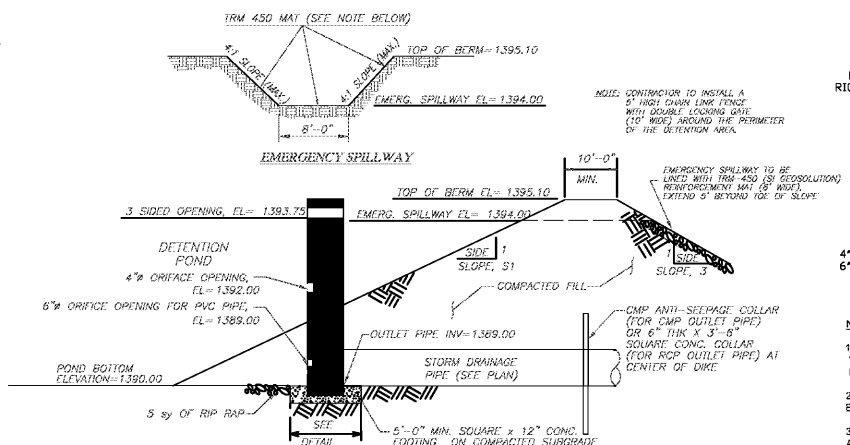
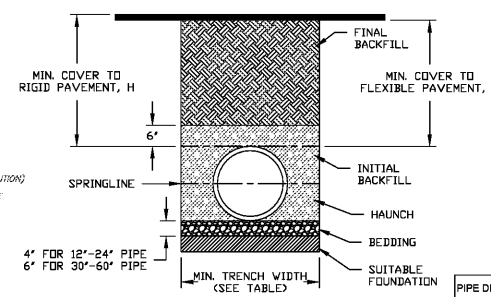


1
C8.0
DETAIL: CURB INLET W/ FRAME & GRATE (N/S)



5
C8.0
DETAIL: DETENTION POND (PERMANENT POOL) w/ OUTLET CONTROL STRUCTURE (N/S)



7
C8.0
DETAIL: HDPE PIPE TRENCH (N/S)

RECOMMENDED MINIMUM TRENCH WIDTHS

PIPE DIAM.	MIN. TRENCH WIDTH
4"	21"
6"	23"
8"	26"
10"	28"
12"	30"
15"	34"
18"	38"
24"	48"
30"	58"

MINIMUM RECOMMENDED COVER BASED ON VEHICLE LOADING CONDITIONS

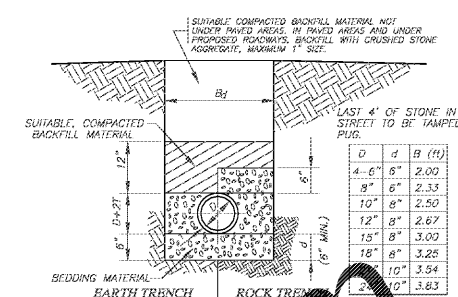
PIPE DIAM.	H-25 SURFACE LIVE LOADING CONDITION	HEAVY CONSTRUCTION (75T AXLE LOAD) *
12" - 48"	12"	48"
54" - 60"	24"	60"

* VEHICLES IN EXCESS OF 75T MAY REQUIRE ADDITIONAL COVER

** COVER IS MEASURED FROM TOP OF PIPE TO BOTTOM OF RAILWAY TIE

*** 600 COVER REQUIREMENTS, ARE ONLY APPLICABLE TO ASTM F 2306 PIPE

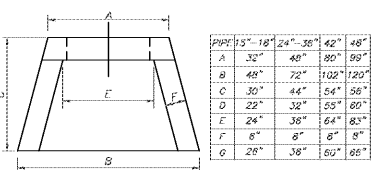
- NOTES:
1. ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY FLOW APPLICATIONS", LATEST EDITION.
 2. MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BACKFILL MATERIAL, WHEN REQUIRED.
 3. FOUNDATION: WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER, AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.
 4. BEDDING: SUITABLE MATERIAL SHALL BE CLASS I, II OR III. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER, UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-24" (100mm-600mm); 6" (150mm) FOR 30"-60" (750mm-600mm).
 5. INITIAL BACKFILL: SUITABLE MATERIAL SHALL BE CLASS I, II OR III IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2321, LATEST EDITION.
 6. MINIMUM COVER: MINIMUM COVER, H, IN NON-TRAFFIC APPLICATIONS (GRASS OR LANDSCAPE AREAS) IS 12" FROM THE TOP OF PIPE TO GROUND SURFACE. ADDITIONAL COVER MAY BE REQUIRED TO PREVENT FLOATATION. FOR TRAFFIC APPLICATIONS, MINIMUM COVER SHALL BE 12" UP TO 48" DIAMETER PIPE AND 24" OF COVER FOR 54"-60" DIAMETER PIPE, MEASURED FROM TOP OF PIPE TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT.



