

EXISTING SANITARY AND STORM SEWER SEWER INVERT DATA

CIVIL GENERAL NOTES

CIVIL SITE REMOVAL NOTES

- EX 4372 EX. STR. 4372
SDM TOP=10.24'
IN=0.45' (21" FROM 4374)
IN=0.39' (36" FROM OFFSITE)
OUT=0.15' (36" TO 2246)
EX 2246 EX. STR. 2246
SDM TOP=6.73'
NOTE INLET SILTED IN ONLY
INVERT VERIFIED IS 8" IN
IN=5.53' (8" FROM OFFSITE)
EX 4394 EX. STR. 4394
SDM TOP=6.33'
IN=2.94' (12" FROM OFFSITE)
OUT=2.94' (12" TO 3130)
EX 3130 EX. STR. 3130
SDM TOP=6.08'
IN=2.85' (12" FROM 4394)
OUT=2.91' (12" TO 2526)
EX 2526 EX. STR. 2526
SDM TOP=6.99'
IN=2.78' (12" FROM 3130)
IN=1.81' (8" FROM 4383)
IN=0.88' (18")
IN=0.74' (21")
OUT=0.72' (21")
EX 4383 EX. STR. 4383
SDM TOP=6.03'
OUT=3.44' (8" TO 2526)
EX 4384 EX. STR. 4384
SDM TOP=6.50'
OUT=2.73' (8" TO 2526)
EX 1051 EX. STR. 1051
SDM TOP=10.43'
SILTED IN
EX 4386 EX. STR. 4386
SDM TOP=10.47'
OUT=2.94' (TO BOTTOM)
EX 2859 EX. STR. 2859
SDM TOP=17.01'
OUT=15.44' (X" TO 4396)
EX 4396 EX. STR. 4396
SDM TOP=17.24'
IN=15.09' (FROM 2859)
OUT=14.96' (TO UNKNOWN)
EX 4397 EX. STR. 4397
SDM TOP=17.41'
OUT=15.01' (TO UNKNOWN)
EX 4385 EX. STR. 4385
SDM TOP=5.98'
OUT=CAN NOT OPEN
EX 2851 EX. STR. 2851
SDM TOP=20.14'
IN=12.63' (12" RCP FRM OFFSITE)
OUT=11.99' (15" TO 4399)
EX 4388 EX. STR. 4388
SDM TOP=14.76'
IN=9.76'
BOTTOM=8.96'
EX 4387 EX. STR. 4387 (HTHW STRUCTURE)
SDM TOP=14.57'
COULD NOT OPEN
EX 4382 EX. STR. 4382
SDM TOP=6.62'
COULD NOT OPEN
EX 2071 EX. STR. 2071
SDM TOP=6.53'
IN=1.63' (FRM THE NE)
IN=0.11' (FRM THE SW)
OUT=-0.72' (TO THE NW)
EX 4387 EX. STR. 4387
ELEC MH TOP=14.57'
IN=UNABLE TO OPEN
EX 4388 EX. STR. 4388
ELEC MH TOP=14.76'
IN=9.76' TO BTM
EX 1052 EX. STR. 1052
SDM TOP=10.97'
IN=3.17' (18" FROM THE SW)
IN=6.62' (8" FROM THE 1051)
OUT=3.07' (18" TO THE NW)
EX 4368 EX. STR. 4368
SDM TOP=11.94'
IN=7.09' (15" FROM 4370)
IN=8.39' (FROM 4365)
OUT=6.94' (18" TO 1696)
EX 3523 EX. STR. 3523
SDM TOP=21.17'
FILLED WITH WATER
EX 1912 EX. STR. 1912
SDM TOP=15.33'
NO AT BTM=13.03' (4" CLAY)
NO DIRECTION DETERMINED
EX 1142 EX. STR. 1142
SDM TOP=14.90'
IN=11.64' (4" FROM 1085)
OUT= UNKNOWN
EX 1085 EX. STR. 1085
SDM TOP=15.03'
OUT=11.98' (4" TO 1142)
EX 1481 EX. STR. 1481
SDM TOP=17.20'
IN=13.29' (8" FROM 4398)
OUT= (8" TO 4399)
EX 4398 EX. STR. 4398
SDM TOP=17.50'
OUT= 14.41' (8" TO 1481)
EX 4399 EX. STR. 4399
SDM TOP=17.69'
IN=9.49' (15" FROM 4398)
OUT=9.41 (15" TO 4370)
EX 4389 EX. STR. 4389
SDM TOP=14.43'
OUT=12.80' (TO UNKNOWN)
EX 1201 EX. STR. 1201
SDM TOP=8.43'
OUT=5.10' (TO 1202)
EX 1202 EX. STR. 1202
SDM TOP=9.29'
IN=5.29' (8" FROM 1201)
OUT=3.60' (12" TO 1203)
EX 1203 EX. STR. 1203
SDM TOP=9.15'
IN=5.82' SPILL WALL
EX 1204 EX. STR. 1204
SDM TOP=8.94'
OUT=1.46' (12" TO 1203)
EX 3132 EX. STR. 3132
SDM TOP=6.77'
IN=3.59' (4" PVC)
OUT=3.52' (4" PVC)
EX 3131 EX. STR. 3131
SDM TOP=6.77'
IN=3.68' (4" PVC)
IN=4.94' (4" PVC)
OUT=1.66' (10" PVC)
EX 4370 EX. STR. 4370
SDM TOP=12.66'
IN=8.03' (15" FROM 4399)
IN=7.05' (8" FROM OFFSITE)
OUT=6.91' (15" TO 4368)
EX 2897 EX. STR. 2897
SDM TOP=12.66'
IN=8.03' (15" FROM 4399)
IN=7.05' (8" FROM OFFSITE)
OUT=6.91' (15" TO 4368)
EX 4365 EX. STR. 4365
SDM TOP=11.91'
IN=8.48' (8" FROM 4368)
OUT=8.41' (8" TO 4363)
EX 4363 EX. STR. 4363
SDM TOP=12.14'
OUT=8.98' (8" TO 4365)
EX 1696 EX. STR. 1696
SDM TOP=11.44'
IN=18" (SILTED IN)
OUT=7.94' (TO UNKNOWN)
EX 2175 EX. STR. 2175
SDM TOP=7.50'
IN=3.83' (15" FROM OFFSITE)
OUT=1.66' (15" TO 4375)
EX 4375 EX. STR. 4375
SDM TOP=7.35'
IN=1.65' (15" FROM 2175)
OUT=1.60' (15" TO 4374)
EX 4374 EX. STR. 4374
SDM TOP=7.63'
IN=1.28' (15" FROM 4375)
IN=0.53' (21" FROM UNKNOWN)
OUT=0.56' (21" TO 4372)

