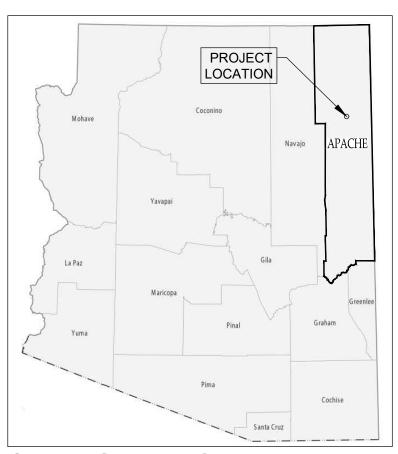
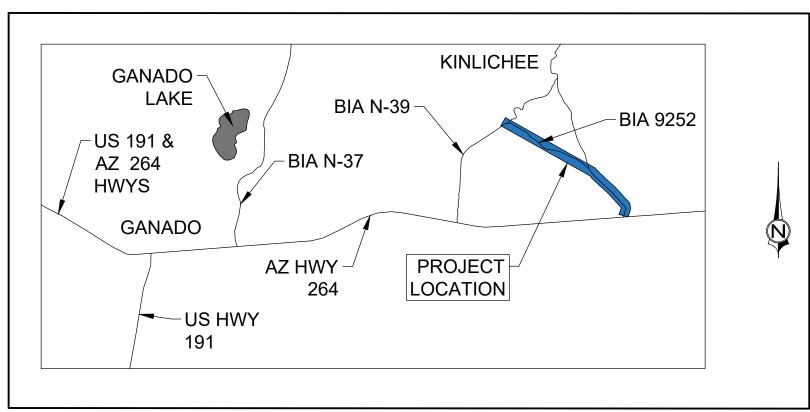
# BIA KINLICHEE ROAD IMPROVEMENTS

CONTRACT # 140A1618D0008, 140A1621F0063 99% DESIGN

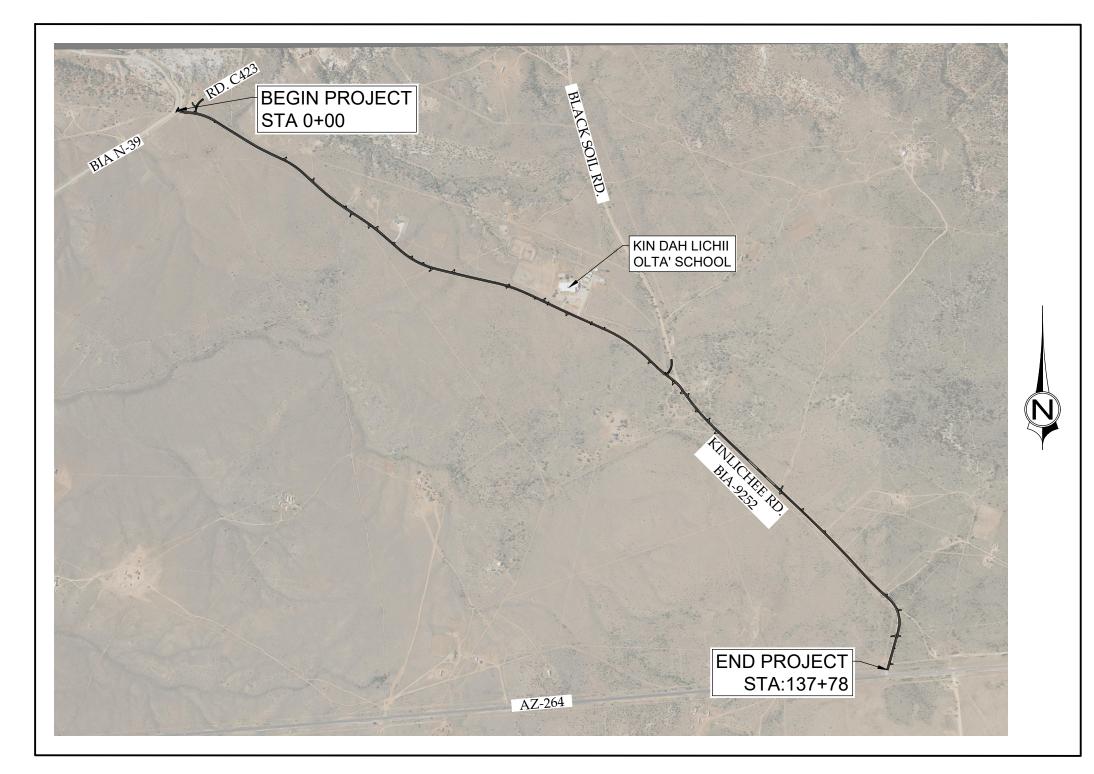
LOCATED IN A PORTION OF TOWNSHIP 27 NORTH, RANGE 27 EAST
GILA-SALT RIVER MERIDIAN
GANADO, APACHE COUNTY, ARIZONA
SEPTEMBER 21, 2021



STATE OF ARIZONA



VICINITY MAP



 $\frac{\text{PROJECT MAP}}{\text{MAD}}$ 

# OWNER

BUREAU OF INDIAN AFFAIRS
DIVISION OF FACILITIES MANAGEMENT AND CONSTRUCTION (DFCM)
1011 INDIAN SCHOOL ROAD NW
ALBUQUERQUE, NEW MEXICO 87104

# CONTRACTOR

DOYON MANAGEMENT SERVICES
3450 S. 344<sup>th</sup> WAY, SUITE#100
FEDERAL WAY, WA 98001
PHONE: (253) 344-5300 / FAX: (253) 344-5301
PROJECT MANAGER: SHAWN HADFIELD

# **ENGINEER**



3160 WEST CLUBHOUSE DRIVE LEHI, UT 84043 801.768.7200

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COVER SHEET
KINLICHEE ROAD IMPROVEN

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DATE: SEPTEMBER 2021

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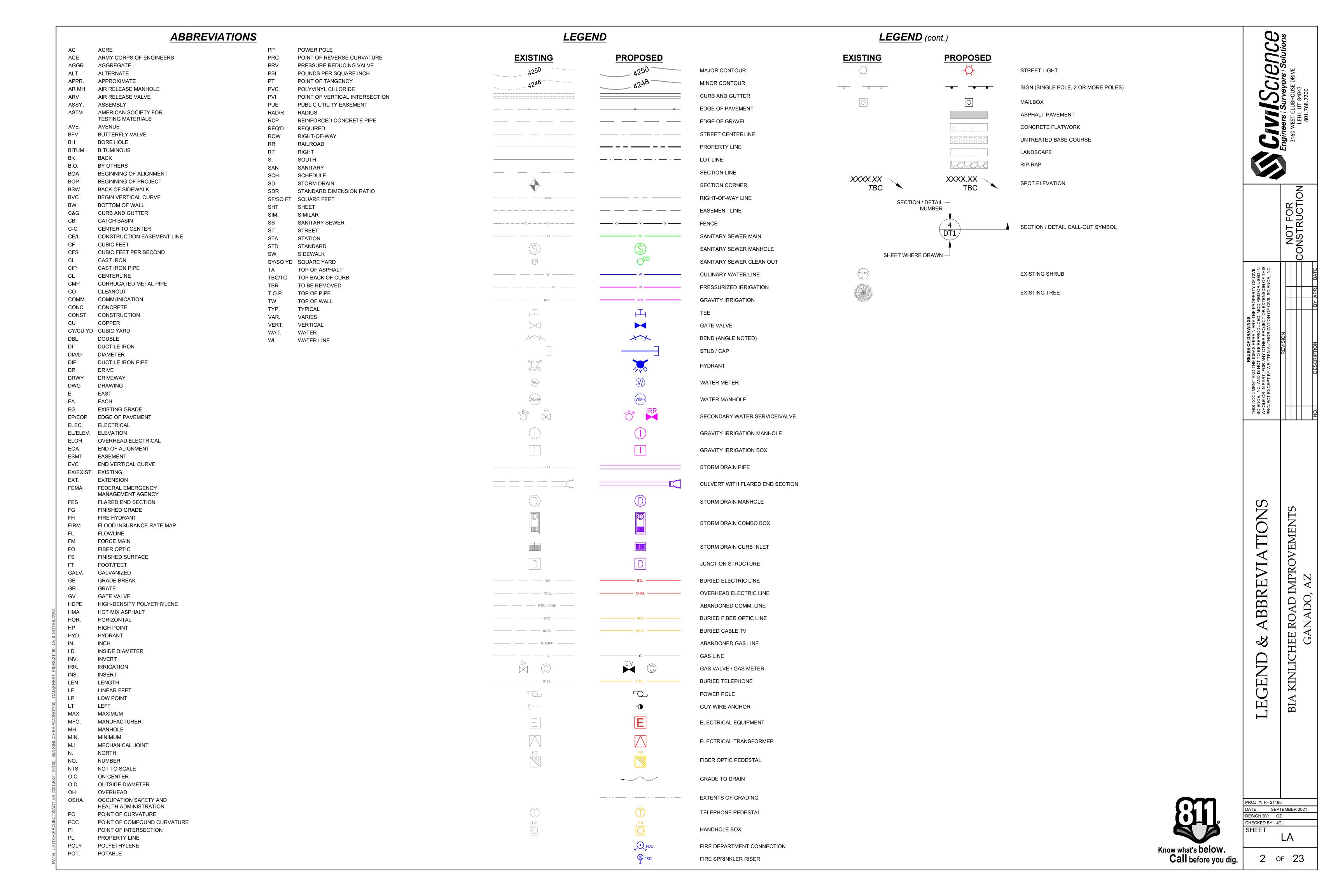
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1 OF 23

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### **GENERAL PROJECT NOTES**

- 1. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM WITH THE CURRENT ADOT AND BIA STANDARDS AND SPECIFICATIONS AND WITH ALL OTHER APPLICABLE FEDERAL, STATE AND LOCAL ORDINANCES AND LAWS.
- 2. THE CONTRACTOR SHALL OBTAIN ALL PERMITS NECESSARY TO COMPLETE THE CONSTRUCTION.
- THE CONTRACTOR SHALL COORDINATE SITE CONSTRUCTION WITH ALL UTILITY PROVIDERS (POWER, TELEPHONE, GAS, CABLE, ETC.) AND OTHER WHICH MAY BE SPECIFIC TO THE PROJECT.
- 4. DEVIATION FROM THESE PLANS WITHOUT THE PRIOR WRITTEN CONSENT OF THE ENGINEER MAY CAUSE THE WORK TO BE UNACCEPTABLE.
- 5. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFICATIONS AND LIAISON WITH UTILITY COMPANIES IN THE PROCESS OF LOCATING, RELOCATION, AND TIE-IN TO UTILITIES, ALSO, THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING ALL INSPECTORS PRIOR TO BEGINNING SITE CONSTRUCTION.
- 6. IN THE CASE OF UNFORESEEN CONSTRUCTION COMPLICATIONS OR DISCREPANCIES, THE CONTRACTOR IS TO NOTIFY THE ENGINEER IMMEDIATELY.
- 7. THE PLANS WERE PREPARED IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING DESIGN. THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE PLANS AS CONSTRUCTED EXCEPT WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

### CONSTRUCTION SITE SAFETY

- 1. THE CONTRACTOR IS REQUIRED TO MEET ALL APPLICABLE REGULATIONS CONCERNING PROJECT SAFETY AND ASSUMES FULL RESPONSIBILITY FOR SAFETY ON THE PROJECT.
- 2. WORKMEN AND THE PUBLIC SHALL BE PROTECTED BY THE CONTRACTOR FROM ANY AND ALL HAZARDS CONNECTED WITH THE CONSTRUCTION WORK.
- 3. OPEN TRENCHES, MATERIALS, OR EQUIPMENT WITHIN THE WORKING LIMITS ARE TO BE PROTECTED BY THE USE OF ADEQUATE BARRICADES.
- 4. ALL WORK SHALL BE IN CONFORMANCE WITH CURRENT OSHA REGULATIONS FOR PROJECTS OF THIS TYPE.
- 5. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR THE CONDITIONS OF THE JOB SITE, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S WORK IS NOT INTENDED TO INCLUDE THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES EITHER, ON, OR NEAR THE CONSTRUCTION SITE.

### TRAFFIC CONTROL AND SIGNAGE

- 1. THE CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS ACCESS TO INDIVIDUAL PROPERTY OWNERS AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DETOURS AND ANY TEMPORARY CLOSURES WITH EACH PROPERTY OWNER. THE CONTRACTOR SHALL KEEP DURATION OF ALL CLOSURES AND DETOURS TO A MINIMUM.
- THE CONTRACTOR SHALL MAINTAIN TEMPORARY DETOUR ROADS UNTIL A DETOUR IS NO LONGER NECESSARY.
- 3. THE CONTRACTOR SHALL FOLLOW THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS AND GUIDES FOR TRAFFIC CONTROL FOR STREET AND HIGHWAY CONSTRUCTION.
- 4. THE CONTRACTOR SHALL FOLLOW ADOT STANDARD DRAWINGS WHEN SETTING UP THE TRAFFIC CONTROL DEVICES.

### REMOVALS

- 1. ANY EXISTING STRUCTURES DISTURBED BY CONSTRUCTION NOT EXPLICITLY SHOWN TO BE DISTURBED WITHIN THESE PLANS ARE TO BE RESTORED TO THEIR ORIGINAL LOCATION AND CONDITION. ALL STRUCTURES SUCH AS FENCING, RETAINING WALLS, ETC., IMPACTED BY THE PROPOSED IMPROVEMENTS MAY NOT BE INDICATED
- 2. EXCESS EXCAVATED MATERIALS INCLUDING PIPE, STUMPS, ROOTS, SOIL MATERIALS OR ANY OTHER ITEMS THE OWNER DOES NOT WISH TO SALVAGE SHALL BECOME THE CONTRACTOR'S PROPERTY AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF PROPERLY.

