

# SWANSON HOMES ACCESSIBLE RAMP IMPROVEMENTS

PORTSMOUTH, VIRGINIA  
SEPTEMBER 29, 2015

## PREPARED FOR: OWNER/DEVELOPER PORTSMOUTH REDEVELOPMENT AND HOUSING AUTHORITY

3116 SOUTH STREET  
PORTSMOUTH, VIRGINIA

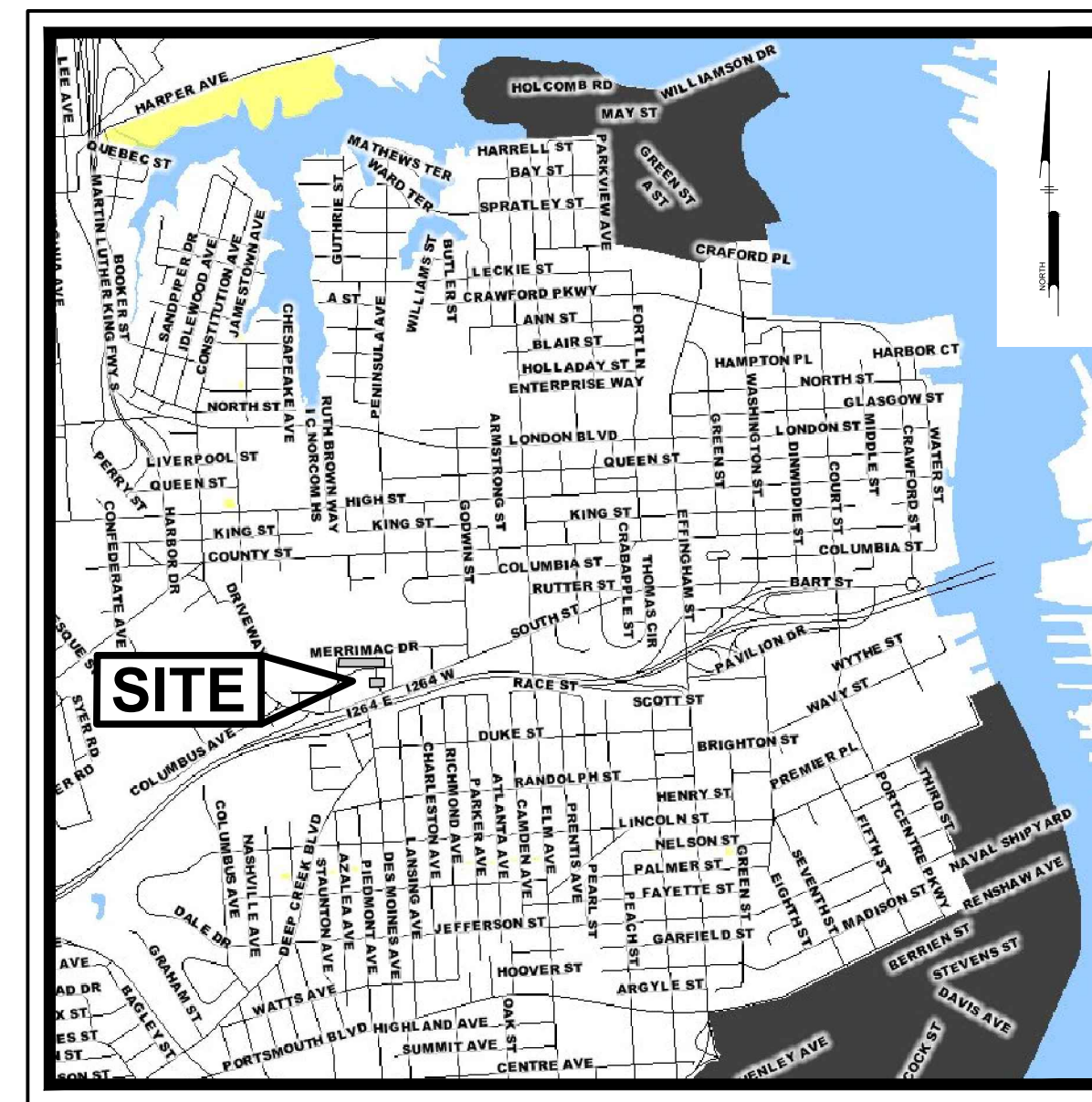
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\*S.A. = SITE AREA

KEY MAP - 1" = 150'-0"



LOCATION MAP

Scale: 1" = 2000'



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### General

- THE SCOPE OF THIS PROJECT INCLUDES IMPROVEMENTS TO COMPLY WITH SECTION 504 REGULATIONS REFERENCED IN THE UNIFORM FEDERAL ACCESSIBILITY STANDARDS (UFAS). CLEARANCE, HEIGHT, SLOPE, AND OTHER DIMENSIONS NOTED ON THE DRAWINGS ARE ABSOLUTE, UNLESS OTHERWISE NOTED. UNLESS NOTED "MIN.", "MAX.", OR EXPRESSED AS A RANGE, NO TOLERANCES ARE ALLOWED.
- ALL WORK SHALL BE PER THE VIRGINIA UNIFORM STATEWIDE BUILDING CODE - 2012 EDITION, AND ALL APPLICABLE LOCAL CODES AND ORDINANCES.
- CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED PERMITS AND ASSOCIATED INSPECTIONS.
- THE CONTRACTOR SHALL PROVIDE 3RD PARTY UTILITY MARK OUT FOR ALL AREAS OF DISTURBANCE AT LEAST 3 WORKING DAYS IN ADVANCE OF THE PLANNED WORK TO ALLOW TIME FOR MARKING, THAT THE MARKS BE RESPECTED AND PROTECTED, AND THAT EXCAVATION BE COMPLETED CAREFULLY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. CONSTRUCTION ACTIVITIES SHALL BE IN ACCORDANCE WITH OSHA STANDARDS AND LOCAL REQUIREMENTS.
- ACCESSIBLE ROUTES, PARKING SPACES, RAMPS, SIDEWALKS AND WALKWAYS SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE FEDERAL AMERICANS WITH DISABILITIES ACT AND WITH STATE AND LOCAL LAWS AND REGULATIONS (WHICHEVER ARE MORE STRINGENT).
- AREAS DISTURBED DURING CONSTRUCTION AND NOT RESTORED WITH IMPERVIOUS SURFACES (BUILDINGS, PAVEMENTS, WALKS, ETC.) SHALL FOLLOW DETAIL PROVIDED BY VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK FOR SITE SPECIFIC SEEDING MIXTURES IN ACCORDANCE WITH STANDARD & SPECIFICATION 3.32.
- WORK WITHIN THE LOCAL RIGHTS-OF-WAY SHALL CONFORM TO LOCAL MUNICIPAL STANDARDS. WORK WITHIN STATE RIGHTS-OF-WAY SHALL CONFORM TO THE LATEST EDITION OF THE STATE HIGHWAY DEPARTMENTS STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES.
- TRAFFIC SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL PREVENT DUST, SEDIMENT, AND DEBRIS FROM EXITING THE SITE AND SHALL BE RESPONSIBLE FOR CLEANUP, REPAIRS AND CORRECTIVE ACTION IF SUCH OCCURS.
- DAMAGE RESULTING FROM CONSTRUCTION LOADS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
- CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO OFF SITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO COST TO OWNER.
- IN ADDITION TO AS NOTED ON THE GUTTER BUDDY INLET PROTECTION DETAIL ON SHEET CS1002, THE CONTRACTOR SHALL PROVIDE A FINAL CLEANING OF SEDIMENT AND DEBRIS FROM ALL STORM STRUCTURES RECEIVING INLET PROTECTION AFTER THE SITE IS STABILIZED AND CONSTRUCTION IS COMPLETE.

