FOR INDEX OF SHEETS SEE SHEET 1B

THIS PROJECT WAS DEVELOPED UTILIZING AUTOCAD'S DESIGN PACKAGE (CIVIL 3D).
CIVIL 3D Computer Identification No. 75878

# CITY OF CHARLOTTESVILLE
## NEIGHBORHOOD DEVELOPMENT SERVICES

FHWA 534 DATA 24011

| STATE | FEDERAL AID PROJECT | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| VA. | BR-5104( ) (SEE TABULATION BELOW FOR SECTION NUMBERS) | 20 | (FO) 0020-104-101 (SEE TABULATION BELOW FOR SECTION NUMBERS) | 1 |

# PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

STORMWATER COMPLIANCE

This project is required to reduce the total phosphorous load by 114 lbs per year. This requirement is satisfied via a purchase of nutrient offset credits, from Hunts Creek Nutrient Bank in 02080204 on 9/9/2020.

Belmont BRIDGE

| FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA | | | |
|---|---|---|---|
| | 9TH STREET (ROUTE 20) | WATER STREET | OLD AVON STREET AND SOUTH STREET |
| CLASSIFICATION | URBAN MINOR ARTERIAL - ROLLING - DIVIDED | URBAN MAJOR COLLECTOR - ROLLING - UNDIVIDED | URBAN LOCAL RD. - ROLLING - UNDIVIDED |
| | Fr: 0.173 MI. S. OF WATER ST. | Fr: 0.49 MI. W. OF 9TH ST (ROUTE 20) | Fr: 0.13 MI. W. OF 9TH ST (ROUTE 20) |
| | To: 0.095 MI. N. OF WATER ST. | To: 0.05 MI. E. OF 9TH ST (ROUTE 20) | To: 0.053 MI. E. OF 9TH ST (ROUTE 20) |
| ADT (2016) | 14,000 | 5,200 | 250 |
| ADT (2041) | 14,700 | 5,500 | 300 |
| DHV (2041) | 1,550 | 500 | 115 |
| D (%) (Design Hour) | 66% | 53% | 82% |
| T (%) (Design Hour) | 3% | 3% | 0% |
| V (MPH) | 25 MPH MIN* | 25 MPH MIN * | 25 MPH MIN * |
| TC STD. | TC5.11ULS | TC5.11ULS | TC5.11ULS |
| DESIGN CRITERIA | GS-6 | GS-7 | GS-8 |
| DESIGN VEHICLE | WB-67 | WB-67 | WB-40 |
| * | SEE PLAN AND PROFILE SHEETS FOR HORIZONTAL AND VERTICAL CURVE DESIGN SPEED | | |

## CITY OF CHARLOTTESVILLE
## ROUTE 20 (9TH STREET)
## FROM: 0.173 MI. S OF WATER ST.
## TO: 0.095 MI. N. OF WATER ST.

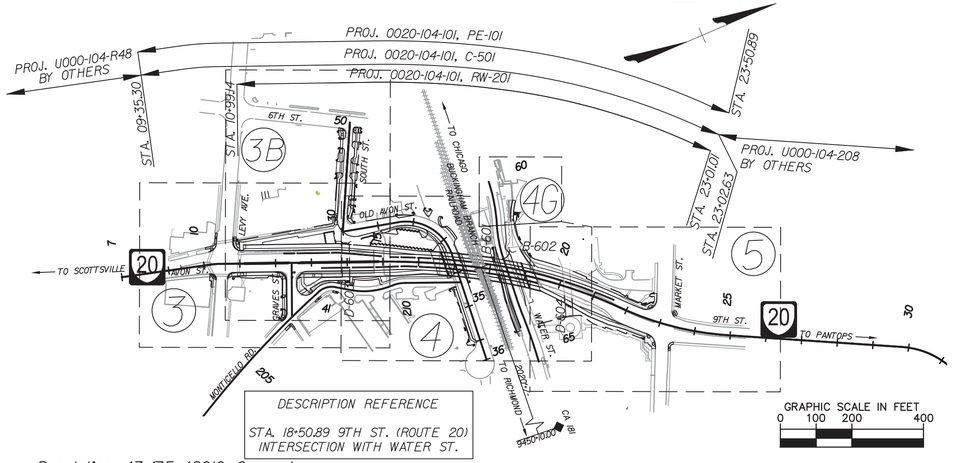
ADVERTISEMENT PLANS

10/21/2020

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

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




GRAPHIC SCALE IN FEET
0 100 200 400

DESCRIPTION REFERENCE

STA. 18+50.89 9TH ST. (ROUTE 20) INTERSECTION WITH WATER ST.

BRIAN A. McPETERS Lic. No. 041405
COMMONWEALTH OF VIRGINIA PROFESSIONAL ENGINEER

Brian A McPeters
2020.12.01 21:38:28-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE OFFICE OF THE CITY OF CHARLOTTESVILLE NEIGHBORHOOD DEVELOPMENT SERVICES DEPARTMENT, 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 CITY.

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF CHARLOTTESVILLE STANDARDS AND DESIGN MANUAL VDOT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, VDOT'S 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11ULS, EXCEPT WHERE OTHERWISE NOTED.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, ARE FILED IN THE OFFICE OF THE CITY OF CHARLOTTESVILLE NEIGHBORHOOD DEVELOPMENT SERVICES DEPARTMENT. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

Population 43,475 (2010 Census)

| STATE PROJECT NO. | SECTION | FEDERAL AID PROJECT NO. | TYPE CODE | UPC NO. | EQUALITIES FEET | LENGTH INCLUDING BRIDGE(S) FEET | LENGTH INCLUDING BRIDGE(S) MILES | LENGTH EXCLUDING BRIDGE(S) FEET | LENGTH EXCLUDING BRIDGE(S) MILES | BRIDGE PROJECT NO. | TYPE PROJECT | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0020-104-101 | C-501 | STP-5104(296) | I000 | 75878 | | 1367.33 | 0.260 | 1131.45 | 0.214 | | CONSTRUCTION | Fr: 0.173 MI. S. OF WATER STREET To: 0.086 MI. N. OF WATER STREET |
| | PE-101 | BR-5104(159) | PENG | 75878 | | 1415.59 | 0.268 | 1179.71 | 0.223 | | PRELIM. ENG | Fr: 0.173 MI. S. OF WATER STREET To: 0.095 MI. N. OF WATER STREET |
| | B-601 | BR-5104(159) | X121 | 75878 | | 235.88 | 0.045 | | | | BRIDGE | Fr: 0.034 MI. S. OF WATER STREET To: 0.010 MI. S. OF WATER STREET |
| | B-602 | BR-5104(159) | Y051 | 75878 | | 81.33 | 0.015 | | | | BRIDGE | PEDESTRIAN BRIDGE FROM 9TH STREET DOWN TO WATER STREET |
| | D-603 | BR-5104(159) | Y051 | 75878 | | 92.10 | 0.017 | | | | TUNNEL | PEDESTRIAN WALKWAY UNDER 9TH STREET BETWEEN MONTICELLO ROAD AND OLD AVON STREET |
| | D-604 | BR-5104(159) | Y051 | 75878 | | 102.99 | 0.020 | | | | TUNNEL | PEDESTRIAN WALKWAY UNDER 9TH STREET FROM PLAZA TO SPRINT PAVILION |
| | RW-201 | BR-5104(290) | ROWA | 75878 | | 1201.87 | 0.228 | 965.99 | 0.183 | | R/W | Fr: 0.142 MI. S. OF WATER STREET To: 0.085 MI. N. OF WATER STREET |

REVISED

TIER 2 PROJECT

| LOCALLY ADMINISTERED PROJECTS | |
|---|---|
| CITY OF CHARLOTTESVILLE | |
| NAME OF LOCALITY | |
| (SIGNATURE) | |
| JOHN C. BLAIR | |
| RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION | |
| 4/16/2019 | JEANETTE JANICZEK |
| DATE | UCI PROGRAM MANAGER |
| (SIGNATURE) | |
| NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPED) | |
| RECOMMENDED FOR APPROVAL FOR CONSTRUCTION | |
| 11/10/20 | JOHN BLAIR |
| DATE | ACTING CITY MANAGER |

Copyright 2018, Commonwealth of Virginia

Project Lengths are based on 9TH STREET (ROUTE 20) CONSTR. ℄

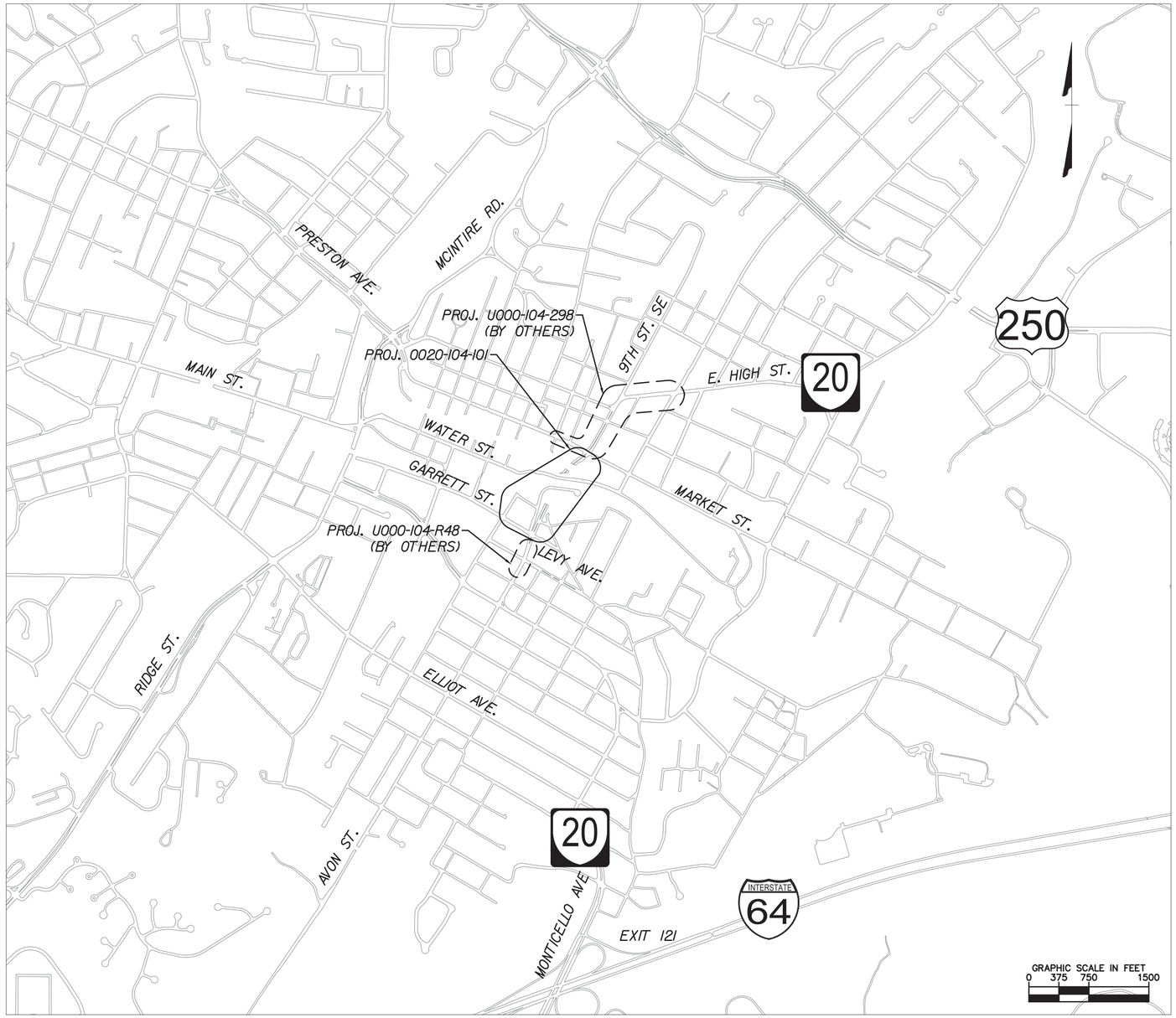
| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1 |

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# LOCATION MAP
## CITY OF CHARLOTTESVILLE

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IA |

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




| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IA |

October 6, 2020 12:23 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service,is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\LOCATION MAP.DWG, Layout:1A LOCATION MAP

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# INDEX OF SHEETS

| SHEET NO. | DESCRIPTION | STATIONS |
|---|---|---|
| 1 | TITLE SHEET | |
| 1A | LOCATION MAP | |
| 1B | INDEX OF SHEETS | |
| 1C | RIGHT-OF-WAY DATA SHEET | |
| 1D | REVISION DATA SHEET | |
| 1E(1) THRU 1E(4) | EXISTING SANITARY & STORM SEWER DATA | |
| 1F | SURVEY ALIGNMENT DATA | |
| 1G | CONSTRUCTION ALIGNMENT DATA SHEET | |
| 1J(1) THRU 1J(70) | TRAFFIC MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION | |
| 1K(1) THRU 1K(2) | WATER QUALITY AND QUANTITY SHEET | |
| 1L | UNDERGROUND UTILITIES TEST HOLE INFORMATION SHEET | |
| 1M | NOT USED | |
| 2 | GENERAL NOTES SHEET | |
| 2A THRU 2J | TYPICAL SECTIONS | |
| 2I | NOT USED | |
| 2K(1) THRU 2K(2) | GRADING DETAIL SHEETS | |
| 2L(1) THRU 2L(4) | BIORETENTION DETAILS | |
| 2M | CURB RAMP AND ENTRANCE DETAILS SHEET | |
| 2N(1) THRU 2N(8) | ADA AND CURB RAMP GRADING SHEETS | |
| 2O AND 2P | NOT USED | |
| 2Q(1) THRU 2Q(5) | DRAINAGE, UNDERDRAIN, AND E&S SUMMARIES | |
| 2R | ROADSIDE DEVELOPMENT & SUMMARY | |
| 2S | PAVEMENT SUMMARY | |
| 2T(1) THRU 2T(2) | GRADING DIAGRAM AND SUMMARY | |
| 2U | INCIDENTAL SUMMARY | |
| 2V(1) THRU 2V(6) | DETAIL SHEETS | |
| 2W | RADIAL OFFSETS AND CURB DATA | |
| 3 | ROADWAY PLAN | 9TH ST. - STA. 8+57.58 TO STA. 14+50.00 |
| 3A | ROADWAY PROFILE | 9TH ST. - STA. 8+57.58 TO STA. 14+50.00 |
| 3B | ROADWAY PLAN | SOUTH ST. - STA. 50+00.00 TO STA. 52+65.00 |
| 3C | ROADWAY PROFILE | SOUTH ST. - STA. 50+00.00 TO STA. 52+65.00 |
| 3D THRU 3E | PHASED E&S CONTROL PLANS | 9TH ST. - STA. 8+57.58 TO STA. 14+50.00 |
| 3F THRU 3G | PHASED E&S CONTROL PLANS | SOUTH ST. - STA. 50+00.00 TO STA. 52+65.00 |
| 3H | ENTRANCE PROFILES | SOUTH ST. AND GRAVES ST. |
| 4 | ROADWAY PLAN | 9TH ST. - STA. 14+50.00 TO STA. 20+00.00 |
| 4A | ROADWAY PROFILE | 9TH ST. - STA. 14+50.00 TO STA. 20+00.00 |
| 4B THRU 4C | ROADWAY PROFILE | OLD AVON ST, WATER ST, AND MONTICELLO RD. |
| 4D THRU 4E | PHASED E&S CONTROL PLANS | 9TH ST. - STA. 14+50.00 TO STA. 20+00.00 |
| 4F | ENTRANCE PROFILES | OLD AVON ST. |
| 4G | ROADWAY PLAN & PROFILE | WATER ST. STA. 60+00.00 TO STA. 61+25.00 |
| 5 | ROADWAY PLAN | 9TH ST. - STA. 20+00.00 TO STA. 23+02.63 |
| 5A | ROADWAY PROFILE | 9TH ST. - STA. 20+00.00 TO STA. 23+02.63 |
| 5B THRU 5C | PHASED E&S CONTROL PLANS | 9TH ST. - STA. 20+00.00 TO STA. 23+02.63 |
| 6(1) THRU 6(2) | DRAINAGE DESCRIPTIONS | |
| 6(3) THRU 6(7) | DRAINAGE DETAILS | |
| 6(8) THRU 6(13) | STORM SEWER PROFILES | |
| 7(1) | SIGNING PLANS INDEX, NOTES & LEGEND | |
| 7(1A) | SIGNING SUMMARY OF QUANTITIES | |
| 7(2) | SIGNING SCHEDULE | |
| 7(2A) THRU 7(2B) | SIGNING FIGURE DETAILS | |
| 7(3) THRU 7(5) | SIGNING PLANS | |
| 8(1) | LIGHTING AND INTERCONNECT PLANS INDEX, NOTES & LEGEND | |
| 8(2) | LIGHTING AND INTERCONNECT SUMMARY OF QUANTITIES | |
| 8(2A) THRU 8(2H) | LIGHTING DETAILS | |
| 8(2I) | NOT USED | |
| 8(2J) THRU 8(2K) | FIBER TERMINATION DETAILS | |
| 8(2L) | CCTV POLE AND CABINET DETAILS | |
| 8(3) THRU 8(5) | LIGHTING AND INTERCONNECT PLANS | |
| 9(1) | SIGNAL PLANS INDEX, NOTES & LEGEND | |
| 9(2) | SIGNAL PLANS SUMMARY OF QUANTITIES | |
| 9(2A) | STREET NAME SIGN DETAILS | |
| 9(3) THRU 9(4) | SIGNAL PLANS | |
| 10(1) | PAVEMENT MARKING AND MARKER PLANS INDEX, NOTES, & LEGEND | |
| 10(2) | PAVEMENT MARKING AND MARKER SUMMARY OF QUANTITIES | |
| 10(3) THRU 10(5) | PAVEMENT MARKING & MARKER PLANS | |
| 11(1) | UTILITY ADJUSTMENT PLANS GENERAL NOTES | |
| 11(1A) | UTILITY SUMMARY OF QUANTITIES | |
| 11(2) THRU 11(2B) | UTILITY DETAILS | |
| 11(3) THRU 11(8) | UTILITY ADJUSTMENT PLANS | |
| 12(1) | LANDSCAPE PLANS GENERAL NOTES & SUMMARY OF QUANTITIES | |
| 12(2A) THRU 12(2B) | LANDSCAPE PLANS DETAILS | |
| 12(3) THRU 12(5) | LANDSCAPE PLANS | |
| 13(1) | M. S. E. RETAINING WALL GENERAL NOTES | |
| 13(2A) THRU 13(2G) | M. S. E. RETAINING WALL PANEL DETAILS | |
| 13(2H) | M. S. E. RETAINING WALL SECTIONS | |
| 13(2I) | NOT USED | |
| 13(2J) THRU 13(2M) | M. S. E. RETAINING WALL PARAPET & RAILING DETAILS | |
| 13(3) THRU 13(12) | M. S. E. RETAINING WALL PLANS AND PROFILE | |
| 13(13) THRU 13(17) | M. S. E. RETAINING WALL SOIL BORINGS | |
| 14(1) THRU 14(8) | RW-2 AND RW-3 RETAINING WALL PLANS AND PROFILE | |
| 15(1) | DUCT BANK INDEX, NOTES, DETAILS AND QUANTITIES | |
| 15(2) | DUCT BANK DETAILS | |
| 15(3) | DUCT BANK PLAN | |
| 15(3A) | DUCT BANK PROFILES | |

TOTAL CROSS SECTION SHEETS: 60 (SEE CROSS SECTION SHEET 1 FOR INDEX OF SHEETS)

SPECIAL DESIGN BRIDGE PLANS, B601, PLAN NO. 302-08, 9TH STREET (RTE. 20) OVER OLD AVON STREET, BUCKINGHAM BRANCH RAILROAD, AND WATER STREET (50 SHEETS)

SPECIAL DESIGN BRIDGE PLANS, B602, ENHANCED PEDESTRIAN ACCESS STRUCTURE (42 SHEETS)

STAIR STRUCTURES (42 SHEETS)

SOUTH TUNNEL, D-603 (3 SHEETS)

NORTH TUNNEL EXTENSION, D-604 (1 SHEET)

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1B |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1B |

December 14, 2020 10:27 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# RIGHT OF WAY DATA SHEET

| | |
|---|---|
| ROUTE: 20 (9TH ST) | PROJECT: 020-101-104 |
| COUNTY/CITY: CHARLOTTESVILLE | PPMS NO. 75878 |
| COMPILED BY: H&B SURVEYING AND MAPPING, LLC. | DATE: 7/2/19 |
| REVISED BY: H&B SURVEYING AND MAPPING, LLC. | DATE: 7/25/19 |
| REVISED BY: H&B SURVEYING AND MAPPING, LLC. | DATE: 11/11/19 |

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| R1-7/25/19<br>R2-11/11/19 | VA | 20 | 0020-104-101<br>RW-201, | /C |

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

| PARCEL NO. | LANDOWNER | SHEET NO. | AREA | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | TOTAL PER RECORDED DEED OR PER COUNTY GIS | FEE TAKING | PRESCRIP-TIVE EASEMENT | FEE REMAINDER | EASEMENTS | | | | | | |
| | | | | | | | PERMANENT EASEMENT | VDOT Utility Easement | Comcast & Lumos Easement | Dominion Easement | Waterline Easement | TEMPORARY CONSTR. EASEMENT | PROFFERS |
| | | | ACRES | SQUARE FEET | SQUARE FEET | ACRES (APPROX.) | SQUARE FEET | SQUARE FEET | SQUARE FEET | SQUARE FEET | SQUARE FEET | SQUARE FEET | YES / NO |
| 001 | HUBBARD PROPERTIES, LLC | 3,4 | 2.27 | 4013 | | 2.18 | 739 | | | 1257 | | 7943 | NO |
| 002 | 701 E. WATER ST., LLC | 4,5 | 3.5 | 6613 | | 3.35 | 5605 | | | | | 1267 | NO |
| 003 | AVON COURT LC | 3, 3B | 1.77 | | | 1.77 | | | | | | 29225 | NO |
| 004 | NOT USED | | | | | | | | | | | | |
| 005 | CSX TRANSPORTATION** | 4 | N/A | | | N/A | 631 | | | | | 2368 | NO |
| 006 | THE CITY OF CHARLOTTESVILLE | 5 | 0.18 | | | 0.18 | | | | | | 297 | NO |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | /C |

January 15, 2021 11:38 AM Campbell, Margin
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\RIGHT OF WAY DATA SHEET.DWG, Layout:1C RIGHT OF WAY DATA SHEET

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# REVISION DATA SHEET

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| R1-7/25/19<br>R2-11/11/19<br>R3-11/15/19<br>R4-2/5/21<br>R5-2/17/21<br>R6-2/22/21 | VA | 20 | 0020-104-101<br>RW-201, | ID |

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

**State Project: 0020-104-101, PE-101, RW-201, C-501**
**Federal Project: BR-5104(159)**
**From: 0.173 MI. S OF WATER ST.**
**To: 0.095 MI. N. OF WATER ST.**
**UPC Number: 75878**

(R1) JULY 25, 2019

SHEET 3: DOMINION UTILITY EASEMENT UPDATED ON PARCEL 001.

SHEET 4: RW LINE MOVED FURTHER INTO PROPERTY ALONG AVON BETWEEN STA. 34+50 AND 36+00 FOR LIGHTING

SHEET X043-X046: CROSS SECTIONS UPDATED TO MATCH RW LINE MOVED FURTHER INTO PROPERTY ALONG AVON FOR LIGHTING

(R2) NOVEMBER 11, 2019

SHEET 4: SHOW EXISTING PERMANENT DRAINAGE EASEMENT ON PARCEL 002.

SHEET 5: SHOW EXISTING PERMANENT DRAINAGE EASEMENT ON PARCEL 002.

(R3) NOVEMBER 15, 2019

SHEET 4G: TEMPORARY CONSTRUCTION EASEMENT UPDATED.

(R4) FEBRUARY 5, 2021

SHEET 1J(2A): UPDATED ALLOWABLE LANE CLOSURE HOURS TABLE TO INCLUDE MONTICELLO ROAD.

SHEET 1J(3): CHANGED PROPOSED GRAVEL INSET FOR TEMPORARY PARKING LOT.

SHEET 2R: UPDATED HECP TYPE 2 QUANTITIES.

SHEET 2T(1): UPDATED EARTHWORK QUANTITIES FOR TEMPORARY PARKING LOT.

SHEET 2T(2): UPDATED GRADING DIAGRAM FOR TEMPORARY PARKING LOT.

SHEET 8(2H): REMOVED NOTE 22 FROM LIGHTING DETAILS SHEET.

SHEET 9(2): UPDATED TO INCLUDE REVISED PEDESTAL POLE DESCRIPTION, ADDED UPS, BATTERIES, AND TEST BORES.

SHEET 9(3): REFERENCE TO 10' PEDESTAL POLES.

SHEET 9(4): REFERENCE TO 10' PEDESTAL POLES AND PA-4 ACTUATION.

SHEET 13(1): UPDATED PAY ITEM FOR M.S.E. WALL.

(R5) FEBRUARY 17, 2021

SHEET 1J(2A): UPDATED ALLOWABLE LANE CLOSURE HOURS TABLE TO INCLUDE LEVY AVENUE AND GARRETT STREET.

SHEET 4: CORRECTED LOCATION OF EXISTING RAILING TO BE RE-PAINTED BEHIND SPRINT PAVILION. ALSO UPDATED PERMANENT EASEMENT ON PARCEL 5 AS A RESULT OF NEGOTIATIONS WITH OWNER.

SHEET 9(2): CORRECTED SHEET REFERENCES TO TEMORARY SIGNALS.

(R6) FEBRUARY 22, 2021

SHEET 2: REVISED NOTE G-5 REGARDING PAYMENT FOR UNDERCUT EXCAVATION.

SHEETS 2A-2E: REVISED NOTE 9 REGARDING PAYMENT FOR UNDERCUT EXCAVATION.

SHEETS 2Q(1)-2Q(4): UPDATED DRAINAGE STRUCTURE QUANTITIES.

SHEET 2T(1): CORRECTED ITEM CODE FOR BORROW.

SHEET 4: PROVIDED ENTRANCE TYPE DESIGNATION FOR TWO ENTRANCES ON OLD AVON STREET.

SHEET 6(2): NOTED SLIP RESISTANT COVER FOR STRUCTURE 4-21.

SHEET 9(2): UPDATED TRAFFIC SIGNAL QUANTITIES.

SHEET 15(3A): PROVIDED PROFILE SCALE.

CROSS SECTION SHEETS 21-26: CORRECTED EARTHWORK AND WALL FOOTING IN CROSS SECTION VIEWS.

CROSS SECTION SHEETS 1, 27, 29, 48, 58-60: CORRECTED STATION RANGES.

(R7) MARCH 5, 2021

SHEET 9(2): UPDATED TRAFFIC SIGNAL QUANTITIES.

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | ID |

March 5, 2021 3:13 PM Smith, Jonathan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\REVISION DATA SHEET.DWG, Layout:1D REVISION DATA SHEET

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# EXISTING SANITARY SEWER DATA

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IE(1) |

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

#30033
SANITARY MH
RIM=474.47'
INVERT IN = 468.76' (6" DI FROM BUILDING)
INVERT OUT = 468.56' (8" DI TO #307610)

#307610
SANITARY MH
RIM=464.12'
INVERT IN (A) = 456.22' (8" DI FROM #30031)
INVERT IN (B) = 456.17' (8" DI FROM #30033)
INVERT OUT = 456.10' (8" DI TO #307150)

#307150
SANITARY MH
RIM=459.21'
INVERT IN (A) = 454.60' (8" PVC FROM #30029)
INVERT IN (B) = 453.42' (8" DI FROM #307610)
INVERT OUT = 453.42' (8" DI TO #30030)

#30029
SANITARY MH
RIM=461.61'
INVERT IN = 456.30' (8" PVC FROM UNK. STRUCT.)
INVERT OUT = 456.23' (8" PVC TO #307150)

#30030
SANITARY MH
RIM=449.36'
INVERT IN = 443.22' (8" DI FROM #307150)
INVERT OUT = 443.18' (8" DI TO UNK. STRUCT.)

#30031
SANITARY MH
RIM=470.70'
INVERT IN = 462.60' (8" DI FROM #30032)
INVERT OUT = 461.55' (8" DI TO #307610)

#30032
SANITARY MH
RIM=476.02'
INVERT IN (A) = 471.33' (8" DI FROM UNK. STRUCT.)
INVERT IN (B) = 471.55' (8" DI FROM UNK. STRUCT.)
INVERT IN (C) = 471.35' (8" DI FROM UNK. STRUCT.)
INVERT OUT = 471.32' (8" DI TO #30031)

#30028
SANITARY MH
RIM=450.34'
INVERT IN = 447.32' (8" DI FROM UNK. STRUCT.)
INVERT IN (A) = 445.06' (6" DI FROM UNK. STRUCT.)
INVERT IN (B) = 444.98' (6" DI FROM UNK. STRUCT.)
INVERT OUT = 444.96' (8" DI TO #30034)

#30034
SANITARY MH
RIM=449.81'
INVERT IN = 447.59' (4" DI FROM UNK. STRUCT.)
INVERT IN = 446.91' (6" DI FROM BUILDING)
INVERT IN = 443.21' (8" DI FROM #30028)
INVERT OUT = 443.10' (8" DI TO #303341)

#303341
SANITARY MH
RIM=450.66'
INVERT IN = 446.45' (6" DI BLOCKED W/ Cap)

#305393
SANITARY MH
RIM=451.92'
INVERT IN = 442.52' (8" PVC FROM #307504)
INVERT OUT = 442.40' (8" PVC TO #303341)

#307504
SANITARY MH
RIM=450.23'
INVERT IN = 444.14' (6" PVC FROM BUILDING)
INVERT OUT = 443.97' (8" PVC TO #305393)

#303253
SANITARY MH
RIM=449.60'
INVERT IN = 440.78' (12" RCP FROM #303341)
INVERT OUT = 440.77' (8" DI TO #303106)

#303106
SANITARY MH
RIM=447.92'
INVERT IN = 442.52' (12" DI APPEARS ABANDONED)
INVERT IN (A) = 439.20' (8" DI FROM #307645)
INVERT IN (B) = 439.12' (8" DI FROM #303253)
INVERT OUT = 439.07' (8" DI TO #30000)

#30000
SANITARY MH
RIM=433.57'
INVERT IN = 427.20' (8" DI FROM #303106)
INVERT IN = 426.92' (12" DI FROM #309186)
INVERT OUT = 426.78' (12" DI TO #309422)

#309186
SANITARY MH
RIM = 433.93'
INVERT IN = 427.31' (6" TERRACOTTA FROM A.D.)
INVERT IN = 427.28' (6" TERRACOTTA FROM A.D.)
INVERT OUT = 427.34' (10" TERRACOTTA TO #30000)
(INVERT IN HIGHER THAN OUT)

#309422
SANITARY MH
RIM=430.85'
INVERT IN = 421.79' (12" TERRACOTTA FROM #30000)
INVERT OUT = 421.74' (12" TERRACOTTA TO #309423)

#309423
SANITARY MH
RIM=429.80'
INVERT IN = 420.63' (12" TERRACOTTA FROM #309422)
INVERT OUT = 420.60' (12" TERRACOTTA TO A.D.)

#309763
SANITARY MH
RIM=425.93'
INVERT IN= 413.78' (18" TERRACOTTA FROM #309747)
INVERT IN = 414.52' (18" TERRACOTTA FROM A.D.)
INVERT OUT = 413.64' (18" TERRACOTTA TO A.D.)