### **UTILITY NOTES**

- 1. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION.
- 2. CONTRACTOR TO VERIFY BY POTHOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE.
- 3. CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES.

### **GRADING NOTES**

- 1. ALL IMPORTED STRUCTURAL FILL SHALL BE APPROVED BY THE ENGINEER PRIOR TO DELIVERY TO THE SITE. ALL IMPORTED STRUCTURAL FILL SHALL BE PLACED IN 8-INCH LOOSE HORIZONTAL LIFTS AND COMPACTED TO A MINIMUM OF 95 PERCENT OF MAXIMUM DRY DENSITY (ASTM D-1557).
- 2. THE CONTRACTOR SHALL PROVIDE SUITABLE EQUIPMENT TO CONTROL DUST AND AIR POLLUTION CAUSED BY CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL ALSO PROVIDE SUITABLE MUD AND DIRT CONTAINMENT TO MAINTAIN THE WORK SITE, ACCESS ROADWAYS AND ADJACENT PROPERTIES IN A CLEAN CONDITION.
- 3. ALL EXCAVATION AND GRADING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF UDOT AND THE SPECIFICATIONS AND REQUIREMENTS INCLUDED IN THE BID DOCUMENTS.
- 4. CONTRACTOR IS RESPONSIBLE FOR ALL ON-SITE INTERIM DRAINAGE DURING CONSTRUCTION.

### **EROSION CONTROL NOTES**

- 1. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN A AZPDES PERMIT. CONTRACTOR SHALL ABIDE BY ALL REQUIREMENTS OF THE UPDES PERMIT AND SWPPP.
- 2. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING AND CONTROLLING EROSION DUE TO WIND AND RUNOFF. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE EROSION CONTROL FACILITIES SHOWN.
- 3. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DUE TO UNFORESEEN PROBLEMS OR IF THE PLAN DOES NOT FUNCTION AS INTENDED. ADDITIONAL CONTROL DEVISES MAY BE REQUIRED UPON INSPECTION OF PROPOSED FACILITIES.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES) STRAW BALES, ETC.) DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT.
- 5. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES.
- 6. ALL MEASURES CONTAINED IN THIS PLAN SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAINFALL EVENT. ANY NEEDED CLEANING AND REPAIRS NEED TO BE DONE IMMEDIATELY UPON DISCOVERY. ALL UTILITY LINES SHALL BE CLEANED OF DIRT AND DEBRIS PRIOR TO BEING PUT INTO SERVICE DOWN-GRADE LINES MUST BE PROTECTED FROM WASH-WATER DURING THE CLEANING TO AVOID CONTAMINATION AND COMPROMISING OUTFALL CLEANLINESS.

### **DUST CONTROL NOTES**

### TEMPORARY MODIFICATION MEASURES

- 1. BLOWING DUST MUST BE CONTROLLED AT ALL TIMES. INSTALLATION OF A SILT SCREEN AND SITE WATERING SHALL BE USED TO CONTROL DUST. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS ABSOLUTELY PROHIBITED.
- 2. VEGETATIVE COVERINGS: TEMPORARY SEEING AND MULCHING MAY BE APPLIED TO COVER BARE SOIL AND TO PREVENT WIND EROSION. THE SOIL MUST BE KEPT MOIST TO ESTABLISH COVER.
- 3. BARRIERS: SOLID BOARD FENCES, SNOW FENCES, BURLAP FENCES, CRATE WALLS, BALES OF HAY, AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND BLOWN SOIL. BARRIERS PLACES AT RIGHT ANGLES TO PREVAILING WIND CURRENTS AT INTERVALS OF ABOUT 15 TIMES THE BARRIER HEIGHT ARE EFFECTIVE IN CONTROLLING WIND EROSION.
- 4. TILLAGE: THIS PRACTICE ROUGHENS THE SOIL AND BRINGS CLODS TO THE SURFACE. IT IS AN EMERGENCY MEASURE THAT SHOULD BE USED BEFORE WIND EROSION STARTS. PLOWING SHOULD BEGIN ON THE WINDWARD SIDE OF THE SITE USING CHISEL-TYPE PLOWS SPACED ABOUT 12 INCHES APART, SPRING-TOOTH HARROWS, OR SIMILAR PLOWS.

### PERMANENT SITE MODIFICATION MEASURES

- 1. IT IS RECOMMENDED THAT EXISTING TREES AND LARGE SHRUBS BE ALLOWED TO REMAIN IN PLACE TO THE GREATEST EXTENT POSSIBLE DURING SITE GRADING PROCESSES.
- 2. COARSE GRAVEL OR CRUSHED STONE MAY BE PLACED OVER HIGHLY ERODIBLE SOILS.
- 3. TOPSOILING: THIS METHOD IS RECOMMENDED WHEN PERMANENT VEGETATION CANNOT BE ESTABLISHED ON A SITE. TOPSOILING IS A PROCESS IN WHICH LESS EROSIVE MATERIAL IS PLACED ON TOP OF HIGHLY ERODIBLE SOILS.



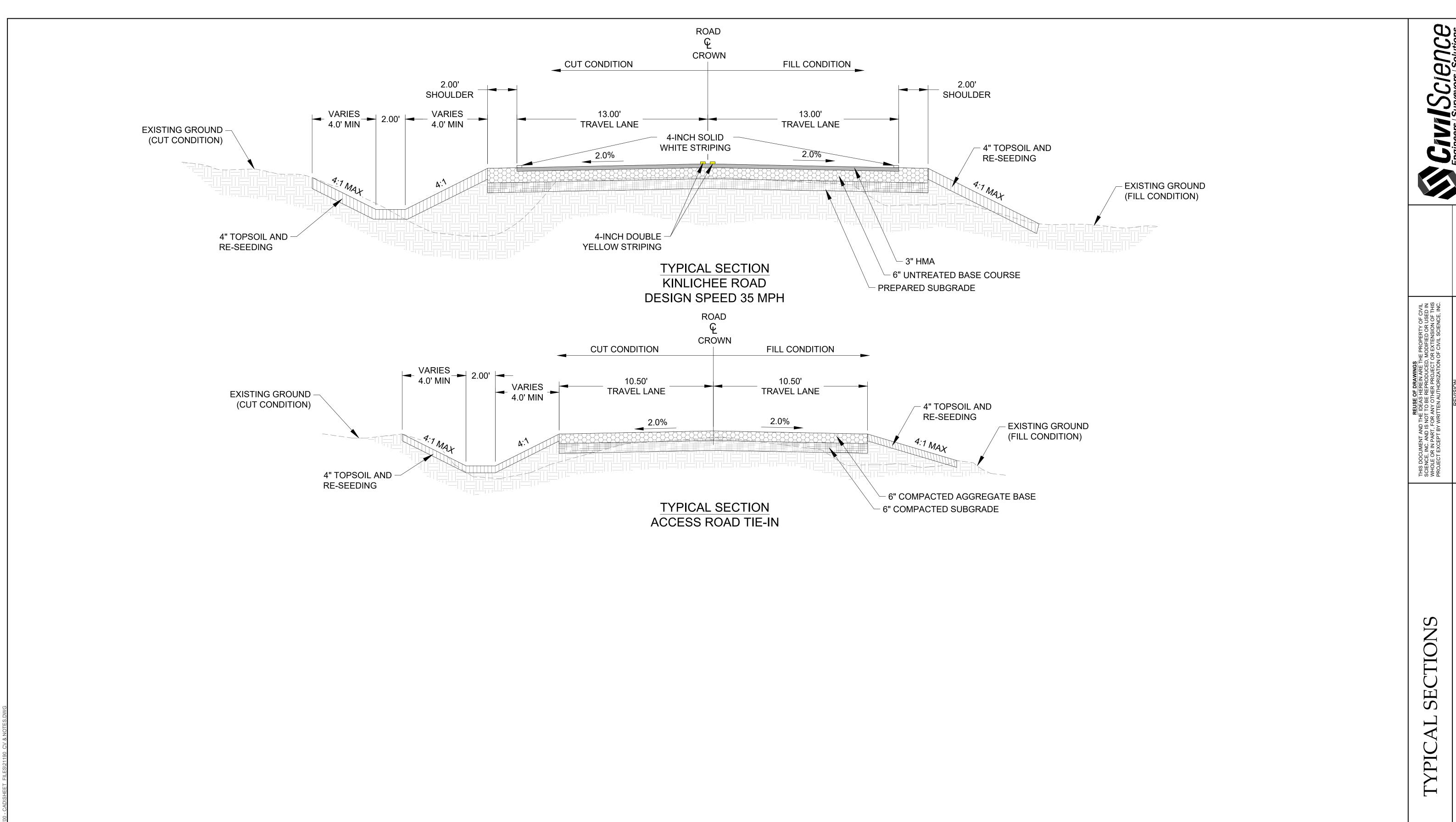
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KINLICHEE ROAD IMPROVEMEN' GANADO, AZ

