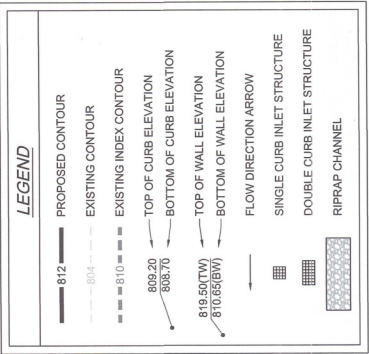


GRADING, DRAINAGE, AND EROSION CONTROL NOTES:

1. NO TREES ARE TO BE REMOVED AND/OR VEGETATION DISTURBED EXCEPT AS NECESSARY FOR GRADING PURPOSES AND ONLY AS APPROVED BY OWNER'S REPRESENTATIVE AND CITY ENGINEER.
2. TOPSOIL IS TO BE STRIPPED FROM ALL CUT AND FILL AREAS, STOCKPILED AND REDISTRIBUTED OVER GRADED AREAS TO A MINIMUM OF 6".
3. ALL GRADED AREAS, INCLUDING SLOPES, ARE TO BE MULCHED AND SEEDED AS SOON AS POSSIBLE AFTER GRADING IS COMPLETED.
4. CONSTRUCT EROSION CONTROL AS SHOWN ON DRAWINGS PRIOR TO BEGINNING GRADING OPERATIONS.
5. ALL NEW STRUCTURES AND EXISTING STRUCTURES SHALL HAVE SEDIMENT REMOVED PRIOR TO ACCEPTANCE.
6. SILT BARRIERS SHALL BE CLEANED OF ACCUMULATED SEDIMENT WHEN APPROXIMATELY 33% FILLED WITH SUCH SEDIMENT.
7. ALL DIMENSIONS AND LOCATIONS OF TEMPORARY EROSION AND WATER POLLUTION CONTROL STRUCTURES SHALL BE SUBJECT TO ADJUSTMENT AS DESIGNATED BY THE OWNER'S REPRESENTATIVE AND CITY ENGINEER.
8. WHEN THE TEMPORARY SOIL EROSION AND WATER POLLUTION DEVICES ARE NO LONGER REQUIRED, THEY SHALL BE REMOVED.
9. REPLACE SILT BARRIERS WHEN CONDITIONS WARRANT AND AS DIRECTED BY THE OWNER'S REPRESENTATIVE AND CITY ENGINEER.
10. CONTRACTOR SHALL VERIFY EXISTING ELEVATIONS PRIOR TO BEGINNING WORK.
11. CONTOUR LINES AND SPOT ELEVATIONS ARE THE RESULT OF A DETAILED ENGINEERING GRADING DESIGN AND REFLECT A PLANNED INTENT WITH REGARD TO DRAINAGE AND MOVEMENT OF MATERIALS. SHOULD THE CONTRACTOR HAVE ANY QUESTIONS REGARDING THE DESIGN OR THE NECESSITY OF GRADES, THE ENGINEER SHOULD BE CONTACTED IMMEDIATELY PRIOR TO BEGINNING WORK.
12. CONTRACTOR SHALL REFER TO AND ADHERE TO THE RECOMMENDATIONS IN THE GEOTECHNICAL ENGINEERING REPORT.
13. ALL SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITH EROSION CONTROL MATTING INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
14. ANY MUD/CONSTRUCTION DEBRIS THAT MAY BE TRANSPORTED TO TRADERS WAY, OTHER SURROUNDING ROADS OR PARKING AREAS SHALL BE CLEANED UP IMMEDIATELY.
15. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
16. 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, ALL EXISTING DRIVEWAYS SHALL BE PROTECTED WITH 18" X 18" X 4" CONCRETE CURBS. THE DRIVEWAY SITE THAT WILL CONTAIN COMBUSTIBLES THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROCESS, THE ALL WEATHER DRIVE SHALL BE NO LESS THAN 20 FEET OF UNCONSTRUCTED WIDTH WITH ADEQUATE TURNING RADIUS CAPABLE OF SUPPORTING THE IMPOSED LOADS OF THE FIRE DEPARTMENT PROCESS.
17. 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 VENDOR'S PLANS FOR RETAINING WALL AND RAILING DETAILS. RAILING SHALL BE PROVIDED FOR RETAINING WALL HEIGHTS THAT ARE GREATER THAN OR EQUAL TO 30 INCHES.
18. 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 IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) COMMUNITY PANEL NO. 47187C0228 E, DATED: JANUARY 16, 2003.



TENNESSEE ONE CALL
1 (800) 954-1111
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	808.6	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	808.6	800.4
D13	DROP CURB INLET	812.6	804.0 (IN) 802.3 (OUT)
D14	CURB INLET	807.9	807.2
D15	MANHOLE (NO LID)	801	
D16	MANHOLE (NO LID)	801	
D17	MANHOLE (NO LID)	794	
			FULL OF WATER

RELOCATE EXISTING HEADWALL
PIPING AND OUTLET STRUCTURE
(RELOCATE AS SHOWN ON PLAN)

INSURE THAT THERE IS NO
SLOPE ON FIRST 30'
DOWNSTREAM OF PIPE 6-10

CLASS B
RIPRAP CHANNEL
SEE DITCH SECTION

REGISTERED LIVING FACILITY
3 FLOORS 120 UNITS
34 SPACES BOP'D
50 SPACES SHOWN

18. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.

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	2.2
2	DOUBLE INLET	JB & SONS 3103-V	805.98	802.69	802.49	4.4
3	SINGLE INLET	JB & SONS 3103-V	805.70	801.86	797.30	2.6
4	ENERGY DISSIPATING HEADWALL	-	-	-	797.00	-
5	SINGLE INLET	JB & SONS 3101-V	807.62	-	803.46	1.6
6	DOUBLE INLET	JB & SONS 3101-V	806.70	802.99	802.79	2.2
7	SINGLE INLET	JB & SONS 3103-V	805.83	802.52	795.22	3.2
8	ENERGY DISSIPATING HEADWALL	-	-	-	795.00	-
9	OUTLET STRUCTURE DETAIL	SEE OUTLET STRUCTURE DETAIL	800.80	795.80	793.80	-
10	EXISTING CURB INLET	-	-	-	793.39	-
11	SINGLE INLET	JB & SONS 3103-V	810.20	-	805.96	2.5
12	EXISTING CURB INLET	CONVERT EXIST CURB INLET TO GUTTER INLET	804.0 (11) 812.6 (804.0 EX)	-	802.3	-

PIPE CHART

LINE	SIZE (INCHES)	LENGTH (FEET)	SLOPE (%)	PERCENT FULL FLOW (CFS)	FULL FLOW CAPACITY (CFS)
1+2	18	64	0.50	2.2	7.43
2+3	18	125	0.50	6.6	7.43
3+4	18	30	1.00	9.2	10.50
4+5	18	84	0.50	1.6	7.43
5+7	18	54	0.50	3.8	7.43
7+8	18	22	1.00	7.0	10.50
8+10	42	41	1.00	-	100.61
11+12	15	98	2.00	2.5	9.14
*CLASS III RCP (UNLESS OTHERWISE NOTED)					

Assisted Living Exhibit
5/17/23

CONVERT EXISTING INLET
TO GUTTER INLET CARRYING
BY REMOVING CURB

12" MIN.

30" MIN. THICKNESS

14" MIN. WIDTH

NON-WOVEN
GEOTEXTILE
(MIRAP 140N)

UNDISTURBED
SOIL

RIPRAP DITCH SECTION

NOT TO SCALE