

BARROW

ECONOMIC DEVELOPMENT

tradition. innovation. location.

SCHEMATIC DESIGN OF PARK 53 INDUSTRIAL & TECH. COMPLEX BARROW COUNTY, GA

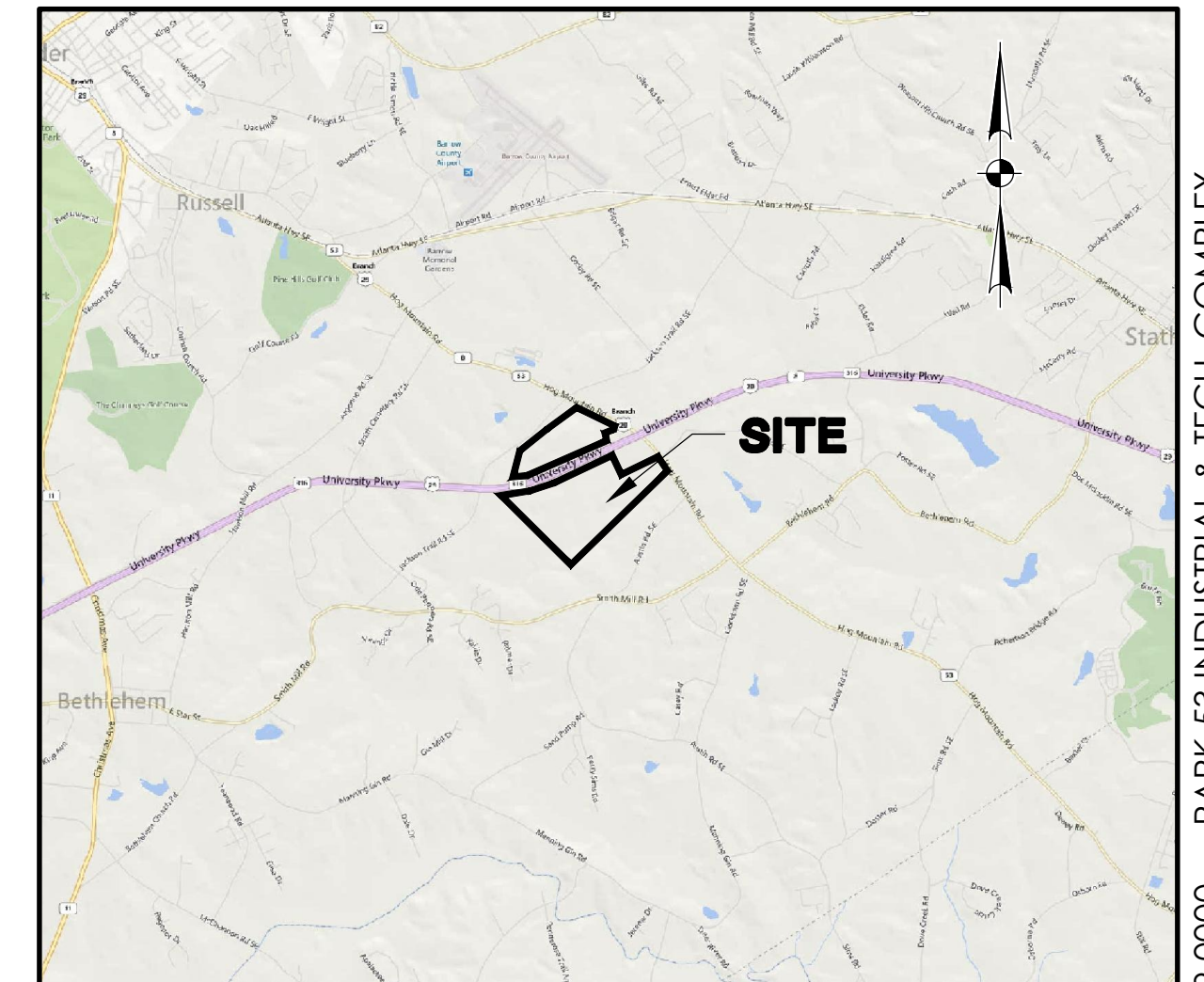
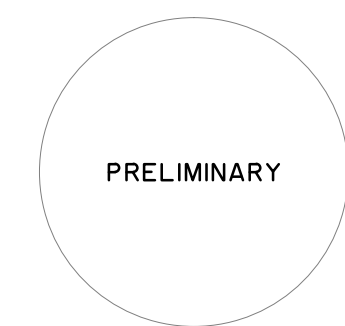
PREPARED FOR:
BARROW ECONOMIC & COMMUNITY
DEVELOPMENT DEPARTMENT
30 NORTH BROAD STREET
WINDER, GEORGIA 30680

TM#

AUGUST 20, 2015

J-25349.0000

PREPARED BY:



VICINITY MAP
SCALE: 1" = 6000'

J-25349.0000 PARK 53 INDUSTRIAL & TECH. COMPLEX
8/20/15

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REVISION HISTORY

REV. NO.	REVISION	BY	DATE

SUBMITTAL HISTORY

SUBMITTED TO	DATE



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EROSION CONTROL LEGEND

DESCRIPTION	PLAN SYMBOL
SILT FENCE	
CLEARING LIMITS	
SUBSURFACE DRAIN	
TREE PROTECTION	
TEMPORARY SEEDING	
PERMANENT SEEDING	
SODDING	
RIPRAP	
OUTLET PROTECTION - RIP RAP	
SEDIMENT TRAP	
ROCK CHECK DAM	
STABILIZED CONSTRUCTION ENTRANCE	
STORM DRAIN INLET PROTECTION - TYPE A FILTER FABRIC	
STORM DRAIN INLET PROTECTION - TYPE E SURFACE COURSE CURB INLET FILTER	

DRAINAGE LEGEND

DESCRIPTION	EXISTING	PROPOSED
PIPE		
DITCH		
CURB INLET		
GRATE INLET		
JUNCTION BOX		
OUTLET STRUCTURE		

SEWER LEGEND

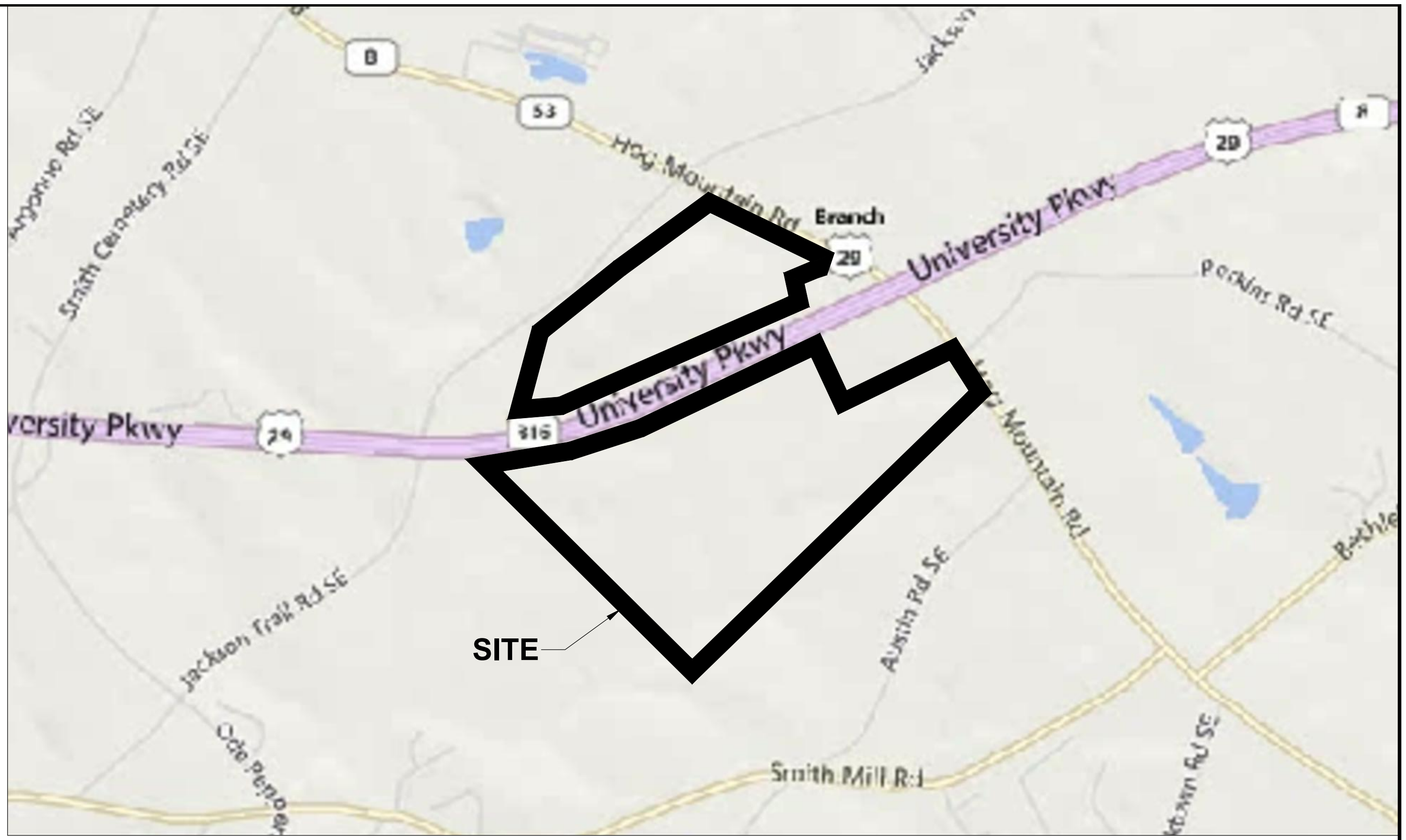
DESCRIPTION	EXISTING	PROPOSED
GRAVITY PIPE		
SINGLE SERVICE LATERAL		
DOUBLE SERVICE LATERAL		
MANHOLE		
CLEANOUT		
FORCEMAIN		
VALVE AND BOX		
FLUSH HYDRANT		
REDUCER		
BACKFLOW PREVENTOR		
CROSS		
TEE		
90° BEND - HORIZONTAL		
45° BEND - HORIZONTAL		
22-1/2° BEND - HORIZONTAL		
11-1/4° BEND - HORIZONTAL		
BEND - VERTICAL		
PLUG		

WATER LEGEND

DESCRIPTION	EXISTING	PROPOSED
WATER MAIN		
SINGLE SERVICE LATERAL		
DOUBLE SERVICE LATERAL		
VALVE AND BOX		
FIRE HYDRANT W/VALVE & BOX		
POST HYDRANT		
REDUCER		
BACKFLOW PREVENTOR		
CROSS		
TEE		
90° BEND - HORIZONTAL		
45° BEND - HORIZONTAL		
22-1/2° BEND - HORIZONTAL		
11-1/4° BEND - HORIZONTAL		
BEND - VERTICAL		
CAP		

ABBREVIATIONS

HDPE	HIGH DENSITY POLYETHELENE	JB	JUNCTION BOX	SDMH	STORM DRAINAGE MANHOLE
BOT	BOTTOM	LF	LINEAR FEET	SF	SQUARE FEET
CI	CURB INLET	MAX	MAXIMUM	SS	SANITARY SEWER
CPP	CORRUGATED PLASTIC PIPE	MIN	MINIMUM	TC	TOP OF CURB
DIP	DUCTILE IRON PIPE	MH	MANHOLE	TG	TOP OF GUTTER
EL	ELEVATION	OC	ON CENTER	TP	TOP OF PAVEMENT
FG	FINISH GRADE	PC	POINT OF CURVE	TW	TOP OF WALK
FH	FIRE HYDRANT	PH	POST HYDRANT	TYP	TYPICAL
FM	FORCE MAIN (SANITARY SEWER)	PT	POINT OF TANGENT	W	WATER
FP	FINISH PAD	PVC	POLYVINYL CHLORIDE	W/	WITH
FR	FRAME	RCP	REINFORCED CONCRETE PIPE	WV	WATER VALVE
GI	GRATE INLET	RJP	RESTRAINED JOINT PIPE	YI	YARD INLET
GV	GATE VALVE	R/W	RIGHT-OF-WAY		
INV	INVERT ELEVATION	SD	STORM DRAINAGE		



OTHER UTILITIES LEGEND

DESCRIPTION	EXISTING
NATURAL GAS	
TELEPHONE	
UNDERGROUND TELEPHONE	
ELECTRICITY	
UNDERGROUND ELECTRICITY	

INDEX

SCALE: 1" = 1000'

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DEVELOPMENT DEPARTMENT

PRELIMINARY

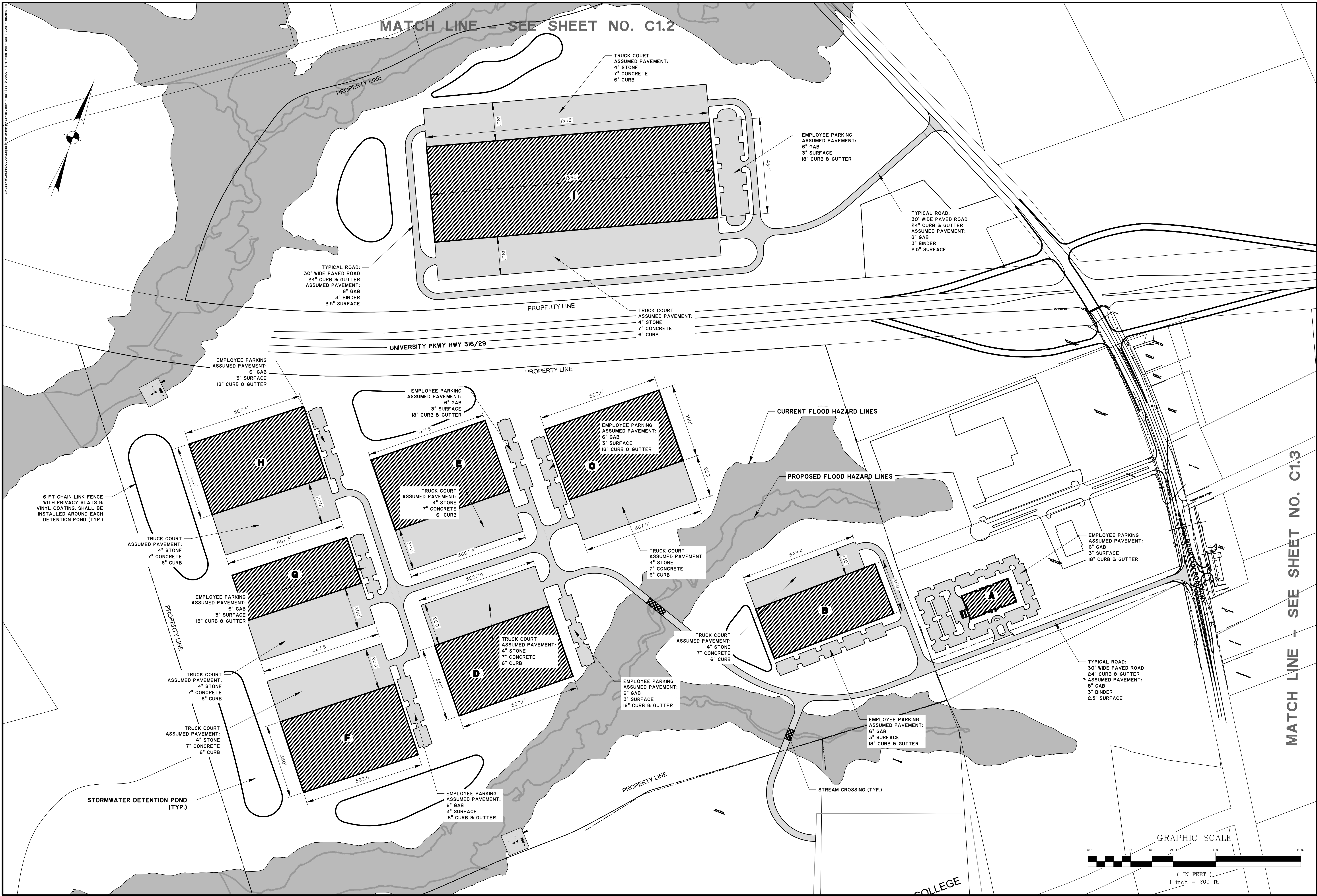
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BARROW COUNTY, GA
PARK 53 INDUSTRIAL & TECH. COMPLEX
COVER SHEET

JOB NO:	J-25349.0000
DATE:	8/20/15
DRAWN:	JOC
DESIGNED:	JOC
REVIEWED:	JOC
APPROVED:	JOC
SCALE:	N.T.S.

G1.1



PRELIMINARY

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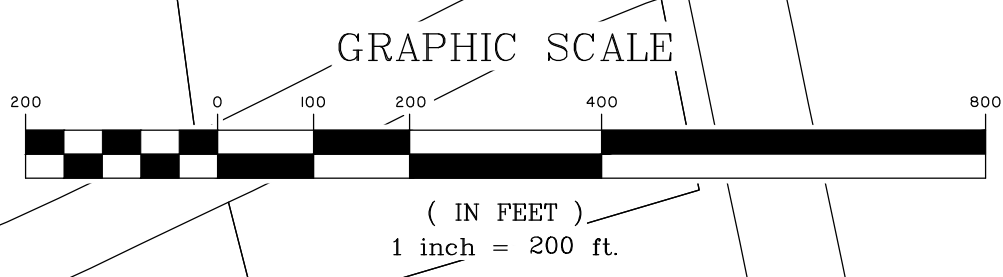
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PARK 53 INDUSTRIAL & TECH. COMPLEX
SITE PLAN

JOB NO: J-25349.0000
 DATE: 8/20/15
 DRAWN: JOC
 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 200'

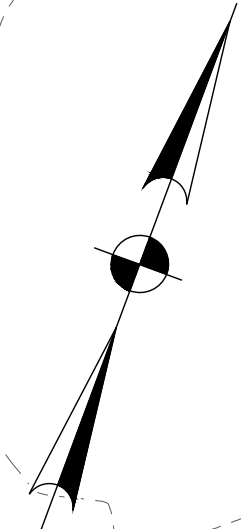
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MATCH LINE - SEE SHEET NO. C1.3



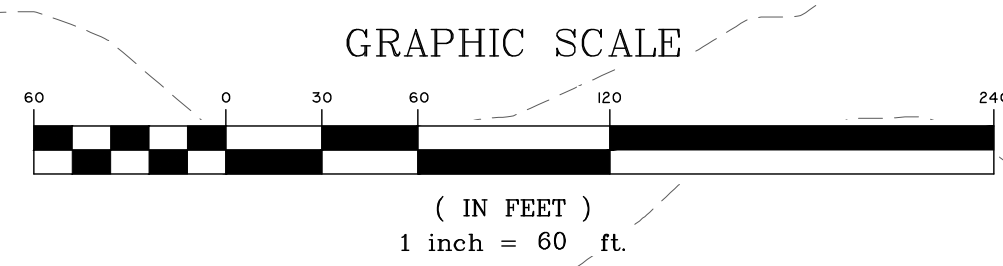
MATCH LINE - SEE SHEET NO. C1.2

FP: 844.5



EARTHWORK QUANTITIES (SOUTH)

CUT - 765,000 CU. YDS.
FILL - 680,000 CU. YDS.



CS #16
FR: 829.53
INV. IN: 826.20 (SE)

151 LF 36" RCP
@ 6.74%

FES
INV.: 816.00

CS #18
FR: 820.00
INV. IN: 813.83 (S)

95 LF 36" RCP
@ 0.87%

FES
INV.: 813.00

MATCH LINE - SEE SHEET NO. C1.3

**BARROW ECONOMIC & COMMUNITY
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BARROW COUNTY, GA
PARK 53 INDUSTRIAL & TECH. COMPLEX
GRADING PLAN

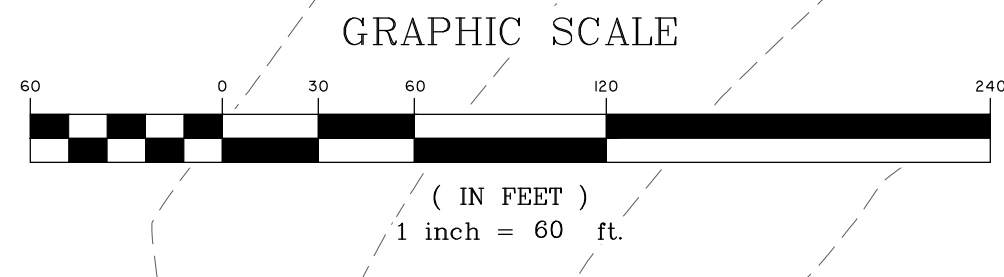
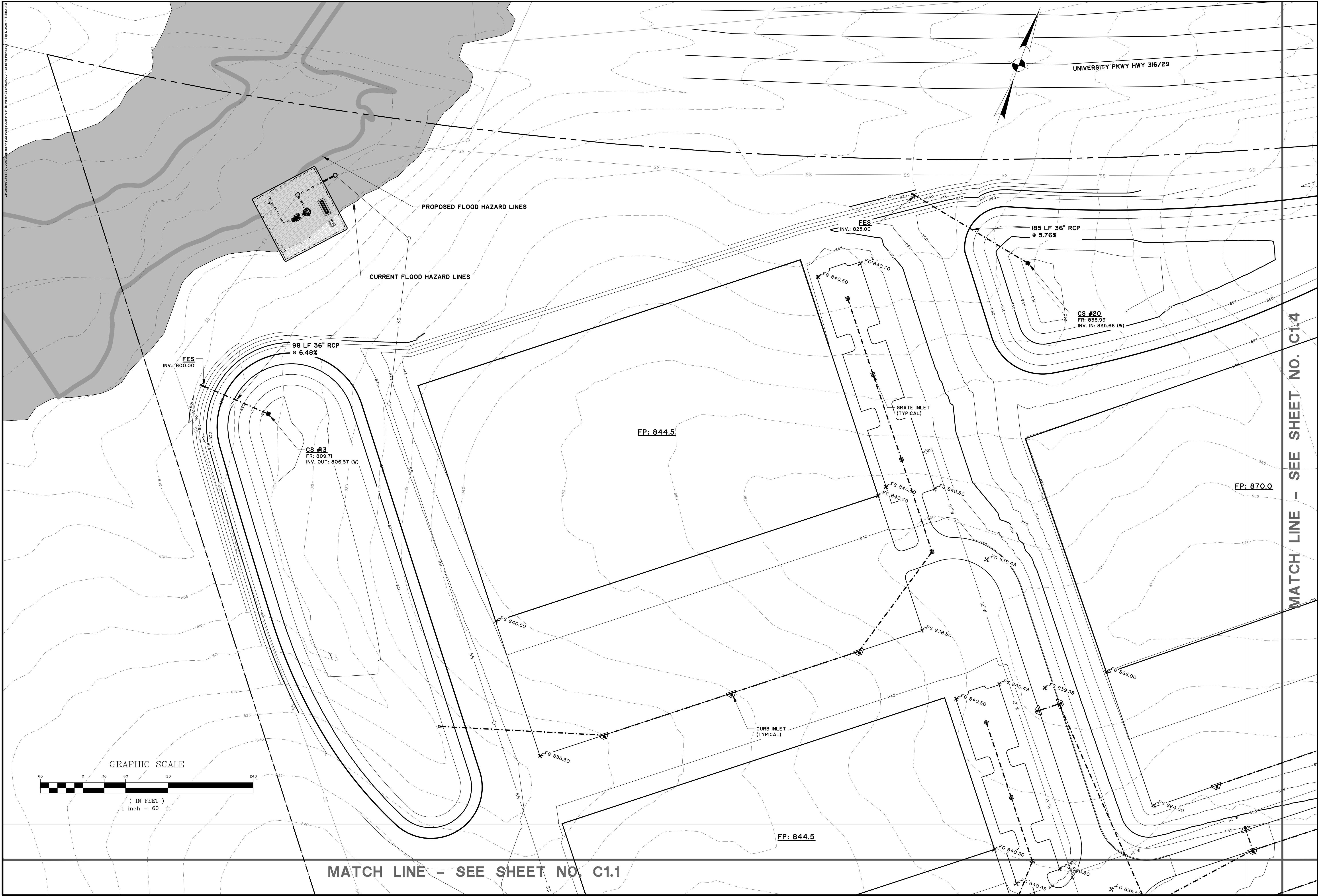
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DATE: 8/20/15
DRAWN: JOC
DESIGNED: JOC
REVIEWED:
APPROVED: JOC
SCALE: 1" = 60'

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NO.	REVISIONS	BY	DATE

PRELIMINARY

C1.1



MATCH LINE - SEE SHEET NO. C14

MATCH LINE - SEE SHEET NO. C1.1

PRELIMINARY

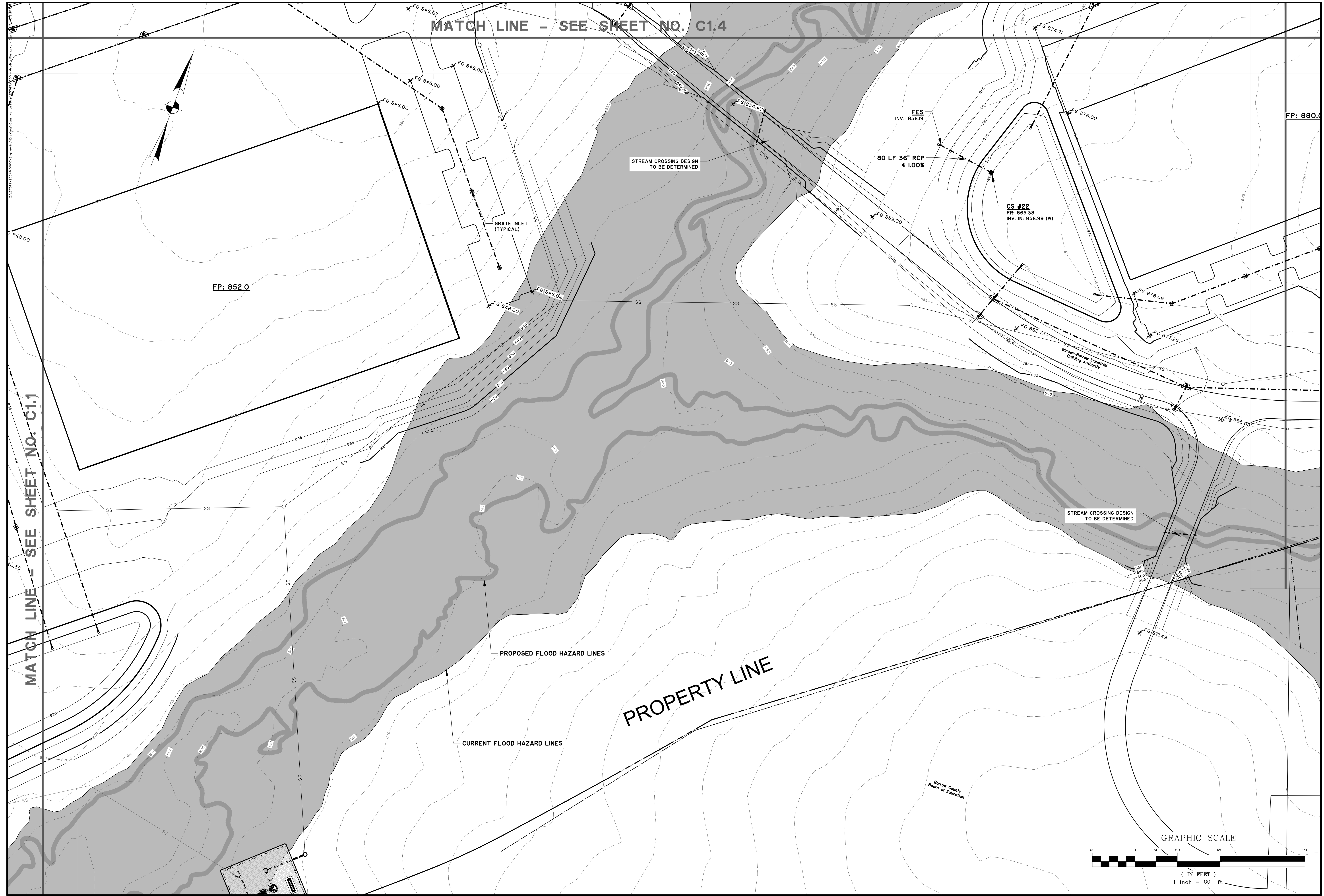
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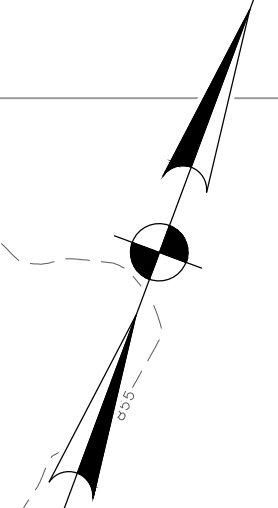
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DATE:	8/20/15
DRAWN:	JOC
DESIGNED:	JOC
REVIEWED:	JOC
APPROVED:	JOC
SCALE:	1" = 60'

