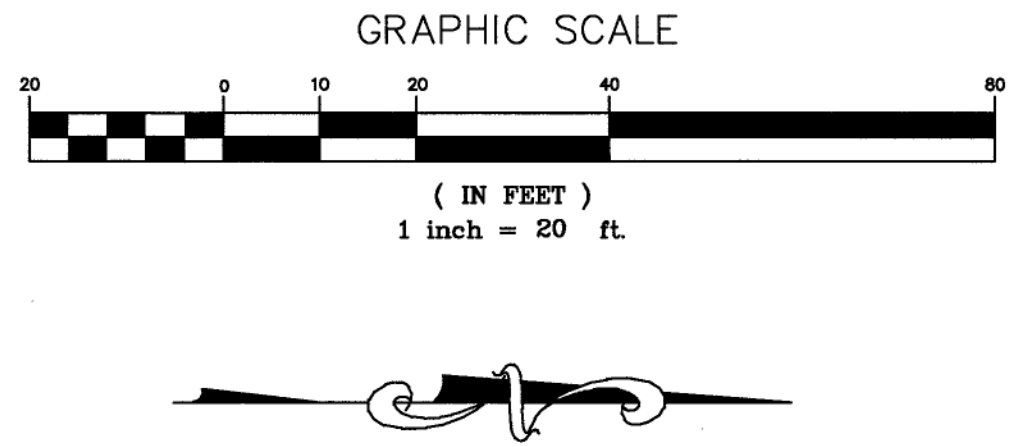
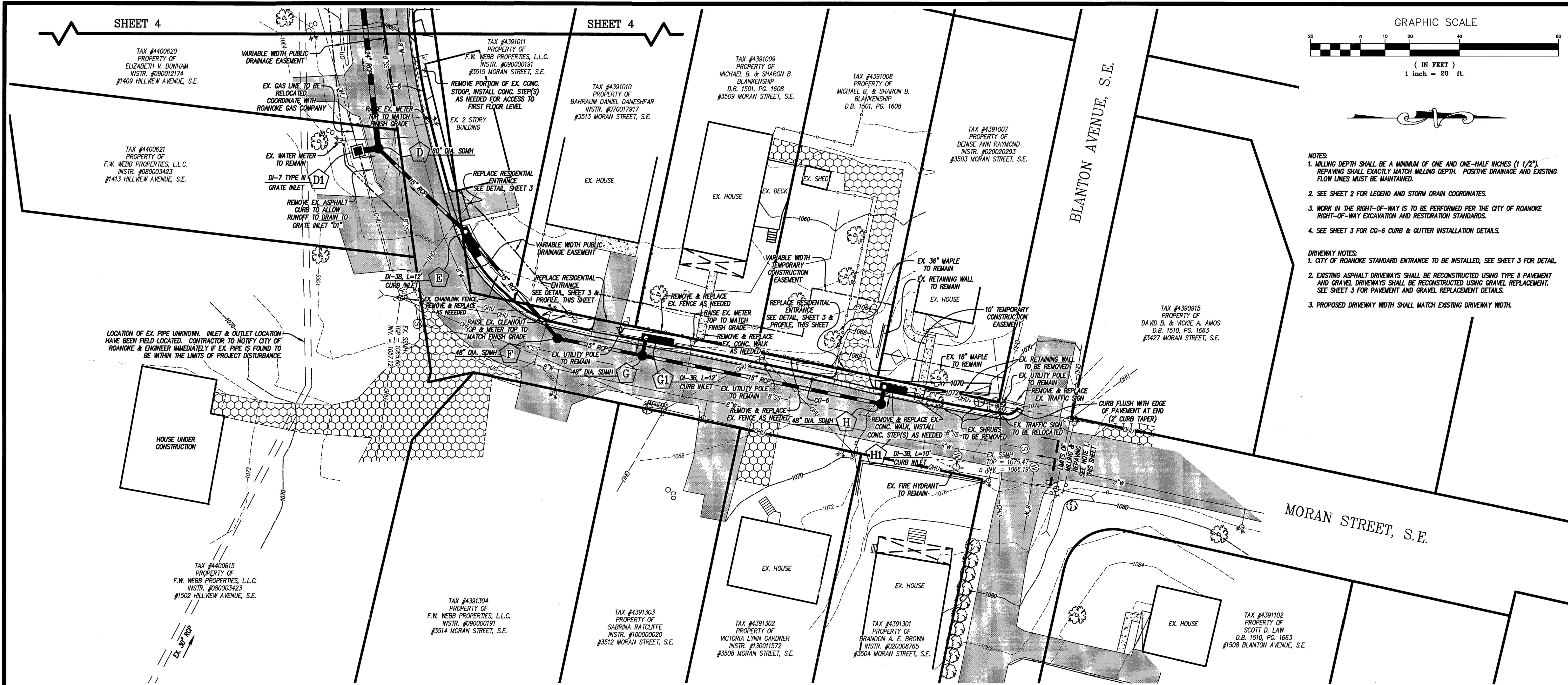


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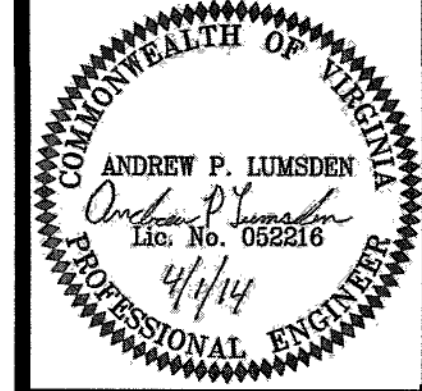


- NOTES:
1. MILLING DEPTH SHALL BE A MINIMUM OF ONE AND ONE-HALF INCHES (1 1/2"). REPAVING