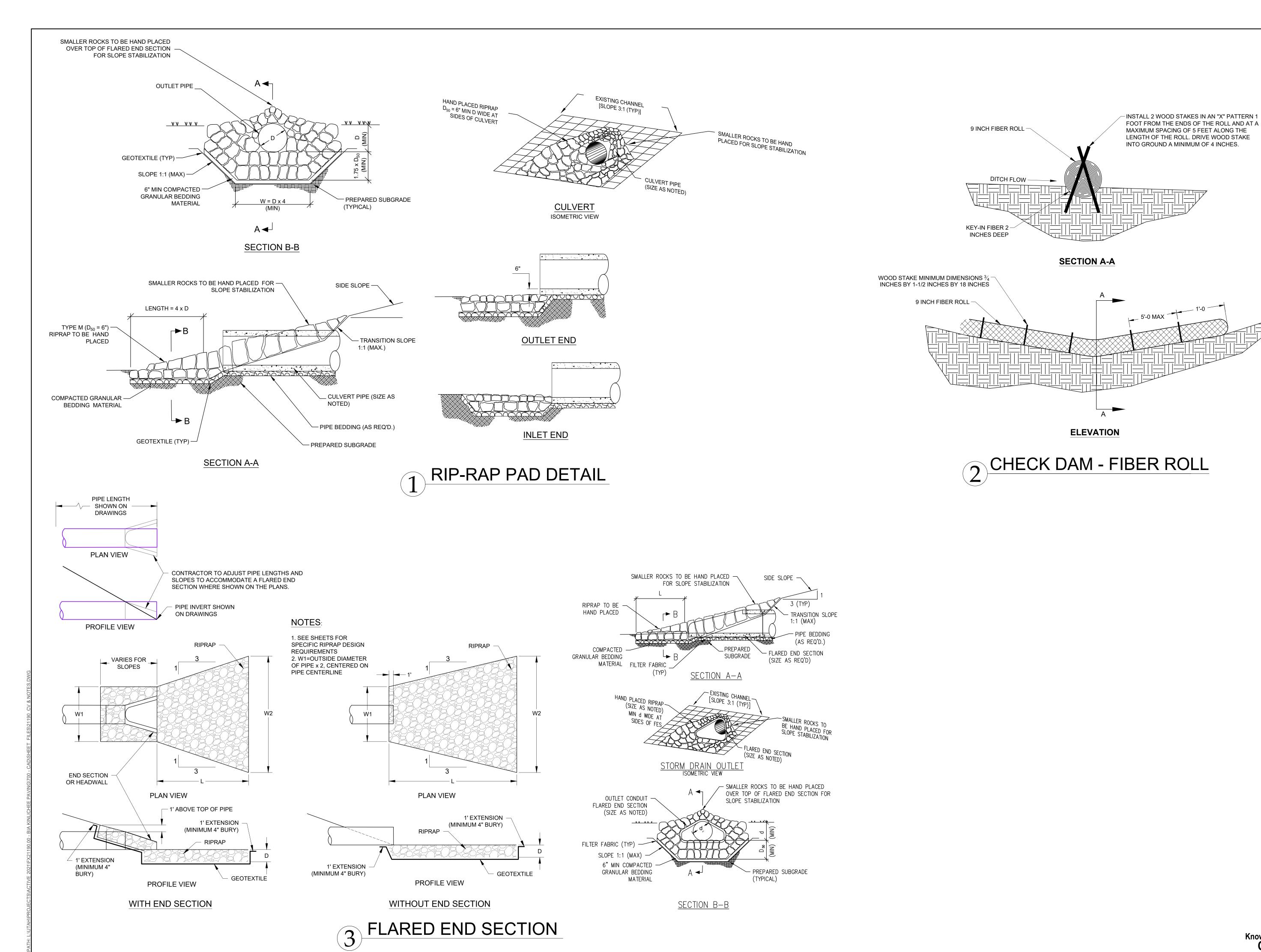
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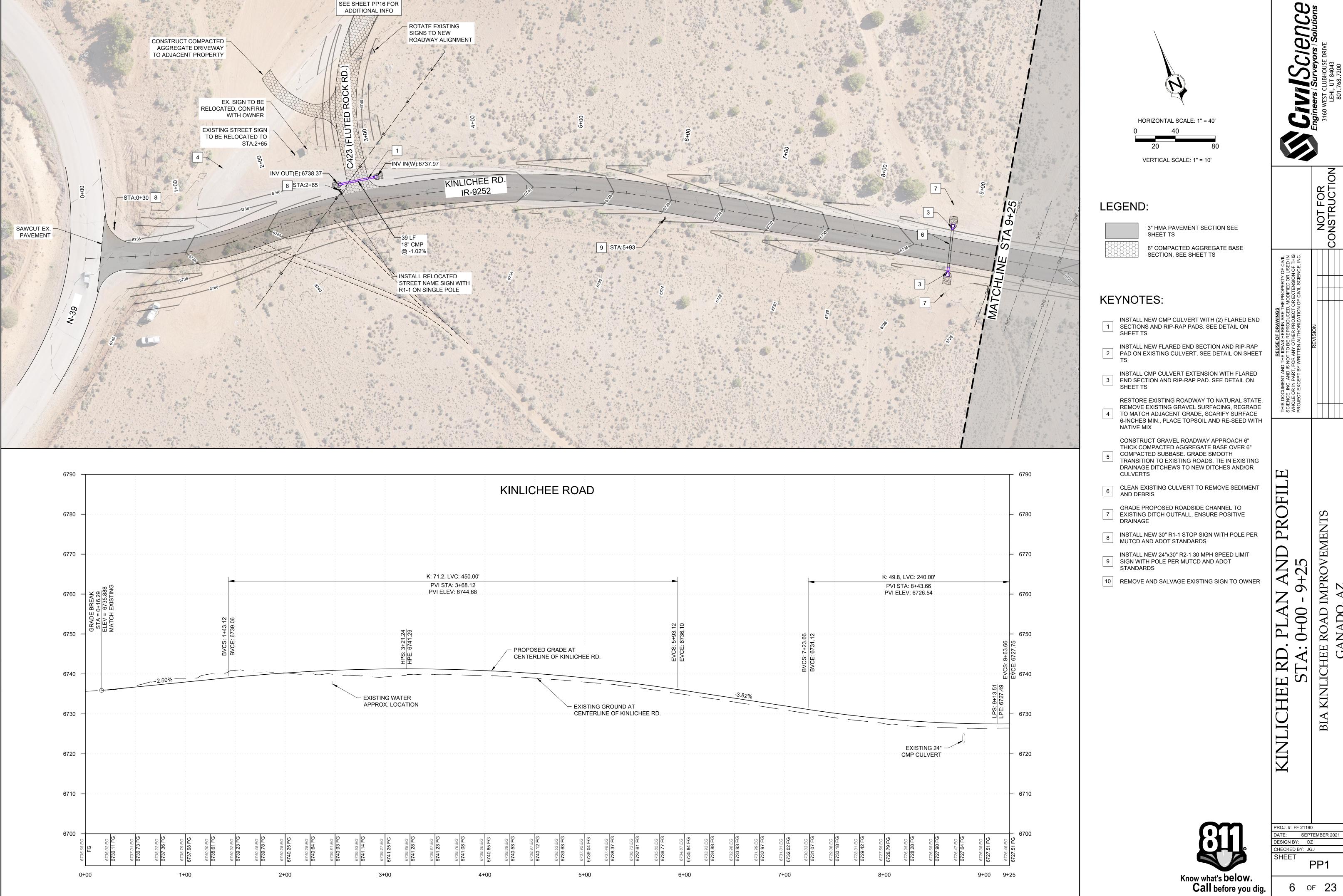
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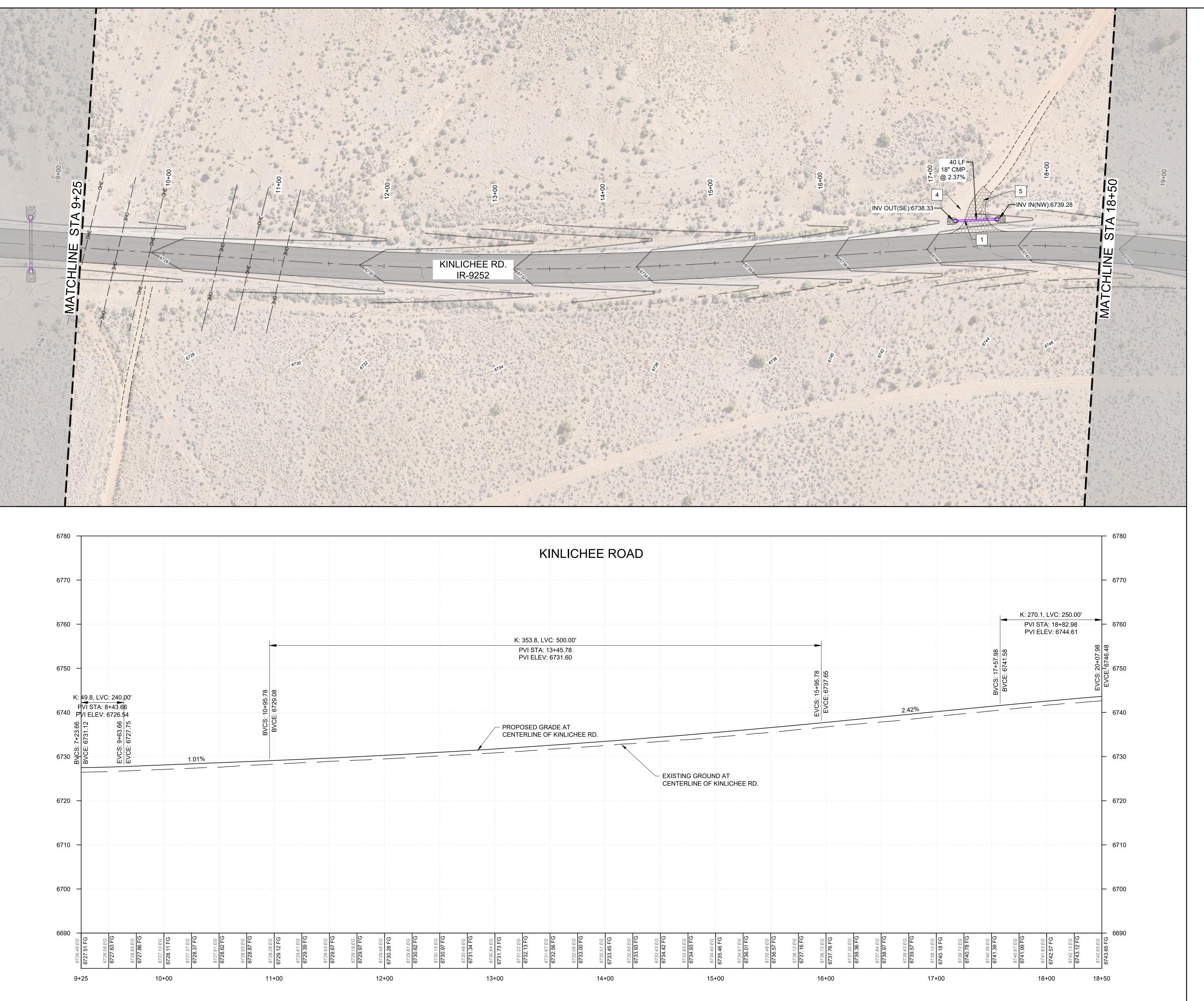
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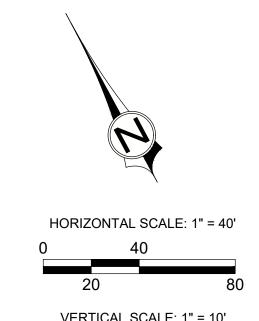
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### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS

6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

# **KEYNOTES:**

- INSTALL NEW CMP CULVERT WITH (2) FLARED END 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON
- INSTALL NEW FLARED END SECTION AND RIP-RAP 2 PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET
- INSTALL CMP CULVERT EXTENSION WITH FLARED 3 END SECTION AND RIP-RAP PAD. SEE DETAIL ON
- RESTORE EXISTING ROADWAY TO NATURAL STATE. REMOVE EXISTING GRAVEL SURFACING, REGRADE 4 TO MATCH ADJACENT GRADE, SCARIFY SURFACE 6-INCHES MIN., PLACE TOPSOIL AND RE-SEED WITH NATIVE MIX
- CONSTRUCT GRAVEL ROADWAY APPROACH 6" THICK COMPACTED AGGREGATE BASE OVER 6" COMPACTED SUBBASE. GRADE SMOOTH TRANSITION TO EXISTING ROADS. TIE IN EXISTING

DRAINAGE DITCHEWS TO NEW DITCHES AND/OR

- CULVERTS 6 CLEAN EXISTING CULVERT TO REMOVE SEDIMENT AND DEBRIS
- GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE
- 8 INSTALL NEW 30" R1-1 STOP SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- INSTALL NEW 24"x30" R2-1 30 MPH SPEED LIMIT SIGN WITH POLE PER MUTCD AND ADOT
- 10 REMOVE AND SALVAGE EXISTING SIGN TO OWNER

VERTICAL SCALE: 1" = 10'

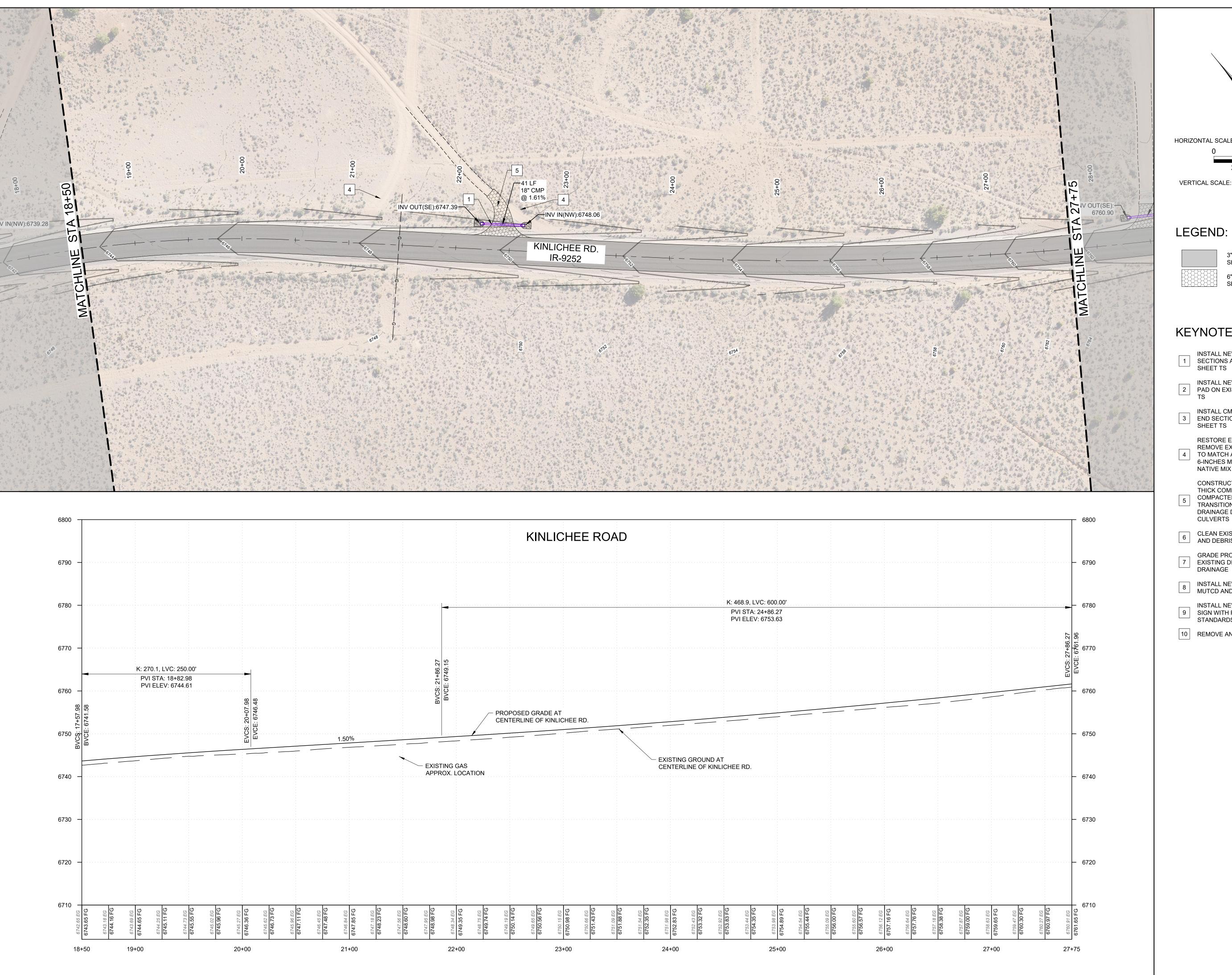
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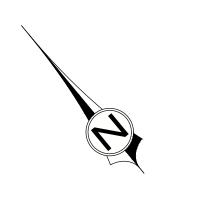
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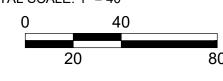
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HORIZONTAL SCALE: 1" = 40'



VERTICAL SCALE: 1" = 10'

