

STANDARD LEGEND

NOTE: ALL SYMBOLS MAY NOT BE USED



REMINGTON & VERNICK ENGINEERS
 845 NORTH MAIN STREET
 PLEASANTVILLE, NJ 08232
 (609) 645-7110, FAX (609) 645-7076
 WEB SITE ADDRESS : WWW.RVE.COM
 Certification of Authorization: 24 CA 28003300
 ~ENGINEERING EXCELLENCE~

DATE: 5/20/2024
FRANK J. SENEY JR.
 NJ PROFESSIONAL ENGINEER LIC. No. 35321

PRELIMINARY

PLANS WHICH DO NOT BEAR AN EMBOSSED SEAL ARE NOT VALID.
 ALL DOCUMENTS PREPARED BY REMINGTON & VERNICK ENGINEERS AND AFFILIATES ARE INSTRUMENTS OF SERVICE IN RESPECT OF THE PROJECT. THEY ARE NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE BY OWNER OR OTHERS ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. ANY REUSE WITHOUT WRITTEN VERIFICATION OR ADAPTATION BY REMINGTON & VERNICK ENGINEERS AND AFFILIATES FOR THE SPECIFIC PURPOSE INTENDED WILL BE AT OWNERS SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO REMINGTON & VERNICK ENGINEERS AND AFFILIATES; AND OWNER SHALL INDEMNIFY AND HOLD HARMLESS REMINGTON & VERNICK ENGINEERS AND AFFILIATES FROM ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES ARISING OUT OF OR RESULTING THEREFROM.

| NO. | REVISION | DATE | BY | CHK |
|-----|----------|------|----|-----|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

LEGEND
 CITY OF ATLANTIC CITY
 ATLANTIC AVENUE ROAD DIET - PHASE 2B
 CITY OF ATLANTIC CITY
 ATLANTIC COUNTY
 NEW JERSEY

| DRAWN BY: | DESIGN BY: | CHECKED BY: | SCALE: |
|-------------|------------|-------------|----------|
| C.F.C. | T.J.M. | D.K. | AS NOTED |
| DATE: | SHEET No.: | | |
| 8-3-2023 | 2 of 46 | | |
| JOB No.: | | | |
| 01-02-U-016 | | | |

| ITEM | DESCRIPTION | EXISTING | PROPOSED |
|------|----------------------------|----------|----------|
| | OVERHEAD WIRE | | |
| | SANITARY FORCE MAIN PIPE | | |
| | STORM SEWER PIPE ≤ 12" | | |
| | STORM SEWER PIPE > 12" | | |
| | GAS SERVICE | | |
| | SANITARY SEWER PIPE ≤ 12" | | |
| | SANITARY SEWER PIPE > 12" | | |
| | ELECTRIC SERVICE | | |
| | FIBER OPTIC SERVICE | | |
| | TELEPHONE SERVICE | | |
| | COMMUNICATIONS SERVICE | | |
| | IRRIGATION PIPE | | |
| | WATER SERVICE | | |
| | WATER SHUT-OFF | | |
| | WATER METER | | |
| | WATER VALVE | | |
| | WATER HYDRANT | | |
| | WELL | | |
| | YARD HYDRANT | | |
| | METER PIT | | |
| | GAS SHUT-OFF | | |
| | GAS METER | | |
| | GAS VALVE | | |
| | GAS LINE MARKER | | |
| | CLEANOUT | | |
| | SEWER VENT | | |
| | INLET TYPE A | | |
| | INLET TYPE B | | |
| | INLET TYPE E | | |
| | AREA DRAIN | | |
| | MANHOLES | | |
| | IRRIGATION CONTROL VALVE | | |
| | IRRIGATION BOX | | |
| | IRRIGATION CONTROL BOX | | |
| | SPRINKLER HEAD | | |
| | UNKNOWN VALVE | | |
| | COMMUNICATIONS PEDESTAL | | |
| | COMMUNICATIONS LINE MARKER | | |
| | TELEPHONE PEDESTAL | | |
| | TELEPHONE LINE MARKER | | |
| | ELEC. BOX | | |
| | ELEC. METER | | |
| | ELEC. TRANSFORMER PAD | | |
| | ELEC. VAULT | | |
| | ELEC. LINE MARKER | | |
| | UTILITY POLE | | |
| | GUY ANCHOR | | |
| | ELEC. OUTLET | | |
| | LIGHTS | | |
| | VENT | | |
| | VENT PIPE | | |

