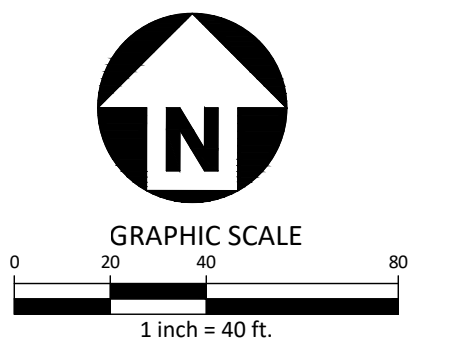


UTILITY LEGEND

	FIRE HYDRANT ASSEMBLY		SEWER FLOW DIRECTION ARROW
	FIRE DEPARTMENT CONNECTION (FDC)		LINE BREAK SYMBOL
	WATER VALVE		WATERLINE
	VALVE IN MANHOLE		WATER SERVICE LINE
	METER & VAULT		UTILITY SLEEVE
	BACKFLOW PREVENTER		SANITARY SEWER
	REDUCER		SEWER SERVICE LINE
	PLUG		SEWER FORCE MAIN
	BLOW-OFF ASSEMBLY		GAS LINE
	SANITARY SEWER MANHOLE		OVERHEAD UTILITY
	SEWER CLEAN-OUT		UNDERGROUND ELECTRIC
	GREASE TRAP		TELEPHONE
			EASEMENT LINE



SEE SHEET C0.00 FOR ALL PROJECT, SITE, GRADING, STORM DRAINAGE AND UTILITY NOTES

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT TOWN OF CHAPEL HILL AND NCDOT ENGINEERING DESIGN AND CONSTRUCTION STANDARDS

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Adam Golden
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HILLMONT
CONDITIONAL ZONING PERMIT
STANCELL DRIVE
CHAPEL HILL, NORTH CAROLINA 27517



REVISIONS

NO.	DATE	REVISION
1	06.07.2023	REVISED PER 1ST CZP COMMENTS
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PLAN INFORMATION

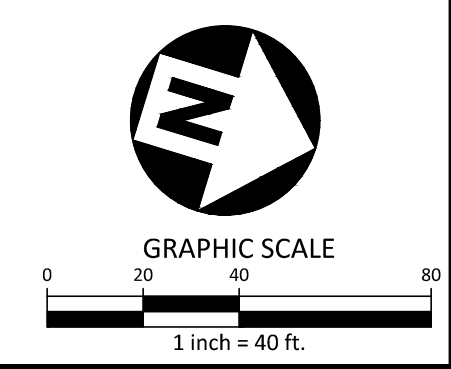
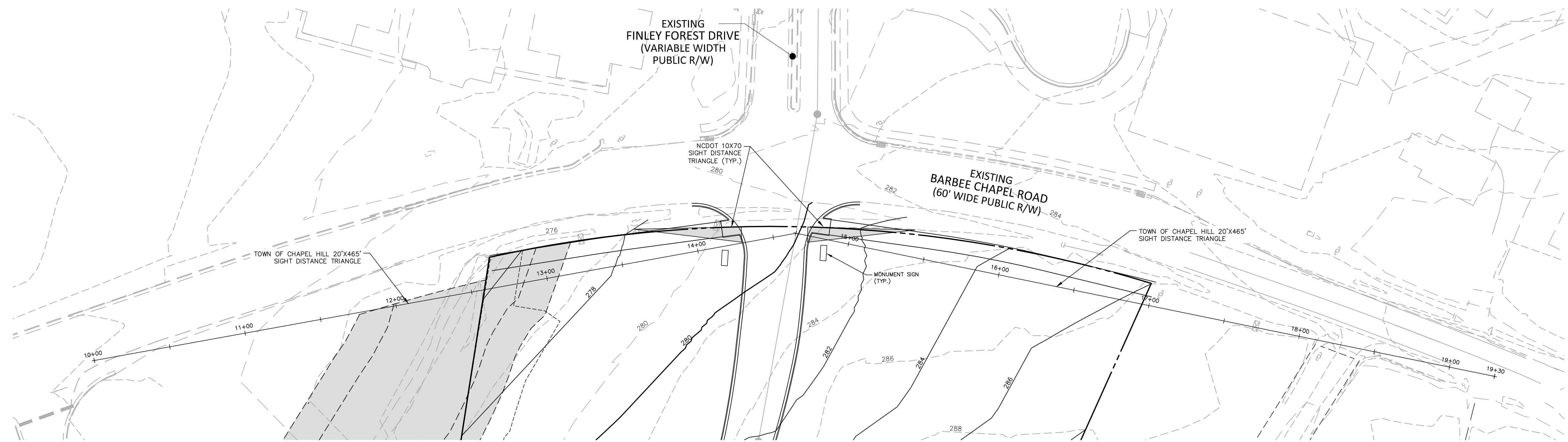
PROJECT NO.	RAV-21002
FILENAME	RAV21002-U1
CHECKED BY	SJC
DRAWN BY	WHM/LIL
SCALE	1" = 40'
DATE	03.23.2023

SHEET

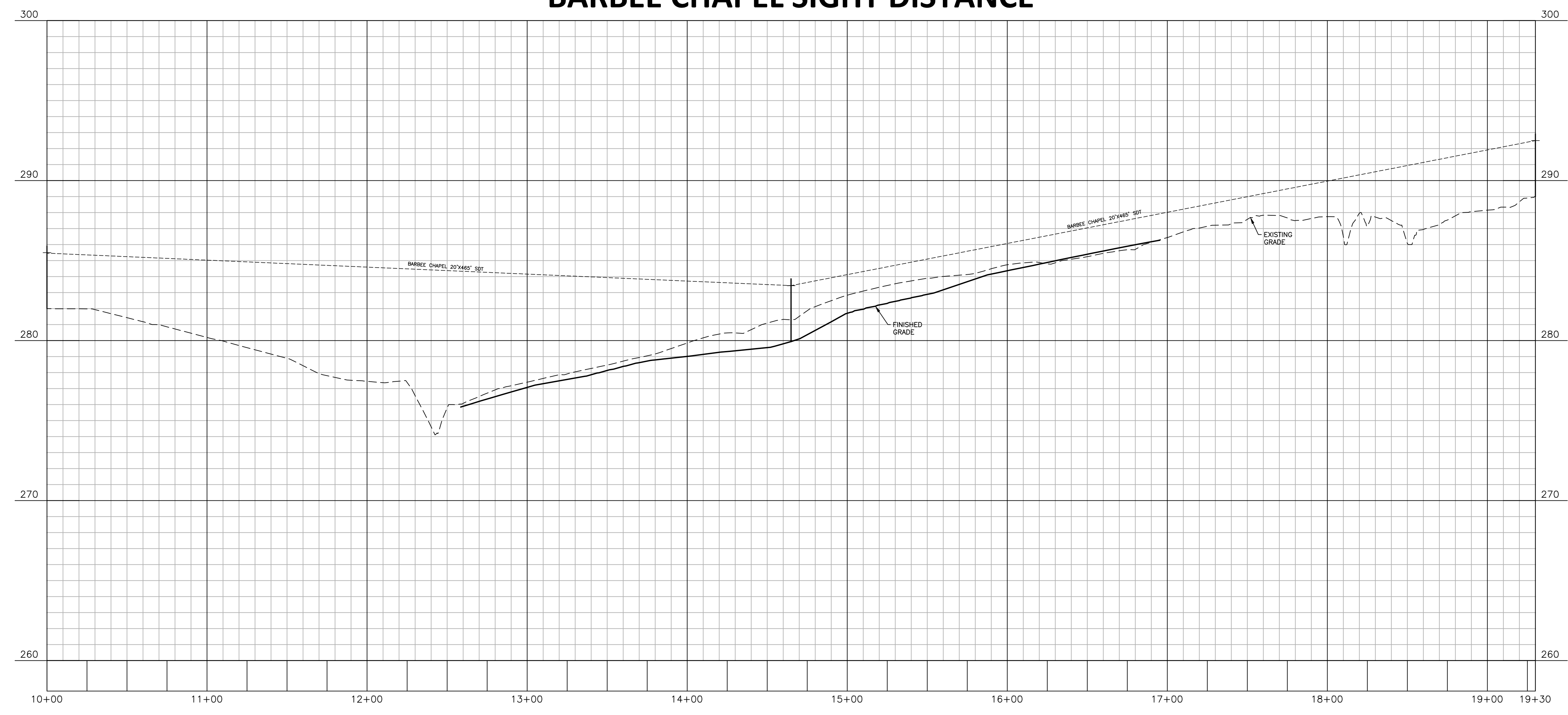
UTILITY PLAN

C4.02

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BARBEE CHAPEL SIGHT DISTANCE



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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PLAN INFORMATION

PROJECT NO.	RAV-21002
FILENAME	RAV21002-P1
CHECKED BY	SJC
DRAWN BY	WHM
SCALE	1" = 40'/1" = 4'
DATE	03.23.2023

PLAN AND PROFILE
- BARBEE CHAPEL
SIGHT DISTANCE
C5.00



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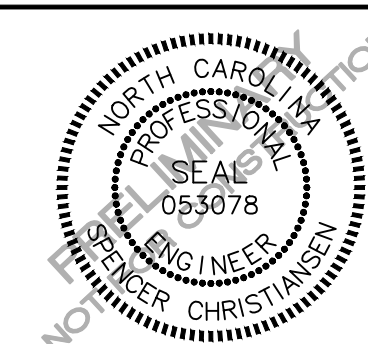
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PLAN INFORMATION

PROJECT NO. RAV-21002
FILENAME RAV21002-CM1
CHECKED BY SJG
DRAWN BY LUL
SCALE 1" = 80'
DATE 03.23.2023

SHEET

CONSTRUCTION
MANAGEMENT PLAN

C7.00

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

LEGEND
FLASHER
CONE
PORTABLE SIGN
DIRECTION OF TRAFFIC FLOW

GENERAL NOTES FOR FLAGGING OPERATIONS
1. REFER TO RSD, 1101.11, SHEETS 1 & 2, FOR "L" SPACING AND SIGN SPACING.
2. INSTALL AND OPERATE WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNWARD SIDE OF THE ROAD.
3. PLACE CONES FROM THE NEW AREA AT THE MAXIMUM SPACING EQUAL TO FEET TO 2 TIMES THE WIDTH OF THE ROADWAY.
4. FASTEN LANE DEVICES AT THE REFERRED SPACING THAT STOPPING SIGHT DISTANCE IS PROVIDED TO THE FLAGGER (REFER TO RSD, 1101.11, SHEET 2).
5. DO NOT STOP TRAFFIC IN ANY ONE DIRECTION FOR MORE THAN 3 MINUTES AT A TIME.
6. PORTABLE SIGN SPACING SHALL BE USED IN LIEU OF CONES. REFER TO RSD, 1100.01.
7. USE FLAGGING TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE.
8. INTERSECTION FLAGGING SHALL BE USED TO CONTROL TRAFFIC AT INTERSECTIONS AFFECTED BY THE LANE CLOSURE.
9. REFER TO THE CURRENT MAPS FOR FLAGGING CONTROL, REQUIREMENTS, AND PROCEDURES.
10. DO NOT EXCEED A 1/2 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN ON THE TYP OR AS DIRECTED BY THE FLAGGER.

