	1	□ 2	
	LEGEND:		
	UTILITY WELL	PLAN	
	U-CATV BURIED TV CABLE	NORTH	
	UE BURIED ELECTRIC		
	© STORM SEWER MANHOLE		
	BURIED WATER LINE		
F	WATER VALVE FIRE HYDRANT		
	E AERIAL ELECTRIC LINE		
	CATV AERIAL TV CABLE TC AERIAL TELEPHONE CABLE		
	AF AERIAL TELEPHONE CABLE		
	G BURIED GAS LINE		
	GAS VALVE		
	SANITARY SEWER MANHOLE		
	• GROUND LEVEL LIGHT		
	FLOOD LIGHT		
	TREE		
	SMALL TREE / SHRUB		
	CONTROL POINT		
	XX		
E	────────────────────────────────────		
	☆ LIGHT POLE		
	SUTILITY POLE		
	$\begin{pmatrix} 1 \\ 2 \end{pmatrix}$ TYPE 1 ASPHALT PAVEMENT- SEE DETAIL 1&2 SHT. C5.0 $\begin{pmatrix} 2 \\ 2 \end{pmatrix}$ CAST IN PLACE JERSEY BARRIERS - SEE DETAIL 8 SHT. C5.8		
	3 CONCRETE PLANTERS / BARRIERS - SEE DETAIL 9 SHT. C5.8		
	4 CONCRETE PAVEMENT - SEE DETAIL 13 SHT. C5.0		
	$\left< \begin{array}{c} 5 \end{array} \right>$ 20' DROP ARM BEAM BARRIER - SEE DETAIL 5 SHT. C5.7 $\left< \begin{array}{c} 6 \end{array} \right>$ CONCRETE WALK - SEE DETAIL 11 SHT. C5.0		
	7 CABLE BARRIER - SEE DETAIL 4 SHT. C5.6		
	8 GUARD HOUSE - SEE ARCHITECTURAL DRAWINGS		
	$\langle 9 \rangle$ AUTOMATIC GATE (ALTERNATE #1) - SEE DETAIL 2 SHT. C5.8 & DTL. 4 $\langle 10 \rangle$ VISITOR CONTROL CENTER - SEE ARCHITECTURAL DRAWINGS	SHT. C5.7	
D	11 EQUIPMENT PAD - SEE DETAIL 9 SHT. C5.3		
	12 HANDICAP PARKING SPACE - SEE DETAIL 6 SHT. C5.0		
	$\langle 13 \rangle$ CURB RAMP - SEE DETAIL 14 SHT. C5.0 $\langle 14 \rangle$ PARKING SPACE STRIPING - SEE DETAIL 7 SHT. C5.0		
	$\langle 15 \rangle$ CAST IN PLACE BARRIER ISLAND		
	(16) 36' DOUBLE SWING GATE - SEE SHEET. C5.7		N 347483
	$\langle 17 \rangle$ 6' CHAIN LINK FENCE - SEE DETAIL 6-13 SHT. C5.6 $\langle 18 \rangle$ RAISED RUMBLE STRIP - SEE DETAIL 12 SHT. C5.0	Q	
	$\sqrt{19}$ SIDEWALK WITH INTEGRAL CURB - SEE DETAIL 13 SHT. C5.0		<u>N 347483.0</u> E 1922072
