TINBRIDGE HILL STREETSCAPE IMPROVMENTS
FOR
CITY OF LYNCHBURG
LYNCHBURG, VIRGINIA

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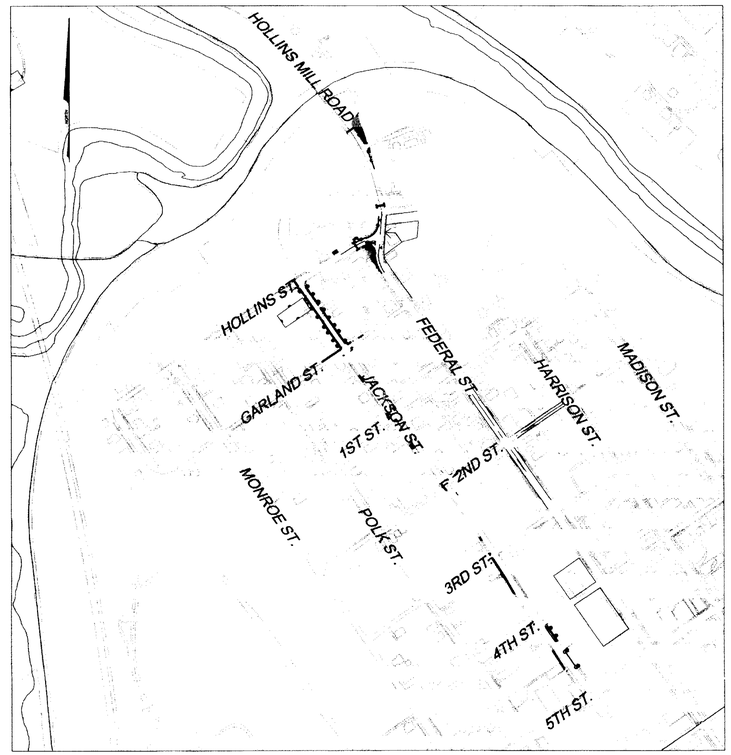
GENERAL NOTES

1. THE PURPOSE OF THIS PLAN IS TO BUILD NEW SIDEWALKS WITHIN THE TINBRIDGE HILL NEIGHBORHOOD TO IMPROVE THE PEDESTRIAN MODE OF TRANSPORTATION. INCLUDED WILL BE 1,180' ± LF OF SIDEWALKS ALONG JACKSON STREET; 240' ± LF OF SIDEWALK ALONG HOLLINS MILL ROAD; AND A NEW INTERSECTION AT FEDERAL STREET, HOLLINS MILL ROAD AND HOLLINS STREET. THERE WILL ALSO BE NEW HANDICAP RAMPS, CROSSWALKS AND LANDSCAPING ELEMENTS.
2. THE COST OF REMOVAL OF ALL EXISTING ITEMS LOCATED IN THE AREA TO BE GRADED/DISTURBED SHALL BE INCLUDED IN THE UNIT PRICE FOR OTHER ITEMS OF WORK.
3. EXISTING CONCRETE OR PAVEMENT STRUCTURES TO BE REMOVED SHALL BE SAW CUT TO PROVIDE A CLEAN, STRAIGHT EDGE. EXISTING CONCRETE SHALL BE SAW CUT NO MORE THAN 4' FROM EXISTING JOINTS.
4. ITEMS DISTURBED OR DAMAGED DURING CONSTRUCTION THAT ARE NOT SPECIFICALLY NOTED TO BE REPLACED SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS AT THE CONTRACTOR'S EXPENSE. ALL PROPERTY CORNERS AND R/W MONUMENTS THAT ARE DISTURBED SHALL BE RESET BY CONTRACTORS SURVEYOR. ALL SIGNS REMOVED DURING CONSTRUCTION ARE TO BE REPLACED AS SHOWN ON PLANS AND IN ACCORDANCE WITH VDOT AND MUTCD STANDARDS.
5. CONTRACTOR SHALL SAW-CUT ALL JOINTS WHERE EXISTING CURBING, PAVEMENT , AND SIDEWALK IS TO BE DEMOLISHED AND NEW CONSTRUCTION JOINS THE EXISTING.
6. PAVEMENT, SIDEWALK, AND CURBS TO BE REMOVED SHALL BE SAWCUT. SIDEWALKS AND CURBS SHALL BE SAW CUT AT THE NEAREST EXPANSION OR CONTROL JOINT AND REPLACED AT THE CONTRACTOR'S EXPENSE. PAVEMENT AND SIDEWALKS DISTURBED BY UTILITY CONNECTIONS AND OR OTHER WORK SHALL BE REPLACED AS SOON AS THE WORK CAUSING THE DISTURBANCE IS COMPLETE.
7. WHERE IMPROVEMENTS ARE INSTALLED NEAR EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE SAW CUT 6" FROM EXISTING EDGE.
8. BASED ON A GRAPHIC REPRESENTATION, THE PROPERTY LIES IN ZONE " UNSHADED X" (OUTSIDE OF THE 100 YEAR FLOOD PLAIN) OF THE FEMA FIRM MAP PANEL NUMBER 5100930042D, DATED JUNE 3, 2008.
9. THE EXISTING TOPOGRAPHY WAS BUILT FROM THE CITY GIS TOPOGRAPHY FOR ALL AREAS ALONG HOLLINS MILL ROAD AND THE AREA ALONG JACKSON STREET FROM 4TH STREET TO 5TH STREET. AREAS ALONG JACKSON STREET ARE FROM AN ACTUAL FIELD SURVEY BY PIEDMONT SURVEYORS.
10. SITE SPECIFICATIONS AND DETAILS NOT COVERED BY THESE PLANS SHALL CONFORM TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S ROAD AND BRIDGE SPECIFICATIONS DATED 2007, AND ROAD AND BRIDGE STANDARDS DATED FEBRUARY 2008, THE CITY OF LYNCHBURG CITY CODE, LATEST EDITION, AND LOCAL HEALTH DEPARTMENT STANDARD.
11. PIPE LENGTHS GIVEN ARE MEASURED HORIZONTALLY FROM STRUCTURE CENTER TO STRUCTURE CENTER. PIPE SLOPES ARE ALSO MEASURED FROM STRUCTURE CENTER TO STRUCTURE CENTER.
12. ALL DRAINAGE STRUCTURE INVERTS ARE TO BE SHAPED IN ACCORDANCE WITH VDOT STANDARD IS-1.
13. CONTRACTOR SHALL RELOCATE OR ADJUST EXISTING UTILITIES AND APPURTENANCES OR COORDINATE THEIR RELOCATION AS NECESSARY TO ACCOMMODATE THE PROPOSED CONSTRUCTION. SOME UTILITIES TO BE RELOCATED OR ADJUSTED MAY NOT BE SHOWN ON THE PLANS.
14. ALL EXCESS EXCAVATED MATERIAL WILL BE DISPOSED OF LEGALLY OFF SITE AND AT CONTRACTOR'S EXPENSE. CONTRACTOR TO OBTAIN SITE, AND E&S PERMIT. ALL EXCAVATION IS UNCLASSIFIED AND NO ADDITIONAL PAYMENT WILL BE MADE FOR ROCK OR UNSUITABLE MATERIAL ENCOUNTERED.
15. CONTACT MISS UTILITY 1-800-552-7001 FORTY-EIGHT(48) HOURS PRIOR TO ANY GRADING OR DIGGING TO HAVE UNDERGROUND UTILITIES MARKED. THIS PLAN DOES NOT GUARANTEE THE EXISTENCE, NON EXISTENCE, SIZE TYPE, LOCATION, ALIGNMENT OR DEPTH OF ANY OR ALL UNDERGROUND UTILITIES OR OTHER FACILITIES. THE CONTRACTOR SHALL PERFORM WHATEVER TEST EXCAVATION OR OTHER INVESTIGATION NECESSARY TO VERIFY TIE-IN INVERTS, LOCATIONS AND CLEARANCES, AND SHALL REPORT IMMEDIATELY ANY DISCREPANCIES. UTILITY COMPANIES SHALL BE NOTIFIED IN ADVANCE OF ANY EXCAVATION IN THE PROXIMITY OF THEIR UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING AT HIS EXPENSE ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING, UNCOVERING, AND ADJUSTING ALL VALVE BOXES, MANHOLES, ETC. TO FINAL PAVEMENT AND FINISH GRADE.
17. THE CONTRACTOR SHALL ENSURE ALL UTILITY CROSSINGS FOR WATER SERVICE, FIRE HYDRANTS, ELECTRIC, ETC. THAT CROSS THE PROPOSED DITCH LINE WILL HAVE THE PROPER COVER PROTECTION AS TO NOT INTERFERE WITH ROUTINE DITCH MAINTENANCE ACTIVITIES.
18. LAND DISTURBING PERMITS SHALL BE OBTAINED FROM THE CITY OF LYNCHBURG.
19. ALL EROSION AND SEDIMENT CONTROL / STORMWATER MANAGEMENT MEASURES MUST BE DEWATERED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY AND ALL TEMPORARY EROSION CONTROL MEASURES MUST BE REMOVED WITHIN 30 DAYS OF PERMANENT STABILIZATION OF THE SITE.
20. AREAS ON WHICH FILL IS TO BE PLACED SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL. SOIL MATERIAL SHALL BE FREE OF DEBRIS, ROOTS, WOOD, SCRAP MATERIAL, VEGETATION, REFUSE, SOFT UNSOUND PARTICLES, AND FROZEN DELETERIOUS OR OBJECTIONABLE MATERIALS.
21. USE SELECT MATERIAL UNDER BUILDINGS AND STRUCTURES; USE FILL AND BACKFILL MATERIAL WITHIN AND BENEATH STORM WATER POND EMBANKMENTS, PARKING AREAS, ROADS, SIDEWALKS, AND OTHER CONCRETE AND PAVED SURFACES; USE COMMON FILL MATERIAL FOR GENERAL SITE GRADING. PLACE MATERIAL IN MAXIMUM 6" LIFTS.
22. COMPACT LAYERS OF FILL TO 98 PERCENT BY ASTM D 698 (STANDARD PROCTOR) BENEATH AND WITHIN 25 FEET OF BUILDINGS, STRUCTURES AND WITHIN STORM WATER POND EMBANKMENTS. COMPACT LAYERS OF FILL TO 95 PERCENT BY ASTM D 698 (STANDARD PROCTOR) WITHIN RIGHT-OF-WAY, PAVEMENTS, WALKS, AND ROAD SHOULDERS. IN OTHER UNPAVED AREAS, COMPACT TO 90 PERCENT BY ASTM D 698 (STANDARD PROCTOR). IF THE DENSITY OF THE ADJACENT SOIL IS MORE THAN THE DENSITY SPECIFIED, THEN COMPACT TO A DENSITY NOT LESS THAN THE DENSITY OF THE ADJACENT SOIL.
23. ALL DISTURBED AREAS SHALL BE RETURNED TO LIKE OR BETTER CONDITIONS WHETHER THEY ARE GRASSED, LANDSCAPED, GRAVEL, OR OTHER. SELECT MATERIAL SHALL BE PLACED ALONG THE BACKSIDE OF NEW PAVEMENT EDGES, CURBING AND/OR SIDEWALKS AND SEEDED TO AVOID TRIP/FALL HAZARDS.