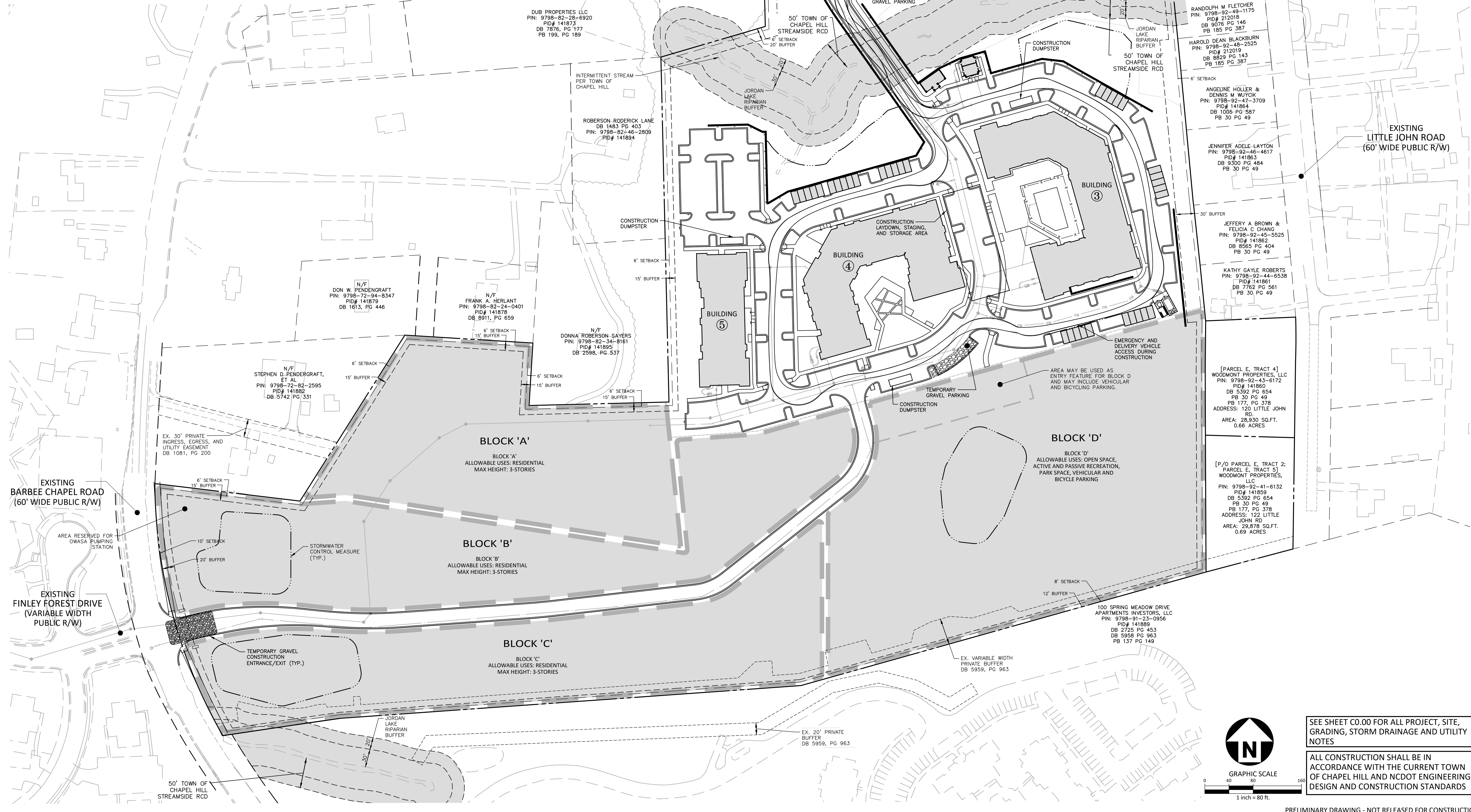
GENERAL NOTES FOR PILOT CAR OPERATIONS
1. USE PILOT CAR WHEN DIRECTED BY THE ENGINEER.
2. IF ANOTHER PILOT CAR IS USED, IT SHALL BE USED IN THE SAME MANNER AS THE PILOT CAR.
3. CONES ARE ALWAYS REQUIRED IN THE UPSTREAM AND DOWNSTREAM TAPER.
4. IF ANOTHER PILOT CAR IS USED, IT SHALL FOLLOW THE PILOT CAR AT A COMPOUND POSITION ON THE NEAR OF THE PILOT CAR.
5. DO NOT EXCEED A 1/2 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN ON THE TYP OR AS DIRECTED BY THE FLAGGER.
6. ADVISE THE PILOT CAR OPERATOR OF THE LANE CLOSURE LENGTH AND OF ANY OTHER REQUIREMENTS.
7. ADVISE THE PILOT CAR OPERATOR OF ANY OTHER REQUIREMENTS.