#309747
SANITARY MH
RIM=430.27'
INVERT IN = 417.71' (10" TERRACOTTA FROM #309765)
INVERT IN = 417.54' (18" TERRACOTTA FROM A.D.)
INVERT IN = 417.05' (10" TERRACOTTA FROM A.D.)
INVERT OUT = 417.01' (18" TERRACOTTA TO #309763)

#309765
SANITARY MH
RIM= 430.75'
INVERT IN = 419.28' (8" TERRACOTTA FROM #309766)
INVERT IN = 419.50' (12" RCP FROM A.D.)
INVERT OUT = 418.95' (10" TERRACOTTA TO #309747)

#309766
SANITARY MH
RIM=434.44
INVERT IN = 423.65' (12" TERRACOTTA FROM A.D.)
INVERT IN = 424.20' (8" TERRACOTTA FROM A.D.)
INVERT OUT = 423.41' (12" TERRACOTTA TO #309765)

#307645
SANITARY MH
RIM=448.83'
INVERT IN (A) = 443.52' (8" DI FROM #303044)
INVERT IN (B) = 443.51' (8" RCP DRY)
INVERT OUT = 443.43' (8" DI TO # 303106)

#303044
SANITARY MH
RIM=450.29'
INVERT IN = 444.04' (8" DI FROM #303033)
INVERT IN = 444.30' (8" RCP FROM #307447)
INVERT OUT = 444.03' (8" DI TO #307645)

#307447
SANITARY MH
RIM=450.71'
INVERT IN = 444.65' (8" DI FROM #304298)
INVERT OUT = 444.64' (8" RCP TO #303044)

#304298
SANITARY MH
RIM=458.20'
INVERT IN = 450.85' (6" TERRACOTTA FROM BUILDING)
INVERT IN = 450.50' (8" DI FROM #304299)
INVERT OUT = 450.44' (8" DI TO #307447)

#304299
SANITARY MH
RIM=459.84'
INVERT IN (A) = 455.34' (8" DI FROM #304182)
INVERT IN (B) = 455.25' (8" Pvc From #304178)

#304178
SANITARY MH
RIM=461.09'
INVERT IN = 455.57' (8" TERRACOTTA FROM #30002)
INVERT OUT = 455.52' (8" TERRACOTTA TO #304299)

#304182
SANITARY MH
RIM=463.26'
INVERT IN (A) = 460.56' (8" PVC FROM #30001)
INVERT IN (B) = 459.65' (8" DI FROM UNK. STRUCT.)
INVERT OUT = 459.60' (8" DI TO #304299)

#30001
SANITARY MH
RIM=466.16'
INVERT IN = 461.54' (8" PVC FROM UNK. STRUCT.)
INVERT OUT = 461.51' (8" PVC TO #304182)

#30002
SANITARY MH
RIM=471.16'
INVERT IN = 469.16' (4" TERRACOTTA FROM UNK. STRUCT.)
INVERT OUT (TOP PIPE) = 467.08' (6" TERRACOTTA TO #304178)
(INVERT OUT IS INVERTED PIPE – SEE PICTURES)

#303033
SANITARY MH
RIM=454.15'
INVERT IN = 447.99' (8" DI FROM #307462)
INVERT OUT = 447.93' (8" DI TO #303044)

#307462
SANITARY MH
RIM=457.52'
INVERT IN = 452.27' (8" DI FROM #307461)
INVERT OUT = 450.32' (8" DI TO #303033)

#307461
SANITARY MH
RIM=457.75'
INVERT IN = 453.41' (8" DI FROM #30042)
INVERT OUT = 453.39' (8" DI TO #307462)

#30042
SANITARY MH
RIM=465.68'
INVERT IN (A) = 462.68' (8" DI FROM UNK. STRUCT.)
INVERT IN (B) = 462.67' (8" DI FROM UNK. STRUCT.)
INVERT OUT = 462.60' (8" DI TO #307461)

#307858
SANITARY MH
RIM= 447.63'

#307974
RIM=444.48'
INVERT IN = 437.41' (8" TERRACOTTA FROM A.D.)
INVERT OUT = 437.37' (8" TERRACOTTA TO #307858)

October 6, 2020 12:24 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\EXISTING STORM & SAN.DWG, Layout:1E(1) EXISTING SANITARY SEWER DATA

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# EXISTING STORM SEWER DATA

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IE(2) |

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

#30037
STORM MH
RIM=476.01'
INVERT IN (A) = 470.90' (12" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (B) = 470.72' (12" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (C) = 470.71' (12" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (D) = 469.52' (12" TERRACOTTA FROM UNK. STRUCT.)
INVERT OUT = 469.69' (15" DI TO #30036)
(NOTED INV. IN FOR (D) IS LOWER THAN INV. OUT)

#30035
GRATE INLET
TOP=464.74'
INVERT OUT = 462.99' (15" RCP TO #30036)

#30036
STORM MH
RIM=464.97'
INVERT IN (A) = 462.42' (15" RCP FROM #30037)
INVERT IN (B) = 462.39' (15" RCP FROM #30035)
INVERT IN (C) = 462.39' (15" RCP/ COULD GO TO #30038)
INVERT OUT = 462.22' (18" RCP TO #30039)
(#30038 IS FULL OF DIRT/DEBRIS)

#30039
STORM MH
RIM=464.82'
INVERT IN = 459.85' (18" RCP FROM #30036)
INVERT OUT = 459.73' (15" TERRACOTTA TO #307558)
(THE INV. OUT MEASURED AS SMALLER THAN INV. IN)

#307558
STORM MH
RIM=463.74'
INVERT IN = 461.39' (6" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (A) = 459.04' (15" RCP FROM #307557)
INVERT IN (B) = 458.36' (15" TERRACOTTA FROM #30039)
INVERT OUT = 458.34' (15" TERRACOTTA TO # 30021)

#30010
GRATE INLET
TOP=464.97'
INVERT OUT = 463.19' (10" CMP TO #307560)

#307560 (EX. 5-12)
STORM MH
RIM=465.11'
INVERT IN = 462.28' (10" CMP FROM #30010)
INVERT OUT = 461.54' (15" RCP TO BLIND CONNECTION)
(BLIND CONNECTION BETWEEN #30036 AND #30039)

#307559
STORM MH
RIM=464.96'
INVERT IN = 459.86' (15" RCP FROM UNK. STRUCT.)
INVERT OUT = 459.71' (15" RCP TO #307559)

#307557
STORM MH
RIM=465.08'
INVERT IN = 460.88' (15" RCP FROM #307559)
INVERT OUT = 459.34' (15" RCP TO #307558)

#30021
GRATE INLET
TOP=458.99'
INVERT IN = 454.57' (15" TERRACOTTA FROM #307558)
INVERT OUT = 454.44' (15" TERRACOTTA TO #30022)

#30022
STORM MH
RIM=458.65'
INVERT IN (A) = 455.14' (12" TERRACOTTA FROM #30025)
INVERT IN (B) = 454.12' (12" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (C) = 453.82' (15" UNK. TYPE FROM #30023)
INVERT IN (D) = 453.67' (15" TERRACOTTA FROM #30021)
INVERT OUT = 453.34' (18" TERRACOTTA TO #30024)

#30025
STORM MH
RIM=460.32'
INVERT OUT = 457.31' (12" PVC TO #30022)
(PIPE CHANGES TO TERRACOTTA IN #30022)

#30023
STORM MH
RIM=461.86'
INVERT IN (A) = 458.47' (15" RCP FROM UNK. STRUCT.)
INVERT IN = 458.27' (12" CPP FROM UNK. STRUCT.)
INVERT IN (B) = 458.17' (15" RCP FROM UNK. STRUCT.)
INVERT OUT = 458.06' (15" UNK. TYPE TO #30022)

#30024
GRATE INLET
TOP=451.68'
INVERT IN = 448.48' (10" PVC FROM UNK. STRUCT.)
INVERT IN = 448.38' (6" PVC FROM UNK. STRUCT)
INVERT IN = 447.27' (18" TERRACOTTA FROM #30022)
INVERT OUT = 447.27'(15" UNK. TYPE TO UNK. STRUCT.)
(PIPE SIZE FOR INV. OUT MEASURED SMALLER THAN INV. IN)

#30038
STORM MH
RIM=465.71'
TOP OF DIRT/DEBRIS = 462.89'

#307609
STORM MH
RIM=464.29'
INVERT IN = 461.83' (18" RCP FROM #305507)
INVERT OUT = 460.84' (18" RCP TO #307545)

#307545
STORM MH
RIM=465.07'
INVERT IN = 460.13' (15" RCP FROM #307580)
INVERT IN = 460.09' (18" RCP FROM #307609)
INVERT OUT = 460.21' (18" RCP TO #307597)
(THE INV. IN MEASURES LOWER THAN INV. OUT)

#307597
STORM MH
RIM=466.73'
INVERT IN (A) = 455.79' (15" RCP FROM #307545)
INVERT IN (B) = 455.58' (15" RCP FROM UNK STRUCT.)
INVERT OUT = 455.57' (15" RCP TO #307596)

#307580
STORM MH
RIM=466.00'
INVERT IN = 461.64' (15" RCP FROM #307544)
INVERT OUT = 461.49' (15" RCP TO #307545)

#307544
STORM MH
RIM=466.91'
INVERT OUT = 462.75' (15" RCP TO #307580)

#307595
STORM MH
RIM=468.29'
INVERT OUT = 463.90' (15" RCP TO #307596)

#306880
STORM MH
RIM=464.32'
INVERT IN (A) = 462.07' (6" PVC FROM UNK. STRUCT.)
INVERT IN (B) = 460.99' (6" PVC FROM UNK. STRUCT.)
INVERT IN (C) = 459.56' (4" CPP FROM UNK. STRUCT.)
INVERT IN (D) = 459.34' (4" CPP FROM UNK. STRUCT)
INVERT IN (E) = 459.09' (6" PVC FROM UNK. STRUCT.)
INVERT IN (F) = 459.83' (4" CPP FROM UNK. STRUCT.)
INVERT IN = 458. 57 (12" CPP FROM UNK. STRUCT.)
INVERT OUT = 453.10' (15" CPP TO #50000)

#50000
GRATE INLET
TOP= 451.84
INVERT IN = 443.58' (15" CPP FROM #306880)
INVERT IN = 443.65' (18" CPP FROM #50001)
INVERT OUT = 443.53' (15" RCP TO #304852)

#50001
GRATE INLET
INVERT IN = 444.89' (12" CPP FROM A.D.)
INVERT OUT = 444.50' (18" CPP TO #50000)

#30027
STORM MH
RIM=450.64'
BOTTOM BOX = 446.78'
(NO PIPES VISIBLE IN STRUCTURE)

#30026
GRATE INLET
TOP=468.52'
INVERT OUT = 464.81' (15" RCP TO # 307596)

#305507
STORM MH
RIM=464.59'
INVERT OUT = 462.36' (18" RCP TO #307609)

#30020
STORM MH
RIM=461.62'
INVERT IN = 451.59' (15" RCP FROM #307596)
INVERT OUT = 449.72' (21" RCP TO #306271)

#304852
STORM MH
RIM=450.25'
INVERT IN (A) = 440.73' (48" RCP FROM #306272)
INVERT IN (B) = PIPE TOO OFFSET TO MEASURE
BOTTOM STRUCTURE = 440.55'
(INV OUT PIPE BLOCKED BY WEIR WITH ORIFICE–NO PIPE OBSERVED)
(CONSTRUCTION PLANS JOB# 2242–02/00 SHOW 18" RCP AS INV OUT)

#304828
STORM MH
RIM=449.15'
INVERT IN (A) =444.40' (15" RCP FROM #306270)
INVERT IN (B) = 443.09' (18" RCP FROM #30011)
INVERT IN = 439.80' (18" RCP FROM #304852)
INVERT OUT = 439.40' (18" RCP TO #30012)

#30012
STORM MH
RIM=447.21'
INVERT IN = 436.24' (18" RCP FROM #304828)
INVERT OUT = 436.33' (24" RCP TO UNK. STRUCT.)
(THE INV. IN MEASURED LOWER THAN INV. OUT)

#30011
GRATE INLET
TOP=454.85'
INVERT IN = 446.75' (15" RCP FROM #30013)
INVERT OUT = 444.52' (18" RCP TO #304828)

#30013
GRATE INLET
TOP=450.29'
INVERT IN = 448.68' (6" CPP FROM POSSIBLE ROOF DRAIN)
INVERT IN (A) = 448.67' (8" PVC FROM POSSIBLE ROOF DRAIN)
INVERT IN (B) = 448.54' (8" PVC FROM POSSIBLE ROOF DRAIN)
INVERT OUT = (PIPE TO FAR OFFSET TO MEASURE – CONNECTS TO #30011)
BOTTOM STRUCTURE = 447.19'

#30014
GRATE INLET
TOP=454.33'
INVERT OUT = 448.97' (15" RCP TO #306270)

#306270
STORM MH
RIM=454.23'
INVERT IN = 448.56' (15" RCP FROM #30014)
INVERT IN = 448.45' (21" RCP FROM #306271)
INVERT OUT = 448.24' (15" RCP TO #304828)
(THE INV. IN MEASURED LOWER THAN INV. OUT)

#306271
STORM MH
RIM=451.53'
INVERT IN = 448.45' (21" RCP FROM #30020)
INVERT OUT = PIPE TOO OFFSET TO MEASURE)
CHANNEL INV. CLOSEST TO INV. OUT = 448.43'

#306272 (EX. 5-9)
STORM MH
RIM=451.49'
INVERT IN = PIPE TOO OFFSET TO MEASURE
(CONSTRUCTION PLANS JOB# 2242–02/00 SHOW 18" RCP AS INVERT IN)
INVERT OUT (A) = 440.97' (48" RCP TO #304852)
INVERT OUT (B) = PIPE TOO OFFSET TO MEASURE
(CONSTRUCTION PLANS JOB# 2242–02/00 SHOW 48" RCP AS INVERT OUT)
(OFFSET STRUCTURE – NO MORE VISIBLE PIPES)

#30015
GRATE INLET
TOP=451.24'
INVERT IN = 449.94' (8" CMP FROM UNK. STRUCT.)
INVERT OUT = 449.49' (15" DI TO BLIND CONNECTION)
(BLIND CONNECTS TO PIPE BETWEEN #306271 & #306270)

#307619
STORM MH
RIM=452.10'
INVERT IN (A) = 442.12' (48" RCP FROM #30016)
INVERT IN (B) = 441.99' (48" RCP FROM UNK. STRUCT.)
INVERT OUT = 441.98' (18" RCP TO #306272)
(NOTED INV. OUT PIPE SIZE IS SMALLER THAN INV. IN)

#30016
GRATE INLET
TOP=457.19'
INVERT IN = 455.34' (4" CPP FROM UNK. STRUCT.)
INVERT IN (A) = 452.31' (6" CPP FROM POSSIBLE ROOF DRAIN)
INVERT IN (B) = 452.31' (6" CPP FROM POSSIBLE ROOF DRAIN)
INVERT IN = 450.19' (15" RCP FROM #307650)
INVERT IN = 442.25' (48" RCP FROM #30017)
INVERT OUT = (PIPE TOO OFFSET TO SEE OR MEASURE – CONNECTS TO #307619)
BOTTOM BOX = 442.12'

#30017
STORM MH
RIM=457.65'
INVERT OUT = 442.16' (48" RCP TO #30016)
(STRUCTURE TO OFFSET TO SEE ANY MORE PIPES)

#307650
STORM MH
RIM=465.14'
INVERT IN = 459.25' (8" PVC FROM POSSIBLE ROOF DRAIN)
INVERT IN = 458.82' (12" RCP FROM #30018)
INVERT OUT = 454.29' (15" RCP TO #30016)

#30019
GRATE INLET
TOP=463.50'
INVERT IN = 462.30' (4" PVC FROM POSSIBLE ROAD DRAIN)
INVERT IN = 461.48' (6" CPP FROM POSSIBLE ROOF DRAIN)
INVERT OUT = 460.61' (6" PVC TO #30018)

#30018
STORM MH
RIM=464.79'
INVERT IN = 461.60' (6" PVC FROM #30019)
INVERT OUT = 460.69' (12" RCP TO #307650)

October 6, 2020 12:24 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\EXISTING STORM & SAN.DWG, Layout: 1E(2) EXISTING STORM SEWER DATA 1

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# EXISTING STORM SEWER DATA

#307596
STORM MH
RIM=467.63'
INVERT IN (A) = 463.65' (15" RCP FROM #30026)
INVERT IN (B) = 463.33' (15" RCP FROM #307595)
INVERT IN (C) = 453.44' (15" RCP FROM # 307597)
INVERT OUT = 453.20' (15" RCP TO #30020)

#307506
STORM MH
RIM=449.95'
INVERT IN = 444.97' (24" RCP FROM #307505)
INVERT OUT = 444.95' (24" RCP TO UNK. STRUCT.)

#307505
STORM MH
RIM=449.99'
INVERT IN = 445.10' (24" RCP FROM #303570)
INVERT OUT = 445.10' (24" RCP TO #307506)

#303570
GRATE INLET
TOP=448.83'
INVERT IN = 445.57' (18" CPP FROM #303556)
INVERT IN = 445.54' (24" CPP FROM #30003)
INVERT OUT = 445.50' (24" RCP TO #307505)

#30003
STORM MH
RIM=452.47'
INVERT IN = 447.89' (18" CPP FROM UNK. STRUCT.)
INVERT IN = 446.18' (15" CPP FROM UNK. STRUCT.)
INVERT OUT = 445.70' (24" CPP TO #303570)

#303556 (EX. 4-13)
GRATE INLET
TOP=449.67'
INVERT IN = 446.83' (12" CPP FROM #303659)
INVERT OUT = 446.37' (12" CPP TO #303570)

#303659
STORM MH
RIM=452.74'
INVERT IN (A) = 449.28' (12" CPP FROM #303727)
INVERT IN (B) = 448.41' (12" CPP FROM #303641)
INVERT OUT = 448.27' (12" CPP TO #303556)

#303727
GRATE INLET
TOP=452.97'
INVERT IN = 451.43' (4" PVC FROM UNK. STRUCT.)
INVERT OUT = 450.05' (12" CPP TO #303659)

#303819
STORM MH
RIM=455.21'
INVERT IN (A) = 450.83' (15" CPP FROM #307486)
INVERT IN (B) = 450.35' (15" CPP FROM #307487)
INVERT OUT = 448.39' (48" CPP TO #30004)
(SIZE OF INV. OUT IS APPROXIMATE)

#30004
STORM MH
RIM=454.89'
INVERT IN = (INACCESSIBLE DUE TO OFFSET)
INVERT IN = (INACCESSIBLE DUE TO OFFSET)
INVERTED TOP PIPE = 452.23'

#307486
GRATE INLET
TOP=454.94'
INVERT OUT = 451.77' (15" CPP TO #303819)

#304102
STORM MH
RIM=457.71'
INVERT OUT = 454.06' (12" RCP TO #304093)

#304093
STORM MH
RIM=457.51'
INVERT IN = 453.52' (12" RCP FROM #304102)
INVERT OUT = 452.16' (15" RCP TO #307467)

#307467 (EX. 3-14)
STORM MH
RIM=460.54'
INVERT IN = 451.87' (18" RCP – APPEARS NOT IN USE)
INVERT IN = (18" RCP FROM #304092 RECESSED – INNACESSIBLE)
INVERT IN = 450.94' (15" RCP FROM #304093)
INVERT OUT = 450.75' (15" RCP TO #307494)

#304297 (EX. 3-13C)
GRATE INLET
TOP=457.75'
INVERT OUT = 452.80' (12" RCP TO #304241)

#304241
STORM MH
RIM=458.73'
INVERT IN = 452.43' (12" RCP FROM #304297)
INVERT OUT = 451.28' (18" RCP TO #304092)

#304092 (EX. 3-16)
STORM MH
RIM=458.72'
INVERT IN = 451.00' (18" RCP FROM #304241)
INVERT OUT = 450.86' (18" RCP TO #307467)

#307494
STORM MH
RIM=459.64'
INVERT IN (A) = 456.10' (15" RCP FROM #307495)
INVERT IN (B) = 449.80' (15" RCP FROM #307467)
INVERT IN = 445.75' (18" T.C. RECESSED – INACCESSIBLE – CHANNEL DEPTH)
INVERT OUT = 445.75' (18" RCP RECESSED – INACCESSIBLE – CHANNEL DEPTH)

#307495
STORM MH
RIM=460.40'
INVERT OUT = 456.79' (15" RCP TO #307494)

#303079
STORM MH
RIM=449.64'
INVERT IN = 444.93' (18" RCP FROM #307494)
INVERT OUT = 444.66' (18" TERRACOTTA TO #303080)
TOP OF PIPE RUNNING THROUGH STRUCT. = 446.09'

#303080
STORM MH
RIM=449.27'
INVERT IN (A) = 444.52' (6" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (B) = 444.34' (6" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN = 444.06' (8" TERRACOTTA FROM #303043)
INVERT IN = 443.82' (18" TERRACOTTA FROM #303079)
INVERT OUT = 443.43' (18" TERRACOTTA TO #307631)

#307631
STORM MH
RIM=447.83'
INVERT IN (A) = 444.01' (18" TERRACOTTA FROM UNK. STRUCT.)
INVERT IN (B) = 441.91' (18" TERRACOTTA FROM #303080)
INVERT OUT = 441.76' (18" TERRACOTTA TO #309752)

#304686
GRATE INLET
TOP=445.31'
INVERT IN = 443.40' (8" TERRACOTTA FROM UNK. STRUCT.)
INVERT OUT = 442.41' (12" TERRACOTTA TO BLIND CONNECT.)
(BLIND CONNECTION BETWEEN #307631 & #304734)

#304698
GRATE INLET
TOP=442.62'
INVERT OUT = (INACCESSIBLE DUE TO OFFSET PIPE)
BOTTOM BOX = 441.02'

#307632
STORM MH
RIM=442.58'
INVERT IN = 440.85' (10" TERRACOTTA FROM #304698)
INVERT IN = 439.65' (18" TERRACOTTA FROM UNK. STRUCT.)
INVERT OUT = 439.60' (18" CMP TO UNK. STRUCT.)

#304734
STORM MH
RIM=439.54'
INVERT IN = 436.94' (15" RCP FROM #30005)
INVERT IN = 436.52' (18" TERRACOTTA FROM #309752)
INVERT OUT = 436.49' (18" CPP TO #304737)

#309752
STORM MH
RIM= 441.07'
INVERT IN = 437.88' (18" TERRACOTTA FROM #307631)
INVERT IN = 437.53' (6" TERRACOTTA FROM A.D.)
INVERT IN = 438.36' (6" TERRACOTTA FROM A.D.)
INVERT OUT = 437.53' (18" TERRACOTTA TO #304734)

#304737
STORM MH
RIM=437.59'
INVERT IN = 433.88' (18" CPP FROM #304734)
INVERT OUT = 433.84' (18" CPP TO #30006)

#30006
STORM MH
RIM=433.99'
INVERT IN = 430.74' @ CHANNEL (18" CPP FROM #304737)
INVERT OUT = 430.73' @ CHANNEL (18" CPP TO #309285)
(PIPES TOO OFFSET TO MEASURE DIRECT INVERT)

#9307
TOP=442.06
GRATE INLET
INV=439.67 (4" PVD A.D.)

#30005
GRATE INLET
TOP=440.10'
INVERT IN = 437.90' (15" RCP FROM #30007)
INVERT OUT = 437.87' (15" RCP TO #304734)

#304379
STORM MH
RIM=460.04'
INVERT IN = 454.78' (15" RCP FROM #304389)
INVERT OUT = 454.68' (15" RCP TO #30008)

#30008
STORM MH
RIM=459.56'
INVERT IN = 458.00' (6" TERRACOTTA FROM #30009)
INVERT IN = 454.41' (15" RCP FROM #304379)
INVERT OUT = 454.37' (15" RCP TO BLIND CONNECTION)
(BLIND CONNECTION BETWEEN #30040 & #307456)

#30009
GRATE INLET
TOP=459.69'
INVERT OUT = 458.45' (6" TERRACOTTA TO #30008)

#304336
GRATE INLET
TOP=458.50'
INVERT OUT = 456.57' (6" RCP TO UNK. STRUCT.)

#304389
STORM MH
RIM=459.18'
INVERT OUT = 454.85' (15" RCP TO #304379)

#307457 (TO BE REMOVED)
STORM MH
RIM=457.64'
INVERT OUT = 453.61' (18" RCP TO #307456)

#307455 (TO BE REMOVED)
STORM MH
RIM=457.62'
INVERT OUT = 453.80' (15" RCP TO #307456)

#303043
GRATE INLET
TOP=448.35'
INVERT OUT = 446.25' (8" TERRACOTTA TO #303080)

#303641
GRATE INLET
TOP=451.27'
INVERT OUT = 449.01' (12" CPP TO #303659)

#307487
GRATE INLET
TOP=454.05'
INVERT OUT = 450.63' (15" CPP TO #303819)

#30040
STORM MH
RIM=461.62'
INVERT IN = 456.73' (18" TERRACOTTA FROM #30043)
INVERT OUT = 456.69' (18" TERRACOTTA TO #307456)

#307456 (EX. 3-20)
STORM MH
RIM=457.57'
INVERT IN = 453.40' (15" RCP FROM #307455)
INVERT IN (A) = 452.96' (18" RCP FROM #307457)
INVERT IN (B) = 448.67' (18" TERRACOTTA FROM #30040)
INVERT OUT = 448.61' (18" TERRACOTTA TO #307456)

#30043
STORM MH
RIM=475.47'
INVERT IN (A) = 471.55' (15" CMP FROM UNK. STRUCT.)
INVERT IN (B) = 471.47' (15" RCP FROM UNK. STRUCT.)
INVERT OUT = 471.37' (18" TERRACOTTA TO #30040)

#309285
GRATE INLET
RIM=433.11
INVERT IN = 428.14' (18" CPP FROM #30006)
INVERT IN = 426.87' (30" RCP FROM #309250)
INVERT OUT = 426.66' (30" RCP TO #309324)

#309249
GRATE INLET
TOP = 434.09'
INVERT IN = 429.94' (18" RCP FROM #309768)

#309250
GRATE INLET
TOP = 434.08'
INVERT IN = 430.12' (30" CPP FROM #309260)
INVERT IN = 430.48' (18" CPP FROM A.D.)
INVERT OUT = 429.09' (30" CPP TO #309285)

#309260
STORM MH
RIM = 443.77'
INVERT IN = 433.57' (36" SQUARE OPENING FROM A.D.)
INVERT OUT = 433.39' (30" CPP TO #309250)

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IE(3) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IE(3) |

October 6, 2020 12:24 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Kimley-Horn and Associates, Inc. and be without liability to Kimley-Horn and Associates, Inc.

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# EXISTING STORM SEWER DATA

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IE(4) |

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

#309768
STORM MH
RIM= 437.09'
INVERT IN = 433.99' (15" CPP FROM A.D.)
INVERT OUT = 433.88' (18" RCP TO #309249)

#309324
STORM MH
RIM = 432.63'
INVERT IN = 426.22' (30" RCP FROM #309285)
INVERT IN = 430.66' (15" RCP FROM #309756)
INVERT OUT = 426.21' (30" RCP TO #309429)

#309429
STORM MH
RIM = 430.80'
(PIPES INACCESSIBLE)
INVERT IN = (30" RCP RECESSED FROM #309324– INACCESSIBLE – OBSERVED IN FIELD VIDEO)
INVERT IN = (18" RCP FROM #309586 – INACCESSIBLE – OBSERVED IN FIELD VIDEO)
INVERT OUT = ( UNK. SIZE DOUBLE RCP TO #309430 – INACCESSIBLE – OBSERVED IN VIDEO)
CL Structure = 423.13' (STRUCTURE ON TOP OF OLD STRUCTURE)

#309586
STORM MH
RIM= 430.59'
INVERT OUT = 424.77' (18" RCP TO #309429)

#309513
STORM MH
RIM = 433.07'
(MANHOLE UNDER FENCE– INACCESSIBLE)

#309480
CONCRETE DRAINAGE INLET
RIM = 431.59'
INVERT IN = 428.30' (15" RCP FROM #309513)
INVERT OUT = 427.99' (15" RCP TO #309430)

#309430
STORM MH
RIM = 430.44'
(STRUCTURE ON TOP OF OLD STRUCTURE)
INVERT IN = 427.45' (15" RCP FROM #309480)
INVERT IN = (INACCESSIBLE DOUBLE RCP UNK. SIZE – PIPE RECESSED – OBSERVED IN FIELD VIDEO)
INVERT OUT = (CONCRETE CHAMBER RECESSED – INACCESSIBLE – OBSERVED IN FIELD VIDEO)
C/L STRUCTURE = 422.58'

#309757
STORM MH
RIM = 428.88'
INVERT OUT = 428.88' (15" RCP TO #309748)

#309748
CONCRETE DRAINAGE INLET
RIM = 432.91'
INVERT IN = 428.39' (15" RCP FROM #309757)
INVERT OUT = 428.25' (15" RCP TO #309595)

#309595
CONCRETE DRAINAGE INLET
RIM = 430.14'
INVERT IN = 426.02' (15" RCP FROM #309748)
INVERT OUT = 425.81' (15" RCP TO #309572)

#309572
CONCRETE DRAINAGE INLET
RIM = 429.97'
INVERT IN = 426.16 (15" RCP FROM #309762)
INVERT IN = 425.27' (15" RCP FROM #309595)
INVERT IN = (CONCRETE CHAMBER RECESSED – INACCESSIBLE – OBSERVED IN FIELD VIDEO)
INVERT OUT = 421.33' (15" RCP TO #309746)

#309762
CONCRETE DRAINAGE INLET
RIM = 433.48'
INVERT OUT = 429.28' (15" RCP TO #309572)

#309761
CONCRETE DRAINAGE INLET
RIM = 430.60'
CL STRUCTURE = 417.81'
INVERT IN = 424.89' (18" RCP FROM #309760)
INVERT IN= (CONCRETE CHAMBER RECESSED – INACCESSIBLE FROM POSSIBLE #309746)
INVERT OUT = (CONCRETE CHAMBER – INACCESSIBLE TO POSSIBLE #309767)

#309767
GRATE INLET
TOP = 422.43'
(SPOT WELDED SHUT – PIPE INACCESSIBLE)
(INVERT IN POSSIBLY FROM #309761)

#309746
CONCRETE DRAINAGE INLET
RIM = 430.49'
CONCRETE CHAMBER IN/OUT RECESSED INACCESSIBLE– OBSERVED IN FIELD VIDEO)

#309760
CONCRETE DRAINAGE INLET
RIM = 430.17'
INVERT IN = 426.31' (18" RCP FROM #309758)
INVERT OUT = 425.43' (18" RCP TO #309761)

#309758
CONCRETE DRAINAGE INLET
RIM = 430.29'
INVERT IN = 427.21' (15" RCP FROM #309759)
INVERT OUT = 427.09' (15" RCP TO #309760)

#309759
CONCRETE DRAINAGE INLET
RIM = 432.94'
INVERT OUT = 429.40' (15" RCP TO #309758)

#310207
CONCRETE DRAINAGE INLET
RIM = 431.31'
INVERT IN = 421.53' (54" RCP FROM #309764)
INVERT OUT = 421.38' (54" RCP TO POSSIBLE BLIND CONNECTION #309761)

#309764
STORM MH
RIM = 441.11'
C/L ELEV = 425.72'
(CHAMBER VISIBLE ONLY – NO PIPES VISIBLE)

October 6, 2020 12:24 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\EXISTING STORM & SAN.DWG, Layout:1E(4) EXISTING STORM SEWER DATA 3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

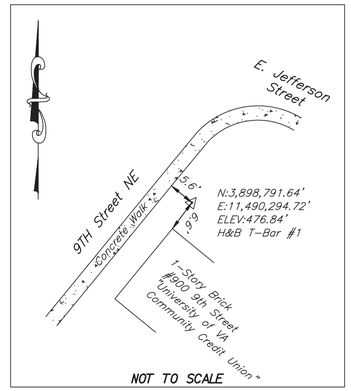
| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IF |

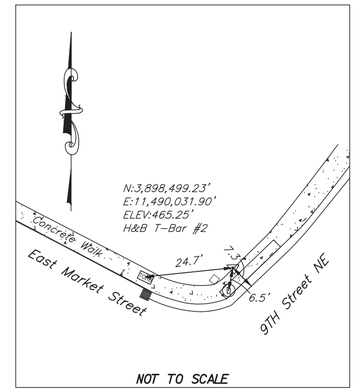
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

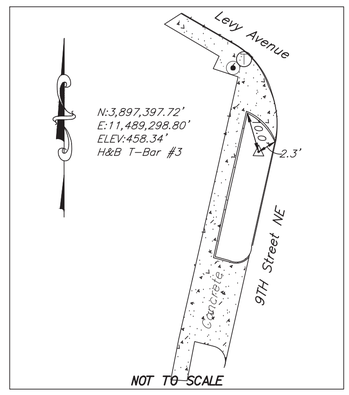
# SURVEY ALIGNMENT DATA

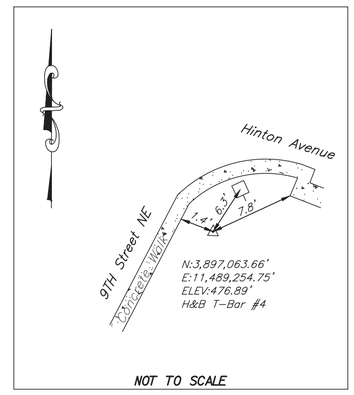
H&B CONTROL POINT REFERENCES

| Point | Northing | Easting | Elevation | Description |
|---|---|---|---|---|
| 1 | 3898791.6361 | 11490294.7184 | 476.84 | CP– TBAR |
| 2 | 3898499.2251 | 11490031.8971 | 465.25 | CP– TBAR |
| 3 | 3897397.7220 | 11489298.7961 | 458.34 | CP– TBAR |
| 4 | 3897063.6555 | 11489254.7471 | 476.89 | CP– TBAR |
| 50 | 3898315.1608 | 11489930.4170 | 466.50 | CP– TBAR |
| 51 | 3898165.9833 | 11489827.8787 | 454.13 | CP– TBAR T13 |
| 52 | 3898124.8320 | 11489609.0521 | 450.90 | CP– TBAR T12 |
| 53 | 3897985.2125 | 11489546.5565 | 452.13 | CP– TBAR T5 |
| 54 | 3897832.8082 | 11489474.9162 | 460.59 | CP– TBAR T2 |
| 55 | 3897641.5877 | 11489318.7983 | 447.09 | CP– TBAR |
| 70 | 3898318.2534 | 11489828.9297 | 469.44 | CP– TBAR |
| 71 | 3898150.8099 | 11489663.4578 | 476.43 | CP– MAG |
| 72 | 3897916.5943 | 11489546.5809 | 475.78 | CP– CONC NAIL |
| 73 | 3897616.5911 | 11489472.9486 | 460.76 | CP– MAG |
| 80 | 3898463.9307 | 11489955.9622 | 467.29 | CP– SPIKE MM |
| 81 | 3898190.8411 | 11489671.9223 | 475.62 | CP– MAG |
| 82 | 3897986.6711 | 11489482.8843 | 450.90 | CP– BRICKNAIL MM |
| 83 | 3897898.6479 | 11489465.9676 | 450.08 | CP– MAG |
| 84 | 3897788.4399 | 11489398.1263 | 445.91 | CP– MAG MM |
| 85 | 3897413.0482 | 11489292.8667 | 457.12 | CP– MAG MM |
| 1073 | 3898104.4315 | 11489729.3733 | 450.80 | CP– NAILFBYOTHERS |
| 1300 | 3897475.8586 | 11489509.3052 | 461.25 | CPSPIKE |
| 1576 | 3897398.1363 | 11489457.7855 | 464.85 | CP– SPIKE |
| 1673 | 3898383.4325 | 11489883.9791 | 463.35 | CP– MAG |
| 8001 | 3897826.0024 | 11489583.9258 | 453.30 | CP– T1 |
| 8003 | 3897851.5964 | 11489460.1969 | 449.73 | CP– T3 |
| 8004 | 3897935.7816 | 11489490.2434 | 450.75 | CP– T4 |
| 8006 | 3897976.1564 | 11489588.1117 | 456.18 | CP– T6 |
| 8007 | 3897959.4360 | 11489624.2617 | 456.20 | CP– T7 |
| 8008 | 3897895.1612 | 11489614.2702 | 453.30 | CP– T8 |
| 8009 | 3898012.3242 | 11489708.5334 | 451.29 | CP– T9 |
| 8010 | 3898027.8859 | 11489583.9233 | 451.82 | CP– T10 |
| 8011 | 3897797.1732 | 11489566.4273 | 459.48 | CP– T11 |
| 8014 | 3898095.8909 | 11489794.2694 | 450.04 | CP– T14 |
| 8015 | 3898106.8294 | 11489694.2666 | 451.18 | CP– T15 |
| 8016 | 3898169.7180 | 11489632.6552 | 451.50 | CP– T16 |
| 8017 | 3898150.0407 | 11489714.7585 | 451.45 | CP– T17 |
| 8018 | 3898223.7027 | 11489816.4791 | 472.55 | CP– T18 |
| 8019 | 3897754.6499 | 11489538.7699 | 468.76 | CP– T19 |
| 8020 | 3897785.6031 | 11489483.9909 | 469.03 | CP– T20 |
| 8021 | 3898037.8311 | 11489638.2504 | 478.17 | CP– T21 |
| 8022 | 3897883.9251 | 11489563.8504 | 475.00 | CP– T22 |
| 9000 | 3898307.1434 | 11489744.2612 | 457.40 | CP– XMARK |
| 40155 | 3897747.7441 | 11489609.9612 | 455.71 | FLY– NAIL |
| 40156 | 3897904.8872 | 11489935.6970 | 451.92 | FLY– MAG |
| 40157 | 3897526.4746 | 11489527.4903 | 459.65 | FLY– NAIL |
| 40268 | 3897785.6267 | 11489483.9894 | 469.02 | FLY– T20 |
| 40313 | 3898226.8309 | 11489899.5543 | 452.35 | FLY– NAIL |
| 40480 | 3898530.7703 | 11489827.3597 | 474.74 | FLY– MAG |
| 40481 | 3898321.7219 | 11490224.2969 | 458.89 | FLY– MAG |




| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IF |

October 6, 2020 12:24 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TE.DWG, Layout:1F SURVEY ALIGNMENT DATA

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

Alignment: 9TH STREET
Description:

