VDOT NOTES

- ALL MATERIALS AND CONSTRUCTION WITHIN THE PUBLIC RIGHT OF WAY SHALL BE IN ACCORDANCE WITH CURRENT VIRGINIA DEPARTMENT OF TRANSPORTATIONS' SPECIFICATIONS, STANDARDS, CURRENT WORK AREA PROTECTION MANUAL, AND ALL APPLICABLE LOCATION AND DESIGN INSTRUCTIONAL AND INFORMATIONAL MEMORANDUMS.
- LAND USE PERMIT (CE-7) MUST BE OBTAINED FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION PRIOR TO BEGINNING ANY CONSTRUCTION WITHIN THE EXISTING STATE MAINTAINED RIGHT OF WAY (INCLUDING ACCESS).
- VDOT IS TO RECEIVE WRITTEN NOTIFICATION 48 HOURS PRIOR TO COMMENCING WITH INITIAL CONSTRUCTION ACTIVITIES.
- 4. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL CONSULT THE ENGINEER AND VERIFY THE APPROVAL OF THE PLANS BY ALL APPLICABLE FEDERAL, STATE AND LOCAL AGENCIES.
- PRELIMINARY DESIGN OF THE PAVEMENT STRUCTURE FOR ALL SUBDIVISION STREETS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE PAVEMENT DESIGN GUIDE FOR SUBDIVISION AND SECONDARY ROADS IN VIRGINIA. THE COMPLETED DESIGN WORKSHEET APPENDIX IV SHALL BE INCLUDED WITH THE INITIAL PLAN SUBMITTAL FOR EACH PROPOSED PAVEMENT SECTION UTILIZING THE PREDICTED SOIL SUPPORT VALUE SHOWN IN APPENDIX I OF THE PAVEMENT DESIGN GUIDE.
- THE CONTRACTOR SHALL VERIFY THE ELEVATIONS OF ALL POINTS OF CONNECTION OR PROPOSED WORK TO EXISTING CURBS, SANITARY LINES, WATER LINES, ETC., PRIOR TO CONSTRUCTION.
- UPON DISCOVERY OF SOILS THAT ARE UNSUITABLE FOR FOUNDATIONS, SUB-GRADES, OR OTHER ROADWAY CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL IMMEDIATELY CONTACT A GEOTECHNICAL ENGINEER AND VDOT. THESE AREAS SHALL BE EXCAVATED BELOW PLAN GRADE AS DIRECTED BY A GEOTECHNICAL ENGINEER, BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED IN ACCORDANCE WITH CURRENT VDOT SPECIFICATIONS.
- " ALL STORM SEWER DESIGN AND CONSTRUCTION TO BE IN ACCORDANCE WITH VDOT 1 & 1 LD-94 (D) 121.13. (VDOT DRAINAGE MANUAL AND HYDRAULIC AVERSIONS)
- . ALL DRAINAGE STRUCTURES SHALL BE IN ACCORDANCE WITH THE CURRENT VERSIONS OF LD-97 (D) 121. PIPE WITHIN THE RIGHT OF WAY SHALL BE A MINIMUM CL-III OR GREATER IN ACCORDANCE WITH CURRENT VDOT
- 10. ALL PRE-CAST UNITS SHALL BE VDOT APPROVED. CERTIFICATIONS AND VDOT STAMP WILL BE REQUIRED ON ALL UNITS. SHOP DRAWINGS, GEOTECHNICAL DATA AND SOIL BEARING CAPACITY, AND PLAN VIEW SHALL BE SUBMITTED AS PACKAGE FOR VDOT REVIEW AND APPROVAL.
- 11. ALL CONCRETE SHALL BE MINIMUM CLASS A3-AE (AIR ENTRAINED 3,000 PSI).
- 12. ALL ENTRANCES ARE TO BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH CURRENT VDOT STANDARDS. RESIDENTIAL LOT ACCESS SHALL BE PROVIDED PER THE FOLLOWING CRITERIA:
- 13. ALL DRIVEWAY ENTRANCE CULVERTS ARE TO BE MINIMUM OF 15" DIAMETER X 20' LONG PIPE AND SHALL CONFORM TO PE-1 PRIVATE ENTRANCE STANDARDS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. NO ENTRANCE CULVERTS ARE TO BE INSTALLED WITHIN FIVE (5) FEET OF A PROPERTY CORNER.
- 14. VDOT STANDARD CG-9D ENTRANCES SHALL BE INSTALLED IN CURB AND GUTTER NEIGHBORHOODS. INSPECTIONS TO BE PERFORMED BY VDOT SHALL BE REQUESTED IN WRITING, 48 HOURS PRIOR TO ENTRANCE INSTALLATION.
- 15. THE DEVELOPER IS RESPONSIBLE FOR FURNISHING AND INSTALLING ALL SIGNS DEEMED PERTINENT TO THE PROPOSED DEVELOPMENT. THE CONTRACTOR SHALL CONTACT VDOT INSPECTION STAFF TO ESTABLISH LOCATIONS FOR ANY SIGNAGE REQUIREMENTS AS DEEMED NECESSARY BY VDOT. INSTALLATION OF SAID SIGNS SHALL OCCUR AT NO EXPENSE TO THE STATE AND PRIOR TO STATE ACCEPTANCE OF ROADWAY(S).
- 16. DESIGN CHANGES VIA SCHOOL BOARD, SPECIFIED MATERIALS CHANGES AND/OR FIELD CHANGES FROM THE APPROVED PLANS NEED TO BE RE-SUBMITTED TO VDOT PRIOR TO PROCEEDING WITH THE WORK. A LETTER OF EXPLANATION SHALL ACCOMPANY THE REVISED PLANS AND/OR DRAINAGE CALCULATIONS, WHICH MUST BE SUBMITTED, TO VDOT FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER.
- 17. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON PLAN. IF THERE APPEARS TO BE A CONFLICT, AND/OR UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THIS PLAN, CALL MISS UTILITY OF CENTRAL VIRGINIA AT 1-800-552-7001. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE RELOCATION OF ANY UTILITY WITHIN EXISTING AND/OR PROPOSED RIGHT OF WAY REQUIRED BY THE DEVELOPMENT.
- 18. ALL STREETLIGHTS SHALL BE LOCATED IN A MINIMUM OF 9.5' FROM THE EDGE OF PAVEMENT ON CURB AND GUTTER STREETS AND/OR LOCATED A MINIMUM OF 5.5' BEHIND THE DITCH LINE ON OPEN DITCH STREETS.
- 19. GENERALLY, PAVED ROADSIDE DITCHES ARE TO BE SPECIFIED WHEN VELOCITIES EXCEED CURRENT VDOT DESIGN CRITERIA OR WHEN DITCH SLOPES ARE LESS THAN 0.75%. WHERE DITCH SLOPES EXCEED 5.0%, THE DEVELOPER MAY CHOOSE TO IMPLEMENT EROSION AND SEDIMENT CONTROL MEASURES IN AN ATTEMPT TO ACHIEVE CHANNEL STABILIZATION WHILE ACKNOWLEDGING THAT ADDITIONAL PAVED DITCH LININGS MAY BE REQUIRED PRIOR TO ACCEPTANCE OF THE ROADS INTO THE SECONDARY SYSTEM OF STATE HIGHWAYS. PAVED ROADSIDE DITCHES SHALL CONFORM TO VDOT-PG-2A STANDARDS AND SPECIFICATIONS.
- 20. VDOT APPROVAL OF CONSTRUCTION PLANS DOES NOT PRECLUDE THE RIGHT TO REQUIRE ADDITIONAL FACILITIES AS DEEMED NECESSARY FOR ACCEPTANCE OF THE ROADS INTO THE VDOT SECONDARY ROAD SYSTEM.
- 21. VDOT APPROVAL OF SITE PLANS WILL EXPIRE FIVE (5) YEARS FROM THE DATE OF THE INITIAL APPROVAL. VDOT APPROVAL OF SUBDIVISION PLANS WILL EXPIRE THREE (3) YEARS FORM THE DATE OF THE INITIAL APPROVAL.