C1.2



MATCH LINE - SEE SHEET NO. C1.4

MATCH LINE - SEE SHEET NO. C1.1

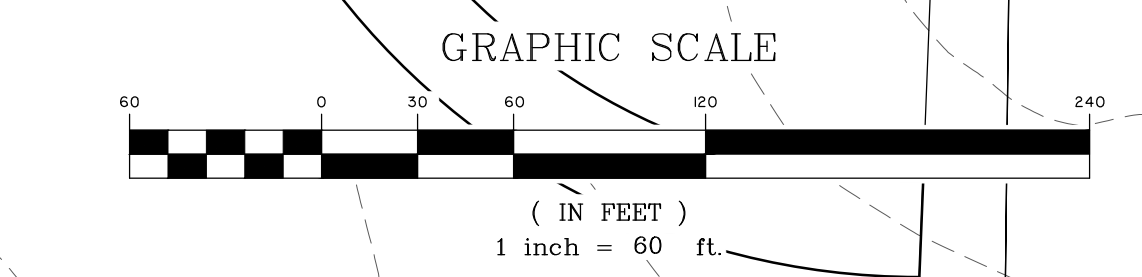


FP: 852.0

PROPERTY LINE

PROPOSED FLOOD HAZARD LINES

CURRENT FLOOD HAZARD LINES



PRELIMINARY

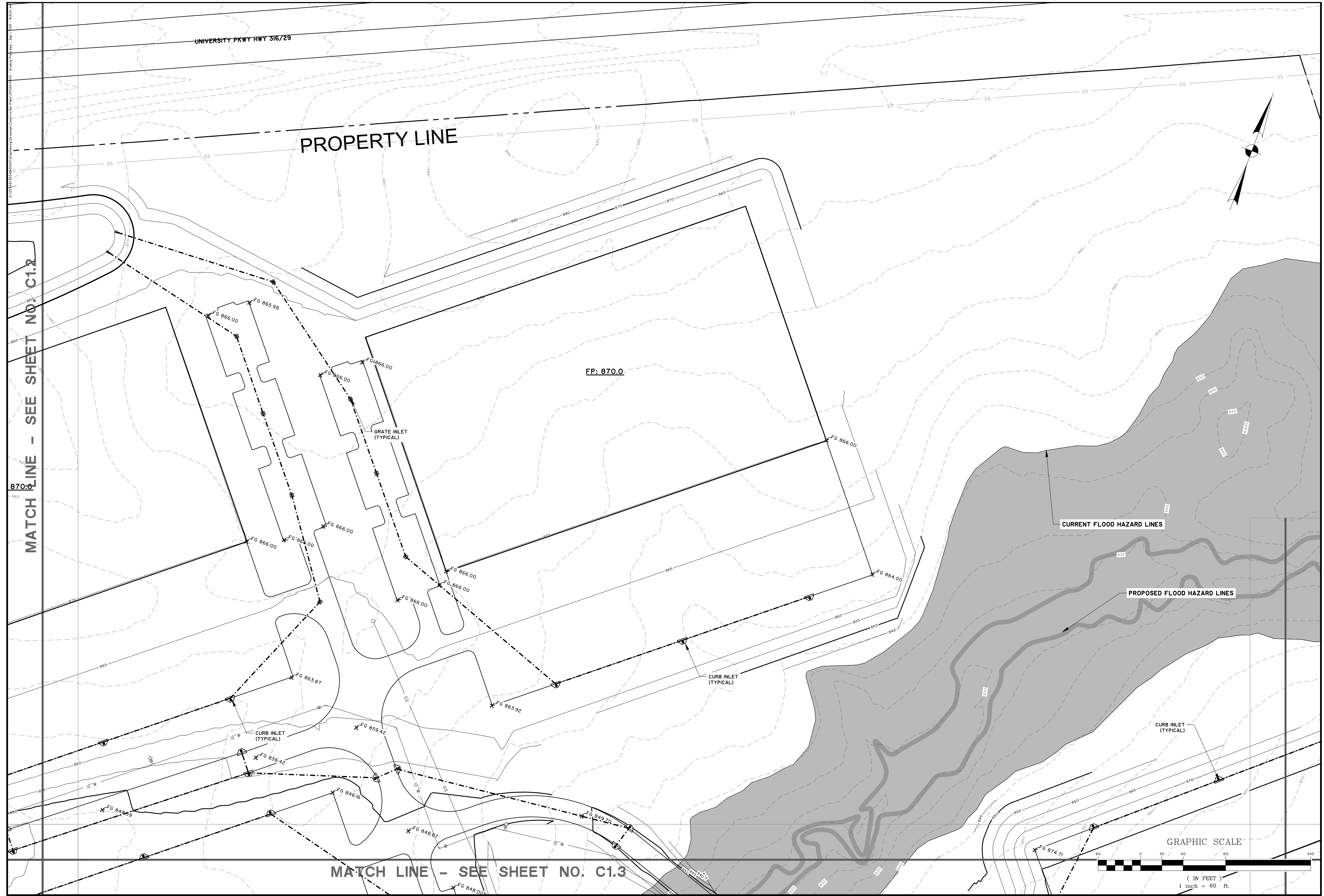
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JOB NO: J-25349.0000
 DATE: 8/20/15
 DRAWN: JOC
 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'

C1.3



UNIVERSITY PKWY HWY 316/29

PROPERTY LINE

FP: 870.0

MATCH LINE - SEE SHEET NO. C1.2

870.0

CURRENT FLOOD HAZARD LINES

PROPOSED FLOOD HAZARD LINES

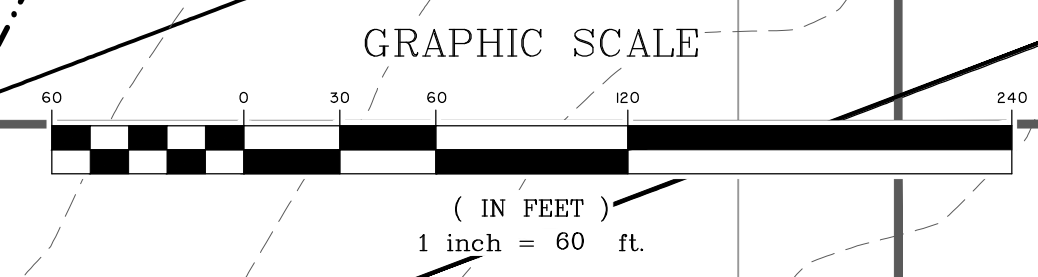
12" W CURB INLET (TYPICAL)

GRATE INLET (TYPICAL)

CURB INLET (TYPICAL)

CURB INLET (TYPICAL)

MATCH LINE - SEE SHEET NO. C1.3



PRELIMINARY

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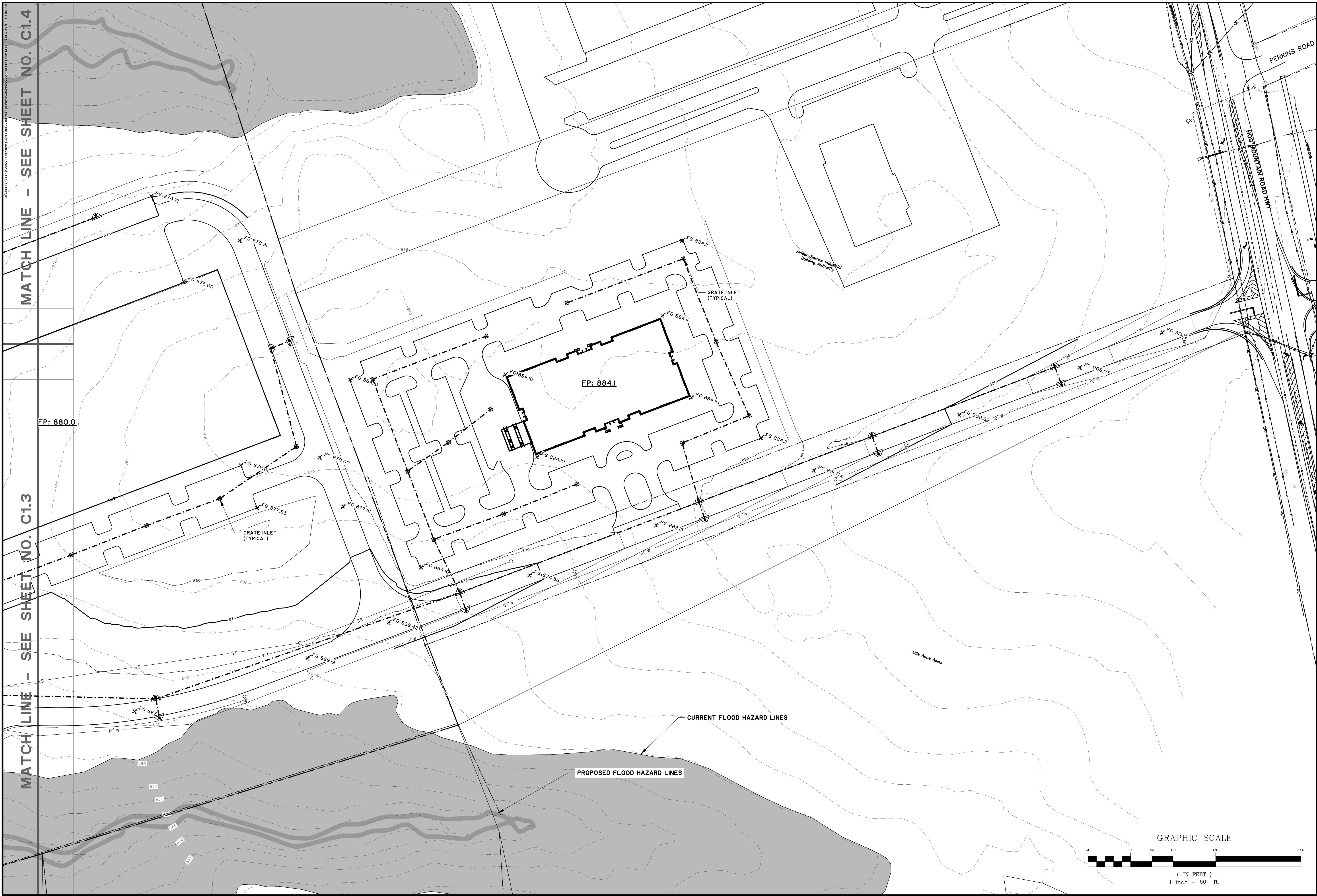
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JOB NO: J-25349.0000
 DATE: 8/20/15
 DRAWN: JOC
 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'

C1.4

MATCH LINE - SEE SHEET NO. C1.4

MATCH LINE - SEE SHEET NO. C1.3



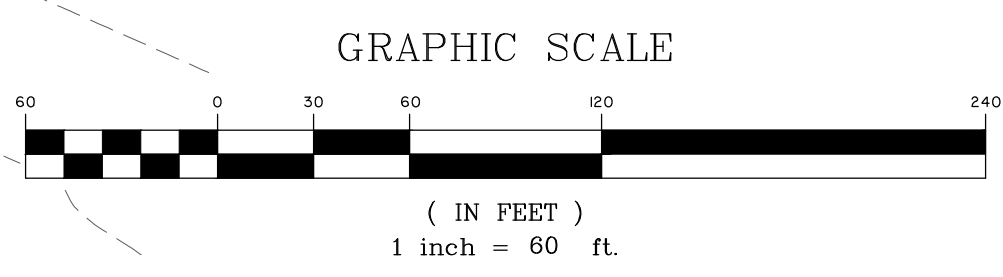
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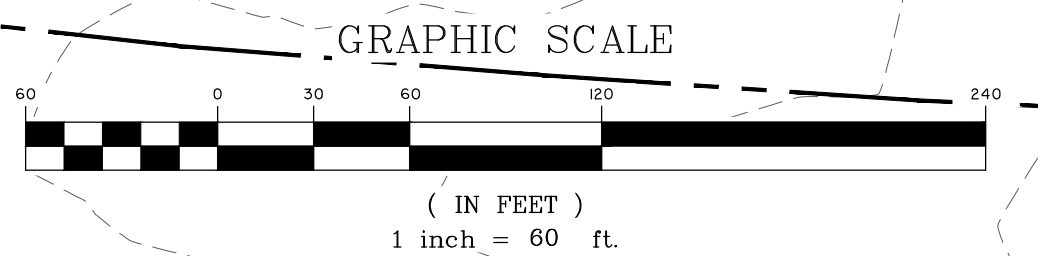
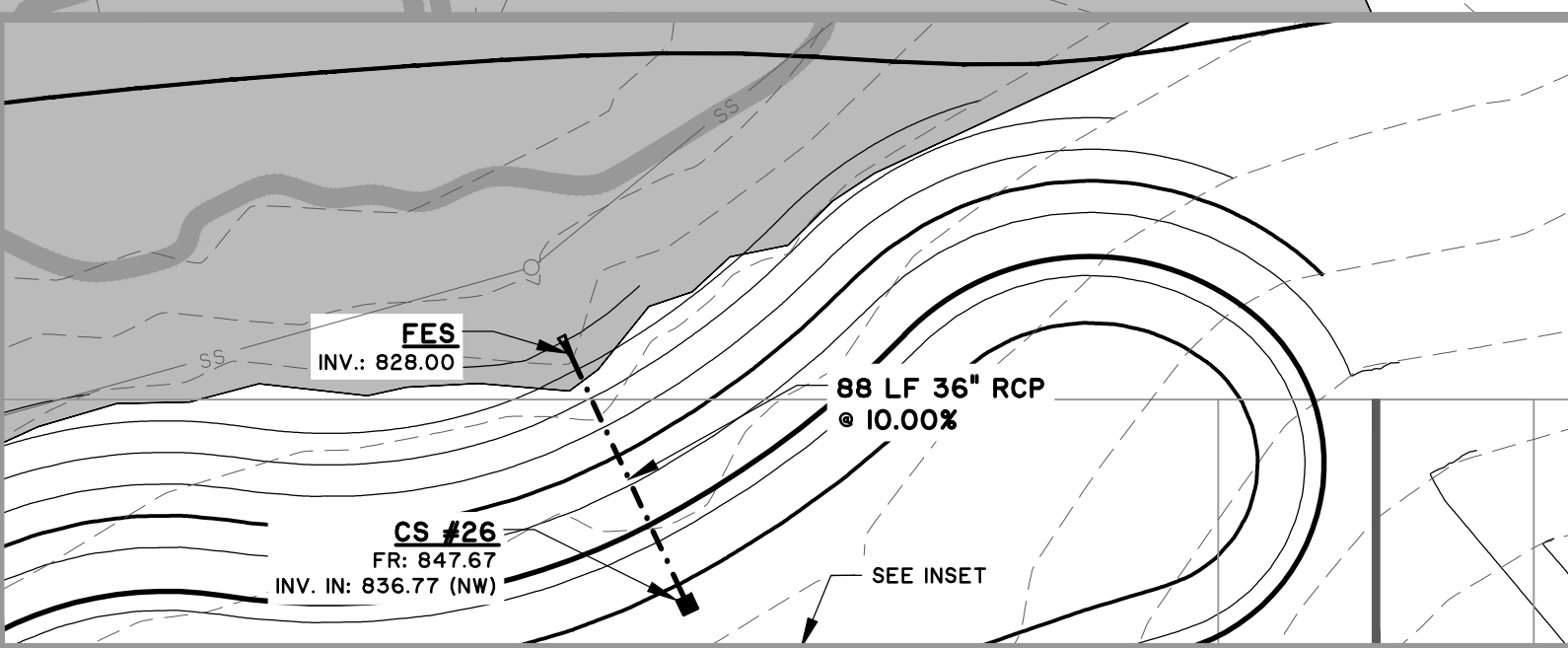
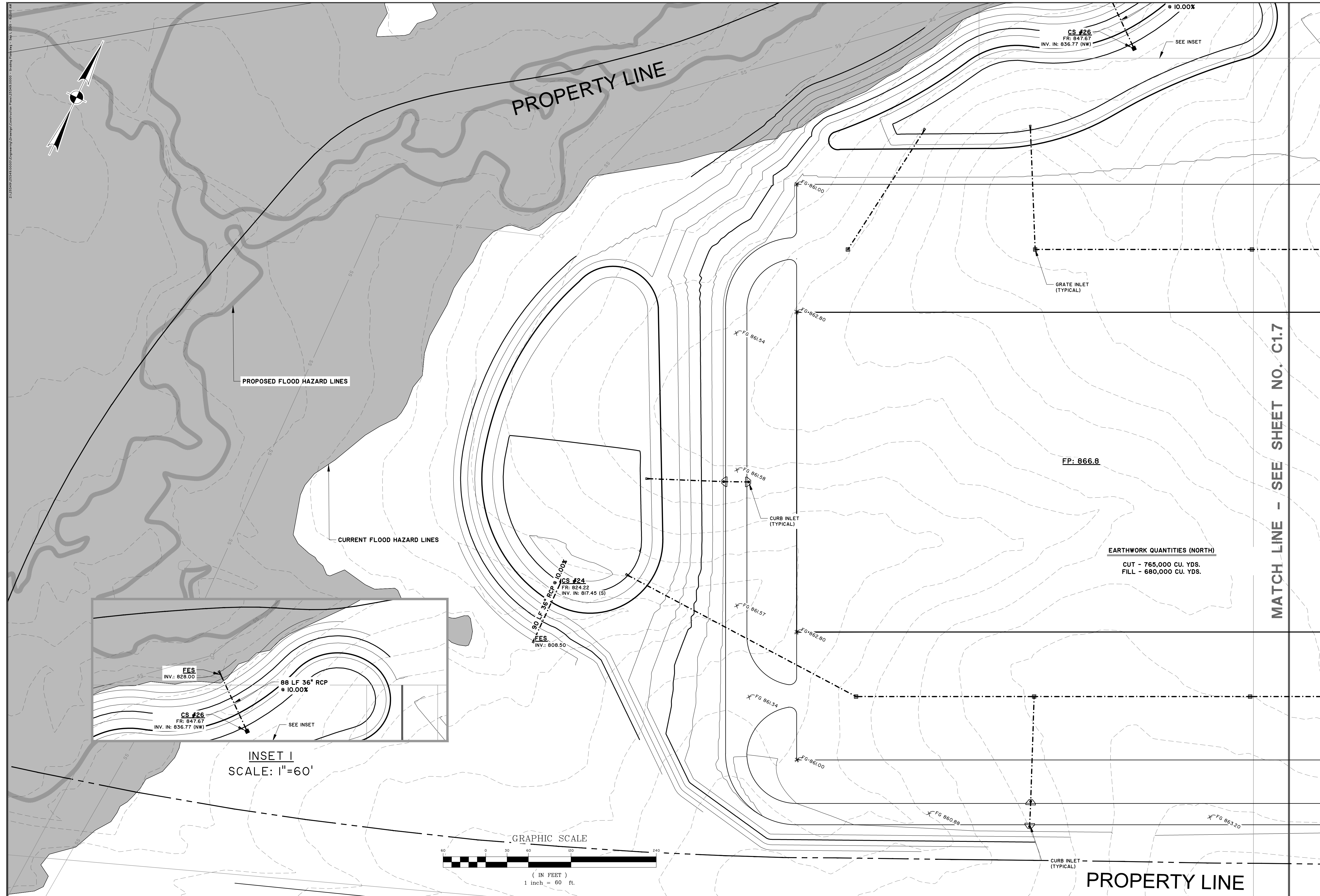
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 DATE: 8/20/15
 DRAWN: JOC
 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'



C1.5



PRELIMINARY

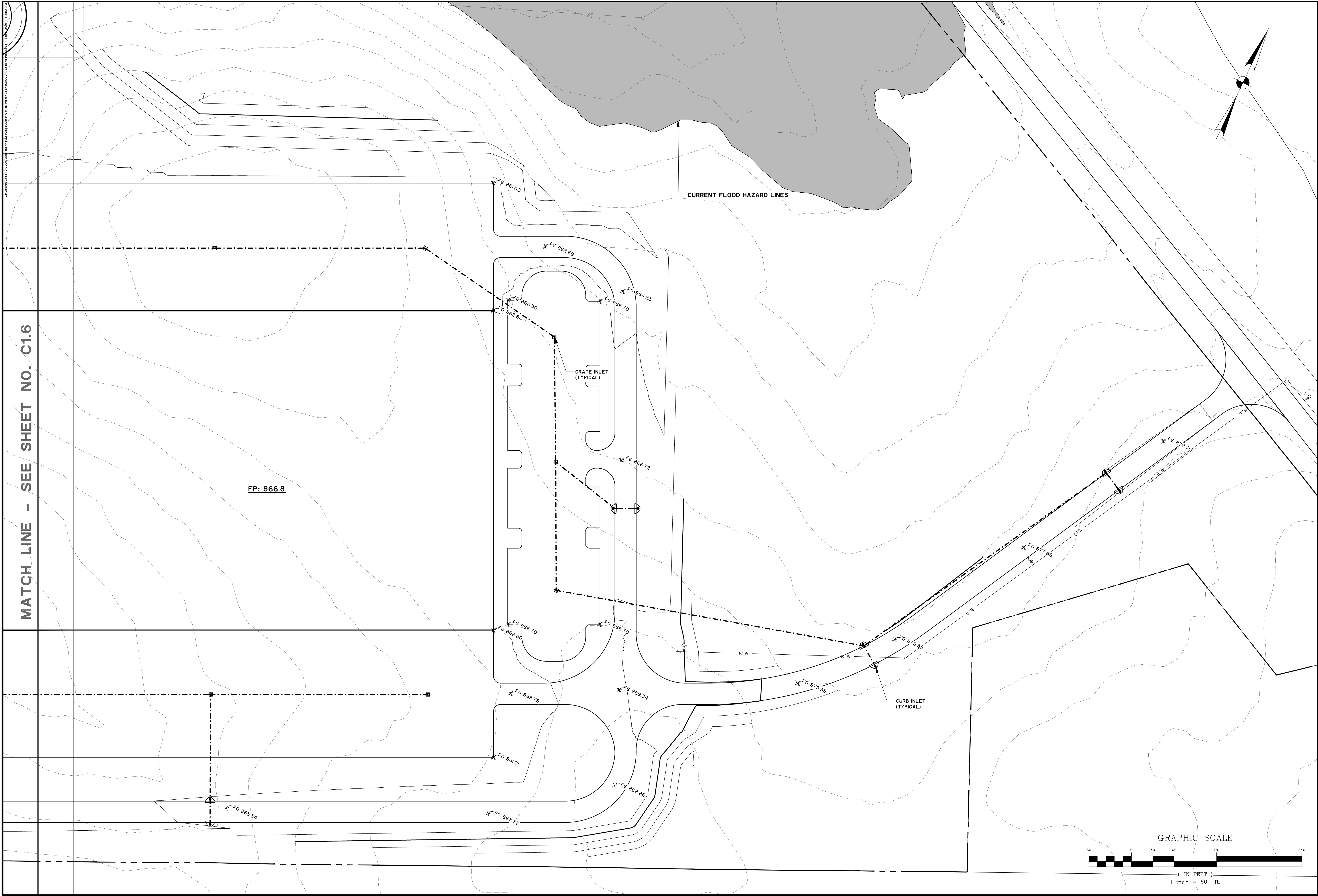
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REVIEWED: JOC
APPROVED: JOC
SCALE: 1" = 60'

C1.6



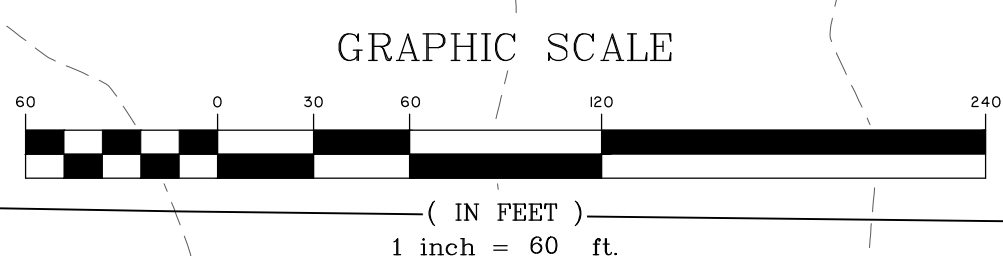
MATCH LINE - SEE SHEET NO. C1.6

FP: 866.8

CURRENT FLOOD HAZARD LINES

GRATE INLET (TYPICAL)

CURB INLET (TYPICAL)



PRELIMINARY

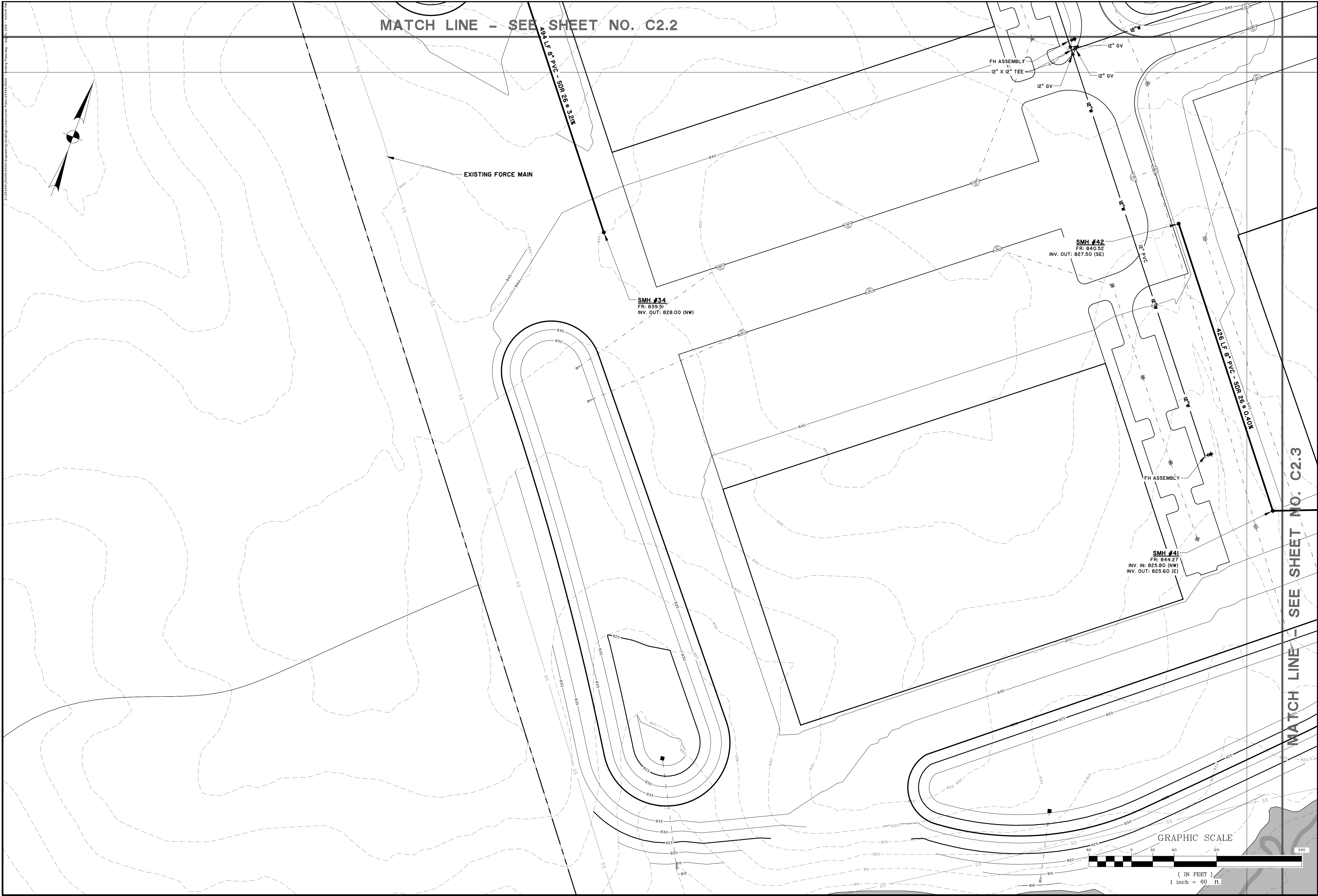
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 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'

C1.7



MATCH LINE - SEE SHEET NO. C2.2

MATCH LINE - SEE SHEET NO. C2.3

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WATER AND SEWER PLAN

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DESIGNED: JOC
REVIEWED: JOC
APPROVED: JOC
SCALE: 1" = 60'

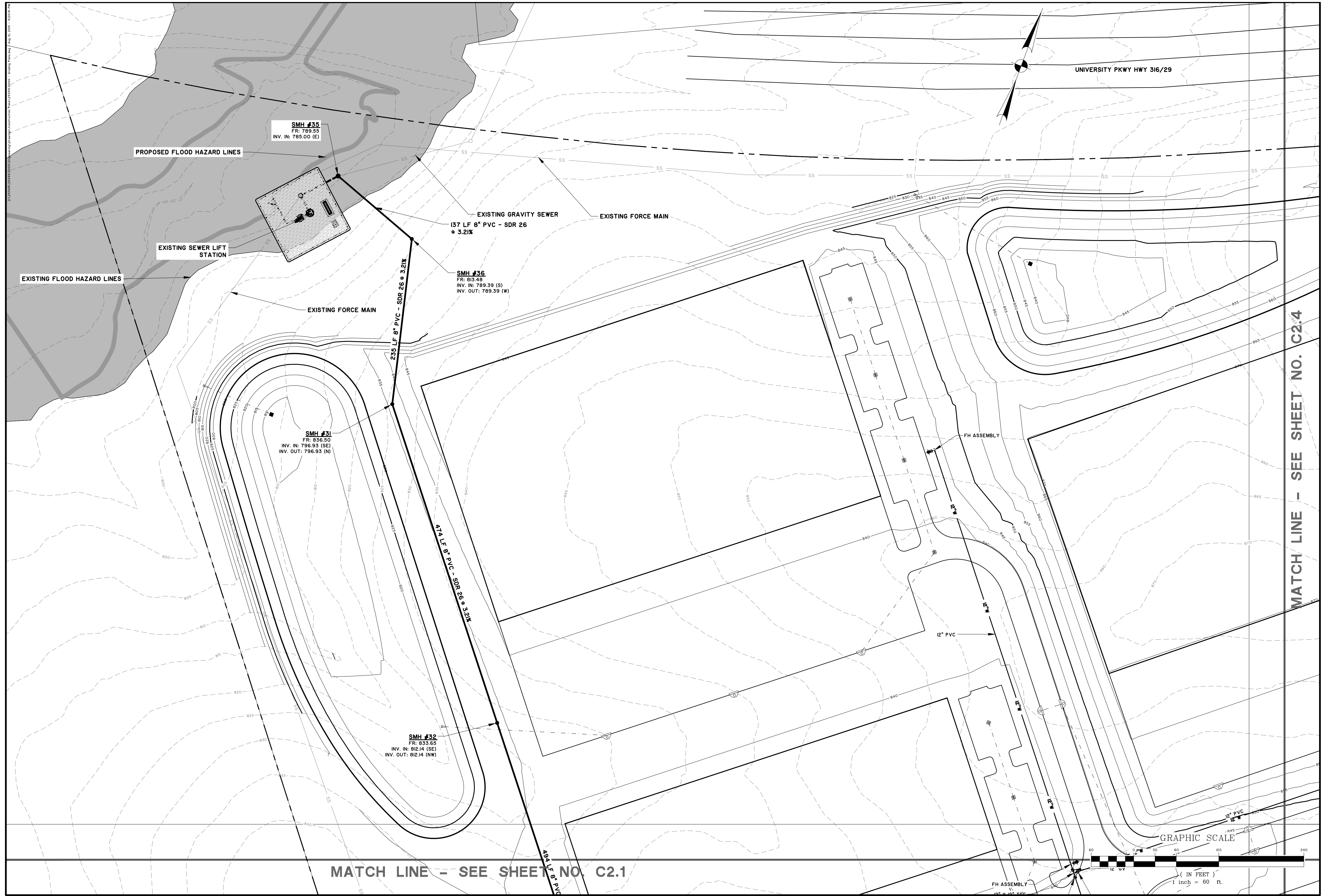
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PRELIMINARY

