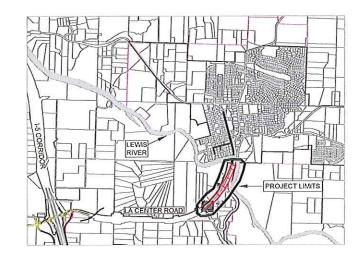
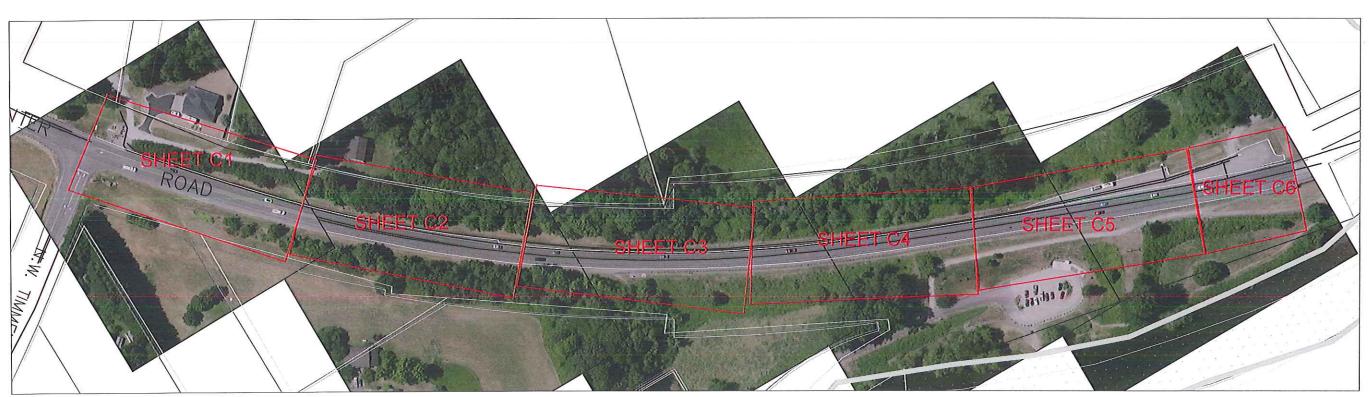
2022 LA CENTER ROAD PAVING PROJECT



VICINITY MAP



SHEET LAYOUT

COVER SHEET
L1 NOTES
C1 LC ROAD PAVING P&P 0+35 TO 4+35
C2 LC ROAD PAVING P&P 4+35 TO 8+70
C3 LC ROAD PAVING P&P 2+35 TO 12+12
C4 LC ROAD PAVING P&P 12+12 TO 17+40
C5 LC ROAD PAVING P&P 12+12 TO 17+40
C5 LC ROAD PAVING P&P 12+12 TO 13+50
C7 PARKING/CONCRETE BARRIER PLAN
C8 CONCRETE BARRIER/GATE PLAN
DTL 1 DETAILS
DTL 2 DETAILS
DTL 3 TRAFFIC CONTROL STANDARD PLAN

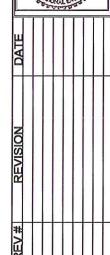
SEPA PLANS DRAFT

BID **DRAWING COVER SHEET**



CENTER ROAD PAVING PROJECT 3







GENERAL NOTES:

- 1 THERE IS NO HORIZONTAL OR VERTICAL DATUM. THE CONTOURS SHOWN ARE FROM CLARK COUNTY GIS, AND ARE ONLY FOR INFORMATION
- EXISTING UTILITIES SHOWN ON THE PLANS ARE PER SURFACE LOCATIONS
 AND RECORD DRAWINGS. THE CONTRACTOR SHALL FIELD VERIFY
 LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION. IF CONFLICT
 EXISTS, NOTIFY THE ENGINEER AND UTILITY COMPANY. PROCEED ONLY AS
 DIRECTED AND PER STANDARD POLICY AND REGULATIONS (INCIDENTAL TO
 STORM SEWER PIPE AND OTHER UTILITY CONFLICTS).
- 3 AT THE END OF EACH DAY, THE CONTRACTOR SHALL CLEAN UP THE PROJECT AREA AND LEAVE IT IN A NEAT AND SECURED MANNER. UPON COMPLETION, THE CONTRACTOR SHALL LEAVE THE PROJECT FREE OF DEBRIS AND UNUSED MATERIAL.
- 4 IF EXISTING CURB AND OTHER FEATURES ALONG THE RECONSTRUCTION OR PAVING PORITON OF THE PROJECT ARE TO BE PROTECTED.
- 5 CONTRACTOR SHALL MAINTAIN INGRESS/EGRESS FROM ALL PRIVATE PROPERTY DRIVEWAYS DURING CONSTRUCTION. THE CONTRACTOR SHALL ALSO ALLOW ACCESS TO THE PARKING ARE UNDERNEATH THE LEWIS RIVER BRIDGE, EXCEPT DURING EXCAVATION AND PLACEMENT OF THE WATERLINE.
- THE CONTRACTOR SHALL PLACE NO PARKING SIGNS ALONG THE LENGTH OF THE PROJECT DURING CONSTRUCTION TO FACILITATE WORK. ANY VENDORS THAT ARE USING THE "GRAVEL PULLOUT" AREA DURING CONSTRUCTION SHALL NOT BE ALLOWED TO USE THIS AREA DURING CONSTRUCTION. THE CONTRACTOR SHALL PLACE NO PARKING SIGNS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION
- 7 BASE COURSE SHALL BE CSBC PER WSDOT STANDARD SPECIFICATION SECTION 9-03.9(3)
- 8 THE CONTRACTOR SHALL REPLACE ANY REMOVED GRASS ALONG LA CENTER ROAD OR ALONG THE SLOPE OF THE GRAVEL AREA FOLLOWING CONSTRUCTION

