

Aldwell White - Civil Engineers

4203 Melrose Avenue
Roanoke, Virginia 24017
0-366-3400 (p) 540-366-8702 (f)

The Fitch Studio

1740 20th Street, NW
Washington, DC 20009
2-588-0148 (p) 202-588-0149 (f)

Insey Shane & Associates - Architects and

Structural Engineers

201 West Main Street
Salem, Virginia 24153
0-389-8655 (p) 540-389-9130 (f)

Lawrence Perry & Associates, Inc

Mechanical & Electrical Engineers

30A West Church Avenue
Roanoke, Virginia 24011
0-342-1816 (p) 540-344-3410 (f)

Massen & Associates - Food Service

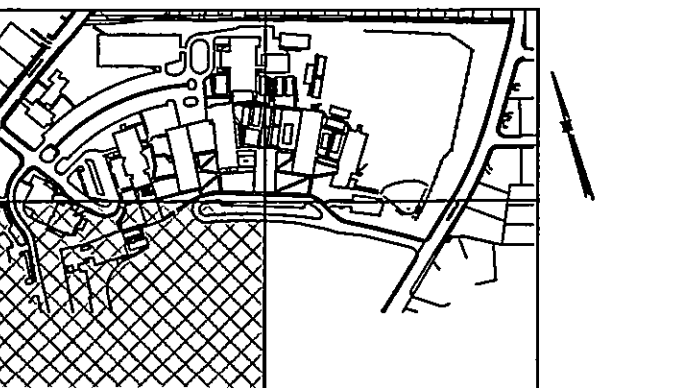
526 Sunflower Drive
Jette, North Carolina

204-536-9234 (f)

anBlaricom & Frantz - Interior Designers

12 West Kirk Avenue
Roanoke, Virginia 24015

0-344-4098 (p) 540-344-4295 (f)



**PATRICK HENRY
HIGH SCHOOL**

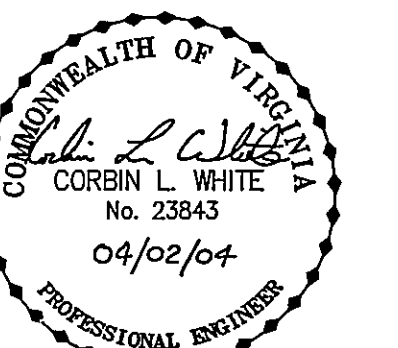
PHASE I
School Site Project No. 124-39A
Literary Loan No. 11187

[illegible]

	ISSUED FOR CONSTRUCTION	04/02/04
NUMBER	ISSUE	DATE

Revisions

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Sheet Information

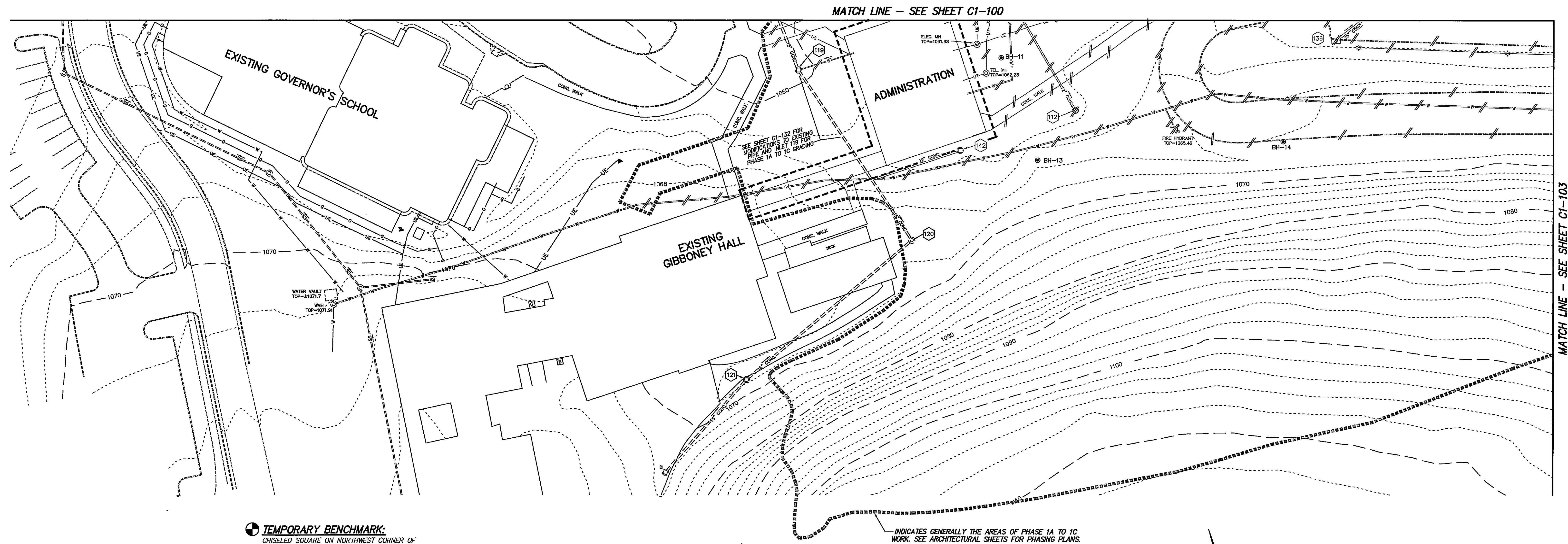
Date	04/02/04
Job Number	800200.000
Scale	1" = 30'
Drawn	C.L. White
Checked	
Approved	