C2.1

J:\25349\25349.0000\Engineering\25349\DWG\WaterAndSewerPlan.dwg - 8/20/15 - 2:02:48 PM



UNIVERSITY PKWY HWY 316/29

PROPOSED FLOOD HAZARD LINES

EXISTING FLOOD HAZARD LINES

EXISTING SEWER LIFT STATION

EXISTING GRAVITY SEWER
137 LF 8" PVC - SDR 26
@ 3.21%

EXISTING FORCE MAIN

SMH #36
FR: 813.49
INV. IN: 789.39 (S)
INV. OUT: 789.39 (W)

EXISTING FORCE MAIN

235 LF 8" PVC - SDR 26 @ 3.21%

SMH #31
FR: 836.50
INV. IN: 796.93 (SE)
INV. OUT: 796.93 (N)

SMH #32
FR: 833.65
INV. IN: 812.14 (SE)
INV. OUT: 812.14 (NW)

474 LF 8" PVC - SDR 26 @ 3.21%

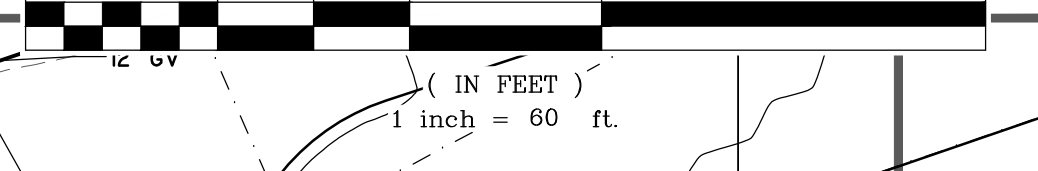
FH ASSEMBLY

12" PVC

MATCH LINE - SEE SHEET NO. C2.4

MATCH LINE - SEE SHEET NO. C2.1

FH ASSEMBLY



PRELIMINARY

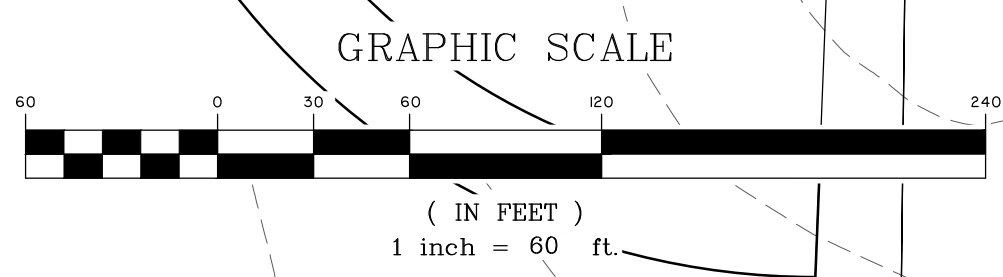
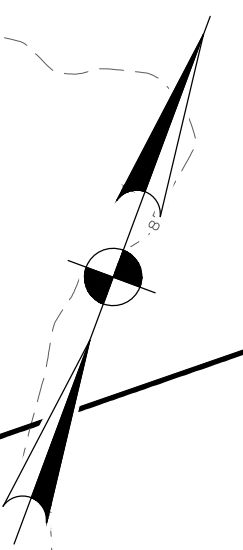
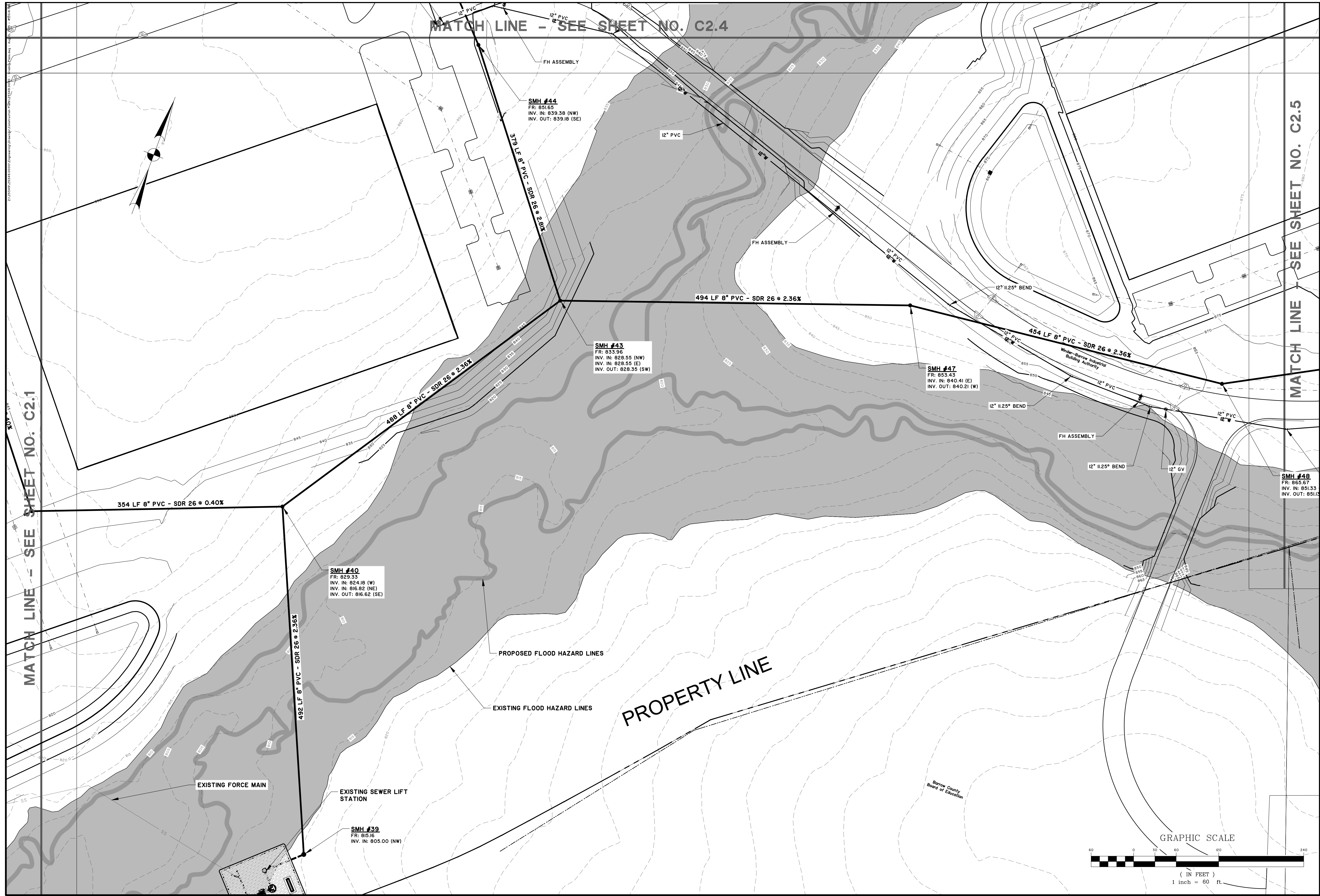
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PARK 53 INDUSTRIAL & TECH. COMPLEX
WATER AND SEWER PLAN

JOB NO:	J-25349.0000
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APPROVED:	JOC
SCALE:	1" = 60'

C2.2



PRELIMINARY

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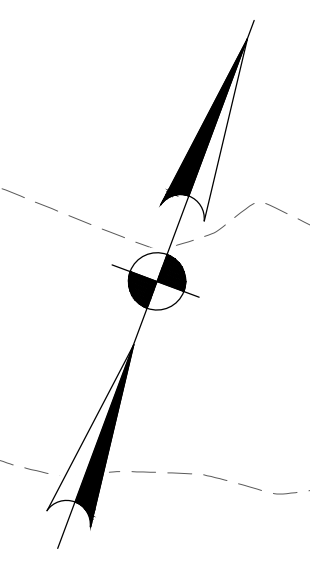
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SCALE:	1" = 60'

C2.3

UNIVERSITY PKWY HWY 316/29

PROPERTY LINE



MATCH LINE - SEE SHEET NO. C2.2

MATCH LINE - SEE SHEET NO. C2.5

EXISTING FLOOD HAZARD LINES

PROPOSED FLOOD HAZARD LINES

SMH #45
FR: 864.42
INV. OUT: 849.79 (SE)

FH ASSEMBLY

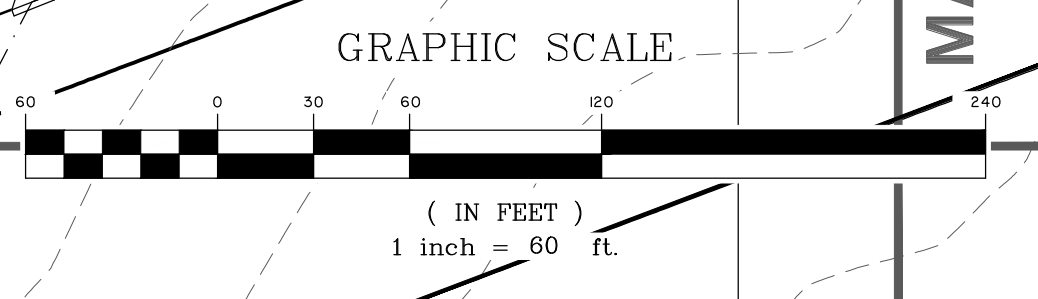
MATCH LINE - SEE SHEET NO. C2.3

NO.	REVISIONS	BY	DATE

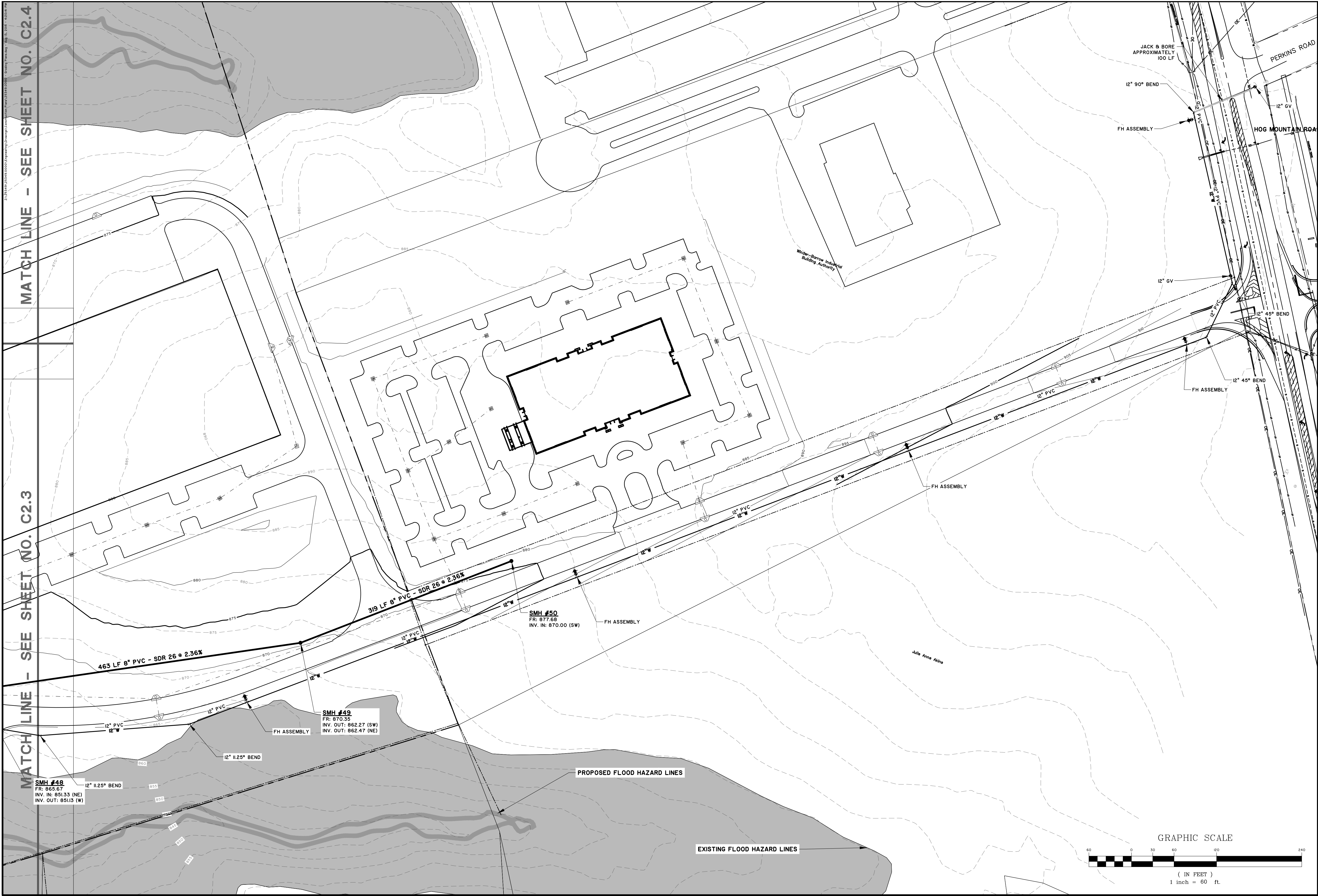
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 REVIEWED: JOC
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 SCALE: 1" = 60'



C2.4



MATCH LINE - SEE SHEET NO. C2.4

MATCH LINE - SEE SHEET NO. C2.3

PRELIMINARY

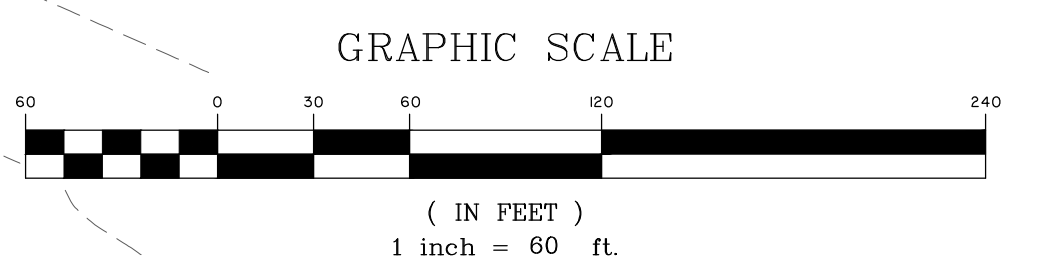
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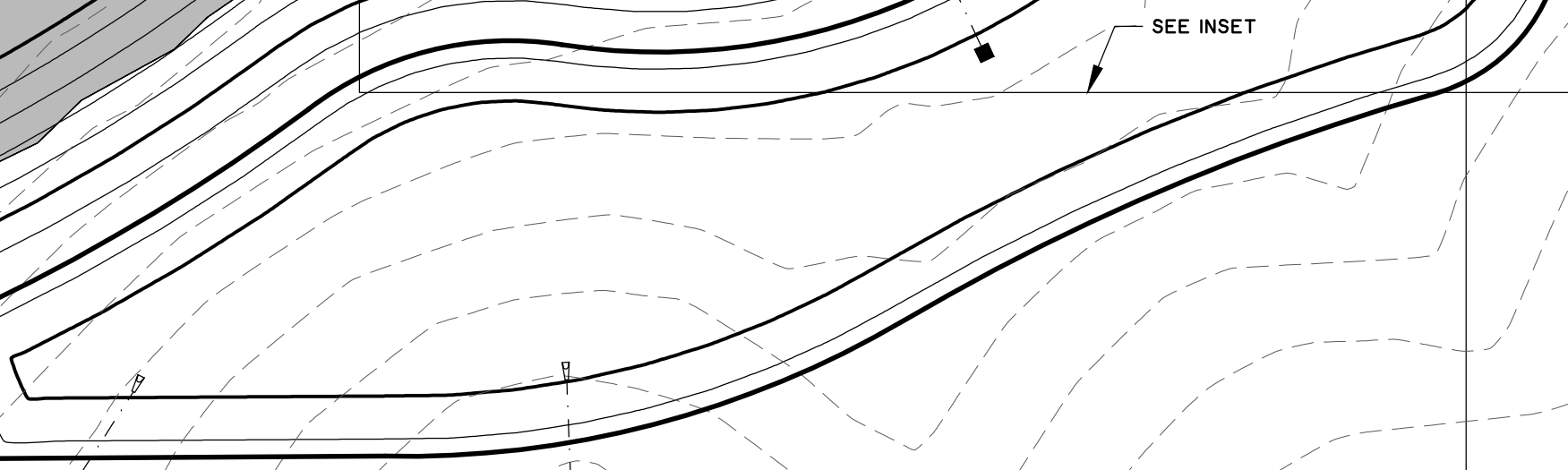
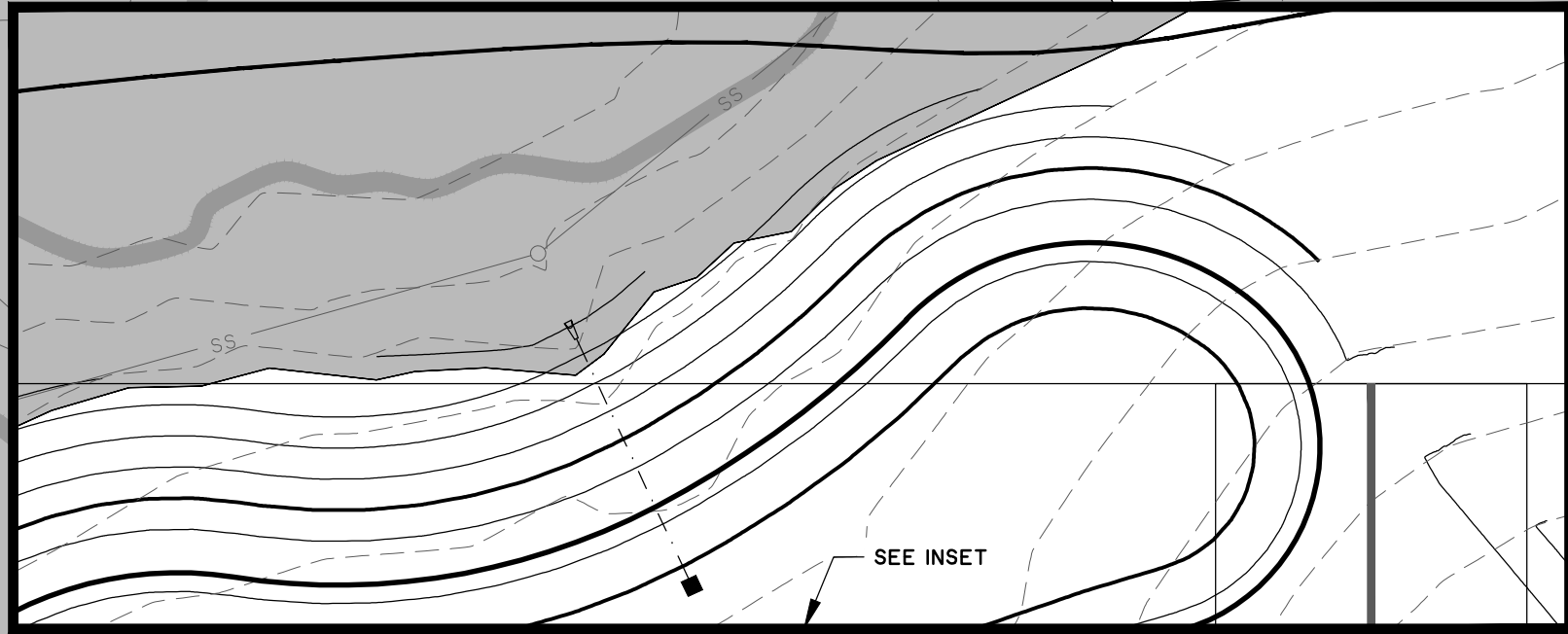
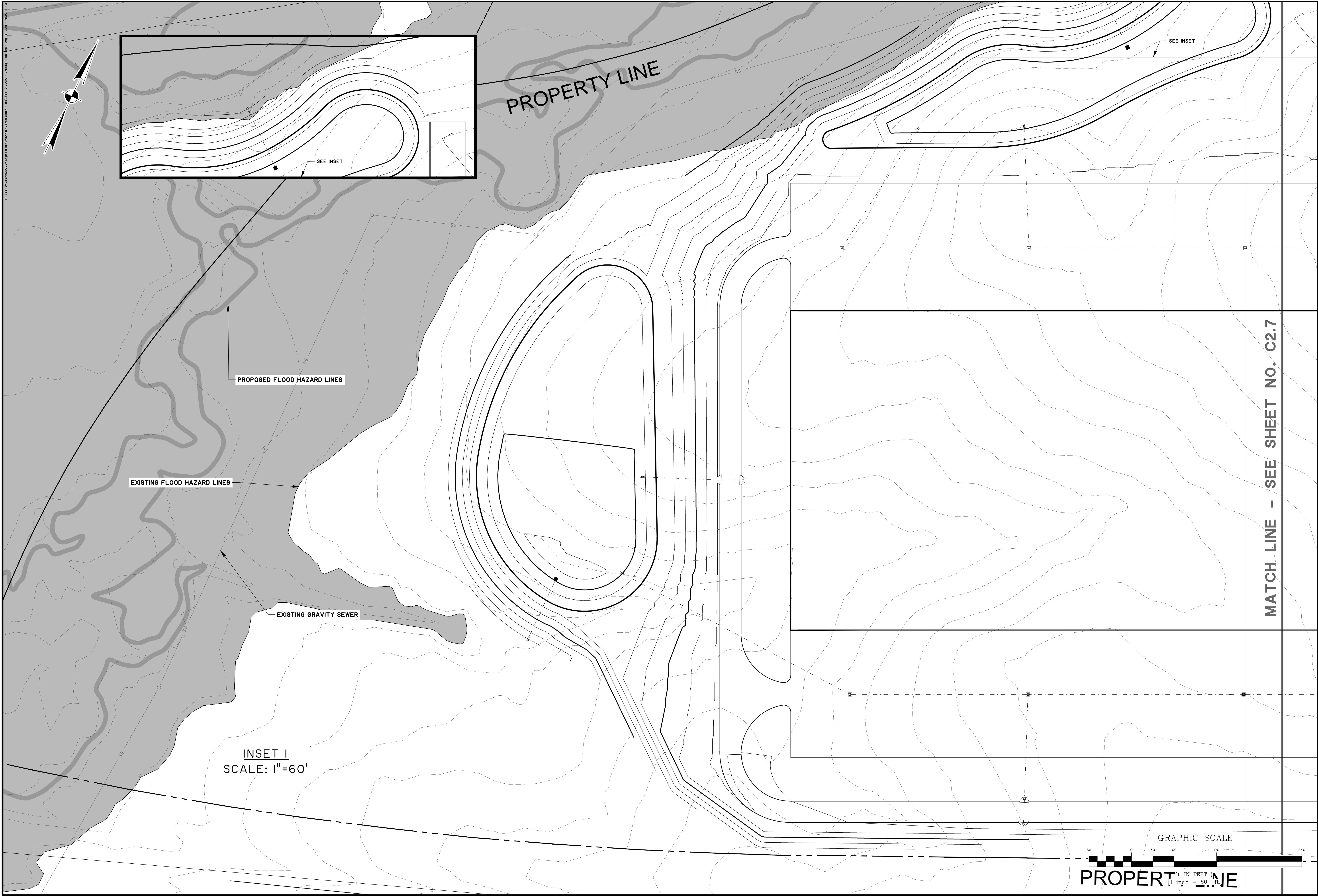
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BARROW ECONOMIC & COMMUNITY DEVELOPMENT DEPARTMENT
 BARROW COUNTY, GA
 PARK 53 INDUSTRIAL & TECH. COMPLEX
WATER AND SEWER PLAN

JOB NO:	J-25349.0000
DATE:	8/20/15
DRAWN:	JOC
DESIGNED:	JOC
REVIEWED:	JOC
APPROVED:	JOC
SCALE:	1" = 60'

C2.5





MATCH LINE - SEE SHEET NO. C2.7

PRELIMINARY

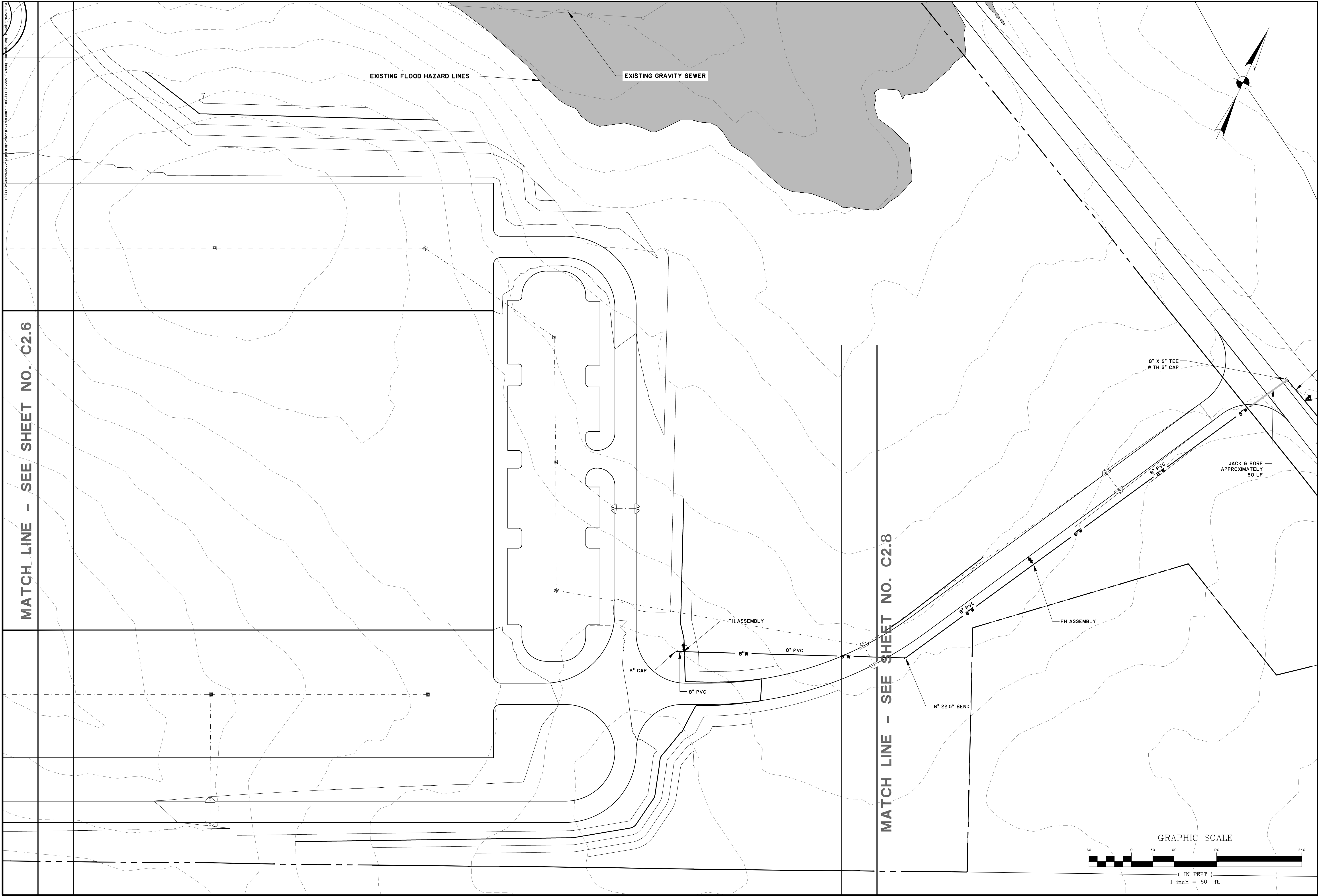
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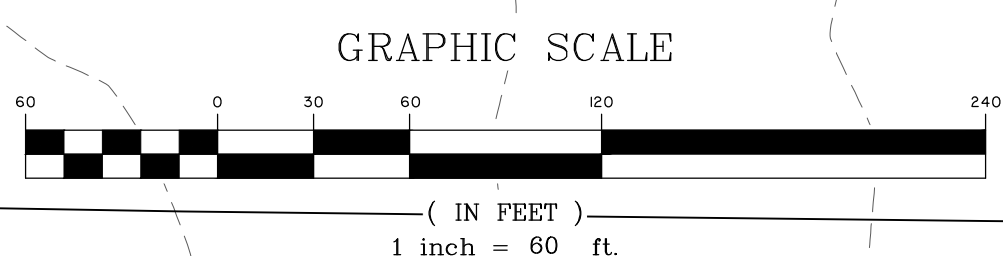
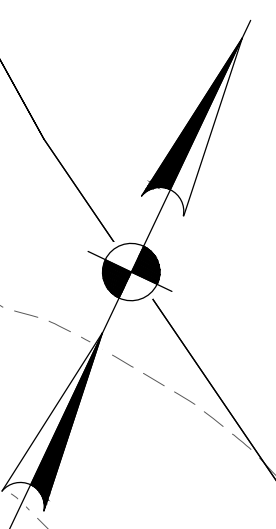
JOB NO: J-25349.0000
 DATE: 8/20/15
 DRAWN: JOC
 DESIGNED: JOC
 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'