STORMWATER GENERAL NOTES

- ALL MATERIALS, WORKMANSHIP AND INSTALLATION OF STORM SEWERS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE "CITY OF LA CENTER ENGINEERING STANDARDS FOR PUBLIC WORKS CONSTRUCTION" AND THE LATEST EDITION OF THE "WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION", HEREINAFTER REFERRED TO AS THE "STANDARD SPECIFICATIONS", PREPARED BY THE WASHINGTON STATE CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA) AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, EXCEPT AS NOTED HEREIN OR ON THE STANDARD PLANS.
- THE CONTRACTOR IS TO VERIFY ALL INVERT AND TOP ELEVATIONS OF EXISTING STORM SEWERS, CENTERLINE AND TOP
 OF CURB ELEVATIONS, AND REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER.
- ALL STORM SEWER CONSTRUCTION IS SUBJECT TO INSPECTION, AND APPROVAL, PROR TO COVER BY THE CITY OF LA
 CENTER. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION OFFICE AT LEAST 48 HOURS PRIOR TO THE START OF
 CONSTRUCTION. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR BEGINNING OF THE CONSTRUCTION.
- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO THE START OF CONSTRUCTION AND TO NOTIFY THE ENGINEER OF ANY POTENTIAL CONFLICTS. THE CONTRACTOR SHALL DIG TEST HOLES OVER ALL EXISTING UTILITIES PRIOR TO CONSTUCTION TO DETERMINE THEIR EXACT LOCATION. CALL 1-800-424-5555, (NORTHWEST UTILITY NOTIFICATION CENTER), FOR MARK-UP OF EXISTING UTILITIES, A MINIMUM OF 2 WORKING DAYS PRIOR TO START OF CONSTRUCTION.
- IT SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND/OR CONTRACTOR TO PROCURE ALL APPLICABLE PERMITS, LICENSES AND CERTIFICATES RELATIVE TO THE TRADES TO COMPLETE THE PROJECT AND FOR THE USE OF SUCH WORK WHEN COMPLETED, COMPLIANCE SHALL BE AT ALL LEVELS, FEDERAL, STATE AND CITY, RELATING TO THE PERFORMANCE OF THIS WORK.
- THE CONTRACTOR SHALL OBTAIN ALL OFFSITE CONSTRUCTION EASEMENTS PRIOR TO THE START OF CONSTRUCTION.
 THE CONTRACTOR SHALL VERIFY THAT ALL OFFSITE UTILITIES EASEMENTS HAVE BEEN OBTAINED BY THE OWNER PRIOR
 TO THE COMMENCEMENT OF ANY OFFSITE CONSTRUCTION.
- THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT THAT MUST BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO CONSTRUCTION.
- 8. ALL CATCH BASINS AND CURB INLETS SHALL BE STENCILED AS FOLLOWS: "DUMP NO WASTE-DRAINS TO STREAM".
- VEGETATION IN BIOFILTRATION SYSTEMS SHALL BECOME FULLY ESTABLISHED PRIOR TO COMMENCING WITH INSTALLATION OF A.C. PAVEMENT FOR ALL AREAS DRAINING INTO THE WATER QUALITY SYSTEM. VEGETATION IN BIOFILTRATION SYSTEMS TO BE THE FOLLOWING GRASS SEED MIX (PROPORTIONS GIVEN BY WEIGHT):
- 40% REDTOP BENTGRASS, 30% RED FESCUE, 20% TALL FESCUE, 5% PERENNIAL RYE, 5% RUSSIAN WILDRYE.
- 10. ALL STORM MANHOLES INSTALLED WITHIN AN EASEMENT OR OUTSIDE THE CITY RIGHT-OF-WAY SHALL HAVE LOCKING LID
- 11. MATERIAL CERTIFICATION FOR ALL STORM MANHOLES, CATCHBASINS, AND CURB INLETS SHALL BE PROVIDED TO THE CITY INSPECTOR.
- 12. ALL ROOF AND LOWPOINT DRAINS TO BE DIRECTED TO APPROVED DRAINAGE PER PLANS.
 - ALL TRENCH BACKFILLING WILL CONFORM TO THE PLANS AND WSDOT STANDARD SPECIFICATIONS
- 13. THE PERFORATED AND SOLID STORM PIPE SHALL HAVE TRACER WIRE PLACED ALONG THE LENGTH

COWLITZ INDIAN TRIBE INADVERTENT DISCOVERY LANGUAGE

In the event any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100' buffer; this number may vary by circumstance) must stop and the following actions taken:

- Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering; and
- 2. Take reasonable steps to ensure the confidentiality of the discovery site; and,
- 3. Take reasonable steps to restrict access to the site of discovery.

The project proponent will notify the concerned Tribes and all appropriate county, state, and federal agencies, including the Department of Archaeology and Historic Preservation. The agencies and Tribe(s) will discuss possible measures to remove or avoid cultural material, and will reach an agreement with the project proponent regarding actions to be taken and disposition of material.

If human remains are uncovered, appropriate law enforcement agencies shall be notified first, and the above steps followed. If the remains are determined to be Native, consultation with the affected Tribes will take place in order to mitigate the final disposition of said remains.

See the Revised Code of Washington, Chapter 27.53, "Archaeological Sites and Resources," for applicable state laws and statutes. See also Washington State Executive Order 05-05, "Archaeological and Cultural Resources." Additional state and federal law(s) may also apply.

It is strongly encouraged copies of inadvertent discovery language/plan are retained on-site while project activity is underway.

