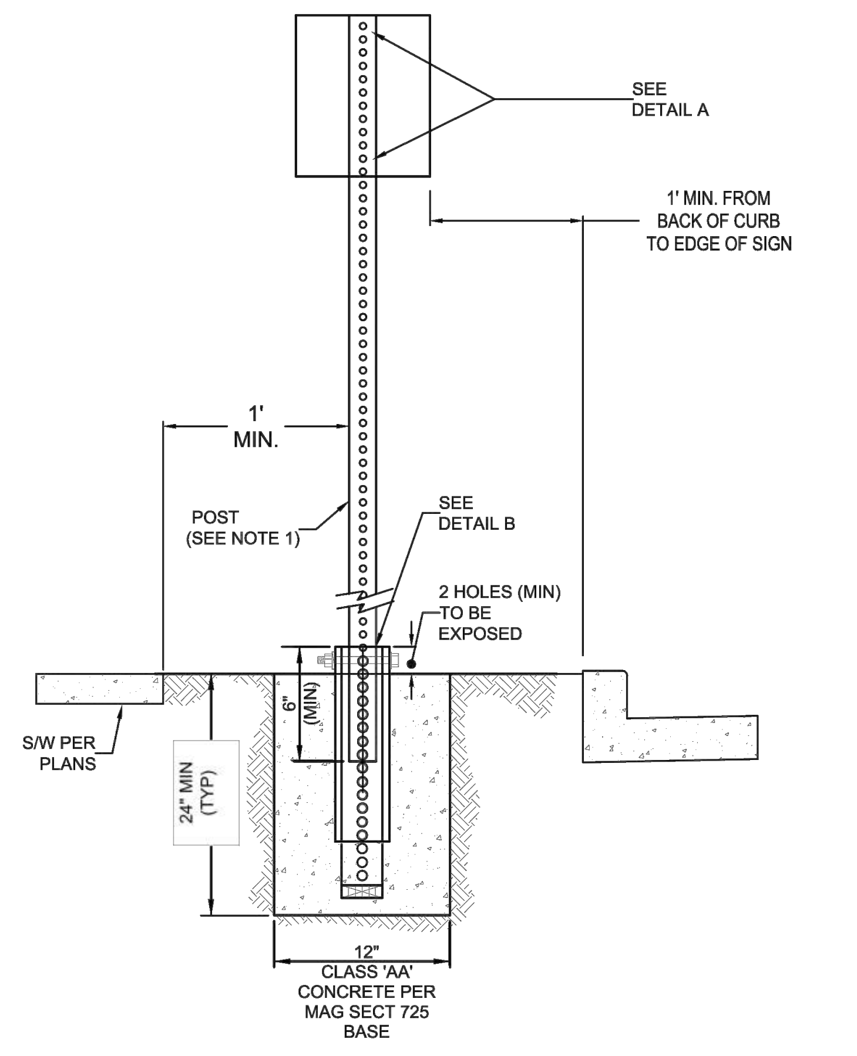

8" C.I. FRAME AND COVER PER QUAD CITY STANDARD DETAIL 270Q
FRAME, COVER, AND CONCRETE SHALL BE 1/8" TO 3/8" BELOW PAVEMENT.
ASPHALT PAVEMENT
6" MIN TO 12" MAX
CLASS AA CONCRETE PER MAG SECT 725 - 12" THICK
SUBGRADE PREPARATION PER MAG SECT 301 OR 601
6" DIA
SAND OR GRAVEL TO DEPTH OF 6"
32" (MIN)
SEE NOTE 7
CLASS AA CONCRETE PER MAG SECT 725
3/4" GALV PIPE 30" LONG.
SEE NOTE 6
TYPE 'A' (WITH FRAME)
NAME OF AGENCY
1/16" BORDER FROM EDGE OF CAP TO TOP OF 1/4" LETTERING.
30%/176 (TYP)
1-1/8" (TYPICAL)
RLS XXXX
3" DIA
5/16"
5/32"
7/8"
1/4"
1-1/4"
TAP 3/4" NATL PIPE THREAD
CAP DETAIL

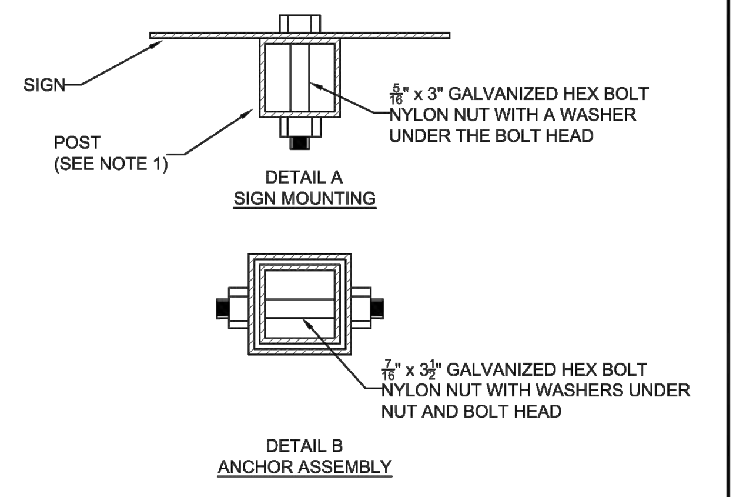


NOTES:

1. TYPE "A" TO BE USED AT INTERSECTION OF STREET CENTERLINES; SECTION AND ALIQUOT SECTION CORNERS; ANGLE POINTS; PC'S AND PT'S OF CURVES; LYING WITHIN ALL PAVED STREETS.
2. TYPE "B" TO BE USED AT INTERSECTION OF STREET CENTERLINES; SECTION AND ALIQUOT SECTION CORNERS; ANGLE POINTS; TERMINATIONS; PC'S AND PT'S OF CURVES; LYING WITHIN UNPAVED STREETS.
3. CAP TO BE CONSTRUCTED OF RED BRASS OR BRONZE.
4. LETTERS TO BE APPROX. 1/32" WIDE & 1/32" DEEP.
5. FLATTENING THE BOTTOM 2" OF THE GALVANIZED PIPE IS OPTIONAL.
6. TOP OF CONCRETE POST IS CHAMFERED 3/4" EXCEPT WHEN SET FLUSH WITH PAVEMENT.
7. THE CAP SHALL SHOW THE POINT SURVEYED BY A PUNCH MARK AND SCRIBED CROSS AND THE CAP SHALL BE STAMPED WITH THE YEAR AND THE REGISTERED LAND SURVEYOR'S (RLS) REGISTRATION NUMBER.
8. WHEN APPLICABLE, THE CAP SHALL BE STAMPED WITH THE APPROPRIATE PUBLIC LAND SURVEY SYSTEM MARKING PER CURRENT MANUAL OF INSTRUCTIONS FOR THE SURVEY OF PUBLIC LANDS OF THE UNITED STATES, PREPARED BY THE BUREAU OF LAND MANAGEMENT.
9. SUBMIT TO THE AGENCY SURVEYOR A COPY OF THE RECORDED CORNER RECORD OR RESULTS OF SURVEY TO DOCUMENT COMPLIANCE WITH THE ARIZONA BOARD OF TECHNICAL REGISTRATION REQUIREMENTS.
10. THE MAXIMUM DISTANCE FROM TOP OF COVER TO TOP OF BRASS CAP SHALL NOT EXCEED 12 INCHES. SUBSEQUENT PAVEMENT LIFTS OR STREET CONSTRUCTION THAT CAUSES THIS DISTANCE TO BE EXCEEDED SHALL CAUSE THE STREET MONUMENT TO BE RECONSTRUCTED.
11. AT THE TIME OF CONSTRUCTION, THE BRASS CAP SHALL BE PLACED 6" BELOW THE COVER.

QUAD CITY STANDARD DETAIL	SURVEY MARKER	REVISED: 9/10/2021	DETAIL No. 120Q

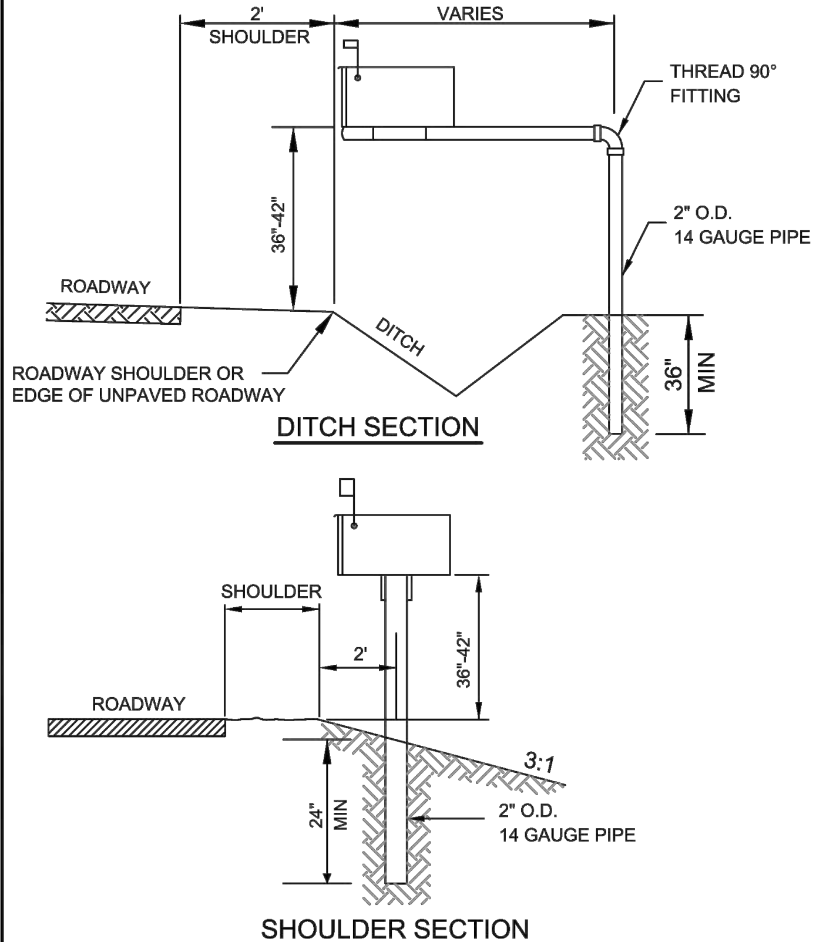

SEE DETAIL A
1' MIN. FROM BACK OF CURB TO EDGE OF SIGN
1' MIN.
POST (SEE NOTE 1)
SEE DETAIL B
2 HOLES (MIN) TO BE EXPOSED
S/W PER PLANS
24" MIN (TYP)
6" (MIN)
12"
CLASS 'AA' CONCRETE PER MAG SECT 725 BASE

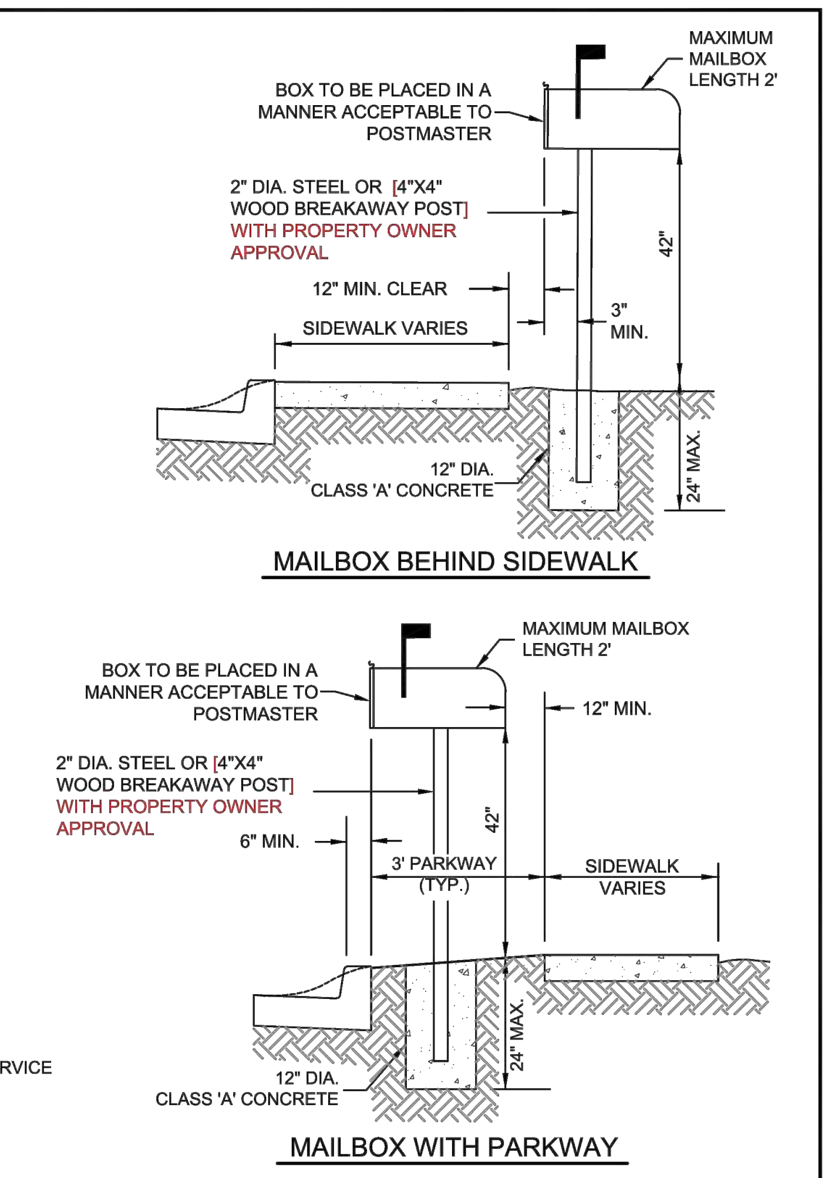

SIGN
POST (SEE NOTE 1)
5/16" x 3" GALVANIZED HEX BOLT NYLON NUT WITH A WASHER UNDER THE BOLT HEAD
DETAIL A
SIGN MOUNTING
7/16" x 3½" GALVANIZED HEX BOLT NYLON NUT WITH WASHERS UNDER NUT AND BOLT HEAD
DETAIL B
ANCHOR ASSEMBLY

NOTES:

1. INSTALL ALL TRAFFIC SIGNS ON 12 GAUGE 2" SQUARE STEEL TUBING.
2. CONCRETE BASE 2' DEEP MIN. x 12" WIDE, 18" LONG ANCHOR & 12" SLEEVE COMPLETELY TAPED TO PREVENT SEEPAGE OF CONCRETE.
3. POST ANCHOR SHALL HAVE 2 HOLES EXPOSED AT FINISHED GRADE.
4. ALL TRAFFIC SIGNS, WITH THE EXCEPTION OF R6-1 & DELINEATORS, SHALL BE SET AT A HEIGHT OF 7' TO BOTTOM OF SIGN. POSTS WITH DUAL SIGN ASSEMBLIES SHALL BE SET AT A HEIGHT OF 6' TO BOTTOM OF SIGN. DELINEATORS SHALL BE MOUNTED AT A MINIMUM OF 4' TO THE BOTTOM OF THE SIGN. ALTERNATE HEIGHTS MUST BE APPROVED BY THE TRAFFIC ENGINEER PRIOR TO INSTALLATION.
5. BOLT FOR THE BASE TO BE PERPENDICULAR TO THE FLOW OF TRAFFIC.

QUAD CITY STANDARD DETAIL	SIGN POST INSTALLATION	REVISED: 12/31/2024	DETAIL No. 131Q

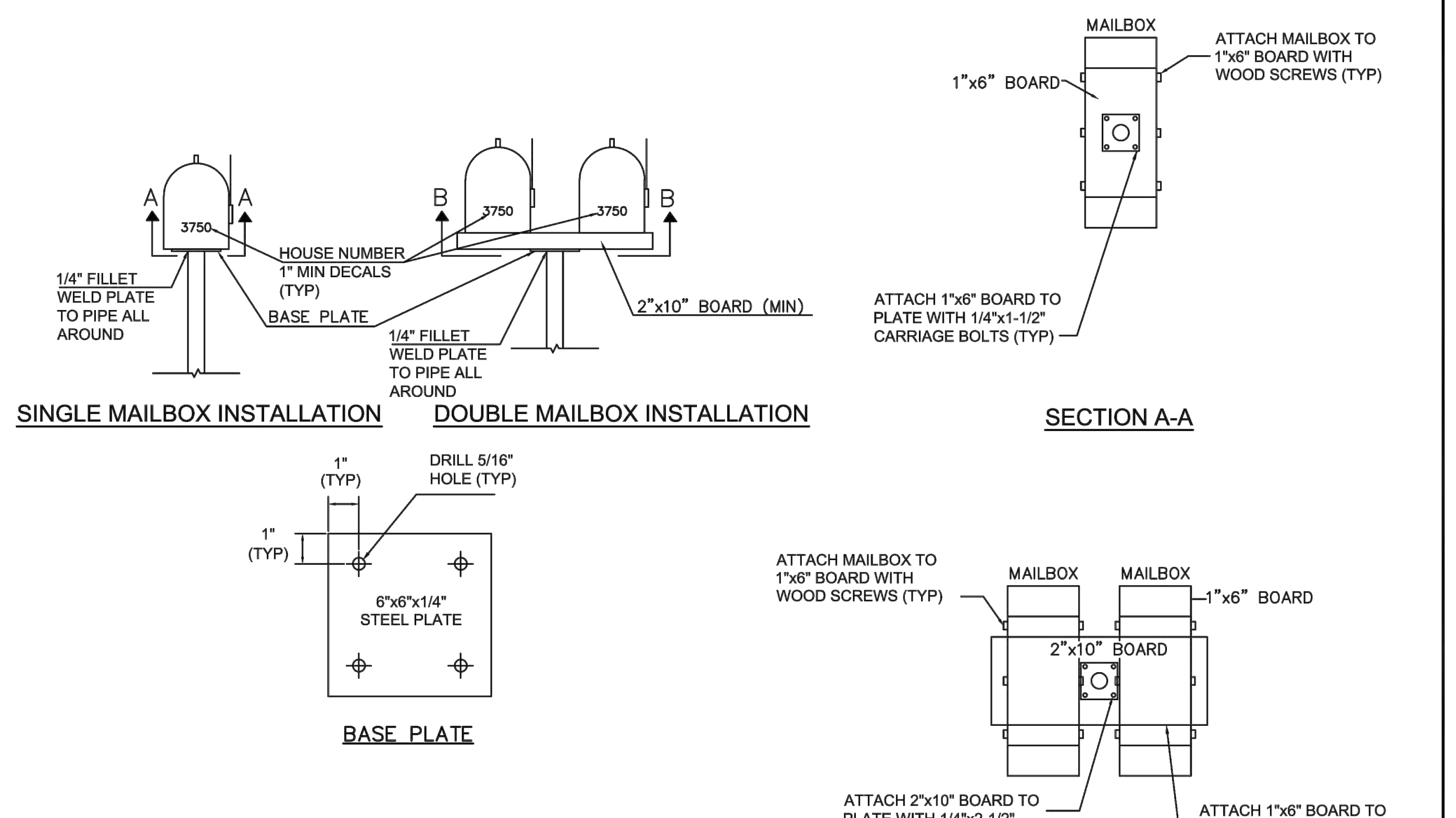


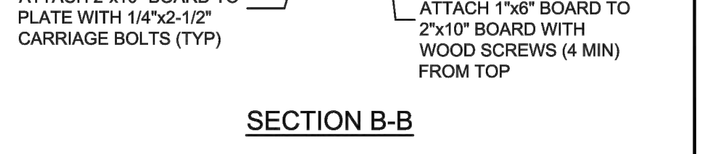

MAXIMUM MAILBOX LENGTH 2'
BOX TO BE PLACED IN A MANNER ACCEPTABLE TO POSTMASTER
2" DIA. STEEL OR [4"X4" WOOD BREAKAWAY POST] WITH PROPERTY OWNER APPROVAL
42"
12" MIN. CLEAR
SIDEWALK VARIES
3" MIN.
12" DIA. CLASS 'A' CONCRETE
24" MAX.
MAILBOX BEHIND SIDEWALK
BOX TO BE PLACED IN A MANNER ACCEPTABLE TO POSTMASTER
MAXIMUM MAILBOX LENGTH 2'
12" MIN.
2" DIA. STEEL OR [4"X4" WOOD BREAKAWAY POST] WITH PROPERTY OWNER APPROVAL
6" MIN.
42"
3' PARKWAY (TYP.)
SIDEWALK VARIES
12" DIA. CLASS 'A' CONCRETE
24" MAX.
MAILBOX WITH PARKWAY

NOTES:

1. SOLID OR ANCHORED STRUCTURES IN RIGHT-OF-WAY SHALL BE BREAKAWAY CONSTRUCTION TO LIMIT DAMAGE & INJURIES.
2. ALTERNATE POST MOUNTED MAILBOX DESIGNS MEETING UNITED STATES POSTAL SERVICE SPECIFICATIONS AND REQUIREMENTS WILL BE CONSIDERED.
3. ANY DEVIATION FROM THIS DETAIL OR STANDARD MAILBOX MUST BE APPROVED BY THE AGENCY ENGINEER.

