



Goodwyn Mills Cawood  
2660 EastChase Lane  
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Montgomery, Alabama 36117  
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## ADDENDUM ACKNOWLEDGEMENT

**DATE:** September 12, 2024

**PAGE:** Pages 1 of 21

**TO:** ALL CONTRACTORS

**FROM:** WHEELER CROOK, PE

**PROJECT:** 2023 CWSRF SANITARY SEWER SYSTEM REHABILITATIONS  
FOR THE WETUMPKA WATER WORKS & SEWER BOARD  
CWSRF PROJECT NO. CS010460-06  
GMC PROJECT NO. CMGM230096(2)

**RE:** **ADDENDUM #1**

**PLEASE COMPLETE BELOW AND RETURN IMMEDIATELY.**

I, the undersigned, hereby acknowledge receipt of this Addendum.

\_\_\_\_\_  
Authorized Representative of Contractor

\_\_\_\_\_  
Date

\_\_\_\_\_  
Company Name

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
Contractor's License Number (if applicable)



# ADDENDUM NUMBER 1

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## 2023 CWSRF SANITARY SEWER SYSTEM REHABILITATION

FOR THE

## WETUMPKA WATER WORKS & SEWER BOARD

CWSRF PROJECT NO. CS010460-06

GMC PROJECT NO. CMGM230096(2)

### 1. Revisions to Project Manual

- 1.1 The following revisions are hereby added as Addendum No. 1 to the referenced Project Manual and Plans and shall be considered when preparing bids.
- 1.2 The attached revised proposal shall be used for bid submission.
- 1.3 The Owner has approved Sprayroq-Spraywall as an alternate manhole rehabilitation product for the aforementioned project. Surface preparation, underlayment (if required), application and thickness shall follow the manufacturers recommended procedures.

### 2. Revisions to Plans

- 2.1 The revised plan set (Attached) dated 9/12/2024 shall be used when preparing bids and during construction.

### 3. Clarifications

- 3.1 The contractor shall use Strongback RC 5000 couplings by Fernco, Inc. for point repair connections.
- 3.2 The existing pipe sizes identified in the plan set may vary as indicated in the bid proposal and revised Addendum No. 1 plan set. Exact sizes shall be field determined by the contractor.
- 3.3 All work performed (including CCTV, Point Repair, CIPP) within ALDOT ROW shall be coordinated with the Owner, Engineer, Wetumpka PD and ALDOT prior to beginning work. All traffic control measures shall be in place before commencing work. The work within ALDOT ROW may be required to be performed after hours at night, including traffic control consisting of lane closures, portable arrow boards, etc. (Sheet C-301 (Manholes 100 – 101 and pipe segment 100 / Sheet C-302 Manholes 700 – 704 and all pipe segments / Sheet C-303 Manholes 301 & 500) potentially have areas that apply.
- 3.4 Should asphalt pavement patching be encountered the Owner will allow disposal of the old asphalt, spoils, etc. to be disposed of at their facility.

### 4. Questions

- 4.1 Question: Can heavy cleaning be defined as didn't see it?  
Answer: Please see Specification 01 1500 – Measurement and Payment – 1.2 A & B.
- 4.2 Question: Can 'Lateral Data Collection" be defined as didn't see what was expected in the specs.



Answer: Lateral Data Collection shall be identified as a distance measurement in footage from the upstream / downstream manhole and shall include direction, size, material type of the lateral along with any other pertinent data.

- 4.3 Question: Can the sewer grit from cleaning be disposed with the city at either lagoon?  
Answer: Yes, please see Specification 01 0300 – Special Project Provisions – 1.1 H.
- 4.4 Question: Can we receive flow info. on the 18” and 24” piping to size bypass?  
Answer: Per analyzation of LS run times by the Owner in the vicinity of the gravity sewer mains the flow averages approximately 300 GPM.
- 4.5 Question: Can the manholes for replacement be identified with varying depths and in/out of streets?  
Answer: Manholes for replacement have not been pre-identified and will be determined at the Owner’s discretion. Pay Items No. 11-13 includes varying depths of manholes to be furnished. Should the depths included not be sufficient to achieve the proper height then Pay Item No. 14 will cover additional vertical footage to raise the new manhole by pre-cast concrete riser. A pay item has been added in the Addendum No. 1 proposal for Asphalt Pavement Patch.
- 4.6 Question: Can heavy duty hoses be used for bypass in lieu of rigid pipe as would be about a day or so per setup?  
Answer: Yes.
- 4.7 Question: Can the contract time be reviewed? After review of bid items and other similar jobs in the past we estimate this job will need 300 calendar days to complete. There are also significant delays right now with raw felt tube suppliers. We have seen 6-8 weeks lead times in getting these materials delivered.  
Answer: Upon review of the contract time of 90 CCD, 60 CCD shall be added for a total contract time of 150 CCD. Should materials become a delay the Owner will consider a Stop Contract Time notice to account for such with proper documentation furnished to substantiate the delay.
- 4.8 Question: Per the bid form, the base bid includes 6,060 LF of CIPP lining and the Alternate includes 3,489 LF total of CIPP lining. Could you please clarify which sheets/specific pipe segments are meant to be included on the base vs the alternate bid?  
Answer: Plan sheet C-303 and C-301 are loosely included in Base Bid and plan sheet C-302 in the Additive Alternate. Upon review of the CCTV video by the Engineer and Owner, the contractor will be advised of the number and location of the point repairs to be made along with the line segments to receive CIPP liner no matter which plan sheet they are located on.
- 4.9 Question; Will the Owner / Engineer please consider pushing the bid date for this contract 2 weeks? With the documents being released this week, we are already within 1 month of the project’s bid date. With a project of this magnitude, the additional time will provide opportunity for multiple necessary walks for open cut and bypass contractors.  
Answer: The request to extend the bid date is denied. Bid date shall remain as advertised.
- 4.10 Question: Will the Owner / Engineer please provide any existing video of the sewers to be rehabilitated on this project?  
Answer: There are no prior videos of the sanitary sewer lines scheduled for CCTV / CIPP rehabilitation.
- 4.11 Question: Is there an engineer’s estimate for the project?  
Answer: \$500,000.00 - \$600,000.00

## 5. **Acknowledgement**



5.1 Receipt of Addendum shall be acknowledged in two ways:

5.1.1 Note on (EJCDC C-410) page 2 of Bid Form of the Project Manual – Bidder acknowledges receipt of “Addendum No. 1” and date of “September 12, 2024”.

**AND**

5.1.2 EMAIL GMC immediately at [ashley.morris@gmcnetwork.com](mailto:ashley.morris@gmcnetwork.com) with signed acknowledgement to confirm that addendum has been received and is legible.

**6. Conclusion**

6.1 This is the end of Addendum Number 1, dated Thursday, September 12, 2024.

**BID PROPOSAL - ADDENDUM NO. 1**

**PROJECT: CWSRF SANITARY SEWER SYSTEM REHABILITATION  
FOR THE WETUMPKA WATER WORKS AND SEWER BOARD  
CWSRPROJECT NO. CS010460-06  
GMC PROJECT NO: CMGM-230096(2)**

**BIDDER:** \_\_\_\_\_

**BASE BID:**

<u>ITEM</u>	<u>QTY.</u>	<u>UNIT</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
1	1	LS	Mobilization and General Conditions (NTE 3% of Total Bid)	\$ LS	\$
2	9,549	LF	Various Diameter Gravity Sewer Pre-Construction CCTV, Cleaning and Report (Including Lateral Data Collection)		
3	2,500	LF	Various Diameter Heavy Cleaning		
4	49	EA	Pre-Construction Manhole Inspection w/ Report		
5	2	EA	6" / 8" Point Repair / Sag Repair / Blockage Removal		
6	1	EA	10" / 12" Point Repair / Sag Repair / Blockage Removal		
7	1	EA	15" / 16" Point Repair / Sag Repair / Blockage Removal		
8	3	EA	18" Point Repair / Sag Repair / Blockage Removal		
9	1	EA	24" Point Repair / Sag Repair / Blockage Removal		
10	383	VF	Manhole Rehabilitation		
11	1	EA	48" Diameter Manhole w/ Ring & Cover (6'-8')		
12	2	EA	48" Diameter Manhole w/ Ring & Cover (8'-10')		
13	1	EA	48" Diameter Manhole w/ Ring & Cover (10'-12')		
14	20	VF	48" Diameter Manhole Riser		
15	4	EA	Remove and Dispose of Existing Manhole		
16	500	SF	Asphalt Pavement Patch (Includes Saw Cut, Disposal, Backfill, Compaction, Asphalt, Etc.)		
17	1,684	LF	6" / 8" Gravity Sewer Cured-In-Place Pipe Installation		
18	128	LF	10" / 12" Gravity Sewer Cured-In-Place Pipe Installation		
19	462	LF	15" / 16" Gravity Sewer Cured-In-Place Pipe Installation		
20	3,274	LF	18" Gravity Sewer Cured-In-Place Pipe Installation		
21	512	LF	24" Gravity Sewer Cured-In-Place Pipe Installation		
22	6,060	LF	Gravity Sanitary Sewer Post-Construction CCTV Inspection		
23	1	LS	Traffic Control Measures (Cones, Const. Signs, Barrels, Flagman, Portable Arrow Boards, Etc.)	LS	
24	1	LS	Erosion Control Measures (Silt Fence, Removal, Wattles, Etc.)	LS	
25	1	LS	Bypass Pumping	LS	
26	1	LS	Cleanup, Grassing, Mulching, Site and Landscape Restoration	LS	
27	1	LS	Sanitary Sewer Main Easement Access	LS	

28	1	LS	Allowance - Owner's Contingency	<u>LS</u>	<u>30,000.00</u>
<b>TOTAL BASE BID (LINE ITEMS 1 - 28)</b>				\$	<u><u>                    </u></u>

**ADDITIVE ALTERNATE NO. 1:**

<u>ITEM</u>	<u>QTY.</u>	<u>UNIT</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL PRICE</u>
A1-1	2	EA	6"/8" Point Repair / Sag Repair / Blockage Removal	\$ _____	\$ _____
A1-2	2	EA	18" Point Repair / Sag Repair / Blockage Removal	_____	_____
A1-3	1	EA	24" Point Repair / Sag Repair / Blockage Removal	_____	_____
A1-4	224	VF	Manhole Rehabilitation	_____	_____
A1-5	1,318	LF	6" / 8" Gravity Sewer Cured-In-Place Pipe Installation	_____	_____
A1-6	1,659	LF	18" Gravity Sewer Cured-In-Place Pipe Installation	_____	_____
A1-7	512	LF	24" Gravity Sewer Cured-In-Place Pipe Installation	_____	_____
A1-8	3,489	LF	Gravity Sewer Post-Construction CCTV Inspection	_____	_____
<b>TOTAL ADDITIVE ALTERNATE NO. 1</b>					<b>\$ _____</b>
<b>TOTAL BASE BID + ADDITIVE ALTERNATE NO. 1</b>					<b>\$ _____</b>

The bidder agrees that this bid shall be good and may not be withdrawn for a period of 60 calendar days after the scheduled closing time for receiving bids.

Upon receipt of written notice of the acceptance of this bid, bidder will execute the formal contract attached within fifteen (15) days and deliver a Surety Bond or Bonds as required by Paragraph 29 of the General Conditions. The bid security attached in the sum of \_\_\_\_\_ (\$ \_\_\_\_\_) is to become the property of the Owner in the event the contract and bond are not executed within the time set forth, as liquidated damages for the delay and additional expense to the Owner caused thereby.

Respectfully submitted:

By: \_\_\_\_\_

Title: \_\_\_\_\_

Company: \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_

(Business Address & Zip Code)

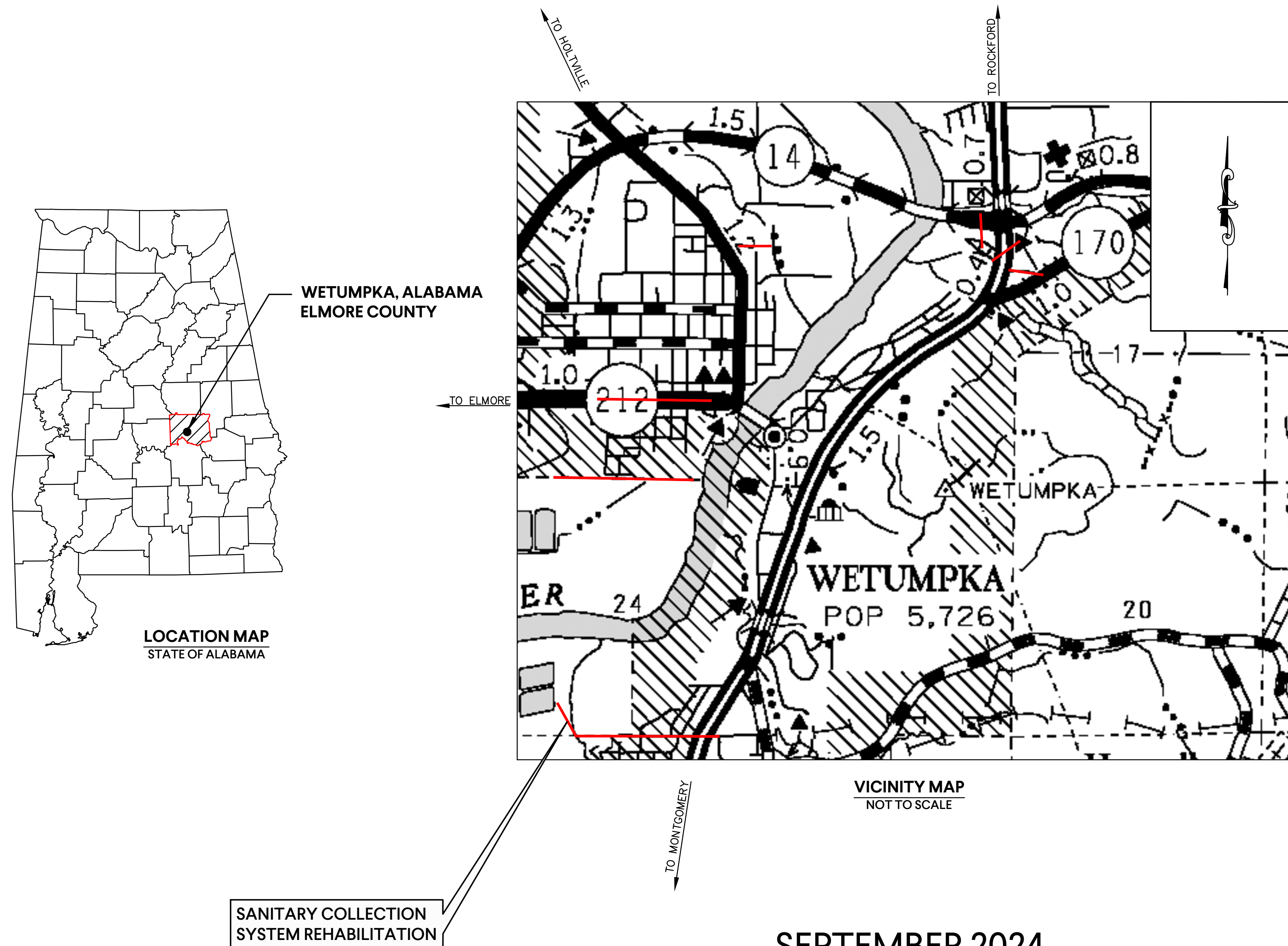
(Seal - if bid is by a corporation)

# CWSRF SANITARY SEWER SYSTEM REHABILITATION



ADEM CWSRF PROJECT NO. CS010460-06  
 GMC PROJECT NO. CMGM 23-0096(2)

CITY OF WETUMPKA WATER WORKS & SEWER BOARD  
 ELMORE COUNTY, AL



DRAWING INDEX		
SHT #	SEQ. #	SHEET TITLE
GENERAL		
1	G-001	INDEX TO DRAWINGS, VICINITY MAP & LOCATION MAP
2 - 3	G-002 - G-003	PROJECT NOTES & SYMBOLS LEGEND
4	G-004	OVERALL PROJECT MAP
CIVIL		
5 - 7	C-301 - C-303	SEWER PLAN
8 - 9	C-901 - C-902	SEWER DETAILS
10 - 11	C-903 - C-904	EROSION CONTROL DETAILS
12 - 14	C-905 - C-907	TRAFFIC CONTROL DETAILS

SANITARY COLLECTION SYSTEM REHABILITATION

SEPTEMBER 2024

ADDENDUM NO. 1

**GMC**

2660 Eastchase Lane, Suite 200  
 Montgomery, AL 36117  
 T 334.271.3200

ISSUE	DATE
BID SET	09.03.2024
ADDENDUM NO. 1	09.12.2024

DESIGNER:	KMM
DRAWN BY:	KMM
CHECKED BY:	JWC

CWSRF SANITARY SEWER SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

COVER SHEET

**G-001**



UTILITY CONTACTS

GOODWYN MILLS CAWOOD, LLC  
WHEELER CROOK, PE - PROJECT MANAGER  
PHONE: (334) 271-3200

CITY OF WETUMPKA WATER WORKS & SEWER BOARD (WWSB)  
JOHN STRICKLAND - CHAIRMAN  
RONNIE WINDHAM, PE - GENERAL MANAGER  
CHRIS BOWAR - SEWER SUPERINTENDENT  
MICHAEL DIGMON - WATER SUPERINTENDENT  
RUSS BARBER - PROJECT MANAGER  
PHONE: (334) 567-8404

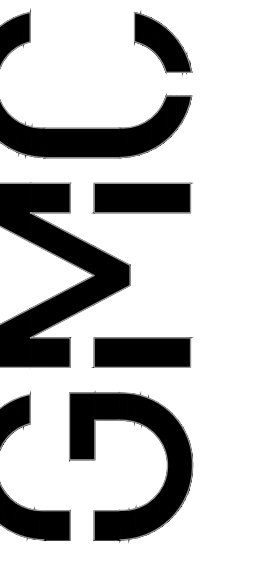
NOTE: THIS LIST IS NOT ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR CONTACTING APPROPRIATE UTILITIES FOR LINE LOCATIONS/INFORMATION.

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
CCTV	CLOSED-CIRCUIT TELEVISION
CIPP	CURED-IN-PLACE-PIPE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
DIA	DIAMETER
DI	DUCTILE IRON
DIST	DISTANCE
EL	ELEVATION
EX	EXISTING
GIS	GEOGRAPHIC INFORMATION SYSTEM
GV	GATE VALVE
IE	INVERT ELEVATION
INV	INVERT
LAT	LATERAL
LF	LINEAR FEET
LR	LATERAL REPAIR
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
PR	POINT REPAIR
PSI	POUNDS PER SQUARE INCH
PVC	POLYVINYLCHLORIDE
RCP	REINFORCED CONCRETE PIPE
REQD	REQUIRED
RJDI	RESTRAINED JOINT DUCTILE IRON
SS	SANITARY SEWER
STD	STANDARD
TC	TERRA COTTA
TYP	TYPICAL
VCP	VITRIFIED CLAY PIPE
WM	WATER METER
WV	WATER VALVE

