

PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
SURVEYED BY, DATE PRECISION MEASUREMENTS, INC. (757)595-7570  
DESIGN BY TIMMONS GROUP (804) 200-6500  
SUBSURFACE UTILITY BY, DATE PRECISION MEASUREMENTS, INC.

**90% PAC PLANS**

THESE PLANS ARE UNFINISHED AND  
UNAPPROVED AND ARE NOT TO BE  
USED FOR ANY TYPE OF  
CONSTRUCTION.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	258	0460-046-724 R201,C501	1A

DESIGN FEATURES RELATING TO CONSTRUCTION  
OR TO REGULATION AND CONTROL OF TRAFFIC  
MAY BE SUBJECT TO CHANGE AS DEEMED  
NECESSARY BY THE DEPARTMENT

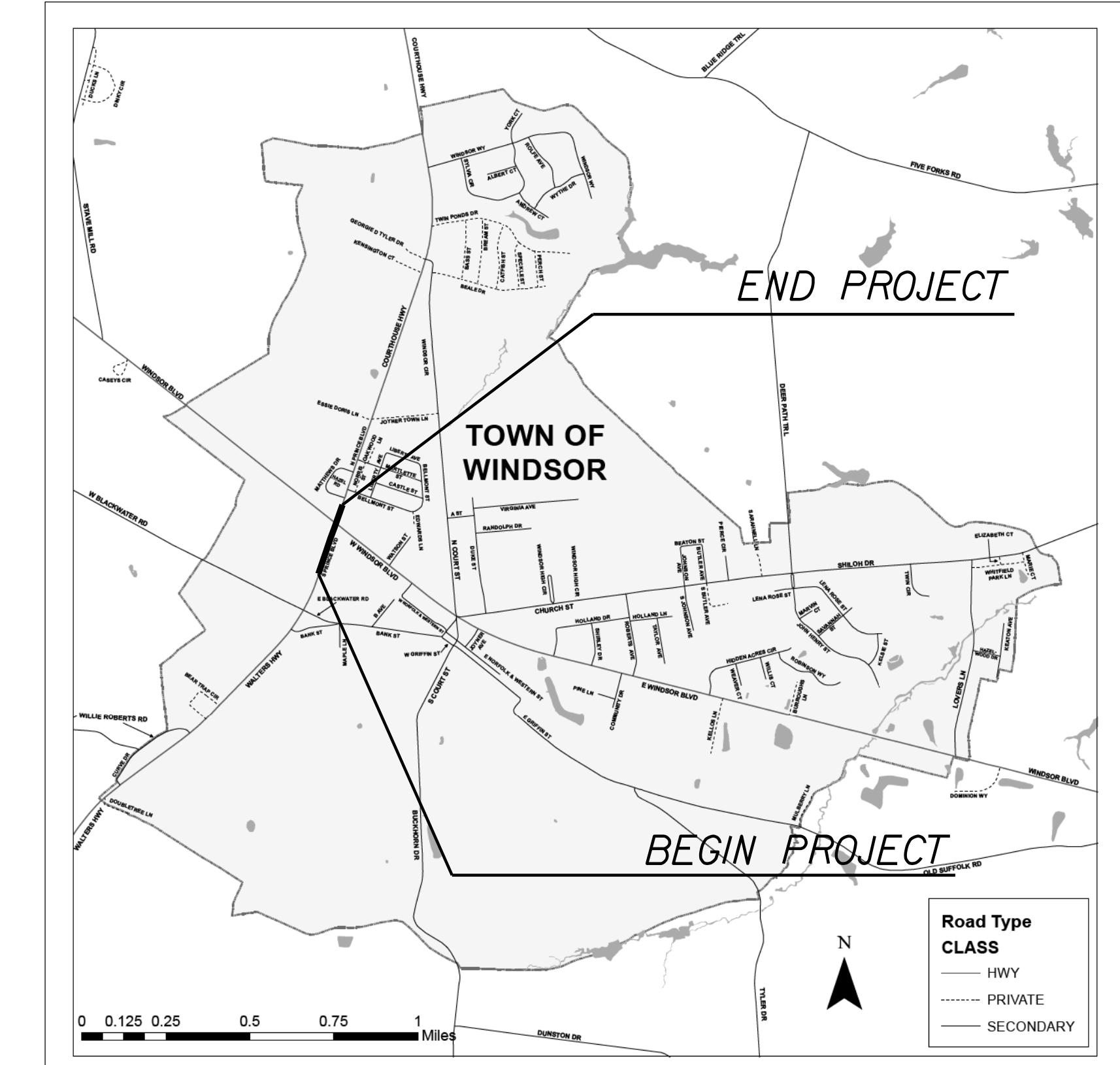
### INDEX OF SHEETS

SHEET NO. 1	TITLE SHEET
SHEET NO. 1A	SHEET INDEX AND PROJECT LOCATION MAP
SHEET NO. 1B	RIGHT OF WAY DATA SHEET
SHEET NO. 1C	REVISION DATA SHEET
SHEET NO. 1D	HORIZONTAL ALIGNMENT DATA SHEET
SHEET NO. 1E	UNDERGROUND UTILITY INFORMATION SHEET
SHEET NO. 1F(1) - 1F(2)	TRANSPORTATION MANAGEMENT PLAN
SHEET NO. 1F(3) - 1F(4)	MAINTENANCE OF TRAFFIC PLAN - PHASE I
SHEET NO. 1F(5) - 1F(6)	MAINTENANCE OF TRAFFIC PLAN - PHASE II
SHEET NO. 1F(7)	MAINTENANCE OF TRAFFIC PLAN - PHASE III
SHEET NO. 1F(8) - 1F(9)	MAINTENANCE OF TRAFFIC PLAN - PHASE IV
SHEET NO. 2	GENERAL NOTES
SHEET NO. 2A	TYPICAL SECTIONS
SHEET NO. 2B	EROSION & SEDIMENT CONTROL NOTES
SHEET NO. 2C	ROADSIDE DEVELOPMENT
SHEET NO. 3 - 6	PLAN SHEETS
SHEET NO. 3A - 5A	PROFILE SHEETS
SHEET NO. 3B - 6B	EROSION AND SEDIMENT CONTROL PLANS
SHEET NO. 3RW - 6RW	RIGHT OF WAY SHEETS
SHEET NO. 7	ENTRANCE PROFILES
SHEET NO. 8(3) - 8(6)	DRAINAGE AREA MAPS
SHEET NO. 9	STORM SEWER PROFILES
SHEET NO. 10(1) - 10(5)	DRAINAGE CALCULATIONS
SHEET NO. 11(1) - 11(3)	STORMWATER MANAGEMENT COMPLIANCE
SHEET NO. 12	BMP PLAN SHEET
SHEET NO. 13(1) - 13(6)	PAVEMENT MARKING & SIGNING PLAN
SHEET NO. 14(3) - 14(7)	UTILITY PLAN SHEETS
SHEET NO. 15(1) - 15(4)	TRAFFIC SIGNAL PLAN SHEETS

Total Cross Section Sheets: 16  
(See cross section sheets for Index of Cross Sections)

\*\*TO BE INCLUDED IN FUTURE SUBMISSION

### LOCATION MAP NTS



PROJECT  
0460-046-724  
SHEET NO.  
1A

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REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	258		0460-046-724 R201,C501	1B

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## RIGHT OF WAY DATA SHEET

PARCEL NO.	LANDOWNER	TAX PARCEL ID	SHEET NO.	AREA										PROFFERS	
				TOTAL	FEE TAKING	PRESCRIPTIVE EASEMENTS	FEE REMAINDER	EASEMENTS							
								PERMANENT		EASEMENTS					
				ACRES	ACRES	ACRES	ACRES	SQ FT.	SQ FT.	PUBLIC UTILITY	CONSTR.	CONSTR. ENTRANCE	YES/NO		
001	Community Electric Co-Op	54B-01-003	04,06	6.739	0.000	-	6.739	-	3834	-	-	-	-	NO	

	PROJECT 0460-046-724	SHEET NO. 1B
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State Project: 0460-046-724, PE-101, RW-201, C-501  
Federal Project: 000-000-01  
From: 000  
To: 000  
UPC Number: 115528

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## REVISION DATA SHEET

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	258	0460-046-724 R201,C501	1C

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PROJECT  
0460-046-724  
SHEET NO.  
1C

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# HORIZONTAL ALIGNMENT DATA

\* Alignment name: AL-Rte 258

Element:	Linear	STATION	NORTHING	EASTING
START(		1000.000 R1	3459470.247	11994827.271
END(		2400.003 R1	3460795.962	11995277.258
Tangential Direction:		N18°74'9"E		
Tangential Length:		1400.003		