### Utilities

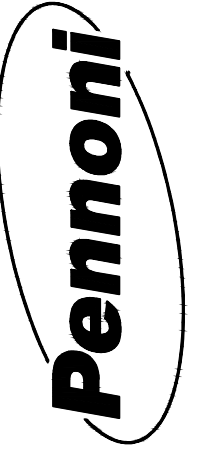
- THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR ITS REPRESENTATIVE(S) HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES. NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND, SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
- WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, OR EXISTING CONDITIONS DIFFER FROM THOSE SHOWN SUCH THAT THE WORK CANNOT BE COMPLETED AS INTENDED, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE OWNER'S REPRESENTATIVE FOR THE RESOLUTION OF THE CONFLICT AND CONTRACTOR'S FAILURE TO NOTIFY PRIOR TO PERFORMING ADDITIONAL WORK RELEASES OWNER FROM OBLIGATIONS FOR ADDITIONAL PAYMENTS WHICH OTHERWISE MAY BE WARRANTED TO RESOLVE THE CONFLICT.
- SET CATCH BASIN RIMS DITCHES IN ACCORDANCE WITH ELEVATIONS ON THE PLANS.
- THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONSTRUCTION OF PROPOSED PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY, THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRIC, FIRE ALARM, ETC.). FINAL DESIGN LOADS AND LOCATIONS TO BE COORDINATED WITH OWNER AND ARCHITECT.

### Layout and Materials

- ANY PROPERTY LINE MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE SET OR RESET BY A PROFESSIONAL LICENSED SURVEYOR.
- PRIOR TO START OF CONSTRUCTION, CONTRACTOR SHALL VERIFY EXISTING PAVEMENT ELEVATIONS AT INTERFACE WITH PROPOSED PAVEMENTS, AND EXISTING GROUND ELEVATIONS ADJACENT TO DRAINAGE OUTLETS TO ASSURE PROPER TRANSITIONS BETWEEN EXISTING AND PROPOSED FACILITIES.
- SYMBOLS AND LEGENDS OF PROJECT FEATURES ARE GRAPHIC REPRESENTATIONS AND ARE NOT NECESSARILY SCALED TO THEIR ACTUAL DIMENSIONS OR LOCATIONS ON THE DRAWINGS. THE CONTRACTOR SHALL REFER TO THE DETAIL SHEET DIMENSIONS, MANUFACTURERS' LITERATURE, SHOP DRAWINGS AND FIELD MEASUREMENTS OF SUPPLIED PRODUCTS FOR LAYOUT OF THE PROJECT FEATURES.
- CONTRACTOR SHALL NOT RELY SOLELY ON ELECTRONIC VERSIONS OF PLANS, SPECIFICATIONS, AND DATA FILES THAT ARE OBTAINED FROM THE DESIGNERS, BUT SHALL VERIFY LOCATION OF PROJECT FEATURES IN ACCORDANCE WITH THE PAPER COPIES OF THE PLANS AND SPECIFICATIONS THAT ARE SUPPLIED AS PART OF THE CONTRACT DOCUMENTS.

### Demolition

- CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMIT OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
- CONTRACTOR SHALL DISPOSE OF DEMOLITION DEBRIS IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS, ORDINANCES AND STATUTES.
- ENGINEER AND ITS CONSULTANTS SHALL HAVE NO RESPONSIBILITY FOR THE PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF HAZARDOUS MATERIALS, TOXIC WASTES OR POLLUTANTS AT THE PROJECT SITE, INCLUDING BUT NOT LIMITED TO ASBESTOS, POLYCHLORINATED BIPHENYL (PCB), DIOXIN, ACID OR ALKALI CHEMICALS, LEAD PAINT, AIR POLLUTANTS, WATER POLLUTANTS, UNDERGROUND STORAGE TANKS OR OTHER DELETERIOUS MATERIALS. ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS OF LOSS, DAMAGE, EXPENSE, DELAY, INJURY OR DEATH ARISING FROM THE PRESENCE THEREOF OR EXPOSURE THERETO AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER AND ITS CONSULTANTS FROM ANY CLAIM MADE IN CONNECTION THEREWITH, MOREOVER, ENGINEER SHALL HAVE NO ADMINISTRATIVE OBLIGATIONS OF ANY TYPE WITH REGARD TO ANY CONTRACT OR AMENDMENT THERETO INVOLVING THE ISSUES OF PRESENCE, DISCOVERY, REMOVAL OR ABATEMENT OR DISPOSAL OF ASBESTOS OR OTHER HAZARDOUS SUBSTANCES.



**PENNONI ASSOCIATES INC.**  
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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

SWANSON HOMES ACCESSIBLE RAMP IMPROVEMENTS

COVER SHEET

PORTSMOUTH REDEVELOPMENT AND HOUSING AUTHORITY  
3116 SOUTH STREET, PORTSMOUTH, VA

NO.	DATE	REVISIONS	BY

ALL DOCUMENTS PREPARED BY PENNONI ASSOCIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON THE EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY PENNONI ASSOCIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO PENNONI ASSOCIATE, AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS PENNONI ASSOCIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

PROJECT	RIDD1401
DATE	2015-09-29
DRAWING SCALE	AS NOTED
DRAWN BY	SLS
APPROVED BY	BCS

**CS0001**  
SHEET 1 OF 5

PLOTTED: 09/29/15 10:13 AM BY: Rhonda Smith PROJECT STATUS: ROSTITLE: N:\PROJECTS\REDO1401\Drawings\Home - ADA Accessibility\CS0001\_Pennoni.dwg





**Erosion Control**

- CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR PROVIDING EROSION AND SEDIMENT CONTROL PER THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK BY THIS REFERENCE MADE PART OF THE CONTRACT DOCUMENTS. SUCH THAT SEDIMENTATION SHALL NOT AFFECT REGULATORY PROTECTED AREAS, WHETHER SUCH SEDIMENTATION IS CAUSED BY WATER, WIND OR DIRECT DEPOSIT.
- THE CONTRACTOR SHALL PROVIDE INLET PROTECTION FOR THE FIRST DOWNSTREAM CURB INLET OR ANY DRAIN LOCATED WITHIN 500 FEET OF THE CONSTRUCTION AREA.
- THE CONTRACTOR SHALL PROVIDE SILT FENCE FOR APPLICABLE AREAS WITH DISTURBED SOILS PER VESCH STANDARDS.
- SEE ADDITIONAL NOTES ON APPLICABLE SHEETS.

**Existing Conditions Information**

- BASE PLAN: THE BASE MAPPING, UTILITIES AND ELEVATIONS SHOWN WERE DETERMINED BY AN ACTUAL FIELD TOPOGRAPHIC AND PHYSICAL FEATURES SURVEY CONDUCTED BY PENNONI ASSOCIATES, DURING NOVEMBER OF 2014.
- TOPOGRAPHY: SURVEY BASED ON: VIRGINIA STATE PLANE COORDINATE SYSTEM NAD 83 (2011 ADJ.) US SURVEY FOOT, NAVD88.