ROADWAY STANDARD DRAWING FOR
TEMPORARY LANE CLOSURES
2-LANE, 2-WAY ROADWAY-1 LANE CLOSED

SHEET 1 OF 11
1101.02

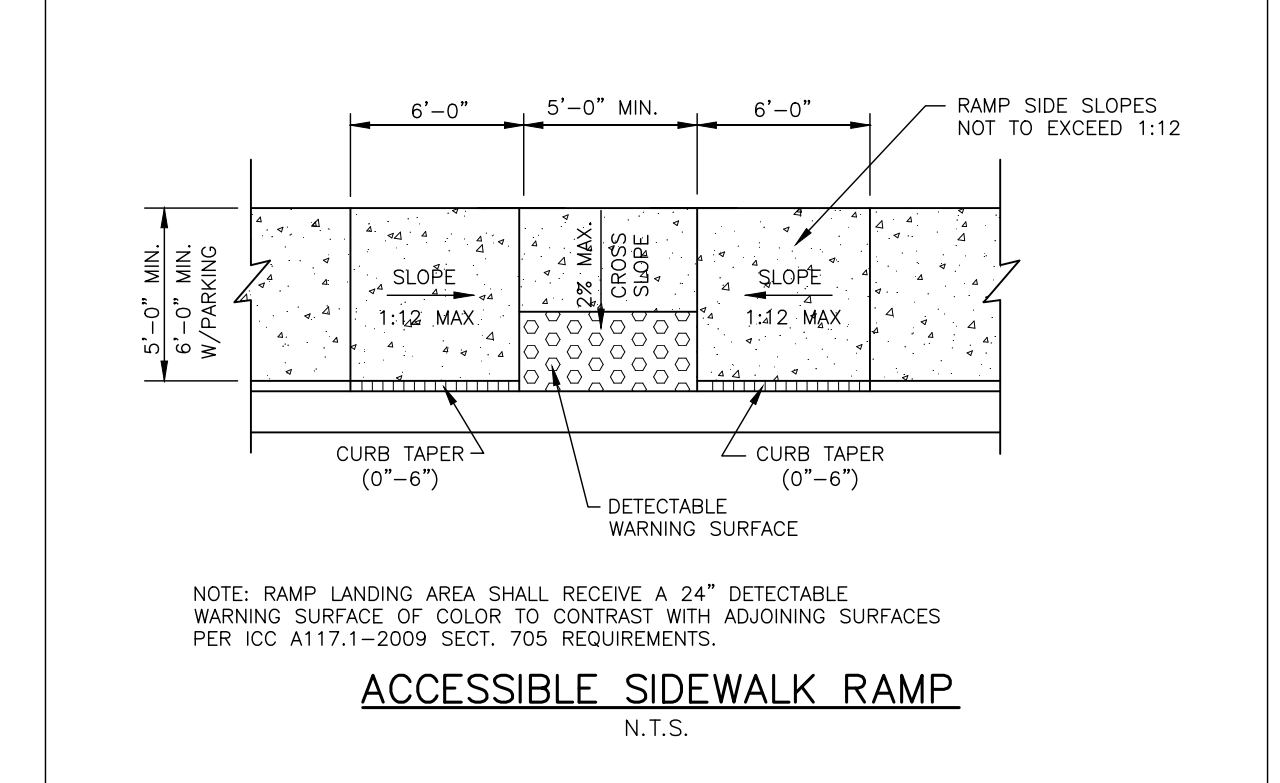
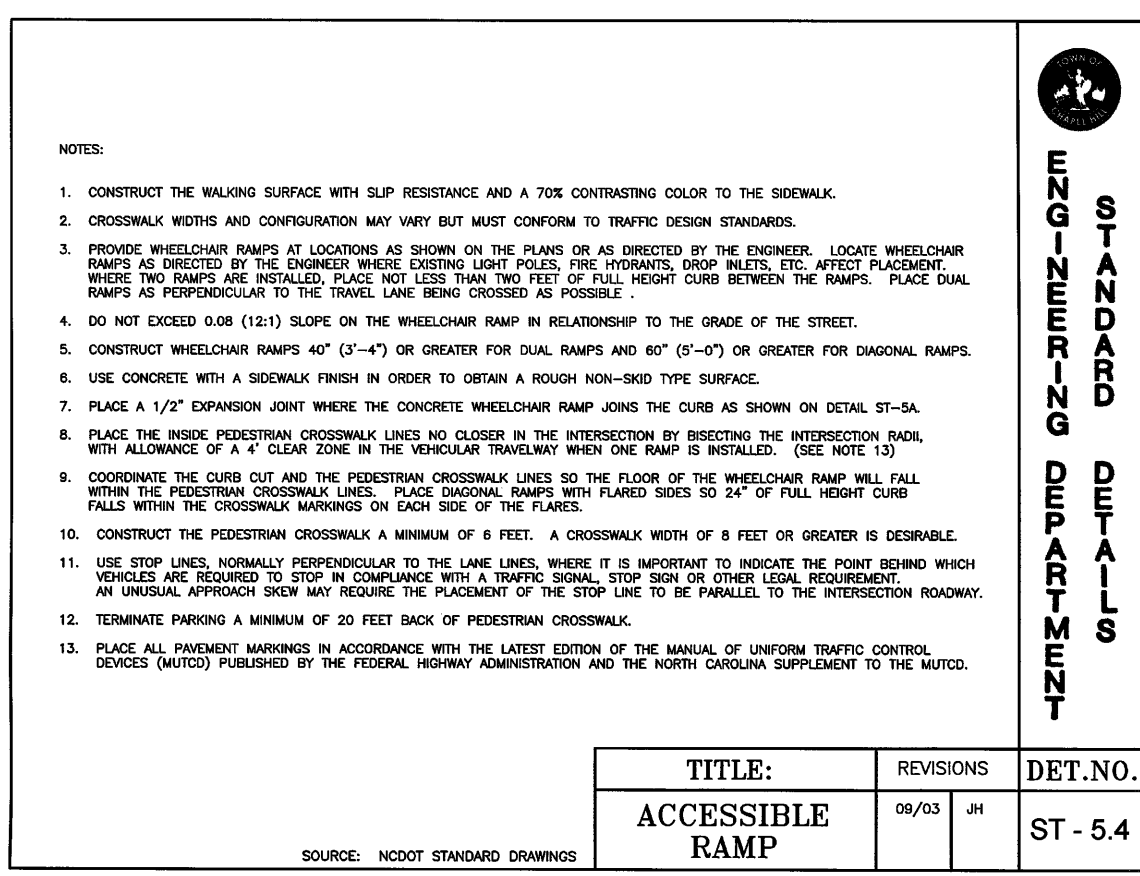