Contact information:

Nathan Reynolds
Interim Cultural Resources Manager
Cowlitz Indian Tribe
PO Box 2547
Longview, WA 98632
360-575-6226 Office
360-577-6207 Fax
nreynolds@cowlitz.org

Revised 19 September 2017

PAVING ROAD CENTER 5 2022

BID DRAWING SHEET L1



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NOTES

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4+35

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PAVING CONSTRUCTION LEGEND

EXISTING FORCE MAIN SEWER
EXISTING POWER

EXISTING WATERLINE
EXISTING COMMUNICATIONS LINE
PROPOSED CPU WATER
PROPOSED PAVEMENT OVERLAY
(TIB PROJECT)

PROPOSED EXCAVATION AND
BASE REPLACEMENT

— \$9— \$9— 6-INCH DIAMETER SOLID HDPE STORM PIPE



BID DRAWING SHEET C1

ROAD PAVING PROJECT

1-800

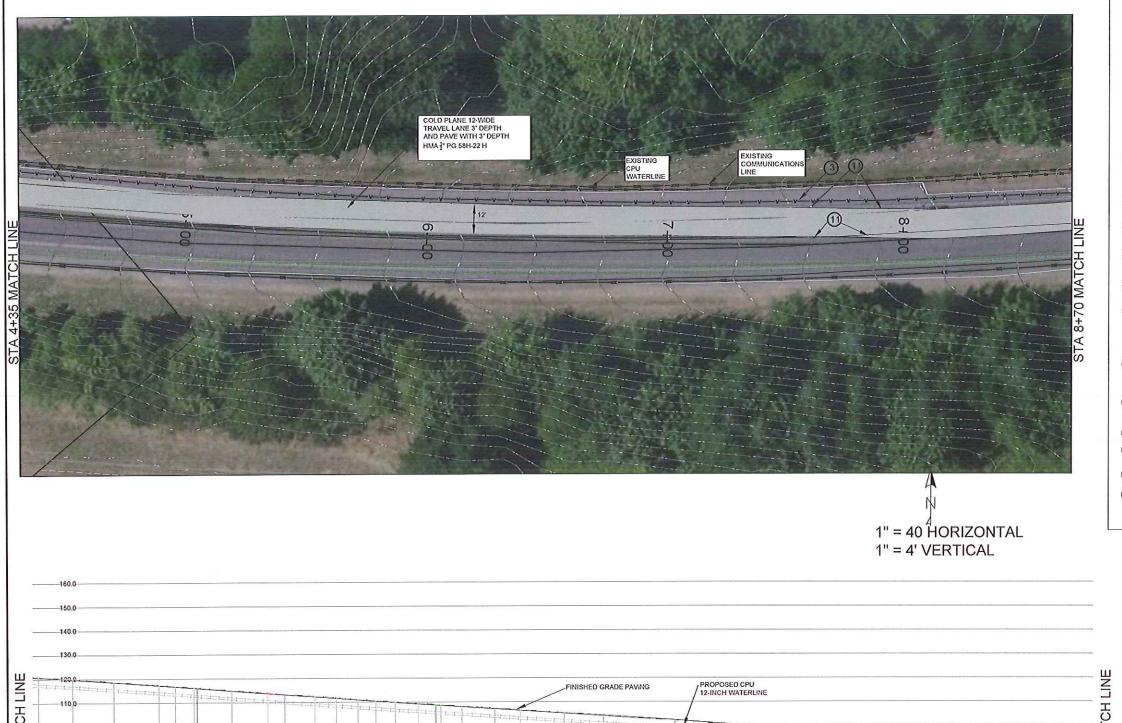
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V# REVISION DATE



4+35

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\$

PAVING CONSTRUCTION LEGEND EXISTING FORCE MAIN SEWER ____ EXISTING POWER EXISTING COMMUNICATIONS LINE PROPOSED PAVEMENT OVERLAY (TIB PROJECT) PROPOSED EXCAVATION AND BASE REPLACEMENT

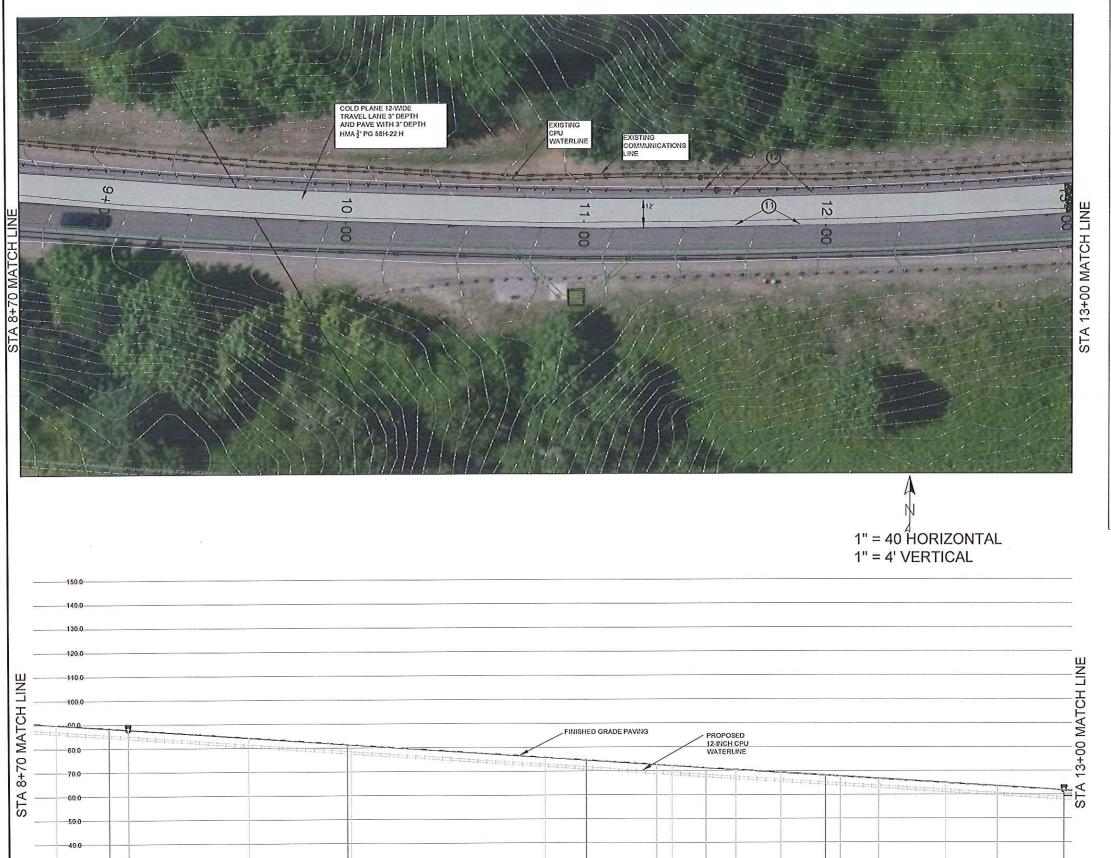
- \$2___ 6-INCH DIAMETER PERFORATED PIPE IN DRAIN ROCK TRENCH

