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DESIGN DISTRICT, PLLC



### SCOPE DOCUMENTS

The Construction Documents have not been completed therefore this
drawing may be incomplete or not coordinated. The documents issued
indicate the general scope of the Project. The Contractor is responsible for
complete and coordinated pricing and Work, and shall include all items
necessary for the proper execution and completion of the Project, whether
indicated or not. All components of the Project shall comply with any and
all requirements of national, state, and local codes. The Contractor shall
inform the Owner and Architect of any omissions, inconsistencies or errors in
the information provided. If no notice is given and any omissions,
inconsistencies or errors are discovered, the Architect's decisions on items of
Work included in the scope shall be binding on the Contractor, when
consistent with the general scope and quality of the Project.

ISSUANCES		
No.	Drawing Issue Description	Date
Α	CZM Modification	04-12-23

### RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

# ADDRESS, CITY, USVI VIGL OPERATIONS, LLC

**CIVIL SHEETS** KEY PLAN

Project Number Project No. 01/18/23

C0.0

NOT ISSUED FOR CONSTRUCTION

Drawing No.

<u>Checker</u> Project Engineer



#### **DIVISION I- GENERAL REQUIREMENTS AND COVENANTS**

#### 1. ONLY APPROVED MATERIALS SHALL BE USED

CONTRACTOR SHALL USE ONLY MATERIALS IN THE WORKS THAT MEET THE REQUIREMENTS OF THESE SPECIFICATIONS, RELEVANT SECTIONS OF FLORIDA DEPARTMENT OF TRANSPORTATION PUBLICATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2000."

2. INSPECTION AND TESTS AT SOURCE OF SUPPLY 2.1 GENERAL: IF THE VOLUME, PROGRESS OF THE WORK, AND OTHER CONSIDERATIONS WARRANT, THE ENGINEER OF RECORD(E.O.R.) MAY INSPECT THE MATERIALS AT THE SOURCE OF SUPPLY. 2.2 COOPERATION BY CONTRACTOR: THE CONTRACTOR SHALL PROVIDE THE E.O.R. WITH FREE ENTRY AT ALL TIMES TO SUCH PARTS OF THE PLANT

#### THAT CONCERN THE MANUFACTURE OR PRODUCTION OF THE MATERIALS ORDERED. 3. CONTROL BY SAMPLES AND TESTS

3.1 PAVEMENT SAMPLES: FOR BOTH BASE COURSE AND SURFACE COURSE PAVEMENTS, THE CONTRACTOR SHALL FURNISH SAMPLES TAKEN FROM THE COMPLETED WORK FROM ANY LOCATION THAT THE E.O.R. INDICATES. AND IMMEDIATELY REPLACE THE AREAS SO REMOVED WITH MATERIALS AND CONSTRUCTION THAT MEET THE REQUIREMENTS OF THESE SPECIFICATIONS AND TO THE LINE AND GRADE OF THE IMMEDIATE SURROUNDING PAVEMENT SURFACE 3.2 APPLICABLE STANDARDS: METHODS OF SAMPLING AND TESTING MATERIALS SHALL BE IN ACCORDANCE WITH STANDARDS OF AASHTO OR ASTM. 3.3 SIEVES: USE SIEVES MEETING THE REQUIREMENTS OF AASHTO M 92. 3.4 INSPECTION AT PLANTS: CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ACCESS TO ALL PARTS OF ALL PAVING OR OTHER PLANTS CONNECTED WITH THE WORK TO OBSERVE WEIGHTS OR PROPORTIONS OR CHARACTER OF MATERIALS AND TO DETERMINE TEMPERATURE USED IN

PREPARING MATERIALS AND MIXTURES 3.5 COMPACTION TESTS - PAVEMENT MATERIALS 3.5.1 WHEN REQUESTED BY THE ENGINEER OF RECORD (E.O.R.): NUCLEAR DENSITY OR OTHER APPROVED COMPACTION TESTS SHALL BE CARRIED OUT ON EACH LAYER OF COMPACTED BASE AND EMBANKMENTS. TWENTY-FOUR HOURS NOTICE OF ANY TEST SHALL BE GIVEN TO THE PROJECT ENGINEER AND COPIES OF THE TEST RESULT SHALL BE FORWARDED TO THE E.O.R. AS SOON AS POSSIBLE. THE CONTRACTOR SHALL KEEP COPIES OF THE TIME AND LOCATION OF ALL TESTS 3.5.2 FIELD-TESTING: SHALL CONFORM TO ASTM STANDARDS OR APPROVED EQUIVALENT. MOISTURE DENSITY CURVES SHALL CONFORM TO ASTM

D698-78; SIEVE ANALYSES TO ASTM C136-84A; AND FIELD DENSITIES TO ASTM D2167-84 OR TO ASTM D2922-81. 4. STORAGE OF MATERIALS

4.1 METHOD OF STORAGE: MATERIALS SHALL BE STORED IN SUCH A MANNER AS TO PRESERVE THEIR QUALITY AND FITNESS FOR THE WORK TO FACILITATE PROMPT INSPECTION AND TO MINIMIZE THE NOISE IMPACTS ON SENSITIVE RECEIVERS. 5. DEFECTIVE MATERIALS

5.1 THE FOLLOWING MATERIALS SHALL BE CONSIDERED DEFECTIVE: ALL MATERIALS NOT MEETING THE REQUIREMENTS OF THESE SPECIFICATIONS; MATERIALS THAT ARE OR HAVE BEEN IMPROPERLY STORED; AND MATERIALS THAT ARE MIXED WITH EXCESS OF CLAY, COAL, STICKS, BURLAP, HAY, STRAW, LOAM OR EARTH, OR OTHER DEBRIS. 6. LEGAL REQUIREMENTS AND RESPONSIBNILITY TO THE PUBLIC

6.1 OCCUPATIONAL SAFETY AND HEALTH REQUIREMENTS: THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY FOR THE PROTECTION OF LIFE, HEALTH AND GENERAL OCCUPATIONAL WELFARE OF ALL PERSONS INCLUDING THE CONTRACTORS EMPLOYEES AND AUTHORIZED VISITORS TO THE SITE.

7.1 THE CONTRACTOR SHALL PROVIDE AND MAINTAIN. IN A NEAT AND SANITARY CONDITION. SUCH ACCOMMODATIONS FOR THE USE OF HIS EMPLOYEES AS ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS AND REGULATIONS OF THE UNITED STATES VIRGIN ISLANDS (USVI).

8. CONTROL OF CONTRACTOR'S EQUIPMEN 8.1 PROTECTION FROM DAMAGE BY TRACTOR-TYPE EQUIPMENT: THE CONTRACTOR SHALL TAKE POSITIVE MEASURES TO ENSURE THAT TRACTOR-TYPE EQUIPMENT DOES NOT DAMAGE THE ROAD. IF SUCH DAMAGE SHOULD OCCUR, CONTRACTOR SHALL REPAIR IT WITHOUT DELAY, AT NO EXPENSE TO THE OWNER AND SUBJECT TO THE APPROVAL OF THE E.O.R.

9. PRESERVATION OF PROPERTY 9.1 UTILITIES: CONTRACTOR SHALL NOT COMMENCE WORK AT POINTS WHERE THE CONSTRUCTION OPERATIONS ARE ADJACENT TO UTILITY FACILITIES OR OTHER PROPERTY. UNTIL MAKING ARRANGEMENTS WITH THE UTILITY FACILITIES TO PROTECT AGAINST DAMAGE THAT MIGHT RESULT IN EXPENSE, LOSS, DISRUPTION IN SERVICE OR OTHER INCONVENIENCE TO THE PUBLIC OR THE OWNERS.

#### 10. RECORD OF CONSTRUCTION MATERIALS

**DIVISION II- CONSTRUCTION DETAILS** 

7. SANITARY PROVISIONS

10.1 GENERAL: FOR ALL CONSTRUCTION MATERIALS USED IN CONSTRUCTION OF THE PROJECT, THE CONTRACTOR SHALL PRESERVE FOR THE E.O.R'S INSPECTION THE INVOICES AND RECORDS OF MATERIALS FOR A PERIOD OF THREE YEARS FROM THE DATE OF COMPLETION OF THE PROJECT. THIS ALSO APPLIES TO MATERIALS PURCHASED BY SUBCONTRACTORS.

#### 1. CONSTRUCTION EQUIPMENT-GENERAL REQUIREMENTS

1.0 GENERAL: UNLESS RESTRICTED TO A SPECIFIC TYPE BY THE CONTRACT DOCUMENTS OR THE E.O.R., THE CONTRACTOR MAY PERFORM THE WORK USING EQUIPMENT, TOOLS, MACHINERY, ETC., OF HIS OWN CHOOSING. NOTE THAT FACILITIES TO BE CONSTRUCTED UNDER THE CONTRACT ARE ADEQUATE TO SUPPORT ONLY THEIR DESIGN LOADS IN THEIR COMPLETED CONSTRUCTION STAGE. IF THE CONTRACTOR'S EQUIPMENT OR PROCEDURES DURING CONSTRUCTION DAMAGE ANY PART OF THE FACILITY. THE CONTRACTOR SHALL REPLACE OR REPAIR IT AS DIRECTED BY THE E.O.R. AT NO EXPENSE TO THE OWNER.

2. MAINTENANCE OF TRAFFIC 2.1 DESCRIPTION: THE CONTRACTOR SHALL MAINTAIN TRAFFIC WITHIN THE LIMITS OF THE PROJECT FOR THE DURATION OF THE CONSTRUCTION PERIOD. INCLUDING ANY TEMPORARY SUSPENSIONS OF THE WORK. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN ANY DETOUR FACILITIE PROVIDE NECESSARY FACILITIES FOR ACCESS TO RESIDENCES, BUSINESSES, ETC., ALONG THE PROJECT. CONTRACTOR SHALL FURNISH AND APPLY CALCIUM CHLORIDE OR WATER ON THE SUBGRADE, UNSURFACD BASE, OR OTHER UNSURFACED TRAVELED WAYS IN ORDER TO CONTROL DUST DURING THE CONSTRUCTION OPERATIONS

#### 3. TRAFFIC CONTROL

3.1 STANDARDS: FHWA'S MUTCD PART VI IS THE MINIMUM STANDARDS FOR TRAFFIC CONTROL FOR HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS, CONTRACTOR SHALL UNDERSTAND THE STANDARDS. ESTABLISHED IN THE AFOREMENTIONED MANUAL CONSTITUTE THE MINIMUM REQUIREMENTS FOR NORMAL CONDITIONS. THE E.O.R. MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES, WARNING DEVICES, BARRIERS, OR OTHER SAFETY DEVICES WHERE UNUSUAL, COMPLEX, OR PARTICULARLY HAZARDOUS CONDITIONS EXIST. 3.2 MAINTENANCE OF DEVICES AND BARRIERS: P CONTRACTOR SHALL KEEP TRAFFIC CONTROL DEVICES, WARNING DEVICES, AND BARRIERS IN THE CORRECT POSITION PROPERLY DIRECTED, CLEARLY VISIBLE AND CLEAN AT ALL TIMES. CONTRACTOR SHALL IMMEDIATELY REPAIR, REPLACE OR CLEAN DAMAGED, DEFACED, OR

DIRTY DEVICES OR BARRIERS AND HAVE THE E.O.R. APPROVE THEM FOR USE. 4. PREVENTION, CONTROL AND ABATEMENT OF EROSION AND WATER POLLUTION

4.1 DESCRIPTION: CONTRACTOR SHALL PROVIDE EROSION CONTROL MEASURES ON THE PROJECT AND IN AREAS OUTSIDE THE RIGHT-OF-WAY WHERE WORK IS ACCOMPLISHED IN CONJUNCTION WITH THE PROJECT, SO AS TO PREVENT POLLUTION OF WATER, DETRIMENTAL EFFECTS TO PUBLIC OR PRIVATE PROPERTY ADJACENT TO THE PROJECT RIGHT-OF-WAY AND DAMAGE TO WORK ON THE PROJECT. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY EROSION CONTROL FEEATURES OR. WHERE PRACTICAL, CONSTRUCT AND MAINTAIN PERMANENT EROSION CONTROL FEATURES AS SHOWN IN THE PLANS OR AS MAY BE DIRECTED BY THE E.O.R.

#### 5. CLEARING AND GRUBBING

5.1 DESCRIPTION: CONTRACTOR SHALL CLEAR AND GRUB WITHIN THE AREAS OF THE ROADWAY RIGHT-OF-WAY AND OF BORROW PITS, SAND-CLAY BASE MATERIAL PITS, LATERAL DITCHES AND ANY OTHER AREAS SHOWN IN THE PLANS TO BE CLEARED AND GRUBBED. REMOVE AND DISPOSE OF ALL TREES, STUMPS, ROOTS, AND OTHER SUCH PROTRUDING OBJECTS, AND BUILDINGS, STRUCTURES, APPURTENANCES, EXISTING FLEXIBLE ASPHALT PAVEMENT, AND OTHER FACILITIES NECESSARY TO PREPARE THE AREA FOR THE PROPOSED CONSTRUCTION, AND REMOVE AND DISPOSE OF ALL PRODUCT AND DEBRIS NOT REQUIRED TO BE SALVAGED OR NOT REQUIRED TO COMPLETE THE CONSTRUCTION. CONTRACTOR SHALL ALSO PERFORM MISCELLANEOUS WORK THE E.O.R. CONSIDERS NECESSARY FOR THE COMPLETE PREPARATION OF THE OVERALL PROJECT SITE AS FOLLOWS:

(a) PLUG ANY WATER WELLS THAT ARE ENCOUNTERED WITHIN THE RIGHT-OF-WAY AND THAT ARE TO BE ABANDONED. (b) LEVEL THE TERRAIN OUTSIDE THE LIMITS OF CONSTRUCTION FOR PURPOSES OF FACILITATING

MAINTENANCE AND OTHER POST-CONSTRUCTION OPERATIONS. (c) TRIM TREES AND SHRUBS WITHIN THE PROJECT RIGHT-OF-WAY THAT ARE IDENTIFIED IN THE PROJECT DOCUMENTS.

#### 6. STABILIZING

6.1 DESCRIPTION: STABILIZE DESIGNATED PORTIONS OF THE ROADBED TO PROVIDE A FIRM AND UNVIELDING SUBGRADE, HAVING THE REQUIRED BEARING VALUE SPECIFIED IN THE PLANS. WHEN SPECIFIED IN THE PLANS, PROVIDE ADDITIONAL STRENGTHENING OF THE SUBBASE BY ADDITIONAL STABILIZING OF THE UPPER PORTION OF THE PREVIOUSLY STABILIZED SUBGRADE, WITHIN THE LIMITS SPECIFIED. 6.2 MAXIMUM PARTICLE SIZE OF MIXED MATERIALS: AT THE COMPLETION OF THE MIXING, ENSURE THAT THE GRADATION OF THE MATERIAL WITHIN THE LIMITS OF THE AREA BEING STABILIZED IS SUCH THAT 97% WILL PASS A 3 1/2" (90MM) SIEVE AND THAT THE MATERIAL DOES NOT HAVE A PLASTICITY INDEX GREATER THAN EIGHT OR

LIQUID LIMIT GREATER THAN THIRTY. 6.3 DENSITY REQUIREMENTS: WITHIN THE ENTIRE LIMITS OF THE WIDTH AND DEPTH OF THE AREAS TO BE STABILIZED, OBTAIN A MAXIMUM DENSITY OF 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T180.

#### 7. GRANULAR BASE

7.1 MATERIALS: MATERIALS SHALL MEET THE REQUIREMENTS OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) STANDARD. THE CONTRACTOR MAY USE MORE THAN ONE SOURCE OF GRANULAR BASE ON A SINGLE CONTRACT PROVIDED THAT A SINGLE SOURCE IS USED THROUGHOUT THE ENTIRE WIDTH AND DEPTH OF A SECTION OF BASE. OBTAIN APPROVAL FROM THE E.O.R. BEFORE PLACING MATERIAL FROM MORE THAN ONE SOURCE.

7.2 METHOD OF SPREADING: CONTRACTOR SHALL SPREAD THE ROCK UNIFORMLY. REMOVE ALL SEGREGATED AREAS OF FINE OR COURSE ROCK AND REPLACE THEM WITH PROPERLY GRADED ROCK. 7.3 GRANULAR BASE FOR SHOULDER PAVEMENT: UNLESS OTHERWISE PERMITTED. CONTRACTOR SHALL COMPLETE ALL GRANULAR BASE SHOULDER CONSTRUCTION AT ANY PARTICULAR LOCATION BEFORE PLACING THE FINAL COURSE OF PAVEMENT ON THE TRAVELED ROADWAY. WHEN DUMPING MATERIAL FOR THE CONSTRUCTION OF A GRANULAR BASE ON THE SHOULDERS, DO NOT ALLOW MATERIAL CAPABLE OF SCARRING OR CONTAMINATING THE PAVEMENT SURFACE ON THE ADJACENT PAVEMENT. IMMEDIATELY SWEEP OFF ANY

GRANULAR MATERIAL THAT IS DEPOSITED ON THE SURFACE COURSE. 7.4 DENSITY REQUIREMENTS: WHEN PROPER MOISTURE CONDITIONS ARE OBTAINED, COMPACT MATERIAL TO NOT LESS THAN 98% OF MAXIMUM DENSITY DETERMINED BY AASHTO T180. COMPACT THE GRANULAR BASE FOR SHOULDER PAVEMENT TO NOT LESS THAN 95% OF MAXIMUM DENSITY DETERMINED BY AASHTO T180.

7.5 PRIMING: CONTRACTOR SHALL APPLY THE PRIME COAT ONLY WHEN THE BASE MEETS THE SPECIFIED DENSITY REQUIREMENTS AND WHEN THE MOISTURE CONTENT IN THE TOP HALF OF THE BASE DOES NOT EXCEED 90% OF THE OPTIMUM MOISTURE OF THE BASE MATERIAL. AT THE TIME OF PRIMING ENSURE THAT THE BASE IS FIRM, UNYIELDING AND IN SUCH CONDITION THAT NO UNDUE DISTORTION WILL OCCUR. 7.6 MAINTAINING: MAINTAIN THE TRUE CROWN AND TEMPLATE, WITH NO RUTTING OR OTHER DISTORTION WHEN APPLYING THE SURFACE COURSE.

### 8. PRIME AND TACK COATS FOR BASE COURSES TACK COATS ON PREVIOUSLY PREPARED BASES AND ON EXISTING PAVEMENT SURFACES. MEETING REQUIREMENTS OF FDOT STANDARD SPECIFICATIONS, SECTION 916-3.

PRODUCE A REASONABLE DENSE MAT.

8.5 APPLICATION OF PRIME COAT

GAL/SQ.YD [0.5 L/SQ.M], UNLESS A LOWER RATE IS DIRECTED BY THE E.O.R. 8.6 APPLICATION OF PRIME COAT

TACK COAT ON HOT BITUMINOUS BASE COURSE BEFORE PLACING THE SURFACE COURSE.

AS DESIGNATED BY THE E.O.R., AND APPLY IT IN A THIN, UNIFORM LAYER. GAL/SQ.YD [0.09 AND 0.36 L/SQ.M].

### 9. BITUMINOUS SURFACE TREATMENT (INCLUDING MINERAL SEAL COAT) APPLICATIONS OR TRIPLE (ALTERNATE) APPLICATIONS

STANDARD SPECIFICATIONS SECTION 310-2. 9.3 EQUIPMENT:

EXCESS OF THE OTHER NOZZLES. ENSURE THAT ALL NOZZLES HAVE UNIFORM OPENINGS. UNCOVERED BITUMINOUS MATERIAL. USE A SPREADER OF THE MECHANICAL TYPE THAT IS SELF-SUPPORTED

BODY (TAIL GATE SPREADERS).

LOADER AS DIRECTED BY THE E.O.R. 9.4 APPLICATION OF BITUMINOUS MATERIAL:

9.4.2 APPLICATION TEMPERATURES: FOR ASPHALT CEMENT, MAINTAIN AN APPLICATION TEMPERATURE BETWEEN 175 AND 275° F [80 AND 135° C]. 9.4.3 UNIFORMITY OF DISTRIBUTION: CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO OBTAIN AN EVEN

DISTRIBUTOR, BY LEAKAGE OR OTHERWISE. 9.5 SPREADING COVER MATERIAL 9.5.1 SPREADING: SPREAD THE COVER MATERIAL IMMEDIATELY FOLLOWING EACH APPLICATION OF

TRUCKS OR SPREADERS ON THE UNCOVERED BITUMINOUS MATERIAL.

PLACE ADDITIONAL AGGREGATE BY HAND ON ANY AREAS NOT PROPERLY COVERED. 9.6 ROLLING AND CURING

THE COVER MATERIAL AND TO SECURE A UNIFORMLY CLOSED SURFACE. ROLLING BY HIGHWAY TRAFFIC.

SATISFACTORY SURFACE.

10. HOT BITUMINOUS MIXTURES 10.1 TRANSPORTATION OF THE MIXTURE: TRANSPORT THE MIXTURE IN TIGHT VEHICLES PREVIOUSLY CLEANED PROBABILITY OF RAIN.

**10.2 PREPARATION OF APPLICATION SURFACES** BLOWERS, SUPPPLEMENTED BY HAND BROOMING WHERE NECESSAR 10.2.2 PATCHING AND LEVELING COURSES: WHEN AN ASPHALT MIX IS TO BE PLACED ON AN EXISTING

CLOSELY BONDED, WATER-TIGHT JOINT. 10.3 PLACING MIXTURE

OBTAIN AN ACCURATE, UNIFORM ALIGNMENT OF THE PAVEMENT EDGE. TOLERANCE CORRECTIVE ACTION MAY NEED TO BE TAKEN.

8.1 DESCRIPTION: CONTRACTOR SHALL APPLY PRIME COATS ON PREVIOUSLY PREPARED BASES, AND APPLY 8.2 PRIME COAT: FOR PRIME COAT, CONTRACTOR SHALL USE CUTBACK ASPHALT GRADE RC-70 OR RC-250

8.3 COVER MATERIAL FOR PRIME COAT: UNIFORMLY COVER THE PRIME BASE BY A LIGHT APPLICATION OF COVER MATERIAL. THE CONTRACTOR MAY USE EITHER SAND OR SCREENINGS FOR COVER MATERIAL. FOR THE SAND, MEET THE REQUIREMENTS OF FDOT STANDARD SPECIFICATIONS SECTION 902-2 OR 902-6, AND FOR THE SCREENINGS MEET THE REQUIREMENTS OF FDOT STANDARD SPECIFICATIONS SECTION 902-5. IF EXPOSING THE PRIMED BASE COURSE TO GENERAL TRAFFIC, APPLY A COVER MATERIAL THAT HAS BEEN COATED WITH 2 TO 4% ASPHALT CEMENT. APPLY THE ASPHALT COATED MATERIAL AT APPROXIMATELY 10 LB /SQ.YD [5.5 KG/SQ. M]. ROLL THE ENTIRE SURFACE OF ASPHALT COATED MATERIAL WITH A TRAFFIC ROLLER AS REQUIRED TO

**8.4 TACK COAT:** UNLESS THE CONTRACT DOCUMENTS CALL FOR A SPECIFIC TYPE OR GRADE OF TACK COAT. USE UNDILUTED EMULSIFIED ASPHALT GRADES RS-1 OR RS-2 MEETING THE REQUIREMENTS OF FDOT STANDARD SPECIFICATIONS SECTION 916-4. HEAT RS-1 OR RS-2 TO A TEMPERATURE OF 140 TO 180° F [60 TO 82°C].

8.5.1 GENERAL: CONTRACTOR SHALL CLEAN THE SURFACE TO BE PRIMED AND ENSURE THAT THE MOISTURE CONTENT OF THE BASE DOES NOT EXCEED 90% OF THE OPTIMUM MOISTURE. ENSURE THAT THE TEMPERATURE OF THE PRIME MATERIAL IS BETWEEN 100 AND 150° F [40 AND 65° C]. APPLY THE MATERIAL WITH A PRESSURE DISTRIBUTOR. DETERMINE THE APPLICATION AMOUNT BASED ON THE CHARACTER OF THE SURFACE. USE AN AMOUNT SUFFICIENT TO COAT THE SURFACE THOROUGHLY AND UNIFORMLY WITH NO EXCESS. 8.5.2 RATE OF APPLICATION: CONTRACTOR SHALL USE A RATE OF APPLICATION THAT IS NOT LESS THAN 0.1

8.6.1 WHERE REQUIRED: IN GENERAL THE E.O.R. WILL NOT REQUIRE A TACK COAT ON PRIMED BASES EXCEPT IN AREAS THAT HAVE BECOME EXCESSIVELY DIRTY AND CANNOT BE CLEANED, OR IN AREAS WHERE THE PRIME HAS CURED TO AN EXTENT THAT IT HAS LOST ALL BONDING EFFECT. GENERALLY, THE E.O.R. WILL REQUIRE A 8.6.2 METHOD OF APPLICATION: CONTRACTOR SHALL APPLY THE TACK COAT WITH A PRESSURE DISTRIBUTOR EXCEPT THAT ON SMALL JOBS, IF APPROVED BY THE E.O.R., IT MAY BE APPPLIED BY OTHER MECHANICAL DEVICES OR BY HAND METHODS. HEAT THE BITUMINOIS MATERIAL TO A SUITABLE TEMPERATURE

8.6.3 RATE OF APPLICATION: CONTRACTOR SHALL USE A RATE OF APPLICATION BETWEEN 0.02 AND 0.08

9.1 DESCRIPTION: CONTRACTOR SHALL CONSTRUCT A WEARING SURFACE OF SEPARATE APPLICATIONS OF BITUMINOUS MATERIAL COVEREED WITH AGGREGATE, EITHER IN SINGLE APPLICATIONS, DOUBLE (ALTERNATE) 9.2 COMPOSITION AND PROPORTIONING: THE COMPOSITION AND PROPORTIONING FOR THE VARIOUS TYPES OF BITUMINOUS SURFACE TREATMENT AND FOR MINERAL SEAL COAT SHALL BE AS PER THE TABLES IN FDOT

9.3.1 PRESSURE DISTRIBUTOR: CONTRACTOR SHALL PROVIDE A PRESSURE DISTRIBUTOR THAT IS EQUIPPED WITH PNEUMATIC TIRES HAVING A SUFFICIENT WIDTH OF RUBBER IN CONTACT WITH THE ROAD SURFACE TO AVOID BREAKING THE BOND OR FORMING A RUT IN THE SURFACE. ENSURE THAT THE DISTANCES BETTWEEN THE CENTRES OF OPENINGS OF THE OUTSIDE NOZZLES OF THE SPRAY BAR IS EQUAL TO THE WIDTH OF THE APPLICATION REQUIRED, WITHIN A ALLOWABLE VARIATION OF 2 INCHES [50 MM]. ENSURE THAT THE OUTSIDE NOZZLE AT EACH END OF THE SPRAY BAR HAS AN AREA OF OPENING NOT LESS THAN 25% OR MORE THAN 75% IN 9.3.2 SPREADING EQUIPMENT: CONTRACTOR SHALL PROVIDE SUFFICIENT TRUCKS AD AGGREGATE SPREADERS AT THE SITE OF THE WORK TO ENSURE CONTINUOUS SPREADING OF THE AGGREGATE ON THE

(TOWED) OR SELF-PROPELLED THAT IS CAPABLE OF PRODUCING A SMOOTH, UNIFORM DISTRIBUTION OF THE COVER MATERIAL. DO NOT USE SPREADERS OF THE TYPE ATTACHED DIRECTLY TO THE BACK OF THE TRUCK 9.3.3 ROLLERS: CONTRACTOR SHALL PROVIDE ROLLERS THAT ARE 3 TO 5 TON [2,7 TO 4.5 METRIC TON] STEEL-TIRED OR COMBINATION STEEL AND RUBBER-TIRED. ROLLERS AND SELF-PROPELLED. PNEUMATIC-TIRED TRAFFIC TYPE ROLLERS THAT ARE EQUIPPED WITH AT LEAST SEVEN SMOOTH-TREAD. LOW-PRESSURE TIRES AND CAPABLE OF CARRYING A LOAD OF AT LEAST 8 TONS [7 METRIC TONS]. MAINTAIN THE INFLATION IN THE

TIRES SUCH THAT IN NO TWO TIRES THE AIR PRESSURE VARIES MORE THAN 5 PSI [35 KPA]. LOAD THE TRAFFIC 9.4.1 DISTRIBUTOR PRESSURE: AFTER CLEANING THE SURFACE TO BE TREATED TO THE SATISFACTION OF

THE E.O.R., THE CONTRACTOR SHALL UNIFORMLY SPRAY THE BITUMINOUS MATERIAL OVER THE SURFACE BY MEANS OF A PRESSURE DISTRIBUTOR. WHEN A SURFACE CONSTRUCTED UNDER THIS SECTION IS ON A PAVED SHOULDER, USE A STRINGLINE OR OTHER APPROVED METHOD TO PRODUCE A UNIFORM LINE ALONG THE EDGE OF THE APPLIED BITUMINOUS MATERIAL ADJACENT TO THE TRAFFIC LANES. USE A DISTRIBUTOR THAT MAINTAINS A PRESSURE OF AT LEAST 20 PSI [140 KPA] AND 75 PSI [520 KPA].

BETWEEN 300 AND 350° F [150 AND 175° C]. FOR EMULSIFIED ASPHALT MAINTAIN AN APPLICATION TEMPERATURE BETWEEN 100 AND 170° F [38 AND 75° C]. FOR CUT-BACK ASPHALT, MAINTAIN AN APPLICATION TEMPERATURE

AND UNIFORM DISTRIBUTIOIN OF BITUMINOUS MATERIAL, AND ADJUST AND OPERATE THE DISTRIBUTOR SO AS TO MAINTAIN UNIFORM, EVEN DISTRIBUTION OF THE MATERIAL BEING APPLIED. IMMEDIATELY REMOVE EXCESSIVE DEPOSITS OF BITUMINOUS MATERIAL UPON THE ROAD SURFACE CAUSED BY STOPPING AND STARTING THE

BITUMINOUS MATERIAL. UNIFORMLY DISTRIBUTE THE COVER MATERIAL OVER THE BITUMINOUS SURFACE IN ONE, TWO, OR THREE COURSES AS SPECIFIED. PERFORM SPREADING USING APPROVED MECHANICAL SPREADERS. USING ONLY DIRVERS EXPERIENCED IN THIS TYPE OF WORK FOR DRIVING THE SPREADERS. DO NOT DRIVE 9.5.2 BROOMING AND DRESSING: IMMEDIATELY AFTER EACH APPLICATION OF COVER MATERIAL, BROOM THE SURFACE IN ORDER TO SECURE A UNIFORM DISTRIBUTION OF COVER MATERIAL AND A SMOOTH SURFACE.