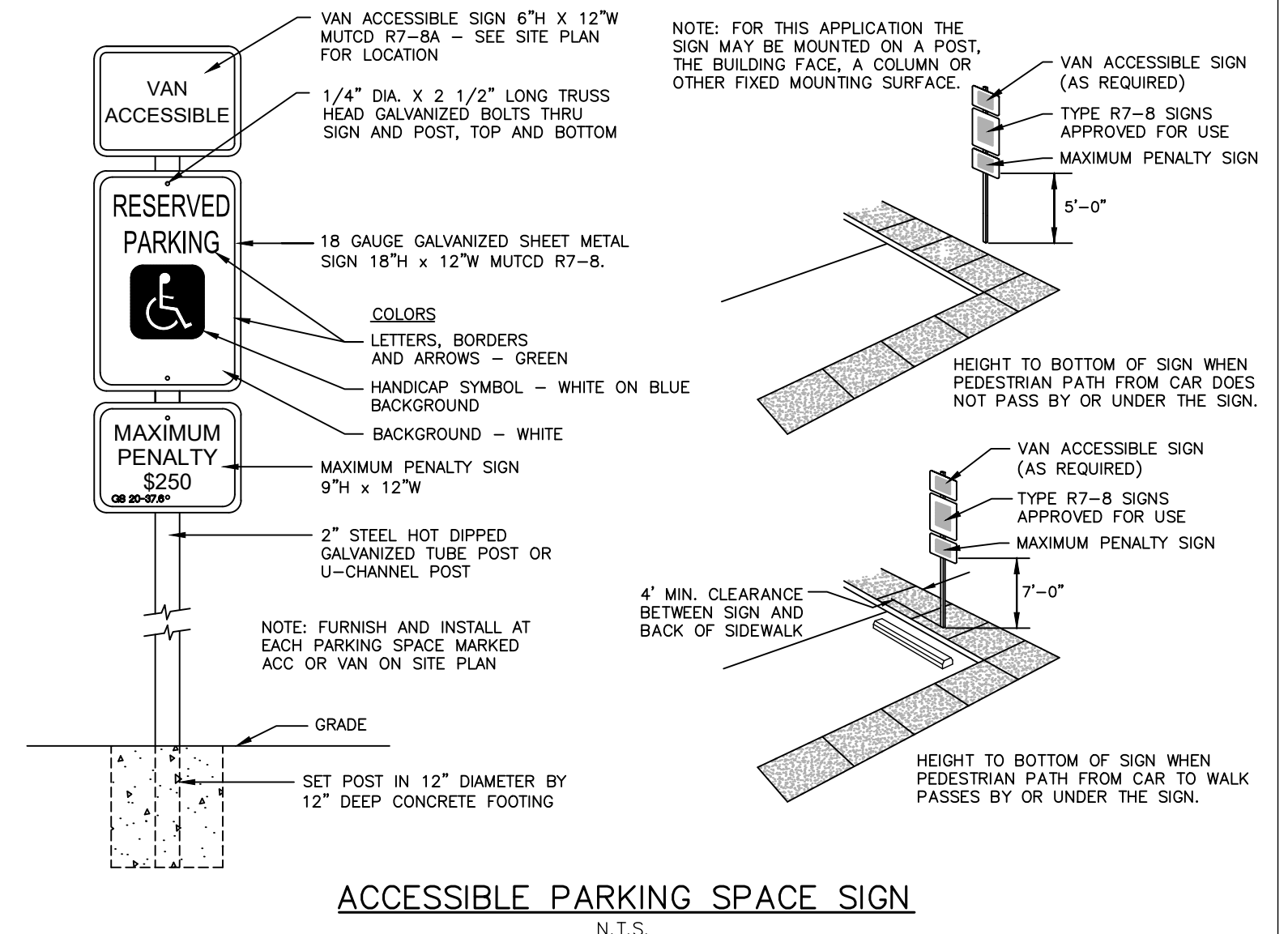
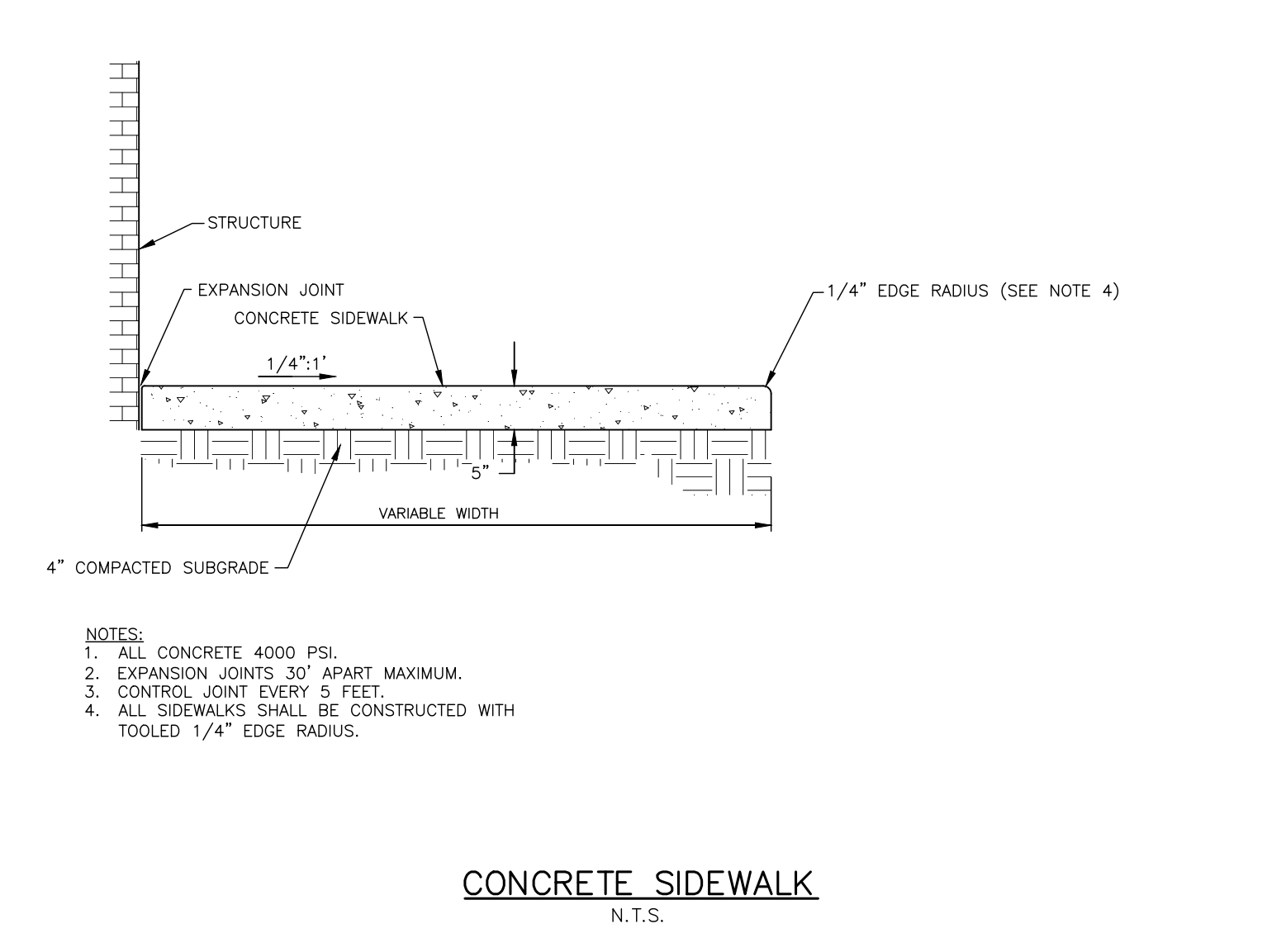
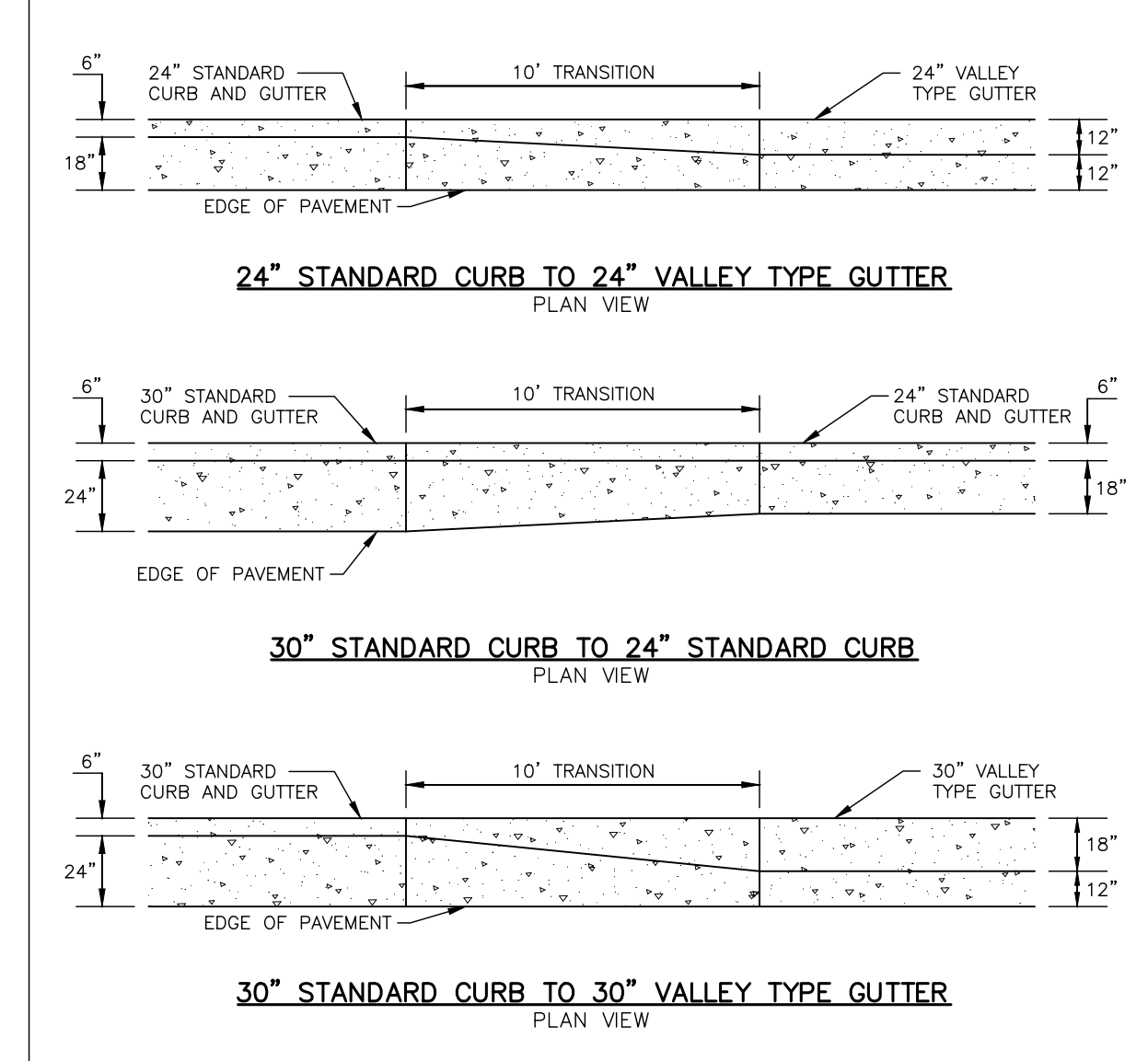
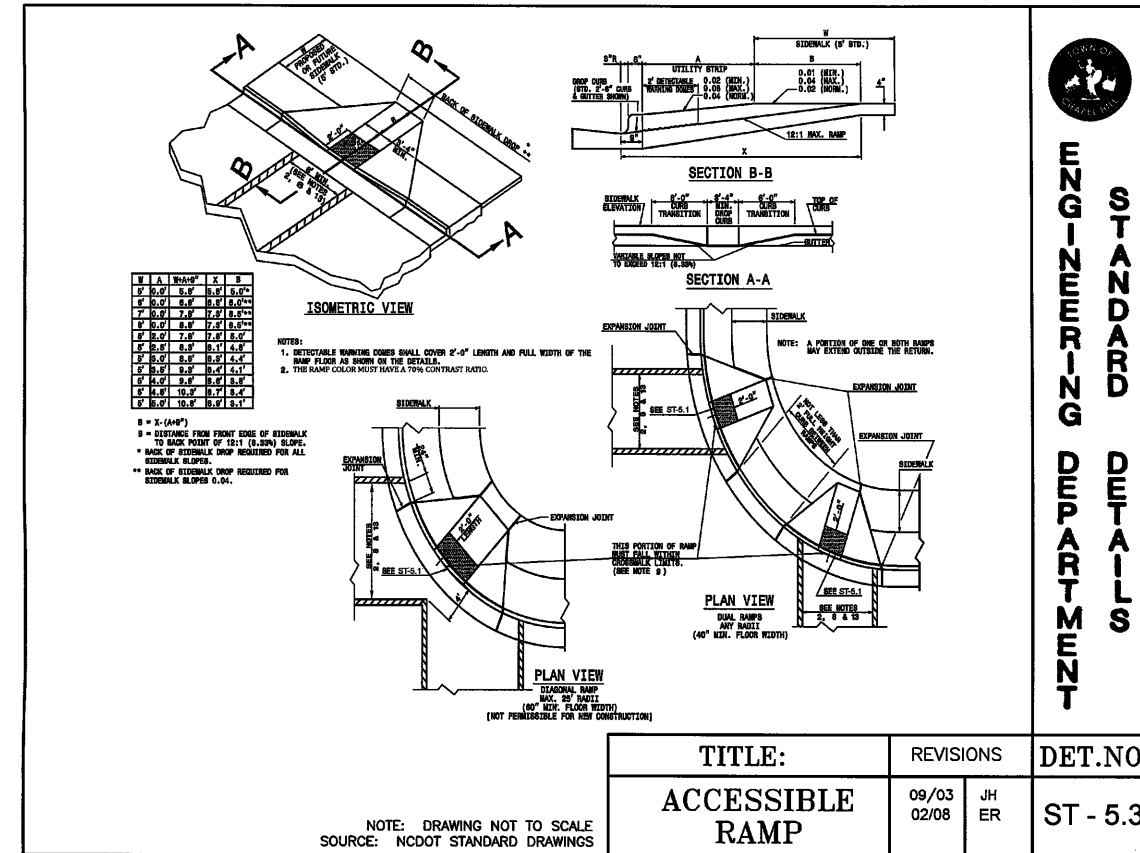
