SITE/PAVING - ELEMENTARY STAFF PARKING LOT
FOR:

LINTON STOCKTON SCHOOL CORP.

CORPORATE TREASURER:
CARLA GAMBILL

BOARD MEMBERS:

RALPH WITTY	PRESIDENT
LESLIE NEWMAN	VICE PRESIDENT
JOHN PREBLE	SECRETARY
CLINT HOUSE	MEMBER
MIKE PERIGO	MEMBER

LINTON, INDIANA

801 1st STREET NE, LINTON, IN 47441
APRIL, 2018

BID SET - 2/2/18

DRAWING INDEX

A0.0	COVER PAGE
C1.0	ELEMENTARY STAFF PARKING LOT - PLAN
C1.1	ELEMENTARY STAFF PARKING LOT - DETAILS

PROJECT INFORMATION

SITE / PAVING OF EXISTING PARKING LOT FOR LINTON STOCKTON SCHOOL CORPORATION. THE PROJECT IS LOCATED IN LINTON, IN SITE CONTRACTOR SHALL EXCAVATE EXISTING TOPSOIL & PARKING AREA, THEN PROOFROLL EXPOSED SUBGRADE, TO ENSURE ADEQUATE COMPACTION. SITE CONTRACTOR SHALL THEN INSTALL STONE SUBBASE & LAY ASPHALT. SITE CONTRACTOR SHALL PROVIDE FOR SURVEY & COMPLETE HORIZONTAL & VERTICAL LAYOUT, TO ENSURE POSITIVE DRAINAGE

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

DATE: JANUARY 22, 2018

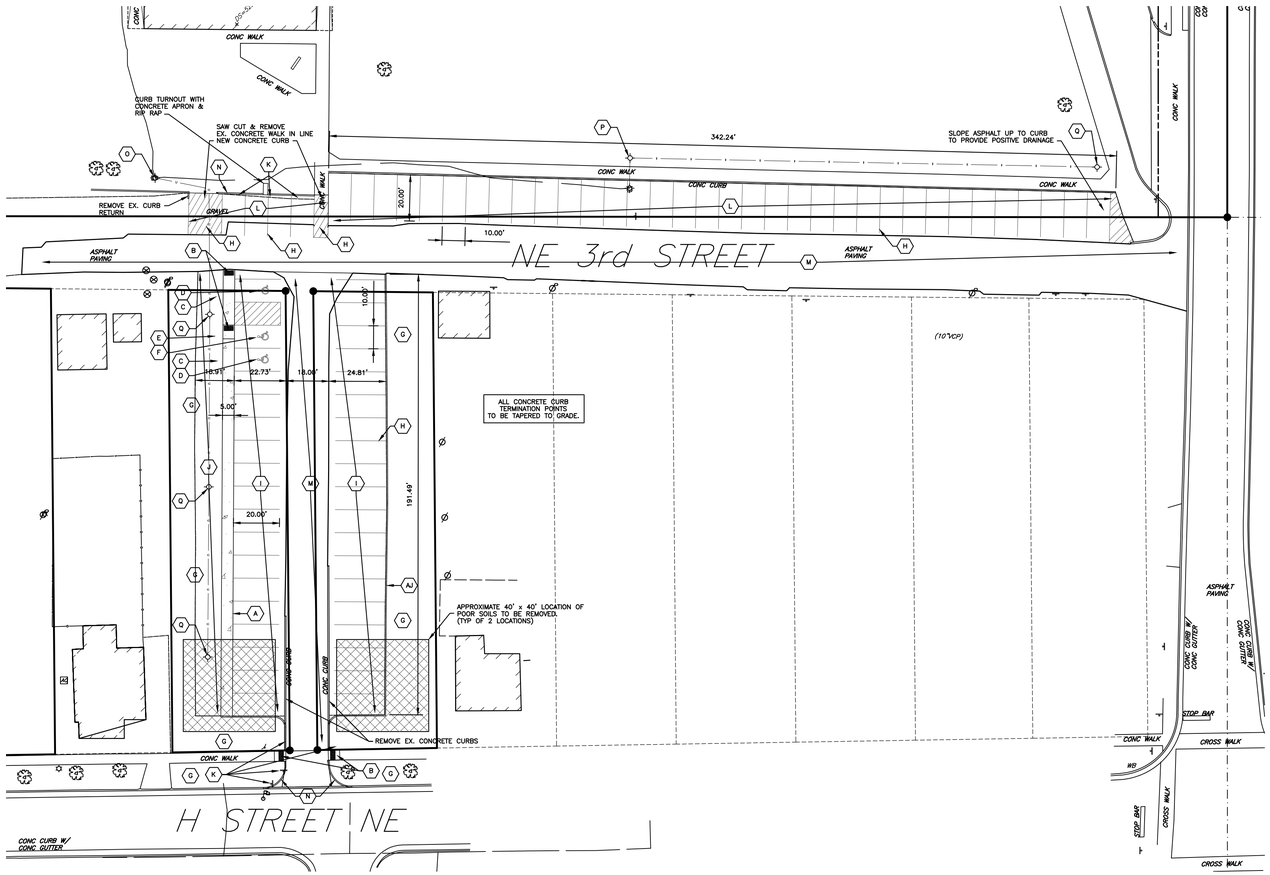
NEW SPORTS SUPPORT FACILITY
FOR
LINTON STOCKTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO. 17_23

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

DRAWN: STAFF
CHECKED: APM

A0.0
COVER PAGE



SITE PLAN - ELEMENTARY STAFF PARKING LOT

SCALE: 1" = 30'-0"

NOTE: SITE CONTRACTOR SHALL EXCAVATE EXISTING TOPSOIL & PARKING AREA, THEN PROOFROLL EXPOSED SUBGRADE, TO ENSURE ADEQUATE COMPACTION. SITE CONTRACTOR SHALL THEN INSTALL STONE SUBBASE & LAY ASPHALT. SITE CONTRACTOR SHALL PROVIDE FOR SURVEY & COMPLETE HORIZONTAL & VERTICAL LAYOUT, TO ENSURE POSITIVE DRAINAGE.

