SCDOT NOTES

SCDOT STANDARD NOTES:

1. THERE CAN BE NO WORK PERFORMED IN THE SCDOT R/W BEFORE AN ENCROACHMENT PERMIT HAS BEEN ISSUED AND A PRECONSTRUCTION MEETING HAS BEEN HELD. THE PROPERTY OWNER AND CONTRACTOR MUST SCHEDULE AND ATTEND THE PRECONSTRUCTION MEETING.
2. ANY WORK PERFORMED BEFORE THE PRECONSTRUCTION MEETING WILL HAVE TAKEN PLACE WITHOUT SCDOT KNOWLEDGE, OVERSIGHT, AND CONSENT AND SHALL BE SUBJECT TO REMOVAL BY THE APPLICANT AND/OR AT THE APPLICANT'S EXPENSE.
3. ANY REVISIONS TO THIS APPROVED PLAN SET MUST HAVE PRIOR, WRITTEN APPROVAL FROM SCDOT OR ARE SUBJECT TO REMOVAL AT THE APPLICANT'S EXPENSE.
4. THE CONSTRUCTION ENTRANCE MUST BE ESTABLISHED AT THE LOCATION DESIGNATED IN THIS PLAN SET AND ACCORDING TO SCDOT TYPICAL 815-505-00. NO ADDITIONAL ENTRANCES OR LOCATIONS OTHER THAN SHOWN IN THIS PLAN SET ARE ALLOWED WITHOUT WRITTEN NOTICE FROM SCDOT. APPROVED CONSTRUCTION ENTRANCE SHALL BE INSTALLED PROPERLY AND SHALL BE MAINTAINED AT ALL TIMES. KEEP ROADWAY PROTECTED AND SWEPT OFF AT ALL TIMES. ANY ADDITIONAL, EXISTING DRIVEWAYS OR CONSTRUCTION ENTRANCES, IF ANY, SHALL BE REMOVED FROM SCDOT RIGHT OF WAY AT NO EXPENSE TO SCDOT.
5. NO DEWATERING ACTIVITIES SHALL BE PERFORMED WITHIN SCDOT R/W OR BRING FORTH WATER TO THE SCDOT RIGHT OF WAY BY DIRECT OR INDIRECT METHODS.
6. POST DEVELOPMENT STORMWATER FLOWS TO THE SCDOT R/W CANNOT EXCEED PREDEVELOPMENT FLOW RATES AT ANY TIME FOR ANY REASON.
7. THE APPLICANT IS SOLELY RESPONSIBLE FOR REPAIRS OF ANY AND ALL DAMAGE TO THE TRAVEL WAY DUE TO ANY WORK ALONG THE FRONTAGE OF THIS SITE, AT NO EXPENSE TO SCDOT AND ALL REPAIRS MUST MEET CURRENT SCDOT STANDARDS.
8. ANY DAMAGE TO THE TRAVEL LANE WILL REQUIRE A FULL DEPTH ASPHALT PATCH AND TOTAL ROADWAY (ALL ADJACENT TRAVEL LANES) ASPHALT OVERLAY. PATCHES LARGER THAN A FEW SQUARE FEET OR EXTENDING PAST 1 FOOT INTO THE TRAVEL LANE SHALL REQUIRE AN OVERLAY OF THE ENTIRE WIDTH OF THE EXISTING TRAVEL WAY FOR 50 FEET BEYOND EACH SIDE OF THE FULL DEPTH PATCH. ALL OF THIS WORK WILL BE SOLELY AT THE EXPENSE OF THE APPLICANT AND MUST MEET CURRENT SCDOT STANDARDS.
9. BEFORE INSTALLATION OF ANY NEW DRIVEWAY, THE EXISTING TRAVEL EDGE MUST BE SAW CUT TO PROVIDE A STRAIGHT AND UNIFORM EDGE ALONG THE MOUTH OF THE PROPOSED DRIVEWAY. CARE MUST BE TAKEN TO NOT TO DAMAGE THE EDGE ONCE CUT. ANY DAMAGE TO THE TRAVEL LANE MUST BE REPAIRED AT THE APPLICANT'S EXPENSE.
10. PAVEMENT SECTION IN THE SCDOT R/W SHALL BE, AT A MINIMUM:
    - a. 6 INCHES OF COMPACTED GABC
    - b. 4 INCHES OF COMPACTED TYPE B BINDER COURSE HOT MIX ASPHALT
    - c. 2 INCHES OF COMPACTED TYPE B SURFACE COURSE HOT MIX ASPHALT

    SEE SCDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION FOR SURFACE COURSE HOT MIX ASPHALT INSTALLATION TIME AND TEMPERATURE RESTRICTIONS AND THERMO PLASTIC TIME AND TEMPERATURE RESTRICTIONS. OR
    - d. 8 INCHES OF COMPACTED GABC
    - e. 4 INCHES OF 4,000 PSI CONCRETE

