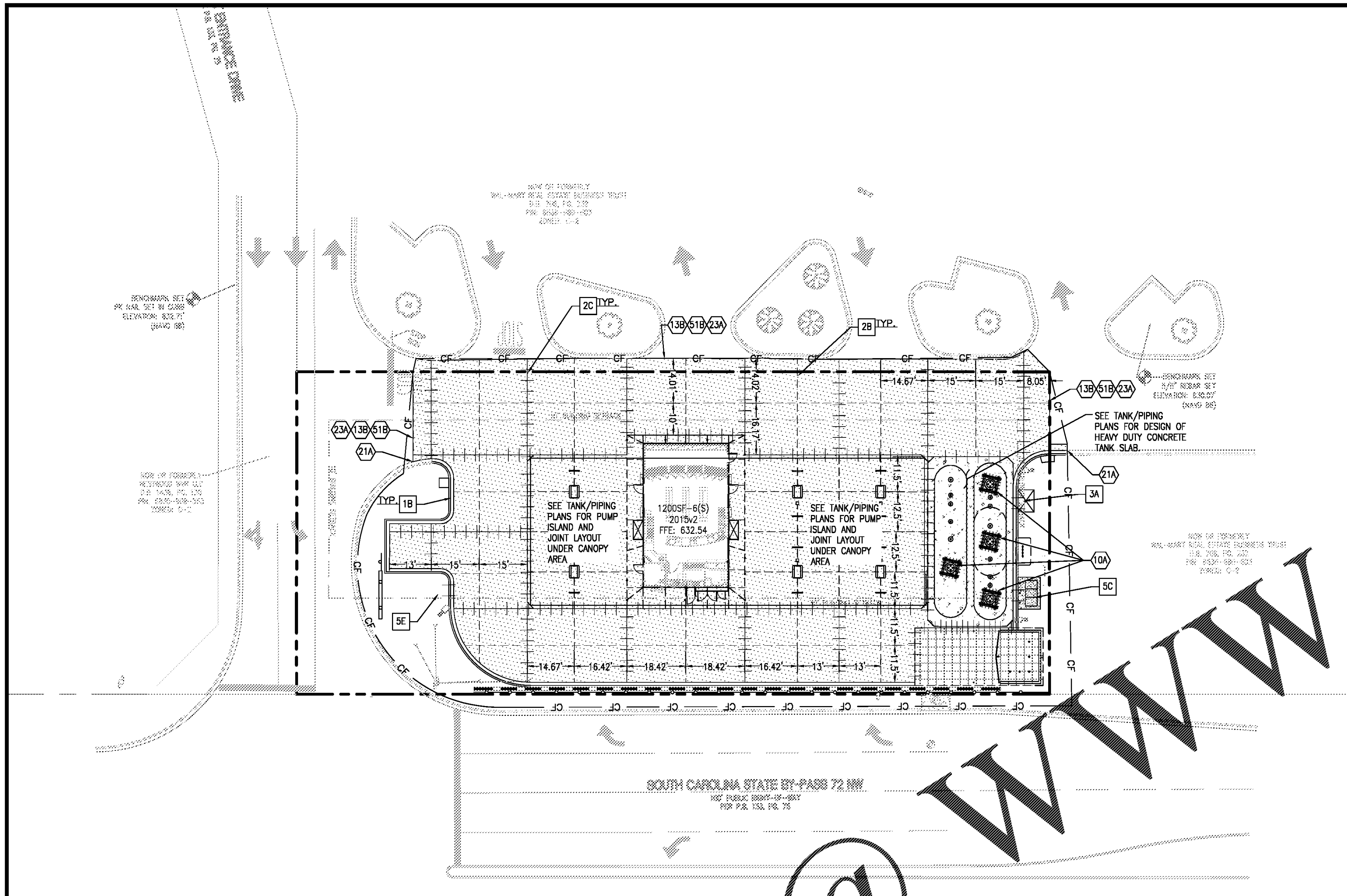
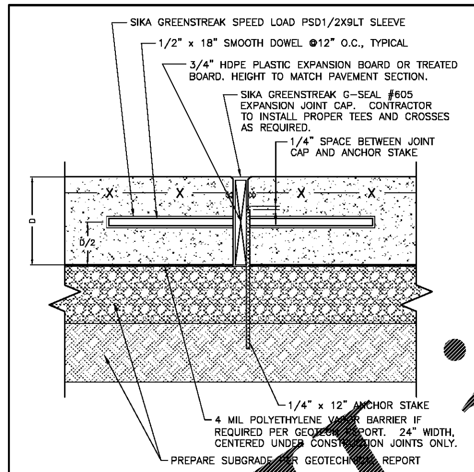