- 22. VDOT SHALL HAVE PERFORMED THE REQUIRED FIELD INSPECTION (PROOF ROLL) PRIOR TO PLACEMENT OF THE AGGREGATE BASE COURSE(S). CONTACT VDOT, IN WRITING, FOR SUBGRADE INSPECTION 48 HOURS PRIOR TO SCHEDULING PLACEMENT OF AGGREGATE BASE COURSE(S). THE PROPER CONTACTS FOR VDOT CAN BE REACHED AT THIS NUMBER: (804)863-4000.
- 23. A PRIME COAT SEAL BETWEEN THE AGGREGATE BASE AND BITUMINOUS CONCRETE WILL BE REQUIRED AT A RATE OF 0.30 GALLONS PER SQUARE YARD (REC-250 PRIME COAT) PER VDOT STANDARDS AND SPECIFICATIONS.
- 24. THE SCHEDULING OF AGGREGATE BASE INSTALLATION AND SUBSEQUENT PAVING ACTIVITIES SHALL ACCOMMODATE FORECAST WEATHER CONDITIONS PER SECTION 315 OF THE ROAD AND BRIDGE SPECIFICATIONS.
- 25. VDOT SHALL HAVE APPROVED ALL BASE COURSE(S) FOR DEPTH, TEMPLATE AND PERFORMED THE REQUIRED FIELD INSPECTION (VISUAL, PROOF ROLL, COMPACTION OR ANY ADDITIONAL AS DETERMINED BY VOOT INSPECTOR) PRIOR TO PLACEMENT OF ANY SURFACE COURSE(S). CONTACT VDOT, IN WRITING, FOR INSPECTION OF THE BASE COURSE(S) 48 HOURS PRIOR TO APPLICATION OF THE SURFACE COURSE(S). THE PROPER CONTACTS FOR VDOT CAN BE REACHED AT THIS NUMBER: (804)863-4000.
- 26. AN ACTUAL COPY OF THE COMPLETE CBR REPORT IS TO BE SUBMITTED TO VOOT IN CONJUNCTION WITH FINAL PAVEMENT DESIGNS. ALL PAVEMENT DESIGN RECOMMENDATIONS SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITION OF THE PAVEMENT DESIGN GUIDE FOR SUBDIVISION AND SECONDARY ROADS IN VIRGINIA.
- 27. A LICENSED GEOTECHNICAL ENGINEER SHALL ASCERTAIN CAUSE AND CERTIFY RECOMMENDED METHOD OF REPAIR FOR ALL PAVEMENT STRUCTURAL FAILURES PRIOR TO STATE ACCEPTANCE.
- 28. ALL VEGETATION AND ORGANIC MATERIAL IS TO BE REMOVED AS NECESSARY FROM THE RIGHT OF WAY LIMITS PRIOR TO CONDITIONING OF THE SUBGRADE.
- 29. DRY GUTTER IS NOT ALLOWED IN VDOT RIGHT OF WAY.
- 30. THE DEVELOPER WILL BE RESPONSIBLE FOR THE DESIGN COSTS OF ANY TRAFFIC SIGNAL INSTALLATIONS AND/OR MODIFICATION UNDER AN ACCOUNT RECEIVABLE WITH VDOT.
- 31. APPROVAL OF A DETAILED CONSTRUCTION SEQUENCING/MAINTENANCE OF TRAFFIC NARRATIVE FOR THE WORK ZONE IS A PREREQUISITE FOR ISSUANCE OF A LAND USE PERMIT ALLOWING ACCESS TO AND CONSTRUCTION WITHIN VDOT MAINTAINED RIGHT-OF-WAY.
- 32. VDOT SHALL BE PROVIDED DOCUMENTATION BY A LICENSED GEOTECHNICAL ENGINEER, CERTIFYING THAT ALL IN-PLACE PAVEMENTS MEET OR EXCEED THE APPROVED PAVEMENT DESIGN THICKNESS PRIOR TO STATE ACCEPTANCE. THE CERTIFYING DOCUMENTATION SHALL CONFORM TO VDOT SPECIFICATIONS AND THE APPROVED
- 33. THE ESTABLISHMENT OF A TEMPORARY VEGETATIVE COVER IS REQUIRED ON ALL DENUDED AREAS THAT ARE NOT TO BE FINE GRADED FOR PERIODS LONGER THAN 30 DAYS.

