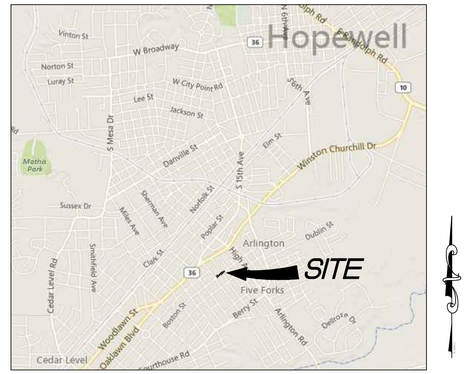
BOSTON STREET IMPROVEMENTS

CITY OF HOPEWELL, VIRGINIA



VICINITY MAP

SCALE: 1" = 2,000'

CITY OF HOPEWELL

OWNER/DEVELOPER

JUNE 10, 2016

MISS UTILITY OF VIRGINIA:

THE CONTRACTOR SHALL CALL "MISS UTILITY" 48 HOURS PRIOR TO THE START OF EXCAVATION. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT THE ENGINEER IMMEDIATELY IF THE LOCATION OR ELEVATION IS DIFFERENT FROM THAT SHOWN ON THE PLAN, IF THERE APPEARS TO BE A CONFLICT, AND/OR UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON PLAN, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE RELOCATION OF ANY UTILITY WITHIN THE EXISTING AND/OR RIGHT OF WAY REQUIRED BY THE DEVELOPMENT. CONTACT MISS UTILITY OF VIRGINIA: 1-800-552-7001 (TOLL FREE)

DEPARTMENT OF DEVELOPMENT

ALL MATERIALS AND CONSTRUCTION WITHIN THE PUBLIC RIGHT OF WAY SHALL BE IN ACCORDANCE WITH CURRENT VIRGINIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS

LAND USE PERMITS MUST BE OBTAINED FROM THE CITY OF HOPEWELL, DEPARTMENT OF DEVELOPMENT - BUILDING CODE PRIOR TO BEGINNING ANY CONSTRUCTION WITHIN THE EXISTING RIGHT-OF-WAY (INCLUDING ACCESS).

THE CONTRACTOR SHALL VERIFY THE ELEVATIONS OF ALL POINTS OF CONNECTION OR PROPOSED WORK TO EXISTING CURBS, SANITARY LINES, WATER LINES, ETC., PRIOR TO CONSTRUCTION.

UPON DISCOVERY OF SOILS THAT ARE UNSUITABLE FOR FOUNDATIONS, SUBGRADES, OR OTHER ROADWAY CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL IMMEDIATELY CONTACT A GEOTECHNICAL ENGINEER AND CITY OF HOPEWELL, DEPT. OF DEVELOPMENT. THESE AREAS SHALL BE EXCAVATED BELOW PLAN GRADE AS DIRECTED BY THE GEOTECHNICAL ENGINEER, BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED IN ACCORDANCE WITH CURRENT VDOT SPECIFICATIONS.

ALL STORM SEWER DESIGN AND CONSTRUCTION TO BE IN ACCORDANCE WITH VDOT I & I LD-94 (D) 121.13.

ALL STORM SEWER PIPE SHALL BE REINFORCED TONGUE AND GROOVE CONCRETE PIPE IN ACCORDANCE WITH ASTM-C-76. PIPE WITHIN THE RIGHT OF WAY SHALL BE A MINIMUM CL-III OR GREATER IN ACCORDANCE WITH CURRENT VDOT STANDARDS AND SPECIFICATIONS.

ALL PRE-CAST UNITS SHALL BE VDOT APPROVED. CERTIFICATION AND VDOT STAMP WILL BE REQUIRED ON ALL UNITS.

THE DEVELOPER IS RESPONSIBLE FOR FURNISHING AND INSTALLING STOP SIGNS AT STREET INTERSECTIONS.

DESIGN CHANGES, SPECIFIED MATERIALS CHANGES AND/OR FIELD CHANGES FROM THE APPROVED PLANS NEED TO BE RESUBMITTED TO THE CITY ENGINEER PRIOR TO PROCEEDING WITH THE WORK. A LETTER OF EXPLANATION SHALL ACCOMPANY THE REVISED PLANS AND/OR DRAINAGE CALCULATIONS, WHICH MUST BE SUBMITTED, TO CITY OF HOPEWELL, DEPT. OF DEVELOPMENT FOR REVIEW AND APPROVAL BY THE CITY ENGINEER.

CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES SHOWN ON PLANS IN AREAS OF CONSTRUCTION PRIOR TO STARTING WORK. CONTACT ENGINEER IMMEDIATELY IF LOCATION IS DIFFERENT FROM THAT SHOWN ON PLAN. IF THERE APPEARS TO BE A CONFLICT, AND/OR UPON DISCOVERY OF ANY UTILITY NOT SHOWN ON THIS PLAN, CALL MISS UTILITY OF CENTRAL VIRGINIA AT 1-800-552-7001. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE RELOCATION OF ANY UTILITY WITHIN EXISTING AND/OR RIGHT OF WAY REQUIRED BY THE DEVELOPMENT.

CITY OF HOPEWELL, DEPT. OF DEVELOPMENT APPROVAL OF CONSTRUCTION PLANS DOES NOT PRECLUDE THE RIGHT TO REQUIRE ADDITIONAL FACILITIES AS DEEMED NECESSARY FOR ACCEPTANCE OF THE ROADS INTO THE CITY'S SECONDARY ROAD SYSTEM.