de

EXISTING CONDITIONS
AND DEMOLITION PLAN
PHASES 1A
THROUGH 1C

et

C1-102



TEMPORARY BENCHMARK:
CHISELED SQUARE ON NORTHWEST CORNER OF
EXISTING CURB INLET, LOCATED IN FRONT OF
THE GOVERNOR'S SCHOOL.
ELEVATION = 1059.98

—INDICATES GENERALLY THE AREAS OF PHASE 1A TO 1C
WORK. SEE ARCHITECTURAL SHEETS FOR PHASING PLANS.

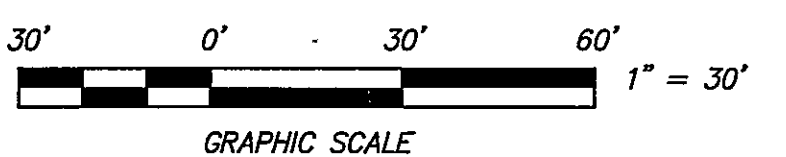
~~SECRET~~
MERIDIAN OF P.B. 1, PG. 275

LIMITS OF EXISTING BUILDING STRUCTURES SHOWN HEREON ARE AS TAKEN FROM AERIAL MAPPING. MOST BUILDINGS HAVE PERIMETER CONCRETE WALKS THAT ARE UNDER THE ROOF OVERHANG.

SCHEDULE OF EXISTING STORM DRAINAGE STRUCTURES

STORM DRAIN JUNCTIONS THAT ARE SHOWN HEREON WITHOUT A SPECIFIC DESIGNATION ARE UNVERIFIED, AND ARE TAKEN FROM AVAILABLE RECORDS AND FIELD EVIDENCE.