**Incidental Concrete**

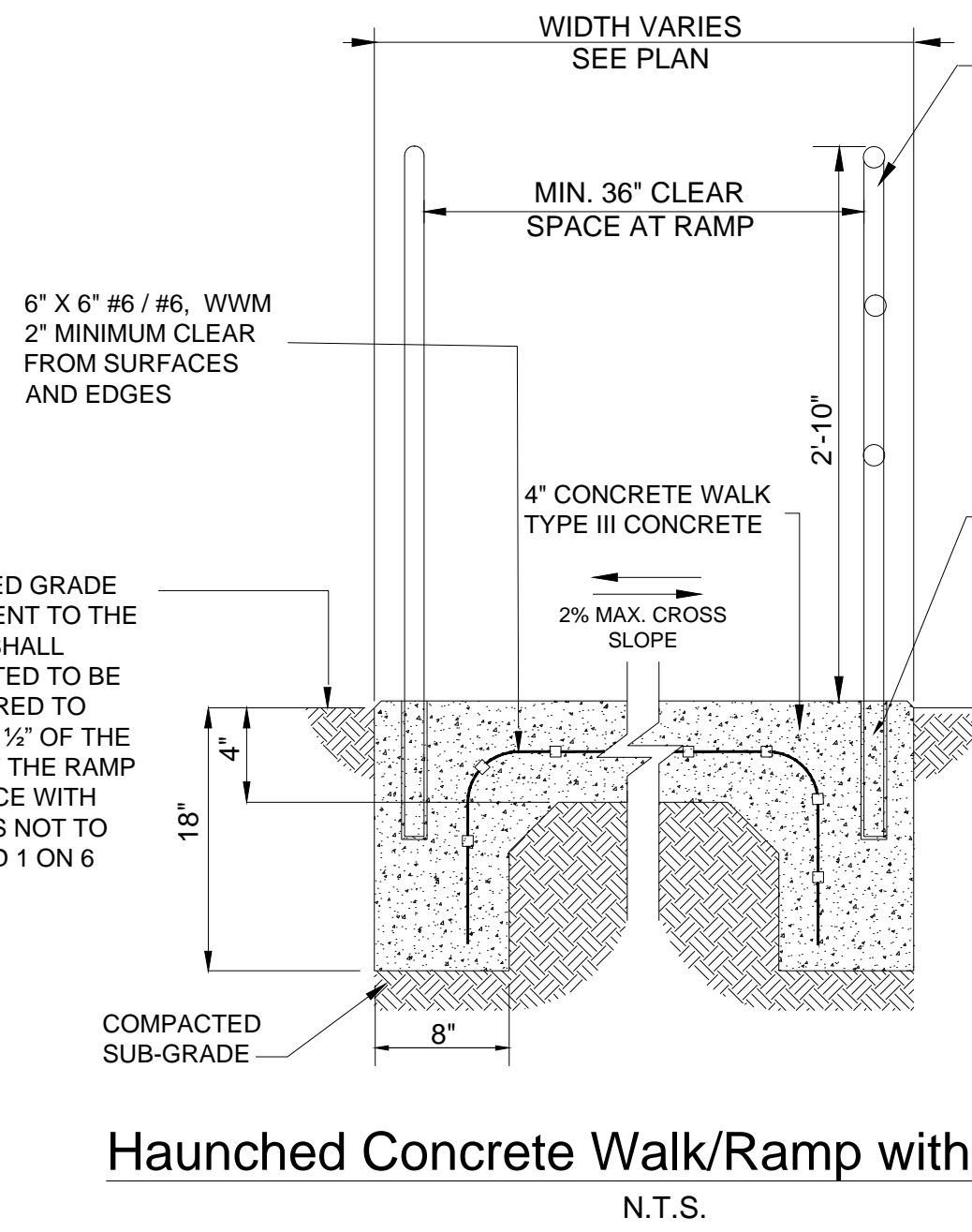
- ALL CONCRETE SHALL BE CLASS "A-3" AIR ENTRAINED (4,000 PSI) IN ACCORDANCE WITH SECTION 219 OF THE 2002 VIRGINIA DEPARTMENT OF TRANSPORTATION ROADS AND BRIDGE SPECIFICATIONS UNLESS OTHERWISE SPECIFIED.

**Drainage**

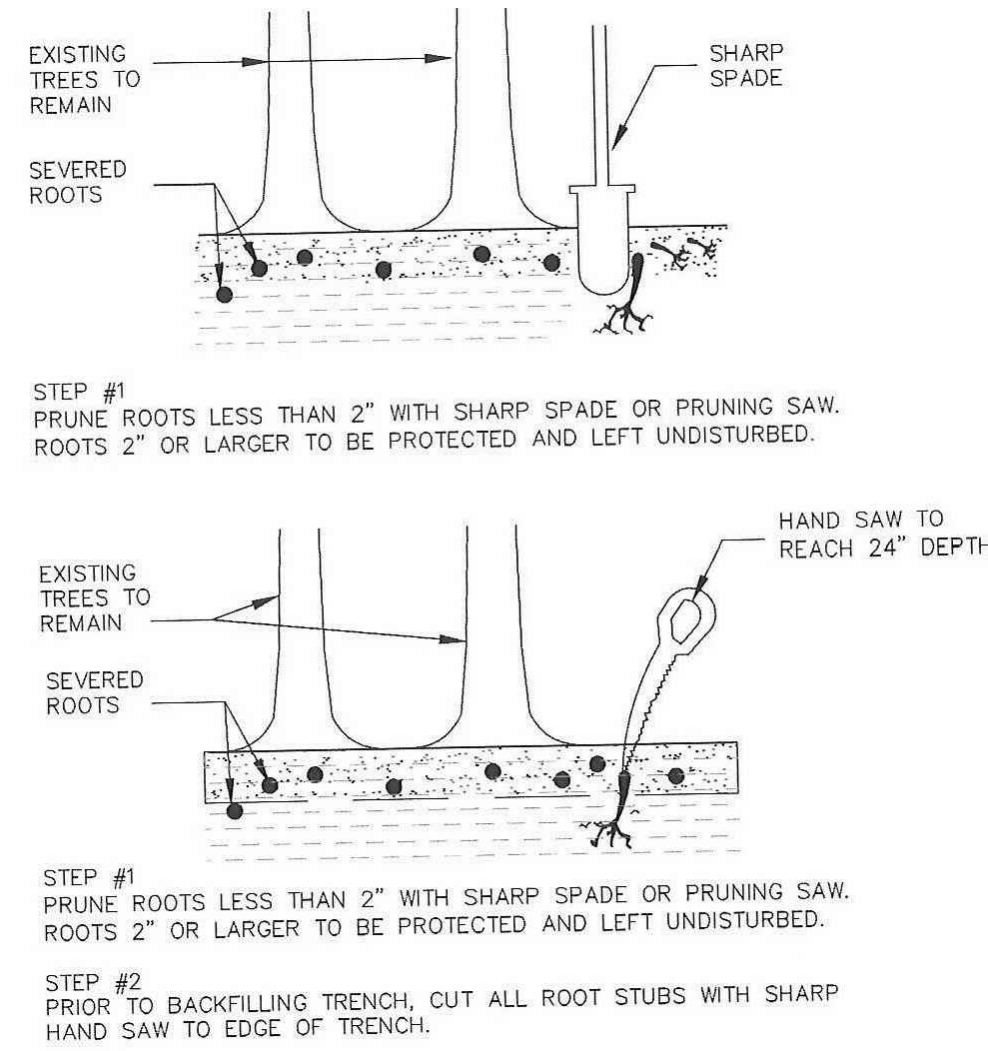
- TEMPORARY DRAINAGE DURING CONSTRUCTION SHALL BE PROVIDED BY THE CONTRACTOR TO RELIEVE AREAS THAT MAY CAUSE DAMAGE TO ROADWAYS AS DIRECTED BY THE ENGINEER OR THE CITY OF PORTSMOUTH, VIRGINIA.