    NO REINFORCEMENT WIRE, REBAR, OR METAL OF ANY KIND IS PERMITTED
11. DRIVEWAY LANES SHALL BE A MINIMUM OF 12 FEET IN WIDTH MEASURED FROM EDGE TO EDGE OF ASPHALT.
12. DRIVEWAY RADII SHALL BE 30 FEET. (UNLESS NOTED OTHERWISE ON THE SCDOT APPROVED PLANS.)
13. PAVEMENT MARKINGS SHALL BE THERMOPLASTIC WITH REFLECTIVE BEADS PER SECTION 627 OF THE SCDOT STANDARD SPECIFICATIONS:
    - a. ALL WHITE MARKINGS SHALL BE 125 MIL MINIMUM THICKNESS
    - b. ALL YELLOW MARKINGS SHALL BE 90 MIL MINIMUM THICKNESS
14. ALL PERMANENT SIGNAGE SHALL BE INSTALLED ON BREAKAWAY POSTS PER SCDOT STANDARD DRAWING 651-110-00 AND SHALL HAVE A 7 VERTICAL FOOT CLEARANCE FROM THE GROUND TO THE BOTTOM OF THE SIGN.
15. DRIVEWAYS SHALL BE CONSTRUCTED TO HAVE A MINIMUM OF A 2 FOOT GRASSED SHOULDER ON EACH SIDE OF THE DRIVEWAY THROAT.
16. DITCH SLOPES SHALL BE NO STEEPER THAN 3H:1V.
17. ALL DRIVEWAY CULVERTS SHALL BE INSTALLED AND SEALED ACCORDING TO SCDOT TYPICAL 714-205-01 DETAIL 4 AND 5 WITH AN AASHTO M 315 RUBBER GASKET SEAL, ON PROPER GRADE TO ALLOW FOR POSITIVE STORM WATER FLOW WITHIN THE PIPE AND TO/FROM ADJACENT PIPES/CROSS LINES.
18. ALL CULVERTS INSIDE OF THE SCDOT R/W ARE TO BE INSTALLED WITH BEVELED ENDS PER SCDOT STANDARD DRAWING 719-610-00 AND SEALED PER SCDOT STANDARD DRAWING 714-205-01 AND CANNOT BE COVERED UNTIL AFTER AN INSPECTION BY THE SCDOT INSPECTOR ASSIGNED TO THE PROJECT AT THE REQUIRED SCDOT PRECONSTRUCTION MEETING.
19. LANE CLOSURES ARE REQUIRED FOR ALL WORK WITHIN ONE FOOT OF THE TRAVEL WAY. SEE SCDOT LOCAL MAINTENANCE WORK RESTRICTIONS FOR ADDITIONAL INFORMATION.
20. SHOULDER CLOSURES ARE REQUIRED FOR ALL WORK IN THE SCDOT R/W BEYOND ONE FOOT FROM THE TRAVEL WAY.
21. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SCHEDULE ALL REQUIRED INSPECTIONS IN ADVANCE. IF WORK REQUIRING INSPECTION IS PERFORMED WITHOUT PRIOR NOTICE BEING GIVEN TO SCDOT, THAT INSTALLATION SHALL BE SUBJECT TO REMOVAL AT THE APPLICANT'S EXPENSE. SEVERAL MEANS OF CONTACT WILL BE GIVEN AT THE PRECONSTRUCTION MEETING. FAILURE TO OBTAIN CONTACT IS NOT AN APPROVAL TO PROCEED WITH ANY WORK.
22. NO VEGETATION INSTALLED ON PRIVATE PROPERTY SHALL BLOCK THE SCDOT SIGHT TRIANGES OR SIGHT DISTANCES FOR MOTORISTS INGRESS OR EGRESSING FROM APPROVED DRIVEWAYS AND OR ROADWAY INTERSECTIONS. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR KEEPING OFFSITE LANDSCAPINGS PROPERLY MAINTAINTED TO IMPROVE ALL SIGHT DISTANCES. THE PROPERTY OWNER SHALL ALSO BE RESPONSIBLE FOR THE REPAIR OF ANY DAMAGES TO SIDEWALK, DRIVEWAY OR ROADWAY, UTILITY, DRAINAGE OR OTHER STRUCTURES DAMAGED DUE TO THE INSTALLATION OR EXISTENCE OF OFFSITE LANDSCAPING.
23. THE DEPARTMENT SHALL NOT BE RESPONSIBLE FOR DAMAGE TO ANY UTILITY STRUCTURES LOCATED WITHIN THE RIGHT-OF-WAY AS A RESULT OF ROUTINE HIGHWAY MAINTENANCE OPERATIONS. THESE STRUCTURES INCLUDE BUT ARE NOT LIMITED TO ARV, METERS, VALVES, MANHOLES, ALL TYPE OF PEDESTALS AND UTILITY LINES (OVERHEAD AND/OR UNDERGROUND). THE APPLICANT SHOULD USE MECHANICAL MOWERS TO CUT AROUND THESE TYPE STRUCTURES TO INCREASE VISIBILITY FOR HIGHWAY MAINTENANCE WORKERS.