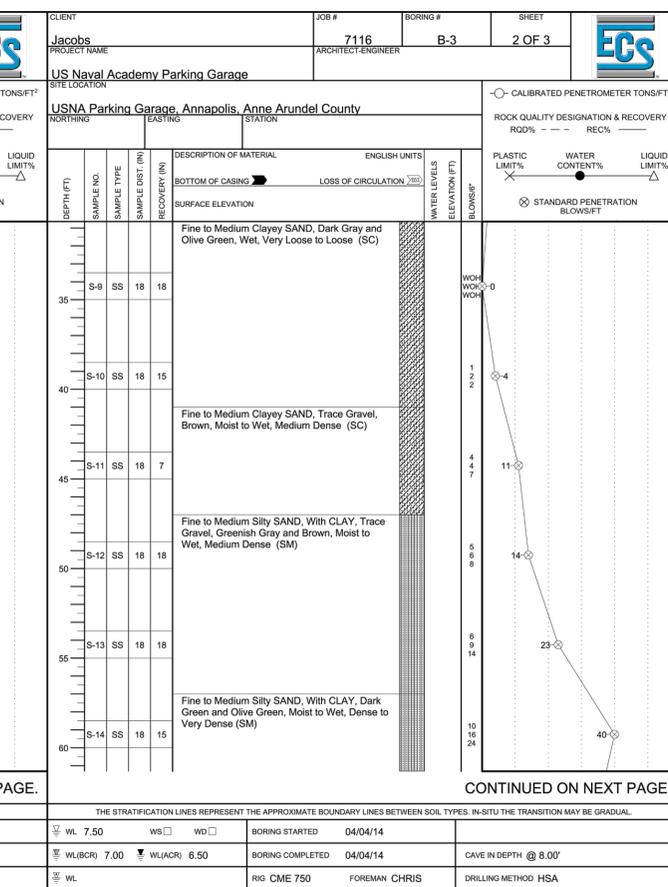
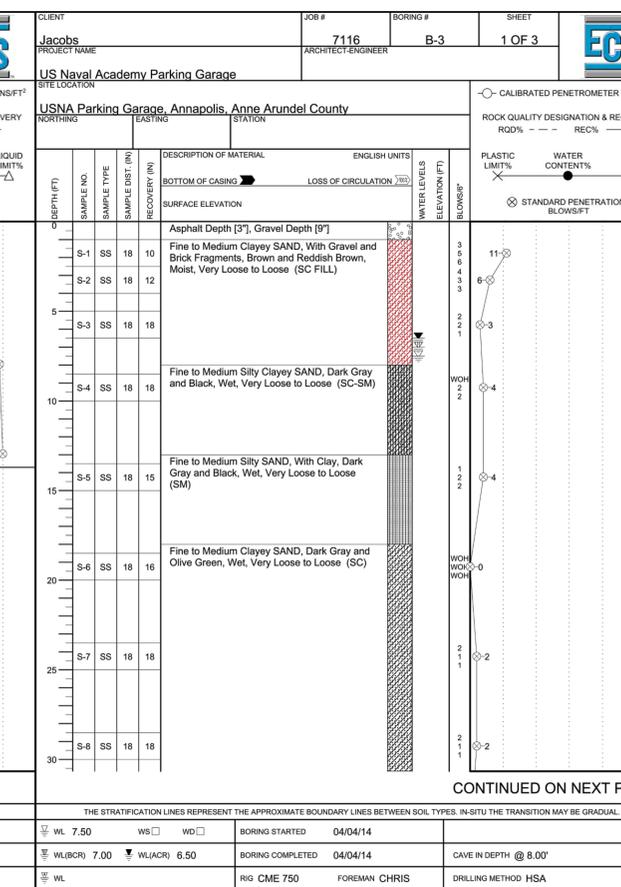
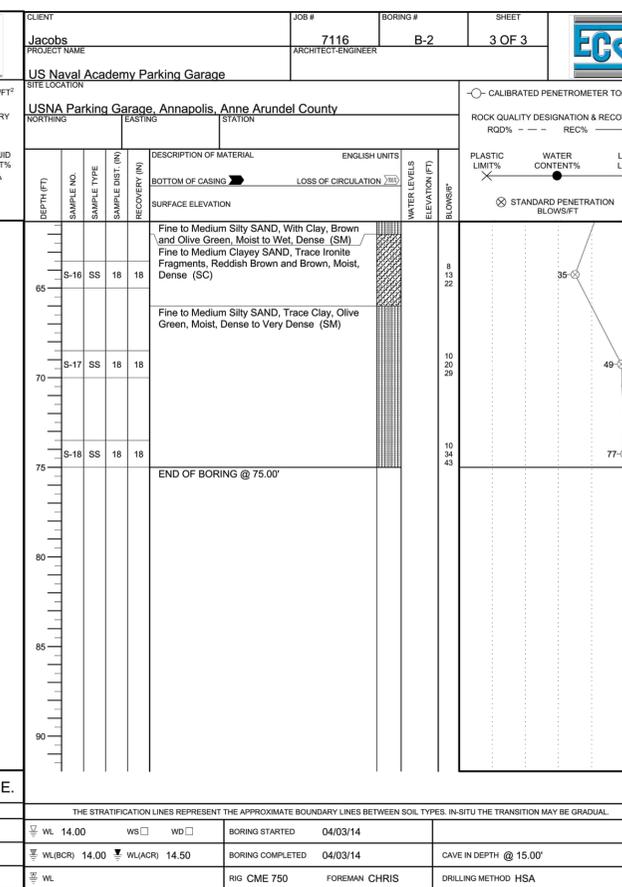
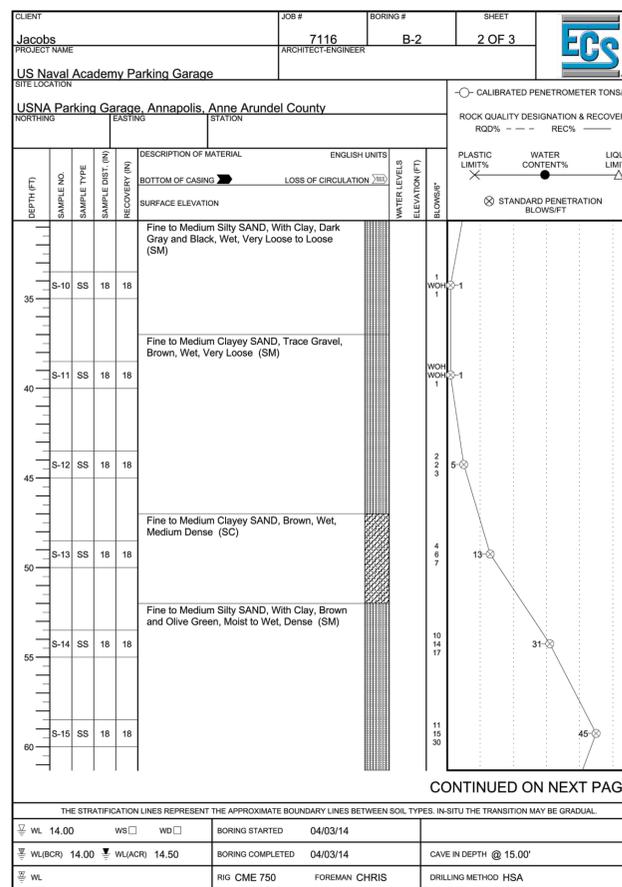
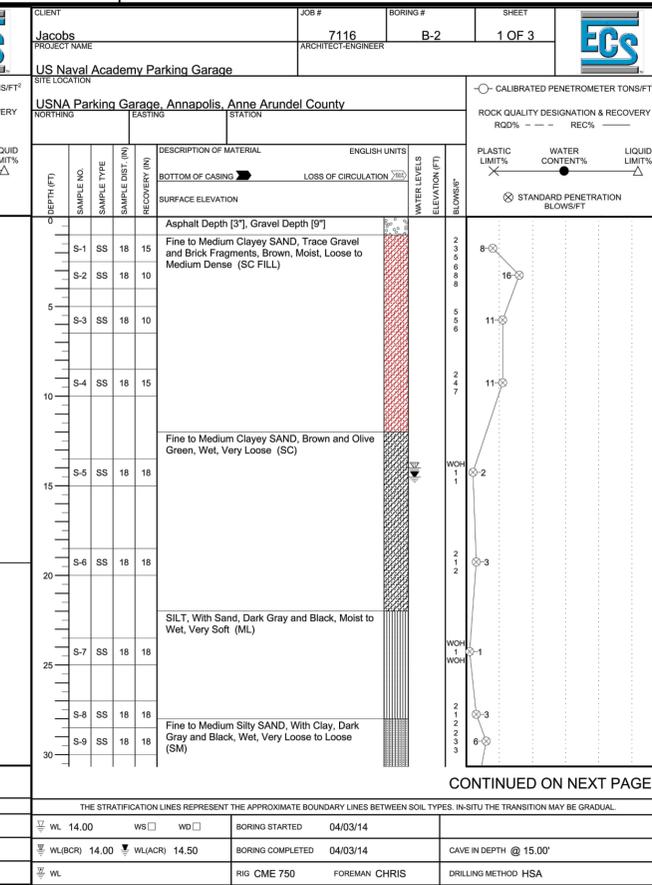
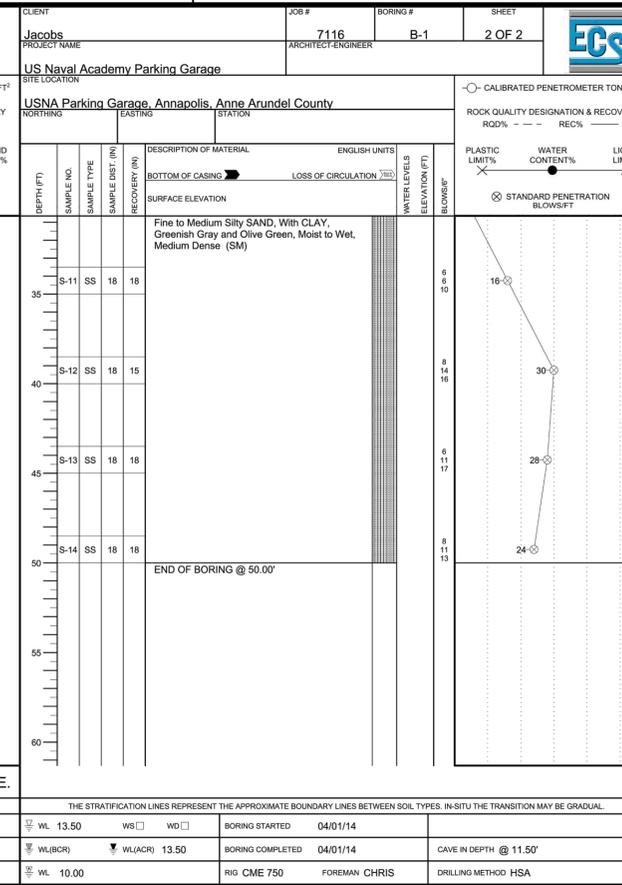
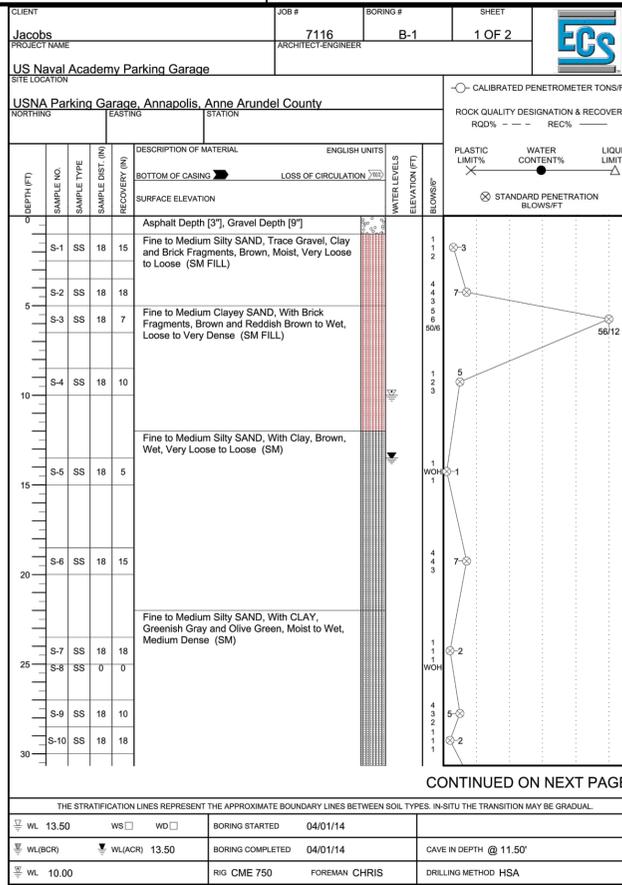
- 1. TOPOGRAPHIC INFORMATION IS BASED ON A FIELD RUN SURVEY BY BOWMAN CONSULTING PERFORMED ON MAY 16, 2014. THE FIELD RUN SURVEY IS SUPPLEMENTED BY RECORD MAPPING DATA PROVIDED BY NAVFAC.
2. ALL NORTH ARROWS DELINEATED ARE REFERENCED TO MARYLAND STATE PLANE NAD 83/91. ORIGINAL TOPOGRAPHIC SURVEY IS ALSO REFERENCED TO THE AFOREMENTIONED MARYLAND STATE PLANE GRID.
3. VERTICAL DATUM: IS NAVD88 AND BASED ON THE CONTROL POINTS DESCRIBED IN NOTE 2. THE CONTOUR INTERVAL IS ONE FOOT.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY FIELD CONDITIONS PRIOR TO CONSTRUCTION AND TO NOTIFY THE COR IF FIELD CONDITIONS DIFFER.
5. ALL CONSTRUCTION SHALL CONFORM TO THE PROJECT SPECIFICATIONS, CURRENT MDSA, MDE, AND NAVFAC STANDARDS. DEVIATION FROM THESE STANDARDS AND SPECIFICATIONS SHALL FIRST BE APPROVED BY THE COR.