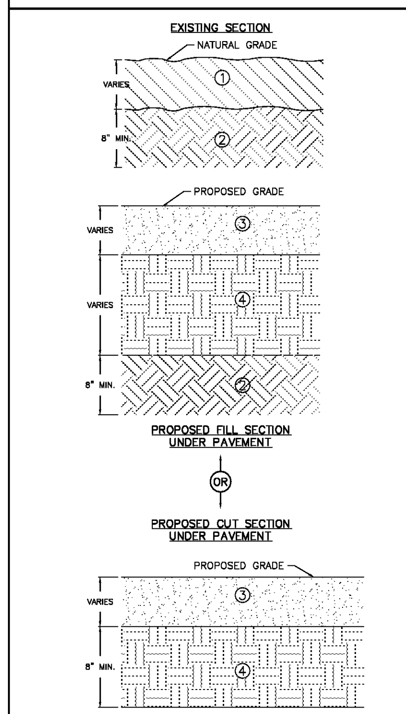


INSTALLATION STEPS:

1. TERMINATE STAKES BELOW THE TOP OF THE BOARD A DISTANCE EQUAL TO THE DEPTH OF THE G-SEAL PROFILE PLUS 1/4" MIN.
   WARNING: ANCHOR STAKES LONGER THAN 12" SHALL NOT BE USED AND CARE SHOULD BE TAKEN NOT TO UNNECESSARILY CONFLICT WITH PRODUCT PIPING TRENCHES.
2. USE FACTORY FABRICATIONS FOR INTERSECTIONS AND CHANGES OF DIRECTION. ENSURE ALL SECTIONS TO BE SPLICED ARE CUT SQUARE AND BOND TOGETHER USING G-SEAL ADHESIVE.
3. SECURE G-SEAL TO THE EXPANSION BOARD WITH STAPLES, NAILES, SCREWS BELOW THE PROFILE RIBS (APPROXIMATELY 18" ON CENTER) OR ADHESIVE TO PREVENT DISLOCATION DURING CONCRETE PLACEMENT.
   INSERT SPEED LOAD SLEEVES INTO HOLES DRILLED THROUGH EXPANSION BOARDS AT MINIMUM 2" BELOW TOP OF SLAB. ENSURE SPEED LOAD SLEEVES ARE SECURED IN EXPANSION BOARD WITH BASE FLANGE FLAT TO EXPANSION BOARD FACE.
5. INSERT SMOOTH DOWEL INTO SPEED LOAD SLEEVES AND PLACE CONCRETE USING NORMAL PLACEMENT TECHNIQUES. UTILIZING THE G-SEAL AS A SCREED RAIL, VIBRATE CONCRETE TO ENSURE GOOD CONSOLIDATION AROUND G-SEAL, SPEED LOAD AND REBAR.

DOWEL CONSTRUCTION JOINT IN CONCRETE SLAB 2C

N.T.S.