= \$9 SO SO 6-INCH DIAMETER SOLID HDPE STORM PIPE



PROJECT PAVING ROAD CENTER 5

BID **DRAWING** SHEET C2



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PAVING CONSTRUCTION LEGEND

EXISTING FORCE MAIN SEWER
EXISTING POWER

EXISTING WATERLINE
EXISTING COMMUNICATIONS LINE
PROPOSED CPU WATER
PROPOSED PAVEMENT OVERLAY
(TIB PROJECT)

PROPOSED EXCAVATION AND
BASE REPLACEMENT

SO SO 6-INCH DIAMETER PERFORATED PIPE IN
DRAIN ROCK TRENCH

— \$9—— \$9— 6-INCH DIAMETER SOLID HDPE STORM PIPE



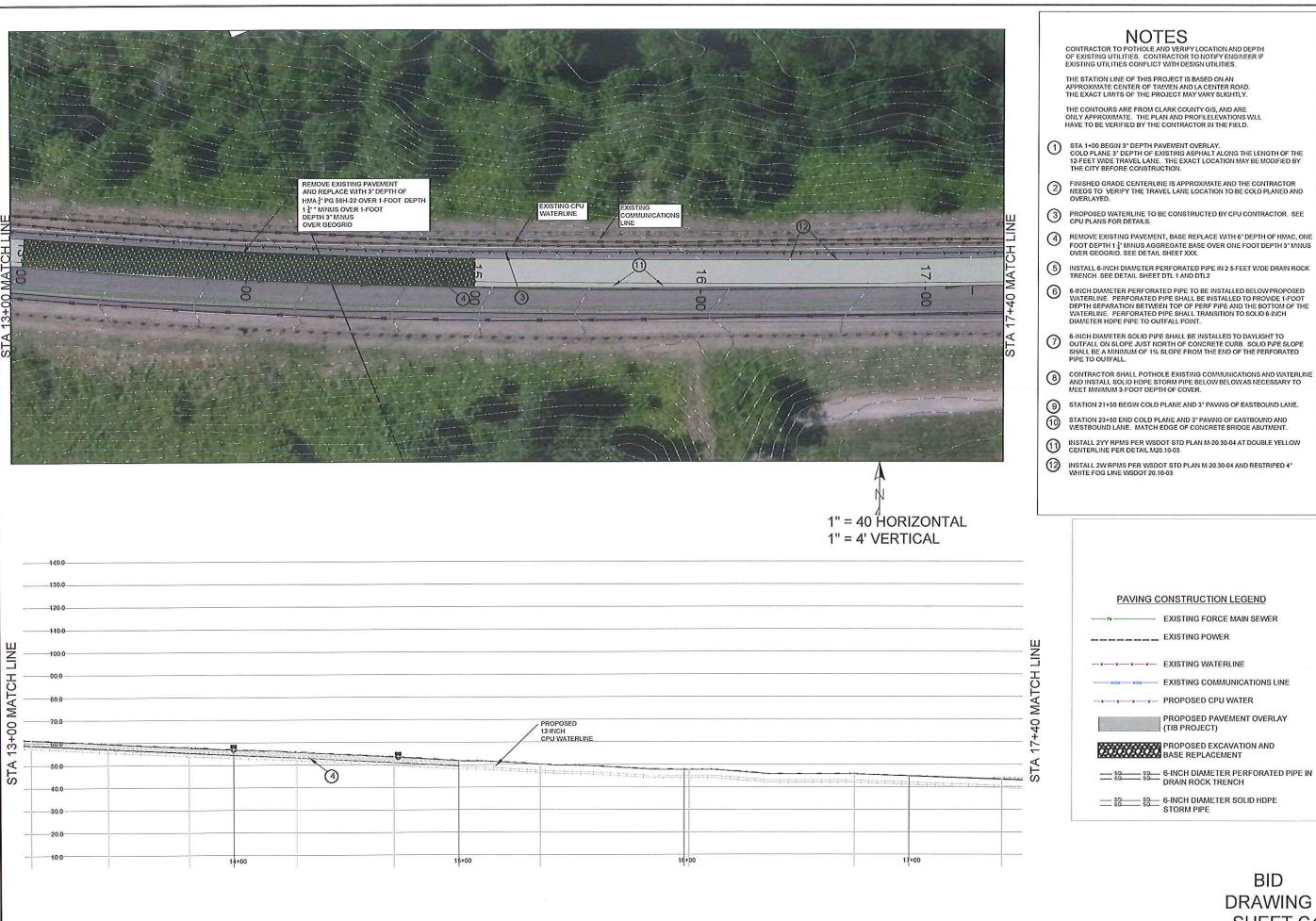
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LA CENTER ROAD PAVING PROJECT