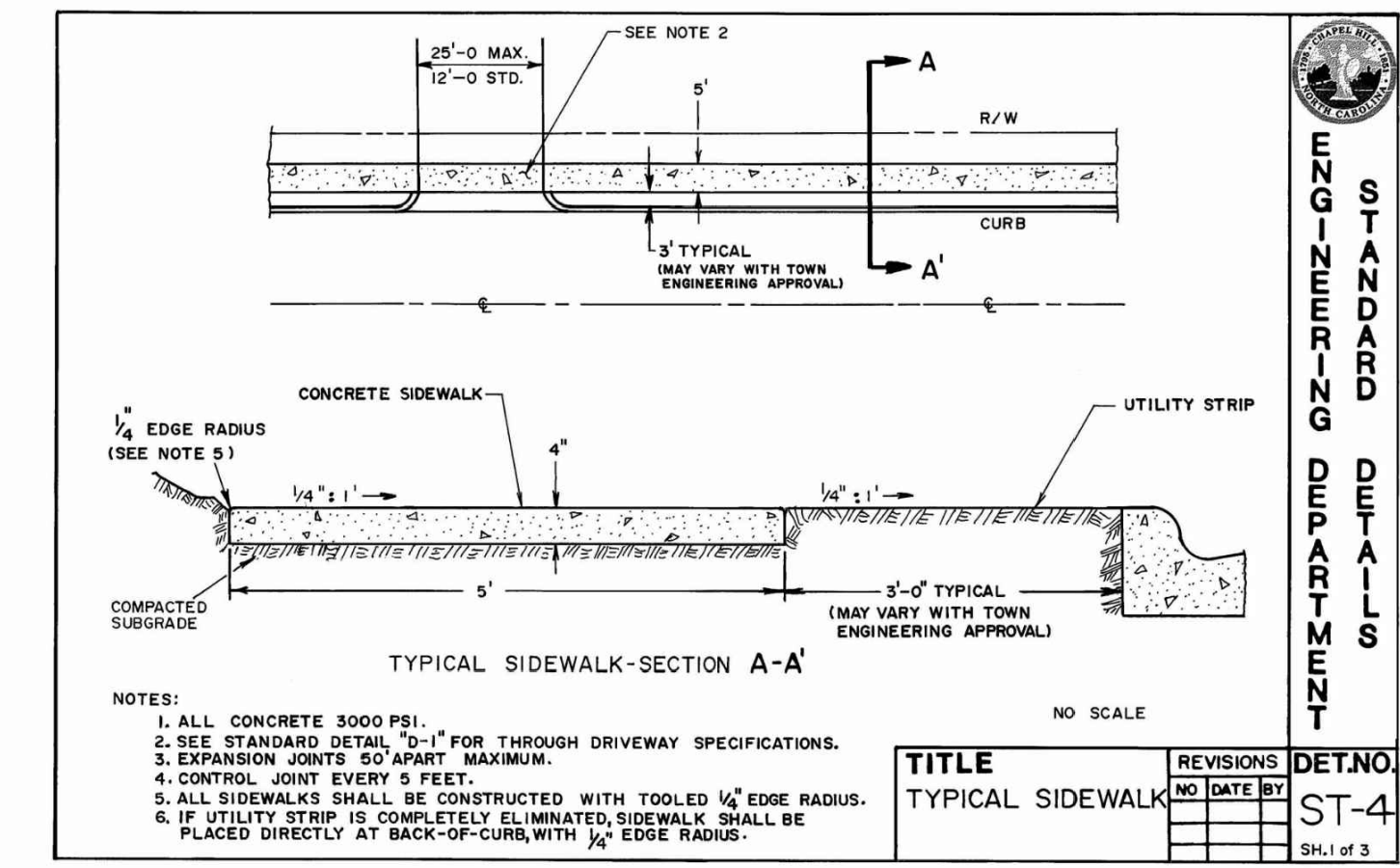
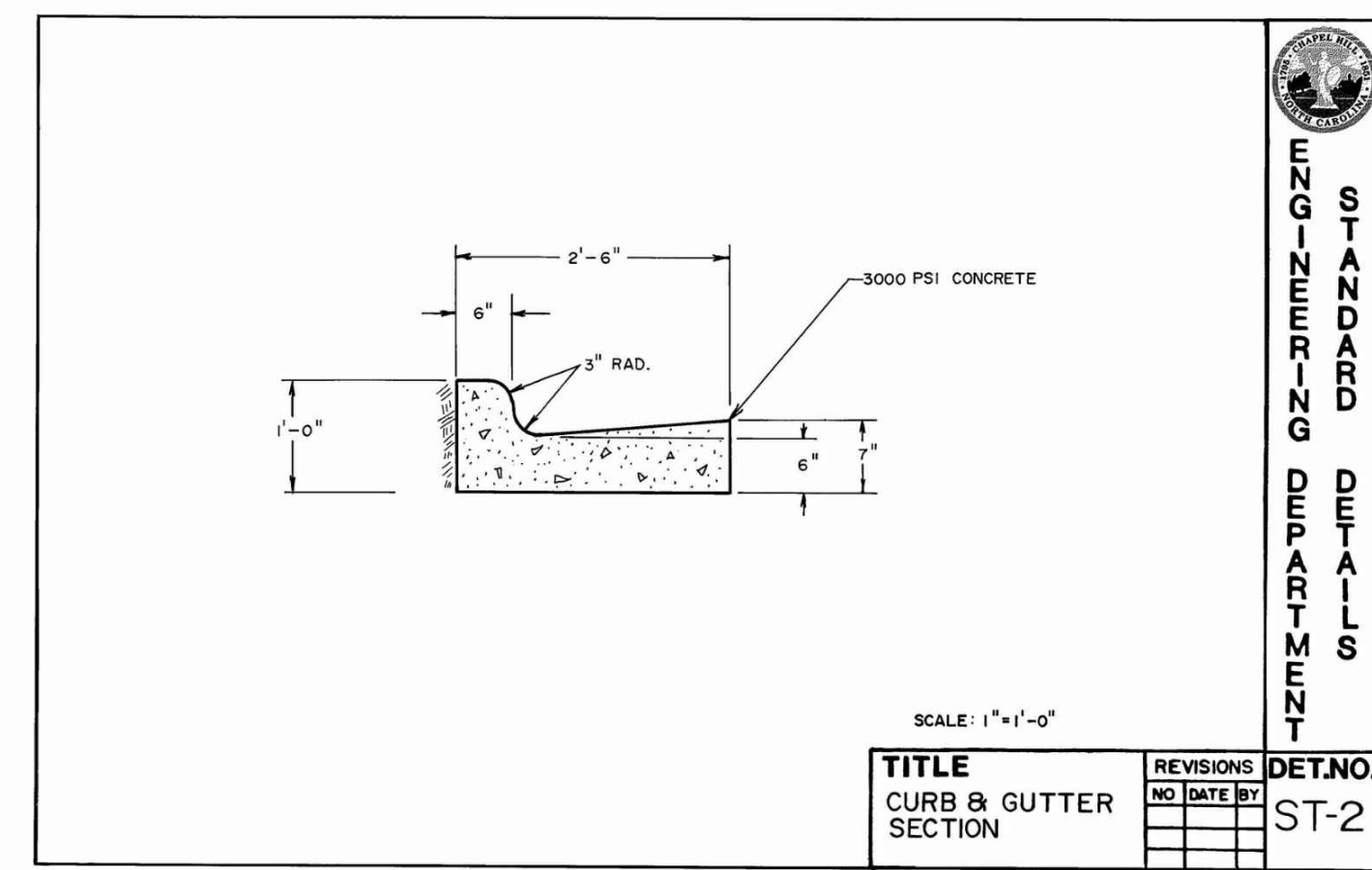
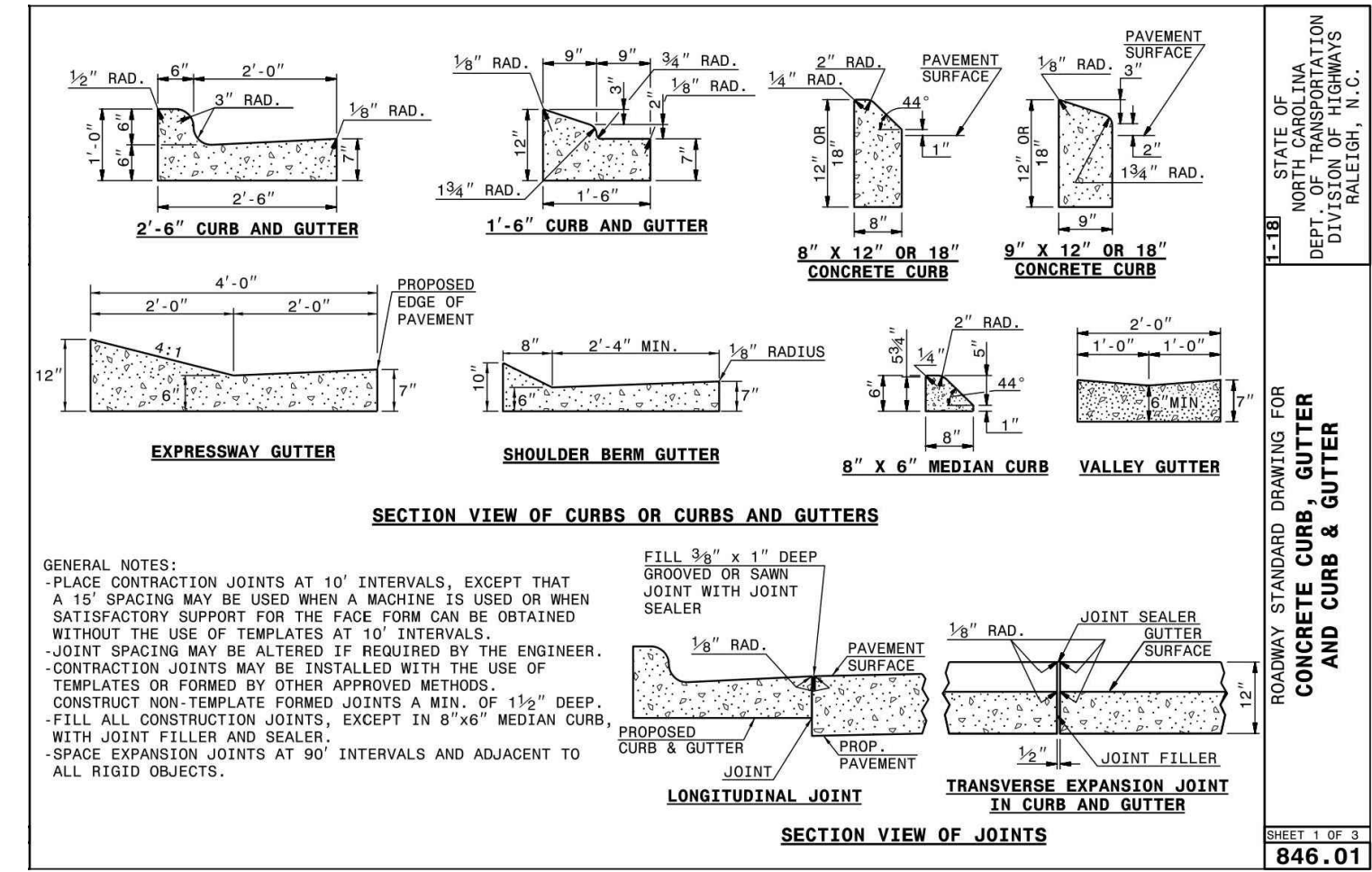
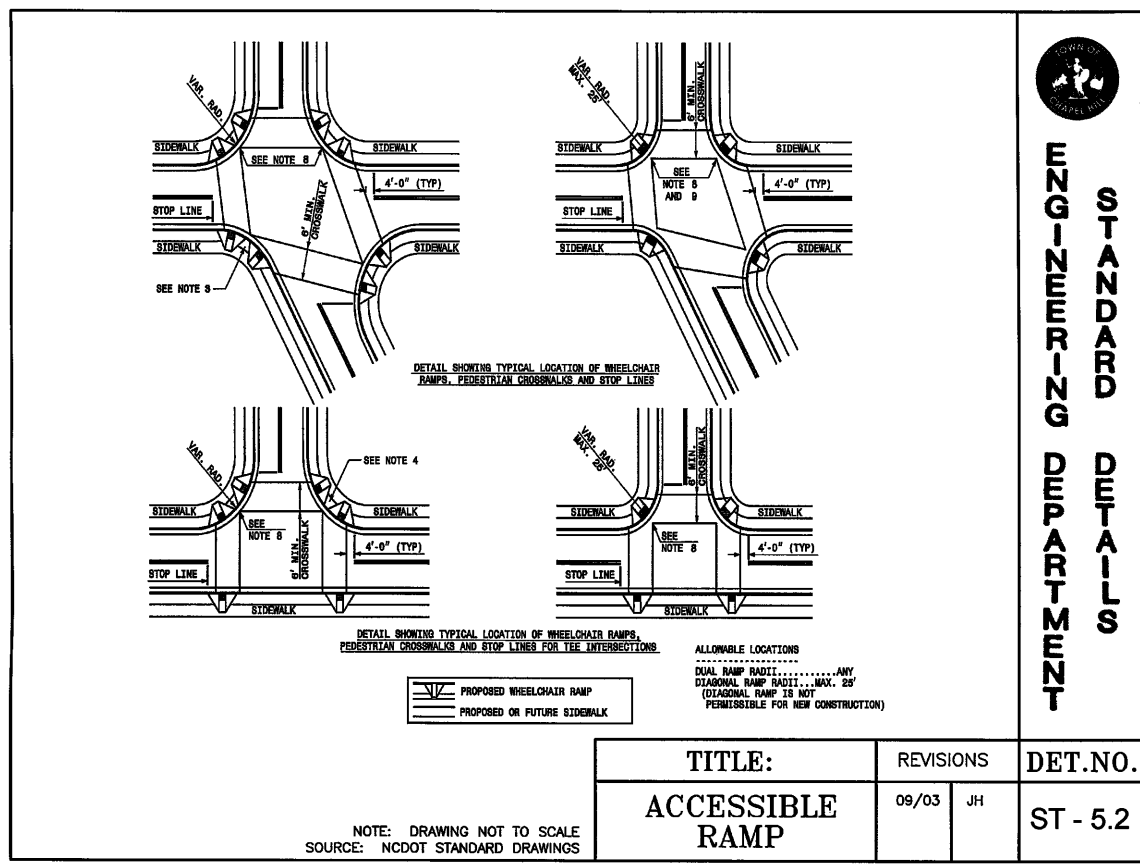
CONSTRUCTION MANAGEMENT NOTES:

- SEE SHEET C0.00 FOR CONSTRUCTION MANAGEMENT NOTES.



SEE SHEET C0.00 FOR ALL PROJECT, SITE, GRADING, STORM DRAINAGE AND UTILITY NOTES

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1	06.07.2023	REVISED PER 1ST CZP COMMENTS
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PLAN INFORMATION

PROJECT NO. RAV-21002
 FILENAME RAV21002-D1
 CHECKED BY SJC
 DRAWN BY LUL
 SCALE NTS
 DATE 03.23.2023

SHEET

SITE DETAILS

C8.00

STORMWATER CONTROL MEASURE 'A' CONSTRUCTION SPECIFICATIONS

GENERAL NOTES

- PRIOR TO CONSTRUCTION, ANY DISCREPANCIES IN THE PLANS AND NOTES SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION.
- PRIOR TO ANY CONSTRUCTION OR PLACEMENT OF ANY BACKFILL, THE ONSITE GEOTECHNICAL ENGINEER SHALL INSPECT THE EXCAVATION AREA FOR THE UNDERGROUND SCM WITHIN THIS AREA TO ASSESS WHETHER SUITABLE SOILS EXIST AT THE SUBGRADE LEVEL. IF THE CONTRACTOR CONSTRUCTS AND COVERS UP THE UNDERGROUND SCM PRIOR TO INSPECTION, THEN THIS AREA SHALL BE UNCOVERED AND TESTED (TO THE ENGINEER'S AND OWNER'S APPROVAL) AT THE CONTRACTOR'S EXPENSE.
- THE FACILITY SHALL NOT BE USED AS A TEMPORARY EROSION CONTROL DEVICE (I.E. SEDIMENT TRAP OR SEDIMENT BASIN) DURING CONSTRUCTION.
- PRIOR TO PLACING STORMFILTER CARTRIDGES WITHIN THE UNDERGROUND SYSTEM, THE CONTRACTOR SHALL REQUEST AN ONSITE MEETING WITH THE DESIGN ENGINEER AND THE EROSION CONTROL INSPECTOR TO ENSURE THE UPSTREAM DRAINAGE AREA IS COMPLETELY STABILIZED (I.E. GOOD VEGETATIVE COVER). IF THE CONTRACTOR DECIDES TO PLACE THE STORMFILTER CARTRIDGES PRIOR TO APPROVAL FROM THE DESIGN ENGINEER AND THE EROSION CONTROL INSPECTOR, THEN THE CONTRACTOR SHALL EXCAVATE/REPLACE, AS NECESSARY, THE COMPONENTS NEEDED FOR THE SYSTEM TO FUNCTION PROPERLY AT HIS / HER EXPENSE SHOULD THE STORMFILTER CARTRIDGES NOT FUNCTION PROPERLY (I.E. WILL NOT DRAIN DUE TO SEDIMENT DEPOSITION) DUE TO AN UNSTABILIZED UPSTREAM DRAINAGE AREA.
- ONCE CONSTRUCTED, THE STORMFILTER CARTRIDGES SHALL NOT RECEIVE STORMWATER RUNOFF UNTIL THE ENTIRE CONTRIBUTING DRAINAGE AREA TO THE UNDERGROUND SYSTEM HAS BEEN COMPLETELY STABILIZED AND SITE CONSTRUCTION IS COMPLETE.
- ALL COMPONENTS OF THE UNDERGROUND SCM SYSTEM (STORMFILTER MANHOLE, CONCRETE VAULT, JOINT / RISER CONNECTIONS, ENDCAPS, ACCESS MANHOLES, ETC.) SHALL BE DESIGNED BY OTHERS. ANY VARIATIONS OR CHANGES MADE FROM THESE SPECIFICATIONS AND DRAWINGS DURING THE ORDERING AND/OR INSTALLATION OF ALL COMPONENTS MUST BE APPROVED BY THE DESIGN ENGINEER. THE STRUCTURAL DESIGN OF THE UNDERGROUND SCM, ALONG WITH ITS ASSUMPTIONS, IS ALSO BY OTHERS. THE JOHN R. McADAMS COMPANY, INC. AND ITS EMPLOYEES ASSUME NO LIABILITY WITH RESPECT TO ANY ASPECT OF THE STRUCTURAL DESIGN FOR THE UNDERGROUND SCM SYSTEM.
- ALL PIPE / RISER CONNECTIONS AND JOINTS ASSOCIATED WITH THE UNDERGROUND SCM SYSTEM SHALL BE WATER TIGHT. THE MECHANISM FOR ACHIEVING THIS SHALL BE SUBMITTED TO THE DESIGN ENGINEER FOR REVIEW.
- THE CONTRACTOR SHALL FURNISH, INSTALL, OPERATE, AND MAINTAIN ANY PUMPING EQUIPMENT, ETC. NEEDED FOR REMOVAL OF WATER FROM VARIOUS PARTS OF THE UNDERGROUND SCM SYSTEM SITE. IT IS ANTICIPATED THAT PUMPING WILL BE NECESSARY IN THE EXCAVATION AREAS. DURING PLACEMENT OF FILL WITHIN THIS AREA (OR OTHER AREAS AS NECESSARY), THE CONTRACTOR SHALL KEEP THE WATER LEVEL BELOW THE BOTTOM OF THE EXCAVATION. THE MANNER IN WHICH THE WATER IS REMOVED SHALL BE SUCH THAT THE EXCAVATION BOTTOM AND SIDE SLOPES ARE STABLE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADHERE TO ALL CURRENT OSHA REGULATIONS FOR CONFINED SPACE ENTRY AND PROVIDE SUCH DURING ENGINEER WALK-THROUGH/INSPECTION.
- ALL PIPE PENETRATIONS THROUGH A CONCRETE STRUCTURE (I.E. STORMFILTER CARTRIDGE / DETENTION SYSTEM, STORM DRAINAGE MANHOLES, ETC.) SHALL BE MADE WATERTIGHT USING NON-SHRINK CEMENTITIOUS GROUT.
- EXISTING UTILITIES AND STRUCTURES SHOWN, BOTH UNDERGROUND AND ABOVE GROUND, ARE BASED ON A FIELD SURVEY AND THE BEST AVAILABLE RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BEGINNING RELATED CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.