24. APPLICANT IS RESPONSIBLE FOR THE INSTALLATION AND SECURING OF ANY VALVE OR MANHOLE RISERS AS NEEDED.
25. THE DEPARTMENT SHALL BE HELD HARMLESS FROM AND AGAINST ANY AND ALL CLAIMS, DAMAGES AND LOSSES ASSOCIATED WITH WORK AS APPROVED UNDER THIS PERMIT APPLICATION. ANY SUCH DAMAGE CLAIMS RECEIVED BY THE DEPARTMENT SHALL BE THE RESPONSIBILITY OF THE APPLICANT TO PROCESS ACCORDINGLY. THE HOLD HARMLESS AGREEMENT SHALL BE FOR THE LIFE OF THE FACILITY, STRUCTURE(S) OR ENCROACHMENT AS IT REMAINS WITHIN PUBLIC RIGHT-OF-WAY.
26. APPLICANT IS RESPONSIBLE FOR THE REPAIR OF ANY TRAFFIC SIGNAL LOOPS/WIRES/HEAD/CABINETS IF DAMAGED DUE TO THIS INSTALLATION. ALL WORK SHALL BE APPROVED UNDER THE DIRECTION OF THE SCDOT DISTRICT SIGNAL SHOP AND PERFORMED BY A SCDOT APPROVED SIGNAL CONTRACTOR AT NO EXPENSE TO THE DEPARTMENT.
27. IF REQUIRED UNDER THE APPROVED SCDOT ENCROACHMENT PERMIT, A THIRD PARTY TESTER SHALL BE REQUIRED AT THE APPLICANT'S EXPENSE TO PERFORM COMPACTION ANALYSIS AND WITNESS A PASSING PROOF ROLL ON ALL SUB-GRADE, BASE, AND ASPHALT. ONE THIRD PARTY INSPECTOR SHALL TAKE DENSITY READINGS AT RANDOM STATION NUMBERS. A SECOND (2ND) THIRD PARTY INSPECTOR/TESTER SHALL BE AT THE ASPHALT PLANT TESTING THE ASPHALT AT THE TIME THAT SURFACE ASPHALT IS BEING PRODUCED AND PUT DOWN ON THE JOB. ONE CORE SAMPLE (LOCATIONS TO BE DETERMINED) SHALL BE TAKEN AND WEIGHED BY THE THIRD PARTY INSPECTOR. ALL RESULTS TO BE SUBMITTED IN WRITING TO SCDOT FOR REVIEW THE FOLLOWING DAY. WINTER WORK RESTRICTIONS AND HOLIDAY WORK RESTRICTIONS MUST BE ADHERED TO. SEE PERMIT FOR MORE DETAILS.
28. AN INSPECTION DATE SHALL BE SET UP IN ADVANCE FOR WHICH THE INSPECTOR WILL COME OUT AND INSPECT THE SIDEWALK FORMS BEFORE POURING CONCRETE. DO NOT LEAVE MORE THAN A 2" DROP OFF UNATTENDED. NO MORE THAN A 2" DROP OFF OR A 3:1 DITCH SLOPE IS PERMITTED ANYWHERE WITHIN THE RIGHT OF WAY DUE TO THE CONSTRUCTION ASSOCIATED WITH THIS SIDEWALK. THE INSTALLATION OF SIDEWALK SHALL BE FLUSH WITH SHOULDER OR HAVE A DRAINAGE INLET BUILT UNDERNEATH TO ALLOW FOR PROPER STORM WATER FLOW. NO WATER SHALL POND IN SHOULDER, ROADWAY, DRIVEWAYS, OR RIGHT OF WAY DUE TO THIS INSTALLATION.
29. ADA MATS (RAISED DETECTABLE WARNING PADS) SHALL BE INSTALLED AS WET INSETS AND AT ROADWAY INTERSECTIONS ONLY.
30. NO VALVES OR OTHER APPURTENANCES IN ROADWAY ASPHALT, WITHIN 5 FEET OF EDGE OF PAVEMENT, OR WITHIN DITCH LINE OR SWALE LINE. APPLICANT SHALL INSTALL 8-16 FEET OF NEW, UNDAMAGED RCP ON PROPER GRADE, FACING THE PROPER DIRECTION, MATCHING THE DIAMETER OF DRIVEWAY AND/OR CROSS LINE UPSTREAM, BUT NOT EXCEEDING THE PIPE DIAMETER DOWNSTREAM, IF THE ABOVE CANNOT BE AVOIDED. INSTALL RIP RAP AROUND ANY EXPOSED PIPES, COVER AND SOD TO MEET SCDOT MINIMUM STANDARDS. CALL SCDOT ENCROACHMENT OFFICE FOR INSPECTION OF PIPE BEFORE COVERING.
31. PROPOSED UTILITY INSTALLATION LOCATED IN SHOULDER AREA SHALL HAVE A MINIMUM COVER OF 42" ACCORDING TO FIGURE 6 OF APPENDIX B. ANY EXPOSED ROOTS TO BE REMOVED OR TRIMMED FLUSH WITH SHOULDER/DITCH.

