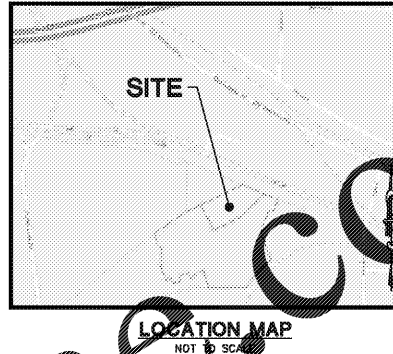


**GRADING NOTES**

- CONTRACTOR SHALL INCLUDE ALL COSTS TO STABILIZE BUILDING AND PARKING LOT SUBGRADES PRIOR TO PLACING STONE BASE. AFTER BRINGING EARTHWORK TO FINAL ELEVATIONS CONTRACTOR SHALL PROTECT BUILDING AND PARKING LOT SUBGRADES. IF THE SUBGRADE WILL NOT PASS PROFFROLL, THE CONTRACTOR SHALL REMEDIATE THE SUBGRADE AS FOLLOWS:
  - UNDERCUT THE SUBGRADE AND REPLACE WITH CLEAN STRUCTURAL FILL. DEPTH OF UNDERCUT SHALL BE DETERMINED IN THE FIELD.
  - UNDERCUT THE SUBGRADE AND REPLACE WITH STONE AND/OR GEOTEXTILE FABRIC.
  - USE SOIL CEMENT, LIME, ETC TO STABILIZE THE SUBGRADE. (CONTRACTOR SHALL SUBMIT PROPOSED APPLICATION RATES TO THE ENGINEER FOR APPROVAL BEFORE INSTALLING).
- STRUCTURAL FILL SHALL BE PLACED IN THIN LOOSE LIFTS NOT EXCEEDING 9 INCHES IN THICKNESS AND TESTED BY A SOILS TECHNICIAN TO DETERMINE THE COMPACTION PERCENTAGE AS FOLLOWS:
  - BUILDING AREAS - COMPACT THE FILL TO 98 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE (ASTM D-698), IN CUT AREAS, THE SUBGRADE SHALL BE PROFFROLLED AND IF FOUND UNSTABLE, IT MUST BE SCARIFIED AND RE-COMPACTED TO 98 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE. FIELD DENSITY TESTING FREQUENCY SHALL BE PERFORMED AS NEEDED TO ACHIEVE DENSITIES.
  - PAVEMENT AREAS - COMPACT THE UPPER 18 INCHES OF SUBGRADE IN FILL AREAS AND THE UPPER 12 INCHES IN CUT AREAS TO 98 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE (ASTM D-698) AND 95 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE BELOW THIS LEVEL. FIELD DENSITY TESTING FREQUENCY SHALL BE PERFORMED AS NEEDED TO ACHIEVE DENSITIES. UTILITY TRENCHES - COMPACT THE UPPER 18 INCHES OF SUBGRADE TO 98 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE (ASTM D-698) AND 95 PERCENT OF THE SOIL'S MAXIMUM STANDARD PROCTOR DENSITY VALUE BELOW THIS LEVEL. FIELD DENSITY TESTING FREQUENCY SHALL BE PERFORMED AS NEEDED TO ACHIEVE DENSITIES. CONTRACTOR SHALL INCLUDE ALL COSTS FOR TEMPORARY Dewatering IN THEIR BASE BID. THIS SHALL INCLUDE BUT NOT BE LIMITED TO TEMPORARY TRENCHING AND DIVERSIONS, TEMPORARY PUMPING, WELL POINTING, ETC.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF ALL EXISTING UTILITIES (ABOVE OR BELOW GROUND) AS SHOWN ON THESE PLANS ARE APPROXIMATE AND WERE LOCATED BASED ON EITHER VISUAL OBSERVATIONS AT THE SITE, EXISTING SURVEYS AND/OR FROM UTILITY OWNERS. WOLVERTON AND ASSOCIATES INC. DOES NOT GUARANTEE THAT EXISTING UTILITY LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) BEFORE BEGINNING ANY CONSTRUCTION. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND THE UTILITIES PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY OWNER AND/OR ENGINEER OF ANY UTILITY CONFLICTS WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