STORMWATER MANAGEMENT SYSTEM MATERIAL SPECIFICATIONS

- THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM IS TO BE DESIGNED BY OTHERS. ANY CHANGES TO THE PLANS SHALL BE PROVIDED TO THE DESIGN ENGINEER FOR REVIEW. PRIOR TO INSTALLATION, SHOP DRAWINGS OF THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROVIDED TO THE DESIGN ENGINEER AND TO THE TOWN OF CHAPEL HILL FOR REVIEW.
- FILTER CARTRIDGES SHALL BE CONTECH STORMFILTERS WITH PHOSPHOSORB MEDIA. INSTALLATION OF THE STORMWATER DEVICE SHALL BE PER THE MANUFACTURER'S INSTALLATION GUIDELINES AND SPECIFICATIONS.
- ACCESS RISERS SHALL BE INSTALLED PER STRUCTURAL SPECIFICATIONS. ACCESS STEPS / LADDERS SHALL BE ATTACHED TO THE RISERS TO ALLOW FOR ACCESS INTO THE STORMWATER MANAGEMENT SYSTEM.
- THE 24" Ø RCP OUTLET BARREL OF THE DETENTION SYSTEM SHALL BE CLASS III RCP, MODIFIED BELL AND SPIGOT, MEETING THE REQUIREMENTS OF ASTM C76-LATEST. THE PIPE JOINTS SHALL BE TYPE R-4.
- THE CONTRACTOR SHALL INSTALL THE STORMFILTER SYSTEM PER MANUFACTURER'S SPECIFICATIONS. CONTRACTOR TO PROVIDE A LETTER FROM MATERIAL SUPPLIER(S) STATING MATERIALS MEET THE SPECIFIED STANDARDS PRIOR TO INSTALLATION.
- COVER AND REVIEW OF SITE CONDITIONS TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE SYSTEM TO BE THE RESPONSIBILITY OF THE MANUFACTURER.

STATEMENT OF RESPONSIBILITY

- ALL REQUIRED MAINTENANCE AND INSPECTIONS OF THIS FACILITY SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER, PER THE EXECUTED OPERATION AND MAINTENANCE AGREEMENT FOR THIS FACILITY.

FOUNDATION NOTES

- ONCE THE EXCAVATION IS COMPLETE AND PRIOR TO INSTALLATION OF THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM, THE ONSITE GEOTECHNICAL ENGINEER SHALL VERIFY THE BEARING CAPACITY OF THE UNDERLYING SOILS TO SERVE AS A FOUNDATION FOR THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM. IF THE ONSITE GEOTECHNICAL ENGINEER DETERMINES THE FOUNDATION SOILS AS UNSUITABLE, THEN THE UNSUITABLE MATERIAL SHOULD BE REMOVED DOWN TO A SUITABLE DEPTH AND THEN BUILT BACK UP TO THE CORRECT ELEVATION WITH A COMPACTED BACKFILL MATERIAL THAT IS APPROVED BY THE ONSITE GEOTECHNICAL ENGINEER. THE APPROVED BACKFILL MATERIAL SHOULD HAVE A GRADATION THAT WILL NOT ALLOW THE MIGRATION OF FINES, WHICH COULD CAUSE SETTLEMENT OF THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM. IF NECESSARY, A GEOTEXTILE FABRIC CAN BE USED TO SEPARATE THE UNDERLYING SOILS AND THE BACKFILL MATERIAL. THIS GEOTEXTILE FABRIC (IF USED) IS TO BE SPECIFIED BY THE ON-SITE GEOTECHNICAL ENGINEER.
- PLEASE NOTE THAT IF THE CONTRACTOR CONSTRUCTS AND COVERS UP THE EXCAVATION FOR THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM PRIOR TO INSPECTION, THEN THIS AREA SHALL BE UNCOVERED AND TESTED (TO THE ENGINEER'S AND OWNER'S APPROVAL) AT THE CONTRACTOR'S EXPENSE.
- THE FOUNDATION SUBGRADE SHALL BE GRADED TO A UNIFORM OR SLIGHTLY SLOPING GRADE PRIOR TO PLACEMENT OF THE BEDDING MATERIAL. IF THE FOUNDATION SUBGRADE WILL BE EXPOSED FOR AN EXTENDED PERIOD OF TIME DURING CONSTRUCTION, THEN IT SHOULD BE GRADED TO A SLIGHT SLOPE SUCH THAT SATURATION OF THE SUBGRADE DOES NOT OCCUR.
- THE BEDDING MATERIAL FOR THE UNDERGROUND STORMWATER MANAGEMENT SYSTEM SHALL BE SPECIFIED BY THE ON-SITE GEOTECHNICAL ENGINEER. TYPICALLY, A WELL-GRADED GRANULAR MATERIAL WILL BE USED FOR THE BEDDING. PLEASE NOTE THAT IF CONSTRUCTION EQUIPMENT WILL BE OPERATING FOR AN EXTENDED PERIOD OF TIME ON THE BEDDING, THEN THE APPROPRIATE MEASURES (E.G. ENGINEERED FABRIC, STIFF GEOGRID, ETC.) SHALL BE TAKEN TO ENSURE THE INTEGRITY OF THE BEDDING IS NOT COMPROMISED.
- THE CONTRACTOR SHALL FURNISH, INSTALL, OPERATE, AND MAINTAIN ANY PUMPING EQUIPMENT, ETC. NEEDED FOR REMOVAL OF WATER FROM THE EXCAVATION. IT IS BEST TO BEGIN THE CONSTRUCTION OF THE DETENTION SYSTEMS AT THE DOWNSTREAM END WITH THE OUTLET ALREADY CONSTRUCTED TO ALLOW A ROUTE FOR WATER TO ESCAPE.
- THE CONTRACTOR SHALL PROVIDE A FOUNDATION DRAIN FOR THE UNDERGROUND DETENTION SYSTEM DESIGNED BY OTHERS. THE UNDERDRAIN SYSTEM SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATION AND SHALL POSITIVELY DRAIN TO DOWNSTREAM STRUCTURE. THE ONSITE GEOTECHNICAL ENGINEER SHALL DETERMINE IF FOUNDATION DRAINS ARE NOT REQUIRED FOR THE UNDERGROUND SCM SYSTEM. THE DESIGN ENGINEER SHALL BE NOTIFIED FOLLOWING THIS DETERMINATION.

BEDDING NOTES

- THE EXCAVATION SUB GRADE MUST BE TRANSIT LEVEL.
- THE EXCAVATION PIT SHALL BE LINED (ON THE BOTTOM AND ALL FOUR SIDES) WITH A NON-WOVEN GEO-TEXTILE (GEOTEX 401 OR APPROVED EQUIVALENT). THE ONSITE GEOTECHNICAL ENGINEER SHALL APPROVE FABRIC FOR USE.
- THE SUBGRADE FOR THE DETENTION SYSTEM CAN BE A CONCRETE SLAB, OR CLEAN GRANULAR MATERIAL WITH A MAXIMUM AGGREGATE SIZE OF 3/4". THE BEDDING SHALL BE FREE FROM ROCK FORMATIONS, PROTRUDING STONES, FROZEN LUMPS, ROOTS, AND OTHER FOREIGN MATERIAL.
- PREPARE THE SUBGRADE PER THE ONSITE GEOTECHNICAL ENGINEER'S DIRECTION (APPROXIMATELY 5-6" BELOW GRADE ON WHICH SLAB WILL SET). THE BEDDING MATERIAL SHOULD BE GRADED SUCH THAT A SMOOTH UNIFORM GRADE IS ESTABLISHED TO ALLOW FOR OPTIMUM PLACEMENT OF THE SAND FILTER.
- THE SUBGRADE MUST SUPPORT THE DETENTION SYSTEM WITHOUT DIFFERENTIAL SETTLEMENT BETWEEN PIECES.
- IF CONSTRUCTION EQUIPMENT WILL BE OPERATING FOR AN EXTENDED PERIOD OF TIME ON THE BEDDING, THEN THE APPROPRIATE MEASURES (E.G. STIFF GEOGRID, ETC.) SHALL BE TAKEN TO ENSURE THE INTEGRITY OF THE BEDDING IS NOT COMPROMISED.