**Construction Notes**

- CONTRACTOR TO PERFORM AND COMPLETE SITE WORK FOR A MAXIMUM OF TWO RAMPS AT A TIME. THE TWO RAMPS MUST BE APPROVED BY THE OWNER AND ALL EROSION AND SEDIMENT CONTROL MEASURES MUST BE REMOVED PRIOR TO MOVING ON TO CONSTRUCTION OF THE NEXT TWO RAMPS.
- CONTRACTOR TO PROVIDE TEMPORARY RAMPS THAT ARE FULLY ADA COMPLIANT (WHERE EXISTING CONCRETE RAMPS ARE SHOWN TO BE REMOVED) TO ALLOW FOR SAFE INGRESS AND EGRESS. INSTALL TEMPORARY RAMPS (PRIOR TO DEMOLITION OF EXISTING RAMPS) AT LANDINGS ADJACENT TO FRONT DOORS AND ROUTE TO AREAS WHERE WORK HAS BEEN COMPLETED OR IS TO REMAIN. REMOVE PORTIONS OR RAILING BETWEEN COLUMNS AS NEEDED FOR THE TEMPORARY RAMP INSTALLATION. REINSTALL RAILING AFTER WORK IS COMPLETE AND TEMPORARY RAMPS HAVE BEEN REMOVED.
- CONTRACTOR TO SAW-CUT AND REMOVE EXISTING RAMPS, PAVEMENT AND RAILINGS WHERE NEW RAMPS AND PAVEMENT ARE SHOWN AS PROPOSED.
- CONTRACTOR TO PROVIDE CONTINUOUS RAILINGS AS SHOWN ON THE SITE PLANS AND PER THE DETAIL AND SPECIFICATIONS FOR ALL NEW CONCRETE RAMPS AND LANDINGS AND EXISTING RAMPS / LANDINGS TO REMAIN. WHERE PROPOSED RAMPS AND/OR LANDINGS INTERSECT WITH EXISTING RAMPS TO REMAIN, THE CONTRACTOR SHALL REMOVE EXISTING RAILINGS AND REPLACE WITH NEW RAILINGS, CONTINUOUS WITH RAILINGS OVER NEW RAMPS / LANDINGS.
- CONTRACTOR TO VERIFY ELEVATIONS SHOWN AND ADJUST PROPOSED ELEVATIONS ACCORDINGLY TO INSURE ADA ACCESS RAMPS DO NOT EXCEED 8.3% LONGITUDINAL SLOPE AND 2% CROSS SLOPE.
- CONTRACTOR TO PROVIDE SMOOTH CONNECTION TO EXISTING SIDEWALK FOR PROPOSED SIDEWALK.
- FINISHED GRADE ADJACENT TO THE RAMP SHALL BE ADJUSTED TO BE RESTORED TO WITHIN 1/2" OF THE TOP OF THE RAMP SURFACE WITH SLOPES NOT TO EXCEED 1 ON 6 MAX. RESTORE ALL DISTURBED AREAS PER THE SPECIFICATIONS.