QUAD CITY STANDARD DETAIL	MAILBOX	REVISED: 01/01/2024	DETAIL No. 134Q-1

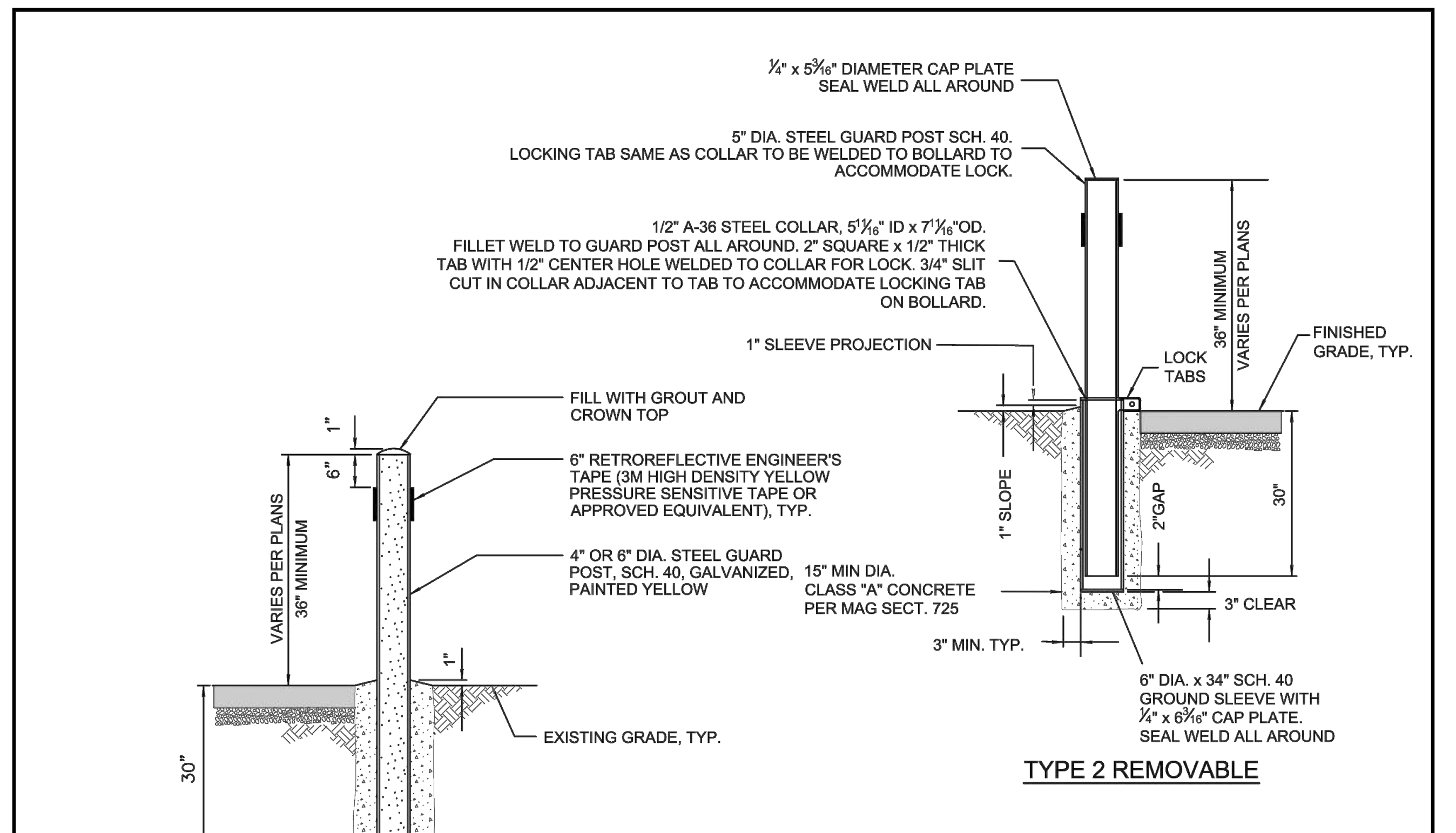

A A
3750
1/4" FILLET WELD PLATE TO PIPE ALL AROUND
HOUSE NUMBER 1" MIN DECALS (TYP)
BASE PLATE
B B
3750 3750
2"x10" BOARD (MIN)
1/4" FILLET WELD PLATE TO PIPE ALL AROUND
SINGLE MAILBOX INSTALLATION
DOUBLE MAILBOX INSTALLATION
MAILBOX
1"x6" BOARD
ATTACH MAILBOX TO 1"x6" BOARD WITH WOOD SCREWS (TYP)
ATTACH 1"x6" BOARD TO PLATE WITH 1/4"x1-1/2" CARRIAGE BOLTS (TYP)
SECTION A-A
1" (TYP)
DRILL 5/16" HOLE (TYP)
1" (TYP)
6"x6"x1/4" STEEL PLATE
BASE PLATE
ATTACH MAILBOX TO 1"x6" BOARD WITH WOOD SCREWS (TYP)
MAILBOX MAILBOX
1"x6" BOARD
2"x10" BOARD

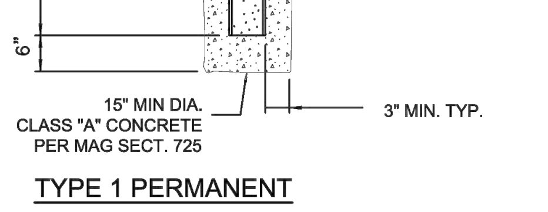

ATTACH 2"x10" BOARD TO PLATE WITH 1/4"x2-1/2" CARRIAGE BOLTS (TYP)
ATTACH 1"x6" BOARD TO 2"x10" BOARD WITH WOOD SCREWS (4 MIN) FROM TOP
SECTION B-B

NOTE:

1. ALTERNATE POST MOUNTED MAILBOX DESIGNS MEETING UNITED STATES POSTAL SERVICE SPECIFICATIONS AND REQUIREMENTS WILL BE CONSIDERED.

QUAD CITY STANDARD DETAIL	MAILBOX	REVISED: 01/01/2024	DETAIL No. 134Q-2


¼" x 5⅜" DIAMETER CAP PLATE SEAL WELD ALL AROUND
5" DIA. STEEL GUARD POST SCH. 40. LOCKING TAB SAME AS COLLAR TO BE WELDED TO BOLLARD TO ACCOMMODATE LOCK.
1/2" A-36 STEEL COLLAR, 5⅞" ID x 7⅞" OD. FILLET WELD TO GUARD POST ALL AROUND, 2" SQUARE x 1/2" THICK TAB WITH 1/2" CENTER HOLE WELDED TO COLLAR FOR LOCK. 3/4" SLIT CUT IN COLLAR ADJACENT TO TAB TO ACCOMMODATE LOCKING TAB ON BOLLARD.
1" SLEEVE PROJECTION
LOCK TABS
36" MINIMUM VARIES PER PLANS
FINISHED GRADE, TYP.
FILL WITH GROUT AND CROWN TOP
6" RETROREFLECTIVE ENGINEER'S TAPE (3M HIGH DENSITY YELLOW PRESSURE SENSITIVE TAPE OR APPROVED EQUIVALENT), TYP.
4" OR 6" DIA. STEEL GUARD POST, SCH. 40, GALVANIZED, PAINTED YELLOW
15" MIN DIA. CLASS "A" CONCRETE PER MAG SECT. 725
VARIES PER PLANS 36" MINIMUM
1" SLOPE
2" GAP
30"
3" CLEAR
3" MIN. TYP.
6" DIA. x 34" SCH. 40 GROUND SLEEVE WITH ¼" x 6³⁄₁₆" CAP PLATE. SEAL WELD ALL AROUND
EXISTING GRADE, TYP.
TYPE 2 REMOVABLE



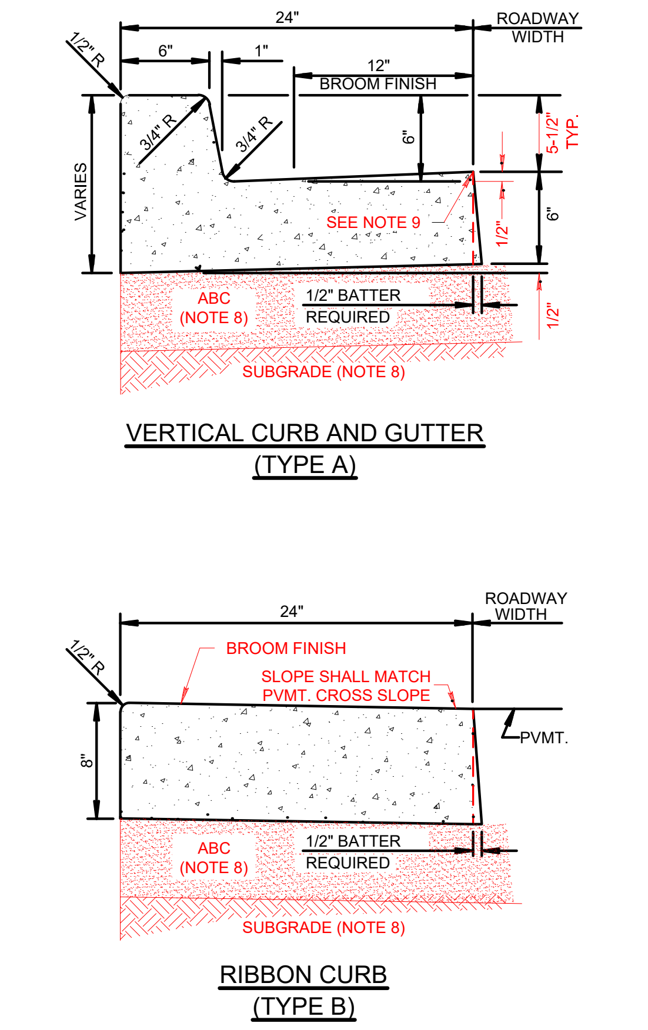
NOTES

1. BOLLARDS SHALL HAVE A HEIGHT OF 3 FEET OR BE EQUAL TO THE HEIGHT OF THE BACK SCREEN WALL OF BIN ENCLOSURES. POSTS SHALL BE PLACED A MINIMUM OF 4" FROM THE WALL.
2. REMOVABLE POST - GRIND SMOOTH ALL SHARP EDGES PRIOR TO GALVANIZATION. GALVANIZE PER ASTM A54 AFTER FABRICATION.

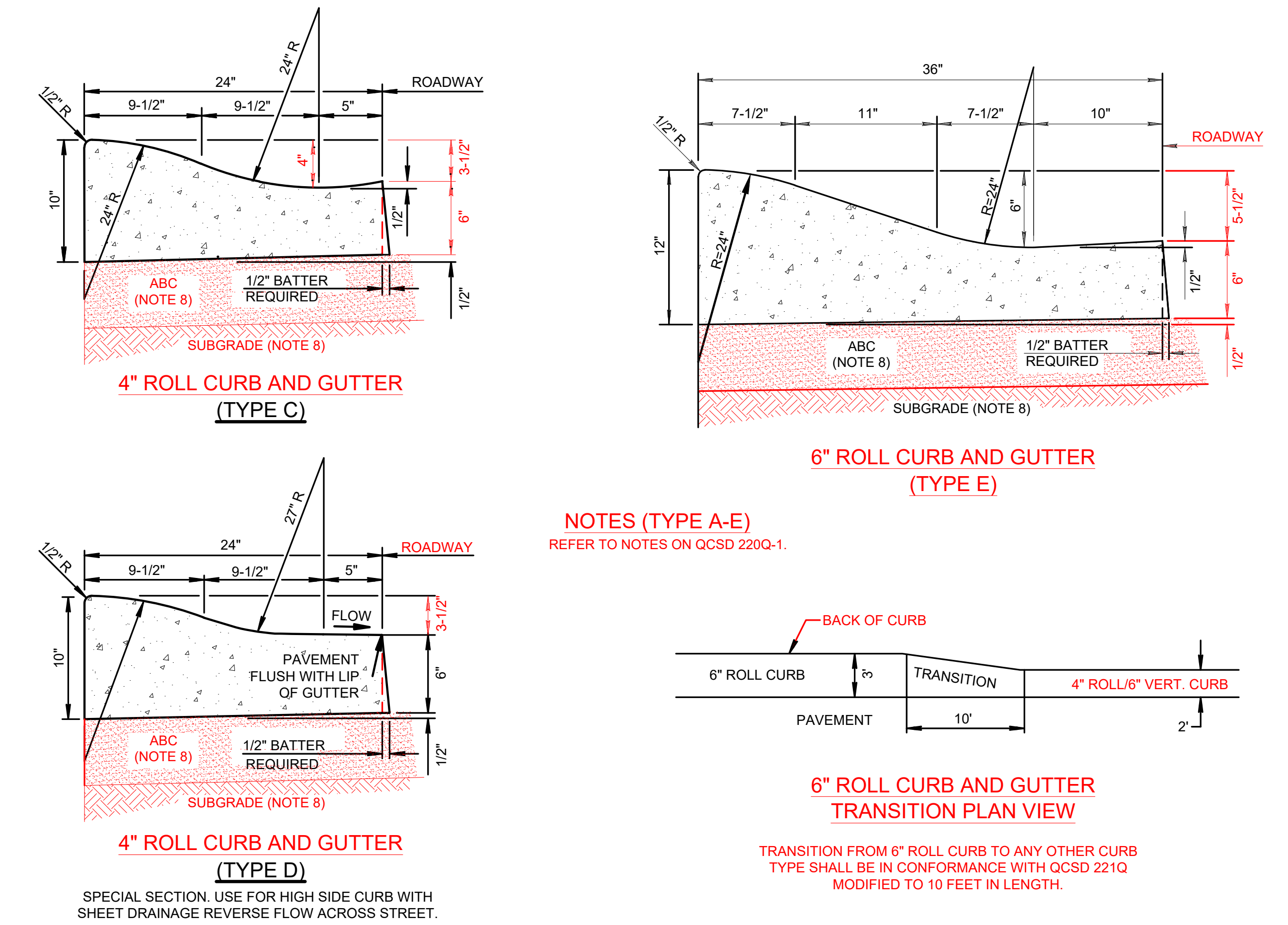
QUAD CITY STANDARD DETAIL	BOLLARD	REVISED: 01/01/2024	DETAIL No. 140Q

NOTES (TYPE A-E)

1. ALL WORK AND MATERIALS SHALL CONFORM TO MAG SECTION 340 & 505 & 725.
2. CONCRETE SHALL BE CLASS 'AA'.
3. ALL EXPOSED SURFACES TO BE TROWEL FINISHED EXCEPT AS SHOWN.
4. HEIGHT OF TYPE 'A' CURB SHALL BE 6" UNLESS OTHERWISE SPECIFIED ON PLANS.
5. CONTRACTION JOINT SPACING 10' MAXIMUM.
6. EXPANSION JOINTS AS PER MAG SECT. 340 50' MAX., AND AT POINTS OF CURVATURE, DRIVEWAYS, ALLEYS & STRUCTURES.
7. WHEN THE ADJACENT PAVEMENT SECTION SLOPES AWAY FROM THE GUTTER, THE SLOPE OF THE GUTTER PAN SHALL BE 3% AND MATCH PAVEMENT CROSS SLOPE DIRECTION. GUTTER PAN THICKNESS AND BATTER SHALL BE MAINTAINED.
8. 6" MINIMUM OF ABC COMPACTED 98% PROCTOR OR AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT, AND SHALL EXTEND TO BACK OF CURB BELOW ALL CURB & GUTTER. SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF 8", MOISTURE CONDITIONED, AND RECOMPACTED TO 98% PROCTOR, OR AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT.
9. FINAL PAVEMENT SURFACE SHALL BE 1/4" ABOVE LIP OF GUTTERS. WHERE GUTTER SLOPES TOWARD PAVEMENT, PAVEMENT SHALL BE FLUSH WITH LIP OF GUTTER.
10. COLD JOINT IS REQUIRED WHEN PLACING CONCRETE ADJACENT TO CURB. CURB AND GUTTER SHALL NOT BE MONOLITHIC WITH SIDEWALK, UNLESS SPECIFIED ON PLANS.



QUAD CITY STANDARD DETAIL	CURB AND GUTTER TYPES A & B	REVISED: 9/10/2021	DETAIL No. 220Q-1



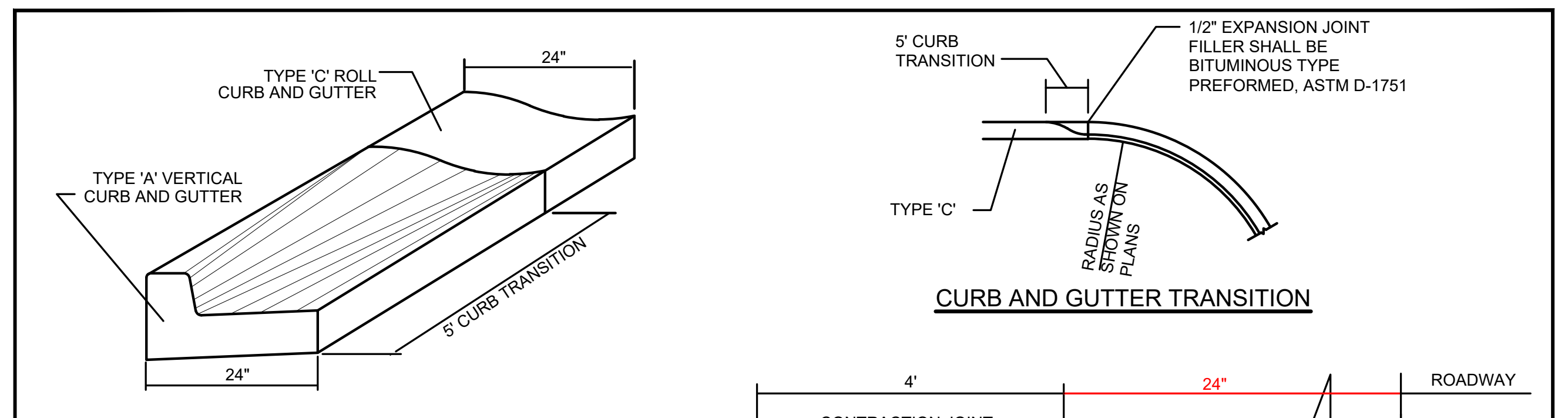
NOTES (TYPE A-E)

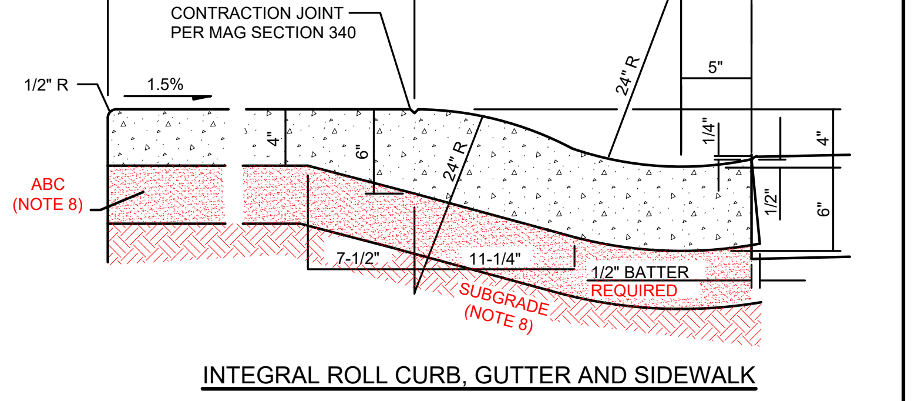
REFER TO NOTES ON QCSD 220Q-1.

TRANSITION FROM 6" ROLL CURB TO ANY OTHER CURB TYPE SHALL BE IN CONFORMANCE WITH QCSD 221Q MODIFIED TO 10 FEET IN LENGTH.

SPECIAL SECTION. USE FOR HIGH SIDE CURB WITH SHEET DRAINAGE REVERSE FLOW ACROSS STREET.

QUAD CITY STANDARD DETAIL	CURB AND GUTTER TYPES C, D & E	REVISED: 9/10/2021	DETAIL No. 220Q-2


TYPE 'C' ROLL CURB AND GUTTER
24"
TYPE 'A' VERTICAL CURB AND GUTTER
24"
5' CURB TRANSITION
5' CURB TRANSITION
1/2" EXPANSION JOINT FILLER SHALL BE BITUMINOUS TYPE PREFORMED, ASTM D-1751
TYPE 'C'
RADIUS AS SHOWN ON PLANS
CURB TRANSITION TYPE 'A' TO TYPE 'C'
CURB AND GUTTER TRANSITION



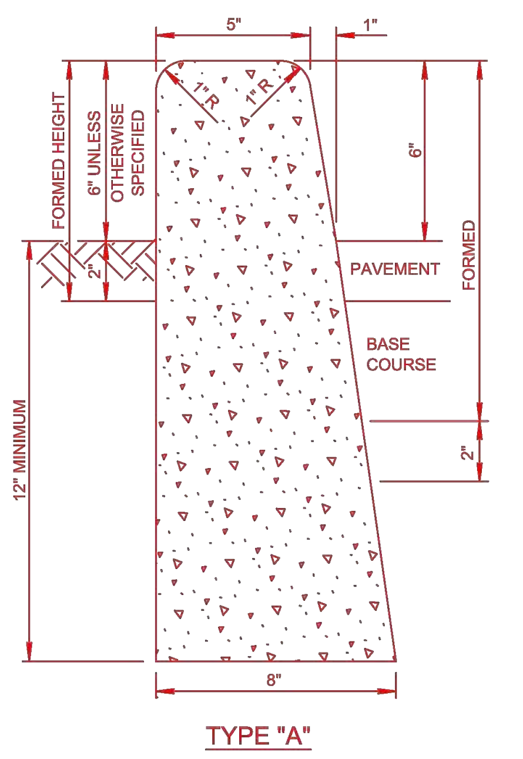
NOTES: (CURB AND GUTTER TRANSITIONS)

1. TRANSITIONS WILL BE PAID FOR AS THE PREDOMINANT TYPE OF CURB AND GUTTER BEING TRANSITIONED. WHEN TYPE 'A' CURB AND GUTTER ARE USED AT CURB RETURNS AND TYPE 'C' CURB AND GUTTER IS PREDOMINANTLY USED ELSEWHERE, THE TYPE 'A' TO TYPE 'C' TRANSITIONS SHALL BE MEASURED AND PAID FOR AS TYPE 'C' CURB AND GUTTER.
2. WHERE PROPOSED CONSTRUCTION IS TO BE CONNECTED TO EXISTING CURB AND GUTTER, THE TRANSITION SHALL BE INDICATED ON PLANS.
3. CLASS 'AA' CONCRETE PER MAG SECTION 725.
4. TRANSITION BETWEEN TYPICAL SECTIONS SHALL BE ACCOMPLISHED BY THE USE OF DIRECT STRAIGHT LINE TRANSITIONS OF THE FLOW LINE AND OTHER SURFACE FEATURES.
5. 6" MINIMUM OF ABC COMPACTED IN ACCORDANCE WITH COP MAG SUPP. SECT. 310.3, OR AS SPECIFIED ON PLANS AND GEOTECHNICAL REPORT.

