

Jaunt Facility Master Plan

Prepared for:



Prepared by:



August 25, 2023

Table of Contents

- List of Tables..... 1
- List of Figures 1
- 1. INTRODUCTION 2
- 2. PROPOSED IMPROVEMENTS 3
 - A. Parking Lot C & B Pavement, Fence, and Gate Improvements 3
 - B. Main Entrance Pavement, Fence, and Gate Improvements 4
 - C. Parking Lot A1 ADA Parking Space Improvements 4
 - D. Parking Lot A2 Drainage Improvements 5
 - E. Parking Lot A2 Pavement and Striping Improvements 5
 - F. Site Security Camera Improvements 5
 - G. Improvement Summary..... 5
- 3. SITE SECURITY SUMMARY 6
- 4. SITE ELECTRICAL SUMMARY..... 6
- 5. SITE LIGHTING SUMMARY 7
- 6. PARKING SUMMARY..... 7
- 7. IMPROVEMENT PHASING AND TIMELINE 7

List of Tables

- Table 1: Master Plan Project Summary 6
- Table 2 Parking Summary..... 7
- Table 3: Phase 1 Projects..... 8
- Table 4 :Phase 1 Estimated Timeline 8

List of Figures

- Figure 1: Existing Site..... 2
- Figure 2: Lot C and B Existing Conditions..... 3

- APPENDIX A – Master Plan Concept Drawings
- APPENDIX B – Construction Phasing Plans
- APPENDIX C – Opinions of Probable Construction Costs
- APPENDIX D – Jaunt Parking Assessment
- APPENDIX E – Approved Plans for ADA Improvements

1. INTRODUCTION

Jaunt staff has identified several needed site improvements that include the addition of security gates, replacement of aging asphalt, and improvements to the ADA parking spaces. In addition to these projects, you recently completed a parking assessment study that included recommendations to improve vehicular movement and parking space on site. The goal of the Master Plan was to better develop these projects and to provide a sequence of construction and opinions of probable construction cost that could be used to secure funding. In addition to this, we also evaluated the existing site lighting and security.

The Jaunt Parking Assessment study, completed in November 2022, used the following naming conventions for the parking areas that have been updated to include parking lot A as A1 and A2.

Figure 1: Existing Site



Jaunt Inc.'s headquarters is located on a 2.1-acre site at 104 Keystone Place, Charlottesville, VA, and is entirely developed with a combination of asphalt and pervious pavement parking lots and the headquarters building. Our planning effort began with a site visit that included our civil, electrical, security, and lighting engineers. The improvements identified in each area include the following.

Area C consists of pervious pavement in good condition and is currently being used for Smaller Buses (21'-23'). Proposed improvements include additional fencing to fully enclose the area, which will continue to be used for Smaller Buses.

Area B consists of asphalt pavement in fair condition and will continue to be used for Smaller Buses and staff parking. Proposed improvements include addition of fencing and vehicular gate,

reworking of the existing islands to allow for better vehicular movement, and restriping of the parking spaces.

Area A1 consists of asphalt pavement and used for employee, public, and ADA parking. Proposed improvements include the addition of fencing, vehicular and pedestrian gates, and reworking the ADA parking spaces and access.

Area A2 consists of asphalt pavement in poor condition and is used for Bigger Buses (25'-32') and general maintenance. Proposed improvements include asphalt replacement, relocating the dumpster pad, stormwater enhancements to allow for onsite vehicular washing, and restriping of the parking spaces.

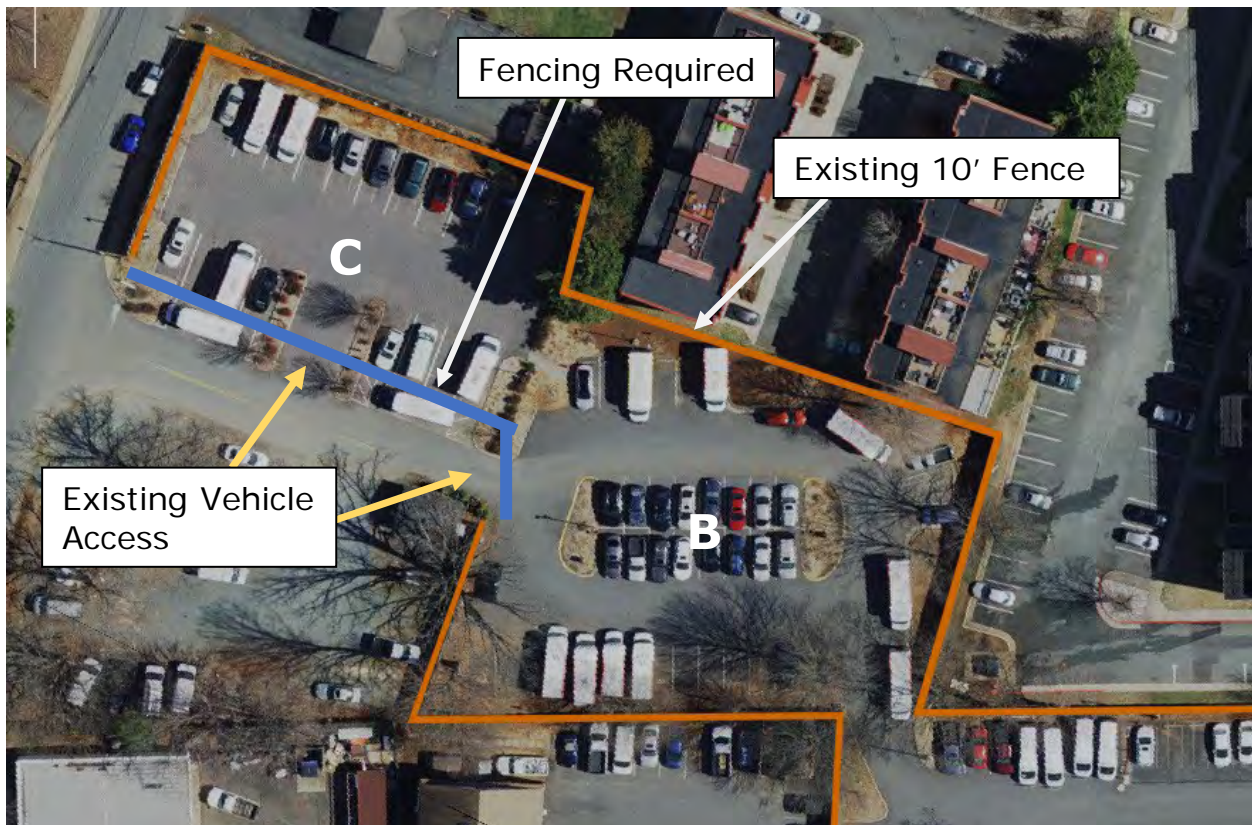
2. PROPOSED IMPROVEMENTS

We met several times with Jaunt staff and identified the following projects. These are not listed in order of importance.

A. Parking Lot C & B Pavement, Fence, and Gate Improvements

Several alternatives were evaluated in parking lot C to both provide the required security and gate access. Fencing is required along the plan south side of parking lot C and across the northern entrance of parking lot B.

Figure 2: Lot C and B Existing Conditions



To minimize the number of access points and operable gates that need to be installed, we are proposing to rework parking lot C to directly connect to lot B and placing a 22-foot sliding gate at the remaining entrance of parking lot B. This also allows for more efficient use of parking lot C. The project consists of a 10-foot-tall vinyl coated chain link fence and a powered 10-foot-tall sliding chain link fence. The existing islands in lot C will be removed and replaced with pervious pavers to match existing. Parking lot B will receive minor pavement rework to maximize the driveway width. The center parking area of lot B will be dual use, striped for six buses and 18 passenger cars. These will be the first buses out in the morning opening spaces for staff parking. The islands on either side of the middle parking area of lot B will be reduced in size to provide needed asphalt for buses to use as they navigate through drive isles. A detailed concept plan can be found on Sheet C-101A and C-101B in Appendix A.

The gate will be operated normally open during work hours and can be programmed to open and close at specified times. After work hours exits will utilize a traffic loop sense located inside the fence to open the gate. A card reader will be installed outside the fence to allow for after-work hour access.

The project will require stormwater permitting through the City. We are proposing to install a proprietary filter structure near the existing inlet to meet stormwater requirements.

B. Main Entrance Pavement, Fence, and Gate Improvements

Providing a gate at the main entrance will be challenging due to space constraints. The existing transformer and the property boundary ruled out the use of a sliding gate, requiring us to utilize a swing gate and reconfiguration of the entrance. A detailed concept plan can be found on Sheet C-102 in Appendix A.

The gate will be operated normally open during work hours and can be programmed to open and close at specified times. A card reader will be installed outside the fence perimeter to allow after-work hour access. After work hour vehicle exits will not be allowed at this location and will use the proposed gate at parking lot B. A pedestrian gate is proposed to allow staff to leave the site after hours and will be operated by a card reader to enter and a push bar to leave.

The project will require stormwater permitting through the city. We are proposing to purchase credits to meet the minimal stormwater pollutant reduction requirements for this project.

C. Parking Lot A1 ADA Parking Space Improvements

The ADA parking improvements project is a project that has been designed and approved prior to the Master Plan starting. The plans were approved by the City in July 2019. We identified additional communication and electrical conduit work required for Project 1 that should be installed with this project. Sheet C-103 is a concept plan that includes the previously approved ADA improvements and the additional work. The additional work increases the limits of disturbance and will require a plan amendment to be approved by the city.

D. Parking Lot A2 Drainage Improvements

As preparation for A2 lot improvements, jaunt determined the need for improved drainage to eliminate effluent discharges into nearby Moores Creek. This would allow for onsite vehicle washing was identified as a necessary improvement. This will allow staff to efficiently clean the fleet improving passenger experience, image, safety, and vehicle longevity. Onsite vehicle washing is not allowed without permitting through the city and stormwater improvements. The project includes installing heavy-duty trench drain downslope of the designated vehicle washing area. This will capture water and direct it through a proprietary stormwater filtering device. There are several products that utilize similar technology that could be installed to provide the required stormwater improvements. Sheet C-104 shows the concept plan for the stormwater improvements.

E. Parking Lot A2 Pavement and Striping Improvements

The pavement in lot A2 is in poor condition with most of the area showing significant deterioration indicating an inadequate asphalt pavement section. We propose that these areas are replaced with a more robust pavement section and the remaining area be milled and overlaid. We assumed a section of 4-inches of asphalt over 10-inches of grave for pricing. This should be Sheet C-105 shows the limits of full depth asphalt pavement reconstruction and mill and overlay. In addition to the necessary pavement maintenance, we included the relocation of the dumpster pad to the southern end of the parking lot. This allows for minor reworking of the existing dumpster pad area and an additional large bus space to be provided. We recommend including a concrete curb island to better define the new larger parking spaces proposed in this area but could be simply striped.

F. Site Security Camera Improvements

The existing exterior video surveillance consist of pole and building mounted cameras throughout the parking lots. The pole mounted cameras are connected to weatherproof security enclosures around the facility. The security enclosures house the data switch and power supply for the cameras. The improvements include replacing the existing security cameras around the site to provide clear video of the proposed vehicle and pedestrian gate and enhancements to the existing video surveillance coverage. The project plan is to utilize the existing infrastructure (data, power, pathway) to the existing camera locations and replace the cameras with newer technology. The recommended upgrades utilize multi-sensor camera technology which takes four different camera sensors (lenses) and combines them into a single form factor. This approach essentially locates four different cameras at each location looking in four different directions. The technology allows the user to “stitch” the camera views together, creating a 360-degree view. The technology also allows all four camera sensors to operate with a single data cable and a single power connection. This approach enhances the exterior video surveillance coverage of the facility while not requiring any additional conduit or cabling infrastructure. Sheet C-

G. Improvement Summary

The table below is a summary of the projects and includes recommendations for project sequencing.

Table 1: Master Plan Project Summary

Improvement	Required Improvement to Complete Prior to Construction	Notes	Total Cost
A. Parking Lot C & B Pavement, Fence, and Gate Improvements	Item B and C	Requires conduit installed in Items B and C	\$320,000
B. Main Entrance Pavement, Fence, and Gate Improvements			\$230,000
C. Parking Lot A1 ADA Parking Space Improvements		Includes conduit to connect Improvement A gates	\$60,000
D. Parking Lot A2 Drainage Improvements			\$90,000
E. Parking Lot A2 Pavement and Striping Improvements	item D		\$160,000
F. Site Security Camera Improvements	-	Utilizes existing infrastructure	\$180,000
Totals			\$1,040,000

3. SITE SECURITY SUMMARY

The existing security systems at the facility consist of video surveillance and access control. The proposed projects will utilize the two existing systems to enhance the security of the facility. For access control, card readers will be provided at new vehicle and pedestrian gates around the facility. Card readers will allow ingress to restricted areas while providing a detailed account of who accesses what locations at a specific time. New conduit and cabling infrastructure will need to be provided from the existing IT/Security Room within the building to each card reader location. The conduit requirement for each card reader needs to be no larger than 1" conduit. The pathway system for the card reader will need to be routed from the card reader to the local gate operator and then routed to the building. This will allow the existing access control system to communicate with the gate operator for approved access.

4. SITE ELECTRICAL SUMMARY

One dedicated circuit will be required to power the two proposed gates. We reviewed the existing site conditions and determined that there is not adequate power at these locations from which to serve the new gates, nor are existing underground raceways serving parking lot lighting adequate to add additional circuits. We discussed providing a separate service from Dominion Energy to provide power to the gates, however, we do not think this is feasible or cost-effective at this time. Power will be sourced from existing panelboards within the main building. The new gates will each be provided with a dedicated circuit served from existing panel GEN. Panel GEN is a 208Y/120V, 3-phase, 4-wire, 200-amp, main circuit breaker panelboard located in the main electrical room. Panel GEN currently has provisioned spaces in circuits 43 through 48 that could be provided with a new circuit breaker to serve the new gate actuators. Based on final design circuits lengths, one or both new gates may need to be served with a 2P-20A circuit breaker to provide a 208V, 1-phase circuit to reduce voltage drop. Panel GEN is served from the on-site generator; therefore, gates will remain operational in the event of an electrical utility outage.

5. SITE LIGHTING SUMMARY

The exterior site lighting was evaluated, and we performed a nighttime light survey to determine the lighting levels in the parking lots. While average footcandle measurements were acceptable, the uniformity, or ratio of average to low readings, was poor. Existing lighted bollards installed in parking lot C and B are not appropriate to provide the required lighting for the parking areas. We identified four areas that require additional lighting. These additional lights should be installed in coordination with the proposed improvements and have been included in Project 1 and 2. Sheet C-108 shows the light readings and proposed improvements.

6. PARKING SUMMARY

The summary of the overall parking in the existing parking lots, as laid out in the Traffic Study, and the Master Plan is shown below.