9.6.1 GENERAL REQUIREMENTS: IMMEDIATELY AFTER THE SPREADING AND DRAGGING OF EACH APPLICATION OF COVER MATERIAL, ROLL THE ENTIRE SURFACE. BEGIN ROILLING WITHIN 30 MINUTES AFTER SPREADING OF THE COVER MATERIAL. BEGIN ROLLING AT THE EDGES AND PROGRESS TO THE CENTRE OF THE SURFACE, UNIFORMLY LAPPING EACH PRECEDING PASS AND THOROUGHLY COVERING THE ENTIRE SURFACE. DURING ROLLING, PERFORM ADDITIONAL DRAGGING AND HANDBROOMING AS SPECIFIED ABOVE. FIRST ROLL THE ENTIRE SURFACE WITH A TRAFFIC ROLLER, FOLLOWED IMMEDIATELY WITH A STEEL-WHEELED ROLLER. COVER THE ENTIRE SURFACE WITH A STEEL-WHEELED ROLLER. THEN, ROLL THE COVER MATERIAL AGAIN WITH THE TRAFFIC ROLLER. CONTINUE THE ROLLING AS LONG AS IS NECESSARY TO ENSURE THE THOROUGH KEYING OF 9.6.2 SHOULDER PAVEMENT: FOR BITUMINOUS SURFACE-TREATED SHOULDER PAVEMENT, THE E.O.R. MAY REQUIRE ADDITIONAL ROLLING AS HE DEEMS NECESSARY TO COMPENSATE FOR THE LACK OF SUBSEQUENT

9.7 SURFACE REQUIREMENTS: CONTRACTOR SHALL PROVIDE A FINISHED SURFACE THAT IS UNIFORM AND CONFORMS TO THE LINES, GRADES AND CROSS SECTIONS SHOWN IN THE PLANS. REMOVE ALL PORTIONS OF THE COMPLETED SURFACE THAT ARE DEFECTIVE, ARE NOT PROPERLY FINISHED, HAVE FAT JOINTS, OR ARE NOT IN REASONABLY CLOSE CONFORMANCE WITH THESE SPECIFICATIONS, AND REPLACE THEM WITH A

9.8 PROTECTION: AFTER APPLYING THE BITUMINOUS MATERIAL, THE CONTRACTOR SHALL PREVENT TRAFFIC FROM USING THE ROAD UNTIL PLACING AND THOROUGHLY ROLLING THE COVER MATERIAL. IF POSSIBLE COMPLETE THE TRAFFIC OFF THE FINISHED SURFACE FOR AT LEAST 48 HOURS AFTER COMPLETING FINISHING

OF ALL FOREIGN MATERIAL. AFTER CLEANING, THINLY COAT THE INSIDE OF THE TRUCK BODIES WITH SOAPY WATER OR AN APPROVED EMULSION CONTAINING NOT MORE THAN 5% OIL. APPLY THE COATING PRIOR TO THE FIRST LOADING EACH DAY AND REPEAT AS NECESSARY THROUGHOUT THE DAY'S OPERATIONS. AFTER THE TRUCK BODIES ARE COATED AND BEFORE ANY MIXTURE IS PLACED THEREIN, RAISE THEM TO DRAIN OUT ANY EXCESS LIQUIDS. COVER EACH LOAD DURING COOL AND CLOUDY WEATHER AND AT ANY TIME THERE IS A

10.2.1 CLEANING: PRIOR TO THE LAYING OF THE MIXTURE, CLEAN THE SURFACE OF THE BASE OR THE PAVEMENT TO BE COVERED OF ALL LOOSE OR DELETERIOUS MATERIAL BY THE USE OF POWER BROOMS OR

PAVEMENT OR OLD BASE WHICH IS IRREGULAR. AND WHEREVER THE PLANS INDICATE, BRING THE EXISTING SURFACE TO PROPER GRADE AND CROSS SECTION BY THE APPLICATION OF PATCHING AND LEVELING COURSES. 10.2.3 APPLICATION OVER SURFACE TREATMENT: WHERE AN ASPHALT MIX IS TO BE PLACED OVER NEWLY CONSTRUCTED SURFACE TREATMENT, SWEEP AND DISPOSE OF ALL LOOSE MATERIAL FROM THE PAVING AREA. 10.2.4 COATING SURFACES OF CONTACTING STRUCTURES: PAINT ALL STRUCTURES WHICH WILL BE IN ACTUAL CONTACT WITH THE ASPHALT MIXTURE, WITH THE EXCEPTION OF THE VERTICAL FACES OF THE EXISTING PAVEMENTS AND CURBS OR CURB AND GUTTER, WITH A UNIFORM COATING OF ASPHALT CEMENT TO PROVIDE A

10.3.1 ALIGNMENT OF EDGES: LAY ALL ASPHALTIC CONCRETE MIXTURES, INCLUDING LEVELING COURSES OTHER THAN ADJACENT TO CURB AND GUTTER AND OTHER TRUE EDGES, BY THE STRINGLINE METHOD TO 10.3.2 TEMPERATURE OF SPREADING: THE CONTRACTOR SHALL MAINTAIN THE TEMPERATURE OF THE MIX AT THE TIME OF SPREADING TO WITHIN +/- 24° F [+/- 14° C] OF THE ESTABLISHED MIX TEMPERATURE ESTABLISHED BY THE CONTRACTOR. AS A MINIMUM, THE ENGINEER WILL TAKE MIX TEMPERATURES OF THE MIX ON THE ROAD IN AN AVERAGE FREQUENCY OF ONE PER FIVE TRUCKS. IF THE TEMPERATURE FAILS TO FALL WITHIN SPECIFIED

**10.3.3 RAIN AND SURFACE CONDITIONS: IMMEDIATELY CEASE TRANSPORTATION OF ASPHALT MIXTURES FROM** THE PLANT WHEN RAIN BEGINS AT THE ROADWAY. DO NOT PLACE ASPHALT MIXES WHILE RAIN IS FALLING, OR WHEN THERE IS WATER ON THE SURFACE TO BE COVERED. AS AN EXCEPTION, THE CONTRACTOR MAY PLACE MIXTURES CAUGHT IN TRANSIT AT THE CONTRACTOR'S RISK IF THE ONLY OPTION IS TO WASTE THE MIXTURE AND PROVIDED THE SURFACE HAS BEEN TACKED AS REQUIRED PRIOR TO THE RAIN AND THE SURFACE IS BROOMED IN FRONT OF THE SPREADING OPERATION. 10.4 COMPACTING MIXTURE

10.4.1 STANDARD ROLLING PROCEDURE: CONTRACTOR SHALL MEET THE FOLLOWING EQUIPMENT, SEQUENCE, AND COVERAGE REQUIREMENTS: 1. SEAL ROLLING: PROVIDE TWO COVERAGES WITH A TANDEM STEEL-WHEELED ROLLER (EITHER VIBRATORY

OR STATIC), WEIGHING 5 TO 12 TONS [4.5 TO 11 METRIC TONS], FLOOLWING AS CLOSE BEHIND THE SPREADER AS POSSIBLEWITHOUT PICK-UP, UNDUE DISPLACEMENT OR BLISTERING OF THE MATERIAL. USE VIBRATORY ROLLERS IN THE STATIC MODE FOR LAYERS OF 1 INCH [25MM] OR LESS IN THICKNESS. 2. INTERMEDIATE ROLLING: PROVIDE FIVE COVERAGES WITH A SEFL-PROPELLED PNEUMATIC-TIRED ROLLER. FOLLOWING AS CLOSE BEHIND THE SEAL ROLLING OPERATION AS THE MIX WILL PERMIT. 3. FINAL ROLLING: PROVIDE ONE COVERAGE WITH A TANDUM STEEL-WHEELED ROLLER (STATIC MODE

ONLY), WEIGHING 5 TO 12 TONS [4.5 TO 11 METRIC TONS], AFTER COMPLETING THE SEAL ROLLING AND INTERMEDIATE ROLLING, BUT BEFORE THE SURFACE PAVEMENT TEMPERATURE DROPS BELOW 160° F [70°C]. **10.4.2 ROLLING PROCEDURES:** ENSURE THAT THE INITIAL ROLLLING IS LONGITUDINAL. WHERE THE LANE BEING PLACED IS ADJACENT TO A PREVIOUSLY PLACED LANE, PINCH OR ROLL THE CENTRE JOINT PRIOR TO ROLLING THE REST OF THE LANE. ROLL ACROSS THE MAT, OVERLAPPING THE ADJACENT PASS BY AT LEAST 6 INCHES [150 MM]. ROLL SLOWLY ENOUGH TO AVOID DISPLACEMENT OF THE MIXTURE AND CORRECT ANY DISPLACEMENT AT ONCE BY THE USE OF RAKES AND THE ADDITION OF FRESH MIXTURE AS REQUIRED. 10.4.3 SPEED OF ROLLING: OPERATE THE SELF-PROPELLED, PNEUMATIC-TIRED ROLLER AT THE SPEED OF 6

SQ.M/HI. 10.4.4 CORRECTING DEFECTS: CONTRACTOR SHALL NOT ALLOW ROLLERS TO DEPOSIT GASOLINE, OIL, OR GREASE ONTO THE PAVEMENT. REMOVE OR REPLACE ANY AREAS DAMAGED BY SUCH DEPOSITS AS DIRECTED BY THE E.O.R.REMOVE AND REPLACE ANY MIXTURE REMAINING UNBONDED AFTER ROLLING. CORRECT ALL DEFECTS PRIOR TO LAYING THE SUBSEQUENT COURSE.

TO 10 MPH [10 TO 16 KM/H]. FOR EACH ROLLER DO NOT EXCEED AN AREA OF COVERAGE OF 3,000 SQ.YD/H [2,500

### 11. TYPE S ASPHALT CONCRETE

11.1 DESCRIPTION: THE COMPOSITION AND PHYSICAL TEST PROPERTIES FOR ALL MIXES INCLUDING TYPE S ASPHALTIC CONCRETE (SI, SII AND SIII) ARE SHOWN IN FDOT STANDARD SPECIFICATIONS, TABLES 331-1 AND

12. INLETS, MANHOLES, AND JUNCTION BOXES 12.1 DESCRIPTION: CONTRACTOR SHALL CONSTRUCT DROP INLETS, MANHOLES, JUNCTION BOXES, SHOULDER GUTTER INLETS, AND YARD DRAINS FROM REINFORCED CONCRETE. FURNISH AND INSTALL THE NECESSARY METAL FRAMES AND GRATINGS. ALSO, ADJUST THOSE STRUCTURES SHOWN IN THE PLANS TO BE ADJUSTED OR WHICH ARE REQUIRED TO BE ADJUSTED FOR THE SATISFACTORY COMPLETION OF THE WORK. **12.2 EXCAVATION:** WHERE UNSUITABLE MATERIALS FOR FOUNDATIONS IS ENCOUNTERED, EXCAVATE THE UNSUITABLE MATERIAL AND BACKFILL WITH SUITABLE MATERIAL PRIOR TO CONSTRUCTING OR SETTING INLETS,

MANHOLES AND JUNCTION BOXES. 12.3 PLACING PIPE: CONTRACTOR SHALL CONSTRUCT INLET AND OUTLET PIPES FROM THE SAME SIZE AND KIND AS THE CONNECTING PIPE SHOWN IN THE PLANS. EXTEND THE PIPES THROUGH THE WALLS FOR A DISTANCE BEYOND THE OUTSIDE SURFACE SUFFICIENT FOR THE INTENDED CONNECTIONS, AND CONSTRUCT THE CONCRETE AROUND THEM NEATLY TO PREVENT LEAKAGE AROUND THEIR OUTER SURFACE. KEEP THE INLET AND OUTLET PIPES FLUSH WITH THE INSIDE OF THE WALL. RESILIENT CONNECTORS MAY BE USED IN LIEU OF A MASONRY SEAL.

12.4 BACKFILLING: BACKFILLING OPERATIONS SHALL BE PERFORMED IN CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS SECTION 125, MEETING THE SPECIFIC REQUIREMENTS OF BACKFILLING AND COMPACTION AROUND INLETS, MANHOLES AND JUNCTION BOXES DETAILED IN 125-8.1 AND 125-8.2.

### DIVISION III- SUPPLEMENTAL NOTES

1. GENERAL NOTES 1.1 ACCOMMODATION: THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY SHEDS AND STORES AND REMOVE THE SAME FROM SITE ON COMPLETION OF WORKS. NO STRUCTURE SHALL BE ERECTED ON SITE WITHOUT THE OWNER'S WRITTEN CONSENT. SUCH CONSENT WILL NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF CITING TEMPORARY STRUCTURES CLEAR OF THE WORKS. **1.2 STANDARDS:** ALL WORK SHALL BE CARRIED OUT IN CONFORMITY WITH SOUND MODERN ROAD MAKING

PRACTICES IN WHICH THE CONTRACTOR OR ANY SUB-CONTRACTOR MUST HAVE CONSIDERABLE KNOWLEDGE AND EXPERIENCE. THE CONTRACTOR SHALL CARRY OUT THE WORK IN A DILIGENT AND ORDERLY MANNER. SUFFICIENT EQUIPMENT AND QUALIFIED PERSONNEL SHALL BE AVAILABLE TO ACCOMPLISH THE WORK AT ALL TIMES. A SUITABLE QUALIFIED PERSON SHALL BE CONTINUOUSLY IN CHARGE OF THE WORK. **1.3 SUPPLY OF WATER:** THE CONTRACTOR SHALL ARRANGE FOR AN ADEQUATE SUPPLY OF FRESH WATER AT THE SITE, INCLUDING PROVISION OF ANY STORAGE TANKS, SO THAT SUFFICIENT FRESH WATER IS AVAILABLE FOR THE EXECUTION OF THE WORKS.

1.4 PROTECTION OF WORKS FROM WEATHER: THE CONTRACTOR SHALL CAREFULLY PROTECT FROM INJURY BY RAIN. HEAT OR INCLEMENT WEATHER ALL WORKS. WHICH MAY BE ADVERSELY AFFECTED THEREBY **1.5 CLEANLINESS OF SITE:** THE CONTRACTOR SHALL REMOVE ALL RUBBISH, DEBRIS, ETC, AS THEY ACCUMULATE ON THE SITE, AND CLEAN THE AREAS AS NECESSARY SO THAT THE SITE IS KEPT CLEAN AND TIDY DURING THE PROGRESS OF THE CONTRACT. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ENSURING

THAT NO EARTH, DEBRIS OR ROCK IS DEPOSITED ON PUBLIC OR PRIVATE RIGHTS OF WAY AS RESULT OF THE WORKS, INCLUDING ANY DEPOSITS ARISING FROM THE MOVEMENT OF PLANT. THE CONTRACTOR SHALL PROVIDE ALL FACILITIES AND LABOUR ARISING FROM COMPLIANCE WITH THIS CLAUSE. 1.6 REGULATIONS: THE CONTRACTOR SHALL:

**1.6.1** ABIDE BY THE LAWS AND REGULATIONS OF THE UNITED STATES VIRGIN ISLANDS (USVI), PARTICULARLY WITH REGARD TO FIRE REGULATIONS AND SAFETY. 1.6.2 OBTAIN ALL NECESSARY PERMITS TO CUT DOWN TREES, BURN WASTE AND DEBRIS, AND ABIDE BY STIPULATION OF PERMITS.

2. EARTH WORKS 2.1 DEFINITIONS AND CLASSIFICATIONS: THE FOLLOWING DEFINITIONS OF EARTH WORKS MATERIAL SHALL APPLY TO THIS AND OTHER CLAUSES OF THE SPECIFICATION IN WHICH REFERENCE IS MADE TO THE DEFINED MATERIALS:

A) 'TOP SOIL' SHALL COMPRISE ALL THAT CAN SUPPORT VEGETATION. B) 'SUITABLE MATERIAL' SHALL COMPRISE ALL THAT WHICH IS ACCEPTABLE IN ACCORDANCE WITH THE CONTRACT FOR USE IN THE WORKS AND WHICH IS CAPABLE OF BEING COMPACTED IN THE MANNER SPECIFIED IN THESE SPECIFICATIONS. C) 'UNSUITABLE MATERIAL' SHALL MEAN OTHER THAN SUITABLE MATERIAL AND SHALL INCLUDE: (I) MATERIAL FROM SWAMPS.

(II) LOGS, STUMPS AND PERISHABLE MATERIAL.

(III) MATERIALS SUSCEPTIBLE TO SPONTANEOUS COMBUSTION. CLAY OF LIQUID LIMIT EXCEEDING 80 % AND/OR PLASTICITY INDEX EXCEEDING 55 %. (D)'ROCK' SHALL MEAN A HARD NATURAL MATERIAL THAT NEEDS THE USE OF BLASTING OR PNEUMATIC TOOLS OR RIPPING FOR REMOVAL. (E)'CUT' IS DEFINED AS THE MATERIAL REQUIRED TO BE REMOVED TO ACHIEVE TO THE DESIGN ELEVATION (SUB-BASE GRADE). (F)'FILL' IS DEFINED AS THE MATERIAL REQUIRED TO BE PLACED IN ORDER TO ACHIEVE THE DESIGN FI EVATION.

2.2 EXCAVATION 2.2.1 THE EXCAVATION SHOWN ON THE DRAWINGS OR SPECIFIED BY THE OWNER'S REPRESENTATIVE SHALL BE CARRIED OUT TO SUCH LINES, LEVELS, DIMENSIONS AND SLOPES. EXCAVATION FACES SHALL BE NEATLY TRIMMED **2.2.2** A TOLERANCE OF ONE INCH OVER OR UNDER THE DESIGN PROFILES MAY BE PERMITTED UNLESS

OTHERWISE REQUIRED BY THE CONTRACT. 2.2.3 ANY EXCESS DEPTH EXCAVATED BELOW THE FORMATION PROFILE TOLERANCE SPECIFIED SHALL BE MADE GOOD BY BACK FILLING WITH SUITABLE MATERIAL OF SIMILAR CHARACTERISTICS TO THAT REMOVED, AND COMPACTED IN ACCORDANCE WITH THESE SPECFICATIONS.

2.2.4 THE SLOPES OF ALL CUTTINGS SHALL BE CLEARED OF ALL ROCK FRAGMENTS, WHICH MOVE WHEN PRIED BY A CROW BAR. 2.2.5 CONSTRUCTION TRAFFIC SHALL NOT USE ANY ROAD FORMATION AT THE BOTTOM OF A CUTTING UNLESS THE CUTTING IS IN ROCK OR THE CONTRACTOR MAINTAINS THE LEVEL OF THE BOTTOM SURFACE AT

LEAST 1 FOOT ABOVE FORMATION LEVEL. THE CONTRACTOR AT HIS OWN EXPENSE SHALL REPAIR ANY DAMAGE TO THE SUB-GRADE ARISING FROM SUCH USE OF THE SURFACE.

2.3 PREPARATION OF FILL AREAS: UNLESS OTHERWISE REQUIRED BY THE CONTRACT THE NATURAL GROUND OVER WHICH FILLING IS TO BE PLACE SHALL BE CLEARED OF ALL LOOSE BOULDERS, GRASS, PRODUCTIVE SOIL, BUSHES, TREES, ROOTS AND OTHER VEGETATION, NO FILLING MATERIAL SHALL BE PLACED UNTIL ALL WATERCOURSES HAVE BEEN DIVERTED OR UNDER DRAINED. ALL POTHOLES OR CAVITIES DISCOVERED SHALL BE OPENED UP, FILLED AND COMPACTED BEFORE ANY FILLING TAKES PLACE. **2.4 FORMING OF EMBANKMENTS:** ALL FILLING MATERIAL SHALL BE OBTAINED FROM APPROVED BORROW

AREAS OR FROM OTHER SOURCES APPROVED BY THE PROJECT ENGINEER. 2.4.1 EMBANKMENTS SHALL BE FORMED OF MATERIAL DEFINED AS SUITABLE MATERIAL IN CLAUSE 4.1 THE MATERIAL SHALL BE DEPOSITED AND COMPACTED AS SOON AS PRACTICABLE AFTER EXCAVATION IN ACCORDANCE WITH CLAUSE 4.7. EMBANKMENTS SHALL BE BUILT UP EVENLY OVER THE FULL WIDTH AND SHALL BE MAINTAINED AT ALL TIMES WITH A SURFACE OF SUFFICIENT CAMBER AND SUFFICIENTLY EVEN TO ENABLE SURFACE WATER TO DRAIN READILY FROM THEM. DAMAGE TO COMPACTED LAYERS BY CONSTRUCTION TRAFFIC SHALL BE REPAIRED BY THE CONTRACTOR. 2.4.2 THE EXISTING GROUND BELOW EMBANKMENT AREAS SHALL BE CLEARED AS SPECIFIED IN 2.4, AND THEN RIPPED TO A DEPTH OF TWELVE INCHES (12") BELOW EXISTING GROUND LEVEL. THE RIPPED ROCK SHALL THEN BE WELL WALKED IN UNTIL IT WILL PASS A 4" GAUGE AND THOROUGHLY COMPACTED IN ACCORDANCE

WITH TABLE 2.1. 2.4.3 ROCK USED, AS FILL SHALL BE OF SUCH SIZE THAT IT CAN BE DEPOSITED IN HORIZONTAL LAYERS, EACH NOT EXCEEDING 18 INCHES LOOSE DEPTH AND EXTENDING OVER THE FULL WIDTH OF THE EMBANKMENTS. MATERIALS SHALL BE SPREAD AND LAID BY A CRAWLER TRACTOR WEIGHING NOT LESS THAN 15 TONS AND COMPACTED IN ACCORDANCE WITH CLAUSE 3.2. EACH LAYER SHALL CONSIST OF REASONABLY GRADED ROCK AND ALL SURFACE VOIDS SHALL BE FILLED WITH BROKEN FRAGMENTS BEFORE THE NEXT LAYER IS PLACED. THE TOP SURFACE AND SIDE SLOPES OF EMBANKMENTS SO FORMED SHALL BE THOROUGHLY BLINDED WITH APPROVED FINE GRADED MATERIALS TO SEAL THE SURFACE. 2.4.4 IF THE CONTRACTOR WISHES TO CONTINUE TO USE THE SURFACE OF EMBANKMENTS FOR

CONSTRUCTION TRAFFIC BEFORE TRIMMING TO FORMATION LEVEL HE SHALL BRING UP AND MAINTAIN THE SURFACE TO A LEVEL NOT LESS THAN 6 INCHES ABOVE FORMATION LEVEL. ANY DAMAGE TO THE SUBGRADE CAUSE BY THE USE OF SUCH SURFACE SHALL BE MADE GOOD BY THE CONTRACTOR AT HIS OWN EXPENSE.

#### 2.5 COMPACTION

ALL MATERIAL SHALL BE COMPACTED AS SOON AS PRACTICABLE AFTER DEPOSITION. THE PERCENTAGE COMPACTION SHALL EQUAL OR EXCEED 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY. AS A GUIDELINE TABLE 2.1 GIVES COMPACTION REQUIREMENTS FOR TYPES OF EQUIPMENT. DEPTH OF LAYER AND NUMBER OF PASSES. LISTED BELOW ARE THE DEFINITIONS AND CLASSIFICATIONS ASSOCIATED WITH TABLE 2.1

TABLE 2.1 COMPACTION REQUIREMENTS D= MAXIMUM DEPTH OF COMPACTED LAYER (INCHES) N= MINIMUM NUMBER OF PASSES

TYPE OF	CATEGORY	UNIFO	RMLY
COMPACTION			ED
PLANT			RIAL
MASS PER YD WIDT	H OF ROLL:	D	N
SMOOTH-	OVER 0.71T UP TO 0.91T	5	10*
WHEELED	OVER 0.91T UP TO 1.80T	5	8*
ROLLER	OVER 1.81T	UNSU	ITABLE
GRID ROLLER	OVER 0.91T UP TO 1.81T	6	10*
	OVER 1.81T UP TO 1.82T		TABLE
	OVER 1.82T	UNSU	ITABLE
TAMPING	OVER 4.41T	10	4
ROLLER			
VIBRATING	MASS PER YARD WIDTH OF A		
ROLLER	VIBRATING ROLL:		
	OVER 0.09T UP TO 0.15T	6	16
	OVER 0.15T UP TO 0.24T	6	12
	OVER 0.24T UP TO 0.44T	6	6
	OVER 0.44T UP TO 0.60T	8	10*
	OVER 0.60T UP TO 0.77T	9	12*
	OVER 0.77T UP TO 0.97T	10	10*
	OVER 0.97T UP TO 1.21T	11	8*
	OVER 1.21T UP TO 1.44T	12	8* 0*
	OVER 1.44T UP TO 1.68T	12	6*
	OVER 1.68T	12	4*

#### 2.6 NOTES TO TABLE 2.1

A) THE DEPTH OF COMPACTED LAYER IS THE HEIGHT BY WHICH THE EMBANKMENT IS RAISED BY EACH SUCCESSIVE COMPACTED LAYER.

B) THE NUMBER OF PASSES IS THE NUMBER OF TIMES THAT EACH POINT ON THE SURFACE OF THE LAYER BEING COMPACTED HAS BEEN TRAVERSED BY THE ITEM OF COMPACTION PLANT.

C) THE COMPACTIVE EFFORT OF EACH COMPACTOR IS A FUNCTION OF THE MASS OF THE MACHINE AND THE COMPACTION PLANT IN TABLE 2.1 IS LISTED IN TERMS OF THEIR MASSES. THE MASS PER YARD WIDTH OF ROLL IS THE TOTAL MASS ON THE ROLL DIVIDED BY THE TOTAL ROLL WIDTH. WHERE A SMOOTH-WHEELED ROLLER HAS MORE THAN ONE AXLE. THE MACHINE SHALL BE ASSESSED ON THE BASIS OF THE AXLE GIVING THE HIGHEST VALUE OF MASS PER YARD WIDTH.

D) A TAMPING ROLLER, FOR THE PURPOSE OF THIS SPECIFICATION, IS A MACHINE WITH A ROLL OR ROLLS FROM WHICH 'FEET' PROJECT. THE PROJECTED END AREA OF EACH FOOT SHALL EXCEED 0.11SQ.FT AND THE SUM OF THE AREAS OF FEET SHALL EXCEED 15 PER CENT OF THE AREA OF THE CYLINDER SWEPT BY ENDS OF THE FEET. THE REQUIREMENTS FOR TAMPING ROLLERS APPLY TO MACHINES THAT HAVE 2 ROLLS IN TANDEM. IF ONLY ONE TAMPING ROLL TRAVERSES EACH POINT ON THE SURFACE OF THE LAYER ON ANY ONE PASS OF THE MACHINE. THE MINIMUM NUMBER OF PASSES SHALL BE TWICE THE NUMBER GIVEN IN TABLE 2.1

E) FOR PNEUMATIC-TYRED ROLLERS MASS PER WHEEL IS THE TOTAL MASS OF THE ROLLER DIVIDED BY THE NUMBER OF WHEELS.

F) IN ASSESSING THE NUMBER OF PASSES OF PNEUMATIC-TYRED ROLLER THE EFFECTIVE WIDTH SHALL BE THE SUM OF THE WIDTHS OF THE INDIVIDUAL WHEEL TRACKS TOGETHER WITH THE SUM OF THE SPACING NOT EXCEEDING 10 INCHES. WHERE THE SPACING EXCEEDS 10 INCHES THE EFFECTIVE WIDTH SHALL BE THE SUM OF THE WIDTHS OF THE INDIVIDUAL WHEEL TRACKS ONLY.

G) VIBRATING ROLLERS ARE SELF-PROPELLED OR TOWED SMOOTH WHEELED ROLLERS HAVING MEANS OF APPLYING MECHANICAL VIBRATION TO ONE OR MORE ROLLS.

H) THE REQUIREMENTS FOR VIBRATING ROLLERS ARE BASED ON THE USE OF THE LOWEST GEAR ON A SELF-PROPELLED MACHINE WITH MECHANICAL TRANSMISSION AND A SPEED OF 0.93 -1.55 MPH FOR A TOWED MACHINE, OR A SELF-PROPELLED MACHINE WITH HYDROSTATIC TRANSMISSION. IF HIGHER GEAR SPEEDS ARE USED AN INCREASED NUMBER OF PASSES SHALL BE PROVIDED IN PROPORTION TO THE INCREASE ON SPEED TO TRAVEL.

I) WHERE THE MECHANICAL VIBRATING IS APPLIED TO TWO ROLLS IN TANDEM, THE MINIMUM NUMBER OF PASSES SHALL BE HALF THE NUMBER GIVEN IN TABLE 2.1 FOR THE APPROPRIATE MASS PER YARD WIDTH OF THE ONE VIBRATING ROLL. IF ONE ROLL DIFFERS IN MASS PER YARD WIDTH FROM THE OTHER THE NUMBER OF PASSES SHALL BE CALCULATED AS FOR THE ROLL WITH THE SMALLEST VALUE. ALTERNATIVELY THE MACHINE MAY BE TREATED AS HAVING A SINGLE VIBRATING ROLL MISSING LINE WITH THE HIGHER VALUE.

J) VIBRATING TYPE ROLLERS OPERATING WITHOUT VIBRATION WILL BE CLASSIFIED AS SMOOTH-WHEELED ROLLERS.

K) VIBRATING ROLLERS SHALL BE OPERATED WITH THEIR VIBRATORY MECHANISM OPERATING ONLY AT THE FREQUENCY OF VIBRATION RECOMMENDED BY THE MANUFACTURERS. ALL SUCH ROLLERS SHALL BE EQUIPPED OR PROVIDED WITH A DEVICE AUTOMATICALLY INDICATING THE FREQUENCY AT WHICH THE MECHANISM IS OPERATING.

L) VIBRATING-PLATE COMPACTORS ARE MACHINES HAVING A BASE PLATE TO WHICH IS ATTACHED A SOURCE OF VIBRATION CONSISTING OF ONE OR TWO ECCENTRICALLY WEIGHTED SHAFTS.

M) THE MASS PER UNIT AREA OF BASE-PLATE OF A VIBRATING PLATE COMPACTOR IS CALCULATED BY DIVIDING THE TOTAL MASS OF THE MACHINE IN IT'S WORKING CONDITION BY IT'S AREA IN CONTACT WITH COMPACTED SOIL.

N) VIBRATING-PLATE COMPACTORS SHALL BE OPERATED AT THE FREQUENCY OF VIBRATION RECOMMENDED BY THE MANUFACTURERS. THEY SHALL NORMALLY BE OPERATED AT TRAVELLING SPEEDS OF LESS THAN 0.62MPH BUT IF HIGHER SPEEDS ARE NECESSARY THE NUMBER OF PASSES SHALL BE INCREASED IN PROPORTION TO THE INCREASE IN SPEED OF TRAVEL.

O) VIBRO-TAMPERS ARE MACHINES IN WHICH AN ENGINE-DRIVEN RECIPROCATING MECHANISM ACTS ON A SPRING SYSTEM THROUGH WHICH OSCILLATIONS ARE SET UP IN A BASE-PLATE.

P) POWER RAMMERS ARE MACHINES, WHICH ARE ACTUATED BY EXPLOSIONS IN AN INTERNAL COMBUSTION CYLINDER, EACH EXPLOSION BEING CONTROLLED MANUALLY BY THE OPERATOR.

Q) IN THE CASE OF POWER RAMMERS AND DROPPING WEIGHT COMPACTORS ONE PASS WILL BE

CONSIDERED AS MADE WITH THE COMPACTING SHOE HAS MADE ON STRIKE ON THE AREA IN QUESTION. R) FOR ITEMS MARKED \* THE ROLLERS SHALL BE TOWED BY TRACK LAYING TRACTORS. SELF-PROPELLED ROLLERS ARE UNSUITABLE.