LOCATION MAP
SCALE: 1" = 300'

PROJECT NARRATIVE

THIS PROJECT IS TO BUILD NEW SIDEWALKS WITHIN THE TINBRIDGE HILL NEIGHBORHOOD TO IMPROVE THE PEDESTRIAN MODE OF TRANSPORTATION. INCLUDED WILL BE 1,180' ± LF OF SIDEWALKS ALONG JACKSON STREET; 240'± LF OF SIDEWALK ALONG HOLLINS MILL ROAD; AND A NEW INTERSECTION AT FEDERAL STREET, HOLLINS MILL ROAD AND HOLLINS STREET. THERE WILL ALSO BE NEW HANDICAP RAMPS, CROSSWALKS AND LANDSCAPING ELEMENTS.

STORM WATER NARRATIVE

QUANTITY AND QUALITY: THE IMPROVEMENTS MADE ALONG JACKSON STREET AND ALONG HOLLINS MILL ROAD BETWEEN HOLLINS STREET AND MCKINLEY STREET ARE WITHIN A CSO (COMBINED SEWER OVERFLOW) AREA OF THE CITY AND IS COVERED BY SEPARATE PROJECTS FOR HANDLING THE FLOWS AND TREATING THE RUNOFF.

FOR THE IMPROVEMENTS AROUND HOLLINS MILL ROAD, AND MCIVER STREET THE OVERALL IMPERVIOUS AREA HAS BEEN REDUCED FROM 0.17 ACRES FOR THE PRE-DEVELOPED CONDITION TO 0.12 ACRES FOR POST-DEVELOPED CONDITION. WITH THIS REDUCTION IN IMPERVIOUS AREA NO STORMWATER QUALITY MEASURES ARE REQUIRED PER THE VA RRM REDEVELOPMENT WORKSHEET. THE REDUCED IMPERVIOUS HAS RESULTED IN AN OVERALL REDUCED SITE RUNOFF AS WELL. THE PROJECTS OUTFLOW TO THE EXISTING STORMWATER SEWER ARE DEEMED ADEQUATE FOR WATER QUANTITY PURPOSES; THEREFORE NO DETENTION IS REQUIRED.

SURVEY NOTES:

TOPOGRAPHIC SURVEY WAS TAKEN FROM LYNCHBURG GIS UNLESS OTHERWISE NOTED.

THE ENGINEER AND/OR SURVEYOR TAKES NO RESPONSIBILITY FOR THE LOCATION OR ACCURACY OF THE UTILITIES AS SHOWN HEREON OR ANY UTILITIES WITHIN THE PROJECT THAT MAY NOT BE SHOWN HEREON. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO SEE IF ANY UTILITIES EXIST WITHIN THE AREA OF THE PROJECT BEFORE ANY CONSTRUCTION BEGINS. ANY COST INCURRED BY DAMAGING ANY UTILITY WITHIN THE PROJECT SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

48 WORKING HOURS PRIOR TO STARTING THE WORK, THE CONTRACTOR SHALL CALL MISS UTILITY AT PHONE NUMBER 811 AND ADVISE THE NATURE AND LOCATION OF THE WORK.

NOTES:

1. CROSSWALK MARKINGS SPACING SHALL BE INSTALLED TO AVOID WHEEL PATH.
2. ALL CROSSWALKS SHALL HAVE SHOP DRAWINGS SUBMITTED TO THE CITY TO CONFIRM MUTCD COMPLIANCE.
3. ALL PROPOSED MARKINGS SHOWN ARE TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF LYNCHBURG'S STANDARD PAVEMENT MARKING DETAILS AND SPECIFICATIONS. EXISTING MARKINGS TO BE REMOVED SHALL BE MILLED OR GRINDED FROM PAVEMENT.
4. NEW CURBING AND SIDEWALKS THAT ARE PLACED WHERE CURRENT PAVEMENT EXISTS SHALL HAVE A TRENCH PATCH PAVEMENT PLACED BETWEEN THE SAW CUT AND NEW CONCRETE.
5. THE TRUNCATED DOMES TO BE PLACED IN THE HANDICAP RAMPS SHALL BE BRICK PAVERS.
6. CONFLICTS WITH EXISTING STREET SIGNS AND MAILBOXES WITHIN THE PROPOSED SIDEWALK SHALL REMAIN AT THEIR EXISTING LOCATION UNLESS OTHERWISE NOTED. CONTRACTOR SHALL ENSURE A MINIMUM OF 48" OF PASSABLE SPACE. (FEDERAL FUND REQUIREMENT)

EXISTING LEGEND

- IPF IRON PIN FOUND
- IPS IRON PIN SET
- ELECTRIC POLE
- ELECTRIC PEDESTAL
- GUY WIRE
- TELEPHONE PEDESTAL
- TELEPHONE MANHOLE
- SATELLITE DISH
- CLEANOUT
- WATER METER
- WATER VALVE
- STORM MANHOLE
- SANITARY MANHOLE
- FIRE HYDRANT
- LIGHT POLE
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- CREEK
- BENCHMARK
- SIGN
- WELL
- GUARDRAIL
- EDGE OF WOODS
- FENCE
- OH E — OVERHEAD ELECTRIC
- OH T — OVERHEAD TELEPHONE
- OH CTV — OVERHEAD CABLE TV
- UG E — UG ELECTRIC LINE
- UG FO — UG FIBER OPTIC LINE
- SS — UG SAN. SEWER LINE
- UG T — UG TELEPHONE LINE
- W — UG WATER LINE
- CONCRETE

PROPOSED LEGEND:

- ADA WARNING STRIP
- CONCRETE
- BUS — GLTC BUS SHELTER
- CURB & GUTTER
- CROSSWALK (THERMOPLAST)
- 401 — LOT NUMBER

City of Lynchburg Project #15024-R

Approved: City Engineer — Date

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COVER FOR TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
LATITUDE:	37°25'11"
LONGITUDE:	79°09'18"
DATE:	07/24/2015
DRAWN BY:	MDB
CHECKED BY:	TJW

COMMONWEALTH OF VIRGINIA
TREVOR J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
Revised 8/31/15

RECEIVED
SEP 01 2015
COMMUNITY DEVELOPMENT

PLAN REVISIONS

#	DATE	DESCRIPTION OF REVISION	SHEETS
1	8/18/2015	CHANGES MADE PER CITY COMMENTS	C1.0 TO C5.0
2	8/31/2015	CHANGES MADE PER CITY COMMENTS	C1.0 TO C5.0

SHEET NO.
C1.0

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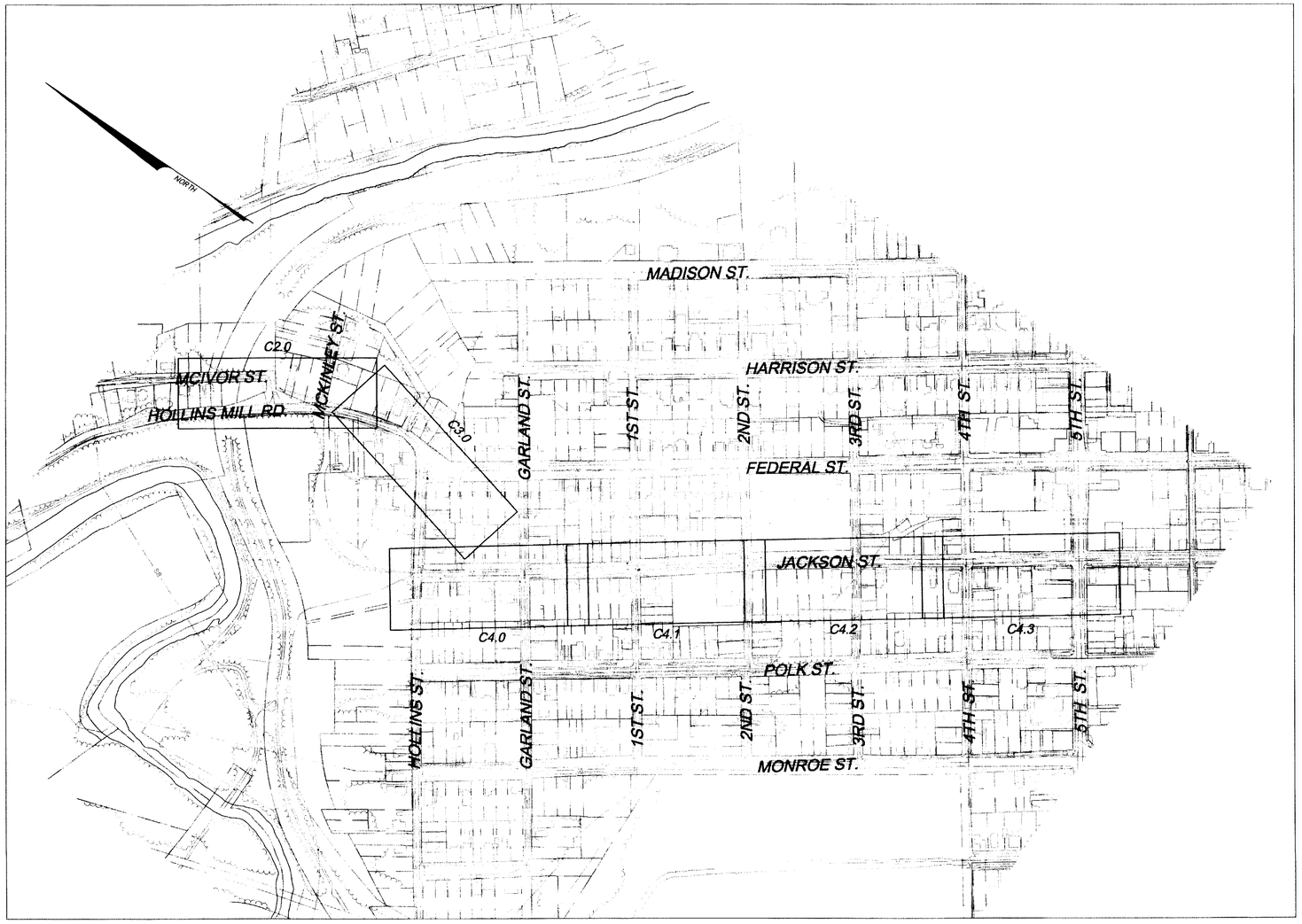