NOTES: (INTEGRAL ROLL CURB, GUTTER AND SIDEWALK)

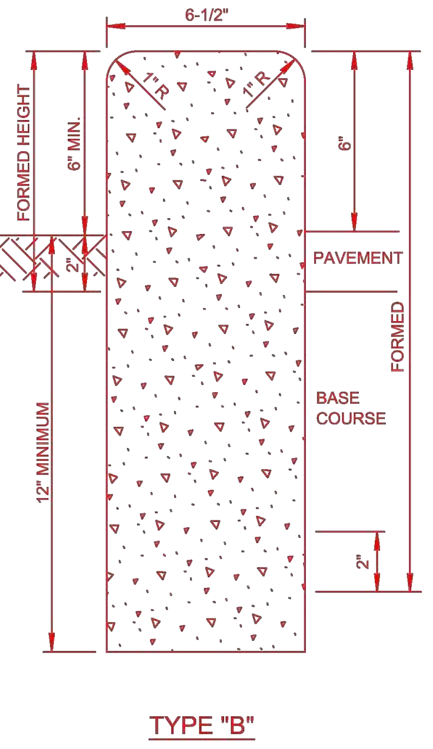
1. CONCRETE TO BE MONOLITHIC POUR. EXPOSED SURFACE FINISH AS PER SIDEWALK AND GUTTER DETAIL.
2. CONTRACTION JOINT SPACING 5' MAXIMUM.
3. EXPANSION JOINTS PER MAG SECTION 340.
4. CLASS 'AA' CONCRETE PER MAG SECTION 725.
5. 6" MINIMUM ABC COMPACTED IN ACCORDANCE WITH COP MAG SUPP. SECT. 310.3, OR AS SPECIFIED ON PLANS AND GEOTECHNICAL REPORT.
6. TOPV: INTEGRAL ROLL CURB, GUTTER AND SIDEWALK IS NOT ALLOWED.

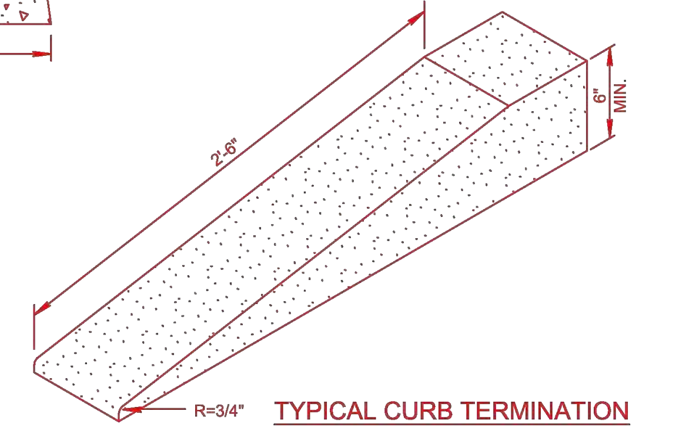
QUAD CITY STANDARD DETAIL	CURB AND GUTTER TRANSITION TYPE 'A' TO TYPE 'C' & INTEGRAL ROLL CURB AND SIDEWALK	REVISED: 9/10/2021	DETAIL No. 221Q



NOTES:

1. ALL WORK AND MATERIALS SHALL CONFORM TO MAG SECTION 340, & 725 AND APPLICABLE AGENCY SUPPLEMENTS
2. CONCRETE SHALL BE CLASS 'AA'
3. SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PLACED AND COMPACTED AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT AND IN ACCORDANCE WITH THE FOLLOWING:
   CITY OF PRESCOTT
   AGGREGATE BASE COURSE & SUB-GRADE COMPACTION PER COP MAG SUPPLEMENT 340.3.1
   TOWN OF PRESCOTT VALLEY
   AGGREGATE BASE COURSE PER MAG 310.3 AND SUB-GRADE COMPACTION PER MAG 301.3
4. ALL VERTICAL SURFACES TO BE FORMED.
5. VERTICAL SURFACES DOWN FROM 2” BELOW UNDISTURBED SOIL MAY BE PLACED AGAINST NEAT CUT IF APPROVED BY THE ENGINEER. CONCRETE WILL NOT EXTEND MORE THAN 1” BEYOND THEORETICAL FACE
6.
7. ALL EXPOSED SURFACES TO BE STRIPPED GREEN AND TROWEL FINISHED.
8. MAXIMUM SPACING OF CONTRACTION JOINTS IS 10'.
9. WHEN PAVEMENT AND BASE COURSE EQUALS OR EXCEEDS 10” IN DEPTH, THE ENTIRE ROADWAY SIDE OF THE CURB HEIGHT REMAINS 18” UNLESS NOTED OTHERWISE.





QUAD CITY STANDARD DETAIL	SINGLE CURB - TYPES A, B, AND TERMINATION	REVISED: 01/01/2024	DETAIL No. 222Q

PAVEMENT RECONSTRUCTION STETSON RD

CITY OF PRESCOTT PUBLIC WORKS

DETAILS

DATE 01/29/2025

SHEET NO. 23 OF 26

CITY OF PRESCOTT ARIZONA

PREPARED BY JAM

CHECKED BY RMP

FOR: COP

58514 RANDY M. PERHAM

Call at least two full working days before you begin excavation.
ARIZONA811
Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

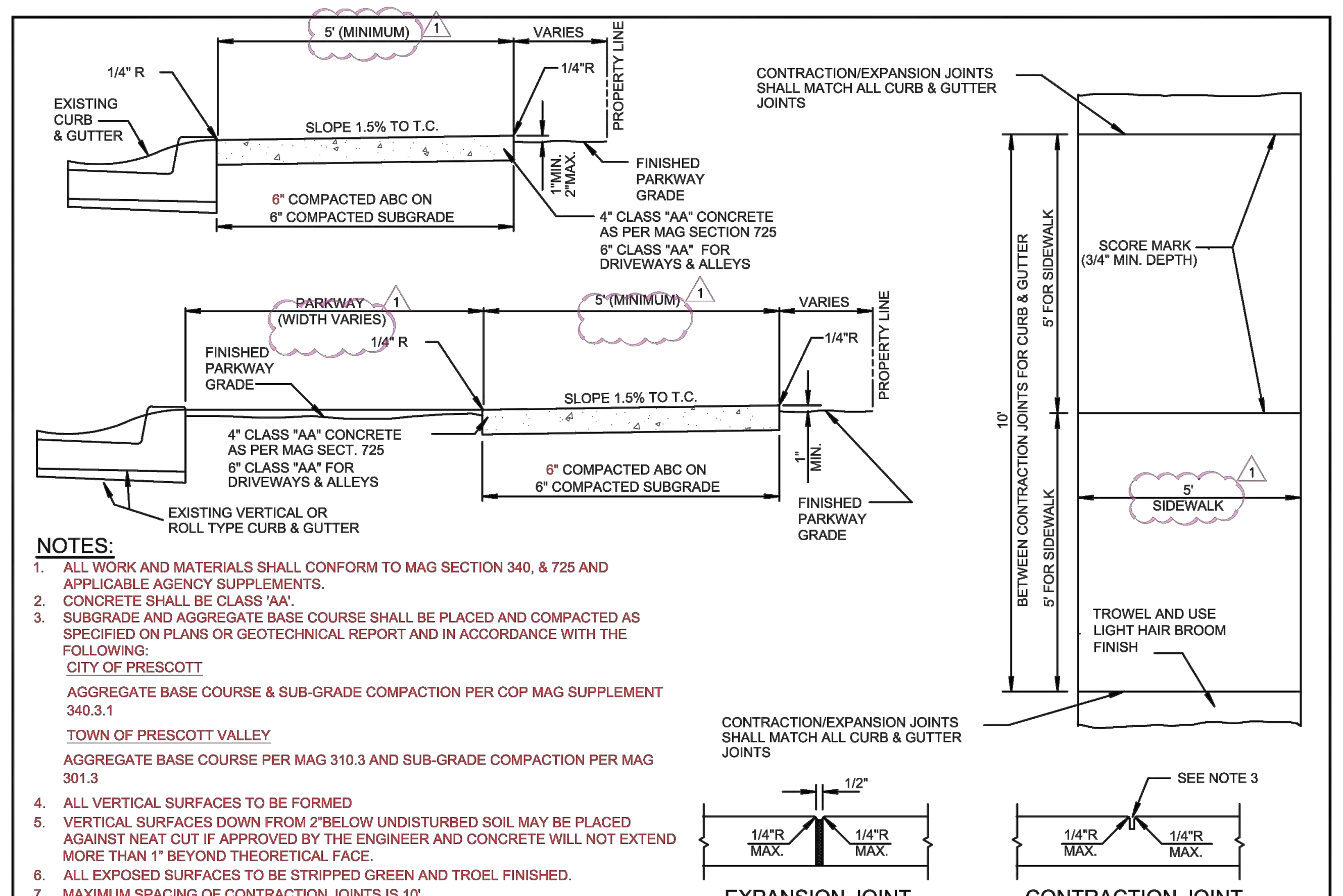
REVIEW:

NO.	BY	DATE	REVISIONS	APPRV/ DATE

ENGINEER | CITY

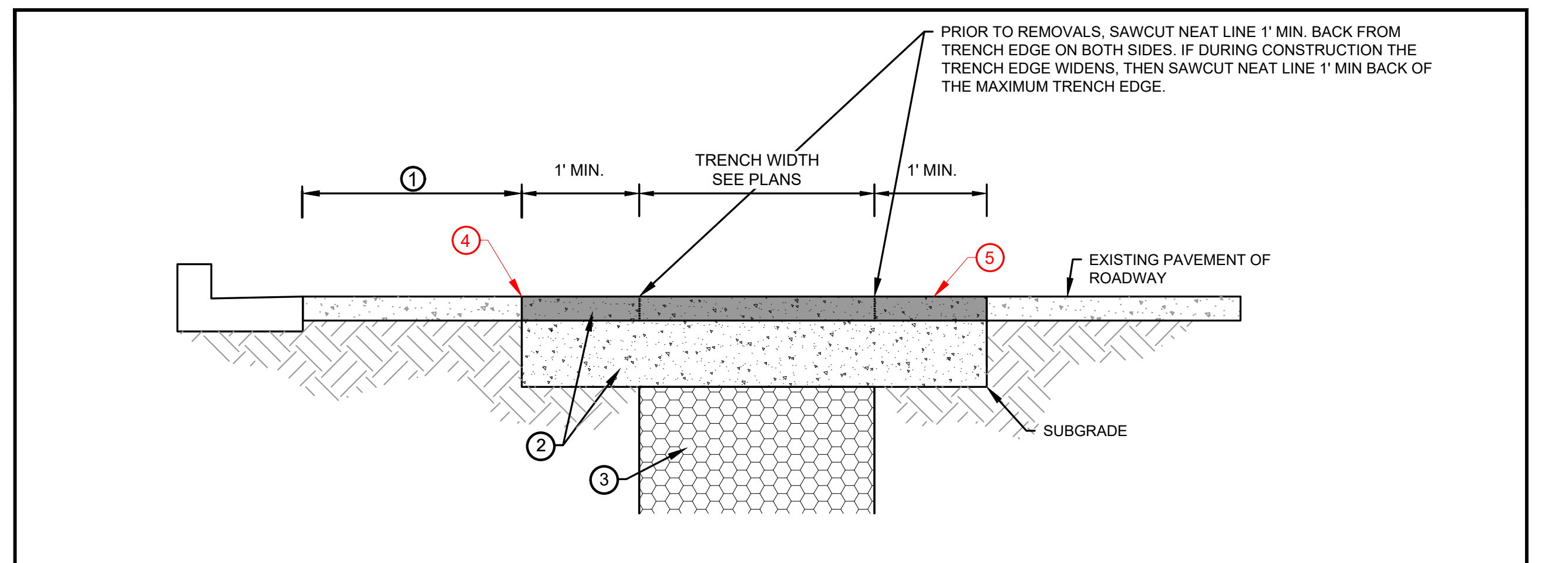
CIP #: 2112-002

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\013 CIP DET.DWG


5' (MINIMUM)
VARIES
1/4" R
1/4"R
PROPERTY LINE
EXISTING CURB & GUTTER
SLOPE 1.5% TO T.C.
1"MIN. 2"MAX.
FINISHED PARKWAY GRADE
6" COMPACTED ABC ON 6" COMPACTED SUBGRADE
4" CLASS "AA" CONCRETE AS PER MAG SECTION 725 6" CLASS "AA" FOR DRIVEWAYS & ALLEYS
PARKWAY (WIDTH VARIES)
FINISHED PARKWAY GRADE
4" CLASS "AA" CONCRETE AS PER MAG SECT. 725 6" CLASS "AA" FOR DRIVEWAYS & ALLEYS
EXISTING VERTICAL OR ROLL TYPE CURB & GUTTER
1" MIN.
CONTRACTION/EXPANSION JOINTS SHALL MATCH ALL CURB & GUTTER JOINTS
10' BETWEEN CONTRACTION JOINTS FOR CURB & GUTTER
5' FOR SIDEWALK
SCORE MARK (3/4" MIN. DEPTH)
5' SIDEWALK
TROWEL AND USE LIGHT HAIR BROOM FINISH
1/2"
1/4"R MAX.
SEE NOTE 3
EXPANSION JOINT
CONTRACTION JOINT

NOTES:
1. ALL WORK AND MATERIALS SHALL CONFORM TO MAG SECTION 340, & 725 AND APPLICABLE AGENCY SUPPLEMENTS.
2. CONCRETE SHALL BE CLASS 'AA'.
3. SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PLACED AND COMPACTED AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT AND IN ACCORDANCE WITH THE FOLLOWING:
   CITY OF PRESCOTT
   AGGREGATE BASE COURSE & SUB-GRADE COMPACTION PER COP MAG SUPPLEMENT 340.3.1
   TOWN OF PRESCOTT VALLEY
   AGGREGATE BASE COURSE PER MAG 310.3 AND SUB-GRADE COMPACTION PER MAG 301.3
4. ALL VERTICAL SURFACES TO BE FORMED
5. VERTICAL SURFACES DOWN FROM 2"BELOW UNDISTURBED SOIL MAY BE PLACED AGAINST NEAT CUT IF APPROVED BY THE ENGINEER AND CONCRETE WILL NOT EXTEND MORE THAN 1" BEYOND THEORETICAL FACE.
6. ALL EXPOSED SURFACES TO BE STRIPPED GREEN AND TROEL FINISHED.
7. MAXIMUM SPACING OF CONTRACTION JOINTS IS 10'.
8. WHEN PAVEMENT AND BASE COURSE EQUALS OR EXCEEDS 10" IN DEPTH, THE ENTIRE ROADWAY SIDE OF THE CURB SHALL BE FORMED. THE TOTAL CURB HEIGHT REMAINS 18" UNLESS NOTED OTHERWISE.

QUAD CITY STANDARD DETAIL | SIDEWALKS | REVISED: 01/01/2024 | DETAIL No. 230Q


PRIOR TO REMOVALS, SAWCUT NEAT LINE 1' MIN. BACK FROM TRENCH EDGE ON BOTH SIDES. IF DURING CONSTRUCTION THE TRENCH EDGE WIDENS, THEN SAWCUT NEAT LINE 1' MIN BACK OF THE MAXIMUM TRENCH EDGE.
①
1' MIN.
TRENCH WIDTH SEE PLANS
1' MIN.
④
⑤
EXISTING PAVEMENT OF ROADWAY
②
③
SUBGRADE

① PAVEMENT CUTS 3' OR LESS FROM LIP OF GUTTER OR EDGE OF PAVEMENT SHALL REQUIRE FULL REMOVAL OF PAVEMENT AND REPLACEMENT TO MATCH EXISTING SECTION. PERPENDICULAR PAVEMENT CUTS WITHIN 20' OF AN EXISTING CUT MUST BE PATCHED AS ONE PATCH BY MILLING AND REPLACING A MINIMUM OF 2" DEPTH BETWEEN OUTSIDE EDGES OF THE MULTIPLE CUTS.

② MATCH EXISTING PAVEMENT STRUCTURAL SECTION OR 4" MIN AC TO BE INSTALLED IN TWO LIFTS OVER 8" MIN ABC COMPACTED TO 95% OF STANDARD PROCTOR DENSITY, WHICHEVER IS GREATER. IN UNPAVED AREAS, MATCH EXISTING SURFACE MATERIAL AND DEPTH.

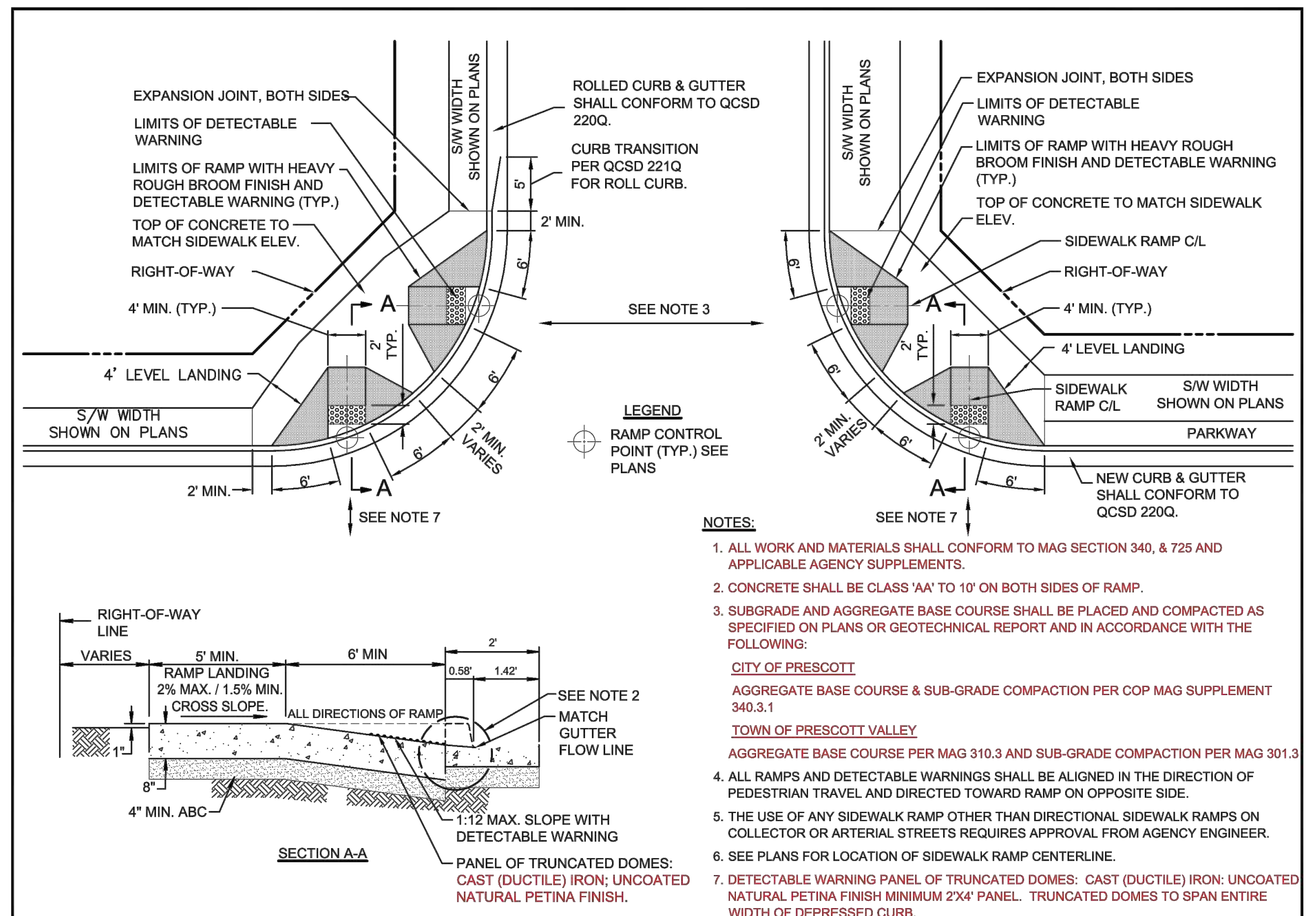
③ BACKFILL TRENCHES IN PAVEMENT WITH 1/2 SACK CLSM PER MAG 728. FOR UNPAVED SURFACE (BACKFILL TRENCH WITH ABC).

④ TACK EDGE OF SAWCUT WITH SS1H WHEN PAVING (TYP.)

⑤ ASPHALT PAVEMENT PER MAG SPECIFICATION 710. 4" MIN. OR MATCH EXISTING, WHICHEVER IS GREATER.