\* Alignment name: AL-Rte 460

Element:	Linear	STATION	NORTHING	EASTING
START(		3000.000 R1	3460329.476	11994692.834
END(		3900.000 R1	3459772.935	11995400.126
Tangential Direction:		S51°80'2"E		
Tangential Length:		900.000		

\* Alignment name: AL-460SW1

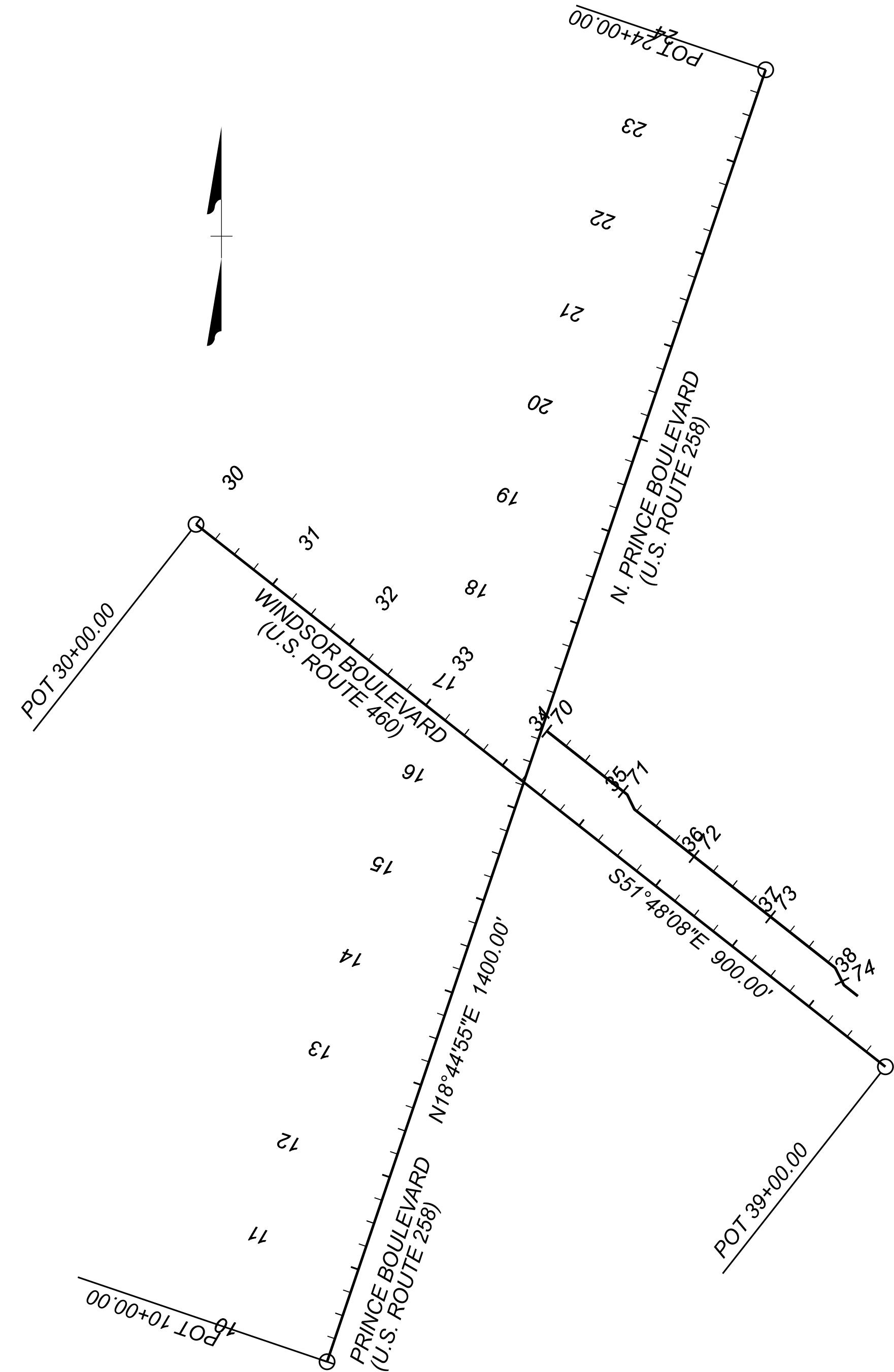
Element:	Linear	STATION	NORTHING	EASTING
START(		7000.000 R1	3460117.393	11995052.717
HPI(		7105.127 R1	3460052.217	11995135.202
Tangential Direction:		S51°68'6"E		
Tangential Length:		105.127		

Element:	Linear	STATION	NORTHING	EASTING
HPI(		7105.127 R1	3460052.217	11995135.202
HPI(		7121.986 R1	3460037.056	11995142.576
Tangential Direction:		S25°93'7"E		
Tangential Length:		16.859		

Element:	Linear	STATION	NORTHING	EASTING
HPI(		7121.986 R1	3460037.056	11995142.576
HPI(		7384.500 R1	3459874.387	11995348.615
Tangential Direction:		S51°70'9"E		
Tangential Length:		262.513		

Element:	Linear	STATION	NORTHING	EASTING
HPI(		7384.500 R1	3459874.387	11995348.615
HPI(		7404.334 R1	3459856.671	11995357.536
Tangential Direction:		S26°73'0"E		
Tangential Length:		19.835		

Element:	Linear	STATION	NORTHING	EASTING
HPI(		7404.334 R1	3459856.671	11995357.536
END(		7422.500 R1	3459845.439	11995371.812
Tangential Direction:		S51°80'2"E		
Tangential Length:		18.165		



REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	258	0460-046-724 R201,C501	1D
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Timmons Group Richmond, Virginia ROADWAY ENGINEER				

PROJECT	SHEET NO.
0460-046-724	1D

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# UNDERGROUND UTILITY DATA

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	VA.	258	0460-046-724 R201,C501	1E

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## UNDERGROUND TEST HOLE DATA - IOW 460-258

PLAN SHEET	TEST HOLE	DISTANCE (FEET)	(1) STATION & ROADWAY	OWNER	TYPE OF FACILITY	(2) ELEV. (FEET)	(3) CONFLICT YES/NO	(4) REMARKS	(5) UTILITY ADJUSTMENT REQ'D
1	61.00 R	16+68.74		VDOT	TRAFFIC	77.69	NO	3" PLASTIC	
2	52.85 R	17+21.16			NONE				
3	31.79 R	19+23.05		VERIZON	TELECOMM	70.97		1" PLASTIC	YES
4	20.30 R	19+27.27		VERIZON	TELECOMM	75.07		3" PLASTIC	YES
6	37.24 R	20+55.81		VERIZON	TELECOMM	74.32		2 - 1" PLASTIC	YES
7	36.44 L	19+68.05		VERIZON	TELECOMM	74.9		1" PLASTIC	YES
8	18.20 L	19+28.38			NONE				
9	17.71 L	19+22.86		VERIZON	TELECOMM	73.79		1" PLASTIC	YES

	PROJECT 0460-046-724	SHEET NO. 1E
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# TRANSPORTATION MANAGEMENT PLAN

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## GENERAL

1. THIS PROJECT IS CLASSIFIED AS TYPE B.
2. THE PROJECT LENGTH IS APPROXIMATELY 0.21 MILES ON U.S. ROUTE 258 (PRINCE BLVD). THE WIDTH OF THE WORK ZONE VARIES BETWEEN 50'- 125'. WITH A SIGNIFICANT AMOUNT OF THE WORK AREA BEING OUTSIDE THE EXISTING ROADWAY.
3. THE PURPOSE OF THIS PROJECT IS TO IMPROVE THE OPERATIONS OF THE INTERSECTION OF US RTE 258 AND US RTE 460. CONSTRUCTION CONSISTS OF WIDENING THE EXISTING ROADWAY TO INCLUDE LEFT TURN LANES ON BOTH APPROACHES WITH ASSOCIATED SIDEWALK AND DRAINAGE.
4. TRAFFIC ALONG THESE ROADS CONSISTS OF COMMUTERS AND LOCAL RESIDENTS WITH 7% TRUCK TRAFFIC.
5. THE EXISTING SPEED LIMIT FOR US ROUTE 258 AND 460 IS 45 MPH. EXISTING SPEED LIMITS WILL BE MAINTAINED DURING ALL PHASES OF CONSTRUCTION, UNLESS OTHERWISE APPROVED.