KEYED SITE NOTES

- (A) CONCRETE CURB & WALK.
- (B) CONCRETE ADA RAMP.
- (C) ADA PARKING STALL SIGN.
- (D) ADA PARKING STALL.
- (E) ADA PARKING STALL SIGN – VAN ACCESSIBLE.
- (F) ADA PARKING STALL – VAN ACCESSIBLE.
- (G) LAWN AREA WITH SOD.
- (H) PAVEMENT STRIPING.
- (I) EXISTING GRAVEL PARKING LOT TO BE DEMOLISHED/REMOVED, WITH SITE CONTRACTOR REMOVING POOR SOILS WHERE INDICATED, APPROXIMATELY 4.5' DEEP. SITE CONTRACTOR TO PROVIDE FOR NEW ENGINEERED BACKFILL, AGGREGATE BASE & ASPHALT PARKING LOT. SITE CONTRACTOR TO PROVIDE FOR COMPACTION ACROSS ENTIRE LOT. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.
- (J) EXISTING GRAVEL PARKING LOT TO BE DEMOLISHED/REMOVED. SITE CONTRACTOR TO PROVIDE FOR NEW TOPSOIL, SEED/STRAW. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.
- (K) EXISTING PARKING SIGN TO BE TEMPORARILY REMOVED, PROTECTED, & RE-INSTALLED UPON PARKING LOT COMPLETION.
- (L) EXISTING GRAVEL PARKING LOT TO BE DEMOLISHED/REMOVED. SITE CONTRACTOR TO PROVIDE FOR AGGREGATE BASE & ASPHALT PARKING LOT. SITE CONTRACTOR TO PROVIDE FOR COMPACTION ACROSS ENTIRE LOT. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.
- (M) SITE CONTRACTOR TO MILL TOP 1-1/2" OF EXISTING ASPHALT TO EXTENTS SHOWN, AND PROVIDE NEW ASPHALT WEAR COURSE. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.
- (N) 6" CONCRETE CURB.
- (O) SITE CONTRACTOR SHALL SUBCONTRACT QUALIFIED ELECTRICAL CONTRACTOR. ELECTRICAL CONTRACTOR SHALL MAINTAIN SAME POLE, BUT PROVIDE FOR NEW LED FIXTURE HEAD REPLACEMENT. COORDINATE INSTALLATION WITH ALL TRADES, UTILITIES, & OWNER.
- (P) SITE CONTRACTOR SHALL SUBCONTRACT QUALIFIED ELECTRICAL CONTRACTOR. ELECTRICAL CONTRACTOR SHALL MAINTAIN SAME POLE, BUT PROVIDE NEW LED FIXTURE HEAD REPLACEMENT AND RELOCATE EXISTING LIGHT POLE FIXTURE OUTSIDE OF EXISTING CONCRETE WALK. ELECTRICAL CONTRACTOR SHALL PROVIDE FOR NEW CONCRETE FOUNDATION AND EXTEND CIRCUITRY, AS NECESSARY. COORDINATE INSTALLATION WITH ALL TRADES, UTILITIES, & OWNER.
- (Q) SITE CONTRACTOR SHALL SUBCONTRACT QUALIFIED ELECTRICAL CONTRACTOR. ELECTRICAL CONTRACTOR SHALL PROVIDE FOR NEW LED LIGHT POLE FIXTURE & CONCRETE FOUNDATION, AND EXTEND CIRCUITRY, AS SHOWN. ELECTRICAL CONTRACTOR SHALL PROVIDE FOR HOUSE SIDE SHIELDS ON FIXTURE, AND MATCH EXISTING, ADJACENT POLES. COORDINATE INSTALLATION WITH ALL TRADES, UTILITIES, & OWNER.

Indiana 811 Know what's below. Call before you dig.

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

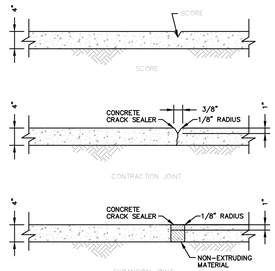
DATE: MARCH 28, 2018

ELEMENTARY STAFF PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

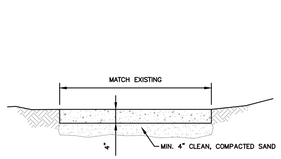
C1.0
ELEMENTARY STAFF PARKING LOT



CONCRETE JOINT DETAILS

SCALE: N.T.S.

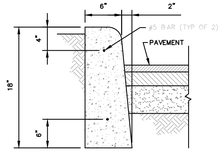
NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6x10 W.W.F. INSTALLED.



CONCRETE WALK

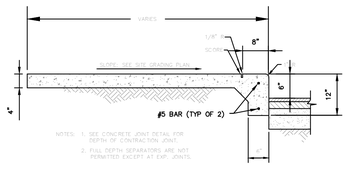
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



CONCRETE STRAIGHT CURB

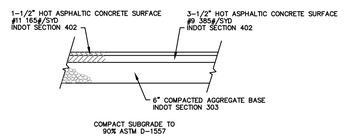
SCALE: N.T.S.



INTEGRAL SIDEWALK & CURB

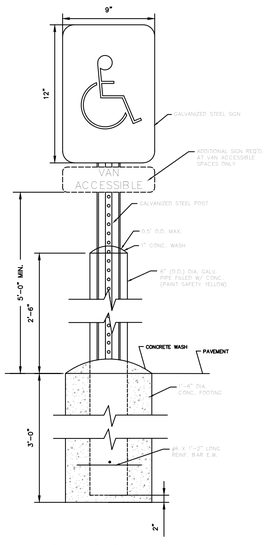
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



TYPICAL PAVEMENT SECTION

SCALE: N.T.S.



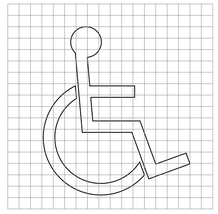
HANDICAP SIGN DETAIL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

NOTE: THE CHARACTERS & BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. CHARACTERS & SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND. LIGHT CHARACTERS ON DARK BACKGROUND ARE PREFERRED.

NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.



HANDICAP SYMBOL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

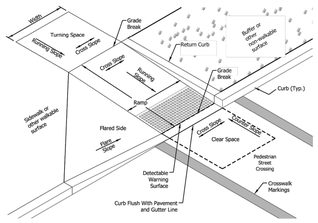
NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.

INDEX

SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall be placed at each street, highway, or railroad crossing. A detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
13. Curb ramps shall be placed within the marked crosswalk area.
14. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



INDIANA DEPARTMENT OF TRANSPORTATION

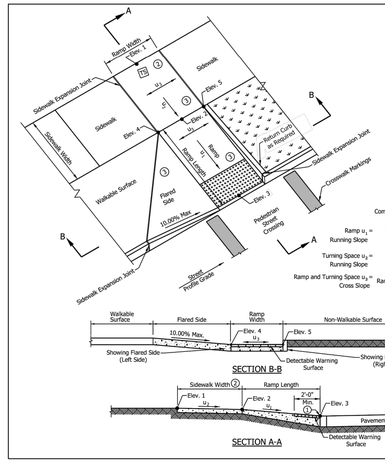
CURB RAMP DRAWING INDEX AND GENERAL NOTES

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-01

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a bered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

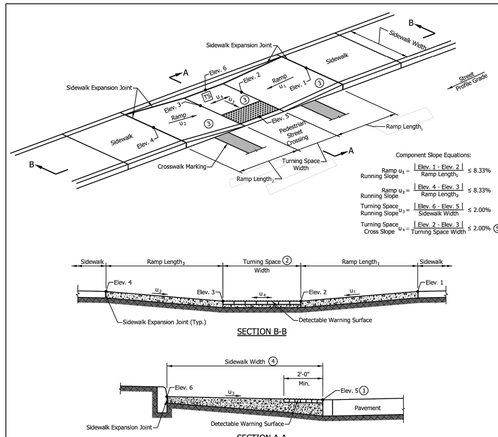
PERPENDICULAR CURB RAMP COMPONENT DETAILS

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-04

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. The bottom edge of the turning space and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
5. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
6. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
7. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

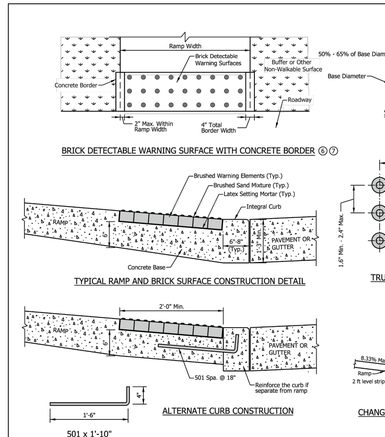
PARALLEL CURB RAMP COMPONENT DETAILS

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-08

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. Detectable warning surface shall consist of truncated domes and shall be aligned in a square or radial grid pattern. Where truncated domes are arrayed radially, they may differ in diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface shall be manufactured to fit the radi. Field cutting shall not alter the truncated dome spacing between the adjacent panels outside of the allowable range.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not exceed 2 in. within the ramp width.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION

DETECTABLE WARNING SURFACE DETAILS

SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-14

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE

NOTE: IN LIEU OF BRICK PAVERS, CONTRACTOR SHALL INSTALL CAST-IN-PLACE WARNING MAT EMBEDDED INTO CONCRETE, BY ADA SOLUTIONS, INC. 2.35" O.C., TRUNCATED DOME BRICK RED.