SHEET LAYOUT MAP

SCALE: 1" = 200'

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

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SHEET LAYOUT
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

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COMMONWEALTH OF VIRGINIA
TRENT J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C1.1

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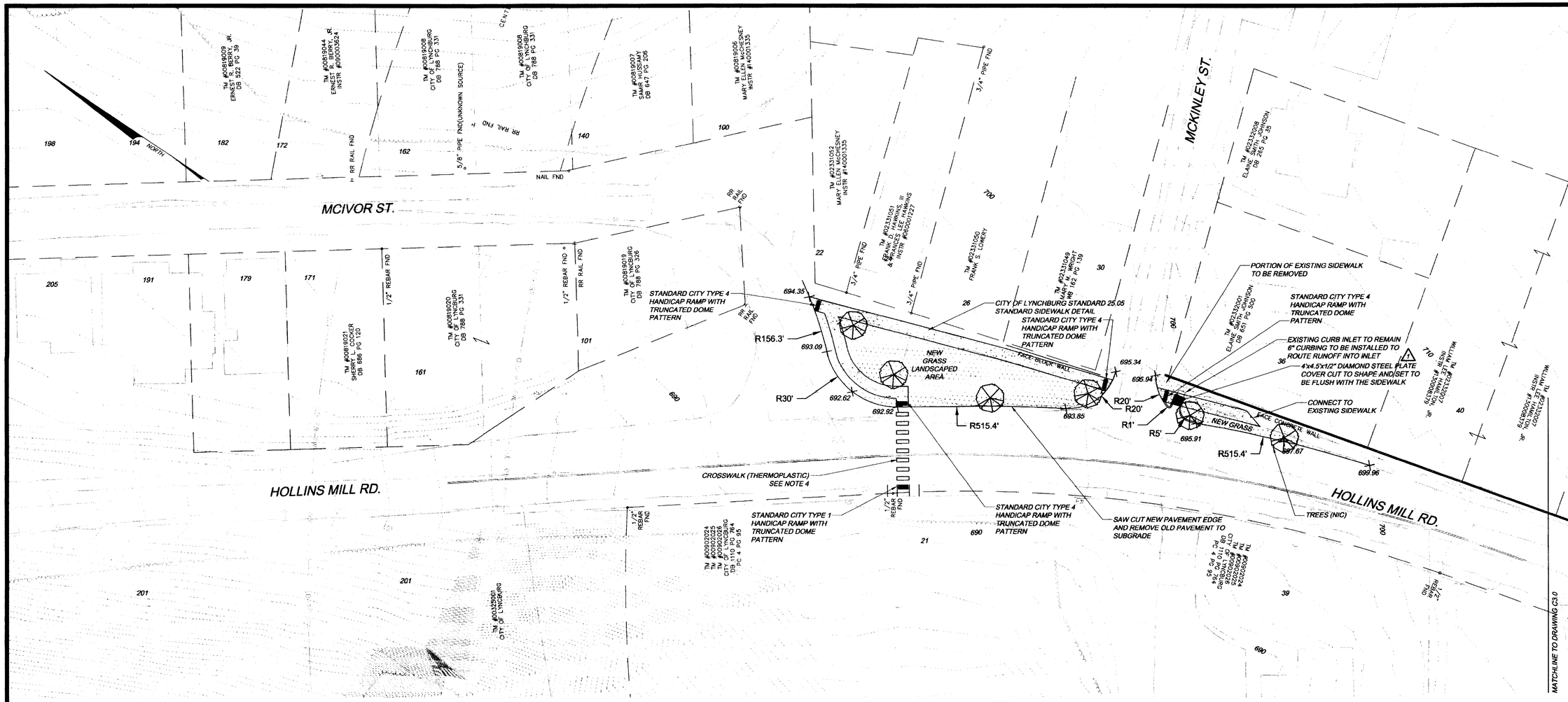

SIDEWALK & CURBING CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
SIDEWALK AREA	121 SY
6" CURBING	18 LF

NOTES:

1. GRADE ELEVATIONS ARE GIVEN AT PAVEMENT EDGE UNLESS OTHERWISE NOTED. FOR STANDARD CITY STRAIGHT CURB ADD 0.50' TO ELEVATION TO GET BACK OF CURB. FOR STANDARD CITY COMBINATION ROLL TOP CURB ADD 0.29' TO GET BACK OF CURB. FOR CITY STANDARD COMBINED 6" CURB AND GUTTER ADD 0.44' TO GET BACK OF CURB.
2. GRADE ELEVATIONS SHOWN ARE AT EXISTING GROUND ELEVATIONS ACCORDING TO THE CITY GIS TOPOGRAPHY. ACTUAL GROUND ELEVATIONS IN THE FIELD MAY VARY FROM ELEVATIONS SHOWN ON THIS SHEET.
3. THE NEW GRASS LANDSCAPE AREA SHALL BE FREE OF ANY RUBBLE, GRAVEL, PAVEMENT OR CONCRETE . THE TOP SIX INCHES SHALL BE PLACED WITH TOPSOIL AND SEEDED WITH PERMANENT SEEDING AND STRAW MULCH. THE CITY WILL PLANT TREES AT A LATER DATE.
4. FOR ALL CROSSWALKS THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE CITY TO VERIFY MUTCD COMPLIANCE.

20 10 0 20 40
GRAPHIC SCALE IN FEET

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

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HOLLINS MILL RD.(McKINLEY ST. TO McIVOR ST.)
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
FOR
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
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COMMONWEALTH OF VIRGINIA
TREVOR J. WAGNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
Revised 8/31/15

SHEET NO.
C2.0

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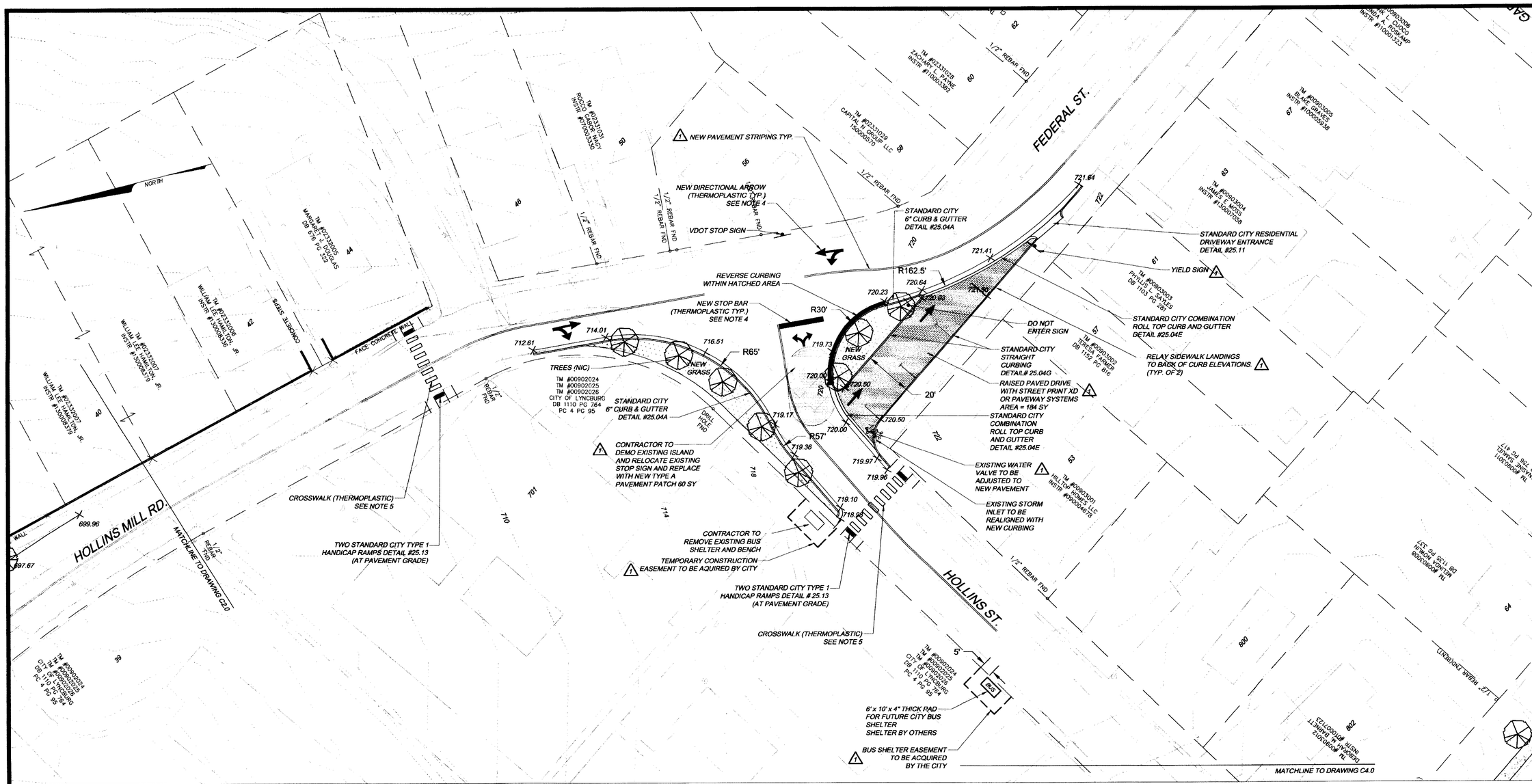

CURBING CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
6" CURB & GUTTER	274 LF
ROLL TOP CURB	84 LF
STRAIGHT CURB	160 LF

NOTES:

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2. GRADE ELEVATIONS SHOWN ARE AT EXISTING GROUND ELEVATIONS ACCORDING TO THE CITY GIS TOPOGRAPHY. ACTUAL GROUND ELEVATIONS IN THE FIELD MAY VARY FROM ELEVATIONS SHOWN ON THIS SHEET.
3. THE NEW GRASS LANDSCAPE AREA SHALL BE FREE OF ANY RUBBLE, GRAVEL, PAVEMENT OR CONCRETE . THE TOP SIX INCHES SHALL BE PLACED WITH TOPSOIL AND SEEDED WITH PERMANENT SEEDING AND STRAW MULCH. THE CITY WILL PLANT TREES AT A LATER DATE.
4. NEW DIRECTIONAL ARROWS AND STOP BAR SHALL BE THERMOPLASTIC MATERIAL BY ENNIS-FLINT OR EQUAL.
5. FOR ALL CROSSWALKS THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE CITY TO VERIFY MUTCD COMPLIANCE.