6. EXISTING UTILITIES SHOWN ARE BASED UPON AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK AND FOR REPAIRING ANY DAMAGES WHICH OCCUR BY FAILURE TO LOCATE OR PRESERVE THESE UTILITIES. IF DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHOULD ENCOUNTER UTILITIES OTHER THAN THOSE SHOWN HEREIN, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COR AND TAKE THE NECESSARY STEPS TO PROTECT THE UTILITY AND ENSURE THE CONTINUANCE OF SERVICE.
7. CONTRACTOR SHALL ENGAGE THE SERVICES OF A UTILITY LOCATING COMPANY AND COORDINATE WITH NAVFAC ANNAPOLIS PERSONNEL FOR LOCATING ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. TEST PITS ARE REQUIRED WHERE CROSSING EXISTING UTILITIES AND AT TIE-IN LOCATIONS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL EXISTING UTILITIES. EXISTING UTILITIES NOT SHOWN IN THESE DRAWINGS MAY EXIST.
8. THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS OF CLEANING TRUCKS AND/OR OTHER EQUIPMENT OF MUD PRIOR TO ENTERING USNA ROADWAYS. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO CLEAN STREETS OF MUD AND/OR ALLAY DUST AND TO ENSURE THAT STREETS ARE KEPT CLEAN AND DUST FREE AT ALL TIMES.
9. ALL LAND WHICH IS DISTURBED BY THIS DEVELOPMENT, AND WHICH IS NOT BUILT UPON OR SURFACED, SHALL BE ADEQUATELY STABILIZED WITH PERMANENT VEGETATIVE STABILIZATION TO CONTROL EROSION AND SEDIMENTATION IN CONFORMANCE WITH MDE 2011 STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