	20 24" STOP BAR - SEE DETAIL 8 SHT. C5.0		/
	$\langle 21 \rangle$ ONE WAY DO NOT ENTER SIGN - SEE DETAIL 3 SHT. C5.0 $\langle 22 \rangle$ TRUCKS USE CENTER LANE SIGN - SEE DETAIL 3 SHT. C5.0	N 347545.82 E 1922108.64	
	23 SPEED LIMIT 25MPH SIGN - SEE DETAIL 3 SHT. C5.0	CR 7/26	
	24 REDUCE SPEED AHEAD SIGN - SEE DETAIL 3 SHT. C5.0		h(23)
	$\langle 25 \rangle$ WAIT FOR SIGNAL SIGN - SEE DETAIL 3 SHT. C5.0 $\langle 26 \rangle$ STOP SIGN - SEE DETAIL 3 SHT. C5.0		
	$\langle 27 \rangle$ RETURN TO ROUTE 7 & KINGWOOD - STAY LEFT SIGN SEE DETAIL 3 SH	IT. C5.0	
С	$\langle 28 \rangle$ OVERWATCH POSITION $\langle 29 \rangle$ WHITE EDGE LINE - SEE DETAIL 8 SHT. 5.0		
	$\sqrt{30}$ TRUCK INSPECTION LANE (HARDSTAND PAVEMENT) - SEE DETAIL 2 SH	IT. C5.1	
	$\sqrt{31}$ TYPE 1 LAWN - SEE "TURFS AND GRASSES" SPECIFICATION FOR REQU (ALL DISTURBED AREAS TO RECEIVE TYPE 1 LAWN)	JIREMENTS	
	32 TRAFFIC CONTROL ARROW - SEE DETAIL 8 SHT. C5.0		
	$\langle 33 \rangle$ INGROUND TRAFFIC SPIKE - SEE DETAIL 10 SHT. C5.8 $\langle 34 \rangle$ RECYCLED RUBBER SPEED BUMP - SEE DETAIL 1 SHT. C5.1	1272	
	$\sqrt{35}$ 12" HIGH CONCRETE CURB - SEE DETAIL 4 SHT. C5.1	1268	
•	36 WRONG WAY- SEVERE TIRE DAMAGE SIGN - SEE DETAIL 3 SHT. C5.0	1264	
	$\langle 37 \rangle$ LED SIGN - SEE ARCHITECTURAL PLANS $\langle 38 \rangle$ 8" BOLLARD - SEE DETAIL 5 SHT. C5.6	1260	
	$\sqrt{39}$ Gate controller connection - See Ty1.1 For Details	1256 MA 1252	TCH EXISTING
	$\langle 40 \rangle$ LIGHT POLE MOUNTED ELECTRICAL RECEPTACLE - SEE E1.1 FOR DET		
	$\langle 41 \rangle$ CAST IN PLACE CURB - SEE DETAIL 3 SHT. C5.1 $\langle 42 \rangle$ PAVEMENT MARKING - SEE DETAIL 15 SHT. C5.1	1244	
		1240	
В		1236	
		1251.0	1250.7 1251.0
		0+00	0+50
•		1268	
		1264	
		1260	
		1256	PROPOSED (
			<u>0.5%</u>