Indiana 811 — Know what's below. Call before you dig.

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

DATE: MARCH 28, 2018

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

ELEMENTARY STAFF PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

C1.1
ELEMENTARY STAFF PARKING LOT DETAILS

SITE/PAVING - NORTH PARKING LOT
FOR:

LINTON STOCKTON SCHOOL CORP.

CORPORATE TREASURER:
CARLA GAMBILL

BOARD MEMBERS:

RALPH WITTY	PRESIDENT
LESLIE NEWMAN	VICE PRESIDENT
JOHN PREBLE	SECRETARY
CLINT HOUSE	MEMBER
MIKE PERIGO	MEMBER

LINTON, INDIANA

801 1st STREET NE, LINTON, IN 47441
APRIL, 2018

BID SET - 2/2/18

DRAWING INDEX

A0.0	COVER PAGE
C1.0	NORTH PARKING LOT - PLAN
C1.1	NORTH PARKING LOT - DETAILS

PROJECT INFORMATION

SITE / PAVING OF PARKING LOT FOR LINTON STOCKTON SCHOOL CORPORATION. THE PROJECT IS LOCATED IN LINTON, IN

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

JOHN M. PALMER
No. 0600077
STATE OF INDIANA
REGISTERED PROFESSIONAL ARCHITECT
DATE: JANUARY 22, 2018

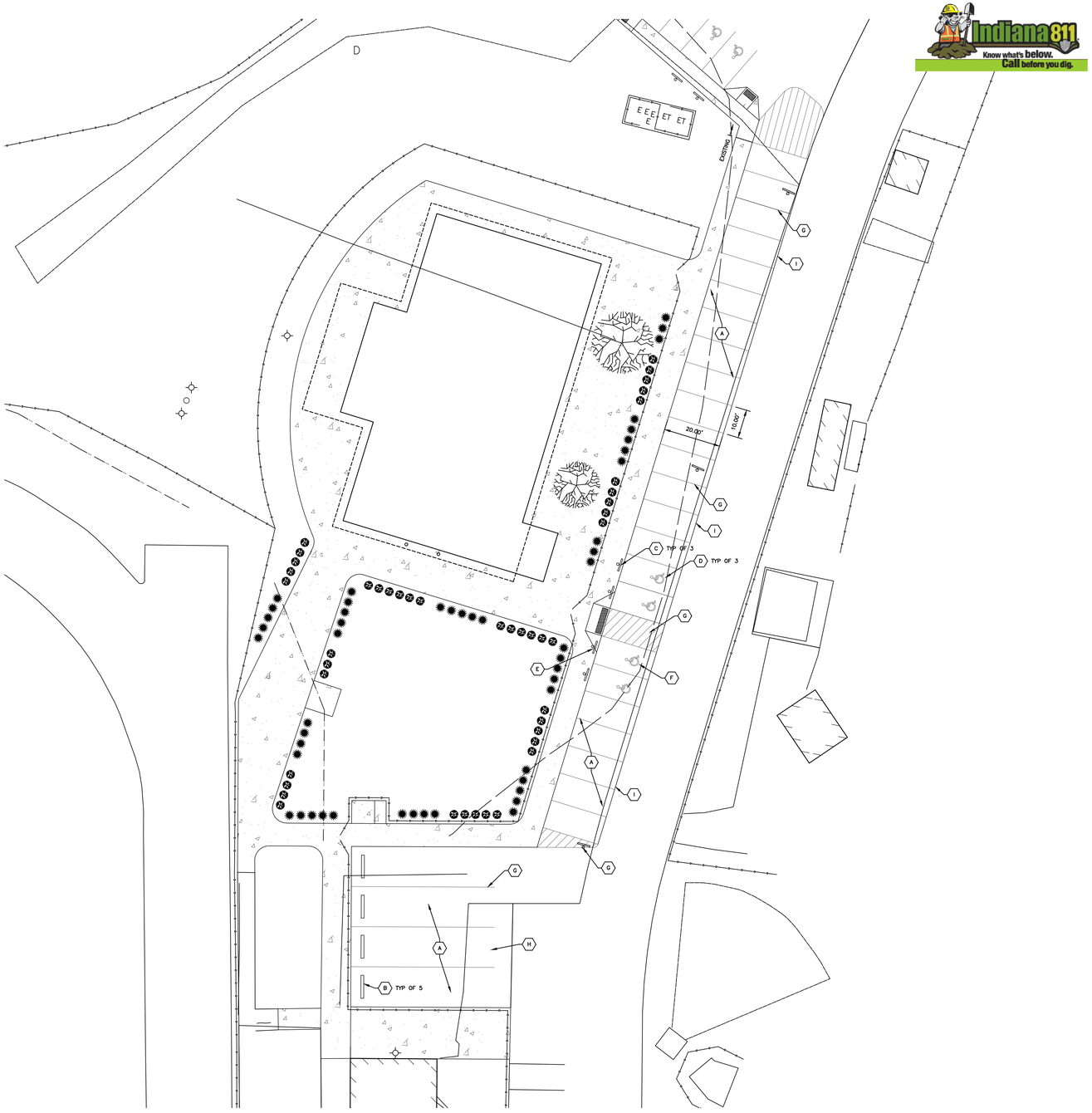
NEW SPORTS SUPPORT FACILITY
FOR
LINTON STOCKTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO. 17_23

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

DRAWN: STAFF
CHECKED: APM

A0.0
COVER PAGE



SITE PLAN - NORTH PARKING LOT

SCALE: 1" = 20' - 0"

NOTE: SITE CONTRACTOR SHALL EXCAVATE EXISTING TOPSOIL & PARKING AREA, THEN PROOFROLL EXPOSED SUBGRADE, TO ENSURE ADEQUATE COMPACTION. SITE CONTRACTOR SHALL THEN INSTALL STONE SUBBASE & LAY ASPHALT. SITE CONTRACTOR SHALL PROVIDE FOR SURVEY & COMPLETE HORIZONTAL & VERTICAL LAYOUT, TO ENSURE POSITIVE DRAINAGE.

KEYED SITE NOTES

- (A) ASPHALT.
- (B) PRECAST CONCRETE PARKING BUMPER. FIELD DETERMINE EXACT LOCATION.
- (C) ADA PARKING STALL SIGN.
- (D) ADA PARKING STALL.
- (E) ADA PARKING STALL SIGN – VAN ACCESSIBLE.
- (F) ADA PARKING STALL – VAN ACCESSIBLE.
- (G) PAVEMENT STRIPING.
- (H) EXISTING ASPHALT TO BE DEMOLISHED/REMOVED WITH CLEAN SAW CUT LINE. SITE CONTRACTOR TO PROVIDE FOR NEW ASPHALT. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.
- (I) SITE CONTRACTOR SHALL PROVIDE CLEAN SAW CUT LINE ALONG EXISTING ASPHALT. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

REGISTERED No. 10606123 State of INDIANA PROFESSIONAL ENGINEER

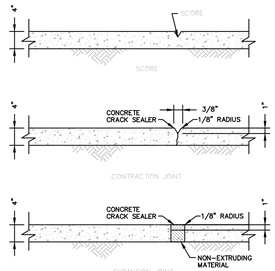
DATE: MARCH 28, 2018

NORTH PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

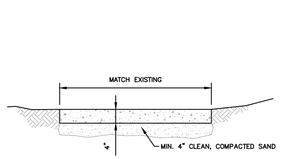
C1.0
NORTH PARKING LOT



CONCRETE JOINT DETAILS

SCALE: N.T.S.