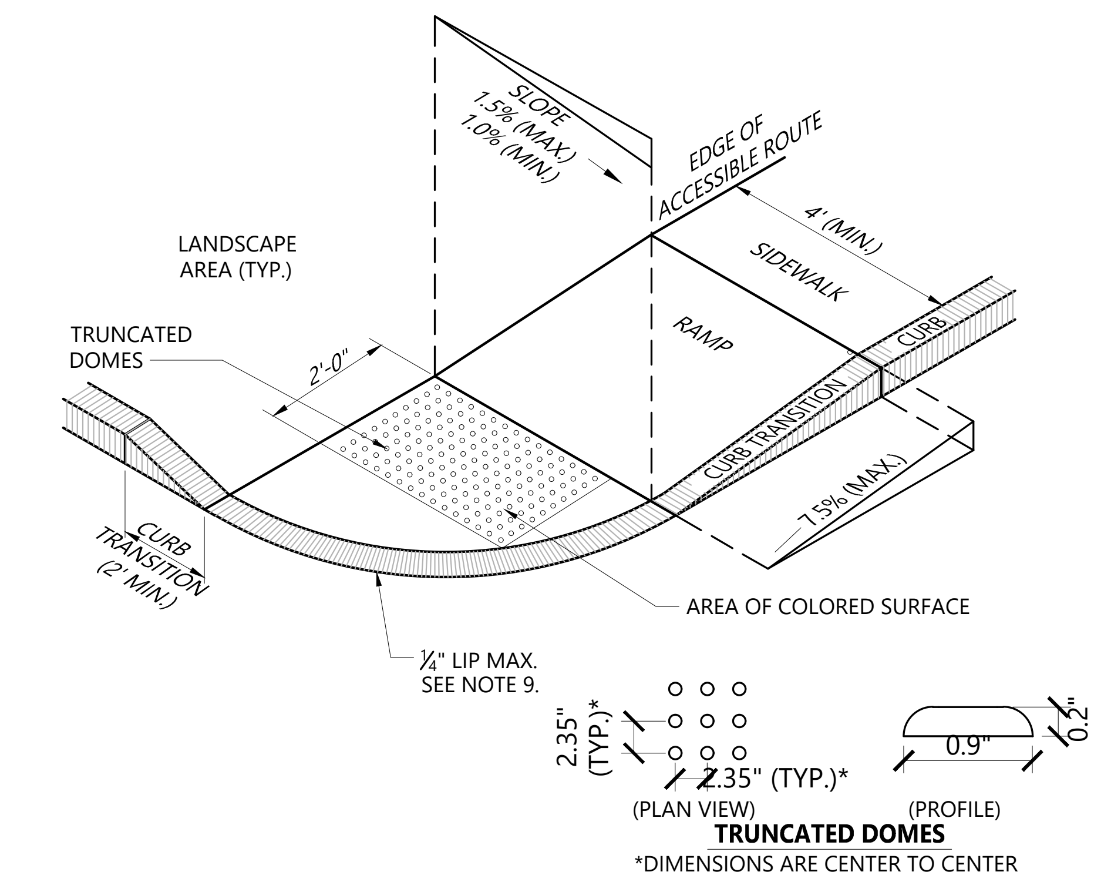
NOTE: BACKFILL SHALL BE COMPACTED TO 95% PROCTOR DENSITY PER ASTM D-698. MIN. 1 TEST PER LIFT PER 200'. EXPOSED SUBGRADE TO BE COMPACTED TO 95% PROCTOR DENSITY PER ASTM D-698. PAVED SURFACE TO BE COMPACTED TO 95% MARSHALL DENSITY PER ASTM D-6927-15.

QUAD CITY STANDARD DETAIL | TRENCH BACKFILL AND SURFACE REPLACEMENT | REVISED: 9/10/2021 | DETAIL No. 200Q-1


EXPANSION JOINT, BOTH SIDES
LIMITS OF DETECTABLE WARNING
LIMITS OF RAMP WITH HEAVY ROUGH BROOM FINISH AND DETECTABLE WARNING (TYP.)
TOP OF CONCRETE TO MATCH SIDEWALK ELEV.
RIGHT-OF-WAY
4' MIN. (TYP.)
4' LEVEL LANDING
S/W WIDTH SHOWN ON PLANS
2' MIN.
6'
A
SEE NOTE 7
S/W WIDTH SHOWN ON PLANS
ROLLED CURB & GUTTER SHALL CONFORM TO QCSD 220Q.
CURB TRANSITION PER QCSD 221Q FOR ROLL CURB.
5'
2' MIN.
2' TYP.
2' MIN. VARIES
SEE NOTE 3
LEGEND
RAMP CONTROL POINT (TYP.) SEE PLANS
SIDEWALK RAMP C/L
PARKWAY
NEW CURB & GUTTER SHALL CONFORM TO QCSD 220Q.
RIGHT-OF-WAY LINE
VARIES
5' MIN. RAMP LANDING 2% MAX. / 1.5% MIN. CROSS SLOPE.
ALL DIRECTIONS OF RAMP
6' MIN
2'
0.58'
1.42'
1"
8"
4" MIN. ABC
SEE NOTE 2
MATCH GUTTER FLOW LINE
1:12 MAX. SLOPE WITH DETECTABLE WARNING
PANEL OF TRUNCATED DOMES: CAST (DUCTILE) IRON; UNCOATED NATURAL PETINA FINISH.
SECTION A-A

NOTES:
1. ALL WORK AND MATERIALS SHALL CONFORM TO MAG SECTION 340, & 725 AND APPLICABLE AGENCY SUPPLEMENTS.
2. CONCRETE SHALL BE CLASS 'AA' TO 10' ON BOTH SIDES OF RAMP.
3. SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PLACED AND COMPACTED AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT AND IN ACCORDANCE WITH THE FOLLOWING:
   CITY OF PRESCOTT
   AGGREGATE BASE COURSE & SUB-GRADE COMPACTION PER COP MAG SUPPLEMENT 340.3.1
   TOWN OF PRESCOTT VALLEY
   AGGREGATE BASE COURSE PER MAG 310.3 AND SUB-GRADE COMPACTION PER MAG 301.3
4. ALL RAMPS AND DETECTABLE WARNINGS SHALL BE ALIGNED IN THE DIRECTION OF PEDESTRIAN TRAVEL AND DIRECTED TOWARD RAMP ON OPPOSITE SIDE.
5. THE USE OF ANY SIDEWALK RAMP OTHER THAN DIRECTIONAL SIDEWALK RAMPS ON COLLECTOR OR ARTERIAL STREETS REQUIRES APPROVAL FROM AGENCY ENGINEER.
6. SEE PLANS FOR LOCATION OF SIDEWALK RAMP CENTERLINE.
7. DETECTABLE WARNING PANEL OF TRUNCATED DOMES: CAST (DUCTILE) IRON: UNCOATED NATURAL PETINA FINISH MINIMUM 2'X4' PANEL. TRUNCATED DOMES TO SPAN ENTIRE WIDTH OF DEPRESSED CURB.

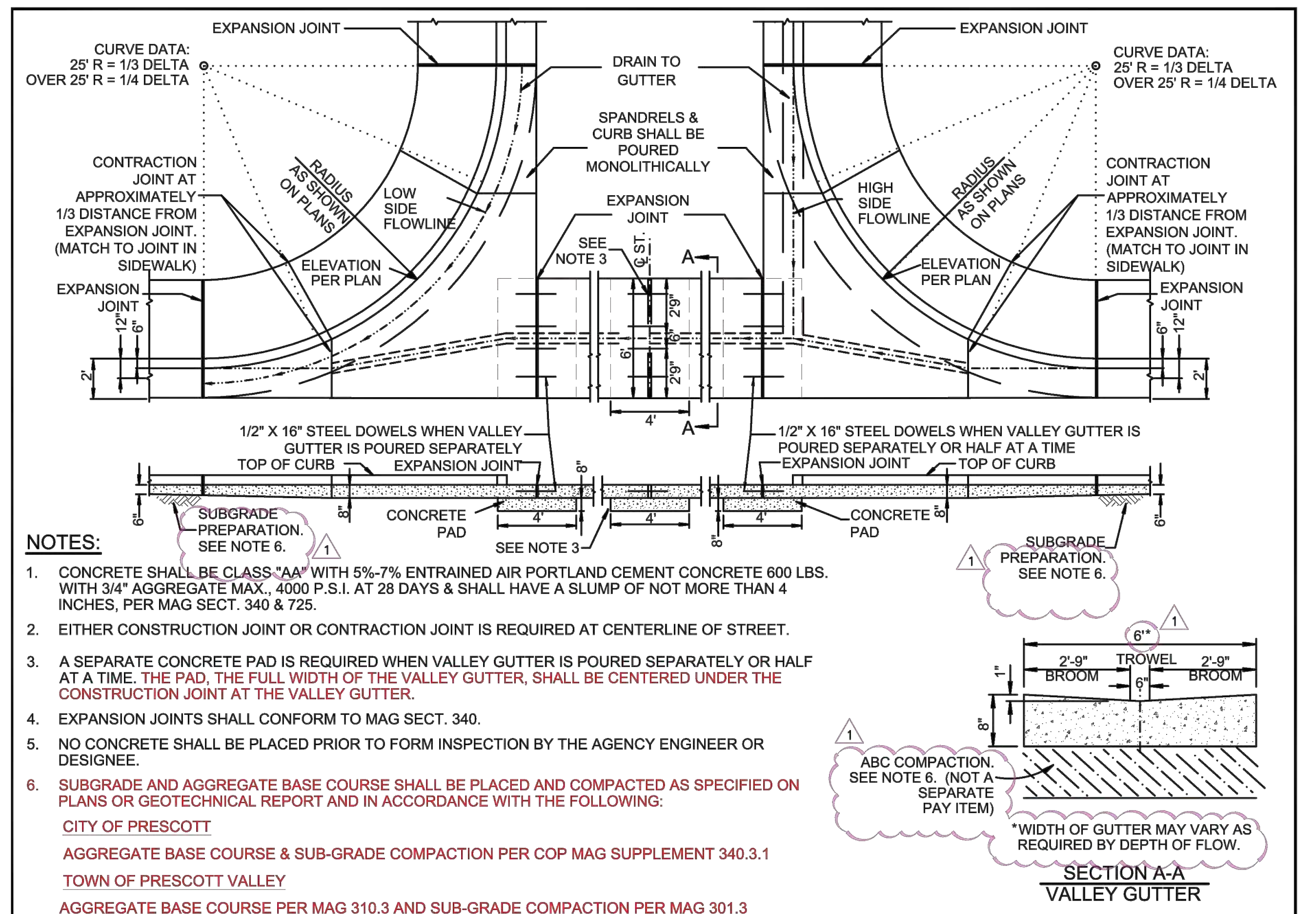
QUAD CITY STANDARD DETAIL | DIRECTIONAL SIDEWALK RAMPS | REVISED: 01/01/2024 | DETAIL No. 232Q



NOTES
1. THE MAXIMUM ALLOWABLE SIDEWALK AND CURB RAMP CROSS SLOPES SHALL BE 1.5 (1% MIN.).
2. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE EXCLUDING CURB RAMPS SHALL BE 5%.
3. THE MAXIMUM ALLOWABLE SLOPE OF ACCESSIBLE ROUTE AT CURB RAMPS SHALL BE 7.5%.
4. A MINIMUM OF 3 FEET CLEAR SHALL BE MAINTAINED AT ANY PERMANENT OBSTACLE IN ACCESSIBLE ROUTE (I.E., HYDRANTS, UTILITY POLES, TREE WELLS, SIGNS, ETC.).
5. CURB TREATMENT VARIES, SEE PLANS FOR CURB TYPE.
6. RAMP, CURB AND ADJACENT PAVEMENTS SHALL BE GRADED TO PREVENT PONDING.
7. SEE TYPICAL SIDEWALK SECTION FOR RAMP CONSTRUCTION.
8. WHERE ACCESSIBLE ROUTES ARE LESS THAN 5' IN WIDTH (EXCLUDING CURBING) A 5' x 5' PASSING AREA SHALL BE PROVIDED AT INTERVALS NOT TO EXCEED 200 FEET.
9. ELIMINATE CURBING AT RAMP WHERE IT ABUTS ROADWAY, EXCEPT WHERE VERTICAL CURBING IS INDICATED ON THE DRAWINGS TO BE INSTALLED AND SET FLUSH.
10. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES.
11. DETECTABLE WARNINGS SHALL BE INSTALLED PERPENDICULAR TO THE ACCESSIBLE ROUTE.
12. CONTRACTOR TO SUBMIT R.F.I. FOR THIS TYPE OF ACCESSIBLE CURB RAMP FOR APEX ROADWAY CROSSINGS.

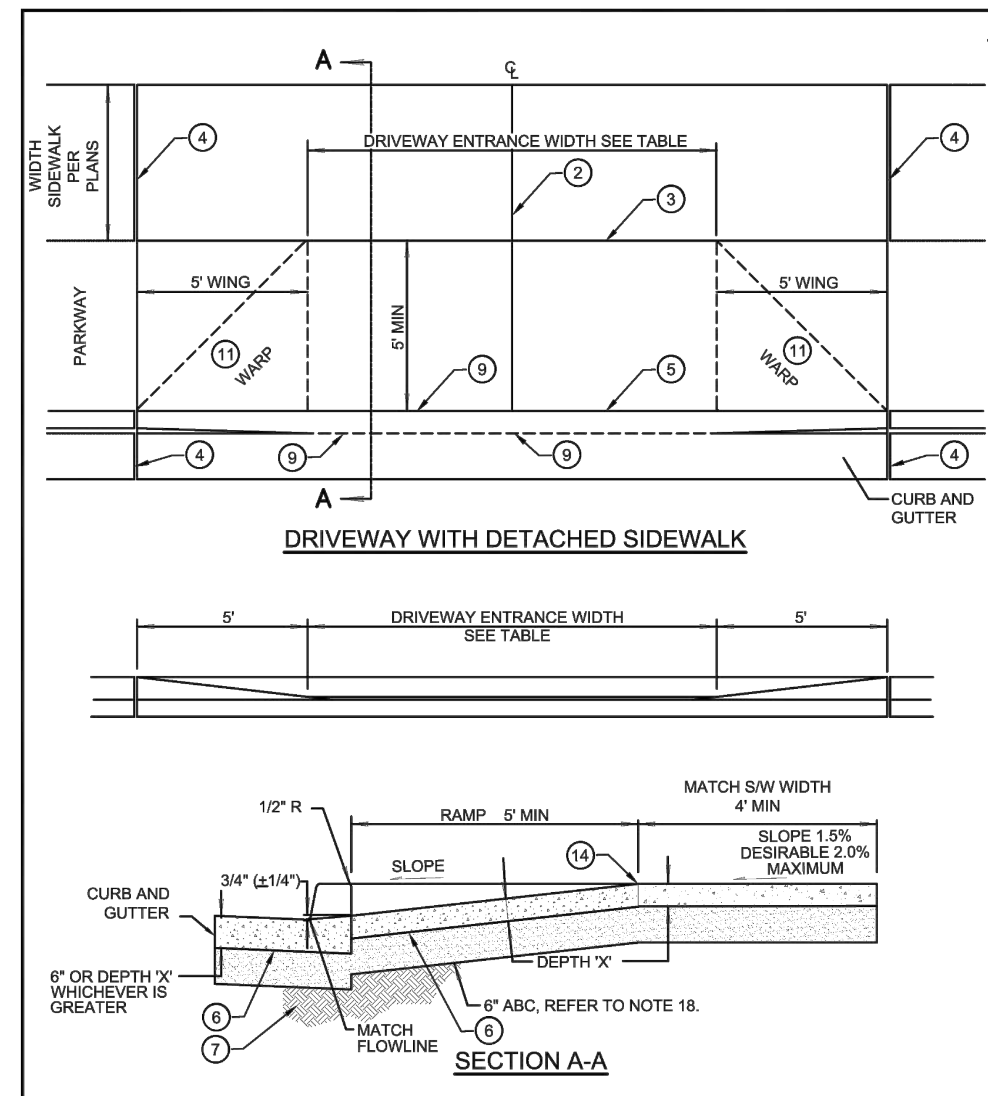
Modified Typical PCC Curb Ramp Replacement - Type 1

N.T.S.


EXPANSION JOINT
CURVE DATA: 25' R = 1/3 DELTA OVER 25' R = 1/4 DELTA
DRAIN TO GUTTER
SPANDRELS & CURB SHALL BE POURED MONOLITHICALLY
CONTRACTION JOINT AT APPROXIMATELY 1/3 DISTANCE FROM EXPANSION JOINT. (MATCH TO JOINT IN SIDEWALK)
RADIUS AS SHOWN ON PLANS
LOW SIDE FLOWLINE
HIGH SIDE FLOWLINE
EXPANSION JOINT
SEE NOTE 3
ELEVATION PER PLAN
A
4'
2'
6'
2'9"
1/2" X 16" STEEL DOWELS WHEN VALLEY GUTTER IS POURED SEPARATELY
TOP OF CURB
EXPANSION JOINT
1/2" X 16" STEEL DOWELS WHEN VALLEY GUTTER IS POURED SEPARATELY OR HALF AT A TIME
8"
6"
SUBGRADE PREPARATION. SEE NOTE 6.
CONCRETE PAD
SEE NOTE 3
6"*
2'-9" BROOM
TROWEL
6"
1"
ABC COMPACTION. SEE NOTE 6. (NOT A SEPARATE PAY ITEM)
*WIDTH OF GUTTER MAY VARY AS REQUIRED BY DEPTH OF FLOW.
SECTION A-A VALLEY GUTTER

NOTES:
1. CONCRETE SHALL BE CLASS "AA" WITH 5%-7% ENTRAINED AIR PORTLAND CEMENT CONCRETE 600 LBS. WITH 3/4" AGGREGATE MAX., 4000 P.S.I. AT 28 DAYS & SHALL HAVE A SLUMP OF NOT MORE THAN 4 INCHES, PER MAG SECT. 340 & 725.
2. EITHER CONSTRUCTION JOINT OR CONTRACTION JOINT IS REQUIRED AT CENTERLINE OF STREET.
3. A SEPARATE CONCRETE PAD IS REQUIRED WHEN VALLEY GUTTER IS POURED SEPARATELY OR HALF AT A TIME. THE PAD, THE FULL WIDTH OF THE VALLEY GUTTER, SHALL BE CENTERED UNDER THE CONSTRUCTION JOINT AT THE VALLEY GUTTER.
4. EXPANSION JOINTS SHALL CONFORM TO MAG SECT. 340.
5. NO CONCRETE SHALL BE PLACED PRIOR TO FORM INSPECTION BY THE AGENCY ENGINEER OR DESIGNEE.
6. SUBGRADE AND AGGREGATE BASE COURSE SHALL BE PLACED AND COMPACTED AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT AND IN ACCORDANCE WITH THE FOLLOWING:
   CITY OF PRESCOTT
   AGGREGATE BASE COURSE & SUB-GRADE COMPACTION PER COP MAG SUPPLEMENT 340.3.1
   TOWN OF PRESCOTT VALLEY
   AGGREGATE BASE COURSE PER MAG 310.3 AND SUB-GRADE COMPACTION PER MAG 301.3

QUAD CITY STANDARD DETAIL | VALLEY GUTTER & SPANDRELS | REVISED: 01/01/2024 | DETAIL No. 240Q

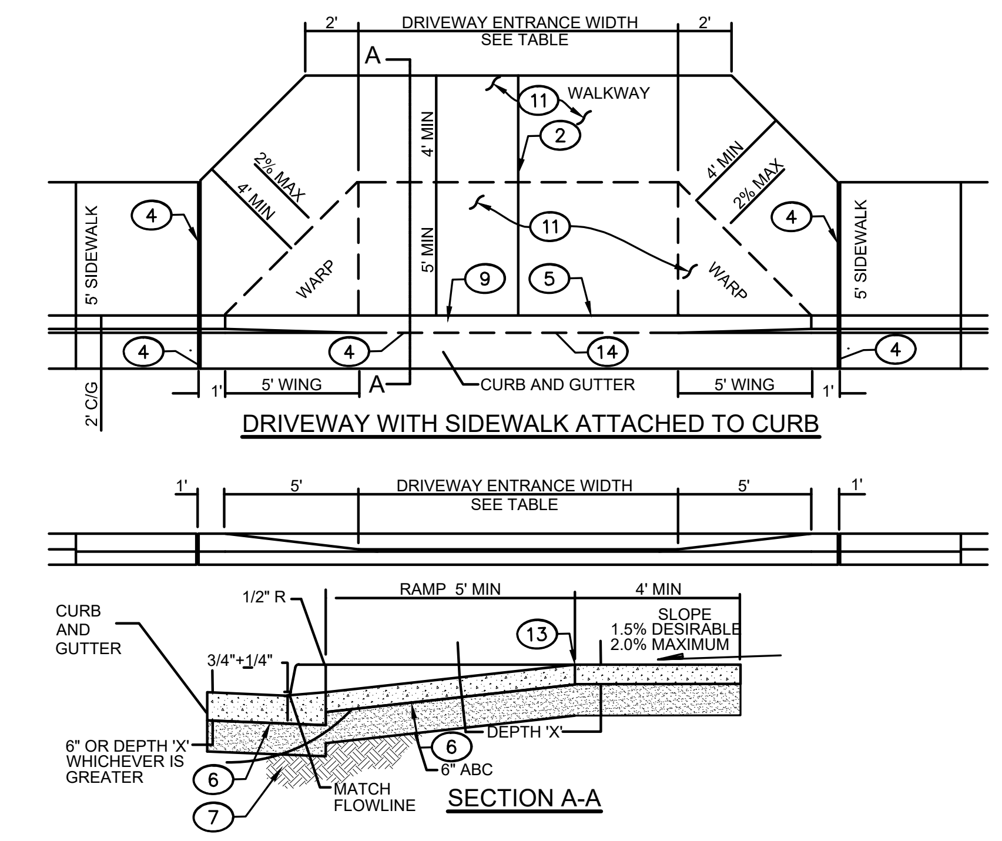

A
DRIVEWAY ENTRANCE WIDTH SEE TABLE
WIDTH SIDEWALK PER PLANS
PARKWAY
5' WING
WARP
5' MIN
CURB AND GUTTER
DRIVEWAY WITH DETACHED SIDEWALK
5'
1/2" R
RAMP 5' MIN
MATCH S/W DEPTH 4' MIN
SLOPE 1.5% DESIRABLE 2.0% MAXIMUM
3/4" (±1/4")
6" OR DEPTH 'X' WHICHEVER IS GREATER
DEPTH 'X'
6" ABC, REFER TO NOTE 18.
MATCH FLOWLINE
SECTION A-A

NOTES:
1. DEPRESSED CURB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE TYPE OF CURB USED AT THAT LOCATION.
2. CONTRACTION JOINT ON D/W CENTERLINE.
3. CONTRACTION JOINT.
4. 1/2-INCH EXPANSION JOINTS SHALL COMPLY WITH MAG SECTION 340.
5. BACK OF CURB - CONSTRUCTION JOINT.
6. CLASS "AA" CONCRETE PER MAG SECTION 725.
7. SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF 8", MOISTURE CONDITIONED, AND RECOMPACTED TO 98% PROCTOR, OR AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT.
8. SUBGRADE PREPARATION, MAG SECT. 301.
9. FLOW LINE OF GUTTER.
10. DEPRESSED CURB.
11. SECT. A-A AND ELEVATION: D/W SHOWN WITH VERTICAL CURB AND GUTTER, ROLL TYPE CURB AND GUTTER TREATED SIMILARLY.
12. ROUGH BROOM FINISH FULL WIDTH OF RAMP AND WINGS.
13. TROWEL AND USE LIGHT HAIR BROOM FINISH FOR WALKWAY AREA
14. ELEVATION AT TOP OF DRIVEWAY RAMP SHALL BE EQUAL TO OR HIGHER THAN NORMAL CURB ELEVATION.
15. FLOWLINE/NO LIP
16. CONCRETE BEHIND EDGE OF PAVEMENT OR BACK OF CURB SHALL EXTEND 10', OR TO EDGE OF RIGHT OF WAY, WHICHEVER IS GREATER.
17. CURB GRINDING AND CUTTING NOT PERMITTED.
18. 6" MINIMUM DEPTH OF ABC SHALL BE PLACED BELOW THE GUTTER & SPANDRELS AND SHALL EXTEND TO BACK OF THE GUTTER & SPANDRELS. ABC SHALL BE COMPACTED 98% PROCTOR OR AS SPECIFIED ON PLANS OR GEOTECHNICAL REPORT.