20 10 0 20 40
GRAPHIC SCALE IN FEET

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2	8/31/2015	CHANGES MADE PER CITY COMMENTS

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TINBRIDGE HILL (HOLLINS ST. & FEDERAL ST.)
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
LATITUDE:	37°25'11"
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CHECKED BY:	TJW

COMMONWEALTH OF VIRGINIA
BRENT J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C3.0

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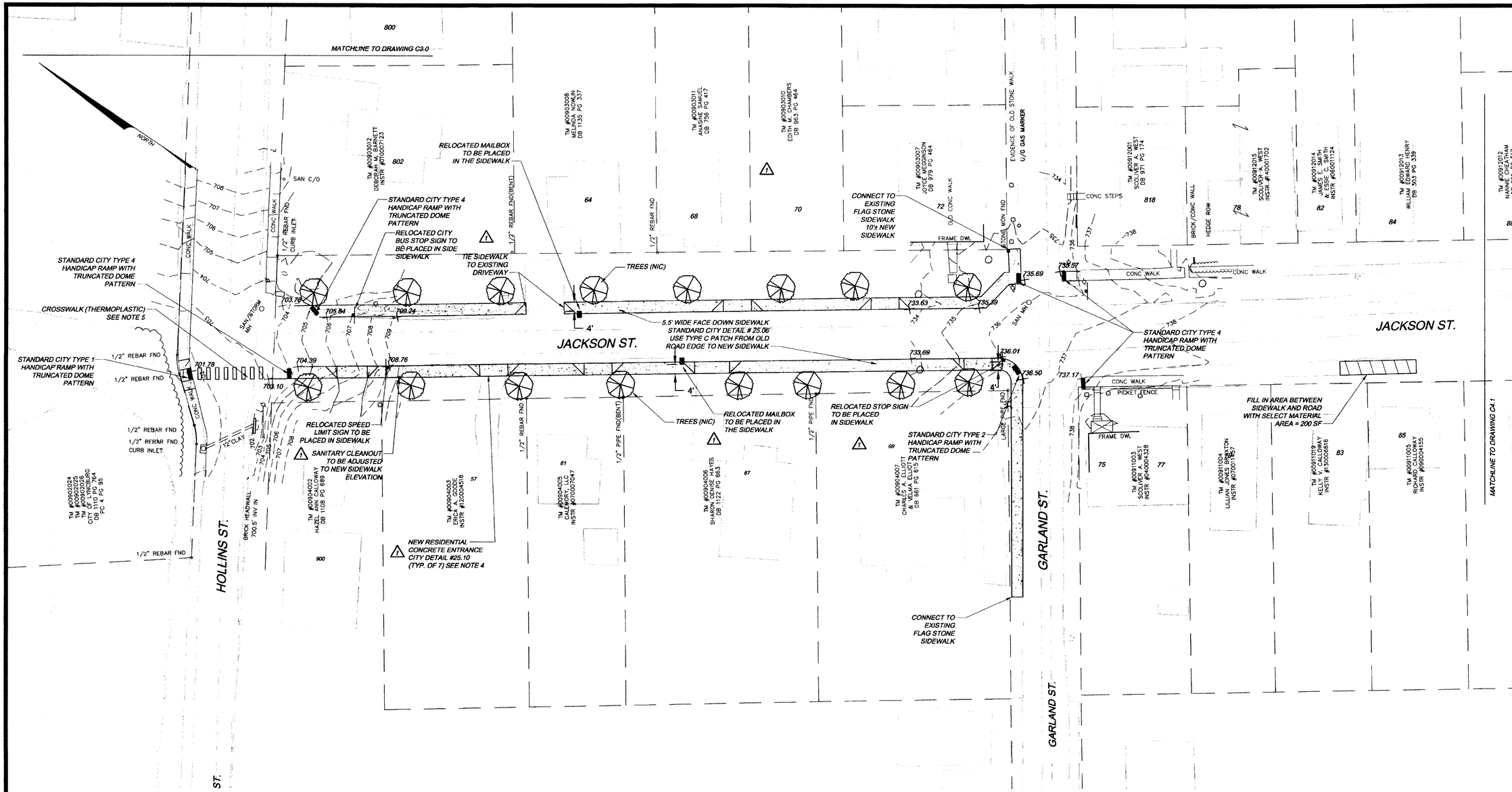

SIDEWALK CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
SIDEWALK AREA	361 SY

NOTES:

1. GRADE ELEVATIONS ARE GIVEN AT PAVEMENT EDGE UNLESS OTHERWISE NOTED. FOR STANDARD CITY STRAIGHT CURB ADD 0.50' TO ELEVATION TO GET BACK OF CURB. FOR STANDARD CITY COMBINATION ROLL TOP CURB ADD 0.29' TO GET BACK OF CURB. FOR CITY STANDARD COMBINED 6" CURB AND GUTTER ADD 0.44' TO GET BACK OF CURB.
2. GRADE ELEVATIONS SHOWN ARE FROM AN ACTUAL FIELD SURVEY BY PIEDMONT SURVEYORS.
3. TREES TO BE PURCHASED AND PLANTED BY CITY.
4. RESIDENTIAL DRIVEWAYS CROSSING SIDEWALK SHALL BE IN ACCORDANCE WITH CITY DETAIL 25.10. ADJUST ENTRANCE WIDTH TO MATCH EXISTING ENTRANCE OR A MINIMUM OF 12' WIDE.
5. FOR ALL CROSSWALKS THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE CITY TO VERIFY MUTCD COMPLIANCE.

20 10 0 20 40
GRAPHIC SCALE IN FEET

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2	8/31/2015	CHANGES MADE PER CITY COMMENTS

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JACKSON ST (HOLLINS ST. TO GARLAND ST.) FOR TINBRIDGE HILL STREET SCAPE IMPROVEMENTS

LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
LATITUDE:	37°25'11"
LONGITUDE:	79°09'18"
DATE:	07/24/2015
DRAWN BY:	MDB
CHECKED BY:	TJW

COMMONWEALTH OF VIRGINIA
TRENT J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C4.0

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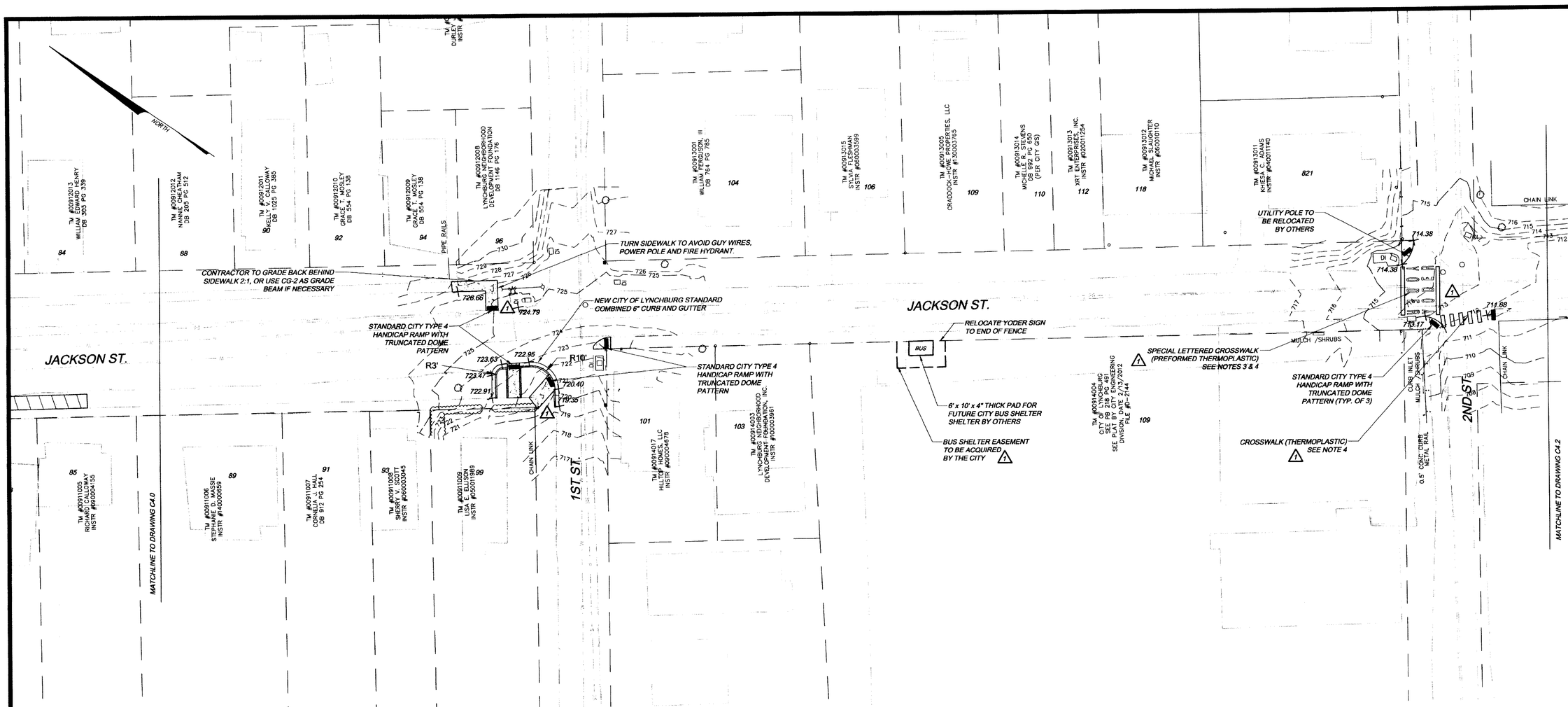

SIDEWALK & CURBING CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
SIDEWALK AREA	35 SY
6" CURB AND GUTTER	45 LF

NOTES:

1. GRADE ELEVATIONS ARE GIVEN AT PAVEMENT EDGE UNLESS OTHERWISE NOTED. FOR STANDARD CITY STRAIGHT CURB ADD 0.50' TO ELEVATION TO GET BACK OF CURB. FOR STANDARD CITY COMBINATION ROLL TOP CURB ADD 0.29' TO GET BACK OF CURB. FOR CITY STANDARD COMBINED 6" CURB AND GUTTER ADD 0.44' TO GET BACK OF CURB.
2. GRADE ELEVATIONS SHOWN ARE FROM AN ACTUAL FIELD SURVEY BY PIEDMONT SURVEYORS.
3. "YODER" CROSSWALK TO BE PREFORMED THERMOPLASTIC MATERIAL BY ENNIS-FLINT OR EQUAL.
4. FOR THE "YODER" AND ALL OTHER CROSSWALKS THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE CITY TO VERIFY MUTCD COMPLIANCE.