| ITEM | DESCRIPTION | EXISTING | PROPOSED |
|------|-----------------------------|----------|----------|
| | CROWS FOOT | | |
| | AERIAL TARGET | | |
| | CONCRETE MONUMENT | | |
| | PK / MAG NAIL | | |
| | DRILL HOLE SPIKE | | |
| | DRILL HOLE W/ WINGS | | |
| | STAKE | | |
| | HUB | | |
| | PIN W/ CAP | | |
| | IRON PIPE | | |
| | IRON PIN | | |
| | CROSS CUT | | |
| | DISK | | |
| | STONE | | |
| | REBAR | | |
| | BASELINE | | |
| | CENTERLINE | | |
| | EASEMENT | | |
| | RIGHT-OF-WAY | | |
| | PROPERTY BOUNDARY | | |
| | ADJACENT PROPERTY BOUNDARY | | |
| | RAILROAD TRACKS | | |
| | STATE BOUNDARY | | |
| | MUNICIPAL / COUNTY BOUNDARY | | |
| | BORING LOCATION | | |
| | MONITORING WELL LOCATION | | |
| | TEST PIT LOCATION | | |
| | FRESHWATER WETLAND FLAG | | |
| | FRESHWATER WETLAND LINE | | |
| | FRESHWATER WETLAND BUFFER | | |
| | EDGE OF WATER | | |
| | STREAM CENTERLINE | | |
| | GRASS/SOD | | |
| | DECIDUOUS TREE | | |
| | SHRUBS / BUSH | | |
| | EVERGREENS | | |
| | STUMP | | |
| | WOODS / TREE LINE | | |
| | WIRE FENCE | | |
| | SPLIT RAIL FENCE | | |
| | WOOD / VINYL FENCE | | |
| | CHAIN-LINK FENCE | | |
| | TOP OF BANK / DITCH | | |
| | BOTTOM OF BANK / DITCH | | |
| | CONTOUR (MAJOR) | | |
| | CONTOUR (MINOR) | | |
| | FLOW LINE / SWALE | | |
| | TIME OF CONCENTRATION | | |
| | SPOT GRADE | | |
| | ROADWAY GRADE | | |
| | DRAINAGE FLOW | | |