REVISION DATE



BID DRAWING SHEET C3



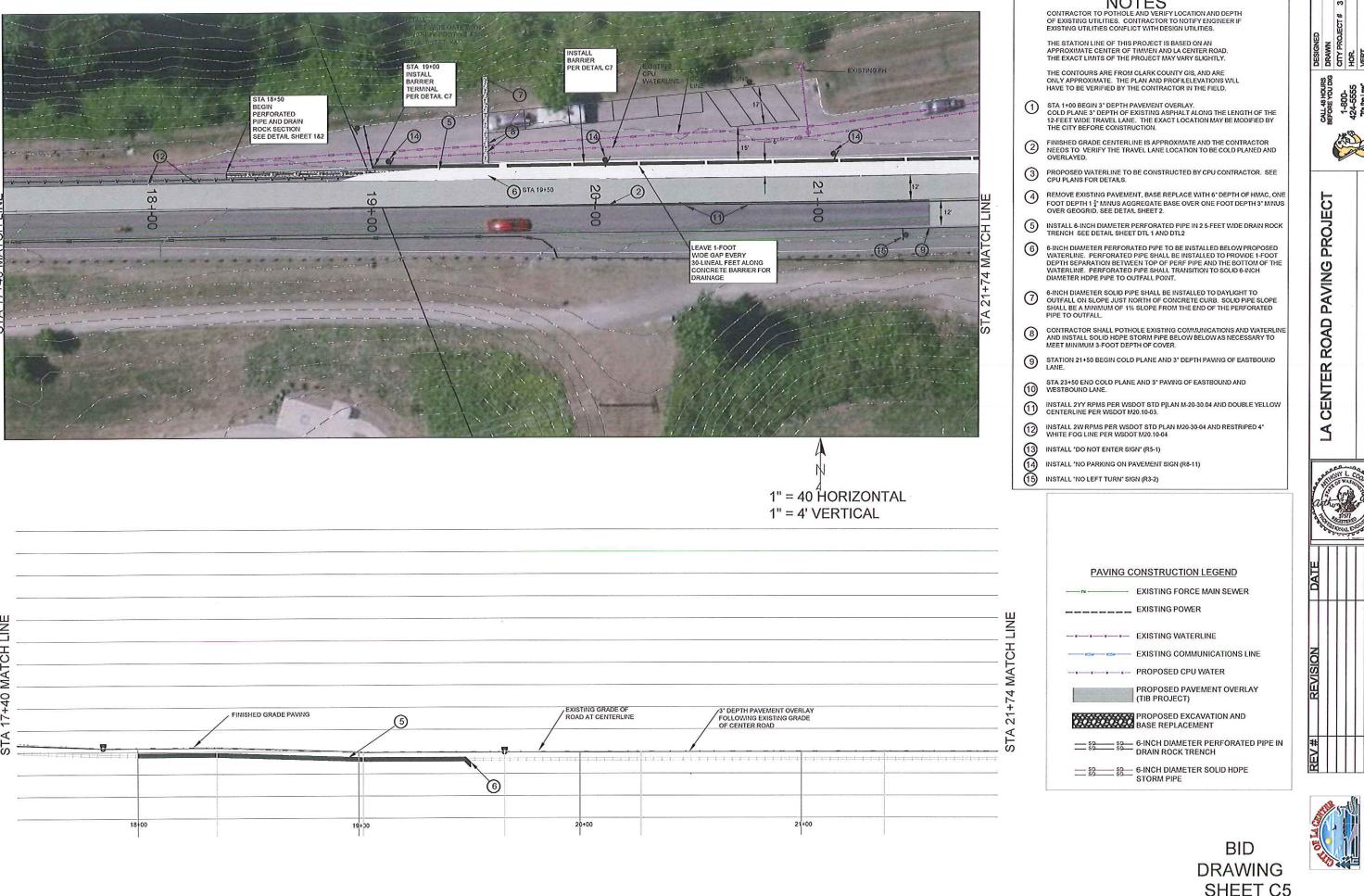
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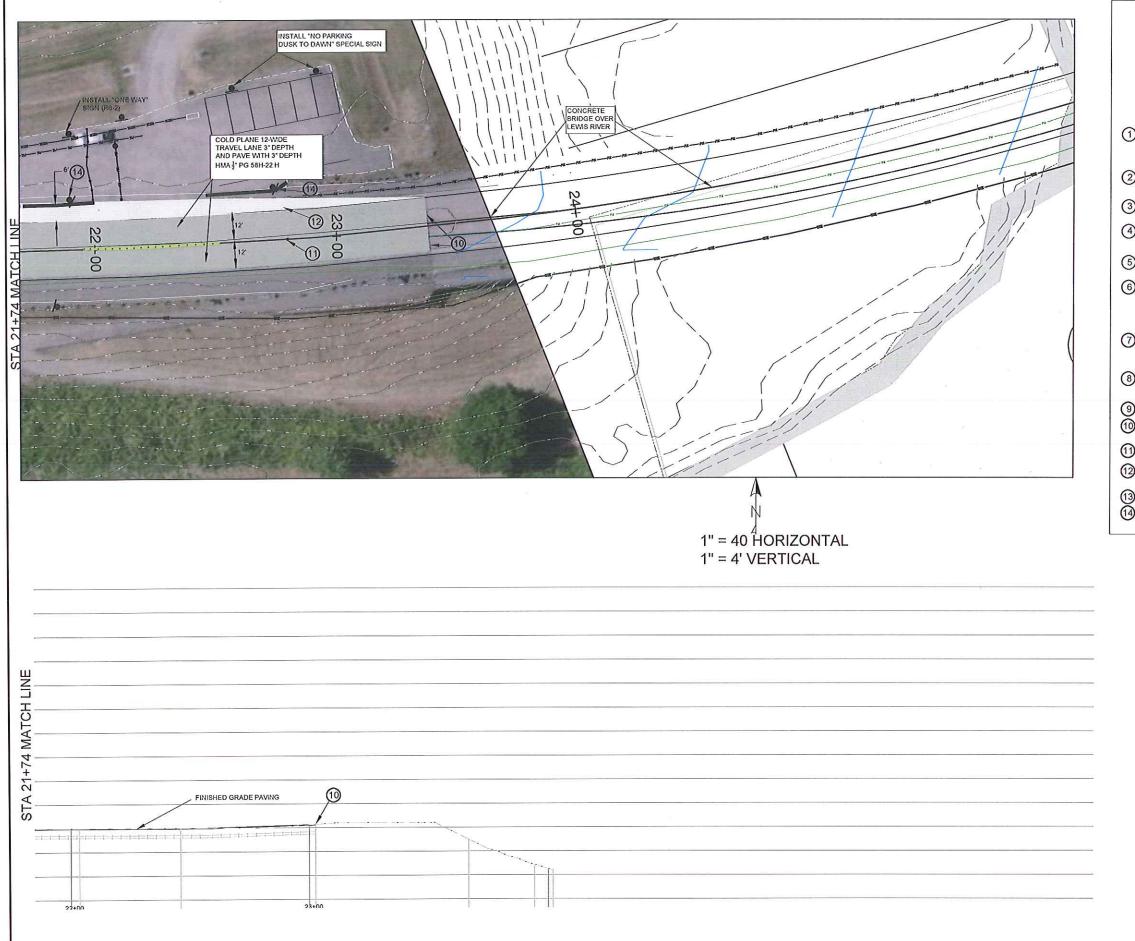
PAVING CONSTRUCTION LEGEND EXISTING FORCE MAIN SEWER EXISTING COMMUNICATIONS LINE PROPOSED PAVEMENT OVERLAY PROPOSED EXCAVATION AND BASE REPLACEMENT