① TOPOSOIL LAYER – REMOVE SURFACE VEGETATION (MIN. 6") INCLUDING ORGANIC LADEN TOPSOIL, TREES, ROOTS, SOFT SOILS AND OTHER UNSUITABLE MATERIALS TO 5' BEYOND CONSTRUCTION LIMITS FROM THE SITE. THE TOPSOIL AND VEGETATION METERIAL MAY BE STOCKPILE FOR USE IN LANDSCAPING OR DISPOSED FROM THE SITE PER LOCAL JURISDICTIONAL REQUIREMENTS (AS DIRECTED BY MURPHY CONSTRUCTION REPRESENTATIVE).

② EXISTING SUBGRADE – PRIOR TO FILL OR STONE BASE PLACEMENT, SUBGRADE SHALL BE PROOFROLLED WITH A HEAVY, LOADED PNUEMATIC-TIRED VEHICLE (20 TO 25 TON LOADED DUMP TRUCK), AFTER PROOFROLLING AND PRIOR TO PLACEMENT OF FILL, UPPER SURFACE SOILS SHALL BE SCARIFIED (8" MIN. DEPTH) AND RE-COMPACTED TO 95% STANDARD PROCTOR MAX. DRY DENSITY (PER ASTM-D698). FOR RECOMPACTION, SOILS SHALL BE PROCESSED TO WITHIN 1 PERCENT BELOW AND THREE PERCENT ABOVE OPTIMUM MOISTURE CONTENT. AREAS OBSERVED TO RUT OR DEFLECT EXCESSIVELY UNDER THE MOVING LOAD SHALL BE UNDERCUT AND REPLACED WITH CRUSHED STONE OR SELECT FILL MATERIAL AS DESCRIBED IN NOTE 4 BELOW.

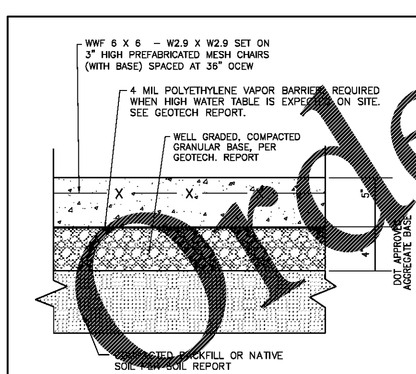
③ PROPOSED PAVEMENT AND BASE MATERIAL – SEE PAVEMENT SECTION THIS SHEET.

④ FILL MATERIAL – IMPORTED OR NATIVE FILL MATERIAL – SHALL CONSIST OF HOMOGENEOUS SOILS, FREE FROM ORGANIC MATTER AND DEBRIS, OR PARTICLES LARGER THAN THREE (3) INCHES IN DIAMETER WITH LIQUID LIMIT LESS THAN 40, AND PLASTICITY INDEX BETWEEN 8 AND 20. AND CONSIST OF SILTY-CLAY SANDS (SM-SC), LOW PLASTICITY SANDY CLAYS (CL), OR CLAYEY SANDS (SC) AS DEFINED BY THE UNIFIED SOIL CLASSIFICATION SYSTEM. SELECT FILL SHOULD BE PLACED IN MAXIMUM LIFTS OF 8" AND BE COMPACTED TO AT LEAST 95% STANDARD PROCTOR DRY DENSITY (PER ASTM D-698) AT -1% TO +3% THEORETICAL OPTIMUM MOISTURE.

TYPICAL EARTHWORK SECTIONS

N.T.S.

NOTE:
GC IS REFERRED TO GEOTECHNICAL REPORT PREPARED BY UNITED CONSULTING DATED JANUARY 24, 2018 FOR SITE PREPARATION CONDITIONS AND PAVEMENT REQUIREMENTS.



