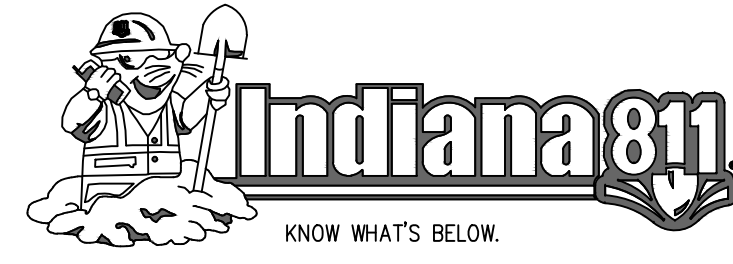


1. NOT ALL GAS, POWER, OR TELEPHONE LINES, WHETHER ABOVE OR BELOW GROUND, HAVE BEEN SHOWN ON THE DRAWINGS. ANY UNDERGROUND INFORMATION SHOWN ON THE DRAWINGS HAS BEEN DETERMINED FROM THE BEST AVAILABLE INFORMATION AND IS GIVEN FOR THE CONTRACTORS BENEFIT. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR PROTECTING ALL UTILITIES. HIS WORK SHALL BE EITHER SURFACE OR IN-PIT. HE SHALL GUARANTEE 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 CONTRACTORS RESPONSIBILITY TO MAINTAIN IN SERVICE UNLESS THEY 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.
2. 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 WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE WORKSITES INCLUDING THE SAFETY OF ALL PERSONS ON THE PROPERTY DURING PERFORMANCE OF THE WORK. THE 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 LIMITED TO INCLUDING THE SAFETY OF ALL PERSONS ON THE PROPERTY DURING PERFORMANCE OF THE WORK. 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.
3. 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 PROTECTED AFTER THE OWNER, ENGINEER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR REFERENCED THEIR LOCATIONS.
4. 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.
5. THERE SHALL BE NO CHANGES WITHOUT WRITING APPROVAL OF ENGINEER.
6. ALL GRADES AT BOUNDARY SHALL MEET EXISTING GRADES.
7. CONTRACTOR SHALL MINIMIZE DAMAGE TO EXISTING TREES.
8. REMOVE AND BACKFILL ALL AREAS WHERE ANY FIELD TIE CROSSES PROPOSED HOUSE PADS. ALL FIELD TIES 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.
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY ALL UTILITY LOCATIONS.
10. CONTRACTOR SHALL STAMP THE LETTER "S" IN THE CURB PERPENDICULAR TO THE LATERAL MARKER.
11. STRUCTURES RECEIVING SUB-SURFACE DRAIN (SSD) SHALL HAVE BOTH PORTS CORE DRILLED. "1" OR "Y" BLIND CONNECTIONS ARE NOT ALLOWED.
12. ALL STORM SEWER CASTINGS SHALL BE LABELED "DUMP NO WASTE-DRAINS TO WATERWAY".
13. 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.
14. ALL ROADS MUST BE BROUGHT BACK TO ORIGINAL OR BETTER CONDITION, INCLUDING BUT NOT LIMITED TO STRIPING, STONE SHOULDERS AND SIGNAGE. REPAIRS (I.E. STRIPING) SHALL COINCIDE WITH THE ADJOINING ROAD.
15. CLAY POND LINERS ARE REQUIRED IF SIGNIFICANT SAND OR GRAVEL STRATIFICATIONS ARE ENCOUNTERED DURING EXCAVATION OF POND.
16. ALL COMMON AREA SIDEWALKS OR PATHS ARE TO BE CONSTRUCTED AS PART OF THE SITE INFRASTRUCTURE. INDIVIDUAL LOT SIDEWALKS TO BE CONSTRUCTED AT THE TIME OF HOME CONSTRUCTION.



Call 811 or 800-382-5544 Before you Dig!



GRAPHIC SCALE

(IN FEET)

LEGEND:

EXISTING		PROPOSED
EASEMENT LINE		
SETBACK LINE		
CENTERLINE		
SWALE / FLOWLINE		
SUBSURFACE DRAIN		
SANITARY SEWER		
STORM SEWER		
STORM CULVERT		
WATER MAIN		
CONTOUR, MAJOR		
CONTOUR, MINOR		
FENCE		
TREE LINE		
(S) SANITARY MANHOLE		XXX
(ST) STORM MANHOLE		XXX
[] STORM INLET		XXX
d STORM END SECTION		XXX
☆ STREET LIGHT		
→ FLOW ARROW		
N/A + XXX.X N/A		 XXX.X XXX.XX
A.D.A. HANDICAP RAMP		
2' ROLL CURB		
POND SIGNAGE		
3 FT CONC. APRON (SEE CONCRETE SECTION - SHEET C3.2)		
20' SAFETY RAMP @ 6:1 SLOPE (CONSTRUCTED WITH COMPACTED CLAY)		
SSD CLEANOUT		
FOUNTAIN		

