

FOR INDEX OF SHEETS SEE SHEET 1B

ELECTRONIC STAKEOUT INFORMATION IS NOT AVAILABLE FOR THIS PROJECT. CONTRACTOR SHALL USE PLANS AND CROSS SECTIONS PROVIDED FOR ALL STAKEOUT REQUIRED FOR THIS PROJECT.



CITY OF LYNCHBURG

INTERCHANGE IMPROVEMENTS

KEMPER STREET (RT.221) OVER LYNCHBURG EXPRESSWAY (RT.29)
FROM: 235' SOUTH OF 16TH STREET (MIDTOWN CONNECTOR PROJECT)
TO: 0.10 MILE SOUTH OF LYNCHBURG EXPRESSWAY (RT.29) AT RAILROAD OVERPASS

STATE	FEDERAL AID		STATE		SHEET NO.
	PROJECT	ROUTE	PROJECT		
VA.		29	U000-118-204.C-501	See Tabulation Below For Section Numbers	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
	Fr: 255' SOUTH OF 16TH STREET To: 0.10 MILE SOUTH OF LYNCHBURG EXPRESSWAY (RT. 29) AT RAILROAD OVERPASS
ADT	11,000
ADT	
DHV	
D (%) (design hour)	
T (%) (design hour)	
V (MPH)	35

SUPERVISED BY CITY OF LYNCHBURG
 PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
 SURVEYED BY MATTERN & CRAIG (540) 345-9342
 DESIGNED BY MICHAEL AGEE, MATTERN & CRAIG (540) 345-9342

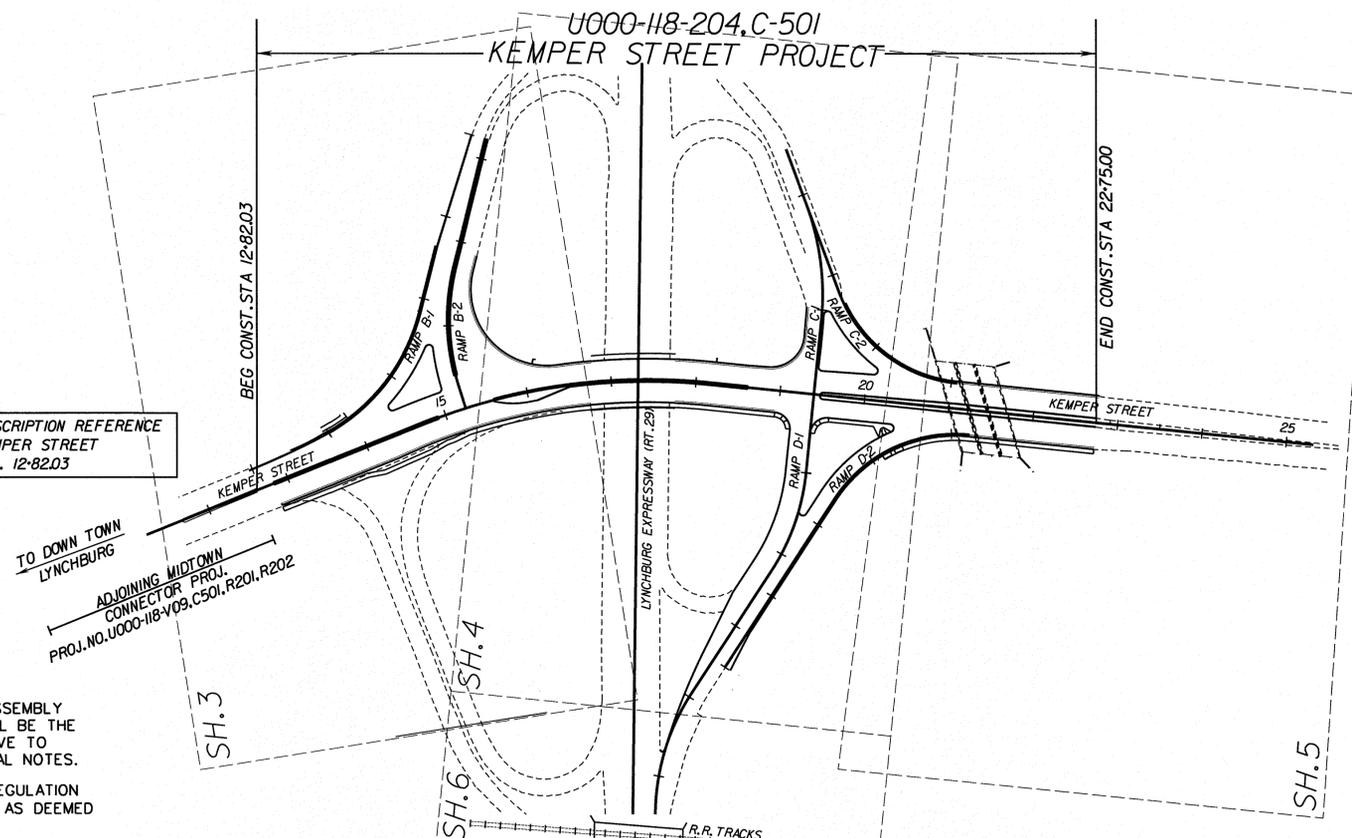
CONVENTIONAL SIGNS

STATE LINE	----
COUNTY LINE	----
CITY, TOWN OR VILLAGE	----
RIGHT OF WAY LINE	----
FENCE LINE	----
UNFENCED PROPERTY LINE	----
FENCED PROPERTY LINE	----
WATER LINE	----
SANITARY SEWER LINE	----
GAS LINE	----
ELECTRIC UNDERGROUND CABLE	----
TRAVELED WAY	----
GUARD RAIL	----
RETAINING WALL	----
RAILROADS	----
BASE OR SURVEY LINE	----

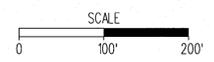
LEVEE OR EMBANKMENT	----
BRIDGES	----
CULVERTS	----
DROP INLET	----
POWER POLES	----
TELEPHONE OR TELEGRAPH POLES	----
TELEPHONE OR TELEGRAPH LINES	----
HEDGE	----
TREES	----
HEAVY WOODS	----
GROUND ELEVATION	----
GRADE ELEVATION	----

DESCRIPTION REFERENCE
KEMPER STREET
STA. 12+82.03

DESCRIPTION REFERENCE
KEMPER STREET
STA. 22+75.00



CITY OF LYNCHBURG
POP. 75,568 (2010 CENSUS)



THE COMPLETE ELECTRONIC .TIF VERSION OF THE PLAN ASSEMBLY AS AWARDED, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2007 ROAD AND BRIDGE SPECIFICATIONS, 2008 ROAD AND BRIDGE STANDARDS, 2011 WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC .TIF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.01U, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES		LENGTH INCLUDING BRIDGE		LENGTH EXCLUDING BRIDGE		TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES	FEET	MILES		
U000-118-204	C-501			94745			992.97	0.188	893.15	0.169	CONST.	Fr: 255' SOUTH OF 16TH STREET To: 0.10 MILE SOUTH OF LYNCHBURG EXPRESSWAY (RT. 29) AT RAILROAD OVERPASS

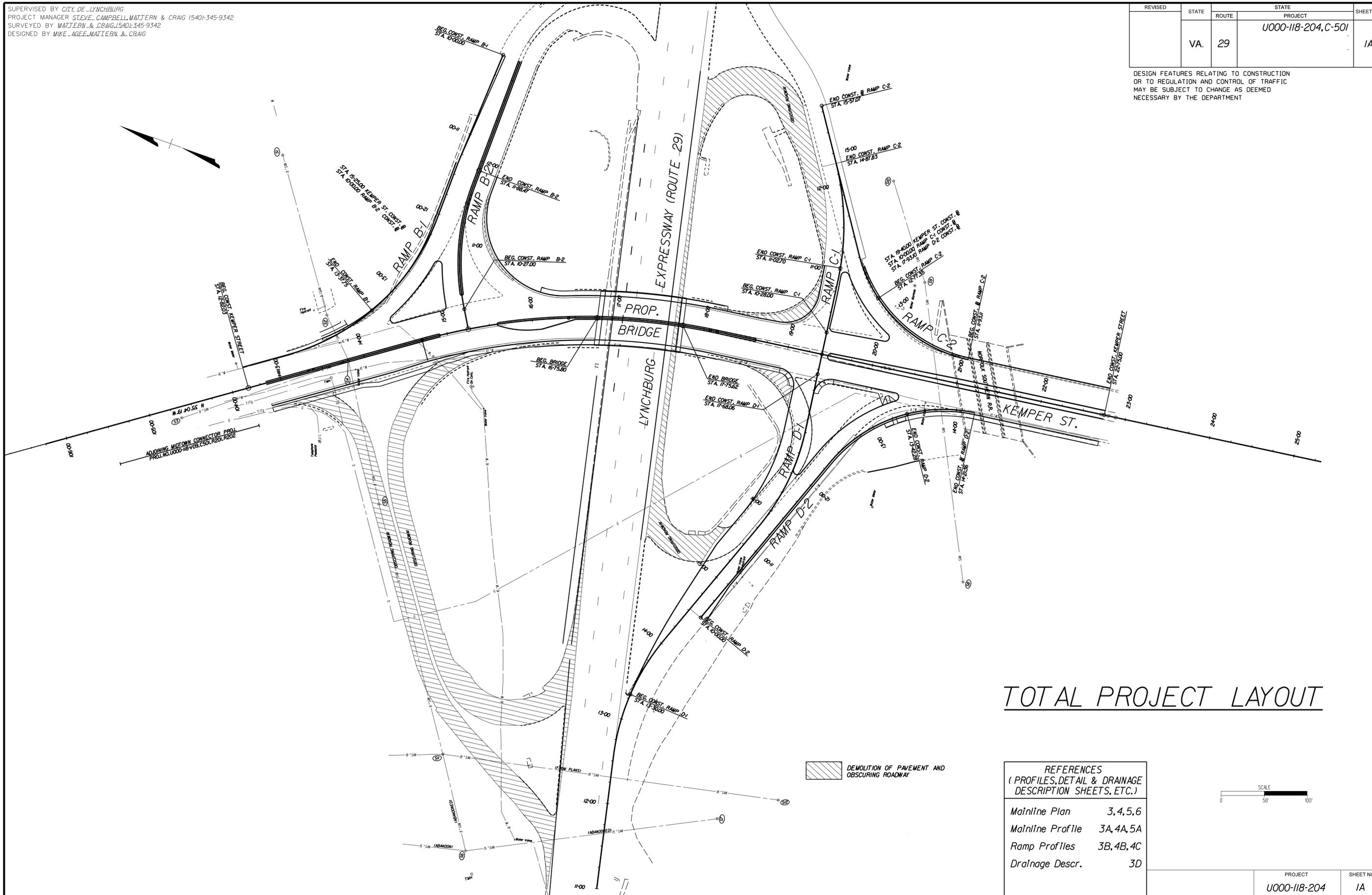
APPROVED FOR CONSTRUCTION BY THE CITY OF LYNCHBURG, VA.	
8/22/14	[Signature] CITY ENGINEER
8/22/14	[Signature] CITY CONSTRUCTION MANAGER
8/22/14	[Signature] UTILITIES ENGINEER
8/22/2014	[Signature] TRAFFIC CONTROL ADMINISTRATOR

NO.	DATE	PRINTS SENT TO
		R/W DIV. ADVANCE PLANS COMPLETED PLANS
		DIST. ENGR. ADVANCE PLANS COMPLETED PLANS FOR UTILITIES
		RES. ENGR. ADVANCE PLANS COMPLETED PLANS
		CONSTR. ENGR.

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATERN & CRAIG (540) 345-9342
SURVEYED BY MATERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	1A

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



TOTAL PROJECT LAYOUT

REFERENCES
(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

Mainline Plan	3, 4, 5, 6
Mainline Profile	3A, 4A, 5A
Ramp Profiles	3B, 4B, 4C
Drainage Descr.	3D



PROJECT	SHEET NO.
U000-118-204	1A

SUPERVISED BY CITY OF LYNCHBURG
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INDEX OF SHEETS

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	29	U000-118-204, C-501	IB

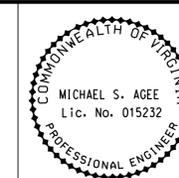
SHEET NO.	DESCRIPTION
I	TITLE SHEET
IA	TOTAL PROJECT LAYOUT
IB	INDEX OF SHEETS
IC	REVISION DATA SHEET
ID	SURVEY ALIGNMENT DATA SHEET
IE	CONSTRUCTION ALIGNMENT DATA SHEET
IF	95' CADD LEVEL STRUCTURE
IG(1) - IG(9)	MAINTENANCE OF TRAFFIC
2, 2A, 2B	TYPICAL SECTIONS
2C	DITCH DETAILS
2D	GENERAL NOTES
2E(1)	EROSION CONTROL SUMMARY
2E(2)	DRAINAGE SUMMARY
2E(3)	PAVEMENT SUMMARY
2E(4)	INCIDENTAL SUMMARY
2E(5)	ROADSIDE DEVELOPMENT
2E(6)	GRADING SUMMARY
2F(1) - 2F(13)	RAIN GARDEN AND LANDSCAPE PLANS
2G(1) - 2G(7)	INSERTABLE VDOT ROAD AND BRIDGE STANDARDS
3, 3A, 3B	PLAN AND PROFILE STA. 12+82.03 TO STA. 16+30
3C	NOT USED
3D	DRAINAGE DESCRIPTION
3E	GRADING SHEET
3F, 3G, 3H	MSE WALLS
4, 4A, 4B, 4C	PLAN AND PROFILE STA. 16+30 TO STA. 20+60
4D	GRADING SHEET
5, 5A	PLAN AND PROFILE STA. 20+60 TO STA. 22+75
6	PLAN (RTE. 29)
6A	DITCH PROFILES
7(1) - 7(34)	BRIDGE SHEETS
8(1) - 8(9)	PAVEMENT MARKING AND SIGN PLANS
9(1) - 9(3)	SIGNAL PLANS
10	NOT USED
11(1) - 11(6)	UTILITY PLANS
12(1) - 12(6)	LIGHTING PLANS
13(1) - 13(6)	EROSION CONTROL PLANS AND NOTES
14(1A) - 14(5)	DRAINAGE MAPS - INFORMATION ONLY

TOTAL CROSS SECTION SHEETS 55 (SEE CROSS SECTION SHEET NUMBER 1 FOR INDEX OF SHEETS)

	PROJECT	SHEET NO.
	U000-118-204	IB

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540)-345-9342
SURVEYED BY MATTERN & CRAIG (540)-345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

SURVEY ALIGNMENT DATA SHEET



REVISED	STATE	STATE		SHEET NO.
	VA.	ROUTE	PROJECT	
		29	U000-118-204, C-501	ID

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

MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

PI 10+00.00
Survey Baseline
VDOT Mon. 118-0039

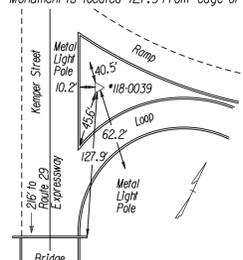


PI 22+24.43
Survey Baseline
VDOT Mon. 118-0038

CONTROL STATION ID. 118-0039
ROUTE U000 CITY OF LYNCHBURG
ESTABLISHED BY R. T. CLARK YEAR 1990
VERTICAL DATUM BASED ON USGS ELEV. 700.72
HORIZONTAL DATUM BASED ON NAD 83
Va STATE PLANE COORDINATES
NAD 1983 METRIC VALUES S ZONE
Va DEPT. TRANS. PROJECT COORDINATES
X (EAST) 3,092,039.985
Y (NORTH) 388,994.340

DETAILED DESCRIPTION

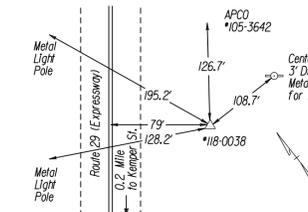
A standard metal VDOT disk set in concrete flush with ground and stamped 118-0039. To reach the station from the intersection of Route 29 and Kemper Street, proceed northwest on Kemper Street for 216 feet. Monument is located 127.9' from edge of bridge.



CONTROL STATION ID. 118-0038
ROUTE U000 CITY OF LYNCHBURG
ESTABLISHED BY R. T. CLARK YEAR 1990
HORIZONTAL DATUM BASED ON NAD 83
Va STATE PLANE COORDINATES
NAD 1983 METRIC VALUES S ZONE
Va DEPT. TRANS. PROJECT COORDINATES
X (EAST) 3,093,263.949
Y (NORTH) 388,960.539

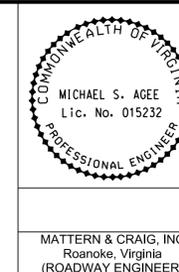
DETAILED DESCRIPTION

A standard metal VDOT disk set in concrete flush with ground and stamped 118-0038. To reach station from the intersection of Route 29 and Kemper Street, proceed north on Route 29 for 0.2 mile. Monument is located 79' east of Route 29, top of hill.



SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATERN & CRAIG (540) 345-9342
SURVEYED BY MATERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

CONSTRUCTION ALIGNMENT DATA SHEET



REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	IE

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

MATERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

**HORIZONTAL ALIGNMENT LIST
FOR - KEMPER ST.
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	12-82.03	POT			389175.5414	3091866.6587
			TL = 186.74	S 35° 04' 19" E		
				PI/PI = 363.38 FT.		
2	14-68.77	PC	TS = 176.65	TD = 8' 00' 00"	389022.7104	3091973.9582
2	16-45.41	PI	LC = 346.38	CD = 8' 00' 00"	388878.1362	3092075.4607
2	18-15.15	PT	TS = 176.65	RAD = 716.20	388702.9443	3092098.0940
				DC = 27° 42' 38" (RT)		
			TL = 459.85	S 7° 21' 41" E		
				PI/PI = 636.50 FT.		
3	22-75.00	POT			388246.8830	3092157.0131
			TL = 257.00	S 7° 21' 41" E		
				PI/PI = 257.00 FT.		
4	25-32.00	POT			387992.0051	3092189.9410

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP B-1
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			389041.2902	3092318.8217
			TL = 136.23	N 85° 44' 02" W		
				PI/PI = 136.23		
2	11-36.23	PI			389051.4240	3092182.9730
			TL = 80.38	N 89° 03' 22" W		
				PI/PI = 180.94		
3	12-16.61	PC	TS = 100.56	TD = 47° 45' 40"	389052.7480	3092102.6030
3	13-17.17	PI	LC = 189.34	CD = 47° 45' 40"	389054.4044	3092002.0541
3	14-05.95	PCC	TS = 100.56	RAD = 227.14	389129.9597	3091935.6893
				DC = 25° 13' 29.5" (RT)		
			TL = 0.00	N 41° 17' 42" W		
				PI/PI = 149.49		
4	14-05.95	PCC	TS = 48.92	TD = 6° 13' 23"	389129.9597	3091935.6893
4	14-54.87	PI	LC = 97.75	CD = 6° 13' 23"	389166.7188	3091903.4014
4	15-03.70	PT	TS = 48.92	RAD = 900.00	389206.7578	3091875.2907
				DC = 6° 21' 58" (RT)		

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP B-2
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			388975.4664	3092004.4312
			TL = 27.00	N 59° 25' 36" E		
				PI/PI = 27.00		
2	10-27.00	POT			388988.1824	3092025.9557
			TL = 00.80	N 59° 25' 36" E		
				PI/PI = 00.80		
3	10-27.80	PC	TS = 73.37	TD = 22° 02' 13"	388989.6078	3092028.3685
3	11-01.17	PI	LC = 143.02	CD = 22° 02' 13"	389026.9263	3092091.5380
3	11-70.82	PT	TS = 73.37	RAD = 260.00	389025.7177	3092164.8975
				DC = 31° 31' 01" (RT)		
			TL = 153.65	S 89° 03' 22" E		
				PI/PI = 227.02		
4	13-24.47	POT			389023.1867	3092318.5268

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP C-1
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			388579.1219	3092114.0907
			TL = 28.00	N 82° 38' 19" E		
				PI/PI = 28.00		
2	10-28.00	POT			388582.3250	3092138.8847
			TL = 60.28	N 82° 38' 19" E		
				PI/PI = 138.14		
3	10-88.28	PC	TS = 69.85	TD = 19° 05' 55"	388590.4333	3092201.6463
		POC			388592.6238	3092215.8976
3	11-58.14	PI	LC = 137.26	CD = 19° 05' 55"	388599.3834	3092270.9243
3	12-25.55	PT	TS = 69.85	RAD = 300.00	388638.0161	3092329.1230
				DC = 26° 12' 54" (LT)		

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP C-2
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
2	11-93.11	PC	TS = 103.75	TD = 34° 18' 33"	388413.6325	3092159.6699
		POC			388500.1175	3092175.3842
2	12-85.94	PI	LC = 185.67	CD = 34° 18' 33"	388516.6936	3092146.3554
2	13-78.78	PT	TS = 103.75	RAD = 167.00	388574.1653	3092232.9342
				DC = 63° 42' 04" (RT)		
			TL = 109.05	N 56° 25' 25" E		
				PI/PI = 212.80		
3	14-87.83	POT			388638.0161	3092329.1230
			TL = 69.24	N 56° 25' 25" E		
				PI/PI = 69.24		
4	15-57.07	POT			388669.2919	3092376.2387

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP D-1
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			388595.4967	3091342.5228
			TL = 256.64	N 77° 37' 57" E		
				PI/PI = 332.44		
2	12-56.64	PC	TS = 75.80	TD = 22° 02' 13"	388648.5113	3091593.6396
2	13-32.44	PI	LC = 147.51	CD = 22° 02' 13"	388666.6998	3091667.2522
2	14-04.16	PT	TS = 75.80	RAD = 260.00	388640.6021	3091738.4159
				DC = 32° 30' 25" (RT)		
			TL = 172.67	S 69° 51' 38" E		
				PI/PI = 312.08		
3	15-76.82	PC	TS = 63.62	TD = 22° 02' 13"	388581.1535	3091900.5218
3	16-40.44	PI	LC = 124.79	CD = 22° 02' 13"	388559.2477	3091960.2550
3	17-01.61	PT	TS = 63.62	RAD = 260.00	388567.3995	3092023.3539
				DC = 27° 30' 02" (LT)		
			TL = 66.45	N 82° 38' 19" E		
				PI/PI = 130.07		
4	17-68.06	POT			388575.9134	3092089.2554
			TL = 25.04	N 82° 38' 19" E		
				PI/PI = 25.04		
5	17-93.10	POT			388579.1219	3092114.0907

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY RAMP D-2
COMPUTATIONS BASED ON ARC DEFINITION**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			388608.9831	3091778.1647
			TL = 234.83	S 69° 51' 38" E		
				PI/PI = 338.59		
2	12-34.83	PC	TS = 103.76	TD = 33° 30' 23"	388528.1314	3091998.6332
2	13-38.59	PI	LC = 186.53	CD = 33° 30' 23"	388492.4050	3092096.0528
		POC			388462.8579	3092081.7584
2	14-21.36	PT	TS = 103.76	RAD = 171.00	388389.4963	3092109.3477
				DC = 62° 29' 57" (RT)		

**HORIZONTAL ALIGNMENT LIST
FOR ROADWAY ROUTE 29 (LYNCHBURG EXPRESSWAY)**

P.I.					NORTH (Y)	EAST (X)
1	10-00.00	POT			388603.7005	3091256.6585
			TL = 1500.00	N 77° 37' 56" E		
2	25-00.00	POT			388924.9767	3092721.8495

NOTE:
SEE PLAN SHEETS FOR COMPLETE CENTERLINE CURVE AND SUPERELEVATION DATA.