A PRIME COAT SEAL BETWEEN THE AGGREGATE BASE AND BITUMINOUS CONCRETE WILL BE REQUIRED AT A RATE OF 0.30 GALLONS PER SQUARE YARD (REC-250 PRIME COAT) PER VDOT STANDARDS AND SPECIFICATIONS.

THE SCHEDULING OF AGGREGATE BASE INSTALLATION AND SUBSEQUENT PAVING ACTIVITIES SHALL ACCOMMODATE FORECAST WEATHER CONDITIONS PER SECTION 315 OF THE VDOT ROAD AND BRIDGE SPECIFICATIONS.

APPROVAL OF A DETAILED CONSTRUCTION SEQUENCING/MAINTENANCE OF TRAFFIC NARRATIVE FOR THE WORK ZONE IS A PREREQUISITE FOR ISSUANCE OF A LAND USE PERMIT ALLOWING ACCESS TO AND CONSTRUCTION WITHIN RIGHT OF WAY.

REVISIONS

DATE	SHEET NUMBERS	DATE	SHEET NUMBERS

GEOTECHNICAL NOTES FOR THE CITY OF HOPEWELL DEPARTMENT OF PUBLIC WORKS AND COMMUNITY DEVELOPMENT

ENGINEERED FILL

1. ALL CONTROLLED FILL ZONES ARE TO BE MONITORED BY A FULL TIME GEOTECHNICAL ENGINEERING SERVICES FIRM.
2. ENGINEERED FILLS SHALL BE PROPERLY PLACED ACCORDING TO THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
3. ALL SUMMARY REPORTS FROM THE GEOTECHNICAL ENGINEER REPRESENTING THE PROJECT MUST STATE HIS PROFESSIONAL OPINION ON THE SATISFACTORILY COMPLETED PHASES OF CONSTRUCTION, SUCH AS; SLOPE CUTS, SUBDRAINAGE SYSTEMS, PREPARATION OF SUBGRADES AND COMPACTION OF EARTH FILLS.
4. NO FILLS SHALL HAVE ZONES THAT EXCEED TWO (2) FEET IN ELEVATION WITHOUT CONDUCTING COMPACTION TEST AND OBTAINING RESULTS OF 95% OR GREATER.
5. THE GEOTECHNICAL ENGINEER MUST SUBMIT A DETAILED ANALYSIS, ITEMIZING THE FIELD DENSITY TEST RESULTS. THIS REPORT SHALL BE ACCOMPANIED WITH A COPY OF THE SITE PLAN SHEET AND INDICATE THE TEST LOCATIONS AND ELEVATIONS. THE GEOTECHNICAL ENGINEER MUST PROVIDE ENOUGH DESIGNATED TESTING IN ALL FILL ZONES TO ADEQUATELY EXAMINE AND CERTIFY THE INTEGRITY OF THE FILL.
6. THE GEOTECHNICAL ENGINEER MUST SUBMIT A CERTIFIED BUILDING PAD REPORT FOR EACH FILL PAD LOCATION. THIS REPORT SHALL PROFILE THE FILL MATERIAL PLACEMENT AND PROVIDE THE COMPACTION TEST RESULTS. ALL REPORTS WILL BE ACCOMPANIED BY THE SITE PLAN, INDICATING THE TEST LOCATIONS AND ELEVATIONS.
7. NO BUILDING PADS IN FILL ZONES WILL HAVE STRATUMS EXCEEDING TWO (2) FEET IN ELEVATION WITHOUT TEST VERIFYING DENSITY.
8. THESE GEOTECHNICAL NOTES SHALL IN NO WAY LESSEN THE REQUIREMENTS OF THE SUBMITTED SOILS REPORT.

ROAD SUBGRADE

1. INSPECTION AND APPROVAL OF THE SUBGRADE WILL BE REQUIRED PRIOR TO THE PLACEMENT OF THE APPROVED PAVEMENT SECTION MATERIAL.
2. ANY CLAY DEPOSITS IN THE TOP TWO FEET OF THE SUBGRADE MUST BE REMOVED OR ADDRESSED AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.
3. SUBGRADE APPROVAL SHALL BE ACCOMPANIED BY THE SUPPORTING DOCUMENTATION VERIFYING DENSITY TEST RESULTS OF 95% OR GREATER.

   THE ENTIRE SUBGRADE WILL HAVE BEEN PROOFROLLED IN THE PRESENCE OF THE SITE INSPECTOR AND GEOTECHNICAL REPRESENTATIVE. PROOFROLLING SHALL BE A RUBBER TIRE VEHICLE SUCH AS A LOADED TEN (10) TON TRUCK OR APPROVED COMPACTION EQUIPMENT.

   THE FINAL SUBGRADE SHALL BE APPROVED BY THE GEOTECHNICAL ENGINEER AND SITE INSPECTOR BEFORE PLACEMENT OF PAVEMENT SECTION MATERIALS.

RESIDENTIAL STREET PAVEMENT SECTIONS

1. ALTERNATE EQUIVALENT PAVEMENT SECTIONS MAY BE SUBSTITUTED FOR THE CITY STANDARD PAVEMENT SECTION DESIGN WHEN PROPER METHODS OF SUBGRADE SOILS ANALYSIS ARE CONDUCTED AND WITH THE APPROVAL OF THE CITY ENGINEER.
2. CBR SAMPLING OF THE SUBGRADE SOILS FOR FINAL PAVEMENT DESIGN MUST BE COORDINATED BY THE OWNER, THROUGH THE GEOTECHNICAL ENGINEER AND VERIFIED BY THE ASSIGNED SITE INSPECTOR DURING THE CONSTRUCTION PHASE.