PROJECT NOTES

- GENERAL PROJECT INFORMATION:**
  - THE SEWERS, MANHOLES AND OTHER FEATURES SHOWN ON THE DRAWINGS ARE TO BE CONSIDERED APPROXIMATE LOCATIONS AND ARE FOR GENERAL INFORMATION ONLY. THE DRAWINGS DO NOT SHOW ALL OF THE HOMES AND BUSINESSES IN THE AREA OR OTHER EXISTING UTILITIES. IN ADDITION, ALL CURRENT ROADS AND CONNECTING SEWERS MAY NOT BE SHOWN. THE CONTRACTOR SHALL MAKE NECESSARY SITE INVESTIGATIONS TO DETERMINE ACTUAL LOCATIONS PRIOR TO BIDDING. THE DRAWINGS ARE BASED ON THE OWNER'S GEOGRAPHIC INFORMATION SYSTEM (GIS), SURVEY, AND PHYSICAL INFORMATION PROVIDED BY THE OWNER.
  - THE CONTRACTOR SHOULD EXPECT DISCREPANCIES BETWEEN THE DRAWINGS AND THE ACTUAL SEWER CONFIGURATIONS AND LOCATIONS. THESE DISCREPANCIES WILL BE FOUND THROUGHOUT THE WORK AND SHALL BE COORDINATED/ADDRESSED IN THE FIELD WITH THE ENGINEER/OWNER AND SHALL BE DOCUMENTED ON THE RECORD DRAWINGS.
  - THE WORK UNDER THIS CONTRACT INCLUDES TELEVISION EXISTING SEWERS, INSTALLING CURED-IN-PLACE PIPING (CIPP), AND REHABILITATING MANHOLES.
  - IN SOME INSTANCES, INFORMATION ON EXISTING SEWERS IS NOT AVAILABLE AND INDICATED WITH A "UNKNOWN" ON THE TABLES. THE CONTRACTOR SHALL MAKE FIELD INVESTIGATIONS AND/OR ASSUMPTIONS FOR THE UNAVAILABLE INFORMATION AS DEEMED NECESSARY WHEN DEVELOPING THEIR BID.
  - THE SEWER SEGMENTS ARE DEFINED ON THE TABLES BY A MANHOLE ID. THE DISTANCES LISTED IN THE TABLES ARE FROM THE CENTER OF THE START MH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING LOCATIONS AND POSITIONS OF SERVICE LATERALS. THE CONTRACTOR IS ADVISED THAT SOME HOUSES MAY BE COMBINED INTO A SINGLE LATERAL. ALL HOUSES MUST BE ACCOUNTED FOR. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR DETERMINING ACCURATE SEWER DIAMETERS.
  - IF ARCHAEOLOGICAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, THE PROCEDURES CODIFIED AT 36 CFR 800.13(B) WILL APPLY, AND THE ECONOMIC DEVELOPMENT ADMINISTRATION (EDA) AND ALABAMA HISTORICAL COMMISSION WILL BE CONTACTED IMMEDIATELY. ARCHEOLOGICAL MATERIALS CONSIST OF ANY ITEMS, FIFTY YEARS OR OLDER, WHICH WERE MADE OR USED BY MAN. THESE ITEMS INCLUDE BUT ARE NOT LIMITED TO, STONE PROJECTILE POINTS (ARROWHEADS), CERAMIC SHARDS, BRICKS, WORKED WOOD, BONE, AND STONE, METAL, AND GLASS OBJECTS.
  - THE CONTRACTOR IS ADVISED THAT ADDITIONAL SEWERS AND MANHOLES MAY BE ADDED TO THIS CONTRACT FOR REHABILITATION TO USE THE QUANTITIES IN THE BID, TO SPEND THE OWNER'S AVAILABLE BUDGET/FUNDING, AND/OR TO ADDRESS ADDITIONAL SEWER OR MANHOLE PROBLEMS THAT ARE IDENTIFIED. THE ADDED SEWERS AND MANHOLES MAY BE LOCATED ANYWHERE WITHIN THE OWNER'S SERVICE AREA. THE UNIT PRICES BID SHALL INCLUDE REHABILITATING ANY ADDED SEWERS AND MANHOLES REGARDLESS OF LOCATION, QUANTITY OR LAYOUT.
  - THE WETUMPKA WWSB SHALL REQUIRE A 7 WORKING DAY NOTIFICATION PRIOR TO BEGINNING WORK.
  - ALL EXISTING UTILITIES SHOWN ABOVE AND BELOW GROUND ARE APPROXIMATE AND ARE NOT NECESSARILY ALL THAT EXIST. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY OWNERS AND DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES ON THE PROJECT, WHETHER SHOWN ON THE PLANS OR NOT, BEFORE COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY DAMAGES WHICH MIGHT OCCUR FROM THE FAILURE TO LOCATE AND PRESERVE ANY AND ALL UTILITIES. CONTRACTOR SHOULD USE EXTREME CAUTION WHEN WORKING NEAR UTILITIES.
  - CALL ALABAMA ONE CALL (800-292-8525) PRIOR TO EXCAVATING ON OR OFF R.O.W.
  - ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE YEAR AFTER ACCEPTANCE BY THE WETUMPKA WWSB.
  - THE CONTRACTOR IS RESPONSIBLE FOR REPAIR TO PUBLIC ROADS CAUSED BY HIS ACTIVITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEET WITH STATE, CITY, AND COUNTY OFFICIALS TO AGREE UPON AND RECORD THE CONDITIONS OF THE ROAD BEFORE CONSTRUCTION COMMENCES.
  - PROPERTY OBSTRUCTIONS ARE TO REMAIN IN PLACE, SUCH AS HISTORICAL STRUCTURES, TREES, DRAINS, WATER OR GAS PIPES, POLES, WALLS, ETC. ARE NOT TO BE DISTURBED UNLESS NOTED AND APPROVED BY STATE HISTORIC PRESERVATION OFFICES, ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT), ALABAMA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT (ADEM), ENVIRONMENTAL PROTECTION AGENCY (EPA), ETC.
  - THE CONTRACTOR IS REQUIRED TO DEVELOP AN AS-BUILT SET OF DRAWINGS AFTER PROJECT CONSTRUCTION. THE COMPLETE AS-BUILT MAP WILL CONTAIN ALL INSTALLED PAVEMENT PATCHES, ASPHALT OVERLAY, CONCRETE FLUME, INLETS, ETC., AND CONNECTIONS WITH REFERENCE DISTANCES TO PERMANENT ABOVE GROUND STRUCTURES.
  - THE CONTRACTOR IS EXPECTED TO CAREFULLY EXAMINE THE PLANS, PROPOSAL, AND SITE OF THE WORK. THEREFORE, IT WILL BE ASSUMED THAT THE BIDDER HAS SATISFIED HIMSELF AS TO THE CONDITIONS TO BE ENCOUNTERED IN REGARDS TO THE CHARACTER, QUALITY, AND QUANTITIES OF WORK TO BE PERFORMED AND MATERIALS TO BE FURNISHED, AND AS TO THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND CONTRACT. THE SUBMISSION OF A PROPOSAL BY A BIDDER WILL BE CONSIDERED PRIMA FACIE EVIDENCE THAT THE BIDDER HAS MADE SUCH AN EXAMINATION.
  - THE ONSITE REPRESENTATIVE WILL HAVE ON HAND AT ALL TIMES: APPROVED PLANS AND PROJECT MANUAL STAMPED BY THE ENGINEER, TRAFFIC CONTROL PLANS, AND EROSION CONTROL PLANS.
  - THE CONTRACTOR MAY STORE EQUIPMENT AND MATERIALS AT WETUMPKA WWSB'S FACILITIES, INCLUDING BUT NOT LIMITED TO THE OFFICE AND LAGOONS. SITE SECURITY WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER PRIOR TO STORING EQUIPMENT OR MATERIALS.
  - THIS PROJECT IS BASED ON A UNIT PRICE CONTRACT. ALL WORK DESCRIBED, SHOWN, REFERENCED, OR OTHERWISE INDICATED IN OR ON THE DRAWINGS, PROPOSAL, ADVERTISEMENT, AND SPECIFICATIONS ARE TO BE COMPLETED IN-PLACE AND SERVICEABLE ACCORDING TO THE PLANS, INSTRUCTIONS, SPECIFICATIONS, LINES, AND GRADES INDICATED ON THE PLANS AND ALL APPLICABLE STATE, FEDERAL, AND MUNICIPAL CODES AND STANDARDS. INDIVIDUAL ITEMS OF WORK THAT ARE NECESSARY TO COMPLETE THE PROJECT TO THE LINES AND GRADES, WHETHER SHOWN OR DESCRIBED IN THE PLANS AND SPECIFICATIONS, ARE TO BE CONSIDERED INCIDENTAL AND ARE THE RESPONSIBILITY OF THE CONTRACTOR.
  - THE CONTRACTOR SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY PERCEIVED CONFLICTS, AMBIGUOUS ITEMS OR DEFICIENCIES IN THE PLANS, SPECIFICATIONS, GENERAL NOTES, OR RELATED CONTRACT DOCUMENTS.
- SEWER CLEANING AND CCTV INSPECTION:**
  - CONTRACTOR SHALL USE EXTREME CAUTION WHEN CLEANING SEWERS TO PREVENT STRUCTURALLY DAMAGED SEWERS AND THE OLDER SEWERS FROM COLLAPSING. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY CLEANING OR TELEVISION INSPECTION EQUIPMENT TRAPPED BY COLLAPSED SEWERS. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING HOMES CAUSED BY CLEANING OPERATIONS. ANY SPILLS SHALL BE CLEANED UP IMMEDIATELY. ANY DAMAGE SHALL BE REPAIRED IMMEDIATELY. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IN WRITING OF ANY CONCERNS PRIOR TO CLEANING SEWERS. THE CONTRACTOR'S UNIT PRICE FOR CLEANING AND TELEVISION THE EXISTING SEWERS SHALL INCLUDE COSTS FOR COMPLETE CLEANING, ROOT AND GREASE REMOVAL, SILT/SAND REMOVAL AND TUBERCULATION REMOVAL, REGARDLESS OF THE SEVERITY.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING VIDEO INSPECTIONS AND TAKING PHOTOGRAPHS OF THE ENTIRE PROJECT AREA (INCLUDING SURFACE SITE CONDITIONS AND CCTV DOCUMENTATION) PRIOR TO PERFORMING ANY WORK AS THE CONTRACTOR DEEMS NECESSARY. THE INSPECTIONS SHALL BE NARRATED TO DOCUMENT LOCATIONS AND DATES OF THE VIDEO INSPECTIONS. THE PHOTOGRAPHS SHALL BE DATE STAMPED.
  - THE PURPOSE OF THE INSPECTIONS AND PHOTOGRAPHS SHALL BE TO DOCUMENT THE PRE-CONSTRUCTION CONDITIONS FOR COMPARISON WITH THE FINAL RESTORATION WORK AND WITH ANY IMPACTS TO PROPERTY/ROADS THAT OCCUR DURING THE CONSTRUCTION. IF THE CONTRACTOR FAILS TO PERFORM THOROUGH AND COMPLETE INSPECTIONS AND PHOTOGRAPHS, AND THE OWNER OR ENGINEER RECEIVES COMPLAINTS ON THE FINAL RESTORATION OR IMPACTS TO ROADS OR PROPERTY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL ADDITIONAL RESTORATION AND REPAIRS AS NECESSARY TO COMPLETELY RESOLVE THE COMPLAINT/ISSUE AT NO ADDITIONAL COST TO THE OWNER.
  - THE CONTRACTOR SHALL DISPOSE OF ANY WASTE FROM THE CLEANING PROCESS AT THE WETUMPKA WWSB LAGOONS AND/OR WASTEWATER TREATMENT PLANT.
- CIPP INSTALLATION:**
  - ALL SEWERS SHOWN ON THE PLANS AND LISTED IN THE TABLES SHALL BE LINED WITH CIPP AS SPECIFIED UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THE CIPP SHALL BE ONE OF THE APPROVED PRODUCTS SPECIFIED. CCTV INSPECTION SHALL BE USED TO CONFIRM THE SEWERS CAN BE LINED. THE CONTRACTOR SHALL IDENTIFY ANY REQUIRED POINT REPAIRS NEEDED PRIOR TO CIPP INSTALLATION DURING THE PRE-REHABILITATION CCTV INSPECTION AND SUBMIT RECOMMENDATIONS TO THE ENGINEER FOR REVIEW AS SPECIFIED. THE COST FOR ANY POINT REPAIRS SHALL BE NEGOTIATED WITH CONTRACTOR AND ADDED TO THE PROJECT VIA A CHANGE ORDER OR THE SEWERS WILL BE REMOVED FROM THE CONTRACT.
  - CONTRACTOR SHOULD USE EXTREME CARE WHEN INSTALLING LINERS THROUGH OLD MANHOLES. ANY DAMAGE CAUSED SHALL BE PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. IF THE CONTRACTOR HAS TO REMOVE THE FRAME AND COVER IN ORDER TO INSTALL THE LINER, THE FRAME SHALL BE RESET IN ACCORDANCE WITH THE OWNER'S STANDARD DETAILS AND REQUIREMENTS AT NO ADDITIONAL COST TO OWNER.
  - LINER PIPES SHALL BE TERMINATED IN THE MANHOLES. THE INVERT OF EACH MANHOLE SHALL BE COATED WITH AN APPROVED GROUT TO RAISE THE INVERT ELEVATION TO MATCH THE LINED PIPES AND TO PROVIDE A SMOOTH UNIFORM FLOW CHANNEL THROUGH THE MANHOLE. A CONSTANT SLOPE SHALL BE PROVIDED FROM THE INLET TO OUTLET SEWERS. THE CIPP MANHOLE CONNECTION SHALL ALSO BE SEALED WITH A WATER-STOP AND NON-SHRINK GROUT AS SPECIFIED. THE ENTIRE AREA AND VOIDS BETWEEN AND AROUND THE CIPP MANHOLE CONNECTION SHALL BE COMPLETELY FILLED AND COATED WITH A NON-SHRINK GROUT TO PROVIDE A LEAK-TIGHT CONNECTION. IN SOME SITUATIONS, INJECTION GROUTING MAY BE REQUIRED TO COMPLETELY SEAL THE CONNECTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR CIPP.
  - IN SOME SITUATIONS, WHERE SPECIFICALLY APPROVED BY THE ENGINEER/OWNER, WHEN THE CONTRACTOR LINES MULTIPLE SEGMENTS AT ONE TIME, THE CONTRACTOR SHALL LEAVE THE LINER THROUGH THE INTERMEDIATE MANHOLES TO SERVE AS THE INVERT CHANNEL. IN THESE INSTANCES, THE TOP ONE-HALF OF THE LINER SHALL BE NEATLY REMOVED, AND THE VOID BEHIND THE LINER PIPE SHALL BE INJECTED WITH AN APPROVED PUMPABLE GROUT AND THEN FURTHER FILLED AND CAPPED WITH NON-SHRINK GROUT. THE NON-SHRINK GROUT SHALL BE CONSIDERED INCIDENTAL TO THE WORK. THE ENGINEER/OWNER MUST APPROVE EVERY LOCATION THAT THE CIPP WILL REMAIN IN THE MANHOLES. THE ENGINEER/OWNER MAY ALSO REQUIRE THAT CIPP BE LEFT IN CERTAIN MANHOLES EVEN THOUGH NOT PLANNED BY THE CONTRACTOR. THE MAJORITY OF THESE SITUATIONS WILL LIKELY OCCUR ON THE LARGER DIAMETER PIPES.
  - ALL ACTIVE SERVICE LATERALS SHALL BE RECONNECTED TO THE CIPP VIA AN INTERNAL REMOTE CUTTER AFTER LINER INSTALLATION. OPENINGS FOR SERVICES SHALL BE 100% OF THE EXISTING LATERAL PIPE DIAMETER. THE ENTIRE SERVICE LATERAL OPENING SHALL BE SMOOTH AND FREE OF BURRS. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE WHICH SERVICES ARE ACTIVE. THE CONTRACTOR SHALL PERFORM DYE TESTS AND/OR FLUSH TESTS WHILE THE TELEVISION INSPECTION IS BEING PERFORMED TO VIEW EACH LATERAL CONNECTION DURING THE TESTS. ALL COSTS ASSOCIATED WITH THE DYE AND FLUSH TESTS SHALL BE INCLUDED IN THE UNIT PRICES FOR CLEANING AND TELEVISION EXISTING SEWERS. THE CONTRACTOR SHALL SCHEDULE THE WORK WHEN PROPERTY OWNERS ARE HOME SO THAT THE DYE TEST CAN BE PERFORMED.
  - THERE MAY BE MANHOLES THAT ARE NOT CALLED OUT IN THE TABLES THAT ARE DROP MANHOLES. EXISTING DROPS SHALL NOT BE LINED BUT SHALL BE FULLY OPENED AND BRUSHED SMOOTHLY AFTER LINER INSTALLATION. THE COST OF THE OPENING DROP CONNECTIONS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CIPP.
- MANHOLE REHABILITATION:**
  - ALL MANHOLES SHOWN ON THE PLANS AND LISTED IN THE TABLES SHALL BE SPRAYED WITH A MATERIAL AS SPECIFIED UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THE MANHOLE REHABILITATION MATERIALS AND METHODS SHALL BE AS SPECIFIED. IF ADDITIONAL HYDROGEN SULFIDE CORROSION PROTECTION IS DEEMED NECESSARY, THE ENGINEER WILL DIRECT THE CONTRACTOR TO INSTALL EPOXY COATING.
  - THE CONTRACTOR SHALL CLEAN EACH MANHOLE TO BE COATED AND SHALL DISPOSE OF ANY RESULTING MATERIAL AT THE WETUMPKA WWSB LAGOONS AND/OR WASTEWATER TREATMENT PLANT. THE CLEANING SHALL BE PERFORMED USING A HIGH POWER JET WASH AT A MINIMUM OF 3,500 PSI. THE NOZZLE OF THE POWER WASHER SHALL BE A MAXIMUM OF 4 INCHES FROM THE WALL DURING CLEANING. ALL DUST, BIOLOGICAL GROWTHS, GREASE, OIL, PAINT OR ANY OTHER SURFACE CONTAMINANTS SHALL BE REMOVED. ROOTS SHALL BE REMOVED MANUALLY BY CUTTING THE ROOTS FROM INSIDE THE MANHOLE.
  - THE CONTRACTOR SHALL CONDUCT A VISUAL INSPECTION OF EACH MANHOLE AFTER IT IS CLEANED. ALL ACTIVE HYDROSTATIC LEAKS SHALL BE PLUGGED OR SEALED WITH AN APPROVED GROUT COMPATIBLE WITH CEMENTITIOUS LINING. INJECTION GROUTING MAY BE REQUIRED TO SEAL ACTIVE LEAKS. CONTRACTOR SHALL SMOOTH OUT ANY ROUGH UNEVEN AREAS ON WALLS, BENCHES OR INVERTS WHERE NEEDED PRIOR TO SPRAY APPLICATION.
  - THE CONTRACTOR SHALL NOTIFY ALL HOMEOWNERS THAT DISCHARGE DIRECTLY TO THE MANHOLE BEING REHABILITATED A MINIMUM OF 72 HOURS IN ADVANCE, GIVING THE DATE, START TIME, AND ESTIMATED COMPLETION TIME.
  - THE CONTRACTOR SHALL BYPASS SEWAGE FLOWS DURING THE WORK AS SPECIFIED. THE CONTRACTOR SHALL FURNISH AND PLACE STRUCTURAL EPOXY LINING IN EACH MANHOLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING ALL ADDITIONAL REQUIREMENTS.
- EMERGENCY WORK:**
  - THE OWNER MAY HAVE EMERGENCY SITUATIONS (SUCH AS SEWER OVERFLOWS OR BACKUPS) THAT ARISE DURING THIS CONTRACT WHICH MAY REQUIRE IMMEDIATE SEWER REHABILITATION AND MAY BE ADDED TO THIS CONTRACT. THE CONTRACTOR WILL BE EXPECTED TO PROVIDE SERVICES TO REPAIR THESE EMERGENCY SITUATIONS. THE EMERGENCY WORK MAY BE LOCATED ANYWHERE IN THE OWNER'S SERVICE AREA.
  - THE ENGINEER WILL NOTIFY THE CONTRACTOR OF THE EMERGENCY SITUATIONS. THE CONTRACTOR SHALL IMMEDIATELY TERMINATE WORK ON THE CURRENT WORK AND PROCEED TO THE EMERGENCY WORK. THE CONTRACTOR SHALL NOT BE DUE ANY ADDITIONAL MONEY FOR MOBILIZING TO PERFORM THE EMERGENCY WORK BUT MAY BE GRANTED ADDITIONAL CONTRACT TIME IF REQUESTED BY THE CONTRACTOR IN WRITING AND APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE PAID FOR THE EMERGENCY WORK AT THE UNIT PRICES BID. THE CONTRACTOR SHALL BEGIN WORK ON THE EMERGENCY SITUATION WITHIN TWO WORKING DAYS FROM RECEIVING THE WORK, AND REHABILITATION SHALL BEGIN WITHIN FOUR WORKING DAYS FROM RECEIVING THE WORK.
- ACCESS TO THE PROJECT SITES:**
  - THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ACCESSING THE SEWERS AND MANHOLES TO PERFORM THE WORK, INCLUDING DETERMINING ACCESS REQUIREMENTS AND DEVELOPING ALTERNATE ACCESS POINTS AS REQUIRED, REMOVING AND REPLACING MOVEABLE OBSTACLES (SUCH AS FENCES) TO EQUAL CONDITIONS, NEGOTIATING WITH PROPERTY OWNERS, AND RESTORING ALL AREAS DISTURBED BY THE WORK TO EQUAL OR EXCEED PRE-CONSTRUCTION CONDITIONS. ANY PROPERTY CORNERS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY A LICENSED SURVEYOR AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL SUBMIT THEIR PROPOSED PLAN FOR ACCESSING THE SEWERS AND MANHOLES AS REQUESTED BY THE ENGINEER. THE PROPOSED PLAN SHALL BE DETAILED AND SHALL DEFINE EACH ACCESS POINT. THE CONTRACTOR SHALL MODIFY THE PLAN AS REQUIRED BY THE ENGINEER. THE COSTS FOR ACCESSING THE SEWER SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES BID. THE UNIT COSTS SHALL INCLUDE ANY AND ALL ACCESS TO THE SEWER.
  - ACCESS SHALL BE ALONG THE EXISTING SEWER EASEMENTS OR WITHIN THE EXISTING ROAD RIGHT-OF-WAYS AND WORK SHALL BE MAINTAINED WITHIN THE EASEMENTS AND RIGHT-OF-WAYS UNLESS OTHERWISE APPROVED BY THE INDIVIDUAL PROPERTY OWNERS AND/OR THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NEGOTIATING WITH PROPERTY OWNERS FOR SUCH ALTERNATE ACCESS AND SHALL PAY ANY AND ALL COSTS ASSOCIATED WITH SUCH ALTERNATE ACCESS AS SPECIFIED ABOVE. ALL SUCH NEGOTIATIONS WITH PROPERTY OWNERS SHALL BE IN WRITING, AND COPIES OF THE AGREEMENTS SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO USING THE ACCESS. ANY PROPERTY INFORMATION SHOWN IS FOR GENERAL INFORMATION AND MAY NOT BE THE MOST RECENT OWNERSHIP ON RECORD.
- MAINTENANCE OF FLOW IN EXISTING SEWER:**
  - THE CONTRACTOR IS RESPONSIBLE FOR HANDLING AND ACCOMMODATING ALL EXISTING WASTEWATER FLOWS DURING THE WORK. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT, FOR APPROVAL BY THE ENGINEER, A DETAILED PLAN OF THE METHOD THE CONTRACTOR PROPOSES TO MAINTAIN THE EXISTING FLOW DURING CONSTRUCTION. THE PLAN MUST INCLUDE A PROVISION FOR HANDLING THE EXISTING PEAK FLOW BY PUMPING -THE PEAK FLOW SHALL BE CONSIDERED THE EXISTING PIPE FLOWING FULL, WHICH IS HIGHLY POSSIBLE DURING RAIN EVENTS. WHEN PUMPING IS USED, AN IDENTICAL STANDBY PUMP(S) SHALL BE ON SITE IN THE EVENT OF FAILURE OF THE PRIMARY PUMP(S). PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE INDIVIDUAL UNIT PRICES BID.
  - IF, AT ANY TIME DURING CONSTRUCTION, EFFLUENT FROM THE EXISTING SEWER IS NOT FULLY CONTAINED BY THE BYPASS SYSTEM, GRAVITY SERVICE WILL BE RESTORED AND WORK SHALL BE SUSPENDED UNTIL THE PROBLEM IS RESOLVED TO THE SATISFACTION OF THE ENGINEER. THIS INCLUDES WASTEWATER FLOWING INTO TRENCHES DURING EXCAVATION WORK. SEWER SYSTEM OVERFLOWS WILL NOT BE TOLERATED. ALL FINES IMPOSED ON THE OWNER AND ASSOCIATED WITH OVERFLOWS CAUSED BY THE CONTRACTOR'S WORK SHALL BE PAID BY THE CONTRACTOR.
- TRAFFIC CONTROL:**
  - THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DETAILED TRAFFIC CONTROL PLAN FOR PERFORMING ALL WORK IN ROADS AS REQUIRED BY ALDOT AND/OR CITY/COUNTY. THE TRAFFIC CONTROL PLAN SHALL BE SPECIFIC TO EACH ROAD, SEWER, AND MANHOLE. NO WORK SHALL BEGIN UNTIL THE TRAFFIC CONTROL PLAN IS REVIEWED AND APPROVED BY THE ENGINEER, THE CITY/COUNTY, AND/OR ALDOT.
  - TRAFFIC CONTROL PLAN SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD). IN THE EVENT ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL TRAFFIC CONTROL DEVICES, THEY SHALL BE INSTALLED IN CONFORMANCE WITH THE MUTCD AS DIRECTED BY THE ALDOT DISTRICT ENGINEER. ACCESS SHALL BE MAINTAINED TO HOMES, RESIDENCES AND BUSINESSES IN THE AREA AT ALL TIMES.
  - SAFETY PRECAUTIONS INSTITUTED ALONG ALDOT, WETUMPKA WWSB, AND ELMORE COUNTY RIGHT-OF-WAYS SHALL CONFORM TO THE REQUIREMENTS OF THE GOVERNING DOT AT ALL TIMES. CONCRETE SURVEY MARKERS AND ALL OTHER SURVEY MARKERS LOCATED ON R.O.W. ARE NOT TO BE DISTURBED.
  - THE COSTS FOR PROVIDING TRAFFIC CONTROL FOR THE SEWERS AND MANHOLES SHOWN ON THESE DRAWINGS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES BID. THE UNIT COSTS SHALL INCLUDE ANY AND ALL REQUIRED TRAFFIC CONTROL. IF SEWERS IN MAJOR THOROUGHFARES ARE ADDED TO THE CONTRACT THAT REQUIRE SUBSTANTIAL TRAFFIC CONTROL, ROAD CLOSURES AND DETOURS, SUCH TRAFFIC CONTROL WILL BE CONSIDERED AN ADD-ON COST TO THE CONTRACT AS AGREED TO BY THE ENGINEER/OWNER.
  - WHEN STREETS OR ROADWAY SECTIONS MUST BE CLOSED, CONTRACTOR MUST NOTIFY THE POLICE DEPARTMENT, FIRE DEPARTMENT, AND ELMORE COUNTY BOARD OF EDUCATION 24 HOURS IN ADVANCE PRIOR TO ANY CLOSURES.



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DRAWN BY:	KMM
CHECKED BY:	JWC

CWSRF SANITARY SEWER SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

PROJECT NOTES & SYMBOLS LEGEND

G-002

PROJECT NOTES

9. **EROSION CONTROL:**

- CONTRACTOR SHALL MINIMIZE DISTURBANCE TO ANY EXISTING LANDSCAPING AND TREES, UNLESS APPROVED BY THE ENGINEER. ANY LANDSCAPING (SHRUBS, FLOWERS, ORNAMENTAL GRASS, ETC.) DISTURBED DURING PROJECT CONSTRUCTION ACTIVITIES SHALL BE REPLACED, RE-SODDED, AND/OR TRANSPLANTED TO THE SATISFACTION OF THE OWNER. ALL RELATED COSTS FOR SUCH WORK SHALL BE INCLUDED IN THE BID PRICE. NO TREES SHALL BE CUT/REMOVED WITHOUT WRITTEN PERMISSION FROM THE PROPERTY OWNER.
- A BEST MANAGEMENT PLAN SHALL AT MINIMUM RESTORE ALL EXPOSED AREAS TO ORIGINAL OR BETTER CONDITION WITH A GOOD STAND OF GRASS AND/OR SOD. SILT FENCE, HAY BALES, AND ANY OTHER EROSION CONTROL ITEMS NEEDED SHALL BE USED TO PREVENT EROSION.
- THE CONTRACTOR SHALL APPLY SEED AND MULCH PRIOR TO RAIN EVENTS IN DISTURBED AREAS IN ORDER TO MINIMIZE EROSION. DISTURBED AREAS THAT ARE INACTIVE FOR 14 DAYS OR MORE SHALL BE SEEDED AND MULCHED WITH NATIVE GRASSES AND MUST BE ACCORDING TO ALDOT SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SOLID WASTE (I.E., WOOD, STUMPS, ETC.) TO BE DISPOSED OF AND MUST BE IN ACCORDANCE WITH THE APPLICABLE REGULATIONS OF ADEM.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY TEMPORARY DIVERSION OF RUNOFF WATER, AS REQUIRED TO FACILITATE CONSTRUCTION OR AS DIRECTED BY ALDOT OR THE ENGINEER. THIS TEMPORARY DIVERSION OF WATER IS CONSIDERED INCIDENTAL TO THE BID.
- COMBINATIONS OF SILT FENCING AND HAY BALES SHALL BE USED AS PROJECT CONDITIONS WARRANT TO PREVENT SEDIMENT RUNOFF FROM REACHING CREEKS, STREAMS, AND OTHER SURFACE WATER ADJACENT AND WITHIN THE PROJECT AREA IN ACCORDANCE WITH BEST MANAGEMENT PRACTICES.

10. **CLEANUP WORK:**

- THE CONTRACTOR SHALL COMPLETELY CLEAN UP THE WORK SITE AT THE END OF EACH DAY. CONTRACTOR IS TO CLEAN UP STREETS IMMEDIATELY AFTER CONCRETE OR OTHER DELIVERY TRUCKS LEAVE THE SITE. ALL EQUIPMENT LEFT OVERNIGHT SHALL BE NO CLOSER THAN 30FT FROM EDGE OF PAVEMENT. FUEL TANKS SHALL NOT BE STORED ON THE RIGHT-OF-WAY OVERNIGHT. VEHICLES TRANSPORTING FUEL, CHEMICAL, FERTILIZERS, ETC. ONTO THE RIGHT-OF-WAY SHALL NOT BE LEFT UNATTENDED. MUD AND DEBRIS ARE TO BE KEPT OFF STATE AND COUNTY ROADS, INLETS, DITCHES, ETC.

EXISTING UTILITY LEGEND

EXISTING BENDS	
EXISTING COMMUNICATION BOX	
EXISTING CONCRETE MONUMENT	
EXISTING FIBER OPTIC MARKER	
EXISTING FIRE HYDRANT ASSEMBLY	
EXISTING GAS LINE MARKER	
EXISTING GUY WIRE	
EXISTING IRON PIN	
EXISTING LIGHT POLE	
EXISTING MAILBOX	
EXISTING NAIL SET	
EXISTING POWER POLE	
EXISTING RAILROAD SPIKE	
EXISTING REBAR	
EXISTING SANITARY CLEANOUT	
EXISTING SEWER MANHOLE	
EXISTING SIGN	
EXISTING TELEPHONE PEDESTAL	
EXISTING WATER MARKER	
EXISTING WATER VALVE	
EXISTING CULVERT	
EXISTING EASEMENT	
EXISTING ELECTRICAL: OVERHEAD	
EXISTING ELECTRICAL: UNDERGROUND	
EXISTING FENCE: CHAIN LINK	
EXISTING FENCE: WOOD	
EXISTING GAS MAIN	
EXISTING GUARDRAIL	
EXISTING R.O.W.	
EXISTING SEWER FORCE MAIN	
EXISTING SEWER GRAVITY MAIN	
EXISTING WATER MAIN	
EXISTING ASPHALT	
EXISTING CONCRETE PAVEMENT/SIDEWALK	
EXISTING DIRT	
EXISTING GRAVEL	

REQUIRED UTILITY LEGEND

REQUIRED BENDS/FITTINGS	
REQUIRED EROSION EEL	
REQUIRED INLET PROTECTION	
REQUIRED SANITARY CLEANOUT	
REQUIRED SANITARY MANHOLE	
REQUIRED GRAVITY SEWER MAIN	
REQUIRED SILT FENCE	
REQUIRED SEWER FORCE MAIN	



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DRAWN BY:	KMM
CHECKED BY:	JWC

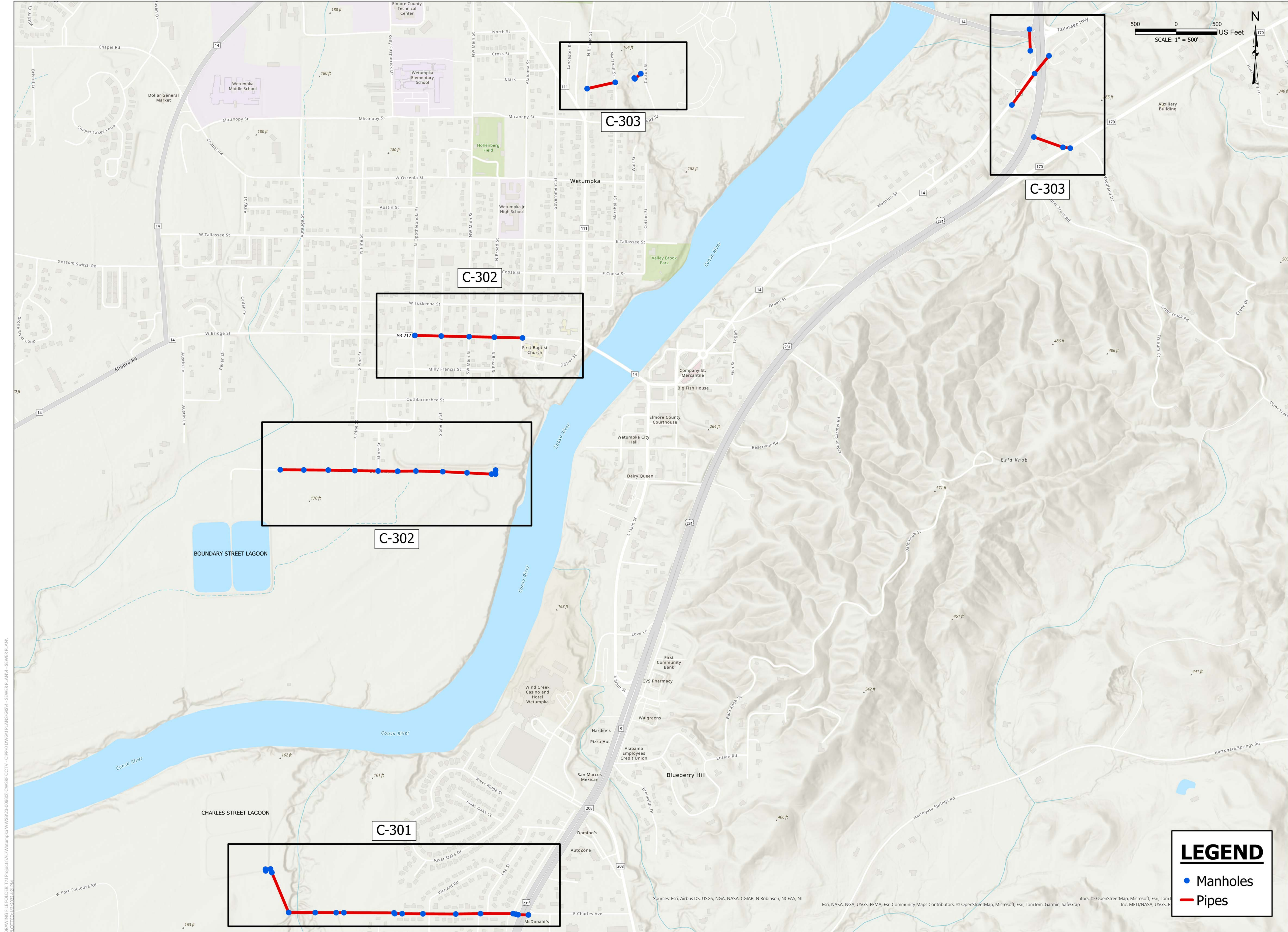
CWSRF SANITARY SEWER  
SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

PROJECT NOTES &  
SYMBOLS LEGEND

G-003



# GMC

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 DESIGNED BY: KMM  
 CHECKED BY: JWC

OVERALL PROJECT  
 CWSRF SANITARY SEWER  
 SYSTEM REHABILITATION  
 CITY OF WETUMPKA WWSB

CWSRF # CS010460-06  
 GMC # CMGM23-0096(2)

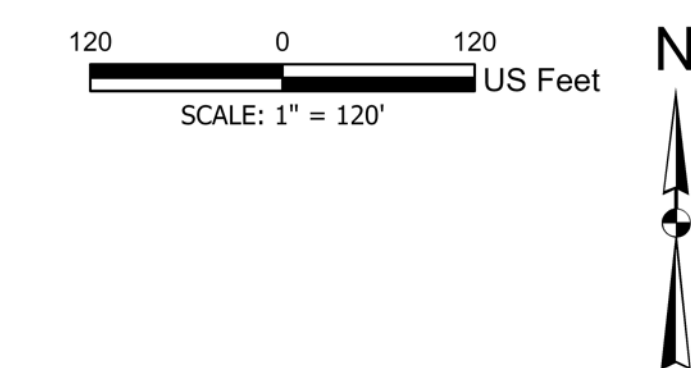
# G-004

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 DATE: 12/13/2024

OVERALL PROJECT  
 MAP

## LEGEND

- Manholes
- Pipes

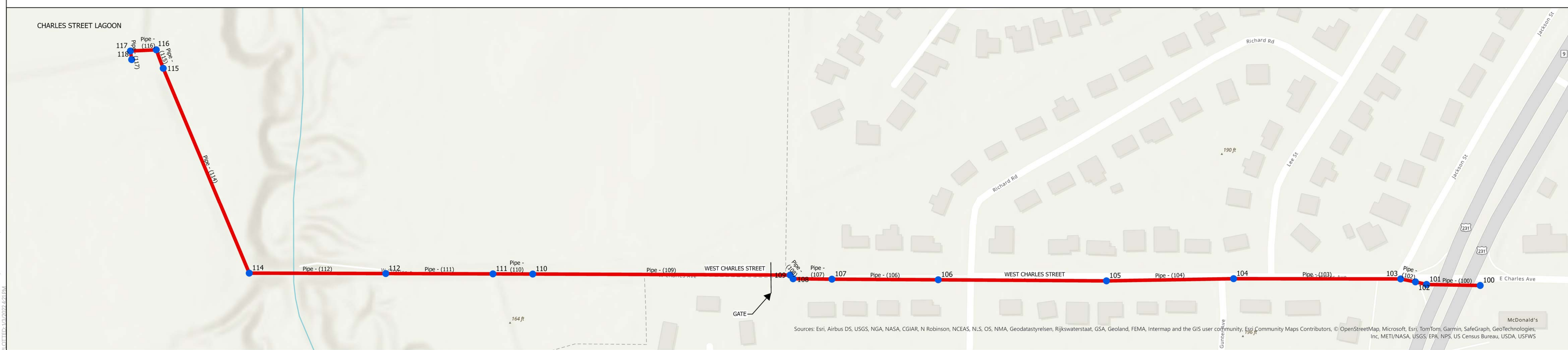


MH Name	Rim Elevation (ft)	Depth (ft)	GIS Coordinates	Lat. Locations	Comments (if any)
SSMH100	194.26	9.01			
SSMH101	196.14	15.92			
SSMH102	195.34	15.34			
SSMH103	194.37	14.36			
SSMH104	192.15	13.15			
SSMH105	190.19	12.31			
SSMH106	187.94	11.12			
SSMH107	186.17	9.92			
SSMH108	185.52	9.4			
SSMH109	185.77	9.68			
SSMH110	176.74	3.88			
SSMH111	176.44	4.07			
SSMH112	175.84	4.24			
SSMH114	175.6	4.43			
SSMH115	174.53	4.52			
SSMH116	173.16	6.08			
SSMH117	172.48	6.29			
SSMH118	175.31	25.8			

Pipe Name	MH Start	MH End	Length (ft)	Slope (%)	Start Invert (ft)	End Invert (ft)	Diameter (in)	Material	Lat. Repair	Point Repair	Repair Distance (LF)	Roots/Heavy Sediment
Pipe - (100)	100	101	127.69	0.83	185.25	184.19	10 / 12	TC				
Pipe - (101)	101	102	27.07	0.74	180.22	180.02	15 / 16	TC				
Pipe - (102)	102	103	35.94	-0.17	180	180.06	15 / 16	TC				
Pipe - (103)	103	104	398.67	0.24	180.01	179.07	15 / 16	TC				
Pipe - (104)	104	105	303.01	0.33	179	177.99	18	TC				
Pipe - (105)	105	106	401.49	0.24	177.88	176.90	18	TC				
Pipe - (106)	106	107	253.12	0.22	176.82	176.27	18	TC				
Pipe - (107)	107	108	92.45	0.06	176.25	176.19	18	TC				
Pipe - (108)	108	109	11.4	-0.35	176.12	176.16	18	TC				
Pipe - (109)	109	110	613.27	0.53	176.09	172.87	18	TC				
Pipe - (110)	110	111	94.83	0.49	172.87	172.41	18	TC				
Pipe - (111)	111	112	255.14	0.28	172.37	171.65	18	TC				
Pipe - (112)	112	114	325.83	0.10	171.63	171.29	18	TC				
Pipe - (114)	114	115	529.85	0.21	171.17	170.08	18	TC				
Pipe - (115)	115	116	47.06	6.17	170.01	167.11	18	TC				
Pipe - (116)	116	117	61.74	1.26	167.08	166.3	18	TC				
Pipe - (117)	117	118	20.76	2.55	166.19	165.66	18	TC				

**LEGEND**

- Manholes
- Pipes



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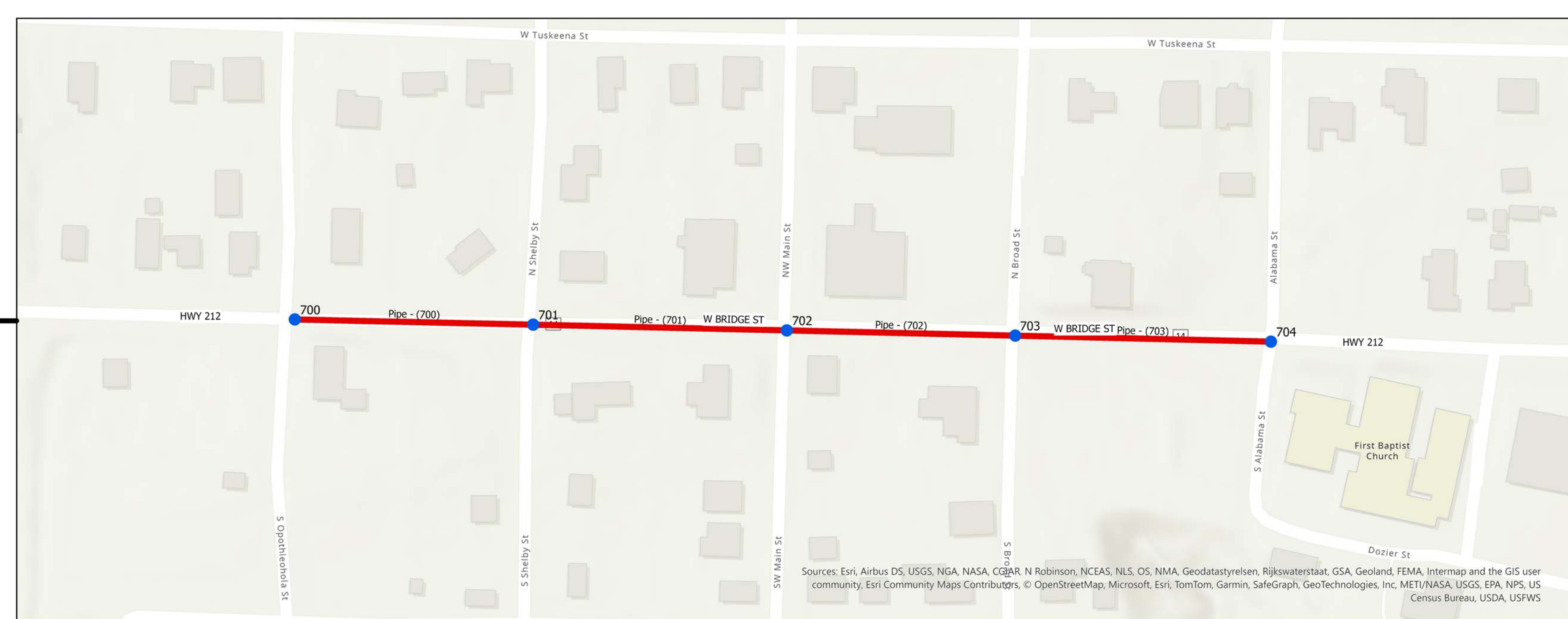
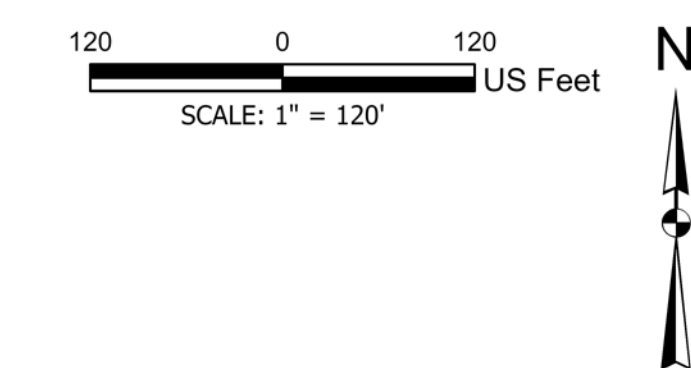
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CWSRF SANITARY SEWER  
SYSTEM REHABILITATION  
CITY OF WETUMPKA WWSB