---
---
Tangent Data
Description PT Station Northing Easting
Start: 7+67.8821 3897147.645 1489258.56
End: 10+17.8821 3897385.83 1489334.51
Tangent Data
Parameter Value Parameter Value
Length: 250 Course: "N 17° 41' 08"" E"
---
Curve Point Data
Description Station Northing Easting
PC: 10+17.8821 3897385.83 1489334.51
RP: 3897325.071 1489525.06
PT: 10+43.0995 3897409.309 1489343.67
Circular Curve Data
Parameter Value Parameter Value
Delta: "07° 13' 27""" Type: RIGHT
Radius: 200
Length: 25.2174 Tangent: 12.6254
Mid-Ord: 0.3973 External: 0.3981
Chord: 25.2007 Course: "N 21° 17' 52"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 10+43.0995 3897409.309 1489343.67
End: 14+83.8370 3897809.046 1489529.3
Tangent Data
Parameter Value Parameter Value
Length: 440.7376 Course: "N 24° 54' 35"" E"
---
Curve Point Data
Description Station Northing Easting
PC: 14+83.8370 3897809.046 1489529.3
RP: 3896966.665 1491343.25
PCC: 17+88.8126 3898074.805 1489678.3
Circular Curve Data
Parameter Value Parameter Value
Delta: "08° 44' 13""" Type: RIGHT
Radius: 2000.0004
Length: 304.9755 Tangent: 152.7839
Mid-Ord: 5.8103 External: 5.8272
Chord: 304.6802 Course: "N 29° 16' 42"" E"
---
Curve Point Data
Description Station Northing Easting
PCC: 17+88.8126 3898074.805 1489678.3
RP: 3897335.121 1490789.65
PCC: 21+82.5130 3898365.886 1489941.27
Circular Curve Data
Parameter Value Parameter Value
Delta: "16° 53' 49""" Type: RIGHT
Radius: 1335
Length: 393.7005 Tangent: 198.2894
Mid-Ord: 14.4868 External: 14.6458
Chord: 392.2753 Course: "N 42° 05' 42"" E"
---
Curve Point Data
Description Station Northing Easting
PCC: 21+82.5130 3898365.886 1489941.27
RP: 3899022.178 1489401.1
PT: 24+93.4566 3898602.535 1490140.29
Circular Curve Data
Parameter Value Parameter Value
Delta: "20° 57' 35""" Type: LEFT
Radius: 850
Length: 310.9436 Tangent: 157.2291
Mid-Ord: 14.1789 External: 14.4195
Chord: 309.2127 Course: "N 40° 03' 49"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 24+93.4566 3898602.535 1490140.29
End: 30+03.7004 3899046.261 1490392.2
Tangent Data
Parameter Value Parameter Value
Length: 510.2438 Course: "N 29° 35' 02"" E"
---
---
Alignment: GRAVES STREET
Description:

---
Tangent Data
Description PT Station Northing Easting
Start: 40+00.000 3897592.293 1489428.642
End: 41+51.404 3897527.398 1489565.434
Tangent Data
Parameter Value Parameter Value
Length: 151.404 Course: S 64° 37' 11.9943" E
---
---

Alignment: PED PASSAGEWAY

Description:

---
---
Tangent Data
Description PT Station Northing Easting
Start: 0+00.0000 3897594.792 1489470.35
End: 0+16.5979 3897602.993 1489484.79
Tangent Data
Parameter Value Parameter Value
Length: 16.5979 Course: "N 60° 23' 34"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 0+16.5979 3897602.993 1489484.79
End: 0+24.4334 3897604.057 1489492.55
Tangent Data
Parameter Value Parameter Value
Length: 7.835 Course: "N 82° 11' 36"" E"
---
Curve Point Data - PED_1
Description Station Northing Easting
PC: 0+24.4334 3897604.057 1489492.55
RP: 3897623.872 1489489.83
PT: 0+55.9484 3897626.686 1489509.63
Circular Curve Data
Parameter Value Parameter Value
Delta: "90° 17' 02""" Type: LEFT
Radius: 20
Length: 31.5115 Tangent: 20.0993
Mid-Ord: 5.8929 External: 8.3546
Chord: 28.3542 Course: "N 37° 03' 05"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 0+55.9484 3897626.686 1489509.63
End: 0+72.0018 3897642.581 1489507.37
Tangent Data
Parameter Value Parameter Value
Length: 16.0534 Course: "N 08° 05' 26"" W"
---
Curve Point Data - PED_2
Description Station Northing Easting
PC: 0+72.0018 3897642.581 1489507.37
RP: 3897645.395 1489527.17
PT: 0+83.5211 3897653.819 1489509.04
Circular Curve Data
Parameter Value Parameter Value
Delta: "33° 00' 01""" Type: RIGHT
Radius: 20
Length: 11.5193 Tangent: 5.9243
Mid-Ord: 0.8236 External: 0.859
Chord: 11.3607 Course: "N 08° 24' 35"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 0+83.5211 3897653.819 1489509.04
End: 1+45.1770 3897709.739 1489535
Tangent Data
Parameter Value Parameter Value
Length: 61.6559 Course: "N 24° 54' 35"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 1+45.177 3897709.739 1489535
End: 1+50.6770 3897712.055 1489530.02
Tangent Data
Parameter Value Parameter Value
Length: 5.5 Course: "N 65° 05' 25"" W"
---
Tangent Data
Description PT Station Northing Easting
Start: 1+50.6770 3897712.055 1489530.02
End: 2+42.7760 3897750.846 1489446.48
Tangent Data
Parameter Value Parameter Value
Length: 92.099 Course: "N 65° 05' 25"" W"
---
Tangent Data
Description PT Station Northing Easting
Start: 2+42.7760 3897750.846 1489446.48
End: 2+74.8285 3897764.347 1489417.41
Tangent Data
Parameter Value Parameter Value
Length: 32.0525 Course: "N 65° 05' 25"" W"
---
---

Alignment: MONTICELLO ROAD
Description:

---
---
Tangent Data
Description PT Station Northing Easting
Start: 200+00.0000 3896934.788 1489844.65
End: 201+15.2682 3897034.739 1489787.23
Tangent Data
Parameter Value Parameter Value
Length: 115.2682 Course: "N 29° 52' 29"" W"
---
Curve Point Data
Description Station Northing Easting
PC: 201+15.2682 3897034.739 1489787.23
RP: 3898404.532 1492171.8
PCC: 207+58.7719 3897624.985 1489534.6
Circular Curve Data
Parameter Value Parameter Value
Delta: "13° 24' 26""" Type: RIGHT
Radius: 2750
Length: 643.5037 Tangent: 323.2281
Mid-Ord: 18.8011 External: 18.9306
Chord: 642.0366 Course: "N 23° 10' 16"" W"
---
Curve Point Data
Description Station Northing Easting
PCC: 207+58.7719 3897624.985 1489534.6
RP: 3897640.576 1489587.35
PT: 208+09.4158389767 3.29 1489543.01
Circular Curve Data
Parameter Value Parameter Value
Delta: "52° 45' 28""" Type: RIGHT
Radius: 55
Length: 50.6439 Tangent: 27.277
Mid-Ord: 5.7269 External: 6.3925
Chord: 48.8736 Course: "N 09° 54' 41"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 208+09.4158389767 3.29 1489543.01
End: 208+52.8304 3897708.122 1489568.71
Tangent Data
Parameter Value Parameter Value
Length: 43.4146 Course: "N 36° 17' 25"" E"
---
Curve Point Data
Description Station Northing Easting
PC: 208+52.8304 3897708.122 1489568.71
RP: 3897826.498 1489407.5
PT: 209+56.8864 3897803.925 1489606.23
Circular Curve Data
Parameter Value Parameter Value
Delta: "29° 48' 35""" Type: LEFT
Radius: 200
Length: 104.056 Tangent: 53.2343
Mid-Ord: 6.7292 External: 6.9635
Chord: 102.8863 Course: "N 21° 23' 07"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 209+56.8864 3897803.925 1489606.23
End: 209+76.0176 3897822.934 1489608.39
Tangent Data
Parameter Value Parameter Value
Length: 19.1312 Course: "N 06° 28' 50"" E"
---
Curve Point Data
Description Station Northing Easting
PC: 209+76.0176 3897822.934 1489608.39
RP: 3897811.647 1489707.75
PT: 210+08.3688 3897853.935 1489617.13
Circular Curve Data
Parameter Value Parameter Value
Delta: "18° 32' 09""" Type: RIGHT
Radius: 100
Length: 32.3512 Tangent: 16.3182
Mid-Ord: 1.3054 External: 1.3227
Chord: 32.2103 Course: "N 15° 44' 54"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 210+08.3688 3897853.935 1489617.13
End: 211+64.3315 3897995.266 1489683.08
Tangent Data
Parameter Value Parameter Value
Length: 155.9627 Course: "N 25° 00' 59"" E"
---
---
Alignment: SOUTH STREET
Description:

---
Tangent Data
Description PT Station Northing Easting
Start: 50+00.0000 3897909.457 1489145.77
End: 53+06.0034 3897758.756 1489412.09
Tangent Data
Parameter Value Parameter Value
Length: 306.0034 Course: "S 60° 29' 46"" E"
---
---

Alignment: PAVILION-SWLK
Description:

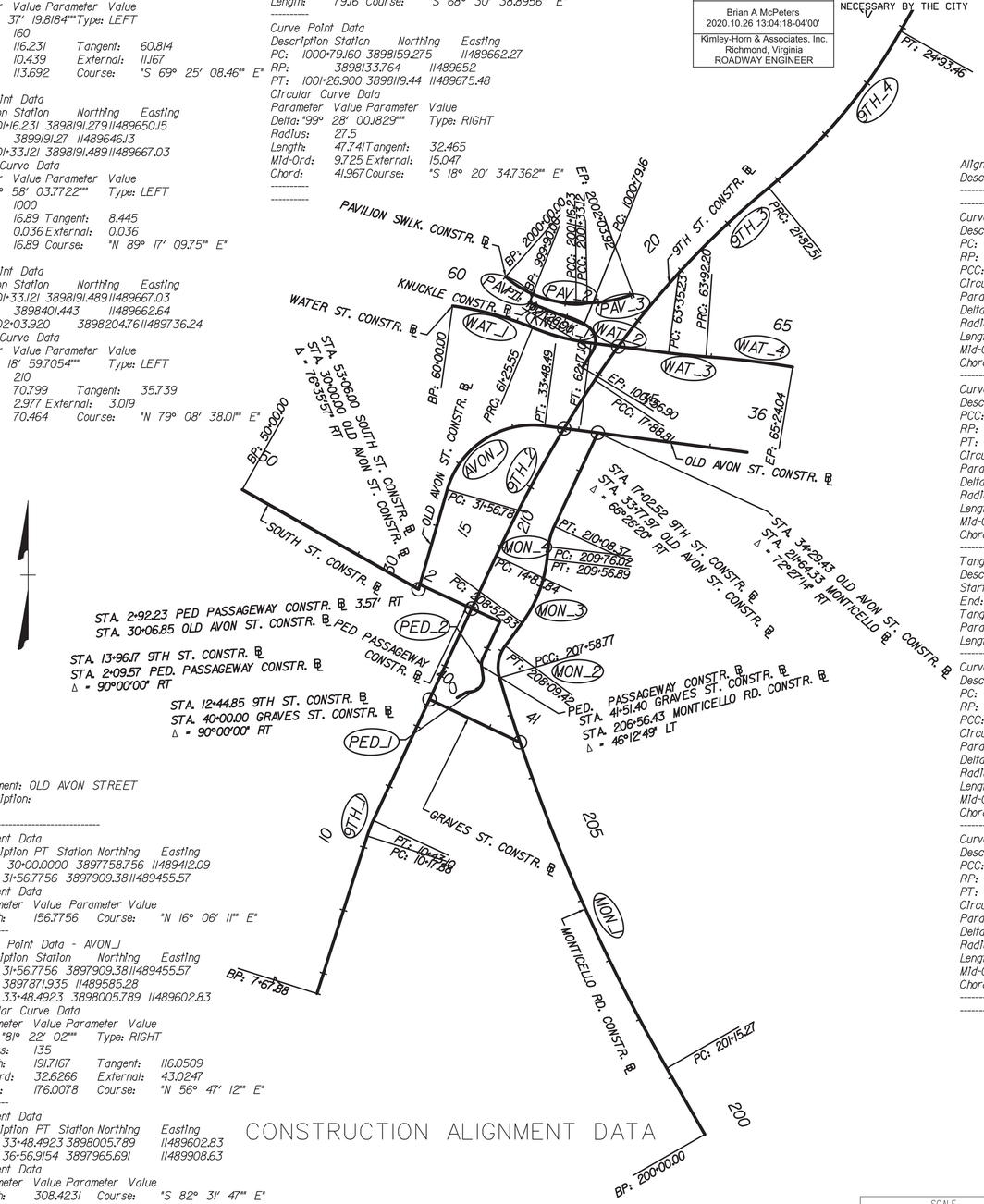
---
Curve Point Data
Description Station Northing Easting
PC: 2000+00.000 3898231.245 1489543.71
RP: 3898351.277 1489649.5
PCC: 2001+16.231 3898191.279 1489650.15
Circular Curve Data
Parameter Value Parameter Value
Delta: "41° 37' 19.8184""" Type: LEFT
Radius: 160
Length: 116.231 Tangent: 60.814
Mid-Ord: 10.439 External: 11.167
Chord: 113.692 Course: "S 69° 25' 08.46"" E"
---
Curve Point Data
Description Station Northing Easting
PCC: 2001+16.231 3898191.279 1489650.15
RP: 3899191.27 1489646.13
PCC: 2001+33.121 3898191.489 1489667.03
Circular Curve Data
Parameter Value Parameter Value
Delta: "00° 58' 03.7722""" Type: LEFT
Radius: 1000
Length: 16.89 Tangent: 8.445
Mid-Ord: 0.036 External: 0.036
Chord: 16.89 Course: "N 89° 17' 09.75"" E"
---
Curve Point Data
Description Station Northing Easting
PCC: 2001+33.121 3898191.489 1489667.03
RP: 3898401.443 1489662.64
PT: 2002+03.920 3898204.761 1489736.24
Circular Curve Data
Parameter Value Parameter Value
Delta: "19° 18' 59.7054""" Type: LEFT
Radius: 210
Length: 70.799 Tangent: 35.739
Mid-Ord: 2.977 External: 3.019
Chord: 70.464 Course: "N 79° 08' 38.01"" E"
---
---

Alignment: OLD AVON STREET
Description:

---
Tangent Data
Description PT Station Northing Easting
Start: 30+00.0000 3897758.756 1489412.09
End: 31+56.7756 3897909.381 1489455.57
Tangent Data
Parameter Value Parameter Value
Length: 156.7756 Course: "N 16° 06' 11"" E"
---
Curve Point Data - AVON_1
Description Station Northing Easting
PC: 31+56.7756 3897909.381 1489455.57
RP: 3897871.935 1489585.28
PT: 33+48.4923 3898005.789 1489602.83
Circular Curve Data
Parameter Value Parameter Value
Delta: "81° 22' 02""" Type: RIGHT
Radius: 135
Length: 191.7167 Tangent: 116.0509
Mid-Ord: 32.6266 External: 43.0247
Chord: 176.0078 Course: "N 56° 47' 12"" E"
---
Tangent Data
Description PT Station Northing Easting
Start: 33+48.4923 3898005.789 1489602.83
End: 36+56.9154 3897965.691 1489908.63
Tangent Data
Parameter Value Parameter Value
Length: 308.4231 Course: "S 82° 31' 47"" E"
---
---

Alignment: KNUCKLE
Description:

---
Tangent Data
Description PT Station Northing Easting
Start: 1000+00.000 3898188.274 1489588.61
End: 1000+79.160 3898159.275 1489662.27
Tangent Data
Parameter Value Parameter Value
Length: 79.16 Course: "S 68° 30' 38.8956"" E"
---
Curve Point Data
Description Station Northing Easting
PC: 1000+79.160 3898159.275 1489662.27
RP: 3898133.764 1489652
PT: 1001+26.900 3898119.44 1489675.48
Circular Curve Data
Parameter Value Parameter Value
Delta: "99° 28' 00.1829""" Type: RIGHT
Radius: 27.5
Length: 47.7411 Tangent: 32.465
Mid-Ord: 9.725 External: 15.047
Chord: 41.967 Course: "S 18° 20' 34.7362"" E"
---
---




CONSTRUCTION ALIGNMENT DATA

Alignment: WATER STREET
Description:

---
Curve Point Data - WAT_1
Description Station Northing Easting
PC: 60+00.000 3898187.021 1489463.513
RP: 3897691.809 1489394.487
PCC: 61+25.553 3898154.339 1489584.397
Circular Curve Data
Parameter Value Parameter Value
Delta: 14° 23' 14.2955" Type: RIGHT
Radius: 500.000
Length: 125.553 Tangent: 63.108
Mid-Ord: 3.936 External: 3.967
Chord: 125.223 Course: S 74° 52' 16.0687" E
---
Curve Point Data - WAT_2
Description Station Northing Easting
PCC: 61+25.553 3898154.339 1489584.397
RP: 3898478.110 1489717.334
PT: 62+17.101 3898130.975 1489672.643
Circular Curve Data
Parameter Value Parameter Value
Delta: 14° 59' 11.6169" Type: LEFT
Radius: 350.000
Length: 91.548 Tangent: 46.037
Mid-Ord: 2.989 External: 3.015
Chord: 91.287 Course: S 75° 10' 14.7294" E
---
Tangent Data
Description PT Station Northing Easting
Start: 62+17.101 3898130.975 1489672.643
End: 63+35.233 3898115.891 1489789.809
Tangent Data
Parameter Value Parameter Value
Length: 118.133 Course: S 82° 39' 50.5378" E
---
Curve Point Data - WAT_3
Description Station Northing Easting
PC: 63+35.233 3898115.891 1489789.809
RP: 3899107.706 1489991.496
PCC: 63+92.197 3898110.230 1489846.483
Circular Curve Data
Parameter Value Parameter Value
Delta: 03° 15' 49.6661" Type: LEFT
Radius: 1000.000
Length: 56.964 Tangent: 28.490
Mid-Ord: 0.406 External: 0.406
Chord: 56.956 Course: S 84° 17' 45.3709" E
---
Curve Point Data - WAT_4
Description Station Northing Easting
PCC: 63+92.197 3898110.230 1489846.483
RP: 3896722.408 1489747.680
PT: 65+24.045 3898094.655 1489977.358
Circular Curve Data
Parameter Value Parameter Value
Delta: 05° 25' 46.3120" Type: RIGHT
Radius: 1391.336
Length: 131.847 Tangent: 65.973
Mid-Ord: 1.561 External: 1.563
Chord: 131.798 Course: S 83° 12' 47.0479" E
---
---

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:04:18-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 RW-201, C-501 | IG |

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

SCALE 0 100' 200'
PROJECT 0020-104-101
SHEET NO. IG

October 6, 2020 12:25 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\CONSTRUCTION ALIGNMENT DATA.DWG, Layout:IG CONSTRUCTION ALIGNMENT DATA

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# TRANSPORTATION MANAGEMENT PLAN (TMP)

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(I) |

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

## BELMONT BRIDGE REPLACEMENT

### INTRODUCTION

THE PROPOSED IMPROVEMENTS TOTAL APPROXIMATELY 1,200 LINEAR FEET AND INVOLVE THE REPLACEMENT OF THE EXISTING BELMONT BRIDGE (9TH STREET/ROUTE 20 OVER AVON STREET, THE BUCKINGHAM BRANCH RAILROAD, AND WATER STREET IN DOWNTOWN CHARLOTTESVILLE). THE PROJECT INCLUDES ANCILLARY ROADWAY IMPROVEMENTS TO BOTH THE NORTH AND SOUTH BRIDGE APPROACHES. THE PROJECT LIMITS CAN GENERALLY BE IDENTIFIED AS ALONG 9TH STREET FROM THE INTERSECTION WITH EAST MARKET STREET TO THE INTERSECTION WITH LEVY AVENUE.

### TEMPORARY TRAFFIC CONTROL PLAN

#### GENERAL NOTES

1. THE PROPOSED IMPROVEMENTS FOLLOW UNDER THE TMP TYPE B PROJECT.

2. THE PROJECT LOCATION IS FROM 0.73 MILES SOUTH OF WATER STREET TO 0.095 MILES NORTH OF WATER STREET ALONG 9TH STREET IN THE CITY OF CHARLOTTESVILLE.

3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL TRAFFIC CONTROL DEVICES, SIGNAGE, EQUIPMENT, PERSONNEL, INCLUDING CERTIFIED TRAFFIC CONTROL PERSONNEL TO CONTROL TRAFFIC DURING CONSTRUCTION WITHIN CITY MAINTAINED ROW. ALL TRAFFIC CONTROL SHALL BE IN STRICT ACCORDANCE WITH THE STANDARDS, GUIDELINES, POLICIES AND OBJECTIVES OF THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2, 2009 MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES, 2011 VA SUPPLEMENT TO THE MUTCD, AND ALL CITY PERMITS. CONTRACTOR SHALL HAVE BOTH INTERMEDIATE AND A BASIC WORK ZONE TRAFFIC CONTROL CERTIFIED EMPLOYEE ON SITE AT ALL TIMES DURING LANE CLOSURES, TRAFFIC SHIFTS AND AT LEAST DAILY TO REVIEW WORK ZONE.

4. THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING AREAS FOR EQUIPMENT STORAGE AND STAGING OF MATERIALS. ALL COSTS FOR TCD AND E&S REQUIREMENTS FOR LAYDOWN YARD SHALL BE INCIDENTAL WITH OTHER ITEMS WITH NO SEPERATE PAYMENT THERETO.

5. THE WORK ZONE SHALL BE MAINTAINED ACCORDING TO THE TEMPORARY TRAFFIC CONTROL PLANS AS SHOWN IN THE CONTRACT DOCUMENTS.

6. THE FOLLOWING TRAFFIC CONTROL SPECIFICATIONS FROM THE VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2 APPLY TO THIS PROJECT: TTC-1.1, TTC-4.1, TTC-6.2, TTC-16.2, TTC-17.2, TTC-23.2, TTC-26.2, TTC-27.2, TTC-28.2, TTC-29.2, TTC-34.2, TTC-35.1, TTC-36.2, TTC-53.0, TTC-60.0, TTC-68.0 AND TTC-67.1 AND OTHERS AS REQUIRED.

7. MAXIMUM CHANNELIZING DEVICE SPACING SHALL BE AS FOLLOWS:
   TRAVELWAY SPACING = 40'
   TRANSITION SPACING = 20'

8. ENTRANCES ALONG GRAVES STREET, OLD AVON STREET AND SOUTH STREET WILL BE AFFECTED BY THE WORK ZONE AND ACCESS SHALL BE MAINTAINED AT ALL TIMES.

9. THIS MOT PLAN HAS BEEN DESIGNED UNDER THE ASSUMPTION THAT THE FOLLOWING TYPES OF TRAFFIC UTILIZE THE WORK ZONE: COMMUTERS, SCHOOL BUSES, TRANSIT BUSES, RESIDENTS, AND TRUCKS.

10. ALL AREAS EXCAVATED BELOW THE EXISTING PAVEMENT SURFACE AND WITHIN THE CLEAR ZONE (NOT PROTECTED BY BARRIER), AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACK-FILLED TO FORM AN APPROXIMATE 6:1 WEDGE, AGAINST THE EXISTING PAVEMENT SURFACE FOR SAFETY AND PROTECTION OF VEHICULAR TRAFFIC. THE 6:1 WEDGE SHALL PRESENT NO MORE THAN A 2" DROP OFF FROM THE EDGE OF PAVEMENT WITHIN THE WORK ZONE CLEAR ZONE. ALL COST OF PLACING, MAINTAINING, AND REMOVING THE WEDGE SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE 6:1 WEDGE SHALL BE REMOVED IN IT'S ENTIRETY PRIOR TO PLACEMENT OF SUBBASE AGGREGAGATE AND/OR ASPHALT AS REQUIRED BY THE INSPECTOR.

11. NIGHT TIME WORK HOURS (DEFINED AS HOURS OUTSIDE THE TYPICAL ALLOWABLE WORK HOURS (IN NOTE 12 BELOW) ARE ALLOWABLE AS DESCRIBED ON SHEET IJ(2A) AND IJ(2B) FOR THE SPECIFIC ACTIVITIES DESCRIBED THEREIN.

12. ALLOWABLE WORK HOURS SHALL BE FROM 7AM TO 9PM MONDAY THROUGH SATURDAY EXCEPT HOLIDAYS AND WHEN NIGHT WORK IS APPROVED BY THE ENGINEER AND CITY TRAFFIC ENGINEER. ALLOWABLE LANE CLOSURE HOURS SHALL BE AS SHOWN IN THE TABLE ON IJ(2A). WORK PERFORMED OUTSIDE THESE HOURS THAT IS NOT SPECIFICALLY ALLOWED FOR ON SHEETS IJ(2A) AND IJ(2B) WILL BE IMMEDIATELY SHUT DOWN BY THE INSPECTOR AND/OR CITY. PLEASE SEE THE CONTRACT FOR FURTHER ALLOWABLE WORK HOUR RESTRICTIONS BASED ON SPECIAL EVENTS.

13. WORK DURATION FOR THIS PROJECT HAS BEEN ESTIMATED TO TAKE 31 MONTHS WITH THE MOT SHOWN.

14. THE CONTRACTOR SHALL BE REQUIRED AT ALL TIMES TO PROVIDE AND MAINTAIN AN ACCESSIBLE PEDESTRIAN ROUTE IN THE WORK ZONE AT ALL TIMES AS INDICATED IN THE TTC PLANS. REQUIREMENTS FOR MAINTENANCE OF PEDESTRIAN TRAFFIC ARE DETAILED IN THE CITY OF CHARLOTTESVILLE'S PEDESTRIAN ACCESSIBILITY IN THE PUBLIC WAY DURING CONSTRUCTION THE CURRENT VERSION CAN BE FOUND ONLINE AT https://www.charlottesville.gov/DocumentCenter/View/427/Public-Way-During-Construction-Policy-Pedestrian-Barrier-Specs-PDF.

### PUBLIC COMMUNICATIONS PLAN

THE CONTRACTOR IS TO COORDINATE WITH THE CITY OF CHARLOTTESVILLE TO PUBLISH ANNOUNCEMENTS REGARDING WORK ACTIVITIES FOR THIS PROJECT. EACH ACTIVITY WILL BE GOVERNED BY THE TIMES ESTABLISHED BY THE CITY TRAFFIC ENGINEER. THE CONTRACTOR SHALL PROVIDE LANE CLOSURE INFORMATION A MINIMUM OF TWO WEEKS IN ADVANCE OF WORK SO IT CAN BE PUBLISHED. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A TWO WEEK LOOK AHEAD EVERY WEDNESDAY BY NOON TO AID IN THE CITY NOTIFYING PUBLIC OF WORK ACTIVITIES.

### TRANSPORTATION OPERATIONS PLAN

1. THE CONTRACTOR OR THE INSPECTOR (AS IDENTIFIED BELOW) SHALL BE RESPONSIBLE FOR NOTIFICATION THE DAY PRIOR TO LANE CLOSURES EACH DAY BY CALLING THOSE BELOW AND OTHERS AS REQUIRED:
   A. CONTRACTOR SHALL CALL THE VDOT NWRO TRANSPORTATION OPERATIONS SHIFT SUPERVISOR (540) 332-9500 OR 1-866-378-7743.
   B. CONTRACTOR SHALL CALL THE PROJECT INSPECTOR: DAVE WILLIAMS (804-240-1947)
   C. INSPECTOR SHALL SHALL NOTIFY THE CONSTRUCTION MANAGER: ERIC GROAH (540-490-0953)
   D. INSPECTOR SHALL NOTIFY THE CITY PROJECT MANAGER: JEANETTE JANICZEK (434-970-3309)

2. THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES:
   CITY OF CHARLOTTESVILLE POLICE DEPARTMENT: (434) 970-3280 OR 911 (IN EMERGENCY)

3. PROCEDURES TO RESPOND TO TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE ARE GENERALLY AS FOLLOWS:
   A. CONTRACTOR TO NOTIFY THE INSPECTOR.
   B. CONTRACTOR TO REQUEST PRESENCE OF EMERGENCY MEDICAL SERVICES AS APPROPRIATE (911 IN EMERGENCY) OR IF NOT ALREADY ON SCENE OR ENROUTE.
   C. THE INSPECTOR SHALL NOTIFY THE CONSTRUCTION MANAGER: ERIC GROAH (540-490-0953)
   D. THE CONSTRUCTION MANAGER SHALL NOTIFY THE CITY PROJECT MANAGER: JEANETTE JANICZECK (434) 970-3309
   E. THE INSPECTOR SHALL NOTIFY VDOT TOC BY CALLING PETER BRENNAN (540) 717-0801.
   F. DEPENDING ON THE SEVERITY OF INCIDENT, AND IF DIRECTED BY THE INSPECTOR, THE CONTRACTOR MAY BE DIRECTED TO CEASE OPERATIONS TEMPORARILY TO ALLOW FOR CLEARANCE OF THE INCIDENT.
   G. UPON ARRIVAL ON SCENE, CITY OF CHARLOTTESVILLE POLICE DEPARTMENT STAFF WILL DETERMINE RESPONSE NECESSARY TO ALLOW TRAVELING PUBLIC AROUND THE INCIDENT.
   H. THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT WILL TAKE CONTROL OF THE INCIDENT AND DIRECT ITS CLEARING AND RESTORATION TO NORMAL TRAFFIC OPERATIONS. THE CONTRACTOR MAY BE DIRECTED BY THE INSPECTOR TO COOPERATE WITH THE CHARLOTTESVILLE POLICE DEPARTMENT TO CLEAR TRAFFIC AND RESTORE NORMAL OPERATIONS.

4. IN THE EVENT OF AN INCIDENT WITHIN THE WORK ZONE THE FOLLOWING DOCUMENTATION PROCESS IS TO BE FOLLOWED DURING AND AFTER THE INCIDENT:
   A. BE ADVISED THAT THE INSPECTOR WILL TAKE PICTURES AS NECESSARY, ESPECIALLY PICTURES OF CONTRACTOR'S WORK ZONE SET UP TO VERIFY COMPLIANCE WITH STANDARDS.
   B. CONTRACTOR IS TO DISCUSS SITUATION WITH THE THE PROJECT INSPECTOR AND MAKE NECESSARY ADJUSTMENTS TO THE WORK ZONE IN LIGHT OF AND IN RESPONSE TO THE INCIDNENT.
   C. THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT REPORT OF THE INCIDENT WILL BE REVIEWED BY THE CITY AND/OR VDOT 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 CONTRACTOR, CITY OF CHARLOTTESVILLE PROJECT PERSONNEL, VDOT TRAFFIC SAFETY REPRESENTATIVES AND THE CITY OF CHARLOTTESVILLE POLICE DEPARTMENT STAFF (IF NECESSARY) TO DISCUSS MODIFICATION AND IMPLEMENTATION OF AN IMPROVED TRAFFIC CONTROL PLAN.

October 19, 2020 7:56 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\D7587801J01.DWG, Layout:1J(1) TMP

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# SEQUENCE OF CONSTRUCTION AND STAGING NARRATIVE

## GENERAL

EXISTING POSTED SPEED LIMITS ARE AS FOLLOWS:

| Baseline/Roadway | Posted Speed Limit |
|---|---|
| 9th Street | 25 mph |
| Old Avon Street | 25 mph |
| South Street | 25 mph |
| Water Street | 25 mph |
| Levy Avenue | 25 mph |
| E. Market Street | 25 mph |
| Graves Street | 25 mph |

REQUIRED WORK ZONE CLEAR ZONES ARE AS FOLLOWS:

| Baseline/Roadway | WZ Clear Zone |
|---|---|
| All Streets | 4' |

WORK DURATION IS A 31 MONTH LONG-TERM STATIONARY WORK ZONE; HOWEVER, EXISTING THROUGH LANES ARE NOT REDUCED EXCEPT FOR TEMPORARY LANE CLOSURES DURING ALLOWABLE LANE CLOSURE HOURS.

TURN LANES (AS DEPICTED ON THE TTC PLANS) AND A MINIMUM OF ONE LANE IN EACH DIRECTION ALONG 9TH STREET AND ITS CONNECTIONS SHALL BE MAINTAINED EXCEPT AS DESCRIBED IN THE ALLOWABLE LANE CLOSURE HOURS BELOW. ALLOWABLE LANE CLOSURE HOURS ARE SUMMARIZED IN THE FOLLOWING TABLE:

| ROADWAY | TEMPORARY SINGLE LANE CLOSURES | TEMPORARY SHOULDER CLOSURES | TEMPORARY STOPPAGES/CLOSURES |
|---|---|---|---|
| 9th Street/Market Street | SUNDAY - THURSDAY 7:00PM - 7:00AM (FOLLOWING DAY) | N/A | TEMPORARY STOPPAGES SUNDAY - THURSDAY 7:00PM - 7:00AM (FOLLOWING DAY) (15 MINUTE MAX.) |
| Graves Street, Levy Avenue & Monticello Road | MONDAY - SATURDAY 9:00AM - 4:00PM | N/A | TEMPORARY STOPPAGES MONDAY - SATURDAY 9:00AM - 4:00PM (15 MINUTE MAX.) |
| Old Avon Street | MONDAY - SATURDAY 9:00AM - 4:00PM | N/A | ALLOWED UP TO 4 TEMPORARY CLOSURES FOR REMOVAL OF EXISTING BRIDGE AND UP TO 2 CLOSURES FOR BEAM ERECTION FRIDAY 7:00PM TO 6:00AM MONDAY<br>TEMPORARY STOPPAGES MONDAY - SATURDAY 9:00AM - 4:30PM (15 MINUTE MAX.) ALLOWED UP TO 4 TEMPORARY CLOSURES FOR REMOVAL OF EXISTING BRIDGE AND UP TO 4 CLOSURES FOR BEAM ERECTION FRIDAY 7:00PM TO 6:00AM MONDAY |
| Water Street | SUNDAY - THURSDAY 7:00PM - 6:00AM (FOLLOWING DAY) | N/A | TEMPORARY STOPPAGES SUNDAY - THURSDAY 7:00PM - 6:00AM (FOLLOWING DAY) (15 MINUTE MAX.) |
| Garrett Street | MONDAY - SATURDAY 9:00AM - 4:30PM OR SUNDAY - THURSDAY 7:00PM - 7:00AM (FOLLOWING DAY) | N/A | TEMPORARY STOPPAGES MONDAY - SATURDAY 9:00AM - 4:00PM (15 MINUTE MAX.) FRIDAY 4:00PM - 6:00AM |
| South Street | MONDAY - SATURDAY 9:00AM - 4:00PM | N/A | ALLOWED UP TO ONE TEMPORARY CONCRETE PAVING OPERATION LIMITED TO 30 CONSECUTIVE DAYS<br>TEMPORARY STOPPAGES MONDAY - SATURDAY 9:00AM TO 4:00PM (15 MINUTE MAX.) |

THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN ACCESS TO PRIVATE PROPERTIES AND DRIVEWAYS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND/OR PROVIDING ACCESSIBLE PEDESTRIAN ROUTES CONSISTENT WITH EXISTING CONDITIONS AND AS DEPICTED ON THE TTC PLANS. CONTRACTOR SHALL MAINTAIN OR OTHERWISE PROVIDE FOR PEDESTRIAN MOVEMENTS THROUGH WORK ZONE AREAS PER CURRENT EDITIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), MUTCD, VIRGINIA DEPARTMENT OF TRANSPORTATION WORK ZONE PEDESTRIAN AND BICYCLE GUIDANCE, AND VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2.