Table 2 Parking Summary

Dimensions	Vehical Use	Total Vehicles	Existing				Traffic Study Concept 1A				Master Plan			
			Area C	Area B	Area A	Total	Area C	Area B	Area A	Total	Area C	Area B	Area A	Total
9' x 18'	Passenger Cars	12	-	31	25	66	-	16*	25	29	6	20	25	54
ADA Spaces	Passenger Cars		-	-	3		-	-	3		-	-	3	
11' x 18'	Passenger Cars		1	6	-		1	-	-		-	-	-	
11' x 24'	Smaller Busses (21'-23')	64	18	-	-	18	18	15	-	41	24	18	-	42
11.5' x 24'	Smaller Busses (21'-23')		-	-	-		-	8	-		-	-	-	
11' x 35'	Bigger Busses (25'-32')	42	-	-	-	20	-	-	16	16	-	-	16	16
10' x 44'	Bigger Busses (25'-32')		-	-	18		-	-	-		-	-	-	
12' x 44'	Bigger Busses (25'-32')		2	-	-		-	-	-		-	-	-	

**An additional 16 passenger cars were added to account for double parking option*

7. IMPROVEMENT PHASING AND TIMELINE

The projects have been broken into three phases and are detailed below. Phasing exhibits can be found in Appendix B.

Phase 1 includes the ADA parking improvements, lighting of Lot C and B, construction to prepare for the fence and gate installation in parking lots C and B, and construction to prepare for the asphalt improvements in parking lot A1. The proposed work includes removal of the islands in Lot C, connecting Lot C and D, a portion of the restriping of Lot B, replacing bollard lights with appropriate light fixtures, and all work associated with the ADA parking project. The opinion of probable construction cost has been organized to fit within the FY2021 Facility Grants.

Table 3: Phase 1 Projects

Description	FY2021 Grant	Total Estimate Cost	Grant Amount	Jaunt Share
Parking Lot C & B Security Preparation	Security Gates	\$130,000	\$117,000	\$13,000
Parking Lot A1 ADA Parking Space	ADA Improvements	\$60,000	\$55,000	\$5,000
Parking Lot A2 Drainage Improvements	Backlot rehab	\$90,000	\$75,000	\$15,000
Totals		\$280,000	\$247,000	\$33,000

Jaunt is planning to implement Phase 1 within the timeframe below.

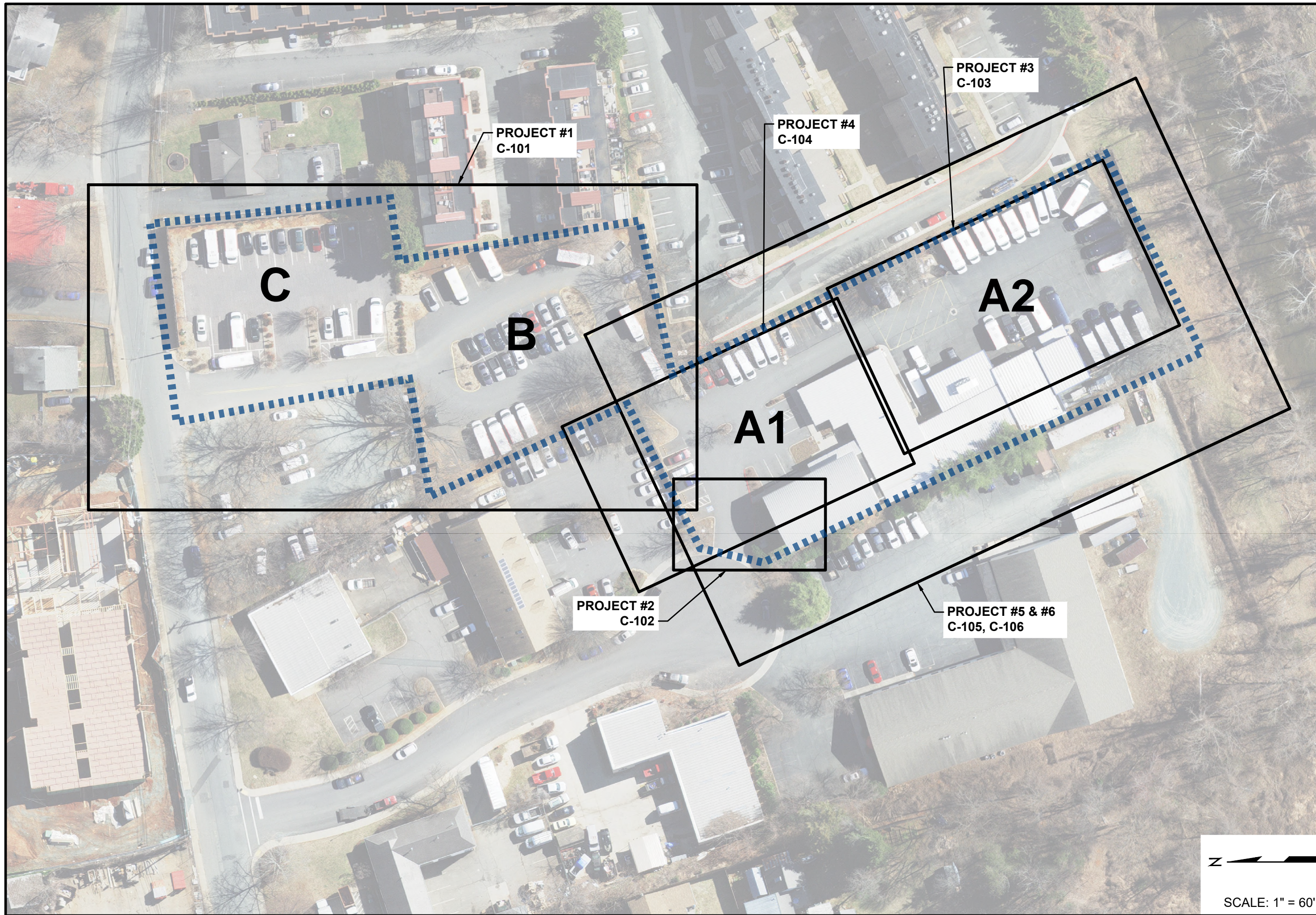
Table 4 :Phase 1 Estimated Timeline

Description	Time
Design	8 weeks
Permitting	12 weeks
Bidding	4 weeks
Execute Construction Contract	4 weeks
Construction	13 weeks
Total	41 weeks

Phase 2 includes the remaining improvements necessary to install fence and gates in Lot C and B and the main entrance, asphalt improvements in Lot A2, striping, and remaining lighting improvements.


Phase 3 includes the site security improvements.

Appendix A - Master Plan Concept Plans



PROJECT JAUNT	TITLE PARKING LOT MASTER PLAN
OVERALL EXHIBIT	

COMM. NO. 230057	
DRAWN SKS	CHECKED DTS
SKETCH NO. C-001	
DWG. REFERENCE NO. DWG-REF-NO	
DATE: 7/14/2023	REV. 0


 SCALE: 1" = 60'



PROJECT
**JAUNT
 PARKING LOT MASTER PLAN**

TITLE
MASTER PLAN

COMM. NO.
230057

DRAWN
SKS


CHECKED
DTS

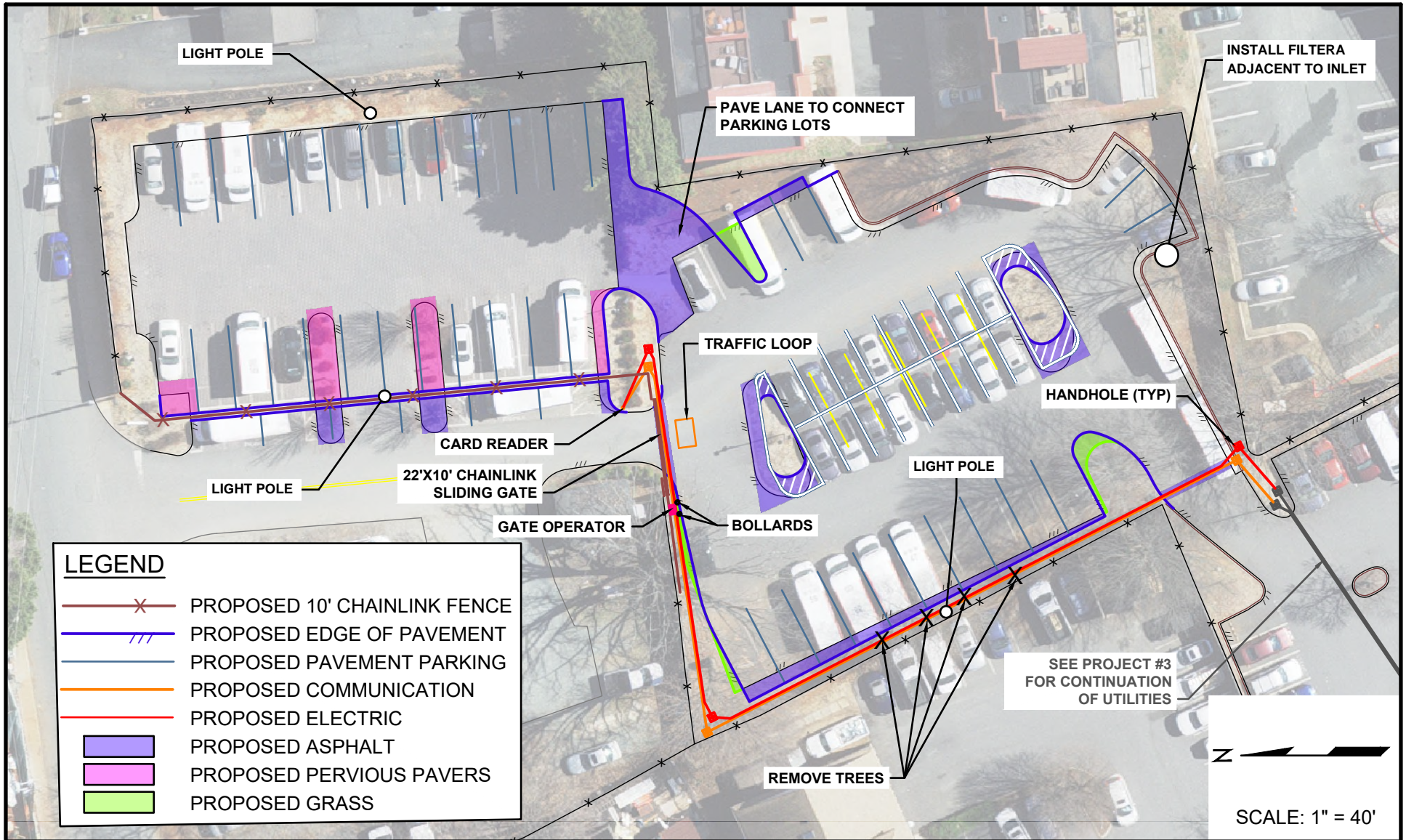
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C-002

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DWG-REF-NO

DATE:
7/14/2023

REV.
0


 SCALE: 1" = 60'



LEGEND


- X — PROPOSED 10' CHAINLINK FENCE
- / / — PROPOSED EDGE OF PAVEMENT
- — — PROPOSED PAVEMENT PARKING
- — — PROPOSED COMMUNICATION
- — — PROPOSED ELECTRIC
- PROPOSED ASPHALT
- PROPOSED PERVIOUS PAVERS
- PROPOSED GRASS

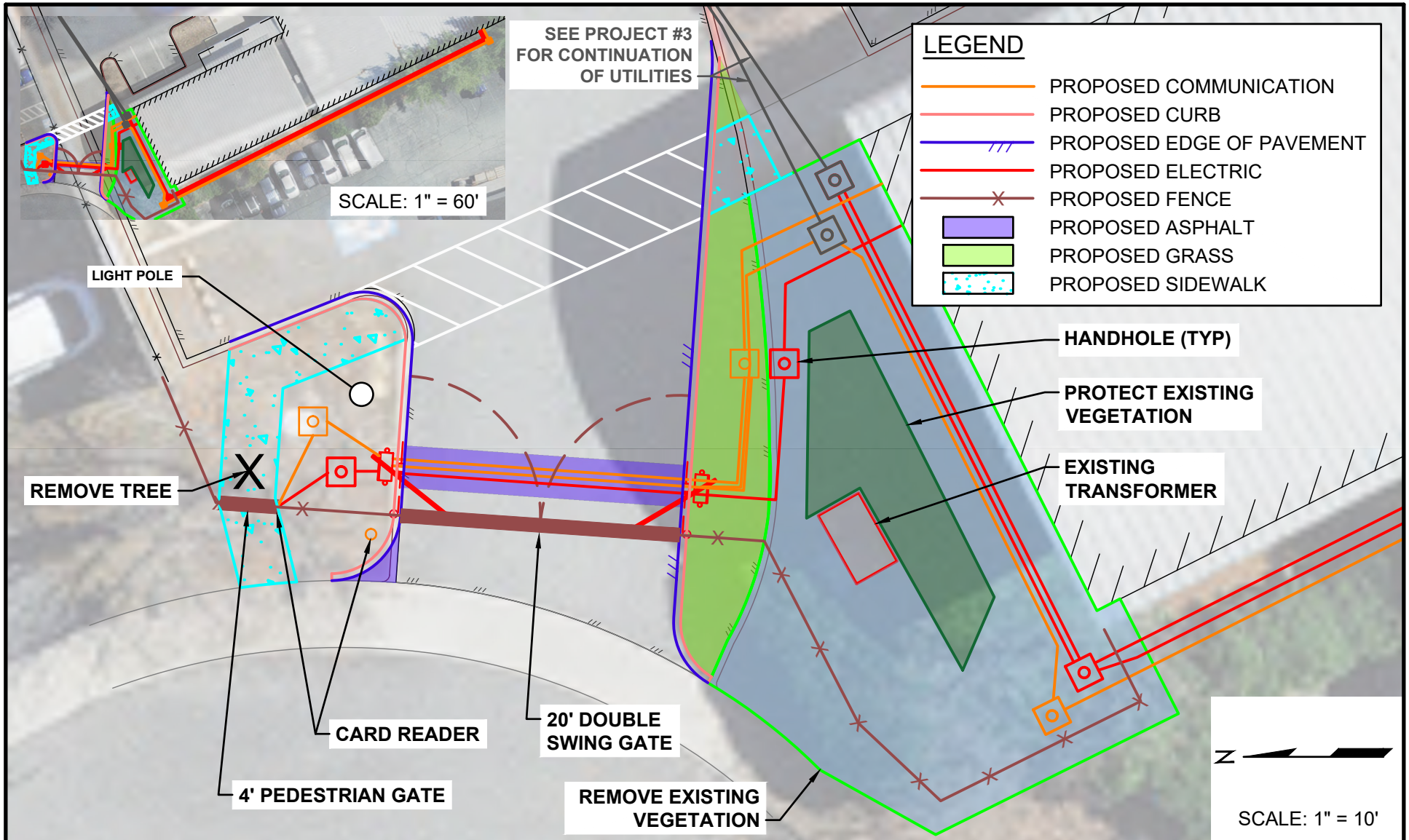
127 Nationwide Drive | Lynchburg, VA 24502
434.947.1901 | wileywilson.com


