Fair for road subgrade/road fill/topsoil fair for road subgrade/road fill/topsoil fair for topsoil; poor for road subgrade/road fill poor for road subgrade/road fill, topsoil, and basements

In general, there are no unusual site characteristics here that are unlike those found elsewhere in the region where similar soils are present. No special construction methods or procedures seem necessary.

Any rock encountered will be ripped or blasted as necessary, and used for compacted fill in other areas.

Slope will not be an adverse factor to construction since all slopes on this site are not greater than those found on other construction sites in the region. Slopes will be reshaped with the proposed grading. Any accelerated runoff or erosion from slopes will be handled by the sediment basin, matting and silt fence control measures on the site.

Drainage within the project area will be manipulated by proposed grading, storm piping and swales.

Soils like Bedington, Duffield, Edom, Hagerstown, and Penlaw are found on other construction sites in this region. Ground surface will be reshaped and compacted with the proposed grading.

Bedington shaly silt loam, 15 to 25% slopes BdD

Bedington shaly silt loam, 8 to 15% slopes BdC

Bedington shaly silt loam, 3 to 8% slopes BdB

Edom silty clay loam, 3 to 8% slopes EdB

Hagerstown silt loam, 3 to 8% slopes HaB

Penlaw silt loam, 0 to 3% slopes Pe
NOTES:
1. ALL INLET TOPS ARE TYPE C WITH A 6" REVEAL UNLESS NOTED OTHERWISE.
2. SPECIAL MANHOLE ADJUSTMENT RISERS ARE REQUIRED FOR STREET GRADES OF 2% OR GREATER. (SEE DETAIL)
3. SANITARY SEWER LENGTHS SHOWN ON PROFILES REPRESENT THE DISTANCE FROM THE CENTER OF MANHOLE TO CENTER OF MANHOLE; PIPE SLOPES SHOWN ON PROFILES ARE CALCULATED BASED ON THE LENGTH FROM THE INSIDE FACE OF MANHOLE WALL TO INSIDE FACE OF MANHOLE WALL.
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SEDIMENT BASIN A WAS APPROVED AND BUILT WITH PHASE 4 OF ORCHARD GLEN PROD. THE ABOVE DETAILS MAY BE REFERENCED FOR MAINTENANCE PURPOSES.
ACCESS EASEMENTS ARE 2' OFFSETS FROM THE BACK SIDE OF THE SIDEWALK, AND THEY EXTEND 2' ALONG THE RIGHT-OF-WAY LINE BEYOND THE POINT AT WHICH THE BACK SIDE OF THE SIDEWALK TIES TO THE RIGHT-OF-WAY LINE.