GENERAL NOTES

GENERAL NOTES:

ALL WORK AND MATERIALS SHALL COMPLY WITH ALL STATE, CITY AND COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS, BUILDING UTILITY ENTRANCE LOCATIONS, EXACT LOCATIONS AND DIMENSIONS OF ENTRIES, SIDEWALKS, DOWNSPOUTS, AND BOLLARDS IN BUILDING SIDEWALKS.

UNLESS SHOWN OTHERWISE ON THE PLANS, CONTRACTOR SHALL APPLY 4" OF TOP SOIL TO ALL DISTURBED AREAS OF THE SITE, PLANT GRASS SEED OR SOD, APPLY STRAW, AND WATER. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A HEALTHY STAND OF GRASS ON ALL SEEDED OR SODDED AREAS. IF A HEALTHY STAND OF GRASS CAN NOT BE ESTABLISHED BY THE TIME THE BUILDING BECOMES OCCUPIED, THEN SOD SHALL BE INSTALLED AND WATERED UNTIL GRASS IS ESTABLISHED.

ALL ISLANDS WITH CURB & GUTTER SHALL BE LANDSCAPED. THOSE ISLANDS ARE TO HAVE CURB & GUTTER AS SHOWN ON THE CONSTRUCTION DRAWINGS.

ALL DIMENSIONS AND RADII ARE REFERENCED TO THE FACE OF CURB UNLESS OTHERWISE NOTED. ALL BUILDING DIMENSIONS ARE REFERENCED TO THE OUTSIDE FACE OF THE STRUCTURE UNLESS OTHERWISE NOTED.

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BID. AREAS TO BE DISTURBED SHALL BE IMPROVED PER THESE PLANS OR RESTORED TO THEIR ORIGINAL OR BETTER CONDITION.

ACCESSIBLE SIGNS WITH A "VAN" MARKING SHALL HAVE ADDITIONAL SIGN MOUNTED BELOW THE SYMBOL OF ACCESSIBILITY SIGN DENOTING VAN ACCESSIBILITY. ALL ACCESSIBLE SIGNS SHALL MEET THE CURRENT MINIMUM ADA AND LOCAL STANDARDS.

REFER TO THE DETAIL SHEETS FOR DETAILS OF ON-SITE SIGNAGE, STRIPING, AND PAVEMENT MARKING. REFER TO SITE PLAN FOR ADDITIONAL DIMENSIONAL INFORMATION.

ALL HEIGHTS AND SETBACKS SHALL MEET THE MINIMUM STANDARDS SET FORTH IN THE LOCAL CODE.

THE CONTRACTOR SHALL EMPLOY ALL NECESSARY BARRICADES, SIGNS, FENCES, FLASHING LIGHTS, TRAFFIC MEN, ETC. FOR MAINTENANCE AND PROTECTION OF TRAFFIC AS REQUIRED.

THE CONTRACTOR SHALL PROTECT ALL MONUMENTS, IRON PINS, AND PROPERTY CORNERS DURING CONSTRUCTION.

CONTRACTOR AGREES TO REPAIR ANY DAMAGE TO THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE STANDARDS OF THE DOT.

THE CONTRACTOR SHALL IMMEDIATELY REPORT TO THE OWNER ANY DISCREPANCIES FOUND BETWEEN THE ACTUAL FIELD CONDITIONS AND THE CONSTRUCTION DOCUMENTS AND SHALL WAIT FOR INSTRUCTION PRIOR TO PROCEEDING.

TRAFFIC CONTROL:

REFER TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION) FOR DETAILS OF STANDARD TRAFFIC CONTROL SIGNS AND STANDARDS.

DEMOLITION NOTES

DEMOLITION NOTES:

THE CONTRACTOR SHALL FIELD VERIFY AND LOCATE ALL EXISTING UTILITIES ON SITE PRIOR TO ANY DEMOLITION.

THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY PERMITS AND PAY FEES REQUIRED FOR DEMOLITION AND HAUL-OFF FROM THE APPROPRIATE AUTHORITIES. THESE FEES ARE TO BE INCLUDED WITH THE BID.

THE CONTRACTOR SHALL PREPARE ALL DOCUMENTS AND ACQUIRE APPROPRIATE PERMITS AS REQUIRED PRIOR TO THE COMMENCEMENT OF DEMOLITION.

THE DEMOLITION PLAN IS INTENDED TO DEPICT GENERAL DEMOLITION AND UTILITY WORK. IT IS NOT INTENDED TO IDENTIFY EACH ELEMENT OF DEMOLITION OR RELOCATION. CONTRACTOR SHALL COORDINATE WITH THE OWNER AND APPROPRIATE UTILITY COMPANY PRIOR TO WORK.

IN ACCORDANCE WITH THE DEMOLITION PLAN, CONTRACTOR TO COMPLETELY DEMOLISH AND DISPOSE OF OFFSITE IN A LAWFUL MANNER EXISTING BUILDINGS, INCLUDING FOUNDATIONS AND ALL APPURTENANCES LOCATED ON AND AROUND THE PROPERTY INCLUDING BUT NOT LIMITED TO BOLLARDS, GAS METERS, AIR CONDITIONING UNITS, SIGNS, CURBS, SIDEWALKS, ELECTRIC METERS, FENCING, ETC.

REMOVE AND/OR PLUG EXISTING UTILITIES SUCH AS SANITARY SEWER, WATER, GAS, ELECTRIC, AND TELEPHONE AS SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING EACH UTILITY COMPANY TO COORDINATE REMOVAL OF ALL UTILITIES AND FOR DETERMINING HORIZONTAL AND VERTICAL LOCATIONS OF UTILITIES PRIOR TO COMMENCING WORK.

THE CONTRACTOR SHALL CUT AND PLUG, OR ARRANGE FOR THE APPROPRIATE UTILITY COMPANY TO CUT AND PLUG, ALL SERVICE PIPING AT THE STREET LINE OR MAIN, AS REQUIRED, OR AS OTHERWISE NOTED. ALL SERVICES MAY NOT BE SHOWN ON THIS PLAN. THE CONTRACTOR SHALL INVESTIGATE THE SITE PRIOR TO BIDDING TO DETERMINE THE EXTEND OF SERVICE PIPING TO BE REMOVED, CUT OR PLUGGED.

THE CONTRACTOR SHALL ARRANGE FOR RESETTING OF CURB BOXES, VALVE BOXES AND REMOVAL AND/OR RELOCATION OF OVERHEAD UTILITIES AND POLES WITH THE APPROPRIATE UTILITY COMPANY.

INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.

THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE.

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACE.

SAWCUT AT INTERFACE OF PAVEMENT OR CURB TO REMAIN. SAWCUT EXISTING PAVEMENT AT THE R/W.

ALL EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE SOLE EXPENSE OF THE CONTRACTOR.

THE CONTRACTOR SHALL MAINTAIN ALL UTILITY SERVICES TO THE ADJOINING PROPERTIES DURING THE DEMOLITION PROCESS.

SHOULD ANY UNCHARTED OR INCORRECTLY CHARTED EXISTING PIPING OR OTHER UTILITY BE UNCOVERED DURING EXCAVATION, CONSULT THE ENGINEER IMMEDIATELY FOR DIRECTION BEFORE PROCEEDING FURTHER WITH WORK IN THIS AREA.

ASBESTOS OR HAZARDOUS MATERIAL IF FOUND ON SITE, SHALL BE REMOVED BY A LICENSED HAZARDOUS MATERIAL CONTRACTOR AND DISPOSED OF PROPERLY .

EROSION CONTROL NOTES

EROSION CONTROL:

CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THESE DRAWINGS. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.

CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL.

ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE CONTAINED AND PROPERLY TREATED OR DISPOSED.

SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR JURISDICTIONAL WATERS.

ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THE EROSION AND SEDIMENT CONTROL PLANS SHALL BE INITIATED AS SOON AS PRACTICABLE.

DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE EROSION CONTROL PLANS AND/OR LANDSCAPE PLAN.

IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER.

CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM THE EROSION CONTROL BASINS AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.

SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.

ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STATE EROSION AND SEDIMENT CONTROL REGULATIONS, U.S. DEPARTMENT OF AGRICULTURE, AND U.S. SOIL CONSERVATION SERVICE REGULATIONS.

THE CONTRACTOR SHALL DILIGENTLY AND CONTINUOUSLY MAINTAIN ALL EROSION CONTROL DEVICES AND STRUCTURES TO MINIMIZE EROSION. THE CONTRACTOR SHALL MAINTAIN CLOSE CONTACT WITH THE INSPECTOR SO THAT PERIODIC INSPECTIONS CAN BE PERFORMED AT APPROPRIATE STAGES OF CONSTRUCTION.