PROJECT		JAUNT	
TITLE		PARKING LOT MASTER PLAN	
TITLE		A. PARKING LOT C & B PAVEMENT, FENCE, AND GATE IMPROVEMENTS	
COMM. NO.	DRAWN	CHECKED	DATE:
230053	SKS	DTS	7/14/2023

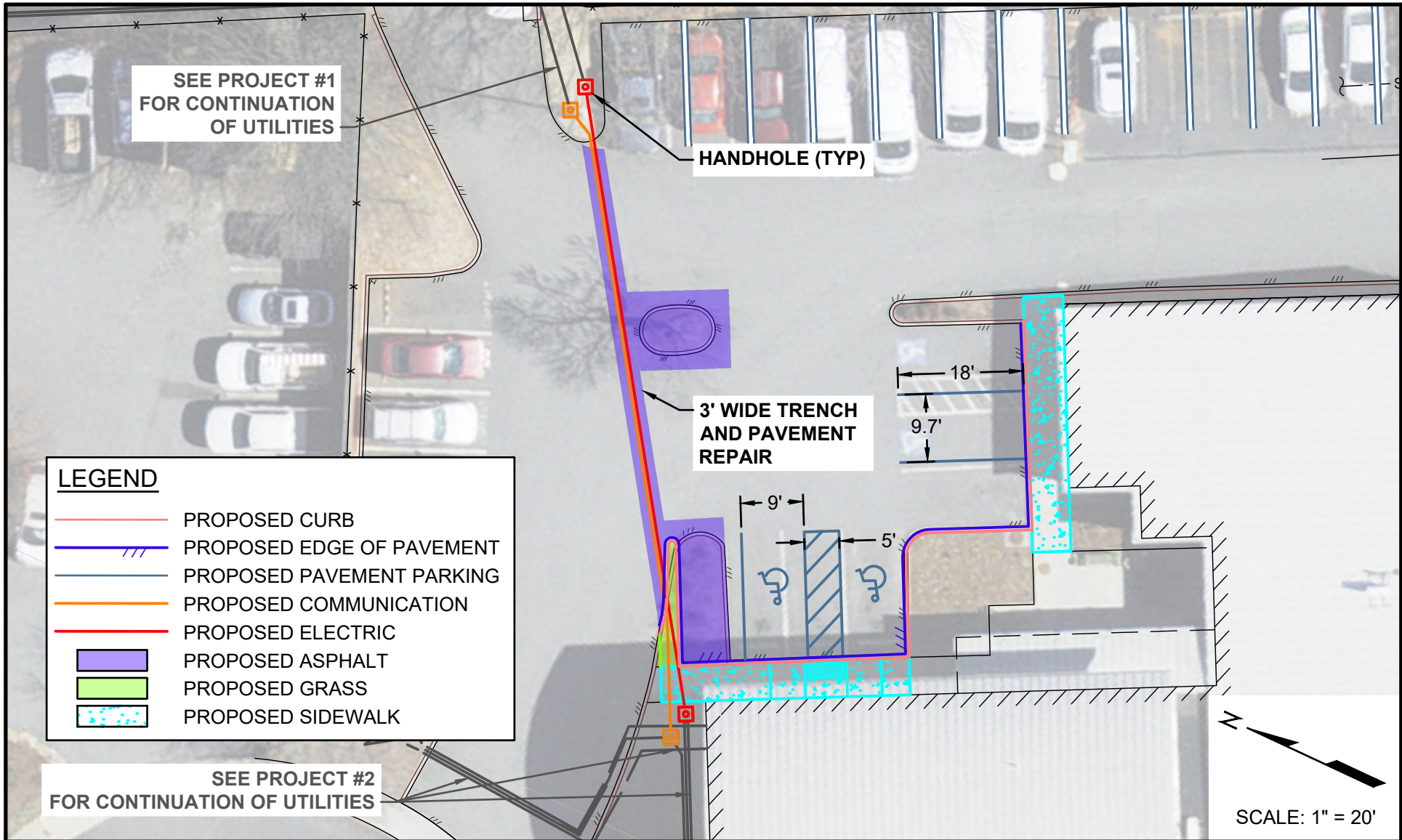
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DWG. REFERENCE NO.	
DWG-REF-NO	



 <p>Wiley Wilson® Constant Progress</p>	PROJECT JAUNT PARKING LOT MASTER PLAN		SKETCH NO. C-101B		
	TITLE A. PARKING LOT C & B PAVEMENT, FENCE, AND GATE IMPROVEMENTS		DWG. REFERENCE NO. DWG-REF-NO		
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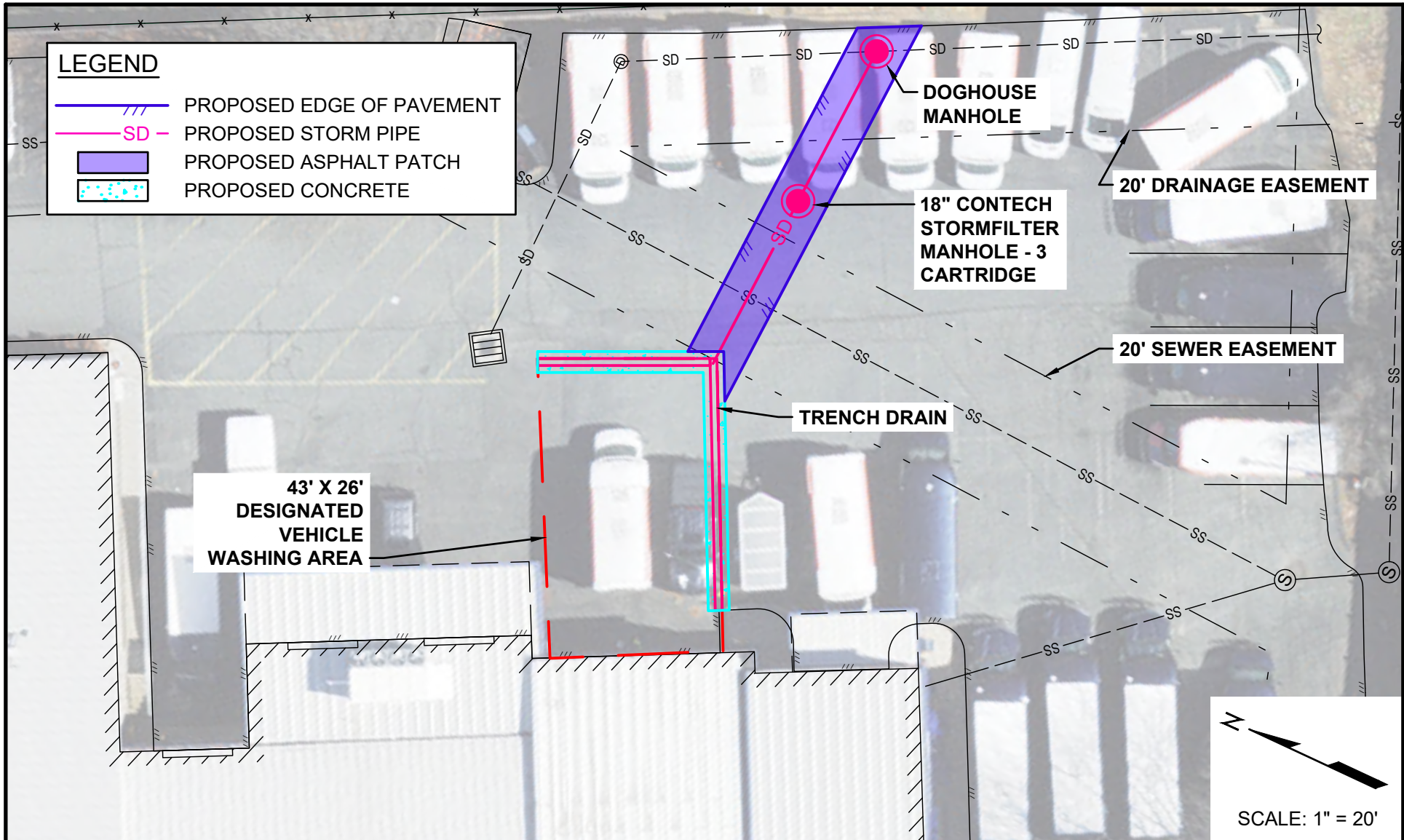
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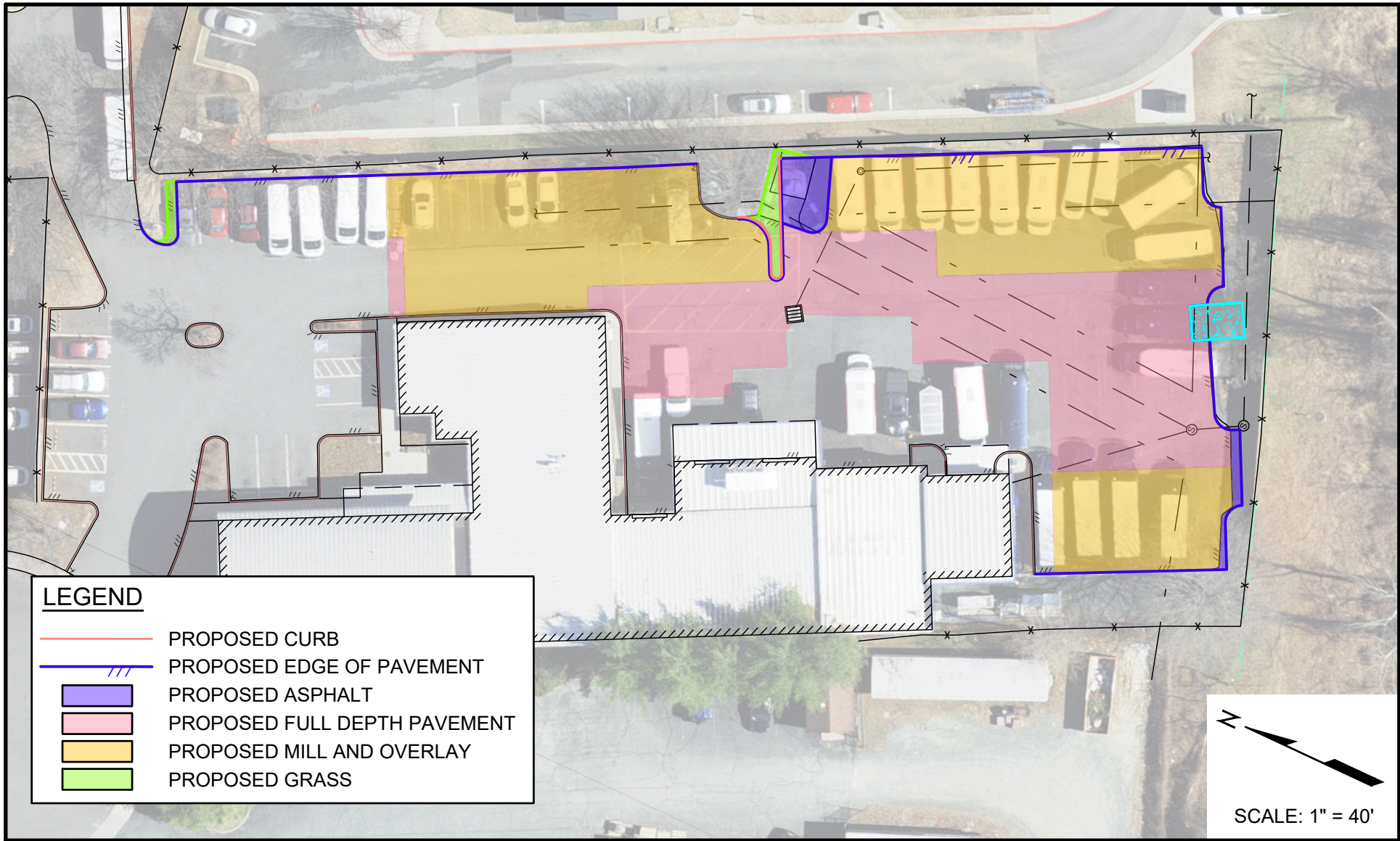
LEGEND







- PROPOSED CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED PAVEMENT PARKING
- PROPOSED COMMUNICATION
- PROPOSED ELECTRIC
- PROPOSED ASPHALT
- PROPOSED GRASS
- PROPOSED SIDEWALK

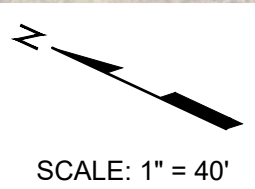
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	<p>TITLE C. PARKING LOT A1 ADA PARKING SPACE IMPROVEMENTS</p>		<p>DWG. REFERENCE NO.</p> <p>DWG-REF-NO</p>		
<p>127 Nationwide Drive Lynchburg, VA 24502 434.947.1901 wileywilson.com</p>	<p>COMM. NO. 230053</p>	<p>DRAWN SKS</p>	<p>CHECKED DTS</p>	<p>DATE: 7/14/2023</p>	<p>REV. 0</p>




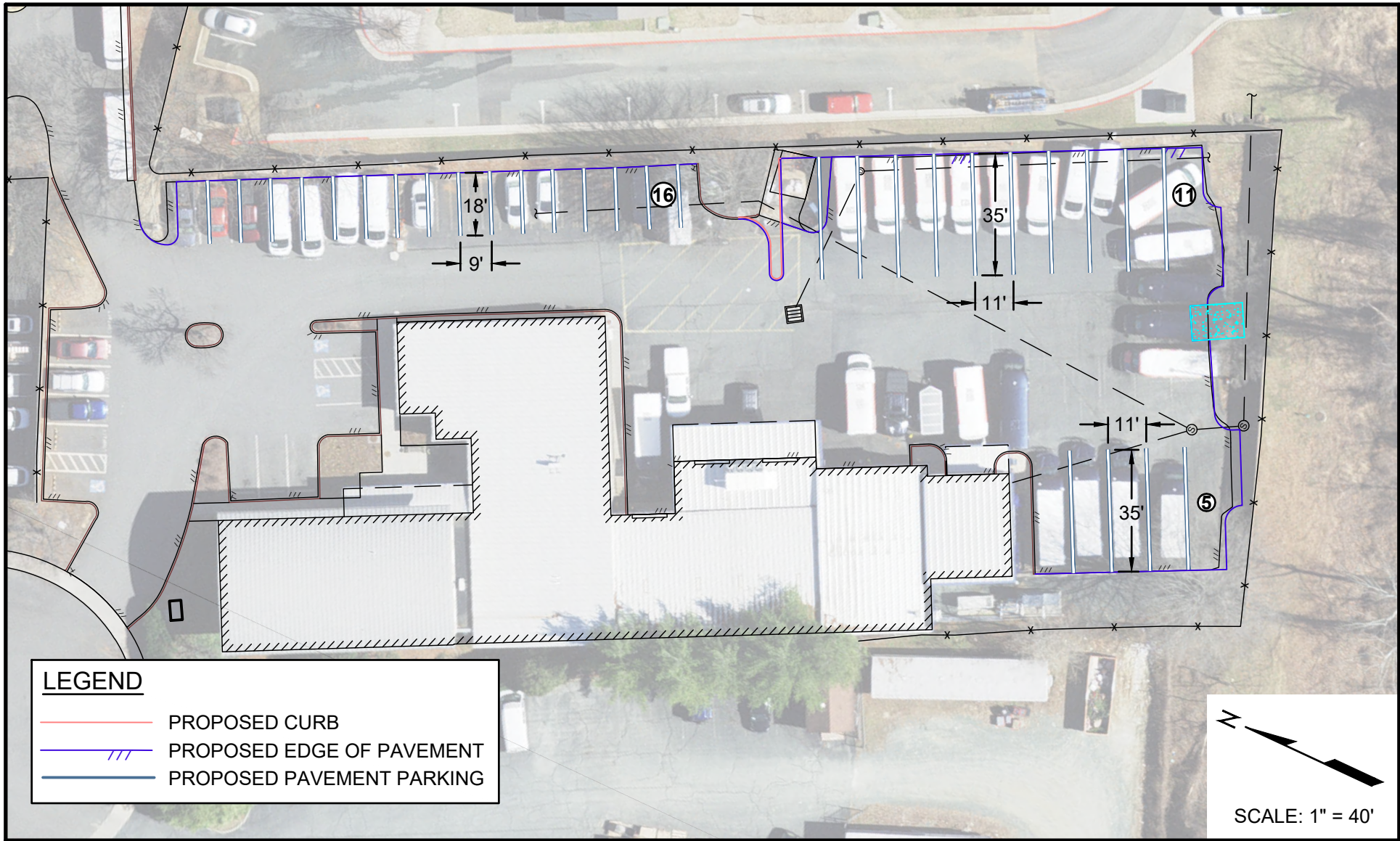
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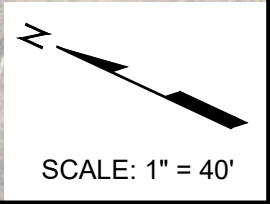
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	PROPOSED ASPHALT
	PROPOSED FULL DEPTH PAVEMENT
	PROPOSED MILL AND OVERLAY
	PROPOSED GRASS