### LEGEND:



3" HMA PAVEMENT SECTION SEE SHEET TS



6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

### **KEYNOTES:**

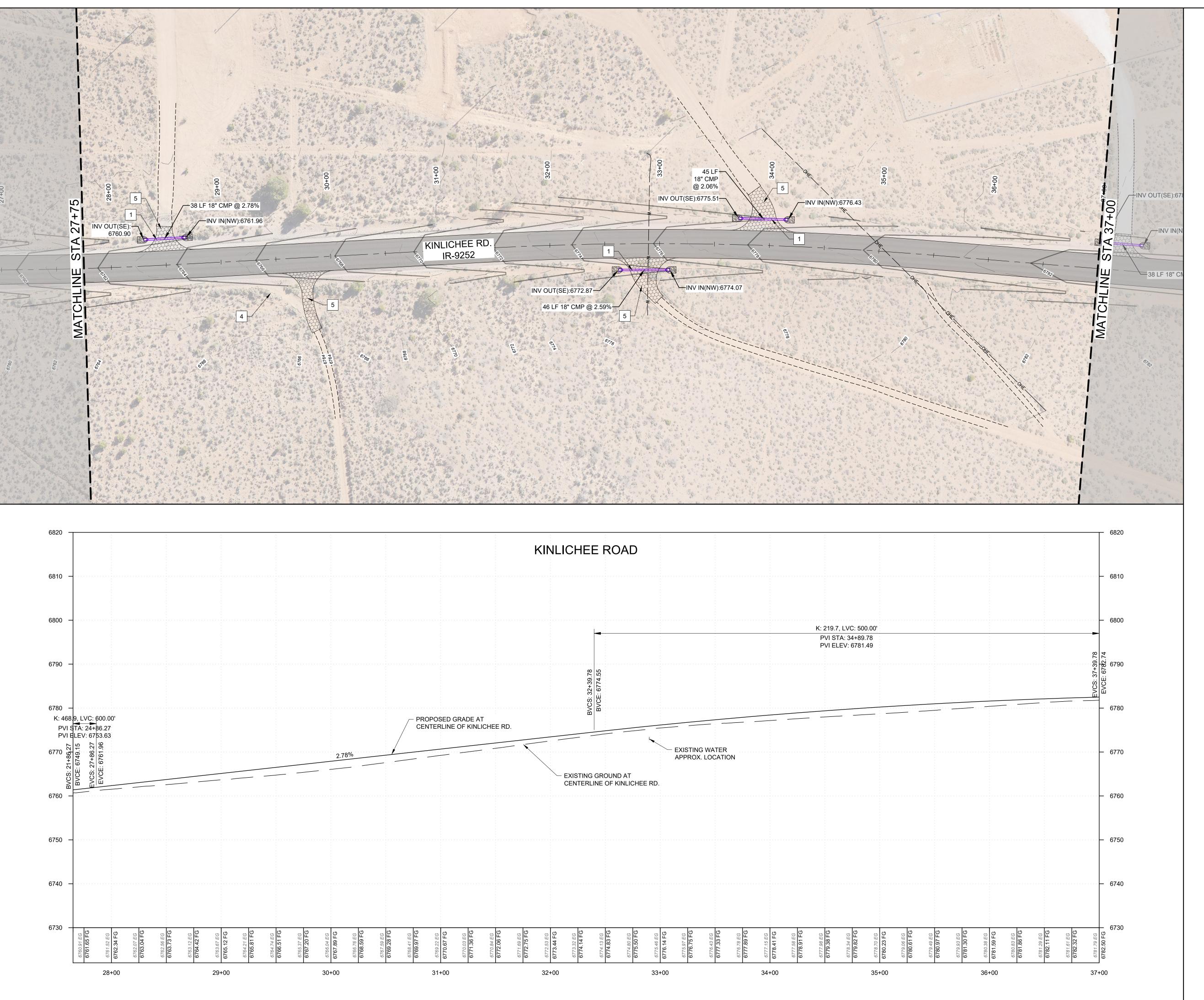
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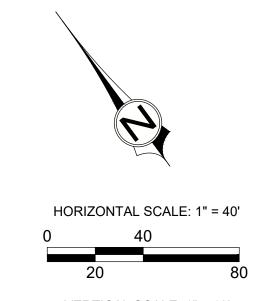
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KINLICHEE | CT DATE: SEPTEMBER 2021

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### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS

### **KEYNOTES:**

- INSTALL NEW CMP CULVERT WITH (2) FLARED END 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON
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6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

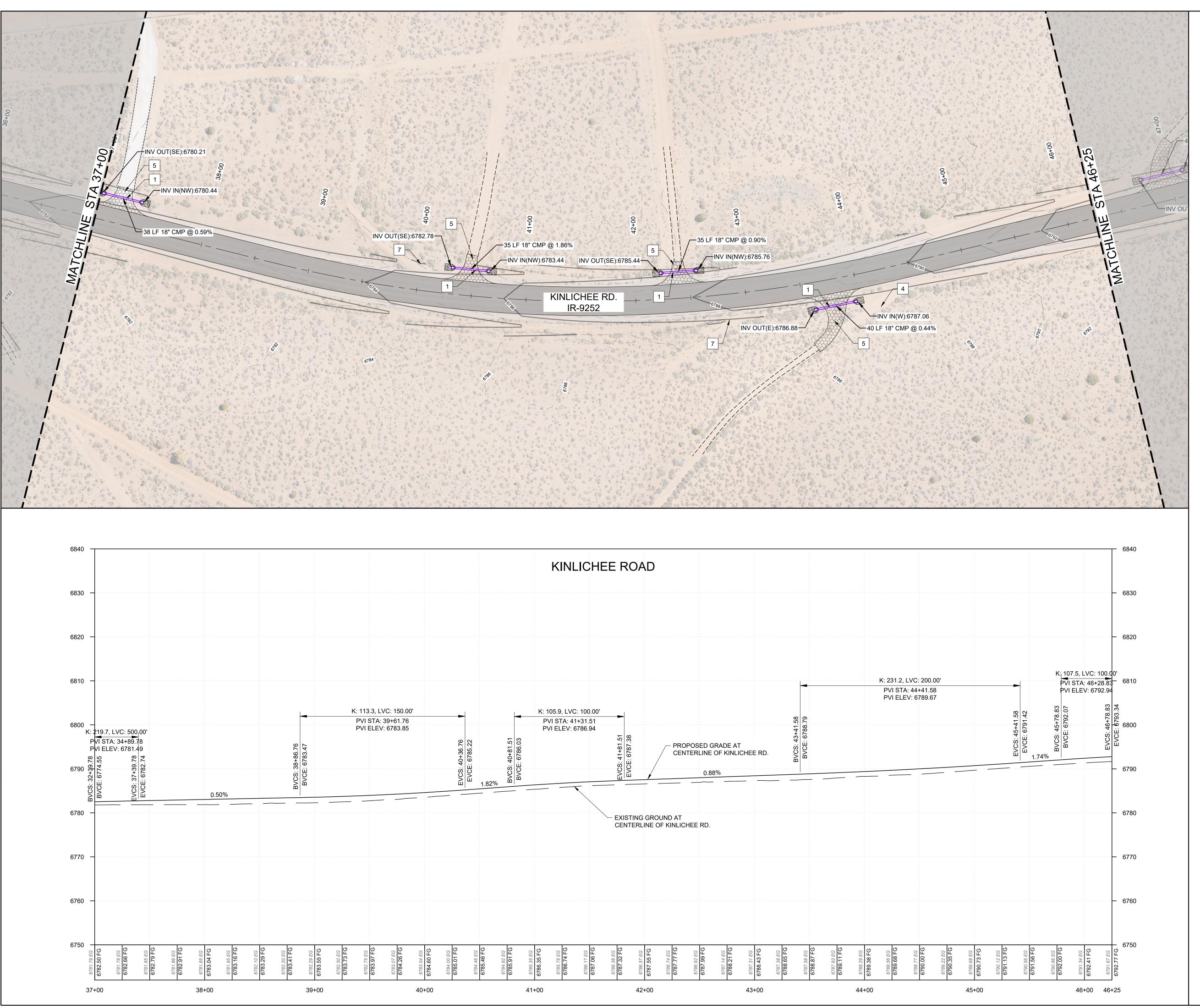
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- DRAINAGE DITCHEWS TO NEW DITCHES AND/OR CULVERTS
- GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE
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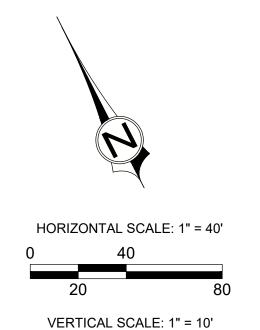
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### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS

6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

### **KEYNOTES:**

- INSTALL NEW CMP CULVERT WITH (2) FLARED END 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON
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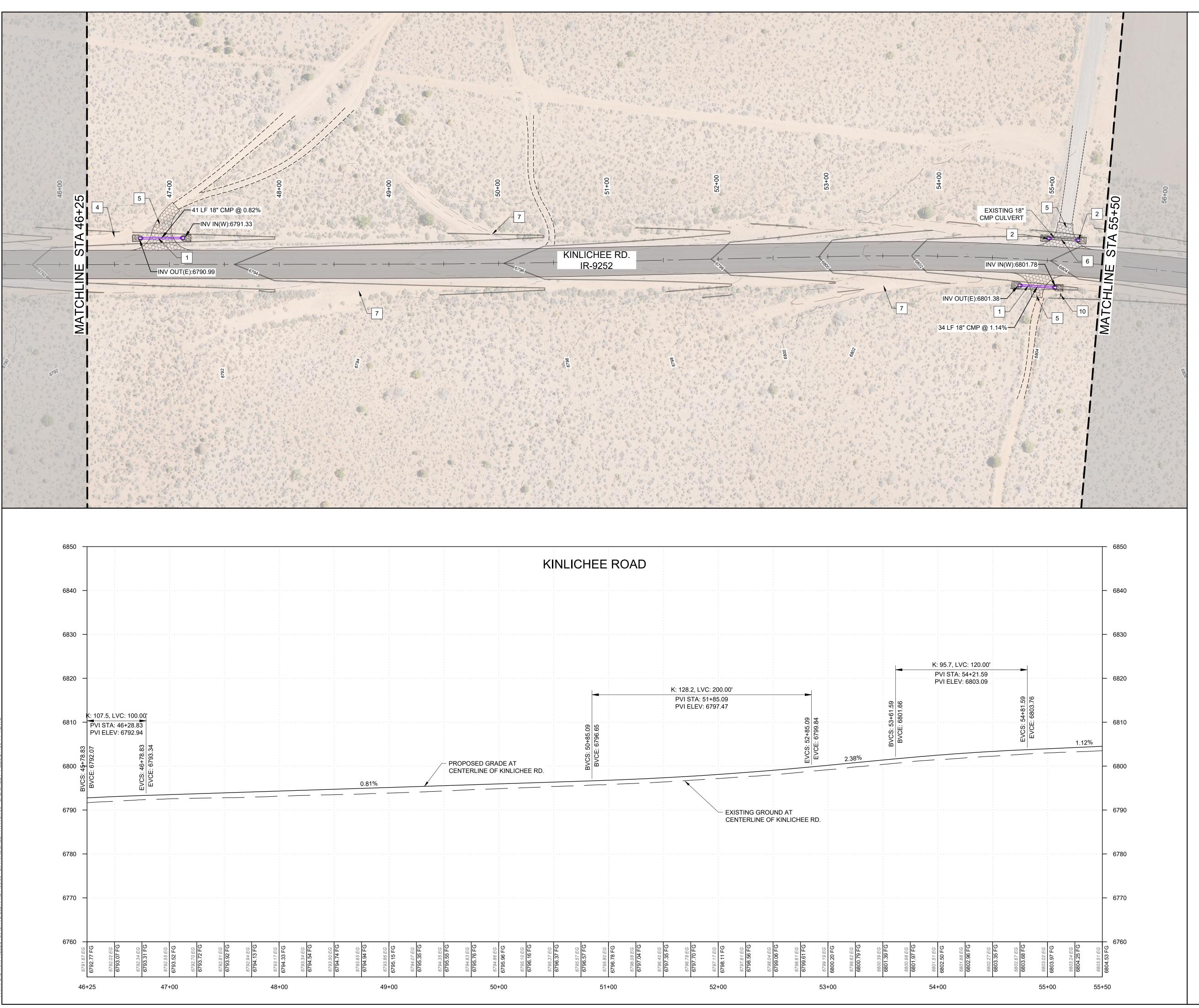
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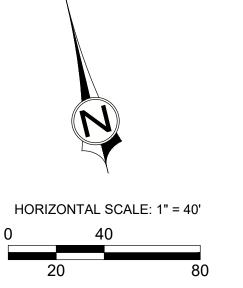
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### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS 6" COMPACTED AGGREGATE BASE

# **KEYNOTES:**

INSTALL NEW CMP CULVERT WITH (2) FLARED END 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON

SECTION, SEE SHEET TS

- INSTALL NEW FLARED END SECTION AND RIP-RAP 2 PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET
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CULVERTS