1

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1248

1240

1236

2

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- MATCH EXISTING

ROAD CENTERLINE 'B' VERTICAL SCALE: 1" = 10' HORIZONTAL SCALE: 1" = 30'

4

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1+50	2+00	2+50	3+00	3+50	4+00	4+50	5+00	5+50	6+00	6+50	7+00	7+50	8+00	8+49
125	12 12	12 [,]	12 4	12 4	124	12 4	124	124	12 4 12 ⁴	12 4	12 4	12 4	124	124
0.21	9.8 17.6	19.1	18.5 17.0	1 8.3	8.1 17.0	18.0	18.0	4 8.0	7.7 46.6	7.00	16.2	16.0	15.9	5 .9
				EXISITING GROU	ND	EX 30" STORM	6" WATER ⁷							
	E		o EX. UCATV	EX. WATER O		U		6" SAN						
	<u>\</u>	1.3%	<u>A</u>	0.2%			0.06%		<u>A</u>	1.6%				EXISTING PAVEMENT
	<u> </u>		Ξ œ́		BVO	E C C		BVC	EVCE			CCR: 1		
VCE: 1	CE: 11			CCS: (2 CE: 13	E: 124	CS: 4+ E: 124		SS: 5+	:: 1247		246.5	7+31 246.07		
1+64	2+14		248.74	3+30	.16 .16	80.08 80.08		8.02						
			 → 50.0 VC 			K = 298.2 -50.0' VC			50.0' VC		A.D. = 1.4 K = 33.9			
	K = 58.8		A.D. = 1.1 K = 43.6		PVI E	ELEV = 1248.10 A.D. = 0.1		PVI	ELEV = 1248.0 A.D. = 1.5		PVI STA = 7+06 PVI ELEV = 1246.1			
PV PVI E	ELEV = 1250.00 A.D. = 0.8		PVI STA = 3+05 PVI ELEV = 1248.40		D			P\	/I STA = 5+88					
	BVCS: 1+64 BVCE: 1250,13	BVCE: 125 EVCE: 1245	K = 58.8 $= 50.0' VC$ $= 1.3%$ $EX. UCOMM$	K = 58.8 A.D. = 1.1 50.0' VC 50.0' VC 1000 1000	$K = 58.8$ A.D. = 1.1 50.0° VC $K = 43.6$ 50.0° VC	K = 58.8 A.D. = 1.1 50.0' VC K = 43.6 F: F: F: F: <td>K = 58.8 AD. = 1.1 PVI EIX = 1248.10 50.0' VC K = 298.2 K = 298.2 50.0' VC 50.0' VC K = 298.2 50.0' VC 50.0' VC K = 298.2 50.0' VC<td>K = 58.8 AD = 1.1 50.0° VC K= 43.6 50.0° VC K= 43.6 1000000000000000000000000000000000000</td><td>K = 58.8 A.D. = 11 PVI EV = 738.10 K = 43.6 State State State State Stat</td><td>K = 58.8 AD = 1.1 PVI ELC = 124.0 60.0° VC K = 43.6 K = 43.6 50.0° VC K = 28.2 1 K = 28.2 <!--</td--><td>K = 58.8 AD. = 1.1 PVI ELEV = 1248.0 60.0 VG K = 32.3 K = 32.3 50.0 VG K = 208.2 60.0 VG K = 20.2 60.0 VG K = 20.2<td>K = 58.8 AD. = 11 K = 43.8 PVI ELEV = 1248.0 PVI STA = 7+08 K = 298.2 90 EUEV = 1248.10 K = 208.2 K = 20.3 K = 20.3 91 EUEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV 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0 00 VG 9 00 VG 0 00 VG 0 00 VG 0 00 VG 0 00 VG 9 00 VG 0 00 VG 0 00 VG 0 00 VG 0 00 VG 9 00 VG 0 00 VG 0 00 VG 0 00 VG 0 00 VG 9 00 VG 0 00 VG 0 00 VG 0 00 VG 0 00 VG <!--</td--><td>K A.D. = 11 FOR LEVE 128310 SOUVC PVI ELVE 128310 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 12830 SOUVC Image: Source Sourc</td></td></td></td></td>	K = 58.8 AD. = 1.1 PVI EIX = 1248.10 50.0' VC K = 298.2 K = 298.2 50.0' VC 50.0' VC K = 298.2 50.0' VC 50.0' VC K = 298.2 50.0' VC <td>K = 58.8 AD = 1.1 50.0° VC K= 43.6 50.0° VC K= 43.6 1000000000000000000000000000000000000</td> <td>K = 58.8 A.D. = 11 PVI EV = 738.10 K = 43.6 State State State State Stat</td> <td>K = 58.8 AD = 1.1 PVI ELC = 124.0 60.0° VC K = 43.6 K = 43.6 50.0° VC K = 28.2 1 K = 28.2 <!--</td--><td>K = 58.8 AD. = 1.1 PVI ELEV = 1248.0 60.0 VG K = 32.3 K = 32.3 50.0 VG K = 208.2 60.0 VG K = 20.2 60.0 VG K = 20.2<td>K = 58.8 AD. = 11 K = 43.8 PVI ELEV = 1248.0 PVI 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208.2 60.0 VG K = 20.2 60.0 VG K = 20.2<td>K = 58.8 AD. = 11 K = 43.8 PVI ELEV = 1248.0 PVI STA = 7+08 K = 298.2 90 EUEV = 1248.10 K = 208.2 K = 20.3 K = 20.3 91 EUEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3 92 EVEV = 1248.10 K = 20.3 K = 20.3 K = 20.3</td><td>K = 58.8 AD = 11 K = 43.6 PVI ELET = 128.10 K = 29.2 9 00 VG 0 00 VG 9 00 VG 0 00 VG 0 00 VG 0 00 VG 0 00 VG 9 00 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00 VG 0 00 VG 0 00 VG 0 00 VG </td <td>K A.D. = 11 FOR LEVE 128310 SOUVC PVI ELVE 128310 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 12830 SOUVC Image: Source Sourc</td>	K A.D. = 11 FOR LEVE 128310 SOUVC PVI ELVE 128310 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 128310 SOUVC PVI ELVE 12830 FOR LEVE 12830 SOUVC Image: Source Sourc