COMMERCIAL AND INDUSTRIAL			
DRIVEWAY ENTRANCE WIDTH	MIN.	MAX.	DEPTH 'X'
COMMERCIAL	* 16'	40'	9"
INDUSTRIAL	* 16'	40'	9"
* 24' MIN. FOR TWO WAY TRAFFIC			

RESIDENTIAL			
DRIVEWAY ENTRANCE WIDTH	MIN.	MAX.	DEPTH 'X'
ARTERIAL STREET	16'	30'	6"
COLLECTOR STREET	* 12'	30'	6"
LOCAL STREET	12'	30'	6"
* 16' DESIRABLE			

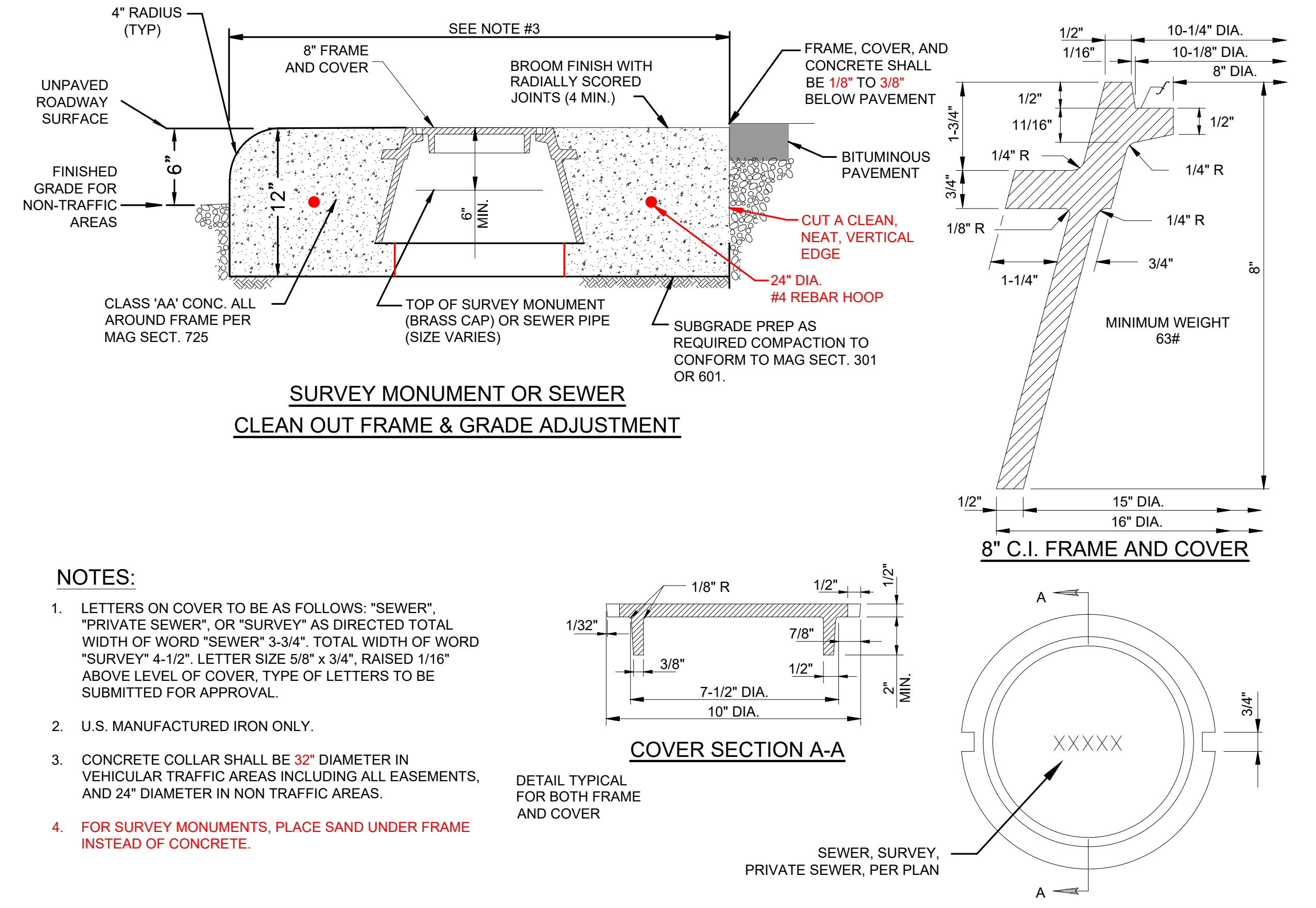
QUAD CITY STANDARD DETAIL | DRIVEWAY ENTRANCE WITH DETACHED SIDEWALKS | REVISED: 12/31/2024 | DETAIL No. 250Q-1



COMMERCIAL AND INDUSTRIAL				RESIDENTIAL			
DRIVEWAY ENTRANCE WIDTH	MIN.	MAX.	DEPTH 'X'	DRIVEWAY ENTRANCE WIDTH	MIN.	MAX.	DEPTH 'X'
COMMERCIAL	* 16'	40'	9"	ARTERIAL STREET	16'	30'	6"
INDUSTRIAL	* 16'	40'	9"	COLLECTOR STREET	* 12'	30'	6"
* 24' MIN. FOR TWO WAY TRAFFIC				LOCAL STREET	12'	30'	6"
				* 16' DESIRABLE			

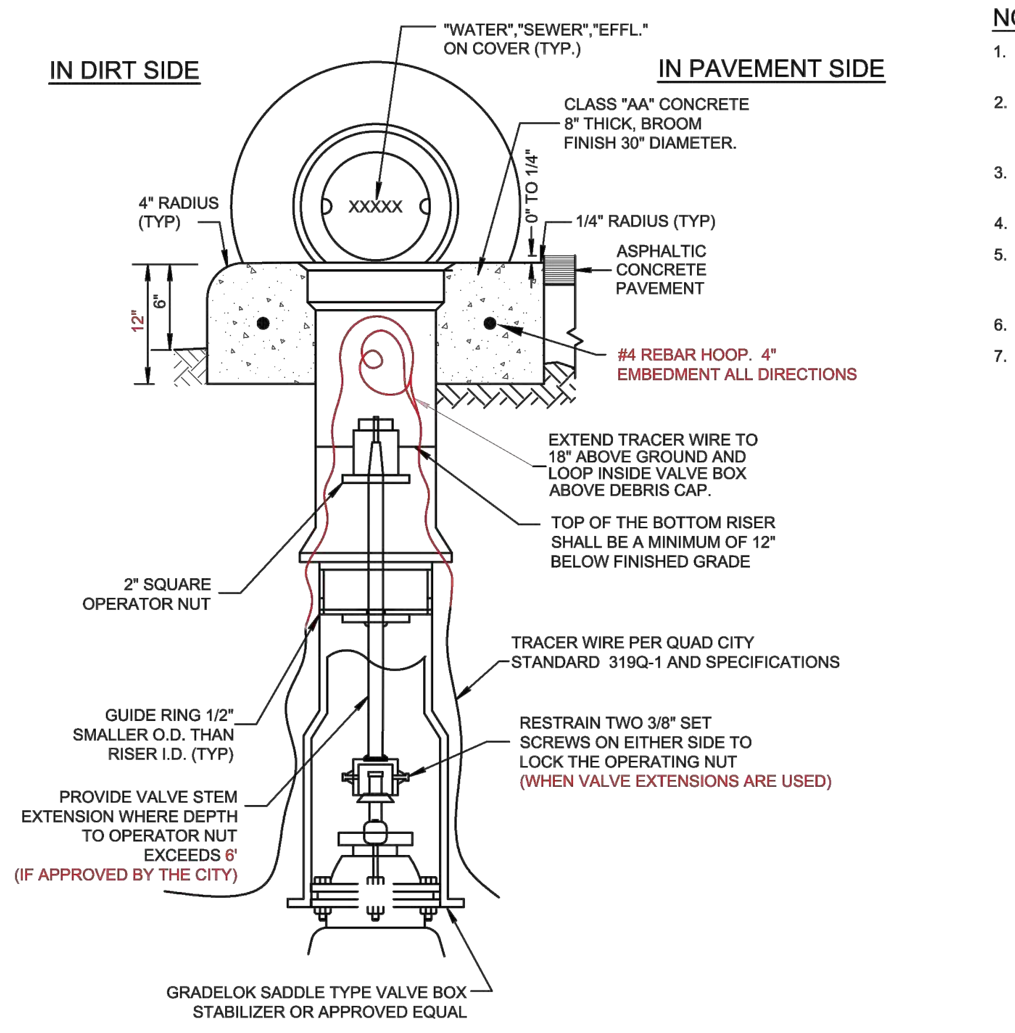
NOTES:
1. DEPRESSED CURB SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE TYPE OF CURB USED AT THAT LOCATION.
2. CONTRACTION JOINT(S) FOR DRIVEWAY ENTRANCE: WIDTH LESS THAN 22' NONE REQUIRED; WIDTH GREATER THAN 22' AND LESS THAN 30' LOCATE SINGLE JOINT ON D/W CENTERLINE; WIDTH OF 30' OR GREATER LOCATE TWO JOINTS TO EQUALLY DIVIDE THE DRIVEWAY ENTRANCE WIDTH.
3. DETAIL GEOMETRICS ARE BASED ON A CURB HEIGHT OF SIX INCHES (6"), AN ATTACHED SIDEWALK WIDTH OF FIVE FEET (5'), AND A DRIVEWAY RAMP LENGTH NOT EXCEEDING SIX FEET (6'). GEOMETRIC MODIFICATIONS MAY BE REQUIRED WHEN CONDITIONS ARE MODIFIED.
4. 1/2-INCH EXPANSION JOINTS SHALL COMPLY WITH MAG SECTION 340.
5. BACK OF CURB - CONSTRUCTION JOINT.
6. CLASS "AA" CONCRETE PER MAG SECTION 725.
7. SUBGRADE PREPARATION, MAG SECT. 301.
8. FLOW LINE OF GUTTER.
9. DEPRESSED CURB.
10. SECT. A-A AND ELEVATION: D/W SHOWN WITH VERTICAL CURB AND GUTTER, ROLL TYPE CURB AND GUTTER TREATED SIMILARLY.
11. ROUGH BROOM FINISH FULL WIDTH OF RAMP AND WINGS.
12. TROWEL AND USE LIGHT HAIR BROOM FINISH FOR WALKWAY AREA.
13. ELEVATION AT TOP OF DRIVEWAY RAMP SHALL BE EQUAL TO OR HIGHER THAN NORMAL CURB ELEVATION.
14. FLOWLINE/NO LIP
15. CONCRETE BEHIND EDGE OF PAVEMENT OR BACK OF CURB SHALL EXTEND 10', OR TO EDGE OF RIGHT OF WAY, WHICHEVER IS GREATER.
16. CURB GRINDING AND CUTTING NOT PERMITTED.

QUAD CITY STANDARD DETAIL | DRIVEWAY ENTRANCE WITH SIDEWALK ATTACHED TO CURB | REVISED: 9/10/2021 | DETAIL No. 250Q-2


4" RADIUS (TYP)
SEE NOTE #3
8" FRAME AND COVER
BROOM FINISH WITH RADIALLY SCORED JOINTS (4 MIN.)
UNPAVED ROADWAY SURFACE
FINISHED GRADE FOR NON-TRAFFIC AREAS
6"
12"
6" MIN.
FRAME, COVER, AND CONCRETE SHALL BE 1/8" TO 3/8" BELOW PAVEMENT
BITUMINOUS PAVEMENT
CUT A CLEAN, NEAT, VERTICAL EDGE
24" DIA. #4 REBAR HOOP
CLASS 'AA' CONC. ALL AROUND FRAME PER MAG SECT. 725
TOP OF SURVEY MONUMENT (BRASS CAP) OR SEWER PIPE (SIZE VARIES)
SUBGRADE PREP AS REQUIRED COMPACTION TO CONFORM TO MAG SECT. 301 OR 601.
SURVEY MONUMENT OR SEWER CLEAN OUT FRAME & GRADE ADJUSTMENT
1/2"
1/16"
10-1/4" DIA.
10-1/8" DIA.
8" DIA.
1-3/4"
11/16"
1/4" R
3/4"
1/8" R
1-1/4"
8"
MINIMUM WEIGHT 63#
15" DIA.
16" DIA.
8" C.I. FRAME AND COVER
1/8" R
1/32"
7/8"
3/8"
7-1/2" DIA.
10" DIA.
2" MIN.
COVER SECTION A-A
DETAIL TYPICAL FOR BOTH FRAME AND COVER
A
XXXXX
SEWER, SURVEY, PRIVATE SEWER, PER PLAN

NOTES:
1. LETTERS ON COVER TO BE AS FOLLOWS: "SEWER", "PRIVATE SEWER", OR "SURVEY" AS DIRECTED TOTAL WIDTH OF WORD "SEWER" 3-3/4". TOTAL WIDTH OF WORD "SURVEY" 4-1/2". LETTER SIZE 5/8" x 3/4", RAISED 1/16" ABOVE LEVEL OF COVER, TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL.
2. U.S. MANUFACTURED IRON ONLY.
3. CONCRETE COLLAR SHALL BE 32" DIAMETER IN VEHICULAR TRAFFIC AREAS INCLUDING ALL EASEMENTS, AND 24" DIAMETER IN NON TRAFFIC AREAS.
4. FOR SURVEY MONUMENTS, PLACE SAND UNDER FRAME INSTEAD OF CONCRETE.

QUAD CITY STANDARD DETAIL | 8" FRAME AND COVER | REVISED: 9/10/2021 | DETAIL No. 270Q


"WATER","SEWER","EFFL." ON COVER (TYP.)
IN DIRT SIDE
IN PAVEMENT SIDE
CLASS "AA" CONCRETE 8" THICK, BROOM FINISH 30" DIAMETER.
XXXXX
4" RADIUS (TYP)
0" TO 1/4"
1/4" RADIUS (TYP)
ASPHALTIC CONCRETE PAVEMENT
12"
6"
#4 REBAR HOOP. 4" EMBEDMENT ALL DIRECTIONS
EXTEND TRACER WIRE TO 18" ABOVE GROUND AND LOOP INSIDE VALVE BOX ABOVE DEBRIS CAP.
TOP OF THE BOTTOM RISER SHALL BE A MINIMUM OF 12" BELOW FINISHED GRADE
2" SQUARE OPERATOR NUT
TRACER WIRE PER QUAD CITY STANDARD 319Q-1 AND SPECIFICATIONS
GUIDE RING 1/2" SMALLER O.D. THAN RISER I.D. (TYP)
RESTRAIN TWO 3/8" SET SCREWS ON EITHER SIDE TO LOCK THE OPERATING NUT (WHEN VALVE EXTENSIONS ARE USED)
PROVIDE VALVE STEM EXTENSION WHERE DEPTH TO OPERATOR NUT EXCEEDS 6' (IF APPROVED BY THE CITY)
GRADELOK SADDLE TYPE VALVE BOX STABILIZER OR APPROVED EQUAL

NOTES:
1. VALVE BOX SHALL BE ADJUSTED TO THE FINISHED GRADE AFTER PLACING OF THE FINISH PAVEMENT SURFACE.
2. USE PARKSON TYLER #6855, APCO OR EQUAL DEEP SKIRTED LID (4" OR MORE) TYPE, SLIDING ADJUSTABLE CAST IRON VALVE BOX C.I. MIN. T.S. 30,000 P.S.I.
3. ALL VALVES CONNECTED TO EXISTING MAINS ARE TO BE OPERATED BY AGENCY PERSONNEL ONLY.
4. U.S. MANUFACTURED IRON ONLY.
5. ALL STEEL FOR EXTENSION TO HAVE SHOP PRIME COAT ZINC CHROMATE, AND ONE HEAVY APPLICATION NO-OX-10 "A" IN ACCORDANCE WITH MANUFACTURE'S DIRECTION.
6. DEBRIS CAP PER MAG DETAIL 392.
7. VALVE BLOCKING REQUIRED PER QUAD CITY STANDARD DETAIL 301Q.

DEBRIS CAP COLOR TABLE	
VALVE TYPE	COLOR
IN-LINE-RW	BLACK
HYDRANT	BLUE
BUTTERFLY	YELLOW
ZONE	RED
FIRE LINE	WHITE
EFFLUENT	PURPLE
SEWER FORCE MAIN	GREEN

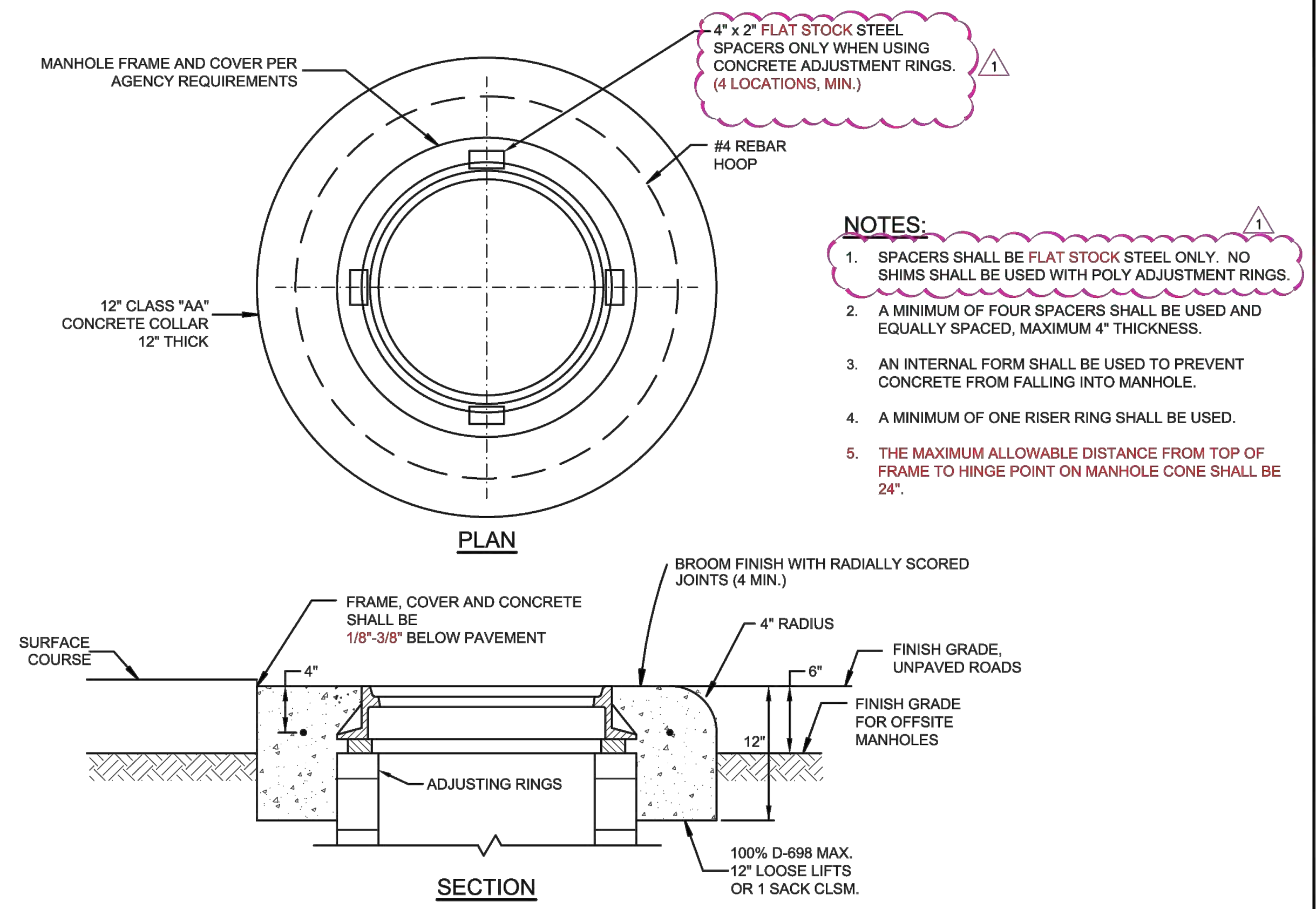
QUAD CITY STANDARD DETAIL | VALVE BOX | REVISED: 01/01/2024 | DETAIL No. 391Q

