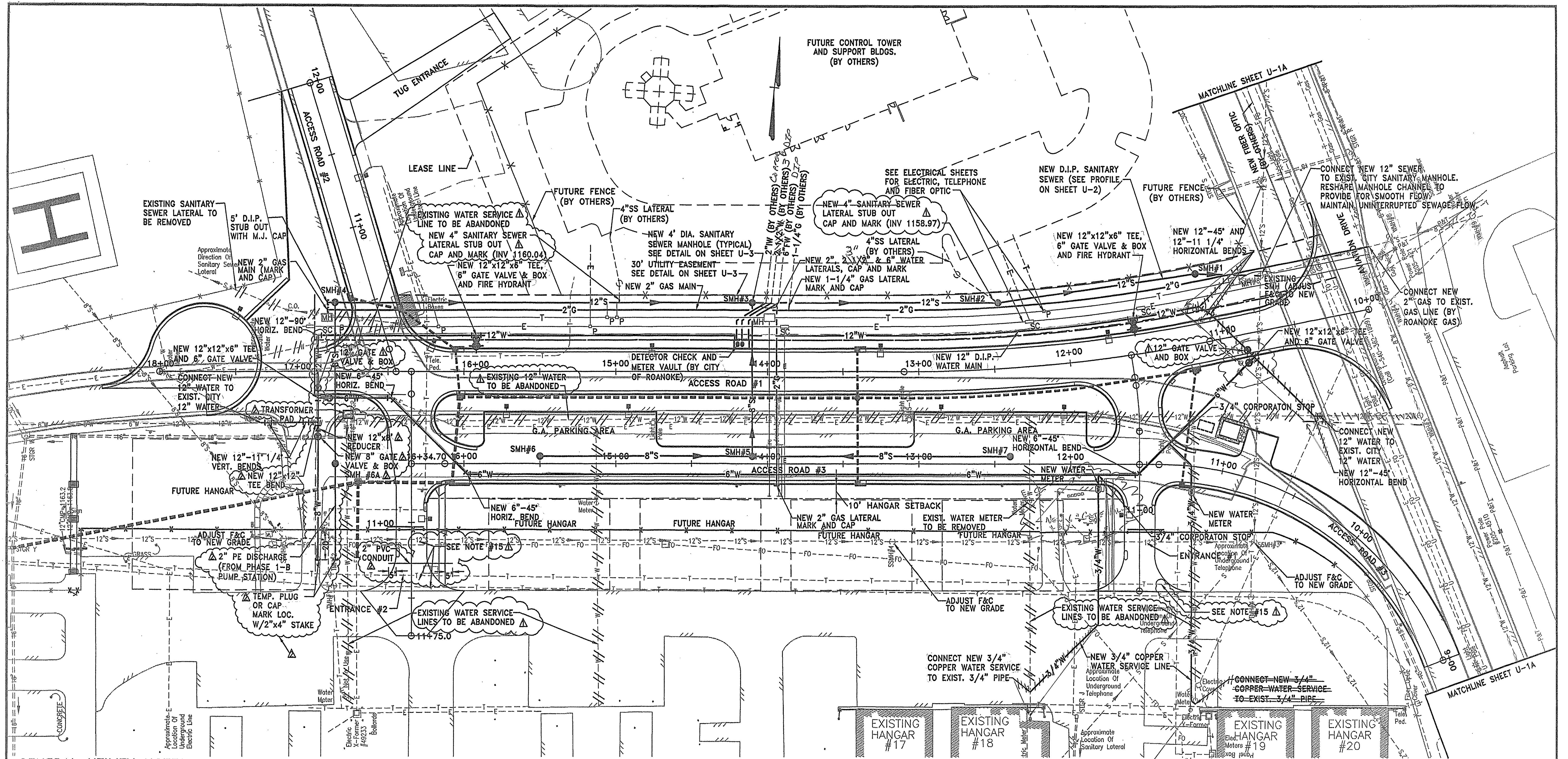




GENERAL UTILITY NOTES

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL WORK AND PROJECT SCHEDULES WITH ROANOKE REGIONAL AIRPORT ENGINEERING & THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ALSO COORDINATE WORK BETWEEN SUB-CONTRACTORS ON SITE.
- THE CONTRACTOR SHALL THOROUGHLY INSPECT THE SITE PRIOR TO CONSTRUCTION TO VERIFY EXISTING CONDITIONS AND SHALL PROVIDE ALL NECESSARY STAKE OUT OF LINE AND GRADE FOR PIPE INSTALLATION.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION AND ELEVATION IN THE FIELD BY HAND DIGGING TEST PITS AT ALL PROPOSED CROSSINGS AND / OR CONNECTIONS BEFORE TRENCH EXCAVATION BEGINS, AT HIS OWN COST.
- THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UTILITIES BY CONTACTING "MISS UTILITY" 1-800-552-7001 AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- SHOULD THE CONTRACTOR ENCOUNTER OBSTRUCTIONS AND / OR UTILITIES NOT SHOWN ON THE PLANS, THE RESIDENT ENGINEER SHALL BE NOTIFIED FOR DISPOSITION PRIOR TO PROCEEDING WITH THE WORK.
- ALL EXCAVATION, TRENCHING, SHEETING, SHORING, AND BRACING SHALL BE INSTALLED AS REQUIRED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS, INCLUDING OSHA.
- IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE RESIDENT ENGINEER AND OBTAIN APPROVAL BEFORE OPEN CUTTING ANY PAVEMENT CUT OR DAMAGED PAVEMENT SURFACES SHALL BE REPLACED IN ACCORDANCE WITH PAVEMENT REPAIR DETAIL ON DRAWINGS
- EXISTING PAVEMENT SHALL BE SAW CUT WITH NEAT, CLEAN, PARALLEL, STRAIGHT LINES. GRADES OF NEW PAVEMENT SHALL BLEND SMOOTHLY WITH EXISTING GRADES.
- CONTRACTOR SHALL CONSTRUCT A SUMP AND PROVIDE NECESSARY PUMPS TO KEEP HOLE EXCAVATIONS DRY DURING CONSTRUCTION OPERATIONS.