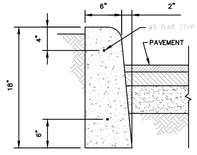
NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6x10 W.W.F. INSTALLED.



CONCRETE WALK

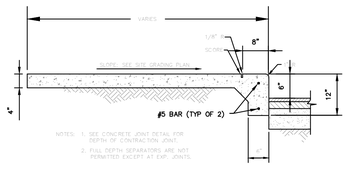
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



CONCRETE STRAIGHT CURB

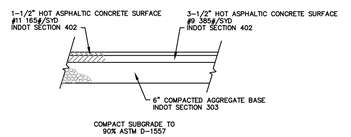
SCALE: N.T.S.



INTEGRAL SIDEWALK & CURB

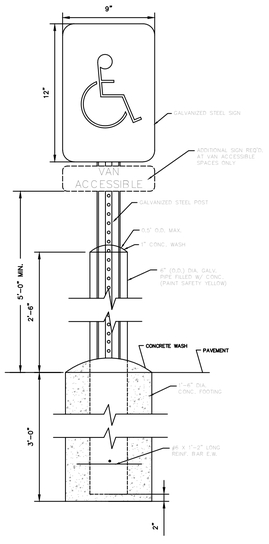
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



TYPICAL PAVEMENT SECTION

SCALE: N.T.S.



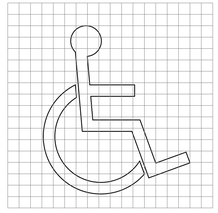
HANDICAP SIGN DETAIL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

NOTE: THE CHARACTERS & BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. CHARACTERS & SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND. LIGHT CHARACTERS ON DARK BACKGROUND ARE PREFERRED.

NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.



HANDICAP SYMBOL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

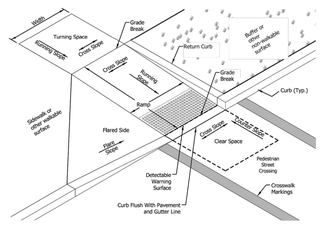
NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.

INDEX

SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

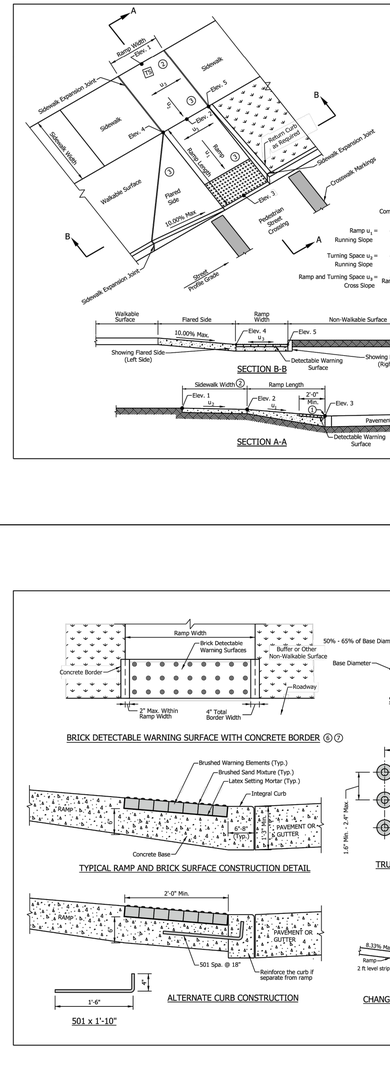
GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall be placed at each street, highway, or railroad crossing. A detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
13. Curb ramps shall be placed within the marked crosswalk area.
14. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DRAWING INDEX AND GENERAL NOTES	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-01

/s/ Elizabeth W. Phillips	DESIGN STANDARDS ENGINEER	03/15/16 DATE
/s/ Mark A. Miller	CHIEF ENGINEER	03/18/16 DATE



NOTES:

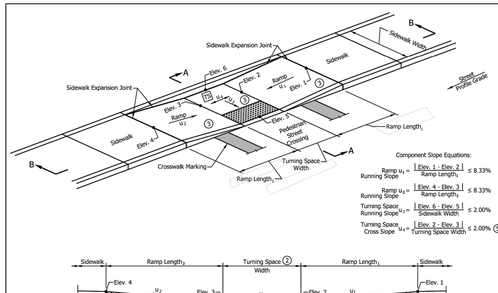
1. The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PERPENDICULAR CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-04

/s/ Elizabeth W. Phillips	DESIGN STANDARDS ENGINEER	03/15/16 DATE
/s/ Mark A. Miller	CHIEF ENGINEER	03/18/16 DATE



NOTES:

1. The bottom edge of the turning space and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
5. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
6. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
7. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

LEGEND:

- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PARALLEL CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-08

/s/ Elizabeth W. Phillips	DESIGN STANDARDS ENGINEER	03/15/16 DATE
/s/ Mark A. Miller	CHIEF ENGINEER	03/18/16 DATE

NOTES:

1. Detectable warning surface shall consist of truncated domes and shall be aligned in a square or radial grid pattern. Where truncated domes are arrayed radially, they may differ in diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface shall be manufactured to fit the radii. Field cutting shall not alter the truncated dome spacing between the adjacent panels outside of the allowable range.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not exceed 2 in. within the ramp width.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-14

/s/ Elizabeth W. Phillips	DESIGN STANDARDS ENGINEER	03/15/16 DATE
/s/ Mark A. Miller	CHIEF ENGINEER	03/18/16 DATE

NOTE: IN LIEU OF BRICK PAVERS, CONTRACTOR SHALL INSTALL CAST-IN-PLACE WARNING MAT EMBEDDED INTO CONCRETE, BY ADA SOLUTIONS, INC. 2.35" O.C., TRUNCATED DOME BRICK RED.

Indiana 811 Know what's below. Call before you dig.

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

DATE: MARCH 28, 2018

NORTH PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

C1.1
NORTH
PARKING LOT DETAILS

SITE/PAVING - SENIOR PARKING LOT
FOR:

LINTON STOCKTON SCHOOL CORP.

CORPORATE TREASURER:
CARLA GAMBILL

BOARD MEMBERS:

RALPH WITTY	PRESIDENT
LESLIE NEWMAN	VICE PRESIDENT
JOHN PREBLE	SECRETARY
CLINT HOUSE	MEMBER
MIKE PERIGO	MEMBER

LINTON, INDIANA

801 1st STREET NE, LINTON, IN 47441
APRIL, 2018

BID SET - 2/2/18

DRAWING INDEX

A0.0	COVER PAGE
C1.0	SENIOR PARKING LOT - PLAN
C1.1	SENIOR PARKING LOT - DETAILS

PROJECT INFORMATION

SITE / PAVING OF EXISTING PARKING LOT FOR LINTON STOCKTON SCHOOL CORPORATION. THE PROJECT IS LOCATED IN LINTON, IN

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

JOHN M. PALMER
REGISTERED PROFESSIONAL ARCHITECT
No. 0600077
STATE OF INDIANA

DATE: JANUARY 22, 2018

NEW SPORTS SUPPORT FACILITY
FOR
LINTON STOCKTON SCHOOL CORPORATION
LINTON, INDIANA

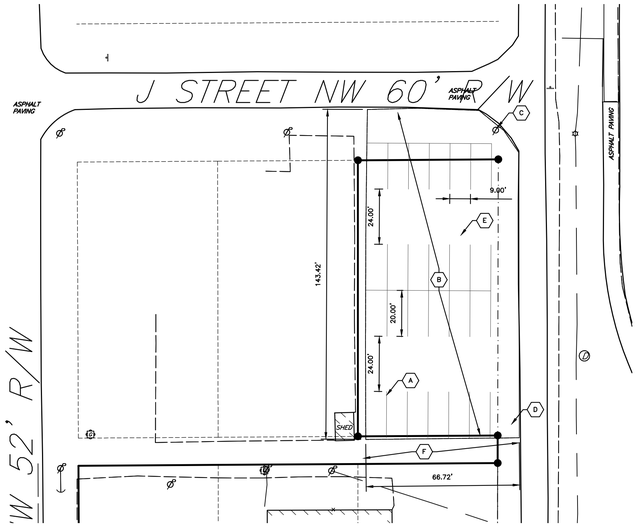
PROJECT NO. 17_23

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

DRAWN: STAFF
CHECKED: APM

A0.0
COVER PAGE



SITE PLAN - SENIOR PARKING LOT

SCALE: 1" = 30' - 0"