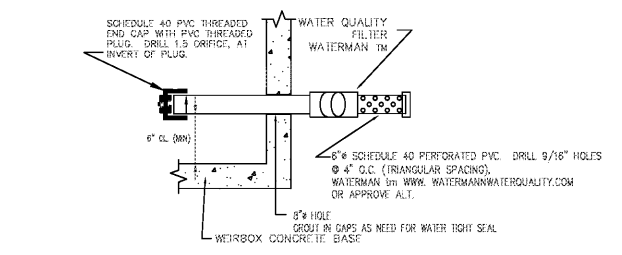
- DRAWING NOTES
1. 1.1/2" GRADE 'E' ASPHALTIC CONCRETE TOPPING. APPLY TACK COAT PRIOR TO PLACEMENT.
 2. FOR CONCRETE ROADWAY: 8" MIN. MATCH EXISTING CLASS 'A' CONCRETE (4,000 P.S.I. MIN.), COURSE BROOM FINISH. CONCRETE SHALL BE COLORED, STAMPED AND TEXTURED TO MATCH ADJACENT SURFACE.
 3. ** FLOWABLE FILL: COMPRESSIVE STRENGTH 200-250 P.S.I. IN 48 HOURS, 4 FOOT MINIMUM OR TO WITHIN 6 INCHES ABOVE TOP OF PIPE.
 - CONCRETE ROADWAYS: FILL TO THE BOTTOM OF THE EXISTING CONCRETE ROADBED
 - ASPHALT ROADWAYS: FILL TO WITHIN 1-1/2" OF FINISHED GRADE.
 4. ** FINE AGGREGATE BASE: CRUSHED LIMESTONE DUST, NO LARGER THAN 1/16".
 5. BEDDING MATERIAL - SEE SD-307.01.
- ** CEMENT TREATED BASE MAY BE SUBSTITUTED FOR FLOWABLE FILL AND FINE AGGREGATE BASE