20 10 0 20 40
GRAPHIC SCALE IN FEET

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

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JACKSON ST. (1ST ST. TO 2ND ST.)
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
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COMMONWEALTH OF VIRGINIA
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7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C4.1

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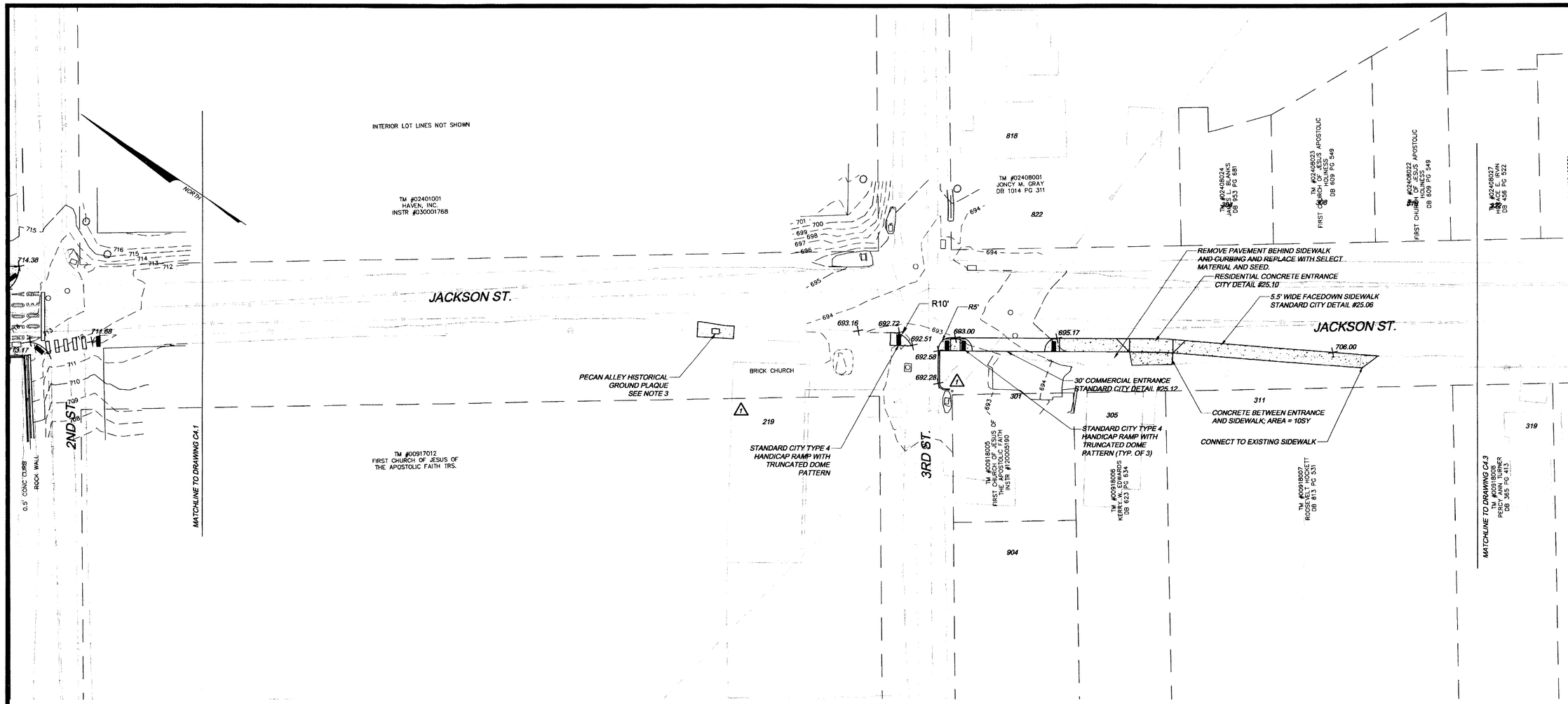

SIDEWALK & CURBING CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
SIDEWALK AREA	76 SY
6" CURB	19 LF

NOTES:

1. GRADE ELEVATIONS ARE GIVEN AT PAVEMENT EDGE UNLESS OTHERWISE NOTED. FOR STANDARD CITY STRAIGHT CURB ADD 0.50' TO ELEVATION TO GET BACK OF CURB. FOR STANDARD CITY COMBINATION ROLL TOP CURB ADD 0.29' TO GET BACK OF CURB. FOR CITY STANDARD COMBINED 6" CURB AND GUTTER ADD 0.44' TO GET BACK OF CURB.
2. GRADE ELEVATIONS SHOWN ARE FROM AN ACTUAL FIELD SURVEY BY PIEDMONT SURVEYORS.
3. PECAN ALLEY HISTORICAL GROUND PLAQUE TO BE PURCHASED SEPARATE BY THE CITY. CONTRACTOR TO INSTALL OPENING IN SIDEWALK FOR PROPER FRAMING. COORDINATE WITH CITY PRIOR TO FORMING.

20 10 0 20 40
GRAPHIC SCALE IN FEET

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

HURT & PROFFITT
2524 LANGHORNE ROAD
LYNCHBURG VA 24501
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ENGINEERING • SURVEYING • LAND DEVELOPMENT • ENVIRONMENTAL
GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

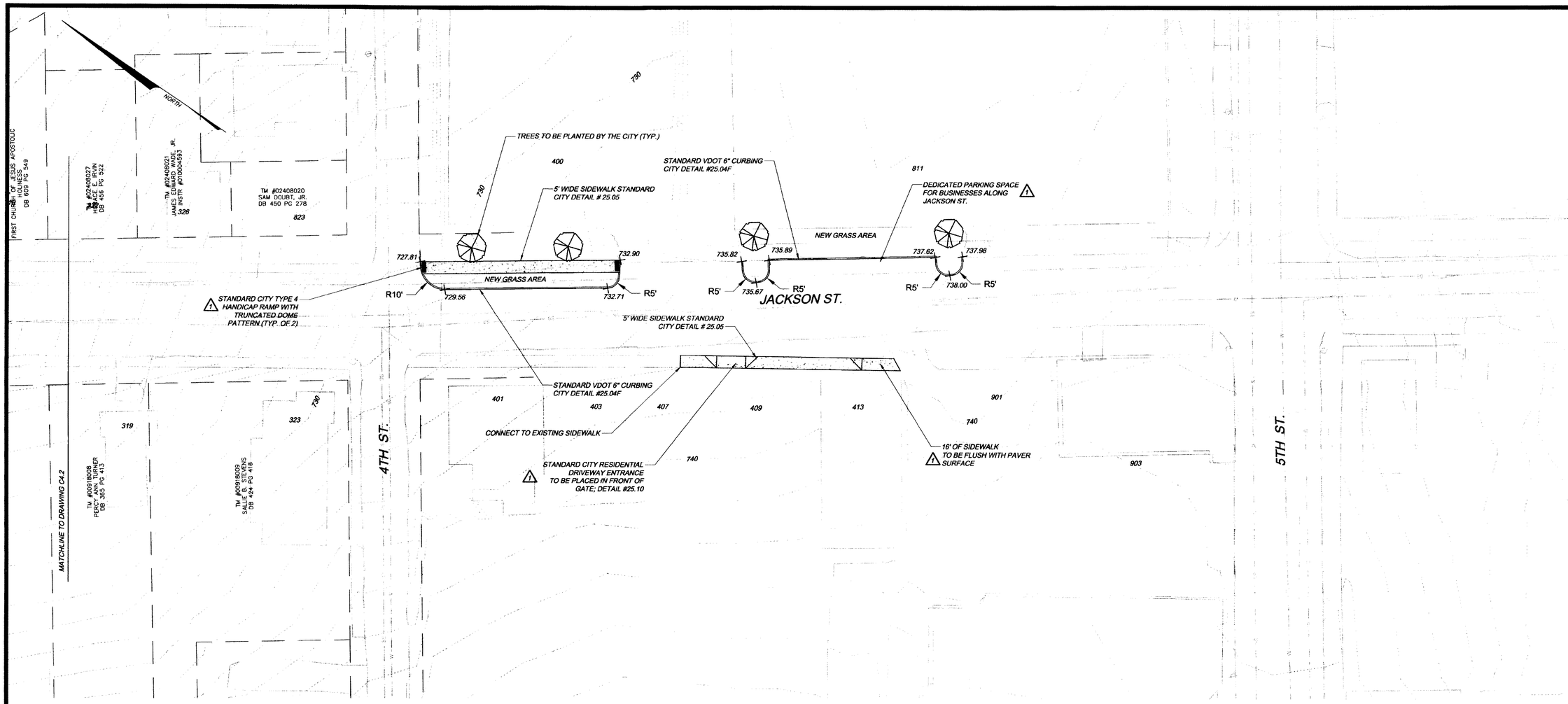
JACKSON ST. (2ND ST. TO 3RD ST.)
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
LATITUDE:	37°25'11"
LONGITUDE:	79°09'18"
DATE:	07/24/2015
DRAWN BY:	MDB
CHECKED BY:	TJW

COMMONWEALTH OF VIRGINIA
TRENT J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C4.2

Aug 31, 2015 - 1:56pm Z:\2015\20150355\CAD\Site.dwg



SIDEWALK & CURBING CONSTRUCTION QUANTITIES BETWEEN MATCHLINE ON THIS SHEET	
SIDEWALK AREA	81 SY
6" CURB	203 LF

NOTES:

1. GRADE ELEVATIONS ARE GIVEN AT PAVEMENT EDGE UNLESS OTHERWISE NOTED. FOR STANDARD CITY STRAIGHT CURB ADD 0.50' TO ELEVATION TO GET BACK OF CURB. FOR STANDARD CITY COMBINATION ROLL TOP CURB ADD 0.29' TO GET BACK OF CURB. FOR CITY STANDARD COMBINED 6" CURB AND GUTTER ADD 0.44' TO GET BACK OF CURB.
2. GRADE ELEVATIONS SHOWN ARE AT EXISTING GROUND ELEVATIONS ACCORDING TO THE CITY GIS TOPOGRAPHY. ACTUAL GROUND ELEVATIONS IN THE FIELD MAY VARY FROM ELEVATIONS SHOWN ON THIS SHEET.
3. THE NEW GRASS LANDSCAPE AREA SHALL BE FREE OF ANY RUBBLE, GRAVEL, PAVEMENT OR CONCRETE . THE TOP SIX INCHES SHALL BE PLACED WITH TOPSOIL AND SEEDED WITH PERMANENT SEEDING AND STRAW MULCH. THE CITY WILL PLANT TREES AT A LATER DATE.