 <p>Wiley Wilson® Constant Progress</p>	PROJECT JAUNT PARKING LOT MASTER PLAN		SKETCH NO. C-105		
	TITLE E. PARKING LOT A2 PAVEMENT AND STRIPING IMPROVEMENTS		DWG. REFERENCE NO. DWG-REF-NO		
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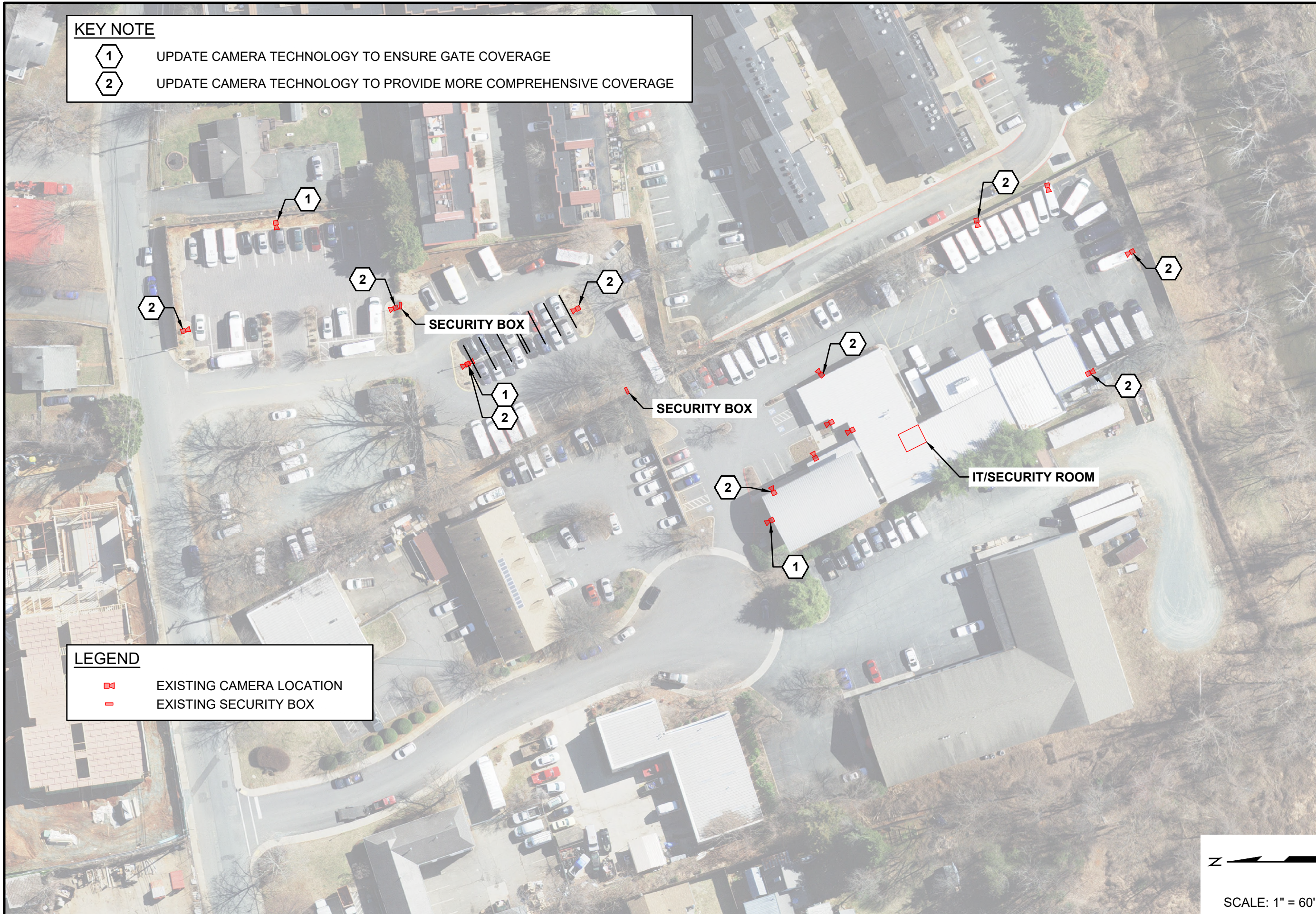
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	PROPOSED EDGE OF PAVEMENT
	PROPOSED PAVEMENT PARKING



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127 Nationwide Drive Lynchburg, VA 24502 434.947.1901 wileywilson.com	COMM. NO. 230053	DRAWN SKS	CHECKED DTS	DATE: 7/14/2023	REV. 0

KEY NOTE

- 1 UPDATE CAMERA TECHNOLOGY TO ENSURE GATE COVERAGE
- 2 UPDATE CAMERA TECHNOLOGY TO PROVIDE MORE COMPREHENSIVE COVERAGE



LEGEND

- EXISTING CAMERA LOCATION
- ▭ EXISTING SECURITY BOX



SCALE: 1" = 60'

PROJECT
**JAUNT
PARKING LOT MASTER PLAN**

TITLE
F. SITE SECURITY CAMERA IMPROVEMENTS

COMM. NO.
230057

DRAWN SKS CHECKED DTS

SKETCH NO.
C-107


DWG. REFERENCE NO.
DWG-REF-NO

DATE: 7/14/2023 REV. 0

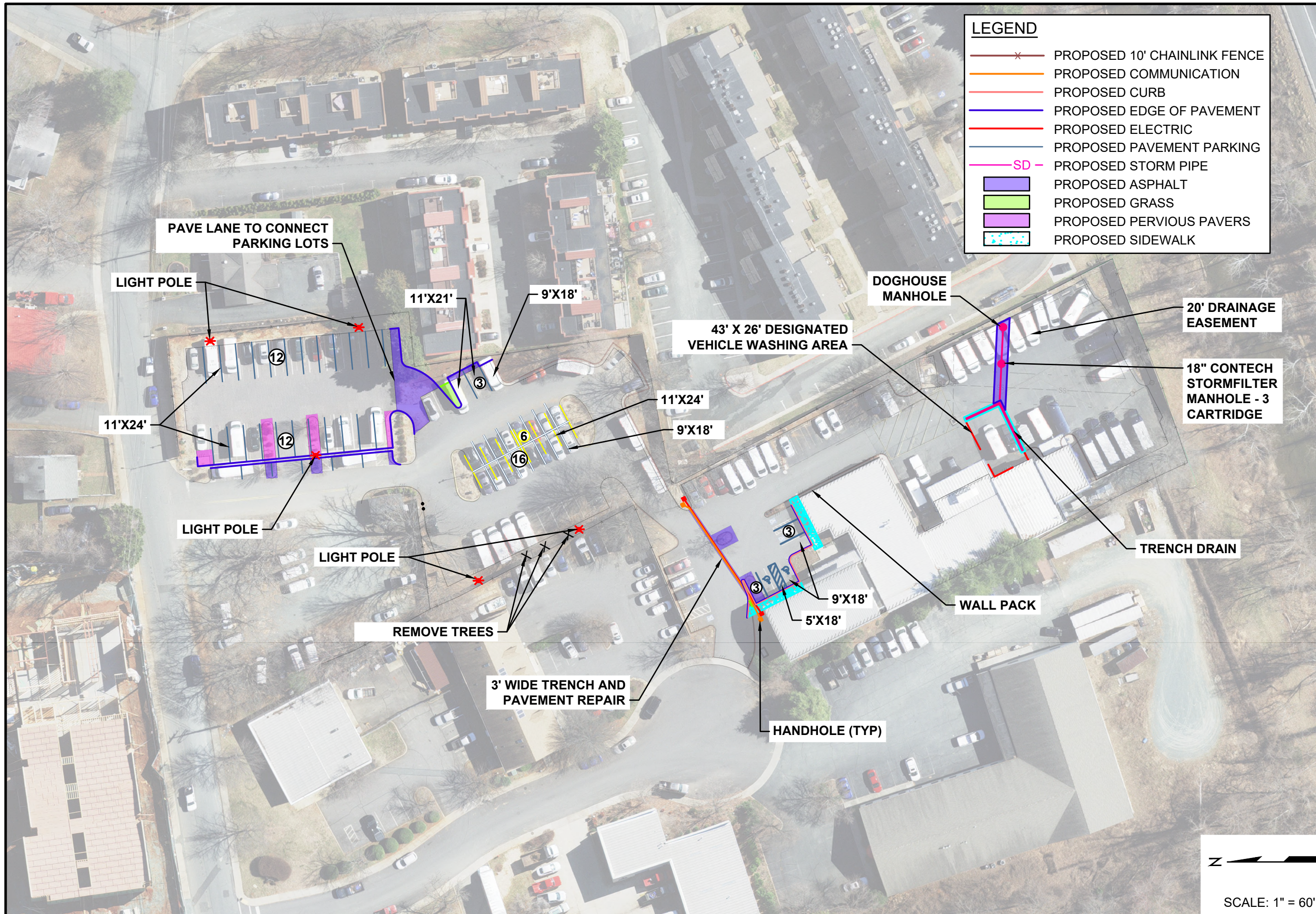


PROJECT	JAUNT
TITLE	PARKING LOT MASTER PLAN
	SITE LIGHTING - EXISTING LIGHT LEVELS AND PROPOSED IMPROVEMENTS

COMM. NO.	230057
DRAWN	CHECKED
SKS	DTS
SKETCH NO.	C-108
DWG. REFERENCE NO.	DWG-REF-NO
DATE:	REV.
7/14/2023	0


 SCALE: 1" = 60'

Appendix B - Construction Phasing Plans

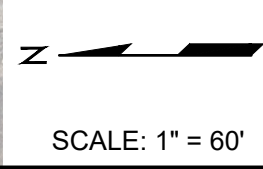


LEGEND

- * PROPOSED 10' CHAINLINK FENCE
- PROPOSED COMMUNICATION
- PROPOSED CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED ELECTRIC
- PROPOSED PAVEMENT PARKING
- SD— PROPOSED STORM PIPE
- PROPOSED ASPHALT
- PROPOSED GRASS
- PROPOSED PERVIOUS PAVERS
- PROPOSED SIDEWALK

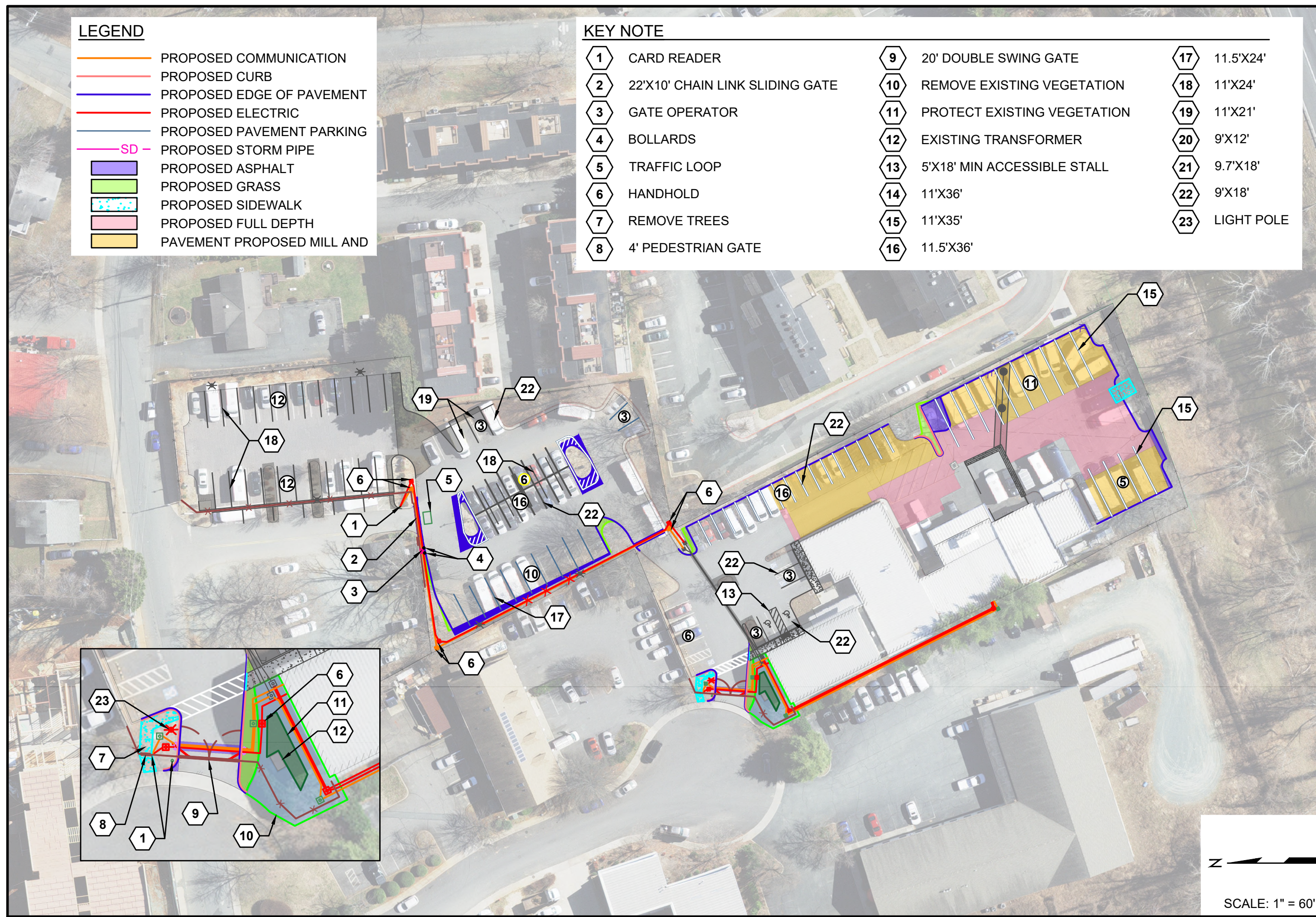
JAUNT PARKING LOT MASTER PLAN	PHASE 1
PROJECT	TITLE

