

PROPOSED OGP EXPANSION

WALMART SUPERCENTER #2210-2540

3290 SHERIDAN DRIVE
AMHERST NY 14226

PROJECT CONTACTS:

APPLICANT

WALMART STORES INC.
2608 SE J STREET
BENTONVILLE, AR 72716
CONTACT: KARLEN ALVARADO
PHONE: (479) 657-5576

GOVERNMENTAL APPROVAL AGENCIES

TOWN OF AMHERST
DANIEL HOWARD
PLANNING DIRECTOR
WILLIAMSVILLE, NY 14221
PHONE: (716) 631-7051

CONSULTANTS

CIVIL ENGINEER
COLLIERS ENGINEERING & DESIGN
280 EAST BROAD STREET
SUITE 200
ROCHESTER, NY 14604
ENGINEER: JUSTIN LATTIERRE, P.E.
PHONE: (585) 498-7850



SITE LOCATION MAP

NOT TO SCALE

PREPARED BY



Engineering
& Design

www.colliersengineering.com

ROCHESTER
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

ISSUE DATE

04/22/2024

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| SECP-1 | DEMOLITION AND SITE CONSTRUCTION PLAN |
| SECP-2 | DEMOLITION AND SITE CONSTRUCTION PLAN |
| C053 | EROSION AND SEDIMENT CONTROL PLAN |
| C080 | DEMOLITION PLAN |
| C100 | SITE PLAN |
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| C120 | GRADING PLAN |
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| SECP & SSM DETAILS 2 | SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET |
| OGP DETAILS | PICKUP SIGNAGE AND MARKING DETAILS |
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| C502 | SWPPP DETAILS |
| CSS-1 | SPECIFICATION SHEET |
| CSS-2 | SPECIFICATION SHEET |

ALERT TO CONTRACTOR:

1. THE SITEWORK FOR THE WALMART PORTION OF THIS PROJECT SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS."

2. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES SHALL BE PERFORMED PRIOR TO CONTRACT COMPLETION AND THE FINAL CONNECTION OF SERVICES.

DEVELOPER-
Walmart Stores, Inc.
2607 SE J Street.
Bentonville, AR 72716-0315
(479) 273-4000 PHONE

C000

811 PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

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Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

ROCHESTER (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

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| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
| AS SHOWN: | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | SSM-1 | JWL | |

STOP SIGNS AND MARKINGS PLAN

SHEET NUMBER:
SSM-1

WAY FINDING SIGNAGE:

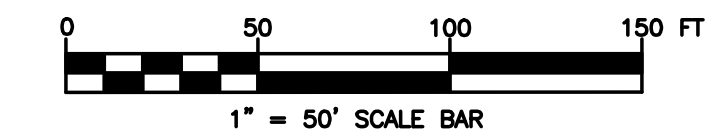
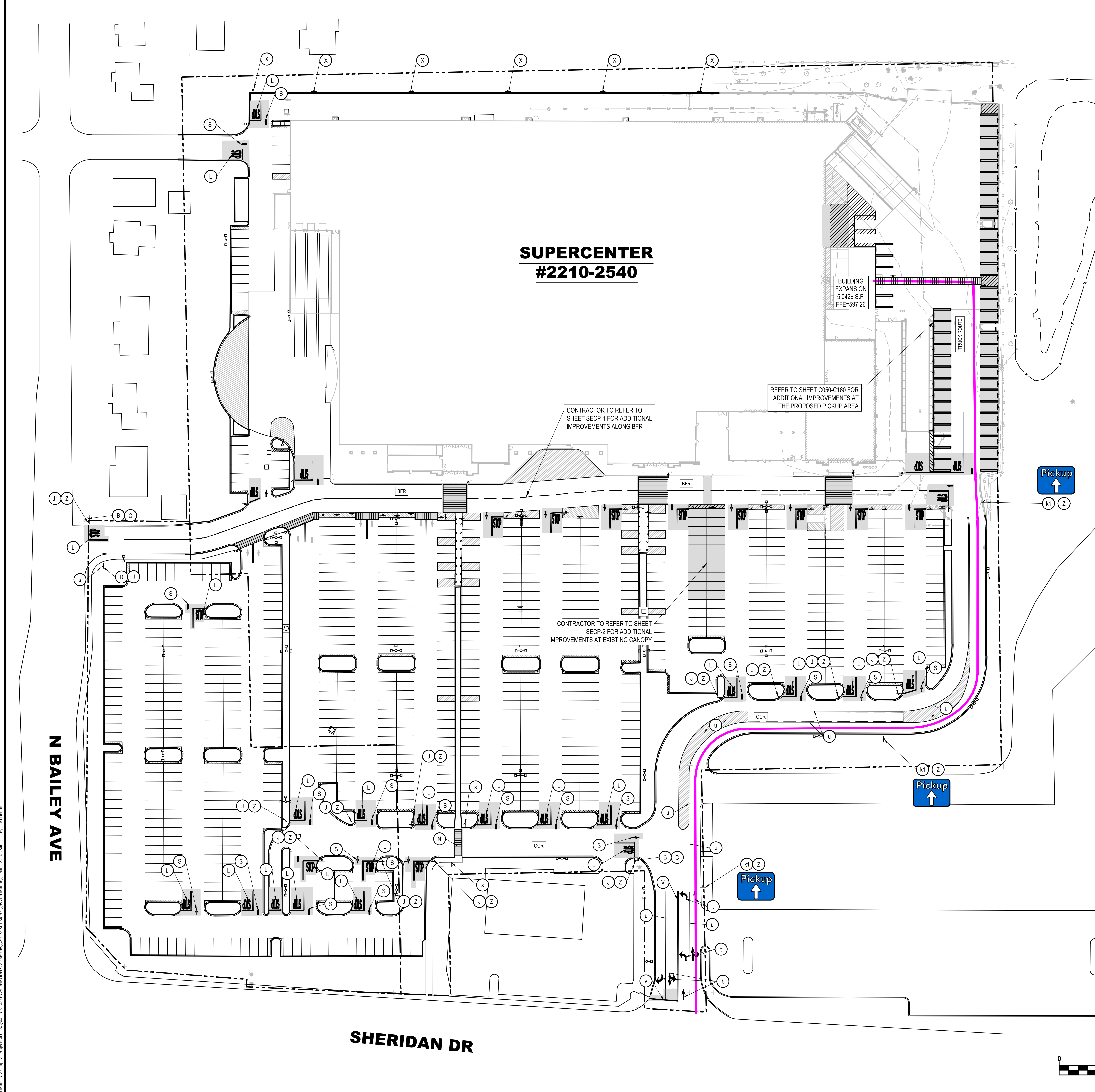
| DESCRIPTION | DIMENSIONS | QUANTITY |
|--------------|------------|----------|
| PICKUP RIGHT | 18" x 24" | 0 |
| PICKUP LEFT | 18" x 24" | 0 |
| PICKUP AHEAD | 18" x 24" | 3 |

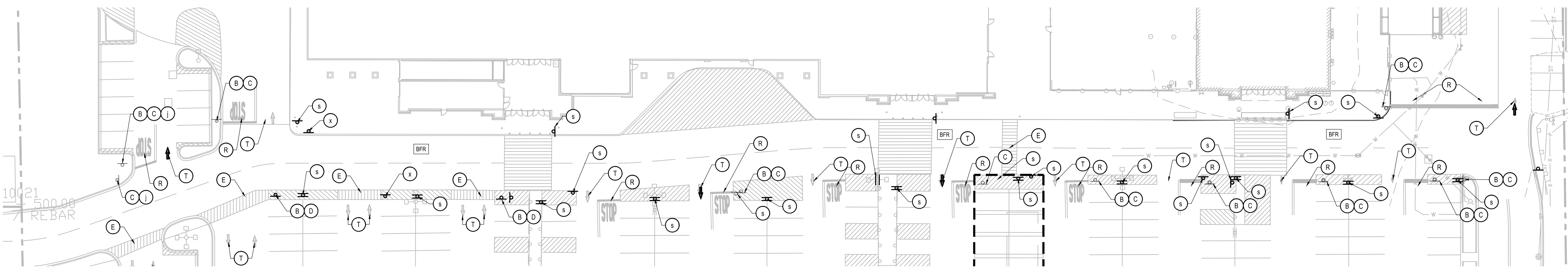
PATH OF TRAVEL FOR PICKUP CUSTOMERS
(FROM RIGHT-OF-WAY TO PICKUP ENTRANCE)

SITE KEY LEGEND

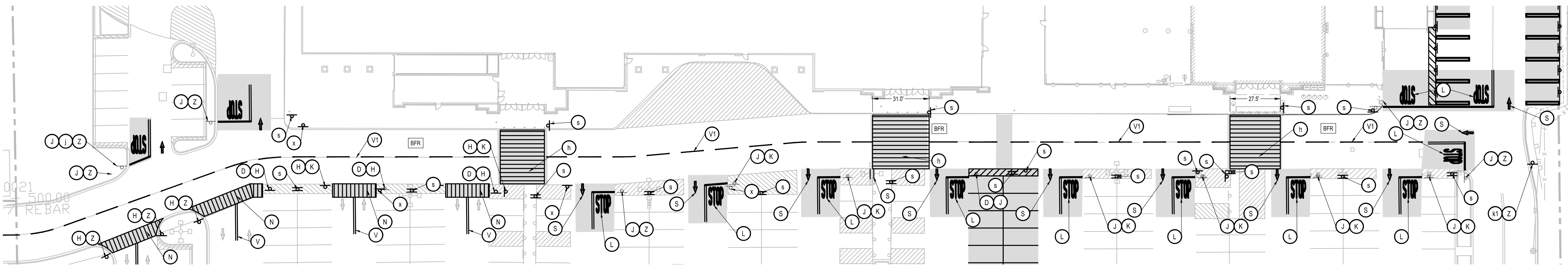
- (A) EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
- (B) EXISTING STOP SIGN TO BE REMOVED.
- (C) EXISTING SIGN POST TO BE REMOVED.
- (D) EXISTING SIGN POST AND BASE TO REMAIN.
- (E) EXISTING CROSSWALK STRIPING TO BE REMOVED.
- (F) EXISTING YIELD PAVEMENT MARKING TO BE REMOVED.
- (G) EXISTING CENTERLINE STRIPING TO REMAIN.
- (H) NEW "STOP HERE FOR PEDESTRIANS" SIGN.
- (I) "NOT USED"
- (J) NEW 30"x30" STOP SIGN.
- (J1) NEW 36"x36" STOP SIGN.
- (K) NEW SIGN MOUNTING AND BASE WITH BOLLARD.
- (L) NEW STOP TEXT AND STOP BAR.
- (M) NEW 4" WIDE PAINTED YELLOW STRIPES AT 45° @ 2'-0" O.C.
- (N) NEW CROSSWALK MARKINGS - 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2'-0" O.C. AND (11'-8" WIDE WHITE STRIPE PERPENDICULAR ON BOTH ENDS UNLESS NOTED OTHERWISE. SEE SITE PLAN FOR DIMENSIONS. ENTIRE CROSSWALK SHALL BE RE-STRIPED.
- (O) "NOT USED"
- (P) LIMITS OF SEAL COAT. APPLY SEAL COAT OVER WHERE STRIPING AND PAVEMENT MARKINGS WERE REMOVED AND WHERE NEW STRIPING AND PAVEMENT MARKINGS WILL BE APPLIED. APPLY NEW STRIPING AND PAVEMENT MARKINGS OVER SEAL COAT.
- (Q) NEW 4" WIDE PAINTED YELLOW STRIPES - 6" LONG WITH 18" GAPS.
- (R) EXISTING STOP BAR AND STOP TEXT PAVEMENT MARKINGS TO BE REMOVED.
- (S) NEW OPEN ARROW PAVEMENT MARKINGS.
- (T) EXISTING ARROW PAVEMENT MARKINGS TO BE REMOVED.
- (U) NEW FIRE LANE STRIPING TO MATCH EXISTING.
- (U1) NEW 6" WIDE FIRE LANE STRIPING PAINTED TRAFFIC RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING AT 25" SPACING. SEE DETAIL.
- (V) NEW 4" WIDE DOUBLE SOLID YELLOW STRIPE.
- (V1) EXISTING STRIPING / LETTERING TO BE REFRESHED.
- (W) EXISTING STOP SIGN TO REMAIN.
- (X) EXISTING STOP SIGN TO BE RAISED TO MATCH CURRENT DETAILS/GUIDELINES.
- (Y) EXISTING BOLLARD AND SIGN POST TO BE REPAINTED.
- (Z) NEW SIGN MOUNTING AND BASE WITH BREAK AWAY POST.
- (a) EXISTING PICKUP PAVEMENT MARKINGS TO BE REMOVED.
- (b) "NOT USED"
- (c) "NOT USED"
- (d) NEW OGP CROSSWALK MARKINGS
- (e) EXISTING ISLAND STRIPING TO BE REMOVED.
- (f) NEW CHANNELIZATION AT OGP DOOR. SEE DETAIL.
- (g) EXISTING STOP PAVEMENT MARKINGS "STOP" TEXT AND/OR ONLY TEXT TO BE REVISED / REFRESHED TO MATCH CURRENT DETAILS.
- (g1) ACCESSIBLE PARKING SIGN
- (h) EXISTING CROSSWALK TO REMAIN / BE REFRESHED
- (h1) 4" WIDE TRAFFIC YELLOW STRIPING 2'-0" O.C. (TYP.) OR COLOR AS SPECIFIED BY LOCAL CODES
- (i) EXISTING OPEN ARROW PAVEMENT MARKING TO BE REVISED / REFRESHED TO MATCH CURRENT DETAILS
- (j) EXISTING MISCELLANEOUS TRAFFIC AND/OR INFORMATION SIGN TO REMAIN / BE REUSED.
- (j1) EXISTING OGP SIGNAGE TO BE REMOVED
- (j2) NEW PICKUP BANNER
- (k) "NOT USED"
- (k1) NEW OGP SIGNAGE
- (l) EXISTING PAVEMENT STRIPE TO BE REMOVED.
- (m) NEW R1-3P "ALL WAY" PLAQUE. SEE DETAIL.
- (n) NEW W4-4A "TRAFFIC FROM RIGHT/LEFT DOES NOT STOP" PLAQUE. SEE DETAIL.
- (o) NEW W4-4B "ONCOMING TRAFFIC DOES NOT STOP PLAQUE. SEE DETAIL.
- (p) EXISTING BOLLARD TO BE REPLACED
- (q) NEW ONCOMING TRAFFIC DOES NOT STOP PLAQUE
- (r) NEW CROSS TRAFFIC DOES NOT STOP PLAQUE
- (s) EXISTING SIGN TO REMAIN
- (t) EXISTING SOLID ARROW PAVEMENT MARKING TO BE REVISED / REFRESHED TO MATCH CURRENT DETAIL
- (u) EXISTING 4" WIDE DOUBLE YELLOW AND/OR WHITE SINGLE STRIPE TO REMAIN / BE REFRESHED.
- (v) NEW 12" WIDE WHITE STOP BAR
- (w) NEW SOLID ARROW PAVEMENT MARKING
- (x) EXISTING NO PARKING FIRE LANE SIGN TO REMAIN
- (y) EXISTING PICKUP GRAPHIC AND ORANGE ARROW PAVEMENT MARKINGS TO REMAIN (NOT TO BE REFRESHED)
- (y1) EXISTING PICKUP GRAPHIC AND ORANGE ARROW PAVEMENT MARKINGS TO BE REMOVED AND SEAL COAT APPLIED.
- (z) EXISTING PICKUP SIGN TO REMAIN

NOTES TO CONTRACTOR:
1. INSTALL NEW 30"x30" STOP SIGNS (WITH 4"x4" SIGN OFFSET), STOP BARS AND STOP TEXT AT ALL DRIVE AISLES CONNECTING TO BFR PER SITE PLAN, THIS SHEET.
2. APPLY NEW STOP BAR AND STOP TEXT AT ALL DRIVE AISLES CONNECTING TO OCR AND CROSS AISLES PER SITE PLAN, THIS SHEET.
3. IF STOP BARS, SIGNS, AND TEXT EXIST ON SITE, REVISE AS NEEDED TO MATCH CURRENT DETAILS SHOWN, INCLUDING THE 4"x4" SIGN OFFSET FROM TRAVEL WAY IN PARKING AISLE OR EDGE OF BFR/OCR, WHERE EXISTING STOP SIGNS ARE DAMAGED, POORLY LOCATED, AND/OR ARE NOT VIVID IN COLOR OR RETROREFLECTIVITY, CONTACT CONSTRUCTION MANAGER, IF NECESSARY.





DEMOLITION PLAN



SITE CONSTRUCTION PLAN

SITE AND DEMOLITION LEGEND

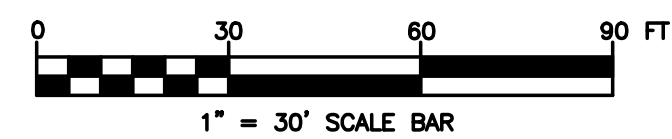
- (A)** EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
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- (C)** EXISTING SIGN POST TO BE REMOVED.
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- (G)** EXISTING CENTERLINE STRIPING TO REMAIN.
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- (N)** NEW CROSSWALK MARKINGS - 6" WIDE PAINTED WHITE STRIPING PARALLEL TO DIRECTION OF TRAFFIC AT 2'-0" O.C. AND (1)-8" WIDE WHITE STRIPE PERPENDICULAR ON BOTH ENDS UNLESS NOTED OTHERWISE. SEE SITE PLAN FOR DIMENSIONS. ENTIRE CROSSWALK SHALL BE RE-STRIPED.
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- (U1)** NEW 6" WIDE FIRE LANE STRIPING PAINTED RED WITH "NO PARKING FIRE LANE" PAINTED WITH 4" HIGH WHITE LETTERING AT 25' SPACING. SEE DETAIL.
- (V)** NEW 4" WIDE DOUBLE SOLID YELLOW STRIPE.
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- (W)** EXISTING STOP SIGN TO REMAIN.
- (X)** EXISTING STOP SIGN TO BE RAISED TO MATCH CURRENT DETAILS/GUIDELINES.
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- (w)** NEW SOLID ARROW PAVEMENT MARKING
- (x)** EXISTING NO PARKING FIRE LANE SIGN TO REMAIN
- (y)** EXISTING PICKUP GRAPHIC AND ORANGE ARROW PAVEMENT MARKINGS TO REMAIN (NOT TO BE REFRESHED)
- (y1)** EXISTING PICKUP GRAPHIC AND ORANGE ARROW PAVEMENT MARKINGS TO BE REMOVED AND SEAL COAT APPLIED.
- (z)** EXISTING PICKUP SIGN TO REMAIN

- NOTES TO CONTRACTOR:**
1. REFERENCE SITE CONSTRUCTION PLAN FOR SITE SPECIFIC DIMENSIONS OF CROSSWALK STRIPING AND LOCATION OF SIGNAGE.
 2. PROVIDE A COMPREHENSIVE CONSTRUCTION PHASING PLAN FOR THIS WORK TO THE STORE MANAGER 7 DAYS PRIOR TO STARTING ANY WORK. IT IS TO PROVIDE FOR DATES, TIMES AND DURATION OF LANE CLOSURES, TEMPORARY VEHICLE AND PEDESTRIAN TRAFFIC CONTROL.
 3. ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SITE CONSTRUCTION PLAN.
 4. ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.

LEGEND

SEALCOAT LIMIT ON ASPHALT



Colliers

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Formerly known as **BERGMANN**



PROTECT YOURSELF
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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV DATE DRAWN BY DESCRIPTION



Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

Colliers ROchester (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

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|-----------------|---------------|--------------|-------------|
| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | SECP-1 | JWL | |

DEMOLITION AND SITE CONSTRUCTION PLAN

SHEET NUMBER: **SECP-1**



REV. DATE. DRAWN BY. DESCRIPTION.



Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

ROCHESTER (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

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| SCALE: AS SHOWN | DATE: 04/08/24 | DRAWN BY: DGC | CHECKED BY: JWL |
| PROJECT NUMBER: 23014450A | DRAWING NAME: secp-2 | REVIEWED BY: | JWL |

DEMOLITION AND SITE CONSTRUCTION PLAN

SHEET NUMBER: **SECP-2**



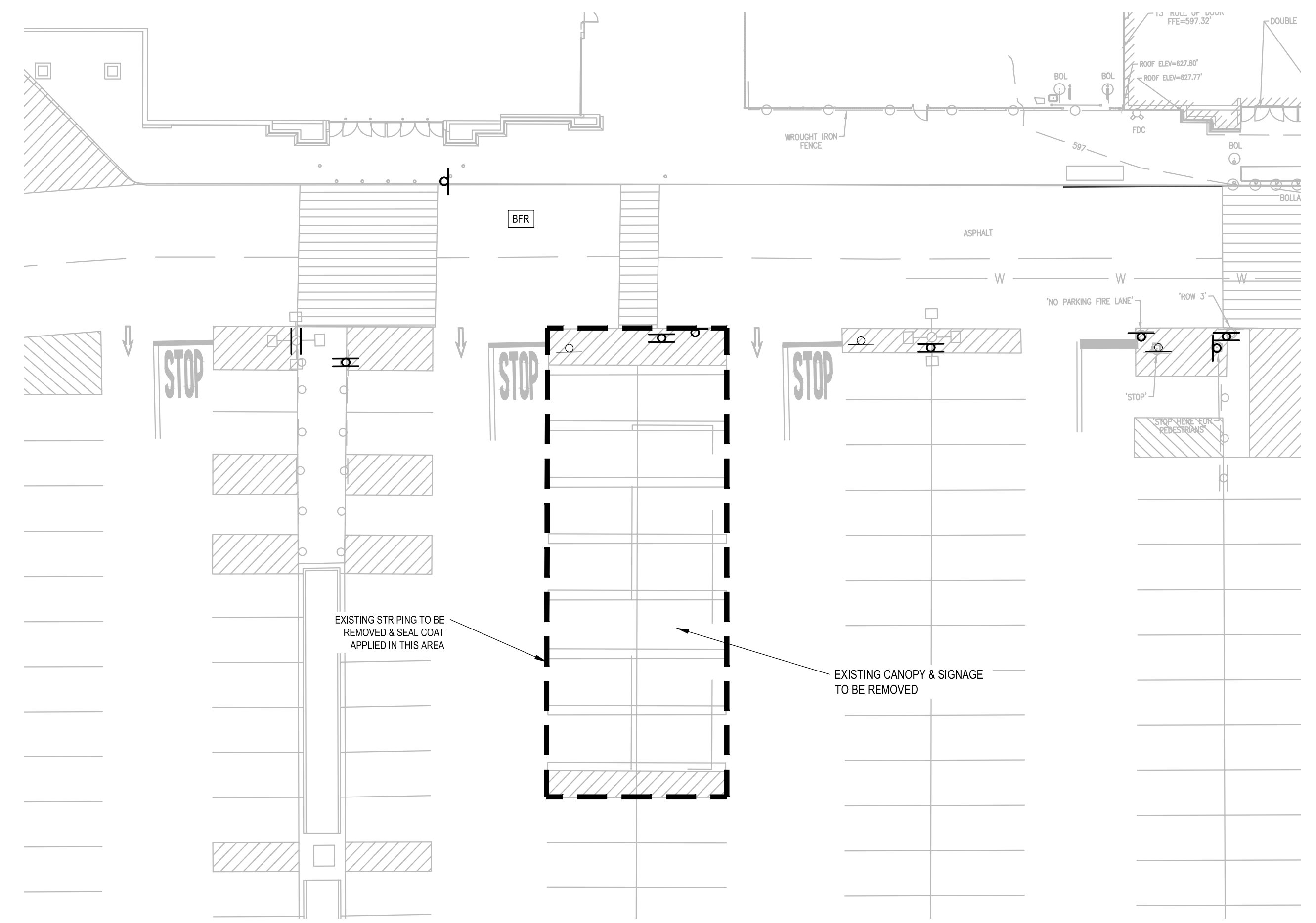
SITE AND DEMOLITION LEGEND

- (A) EXISTING PEDESTRIAN CROSSING SIGN TO BE REMOVED.
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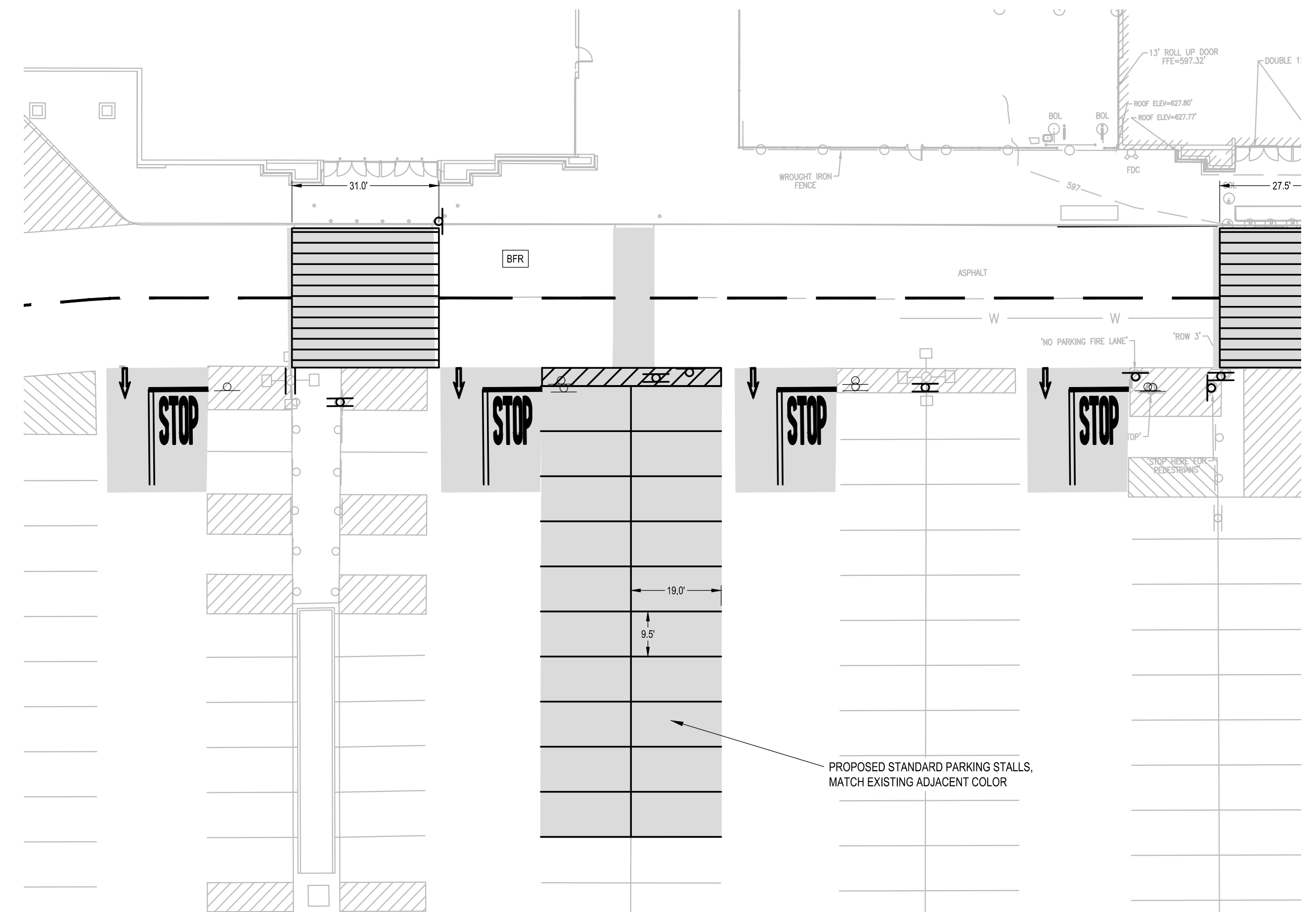
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- ALL EXISTING STRIPING AND PAVEMENT MARKINGS OR TEXT ALONG THE BFR (BUILDING FRONTAGE ROAD) SHALL BE REMOVED. GRIND OUT ANY DIRECTIONAL ARROWS OR STOP BARS/TEXT THAT ARE NOT CORRECTLY LOCATED OR INCONSISTENT WITH THE DETAILS PROVIDED. APPLY SEAL COAT TO THE COMPLETE EXTENT THAT THE STRIPING OR TEXT HAS BEEN REMOVED IN A SINGLE COMPLETE RECTANGLE TO COVER ALL REMOVED STRIPING (DO NOT APPLY SEAL COAT OVER EXISTING STRIPING OR CONCRETE). INSTALL NEW STRIPING AND SIGNAGE AS SHOWN ON THE SITE CONSTRUCTION PLAN.
- ALL SIGNS LOCATED ON THE BUILDING SIDE OF THE BFR SHALL BE INSTALLED ON A SINGLE POST WITH BOLLARD.

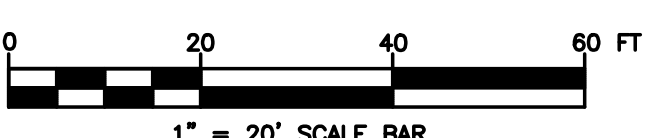
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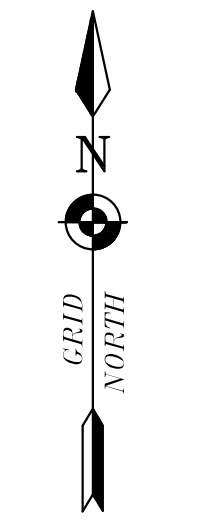
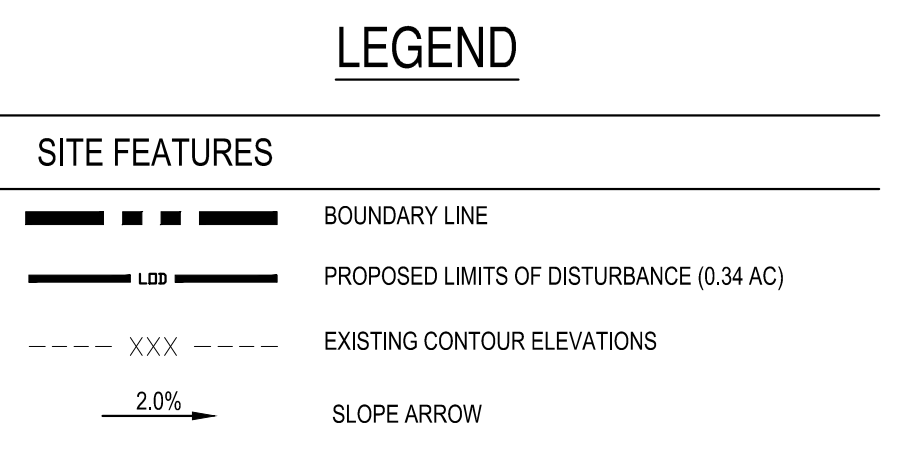
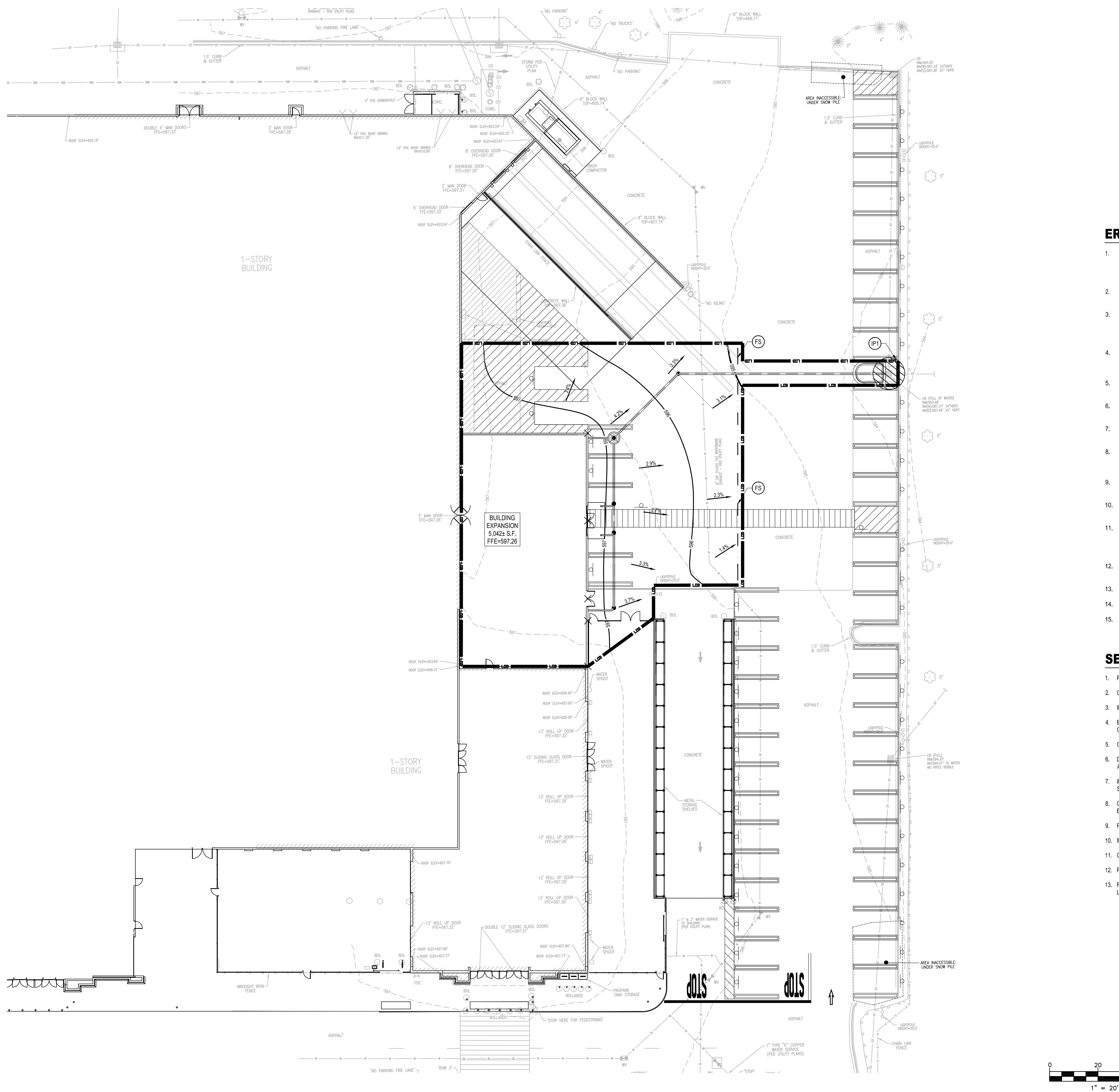


DEMOLITION PLAN



SITE CONSTRUCTION PLAN



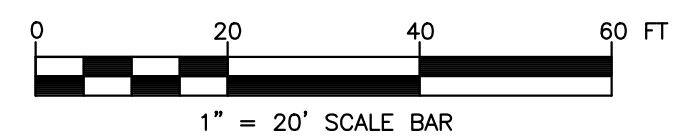


EROSION CONTROL NOTES:

- THE GC MUST UPDATE THIS PLAN TO REFLECT THE PROGRESS OF CONSTRUCTION ACTIVITIES AND GENERAL CHANGES TO THE PROJECT SITE. UPDATES SHALL BE MADE DAILY TO TRACK PROGRESS WHEN ANY OF THE FOLLOWING ACTIVITIES OCCUR: BMP INSTALLATION, MODIFICATION OR REMOVAL, CONSTRUCTION ACTIVITIES (E.G., PAVING, STORM SEWER INSTALLATION, FOOTING INSTALLATION, ETC.), CLEARING, GRUBBING OR GRADING, OR TEMPORARY OR PERMANENT STABILIZATION.
- THE CONTRACTOR MAY MODIFY OR ADD ADDITIONAL BMPs, WITHOUT CEC APPROVAL, IN AN EMERGENCY SITUATION TO PREVENT SEDIMENT DISCHARGE OR PROTECT WATER QUALITY.
- INSTALL SILT FENCE, FILTER SOCK, INLET PROTECTION AND ALL OTHER EROSION CONTROL MEASURES AS INDICATED ON THE PLAN PRIOR TO THE START OF ANY EXCAVATION WORK. EROSION CONTROL MEASURES WILL BE IMPLEMENTED IN ACCORDANCE WITH THE NEW YORK STATE GUIDELINES FOR URBAN EROSION SEDIMENT CONTROL MANUAL, NEW YORK STATE HEALTH DEPARTMENT, AND THE GOVERNING TOWN REQUIREMENTS.
- REMOVE AND STOCKPILE TOPSOIL AS DIRECTED BY THE CONSTRUCTION MANAGER REPLACE TOPSOIL TO A MINIMUM 4" DEPTH. ALL DISTURBED AREAS TO BE HYDROSEED AS DIRECTED BY THE CONSTRUCTION MANAGER TO PROMOTE VEGETATION AS SOON AS PRACTICABLE.
- IF THE SEASONS PROHIBITS TEMPORARY SEEDING, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW HAY OR EQUIVALENT AND ANCHORED IN ACCORDANCE WITH THE "STANDARDS", NETTING OR LIQUID MULCH BINDER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS. EROSION CONTROL MEASURES SHALL NOT BE REMOVED BEFORE 80% UNIFORM VEGETATION HAS BEEN ACHIEVED.
- INSTALL INLET PROTECTION, AND RIP RAP APRONS PROGRESSIVELY AS STORM SEWER, AND DISCHARGE POINTS ARE INSTALLED.
- ALL EROSION CONTROL MEASURES ARE TO BE REPLACED WHENEVER THEY BECOME CLOGGED OR INOPERABLE AND SHALL BE REPLACED WHEN THEY HAVE REACHED THE DESIGN LIFE INDICATED IN THE NYS GUIDELINES FOR URBAN EROSION SEDIMENT CONTROL DESIGN MANUAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF TOPSOIL TO ALL DISTURBED AREAS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EROSION CONTROL MEASURES AT ALL TIMES.
- THE CONTRACTOR SHALL DESIGNATE A MEMBER OF HIS/HER FIRM TO BE RESPONSIBLE TO MONITOR EROSION CONTROL, EROSION CONTROL STRUCTURES, TREE PROTECTION AND PRESERVATION THROUGHOUT CONSTRUCTION.
- ALL DISTURBED AREAS SHALL BE FINISH GRADED TO PROMOTE VEGETATION ON ALL EXPOSED AREAS AS SOON AS PRACTICABLE. STABILIZATION PRACTICES (TEMPORARY/PERMANENT SEEDING, MULCHING, GEOTEXTILES, ETC.) MUST BE IMPLEMENTED WITHIN SEVEN (7) DAYS WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, AND NOT EXPECTED TO RESUME WITHIN FOURTEEN (14) DAYS.
- PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES. ALL CONSTRUCTION DEBRIS AND SEDIMENT SPOILS, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- DUST SHALL BE CONTROLLED BY WATERING.
- ADJOINING PROPERTY SHALL BE PROTECTED FROM EXCAVATION AND FILLING OPERATIONS ON THE PROPOSED SITE.
- PERIMETER AREAS SHALL BE TEMPORARILY STABILIZED WITH SEED AND MULCH PROGRESSIVELY A MINIMUM AT THE END OF EACH WEEK WITH 100% PERENNIAL RYEGRASS MIX AT A RATE OF 2-4 LBS PER 1000 SF AND MULCH 90-100 lbs/1000 SF OF WEED FREE STRAW.

