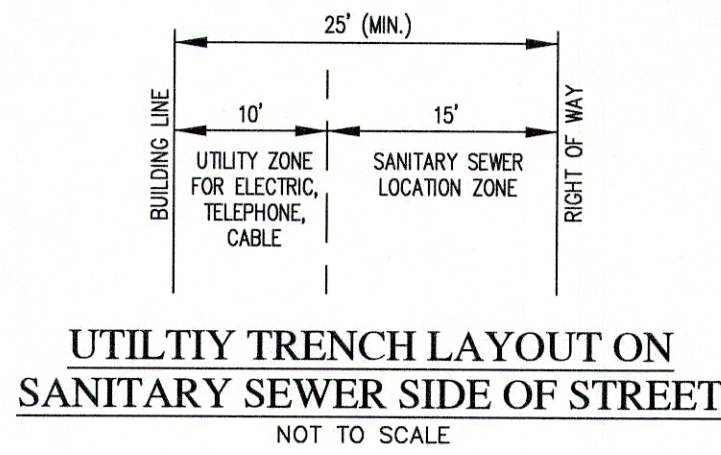


By: scdway
File Name: W:\Arbor Homes\2017-085-A Arbor- Maple Trails Sec 1\Design\CAD\17085A-Development-Plan.dwg, Layout: C1.2
Plot Date: Mar 28, 2018 Plot Time: 7:39pm



OVERALL GENERAL PROJECT NOTES

- NOT ALL GAS, POWER, OR TELEPHONE LINES, WHETHER ABOVE OR BELOW GROUND, HAVE BEEN SHOWN ON THE DRAWINGS. ANY UNDERGROUND INFORMATION SHOWN ON THE DRAWINGS HAS BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONTRACTOR'S BENEFIT. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR PROTECTING ALL UTILITIES IN HIS WORK AREA WHETHER SHOWN OR NOT, AND MUST REALIZE THAT THE ACTUAL LOCATION OF THE UTILITIES MAY BE DIFFERENT FROM THAT SHOWN ON THE DRAWINGS. ALL EXISTING UTILITIES ENCOUNTERED IN THE WORK, WHETHER IN PUBLIC RIGHTS OF WAY OR ON PRIVATE PROPERTY, SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN IN SERVICE. ANY UTILITIES WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION TO SERVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR WITH THE PERMISSION OF THE UTILITY. IF MINOR CONFLICTS ARISE, THE CONTRACTOR MAY SHIFT THE PROPOSED LOCATION OF THE INSTALLATION OF THE WORK, BEFORE WORKING WITH OR AROUND UTILITIES, THE APPLICABLE UTILITY COMPANY SHALL BE NOTIFIED BY THE CONTRACTOR.
- SAFETY PROVISIONS FOR THE WORK SHALL BE IN FULL COMPLIANCE WITH ALL APPLICABLE RULES AND REGULATIONS OF THE INDIANA OSHA AND ANY OTHER LOCAL STATE OR FEDERAL AGENCY HAVING JURISDICTION. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. CONTRACTOR SHALL AT MINIMUM, PROVIDE TRAFFIC CONTROL AS REQUIRED TO SAFELY PROTECT THE GENERAL PUBLIC, THE CONTRACTOR'S WORK FORCES AND THE WORK. TRAFFIC CONTROL SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE INDIANA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND THE INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, STANDARD DETAILS AND GENERAL INSTRUCTIONS TO FIELD EMPLOYEES. THE REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT TO BE LIMITED TO NORMAL WORKING HOURS. THE OPTION OF THE OWNER AND/OR ENGINEER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE, IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE. CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING ALL BARRICADES, FENCES, WARNING SIGNS, FLASHING LIGHTS, TEMPORARY WALKWAYS, AND TRAFFIC CONTROL DURING CONSTRUCTION. CONTRACTOR TO COMPLY WITH ALL OSHA REGULATIONS, REQUIREMENTS, SAFETY MEETING REQUIREMENTS AND AGENCY REQUIREMENTS FOR TRAFFIC CONTROL AND SAFETY PRECAUTIONS, THERE WILL BE NO SEPARATE OR ADDITIONAL PAYMENT FOR THIS WORK.
- WHERE PROPERTY MARKERS, SECTION CORNERS, SURVEY MARKS OR BENCHMARKS, SUCH AS STONES, PIPES, OR OTHER