C2.6



MATCH LINE - SEE SHEET NO. C2.6

MATCH LINE - SEE SHEET NO. C2.8



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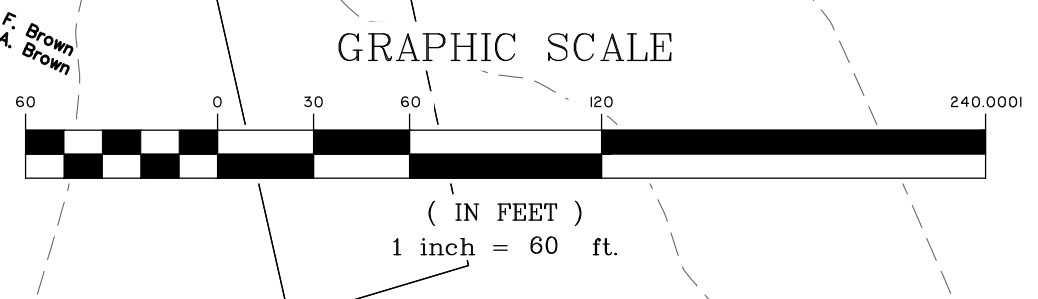
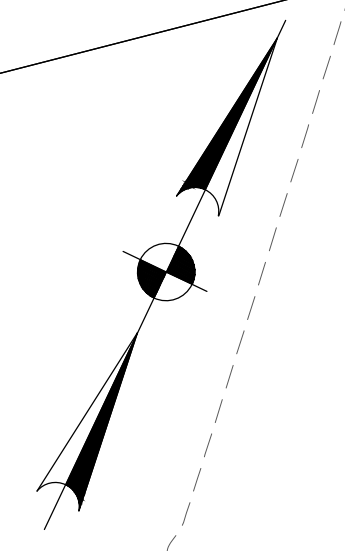
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JOB NO: J-25349.0000
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 REVIEWED: JOC
 APPROVED: JOC
 SCALE: 1" = 60'

C2.7



MATCH LINE - SEE SHEET NO. C2.7



PRELIMINARY

NO.	REVISIONS	BY	DATE

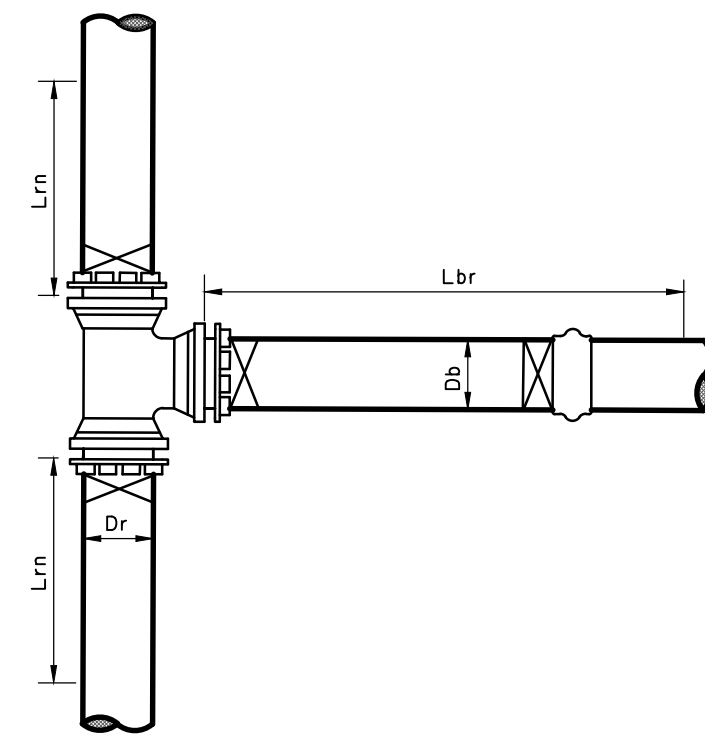
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 SCALE: 1" = 60'

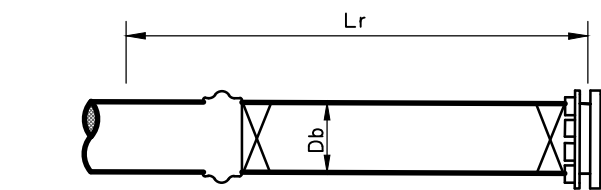
C2.8

TEE SIZE Dr X Db	MINIMUM LENGTH RESTRAINED JOINT PIPE	
	RUN (Lrn)	BRANCH (Lbr)
16" X 12"	5'	94'
12" X 12"	5'	97'
8" X 8"	5'	66'
8" X 6"	5'	60'
6" X 6"	5'	48'



W108
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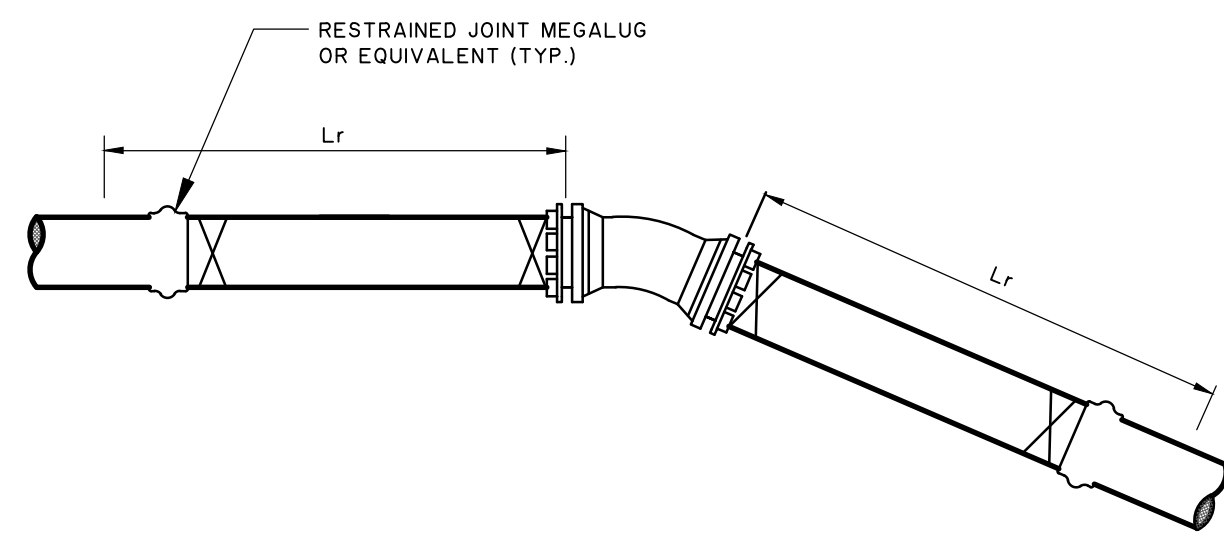
TEES
NOT TO SCALE



PIPE DIA.	MINIMUM LENGTH RESTRAINED JOINT PIPE (Lr)
12"	109'
10"	89'
8"	74'
6"	70'

W109
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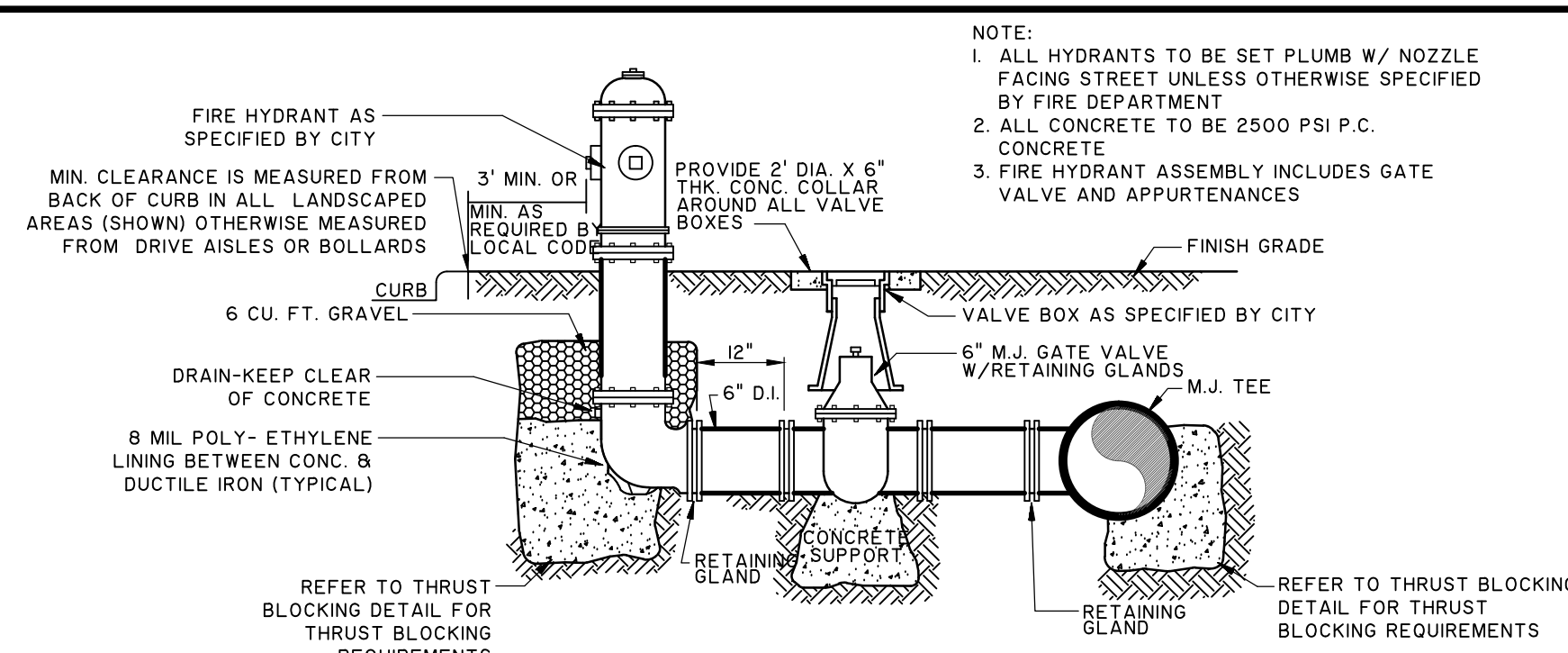
DEAD ENDS
NOT TO SCALE



PIPE DIA.	MINIMUM LENGTH RESTRAINED JOINT PIPE (Lr)			
	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND
12"	60'	25'	12'	6'
8"	43'	18'	8'	4'
6"	33'	14'	7'	3'
4"	23'	10'	5'	2'

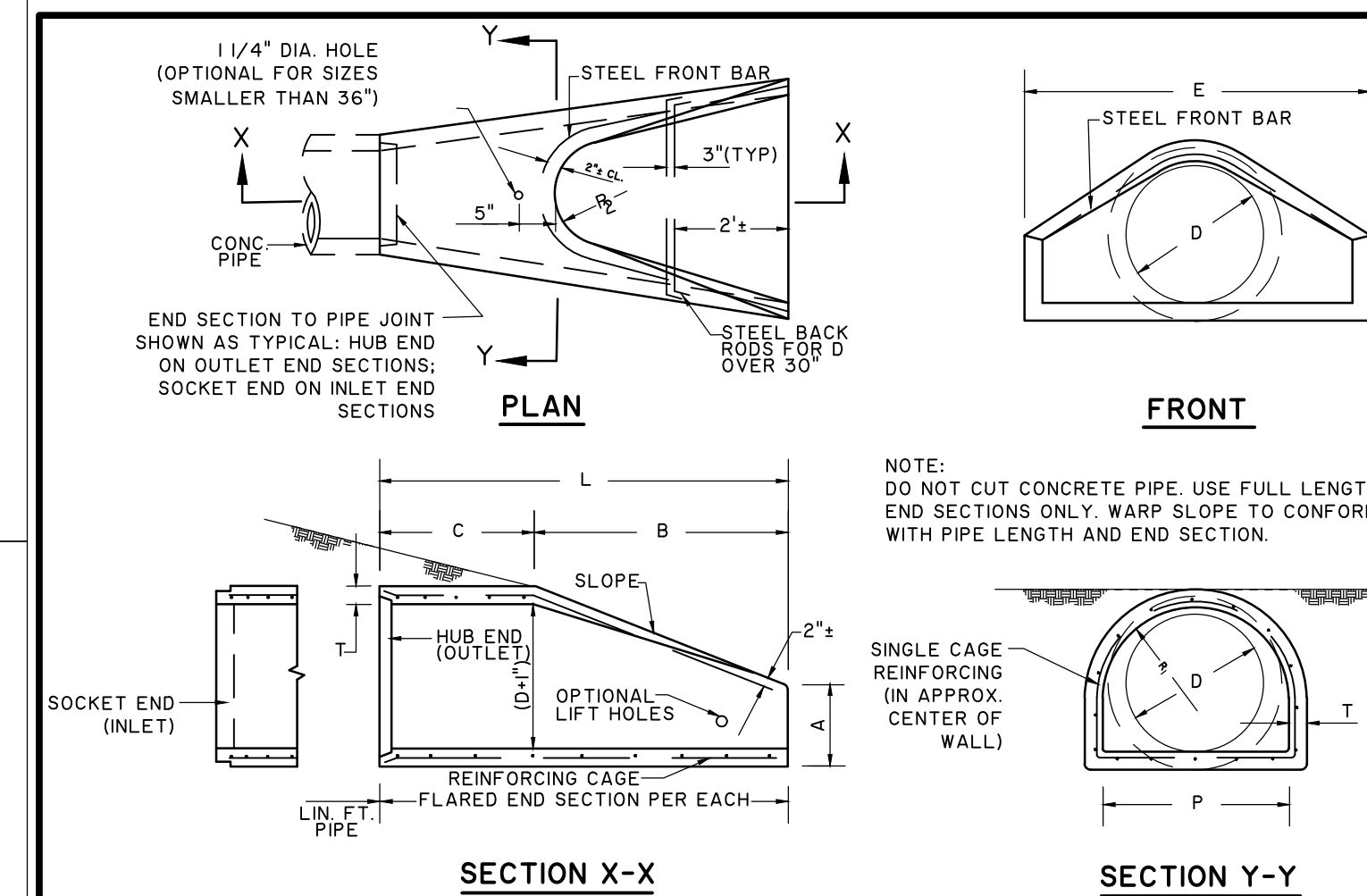
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HORIZONTAL BENDS
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FIRE HYDRANT ASSEMBLY
NOT TO SCALE



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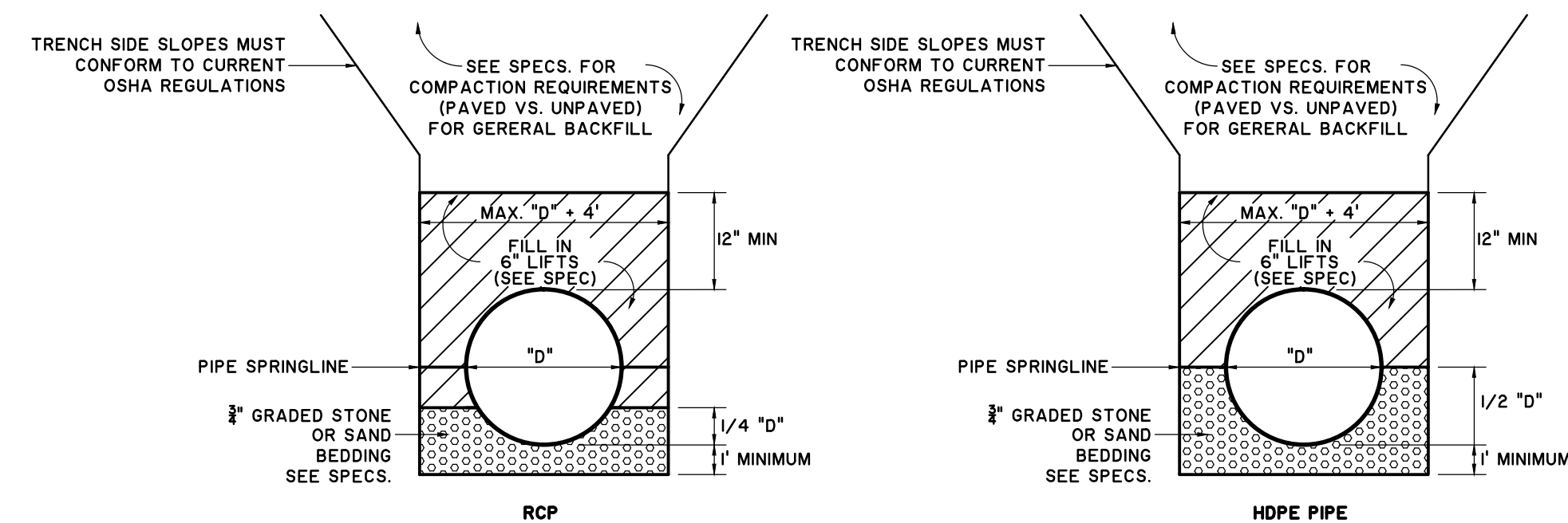
CONCRETE FLARED END SECTION
NOT TO SCALE

PIPE DIA.	DIMENSIONS AND REINFORCING FOR CONCRETE FLARED END SECTIONS (± 1" TOLERANCE)										
	FRONT BAR	BACK RODS	SLOPE	A	B	C	L	E	P	R	R
12"	1-#3x5'-4"	NOT REQ'D	2:2.1	4'	2'-0"	4'-1"	6'-1"	2'-0"	1'-8"	10'	9'
15"	1-#3x6'-0"	NOT REQ'D	2:2.1	6'	2'-3"	5'-10"	6'-1"	2'-6"	2'-0"	1'-0"	11'
18"	1-#3x7'-2"	NOT REQ'D	2:2.1	9'	2'-3"	5'-10"	6'-1"	3'-0"	2'-6"	1'-4"	1'-0"
24"	1-#3x9'-10"	NOT REQ'D	2:4.1	10'	3'-8"	2'-6"	6'-2"	4'-0"	2'-9"	1'-5"	1'-2"
30"	1-#4x11'-8"	NOT REQ'D	2:4.1	12'	4'-6"	1'-8"	6'-2"	5'-0"	3'-1"	1'-6"	1'-3"
36"	1-#4x13'-10"	2-#4x6'-3"	2:4.1	15'	5'-3"	2'-11"	8'-2"	6'-0"	4'-0"	2'-0"	1'-8"
42"	1-#4x13'-10"	2-#4x7'-4"	2:4.1	21'	5'-3"	2'-11"	8'-2"	6'-6"	4'-6"	2'-4"	1'-10"

NOTE:
SPECIFIED REINFORCING IS MINIMAL AND MAY BE INCREASED AT PRODUCERS OPTION TO AID CASTING & HANDLING. ALTERNATE REINFORCEMENT PERMITTED IF ACCEPTABLE TO ENGINEER.

REINFORCING CAGE:
1. WIRE FABRIC HAVING SAME STEEL AREA AS INNER CAGE FOR CL. III PIPE, AASHTO M-170, BUT PLACED IN CENTER OF WALL.
2. ALTERNATE: #3 BARS SPACED 12" LONGITUDINALLY WITH #2 BARS TRANSVERSELY AT 6" O.C. MAX. SPACING, SPOT WELDED OR TIED TO FORM CAGE.

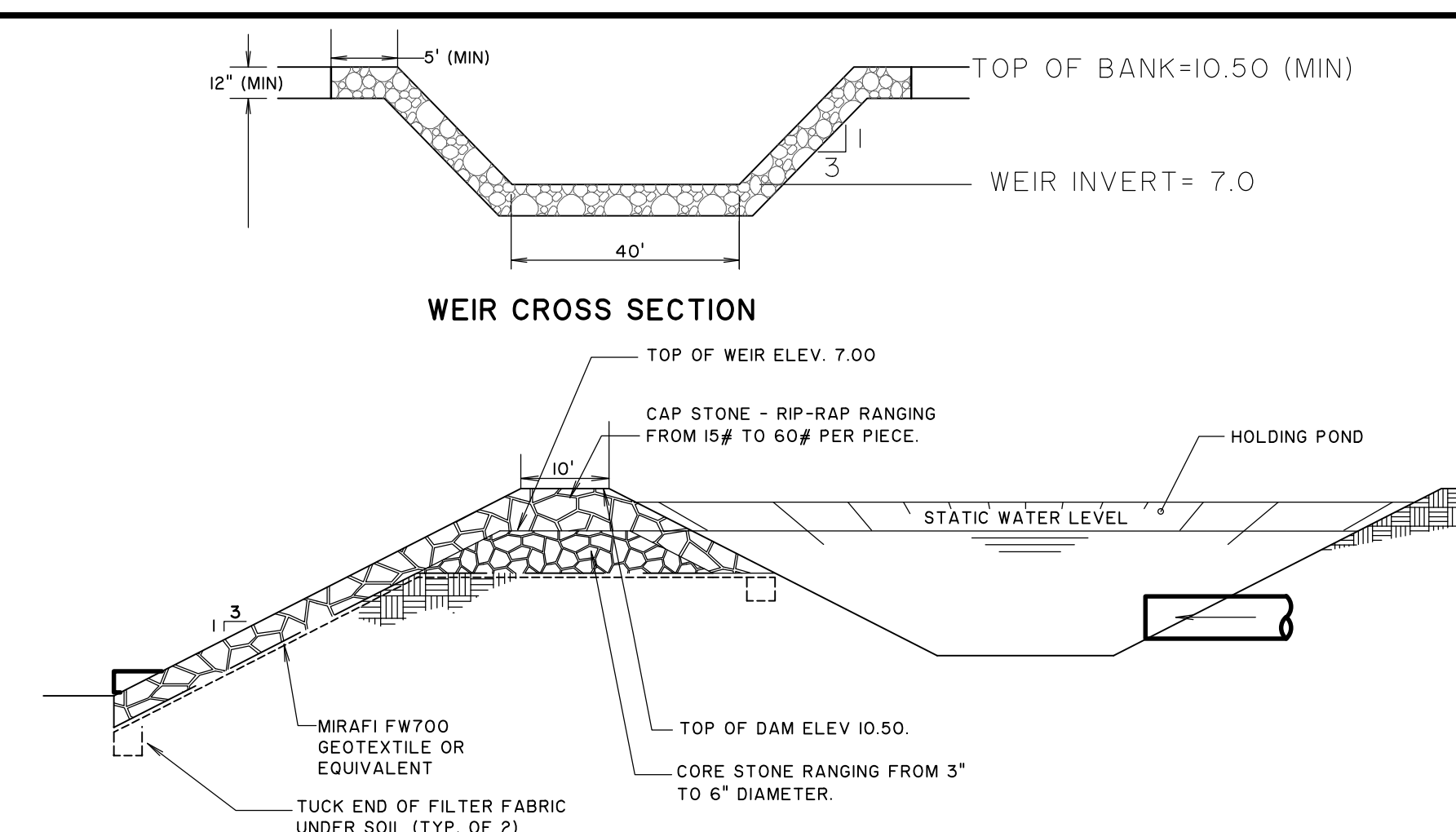
NOTE:
CONTRACTOR WILL INFORM PRODUCER IF CONCRETE FLARED END SECTION IS FOR INLET OR FOR OUTLET END. SOCKET (TONGUE OR SPIGOT) END IS REQUIRED FOR INLETS. HUB (GROOVE OR BELL) END IS REQUIRED FOR OUTLETS. SOCKET TO SOCKET OR HUB TO HUB JOINT WILL NOT BE ACCEPTED UNLESS A REINFORCED CONCRETE COLLAR IS BUILT AROUND THE JOINT WITH NO PAYMENT BEING MADE FOR THE COLLAR. FLARED END SECTIONS SHALL BE JOINED TO PIPE WITH ALL SPACE IN THE JOINT FILLED WITH PREFORMED PLASTIC GASKET (SEC. 848). WALL THICKNESS (T) IS SHOWN AS NOMINAL AND MAY BE INCREASED AT PRODUCERS OPTION FOR DESIRED JOINT DESIGN OR TO ALLOW A FLAT OUTSIDE BOTTOM ON THE FLARE, WITH INSIDE DIMENSIONS OF FLARE RETAINED AS SHOWN.
T = PIPE WALL THICKNESS (0.09330-in"± TYPICAL).



STORM PIPE BEDDING DETAILS
SCALE: NONE

NOTES:

- THIS DETAIL SHALL ONLY APPLY WHEN IN PLACE MATERIALS ARE UNSUITABLE FOR PIPE BEDDING. SEE THE SPECIFICATIONS FOR BEDDING REQUIREMENTS.
- FOR PIPE UNDER 48" THE MINIMUM BEDDING DEPTH BELOW THE PIPE IS 1'. FOR 48" AND LARGER, 2' OF BEDDING SHALL BE USED UNDER PIPE. (ONLY APPLIES TO THIS DETAIL WHERE EXISTING MATERIALS ARE UNSUITABLE FOR BEDDING)
- WHERE THE ENGINEER DETERMINES ADDITIONAL UNDERCUTTING AND STONE BEDDING IS REQUIRED BEYOND THAT SHOWN ON THE DETAILS TO PROVIDE A STABLE SUBGRADE, IT SHALL BE PAID FOR AT THE COST OF REMOVING THE ADDITIONAL UNSUITABLE MATERIAL BEYOND THAT SHOWN ON THE DETAILS, AND FURNISHING AND INSTALLING ADDITIONAL STONE BEDDING. NO PAYMENT FOR ADDITIONAL STONE OR SAND BEDDING BEYOND THE QUANTITY SHOWN ON THE DETAILS SHALL BE PAID WITHOUT PRIOR WRITTEN APPROVAL OF LOCATION, QUANTITY, AND OVERALL PRICE BY ENGINEER.
- ALL STORMPIPE JOINTS SHOULD BE WRAPPED IN FILTER FABRIC.



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**OVERFLOW WEIR AND
OUTFALL DRAINAGE FILTER DETAIL**
NOT TO SCALE
POND 1 AND 2

PRELIMINARY

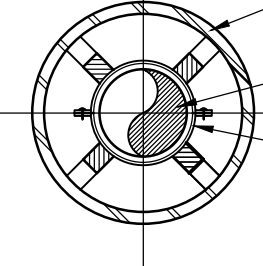
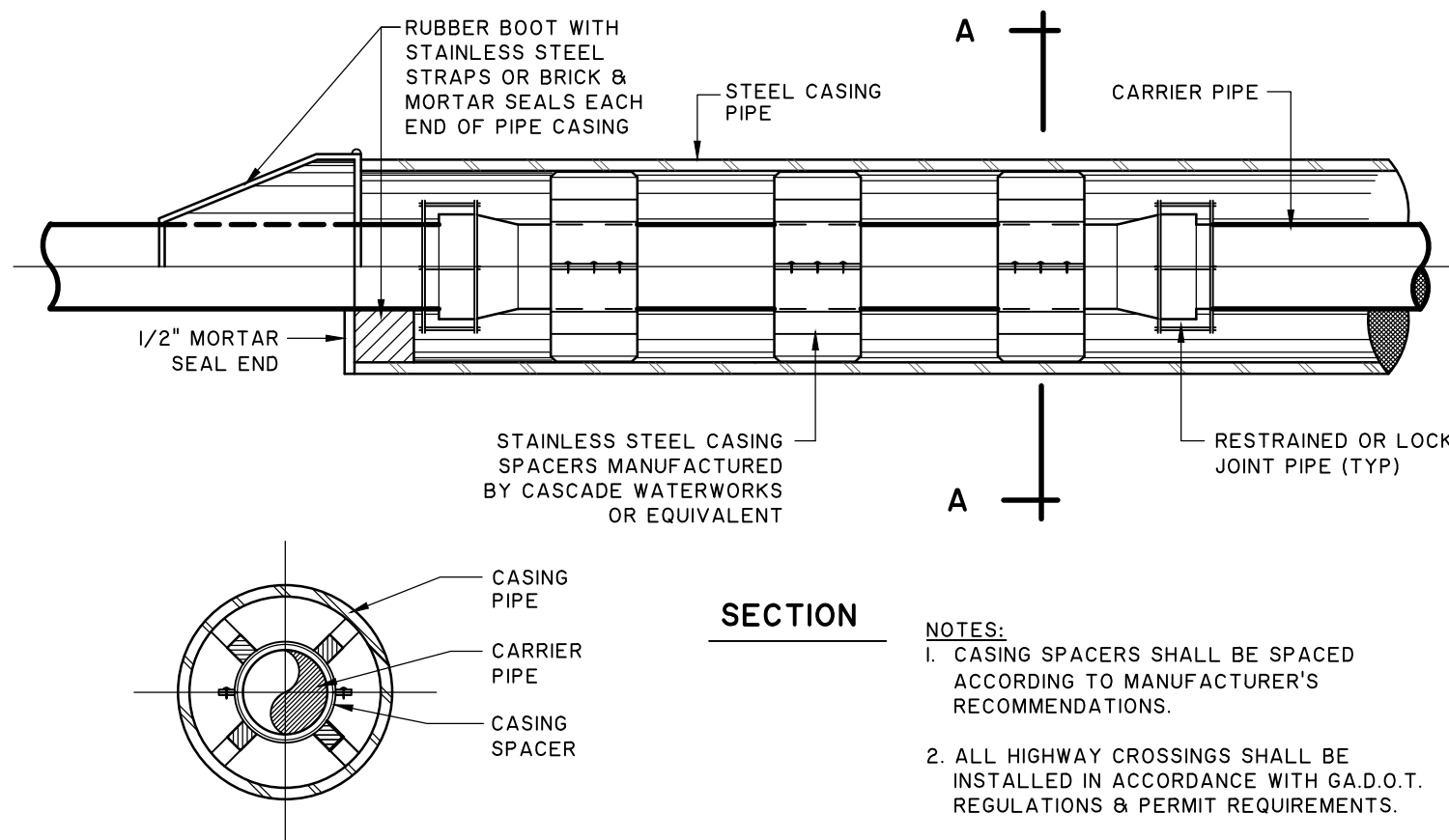
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**BARROW ECONOMIC & COMMUNITY
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BARROW COUNTY, GA
PARK 53 INDUSTRIAL & TECH. COMPLEX
DETAILS

JOB NO: J-25349.0000
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APPROVED: JOC
SCALE: N.T.S.