ROAD CENTERLINE 'A' VERTICAL SCALE: 1" = 10' HORIZONTAL SCALE: 1" = 30'

0+50	1+00	1+50	2+00	2+50	3+00	3+50	4+00	4+50	5+00	5+50	6+00	6+50	7+00	7+50	7+80.30
1250. 1251.	125	125	124	1249. 1250	124	12 4	12 4	124	124	12 4	124	124	124	124	124
51.0	5 0.5	50.0	5 0.0	9.4	8.8 49.1	8.3 148.5	8.1 46.3	8.2 148.0	8.1	247.7 1248.0	1247.1 1247.8	6.4	1 246.0 1246.6	15.9	15.9
															1236
															1240
							EX. 30" STORM								4040
															1244
													TING PAVEMENT		1248
			<u>A</u>		1.0%				2%						4040
	0.5%					BCD			BVC	EVC					1252
ING		BVCE BVCE	EVCE SCE			E: 12	CS: 4 E: 12 : 4+2 : 124	124 4+4	CS: 5						1256
		:: 12 :: 12	. 124 5			3+55	: 4+05 1248.1 +20.35	8.22	48.06	+56					1050
		+69	9.73			~	N		0						1260
						- 50			- 50	K = 48.3 9.0000' VC					1264
			50.0' VC -			A.C K	0. = 1.55 = 32.2	A.D. = 0.73 K = 34.1	PVI EL A.C	STA = 5+31 LEV = 1248.00 D. = 1.0339 K = 48.3					1001
						PVI S PVI S	ELEV = 1248.08 HIGH PO I STA = 3+89.65 HIGH PO TA = 3+80 PVI EV = 1248.00 PVI E	INT ELEV = 1248.23 DINT STA = 4+36.60 STA = 4+32.85 ELEV = 1248.25 A.D. = 0.73	PVI	STA = 5+31					1268
			PVI STA = 1+94 PVI ELEV = 1250.00 A.D. = -0.5598 K = 89.3				ELEV = 1248.08 HIGH PO	INT ELEV = 1248.23 DINT STA = 4+36.60							1272
			PVISTA = 1+94												1272

 $\langle \mathbf{6} \rangle_{\mathbf{7}}$

4+00

2. WORK IN THIS AREA MUST BE APPROVED AT LEAST 30 DAYS IN ADVANCE BY THE COTR. 3. TRAFFIC IN THIS AREA MUST BE MAINTAINED AT ALL TIMES.