STABILIZATION IS THE BEST FORM OF EROSION CONTROL. ALL DISTURBED AREAS WHICH ARE NOT OTHERWISE STABILIZED SHALL BE TOP SOILED AND SEEDED, TEMPORARILY OR PERMANENTLY IN ACCORDANCE WITH THE STATE REGULATIONS. TOPSOILING, PERMANENT SEEDING AND GRASS ESTABLISHMENT IS REQUIRED PRIOR TO PROJECT COMPLETION AND ACCEPTANCE.

ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND THE DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.

WHEN A CRUSHED STONE CONSTRUCTION ENTRANCE HAS BEEN COVERED WITH SOIL OR HAS BEEN PUSHED INTO THE SOIL BY CONSTRUCTION TRAFFIC, IT SHALL BE REPLACED, AT NO ADDITIONAL COST TO THE OWNER, WITH A DEPTH OF STONE EQUAL TO THAT OF THE ORIGINAL APPLICATION.

ALL DRAINAGE INLETS SHALL BE PROTECTED FROM SILTATION. INEFFECTIVE PROTECTION DEVICES SHALL BE IMMEDIATELY REPLACED AND THE INLET CLEANED. FLUSHING IS NOT AN ACCEPTABLE METHOD OF CLEANING.

SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.

STABILIZATION MEASURES SHALL BE APPLIED TO STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.

LIMITS OF GRADING SHOWN ON THE PLAN ARE MAXIMUM LIMITS FOR EROSION CONTROL PURPOSES ONLY. SURVEYOR TO DETERMINE ACTUAL LIMIT.

MAINTENANCE:

ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLANS, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE CONSTRUCTION DRAWINGS. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST OF OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.

ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.

SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.

THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.

OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 50%.

GRADING AND DRAINAGE NOTES

GRADING:

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

ALL CUT OR FILL SLOPES SHALL BE 2:1 OR FLATTER UNLESS OTHERWISE NOTED.

EXISTING AND PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT

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 BARRETT SURVEYING GROUP, LLC.

ALL UNSURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL GRASS AND MAINTAIN DISTURBED AREAS UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.

ALL WORK AND MATERIALS SHALL COMPLY WITH ALL STATE AND LOCAL REGULATIONS AND CODES AND O.S.H.A. STANDARDS.

ALL PROPOSED CONTOURS AND SPOT ELEVATIONS REFLECT FINISHED GRADES.

ALL ELEVATIONS ARE IN REFERENCE TO THE BENCHMARK, AND THIS MUST BE VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO GROUND BREAKING.

THE CONTRACTOR SHALL IMMEDIATELY REPORT TO OWNER ANY DISCREPANCIES FOUND BETWEEN ACTUAL FIELD CONDITIONS AND CONSTRUCTION DOCUMENTS AND SHALL WAIT FOR INSTRUCTION PRIOR TO PROCEEDING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING EXISTING UTILITIES AND SHALL REPAIR ALL DAMAGE TO EXISTING UTILITIES THAT OCCUR DURING CONSTRUCTION.

CONTRACTOR SHALL BLEND NEW EARTHWORK SMOOTHLY TO TRANSITION BACK TO EXISTING GRADE.

ALL SITE PREPARATION AND UNSUITABLE SOIL REMOVAL, AS WELL AS THE PLACEMENT OF FILL MATERIALS SHALL BE IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE GEOTECHNICAL REPORT (BY OTHERS).

LIMITS OF CLEARING SHOWN ON GRADING PLAN ARE BASED UPON THE APPROXIMATE CUT AND FILL SLOPE LIMITS, OR OTHER GRADING REQUIREMENTS.

THE PROPOSED CONTOURS SHOWN IN DRIVES AND PARKING LOTS AND SIDEWALKS ARE FINISHED ELEVATIONS INCLUDING PAVEMENT. REFER TO PAVEMENT CROSS SECTION DATA TO ESTABLISH CORRECT SUBBASE OR AGGREGATE BASE COURSE ELEVATIONS.

CONTRACTOR SHALL INSURE POSITIVE DRAINAGE SO THAT RUNOFF WILL DRAIN BY GRAVITY FLOW ACROSS NEW PAVEMENT AREAS TO NEW OR EXISTING DRAINAGE INLETS OR SHEET OVERLAND.

ANY GRADING BEYOND THE LIMITS OF CONSTRUCTION AS SHOWN ON THE GRADING PLAN IS PROHIBITED.

THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN AND IMPLEMENTATION OF ALL SHEETING, SHORING, BRACING AND SPECIAL EXCAVATION MEASURES REQUIRED TO MEET OSHA, FEDERAL, STATE AND LOCAL REGULATIONS PURSUANT TO THE INSTALLATION OF THE WORK INDICATED ON THESE DRAWINGS. THE DESIGN ENGINEER ACCEPTS NO RESPONSIBILITY FOR THE DESIGN(S) TO INSTALL SAID ITEMS.

THE CONTRACTOR SHALL INCLUDE IN THE BID ANY DEWATERING AND MOISTURE CONDITIONING NECESSARY TO CONSTRUCT THE PROJECT AS SHOWN ON THE PLANS.

ALL FOUNDATION EXCAVATION SHALL BE INSPECTED BY A QUALIFIED GEOTECHNIAL REPRESENTATIVE TO DETERMINE WHETHER UNSUITABLE MATERIAL MUST BE REMOVED. ALL UNDESIRABLE MATTER SHALL BE REMOVED, BACKFILLED AND COMPACTED AS REQUIRED BY THE GEOTECHNICAL REPRESENTATIVE.

GRADES, ELEVATIONS AND LOCATIONS SHOWN ARE APPROXIMATE. AS DIRECTED BY THE ENGINEER, THEY MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN CONDITIONS. STATIONS, OFFSETS AND ELEVATIONS REFER TO THE CENTER OF DROP INLETS, MANHOLES AND JUNCTION BOXES, AND THE MIDPOINT OF THE LIP FOR CATCH BASINS.

CONTRACTOR TO ENSURE THAT ALL ADA ROUTES, SIDEWALKS, PATHS, ETC. HAVE A LONGITUDINAL SLOPE OF LESS THAN 5% AND A CROSS SLOPE OF LESS THAN 2%. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY, AND PRIOR TO POURING OF CONCRETE, IF ANY ADA ROUTES EXCEED THE CRITERIA LISTED ABOVE.

DRAINAGE:

CONTRACTOR TO CONFIRM STRUCTURE ELEVATIONS SHOWN AND PROVIDE SHOP DRAWINGS TO OWNER & ENGINEER FOR REVIEW PRIOR TO ORDERING OF OR INSTALLATION OF STRUCTURES.

PRECAST STRUCTURES MAY BE USED AT CONTRACTORS OPTION.

STORM PIPE SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED:
TYPE 1: RCP, CLASS III PER ASTM C-76, WITH FLEXIBLE PLASTIC BITUMEN GASKETS AT JOINTS.
TYPE 2: SPIRAL RIB METAL PIPE TYPE 1R: ALUMINIZED COATED AS SPECIFIED ON CONSTRUCTION DRAWINGS. ONLY PERMITTED WHEN SPECIFICALLY INDICATED ON CONSTRUCTION DRAWINGS. PIPE ENDS SHALL BE RE-CORRUGATED AND INSTALLED WITH SEMI-CORRUGATED HUGGER-TYPE BANDS AND "O" RING GASKETS IN ACCORDANCE WITH PIPE MANUFACTURER'S INSTALLATION REQUIREMENTS. SPIRAL RIB METAL PIPE MUST COMPLY WITH ASTM A 760 TYPE 1R. ACCEPTABLE MANUFACTURER: CONTECH, INC." ULTRA FLO OR ULTRA FLO II", CALDWELL CULVERT CO. "SMOOTH RIB", OR APPROVED EQUAL.
TYPE 3: HIGH DENSITY POLYETHYLENE, ADS N-12 ST IB PIPE (PER AASHTO M294), OR APPROVED EQUAL, SHALL HAVE A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS. 4- THROUGH 60-INCH SHALL MEET AASHTO M294. PIPE SHALL BE JOINED USING A BELL & SPIGOT JOINT MEETING AASHTO M294. THE JOINT SHALL BE SOIL-TIGHT AND GASKETS, WHEN APPLICABLE, SHALL MEET THE REQUIREMENTS OF ASTM F477. FITTINGS SHALL CONFORM TO ASTM F 2306. MATERIAL FOR PIPE PRODUCTION SHALL BE AN ENGINEERED COMPOUND OF VIRGIN AND RECYCLED HIGH DENSITY POLYETHYLENE CONFORMING WITH THE MINIMUM REQUIREMENTS OF CELL CLASSIFICATION 424420C (ESCR TEST CONDITION B) FOR 4- THROUGH 10-INCH (100 TO 250 MM) DIAMETERS, AND 435420C (ESCR TEST CONDITION B) FOR 12- THROUGH 60-INCH DIAMETERS, AS DEFINED AND DESCRIBED IN THE LATEST VERSION OF ASTM D3350, EXCEPT THAT CARBON BLACK CONTENT SHOULD NOT EXCEED 4%. INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM D2321 OR PER MANUFACTURER'S RECOMMENDATION.

EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.

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 ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.