10. NO DISTURBANCE SHALL TAKE PLACE OUTSIDE THE LIMITS OF DISTURBANCE.
11. GRADES SHOWN DENOTE TOP OF FINISHED GRADE UNLESS OTHERWISE STATED ON TYPICAL SECTIONS OR PLANS.
12. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AWAY FROM THE BUILDING IS MAINTAINED DURING CONSTRUCTION AND AT FINAL GRADING AND STABILIZATION.
13. ROADWAYS MAY NOT BE BLOCKED SUCH THAT EMERGENCY VEHICLE ACCESS IS HINDERED IN ANY WAY. MAINTENANCE AND PROTECTION OF ALL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES-2011 EDITION.
14. CONTRACTOR SHALL COORDINATE WITH THE COR FOR THE PRESERVATION AND PROTECTION OF EXISTING TREES TO REMAIN AND SHALL ADHERE TO DIRECTION PROVIDED TO PRESERVE AND PROTECT APPLICABLE TREES.
15. WITH PRIOR APPROVAL FROM NAVFAC, CONTRACTOR SHALL VISIT THE SITE DURING THE BID PROCESS AND PRIOR TO ISSUING PROPOSALS TO THE GOVERNMENT. ANY DISCREPANCIES BETWEEN FIELD CONDITIONS AND THIS PLAN SHALL BE NOTED TO THE COR.
16. CONTRACTOR SHALL KEEP ONSITE FOR REFERENCE THE CURRENT VERSION OF THE MDSA STANDARDS AND SPECIFICATIONS AND THE MDE 2011 STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
17. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN FROM THE USNA PUBLIC WORKS DEPARTMENT PERMITS ASSOCIATED WITH CONSTRUCTION AND LAND CLEARING FOR THIS PROJECT BEFORE COMMENCEMENT OF ANY LAND DISTURBING ACTIVITY. THIS INCLUDES DIG PERMITS FOR TEST PITS OR INTRUSIVE TESTING FOR UTILITY LOCATIONS.