CWSRF # CS010460-06  
GMC # CMGM23-0096(2)

SEWER PLAN

**C-301**

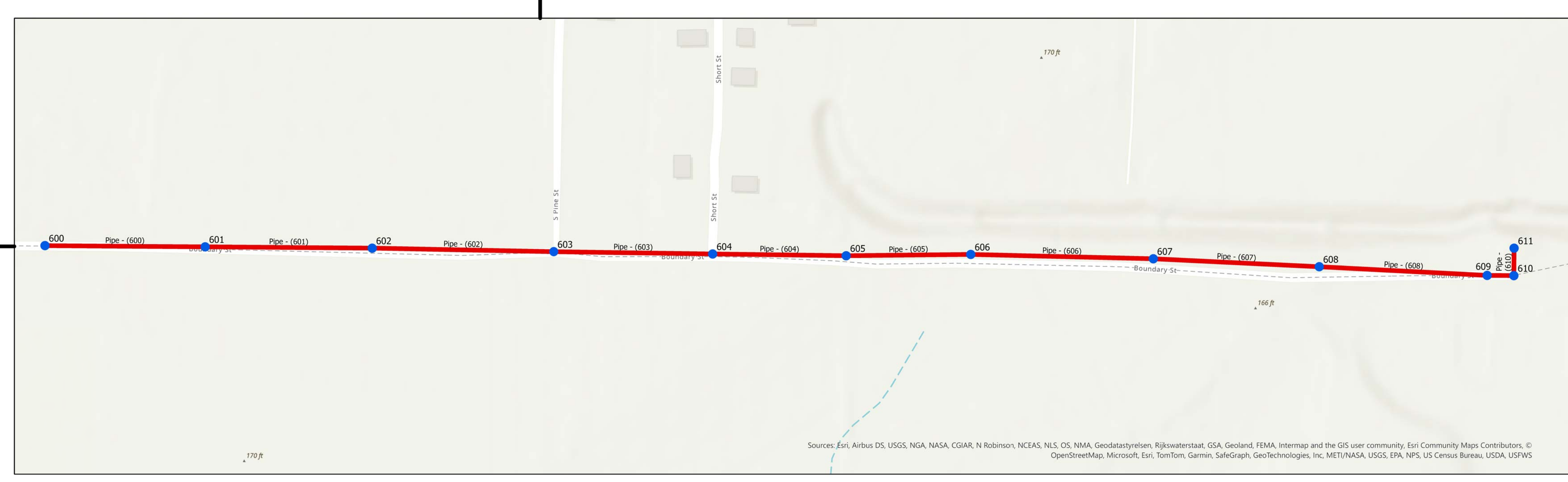


Pipe Name	MH Start	MH End	Length (ft)	Slope (%)	Start Invert (ft)	End Invert (ft)	Diameter (in)	Material	Lat. Repair	Point Repair	Repair Distance (LF)	Roots/Heavy Sediment
Pipe - (700)	700	701	322.11	0.36	164.38	163.21	6 / 8	TC				
Pipe - (701)	701	702	342.02	0.44	163.1	161.61	6 / 8	TC				
Pipe - (702)	702	703	308.05	0.43	161.57	160.24	6 / 8	TC				
Pipe - (703)	703	704	345.69	0.67	160.18	157.85	6 / 8	TC				

MH Name	Rim Elevation (ft)	Depth (ft)	GIS Coordinates	Lat. Locations	Comments (if any)
SSMH700	174.76	10.38			
SSMH701	175.84	12.74			
SSMH702	171.69	10.12			
SSMH703	167.23	7.05			
SSMH704	162.7	4.97			

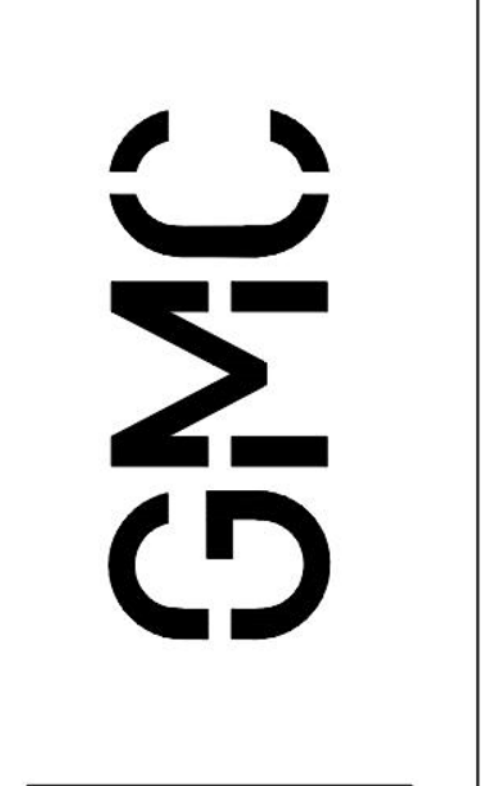
MH Name	Rim Elevation (ft)	Depth (ft)	GIS Coordinates	Lat. Locations	Comments (if any)
SSMH600	170.89	10.05			
SSMH601	169.32	9.18			
SSMH602	171.29	11.64			
SSMH603	171.75	12.89			
SSMH604	173.78	15.42			
SSMH605	173	15.06			
SSMH606	169.77	12.61			
SSMH607	170.11	13.91			
SSMH608	170.05	14.42			
SSMH609	164.61	14.39			
SSMH610	165.13	15.02			
SSMH611	169.92	23.45			

Pipe Name	MH Start	MH End	Length (ft)	Slope (%)	Start Invert (ft)	End Invert (ft)	Diameter (in)	Material	Lat. Repair	Point Repair	Repair Distance (LF)	Roots/Heavy Sediment
Pipe - (600)	600	601	287.46	0.22	160.84	160.2	18	TC				
Pipe - (601)	601	602	299.05	0.16	160.14	159.65	18	TC				
Pipe - (602)	602	603	325.3	0.24	159.65	158.86	18	TC				
Pipe - (603)	603	604	284.74	0.15	158.86	158.44	18	TC				
Pipe - (604)	604	605	239.1	0.14	158.36	158.02	18	TC				
Pipe - (605)	605	606	222.95	0.3	157.94	157.27	18	TC				
Pipe - (606)	606	607	327.61	0.23	157.16	156.4	24	TC				
Pipe - (607)	607	608	297.58	0.16	156.2	155.73	24	TC				
Pipe - (608)	608	609	301.78	0.21	155.63	155.01	24	TC				
Pipe - (609)	609	610	47.8	0	150.22	150.22	24	TC				
Pipe - (610)	610	611	49.11	0.63	150.11	149.8	24	TC / PVC				



**LEGEND**

- Manholes
- Pipes



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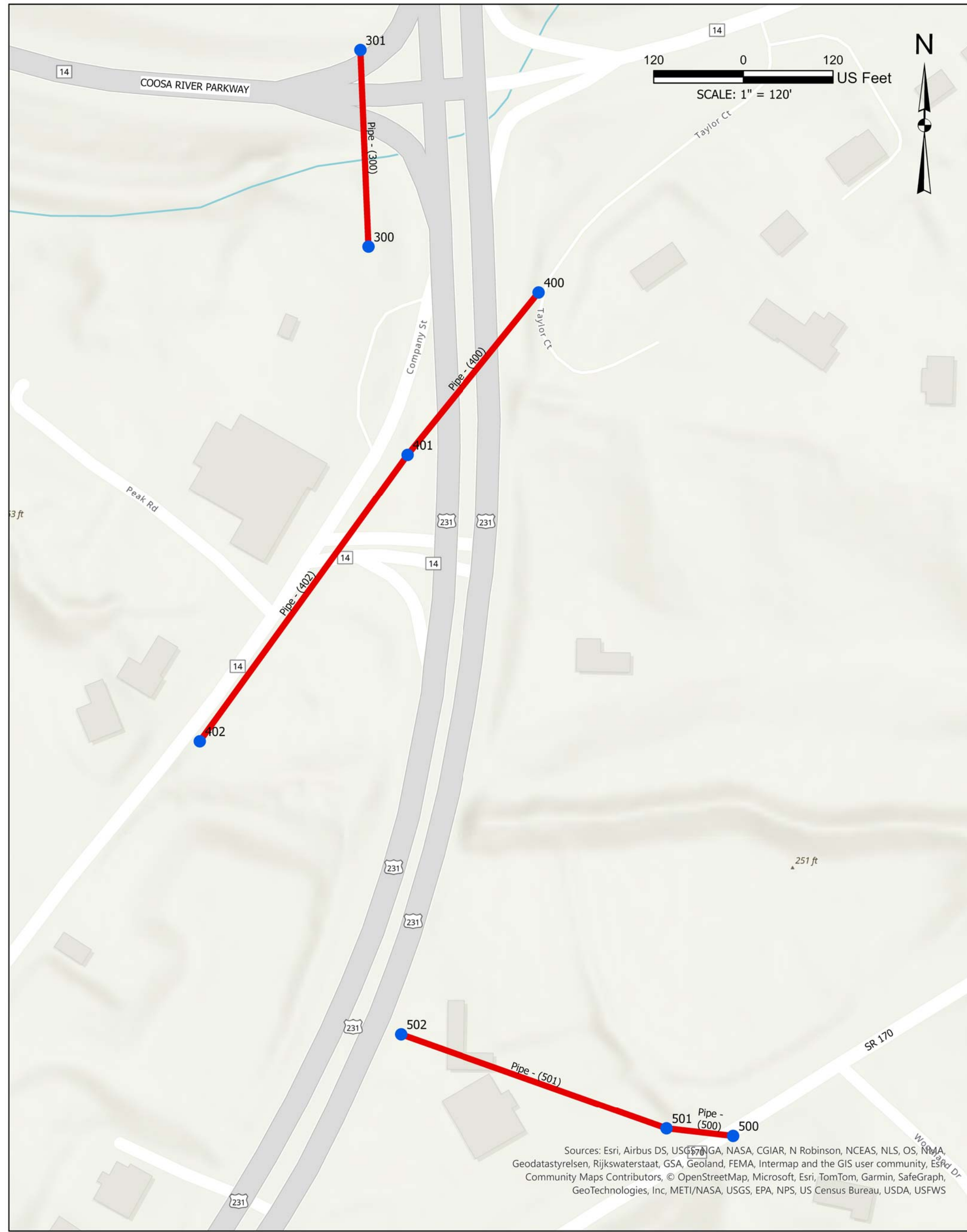
CWSRF SANITARY SEWER  
SYSTEM REHABILITATION  
CITY OF WETUMPKA WWSB

CWSRF # CS010460-06  
GMC # CMGM23-0096(2)

SEWER PLAN

C-302

DRAWING FILE FOLDER: T:\Projects\AL\Wetumpka WWSB\02-0096(2) CWSRF CCTY - CIP\NO DWS\PLANS\GIS\4 - SEWER PLAN\4 - SEWER PLAN\4 - SEWER PLAN.dwg

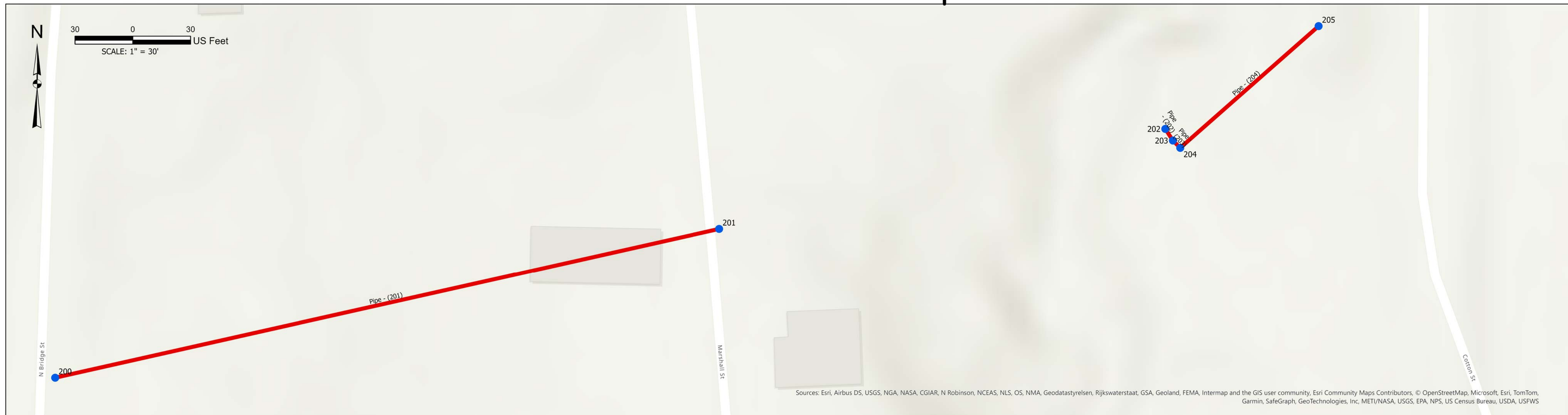


Pipe Name	MH Start	MH End	Length (ft)	Slope (%)	Start Invert (ft)	End Invert (ft)	Diameter (in)	Material	Lat. Repair	Point Repair	Repair Distance (LF)	Roots/Heavy Sediment
Pipe - (300)	300	301	263.69	2.64	167.65	160.69	18	TC				
Pipe - (400)	400	401	279.86	0.34	181.74	180.78	6 / 8	TC				
Pipe - (402)	402	401	474.32	1.21	186.54	180.78	6 / 8	TC				
Pipe - (500)	500	501	89.80	1.79	251.59	249.98	6 / 8	TC				
Pipe - (501)	501	502	377.82	3.62	249.88	236.21	6 / 8	TC				

MH Name	Rim Elevation (ft)	Depth (ft)	GIS Coordinates	Lat. Locations	Comments (if any)
SSMH300	186.65	19			
SSMH301	174.94	14.25			
SSMH400	188.46	6.72			
SSMH401	192.59	11.95			
SSMH402	193.68	7.14			
SSMH500	258.3	6.71			
SSMH501	257.77	7.89			
SSMH502	241.1	4.97			

Pipe Name	MH Start	MH End	Length (ft)	Slope (%)	Start Invert (ft)	End Invert (ft)	Diameter (in)	Material	Lat. Repair	Point Repair	Repair Distance (LF)	Roots/Heavy Sediment
Pipe - (201)	201	202	353.5	0.64	167.34	165.08	6 / 8	TC				
Pipe - (202)	202	203	7.27	2.89	162.52	162.31	6 / 8	TC				
Pipe - (203)	203	204	5.51	-24.88	162.28	163.61	6 / 8	TC				
Pipe - (204)	204	205	95.88	4.98	159	154.23	6 / 8	TC				

MH Name	Rim Elevation (ft)	Depth (ft)	GIS Coordinates	Lat. Locations	Comments (if any)
SSMH200	180.31	12.97			
SSMH201	170.79	5.8			
SSMH202	170.36	7.84			
SSMH203	166.06	3.78			
SSMH204	170.44	11.44			
SSMH205	173.93	29.8			



**LEGEND**

- Manholes
- Pipes



2660 EastChase Lane  
Suite 200  
Montgomery, AL 36117  
T: 334.271.3200

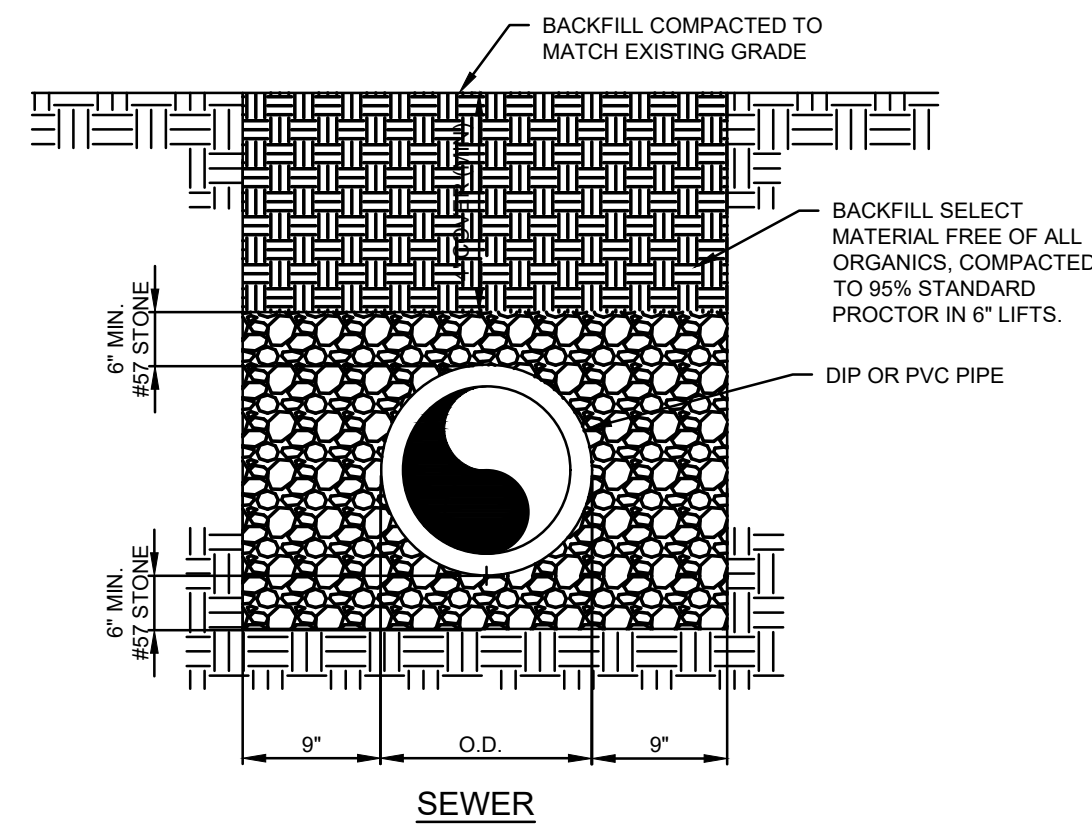
ISSUE	DATE
BID SET	09.03.2024
ADDENDUM NO.1	09.12.2024
DRAWN BY:	KMM
DESIGNED BY:	KMM
CHECKED BY:	JWC

CWSRF SANITARY SEWER  
SYSTEM REHABILITATION  
CITY OF WETUMPKA WWSB

CWSRF # CS010460-06  
GMC # CMGM23-0096(2)

SEWER PLAN

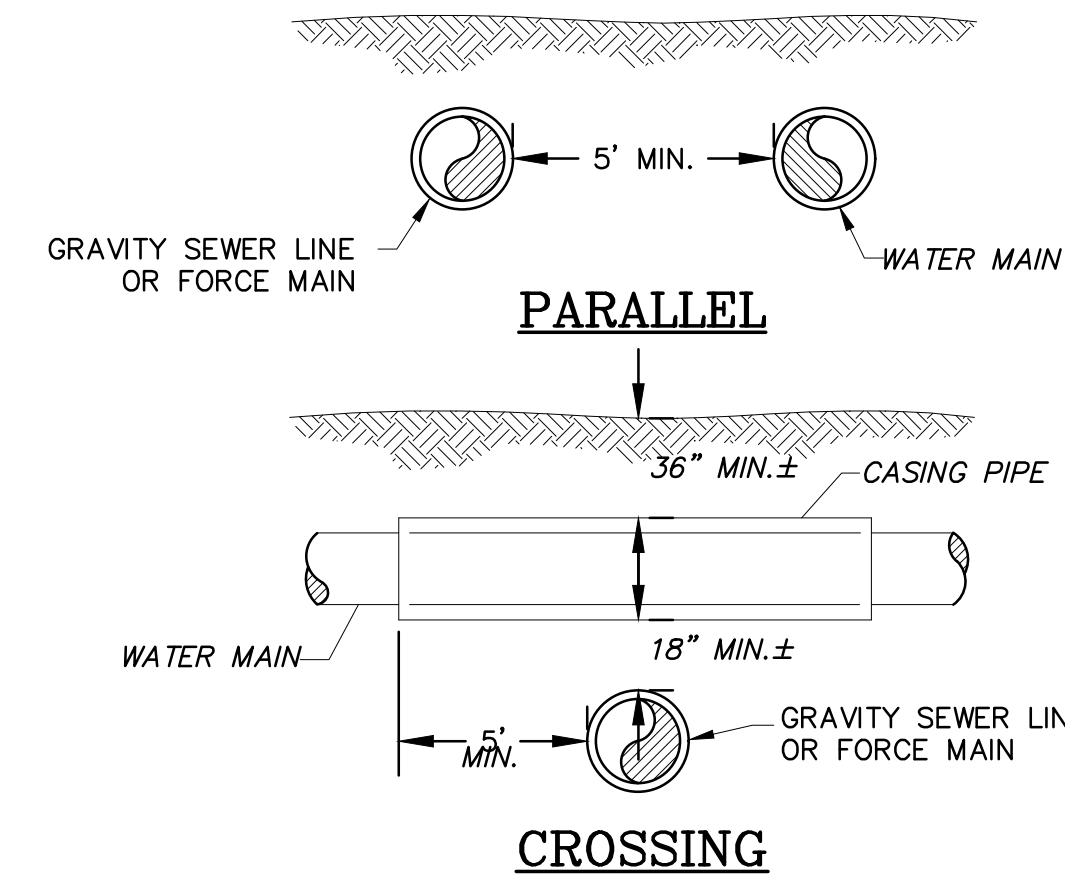
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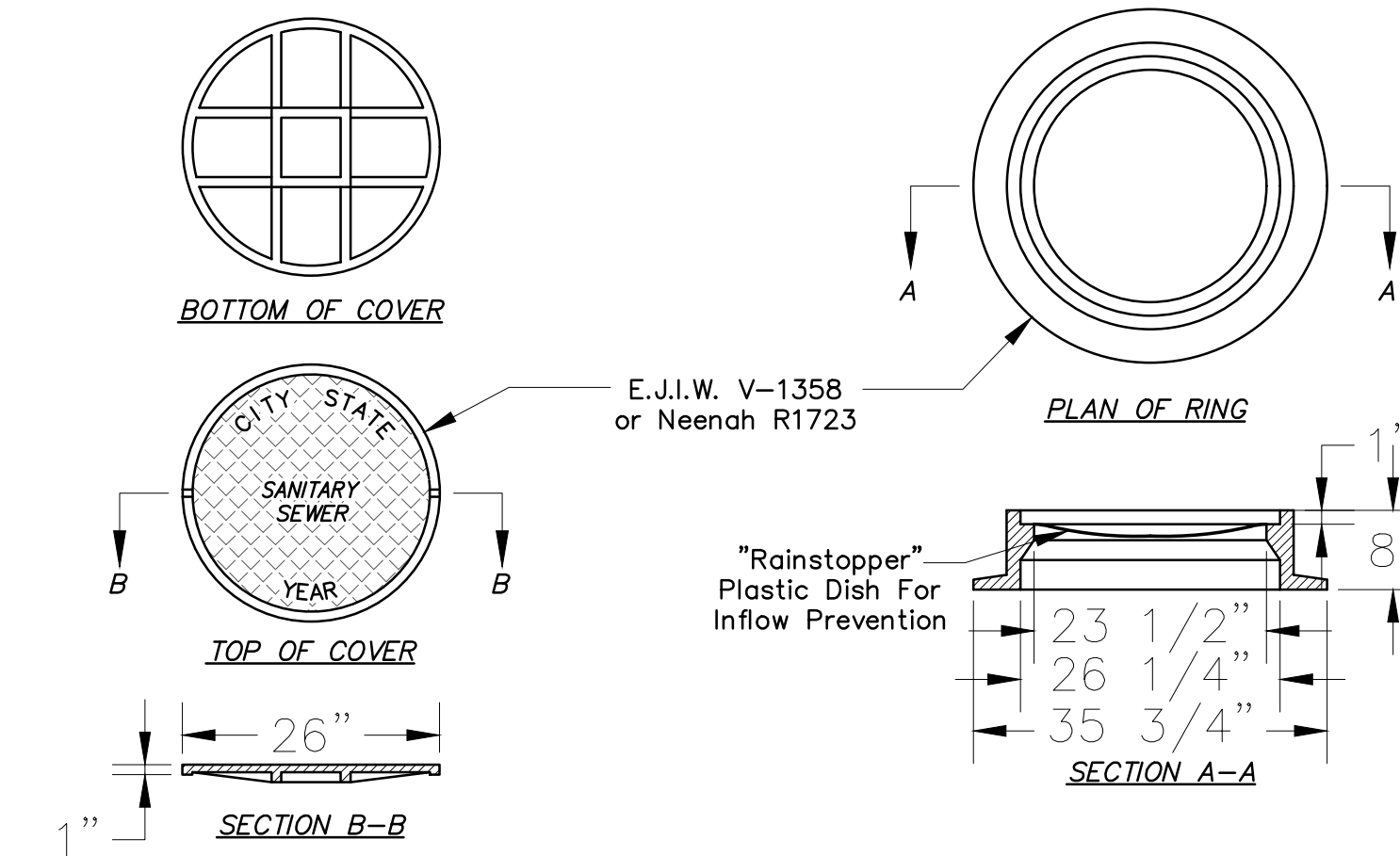
**EARTH TRENCH**  
NOT TO SCALE

TRENCH WIDTH TABLE FOR PAVEMENT & CRUSHED STONE BACKFILL			
PIPE SIZE	DEPTH < 6'	6' < DEPTH < 12'	12' < DEPTH
3"Ø	2.4'	4.4'	6.4'
4"Ø	2.4'	4.4'	6.4'
6"Ø	2.6'	4.6'	6.6'
8"Ø	2.7'	4.7'	6.7'
10"Ø	2.9'	4.9'	6.9'
12"Ø	3.1'	5.1'	7.1'
14"Ø	3.3'	5.3'	7.3'
16"Ø	3.4'	5.4'	7.4'
18"Ø	3.6'	5.6'	7.6'
20"Ø	3.8'	5.8'	7.8'
24"Ø	4.1'	6.1'	8.1'