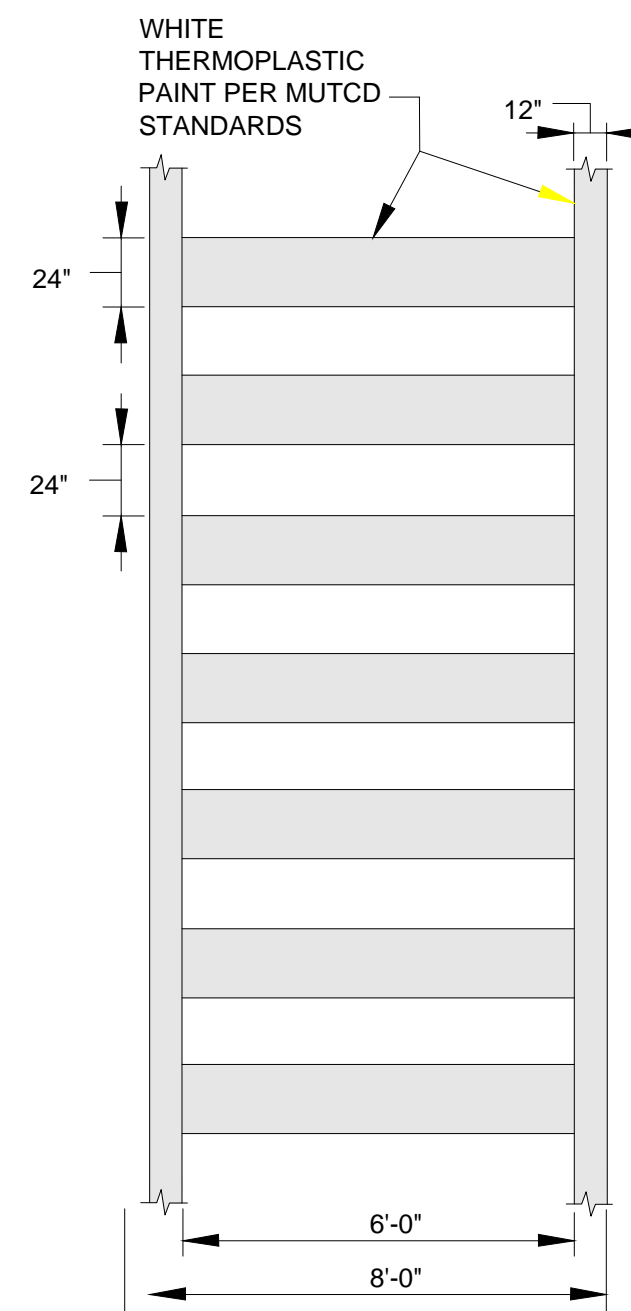


**Haunched Concrete Walk/Ramp with Railing Detail**  
N.T.S.

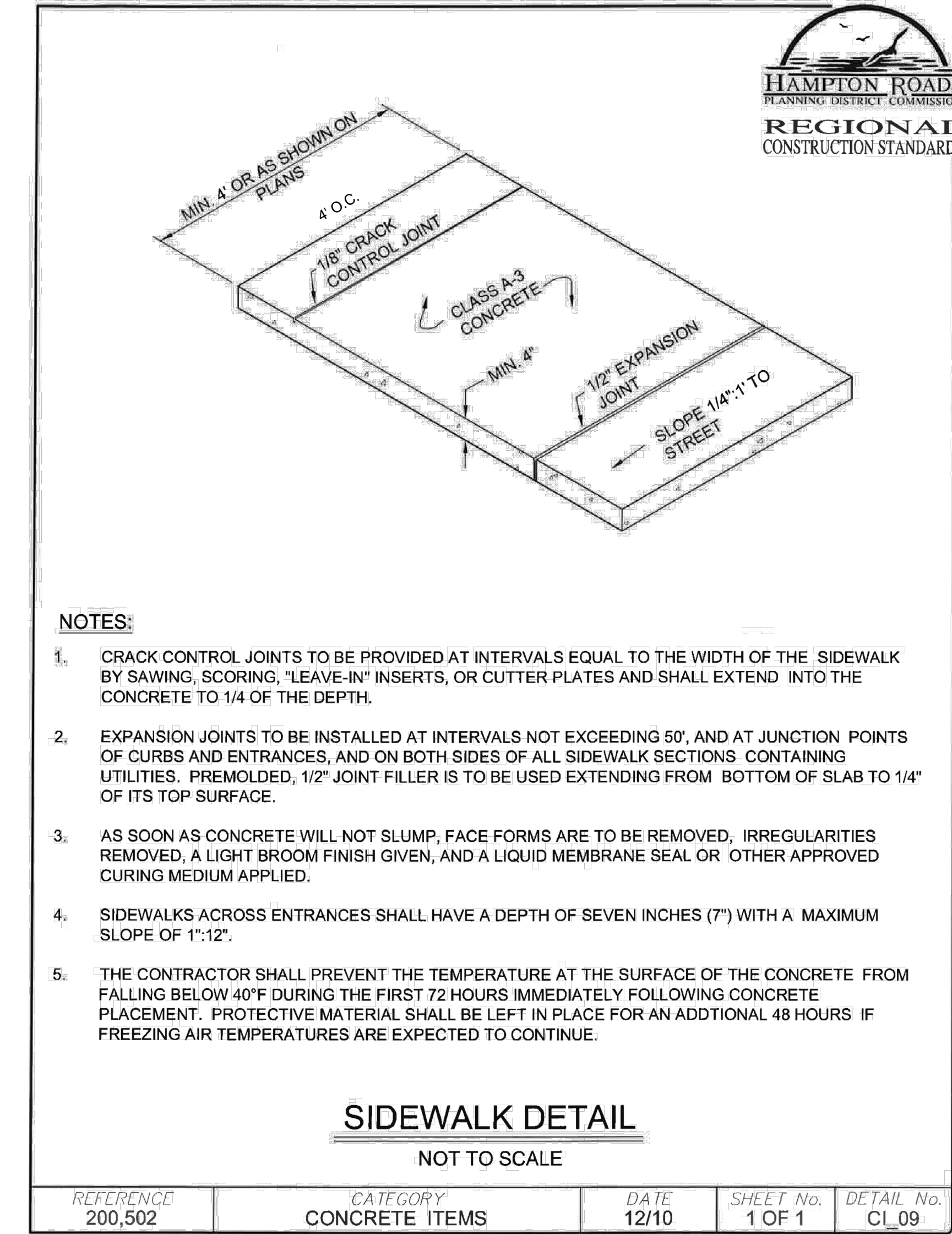


**Tree Root Pruning Detail & Protection Notes** (HDZ)  
N.T.S.

- THOSE TREES WHICH ARE SHOWN WITHIN AN AREA OF ANY PROPOSED EXCAVATION OR GRADING OPERATION, OR IN ANY OTHER LOCATION DEEMED APPROPRIATE BY THE ENGINEER, SHALL BE PROTECTED BY INSTALLING AND MAINTAINING A FENCE AT THE DRIP LINE.
- ANY EXCAVATION WITHIN THE DRIP LINE OF TREES TO BE PROTECTED SHALL BE PERFORMED BY HAND DIGGING WITHIN THE CRITICAL ROOT ZONE AND PRUNING BACK ROOTS PER THE DETAIL SHOWN.
- NO BOARDS OR OTHER MATERIAL SHALL BE NAILED TO TREES DURING CONSTRUCTION.
- HEAVY EQUIPMENT OPERATORS SHALL AVOID DAMAGING EXISTING TREE TRUNKS AND ROOTS. FEEDER ROOTS SHALL NOT BE CUT CLOSER THAN TWENTY-FIVE(25) FEET FROM TREE TRUNKS.
- TREE TRUNKS AND EXPOSED ROOTS DAMAGED DURING CONSTRUCTION SHALL BE PROTECTED FROM FURTHER DAMAGE BY BEING TREATED IMMEDIATELY.
- TREE LIMBS DAMAGED DURING CONSTRUCTION SHALL BE PROPERLY PRUNED AND TREATED IMMEDIATELY.
- THE OPERATION OF HEAVY EQUIPMENT OVER ROOT SYSTEMS OF SUCH TREES SHALL BE MINIMIZED IN ORDER TO PREVENT SOIL COMPACTION.
- DAMAGED TREES SHALL BE FERTILIZED TO AID IN THEIR RECOVERY.
- CONSTRUCTION DEBRIS SHALL NOT BE DISPOSED OF NEAR OR AROUND TREES.



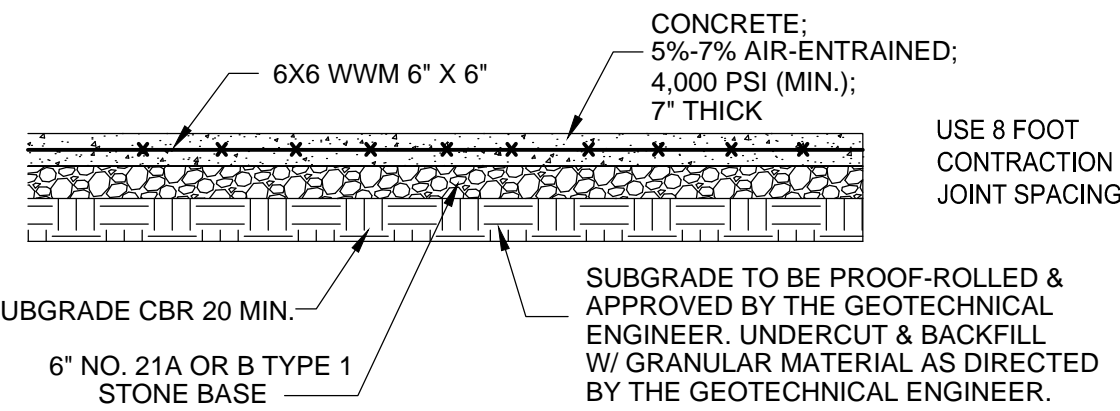
**Crosswalk Detail**  
Source: Pennoni  
NOT TO SCALE



- NOTES:**
- CRACK CONTROL JOINTS TO BE PROVIDED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK BY SAWING, SCORING, "LEAVE-IN" INSERTS, OR CUTTER PLATES AND SHALL EXTEND INTO THE CONCRETE TO 1/4 OF THE DEPTH.
  - EXPANSION JOINTS TO BE INSTALLED AT INTERVALS NOT EXCEEDING 50', AND AT JUNCTION POINTS OF CURBS AND ENTRANCES, AND ON BOTH SIDES OF ALL SIDEWALK SECTIONS CONTAINING UTILITIES. PREMOLDED, 1/2" JOINT FILLER IS TO BE USED EXTENDING FROM BOTTOM OF SLAB TO 1/4" OF ITS TOP SURFACE.
  - AS SOON AS CONCRETE WILL NOT SLUMP, FACE FORMS ARE TO BE REMOVED, IRREGULARITIES REMOVED, A LIGHT BROOM FINISH GIVEN, AND A LIQUID MEMBRANE SEAL OR OTHER APPROVED CURING MEDIUM APPLIED.
  - SIDEWALKS ACROSS ENTRANCES SHALL HAVE A DEPTH OF SEVEN INCHES (7") WITH A MAXIMUM SLOPE OF 1":12".
  - THE CONTRACTOR SHALL PREVENT THE TEMPERATURE AT THE SURFACE OF THE CONCRETE FROM FALLING BELOW 40°F DURING THE FIRST 72 HOURS IMMEDIATELY FOLLOWING CONCRETE PLACEMENT. PROTECTIVE MATERIAL SHALL BE LEFT IN PLACE FOR AN ADDITIONAL 48 HOURS IF FREEZING AIR TEMPERATURES ARE EXPECTED TO CONTINUE.

**SIDEWALK DETAIL**  
NOT TO SCALE

REFERENCE	CATEGORY	DATE	SHEET No.	DETAIL No.
200,502	CONCRETE ITEMS	12/10	1 OF 1	CL_09



**Porch Pavement Section Detail**  
N.T.S.

**1.0 DESCRIPTION**

1.1 THIS WORK SHALL CONSIST OF FURNISHING, PLACING, MAINTAINING AND REMOVING THE GUTTERBUDDY™ SEDIMENT CONTROL DEVICE AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE CONTRACT DRAWINGS. THE GUTTERBUDDY™ SEDIMENT CONTROL IS SYSTEM DISTRIBUTED BY:

ACF Environmental, Inc.  
2831 Cardwell Road  
Richmond, Virginia 23234  
Phone: 804-448-2638 Fax: 804-743-7779  
www.acfenvironmental.com

**2.0 MATERIALS**

**2.1 GUTTERBUDDY™**

THE GUTTERBUDDY™ SHALL BE SYNTHETIC FILTER MANUFACTURED FROM RECYCLED SYNTHETIC FIBERS.

2.1.1 THE GUTTERBUDDY™ WILL BE MANUFACTURED TO BE 9" IN DIAMETER AND ARE AVAILABLE IN 4', 6', 8', 10', 12' 14' AND 16' LENGTHS AND A MINIMUM OF TWENTY-FOUR (24) INCHES LONGER THAN THE CURB INLET OPENING. THIS WILL ALLOW FOR SUFFICIENT LENGTH TO COVER THE INLET WITH TWELVE (12) INCHES BEYOND THE INLET ON BOTH ENDS.

- NOTE:**
- THE CONTRACTOR SHALL PROVIDE INLET PROTECTION FOR THE FIRST DOWNSTREAM CURB INLET OR ANY DRAIN LOCATED WITHIN 500 FEET OF THE CONSTRUCTION AREA.
  - THE CONTRACTOR IS RESPONSIBLE FOR INSPECTION OF GUTTERBUDDY AFTER EACH RAINFALL EVENT FOR THE DURATION OF CONSTRUCTION. IF FAILURE OCCURS THE CONTRACTOR SHALL REMOVE THE GUTTER BUDDY, CLEAN OUT ALL SILT AND DEBRIS FROM STORM STRUCTURE AND REPLACE GUTTER BUDDY.