- SUCH MONUMENTS ARE ENCOUNTERED AND CONFLICT WITH THE WORK, THE ENGINEER SHALL BE NOTIFIED BEFORE THEY ARE DISTURBED. THE MARKERS SHALL BE STORED AND PROTECTED AT THE SITE FOR THE OWNER TO COLLECT OR FOR THE CONTRACTOR TO RE-USE AS INDICATED.
- ALL MATERIALS DENOTED "SALVAGED" SHALL BE STORED AND PROTECTED AT THE SITE FOR THE OWNER TO COLLECT OR FOR THE CONTRACTOR TO RE-USE AS INDICATED.
 - THERE SHALL BE NO CHANGES WITHOUT WRITTEN APPROVAL OF ENGINEER.
 - ALL GRADES AT BOUNDARY SHALL MEET EXISTING GRADES.
 - CONTRACTOR SHALL MINIMIZE DAMAGE TO EXISTING TREES.
 - REMOVE AND BACKFILL ALL AREAS WHERE ANY FIELD TILE CROSSES PROPOSED HOUSE PADS. ALL FIELD TILES INTERCEPTED TO BE PERPETUATED INTO STORM SEWER SYSTEM OR LAKE. THE SUBCONTRACTOR SHALL NOTIFY IN WRITING THE OWNER AND THE ENGINEER IN ANY CIRCUMSTANCES WHERE THIS CANNOT BE ACCOMPLISHED.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL UTILITY LOCATIONS.
 - CONTRACTOR SHALL STAMP THE LATERAL "S" AND "W" IN THE CURB PERPENDICULAR TO THE LATERAL MARKER.
 - STRUCTURES RECEIVING SUB-SURFACE DRAIN (SSD) SHALL HAVE BOTH PORTS CORE DRILLED. "T" OR "Y" BLIND CONNECTIONS ARE NOT ALLOWED.
 - ALL STORM SEWER CASTINGS SHALL BE LABELED "DUMP NO WASTE-DRAINS TO WATERWAY".
 - STRUCTURAL FILL: SHALL BE COMPACTED TO AT LEAST 95% STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D-698). SHALL BE FREE OF ORGANIC MATERIAL, DEBRIS, DELETERIOUS MATERIALS AND FROZEN SOLIDS.
 - DURING CONSTRUCTION, WHEN ENCOUNTERED, EXISTING FARM FIELD TILE DRAINING SOUTHEASTERLY, SHALL BE REMOVED ALL THE WAY TO THE PROPOSED 40' HALF RIGHT-OF-WAY LINE (WESTERN RIGHT-OF-WAY LINE OF CR 650W) AND PLUGGED WITH CONCRETE.

LEGEND:

EXISTING	PROPOSED
RIGHT-OF-WAY LINE	EASEMENT LINE
SETBACK LINE	CENTERLINE
SWALE / FLOWLINE	CURB UNDERDRAIN
W/ LOT LATERAL	SANITARY SEWER
STORM CULVERT	STORM CULVERT
WATER MAIN	GAS MAIN
TELEPHONE LINE	OVER HEAD UTILITY
CONTOUR, MAJOR	CONTOUR, MINOR
FENCE	TREE LINE
SANITARY MANHOLE	STORM MANHOLE
STORM INLET	STORM END SECTION
FIRE HYDRANT / VALVE	WATER VALVE
POWER POLE	STREET LIGHT
FLOW ARROW	EMERGENCY FLOOD ROUTE
SPOT ELEVATION	PAVEMENT ELEVATION
2' ROLL CURB	A.D.A. HANDICAP RAMP
2' CHAIRBACK CURB & GUTTER (REVERSE SLOPE)	CLAY LINER REQUIRED IN THIS PORTION OF POND. SEE NOTES ON SHEET C8.5.