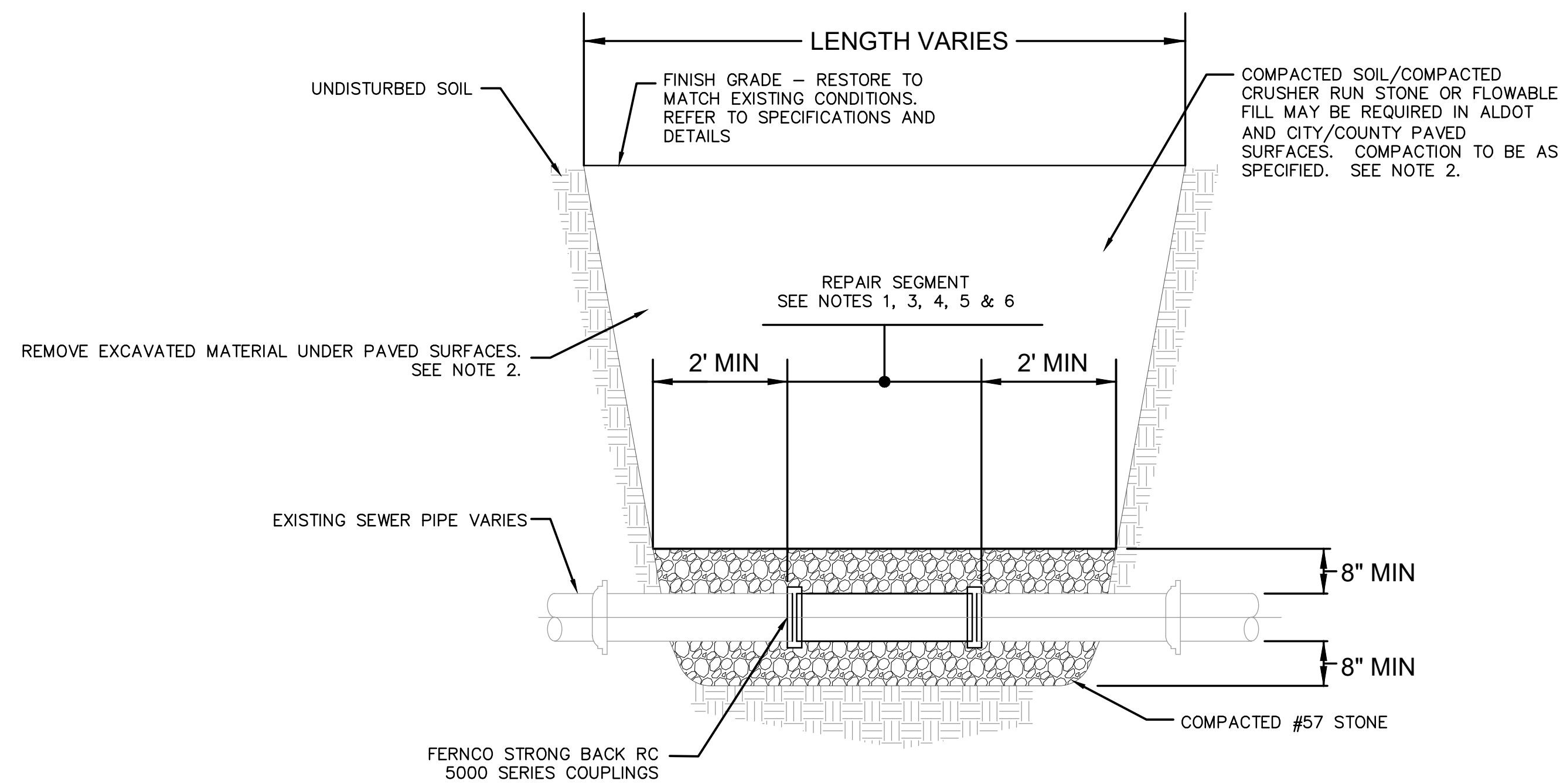
**TRENCH WIDTH TABLE**  
NOT TO SCALE



**DETAILS OF UTILITY SEPARATION**  
NOT TO SCALE



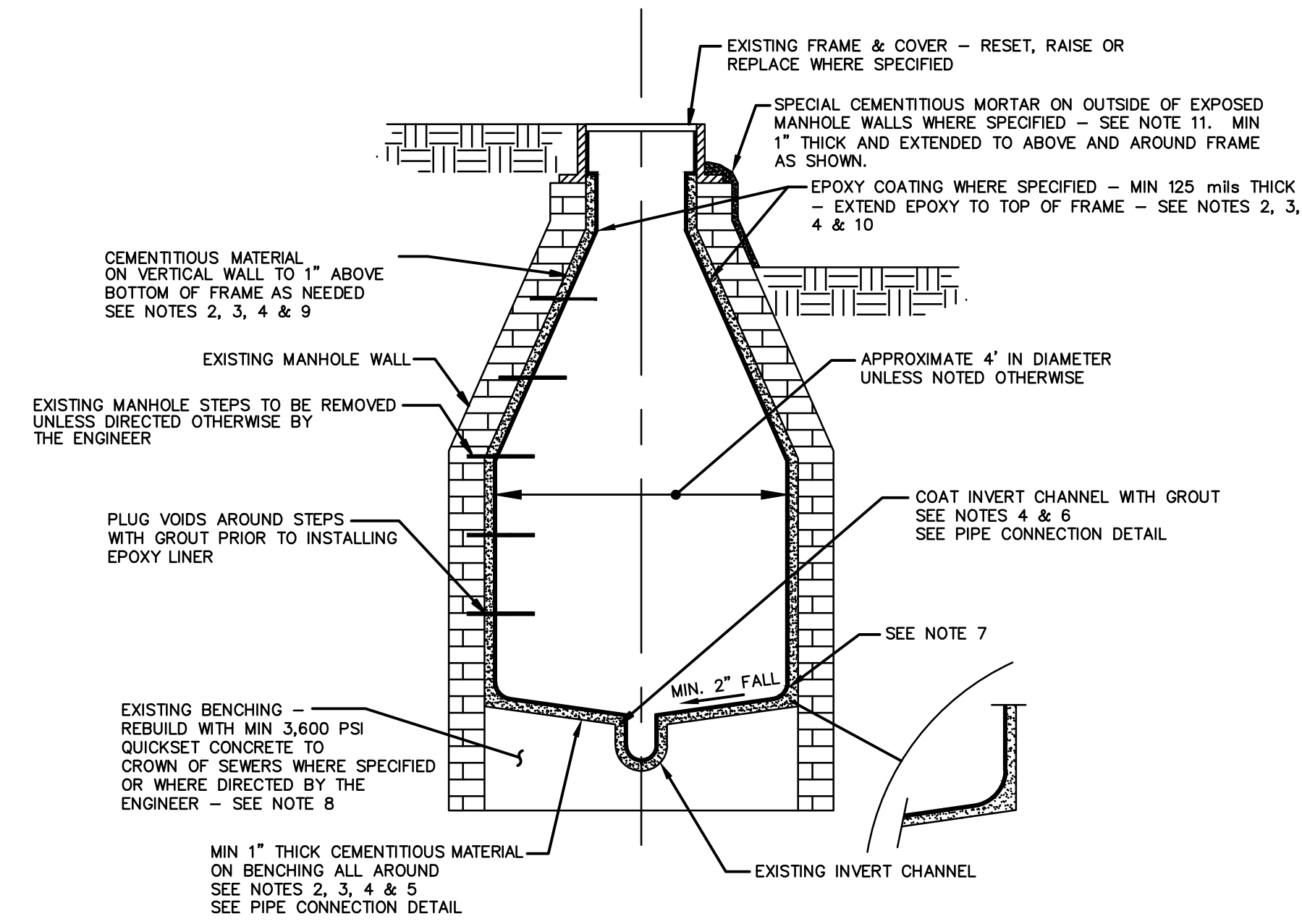
**MANHOLE COVER & RING**  
NOT TO SCALE



**NOTES:**

- THE SEQUENCE OF WORK FOR PERFORMING REPAIRS SHALL BE AS FOLLOWS:
    - BYPASS PUMP FLOWS AROUND REPAIR SEGMENT OR PLUG LINE THE ENTIRE TIME THE REPAIR IS BEING MADE.
    - EXCAVATE TO AT LEAST 8" BELOW EXISTING SEWER.
    - NEATLY CUT EXISTING SEWER AT EACH END OF REPAIR SEGMENT AND REMOVE EXISTING SEWER COMPLETELY.
    - INSTALL #57 STONE TO SEWER INVERT ELEVATION AND COMPACT.
    - INSTALL NEW DIP SEWER AT A CONSTANT SLOPE BETWEEN THE TWO EXISTING PIPE ENDS. CONNECT THE NEW SEWER TO THE EXISTING WITH A FERNCO STRONG BACK RC 5000 SERIES COUPLINGS. REMOVE STONE BEDDING AS REQUIRED TO INSTALL PIPE AND COUPLINGS AND FILL VOIDS UNDER PIPE WITH STONE.
    - RETURN FLOW THROUGH PIPE.
    - BACKFILL AND COMPACT AS SHOWN.
  - UNDER ALDOT AND CITY/COUNTY PAVED SURFACES, ENGINEER/OWNER MAY SPECIFY THAT THE CONTRACTOR REMOVE THE EXCAVATED SOIL AND DISPOSE OF IT OFFSITE AND IMPORT CRUSHER RUN STONE OR FLOWABLE FILL FOR BACKFILLING FROM TOP OF #57 STONE TO PAVEMENT SUBGRADE. FLOWABLE FILL SHALL NOT BE POURED AGAINST THE DIP - PROVIDE 12" OF STONE ABOVE PIPE WHEN USING FLOWABLE FILL. MEET ALL ALDOT AND CITY/COUNTY REQUIREMENTS. DO NOT PLACE ANY SOIL ON PAVED SURFACES DURING THE WORK.
  - SERVICE LATERALS LOCATED WITHIN REPAIR SEGMENTS SHALL BE CONNECTED TO NEW SEWER WITH A TEE-WYE.
  - LENGTH OF REPAIR SEGMENT SHALL BE DETERMINED AND/OR APPROVED BY ENGINEER/OWNER.
- MAIN SEWER SHALL BE INSPECTED VIA CLOSED CIRCUIT TELEVISION (CCTV) AFTER PERFORMING REPAIR TO VERIFY PROPER ALIGNMENT OF NEW SEWER AND PROPER CONNECTION TO EXISTING SEWER UNLESS OTHERWISE SPECIFIED OR APPROVED BY ENGINEER/OWNER ANY OFFSET JOINTS OR MISALIGNMENT SHALL BE CORRECTED PRIOR TO ACCEPTANCE BY ENGINEER/OWNER. THE CCTV INSPECTION TAPE AND LOG SHALL BE SUBMITTED TO ENGINEER/OWNER FOR REVIEW AND APPROVAL AND SHALL CLEARLY SHOW EACH PIPE CONNECTION AND ANY CONNECTING SERVICE LATERAL.

**DETAILS - TYPICAL REPAIR TO EXISTING SEWER**  
NOT TO SCALE



**NOTES:**

- MANHOLE SHOWN IS A TYPICAL SHAPE. HOWEVER, MANHOLE SHAPES WILL VARY. CONTRACTOR SHALL DETERMINE ACTUAL SHAPE. UNIT PRICES BID SHALL COVER ANY SHAPE.
  - EPOXY COATING SHALL NOT BE INSTALLED UNTIL ALL MAIN SEWER, SERVICE LATERAL WORK WITHIN THE MANHOLE, AND OTHER MANHOLE REHABILITATION WORK IS COMPLETED.
  - CONTRACTOR SHALL PROPERLY PREPARE SURFACE PRIOR TO LINING IN STRICT ACCORDANCE WITH THE LINING MANUFACTURER'S RECOMMENDATIONS AND THE SPECIFICATIONS. ALL MATERIAL REMOVED DURING THE PREPARATORY WORK INCLUDING PRESSURE CLEANING SHALL BE REMOVED FROM THE MANHOLE AND DISPOSED OF OFFSITE - NO MATERIAL SHALL BE ALLOWED TO ENTER THE SEWERS. IN ADDITION, NO CHEMICALS USED FOR CLEANING OR OTHER OPERATIONS SHALL BE ALLOWED TO ENTER THE SEWER. CEMENTITIOUS MATERIAL SHALL BE MONOLITHICALLY APPLIED IN ONE PASS AND TROWELED SMOOTH AFTER APPLICATION TO FILL VOIDS/DEFECTS IN THE STRUCTURE. EPOXY COATING MAY BE APPLIED IN 1 OR 2 PASSES.
  - CONTRACTOR SHALL PROVIDE BYPASS PUMPING AS REQUIRED WHILE REHABILITATING MANHOLES. BYPASS PUMPING MUST BE PERFORMED WHEN COATING THE INVERT CHANNELS WITH GROUT. NO MATERIAL SHALL BE ALLOWED TO ENTER THE SEWERS.
  - PROVIDE ADDITIONAL CEMENTITIOUS MATERIAL AS NECESSARY TO PROVIDE A MINIMUM 2" FALL FROM THE MANHOLE WALL TO THE INVERT CHANNEL. ANY AND ALL ADDITIONAL CEMENTITIOUS MATERIAL REQUIRED TO PROVIDE THE 2" FALL SHALL BE INCIDENTAL TO THE WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE EPOXY COATING. THE CONTRACTOR IS ADVISED THAT MOST OF THE EXISTING BENCHES ARE FLAT. PROVIDE CHANNEL IN BENCHING FOR SEWERS ENTERING MANHOLES ABOVE BENCHING. CHANNEL TO PROVIDE SMOOTH TRANSITION TO MAIN INVERT CHANNEL. PROVIDE CONCRETE SLIDES FOR CONNECTING SEWERS WHERE SPECIFIED.
  - COAT INVERT CHANNELS WITH A QUICKSET NON-SHRINK GROUT TO PROVIDE A CONSTANT SLOPE BETWEEN INLET AND OUTLET SEWERS WHERE SPECIFIED AND/OR REQUIRED. PROVIDE ADDITIONAL MATERIAL AS NECESSARY TO PROVIDE A UNIFORM INVERT CHANNEL THROUGH THE MANHOLE. THE WIDTH OF THE UNIFORM CHANNEL SHALL BE EQUAL TO THE INCOMING AND OUTGOING PIPE DIAMETERS. THE FINISHED CHANNEL SHALL BE SMOOTH AND FREE OF BURRS THAT WILL CATCH TOILET PAPER, DEBRIS, RAGS, ETC. SEE NOTE 8.
  - AT WALL/BENCH INTERFACE, INSTALL ADDITIONAL CEMENTITIOUS MATERIAL TO PROVIDE A SMOOTH TRANSITION FROM THE WALL TO THE BENCH AS SHOWN. MATERIAL SHALL BE MONOLITHICALLY APPLIED WITH THE WALL AND BENCH MATERIAL.
  - THE ENGINEER WILL SPECIFY MANHOLE BENCHES AND INVERT CHANNELS THAT ARE REQUIRED TO BE RE-BUILT. THE ENGINEER WILL DETERMINE SUCH WORK BASED ON HIS MANHOLE INSPECTIONS. RE-BUILDING MAY BE REQUIRED IF THERE IS NO BENCHING, AND NO DEFINED INVERT CHANNEL OR IF THE EXISTING INVERT CHANNELS IS MORE THAN 6 INCHES WIDER THAN THE INCOMING AND OUTGOING PIPE DIAMETERS. EXISTING INVERT CHANNELS THAT ARE LESS THAN 6 INCHES WIDER THAN THE INCOMING/OUTGOING PIPE DIAMETERS SHALL BE NARROWED TO PROVIDE A UNIFORM CHANNEL PER NOTE 6 AS PART OF THE MANHOLE REHABILITATION WORK AND AT NO ADDITIONAL COST. BENCHES AND INVERTS SHALL BE IN ACCORDANCE WITH THE OWNER'S STANDARD DETAIL. SEE NOTE 6.
  - ALL MANHOLES COATED (WITH CONNECTIONS SEWERS 15" IN DIAMETER AND SMALLER) SHALL BE VACUUM TESTED IN ACCORDANCE WITH ASTM C-1244 EXCEPT MINIMUM TEST TIME SHALL BE 1 MINUTE. VACUUM TESTING SHALL BE PERFORMED AFTER ALL MANHOLE REHABILITATION WORK IS COMPLETE. TESTING SHALL INCLUDE VACUUM TESTING THE FRAME-CHIMNEY INTERFACE. CONTRACTOR TO PERFORM ALL MANHOLE REHABILITATION WORK NECESSARY IN ORDER TO PASS THE VACUUM TEST. THE CONTRACTOR SHALL REPAIR ALL LEAKS AND SHALL RE-TEST THE MANHOLES THAT FAIL THE VACUUM TEST REGARDLESS OF THE REASON FOR THE FAILURE (INCLUDING LEAKS AT THE FRAME-CHIMNEY SEAL) AT NO ADDITIONAL COST TO THE OWNER.
  - EPOXY COATING (MIN 125 MILS) SHALL BE INSTALLED WHERE SPECIFIED. THE CEMENTITIOUS AND EPOXY MATERIAL SHALL BE COMPATIBLE AS DOCUMENTED BY THE MATERIAL MANUFACTURER(S). CURE TIMES AND THE USE OF SPECIAL PRIMERS SHALL BE STRICTLY ADHERED TO.
- ALL EPOXY COATINGS SHALL BE MEASURED WITH A WET FILM THICKNESS GAUGE AND SPARK TESTED WHEN CURED AS SPECIFIED.
- THE ENGINEER WILL SPECIFY MANHOLES TO RECEIVE AN EXTERIOR COATING OF MORTAR. THE MORTAR SHALL BE SPECIALLY DESIGNED FOR INSTALLATION ON VERTICAL, EXPOSED SURFACES AS RECOMMENDED BY THE MORTAR MANUFACTURER. THE MORTAR SHALL BE USED TO REPAIR BROKEN OR CRACKED MORTAR AND TO PATCH HOLES IN EXPOSED WALLS. ALL OLD, CRACKED MORTAR SHALL BE COMPLETELY REMOVED AND THE SUBSTRATE SURFACE SHALL BE CLEAN AND DRY PRIOR TO INSTALLING NEW, 1-INCH THICK MORTAR. MORTAR TO BE HB2 REPAIR MORTAR BY THOROC, SIKATOP 123 BY SIKA CORPORATION OR APPROVED EQUAL.

**DETAILS - REHABILITATION OF EXISTING MANHOLES**  
NOT TO SCALE

**GMC**

2660 Eastchase Lane, Suite 200  
Montgomery, AL 36117  
T 334.271.3200

ISSUE	DATE
BID SET	09.03.2024
ADDENDUM NO. 1	09.12.2024
DESIGNER	KMM
DRAWN BY	KMM
CHECKED BY	JWC

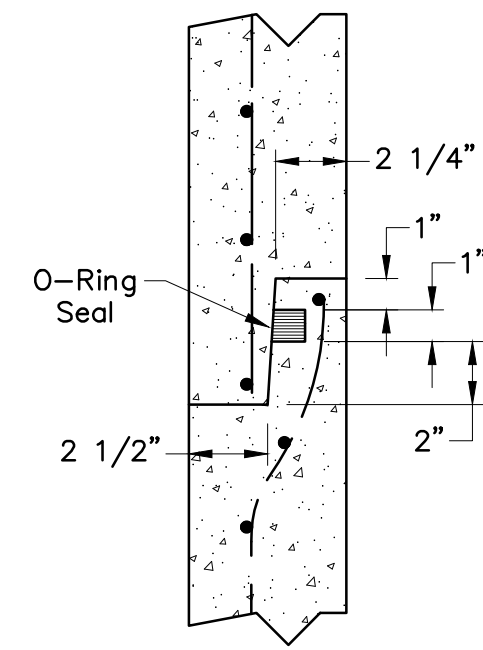
CWSRF SANITARY SEWER  
SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

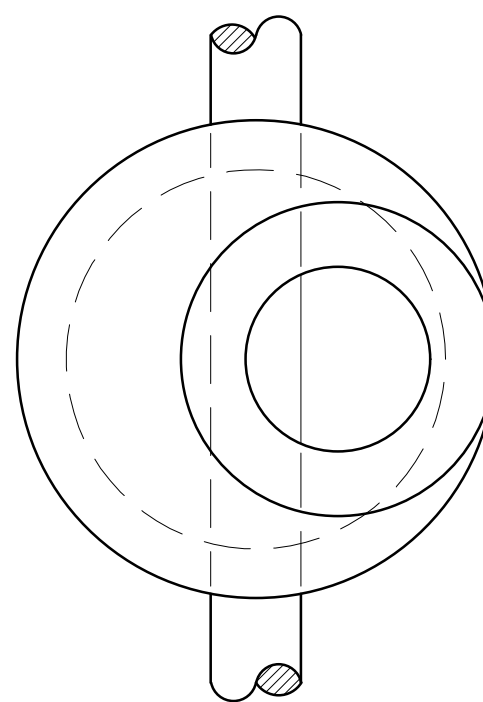
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SEWER DETAILS

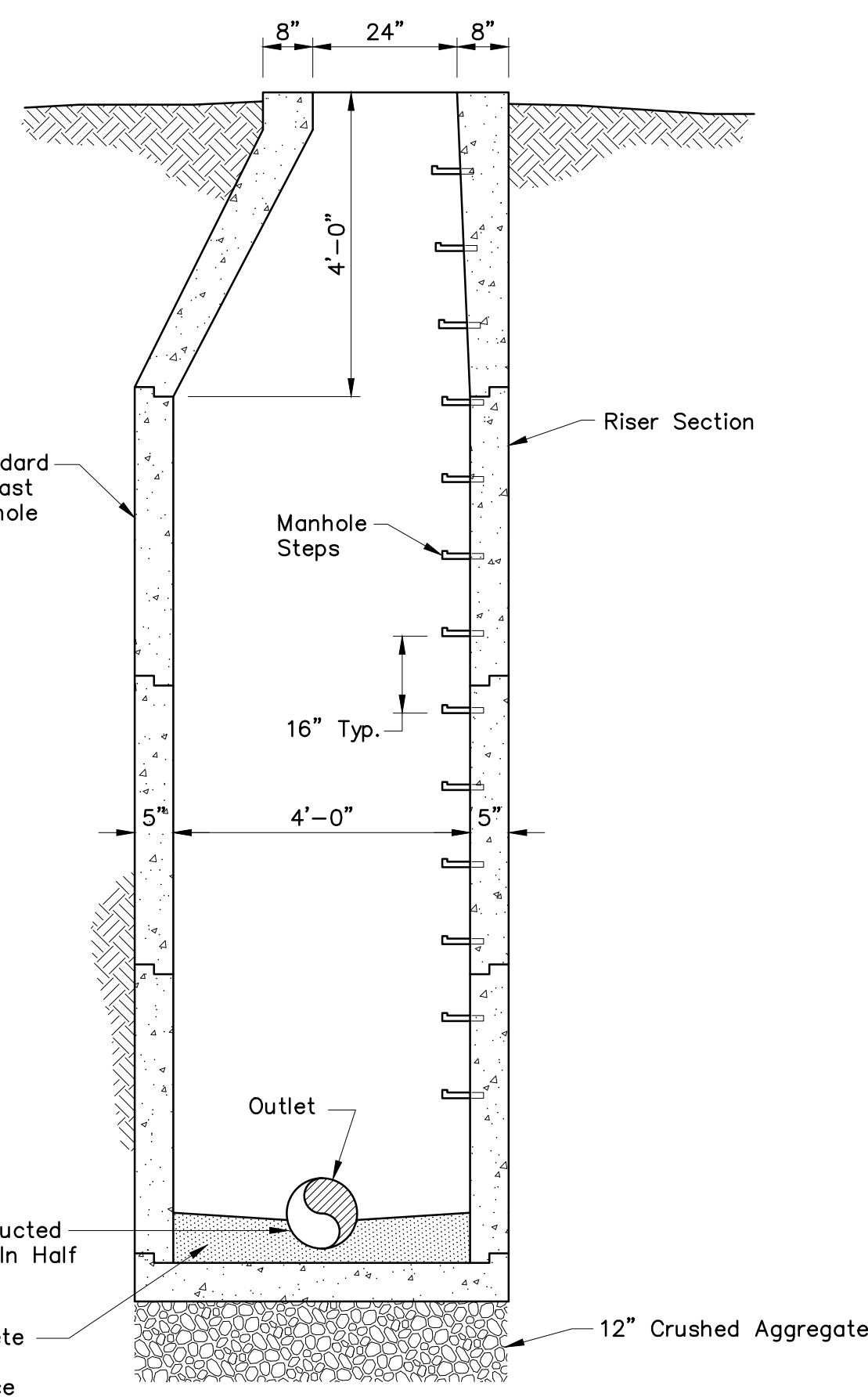
C-901



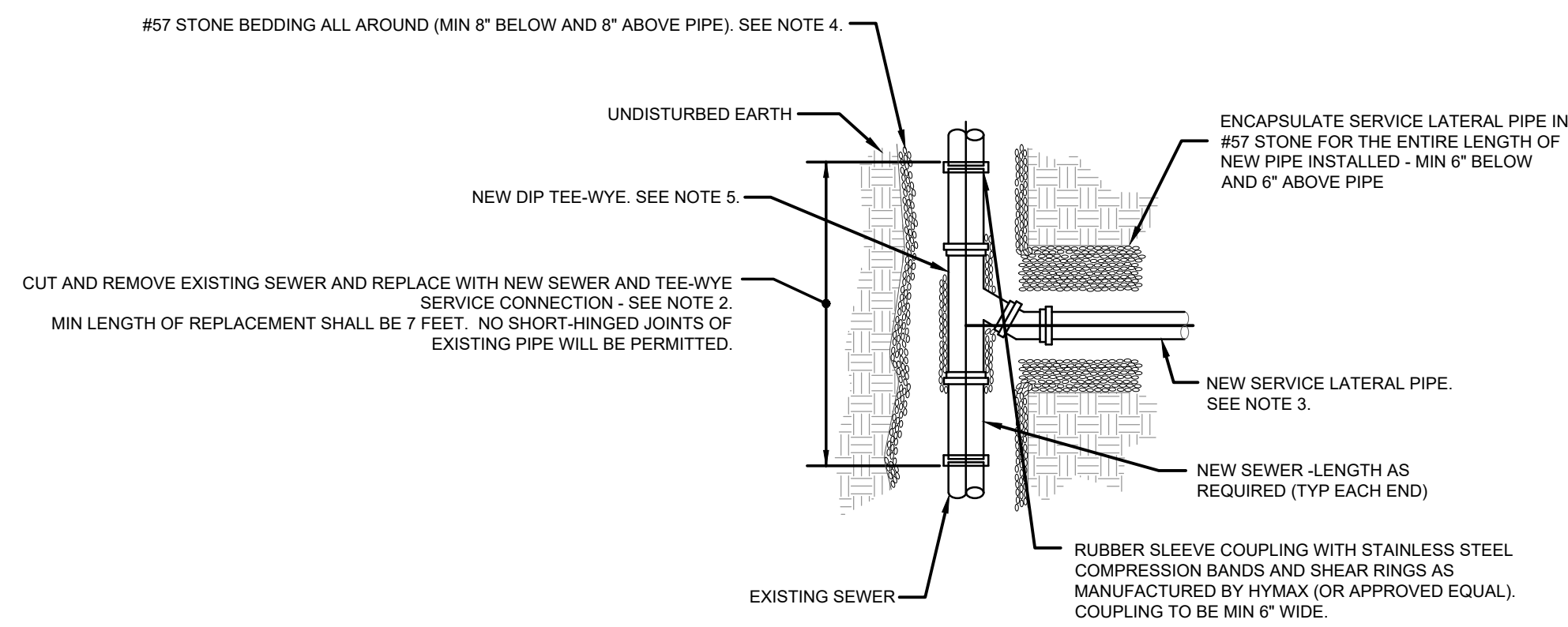
**TYPICAL MANHOLE JOINT**  
NOT TO SCALE



**PLAN VIEW**



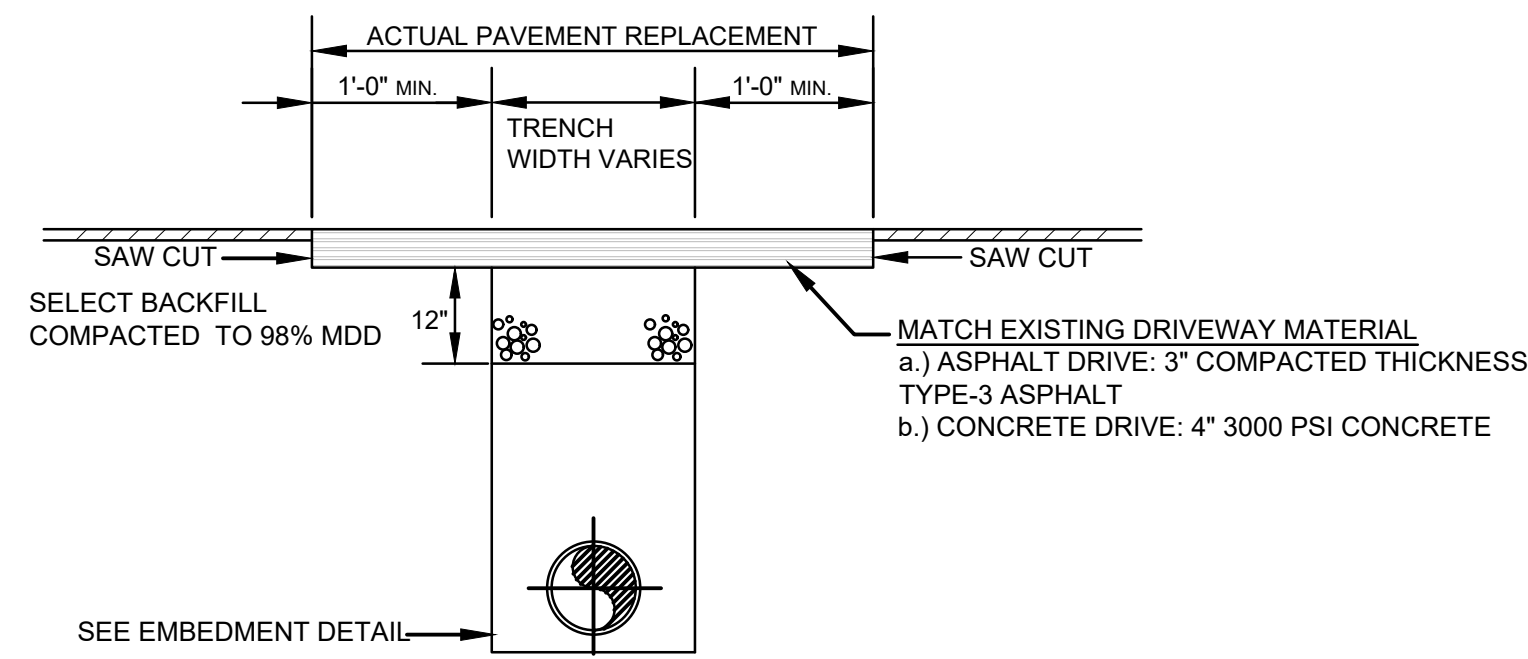
**STANDARD INLET MANHOLE**  
NOT TO SCALE



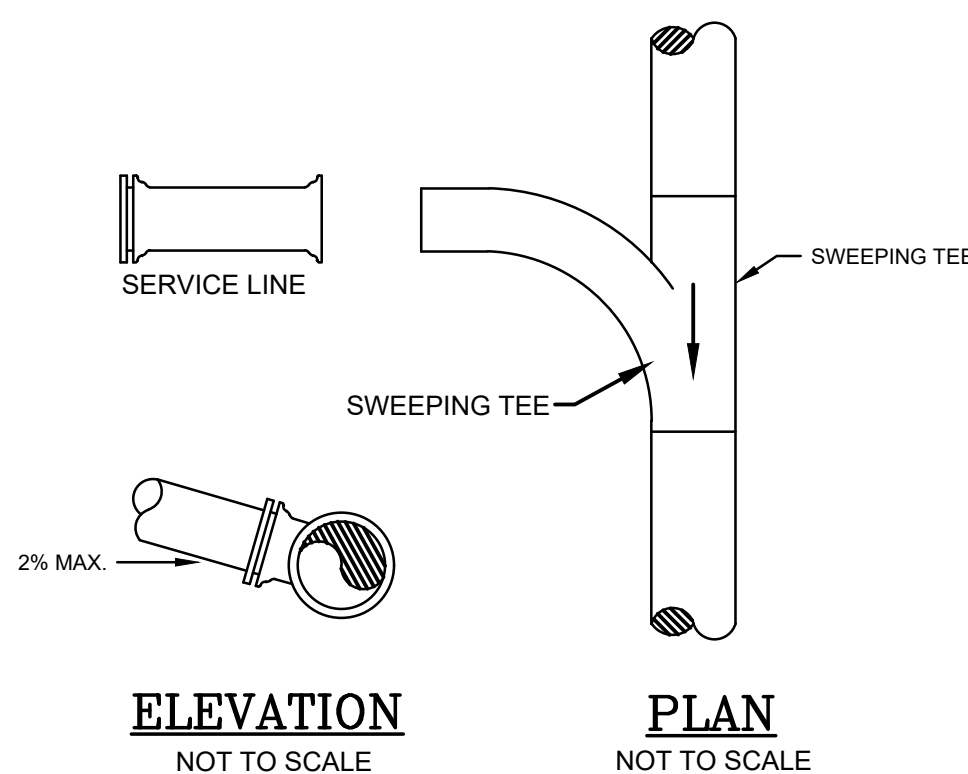
NOTES:

- REFER TO THIS DETAIL WHEN CONNECTING NEW SERVICE LATERALS TO EXISTING SEWERS WITH A TEE. TEE CONNECTIONS MAY BE REQUIRED WHEN CONNECTING TO EXISTING SEWERS IN POOR STRUCTURAL CONDITION.
- INSTALL THE NEW SEWER AT A CONSTANT SLOPE BETWEEN THE TWO EXISTING PIPE ENDS.
- INSTALL FITTINGS, ADAPTERS AND RUBBER SLEEVE COUPLINGS AS NECESSARY TO CONNECT NEW TEE-WYE AND SERVICE LATERAL. NEW TEE-WYE SHALL BE DIP ALONG DESIRED ELEVATION. 90° BENDS ARE NOT ALLOWED. SERVICES SHALL NOT ENTER THE TOP OF THE SEWER PIPE.
- STONE BEDDING TO EXTEND AT LEAST 8 INCHES BELOW AND ABOVE MAIN SEWER.
- ROTATE NEW TEE-WYE 45 DEGREES FROM HORIZONTAL TO THE LEFT OR RIGHT AS APPROPRIATE AND INSTALL FITTINGS/BENDS AS NECESSARY TO ROUTE LATERAL.
- MAIN SEWER SHALL BE INSPECTED VIA CLOSED CIRCUIT TELEVISION (CCTV) AFTER INSTALLATION OF LATERAL TO VERIFY PROPER ALIGNMENT OF NEW SEWER AND PROPER CONNECTION TO EXISTING SEWER. ANY OFFSET JOINTS OR MISALIGNMENT SHALL BE CORRECTED PRIOR TO ACCEPTANCE BY OWNER/ENGINEER. THE CCTV INSPECTION TAPE AND LOG SHALL BE SUBMITTED TO OWNER/ENGINEER FOR REVIEW AND APPROVAL AND SHALL CLEARLY SHOW EACH PIPE CONNECTION AND THE SERVICE LATERAL.