**Gutter Buddy** (IP)  
N.T.S.

**3.0 CONSTRUCTION SEQUENCE**

**3.1 GENERAL**

3.1.1 INSTALL THE GUTTERBUDDY™ IN FRONT OF THE CURB INLET OPENING. EACH END OF THE GUTTERBUDDY™ SHOULD OVERLAP THE CURB INLET APPROXIMATELY 12".

3.1.2 THE GUTTERBUDDY™ SHOULD BE CLEANED IF A VISUAL INSPECTION SHOWS SILT AND DEBRIS BUILD UP AROUND THE GUTTERBUDDY™.

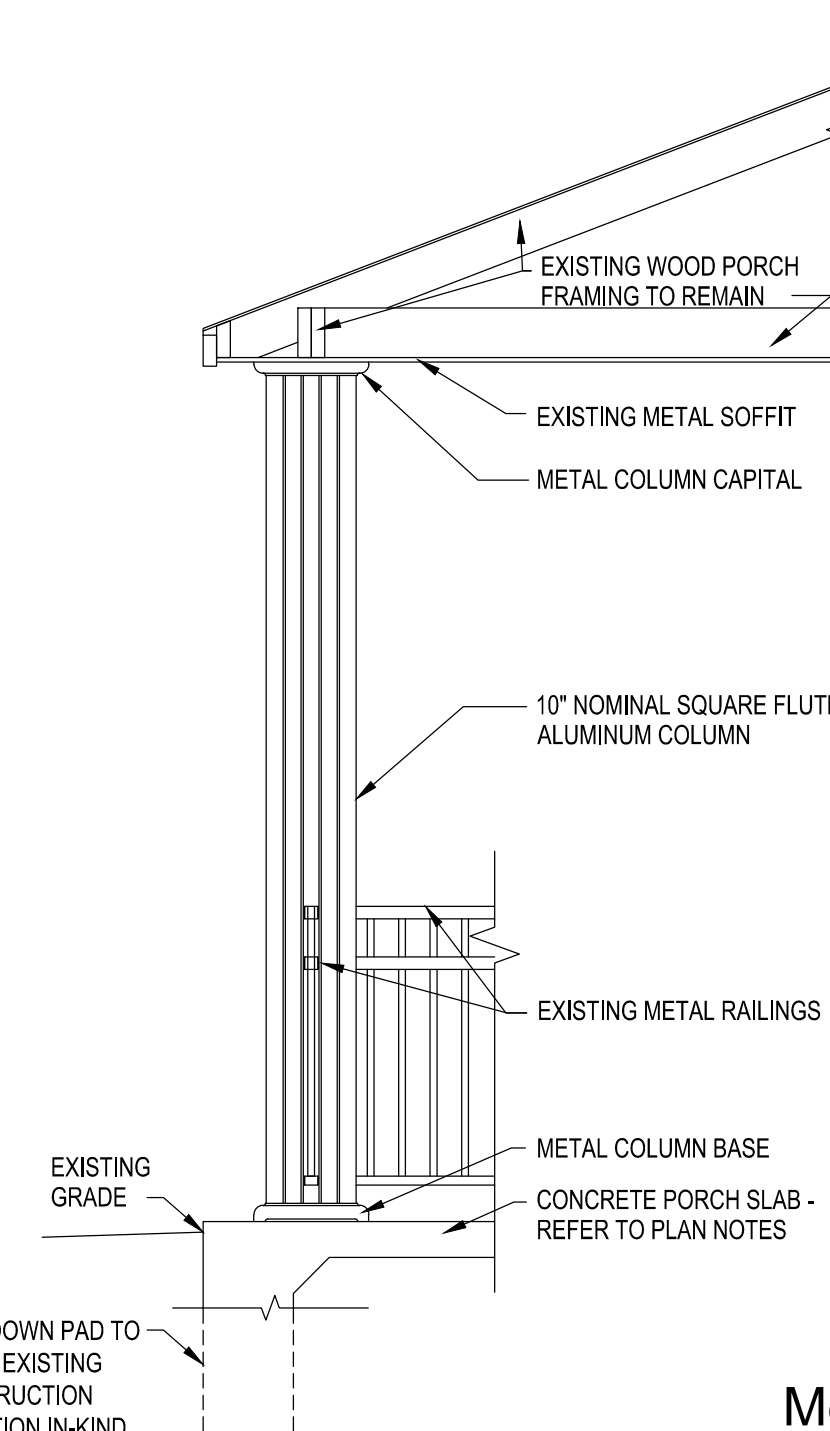
3.1.3 TO REMOVE THE GUTTERBUDDY™, LIFT OUT OF THE OPENING.

3.1.4 THE GUTTERBUDDY™ IS REUSABLE. ONCE THE CONSTRUCTION PROJECT IS COMPLETE AND IT IS NO LONGER NEEDED FOR SEDIMENT CONTROL, REMOVE, CLEAN, AND STORE OUT OF SUNLIGHT UNTIL NEEDED ON THE NEXT PROJECT.

3.1.5 POUNDING IS LIKELY IF SEDIMENT IS NOT REMOVED REGULARLY. INSPECTION OF GUTTERBUDDY™ SHOULD BE ON A REGULAR BASIS AND IMMEDIATELY AFTER MAJOR RAIN EVENTS.

**4.0 BASIS OF PAYMENT**

4.1 THE PAYMENT FOR ANY GUTTERBUDDY™ USED DURING THE CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.



**Metal Column Detail**  
N.T.S.

- NOTE**
- SHORE UP EXISTING PORCH ROOF AS REQUIRED DURING COLUMN REMOVAL, SLAB WORK, AND COLUMN INSTALLATION. REMOVE EXISTING METAL SOFFIT AS REQUIRED TO ATTACH SHORING TO STRUCTURE ABOVE.
  - PROTECT EXISTING SOFFIT FROM DAMAGE DURING SHORING, SLAB, AND COLUMN WORK.
  - CAREFULLY REMOVE FASTENERS FROM METAL BASE, AND SLIDE UP COLUMN.
  - REMOVE FASTENERS FROM METAL COLUMN AND BASE ANGLES AT EXISTING CONCRETE SLAB.
  - CAREFULLY REMOVE FASTENERS FROM METAL COLUMN CAPITAL, AND REMOVE SOFFIT AS NECESSARY TO REMOVE FASTENERS ANCHORING COLUMN TO STRUCTURE ABOVE. CAREFULLY REMOVE COLUMN AND RETURN TO OWNER.
  - PROVIDE NEW COLUMN, INCLUDING CAPITAL, BASE, AND BASE ANGLES TO MATCH EXISTING (NAPCO "MONTICELLO" OR EQUAL). TRIM COLUMN TO LENGTH REQUIRED FOR NEW SLAB PER MANUFACTURER'S INSTRUCTIONS.
  - INSTALL NEW COLUMN AFTER NEW SLAB IS IN PLACE. CONTRACTOR TO PROVIDE NEW ANCHOR BASE ANGLE TO SLAB WITH NEW MINIMUM 3/8"x4" EXPANSION BOLTS. ATTACH TOP OF COLUMN TO STRUCTURE ABOVE AS PREVIOUSLY ATTACHED, AND REPAIR METAL SOFFIT IF DAMAGED DURING WORK.
  - ATTACH CAPITAL AND BASE PER MANUFACTURER'S INSTRUCTIONS.
  - TOUCH-UP PAINT ON EXISTING METAL RAILINGS AS REQUIRED DUE TO DAMAGE DURING THE WORK - COLOR TO MATCH EXISTING. REATTACH RAILINGS TO COLUMNS AND BUILDING WITH NEW FASTENERS.