BACKFILL MATERIAL NOTES

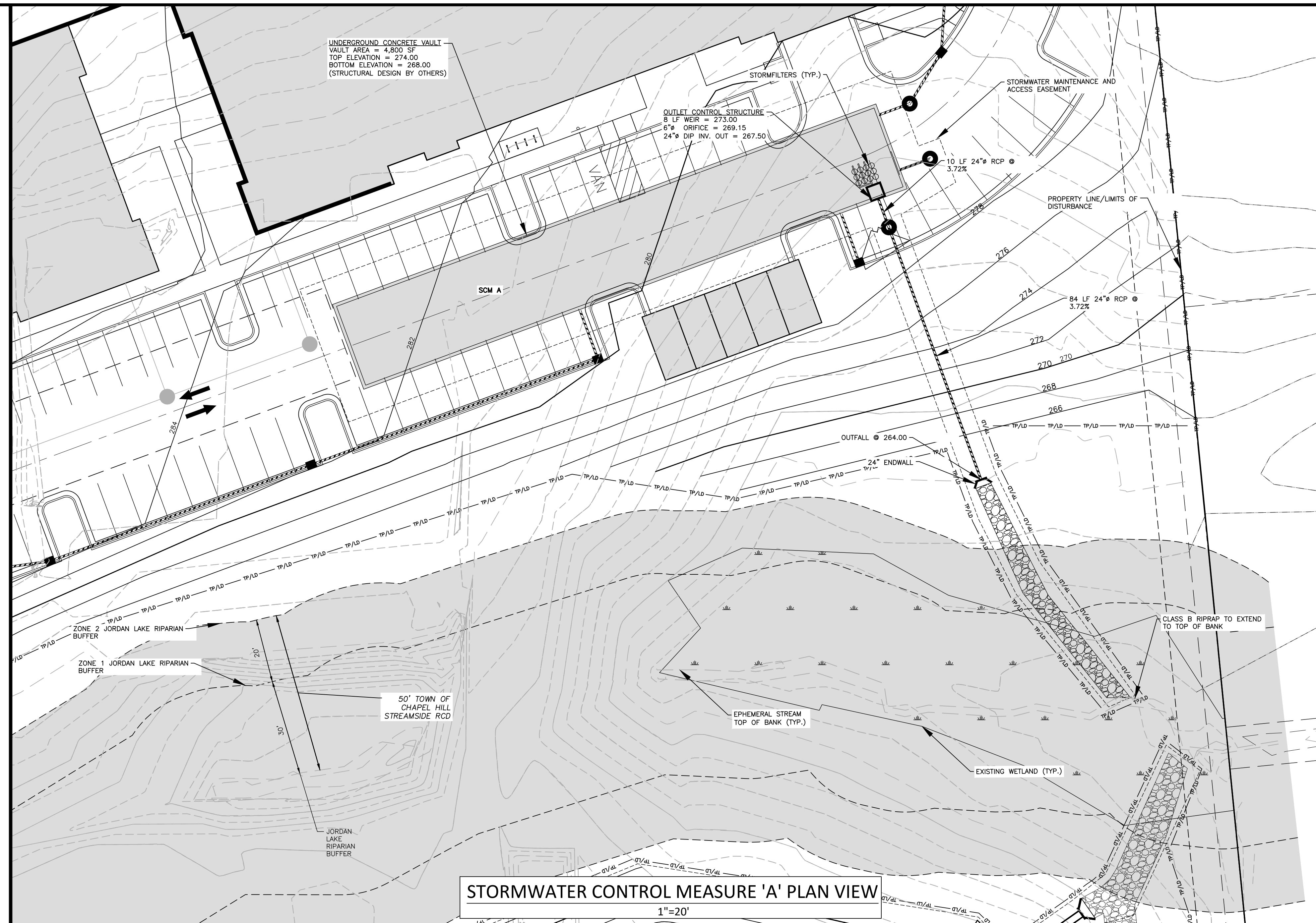
- THE ON-SITE GEOTECHNICAL ENGINEER SHALL SPECIFY THE BACKFILL MATERIAL FOR THE STORMWATER MANAGEMENT SYSTEM.
- THE BACKFILL MATERIAL SHOULD BE FREE OF ROCKS, FROZEN LUMPS, AND OTHER FOREIGN MATTER THAT COULD CAUSE HARD SPOTS WITHIN THE BACKFILL MATERIAL, OR THAT COULD DECOMPOSE AND CREATE VOIDS.
- HIGHLY PLASTIC SILTS, HIGHLY PLASTIC CLAYS, ORGANIC SILTS, ORGANIC CLAYS, AND PEATS SHOULD NOT BE USED AS A BACKFILL MATERIAL.
- THE BACKFILL MATERIAL SHOULD BE PLACED IN 6" LOOSE LIFTS AND COMPACTED TO 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698). THE FILL SOILS SHALL BE COMPACTED AT A MOISTURE CONTENT WITHIN +/- TWO PERCENT OF ITS OPTIMUM MOISTURE CONTENT.
- ANY MATERIAL STOCKPILING ON TOP OF THE STORMWATER MANAGEMENT SYSTEM SHALL BE APPROVED BY THE STRUCTURAL DESIGN ENGINEER OR DETENTION SYSTEM MANUFACTURER.

UNDERGROUND VAULT CONSTRUCTION NOTES

- UNDERGROUND VAULT CONFIGURATION IS TO BE DESIGNED AND PROVIDED BY OTHERS.
- ABSOLUTELY NO RUNOFF SHALL ENTER THE UNDERGROUND VAULT UNTIL ALL CONTRIBUTING DRAINAGE AREAS HAVE BEEN STABILIZED.
- MANHOLE ACCESS SHALL BE PROVIDED FOR THE UNDERGROUND VAULT. MANHOLES SHALL BE IN COMPLIANCE WITH TOWN OF CHAPEL HILL STANDARD DETAILS BUT SHALL BE A MINIMUM OF 24 INCHES IN DIAMETER TO COMPLY WITH OSHA CONFINED SPACE REQUIREMENTS (OR MINIMUMS OSHA CONSTRUCTION). CONTRACTOR SHALL PROVIDE ACCESS LADDERS FOR ACCESS BELOW ALL MANHOLES. MANHOLE COVERS SHALL ALLOW FOR PROPER VENTILATION.

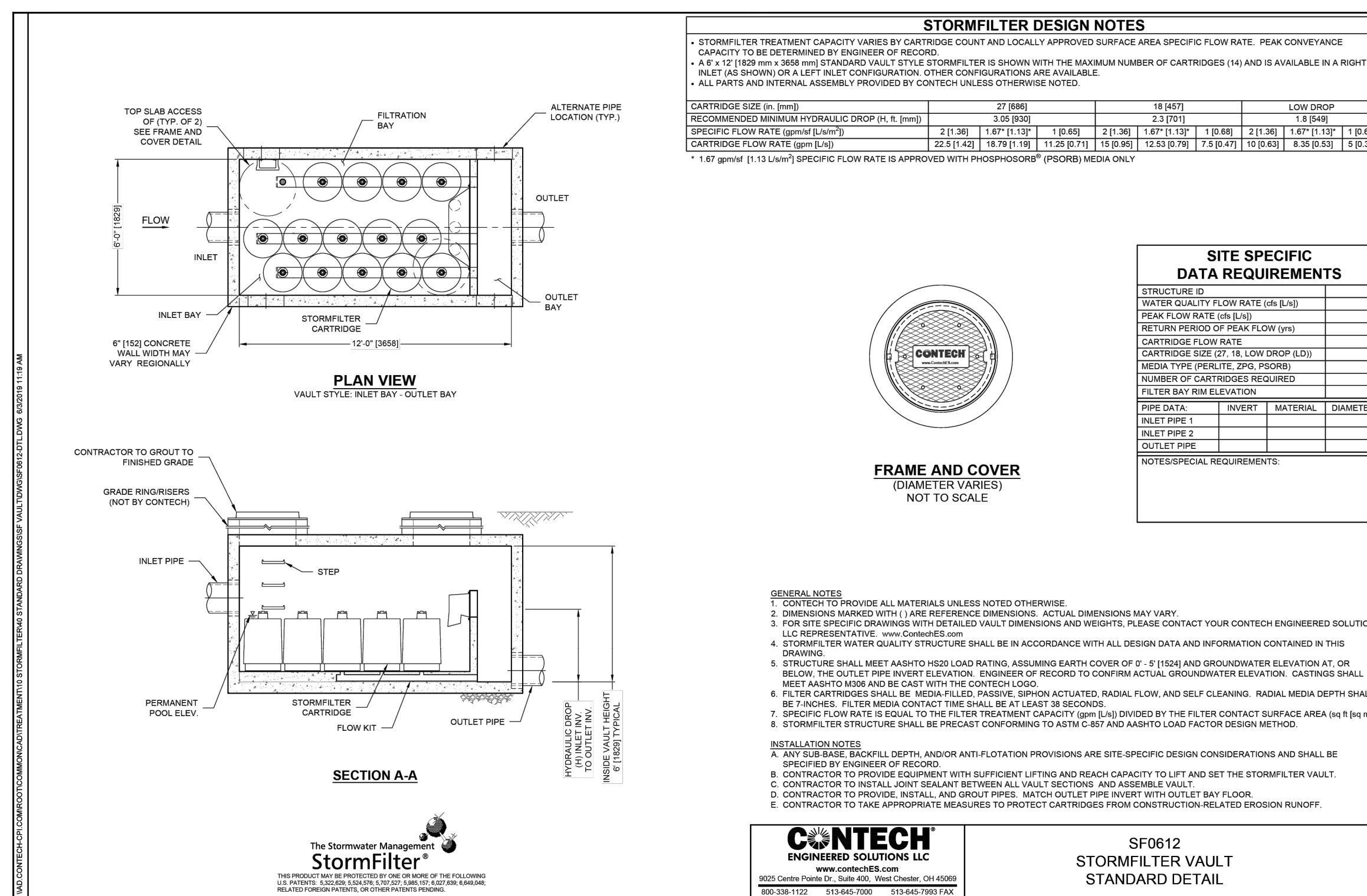
SYSTEM TESTING NOTES

- PRIOR TO PLACEMENT OF THE BACKFILL MATERIAL AND STORM FILTER CARTRIDGES, CONTRACTOR SHALL TEST FOR WATER TIGHTNESS. ENTRANCES AND EXITS SHALL BE PLUGGED AND THE SYSTEM COMPLETELY FILLED WITH WATER TO DEMONSTRATE WATER TIGHTNESS. WATER TIGHTNESS MEANS NO SIGNIFICANT FOR A PERIOD OF 24 HOURS. SIGNIFICANT LEAKAGE TO BE DETERMINED BY THE CERTIFYING ENGINEER. CONTRACTOR SHALL CALL AND SCHEDULE THE FIELD TESTING OF THE SYSTEM (WATER-TIGHTNESS) WITH THE ENGINEER AT LEAST 2 WORKING DAYS PRIOR TO THE TEST. THE CONTRACTOR SHALL PROVIDE WRITTEN REPORTS TO THE ENGINEER VERIFYING THE WATER TIGHTNESS OF THE STORMWATER VAULT.



STORMWATER CONTROL MEASURE 'A' PLAN VIEW

1"=20'



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CHAPEL HILL, NORTH CAROLINA 27517

NOTARY PUBLIC
STATE OF NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL
048394
JAMES M. WOODS

REVISIONS

NO.	DATE	DESCRIPTION
1	06.07.2023	REVISED PER 157 CPP COMMENTS
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PLAN INFORMATION

PROJECT NO.	RAV-21002
FILENAME	RAV21002-SCM A
CHECKED BY	JKW
DRAWN BY	ABT
SCALE	1" = 20'
DATE	03.23.2023

SCM A PLAN VIEW

C9.00

SEE SHEET C0.00 FOR ALL PROJECT, SITE, GRADING, STORM DRAINAGE AND UTILITY NOTES

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT TOWN OF CHAPEL HILL AND NCDOT ENGINEERING DESIGN AND CONSTRUCTION STANDARDS