## TEMPORARY TRAFFIC CONTROL (TTC)/ MAINTENANCE OF TRAFFIC (MOT):

6. THE MAJOR CONSTRUCTION STAGES FOR THIS PROJECT WILL TAKE PLACE ON OR ADJACENT TO THE EXISTING ROUTE 258 (N PRINCE BLVD) AND ROUTE 460 (WINDSOR BLVD) SECTION. EXISTING TRAFFIC PATTERNS WILL BE MAINTAINED WITH REDUCED LANE WIDTHS, WHERE NECESSARY, WHILE A SIGNIFICANT PORTION OF WORK IS COMPLETED. THE PHASES OF CONSTRUCTION DESCRIBED IN THIS PLAN WILL GENERALLY CONSIST OF IMPROVING TURN LANES WHILE EXISTING TRAFFIC IS MINIMALLY IMPACTED ON EXISTING ROUTE 258 (N PRINCE BLVD) AND ROUTE 460 (WINDSOR BLVD) ROAD. CONNECTIONS TO OTHER INTERSECTING ROADWAYS AND ENTRANCES WILL BE AFFECTED DURING EACH OF THE MAJOR PHASES, HOWEVER TRAFFIC IS TO BE MAINTAINED DURING ALL PHASES IN ACCORDANCE WITH THE LATEST EDITION OF THE WORK AREA PROTECTION MANUAL.
7. LANE CLOSURES AND SHOULDER CLOSURES ARE ANTICIPATED FOR THIS PROJECT AND WILL REQUIRE IMPLEMENTATION IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL, 2011 EDITION - REVISION 2.1. THE FOLLOWING TEMPORARY TRAFFIC SETUP ARE ANTICIPATED:
  - 7.1 TYPICAL TRAFFIC CONTROL, MOBILE OR SHORT DURATION SHOULDER OPERATION (FIGURE TTC-3.2)
  - 7.2 TYPICAL TRAFFIC CONTROL, STATIONARY OPERATION ON A SHOULDER (FIGURE TTC-4.2)
  - 7.3 TYPICAL TRAFFIC CONTROL, SHOULDER OPERATION WITH MINOR ENCROACHMENT (FIGURE TTC-5.2)
  - 7.4 TYPICAL TRAFFIC CONTROL, MOVING/MOBILE OPERATIONS ON MULTI-LANE ROADWAY (FIGURE TTC-13.2)
  - 7.5 TYPICAL TRAFFIC CONTROL, OUTSIDE LANE CLOSURE OPERATION ON A FOUR-LANE ROADWAY (FIGURE TTC-16.2)
  - 7.6 TYPICAL TRAFFIC CONTROL, LANE CLOSURE ON A TWO-LANE ROADWAY USING FLAGGERS (FIGURE TTC-23.2)
  - 7.7 TYPICAL TRAFFIC CONTROL, LANE CLOSURE OPERATION IN AN INTERSECTION (FIGURE TTC-28.2)
  - 7.8 TYPICAL TRAFFIC CONTROL, FLAGGING OPERATION AT A SIGNALIZED INTERSECTION USING LAW ENFORCEMENT (FIGURE TTC-30.2)
  - 7.9 TYPICAL TRAFFIC CONTROL, SIGNING FOR PROJECT LIMITS (FIGURE TTC-53.0)
  - 7.10 TYPICAL TRAFFIC CONTROL, ERADICATION OF PAVEMENT MARKINGS IN A WORK ZONE (FIGURE TTC-55.1)
  - 7.11 TYPICAL TRAFFIC CONTROL, WORK IN THE VICINITY OF A HIGHWAY-RAIL CROSSING (FIGURE TTC-56.2)
  - 7.12 TYPICAL TRAFFIC CONTROL, END OF DAY SIGNING FOR FULL PAVING OPERATIONS ON A MULTI-LANE ROADWAY (FIGURE TTC-58.1)
8. ALL DIMENSIONS SHOWN ON THIS PLAN, OR SHOWN IN THE VA WORK AREA PROTECTION MANUAL FOR SIGN PLACEMENT SHALL BE PROVIDED TO THE MAXIMUM EXTENT PRACTICAL. SHOULD ADJUSTMENTS BE REQUIRED, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE ENGINEER PRIOR TO SIGN PLACEMENT.
9. NEGATIVE IMPACTS TO THE TRAVELING PUBLIC SHALL BE MINIMIZED IN EVERY WAY POSSIBLE. AS SUCH, DURING PEAK TIMES AND HOLIDAYS, ALL LANES OF TRAFFIC SHALL BE MAINTAINED IN BOTH DIRECTIONS.
10. ACCESS TO ALL ADJACENT PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

## PUBLIC COMMUNICATION PLAN

11. IF ANY MAJOR TRAFFIC CHANGES ARE TO TAKE PLACE (DETOURS, LANE CLOSURES, ETC.), THE PROJECT ADMINISTRATOR SHALL ENSURE THAT THE LOCAL NEWSPAPERS AND RADIO STATIONS ARE INFORMED TWO WEEKS IN ADVANCE OF THE CHANGE.

## PUBLIC COMMUNICATION PLAN (CONT.)

12. NOTIFICATION OF CONSTRUCTION START/END DATES AND WORK ZONE INFORMATION WILL BE ENTERED INTO THE VA. TRAFFIC SYSTEM.  
TRANSPORTATION OPERATION PLAN  
1. THE PROCESS TO NOTIFY THE DISTRICT TRAFFIC OPERATION CENTER TO PLACE LANE CLOSURE INFORMATION ON THE 511 SYSTEM AND VA. TRAFFIC WILL BE:  
  - a. CONTRACTOR IS TO ADVISE THE VDOT PROJECT INSPECTOR AND/OR CONSTRUCTION MANAGER OF PLANNED LANE CLOSURES A MINIMUM OF 24 HOURS IN ADVANCE OF PROPOSED LANE CLOSURE.
  - b. CONSTRUCTION MANAGER IS TO ADVISE THE RESIDENCY MAINTENANCE MANAGER OF PROPOSED LANE/ROAD CLOSURE. RMA IS TO HAVE (VA. TRAFFIC) OPERATOR ENTER DATA INTO (VA. TRAFFIC) AND ALSO ADVISE TOC.
2. THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES:  
  - a. VIRGINIA STATE POLICE: 757-562-3004
  - b. HAZ-MAT CENTER (IF SPILL INVOLVED) 911
3. PROCEDURES TO RESPOND TO TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE:  
  - a. CONTRACTOR TO NOTIFY VIRGINIA STATE POLICE AND VDOT INSPECTOR IN CHARGE AND DISTRICT TRAFFIC OPERATION CENTER.
  - b. DEPENDING UPON SEVERITY OF INCIDENT, CONTRACTOR MAY HAVE TO SHUT DOWN WORK.
  - c. UPON ARRIVAL ON SCENE, VIRGINIA STATE POLICE WILL DETERMINE RESPONSE NECESSARY TO ALLOW TRAVELING PUBLIC AROUND INCIDENT.
  - d. INSPECTOR TO NOTIFY CONSTRUCTION MANAGER/RESIDENCY ADMINISTRATOR OF INCIDENT AND TAKE PICTURES AS NECESSARY, ESPECIALLY PICTURES OF CONTRACTOR'S WORK ZONE TO VERIFY THE PROPER SETUP.
4. PROCESS OF NOTIFICATION OF INCIDENT TO FOLLOWED IS:  
CONTRACTOR TO CALL  
  - a. DISTRICT TRAFFIC OPERATIONS CENTER: 757-424-9920
  - b. DISTRICT TRAFFIC ENGINEER: TIM HAYMAN 757-956-3055
  - c. ISLE OF WIGHT COUNTY SHERIFF'S OFFICE: 757-357-2151
5. THE VIRGINIA STATE POLICE REPORT OF THE INCIDENT WILL BE REVIEWED BY THE RESIDENCY ADMINISTRATOR TO DETERMINE IF ANY MODIFICATION OF THE TEMPORARY CONTROL PLAN IS NECESSARY. IF IT IS NECESSARY TO ALTER THE PLAN, THEN A MEETING WILL BE CALLED WITH THE CONTRACTOR, VDOT PERSONNEL, VDOT SAFETY REPRESENTATIVES AND THE VIRGINIA STATE POLICE (IF NECESSARY) TO DISCUSS MODIFICATION AND IMPLEMENTATION OF AN APPROVED TRAFFIC CONTROL PLAN.
6. THE FOLLOWING IS A LIST OF LOCAL EMERGENCY NUMBERS:  
  - a. FIRE: 757-242-3191
  - b. COUNTY POLICE: 757-357-2151
  - c. STATE POLICE: 757-562-3004
  - d. WINDSOR POLICE DEPARTMENT: 757-242-6799
7. PROJECT PERSONNEL  
  - a. PROJECT INSPECTOR: TO BE DETERMINED
  - b. CONSTRUCTION PROJECT MANAGER: TBD
  - c. AREA CONSTRUCTION ENGINEER: TBD
  - d. RESIDENT ADMINISTRATOR: TBD
  - e. COUNTY CONTACT: TBD
  - f. ENGINEER CONTACT: BRIAN COPELAND, TIMMONS GROUP: 804-200-6525
  - g. DISTRICT WORK ZONE SAFETY COORDINATOR: JOHN SABATO 757-956-3134
  - h. DISTRICT PUBLIC AFFAIRS MANAGER: 757-956-3032
  - i. DISTRICT PRELIMINARY ENGINEERS PROJECT MANAGER: TBD
  - j. VDOT RESIDENCY OFFICE (FRANKLIN): PAUL MATTICKS 757-346-3072
8. TRANSPORTATION OPERATION PLAN:  
  1. ANY REQUIRED LANE AND/OR ROAD CLOSURES MUST BE APPROVED IN ADVANCE BY THE PROJECT PERSONNEL.
  2. UNLESS OTHERWISE APPROVED BY THE ENGINEER, SINGLE LANE CLOSURES (INCLUDING FLAGGING) ARE ONLY PERMITTED BETWEEN THE HOURS BELOW:  
MONDAY - THURSDAY: 12AM - 5AM, 9AM - 3PM, 9PM - 12AM  
FRIDAY: 12AM - 5AM, 9AM - 3PM  
SATURDAY: NO RESTRICTIONS  
SUNDAY: 9PM-12AM
  3. DUE TO ADJACENT RESIDENTIAL AREAS, ALLOWABLE WORK HOURS SHALL BE FROM 7:00 AM TO 6:00 PM, UNLESS OTHERWISE APPROVED BY HANOVER COUNTY.
  4. ALL AREAS EXCAVATED DEEPER THAN 2" BELOW EXISTING PAVEMENT SURFACE AND WITHIN THE CLEAR ZONE, AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACKFILLED TO FORM AN APPROXIMATE 6:1 WEDGE AGAINST THE PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC. ALL COST FOR PLACING, MAINTAINING, AND REMOVING THE 6:1 WEDGE SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
  5. LANE CLOSURES WILL NOT BE PERMITTED ON HOLIDAYS OR WEEKENDS UNLESS OTHERWISE APPROVED IN ADVANCE BY HANOVER COUNTY AND THE VDOT RESIDENCY OFFICE.
  6. ANY CONTRACT ITEM(S) NOT SPECIFICALLY NOTED IN THE MAINTENANCE OF TRAFFIC PLANS MAY BE SCHEDULED FOR CONSTRUCTION AT THE CONTRACTOR'S OPTION, AS APPROVED BY THE ENGINEER, ISLE OF WIGHT COUNTY AND VDOT.
  7. ACCESS TO ALL ADJACENT PROPERTIES AND CONNECTING STREETS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. A SAFE AND WELL-DEFINED ACCESS ROUTE SHALL BE PROVIDED TO ENSURE PROPERTIES ARE ACCESSIBLE. TEMPORARY PAVEMENT, STONE (6" MIN.), AND OTHER MATERIALS REQUIRED TO PROVIDE 12' MIN. WIDTH ACCESS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  8. THE FINAL SURFACE COURSE IS NOT TO BE PLACED UNTIL SUCH TIME THAT CONTINUOUS OPERATIONS ARE POSSIBLE AND PERMANENT PAVEMENT MARKINGS CAN BE PLACED TO PROVIDE A CONSISTENT AND CONTINUOUS FINAL COURSE.