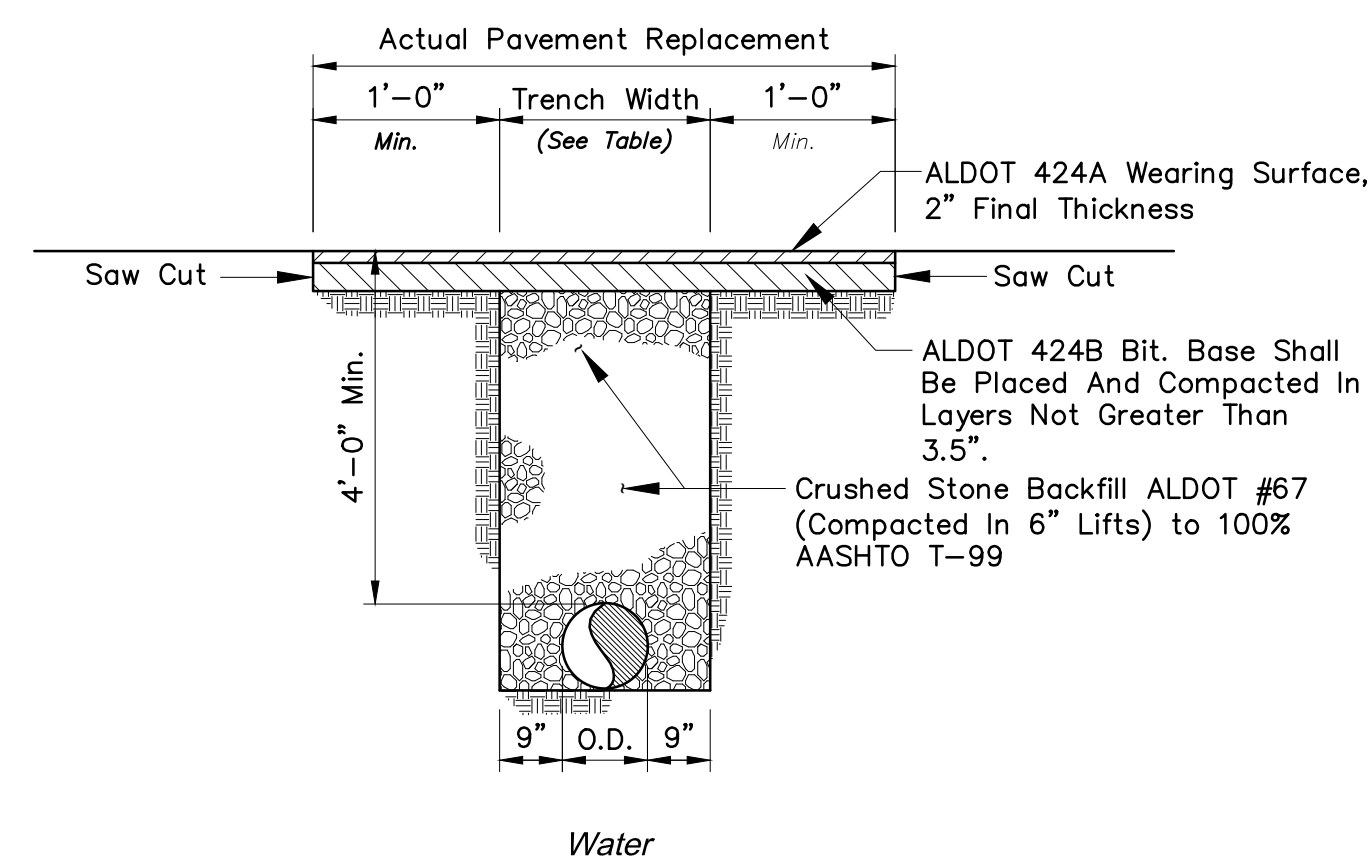
**DETAIL - SERVICE LATERAL TEE-WYE CONNECTION TO EXISTING SEWER**  
NOT TO SCALE



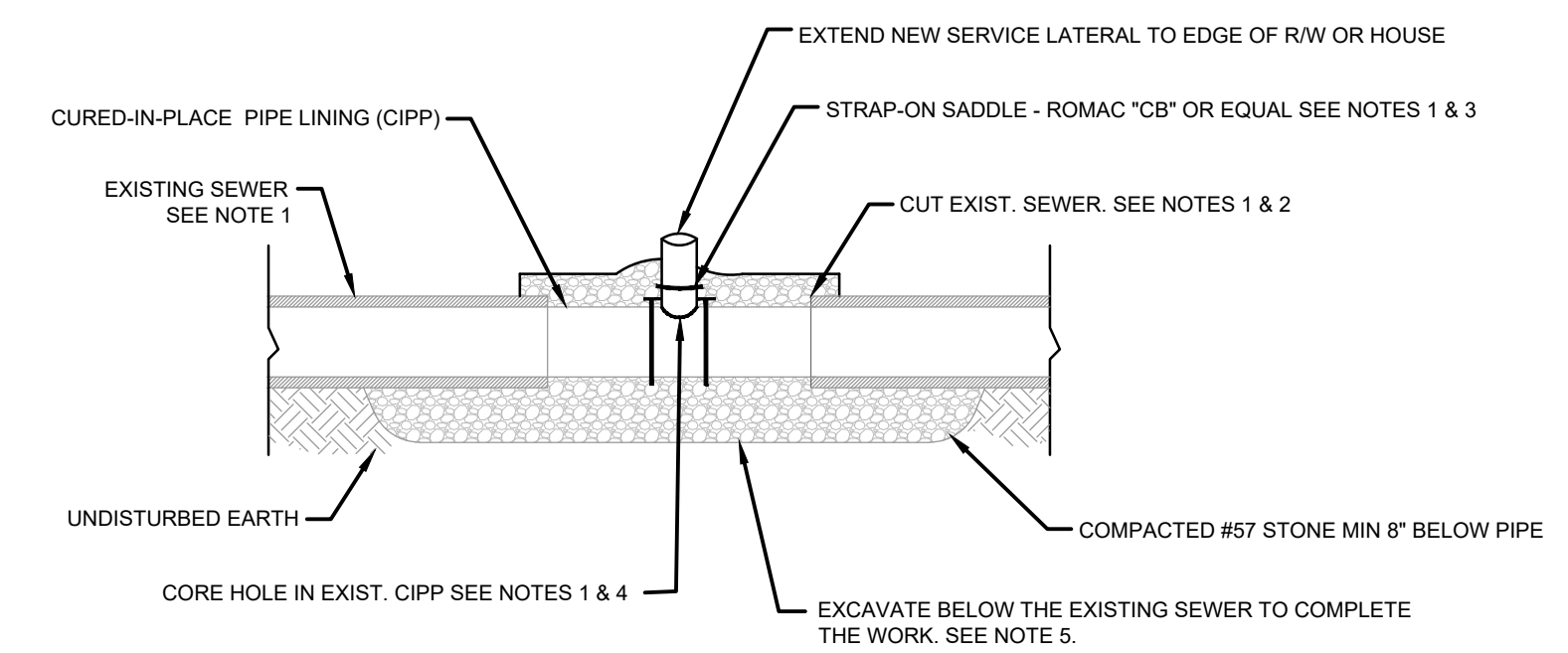
**DETAIL - PAVEMENT PATCH FOR DRIVEWAY CUTS**  
NOT TO SCALE



**DETAIL - SERVICE CONNECTION**  
NOT TO SCALE



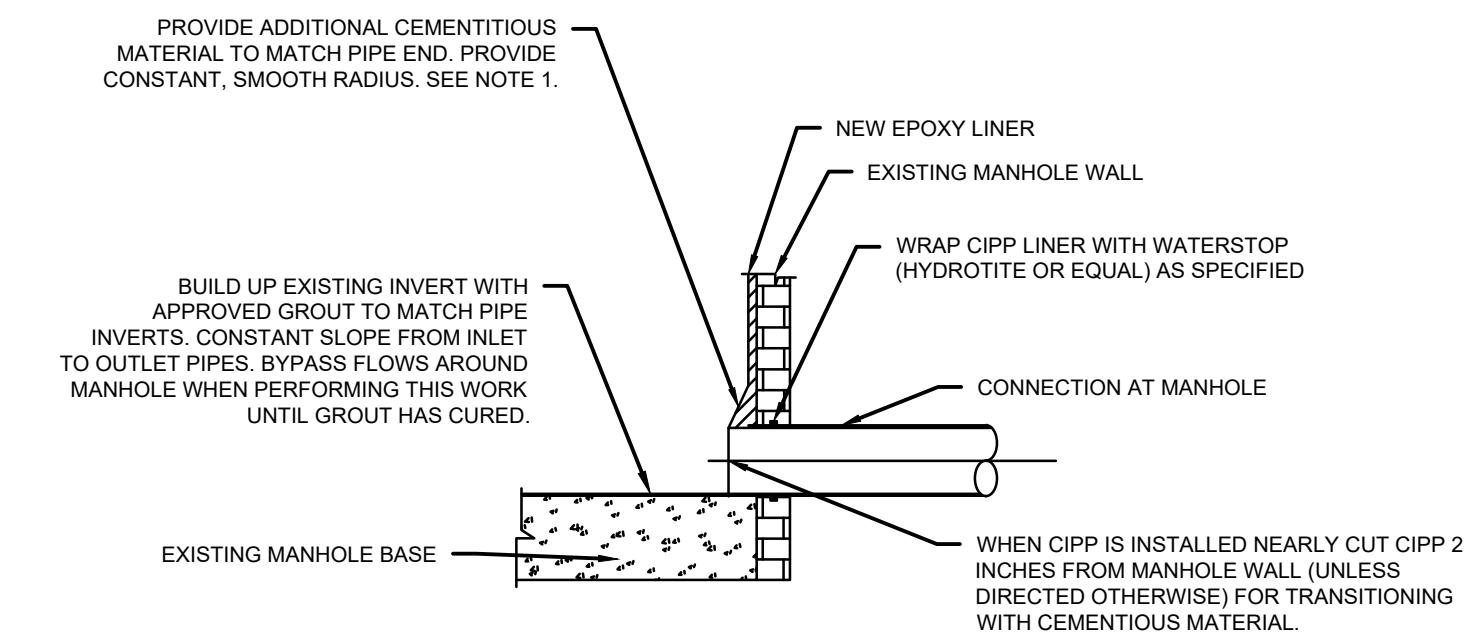
**ALDOT PAVEMENT PATCH**  
NOT TO SCALE



NOTES:

- REFER TO THIS DETAIL TO CONNECT NEW SERVICE LATERALS TO EXISTING SEWERS LINED WITH CIPP. THIS DETAIL ONLY APPLIES WHEN THE EXISTING SEWERS ARE VITRIFIED CLAY PIPE (VCP) OR CONCRETE PIPE. IF THE MAIN SEWER IS PVC, CAST IRON (CIP) OR DUCTILE IRON PIPE (DIP), REFER TO NOTE 6 FOR REQUIREMENTS.
- NEATLY CUT THE EXISTING VCP OR CONCRETE SEWER WITH A CHAIN CUTTER SPECIFICALLY DESIGNED FOR CUTTING SUCH PIPE TO EXPOSE THE CIPP. USE CAUTION TO PREVENT DAMAGE TO THE CIPP. REPAIR ANY DAMAGE AS APPROVED BY ENGINEER/OWNER.
- STRAP-ON SADDLE SHALL BE A ROMAC "CB" SADDLE AS MANUFACTURED BY ROMAC INDUSTRIES, INC. OR APPROVED EQUAL. ANY PROPOSED EQUAL SHALL BE SUBMITTED TO ENGINEER/OWNER FOR REVIEW AND APPROVAL. SADDLE SHALL BE ROTATED 45 DEGREES FROM HORIZONTAL TO THE LEFT OR RIGHT AS APPROPRIATE AND FITTINGS/BENDS INSTALLED AS NECESSARY TO ROUTE LATERAL ALONG THE DESIRED ELEVATION. SERVICES SHALL NOT ENTER THE TOP OF THE SEWER. SADDLE SHALL BE PROVIDED FOR THE SPECIFIC TYPE OF LATERAL PIPE BEING INSTALLED. SUBMIT SPECIFIC SADDLE MODEL NUMBERS TO ENGINEER/OWNER FOR REVIEW AND APPROVAL PRIOR TO PERFORMING ANY WORK.
- USE A HOLE SAW (SAME SIZE AS SERVICE LATERAL) TO NEATLY CUT THE SERVICE LATERAL OPENING. IF THE CIPP IS DAMAGED FROM OVERCUTTING THE NEW SERVICE CONNECTION, THEN THE NEXT LARGER SIZE HOLE SHALL BE CUT AND A SERVICE SADDLE WITH A BELL REDUCER SHALL BE INSTALLED FOR CONNECTING BACK TO THE NEW SERVICE DIAMETER.
- SUPPORT THE EXISTING SEWER DURING THIS WORK AS NECESSARY.
- FOR PVC, CIP AND DIP SEWERS, CORE HOLE THROUGH MAIN SEWER AND CIPP, AND INSTALL STRAP-ON SADDLE.

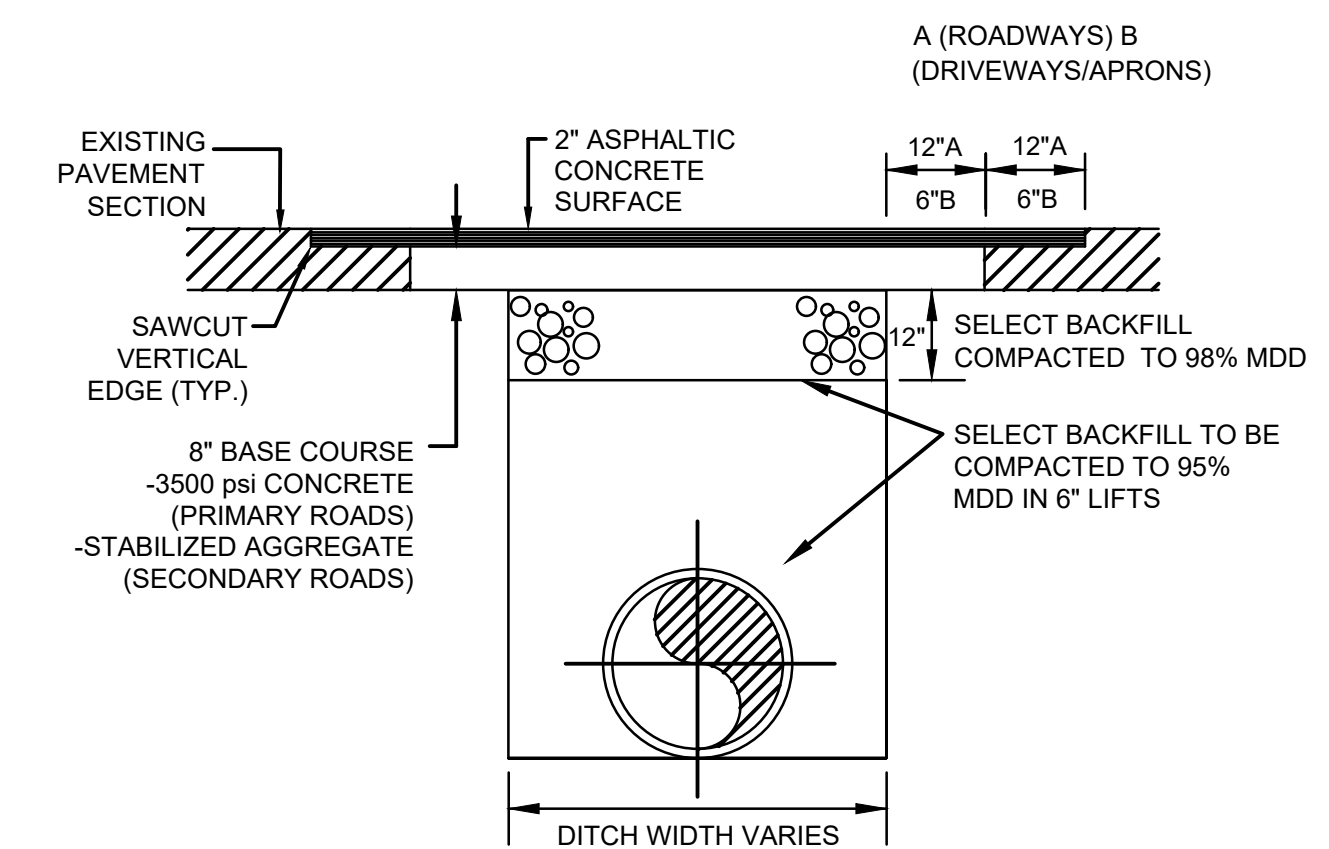
**DETAIL - SERVICE LATERAL CONNECTING TO CIPP**  
NOT TO SCALE



NOTES:

- CONTRACTOR SHALL FILL ANY VOIDS BETWEEN EXISTING SEWER PIPE AND MANHOLE WALL WITH APPROVED GROUT PRIOR TO INSTALLING EPOXY LINER. GROUT TO BE COMPATIBLE WITH EPOXY LINING PRODUCT.

**DETAIL - CIPP PIPE CONNECTION AT MANHOLE**  
NOT TO SCALE



**DETAIL - ASPHALT REPLACEMENT**  
NOT TO SCALE

**GMC**

2660 Eastchase Lane, Suite 200  
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ISSUE	DATE
BID SET	09.03.2024
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DESIGNER:	KMM
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CHECKED BY:	JWC

CWSRF SANITARY SEWER SYSTEM REHABILITATION

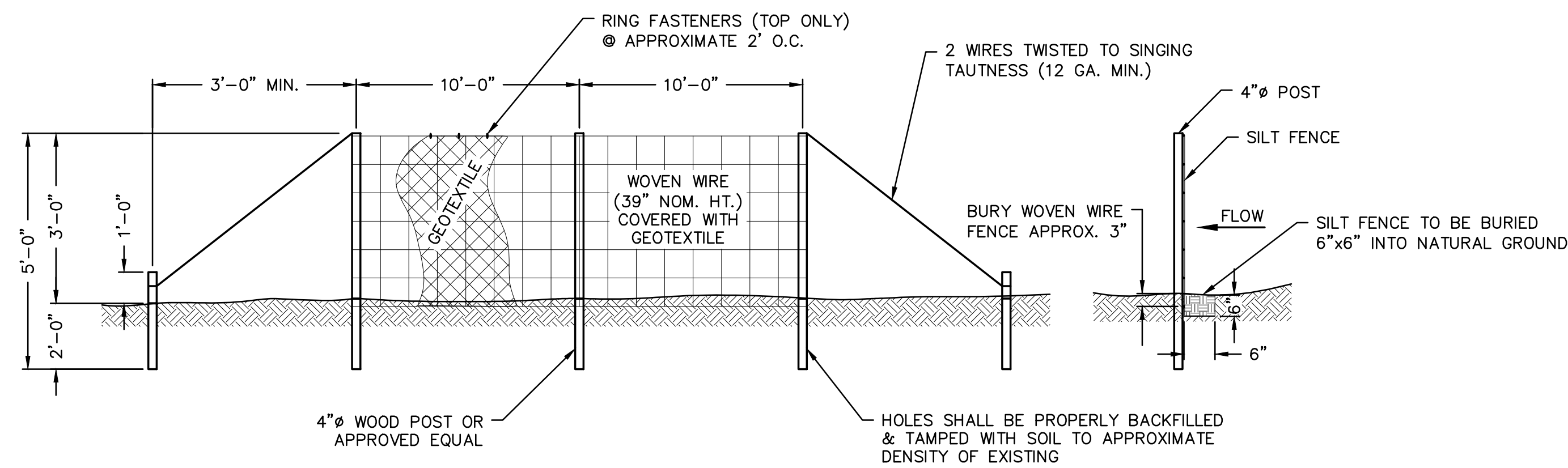
WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

SEWER DETAILS

C-902



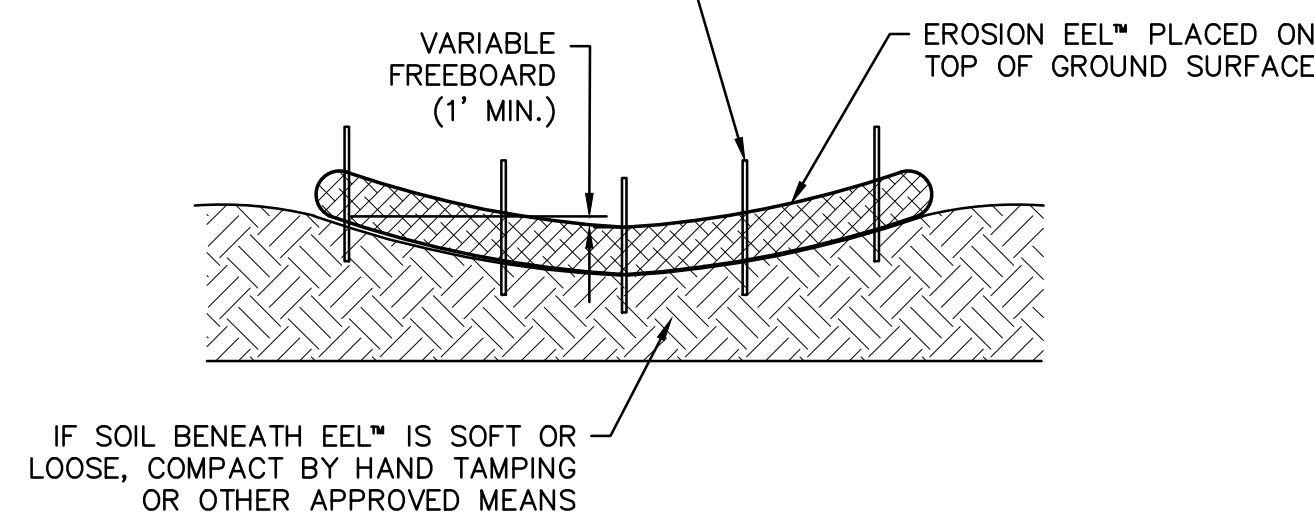


**TYPE "A" SILT FENCE & INSTALLATION**  
N.T.S.

NOTE: SLIGHTLY ANGLE STAKES WITH TOP FACING TOWARDS DIRECTION OF FLOW.

NOTE: TIE FLOC LOGS SECURELY AT CENTERLINE OF FLOW ON DOWNSTREAM SIDE.

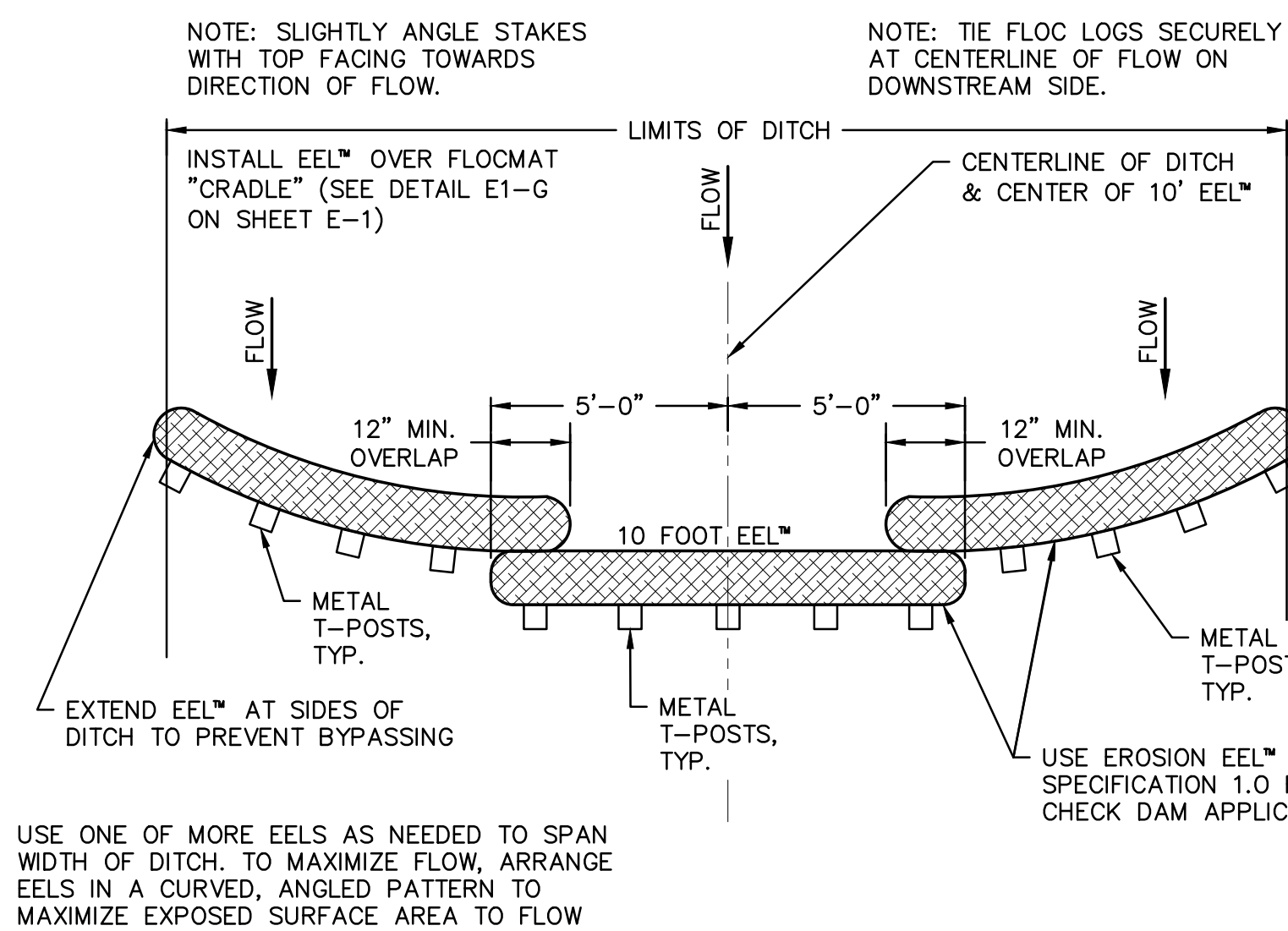
STABILIZE EROSION EEL™ VIA METAL T-POSTS ON DOWNHILL SIDE AT THE CENTER, AT EACH END & AT ADDITIONAL POINTS AS NEEDED (2' MAX. SPACING) OR AS DIRECTED BY ENGINEER



**SECTION A-A**  
SMALL DITCH CHECKS FOR 9.5" AND 20" EELS

NOTE: APPLICABLE TO SMALL WIDTH DITCHES WITH TOTAL WIDTH THAT REQUIRES ONLY ONE 10' EEL™ TO SPAN.

**EROSION EEL DETAIL**  
N.T.S.

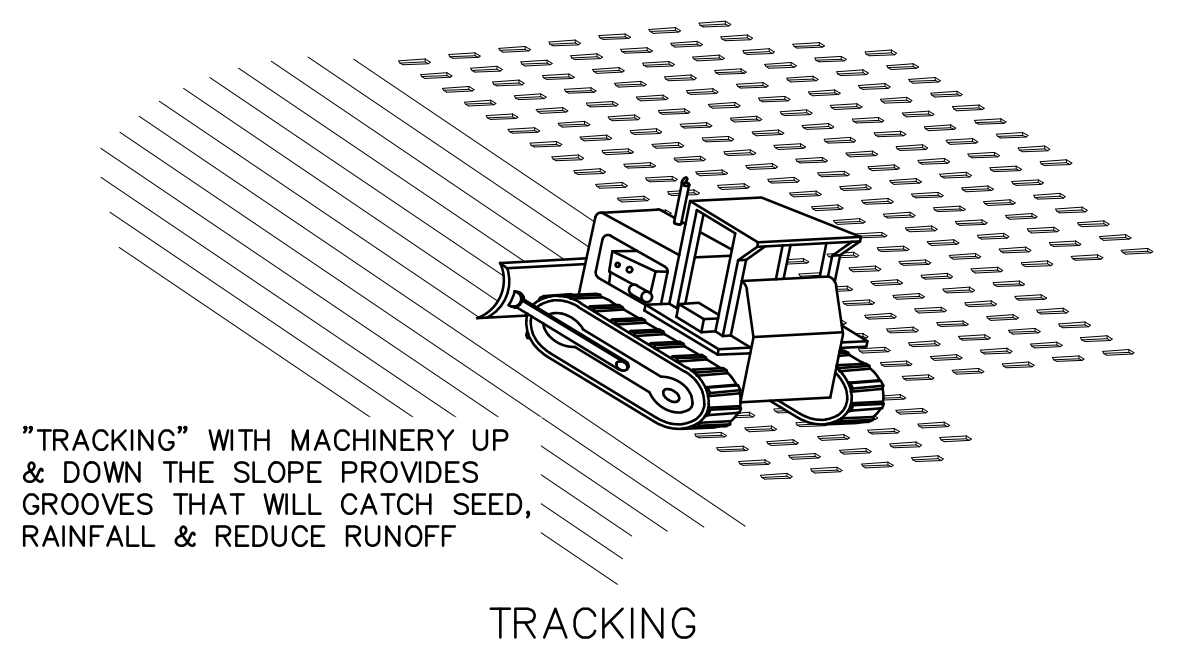


**CHECK DAM ARRANGEMENT FOR LARGER WIDTH DITCHES FOR 9.5" AND 20" EELS**

NOTE: APPLICABLE TO LARGE WIDTH DITCHES WHERE ONE EEL™ IS NOT SUFFICIENT TO SPAN LENGTH.

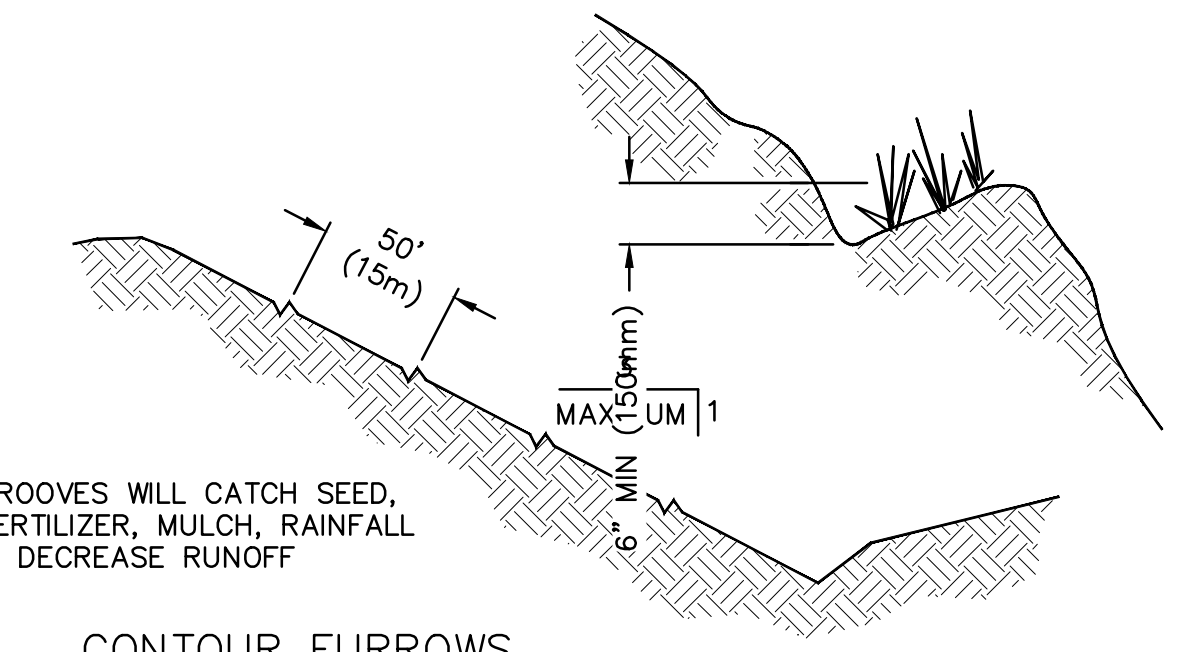
MINIMIZE OVERLAP LENGTH IN CHECK DAM APPLICATIONS TO MAXIMIZE FLOW-THROUGH CAPACITY. IN LIEU OF OVERLAPS, EEL™ CAN BE USED PER DETAILS

**EROSION EEL DETAIL**  
N.T.S.



"TRACKING" WITH MACHINERY UP & DOWN THE SLOPE PROVIDES GROOVES THAT WILL CATCH SEED, RAINFALL & REDUCE RUNOFF

**TRACKING**



"TRACKING" WITH MACHINERY ON SANDY SOIL PROVIDES ROUGHENING WITHOUT UNDUE COMPACTION

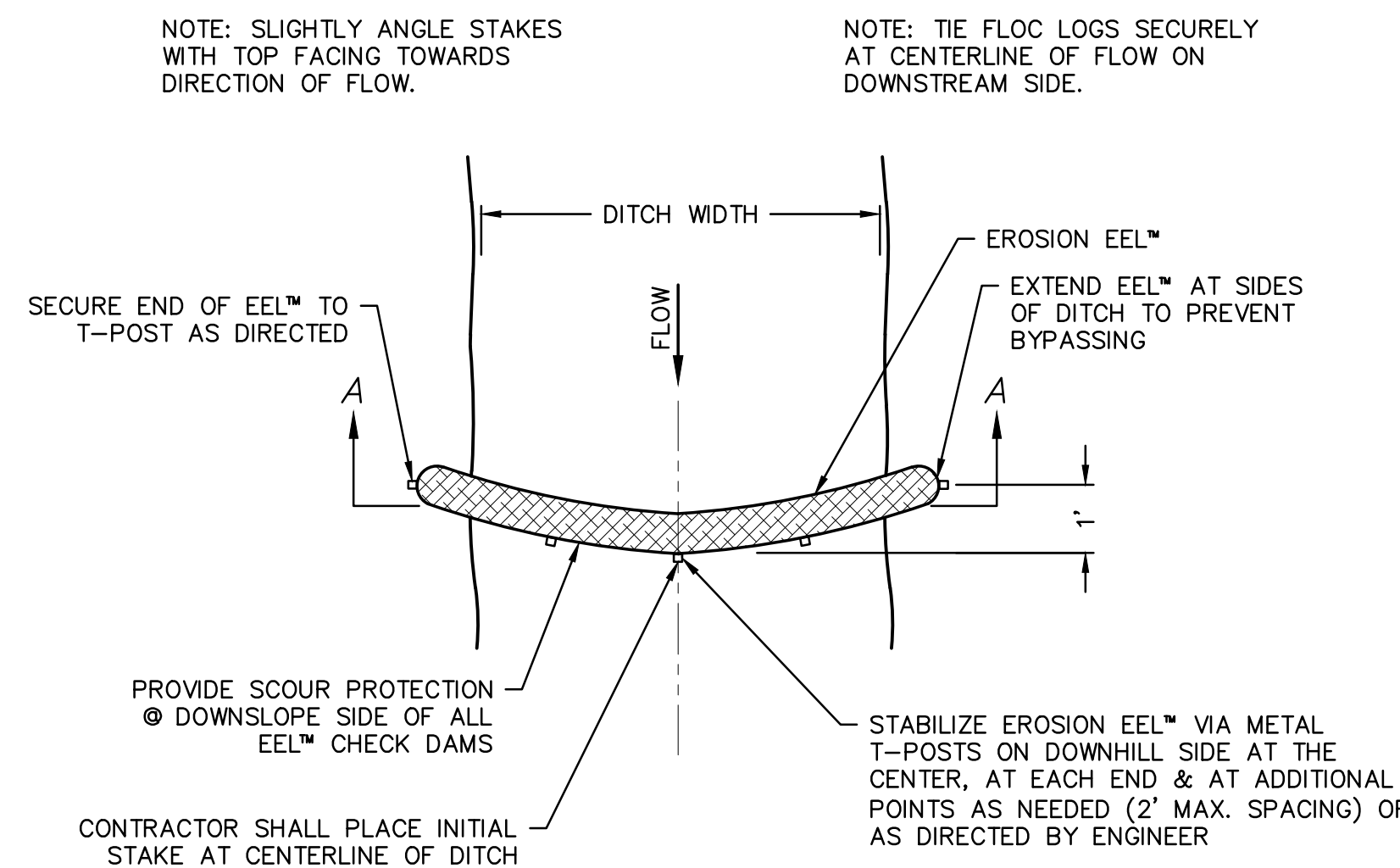
**STRAW ANCHORING**

- NOTES:
1. ROUGHEN SLOPE WITH BULLDOZER.
  2. BROADCAST SEED AND FERTILIZER.
  3. SPREAD STRAW MULCH 3" (76mm) THICK. (1½ TO 2 TONS PER ACRE.)
  4. PUNCH STRAW MULCH INTO SLOPE BY RUNNING BULLDOZER UP AND DOWN SLOPE.