SEQUENCE OF CONSTRUCTION:

- PRE-CONSTRUCTION MEETING HELD BY CONSTRUCTION MANAGER AND THE CEC PRIOR TO LAND DISTURBING ACTIVITIES.
- CONSTRUCT TEMPORARY CONSTRUCTION EXITS AT LOCATIONS AS DICTATED BY THE WORK.
- INSTALL PERIMETER SILT FENCES/FILTER SOCK IN THE LOCATIONS SHOWN ON THE PLANS.
- BEGIN DEMOLITION OPERATIONS, CLEARING AND GRUBBING SHALL BE DONE ONLY IN AREAS WHERE EARTHWORK WILL BE PERFORMED AND ONLY IN AREAS WHERE BUILDING IS PLANNED TO COMMENCE WITHIN 14 DAYS AFTER CLEARING AND GRUBBING.
- COMMENCE SITE GRADING.
- DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS CEASED FOR MORE THAN 14 DAYS SHALL BE TEMPORARILY SEEDED AND WATERED.
- INSTALL INLET/OUTLET PROTECTION AT THE LOCATIONS OF ALL GRATE INLETS, CURB INLETS, AND AT THE ENDS OF ALL EXPOSED STORM SEWER PIPES.
- CONSTRUCT ALL CURB, GUTTER INLETS, AREA INLETS, AND STORM SEWER MANHOLES, AS SHOWN ON THE PLANS. INLET PROTECTION MAY BE REMOVED TEMPORARILY FOR THIS CONSTRUCTION. PLACE REQUIRED RIP RAP AT LOCATIONS SHOWN ON THE PLANS.
- REMOVE INLET PROTECTION AROUND INLETS AND MANHOLES NO MORE THAN 48 HOURS PRIOR TO PLACING STABILIZED BASE COURSE.
- INSTALL BASE MATERIAL AS REQUIRED FOR PAVEMENT.
- CARRY OUT FINAL GRADING AND SEEDING AND PLANTING.
- REMOVE EROSION CONTROLS ONLY AFTER ALL PAVING IS COMPLETE AND EXPOSED SURFACES ARE STABILIZED.
- REMOVE TEMPORARY CONSTRUCTION EXITS ONLY PRIOR TO PAVEMENT CONSTRUCTION IN THESE AREAS (THESE AREAS ARE TO BE PAVED LAST).



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Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

Colliers
Engineering
& Design
ROCHESTER (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

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|---------------------------|--------------------|---------------|-----------------|
| SCALE: AS SHOWN | DATE: 04/08/24 | DRAWN BY: DJG | CHECKED BY: JWV |
| PROJECT NUMBER: 23014450A | DRAWING NAME: C063 | REVIEWED BY: | JWV |

EROSION AND SEDIMENT CONTROL PLAN

SHEET TITLE:
SHEET NUMBER:
C053



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Walmart Stores, Inc. 2608 SE J Street Bentonville, AR 72716

Store # 2210-2540 3290 SHERIDAN DRIVE AMHERST, NY

ROCHESTER (BA) 280 East Broad Street Suite 200 Rochester, NY Phone: 585.232.5135 COLLIERS ENGINEERING & DESIGN CT, P.C.

Table with columns: SCALE, DATE, DRAWN BY, CHECKED BY, PROJECT NUMBER, DRAWING NAME, REVIEWED BY

SITE PLAN

SHEET NUMBER: C100



NOTICE TO CONTRACTOR

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE DAMAGE TO EXISTING ITEMS TO REMAIN DOES NOT OCCUR. THESE PRECAUTIONS SHALL INCLUDE, BUT NOT LIMITED TO THE USE OF LIGHTLY LOADED EQUIPMENT IN ORDER TO PREVENT DAMAGE TO EXISTING ROADWAYS AND INFRASTRUCTURE. UNLESS NOTED OTHERWISE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE DONE TO ANY EXISTING ON-SITE OR OFF-SITE ITEMS INCLUDING RELATED APPURTENANCES THAT WILL REMAIN IN PLACE AFTER CONSTRUCTION ACTIVITIES ARE COMPLETE. THOSE ITEMS INCLUDE, BUT ARE NOT LIMITED TO DRAINAGE SYSTEMS, UTILITIES, CURBING, PAVEMENT, LANDSCAPING, IRRIGATION SYSTEMS, FENCING, RETAINING WALLS, PUBLIC ROADWAYS, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS, AND SHALL BE TO THE SATISFACTION OF THE OWNER OR THE REPAIRED ITEM. PRIOR TO MAKING ANY REPAIRS, THE CONTRACTOR SHALL SUBMIT DETAILED REPAIR METHODOLOGY TO THE GEC AND WALMART CM. REPAIRS SHALL NOT BEGIN UNTIL WRITTEN APPROVAL FROM THE GEC AND THE WALMART CM HAS BEEN ISSUED. CONTRACTOR SHALL DOCUMENT ANY EXISTING DAMAGE WITH PHOTOS, VIDEOS, ETC., AND NOTIFY THE WALMART CONSTRUCTION MANAGER PRIOR TO COMMENCING CONSTRUCTION IN THE AREA OF THE EXISTING DAMAGED AREA.

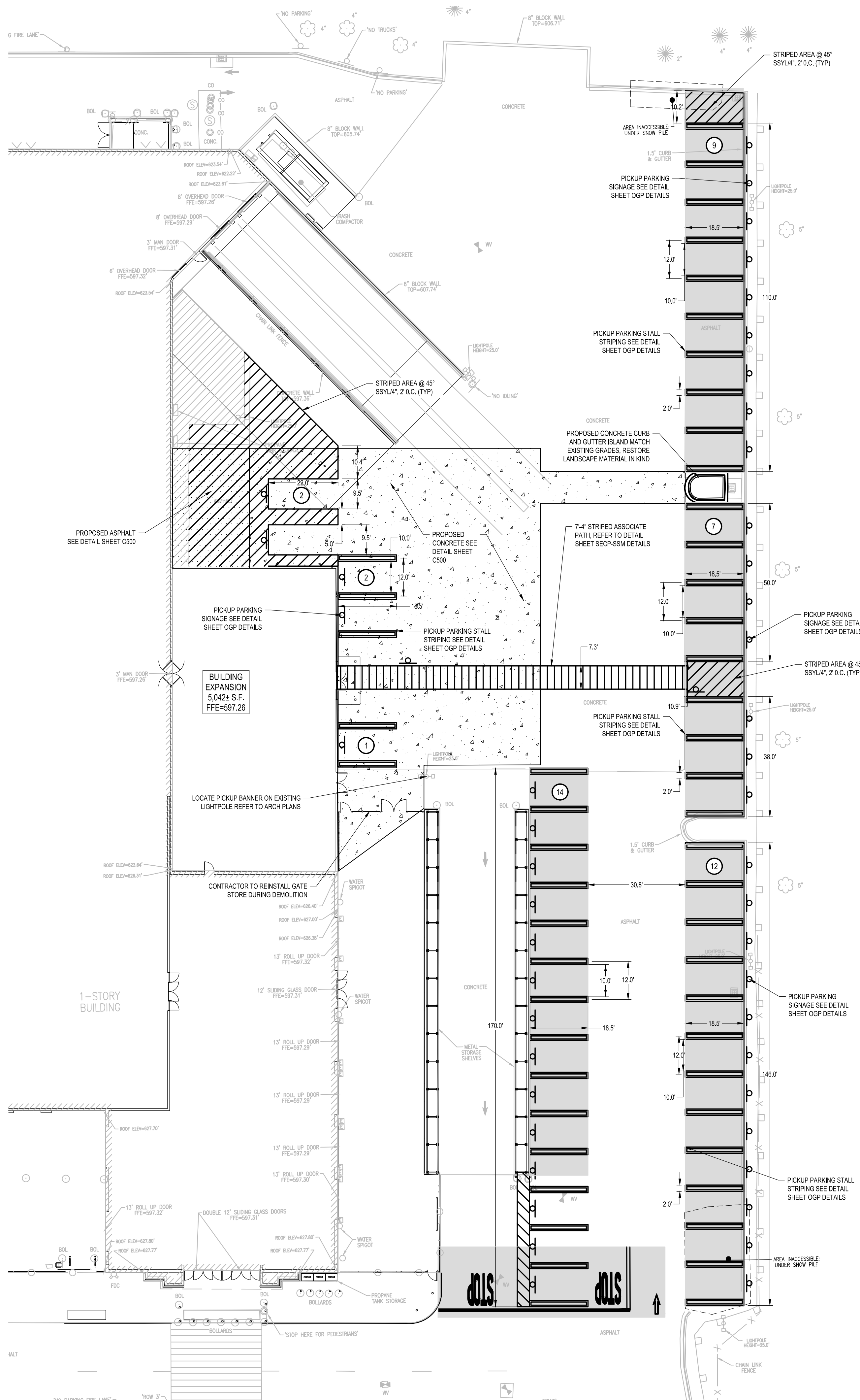
SEALCOAT NOTE:

CONTRACTOR SHALL INSTALL SEALCOAT ON EXISTING ASPHALT PAVING AT ANY STRIPED AREA THAT IS PART OF THE PICKUP SCOPE OF WORK AND ADDITIONAL ASSOCIATED PARKING SPACES REQUIRED TO BE STRIPED AS SHOWN ON THESE PLANS. FOR EXISTING CONCRETE SURFACES, GC IS TO PREPARE THE SURFACE FOR PAINT ONLY.

CONTRACTOR SHALL REFER TO SECP-1 PLAN SHEET FOR ADDITIONAL INFORMATION AND IMPROVEMENTS

NOTES:

- 1. ALL SITE WORK SHALL MEET OR EXCEED THE "SITE SPECIFIC SPECIFICATIONS". WHERE CONFLICTS WITH REQUIREMENTS OF UTILITY COMPANIES OR OTHER JURISDICTION OCCURS, THE MOST STRINGENT REQUIREMENTS SHALL APPLY.
2. ALL NECESSARY INSPECTIONS, APPROVALS, AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR AUTHORITIES SHALL BE COMPLETED PRIOR TO THE ACCEPTANCE BY THE OWNER AND THE FINAL CERTIFICATION OF SERVICES.
3. CONTRACTOR SHALL PROVIDE TEMPORARY FENCING AROUND CONSTRUCTION AREA AND CONTRACTOR'S TEMPORARY PARKING AND STORAGE AREA DURING CONSTRUCTION.
4. CONTRACTOR SHALL KEEP ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. BEYOND THE PROTECTED WORK AREA CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR ACCESS TO AND FROM THE SITE. CONTRACTOR SHALL COORDINATE PHASE ALL CONSTRUCTION ACTIVITY WITHIN THE PROXIMITY OF THE EXISTING STORE WITH THE WALMART CONSTRUCTION MANAGER AND WALMART STORE MANAGER TO MINIMIZE DISTURBANCE AND INCONVENIENCE TO WALMART STORE'S OPERATION AND WALMART CUSTOMERS.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE PUBLIC, MAINTAIN SAFE CONSTRUCTION CONDITIONS, AND PROVIDE ADEQUATE TRAFFIC FLOW AT ALL TIMES. TEMPORARY TRAFFIC CONTROL DEVICES, SUCH AS SIGNAGE, STRIPING, FENCING, BARRICADES, ENCLOSURES, BARRIERS, ETC. SHALL BE USED IN THE BEST POSSIBLE MANNER AND AS APPROVED BY THE WALMART CONSTRUCTION MANAGER. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES, AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY. ALL CONSTRUCTION WARNING SIGNS SHALL BE PROMPTLY REMOVED OR COVERED WHENEVER THE MESSAGE IS NOT APPLICABLE OR NOT IN USE. EXISTING TRAFFIC ARROWS, PAINTED END CAPS, STOP BARS AND OTHER PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL PAVEMENT MARKINGS AND TRAFFIC PATTERNS SHALL BE BEAD BLASTED.
6. CONTRACTOR SHALL PROVIDE BMP'S SUCH AS EROSION EELS, INLET FILTER SACKS, SILT DIKES ON PAVEMENT, ETC., DOWNGRADIENT OF ANY GROUND DISTURBING ACTIVITIES. ALL BMP'S SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH ALL STATE AND LOCAL REQUIREMENTS.
7. UNLESS NOTED OTHERWISE, STRIPING SHOWN ARE TO BE TO THE CENTER OF THE STRIPE.
8. ALL NEW STRIPING SHALL BE PAINTED (TWO COATS) AS PER THE SPECIFICATIONS. UTILIZE TEMPLATES FOR ALL PAINTED PAVEMENT MARKINGS SUCH AS DIRECTIONAL ARROWS AND LETTERS.
9. ALL PICKUP WAY FINDING AND STALL SIGNS ARE WALMART SUPPLIED AND CONTRACTOR INSTALLED. CONTRACTOR SHALL PLACE SIGN ORDER AT LEAST 3 WEEKS IN ADVANCE. ORDER SHALL BE SENT VIA EMAIL TO GETTY THOMAS (Getty.Thomas@walmart.com) AND BRAD KEENER (Bradley.Keener@walmart.com). REQUEST SHALL CONTAIN A DELIVERY ADDRESS, DESIRED DELIVERY DATE, AND ANY STATE SPECIFIC SIGN SIZE AND/OR COLORS BASED ON APPROVED PLANS.
10. ALL PAVEMENT MARKINGS SHOWN TO BE REMOVED OR ANY MARKINGS THAT CONFLICT WITH IMPROVEMENTS ARE TO BE REMOVED AS PART OF THE PICKUP PROJECT. CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS BY SODA BLASTING OR DUSTLESS BLASTING.
11. CONTRACTOR SHALL SEALCOAT AREAS TO RECEIVE NEW STRIPING AND AREAS WHERE STRIPING IS TO BE REMOVED PRIOR TO INSTALLING NEW STRIPING SHOWN ON THESE PLANS. CONTRACTOR SHALL COMPLETE ALL SITE IMPROVEMENTS THAT REQUIRE MODIFICATIONS TO THE EXISTING PAVEMENT AREAS, INCLUDING THE REMOVAL OF ANY EXISTING STRIPING, PRIOR TO ASPHALT SEAL COAT APPLICATION. CONTRACTOR SHALL ALLOW ASPHALT SEAL COAT ADEQUATE CURE TIME, IN ACCORDANCE WITH SITE SPECIFICATIONS, PRIOR TO OPENING AFFECTED AREAS TO TRAFFIC OR PERFORMING ANY STRIPING ACTIVITIES.
12. EXISTING CONDITIONS INFORMATION WAS OBTAINED FROM A FIELD SURVEY AND A LIMITED SITE INVESTIGATION VISIT. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO INSTALLING IMPROVEMENTS.
13. NOT USED
14. PAVEMENT MARKING SHOWN ON THIS SHEET SHALL BE IN ACCORDANCE WITH SPECIFICATION SECTION 02765. ALL OTHER SITE WORK SHALL BE DONE IN ACCORDANCE WITH SITE WORK SPECIFICATIONS AS SHOWN ON CSS-1 AND CSS-2 SHEETS, THIS SET.
15. REFER TO SECP AND SSM PLANS, THIS SET, FOR INFORMATION REGARDING SITE STRIPING AND SIGNAGE WORK NOT DETAILED ON THIS SHEET.
16. NEW PARKING STRIPING SHALL BE 4" YELLOW STRIPE WHERE NOTED.
17. SIGNAGE LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL ENSURE PROPOSED IMPROVEMENTS DO NOT CONFLICT WITH EXISTING SIGNS AND/OR SIGN VISIBILITY. IF IT IS DETERMINED THAT A CONFLICT EXISTS, THE CONTRACTOR SHALL COORDINATE WITH THE WALMART CONSTRUCTION MANAGER PRIOR TO CHANGING SIGN LOCATION AND/OR EXISTING IMPROVEMENTS.
18. NEW DIRECTIONAL SIGNAGE SHALL BE INSTALLED ON EXISTING POST WHEN POSSIBLE.
19. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO CONSTRUCTION AND ORDERING MATERIALS AND NOTIFY THE ENGINEER IF THERE ARE ANY CONFLICTS OR DEVIATIONS FROM WHAT IS SHOWN.



PICKUP SIGNAGE:

Table with columns: DESCRIPTION, DIMENSIONS, QUANTITY. Includes Pickup Banner and Mounting Hardware, Stall Designation Sign, Call In Sign.

LEGEND

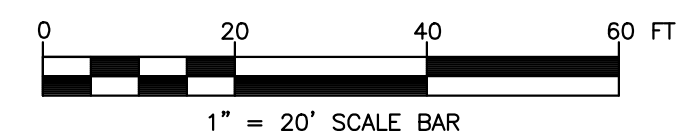
- Concrete (hatched pattern)
Standard Pavement Section (dotted pattern)
Seal Coat (solid grey)
Number of Parking Spaces (circle with number)


PARKING STALL COUNT table with columns: TYP. PARKING STALLS, ADA STALLS, PICKUP STALLS, CART CORRALS, TOTAL, RATIO, NET PARKING GAIN/LOSS.

* PARKING RATIO DOES NOT INCLUDE SPACES OCCUPIED BY CART CORRALS.

EXISTING BUILDING: 178,771± S.F.
BUILDING EXPANSION: 5,042± S.F.
TOTAL: 183,813± S.F.

PARKING REQUIREMENT: 2.5 SPACES/1,000 S.F.
REQUIRED PARKING: 460 SPACES





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ANDREW J. D'AMICO
095027
REGISTERED PROFESSIONAL ENGINEER
STATE OF NEW YORK



Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY



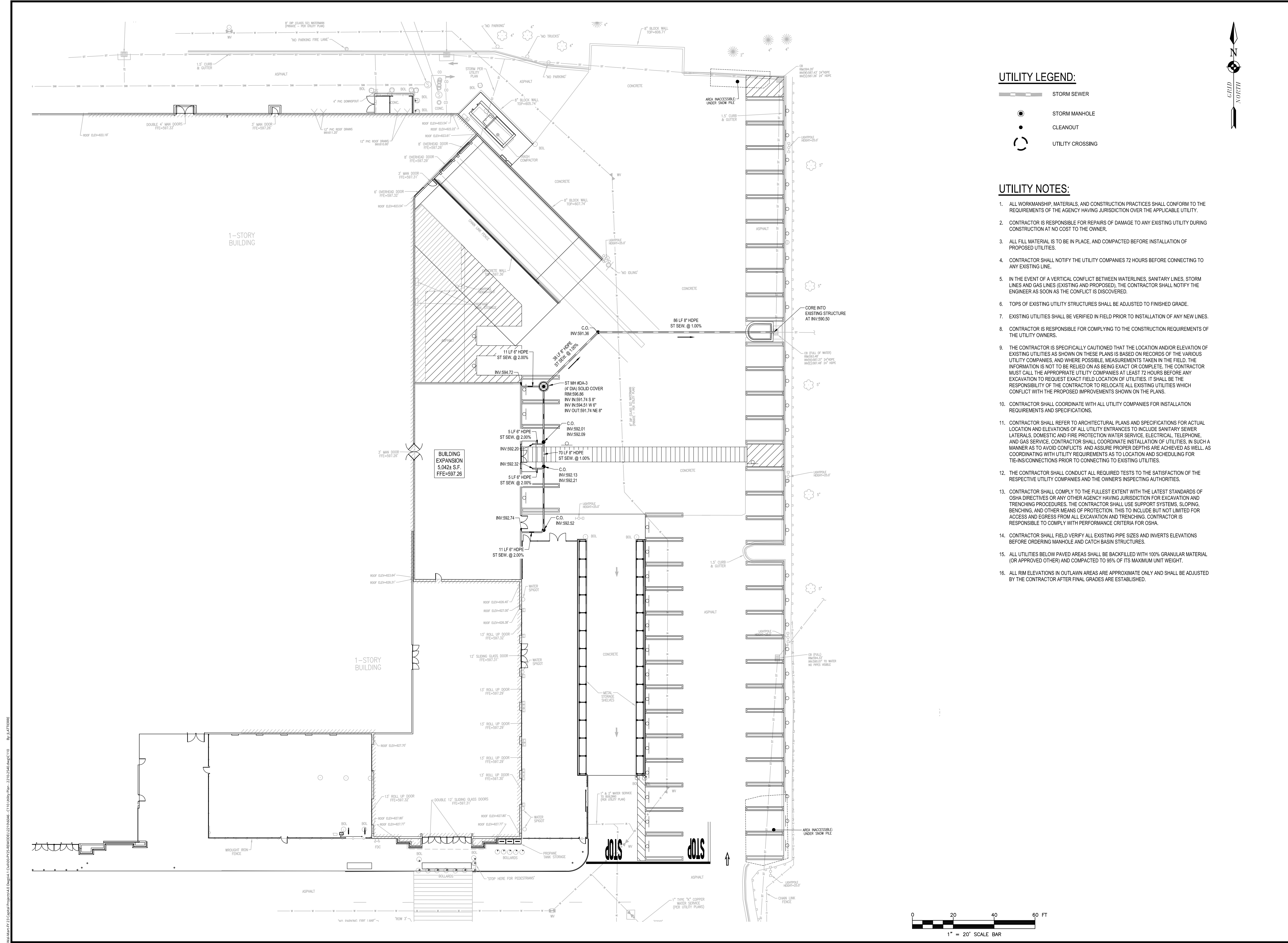
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ROCHESTER (BA)
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COLLIERS ENGINEERING & DESIGN CT, P.C.

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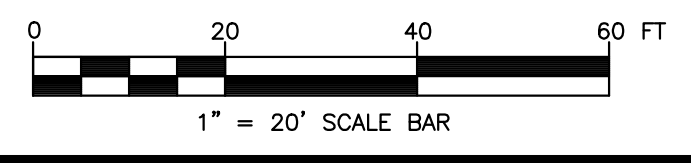
UTILITY PLAN

SHEET NUMBER:
C110

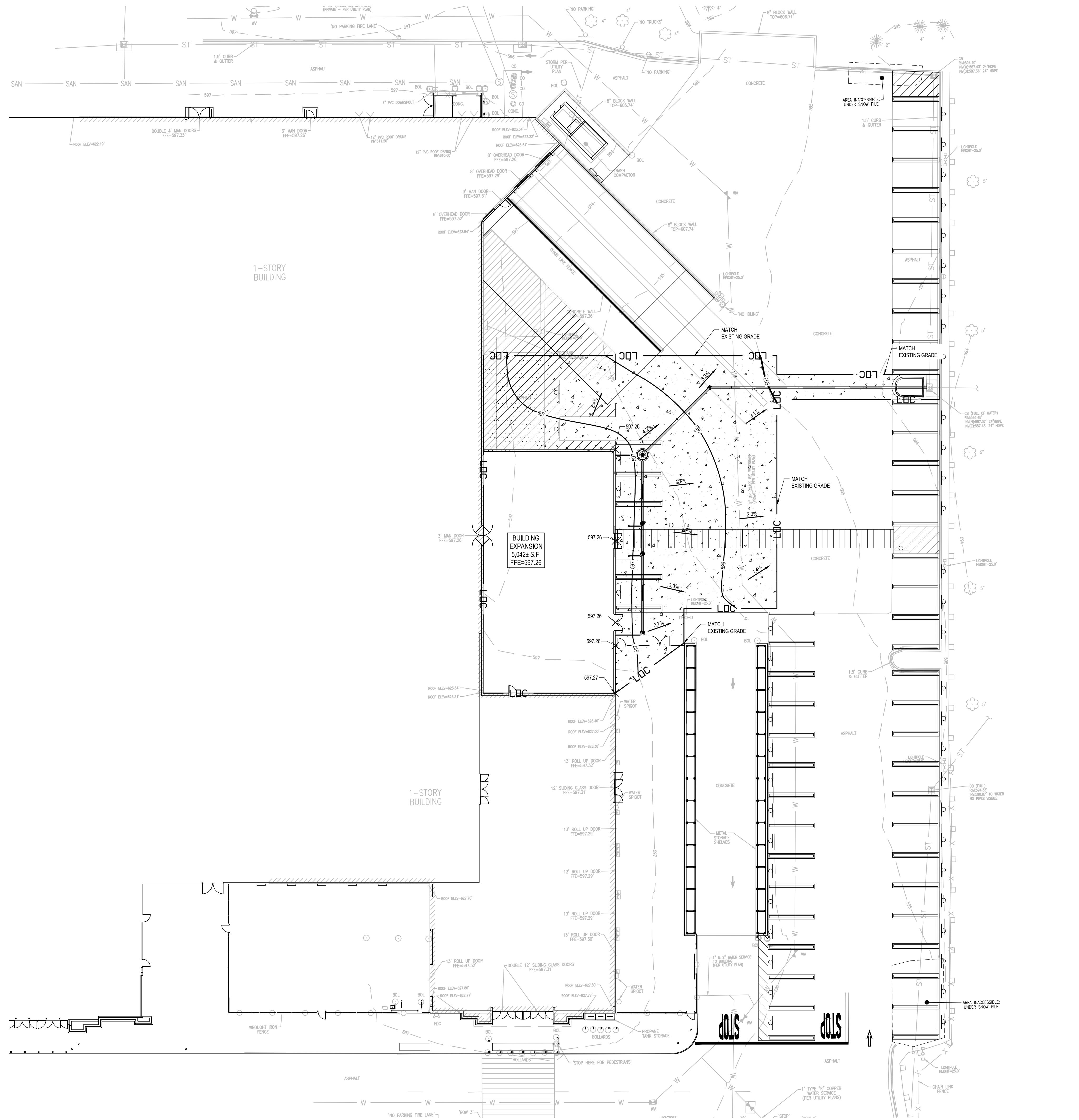


- UTILITY LEGEND:**
-  STORM SEWER
 -  STORM MANHOLE
 -  CLEANOUT
 -  UTILITY CROSSING

- UTILITY NOTES:**
1. ALL WORKMANSHIP, MATERIALS, AND CONSTRUCTION PRACTICES SHALL CONFORM TO THE REQUIREMENTS OF THE AGENCY HAVING JURISDICTION OVER THE APPLICABLE UTILITY.
 2. CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING UTILITY DURING CONSTRUCTION AT NO COST TO THE OWNER.
 3. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
 4. CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
 5. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATERLINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE CONTRACTOR SHALL NOTIFY THE ENGINEER AS SOON AS THE CONFLICT IS DISCOVERED.
 6. TOPS OF EXISTING UTILITY STRUCTURES SHALL BE ADJUSTED TO FINISHED GRADE.
 7. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
 8. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE CONSTRUCTION REQUIREMENTS OF THE UTILITY OWNERS.
 9. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
 10. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
 11. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION AND ELEVATIONS OF ALL UTILITY ENTRANCES TO INCLUDE SANITARY SEWER, LATERALS, DOMESTIC AND FIRE PROTECTION WATER SERVICE, ELECTRICAL, TELEPHONE, AND GAS SERVICE. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES, IN SUCH A MANNER AS TO AVOID CONFLICTS, AND ASSURE PROPER DEPTHS ARE ACHIEVED AS WELL AS COORDINATING WITH UTILITY REQUIREMENTS AS TO LOCATION AND SCHEDULING FOR TIE-IN/CONNECTIONS PRIOR TO CONNECTING TO EXISTING UTILITIES.
 12. THE CONTRACTOR SHALL CONDUCT ALL REQUIRED TESTS TO THE SATISFACTION OF THE RESPECTIVE UTILITY COMPANIES AND THE OWNER'S INSPECTING AUTHORITIES.
 13. CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING, AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT LIMITED FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE CRITERIA FOR OSHA.
 14. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING PIPE SIZES AND INVERTS ELEVATIONS BEFORE ORDERING MANHOLE AND CATCH BASIN STRUCTURES.
 15. ALL UTILITIES BELOW PAVED AREAS SHALL BE BACKFILLED WITH 100% GRANULAR MATERIAL (OR APPROVED OTHER) AND COMPACTED TO 95% OF ITS MAXIMUM UNIT WEIGHT.
 16. ALL RIM ELEVATIONS IN OUTLAWN AREAS ARE APPROXIMATE ONLY AND SHALL BE ADJUSTED BY THE CONTRACTOR AFTER FINAL GRADES ARE ESTABLISHED.



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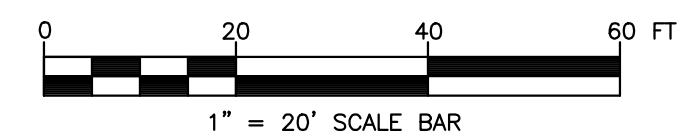


GRADING LEGEND:

- PROPOSED MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED TOP OF CURB / BOTTOM OF CURB ELEVATION
- PROPOSED TOP OF WALL / BOTTOM OF WALL
- x 77.73 PROPOSED SPOT ELEVATION
- x EG=77.73 EXISTING ELEVATION
- x HP=77.73 PROPOSED HIGH POINT ELEVATION
- x TG=77.73 PROPOSED TOP OF GRATE ELEVATION
- 2.5% PROPOSED SLOPE
- 72 EXISTING CONTOUR

GRADING NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. EXISTING GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT.
3. PROPOSED GRADE CONTOUR INTERVALS SHOWN AT 1 FOOT INTERVALS.
4. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
5. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE APPLICABLE PERMIT AND THESE PLANS AND SPECIFICATIONS FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
6. CONTRACTOR TO ADJUST SUBGRADE SURFACE AS NEEDED, ALONG THE INTERFACE OF DIFFERENT PAVEMENT SECTIONS, TO PROVIDE POSITIVE SUBSURFACE DRAINAGE OUT OF THE DEEPER PAVEMENT SECTIONS, TOWARD EXISTING STORMWATER INLETS.
7. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
8. INFORMATION CONTAINED ON THESE PLANS WERE DERIVED FROM CONSTRUCTION DOCUMENTS PROVIDED BY WALMART, A FIELD SURVEY, AND LIMITED FIELD OBSERVATION BY COLLIER'S ENGINEERING AND DESIGN. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVES PRIOR TO STARTING CONSTRUCTION.
9. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
10. PROPOSED ELEVATION SHOWN ON PLAN SHALL MATCH ADJACENT EXISTING GRADE.
11. THE CONTRACTOR SHALL FILL ALL VOIDS LEFT FROM SIGN REMOVAL IN ASPHALT PAVEMENT, CONCRETE PAVEMENT AND CONCRETE SIDEWALKS WITH CONCRETE SLURRY (KCRETE).
12. CONTRACTOR IS RESPONSIBLE TO MEET THE ADA DESIGN AS SHOWN ON THIS PLAN. THIS INCLUDES ALL MEANS AND METHODS AND AT THE CONTRACTOR'S DISCRETION. SHOULD THE CONTRACTOR ENCOUNTER CONFLICTS BETWEEN THESE PLANS EITHER AMONG THEMSELVES OR EXISTING SITE CONDITIONS, THE CONTRACTOR SHALL SEEK CLARIFICATION IN WRITING BEFORE COMMENCEMENT OF CONSTRUCTION. FAILURE TO DO SO SHALL BE AT THE SOLE EXPENSE TO THE CONTRACTOR. ADDITIONALLY, ANY REWORK REQUIRED DUE TO THE WORK NOT MEETING THE ADA DESIGN AS SHOWN IN THESE CONSTRUCTION DRAWINGS WILL BE AT THE SOLE EXPENSE OF THE CONTRACTOR UNTIL THE ADA DESIGN HAS BEEN ADEQUATELY CONSTRUCTED.