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
SURVEYED BY MATTERN & CRAIG (540) 345-9342
DESIGNED BY MIKE GEE, MATTERN & CRAIG

'95 CADD LEVEL STRUCTURE

REVISED	STATE	STATE		SHEET NO.
		ROUTE	PROJECT	
	VA.	29	U000-118-204, C-501	IF

SURVEY

DESIGN

HYDRAULICS - DRAINAGE

EROSION & SEDIMENT CONTROL

TRAFFIC ENGINEERING

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

LEVEL 1	CENTERLINE, TRAVERSE, CONTROL STATION	LEVEL 1	BASELINE & SUB-TANGENTS	LEVEL 1	PIPES FROM 4" TO 42" (CUSTOM LINE STYLES)	LEVEL 1	PHASE I - EROSION CONTROL ITEMS (TFB, TSF, TURB, CURTAIN) (CUSTOM LINE STYLE)	LEVEL 1	PROPOSED AND EXISTING SIGNAL FACES & NUMBERS (Legend)	LEVEL 33	PROPOSED ABOVE GROUND EQUIPMENT POLES, LUMINAIRES, ARMS, ELECTRICAL SERVICE, CONTROL CENTER
LEVEL 2	BRIDGES	LEVEL 2	BRIDGES	LEVEL 2	PIPES 48" AND LARGER (CUSTOM LINE STYLE)	LEVEL 2	PHASE I - EROSION CONTROL DITCH ITEMS (EC-2, EC-3, ETC.) (CUSTOM LINE STYLE)	LEVEL 2	PROPOSED UNDERGROUND SIGNAL EQUIPMENT CONDUIT, JUNCTION BOXES, MANHOLES	LEVEL 34	PROPOSED UNDERGROUND EQUIPMENT CONDUIT, JUNCTION BOXES, FOUNDATIONS, DUCT CABLE
LEVEL 3	EDGE OF PAVEMENT, GRAVEL, CONCRETE, ASPHALT PARKING LOT	LEVEL 3	EDGE OF PAVEMENT & PRIVATE ENTRANCES	LEVEL 3	STANDARD BOX CULVERTS LC-0, WT-5	LEVEL 3	PHASE I - EROSION CONTROL STONE (EC-1, RIPRAP, CHECK DAMS) (CELLS)	LEVEL 3	UNDERGROUND EQUIPMENT LABELS CONDUIT, WIRE, JUNCTION BOXES	LEVEL 35	PROPOSED UNDER BRIDGE LIGHTING
LEVEL 4	CURB AND GUTTER	LEVEL 4	CURB AND GUTTER	LEVEL 4	ENDWALLS (CELLS)	LEVEL 4	PHASE I - EROSION CONTROL ITEMS (SEDIMENT TRAPS & BASINS)	LEVEL 4	PROPOSED ABOVE GROUND MINOR SIGNAL EQUIPMENT SIGNS ON SPANWIRE, MAST ARMS, POLES, SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, ETC.	LEVEL 36	LIGHTING LABELS POLE LOCATION LABEL, LUMINAIRE LABEL, CONDUIT/CABLE IDENTIFIER LABEL, EXIST. CONDUIT/CABLE IDENTIFIER LABEL
LEVEL 5	CURB & CONCRETE ISLANDS	LEVEL 5	CURB	LEVEL 5	END SECTIONS (CELLS)	LEVEL 5	PHASE I - EROSION CONTROL ITEMS (DIVERSION DIKES & DITCHES) (CUSTOM LINE STYLE)	LEVEL 5	ABOVE GROUND EQUIPMENT LABELS SIGNAL POLE LABELS, SIGNAL HEAD LABELS, SIGN LABELS, PHASE INFO, SIGNAL POLE DETAIL	LEVEL 37	EXISTING ABOVE GROUND EQUIPMENT -- LIGHTING LUMINAIRES (INCLUDING UNDER BRIDGE), POLES, CONTROL CENTER, ELECTRICAL SERVICE, ARMS
LEVEL 6	PAVED & GRAVEL SHOULDER	LEVEL 6	PAVED SHOULDER	LEVEL 6	DITCHES AND FLUMES WT-4, LC-0 (CUSTOM LINE STYLE)	LEVEL 6	PHASE I - EROSION CONTROL ITEMS (TEMPORARY DIVERSION CHANNELS) (CUSTOM LINE STYLE)	LEVEL 6	PROPOSED LOOPS/VIDEO DETECTION ZONES LOOPS, VIDEO DETECTION ZONES, MICROLOOP PROBE	LEVEL 38	EXISTING UNDERGROUND EQUIPMENT -- LIGHTING CONDUIT, JUNCTION BOXES, DUCT CABLE
LEVEL 7	SIDEWALK (ALONG ROADS); WHEELCHAIR RAMPS	LEVEL 7	SIDEWALK AND/OR BICYCLE TRAIL	LEVEL 7	ENERGY DISSIPATORS, PIPE SPILLOUT AND SPRING BOXES (CELLS)	LEVEL 7	PHASE I - EROSION CONTROL ITEMS (MISCELLANEOUS DIVERSION ITEMS)	LEVEL 7	SIGNAL CHARTS COLOR SEQUENCE CHART, PHASING DIAGRAM, PREEMPTION DIAGRAM, TIMING CHART	LEVEL 39	SIGNAL LEGEND
LEVEL 8	BUILDINGS, PORCHES, DECKS, PATIOS & SWIMMING POOLS	LEVEL 8	NOT ASSIGNED	LEVEL 8	MANHOLES AND JUNCTION BOXES (CELLS)	LEVEL 8	PHASE I - EROSION CONTROL ITEMS (BRUSH BARRIERS, LEVEL SPREADERS, ETC.)	LEVEL 8	OVERHEAD UTILITY HEIGHT INFORMATION	LEVEL 40	SIGNAL POLE LEGEND
LEVEL 9	WALKS (AROUND HOUSES & BUILDINGS)	LEVEL 9	NOT ASSIGNED	LEVEL 9	DROP INLETS DI-1, DI-5 AND DI-9 SERIES (CELLS)	LEVEL 9	PHASE I - MISCELLANEOUS EROSION CONTROL ITEMS	LEVEL 9	EXISTING UNDERGROUND SIGNAL EQUIPMENT CONDUIT, JUNCTION BOXES, MANHOLES	LEVEL 41	SIGNING LEGEND
LEVEL 10	STEPS	LEVEL 10	STEPS	LEVEL 10	DROP INLETS DI-2 SERIES (CELLS)	LEVEL 10	PHASE I - TEMPORARY DRAINAGE (PIPES) (CUSTOM LINE STYLE)	LEVEL 10	EXISTING ABOVE GROUND MINOR SIGNAL EQUIPMENT POLE, MAST ARM, SPAN WIRE, SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, CONTROLLER/CABINET & FOUNDATION, ETC.	LEVEL 42	PAVEMENT MARKING LEGEND
LEVEL 11	FENCES & GATES	LEVEL 11	FENCES	LEVEL 11	DROP INLETS DI-3 SERIES (CELLS)	LEVEL 11	PHASE I - PROPOSED DRAINAGE (PIPES) (CUSTOM LINE STYLE)	LEVEL 11	EXISTING LOOPS/VIDEO DETECTION ZONES LOOPS, VIDEO DETECTION ZONES, MICROLOOP PROBES	LEVEL 43	LIGHTING LEGEND
LEVEL 12	WOOD LINE, TREES, SHRUBS, HEDGEROWS	LEVEL 12	DIRECTIONAL ARROWS, PAVEMENT STRIPING & FLUSH MEDIAN DELINEATION	LEVEL 12	DROP INLETS DI-4 SERIES (CELLS)	LEVEL 12	PHASE I - PROPOSED DRAINAGE (SWM)	LEVEL 12	EXISTING PAVEMENT MARKINGS (LONGITUDINAL)	LEVEL 44	SUMMARY OF QUANTITIES
LEVEL 13	RETAINING WALLS	LEVEL 13	RETAINING WALLS	LEVEL 13	DROP INLETS DI-7 SERIES (CELLS)	LEVEL 13	PHASE I - EXISTING CONTOURS (LC-1, WT-1)	LEVEL 13	EXISTING TRANSVERSE MARKINGS (STOP BARS & CROSSWALKS)	LEVEL 45	GENERAL NOTES & PLAN NOTES
LEVEL 14	CONCRETE SLABS, BALLARDS, COLUMNS, SIGNS, POSTS, GAS ISLANDS & PLAYSETS	LEVEL 14	CONCRETE SLABS, COLUMNS, SIGNS, POSTS	LEVEL 14	DROP INLETS DI-10 SERIES (CELLS)	LEVEL 14	PHASE I - PROPOSED CONTOURS	LEVEL 14	EXISTING HATCHING	LEVEL 46	LOCATION INFORMATION ROADWAY NAMES, BASELINE NAME, DIRECTIONAL ARROWS, DIRECTIONAL ARROW TEXT
LEVEL 15	ABOVE GROUND TANKS, DUMPSTERS, PROPANE TANKS	LEVEL 15	NOT ASSIGNED	LEVEL 15	DROP INLETS DI-11 AND DI-13 SERIES (CELLS)	LEVEL 15	PHASE I - SYMBOLS, LEGEND AND NOTES	LEVEL 15	EXISTING LETTERS/ARROWS/SYMBOLS	LEVEL 47	DIMENSIONS, TERMINATORS
LEVEL 16	GUARDRAIL & JERSEY BARRIER	LEVEL 16	GUARDRAIL & JERSEY BARRIER	LEVEL 16	DROP INLETS DI-12 SERIES (CELLS)	LEVEL 16	PHASE II - EROSION CONTROL ITEMS (TFB, TSF, TURB, CURTAIN) (CUSTOM LINE STYLE)	LEVEL 16	GUARDRAIL AND JERSEY BARRIER	LEVEL 48	PROP. ABOVE GROUND MAJOR SIGNAL EQUIPMENT POLE - MAST ARM, COMBO MAST ARM, STRAIN, COMBO STRAIN, PF-2, PF-3 MAST ARM, SPAN WIRE, CONTROLLER/ CABINET & FOUNDATION, UTILITY POLES
LEVEL 17	BODIES OF WATER, STREAMS, LAKES, ETC.	LEVEL 17	NOT ASSIGNED	LEVEL 17	DROP INLETS DI-14 SERIES (CELLS)	LEVEL 17	PHASE II - EROSION CONTROL DITCH ITEMS (EC-2, EC-3, ETC.) (CUSTOM LINE STYLE)	LEVEL 17	PROPOSED PAVEMENT MARKINGS (LONGITUDINAL)	LEVEL 49	EXIST. ABOVE GROUND MAJOR SIGNAL EQUIPMENT POLE - MAST ARM, COMBO MAST ARM, STRAIN, COMBO STRAIN, PF-2, PF-3 MAST ARM, SPAN WIRE, CONTROLLER/ CABINET & FOUNDATION, UTILITY POLES
LEVEL 18	PAVED DITCHES, RIPRAP	LEVEL 18	PAVED DITCHES	LEVEL 18	SPECIAL DESIGN ITEMS (ENDWALLS, INLETS, ETC.)	LEVEL 18	PHASE II - EROSION CONTROL STONE (EC-1, RIPRAP, CHECK DAMS) (CELLS)	LEVEL 18	PROPOSED TRANSVERSE MARKINGS (STOP BARS & CROSSWALKS)	LEVEL 50	'CLIP MASK' BOUNDARIES
LEVEL 19	DRAINAGE ITEMS DAMS, ENDWALLS & ENDSECTIONS CATCH BASINS, DROP INLETS & DIMANHOLES CULVERT PIPES	LEVEL 19	RESERVED FOR MISC. DRAIN. ITEMS TO BE PLACED BY ROAD DESIGNERS	LEVEL 19	UNDERDRAINS (CD-1 & 2, UD-1, UD-2, ETC.) (CUSTOM LINE STYLE)	LEVEL 19	PHASE II - EROSION CONTROL ITEMS (SEDIMENT TRAPS & BASINS)	LEVEL 19	PROPOSED HATCHING	LEVEL 51	'CLIP BOUNDARY' BOUNDARIES
LEVEL 20	ALL RAILROAD ITEMS, RAILROAD TIES	LEVEL 20	RAILROADS, ETC.	LEVEL 20	UNDERDRAIN OUTLET PIPE AND EW-12 ENDSECTIONS (CUSTOM LINE STYLE & CELLS)	LEVEL 20	PHASE II - EROSION CONTROL ITEMS (DIVERSION DIKES & DITCHES) (CUSTOM LINE STYLE)	LEVEL 20	PROPOSED LETTERS/ARROWS/SYMBOLS	LEVEL 52	PROPOSED SIGNAL POLES FOUNDATIONS
LEVEL 21	SEPTIC TANKS, DRAIN FIELDS, WELLS	LEVEL 21	NOT ASSIGNED	LEVEL 21	STONE & OUTLET PROTECTION (EC-1, RIPRAP CHANNEL, ETC.) (CELLS)	LEVEL 21	PHASE II - EROSION CONTROL ITEMS (TEMPORARY DIVERSION CHANNELS) (CUSTOM LINE STYLE)	LEVEL 21	PAVEMENT MARKINGS LABELS	LEVEL 53	CLEARZONE TEMPLATES FOR SIGNAL/LIGHT POLES
LEVEL 22	CEMETERY LOCATION & GRAVES	LEVEL 22	LIMITS OF CONSTRUCTION	LEVEL 22	SWM BASIN ITEMS (BASIN, RISERS, WEIRS, ETC.)	LEVEL 22	PHASE II - EROSION CONTROL ITEMS (MISCELLANEOUS DIVERSION ITEMS)	LEVEL 22	DIRECTIONAL ARROWS (LANE ARRANGEMENTS ARROWS)	LEVEL 54	SIGNAL HEAD SIGHT LINES - NB
LEVEL 23	RIGHT OF WAY AND RIGHT OF WAY MONUMENTS	LEVEL 23	RIGHT-OF-WAY, TEMP. & PERM. EASEMENTS	LEVEL 23	SWM BASIN (BASELINE/ALIGNMENT)	LEVEL 23	PHASE II - EROSION CONTROL ITEMS (BRUSH BARRIERS, LEVEL SPREADERS, ETC.)	LEVEL 23	EXISTING AND PROPOSED ROW PROPOSED R/W FOR TCD'S, LABELS AND LEADERS	LEVEL 55	SIGNAL HEAD SIGHT LINES - SB
LEVEL 24	PROPERTY LINES, TEMPORARY EASEMENT, PERMANENT EASEMENT, PROPERTY PINS	LEVEL 24	NOT ASSIGNED	LEVEL 24	SWM BASIN (PLAN VIEW/CONTOURS)	LEVEL 24	PHASE II - MISCELLANEOUS EROSION CONTROL ITEMS	LEVEL 24	EXISTING SIGN LOCATIONS INCLUDING STRUCTURES (SYMBOLS)	LEVEL 56	SIGNAL HEAD SIGHT LINES - EB
LEVEL 25	STATE, COUNTY AND CITY BOUNDARY LINES	LEVEL 25-29	NOT ASSIGNED	LEVEL 25	SWM BASIN (MISCELLANEOUS/ITEMS)	LEVEL 25	PHASE II - TEMPORARY DRAINAGE (PIPES) (CUSTOM LINE STYLE)	LEVEL 25	EXISTING SIGN FACES & LEADERS EXISTING SIGN FACES, EXISTING SIGN LEADERS, 'X' FOR EXISTING SIGNS TO BE REMOVED	LEVEL 57	SIGNAL HEAD SIGHT LINES - WB
LEVEL 26	UTILITY EASEMENTS	LEVEL 30	PROPOSED NOISE BARRIER WALLS & ANNOTATION	LEVEL 26	SWM BASIN (DESCRIPTIONS/NOTES)	LEVEL 26	PHASE II - PROPOSED DRAINAGE (PIPES) (CUSTOM LINE STYLE)	LEVEL 26	PROPOSED SIGN LOCATIONS, INCLUDING STRUCTURES (SYMBOLS)	LEVEL 58	SIGNAL DESIGNER WORKING LEVEL PAVEMENT MARKING LAYOUTS, SIGNAL WORKING LEVEL, LIGHTING WORKING LEVEL, SIGNING WORKING LEVEL
LEVEL 27	WELANDS	LEVEL 31-54	ANNOTATION FOR LEVELS 1 - 24	LEVEL 27	TYPICAL DITCH DETAILS	LEVEL 27	PHASE II - PROPOSED DRAINAGE (SWM)	LEVEL 27	PROPOSED SIGN FACES & LEADERS, PROPOSED SIGN FACES, PROPOSED SIGN LEADERS	LEVEL 59	STAGING AREAS DIRECTIONAL BORE STAGING AREA, JACKING PIT - 20' PIPE SLEEVE JACKING PIT - 10' PIPE SLEEVE
LEVEL 28	GAS PUMPS, GAS TANKS, FILLER CAPS, MONITORING WELLS, VENT PIPES, ETC.	LEVEL 55-60	NOT ASSIGNED	LEVEL 28	PHASE II - EXISTING CONTOURS (LC-1, WT-1)	LEVEL 28	PHASE II - EXISTING CONTOURS (LC-1, WT-1)	LEVEL 28	SIGN NUMBER/CALL-OUT'S PROPOSED SIGN CALL-OUT, EXISTING SIGN CALL-OUT	LEVEL 60	BORDER TEXT - FILL-IN PRELIMINARY PLANS TITLE
LEVEL 29	MINE INFORMATION	LEVEL 61	BASE PLAN SHEET, SCALE BAR, NORTH ARROW, MATCH LINES, SEALING & SIGNING BLOCKS	LEVEL 29	PHASE II - PROPOSED CONTOURS	LEVEL 29	PHASE II - PROPOSED CONTOURS	LEVEL 29	SIGN DETAIL SHEET	LEVEL 61	SHEET INFORMATION NORTH ARROW, SCALE BAR, MATCHLINES, BORDER, STANDARD BORDER TEXT, VDOT LOGO, CONSULTANT LOGO
LEVEL 30	EXISTING NOISE BARRIER WALLS	LEVEL 62	NOT ASSIGNED	LEVEL 30	PHASE II - SYMBOLS, LEGEND AND NOTES	LEVEL 30	PHASE II - SYMBOLS, LEGEND AND NOTES	LEVEL 30	SIGN SCHEDULE SHEET	LEVEL 62	BORDER SNAP LOCATIONS
LEVEL 31-60	ANNOTATION FOR LEVELS 1 - 30	LEVEL 63	NOT ASSIGNED	LEVEL 31-60	ANNOTATION FOR LEVELS 1 - 30	LEVEL 31-60	ANNOTATION FOR LEVELS 1 - 30	LEVEL 31	OVERHEAD SIGN SUPPORT DATA SUMMARY & NOTES	LEVEL 63	PRINT BOUNDARY
LEVEL 61	TRAFFIC SIGNS IN R/W, BASE PLAN SHEET, NORTH ARROW, SCALE BAR, ETC.			LEVEL 61	BASE PLAN SHEET, SCALE BAR, NORTH ARROW, ETC. WT-5, LC-0	LEVEL 61	BASE PLAN SHEET, SCALE BAR, NORTH ARROW, ETC. WT-5, LC-0	LEVEL 32	VA AND VIA STRUCTURE SHEET		
LEVEL 62	GRID AND LABELS; ELEVATION TICKS, PROJECT NOTES			LEVEL 62	NOT ASSIGNED	LEVEL 62	NOT ASSIGNED				
LEVEL 63	NOT ASSIGNED			LEVEL 63	PROJECT NOTES	LEVEL 63	PROJECT NOTES				

NOTE: Survey Utility Information will be in a separate file. Digital Terrain Model Information will be in separate files.

PROJECT	SHEET NO.
U000-118-204	IF

PROJECT MANAGER <STEVE_CAMPBELL, MATTERN & CRAIG (540) 345-9342>
SURVEYED BY <MATTEBN & CRAIG (540) 345-9342>
DESIGN SUPERVISED BY <CITY OF LYNCHBURG>
DESIGNED BY <RANDY DODSON, MATTEBN & CRAIG>

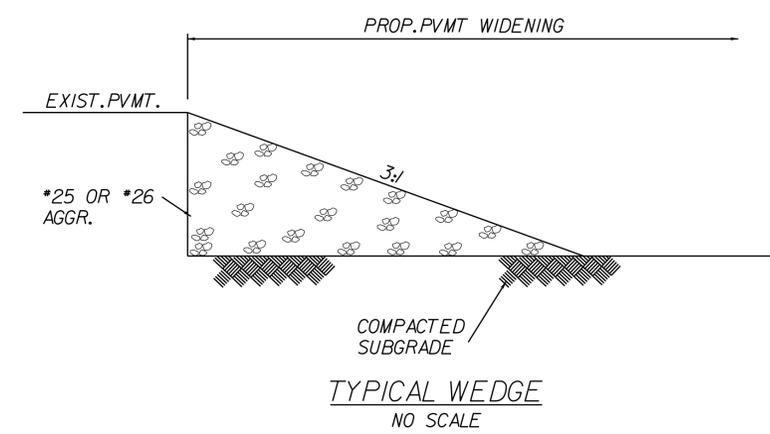
TRANSPORTATION MANAGEMENT PLAN

MAINTENANCE OF TRAFFIC

NOTES AND DETAILS

	REVISED	STATE	STATE	SHEET NO.
		ROUTE	PROJECT	
	VA.	29	U000-118-204, C-501	IG(1)
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
MATTERN & CRAIG, INC Roanoke, Virginia (ROADWAY ENGINEER)				

