

GRADING, DRAINAGE, AND EROSION CONTROL NOTES:

- NO TREES ARE TO BE REMOVED AND/OR VEGETATION DISTURBED EXCEPT AS NECESSARY FOR GRADING PURPOSES AND ONLY AS APPROVED BY OWNERS REPRESENTATIVE AND CITY ENGINEER.
- TOPSOIL IS TO BE STRIPPED FROM ALL CUT AND FILL AREAS, STOCKPILED AND REDISTRIBUTED OVER GRADED AREAS TO A MINIMUM OF 6".
- ALL GRADED AREAS, INCLUDING SLOPES, ARE TO BE MULCHED AND SEEDED AS SOON AS POSSIBLE AFTER GRADING IS COMPLETED.
- CONSTRUCT EROSION CONTROL AS SHOWN ON DRAWINGS PRIOR TO BEGINNING GRADING OPERATIONS.
- ALL NEW STRUCTURES AND EXISTING STRUCTURES SHALL HAVE SEDIMENT REMOVED PRIOR TO ACCEPTANCE.
- SILT BARRIERS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 33% FILLED WITH SUCH SEDIMENT.
- ALL DIMENSIONS AND LOCATIONS OF TEMPORARY EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE SUBJECT TO ADJUSTMENT AS DESIGNATED BY THE OWNERS REPRESENTATIVE AND CITY ENGINEER.
- WHEN THE TEMPORARY SOIL EROSION AND WATER POLLUTION DEVICES ARE NO LONGER REQUIRED FOR THE PURPOSES IN THE OPINION OF THE OWNERS REPRESENTATIVE AND CITY ENGINEER, THEY SHALL BE REMOVED.
- REPLACE SILT BARRIERS WHEN CONDITIONS WARRANT AND AS DIRECTED BY THE OWNERS REPRESENTATIVE AND CITY ENGINEER.
- CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
- CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT PLANNED INTERSECTIONS WITH EXISTING AND PROPOSED STRUCTURES. SHOULD THE CONTRACTOR HAVE ANY QUESTION OF THE INTENT OR ANY PROBLEMS WITH CONTINUITY OF GRADES, THE ENGINEER SHOULD BE CONTACTED IMMEDIATELY PRIOR TO BEGINNING WORK.
- CONTRACTOR SHALL REFER TO AND ADHERE TO THE RECOMMENDATIONS IN THE GEOTECHNICAL ENGINEERING REPORT.
- ALL SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITH EROSION CONTROL MATTING INSTALLED PER MANUFACTURERS' RECOMMENDATIONS.
- ANY MUD/CONSTRUCTION DEBRIS THAT MAY BE TRANSPORTED TO TRADERS WAY, OTHER SURROUNDING ROADS OR PARKING AREAS SHALL BE CLEANED UP IMMEDIATELY.
- ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
- CONSTRUCTION ENTRANCE SHALL BE IN PLACE PRIOR TO ANY COMBUSTIBLES, I.E. CONSTRUCTION TRAILER, LUMBER, ETC. BEING PRESENT ON JOB SITE. IN ADDITION TO THE CONSTRUCTION ENTRANCE, AN ALL WEATHER DRIVE MUST BE IN PLACE AND ACCESSIBLE TO ALL AREAS OF THE CONSTRUCTION SITE THAT WILL CONTAIN COMBUSTIBLES THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROCESS. THE ALL WEATHER DRIVE SHALL BE NO LESS THAN 20 FEET OF UNOBSTRUCTED WIDTH WITH ADEQUATE TURNING RADIUS CAPABLE OF SUPPORTING THE IMPOSED LOADS OF THE FIRE DEPARTMENT PROCESS.
- RETAINING WALLS TO BE DESIGNED AND SEALED BY AN ENGINEER LICENSED IN THE STATE OF TENNESSEE AND SUBMITTED FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A PERMIT. REFER TO THE VENDORS PLANS FOR RETAINING WALL AND RAILING DETAILS. RAILING SHALL BE PROVIDED FOR RETAINING WALL HEIGHTS THAT ARE GREATER THAN OR EQUAL TO 30 INCHES.
- ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.