C3.1



SECTION

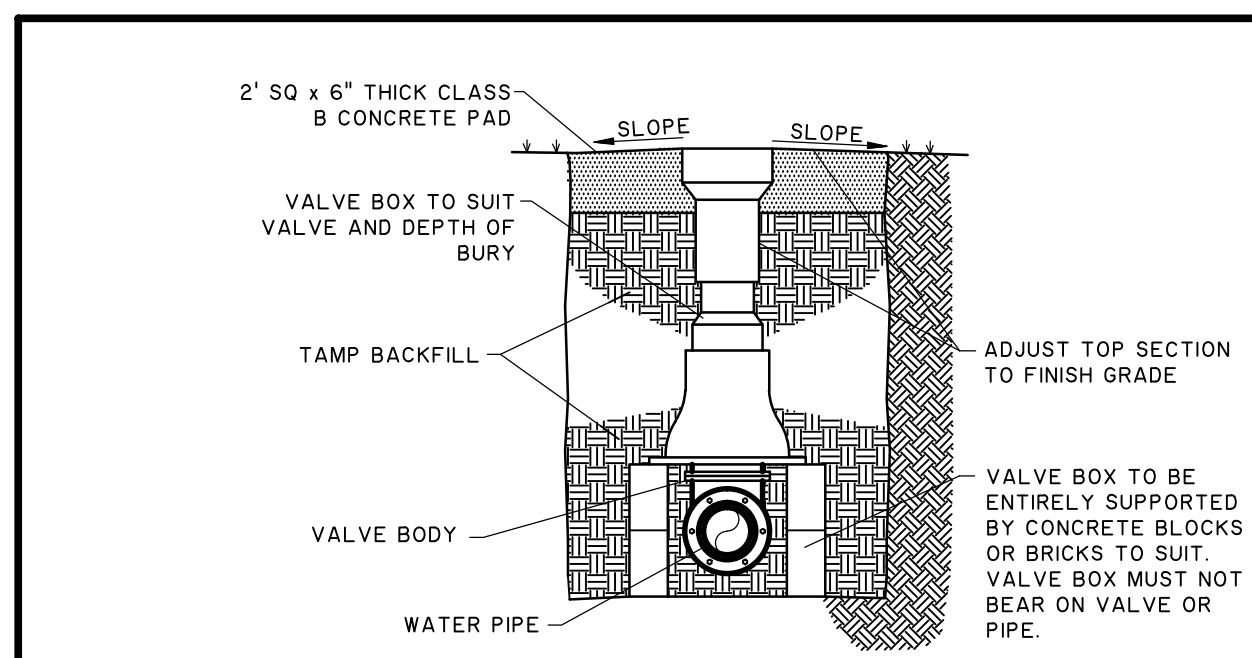
- NOTES:
- CASING SPACERS SHALL BE SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
 - ALL HIGHWAY CROSSINGS SHALL BE INSTALLED IN ACCORDANCE WITH G.A.D.O.T. REGULATIONS & PERMIT REQUIREMENTS.
 - ALL RAILROAD CROSSINGS SHALL BE INSTALLED IN ACCORDANCE TO AMERICAN RAILWAY ENGINEERING ASSOCIATION REGULATIONS, UNDER PART 5, PIPELINES (LATEST EDITION) AND PERMIT REGULATIONS.

CASING PIPE DETAIL

NOT TO SCALE

W18

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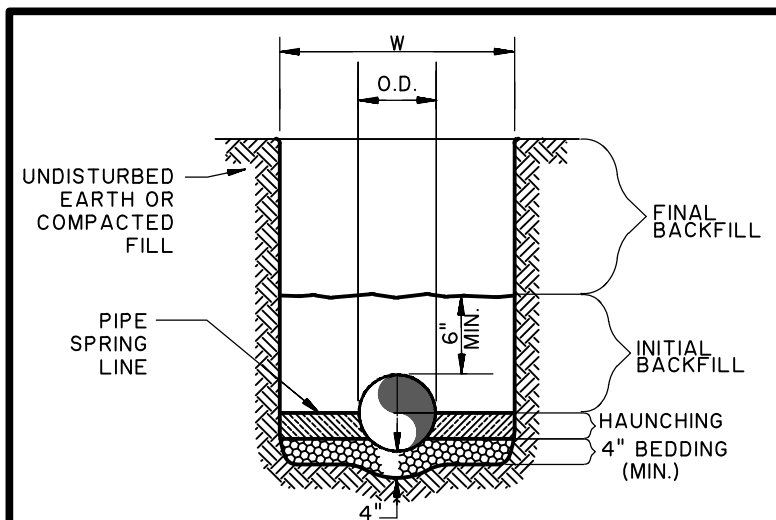


W119

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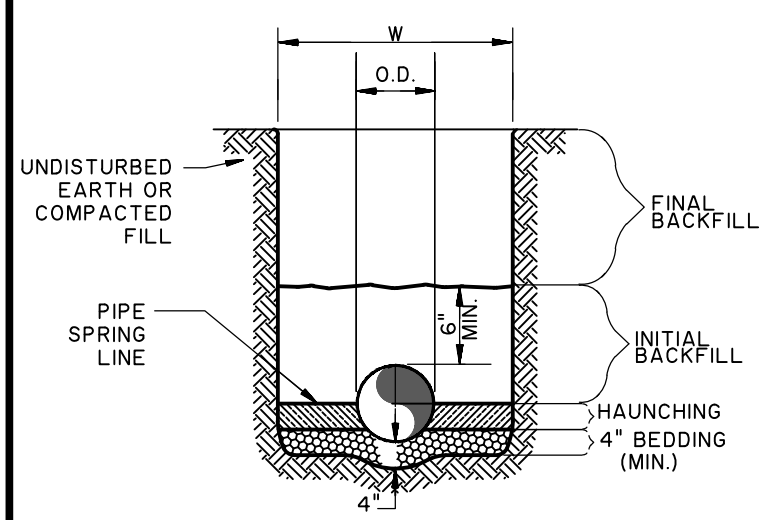
GATE VALVE

NOT TO SCALE



WATER LINE

NOT TO SCALE



SANITARY SEWER

NOT TO SCALE

PIPE DIA.	W
3/2"	O.D. OF PIPE + (12" TO 18")
>12"	2 O.D. OF PIPE + 18"

W31

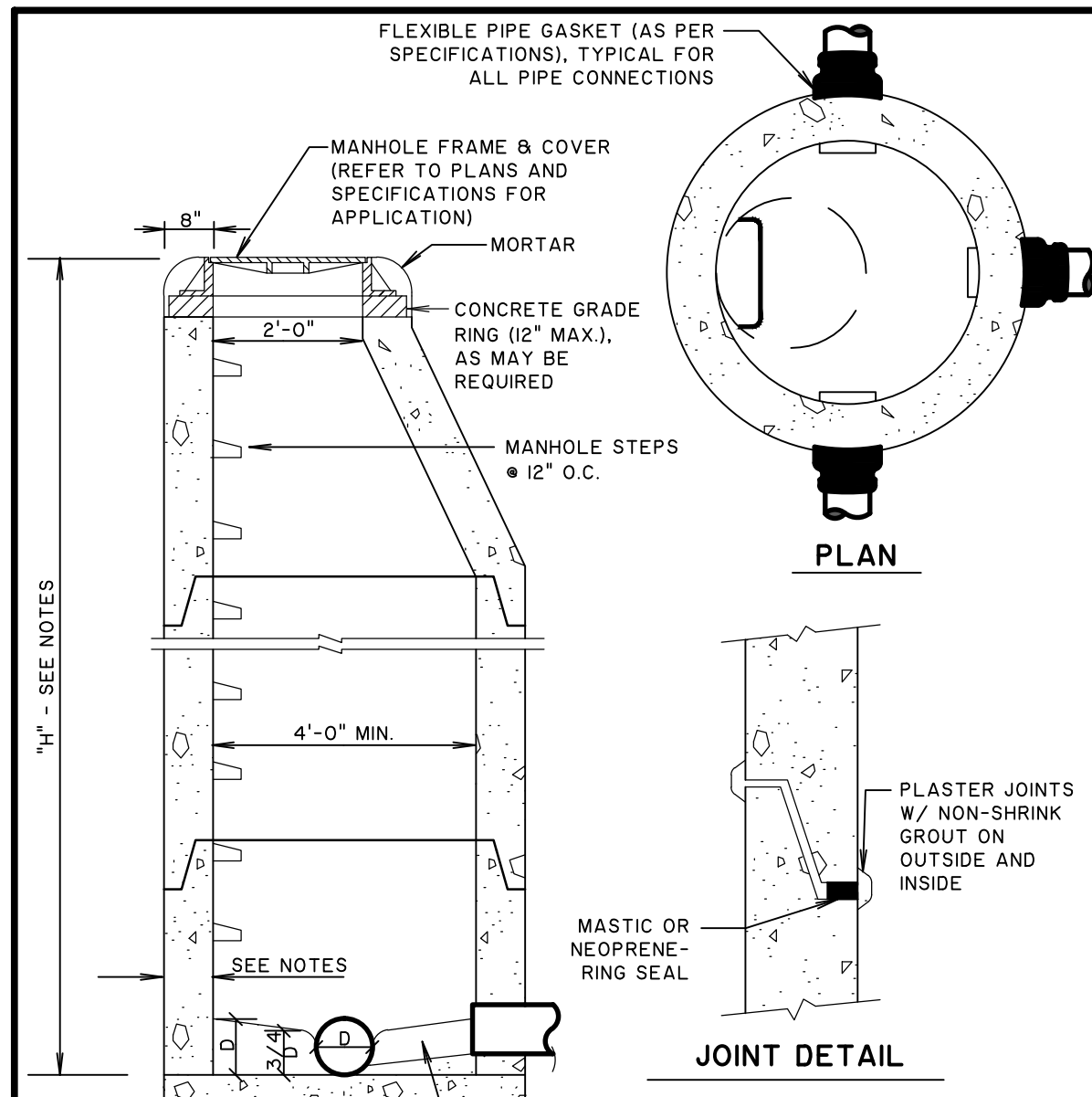
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UTILITY TRENCH AND BEDDING

NOT TO SCALE

GENERAL NOTES

- BEDDING SHALL BE CLASS I-A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE CLASS I-B COMPACTED TO 85% STANDARD PROCTOR.
- HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 85% STANDARD PROCTOR.
- INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 85% STANDARD PROCTOR.
- INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED TO 90% STANDARD PROCTOR.
- FINAL BACKFILL SHALL BE CLASS I, II, OR III COMPACTED AS NOTED IN NOTES 3 AND 4.
- FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR.
- ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-89.
- ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698. CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
- FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".
- ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL ORDINANCES. (SEE SPECIFICATIONS)



PLAN

JOINT DETAIL

SECTION

NOTES:

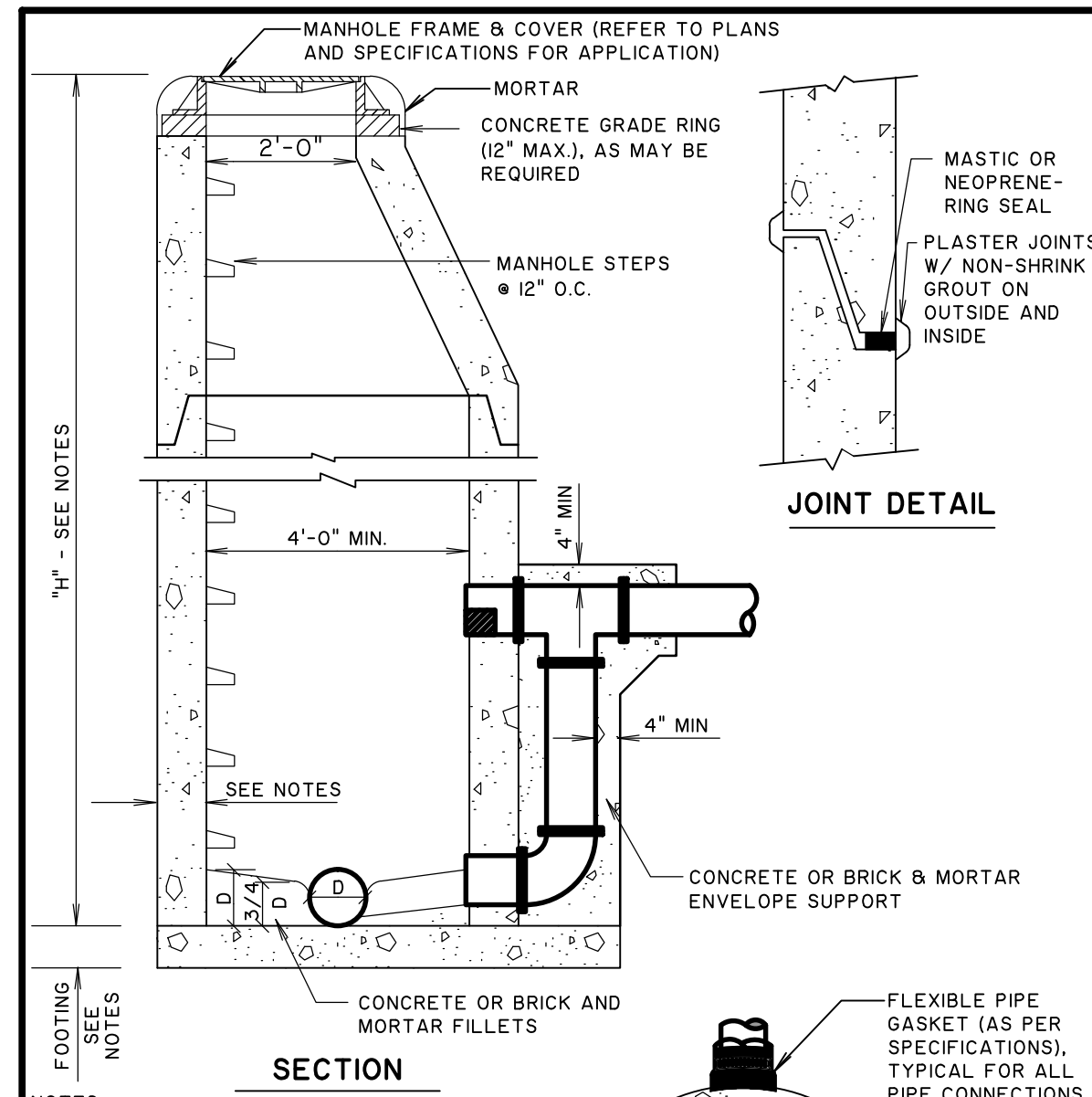
- IN PAVED AREAS MANHOLE FRAMES WILL BE FLUSH WITH FINISHED PAVEMENT GRADE. IN NON-PAVED AREAS MANHOLE FRAMES WILL BE SET 2" ABOVE FINISHED GRADE.
- PRECAST REINFORCED CONCRETE MANHOLE TOPS, RISERS, AND BASES SHALL CONFORM TO ASTM C476.
- BRICK MANHOLES - WHEN "H" IS LESS THAN 12 FT., FOOTING AND BRICK WALLS SHALL BE 8" THICK. WHEN "H" IS GREATER THAN 12 FT., FOOTING AND BRICK WALLS BELOW 12 FT. SHALL BE 12" THICK. PLASTER WITH 1/2" 1:2 MORTAR ON OUTSIDE.

S2

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STANDARD MANHOLE

NOT TO SCALE



JOINT DETAIL

SECTION

NOTES:

- IN PAVED AREAS MANHOLE FRAMES WILL BE FLUSH WITH FINISHED PAVEMENT GRADE. IN NON-PAVED AREAS MANHOLE FRAMES WILL BE SET 2" ABOVE FINISHED GRADE.
- PRECAST REINFORCED CONCRETE MANHOLE TOPS, RISERS, AND BASES SHALL CONFORM TO ASTM C476.
- BRICK MANHOLES - WHEN "H" IS LESS THAN 12 FT., FOOTING AND BRICK WALLS SHALL BE 8" THICK. WHEN "H" IS GREATER THAN 12 FT., FOOTING AND BRICK WALLS BELOW 12 FT. SHALL BE 12" THICK. PLASTER WITH 1/2" 1:2 MORTAR ON OUTSIDE.

S3

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DROP-TYPE MANHOLE

NOT TO SCALE

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BARROW COUNTY, GA

PARK 53 INDUSTRIAL & TECH. COMPLEX

DETAILS

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APPROVED:	JOC
SCALE:	N.T.S.

C3.2

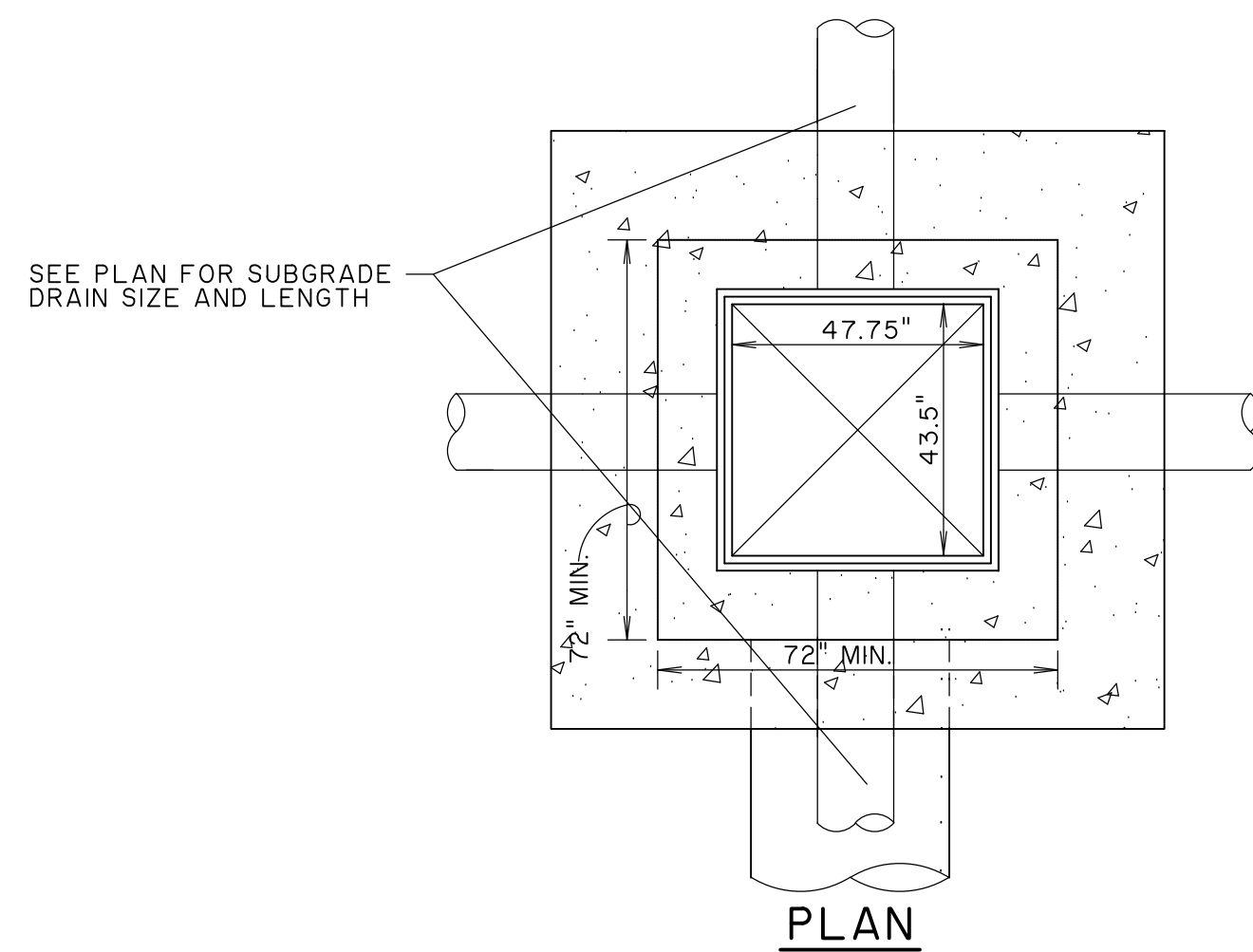
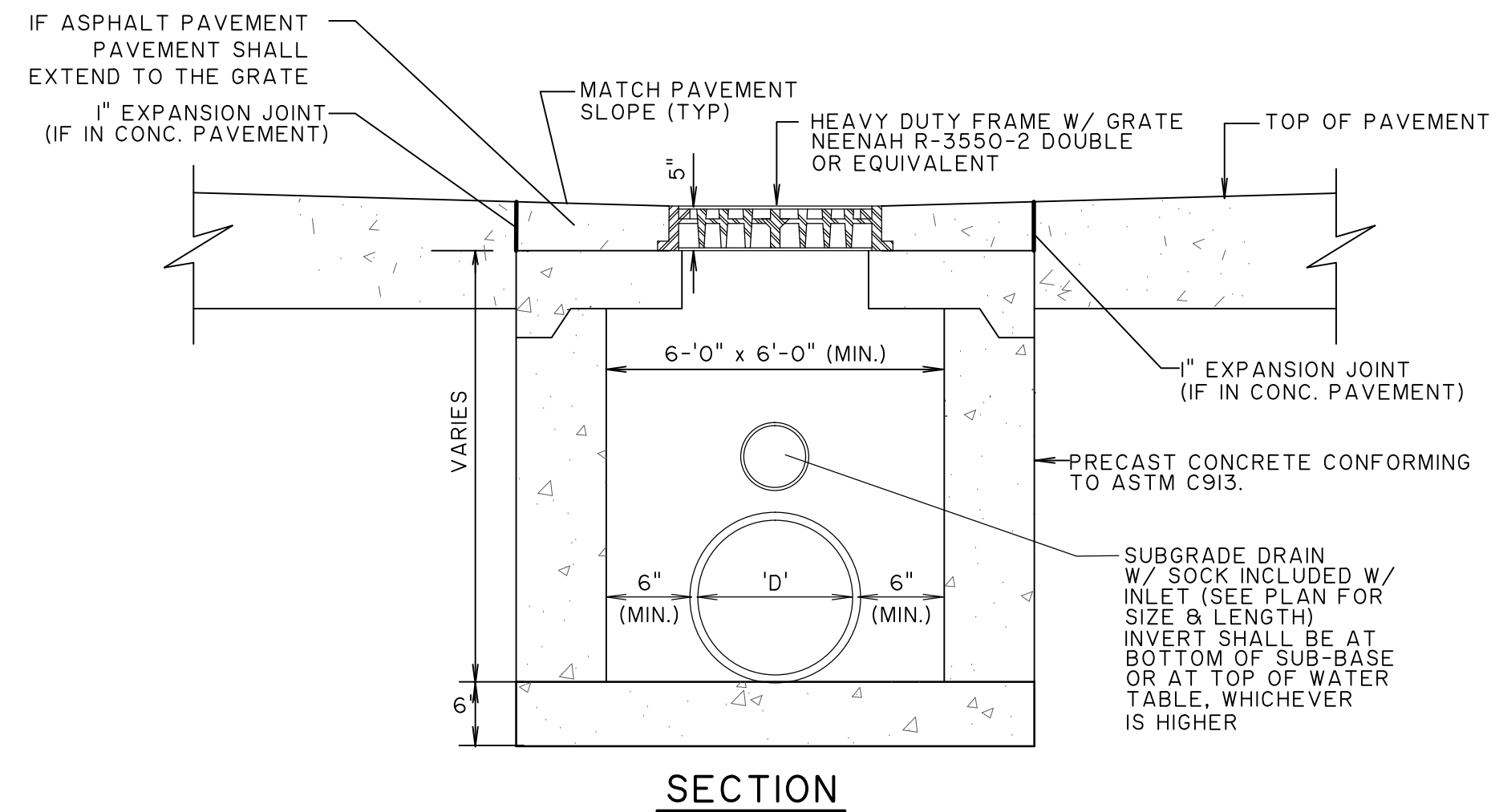
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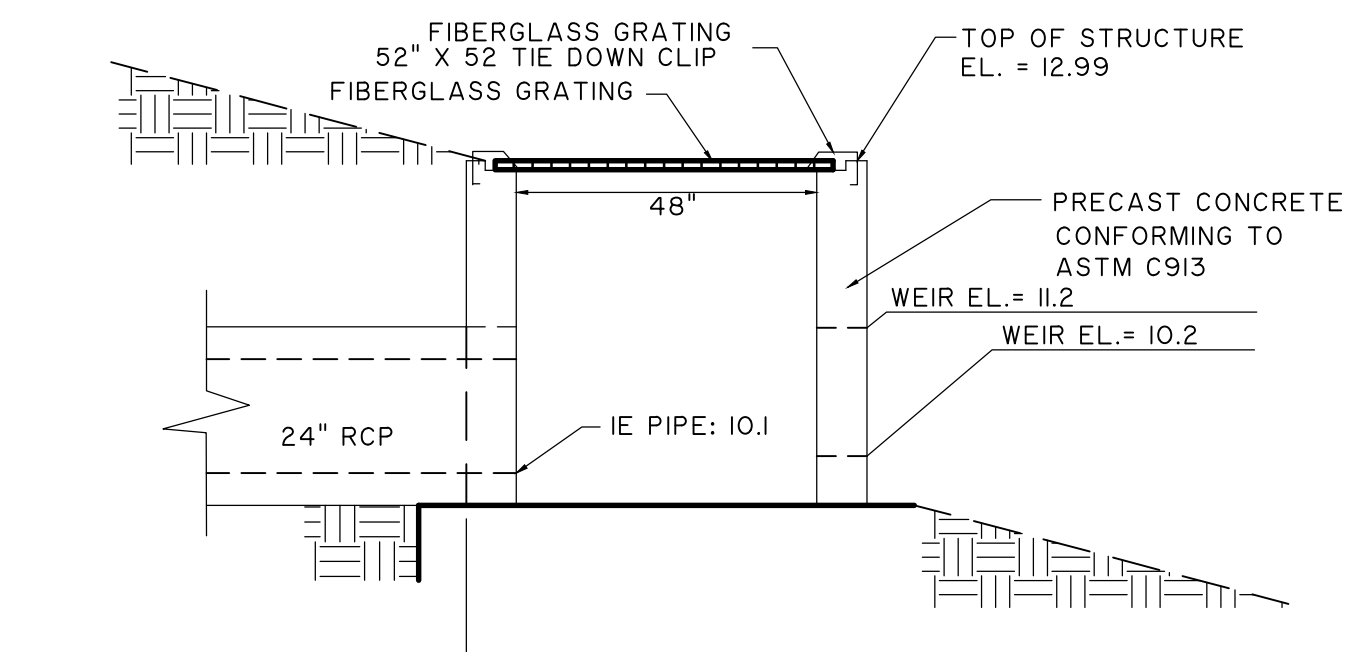
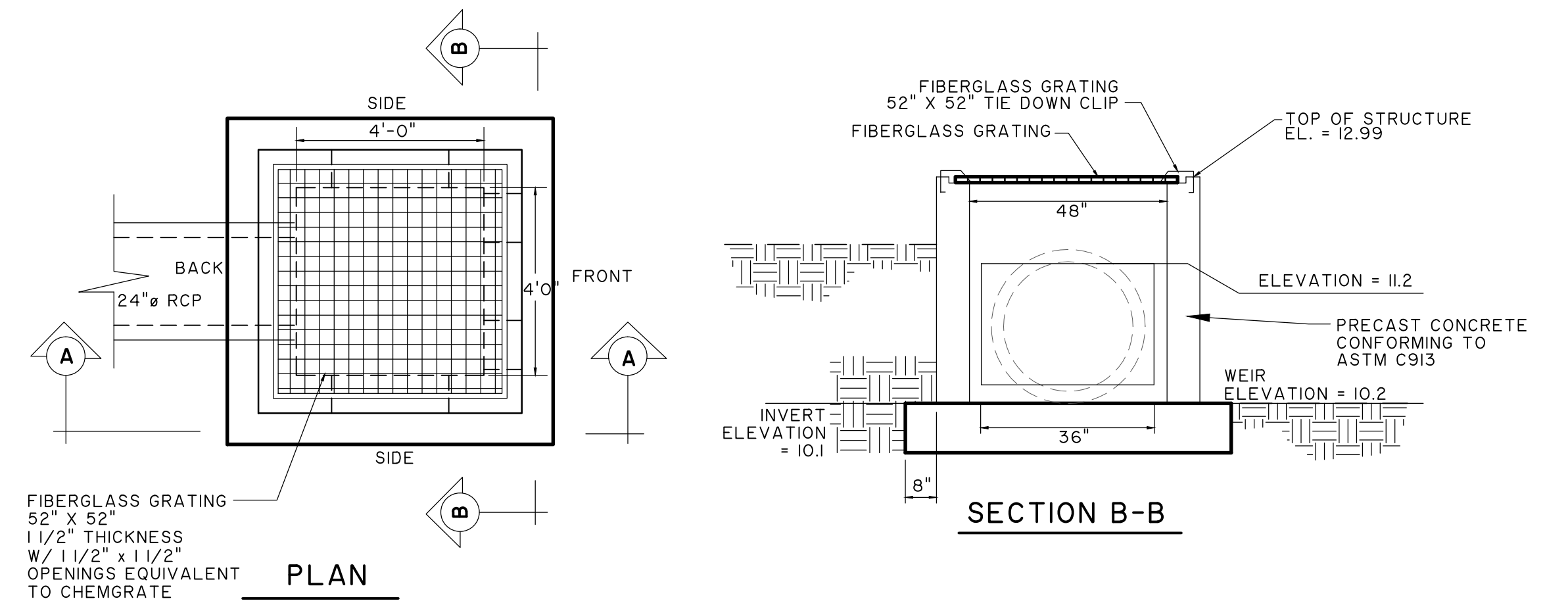
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2432549 (25349.0000) Engineering/Drawings/Construction Plans/25349.0000 - Detail A - Aug 20, 2015 - 10:55 AM