COMM. NO. 230057	
DRAWN SKS	CHECKED DTS
SKETCH NO. C-201	
DWG. REFERENCE NO. DWG-REF-NO	
DATE: 8/22/2023	REV. 0



LEGEND	
	PROPOSED COMMUNICATION
	PROPOSED CURB
	PROPOSED EDGE OF PAVEMENT
	PROPOSED ELECTRIC
	PROPOSED PAVEMENT PARKING
	PROPOSED STORM PIPE
	PROPOSED ASPHALT
	PROPOSED GRASS
	PROPOSED SIDEWALK
	PROPOSED FULL DEPTH PAVEMENT
	PROPOSED MILL AND PAVEMENT

KEY NOTE					
①	CARD READER	⑨	20' DOUBLE SWING GATE	⑰	11.5'X24'
②	22'X10' CHAIN LINK SLIDING GATE	⑩	REMOVE EXISTING VEGETATION	⑱	11'X24'
③	GATE OPERATOR	⑪	PROTECT EXISTING VEGETATION	⑲	11'X21'
④	BOLLARDS	⑫	EXISTING TRANSFORMER	⑳	9'X12'
⑤	TRAFFIC LOOP	⑬	5'X18' MIN ACCESSIBLE STALL	㉑	9.7'X18'
⑥	HANDHOLD	⑭	11'X36'	㉒	9'X18'
⑦	REMOVE TREES	⑮	11'X35'	㉓	LIGHT POLE
⑧	4' PEDESTRIAN GATE	⑯	11.5'X36'		



PROJECT: **JAUNT**

 TITLE: **PARKING LOT MASTER PLAN**

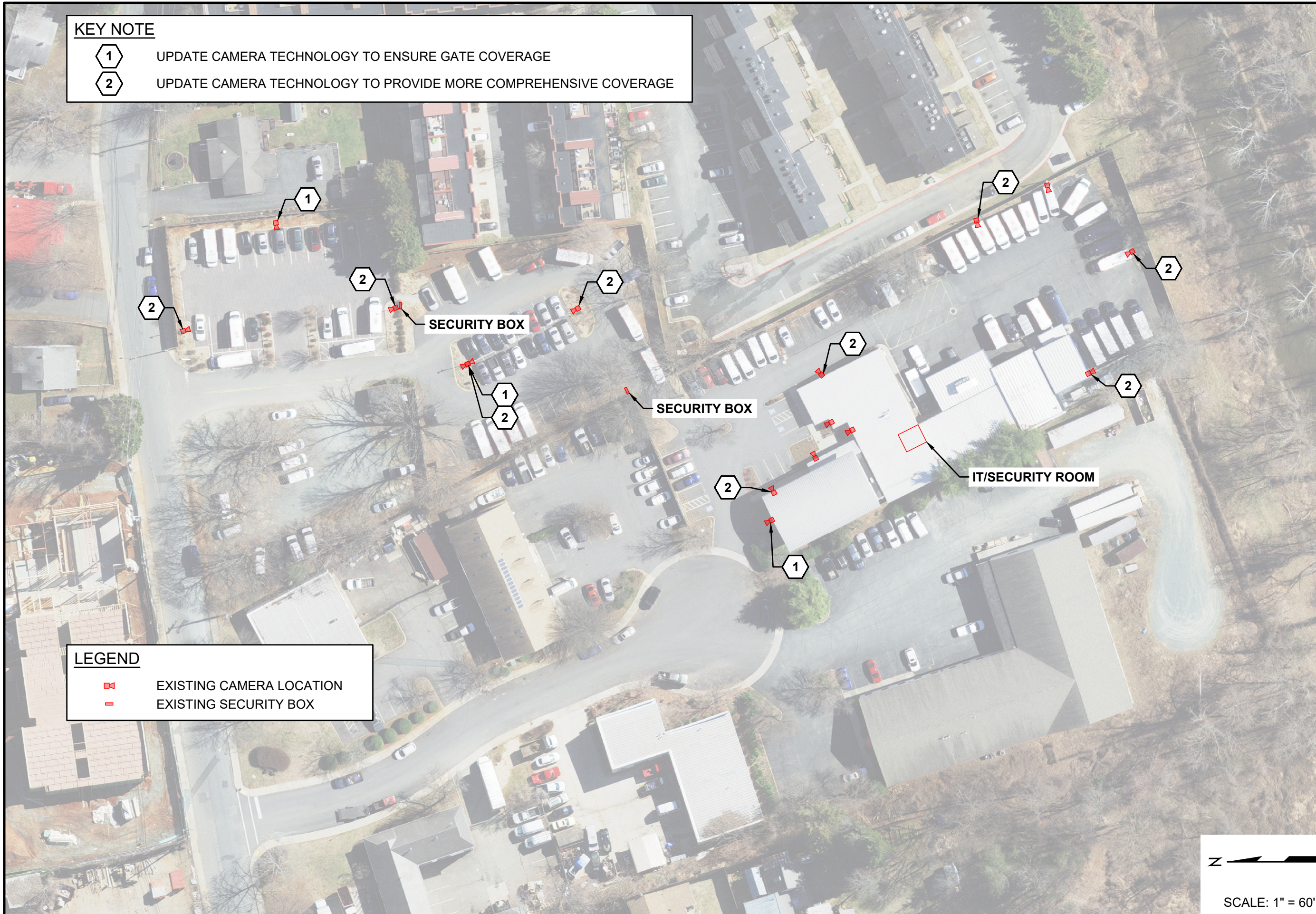
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DATE: 8/22/2023	REV. 0

SCALE: 1" = 60'

KEY NOTE

- 1 UPDATE CAMERA TECHNOLOGY TO ENSURE GATE COVERAGE
- 2 UPDATE CAMERA TECHNOLOGY TO PROVIDE MORE COMPREHENSIVE COVERAGE



LEGEND

- EXISTING CAMERA LOCATION
- EXISTING SECURITY BOX

PROJECT: **JAUNT**
TITLE: **PARKING LOT MASTER PLAN**
PHASE 3

COMM. NO. 230057	
DRAWN SKS	CHECKED DTS
SKETCH NO. C-203	
DWG. REFERENCE NO. DWG-REF-NO	
DATE: 8/22/2023	REV. 0

SCALE: 1" = 60'

Appendix C - Opinion of Probable Construction Costs

**OPINION OF PROBABLE
CONSTRUCTION COST**

PROJECT: Jaunt Master Plan
 LOCATION: Charlottesville
 DESIGN STATUS: Preliminary Design



COMM. NO. 230053.00
 DATE 8/17/2023

Phase 1

Description	Unit	Quantity	\$/unit	Total (\$)
-------------	------	----------	---------	------------

Parking Lot C & B Security Preparation

4" VDOT Std SM-9.5	TON	27	200	5,500
10" VDOT Std 21B	TON	49	120	5,900
Asphalt removal	SY	14	24	300
Pavers	SF	590	30	17,700
Striping	LF	1,500	2.5	3,800
Demolition	LS	1	3,000	3,000
E&S Control	LS	1	2,000	2,000
Wall Pack Light	EA	1	3,500	3,500
Light Pole	EA	5	7,500	37,500
Mobilization	LS	1	5%	3,960

Subtotal =	\$83,000
Contingency (20%) =	\$17,000
Engineering =	\$30,000
Total Project Cost =	\$130,000
<i>Total Funding Available =</i>	<i>\$117,000</i>
Total Additional Jaunt Funds =	\$13,000

Parking Lot A1 ADA Parking Space Improvements

4" VDOT Std SM-9.5	TON	12	200	2,400
10" VDOT Std 21B	TON	21	120	2,600
Asphalt removal	SY	23	24	600
Sidewalk	SY	34	95	3,200
Striping	LF	90	2.5	200
VDOT Std CG-6	LF	130	60	7,800
VDOT Std CG-12 ADA	EA	1	2,500	2,500
Demolition	LS	1	2,500	2,500
Lawn Restoration	LS	1	500	500
Grading	LS	1	10,000	10,000
E&S Control	LS	1	500	500
Electric Conduit	LF	90	75	6,800
Comm Conduit	LF	90	50	4,500
Comm/Elec Handholes	EA	2	2,500	5,000
Mobilization	LS	1	5%	2,175

Subtotal =	\$42,000
Contingency (20%) =	\$8,000
Engineering =	\$10,000
Total Project Cost =	\$60,000
<i>Total Funding Available =</i>	<i>\$55,000</i>
Total Additional Jaunt Funds =	\$5,000

Parking Lot A2 Drainage Improvements

4" VDOT Std SM-9.5	TON	10	200	2,100
10" VDOT Std 21B	TON	19	120	2,300
Asphalt removal	SY	8	24	200
Demolition	LS	1	2,500	2,500
Contech Stormfilter	LS	1	20,000	20,000
Trench Drain	LF	60	225	13,500
Doghouse Hanhole	EA	1	6,500	6,500
12" RCP Pipe	LF	50	110	5,500
Mobilization	LS	1	5%	2,630
Subtotal =				\$55,000
Contigency (20%) =				\$11,000
Engineering =				\$20,000
Total Project Cost =				\$90,000
<i>Total Funding Available =</i>				<i>\$75,000</i>
Total Additional Jaunt Funds =				\$15,000

**OPINION OF PROBABLE
CONSTRUCTION COST**

PROJECT: Jaunt Master Plan
 LOCATION: Charlottesville
 DESIGN STATUS: Preliminary Design



COMM. NO. 230053.00
 DATE 8/17/2023

Phase 2

Description	Unit	Quantity	\$/unit	Total (\$)
Parking Lot C & B Security Preparation				
4" VDOT Std SM-9.5	TON	24	200	4,900
10" VDOT Std 21B	TON	44	120	5,300
Asphalt removal	SY	31	24	800
Striping	LF	200	3.5	700
Demolition	LS	1	2,500	2,500
E&S Control	LS	1	1,500	1,500
Traffic Loop	LS	1	1,500	1,500
Electric Conduit	LF	310	65	20,200
Comm Conduit	LF	310	45	14,000
Comm/Elec Handholes	EA	8	2,500	20,000
10' Vinyl Coated Chainlink Fence	LF	170	85	14,500
22'x10' CL Sliding Gate	EA	1	18,500	18,500
Gate Operator	EA	1	12,500	12,500
Card Reader	EA	2	5,200	10,400
Bollards	EA	2	850	1,700
Mobilization	LS	1	5%	785
Subtotal =				\$130,000
Contingency (20%) =				\$26,000
Engineering =				\$47,000
Total Subtotal Cost =				\$200,000

Main Entrance Pavement, Fence, and Gate Improvements

4" VDOT Std SM-9.5	TON	2	400	600
10" VDOT Std 21B	TON	3	300	900
Asphalt removal	CY	37	70	2,600
Sidewalk	SY	14	95	1,400
Striping	LS	1	800	800
VDOT Std CG-6	LF	80	60	4,800
VDOT Std CG-12 ADA	EA	2	2,500	5,000
Demolition	LS	1	5,500	5,500
E&S Control	LS	1	1,500	1,500
Stormwater Management	LS	1	5,000	5,000
Lawn Restoration	LS	1	2,500	2,500
Electric Conduit	LF	450	55	24,800
Comm Conduit	LF	450	35	15,800
Light Pole	EA	1	7,500	7,500
Wall Pack Light	EA	1	3,500	3,500
Comm/Elec Handholes	EA	10	2,500	25,000
10' Decorative Fence	LF	70	115	8,100

20' Double Swing Gate Decorative	EA	1	12,000	12,000
Gate Operator	EA	2	6,500	13,000
Pedestrian Gate	EA	1	8,500	8,500
Card Reader Vehicle	EA	1	2,800	2,800
Card Reader Pedestrian	EA	1	2,800	2,800
Mobilization	LS	1	5%	7,720
Subtotal =				\$162,000
Contingency (20%) =				\$32,000
Engineering =				\$39,000
Total Project Cost =				\$230,000

Parking Lot A2 Pavement Pavement and Striping Improvements

4" VDOT Std SM-9.5	TON	154	185	28,400
10" VDOT Std 21B	TON	278	110	30,600
2" Mill and Overlay	SY	546	28	15,300
Demolition	LS	1	7,500	7,500
E&S Control	LS	1	2,200	2,200
Concrete Dumpser Pad	SY	17	185	3,100
Asphalt/Concrete Removal	CY	275	55	15,100
Pavement Markings	LF	848	3.5	3,000
Mobilization	LS	1	5%	5,110
Subtotal =				\$110,000
Contingency (20%) =				\$22,000
Engineering =				\$26,000
Total Project Cost =				\$160,000

**OPINION OF PROBABLE
CONSTRUCTION COST**

PROJECT: Jaunt Master Plan
LOCATION: Charlottesville
DESIGN STATUS: Preliminary Design



COMM. NO. 230053.00
DATE 8/17/2023

Phase 3

Description	Unit	Quantity	\$/unit	Total (\$)
-------------	------	----------	---------	------------

Site Security Camera Improvements

Camera Upgrades for Gates	EA	3	4,500	13,500
Camera Upgrades for Site	EA	9	4,500	40,500
Mounts	EA	12	400	4,800
Installatoin	LS	1	60,000	60,000
Mobilization	LS	1	5%	5,940

Subtotal = \$125,000

Contigency (20%) = \$25,000

Engineering = \$30,000

Total Project Cost = \$180,000

Appendix D - Jaunt Parking Assessment



To: Ted J. Rieck, CEO
Jaunt, Inc.

From: SRF Consulting

Date: November 15, 2022

Subject: Jaunt Parking Assessment

Introduction

Jaunt Inc.’s headquarters is located at 104 Keystone Place, Charlottesville, VA. The existing site accommodates revenue, non-revenue, and employee parking. The site is surrounded by other uses and the restrictive layout has resulted in on-site accidents and inefficient operations. Jaunt performed an assessment of the current conditions to determine if there is a safer and more efficient layout, and if so, make recommendations for improving parking operations.