SHALL EXACTLY MATCH MILLING DEPTH. POSITIVE DRAINAGE AND EXISTING FLOW LINES MUST BE MAINTAINED.
 2. SEE SHEET 2 FOR LEGEND AND STORM DRAIN COORDINATES.
 3. WORK IN THE RIGHT-OF-WAY IS TO BE PERFORMED PER THE CITY OF ROANOKE RIGHT-OF-WAY EXCAVATION AND RESTORATION STANDARDS.
 4. SEE SHEET 3 FOR CG-6 CURB & GUTTER INSTALLATION DETAILS.
- DRIVEWAY NOTES:
1. CITY OF ROANOKE STANDARD ENTRANCE TO BE INSTALLED, SEE SHEET 3 FOR DETAIL.
 2. EXISTING ASPHALT DRIVEWAYS SHALL BE RECONSTRUCTED USING TYPE II PAVEMENT AND GRAVEL DRIVEWAYS SHALL BE RECONSTRUCTED USING GRAVEL REPLACEMENT. SEE SHEET 3 FOR PAVEMENT AND GRAVEL REPLACEMENT DETAILS.
 3. PROPOSED DRIVEWAY WIDTH SHALL MATCH EXISTING DRIVEWAY WIDTH.

LUMSDEN ASSOCIATES, P.C.
ENGINEERS-SURVEYORS-PLANNERS
ROANOKE, VIRGINIA

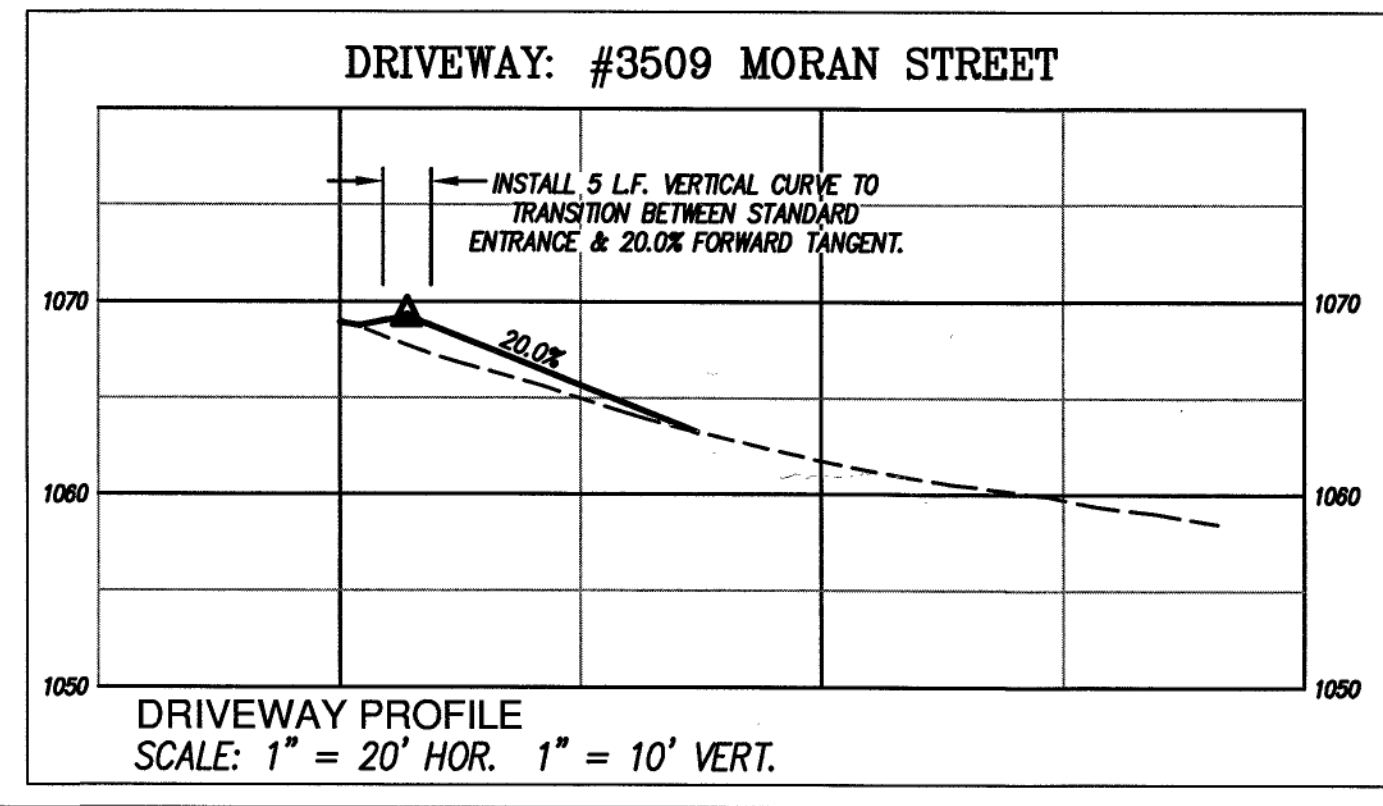