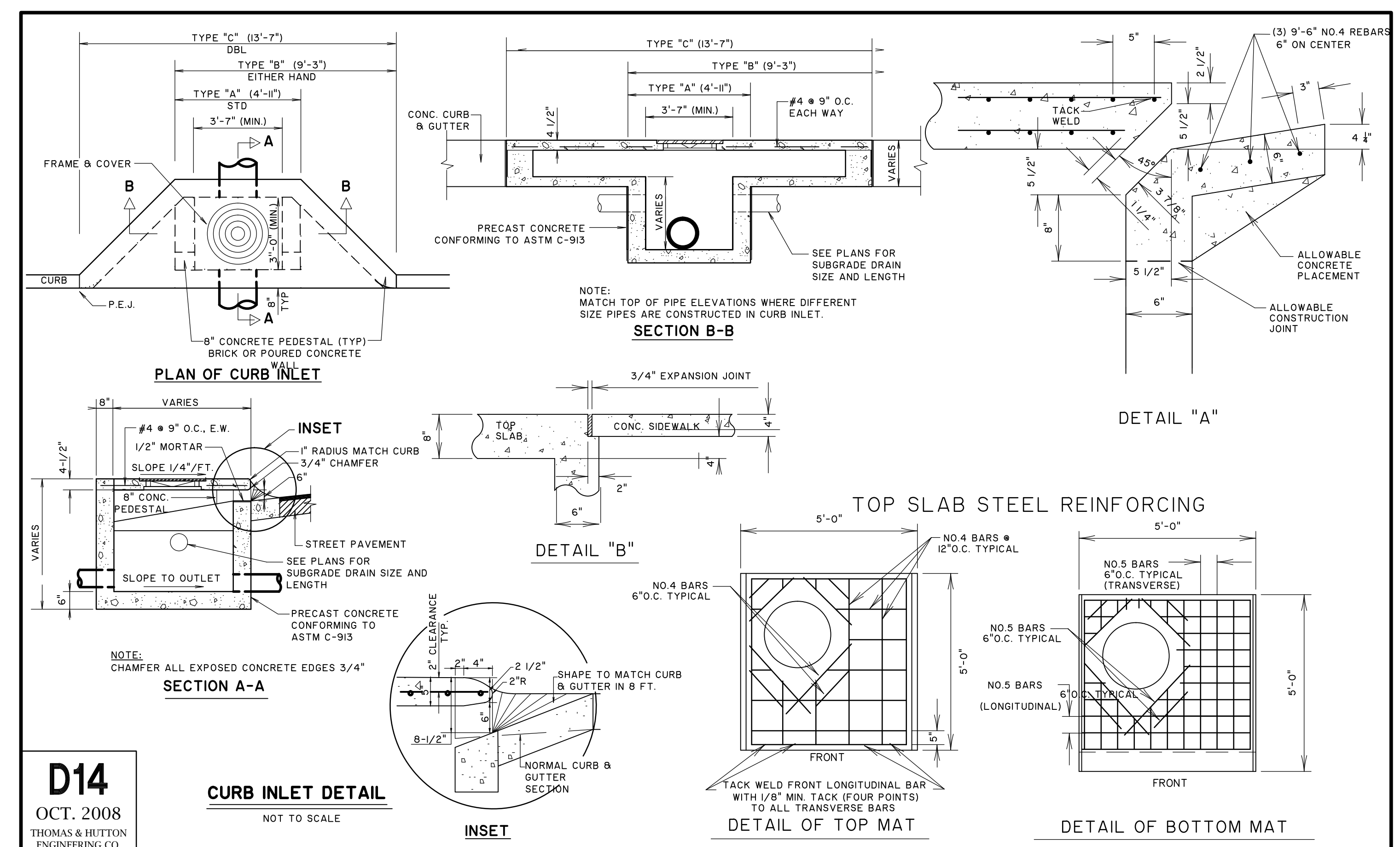


STANDARD INLET - DOUBLE GRATE TYPE
NOT TO SCALE



CONTROL STRUCTURE
NOT TO SCALE

NOTES:
STRUCTURE, GRATE, & FRAME SHALL BE APPROVED BY ENGINEER PRIOR TO ORDERING.



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CURB INLET DETAIL
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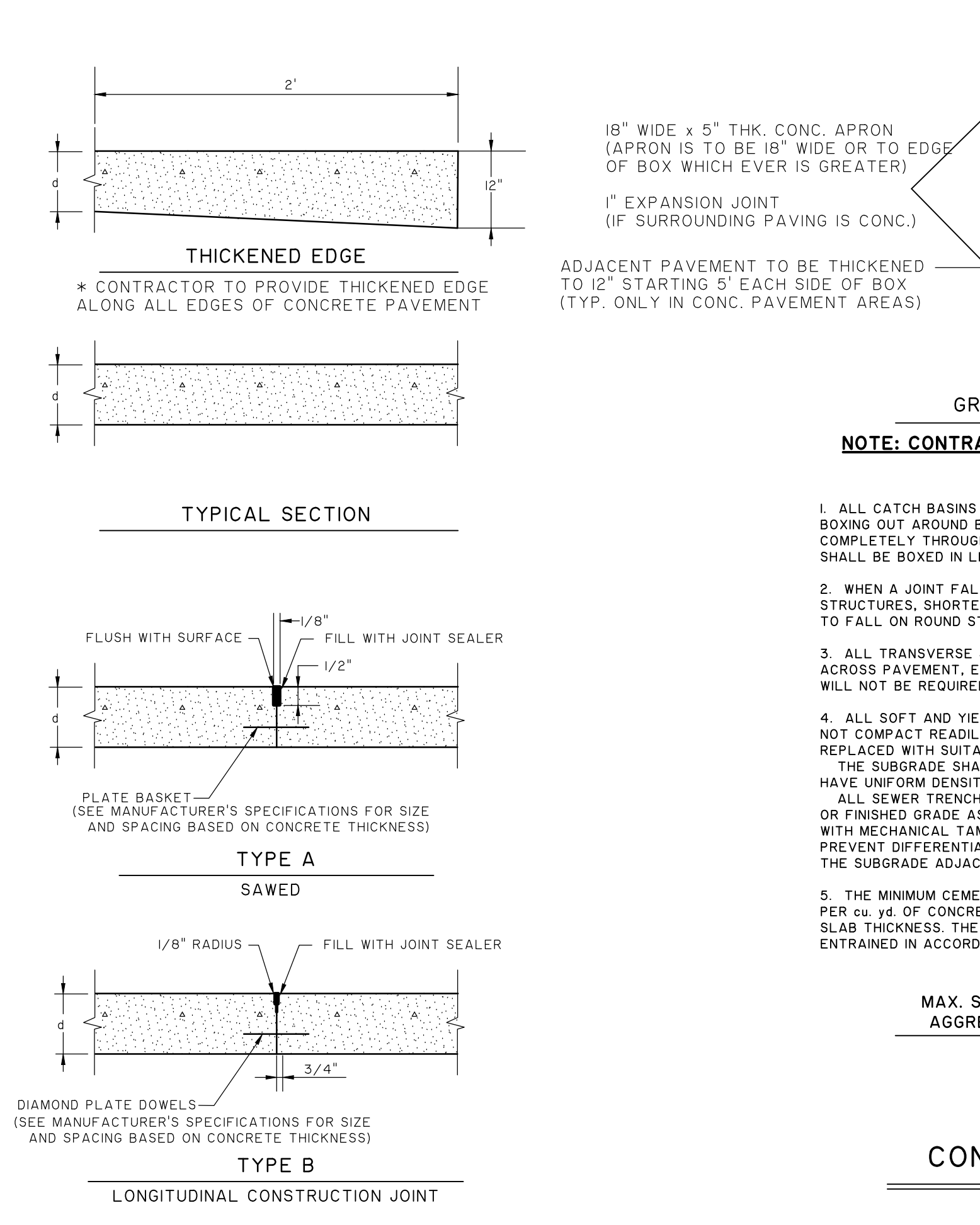
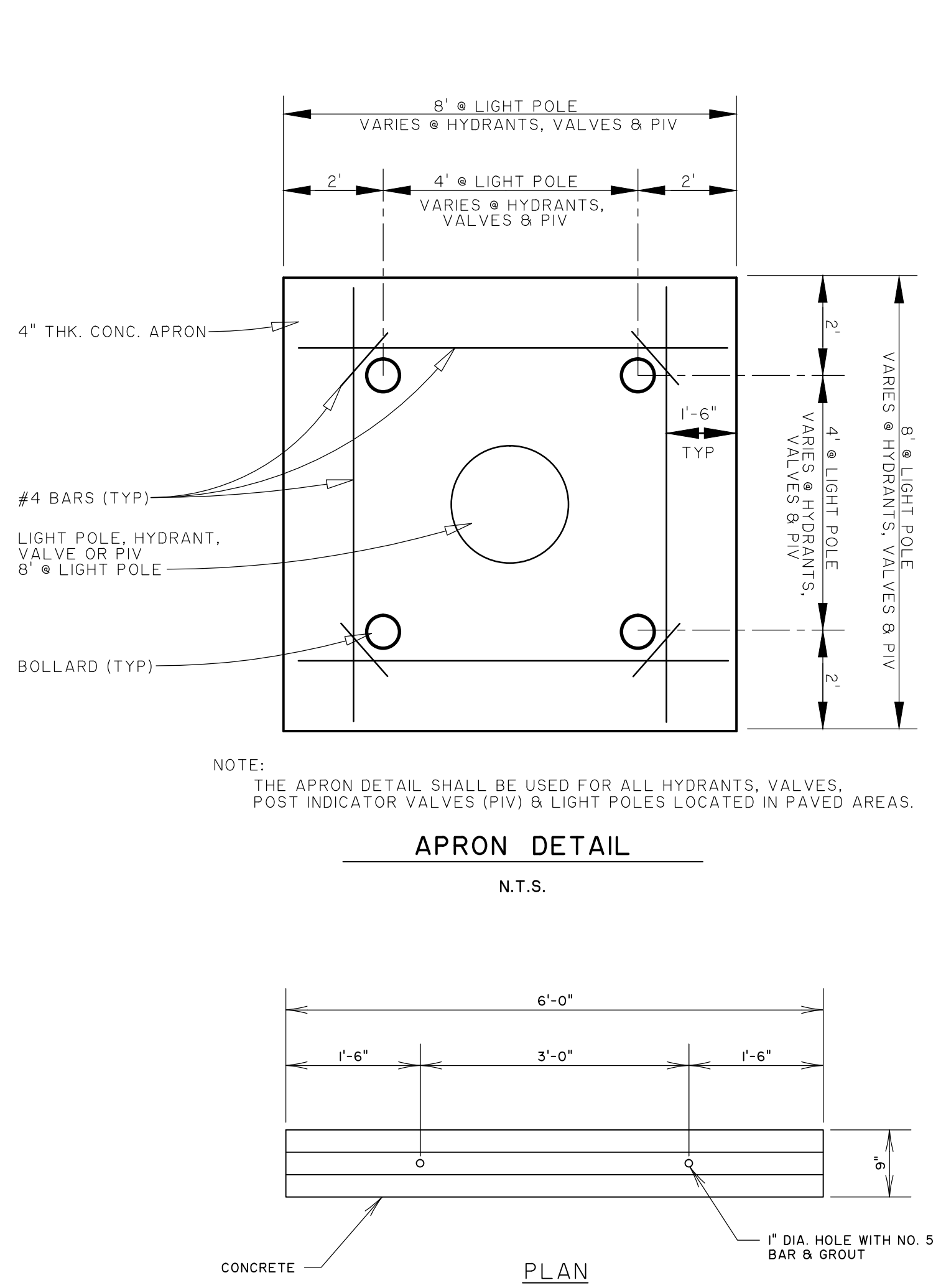
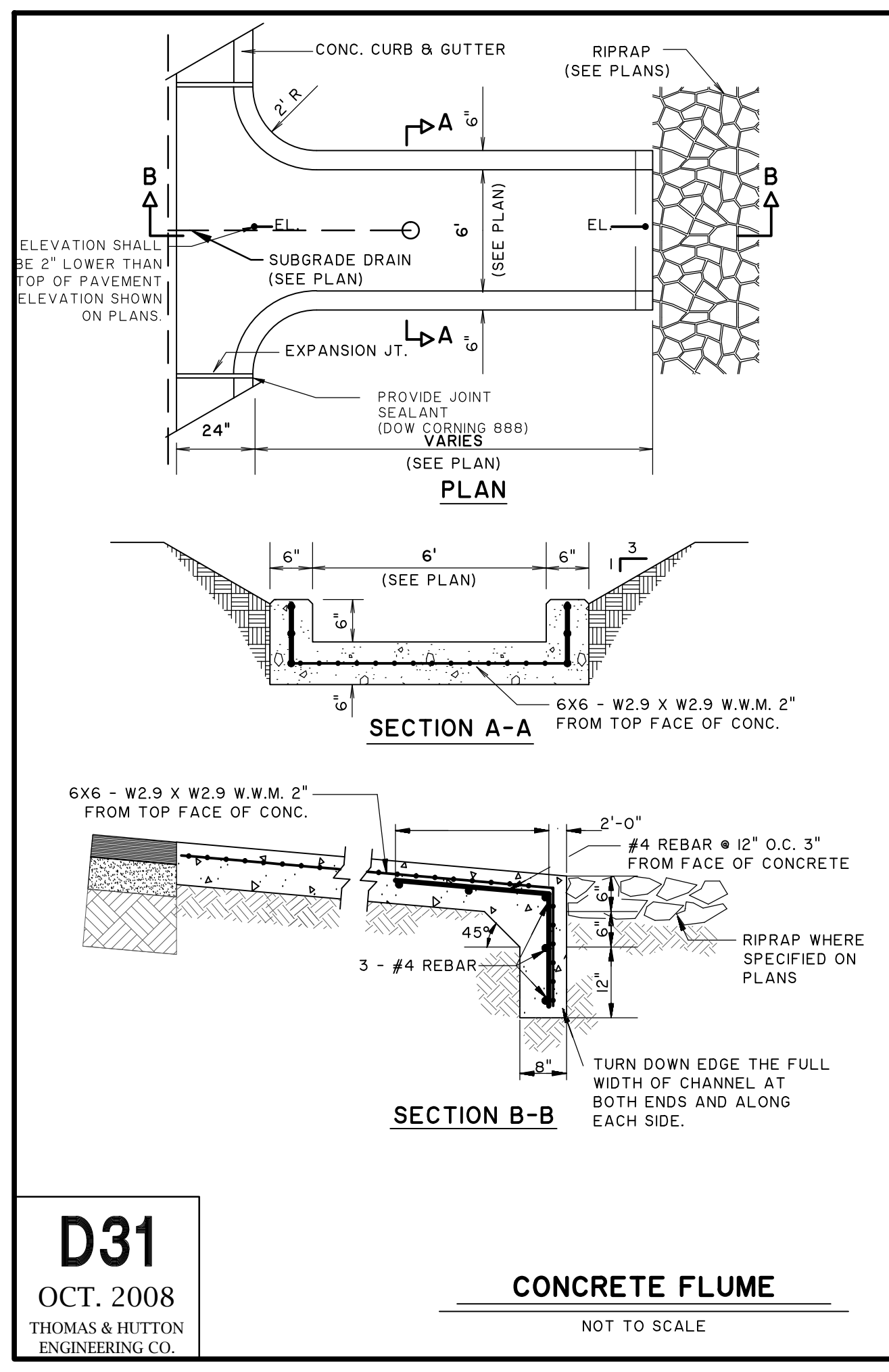
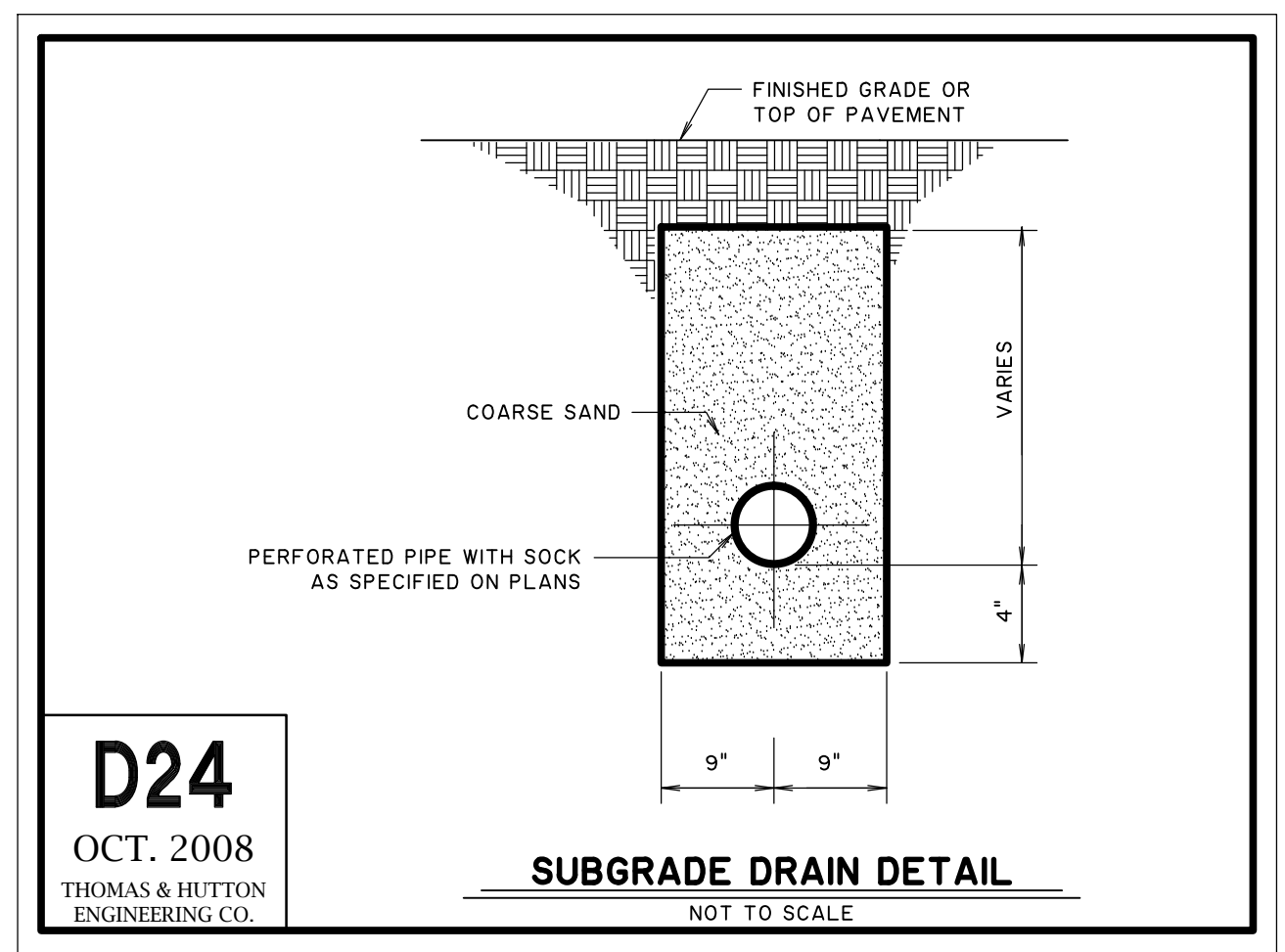
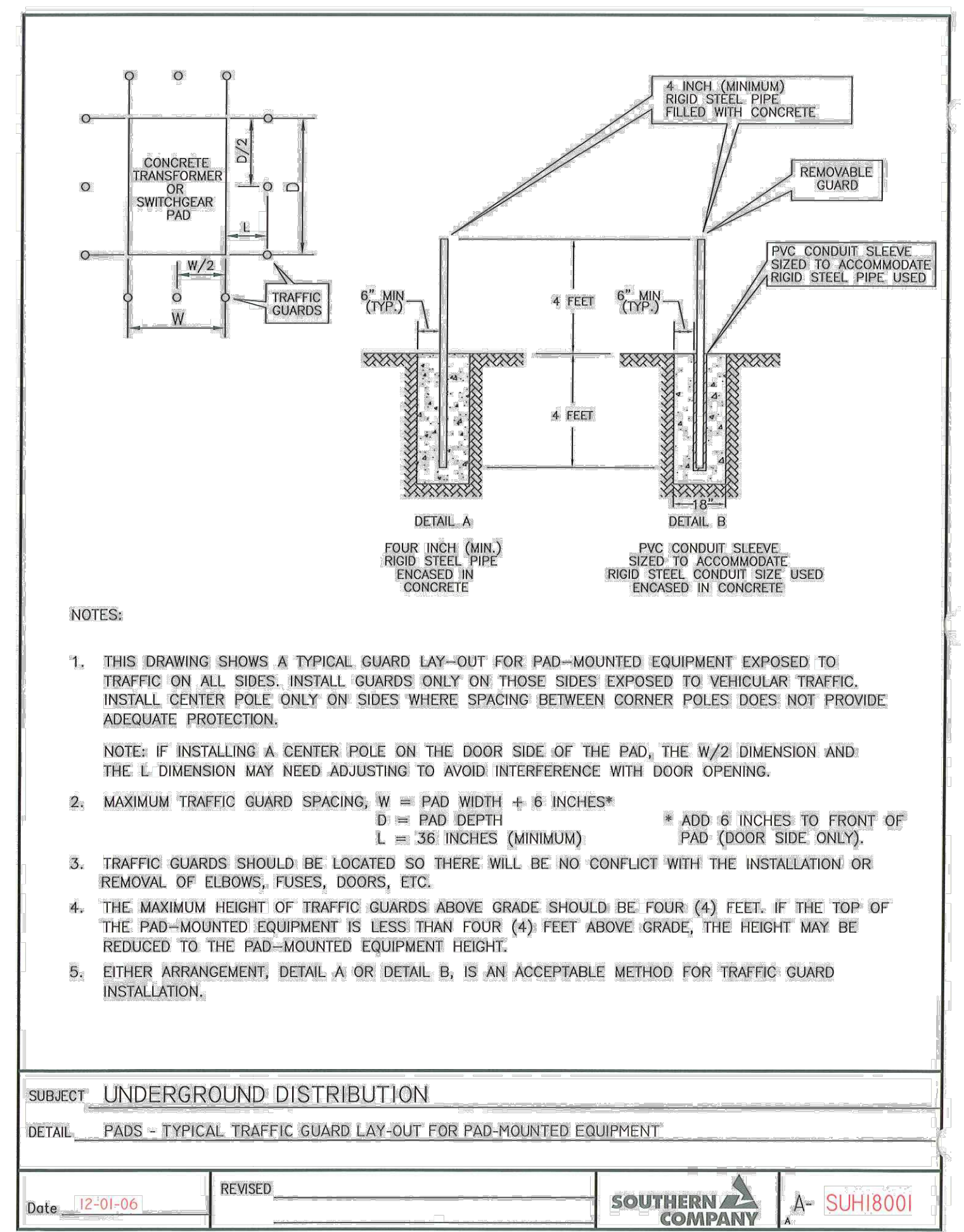
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DETAILS

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APPROVED: JOC
SCALE: N.T.S.

C3.3

2432549 (25/10/2015) Engineering/Drawings/Construction Plans/25349.000 - Detail A - 12/01/06

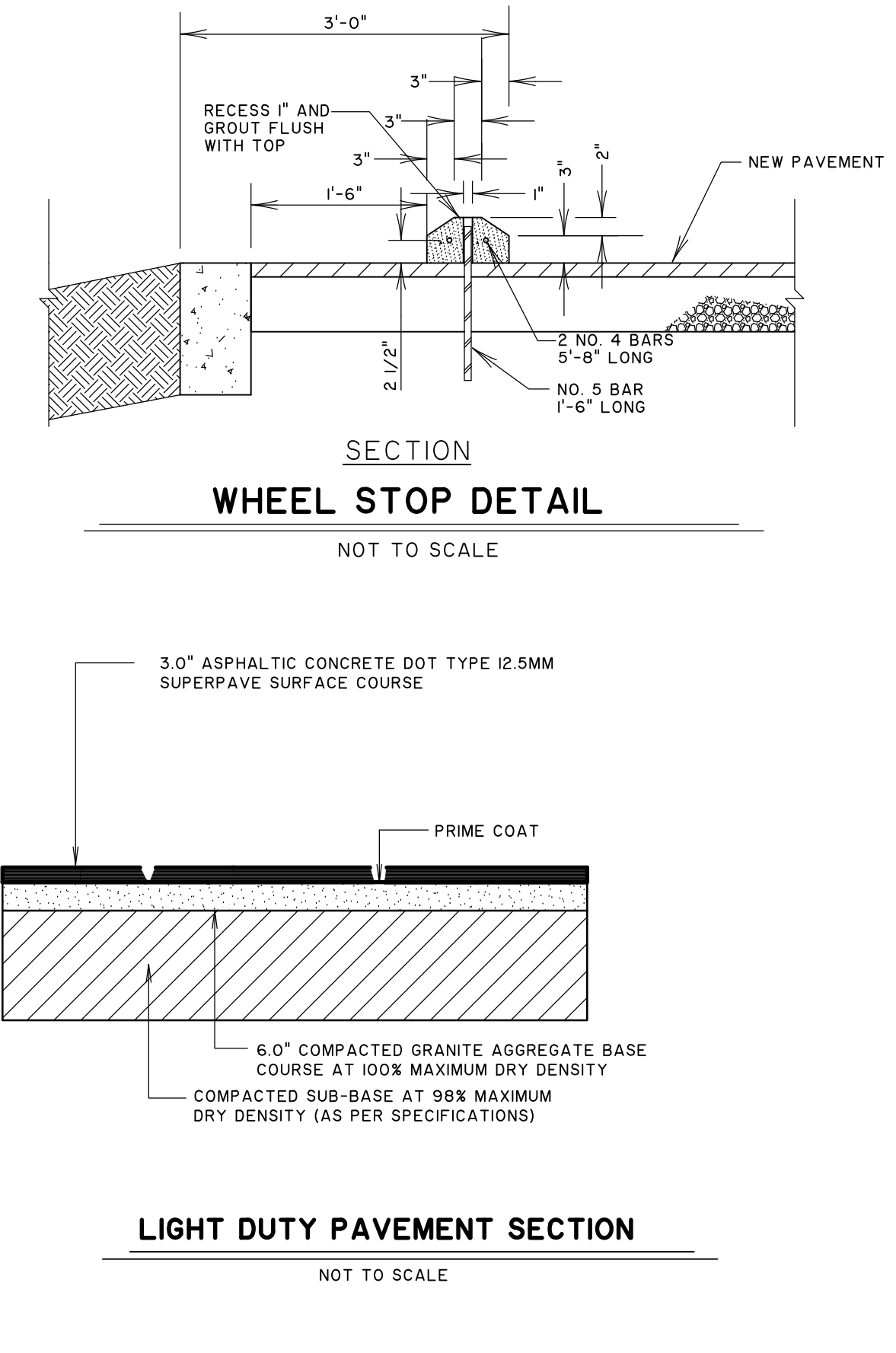
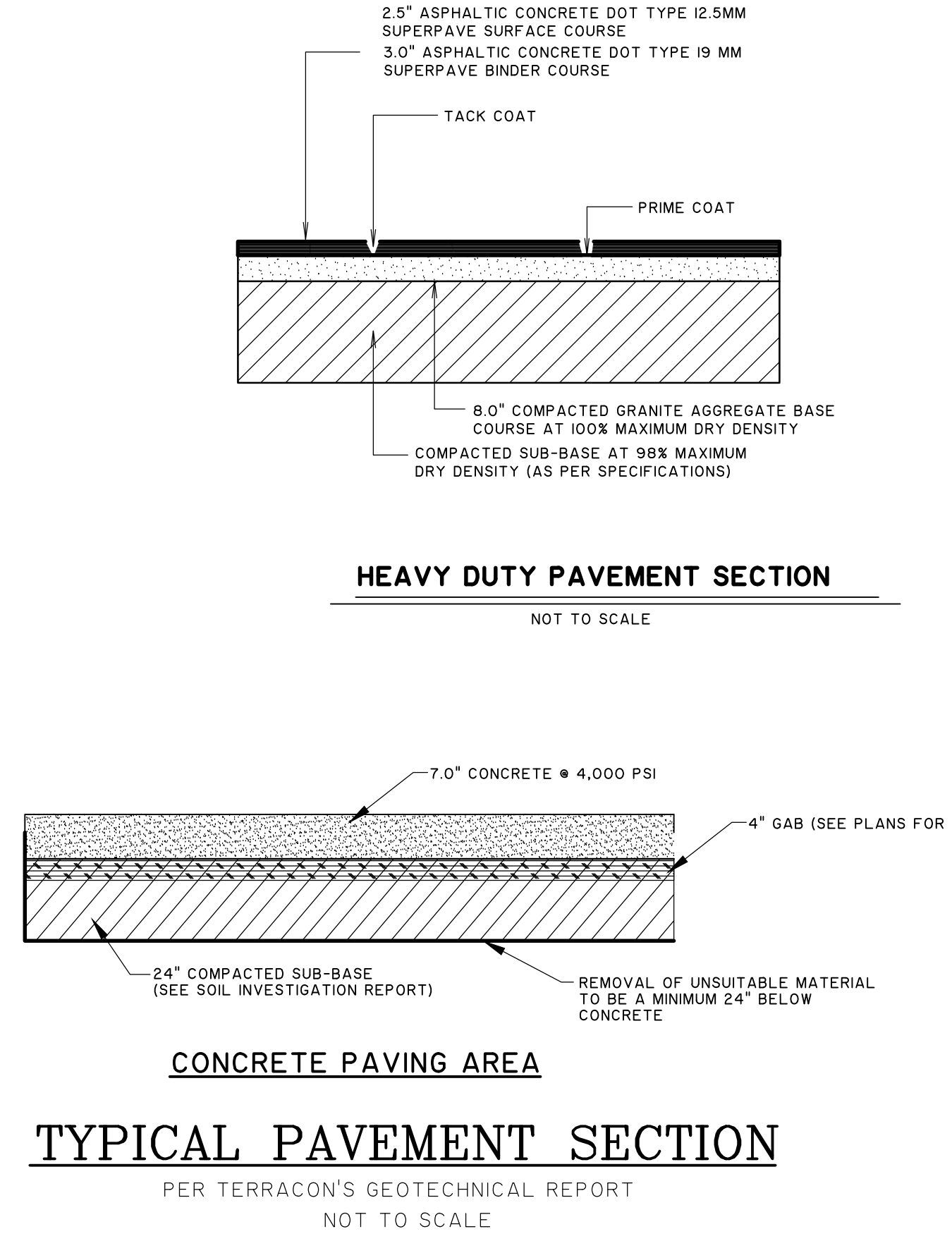