1. WORK IN THIS AREA WILL NOT OCCUR UNTIL THE ACP IS COMPLETE (EXCEPT FOR UTILITY RELOCATIONS AND FENCING).

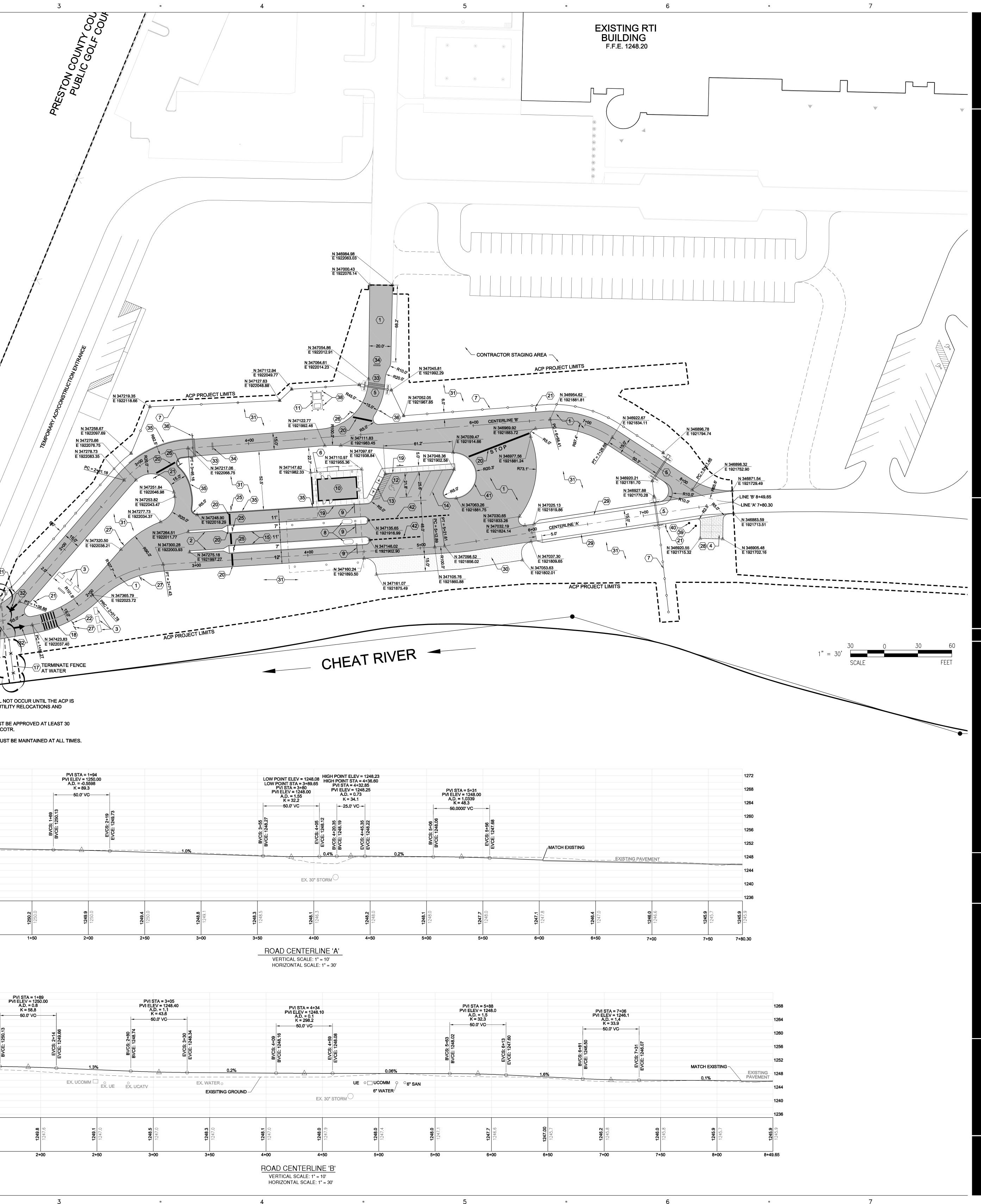
17) TERMINATE FENCE AT WATER

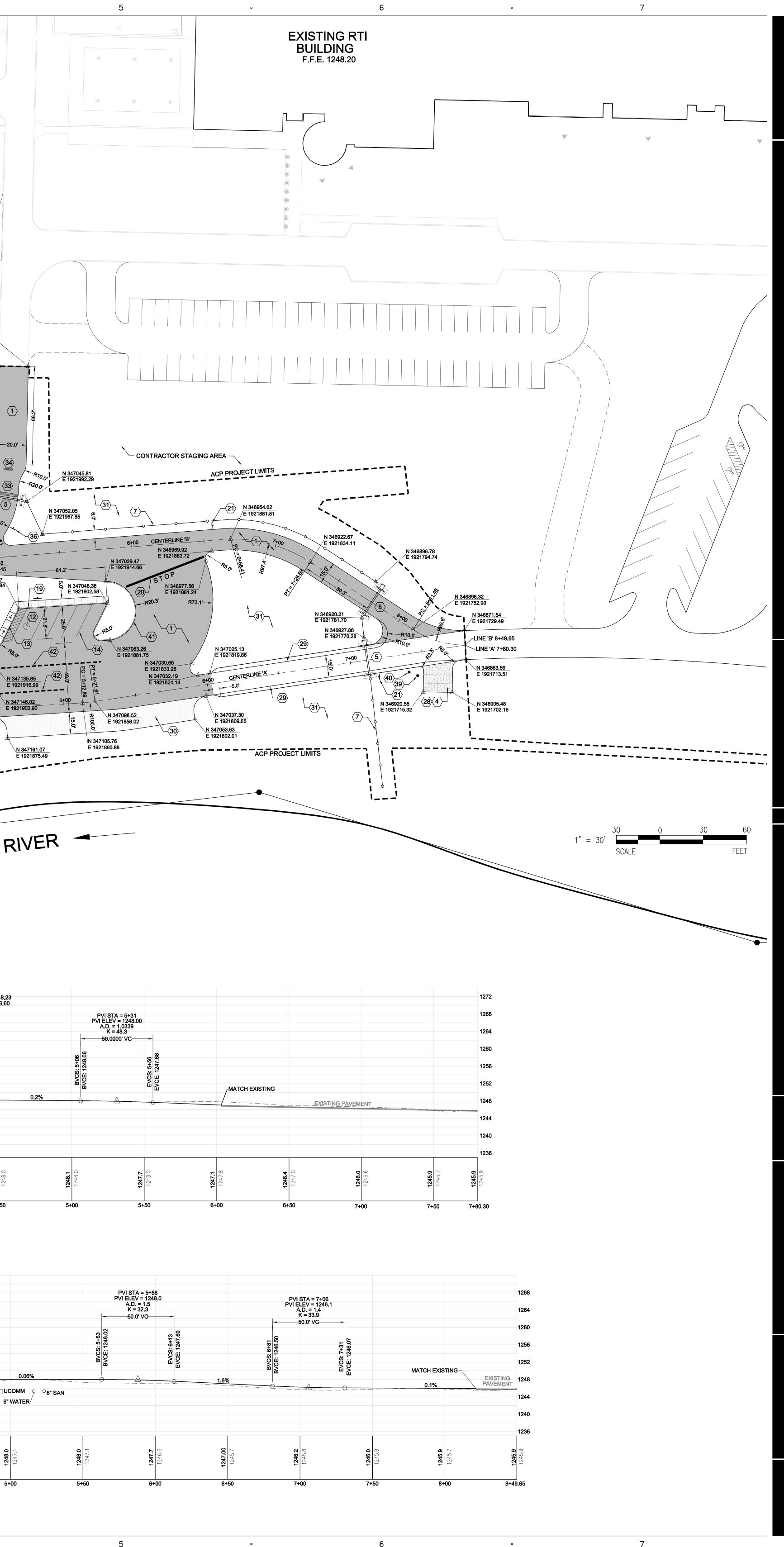
<u></u> N 347122.77 E 1921992.46 N 347258.67 E 1922097.69 N 347270.66 E 1922076.75 4+00 N 347278.73 E 1922083.35 N 347147.62 E 1921982.33 1922068.75 N 347251.84 1922046.98 N 347253.82 E 1922043.47 N 347277.73 E 1922034.37 N 347248.90 E 1922018.29 **└∕**31 N 347264.51 E 1922011.77 N 347320.50 E 1922038.21 N 347300.28 N 347275.18 E 1921997.27

3

PRESTON COUNTY COURT COURT <u>N 346984.98</u> E 1922063.03 <u>N 347000.43</u> E 1922076.14 N 347054.86 E 1922012.91 N 347064.61 E 1922014.23 <u>N 347112.94</u> E 1922049.77 N 347127.63 E 1922048.88 ×----<u>N 347219.35</u> E 1922118.66 _____ ACP PROJECT LIMITS

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JOINT INTERAGENCY TRAINING AND EDUCATION CENTER ARMY NATIONAL GUARD, CAMP DAWSON WEST VIRGINIA

DESIGNERS

CLIENT

AECOM

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STATU	S	01/18/2013 ADDENDUM #3
ISSUE		
$\underline{\Lambda}$	1/18/13	RELOCATED ENTRANCE GATE,
		FENCING, AND SIZE OF GATE
	09/24/2011	2 FINAL BIDDING DOCS
	CT NO:	60051603
	N BY: KED BY:	

KEY PLAN



LAYOUT PLAN & ROAD PROFILE

C2.0

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