   FINAL PAVEMENT DESIGN SHALL BE CONDUCTED ON AN APPROVED REVEAL AND SAMPLE OF THE SUBGRADE SOILS. THE SOIL SAMPLE TEST SHALL BE MADE AT EACH INTERSECTION, CHANGES IN SUBGRADE SOILS, AND AT A MAXIMUM SPACING OF 500 FEET. SAMPLES CAN BE PULLED WHEN THE SUBGRADE PREPARATION IS AT ROUGH GRADE, WHICH IS DEFINED AS WITHIN 6 INCHES OF FINAL GRADE ELEVATION. A MINIMUM OF TWO (2) CBR SAMPLES WILL BE REQUIRED FOR ANY CUL-DE-SAC OR DEAD END STREET LESS THAN 500 IN LENGTH.

   TEST SPACING AND METHODS MUST FOLLOW THE APPROVED GUIDELINES SET FORTH AND/OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER.

   THE FINAL ALTERNATE EQUIVALENT PAVEMENT DESIGN MUST BE SUBMITTED TO THE DPW CITY ENGINEER FOR APPROVAL. THE SUBMISSION WILL BE ACCOMPANIED BY THE SUPPORTING GEOTECHNICAL REPORT AND DESIGNED BY A PAVEMENT ENGINEER.

   CLARIFICATION NOTE: PAVEMENT SECTIONS SHALL BE VERIFIED AS ADEQUATE BASED ON CBR SAMPLING AND VDOT PAVEMENT DESIGN FORMULAS FOR RESIDENTIAL STREETS. THE SUBMITTED ALTERNATE EQUIVALENT DESIGN SECTION SHALL NOT BE REDUCED BELOW THE CITY'S INDICATED RANGES. THE CITY ENGINEER MUST PRE-APPROVE ANY ALTERNATE EQUIVALENT PAVEMENT DESIGN SECTION SUBMISSIONS

   RESIDENTIAL STREET SECTIONS - BAR NO SPECIAL DESIGN SUBMISSION AND APPROVAL BY THE CITY ENGINEER , THE REQUIRED MINIMUM DESIGN THICKNESS OF THE AGGREGATE BASE (6", 21A), BASE COURSE ASPHALT (3.5", BM-25) AND SURFACE COURSE ASPHALT (2" ,SM-9.5A) AS SHOWN IN THE STREET STANDARDS ILLUSTRATIONS.

   ENGINEERED PAVEMENT SECTION DESIGN THICKNESS IS BASED ON A CBR VALUE OF TEN, AND MAY BE INCREASED OR DECREASED AS ALLOWED BY THE STANDARDS. IT SHALL NOT BE DECREASE BELOW THE CITY OF HOPEWELL MINIMUM DESIGN STANDARD OF 6 INCHES OF 21A AGGREGATE BASE, 2 INCHES OF SM-9.5A BASE COURSE ASPHALT, AND 1.5 INCHES OF SM-9.5A SURFACE/TOP COURSE ASPHALT"

(LAST REVISION 6/14/07: JEB/CE)