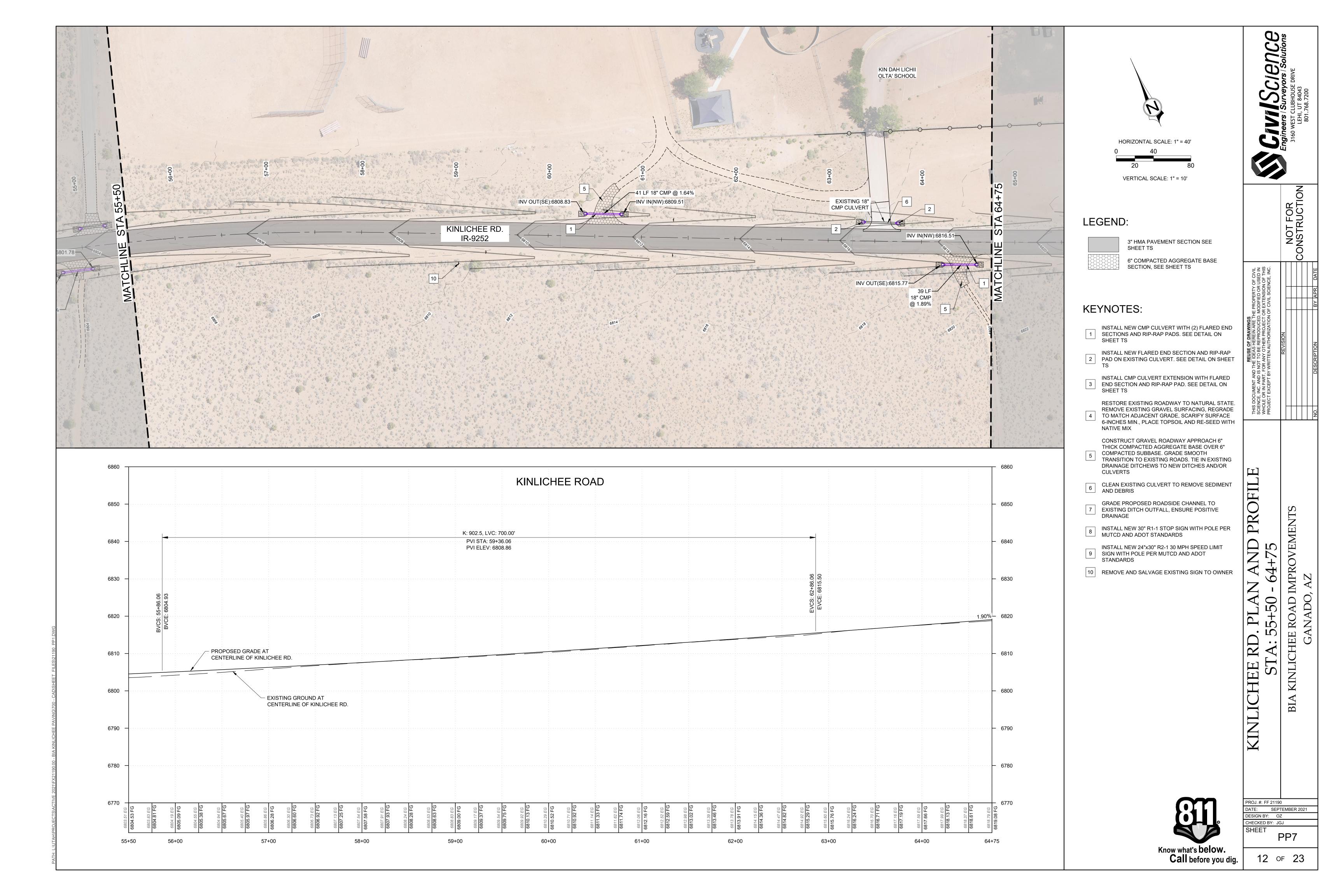
- GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE
- 8 INSTALL NEW 30" R1-1 STOP SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- 9 INSTALL NEW 24"x30" R2-1 30 MPH SPEED LIMIT SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- 10 REMOVE AND SALVAGE EXISTING SIGN TO OWNER

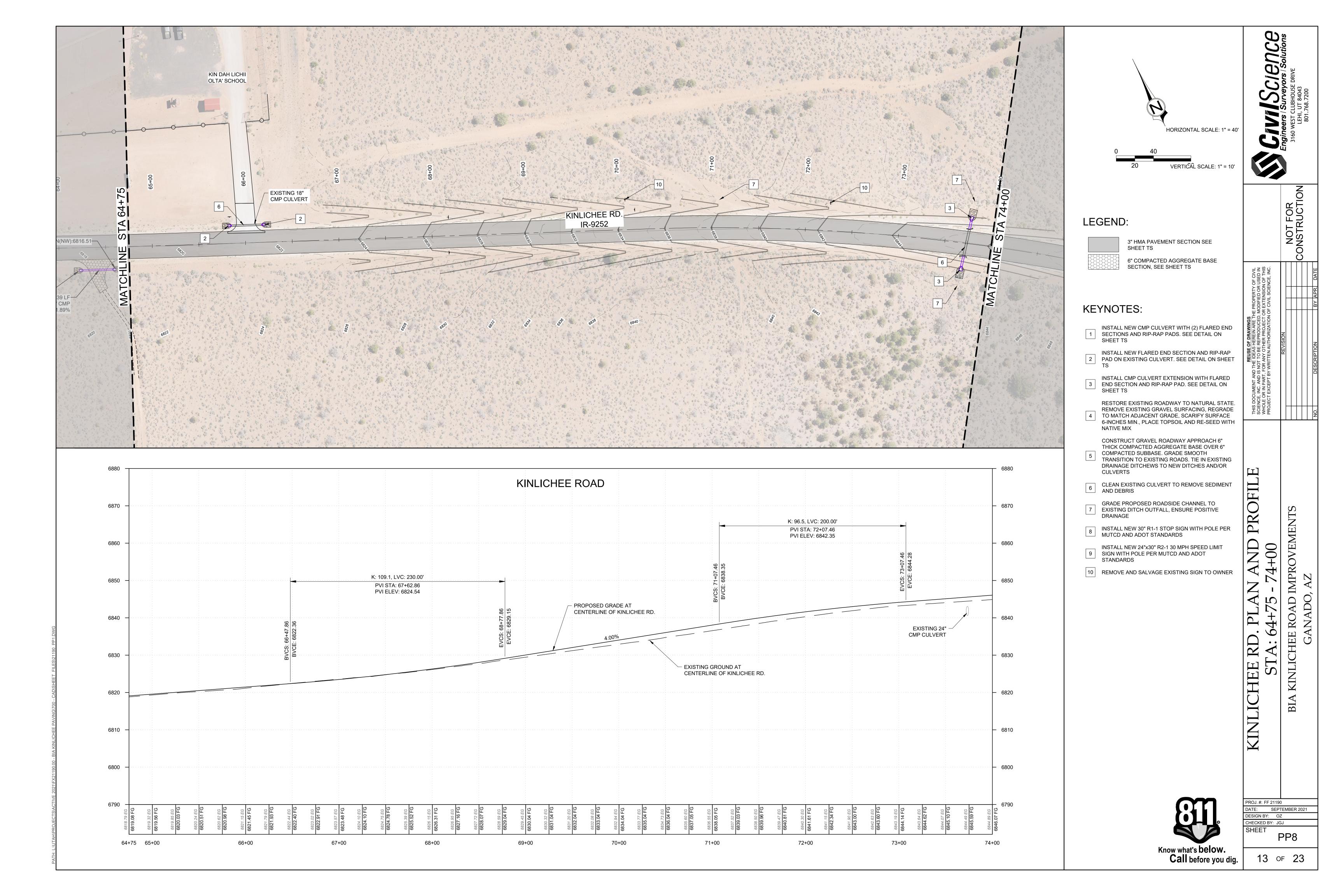
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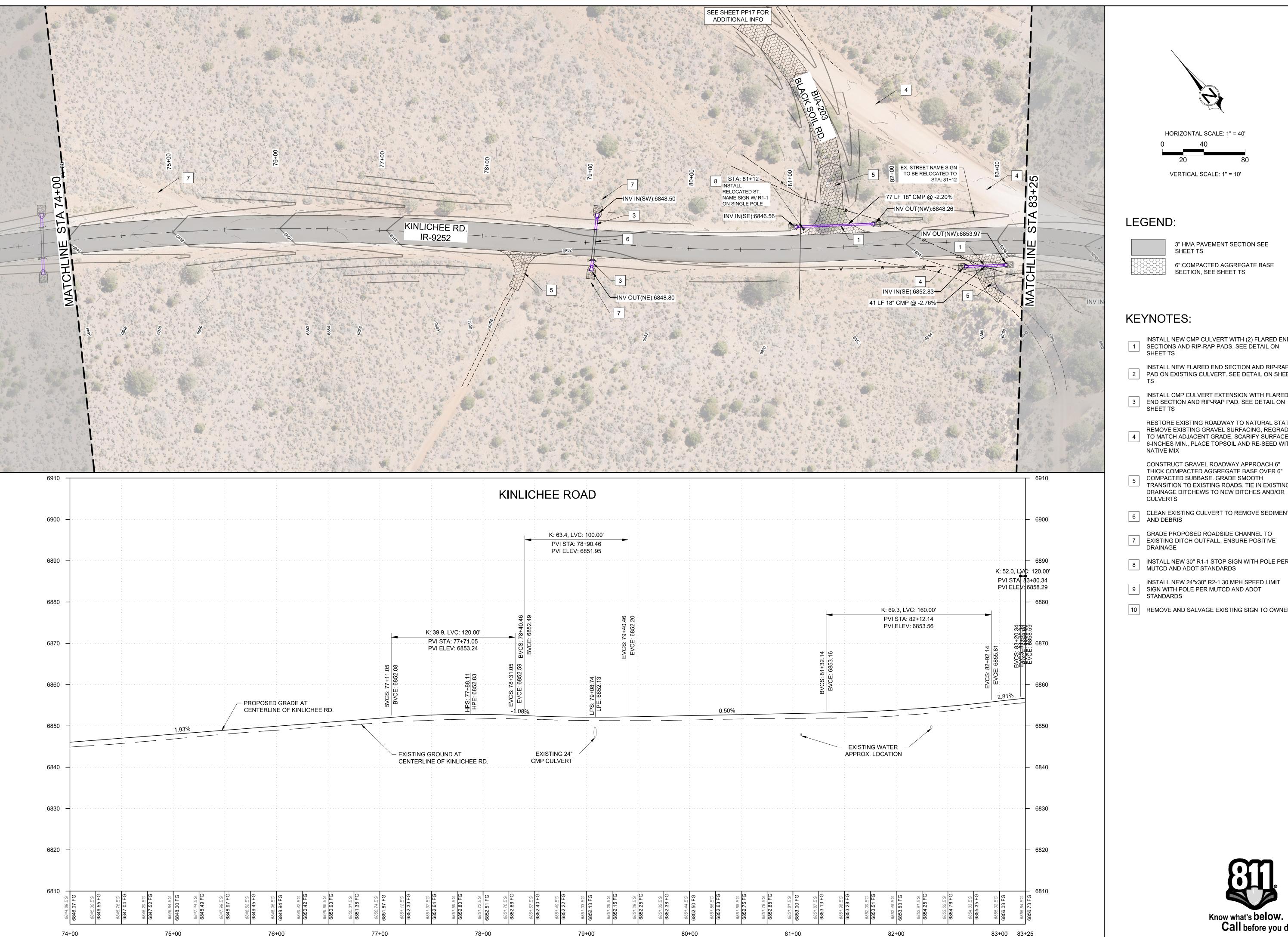
KINLICHEE RD

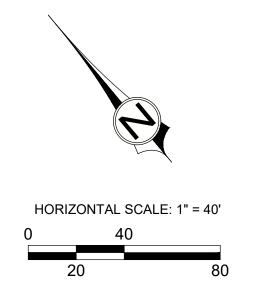
PROJ. #: FF 21190 DATE: SEPTEMBER 2021 DESIGN BY: OZ CHECKED BY: JGJ SHEET

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3" HMA PAVEMENT SECTION SEE SHEET TS

6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

- INSTALL NEW CMP CULVERT WITH (2) FLARED END 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON
- INSTALL NEW FLARED END SECTION AND RIP-RAP 2 PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET
- 3 INSTALL CMP CULVERT EXTENSION WITH FLARED END SECTION AND RIP-RAP PAD. SEE DETAIL ON
- RESTORE EXISTING ROADWAY TO NATURAL STATE. REMOVE EXISTING GRAVEL SURFACING, REGRADE 4 TO MATCH ADJACENT GRADE, SCARIFY SURFACE 6-INCHES MIN., PLACE TOPSOIL AND RE-SEED WITH
- CONSTRUCT GRAVEL ROADWAY APPROACH 6" THICK COMPACTED AGGREGATE BASE OVER 6" COMPACTED SUBBASE. GRADE SMOOTH TRANSITION TO EXISTING ROADS. TIE IN EXISTING
- 6 CLEAN EXISTING CULVERT TO REMOVE SEDIMENT AND DEBRIS
- GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE
- 8 INSTALL NEW 30" R1-1 STOP SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- 9 INSTALL NEW 24"x30" R2-1 30 MPH SPEED LIMIT SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- 10 REMOVE AND SALVAGE EXISTING SIGN TO OWNER

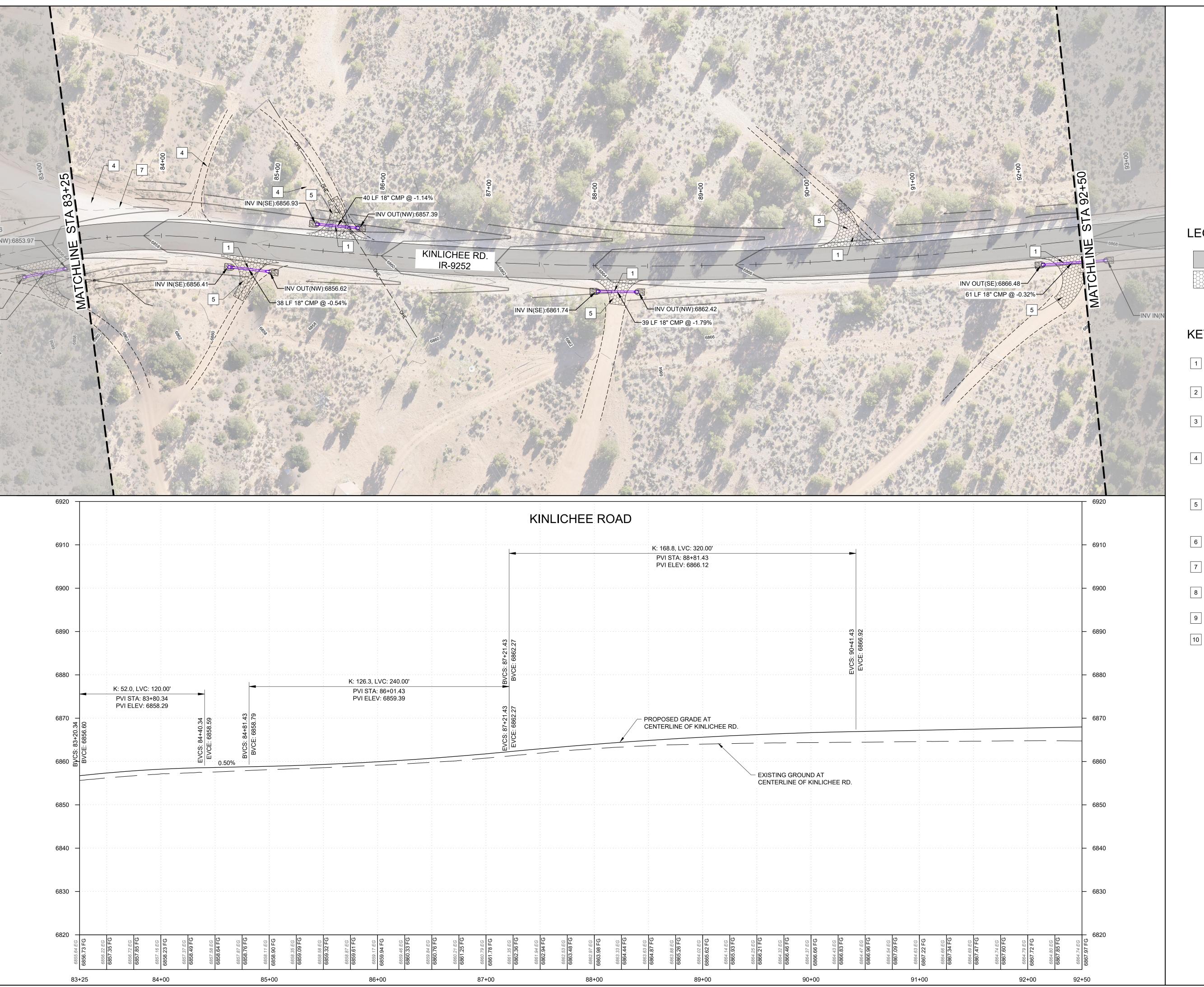
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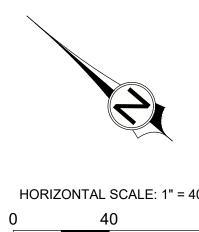
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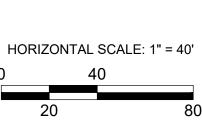
KINLICHEE RD STATION