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\013 CIP DET.DWG

PAVEMENT RECONSTRUCTION STETSON RD
CITY OF PRESCOTT PUBLIC WORKS
DETAILS
DATE 01/29/2025
SHEET NO. 24 OF 26
CITY OF PRESCOTT ARIZONA
PREPARED BY JAM | CHECKED BY RMP | FOR: COP
CERTIFICATE NO. 58514 RANDY M. PERHAM
Call at least two full working days before you begin excavation. ARIZONA811 Arizona Blue Stake, Inc. Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

NO.	BY	DATE	REVISIONS	APPRV	DATE
	ENGINEER			CITY	

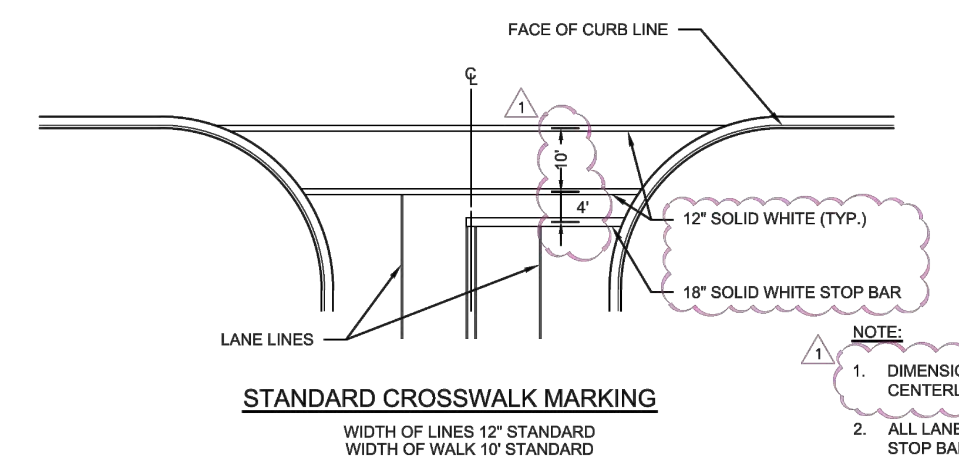
REVIEW:
CIP #: 2112-002


MANHOLE FRAME AND COVER PER AGENCY REQUIREMENTS
4" x 2" FLAT STOCK STEEL SPACERS ONLY WHEN USING CONCRETE ADJUSTMENT RINGS. (4 LOCATIONS, MIN.)
1
#4 REBAR HOOP
12" CLASS "AA" CONCRETE COLLAR 12" THICK
PLAN
BROOM FINISH WITH RADIALLY SCORED JOINTS (4 MIN.)
FRAME, COVER AND CONCRETE SHALL BE 1/8"-3/8" BELOW PAVEMENT
SURFACE COURSE
4" RADIUS
4"
6"
12"
FINISH GRADE, UNPAVED ROADS
FINISH GRADE FOR OFFSITE MANHOLES
ADJUSTING RINGS
100% D-698 MAX. 12" LOOSE LIFTS OR 1 SACK CLSM.
SECTION

NOTES:

1. SPACERS SHALL BE FLAT STOCK STEEL ONLY. NO SHIMS SHALL BE USED WITH POLY ADJUSTMENT RINGS.
2. A MINIMUM OF FOUR SPACERS SHALL BE USED AND EQUALLY SPACED, MAXIMUM 4" THICKNESS.
3. AN INTERNAL FORM SHALL BE USED TO PREVENT CONCRETE FROM FALLING INTO MANHOLE.
4. A MINIMUM OF ONE RISER RING SHALL BE USED.
5. THE MAXIMUM ALLOWABLE DISTANCE FROM TOP OF FRAME TO HINGE POINT ON MANHOLE CONE SHALL BE 24".

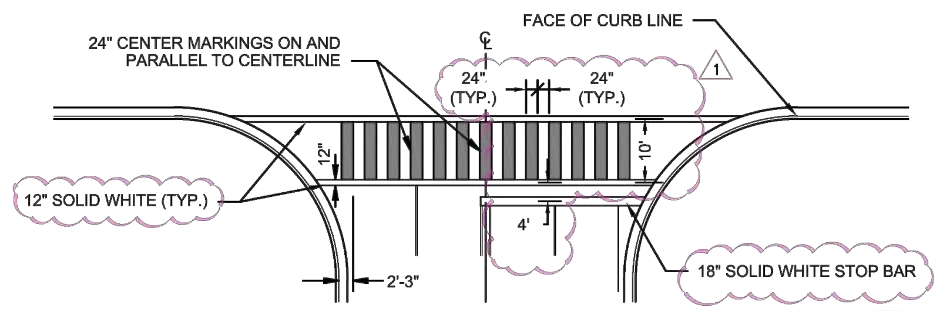
QUAD CITY STANDARD DETAIL	MANHOLE FRAME ADJUSTMENT	REVISED: 01/01/2024	DETAIL No. 422Q



STANDARD CROSSWALK MARKING

WIDTH OF LINES 12" STANDARD
WIDTH OF WALK 10' STANDARD

NOTE:
1. DIMENSIONS ARE FROM CENTERLINE TO CENTERLINE.
2. ALL LANE LINES TO TERMINATE AT STOP BAR



24" BLOCK (LONGITUDINAL)

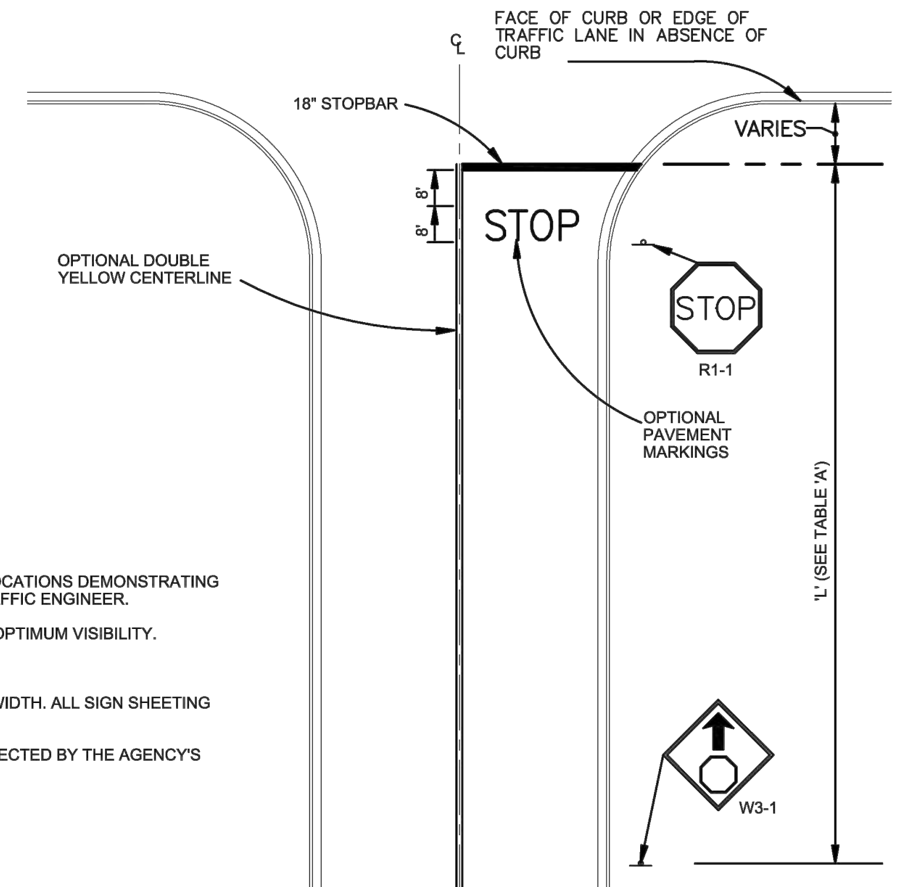
USE ONLY WHERE SPECIFIED

NOTE:
1. DIMENSIONS ARE FROM CENTERLINE TO CENTERLINE.
2. ALL LANE LINES TO TERMINATE AT STOP BAR

QUAD CITY STANDARD DETAIL	STANDARD CROSSWALK MARKINGS	REVISED: 01/01/2024	DETAIL No. 631Q

TABLE 'A'
'L' VALUES (FT.)

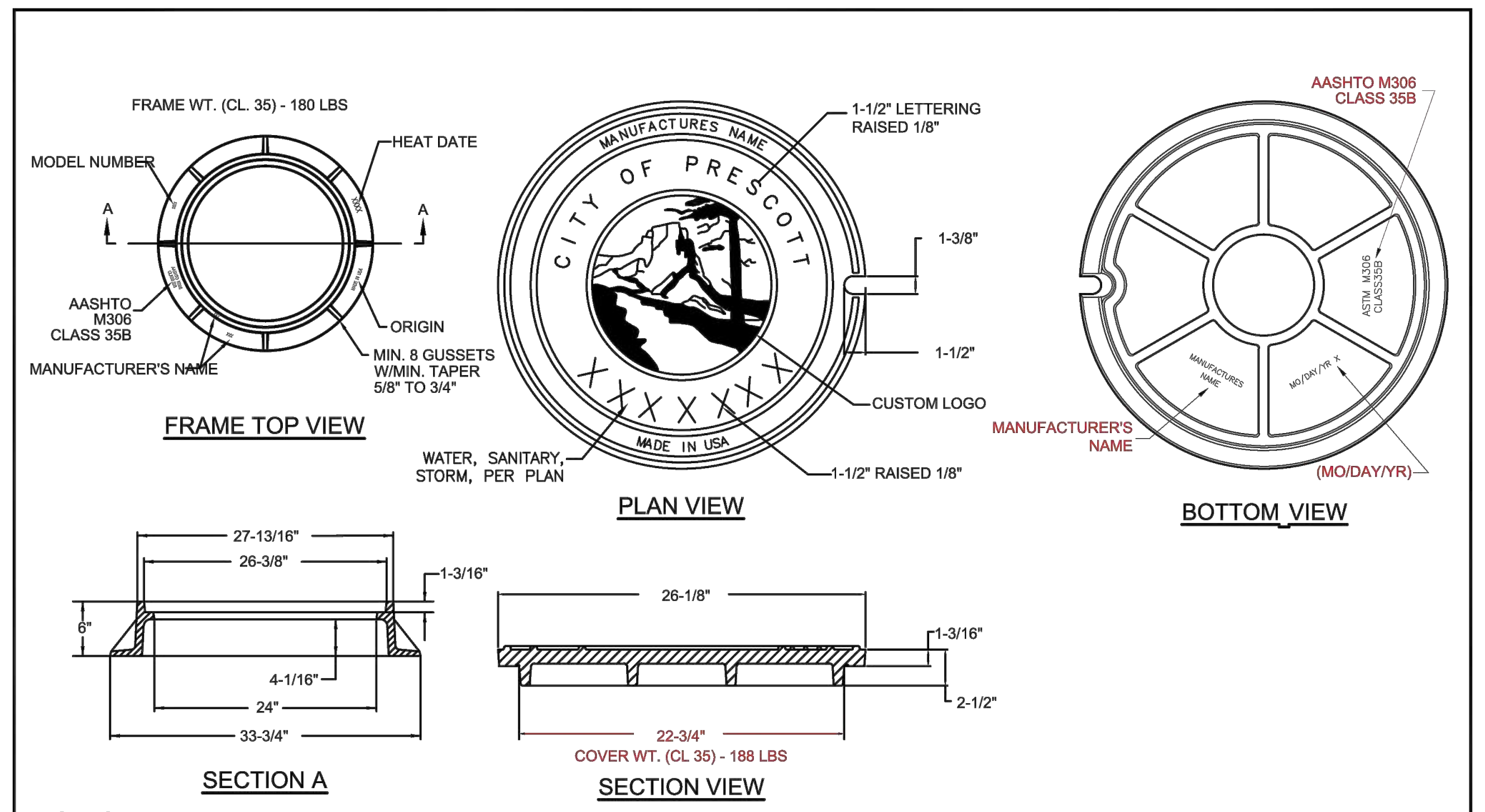
MPH	DOWNGRADES			
	0%	3%	6%	9%
25 OR NOT POSTED	250	260	270	290
30	305	315	335	355
35	360	380	400	430


℄
FACE OF CURB OR EDGE OF TRAFFIC LANE IN ABSENCE OF CURB
18" STOPBAR
VARIES
8'
8'
STOP
OPTIONAL DOUBLE YELLOW CENTERLINE
STOP
R1-1
OPTIONAL PAVEMENT MARKINGS
'L' (SEE TABLE 'A')
W3-1

NOTES:

1. THE USE OF W3-1 'STOP AHEAD' SIGNS SHALL BE AT SPECIFIED LOCATIONS DEMONSTRATING LIMITED SIGHT DISTANCE OR AS DIRECTED BY THE AGENCY'S TRAFFIC ENGINEER.
2. STOP SIGN NORMALLY LOCATED AT CURB RETURN OR POINT OF OPTIMUM VISIBILITY.
3. CENTER PAVEMENT MARKINGS IN TRAVEL LANE.
4. R1-1 STOP SIGN SHALL BE A MINIMUM OF THIRTY (30") INCHES IN WIDTH. ALL SIGN SHEETING MATERIAL TO BE DIAMOND GRADE VIP.
5. OPTIONAL "STOP" PAVEMENT MARKING MAY BE REQUIRED AS DIRECTED BY THE AGENCY'S TRAFFIC ENGINEER.

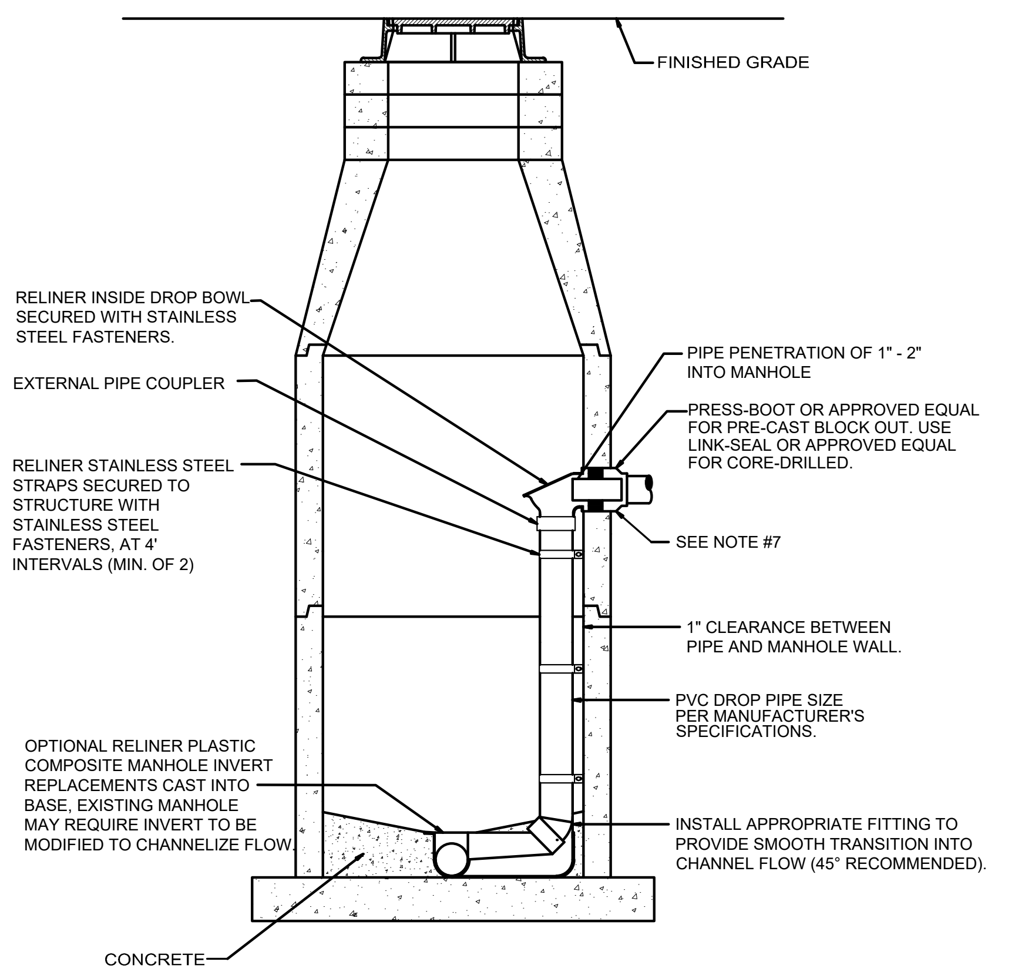
QUAD CITY STANDARD DETAIL	STOP MARKINGS	REVISED: 01/01/2024	DETAIL No. 632Q



NOTES:

1. LETTERING ON MANHOLE COVER TO CONTAIN CITY OF PRESCOTT AND UTILITY FOR WHICH MANHOLE IS NEEDED, (I.E. "PRESCOTT SANITARY SEWER"), OR AS DIRECTED.
2. THE TOTAL WIDTH OF INDIVIDUAL LETTERS TO BE SUCH THAT LETTERS AND WORDS ARE EQUALLY SPACED AND BALANCED TO FORM A COMPLETE CIRCLE WITH SPACES BEFORE AND AFTER THE WORD IDENTIFYING THE AGENCY INVOLVED.
3. LETTERS TO BE 1-1/2" IN HEIGHT AND RAISED FLUSH W/TOP OF COVER.
4. TYPE OF LETTERS TO BE SUBMITTED FOR APPROVAL.
5. WEIGHT OF CASTINGS SHALL BE NO MORE THAN 2% MORE OR LESS THAN THE APPROXIMATE WEIGHT SPECIFIED.
6. CASTINGS SHALL CONFORM TO ASTM A-48, CLASS 35 AND AASHTO M306.
7. THE BEARING SURFACES OF THE FRAMES AND COVERS SHALL BE MACHINED AND THE COVERS SHALL SEAT FIRMLY WITHOUT ROCKING.
8. ALL DIMENSIONS SHALL HAVE A 1/16" TOLERANCE.
9. U.S. MANUFACTURED IRON ONLY.

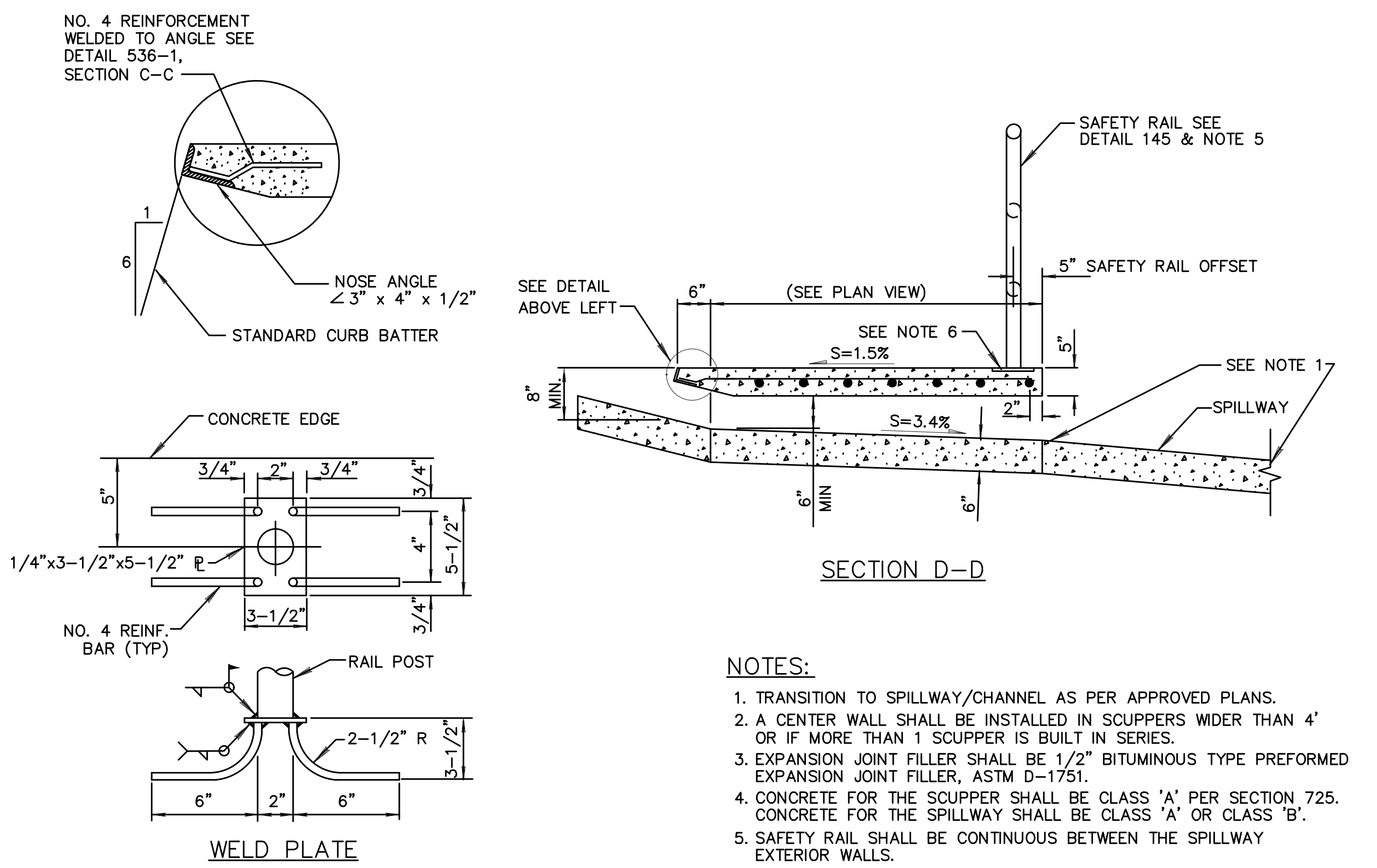
QUAD CITY STANDARD DETAIL	24" CAST IRON MANHOLE FRAME AND COVER	REVISED: 01/01/2024	DETAIL No. 423P-1


FINISHED GRADE
RELINER INSIDE DROP BOWL SECURED WITH STAINLESS STEEL FASTENERS.
EXTERNAL PIPE COUPLER
RELINER STAINLESS STEEL STRAPS SECURED TO STRUCTURE WITH STAINLESS STEEL FASTENERS, AT 4' INTERVALS (MIN. OF 2)
PIPE PENETRATION OF 1" - 2" INTO MANHOLE
PRESS-BOOT OR APPROVED EQUAL FOR PRE-CAST BLOCK OUT. USE LINK-SEAL OR APPROVED EQUAL FOR CORE-DRILLED.
SEE NOTE #7
1" CLEARANCE BETWEEN PIPE AND MANHOLE WALL.
PVC DROP PIPE SIZE PER MANUFACTURER'S SPECIFICATIONS.
OPTIONAL RELINER PLASTIC COMPOSITE MANHOLE INVERT REPLACEMENTS CAST INTO BASE, EXISTING MANHOLE MAY REQUIRE INVERT TO BE MODIFIED TO CHANNELIZE FLOW.
INSTALL APPROPRIATE FITTING TO PROVIDE SMOOTH TRANSITION INTO CHANNEL FLOW (45° RECOMMENDED).
CONCRETE

NOTES:

1. MANHOLE IN ACCORDANCE WITH QCSD 420Q-1.
2. DURAN, INC. RELINER (OR APPROVED EQUAL) SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS.
3. V-NOTCH SHALL BE CUT IN INFLUENT PIPE INVERT.
4. PRESCOTT: MANHOLES SHALL BE LINED WITH SEWER SHIELD 150, SEWERGARD 210XHB, OR RAVEN 405.
5. PRESCOTT VALLEY: ALL MANHOLES SHALL BE CONSTRUCTED WITH CONmicSHIELD®.
6. PRESCOTT VALLEY: MANHOLES SHALL BE COATED WITH INSECTA® CONTACT PESTICIDE OR APPROVED EQUAL.
7. WHEN CONNECTION IS FOR AN EXISTING MAIN, THE PIPE OPENING SHALL BE MADE BY CORE DRILLING MANHOLE IN ACCORDANCE WITH MAG SPECIFICATION SECTION 625.3.
8. FORCE MAIN DISCHARGE SHALL REQUIRE A HOOD ON THE DROP BOWL.