1. MAINTENANCE OF TRAFFIC (MOT) SHALL BE INSTALLED IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL (VAWAPM), LATEST EDITION, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. IT IS NOT THE INTENT OF HTE MAINTENANCE OF TRAFFIC / SEQUENCE OF CONSTRUCTION (MOT/SOC) PLAN TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH STAGE, BUT TO SHOW THE GENERAL HANDLING OF TRAFFIC AND IS A SUGGESTED PLAN FOR THE CONTRACTORS TO USE. ADJUSTMENTS TO THE MOT/SOC PLAN SHALL BE APPROVED BY THE PROJECT ENGINEER PRIOR TO IMPLEMENTATION.
2. THE CONTRACTOR SHALL SUBMIT A DETAILED MOT/SOC PLAN FOR KEMPER STREET FOR REVIEW AND APPROVAL BY THE CITY OF LYNCHBURG. THE CONTRACTOR SHALL ALLOW A MINIMUM OF A TWO-WEEK REVIEW PERIOD. ANY MAJOR CHANGES IN PHASE OF CONSTRUCTION WILL REQUIRE APPROVAL BY THE ENGINEER OF RECORD. MINOR ADJUSTMENTS OF THE MOT PLAN SHALL BE REVIEWED BY THE CITY TRANSPORTATION ENGINEER. EMERGENCY VEHICLE ACCESS IS TO BE MAINTAINED AT ALL TIMES FOR LOCAL RESIDENTS AND BUSINESSES.
3. THE CONTRACTOR SHALL COODINATED WITH THE CITY OF LYNCHBURG FIRE AND RESCUE AS IT RELATES TO ALL ROAD CLOSURES OF ANY NATURE.
4. DURING CONSTRUCTION THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF ALL TEMPORARY PAVEMENT WITHIN THE WORK AREA. THE COST OF THIS WORK IS TO BE INCLUDED IN THE COST OF OTHER ITEMS.
5. MAINTAIN TRAFFIC WITH AGGREGATE NO. 25 OR 26 FOR TEMPORARY TIES.
6. EXISTING SURFACE, AGGREGATE BASE AND SUBBASE MATERIAL WHICH WILL BE DEMOLISHED OR OBLITERATED DURING CONSTRUCTION AND WHICH IS SUITABLE FOR MAINTENANCE OF TRAFFIC, AS DETERMINED BY THE CITY, SHALL BE SALVAGED AND UTILIZED FOR MAINTENANCE OF TRAFFIC PRIOR TO THE USE OF COMMERCIAL MATERIAL. WHEN NOT SPECIFIED AS A SEPARATE PAY ITEM, THE REMOVAL AND SALVAGING OF EXISTING SURFACES AND AGGREGATE BASE MATERIAL WILL BE MEASURED AND PAID FOR AS EARTHWORK IN ACCORDANCE WITH SECTION 303 OF THE VDOT SPECIFICATIONS.
7. THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE TO PREVENT PONDING OF WATER ON THE ROADWAY AND ADJACENT PROPERTIES. ANY TEMPORARY DRAINAGE STRUCTURES INSTALLED ON THE PROJECT ARE THE CONTRACTOR'S RESPONSIBILITY. THE COST OF SUCH STRUCTURES IS TO BE INCLUDE IN THE COST OF OTHER ITEMS.
8. ONCE CONSTRUCTION IS STARTED ON A PHASE. THE WORK WILL BE COMPLETED ON THAT PHASE BEFORE PROCEEDING TO THE NEXT PHASE, OR AS DIRECTED BY THE CITY OF LYNCHBURG.
9. THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT PATCH OVER EXISTING MEDIAN REMOVAL AREA, UTILITY AND DRAINAGE PIPE TRENCHES IN PAVED ROADWAY AND/OR SHOULDER AREAS TO MAINTAIN A SMOOTH, FIRM TRAVEL SURFACE. TEMPORARY SURFACE PATCH SHALL CONSIST OF ASPHALT CONCRETE BASE COURSE TYPE BM-25.0A INSTALLED AT A MINIMUM 4" THICKNESS.
10. ALL UTILITY AND STORM DRAINAGE ASPHALT PATCHES SHALL BE PLACED PRIOR TO THE END OF THE WORK WEEK (FRIDAY).
11. TEMPORARY SHORING WORK WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE INCLUDED IN THE PRICE BID FOR REGULAR EXCAVATION.
12. CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED AS NEEDED TO ASSIST IN MOT. PLACEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
13. AT THE END OF EACH WORK DAY, ALL AREAS IMMEDIATELY ADJACENT TO TRAFFIC THAT ARE EXCAVATED BELOW EXISTING SURFACE SHALL BE BACKFILLED TO FORM AN APPROXIMATE 3:1 WEDGE AGAINST THE PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC. THE COST OF PLACING AND REMOVING THE WEDGE SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. SEE "TYP. WEDGE SECTION" THIS SHEET.
14. THE POSTED SPEED DURING CONSTRUCTION OF THIS PROJECT SHALL BE 25 MPH ON KEMPER ST.
15. DURING SPEED REDUCTIONS ANY EXISTING CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED.
16. ALL FLAGGING OPERATIONS SHALL FOLLOW TTC-23 AND/OR TTC-24 OF THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL. THE COST OF THE REQUIRED SHADOW VEHICLE SHALL BE INCLUDED IN THE PRICE FOR OTHER ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION FOR THIS ITEM WILL BE MADE.
17. ALL CONSTRUCTION SIGNS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, INCLUDING FURNISHING, INSTALLING, ADJUSTING, MAINTAINING, AND REMOVING SIGNS AND POSTS PER THE VDOT SPECIFICATIONS AND STANDARD DETAILS.
18. THE CONTRACTOR MAY WORK 24 HOURS/7 DAYS A WEEK FROM THE COMMENCEMENT OF THE PROJECT TO THE FINAL ACCEPTANCE BY THE CITY. ADDITIONAL COSTS INCURRED BY THE CONTRACTOR FOR THESE HOURS SHALL BE INCIDENTAL TO OTHERS PAY ITEMS.
19. THE CONTRACTOR SHALL PROVIDE TEMPORARY PAVEMENT MARKINGS AS REQUIRED FOR STAGING TRAFFIC.
20. PAINT, LIQUID ASPHALT OR TAPE WILL NOT BE ALLOWED FOR PERMANENT ERADICATION OF EXIST PAVEMENT MARKINGS.
21. ALL EXISTING PAVEMENT MARKINGS AND MARKERS IN CONFLICT WITH CONSTRUCTION PAVEMENT MARKINGS AND MARKERS SHALL BE REMOVED OR COVERED WITH TYPE E BLACK TAPE DURING CONSTRUCTION. UPON COMPLETION OF CONSTRUCTION, REMOVED PAVEMENT MARKINGS AND MARKERS SHALL BE REPLACED, OR THE TYPE E BLACK TAPE REMOVED. THE COST OF REPLACEMENT OR REMOVAL OF TYPE E BLACK TAPE SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.
22. NO OPEN TRENCH SHALL BE LEFT OPEN AT THE END OF EACH WORKDAY UNLESS APPROVED BY THE CITY TRANSPORTATION ENGINEER.
23. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED THROUGHOUT THE PROJECT AREA AT ALL TIMES AND DURING ALL CONSTRUCTION PHASES, AND SHALL CONFORM TO ACCESSIBILITY REQUIREMENTS. WHEN MAINTENANCE OF PEDESTRIAN TRAFFIC THRU THE WORK AREA IS NOT FEASIBLE, AN ALTERNATE ROUTE AROUND THE WORK AREA MUST BE PROVIDED. PEDESTRIAN ROUTES AND DETOURS SHALL BE DESIGNED IN ACCORDANCE WITH THE "VIRGINIA WORK AREA PROTECTION MANUAL" AND SUBMITTED TO THE CITY TRANSPORTATION ENGINEER FOR APPROVAL. THE COST OF ALL PEDESTRIAN ROUTE AND DETOUR ITEMS SHALL BE INCLUDED IN THE COST OF OTHER ITEMS.
24. CONSTRUCTION PAVEMENT MARKERS SHALL BE INSTALLED AT 20' SPACING IN TRANSITION (LANE DROP) OR LANE SHIFT AREAS. THE COST SHALL BE INCLUDED IN THE PRICE FOR OTHER BID ITEMS
25. MODIFICATION OF TRAFFIC CONTROL DEVICES REQUIRED WHEN MOVING FROM ONE STAGE OF CONSTRUCTION TO ANOTHER SHALL BE PERFORMED DURING NIGHTTIME HOURS.
26. THIS PROJECT IS DESIGNED AS A TYPE B PROJECT AS DEFINED BY VDOT INSTRUCTIONAL AND INFORMATIONAL MEMORANDUM LD-241.5.
27. WHERE ONE-WAY TRAFFIC SITUATIONS ARE CREATED DUE TO TRAFFIC MAINTENANCE, ONE WAY SIGNS SHALL BE PROVIDED AT ALL ACCESS POINTS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF OTHER ITEMS.
28. GROUP 2 CHANNELIZING DEVICES SHALL BE USED TO DIRECT TRAFFIC FLOW THROUGHOUT THE PROJECT. SPACING FOR CHANNELIZING DEVICES SHALL BE BASED ON THE VAWAPM UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
29. DURING PHASE CONSTRUCTION, THE FINAL SURFACE COURSE FOR ALL PERMANENT PAVEMENT SHALL NOT BE PLACED UNTIL ALL WORK IN AN AREA IS COMPLETE ENOUGH TO ALLOW A MINIMUM FULL LANE WIDTH TO BE SURFACED.
30. TRAFFIC TO AND FROM PRIVATE AND COMMERCIAL ENTRANCES SHALL BE MAINTAINED THROUGHOUT THE PROJECT AT ALL TIMES AND DURING ALL PHASES. MULTIPLE ENTRANCES TO A SINGLE PROPERTY MUST BE MAINTAINED UNLESS OTHERWISE PERMITTED BY THE CITY OF LYNCHBURG.
31. THE MOT PLAN FOR THIS TRANSPORTATION MANAGEMENT PLAN HAS BEEN DESIGNED FOR THIS PROJECT ONLY. IF THE MIDTOWN CONNECTOR PROJECT ADJACENT TO THIS PROJECT IS UNDER CONSTRUCTION WHEN THIS PROJECT IS BEING CONSTRUCTED THE CONTRACTOR SHALL COORDINATE MOT AND CONSTRUCTION (CONSTRUCTION SIGNS, TRAFFIC FLOW, ROADWAY CONSTRUCTION, ETC.) WITH THE CONTRACTOR OF THE MIDTOWN CONNECTOR PROJECT AND THE CITY OF LYNCHBURG. COST SHALL BE INCLUDED IN THE PAY ITEMS FOR "WORK ZONE TRAFFIC CONTROL MANAGEMENT".
32. CONSTRUCTION SIGNS MOUNTED TO EXISTING SIGNS SHALL CONFORM TO THE VDOT 2008 ROAD AND BRIDGE STANDARDS.



CONTRACTOR SHALL PROVIDE STONE WEDGE AGAINST EXIST. PAVEMENT AFTER EXCAVATION FOR NEW PAVEMENT AND AT THE END OF EACH WORK DAY.

PROJECT MANAGER <STEVE_CAMPBELL, MATTERN & CRAIG (540)-345-9342>
SURVEYED BY <MATERN & CRAIG (540)-345-9342>
DESIGN SUPERVISED BY <CITY OF LYNCHBURG>
DESIGNED BY <RANDY DODSON, MATERN & CRAIG>

SEQUENCE OF CONSTRUCTION & TRANSPORTATION MANAGEMENT PLAN

	REVISED	STATE	STATE	SHEET NO. IG(2)
		VA.	ROUTE 29	
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
MATTERN & CRAIG, INC Roanoke, Virginia (ROADWAY ENGINEER)				

INITIAL PHASE OF CONSTRUCTION

UTILITY CONSTRUCTION:

Install 10" insertion valve and box as shown in Utility Plans Sh. 11(1) and 11(5).

PHASE 1
STAGE 1
MAINTENANCE OF TRAFFIC:
[See sheets 1G(4) and 1G(4A)]

Close North Business Rte. 29 Exit 3B. Provide detour via Grace Street Exit to South Business Rte. 29 Exit 3B.

Close outside lane of Eastbound Kemper Street in vicinity of Exit 3B intersection with Kemper Street.

UTILITY CONSTRUCTION:

Construct 10" water line, valve, tee, etc. from tapping sleeve, valve, and box shown approximately at station 21+54 on Sheet 11(5) to station 19+50 on Sheet 11(4). Construct 8" water line, and tapping sleeve, valve, and box as shown on Sheet 11(4).

PHASE 1
STAGE 2
MAINTENANCE OF TRAFFIC:
[See sheets 1G(4B) and 1G(4C)]

Close Kemper Street overpass. Provide detour for eastbound and westbound through traffic via Campbell Avenue.

Close interior ramps of Kemper Street interchange. These ramps include:

1. North Business Rte. 29 Exit 3A to South 221, West Business 460, and North Business 501.
 - a. Provide detour via Grace Street Exit.
2. South Business Rte. 29 Exit 3B to East Business 460 and South Business 501.
 - a. Provide detour via Exit 3A to 12th Street and to Campbell Ave.
3. Kemper Street onramp to South Business Rte. 29
 - a. Provide detour via onramp to North Business Rte. 29 to Grace Street Exit.
4. Kemper Street onramp to North Business Rte. 29
 - a. Provide detour via 12th Street to Campbell Ave. to Kemper Street and to onramp to North Business Rte. 29.
 - b. Provide detour via 12th Street to Main Street and to onramp to North Business Rte. 29.

PHASE 1
STAGE 2
(CONTINUED)

ROAD AND BRIDGE CONSTRUCTION:

Demolish and remove Kemper Street overpass. Obscure Exit 3A to South 221, West Business 460, and North Business 501. Obscure Exit 3B to East Business 460 and South Business 501. Obscure Kemper Street onramp to North Business Rte. 29. Remove Kemper Street raised median.

Construct revised Kemper Street on ramp to South Business Rte. 29. Construct Left Turn Lane for South Business Route 29, Exit 3A. Construct new bridge and MSE walls, Route 29 drainage, Kemper Street drainage, rain gardens, bioretention structure, and new traffic signal poles. Construct dual left turn lanes for North Business Rte. 29 Exit 3B. Construct area to receive left turns from Kemper Street for onramp to North Business Rte. 29. Construct proposed improvements to north and south Business Rte. 29 shoulders within the limits of the interchange. Remove and install guide signs as indicated in the plans. Install guardrail as appropriate.

UTILITY CONSTRUCTION:

Construct 10" Water Line to limits of Phase 1 work area (Station 15+04 to station 19+50). See Sheets 11(3) and 11(4).

PHASE 2
STAGE 1
MAINTENANCE OF TRAFFIC:
[See sheets 1G(5) and 1G(5A)]

Close outside lane of Eastbound Kemper Street in vicinity of Exit 3B (Ramp D) intersection with Kemper Street.

Close Ramp D (North Business Rte. 29 Exit 3B). Provide detour for traffic intending to travel on Kemper Street via Grace Street Exit.

Close Ramp C left turn from Kemper Street area (Eastbound Kemper Street onramp to North Business Rte. 29). Provide detour via 12th Street to Campbell Ave. to Kemper Street and to onramp to North Business Rte. 29. Provide detour via 12th Street to Main Street and to onramp to North Business Rte. 29.

Close Ramp B-1 (South Business Rte. 29 Exit ramp) left turn to eastbound Kemper Street area. Provide detour via westbound Kemper Street, left onto 12th Street, and left onto Campbell Avenue.

Close Ramp B-2 (Eastbound Kemper Street onramp to South Business Rte. 29). Use existing South Business Rte. 29 onramp from eastbound Kemper Street.

Road and Bridge Construction

Finish Ramp D construction.

PHASE 2
STAGE 2
MAINTENANCE OF TRAFFIC:
[See sheets 1G(6) and 1G(6A)]

Close Ramp C (Kemper Street onramp to North Business Rte. 29). From east, provide detour via westbound Kemper Street, right onto 12th Street, right onto Main Street, and right onto North Business Rte. 29 onramp. From west, provide detour via 12th Street, right onto Main Street, and right onto North Business Rte. 29 onramp.

Close Ramp B-1 (South Business Rte. 29 Exit ramp) left turn to eastbound Kemper Street area. Provide detour via westbound Kemper Street, left onto 12th Street, and left onto Campbell Avenue.

Close Ramp B-2 (Eastbound Kemper Street onramp to South Business Rte. 29). Use existing South Business Rte. 29 onramp from eastbound Kemper Street.

Road and Bridge Construction

Finish Ramp C Construction. Activate Ramp C/D traffic signal with exception of left turn phase for eastbound Kemper to Ramp C. Upon completion of Ramp C construction activate left turn phase of traffic signal for eastbound Kemper to Ramp C. Activate advanced warning system for queued vehicles on Ramp D.

PHASE 2
STAGE 3
MAINTENANCE OF TRAFFIC:
(See sheets 1G(7) and 1G(7A))

Close Ramp B-1 (South Business Rte. 29 Exit Ramp to eastbound and westbound Kemper Street). Provide detour via James Street Exit and onto North Business Rte. 29 Exit 3 to eastbound or westbound Kemper Street.

Close Ramp B-2 (Eastbound Kemper Street onramp to South Business Rte. 29). Use existing South Business Rte. 29 onramp from eastbound Kemper Street.

Road and Bridge Construction

Finish Ramp B construction.

PHASE 2
STAGE 4
MAINTENANCE OF TRAFFIC:
(See sheet 1G(8))

Activate Ramp B signal. Close existing onramp to North Business Rte. 29. Open Ramp B-2 left turn area from Kemper Street.

All proposed guide signs on Kemper Street and Rte. 29 shall be in place and visible simultaneous with opening of Ramp B-2.

Road and Bridge Construction

Obscure existing onramp from eastbound Kemper Street to South Business Rte. 29. Complete remaining portion of acceleration lane for onramp to South Business Rte. 29. Activate Ramp B traffic signal and coordinate with Ramp C/D traffic signal.

PHASE 3
MAINTENANCE OF TRAFFIC:
[See sheet 1G(9)]

Close area for median construction and inside lane of westbound Kemper Street.

Close left most left turn lane for dual left turn lanes on Ramp D.

Close inside shoulder of eastbound Kemper Street in vicinity of median construction.

Road and Bridge Construction

Construct raised medians along Kemper Street.

TEMPORARY TRAFFIC CONTROL PLAN

See General Notes Sheet and detail Plan sheets 1G(4) through 1G(9).

PUBLIC COMMUNICATIONS PLAN

Contacts:
Non-emergency traffic impacts and changing traffic patterns should be provided to the city transportation engineer at least 72 hours in advance of the change.

Target Audience	Contact Method	Phone No., E-mail or Address	Responsible Charge
Motorists	News Releases, Weekly Traffic Information	See Public Affairs news release distribution news	City Transportation Engineer
Police, EMS, Hospitals, Fire and Rescue	Phone	Emergency Services Director	City Transportation Engineer
City of Lynchburg Officials	Phone		City Transportation Engineer
Businesses	Phone		City Transportation Engineer
Utilities	Phone		

TRANSPORTATION OPERATIONS PLAN

1. The following is a list of local emergency contact agencies:
 - a.) Virginia State Police - 1-800-552-2118
 - b.) City of Lynchburg Police Department
 - c.) 911 Center - 911
 - d.) Haz-Mat Center (if spill involved) - 911

2. Procedures to respond to traffic incidents that may occur in the work zone:
 - a.) Contractor to notify inspector in charge.
 - b.) Depending upon severity of incident, contractor may have to shut down work.
 - c.) Upon arrival on scene, the City Transportation Engineer is to determine response necessary to allow traveling public around incident.
 - d.) Inspector is to notify the City Transportation Engineer and take pictures as necessary. Especially pictures of contractor's work zone to verify the proper setup.

3. City Transportation Engineer will take control of the incident and direct its clearing and restoration to normal traffic conditions.

4. The incident will be reviewed by the City Transportation Engineer to determine if any modification of the Temporary Traffic Control Plan is necessary. If it is determined that it is necessary to alter the plan, then a meeting will be called with the Contractors to discuss modification and implementation of an improved traffic control plan.

PROJECT MANAGER <STEVE_CAMPBELL, MATTERN & CRAIG (540) 345-9342>
SURVEYED BY <MATERN & CRAIG (540) 345-9342>
DESIGN SUPERVISED BY <CITY OF LYNCHBURG>
DESIGNED BY <RANDY_DODSON, MATTERN & CRAIG>

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION - GENERAL NOTES & DETAILS



MATERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	1G(3)

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

SIGN LEGEND

DESIGNATION	SIGN	NUMBER	SIZE
A		M4-9L	36"x30"
B		M4-V3L	36"x30"
C		W20-2	48"x48"
D		M4-V1	36"x30"
E		M4-8a	24"x18"
F		R11-4	60"x30"
G		M4-9R	36"x30"
H		D9-2	24"x12"
I		M4-VPIb	VAR.x30"
J		M4-V3R	36"x30"
K		M6-3	2"x15"
L		W20-V12	48"x48"
M		ES-2a	48"x36"

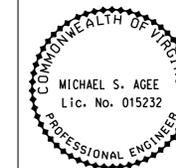
DESIGNATION	SIGN	NUMBER	SIZE
N		M4-VR4	60"x48"
O		R11-2	48"x30"
P		M4-V2R	60"x48"
Q		M4-VPIb	VAR.x24"
R		M4-8	30"x15"
S		M4-VR4	36"x30"
T		M4-V2R	36"x30"
U		M4-V5a, V4b	30"x15"
V		M4-V5a, V4b	36"x36"
W		R1-1	36"x36"
X		M4-V1	60"x48"
Y		M6-3	2"x15"
Z		M4-VPIa	VAR.x12"

DESIGNATION	SIGN	NUMBER	SIZE
AA		ES-VIR	48"x48"
BB		W20-1	48"x48"
CC		W9-3R	48"x48"
DD		W9-2L	48"x48"
EE		W4-2R	48"x48"
FF		W20-3	48"x48"
GG		W20-3	48"x48"
HH		G20-2(V)	48"x24"
II		W9-3L	48"x48"
JJ		R4-V7R	36"x36"
KK		V4-2L	48"x48"
LL		M4-V5a, V4b	30"x15"
MM		M4-VPIb	VAR.x30"

DESIGNATION	SIGN	NUMBER	SIZE
NN		M4-VPIb	VAR.x24"
OO		M4-VPIb	VAR.x30"
PP		M4-VPIb	VAR.x24"
QQ		M6-3	2"x15"
RR		W1-4R	48"x48"
SS		W1-4L	48"x48"
TT		M4-VPIb	VAR.x30"
UU		M4-V5a, V4b	30"x15"
VV		M4-V5a, V4b	30"x15"
WW		M4-VPIb	VAR.x30"
XX		W20-V12	48"x48"
YY		W21-5bR	48"x48"
ZZ		W21-5aR	48"x48"

DESIGNATION	SIGN	NUMBER	SIZE
A2		R3-2	36"x36"
B2		ES-2	48"x36"
C2		W3-2	48"x48"
D2		R1-2	48"x48"x48"
E2		W4-1R	48"x48"
F2		W21-5bL	48"x48"
G2		M4-VPIb	VAR.x24"
H2		M6-3	2"x15"
I2		M6-3	2"x15"
J2		W21-5bR	48"x48"
K2		W21-5aR	48"x48"

PROJECT MANAGER <STEVE_CAMPBELL,MATTERN & CRAIG (540) 345-9342>
SURVEYED BY <MATTERN & CRAIG (540) 345-9342>
DESIGN SUPERVISED BY <CITY OF LYNCHBURG>
DESIGNED BY <RANDY_DODSON,MATTERN & CRAIG>



REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	IG(3A)

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

MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

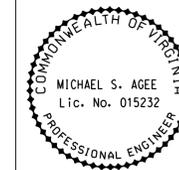
MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION - EXISTING GUIDESIGN PHASE PLAN

EXIST.GUIDESIGN LEGEND

DESIGNATION	SIGN	MOUNTING	MOT ACTION - PHASE 1 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 1)	MOT ACTION - PHASE 2 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 3)
1a		GROUND MTD.				
1b		GROUND MTD.				
2		GROUND MTD.	N/A	N/A	N/A	N/A
3		GROUND MTD.				
4		GROUND MTD.				
5		GROUND MTD.	N/A			
6		LIGHT POST MTD.	COVER SIGN	COVER SIGN		

PROJECT MANAGER <STEVE_CAMPBELL_MATTERN & CRAIG (540) 345-9342>
SURVEYED BY <MATTERN & CRAIG (540) 345-9342>
DESIGN SUPERVISED BY <CJELYN_OE_LYNCHBURG>
DESIGNED BY <RANDY_DODSON_MATTERN & CRAIG>

MAINTENANCE OF TRAFFIC EXISTING GUIDESIGN PHASE PLAN



REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	1G(3B)

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

MATTERN & CRAIG, INC.
Roanoke, Virginia
(ROADWAY ENGINEER)