COORDINATION WITH CITY OF CHARLOTTESVILLE POLICE DEPARTMENT IS REQUIRED IN ALL STAGES WHEN WORKING WITHIN TRAFFIC SIGNAL CONTROLLED INTERSECTIONS. POLICE MUST BE PRESENT PRIOR TO DE-ACTIVATING OR SWITCHING THE SIGNAL TO FLASHING MODE. TRAFFIC AT A DEACTIVATED OR FLASHING SIGNAL SHALL BY CONTROLED BY UNIFORMED FLAGGERS. CONTRACTOR SHALL NOTIFY THE ENGINEER FOR THE NEED OF UNIFORMED FLAGGER(S) NO LESS THAN 2 WEEKS AHEAD OF ANY LANE CLOSURES OR TEMPORARY DEACTIVATIONS OF THE SIGNAL. THE CITY WILL BE RESPONSIBLE FOR PAYMENT OF REASONABLE COSTS FOR UNIFORMED FLAGGERS EXCEPT FOR THE REMOVAL AND ERECTION OF TRAFFIC SIGNAL MAST ARMS AND WIRES AS DETAILED IN THE SPECIFICATIONS. THE CITY WILL BE THE SOLE DETERMINING AUTHORITY FOR WHEN UNIFORMED FLAGGERS ARE REQUIRED.

## SEQUENCE OF CONSTRUCTION

PRIOR TO THE START OF STAGE I OPERATIONS, THE CONTRACTOR SHALL DO THE FOLLOWING:

PRIOR TO CLOSING THE EXISTING PUBLIC PARKING LOT BENEATH THE EXISTING BRIDGE OR ANY OF THE ON STREET PARKING WITHIN THE PROJECT LIMITS, THE CONTRACTOR SHALL CONSTRUCT AND OPEN THE TEMPORARY PARKING LOT AS SHOWN ON TEMPORARY TRAFFIC CONTROL (TTC) PLAN 1J(3).

THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE MEDIAN ALONG 9TH STREET BY CLOSING THE INSIDE LANES OF 9TH STREET BETWEEN LEVY AVENUE AND E. MARKET STREET AND PATCH WITH ASPHALT AS SHOWN IN THE STAGE I TTC PLANS.

CONTRACTOR SHALL INSTALL, TEST, DISINFECT AND ACTIVATE THE PROPOSED WATER MAINS AND ABANDON EXISTING WATER MAINS WITHIN LEVY AVENUE.

CONTRACTOR SHALL INSTALL, TEST AND ACTIVATE PROPOSED SANITARY SEWER WITHIN GRAVES STREET MAINTAINING SEWER SERVICE FOR THE DURATION OF CONSTRUCTION.

CONTRACTOR SHALL INSTALL, TEST, DISINFECT AND ACTIVATE PROPOSED WATER MAINS AND ABANDON EXISTING WATER MAINS WITHIN MONTICELLO, GRAVES AND 9TH STREET.

CONTRACTOR SHALL INSTALL, TEST AND ACTIVATE PROPOSED GAS MAIN AND ABANDON EXISTING WITHIN OLD AVON FROM STA. 52+02 TO 53+23.

CONTRACTOR SHALL INSTALL TEMPORARY STRAIN POLES (VDOT ST-D. WD-2) AT THE INTERSECTION OF 9TH STREET/OLD AVON STREET AND LEVY AVENUE IN THE SOUTHWEST AND NORTHEAST CORNERS OF THE INTERSECTION. THE TEMPORARY SIGNAL WILL SERVE 9TH STREET ONLY. LEVY STREET AND OLD AVON STREET SHALL BE CONTROLLED BY THE SIGNALS ON THE EXISTING MAST ARMS. CONTRACTOR SHALL INSTALL THE PEDESTAL POLES IN THE NORTHEAST CORNER AS SHOWN IN THE PLANS. CONTRACTOR SHALL MODIFY THE POLE IN THE SOUTHWEST CORNER OF THE INTERSECTION SO THAT ONLY THE TWO OUTER MOST SIGNAL HEADS SERVING PHASE 7 REMAIN; CONTRACTOR SHALL REMOVE THE THREE INNER MOST HEADS SERVING PHASES 1 AND 6 AND THE EXISTING MAST ARM SHALL BE CUT AND CAPPED AS SHOWN IN THE PLANS.

CONTRACTOR SHALL REMOVE EXISTING EQUIPMENT AS SHOWN ON PLANS. CONTRACTOR SHALL INSTALL 360-DEGREE VIDEO DETECTION SYSTEM FOR DETECTION DURING CONSTRUCTION.

UNLESS OTHERWISE APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL PLAN AND PROSECUTE THE WORK IN ACCORDANCE WITH THE FOLLOWING:

### STAGE I - UTILITIES, 9TH STREET & SOUTH STREET

CONTRACTOR SHALL INSTALL SIGNS IN ACCORDANCE WITH VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) TTC-53.0 AND TCDs AS SHOWN IN TTC PLANS ON SHEET 1J(11) THROUGH 1J(15) FOR STAGE I OPERATIONS. CONTRACTOR SHALL INSTALL TEMPORARY SEDIMENT CONTROL MEASURES AS DEPICTED IN THE PLANS. SHIFT TRAFFIC INTO THE WESTERN MOST 22' OF EXISTING PAVEMENT (2-11' LANES) ALONG 9TH STREET FROM APPROXIMATE STATION 13+75 TO 20+00. CONTRACTOR SHALL SHIFT TRAFFIC AS SHOWN ON THE TRAFFIC CONTROL PLANS TO MAINTAIN THE TURN LANES DEPICTED AT THE 9TH STREET INTERSECTIONS WITH LEVY AVENUE AND E. MARKET STREET. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ALONG WEST SIDE OF THE EXISTING BRIDGE AT ALL TIMES. PEDESTRIANS SHALL BE DIRECTED ALONG THE SIDEWALK ON THE EAST SIDE OF GRAVES AND USE THE EXISTING MIDBLOCK CROSSING AT 9TH AND LEVY TO CROSS 9TH STREET. PEDESTRIANS ON THE SOUTH SIDE OF WATER STREET SHALL BE DETOURED TO THE SIDEWALK ON THE NORTH SIDE OF WATER STREET. THE 9TH STREET AND MARKET STREET INTERSECTION SHALL REMAIN OPEN FOR ALL PEDESTRIAN MOVEMENTS AS SHOWN ON SHEET 1J(69).

ONCE TRAFFIC CONTROL IS INSTALLED THE FOLLOWING MAJOR ACTIVITIES GROUP MAY OCCUR SIMULTANEOUSLY ALONG SOUTH STREET/OLD AVON AND 9TH STREET:

CONTRACTOR SHALL BE ALLOWED TO DETOUR AND CLOSE OLD AVON STREET AND WATER STREET AS SPECIFICALLY DETAILED IN THE TABLE WITH ALLOWABLE LANE CLOSURE HOURS FOR REMOVAL OF EXISTING BRIDGE BEAMS AND DECK. CONTRACTOR WILL ONLY BE ALLOWED TO CLOSE AND DETOUR EACH STREET ONE AT A TIME. SEE DETOUR ROUTES IN TTC PLANS FOR DETAILS.

PRIOR TO THE START OF THE EXISTING BRIDGE DEMOLITION, CONTRACTOR SHALL INSTALL THE POWER SUPPLY CONDUCTOR ALONG WATER STREET TO PROVIDE CONTINUOUS POWER TO EXISTING (AND PROPOSED) STREET LIGHTS ON WATER STREET EAST OF THE EXISTING BRIDGE.

ONCE THE POWER SOURCE FOR THE EXISTING LIGHTS EAST OF WATER STREET IS INSTALLED AND OPERATION, CONTRACTOR SHALL DEMOLISH AND REMOVE THE EASTERN HALF OF THE EXISTING BRIDGE IN ACCORDANCE WITH THE REQUIREMENTS SHOWN IN STAGE I PHASE I SEQUENCE OF CONSTRUCTION IN THE B-601 BRIDGE PLANS.

CONTRACTOR SHALL CLOSE SOUTH STREET TO THROUGH TRAFFIC BETWEEN 6TH STREET AND OLD AVON STREET FOR UP TO A MAXIMUM OF ONE CONSECUTIVE THIRTY (30) CALENDAR DAY PERIOD. CONTRACTOR SHALL MAINTAIN LOCAL ACCESS TO PRIVATE PROPERTY FROM EITHER 6TH STREET OR OLD AVON STREET DURING THE DETOUR AT ALL TIMES. WHILE SOUTH STREET IS CLOSED TO THROUGH TRAFFIC, OLD AVON STREET SHALL NOT BE ALLOWED TO BE DETOURED.

CONTRACTOR SHALL RELOCATE (CONSTRUCTION, TESTING, ETC.) ALL REMAINING PUBLIC UTILITIES AS SHOWN IN PLAN SHEET SERIES II DURING STAGE I OPERATIONS WITH THE EXCEPTION OF RELOCATION OF THE GAS MAIN FROM STA. 65+00 TO 67+32 WITHIN AVON STREET BETWEEN LEVY AVENUE AND SOUTH STREET. SEE STAGE 4 FOR DETAILED REQUIREMENTS AND SEQUENCING FOR THIS ACTIVITY ON SHEET 1J(2B).

CONTRACTOR SHALL CONSTRUCT STORM DRAIN AND ROADWAY IMPROVEMENTS ALONG SOUTH STREET UP TO THE EDGE OF THE SOUTHBOUND THROUGH LANE ON OLD AVON STREET (EXCEPT FOR STRUCTURE 3B-6, THE FIRST SEGMENT OF OUTGOING PIPE, AND THE PROPOSED PARKING SPACE ADJACENT THE INLET). THE CONTRACTOR SHALL MAINTAIN A MINIMUM 10' ACCESS WAY CLEAR OF HAZARDS TO FACILITATE AND MAINTAIN ALL EXISTING PRIVATE PROPERTY ACCESS POINTS ALONG SOUTH STREET THAT SHALL CONNECT TO EITHER 6TH STREET OR OLD AVON STREET AT ALL TIMES.

ONCE SOUTH STREET IS COMPLETE UP TO THE BASE COURSE, CONTRACTOR SHALL RE-OPEN SOUTH STREET TO THROUGH TRAFFIC. CONTRACTOR SHALL BE REQUIRED TO STAGE CONSTRUCTION IN THE SOUTH STREET AND OLD AVON STREET INTERSECTION TO MAINTAIN TRAFFIC.

CONTRACTOR SHALL CONSTRUCT TEMPORARY DRAINAGE STRUCTURE T-1 (SEE SHEET 1J(12)) UNDER A FLAGGING OPERATION DURING ALLOWABLE LANE CLOSURE HOURS. CONTRACTOR SHALL CONSTRUCT THE PROPOSED STORM CROSSING 4-6 TO 3-6A OF OLD AVON STREET VIA ALTERNATING FLAGGING OPERATIONS DURING ALLOWABLE LANE CLOSURE HOURS. STORM INSTALLATION IS PART OF THE WORK AREA FOR PHASE ONE ONLY DURING ALLOWABLE LANE CLOSURE HOURS. CONTRACTOR SHALL CONSTRUCT THE PROPOSED STORM SEWER ROUTE FROM 4-8A TO 4-6 THROUGH THE CLOSED PUBLIC PARKING LOT BENEATH THE EXISTING BRIDGE. CONTRACTOR SHALL WORK WITH FRANCHISE UTILITIES TO COORDINATE PLANNED UTILITY POLE RELOCATIONS WITH INSTALLATION OF STORM SEWER THROUGH THE PARKING LOT.

CONTRACTOR SHALL CONSTRUCT THE PROPOSED DUCT BANK AND CONDUITS WITHIN GRAVES AND MONTICELLO ROAD. ONCE DUCT BANK IS COMPLETED, CONTRACTOR SHALL NOTIFY THE ENGINEER, SO THAT THE FRANCHISE UTILITIES CAN PULL THEIR FACILITIES THROUGH THE COMPLETED DUCT BANK, AND RELOCATE, ABANDON, OR REMOVE THEIR OVERHEAD FACILITIES ALONG 9TH STREET, GRAVES STREET AND MONTICELLO ROAD.

ONCE THE EXISTING BRIDGE IS DEMOLISHED AND THE STORM SEWER DESCRIBED ABOVE IS COMPLETED, CONTRACTOR SHALL CONSTRUCT IMPROVEMENTS (CLEARING, STORM SEWER, GRADING, GUTTER, SIDEWALK, RETAINING WALL AND TEMPORARY AND PERMANENT ASPHALT UP TO AND INCLUDING THE INTERMEDIATE COURSE) ALONG THE EAST SIDE OF 9TH STREET FROM APPROXIMATE STATION 14+75 TO 23+00. CONTRACTOR SHALL CONSTRUCT TEMPORARY SHORING/RETAINING WALL ALONG THE 9TH STREET BASELINE BEHIND TEMPORARY TRAFFIC BARRIER SERVICE CONCRETE. AS GRADE AND WALLS ARE BROUGHT UP, CONTRACTOR SHALL CONSTRUCT TEMPORARY DRAINAGE STRUCTURES T-2, T-3, AND T-4 (SEE SHEET 1J(14)). ALL DROP OFF AREAS GREATER THAN 2' WITHIN THE CLEAR ZONE, NOT PROTECTED BY TRAFFIC BARRIER SERVICE CONCRETE SHALL BE PROTECTED AT END OF EACH DAY BY A 6:1 WEDGE BEHIND THE GROUP 2 CHANNELIZING DEVICES.

FOLLOWING COMPLETION OF DUCT BANK AND RELOCATION OF OVERHEAD UTILITIES BY THE FRANCHISE UTILITES, CONTRACTOR SHALL CONSTRUCT DRAINAGE, CURB AND SIDEWALK ALONG THE EAST SIDE OF 9TH STREET FROM APPROXIMATE STATION 9+35 TO 12+25.

ONCE THE CURB, STORM DRAINAGE, PAVEMENT AND SIDEWALK IMPROVEMENTS ALONG THE EAST OF 9TH STREET BETWEEN LEVY AVENUE AND GRAVES STREET ARE COMPLETED TO THE SATISFACTION OF THE ENGINEER, THE CONTRACTOR SHALL SHIFT TO STAGE IA OPERATIONS. TRAFFIC CONTROL AND TRAFFIC SPACE ALONG 9TH STREET REMAINS AS INSTALLED IN STAGE I ABOVE. CONTRACTOR SHALL INSTALL TCDs AS SHOWN IN THE TTC PLANS 1J(16) TO 1J(18). PEDESTRIAN TRAFFIC SHALL BE DIRECTED TO THE NEWLY CONSTRUCTED SIDEWALK ON THE WEST SIDE OF GRAVES AND DIRECTED WEST TO THE LEVY/9TH STREET INTERSECTION TO CROSS 9TH STREET AT THE SIGNALIZED INTERSECTION OF 9TH STREET & LEVY AVENUE. THE EXISTING CROSS WALK ACROSS 9TH STREET AT GRAVES IS TO BE ERADICATED AND REMOVED INCLUDING SIGNAGE. THE EXISTING PEDESTRIAN TUNNEL UNDER 9TH STREET SERVING THE DOWNTOWN MALL SHALL ALSO BE CLOSED TO PEDESTRIANS TO ALLOW FOR ITS EXTENSION.

CONTRACTOR SHALL CONTINUE CONSTRUCTION OF IMPROVEMENTS (CLEARING, STORM SEWER, GRADING, GUTTER, SIDEWALK, RETAINING WALL AND TEMPORARY AND PERMANENT ASPHALT UP TO AND INCLUDING THE INTERMEDIATE COURSE) ALONG THE EAST SIDE OF 9TH STREET FROM APPROXIMATE STATION 14+75 TO 23+00. THIS INCLUDES CONSTRUCTION OF BRIDGE B-601 STAGE I PHASE 2 ELEMENTS AS SHOWN IN THE B-601 BRIDGE PLANS ALONG OLD AVON STREET AND WATER STREET. IT IS UNDERSTOOD THAT WORK ON THESE STREETS MAY BE SIMULTANEOUS TO OTHER ACTIVITIES ALONG 9TH STREET AND ITS CONNECTIONS AS FEASIBLE AND AS DESCRIBED IN STAGE I - OLD AVON STREET/WATER STREET SECTIONS BELOW.

CONTRACTOR SHALL CONSTRUCT STAGE I-PHASE IA AND STAGE I-PHASE 2 OF THE SOUTH TUNNEL AS SHOWN IN THE TUNNEL PLANS.

CONTRACTOR SHALL CONSTRUCT THE PROPOSED STORM CROSSING 5-3 TO 5-3A VIA SHIFTING TRAFFIC ALONG 9TH STREET AND ALTERNATING LANE CLOSURES DURING ALLOWABLE LANE CLOSURE HOURS.

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.02.17 12:43:28-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| 4 - 2/5/21<br>5 - 2/14/21 | VA | 20 | 0020-104-101<br>C-501 | 1J(2A) |

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

AS ROADWAY CONSTRUCTION ALLOWS ON THE B-601 BRIDGE APPROACHES, CONTRACTOR SHALL CONSTRUCT BRIDGE B-601 STAGE I PHASE 2 ELEMENTS AS SHOWN IN THE B-601 BRIDGE PLANS ALONG OLD AVON STREET AND WATER STREET. IT IS UNDERSTOOD THAT WORK ON THESE STREETS MAY BE SIMULTANEOUS TO OTHER ACTIVITIES ALONG 9TH STREET AND ITS CONNECTIONS AS FEASIBLE AND AS DESCRIBED IN STAGE I - OLD AVON STREET/WATER STREET SECTIONS BELOW.

### STAGE I - OLD AVON STREET ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.

CONTRACTOR SHALL NOT REMOVE THE EXISTING DUAL 48" PIPE DETENTION SYSTEM UNTIL THE PROPOSED DETENTION SYSTEM B (BETWEEN STRUCTURES 5-10 AND 4-22) IS CONSTRUCTED. CONTRACTOR SHALL NOT INSTALL PROPOSED STORM SEWER BETWEEN STRUCTURES 4-18A AND 4-19 UNTIL THE EXISTING DUAL 48" PIPE DETENTION SYSTEM IS REMOVED.

STAGE I ACTIVITIES ALONG OLD AVON STREET AND WATER STREET MAY BEGIN AND OCCUR SIMULTANEOUSLY EXCEPT AS DETAILED ABOVE AND AS FEASIBLE DURING STAGE I ACTIVITIES AFTER THE EASTERN HALF OF THE EXISTING BRIDGE IS DEMOLISHED AND REMOVED.

CONTRACTOR SHALL INSTALL TCDs ALONG OLD AVON STREET AND WATER STREET AS SHOWN ON TTC PLANS SHEETS 1J(16) THROUGH 1J(18) DURING CONSTRUCTION OF STAGE I PHASE 2 PORTIONS OF ABUTMENT 'A' AND PIER '2' ALONG WATER STREET AND OLD AVON STREET. WATER STREET PEDESTRIAN TRAFFIC SHALL BE DETOURED TO THE NORTH SIDE OF WATER STREET. THE SIDEWALK ON THE SOUTH SIDE OF OLD AVON WILL BE CLOSED DURING CONSTRUCTION.

CONTRACTOR SHALL SHIFT TRAFFIC TO THE EXISTING NORTH CURB LINE ALONG WATER STREET DURING PIER '2' CONSTRUCTION. CONTRACTOR SHALL DEMOLISH AND REMOVE THE EASTERN HALF OF THE EXISTING SUBSTRUCTURE ELEMENTS OF THE EXISTING BRIDGE NORTH OF THE RAILROAD AS DETAILED IN THE B-601 BRIDGE PLANS. CONTRACTOR SHALL CONSTRUCT THE STAGE I PHASE 2 PORTION OF PIER '2' SOUTH OF WATER STREET. UPON COMPLETION OF THE PORTION OF PIER '2' THE CONTRACTOR SHALL CONSTRUCT AN ADA ACCESSIBLE MINIMUM 4' WIDE TEMPORARY ASPHALT SIDEWALK THAT CONNECTS TO THE EXISTING SIDEWALK ON EITHER SIDE OF BRIDGE B-601. CONTRACTOR SHALL USE TEMPORARY ASPHALT CURB AND TEMPORARY ASPHALT SIDEWALK AS SHOWN ON THE TTC PLANS.

CONTRACTOR SHALL KEEP TRAFFIC IN THE EXISTING CONDITION ALONG OLD AVON STREET. CONTRACTOR SHALL DEMOLISH AND REMOVE THE EXISTING SUBSTRUCTURE ELEMENTS OF THE EXISTING BRIDGE SOUTH OF OLD AVON STREET AS DETAILED IN THE B-601 BRIDGE PLANS. CONTRACTOR SHALL CONSTRUCT THE STAGE I - PHASE 2 PORTION OF B-601 BRIDGE ABUTMENT 'A' SOUTH OF OLD AVON STREET.

### STAGE I - OLD AVON STREET PIER '1' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.

CONSTRUCTION OF THE STAGE I PHASE 2 PORTIONS OF B-601 PIER '1' AND ABUTMENT 'B' ALONG OLD AVON STREET AND WATER STREET MAY BEGIN FOLLOWING COMPLETION OF THE STAGE I PORTIONS OF B-601 ABUTMENT 'A' AND PIER '2' ABOVE. CONSTRUCTION OF B-601 PIER '1' AND ABUTMENT B ACTIVITIES MAY OCCUR SIMULTANEOUSLY EXCEPT AS DETAILED HEREIN AND AS FEASIBLE DURING STAGE I AND STAGE IA ACTIVITIES ALONG 9TH STREET AS DESCRIBED ABOVE.

CONTRACTOR SHALL SHIFT TRAFFIC AND INSTALL TCD AS SHOWN ON SHEETS 1J(20) THROUGH 1J(22) ALONG OLD AVON STREET AND WATER STREET TO ENABLE CONSTRUCTION OF THE STAGE I PHASE 2 PORTIONS OF B-601 PIER '1' AND ABUTMENT 'B'. CONTRACTOR SHALL SHIFT TRAFFIC TO THE EXISTING SOUTH CURB LINE ALONG WATER STREET FOR B-601 ABUTMENT 'B' CONSTRUCTION. WATER STREET PEDESTRIAN TRAFFIC SHALL BE DETOURED TO THE SOUTH SIDE OF WATER STREET AS SHOWN ON SHEET 1J(69).

FOR PIER '1' CONSTRUCTION ON THE NORTH SIDE OF OLD AVON STREET, THE CONTRACTOR SHALL PROVIDE A 4 FOOT BENCH AND 15 INCHES FOR SHORING FROM THE FOOTER OF PIER '1'. THE CONTRACTOR MUST THEN ALLOW FOR A 2 FOOT PINNED BARRIER, 1 FOOT SHY LINE, AND 20 FEET FOR TWO LANES OF TRAFFIC. THE CONTRACTOR SHALL GET THE NECESSARY WIDTH BY CONSTRUCTING APPROXIMATELY 8 FEET OF TEMPORARY PAVEMENT BY MOVING THE EXISTING SOUTHERN OLD AVON STREET CURB 8 FEET SOUTH TOWARDS STAGE I PHASE 2 PORTION OF ABUTMENT 'A'. THIS ALIGNMENT SHALL BE DEVELOPED FOR A LONG ENOUGH DISTANCE ALONG OLD AVON TO CONSTRUCT BOTH STAGE I PHASE 2 AND STAGE 2 PHASE 2 PORTIONS OF PIER '1'.

CONTRACTOR SHALL DEMOLISH THE EXISTING SUBSTRUCTURE ELEMENTS OF THE EASTERN HALF OF THE EXISTING BRIDGE NORTH OF OLD AVON STREET AND SOUTH OF THE RAILROAD AS DETAILED IN THE B-601 BRIDGE PLANS. CONTRACTOR SHALL CONSTRUCT THE STAGE I PHASE 2 PORTION OF B-601 PIER '1' NORTH OF OLD AVON STREET.

CONTRACTOR SHALL DEMOLISH THE SUBSTRUCTURE ELEMENTS OF THE EASTERN HALF OF THE EXISTING BRIDGE NORTH OF WATER STREET. CONTRACTOR SHALL CONSTRUCT THE STAGE I PHASE 2 PORTION OF BRIDGE B-601 ABUTMENT 'B', MEZZANINE, AND TEMPORARY SHORING WALL NORTH OF WATER STREET.

FOLLOWING COMPLETION OF THE STAGE I PHASE 2 PORTIONS OF B-601 ABUTMENT 'A', PIER '1', PIER '2' AND ABUTMENT 'B' ALONG OLD AVON STREET AND WATER STREET, THE CONTRACTOR SHALL ERECT AND SET STAGE I PHASE 2 BRIDGE B-601 BEAMS ON THE EAST SIDE OF THE PROPOSED BRIDGE B-601 OVER OLD AVON STREET AND WATER STREET. ERECTING AND SETTING OF BEAMS OVER THESE ROADS IS ONLY ALLOWED AS DETAILED IN THE TABLE ON THIS SHEET. ONLY ONE STREET WILL BE ALLOWED TO BE CLOSED AND DETOURED AT A TIME. BEAMS OVER THE RAILROAD MAY BE SET AS ALLOWED BY THE RAILROAD.

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(2A) |

February 15, 2021 8:18 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\D7587801J02.DWG, Layout: 1J(2A) SEQUENCE OF CONSTRUCTION

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# SEQUENCE OF CONSTRUCTION/STAGING NARRATIVE CONTINUED

## STAGE 2 - 9TH STREET

ONCE STAGE 1 OPERATIONS ARE COMPLETE THE CONTRACTOR SHALL INSTALL SIGNS AND TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) TTC-53.0 AND AS SHOWN IN THE TRAFFIC CONTROL PLANS ON SHEET 1J(23) THROUGH 1J(27) FOR STAGE 2 ACTIVITIES ALONG 9TH STREET. CONTRACTOR SHALL SHIFT TRAFFIC INTO THE EASTERN MOST 22' (2 - 11' LANES) OF EXISTING AND/OR PROPOSED PAVEMENT ALONG 9TH STREET FROM APPROXIMATE STATION 13+75 TO 20+00. CONTRACTOR SHALL SHIFT TRAFFIC AS SHOWN ON THE TRAFFIC CONTROL PLANS TO MAINTAIN THE TURN LANES DEPICTED AT THE 9TH STREET INTERSECTIONS WITH LEVY AVENUE AND E. MARKET STREET. CONTRACTOR SHALL PROVIDE A MINIMUM 5' WIDE SIDEWALK AS DEPICTED ON TEMPORARY TRAFFIC CONTROL PLANS AND B-601 BRIDGE PLANS. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS ALONG EAST SIDE OF THE NEWLY CONSTRUCTED BRIDGE B-601. THERE SHALL BE A PEDESTRIAN DETOUR FOR THE SOUTH WEST CORNER OF THE 9TH/MARKET INTERSECTION AS SHOWN ON SHEET 1J(69).

CONTRACTOR SHALL CONSTRUCT THE PROPOSED GAS REGULATOR PROTECTIVE STRUCTURE SHOWN IN THE B-601 BRIDGE PLANS PRIOR TO STAGE 2 PHASE 1 DEMOLITION OF THE EXISTING BRIDGE.

CONTRACTOR SHALL CLOSE THE EXISTING PAVILION PEDESTRIAN WALKWAY FROM THE DOWNTOWN MALL TO 9TH STREET AS SHOWN ON SHEET 1J(26) AND 1J(69).

CONTRACTOR SHALL ADJUST VIDEO DETECTION ZONES AS NECESSARY AT THE INTERSECTION OF 9TH STREET/OLD AVON STREET AND LEVY AVENUE.

CONTRACTOR SHALL DEMOLISH THE WESTERN HALF OF THE EXISTING BRIDGE AS SHOWN IN THE SEQUENCE OF CONSTRUCTION FOR STAGE 2 PHASE 1 WITHIN THE B-601 BRIDGE PLANS. FOR SIMULTANEOUS BRIDGE ACTIVITIES ALONG OLD AVON STREET AND WATER STREET SEE THE SPECIFIC DESCRIPTIONS OF ACTIVITIES ON THESE STREETS DESCRIBED ON THIS SHEET. CONTRACTOR SHALL BE ALLOWED TO DETOUR AND CLOSE OLD AVON STREET AND WATER STREET AS SHOWN IN THE ALLOWABLE LANE CLOSURE HOUR TABLE ON SHEET 1J(2A) FOR RESTRICTIONS FOR DETOURS. SEE DETOUR ROUTES IN TTC PLANS FOR DETAILS.
CONTRACTOR SHALL ONLY BE ALLOWED TO CLOSE AND DETOUR ONE STREET AT TIME.
CONTRACTOR SHALL CONSTRUCT IMPROVEMENTS (CLEARING, STORM SEWER, GRADING, CURB, MEDIANS, RETAINING WALL, SIDEWALK, AND ASPHALT UP TO AND INCLUDING THE INTERMEDIATE COURSE) ALONG THE WEST SIDE OF 9TH STREET FROM APPROXIMATE STATION 12+50 TO 23+00. CONTRACTOR SHALL CONSTRUCT THE TEMPORARY RETAINING WALL AND SIDEWALK FROM APPROXIMATE STATION 13+25 TO 13+75 AS DEPICTED ON THE TTC PLANS. CONTRACTOR SHALL WORK WITH FRANCHISE UTILITIES TO COORDINATE PLANNED UTILITY POLE RELOCATIONS WITH REMOVAL OF THE EXISTING RETAINING WALL AND CONSTRUCTION OF THE TEMPORARY RETAINING WALL.
CONTRACTOR SHALL CONSTRUCT STAGE 2 - PHASE 1 AND STAGE 2 - PHASE 2 OF THE SOUTH TUNNEL AS SHOWN IN THE TUNNEL PLANS.
CONTRACTOR SHALL REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT AND INSTALL THE PROPOSED SIGNAL AT THE INTERSECTION OF 9TH AND E. MARKET STREET.

## STAGE 2 - OLD AVON STREET PIER '1' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.

CONTRACTOR SHALL INSTALL TCDs ALONG OLD AVON STREET AND WATER STREET AS SHOWN ON TTC PLANS SHEETS 1J(23), 1J(28) THROUGH 1J(29) TO ALLOW FOR CONSTRUCTION OF THE STAGE 2 PHASE 2 PORTIONS OF B-601 PIER '1' AND ABUTMENT 'B'. WATER STREET PEDESTRIAN TRAFFIC WILL REMAIN DETOURED TO THE SOUTH SIDE OF WATER STREET ON SHEET 1J(69). THE SIDEWALK ON THE NORTH SIDE OF WATER STREET WILL BE CLOSED DURING ABUTMENT CONSTRUCTION. CONTRACTOR SHALL KEEP VEHICULAR TRAFFIC ALONG WATER STREET IN THE SAME LOCATION AS STAGE 1 FOR B-601 ABUTMENT 'B' CONSTRUCTION. CONTRACTOR SHALL KEEP VEHICULAR TRAFFIC ALONG OLD AVON STREET IN THE SAME LOCATION AS STAGE 1 FOR PIER '1' CONSTRUCTION.

CONTRACTOR SHALL DEMOLISH AND REMOVE THE SUBSTRUCTURE ELEMENTS OF THE WESTERN HALF OF THE EXISTING BRIDGE NORTH OF WATER STREET. CONTRACTOR SHALL CONSTRUCT THE STAGE 2 PHASE 2 PORTION OF B-601 ABUTMENT 'B' ALONG THE NORTH SIDE OF WATER STREET. CONTRACTOR SHALL ALSO CONSTRUCT B-602 ABUTMENT 'A' AND THE SUBSTRUCTURE ELEMENTS (INCLUDING THE PIERS) OF THE ENHANCED PEDESTRIAN ACCESS STRUCTURE AS SHOWN IN THE B-602 BRIDGE PLANS.

FOLLOWING COMPLETION OF THE SUBSTRUCTURE ELEMENTS OF BOTH B-601 AND B-602 NORTH OF WATER STREET, CONTRACTOR SHALL CONSTRUCT THE PROPOSED CURB AND GUTTER, AND PAVEMENT STRUCTURE UP TO THE INTERMEDIATE COURSE AND PROPOSED SIDEWALK ALONG THE NORTH SIDE OF WATER STREET.

CONTRACTOR SHALL DEMOLISH AND REMOVE THE SUBSTRUCTURE ELEMENTS OF THE WESTERN HALF OF THE EXISTING BRIDGE NORTH OF OLD AVON STREET AND SOUTH OF THE RAILROAD. CONTRACTOR SHALL ALSO CONSTRUCT THE STAGE 2 PHASE 2 PORTIONS OF B-601 PIER '1' NORTH OF OLD AVON STREET. FOLLOWING COMPLETION OF B-601 PIER '1', CONTRACTOR SHALL CONSTRUCT CURB AND GUTTER AND PAVEMENT UP TO THE INTERMEDIATE COURSE ALONG THE NORTH SIDE OF OLD AVON STREET FROM APPROXIMATE STATION 32+50 TO 34+50.

## STAGE 2 - OLD AVON STREET ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.

ONCE STAGE 2 CONSTRUCTION OF B-601 PIER '1' AND B-601 ABUTMENT B, ALL SUBSTRUCTURE ELEMENTS OF BRIDGE B-602 AND WORK ALONG THE NORTH SIDE OF WATER STREET AND OLD AVON STREET IS COMPLETE THE CONTRACTOR SHALL SHIFT TRAFFIC TO ALLOW FOR CONSTRUCTION OF B-601 ABUTMENT 'A' AND B-601 PIER '2'. CONTRACTOR SHALL INSTALL TCDs AS SHOWN ON TTC PLANS SHEET 1J(30) THROUGH 1J(31). WATER STREET PEDESTRIAN TRAFFIC WILL BE DETOURED TO THE NORTH SIDE OF WATER STREET AS SHOWN ON SHEET 1J(69). THE SIDEWALK ON THE SOUTH SIDE OF WATER STREET WILL BE CLOSED DURING STAGE 2 PHASE 2 PORTION OF B-601 PIER '2' CONSTRUCTION. CONTRACTOR SHALL SHIFT TRAFFIC ALONG WATER STREET TO THE NORTH TO ALLOW ROOM FOR B-601 PIER CONSTRUCTION. CONTRACTOR SHALL SHIFT TRAFFIC ALONG OLD AVON STREET TO NORTHERN MOST 20' OF PAVEMENT TO ALLOW ROOM FOR THE STAGE 2 PHASE 2 PORTION OF B-601 ABUTMENT 'B' CONSTRUCTION.
CONTRACTOR SHALL DEMOLISH AND REMOVE SUBSTRUCTURE ELEMENTS OF THE WESTERN HALF OF THE EXISTING BRIDGE SOUTH OF OLD AVON STREET. CONTRACTOR SHALL CONSTRUCT THE STAGE 2 PHASE 2 PORTION OF B-601 ABUTMENT 'A' SOUTH OF OLD AVON STREET. FOLLOWING COMPLETION OF B-601 ABUTMENT 'A' THE CONTRACTOR SHALL CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALK AND PAVEMENT UP TO THE INTERMEDIATE COURSE IN FRONT OF B-601 ABUTMENT 'A' FROM APPROXIMATE STATION 33+50 TO 34+50.