CONCRETE PAVEMENT SECTION

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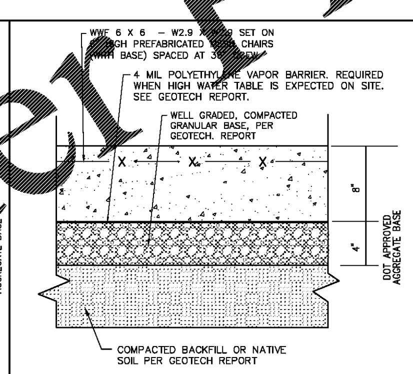
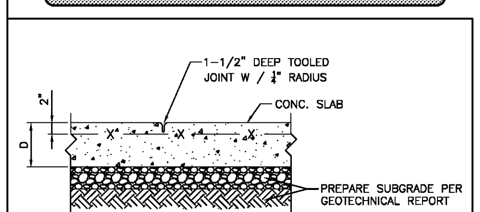


DUMPSTER SLAB SECTION

N.T.S.



TOOLED CONTROL JOINT (PREFERRED) USE "KRAFT TOOL CO." EXTRA DEEP BIT BRONZE GROOVER #CF-317 (OR APPROVED EQUAL)

TOOLED CONTROL JOINT 2B

N.T.S.

CALL BEFORE YOU DIG 1-888-721-7877 SOUTH CAROLINA ONE CALL SYSTEM

20 0 10 20
(IN FEET)
1 inch = 20 ft

EXISTING

EXISTING BUILDING	FIRE HYDRANT
LAND LOT LINE (LLL)	WATER VALVE
PROPERTY LINE	GAS VALVE
UTILITY POLE (UP), OVERHEAD LINES & GUY	WATER METER
TREE LINE	GAS METER
SANITARY SEWER MANHOLE (SSMH)	WELL
SANITARY CLEAN-OUT (SCO)	MONITORING WELL
TELEPHONE MANHOLE OR PEDESTAL	POST INDICATOR VALVE
STORM DRAIN PIPE WITH HEADWALL	MAILBOX
DOUBLE-WING CATCH BASIN	STREET SIGN
SINGLE-WING CATCH BASIN	UNKNOWN UTILITY STUB OUT
JUNCTION BOX (JB)	CONCRETE
DROP OR CURB INLET (DI OR CI)	FIRE DEPT. CONNECTION
FENCE	HANDICAPPED
DRAINAGE DITCH OR SWALE	IRRIGATION CONTROL VALVE
EXISTING 5 FOOT CONTOUR	RIGHT-OF-WAY
EXISTING 1 FOOT CONTOUR	STORM DRAIN
EXISTING GRADE SPOT ELEVATION	REBAR PIN FOUND
DIRECTION OF SURFACE FLOW	OPEN TOP PIPE FOUND
RECORDED DATA	CRIMP TOP PIPE FOUND
PARKING SPACE COUNT	CONCRETE MONUMENT FOUND
LIGHT POLE (LP)	ROD FOUND
ELECTRICAL TRANSFORMER BOX	BRASS DISK FOUND
	AXLE FOUND
	REBAR PIN SET

PROPOSED

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- CF — CONSTRUCTION FENCE (SEE DETAIL SHEETS)
- CFP — CONSTRUCTION FENCE ON PAVEMENT (SEE DETAIL SHEETS)

GENERAL PAVING NOTES

A. CONCRETE ON ASPHALT UTILITY CUT REPAIRS TO BE DYED TO MATCH SURROUNDING ASPHALT.

B. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON ALL CURB AND GUTTER ADJACENT TO CONCRETE PAVING SHALL BE INSTALLED PER DETAIL 1B (SEE DETAILS SHEET C-12).

C. PAVEMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECH REPORT PREPARED BY UNITED CONSULTING DATED JANUARY 24, 2018 AND THIS PAVING PLAN OVER THE ENTIRE PARKING LOT AREA AND ALL APPROACH DRIVES.

D. SEE ASSOCIATED PLANS FOR CANOPY, COLUMN, PUMP ISLAND DETAILS AND LAYOUT.

PAVING NOTES

- 13B LIMITS OF HEAVY DUTY CONCRETE PAVING
- 21A TAPER CURB TO MATCH EXISTING CURB
- 51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL.