CONSTRUCTION NOTES FOR PLAN & PERMIT PACKAGE ATTACHMENTS: CITY OF HOPEWELL

ATTACHMENT: UTILITY "WORK IN THE CITY'S RIGHT-OF-WAYS"
FROM: DEPARTMENT OF PUBLIC WORKS - OFFICE OF THE CITY ENGINEER

1. ALL CUTS IN THE STREETS AND SIDEWALKS SHALL BE PERFORMED UNDER A PERMIT AND MONITORED BY THE DPW PERMIT INSPECTOR.
2. WORK SHALL NOT COMMENCE UNTIL THE PERMIT INSPECTOR HAS BEEN NOTIFIED, A PRE-CONSTRUCTION CONFERENCE HELD AND MISS UTILITY CLEARS.
3. CUTS SHALL BE AS CLEAN AND STRAIGHT AS POSSIBLE, WITH NO OUTLINE DIMENSIONS LESS THAN 3 FEET WITHOUT SPECIAL APPROVAL OF THE DEPARTMENT'S INSPECTOR.
4. THE DETAILS OF TRENCHING CUTS FOR UTILITY STRIPS MUST BE SHOWN IN A TYPICAL SECTION ON THE DRAWINGS OR PROVIDED IN A SUBMITTAL WITH CONSTRUCTION NOTES SPECIFYING WIDTHS, DEPTHS, METHODS, MATERIALS, COMPACTION REQUIREMENTS AND PAVEMENT RESTORATION OR ABIDING BY THE DPW ATTACHMENT STANDARD.
5. ALL ASPHALT PAVEMENT RESTORATION THICKNESS SHALL BE 1 1/2 TIMES THE EXISTING SECTION OR A MINIMUM OF 8-INCHES WHICHEVER IS GREATER. SEE THE DPW TRENCH RESTORATION ILLUSTRATION FOR THE TYPICAL CONFORMANCE STANDARDS. NOTE: DPW HAS A THIN PAVEMENT SECTION RESTORATION DETAIL FOR ASPHALT PAVEMENTS 3-INCHES OR LESS. THESE ARE PAVEMENT SECTIONS THAT CAN'T BE OVER-MILLED DUE TO THICKNESS LIMITATIONS. THE PERMITTEE SHOULD SEE THE DPW CONSTRUCTION INSPECTOR TO OBTAIN THIS SPECIAL RESTORATION DETAIL.
6. THE FINAL RESTORATION ON OPEN TRENCH CUTS REQUIRES THE DISTURBED ASPHALT PAVEMENT ZONE TO BE A SQUARE POINTED OFF AND STRAIGHT LINE. THE AREA OF PAVEMENT RESTORATION IS TO BE FULLY ENVELOPED BY THE FINAL SURFACE COURSE REPAIRS. THE ADJOINING SURFACE/TOP COURSE LAYER IS TO BE OVER-MILLED A MINIMUM DEPTH OF 1.25 INCHES OR MORE, A MINIMUM DISTANCE OF ONE FOOT BEYOND EACH SIDE OF THE TRENCH WALL. THIS STEP OUT IS TO OCCUR ALONG THE ENTIRE TRENCH LINE RUN AND/OR SQUARED POINTED AREA. CUTS INVOLVING CONTINUOUS NETWORK RUNS, WHICH EXCEED 350 FEET IN LENGTH OR TYPICALLY OVER ONE FULL CITY BLOCK, WILL BE CONSIDERED MULTIPLE BLOCK CUTS. ON MULTIPLE BLOCK CUT ZONES, THE OVER MILLING OF THE TRENCH LINE AND ADJOINING SURFACE COURSE LAYER MUST BE DONE WITH TYPICAL HIGH PRODUCTION ROADWAY COLD PLANNING EQUIPMENT. IN MULTIPLE BLOCK RESTORATION CASES, WHERE THE HIGH PRODUCTION COLD PLANNER IS REQUIRED, FINAL PAVING SHALL BE DONE BY A HIGH PRODUCTION HIGHWAY PAVER.
7. PERMITTEE MUST PROVIDE AND COORDINATE THE NECESSARY GEOTECHNICAL SERVICES FROM A QUALIFIED FIRM TO INSURE COMPACTION APPROVAL. APPROVAL OF IN-PLACE MATERIAL MUST BE FOLLOWED UP WITH A WRITTEN SUMMARY REPORT. COMPACTION REQUIREMENTS WILL BE REVIEWED FOR APPROVAL BY THE CITY ENGINEER OR HIS REPRESENTATIVE.
8. ALL DISTURBED SIDEWALK AND CURB SHALL BE REPAIRED AND REPLACED IN ACCORDANCE WITH CITY STANDARDS.
9. ALL UTILITY CUTS ARE TO BE EXAMINED AND APPROVED BY THE APPROPRIATE UTILITY INSPECTOR/REPRESENTATIVE.
10. ALL ENCROACHMENTS MUST BE SATISFIED BY ORDINANCE.

PAVEMENT DESIGN - CITY OF HOPEWELL

DESIGNS FOR "RESIDENTIAL SUBDIVISIONS" AND "NON-RESIDENTIAL" ROAD PAVEMENTS

1. RESIDENTIAL- THE REQUIRED DESIGN THICKNESS OF THE AGGREGATE BASE (6", 21A), BASE COURSE ASPHALT (3.5",BM-25) AND SURFACE COURSE ASPHALT (2",SM-9.5A) ARE SHOWN IN THE STREET STANDARDS ILLUSTRATIONS. PAVEMENT SECTION DESIGN THICKNESS IS BASED ON A CBR VALUE OF TEN AND MAY BE INCREASED OR DECREASED AS ALLOWED BY THE STANDARDS. IT SHALL NOT BE DECREASE BELOW THE CITY OF HOPEWELL'S MINIMUM DESIGN STANDARD OF 6 INCHES OF 21A AGGREGATE BASE, 2 INCHES OF SM-9.5A BASE COURSE ASPHALT AND 1.5 INCHES OF SM-9.5A SURFACE/TOP COURSE ASPHALT.
2. ALTERNATE EQUIVALENT PAVEMENT SECTIONS MAY BE SUBSTITUTED FOR THOSE CALLED FOR IN THE STANDARDS. THE APPROVAL PROCEDURES CALL FOR A QUALIFIED PAVEMENT ENGINEER TO REFERENCE AND FOLLOW THE ESTABLISHED VIRGINIA DEPARTMENT OF TRANSPORTATION GUIDELINES IN THEIR PAMPHLET ENTITLED, "PAVEMENT DESIGN GUIDE FOR SUBDIVISION AND SECONDARY ROADS", YEAR 2000 EDITION, AS AMENDED. ALTERNATE PAVEMENT SECTIONS MUST BE PRE-APPROVED BY THE CITY ENGINEER. NOTE THE MINIMUM CITY OF HOPEWELL RESIDENTIAL PAVEMENT SECTION DESCRIBED ABOVE.
3. NON-RESIDENTIAL STREET PAVEMENT SECTIONS MUST MEET THE MINIMUM DESIGN THICKNESS OF 8 INCHES OF 21A BASE AGGREGATE, 6 INCHES BM-25 BASE COURSE ASPHALT AND 2 INCHES OF SM-9.5A SURFACE COURSE ASPHALT. ANY REQUESTED REDUCTIONS IN THIS DESIGN MUST BE FULLY SUPPORTED BY A COMPREHENSIVE ENGINEERING ANALYSIS.
4. NO REDUCTIONS IN THE MINIMUM PAVEMENT SECTION DESIGN THICKNESS (8 INCHES 21A BASE AGGREGATE, 6 INCHES BM-25 BASE COURSE ASPHALT AND 2 INCHES OF SM-9.5A SURFACE COURSE ASPHALT) WILL BE CONSIDERED IN THE DOWNTOWN, ARTERIAL STREETS, MAJOR COLLECTORS AND/OR ANY OTHER MAJOR CONNECTION STREETS.
5. DESIGNATED DOWNTOWN AREAS, HEAVY COMMERCIAL ZONES, PARTICULARLY HIGH VOLUME BUS ROUTES, TURNING LANES, BUS BAYS AND MAJOR INDUSTRIAL ZONES WILL REQUIRE A HEAVY DUTY PAVEMENT SECTIONS. HEAVY DUTY IS DESCRIBED AS A MINIMUM OF 8 INCHES OF 21A AGGREGATE BASE, WITH 8 INCHES OF BM-25 BASE COURSE ASPHALT AND 2 INCHES OF SM-9.5A SURFACE COURSE ASPHALT. NO REDUCTIONS OF THIS PAVEMENT SECTION WILL BE ALLOWED IN SO DESIGNATED ZONES.
6. AS PER DIRECTION OF THE CITY ENGINEER OR THE DIRECTOR, THE PUBLIC WORKS PERMITTING REQUIREMENTS MAY DESIGNATE SPECIFIC ANTI-RUTTING TYPES OF ASPHALT MIX DESIGNS REQUIREMENTS (I.E.SM-9.5D/SM-9.5E) THAT WILL BETTER SUIT PROBLEM CONDITIONS AND/OR BETTER SERVE LOCATIONS WITH CERTAIN TYPES AND VOLUMES OF TRAFFIC.