GENERAL REQUIREMENTS

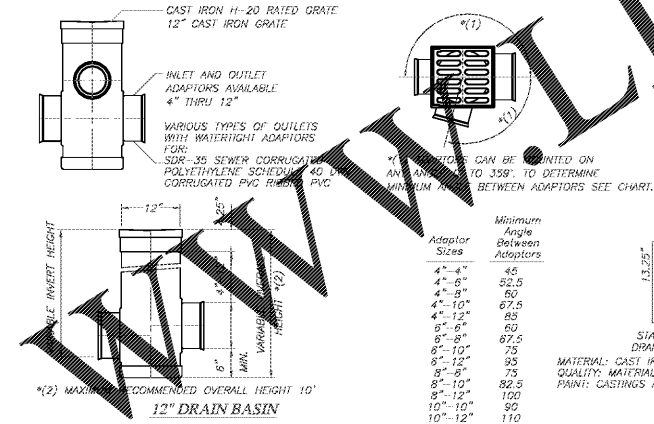
1. ALL STREET CUTS MUST BE BACKFILLED WITH FLOWABLE FILL WITH A COMPRESSIVE STRENGTH OF 200-250 P.S.I. IN 48 HOURS.
2. FLOWABLE FILL SHALL BE IN PLACE FOR A MINIMUM OF 48 HOURS PRIOR TO PLACING ASPHALT OR CONCRETE TOPPING.
3. WHERE IT IS IMPRACTICAL TO USE FLOWABLE FILL DUE TO TERRAIN, SLOPE, WIDTH OF TRENCH, OR OTHER SITUATIONS, THE MATERIAL FOR THE BACKFILL IN THE ROADWAY AREAS MAY BE CEMENT TREATED BASE BY UNIT WEIGHT AGGREGATE BASE AT THE SOLE DISCRETION OF THE CITY TRANSPORTATION ENGINEER/STREETCUT INSPECTOR. BACKFILL SHALL BE PLACED IN 8" LIFTS AND SHALL BE THOROUGHLY COMPACTED BY MEANS OF A MECHANICAL TAMP.
4. WHERE LONGITUDINAL CUTS ARE MADE, THE CITY/COUNTY RESERVES THE RIGHT TO REQUIRE ADDITIONAL RESURFACING BEYOND THE LIMITS OF THE REPAIR TO ENSURE THE PROPER RIDING CHARACTERISTICS AND THE STABILITY OF THE PAVEMENT.
5. BACKFILL OF TRENCHES WITHIN THE SIDEWALK AREAS SHALL BE COMPACTED GRADED AGGREGATE BASE (NOT LOOSE WASHED STONE). BACKFILL SHALL BE PLACED IN 8" LIFTS AND SHALL BE THOROUGHLY COMPACTED BY MEANS OF A MECHANICAL TAMP.
6. IF A PERPENDICULAR CUT TRENCH REACHES THE CENTERLINE OF THE ROADWAY, THE ASPHALT MUST BE REPLACED FROM CURB TO CURB AND BE A MINIMUM OF TEN (10) FEET ON EACH SIDE OF THE CENTERLINE OF EXCAVATION. (SEE PLAN VIEW DETAIL, THIS SHEET)
7. ALL REFERENCES TO MATERIALS ARE DESCRIBED IN DETAIL IN THE CITY OF CHATTANOOGA'S STANDARD SPECIFICATIONS. THESE SPECIFICATIONS MUST BE USED AS A REFERENCE WHEN ORDERING MATERIALS.
8. ANY SUBSTITUTIONS TO THE MATERIALS REFERENCED HEREON MUST BE APPROVED BY THE CITY TRANSPORTATION ENGINEER OR STREETCUT INSPECTOR PRIOR TO INSTALLATION.
9. EXISTING CONCRETE STREETS THAT HAVE BEEN OVERLAID WITH ASPHALT SHALL BE REPAIRED WITH CONCRETE HAVING A DEPTH EQUAL TO THE EXISTING CONCRETE PLUS THE ADJACENT EXISTING ASPHALT OVERLAY.
10. WHERE EXISTING CONSTRUCTION AND EXPANSION JOINTS ARE ENCOUNTERED IN CONCRETE PAVEMENT CUTS, THE ENGINEER/INSPECTOR SHALL DESIGNATE LOCATION, SIZE, AND MATERIALS TO CONSTRUCT JOINTS IN THE NEW CONCRETE SURFACE.
11. ALL STREET CUTS SHALL BE SAWCUT THE FULL DEPTH OF CONCRETE OR DEPTH OF ASPHALT TOPPING 1-1/2" PRIOR TO ANY OTHER DEMOLITION METHODS BEING USED.
12. ALL EXCESS WATER, MUD & UNSUITABLE MATERIAL MUST BE REMOVED FROM THE TRENCH PRIOR TO BACKFILLING.
13. ALL APPLICABLE ITEMS SHALL BE PER STATE & FEDERAL REGULATIONS.
14. THE CONTRACTOR THAT CUTS THE STREET SHALL BE RESPONSIBLE FOR REPLACING ANY SIGNAL LOOPS, PAVEMENT MARKINGS, SPEED HUMBS, OR OTHER DEVICES THAT ARE DAMAGED.
15. TWO WORKING DAYS PRIOR TO WORK WITHIN 100 LF OF A SIGNALIZED INTERSECTION, CALL TRAFFIC ENGINEERING AT (643-5950).
16. ANY ROADWAY THAT IS NOT GRAVEL, ASPHALT OR CONCRETE SHALL BE COORDINATED WITH WATER QUALITY AND CHATTANOOGA DEPARTMENT OF TRANSPORTATION.
17. ALL EXCESS WATER, MUD AND UNSUITABLE MATERIAL MUST BE REMOVED FROM THE TRENCH PRIOR TO BACKFILLING. ANY BACKFILL PLACED DURING A RAINY PERIOD OR AT OTHER TIMES WHERE EXCESS WATER CANNOT BE PREVENTED FROM ENTERING THE TRENCH SHALL BE CONSIDERED TEMPORARY AND MUST BE REMOVED AS SOON AS WEATHER PERMITS. ALL BACKFILLS SHALL BE COMPACTED AND SURFACED WITH A MINIMUM OF ONE (1) INCH COLD MIX OR HOT MIX ASPHALT TO IMPROVE TRAFFIC SURFACE UNTIL PERMANENT REPAIR CAN BE ACCOMPLISHED.