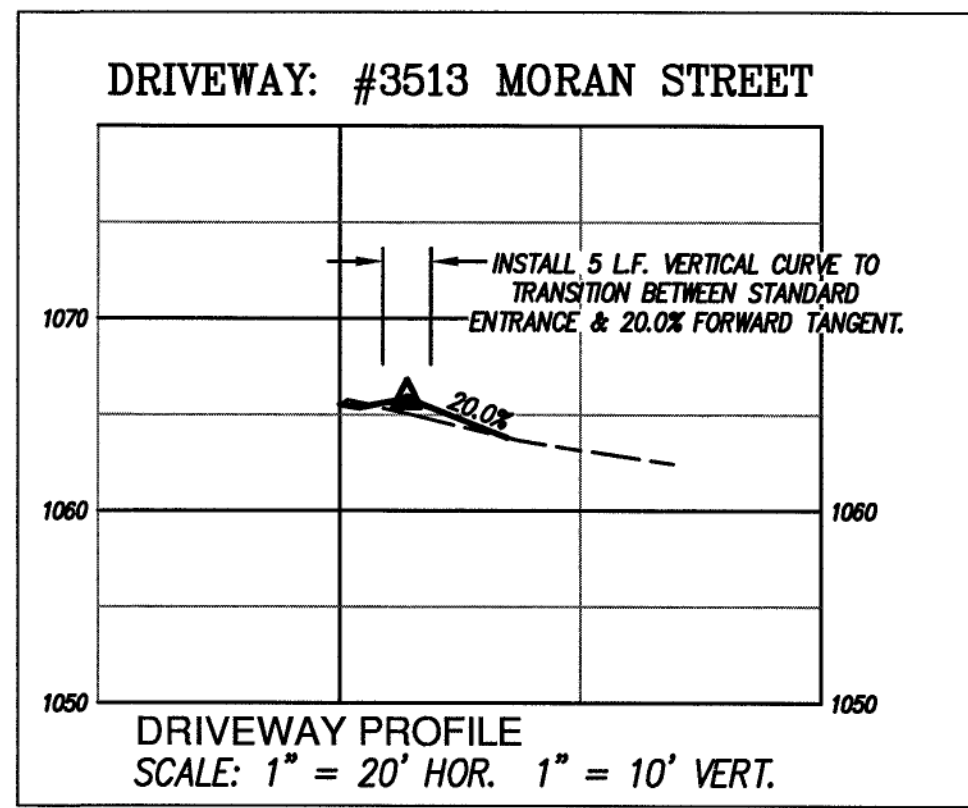
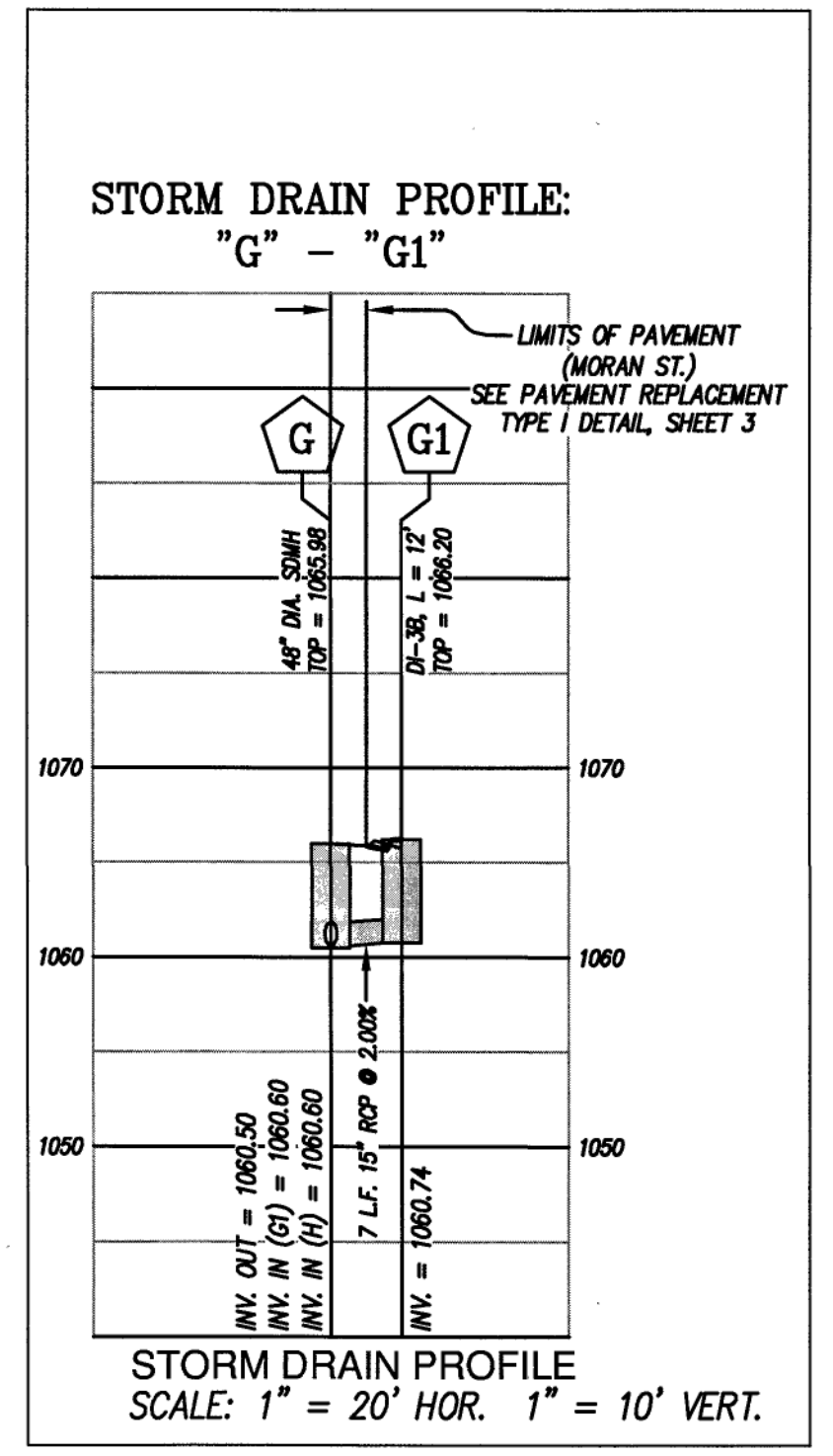
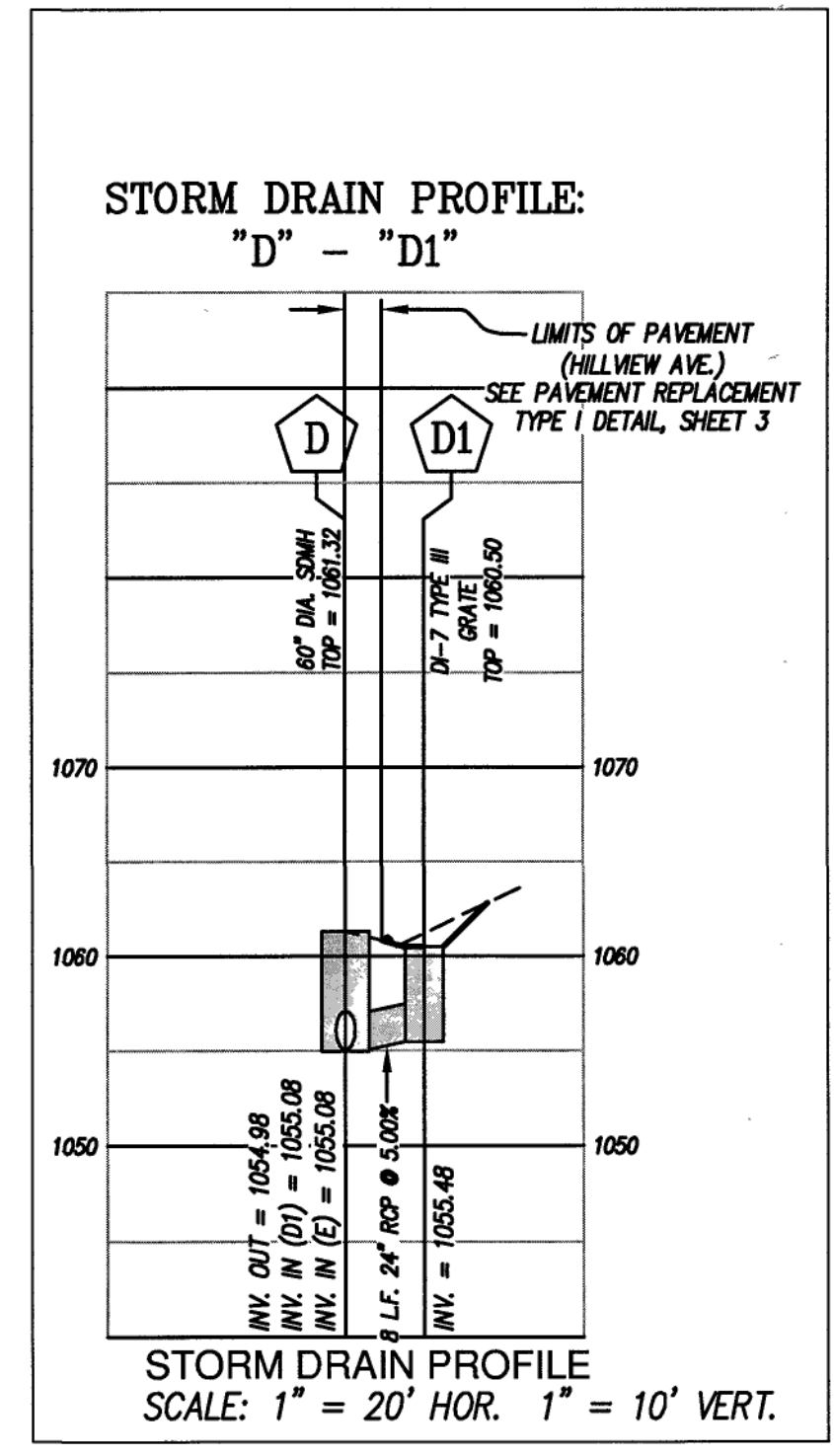
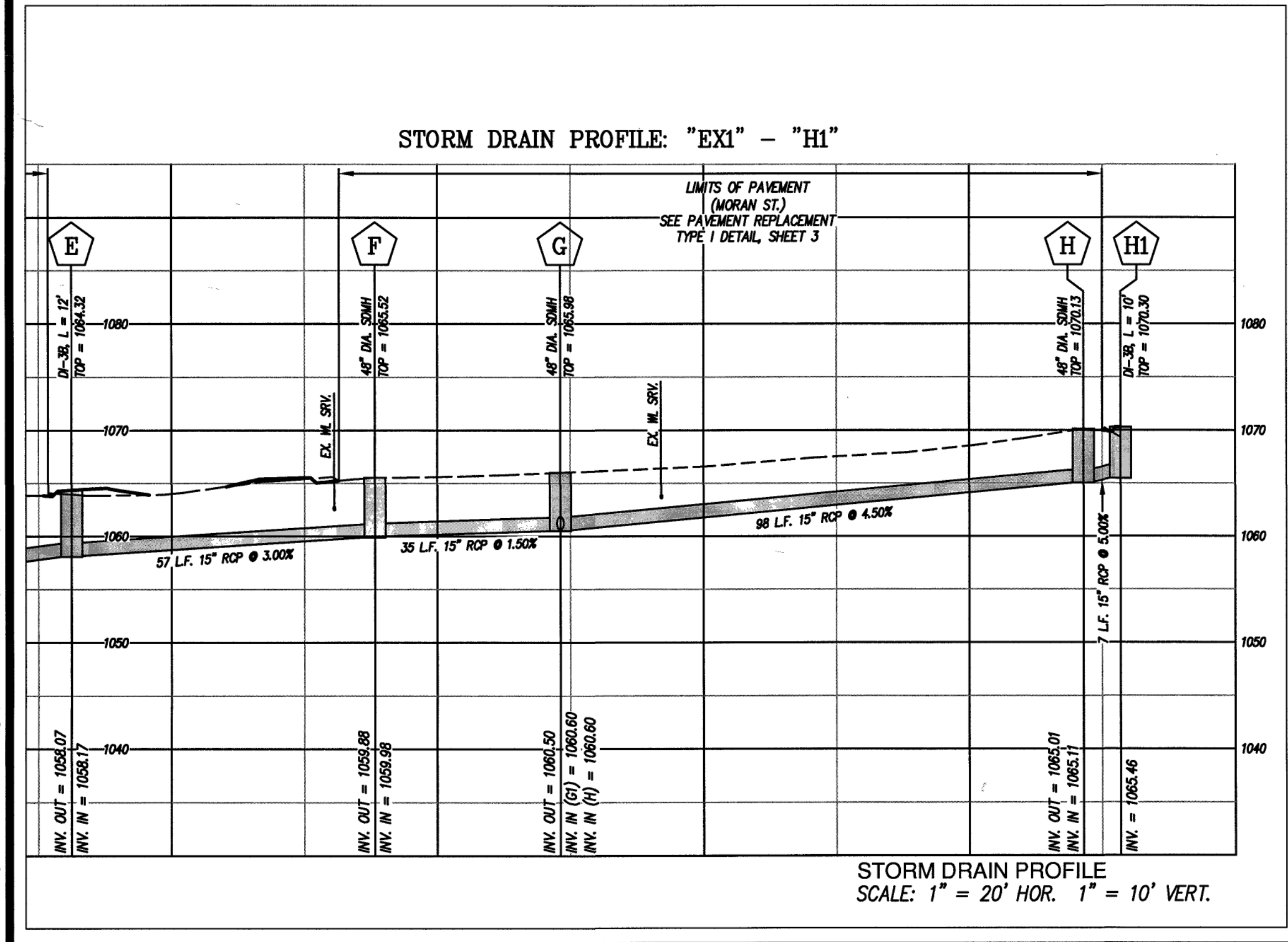
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STORM DRAIN
PLAN AND PROFILE
(MORAN STREET)

STORMWATER DRAINAGE IMPROVEMENTS
FOR
PHASE 2
MORAN STREET / BLANTON AVENUE, S.E.
PREPARED FOR
THE CITY OF ROANOKE, VIRGINIA



REVISIONS		DESCRIPTION
NO.	DATE	
1		
2		
3		
4		
5		

DATE: April 1, 2014

SCALE: 1" = 20' (H); 1" = 10' (V)

COMMISSION NO. 13-162

SHEET 5 OF 7