ALL STORM SEWER MANHOLES 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".

ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.

ALL STORM DRAINAGE WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE CLASS III REINFORCED CONCRETE PIPE, UNLESS OTHERWISE SHOWN.

A MINIMUM GRADE OF 0.50% SHALL BE MAINTAINED ON ALL PIPES.

ALL PIPE LENGTHS AND SLOPES ARE APPROXIMATE.

ALL PIPES SHALL BE LAID ON STRAIGHT ALIGNMENTS AND EVEN GRADES USING A PIPE LASER OR OTHER ACCURATE METHOD.

SUBSURFACE DRAINAGE FACILITIES MAY RE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEEMED NECESSARY BY THE INSPECTOR.

UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:
A. NO MORE THAN 500 LF OF TRENCH MAY BE OPENED AT ONE TIME.
B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
C. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.
D. MATERIAL USED FOR BACK-FILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
E. DESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL REGULATIONS.
F. APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.

THIS PLAN DETAILS PIPES UP TO 5FT FROM THE BUILDING FACE. REFER TO ARCHITECTURAL DRAWINGS FOR BUILDING CONNECTIONS. CONTRACTOR SHALL SUPPLY AND INSTALL PIPE ADAPTERS AS NECESSARY.

STRUCTURE TOP ELEVATIONS SHOWN HERE ARE APPROXIMATE. CONTRACTOR SHALL ADJUST AS NECESSARY.

UTILITY NOTES

UTILITY NOTES:

ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.

CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS 72-HOURS BEFORE CONNECTING TO ANY EXISTING LINE.

SANITARY SEWER PIPE, AS SHOWN ON PLANS, SHALL BE AS FOLLOWS:
PVC PER ASTM D 3034
DUCTILE IRON PIPE PER AWWA C150
PIPE RUNS BETWEEN MANHOLES TO BE THE SAME CLASS.

WATER LINES, AS SHOWN ON PLANS, SHALL BE AS FOLLOWS:
PVC C-900 PER ASTM D 2241, CLASS 200 UNDER PUBLIC ROADS, OTHERWISE CLASS 150
DUCTILE IRON PIPE PER AWWA C150
EITHER COPPER TUBE TYPE "L" (SOFT) PER ANSI 816.22
PVC, 200 P.S.I. PER ASTM D1784 AND D2241.

MINIMUM TRENCH WIDTH SHALL BE 2 FEET.

ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING AS CALLED OUT IN THE SPECIFICATIONS.

ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).

CONTRACTOR SHALL MAINTAIN A MINIMUM OF 4.0" COVER ON ALL WATERLINES.

IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATERLINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATERLINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).

LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.

TOPS OF EXISTING MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATIONS IN UNPAVED AREAS WITH WATER TIGHT LIDS.

ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3,000 P.S.I.

DRAWINGS DO NOT PURPORT TO SHOW ALL EXISTING UTILITIES.

EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.

REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.

CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL JURISDICTION WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS WAS PROVIDED BY THE LAND SURVEYOR AND IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

ALL EXISTING AND PROPOSED UTILITY MAIN LENGTHS SHOWN ARE APPROXIMATE.

ALL EXISTING UTILITIES PROPOSED TO BE RELOCATED ON THESE PLANS SHALL BE PLACED UNDERGROUND, UNLESS OTHERWISE NOTED.

CONTRACTOR TO REFERENCE MEP PLANS FOR ALL GREASE TRAP SIZING, DETAILS, CLEANOUTS, SAMPLE WELLS, AND VENT PIPING. GREASE TRAPS SHOWN ON CIVIL DRAWINGS ARE FOR REFERENCE ONLY.

PREPARED IN THE OFFICE OF:
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REV. #		DATE	DRAWN BY:	CHECKED BY:
3	SCDOT COMMENTS	08/27/19	MAT	MSL
2	ROTATE BUILDING	08/15/19	MAT	MSL
1	SCDOT COMMENTS	07/02/19	MAT	MSL

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SEAL:

SOUTH CAROLINA
LeCraw Engineering, Inc.
No. 4400
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 29099
8/28/19
Mark S. LeCraw

DESIGN TEAM:

DRAWN BY:	MAT
DESIGNED BY:	MAT
REVIEWED BY:	MSL

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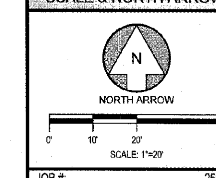

JOB #:	259002
DATE:	JUNE 26, 2019

GENERAL NOTES

C-0.1

Drawing name: L:\259002 - Carolina RE Holdings, LLC - Burger King - Kingstree_SC\CADD\CONSTR\259002 - 01 - GEN NOTES.dwg GENERAL NOTES Aug 27, 2019 1:39pm by: michael.toothaker

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