CONTRACTOR SHALL ALSO CONSTRUCT THE STAGE 2 PHASE 2 PORTION OF B-601 PIER '2' ALONG THE SOUTH SIDE OF WATER STREET. FOLLOWING COMPLETION OF B-601 PIER '2' THE CONTRACTOR SHALL CONSTRUCT CURB AND GUTTER, CONCRETE SIDEWALK AND PAVEMENT UP TO THE INTERMEDIATE COURSE IN FRONT OF PIER '2' FROM APPROXIMATE STATION 62+00 TO STATION 64+50.

ONCE ABUTMENTS AND PIERS FOR B-601 AND B-602 ARE COMPLETED, THE CONTRACTOR SHALL ERECT BEAMS FOR BRIDGE B-601 ON THE WEST SIDE OF THE PROPOSED BRIDGE. TRAFFIC WILL BE CLOSED AND DETOURED ON WATER STREET OR OLD AVON STREET AS SHOWN IN THE ALLOWABLE LANE CLOSURE HOURS TABLE ON SHEET 1J(2A). ONLY ONE STREET WILL BE ALLOWED TO BE DETOURED AT A TIME. ERECTION AND SETTING OF BEAMS OVER THE RAILROAD WILL BE AS ALLOWED BY THE RAILROAD.

FOLLOWING THE ERECTION AND SETTING OF BEAMS FOR THE WESTERN PORTION OF B-601, THE CONTRACTOR SHALL ERECT AND SET BEAMS FOR ALL SPANS FOR B-602. FOR DETAILS ON THE ERECTION PROCEDURE(S) SEE SEQUENCE OF CONSTRUCTION DETAILS IN THE BRIDGE PLANS FOR B-602. TRAFFIC WILL NEED TO BE CLOSED AND DETOURED UNDER THE SAME CONDITIONS AS B-601 ALONG WATER STREET DURING BEAM ERECTION AND SETTING AND AS ALLOWED IN THE ALLOWABLE LANE CLOSURE HOURS TABLE ON SHEET 1J(2A).

## STAGE 3 - 9TH STREET

STAGE 3 AND STAGE 4 ACTIVITIES MAY OVERLAP OR OCCUR SIMULTANEOUSLY.

ONCE STAGE 2 OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL INSTALL TTC DEVICES AS REQUIRED AND AS SHOWN IN THE TRAFFIC CONTROL PLANS FOR STAGE 3 ACTIVITIES ON SHEETS 1J(32) TO 1J(36). THE PROPOSED BRIDGE NORTHBOUND AND SOUTHBOUND TRAFFIC ON 9TH STREET SHALL BE SHIFTED WEST INTO ITS ULTIMATE TRAFFIC LOCATION TO MAINTAIN ONE 11' LANE IN EACH DIRECTION.
CONTRACTOR SHALL ADJUST VIDEO DETECTION ZONES AS NECESSARY AT THE 9TH STREET INTERSECTIONS WITH LEVY AVENUE/OLD AVON STREET AND E. MARKET STREET.

CONTRACTOR SHALL CONSTRUCT IMPROVEMENTS (CURB, SIDEWALK AND ASPHALT UP TO AND INCLUDING THE INTERMEDIATE COURSE) ALONG 9TH STREET FROM APPROXIMATE STATION 13+50 TO 19+50. CONTRACTOR SHALL ALSO CONSTRUCT THE CONCRETE MEDIAN BETWEEN THE ULTIMATE 9TH STREET NORTHBOUND LANE AND PROTECTED BIKE LANE UTILIZING A ONE WAY FLAGGING OPERATION DURING ALLOWABLE LANE CLOSURE HOURS.

CONTRACTOR SHALL CONVERT TEMPORARY STRUCTURES T-2, T-3, AND T-4 (SEE SHEET 1J(14)) TO THEIR PERMANENT DESIGN.

## STAGE 4 - 9TH STREET AND OLD AVON STREET

STAGE 4 ACTIVITIES MAY OVERLAP OR OCCUR SIMULTANEOUSLY WITH STAGE 2 AND STAGE 3 ACTIVITIES ONCE THE CONTRACTOR NO LONGER NEEDS TO UTILIZE THE OLD AVON CONNECTION TO THE 9TH/LEVY/AVON INTERSECTION.

ONCE STAGE 3 OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL INSTALL TTC DEVICES AS REQUIRED AND AS SHOWN IN THE TRAFFIC CONTROL PLAN FOR STAGE 4 ACTIVITIES ON SHEETS 1J(37) TO 1J(40). CONTRACTOR SHALL SHIFT TRAFFIC INTO THE EASTERN MOST 22' (2 - 11' LANES) OF EXISTING AND/OR PROPOSED PAVEMENT ALONG 9TH STREET FROM APPROXIMATE STATION 10+50 TO 20+00. CONTRACTOR SHALL SHIFT TRAFFIC AS SHOWN ON THE TRAFFIC CONTROL PLANS TO MAINTAIN THE TURN LANES DEPICTED AT THE 9TH STREET INTERSECTIONS WITH LEVY AVENUE AND E. MARKET STREET.

THE CONTRACTOR SHALL CLOSE THE PORTION OF OLD AVON STREET BETWEEN THE INTERSECTION OF OLD AVON STREET AND SOUTH STREET TO TRAFFIC. CONTRACTOR SHALL BEGIN OLD AVON STREET PLAZA IMPROVEMENTS BY INSTALLING STORM SEWER BETWEEN STRUCTURES 3-5 AND 3-6 AND ROUGH GRADING THE PLAZA AREA UP TO THE LEVEL OF THE PROPOSED SUB-BASE. ONCE THE PLAZA AREA IS GRADED TO WITHIN 6 INCHES OF THE SUB-BASE THE CONTRACTOR SHALL INSTALL THE GAS MAIN RELOCATION WITHIN THE PLAZA AREA FROM STA. 65+00 TO 67+32. CONTRACTOR SHALL NOTIFY THE ENGINEER, SO THAT THE FRANCHISE UTILITIES CAN RELOCATE, ABANDON, OR REMOVE THEIR OVERHEAD FACILITIES ALONG 9TH STREET, OLD AVON STREET, AND SOUTH STREET. ONCE FRANCHISE UTILITY RELOCATIONS ARE COMPLETE, CONTRACTOR SHALL COMPLETE IMPROVEMENTS ON SOUTH STREET FOR STRUCTURE 3B-6 AND ADJACENT PARKING LANE.
CONTRACTOR SHALL RELOCATE THE SIGNAL HEADS FOR 9TH STREET/OLD AVON STREET AND LEVY AVENUE. CONTRACTOR SHALL ADJUST VIDEO DETECTION ZONES AS NECESSARY.
CONTRACTOR SHALL REMOVE EXISTING SIGNAL EQUIPMENT AS SHOWN ON THE PLANS.

CONTRACTOR SHALL CONSTRUCT IMPROVEMENTS (CLEARING, GRADING, STORM DRAINAGE, RETAINING WALLS, CURB AND GUTTER, SIDEWALK AND ASPHALT UP TO THE INTERMEDIATE COURSE) ALONG 9TH STREET FROM APPROXIMATE STATION 10+50 TO STATION 13+75.
CONTRACTOR SHALL COMPLETE THE OLD AVON STREET PEDESTRIAN PLAZA.
CONTRACTOR SHALL CONVERT TEMPORARY STRUCTURE T-1 (SEE SHEET 1J(12)) TO ITS PERMANENT DESIGN.

CONTRACTOR SHALL CONSTRUCT IMPROVEMENTS TO BOTH SIDES OF OLD AVON STREET AND THE PROPOSED OLD AVON STREET PUBLIC PARKING LOT UTILIZING A SHOULDER CLOSURE AND/OR ONE-WAY FLAGGING OPERATIONS IN ACCORDANCE WITH TTC FIGURE 23J. AT NO TIME SHALL THE CONTRACTOR WORK BOTH THE LEFT AND RIGHT OF OLD AVON STREET SIMULTANEOUSLY.

## STAGE 5 - ALL ROUTES

ONCE STAGE 4 OPERATIONS ARE COMPLETE, THE CONTRACTOR SHALL SET UP FOR STAGE 5 OPERATIONS AND UTILIZE ALTERNATING LANE CLOSURES (DURING ALLOWABLE LANE CLOSURE HOURS) ALONG 9TH STREET TO CONSTRUCT THE CONCRETE MEDIANS FROM APPROXIMATE STA. 10+75 TO APPROXIMATE STATION 20+00. ONCE MEDIANS ARE COMPLETED, CONTRACTOR MAY PLACE THE FINAL PAVEMENT SURFACE COURSE, FINAL STRIPING AND MARKING, FINAL SIGNING, SEEDING AND LANDSCAPING THROUGHOUT. CONTRACTOR SHALL USE FLAGGING OPERATIONS ON OLD AVON STREET, SOUTH STREET AND WATER STREET TO SIMILARLY COMPLETE ASPHALT SURFACE COURSE, FINAL STRIPING, SIGNING, SEEDING AND LANDSCAPING. UPON COMPLETION, CONSTRUCTED IMPROVEMENTS SHALL BE FULLY OPENED TO ALL TRAFFIC.

CONTRACTOR SHALL INSTALL THE PROPOSED SIGNAL AT THE INTERSECTION OF 9TH STREET/OLD AVON STREET AND LEVY AVENUE. CONTRACTOR SHALL REMOVE EXISTING EQUIPMENT IN THE NORTHWEST, SOUTHEAST, AND SOUTHWEST CORNERS OF THE INTERSECTION AS SHOWN IN THE PLANS. CONTRACTOR SHALL REMOVE THE TEMPORARY SIGNAL. THE PEDESTAL POLES IN THE NORTHEAST CORNER ARE TO REMAIN AS PART OF THE ULTIMATE SIGNAL.

AFTER RESTORING ALL ON STREET PARKING WITHIN THE PROJECT LIMITS ALONG WITH OPENING THE PROPOSED PARKING AREA OFF OLD AVON STREET, THE CONTRACTOR SHALL CLOSE THE TEMPORARY PARKING LOT, REMOVE ALL TEMPORARY IMPROVEMENTS ON PARCEL 003 AND RESTORE TO EXISTING CONDITIONS. OPENING OF PARKING AND CLOSING OF THE TEMPORARY LOT SHALL BE APPROVED BY THE ENGINEER BEFORE OCCURRING.

## DETAILED IN-PLAN UTILITY SEQUENCING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING MAINTAINCE OF TRAFFIC SKETCHES TO THE CITY OF CHARLOTTESVILLE AND THE ENGINEER FOR APPROVAL PRIOR TO ANY LANE CLOSURES FOR UTILITY INSTALLATIONS. ALL LANE CLOSURES FOR INSTALLATION OF UTILITIES SHALL BE IN ACCORDANCE WITH THE VWAPM AND THE ALLOWABLE LANE CLOSURES INDICATED ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH VWAPM TTC FIGURES 16.2, 17.2, 23.2, 28.2, 30.2, 53.0, 67J AND ALL OTHER APPLICABLE VWAPM TTC FIGURES AS REQUIRED FOR THE INSTALLATION OF UTILITY RELOCATIONS.

ALL NEW UTILITY INSTALLATIONS SHALL BE TESTED BY THE CONTRACTOR AND APPROVED BY THE CITY OF CHARLOTTESVILLE UTILITIES DEPARTMENT PRIOR TO ACTIVATION.

GAS MAIN RELOCATION FROM STA. 52+02 TO 53+23 AT THE INTERSECTION OF SOUTH STREET AND OLD AVON STREET SHALL BE CONSTRUCTED IN ADVANCE OF ANY UTILITY RELOCATIONS IN SOUTH STREET, AND IN ADVANCE OF STORM SEWER INSTALLATION ALONG OLD AVON STREET OR SOUTH STREET.

GAS MAIN RELOCATION ALONG SOUTH STREET SHALL BE CONSTRUCTED IN ADVANCE OF WATER MAIN RELOCATION IN SOUTH STREET. WATER MAIN RELOCATION ALONG SOUTH STREET AND IN OLD AVON STREET SHALL BE CONSTRUCTED IN ADVANCE OF STORM SEWER INSTALLATION ALONG SOUTH STREET. WATER MAIN RELOCATION FROM INTERSECTION OF 9TH STREET AND LEVY AVENUE TO INTERSECTION OF GRAVES STREET AND MONTICELLO AVENUE SHALL BE INSTALLED IN ADVANCE OF STORM SEWER INSTALLATION AT THE CORNER OF GRAVES STREET AND 9TH STREET. REPLACEMENT OF THE EXISTING GRAVITY SEWER AT THE INTERSECTION OF GRAVES STREET AND MONTICELLO AVENUE SHALL BE COMPLETED IN ADVANCE OF PLACING THE WATER MAIN RELOCATION BETWEEN THE INTERSECTION OF 9TH STREET AND LEVY AVENUE AND THE INTERSECTION OF GRAVES STREET AND MONTICELLO AVENUE INTO SERVICE. WATER MAIN RELOCATION ALONG 9TH STREET, LEVY AVENUE, GRAVES STREET, OLD AVON STREET AND SOUTH STREET SHALL BE COMPLETED PRIOR TO INSTALLATION OF THE GRAVITY SEWER MANHOLE C IN THE INTERSECTION OF 9TH STREET AND OLD AVON STREET. WATER MAIN RELOCATION ALONG OLD AVON STREET SHALL BE COMPLETED IN ADVANCE OF STORM SEWER INSTALLATION ALONG OLD AVON STREET.

THE CONNECTION TO THE EXISTING MANHOLE AT THE INTERSECTION OF GARRETT STREET AND 6TH STREET AND GRAVITY SEWER RELOCATION BETWEEN THE INTERSECTION OF GARRETT STREET AND 6TH STREET AND THE INTERSECTION OF 9TH STREET AND OLD AVON STREET SHALL BE INSTALLED IN ADVANCE OF THE CONNECTION TO THE EXISTING SANITARY SEWER AT 9TH STREET AND OLD AVON STREET AND IN ADVANCE OF THE CONNECTION TO THE EXISTING SANITARY SEWER SYSTEM AT THE INTERSECTION OF 9TH STREET AND GRAVES STREET. CONNECTION TO THE EXISTING SANITARY SEWER IN THE INTERSECTION OF 9 TH STEET AND OLD AVON STREET, CONSTRUCTION OF THE SANITARY SEWER IN 9TH STREET, AND THE CONNECTION TO THE EXISTING SANITARY SEWER SYSTEM AT THE INTERSECTION OF 9TH STREET AND GRAVES STREET SHALL BE COMPLETED IN ADVANCE OF THE GRAVITY SEWER RELOCATION AT THE INTERSECTION OF SOUTH STREET AND OLD AVON STREET. ALL GRAVITY SEWER RELOCATIONS SHALL BE COMPLETED PRIOR TO THE INSTALLATION OF THE RETAINING WALL ON THE WEST SIDE OF 9 TH STREET AND STORM SEWER INSTALLATION IN THE PLAZA AREA BETWEEN LEVY AVENUE AND SOUTH STREET.

THE FIRE HYDRANT RELOCATION ON THE SOUTH SIDE OF OLD AVON STREET AT APPROXIMATE STATION 36+00 SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK BETWEEN APPROXIMATE STATION 35+50 AND 36+00.

GAS MAIN RELOCATION WITHIN THE PLAZA AREA ALONG OLD AVON STREET BETWEEN LEVY AVENUE AND SOUTH STREET FROM STA. 65+00 TO 67+32 SHALL NOT OCCUR UNTIL THE PLAZA AREA IS GRADED TO WITHIN 6 INCHES OF THE SUB-BASE. ONCE THE PLAZA AREA IS GRADED TO WITHIN 6 INCHES OF THE SUB-BASE THE CONTRACTOR SHALL INSTALL THE PROPOSED GAS MAIN BETWEEN STA. 65+00 TO 67+32.

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER
Brian A McPeters
2020.10.26 13:06:20-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(2B) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(2B) |

October 16, 2020 1:20 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\D7587801J02.DWG, Layout:1J(2B) SEQUENCE OF CONSTRUCTION

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| 4 - 2/5/21 | VA | 20 | 0020-104-101 C-501 | 1J(3) |

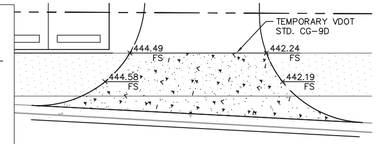
COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

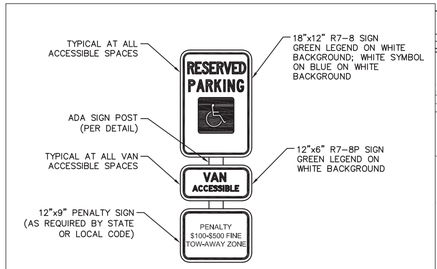
Brian A McPeters
2021.02.07 17:14:27-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

# MAINTENANCE OF TRAFFIC
# TEMPORARY PARKING LOT

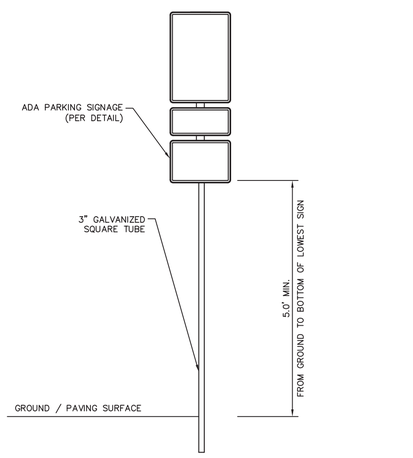
## TEMPORARY PARKING LOT ENTRANCE CG-9D PHASE 2 ELEVATIONS



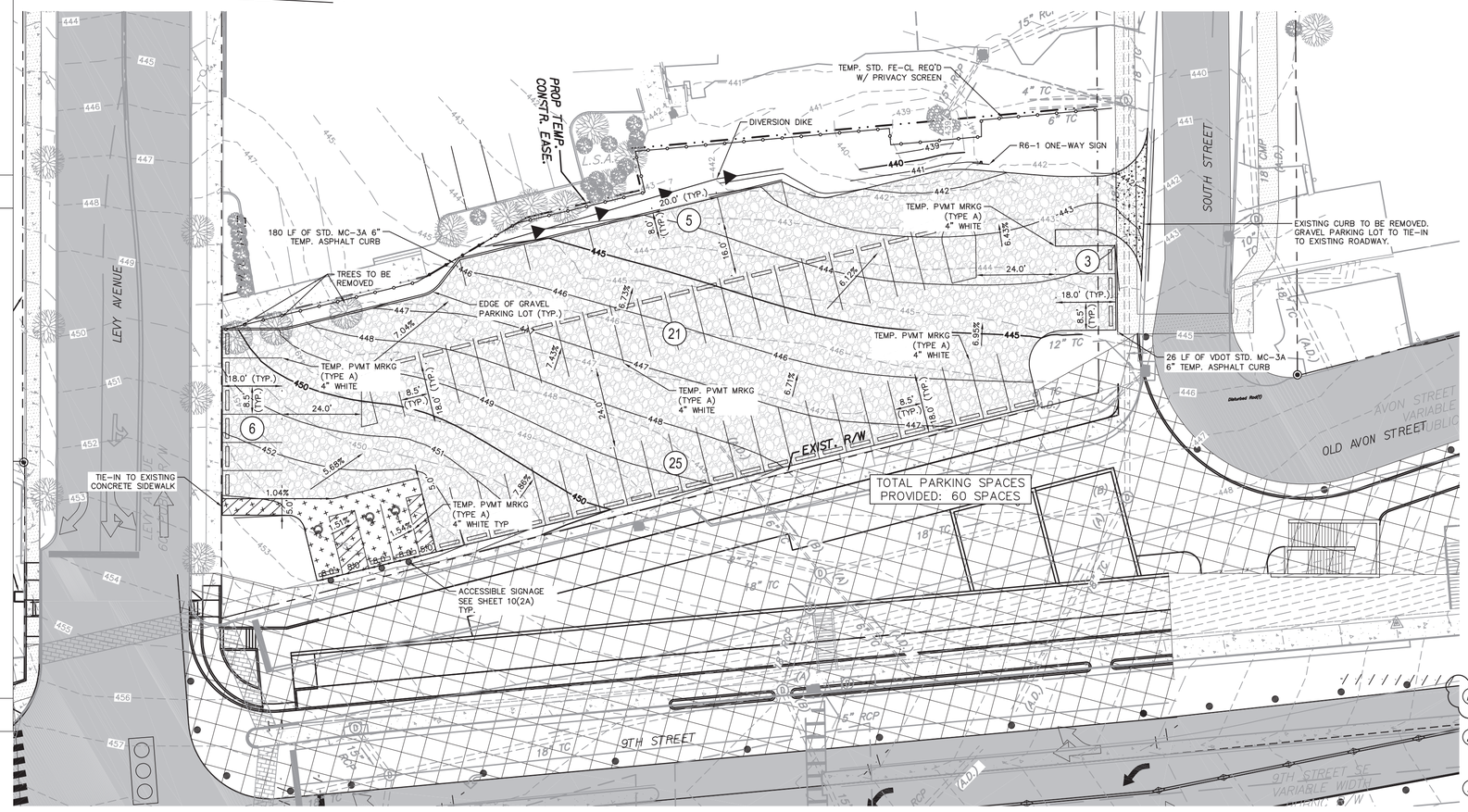




NOTE: SIGNS DENOTED HERE ARE TO BE PER MUTCD SPECIFICATIONS. PENALTY SIGN TO READ: "PENALTY $100-$500 FINE TOW-AWAY ZONE"

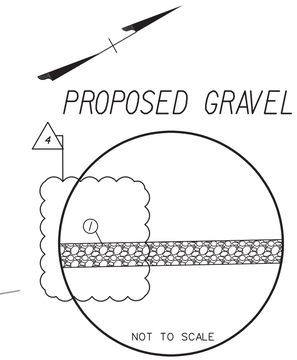
## ADA PARKING SIGNAGE



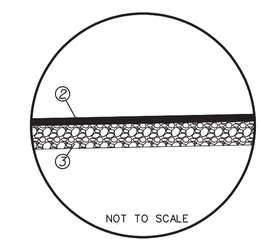

## ADA PARKING SIGN POST




## PROPOSED GRAVEL




## PROPOSED LIGHT DUTY ASPHALT AREA




4

1. 6" AGGR. BASE MAT'L. TYPE I NO. 21A OR 21B
2. ASPHALT CONCRETE TYPE SM-9.5A OR SM-9.5D @220 LB/SY
3. 4" AGGR. BASE MAT'L. TYPE I NO. 21A OR 21B

## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- PVMT MRKG (INT'L ACCESSIBILITY SYMB) TY A
- PROPOSED GRAVEL
- PROPOSED LIGHT-DUTY ASPHALT
- PARKING STOPS

NOTES:

1. THE EXISTING PARKING LOT ON OLD AVON STREET AND ANY OF THE ON STREET PARKING CANNOT BE CLOSED OR ELIMINATED UNTIL THE TEMPORARY GRAVEL PARKING LOT IS CONSTRUCTED, ACCEPTED BY THE CITY AND OPEN FOR USE.
2. TEMPORARY GRAVEL PARKING LOT SHALL BE CONSTRUCTED AT BEGINNING OF PROJECT. TEMPORARY LOT TO BE REMOVED ONCE THE NEW LOT ON OLD AVON AND ALL ON STREET PARKING IS OPERATIONAL.
3. THE AREA DISTURBED BY THE TEMPORARY PARKING LOT SHALL BE RETURNED TO ITS ORIGINAL CONTOURS, ELEVATIONS, GRADES, AND GRASS COVER UPON PROJECT COMPLETION. DISTURBED AREA WILL BE PERMANENTLY STABILIZED IN ACCORDANCE WITH THE PLANS. CONCRETE WHEEL STOPS AND SIGNAGE SHALL BE REMOVED AS WELL. PAYMENT FOR SUCH WORK SHALL BE PAID FOR AS OBSCURING ROADWAY AND APPLICABLE SEEDING ITEMS. RESTORATION SHALL BE SUBJECT TO THE DETERMINATION OF THE ENGINEER AND HIM SOLELY.
4. THE CONTRACTOR WILL BE REQUIRED TO REFRESH TEMPORARY MARKINGS ON THE GRAVEL LOT AT THE DISCRETION AND AUTHORIZATION OF THE INSPECTOR. THE CONTRACTOR WILL BE ELIGIBLE FOR PAYMENT FOR THE APPLICABLE PAY ITEMS FOR THE REFRESHING AS AUTHORIZED BY THE INSPECTOR.
5. PRIVACY SCREEN IS INCIDENTAL TO FENCE WITH NO SEPARATE PAYMENT THERETO.

ENTRANCE SEQUENCING NOTES:

1. PRE-STAGE 1: PE-1 ENTRANCE WITH ASPHALT AS ENTRANCE TO TEMPORARY LOT.
2. UPON COMPLETION OF STAGE 1 AND 1A: INSTALL CG-9D WITH 4' ADA PATH IN LINE WITH PROPOSED SIDEWALK.
3. REMOVE CG-9D AND REPLACE WITH PERMANENT SIDEWALK AND CURBING BEFORE FINAL PAVING AT THE END OF THE PROJECT.

GRAPHIC SCALE IN FEET 0 10 20 40

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(3) |

February 7, 2021 3:48 PM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

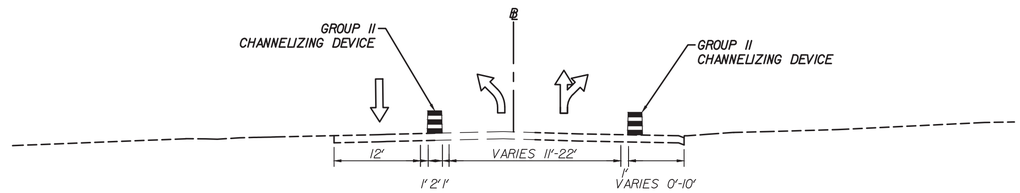
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT PARKING LOT.DWG, Layout:LAYOUT1

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

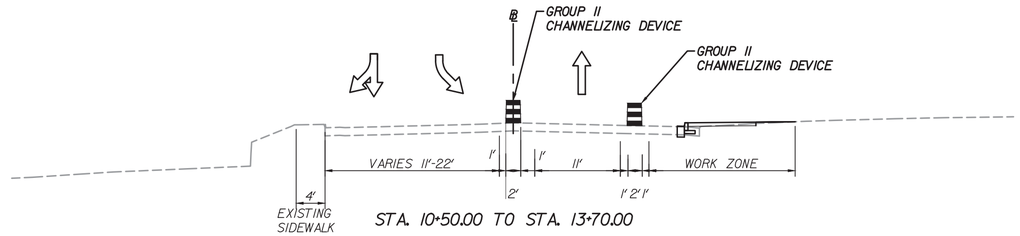
# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

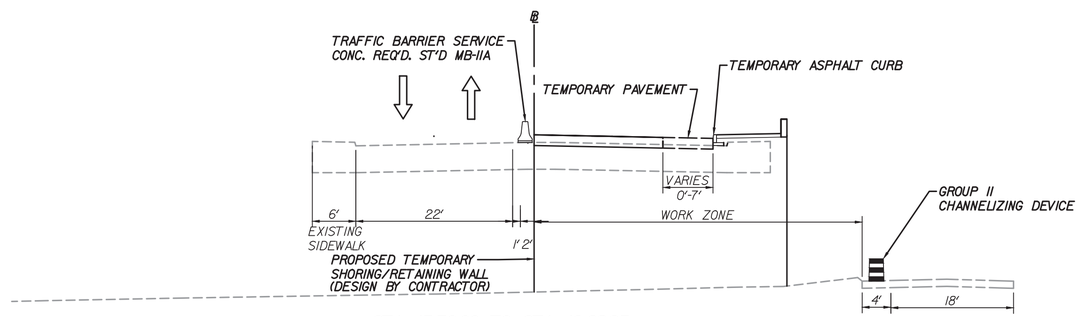
## 9TH STREET - STAGE I



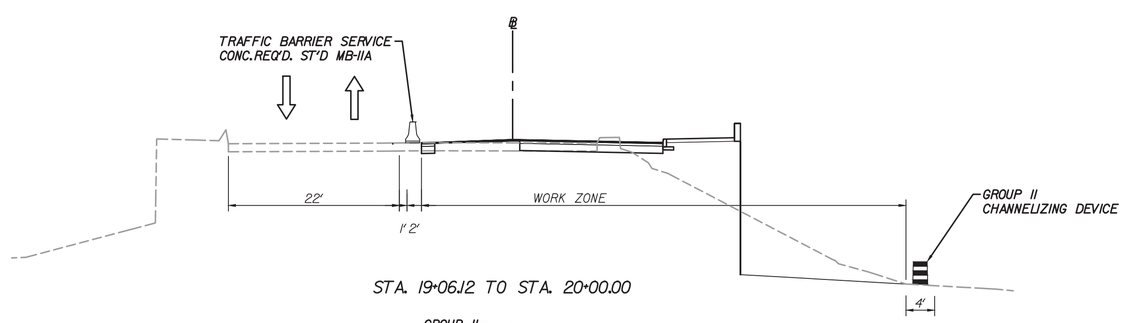

STA. 8+65.00 TO STA. 10+50.00



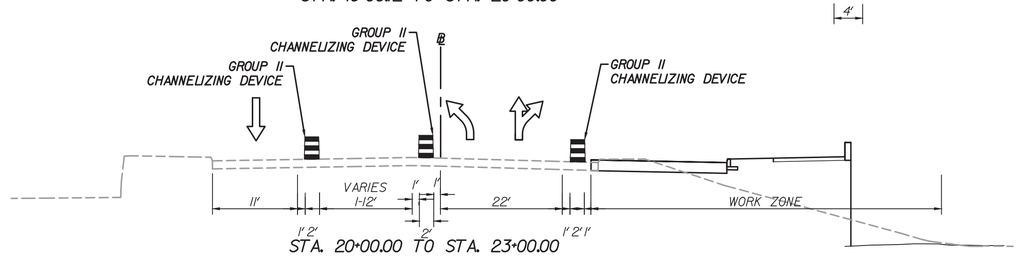

STA. 10+50.00 TO STA. 13+70.00




STA. 13+70.00 TO STA. 16+68.93

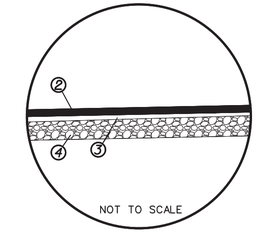



STA. 19+06.12 TO STA. 20+00.00




STA. 20+00.00 TO STA. 23+00.00

## TEMPORARY PAVEMENT




1. 6" CRUSHER RUN AGGREGATE 25 OR 26
2. ASPHALT CONCRETE TYPE IM19.0A @ 330 LB/SY
3. 3" ASPHALT CONCRETE TYPE BM25.0A
4. 6" AGGR. BASE MAT'L. TYPE I NO. 21A

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:08:19-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(4) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(4) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

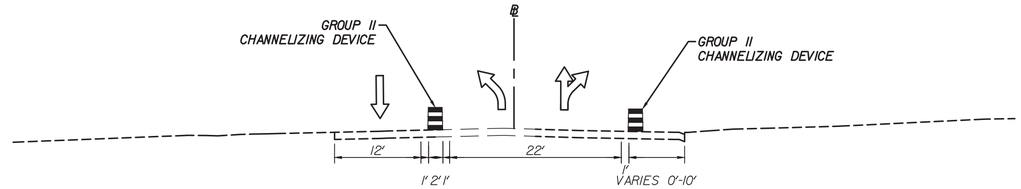
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS.DWG, Layout: TMP TYPICALS 1

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

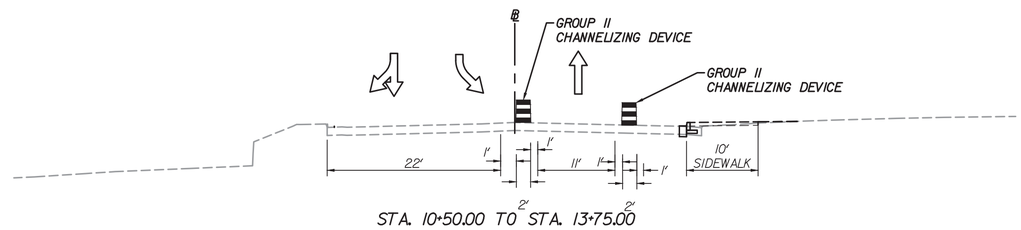
# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

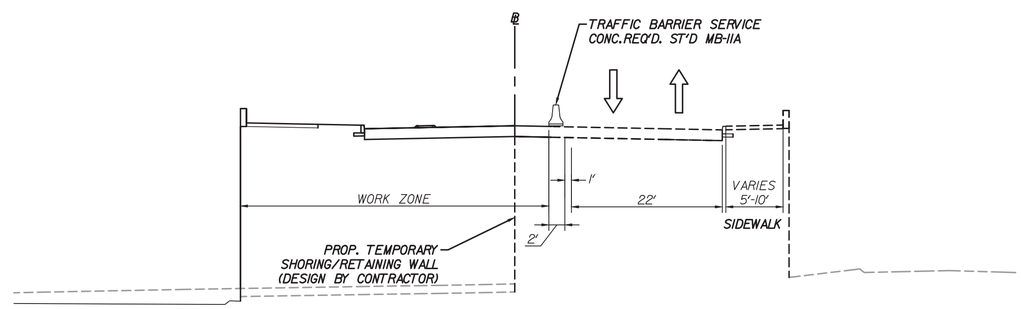
9TH STREET - STAGE 2



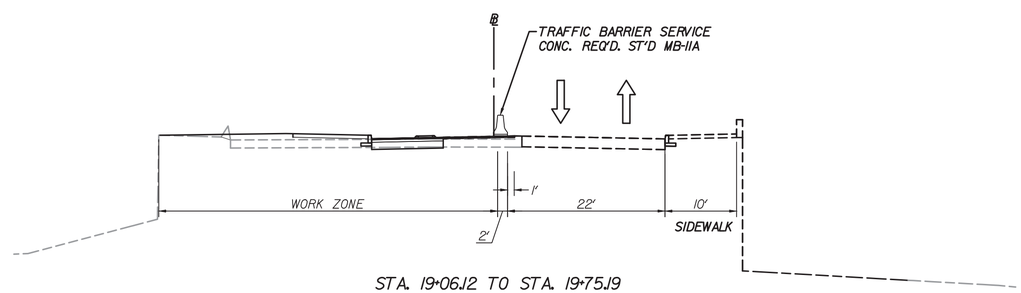

STA. 8+65.00 TO STA. 10+50.00



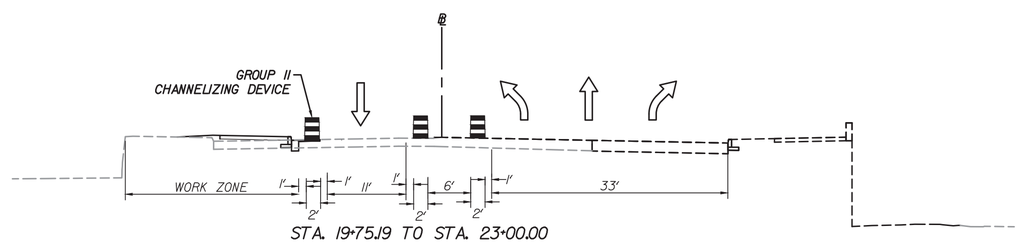

STA. 10+50.00 TO STA. 13+75.00




STA. 13+75.00 TO STA. 16+68.93




STA. 19+06.12 TO STA. 19+75.19




STA. 19+75.19 TO STA. 23+00.00

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:08:52-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(5) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(5) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