S) WHERE COMBINATIONS OF DIFFERENT TYPES OF CATEGORIES OF PLANT ARE USED, THE COMPACTION REQUIREMENTS SHALL BE DECIDED UPON BY THE PROJECT ENGINEER. IN ACCORDANCE WITH TABLE 2.1.

2.7 SUB-GRADE AT SECTIONS TO BE RECONSTRUCTED OR WHERE CUTTING IS REQUIRED. THE EXISTING FORMATION SHALL BE SCARIFIED TO A DEPTH OF 6" BELOW FORMATION LEVEL. THE SCARIFIED MATERIAL SHALL THEN BE SHAPED AND ROUGH GRADED, WATERED AND COMPACTED IN ACCORDANCE WITH TAB 6.1 AFTER HARD PLANNING TO ACHIEVE THE REQUIRED CROSS-FALL A FURTHER ROLLING OF ANY LOOSE MATERIAL SHALL BE CARRIED OUT UNTIL A SMOOTH SURFACE LAYER IS ACHIEVED, EXCEPT FOR VERGES, THEY SHALL BE LEFT WITH A ROUGH SURFACE TO RECEIVE THE

2.8 BACKFILLING TO RETAINING WALLS

SUBSEQUENT BASE LAYER.

BACKFILL TO RETAINING WALLS SHALL BE PLACED IN LAYERS NOT EXCEEDING NINE INCHES (9") THICK AND THOROUGHLY, BUT NOT EXCESSIVELY, COMPACTED. IF NECESSARY THE MATERIAL SHALL BE WATERED. 2.9 SETTLEMENT

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING GOOD TO THE SATISFACTION OF THE PROJECT ENGINEER ALL SETTLEMENT IN FILLING AND IN BACKFILLING THAT MAY OCCUR UP TO THE END OF THE PERIOD OF MAINTENANCE.

#### 2.10 EARTHWORK TO BE KEPT FREE OF WATER THE CONTRACTOR SHALL PROVIDE WHERE NECESSARY TEMPORARY WATER COURSE,

DITCHES, DRAINS, PUMPING OR OTHER MEANS OF MAINTAINING THE EARTHWORKS FREE OF WATER. SUCH WORK SHALL INCLUDE CARRYING OUT THE WORK OF FORMING THE CUTTINGS AND EMBANKMENTS IN SUCH A MANNER THAT THEIR SURFACES HAVE AT ALL TIMES A SUFFICIENT MINIMUM CROSS FALL AND, WHERE PRACTICABLE, A SUFFICIENT LONGITUDINAL GRADIENT TO ENABLE THEM TO SHED WATER AND PREVENT PONDING.

**3 ROAD WORK** 

3.1 ALL MATERIAL WITHIN THE ROAD ALLOWANCE SHALL BE COMPACTED TO THE SATISFACTION OF THE PROJECT ENGINEER. 3.2 MINIMUM ACCEPTABLE COMPACTION REQUIREMENTS SHALL BE AS FOLLOWS:

3.2.1 ROAD SUB-GRADE 24" BELOW ROAD SUB-BASE OR GREATER: 95% STANDARD PROCTOR DENSITY 3.2.2 ROAD SUB-GRADE LESS THAN 24" BELOW ROAD SUB-BASE: 98% STANDARD

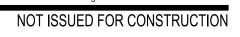
PROCTOR DENSITY 3.2.3 ROAD SUB-BASE & BASE: 100% STANDARD PROCTOR DENSITY A. ASPHALT BASE OR SURFACE COURSE: 97% OF MIX DESIGN DENSITY REGARDLESS OF DEPTH OF ASPHALT BEING PLACED.

3.3. SUB-GRADE PREPARATION: THE ENTIRE ROAD RESERVATION SHALL BE RIPPED ALL OVER TO A DEPTH OF 6" BELOW FORMATION LEVEL; THE RIPPED STONE SHALL THEN BE WELL WALKED IN UNTIL ALL PASS A 4" SCREEN. THE RIPPED STONE SHALL THEN BE ROUGH GRADED, SHAPED, WATERED AND THOROUGHLY COMPACTED TO AT LEAST 95% STANDARD PROCTOR DENSITY. A FURTHER ROLLING OF ANY LOOSE MATERIAL SHALL BE CARRIED OUT UNTIL A SMOOTH SURFACE IS ACHIEVED.

3.4 WHERE UNSTABLE OR ORGANIC SOIL IS FOUND TO EXIST BELOW THE PROPOSED ROAD SUB-BASE, ALL SUCH SOIL AND MATERIAL SHALL BE REMOVED TO A MINIMUM DEPTH OF 4' BELOW FINISH GRADE AND REPLACED WITH APPROVED MATERIAL AS DIRECTED BY THE PROJECT ENGINEER.

3.5 SUB-BASE AND BASE PREPARATION: CLEAN WELL-GRADED STONE FILL PASSING 2" MESH SHALL BE PLACED IN TWO LAYERS OF 4" EACH AND SEPARATELY COMPACTED TO SPECIFIED DENSITY AND PROPER CROSS FALL

3.6 ASPHALT COURSE: FLORIDA TYPE S-I AND S-III SPECIFICATION, AS PER FLORIDA DEPARTMENT OF TRANSPORTATION SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION 1982. A 1%" STRUCTURAL COURSE AND A 3/" SURFACE/FRICTION COURSE SHALL BE PLACED AND COMPACTED ACCORDING TO SPECIFIED DENSITY AND PROPER CROSS FALL.





Project Number Proiect No. 01/18/23

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC **GENERAL NOTES**

# TRACK RECONSTRUCTION

# RANDAL "DOC" JAMES RACE

	ISSUANCES	
No.	Drawing Issue Description	Date
Α	CZM Modification	04-12-23

<u>SCOPE DOCUMENTS</u>
The Construction Documents have not been completed therefore this drawing may be incomplete or not coordinated. The documents issued indicate the general scope of the Project. The Contractor is responsible for complete and coordinated pricing and Work, and shall include all items necessary for the proper execution and completion of the Project, whether indicated or not. All components of the Project shall comply with any and all requirements of national, state, and local codes. The Contractor shall inform the Owner and Architect of any omissions, inconsistencies or errors in the information provided. If no notice is given and any omissions,
inconsistencies or errors are discovered, the Architect's decisions on items of

Work included in the scope shall be binding on the Contractor, when

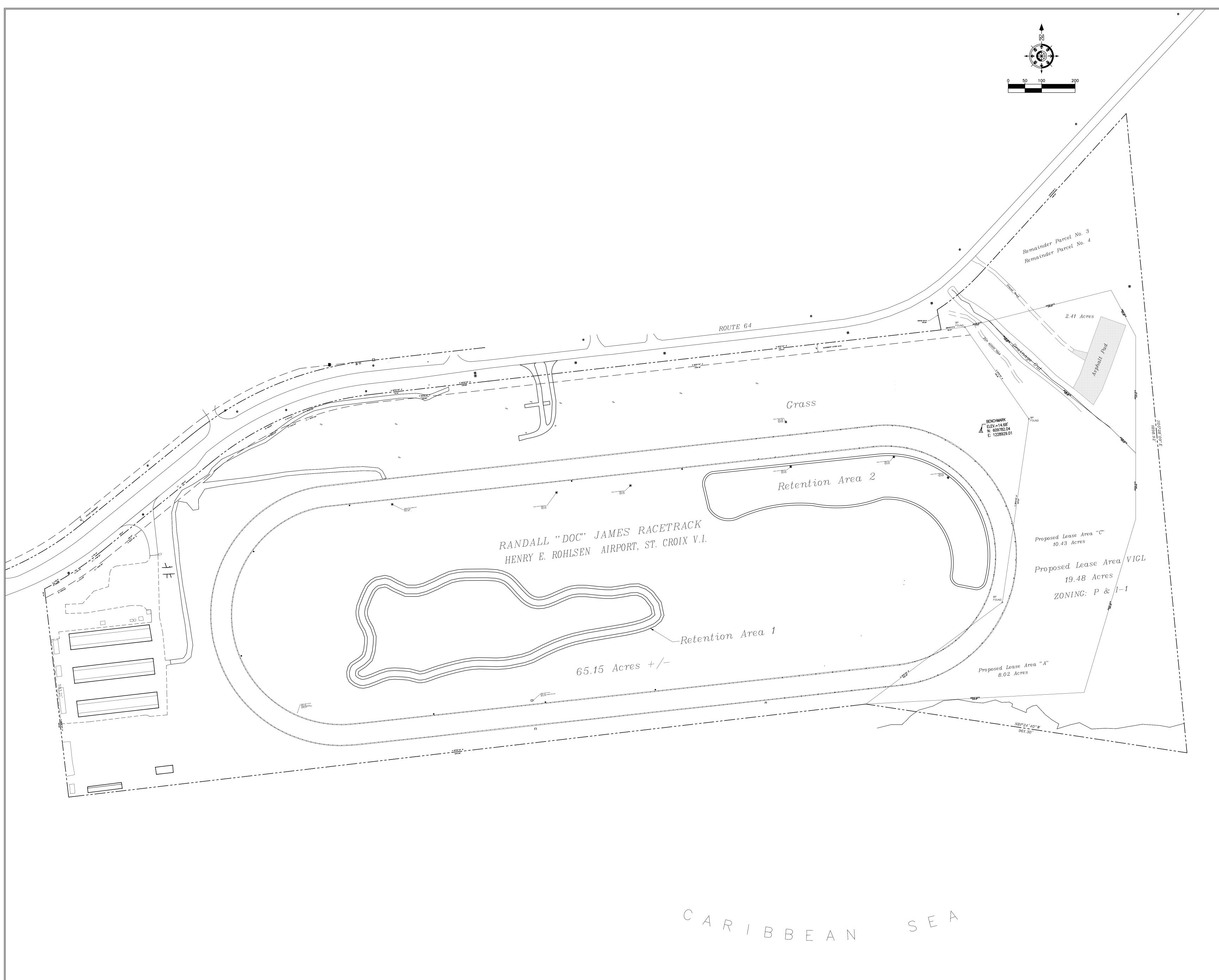
consistent with the general scope and quality of the Project.

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DESIGN DISTRICT. PLLC





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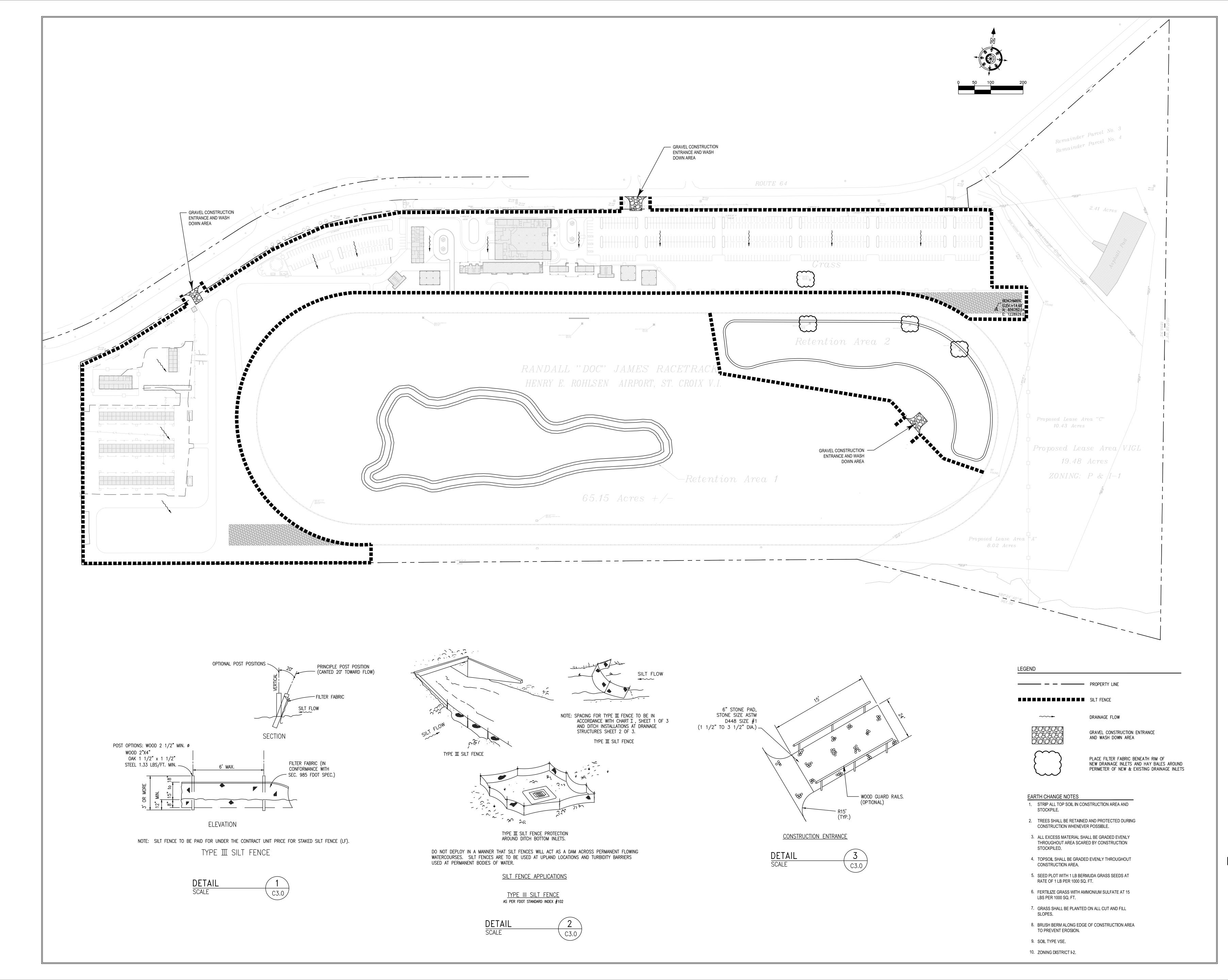


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A	CZM Modification	04-12-23

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

# ADDRESS, CITY, USVI VIGL OPERATIONS, LLC EXISTING CONDITION PLAN Project Number Project No. 01/18/23 Date Checker Project Engineer DAMIAN CARTWRIGHT 28851-1B C2.0





Tel: (340)-227-6265 Email: designdistrictvi.com Website: www.designdistrictvi.com

DESIGN DISTRICT, PLLC

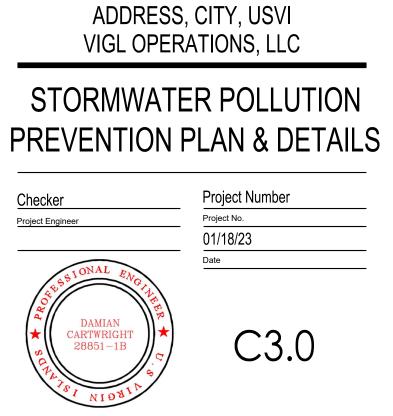


### SCOPE DOCUMENTS

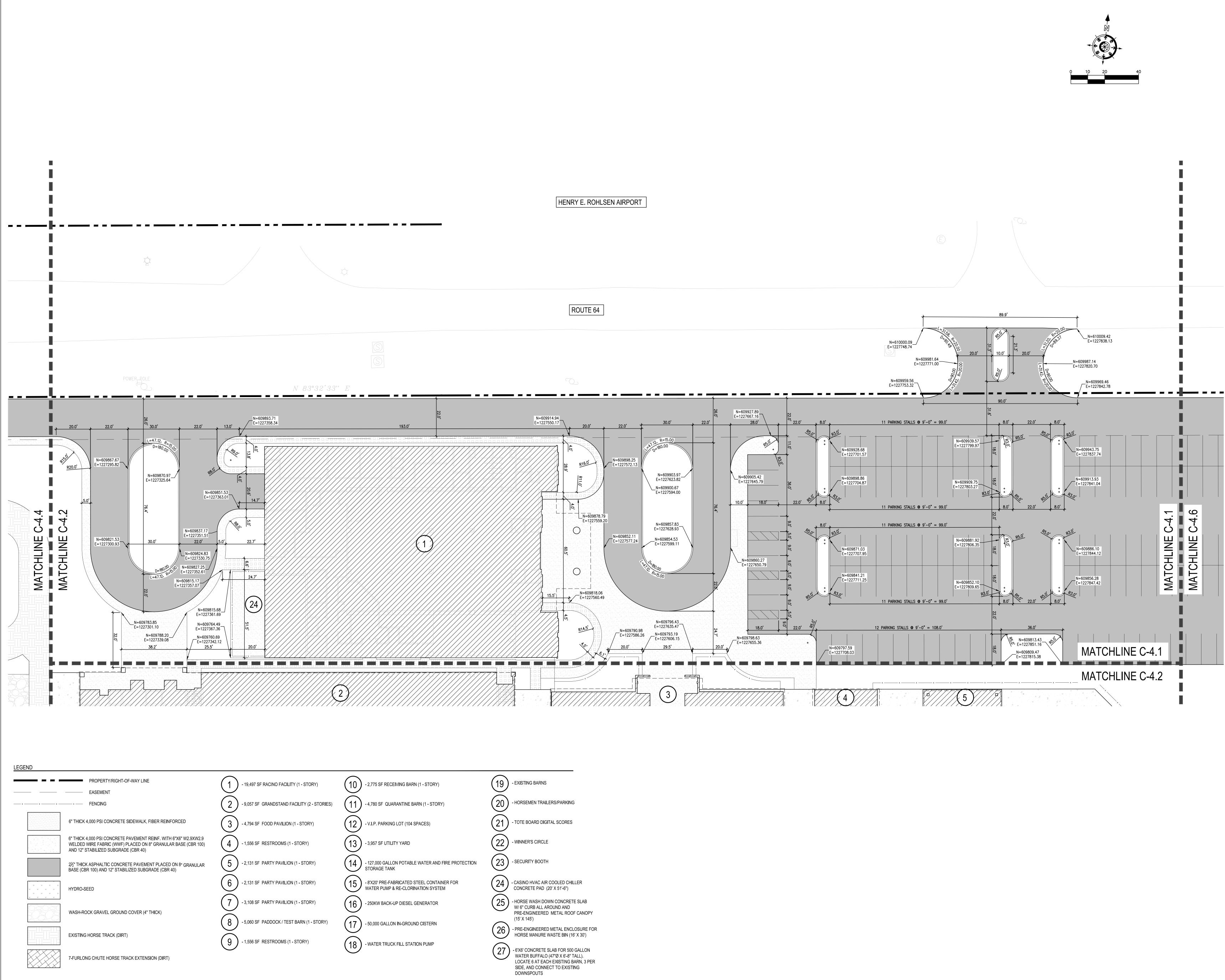
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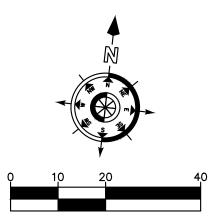
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No.	Drawing Issue Description	Date
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## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION



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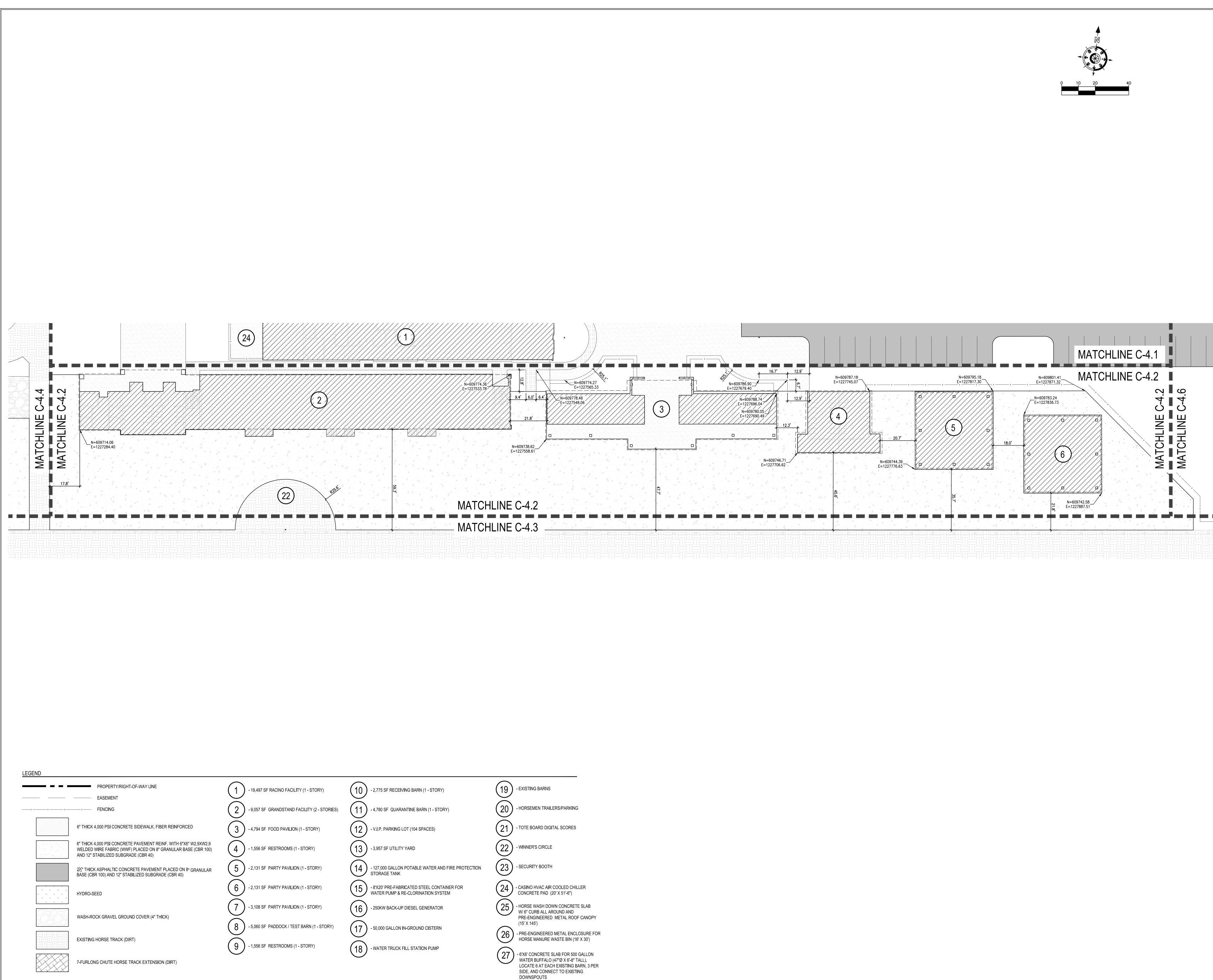
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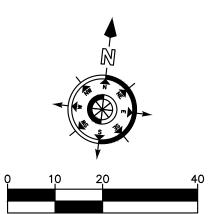
### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC SITE AND GEOMETRY PLAN Project Number <u>Checker</u> Project No. Project Engineer 01/18/23 \_\_\_\_\_ DAMIAN ARTWRIGHT C4.1 28851-1E

Drawing No.

NOT ISSUED FOR CONSTRUCTION

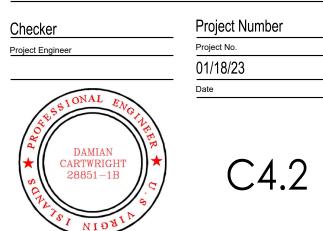


5 SF RECEIVING BARN (1 - STORY)	(19)
0 SF QUARANTINE BARN (1 - STORY)	20
P. PARKING LOT (104 SPACES)	(21)
7 SF UTILITY YARD	(22)
000 GALLON POTABLE WATER AND FIRE PROTECTION AGE TANK	23
0' PRE-FABRICATED STEEL CONTAINER FOR ER PUMP & RE-CLORINATION SYSTEM	24
W BACK-UP DIESEL GENERATOR	25
00 GALLON IN-GROUND CISTERN	(26)





Drawing No.



### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC SITE AND GEOMETRY

PLAN

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION



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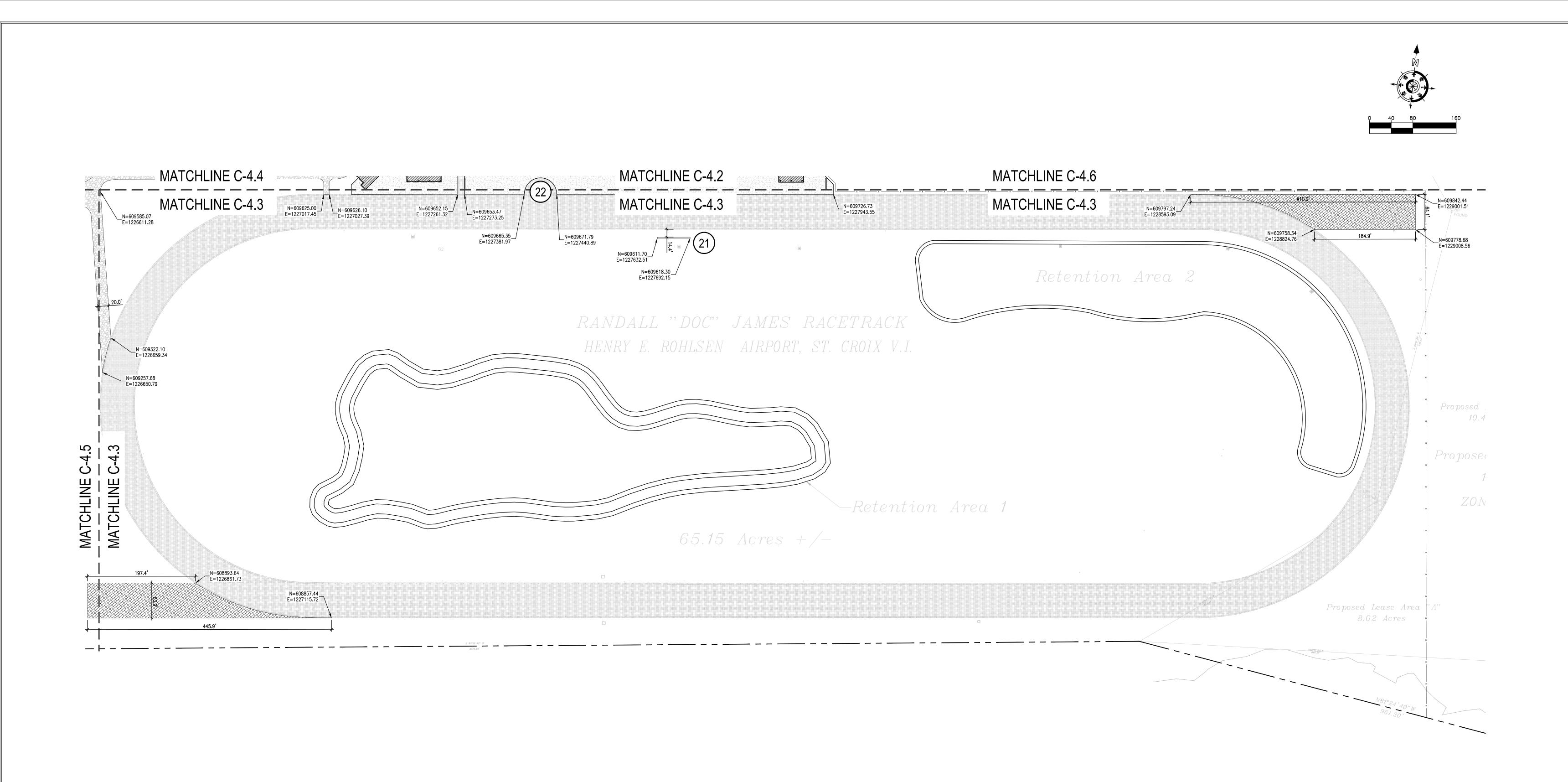
SCOPE DOCUMENTS

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PROPERTY/RIGHT-OF-WAY LINE EASEMENT

6" THICK 4,000 PSI CONCRETE SIDEWALK, FIBER REINFORCED

FENCING

AND 12" STABILIZED SUBGRADE (CBR 40)

HYDRO-SEED WASH-ROCK GRAVEL GROUND COVER (4" THICK) EXISTING HORSE TRACK (DIRT)

- 19,497 SF RACINO FACILITY (1 - STORY) 2) - 9,057 SF GRANDSTAND FACILITY (2 - STORIES) (11) - 4,780 SF QUARANTINE BARN (1 - STORY)  $\left(\begin{array}{c}3\end{array}\right)$  - 4,794 SF FOOD PAVILION (1 - STORY) 6" THICK 4,000 PSI CONCRETE PAVEMENT REINF. WITH 6"X6" W2.9XW2.9 WELDED WIRE FABRIC (WWF) PLACED ON 8" GRANULAR BASE (CBR 100) ( 4 ) - 1,556 SF RESTROOMS (1 - STORY) ( 5 ) - 2,131 SF PARTY PAVILION (1 - STORY)  $2\!\!/_2$ " THICK ASPHALTIC CONCRETE PAVEMENT PLACED ON 8" GRANULAR BASE (CBR 100) AND 12" STABILIZED SUBGRADE (CBR 40) - 2,131 SF PARTY PAVILION (1 - STORY) - 3,108 SF PARTY PAVILION (1 - STORY) - 5,060 SF PADDOCK / TEST BARN (1 - STORY) - 1,556 SF RESTROOMS (1 - STORY)



7-FURLONG CHUTE HORSE TRACK EXTENSION (DIRT)

(10) - 2,775 SF RECEIVING BARN (1 - STORY)

(12) - V.I.P. PARKING LOT (104 SPACES)

(13) - 3,957 SF UTILITY YARD

- 127,000 GALLON POTABLE WATER AND FIRE PROTECTION STORAGE TANK

- 8'X20' PRE-FABRICATED STEEL CONTAINER FOR WATER PUMP & RE-CLORINATION SYSTEM

16) - 250KW BACK-UP DIESEL GENERATOR

17) - 50,000 GALLON IN-GROUND CISTERN

(18) - WATER TRUCK FILL STATION PUMP

(19) - EXISTING BARNS

(20) - HORSEMEN TRAILERS/PARKING

(21) - TOTE BOARD DIGITAL SCORES

- WINNER'S CIRCLE

(23) - SECURITY BOOTH

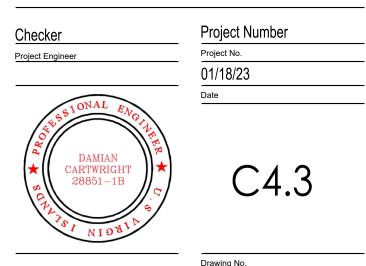
(24) - CASINO HVAC AIR COOLED CHILLER CONCRETE PAD (20' X 51'-6")

- HORSE WASH DOWN CONCRETE SLAB W/ 6" CURB ALL AROUND AND PRE-ENGINEERED METAL ROOF CANOPY (15' X 145')

- PRE-ENGINEERED METAL ENCLOSURE FOR HORSE MANURE WASTE BIN (16' X 30')

- 6'X6' CONCRETE SLAB FOR 500 GALLON WATER BUFFALO (47"Ø X 6'-8" TALL). WATER BUFFALO (47"Ø X 6'-8" TALL). LOCATE 6 AT EACH EXISTING BARN, 3 PER SIDE, AND CONNECT TO EXISTING DOWNSPOUTS





### RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

ADDRESS, CITY, USVI

VIGL OPERATIONS, LLC

SITE AND GEOMETRY

PLAN

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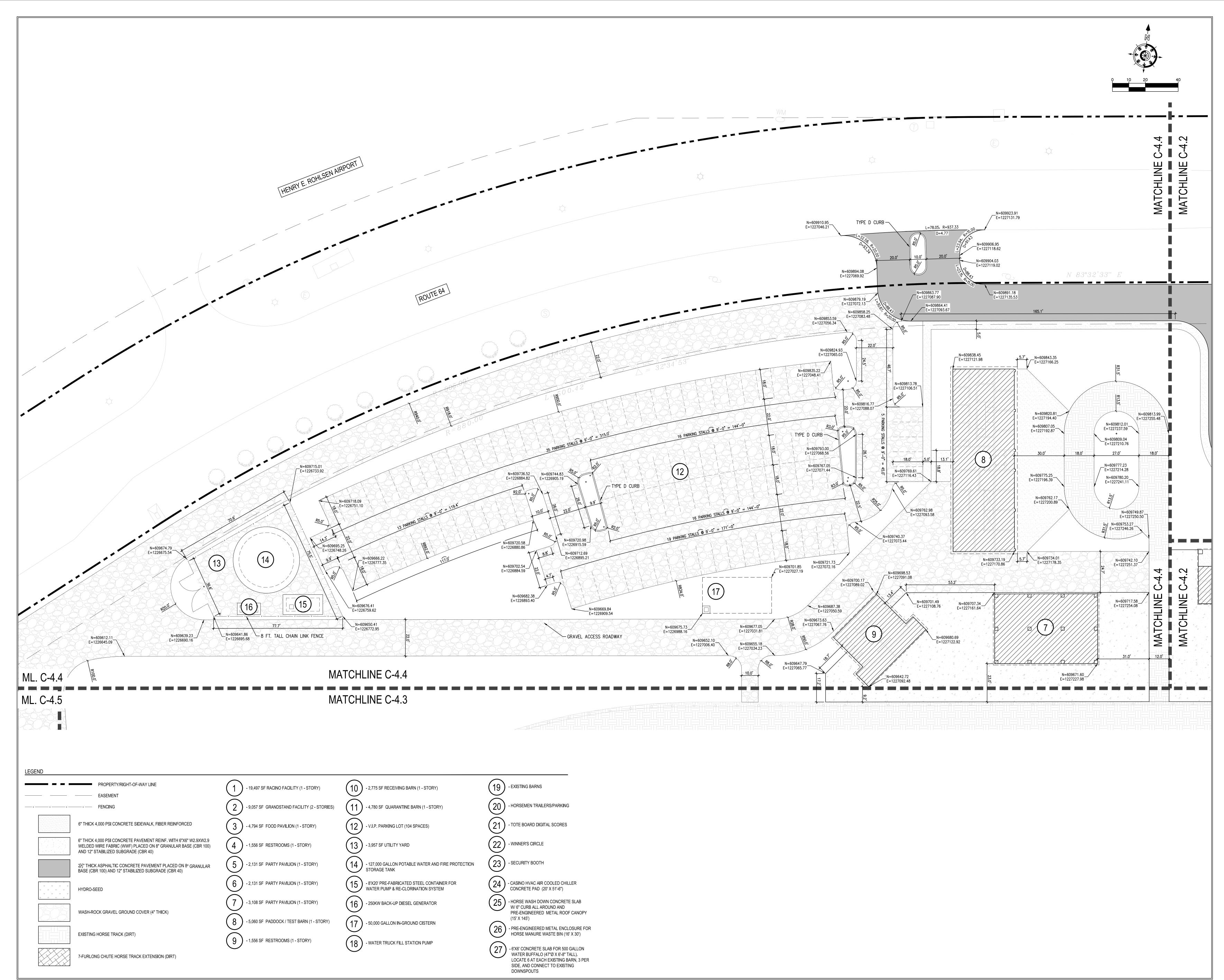
BUILDTEC

SCOPE DOCUMENTS

DISTRICT ARCHITECTS 2110 Company Street, Suite 15 Christiansted, VI, 00820 **Tel:** (340)-227-6265 **Email:** designdistrictvi.com **Website:** www.designdistrictvi.com

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### SCOPE DOCUMENTS

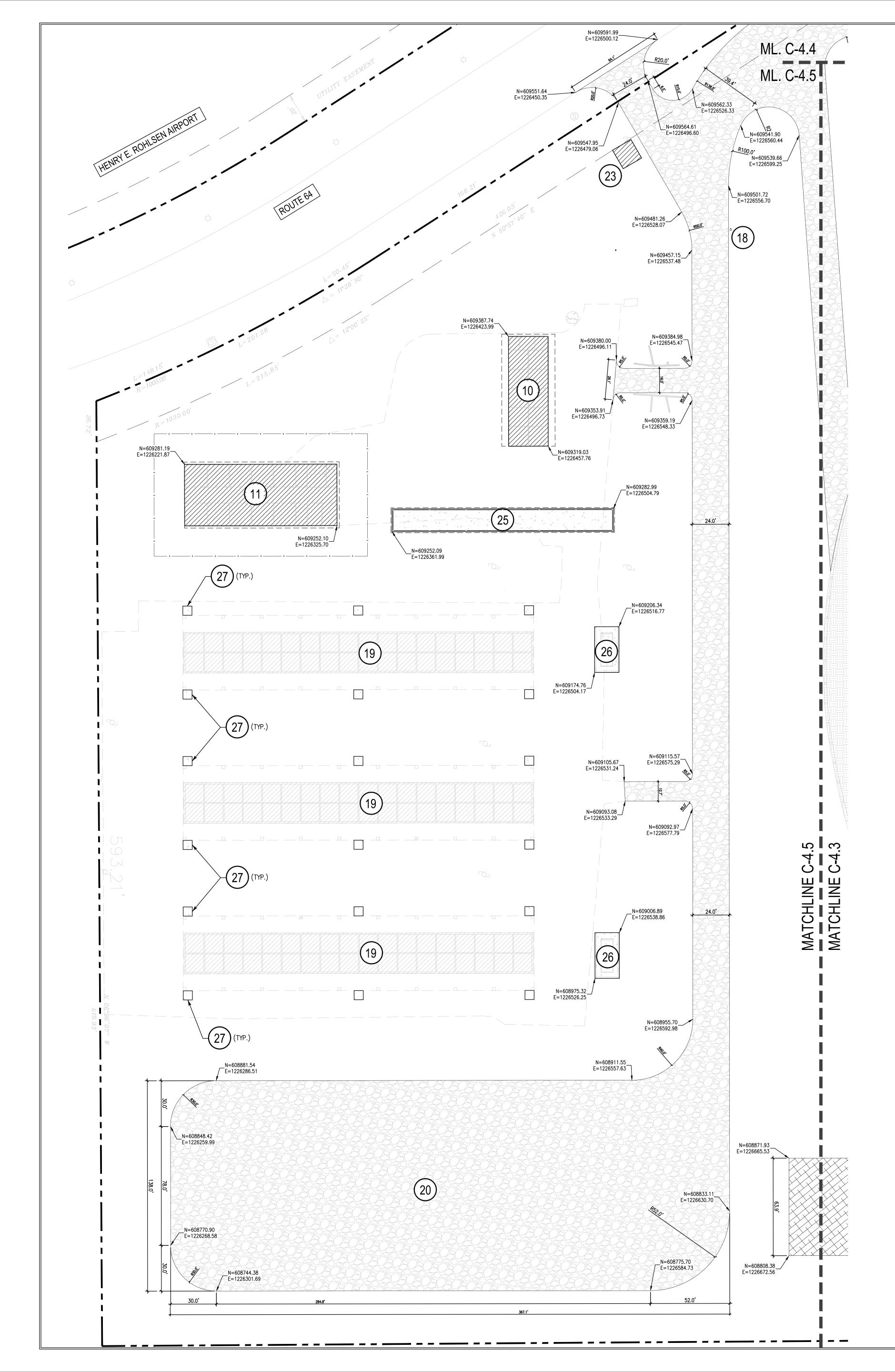
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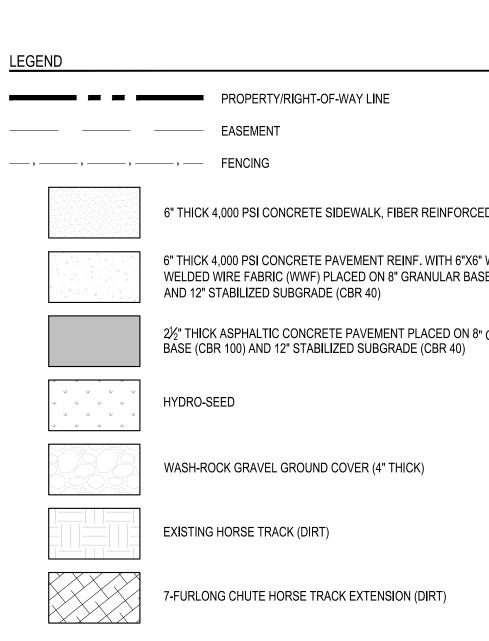
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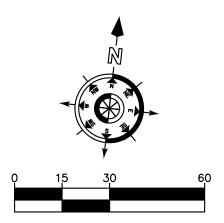
### RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC SITE AND GEOMETRY PLAN PLAN Project Number Project Number Project Number Project Number Project Number Di 1/18/23 Date C.4.4

NOT ISSUED FOR CONSTRUCTION

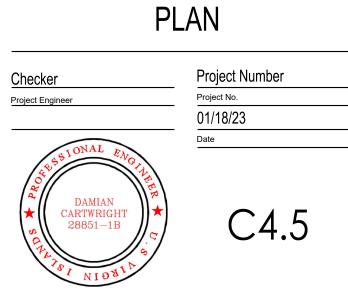






	$\left( 1\right)$	- 19,497 SF RACINO FACILITY (1 - STORY)	(10	- 2,775 SF RECEIVING BARN (1 - STORY)	(19	- EXISTING BARNS	
	2	- 9,057 SF GRANDSTAND FACILITY (2 - STORIES)	(11)	- 4,780 SF QUARANTINE BARN (1 - STORY)	20	- HORSEMEN TRAILERS/PARKING	
CED	3	- 4,794 SF FOOD PAVILION (1 - STORY)	(12)	- V.I.P. PARKING LOT (104 SPACES)	(21)	- TOTE BOARD DIGITAL SCORES	
6" W2.9XW2.9 ASE (CBR 100)	4	- 1,556 SF RESTROOMS (1 - STORY)	(13)	- 3,957 SF UTILITY YARD	(22	- WINNER'S CIRCLE	
<sup>8</sup> " GRANULAR	5	- 2,131 SF PARTY PAVILION (1 - STORY)	14	- 127,000 GALLON POTABLE WATER AND FIRE PROTECTION STORAGE TANK	23	- SECURITY BOOTH	
	6	- 2,131 SF PARTY PAVILION (1 - STORY)	(15)	- 8'X20' PRE-FABRICATED STEEL CONTAINER FOR WATER PUMP & RE-CLORINATION SYSTEM	(24	- CASINO HVAC AIR COOLED CHILLER CONCRETE PAD (20' X 51'-6")	
	$\overline{7}$	- 3,108 SF PARTY PAVILION (1 - STORY)	(16	- 250KW BACK-UP DIESEL GENERATOR	(25)	+ HORSE WASH DOWN CONCRETE SLAB W/ 6" CURB ALL AROUND AND PRE-ENGINEERED METAL ROOF CANOPY	
	8	- 5,060 SF PADDOCK / TEST BARN (1 - STORY)	(17	- 50,000 GALLON IN-GROUND CISTERN	(26	(15' X 145') - PRE-ENGINEERED METAL ENCLOSURE FOR HORSE MANURE WASTE BIN (16' X 30')	
	9	- 1,556 SF RESTROOMS (1 - STORY)	(18)	- WATER TRUCK FILL STATION PUMP	27	- 6'X6' CONCRETE SLAB FOR 500 GALLON WATER BUFFALO (47"Ø X 6'-8" TALL). LOCATE 6 AT EACH EXISTING BARN, 3 PER SIDE, AND CONNECT TO EXISTING DOWNSPOUTS	





# TRACK RECONSTRUCTION

ADDRESS, CITY, USVI VIGL OPERATIONS, LLC

SITE AND GEOMETRY

# RANDAL "DOC" JAMES RACE

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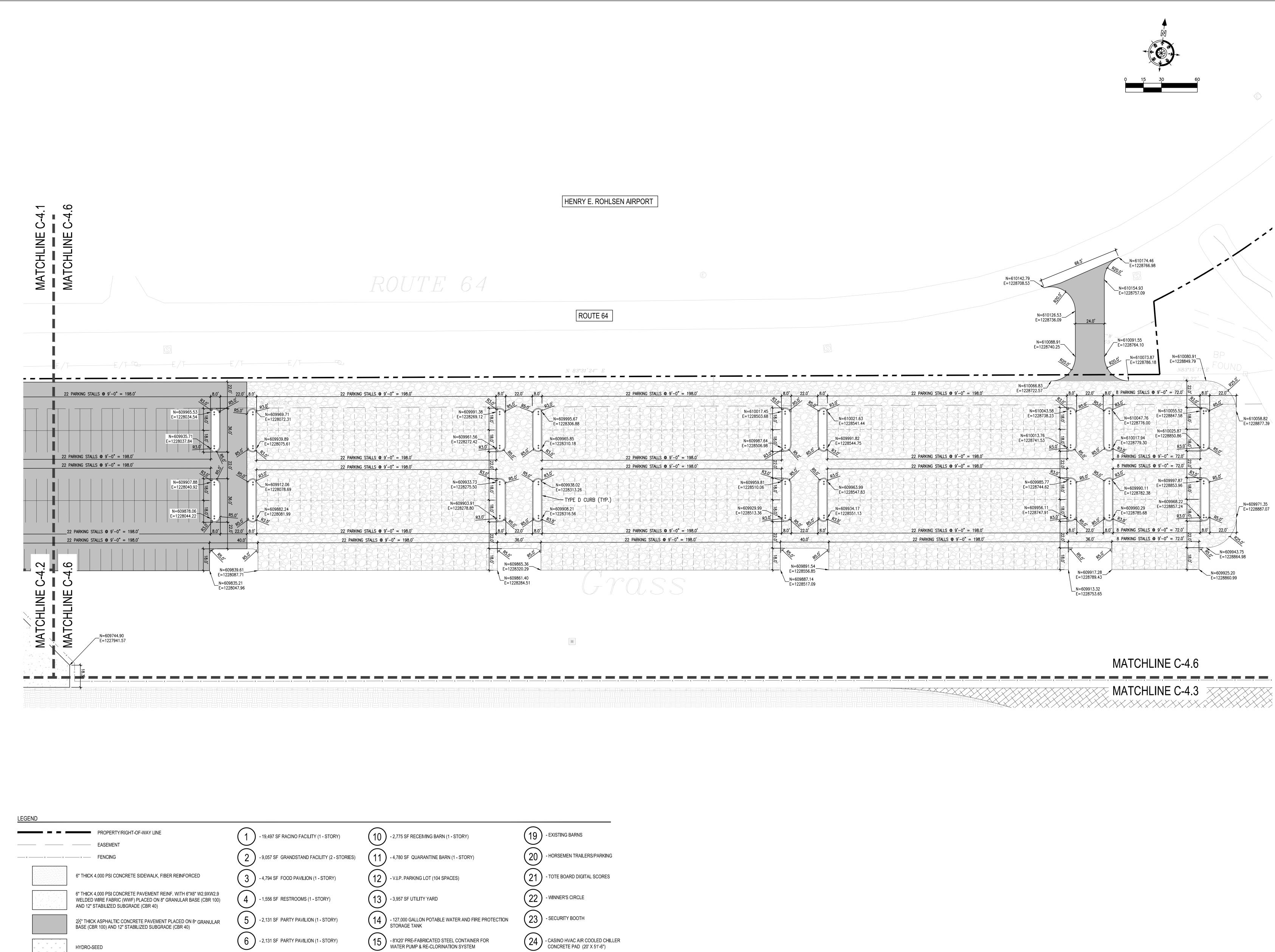
BUILDTEC

SCOPE DOCUMENTS

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WASH-ROCK GRAVEL GROUND COVER (4" THICK)

EXISTING HORSE TRACK (DIRT)

7-FURLONG CHUTE HORSE TRACK EXTENSION (DIRT)

- 2,775 SF RECEIVING BARN (1 - STORY)	19 - EXISTING BARNS
- 4,780 SF QUARANTINE BARN (1 - STORY)	20 - HORSEMEN TRAILERS/PARKING
- V.I.P. PARKING LOT (104 SPACES)	21 - TOTE BOARD DIGITAL SCORES
- 3,957 SF UTILITY YARD	- WINNER'S CIRCLE
- 127,000 GALLON POTABLE WATER AND FIRE PROTECTION STORAGE TANK	23 - SECURITY BOOTH
- 8'X20' PRE-FABRICATED STEEL CONTAINER FOR WATER PUMP & RE-CLORINATION SYSTEM	- CASINO HVAC AIR COOLED CHILLER CONCRETE PAD (20' X 51'-6")
- 250KW BACK-UP DIESEL GENERATOR	- HORSE WASH DOWN CONCRETE SLAB W/ 6" CURB ALL AROUND AND PRE-ENGINEERED METAL ROOF CANOPY
- 50,000 GALLON IN-GROUND CISTERN	(15' X 145') - PRE-ENGINEERED METAL ENCLOSURE FOR HORSE MANURE WASTE BIN (16' X 30')

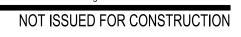
(18) - WATER TRUCK FILL STATION PUMP

- 3,108 SF PARTY PAVILION (1 - STORY)

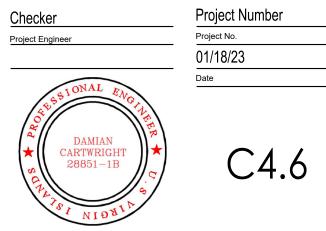
(8) - 5,060 SF PADDOCK / TEST BARN (1 - STORY)

(9) - 1,556 SF RESTROOMS (1 - STORY)

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Drawing No.



ADDRESS, CITY, USVI

VIGL OPERATIONS, LLC

SITE AND GEOMETRY

PLAN

RANDAL "DOC" JAMES RACE
TRACK RECONSTRUCTION

ISSUANCES

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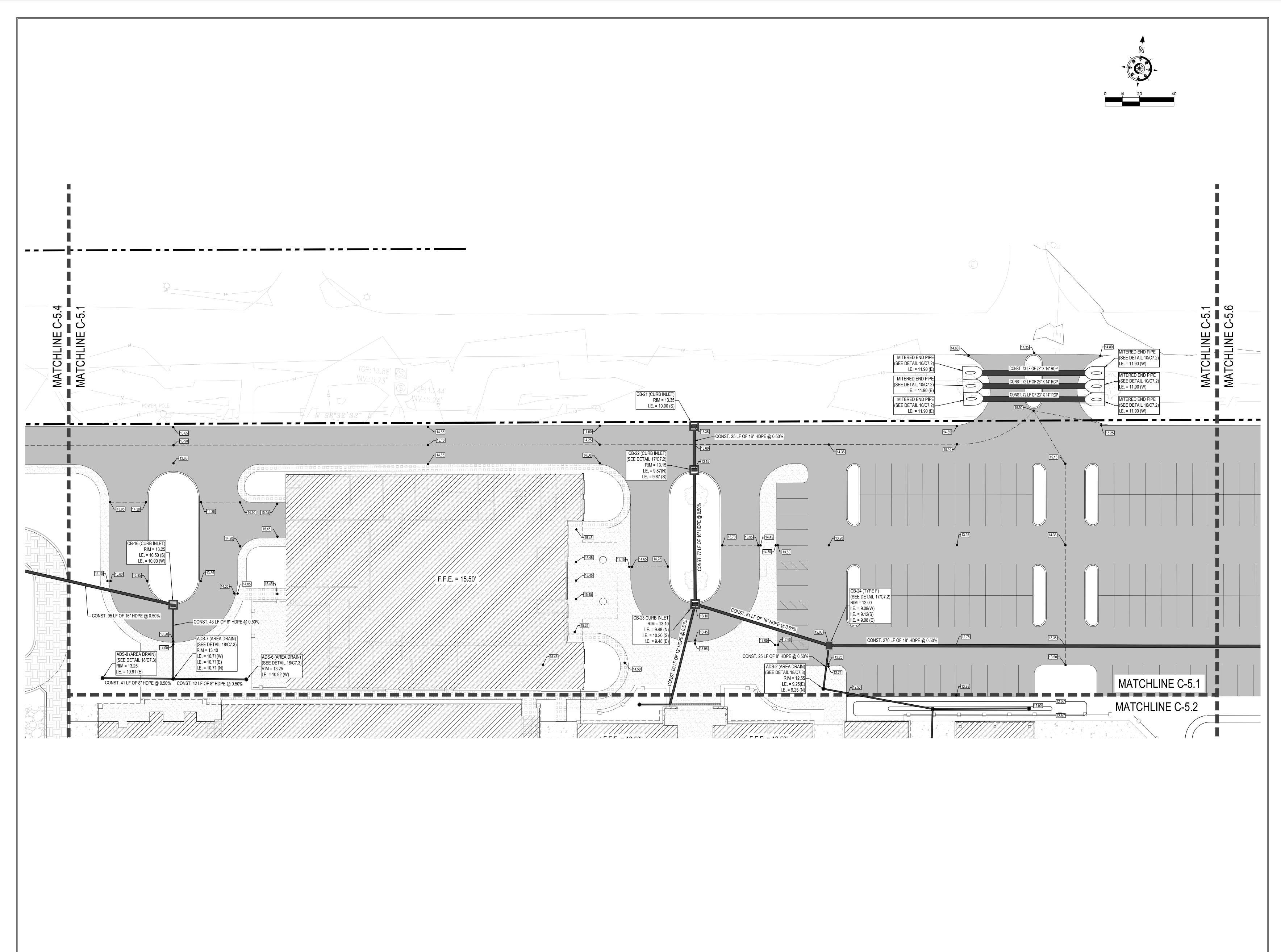
Tel: (340)-227-6265

Email: designdistrictvi.com

Website: www.designdistrictvi.com

# RCリン **ARCHITECTS** 2110 Company Street, Suite 15 Christiansted, VI, 00820

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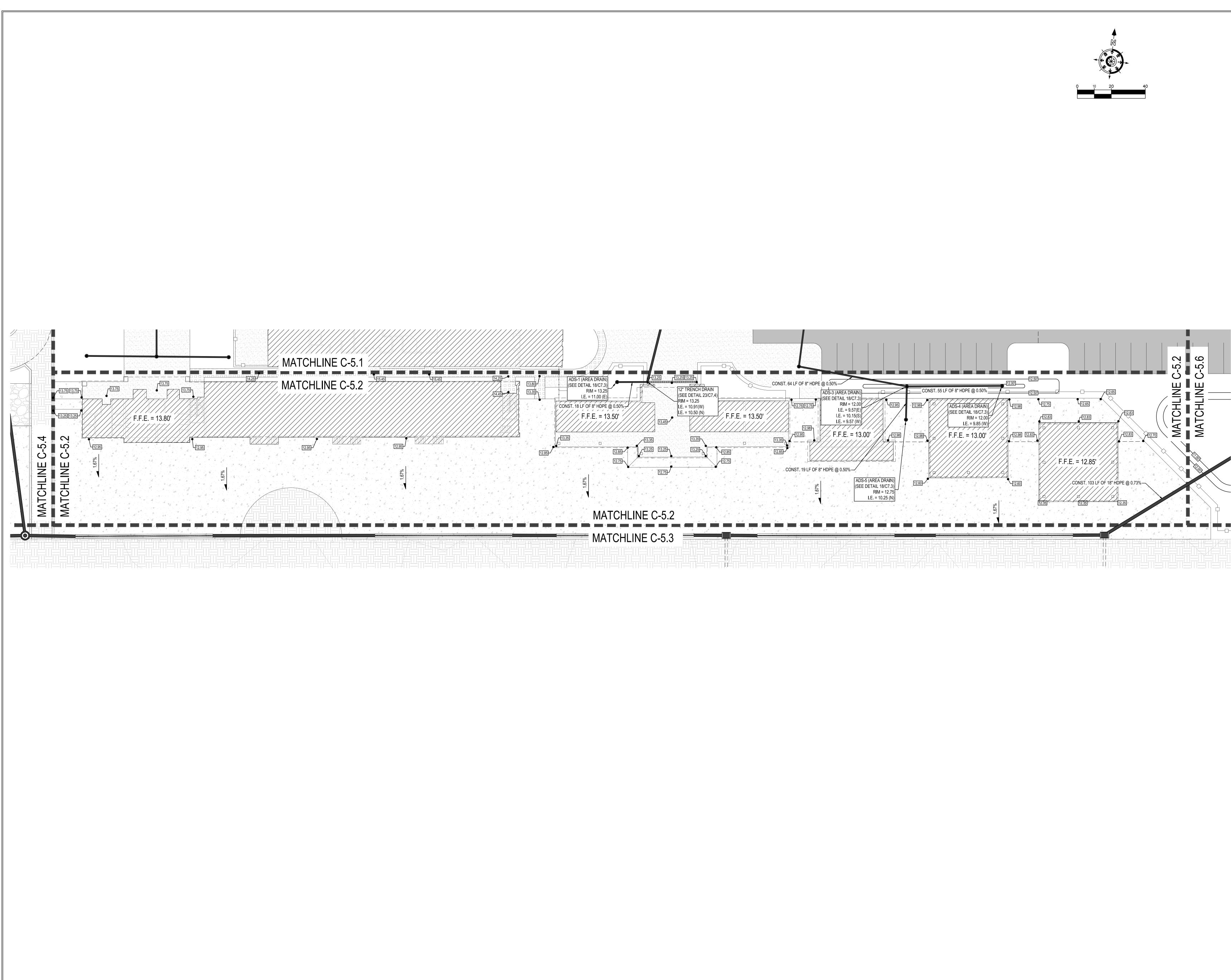
# ADDRESS, CITY, USVI VIGL OPERATIONS, LLC PAVING, GRADING & DRAINAGE PLAN

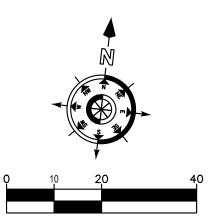
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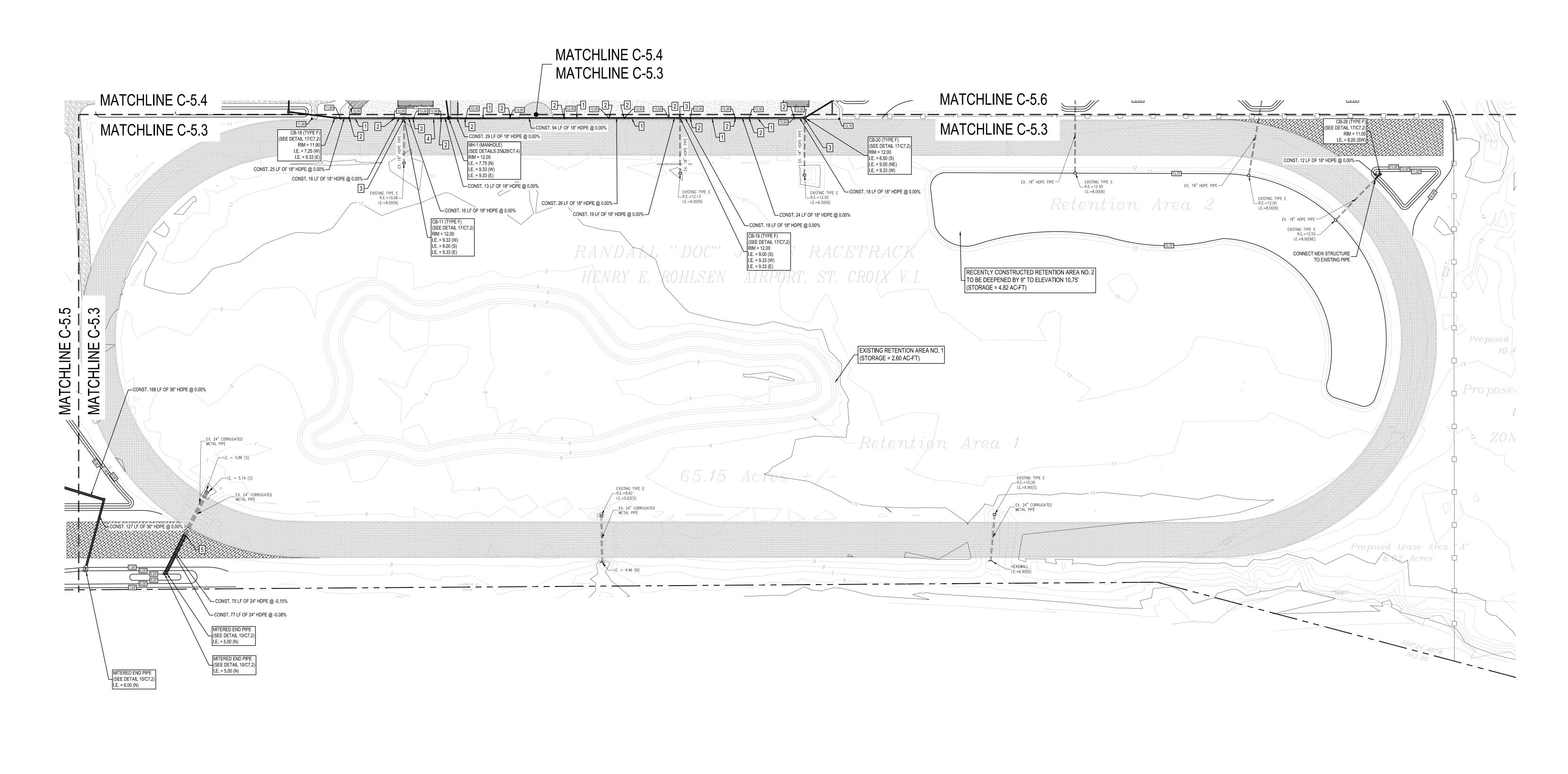
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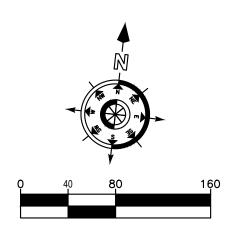


### LEGEND

- 80 L.F. SLOT DRAIN WITH ADA COMPLIANT GRATE AND 18" Ø CONVEYANCE PIPE (SEE DETAIL 22 / C7.3)
- SLOT DRAIN CONNECTION TO HDPE PIPE. INV. EL. = 9.33'
- CONNECT NEW STRUCTURE TO EXISTING PIPE

- 50 L.F. SLOT DRAIN WITH ADA COMPLIANT GRATE AND 18" Ø CONVEYANCE PIPE (SEE DETAIL 22 / C7.3)

5 - CONNECT NEW PIPE(S) TO EXISTING PIPE(S)