PAVING DETAILS

- 1B CONCRETE CURB AND GUTTER

PAVING DETAILS

- CONCRETE PAVING FOR TANK. SEE TANK/PIPING PLANS FOR DESIGN AND DETAILS.
- CONCRETE DUMPSTER SLAB
- CONCRETE PAVING

GENERAL JOINT LAYOUT NOTES

A. THIS PLAN IS FOR RELATIVE LAYOUT AND SCOPE OF WORK PURPOSES ONLY. REFER TO SITE PLAN FOR RELATIONSHIP OF THESE STRUCTURES TO EXISTING CONDITIONS AND REFERENCE POINTS.

B. 1/2" FOAM EXPANSION JOINT MATERIAL SHALL SURROUND THE CANOPY COLUMNS, U-BUMPERS, BOLLARDS AND DISPENSER ISLANDS AT GRADE. SEE TANK-PIPING PLANS (STANDARD YARD AND DRIVE DETAILS)

C. SEE TANK-PIPING PLANS FOR NOTES ON REBAR REINFORCING AROUND UST MANHOLE.

D. SEE TANK-PIPING PLANS CONDUIT PIPING LAYOUT.

E. DOWELED JOINTS SHALL BE LOCATED ON 12" CENTERS, ALONG THE INSIDE OF THE MOST EXTERIOR SLABS. DOWELS SHALL BE SMOOTH TYPE AND INSERTED INTO GREENSTREAK SPEED DOWEL FORMS. THE DOWEL IS LOCATED AT MID-SLAB DEPTH AND HELD IN PLACE LEVEL AND PERPENDICULAR TO THE JOINT USING THE SPEED DOWEL, WHICH REMAINS WITH THE FORM. AFTER THE FORMS ARE STRIPPED, THE DOWELS SHOULD BE CHECKED TO ASSURE FULL INSERTION AND ALIGNMENT IN THE INITIAL SLAB BEFORE POURING THE ADJACENT SLAB. DOWELS OCCURRING UNDER AND PARALLEL TO CONTROL JOINTS SHOULD BE DELETED. SEE TANK-PIPING PLANS FOR ADDITIONAL INFORMATION.

JOINT LAYOUT NOTES

- 10A TANK MANHOLE REINFORCEMENT (SEE TANK/PIPING PLANS FOR ADDITIONAL DETAILS)
- 23A ASPHALT ABUTTING JOINT
- 51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL

JOINT LAYOUT DETAILS – SEE DETAIL SHEETS

- 2B TOOLED CONTROL JOINT
- 2C DOWEL CONSTRUCTION JOINT IN CONCRETE SLAB
- 3A AIR/VAC UNIT MOUNTING SLAB
- 5C PROPANE BOX MOUNTING SLAB
- 5E ATM PAD

ADDITIONAL PAVING NOTES

1. SURFACE COURSE, BASE, AND SUB-GRADE SHALL BE PER GEOTECHNICAL ENGINEER'S RECOMMENDATIONS FOR LOCAL SOILS OR DRAINAGE CONDITIONS AND/OR METHODS.
2. SUBGRADE SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR OR AS SPECIFIED BY THE GEOTECHNICAL REPORT WHICHEVER IS MORE STRINGENT.
3. FOLLOW RECOMMENDATIONS IN GEOTECH REPORT FOR RE-ENFORCEMENT OF CONCRETE SECTIONS.
4. FOLLOW RECOMMENDATIONS OF GEOTECH REPORT FOR PERMANENT UNDERDRAINS IN THE PAVEMENT AREAS.

SHEET NO.
C-7

REV-2	04-27-18	YO	DS	MB	MB
	DATE	PRN	PM	DES	DRW

PAVING/JOINT LAYOUT PLAN
WALMART SUPERCENTER #1382
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GREENWOOD SOUTH CAROLINA

GreenbergFarrow
1430 W. PEACHTREE ST. NW SUITE 200
ATLANTA, GA 30309
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