**Pennon**

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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

PROFESSIONAL ENGINEER  
IRVING SCOTT CHENNING  
Lic. No. 038283  
09/29/2015

**SWANSON HOMES ACCESSIBLE RAMP IMPROVEMENTS**

PORTSMOUTH, VIRGINIA  
1746 SOUTH STREET

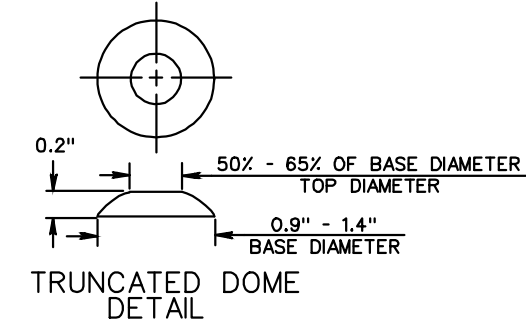
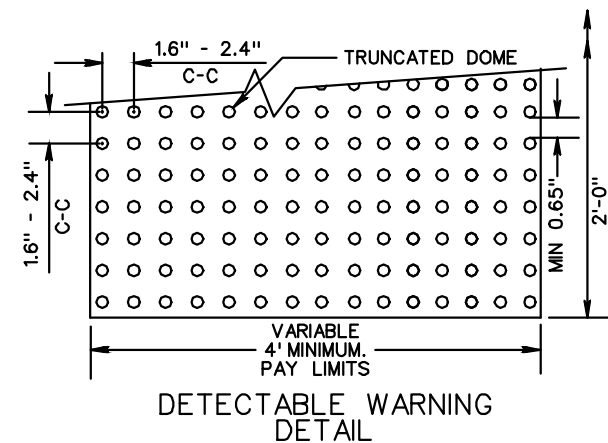
**DETAILS**

PORTSMOUTH REDEVELOPMENT AND HOUSING AUTHORITY  
3116 SOUTH STREET, PORTSMOUTH, VA

NO.	DATE	REVISIONS	BY

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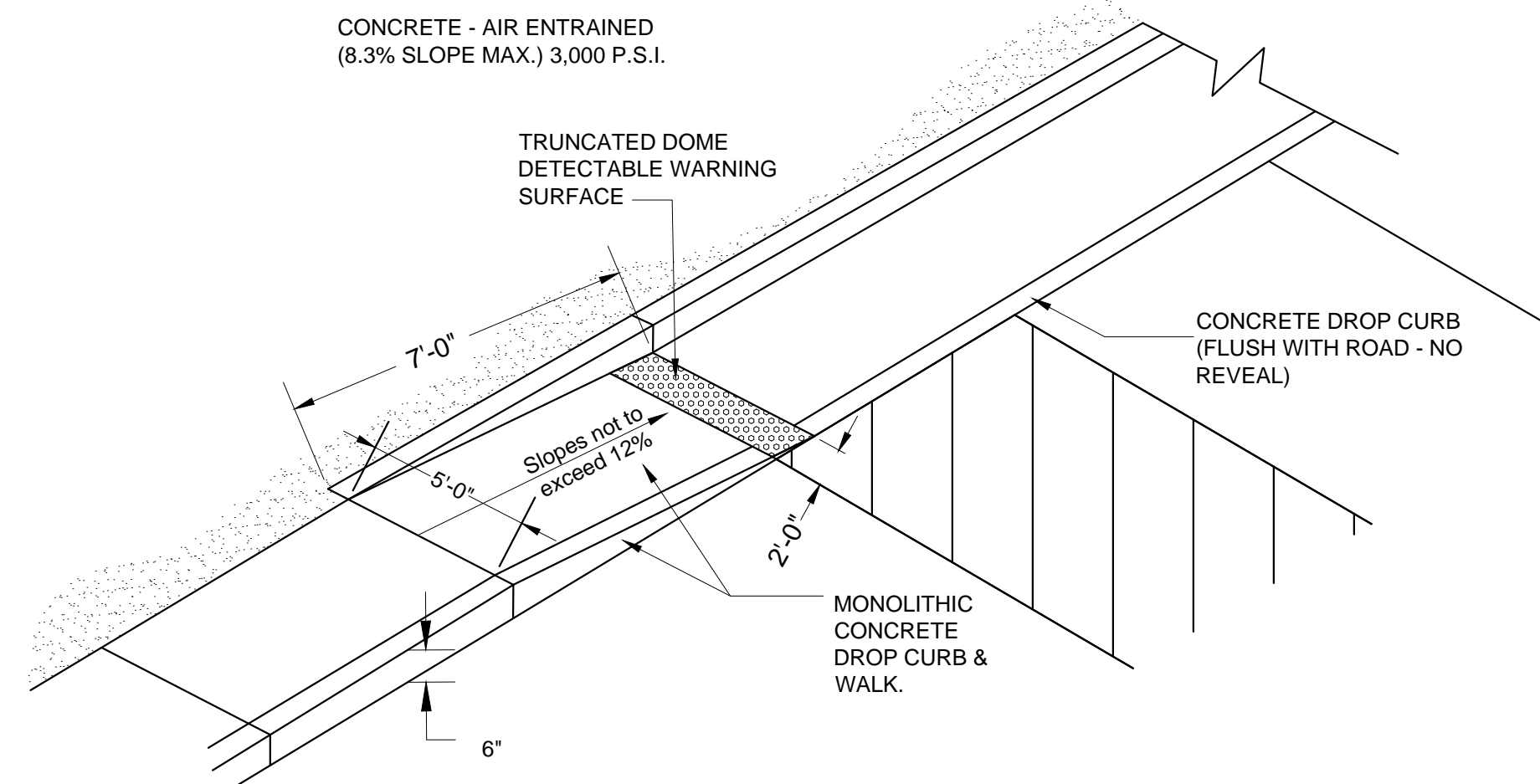
PROJECT	RIDD1401
DATE	2015-09-29
DRAWING SCALE	N/A
DRAWN BY	SLS
APPROVED BY	BCS