- 35. NO STRUCTURE SHALL BE CONSTRUCTED ON STATE MAINTAINED RIGHTS OF WAY UNLESS SAID STRUCTURES ARE SHOWN ON ROAD CONSTRUCTION PLANS APPROVED BY VDOT OR COVERED BY A VDOT LAND USE PERMIT.
- 36. THE DEVELOPER IS RESPONSIBLE FOR CONTACTING THE RICHMOND DISTRICT TRAFFIC ENGINEERING SECTION AT 804-524-6000 FOR GUARDRAIL LOCATION AND PLACEMENT REQUIREMENTS.
- 37. A PRECONSTRUCTION MEETING IS REQUIRED PRIOR TO UNDERTAKING ANY ROADWAY CONSTRUCTION ACTIVITIES. DEVELOPER OR DESIGNEE WILL CONTACT PETERSBURG RESIDENCY, IN WRITING, FIVE WORKING DAYS IN ADVANCE OF ANTICIPATED CONSTRUCTION START TO ESTABLISH DATE, TIME AND LOCATION FOR PRECONSTRUCTION MEETING. THE PRIMARY FUNCTION OF THE CONSTRUCTION MEETING WILL BE TO IDENTIFY GEOTECHNICAL PARAMETERS OF PROPOSED CONSTRUCTION ACTIVITIES.
- 38. EXISTING PAVEMENT MARKINGS WITHIN STATE RIGHT OF WAY ARE TO BE ERADICATED (ALL ERADICATION SCARS SHALL BE OVERLAID WITH SURFACE MIX OR SLURRY SEAL #4).
- 39. A GEOTECH REPORT SHALL VERIFY/APPROVE STONE DEPTHS IN ACCORDANCE WITH VOOT APPROVED PAVEMENT DESIGNS, PRIOR TO ASPHALT PLACEMENT.
- 40. ALL CONSTRUCTION DEBRIS, MATERIALS, DUMPSTERS, ETC. SHALL BE LOCATED OUTSIDE THE ROADWAY PRISM PRIOR TO STATE ACCEPTANCE OF THE ROADS AND SHALL BE MAINTAINED OUTSIDE THE ROADWAY PRISM WITHIN EXISTING STATE ROUTES.
- 41. ANY LANDSCAPING, IDENTIFICATION SIGNS, LIGHTING, ETC. THAT MAY BE INDICATED WITHIN THE CONSTRUCTION PLANS SHALL BE FOR INFORMATION PURPOSES ONLY. NON-STANDARD ITEMS MUST BE APPROVED BY SEPARATE SUBMITTAL THROUGH THE PERMITTING PROCESS
- 42. ALL VDOT SIGNS ARE TO REMAIN IN PLACE THROUGHOUT THE LIFE OF THE PROJECT. ANY SIGN REMOVED FOR CONSTRUCTION ACTIVITY SHALL BE RETURNED BY THE END OF THE WORK DAY. TEMPORARY SIGNAGE SHALL ALWAYS BE USED WHEN ORIGINAL VDOT SIGNS HAVE BEEN REMOVED FOR CONSTRUCTION ACTIVITY.
- 43. LAND DISTURBANCE WITHIN VDOT RIGHT-OF-WAY SHALL BE DRESSED UP, SEEDED AND MULCHED AT THE END OF EACH DAY AS WORK PROGRESSES.
- 44. ALL ENTRANCE CULVERT PIPES REMOVED OR DAMAGED DURING CONSTRUCTION MUST BE REPLACED BY 15" MIN. DIAMETER PIPES.
- 45. OPEN CUT GRAVEL ENTRANCES OR TRENCHES WITHIN THE VDOT ROADWAY PRISM MUST BE BACKFILLED AT 95% COMPACTION. TESTING OF TRENCHES MUST BE SUBMITTED TO VOOT. FURTHER, CONTRACTOR SHALL REPLACE ALL CULVERTS DAMAGED DURING CONSTRUCTION.
- 46. ALL MANHOLES AND VALVE TOPS WITHIN VDOT RIGHT-OF-WAY SHALL MATCH EXISTING GROUND ELEVATIONS.
- 47. APPROVAL OF THESE PLANS DOES NOT PRECLUDE THE RIGHT FOR VDOT TO ADD ADDITIONAL REQUIREMENTS TO THE PLANS.