18. THE SANITARY SEWER SYSTEM AND THE WATER DISTRIBUTION SYSTEM ARE OPERATED AND MAINTAINED BY DEPARTMENT OF PUBLIC WORKS. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH THE PUBLIC WORKS DEPARTMENT AND THE COR PRIOR TO ALL CONSTRUCTION ASSOCIATED WITH THE RELOCATION OF THE EXISTING 12" WATER LINE, AND THE INSTALLATION OF THE NEW 6" SANITARY SEWER LATERAL. CONTRACTOR IS ALSO REQUIRED TO COORDINATE WITH THE PUBLIC WORKS DEPARTMENT AND THE COR FOR THE CLOSURE OR OPENING OF VALVES.
19. CONTRACTOR SHALL PROVIDE TEMPORARY CONSTRUCTION FENCING AS NOTED ON SHEET G-105. COORDINATE FINAL LOCATION OF THE CONSTRUCTION FENCE AND GATES WITH THE COR.
20. CONTRACTOR SHALL REMOVE DEBRIS AND SEDIMENT ACCUMULATION FROM ALL EXISTING STORM SEWER PIPES AND STRUCTURES WITHIN THE LOD PRIOR TO CONSTRUCTION. CONTRACTOR MAY USE ONLY MDE APPROVE DEWATERING DEVIDE FOR PIPE AND DRAINAGE STRUCTURE CLEANING.
21. CONTRACTOR SHALL COORDINATE WITH COMCAST AND PAY ALL ASSOCIATED FEES FOR THE REMOVAL AND RELOCATION OF AN EXISTING COMCAST LINE AND RELATED STRUCTURES TRAVERSING THE PARKING GARAGE SITE. CONTRATOR SHALL CONTACT THE ANNE ARUNDEL COUNTY CONSTRUCTION COORDINATOR FOR COMCAST AT (443) 871-1702