(LAST AMENDED 04/16/08 JEB/CE)

SHEET INDEX

TITLE	SHEET
COVER SHEET	C1.0
NOTES AND DETAILS	C1.1
EX. CONDITIONS AND DEMOLITION PLAN	C2.0
SITE PLAN	C3.0

APPROVED BY THE CITY OF HOPEWELL

CITY ENGINEER — *DATE:* _____

DIRECTOR OF PUBLIC WORKS — *DATE:* _____

COMMONWEALTH OF VIRGINIA
KATHLEEN S. HALPAUS
Lic. No. 45244
6/10/16
PROFESSIONAL ENGINEER

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TRI-CITIES OFFICE
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TEL 804.541.6600 FAX 804.458.1511 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

REVISION DESCRIPTION	DATE

DATE	6/10/2016
DRAWN BY	J. WALL
DESIGNED BY	K. HALPAUS
CHECKED BY	K. HALPAUS
SCALE	AS SHOWN

TIMMONS GROUP

BOSTON STREET IMPROVEMENTS
CITY OF HOPEWELL, VIRGINIA
COVER SHEET

JOB NO. 38377

SHEET NO. C1.0

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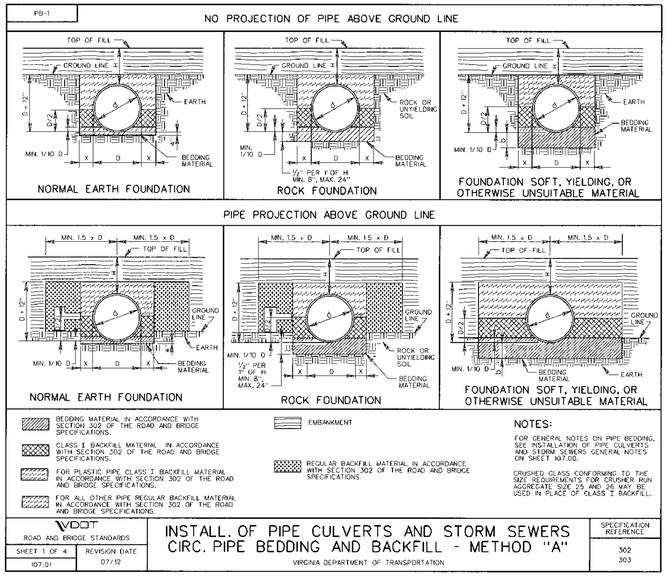

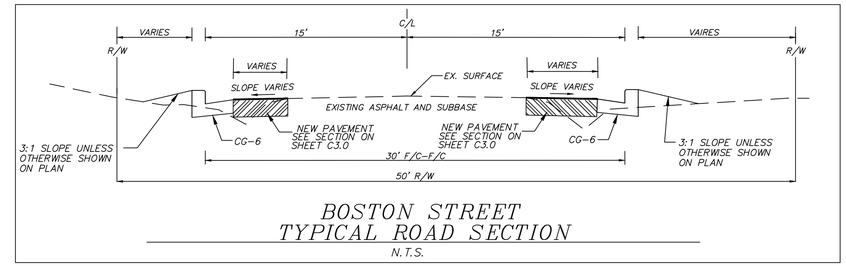

BOSTON STREET
TYPICAL ROAD SECTION
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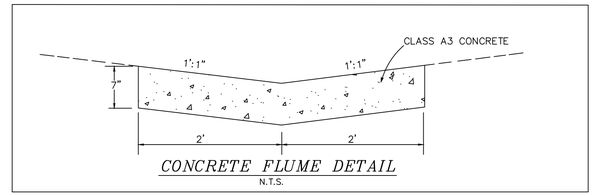