**STRAW ANCHORING**  
N.T.S.

**CONTOUR FURROWS**

**SURFACE ROUGHENING**  
N.T.S.

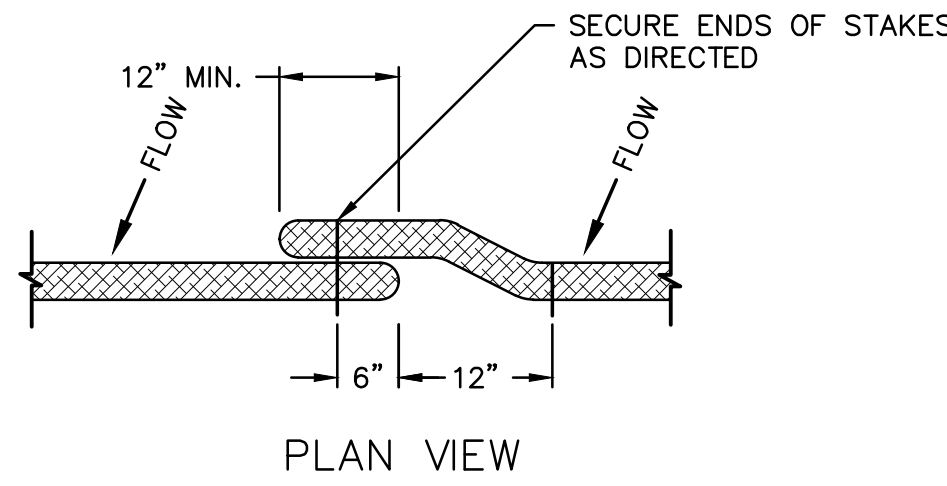


**SMALL DITCH CHECKS SINGLE EEL™ (NO STACKING) FOR 9.5" AND 20" EELS**

**EROSION EEL DETAIL**  
N.T.S.

NOTE: EROSION EEL™ USED FOR CHECK DAMS SHALL USE MIXTURE SPECIFICATION 1.0.

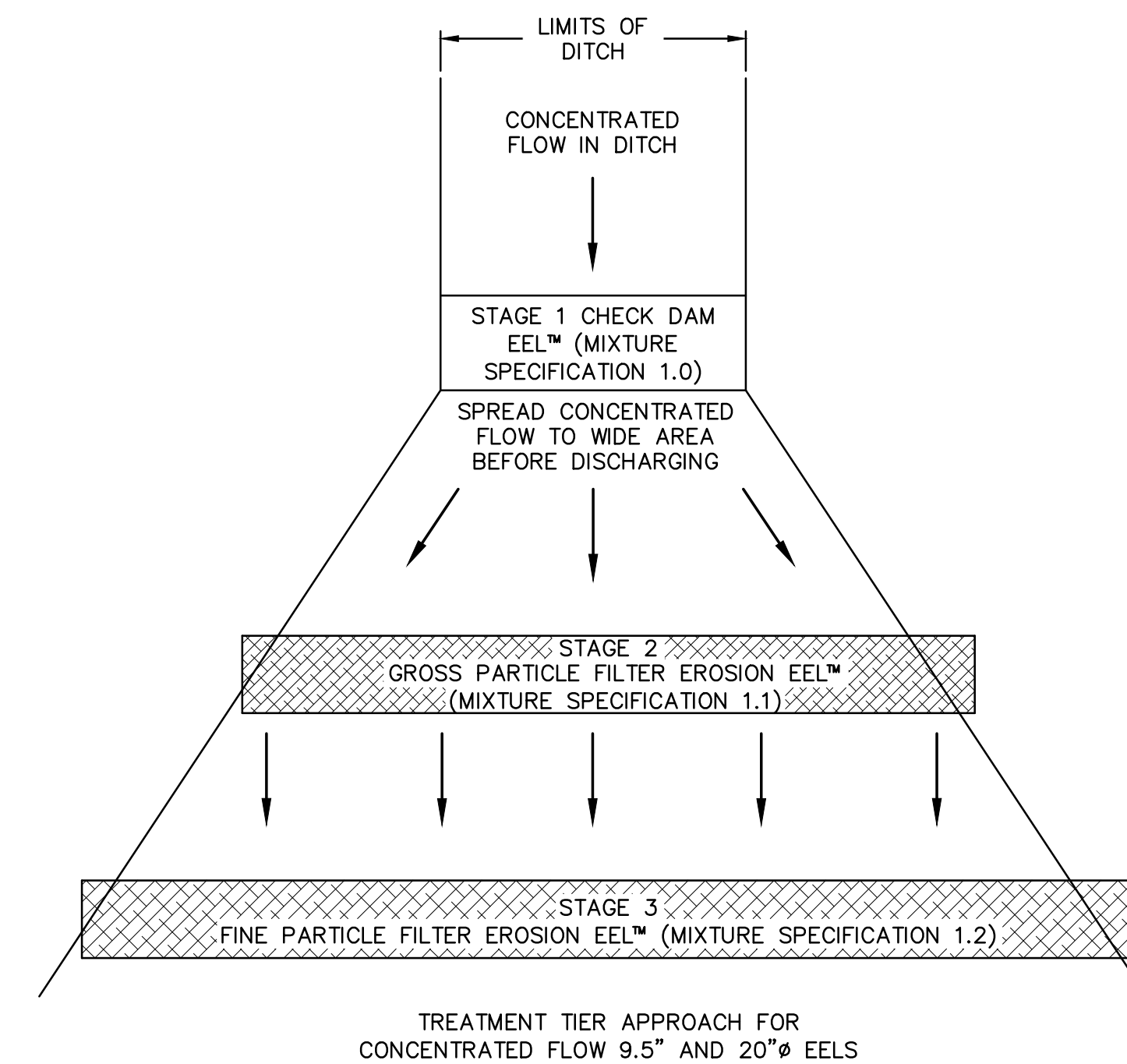
NOTE: APPLICABLE TO SMALL WIDTH DITCHES WITH TOTAL WIDTH THAT REQUIRES ONLY ONE 10' EEL™ TO SPAN.



**OVERLAP/JOINT DETAIL**  
N.T.S.

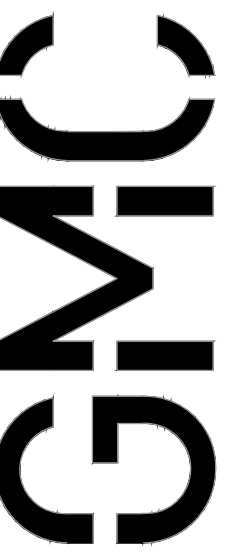
**GENERAL NOTES:**

1. EROSION EELS USED IN PERIMETER CONTROL APPLICATIONS SHALL HAVE A SPECIFICATION MIXTURE 1.1 OR 1.2.
  - a. MIXTURE SPECIFICATION 1.1. A FILTER MIXTURE COMPRISED OF 50% SHREDDED RUBBER AND 50% WOOD CHIP PARTICLES BY VOLUME. THE SHREDDED RUBBER SHALL BE WASHED AND PROCESSED TO REMOVE MOST, IF NOT ALL, METAL COMPONENTS. THE RUBBER SHALL BE DERIVED FROM RECYCLED TIRES AND SHALL BE SHREDDED TO PRODUCE A MAXIMUM PARTICLE SIZE OF +/- 3/4 INCH. THE WOOD CHIPS SHALL BE PRODUCED FROM HARDWOOD TREES AND SHALL CONFORM TO AASHTO CERTIFICATION SPECIFICATION MP 9-03.
  - b. MIXTURE SPECIFICATION 1.2. A FILTER MIXTURE COMPRISED OF 1/3 SHREDDED RUBBER, 1/3 WOOD CHIPS, AND 1/3 RECYCLED SYNTHETIC FIBERS. THE SHREDDED RUBBER SHALL BE WASHED AND PROCESSED TO REMOVE MOST, IF NOT ALL, METAL COMPONENTS. THE RUBBER SHALL BE DERIVED FROM RECYCLED TIRES AND SHALL BE SHREDDED TO PRODUCE A MAXIMUM PARTICLE SIZE OF +/- 3/4 INCH. THE WOOD CHIPS SHALL BE PRODUCED FROM HARDWOOD TREES AND SHALL CONFORM TO AASHTO CERTIFICATION SPECIFICATION MP 9-03. THE SYNTHETIC FIBERS SHALL BE PRODUCED FROM RECYCLED, MANUFACTURED MATERIALS, SUCH AS, BUT NOT LIMITED TO, PRE-CONSUMER SCRAP CARPET, TIRE CHORD, AND TIRE FIBER MATERIALS.
2. EROSION EELS SHALL BE MANUFACTURED FROM A WOVEN GEOTEXTILE COVERING WITH INTERIOR FILTER MATERIALS SUCH AS 100% SHREDDED RUBBER (MIXTURE SPECIFICATION 1.0, 50% SHREDDED RUBBER/50% AASHTO-CERTIFIED WOOD CHIPS (MIXTURE SPECIFICATION 1.1)).
3. LENGTHS OF EROSION EELS SHALL BE EITHER A NOMINAL +/-10 FT. OR +/- 4.5 FT. NOMINAL DIAMETER SHALL BE +/-9.5 INCHES.
4. EROSION EELS CAN BE PLACED AT THE TOP, ON THE FACE, OR AT THE TOE OF SLOPES TO INTERCEPT RUNOFF. REDUCE FLOW VELOCITY, RELEASE THE RUNOFF AS SHEET FLOW AND PROVIDE REMOVAL OF SEDIMENT FROM THE RUNOFF.
5. EROSION EELS SHALL BE INSTALLED ALONG THE GROUND CONTOUR, AT THE TOE OF SLOPES, AT AN ANGLE TO THE CONTOUR TO DIRECT FLOW AS A DIVERSION BERM, AROUND INLET STRUCTURES, IN A DITCH AS A CHECK DAM TO HELP REDUCE SUSPENDED SOLIDS LOADING AND RETAIN SEDIMENT, OR AS A GENERAL FILTER FOR ANY DISTURBED SOIL AREA.
6. NO TRENCHING IS REQUIRED FOR INSTALLATION OF EROSION EELS.
7. PREPARE BED FOR EEL INSTALLATION BY REMOVING ANY LARGE DEBRIS INCLUDING ROCKS, SOIL CLODS, AND WOODY VEGETATION. EROSION EELS CAN ALSO BE PLACED OVER PAVED SURFACES INCLUDING CONCRETE AND ASPHALT WITH NO SURFACE PREPARATION REQUIRED.
8. RAKE BED AREA WITH A HAND RAKE OR BY DRAG HARROW.
9. DO NOT PLACE EEL DIRECTLY OVER RILL AND GULLIES UNTIL AREA HAS BEEN HAND-EXCAVATED AND RAKED TO PROVIDE A LEVEL BEDDING SURFACE. ALL SURFACES SHALL BE UNIFORMLY COMPACTED FOR MAXIMUM SEATING OF EELS IN PLACE.
10. FOR LOCATIONS WHERE EELS WILL BE PLACED IN CONCENTRATED FLOWS (SUCH AS CHECK DAMS, INLET PROTECTION) AND FOR PERIMETER CONTROLS AT PRIMARY DISCHARGE LOCATIONS, BED THE EELS IN A FLOCMAT CRADLE PER THE DETAILED DRAWINGS.
11. FOR DITCH APPLICATIONS, THE MAXIMUM DRAINAGE AREA SHALL BE 10 ACRES.
12. IF MORE THAN ONE EROSION EEL IS PLACED IN A ROW, THE EELS SHALL BE OVERLAPPED A MINIMUM OF 12 INCHES TO PREVENT FLOW AND SEDIMENT FROM PASSING THROUGH THE FIELD JOINT. COMPRESS THE TWO EELS OF THE OVERLAP TIGHTLY TOGETHER EITHER BY HAND OR MANUFACTURER-APPROVED MECHANIZED MEANS.
13. WHEN USED IN DITCHES AS A CHECK DAM, EROSION EELS SHALL BE INSTALLED PER MANUFACTURER'S DETAILS.
14. FOR CHECK DAM APPLICATIONS, EROSION EELS SHALL BE PLACED PERPENDICULAR TO THE FLOW OF THE WATER. EROSION EELS SHALL CONTINUE UP THE SIDES SLOPES A MINIMUM OF 3 FEET ABOVE THE DESIGN FLOW DEPTH.
15. EROSION EELS SHALL REMAIN IN PLACE UNTIL FULLY ESTABLISHED VEGETATION HAS COMPLETELY DEVELOPED OR UNTIL THE STORAGE CAPACITY/FUNCTIONAL LIFE OF THE EEL HAS BEEN EXHAUSTED (REQUIRING REPLACEMENT WITH NEW EELS).
16. ANCHORING POSTS FOR CHECK DAM APPLICATIONS SHALL HAVE A MINIMUM WEIGHT OF 1.25 LBS/FT STEEL. T-POSTS (5 TO 7 FT. LENGTHS) ROLLED FROM HIGH CARBON STEEL. POSTS SHOULD BE HOT-DIP GALVANIZED OR COATED WITH A WEATHER-RESISTANT PAINT FOR STEEL APPLICATION. POSTS SHOULD BE EQUIPPED WITH A METAL ANCHOR PLATE. INSTALL PER DETAILS ON THIS SHEET.
17. PLACE T-POSTS THROUGH HANDLE OF BAGS. DO NOT DRIVE POSTS THROUGH EROSION EELS. T-POSTS ARE TO BE EMBEDDED A MINIMUM OF 2 FT INTO GROUND.



NOTE:  
1. PLACE CHECK DAM EELS (MIXTURE 1.0) UPSLOPE OF EELS WITH MIXTURES 1.1 OR 1.2.  
2. EELS WITH MIXTURE 1.1 SHOULD ALWAYS BE PLACED UPSLOPE OF EELS WITH FINE PARTICLE MIXTURE 1.2.

**EROSION EEL DITCH OUTLET DETAIL**  
N.T.S.



2660 Eastchase Lane, Suite 200  
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BID SET	09.03.2024	KMM	KMM	JWC
ADDENDUM NO. 1	09.12.2024			

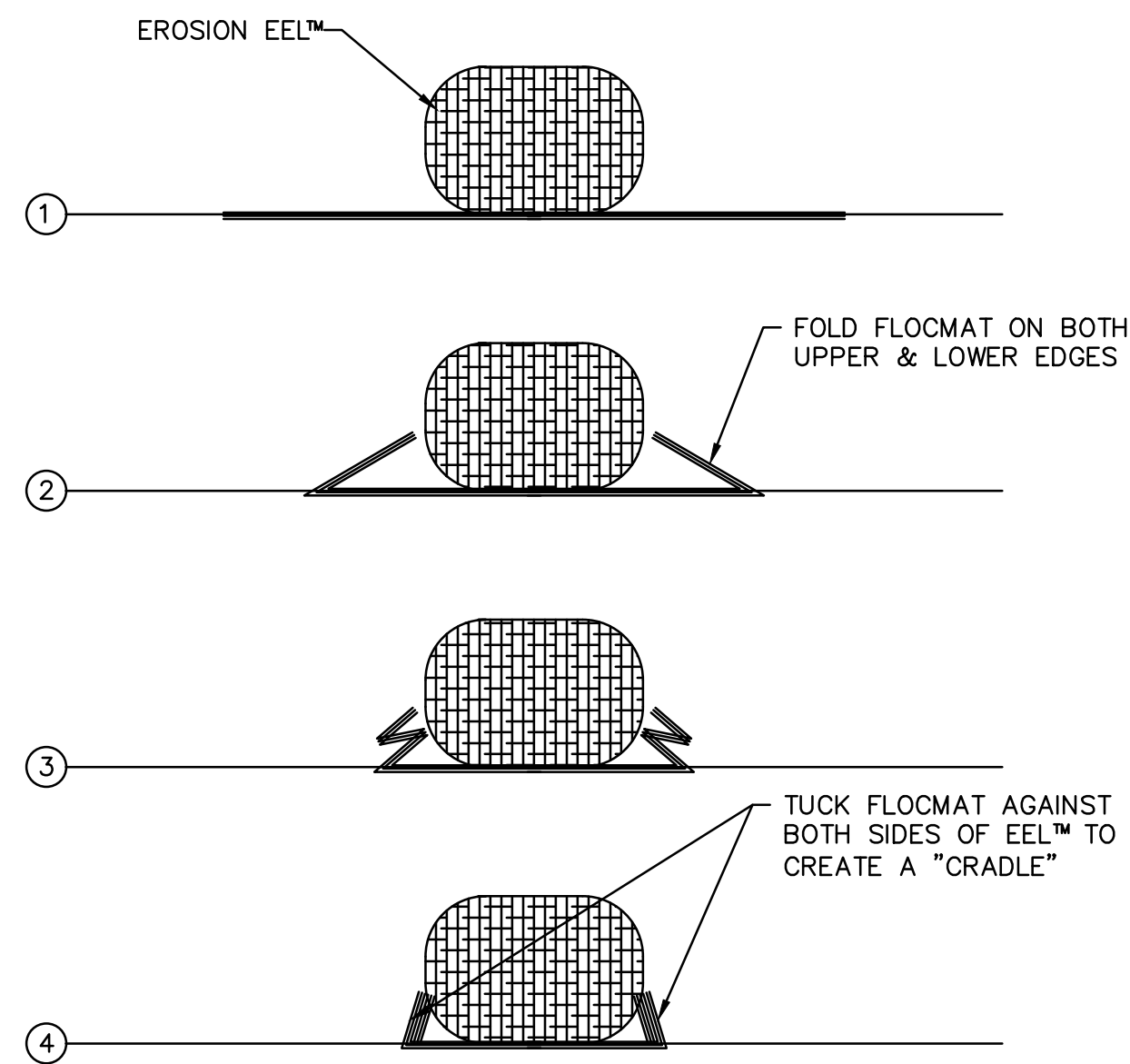
CWSRF SANITARY SEWER SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

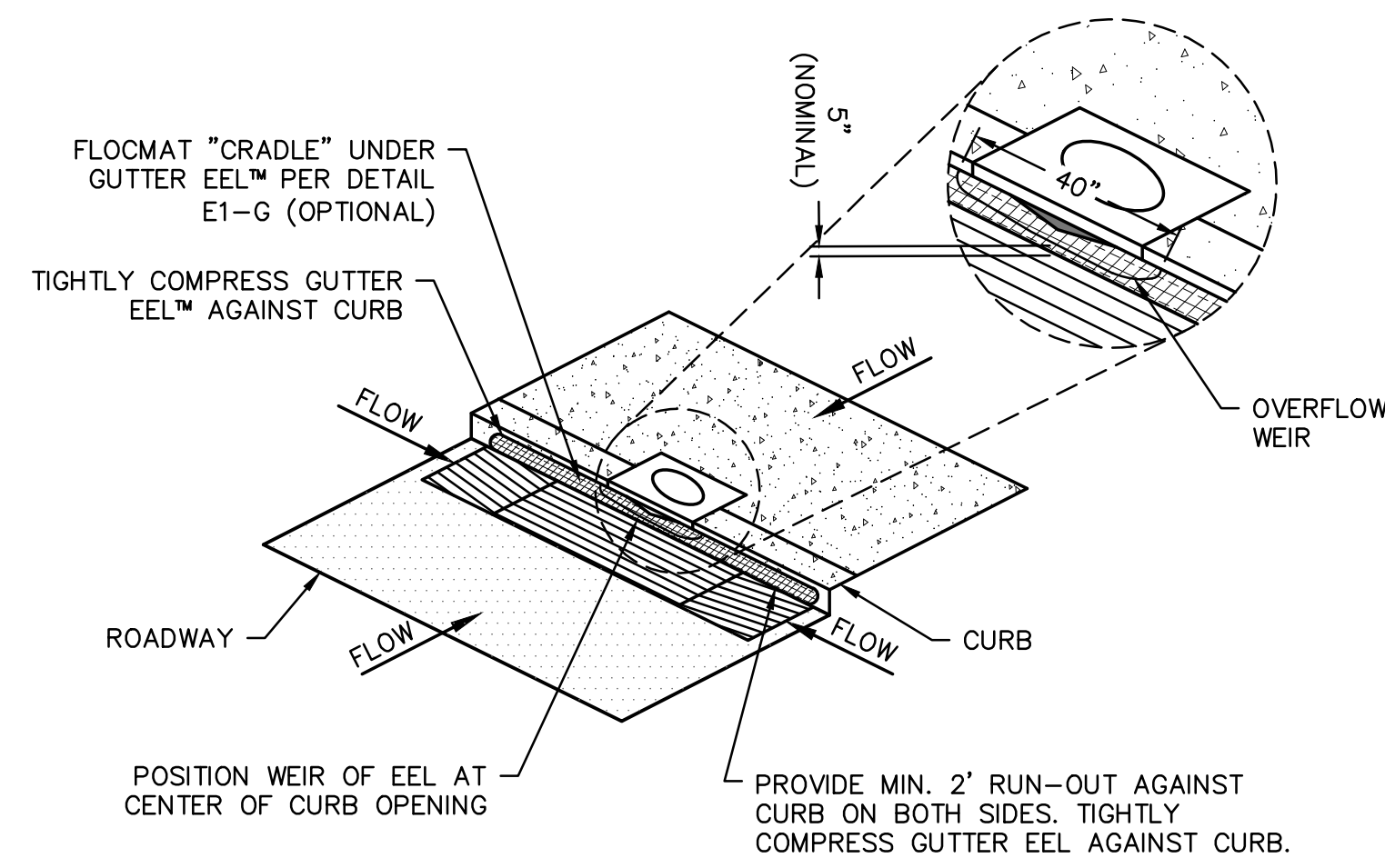
GMC # C/MGM23-0096(2)

EROSION CONTROL DETAILS

C-903

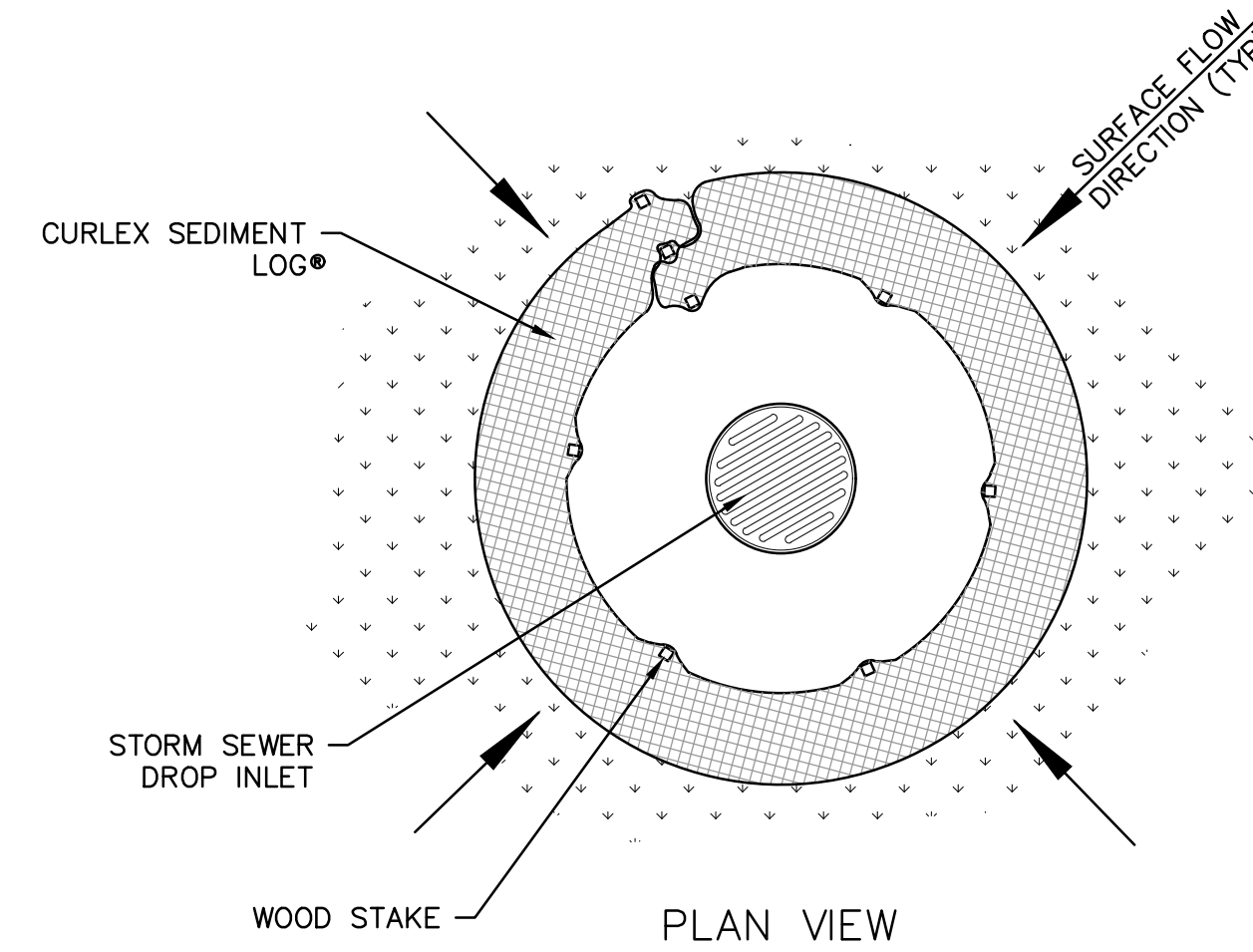


INSTALL FLOCMAT AT MAIN DISCHARGE LOCATIONS FOR WATERSHED  
**FLOCMAT DETAIL FOR GUTTER EEL**  
 N.T.S.

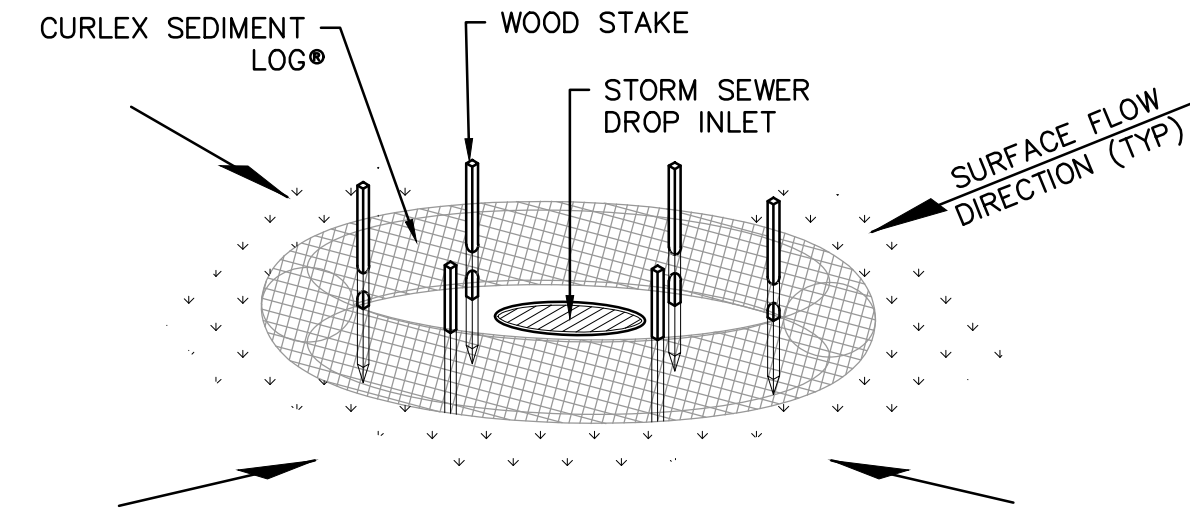


NOTE: PERIODIC MAINTENANCE SHALL INCLUDE CLEANING GUTTER EEL™ SURFACE WITH HIGH PRESSURE WASH OR BRUSHING SURFACE WITH BROOM.