- NEW WATER MAIN TO HAVE A MINIMUM OF 3' COVER EXCEPT WHERE OTHERWISE INDICATED.
- BACKFILL OPERATION TO SUBGRADE WILL BE KEPT WITHIN 100 FEET OF EXCAVATION AND PIPE LAYING OPERATIONS. ALL TRENCHES WILL BE CLOSED AT THE END OF THE WORK DAY AND ALL BACKFILL WILL BE GRADED IN SUCH A WAY AS TO PREVENT PONDING OF SURFACE WATER OVER TRENCH AREAS.
- CONSTRUCTION OF UTILITIES SHALL NOT TAKE PLACE UNTIL ALL APPROVED EROSION AND SEDIMENT CONTROL MEASURES ARE IN PLACE. SEDIMENT CONTROL MEASURES FOR THESE UTILITIES SHALL BE IN ACCORDANCE WITH THE APPROVED SEDIMENT CONTROL PLANS FOR THIS PROJECT.
- PROVIDE ADEQUATE BARRICADES WITH WARNING LIGHTS AROUND TRENCH / HOLE EXCAVATIONS AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. MAINTAIN BARRICADES UNTIL BACKFILL HAS BEEN PLACED TO APPROXIMATE FINISHED GRADE.
- ALL PRESSURE PIPE BENDS, TEES AND CAPS (3-INCHES AND LARGER) SHALL HAVE MECHANICAL JOINT RESTRAINING DEVICES INSTALLED AS DETAILED ON THE DRAWINGS.
- PROTECT THE EXISTING UNDERGROUND TELEPHONE & FIBER OPTICS WITH CONC. CAPS DURING CONSTRUCTION OF ENTRANCES #1 AND #2. CONC. CAPS SHALL BE A MIN. 6" IN THICKNESS AND SHALL MATCH WIDTH OF EXIST. CONDUIT WIDTH EXTENDING A MIN. 5' BEYOND PAVEMENT EDGES. CONC. CAPS SHALL BE INCLUDED IN THE COST OF CONCRETE CLASS A3 MISCELLANEOUS.

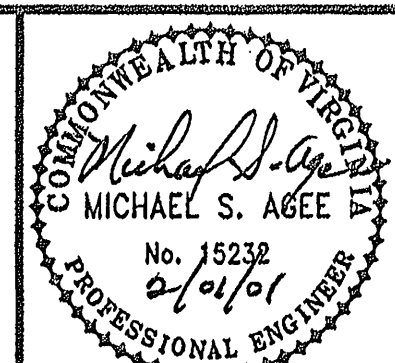
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ROANOKE, VIRGINIA 24016
(540) 345-9342
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DSGN	JMB	REV	DATE	DESCRIPTION	BY	APP
		Δ	9/6/2000	ADDENDUM #1	JLJ	MSA
		Δ	1/30/2001	CHANGE ORDER #1	JMB	MSA
DRAWN	JMC					
CHKD	MSA					

GENERAL AVIATION REHABILITATION - PHASE I-A

UTILITY SITE PLAN

ROANOKE, VIRGINIA



SCALE: 1"=30'
COMM. NO. 1442W
DATE: AUG., 2000
SHEET U-1