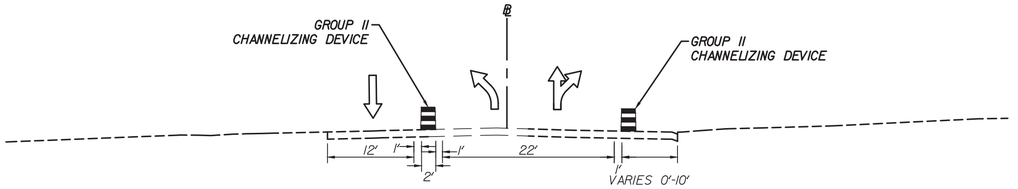
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS.DWG, Layout: TMP TYPICALS 2

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

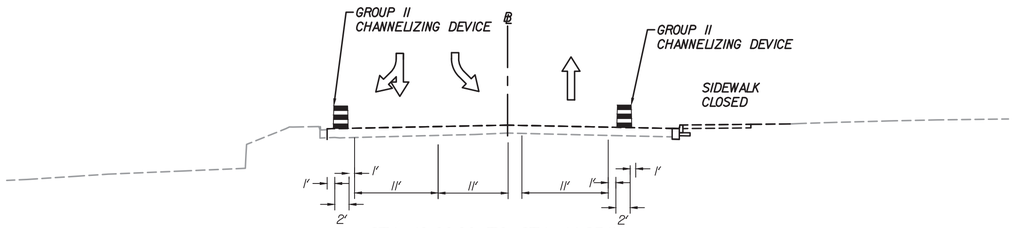
# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

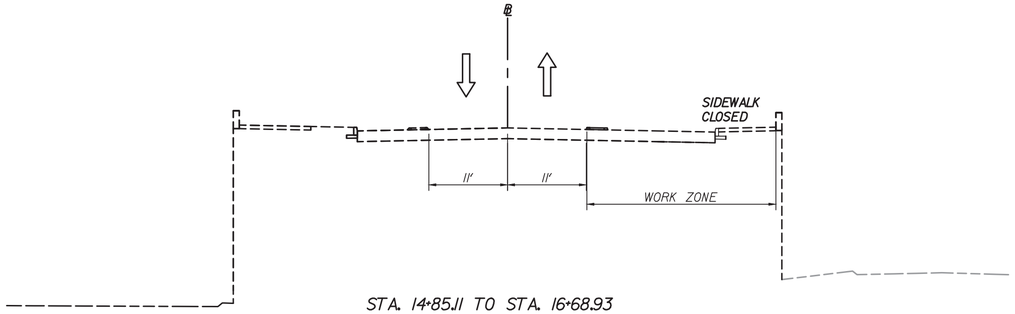
## 9TH STREET - STAGE 3



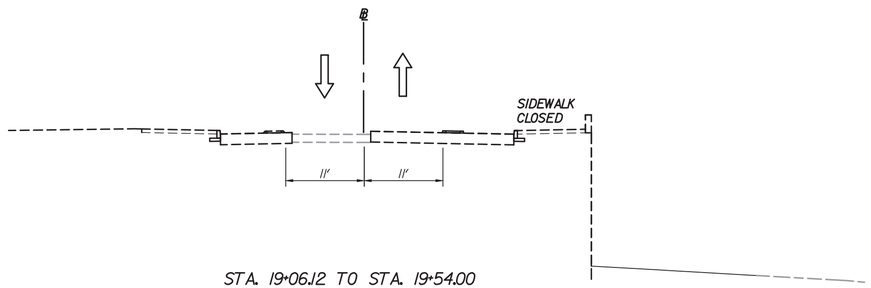

STA. 8+65.00 TO STA. 10+50.00



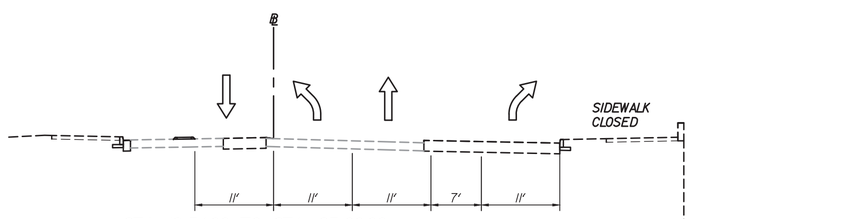

STA. 10+00.00 TO STA. 14+85.11




STA. 14+85.11 TO STA. 16+68.93




STA. 19+06.12 TO STA. 19+54.00




STA. 19+54.00 TO STA. 23+00.00

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:09:20-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(6) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(6) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

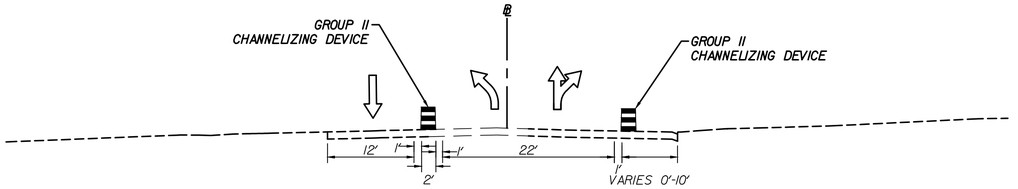
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS.DWG, Layout: TMP TYPICALS 3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

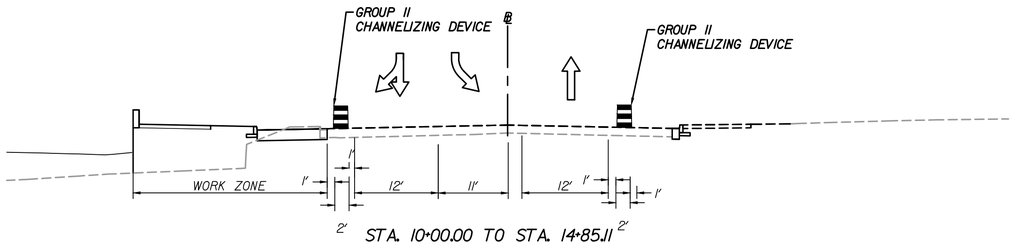
# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

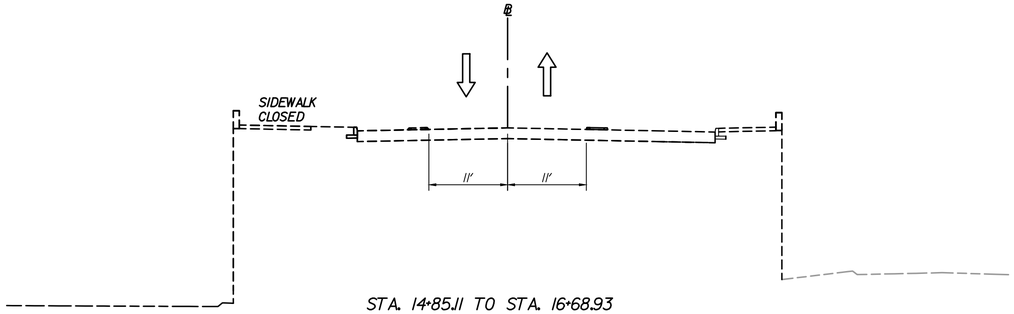
## 9TH STREET - STAGE 4



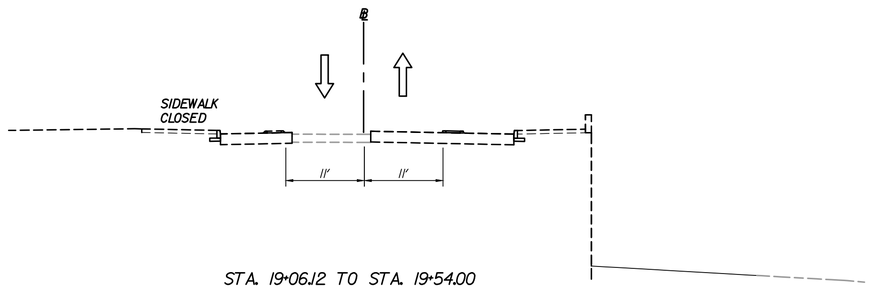

STA. 8+65.00 TO STA. 10+50.00



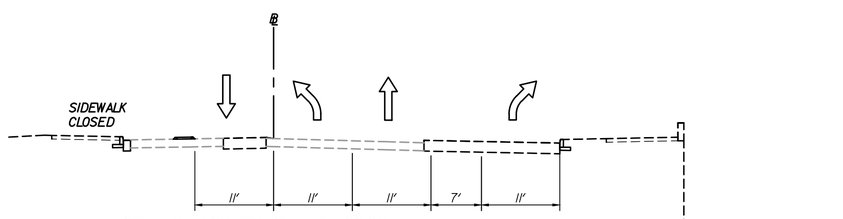

STA. 10+00.00 TO STA. 14+85.11




STA. 14+85.11 TO STA. 16+68.93




STA. 19+06.12 TO STA. 19+54.00




STA. 19+54.00 TO STA. 23+00.00

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:09:45-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(7) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(7) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS.DWG, Layout: TMP TYPICALS 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

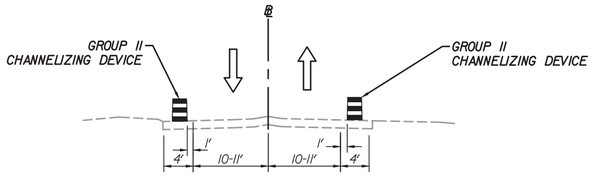
Brian A McPeters
2020.10.26 13:10:17-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(8) |

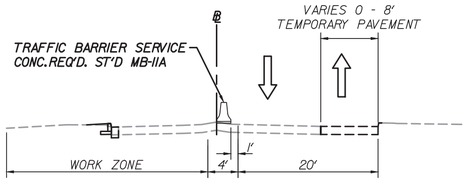
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

OLD AVON ST
STAGE 1-3



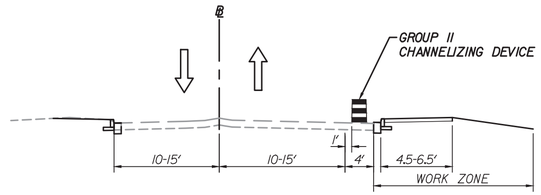

STA. 30+00.00 TO STA. 30+55.00

OLD AVON ST
STAGE 1 & STAGE 2 - OLD AVON STREET PIER '1' CONSTR.



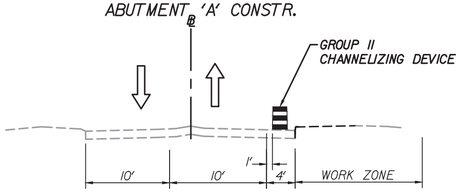

STA. 30+55.00 TO STA. 36+19.14

OLD AVON ST
STAGE 4



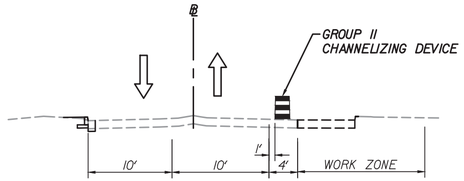

STA. 30+00.00 TO STA. 36+19.14

OLD AVON ST
STAGE 1 - OLD AVON STREET
ABUTMENT 'A' CONSTR.



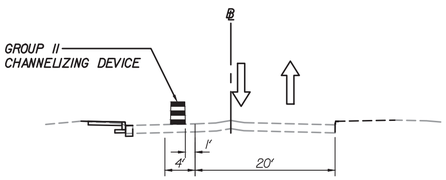

STA. 30+55.00 TO STA. 36+19.14

OLD AVON ST
STAGE 2 - OLD AVON STREET
ABUTMENT 'A' CONSTR. AND STAGE 3



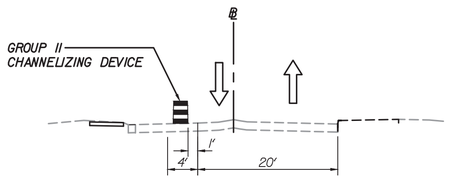

STA. 30+55.00 TO STA. 36+19.14

MONTICELLO RD
STAGE 1-4




STA. 206+23.22 TO STA. 209+55.80

MONTICELLO RD
STAGE 1-4




STA. 209+55.80 TO STA. 211+29.60

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(8) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS-SIDE STREETS.DWG, Layout:IJ(8) TMP TYPICALS SS1

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

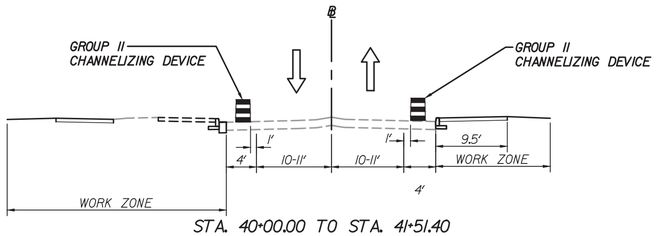
Brian A McPeters
2020.10.26 13:11:11-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(9) |

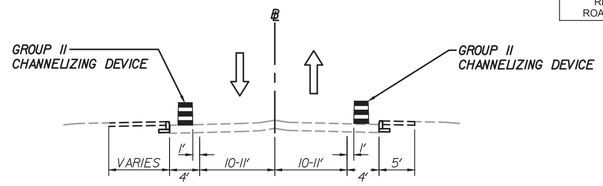
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

## GRAVES ST STAGE 1



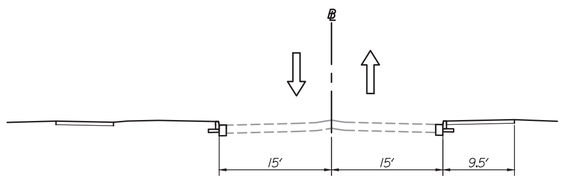

STA. 40+00.00 TO STA. 41+51.40

## WATER ST STAGE 1-2



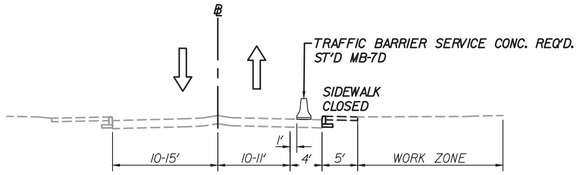

STA. 60+50.00 TO STA. 62+00.00
STA. 63+25.00 TO STA. 64+87.00

## GRAVES ST STAGE 2-4



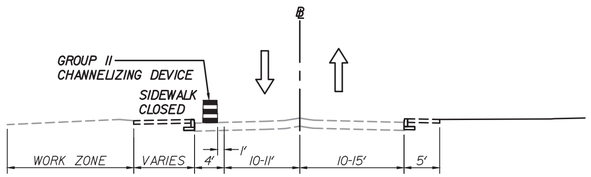

STA. 40+00.00 TO STA. 41+51.40

## WATER ST STAGE 1 AND 2 - WATER STREET PIER '2' CONSTR.




STA. 62+00.00 TO STA. 63+25.00

## WATER ST STAGE 1 AND 2 - WATER STREET ABUTMENT 'B' CONSTR.




STA. 62+00.00 TO STA. 63+25.00

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(9) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS-SIDE STREETS.DWG, Layout:1J(9) TMP TYPICALS SS2

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# TRANSPORTATION MANAGEMENT PLAN TYPICAL SECTIONS

NOT TO SCALE

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

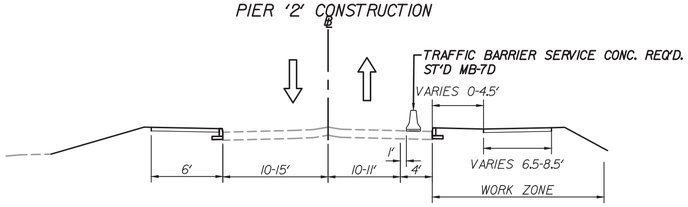
Brian A McPeters
2020.10.26 13:10:43-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(IO) |

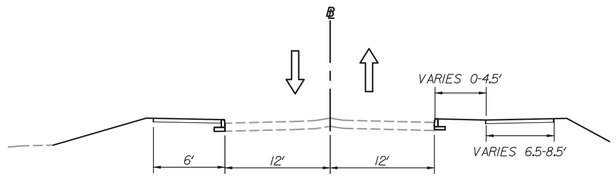
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

WATER ST
STAGE 2 - WATER STREET
PIER '2' CONSTRUCTION




STA. 61+56.00 TO 64+25.25

WATER ST
STAGE 3-4




STA. 60+50.00 TO STA. 64+25.25

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(IO) |

October 26, 2020 7:45 AM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\TMP TYPICALS-SIDE STREETS.DWG, Layout:IJ(10) TMP TYPICALS SS3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE I
## (PRIOR TO COMPLETION OF MONTICELLO RD. DUCT BANK)
## DAY TIME SIGN LAYOUT

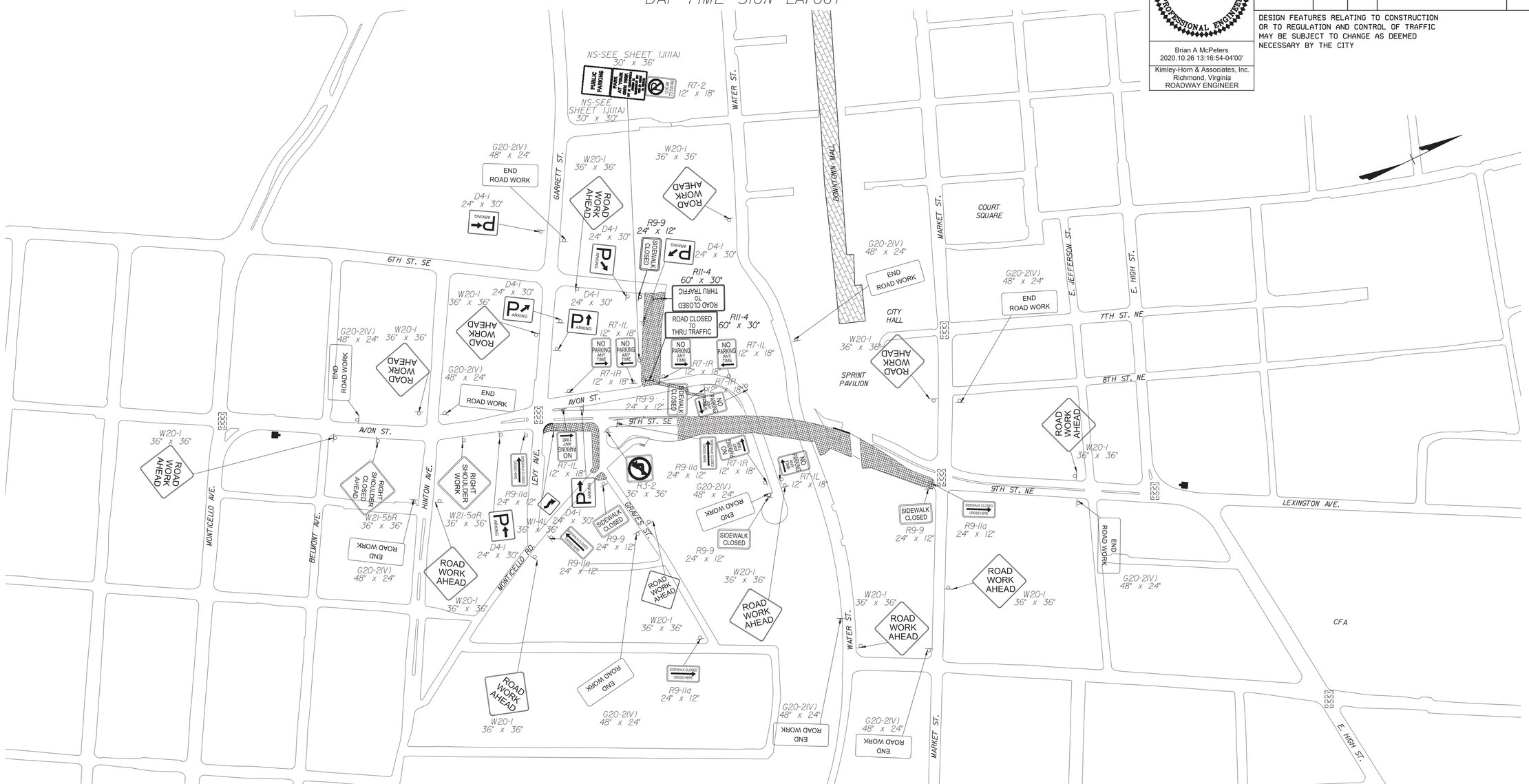
COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:16:54-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(II) |

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




## LEGEND

- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL

NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 150' 500' | 0020-104-101 | IJ(II) |

October 6, 2020 12:28 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(11) MOT STAGE 1 - SIGN LAYOUT

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

## SIGN DETAIL
1:20

| | |
|---|---|
| SIGN NUMBER | Public Parking |
| WIDTH x HGHT. | 2'-6" x 2'-6" |
| BORDER WIDTH | 0.63" |
| CORNER RADIUS | 1.13" |
| MOUNTING | Ground |
| BACKGROUND | TYPE: Reflective |
| | COLOR: White |
| LEGEND/BORDER | TYPE: Reflective |
| | COLOR: Green/Green |

| SYMBOL | ROT | X | Y | WID | HT |
|---|---|---|---|---|---|
| | | | | | |

Panel Style: ns parking.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | LENGTH | SERIES/SIZE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | U | B | L | I | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | D 2000 |
| 6.1 | 9.5 | 13.1 | 16.5 | 19.6 | 21.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 17.7 | 4 |
| P | A | R | K | I | N | G | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | D 2000 |
| 4.1 | 7.1 | 11.1 | 14.5 | 18 | 19.6 | 23.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21.8 | 4 |

## SIGN DETAIL
1:20

| | |
|---|---|
| SIGN NUMBER | Park at Own Risk |
| WIDTH x HGHT. | 2'-6" x 3'-0" |
| BORDER WIDTH | 0.63" |
| CORNER RADIUS | 1.13" |
| MOUNTING | Ground |
| BACKGROUND | TYPE: Reflective |
| | COLOR: White |
| LEGEND/BORDER | TYPE: Reflective |
| | COLOR: Red/Black |

| SYMBOL | ROT | X | Y | WID | HT |
|---|---|---|---|---|---|
| | | | | | |

Panel Style: regulatory.ssi
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | LENGTH | SERIES/SIZE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| P | A | R | K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | E 2000 |
| 9.6 | 12.2 | 15.8 | 18.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 11.8 | 3 |
| A | T | | Y | O | U | R | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | E 2000 |
| 5 | 8.3 | 10.5 | 13.5 | 17 | 20.2 | 23.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 20.9 | 3 |
| O | W | N | | R | I | S | K | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | E 2000 |
| 4.1 | 7.1 | 10.8 | 13.2 | 16.2 | 19.2 | 20.4 | 23.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 21.8 | 3 |
| C | I | T | Y | | O | F | | C | H | A | R | L | O | T | T | E | S | V | I | L | L | E | | | | | | | | | | | | | | | B 2000 |
| 2.3 | 3.5 | 4 | 4.9 | 6 | 8 | 9.3 | 10.1 | 12.1 | 13.3 | 14.4 | 15.8 | 17 | 17.9 | 19.1 | 20 | 21 | 22 | 23 | 24.2 | 24.9 | 25.9 | 27 | | | | | | | | | | | | | | 25.5 | 2 |
| A | S | S | U | M | E | S | | N | O | | | | | | | | | | | | | | | | | | | | | | | | | | | | B 2000 |
| 8.9 | 10.2 | 11.2 | 12.4 | 13.7 | 15.1 | 16.1 | 16.9 | 18.9 | 20.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 12.2 | 2 |
| R | E | S | P | O | N | S | I | B | I | L | I | T | Y | | F | O | R | | | | | | | | | | | | | | | | | | | | B 2000 |
| 5.3 | 6.5 | 7.5 | 8.7 | 9.7 | 11 | 12.2 | 13.4 | 14.1 | 15.3 | 16 | 17 | 17.6 | 18.4 | 19.5 | 21.5 | 22.5 | 23.8 | | | | | | | | | | | | | | | | | | | 19.3 | 2 |
| L | O | S | S | | O | R | | D | A | M | A | G | E | | | | | | | | | | | | | | | | | | | | | | | | B 2000 |
| 7.4 | 8.4 | 9.6 | 10.6 | 11.5 | 13.5 | 14.8 | 15.7 | 17.7 | 18.7 | 20.1 | 21.4 | 22.7 | 23.9 | | | | | | | | | | | | | | | | | | | | | | | 17.2 | 2 |
| T | O | | V | E | H | I | C | L | E | S | | | | | | | | | | | | | | | | | | | | | | | | | | | B 2000 |
| 9.9 | 10.9 | 11.8 | 13.8 | 15 | 16.1 | 17.4 | 18.1 | 19.3 | 20.3 | 21.3 | | | | | | | | | | | | | | | | | | | | | | | | | | 12.2 | 2 |

COMMONWEALTH OF VIRGINIA
CATHERINE R HYLAND
Lic. No. 060865
PROFESSIONAL ENGINEER

Catherine R Hyland
2020.10.27 10:10:32-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
TRAFFIC ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(IIA) |

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

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | IJ(IIA) |

October 26, 2020 2:11 PM McPeters, Brian
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN FIGURE DETAILS.DWG, Layout:1J(11A) MOT SIGN FIGURE DETAILS

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE I
## (PRIOR TO COMPLETION OF MONTICELLO RD. DUCT BANK)

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

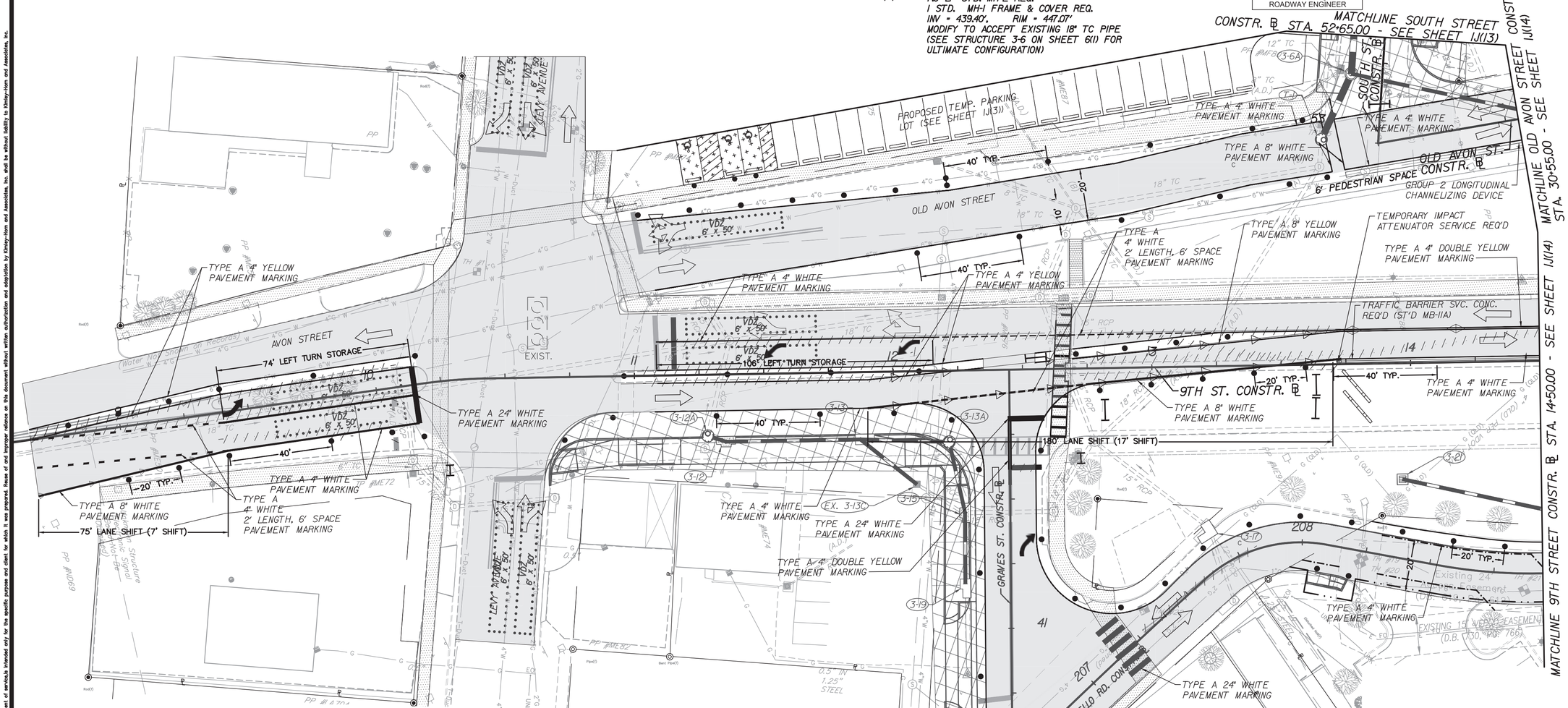
Brian A McPeters
2020.10.27 07:29:32-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(12) |

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

* NOT A PAY ITEM - ALL COST ASSOCIATED WITH TEMPORARY CONSTRUCTION AND MODIFICATION OF TEMPORARY MANHOLES TO BE INCLUDED IN THE BID PRICE FOR THE PERMANENT STRUCTURE AT THE SAME LOCATION

T-1* 7.0 LF STD. MH-2 REQ.
1 STD. MH-1 FRAME & COVER REQ.
INV = 439.40', RIM = 447.07'
MODIFY TO ACCEPT EXISTING 18" TC PIPE (SEE STRUCTURE 3-6 ON SHEET 6(1) FOR ULTIMATE CONFIGURATION)




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- EXISTING VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)
- PROPOSED VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)

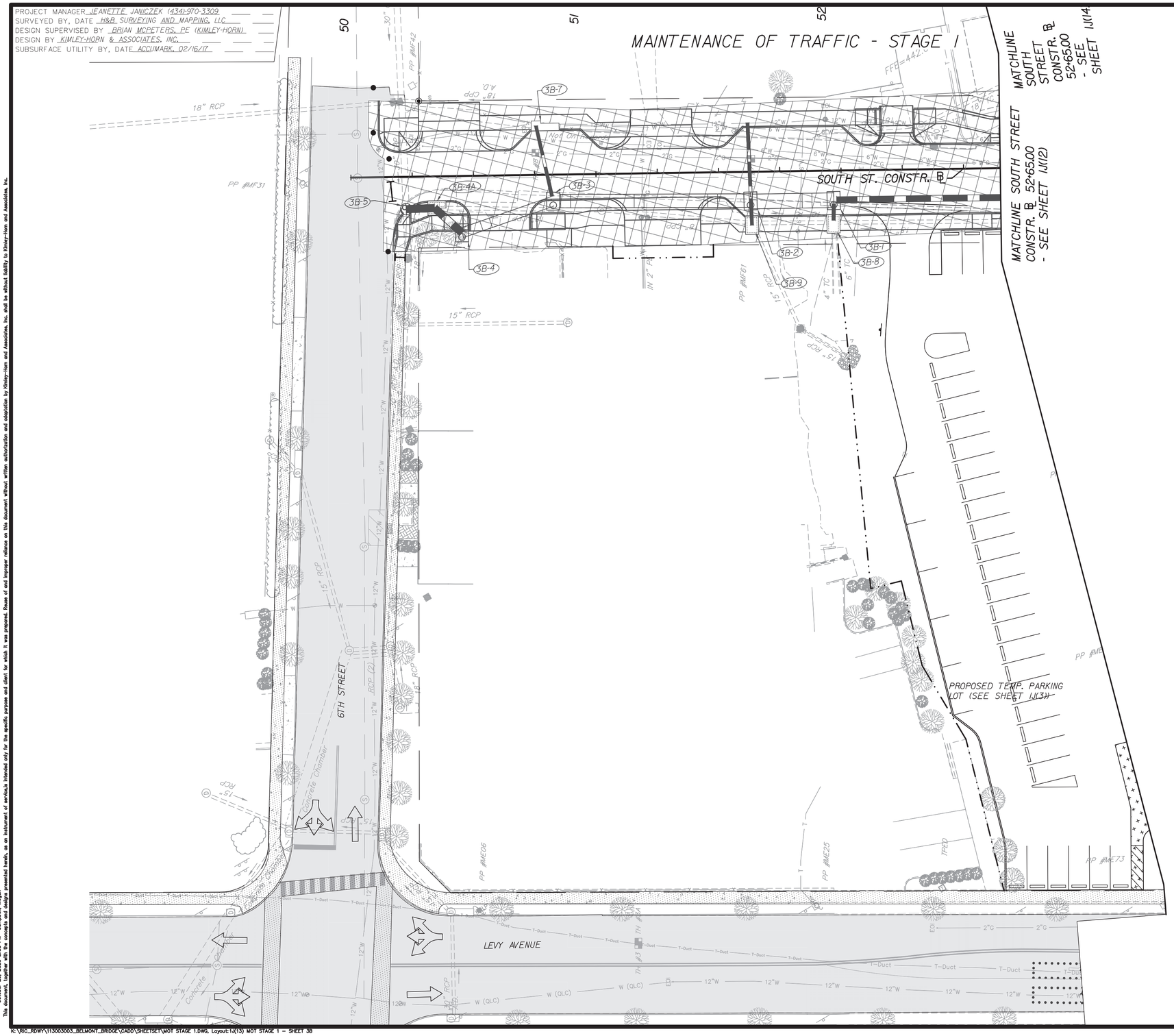
**NOTES:**
1. CONTRACTOR SHALL STAGE CONSTRUCTION AT GRAVES STREET AND MONTICELLO ROAD TO ALWAYS MAINTAIN A PEDESTRIAN TRAVEL AREA. THE PEDESTRIAN DETOUR SHALL BE SET UP IN ACCORDANCE WITH TTC FIGURE 35J.