**SITE GRADING NOTES**

- CONTRACTOR IS RESPONSIBLE FOR DEMOLITION OF EXISTING STRUCTURES INCLUDING REMOVAL OF ALL EXISTING BUSINESS SERVING STRUCTURE. UTILITIES ARE TO BE REMOVED TO THE RIGHT-OF-WAY.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF ALL EXISTING UTILITIES (ABOVE OR BELOW GROUND) AS SHOWN ON THESE PLANS ARE APPROXIMATE AND WERE LOCATED BASED ON EITHER VISUAL OBSERVATIONS AT THE SITE, EXISTING SURVEYS AND/OR FROM UTILITY OWNERS. WOLVERTON AND ASSOCIATES INC. DOES NOT GUARANTEE THAT EXISTING UTILITY LOCATIONS SHOWN ARE EXACT. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATIONS OF EXISTING UTILITIES (ABOVE OR BELOW GROUND) BEFORE BEGINNING ANY CONSTRUCTION. THE CONTRACTOR SHALL CALL THE APPROPRIATE UTILITY COMPANIES AND THE UTILITIES PROTECTION CENTER AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY OWNER AND/OR ENGINEER OF ANY UTILITY CONFLICTS WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- ALL CUT OR FILL SLOPES SHALL BE 2:1 OR FLATTER UNLESS OTHERWISE NOTED.
- PRECAST STRUCTURES MAY BE USED AT CONTRACTORS OPTION.
- STORM PIPE TYPE AND JOINTS SHALL BE AS FOLLOWS:
  - CONCRETE PIPE (RCP): ASTM C 76.
    - FOR FILLS LESS THAN 15 FEET OVER TOP OF PIPE: CLASS II OR GREATER SHALL BE USED.
    - FOR FILLS 15 FEET TO 20 FEET OVER PIPE: CLASS IV OR GREATER SHALL BE USED.
    - FOR FILLS GREATER THAN 20 FEET OVER PIPE: CLASS V OR GREATER SHALL BE USED.
  - JOINT MATERIAL:
    - RUBBER GASKET: ASHTO M 198, TYPE B OR ASTM C 443
    - BUTYLOM OR BUTYL-RUBBER SEALANT: ASTM C890.
  - HIGH DENSITY POLYETHYLENE PIPE (HDPE): ASHTO M 252 TYPE S, M 294 TYPE S, OR ASTM F 2308 SMOOTH INTERIOR/ANNUAL EXTERIOR.
    - JOINT MATERIAL:
      - RUBBER GASKET.
        - ADS N-12 ST BY ADVANCED DRAINAGE SYSTEMS, INC.
        - SURE-LOK BY HANCOR, INC.
      - CORRUGATED COUPLING BANDS.
        - H-Q BY HANCOR, INC.
        - ADS N-12 BY ADVANCED DRAINAGE SYSTEMS, INC.
- EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND PREPARED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
- EXISTING GRADE CONTOUR SHOWN AT 1 FOOT INTERVALS.
- PROPOSED GRADE CONTOUR SHOWN AT 1 FOOT INTERVALS.
- IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
- ALL STORM PIPE EXISTING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATER TIGHT.
- ALL STORM SEWER MANHOLE STRUCTURES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
- THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE GENERAL M.P.D.E.S. PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
- CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
- CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
- TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY BY LOWERY & ASSOCIATES LAND SURVEYING, LLC. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, HE SHALL HAVE MADE, AT HIS EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
- ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO SLOPES AS INDICATED ON THE EROSION CONTROL PLANS. CONTRACTOR SHALL GRASS DISTURBED AREAS IN ACCORDANCE WITH CITY/COUNTY SPECIFICATIONS UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
- CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
- ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT-IN TO INVERT-OUT.
- CONTRACTOR TO CONTACT THE CITY/COUNTY FIRE DEPARTMENT FOR BLASTING REQUIREMENTS.
- WHERE ASPHALT OVERLAY IS SPECIFIED ON THE PLANS, THE CONTRACTOR SHALL PROVIDE LEVELING, WHERE NECESSARY, TO ACHIEVE THE PROPOSED GRADES SPECIFIED ON THE GRADING PLAN. THE CONTRACTOR SHALL INCLUDE ALL COSTS IN BASE BID.
- CONTRACTOR SHALL VERIFY BENCHMARKS PRIOR TO SETTING FINISHED GRADES.
- ALL SPOT ELEVATIONS SHOWN ARE "TOP OF PAVEMENT" UNLESS OTHERWISE NOTED.
- NO WORK SHALL COMMENCE WITHIN THE U.S. HWY 278 RIGHT-OF-WAY PRIOR TO THE GEORGIA DEPARTMENT OF TRANSPORTATION APPROVAL.
- THE CROSS SLOPE OF THE PROPOSED SIDEWALK SHALL NOT EXCEED 2.08%.