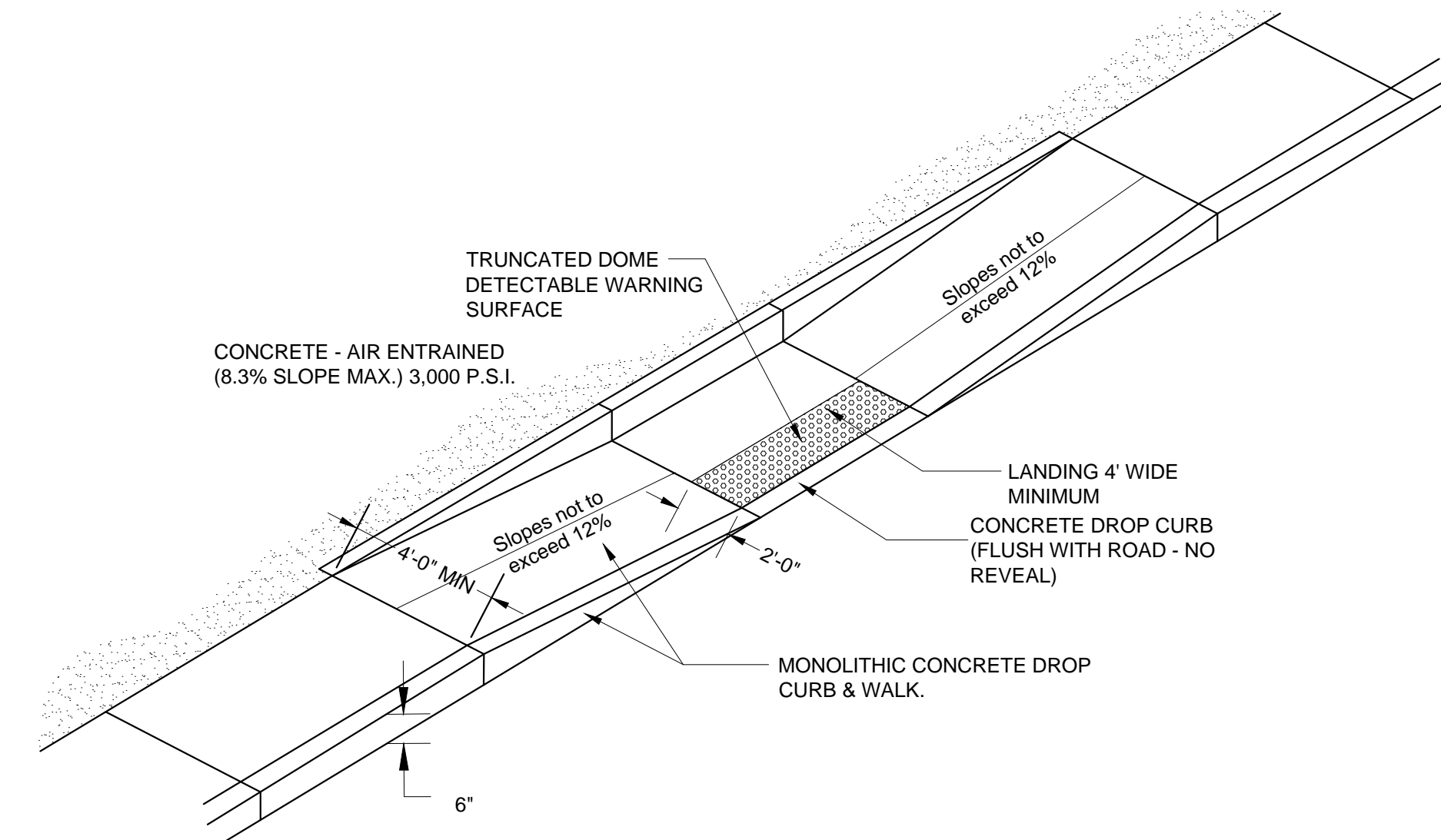
**GENERAL NOTES:**

1. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES.
2. DETECTABLE WARNING TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST WITH SLIP RESISTANT INTERGRAL SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. OTHER TYPES OF MATERIAL WITH THE TRUNCATED DOMES DETECTA WARNING MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BAR.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS S THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT O PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1" CENTER TO CENTER ALON BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1/2".
6. CURB / CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB / CURB AND GUTTER.
7. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIREC BY THE ENGINEER. THEY ARE TO BE PROVIDED AT INTERSECTIONS WHEREVE AN ACCESSIBLE ROUTE WITHIN THE RIGHT OF WAY OF A HIGHWAY FACILITY CROSSES A CURB REGARDLESS OF WHETHER SIDEWALK IS EXISTING PROPOS OR NONEXISTENT. THEY MUST BE LOCATED WITHIN PEDESTRIAN CROSSWALK AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. ACCESSIBLE ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.
8. RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THA THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
9. TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE ENTRANCE RADICANN ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC, REFER TO STANDARD CC-13, COMMERCIAL ENTRANCE (HEAVY TRUCK TRAFFIC) FOR CONCRETE DEPTH.
10. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.

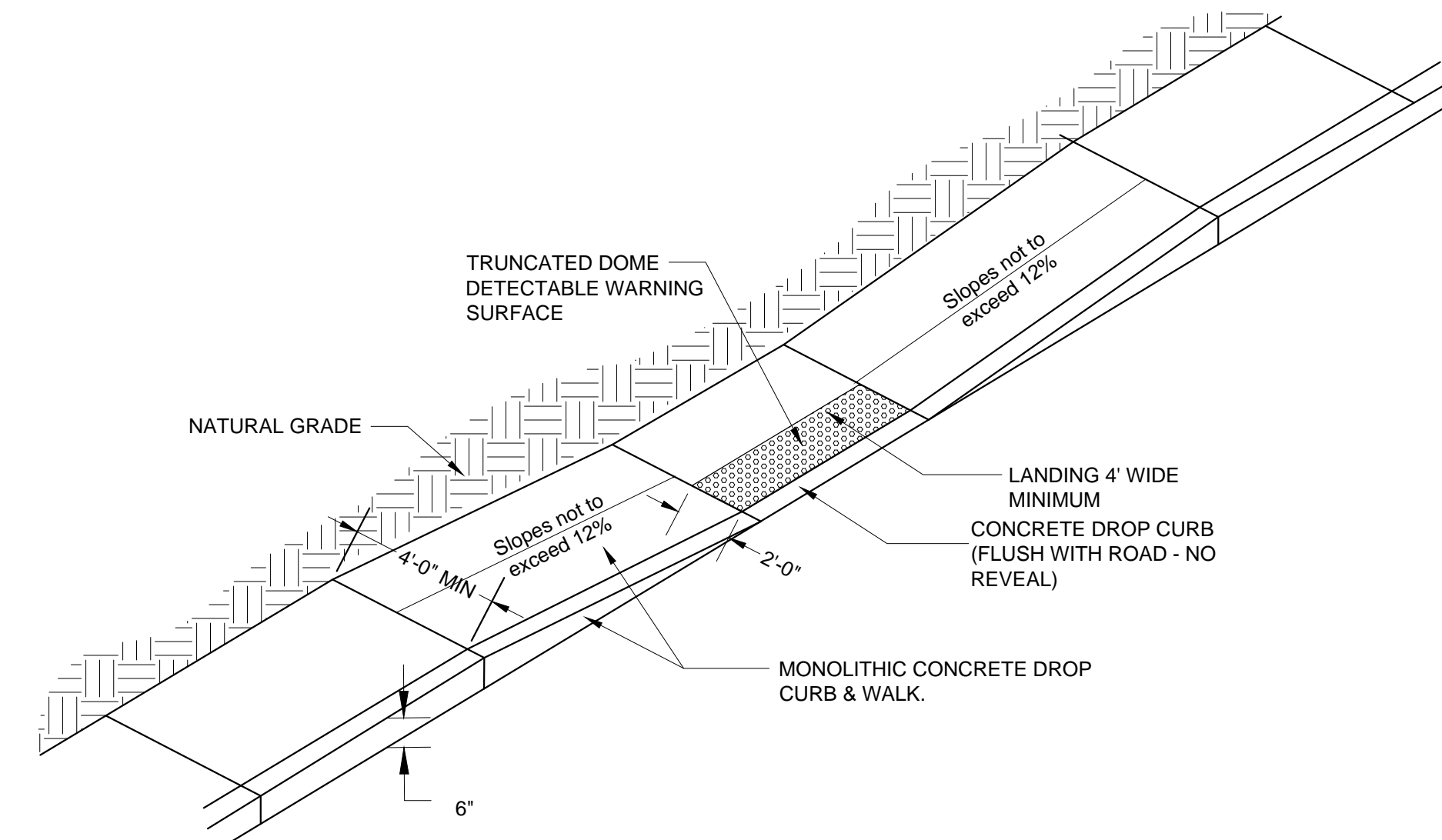
**CG-12 - Detectable Warning Surface**  
N.T.S



**Handicapped Parallel Drop Curb/ Single Ramp Application**  
N.T.S



**Accessible Parallel Drop Curb/ Double Ramp Application**  
N.T.S



**Accessible Parallel/ Double Ramp Application**  
N.T.S

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ALL DIMENSIONS MUST BE VERIFIED BY CONTRACTOR AND OWNER MUST BE NOTIFIED OF ANY DISCREPANCIES BEFORE PROCEEDING WITH WORK

STATE OF VIRGINIA  
IRVING SCOTT CHEWNING  
Lic. No. 038283  
09/29/2015  
PROFESSIONAL ENGINEER

**SWANSON HOMES ACCESSIBLE RAMP IMPROVEMENTS**  
PORTSMOUTH, VIRGINIA  
1746 SOUTH STREET  
**DETAILS**  
PORTSMOUTH REDEVELOPMENT AND HOUSING AUTHORITY  
3116 SOUTH STREET, PORTSMOUTH, VA

NO.	DATE	REVISIONS	BY

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DRAWN BY: SLS  
APPROVED BY: BCS

**CS1004**  
SHEET 5 OF 5

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 PLOTTED: 09/29/15 12:39:04 PM BY: RICHARD PHILLIPS  
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