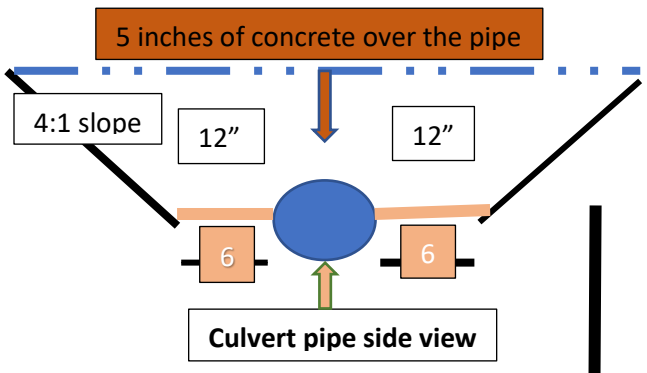
PRE-POUR DRIVEWAYS



GENERAL NOTES 14 13

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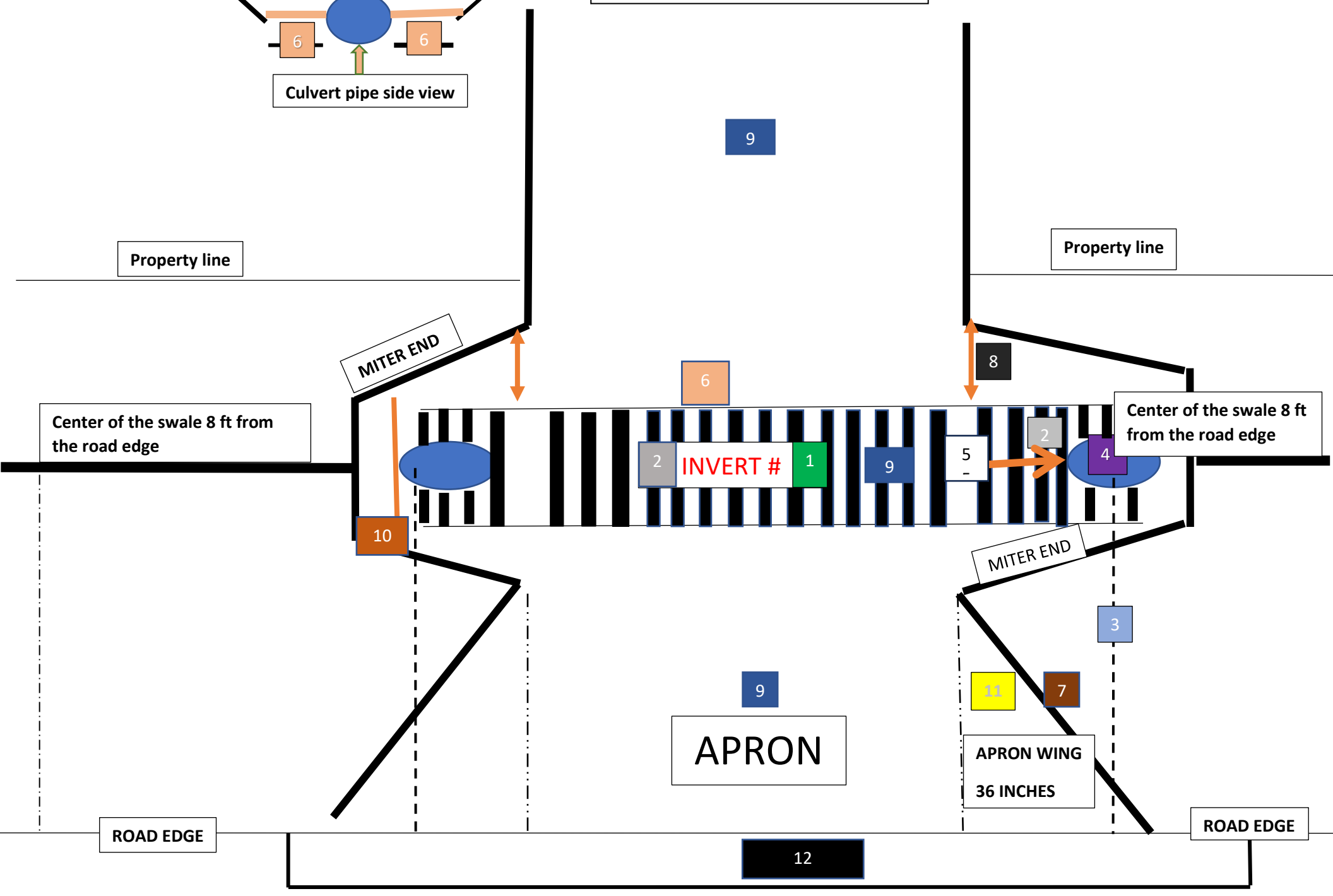

1 1) THE DRIVEWAY CULVERT INVERTS ARE TO BE INSTALLED WITHIN 0.1' (+/-) OF THE ELEVATIONS INDICATED ON THE SWALE PLAN (UNLESS OTHERWISE APPROVED BY THE CITY STORMWATER ENGINEER). THE FINISHED SWALE ELEVATION IS WITH SOD IN PLACE.
SWALE PLAN (GENERAL NOTES).