ABBREVIATIONS:

BC	BACK OF CURB
CL	CENTERLINE
FG	FINISHED GRADE
FL	FLOW LINE
HP	HIGH POINT
INW	INVERT ELEVATION
LP	LOW POINT
ME	MATCH EXISTING GRADE
NP	NORMAL POOL (ELEVATION)
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE PIPE
PM	POINT OF VERTICAL INTERSECTION
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
TB	TOP OF BANK GRADE
TC	TOP OF CASTING GRADE
S.F.	SQUARE FEET
R	RADIUS
B.L.	BUILDING SETBACK LINE
R.B.L.	REAR BUILDING SETBACK LINE
D.E.	DRAINAGE EASEMENT
D.U.&E.	DRAINAGE AND UTILITY EASEMENT
D.U.&S.S.E.	DRAINAGE UTILITY AND SANITARY SEWER EASEMENT
S.S.E.	SANITARY SEWER EASEMENT
L.E.	LANDSCAPE EASEMENT
TW	TOP OF WALL
OW	BOTTOM OF EASEMENT
CA	COMMON AREA
VAR.	VARIABLE
PAD	PAD ELEVATION
MFE	MINIMUM FINISHED FLOOR ELEVATION

BENCHMARK INFORMATION:

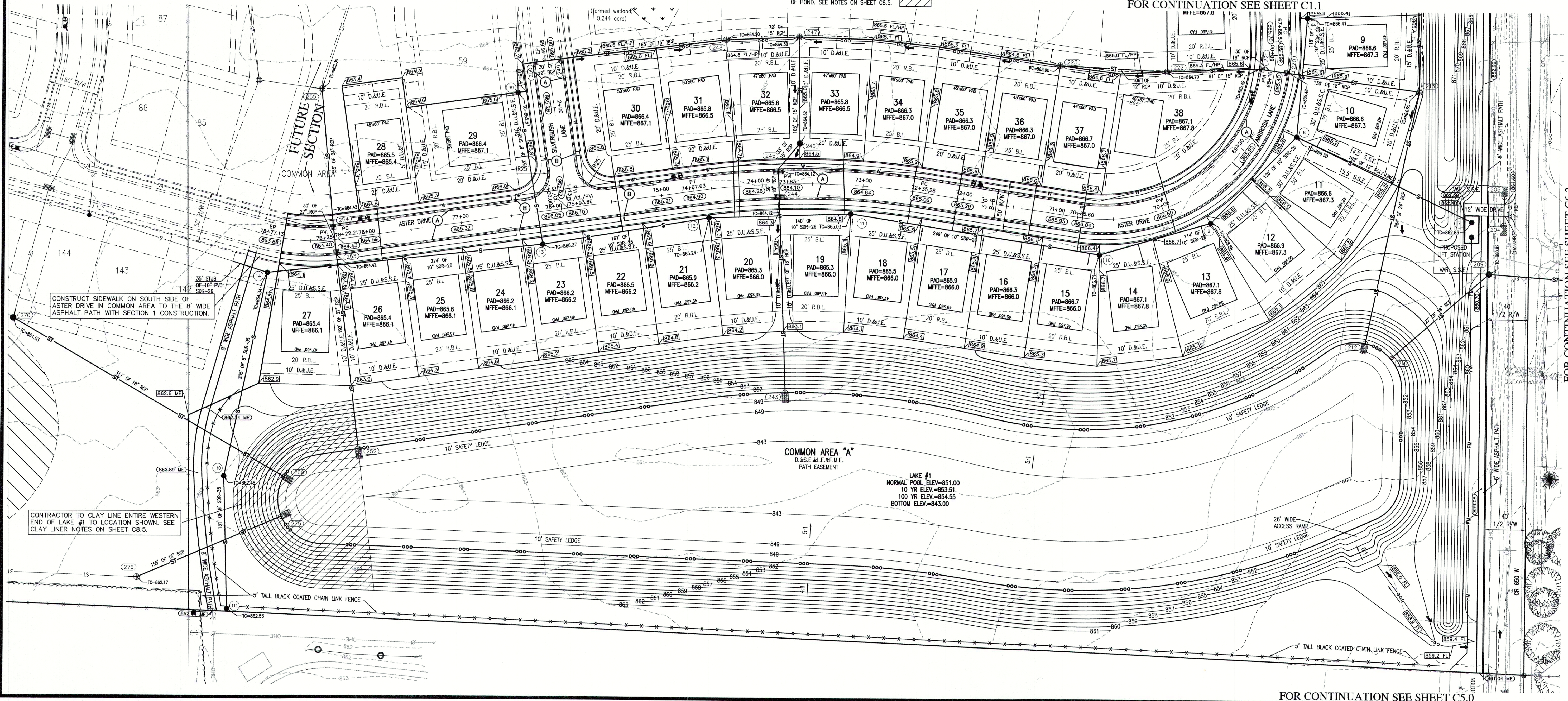
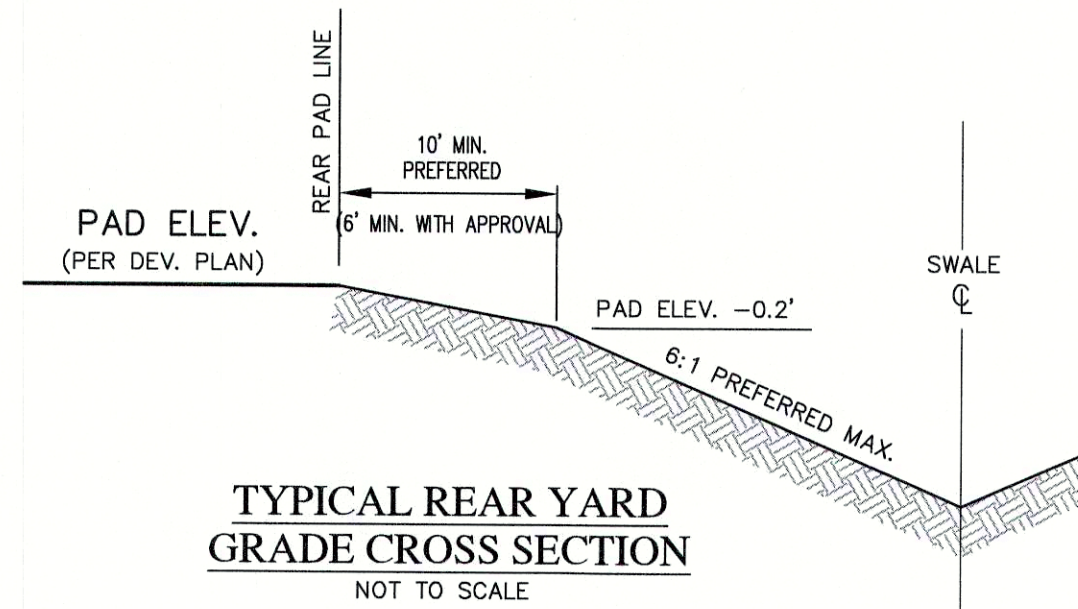
ORIGINATING BENCHMARK: INDOT 48-G-0055
A BRONZE PLATE IN THE NORTH END OF THE EAST SIDEWALK OF CR 650 W BRIDGE (STR 169-15-05323 NBI 39070) OVER I-49; ALSO 18 FEET SOUTH OF THE NORTH END OF THE BRIDGE.
ELEV = 880.30 (NGVD 29)
ELEV = 879.87 (NAVD 88)