CONCRETE FLUME DETAIL
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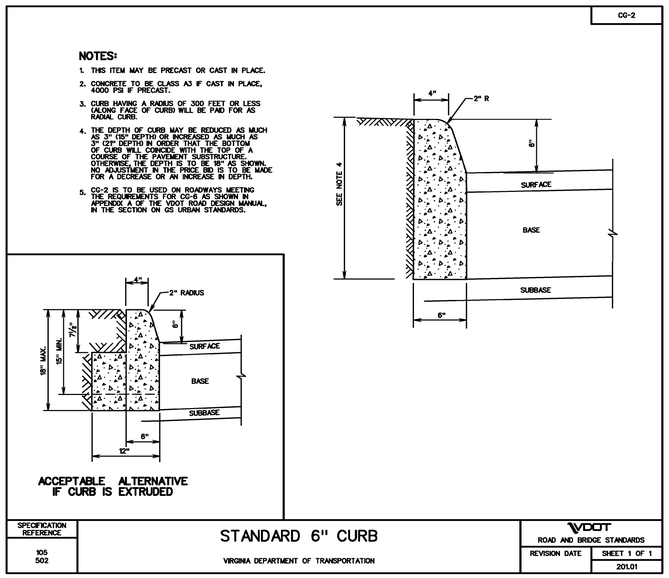

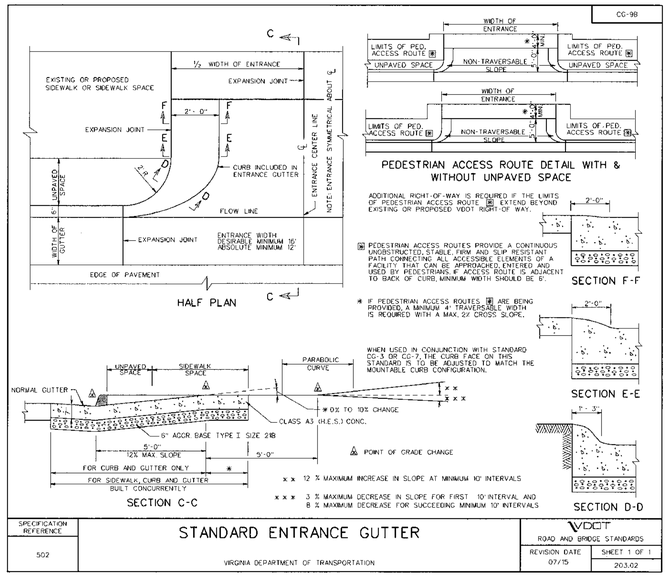

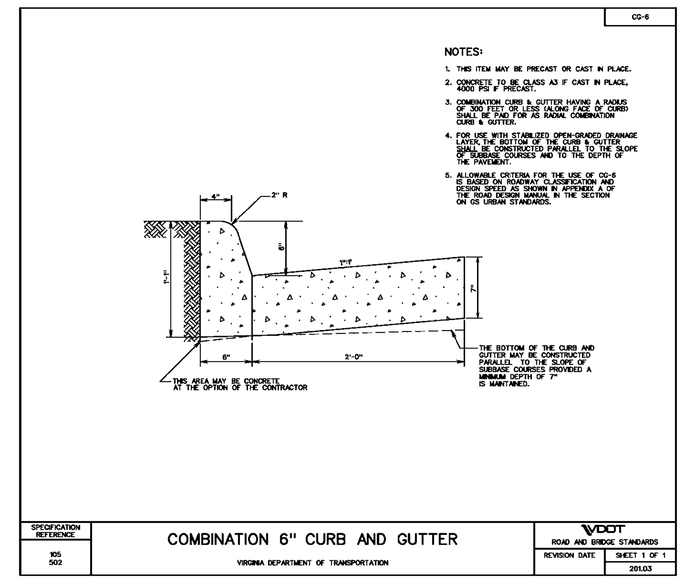

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REVISION DESCRIPTION	DATE

DATE 6/10/2016
DRAWN BY J. WALL
DESIGNED BY K. HALPAUS
CHECKED BY K. HALPAUS
SCALE AS SHOWN

TIMMONS GROUP

BOSTON STREET IMPROVEMENTS

CITY OF HOPEWELL, VIRGINIA

NOTES AND DETAILS

JOB NO. 38377
SHEET NO. C1.1

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UNDERGROUND UTILITIES MAY BE IN THE CONSTRUCTION AREA. THE CONTRACTOR SHALL CALL "MISS UTILITY" AT 1-800-552-7001 48 HOURS PRIOR TO THE START OF EXCAVATION. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF ALL UNDERGROUND UTILITIES IN AREA OF CONSTRUCTION PRIOR TO STARTING WORK.

DEMOLITION LEGEND

- DENOTES AREA OF EXISTING ASPHALT / CONCRETE / GRAVEL TO BE REMOVED
- DENOTES EXISTING TREE / SHRUB TO BE REMOVED
- DENOTES EXISTING LINEAR ITEM TO BE REMOVED

DEMOLITION NOTES:

ALL ITEMS IN BOLD PRINT TO BE DEMOLISHED OR REMOVED AS INDICATED ON THIS PLAN SHEET AND SHALL BE EXCAVATED ACCORDING TO THE GRADING PLAN AND PAVEMENT DETAILS.