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0460-046-724

1F(1)

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# SEQUENCE OF CONSTRUCTION

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## SEQUENCE OF CONSTRUCTION

THE OVERALL APPROACH TO MAINTAINING TRAFFIC DURING CONSTRUCTION OF THIS PROJECT WILL BE TO MINIMIZE LANE REDUCTIONS AND CLOSURES TO THE MAXIMUM EXTENT PRACTICAL. THE BASIC PHASES PRESENTED IN THE SEQUENCE OF CONSTRUCTION BELOW HAVE BEEN DEVELOPED AND DETAILED SHOWING THE GENERAL LOCATION OF WORK ZONES, SCOPE OF IMPROVEMENTS TO BE CONSTRUCTED, LOCATION OF LIVE TRAFFIC AND TRAFFIC CONTROL DEVICES TO BE IMPLEMENTED FOR EACH PHASE. THESE PHASES ARE INTENDED TO BE A GENERAL GUIDE TO THE APPROACH FOR CONSTRUCTION OF THIS PROJECT AND NOT INTENDED TO BE FULLY PRESCRIPTIVE. ALL COSTS ASSOCIATED WITH MAINTAINING TRAFFIC IN ACCORDANCE WITH THE VA WORK AREA (VA-WAPM) PROTECTION MANUAL SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR MAINTENANCE OF TRAFFIC, REGARDLESS OF WHETHER OR NOT THEY ARE SHOWN IN THE PLANS.

TRAFFIC SHALL BE MAINTAINED ACCORDING TO THE TYPICAL TRAFFIC CONTROL FIGURES LISTED IN THE GENERAL NOTES THROUGH THE USE OF GROUP II CHANNELIZING DEVICES AND PROPER SIGNAGE. THIS CONSTRUCTION WILL OCCUR WHILE MAINTAINING EXISTING TRAFFIC PATTERNS WITH LANE WIDTHS REDUCED TO 11' MINIMUM FOR ALL TRAVEL LANES. IF NECESSARY, THE CONTRACTOR SHALL ALSO UTILIZE TTC-16.2 OR TTC-23.2 TO CLOSE THE OUTER-MOST LANE FOR SHORT DURATION PAVEMENT TIE-INS WHERE APPLICABLE. ALL REDUCTIONS IN TRAVEL LANE WIDTH AND LANE CLOSURES SHALL BE PER THE GENERAL NOTES ON THIS SHEET AND CURRENT VA-WAPM. ALL PHASES SHALL BE SET UP AS A LONG-TERM STATIONARY WORK DURATION IN ACCORDANCE WITH SECTION 6G.02 OF THE VA-WAPM. CONTRACTOR MAY BE PERMITTED TO WORK IN AREAS OF THE PROJECT THAT ARE OUT OF SEQUENCE WITH PRIOR APPROVAL BY THE COUNTY OR ENGINEER.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ADEQUATE CLEAR ZONE BETWEEN TRAVEL LANES AND FIXED OBJECTS OR DROP-OFFS IN ACCORDANCE WITH APPENDIX A, FIGURE 2 IN THE VA-WAPM. PROPER CHANNELIZATION (OR PROTECTION) SHALL BE DETERMINED BY THE CONTRACTOR, AND APPROVED BY VDOT FOR THE INSTALLATION OF CHANNELIZATION DEVICES AS REQUIRED BY APPENDIX A. OF THE VA-WAPM.

**PHASE 1** CONSTRUCT IMPROVEMENTS ON THE WEST SIDE OF PRINCE BLVD:  
CONSTRUCTION CONSISTS OF PERFORMING ALL OPERATIONS FOR SUBSTANTIAL COMPLETION OF WORK SHOWN ON THE PHASE 1 TRAFFIC CONTROL PLAN (MOT PLAN) STARTING WITH THE INSTALLATION OF INITIAL EROSION & SEDIMENT CONTROL MEASURES THROUGH THE PLACEMENT OF THE INTERMEDIATE COURSE OF ASPHALT PAVEMENT WITH ANY NECESSARY TEMPORARY PAVEMENT MARKINGS REQUIRED TO IMPLEMENT THE NEXT PHASE OF WORK. TEMPORARY PAVEMENT MARKINGS SHALL BE REVIEWED/APPROVED BY THE ENGINEER PRIOR TO PROGRESSION TO NEXT PHASE. IMPROVEMENTS INCLUDE CONSTRUCTING TURNING LANES WEST OF THE EXISTING ROAD, INCLUDING THE INSTALLATION OF STORM SEWER & DITCHES, SIDEWALK, CURB & GUTTER AND ALL OTHER WORK REQUIRED TO ENABLE TRAFFIC TO UTILIZE THE NEWLY CONSTRUCTED PAVEMENT. THE INTERSECTION SIGNAL SHALL BE PLACED INTO FLASH MODE WHILE TRAFFIC IS CONTROLLED THROUGH THE USE OF LAW ENFORCEMENT OFFICERS AND CERTIFIED FLAGGERS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE SO AS TO PREVENT ROADWAY INUNDATION OR COMPROMISING THE INTEGRITY OF SUBGRADE SOIL CONDITIONS. ANY UNDERCUT CAUSED BY POOR SURFACE DRAINAGE WILL BE AT THE CONTRACTOR'S EXPENSE. ACCESS TO ALL ADJACENT PROPERTIES, ENTRANCES AND SIDE STREET CONNECTIONS SHALL BE MAINTAINED AT ALL TIMES. IN SITUATIONS WHERE WORK ON AN ENTRANCE REQUIRES A TEMPORARY CLOSURE, THE PROPERTY OWNER SHALL BE NOTIFIED IN ADVANCED.