> BID **DRAWING** SHEET C4



PROJECT **PAVING** ROAD CENTER 5





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- 13) INSTALL "DO NOT ENTER SIGN" R5-1
- (14) INSTALL 'NO PARKING ON PAVEMENT' SIGN (R8-11)

PAVING CONSTRUCTION LEGEND

EXISTING FORCE MAIN SEWER

_____ EXISTING POWER

----- EXISTING COMMUNICATIONS LINE

PROPOSED CPU WATER
PROPOSED PAVEMENT OVERLAY

(TIB PROJECT)

PROPOSED EXCAVATION AND BASE REPLACEMENT

- \$2 \$2 \$9 6-INCH DIAMETER PERFORATED PIPE IN DRAIN ROCK TRENCH

DRAIN ROCK TRENCH

— \$9—— \$9— 6-INCH DIAMETER SOLID HDPE STORM PIPE

> BID DRAWING SHEET C6



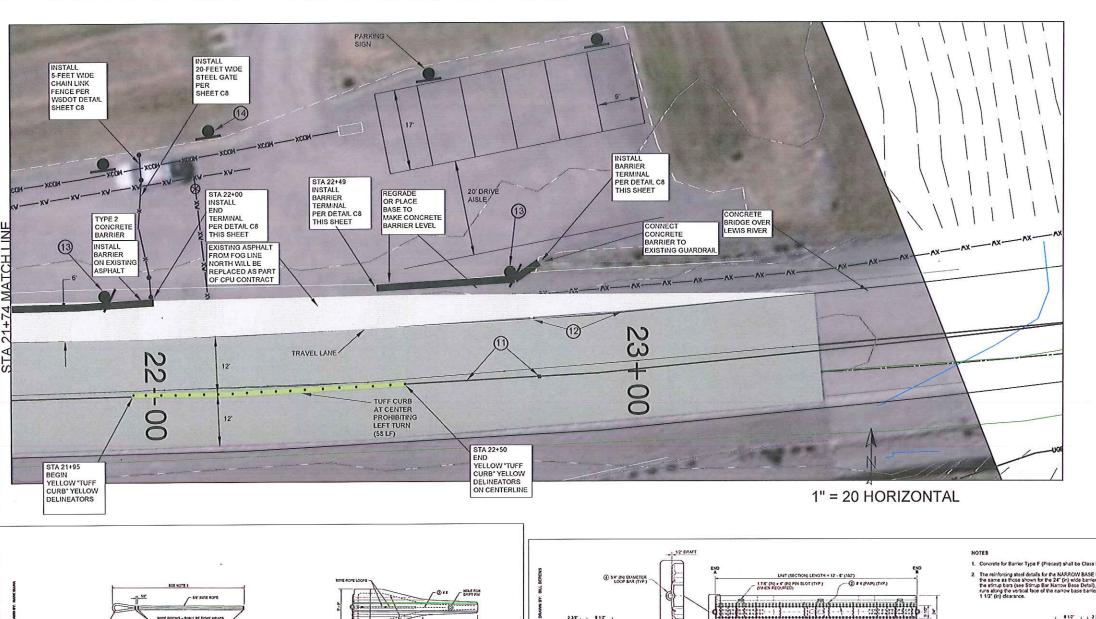
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LA CENTER