MOT ACTION - PHASE 2 (STAGE 2) MOT ACTION - PHASE 2 (STAGE 3)

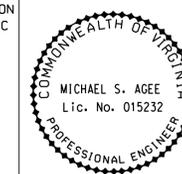
DESIGNATION	SIGN	MOUNTING	MOT ACTION - PHASE 1 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 1)	MOT ACTION - PHASE 2 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 3)
7		GROUND MTD.				
8		GROUND MTD.	N/A	N/A	N/A	N/A
9		GROUND MTD.	N/A	N/A	N/A	N/A
10		GROUND MTD.	N/A			MOUNT DETOUR SIGNS ABOVE EXIT 3 GUIDE SIGN
11		OVERHEAD				SAME AS PHASE 2 (STAGE 2)
12a		GROUND MTD.	REMOVE SIGNS, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A
12b		GROUND MTD.	N/A	COVER SIGN		MOUNT DETOUR SIGNS ABOVE EXIT 3 (S-14) GUIDE SIGN
13		LIGHT POST MTD.	REMOVE SIGN	N/A	N/A	N/A
14		GROUND MTD.	REMOVE SIGN, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A

PROJECT MANAGER <STEVE_CAMPBELL,MATTERN & CRAIG (540)345-9342>
SURVEYED BY <MATTERN & CRAIG (540)345-9342>
DESIGN SUPERVISED BY <CITY OF LYNCHBURG>
DESIGNED BY <RANDY_DODSON,MATTERN & CRAIG>

MAINTENANCE OF TRAFFIC EXISTING GUIDESIGN PHASE PLAN

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204,C-501	1G(3C)

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



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

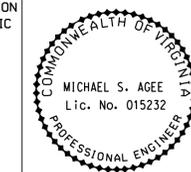
DESIGNATION	SIGN	MOUNTING	MOT ACTION - PHASE 1 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 1)	MOT ACTION - PHASE 2 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 2)
15		OVERHEAD		SAME AS PHASE 1, EXCEPT UNCOVER LEFT MOST SIGN FOR THROUGH MOVEMENTS	SAME AS PHASE 2 (STAGE 1)	SAME AS PHASE 2 (STAGE 2)
16		GROUND MTD.	REMOVE SIGN, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A
17		GROUND MTD.	REMOVE SIGN, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A
18		OVERHEAD		SAME AS PHASE 1, EXCEPT UNCOVER LEFT MOST SIGN FOR THROUGH MOVEMENTS	SAME AS PHASE 2 (STAGE 1) AND COVER RIGHT MOST SIGN	SAME AS PHASE 1, EXCEPT UNCOVER LEFT MOST SIGN FOR THROUGH MOVEMENTS
19		GROUND MTD.				UNCOVER ALL SIGNS
20a		GROUND MTD.	REMOVE SIGN, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A

PROJECT MANAGER <STEVE_CAMPBELL, MATTERN & CRAIG (540) 345-9342>
SURVEYED BY <MATERN & CRAIG (540) 345-9342>
DESIGN SUPERVISED BY <JOE DE LYNCHBURG>
DESIGNED BY <RANDY DODSON, MATTERN & CRAIG>

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501	IG(3D)

MAINTENANCE OF TRAFFIC EXISTING GUIDESIGN PHASE PLAN

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



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

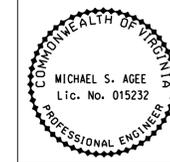
DESIGNATION	SIGN	MOUNTING	MOT ACTION - PHASE 1 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 1)	MOT ACTION - PHASE 2 (STAGE 2)	MOT ACTION - PHASE 2 (STAGE 3)
20b	 	GROUND MTD.	 	 S-14	 	COVER SIGN
21	 CAMPBELL AVENUE NEXT RIGHT KEMPER STREET	OVERHEAD	 CAMPBELL AVENUE NEXT RIGHT KEMPER STREET	 KEMPER ST S-II EXIT 3	SAME AS PHASE 2 (STAGE 1)	COVER SIGN S-II
22	GRACE STREET EXIT 1/4 MILE	GROUND MTD.	N/A	N/A	N/A	N/A
23	 GRACE ST	GROUND MTD.	 GRACE STREET 	 GRACE STREET 	 GRACE ST	N/A
24	 EXIT 2	GROUND MTD.	 EXIT 2 	 EXIT 2 	 EXIT 2	N/A
25	 EXITS 1/2 MILE	OVERHEAD - MTD. TO OVERPASS	N/A	 EXITS 1/2 MILE S-15	SAME AS PHASE 2 (STAGE 1)	COVER SIGN S-15
26	 WEST NORTH SOUTH BUS. 221 460 501 SOUTH BUS. 501	GROUND MTD.	REMOVE SIGN, SIGN POSTS, AND FOUNDATION	N/A	N/A	N/A

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 1 (STAGE 1)

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	IG(4)



MATTEN & CRAIG, INC.
Roanoke, Virginia
(ROADWAY ENGINEER)



- MOT SYMBOL LEGEND:
-  ADVANCED WARNING SIGN SYMBOL (SEE SH. 1G(3) FOR SIGN TABLE)
 -  ADVANCED WARNING SIGN LOCATION
 -  PORTABLE CHANGABLE MESSAGE SIGN
 -  CONSTRUCTION AREA
 -  EXIST. GUIDE SIGN (SEE SH. 1G(3A-D) FOR SIGN TABLE)

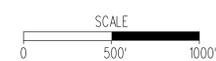
- NOTE:
- ADVANCED WARNING SIGNS AND PCMS ON ROADWAYS WHERE POSTED SPEED IS LESS THAN 45 MPH SHOULD BE 350' - 500', U.N.O.
 - ADVANCED WARNING SIGNS AND PCMS ON ROADWAY WHERE POSTED SPEED IS GREATER THAN 45 MPH SHOULD BE 500' - 800', U.N.O.
 - REFER TO SH. 1G(2) FOR MORE INFORMATION REGARDING DETOUR PLAN AND SEQUENCE OF CONSTRUCTION.

SIGN SYMBOL	NO. OF SIGNS REQD.
A	3
C	1
D	1
E	1
I	4
J	2
R	3
X	1
BB	4
G2	5
PCMS	2

SUGGESTED PCMS MESSAGES:

PCMS MESSAGE #1:
EXIT 3B CLOSED
XX MILES AHEAD
FOLLOW DETOUR

PCMS MESSAGE #2:
EXIT 3B CLOSED
FOLLOW DETOUR



POSITION PCMS
1-2 MILES IN ADVANCE
OF WORK ZONE

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		IG(4)

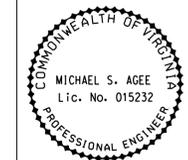
SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 1 (STAGE 1)

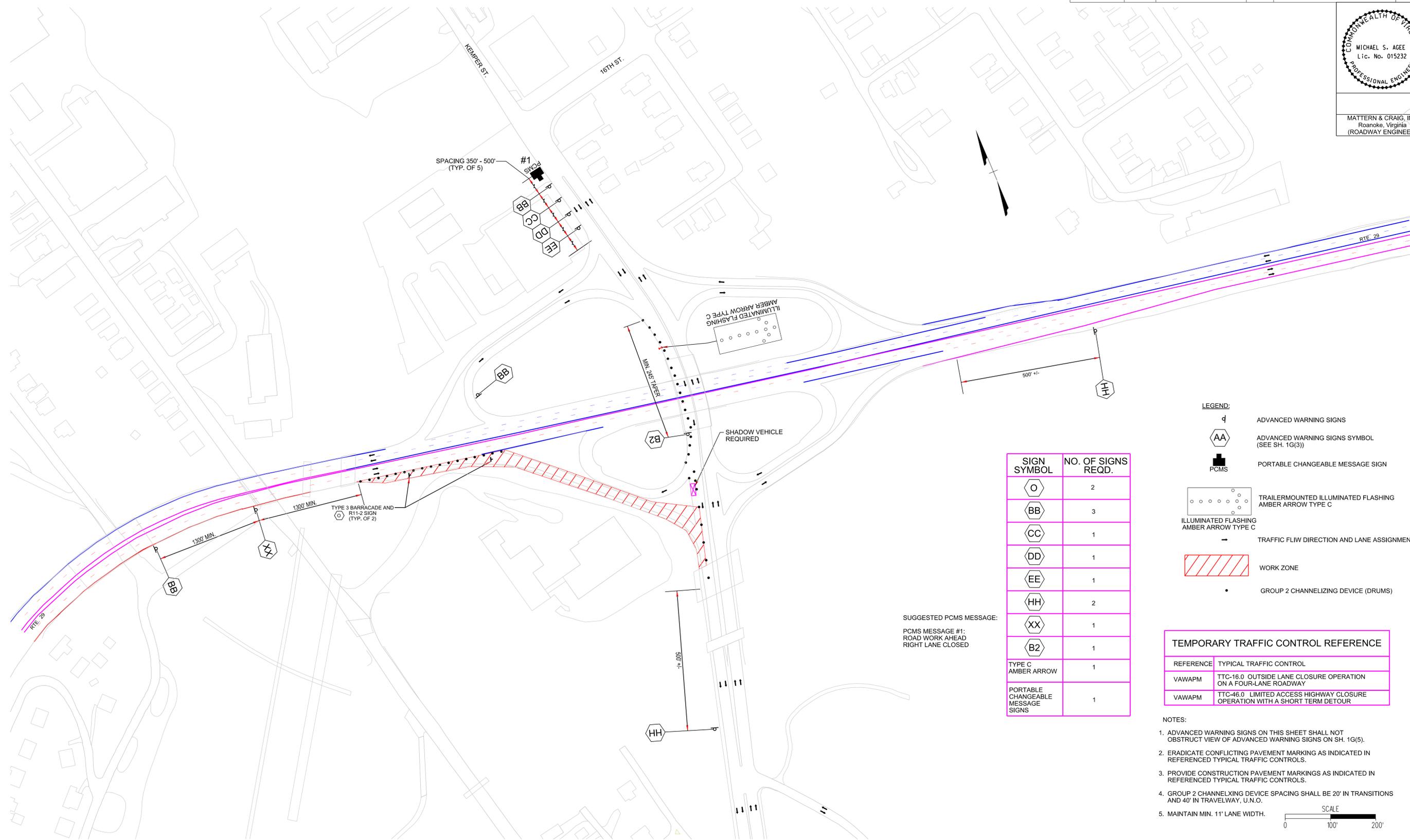
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		U000	U000-118-204 C-501	1G(4A)



MATTEN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



SIGN SYMBOL	NO. OF SIGNS REQD.
⬡	2
BB	3
CC	1
DD	1
EE	1
HH	2
XX	1
B2	1
TYPE C AMBER ARROW	1
PORTABLE CHANGEABLE MESSAGE SIGNS	1

- LEGEND:**
- ADVANCED WARNING SIGNS
 - ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
 - PORTABLE CHANGEABLE MESSAGE SIGN
 - TRAILERMOUNTED ILLUMINATED FLASHING AMBER ARROW TYPE C
 - ILLUMINATED FLASHING AMBER ARROW TYPE C
 - TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
 - WORK ZONE
 - GROUP 2 CHANNELIZING DEVICE (DRUMS)

SUGGESTED PCMS MESSAGE:
PCMS MESSAGE #1:
ROAD WORK AHEAD
RIGHT LANE CLOSED

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC-16.0 OUTSIDE LANE CLOSURE OPERATION ON A FOUR-LANE ROADWAY
VAWAPM	TTC-46.0 LIMITED ACCESS HIGHWAY CLOSURE OPERATION WITH A SHORT TERM DETOUR

- NOTES:**
- ADVANCED WARNING SIGNS ON THIS SHEET SHALL NOT OBSTRUCT VIEW OF ADVANCED WARNING SIGNS ON SH. 1G(5).
 - ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - GROUP 2 CHANNELIZING DEVICE SPACING SHALL BE 20' IN TRANSITIONS AND 40' IN TRAVELWAY, U.N.O.
 - MAINTAIN MIN. 11' LANE WIDTH.



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(4A)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 1 (STAGE 2)

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	IG(4B)

COMMONWEALTH OF VIRGINIA
MICHAEL S. AGEE
Lic. No. 015232
PROFESSIONAL ENGINEER

MATTEN & CRAIG, INC.
Roanoke, Virginia
(ROADWAY ENGINEER)



- MOT SYMBOL LEGEND:
- ADVANCED WARNING SIGN SYMBOL (SEE SH. 1G(3) FOR SIGN TABLE)
 - ADVANCED WARNING SIGN LOCATION
 - PORTABLE CHANGABLE MESSAGE SIGN
 - CONSTRUCTION AREA
 - TYPE 3 BARRICADE
 - EXIST. GUIDE SIGN (SEE SH. 1G(3A-D) FOR SIGN TABLE)

- NOTE:
- ADVANCED WARNING SIGNS AND PCMS ON ROADWAYS WHERE POSTED SPEED IS LESS THAN 45 MPH SHOULD BE 350' - 500', U.N.O.
 - ADVANCED WARNING SIGNS AND PCMS ON ROADWAY WHERE POSTED SPEED IS GREATER THAN 45 MPH SHOULD BE 500' - 800', U.N.O.
 - REFER TO SH. 1G(2) FOR MORE INFORMATION REGARDING DETOUR PLAN AND SEQUENCE OF CONSTRUCTION.

SIGN SYMBOL	NO. OF SIGNS REQD.	SIGN SYMBOL	NO. OF SIGNS REQD.
A	7	NN	5
B	4	OO	1
C	5	PP	7
D	7	QQ	3
E	6	PCMS	8
F	1		
G	5		
H	8		
J	2		
K	1		
P	2		
T	1		
U	15		
V	23		
W	2		
X	1		
Y	2		
Z	14		
BB	6		
LL	7		
MM	2		

- SUGGESTED PCMS MESSAGES:
- PCMS MESSAGE #1: KEMPER ST THRU AND NORTH BUS. 29 CLOSED FOLLOW DETOUR
 - PCMS MESSAGE #2: EXIT 3A CLOSED XX MILES AHEAD FOLLOW DETOUR
 - PCMS MESSAGE #3: EXIT 3A CLOSED AHEAD FOLLOW DETOUR
 - PCMS MESSAGE #4: EXIT 3B CLOSED XX MILES AHEAD FOLLOW DETOUR
 - PCMS MESSAGE #5: EXIT 3B CLOSED AHEAD FOLLOW DETOUR
 - PCMS MESSAGE #6: KEMPER ST THRU AND SOUTH BUS. 29 CLOSED FOLLOW DETOUR



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		IG(4B)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

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

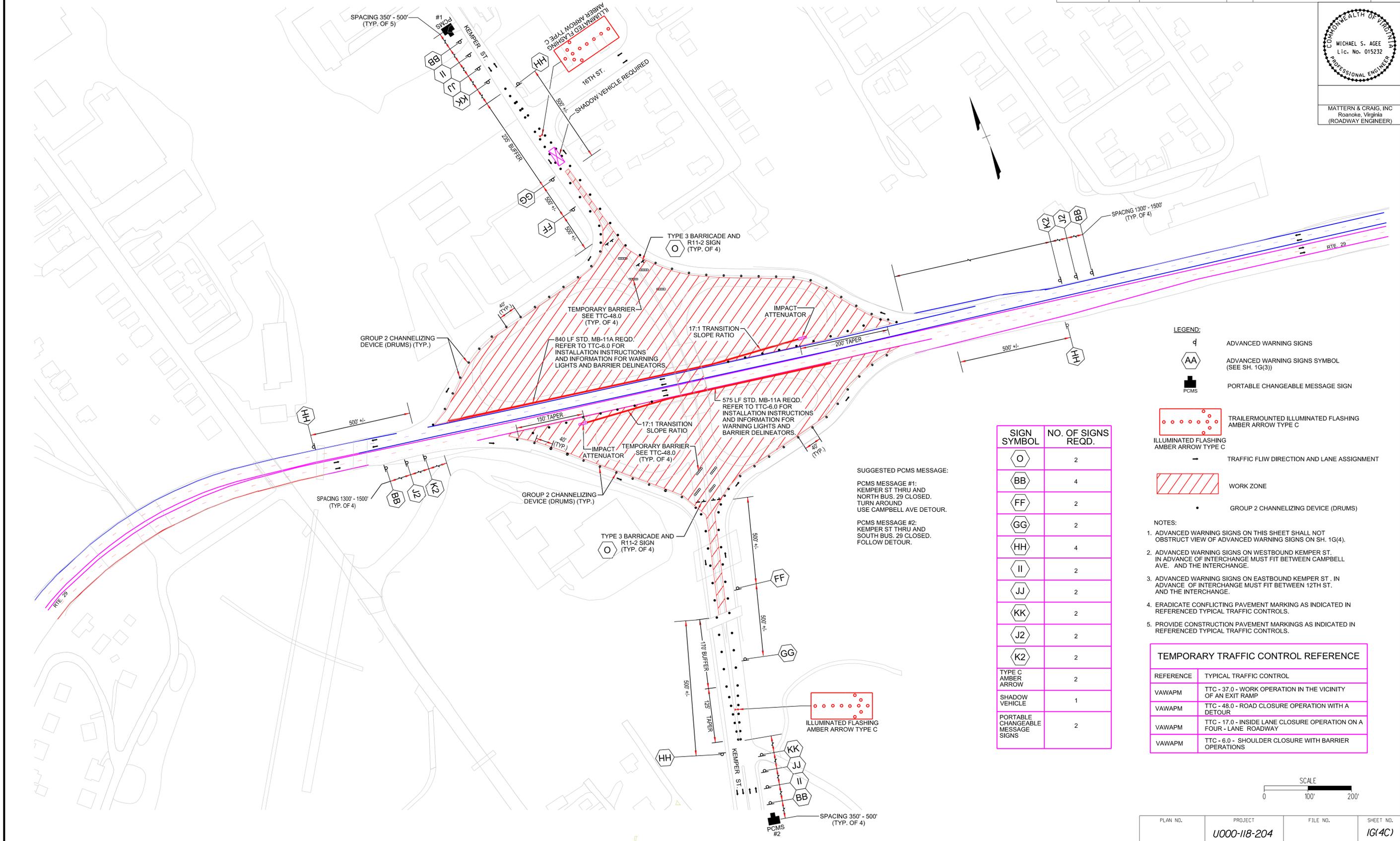
REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		U000	U000-118-204 C-501	1G(4C)

COMMONWEALTH OF VIRGINIA
MICHAEL S. AGEЕ
Lic. No. 015232
PROFESSIONAL ENGINEER

MATTEN & CRAIG, INC.
Roanoke, Virginia
(ROADWAY ENGINEER)

SEQUENCE OF CONSTRUCTION - PHASE 1 (STAGE 2)

KEMPER INTERCHANGE DETAIL



SUGGESTED PCMS MESSAGE:
PCMS MESSAGE #1:
KEMPER ST THRU AND NORTH BUS. 29 CLOSED. TURN AROUND USE CAMPBELL AVE DETOUR.
PCMS MESSAGE #2:
KEMPER ST THRU AND SOUTH BUS. 29 CLOSED. FOLLOW DETOUR.

SIGN SYMBOL	NO. OF SIGNS REQD.
⬡	2
BB	4
FF	2
GG	2
HH	4
JJ	2
KK	2
J2	2
K2	2
TYPE C AMBER ARROW	2
SHADOW VEHICLE	1
PORTABLE CHANGEABLE MESSAGE SIGNS	2

LEGEND:

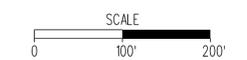
- ⬡ ADVANCED WARNING SIGNS
- AA ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ⬡ ILLUMINATED FLASHING AMBER ARROW TYPE C
- TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
- ▨ WORK ZONE
- GROUP 2 CHANNELIZING DEVICE (DRUMS)

NOTES:

- ADVANCED WARNING SIGNS ON THIS SHEET SHALL NOT OBSTRUCT VIEW OF ADVANCED WARNING SIGNS ON SH. 1G(4).
- ADVANCED WARNING SIGNS ON WESTBOUND KEMPER ST. IN ADVANCE OF INTERCHANGE MUST FIT BETWEEN CAMPBELL AVE. AND THE INTERCHANGE.
- ADVANCED WARNING SIGNS ON EASTBOUND KEMPER ST. IN ADVANCE OF INTERCHANGE MUST FIT BETWEEN 12TH ST. AND THE INTERCHANGE.
- ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
- PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.

TEMPORARY TRAFFIC CONTROL REFERENCE

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC - 37.0 - WORK OPERATION IN THE VICINITY OF AN EXIT RAMP
VAWAPM	TTC - 48.0 - ROAD CLOSURE OPERATION WITH A DETOUR
VAWAPM	TTC - 17.0 - INSIDE LANE CLOSURE OPERATION ON A FOUR - LANE ROADWAY
VAWAPM	TTC - 6.0 - SHOULDER CLOSURE WITH BARRIER OPERATIONS



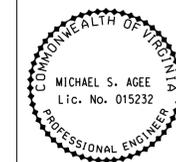
PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(4C)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTERN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 1)

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	1G(5)



MATTERN & CRAIG, INC.
Roanoke, Virginia
(ROADWAY ENGINEER)



MOT SYMBOL LEGEND:

- ADVANCED WARNING SIGN SYMBOL (SEE SH. 1G(3) FOR SIGN TABLE)
- ADVANCED WARNING SIGN LOCATION
- PORTABLE CHANGABLE MESSAGE SIGN
- CONSTRUCTION AREA
- TYPE 3 BARRICADE
- EXIST. GUIDE SIGN (SEE SH. 1G(3A-D) FOR SIGN TABLE)

NOTE:

1. ADVANCED WARNING SIGNS AND PCMS ON ROADWAYS WHERE POSTED SPEED IS LESS THAN 45 MPH SHOULD BE 350' - 500', U.N.O.
2. ADVANCED WARNING SIGNS AND PCMS ON ROADWAY WHERE POSTED SPEED IS GREATER THAN 45 MPH SHOULD BE 500' - 800', U.N.O.
3. REFER TO SH. 1G(2) FOR MORE INFORMATION REGARDING DETOUR PLAN AND SEQUENCE OF CONSTRUCTION.