- 1-1 IMPLEMENT ALL ADVANCE WARNING SIGNS, GROUP 2 CHANNELIZING DEVICES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN OR APPLICABLE BY THE REFERENCED TTC FIGURES FROM THE VA-WAPM AND MOT PLAN SHEET.
- 1-2 IMPLEMENT TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS AS REQUIRED.
- 1-3 COMMENCE INSTALLATION OF EROSION CONTROL MEASURES IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL PLANS. REMOVAL, ABANDONMENT AND ADJUSTMENTS OF UTILITIES SHALL BE COMPLETED PRIOR TO OR DURING THIS PHASE.
- 1-4 CLEAR AND GRUB THE WORK AREA AS REQUIRED AND INSTALL TEMPORARY E&S STRUCTURES INTENDED TO RECEIVE DRAINAGE FROM THE PROJECT.
- 1-5 PERFORM GRADING OPERATIONS IN CONJUNCTION WITH THE INSTALLATION OF PROPOSED STORM SEWER, PUBLIC UTILITY ADJUSTMENTS, UNDERDRAIN, CURB/GUTTER AND SIDEWALK AS APPLICABLE IN THE WORK ZONE. THIS PHASE IS INTENDED TO COMPLETE AS MUCH WORK AS POSSIBLE WITHOUT MAJOR INTERRUPTION OF EXISTING TRAFFIC PATTERNS, THEREFORE THE CONTRACTOR MAY ADJUST THE WORK ZONE AS NEEDED TO MAXIMIZE WORK PERFORMED DURING THIS PHASE.
- 1-6 COMMENCE INSTALLATION OF AGGREGATE BASE MATERIAL AND PAVEMENT UP TO THE INTERMEDIATE COURSE. THIS PHASE IS CONSIDERED COMPLETE UPON FINISHING ALL IMPROVEMENTS WITHIN THE WORK AREA REQUIRED TO ALLOW TRAFFIC TO UTILIZE THE PAVEMENT DURING FUTURE PHASES AS NEEDED.

## PHASE 2

CONSTRUCT IMPROVEMENTS ON THE EAST SIDE OF PRINCE BLVD:  
CONSTRUCTION CONSISTS OF PERFORMING ALL OPERATIONS FOR SUBSTANTIAL COMPLETION OF WORK SHOWN ON THE PHASE 2 TRAFFIC CONTROL PLAN (MOT PLAN) STARTING WITH THE INSTALLATION OF INITIAL EROSION & SEDIMENT CONTROL MEASURES (NOT INSTALLED WITH PREVIOUS PHASES) THROUGH THE PLACEMENT OF THE INTERMEDIATE COURSE OF ASPHALT PAVEMENT WITH TEMPORARY PAVEMENT MARKINGS REQUIRED TO IMPLEMENT THE NEXT PHASE OF WORK. IMPROVEMENTS INCLUDE WORK WITHIN THE EXISTING ROADWAY WHILE TRAFFIC HAS BEEN MOVED TO THE IMPROVEMENTS BUILT IN PHASE 1. WORK INCLUDES THE INSTALLATION OF STORM SEWER, BMP, SIDEWALK, CURB & GUTTER AND ALL OTHER WORK REQUIRED TO ENABLE TRAFFIC TO UTILIZE ALL LANES ON PRINCE BLVD IN PHASE 3. THE INTERSECTION SIGNAL SHALL BE PLACED INTO FLASH MODE WHILE TRAFFIC IS CONTROLLED THROUGH THE USE OF LAW ENFORCEMENT OFFICERS AND CERTIFIED FLAGGERS. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE SO AS TO PREVENT ROADWAY INUNDATION OR COMPROMISING THE INTEGRITY OF SUBGRADE SOIL CONDITIONS. ANY UNDERCUT CAUSED BY POOR SURFACE DRAINAGE WILL BE AT THE CONTRACTOR'S EXPENSE. ACCESS TO ALL ADJACENT PROPERTIES, ENTRANCES AND SIDE STREET CONNECTIONS SHALL BE MAINTAINED AT ALL TIMES. IN SITUATIONS WHERE WORK ON AN ENTRANCE REQUIRES A TEMPORARY CLOSURE, THE PROPERTY OWNER SHALL BE NOTIFIED IN ADVANCED.

- 2-1 IMPLEMENT ALL ADVANCE WARNING SIGNS, GROUP 2 CHANNELIZING DEVICES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN BY THE REFERENCED TTC FIGURES FROM THE VA-WAPM AND MOT PLAN SHEET.
- 2-2 IMPLEMENT TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS AS REQUIRED.
- 2-3 COMMENCE INSTALLATION OF EROSION CONTROL MEASURES IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL PLANS. REMOVAL, ABANDONMENT AND ADJUSTMENTS OF UTILITIES SHALL BE COMPLETED PRIOR TO OR DURING THIS PHASE.
- 2-4 STAKE AND INSTALL PROPOSED SANITARY FORCEMAIN AND WATERLINE RELATIONS TO DEPTH REQUIRED TO AVOID CONFLICT WITH PROPOSED STORM PIPE AND BMP INSTALLATION. ONCE COMPLETE, NEW LOCATIONS SHALL BE DEMARCATED IN THE FIELD FOR PROJECT DURATION TO AVOID DAMAGE OR SERVICE INTERRUPTIONS.
- 2-5 CLEAR AND GRUB THE WORK AREA AS REQUIRED AND INSTALL BMP'S AND/OR TEMPORARY E&S STRUCTURES INTENDED TO RECEIVE DRAINAGE FROM THE PROJECT. IMPLEMENT TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS AS REQUIRED.
- 2-6 PERFORM GRADING OPERATIONS IN CONJUNCTION WITH THE INSTALLATION OF PROPOSED STORM SEWER, PUBLIC UTILITY ADJUSTMENTS, UNDERDRAIN, CURB/GUTTER AND SIDEWALK AS APPLICABLE IN THE WORK ZONE.
- 2-7 COMMENCE INSTALLATION OF AGGREGATE BASE MATERIAL AND PAVEMENT UP TO THE INTERMEDIATE COURSE. THIS PHASE IS CONSIDERED COMPLETE UPON FINISHING ALL IMPROVEMENTS WITHIN THE WORK AREA REQUIRED TO ALLOW TRAFFIC TO UTILIZE THE PAVEMENT DURING FUTURE PHASES AS NEEDED.

## PHASE 3

CONSTRUCT IMPROVEMENTS ON THE NORFOLK SOUTHERN RAILWAY:  
CONSTRUCTION CONSISTS OF PERFORMING ALL OPERATIONS FOR SUBSTANTIAL COMPLETION OF WORK WITHIN THE NORFOLK SOUTHERN RIGHT OF WAY AS SHOWN ON THE PHASE 3 TRAFFIC CONTROL PLAN (MOT PLAN). THIS SECTION OF ROUTE 258 WILL BE A FULL CLOSURE, WITH BARRICADES ON EACH SIDE OF THE NORFOLK SOUTHERN RIGHT OF WAY. TRAFFIC SHALL BE DETOURED TO THE BACK STREET / COURT STREET INTERSECTION WITH ROUTE 460. NORFOLK SOUTHERN SHALL BE RESPONSIBLE FOR WORK WITHIN THIS DESIGNATED AREA. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE SO AS TO PREVENT ROADWAY INUNDATION OR COMPROMISING THE INTEGRITY OF SUBGRADE SOIL CONDITIONS. ACCESS TO ALL ADJACENT PROPERTIES, ENTRANCES AND SIDE STREET CONNECTIONS SHALL BE MAINTAINED AT ALL TIMES. IN SITUATIONS WHERE WORK ON AN ENTRANCE REQUIRES A TEMPORARY CLOSURE, THE PROPERTY OWNER SHALL BE NOTIFIED IN ADVANCED.

- 3-1 PERFORM GRADING OPERATIONS IN CONJUNCTION WITH THE INSTALLATION OF REMAINING STORM SEWER STRUCTURES, BMP'S AND MEDIAN CURB AS APPLICABLE IN THE WORK ZONE.
- 3-2 COMMENCE INSTALLATION OF AGGREGATE BASE MATERIAL AND PAVEMENT UP TO THE INTERMEDIATE COURSE. THIS PHASE IS CONSIDERED COMPLETE UPON FINISHING ALL IMPROVEMENTS WITHIN THE WORK AREA REQUIRED TO ALLOW TRAFFIC TO UTILIZE THE PAVEMENT DURING FUTURE PHASES AS NEEDED.
- 3-3 COMPLETE PLACEMENT OF FINAL SURFACE COURSE OF ASPHALT PAVEMENT.
- 3-4 COMPLETE PERMANENT PAVEMENT STRIPING AND SIGNAGE IMPROVEMENTS.