ABBREVIATIONS:

BC	- BACK OF CURB	TB	- TOP OF BANK GRADE
CL	- CENTERLINE	TC	- TOP OF CASTING GRADE
FG	- FINISHED GRADE	PAD	- PAD GRADE
FL	- FLOW LINE	MFFG	- MINIMUM FLOOD PROTECTION GRADE
HP	- HIGH POINT	MFFE	- MINIMUM FLOOD FLOOR ELEVATION
INV	- INVERT ELEVATION	TW	- TOP OF WALL
LP	- LOW POINT	IE	- INGRESS / EGRESS EASEMENT
ME	- MATCH EXISTING GRADE	Z	- LOT NUMBER
NP	- NORMAL POOL (ELEVATION)	C.A.	- COMMON AREA
PC	- POINT OF CURVATURE	D.E.	- DRAINAGE EASEMENT
PRC	- POINT OF REVERSE CURVATURE	S.S.D.&U.E.	- SANITARY SEWER, DRAINAGE AND UTILITY EASEMENT
PT	- POINT OF TANGENCY	D.&U.E.	- DRAINAGE AND UTILITY EASEMENT
PVC	- POLYVINYL CHLORIDE PIPE	ESMT	- EASEMENT
PVI	- POINT OF VERTICAL INTERSECTION	B.S.L.	- BUILDING SETBACK LINE
RCP	- REINFORCED CONCRETE PIPE	R/W	- RIGHT-OF-WAY

BENCHMARK INFORMATION:

ELEVATION INFORMATION HAS BEEN DETERMINED BASED UPON GPS OBSERVATIONS PROCESSED USING THE NATIONAL GEODETIC SURVEY (NGS) ON-LINE POSITIONING USER SERVICE (OPUS) IN COMBINATION WITH TERRESTRIAL SURVEYING MEASUREMENTS. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). HORIZONTAL COORDINATES ARE FOR REFERENCE PURPOSES ONLY AND ARE REFERENCED TO THE INDIANA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2011) EPOCH 2010.0000

ORIGINATING BENCHMARK:
CONTROL POINT #100: 5/8-INCH REBAR WITH RED CAP
 STAMPED "HWC RANDOM POINT" SET FLUSH WITH THE
 GROUND SOUTH OF THE SOUTHEAST EDGE OF THE PARKING
 LOT FOR GEIST COMMUNITY CHURCH AT 6697 W 900 N,
 MCCORDSVILLE, IN. THE REBAR LIES 18 FEET SOUTH OF THE
 SOUTH EDGE OF THE PAVEMENT, 53 FEET EAST OF A CONCRETE
 BASE FOR A LIGHT POLE AND 37 FEET SOUTHWEST OF THE
 SOUTHEAST CORNER OF THE PARKING LOT.
ELEVATION = 835.65 (NAVD88)
 [NORTHING: 1,698,864; EASTING: 253,800]

TBM #1
MAG SPIKE AND CAP 1 FOOT UP IN THE EAST FACE OF A
POWER POLE ON THE WEST SIDE OF COUNTY ROAD 700
WEST, APPROXIMATELY 190 FEET NORTH OF THE
INTERSECTION WITH WEST WINDING BEND. THE POWER POLE
IS APPROXIMATELY 18 FEET WEST OF THE WEST EDGE OF
PAVEMENT OF COUNTY ROAD 700 WEST.
ELEVATION= 833.52 (NAVD88)
[NORTHING: 1,697,501; EASTING: 251,909]

TBM #2
NORTH RIM OF A STORM MANHOLE LOCATED SOUTH OF THE
POND THAT LIES NORTHWEST OF THE INTERSECTION OF
WEST WINDING BEND AND WEST DEER HILL DRIVE.
THE MANHOLE LIES 12 FEET SOUTH OF THE SOUTH EDGE OF
RIPRAP, APPROXIMATELY 166 FEET NORTHEAST OF THE
CENTER OF WEST WINDING BEND, AND APPROXIMATELY 172
FEET NORTHWEST OF THE CENTER OF WEST DEER HILL
DRIVE.
ELEVATION = 837.96 (NAVD88)
[NORTHING: 1697.475; EASTING: 253.415]

REVISIONS

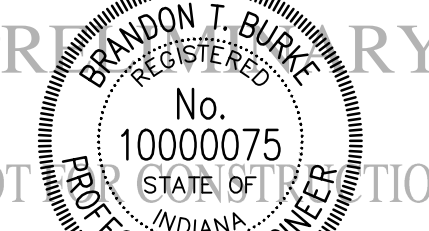
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**OAKCREST
MCCORDSVILLE, INDIANA
DEVELOPMENT PLAN**

DEVELOPMENT PLAN



DRAWN BY DC		JOB NUMBER 2019-003-A
CHECKED BY BB		
DATE MARCH 22, 2019		
SCALE		
AS SHOWN		
SHEET		

C1.2

DEVELOPMENT PLAN