- 1. LIMITS AND ITEMS SHOWN FOR REMOVAL ARE BASED ON BEST AVAILABLE RECORD MAPPING AND TOPOGRAPHIC SURVEY. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY ITEMS NOT SHOWN WITHIN THE LIMITS OF CONSTRUCTION NECESSARY TO COMPLETE THE REQUIRED WORK. ITEMS TO REMAIN THAT ARE DAMAGED OR REQUIRE REMOVAL DURING CONSTRUCTION SHALL BE REPLACED TO MEET AND/OR EXCEED THEIR ORIGINAL EXISTING CONDITION.
2. THE CONTRACTOR SHALL DISPOSE OF ALL DEBRIS AND CONSTRUCTION MATERIAL IN AN APPROVED OFF-SITE WASTE DISPOSAL FACILITY.
3. THE CONTRACTOR SHALL SAW CUT PAVEMENT FOR ANY UTILITY REMOVAL OR INSTALLATION UNDER PAVED SURFACES.
4. THE CONTRACTOR SHALL EXCAVATE ALL TRENCHES TO INDICATED GRADIENTS, LINES, DEPTHS, AND ELEVATIONS. THE CONTRACTOR SHALL TAKE EXTRA CARE WHILE EXCAVATING TRENCHES AROUND EXISTING UTILITIES AND SHALL ENSURE PROTECTION OF ALL UTILITIES THROUGHOUT CONSTRUCTION. CONTRACTOR SHALL HAND EXCAVATE AS NECESSARY TO AVOID ANY POTENTIAL DAMAGE. CONTRACTOR SHALL ALSO UTILIZE TRENCH BOXES AND/OR TRENCH SHEETING OR SHORING AS REQUIRED TO PROTECT EXISTING SITE FEATURES, UTILITIES, AND TO ADHERE TO THE TRENCH WIDTH DIMENSIONS INDICATED ON SHEET CU-505.
5. CONTRACTOR SHALL COORDINATE WITH PWD ANNAPOLIS FOR ALL PHASES OF CONSTRUCTION PRIOR TO COMMENCEMENT OF THE PROJECT
6. THE FOLLOWING EXISTING GRATE INLETS ARE RESTRAINED TO THE FRAME, WHICH RENDER THE STRUCTURES INACCESSIBLE:
EX 1912
EX 4389
EX 4386
EX 4385
EX 4384
EX 4383
EX 1636
CONTRACTOR SHALL REMOVE THE FRAME AND CLEAN ALL SEDIMENTS AND DEBRIS ACCUMULATION FROM THE STRUCTURE AND CONNECTING PIPE(S). SHOULD THE METAL GRATE BECOMES NON-REUSABLE, OR INOPERABLE, THE CONTRACTOR SHALL REPLACE THEM IN-KIND.