## PHASE 4

CONSTRUCT REMAINING IMPROVEMENTS ON WINDSOR BLVD:  
CONSTRUCTION CONSISTS OF PERFORMING ALL OPERATIONS FOR SUBSTANTIAL COMPLETION OF WORK SHOWN ON THE PHASE 3 TRAFFIC CONTROL PLAN (MOT PLAN) AS WELL AS THE FINAL COMPLETION OF REMAINING WORK ON THE PROJECT. IMPROVEMENTS INCLUDE WORK ALONG WINDSOR BLVD WHILE TRAFFIC IS SHIFTED TO THE OUTSIDE LANES WITH LEFT TURN LANES KEPT OPERATIONS AS MUCH AS PRACTICAL. PROPOSED WORK INCLUDES THE COMPLETION OF CURB & GUTTER AND ALL OTHER WORK REQUIRED TO SUBSTANTIALLY COMPLETE THE MAJORITY OF IMPROVEMENTS. ONCE THIS PHASE IS COMPLETE, PRINCE BLVD AND WINDSOR BLVD INTERSECTION SHOULD SUBSTANTIALLY FUNCTION AS PROPOSED. THE INTERSECTION SIGNAL SHALL FUNCTION AS SHOWN IN THE PROPOSED SIGNAL PLANS WHILE THE WEST BOUND OUTSIDE LANE OF WINDSOR BLVD IS CLOSED IN ACCORDANCE WITH TTC-16.2. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE SO AS TO PREVENT ROADWAY INUNDATION OR COMPROMISING THE INTEGRITY OF SUBGRADE SOIL CONDITIONS. ANY UNDERCUT CAUSED BY POOR SURFACE DRAINAGE WILL BE AT THE CONTRACTOR'S EXPENSE. ACCESS TO ALL ADJACENT PROPERTIES, ENTRANCES AND SIDE STREET CONNECTIONS SHALL BE MAINTAINED AT ALL TIMES. IN SITUATIONS WHERE WORK ON AN ENTRANCE REQUIRES A TEMPORARY CLOSURE, THE PROPERTY OWNER SHALL BE NOTIFIED IN ADVANCED.

- 4-1 IMPLEMENT ALL ADVANCE WARNING SIGNS, GROUP 2 CHANNELIZING DEVICES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN BY THE REFERENCED TTC FIGURES FROM THE VA-WAPM AND MOT PLAN SHEET.
- 4-2 COMPLETE TRAFFIC SIGNAL IMPROVEMENTS AND ANY REMAINING ROADWAY IMPROVEMENTS
- 4-3 PERFORM GRADING OPERATIONS IN CONJUNCTION WITH THE INSTALLATION OF REMAINING STORM SEWER STRUCTURES, BMP'S AND MEDIAN CURB AS APPLICABLE IN THE WORK ZONE.
- 4-4 COMMENCE INSTALLATION OF AGGREGATE BASE MATERIAL AND PAVEMENT UP TO THE INTERMEDIATE COURSE. THIS PHASE IS CONSIDERED COMPLETE UPON FINISHING ALL IMPROVEMENTS WITHIN THE WORK AREA REQUIRED TO ALLOW TRAFFIC TO UTILIZE THE PAVEMENT DURING FUTURE PHASES AS NEEDED.
- 4-5 COMPLETE PLACEMENT OF FINAL SURFACE COURSE OF ASPHALT PAVEMENT.
- 4-6 COMPLETE PERMANENT PAVEMENT STRIPING AND SIGNAGE IMPROVEMENTS.
- 4-7 AFTER ADDRESSING ALL PUNCHLIST ITEMS, REMOVE E&SC MEASURES AND TEMPORARY TRAFFIC CONTROL DEVICES FROM THE ROADWAY.

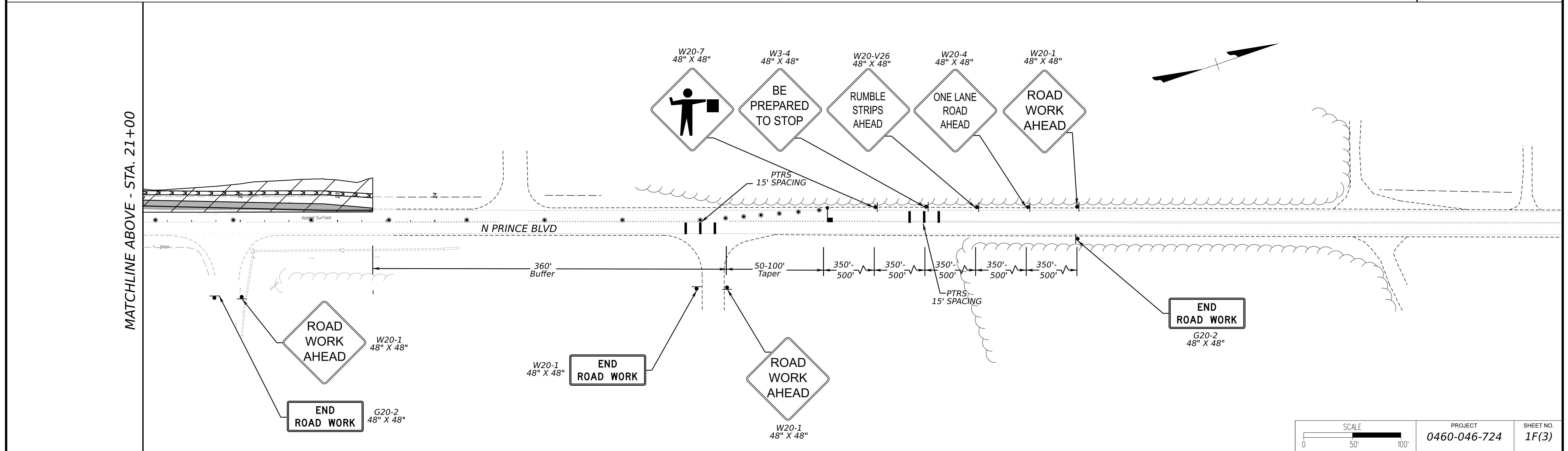
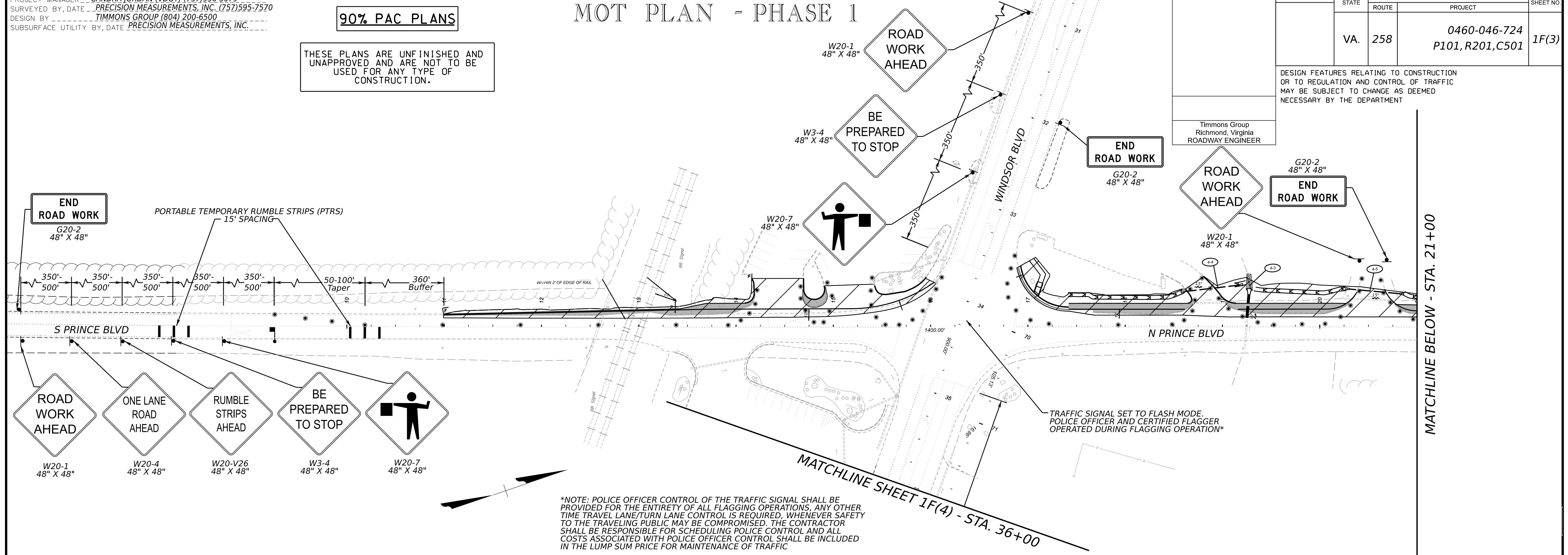
	0460-046-724	1F(2)
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PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
SURVEYED BY, DATE PRECISION MEASUREMENTS, INC. (757)595-7570  
DESIGN BY TIMMONS GROUP (804) 200-6500  
SUBSURFACE UTILITY BY, DATE PRECISION MEASUREMENTS, INC.