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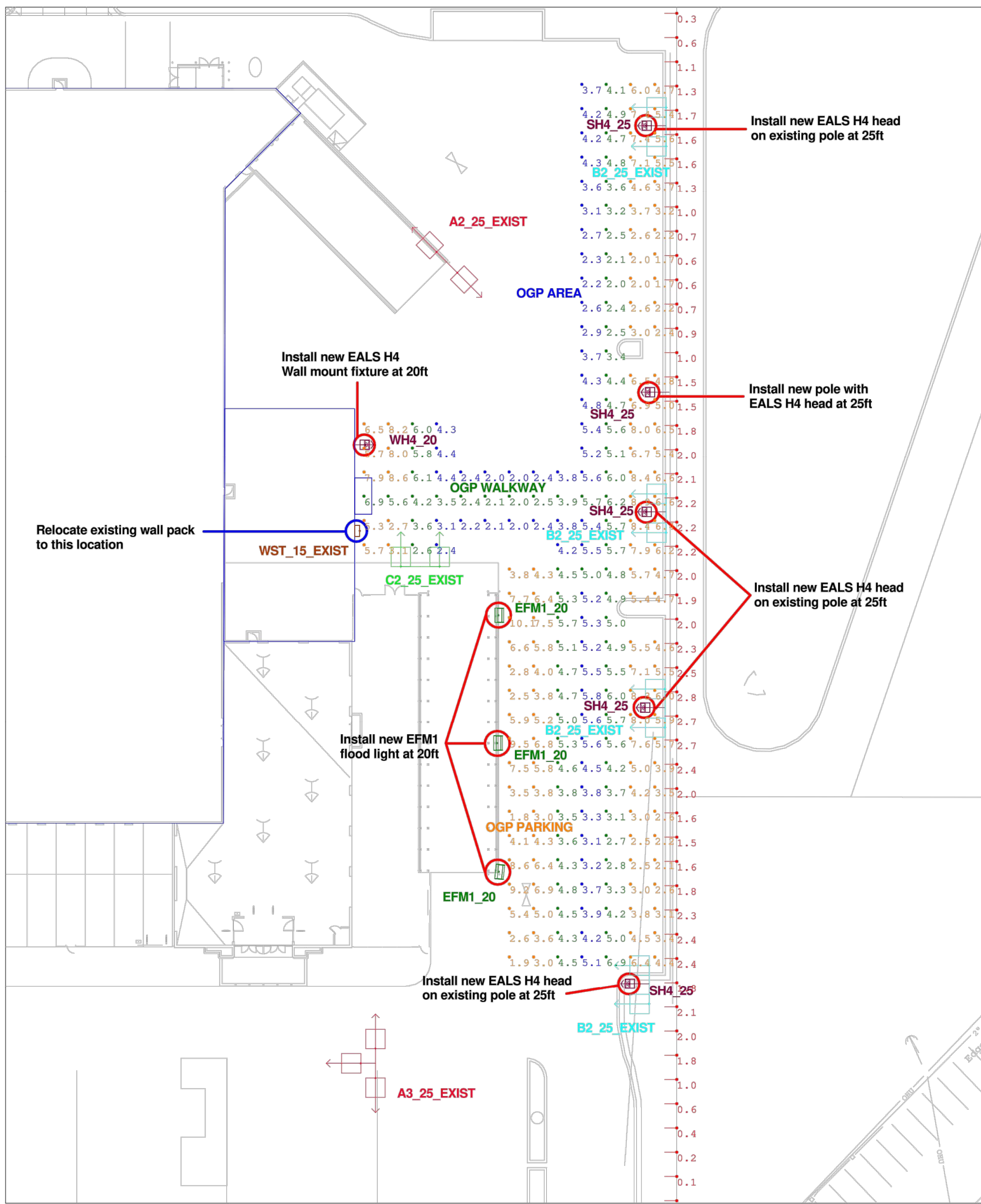
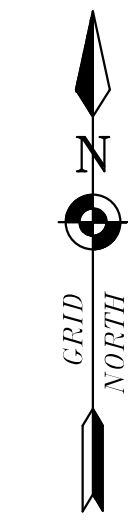
Store # 2210-2540
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| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | c120 | JWL | |

GRADING PLAN

SHEET NUMBER: **C120**



L56 = OPERATING HOURS AT WHICH AN AVERAGE OF 44% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 56% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.
L85 = OPERATING HOURS AT WHICH AN AVERAGE OF 15% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 85% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.
L93 = OPERATING HOURS AT WHICH AN AVERAGE OF 8% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 93% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.
L99 = OPERATING HOURS AT WHICH AN AVERAGE OF 1% OF INITIAL LUMENS HAVE BEEN LOST IN A TESTED POPULATION OF LED PLATFORMS. THE POPULATION STILL EMITS 99% OF INITIAL LUMENS. THE LUMINAIRE HAS NOT FAILED. IT IS STILL OPERATING WITH A REDUCED LIGHT OUTPUT.
IN COMPARISON, NON-LED LUMINAIRES ARE RATED WITH MEAN LUMENS MEASURED AT 40-50% OF RATED LIFE, DEPENDING ON TECHNOLOGY, AND RATED LIFE OF B50, WHERE B50 = OPERATING HOURS AT WHICH 50% OF A TESTED POPULATION OF LAMPS HAVE FAILED.
PROPERTY LINES BASED OFF PROVIDED LIGHTING RETROFIT SURVEY AND GOOGLE EARTH PRO. CALCULATION AREAS TREATED AS OPEN AND EMPTY. NO TREES ARE CONSIDERED IN THE DESIGN, ACTUAL VALUES MAY VARY FROM CALCULATED VALUES SHOWN. LED STATISTICS SHOWN ARE AT 50000 HOURS L56, L85, L93 & L99 RATING (~12 YEARS @ 12 HRS/DAY)

Notes:
This is a remodel request for the OGP area on a site that has already been retrofit to LED fixtures in 2011
Material with "exist" label is already installed on site and is included here as light contribution only
All other material is what is being added to increase the lighting in the OGP Pick up area per request

Calculation Summary Illuminance Foot-candles

| Label | Avg | Max | Min | Avg/Min | Max/Min |
|---------------------|------|------|-----|---------|---------|
| OGP AREA | 3.85 | 5.8 | 2.0 | 1.93 | 2.90 |
| OGP PARKING | 5.12 | 10.1 | 1.7 | 3.01 | 5.94 |
| OGP WALKWAY | 4.40 | 6.9 | 2.0 | 2.20 | 3.45 |
| Vertical Spill @ 5' | 0.21 | 2.8 | 0.0 | N.A. | N.A. |

EXISTING MATERIAL

| Symbol | Qty | Label | Arrangement | LLF | Description | Arr. Watts | Arr. Lum. Lumens | BUG Rating | [MANUFAC] |
|--------|-----|--------------|----------------|-------|--|------------|------------------|------------|------------------|
| | 4 | B2_25_EXIST | ROTATED OPTICS | 0.765 | 1 EAMT_W3L60A___/1 EAMT_W3R60A___22ft pole on 3ft base | 264 | 14396 | B3-U0-G3 | CURRENT LIGHTING |
| | 1 | A2_25_EXIST | BACK-BACK | 0.765 | 2 EAMT_S5N60A___22ft pole on 3ft base | 420 | 24600 | B4-U0-G2 | CURRENT LIGHTING |
| | 1 | A3_25_EXIST | 3 @ 90 DEGREES | 0.765 | 3 EAMT_S5N60A___22ft pole on 3ft base | 630 | 36900 | B4-U0-G2 | CURRENT LIGHTING |
| | 1 | C2_25_EXIST | ROTATED OPTICS | 0.765 | 1 EAMT_F4L60A___/1 EAMT_F4R60A___22ft pole on 3ft base | 188 | 10798 | B1-U0-G2 | CURRENT LIGHTING |
| | 1 | WST_15_EXIST | SINGLE | 0.500 | WST 150M WT 15ft | 189 | 8741 | B2-U0-G2 | CURRENT LIGHTING |

ADDITIONAL MATERIAL

| Symbol | Qty | Label | Arrangement | LLF | Description | Arr. Watts | Arr. Lum. Lumens | BUG Rating | [MANUFAC] |
|--------|-----|---------|-------------|-------|---|------------|------------------|------------|------------------|
| | 5 | SH4_25 | SINGLE | 0.837 | 1-EALS035H4AF750NDD1BLCKF 22ft pole on 3ft base | 140 | 20000 | B3-U0-G3 | CURRENT LIGHTING |
| | 3 | EFM1_20 | Single | 0.891 | EFM1020107750NAS1BLCK flood mounted at 20ft | 67 | 11000 | N.A. | CURRENT LIGHTING |
| | 1 | WH4_20 | SINGLE | 0.837 | 1-EALS030H4AF750NDC1BLCK w/WMB-EAMT06BLCK mounted at 20ft | 140 | 20000 | B3-U0-G3 | CURRENT LIGHTING |



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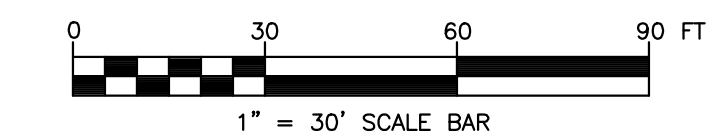
Store # 2210-2540
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| SCALE: AS SHOWN | DATE: 04/08/24 | DRAWN BY: DGC | CHECKED BY: JWJ |
| PROJECT NUMBER: 23014450A | DRAWING NAME: c160 | REVIEWED BY: JWJ | |

LIGHTING PLAN

SHEET NUMBER: C160



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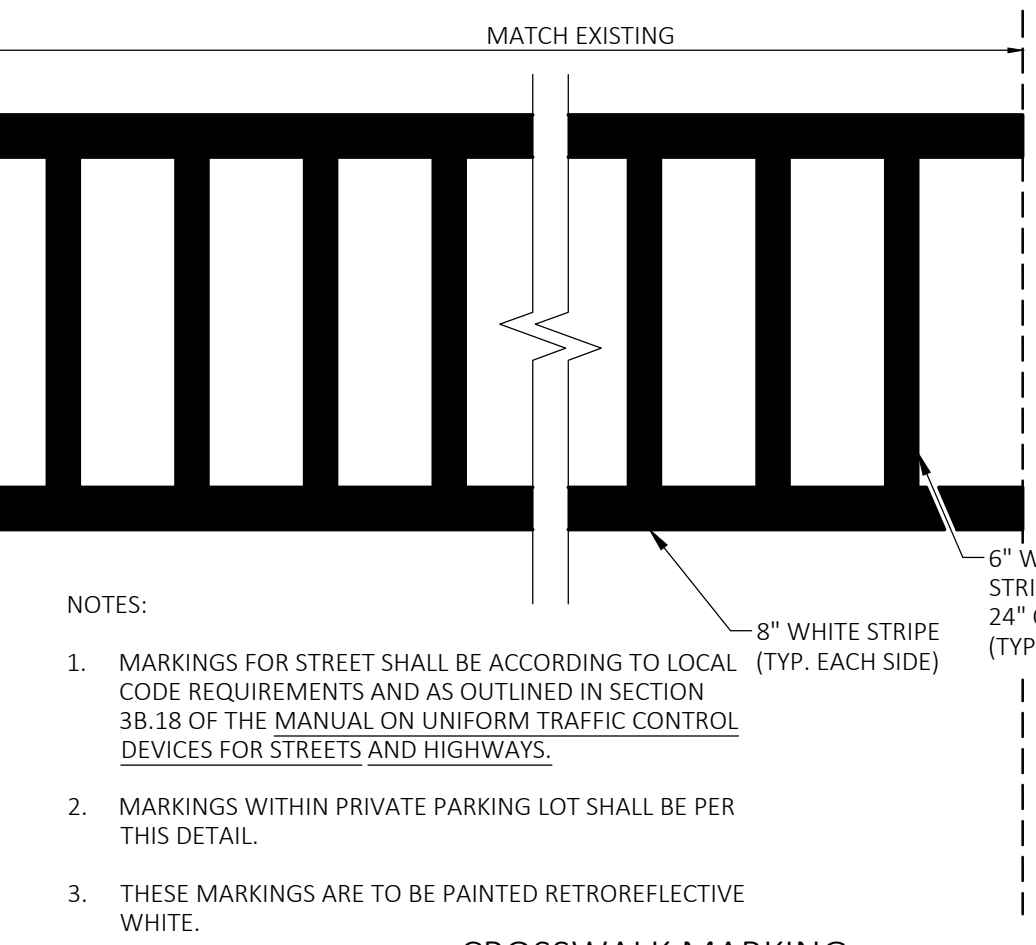
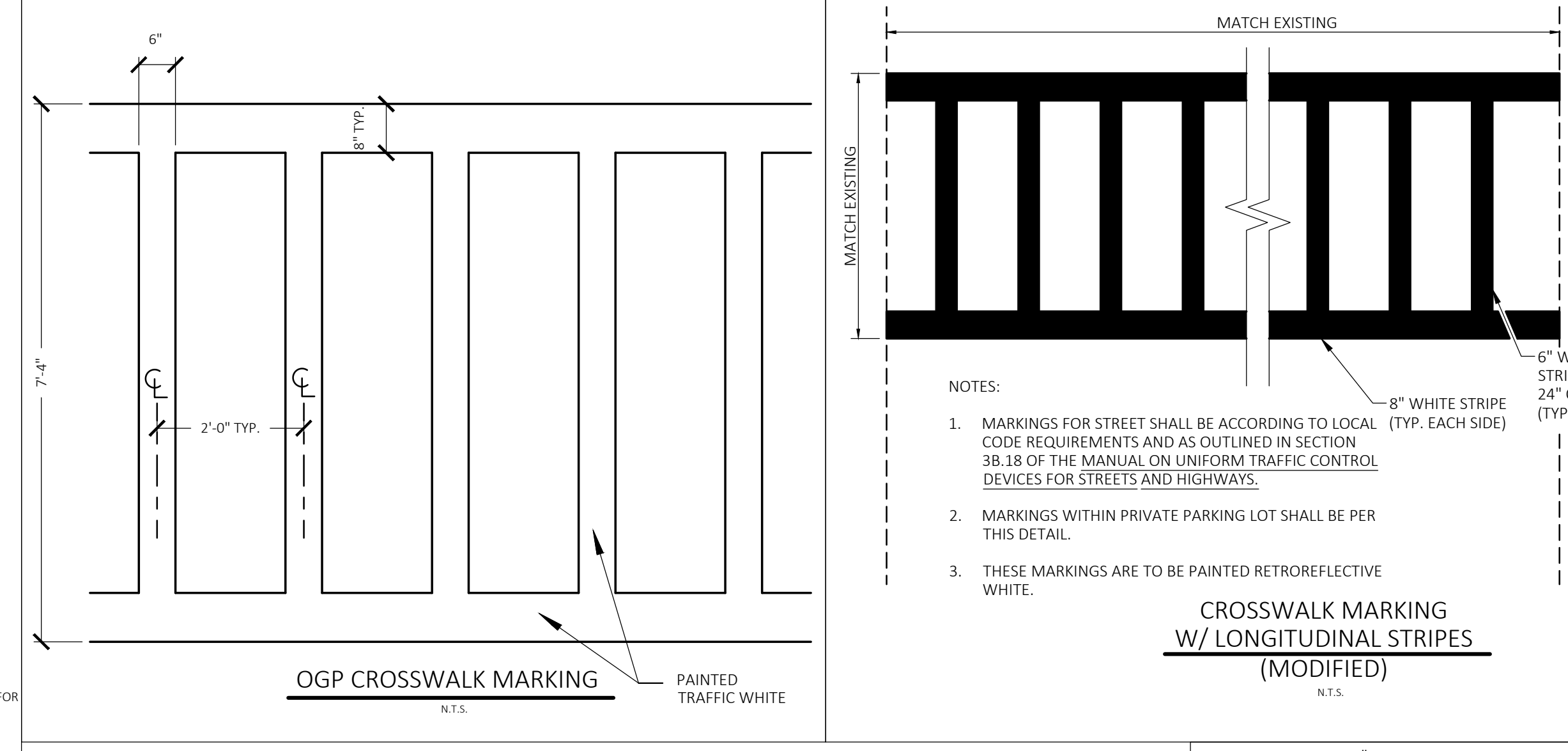
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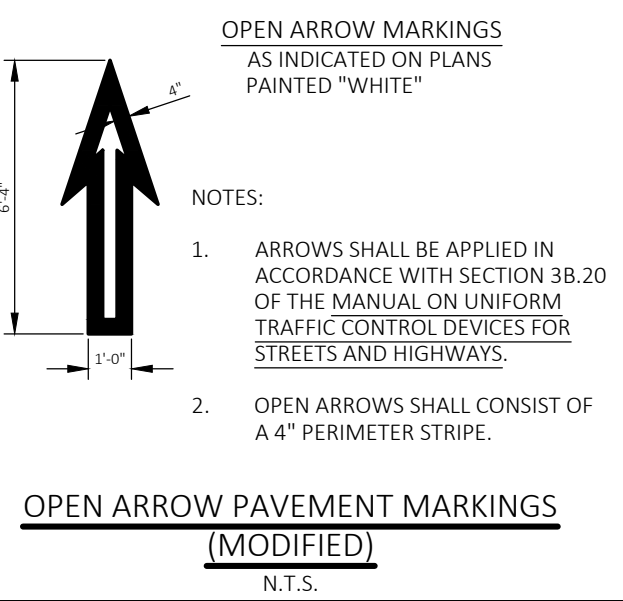
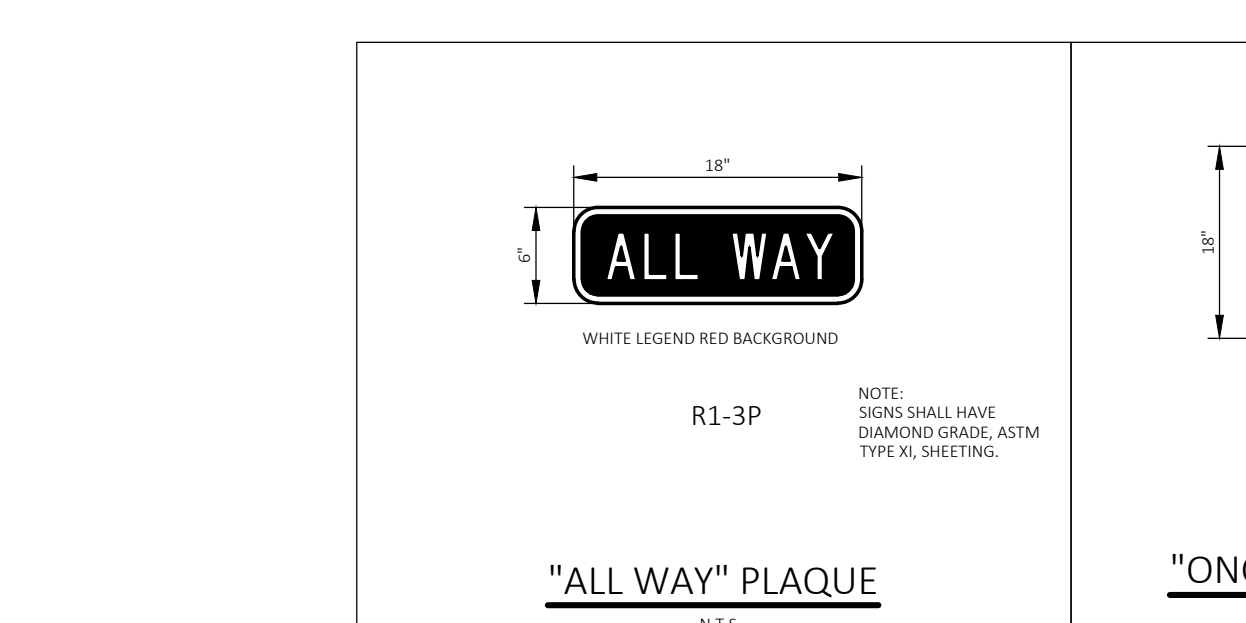
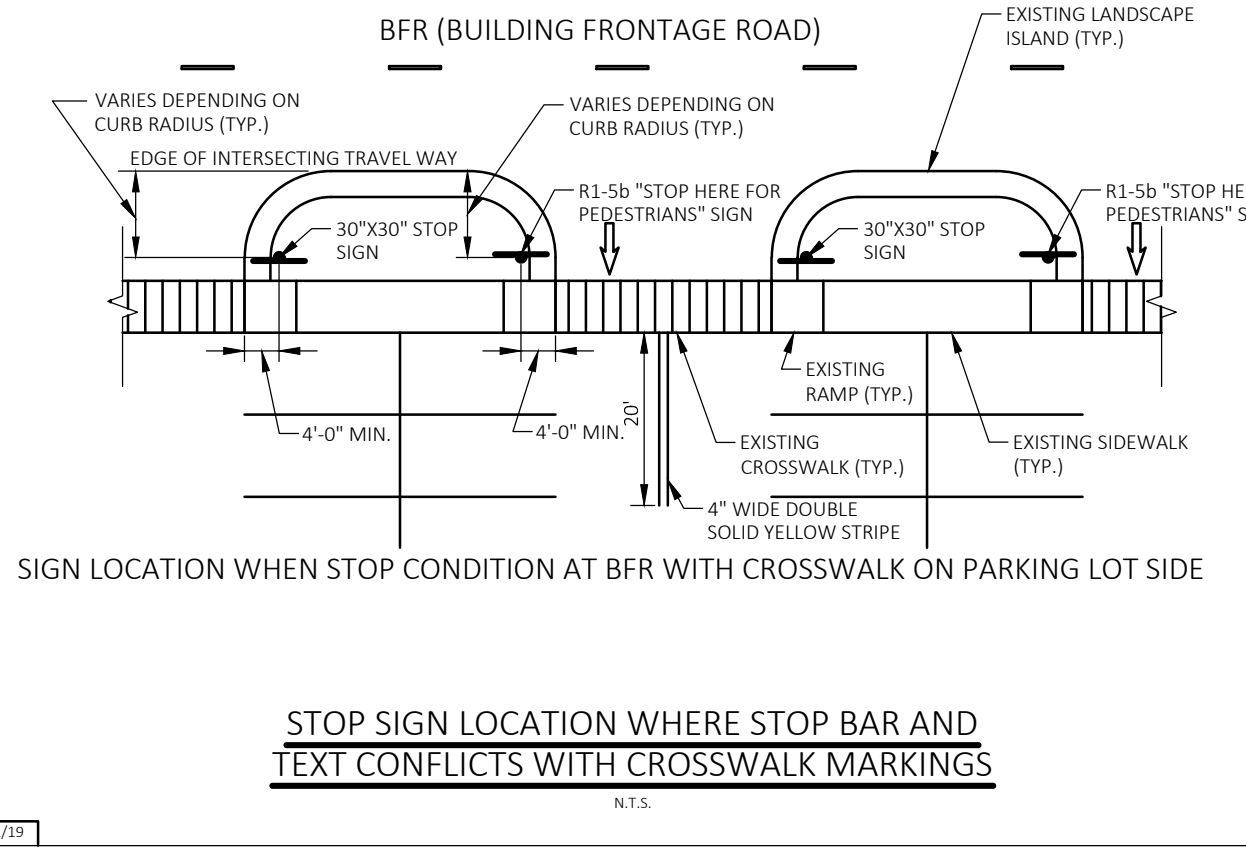
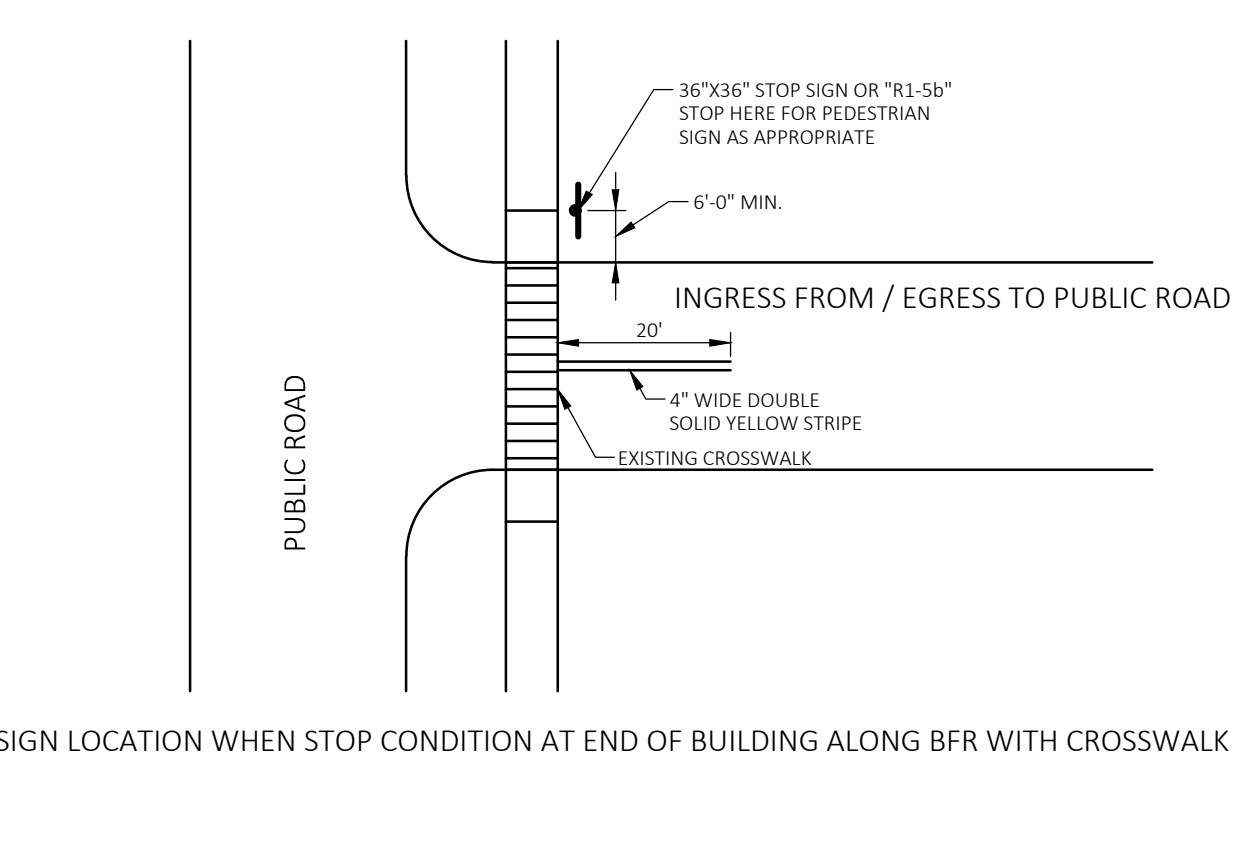
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| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | SECP-SSM DETAILS 1 | JWL | |

SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET

SHEET NUMBER: **SECP-SSM DETAILS 1**



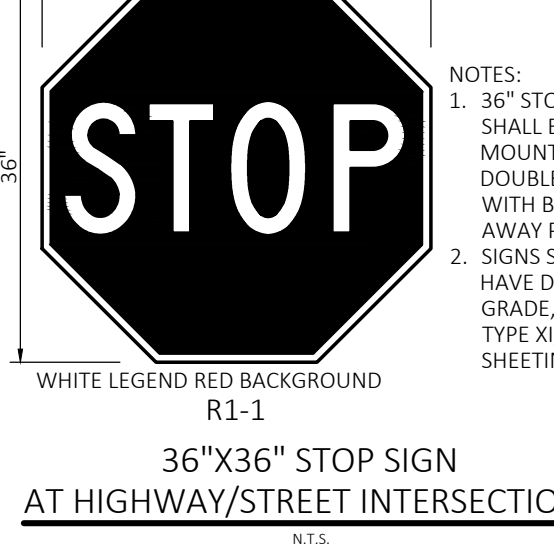
- NOTES:
1. MARKINGS FOR STREET SHALL BE ACCORDING TO LOCAL CODE REQUIREMENTS AND AS OUTLINED IN SECTION 3B.18 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. MARKINGS WITHIN PRIVATE PARKING LOT SHALL BE PER THIS DETAIL.
3. THESE MARKINGS ARE TO BE PAINTED RETROREFLECTIVE WHITE.



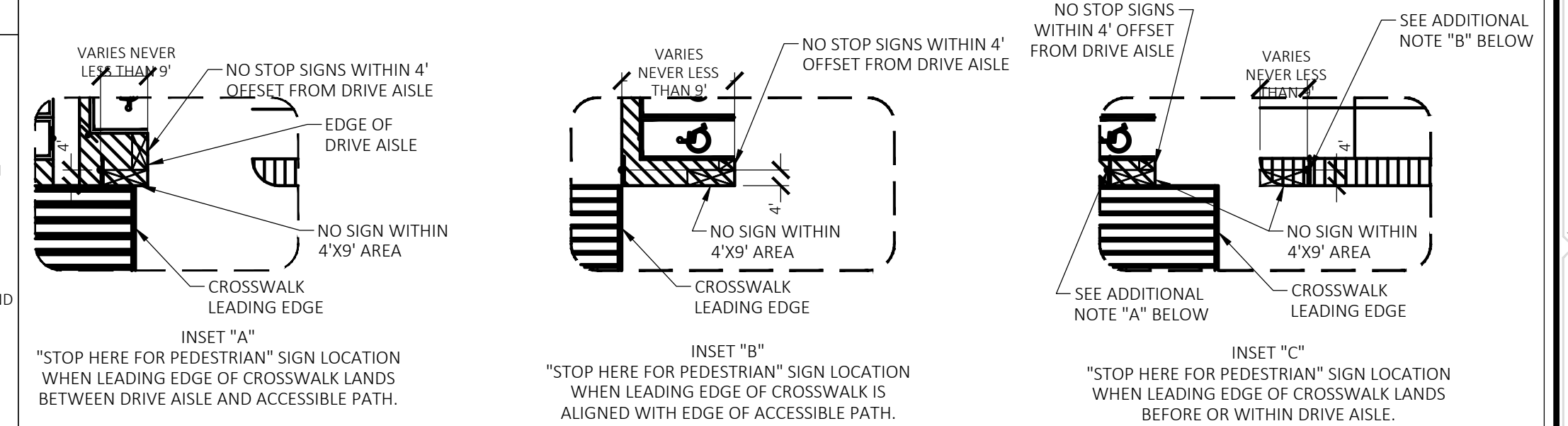
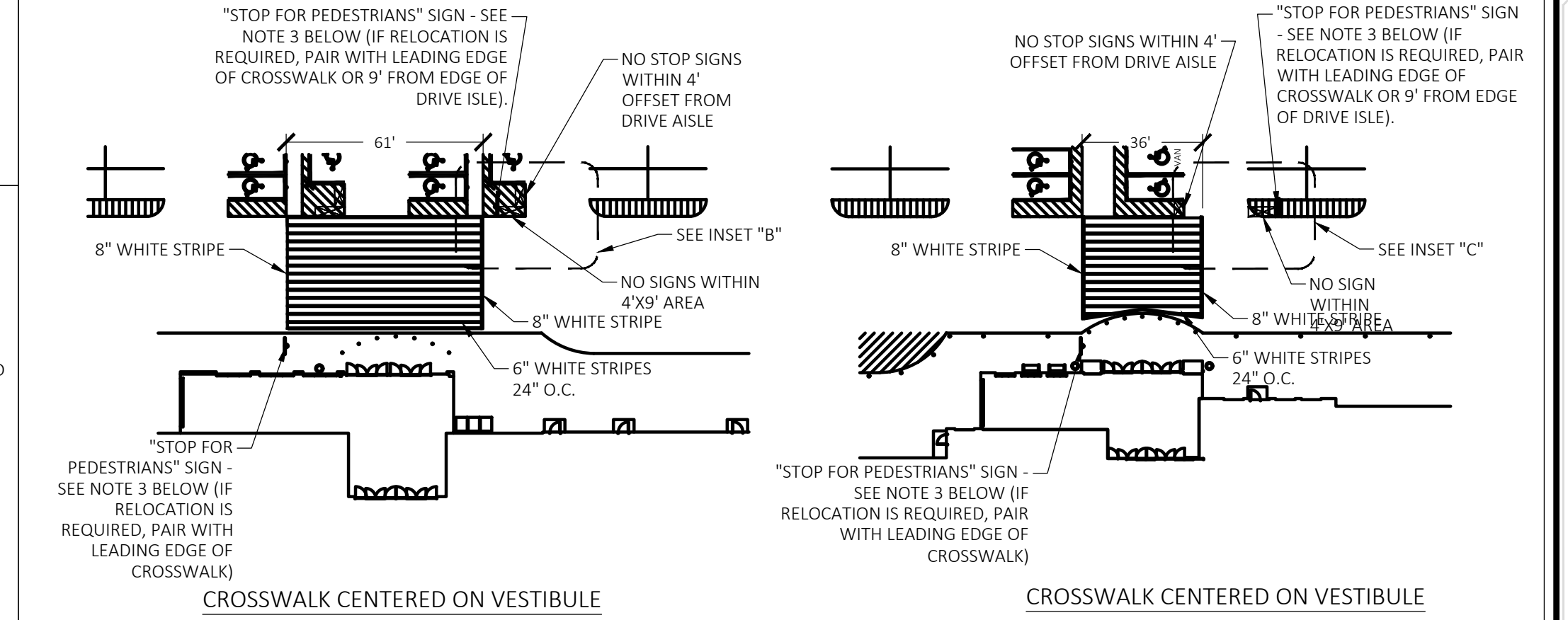
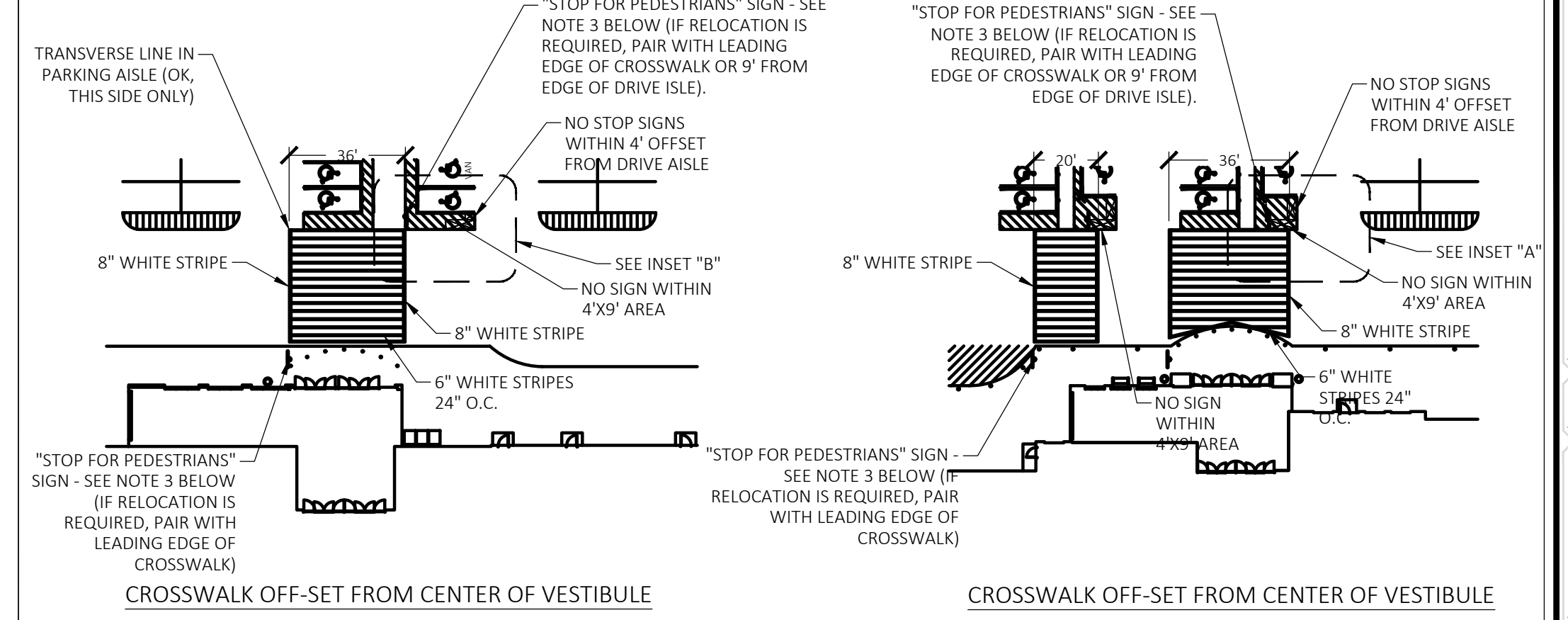
- NOTES:
1. ARROWS SHALL BE APPLIED IN ACCORDANCE WITH SECTION 3B.20 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. OPEN ARROWS SHALL CONSIST OF A 4" PERIMETER STRIPE.