**ISOMETRIC DETAIL E3-C: SMALL CURB INLET SEDIMENT TRAP - GUTTER EEL**  
 N.T.S.

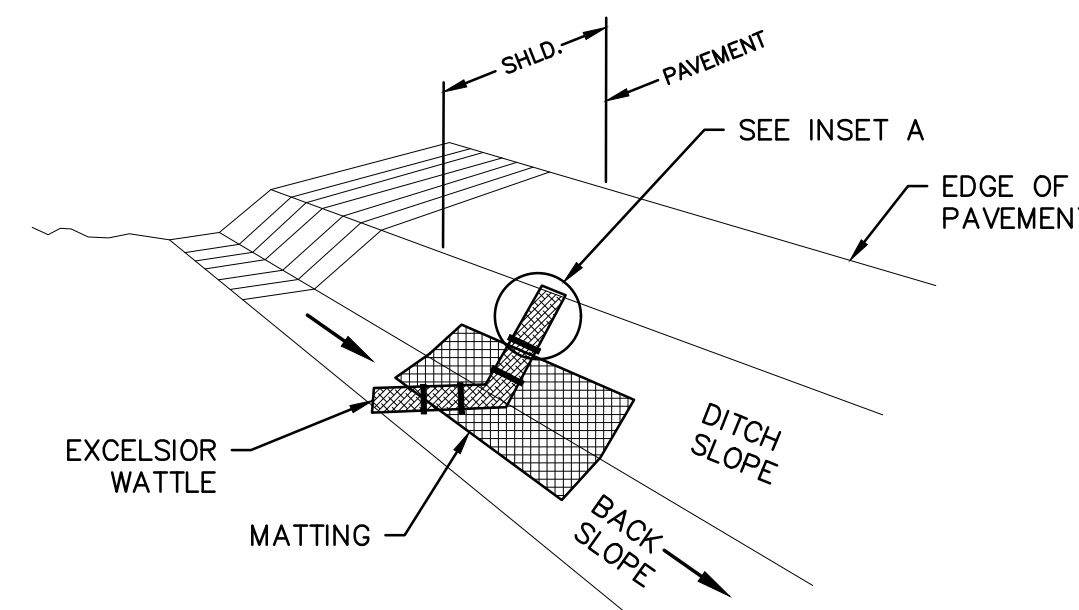


**CURLEX SEDIMENT LOGS® DROP INLET PROTECTION**  
 N.T.S.

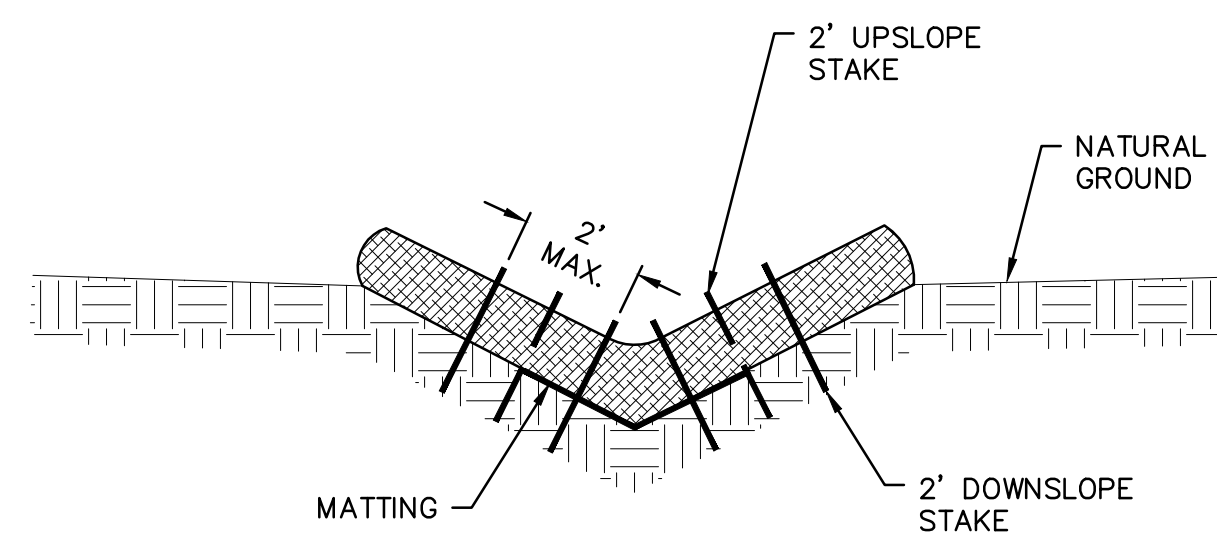


**GENERAL NOTES:**

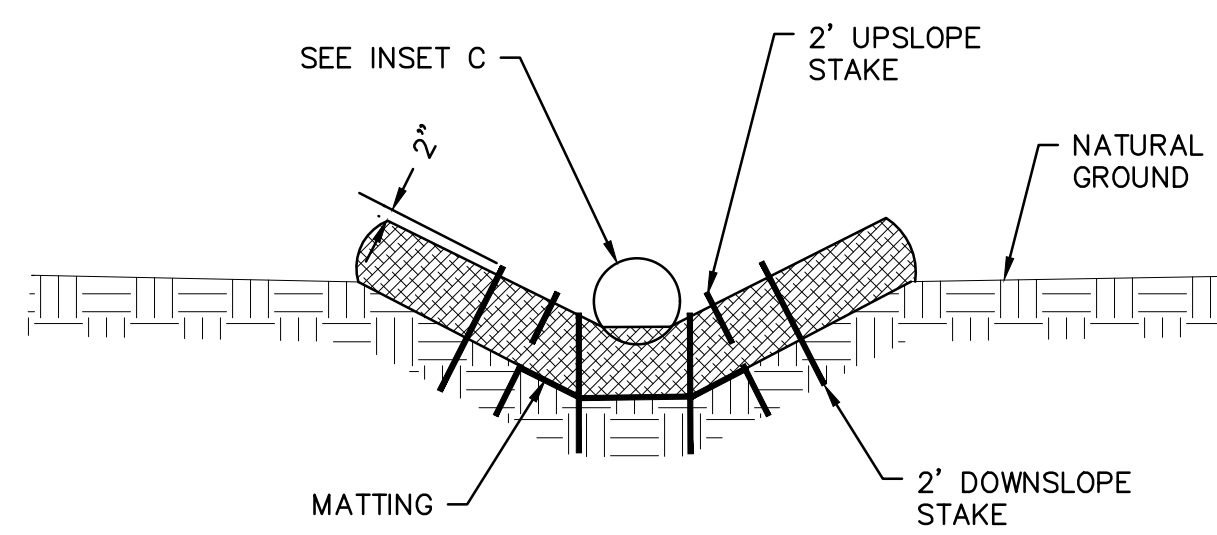
1. USE MINIMUM 12" DIAMETER FIBER WATTLE.
2. USE 2'-0" WOODEN STAKES WITH A 2"x2" NOMINAL CROSS SECTION.
3. ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES & AS DIRECTED.
4. INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.
5. PROVIDE STAPLES MADE OF 0.125" DIAMETER STEEL WIRE FORMED INTO A "U" SHAPE NOT LESS THAN 12" IN LENGTH.
6. INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
7. INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE ALDOT STANDARD SPECIFICATIONS.
8. PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.
9. INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50".



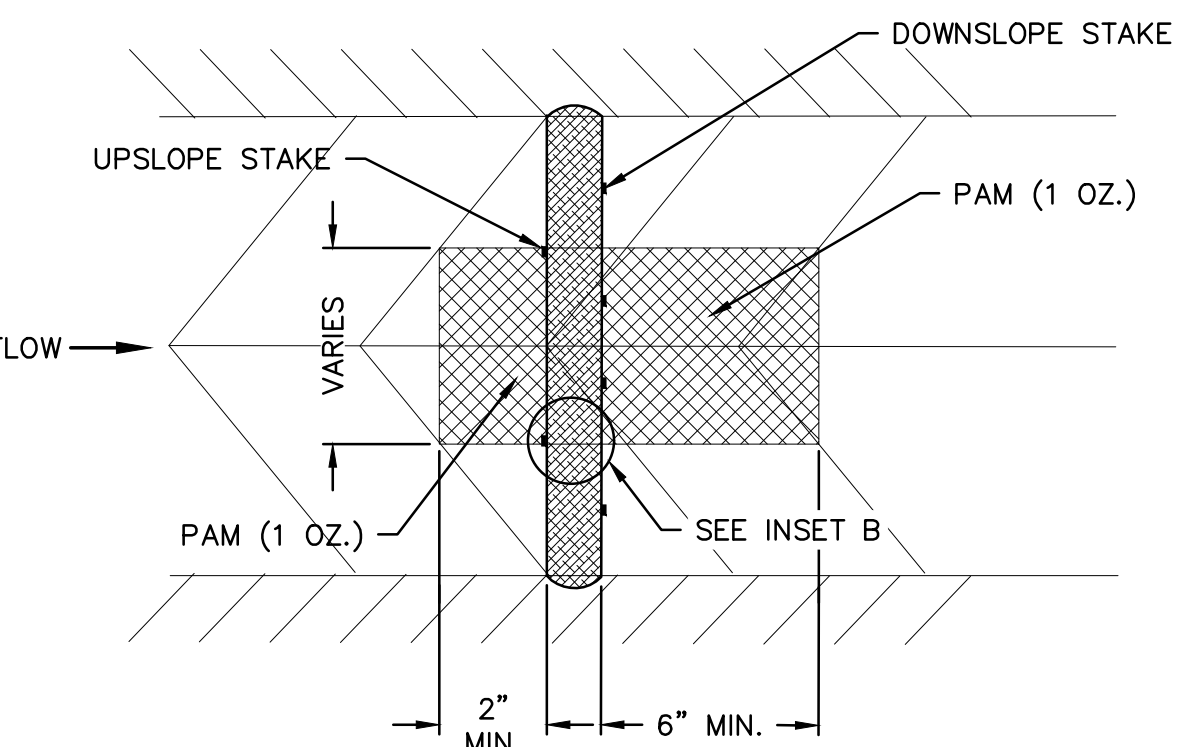
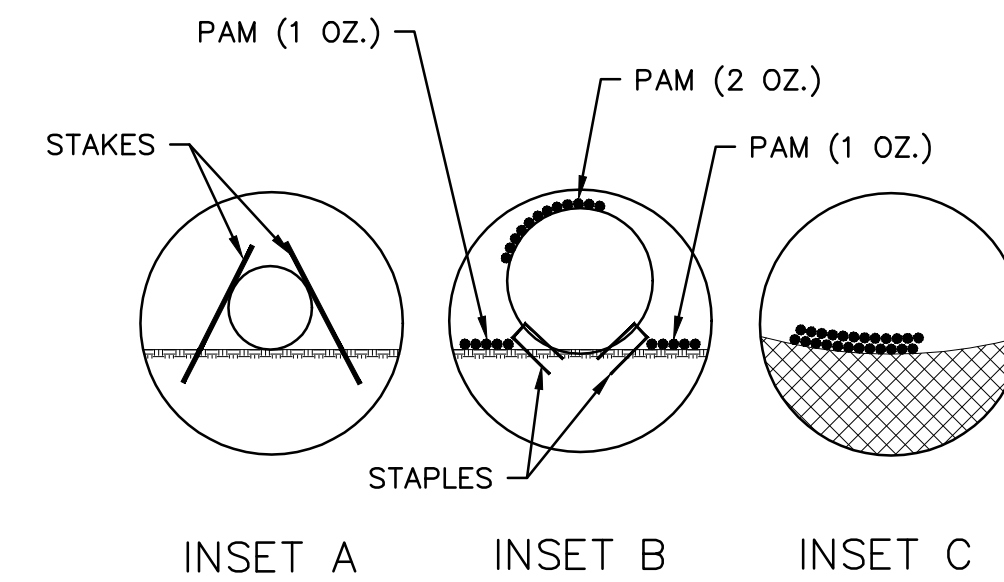
ISOMETRIC VIEW



CROSS SECTION VEE DITCH



CROSS SECTION TRAPEZOIDAL DITCH



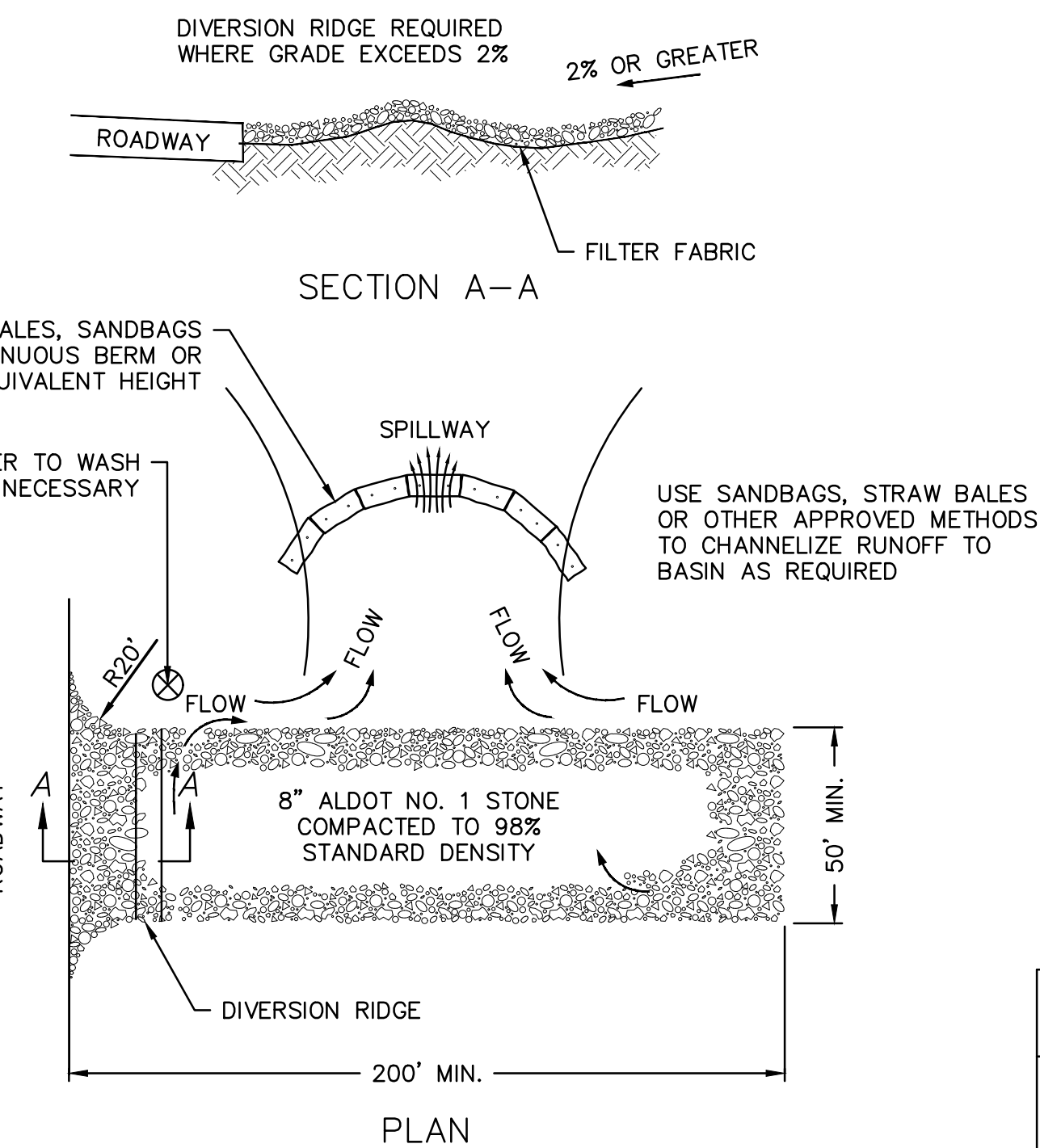
**TEMPORARY WATTLE CHECK DAM WITH MATTING AND OPTIONAL PAM**  
 N.T.S.

APPROVED DATE: 07/2010

ZONE 2		
Autauga	Greene	Russell
Bibb	Hale	Sumter
Bullock	Lee	Tallapoosa
Chambers	Lowndes	Tuscaloosa
Chilton	Macon	Wilcox
Choctaw	Marengo	
Coosa	Montgomery	
Dallas	Perry	
Elmore	Pickens	

TEMPORARY SEEDING	
September through December	
Annual Ryegrass	25 pounds per acre
Kentucky 31 Fescue	30 pounds per acre
Reseeding Crimson Clover	10 pounds per acre
January through April 15	
Kentucky 31 Fescue	30 pounds per acre
Reseeding Crimson Clover	30 pounds per acre
Annual Ryegrass	15 pounds per acre
April 16 through August	
Brown Top Millet	30 pounds per acre
Kentucky 31 Fescue	30 pounds per acre
Hulled Bermuda Grass	10 pounds per acre

ZONE 2 - AREAS SUBJECT TO FREQUENT MOWING REQUIRED POUNDS PER ACRE OF PURE LIVE SEED				
Date of Planting	Aug. 16 to Feb. 29	Mar. 1 to Apr. 15	Apr. 16 to Aug. 15	
Annual Ryegrass	10 {11}	25 {28}		
Hulled Bermudagrass		18 {20}	24 {27}	
Unhulled Bermudagrass		12 {13}		
Annual Lespedeza (Kobe)			38 {43}	
White Dutch Clover	5 {6}	6 {7}		
Notes	1	2		
Required Permanent Plant	Bermudagrass			
1. During this season Ryegrass, Bermudagrass and Clover are required where vegetation must be established within an area no further than 15 feet from the edge of mainline pavement. (This is usually required for short duration work that is done on pavement resurfacing projects.)				
2. Annual Ryegrass is required where vegetation must be established within an area that extends further than 15 feet from the edge of mainline pavement. Seeding in Stubble for the establishment of permanent vegetation is required during the following month of March.				



NOTES:  
 1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.  
 2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.  
 3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

**TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT PAD**  
 N.T.S.

**GMC**

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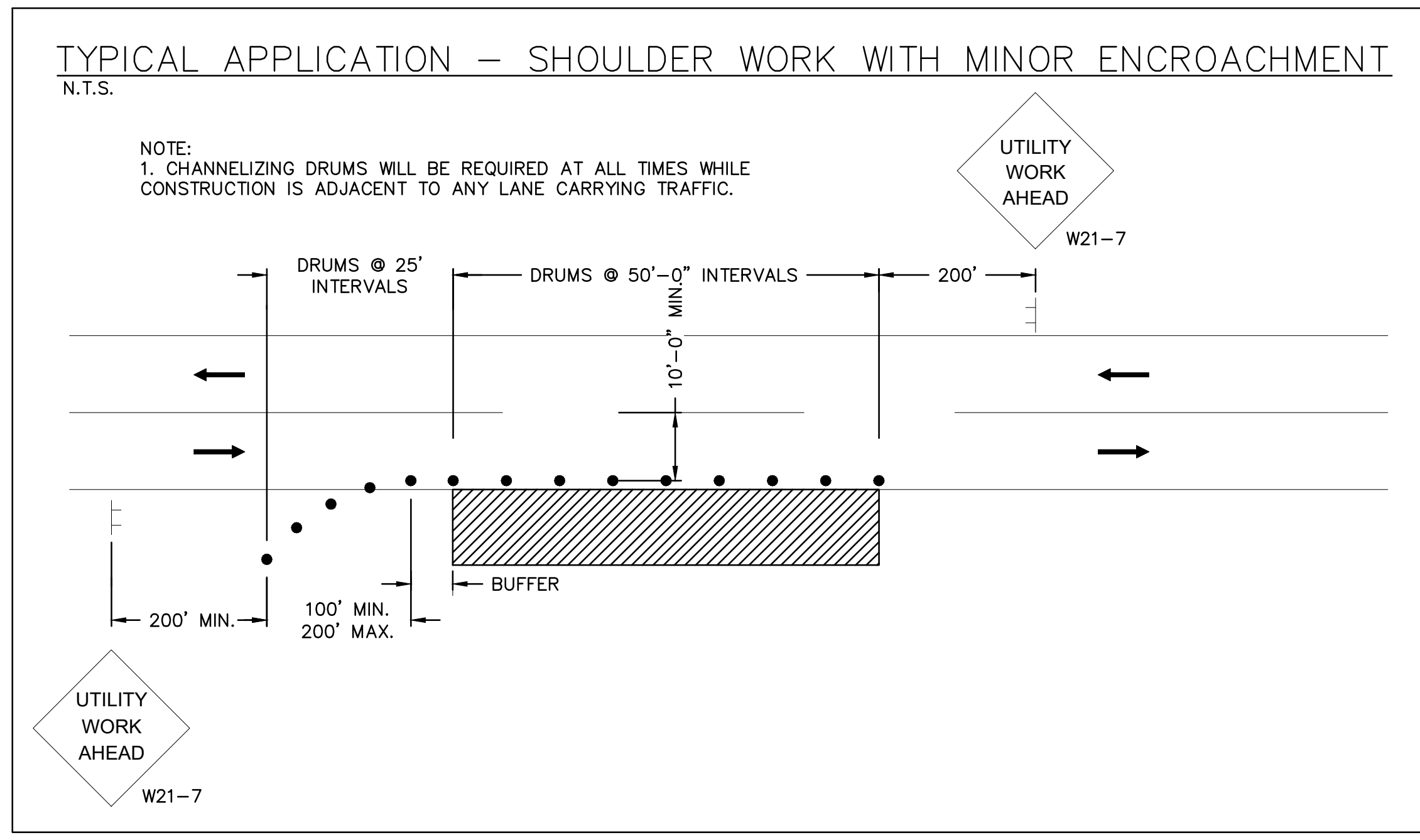
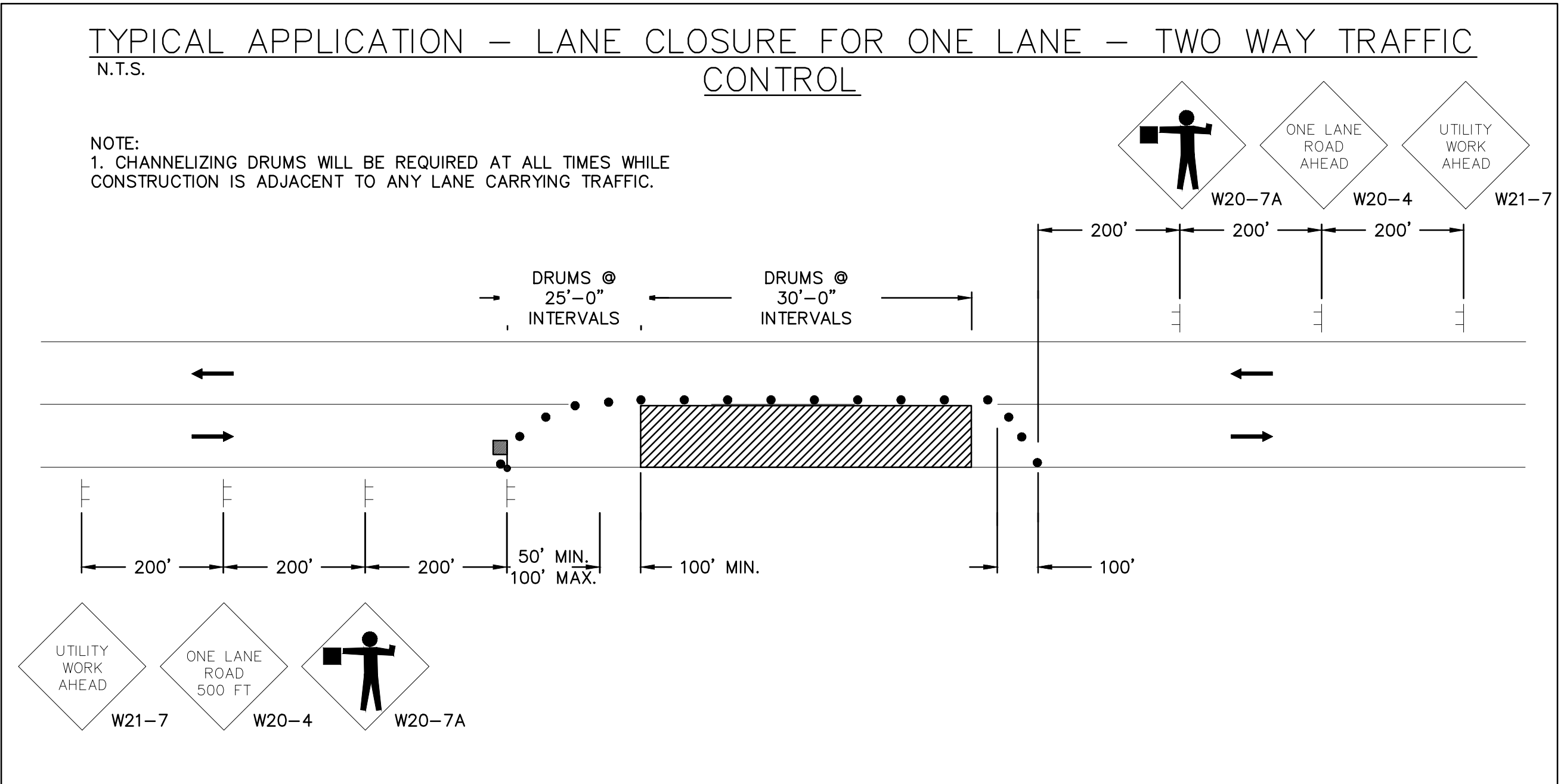
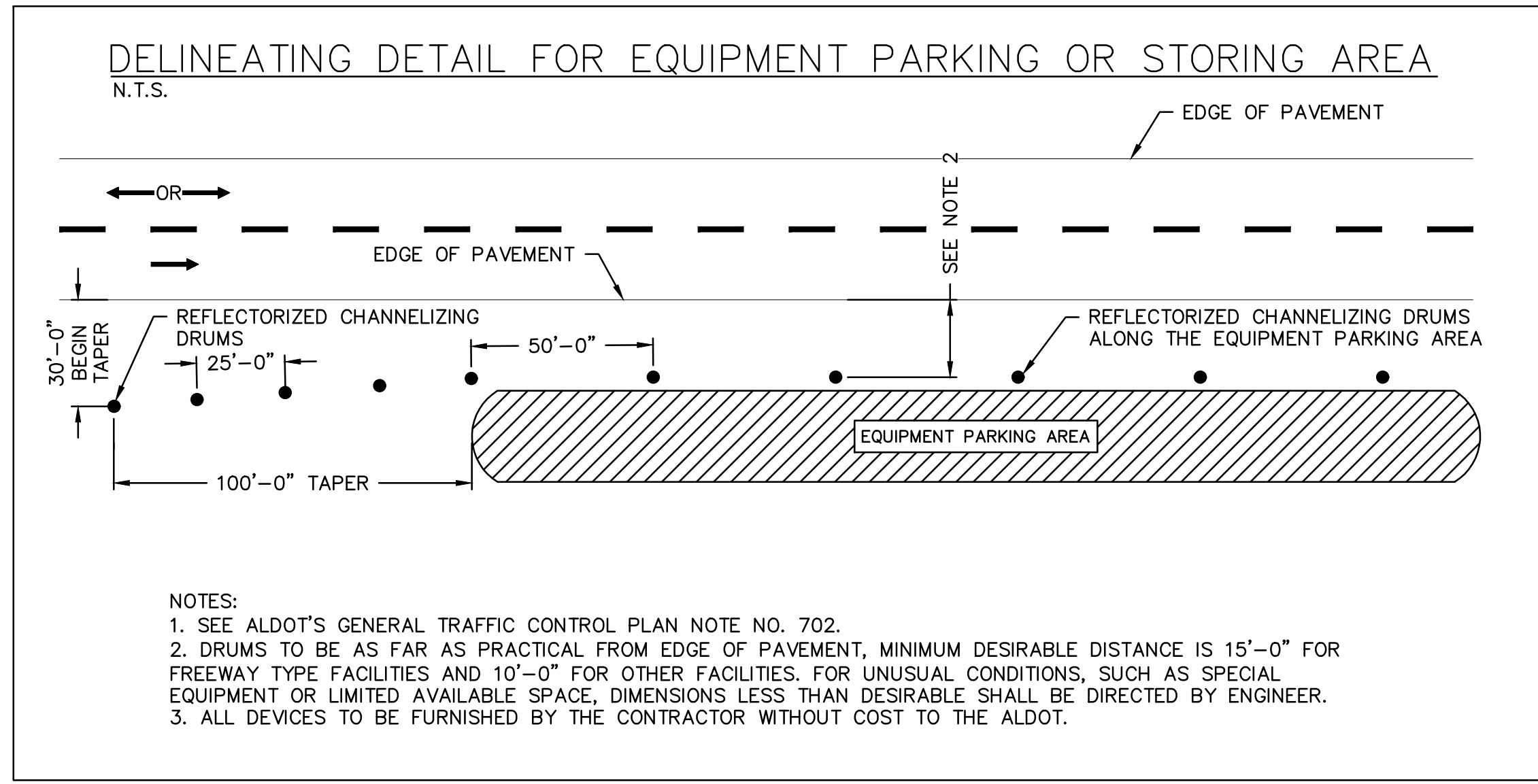
CWSRF SANITARY SEWER SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