90% PAC PLANS

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# MOT PLAN - PHASE 1



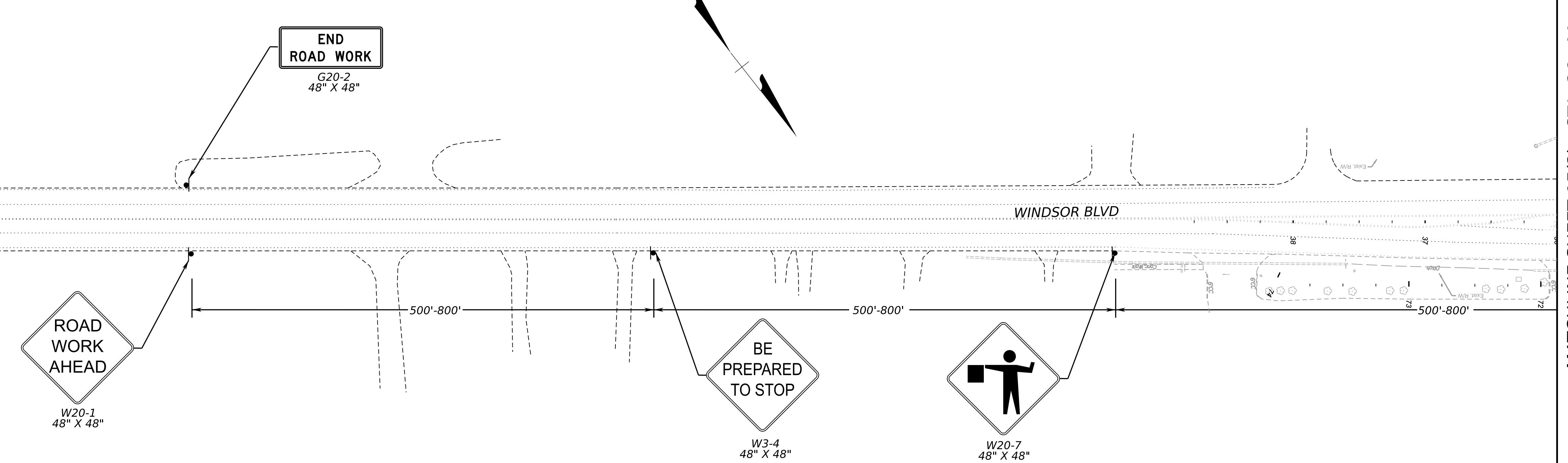
PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
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# MOT PLAN - PHASE 1

REVISED	STATE	ROUTE	STATE	SHEET NO.
	VA.	258	0460-046-724 P101,R201,C501	1F(4)
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
Timmons Group Richmond, Virginia ROADWAY ENGINEER				



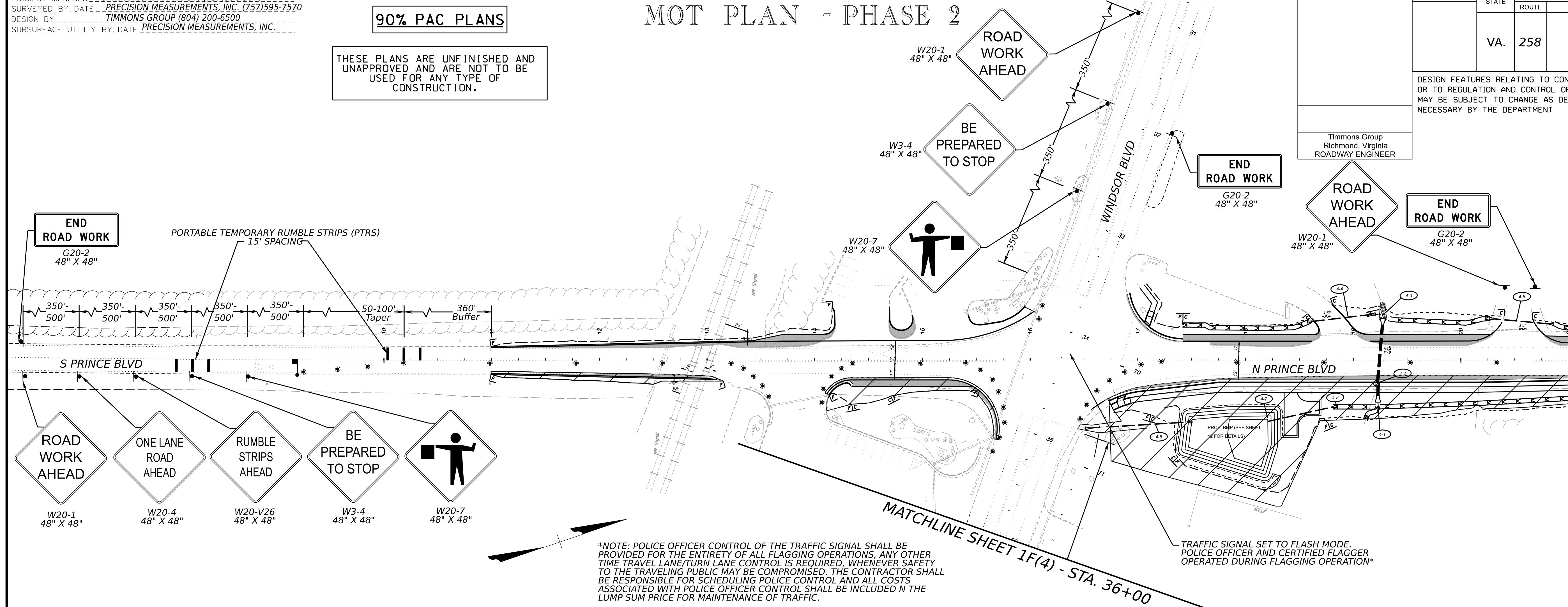
SCALE	PROJECT	SHEET NO.
0 50' 100'	0460-046-724	1F(4)

PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
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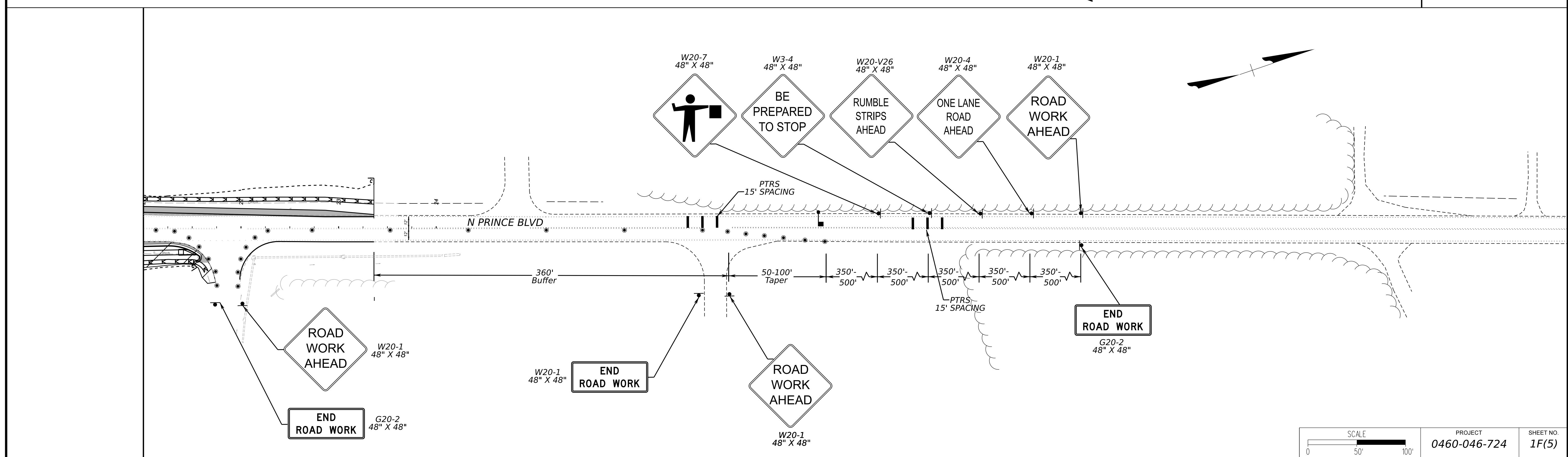
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# MOT PLAN - PHASE 2



\*NOTE: POLICE OFFICER CONTROL OF THE TRAFFIC SIGNAL SHALL BE PROVIDED FOR THE ENTIRETY OF ALL FLAGGING OPERATIONS. ANY OTHER TIME TRAVEL LANE/TURN LANE CONTROL IS REQUIRED, WHENEVER SAFETY TO THE TRAVELING PUBLIC MAY BE COMPROMISED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING POLICE CONTROL AND ALL COSTS ASSOCIATED WITH POLICE OFFICER CONTROL SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR MAINTENANCE OF TRAFFIC.