100 EXIST. GRADE INLET TOP=1043.29 INV. IN (WEST)=1030.64 INV. IN (SOUTH)=1033.54 INV. OUT=1030.59	101 EXIST. GRADE INLET TOP=1046.57 INV. IN (SOUTH)=1042.57 INV. IN (WEST)=1042.67 INV. OUT=1042.57 <i>TO BE REMOVED</i>	120 EXIST. SDMH TOP=1067.62 INV. IN=1058.37 INV. OUT=1058.12	130 EXIST. GRADE INLET TOP=1058.71 INV. IN=1051.86 INV. OUT=1051.56	143 EXIST. GRADE INLET TOP=1045.82 INV. IN=1044.0 INV. OUT=1045.0 (SUSPECTED COAL VAULT VENTILATION)
101 EXIST. SDMH TOP=1045.91 INV. IN (SOUTH)=1034.51 INV. IN (SOUTH)=1034.41 INV. OUT=1034.33	111 EXIST. GRADE INLET TOP=1057.39 INV. IN=1052.29 INV. OUT=1052.24	121 EXIST. GRADE INLET TOP=1067.17 INV. IN=1062.37 INV. OUT=1062.17	131 EXIST. GRADE INLET TOP=1058.59 INV. IN=1055.59	144 EXIST. GRADE INLET TOP=1045.66 INV. IN=1043.9 (SUSPECTED COAL VAULT VENTILATION)
102 EXIST. CURB INLET TOP=1044.78 INV. IN=1038.58 INV. OUT=1037.98	112 EXIST. GRADE INLET TOP=1060.91 INV. OUT=1056.41 <i>TO BE REMOVED</i>	122 EXIST. CURB INLET TOP=1062.03 INV. IN (EAST)=1045.87 INV. IN (WEST)=1046.39 INV. OUT=1045.83	132 EXIST. GRADE INLET TOP=1058.39 INV. IN=1055.59	145 EXIST. GRADE INLET TOP=1046.10 INV. IN=1042.80
103 EXIST. GRADE INLET TOP=1041.36 INV. IN=1041.01	113 EXIST. GRADE INLET TOP=1045.86 INV. OUT=1043.36 <i>TO BE REMOVED</i>	123 EXIST. GRADE INLET TOP=1060.71 INV. IN=1047.36 INV. OUT=1047.31	134 EXIST. GRADE INLET TOP=1047.68 INV. IN=1045.66	146 EXIST. SDMH RHW=1047.68 INV. IN (NORTH)= -7.65" INV. IN (SOUTH)= -3.5" INV. IN (WEST)= -6.9" INV. OUT= -6.0"
104 EXIST. SDMH TOP=1049.24 INV. IN (SOUTH)=1037.88 INV. IN (WEST)=1039.98 INV. OUT=1037.84	114 EXIST. GRADE INLET TOP=1058.53 INV. IN=1053.53 INV. OUT=1054.73 <i>TO BE REMOVED</i>	124 EXIST. GRADE INLET TOP=1050.88 INV. OUT=1048.68	135 EXIST. GRADE INLET TOP=1058.50 INV. OUT=1055.92	
105 EXIST. SDMH TOP=1045.15 INV. IN (SOUTH)=1038.25 INV. IN (EAST)=1038.25 INV. IN (WEST)=1038.25 INV. IN (NORTH)=1038.25 INV. IN (SOUTH)=1038.25	115 EXIST. GRADE INLET TOP=1058.69 INV. OUT=1055.79 <i>TO BE REMOVED</i>	125 EXIST. CURB INLET TOP=1051.93 INV. IN=1047.53 INV. OUT=1052.33 <i>TO BE REMOVED</i>	136 EXIST. CURB INLET TOP=1050.88 INV. OUT=1052.33 <i>TO BE REMOVED</i>	
106 EXIST. CURB INLET TOP=1044.62 INV. IN=1044.02	116 EXIST. SDMH TOP=1052.44 INV. IN (WEST)=1045.84 INV. IN (EAST)=1045.74 INV. OUT=1045.72	126 EXIST. CURB INLET TOP=1059.17 INV. IN=1047.38	137 EXIST. GRADE INLET TOP=1050.66 INV. IN=1048.16	
107 EXIST. CURB INLET TOP=1044.57 INV. IN = 1041.0	117 EXIST. CURB INLET TOP=1052.66 INV. OUT=1045.96	127 EXIST. SDMH TOP=1046.29 INV. IN (SOUTH)=1039.69 INV. IN (EAST)=1041.09 INV. OUT=1039.64	138 EXIST. GRADE INLET TOP=1043.95 INV. IN=1041.86	
108 EXIST. CURB INLET TOP=1047.12 INV. OUT=1044.12	118 EXIST. CURB INLET TOP=1054.91 INV. OUT=1048.91	128 EXIST. SDMH TOP=1053.73 8" INV. IN= -5.40 15" INV. IN= -4.78 18" INV. OUT= -5.60	139 EXIST. GRADE INLET TOP=1041.14 INV. IN=1038.89	
109 EXIST. GRADE INLET TOP=1047.34 INV. IN (SOUTH)=1040.22 INV. IN (EAST)=1042.48 INV. OUT=1040.14 <i>TO BE MODIFIED</i>	119 EXIST. GRADE INLET TOP=1054.14 INV. IN (EAST)=1054.14 INV. IN (SOUTH)=1054.19 INV. OUT=1054.09	129 EXIST. GRADE INLET TOP=1058.39 INV. IN=1051.07 INV. OUT=1051.01	140 EXIST. GRADE INLET TOP=1038.53 INV. IN=1038.73	
			141 EXIST. GRADE INLET TOP=1035.67 INV. IN=1031.22	
			142 EXIST. GRADE INLET TOP=1061.11 INV. OUT=1057.97 <i>TO BE REMOVED</i>	



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