PROJ. #: FF 21190 DATE: SEPTEMBER 2021 DESIGN BY: OZ CHECKED BY: JGJ SHEET PP9

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### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS

SECTION, SEE SHEET TS

# **KEYNOTES:**

- 1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON
- INSTALL NEW FLARED END SECTION AND RIP-RAP
- NATIVE MIX
- GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE
- 8 INSTALL NEW 30" R1-1 STOP SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- INSTALL NEW 24"x30" R2-1 30 MPH SPEED LIMIT SIGN WITH POLE PER MUTCD AND ADOT STANDARDS
- 10 REMOVE AND SALVAGE EXISTING SIGN TO OWNER

6" COMPACTED AGGREGATE BASE

- INSTALL NEW CMP CULVERT WITH (2) FLARED END
- PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET TS
- INSTALL CMP CULVERT EXTENSION WITH FLARED END SECTION AND RIP-RAP PAD. SEE DETAIL ON SHEET TS
- RESTORE EXISTING ROADWAY TO NATURAL STATE. REMOVE EXISTING GRAVEL SURFACING, REGRADE 4 TO MATCH ADJACENT GRADE, SCARIFY SURFACE 6-INCHES MIN., PLACE TOPSOIL AND RE-SEED WITH
- CONSTRUCT GRAVEL ROADWAY APPROACH 6" THICK COMPACTED AGGREGATE BASE OVER 6" COMPACTED SUBBASE. GRADE SMOOTH TRANSITION TO EXISTING ROADS. TIE IN EXISTING DRAINAGE DITCHEWS TO NEW DITCHES AND/OR
- CULVERTS 6 CLEAN EXISTING CULVERT TO REMOVE SEDIMENT AND DEBRIS

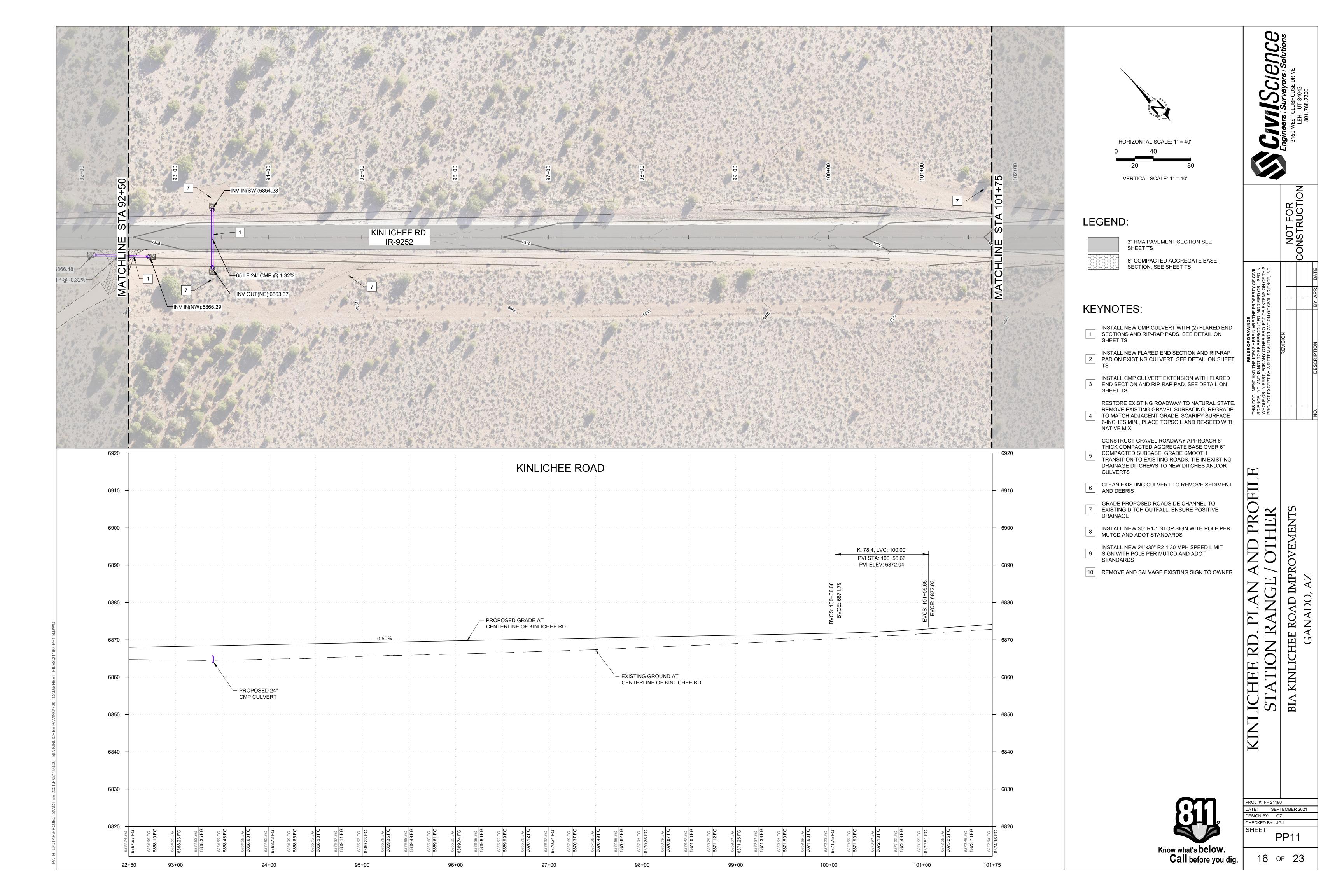
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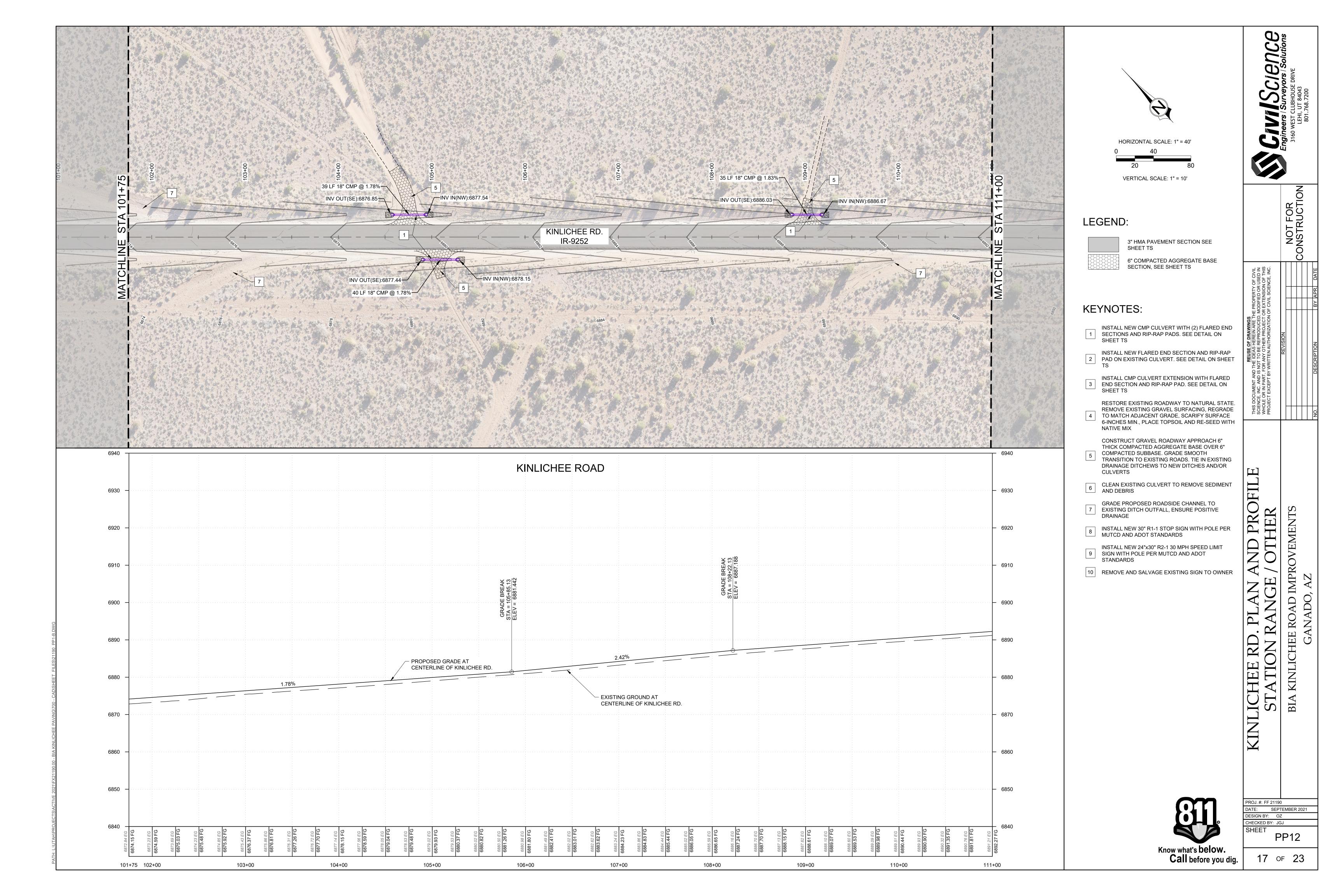
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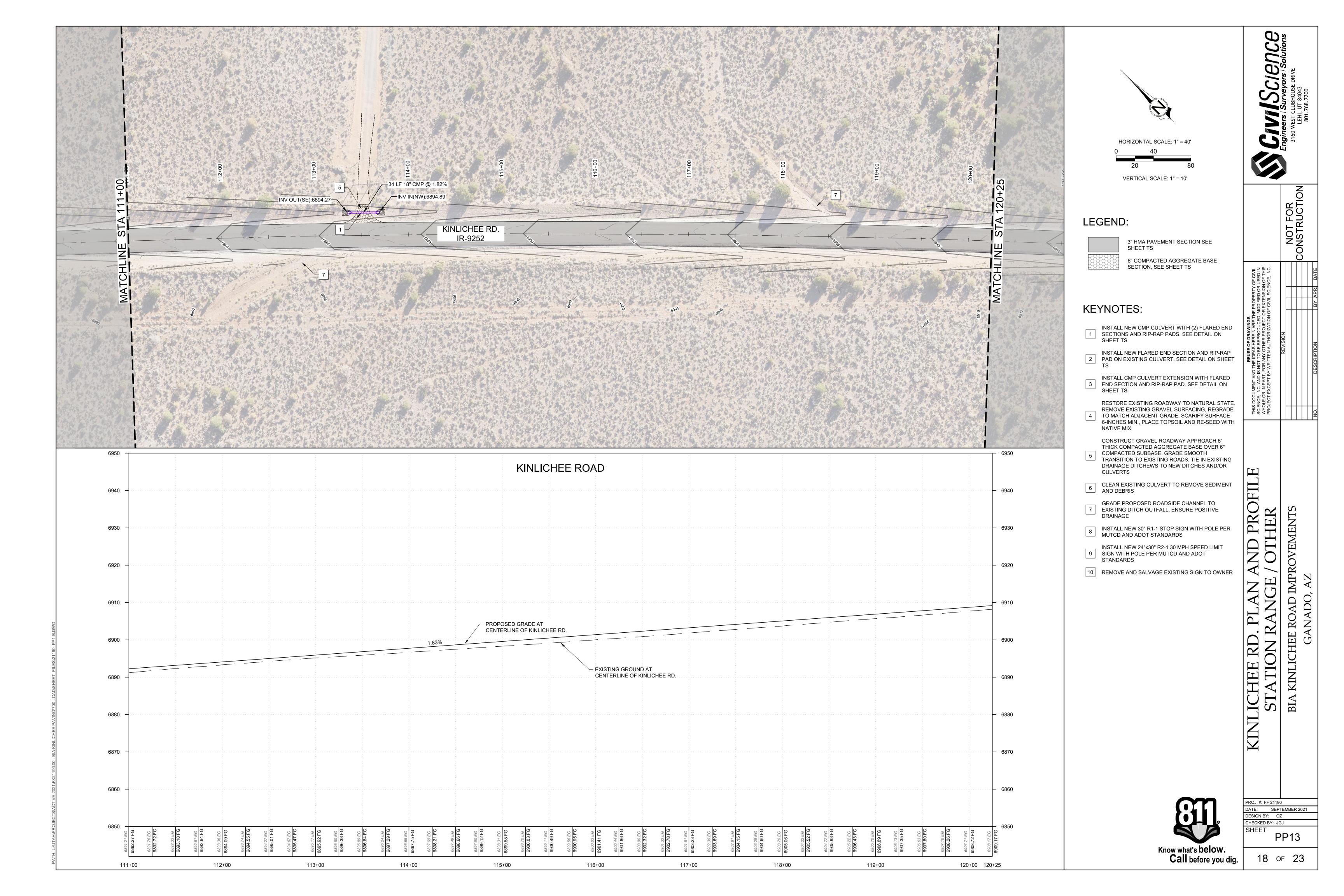
KINLICHEE RD. STATION F