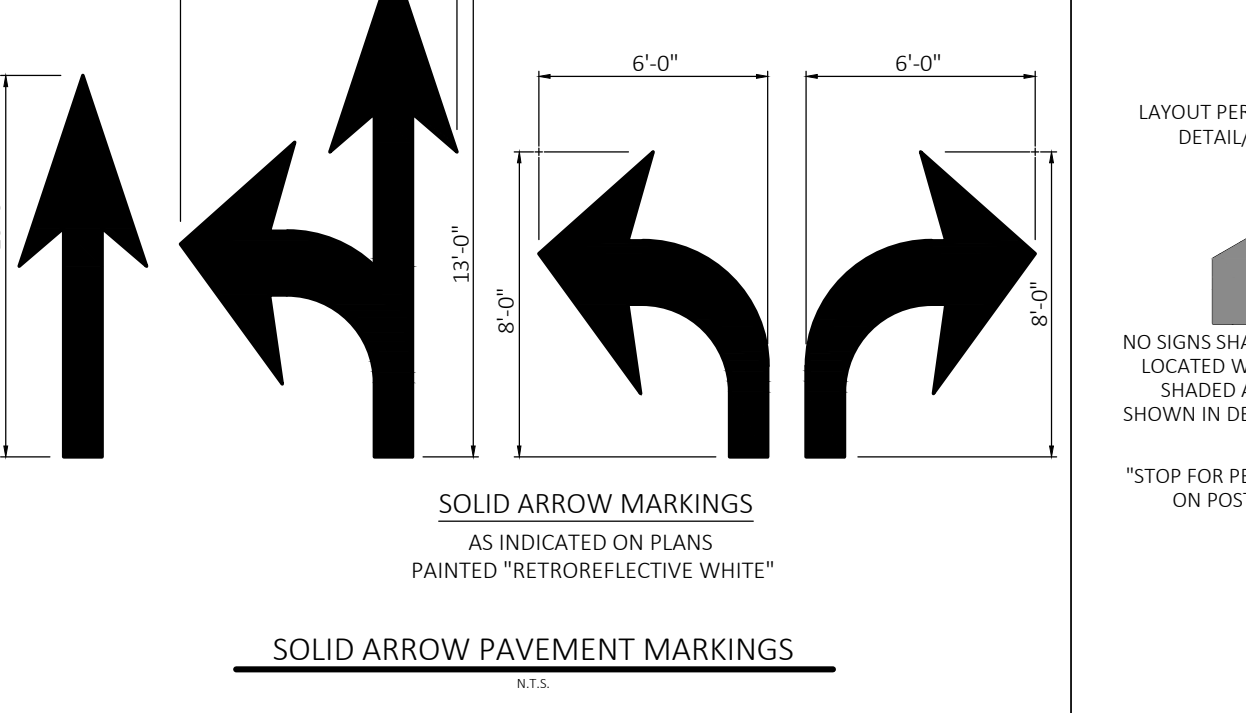
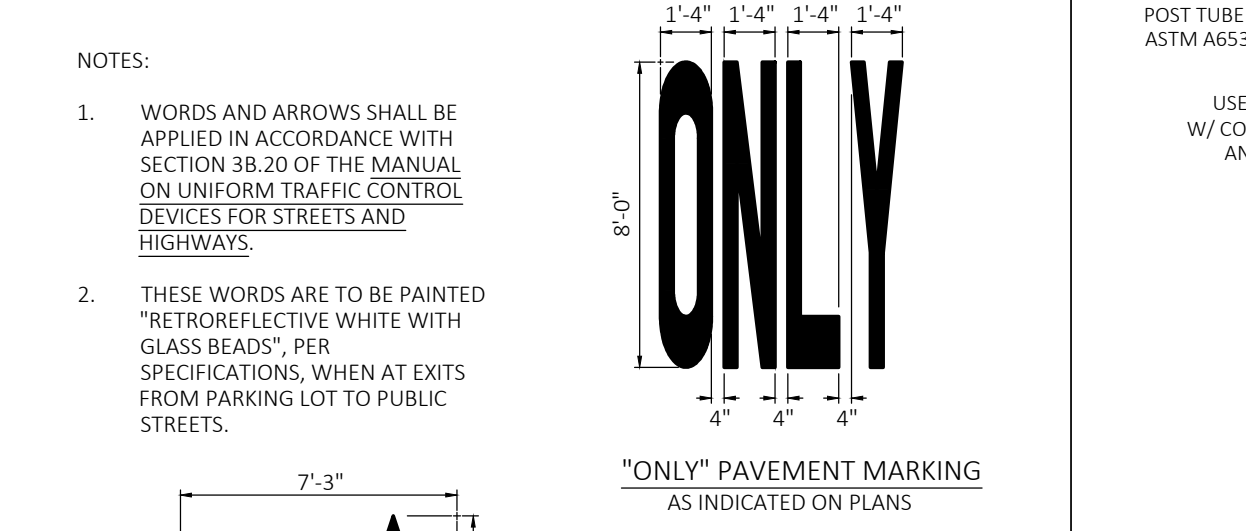
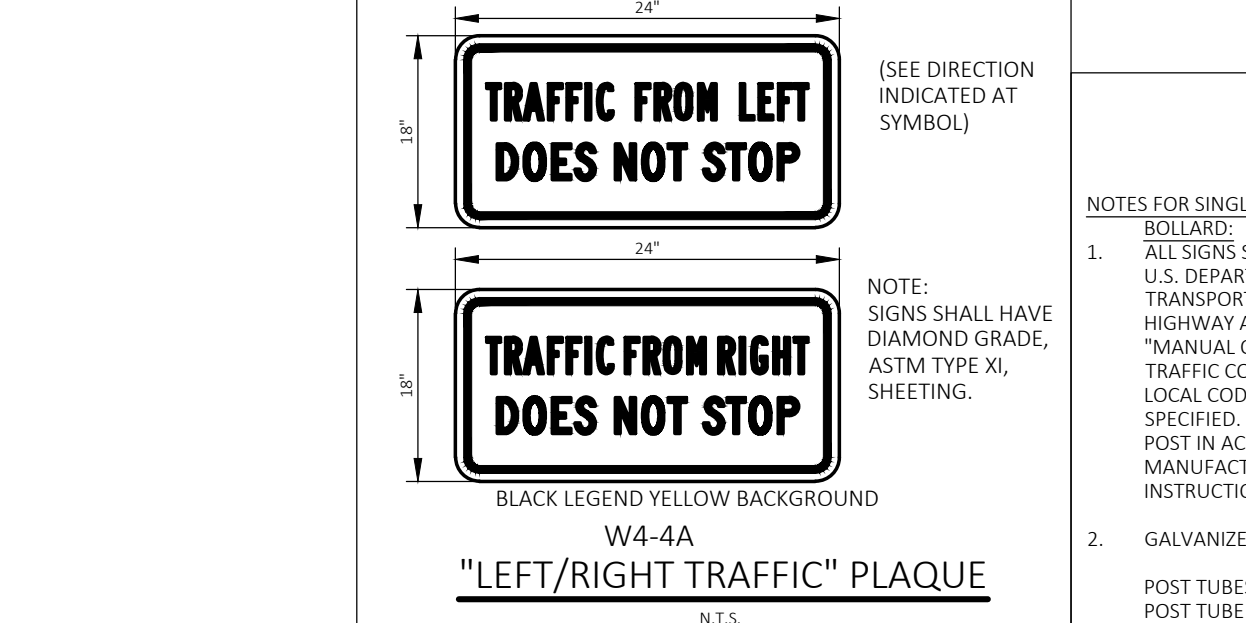
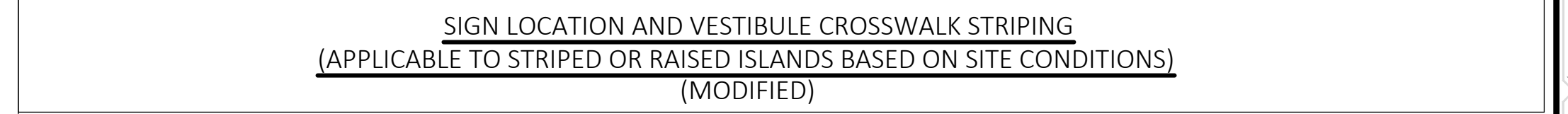
- LEGEND, BORDER - BLACK
BACKGROUND - WHITE (RETROREFLECTIVE)
STOP SYMBOL - RED (RETROREFLECTIVE)



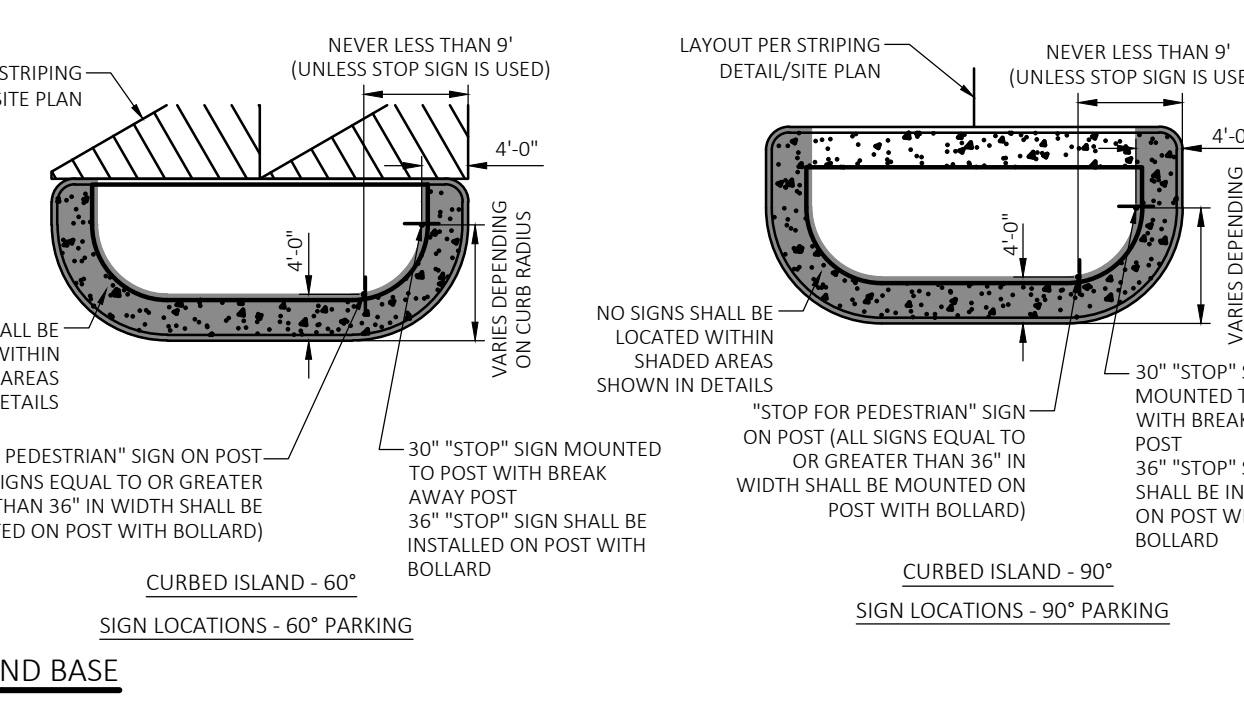
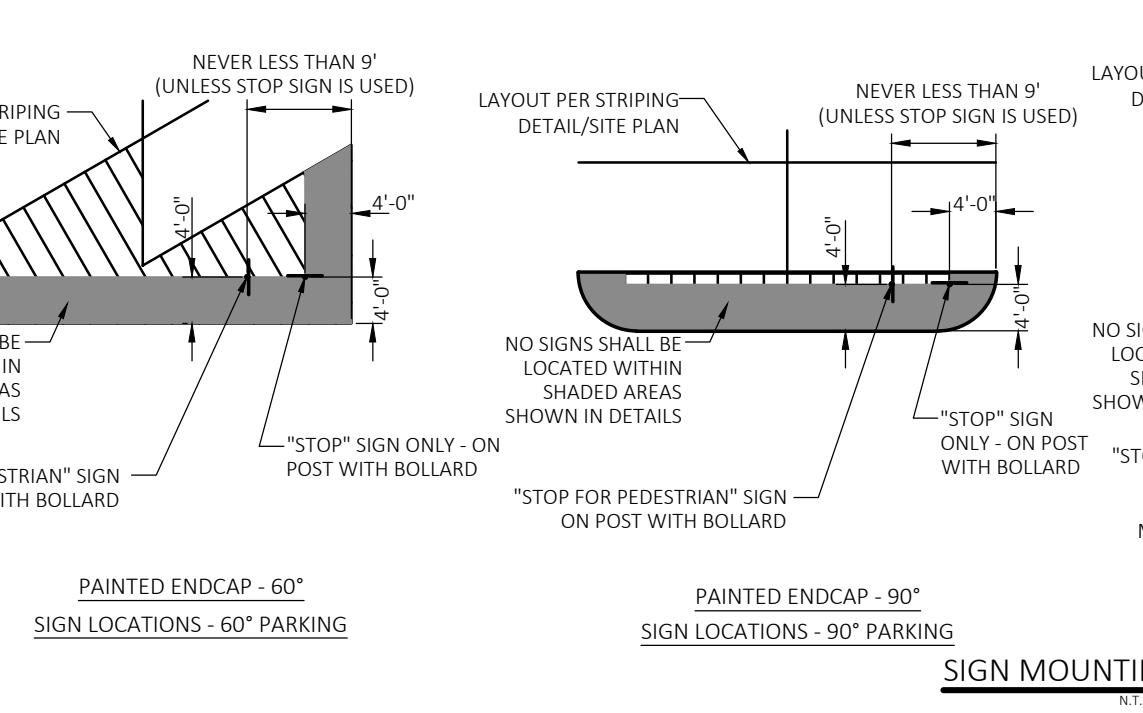
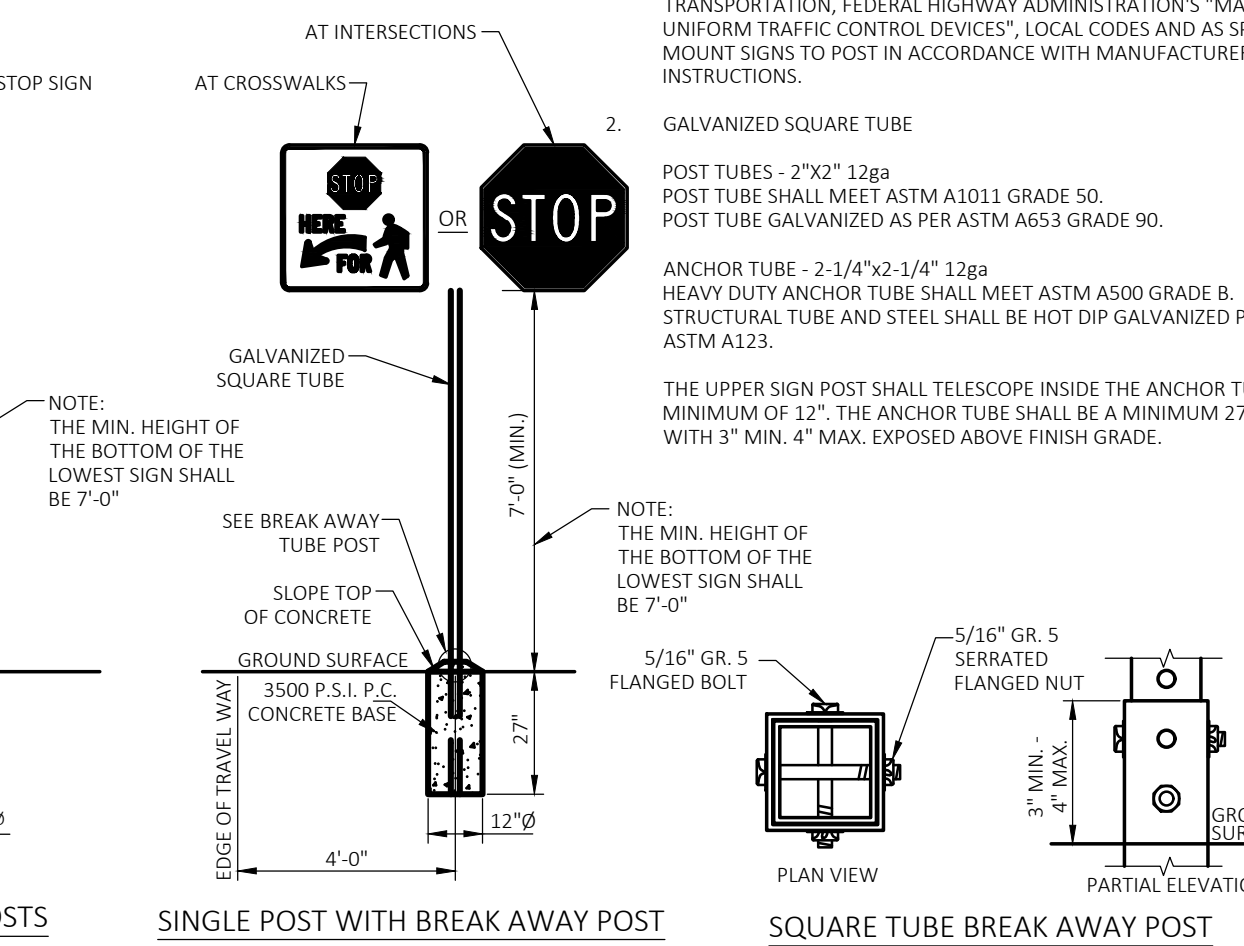
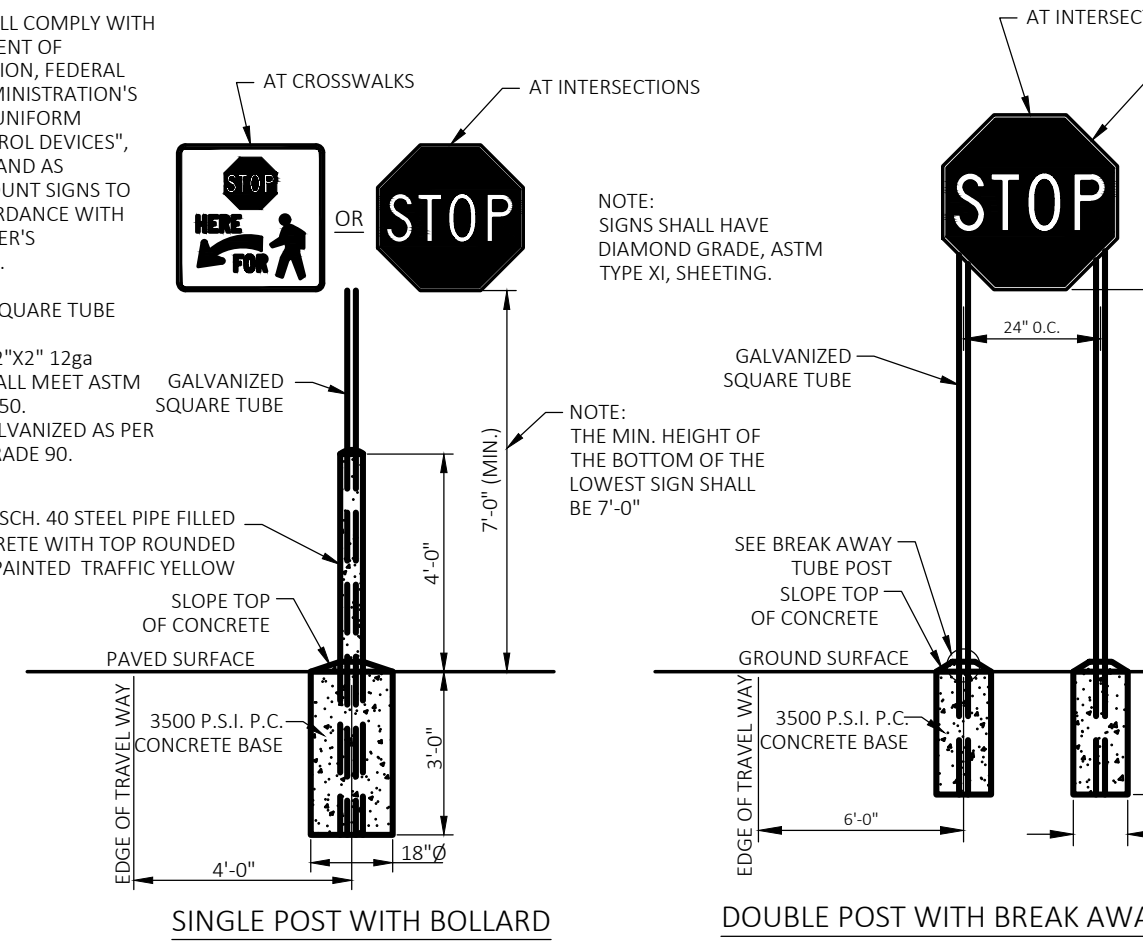
- NOTES:
1. 36" STOP SIGN SHALL BE MOUNTED ON DOUBLE POST WITH BREAK AWAY POST.
2. SIGNS SHALL HAVE DIAMOND GRADE, ASTM TYPE XI, SHEETING.

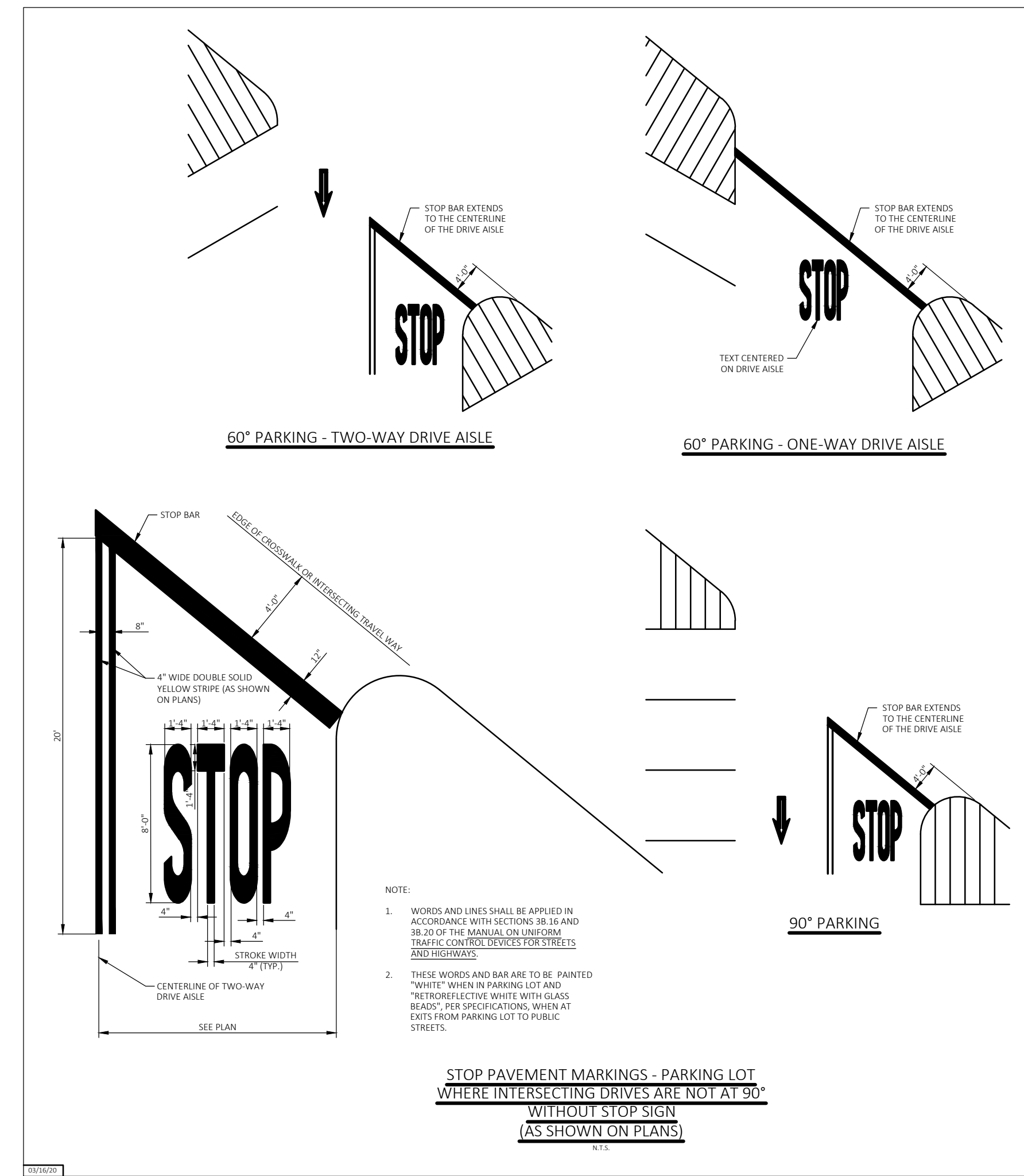
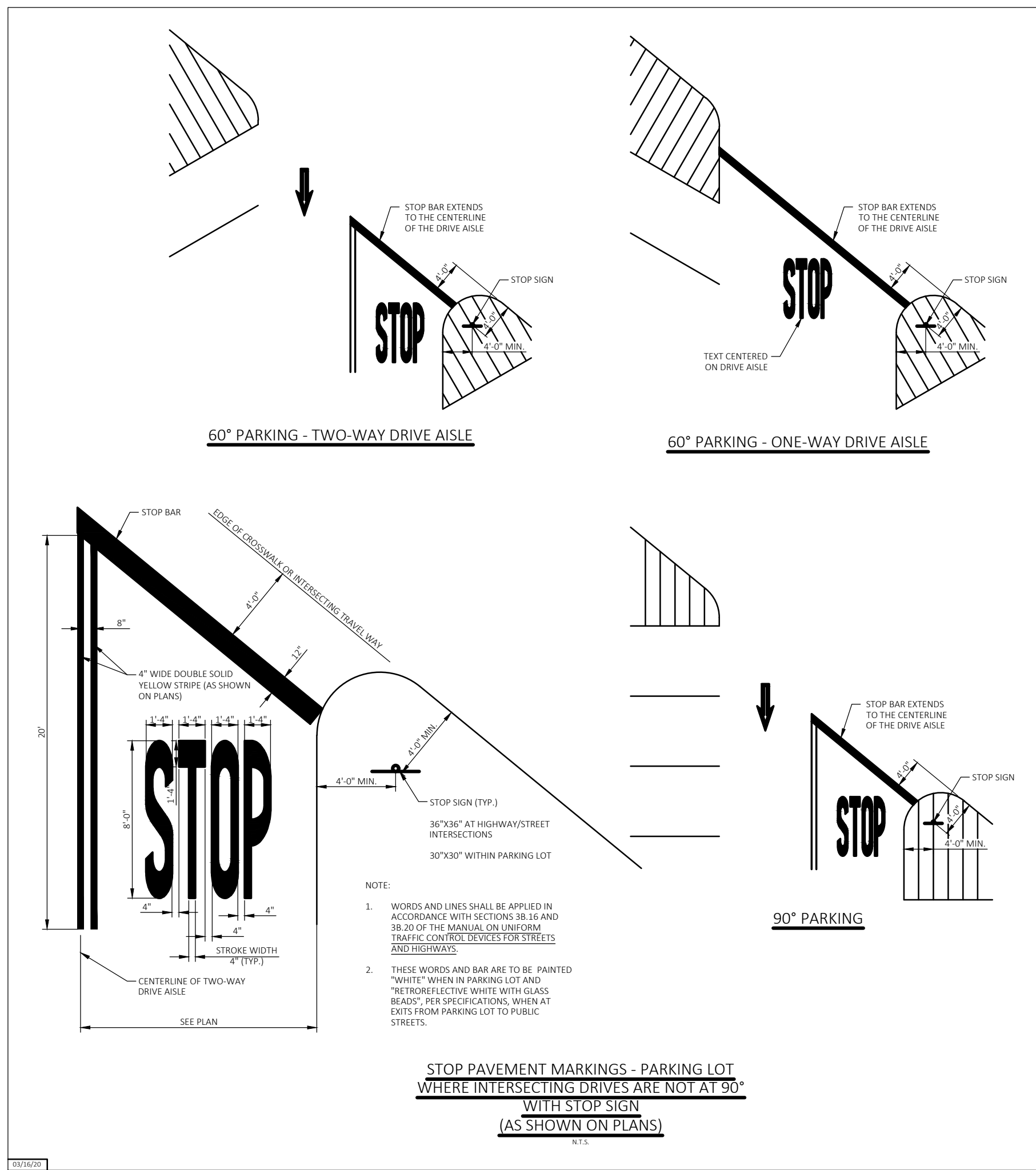
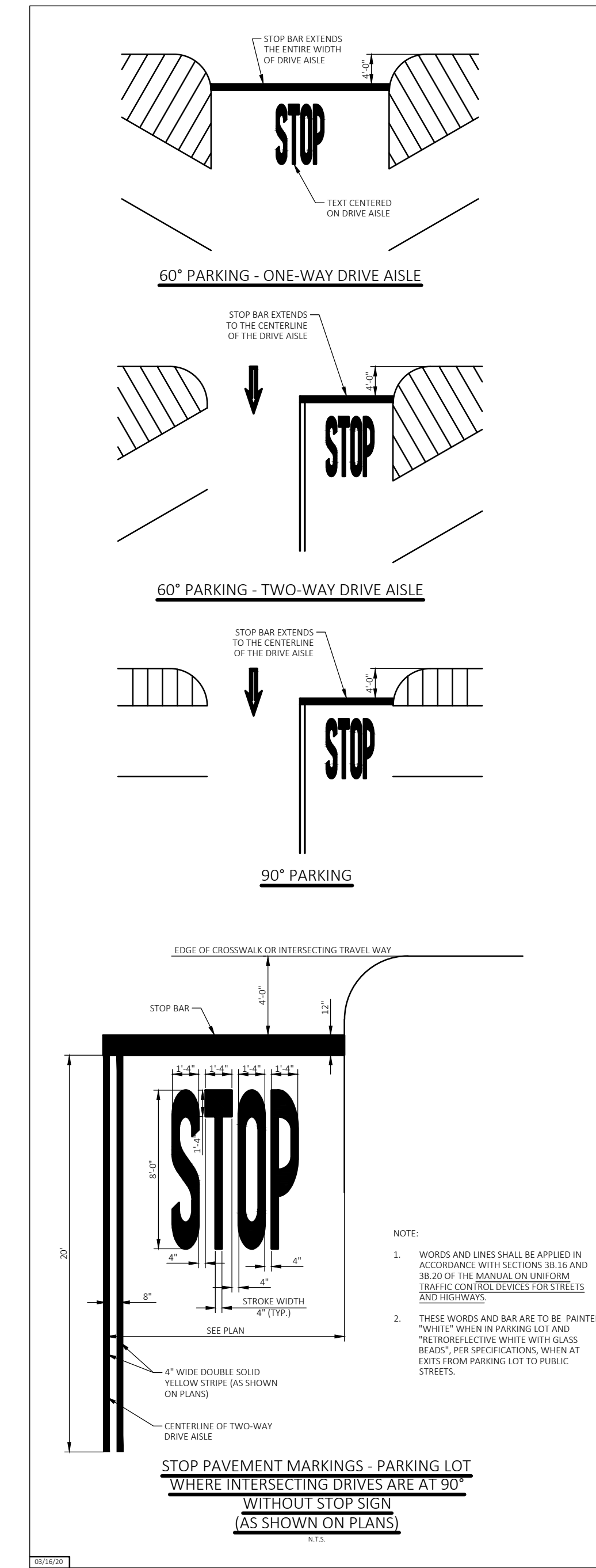
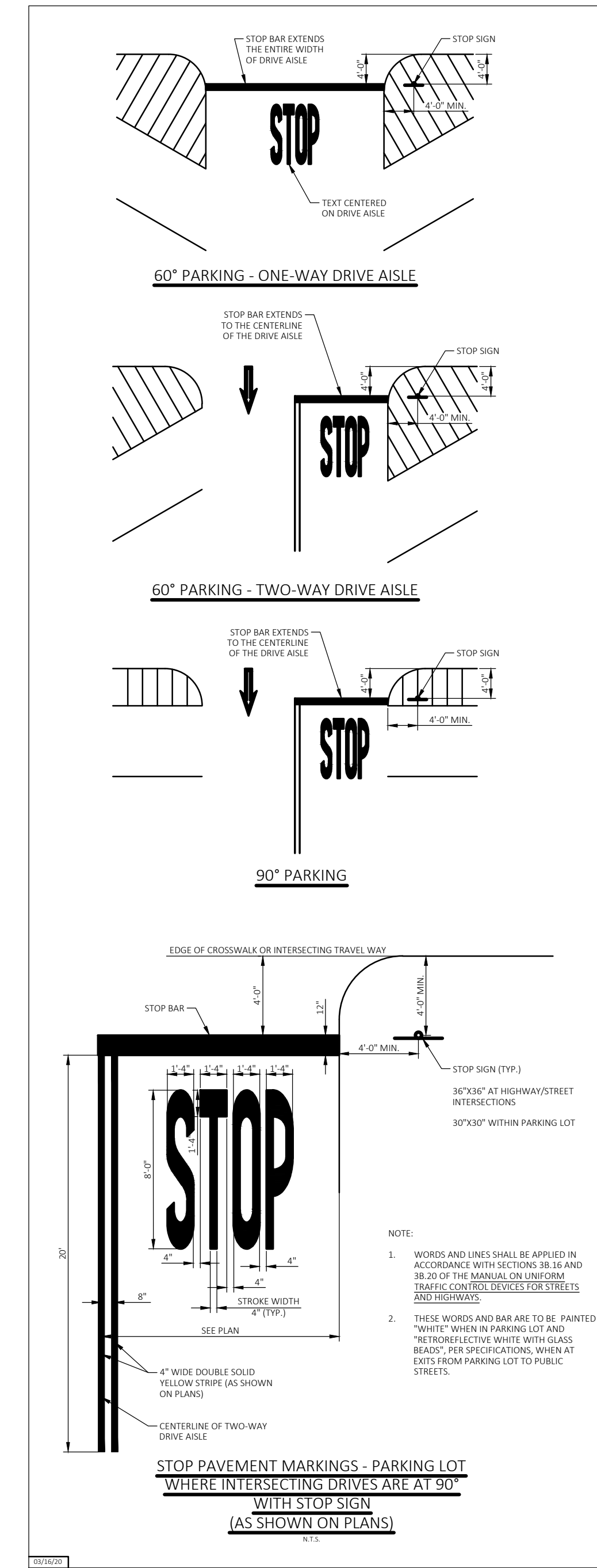
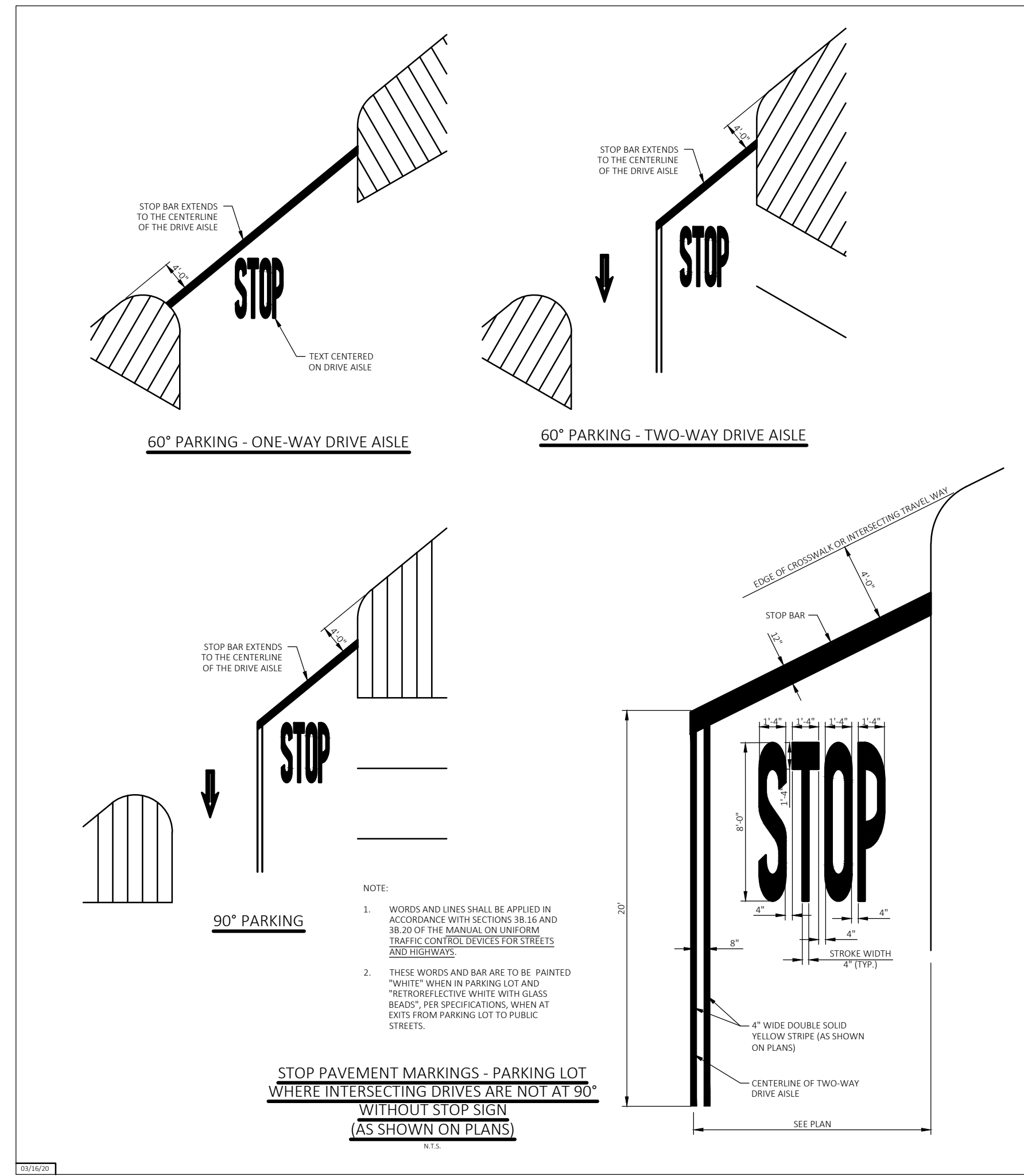
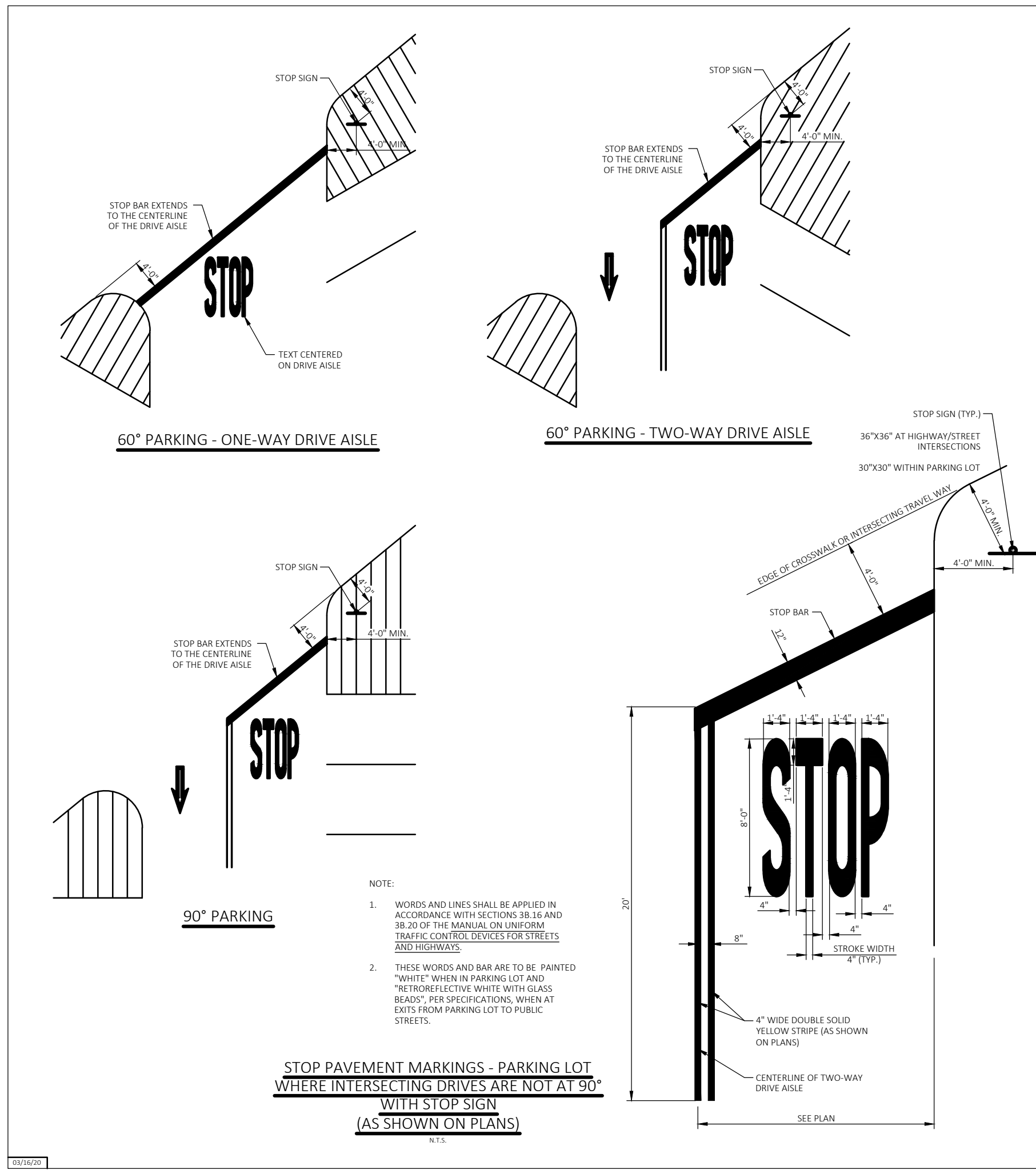


- NOTES:
1. REFERENCE EACH VESTIBULE ON THE SITE PLAN FOR FINAL LAYOUT, DIMENSIONS AND SIGN LOCATION.
2. USE INSETS "A", "B" AND "C" FOR SIGN LOCATION FOR EACH OF THE THREE OPTIONS.
3. ONLY RELOCATE SIGN POST IF OFFSET MORE THAN 9' FROM LEADING EDGE OF CROSSWALK (EITHER SIDE IN EITHER DIRECTION) ALONG FRONT DRIVE.