APPROVED: [Signature] DATE: []
DESCRIPTION: []
SM: []
DATE: []
NAVFAC
STATE OF MARYLAND
PROFESSIONAL ENGINEER
No. 33699
EXPIRES 11/03/2018
DEC 12, 2014
JACOBS
1100 NORTH GLEBE ROAD
SUITE 500
ARLINGTON, VIRGINIA 22201
571.218.1000
FAX: 571.218.1600
N61152-NSA ANNAPOLIS
10/28/2014
DESS XXX DRW XXX CHK XXX
AD/IC
NAVFACILITIES ENGINEERING COMMAND
ANNAPOLIS, MD
P-621 CENTER FOR CYBER SECURITY STUDIES
PARKING GARAGE
UTILITY DATA, GENERAL NOTES, AND SITE REMOVAL NOTES
AS NOTED
1371895
13068317
08 OF 119
GI-002
DRAWING REVISION: 10 MARCH 2009

FILE NAME: C:\working\pba\working\071497\NAVFAC_PZ10-0002.dwg LAYOUT NAME: GI-002 PLOTTED: Wednesday, December 10, 2014 9:56am USER: rodright

BORINGS LOCATION NOTE:
REFER TO EXISTING CONDITIONS PLAN, SHEET C-101 FOR BORING LOCATIONS.