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(12) |

October 26, 2020 2:53 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Kimley-Horn and Associates, Inc. and be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1.DWG, Layout:1\(12) MOT STAGE 1 - SHEET 3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17




BRIAN A. McPETERS
Lic. No. 041405
COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:31:30-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(13) |

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

## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- CONSTRUCTION TEMPORARY SIGN
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- HIGH-LEVEL WARNING DEVICE (FLAG TREE)

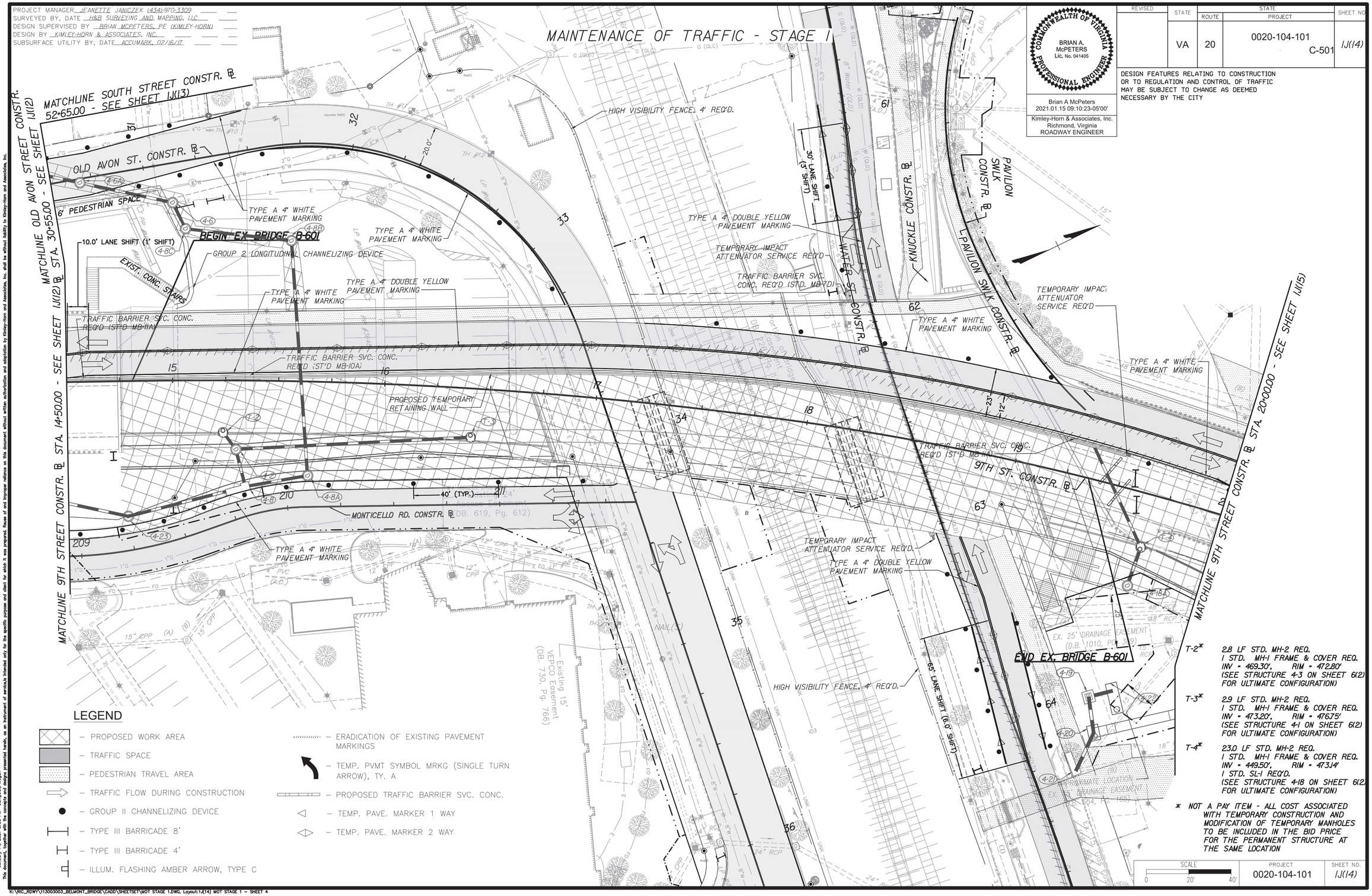
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | 1J(13) |

October 26, 2020 2:33 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1.DWG, Layout:1J(13) MOT STAGE 1 - SHEET 3B

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE 1




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY

T-2* 2.8 LF STD. MH-2 REQ.
1 STD. MH-1 FRAME & COVER REQ.
INV = 469.30', RIM = 472.80'
(SEE STRUCTURE 4-3 ON SHEET 6(2) FOR ULTIMATE CONFIGURATION)

T-3* 2.9 LF STD. MH-2 REQ.
1 STD. MH-1 FRAME & COVER REQ.
INV = 473.20', RIM = 476.75'
(SEE STRUCTURE 4-1 ON SHEET 6(2) FOR ULTIMATE CONFIGURATION)

T-4* 23.0 LF STD. MH-2 REQ.
1 STD. MH-1 FRAME & COVER REQ.
INV = 449.50', RIM = 473.14'
1 STD. SL-1 REQ'D.
(SEE STRUCTURE 4-18 ON SHEET 6(2) FOR ULTIMATE CONFIGURATION)

* NOT A PAY ITEM - ALL COST ASSOCIATED WITH TEMPORARY CONSTRUCTION AND MODIFICATION OF TEMPORARY MANHOLES TO BE INCLUDED IN THE BID PRICE FOR THE PERMANENT STRUCTURE AT THE SAME LOCATION

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:10:23-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(14) |

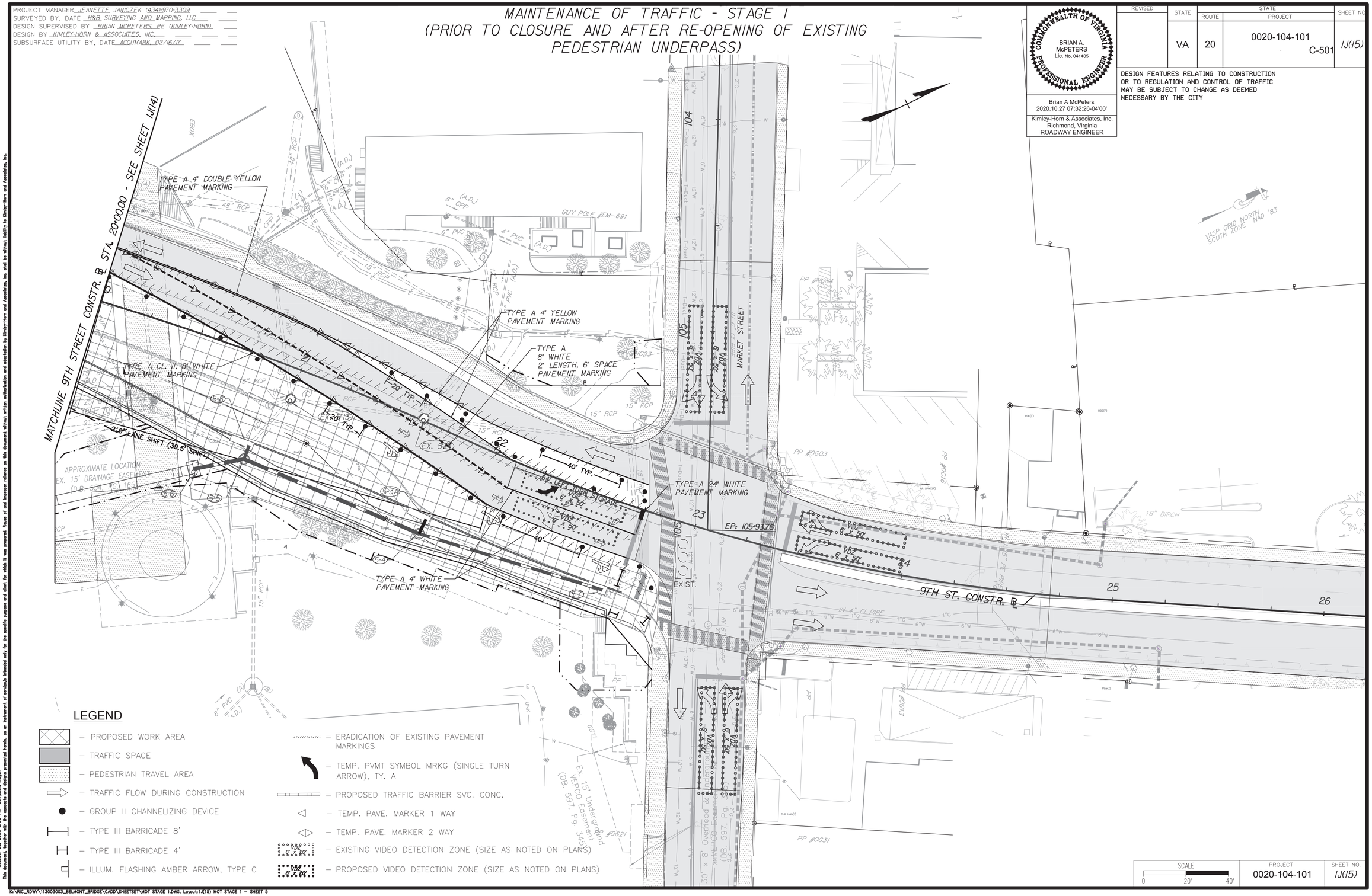
SCALE 0 20' 40'
PROJECT 0020-104-101
SHEET NO. 1J(14)

January 14, 2021 3:38 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1.DWG, Layout:1J(14) MOT STAGE 1 - SHEET 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE I
## (PRIOR TO CLOSURE AND AFTER RE-OPENING OF EXISTING PEDESTRIAN UNDERPASS)




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- EXISTING VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)
- PROPOSED VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:32:26-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(15) |

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | 1J(15) |

October 26, 2020 2:33 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1.DWG, Layout:1J(15) MOT STAGE 1 – SHEET 5

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 1 (AFTER COMPLETION OF MONTICELLO RD. DUCT BANK) AND STAGE 1 - OLD AVON STREET ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.
## DAY TIME SIGN LAYOUT

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:19:14-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(I6) |

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

## LEGEND

- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL
- PROPOSED WORK AREA STAGE 1 OLD AVON ST ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.

NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 150' 500' | 0020-104-101 | IJ(I6) |

October 6, 2020 12:29 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\111003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(I6) MOT STAGE 1A - SIGN LAYOUT

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

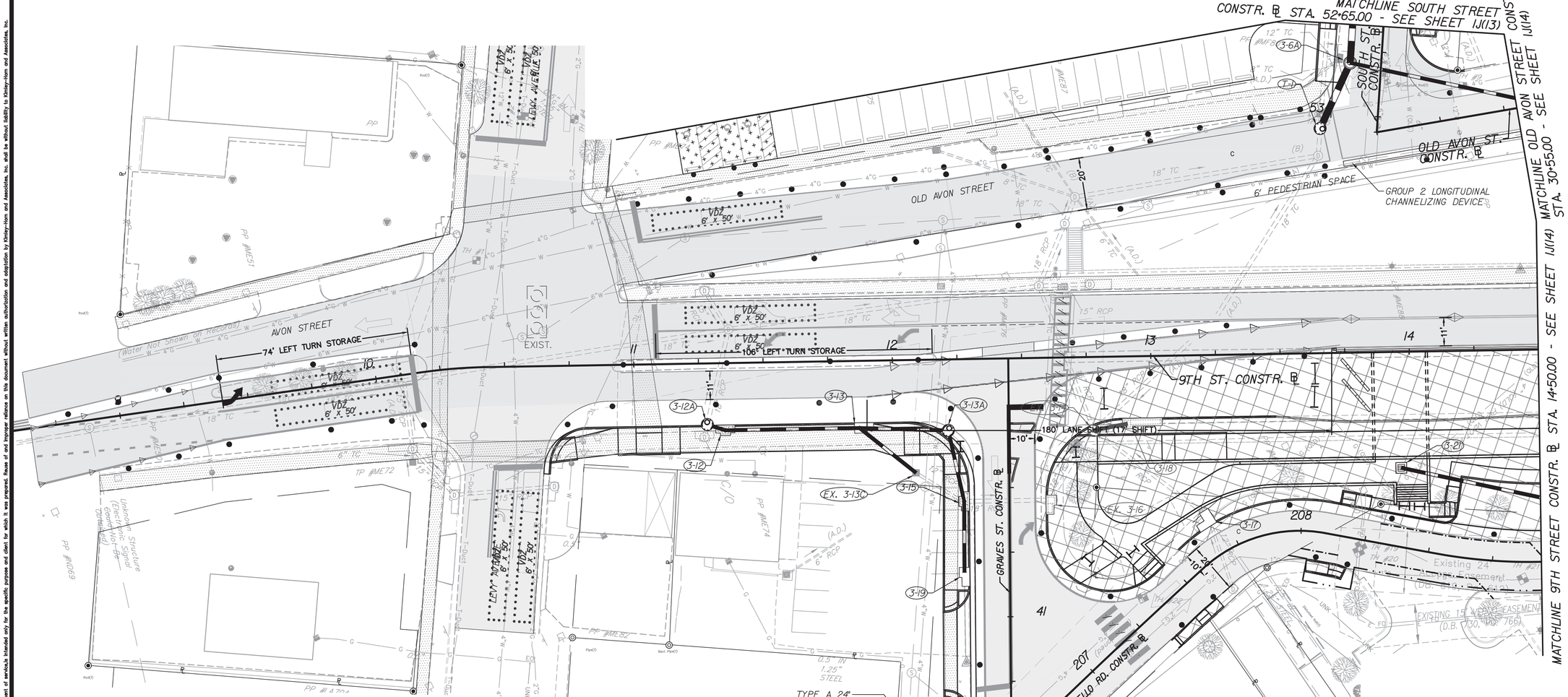
# MAINTENANCE OF TRAFFIC - STAGE I
## (AFTER COMPLETION OF MONTICELLO RD. DUCT BANK)

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:33:39-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(I7) |

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




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- EXISTING VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)
- PROPOSED VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)

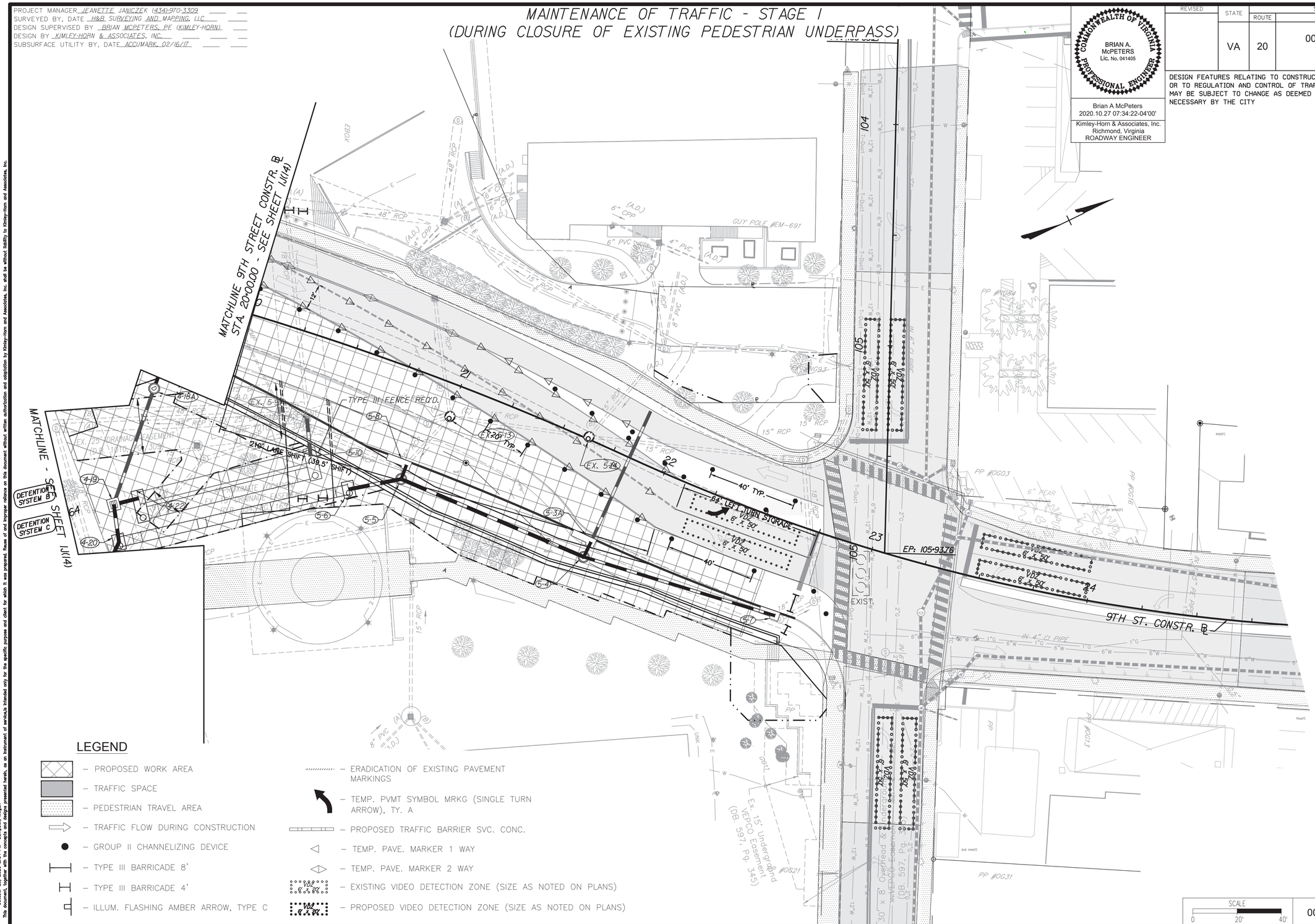
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(I7) |

October 26, 2020 2:14 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1A.DWG, Layout: 1J(I7) MOT STAGE 1A - SHEET 3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE I
## (DURING CLOSURE OF EXISTING PEDESTRIAN UNDERPASS)




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- EXISTING VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)
- PROPOSED VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:34:22-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(18) |

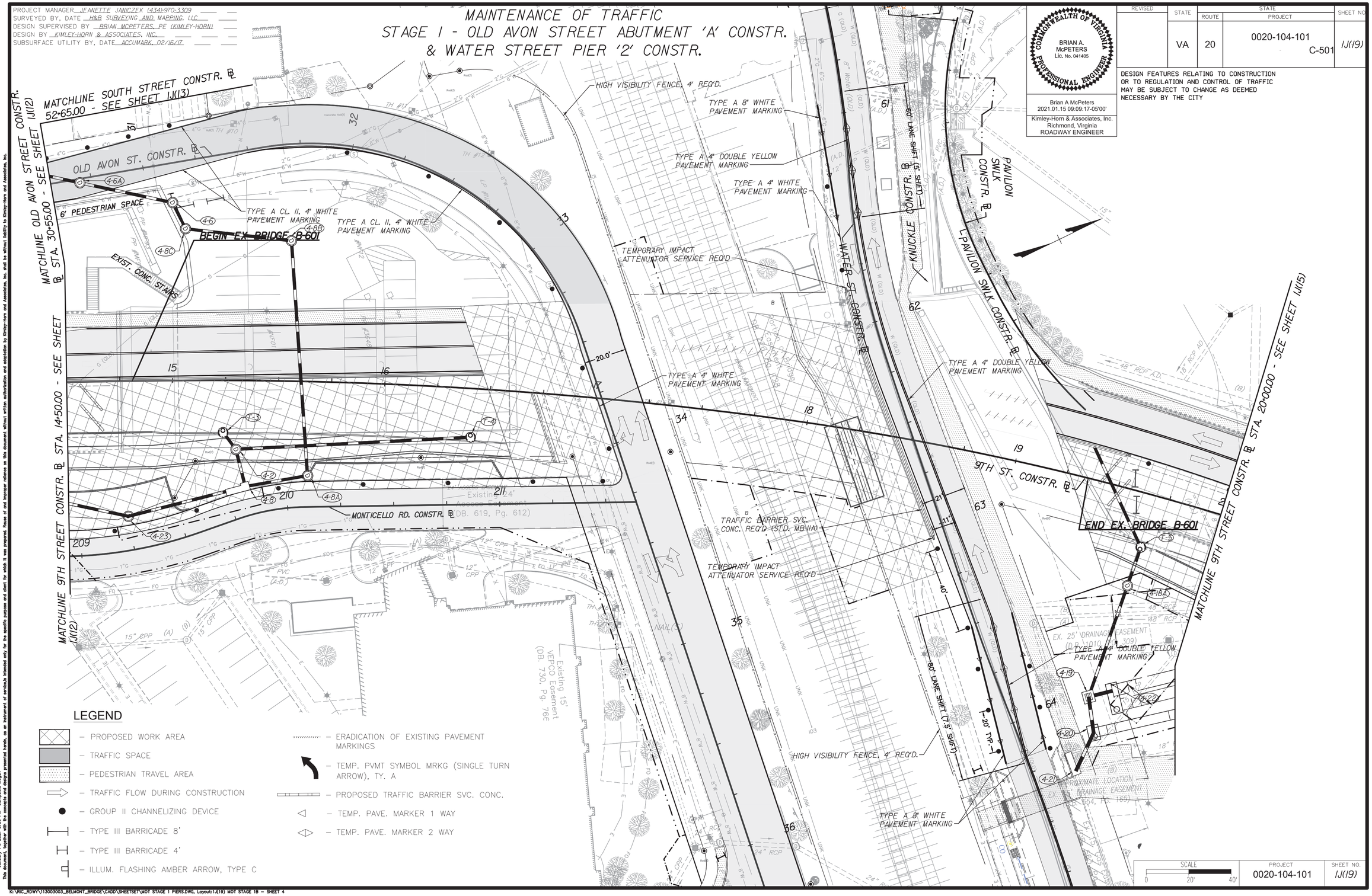
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | 1J(18) |

October 26, 2020 2:34 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1A.DWG, Layout: 1J(18) MOT STAGE 1A – SHEET 5

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE I - OLD AVON STREET ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.




COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:09:17-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(19) |

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

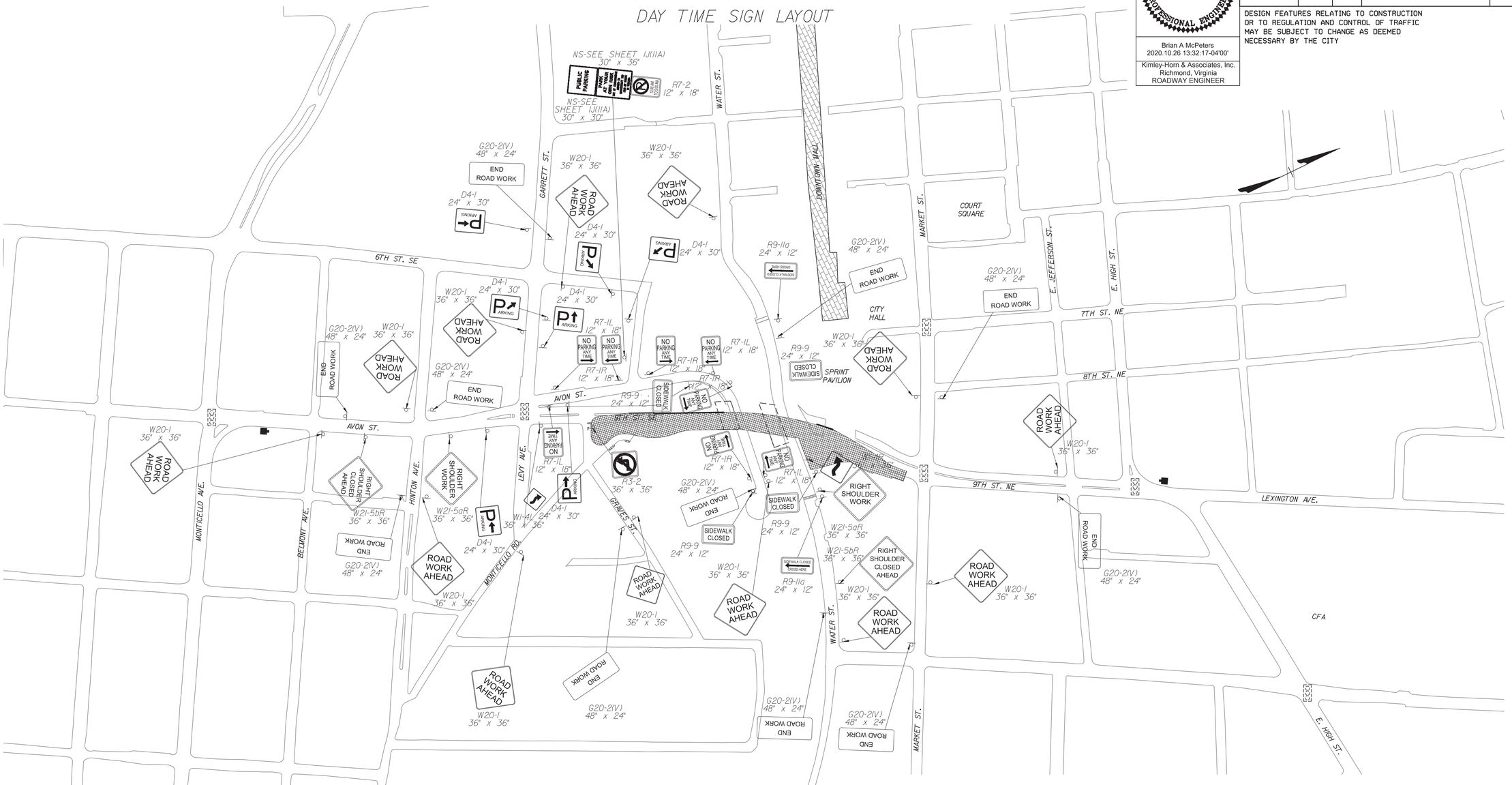
SCALE 0 20' 40'
PROJECT 0020-104-101
SHEET NO. 1J(19)

January 14, 2021 3:39 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1 PIERS.DWG, Layout:1J(19) MOT STAGE 1B – SHEET 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 1 - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.
## DAY TIME SIGN LAYOUT




NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

## LEGEND

- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL
- PROPOSED WORK AREA STAGE 1 OLD AVON ST ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.26 13:32:17-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(20) |

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 150' 500' | 0020-104-101 | 1J(20) |

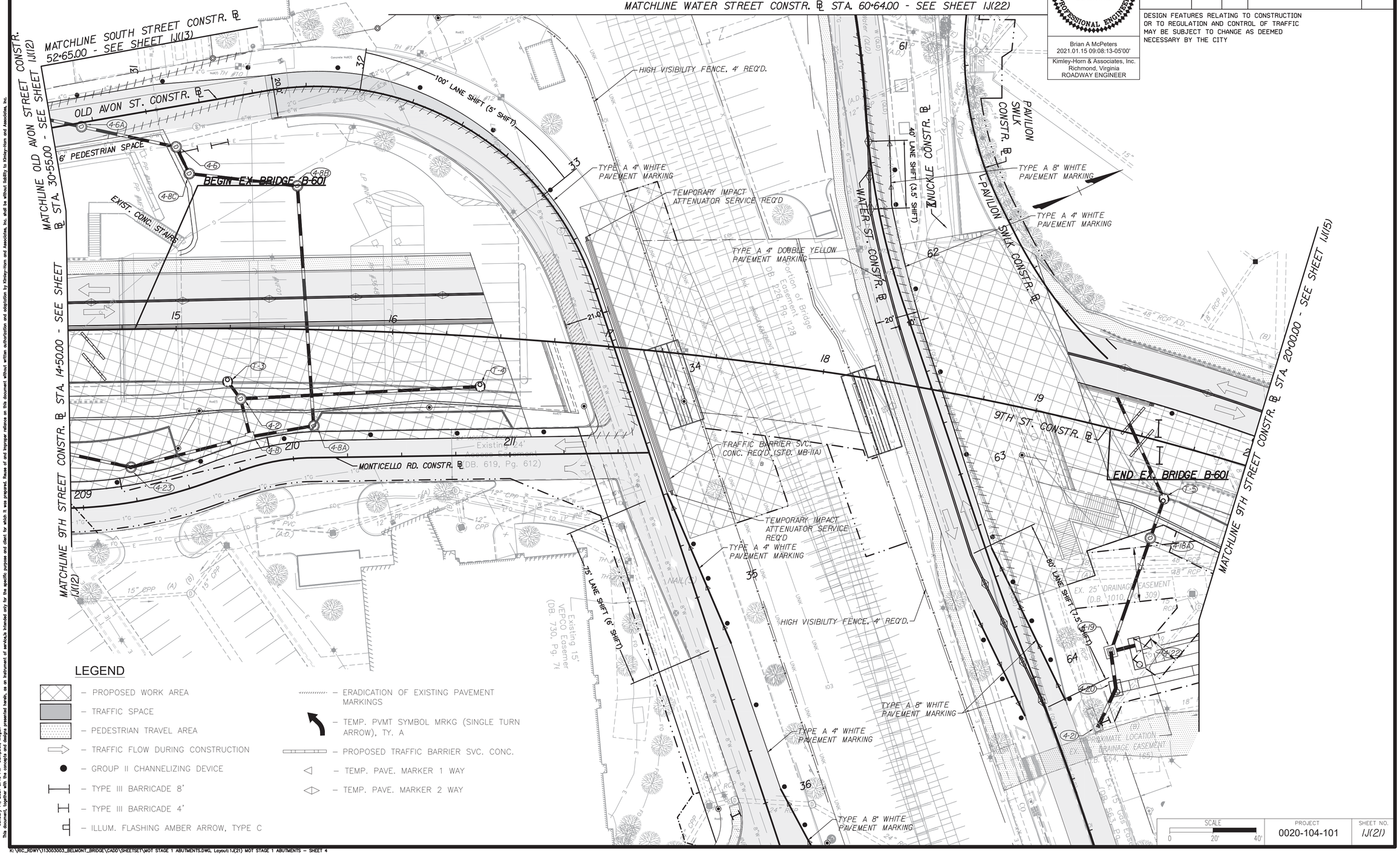
October 6, 2020 12:31 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(20) MOT STAGE 1C - SIGN LAYOUT

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 1 - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.

MATCHLINE WATER STREET CONSTR. ℄ STA. 60+64.00 - SEE SHEET IJ(22)




COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:08:13-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(21) |

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(21) |

January 14, 2021 3:40 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1 ABUTMENTS.DWG, Layout:IJ(21) MOT STAGE 1 ABUTMENTS - SHEET 4

INFRAMAP_ROUTE_10_AND_5-95_INTERCHANGE.kpt

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE I - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.