TBM #1
SOUTHWEST UPPER BONNET BOLT
50 FEET SOUTH OF CL 800 SOUTH & 15 FEET WEST OF CL 650 WEST
ELEV = 870.36 (NAVD 88)

TBM #2
SOUTHWEST UPPER BONNET BOLT
670 FEET SOUTH OF CL 800 SOUTH & 15 FEET WEST OF CL 650 WEST
ELEV = 866.74 (NAVD 88)

TBM #3
SOUTHWEST UPPER BONNET BOLT
1665 FEET SOUTH OF CL 800 SOUTH & 17 FEET WEST OF CL 650 WEST
ELEV = 866.25 (NAVD 88)

TBM #4
SOUTHWEST UPPER BONNET BOLT
1290 FEET NORTH OF CL FALL CREEK DRIVE & 17 FEET WEST OF CL 650 WEST
ELEV = 864.08 (NAVD 88)



REVISIONS		
DATE	DESCRIPTION	BY
03/23/18	REVISED PER FORM REVIEW COMMENTS	DC



MAPLE TRAILS SECTION 1 DEVELOPMENT PLAN

SEAN M. DOWNEY
REGISTERED PROFESSIONAL ENGINEER
No. 10200309
STATE OF INDIANA

Drawn By: Sean M. Downey
Checked By: SD
Date: FEBRUARY 12, 2018
Scale: AS SHOWN
Sheet: C1.2

DEVELOPMENT PLAN