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### SCOPE DOCUMENTS

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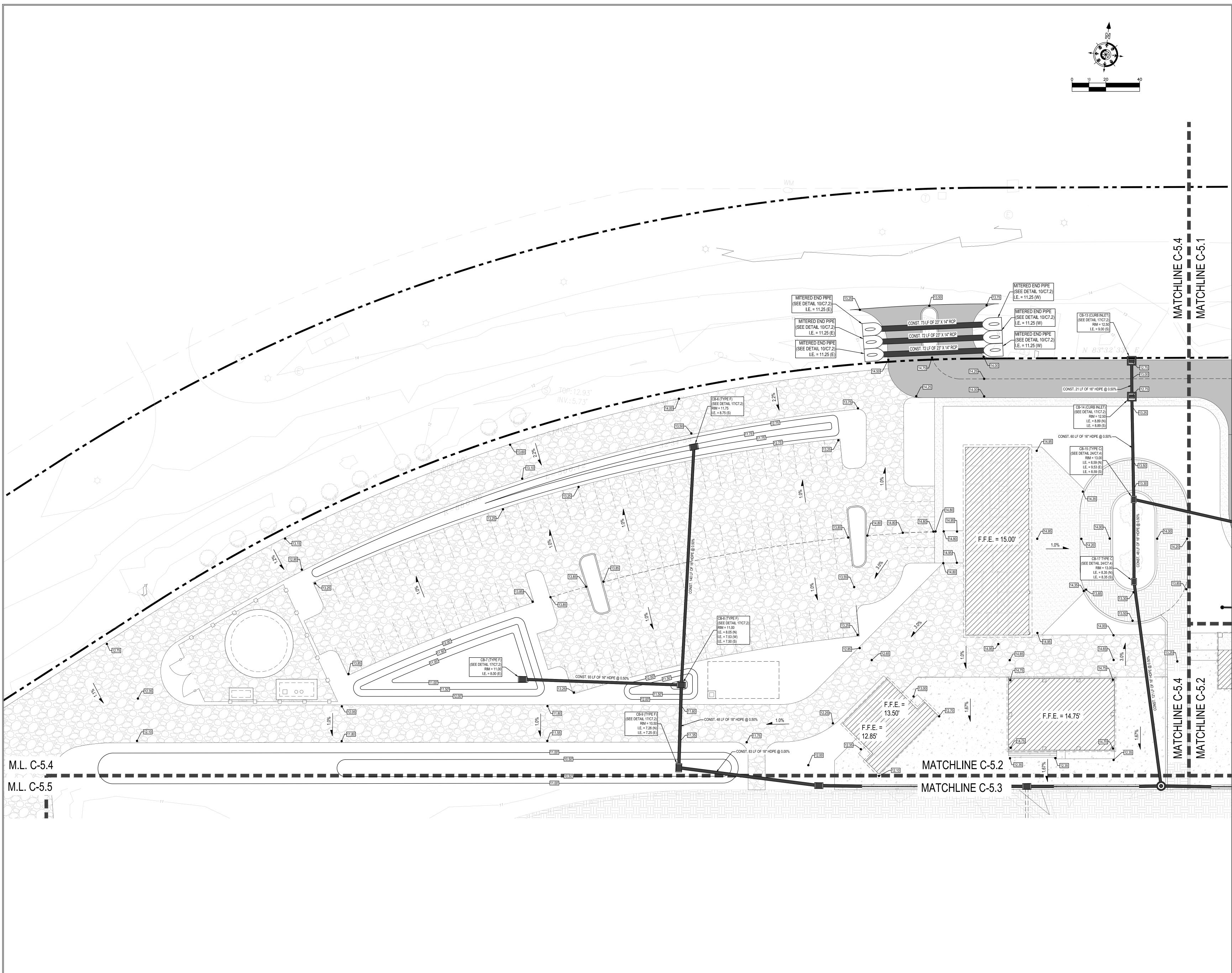
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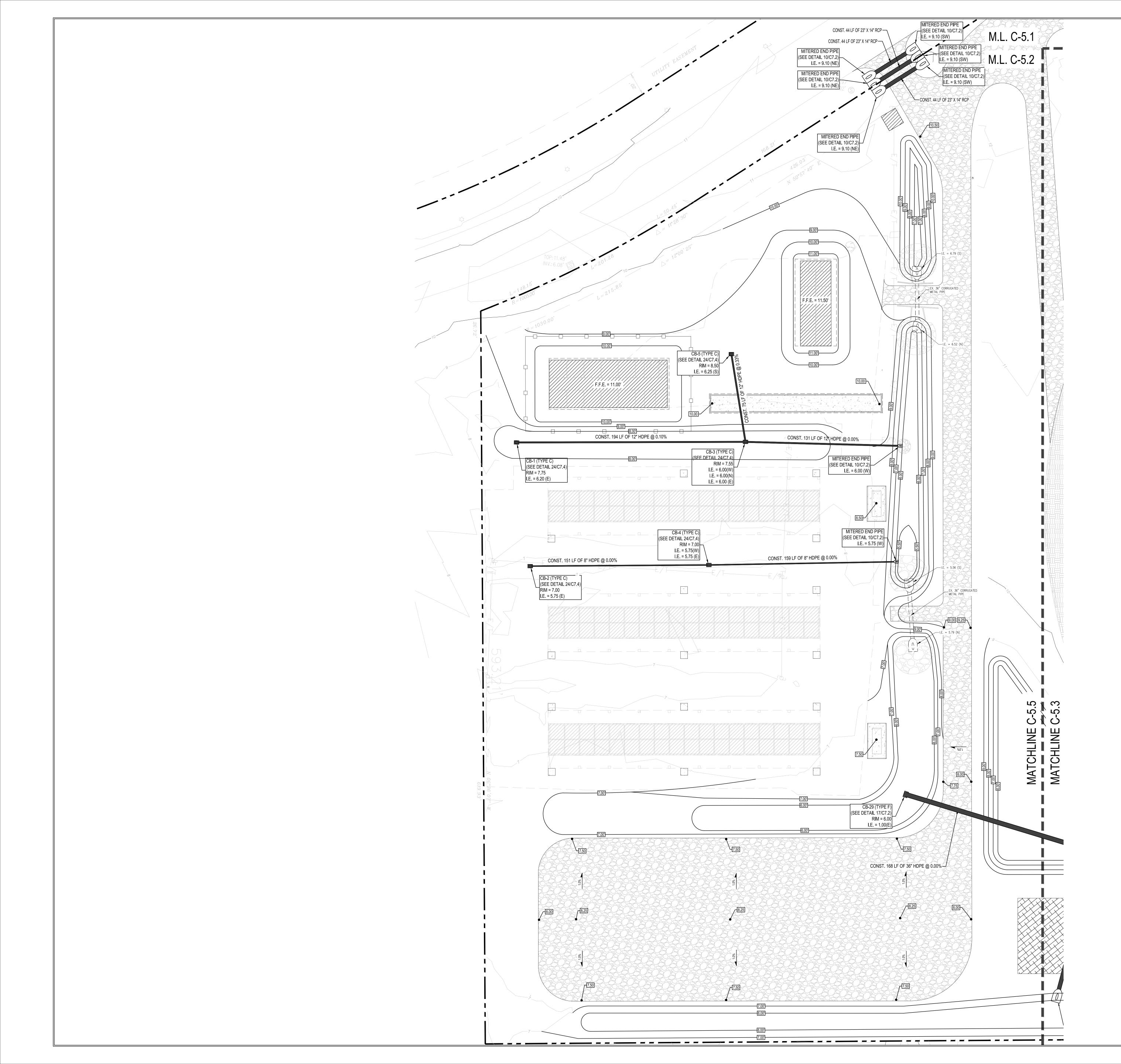
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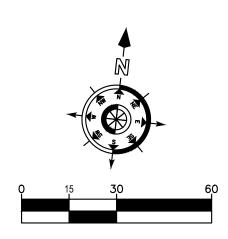
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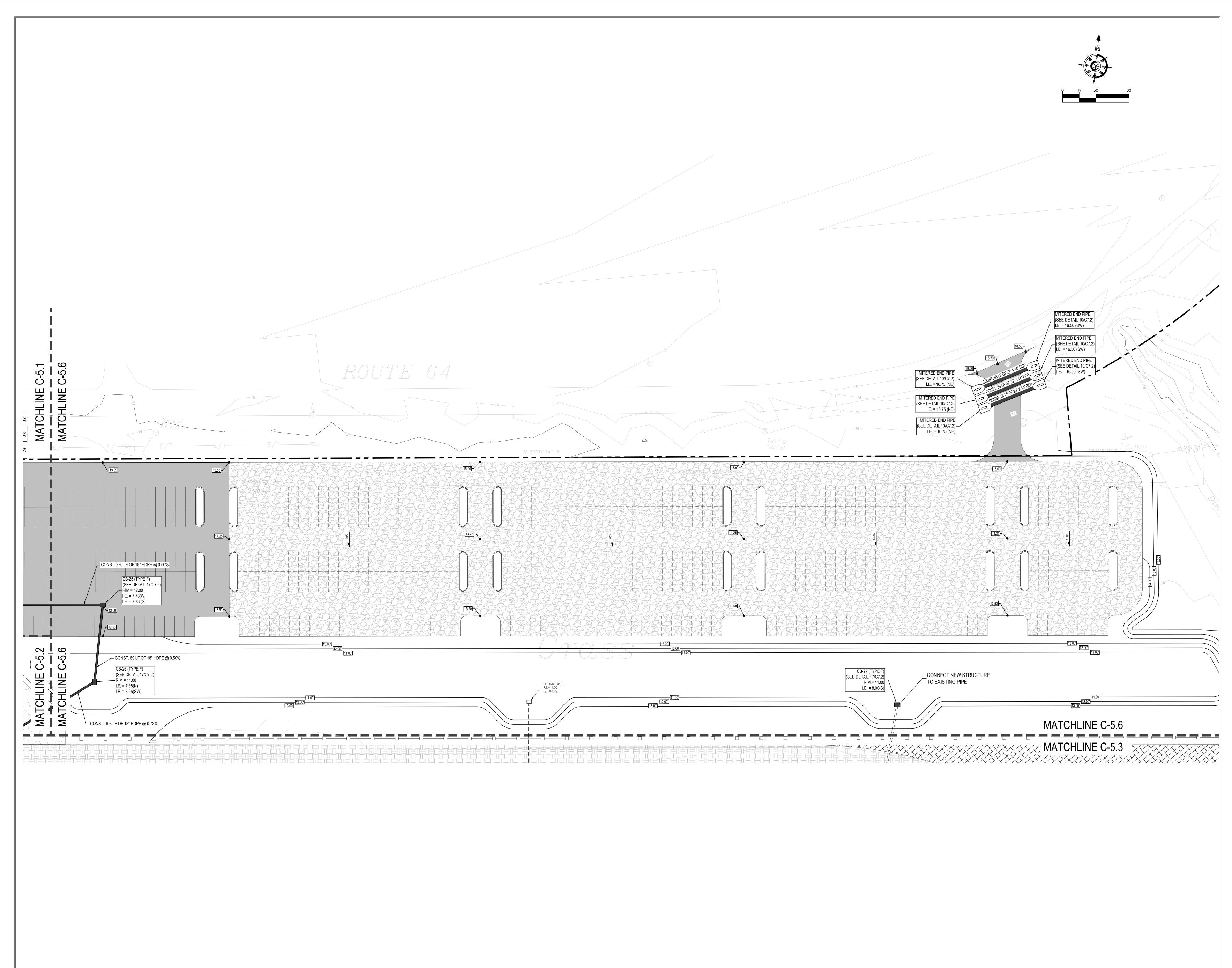
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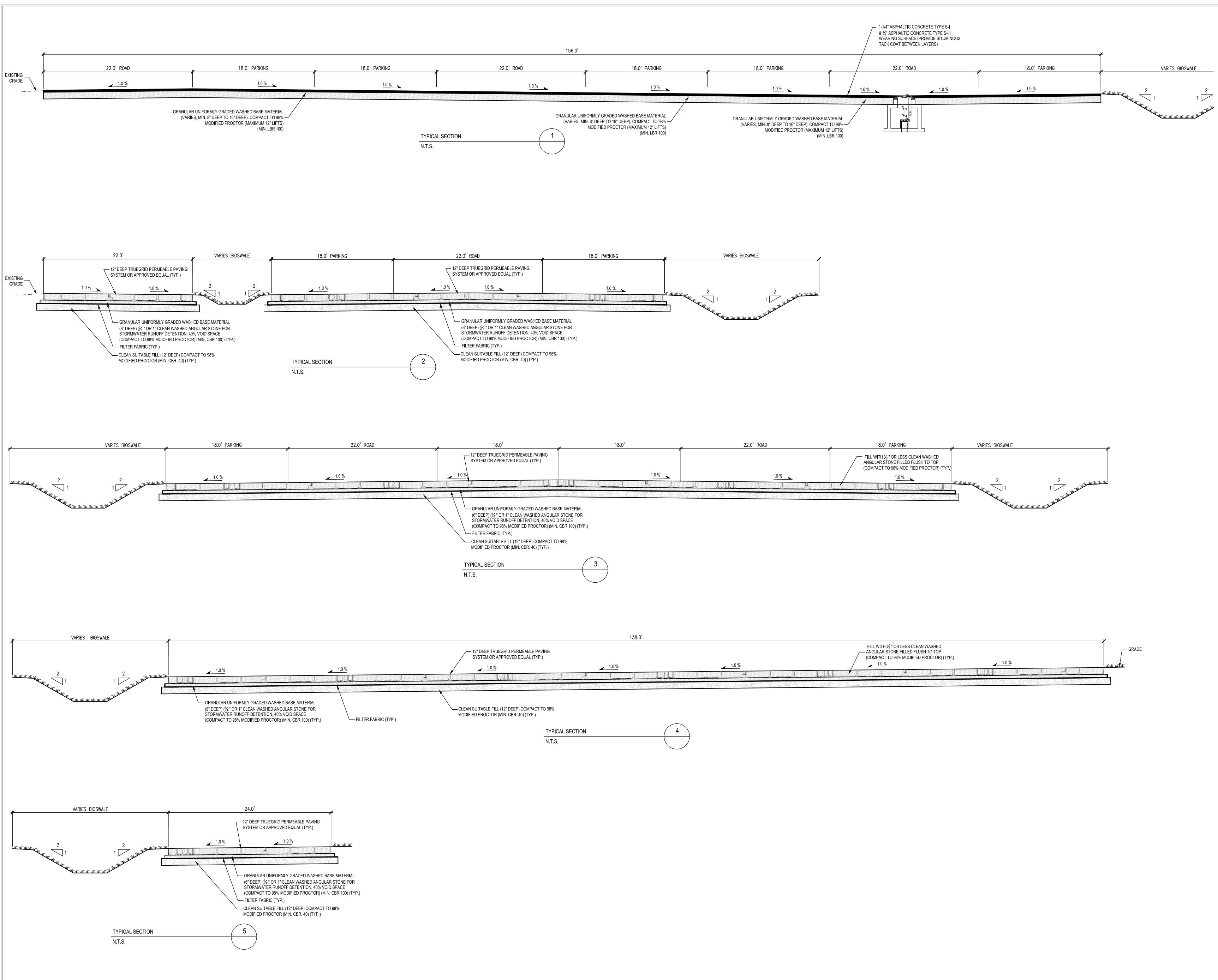
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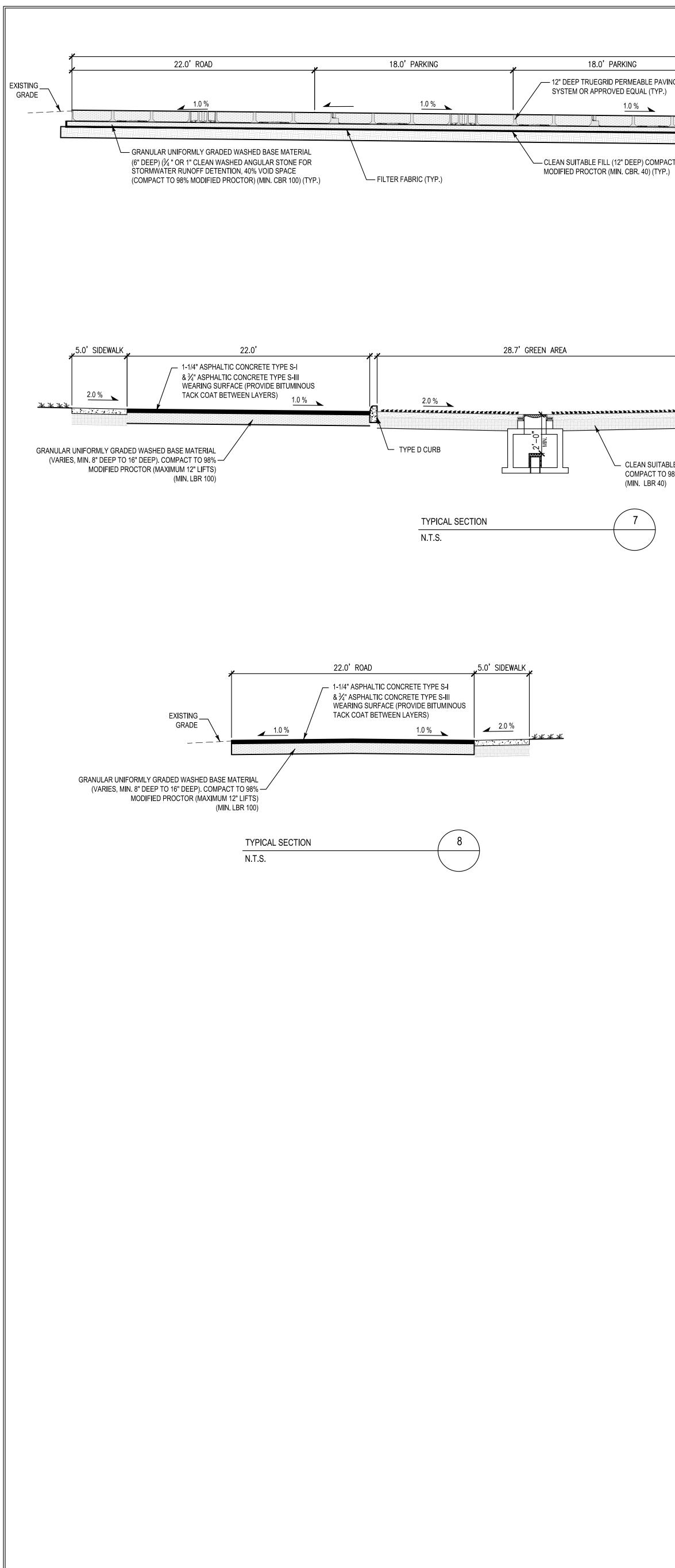
# TYPICAL SECTIONS

Checker Project Engineer

RTWRIGH

Project Number Project No. 01/18/23

NOT ISSUED FOR CONSTRUCTION



' PARKING	22.0' ROAD	18.0' PARKING	18.0' PARKING	22.0' ROAD	18.0' PARKING	VARIES BIOSWALE
RID PERMEABLE PAVING ROVED EQUAL (TYP.)	•		FILL WITH <sup>5</sup> / <sub>8</sub> " OR LESS CLEAN WASHED ANGULAR STONE FILLED FLUSH TO TOP (COMPACT TO 98% MODIFIED PROCTOR) (TYP.)			
		1.0 %	1.0 %	1.0 %	1.0 %	



<b>K</b>	22.0'	5.0' SIDEWALK
1		1 1
	1.0 %	2.0 %

#### — CLEAN SUITABLE FILL (VARIES 11" TO 14" DEEP) COMPACT TO 98% MODIFIED PROCTOR



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### SCOPE DOCUMENTS

	ISSUANCES	
No.	Drawing Issue Description	Date
Α	CZM Modification	04-12-23

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

# ADDRESS, CITY, USVI VIGL OPERATIONS, LLC

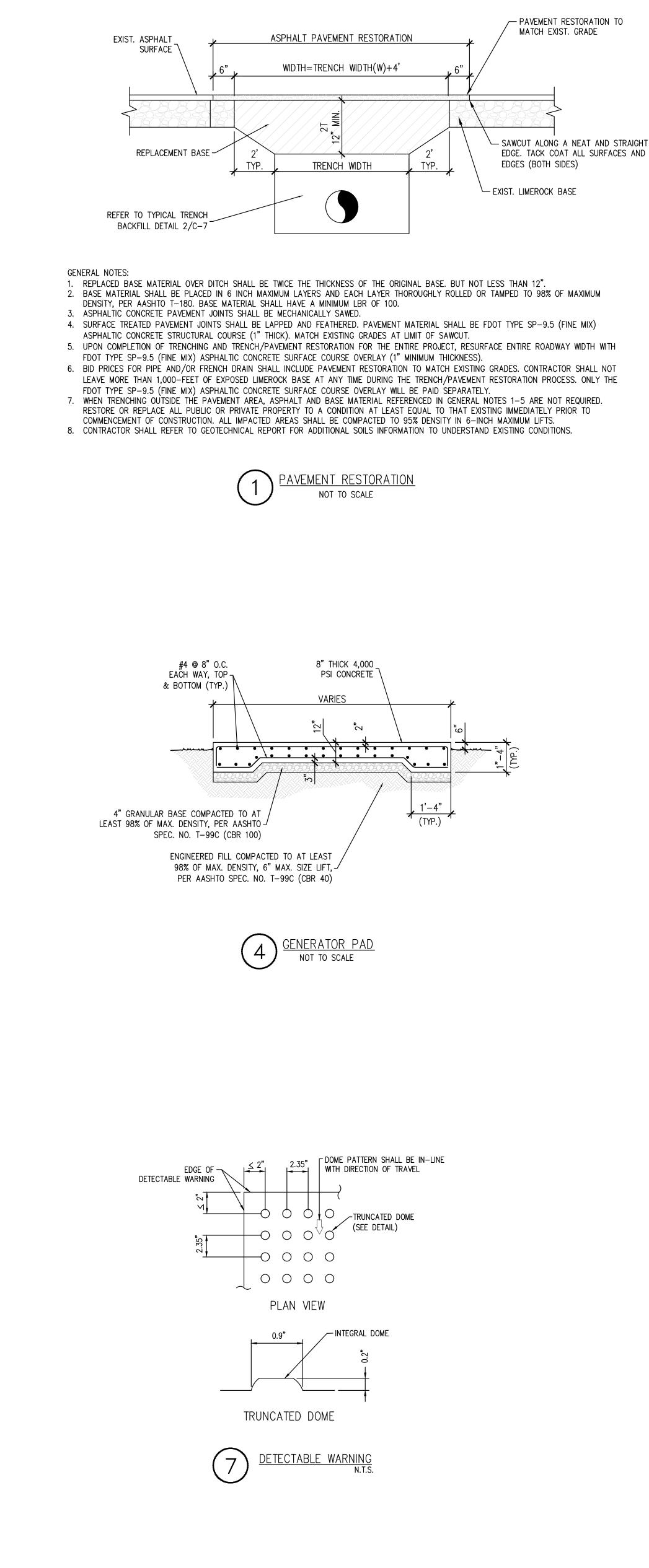
## TYPICAL SECTIONS

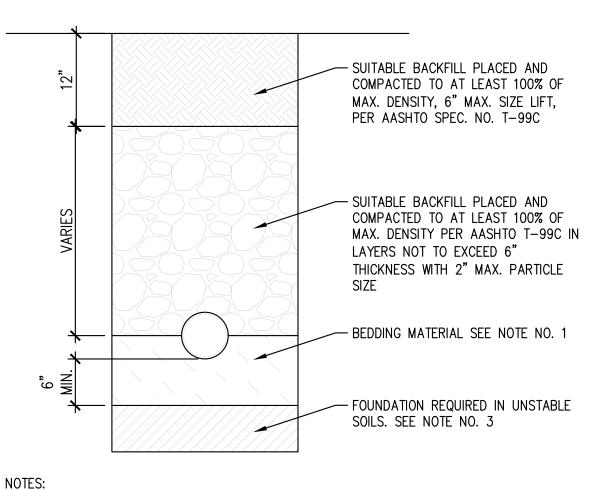
<u>Checker</u> Project Engineer

DAMIAN CARTWRIGHT 28851-1B

Project Number Project No. 01/18/23

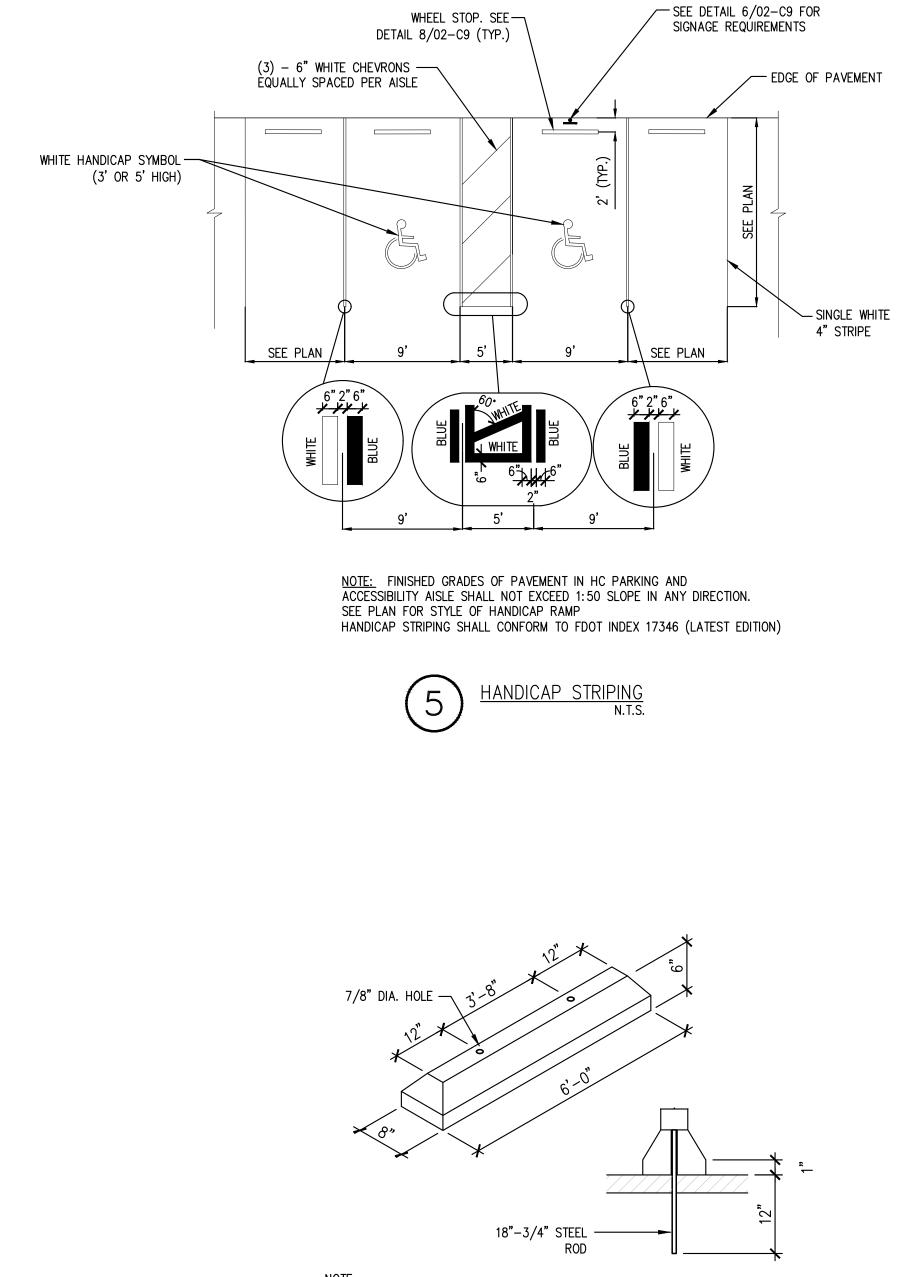
C6.2



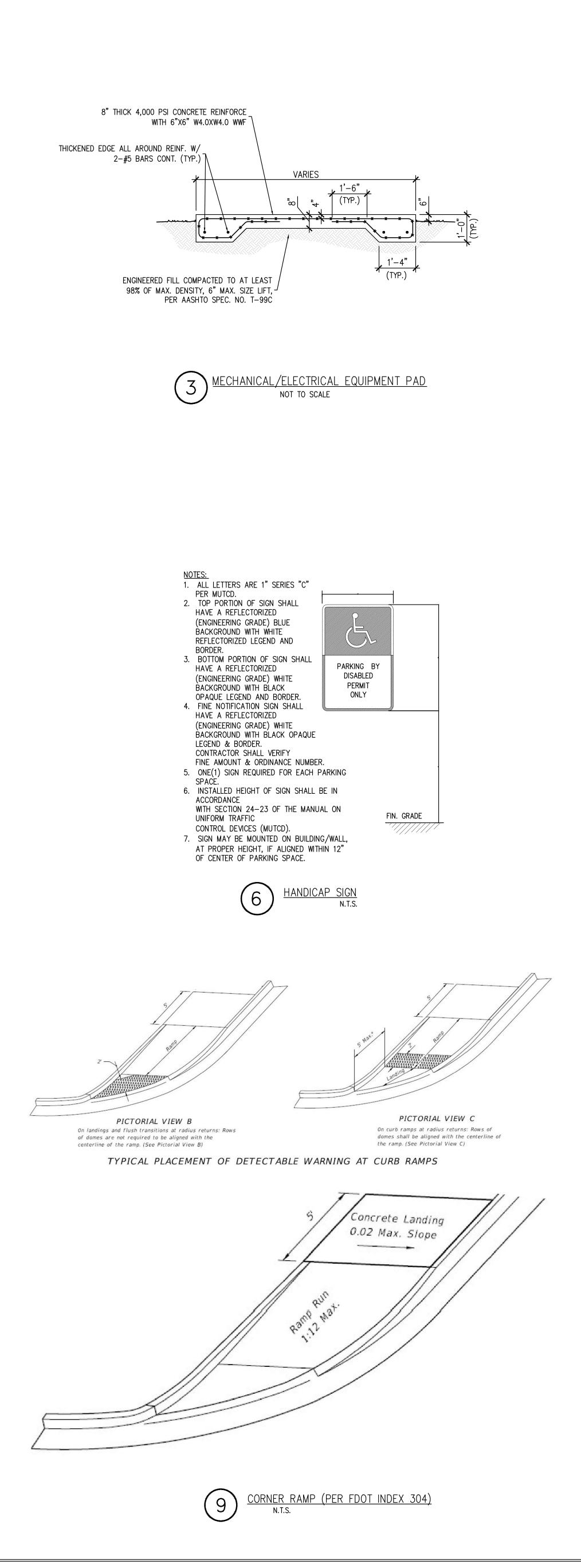


- 1. UNLESS OTHERWISE SPECIFIED, BEDDING MATERIAL SHALL CONSIST OF SELECT BACKFILL MATERIAL 2" MAXIMUM PARTICLE SIZE, COMPACTED TO AT LEAST 100% OF MAX. DENSITY,
- 6" LIFTS, PER AASHTO SPEC. NO. T-99C 2. WHERE REQUIRED, SHEETING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
- 3. WHERE UNSTABLE SOILS ARE ENCOUNTERED, INCLUDING PEAT, MUCK OR OTHER ORGANIC SOILS, ELASTIC SILT AND CLAYS, A FOUNDATION IS REQUIRED AS DETERMINED BY THE ENGINEER.