- NOTES FOR SINGLE POST WITH BOLLARDS:
1. ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
2. GALVANIZED SQUARE TUBE POST TUBES - 2"x2" 12ga POST TUBE SHALL MEET ASTM A1011 GRADE 50. POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.





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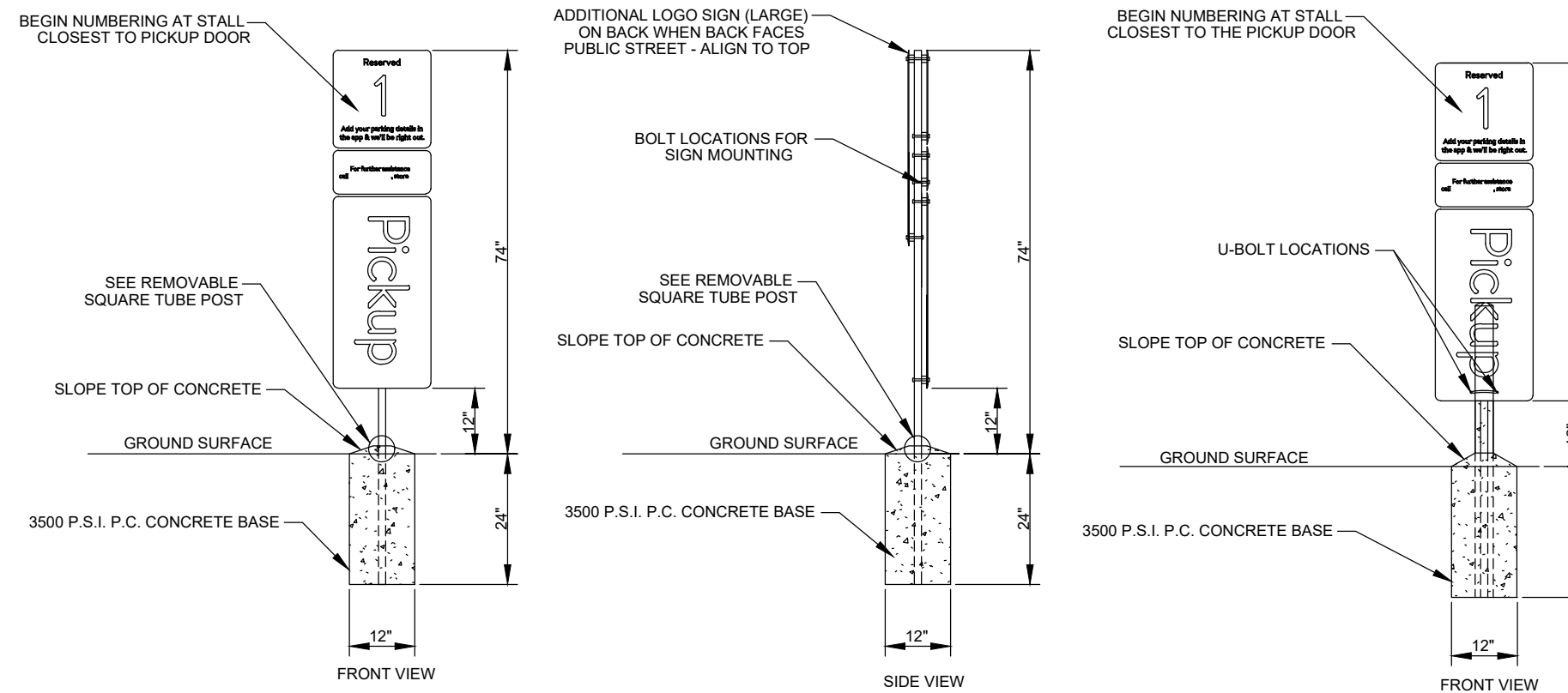
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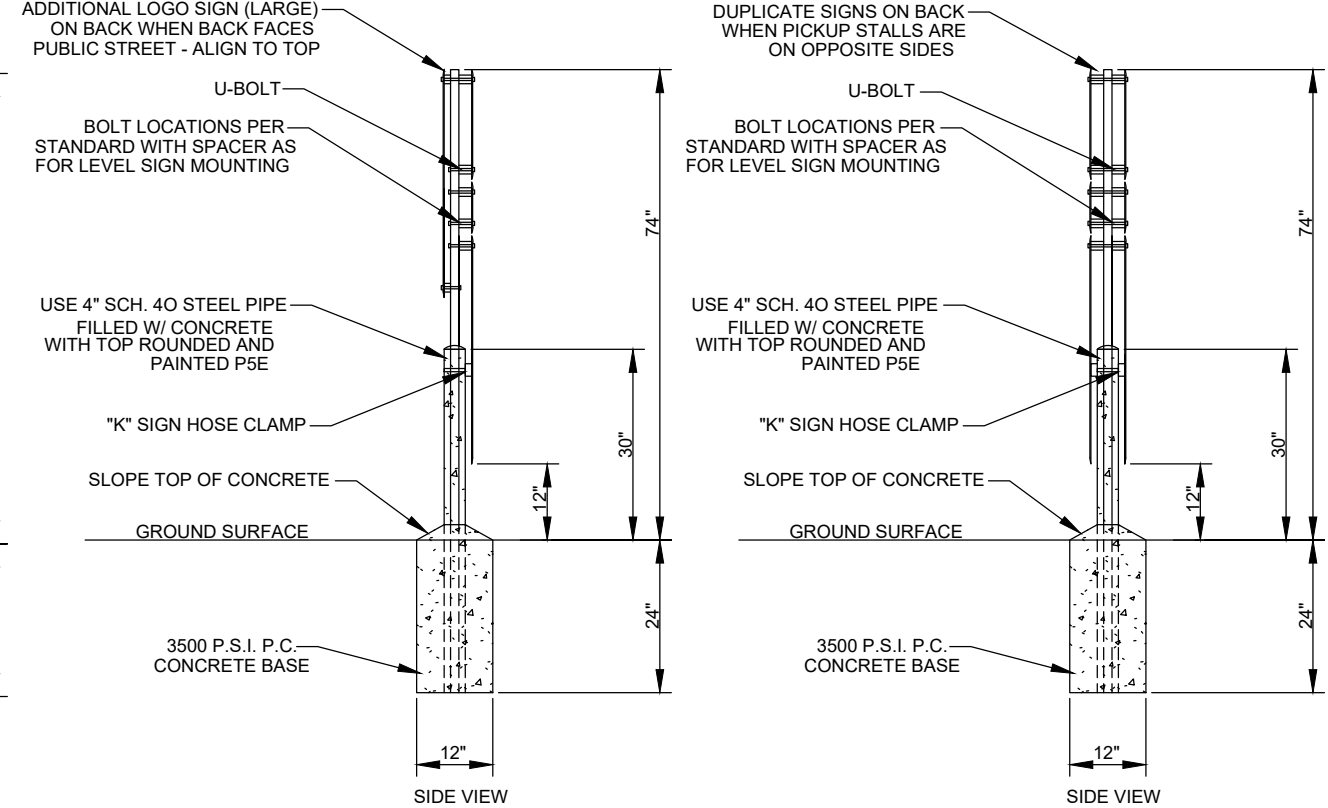
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| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | SECP-SSM DETAILS 2 | JWL | |

SECP AND STOP SIGNS AND MARKINGS DETAIL SHEET

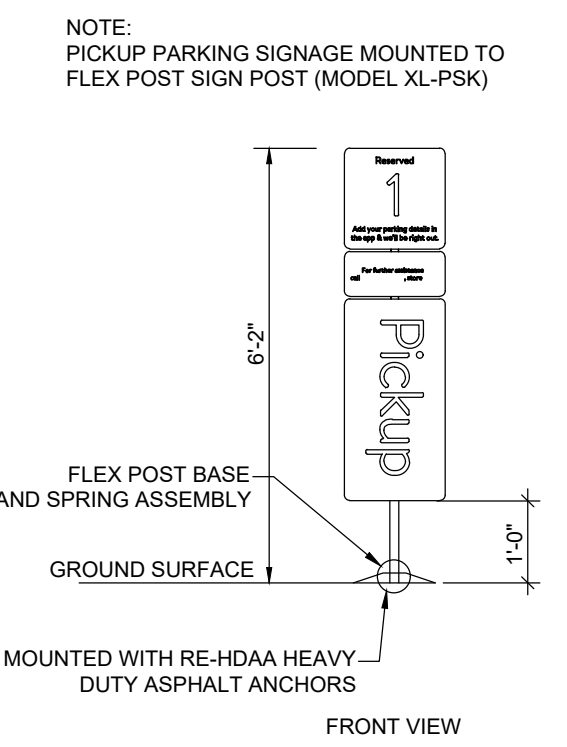
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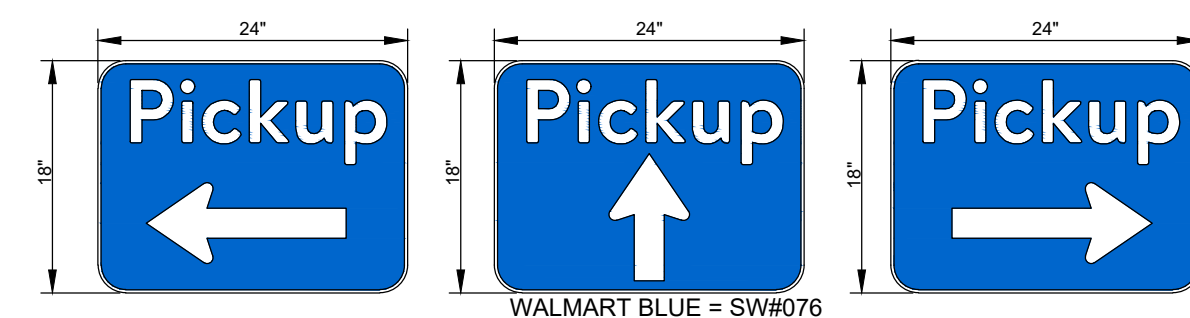
TYPICAL PARKING SIGNAGE
IN CURBED ISLAND



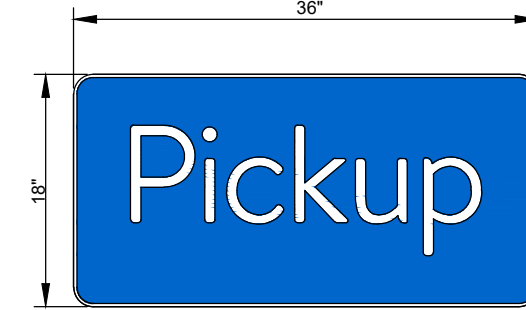
TYPICAL PARKING SIGNAGE
IN PAVEMENT



TYPICAL PARKING SIGNAGE
MOUNTED TO FLEX POST
(ABOVE EXISTING DRAIN PIPE)



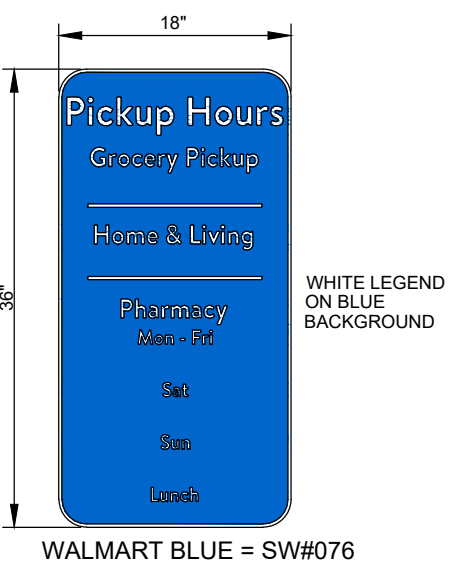
"DIRECTIONAL SIGNS"
(LEFT, STRAIGHT, RIGHT)



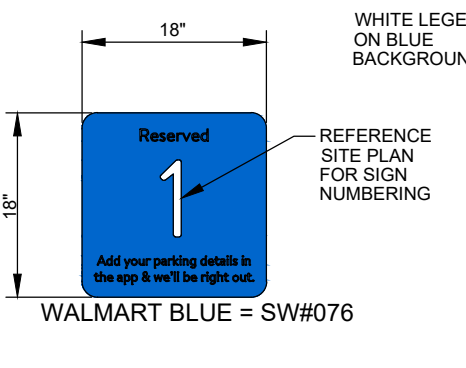
"LOGO SIGN" (LARGE)



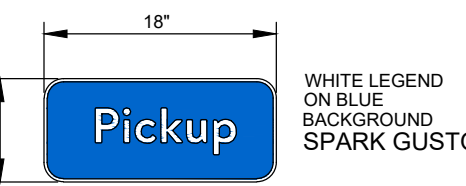
"CALL IN SIGN"



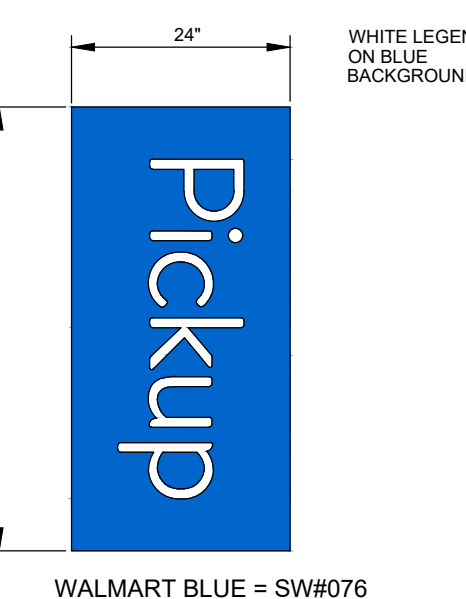
"INFORMATIONAL SIGN"



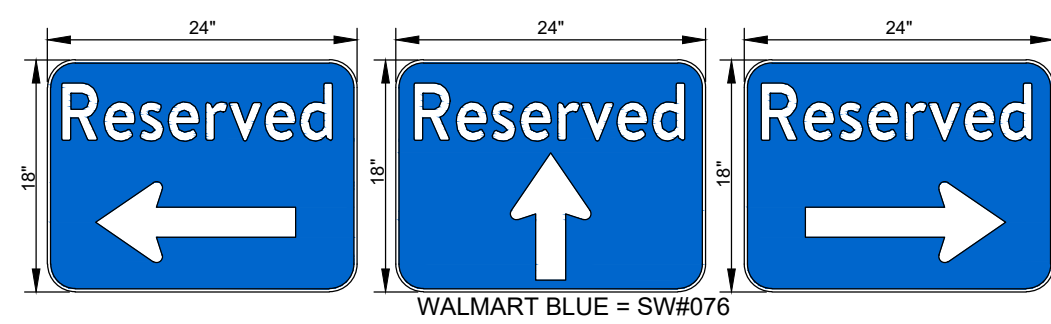
"STALL DESIGNATION SIGN"



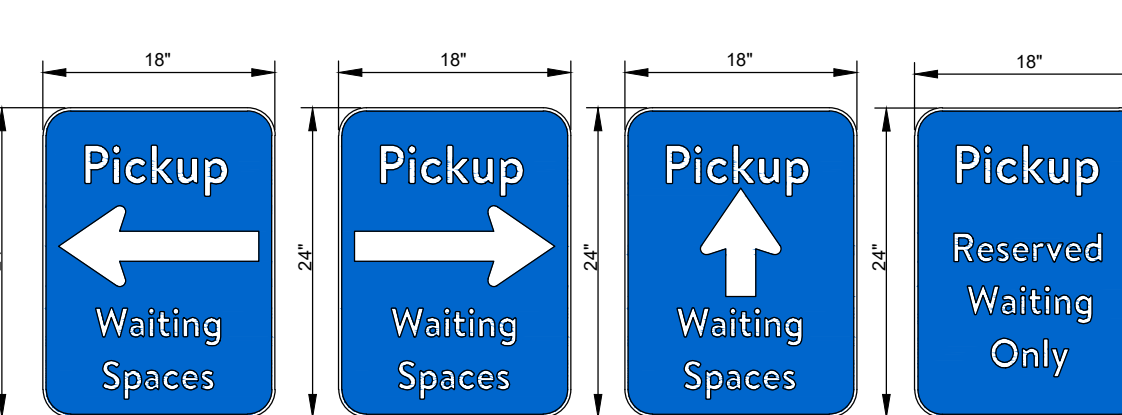
"LOGO SIGN" (SMALL)



"PICKUP BANNER"

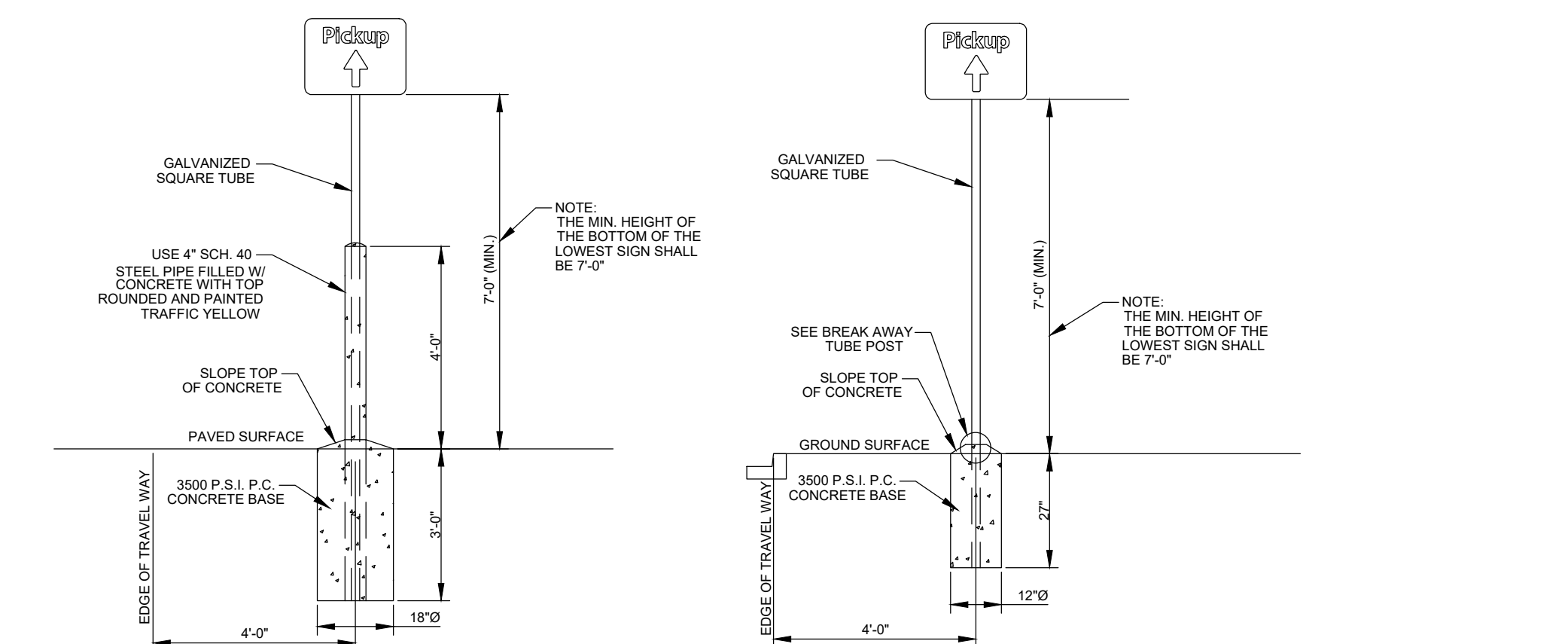


"DIRECTIONAL RESERVED SIGNS"
(LEFT, STRAIGHT, RIGHT)



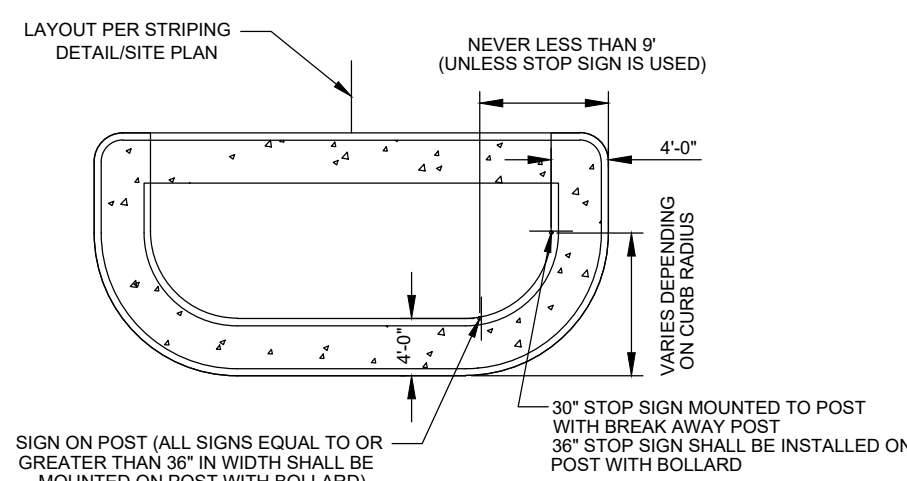
"PICKUP" SIGNAGE

PICKUP PARKING SIGN MOUNTING AND BASE

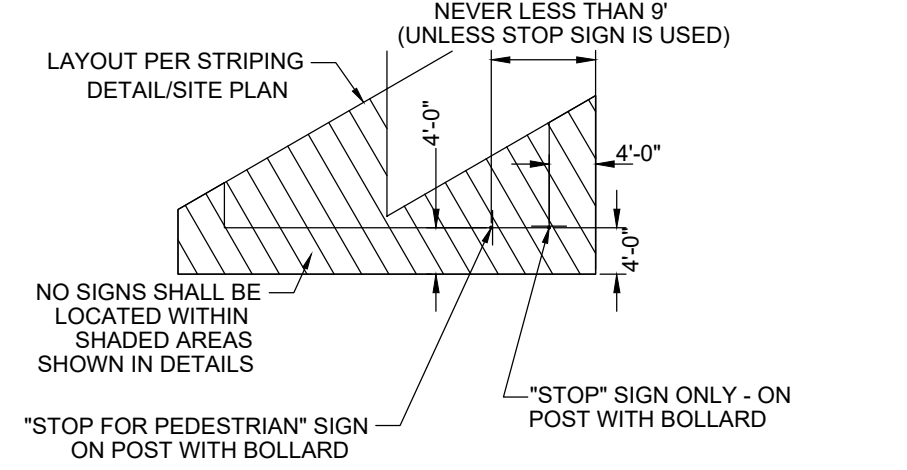


SINGLE POST WITH BOLLARD
(WHEN IN PAINTED ENDCAP)

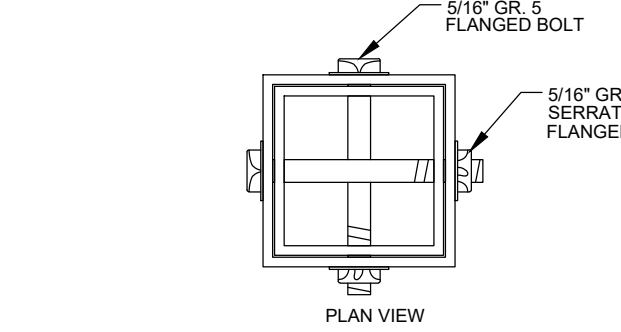
SINGLE POST WITH BREAK AWAY POST
(WHEN IN CURBED ISLAND)



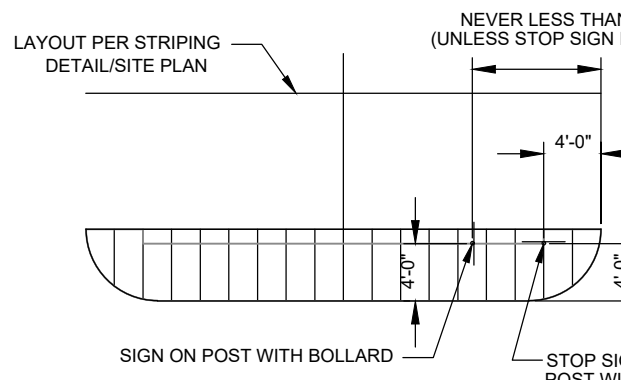
CURBED ISLAND - 90° SIGN
LOCATIONS - 90° PARKING



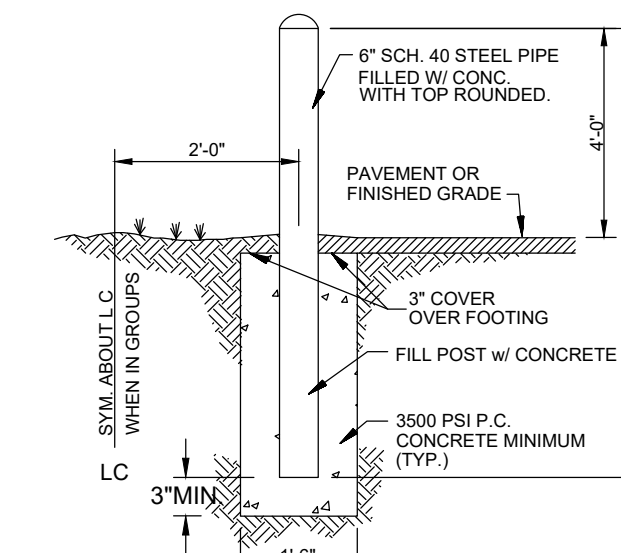
PAINTED ENDCAP - 60°
SIGN LOCATIONS - 60° PARKING



SQUARE TUBE BREAK AWAY POST



PAINTED ENDCAP - 90°
SIGN LOCATIONS - 90° PARKING



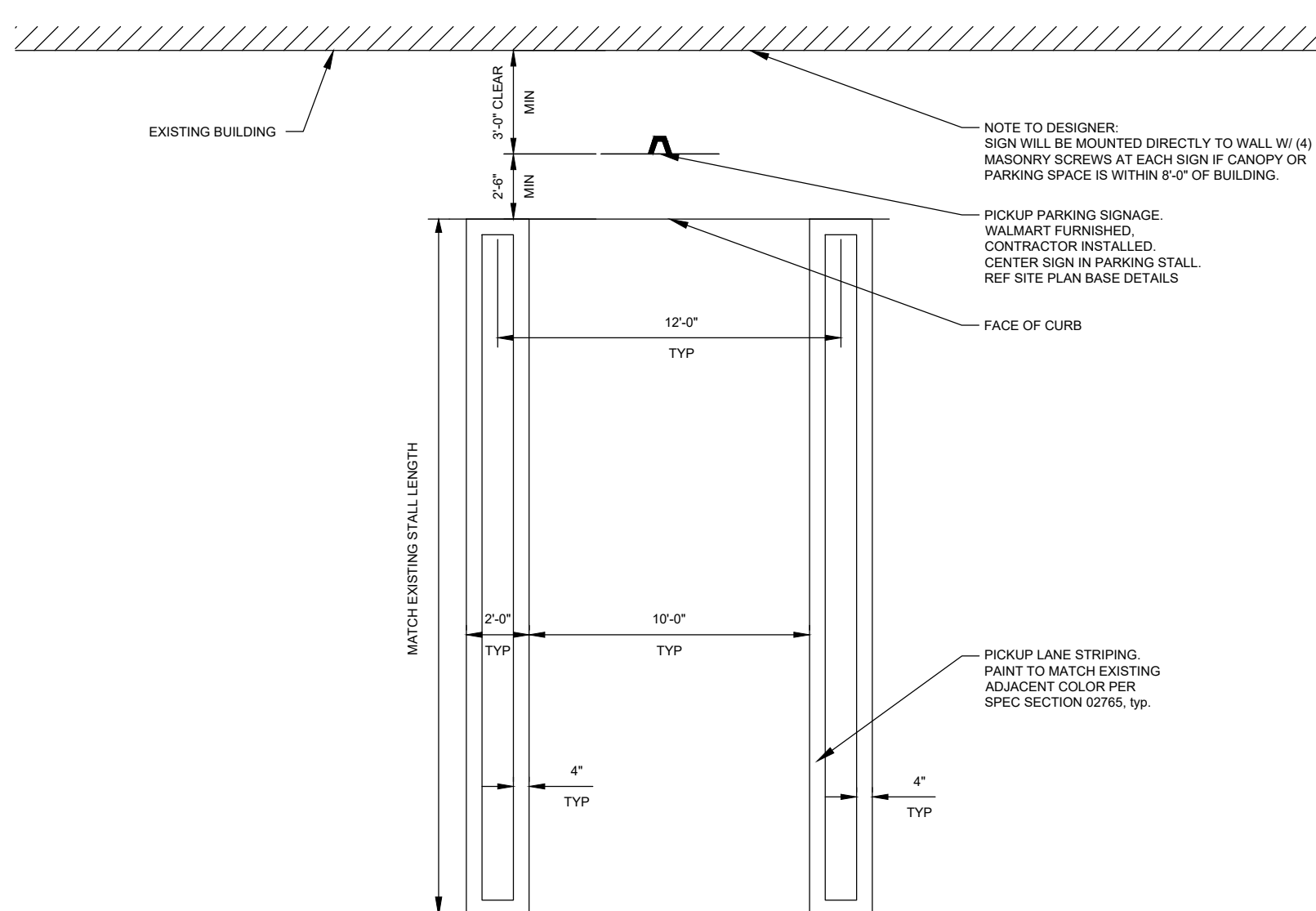
PIPE BOLLARD DETAIL

SIGNAGE MOUNTED TO BUILDING OR POST

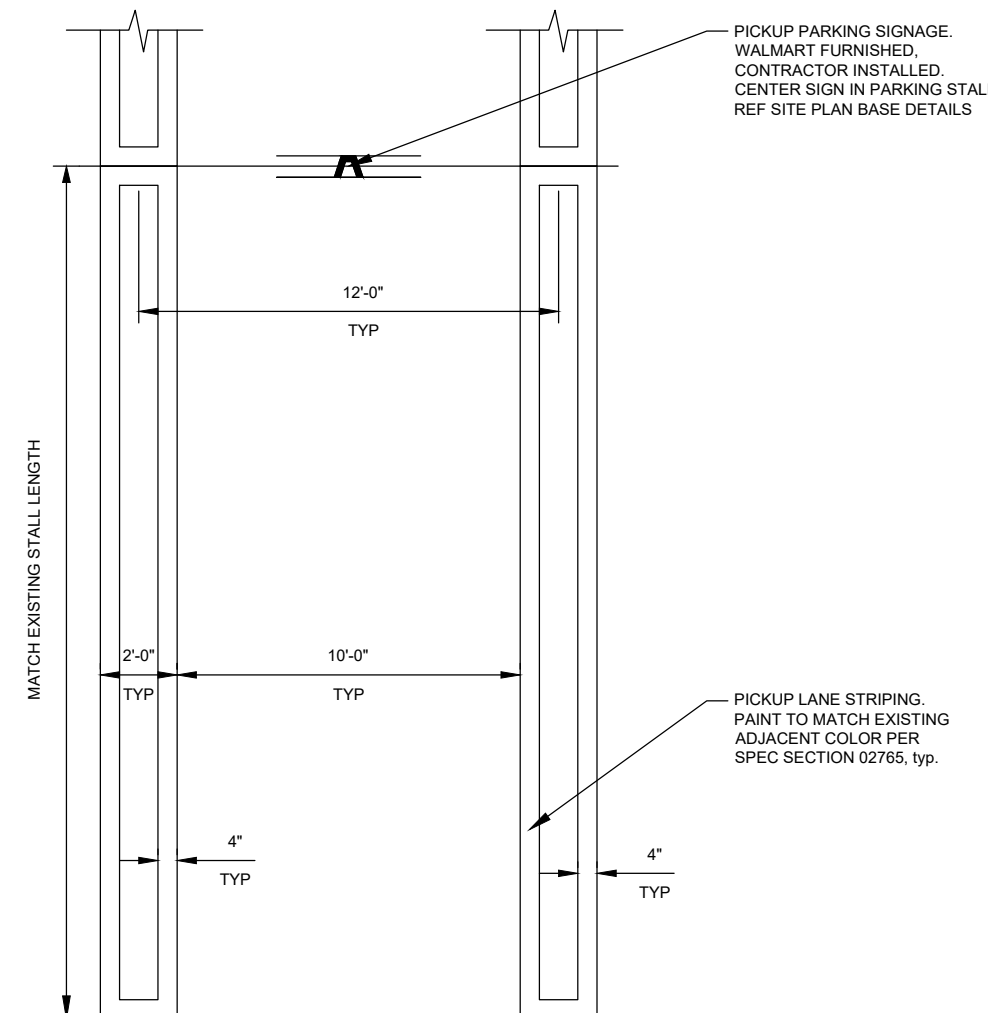
- NOTES FOR SINGLE POST WITH BOLLARD:
- ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
 - GALVANIZED SQUARE TUBE POST TUBES - 2"x2" 12ga POST TUBE SHALL MEET ASTM A1011 GRADE 50. POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.

- NOTES FOR SINGLE POST WITH BREAK AWAY POST:
- ALL SIGNS SHALL COMPLY WITH U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LOCAL CODES AND AS SPECIFIED. MOUNT SIGNS TO POST IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
 - GALVANIZED SQUARE TUBE POST TUBES - 2"x2" 12ga POST TUBE SHALL MEET ASTM A1011 GRADE 50. POST TUBE GALVANIZED AS PER ASTM A653 GRADE 90.
 - ANCHOR TUBE - 2-1/4"x2-1/4" 12ga HEAVY DUTY ANCHOR TUBE SHALL MEET ASTM A500 GRADE B. STRUCTURAL TUBE AND STEEL SHALL BE HOT DIP GALVANIZED PER ASTM A123.
 - THE UPPER SIGN POST SHALL TELESCOPE INSIDE THE ANCHOR TUBE A MINIMUM OF 12". THE ANCHOR TUBE SHALL BE A MINIMUM 2" DEEP WITH 3" MIN. 4" MAX. EXPOSED ABOVE FINISH GRADE.

SIGNAGE DIRECTIONAL SIGN MOUNTING AND BASE



PICKUP PARKING STALL DETAIL (CURB/BUILDING)



PICKUP PARKING STALL DETAIL (BACK TO BACK)

Colliers
Engineering & Design
www.colliersengineering.com

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ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

| REV | DATE | DRAWN BY | DESCRIPTION |
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| | | | |

STATE OF NEW YORK
Professional Engineer
09507
Professional Engineer

Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

Colliers
Engineering & Design
ROCHESTER (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN CT, P.C.