SUGGESTED PCMS MESSAGE:

- PCMS MESSAGE #1:
EXIT 3 CLOSED
XX MILES AHEAD
FOLLOW EB AND
WB KEMPER DETOUR
- PCMS MESSAGE #2:
EXIT 3 CLOSED
FOLLOW EB AND
WB KEMPER DETOUR
- PCMS MESSAGE #3:
EXIT 3 TO EASTBOUND
KEMPER CLOSED
FOLLOW DETOUR
- PCMS MESSAGE #4:
NEW TRAFFIC PATTERN
KEMPER ST INTERCHANGE
XX MILES AHEAD
- PCMS MESSAGE #5:
ACCESS TO NORTH BUS. 29
VIA KEMPER ST CLOSED
FOLLOW DETOUR

SIGN SYMBOL	NO. OF SIGNS REQD.
A	6
B	3
C	3
D	5
E	4
G	4
H	6
I	2
J	1
P	1
Q	5
T	1
U	16
V	16
X	1
Y	1
BB	6
QQ	3
TT	2
G2	11
I2	2
PCMS	8



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(5)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 1)

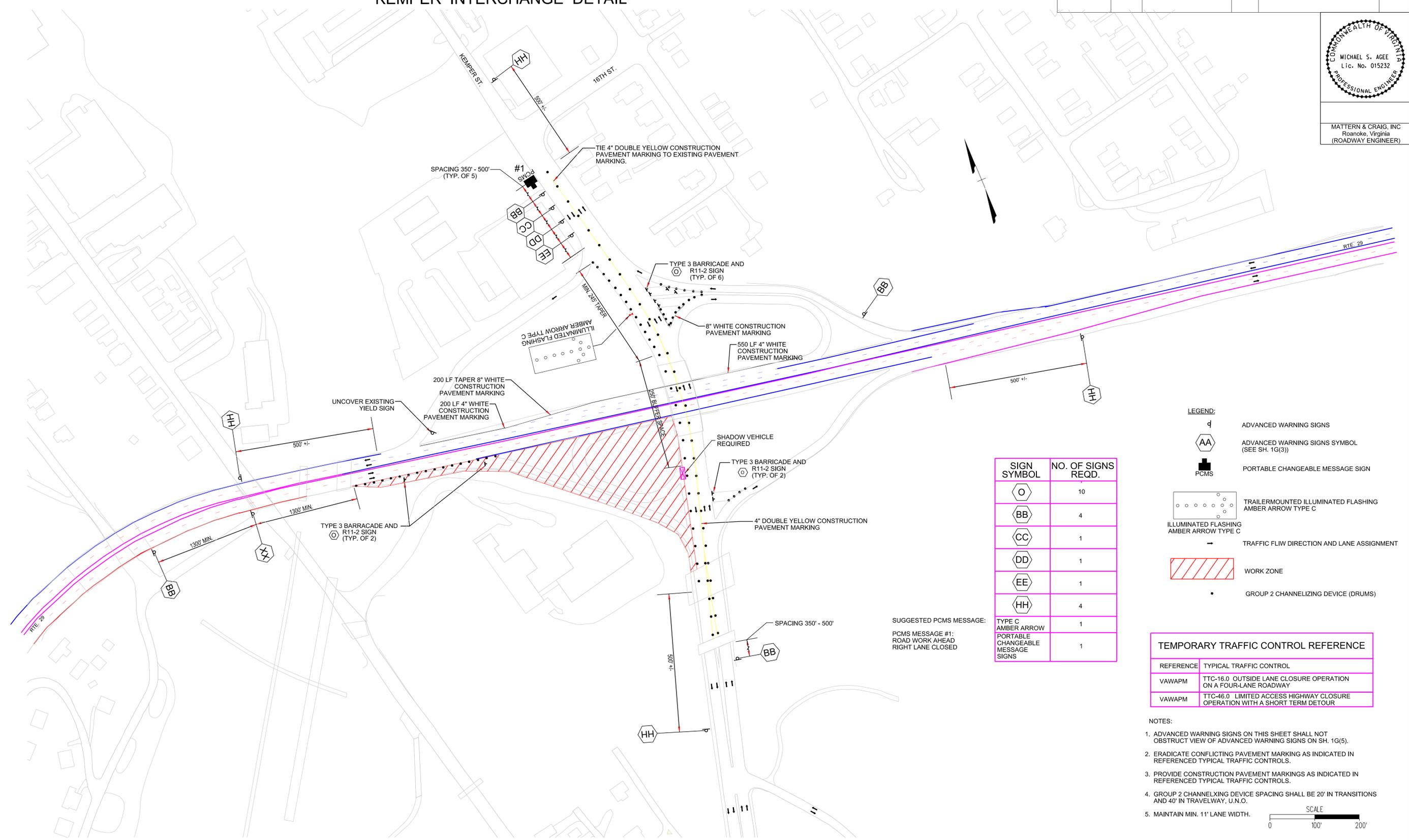
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	1G(5A)



MATTEN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



SIGN SYMBOL	NO. OF SIGNS REQD.
⊙	10
BB	4
CC	1
DD	1
EE	1
HH	4
⬇	1
⬇	1

- LEGEND:**
- ⊙ ADVANCED WARNING SIGNS
 - AA ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
 - ⬇ PORTABLE CHANGEABLE MESSAGE SIGN
 - ⬆ TRAILERMOUNTED ILLUMINATED FLASHING AMBER ARROW TYPE C
 - ⬆ ILLUMINATED FLASHING AMBER ARROW TYPE C
 - TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
 - ▨ WORK ZONE
 - GROUP 2 CHANNELIZING DEVICE (DRUMS)

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC-16.0 OUTSIDE LANE CLOSURE OPERATION ON A FOUR-LANE ROADWAY
VAWAPM	TTC-46.0 LIMITED ACCESS HIGHWAY CLOSURE OPERATION WITH A SHORT TERM DETOUR

- NOTES:**
- ADVANCED WARNING SIGNS ON THIS SHEET SHALL NOT OBSTRUCT VIEW OF ADVANCED WARNING SIGNS ON SH. 1G(5).
 - ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - GROUP 2 CHANNELIZING DEVICE SPACING SHALL BE 20' IN TRANSITIONS AND 40' IN TRAVELWAY, U.N.O.
 - MAINTAIN MIN. 11' LANE WIDTH.



SUGGESTED PCMS MESSAGE:
PCMS MESSAGE #1:
ROAD WORK AHEAD
RIGHT LANE CLOSED

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(5A)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEBN. & CRAIG, INC.(540) 345-9342

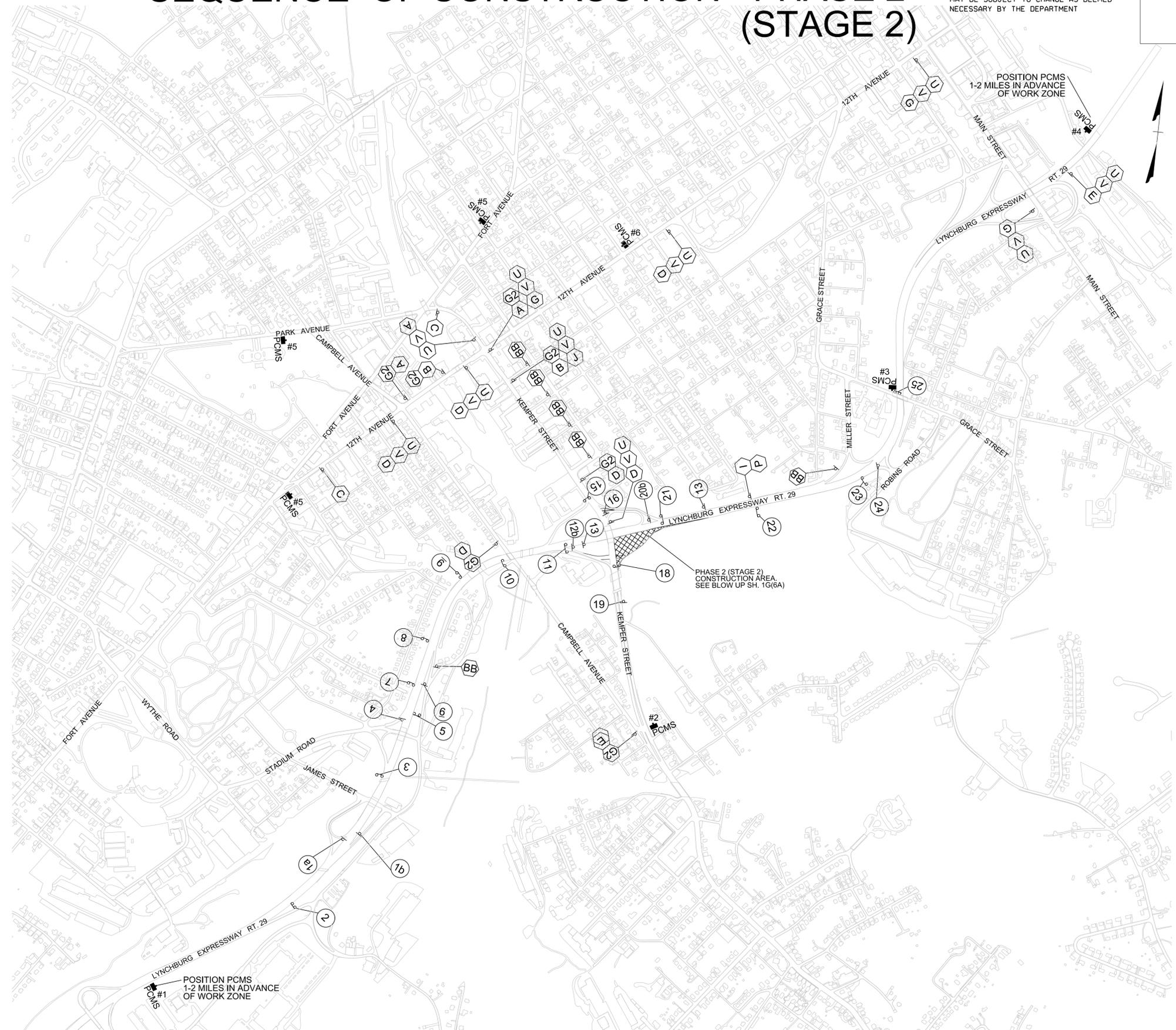
SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 2)

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	1G(6)

COMMONWEALTH OF VIRGINIA
MICHAEL S. AGEЕ
Lic. No. 015232
PROFESSIONAL ENGINEER

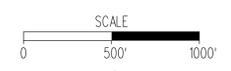
MATTEBN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



- MOT SYMBOL LEGEND:
- ADVANCED WARNING SIGN SYMBOL (SEE SH. 1G(3) FOR SIGN TABLE)
 - ADVANCED WARNING SIGN LOCATION
 - PORTABLE CHANGABLE MESSAGE SIGN
 - CONSTRUCTION AREA
 - EXIST. GUIDE SIGN (SEE SH. 1G(3A-D) FOR SIGN TABLE)

- NOTE:
- ADVANCED WARNING SIGNS AND PCMS ON ROADWAYS WHERE POSTED SPEED IS LESS THAN 45 MPH SHOULD BE 350' - 500', U.N.O.
 - ADVANCED WARNING SIGNS AND PCMS ON ROADWAY WHERE POSTED SPEED IS GREATER THAN 45 MPH SHOULD BE 500' - 800', U.N.O.
 - REFER TO SH. 1G(2) FOR MORE INFORMATION REGARDING DETOUR PLAN AND SEQUENCE OF CONSTRUCTION.
 - COVER EXISTING SIGNS THAT CONFLICT WITH ROAD CLOSURES, THIS PHASE AND STAGE.

SIGN SYMBOL	NO. OF SIGNS REQD.	SUGGESTED PCMS MESSAGES:
A	3	PCMS MESSAGE #1: NEW TRAFFIC PATTERN KEMPER ST INTERCHANGE XX MILES AHEAD
B	2	
C	2	PCMS MESSAGE #2: ACCESS TO NORTH BUS 29 VIA KEMPER ST CLOSED FOLLOW DETOUR
D	6	
E	2	PCMS MESSAGE #3: EXIT 3 TO EASTBOUND KEMPER CLOSED FOLLOW DETOUR
G	3	
I	1	PCMS MESSAGE #4: NEW TRAFFIC PATTERN KEMPER ST INTERCHANGE XX MILES AHEAD
J	1	
P	1	PCMS MESSAGE #5: ACCESS TO NORTH BUS 29 VIA KEMPER ST CLOSED FOLLOW DETOUR
U	10	
V	10	PCMS MESSAGE #6: ACCESS TO NORTH BUS 29 VIA KEMPER ST CLOSED USE ALT ROUTE
BB	6	
GZ	7	
PCMS	8	



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(6)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTEN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 2)

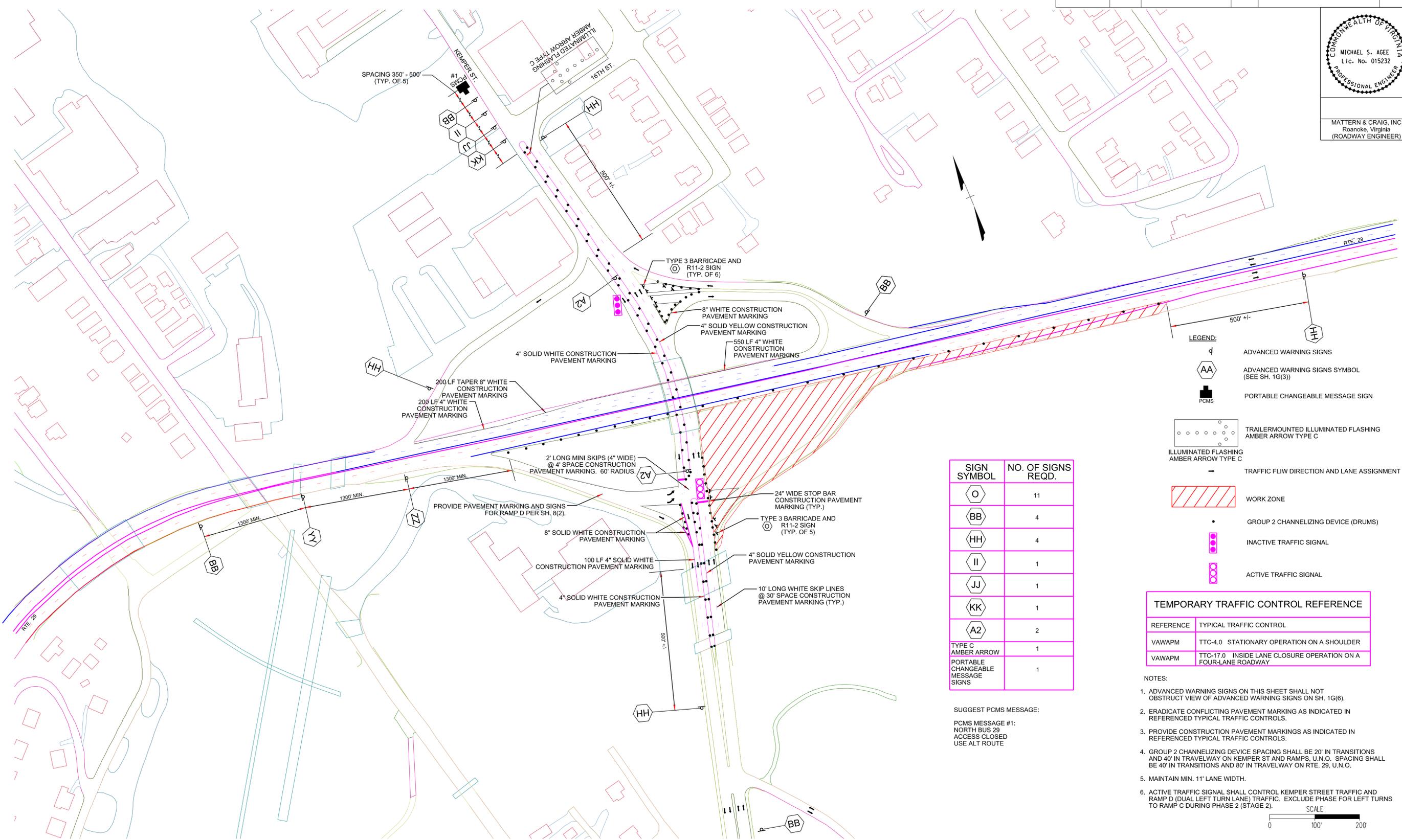
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		U000	U000-118-204 C-501	IG(6A)



MATTEN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



LEGEND:

- ADVANCED WARNING SIGNS
- ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
- PORTABLE CHANGEABLE MESSAGE SIGN
- TRAILERMOUNTED ILLUMINATED FLASHING AMBER ARROW TYPE C
- ILLUMINATED FLASHING AMBER ARROW TYPE C
- TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
- WORK ZONE
- GROUP 2 CHANNELIZING DEVICE (DRUMS)
- INACTIVE TRAFFIC SIGNAL
- ACTIVE TRAFFIC SIGNAL

SIGN SYMBOL	NO. OF SIGNS REQD.
	11
	4
	4
	1
	1
	1
	2
TYPE C AMBER ARROW	1
PORTABLE CHANGEABLE MESSAGE SIGNS	1

SUGGEST PCMS MESSAGE:
PCMS MESSAGE #1:
NORTH BUS 29
ACCESS CLOSED
USE ALT ROUTE

TEMPORARY TRAFFIC CONTROL REFERENCE

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC-4.0 STATIONARY OPERATION ON A SHOULDER
VAWAPM	TTC-17.0 INSIDE LANE CLOSURE OPERATION ON A FOUR-LANE ROADWAY

- NOTES:**
- ADVANCED WARNING SIGNS ON THIS SHEET SHALL NOT OBSTRUCT VIEW OF ADVANCED WARNING SIGNS ON SH. 1G(6).
 - ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - GROUP 2 CHANNELIZING DEVICE SPACING SHALL BE 20' IN TRANSITIONS AND 40' IN TRAVELWAY ON KEMPER ST AND RAMP D. U.N.O. SPACING SHALL BE 40' IN TRANSITIONS AND 80' IN TRAVELWAY ON RTE. 29, U.N.O.
 - MAINTAIN MIN. 11' LANE WIDTH.
 - ACTIVE TRAFFIC SIGNAL SHALL CONTROL KEMPER STREET TRAFFIC AND RAMP D (DUAL LEFT TURN LANE) TRAFFIC. EXCLUDE PHASE FOR LEFT TURNS TO RAMP C DURING PHASE 2 (STAGE 2).



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		IG(6A)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTERN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 3)

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	IG(7)



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



MOT SYMBOL LEGEND:

-  ADVANCED WARNING SIGN SYMBOL (SEE SH. 1G(3) FOR SIGN TABLE)
-  ADVANCED WARNING SIGN LOCATION
-  PORTABLE CHANGABLE MESSAGE SIGN
-  CONSTRUCTION AREA
-  EXIST. GUIDE SIGN (SEE SH. 1G(3A-D) FOR SIGN TABLE)

NOTE:

1. ADVANCED WARNING SIGNS AND PCMS ON ROADWAYS WHERE POSTED SPEED IS LESS THAN 45 MPH SHOULD BE 350' - 500', U.N.O.
2. ADVANCED WARNING SIGNS AND PCMS ON ROADWAY WHERE POSTED SPEED IS GREATER THAN 45 MPH SHOULD BE 500' - 800', U.N.O.
3. REFER TO SH. 1G(2) FOR MORE INFORMATION REGARDING DETOUR PLAN AND SEQUENCE OF CONSTRUCTION.

SIGN SYMBOL	NO. OF SIGNS REQD.
A	2
D	2
E	2
G	1
H	7
I	3
K	1
Q	5
T	1
X	2
Y	1
BB	6
TT	3
QQ	1
G2	5
H2	1
I2	1

SUGGESTED PCMS MESSAGE:

- PCMS MESSAGE #1:
NEW TRAFFIC PATTERN
KEMPER ST INTERCHANGE
XX MILES AHEAD
- PCMS MESSAGE #2:
NEW TRAFFIC
PATTERN AHEAD
- PCMS MESSAGE #3:
EXIT 3 CLOSED
FOLLOW DETOUR
- PCMS MESSAGE #4:
EXIT 3 CLOSED
XX MILES AHEAD
FOLLOW DETOUR



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		IG(7)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTERN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 3)

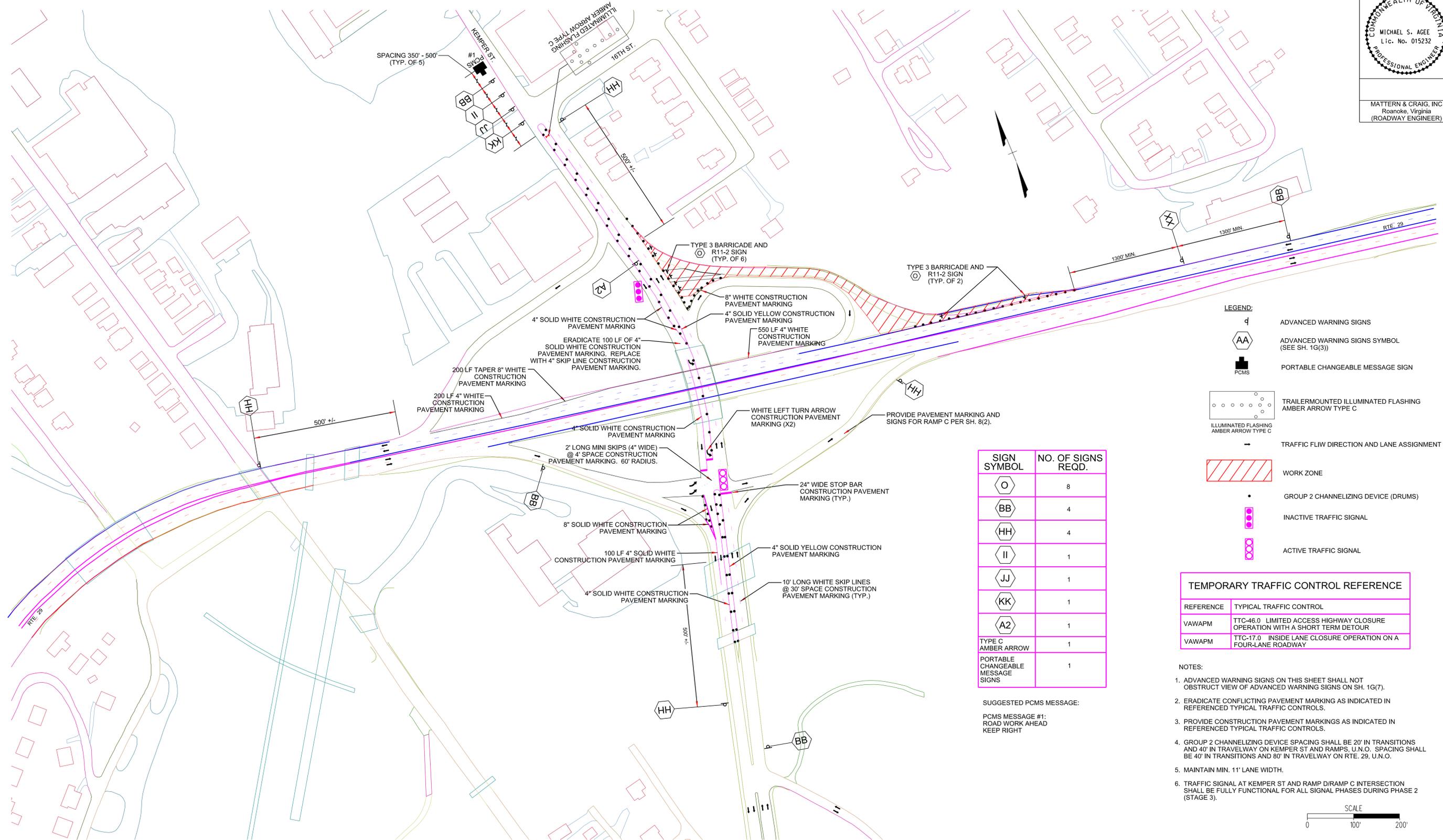
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		U000	U000-118-204 C-501	1G(7A)



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



LEGEND:

- ⏏ ADVANCED WARNING SIGNS
- AA ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ILLUMINATED FLASHING AMBER ARROW TYPE C
- TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
- ▨ WORK ZONE
- GROUP 2 CHANNELIZING DEVICE (DRUMS)
- ⚡ INACTIVE TRAFFIC SIGNAL
- ⚡ ACTIVE TRAFFIC SIGNAL

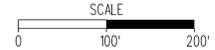
SIGN SYMBOL	NO. OF SIGNS REQD.
⏏	8
BB	4
HH	4
II	1
JJ	1
KK	1
A2	1
TYPE C AMBER ARROW	1
PORTABLE CHANGEABLE MESSAGE SIGNS	1

SUGGESTED PCMS MESSAGE:
PCMS MESSAGE #1:
ROAD WORK AHEAD
KEEP RIGHT

TEMPORARY TRAFFIC CONTROL REFERENCE

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC-46.0 LIMITED ACCESS HIGHWAY CLOSURE OPERATION WITH A SHORT TERM DETOUR
VAWAPM	TTC-17.0 INSIDE LANE CLOSURE OPERATION ON A FOUR-LANE ROADWAY

- NOTES:**
- ADVANCED WARNING SIGNS ON THIS SHEET SHALL NOT OBSTRUCT VIEW OF ADVANCED WARNING SIGNS ON SH. 1G(7).
 - ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - GROUP 2 CHANNELIZING DEVICE SPACING SHALL BE 20' IN TRANSITIONS AND 40' IN TRAVELWAY ON KEMPER ST AND RAMPS. U.N.O. SPACING SHALL BE 40' IN TRANSITIONS AND 80' IN TRAVELWAY ON RTE. 29. U.N.O.
 - MAINTAIN MIN. 11' LANE WIDTH.
 - TRAFFIC SIGNAL AT KEMPER ST AND RAMP D/RAMP C INTERSECTION SHALL BE FULLY FUNCTIONAL FOR ALL SIGNAL PHASES DURING PHASE 2 (STAGE 3).