20 10 0 20 40
GRAPHIC SCALE IN FEET

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

HURT & PROFFITT
2524 LANGHORNE ROAD
LYNCHBURG VA 24501
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GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

JACKSON ST. (4TH ST. TO 5TH ST.)
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

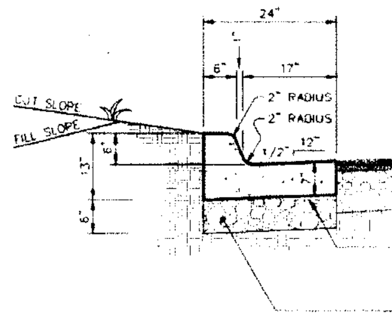
PROJECT NO.	20150355
LATITUDE:	37°25'11"
LONGITUDE:	79°09'18"
DATE:	07/24/2015
DRAWN BY:	MDB
CHECKED BY:	TJW

COMMONWEALTH OF VIRGINIA
TRENT J. WARNER
Lic. No. 31204
7/24/15
PROFESSIONAL ENGINEER
REVISED 8/31/15

SHEET NO.
C4.3

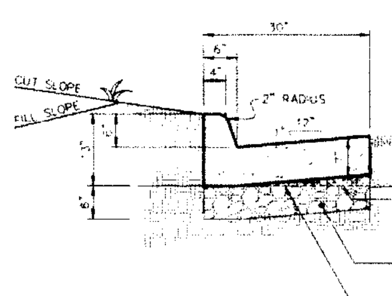
Aug 31, 2015 - 1:57pm Z:\20150\20150355\CAD\Site.dwg

NOTES:
THIS CURB AND GUTTER DETAIL SHALL BE USED FOR THE REPLACEMENT OF EXISTING LIKE CURB AND GUTTER. EXTENSIONS OF THIS CURB AND GUTTER SHALL BE APPROVED BY THE CITY ENGINEER



25.04A – STANDARD CITY COMBINED 6" CURB & GUTTER

NOTES:
THIS CURB TO BE USED ON ALL ROADWAYS UNLESS DESIGN SPEED EXCEEDS 45 M.P.H. IF THESE DESIGN SPEEDS ARE EXCEEDED, VDOT STANDARD CG-7 IS REQUIRED (SEE SHEET 2 of 2 FOR CG-7 MOUNTABLE CURB DETAIL)



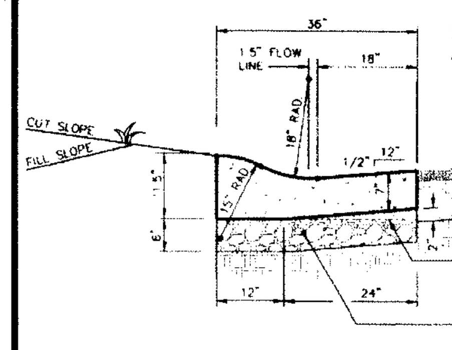
25.04B – STANDARD VDOT COMBINATION 6" CURB & GUTTER (CG-6)*

* PER 2001 VDOT ROAD AND BRIDGE STANDARDS OR LATEST REVISION

NOTES:
1. SCORE CURB / VALLEY GUTTER AT 10' O.C.
2. PROVIDE 1/2" EXPANSION JOINTS AT 90' O.C.
3. CONCRETE TO BE 3000 P.S.I. @ 28 DAYS, AIR ENTRAINED.
4. THESE NOTES APPLY TO SHEETS 1 THRU 3 OF THIS DETAIL.

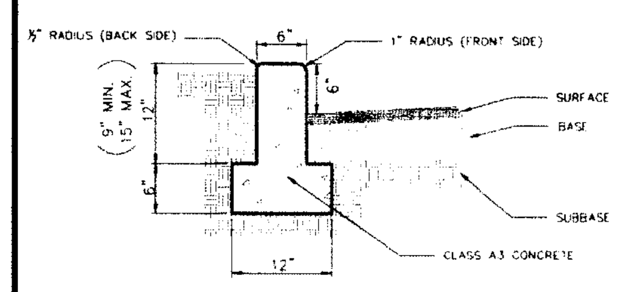
THE CITY OF LYNCHBURG
CURB & GUTTER DETAILS | NOT TO SCALE | 25.04 | 12-14-2013 | 1 OF 5

NOTES:
THIS CURB MAY ONLY BE USED WITH APPROVAL OF CITY ENGINEER.



25.04E – STANDARD CITY COMBINATION ROLL TOP CURB AND GUTTER

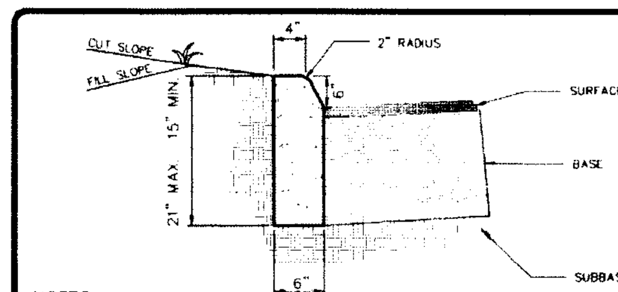
THE CITY OF LYNCHBURG
CURB & GUTTER DETAILS | NOT TO SCALE | 25.04 | 12-12-2014 | 3 OF 5



25.04G – STANDARD CITY STRAIGHT CURB W/FOOTER

NOTES
1. THIS CURB MAY ONLY BE USED WITH THE APPROVAL OF CITY ENGINEER
2. CONCRETE TO BE A3 IF CAST IN PLACE. 4000 PSI IF PRECAST
3. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (15" DEPTH OR INCREASED AS MUCH AS 3" (21" DEPTH) IN ORDER THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE THE DEPTH IS TO BE 18" AS SHOWN
4. THIS CURB IS TO BE USED WHEN DESIGN SPEED IS 25 MPH OR LESS

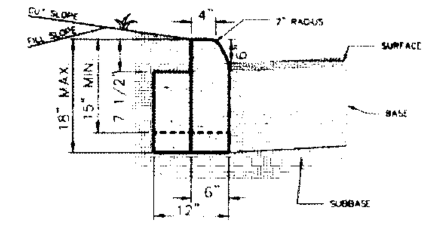
THE CITY OF LYNCHBURG
CURB & GUTTER DETAILS | NOT TO SCALE | 25.04 | 12-12-2014 | 4 OF 5



NOTES
1. THIS CURB MAY ONLY BE USED WITH THE APPROVAL OF CITY ENGINEER
2. CONCRETE TO BE A3 IF CAST IN PLACE. 4000 PSI IF PRECAST
3. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (15" DEPTH OR INCREASED AS MUCH AS 3" (21" DEPTH) IN ORDER THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE THE DEPTH IS TO BE 18" AS SHOWN
4. THIS CURB IS TO BE USED WHEN DESIGN SPEED IS 45 MPH OR LESS IN DEVELOPED URBAN AND SUBURBAN AREAS

25.04F – STANDARD VDOT 6" CURB (CG-2)*

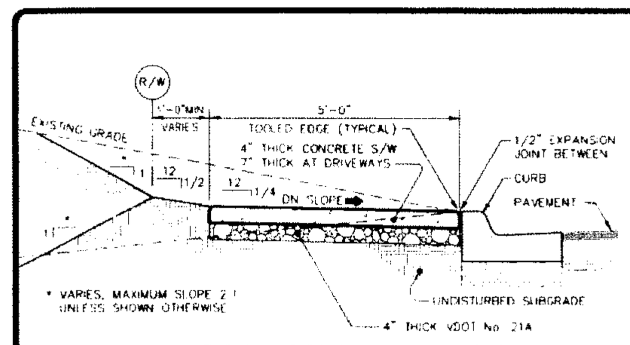
* PER 2001 VDOT ROAD AND BRIDGE STANDARDS OR LATEST REVISION



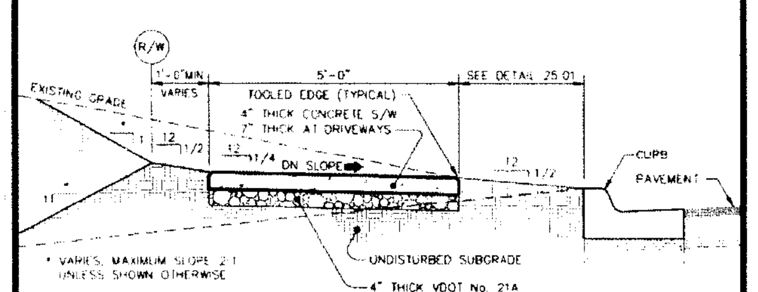
ALTERNATE 25.04F – STANDARD VDOT 6" CURB (CG-2)*