2 2) IT IS THE BUILDER'S/OWNER'S RESPONSIBILITY TO CONFIRM ELEVATIONS/LOCATIONS FOR CULVERT PLACEMENT AND TO ENSURE THAT OBSTRUCTIONS DON'T EXIST UPSTREAM AND/OR DOWNSTREAM. **SEC 300.03 C.2. B.4/SWALE PLAN (GENERAL NOTES).**

3 3)THE SWALE CENTERLINE IS TYPICALLY LOCATED 8 FEET FROM THE EDGE OF THE PAVEMENT, 5 FEET FROM E.O.P. IN CUL DE SACS. CULVERTS IN CUL DE SACS MAY REQUIRE A 22.5° ELBOW.
SWALE PLAN (GENERAL NOTES).

4 4)THE DRIVEWAY CULVERT IS TO BE A 17X13 (15" DIAMETER EQUIVALENT) HELICAL CORRUGATED ALUMINIZED METAL PIPE OR 15” ROUND EQUIVALENT HDPE PIPE WITH MITERED ENDS UNLESS SPECIFIED. OTHERWISE, IT IS INSTALLED PER **THE CITY OF PALM COAST RESIDENTIAL CULVERT DETAIL 300. E**
SWALE PLAN (GENERAL NOTES).

PRE-POUR DRIVEWAYS

5 5) CHECK AT LEAST 6 INCHES TO 18 INCHES FROM THE EDGE OF THE DRIVEWAY TO THE TOP OF THE MITERED END

6 6) MAKE SURE TO COMPACT THE MATERIAL THOROUGHLY IN THE ENTIRE AREA TO BE POURED, PAYING PARTICULAR ATTENTION TO COMPACTING AROUND THE PIPE UP TO HALFWAY UP THE SIDE. THIS WILL ENSURE PROPER CONCRETE PLACEMENT AROUND THE CULVERT: THE CULVERT BELOW THE APRON IS TO BE ENCASED TO HALF THE DEPTH OF THE CULVERT AND AT LEAST TWELVE (12) INCHES ON EACH SIDE.
SEC. 300. E RESIDENTIAL CULVERT DETAIL.

7 7) CHECK THAT THE APRON SLOPE IS NOT MORE THAN 8% AND MAINTAIN AT LEAST 5 INCHES OF THE CONCRETE OVER THE PIPE.
NOTE: IF THERE IS A PROBLEM GETTING 8% AND 5 INCHES OF CONCRETE OVER THE PIPE, CONTACT THE STORMWATER INSPECTOR. **DRAWING 300-G**

8 8) CHECK THAT AT LEAST 18 INCHES FROM EACH SIDE OF THE PIPE TO THE FORM BOARD AT THE TOP OF THE DRIVEWAY SHOULDER. **SEC. 300. E RESIDENTIAL CULVERT DETAIL**.

9 9) CHECK THAT CONCRETE IS AT LEAST 6 INCHES THICK THROUGHOUT THE ENTIRE APRON, 5 INCHES OF CONCRETE OVER THE PIPE AND AT LEAST 4 INCHES BEYOND THE ROW FOR THE REST OF THE DRIVEWAY. A MINIMUM OF 2" CONCRETE IS REQUIRED OVER ANY EXPOSED AREAS OF THE PIPE MITERED END SECTION. SEE **SECTION A-A**
DRAWING #300.E

10 10) AT LEAST 24 INCHES OF #4 REBAR IS PLACED UNDER EACH END OF THE PIPE.
PIPE SHOULD BE DUG OUT 6 INCHES DEEP BY 6 INCHES
LONG UNDER EACH END OF THE PIPE**. DRAWING #300.E RESIDENTIAL CULVERT DETAIL**

11 11) CHECK THAT 36 INCHES OF FLARE ARE ON THE DRIVEWAY APRON ON EACH SIDE.

12 12) ALL ROADWAY DAMAGE REPAIRS WILL BE PERFORMED WITH **"HOT MIX"** ASPHALT. "**COLD PATCH AND CONCRETE"** ARE **NOT** ACCEPTABLE METHODS OF ROAD REPAIR.
DRAWING #300.E

13 13) CHECK THE APPROVED SITE PLAN; THE DRIVEWAY AND SIDEWALK MUST BE FORMED EXACTLY AS THEY APPEAR ON THE LATEST APPROVED SURVEY.
THEY CANNOT BE WIDER OR LONGER. **MUST FOLLOW ADA ACCESSIBILITY GUIDELINES**
SECTION 400.01. DRAWING#400.A

14 14) THE TICKET FOR CONCRETE MIX DESIGN SHALL BE UPLOADED INTO THE PERMIT PORTAL.
8.a. IF FIBERGLASS OPTION IS USED, DOCUMENTATION OF THE (FRC) CONTAINING THE FIBERGLASS MUST BE ATTACHED TO THE PERMIT PRIOR TO REQUESTING AN AFTER POUR INSPECTION.
8.b. IF MESH OPTION IS USED, IT SHALL BE IN PLACE AT THE TIME OF THE PRE-POUR.
DRAWING #300.G