SCALE: AS SHOWN
DATE: 04/08/24
DRAWN BY: DGC
CHECKED BY: JWJ
PROJECT NUMBER: 23014450A
DRAWING NAME: OGP DETAILS
REVIEWED BY: JWJ
SHEET TITLE: PICKUP SIGNAGE AND MARKING DETAILS
SHEET NUMBER: OGP DETAILS

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Table with 3 columns: REV, DATE, DESCRIPTION. Includes a grid for revision tracking.



Walmart Stores, Inc. 2608 SE J Street Bentonville, AR 72716

Store # 2210-2540 3290 SHERIDAN DRIVE AMHERST, NY

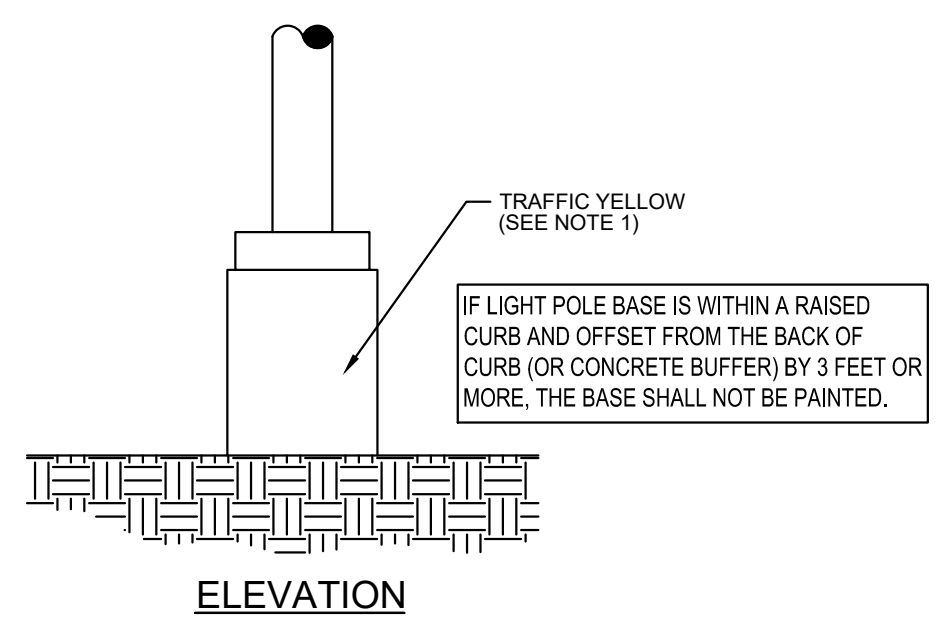
ROCHESTER (BA) 280 East Broad Street Suite 200 Rochester, NY Phone: 585.232.5135

Table with 4 columns: SCALE, DATE, DRAWN BY, CHECKED BY. Includes project and drawing information.

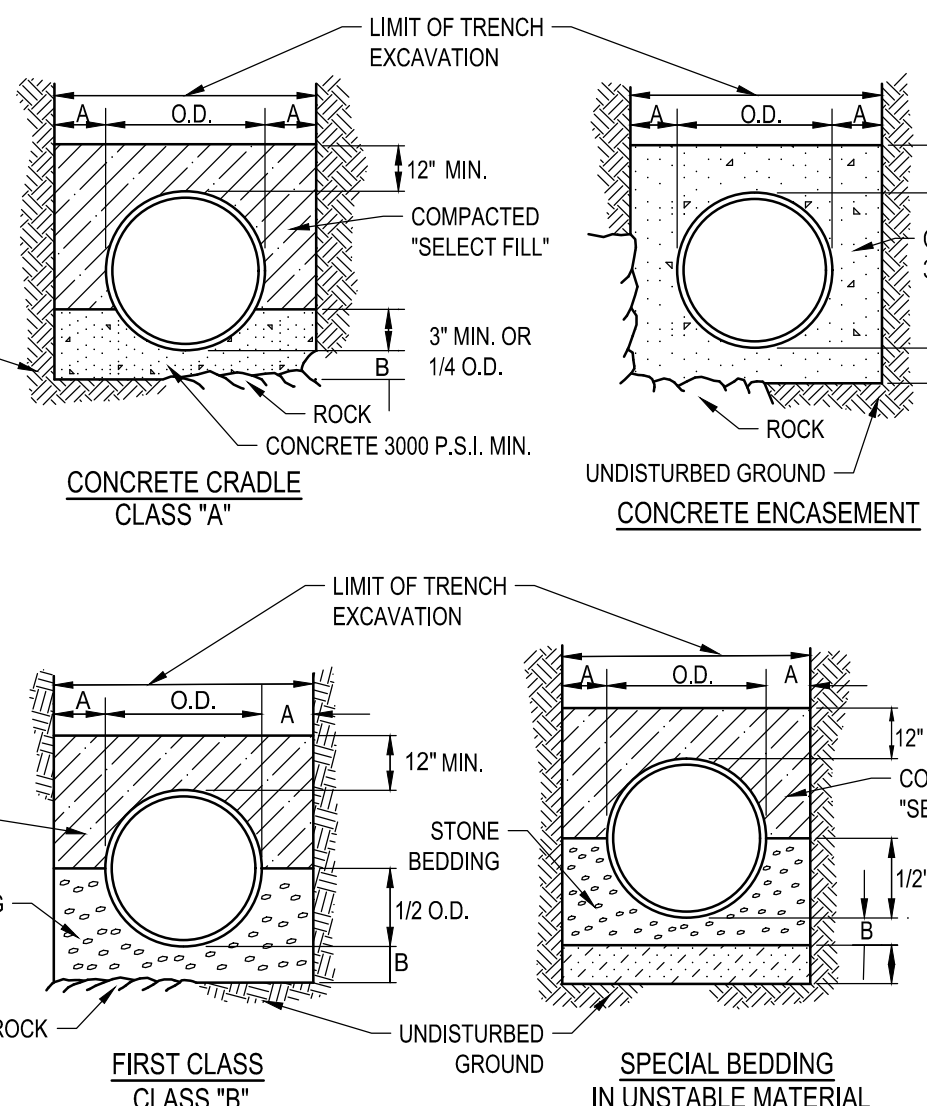
PAVEMENT AND STORM DETAILS

C500 SHEET NUMBER

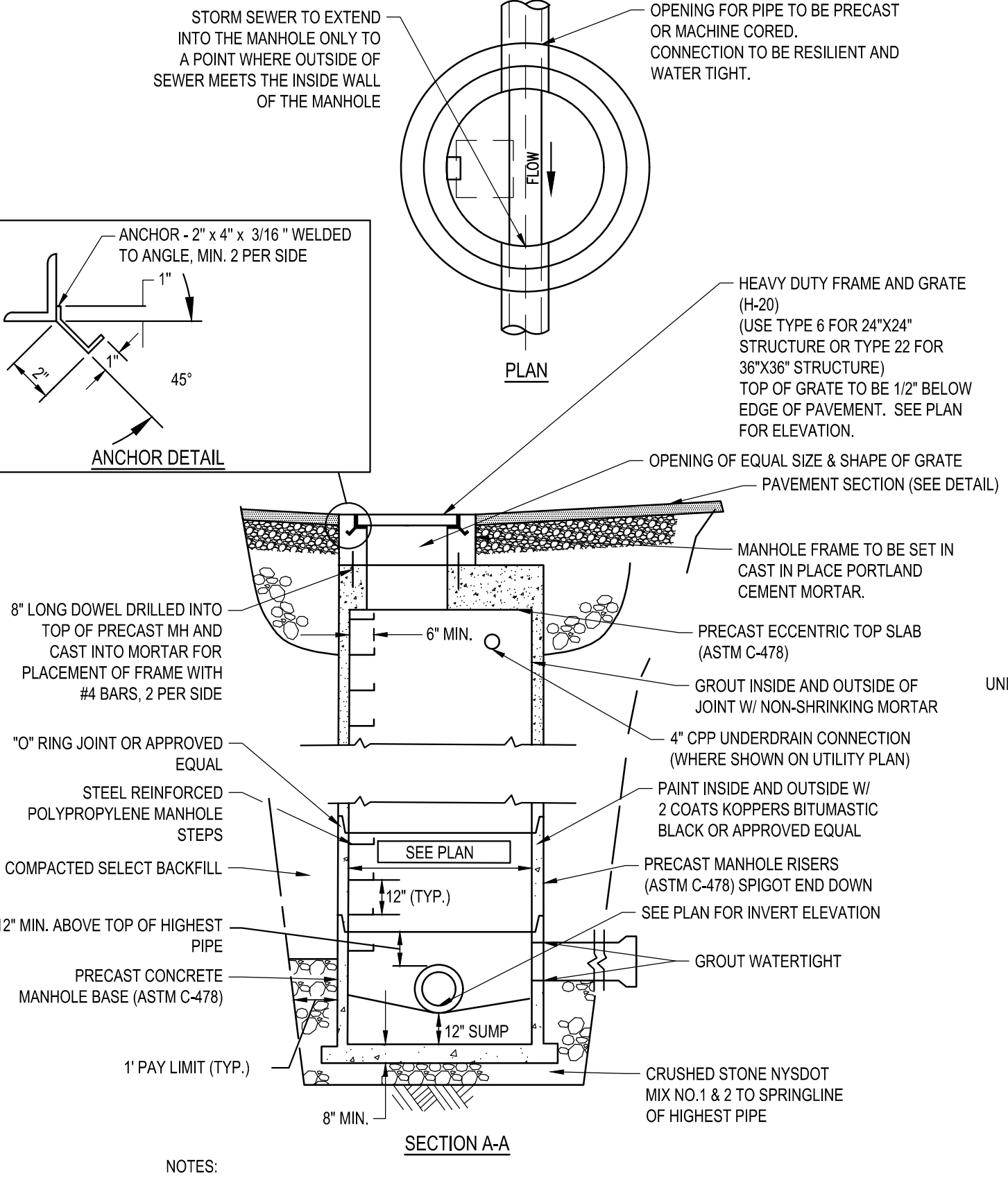
NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



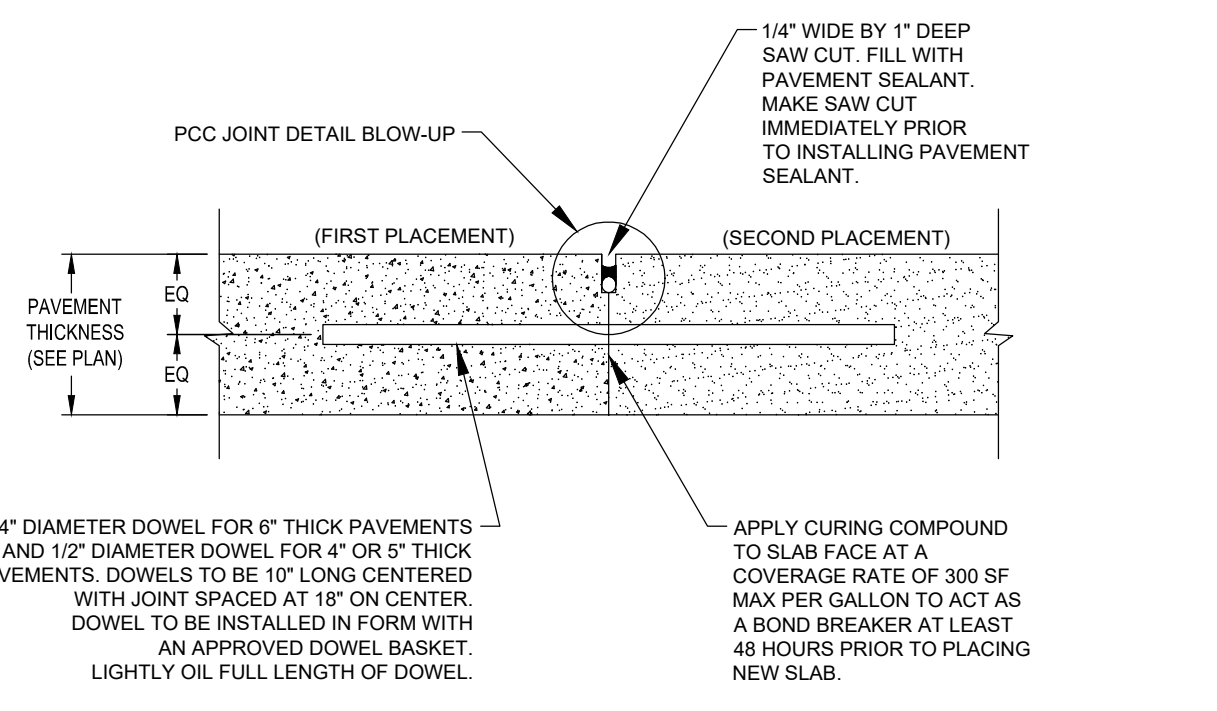
LIGHT POLE BASE DETAIL N.T.S.



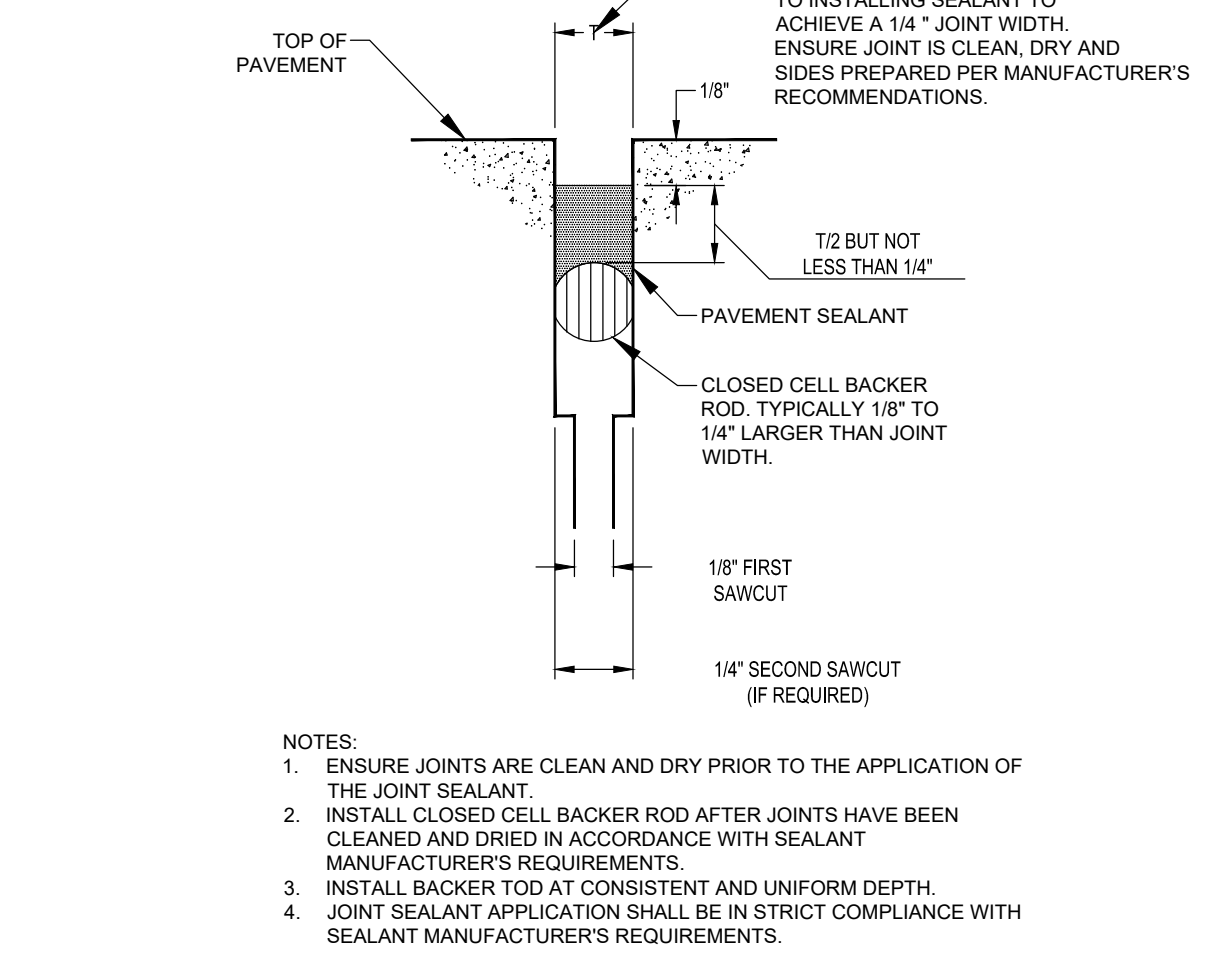
UTILITY BEDDING MATERIAL DETAIL N.T.S.



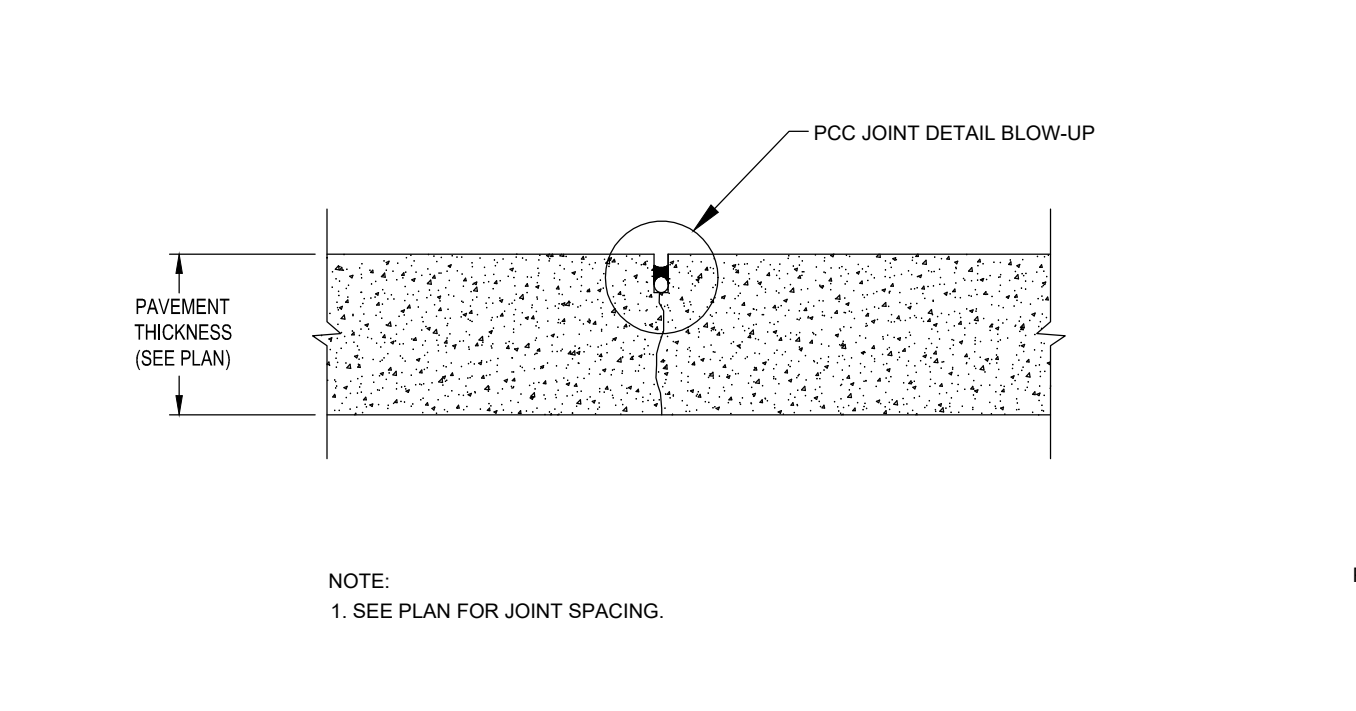
STORM MANHOLE DETAIL N.T.S.



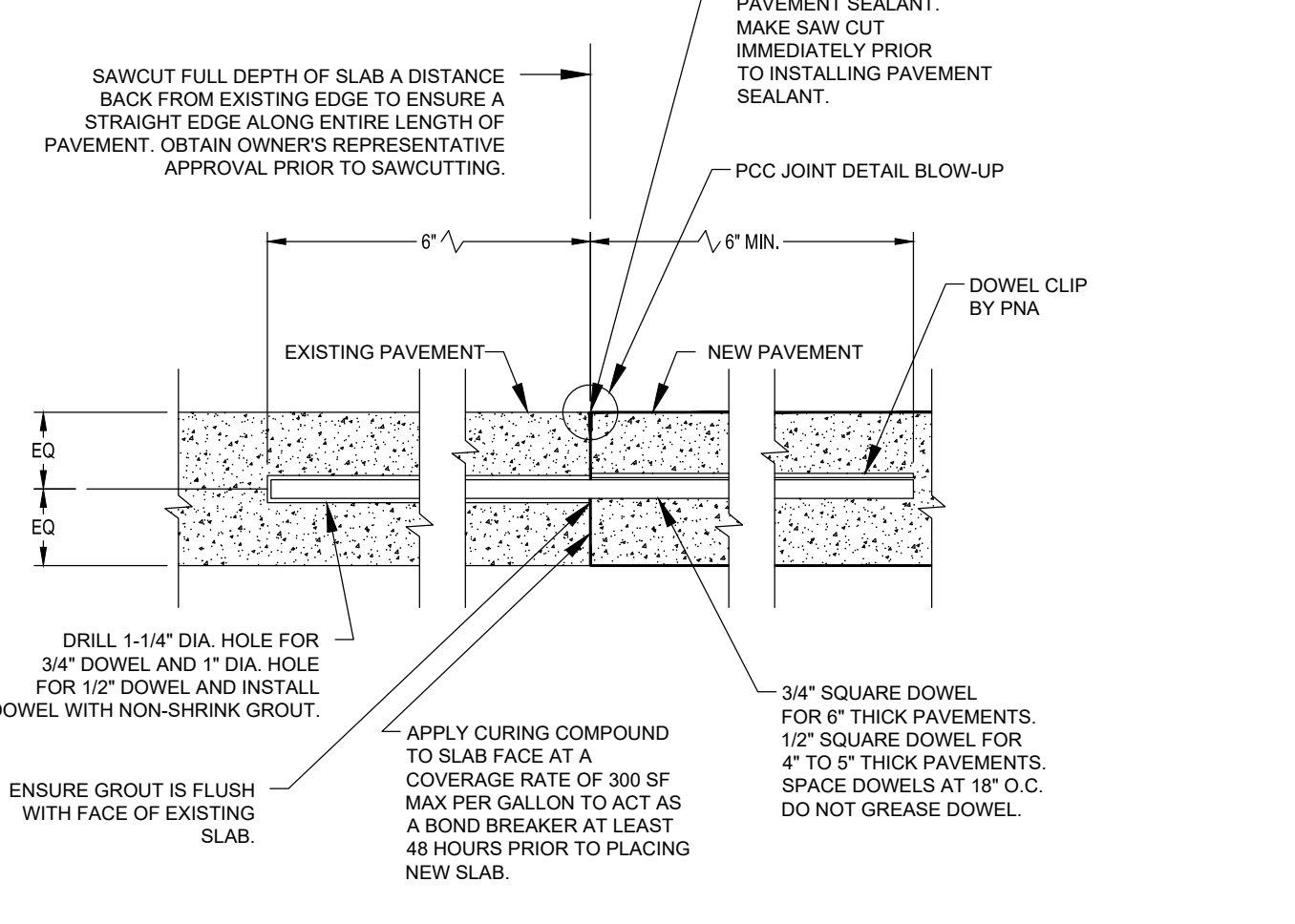
CONSTRUCTION JOINT



PCC JOINT DETAIL BLOW-UP (TYP.)

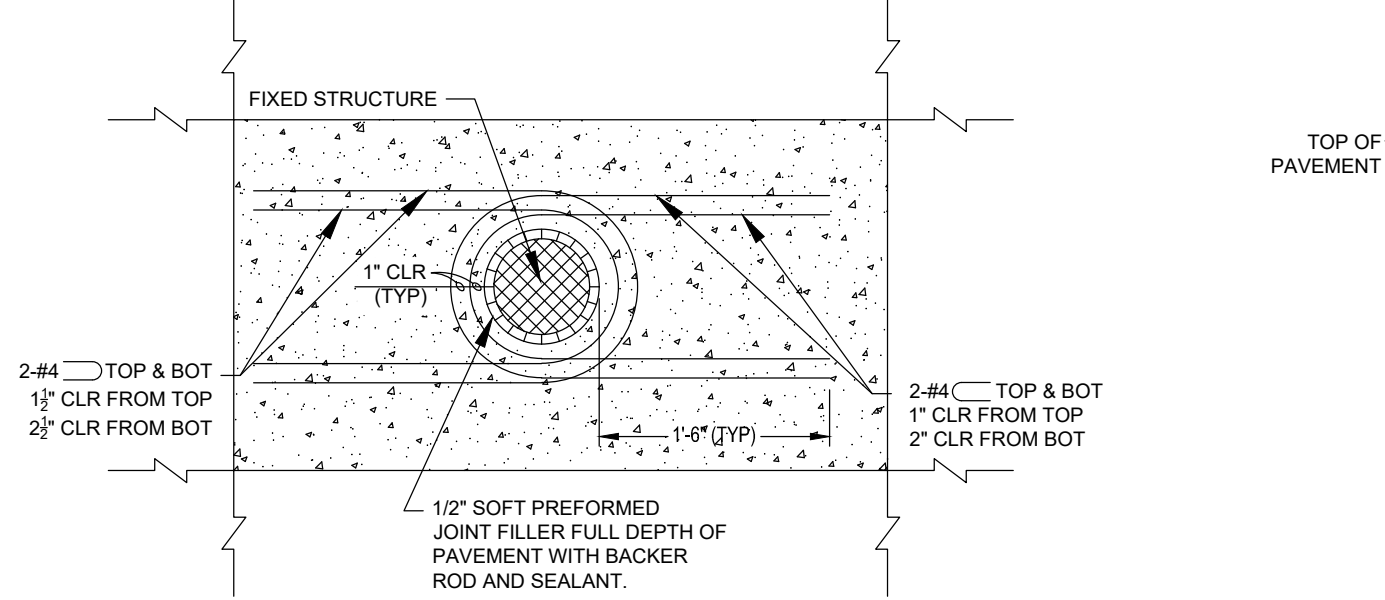


CONTRACTION JOINT

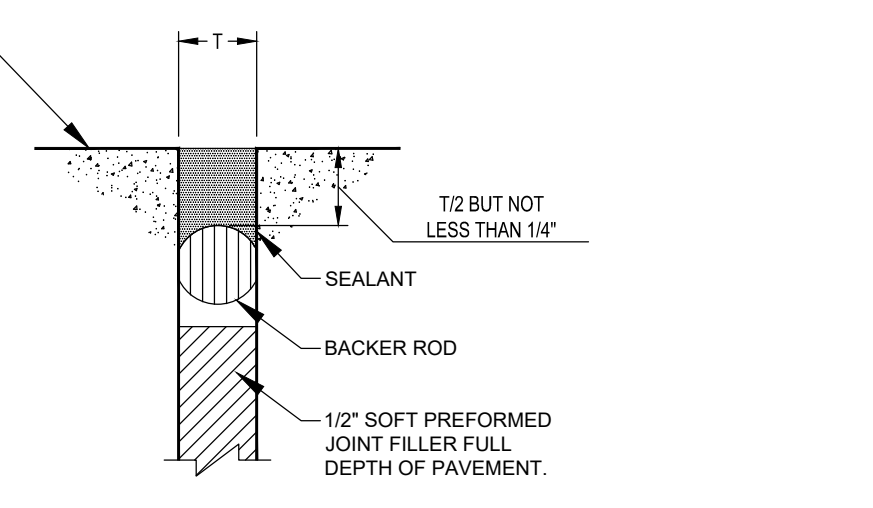


CONSTRUCTION JOINT TO EXISTING PAVEMENT

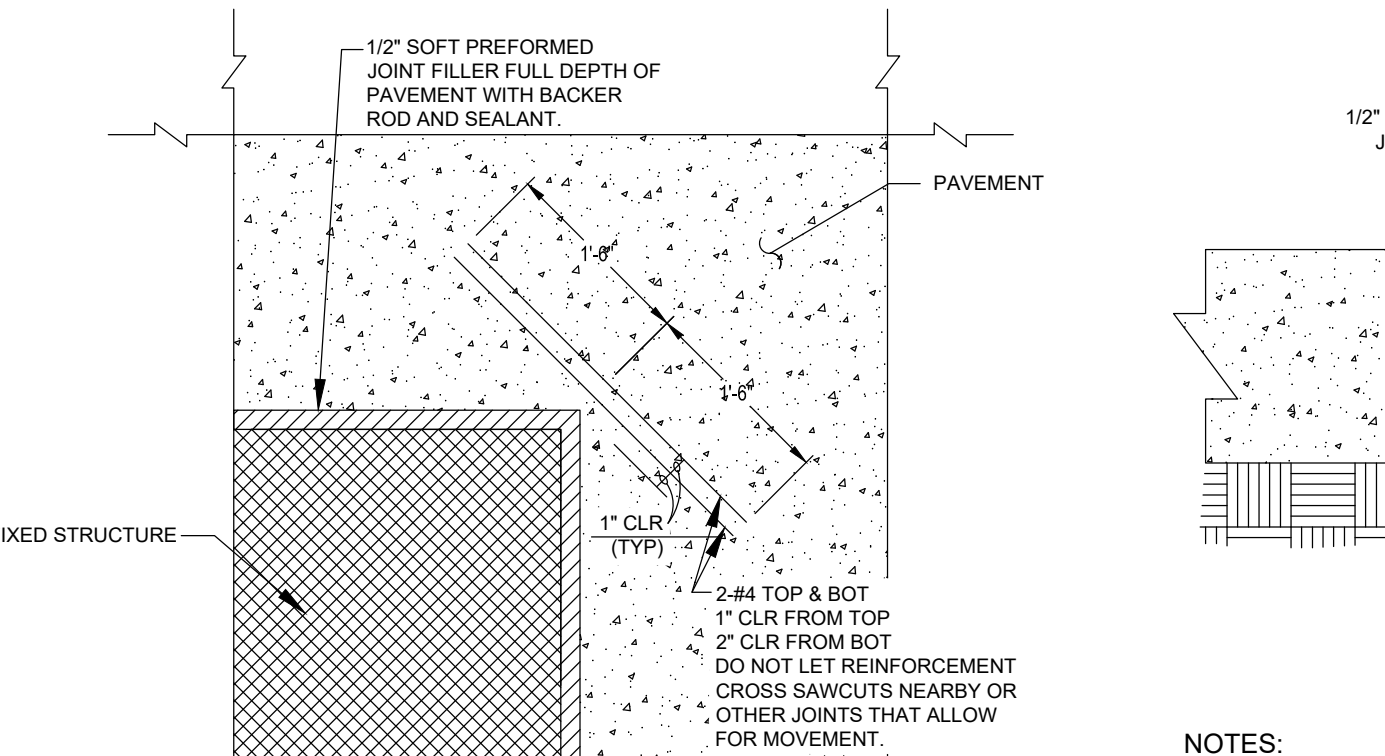
CONCRETE JOINT DETAILS (NEW CONCRETE) N.T.S.



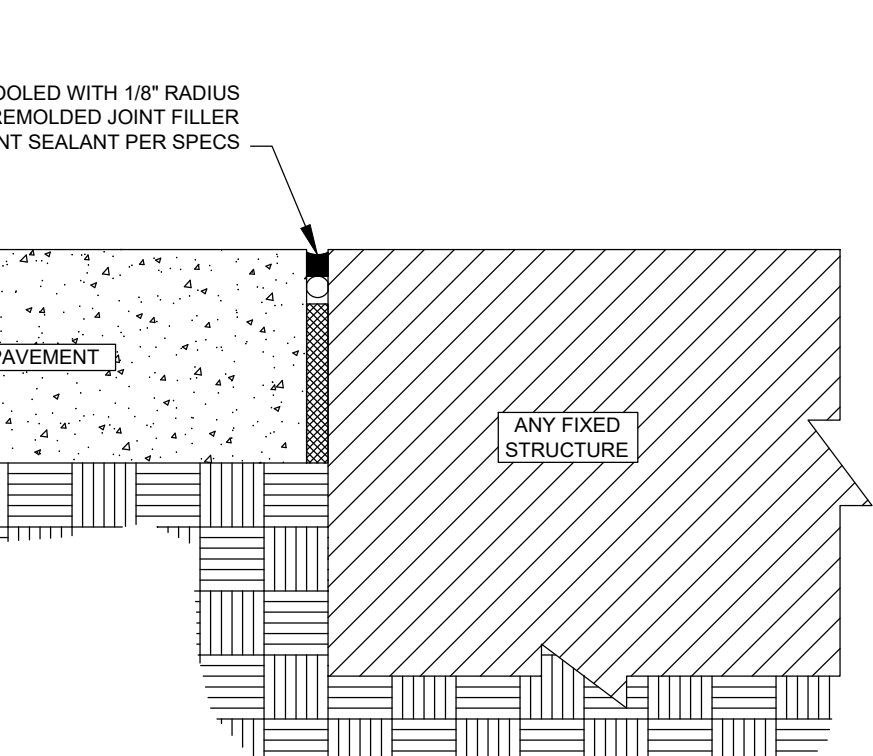
TYPICAL ROUND FIXED STRUCTURE PLAN DETAIL



BACKER ROD AND SEALANT SECTION AT FIXED STRUCTURE

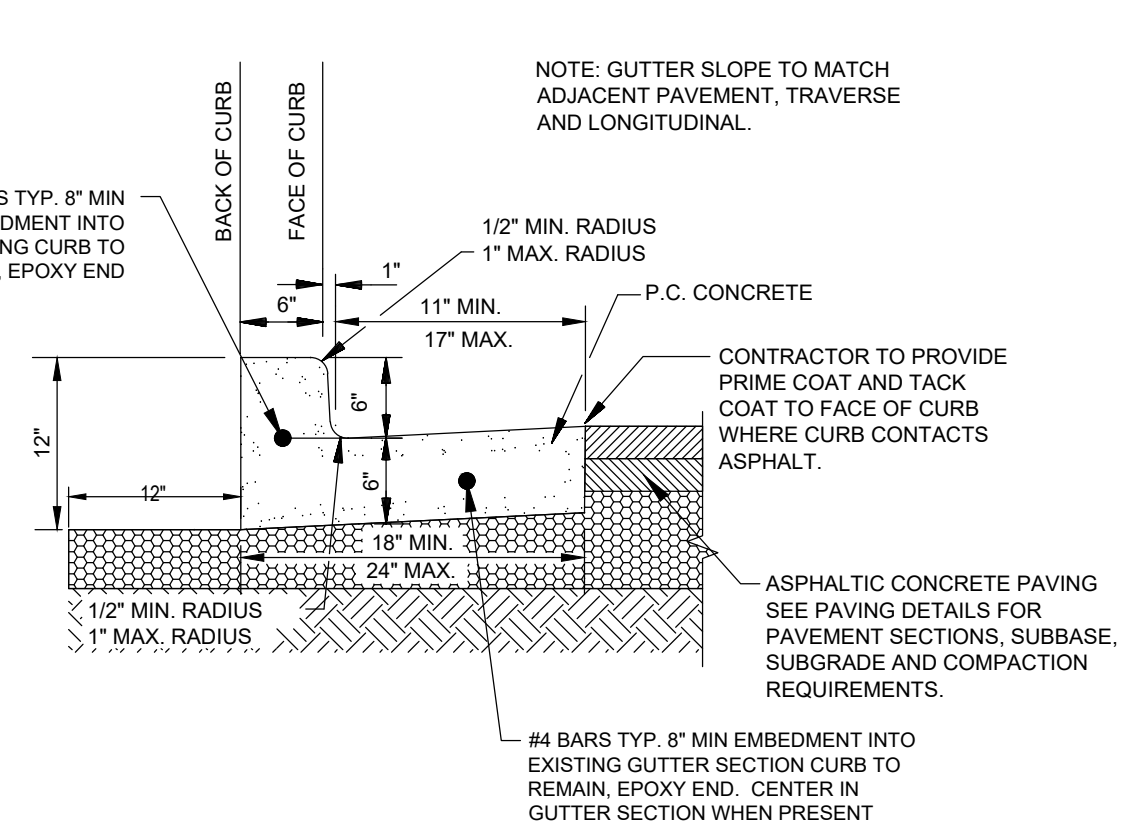
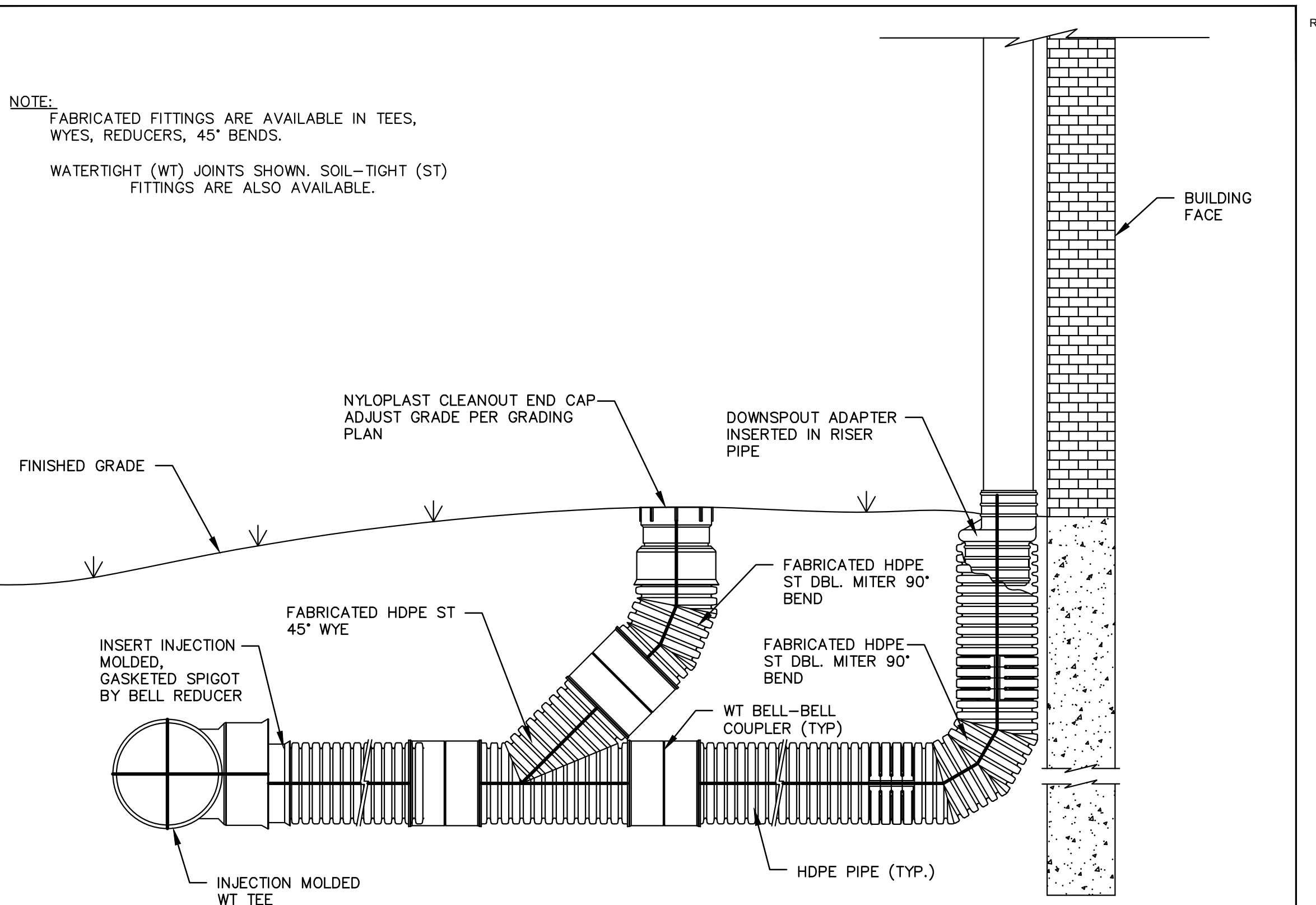


TYPICAL RECTANGULAR FIXED STRUCTURE PLAN DETAIL



ISOLATION JOINT

ISOLATION JOINT DETAILS N.T.S.