| ITEM | DESCRIPTION | EXISTING | PROPOSED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|---|---|---------------------------------|------------|----------------------------------|-----------------------|---------------------------------|--------------|-----------------------------------|------------------------|----------------|---------------|----------|----------------------|------------|-----------------|----------|-------------------------------|------------------------|----------------|-------------|----------------|----------------------|----------------|---|--------------------------------|----------------|-----------------------|-------------|---------------------------------|---------------|----------------|-------------|------------------------------------|-----------------|------------------------------|-------------------|--------------------------------|--------------|---------------|----------------------|----------|-----------------|---------------------|-------------------------|---------------------------------|-------------------|---------------|------------------------|----------------------------|-------------|---------------|------------|---------------------|----------------|--------------|--------------|---------------|--|--------------------------|--------------|------------|--|---------------|------------|---------------|--|--------------|---------------------|---------------|--|--|------------------|--|--|
| | EDGE OF PAVEMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CURB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PAVEMENT / CONC. / SIDEWALK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | LIMIT OF EXCAVATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | GUIDE RAIL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BOLLARD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MAILBOX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | SIGNS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FLAG POLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BENCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PILE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DETECTABLE WARNING SURFACE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TYPICAL STRIPING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ADA STRIPING | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TRAFFIC CONTROL BOX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TRAFFIC LIGHT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | DEPT. OF TRANSPORTATION MANHOLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | STATE HIGHWAY DEPARTMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RAILROAD CROSSING BEACON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CALL BOX | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | OIL FILL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | UNDERGROUND STORAGE TANK LID | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RISER PIPE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | RAISED PAVEMENT MARKER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BBQ GRILL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WATER FOUNTAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | KIOSK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | AIR CONDITIONER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PARKING METER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FIRE CONTROL VALVE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BARRICADE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PHOTO LOCATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | BENCHMARK LOCATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TYPICAL SECTION ARROW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MATCH LINE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TYPICAL NORTH ARROW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ABBREVIATIONS | <table border="0"> <tr> <td>APR. APRON</td> <td>E.B., W.B. EASTBOUND, WESTBOUND.</td> <td>PC POINT OF CURVATURE</td> <td>S.H.D. STATE HIGHWAY DEPARTMENT</td> </tr> <tr> <td>BL. BASELINE</td> <td>N.B., S.B. NORTHBOUND, SOUTHBOUND</td> <td>PI POINT OF INFLECTION</td> <td>SHLD. SHOULDER</td> </tr> <tr> <td>BM BENCH MARK</td> <td>G GUTTER</td> <td>PT POINT OF TANGENCY</td> <td>STY. STORY</td> </tr> <tr> <td>BIT. BITUMINOUS</td> <td>GR GRATE</td> <td>PK PARKER KAYLON MASONRY NAIL</td> <td>T.B.A. TO BE ABANDONED</td> </tr> <tr> <td>BLDG. BUILDING</td> <td>HW HEADWALL</td> <td>PROP. PROPOSED</td> <td>T.B.R. TO BE REMOVED</td> </tr> <tr> <td>CL. CENTERLINE</td> <td>H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE</td> <td>P.V.C. POLYVINYL CHLORIDE PIPE</td> <td>TC TOP OF CURB</td> </tr> <tr> <td>C.I.P. CAST IRON PIPE</td> <td>INV. INVERT</td> <td>PVC POINT OF VERTICAL CURVATURE</td> <td>TEL TELEPHONE</td> </tr> <tr> <td>CONC. CONCRETE</td> <td>IP