Parking Assessment

The parking assessment documented current conditions including available parking, vehicular movements, interaction with on-site facilities, and Jaunt’s current and future demand at this location. There are currently 103 parking spaces on site with 119 vehicles in the full fleet. Jaunt transit service vehicles and Jaunt staff vehicles are mixed in the parking configurations and stalls are filled on a first come/first serve basis. Reducing some pressure on space availability on site, approximately 20 transit operators typically park their assigned vehicles at their place of residence and rarely come to base unless it’s for maintenance. Table 1 provides a summary of vehicles in the current fleet. Jaunt staff have also identified the possibility of some fleet reduction to 108 total after a preliminary assessment.

Table 1. Current Jaunt Transit Vehicle

Vehicle Type	Count
Electric SUV	2
Minivan	2
SUV	6
Pickup	3
21’ Electric bus	1
21’ Bus	23

23' Bus	40
25' Bus	30
28' Bus	9
32' Bus	3
Total	119

Site Visit

The study began with a site visit by the consultants and Jaunt staff to evaluate the exterior areas holistically including vehicle and pedestrian circulation patterns, staff and visitor parking, handicapped parking, bus parking, pavement conditions, exterior storage needs, lighting, stormwater treatment and landscaping.

The site is composed of three connected areas (Figure 1). Area A is 1.13 acres with 43 parking spaces and is 87 percent impervious coverage. Area A is where the Jaunt facilities (operations, maintenance, public space) are located, along with the main entrance to the site. Area B is .51 acres with 39 parking spaces and 72 percent impervious coverage. Area C is .39 acres with 21 parking spaces and 79% impervious coverage.

Figure 1. Existing Conditions



The parking layout and circulation results in inefficient operations and difficult maneuvering of vehicles. For example, staff will park near their assigned Jaunt vehicle (different daily), move the Jaunt vehicle out of its stall, park it and then move their personal vehicle into that space. It was noted that several of the parking spaces were being used for storage of Jaunt vehicles waiting for maintenance. It was also noted that reducing the number of vehicles parked on site could be considered.

Figures 2-7 document existing conditions observed during the site visit.

Figure 2. Looking South/Entrance to Maintenance Area



Figure 3. Public Entrance/Parking



Figure 4. Area B Parking



Figure 5. Area C Parking



Figure 6. Entrance from Keystone Place



Figure 7. Entrance from Linden Avenue



The site visit included presentations to Jaunt staff, and a survey, to receive feedback on their use of the site, experience, and suggested ways to improve the site. Attachment A is the Jaunt Site Review PowerPoint presentation. Attachment B is the Staff engagement survey summary.

Key takeaways included:

- Desire for designated spaces and potential to separate personal and work vehicle parking.
- Narrow aisles and pinch points between the three areas make maneuvering difficult.
- Unauthorized parking interferes with maintenance bay access.
- Create a welcoming appearance and remove obstructions.

Other Planned Improvements

Federal funds are used in the purchase of vehicles. Jaunt has received requests from the Federal Transit Administration (FTA) to provide additional security (fencing) around the area the vehicles are parked. There is existing fencing around much of the site, but not the full perimeter. The feasibility of adding gates/fencing for security was also considered during the site visit.

Separately, Jaunt has also developed preliminary plans to reconfigure accessible parking and front entrance walks. These plans were provided to the consultants and adapted into the full site concepts as is. The plans also included removal of the existing tree and curbed island in the north portion of Area A to provide more flexible circulation space.

Initial Site Concepts

Transit operations are highly dependent on vehicle sizes. The initial concepts utilized fleet information provided by Jaunt, Inc. to evaluate site access points and circulation patterns to identify opportunities for improved efficiency and safety between vehicles and pedestrians. Findings from the site visit were used to develop primary opportunities and concept options for further discussion with Jaunt staff. Two site concepts were developed.

Concept 1

Concept 1 (Figures 8 and 9) presented Jaunt with a concept that required minimal change to existing conditions. The proposed improvements included widening pinch points, widening aisles, introducing one way circulation in Area B, designating parking, minimize obstructions, and increasing security with gates. The number of parking spaces on site in this preliminary concept would be reduced to 75 total parking stalls.

Figure 8. Concept 1 Opportunities Diagram



Figure 9. Concept 1 Sketch Concept



Concept 2

Concept 2 (Figures 10 and 11) presented Jaunt with a concept that included additional improvements focused on Area B with islands being removed, expanding the east and south edges, and clustering larger vehicles in Area B rather than the south end of the site. The number of parking spaces on site in this preliminary concept would also be reduced to 75 total parking stalls.

Figure 10. Concept 2 Opportunities Diagram



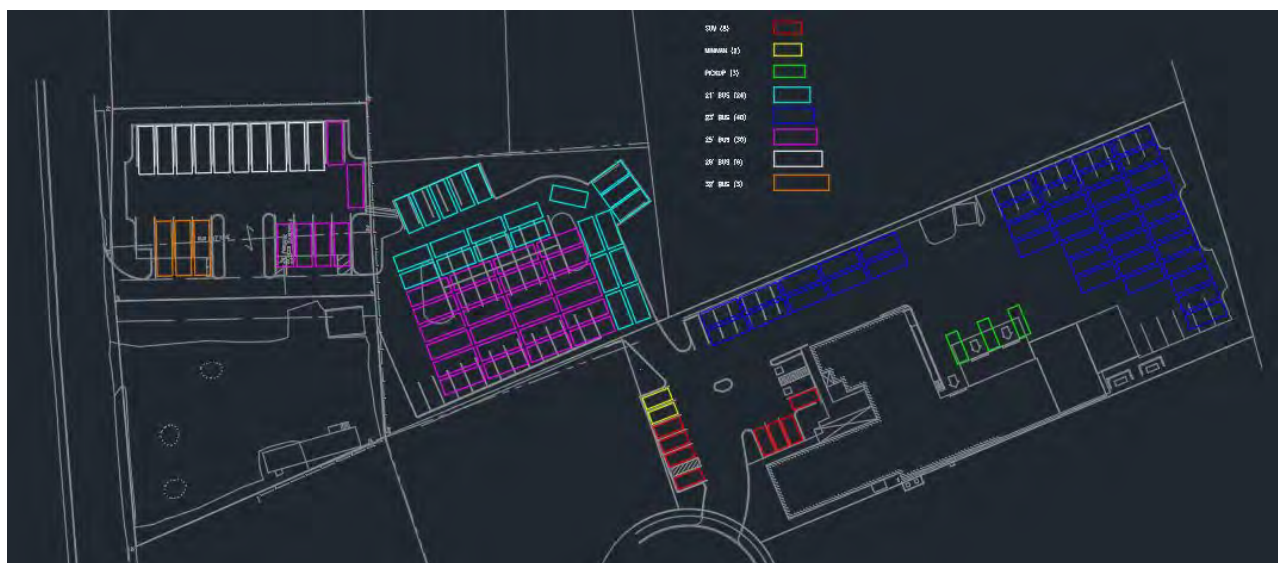
Figure 11. Concept 2 Sketch Concept



Maximized Parking Capacity Concept

It was suggested that the range of concepts should include one that maximizes the number of vehicles that can be parked on site. This concept would result in buses parked in a tight configuration with pull out/park operations performed by a designated driver. The thought was this could continue to support the current number of (and potential future) vehicles on site while improving operations. A concept was created laying out the full 119 +/- vehicle fleet in platoons end to end. It shows that the entire lot is filled with little or no room for circulation (Figure 12). It was agreed that the operational feasibility of such a scenario would be very challenging, and it wasn't pursued further.

Figure 12. Maximized Parking Concept

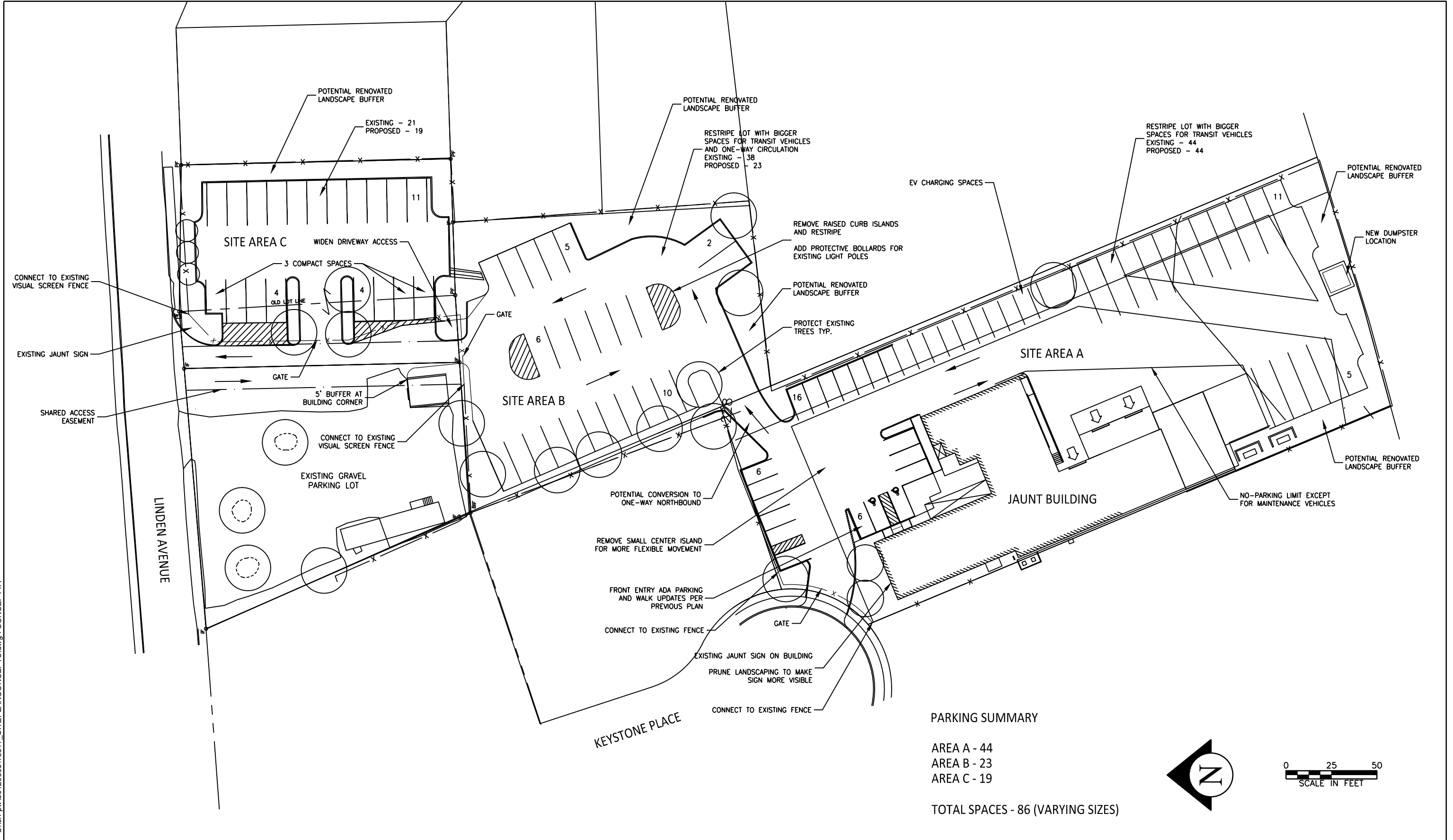


Preferred Site Concepts

After reviewing the concepts, it was determined that reducing the number of vehicles parked on site maximized the utility of the site and achieved several of the key original goals identified by Jaunt staff. With this decision made, Concepts 1 and 2 from above were developed further including applying vehicle simulation software to confirm the layouts will support vehicle movement. Ultimately Jaunt staff felt that Concept 1 was preferred since it offered comparable benefit without more significant reconstruction of Area B. Subsequently, two variations of Concept 1 were developed that have different approaches to security and access from the north via Linden St. Figures 13 and 14 illustrate the updated concepts.

Both concepts address the key goals and objectives:

- More intuitive and efficient operations (bus deployment)
- Designated spaces for transit vehicles
- Larger spaces appropriate for the type of transit vehicles parked on site
- Improved circulation:



C:\srf\pww\0120303115317_SITELANCONCEPTS.dwg : CONCEPT 1A

Appendix E - Approved Plans for ADA Improvements

JAUNT ADA IMPROVEMENTS PLAN

SITE DATA
LEGAL REFERENCE
TAX MAP 61 - PARCEL 610049500, LOT 3, PARCEL X KEYSTONE PLACE

OWNER
JAUNT
CHRIS ROWLAND/BRAD SHEFFIELD
104 KEYSTONE PLACE
CHARLOTTESVILLE, VA 22902
434-296-3184 X131
CHRIS@RIDEJAUNT.ORG

PLAN PREPARER
EPR, P.C.
902 E JEFFERSON STREET, UNIT 101
CHARLOTTESVILLE, VA 22902

PROJECT DESCRIPTION
THIS PROJECT WILL RELOCATE THE EXISTING TWO HANDICAP PARKING STALLS FOR IMPROVED SAFETY AND BETTER ACCESS TO MAIN JAUNT ENTRANCE.

ZONING
NOTE: SETBACKS ONLY APPLY TO BUILDINGS. THERE ARE NOT SETBACKS FOR PARKING LOTS.

PARCEL 51 IS ZONED HIGHWAY CORRIDOR (HWC). SETBACK REQUIREMENTS ARE FRONT 5' MIN, SIDE 20' ADJACENT TO A LOW RESIDENTIAL DISTRICT, 0' ADJACENT TO ALL OTHER DISTRICTS, REAR 20' ADJACENT TO A LOW RESIDENTIAL DISTRICT, 0' ADJACENT TO ALL OTHER DISTRICTS.

* NOTE: A LOW DENSITY RESIDENTIAL ZONE IS DEFINED AS ANYTHING WITH LESS DENSITY THAN R-3. BOTH KEYSTONE PLACE AND LINDEN AVE ARE LINKING STREETS AS DEFINED BY THE ZONING ORDINANCE.

SOURCE OF TOPO AND BOUNDARY SURVEY
ROUDABUSH, GALE & ASSOCIATES, INC.
PREPARED 6/13/19

UTILITIES:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES.

TOTAL LAND DISTURBANCE IS 300 SQUARE FEET.

SIGNAGE:
HANDICAP PARKING SIGNS SHALL BE RELOCATED TO NEW LOCATIONS.

LIGHTING:
NO LIGHTING REVISIONS ARE PROPOSED WITH THIS PROJECT.

FLOOD ZONES:
PARCELS LOT 3, PARCEL X KEYSTONE PLACE AS SHOWN ON TAX MAP 61 DOES NOT LIE WITHIN A 100 YEAR FLOODZONE. THIS IS REFLECTED ON FLOOD INSURANCE MAP COMMUNITY PANEL NUMBER 51003C0288D, EFFECTIVE DATE FEBRUARY 04, 2005.