EROSION CONTROL DETAILS

**C-904**

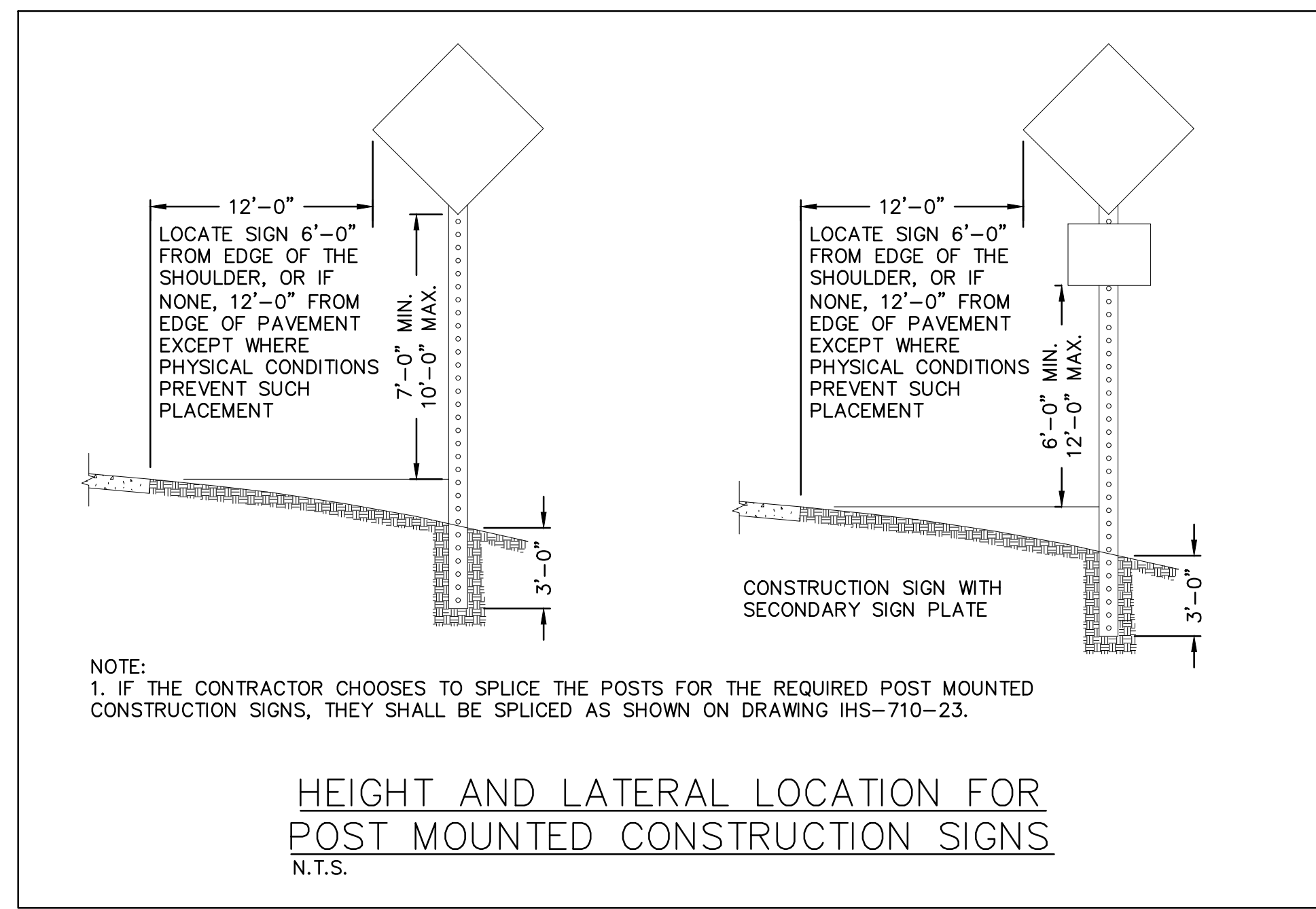
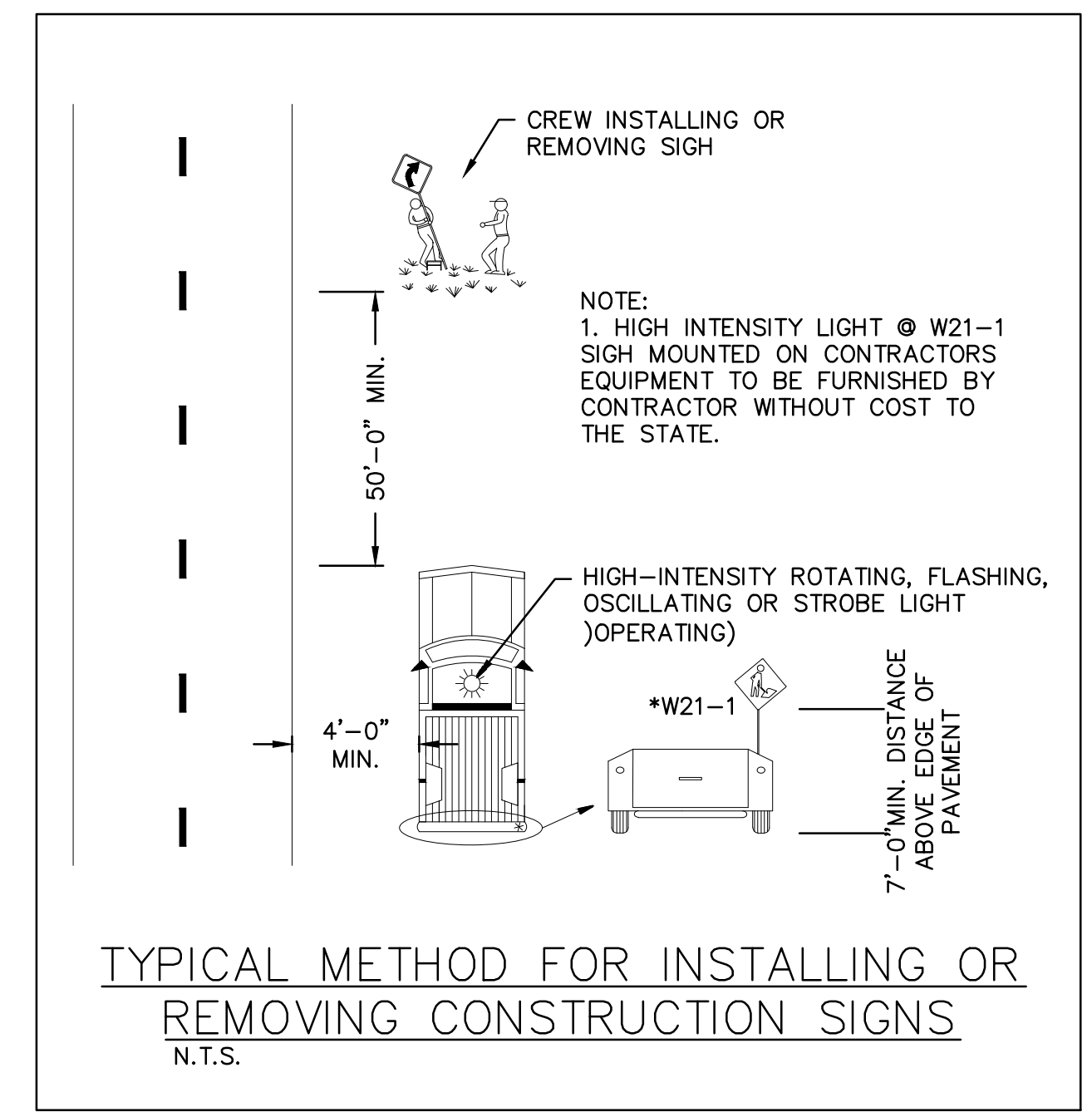
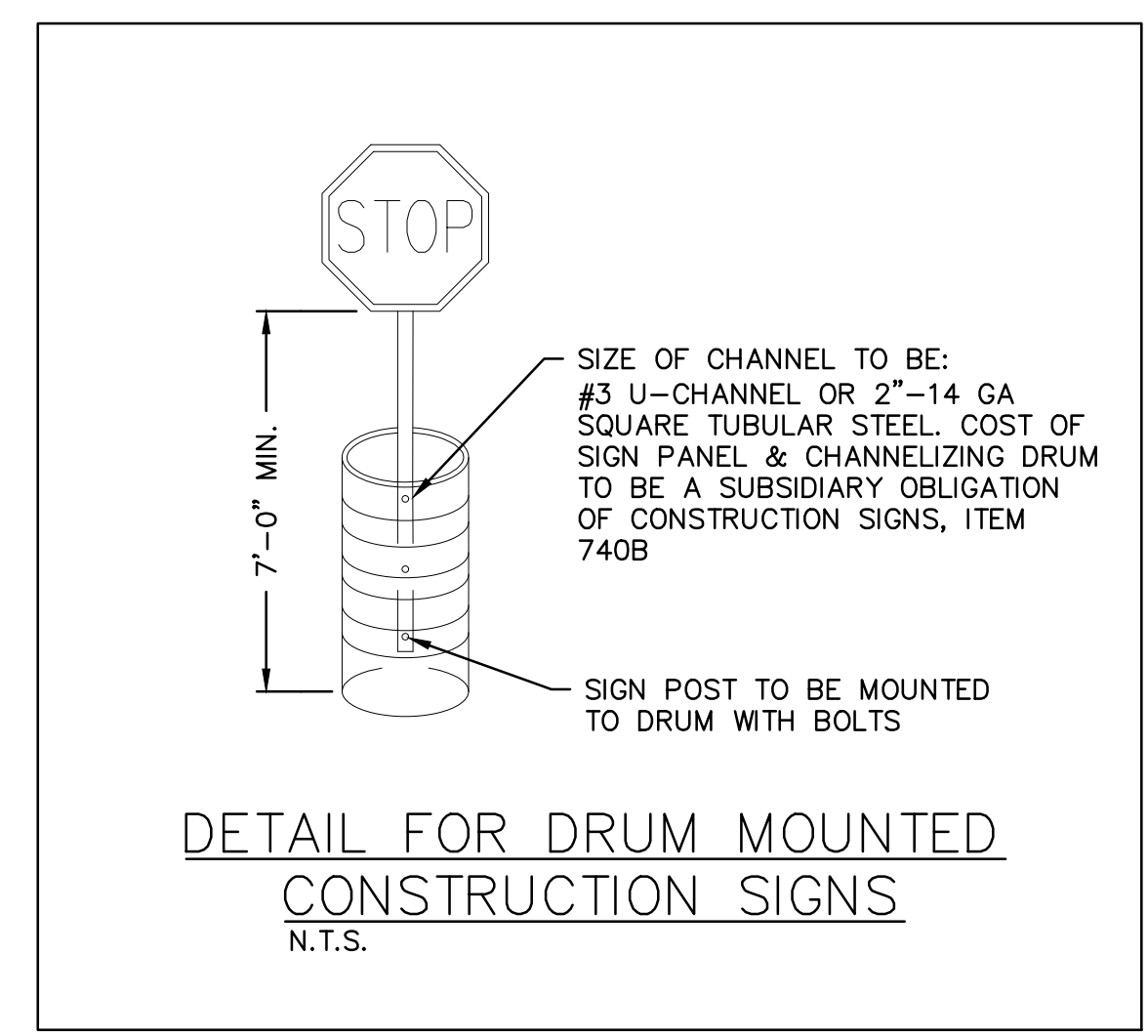
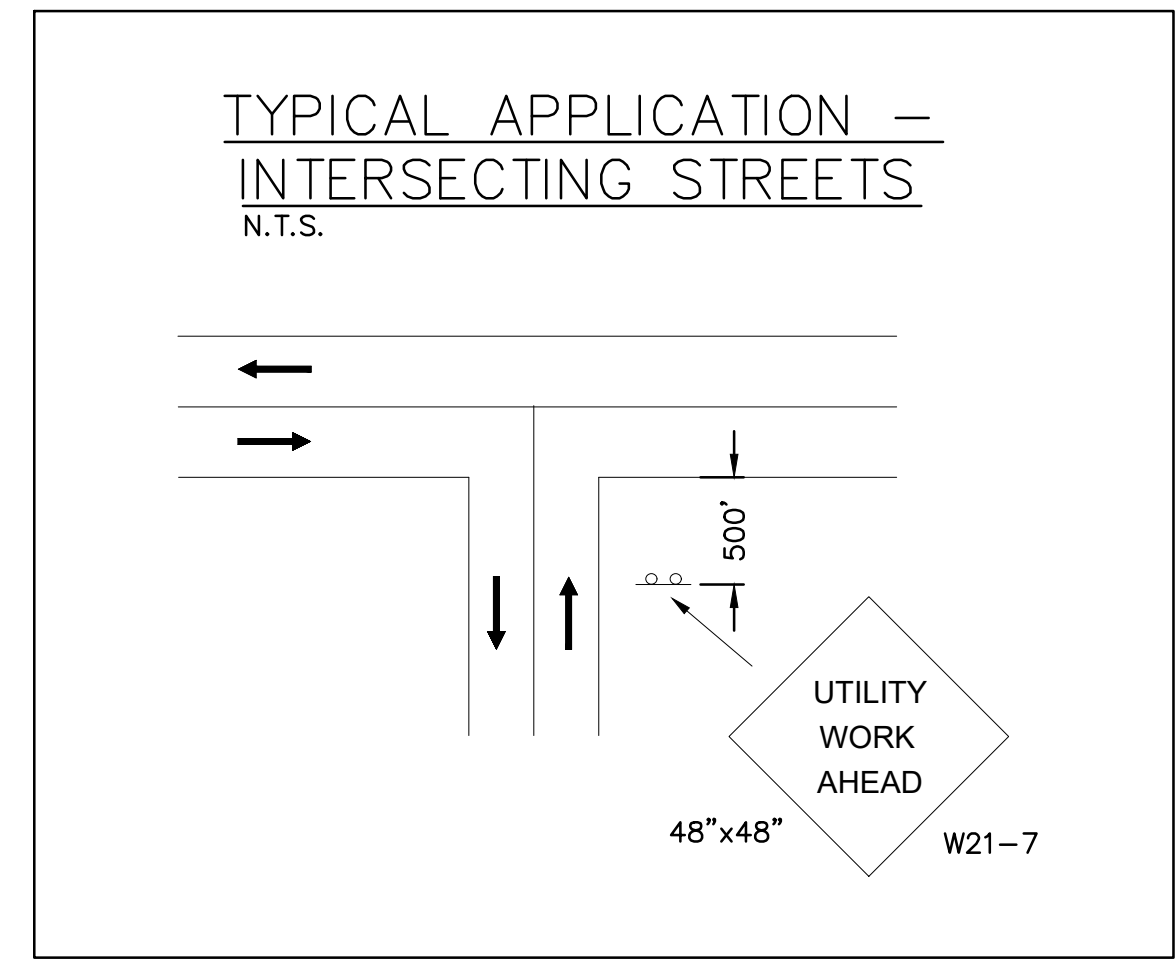


### LEGEND

- Sign, Post Mount
- Sign, Temporary Mount
- Cone
- Work Area
- Flagger Station
- Channelizing Drum

### CONSTRUCTION SIGNS

SIGN	DESCRIPTION	SIZE	MOUNT	STANDARD DWG. NO.
W20-4	ONE LANE ROAD AHEAD	48"x48"	TEMP	SHS-23
W20-7A	FLAGGER	48"x48"	TEMP	SHS-23
W21-7	UTILITY WORK AHEAD	48"x48"	TEMP	SHS-23



# GMC

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09.12.2024		KMM	KMM	JWC

CWSRF SANITARY SEWER SYSTEM REHABILITATION

WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

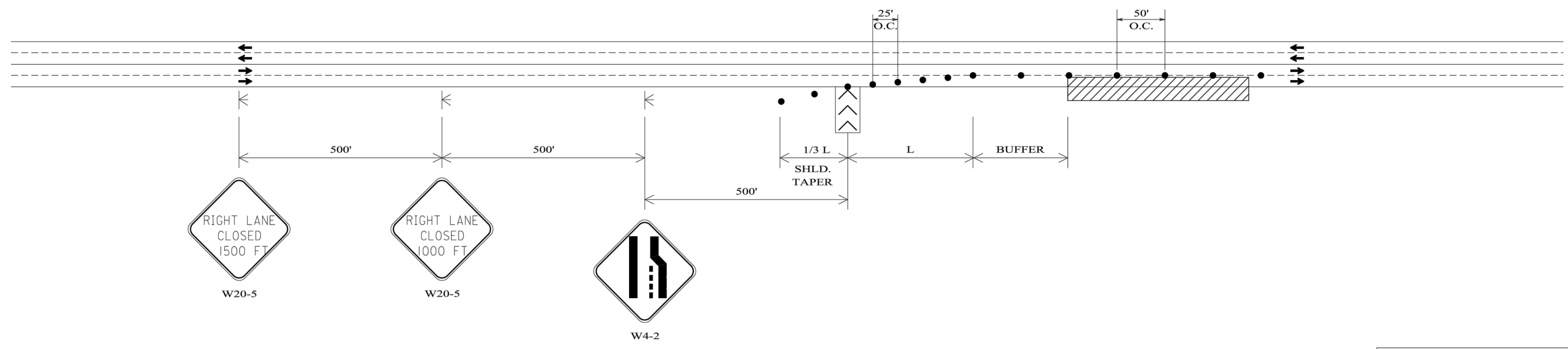
TRAFFIC CONTROL DETAILS

# C-905

# TEMPORARY TRAFFIC CONTROL PLAN SHEET

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO

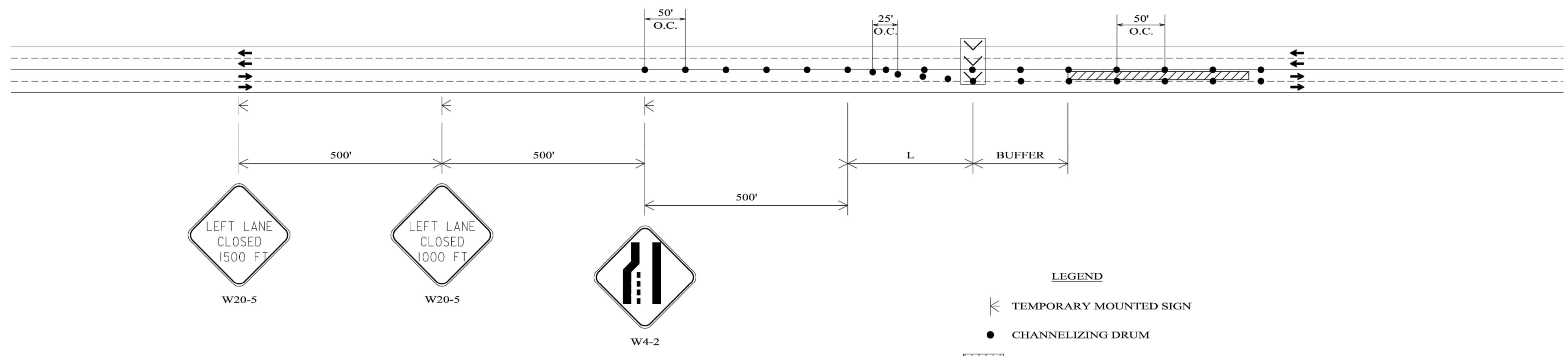
## TYPICAL SCHEME FOR OUTSIDE LANE CLOSURE



REQUIRED SIGN SIZES	
W4-2	48" X 48"
W20-5	48" X 48"

THE SIGN SIZES SHOWN ON THIS SHEET SHALL SUPERCEDE THOSE SHOWN ON THE STANDARD HIGHWAY SIGNS DRAWINGS UNLESS OTHERWISE APPROVED BY THE ENGINEER.

## TYPICAL SCHEME FOR INSIDE LANE CLOSURE

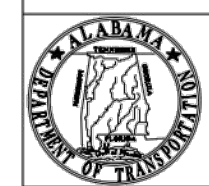


**LEGEND**

- TEMPORARY MOUNTED SIGN
- CHANNELIZING DRUM
- WORK AREA
- PORTABLE SEQUENTIAL ARROW AND CHEVRON SIGN UNIT

**GENERAL NOTES**

- ALL SIGNS SHALL BE TEMPORARY MOUNTED AS SHOWN, UNLESS THE WORK PERIOD EXCEEDS FOUR (4) DAYS. IN SUCH CASES, THE SIGNS SHALL BE POST MOUNTED.



**ALABAMA DEPARTMENT OF TRANSPORTATION**  
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MONTGOMERY, AL 36130-3050

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**REVISIONS:**

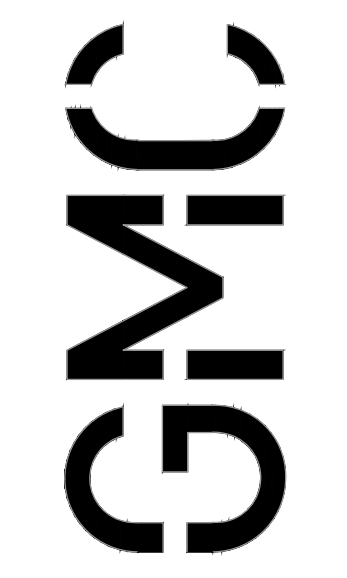
- 

Drawn Std Engr: D.J.W.  
DRAWN BY:  
DATE DRAWN:  
REVISED DATE: 6-12-2019

DESIGN BUREAU SPECIAL DRAWING  
DETAILS FOR MULTILANE UNDIVIDED HIGHWAY LANE CLOSURES

NOT TO SCALE

--SPECIFICATIONS-- CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION	
SPECIAL DRAWING NO	INDEX NO
SPECIAL PROJECT DETAIL	2006



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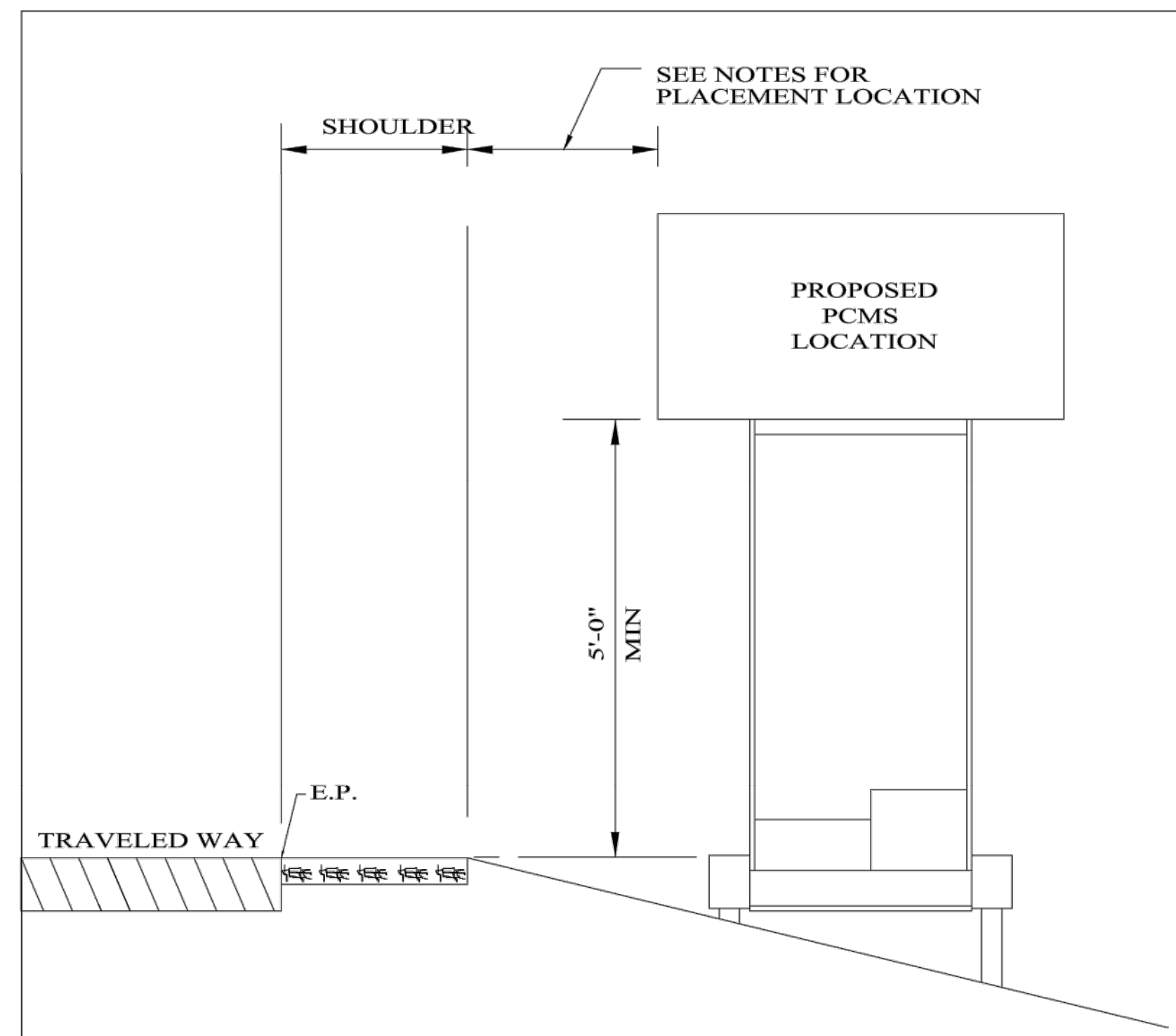
CWSRF SANITARY SEWER SYSTEM REHABILITATION  
WETUMPKA WATER WORKS & SEWER BOARD

GMC # CMGM23-0096(2)

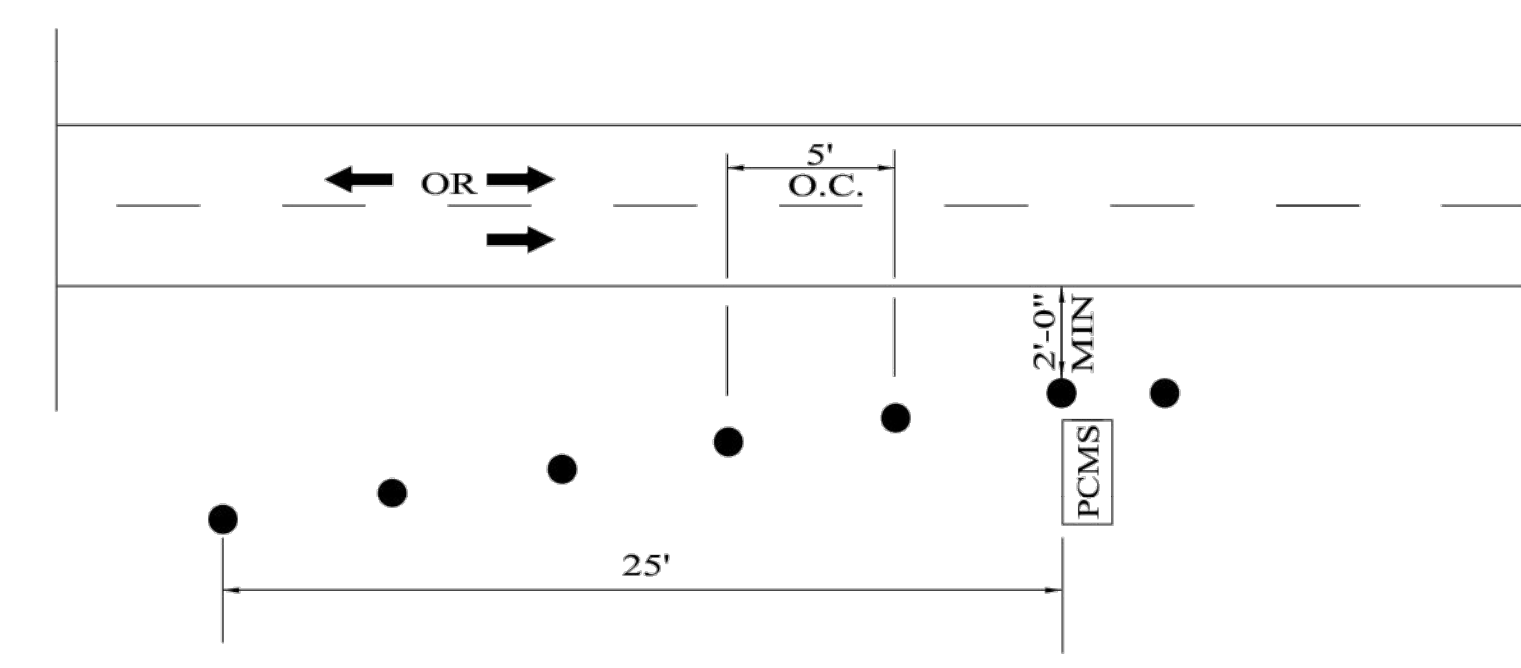
TRAFFIC CONTROL DETAILS

C-906

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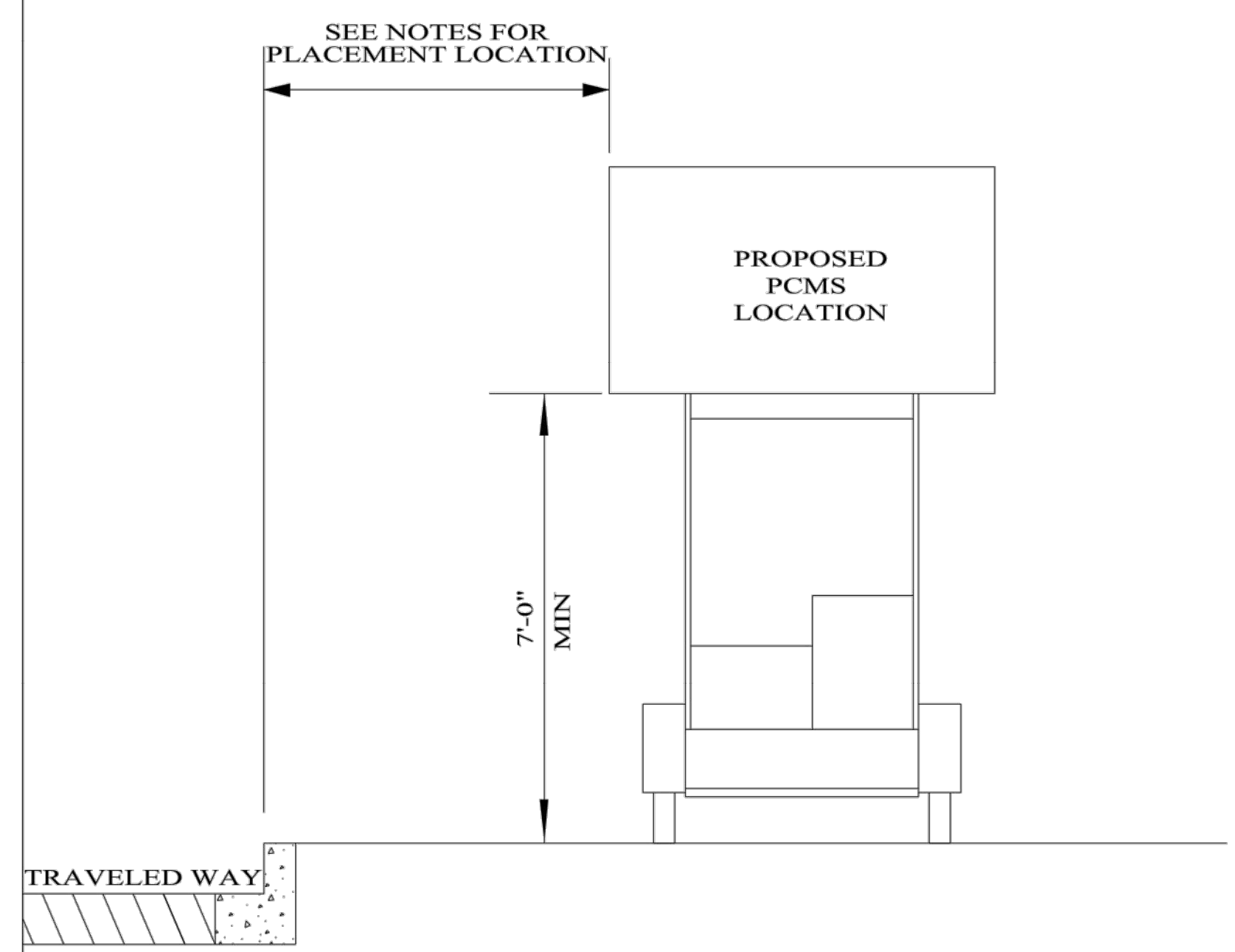


**MOUNTING HEIGHT AND TYPICAL PLACEMENT  
OF PCMS IN RURAL AREAS**



**DELINEATION DRUM DETAIL FOR  
PCMS PLACED ON THE SHOULDER**

**NOTE:**  
WHEN PAVED OR UNPAVED SHOULDERS ARE CLOSED FOR PCMS PLACEMENT, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE OF THE PCMS TO DIRECT TRAFFIC TO REMAIN WITHIN THE TRAVELED WAY.



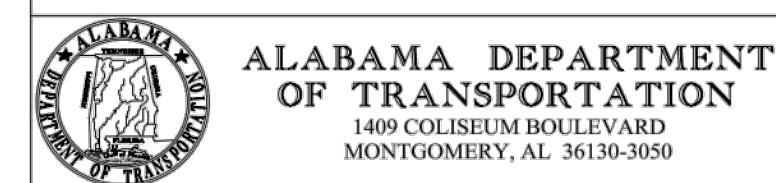
**MOUNTING HEIGHT AND TYPICAL PLACEMENT  
OF PCMS IN URBAN AREAS**

**NOTES:**

- PORTABLE CHANGEABLE MESSAGE SIGNS SHOULD BE PLACED OFF THE SHOULDER OF THE ROADWAY AND BEHIND TRAFFIC BARRIER, IF PRACTICAL. WHERE A TRAFFIC BARRIER IS NOT AVAILABLE TO SHIELD THE PCMS, IT SHOULD BE PLACED OFF THE SHOULDER AND OUTSIDE OF THE CLEAR ZONE. IF A PCMS HAS TO BE PLACED ON THE SHOULDER OF THE ROADWAY OR WITHIN THE CLEAR ZONE, IT SHALL BE DELINEATED WITH RETROREFLECTIVE TEMPORARY TRAFFIC CONTROL DEVICES.
- WHEN MULTIPLE PCMS ARE REQUIRED, (SEE PCMS-710, SHEET 2 OF 3, MESSAGE DISPLAY NOTE NO.4) THEY SHOULD BE PLACED ON THE SAME SIDE OF THE ROADWAY AND SEPARATED FROM EACH OTHER BY A DISTANCE OF AT LEAST 1000 FEET ON FREEWAYS & EXPRESSWAYS, AND BY AT LEAST 500 FEET ON OTHER TYPES OF HIGHWAYS. DO NOT INSTALL ANY TEMPORARY SIGNING BETWEEN THE TWO PCMS TO MAINTAIN THE INTEGRITY OF THE COMPLEX MESSAGE SEQUENCE.
- IF MORE THAN ONE PCMS IS VISIBLE TO ROAD USERS, THEN ONLY ONE SIGN SHALL DISPLAY A SEQUENTIAL MESSAGE AT ANY GIVEN TIME. PCMS SIGNS SHOULD NOT BE GATE POSTED, BUT IF THE NEED ARISES, ONE OF THE PCMSs SHALL HAVE A STATIC MESSAGE.
- WHEN PCMS ARE NOT BEING USED TO DISPLAY TEMPORARY TRAFFIC CONTROL MESSAGES, THEY SHOULD BE RELOCATED OUTSIDE OF THE CLEAR ZONE OR PROTECTED FROM TRAFFIC AND TURNED AWAY FROM TRAFFIC. IF RELOCATION OR SHIELDING IS NOT PRACTICAL, THEY SHALL BE DELINEATED WITH RETROREFLECTIVE TEMPORARY TRAFFIC CONTROL DEVICES.
- PCMS UNIT SHOULD BE VISIBLE FROM 1/2 MILE UNDER BOTH DAY AND NIGHT CONDITIONS, WHEN PRACTICAL.
- PCMS MESSAGE SHOULD BE LEGIBLE FROM A MINIMUM DISTANCE:  
NIGHTTIME CONDITIONS - 600 FEET  
DAYTIME CONDITIONS - 800 FEET  
IN ORDER TO MAINTAIN LEGIBILITY, PCMS SHALL AUTOMATICALLY ADJUST THE MESSAGE BRIGHTNESS UNDER VARYING LIGHT CONDITIONS.
- PCMS SHOULD BE PLACED APPROXIMATELY 500 TO 800 FEET IN ADVANCE OF THE WORK ZONE CONFLICTS OR 1.5 TO 2 MILES IN ADVANCE OF COMPLEX TRAFFIC CONTROL SCHEMES.
- ALL PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL CONFORM TO THE CURRENT ALDOT STANDARD SPECIFICATIONS, SECTION 742.
- ALL PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL HAVE AN IDENTIFICATION LABEL IMPRINTED OR PERMANENTLY MOUNTED TO THE DEVICE AND/OR TRAILER. THE LABEL SHALL BE EASILY VISIBLE AND A MINIMUM SIZE OF 2 SQUARE INCHES. THE LABEL SHALL SHOW THE MANUFACTURER NAME AND THE MODEL NUMBER OF THE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS).

NOT TO SCALE

-SPECIFICATIONS-	
CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION	
SPECIAL DRAWING NO	INDEX NO
PCMS-710 (SHEET 1 OF 3)	74201

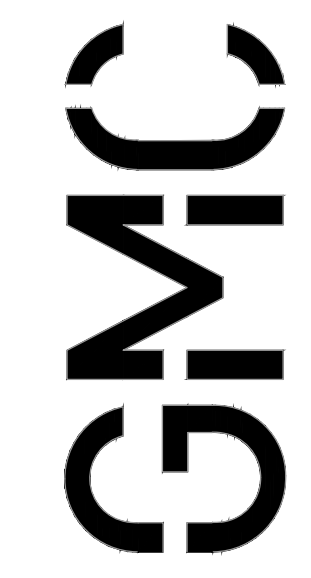


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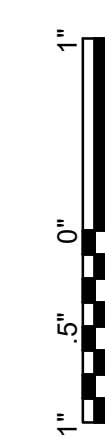
**REVISIONS:**  
1. Drawing revised and adjusted Note number 4 on 8-5-2019 by J.F.T.

Bureau Std Engr: D.J.W.  
DRAWN BY:  
DATE DRAWN: 8-20-2014  
REVISED DATE: 8-5-2019

DESIGN BUREAU SPECIAL DRAWING  
DETAILS OF PORTABLE CHANGEABLE  
MESSAGE SIGNS (PCMS)



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ISSUE	DATE	DESIGNER	CHECKED BY:
BID SET	09.03.2024	KMM	KMM
ADDENDUM NO.1	09.12.2024	KMM	JWC

CWSRF SANITARY SEWER  
SYSTEM REHABILITATION  
WETUMPKA WATER WORKS & SEWER BOARD  
GMC # CMGM23-0096(2)

TRAFFIC CONTROL  
DETAILS  
C-907