APPR

DATE

DESCRIPTION

SM

JACOBS

1100 NORTH GLEBE ROAD
SUITE 500
ARLINGTON, VIRGINIA 22201
571.218.1000
FAX: 571.218.1600

A/E: WFO

APPROVED

FOR COMMANDER NATAC:

ACTIVITY

N61152-NSA ANNAPOLIS

SATISFACTORY TO DATE 10/28/2014

DES HR DRW HR CHK RC

BRANCH MANAGER AD/IC

CHEF ENG/ARCH

FOR COMMANDER NATAC:

DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND
ANNAPOLIS, MD
US NAVAL ACADEMY - ANNAPOLIS, MD
US NAVAL ACADEMY
P-621 CENTER FOR CYBER SECURITY STUDIES
PARKING GARAGE
GEOTECHNICAL BORING LOGS

SCALE: AS NOTED

PROJECT NO.: 1371895

CONSTR. CONTR. NO.

NAVFAC DRAWING NO. 13068318

SHEET 09 OF 119

BB-201

DRAWN/REVISED: 10 MARCH 2009

FILE NAME: C:\working\pbr\c\corrig\0749497\NAFAC_Pz21G-BB201.dwg LAYOUT NAME: BB-201 PLOTTED: Wednesday, December 10, 2014 - 9:56am USER: corright