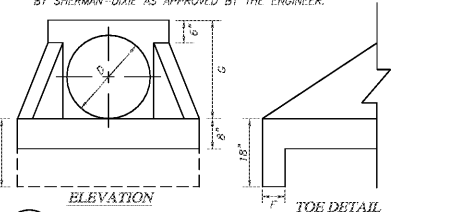
2
C8.0
DETAIL: CONCRETE HEADWALL (N/S)



5.1
C8.0
DETAIL: PERMANENT OUTLET WATER QUALITY UNIT (N/S)

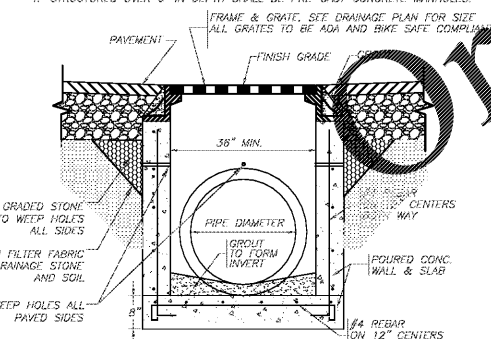


10
C8.0
DETAIL: 12" NYLOPLAST DRAIN BASIN & GRATE (N/S)

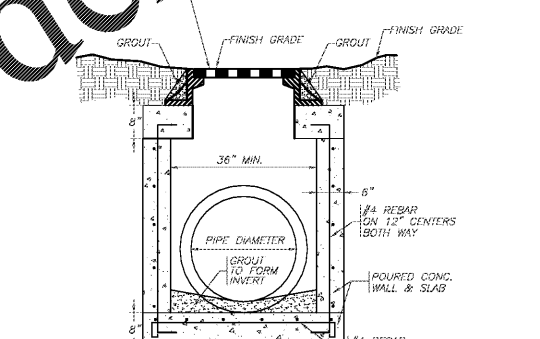


3
C8.0
DETAIL: STORM DRAINAGE CLEAN-OUT (N/S)

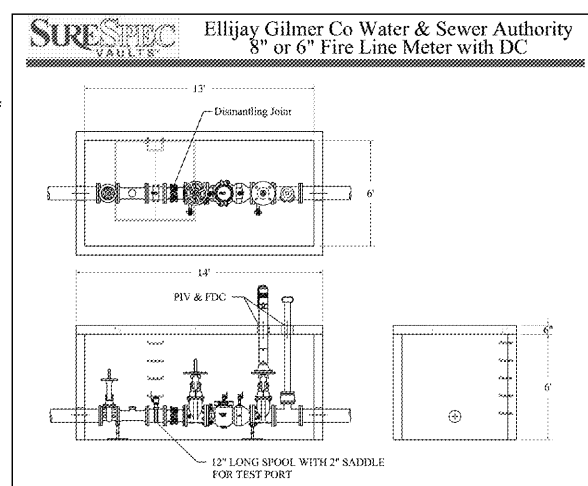
- NOTES:
1. 8" CONCRETE BRICK MAY BE USED FOR WALL CONSTRUCTION.
 2. BOXES OVER 4' IN DEPTH SHALL HAVE 1/2" WIDE POLYPROPYLENE PLASTIC STEPS PROVIDED 4" MIN. FROM INSIDE OF STRUCTURE.
 3. PRE-CAST CONCRETE MANHOLES MAY BE USED AS APPROVED BY THE ENGINEER.
 4. STRUCTURES OVER 6' IN DEPTH SHALL BE PRE-CAST CONCRETE MANHOLES.



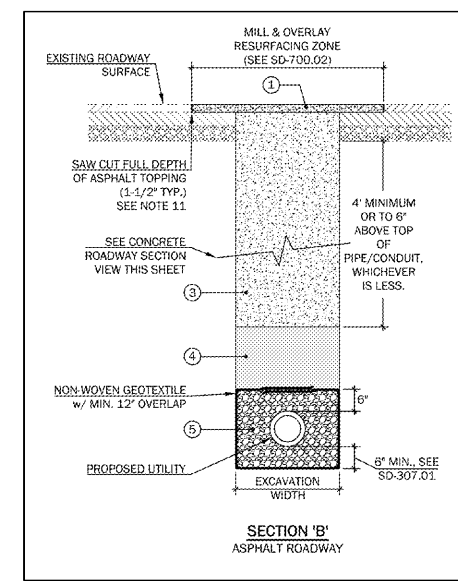
4
C8.0
DETAIL: STANDARD CATCH BASIN (PAVEMENT AREAS) (N/S)



4.1
C8.0
DETAIL: STANDARD CATCH BASIN (GRASSED AREAS) (N/S)



6
C8.0
DETAIL: ELLIJAY UTILITY VAULT (N/S)



9
C8.0
DETAIL: PUBLIC ROADWAY PAVEMENT REPAIR (N/S)

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CHATTANOOGA, TN 37408
623-265-4315

GEORGIA MOUNTAINS HEALTH SERVICES, INC.
HIGHLAND CROSSING SOUTH TRACT C
EAST ELLIJAY, GEORGIA

Level II Design Professional
Certification #35390

ISSUE DATES
INITIAL 09-04-2020
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JOB NO. 19-066 D'W'N JP CKD
19-066

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C8.0

SITE DETAILS