NOTE: SITE CONTRACTOR SHALL EXCAVATE EXISTING TOPSOIL & PARKING AREA, THEN PROOFROLL EXPOSED SUBGRADE, TO ENSURE ADEQUATE COMPACTION. SITE CONTRACTOR SHALL THEN INSTALL STONE SUBBASE & LAY ASPHALT. SITE CONTRACTOR SHALL PROVIDE FOR SURVEY & COMPLETE HORIZONTAL & VERTICAL LAYOUT, TO ENSURE POSITIVE DRAINAGE.

KEYED SITE NOTES

A. PAVEMENT STRIPING.

B. EXISTING GRAVEL PARKING LOT & PARKING BUMPERS TO BE DEMOLISHED/REMOVED. SITE CONTRACTOR SHALL EXCAVATE & REMOVE EXISTING GRAVEL AS NECESSARY, THEN PROVIDE AGGREGATE BASE & ASPHALT PARKING LOT. SITE CONTRACTOR SHALL EXTEND ASPHALT TO EXISTING ROAD ASPHALT EDGES, LEAVING NO GRAVEL AROUND EDGES. SITE CONTRACTOR TO PROVIDE FOR COMPACTION ACROSS ENTIRE LOT. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.

C. SITE CONTRACTOR TO REMOVE EXISTING STOP SIGN FROM UTILITY POLE, THEN RE-INSTALL WITH NEW POST UPON PARKING LOT COMPLETION.

D. SITE CONTRACTOR TO REMOVE EXISTING PARKING SIGN & POST, THEN RE-INSTALL WITH SAME POST UPON PARKING LOT COMPLETION.

E. SITE CONTRACTOR SHALL EXCAVATE & REMOVE EXISTING SAWED-OFF UTILITY POLE BASE FROM ASPHALT.

F. EXISTING GRAVEL ALLEY TO BE DEMOLISHED/REMOVED. SITE CONTRACTOR SHALL EXCAVATE & REMOVE EXISTING GRAVEL AS NECESSARY, THEN PROVIDE AGGREGATE BASE & ASPHALT ALLEY. SITE CONTRACTOR SHALL EXTEND ASPHALT TO EXISTING ROAD & PARKING LOT ASPHALT EDGES, LEAVING NO GRAVEL AROUND EDGES. SITE CONTRACTOR TO PROVIDE FOR COMPACTION ACROSS ENTIRE ALLEY. SITE CONTRACTOR TO PROVIDE FOR POSITIVE DRAINAGE ACROSS ENTIRE LOT.

ERIK HEINZ
REGISTERED
No. 10606123
State of INDIANA
PROFESSIONAL ENGINEER

DATE: MARCH 28, 2018

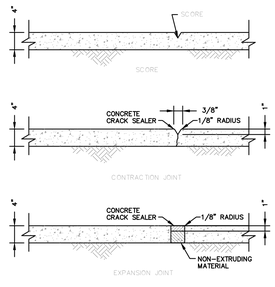
myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

SENIOR PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

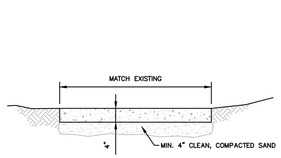
C1.0
SENIOR PARKING LOT



CONCRETE JOINT DETAILS

SCALE: N.T.S.

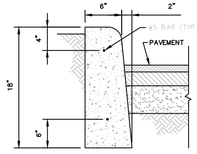
NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6x10 W.W.F. INSTALLED.



CONCRETE WALK

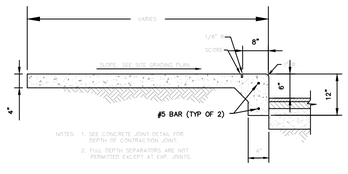
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



CONCRETE STRAIGHT CURB

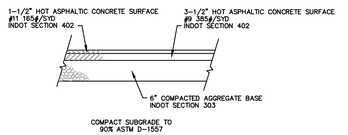
SCALE: N.T.S.



INTEGRAL SIDEWALK & CURB

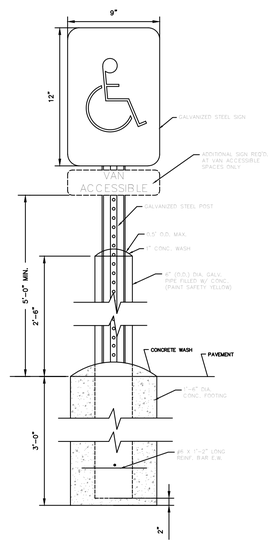
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



TYPICAL PAVEMENT SECTION

SCALE: N.T.S.



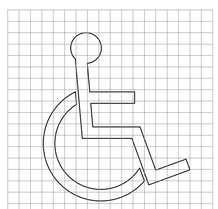
HANDICAP SIGN DETAIL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

NOTE: THE CHARACTERS & BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. CHARACTERS & SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND. LIGHT CHARACTERS ON DARK BACKGROUND ARE PREFERRED.

NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.



HANDICAP SYMBOL

SCALE: N.T.S.

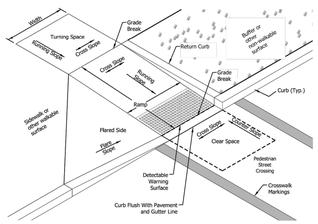
NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.

INDEX	
SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

GENERAL NOTES:

1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall be placed at each street, highway, or railroad crossing. A detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
13. Curb ramps shall be placed within the marked crosswalk area.
14. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.