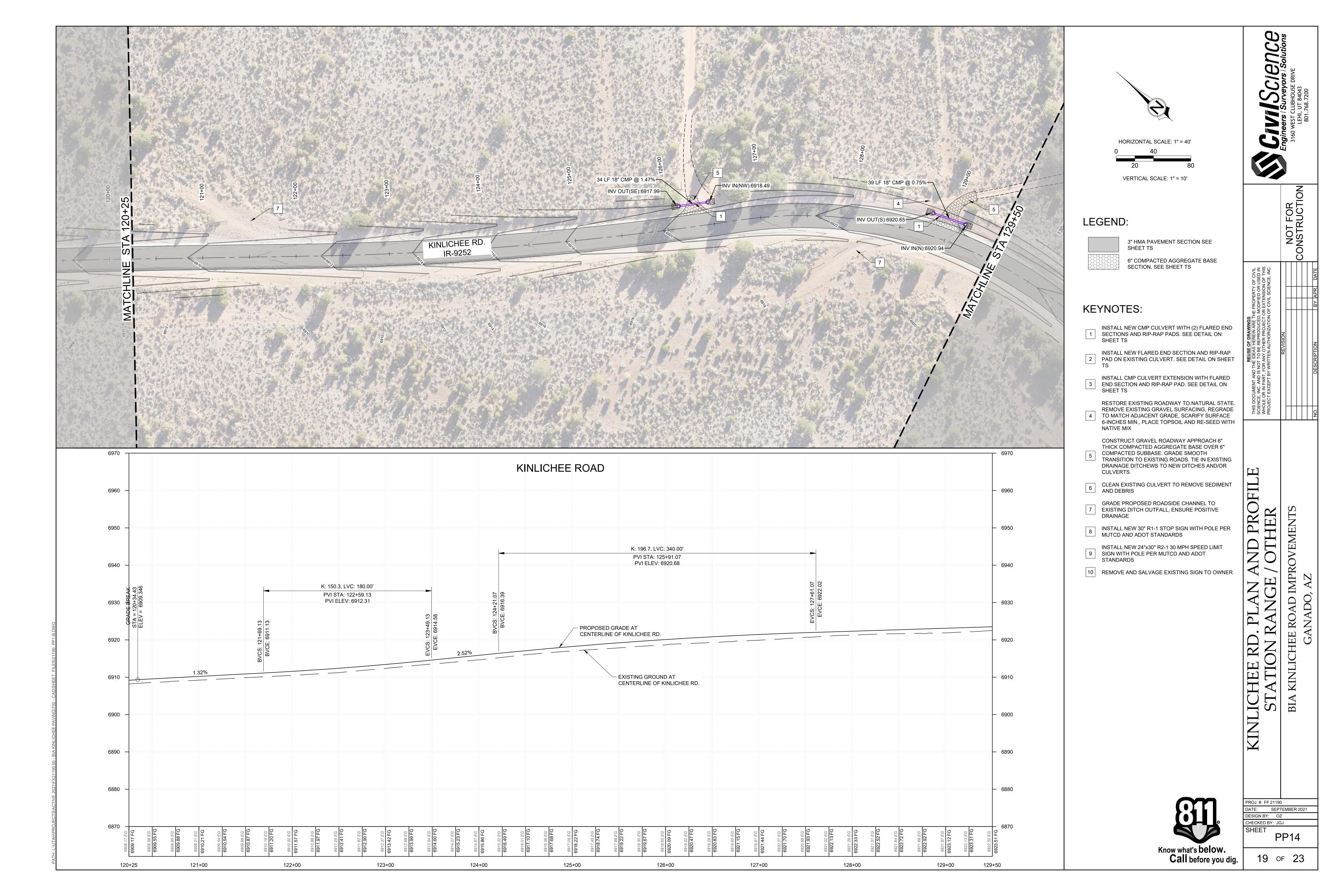
AND PROFILE // OTHER

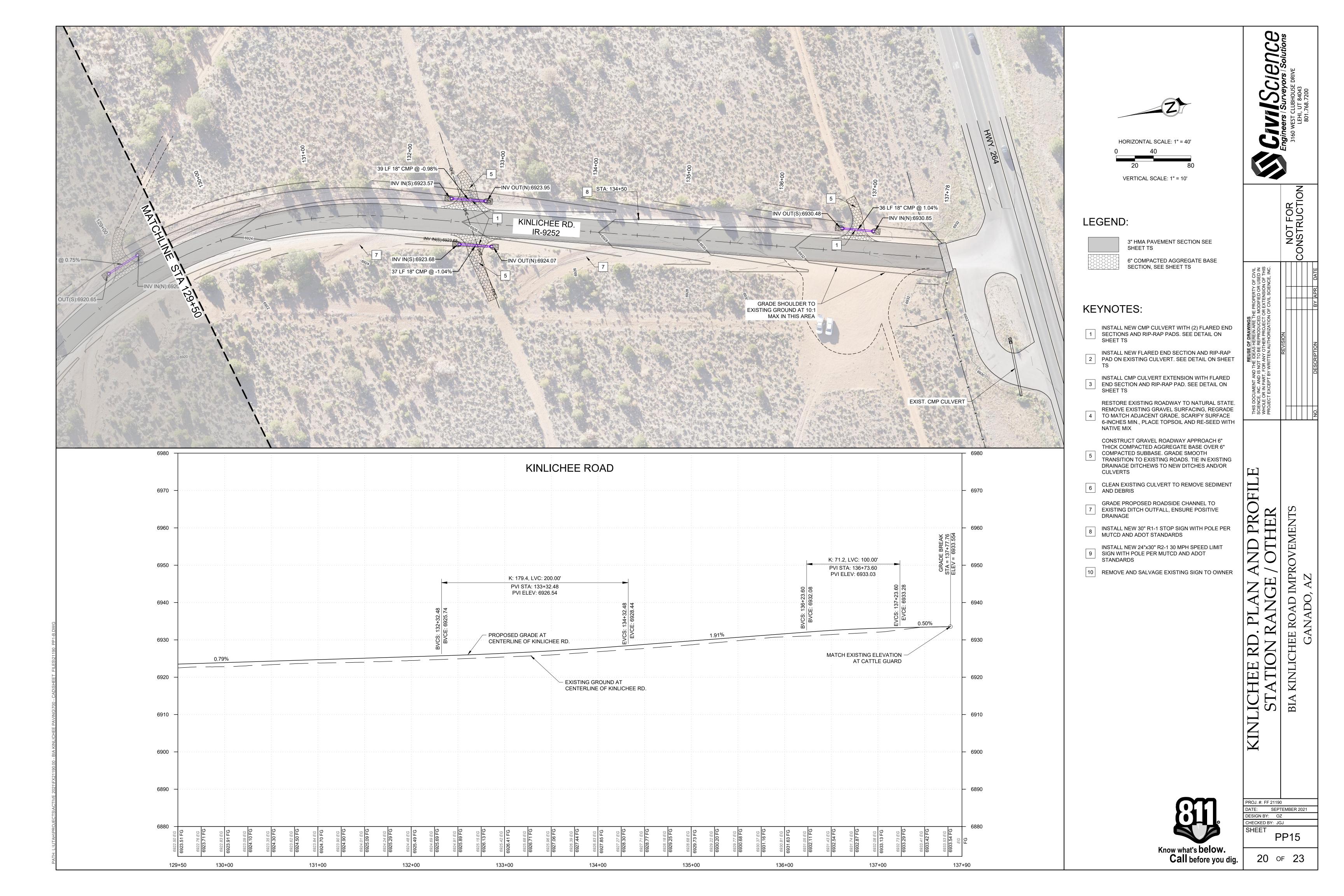
PROJ. #: FF 21190 DATE: SEPTEMBER 2021 DESIGN BY: OZ CHECKED BY: JGJ SHEET PP10 15 of 23