PRINCE GEORGE COUNTY DEPARTMENT OF PUBLIC UTILITIES ----3000 # CONCRETE NOTE: NOT ALLOWED ON WATER LINE PROJECT WITHOUT PRIOR APPROVAL. DRWG. NO. JAN. 2008 PIPE ENCASEMENT DETAIL CAS-5**REVISIONS**

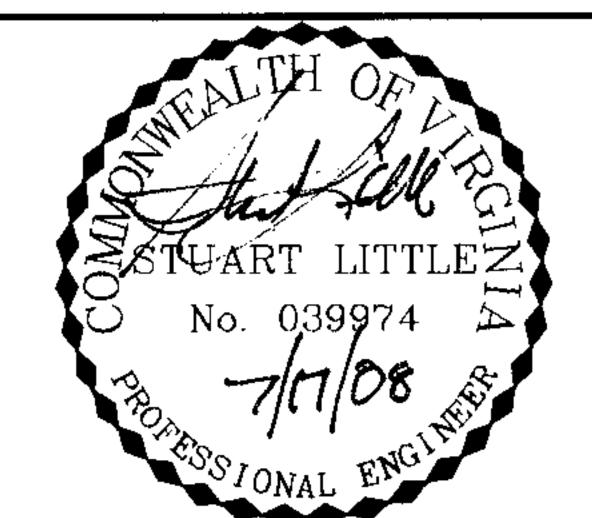
COMMONWEALTH OF VIRGINIA - DEPARTMENT OF TRANSPORTATION