CONCRETE CURB AND GUTTER REMOVE AND REPLACE N.T.S.

Table with 4 columns: REV, DESCRIPTION, T/R, CHK'D. Includes drawing number and scale information.

ADVANCED DRAINAGE SYSTEMS, INC. (ADS) HAS PREPARED THIS DETAIL BASED ON INFORMATION PROVIDED TO ADS. THIS DRAWING IS INTENDED TO DEPICT THE COMPONENTS AS REQUESTED.

Vertical text on the left margin: W:\Admin\PT-21\Collins\Projects\5.0\Drawings\5.0\Storm\Details\2210-2540.dwg/C500



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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

SITE LOCATION SUMMARY

| | |
|----------------------------------|---|
| ADDRESS: | 3200 SHERIDAN DR AMHERST, NY 14205 |
| CENTER OF SITE: | |
| LATITUDE: | 42.982364° N & 42°58'36.51"N |
| LONGITUDE: | -78.810781° W & -78°48'38.81"W |
| ADJACENT SURROUNDING PROPERTIES: | ADJACENT PROPERTIES INCLUDE COMMERCIAL PROPERTIES TO THE SOUTH AND EAST AND RESIDENTIAL PROPERTIES TO THE WEST AND NORTH. |

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2012

SITE TOPOGRAPHY SUMMARY

| | |
|------------------------------------|--|
| LOWEST ELEVATION OF PROJECT SITE: | WITHIN LOD ~594.8' |
| HIGHEST ELEVATION OF PROJECT SITE: | WITHIN LOD ~597.3' |
| PERCENT SLOPE VARIATION: | SLOPES RANGE FROM 1% TO 5% IN SOME AREAS |
| TOPOGRAPHY CHANGES: | LOD IS LIMITED TO PAVED AREAS WITHIN EXISTING WAL-MART PARKING. TOPOGRAPHY IS RELATIVELY FLAT WITH MODERATE SLOPES FOR DIRECTING RUNOFF TO EXISTING STORM DRAIN INLETS |
| VEGETATION: | THE LOD IS CURRENTLY 100% PAVED AND WILL BE RETURNED TO EXISTING CONDITIONS. |
| AVERAGE SLOPE: | 2.3% |

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2013

SITE SOILS SUMMARY

| | | | | | |
|-------------------------------|--|--|--|-----|-----|
| SOIL TYPE AND TEXTURE: | La Lakemont silt loam, 0 to 3 percent slopes | Od Odessa silt loam, 0 to 3 percent slopes | SaB Schoharie silt loam, 3 to 8 percent slopes | N/A | N/A |
| AVERAGE DEPTH OF TOPSOIL: | WITHIN LOD = 0 IN. | WITHIN LOD = 0 IN. | WITHIN LOD = 0 IN. | N/A | N/A |
| AVERAGE DEPTH TO GROUNDWATER: | 0 IN. | 8 IN. | 30 IN. | N/A | N/A |

NOTE: THE ABOVE SOILS INFORMATION IS FOR INFORMATION ONLY AND SHOULD NOT BE USED FOR BIDDING PURPOSES, CONSTRUCTION COSTS OR ESTIMATING.

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2012

SITE RAINFALL SUMMARY

| AVERAGE RAINFALL IN INCHES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| | 2.91 | 2.39 | 2.83 | 3.27 | 3.30 | 3.52 | 3.65 | 3.14 | 3.75 | 3.46 | 3.91 | 3.47 |

THE TOTAL AVERAGE ANNUAL RAINFALL FOR THE PROJECT AREA IS: 39.6 INCHES
THE DESIGN RAIN EVENT FOR THE PROJECT IS:
N/A - NO ADDITIONAL STORMWATER DESIGN IS PROVIDED FOR PROPOSED PROJECT

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2012

SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR ESTIMATED PROJECT SCHEDULE

| CONSTRUCTION SEQUENCE | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| TEMPORARY CONSTRUCTION EXITS | | | | | | | | | | | | |
| TEMPORARY CONTROL MEASURES | | | | | | | | | | | | |
| SEDIMENT CONTROL BASIN(S)/TRAP(S) | | | | | | | | | | | | |
| STRIP & STOCKPILE TOPSOIL | | | | | | | | | | | | |
| ROUGH GRADING | | | | | | | | | | | | |
| STORM FACILITIES | | | | | | | | | | | | |
| SITE CONSTRUCTION | | | | | | | | | | | | |
| FINISH GRADING | | | | | | | | | | | | |
| PERMANENT CONTROL STRUCTURES | | | | | | | | | | | | |
| FOUNDATION / BUILDING CONSTRUCTION | | | | | | | | | | | | |
| LANDSCAPING/SEED/FINAL STABILIZATION | | | | | | | | | | | | |

1) CONTRACTOR MUST COMPLETE TABLE WITH ESTIMATED DATES OF PROJECT ACTIVITIES PRIOR TO BMP CERTIFICATION.
2) TIME SCHEDULE MUST COINCIDE WITH THE SWPPP IMPLEMENTATION SEQUENCE.

LAST REVISED: **WAL-MART STANDARD DETAIL**
APRIL 30, 2011

ACREAGE SUMMARY (IN ACRES)

| | |
|---|-------|
| 1 WALMART PROPERTY AREA | 18.85 |
| 2 DISTURBED AREA WITHIN WALMART PROPERTY | 0.34 |
| 3 DISTURBED AREA OUTSIDE OF WAL-MART AREA | 0.00 |
| 4 TOTAL DISTURBED AREA | 0.34 |
| 5 IMPERVIOUS AREA BEFORE PROJECT | 0.34 |
| 6 IMPERVIOUS AREA AT COMPLETION | 0.34 |
| 7 PERVIOUS AREA AT COMPLETION | 0.00 |

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2013

OFF-SITE RUN-ON SUMMARY

| OFF-SITE DRAINAGE AREA | FLOW (CF) | AREA (ACRES) | AVERAGE SLOPE | MAXIMUM SLOPE | COVER TYPE |
|------------------------|-----------|--------------|---------------|---------------|------------|
| NONE | X | X | X.XX% | X.XX% | |

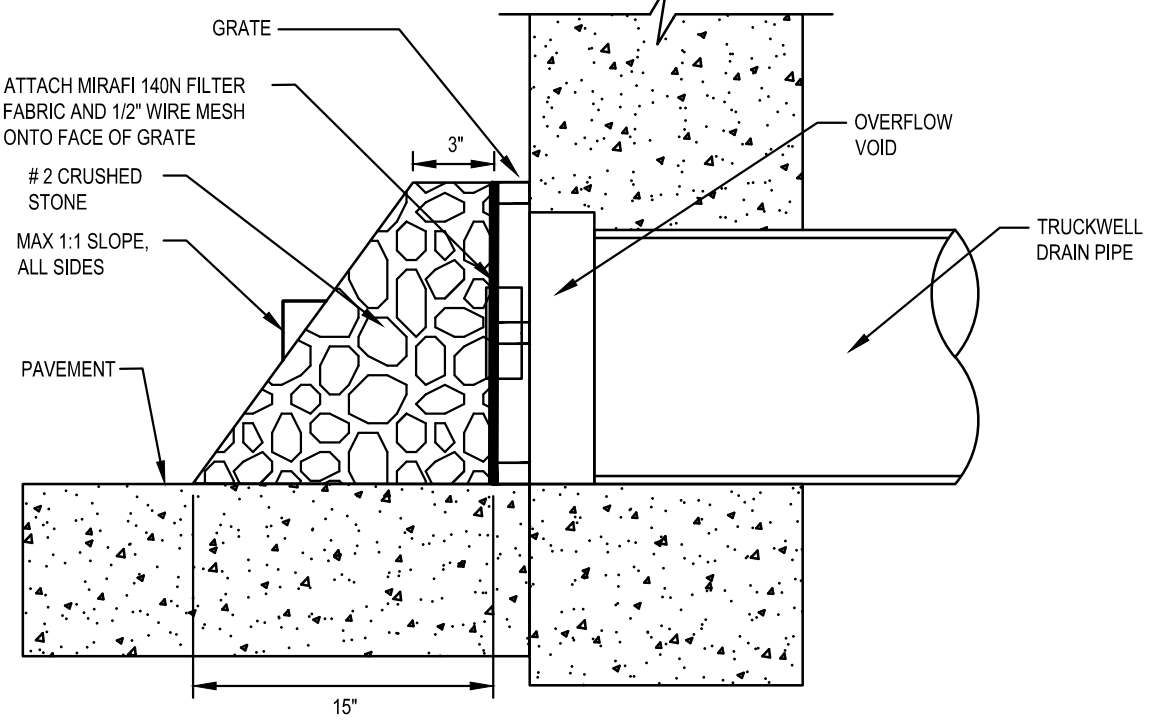
OFF-SITE RUN-ON DESCRIPTION:

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2012

RUNOFF COEFFICIENT SUMMARY

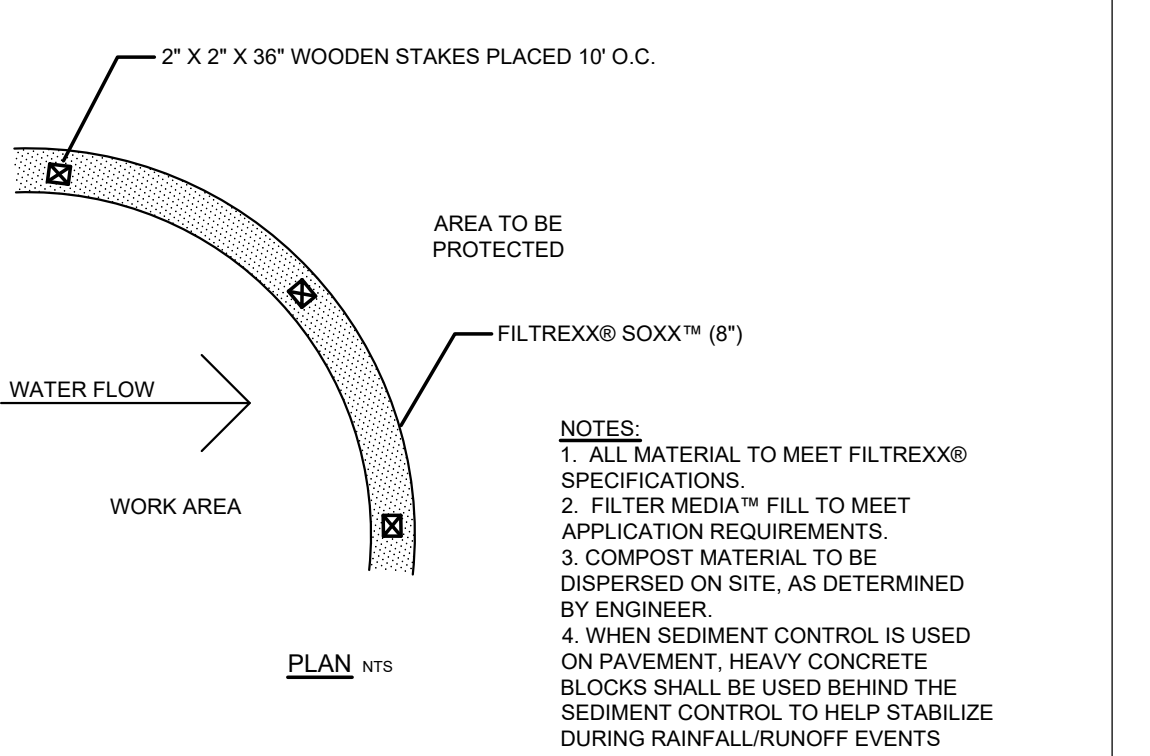
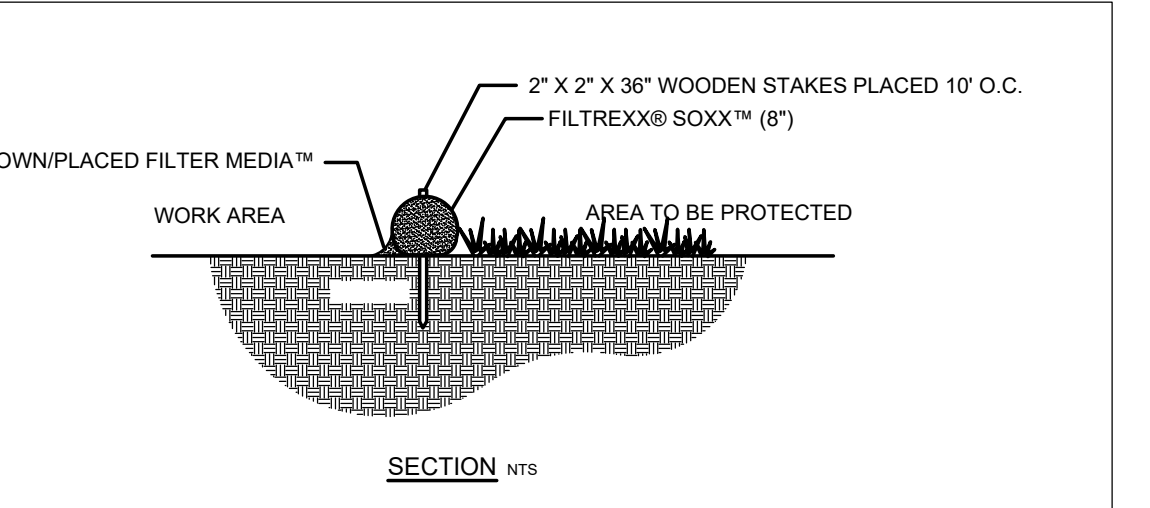
| | |
|---|---------|
| PRE-CONSTRUCTION RUNOFF COEFFICIENT [OR SCS TR-55 CURVE NUMBER]: | CN = 98 |
| POST-CONSTRUCTION RUNOFF COEFFICIENT [OR SCS TR-55 CURVE NUMBER]: | CN = 98 |

LAST REVISED: **WAL-MART MODIFIED DETAIL**
JUNE 2012



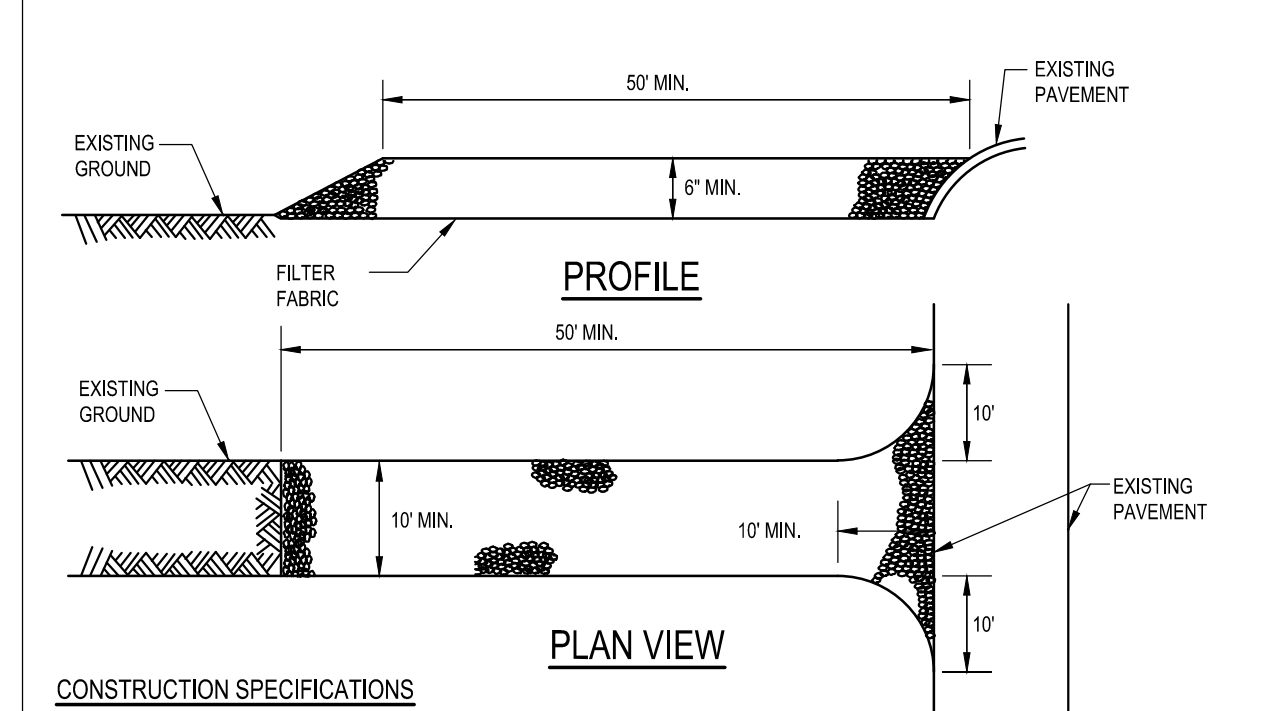
GRAVEL & WIRE MESH INLET SEDIMENT FILTER

N.T.S.
FROM: COLLIERS ENGINEERING & DESIGN, LAST REVISED: 03/10/09



FILTREXX FILTERSOXX SEDIMENT CONTROL

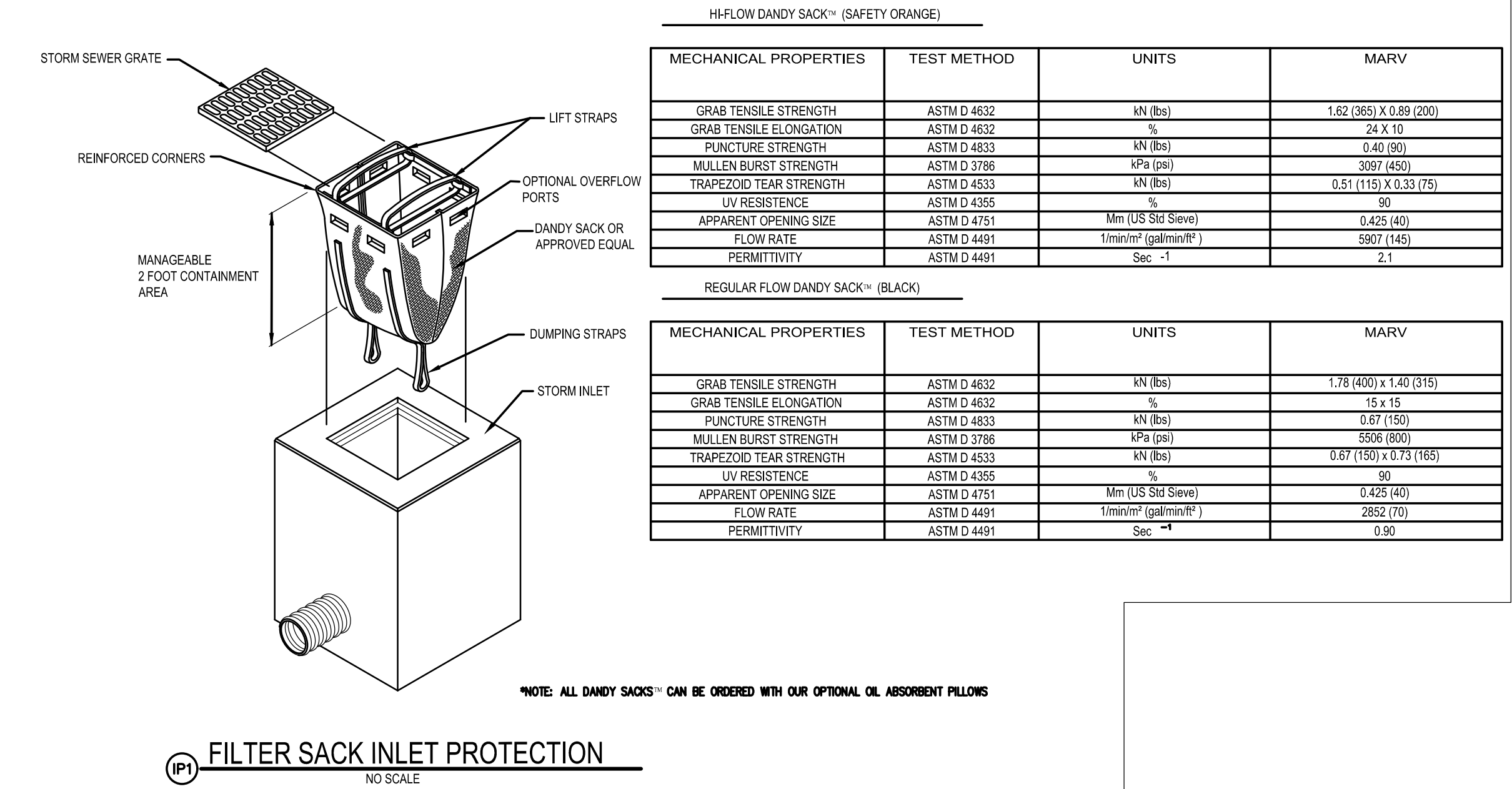
N.T.S.
SOURCE BOX
LAST REVISED: **COLLIERS STANDARD DETAIL**
FEB 2015



- CONSTRUCTION SPECIFICATIONS**
- STONE SIZE - USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
 - THICKNESS - NOT LESS THAN SIX (6) INCHES.
 - WIDTH - TEN (10) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
 - FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
 - SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARDS CONSTRUCTION ENTRANCE SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
 - MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 - WASHING - WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 - PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.
 - CONSTRUCTION ENTRANCE LOCATION NOT SHOWN ON PLAN SHALL VARY FOR EACH PHASE. CONTRACTOR TO VERIFY LOCATION WITH CEC PRIOR TO WORK.

TEMPORARY STABILIZED CONSTRUCTION ENTRANCE DETAIL

N.O. SCALE
SOURCE BOX
LAST REVISED: **COLLIERS STANDARD DETAIL**
FEB 2015



LAST REVISED: **COLLIERS STANDARD DETAIL**
FEB 2015



Walmart
Walmart Stores, Inc.
2608 SE J Street
Bentonville, AR 72716

Store # 2210-2540
3290 SHERIDAN DRIVE
AMHERST, NY

ROCHESTER (BA)
280 East Broad Street
Suite 200
Rochester, NY
Phone: 585.232.5135
COLLIERS ENGINEERING & DESIGN, P.C.

| | | | |
|-----------------|---------------|--------------|-------------|
| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | C501 | JWL | |

SWPPP DETAILS

SHEET NUMBER: **C501**

PERFORMANCE STANDARDS

- NOTES:
- SUBSTANCES THAT HAVE THE POTENTIAL FOR POLLUTING SURFACE AND/OR GROUNDWATER MUST BE CONTROLLED BY ANY MEANS NECESSARY TO ENSURE THAT THOSE DO NOT DISCHARGE FROM THE SITE. IN THIS REGARD, POTENTIALLY POLLUTING SUBSTANCES MUST BE STORED AND HANDLED IN A MANNER CONSISTENT WITH THE RISK OF IMPACT THOSE REPRESENT, AND ACCORDING WITH THE REGULATIONS.
 - NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, ARE ALLOWED TO BE DISCHARGED FROM THE SITE WITH STORMWATER. ALL SOLID WASTE, INCLUDING DISPOSABLE MATERIALS INCIDENTAL TO THE CONSTRUCTION ACTIVITIES, MUST BE COLLECTED AND PLACED IN CONTAINERS, RUBBER-TIRED TRUCKS, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE. THE CONTAINERS SHALL BE HAULED AWAY FROM THE SITE AND EMPTIED WHEN THEY BECOME 3/4 FULL OR AS NECESSARY, BY A CERTIFIED TRASH DISPOSAL SERVICE. LIDS OR COVERS FOR THE CONTAINERS SHALL BE PROVIDED FOR USE DURING RAIN EVENTS TO PREVENT WASTE CONTACT WITH STORMWATER. WASTES THAT CANNOT BE STORED IN A CONTAINER MUST BE STORED UNDER COVER OR Indoors. THE LOCATION OF SOLID WASTE RECEPTACLES SHALL BE SHOWN ON THE SITE MAPS.

SOLID WASTE DISPOSAL

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- MATERIAL STORAGE AREAS SHOULD BE LOCATED, WHEN POSSIBLE, TO MINIMIZE EXPOSURE TO WEATHER. INSPECTIONS SHALL EVALUATE DISTURBED AREAS AND AREAS USED FOR STORING MATERIALS THAT ARE EXPOSED TO RAINFALL FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM OR DISCHARGING FROM THE SITE. IF NECESSARY, THE MATERIALS MUST BE COVERED OR ORIGINAL COVERS MUST BE REPAIRED OR SUPPLEMENTED. ALSO, PROTECTIVE BERM MUST BE CONSTRUCTED, IF NECESSARY, TO CONTAIN RUNOFF FROM MATERIAL STORAGE AREAS. GC SHALL ADHERE TO ALL STATE AND LOCAL REGULATIONS PERTAINING TO MATERIAL STORAGE AREAS.
 - CHEMICALS, PAINTS, SOLVENTS, FERTILIZERS, AND OTHER TOXIC MATERIALS MUST BE STORED IN WATERPROOF CONTAINERS. EXCEPT DURING APPLICATION, THE CONTAINERS AND THE CONTENTS MUST BE KEPT IN TRUCKS OR INSIDE OF STORAGE FACILITIES. RUNOFF CONTAINING SUCH MATERIAL MUST BE COLLECTED, REMOVED FROM THE SITE, TREATED, AND DISPOSED OF AT AN APPROVED SOLID WASTE AND CHEMICAL DISPOSAL FACILITY.

MATERIAL LAYDOWN AND STORAGE AREA

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- LARGE AREAS OF SOIL THAT ARE DENIED OF VEGETATION AND HAVE NO PROTECTION FROM PARTICLES BEING PLODDER UP AND CARRIED BY WIND SHOULD BE PROTECTED WITH A TEMPORARY COVER OR KEPT UNDER CONTROL WITH WATER OR OTHER SOIL ADHERING PRODUCTS TO PREVENT SOIL PARTICLES FROM BECOMING AIRBORNE, AND FROM EXITING THE SITE PERIMETER.
 - WATER TRUCKS OR OTHER DUST CONTROL AGENTS SHALL BE USED AS NEEDED DURING CONSTRUCTION TO MINIMIZE DUST GENERATED ON THE SITE. TACKLERS MAY BE USED TO HOLD SOIL IN PLACE AND PREVENT DUST. MANUFACTURER RECOMMENDATIONS FOR APPLICATION LOCATIONS AND RATES MUST BE USED FOR DUST CONTROL APPLICATIONS. ONLY SUPPLY-SPECIFIED TACKLERS MAY BE USED ON THE PROJECT SITE. ANY CHEMICAL APPLICATION NOT INCLUDED IN THE SWPPP MUST BE APPROVED, IN WRITING, BY THE CEC.
 - DUST CONTROL MUST BE PROVIDED BY THE GC TO A DEGREE THAT IS IN COMPLIANCE WITH APPLICABLE FEDERAL, LOCAL AND STATE DUST CONTROL REGULATIONS.
 - USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
 - IN ADDITION TO BMPs, GC SHALL PERFORM BEST PRACTICES AND PROCEDURES WHICH MINIMIZE AND PREVENT AIRBORNE DUST OR OTHER PARTICLES FROM OCCURRING.

DUST CONTROL

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2012

- NOTES:
- STORM DRAIN INLET PROTECTION MEASURES SHALL PREVENT SOIL AND DEBRIS FROM ENTERING STORM DRAIN INLETS.
 - TEMPORARY CONTROLS SHALL BE CONSTRUCTED BEFORE THE SURROUNDING AREA IS DISTURBED.
 - TO PREVENT CLOGGING, STORM DRAIN CONTROL STRUCTURES MUST BE MAINTAINED FREQUENTLY.
 - CHECK ALL TEMPORARY CONTROL MEASURES DAILY, AND AFTER EACH STORM EVENT.
 - CONTROL MEASURES MUST BE BUILT PER DETAIL AND PLANS, AND MUST BE IN GOOD WORKING CONDITION AT ALL TIMES.

INLET PROTECTION

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- CONTRACTOR SHALL PROVIDE DESIGNATED LOCATION FOR SORTING AND SEPARATING HAZARDOUS WASTES.
 - HAZARDOUS WASTE STORAGE MUST BE PROTECTED FROM WEATHER ELEMENTS AND HAVE RESTRICTED ACCESS.
 - HAZARDOUS WASTE STORAGE MUST COMPLY WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
 - HAZARDOUS WASTE STORAGE MUST COMPLY WITH CONTRACT DOCUMENTS.

HAZARDOUS WASTE DISPOSAL

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- THE GC SHALL DESIGNATE AREAS ON THE SITE MAPS FOR EQUIPMENT CLEANING, MAINTENANCE, AND REPAIR. THE GC AND SUBCONTRACTORS SHALL UTILIZE SUCH DESIGNATED AREAS. CLEANING, MAINTENANCE, AND REPAIR AREAS SHALL BE PROTECTED BY A TEMPORARY PERIMETER BERM, SHALL NOT OCCUR WITHIN 150 FEET OF ANY WATERWAY, WATER BODY OR WETLAND, AND SHALL OCCUR IN AREAS LOCATED AS FAR AS PRACTICAL FROM STORM SEWER INLETS. DRIP PANS SHALL BE USED FOR VEHICLE MAINTENANCE ACTIVITIES AND RESIDUAL WASTES SHALL BE DISPOSED OF IN ACCORDANCE WITH THE HAZARDOUS WASTE MANAGEMENT AND SPILL REPORTING PLAN NOTES INCLUDED ON THIS PLAN SHEET.
 - USE OF DETERGENTS FOR LARGE SCALE WASHING IS PROHIBITED (FOR EXAMPLE, WASHING VEHICLES, BUILDINGS, PAVEMENT SURFACES, ETC.). ALL WASH WATER SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.

EQUIPMENT AND VEHICLE CLEANING AND MAINTENANCE AREAS

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- CONSIDERATION MUST BE GIVEN TO ANTICIPATED CLIMATE AND SEASONAL CONDITIONS WHEN PLANTING SEED.
 - SEED SHALL BE FREE OF WEEDY SPECIES AND APPROPRIATE FOR SITE SOILS AND REGIONAL CLIMATE. SEED AND MULCH PER THE CONSTRUCTION DRAWINGS AND THE 02900 PLANTING SPECIFICATION IMMEDIATELY AFTER TOPSOIL IS APPLIED AND FINAL GRADE IS REACHED.
 - THE SITE HAS ACHIEVED FINAL STABILIZATION ONCE ALL AREAS ARE COVERED WITH BUILDING FOUNDATION OR PAVEMENT, OTHER LANDSCAPING COVER (STONE, MULCH, ETC.), OR HAVE A STAND OF GRASS WITH A MINIMUM OF 70 PERCENT DENSITY OVER THE ENTIRE VEGETATED AREA, OR GREATER IN ACCORDANCE WITH THE GENERAL PERMIT REQUIREMENTS.
 - VEGETATED AREAS MUST BE WATERED, FERTILIZED, AND RESEED AS NEEDED TO ACHIEVE THIS REQUIREMENT.
 - THE VEGETATIVE DENSITY MUST BE MAINTAINED THROUGH PROJECT COMPLETION TO BE CONSIDERED STABILIZED. AREAS PROTECTED BY EROSION CONTROL BLANKETS ARE NOT PERMANENTLY STABILIZED UNTIL THE APPLICABLE GENERAL PERMIT REQUIREMENT FOR FINAL VEGETATIVE DENSITY IS ACHIEVED.
 - RIP-RAP, MULCH, GRAVEL, DECOMPOSED GRANITE OR OTHER EQUIVALENT PERMANENT STABILIZATION MEASURES MAY BE EMPLOYED IN LIEU OF VEGETATION BASED ON SITE-SPECIFIC CONDITIONS, DESIGN AND GOVERNING AUTHORITY APPROVAL.
 - ALL VEGETATED AREAS SHALL BE INSPECTED REGULARLY TO CONFIRM THAT A HEALTHY STAND OF GRASS IS MAINTAINED.

SEEDING/VEGETATION REQUIREMENTS

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2012

- NOTES:
- THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.
 - PROVIDE WASH STATION IN A LOCATION PROTECTED FROM WEATHER ELEMENTS.
 - COLLECT ALL USED WASH WATER AND DISPOSE OF IT PROPERLY.
 - PROVIDE ADEQUATE SUPPLY OF WATER AND ANY OTHER SUPPLIES TO ENSURE PROPER OPERATION OF WASH STATION WHEN NEEDED.

TEMPORARY PARKING

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- CONCRETE WASTE MANAGEMENT PERTAINS TO WASTE FROM CONCRETE READY-MIX TRUCKS, MASONRY OPERATIONS, AND SIMILAR WASTE.
 - DISCHARGE OF EXCESS OR WASTE CONCRETE AND/OR WASH WATER FROM CONCRETE TRUCKS IS ALLOWED AT THE CONSTRUCTION SITE. ONLY COMMERCIALLY AVAILABLE ABOVE GROUND PORTABLE CONCRETE WASHOUT CONTAINERS ARE ALLOWED AND MUST BE PROTECTED FROM VEHICLE TRAFFIC AND CLEARLY IDENTIFIED BY LEGIBLE SIGNAGE, AND MUST BE LOCATED OUTSIDE OF VEGETATED BUFFERS AND AS FAR AS PRACTICABLE FROM STORMWATER CONVEYANCES AND IMPOUNDMENTS AND WATER BODIES. PORTABLE CONCRETE WASHOUT CONTAINERS SHALL CONTAIN AND/OR ACTIVELY MANAGE BOTH SOLID AND FLUID COMPONENTS OF THE MIX. CONCRETE WASHOUT CONTAINERS MUST BE CLEANED OR EXCHANGED WHEN THE REMAINING VOLUME IS REDUCED BY 85% TO PREVENT ANY POTENTIAL OVERFLOW IN A STORM EVENT.
 - ALTERNATIVELY, WASTE CONCRETE CAN BE PLACED INTO FORMS TO MAKE RIP RAP AND/OR OTHER USEFUL CONCRETE PRODUCTS. PORTABLE CONCRETE WASHOUT CONTAINERS SHALL BE DISPOSED IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE GC IS RESPONSIBLE FOR ASSURING THAT THESE PROCEDURES, APPLICABLE LAWS, AND ENVIRONMENTAL REGULATIONS ARE FOLLOWED. THE LOCATION OF CONCRETE WASHOUT CONTAINERS SHALL BE SHOWN ON THE SITE MAPS.