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(7A)

SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTERN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 2 (STAGE 4)

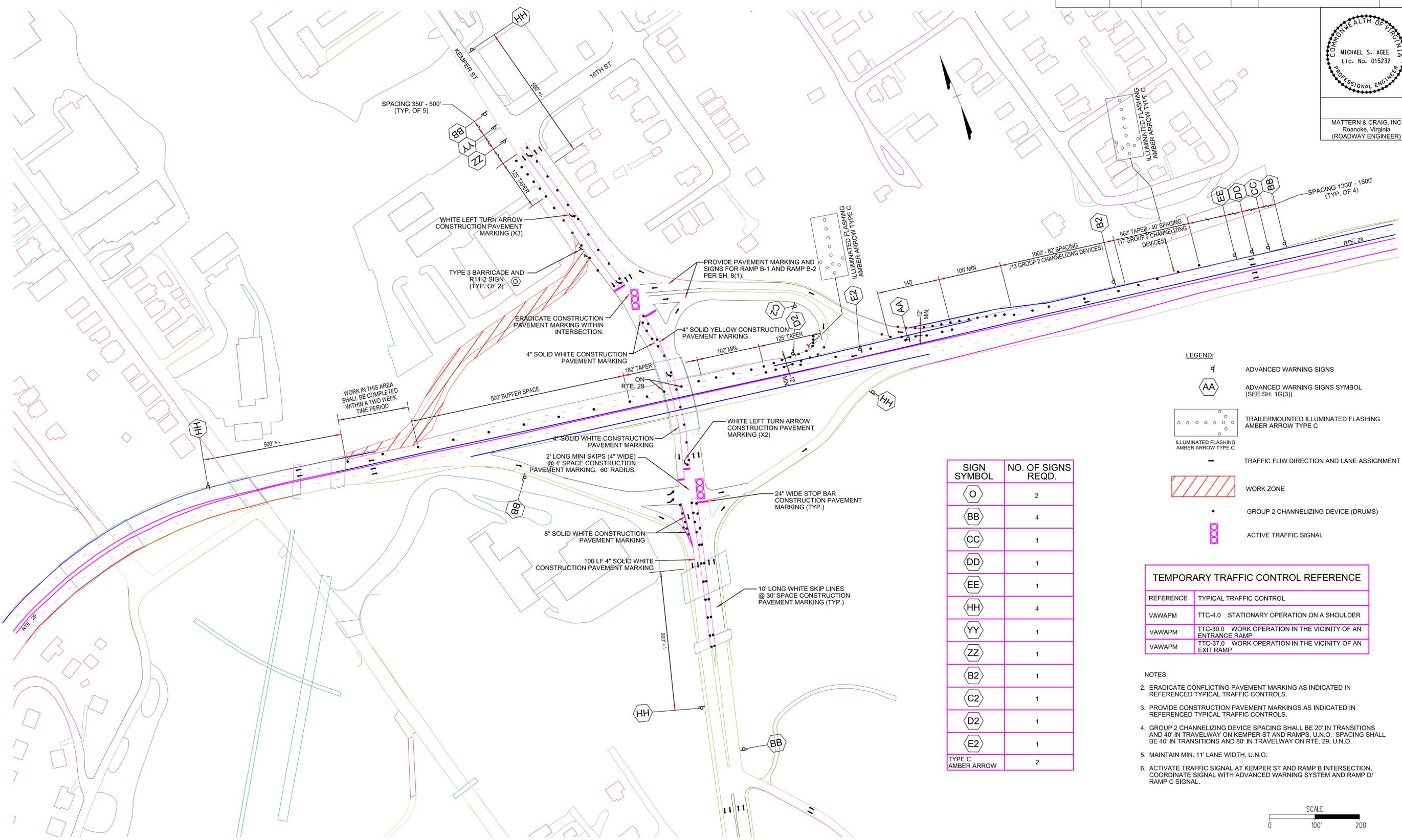
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	IG(8)



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



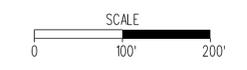
LEGEND:

- ADVANCED WARNING SIGNS
- ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
- TRAILERMOUNTED ILLUMINATED FLASHING AMBER ARROW TYPE C
- ILLUMINATED FLASHING AMBER ARROW TYPE C
- TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
- WORK ZONE
- GROUP 2 CHANNELIZING DEVICE (DRUMS)
- ACTIVE TRAFFIC SIGNAL

SIGN SYMBOL	NO. OF SIGNS REQD.
	2
	4
	1
	1
	1
	4
	1
	1
	1
	1
	1
	1
TYPE C AMBER ARROW	2

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC-4.0 STATIONARY OPERATION ON A SHOULDER
VAWAPM	TTC-39.0 WORK OPERATION IN THE VICINITY OF AN ENTRANCE RAMP
VAWAPM	TTC-37.0 WORK OPERATION IN THE VICINITY OF AN EXIT RAMP

- NOTES:**
- ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - GROUP 2 CHANNELIZING DEVICE SPACING SHALL BE 20' IN TRANSITIONS AND 40' IN TRAVELWAY ON KEMPER ST AND RAMP B. U.N.O. SPACING SHALL BE 40' IN TRANSITIONS AND 80' IN TRAVELWAY ON RTE. 29. U.N.O.
 - MAINTAIN MIN. 11' LANE WIDTH, U.N.O.
 - ACTIVATE TRAFFIC SIGNAL AT KEMPER ST AND RAMP B INTERSECTION. COORDINATE SIGNAL WITH ADVANCED WARNING SYSTEM AND RAMP D/ RAMP C SIGNAL.



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		IG(8)

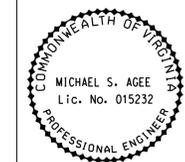
SURVEYED BY _____
SUPERVISED BY AAA
DESIGNED BY MATTERN & CRAIG, INC. (540) 345-9342

SEQUENCE OF CONSTRUCTION - PHASE 3

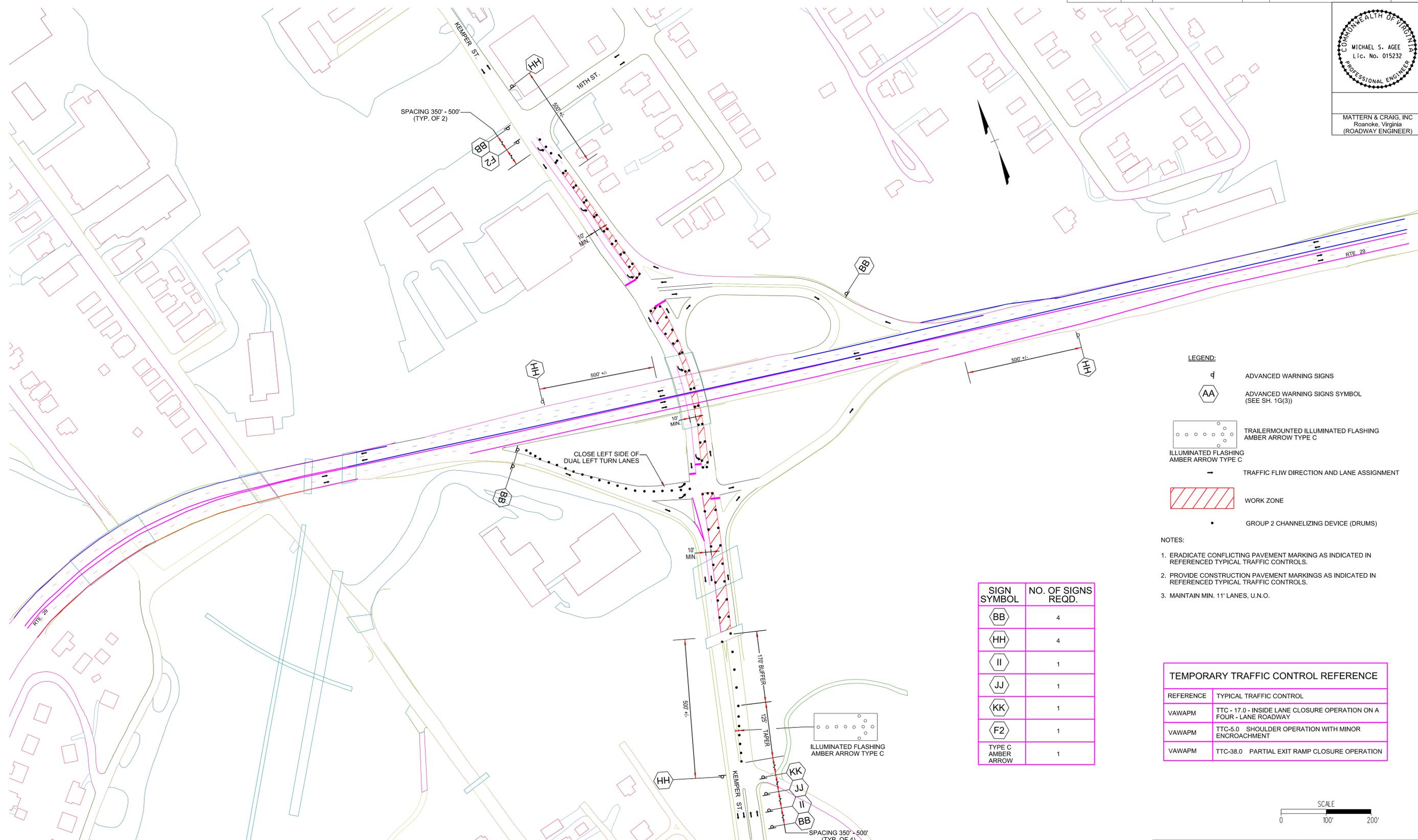
KEMPER INTERCHANGE DETAIL

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.		U000	U000-118-204 C-501	1G(9)



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



- LEGEND:**
- ADVANCED WARNING SIGNS
 - ADVANCED WARNING SIGNS SYMBOL (SEE SH. 1G(3))
 - TRAILERMOUNTED ILLUMINATED FLASHING AMBER ARROW TYPE C
 - ILLUMINATED FLASHING AMBER ARROW TYPE C
 - TRAFFIC FLOW DIRECTION AND LANE ASSIGNMENT
 - WORK ZONE
 - GROUP 2 CHANNELIZING DEVICE (DRUMS)

- NOTES:**
- ERADICATE CONFLICTING PAVEMENT MARKING AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - PROVIDE CONSTRUCTION PAVEMENT MARKINGS AS INDICATED IN REFERENCED TYPICAL TRAFFIC CONTROLS.
 - MAINTAIN MIN. 11' LANES, U.N.O.

SIGN SYMBOL	NO. OF SIGNS REQD.
BB	4
HH	4
II	1
JJ	1
KK	1
F2	1
TYPE C AMBER ARROW	1

REFERENCE	TYPICAL TRAFFIC CONTROL
VAWAPM	TTC - 17.0 - INSIDE LANE CLOSURE OPERATION ON A FOUR - LANE ROADWAY
VAWAPM	TTC-5.0 SHOULDER OPERATION WITH MINOR ENCROACHMENT
VAWAPM	TTC-38.0 PARTIAL EXIT RAMP CLOSURE OPERATION



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		1G(9)

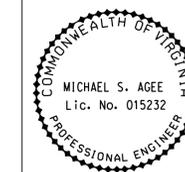
SUPERVISED BY CITY OF LYCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
SURVEYED BY MATTERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

TYPICAL SECTIONS

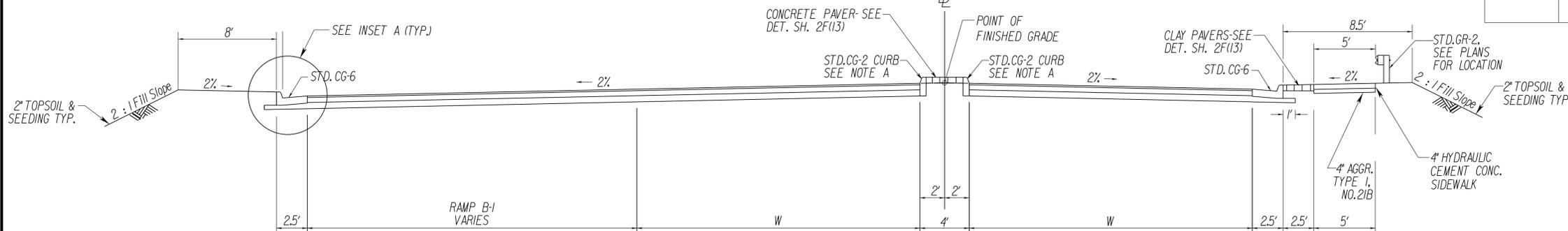
NO SCALE

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		29	U000-118-204, C-501	2



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)

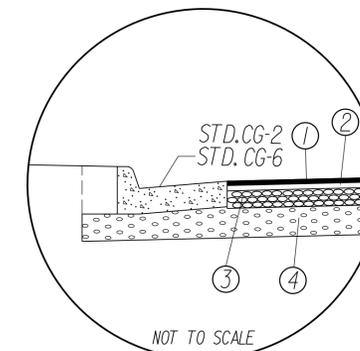


TYPICAL SECTION - KEMPER ST.

STATION	TO	STATION	REMARKS
12+82.03 RT.		14+17.44 RT.	W = 23'
14+17.44 RT.		14+68.77 RT.	W VARIES 23' TO 21.67'
14+68.77 RT.		14+91.94 RT.	W = 21.67'
13+59.00 LT.		15+03.50 LT.	W VARIES - SEE PLAN

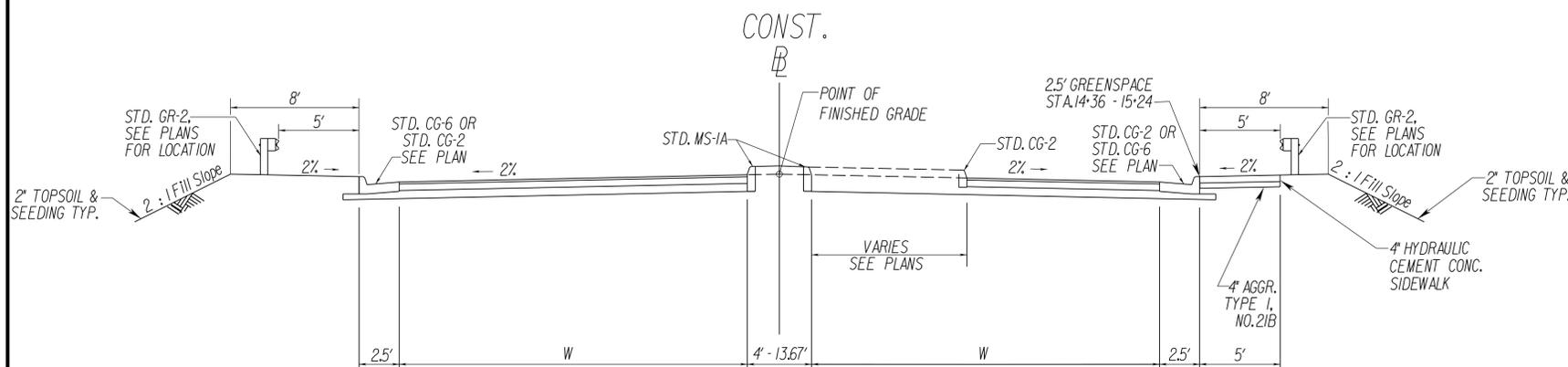
NOTE A: CONCRETE PAVES REQ'D. IN MEDIAN FROM STA. 12+82.03 TO STA. 14+91.94
CLAY PAVES REQ'D. IN UTILITY STRIP RIGHT FROM STA. 12+82.03 TO STA. 14+91.94

INSET "A" (TYP.)



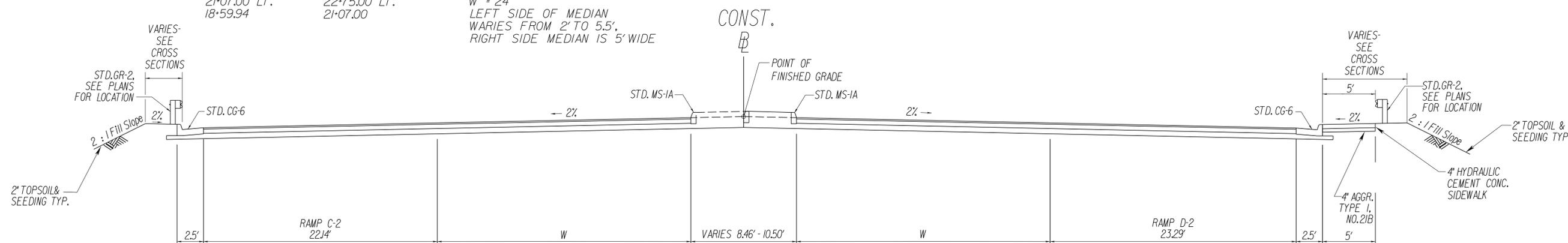
NOT TO SCALE

- ① ASPHALT CONCRETE SURFACE COURSE TYPE SM-12.5D @ 180LBS/SY.
- ② ASPHALT CONCRETE INTERMEDIATE COURSE 1M-19.0D @ 220LBS/SY.
- ③ 6" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 678 LBS/SY
- ④ 10" AGGREGATE BASE MATERIAL TYPE 1 NO. 21B



TYPICAL SECTION - KEMPER ST.

STATION	TO	STATION	REMARKS
14+91.94 RT.		16+75.80 RT.	W VARIES - SEE PLAN
15+03.50 LT.		16+41.00 LT.	W VARIES - SEE PLAN
16+41.00 LT.		16+75.80 LT.	W = 21.67'
16+75.80		17+75.62	W = 23.67' LT. & RT.
17+75.62		18+59.94	W = 21.67' LT. & RT.
18+59.94 RT.		19+51.08 RT.	W = 23.67'
19+51.08 RT.		20+32.79 RT.	W = 20.67'
18+59.94 LT.		21+07.00 LT.	W VARIES - SEE PLAN
21+07.00 LT.		22+75.00 LT.	W = 24'
18+59.94		21+07.00	LEFT SIDE OF MEDIAN VARIES FROM 2' TO 5.5', RIGHT SIDE MEDIAN IS 5' WIDE



STATION	TO	STATION	REMARKS
KEMPER ST.	20+32.79 RT.	21+27.46 RT.	W VARIES - SEE PLAN
KEMPER ST.	21+27.46 RT.	22+75.00 RT.	W = 24'
KEMPER ST.	21+07.00 LT.	22+75.00 LT.	W = 24'

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		2

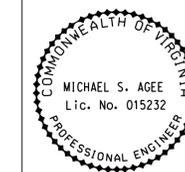
SUPERVISED BY CITY OF LYCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
SURVEYED BY MATTERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