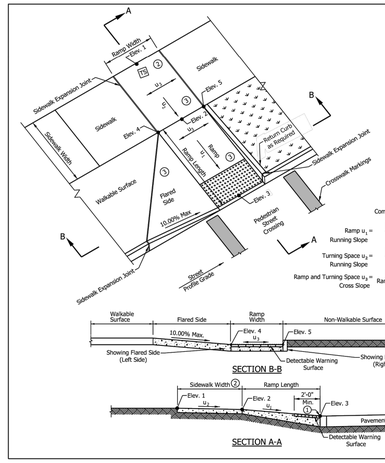


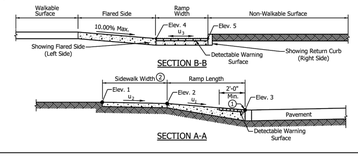
INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DRAWING INDEX AND GENERAL NOTES	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-01

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

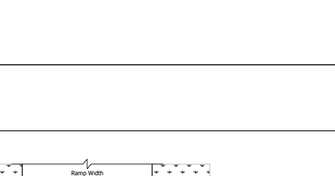
/s/ Elizabeth W. Phillips 03/15/16 — DESIGN STANDARDS ENGINEER — DATE

/s/ Mark A. Miller 03/18/16 — CHIEF ENGINEER — DATE





SECTION B-B



SECTION A-A

NOTES:

1. The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5 ft dimension in the direction of the ramp running slope. Where a bered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

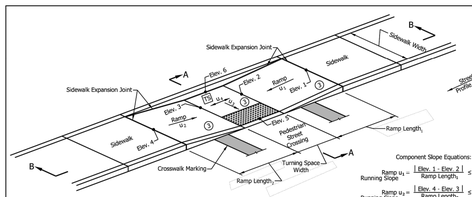
LEGEND:
- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- T2 Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PERPENDICULAR CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-04

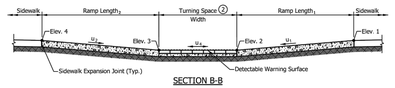
ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/15/16 — DESIGN STANDARDS ENGINEER — DATE

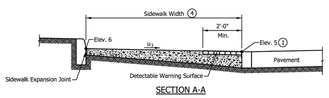
/s/ Mark A. Miller 03/18/16 — CHIEF ENGINEER — DATE



Component Slope Equations:
- Ramp u_1 Running Slope = (Elev. 1 - Elev. 2) / Ramp Length$_1$ ≤ 8.33%
- Ramp u_2 Running Slope = (Elev. 4 - Elev. 3) / Ramp Length$_2$ ≤ 8.33%
- Turning Space u_3 Running Slope = (Elev. 6 - Elev. 5) / Sidewalk Width ≤ 2.00%
- Turning Space Cross Slope u_4 = (Elev. 2 - Elev. 3) / Turning Space Width ≤ 2.00% (5)



SECTION B-B



SECTION A-A

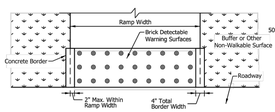
LEGEND:
- Ramp
- Detectable Warning Surface
- T2 Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PARALLEL CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-08

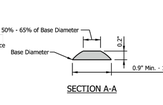
ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/15/16 — DESIGN STANDARDS ENGINEER — DATE

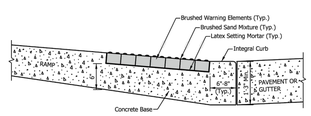
/s/ Mark A. Miller 03/18/16 — CHIEF ENGINEER — DATE



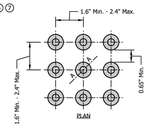
BRICK DETECTABLE WARNING SURFACE WITH CONCRETE BORDER (2) (7)



SECTION A-A

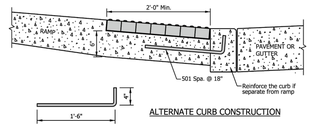


TYPICAL RAMP AND BRICK SURFACE CONSTRUCTION DETAIL



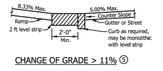
PLAN

TRUNCATED DOMES



ALTERNATE CURB CONSTRUCTION

501 x 1'-10"



CHANGE OF GRADE > 11% (5)

NOTES:

1. Detectable warning surface shall consist of truncated domes and shall be aligned in a square or radial grid pattern. Where truncated domes are arrayed radially, they may differ in diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface shall be manufactured to fit the radi. Field cutting shall not alter the truncated dome spacing between the adjacent panels outside of the allowable range.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not exceed 2 in. within the ramp width.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-14

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips 03/15/16 — DESIGN STANDARDS ENGINEER — DATE

/s/ Mark A. Miller 03/18/16 — CHIEF ENGINEER — DATE

NOTE: IN LIEU OF BRICK PAVERS, CONTRACTOR SHALL INSTALL CAST-IN-PLACE WARNING MAT EMBEDDED INTO CONCRETE, BY ADA SOLUTIONS, INC. 2.35" O.C., TRUNCATED DOME BRICK RED.

Indiana 811 — Know what's below. Call before you dig.

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

DATE: MARCH 28, 2018

SENIOR PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

C1.1
SENIOR PARKING LOT DETAILS

SITE/PAVING - TENNIS/SOFTBALL PARKING LOT
FOR:

LINTON STOCKTON SCHOOL CORP.

CORPORATE TREASURER:
CARLA GAMBILL

BOARD MEMBERS:

RALPH WITTY	PRESIDENT
LESLIE NEWMAN	VICE PRESIDENT
JOHN PREBLE	SECRETARY
CLINT HOUSE	MEMBER
MIKE PERIGO	MEMBER

LINTON, INDIANA

801 1st STREET NE, LINTON, IN 47441
APRIL, 2018

BID SET - 2/2/18

DRAWING INDEX

A0.0	COVER PAGE
C1.0	TENNIS/SOFTBALL PARKING LOT - PLAN
C1.1	TENNIS/SOFTBALL PARKING LOT - DETAILS

PROJECT INFORMATION

SITE / PAVING OF EXISTING PARKING LOT FOR LINTON STOCKTON SCHOOL CORPORATION. THE PROJECT IS LOCATED IN LINTON, IN

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

DATE: JANUARY 22, 2018

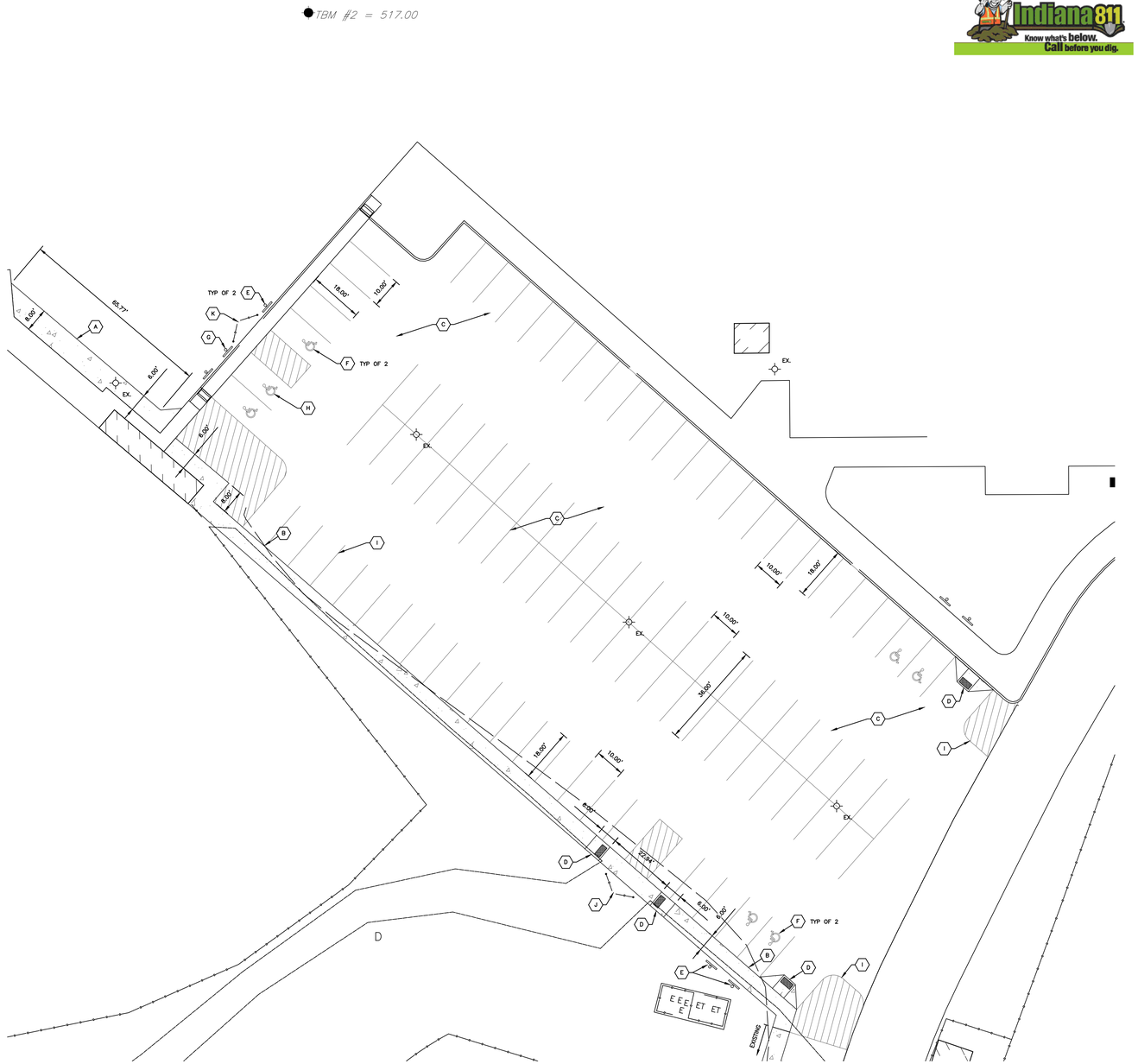
NEW SPORTS SUPPORT FACILITY
FOR
LINTON STOCKTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO. 17_23