<u>NOTE:</u> CONCRETE SHALL BE 3,500 PSI 28 DAY STRENGTH





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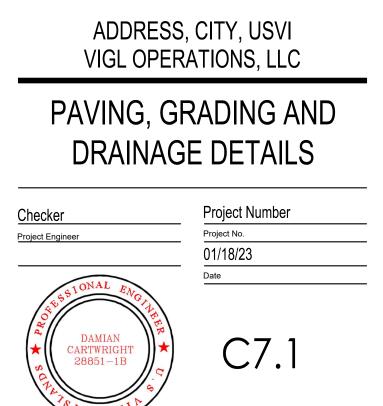


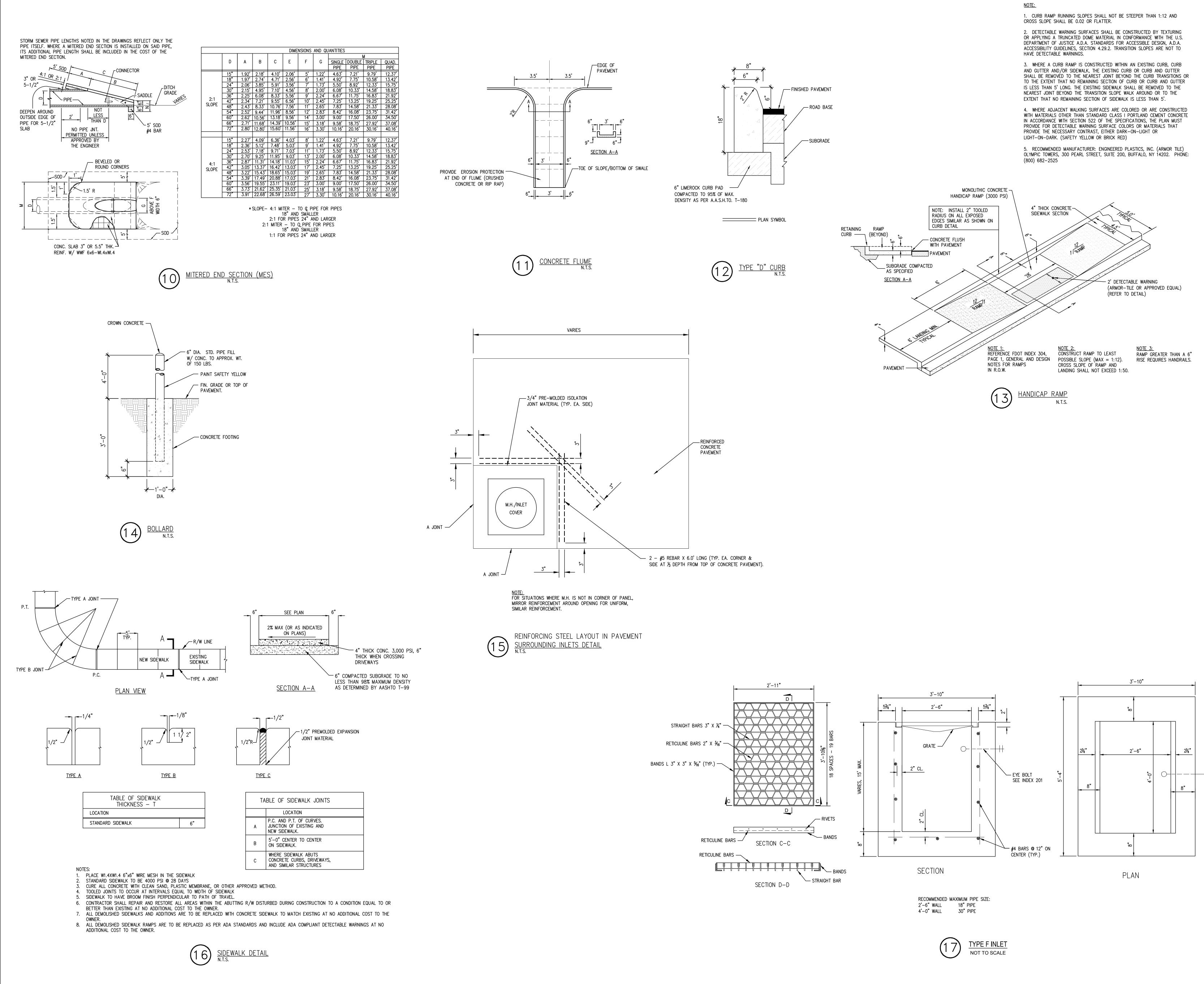
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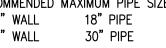
	ISSUANCES	
No.	Drawing Issue Description	Date
A	CZM Modification	04-12-23

### RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION











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## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC PAVING, GRADING AND DRAINAGE DETAILS Project Number <u>Checker</u> Project No. Project Engineer 01/18/23

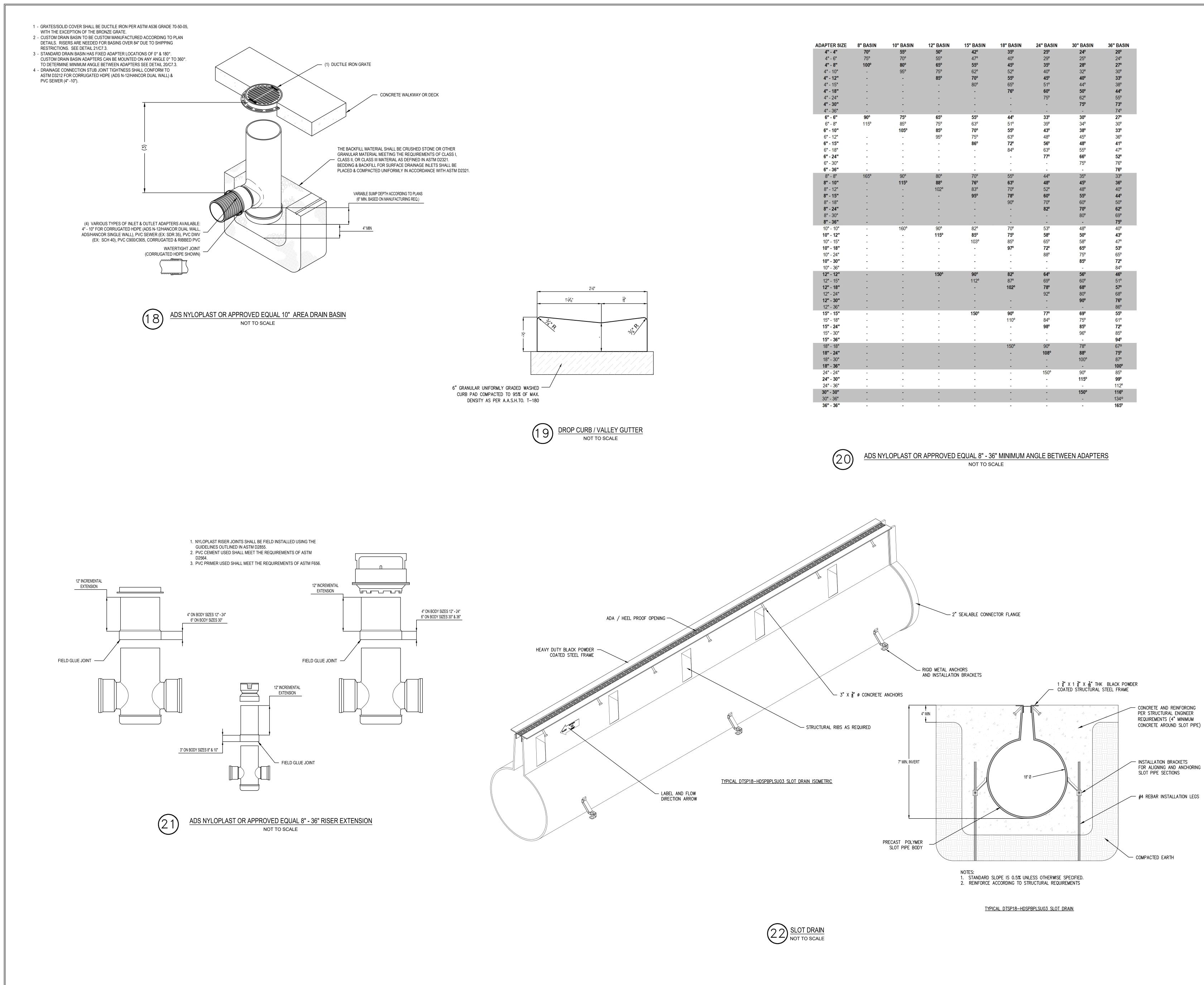
DAMIAN RTWRIGHT

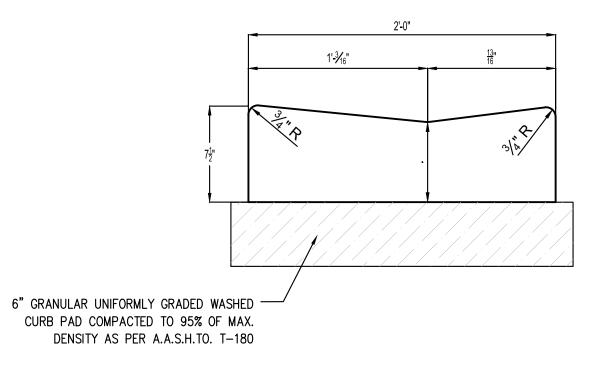
28851 - 1

Drawing No.

NOT ISSUED FOR CONSTRUCTION

C7.2







ADAPTER SIZE	8" BASIN	10" BASIN	12" BASIN	15" BASIN	18" BASIN	24" BASIN	30" BASIN	36" BASIN
4" - 4"	70°	55°	50°	42°	35°	25°	24°	20°
4" - 6"	75°	70°	55°	47°	40°	29°	25°	24°
4" - 8"	100°	80°	65°	55°	45°	35°	28°	27°
4" - 10"	-	95°	75°	62°	52°	40°	32°	30°
4" - 12"	-	-	85°	70°	55°	45°	40°	33°
4" - 15"	-	-	-	80°	65°	51°	44°	38°
4" - 18"	-	-	-	-	76°	60°	50°	44º
4" - 24"	-	-	-	_	-	75°	62°	55°
4" - 30"	-	-	-		-	-	75°	73º
4" - 36"	-	-	-	_	-	-	-	74°
6" - 6"	90°	75°	65°	55°	44°	33°	30°	27º
6" - 8"	115°	85°	75°	63°	51°	39°	34°	30°
6" - 10"	110	105°	85°	70°	55°	43°	38º	33º
6" - 12"	_	-	95°	75°	63°	48°	45°	36°
6" - 15"	_	-	-	86°	72º	56°	48°	41º
6" - 18"	_	-	-	-	84°	63°	55°	47°
6" - 24"	_	-	_	_	-	77º	66°	52°
6" - 30"	-	-	-	-	-		75°	76°
6" - 36"	-	-	-	-	-	-		76°
8" - 8"	- 165°	- 90°	- 80°	- 70°	- 55°	- 44°	- 35°	33°
8" - 10"	105	50 115º	88°	76°	63°	44 48°	45°	36°
8" - 12"	-	115			70°			
	-	-	102°	83°		52°	48°	40°
8" - 15"	-	-	-	95°	<b>78º</b>	60°	55°	<b>44º</b>
8" - 18"	-	-	-	-	90°	70°	60°	50°
8" - 24"	-	-	-	-	-	82°	70°	62º
8" - 30"	-	-	-	-	-	-	80°	69°
8" - 36"	-	-	-	-	-	-	-	75°
10" - 10"	-	160°	90°	82°	70°	53°	48°	40°
10" - 12"	-	-	115°	85°	75°	58°	50°	43°
10" - 15"	-	-	-	103°	85°	65°	58°	47°
10" - 18"	-	-	-	-	97°	72°	65°	53°
10" - <mark>2</mark> 4"	-	-	-	-	-	88°	75°	65°
10" - 30"	-	-	-	-	-	-	85°	72º
10" - 36"	-	-	-	-	-	-	-	84°
12" - 12"	-	-	150°	90°	82º	64°	56°	46°
12" - 15"	-	-	-	112°	87°	69°	60°	51°
12" - 18"	-	-	-	-	102º	78°	68°	57°
12" - 24"	-	-	-	-		92°	80°	68°
12" - 30"	-	-	-	-	-	-	90°	76°
12" - 36"	-	-	-	-	-	-	-	86°
15" - 15"	-	-	-	150°	90°	77°	69°	55°
15" - 18"	-	-	-	-	110°	84°	75°	61°
15" - 24"	-	-	-	-	-	98°	85°	72°
15" - 30"	-	-	-	-	-	-	96°	85°
15" - 36"	-	-	-	-	<u>-</u>	-	-	94º
18" - 18"	-	-	-	-	150°	90°	78°	67º
18" - 24"	-	-	-	-	-	108°	88°	75°
18" - 30"	-	-	-	-	-	-	100°	87°
18" - 36"	-	-	-	-	-	-	-	100°
24" - 24"	-	-	-	-	-	150°	90°	<mark>85°</mark>
24" - 30"	-	-	-	-	-	-	115°	99°
24" - 36"	-	-	-	-	-	-	-	112°
30" - 30"	-	-	-	-	-	-	150°	116º
30" - 36"	-	-	-	-	-	-	-	134°
36" - 36"		-	-	-		-	-	165°



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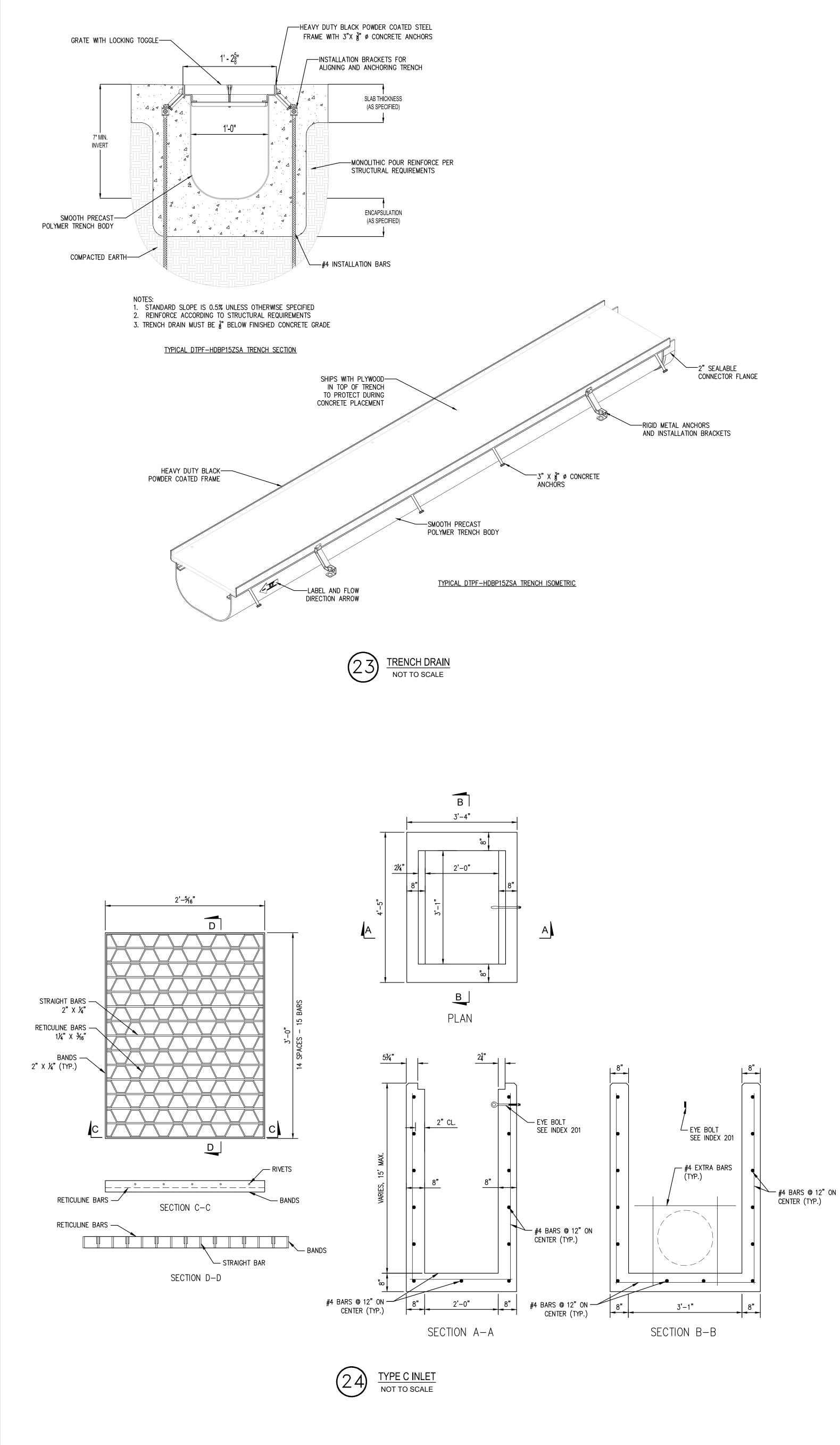
### RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

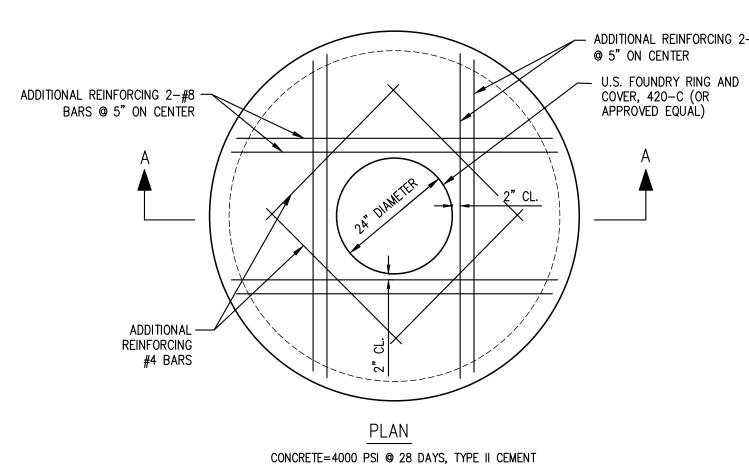
### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC PAVING, GRADING AND DRAINAGE DETAILS Project Number Project No. 01/18/23 <u>Checker</u> Project Engineer

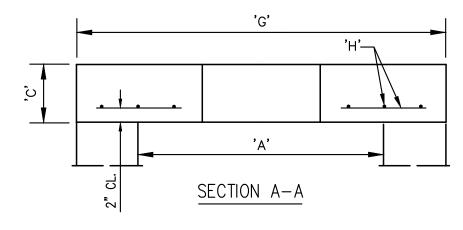


C7.3

NOT ISSUED FOR CONSTRUCTION



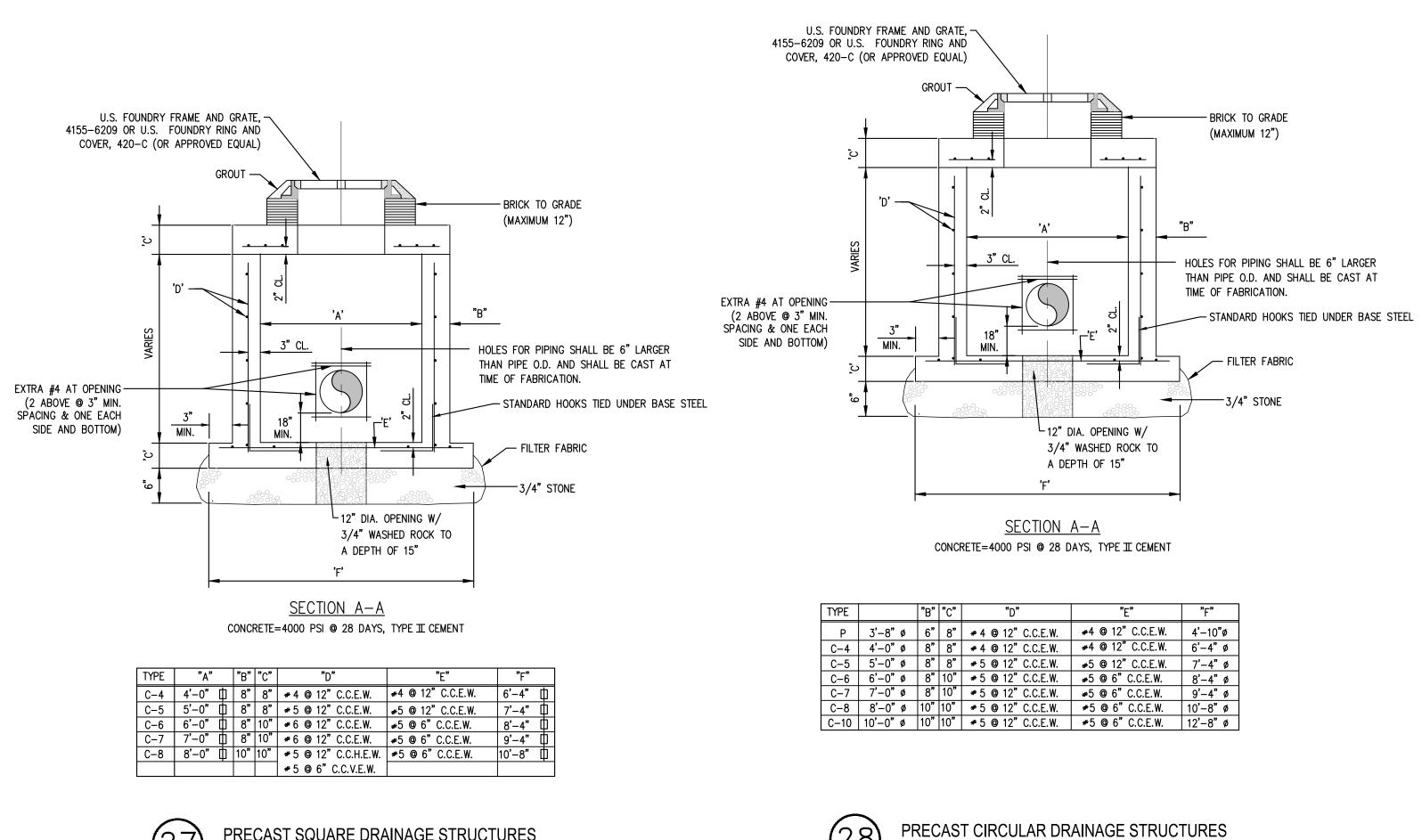




"A"	"C"	"G"	"Н"
4'-0"	8"	5'-4"	# 4 @ 6" C.C.E.₩.
5'-0"	8"	6'-4"	# 4 @ 6" C.C.E.W.
6'-0"	10"	7'-4"	# 5 @ 6" C.C.E.₩.
7'-0"	10"	8'-4"	# 5 @ 6" C.C.E.₩.
8'-0"	10"	9'-8"	# 5 @ 6" C.C.E.₩.
10'-0"	12"	11'–8"	# 6 @ 5" C.C.E.₩.

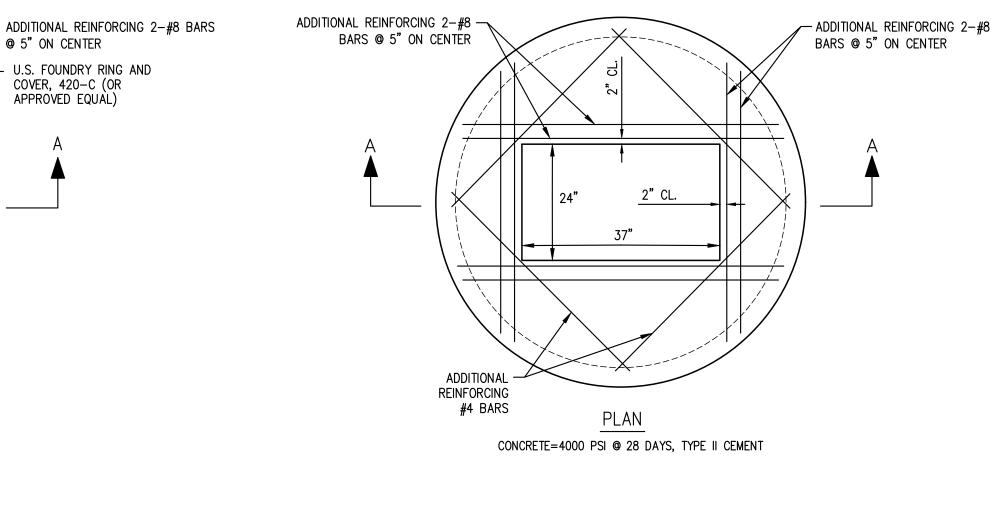


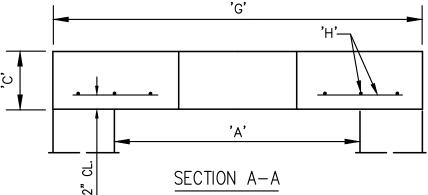
25 PRECAST CONCRETE MANHOLE TOP SLAB NOT TO SCALE REINFORCEMENT SHALL BE ASTM A615/A615M GRADE 60 STEEL





PRECAST SQUARE DRAINAGE STRUCTURES NOT TO SCALE REINFORCEMENT SHALL BE ASTM A615/A615M GRADE 60 STEEL





"A"	"C"	"G"	"Н"
4'-0"	8"	5'-4"	# 4 @ 6" C.C.E.₩.
5'-0"	8"	6'-4"	# 4 @ 6" C.C.E.₩.
6'-0"	10"	7'-4"	₩ 5 @ 6"C.C.E.W.
7'-0"	10"	8'-4"	# 5 @ 6" C.C.E.₩.
8'-0"	10"	9'-8"	₩ 5 @ 6"C.C.E.W.
10'-0"	12"	11'-8"	# 6 @ 5" C.C.E.₩.

26 PRECAST CONCRETE CATCH BASIN TOP SLAB NOT TO SCALE REINFORCEMENT SHALL BE ASTM A615/A615M GRADE 60 STEEL

28

NOT TO SCALE REINFORCEMENT SHALL BE ASTM A615/A615M GRADE 60 STEEL



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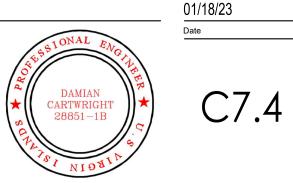
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## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC PAVING, GRADING AND DRAINAGE DETAILS Project Number Project No. 01/18/23 Checker Project Engineer



#### GENERAL NOTES:

1.ALL PAVED SURFACES, INCLUDING DRIVEWAYS CROSSED BY THE PROPOSED WATER MAINS SHALL BE SAW CUT TO PROVIDE A CLEAN TRUE EDGE FOR PAVEMENT REPLACEMENT.

2. THE CONTRACTOR SHALL CONFINE ALL CONSTRUCTION ACTIVITY TO THE AREA WITHIN THE EXISTING EASEMENTS AND CONSTRUCTION LIMITS UNLESS OTHERWISE APPROVED BY THE OWNER.

3. ROOF DRAINS, FOUNDATION DRAINS, SUMP PUMP DRAINS AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER ARE PROHIBITED. NO BUILDING SHALL BE CONNECTED TO A SEWER LATERAL UNTIL THE BUILDING IS UNDER ROOF.

4. ALL MATERIAL, CONSTRUCTION METHODS AND TESTING PROCEDURES SHALL BE IN CONFORMANCE WITH THE WRITTEN SPECIFICATIONS OF THE V.I. WATER & POWER AUTHORITY (VIWAPA) FOR ALL WATER LINE WORK, AND THE V.I. WASTE MANAGEMENT AUTHORITY FOR ALL SANITARY SEWER LINE WORK (VIWMA).

5. THE SOIL TYPES IN THE AREAS OF THE PROPOSED SEWER LINES WERE VISUALLY OBSERVED FOR THE PRESENCE OF CORROSIVE SOILS. THERE WERE NO CORROSIVE SOILS DETECTED. SHOULD IRON PIPES BE PROPOSED IN AN AREA AND CORROSIVE SOILS ENCOUNTERED, THE PIPE SHALL BE PROTECTED BY AN 8 MIL THICK POLYETHYLENE ENCASEMENT MEETING THE REQUIREMENTS OF ANSI A21.5.

6. ALL WATER AND SEWAGE FACILITIES DESIGNED HEREIN SHALL CONFORM TO THE MATERIALS, SPECIFICATIONS, CONSTRUCTION METHODS AND STANDARD DETAILS SPECIFIED BY VIWAPA AND VIWMA, RESPECTIVELY. IN CASE OF CONFLICTS WITH THE PROJECT'S WRITTEN SPECIFICATIONS OR STANDARD DETAILS, THE MORE STRINGENT SHALL APPLY. THE VIWAPA AND VIWMA SHALL MAKE THE FINAL DECISION IN EACH CASE.

7. ALL SERVICES HAVE BEEN DESIGNED AND DRAWN IN ACCORDANCE WITH BASE SITE LAYOUT PLANS AND LAND SURVEY DRAWINGS PROVIDED BY THE OWNER'S REPRESENTATIVE. BUILDTEC ACCEPTS NO RESPONSIBILITY FOR FIELD ERRORS RESULTING FROM INACCURACIES IN OWNER-PROVIDED SITE PLANS.

8. CONTRACTOR SHALL BEAR RESPONSIBILITY FOR ACCURATE LOCATION OF SEWER LINES AND APPURTENANCES. CONTRACTOR SHALL MAINTAIN ACCURATE RECORDS OF LOCATIONS OF ALL SEWER AND WATER DISTRIBUTION LINES, APPURTENANCES, HYDRANTS, CLEANOUTS, JUNCTIONS AND BRANCHES.

#### WATER DISTRIBUTION SYSTEM:

1. ALL WATER MAINS SHALL BE MINIMUM 6-INCH AWWA C-900 PVC WITH DR OF 18. ALL PIPES AND FITTINGS SHALL BE CLASS "C" OR BETTER. JOINTS IN PVC PIPES SHALL BE OF THE RUBBER-RING PUSH-FIT TYPE, EITHER SPIGOT AND SOCKET OR DOUBLE BELL COUPLING.

2. ALL PIPES SHALL BE LAID AND MAINTAINED TO THE REQUIRED LINE AND GRADIENTS WITH FITTINGS, VALVES AND HYDRANTS AT THE REQUIRED LOCATIONS. ALL WATER MAINS SHALL BE LAID TO SUCH DEPTHS WHICH WILL PROVIDE A MINIMUM COVER OF 3'-0" OR AS INDICATED IN THESE DRAWINGS.

3. TRENCHES SHALL BE EXCAVATED TO A MINIMUM WIDTH OF 12" PLUS THE NOMINAL PIPE DIAMETER (6" EACH SIDE), AND TO A DEPTH 4" DEEPER THAN THE PIPE INVERT FOR 4" DIAMETER PIPE OR LESS, AND 6" FOR ALL OTHERS. THE BOTTOM OF THE TRENCHES SHALL BE PROPERLY CLEANED AND LEVELED, AND SELECTED GRANULAR MATERIAL OR SAND PROVIDED UNDER THE PIPES. BELL HOLES SHALL BE PROVIDED AT EACH JOINT TO PERMIT PROPER JOINTING AND TO AVOID THE POSSIBILITY OF BRIDGING BETWEEN JOINTS. EVERY PRECAUTION SHALL BE TAKEN TO ENSURE THAT NO FOREIGN MATERIAL ENTERS THE PIPE WHILE BEING LAID AND THAT RUBBER RINGS ARE PROPERLY INSTALLED IN THE PIPE BELL.