* PER 2001 VDOT ROAD AND BRIDGE STANDARDS OR LATEST REVISION

THE CITY OF LYNCHBURG
CURB & GUTTER DETAILS | NOT TO SCALE | 25.04 | 12-12-2014 | 5 OF 5



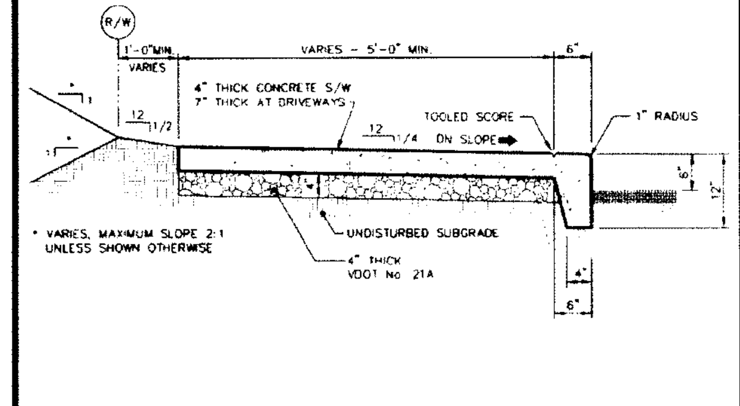
TYPICAL SIDEWALK without PARKWAY



TYPICAL SIDEWALK with PARKWAY

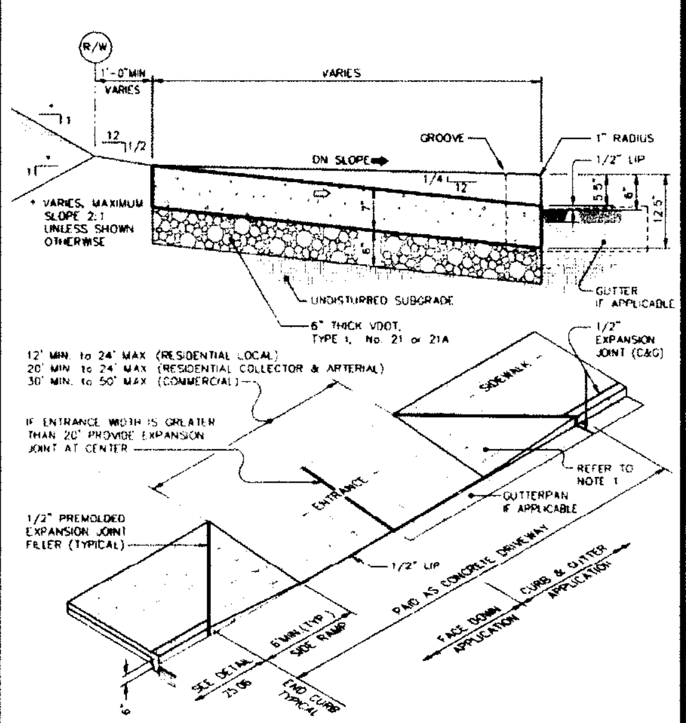
NOTES:
1. PROVIDE 3/4" DEEP TOOLED SCORE AT 5'-0" O.C.
2. EXPANSION JOINTS TO BE PLACED 30'-0" O.C. LONGITUDINALLY, ADJACENT TO CURBS, AND WHEN BUTTING EXISTING STRUCTURES, CONCRETE, OR BUILDINGS.

THE CITY OF LYNCHBURG
STANDARD SIDEWALK DETAIL | NOT TO SCALE | 25.05 | 12-14-2013 | 1 OF 1



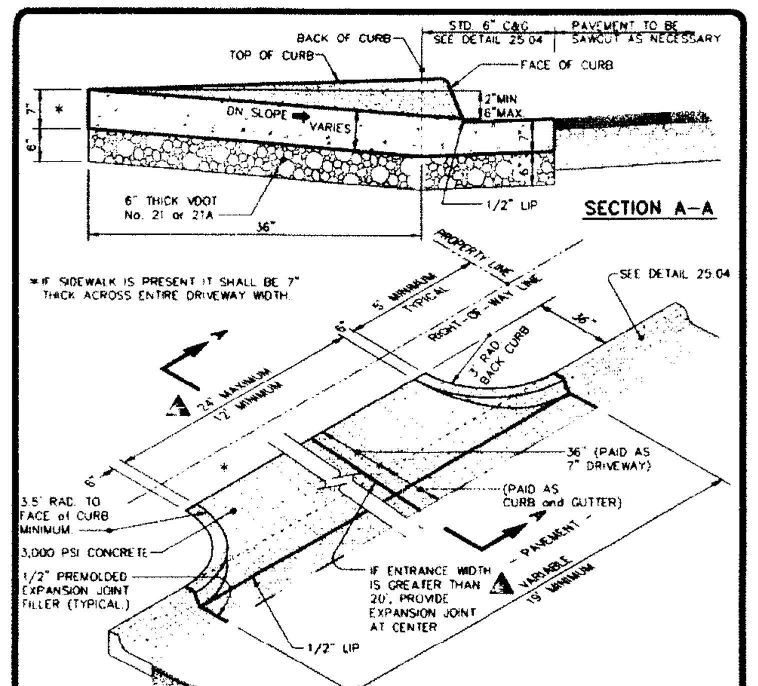
NOTES:
1. PROVIDE 3/4" DEEP TOOLED SCORES AT 5'-0" O.C. PERPENDICULAR TO FACE OF CURB AND ALONG CURB LINE.
2. EXPANSION JOINTS TO BE PLACED 30'-0" O.C. LONGITUDINALLY, ADJACENT TO CURBS, AND WHEN BUTTING EXISTING STRUCTURES, CONCRETE, OR BUILDINGS.

THE CITY OF LYNCHBURG
FACEDOWN SIDEWALK | NOT TO SCALE | 25.06 | 12-12-2014 | 1 OF 1



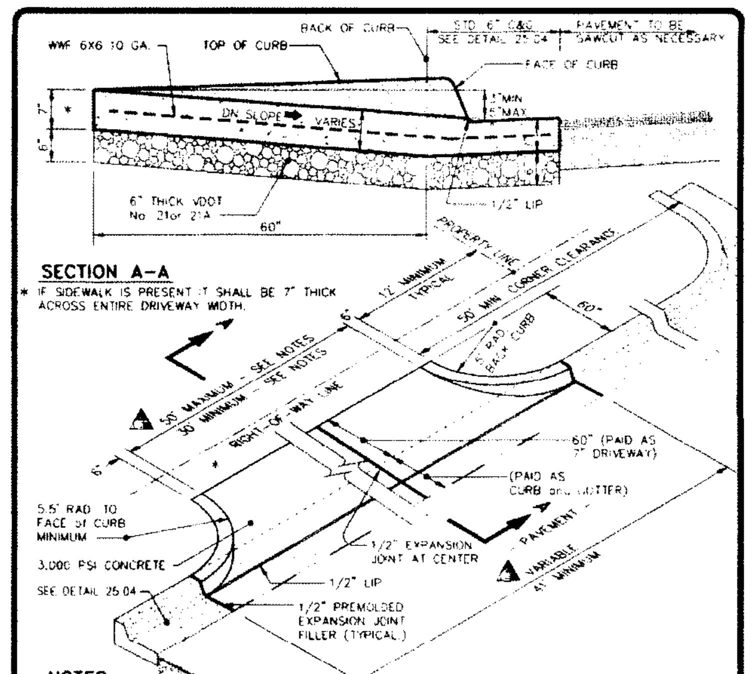
NOTE:
1. CROSS AND SIDE RAMPS SHALL NOT EXCEED A SLOPE OF 12:1.

THE CITY OF LYNCHBURG
DRIVEWAY OPENING ACROSS SIDEWALK | NOT TO SCALE | 25.10 | 12-12-2014 | 1 OF 1



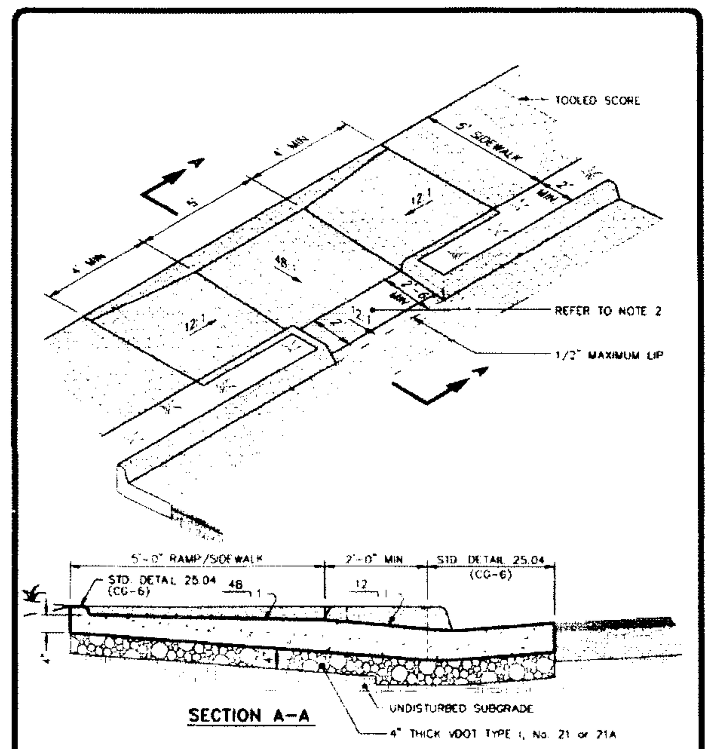
NOTES:
1. 20-FOOT DRIVEWAY ENTRANCES SHALL BE USED ON COLLECTOR AND ARTERIAL STREETS.
2. RESIDENTIAL DRIVEWAYS SHALL NOT BE CONSTRUCTED IN THE RADIUS OF A CORNER LOT.
3. VDOT STANDARDS MAY BE SUBSTITUTED IF APPROVED BY CITY ENGINEER.
4. GRAVEL DRIVEWAYS ON COLLECTOR AND ARTERIAL STREETS SHALL BE PAVED A MINIMUM OF 10 FEET FROM EDGE OF CURB OR TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER.
5. ENTIRE ENTRANCE INCLUDING GUTTER AND APRON SHALL BE POURED MONOLITHICALLY.
6. WIDTH OF CURB & GUTTER SHALL MATCH WIDTH OF EXISTING CURB & GUTTER.
7. DRIVEWAY ENTRANCES TO BE APPROVED BY CITY ENGINEER PRIOR TO PLACEMENT OF CONC.

THE CITY OF LYNCHBURG
RESIDENTIAL DRIVEWAY ENTRANCE | NOT TO SCALE | 25.11 | 12-12-2014 | 1 OF 1



NOTES:
1. USE OF GUTTERPAN ACROSS ENTRANCE MAY BE WAVED BY APPROVAL OF CITY ENGINEER.
2. ENTRANCE WIDTH AND RADIUS SHALL BE SIZED TO ACCOMMODATE TURNING RADIUS OF PROPOSED TRUCKS TO/FROM SITE DEVELOPMENT.
3. VDOT STANDARDS MAY BE SUBSTITUTED IF APPROVED BY CITY ENGINEER.
4. GRAVEL DRIVEWAYS ON COLLECTOR AND ARTERIAL STREETS SHALL BE PAVED A MIN. OF 10 FEET FROM EDGE OF CURB OR TO THE RIGHT-OF-WAY LINE, WHICHEVER IS GREATER.
5. FOR ONE-WAY DRIVEWAY, THE WIDTH IS 15' MINIMUM and 24' MAXIMUM. ENTRANCE/EXIT SHALL BE MARKED ACCORDINGLY BY SIGN OR PAVEMENT ARROW.
6. ENTIRE ENTRANCE INCLUDING GUTTER AND APRON SHALL BE POURED MONOLITHICALLY.
7. WIDTH OF CURB & GUTTER SHALL MATCH WIDTH OF EXISTING CURB & GUTTER.
8. DRIVEWAY ENTRANCES TO BE APPROVED BY CITY ENGINEER PRIOR TO PLACEMENT OF CONC.