PAVING

ROAD





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SIDE VEW

CONCRETE BARRIER
TYPE 2

STANDARD PLAN C-8

SEEVEN

BARRIER TERMINAL REINFORCING STEEL BENDING DIAGRAM

7-17

COUR PRINTS

AND DRIFT FINS

BARRIER SECTION RENFORCING STEEL BENDING BAGRAM

F - 4 S F FOR 12 - F LONG BARRER SECTION 17 - 10 S F FOR 12 - F LONG SARRER SECTION

F - 4 SV FOR 10 - P LONG SARRER SECTION

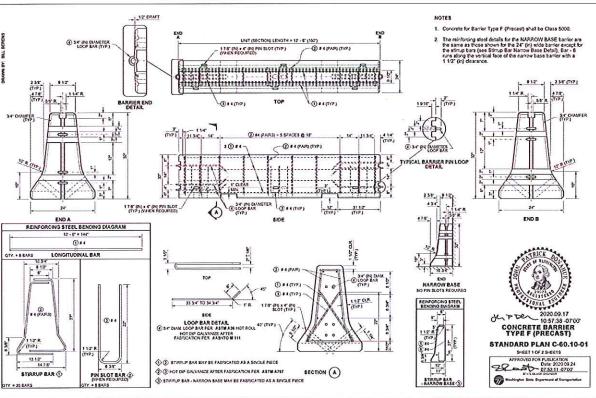


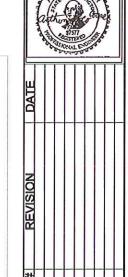
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- REMOVE EXISTING PAVEMENT, BASE REPLACE WITH 6° DEPTH OF HMAC, ONE FOOT DEPTH 1½° MINUS AGGREGATE BASE OVER ONE FOOT DEPTH 3° MINUS OVER GEOGRID. SEE DETAIL SHEET XXX.
- 5 INSTALL 6-INCH DIAMETER PERFORATED PIPE IN 2.5-FEET WIDE DRAIN ROCK TRENCH SEE DETAIL SHEET DTL 1 AND DTL2
- 6 INCH DIAMETER PERFORATED PIPE TO BE INSTALLED BELOW PROPOSED WATERLINE. PERFORATED PIPE SHALL BE INSTALLED TO PROVIDE 1-FOOT DEPTH SEPARATION BETWEEN TOP OF PERF PIPE AND THE BOTTOM OF THE WATERLINE. PERFORATED PIPE SHALL TRANSITION TO SOLID 6-INCH DIAMETER HOPE PIPE TO OUTFALL POINT.
- 6-INCH DIAMETER SOLID PIPE SHALL BE INSTALLED TO DAYLIGHT TO OUTFALL ON SLOPE JUST NORTH OF CONCRETE CURB. SOLID PIPE SLOPE SHALL BE A MINIMUM OF 1% SLOPE FROM THE END OF THE PERFORATED PIPE TO OUTFALL.
- (8) CONTRACTOR SHALL POTHOLE EXISTING COMMUNICATIONS AND WATERLINE AND INSTALL SOLID HDPE STORM PIPE BELOW BELOWAS NECESSARY TO MEET MINIMUM 3-FOOT DEPTH OF COVER.
- 9 STATION 21+50 BEGIN COLD PLANE AND 3° PAVING OF EASTBOUND LANE.
- STATION 23+50 END COLD PLANE AND 3* PAVING OF EASTBOUND AND WESTBOUND LANE. MATCH EDGE OF CONCRETE BRIDGE ABUTMENT.
- (INSTALL 2YY RPMS PER WSDOT STD PLAN M-20,30-04 AT DOUBLE YELLOW CENTERLINE PER DETAIL M20,10-03
- (12) INSTALL 2W RPMS PER WSDOT STD PLAN M-20.30-04 AND RESTRIPED 4* WHITE FOG LINE WSDOT 20.10-03
- (13) INSTALL NO PARKING SIGNS (R-3A)
- 14 INSTALL 'NO VENDING ALOUD' SIGN





_____ EXISTING POWER

EXISTING FORCE MAIN SEWER

PAVING CONSTRUCTION LEGEND

EXISTING WATERLINE

EXISTING COMMUNICATIONS LINE

PROPOSED CPU WATER

PROPOSED PAVEMENT OVERLAY (TIB PROJECT)

PROPOSED EXCAVATION AND BASE REPLACEMENT

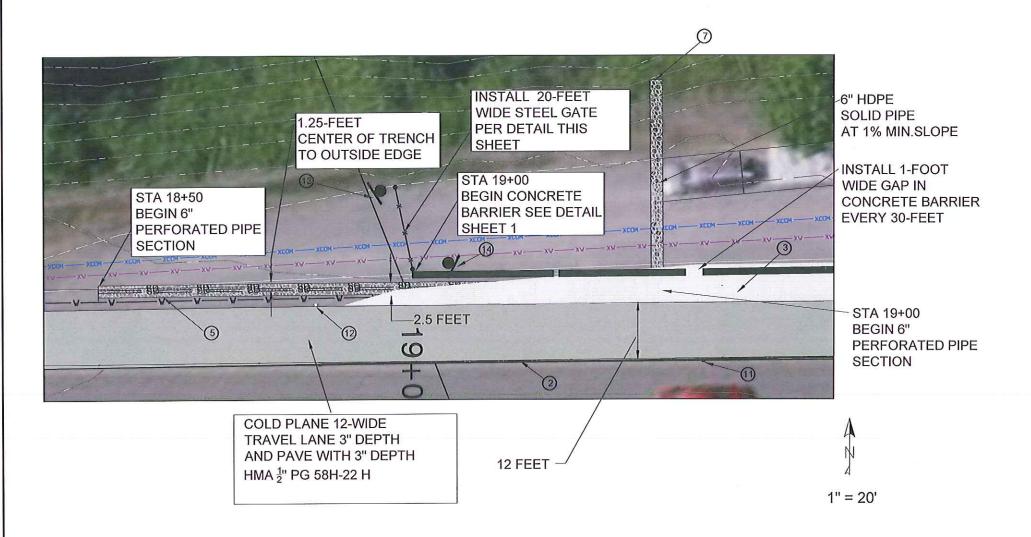
- \$2____ \$2___ 6-INCH DIAMETER PERFORATED PIPE IN DRAIN ROCK TRENCH

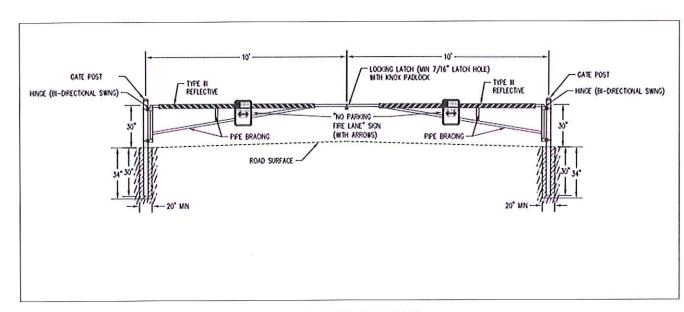
___ \$0____ \$0___ 6-INCH DIAMETER SOLID HDPE STORM PIPE

> BID DRAWING SHEET C7



LA CENTER ROAD PAVING PROJ





STEEL GATE DETAIL

CONTRACTOR TO POTHOLE AND VERIFY LOCATION AND DEPTH OF EXISTING UTILITIES. CONTRACTOR TO NOTIFY ENGINEER IF EXISTING UTILITIES CONFLICT WITH DESIGN UTILITIES.

THE STATION LINE OF THIS PROJECT IS BASED ON AN APPROXIMATE CENTER OF TIMMEN AND LA CENTER ROAD. THE EXACT LIMITS OF THE PROJECT MAY VARY SLIGHTLY.

THE CONTOURS ARE FROM CLARK COUNTY GIS, AND ARE ONLY APPROXIMATE. THE PLAN AND PROFILELEVATIONS WILL HAVE TO BE VERIFIED BY THE CONTRACTOR IN THE FIELD.