4. GATE OR BUTTERFLY VALVES MAY BE USED AND VARIETY SHALL BE PROVIDED WHERE SHOWN ON THE PLAN. VALVES SHALL BE PROVIDED ON ALL BRANCH MAINS AT THEIR JUNCTIONS WITH PRINCIPAL MAINS. THE FOLLOWING STANDARDS APPLY:

AWWA C-509 - RESILIENT SEATED GATE VALVES FOR WATER AND SEWERAGE SYSTEMS AWWA C-504 - RUBBER SEATED BUTTERFLY VALVES ALL VALVES MUST BE SQUARE-NUT OPERATED, NON-RISING STEM FITTED WITH O-RING SEALS.

5. CONCRETE ANCHOR BLOCKS SHALL BE PROVIDED AT ALL TEES, BENDS, CAPS, PLUGS, ETC. TO PREVENT REACTION MOVEMENTS. THE CONCRETE SHALL BE PLACED BETWEEN SOLID GROUND AND THE FITTING TO BE ANCHORED.

6. BACKFILLING SHALL BE CARRIED OUT WITH SUITABLE FINE MATERIAL IN ORDER TO PROVIDE A FIRM AND CONTINUOUS SUPPORT FOR THE PIPE. BACKFILL SHALL BE PLACED BY HAND AND FULLY COMPACTED IN LAYERS NOT EXCEEDING 6" FOR THE FIRST 12" OVER THE PIPE. APPROVED MECHANICAL METHODS MAY BE EMPLOYED FOR BACKFILLING THE REMAINDER OF THE TRENCH. IF SUITABLE BACKFILL MATERIAL IS NOT AVAILABLE IN SUFFICIENT QUANTITY FROM THE TRENCH, THE NECESSARY MATERIAL SHALL BE IMPORTED TO COMPLETE BACKFILLING. WHERE PVC PIPE IS BEING LAID, SAND OR OTHER APPROVED MATERIAL SHALL BE USED FOR BEDDING AND SURROUND, AND FOR THE FIRST 12" ABOVE THE PIPE. IT SHALL BE PLACED BY HAND AND BE FULLY COMPACTED IN 6" LAYERS BEFORE THE REMAINDER OF THE TRENCH IS BACKFILLED IN THE USUAL MANNER.

7. POLYETHYLENE SERVICE PIPES SHALL BE SDR 11, PC 160 PSI, IPS, OD-CONTROLLED IN ACCORDANCE WITH AWWA C901 AND ASTM 3035 (SEE AWWA C-901, TABLE 5), AND SHALL BE COMPATIBLE WITH TALBOT PUSH-FIT FITTINGS. PIPE MUST ALSO BEAR THE NATIONAL SANITATION FOUNDATION (NSF) SEAL FOR POTABLE WATER.

8. THE SERVICE LINES SHALL BE CONNECTED TO THE MAINS BY THE INSERTION OF CORPORATION COCKS, FERRULES OR ANGLE VALVES OF A TYPE APPROVED BY THE VIWAPA.

9. SERVICE LINES SHALL HAVE A MINIMUM COVER OF 2 FEET IN VEHICULAR DRIVEWAYS, PARKING LOTS AND ROADWAYS AND BE PROTECTED BY PVC DUCTING.

10. CONTRACTOR SHALL MAKE BUILDING CONNECTIONS WITH TEE-WYE AND DOUBLE WYE BRANCH CONNECTION TO MAIN SEWER LINE. JOINTS SHALL BE LOCATED TO PERMIT ONE CONNECTION FOR TWO PROPERTIES WHERE POSSIBLE. BUILDING CONNECTIONS PROVIDED BY THE DEVELOPER SHALL EXTEND THREE FEET BEYOND FRONT PROPERTY LINE. BUILDING SEWERS AND CLEAN OUTS SHALL BE STUBBED A MINIMUM THREE FEET BEYOND GRADE TO EASE FUTURE CONNECTIONS. BUILDING SEWER PIPE SHALL BE SIX INCH DIAMETER PVC.

11. BUILDING SEWERS SHALL CONNECT TO MAIN GRAVITY SEWER LINES ONLY. BUILDING LINE CONNECTIONS DIRECTLY TO MANHOLES ARE NOT PERMITTED.

12. FIRE HYDRANTS MUST BE IN ACCORDANCE WITH AWWA C502. HYDRANTS SHOULD HAVE (2) 2 1/2" OUTLET NOZZLES AND (1) 4 1/2" PUMPER NOZZLE WITH STANDARD HOLE THREADS. CAPS MUST BE PROVIDED ON NOZZLES AND ATTACHED BY CHAINS. A STANDARD AWWA OPERATING NUT WITH O-RING TYPE SEAL IS REQUIRED. HYDRANTS SHOULD ALSO BE INSTALLED WITH BREAK-AWAY FLANGE AT BASE. TWO OPERATING KEYS SHALL BE PROVIDED WITH EACH INSTALLED HYDRANT.

13. ALL BURIED VALVES SHALL HAVE CAST IRON TWO- OR THREE-PIECE VALVE BOXES WITH CAST IRON COVERS. VALVE BOXES SHALL BE PROVIDED WITH SUITABLE HEAVY BONNETS AND TO EXTEND TO SUCH ELEVATION AT OR SLIGHTLY ABOVE THE FINISHED GRADE SURFACE. THE BARREL SHALL BE ONE- OR TWO-PIECE SCREW TYPE, HAVING 5 1/4" SHAFT. COVER SHALL HAVE "WATER" CAST INTO THE TOP FOR ALL WATER MAINS. ALL VALVES SHALL HAVE ACTUATING NUTS EXTENDED TO WITHIN SIX INCHES OF THE TOP OF THE VALVE BOX COVER. VALVE BOXES SHALL BE PROVIDED WITH CONCRETE BASES.

14. LOCATION OF FIRE HYDRANTS, VALVES AND OTHER WATER APPURTENANCES SHOWN IN DRAWINGS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE ESTABLISHED ON SITE BY CONTRACTOR AND CONFIRMED BY ENGINEER OF RECORD.

15. ELEVATION OF MANHOLE RIMS ARE APPROXIMATED FROM SURVEYOR'S DRAWINGS. FINAL ELEVATIONS SHALL BE ESTABLISHED ON SITE BY CONTRACTOR AND CONFIRMED BY ENGINEER OF RECORD.

16. SEWER LINE DIRECTIONS ARE APPROXIMATED FROM SURVEYOR'S DRAWINGS. FINAL SEWER LINE BEARINGS SHALL BE ESTABLISHED ON SITE BY CONTRACTOR AND CONFIRMED BY ENGINEER OF RECORD.

17. CONTRACTOR IS RESPONSIBLE FOR LOCATION, REMOVAL AND OR COORDINATION OF EXISTING UTILITIES, THE ENGINEER OF RECORD SHALL BE APPRISED OF ANY CONFLICTS BETWEEN EXISTING UTILITIES AND THE NEW DESIGN PRIOR TO ANY SITE CORRECTION OF NEW DESIGN BY THE CONTRACTOR.

18. CONTRACTOR SHALL PREPARE AS-BUILT DRAWINGS WHICH SHALL BE SUBMITTED TO THE VIWAPA AND VIWMA WITHIN SEVEN DAYS OF PROJECT COMPLETION. FINAL INSPECTION AND APPROVALS WILL NOT BE GRANTED WITHOUT THE SAME.

19. ALL CONSTRUCTION WORKS SHALL BE CARRIED OUT BY COMPETENT CONTRACTORS EXPERIENCED IN THE CONSTRUCTION OF POTABLE WATER AND SANITARY SEWAGE WORKS AND ALL MACHINERY INSTALLATION SHALL BE SUPERVISED, TESTED AND/OR CERTIFIED BY THE MANUFACTURER'S REPRESENTATIVE.

20. ALL WORKS SHALL BE OPEN TO INSPECTION BY THE VIWAPA AND VIWMA THROUGHOUT CONSTRUCTION.

SANITARY SEWER SYSTEM:

1. ALL GRAVITY SANITARY SEWER LINES SHALL BE ASTM D3034 PVC PIPE WITH STANDARD DIMENSION RATIO (SDR) OF 35. SEWER PIPES AND FITTINGS SHALL HAVE BONDED, RESILIENT JOINTS WHICH SHALL RETAIN WATER TIGHTNESS BY COMPRESSION OF THE GASKET MATERIAL AROUND THE ENTIRE PERIPHERY OF THE PIPE.

2. LEAKAGE FOR NEW COPNSTRUCTION, OR SYSTEMS THAT HAVE NEVER BEEN COMMISIONED, SHALL BE ZERO. LEAKAGE INWARD OR OUTWARD FROM EXISTING SEWERS SHALL NOT EXCEED 300 GALLONS PER INCH DIAMETER PER MILE PER DAY.

3. THE MINIMUM ALLOWABLE SIZE OF SEWERS OTHER THAN HOUSE CONNECTIONS SHALL BE EIGHT (8) INCHES DIAMETER.

4. THE FOLLOWING MINIMUM GRADES SHALL BE PROVIDED :

<b>8" DIAMETER SEWERS</b>	0.40
10" DIAMETER SEWERS	0.28
12" DIAMETER SEWERS	0.22
15" DIAMETER SEWERS	0.15
18" DIAMETER SEWERS	0.12
	0 10

21" DIAMETER SEWERS 0.10% 24" DIAMETER SEWERS 0.08%

5. SEWERS SHALL BE LAID WITH UNIFORM SLOPES AND ALIGNMENT BETWEEN MANHOLESAND ON COMPLETION SHALL SHOW A FULL CIRCLE OF LIGHT WHEN LAMPED BETWEEN MANHOLES.

6. MANHOLES SHALL BE INSTALLED AT ALL CHANGES OF GRADE, ALIGNMENT OR SIZE OF SEWER, AT ALL INTERSECTIONS AND DISTANCES NOT GREATER THAN 400 FEET. THE MINIMUM INSIDE DIAMETER OF MANHOLES SHALL BE 48 INCHES.

7. THE MANHOLE FLOOR SHALL HAVE A FLOW CHANNEL MADE TO CONFORM IN SHAPE AND CARRYING CAPACITY TO THAT OF THE SEWERS.

8. FORCE MAINS SHALL BE DUCTILE IRON OR PVC PRESSURE PIPE WITH RUBBER RING, PUSH FIT JOINTS. MINIMUM VELOCITY IN THE FORCE MAINS SHALL BE 2.5 FEET PER SECOND. THE FOLLOWING STANDARDS SHALL APPLY:

DUCTILE IRON - AWWA C100 PVC - AWWA C900 (SDR-18)

PUMPING STATION:

1. SEWAGE PUMPING STATIONS SHALL BE CONCRETE WET WELL PUMPING STATION INCORPORATING EASILY REMOVABLE CLOSE-COUPLED SUBMERSIBLE PUMPS.

2. TWO OR MORE PUMPS COMPATIBLE WITH THE STANDARD MODELS USED BY THE CORPORATION (FLYGT), SHALL BE PROVIDED IN EACH PUMPING STATION. WHERE ONLY TWO PUMPS ARE PROVIDED, EACH PMUP SHALL BE CAPABLE OF HANDLING TWICE THE PEAK FLOW AND BE THE SAME MODEL AND IMPELLER SIZE.

3. DEVICES FOR MEASURING SEWAGE FLOWS AND POWER CONSUMPTION SHALL BE INSTALLED AT ALL PUMPING STATIONS.

4. APPROVED STANDBY POWER EQUIPMENT OR FACILITIES TO ALLOW QUICK CONNECTION OF STANDBY POWER EQUIPMENT SHALL BE PROVIDED AT PUMPING STATIONS.



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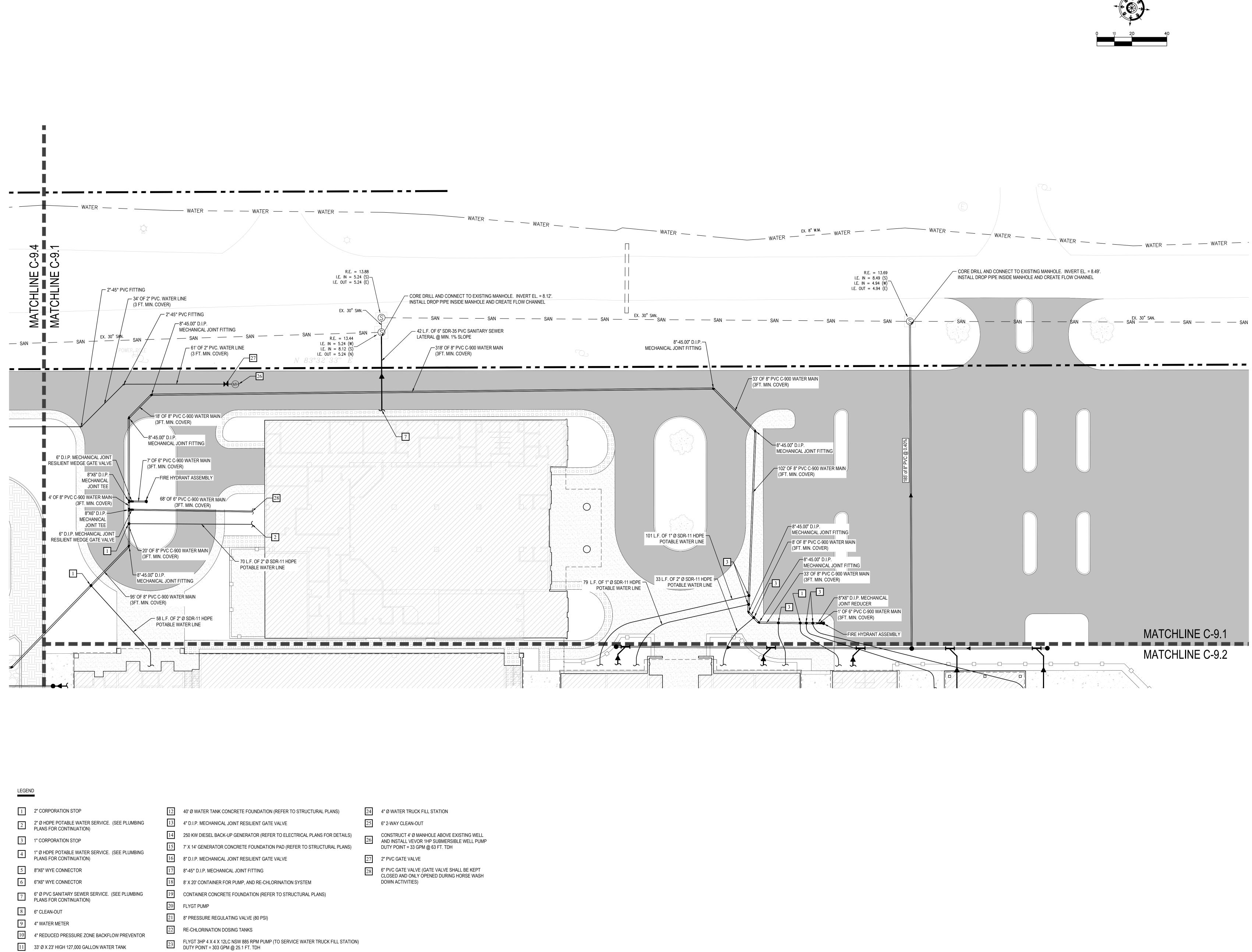
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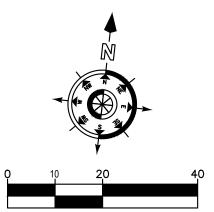
	ISSUANCES	
No.	Drawing Issue Description	Date
A	CZM Modification	04-12-23

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

	, CITY, USVI ATIONS, LLC
_	WATER & EWER NOTES
Checker Project Engineer	Project Number Project No.
	01/18/23
DAMIAN CARTWRIGHT 28851-1B	Date C8.0

NOT ISSUED FOR CONSTRUCT







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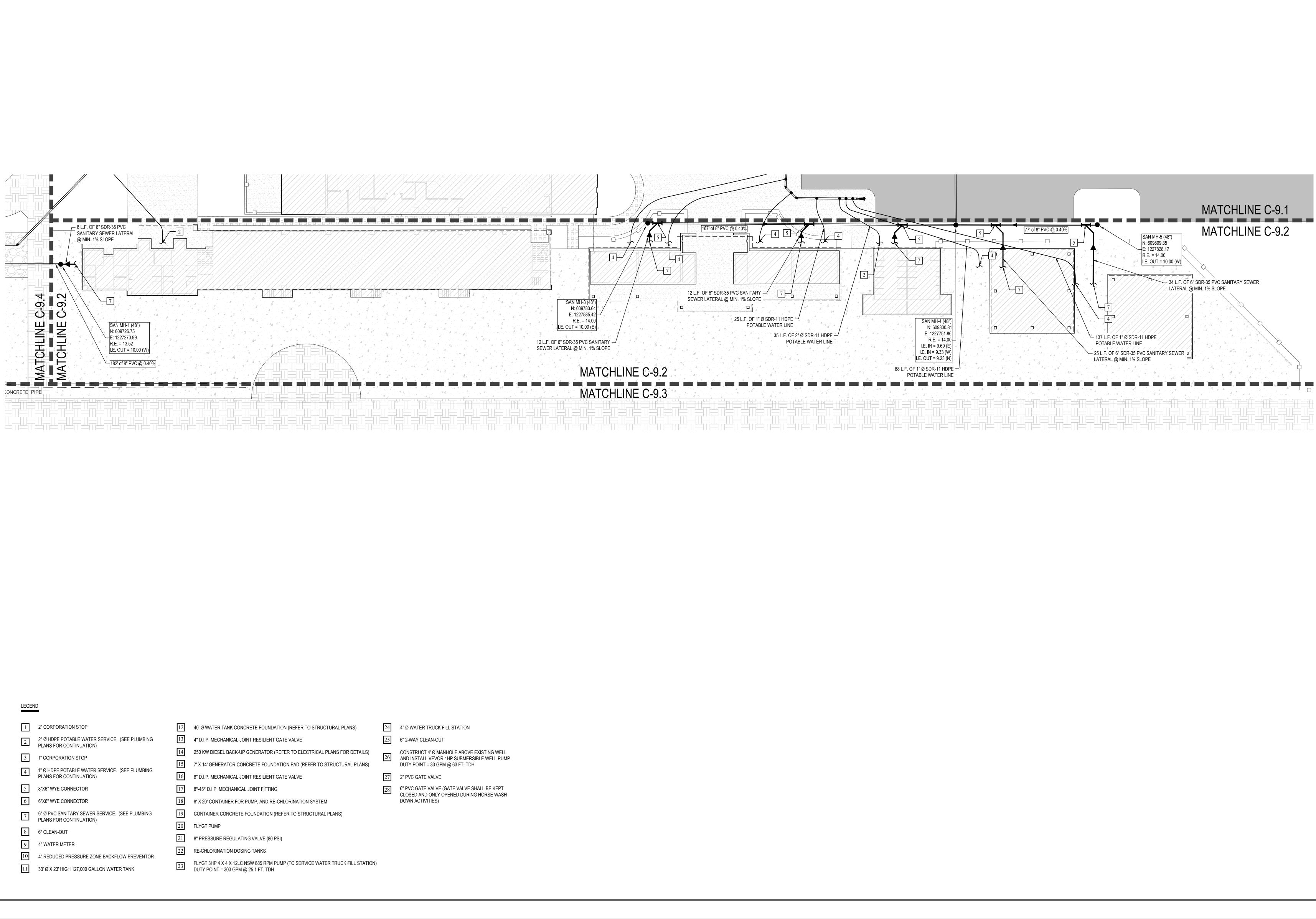
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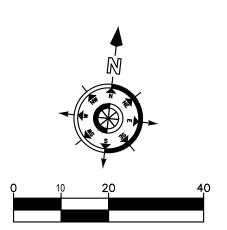
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	ISSUANCES	
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Α	CZM Modification	04-12-23

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

	, CITY, USVI ATIONS, LLC
	EWATER & SEWER PLAN
Project Engineer	Project No.
	01/18/23
DAMIAN CARTWRIGHT 28851-1B CATA NIDULA	C9.1
	Drawing No.







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### SCOPE DOCUMENTS

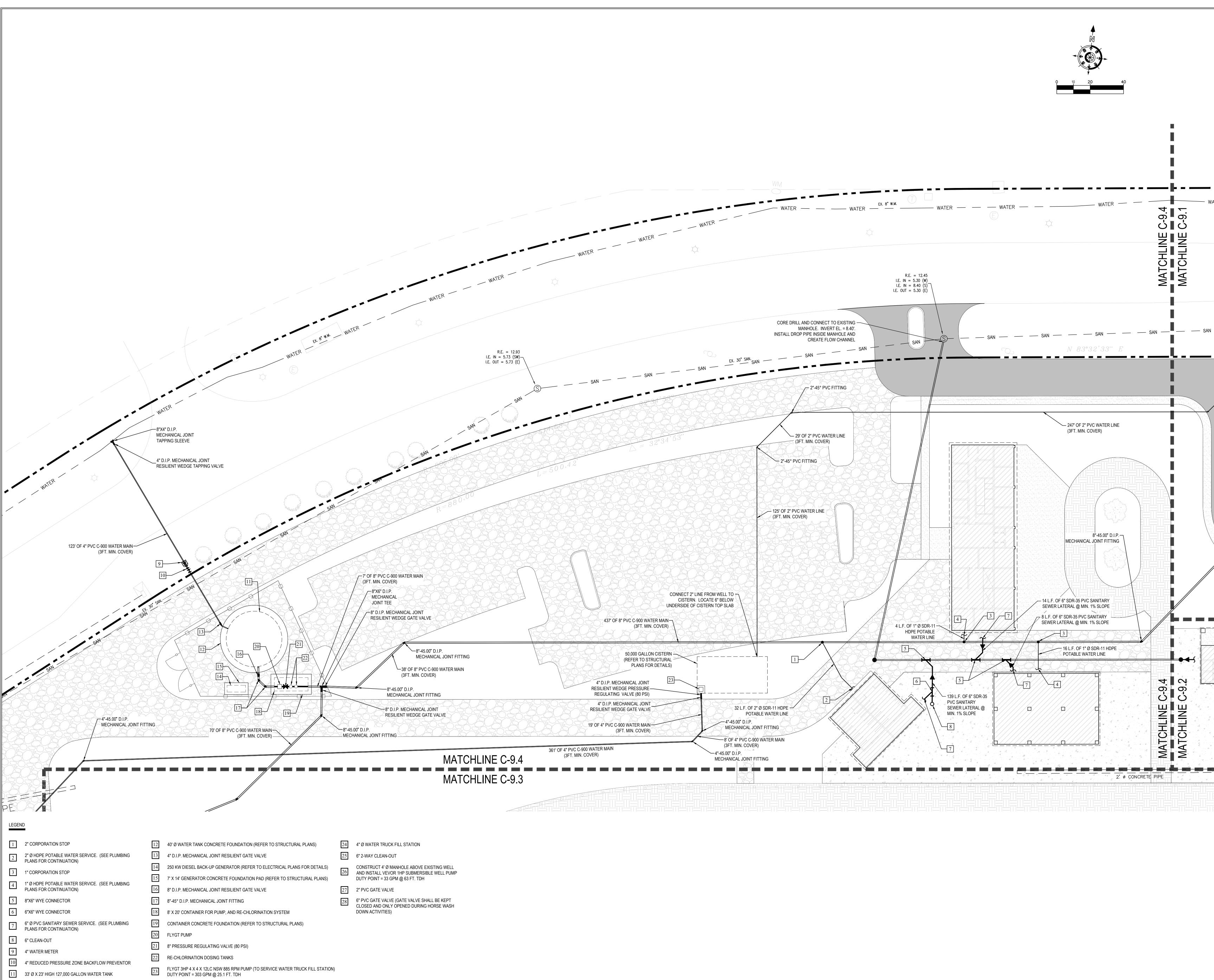
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Α	CZM Modification	04-12-23

## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC POTABLE WATER & SANITARY SEWER PLAN Project Number <u>Checker</u> Project No. Project Engineer 01/18/23 DAMIAN CARTWRIGHT C9.2 28851 - 11

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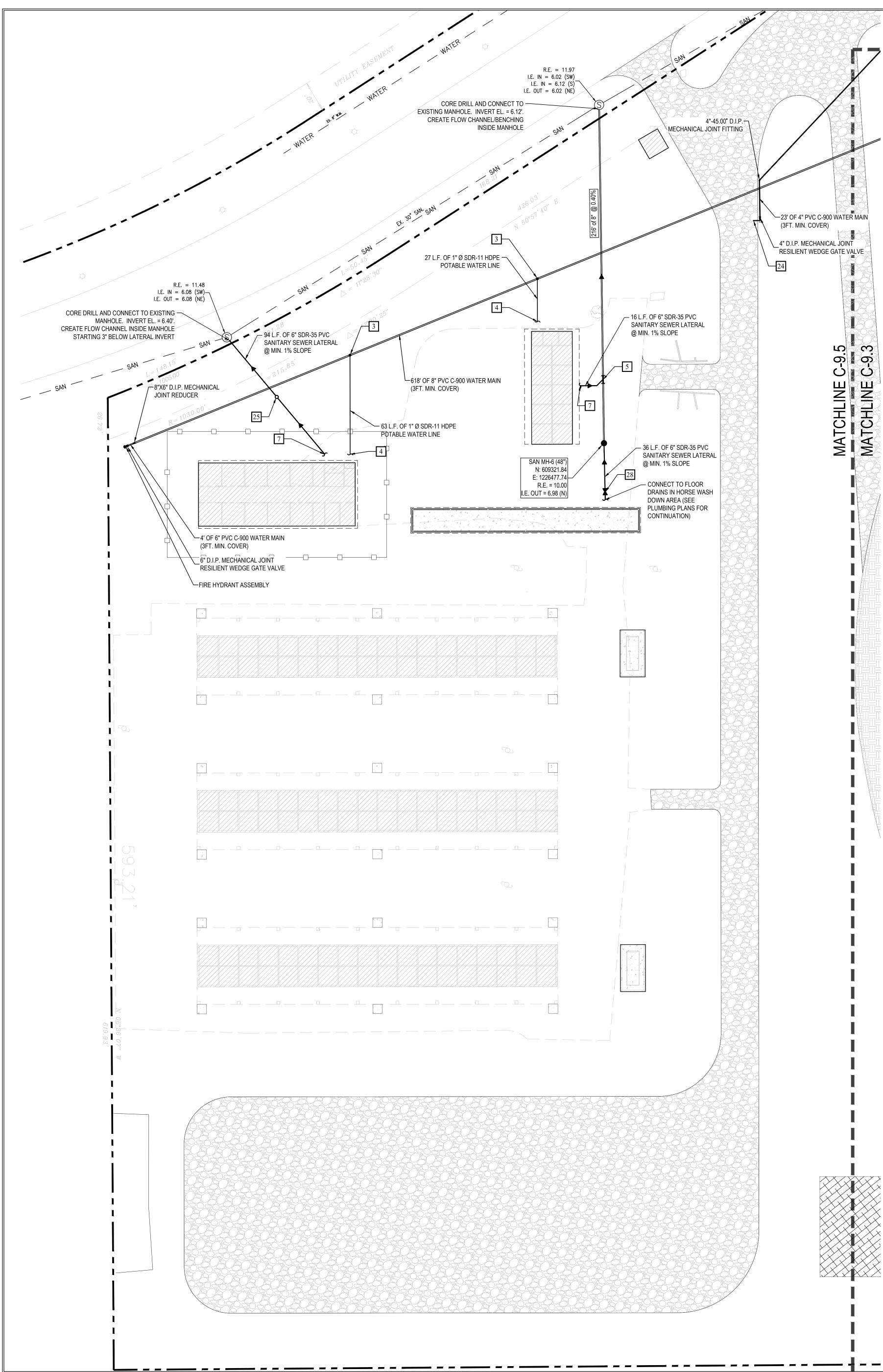
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No.	Drawing Issue Description	Date
Α	CZM Modification	04-12-23

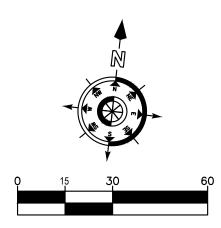
## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC POTABLE WATER & SANITARY SEWER PLAN Project Number Checker Project No. Project Engineer 01/18/23 DAMIAN ARTWRIGHT C9.4 28851 - 11

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- 1 2" CORPORATION STOP
- 2" Ø HDPE POTABLE WATER SERVICE. (SEE F PLANS FOR CONTINUATION)
- 3 1" CORPORATION STOP
- 4 1" Ø HDPE POTABLE WATER SERVICE. (SEE P PLANS FOR CONTINUATION)
- 5 8"X6" WYE CONNECTOR
- 6 6"X6" WYE CONNECTOR
- 6" Ø PVC SANITARY SEWER SERVICE. (SEE PL PLANS FOR CONTINUATION)
- 8 6" CLEAN-OUT
- 9 4" WATER METER
- 10 4" REDUCED PRESSURE ZONE BACKFLOW PREV
- 11 33' Ø X 23' HIGH 127,000 GALLON WATER TANK



e Plumbing	
e Plumbing	
E PLUMBING	

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VENTOR	22	F
	23	F

13 4" D.I.P. MECHANICAL JOINT RESILIENT GATE VALVE 14 250 KW DIESEL BACK-UP GENERATOR (REFER TO ELECTRICAL PLANS FOR DETAILS) 15 7' X 14' GENERATOR CONCRETE FOUNDATION PAD (REFER TO STRUCTURAL PLANS)

12 40' Ø WATER TANK CONCRETE FOUNDATION (REFER TO STRUCTURAL PLANS)

16 8" D.I.P. MECHANICAL JOINT RESILIENT GATE VALVE

17 8"-45° D.I.P. MECHANICAL JOINT FITTING

18 8' X 20' CONTAINER FOR PUMP, AND RE-CHLORINATION SYSTEM

19 CONTAINER CONCRETE FOUNDATION (REFER TO STRUCTURAL PLANS)

20 FLYGT PUMP

8" PRESSURE REGULATING VALVE (80 PSI)

**RE-CHLORINATION DOSING TANKS** 

FLYGT 3HP 4 X 4 X 12LC NSW 885 RPM PUMP (TO SERVICE WATER TRUCK FILL STATION) DUTY POINT = 303 GPM @ 25.1 FT. TDH

24 4" Ø WATER TRUCK FILL STATION

25 6" 2-WAY CLEAN-OUT

26 CONSTRUCT 4' Ø MANHOLE ABOVE EXISTING WELL AND INSTALL VEVOR 1HP SUBMERSIBLE WELL PUMP DUTY POINT = 33 GPM @ 63 FT. TDH

27 2" PVC GATE VALVE

28 6" PVC GATE VALVE (GATE VALVE SHALL BE KEPT CLOSED AND ONLY OPENED DURING HORSE WASH DOWN ACTIVITIES)