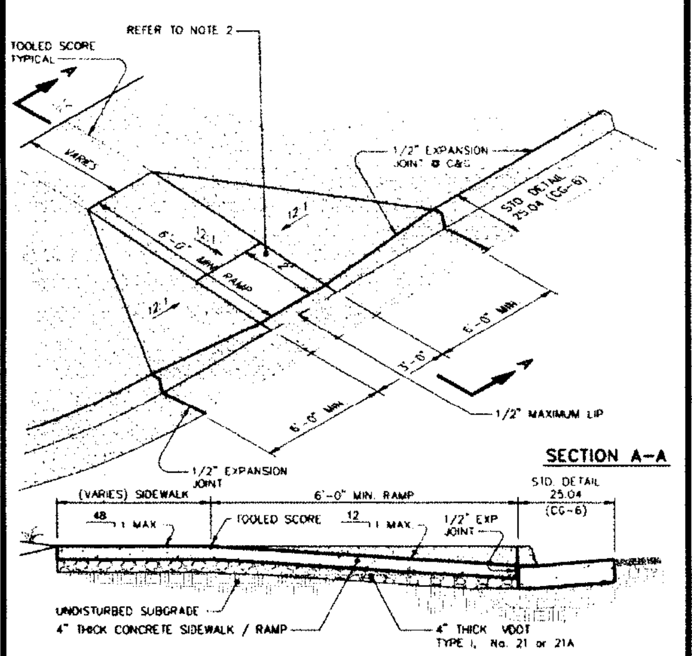
THE CITY OF LYNCHBURG
COMMERCIAL DRIVEWAY ENTRANCE | NOT TO SCALE | 25.12 | 12-14-2013 | 1 OF 1



THE CITY OF LYNCHBURG
TYPE 1 – HANDICAP RAMP for TEE INTERSECTION with GRASS STRIP | NOT TO SCALE | 25.13 | 12-12-2014 | 1 OF 2

NOTES:
1. CROSS AND SIDE RAMPS SHALL NOT EXCEED A SLOPE OF 12:1.
2. CROSS RAMP SHALL HAVE A TRUNCATED DOME PATTERN MEETING THE CURRENT AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG). THE TRUNCATED DOME PATTERN SHALL EXTEND THE FULL WIDTH OF THE CROSS RAMP BY 2 FEET IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. THE TRUNCATED DOME SURFACE SHALL BE RED IN COLOR TO PRODUCE A 70% CONTRAST WITH SURROUNDING CONCRETE SURFACES. RECOMMENDED MANUFACTURERS INCLUDE 2004 ADA COMPLIANT DETECTABLE WARNING PAVER BY PAVESTONE COMPANY AND STEP-SAFE BY TRANSPO INDUSTRIES, INC. DETECTABLE WARNING SURFACE SHALL BE INSTALLED WITH THE ELONGATED SIDE PARALLEL TO THE RAMP OPENING. PAVERS/TILES SHALL BE RECESSED TO MOUNT FLUSH WITH THE SURROUNDING CONCRETE RAMP/SURFACE.
3. CURB RAMPS ARE TO BE LOCATED WHEREVER AN ACCESSIBLE ROUTE WITHIN THE RIGHT-OF-WAY OF A ROADWAY CROSSES AS SHOWN ON PLANS OR AS DIRECTED BY CITY ENGINEER AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC.

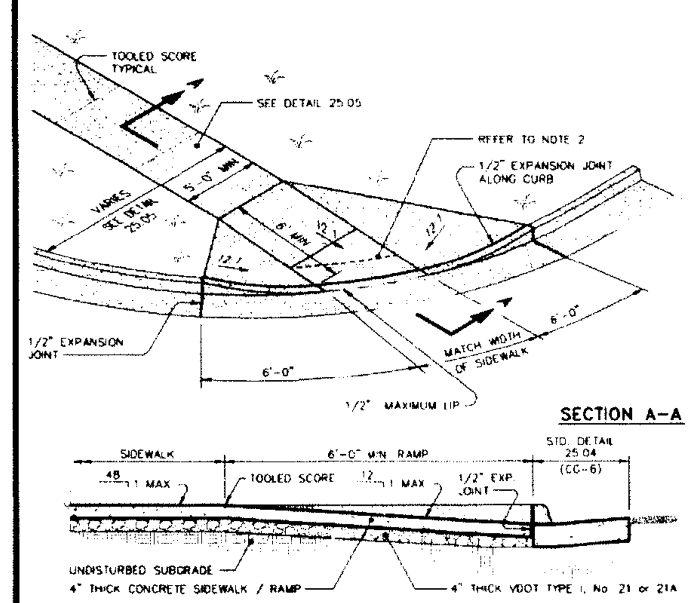
THE CITY OF LYNCHBURG
TYPE 1 – HANDICAP RAMP for TEE INTERSECTION with GRASS STRIP | NOT TO SCALE | 25.13 | 12-12-2014 | 2 OF 2



THE CITY OF LYNCHBURG
TYPE 2 – HANDICAP RAMP for INTERSECTION without GRASS STRIP | NOT TO SCALE | 25.15 | 12-12-2014 | 1 OF 2

NOTES:
1. CROSS AND SIDE RAMPS SHALL NOT EXCEED A SLOPE OF 12:1.
2. CROSS RAMP SHALL HAVE A TRUNCATED DOME PATTERN MEETING THE CURRENT AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG). THE TRUNCATED DOME PATTERN SHALL EXTEND THE FULL WIDTH OF THE CROSS RAMP BY 2 FEET IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. THE TRUNCATED DOME SURFACE SHALL BE RED IN COLOR TO PRODUCE A 70% CONTRAST WITH SURROUNDING CONCRETE SURFACES. RECOMMENDED MANUFACTURERS INCLUDE 2004 ADA COMPLIANT DETECTABLE WARNING PAVER BY PAVESTONE COMPANY AND STEP-SAFE BY TRANSPO INDUSTRIES, INC. DETECTABLE WARNING SURFACE SHALL BE INSTALLED WITH THE ELONGATED SIDE PARALLEL TO THE RAMP OPENING. PAVERS/TILES SHALL BE RECESSED TO MOUNT FLUSH WITH THE SURROUNDING CONCRETE RAMP/SURFACE.
3. CURB RAMPS ARE TO BE LOCATED WHEREVER AN ACCESSIBLE ROUTE WITHIN THE RIGHT-OF-WAY OF A ROADWAY CROSSES AS SHOWN ON PLANS OR AS DIRECTED BY CITY ENGINEER AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC.

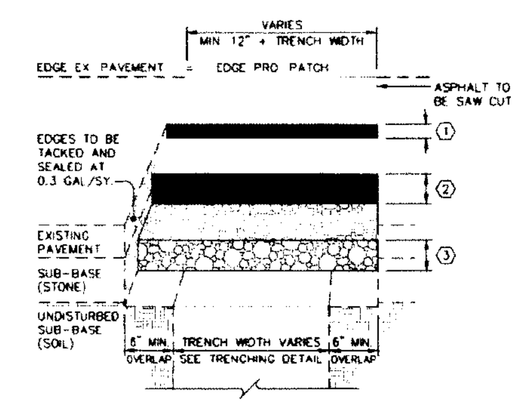
THE CITY OF LYNCHBURG
TYPE 2 – HANDICAP RAMP for INTERSECTION without GRASS STRIP | NOT TO SCALE | 25.15 | 12-12-2014 | 2 OF 2



THE CITY OF LYNCHBURG
TYPE 4 – HANDICAP RAMP for INTERSECTION with GRASS STRIP | NOT TO SCALE | 25.17 | 12-12-2014 | 1 OF 2

NOTES:
1. CROSS AND SIDE RAMPS SHALL NOT EXCEED A SLOPE OF 12:1.
2. CROSS RAMP SHALL HAVE A TRUNCATED DOME PATTERN MEETING THE CURRENT AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG). THE TRUNCATED DOME PATTERN SHALL EXTEND THE FULL WIDTH OF THE CROSS RAMP BY 2 FEET IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. THE TRUNCATED DOME SURFACE SHALL BE RED IN COLOR TO PRODUCE A 70% CONTRAST WITH SURROUNDING CONCRETE SURFACES. RECOMMENDED MANUFACTURERS INCLUDE 2004 ADA COMPLIANT DETECTABLE WARNING PAVER BY PAVESTONE COMPANY AND STEP-SAFE BY TRANSPO INDUSTRIES, INC. DETECTABLE WARNING SURFACE SHALL BE INSTALLED WITH THE ELONGATED SIDE PARALLEL TO THE RAMP OPENING. PAVERS/TILES SHALL BE RECESSED TO MOUNT FLUSH WITH THE SURROUNDING CONCRETE RAMP/SURFACE.
3. CURB RAMPS ARE TO BE LOCATED WHEREVER AN ACCESSIBLE ROUTE WITHIN THE RIGHT-OF-WAY OF A ROADWAY CROSSES AS SHOWN ON PLANS OR AS DIRECTED BY CITY ENGINEER AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC.

THE CITY OF LYNCHBURG
TYPE 4 – HANDICAP RAMP for INTERSECTION with GRASS STRIP | NOT TO SCALE | 25.17 | 12-12-2014 | 2 OF 2



PATCH DESIGN FOR ASPHALT STREETS

TYPE STREET / TYPE PATCH	ARTERIAL and INDUSTRIAL TYPE A	COLLECTOR TYPE B	RESIDENTIAL TYPE C
①	2" SM-12.5D	2" SM-12.5D	2" SM-12.5A
②	8" BM25	6" BM25	4" BM25
③	7" VDOT NO.21A	4" VDOT NO.21A	4" VDOT NO.21A
PATCH DEPTH	TOTAL = 17"	TOTAL = 12"	TOTAL = 10"

NOTES:
1. PAVEMENT SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED.

THE CITY OF LYNCHBURG
TRENCH PATCH ASPHALT STREETS – TYPE A,B,& C | NOT TO SCALE | 25.18 | 12-12-2014 | 1 OF 1

HURT & PROFFITT
2524 LANGHORNE ROAD
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GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

DETAILS
FOR
TINBRIDGE HILL STREET SCAPE IMPROVEMENTS
LYNCHBURG, VIRGINIA

PROJECT NO.	20150355
LATITUDE:	37°25'11"
LONGITUDE:	79°09'18"
DATE:	07/24/2015
DRAWN BY:	MDB
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COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER
7/24/15
REVISED 8/31/15

1	8/18/2015	CHANGES MADE PER CITY COMMENTS
2	8/31/2015	CHANGES MADE PER CITY COMMENTS

SHEET NO.
C5.0

Aug 31, 2015 - 1:58pm Z:\2015\20150355\CAD\Site.dwg