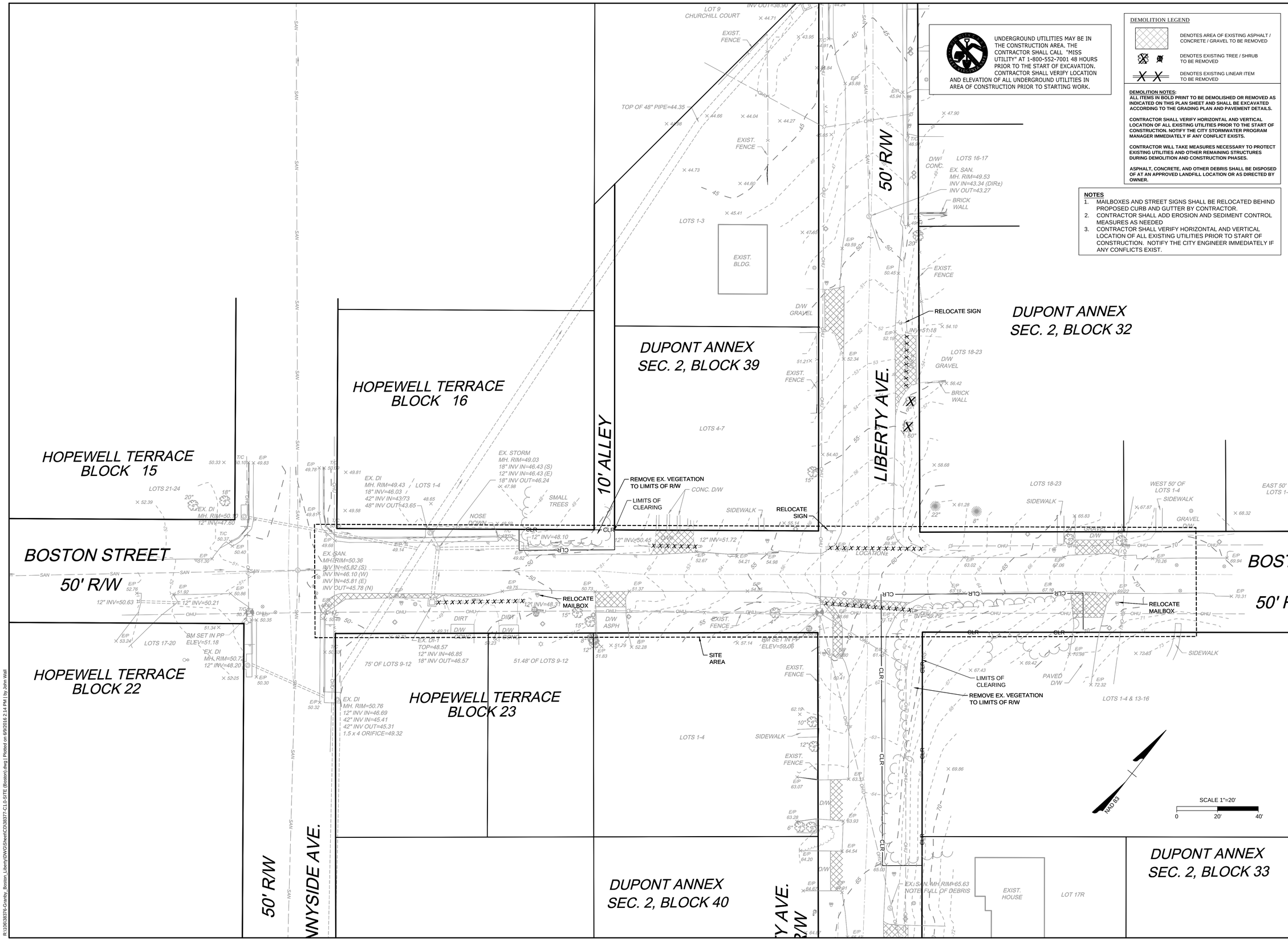
CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION. NOTIFY THE CITY STORMWATER PROGRAM MANAGER IMMEDIATELY IF ANY CONFLICT EXISTS.

CONTRACTOR WILL TAKE MEASURES NECESSARY TO PROTECT EXISTING UTILITIES AND OTHER REMAINING STRUCTURES DURING DEMOLITION AND CONSTRUCTION PHASES.

ASPHALT, CONCRETE, AND OTHER DEBRIS SHALL BE DISPOSED OF AT AN APPROVED LANDFILL LOCATION OR AS DIRECTED BY OWNER.

NOTES

1. MAILBOXES AND STREET SIGNS SHALL BE RELOCATED BEHIND PROPOSED CURB AND GUTTER BY CONTRACTOR.
2. CONTRACTOR SHALL ADD EROSION AND SEDIMENT CONTROL MEASURES AS NEEDED
3. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES PRIOR TO START OF CONSTRUCTION. NOTIFY THE CITY ENGINEER IMMEDIATELY IF ANY CONFLICTS EXIST.