PAVING MATERIALS
PARKING LOTS
8" AGGREGATE MATERIAL, TY. 1, NO. 21A
2" ASPHALT, BM-25-0
2" ASPHALT, SM-9.5A

CURBING
CG-2, 6" HEIGHT

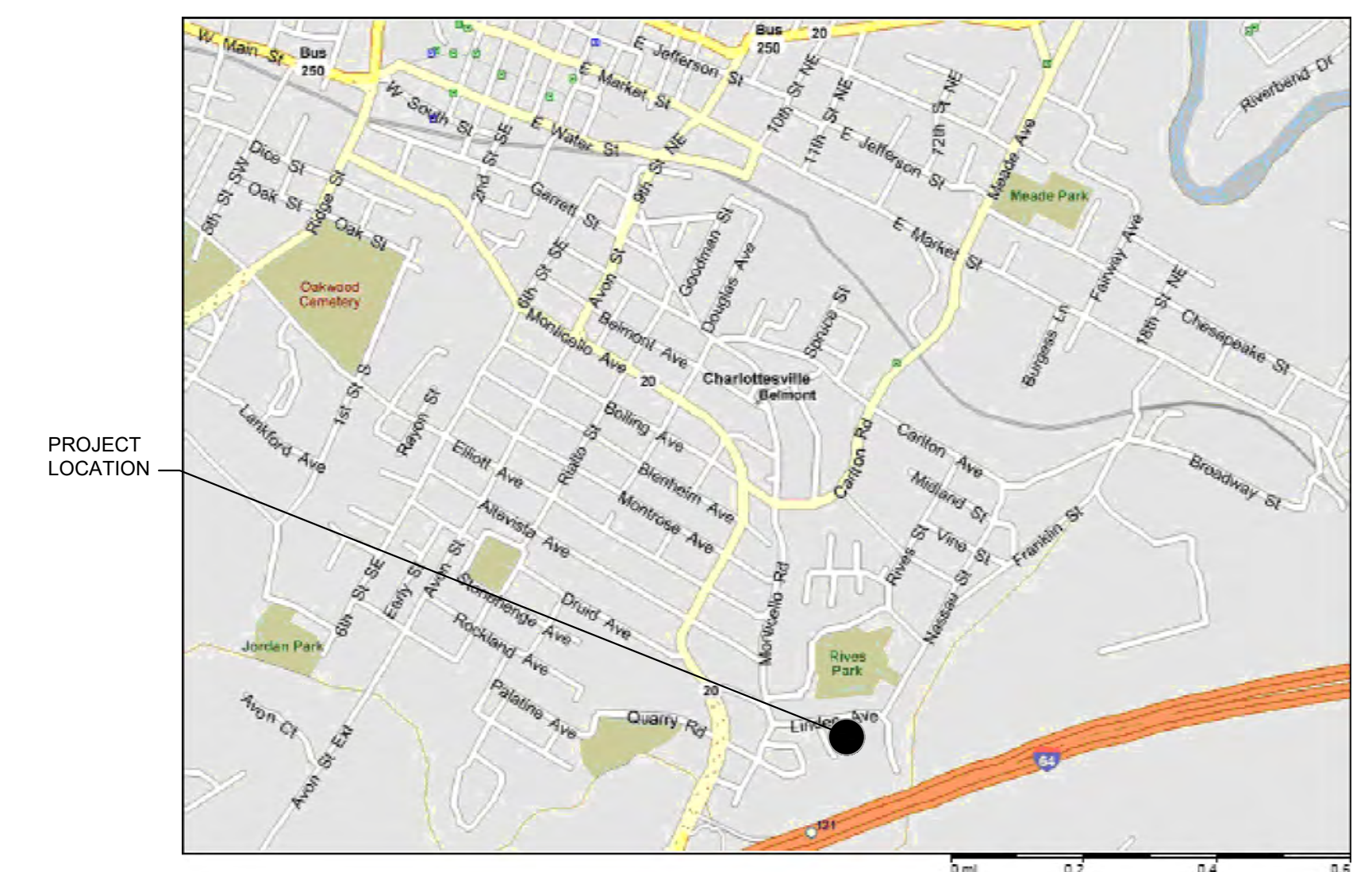
SIDEWALKS
4" - 21A BASE STONE
4" CONCRETE

FIRE DEPARTMENT NOTES
OVERHEAD WIRING OR OTHER OBSTRUCTION SHALL BE HIGHER THAN 13 FEET 6 INCHES.
ALL PAVEMENT SHALL BE CAPABLE OF SUPPORTING FIRE APPARATUS WEIGHING 85,000 LBS.

DRAWING INDEX

SHEET	DESCRIPTION
SHEET S1	COVER SHEET
SHEET S2	DEMOLITION PLAN
SHEET S3	SITE IMPROVEMENTS & E&S PLAN
SHEET S4	DETAILS

VICINITY MAP

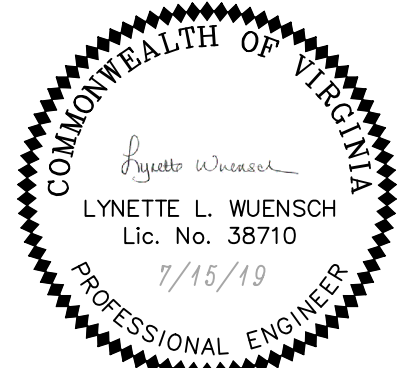


APPROVAL <hr/> DIRECTOR NEIGHBORHOOD DEVELOPMENT SERVICES <hr/> DATE

NO.	DESCRIPTION	DATE	APP



CONTRACTOR SHALL CONTACT MISS UTILITY @ 1-800-552-7001 FOR LOCATION OF ALL UTILITIES, AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.




JOB NO.:	19-047
DATE:	7-15-2019
SCALE:	AS SHOWN
DRAWN BY:	LLW
DESIGNED BY:	LLW
CHECKED BY:	WLV

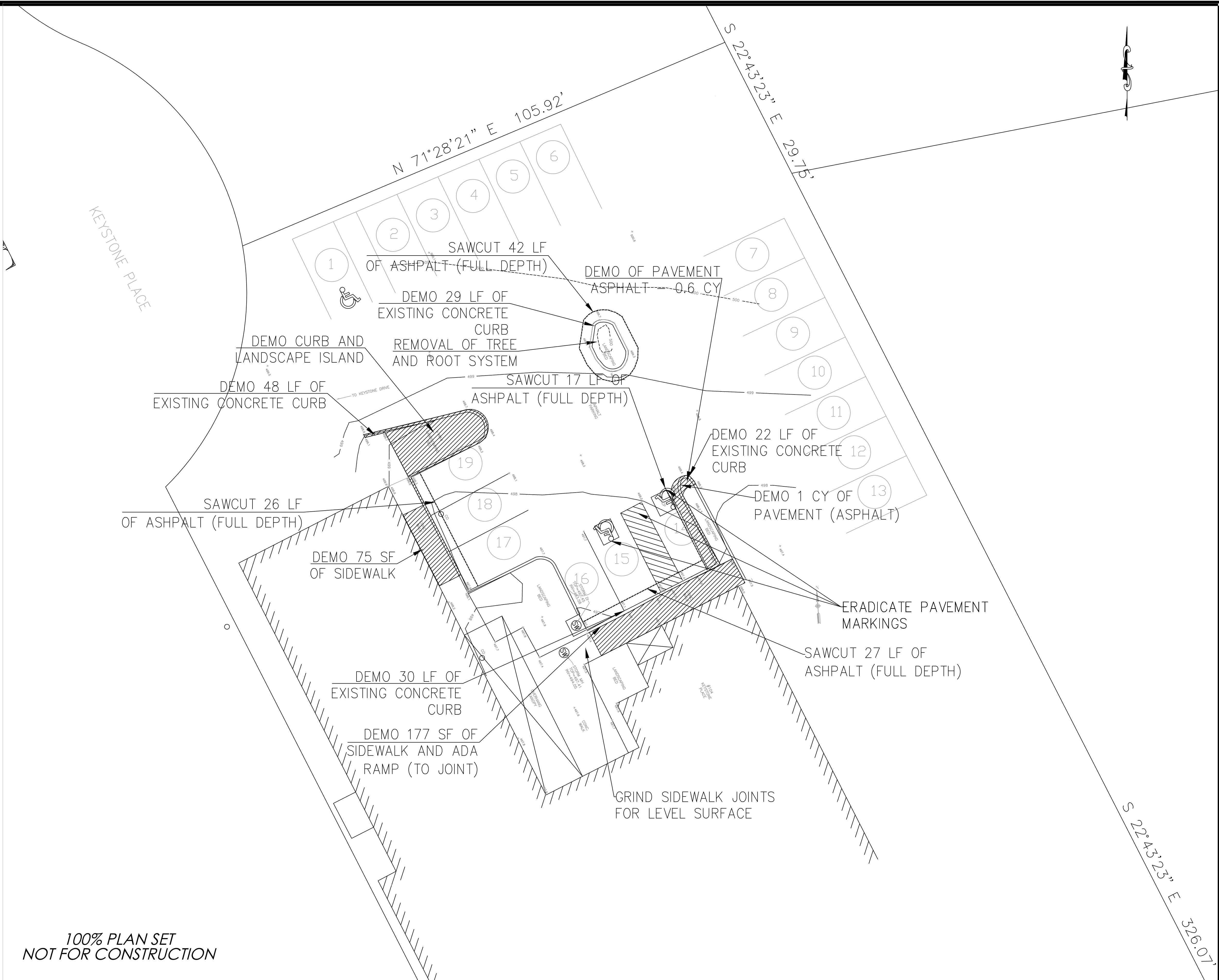
**JAUNT PARKING LOT
ADA IMPROVMENTS**
 CHARLOTTESVILLE, VIRGINIA
COVER SHEET

SHEET NO.	S1
SHEET	1 OF 4

GENERAL NOTES

1. DEMO EXISTING RAMP/SIDEWALK AS NECESSARY TO ACCOMMODATE PROPOSED SIDEWALK/RAMPS. REMOVE SUFFICIENT LENGTH TO TIE EXISTING INTO PROPOSED AT NO SLOPE GREATER THAN 1:12.
2. REMOVE CURB AS NECESSARY FOR INSTALLATION OF PROPOSED RAMP AND SIDEWALK. WHERE REMOVED, PROVIDE CURB RETURN WITH ROLL FACE DIMINISHING AT EDGE OF PROPOSED SIDEWALK.
3. SAWCUT EXISTING CONCRETE CURB AND PAVEMENT, REMOVE EXISTING PAVEMENT AS NECESSARY TO RECONSTRUCT ADA AND SIDEWALK IMPROVEMENTS.
4. CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING UTILITIES ADJACENT TO WORK AREA.

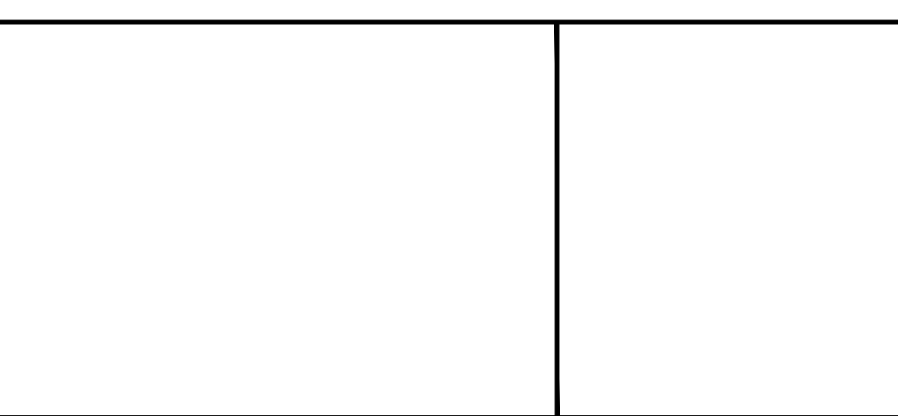
 DEMO SIDEWALK, CURB, & ASPHALT



100% PLAN SET
NOT FOR CONSTRUCTION

SCALE
0 10' 20'

NO.	DESCRIPTION	DATE	APP.



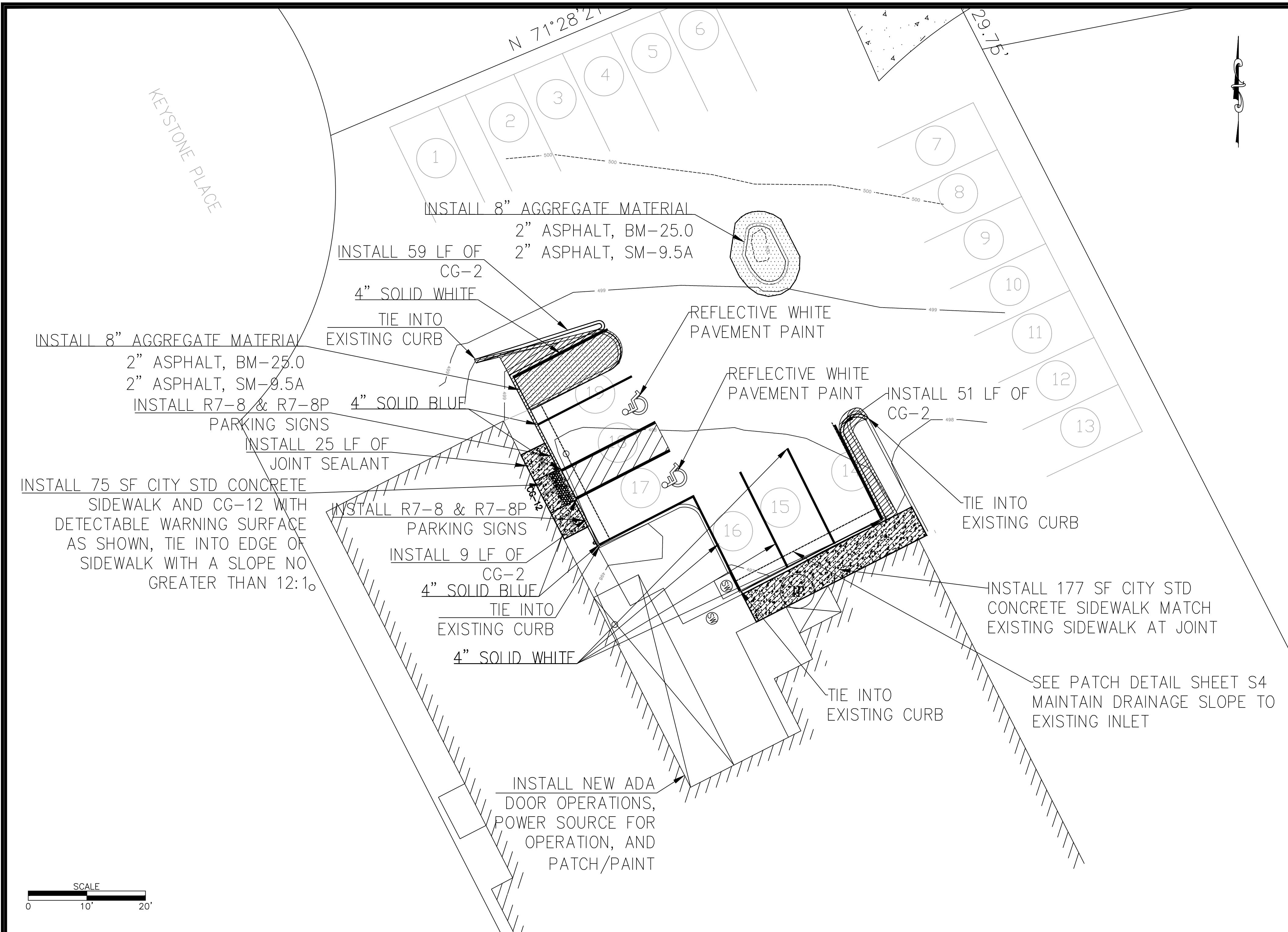

CONTRACTOR SHALL CONTACT MISS UTILITY @ 1-800-552-7001 FOR LOCATION OF ALL UTILITIES, AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