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### SCOPE DOCUMENTS

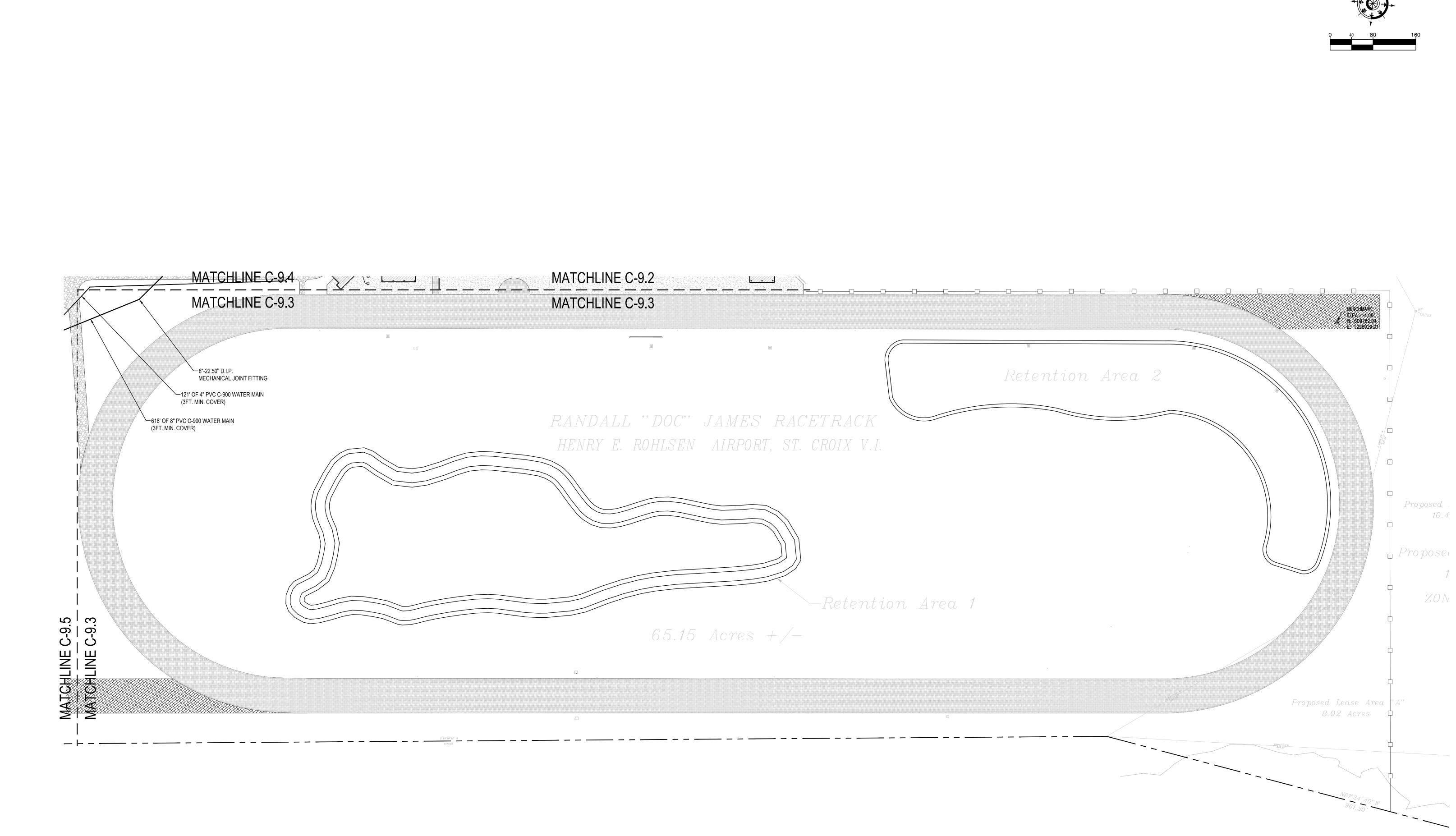
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## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC POTABLE WATER & SANITARY SEWER PLAN Project Number Checker Project No. Project Engineer 01/18/23 DAMIAN RTWRIGHT C9.5 28851 - 11

NOT ISSUED FOR CONSTRUCTION



### LEGEND

- 1 2" CORPORATION STOP
- 2" Ø HDPE POTABLE WATER SERVICE. (SEE PLUMBING PLANS FOR CONTINUATION)
- 3 1" CORPORATION STOP
- 4 1" Ø HDPE POTABLE WATER SERVICE. (SEE PLUMBING PLANS FOR CONTINUATION)
- 5 8"X6" WYE CONNECTOR
- 6 6"X6" WYE CONNECTOR
- 6" Ø PVC SANITARY SEWER SERVICE. (SEE PLUMBING PLANS FOR CONTINUATION)
- 8 6" CLEAN-OUT
- 9 4" WATER METER
- 10 4" REDUCED PRESSURE ZONE BACKFLOW PREVENTOR
- 11 33' Ø X 23' HIGH 127,000 GALLON WATER TANK

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- 13 4" D.I.P. MECHANICAL JOINT RESILIENT GATE VALVE
- 14 250 KW DIESEL BACK-UP GENERATOR (REFER TO ELECTRICAL PLANS FOR DETAILS)
- 15 7' X 14' GENERATOR CONCRETE FOUNDATION PAD (REFER TO STRUCTURAL PLANS)
- 16 8" D.I.P. MECHANICAL JOINT RESILIENT GATE VALVE
- 17 8"-45° D.I.P. MECHANICAL JOINT FITTING
- 18 8' X 20' CONTAINER FOR PUMP, AND RE-CHLORINATION SYSTEM
- 19 CONTAINER CONCRETE FOUNDATION (REFER TO STRUCTURAL PLANS)
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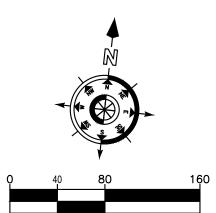
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### SCOPE DOCUMENTS

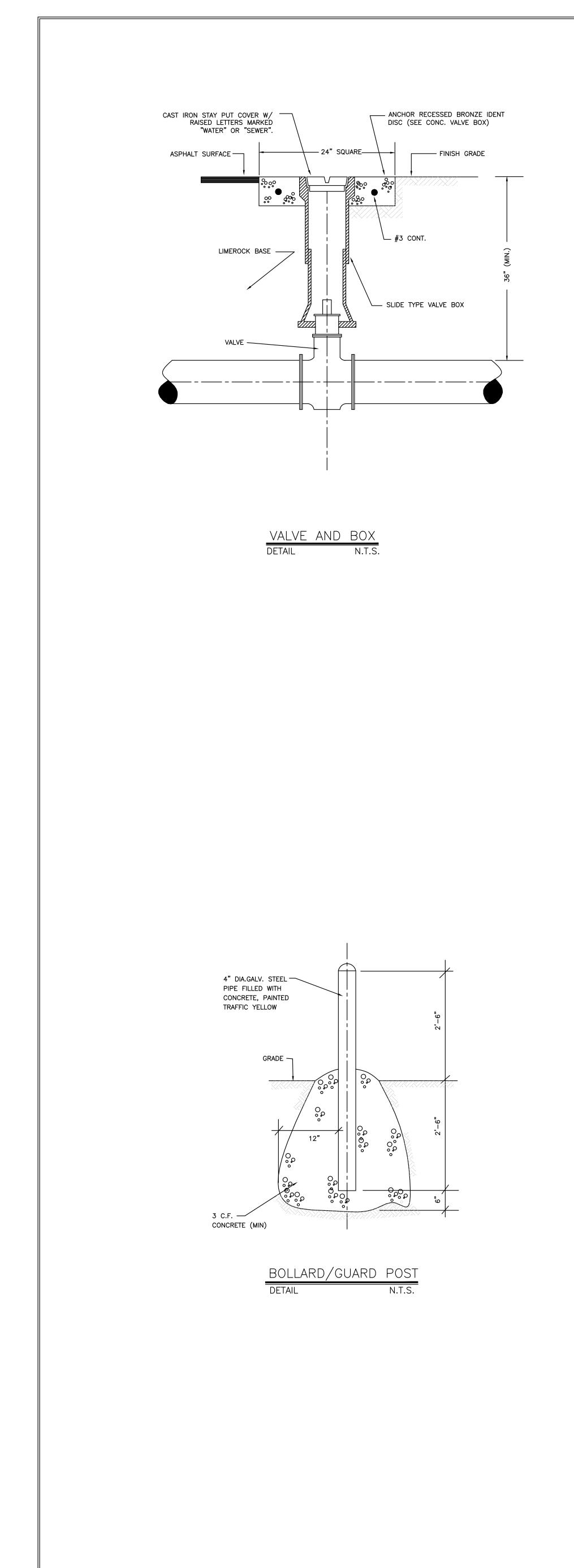
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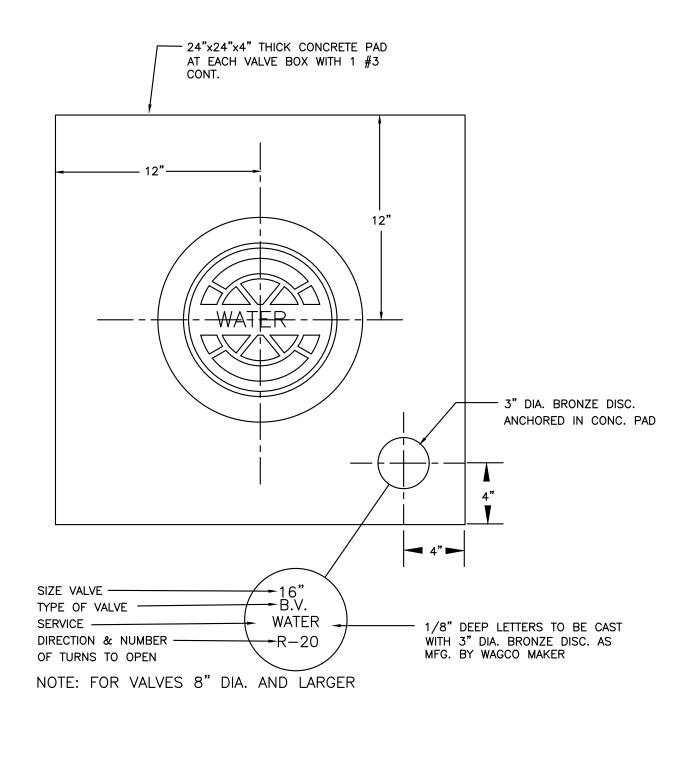
## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC POTABLE WATER & SANITARY SEWER PLAN Project Number Checker Project No. Project Engineer 01/18/23 DAMIAN C9.3 RTWRIGHT 28851 - 11

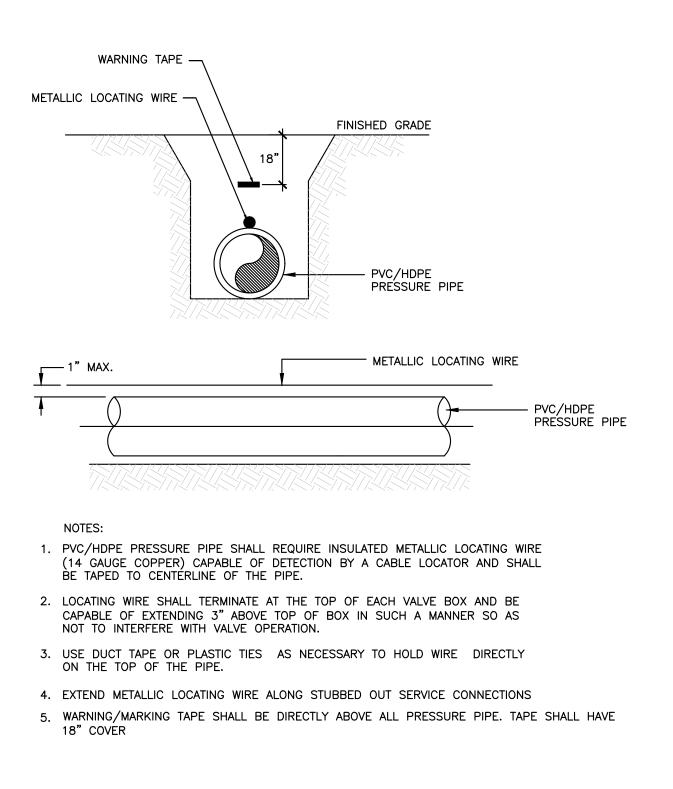
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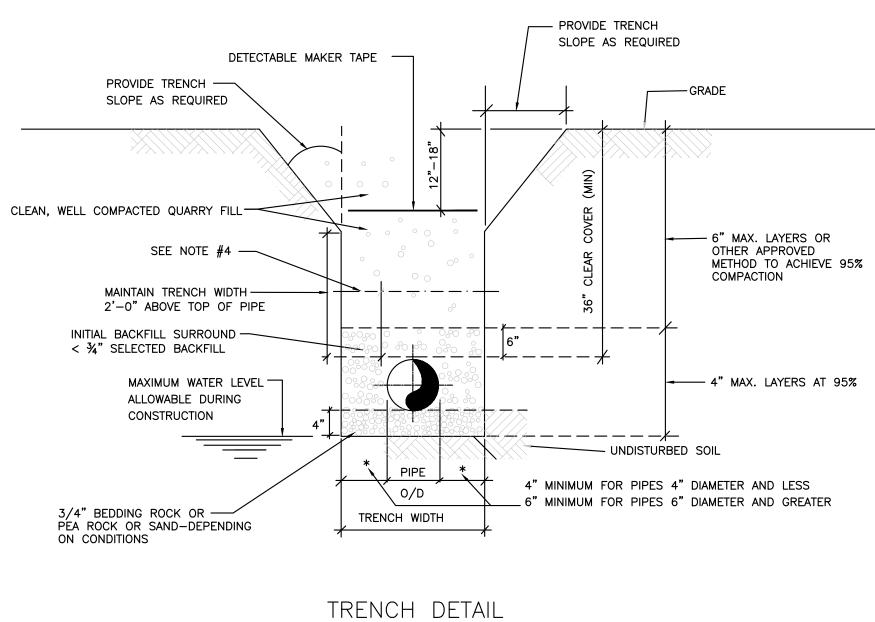
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CONCRETEVALVEPADDETAILN.T.S.



PIPE LOCATING WIRE Detail N.T.S.

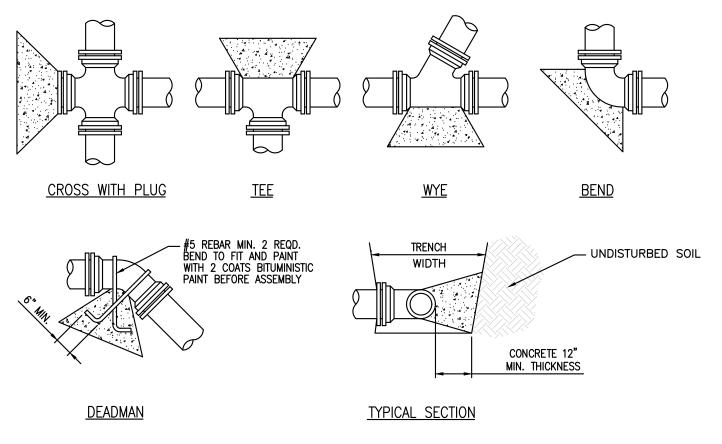


DETAIL N.T.S.

NOTE:

1. WHERE SOIL CONDITIONS CANNOT BE MAINTAINED AS SHOWN ABOVE, PROVIDE APPROVED METHOD OF CONSTRUCTION.

- 2. SHEETING WILL BE REQUIRED AS DETERMINED IN THE FIELD.
- 3. COMPACTION PERCENTAGES SHOWN REFER TO AASHTO T-180.
- 4. MECHANICAL COMPACTION NOT ALLOWED BELOW THIS LEVEL.



NOTES:

NOT COVERED BY THE ABOVE.

1. THRUST BLOCKS SHALL BE USED IN ADDITION TO MEG-A-LUG RESTRAINED JOINTS FOR ALL PRESSURE PIPE GREATER THAN 12" DIAMETER AND FOR FIRE HYDRANTS AND AT DEAD ENDS IN ACCORDANCE WITH THE "BLOW OFF WITH RESTRAINT BLOCK" DETAIL AND AS APPROVED IN WRITING BY THE OWNER'S REPRESENTATIVE ON A CASE BY CASE BASIS.

2. ALL THRUST BLOCKS SHALL BE FORMED. LAID FORMS SHALL BE INSPECTED BY THE OWNER'S REPRESENTATIVE PRIOR TO THE POURING OF CONCRETE AND SHALL ALSO BE INSPECTED BY THE OWNER'S REPRESENTATIVE PRIOR TO COVER- ING. TYPICAL LOCATIONS WHICH REQUIRE CONCRETE REACTIONS (THRUST) BLOCKS, FOR PRESSURE MAINS FOUR INCHES (4") AND GREATER CONCRETE SHALL HAVE 2500 P.S.I. MINIMUM STRENGTH AT TWENTY EIGHT (28) DAYS AND BEAR AGAINST UNDISTURBED STABLE SOILS, AREA OF CONTACT SHALL BE GOVERNED BY PIPE SIZE, MAXIMUM PRESSURE IN PIPE, AND BEARING CAPACITY OF SOIL. PROTECT FITTINGS, BOLTS, ETC. BY COVERING WITH 5 MIL. OR GREATER POLYETHYLENE SHEET. CONCRETE SHALL BE A MINIMUM OF TWELVE INCHES (12") THICK.

(PLEASE REFER TO WRITTEN SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS)					
PIPE	THRUST BLOCK SOIL BEARING AREA REQUIRED	PIPE	THRUST BLOCK SOIL BEARING AREA REQUIRED	REMARKS	
4"	2.0 SQ. FT.	18"	30.0 SQ. FT.		
6"	4.0 SQ. FT.	20"	37.0 SQ. FT.	VALUES ARE FOR 90° BEND, BASED ON	
8"	6.6 SQ. FT.	24"	53.0 SQ. FT.	2000 P.S.F. SAFE BEARING LOAD AND	
10"	10.0 SQ. FT.	27"	80.0 SQ. FT.	PIPE PRESSURE OF 150 P.S.I. PLUS 33%	
12"	14.0 SQ. FT.	30"	98.0 SQ. FT.	SAFETY FACTOR FOR OTHER SOILS AND	
14"	18.0 SQ. FT.	36"	127.0 SQ. FT.	PRESSURES.	
16"	24.0 SQ. FT.				

THRUST BLOCKS DETAIL N.T.S.



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### SCOPE DOCUMENTS

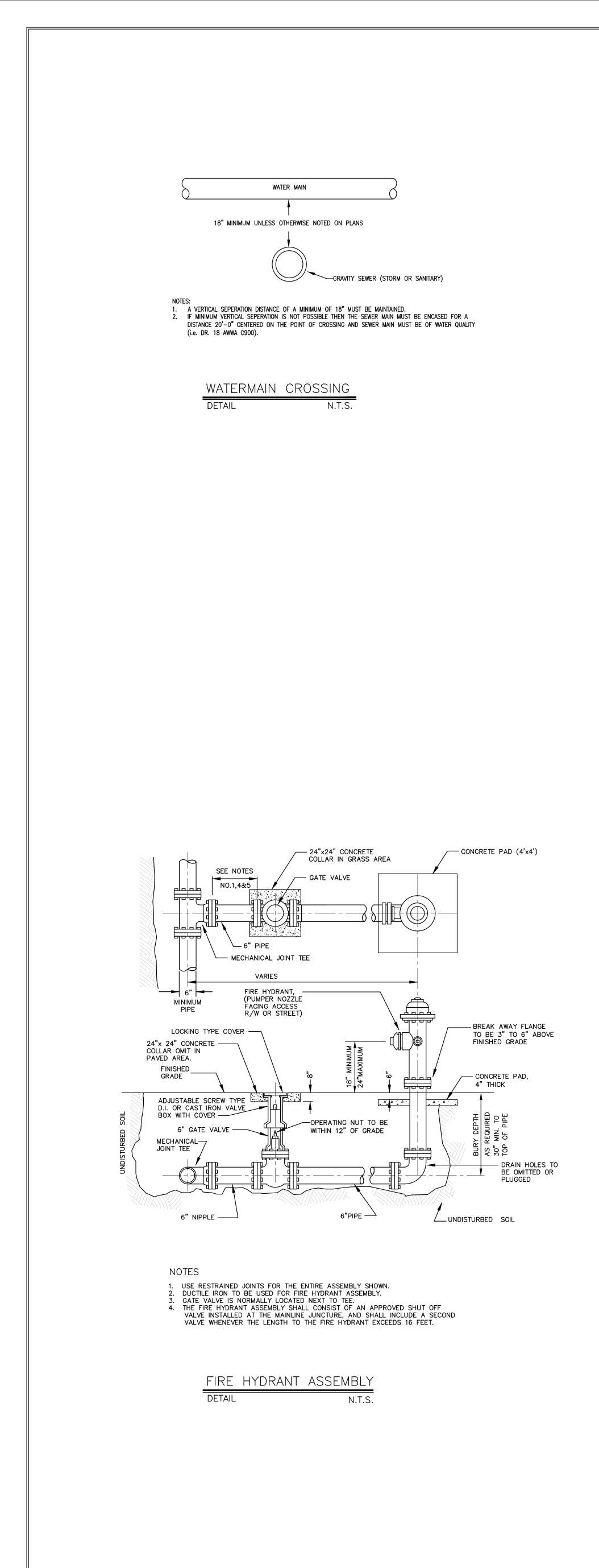
The Construction Documents have not been completed therefore this drawing may be incomplete or not coordinated. The documents issued indicate the general scope of the Project. The Contractor is responsible for complete and coordinated pricing and Work, and shall include all items necessary for the proper execution and completion of the Project, whether indicated or not. All components of the Project shall comply with any and all requirements of national, state, and local codes. The Contractor shall inform the Owner and Architect of any omissions, inconsistencies or errors in the information provided. If no notice is given and any omissions, inconsistencies or errors are discovered, the Architect's decisions on items of Work included in the scope shall be binding on the Contractor, when consistent with the general scope and quality of the Project.

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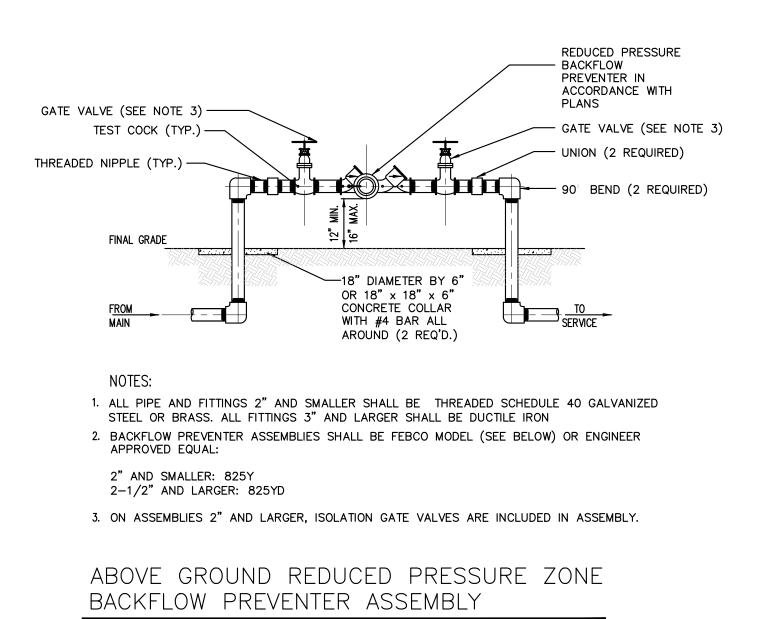
## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

#### ADDRESS, CITY, USVI VIGL OPERATIONS, LLC POTABLE WATER & SANITARY SEVER DETAILS Checker Project Engineer Project Number Project Number Project Number Project Number Data Checker Project Number Project Number Project Number Project Number Data Checker Project Number Project Number Project Number Data

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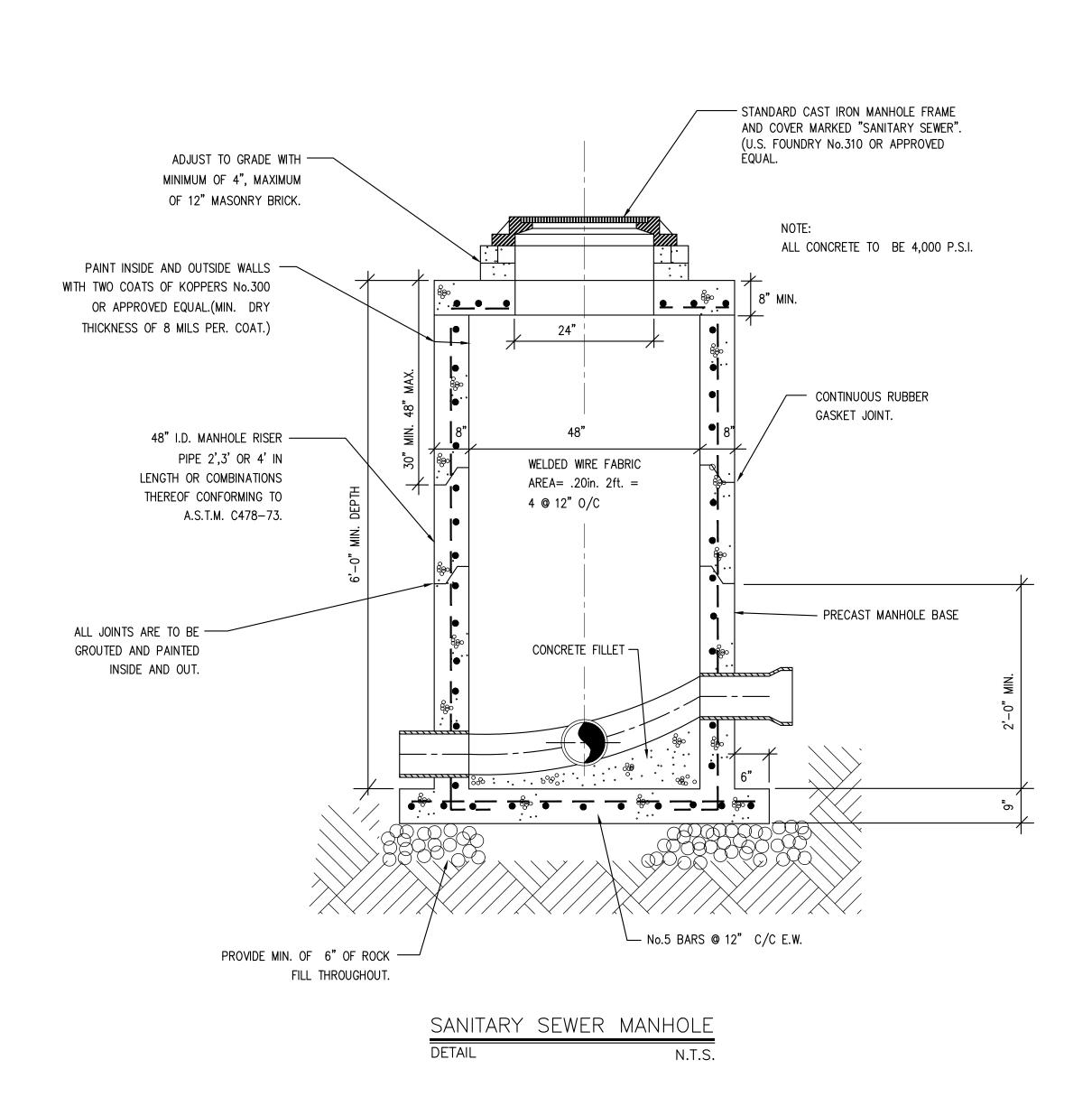


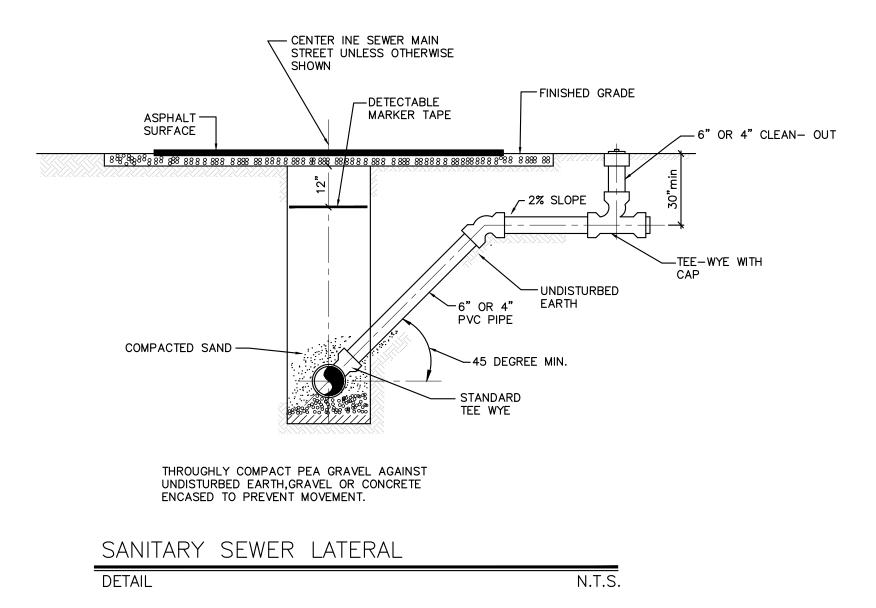
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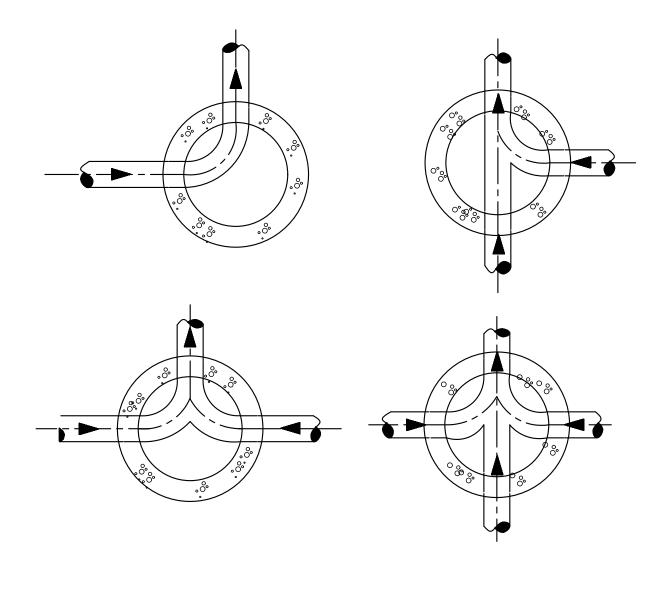


N.T.S.

DETAIL







INVERT CHANNEL FLOW DIRECTION Detail N.T.S.



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### SCOPE DOCUMENTS

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## RANDAL "DOC" JAMES RACE TRACK RECONSTRUCTION

,	CITY, USVI ATIONS, LLC
	WATER & WER DETAILS
Checker	Project Number
Project Engineer	Project No.
DAMIAN CARTWRIGHT 28851-1B	01/18/23 Date C10.2

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