TRAFFIC SIGNAL SET TO FLASH MODE.  
POLICE OFFICER AND CERTIFIED FLAGGER  
OPERATED DURING FLAGGING OPERATION\*



REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	258	0460-046-724 P101,R201,C501	1F(5)

DESIGN FEATURES RELATING TO CONSTRUCTION  
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NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER

MATCHLINE BELOW - STA. 21+00

SCALE	PROJECT	SHEET NO.
0 50' 100'	0460-046-724	1F(5)

PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
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90% PAC PLANS

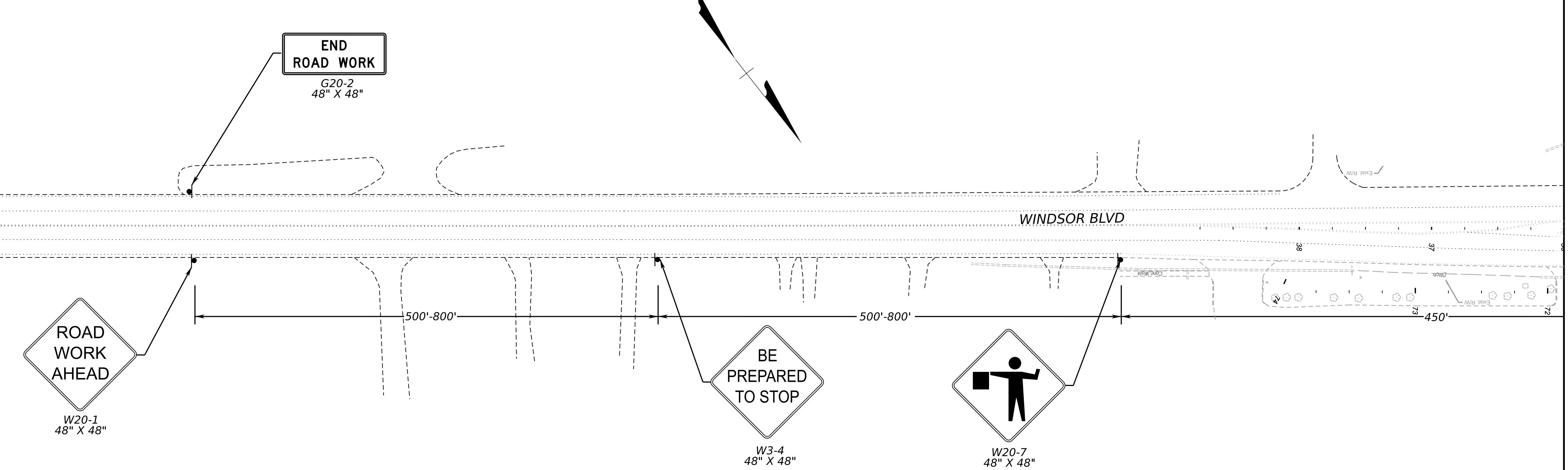
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CONSTRUCTION.

# MOT PLAN - PHASE 2

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	258	0460-046-724	P101,R201,C501	1F(6)

DESIGN FEATURES RELATING TO CONSTRUCTION  
OR TO REGULATION AND CONTROL OF TRAFFIC  
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NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER



MATCHLINE SHEET 1F(3) - STA. 36+00

PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
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# MOT PLAN - PHASE 3

90% PAC PLANS

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R3-1  
48" X 48"

W20-2  
48" X 48"

DETOUR AHEAD

R3-2  
48" X 48"

ROAD CLOSED

R11-2  
48" X 30"

DETOUR

R11-2  
48" X 18"

8' TYPE 3 BARRICADE

R11-2  
48" X 30"

DETOUR

ROAD CLOSED

R11-2  
48" X 18"

8' TYPE 3 BARRICADE

8' TYPE 3 BARRICADE

END DETOUR

M4-8a  
60" X 48"

END DETOUR

M4-8a  
60" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-2  
48" X 48"

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-2  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-2  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-2  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-2  
48" X 48"

W Blackwater Rd

R3-1  
48" X 48"

W20-2  
48" X 48"

DETOUR AHEAD

ROAD CLOSED

DETOUR

460

8' TYPE 3 BARRICADE

ROAD CLOSED TO THRU TRAFFIC

DETOUR

258

N Prince Blvd

8' TYPE 3 BARRICADE

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

DETOUR AHEAD

ROAD CLOSED AHEAD

W20-3  
48" X 48"

W Blackwater Rd

8' TYPE 3 BARRICADE

DETOUR

258

SOUTH

M4-V3R  
60" X 48"

DETOUR

258

SOUTH

M3-1 30" X 15"

M1-4 30" X 24"

M6-3(V) 30" X 15"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-9L  
60" X 48"

DETOUR

258

SOUTH

M4-9R  
60" X 48"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-V3L  
60" X 48"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-9L  
60" X 48"

DETOUR

258

SOUTH

M4-9R  
60" X 48"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

M4-8 30" X 15"

M3-1 30" X 15"

M1-4 30" X 24"

M5-1L(V) 30" X 20"

DETOUR

258

SOUTH

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90% PAC PLANS

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MOT PLAN - PHASE 4

W20-1  
48" X 48"



ROAD  
WORK  
AHEAD

1050'

WINDSOR BLVD

RR Signal

RR

PROJECT MANAGER CANDRA JORDAN (VDOT) (757)956-3079  
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90% PAC PLANS

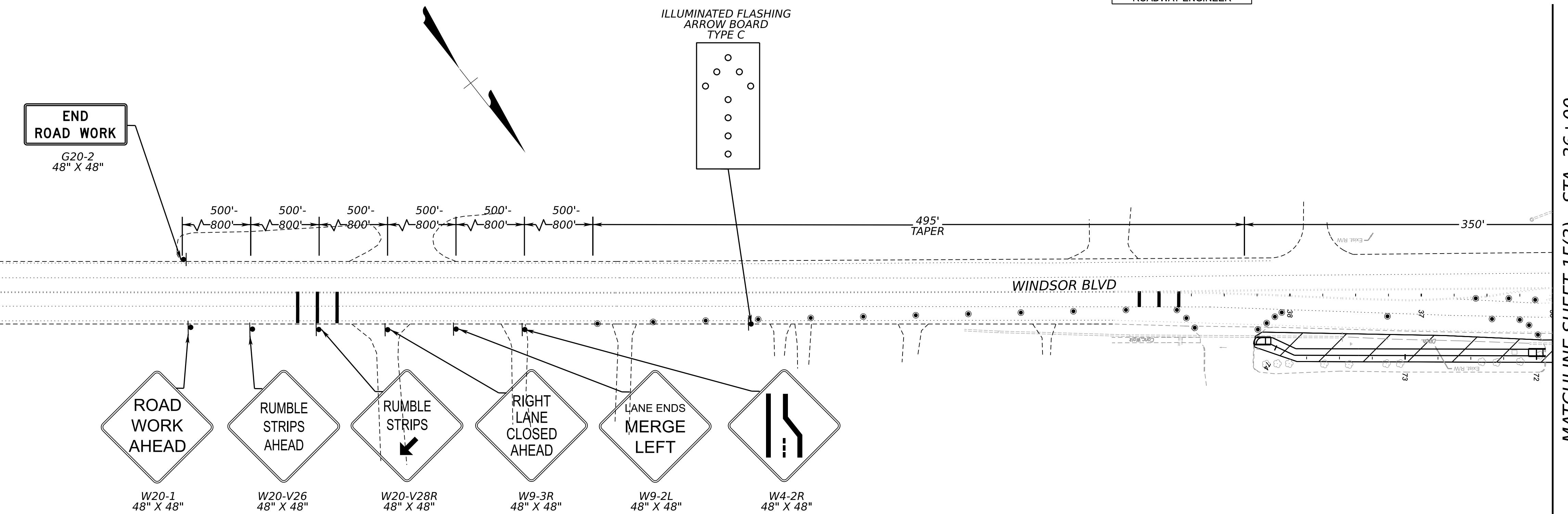
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# MOT PLAN - PHASE 4

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.	258	0460-046-724	P101,R201,C501	1F(9)

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NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER



MATCHLINE SHEET 1F(3) - STA. 36+00