18" WIDE x 5" THK. CONC. APRON (APRON IS TO BE 18" WIDE OR TO EDGE OF BOX WHICH EVER IS GREATER)
1" EXPANSION JOINT (IF SURROUNDING PAVING IS CONC.)
ADJACENT PAVEMENT TO BE THICKENED TO 12" STARTING 5" EACH SIDE OF BOX (TYP. ONLY IN CONC. PAVEMENT AREAS)

- ALL CATCH BASINS SHALL BE SEPARATED FROM THE PAVEMENT AND CURB BY BOXING OUT AROUND BASIN AS SHOWN ABOVE. EXPANSION JOINT MATERIAL SHALL RUN COMPLETELY THROUGH CURB AND SLAB. MANHOLE CASTINGS WITHIN THE PAVEMENT SHALL BE BOXED IN LIKE MANNER EXCEPT WHEN TELESCOPING TYPE CASTINGS ARE USED.
- WHEN A JOINT FALLS WITHIN 5' OF CONTACTS BASINS, MANHOLES, OR OTHER STRUCTURES, SHORTEN ONE OR MORE PANELS EITHER SIDE OF OPENING TO PERMIT JOINT TO FALL ON ROUND STRUCTURES AND AT OR BETWEEN CORNERS OF RECTANGULAR STRUCTURES.
- ALL TRANSVERSE JOINTS MUST EXTEND THROUGH CURBS AND MUST BE CONTINUOUS ACROSS PAVEMENT, EXCEPT TIED TRANSVERSE CONSTRUCTION JOINTS. EXPANSION JOINTS WILL NOT BE REQUIRED EXCEPT AT STRUCTURES OR AS SHOWN ON THE PLANS.
- ALL SOFT AND YIELDING MATERIAL AND OTHER PORTIONS OF THE SUBGRADE WHICH WILL NOT COMPACT READILY WHEN ROLLED OR TAMPED SHALL BE REMOVED AS DIRECTED AND REPLACED WITH SUITABLE MATERIAL PLACED AND COMPACTED.
THE SUBGRADE SHALL BE THOROUGHLY COMPACTED WITH SUITABLE EQUIPMENT TO HAVE UNIFORM DENSITY AT MOISTURE CONTENTS OF NOT LESS THAN STANDARD OPTIMUM(AASHTO 99). ALL SEWER TRENCHES AND STRUCTURE EXCAVATIONS SHALL BE BACKFILLED TO NATURAL OR FINISHED GRADE AS SOON AS CONDITIONS PERMIT. ALL BACKFILL SHALL BE COMPACTED WITH MECHANICAL TAMPERS IN LAYERS OF NOT OVER 6" LOOSE MATERIAL. IN ORDER TO PREVENT DIFFERENTIAL HEAVE THE BACKFILL MATERIAL SHALL BE THE SAME MATERIAL AS THE SUBGRADE ADJACENT TO THE TRENCH.
- THE MINIMUM CEMENT CONTENT SHALL NOT BE LESS THAN 6.0 SACKS (94 LB. PER SACK) PER CU. YD. OF CONCRETE. THE MAXIMUM SIZE AGGREGATE SHALL NOT EXCEED 1/4 OF THE SLAB THICKNESS. THE MAXIMUM SLUMP SHALL NOT EXCEED 3". ALL CONCRETE SHALL BE AIR ENTRAINED IN ACCORDANCE WITH THE FOLLOWING TABLE:

MAX. SIZE OF COARSE AGGREGATE, INCHES	AIR CONTENT, PER CENT BY VOLUME
1-1/2 .2	5 ± 1
3/4 .1	6 ± 1
3/8 .1/2	7-1/2 ± 1

CONCRETE PAVEMENT DETAILS
NOT TO SCALE



PRELIMINARY

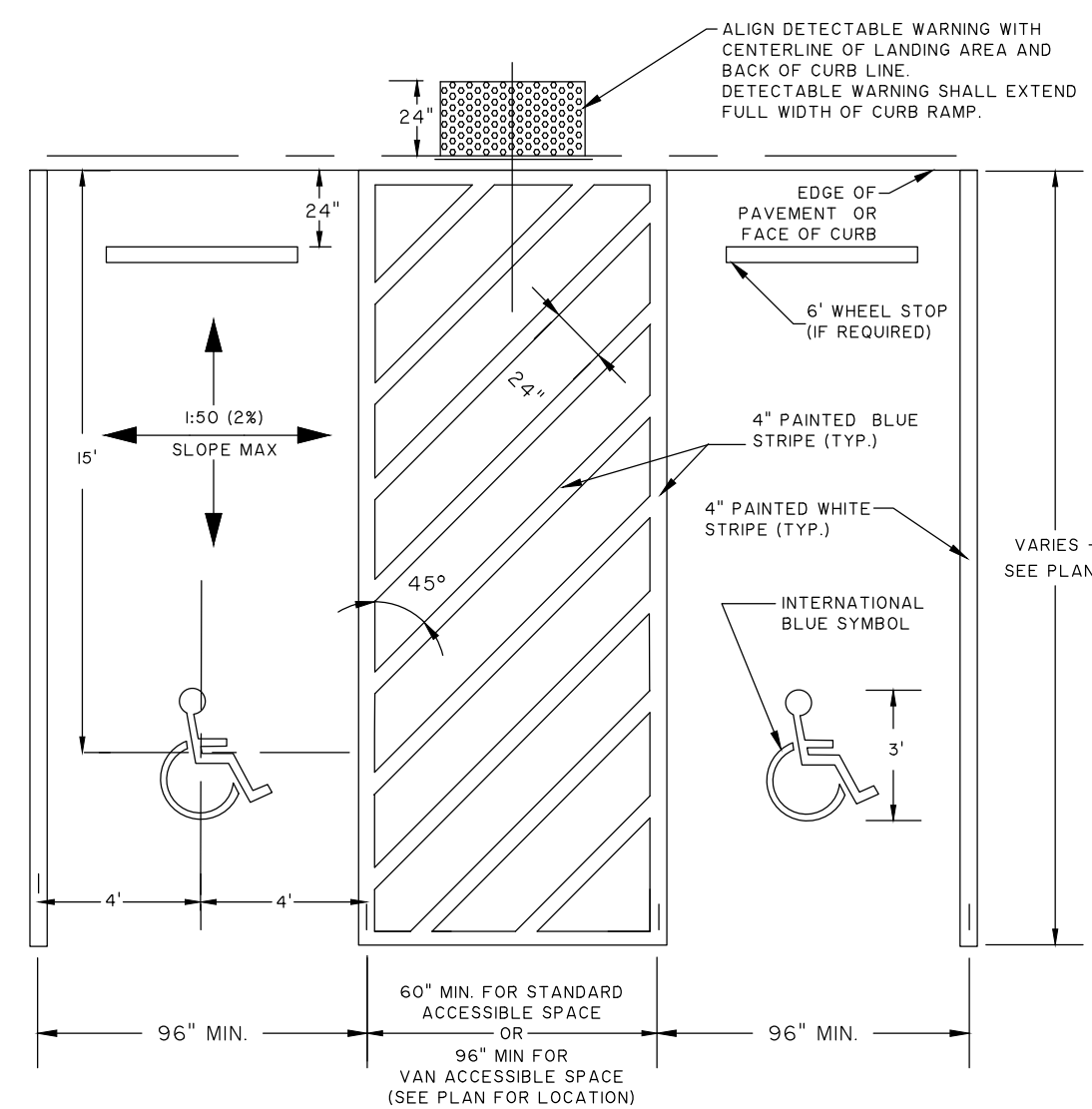
NO.	REVISIONS	BY	DATE

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BARROW COUNTY, GA
PARK 53 INDUSTRIAL & TECH. COMPLEX
DETAILS

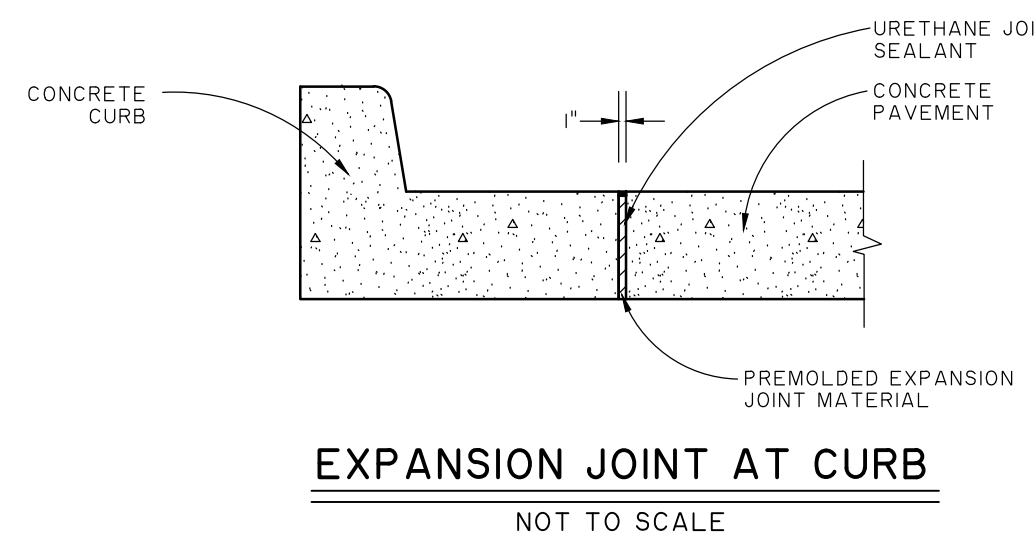
JOB NO: J-25349.0000
DATE: 8/20/15
DRAWN: JOC
DESIGNED: JOC
REVIEWED: JOC
APPROVED: JOC
SCALE: N.T.S.

C3.4

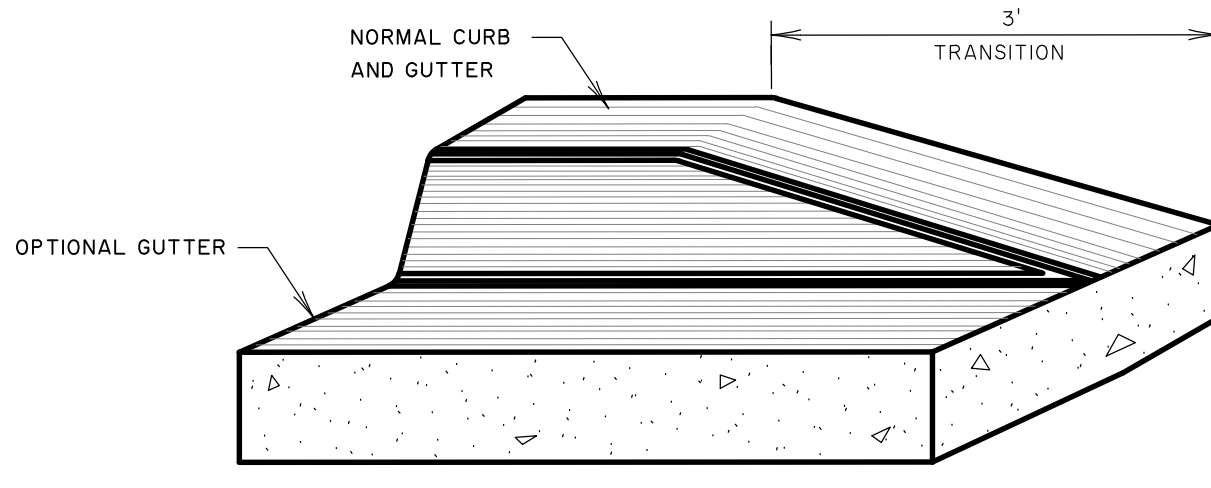


- NOTES:
1. STRIPING AND CONSTRUCTION SHALL CONFORM TO ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND SPECIFICATIONS.
 2. 2% MAXIMUM SLOPE IN ALL DIRECTIONS WITHIN ACCESSIBLE PARKING SPACE AND ACCESS AISLE.
 3. ONE IN EVERY 8 ACCESSIBLE SPACES SHALL BE SERVED BY AN 8' WIDE ACCESS AISLE AND SHALL BE DESIGNATED "VAN ACCESSIBLE".

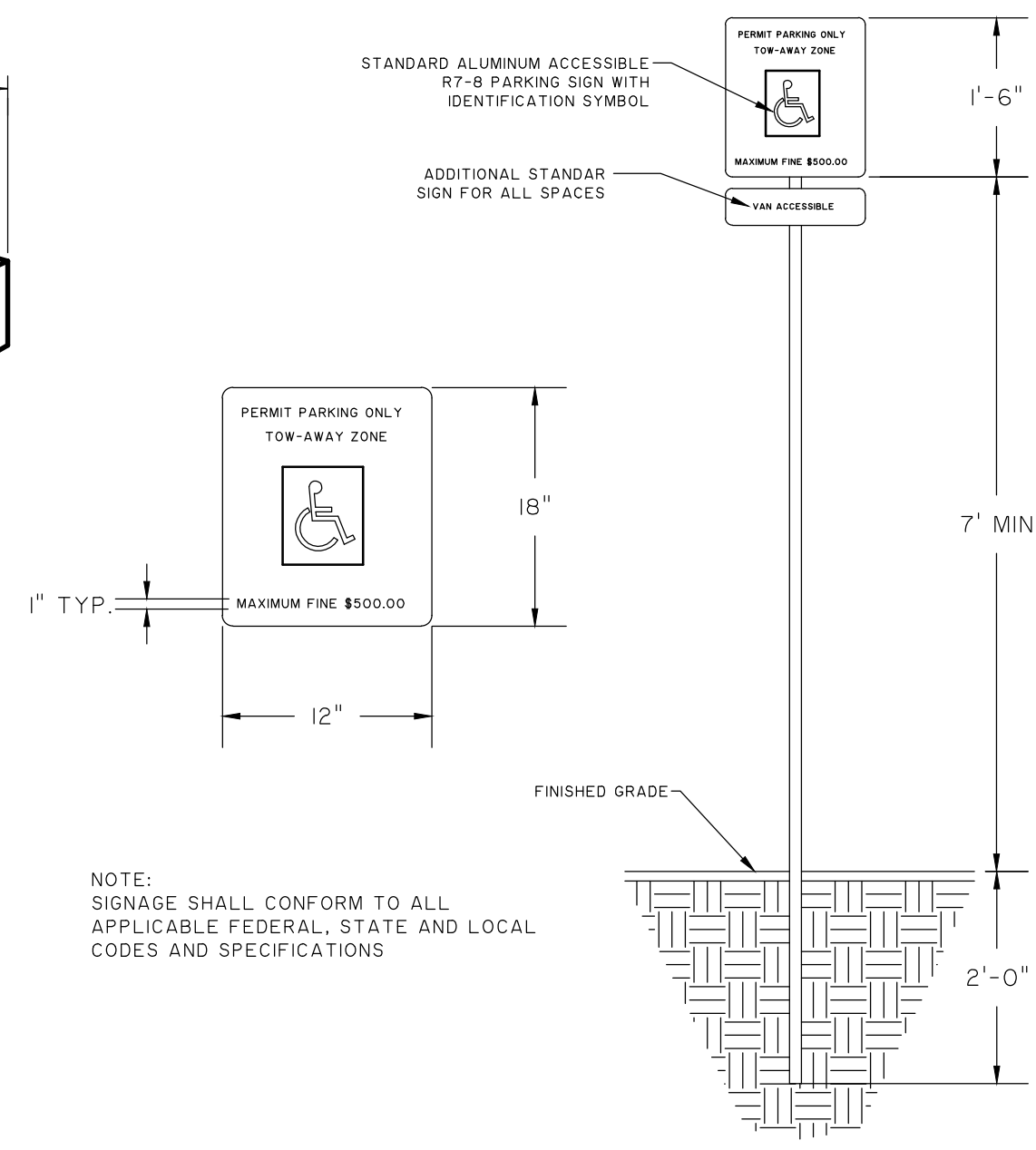
ACCESSIBLE PARKING SPACE STRIPING DETAIL
NOT TO SCALE



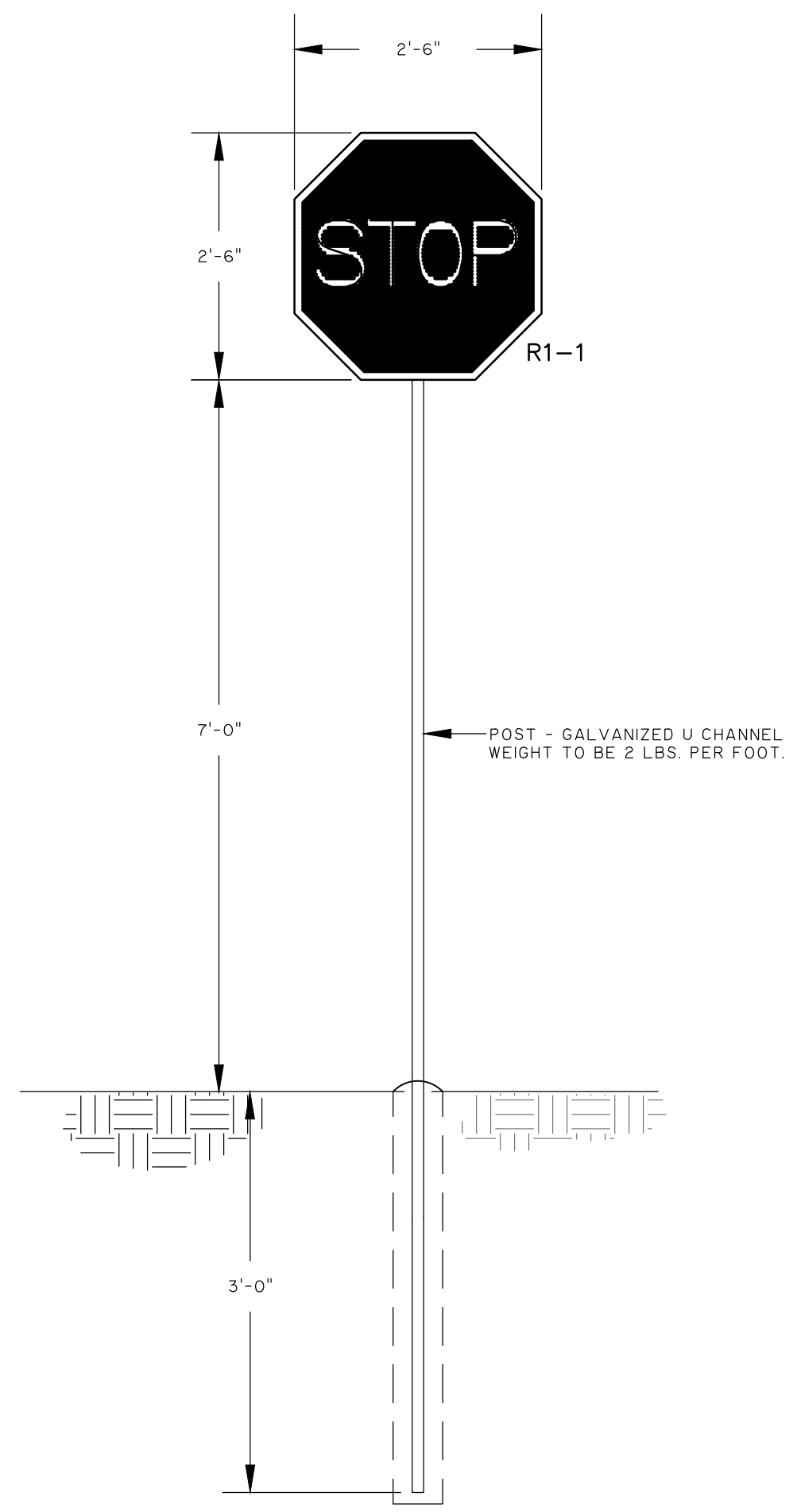
EXPANSION JOINT AT CURB
NOT TO SCALE



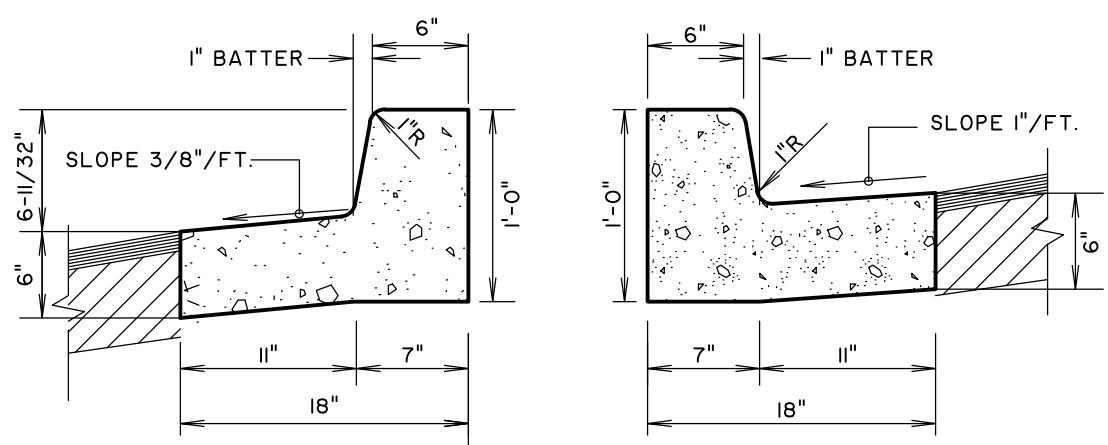
FEATHERING OF CURB AND GUTTER DETAIL
NOT TO SCALE



ACCESSIBLE PARKING SIGN DETAIL
NOT TO SCALE



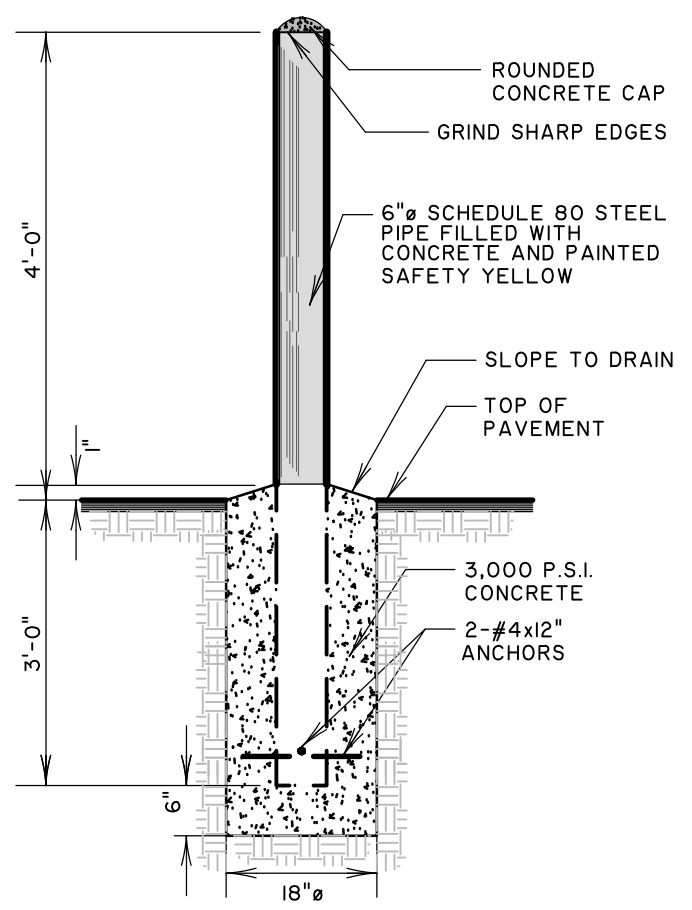
STOP SIGN DETAIL
NOT TO SCALE



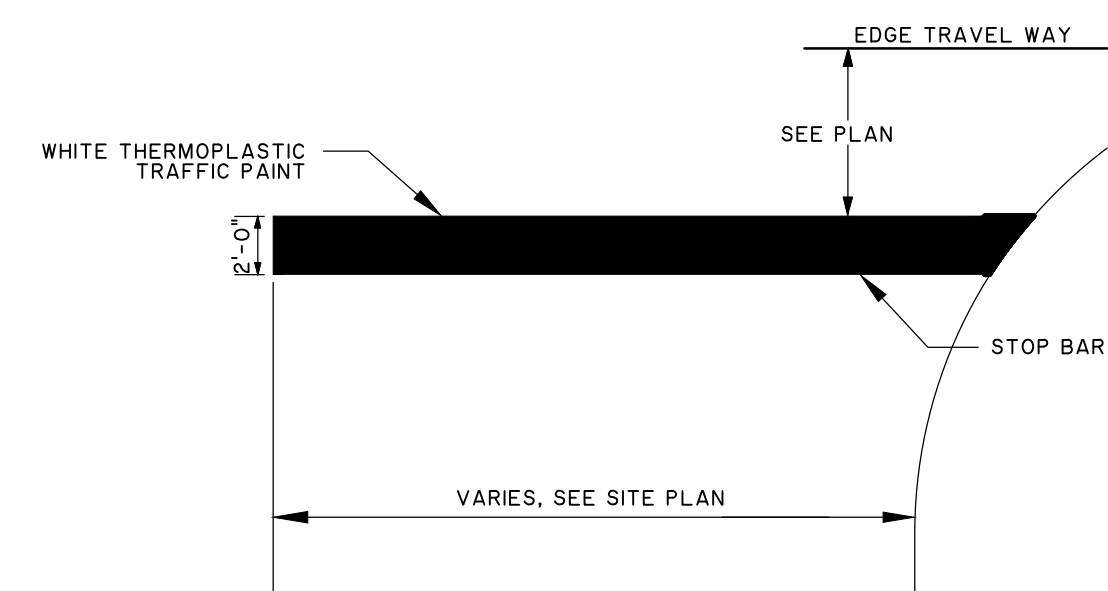
PITCH CURB NORMAL CURB

- NOTES:
1. ALL CONCRETE SHALL BE 3,000 PSI.
 2. PROVIDE CONTROL JOINTS EVERY TEN FEET (10').
 3. PROVIDE EXPANSION JOINTS EVERY FIFTY FEET (50').
 4. PROVIDE EXPANSION JOINT WHERE CURB ABUTS SIDEWALKS, OR OTHER STRUCTURES.
 5. PROVIDE LIGHT BROOM FINISH.