STOCKPILES

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- VERIFY WITH CEC WHICH DISCHARGES FROM DEWATERING ACTIVITIES ARE ALLOWED OR ARE NOT ALLOWED NON-STORMWATER DISCHARGES UNDER THE GENERAL PERMIT AND OTHER REGULATIONS. OBTAIN ALL DEWATERING PERMITS AND AUTHORIZATIONS REQUIRED BY STATE AND LOCAL REGULATIONS. SEE THE REQUIRED DEWATERING PERMITS AND AUTHORIZATIONS TABLE BELOW. GC MUST COMPLETE COLUMNS 3 AND 4.
 - GC MUST WAIT TO HAVE WRITTEN COPY OF ALL REQUIRED DEWATERING PERMITS AND AUTHORIZATIONS BEFORE PERFORMING DEWATERING ACTIVITIES.
 - DISCHARGES FROM DEWATERING OPERATIONS MUST BE DIRECTED THROUGH AN APPROPRIATE POLLUTION PREVENTION/TREATMENT SYSTEM OF CONTROL MEASURES, SUCH AS A SEDIMENT/FILTER BAG, SEDIMENT TRAP OR SEDIMENT BASIN, AND OTHERS, AS NEEDED, PRIOR TO BEING DISCHARGED FROM THE SITE OR INTO A WATER BODY OF THE STATE. UNDER NO CIRCUMSTANCES ARE DISCHARGES FROM DEWATERING OPERATIONS TO BE DISCHARGED DIRECTLY INTO SANITARY SEWER SYSTEMS, STREAMS, RIVERS, LAKES OR OTHER AREAS BEYOND THE PERMITTED PROJECT AREA. LIKEWISE, DISCHARGES INTO STORM SEWER SYSTEMS THAT DO NOT DRAIN TO A SUITABLE ON-SITE TREATMENT FACILITY, SUCH AS A BASIN, ARE ALSO PROHIBITED. DISCHARGES FROM DEWATERING OPERATIONS MUST ALSO BE CONDUCTED IN A MANNER SUFFICIENT TO PREVENT EROSION FROM THE DISCHARGE RUNOFF.
 - IN SEDIMENT TRAP OR BASIN OR POND DEWATERING OPERATIONS, WATER MUST ONLY BE REMOVED FROM THE SURFACE OF THE CONTAINED WATER. A SKIMMER OR SIMILAR FLOATING DEVICE MUST BE USED, TO ONLY REMOVE THE WATER AT THE SURFACE.
 - DO NOT DISCHARGE ON A SLOPE GREATER THAN THREE PERCENT NOR WITHIN 20 FEET OF A SURFACE WATER BODY.
 - DEWATERING SHALL NOT OCCUR DURING OR IMMEDIATELY AFTER PRECIPITATION EVENTS, BUT EXCEPTIONS SHALL BE EVALUATED ON CASE BY CASE BASIS. CONTACT THE CEC AND RECEIVE WRITTEN APPROVAL.

| REQUIRED DEWATERING PERMITS AND AUTHORIZATIONS | | | |
|--|---------------------------|-----------------------------|---|
| 1 | 2 | 3 | 4 |
| GOVERNING AGENCY | PERMIT NAME/TYPE | PERMIT NO. (GC TO COMPLETE) | DATE PERMIT WAS ISSUED BY AGENCY (GC TO COMPLETE) |
| EPA | DEWATERING GENERAL PERMIT | | |

DEWATERING

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2012

- NOTES:
- PERMANENT STABILIZATION SHALL BE ACCOMPLISHED IN ALL DISTURBED AREAS BY COVERING THE SOIL WITH PAVEMENT, BUILDING STRUCTURES, VEGETATION, OR OTHER FORMS OF SOIL STABILIZATION.
 - THE GC IS REQUIRED TO INITIATE PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY UPON REACHING FINAL GRADE. FOR THOSE AREAS NOT AT FINAL GRADE THAT WILL NOT BE DISTURBED FOR GREATER THAN 14 DAYS, THE CONTRACTOR SHOULD INITIATE TEMPORARY STABILIZATION PER THE TEMPORARY SEEDING OR STABILIZATION DETAIL.
 - THE GC HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETE SOIL PREPARATION, SEEDING, MULCHING, AND ANY OTHER REQUIRED ACTIVITIES RELATED TO THE ESTABLISHMENT OF VEGETATION. THE GC ALSO HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETELY INSTALL NON-VEGETATED MEASURES, IF UTILIZED.
 - AT THE COMPLETION OF GROUND-DISTURBING ACTIVITIES, THE ENTIRE SITE MUST HAVE PERMANENT VEGETATIVE COVER MEETING VEGETATIVE DENSITY REQUIREMENTS IN THE GENERAL PERMIT, OR MULCH PER LANDSCAPE PLAN, IN ALL AREAS NOT COVERED BY HARDSCAPE (STONE, PAVEMENT, BUILDINGS, ETC.).
 - SEEDED AREAS SHALL BE PROTECTED WITH STRAW MULCH, HYDRAULIC MULCH OR A ROLLED EROSION CONTROL PRODUCT. STRAW MULCH MUST BE TACKIFIED OR CRIMPED BY DISC OR OTHER MACHINERY, AND ROLLED EROSION CONTROL PRODUCTS MUST BE INSTALLED PER MANUFACTURER RECOMMENDATIONS. ONLY ROLLED EROSION CONTROL PRODUCTS ARE PERMITTED TO BE USED IN FLOW CONVEYANCES.
 - FINAL SITE STABILIZATION IS ACHIEVED WHEN PERENNIAL VEGETATIVE COVER PROVIDES PERMANENT STABILIZATION WITH A UNIFORM DENSITY GREATER THAN 70 PERCENT OVER THE ENTIRE AREA TO BE STABILIZED BY VEGETATIVE COVER. THIS AREA IS EXCLUSIVE OF AREAS THAT ARE COVERED WITH ROCK (CRUSHED GRANITE, GRAVEL, ETC.) OR LANDSCAPE MULCH, PAVED OR HAVE A BUILDING OR OTHER PERMANENT STRUCTURE ON THEM.

PERMANENT SEEDING, SOD OR MULCHING

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2012

- NOTES:
- THE GC SHALL IDENTIFY FUELING AREAS WITH LEGIBLE SIGNAGE ON THE SITE. TEMPORARY ON-SITE FUEL TANKS FOR CONSTRUCTION VEHICLES SHALL MEET ALL LOCAL, STATE AND FEDERAL REGULATIONS. ALL TANKS, SINGLE AND DOUBLE WALLED, SHALL BE PROVIDED WITH SECONDARY CONTAINMENT (THAT IS CONTAINMENT EXTERNAL TO AND SEPARATE FROM PRIMARY CONTAINMENT). TANKS SHALL HAVE APPROVED SPILL CONTAINMENT WITH THE CAPACITY REQUIRED BY THE APPLICABLE REGULATIONS. SECONDARY CONTAINMENT SHALL BE CONSTRUCTED OF MATERIALS OF SUFFICIENT THICKNESS, DENSITY, AND COMPOSITION SO AS NOT TO BE STRUCTURALLY WEAKENED AS A RESULT OF CONTACT WITH THE FUEL STORED AND CAPABLE OF CONTAINING DISCHARGED FUEL FOR A PERIOD OF TIME EQUAL TO OR LONGER THAN THE MAXIMUM ANTICIPATED TIME SUFFICIENT TO ALLOW RECOVERY OF DISCHARGED FUEL. IT SHALL BE CAPABLE OF CONTAINING 110% OF THE VOLUME OF THE PRIMARY TANK IF A SINGLE TANK IS USED, OR IN THE CASE OF MULTIPLE TANKS, 150% OF THE LARGEST TANK OR 110% OF THE AGGREGATE, WHICHEVER IS LARGER.
 - THE TANKS SHALL BE IN SOUND CONDITION, FREE OF RUST OR OTHER DAMAGE WHICH MIGHT COMPROMISE CONTAINMENT. FUEL STORAGE AREAS SHALL MEET ALL EPA, OSHA AND OTHER REGULATORY REQUIREMENTS FOR SIGNAGE, FIRE EXTINGUISHERS, ETC., HOSES, VALVES, FITTINGS, CAPS, FILLER NOZZLES, AND ASSOCIATED HARDWARE SHALL BE MAINTAINED IN PROPER WORKING CONDITION AT ALL TIMES. TANKS SHALL BE LOCATED TO MINIMIZE EXPOSURE TO WEATHER AND SURFACE WATER DRAINAGE FEATURES. THE LOCATION OF FUEL TANKS SHALL BE SHOWN ON THE SITE MAPS.
 - A SPILL PREVENTION, CONTROL AND COUNTERMEASURE (SPCC) PLAN MUST BE DEVELOPED IF ABOVEGROUND OIL STORAGE CAPACITY AT THE CONSTRUCTION SITE EXCEEDS 1,320 GALLONS OR AS SPECIFIED BY STATE.
 - CONTAINERS WITH A STORAGE CAPACITY OF 55-GALLONS OR LESS ARE NOT INCLUDED WHEN CALCULATING SITE STORAGE CAPACITY. THE GC SHALL WORK WITH THE CEC TO DEVELOP AND IMPLEMENT A SPCC PLAN IN ACCORDANCE WITH THE OIL POLLUTION PREVENTION REGULATION AT TITLE 40 OF THE CODE OF FEDERAL REGULATIONS, PART 112, (40 CFR 112).

FUEL AND PETROLEUM STORAGE AND USE

LAST REVISED: WAL-MART STANDARD DETAIL
JUNE 2013

- NOTES:
- THE GC IS REQUIRED TO, AT A MINIMUM, INITIATE SOIL STABILIZATION MEASURES IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE AND WILL NOT LIKELY RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.
 - THE GC HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETE SOIL PREPARATION, SEEDING, MULCHING, AND ANY OTHER REQUIRED ACTIVITIES RELATED TO THE ESTABLISHMENT OF VEGETATION. THE GC ALSO HAS 7 DAYS FROM INITIATION OF STABILIZATION TO COMPLETELY INSTALL NON-VEGETATED MEASURES, IF UTILIZED.
 - ALL DISTURBED AREAS MUST BE STABILIZED TEMPORARILY WITH THE USE OF FAST-GERMINATING ANNUAL GRASS/GRAIN VARIETIES APPROPRIATE FOR SITE SOIL AND CLIMATE CONDITIONS. MULCH IS REQUIRED FOR ALL SEEDING APPLICATIONS, AND ALL MULCH APPLICATIONS MUST INCLUDE A SUITABLE FORM OF MULCH ANCHORING TO MINIMIZE MOVEMENT OF MULCH BY WIND OR WATER.
 - ALTERNATIVE STABILIZATION MEASURES TO SEEDING, SUCH AS ANCHORED MULCH APPLICATION (WITHOUT SEEDING), MAY BE UTILIZED DURING PERIODS WHEN VEGETATIVE GROWTH IS UNLIKELY (E.G. WINTER MONTHS).
 - IT IS NOT ACCEPTABLE TO ALLOW BARE SOIL TO REMAIN EXPOSED AT ANY TIME DURING THE YEAR, REGARDLESS OF WEATHER/TEMPERATURE/SITE CONDITIONS.
 - ALTERNATIVE STABILIZATION MEASURES INCLUDE, BUT ARE NOT LIMITED TO: ANCHORED STRAW/HAY MULCH, WOOD CELLULOSE FIBER MULCH, SPRAY-ON SOIL GLUES/BINDERS, AND ROLLED EROSION CONTROL PRODUCTS.
 - ALL ROLLED EROSION CONTROL PRODUCTS SHALL HAVE CURRENT QDOR(TM) STATUS ISSUED BY THE EROSION CONTROL TECHNOLOGY COUNCIL (ECTC) PLUS ANY STATE OR AGENCY-SPECIFIC REQUIREMENTS. EVIDENCE OF QDOR(TM) APPROVAL SHALL ACCOMPANY THE PRODUCT SHIPPED TO THE JOBSITE FOR READY IDENTIFICATION BY THE CONTRACTOR OR AGENCY INSPECTOR.
 - ROLLED EROSION CONTROL PRODUCTS (NETS, BLANKETS, TURF REINFORCED MATES) AND VEGETATED AREAS NOT MEETING REQUIRED VEGETATIVE DENSITIES FOR FINAL STABILIZATION MUST BE INSPECTED DAILY. FILING, RUTTING AND OTHER SIGNS OF EROSION INDICATE THE SPECIFIED EROSION CONTROL DEVICE IS NOT FUNCTIONING OR INSTALLED PROPERLY AND/OR ADDITIONAL EROSION CONTROL DEVICES ARE WARRANTED.

TEMPORARY SEEDING OR STABILIZATION

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| SCALE: | DATE: | DRAWN BY: | CHECKED BY: |
| AS SHOWN | 04/08/24 | DGC | JWL |
| PROJECT NUMBER: | DRAWING NAME: | REVIEWED BY: | |
| 23014450A | C602 | JWL | |

SHEET TITLE: **SWPPP DETAILS**
SHEET NUMBER: **C502**

SITE DEMOLITION SPECIFICATION

PART 1 - GENERAL

1.1 SUMMARY

- A. Section Includes:
1. Demolition of structures, paving, and utilities.
2. Patching and filling voids created as a result of removals or demolition.

1.2 REGULATORY REQUIREMENTS

- A. Compliance with all laws, including Safety Laws, Environmental Laws, Stormwater Laws and Worker Verification Laws as well as requirements found within the Contract Documents and these Specifications, that pertain to Safety Compliance, Environmental Compliance, Stormwater Compliance and Worker Verification Compliance.
B. Notify affected utility companies before starting work and comply with their requirements.
C. Do not close or obstruct public or private roadways, sidewalks, or fire hydrants without appropriate permits or written authorization.
D. If hazardous, contaminated materials or other environmental related conditions are discovered, stop work immediately and notify the Wal-Mart Construction Manager for action to be taken.

1.3 PROJECT CONDITIONS

- A. Conditions existing at time of inspection for bidding purposes will be maintained by Owner as reasonably practical.
B. Unless otherwise indicated in Contract Documents or specified by the Owner, items of salvageable value to Contractor shall be removed from site and structures.

PART 2 - PRODUCTS

2.1 FILL MATERIALS

- A. Fill material shall be aggregate fill materials consisting of stone, gravel, or sand free from debris, trash, frozen materials, roots, and other organic matter.

2.2 CONCRETE

- A. Mix concrete and deliver in accordance with ASTM C 94.
B. Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water reducing admixture, air entraining admixture, and water to produce following:
1. Compressive Strength: 3,500 psi, minimum at 28 days, unless otherwise indicated on the Drawings.
2. Slump Range: 1 to 3-inches at time of placement
3. Air Entrainment: 5 to 8 percent

PART 3 - EXECUTION

3.1 PREPARATION

- A. Provide, erect, and maintain erosion control devices, temporary barriers, and security devices at locations indicated on Construction Drawings.
B. Protect existing landscaping materials, appurtenances, and structures, which are not to be demolished.
C. Prevent movement or settlement of adjacent structures.
D. Mark location of utilities.
E. For work on operating Walmart sites, prior to any underground excavation, contractor is expected to obtain current and representative underground utility plans from Walmart for private utilities that are not located by others.
F. Notify adjacent property owners of work that may affect their property, potential noise, utility outages, or other disruptions.

3.2 GENERAL DEMOLITION REQUIREMENTS

- A. Conduct demolition to minimize interference with adjacent structures or pavements to remain.
B. Cease operations immediately if adjacent structures appear to be in danger.
C. Conduct operations with minimum of interference to public or private access.
D. Sprinkle work with water to minimize dust.
E. Comply with governing regulations pertaining to environmental protection.
F. Clean adjacent structures and improvements of dust, dirt, and debris caused by demolition operations.

3.3 DEMOLITION

- A. Demolish site improvements designated to be removed as shown on the drawings.
B. Disconnect and cap or remove utilities to be abandoned as shown on the drawings.
C. Fill or remove piping and appurtenances as shown.
D. Demolish concrete and masonry in small sections.

3.4 PATCHING

- A. Where improvements are removed from paved areas, pavements shall be sawcut in straight lines at the perimeter and patched.
B. Pavement patches shall be paved with minimum 6" concrete, broom finished and flush with adjacent grades.

3.5 FILLING VOIDS

- A. Completely fill below grade areas and voids resulting from demolition or removal of structures, etc., using aggregate fill materials consisting of stone, gravel, or sand free from debris, trash, frozen materials, roots, and other organic matter.
B. Areas to be filled shall be free of standing water, frost, frozen or unsuitable material, trash, and debris prior to fill placement.
C. Place fill materials in lifts not to exceed 6 inches loose measure and compacted to 95 percent of maximum laboratory density per ASTM D698 with moisture content of not less than 1 percent below and not more than 3 percent above optimum moisture content.
D. Grade surface to match adjacent grades and to provide flow of surface drainage after fill placement and compaction.

3.6 DISPOSAL OF DEMOLISHED MATERIALS

- A. Remove from site debris, rubbish, and other materials resulting from demolition operations.
B. No burning of any material, debris, or trash on site or off site will be allowed.
C. Transport materials removed from demolished structures with appropriate vehicles and dispose off-site to areas that are approved for disposal by governing authorities and appropriate property owners.

END OF SECTION

PAVEMENT MARKINGS SPECIFICATION

PART 1 - GENERAL

1.1 SUMMARY

- A. Section Includes:
1. Painting and marking of pavements, curbs, and guard posts (bollards).

1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced.
B. American Association of State Highway and Transportation (AASHTO):
1. AASHTO M247 - Glass Beads Used in Traffic Paints
2. AASHTO M248 - Ready-Mixed White and Yellow Traffic Paints
C. Master Painter's Institute (MPI):
1. MPI 32 - Traffic Marking Paint, Solvent Based.
2. MPI 97 - Traffic Marking Paint, Latex.
D. ASTM International (ASTM):
1. ASTM D4414 - Standard Practice for Measurement of Wet Film Thickness by Notched Gauges.
E. Federal Specifications (FS):
1. FS A-A-2886 - Paint, Traffic, Solvent Based
2. FS TT-B-1325 - Beads (Glass Spheres) Retro-Reflective
3. FS TT-P-1952 - Paint, Traffic And Airfield Marking, Waterborne

1.3 PROJECT CONDITIONS

- A. Maintain access for vehicular and pedestrian traffic as required for other construction activities. Utilize flagmen, barricades, warning signs, and warning lights as required.

PART 2 - PRODUCTS

2.1 MATERIALS

- A. Paint shall be waterborne or solvent borne, colors as shown or specified herein.
B. Waterborne Paint: Paints shall conform to FS TT-P-1952 and have MPI 97 approval.
C. Solvent Borne Paint: Paint shall conform to FS A-A-2886 or AASHTO M248 and have MPI 32 approval.
D. Glass Beads: AASHTO M 247, Type 1 or FS TT-B-1325, Type 1, Gradation A.

PART 3 - EXECUTION

3.1 EXAMINATION

- A. Examine the work area and correct conditions detrimental to timely and proper completion of the work.

3.2 PREPARATION

- A. Sweep and clean surface to eliminate loose material and dust.
B. Where existing pavement markings are indicated on Construction Drawings to be removed or would interfere with adhesion of new paint, a motorized abrasive device or soda blasting shall be used to remove the markings.

3.3 CLEANING EXISTING PAVEMENT MARKINGS

- A. Remove existing pavement markings which are in good condition but interfere or conflict with the newly applied marking patterns and as noted on plans.

3.4 APPLICATION

- A. Apply two coats of same color of paint as specified below, at manufacturer's recommended rate, without addition of thinner, with maximum of 100 square feet per gallon or as required to provide a minimum wet film thickness of 15 mils and dry film thickness of 7 1/2 mils per coat.
B. Install pavement markings according to manufacturer's recommended procedures for the specified material.
C. Following items shall be painted with colors noted below:
1. Pedestrian Crosswalks: White
2. Exterior Sidewalk Curbs and Guard posts: Yellow
3. Exterior Light Pole Bases: Yellow (unless otherwise noted on Construction Detail).
4. Fire Lanes: Red or per local code.
5. Lane Striping where separating traffic moving in opposite directions: Yellow.
6. Lane Striping where separating traffic moving in the same direction: White.
7. ADA Symbols: Blue or per local code.
8. ADA parking space markings as shown on the drawings.
9. Parking Stall Striping: Yellow, unless otherwise noted on Construction Drawings.
10. Associate Parking Area: White, unless otherwise noted on Construction Drawings.
D. Apply glass beads at pedestrian crosswalk striping and at lane striping and arrows at driveways connecting to public streets.

3.5 FIELD QUALITY CONTROL

- A. Field quality control shall be the responsibility of the Contractor.

3.6 CLEANING

- A. Waste materials shall be removed at the end of each workday.

END OF SECTION

TRAFFIC SIGNS AND SIGNALS SPECIFICATION

PART 1 - GENERAL

1.1 SUMMARY

- A. Section Includes:
1. Traffic control signs.
B. Related Requirements:
1. Section 09900 - Painting. Painting for painted posts where shown on the Drawings.

1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced.
B. ASTM International (ASTM):
1. ASTM A53 - Pipe, Steel, Black and Hot_Dipped, Zinc_Coated Welded and Seamless.
2. ASTM C94 - Ready Mix Concrete
3. ASTM D4956 - Retroreflective Sheeting for Traffic Control.
C. US Department of Transportation, Federal Highway Administration:
1. Manual on Uniform Traffic Control Devices (MUTCD).

PART 2 - PRODUCTS

2.1 SIGNS

- A. Conform to US Department of Transportation MUTCD. Sign classification, type, size, and color shall be as shown on the drawings
B. Retroreflectivity: Microprismatic type, diamond grade reflective sheeting conforming to ASTM D 4956, Type XI.

2.2 POSTS

- A. Square Post: Square tubular steel sign post, galvanized, 12 ga, perforated full-length with 7/16 inch holes on four sides.
B. Steel Pipe: ASTM A 53, Type E (electric-resistance welded) or Type S (seamless), Grade B, Schedule 40, size as shown on the Drawings.

2.3 CONCRETE

- A. Mix concrete and deliver in accordance with ASTM C 94.
B. Design mix to produce normal weight concrete consisting of Portland cement, aggregate, water reducing admixture, air entraining admixture, and water to produce following:
1. Compressive Strength: 3,500 psi, minimum at 28 days, unless otherwise indicated on the Drawings.
2. Slump Range: 1 to 3-inches at time of placement
3. Air Entrainment: 5 to 8 percent

PART 3 - EXECUTION

3.1 PREPARATION

- A. Field verify underground utilities prior to sign installation.

3.2 INSTALLATION

- A. Install signs as shown on the Drawings and in accordance with MUTCD and manufacturer's instructions.
B. Install signs of the type and at locations shown on the Drawings.
C. Install posts of the type as shown on the drawing.
D. Where shown as painted, field paint steel pipe posts in accordance with Section 09900.

END OF SECTION



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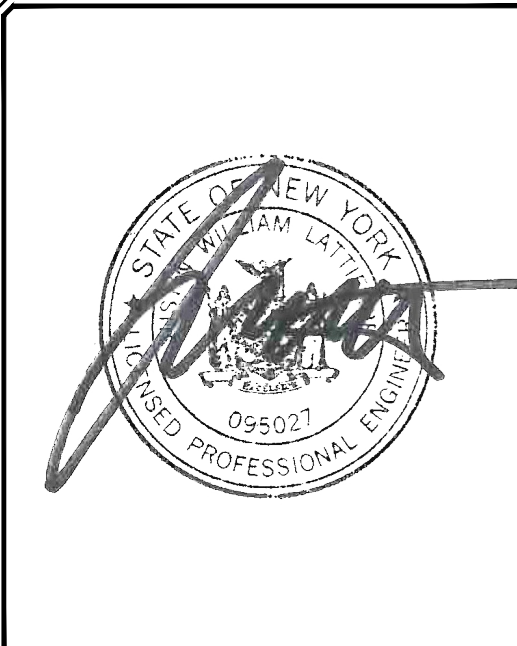
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Table with 4 columns: SCALE, DATE, DRAWN BY, CHECKED BY, PROJECT NUMBER, DRAWING NAME, REVIEWED BY

SHEET TITLE: SPECIFICATION SHEET

SHEET NUMBER: CSS-1

Walmart # 2210-2540, Project # 0, Detail # 1, Control # 025, Revision # 021, 06/09/14, CSS-1, Specification Sheet - 2210-2540.dwg, CSS-1, By: JATT/BERG

SEAL COAT SHALL BE APPLIED WHERE EXISTING MARKINGS ARE REMOVED.

SMALL PROJECT SEAL COAT SPECIFICATION:

IN GENERAL:

CRACK FILLING AND OIL SPOT TREATMENTS ARE NOT REQUIRED PRIOR TO SEAL COAT. OTHER THAN THESE EXCEPTIONS, PREPARE AND CLEAN AREA TO BE SEAL COATED CONSISTENT WITH MANUFACTURER'S INSTRUCTIONS AND SPECIFICATION.

APPROVED MATERIALS:

- 1) STAR PRODUCTS
 - MICRO-PAVE PRO-BLEND WITH ADDED SAND
 - SINGLE COAT
- 2) SEAL MASTER
 - POLYMER MODIFIED MASTERSEAL WITH ADDED SAND
 - SINGLE COAT
- 3) GEM SEAL BLACK DIAMOND XL
 - WITH ADDED SAND
 - SINGLE COAT

MATERIALS IDENTIFIED IN SPECIFICATION SECTION 02787 CAN BE USED. COAL TAR BASED SEAL COAT MATERIALS IN ANY FORM ARE PROHIBITED.

SEAL COAT SPECIFICATION PART 1 - GENERAL

1.1 SUMMARY

- A. Section Includes:
1. Seal coats using a polymer-modified asphalt emulsion blended with fine aggregate.
- B. Related Requirements:
1. Site Demolition Specification
 2. Pavement Markings Specification
 3. Traffic Signs and Signals Specification

1.2 REFERENCES

- A. The publications listed below form a part of this specification to the extent referenced. Publications are referenced within the text by the basic designation only.
- B. ASTM International (ASTM)
1. ASTM C 136 - Method of Sieve Analysis of Fine and Coarse Aggregate
 2. ASTM D 217 - Method for Cone Penetration of Lubricating Grease
 3. ASTM D 244 - Test Methods for Emulsified Asphalts
 4. ASTM D 562 - Method for Consistency of Paints Measuring Krebs Unit (KU) Viscosity Using a Stormer-Type Viscometer
 5. ASTM D 977 - Emulsified Asphalt
 6. ASTM D 2397 - Cationic Emulsified Asphalt
 7. ASTM D 2042 - Method for solubility of Asphalt Materials in Trichloroethylene
 8. ASTM D 3910 - Practice for Design, Testing, and Construction of Slurry Seal
 9. ASTM D 6690 - Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements

1.3 ADMINISTRATIVE REQUIREMENTS

- A. Pre-installation Meeting: Convene a pre-installation meeting at the site at least two weeks prior to commencing work of this Section. Require attendance of parties directly affecting work of this Section, including, but not limited to, the store manager, Contractor, and job foreman.
1. Contact Wal-Mart Construction Manager three weeks prior to pre-installation conference to confirm schedule.
 2. Record discussions of meeting and decisions, agreements reached, and furnish copy of record to each party attending. Review foreseeable methods and procedures related to paving work, including the following:
 - a. Review preparation and installation procedures and coordinating and scheduling required with related work (including all required striping).
 - b. Review proposed sources of materials.
 - c. Tour, inspect, and discuss condition of existing pavement and other preparatory work such as patching and crack sealing. If crack sealing is needed (reference section 2.4.C below) or other areas of pavement distress are noted during tour, submit appropriate RFI to project team for review.
 - d. Review requirements for protecting paving work, including restriction and redirection of traffic during installation and curing period.
 - e. Review and finalize construction schedule and verify availability of materials, installer's personnel, equipment, traffic control devices, and facilities needed to make progress and avoid delays.
 - f. Review paving requirements (drawings, specifications, and other contract documents).
 - g. Review weather and forecasted weather conditions, and procedures for coping with unfavorable conditions.
 - h. Review health and safety precautions relating to handling and placement of seal coat.

1.4 QUALITY ASSURANCE

- A. Contractor Qualifications: The seal coat applicator shall have not less than 3 years documented experience in the application of emulsion seal coats.

1.5 SITE CONDITIONS

- A. Weather Limitations: Apply seal coat only under the following weather conditions:
1. The atmospheric temperature is between 50 and 90 F and is expected to remain above 50 F for 24 hours.
 2. Pavement temperature is above 55 F.
 3. Surface is dry and no moisture is expected within 24 hours.
 4. Weather and wind conditions are such that overspray is preventable and will allow proper curing and opening to traffic within a reasonable time.
- B. Maintain access for vehicular and pedestrian traffic as required by the Wal-Mart Store and Construction Manager. Utilize temporary striping, flagmen, barricades, warning signs, and warning lights as required.

PART 2 - PRODUCTS

2.1 MATERIALS

- A. Aggregate: Aggregate shall be 100 percent passing the No. 16 (1.18 mm) sieve when tested in accordance with ASTM C 136. Aggregate shall consist of hard, washed, dry natural or manufactured particles free of dust, trash, clay, organic materials or other contaminants.
- B. Asphalt Emulsion: Comply with ASTM D977 or ASTM D2397 for SS-1h or CSS-1h. The penetration of the residue from the distillation test shall be 20 to 60. Clay stabilized emulsion, with a pH not greater than 7.0, and solids content not less than 45 percent may be used. The polymer material shall be milled or blended into the asphalt or emulsifier solution prior to the emulsification process. The minimum amount and type of polymer modifier shall be determined by the laboratory performing the mix design.
- C. Coal Tar: Coal tar emulsion or coal tar/asphalt emulsion shall not be used as a substitute for asphalt emulsion.
- D. Water: Water shall be potable and free of harmful soluble salts or reactive chemicals and any other contaminants and at least 50 F.
- E. Additives: Additives shall be included and approved as part of the mix design and be compatible with the other components of the mix.
- F. Crack Sealant: Crack sealant shall conform to ASTM D6690, Type II or higher and compatible with the specified seal coat emulsion.

2.2 COMPOSITION

- A. Composition. Seal coat shall consist of a mixture of the specified emulsion, water, aggregate, and additives and be proportioned to meet the requirements shown in the following Table 1.

TABLE 1 - Undiluted Seal Coat Design Properties

| Method | Minimum | Maximum |
|--|---------|---------|
| Weight (per gallon), ASTM D 244, lbs | 9.0 | |
| Cone Penetration, ASTM D 217, mm | 340 | 700 |
| % Non-Volatile ¹ | 50 | |
| % Non-Volatile Residue Soluble in Trichloroethylene, ASTM D 2042 | 10 | 35 |
| Wet Track Abrasion Loss, ASTM D 3910, g | | 35 |
| Viscosity, ASTM D 562, KU | 75 | |
| Dried Film Color | Black | |

¹Weigh 10 g of homogeneous product into a previously tared, small ointment can. Place in an oven at 325°F for 90 minutes. Cool, reweigh and calculate non-volatile residue as a percent of the original mass.

2.3 EQUIPMENT

- A. Distributors. Distributors or spray units used for the spray application of the seal coat shall be self-propelled and capable of uniformly applying 0.10 to 0.30 gallons per square yard of material over the required width of application. Distributors shall be equipped with tachometers, pressure gauges, and volume measuring devices. The mix tank shall have a mechanically powered, full sweep, mixer with sufficient power to move and homogeneously mix the entire contents of the tank.
- B. Spray Nozzles. Nozzles shall be free from clogs and debris and set at the same angle.
- C. Mixing Equipment. The mixing machine shall have a continuous flow mixing unit capable of accurately delivering a predetermined proportion of aggregate, water, and emulsion, and of discharging the thoroughly mixed product on a continuous basis. The mixing unit shall be capable of thoroughly blending all ingredients together and discharging the material without segregation.
- D. Spreading Equipment. Spreading equipment shall be a mechanical type squeegee/brush distributor attached to the mixing machine, equipped with flexible material in contact with the surface to prevent loss of slurry from the spreader box. It shall be maintained to prevent loss of slurry on varying grades and adjusted to assure uniform spread. There shall be a lateral control device and a flexible strike off capable of being adjusted to lay the slurry at the specified rate of application. The spreader box shall have an adjustable width. The box shall be kept clean. Emulsion and aggregate build up on the box shall not be permitted.
- E. Clean equipment with a petroleum solvent if previously used with a different material.
- F. Hand Squeegee or Brush Application. Hand spreading application shall be used only in places not accessible to the mechanized equipment or to accommodate neat trim work at curbs, etc. Material that is applied by hand shall meet the same standards as that applied by machine.
- G. Calibration. Spreading equipment shall be provided with a method of calibration by the manufacturer. Equipment shall be calibrated to assure that it will produce and apply a mix that conforms to the job mix formula. Calibrations shall be made with the approved job materials prior to application of the seal coat.

2.4 PREPARATION

- A. Remove all existing striping in areas subject to seal coating as noted in plans. Reference applicable specification section in Site Demolition.
- B. Remediate distressed areas of existing pavement by saw-cutting and removing existing pavement, regrading and compacting the underlying base course and replacing with full depth asphalt at locations and as shown on the drawings.
1. Repairs not specifically shown on the plans but considered necessary by the contractor, store manager or construction manager (CM) shall be identified and submitted as an RFI to the project team prior to commencement of repairs.
 2. Repairs submitted by RFI and approved shall be performed as directed by the CEC. Cost for such work directed and performed will be paid for in accordance with the "Changes in the Work" Clause of the General Conditions.
- C. Longitudinal and transverse cracks in excess of 0.25 inch, but less than 1 inch shall be sealed with a crack sealant. Cracks that contain weed or other live vegetable matter shall be treated with a locally approved, non-oil based sterilant prior to applying the crack filler.
- D. Existing crack sealants in the parking lot shall be evaluated for compatibility with the specified emulsion. If not compatible with each other they can't be used together. Immediately prior to applying the seal coat, the surface shall be cleared of all loose material, dirt, dust, grease, oil, vegetation and other objectionable material. If water is used, cracks shall be allowed to dry thoroughly before applying the seal coat.
- E. Protect existing manholes, inlets, vaults, valve boxes, meter boxes, etc. as necessary to maintain free accessibility upon completion of seal coat application. Surfaces adjacent to seal coat application areas such as sidewalks, curb and/or gutter, storefronts, etc. shall be protected by use of felt paper anchored with clean aggregate, or by shielding components with plywood during application.
- F. Coordinate limits of seal coat application operations with Owner's Construction Manager and Store Manager to avoid interruption to store operations. Protect adjacent areas of the parking lot outside of current seal coat application limits to avoid tracking onto adjacent areas. Partition off limits of current seal coat operations until surface is traffic ready.
- G. Coordinate with Store Manager to deactivate lawn sprinkler systems least 48 hours prior to placing the seal coat and remain off for at least 24 hours after the seal coat application.

2.5 APPLICATION

- A. Apply seal coat at a total rate (undiluted) of 0.17gal./SY.
- B. Dampen pavement with a fog spray of water if ambient temperatures exceed 80°F. No standing water shall remain on the surface.
- C. Apply the coat uniformly in a manner such that the combined application of the coat equals the total rate specified above.
- D. Suspend application when the distribution tank has less than 100 gallons left and refill to prevent irregular patterns or misses.
- E. The coat shall be allowed to dry and cure initially a minimum of 2-4 hours before applying any markings. The initial drying shall allow evaporation of water of the applied mixture, resulting in the coating being able to sustain light foot traffic. The initial curing shall enable the mixture to withstand vehicle traffic without damage to the seal coat.
- F. The finished surface shall present a uniform texture with no streaks.
- G. The single coat shall be allowed to dry a minimum of eight hours in dry daylight conditions before opening to traffic, and initially cure enough to support vehicular traffic without damage to the seal coat.
- H. Where marginal weather conditions exist during the eight hour drying time, additional drying time shall be allowed. The length of time shall be as specified by the supplier. The surface shall be checked after the additional drying time for trafficability before opening the section to vehicle traffic.

END OF SECTION

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