TYPICAL SECTIONS

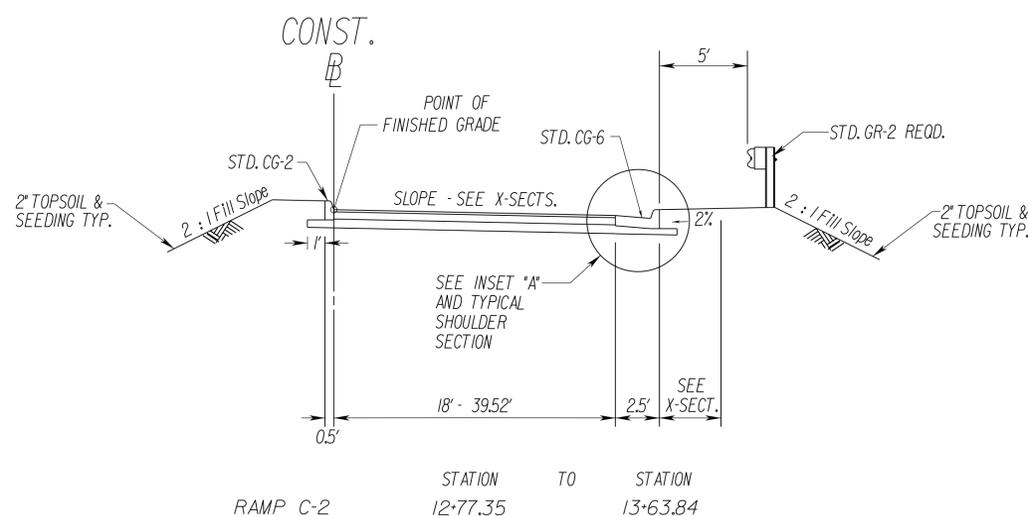
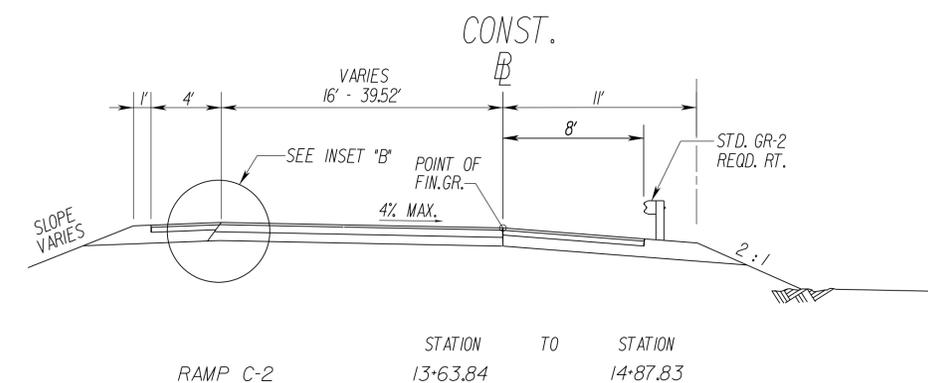
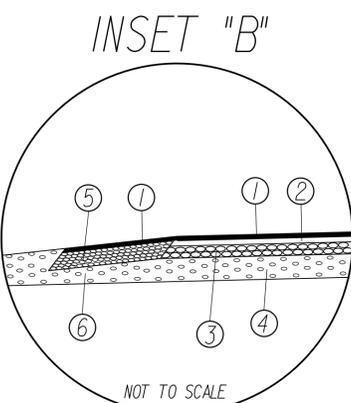
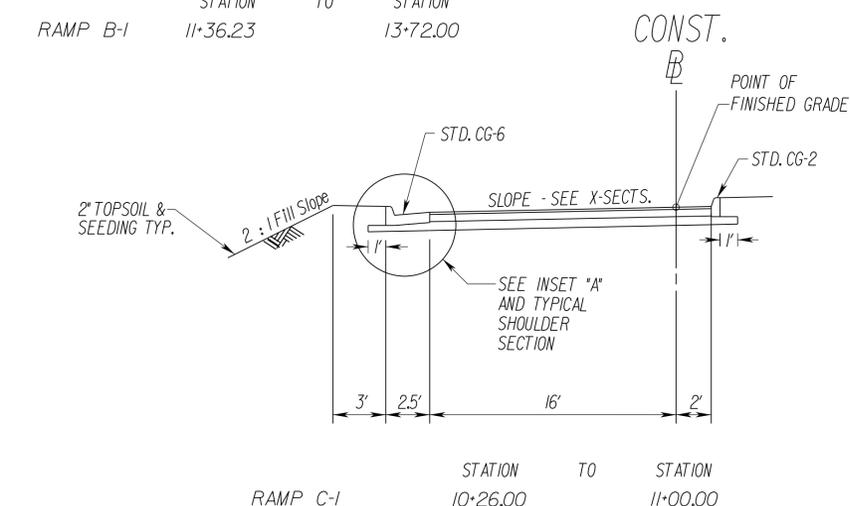
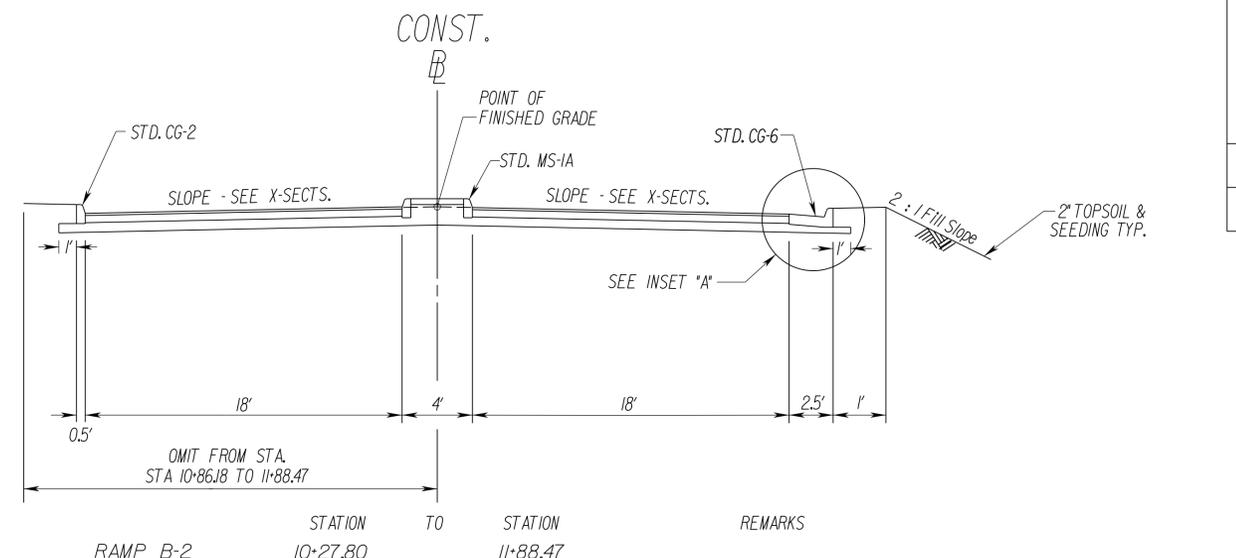
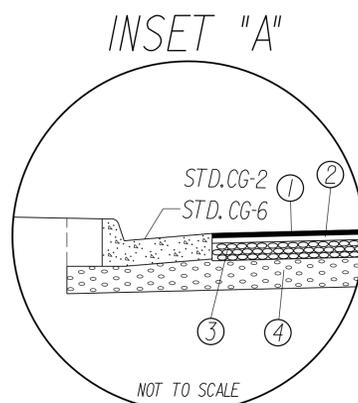
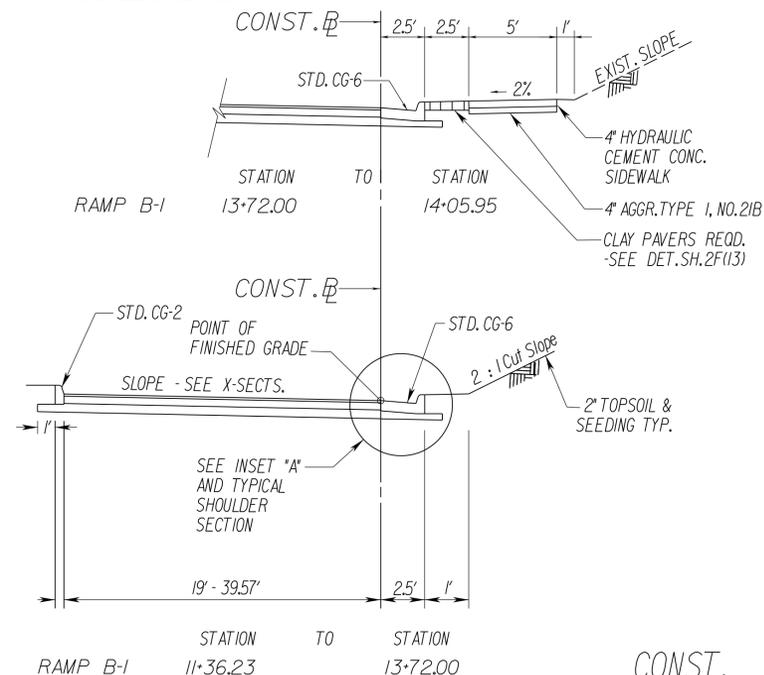
NO SCALE

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

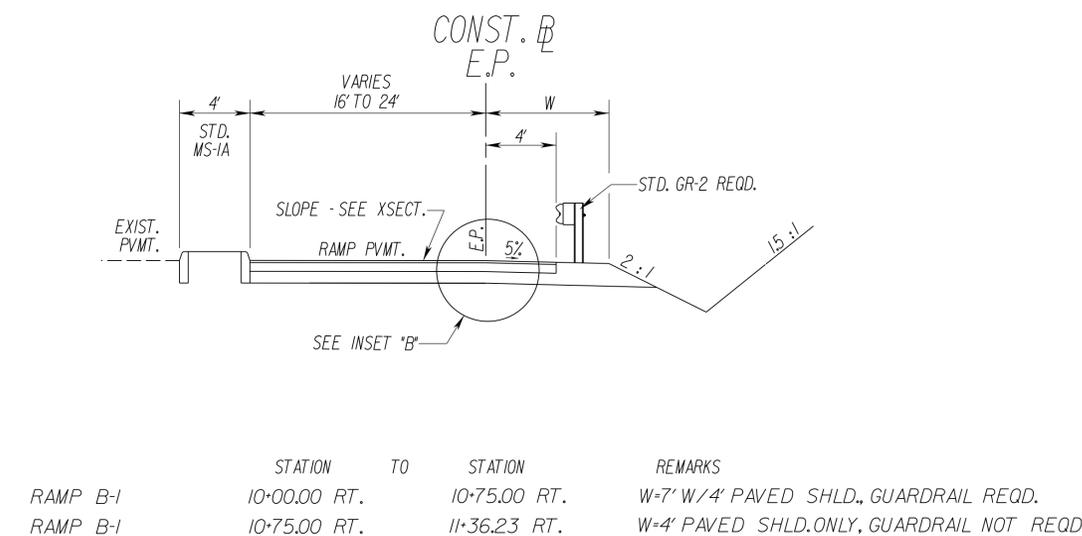
REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		29	U000-118-204, C-501	2A



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



- ① ASPHALT CONCRETE SURFACE COURSE TYPE SM-12.5D @ 180LBS/SY.
- ② ASPHALT CONCRETE INTERMEDIATE COURSE 1M-19.0D @ 220LBS/SY.
- ③ 6" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 678 LBS/SY
- ④ 10" AGGREGATE BASE MATERIAL TYPE 1 NO. 21B
- ⑤ 8" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 904 LBS/SY
- ⑥ VAR. DEPTH AGGREGATE BASE MATERIAL TYPE 1 NO. 21B.



PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		2A

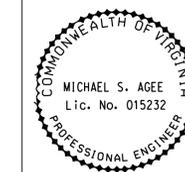
SUPERVISED BY CITY OF LYCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
SURVEYED BY MATTERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

TYPICAL SECTIONS

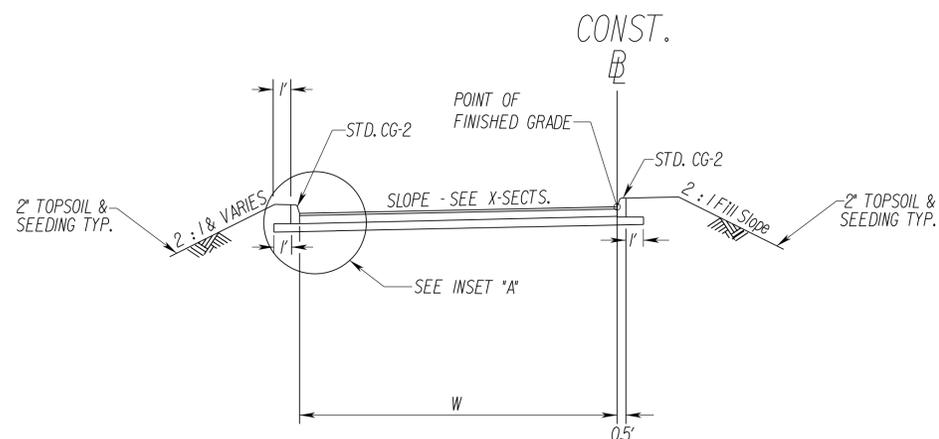
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DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

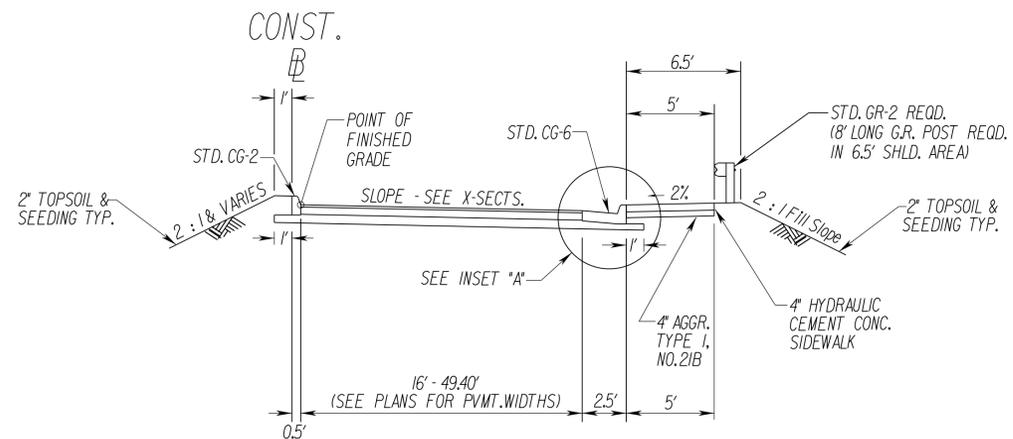
REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		29	U000-118-204, C-501	2B



MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



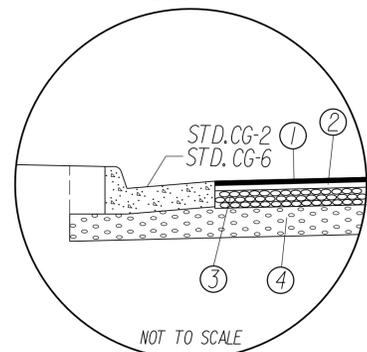
	STATION	TO	STATION	REMARKS
RAMP D-1	13+30.00		14+52.36	W - VARIES, SEE PLAN SEE RAMP D-2 CROSS SECTIONS, PROFILE AND TYP. SECTION W = 24'
	14+52.36		16+50.45	
	16+50.45		17+68.06	



	STATION	TO	STATION	REMARKS
RAMP D-2	10+00.00		13+13.00	OMIT CONC. SIDEWALK SIDEWALK REQD.
	13+13.00		13+42.28	

(TYPICAL SECTION INCLUDES RAMP D-1, STA. 14+52.36 TO 16+50.45)

INSET "A"



- ① ASPHALT CONCRETE SURFACE COURSE TYPE SM-12.5D @ 180LBS/SY.
- ② ASPHALT CONCRETE INTERMEDIATE COURSE IM-19.0D @ 220LBS/SY.
- ③ 6" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 678 LBS/SY
- ④ 10" AGGREGATE BASE MATERIAL TYPE 1 NO. 21B

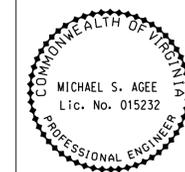
PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		2B

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540) 345-9342
SURVEYED BY MATTERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

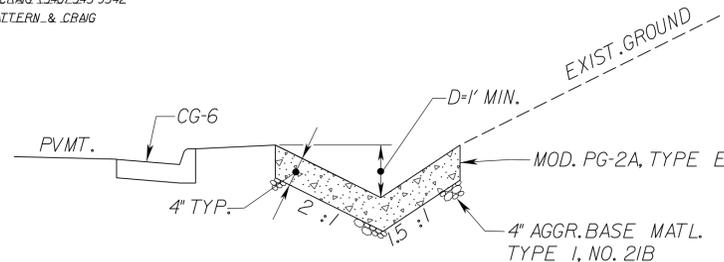
TYPICAL DITCH SECTIONS

DESIGN FEATURES RELATING TO CONSTRUCTION
OR TO REGULATION AND CONTROL OF TRAFFIC

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		29	U000-118-204, C-501	2C



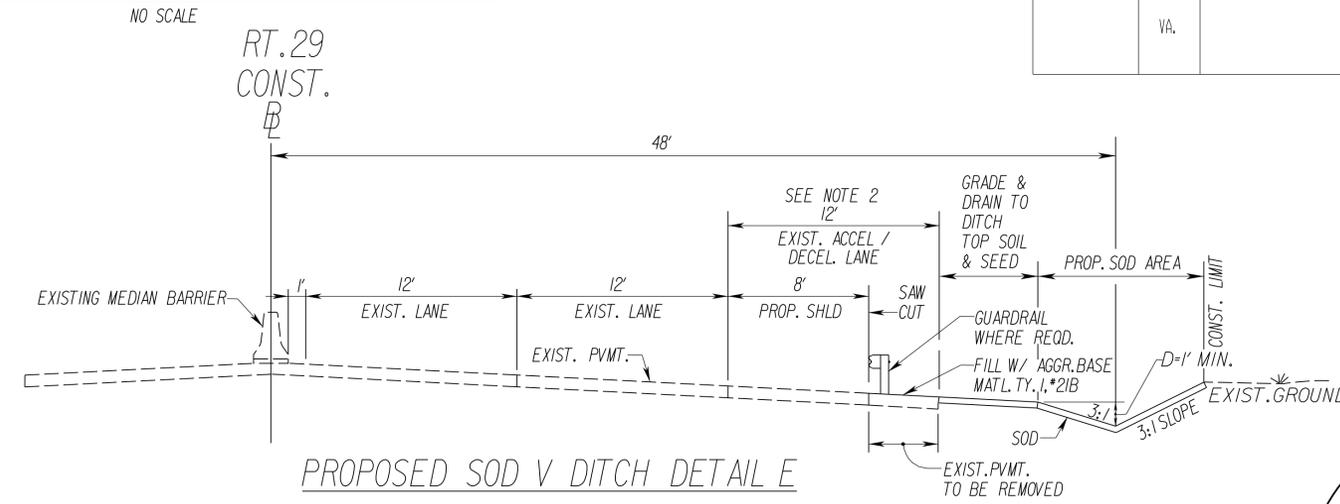
MATTERN & CRAIG, INC
Roanoke, Virginia
(ROADWAY ENGINEER)



DITCH DETAIL D
MOD. PG-2A, TYPE E

NO SCALE
SEE STD. PG-2A FOR
DETAILS NOT SHOWN

STATION	TO	STATION	REMARKS
11+36.00 RT.		13+35.00 RT.	RAMP B-1

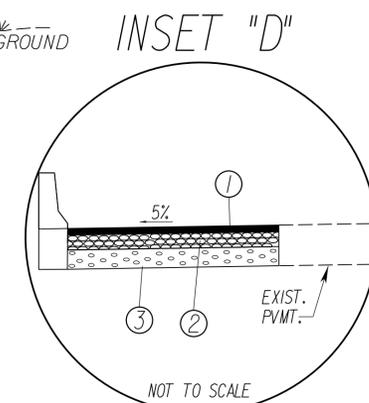


PROPOSED SOD V DITCH DETAIL E

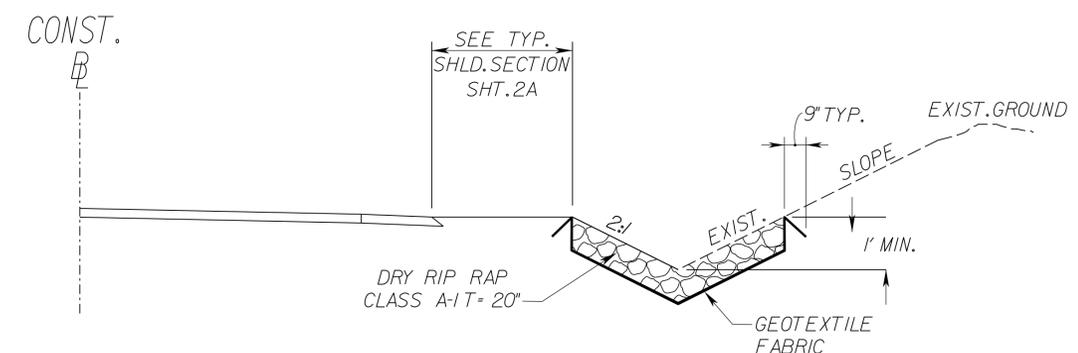
NO SCALE

STATION	TO	STATION	REMARKS
20+40.00 RT.		22+40.00 RT.	LYNCHBURG EXPRESSWAY (RT. 29)

NOTE 2: EXISTING ACCEL/ DECEL LANE SHALL BE TAKEN OUT OF SERVICE. 8' OF THE EXISTING ACCEL/ DECEL LANE SHALL REMAIN IN PLACE AND BECOME THE PAVED SHOULDER FOR RTE. 29. THE REMAINDER OF THE ACCEL/ DECEL SHALL BE REMOVED. WHERE GUARDRAIL IS REQUIRED (SEE PLAN) PLACE FACE OF GUARDRAIL AT THE EDGE OF THE 8' PAVED SHOULDER.



- NOT TO SCALE
- ① ASPHALT CONCRETE SURFACE COURSE TYPE SM-12.5D @ 180LBS/SY.
 - ② 8" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 904 LBS/SY
 - ③ 8" AGGREGATE BASE MATERIAL TYPE 1 NO. 21B.

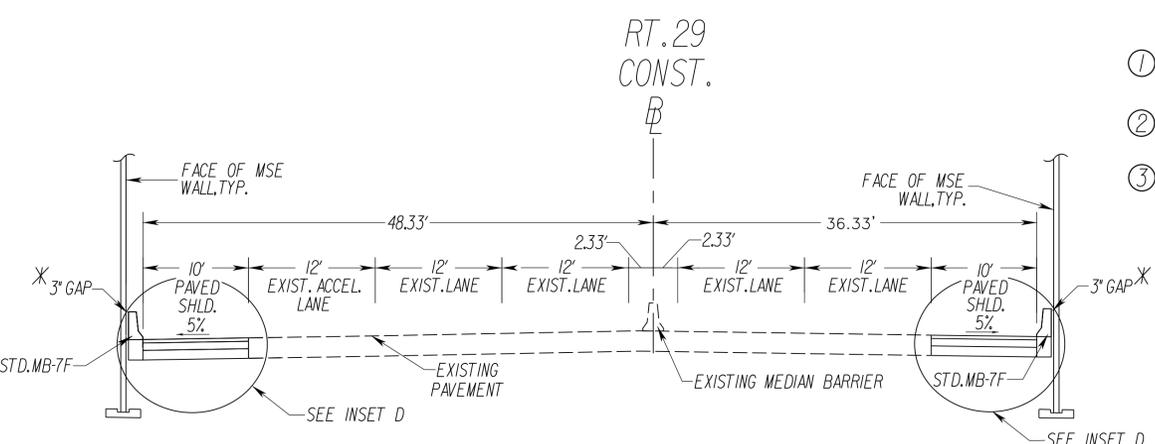


DITCH DETAIL A

NO SCALE

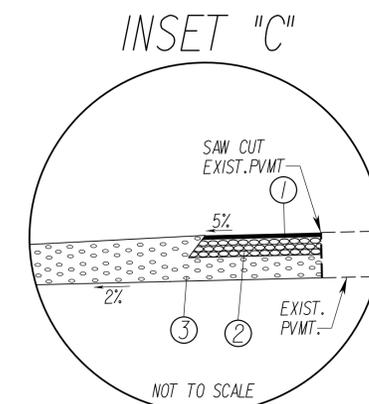
STATION	TO	STATION	REMARKS
10+75.00 RT.		11+36.00 RT.	RAMP B-1

* FILL WITH VDOT AGGREGATE MATERIAL NO 21B AND SEAL TOP AND SIDES WITH PREFORMED JOINT FILLER. TYP.

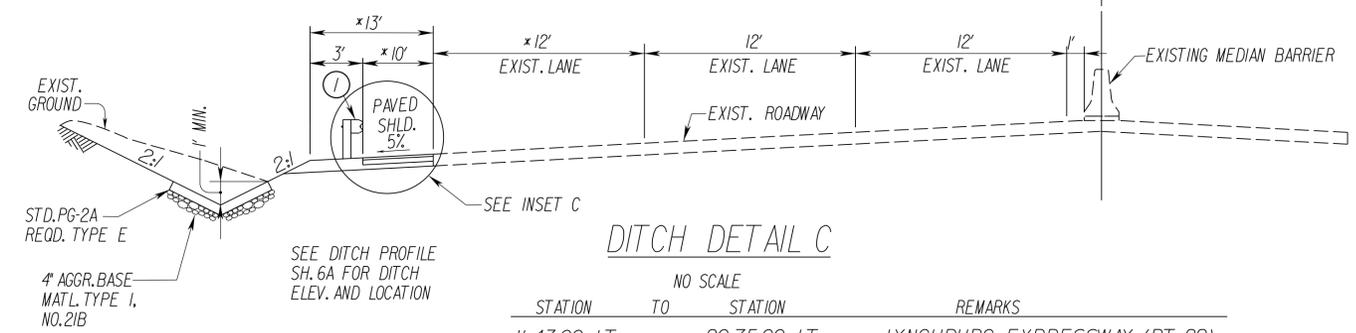


ROUTE 29 TYPICAL SECTION UNDER BRIDGE

NO SCALE



- NOT TO SCALE
- ① ASPHALT CONCRETE SURFACE COURSE TYPE SM-12.5D @ 180LBS/SY.
 - ② 8" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0 @ 904 LBS/SY
 - ③ 8" AND VAR. AGGREGATE BASE MATERIAL TYPE 1 NO. 21B.