IRON PIN</td> <td>PVI POINT OF VERTICAL INTERSECTION</td> <td>TEMP. TEMPORARY</td> </tr> <tr> <td>C.M.P. CORRUGATED METAL PIPE</td> <td>J.B. JUNCTION BOX</td> <td>PVT POINT OF VERTICAL TANGENCY</td> <td>TYP. TYPICAL</td> </tr> <tr> <td>CULV. CULVERT</td> <td>L.S.T. LANDSCAPE TIE</td> <td>R RADIUS</td> <td>U.D. UNDERDRAIN</td> </tr> <tr> <td>D.C. DEPRESSED CURB</td> <td>L.O.M. LIMIT OF MILLING</td> <td>R.C.P. REINFORCED CONCRETE PIPE</td> <td>U.P. UTILITY POLE</td> </tr> <tr> <td>DH DRILL HOLE</td> <td>L.O.P. LIMIT OF PAVING</td> <td>RMC RIGID METALLIC CONDUIT</td> <td>VAR. VARIES</td> </tr> <tr> <td>DIA. DIAMETER</td> <td>MB MAILBOX</td> <td>R.O.W. RIGHT OF WAY</td> <td>WM WATER METER</td> </tr> <tr> <td>DWY DRIVEWAY</td> <td>MAX. MAXIMUM</td> <td>R.R. RAILROAD</td> <td></td> </tr> <tr> <td>D.I.P. DUCTILE IRON PIPE</td> <td>MIN. MINIMUM</td> <td>RTE. ROUTE</td> <td></td> </tr> <tr> <td>EL. ELEVATION</td> <td>NO. NUMBER</td> <td>SAN. SANITARY</td> <td></td> </tr> <tr> <td>EX. EXISTING</td> <td>N.T.S. NOT TO SCALE</td> <td>SWK. SIDEWALK</td> <td></td> </tr> <tr> <td></td> <td>PERF. PERFORATED</td> <td></td> <td></td> </tr> </table> | | APR. APRON | E.B., W.B. EASTBOUND, WESTBOUND. | PC POINT OF CURVATURE | S.H.D. STATE HIGHWAY DEPARTMENT | BL. BASELINE | N.B., S.B. NORTHBOUND, SOUTHBOUND | PI POINT OF INFLECTION | SHLD. SHOULDER | BM BENCH MARK | G GUTTER | PT POINT OF TANGENCY | STY. STORY | BIT. BITUMINOUS | GR GRATE | PK PARKER KAYLON MASONRY NAIL | T.B.A. TO BE ABANDONED | BLDG. BUILDING | HW HEADWALL | PROP. PROPOSED | T.B.R. TO BE REMOVED | CL. CENTERLINE | H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE | P.V.C. POLYVINYL CHLORIDE PIPE | TC TOP OF CURB | C.I.P. CAST IRON PIPE | INV. INVERT | PVC POINT OF VERTICAL CURVATURE | TEL TELEPHONE | CONC. CONCRETE | IP IRON PIN | PVI POINT OF VERTICAL INTERSECTION | TEMP. TEMPORARY | C.M.P. CORRUGATED METAL PIPE | J.B. JUNCTION BOX | PVT POINT OF VERTICAL TANGENCY | TYP. TYPICAL | CULV. CULVERT | L.S.T. LANDSCAPE TIE | R RADIUS | U.D. UNDERDRAIN | D.C. DEPRESSED CURB | L.O.M. LIMIT OF MILLING | R.C.P. REINFORCED CONCRETE PIPE | U.P. UTILITY POLE | DH DRILL HOLE | L.O.P. LIMIT OF PAVING | RMC RIGID METALLIC CONDUIT | VAR. VARIES | DIA. DIAMETER | MB MAILBOX | R.O.W. RIGHT OF WAY | WM WATER METER | DWY DRIVEWAY | MAX. MAXIMUM | R.R. RAILROAD | | D.I.P. DUCTILE IRON PIPE | MIN. MINIMUM | RTE. ROUTE | | EL. ELEVATION | NO. NUMBER | SAN. SANITARY | | EX. EXISTING | N.T.S. NOT TO SCALE | SWK. SIDEWALK | | | PERF. PERFORATED | | |
| APR. APRON | E.B., W.B. EASTBOUND, WESTBOUND. | PC POINT OF CURVATURE | S.H.D. STATE HIGHWAY DEPARTMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BL. BASELINE | N.B., S.B. NORTHBOUND, SOUTHBOUND | PI POINT OF INFLECTION | SHLD. SHOULDER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BM BENCH MARK | G GUTTER | PT POINT OF TANGENCY | STY. STORY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIT. BITUMINOUS | GR GRATE | PK PARKER KAYLON MASONRY NAIL | T.B.A. TO BE ABANDONED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BLDG. BUILDING | HW HEADWALL | PROP. PROPOSED | T.B.R. TO BE REMOVED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CL. CENTERLINE | H.D.P.E. HIGH DENSITY POLYETHYLENE PIPE | P.V.C. POLYVINYL CHLORIDE PIPE | TC TOP OF CURB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C.I.P. CAST IRON PIPE | INV. INVERT | PVC POINT OF VERTICAL CURVATURE | TEL TELEPHONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONC. CONCRETE | IP IRON PIN | PVI POINT OF VERTICAL INTERSECTION | TEMP. TEMPORARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C.M.P. CORRUGATED METAL PIPE | J.B. JUNCTION BOX | PVT POINT OF VERTICAL TANGENCY | TYP. TYPICAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CULV. CULVERT | L.S.T. LANDSCAPE TIE | R RADIUS | U.D. UNDERDRAIN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D.C. DEPRESSED CURB | L.O.M. LIMIT OF MILLING | R.C.P. REINFORCED CONCRETE PIPE | U.P. UTILITY POLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DH DRILL HOLE | L.O.P. LIMIT OF PAVING | RMC RIGID METALLIC CONDUIT | VAR. VARIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIA. DIAMETER | MB MAILBOX | R.O.W. RIGHT OF WAY | WM WATER METER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DWY DRIVEWAY | MAX. MAXIMUM | R.R. RAILROAD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D.I.P. DUCTILE IRON PIPE | MIN. MINIMUM | RTE. ROUTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EL. ELEVATION | NO. NUMBER | SAN. SANITARY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EX. EXISTING | N.T.S. NOT TO SCALE | SWK. SIDEWALK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PERF. PERFORATED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UTILITIES

SITE & ROADWORK

MISC.

GENERAL

ABBREVIATIONS

SURVEY

ENVIRONMENTAL

LANDSCAPING

GRADING