EPRPC
Transportation • Community Planning • Urban Design
902 E JEFFERSON STREET, UNIT 101
Charlottesville, VA 22902
(434) 202-5082

JOB NO.:	19-047
DATE:	7-15-2019
SCALE:	AS SHOWN
DRAWN BY:	LLW
DESIGNED BY:	LLW
CHECKED BY:	WLW

**JAUNT PARKING LOT
ADA IMPROVEMENTS**
CHARLOTTESVILLE, VIRGINIA
DEMOLITION PLAN SHEET

SHEET NO.
S2
SHEET **2** OF **4**

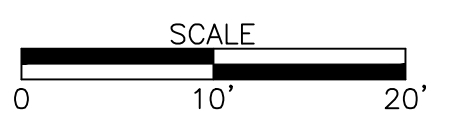


NOTES:

1. ALL PROPOSED ASPHALT SHALL BE INSTALLED TO PROMOTE POSITIVE DRAINAGE AND PREVENT PONDING.
2. ALL INDICATED QUANTITIES ARE FOR REFERENCE ONLY AND CONTRACTOR SHALL FIELD VERIFY PRIOR TO BIDDING.
3. UTILITIES SHALL BE FIELD LOCATED AND VERIFIED BY CONTRACTOR.
4. STRIPING SHALL BE DONE IN ACCORDANCE WITH PLANS AND SPECIFICATIONS. TYPICAL PARKING SPACES SHALL BE PAINTED WHITE AND ACCESSIBLE SPACES PAINTED BLUE.
5. CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING SANITARY AND STORM SEWER STRUCTURES. ANY DAMAGED STRUCTURES SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.
6. CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING CONCRETE CURB. ANY DAMAGED STRUCTURES SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
7. THE JAUNT PARKING LOT SHALL REMAIN OPEN AND FUNCTIONAL DURING PROJECT. CONSTRUCTION SCHEDULE AND SEQUENCE SHALL BE COORDINATED AND APPROVED BY A JAUNT REPRESENTATIVE PRIOR TO COMMENCEMENT OF PROJECT.
8. DISPOSAL OF ALL EXCESS MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR.
9. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, INSPECTIONS, BONDS, AND OTHER APPROVAL RELATED ITEMS IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, LOCAL, STATE, AND FEDERAL POLICIES. CONTACT FOR CITY STREET/SIDEWALK CUT PERMITS, PLEASE CALL (434) 970-9961.

EROSION CONTROL NOTES:

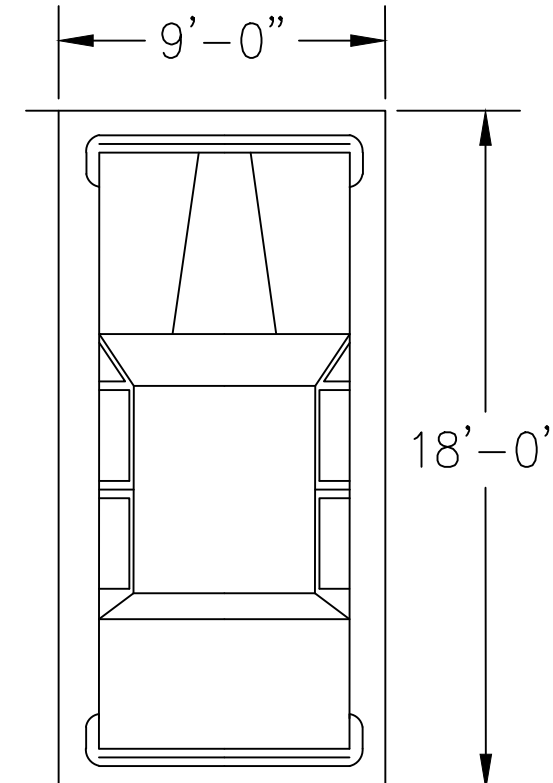
1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS VR 625-02-00 EROSION AND SEDIMENT CONTROL REGULATIONS.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING. IF DURING CONSTRUCTION, ADDITIONAL EROSION CONTROL DEVICES ARE FOUND NECESSARY, THEY SHALL BE INSTALLED AS DIRECTED BY THE NEIGHBORHOOD DEVELOPMENT SERVICES.
3. WHERE CONSTRUCTION VEHICLES ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY.
4. THE CONTRACTOR SHALL INSPECT THE EROSION CONTROL MEASURES AFTER EACH RUNOFF PRODUCING STORM EVENT. DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
5. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
6. FINAL REMOVAL OF EROSION CONTROL DEVICES SHALL NOT OCCUR UNTIL THE CITY ENGINEER OR HIS DESIGNATED AGENT DEEMS THE SITE STABILIZED.



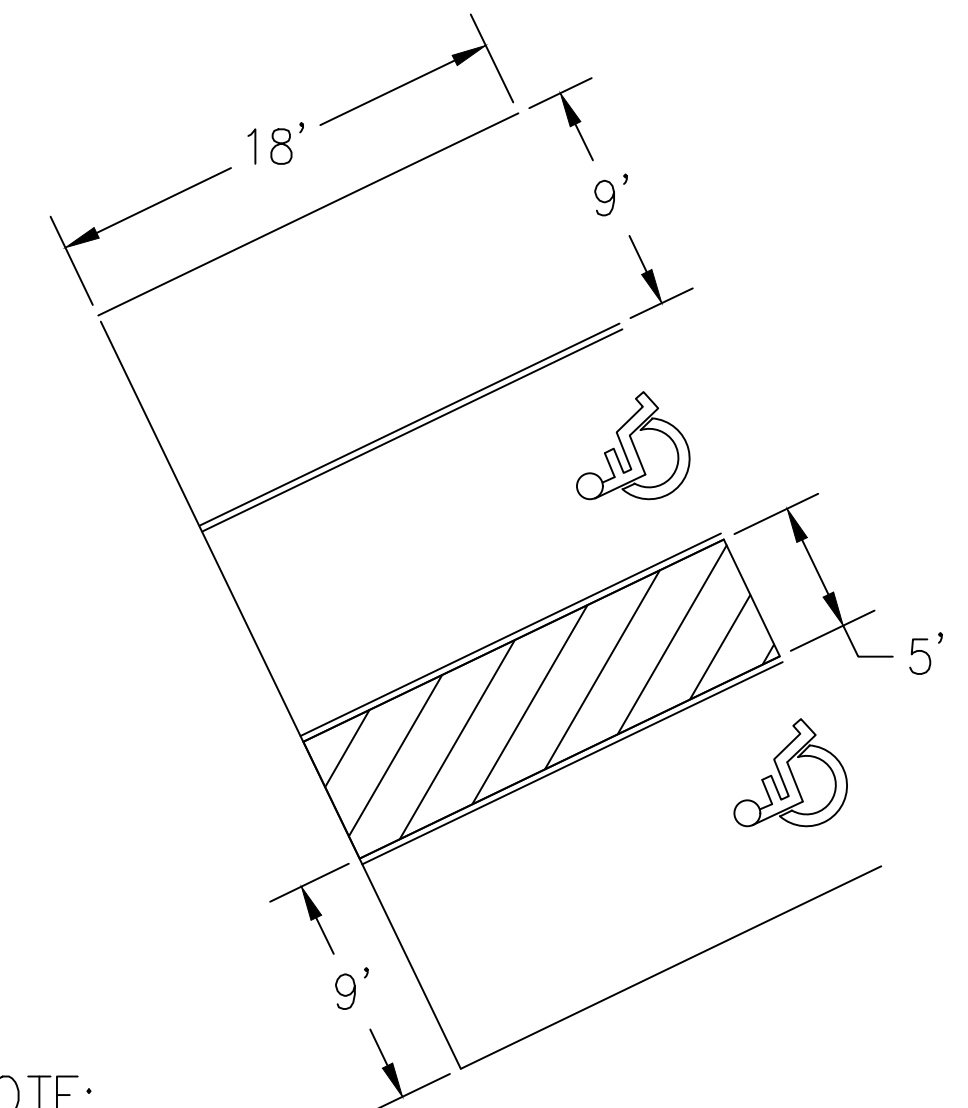
- PROPOSED NEW ASPHALT
- PROPOSED SIDEWALK
- DETECTABLE WARNING
- INLET PROTECTION
SEE VESCH 3.07

- R7-8
RESERVED PARKING
(ACCESSIBLE)
- R7-8P
VAN ACCESSIBLE (PLAQUE)

100% PLAN SET
NOT FOR CONSTRUCTION



TYPICAL PARKING SPACE
DETAIL FOR EMPLOYEE
AND VISITOR LOTS
SCALE: NTS



NOTE:
ACCESSIBLE MARKINGS SHALL BE BLUE, AND
OTHER PAVEMENT MARKINGS SHALL BE WHITE

NO.	DESCRIPTION	DATE	APP.

CONTRACTOR SHALL CONTACT MISS UTILITY @
1-800-552-7001 FOR LOCATION OF ALL
UTILITIES, AT LEAST 48 HOURS PRIOR TO
BEGINNING CONSTRUCTION.

902 E. JEFFERSON STREET, UNIT 101
Charlottesville, VA 22902
(434) 202-5082

JOB NO.:	19-047
DATE:	07-15-2019
SCALE:	AS SHOWN
DRAWN BY:	LLW
DESIGNED BY:	LLW
CHECKED BY:	WLV

**JAUNT PARKING LOT
ADA IMPROVEMENTS**
CHARLOTTESVILLE, VIRGINIA

SITE IMPROVEMENTS & EROSION PLAN

SHEET NO.	S3
SHEET	3 OF 4

OR AS DIRECTED OTHERWISE BY THE ENGINEER

TOP OF FINISHED PAVING SLOPE 1/4" PER FT.

8"-#4 DOWELS 4' O-C

CITY MIX CLASS A 3500 CONC.

NOTES:

- THE DEPTH OF CURB MAY BE REDUCED OR INCREASED AS MUCH AS 6"(15"-21"DEPTH) SO THAT THE BOTTOM OF THE CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE THE DEPTH SHALL BE 18" AS SHOWN.
- CURBING HAVING A RADIUS OF 300' OR LESS (ALONG FACE OF CURB) SHALL BE CONSIDERED RADIAL CURBING.
- RULED JOINTS REQUIRED EVERY 10' ON CENTER, 1/2" PREMOLED EXPANSION JOINT FILLER 30' MAX. ON CENTER.
- CONCRETE TO BE CITY MIX CLASS A 3500.

ACCEPTABLE ALTERNATE IF CURB IS EXTRUDED

CITY OF CHARLOTTESVILLE		CITY STANDARDS	
STANDARD CURBING		REVISION	DATE
SCALE: N.T.S.		STANDARD NUMBER: CG-2	

GENERAL NOTES:

- DETECTABLE WARNING TO BE PRE-FORMED PLASTIC INSERT WITH SLIP RESISTANT SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2 FOOT IN LENGTH IN THE DIRECTION OF TRAVEL.
- THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOME'S. TRUNCATED DOME'S TO BE STAMPED IN TOP SURFACE. THE COLOR OF THE DETECTABLE WARNING SECTION SHALL BE YELLOW.
- SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
- IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
- REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1 1/2".
- RAMPS MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
- TYPICAL CONCRETE SIDEWALK IS 4" THICK. WHEN THE RAMP IS PLACED IN THE CURB RETURN RADIUS IT SHALL BE 7" THICK.
- WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.

CG-12 CURB RAMP

TRUNCATED DOME DETAIL

DETECTABLE WARNING DETAIL

CITY OF CHARLOTTESVILLE		CITY STANDARDS	
CG-12 DETECTABLE WARNING SURFACE GENERAL NOTES (SHEET 1 OF 3)		REVISION	DATE
SCALE: N.T.S.		STANDARD NUMBER: CG-12	

TYPE B PARALLEL APPLICATION

ROADWAY GRADE (%)	MIN. RAMP LENGTH (FT)	4" CURB	6" CURB
0	4	6	
1	5	7	
2	5	8	
3	6	9	
4	8	12	
5	10	15	
6	14	15	

NOTE: THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

CITY OF CHARLOTTESVILLE		CITY STANDARDS	
CG-12 DETECTABLE WARNING SURFACE TYPE B (SHEET 2 OF 3)		REVISION	DATE
SCALE: N.T.S.		STANDARD NUMBER: CG-12	

GRAVEL CURB INLET SEDIMENT FILTER

SPECIFIC APPLICATION

THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE PONDING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.

* GRAVEL SHALL BE VDOT #3, #357 OR 6 COARSE AGGREGATE.

SOURCE: VA. DSWC PLATE 3.07-6

SECTION A-A

ELEVATION AT CURB LINE

PLAN

CITY OF CHARLOTTESVILLE		CITY STANDARDS	
STANDARD SIDEWALK MONOLITHIC WITH CURB		REVISION	DATE
SCALE: N.T.S.		STANDARD NUMBER: SW-2	

COMPACTED SUBGRADE WITH CURB AND GUTTER

COMPACTED SUBGRADE WITH STANDARD SIDEWALK WITH CURB

CITY OF CHARLOTTESVILLE		CITY STANDARDS	
MINIMUM PAVEMENT PATCH		REVISION	DATE
SCALE: N.T.S.		STANDARD NUMBER: PP-1	

ASPHALT CONCRETE PAVEMENT SECTION

ITEM	DEPTH	DESCRIPTION
1	2"	ASPHALT CONCRETE SURFACE MIX (SM-9.5A)
2	2"	ASPHALT CONCRETE BASE MIX (BM-25.0A)
3	8"	AGGREGATE BASE COURSE (NO. 21A)
4	-	COMPACTED SUBGRADE

NO.	DESCRIPTION	DATE	APP.

CONTRACTOR SHALL CONTACT MISS UTILITY @ 1-800-552-7001 FOR LOCATION OF ALL UTILITIES, AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

EPRPC
Transportation • Community Planning • Urban Design

902 E JEFFERSON STREET, UNIT 101
Charlottesville, VA 22902
(434) 202-3082

JOB NO.:	19-047
DATE:	07-15-2019
SCALE:	AS SHOWN
DRAWN BY:	LLW
DESIGNED BY:	LLW
CHECKED BY:	WLV

JAUNT PARKING LOT
ADA IMPROVEMENTS
CHARLOTTESVILLE, VIRGINIA
CONSTRUCTION DETAILS

SHEET NO.	S4
SHEET	4 OF 4