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

DRAWN: STAFF
CHECKED: APM

A0.0
COVER PAGE



SITE PLAN - TENNIS / SOFTBALL PARKING LOT

SCALE: 1" = 20' - 0"

NOTE: SITE CONTRACTOR SHALL PROOFROLL EXISTING STONE PARKING LOT, TO ENSURE ADEQUATE COMPACTION, THEN LAY ASPHALT ON TOP OF EXISTING STONE. SITE CONTRACTOR SHALL PROVIDE FOR ADDITIONAL STONE, IF NECESSARY, AND RE-WORK EXISTING STONE ALONG PERIMETER, SO THAT NEW ASPHALT MATCHES EXISTING ASPHALT GRADES. SITE CONTRACTOR SHALL PROVIDE FOR SURVEY & COMPLETE HORIZONTAL & VERTICAL LAYOUT, TO ENSURE POSITIVE DRAINAGE.

KEYED SITE NOTES

- A — CONCRETE WALK WITH REINFORCEMENT & STONE SUBGRADE.
- B — CONCRETE CURB & WALK.
- C — ASPHALT.
- D — CONCRETE ADA RAMP.
- E — ADA PARKING STALL SIGN.
- F — ADA PARKING STALL.
- G — ADA PARKING STALL SIGN – VAN ACCESSIBLE.
- H — ADA PARKING STALL – VAN ACCESSIBLE.
- I — PAVEMENT STRIPING.
- J — NEW PIPE CROSSING DOUBLE GATE – (2) 12' GATES, PAINTED. SITE CONTRACTOR TO PROVIDE SIMILAR TO OTHER CROSSING GATES ON SCHOOL CAMPUS.
- K — NEW PIPE CROSSING DOUBLE GATE – (2) 6' GATES, PAINTED. SITE CONTRACTOR TO PROVIDE SIMILAR TO OTHER CROSSING GATES ON SCHOOL CAMPUS.

Indiana 811 — Know what's below. Call before you dig.

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

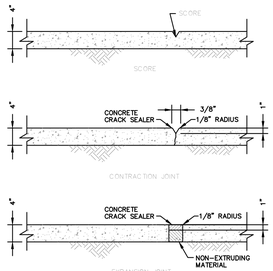
DATE: MARCH 28, 2018

TENNIS / SOFTBALL PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

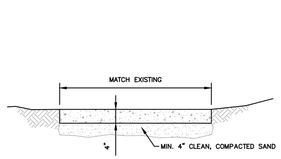
C1.0
TENNIS/SOFTBALL PARKING LOT



CONCRETE JOINT DETAILS

SCALE: N.T.S.

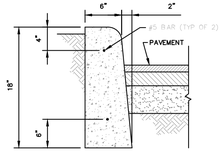
NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6x10 W.W.F. INSTALLED.



CONCRETE WALK

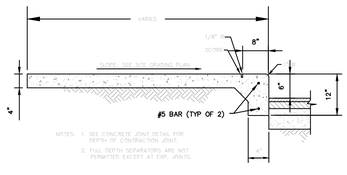
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



CONCRETE STRAIGHT CURB

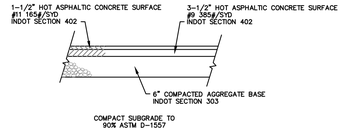
SCALE: N.T.S.



INTEGRAL SIDEWALK & CURB

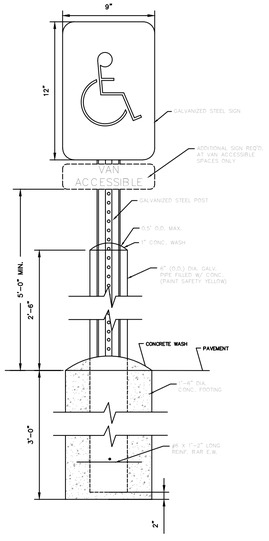
SCALE: N.T.S.

NOTE: ALL CONCRETE SIDEWALK SHALL HAVE 6x6 1.4/1.4 W.W.F. INSTALLED.



TYPICAL PAVEMENT SECTION

SCALE: N.T.S.



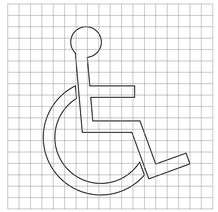
HANDICAP SIGN DETAIL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

NOTE: THE CHARACTERS & BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GLARE FINISH. CHARACTERS & SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND. LIGHT CHARACTERS ON DARK BACKGROUND ARE PREFERRED.

NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.



HANDICAP SYMBOL

SCALE: N.T.S.

NOTE: CONTRACTOR TO COMPLY WITH AMERICANS WITH DISABILITIES ACT REQUIREMENTS WHEN CONSTRUCTING FACILITIES FOR HANDICAP ACCESSIBILITY.

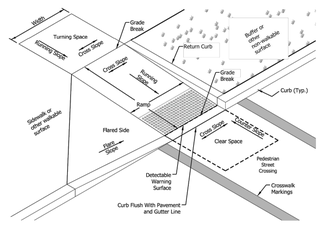
NOTE: CONTRAST LEVELS OF SYMBOLS-TO-BACKGROUND TO BE A MINIMUM OF 70%.