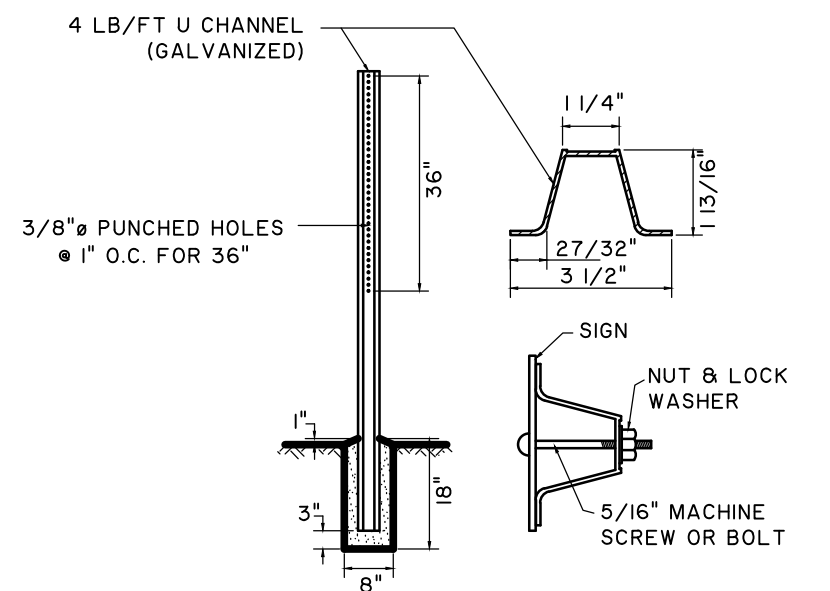
18" STANDARD CURB & GUTTER
NOT TO SCALE



STEEL BOLLARD DETAIL
NOT TO SCALE

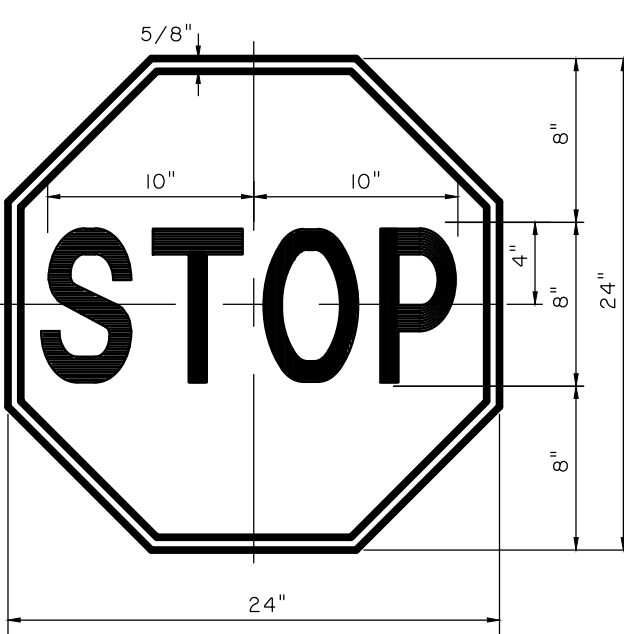


TYPICAL STOP BAR PAVEMENT MARKING DETAIL
NOT TO SCALE

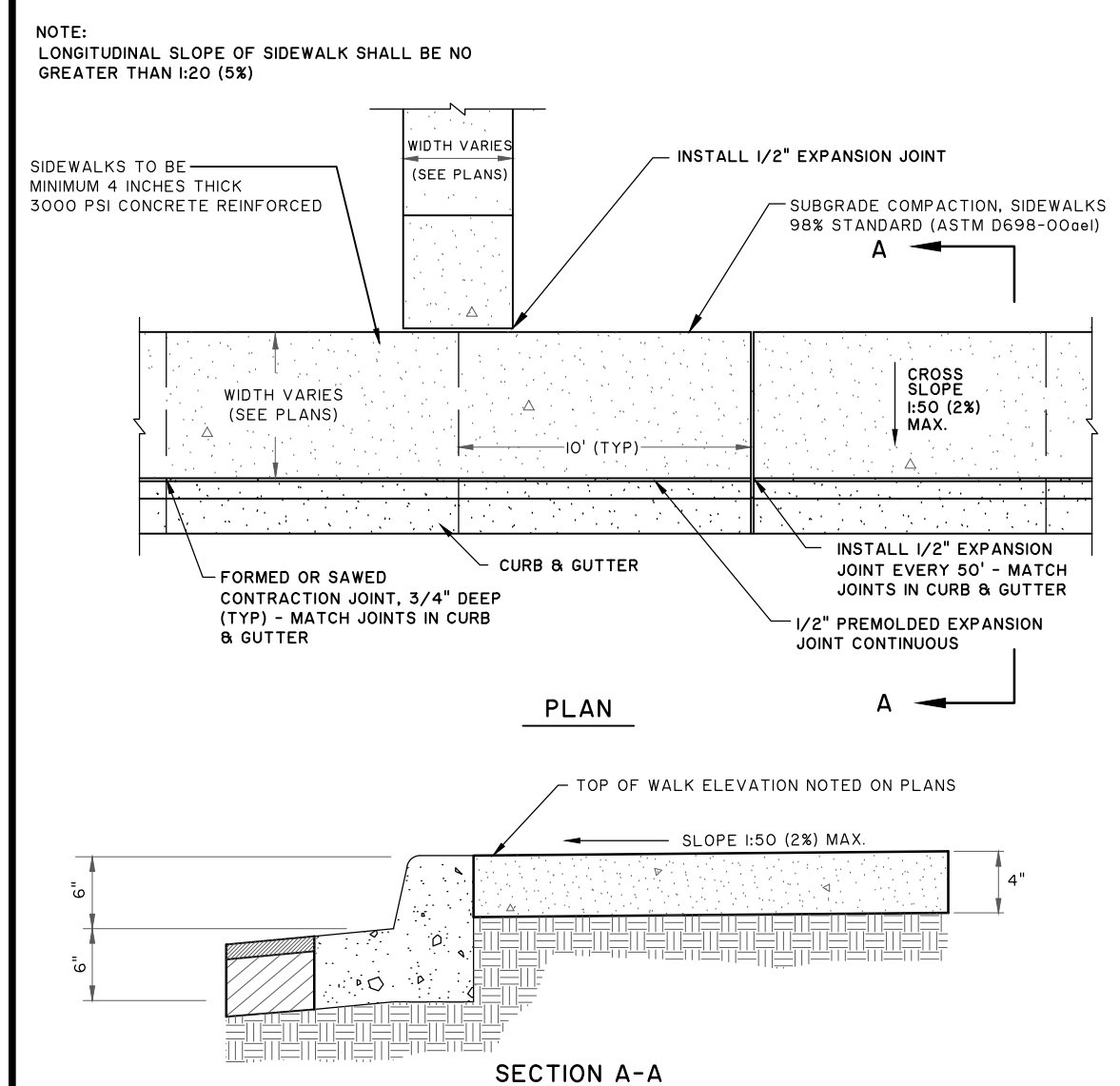


- NOTE:
- POST SHALL BE CAREFULLY CLEANED AND PHOSPHATED. IMMEDIATELY AFTER PHOSPHATING POST SHALL BE COATED WITH A MODIFIED POLYESTER PAINT BY ELECTRODEPOSITION AND THEN THOROUGHLY BAKED. COLOR IS PERMA-GREEN PER FED. STANDARD 595-A COLOR #14109 (DARK LIMIT V-)

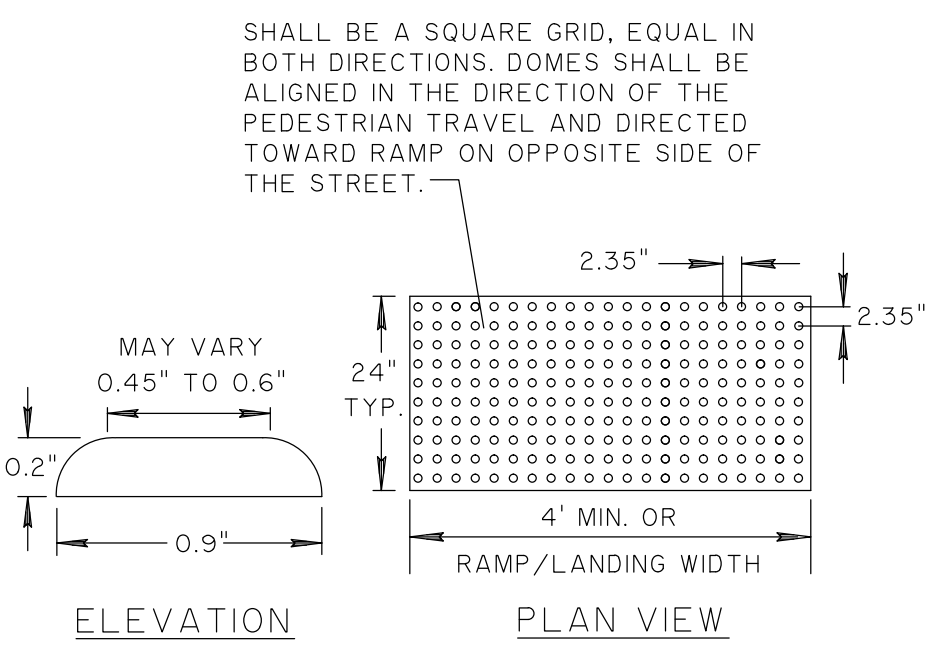
SIGN POST DETAIL
NOT TO SCALE



STOP SIGN
NOT TO SCALE



ACCESSIBLE SIDEWALK DETAIL
NOT TO SCALE



- NOTE:
1. DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER TO CENTER SPACING OF NOMINAL 2.35 INCHES AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES. IF THE SIDEWALK AND RAMP ARE CONSTRUCTED OF CONCRETE, THE WARNING AREA SHALL BE RED BRICK IN COLOR. IF THE SIDEWALK AND RAMP ARE CONSTRUCTED OF RED BRICK, THE WARNING AREA SHALL BE GRAY IN COLOR. THE COLOR USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
 2. BRICK PAVERS SHALL BE SET IN A WET MORTAR BED ON A 4" MIN. THICK CONCRETE FOUNDATION.

DETECTABLE WARNING DETAIL
NOT TO SCALE

A5.1
FEB. 2009
THOMAS & HUTTON
ENGINEERING CO.

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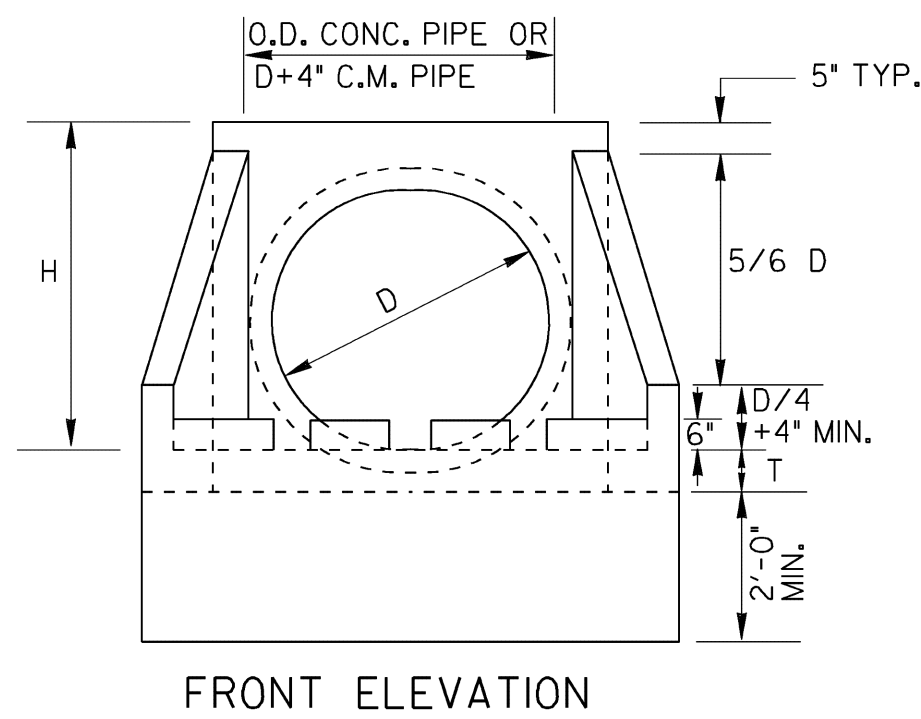
BARROW ECONOMIC & COMMUNITY DEVELOPMENT DEPARTMENT
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PARK 53 INDUSTRIAL & TECH. COMPLEX
DETAILS

JOB NO:	J-25549.0000
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DRAWN:	JOC
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SCALE:	N.T.S.

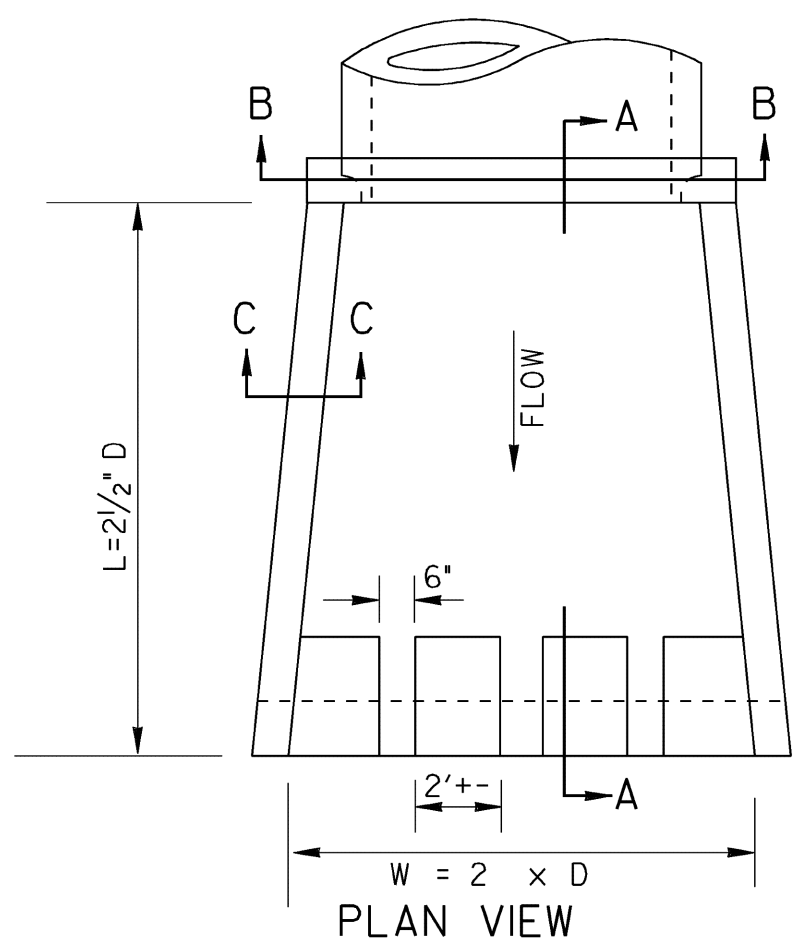
C3.5

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

OUTLET HEADWALL

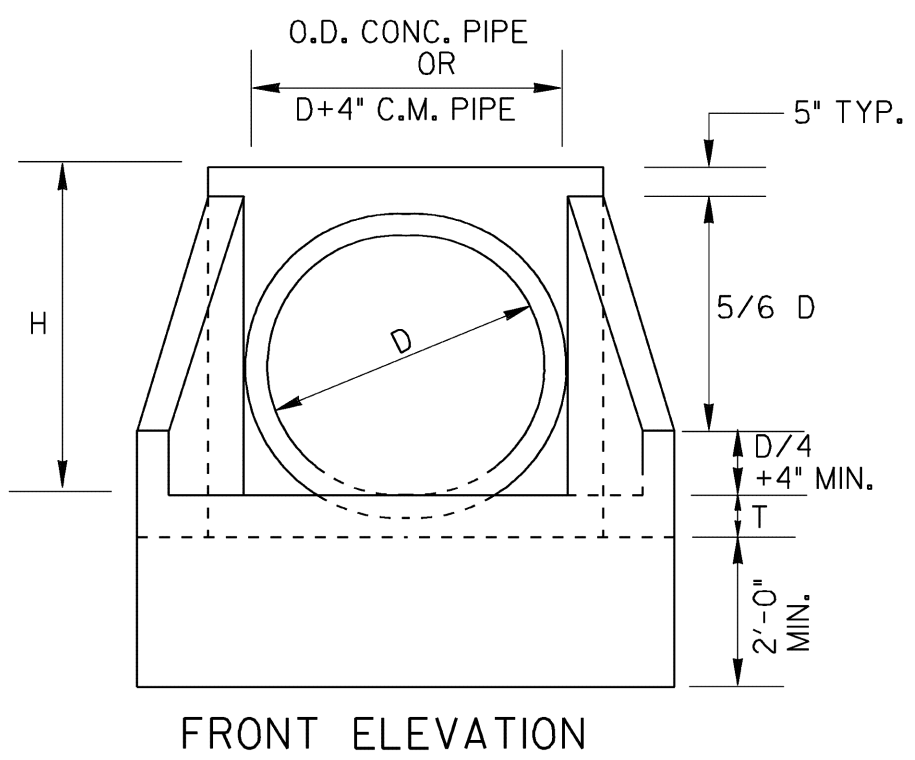


FRONT ELEVATION

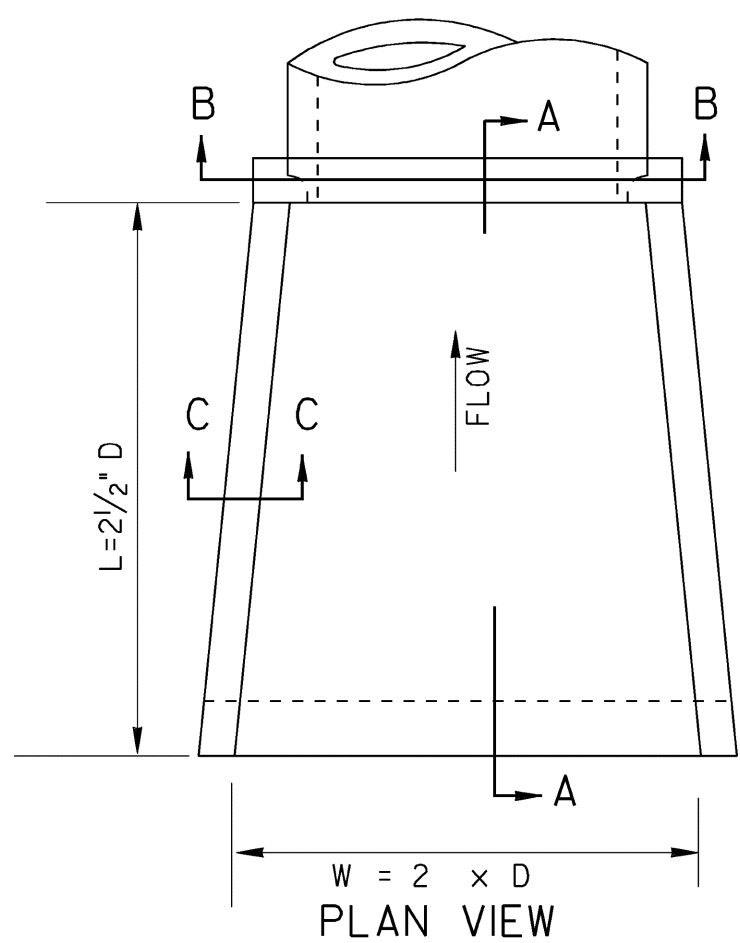


PLAN VIEW

INLET HEADWALL

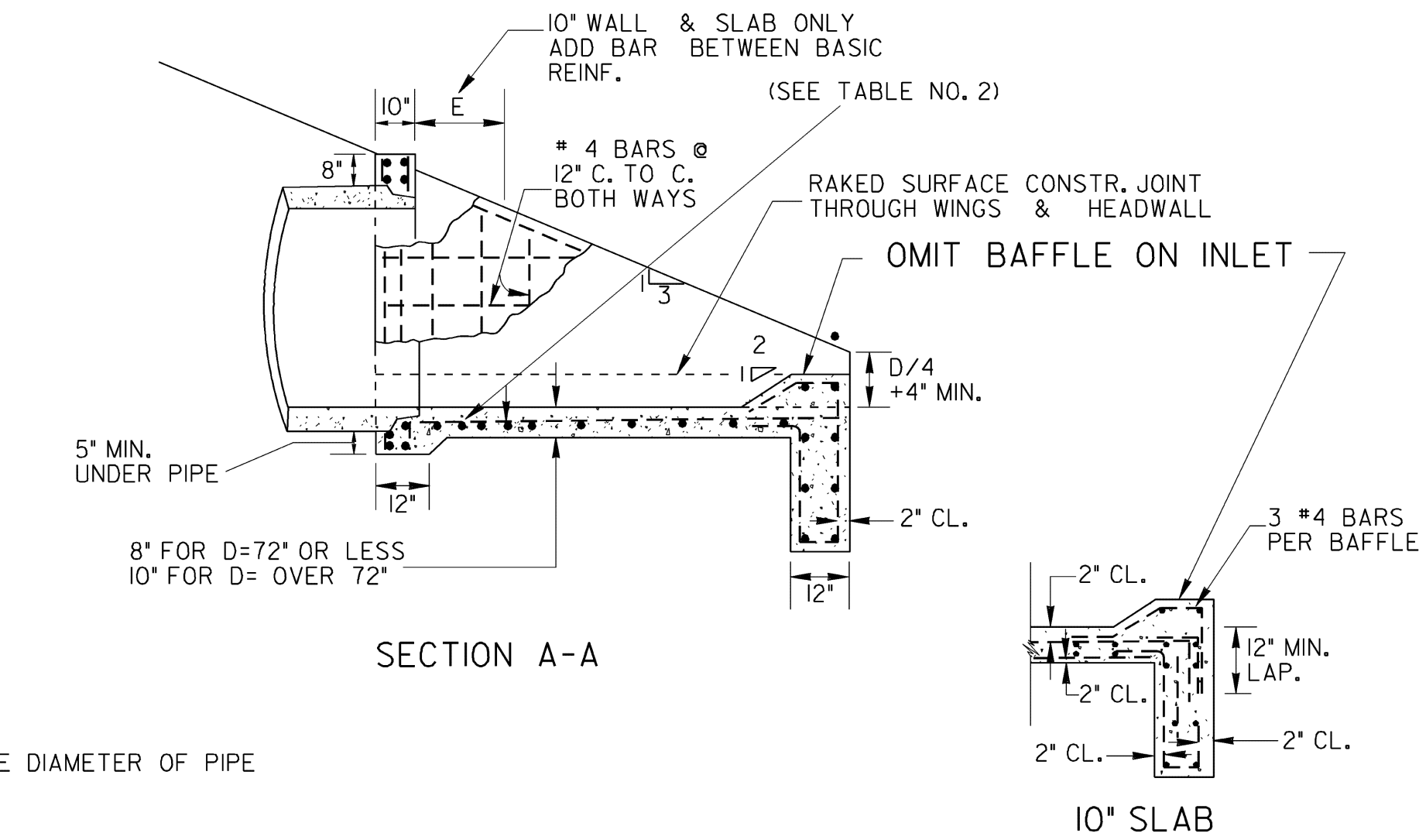


FRONT ELEVATION

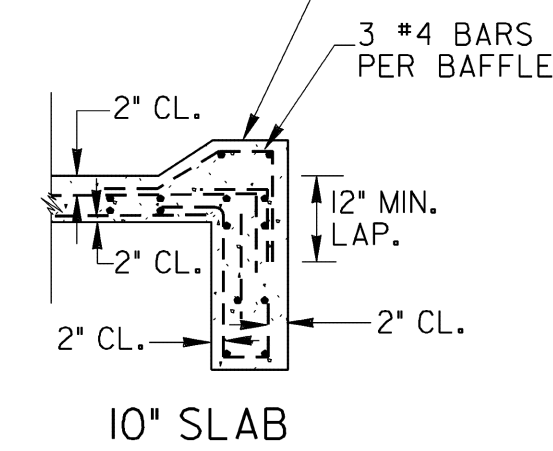


PLAN VIEW

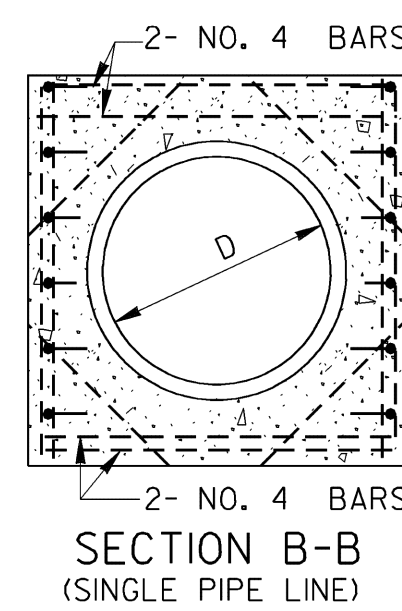
D = INSIDE DIAMETER OF PIPE



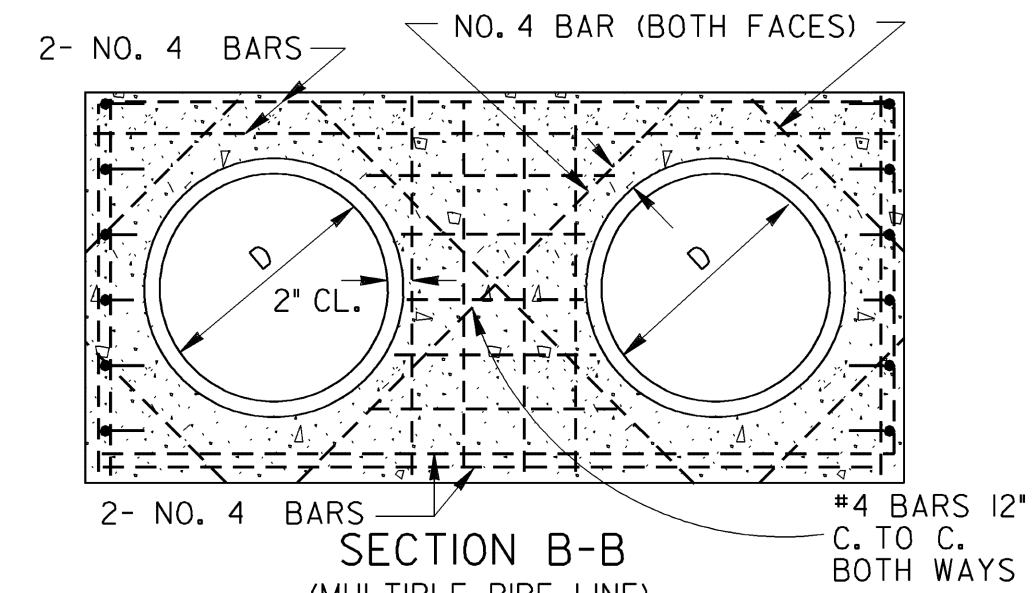
SECTION A-A



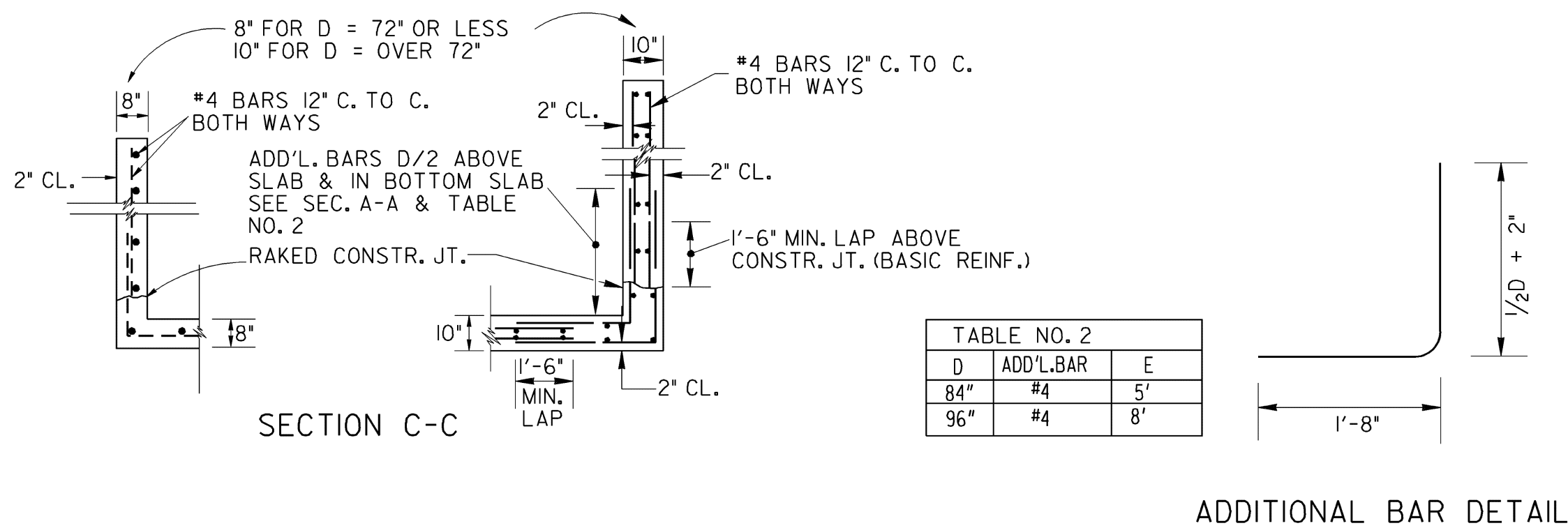
10" SLAB



SECTION B-B (SINGLE PIPE LINE)



SECTION B-B (MULTIPLE PIPE LINE)



SECTION C-C

ADDITIONAL BAR DETAIL

D	CU. YDS. CONCRETE (PAY QUANTITIES)				LBS. STEEL (GIVEN FOR INFORMATION ONLY)			
	FOR SINGLE LINE		ADD FOR ADD'L LINE		FOR SINGLE LINE		ADD FOR EACH ADD'L LINE	
15"	0.87	0.93	0.60	0.66	102	113	73	83
18"	1.10	1.16	0.85	0.93	106	117	93	104
24"	1.61	1.69	1.29	1.37	127	138	124	134
30"	2.21	2.32	1.83	1.96	170	180	154	164
36"	2.92	3.05	2.49	2.63	238	254	196	212
42"	3.73	3.87	3.00	3.17	290	306	231	247
48"	4.62	4.80	3.58	3.74	335	351	265	281
54"	5.63	5.83	4.17	4.38	407	428	319	340
60"	6.72	6.95	4.82	5.01	456	477	360	391
72"	9.22	9.48	6.24	6.46	623	649	475	494
84"	14.84	15.19	9.05	9.29	1517	1539	1017	1044
96"	18.88	19.27	11.13	11.41	2118	2150	1323	1350

*NOTE: QUANTITIES SHOWN WILL BE ACTUAL PAY QUANTITIES FOR CLASS "A" CONCRETE, INCLUDING REINFORCED STEEL. NO ADJUSTMENT WILL BE MADE FOR AS BUILT QUANTITIES.

D - INSIDE DIAMETER OF PIPE CULVERT

- H = D + 10" MIN. FOR C.M. PIPE
- H = D + PIPE WALL THICKNESS + 8" FOR CONC. PIPE (13/12 D + 9" TYP.)
- T = 8" FOR D = 72" OR LESS
- T = 10" FOR D = OVER 72"

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD TAPERED
INLET HEADWALL - OUTLET HEADWALL
(BUILT-IN-PLACE)

NO SCALE
REV. & REDR. OCT., 1999

DES. (SUBMITTED) <i>James A. Kaul</i>	NUMBER 1125
TRA. (APPROVED) <i>Carl L. Roubly</i>	
CHK. _____	

STATE ROAD & AIRPORT DESIGN ENGR.
CHIEF ENGINEER

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C3.6