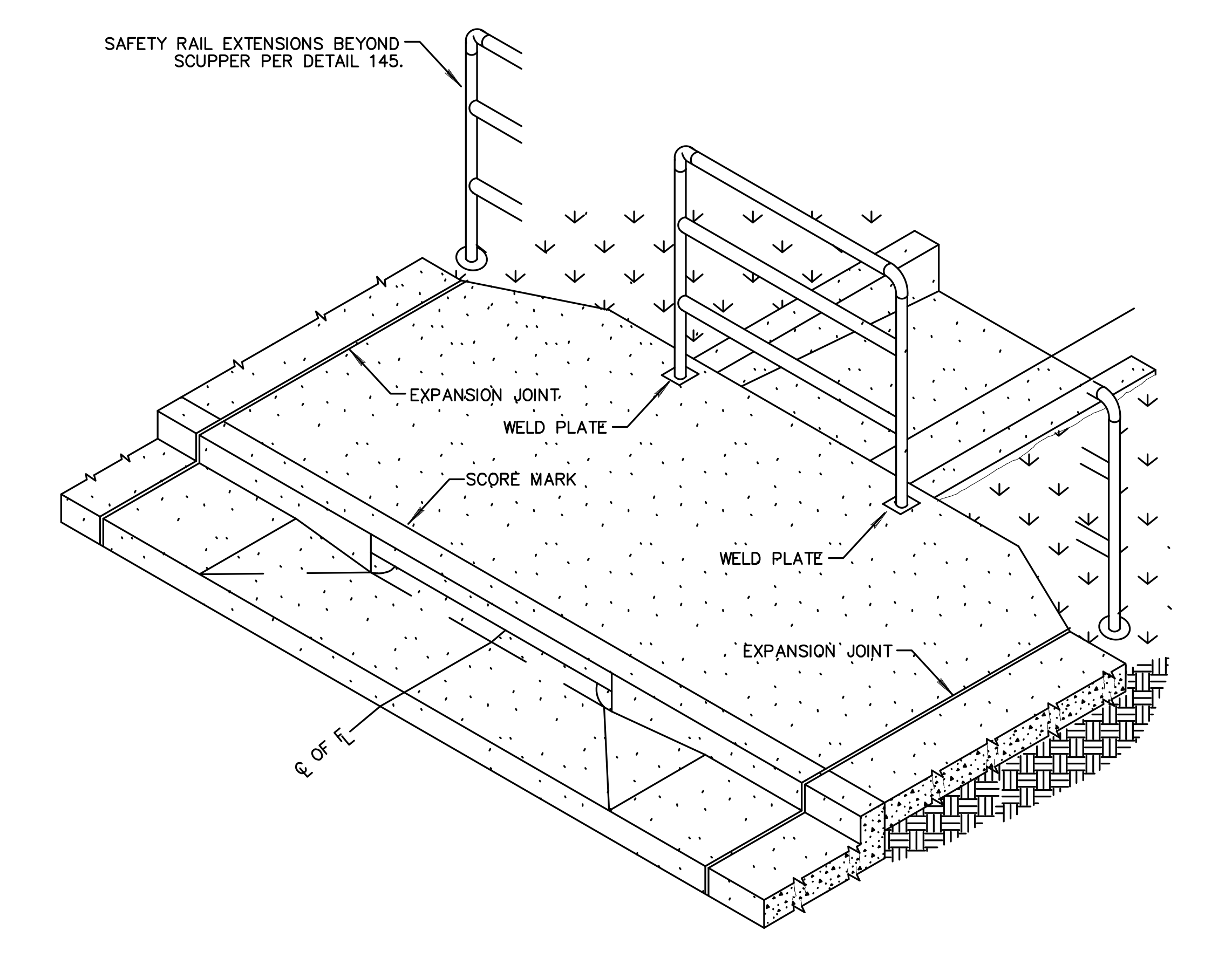
QUAD CITY STANDARD DETAIL	INSIDE DROP MANHOLE	REVISED: 9/10/2021	DETAIL No. 426Q-1



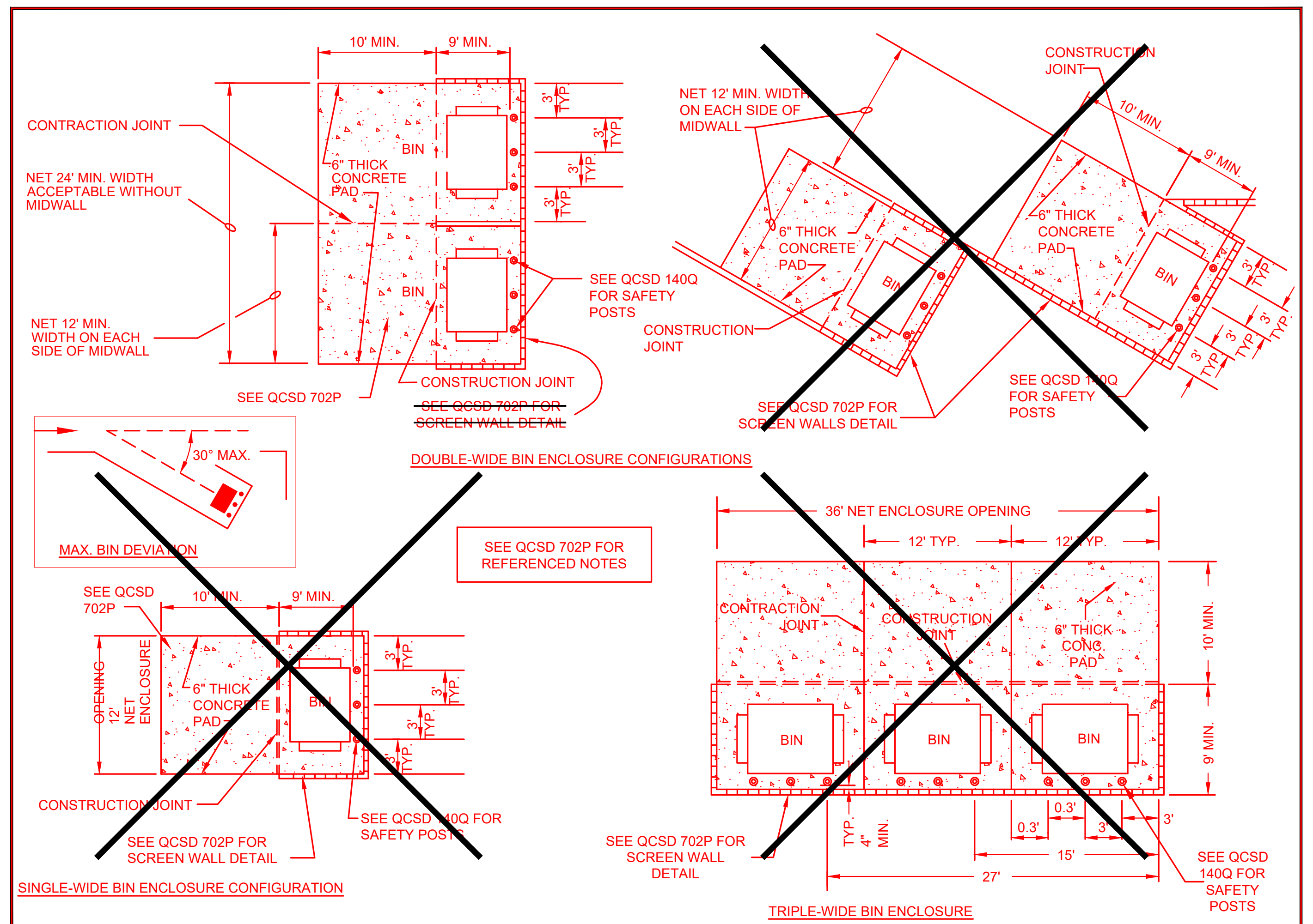
NOTES:

1. TRANSITION TO SPILLWAY/CHANNEL AS PER APPROVED PLANS.
2. A CENTER WALL SHALL BE INSTALLED IN SCUPPERS WIDER THAN 4' OR IF MORE THAN 1 SCUPPER IS BUILT IN SERIES.
3. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, ASTM D-1751.
4. CONCRETE FOR THE SCUPPER SHALL BE CLASS 'A' PER SECTION 725. CONCRETE FOR THE SPILLWAY SHALL BE CLASS 'A' OR CLASS 'B'.
5. SAFETY RAIL SHALL BE CONTINUOUS BETWEEN THE SPILLWAY EXTERIOR WALLS.
6. USE WELD PLATES FOR SAFETY RAIL ANCHORS LOCATED IN THE 5" THICK CONCRETE.

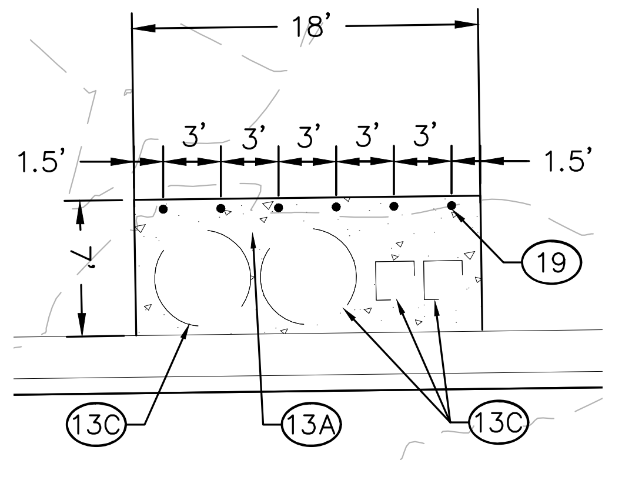
DETAIL NO. 206–2	MARICOPA ASSOCIATION of GOVERNMENTS STANDARD DETAIL ENGLISH	CONCRETE SCUPPER	REVISED 01–01–2007	DETAIL NO. 206–2



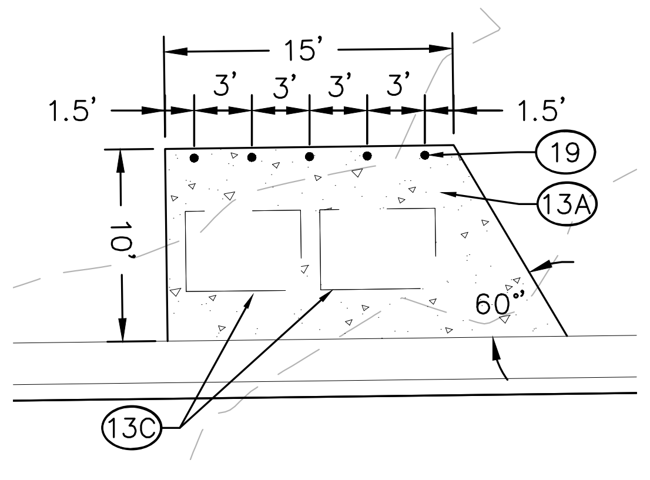
DETAIL NO. 206–3	MARICOPA ASSOCIATION of GOVERNMENTS STANDARD DETAIL ENGLISH	CONCRETE SCUPPER	REVISED 01–01–2007	DETAIL NO. 206–3


10' MIN.
9' MIN.
CONTRACTION JOINT
NET 24' MIN. WIDTH ACCEPTABLE WITHOUT MIDWALL
NET 12' MIN. WIDTH ON EACH SIDE OF MIDWALL
6" THICK CONCRETE PAD
BIN
BIN
3' TYP.
3' TYP.
3' TYP.
3' TYP.
SEE QCSD 140Q FOR SAFETY POSTS
SEE QCSD 702P
CONSTRUCTION JOINT
~~SEE QCSD 702P FOR SCREEN WALL DETAIL~~
NET 12' MIN. WIDTH ON EACH SIDE OF MIDWALL
CONSTRUCTION JOINT
10' MIN.
9' MIN.
6" THICK CONCRETE PAD
6" THICK CONCRETE PAD
BIN
BIN
CONSTRUCTION JOINT
SEE QCSD 702P FOR SCREEN WALLS DETAIL
SEE QCSD 140Q FOR SAFETY POSTS
3' TYP
DOUBLE-WIDE BIN ENCLOSURE CONFIGURATIONS
30° MAX.
MAX. BIN DEVIATION
SEE QCSD 702P FOR REFERENCED NOTES
SEE QCSD 702P
10' MIN.
9' MIN.
12' NET ENCLOSURE OPENING
6" THICK CONCRETE PAD
BIN
3' TYP.
CONSTRUCTION JOINT
SEE QCSD 702P FOR SCREEN WALL DETAIL
SEE QCSD 140Q FOR SAFETY POSTS
SINGLE-WIDE BIN ENCLOSURE CONFIGURATION
36' NET ENCLOSURE OPENING
12' TYP.
12' TYP.
CONTRACTION JOINT
CONSTRUCTION JOINT
6" THICK CONC. PAD
10' MIN.
9' MIN.
BIN
BIN
BIN
SEE QCSD 702P FOR SCREEN WALL DETAIL
TYP. 4" MIN.
0.3'
0.3'
3'
3'
15'
27'
SEE QCSD 140Q FOR SAFETY POSTS
TRIPLE-WIDE BIN ENCLOSURE

QUAD CITY STANDARD DETAIL	SINGLE, DOUBLE, AND TRIPLE-WIDE BIN ENCLOSURES (MODIFIED)	REVISED: 9/10/2021	DETAIL No. 701P



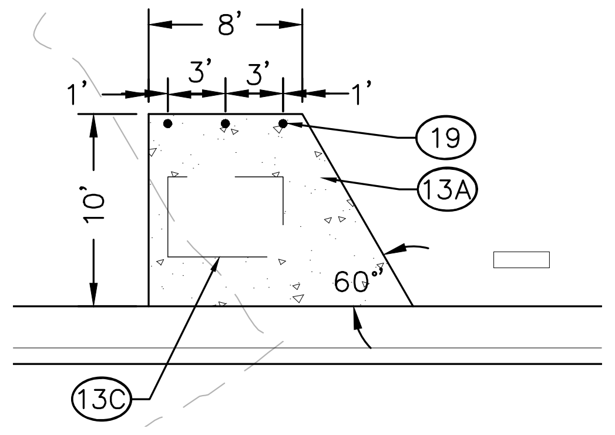
DUMPSTER PAD 'A'
SCALE: 1"=10'



DUMPSTER PAD 'B'
SCALE: 1"=10'

13 — MODIFIED SINGLE WIDE BIN ENCLOSURE IN ACCORDANCE WITH MODIFIED QCSD 701P-1

- 13A — 6" THICK CONCRETE PAD
- 19 — BOLLARD IN ACCORDANCE WITH QCSD 140Q
- 13C — BIN ENCLOSURE/TRASH & RECYCLE BIN(S)



DUMPSTER PAD 'C'
SCALE: 1"=10'

MODIFIED BIN ENCLOSURE DETAIL

FILE NAME&PATH: K:\ENGINEERING\PROJECTS\FY-24\FY23 2112-002 PAVEMENT RECON-STETSON\CADD\SHEETS\013 CIP DET.DWG

PAVEMENT RECONSTRUCTION STETSON RD

DATE	SHEET NO.
01/29/2025	25 OF 26

CITY OF PRESCOTT PUBLIC WORKS

DETAILS

CITY OF PRESCOTT ARIZONA

PREPARED BY	CHECKED BY	FOR:
JAM	RMP	COP

Registered Professional Engineer (Civil)
CERTIFICATE NO. 58514
RANDY M. PERHAM
Date Signed 01/29/2025

Call at least two full working days before you begin excavation.
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Arizona Blue Stake, Inc.
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)

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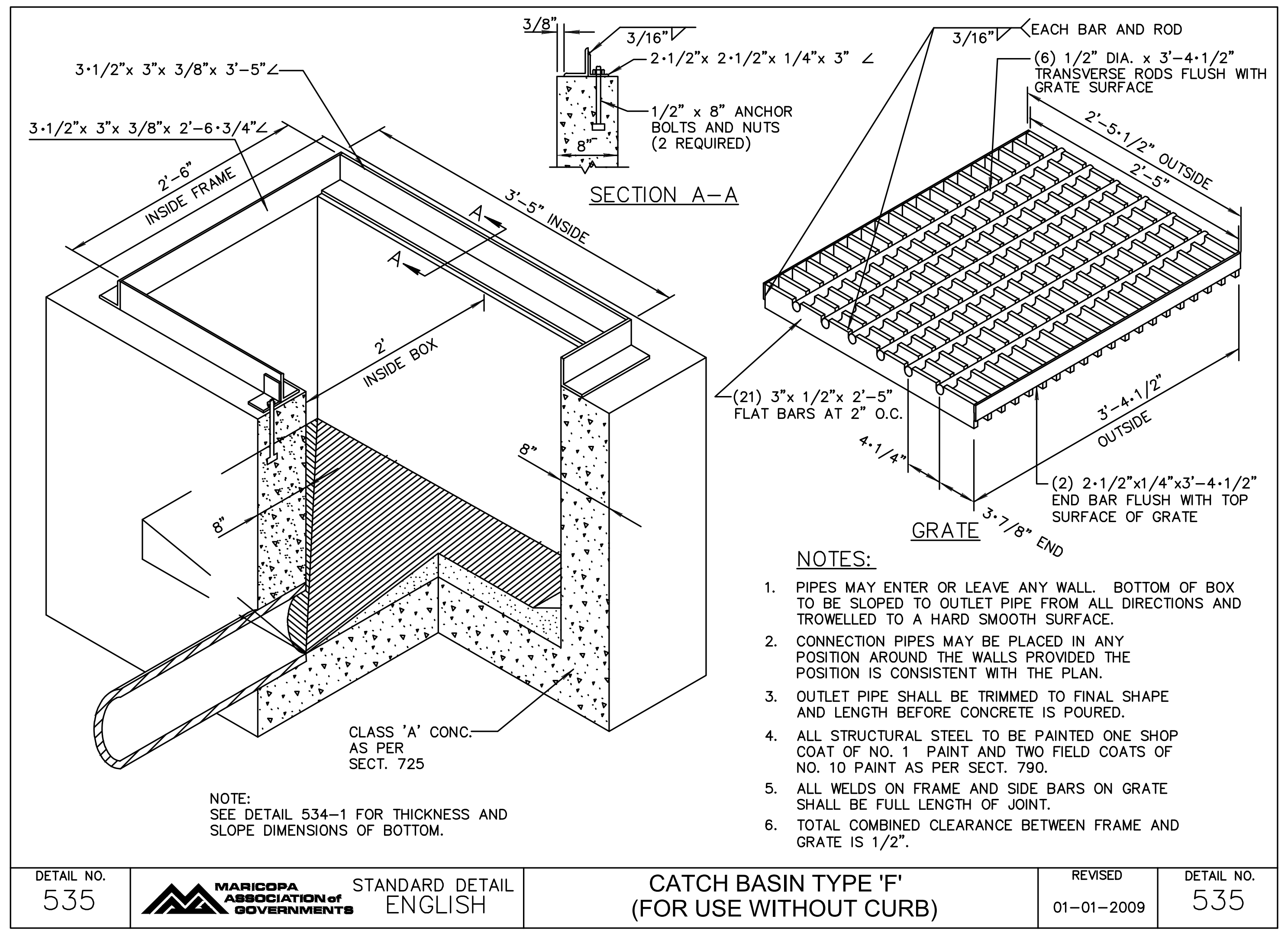
REVIEW:

CIP #: 2112-002

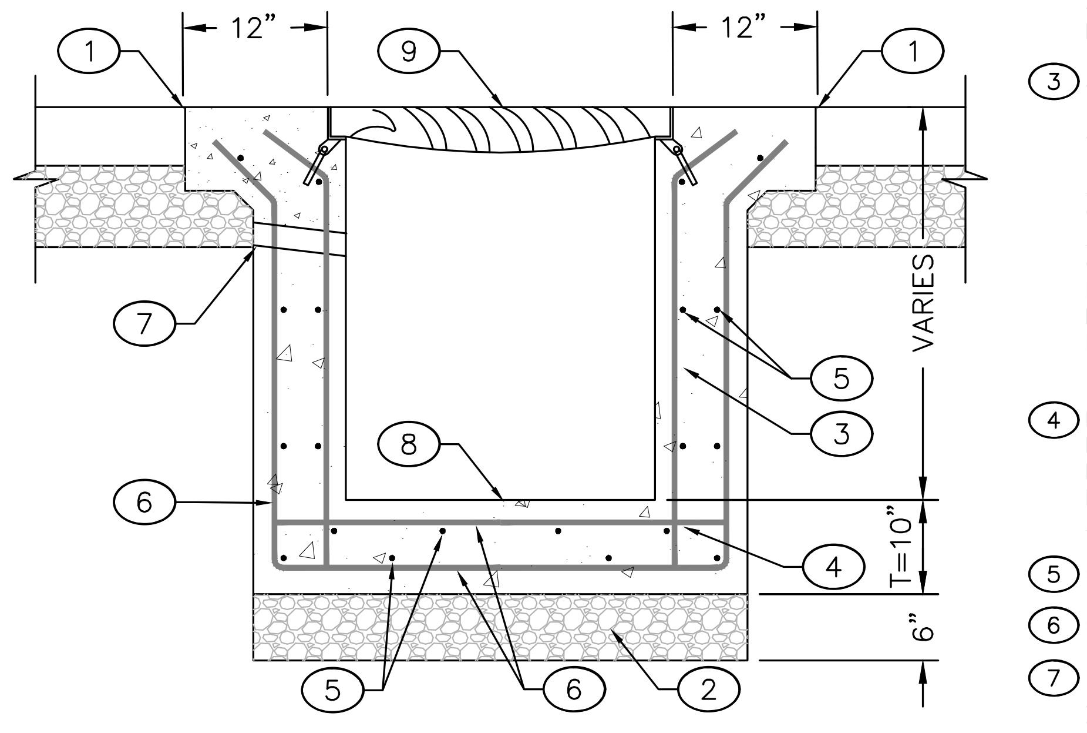

3/8"
3/16"
2·1/2"x 2·1/2"x 1/4"x 3" ∠
1/2" x 8" ANCHOR BOLTS AND NUTS (2 REQUIRED)
8"
SECTION A–A
3·1/2"x 3"x 3/8"x 3'–5"∠
3·1/2"x 3"x 3/8"x 2'–6·3/4"∠
2'–6" INSIDE FRAME
3'–5" INSIDE
A
A
2' INSIDE BOX
8"
8"
CLASS 'A' CONC. AS PER SECT. 725
3/16" EACH BAR AND ROD
(6) 1/2" DIA. x 3'–4·1/2" TRANSVERSE RODS FLUSH WITH GRATE SURFACE
2'–5·1/2" OUTSIDE
2'–5"
(21) 3"x 1/2"x 2'–5" FLAT BARS AT 2" O.C.
3'–4·1/2" OUTSIDE
4·1/4"
3·7/8" END
(2) 2·1/2"x1/4"x3'–4·1/2" END BAR FLUSH WITH TOP SURFACE OF GRATE
GRATE

NOTE:
SEE DETAIL 534–1 FOR THICKNESS AND SLOPE DIMENSIONS OF BOTTOM.

NOTES:

1. PIPES MAY ENTER OR LEAVE ANY WALL. BOTTOM OF BOX TO BE SLOPED TO OUTLET PIPE FROM ALL DIRECTIONS AND TROWELLED TO A HARD SMOOTH SURFACE.
2. CONNECTION PIPES MAY BE PLACED IN ANY POSITION AROUND THE WALLS PROVIDED THE POSITION IS CONSISTENT WITH THE PLAN.
3. OUTLET PIPE SHALL BE TRIMMED TO FINAL SHAPE AND LENGTH BEFORE CONCRETE IS POURED.
4. ALL STRUCTURAL STEEL TO BE PAINTED ONE SHOP COAT OF NO. 1 PAINT AND TWO FIELD COATS OF NO. 10 PAINT AS PER SECT. 790.
5. ALL WELDS ON FRAME AND SIDE BARS ON GRATE SHALL BE FULL LENGTH OF JOINT.
6. TOTAL COMBINED CLEARANCE BETWEEN FRAME AND GRATE IS 1/2".

DETAIL NO.	MARICOPA ASSOCIATION of GOVERNMENTS	STANDARD DETAIL		REVISED	DETAIL NO.
535		ENGLISH	CATCH BASIN TYPE 'F' (FOR USE WITHOUT CURB)	01–01–2009	535



VANED GRATE CHANNEL

VANED GRATE CHANNEL NOTES

① SAWCUT EXISTING ASPHALTIC CONCRETE FULL DEPTH.

② OVER EXCAVATE TRENCH, FULL WIDTH, 6" DEEPER THAN STRUCTURE DEPTH. INSTALL AGGREGATE BASE MATERIAL TO 6" DEPTH AND COMPACTED TO 95%.

③ STRUCTURE CONCRETE SHALL BE INSTALLED PER MAG SECTION 505. CONCRETE MATERIAL SHALL BE CLASS 'AA' CONCRETE PER SECTION 725 WITH 4% TO 7% AIR ENTRAINMENT. STRUCTURE WALL, BASE, AND TOP MIN. THICKNESS CALLED OUT ON PLANS AS 'T'. ALL CONCRETE ADJACEMT TO THE TRENCH MAY BE CAST-IN-PLACE AGAINST TRENCH WALL. ALL CONCRETE ADJACENT TO SAW CUT PAVEMENT OR CONCRETE SHALL BE CAST UP AGAINST THESE MATCHLINES. ALL HORIZONTAL FLATWORK SHALL MATCH THE ADJACENT GRADES ±0.125 INCHES. STRUCTURE INTERNAL BASE AND WALLS FINISH SHALL BE SMOOTH FINISHED. TOP SURFACE FINISHES SHALL BE BROOM FINISHED.

④ REBAR SPLICES SHALL BE OVERLAPPED A MIN. OF 40 DIAMETERS UNLESS OTHERWISE NOTED. ALL REBAR SHALL BE PLACED 2" AWAY FROM INSIDE STRUCTURE SURFACE. ENGINEERED STRUCTURAL DETAILS PER APPENDIX 'A' SHALL ALSO BE FOLLOWED FOR BOX & CHANNEL REBAR DETAILS.

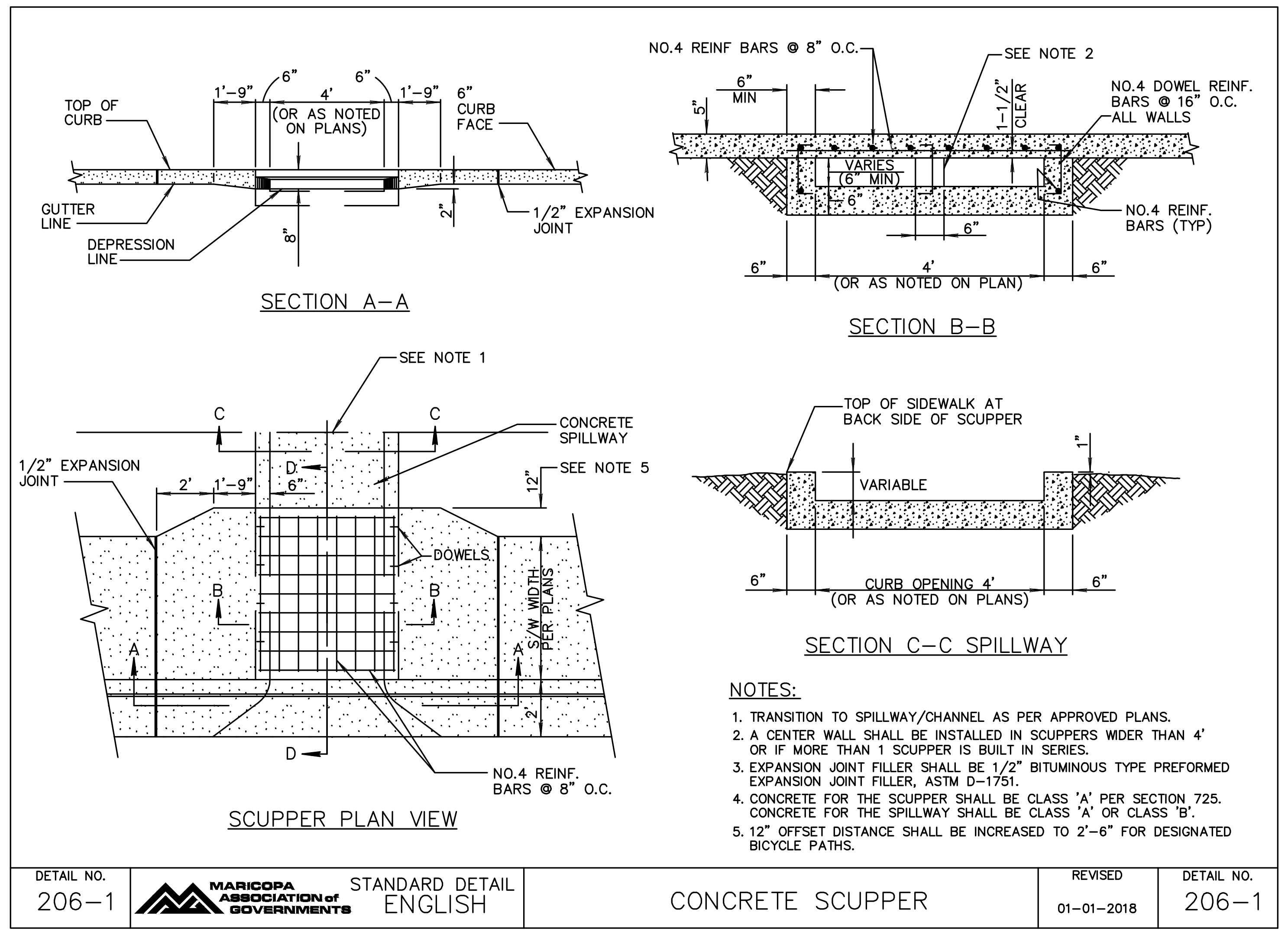
⑤ #4 REBAR SPACED 6" ON CENTER.

⑥ #4 REBAR SPACED 12" ON CENTER.

⑦ WEEP HOLE 2" DIA WITH EROSION CONTROL FABRIC PER MAG SPEC 796.2.3. HIGH SURVIVABILITY FILETER FABRIC PLACE ON THE OUTSIDE END, AND SET TIGHTLY AGAINST THE LOWEST EXISTING DRAINING MATERIAL. AGGREGATE BASE MATERIAL OR DRAIN ROCK.

⑧ INVERT ELEVATION OF BOX CULVERT/GRATED CHANNEL SHALL FOLLOW THE DRAINAGE ALIGNMENT AS SHOWN ON THE PLAN AND PROFILE SHEETS.

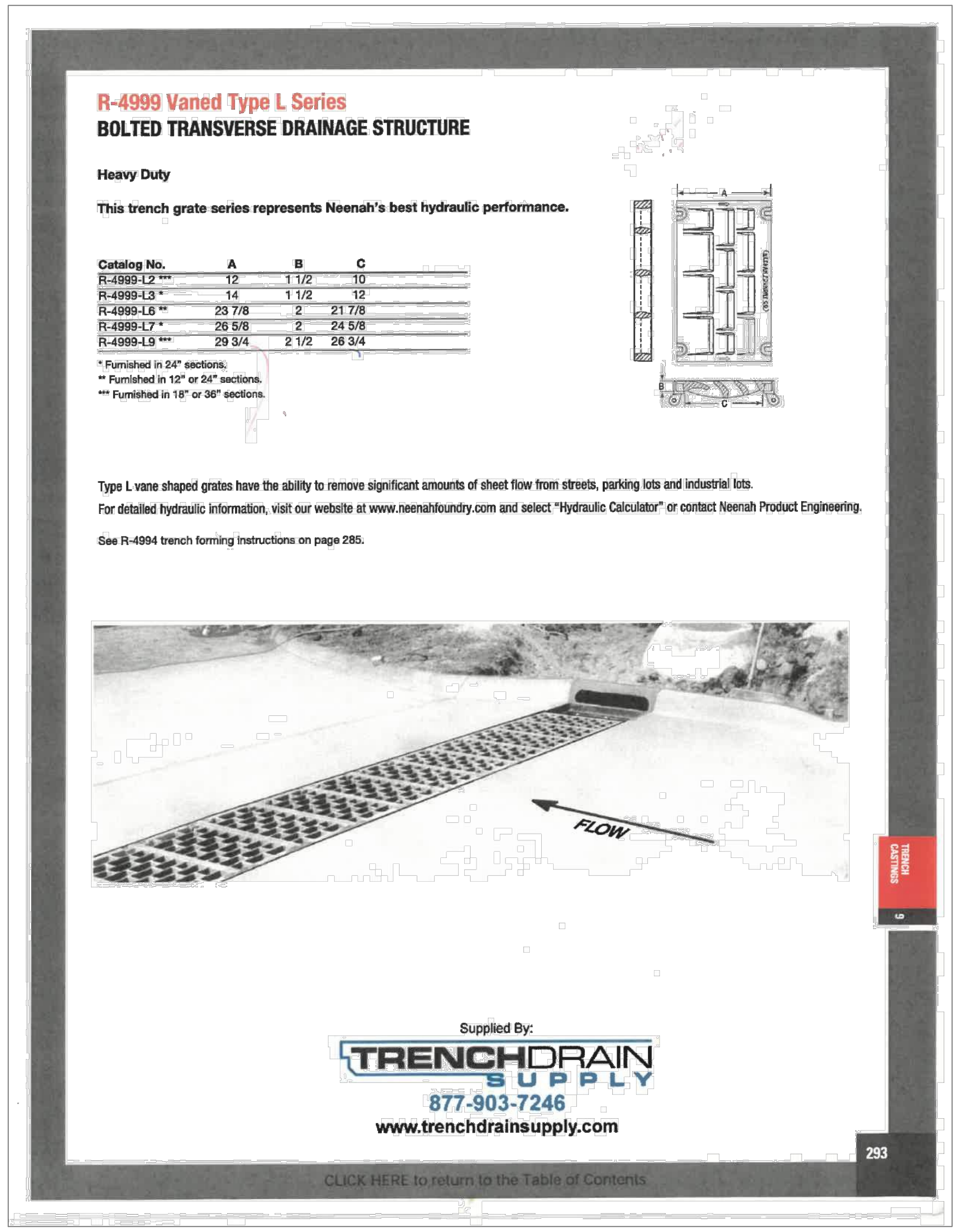
⑨ FRAME AND GRATE SHALL BE NEENAH R-4999-L9 (VANED L-TYPE GRATE) AND SHALL BE INSTALLED PER THE MANUFACTURER INSTRUCTIONS.



NOTES:

1. TRANSITION TO SPILLWAY/CHANNEL AS PER APPROVED PLANS.
2. A CENTER WALL SHALL BE INSTALLED IN SCUPPERS WIDER THAN 4' OR IF MORE THAN 1 SCUPPER IS BUILT IN SERIES.
3. EXPANSION JOINT FILLER SHALL BE 1/2" BITUMINOUS TYPE PREFORMED EXPANSION JOINT FILLER, ASTM D–1751.
4. CONCRETE FOR THE SCUPPER SHALL BE CLASS 'A' PER SECTION 725. CONCRETE FOR THE SPILLWAY SHALL BE CLASS 'A' OR CLASS 'B'.
5. 12" OFFSET DISTANCE SHALL BE INCREASED TO 2'–6" FOR DESIGNATED BICYCLE PATHS.

DETAIL NO.	MARICOPA ASSOCIATION of GOVERNMENTS	STANDARD DETAIL		REVISED	DETAIL NO.
206–1		ENGLISH	CONCRETE SCUPPER	01–01–2018	206–1



R-4999 Vaned Type L Series

BOLTED TRANSVERSE DRAINAGE STRUCTURE

Heavy Duty

This trench grate series represents Neenah's best hydraulic performance.

Catalog No.	A	B	C
R-4999-L2 ***	12	1 1/2	10
R-4999-L3 *	14	1 1/2	12
R-4999-L6 **	23 7/8	2	21 7/8
R-4999-L7 *	26 5/8	2	24 5/8
R-4999-L9 ***	29 3/4	2 1/2	26 3/4

* Furnished in 24" sections.
** Furnished in 12" or 24" sections.
*** Furnished in 18" or 36" sections.

Type L vane shaped grates have the ability to remove significant amounts of sheet flow from streets, parking lots and industrial lots.

For detailed hydraulic information, visit our website at www.neenahfoundry.com and select "Hydraulic Calculator" or contact Neenah Product Engineering.

See R-4994 trench forming instructions on page 285.

Supplied By:
TRENCHDRAIN SUPPLY
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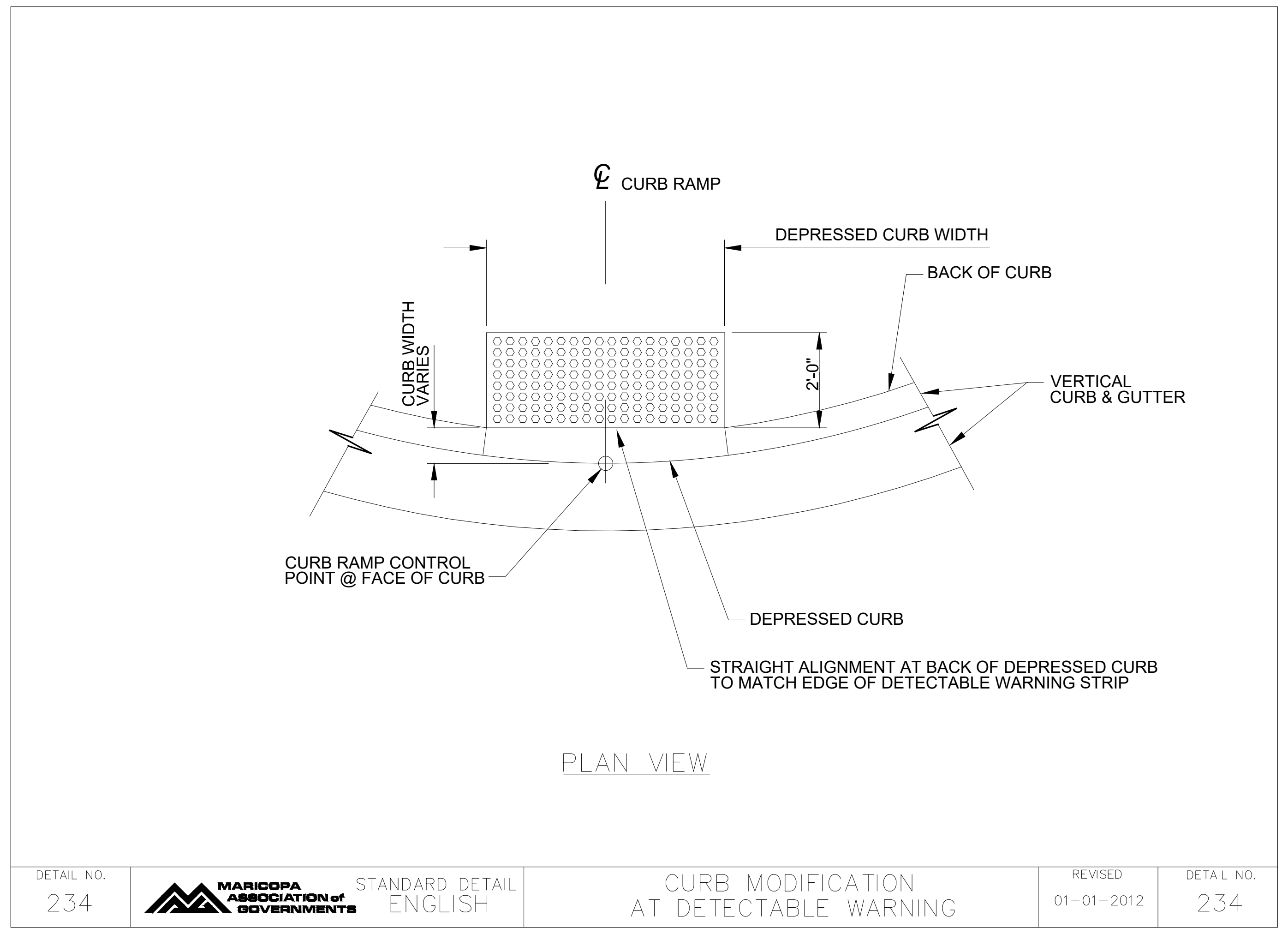
VANED GRATE


℄ CURB RAMP
DEPRESSED CURB WIDTH
BACK OF CURB
CURB WIDTH VARIES
2'-0"
VERTICAL CURB & GUTTER
CURB RAMP CONTROL POINT @ FACE OF CURB
DEPRESSED CURB
STRAIGHT ALIGNMENT AT BACK OF DEPRESSED CURB TO MATCH EDGE OF DETECTABLE WARNING STRIP
PLAN VIEW

DETAIL NO.	MARICOPA ASSOCIATION of GOVERNMENTS	STANDARD DETAIL		REVISED	DETAIL NO.
234		ENGLISH	CURB MODIFICATION AT DETECTABLE WARNING	01–01–2012	234

PAVEMENT RECONSTRUCTION STETSON RD

DATE	SHEET NO.
01/29/2025	26 OF 26

CITY OF PRESCOTT PUBLIC WORKS

DETAILS

CITY OF PRESCOTT
ARIZONA

PREPARED BY	CHECKED BY	FOR:
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Registered Professional Engineer (Civil)
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RANDY M.
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Date Signed 01/29/2025
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