COMMONWEALTH OF VIRGINIA
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REVISION DESCRIPTION	DATE

DATE	6/10/2016
DRAWN BY	J. WALL
DESIGNED BY	J. ALTMAN
CHECKED BY	K. HALPAUS
SCALE	1"=20'

TIMMONS GROUP

BOSTON STREET IMPROVEMENTS

CITY OF HOPEWELL, VIRGINIA

SITE PLAN

JOB NO.	38377
SHEET NO.	C2.0

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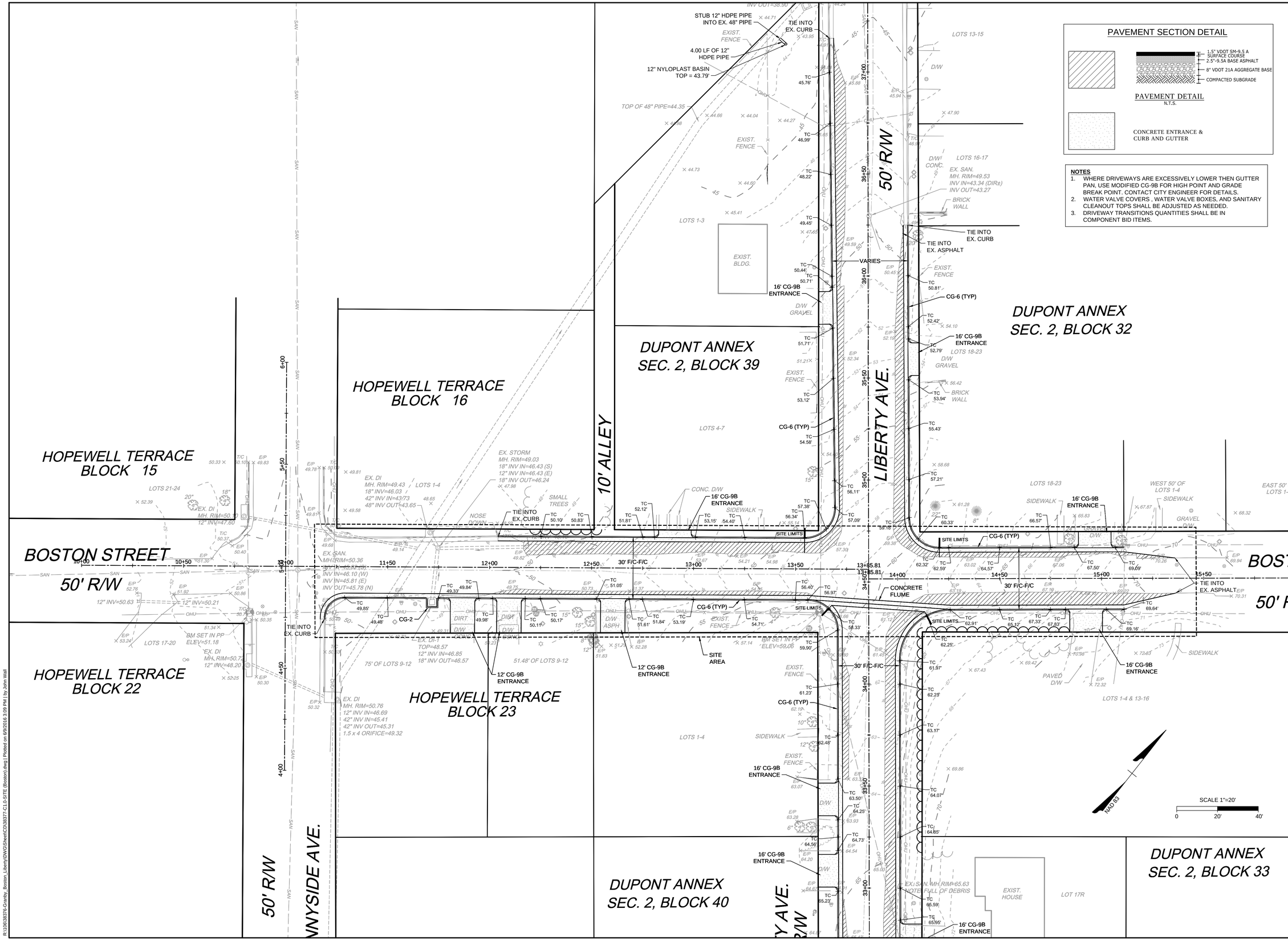

PAVEMENT SECTION DETAIL

1.5" VDOT SM-9.5 A SURFACE COURSE
2.5"-9.5A BASE ASPHALT
8" VDOT 21A AGGREGATE BASE
COMPACTED SUBGRADE

PAVEMENT DETAIL
N.T.S.

CONCRETE ENTRANCE & CURB AND GUTTER

NOTES

1. WHERE DRIVEWAYS ARE EXCESSIVELY LOWER THEN GUTTER PAN, USE MODIFIED CG-9B FOR HIGH POINT AND GRADE BREAK POINT. CONTACT CITY ENGINEER FOR DETAILS.
2. WATER VALVE COVERS , WATER VALVE BOXES, AND SANITARY CLEANOUT TOPS SHALL BE ADJUSTED AS NEEDED.
3. DRIVEWAY TRANSITIONS QUANTITIES SHALL BE IN COMPONENT BID ITEMS.

COMMONWEALTH OF VIRGINIA
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Lic. No. 45244
6/10/16
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REVISION DESCRIPTION	DATE

DATE: 6/10/2016
DRAWN BY: J. WALL
DESIGNED BY: J. ALTMAN
CHECKED BY: K. HALPAUS
SCALE: 1"=20'

TIMMONS GROUP

BOSTON STREET IMPROVEMENTS

CITY OF HOPEWELL, VIRGINIA

SITE PLAN

JOB NO. 38377
SHEET NO. C3.0

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