FLOODPLAIN NOTE

THIS PROPERTY DOES NOT LIE WITHIN AN AREA OF SPECIAL FLOOD HAZARD AS DELINEATED ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FEMA, COMMUNITY PANEL NO. '47187C0228 E', DATED JANUARY 16, 2003.

LEGEND

812 — PROPOSED CONTOUR

804 - - - EXISTING CONTOUR

810 - - - EXISTING INDEX CONTOUR

809.20 — TOP OF CURB ELEVATION

808.70 — BOTTOM OF CURB ELEVATION

818.50(TW) — TOP OF WALL ELEVATION

810.65(BW) — BOTTOM OF WALL ELEVATION

— FLOW DIRECTION ARROW

▢ SINGLE CURB INLET STRUCTURE

▢ DOUBLE CURB INLET STRUCTURE

▢ RIPRAP CHANNEL



TENNESSEE ONE CALL
1 (800) 351-1111
CALL BEFORE DIGGING
IN THIS AREA

EXISTING DRAINAGE TABLE

NUMBER	STRUCTURE	TOP OF CASTING	INVERT
D1	MANHOLE	812.5	802.9
D2	CURB INLET	812.5	802.7
D3	MANHOLE	812.6	798.1
D4	CURB INLET	808.6	801.6
D5	MANHOLE	808.6	795.8
D6	CURB INLET	806.0	799.5
D7	CURB INLET	804.7	800.1
D8	CURB INLET (DOUBLE)	804.6	799.3
D9	MANHOLE	806.1	797.4
D10	MANHOLE	805.5	797.9
D11	CURB INLET	805.2	798.5
D12	CURB INLET	803.6	800.4
D13	DROP CURB INLET	812.6	804.0 (IN)
D14	CURB INLET	802.2	802.3 (OUT)
D15	MANHOLE	803.7	FORCE MAIN
D16	MANHOLE (NO LID)	804.3 (IN)	793.3
D17	MANHOLE (NO LID)	804.3 (IN)	FULL OF WATER

PIPE CHART				
LINE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	FULL FLOW CAPACITY (CFS)
*1-2	18	84	0.50	2.2
*2-3	18	125	0.50	6.6
*3-4	18	30	1.00	9.2
*5-6	18	84	0.50	1.6
*6-7	18	54	0.50	3.8
*7-8	18	22	1.00	7.0
*8-10	42	41	1.00	-
*11-12	15	98	2.00	2.5
*CLASS III RCP (UNLESS OTHERWISE NOTED)				9.14

STRUCTURE CHART					
NO.	TYPE	CASTING	ELEVATIONS		TOTAL DRAIN FLOW (CFS)
			T.C.	IN F.L. OUT F.L.	
1	SINGLE INLET	JB & SONS 3101-V	807.61	-	803.11
2	DOUBLE INLET	JB & SONS 3103-V	805.96	802.69	802.49
3	SINGLE INLET	JB & SONS 3103-V	805.70	801.86	797.30
4	ENERGY DISSIPATING HEADWALL	-	-	-	797.00
5	SINGLE INLET	JB & SONS 3101-V	807.62	-	803.46
6	DOUBLE INLET	JB & SONS 3101-V	806.70	802.99	802.79
7	SINGLE INLET	JB & SONS 3103-V	805.83	802.52	799.22
8	ENERGY DISSIPATING HEADWALL	-	-	-	799.00
9	OUTLET STRUCTURE	SEE OUTLET STRUCTURE DETAIL	800.90	795.80	793.80
10	RELOCATED HEADWALL	-	-	-	793.39
11	SINGLE INLET	JB & SONS 3103-V	810.20	-	805.96
12	EXISTING CURB INLET	CONVERT EXIST CURB INLET TO GUTTER INLET	804.0 (11)	802.3 (EX)	802.3

Daycare Use Exhibit
05/17/23