- (1) STA 1+00 BEGIN 3* DEPTH PAVEMENT OVERLAY.
 COLD PLANE 3* DEPTH OF EXISTING ASPHALT ALONG THE LENGTH OF THE
 12-FEET WIDE TRAVEL LANE. THE EXACT LOCATION MAY BE MODIFIED BY
 THE CITY BEFORE CONSTRUCTION.
- FINISHED GRADE CENTERLINE IS APPROXIMATE AND THE CONTRACTOR NEEDS TO VERIFY THE TRAVEL LANE LOCATION TO BE COLD PLANED AND OVERLAYED.
- PROPOSED WATERLINE TO BE CONSTRUCTED BY CPU CONTRACTOR. SEE CPU PLANS FOR DETAILS.
- REMOVE EXISTING PAVEMENT, BASE REPLACE WITH 6" DEPTH OF HMAC, ONE FOOT DEPTH 1 1" MINUS AGGREGATE BASE OVER ONE FOOT DEPTH 3" MINUS OVER GEOGRIO. SEE DETAIL SHEET 1.
- 5 INSTALL 6-INCH DIAMETER PERFORATED PIPE IN 2.5-FEET WIDE DRAIN ROCK TRENCH SEE DETAIL SHEET DTL 1 AND DTL2
- 6-INCH DIAMETER PERFORATED PIPE TO BE INSTALLED BELOW PROPOSED WATERLINE. PERFORATED PIPE SHALL BE INSTALLED TO PROVIDE 1-FOOT DEPTH SEPARATION BETWEEN TOP OF PERF PIPE AND THE BOTTOM OF THE WATERLINE. PERFORATED PIPE SHALL TRANSITION TO SOLID 6-INCH DIAMETER HDPE PIPE TO OUTFALL POINT.
- (7) 6-INCH DIAMETER SOLID PIPE SHALL BE INSTALLED TO DAYLIGHT TO OUTFALL ON SLOPE JUST NORTH OF CONCRETE CURB. SOLID PIPE SLOPE SHALL BE A MINIMUM OF 1% SLOPE FROM THE END OF THE PERFORATED PIPE TO OUTFALL.
- CONTRACTOR SHALL POTHOLE EXISTING COMMUNICATIONS AND WATERLINE
 AND INSTALL SOLID HOPE STORM PIPE BELOW BELOWAS NECESSARY TO
 MEET MINIMUM 3-FOOT DEPTH OF COVER.
- 9 STATION 21+50 BEGIN COLD PLANE AND 3" PAVING OF EASTBOUND LANE.
- STATION 23+50 END COLD PLANE AND 3" PAVING OF EASTBOUND AND WESTBOUND LANE. MATCH EDGE OF CONCRETE BRIDGE ABUTMENT.
- INSTALL 2YY RPMS PER WSDOT STD PLAN M-20.30-04 AT DOUBLE YELLOW CENTER I INF PER DETAIL M20.10-03
- (12) INSTALL 2W RPMS PER WSDOT STD PLAN M-20.30-04 AND RESTRIPED 4* WHITE FOG LINE WSDOT 20.10-03
- (13) INSTALL DO NOT ENTER SIGN R5-1
- (14) INSTALL 'NO PARKING ON PAVEMENT' R811

PAVING CONSTRUCTION LEGEND

EXISTING FORCE MAIN SEWER

_____ EXISTING POWER

------ EXISTING WATERLINE

PROPOSED PAVEMENT OVERLAY (TIB PROJECT)

PROPOSED EXCAVATION AND BASE REPLACEMENT

— \$2 — \$2 6-INCH DIAMETER PERFORATED PIPE IN DRAIN ROCK TRENCH

— \$9—— \$9— 6-INCH DIAMETER SOLID HDPE STORM PIPE

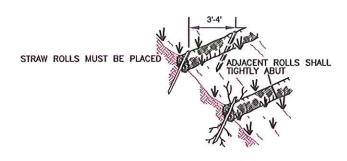
> BID DRAWING SHEET C8

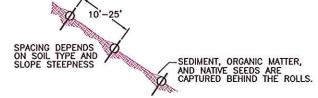


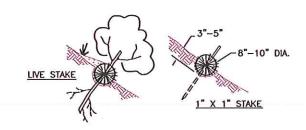
LA CENTER ROAD PAVING PROJE





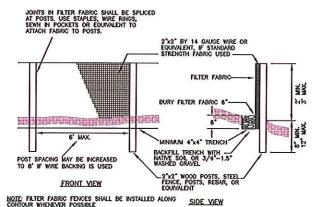






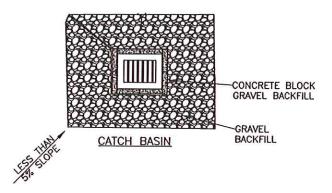
STRAW ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 3"-5" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL.

STRAW WATTLES

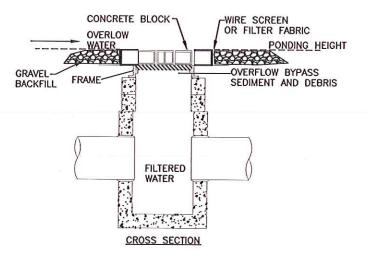


- SILT FENCES AND FILTER BARRIERS SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST OALY DURING PROLONGED RAINFALL. MY REQUIRED REPAIRS SHALL BE MUDE IMMEDIATELY.

- SEDIMENT DEPOSITS SHALL EITHER BE REMOVED WHEN THE DEPOSIT REACHES APPROXIMATELY ONE—THEN THE HEIGHT OF THE SILT FENCE, OR A SECOND SILT FENCE SHALL BE INSTALLED.



PLAN VIEW



NOTES:

- DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL, NEARLY LEVEL DRAINAGE AREAS (LESS THAN 5%)
 EXCAVATE A BASIN OF SUFFICIENT SIZE ADJACENT TO THE DROP INLET.
 THE TOP OF THE STRUCTURE (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BYPASSING THE INLET. A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE SIDE OF THE

CENTER ROAD EPAVING PROJECT

ETAIL SHEET 2 A CENTER ROAD

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BID DRAWING NOT FOR CONSTRUCTION