LAND USE PERMIT (LUP-OC) SPECIAL PROVISIONS FOR OPEN CUTS

- ALL PATCHES ARE TO BE REPLACED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS AND AS SHOWN IN FIGURE 1 BELOW.
- . ALL EXCAVATIONS OR OPEN CUTS SHALL COMPLY WITH <u>OSHA</u> TECHNICAL MANUAL, CHAPTER 2, TITLE EXCAVATION: HAZARD RECOGNITION IN TRENCHING AND SHORING.
- THE PERMIT PROPRIETOR WILL BE REQUIRED TO REPLACE THE SURFACE AND BASE OF THE ROADS INCLUDED UNDER THIS PERMIT IN ACCORDANCE WITH THE ROAD AND BRIDGE SPECIFICATIONS AND THIS SPECIAL PROVISION.
- 4. BACKFILL MATERIAL SHALL INCLUDE A MINIMUM OF FOUR (4") INCHES BEDDING MATERIALS, SAND OR STONE. THE BALANCE OF THE BACKFILL SHALL BE APPROVED SOIL COMPACTED TO THE BOTTOM OF SUBBASE LAYER (TYPE I, SIZE 21 A OR 21 B). THE ENTIRE BACKFILL SHALL BE FREE FROM WOOD, DECAYING MATERIAL, ASPHALT, CONCRETE, ICE, FROST, LARGE CLODS, STONE AND DEBRIS.
- BACKFILL MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE THEORETICAL MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT, AS DETERMINE BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION TESTING PROCEDURES, USE MECHANICAL TAMPING THROUGHOUT THE DEPTH OF THE TRENCH IN SIX (6") LAYERS TO INSURE THAT ADEQUATE SUPPORT IS PROVIDED FOR THE SUBBASE LAYER (TYPE I, SIZE 21 A OR 21 B).
- 6. IT SHALL BE THE DECISION OF THE RESIDENT ENGINEER TO REQUEST AND REVIEW THE BACKFILL COMPACTION TEST RESULTS AND/OR AUTHORIZE AN INSPECTOR TO MONITOR THE COMPACTION.
- . CUTS IN ROADS WITH SURFACE COURSE (SM) AND ASPHALT CONCRETE BASE (BM) SHALL BE REPLACED WITH TEN (10") INCHES OF TYPE I, SIZE 21 A OR 21 B AGGREGATE COMPACTED TO 100 PERCENT OF THE THEORETICAL MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT COVERING THE ENTIRE TRENCH WIDTH IN ADDITION TO A BENCH OF SIX (6") INCHES MINIMUM THICKNESS OR MATCH THE EXISTING BASE THICKNESS, SHALL BE PLACED OVER THE SUB-BASE. A SURFACE ASPHALT CONCRETE COURSE OF A MINIMUM OF 1.5" INCHES (SM) SHALL BE PLACED ON TOP OF THE BASE (BM) COVERING THE TRENCH WIDTH. THE ASPHALT CONCRETE SURFACE COURSE SHALL BE SLIGHTLY HIGHER (1/8" TO 1/4") THAN THE EXISTING SURFACE TO PROVIDE A SMOOTH GRADE INTO THE EXISTING PAVEMENT SURFACE.
- 8. CUTS IN SURFACE TREATED ROADS WITH AGGREGATE BASE COURSE SHALL BE REPLACED WITH THE SAME LAYERS AS ROADS WITH ASPHALT BASE (BM) EXCEPT THE SUB-BASE LAYER (TYPE I, SIZE 21 A OR 21 B) IS REDUCED TO SIX (6") INCHES AND THE (BM) LAYER TO FOUR (4") INCHES BUT STILL KEEPING A SIX BENCH. THE SURFACE COURSE SHALL BE A SURFACE TREATMENT MATCHING THE EXISTING SURFACE.
- . THE CUT TO BE BACK FILLED SHALL BE MADE AS DRY AS PRACTICABLE AT THE TIME OF BACK FILLING BY PUMPING, BAILING, DRAINING, OR OTHER APPROVED DEWATERING.
- 10. ALL SIDES CUTS SHALL BE TRIMMED TO NEAT STRAIGHT LINES AND A TACK COAT SHALL BE APPLIED AT A RATE OF 0.05 TO 0.15 GALLON PER SQUARE YARD OF RC-250 OR CAE-2 BEFORE PLACING THE
- 11. REPLACEMENT OF PAVEMENT SHALL BE FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT EXCEPT WHEN INDIVIDUAL CUTS ARE MADE AND NOT COVERING THE ENTIRE WIDTH OF THE PAVEMENT.
- 12. REPLACEMENT OF ALL ASPHALT CONCRETE AND SURFACE TREATED COURSES SHALL BE ROLLED WHERE POSSIBLE WITH A UNIT HAVING A MANUFACTURER'S RATING OF TEN (10) TONS, AND ROLLED UNTIL THE AGGREGATE IS KEYED INTO THE BITUMEN. WHERE ROLLING IS NOT POSSIBLE, A MECHANICAL TAMP WILL BE USED. IN ALL CUTS STONE IS TO BE PLACED IN THE TRENCH DAILY UP TO MAXIMUM LENGTH OF 500 FEET, AT WHICH TIME THE PAVEMENT SHALL BE COVERED WITH A TEMPORARY OR PERMANENT ASPHALT PATCH. IF THE APPLICATION OF THE BITUMINOUS LAYER IS DELAYED FOR ADVERSE WEATHER CONDITIONS, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A BASE COURSE THAT IS ACCEPTABLE TO THE VDOT UNTIL SUCH TIME AS THE APPROPRIATE PAVEMENT PATCH CAN BE APPLIED AND COMPLETION OF THE INSTALLATION OF THE GAS, SEWER, AND WATER LINES, CONTRACTOR SHALL RESTORE PAVEMENT IN THE MANNER PRESCRIBED ON THE VDOT PERMIT WITHIN (10) DAYS.
- 13. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DEPRESSION GRATER THAN 1/4" THAT OCCURS WITHIN THREE YEARS OF COMPLETION OF PATCHING. CORRECTION SHALL CONSIST OF MILLING AND REPLACING 1.5" OF SURFACE COURSE MIX (SM).

SEQUENCE OF CONSTRUCTION

- OBTAIN ALL REQUIRED PERMITS BEFORE COMMENCE OF CONSTRUCTION.
- 2. INSTALL ALL REQUIRED EROSION AND SEDIMENT CONTROLS AS REQUIRED BY THE VDOT AND THE COUNTY.
- . PROVIDE REQUIRED TRAFFIC CONTROL MEASURES AS INDICATED ON PLANS.
- 4. PROVIDE INSPECTIONS REQUIRED BY VDOT (SEE ALSO VDOT NOTES).
- INSTALL ALL PIPE PER PLANS AND SPECIFICATIONS.
- AFTER PIPE INSTALLATION, REINSTATED TOPOGRAPHY BACK TO ORIGINAL GRADE.
- INSTALL PERMANENT AND OR TEMPORARY SEEDING.
- 8. SEE ALSO VDOT NOTES FOR ADDITIONAL INFORMATION.



DRAWN BY

M. ROBESON **DESIGNED BY**

M. ROBESON CHECKED BY

AS SHOWN