**RETAINING WALL NOTE:**  
CONTRACTOR SHALL OBTAIN SEPARATE APPROVAL FROM THE CITY OF COVINGTON PLANNING AND ZONING DEPARTMENT FOR THE DESIGN-BUILD RETAINING WALL PRIOR TO MOBILIZATION AND INSTALLATION OF WALL MATERIALS.

**GRADING/DRAINAGE PLAN LEGEND**

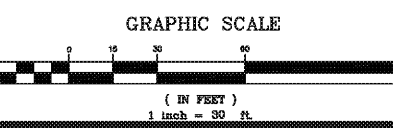
- STORM SEWER PIPING**
- JUNCTION BOX/STORM MANHOLE
  - DRAINAGE STRUCTURE INDICATOR
  - SLOPE ARROW
  - RIP-RAP APRON
  - PRECAST HEADWALL STRUCTURE GDOT STD 1125 ENERGY DISSIPATER
  - CURB INLET (W/ NON-MOUNTABLE HOOD & GRATE) GDOT STD 1019A TYPE "E"
  - OUTLET CONTROL STRUCTURE
- TC = TOP OF CURB  
 TP = TOP OF PAVEMENT  
 TW = TOP OF WALL  
 FG = FINISHED GROUND (TOP OF GROUND AT RETAINING WALL FACE)

**\* STRUCTURE TYPE**  
 CURB INLET - GDOT STANDARD 1019A TYPE E. (SEE DETAIL SHEETS)  
 JUNCTION BOX - SEE DETAIL SHEETS.  
 HEADWALL - SEE DETAIL SHEETS.  
 OUTLET CONTROL STRUCTURE - SEE DETAIL SHEETS.

**\*\* PIPE TYPE**  
 UNLESS A PIPE TYPE MATERIAL IS SPECIFIED IN THE DRAINAGE SCHEDULE, THE CONTRACTOR MAY USE AT HIS DISCRETION ANY OF THE PIPE MATERIALS LISTED AS APPROVED STORM PIPE MATERIALS IN THE SITE GRADING NOTES.



**GRADING PLAN**



GSWCC# 22364

**Project Title**  
**PROPOSED BURGER KING**  
**COVINGTON, GA**  
**BY: PREMIER HOLDINGS OF GEORGIA, LLC**  
**MONTGOMERY, AL**

REVISIONS	BY

DRAWN BY SCR  
 CHECKED BY THH  
 DATE 08/27/2018  
 SCALE 1" = 30'  
 JOB No. 17-CE-015  
 SHEET NUMBER

**C-2**

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