DITCH DETAIL C

NO SCALE

STATION	TO	STATION	REMARKS
11+43.00 LT.		20+75.00 LT.	LYNCHBURG EXPRESSWAY (RT. 29)

ACCEL. LANE AND SHOULDER WIDTH VARIES FROM STA. 11+43 TO STA. 14+43 LT. RTE. 29
*SEE ROUTE 29 CROSS SECTION
① GUARDRAIL WHERE REQD., SEE PLANS.

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		2C

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATTERN & CRAIG (540)-345-9342
SURVEYED BY MATTERN & CRAIG (540)-345-9342
DESIGNED BY MIKE AGEE, MATTERN & CRAIG

GENERAL NOTES

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

REVISED	STATE	FEDERAL AID		STATE		SHEET NO.
		PROJECT	ROUTE	PROJECT		
	VA.		29	U000-118-204, C-501		2D

DRAINAGE

- D-1 The horizontal location of all drainage structures shown on these plans is approximate only, with the exception of structures showing specific stations, special design bridges and storm sewer systems.
 - D-2 The horizontal location and invert elevations shown for proposed culverts and storm sewer outfall pipes are based on existing survey data and required design criteria. If during construction, it is found that the horizontal location or invert elevations shown on the plans differ significantly from the horizontal location or elevations of the stream or swale in which the culvert or storm sewer outfall pipe is to be placed, the Contractor shall confer with, and get approval from, the City Engineer before installing the culvert or storm sewer outfall pipe.
 - D-3 The "H" dimensions shown on plans for drop inlets and junction boxes and the "L.F." dimensions shown for manholes are for estimating purposes and are based on the proposed invert elevations shown for the structure and the anticipated top (rim) elevation based on existing or proposed finished grade. The actual "H" or "L.F." dimensions are to be determined by the contractor from field conditions.
 - D-7 All pipe on this project shall be concrete unless otherwise noted. For strength, sheet thickness, or class designation; available sizes; height of cover limitations; and other restrictions for a particular pipe type or height cover, see the applicable sections of the VDOT Road and Bridge Standards PC-1.
 - D-8 Where open joint pipe is to be used, no joint shall be opened a distance exceeding 25% of the spigot length. Sealing of the pipe joint shall be in accordance with Section 302 of the applicable VDOT Road and Bridge Specifications.
 - D-9 A pipe joint length different from that stated on the plans may be used. An adjustment in the percentage of open joint (not to exceed 25% of the spigot length) or amount of bevel shall be made that will obtain the radius stated on the plans. Extra payment for this adjustment will not be allowed. The proposed adjustment shall be approved by the City Engineer prior to installation of the pipe line.
 - D-10 The proposed riprap may be omitted if the slope designated for placement of riprap is found to be comprised of solid rock or closely consolidated boulders with soundness, size and weight equal to, or exceeding, the specifications for the proposed riprap with approval of the City Engineer.
 - D-11 The proposed granular filter blanket for the proposed riprap may be omitted if the slope on which it is to be placed is found to be comprised of material which is coarser than that specified for the proposed granular filter blanket with approval of the City Engineer.
 - D-12 All existing drainage facilities labeled "To Be Abandoned" shall be left in place, backfilled and plugged in accordance with the VDOT Road and Bridge Standard PP-1. Basis of Payment will be C.Y. of Flowable Backfill.
 - D-13 Existing drainage facilities being utilized as a part of the drainage system, and designated on the plans "To Be Cleaned Out" shall be cleaned. The cost incidental to this shall be included in the contract price for other items.
 - D-14 Proposed drop inlets with a height (H) less than the standard minimum shown in the VDOT Road and Bridge Standards shall be considered and paid for as Standard Drop Inlets for the type specified.
 - D-16 When CG-6 or CG-7 is specified on a radius (such as at a street intersection), the City Engineer may approve a decrease in the cross slope of the gutter to facilitate proper drainage.
 - D-17 St'd. SL-1 Safety Slab locations are based on the assumed use of precast structures. If cast-in-place structures are utilized, and the interior chamber dimensions (length and width, or diameter) are less than 4 feet, the safety slabs shall not be installed.
- NOTE: Pipe backfill shall be performed in accordance with VDOT Standard PB-1 unless noted herein. Regular backfill material within the limits of the roadway embankments and under existing or proposed roadway shall meet a minimum CBR value of 15.0 as determined by AASHTO T 193. The furnishing, placement and compaction of the regular backfill and disposal of trench excavation shall be included in the price of the pipe and shall not be measured and paid separately. When pipe does not project above the ground line Regular Backfill shall extend to top of pipe trench or pavement subgrade.

GRADING

- G-1 The grade line denotes top of finished pavement unless shown otherwise on typical sections or plans.
- G-4 The cost of removal of all existing concrete items located in the area to be graded, including, but not limited to the following, shall be included in the price bid for earthwork: sidewalk, curb & gutter, small footings, retaining walls, pole foundations block and masonry items, drainage structures, concrete ditches and medians, culverts, pipes, RipRap, fences and gates.
- G-5 All grading (regular excavation, embankment, borrow and waste material, etc.) shall be considered as "Earthwork" and be paid for on a lump sum basis, unless included in payment for other bid items. Contractor shall secure any offsite areas required for borrow/waste site and submit documentation (E.&S.C Plans, etc.) for city approval.

INCIDENTALS

- I-4 All trees located within the Clear Zone or within a minimum of 30 feet of the edge of pavement, within the limits of the right of way or construction easement, unless otherwise noted on plans or directed by the City Engineer, shall be removed, as provided for a Section 301 of the applicable VDOT Road and Bridge Specifications.
- I-7 Where Standard slope roundoffs would damage trees, bushes or other desirable vegetation, they shall be omitted when so ordered by the City Engineer.
- I-14 Salvaged guardrail materials not used in the new construction shall become the property of the Contractor and shall be disposed of at a licensed landfill, recycled or be retained by the Contractor.
- I-18 All pavement markings and traffic flow arrows shown on the roadway construction plans are schematic only. The actual location and application of pavement markings shall be in accordance with Section 704 of the applicable VDOT Road and Bridge Specifications, MUTCD, sequence of construction/traffic control plans, pavement marking plan sheets 8(1) thru 8(3) and as directed by the Engineer.
- I-19 The following sources, under contract with The City of Lynchburg, have provided information on this project:
 - Hydraulic Design - Mattern & Craig
 - Roadway Design - Mattern & Craig
 - Utility Design - Mattern & Craig
 - Utility Designation - Miss Utility
 - Utility Location -
 - Survey - Mattern & Craig
 - Bridge Design - Mattern & Craig

If questions or problems arise during construction, please contact the City of Lynchburg, Va. Department of Public Works.

- I-20 The Official Electronic .pdf Version of the plans will override the paper copies or prints of specific layers.

Portions of this plan assembly have been CADD generated. To assist in the construction of the project electronic files will be available to the prime contractor during bids and after award of the contract.

- I-21 All electronic plan assemblies will include the construction plans in two formats: .pdf files and MicroStation format (.dgn) files. Only the .pdf files will be considered as part of the official plan assembly.

The MicroStation format (.dgn) files are furnished only as information for the contractor. These plans are developed in layers (levels) to aid in readability. However, the construction items may or may not be in the proper layering scheme as described in the VDOT CADD Manual. The MicroStation files will only match the scanned files if all levels are turned on. A MicroStation Software license is required to be able to read these files.

NOTE: Manual adjustments have been made on the computer plotted cross-sections. The applicable listings do not reflect the corrections and/or additions.

PAVEMENT

- P-1 If any settlement occurs in concrete pavement adjacent to bridges prior to acceptance of the project by the City of Lynchburg, the contractor shall restore the pavement to the original grade either by the mud jack method or by replacing the pavement. In the event the pavement cracks or becomes damaged, it shall be replaced, if directed by the city.
- P-2 The pavement materials on this project will be paid for on a tonnage basis. The weight will vary in accordance with the specific gravity of the aggregates and the asphaltic content of the mix actually used to secure the design depth. The weight of the asphalt concrete is based on 95% of the theoretical maximum density.

MISC. ITEMS

1. All standard curbs associated with ramps to be demolished shall be removed.
2. Installation of storm sewers may require additional cut for pipe bedding due to rocky soil conditions. Bedding material shall be as noted in the VDOT specifications.

If suitable regular backfill material cannot be obtained from trench excavation, class 1 backfill (Aggr. 21B) shall be placed as backfill.
3. Full depth sawcut required where existing and proposed pavements join to create a clean, vertical joint for quality construction. Tie-in to existing pavements along the Lynchburg Expressway (RT.29) shall be milled to a depth of 2 inches a minimum of 5 feet beyond the sawcut.
4. Contractor shall match all existing pavement edges and pavement markings where new pavement/pavement markings meet existing pavement/pavement markings.
5. The contractor shall be responsible for Stormwater Pollution Plan (SWPPP) requirements along with efforts needed and fees for the duration of the project regardless of changes or updates to the governing laws or regulation-Reference City Project Manual Bid 14-886, Section 4.7.2.5-page PM 39.

LANDSCAPING

- SH. 2F(1) - General Note
- 12. WEED CONTROL - Place "Landscape fabric" for weed control in all landscaped areas. Landscape fabric shall NOT be placed in the Rain Gardens. "Landscape Fabric" shall be measured and paid for in square yards.
- 13. RETENTION EXCAVATION: Cost for Retention Excavation shall be included in the price bid for "REGULAR EXCAVATION".

PLAN NO.	PROJECT	FILE NO.	SHEET NO.
	U000-118-204		2D

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATERN & CRAIG (540) 345-9342
SURVEYED BY MATERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	29	U000-118-204, C-501	2E(1)

EROSION AND SEDIMENT CONTROL SUMMARY

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

Sheet Number	Rock Check Dam TYPE I, (Std. 3.20)		Temporary Silt Fence, (Std. 3.05)		Inlet Protection, Type A Std. 307)		Inlet Protection, Type B Std. 307)		Temporary Sediment Basin Excavation (For use with Typical Sediment Trap, Std. 3.13)		Temporary Diversion Dike, (Std. 3.09)		Outlet Protection, (Std. 3.18))		Stabilized Construction Entrance, (Std. 3.02) *		Siltation Control Excavation		Stormwater Conveyance Channel, (Std. 3.17) * *	
	EA	LF	EA	EA	CY	LF	Ton	EA	CY	LF										
13(3)	16	1258	-	5	21	350	3	1	273	360										
13(4)	25	2442	3	13	23	463	5	-	551	215										
13(5)	3	940	-	4	14	75	-	1	196	-										
6	6	*** 500	1	-	-	-	-	-	85	-										
Total		50	5140	4	22	58	888	8	2 *	1105	575									

* Not a pay item.
 * * Storm Water Conveyance Channel Shall Be Included In Cost of Temporary Diversion Dike.
 * * * To Be Placed As Req'd. For Demo And Obscuring NW RAMP And Loop Area Sheet 3 And 6.

SUPERVISED BY CITY OF LYNCHBURG
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SURVEYED BY MATERN & CRAIG (540)-345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA		29	U000-I18-204, C-501	2E(2)

DRAINAGE SUMMARY

Project Number	STRUCTURE NO.	DESIGN ELEVATION	HEIGHT OF STRUCTURE (H)	DROP INLETS												MANHOLE WH-1 OR WH-2	MANHOLE FRAME AND COVER	ENDWALLS CONC. CL. OR MISC.	REMARKS
				D1-2B				D1-2BB		D1-3B		L.F.	EA	CY					
				LENGTH				LENGTH		LENGTH									
				6'	8'	10'	12'	6'	8'	6'	14'								
				EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
4-3A	675.00	6.5	-	-	-	-	-	-	-	-	-	-	-	6.5	1	-			
3-3	697.30	4.6	-	-	1	-	-	-	-	-	-	-	-	-	-	-			
3-4	685.89	3.9	-	-	-	-	1	-	-	-	-	-	-	-	-	-			
3-5	684.96	4.1	-	1	-	-	-	-	-	-	-	-	-	-	-	-			
3-6	684.74	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
4-1	687.46	7.2	-	-	-	-	-	-	-	-	1	-	-	-	-	-			
4-2	676.00	18.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
4-3	688.51	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
4-4	680.03	6.1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	PRECAST STRUCTURE REOD. 1" LOCAL DEPRESSION (SUMP) REOD. AT INLET THROAT.		
4-5	678.37	7.2	-	-	-	-	-	-	-	-	-	-	7.2	1	-	-	INSTALL NEW MANHOLE AND TIE IN EXIST. 18" OUTLET PIPE D11-D12		
4-6	677.38	3.9	-	-	-	1	-	-	-	-	-	-	-	-	-	-			
4-7	674.90	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
4-8	670.57	3.9	-	-	1	-	-	-	-	-	-	-	-	-	-	-			
4-9	668.90	3.9	-	-	1	-	-	-	-	-	-	-	-	-	-	-			
4-10	657.15	10.1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	INSTALL NEW DROP INLET AND TIE IN EXIST. 18" OUTLET PIPE D24-D25		
4-11A	668.32	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
4-12	667.47	5.9	-	-	-	-	1	-	-	-	-	-	-	-	-	-			
4-13	665.01	6.7	-	-	-	-	1	-	-	-	-	-	-	-	-	-			
5-1	665.39	4.3	-	1	-	-	-	-	-	-	-	-	-	-	-	-			
5-2	664.33	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
5-3	663.34	4.1	-	-	1	-	-	-	-	-	-	-	-	-	-	-			
5-4	662.58	-	-	-	-	-	-	-	-	-	-	-	-	-	0.492	-			
6-1	659.23	3.08	1	-	-	-	-	-	-	-	-	-	-	-	-	-	CONN. TO EXIST. 4'X5' CONC. CULVERT.		
D3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ADJUST EXISTING MANHOLE FRAME AND COVER. MATCH FINISH GRADE.		
D29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
D52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	REMOVE STRUCTURE		
TOTAL				1	2	4	1	3	1	1	1	1	13.7	2	3	-			

FLOWABLE BACKFILL
CY
18

STORM DRAIN PIPES							
FROM CODE	OUTLET ELEV.	TO CODE	INLET ELEV.	% GRADE	CONCRETE PIPE (L.F.)		SMOOTH WALL STEEL PIPE (L.F.)
					15"	24"	
3-4	685.89	3-5	685.16	1.46	50	-	-
3-5	684.96	3-6	684.74	0.51	43	-	-
3-3	697.30	4-2	689.14	6.18	132	-	-
4-1	687.46	4-2	687.15	1.11	28	-	-
					-	-	-
4-4	680.03	4-5	678.50	15.30	10	-	-
4-6	677.38	4-7	674.90	4.86	51	-	-
4-9	668.90	4-11A	668.32	1.53	38	-	-
4-8	670.57	4-12	667.67	3.41	85	-	-
4-12	667.47	4-17	665.77	2.93	58	-	-
5-1	665.39	5-2	664.33	10.60	10	-	-
4-13	665.01	5-3	663.54	2.01	73	-	-
5-3	663.34	5-4	662.58	6.33	12	-	-
EXST BOX	658.75	6-1	659.23	1.92	-	24	-
4-14	665.00	4-15	665.35	0.50	-	-	64
4-16	665.77	4-17	666.60	1.30	-	-	64
4-2	676.00	4-3	675.92	0.50	16	-	-
4-3	675.00	4-3A	674.99	0.50	2	-	-
TOTAL					608	24	128

SUPERVISED BY CITY OF LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATERN & CRAIG (540) 345-9342
SURVEYED BY MATERN & CRAIG (540) 345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	29	U000-118-204, C-501 See Tabulation Below For Section Numbers	2E(3)

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

PAVEMENT SUMMARY

SHEET NO.	LOCATION	STATION TO STATION	SURFACE		INTERMEDIATE		BASE COURSE		SUBBASE				SHOULDERS									
			AREA	ASPH. CONC. TYPE BM-25.0 (1180LBS/SY)	AREA	ASPH. CONC. TYPE BM-19.0D (220 LBS/SY)	AREA	ASPH. CONC. TYPE BM-25.0 (8" DEPTH)	AREA	ACGR. BASE MAT. L. TYPE I, 21B (10" DEPTH)	ACGR. BASE MAT. L. TYPE I, 21B (VAR. DEPTH)	AREA	ASPH. CONC. TYPE SM-12.5D (180LBS/SY)	ASPH. CONC. TYPE BM-25.0 (8" DEPTH)	ACGR. BASE MAT. L. TYPE I, 21B							
			SY	TON	SY	TON	SY	TON	SY	TON**	TON**	SY	TON	TON	TON**							
3	KEMPER ST.	STA. 12+82 TO STA. 16+30	1679	152	-	1679	185	-	1679	570	-	-	-	1679	1043	-	-	-	-			
	RAMP B-1	STA. 10+00 TO STA. 13+37.57	972	88	-	972	107	-	972	330	-	-	-	972	604	-	234	-	60	5	27	97
	RAMP B-2	STA. 10+27.80 TO STA. 11+88.47	627	57	-	627	69	-	629	213	-	-	-	629	390	-	-	-	-	-	-	-
4	KEMPER ST.	STA. 16+30 TO STA. 20+60	1799	163	-	1799	199	-	1799	611	-	-	-	1799	1106	-	-	-	-	-	-	-
	RAMP C-1	STA. 10+26 TO STA. 11+02.70	537	49	-	537	60	-	537	183	-	-	-	537	334	-	-	52	5	24	74	
	RAMP C-2	STA. 12+77.35 TO STA. 14+87.83	188	17	-	188	21	-	188	64	-	-	-	-	117	-	222	-	110	10	50	145
	RAMP D-1	STA. 10+24 TO STA. 17+68.06	906	82	-	906	100	-	906	308	-	-	-	906	563	-	-	-	-	-	-	-
	RAMP D-2	STA. 10+00 TO STA. 13+42.28	729	66	-	729	81	-	729	248	-	-	-	729	454	-	-	-	-	-	-	-
	RTE. 29 SHLD. LT.	STA. 14+64 TO STA. 21+00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	761	69	345	625
5	KEMPER ST.	STA. 20+60 TO STA. 27+75	1194	108	-	1194	132	-	1194	405	-	-	-	1194	742	-	113	-	-	-	-	-
6	RAMP D-1	-	7	1	-	7	1	-	7	2	-	-	-	7	4	-	-	-	-	-	-	-
	RTE. 29 SHLD. LT.	STA. 11+75 TO STA. 14+64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	27	133	294
TOTAL				783	-		955	-		2934	-	-	-		5357	-	569	-		116	579	1235

** THE THEORETICAL TONNAGE SHOWN ON THIS PROJECT IS BASED ON A WEIGHT OF 155 LBS PER CU. FT. THE QUANTITIES ARE INCREASED BY 6% FOR MOISTURE CORRECTION.

SUPERVISED BY CITY DE LYNCHBURG
PROJECT MANAGER STEVE CAMPBELL, MATERN & CRAIG (540)-345-9342
SURVEYED BY MATERN & CRAIG (540)-345-9342
DESIGNED BY MIKE AGEE, MATERN & CRAIG

REVISED	STATE	STATE		SHEET NO.
	ROUTE	PROJECT		
	VA.	29	U000-118-204, C-501	2E(4)

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

INCIDENTAL SUMMARY

SHEET NO.	CURB STD. CG-2		COMB. CURB AND GUTTER STD. CG-6		HYDRO-CEMENT CONCRETE SIDEWALK 4 IN.	AGGR. BASE MAT'L TYPE 1, 2, 1B (UNDER SIDEWALK)	SAW-CUT ASPHALT CONC.	DEMOLITION PAVEMENT (FLEXIBLE)	CC-12 DETECTABLE SURFACE	OBSCURING ROADWAY	MEDIAN BARRIER MB-5	MEDIAN STRIP MS-1A	MEDIAN STRIP (4') MS-1A	IMPACT ATTENUATOR SERVICE 45MPH	PAVED DITCH MOD. PG-2A TYPE E	PAVED DITCH STD. PG-2A TYPE E	AGGR. BASE MAT'L TYPE 21B (UNDER PG-2A)	FLEXIBLE PAVT TIE-IN PLANING 0'-2'	GUARDRAIL		DRY RIPRAP CLASS A-1, 18" MIN	GUARDRAIL TERMINAL STD. GR-11	FIXED OBJECT ATTACHMENT				BOARD FENCE	MEDIAN BARRIER MB-7F	PAVED CURB PG-4	PIPE SPILLOUT STD. PS-2	ENERGY DISSIPATOR STD. EC-1												
	STD.	RAD.	STD.	RAD.															SY	SY			UNIT	LF	SY	EA						SY	TN	SY	LF	LF	EA	TON	EA	FOA-1		FOA-2	
																																								I	II	I	II
3	137	82	438	354	276	68	100	4445	-	27	-	214	94	-	87	-	20	55	70	-	1	31	1	1	1	1	1	-	-	-	-	-	-										
4	567	521	519	342	260	64	900	5299	4	29	-	218	-	-	-	270	62	55	1618	-	4	10	1	1	1	2	2	-	-	128	8.5	1	1										
5	18	-	316	117	121	30	50	1160	-	-	60	239	-	-	-	-	-	55	434	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
6	51	9	-	-	-	-	300	1434	-	26	-	-	-	-	93	22	55	348	-	-	-	-	-	-	-	-	-	190	-	-	-	-	-										
TOTAL	773	612	1273	813	657	162	1350	12,338	4	82	60	671	94	1	87	363	104	220	2470	-	5	41	2	3	1	2	2	190	128	8.5	1	1	1										

⊗ DENOTES ITEMS TO BE PAID FOR ON BASIS OF PLAN QUANTITY IN ACCORDANCE WITH CURRENT ROAD AND BRIDGE SPECIFICATIONS.

INCIDENTAL SUMMARY CON'T

ELECTRONIC ANCHOR	MOBILIZATION	FIELD OFFICE TYPE I	CLEARING & GRUBBING	CONSTRUCTION SURVEYING	ALLAYING DUST	CONSTRUCTION SIGNS	GROUP 2 CHIPPING DEVICE	TYPE III BARRICADE 8'	TRAFFIC BARRIER SERVICE MB-11A	FLAGGER SERVICE	WARNING LIGHT TYPE A	IMPACT ATTENUATOR SERVICE 55 MPH	CONSTRUCTION PAVT MARKING TYPE F 4'	CONSTRUCTION PAVT. MARKING TYPE F 8'	CONSTRUCTION PAVT. MARKING TYPE F 24'	TRUCK MOUNTED ATTENUATOR	ERADICATION OF EXIST. PAVT. MARKING	ASPHALT CONC. PATCH 6'	WRK ZONE TRAFFIC CONTROL MANAGEMENT	CRUSHER RUN AGGREGATE NO. 25 OR 26	PORTABLE CHANGEABLE MESSAGE SIGN	PROTECTIVE STD. EC-2 SEE NOTE 1	LANDSCAPE FABRIC	BASELINE PROGRESS SCHEDULE	PROGRESS SCHEDULE UPDATE	POST INSPECTION
25,920	1	18	1	1	822	3,782	75,575	12	1479	400	82,620	2	8000	920	97	200	4000	40	1	500	155,520	9680	3805	1	24	760
TOTAL	25,920	1	18	1	822	3,782	75,575	12	1479	400	82,620	2	8000	920	97	200	4000	40	1	500	155,520	9680	3805	1	24	760

NOTE 1: ALL DISTURBED AREAS NOT PAVED SHALL BE SEEDED AND STD. EC-2 PROTECTIVE COVERING PLACED. SEE SHEET 2E(5).