INDEX

SHEET NO.	SUBJECT
1	Curb Ramp Drawing Index and General Notes
2-3	Perpendicular Curb Ramp Typical Placement
4	Perpendicular Curb Ramp Component Details
5	One-Way-Directional Perpendicular Curb Ramp Typical Placement
6	One-Way-Directional Perpendicular Curb Ramp Component Details
7	Parallel Curb Ramps Typical Placement
8	Parallel Curb Ramp Component Details
9	Blended Transition Curb Ramp, Depressed Curb Ramp and Diagonal Curb Ramp Typical Placement
10	Blended Transition Curb Ramp Component Details
11	Median Cut-Through and Median Perpendicular Curb Ramp Typical Placement
12-13	Detectable Warning Surface Placement and Configuration
14	Detectable Warning Surface Details

GENERAL NOTES:

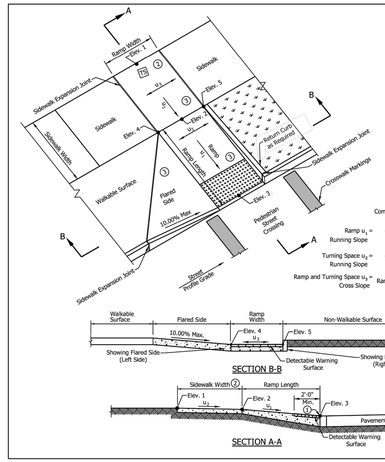
1. All slopes are absolute rather than relative to the sidewalk or roadway grade. Slopes at least 0.50% less than the maximum are preferred.
2. Ramp or Blended Transition. A ramp or blended transition shall be used to lower or raise the sidewalk to connect with the street or highway.
3. Turning Space. A turning space shall be provided at the top of a perpendicular ramp, bottom of a parallel ramp, or where the pedestrian travel requires a change in direction. A common turning space may be shared by adjacent ramps. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk by a curb, retaining wall, building, or feature over 2 inches in height, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
4. Flared Side. A flared side shall be used adjacent to a walkable surface. A flared side may be used adjacent to a non-walkable surface. A flared side shall have a maximum slope of 10.00% measured parallel to the back of the curb.
5. Return Curb. A return curb is placed perpendicular to the roadway curb. A return curb may be used adjacent to a non-walkable surface. A return curb shall not be used adjacent to a walkable surface.
6. Clear Space. A clear space shall be provided beyond the bottom grade break of a curb ramp wholly contained within the crosswalk and wholly outside the parallel vehicular travel path. The clear space shall have a minimum clear dimension of 4 ft x 4 ft.
7. Detectable Warning Surface. A detectable warning surface shall be placed at each street, highway, or railroad crossing. A detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and be placed the entire width of a ramp, blended transition, or turning space.
8. Running Slope. The running slope of a ramp, blended transition, or turning space shall be measured parallel to the direction of pedestrian travel.
   a. A running slope of 2.00% or less is considered level.
   b. A ramp shall have a maximum running slope of 8.33% but shall not require a ramp length to exceed 15 ft.
   c. A blended transition shall have a maximum running slope of 5.00%.
   d. A turning space shall have a maximum running slope of 2.00%.
9. Width. Unless otherwise noted, minimum width of a ramp, blended transition, or turning space, excluding flared sides or return curb, shall be 4 ft.
10. Grade Break. A grade break at the top and bottom of a ramp, blended transition, or turning space shall be perpendicular to the running slope. Grade breaks shall not be within the ramp, blended transition, turning space, or detectable warning surface. Grade breaks shall be flush. Vertical discontinuities shall not be greater than 1/2 in. Where a discontinuity is greater than 1/4 in. the surface shall be beveled with a slope not steeper than 1V:2H.
11. Cross Slope Exceptions. The cross slope of a ramp, blended transition, or turning space shall be measured perpendicular to the direction of pedestrian travel.
    a. The maximum cross slope at a pedestrian street crossing without yield or stop control shall be 5.00%.
    b. The maximum cross slope at a pedestrian street crossing with yield or stop control shall be 2.00%.
    c. The maximum cross slope at a midblock crossing shall be the established grade of the adjacent roadway.
12. Objects such as a utility cover, vault frame, and grating shall be placed outside the curb ramp.
13. Curb ramps shall be placed within the marked crosswalk area.
14. Drainage inlets should be located uphill from a curb ramp to prevent ponding in the path of pedestrian travel.



INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DRAWING INDEX AND GENERAL NOTES	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-01

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5 ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
5. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
6. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

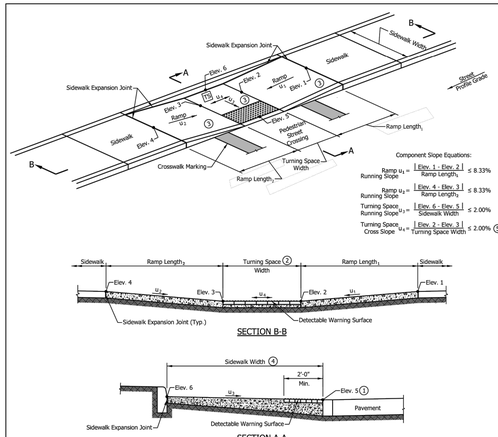
LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PERPENDICULAR CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-04

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. The bottom edge of the turning space and top of curb shall be flush with the edge of adjacent pavement and gutter line.
2. The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.
3. Curb ramp surface shall be coarse broomed transverse to the running slope.
4. Where there is no buffer between the sidewalk and curb, the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.
5. See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
6. See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
7. See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

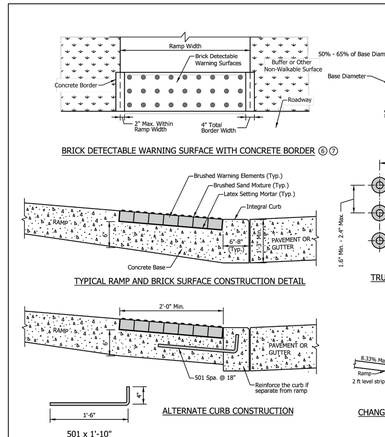
LEGEND:

- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION	
PARALLEL CURB RAMP COMPONENT DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-08

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE



NOTES:

1. Detectable warning surface shall consist of truncated domes and shall be aligned in a square or radial grid pattern. Where truncated domes are arrayed radially, they may differ in diameter and center-to-center spacing within the ranges specified.
2. The detectable warning surface shall be manufactured to fit the radii. Field cutting shall not alter the truncated dome spacing between the adjacent panels outside of the allowable range.
3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
6. Where concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not exceed 2 in. within the ramp width.
7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION	
DETECTABLE WARNING SURFACE DETAILS	
SEPTEMBER 2016	
STANDARD DRAWING NO.	E 604-SWCR-14

ELIZABETH W. PHILLIPS — No. 10200124 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

/s/ Elizabeth W. Phillips	03/15/16
DESIGN STANDARDS ENGINEER	DATE
/s/ Mark A. Miller	03/18/16
CHIEF ENGINEER	DATE

NOTE: IN LIEU OF BRICK PAVERS, CONTRACTOR SHALL INSTALL CAST-IN-PLACE WARNING MAT EMBEDDED INTO CONCRETE, BY ADA SOLUTIONS, INC. 2.35" O.C., TRUNCATED DOME BRICK RED.

Indiana 811 — Know what's below. Call before you dig.

ELIZABETH W. PHILLIPS — No. 10606123 — STATE OF INDIANA — REGISTERED PROFESSIONAL ENGINEER

DATE: MARCH 28, 2018

myszak + palmer
ARCHITECTURE • DEVELOPMENT
903 Broadway Street
Vincennes, Indiana 47591
Voice: 812.886.0350
Fax: 812.886.0790
web: www.myszakpalmer.com

TENNIS / SOFTBALL PARKING LOT PAVING
FOR
LINTON SCHOOL CORPORATION
LINTON, INDIANA
PROJECT NO.

COPYRIGHT 2018 MYSZAK + PALMER, INC.
THE DRAWINGS, DESIGN INTENT AND CONCEPTUAL DATA CONTAINED IN THESE DOCUMENTS ARE THE PROPERTY OF THE ARCHITECT AND ARE PROTECTED UNDER FEDERAL COPYRIGHT LAWS. ANY RE-USE OR REPRODUCTION OF THESE DOCUMENTS REQUIRES WRITTEN CONSENT FROM THE ARCHITECT.

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		

C1.1
TENNIS/SOFTBALL PARKING LOT DETAILS