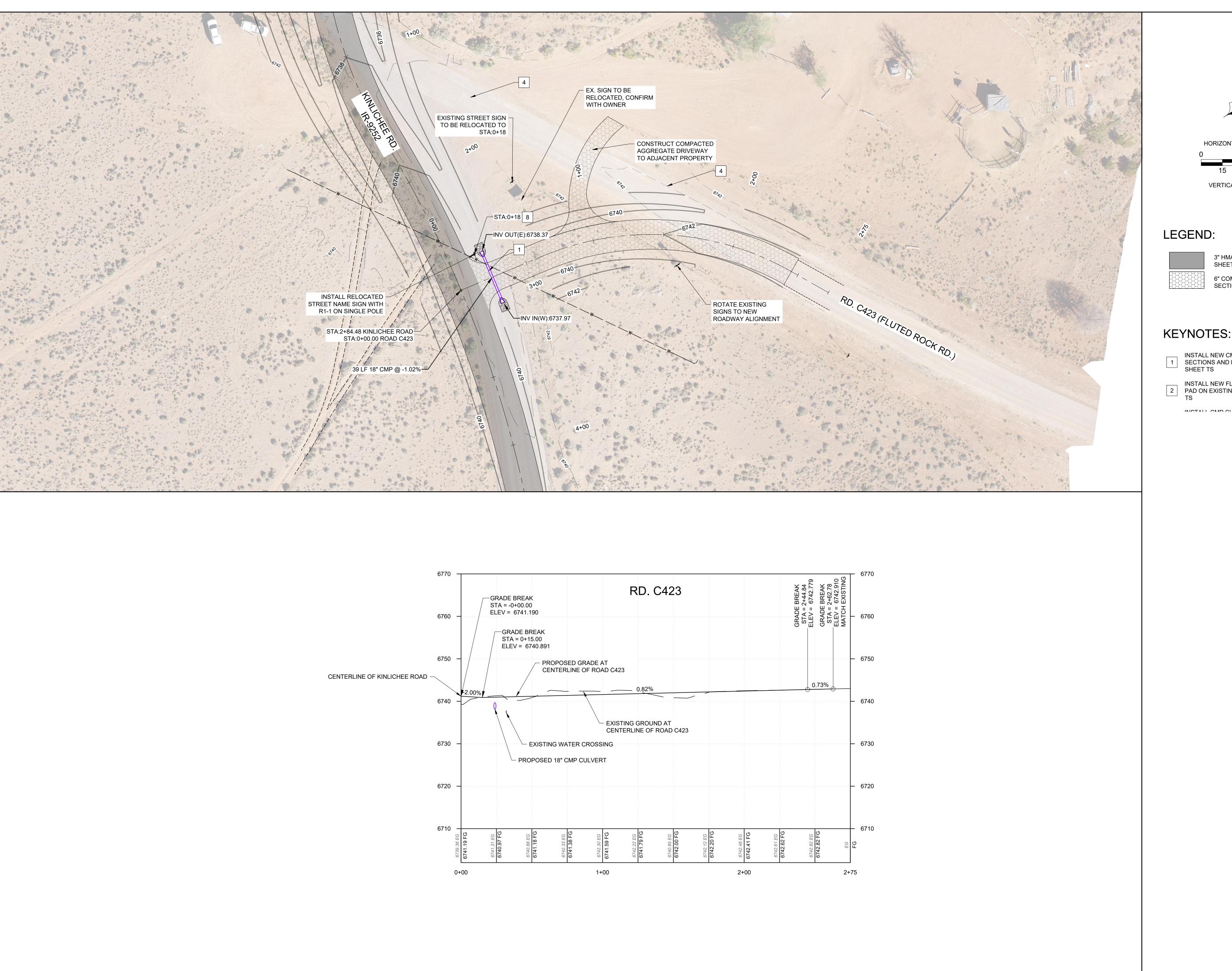


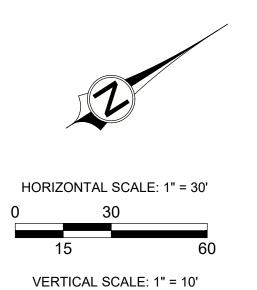














3" HMA PAVEMENT SECTION SEE SHEET TS

6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

INSTALL NEW CMP CULVERT WITH (2) FLARED END SECTIONS AND RIP-RAP PADS. SEE DETAIL ON SHEET TS

INSTALL NEW FLARED END SECTION AND RIP-RAP
PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET

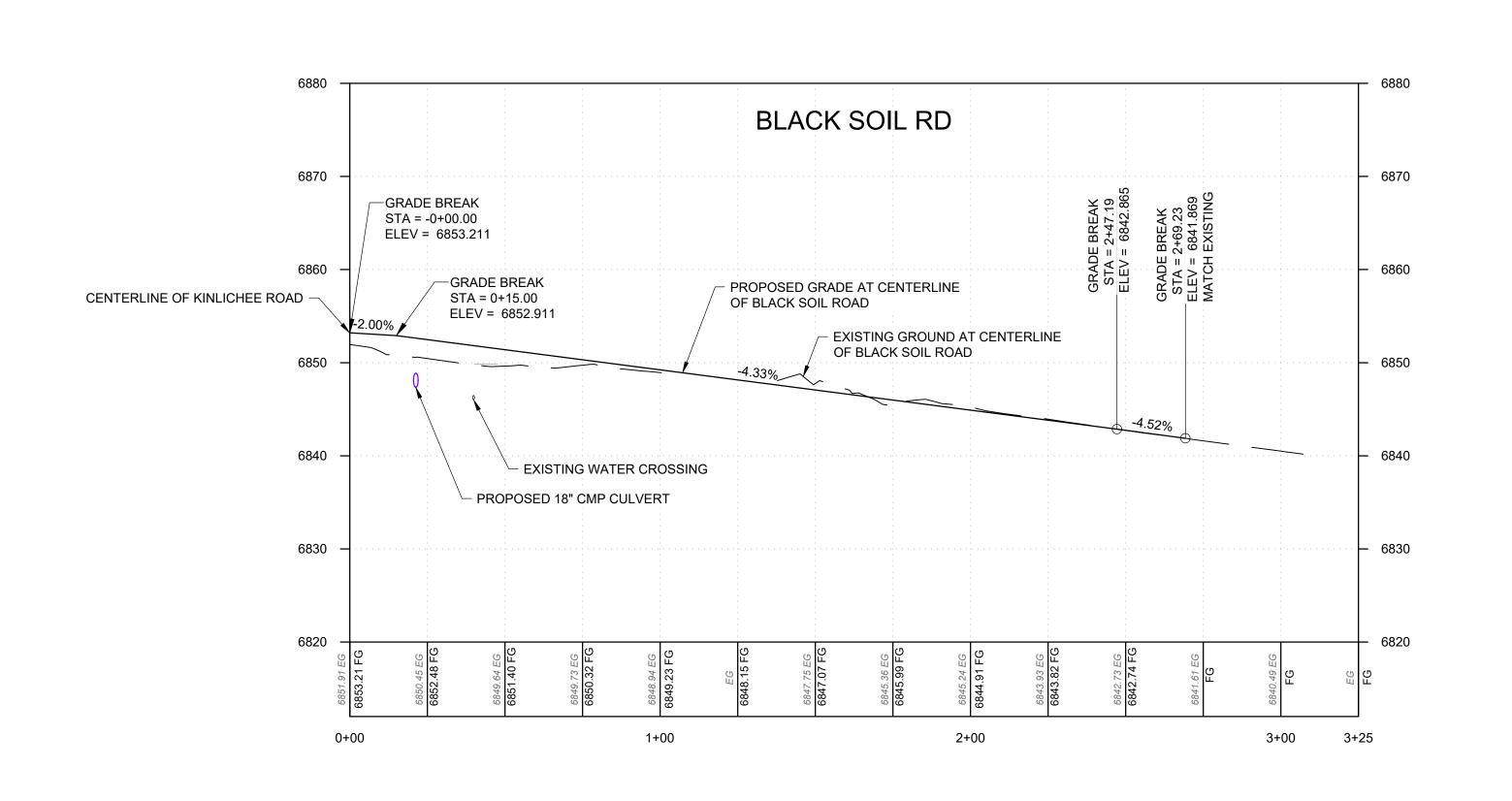
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PROFILE PLAN

PROJ. #: FF 21190

DATE: SEPTEMBER 2021
DESIGN BY: OZ
CHECKED BY: JGJ
SHEET PP16 Know what's below.

Call before you dig. 21 OF 23





HORIZONTAL SCALE: 1" = 30'

VERTICAL SCALE: 1" = 10'

### LEGEND:

3" HMA PAVEMENT SECTION SEE SHEET TS

6" COMPACTED AGGREGATE BASE SECTION, SEE SHEET TS

# **KEYNOTES:**

1 SECTIONS AND RIP-RAP PADS. SEE DETAIL ON

INSTALL NEW FLARED END SECTION AND RIP-RAP

REMOVE EXISTING GRAVEL SURFACING, REGRADE TO MATCH ADJACENT GRADE, SCARIFY SURFACE 6-INCHES MIN., PLACE TOPSOIL AND RE-SEED WITH

CONSTRUCT GRAVEL ROADWAY APPROACH 6" THICK COMPACTED AGGREGATE BASE OVER 6" COMPACTED SUBBASE. GRADE SMOOTH TRANSITION TO EXISTING ROADS. TIE IN EXISTING

GRADE PROPOSED ROADSIDE CHANNEL TO EXISTING DITCH OUTFALL, ENSURE POSITIVE

9 INSTALL NEW 24"x30" R2-1 30 MPH SPEED LIMIT SIGN WITH POLE PER MUTCD AND ADOT

10 REMOVE AND SALVAGE EXISTING SIGN TO OWNER

INSTALL NEW CMP CULVERT WITH (2) FLARED END

PAD ON EXISTING CULVERT. SEE DETAIL ON SHEET
TS

INSTALL CMP CULVERT EXTENSION WITH FLARED END SECTION AND RIP-RAP PAD. SEE DETAIL ON SHEET TS

RESTORE EXISTING ROADWAY TO NATURAL STATE. NATIVE MIX

DRAINAGE DITCHEWS TO NEW DITCHES AND/OR CULVERTS

6 CLEAN EXISTING CULVERT TO REMOVE SEDIMENT AND DEBRIS

8 INSTALL NEW 30" R1-1 STOP SIGN WITH POLE PER MUTCD AND ADOT STANDARDS

STANDARDS

Know what's below.

Call before you dig.

PROJ. #: FF 21190 DATE: SEPTEMBER 2021
DESIGN BY: OZ CHECKED BY: JGJ SHEET PP17 22 OF 23

PROFIL

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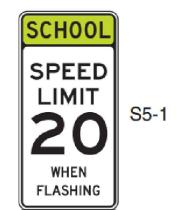
STA:70+18 S4-5A (36"x36")

STA:68+18 S5-1 (24"x48")

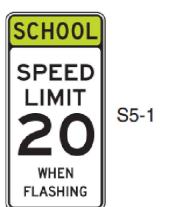
STA:68+18 S5-3 (24"x30")

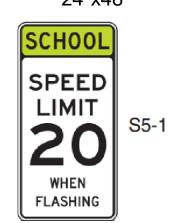
EXISTING SIGN TO BE REMOVED AND SALVAGED TO OWNER

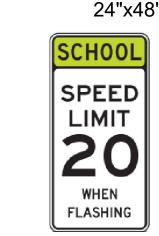
23 OF 23

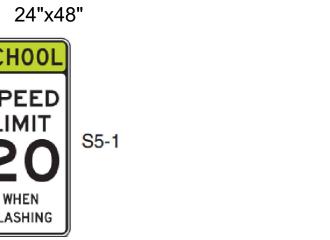


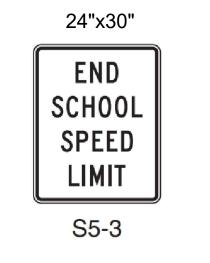


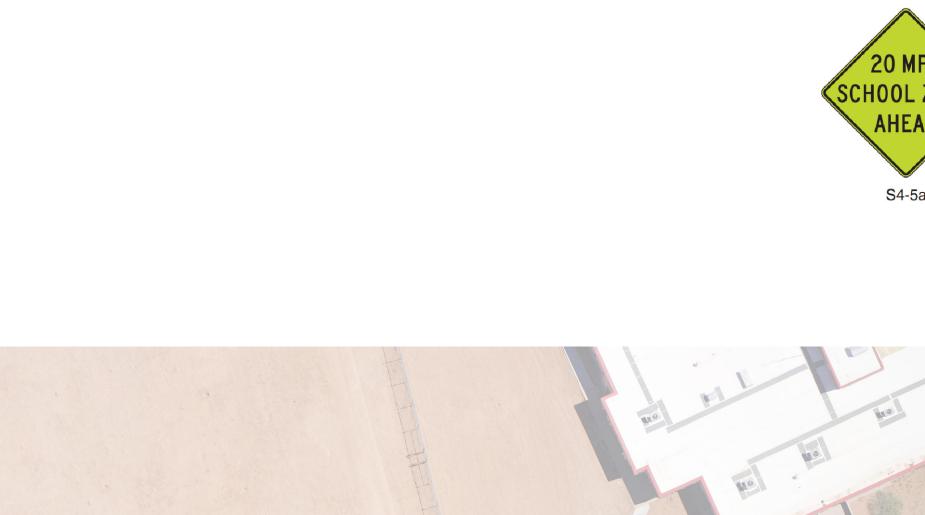




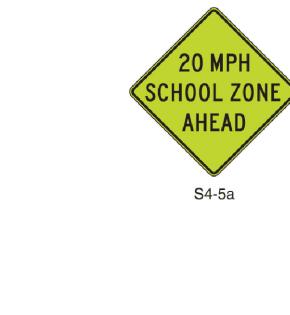


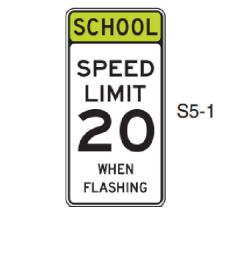






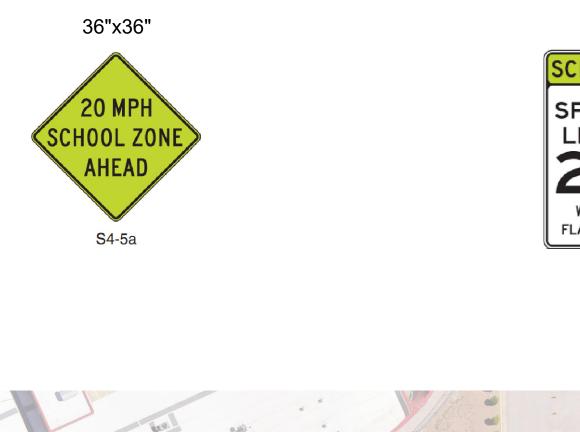


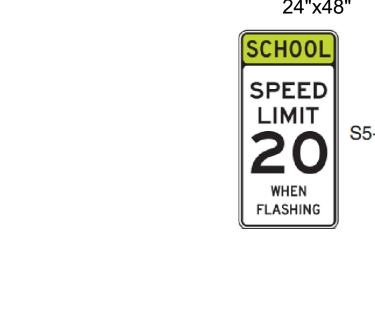






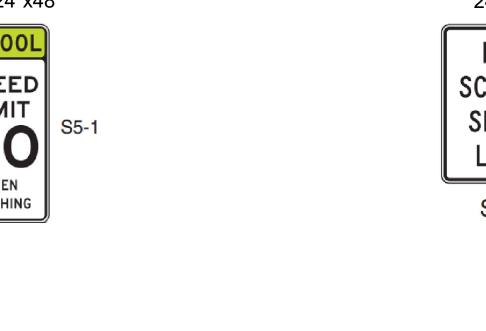


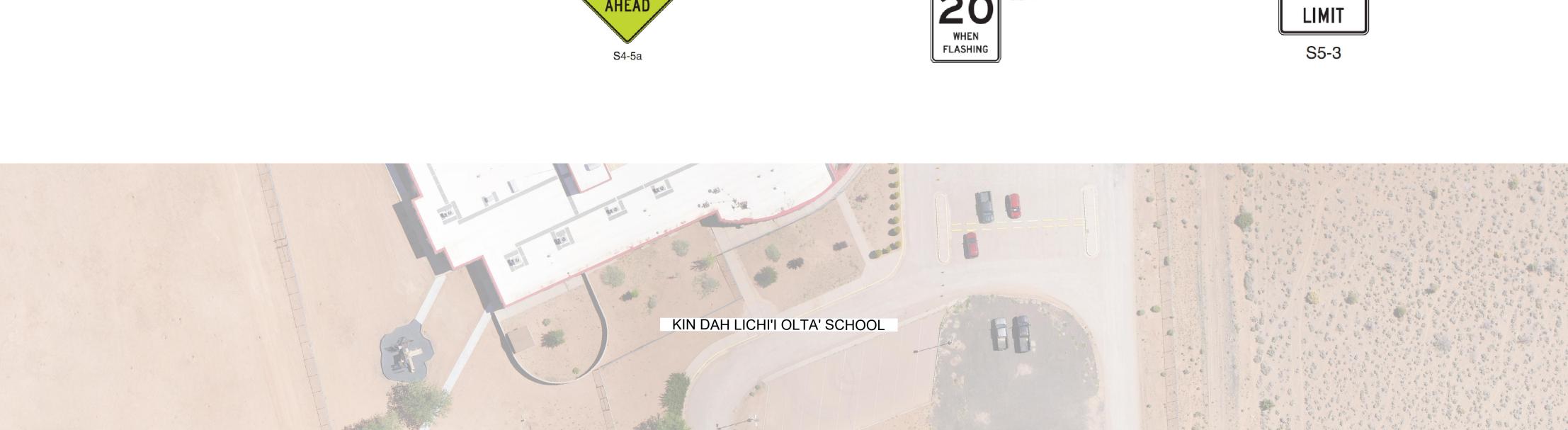




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STA:61+34 S5-3 (24"x30") EXISTING R1-1 SIGN TO BE PROTECTED IN PLACE KINLICHEE RD.

STA:59+34 S4-5A (36"x36") EXISTING SIGN TO REMOVED AND SALVAGED TO OWNER