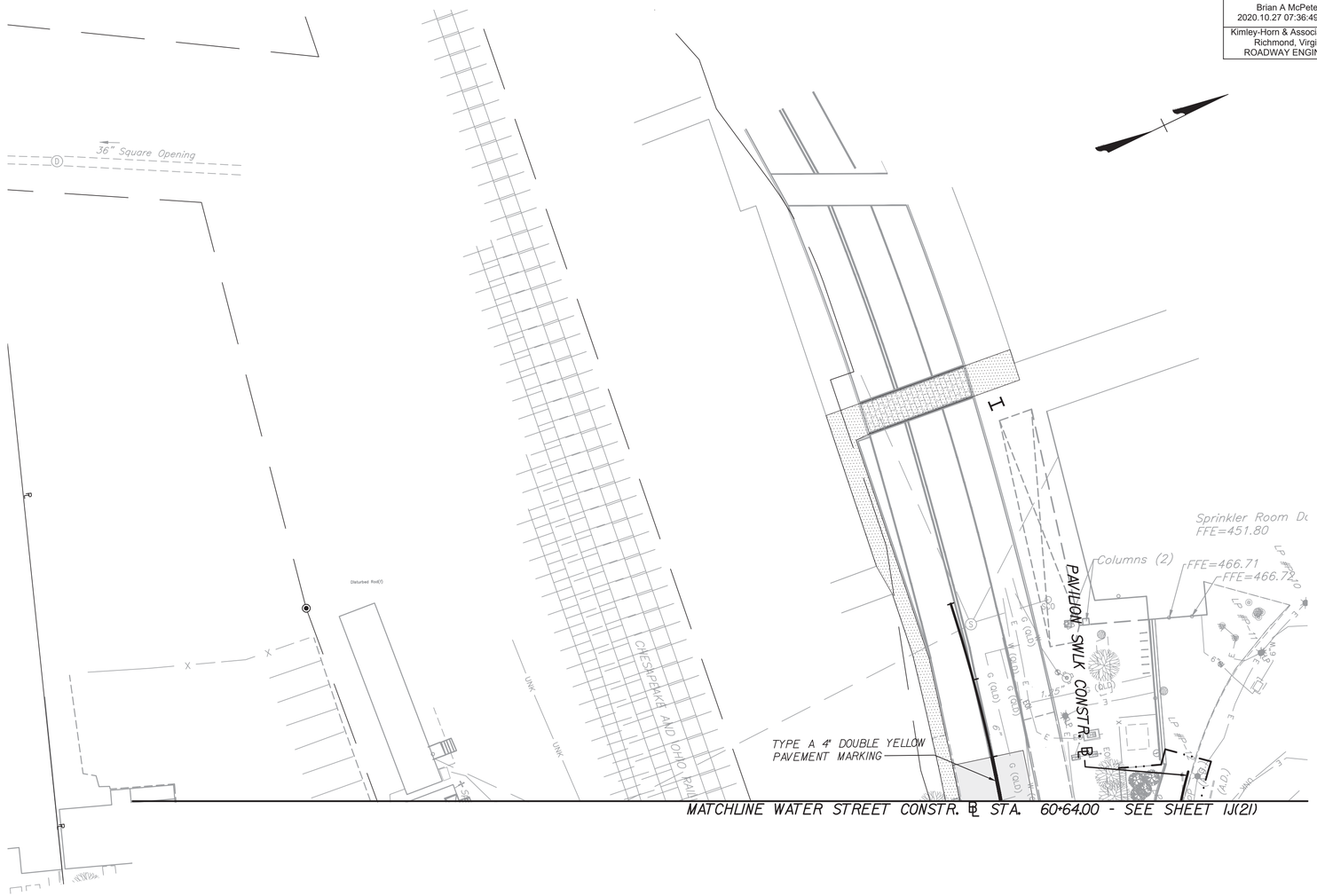
COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:36:49-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(22) |

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




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(22) |

October 26, 2020 2:37 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service,is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 1 ABUTMENTS.DWG, Layout:IJ(22) MOT STAGE 1 ABUTMENTS - SHEET 6

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 2 AND
## STAGE 2 - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.
## DAY TIME SIGN LAYOUT

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:37:30-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | ROUTE | PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(23) |

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

## LEGEND

- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL

NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 150' 500' | 0020-104-101 | IJ(23) |

October 6, 2020 12:32 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(23) MOT STAGE 2 - SIGN LAYOUT

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE 2

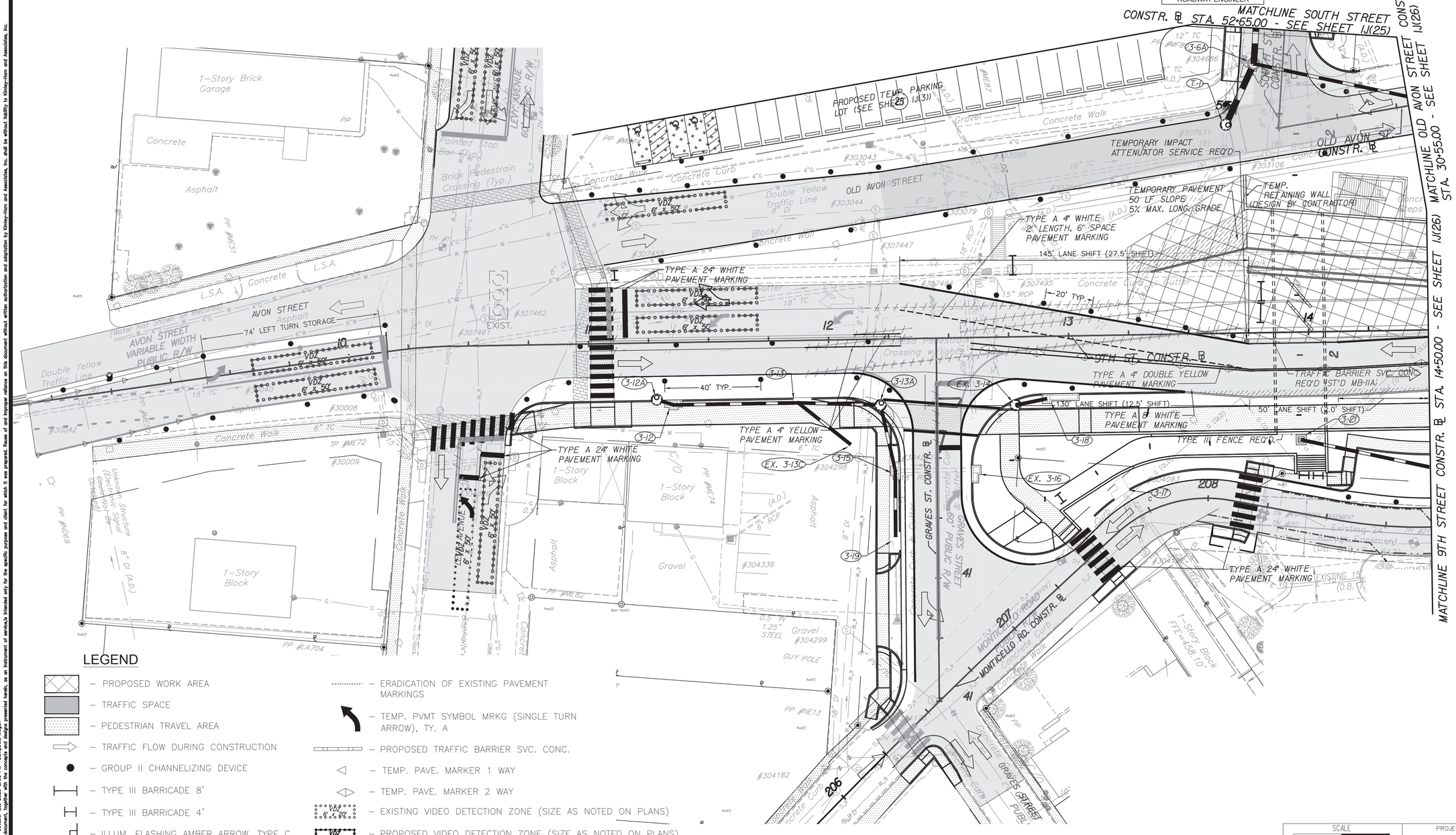
COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:38:08-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(24) |

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

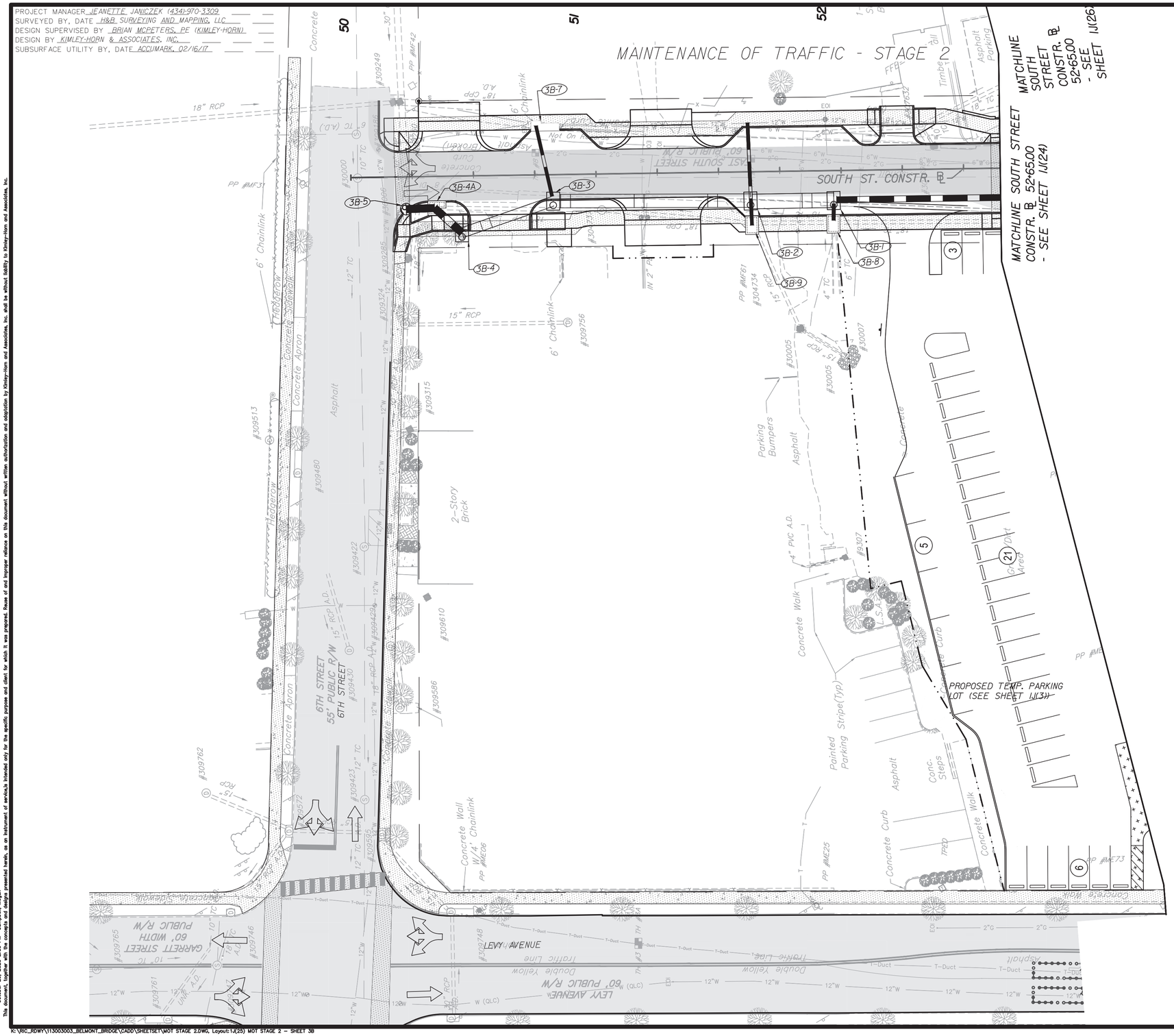



| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(24) |

October 26, 2020 2:38 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2.DWG, Layout:IJ(24) MOT STAGE 2 – SHEET 3

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- CONSTRUCTION TEMPORARY SIGN
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- HIGH-LEVEL WARNING DEVICE (FLAG TREE)

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:39:03-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | ROUTE | PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(25) |

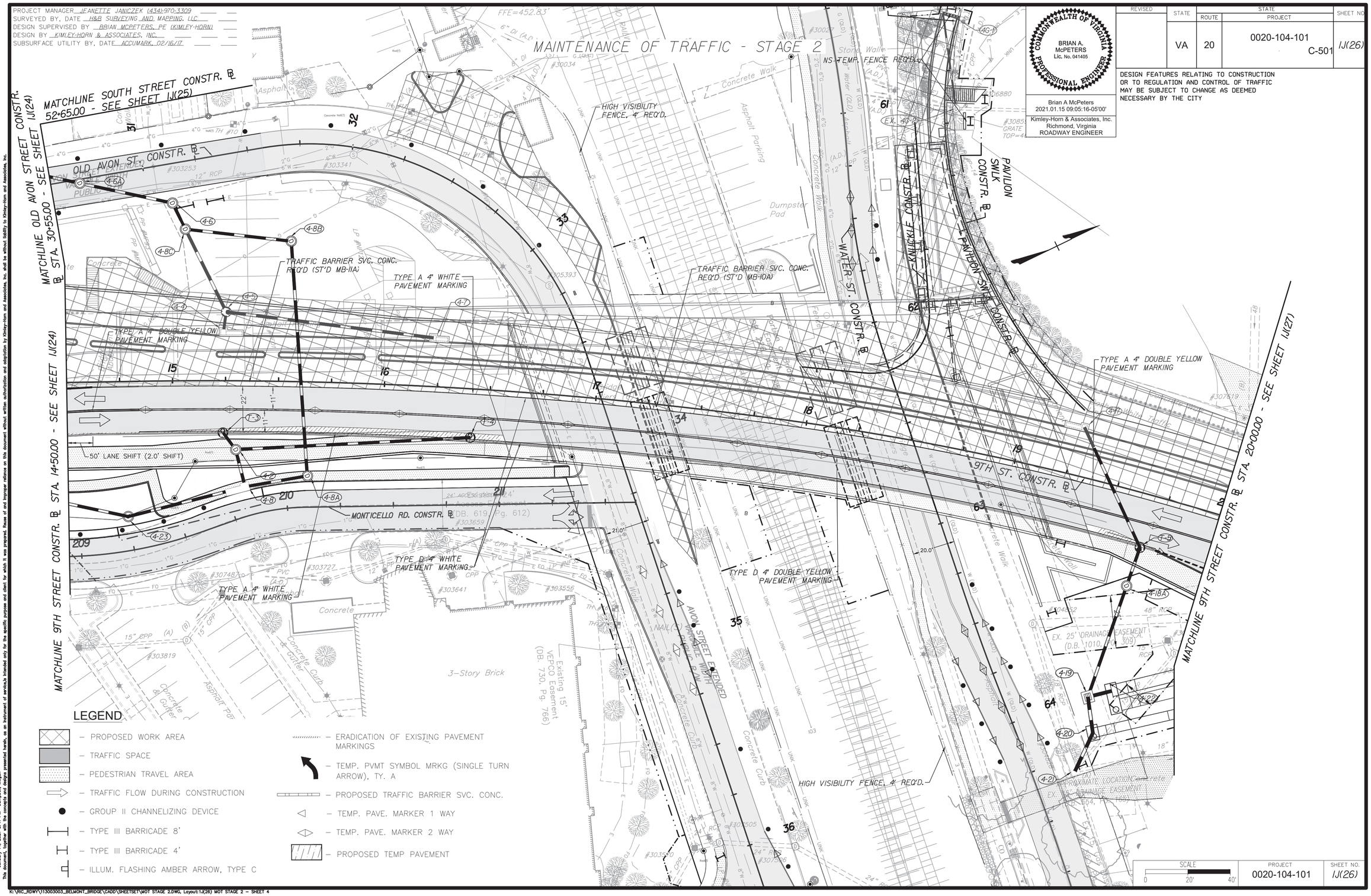
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE CITY

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | 1J(25) |

October 26, 2020 2:39 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2.DWG, Layout:1J(25) MOT STAGE 2 - SHEET 3B

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17




COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:05:16-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(26) |

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

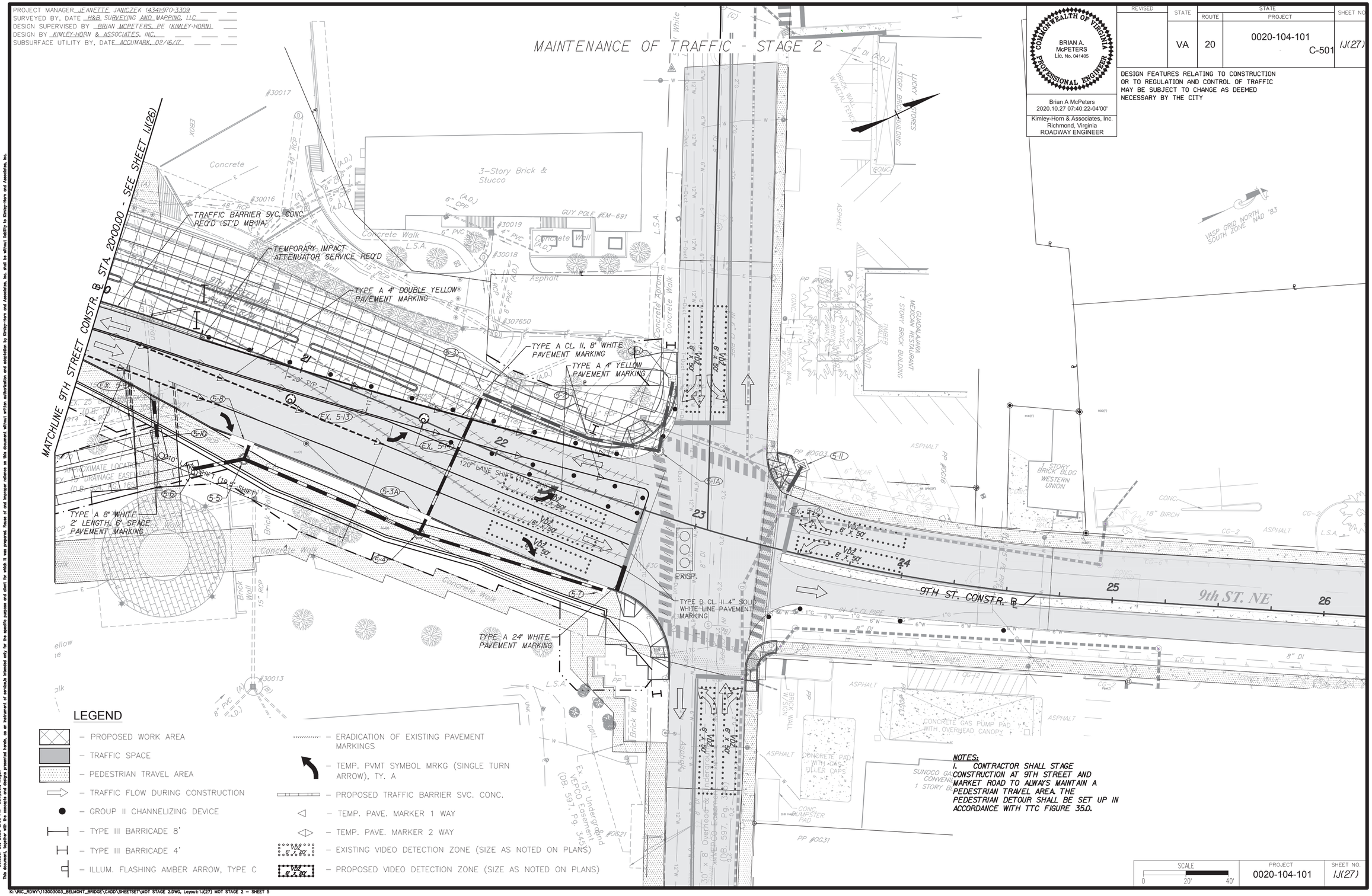
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(26) |

This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

January 14, 2021 3:41 PM Campbell, Megan
K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2.DWG, Layout:IJ(26) MOT STAGE 2 - SHEET 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC - STAGE 2




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY
- EXISTING VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)
- PROPOSED VIDEO DETECTION ZONE (SIZE AS NOTED ON PLANS)

**NOTES:**

1. CONTRACTOR SHALL STAGE CONSTRUCTION AT 9TH STREET AND MARKET ROAD TO ALWAYS MAINTAIN A PEDESTRIAN TRAVEL AREA. THE PEDESTRIAN DETOUR SHALL BE SET UP IN ACCORDANCE WITH TTC FIGURE 35.0.

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:40:22-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(27) |

SCALE 0 20' 40'

| PROJECT | SHEET NO. |
|---|---|
| 0020-104-101 | 1J(27) |

October 26, 2020 2:39 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2.DWG, Layout:1J(27) MOT STAGE 2 - SHEET 5

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

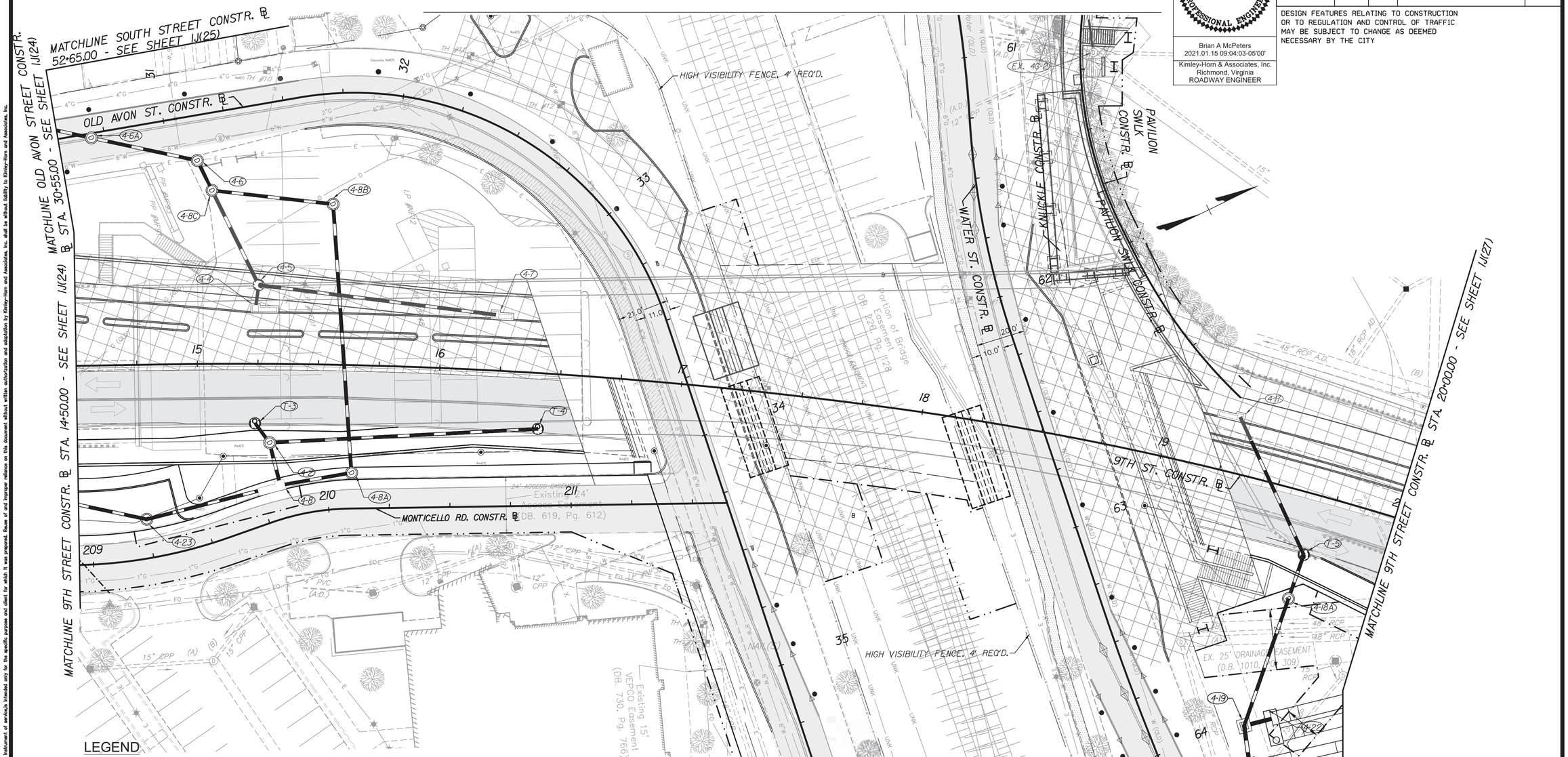
# MAINTENANCE OF TRAFFIC
## STAGE 2 - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:04:03-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(28) |

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




## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY

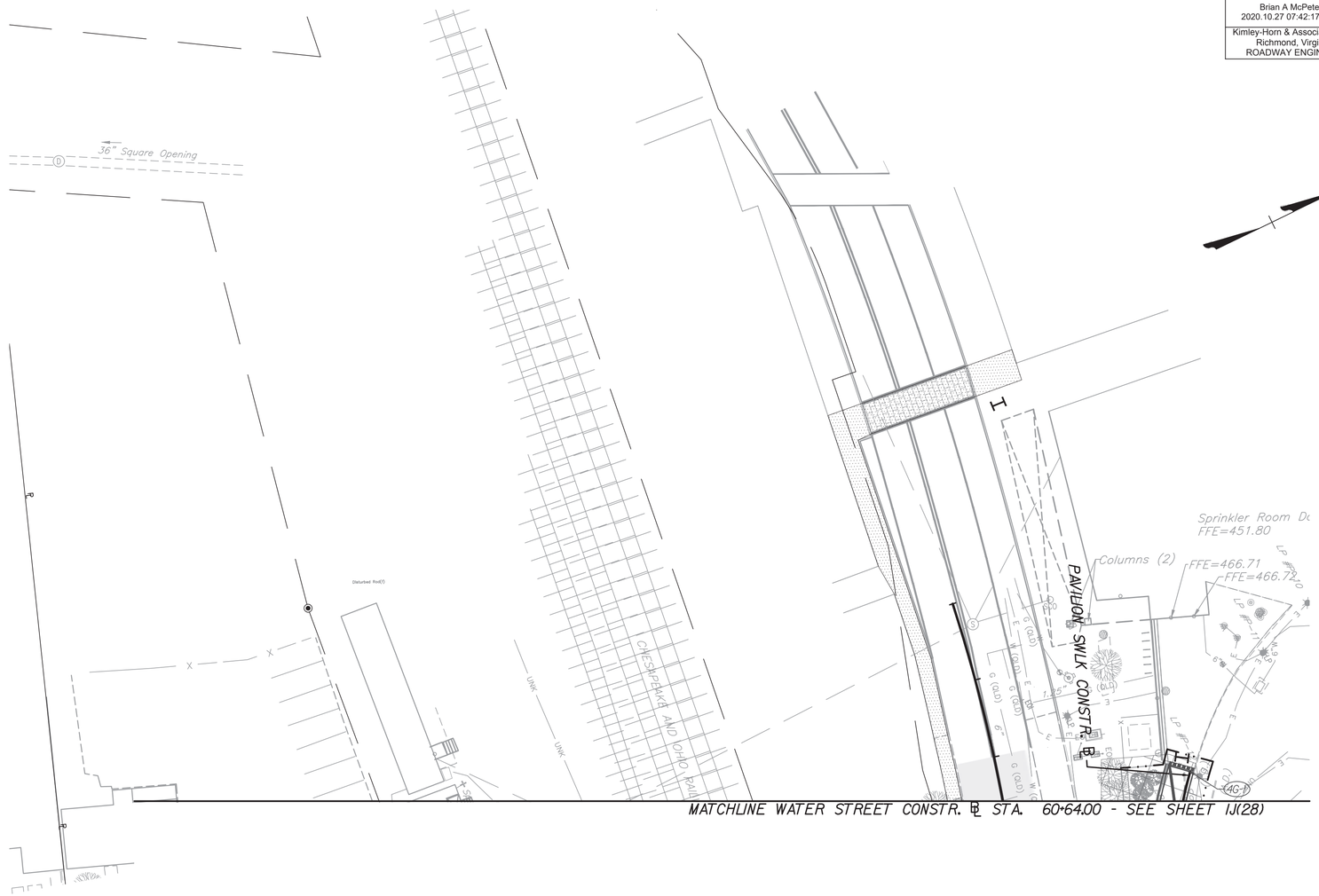
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(28) |

January 14, 2021 3:57 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2 ABUTMENTS.DWG, Layout:IJ(28) MOT STAGE 2 ABUTMENTS - SHEET 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 2 - OLD AVON STREET PIER 'I' CONSTR. & WATER STREET ABUTMENT 'B' CONSTR.




COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:42:17-04'00'

Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(29) |

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

## LEGEND

- PROPOSED WORK AREA
- TRAFFIC SPACE
- PEDESTRIAN TRAVEL AREA
- TRAFFIC FLOW DURING CONSTRUCTION
- GROUP II CHANNELIZING DEVICE
- TYPE III BARRICADE 8'
- TYPE III BARRICADE 4'
- ILLUM. FLASHING AMBER ARROW, TYPE C
- ERADICATION OF EXISTING PAVEMENT MARKINGS
- TEMP. PVMT SYMBOL MRKG (SINGLE TURN ARROW), TY. A
- PROPOSED TRAFFIC BARRIER SVC. CONC.
- TEMP. PAVE. MARKER 1 WAY
- TEMP. PAVE. MARKER 2 WAY

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | IJ(29) |

October 26, 2020 2:40 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service,is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 2 - OLD AVON STREET ABUTMENT 'A' CONSTR. & WATER STREET PIER '2' CONSTR.
## DAY TIME SIGN LAYOUT

NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

LEGEND
- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:43:01-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | ROUTE | PROJECT | SHEET NO |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | IJ(30) |

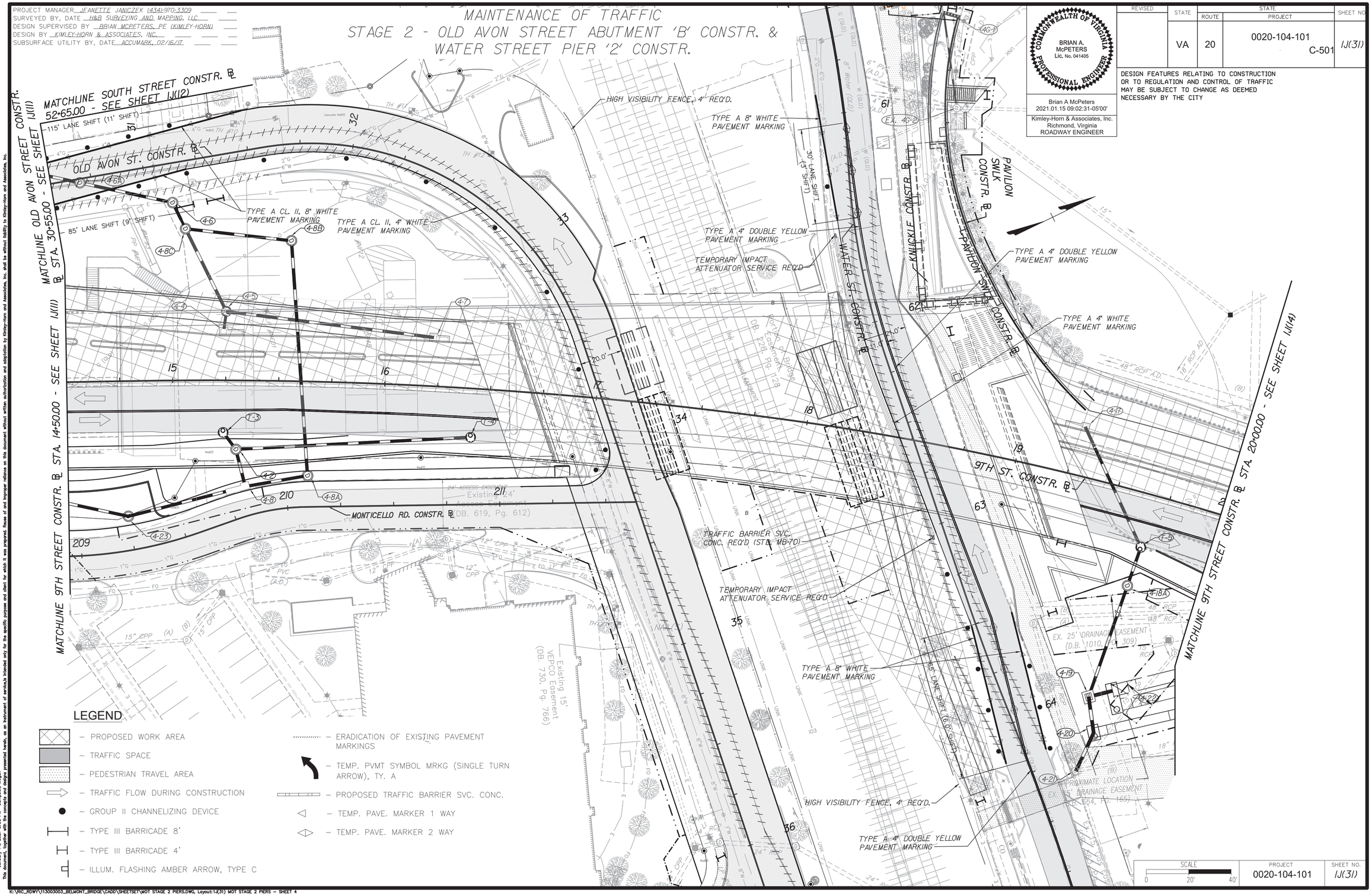
SCALE 0 150' 500' | PROJECT 0020-104-101 | SHEET NO. IJ(30)

October 6, 2020 12:35 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(30) MOT STAGE 2B - SIGN LAYOUT

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 2 - OLD AVON STREET ABUTMENT 'B' CONSTR. & WATER STREET PIER '2' CONSTR.




COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2021.01.15 09:02:31-05'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(31) |

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

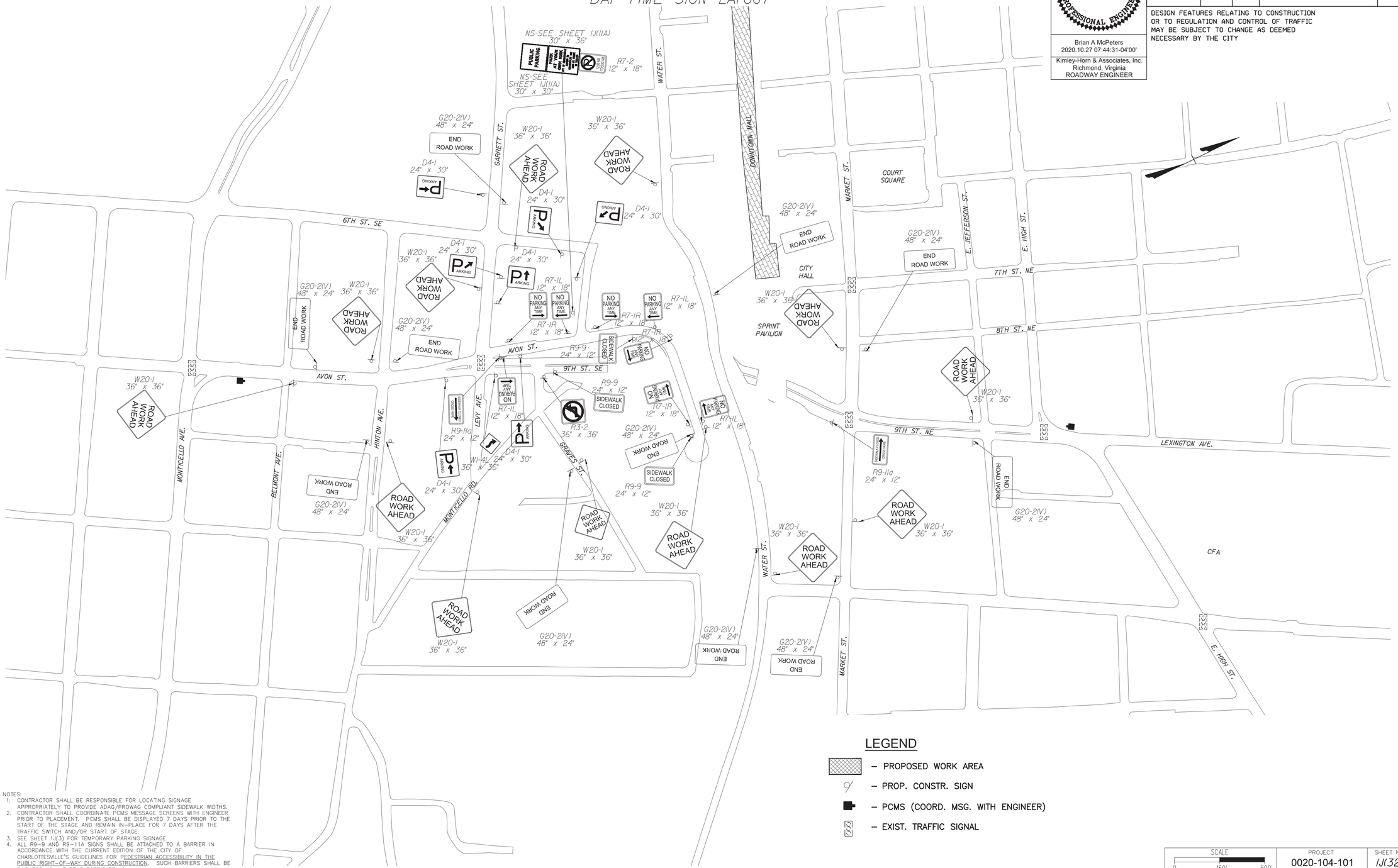
| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 20' 40' | 0020-104-101 | 1J(31) |

January 14, 2021 3:58 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT STAGE 2 PIERS.DWG, Layout:1J(31) MOT STAGE 2 PIERS - SHEET 4

PROJECT MANAGER JEANETTE JANICZEK (434)-970-3309
SURVEYED BY, DATE H&B SURVEYING AND MAPPING, LLC
DESIGN SUPERVISED BY BRIAN MCPETERS, PE (KIMLEY-HORN)
DESIGN BY KIMLEY-HORN & ASSOCIATES, INC.
SUBSURFACE UTILITY BY, DATE ACCUMARK, 02/16/17

# MAINTENANCE OF TRAFFIC
## STAGE 3
## DAY TIME SIGN LAYOUT




## LEGEND

- PROPOSED WORK AREA
- PROP. CONSTR. SIGN
- PCMS (COORD. MSG. WITH ENGINEER)
- EXIST. TRAFFIC SIGNAL

NOTES:
1. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING SIGNAGE APPROPRIATELY TO PROVIDE ADAG/PROWAG COMPLIANT SIDEWALK WIDTHS.
2. CONTRACTOR SHALL COORDINATE PCMS MESSAGE SCREENS WITH ENGINEER PRIOR TO PLACEMENT. PCMS SHALL BE DISPLAYED 7 DAYS PRIOR TO THE START OF THE STAGE AND REMAIN IN-PLACE FOR 7 DAYS AFTER THE TRAFFIC SWITCH AND/OR START OF STAGE.
3. SEE SHEET 1J(3) FOR TEMPORARY PARKING SIGNAGE.
4. ALL R9-9 AND R9-11A SIGNS SHALL BE ATTACHED TO A BARRIER IN ACCORDANCE WITH THE CURRENT EDITION OF THE CITY OF CHARLOTTESVILLE'S GUIDELINES FOR PEDESTRIAN ACCESSIBILITY IN THE PUBLIC RIGHT-OF-WAY DURING CONSTRUCTION. SUCH BARRIERS SHALL BE PAID FOR AS A TYPE 3 BARRICADE 4'

COMMONWEALTH OF VIRGINIA
BRIAN A. McPETERS
Lic. No. 041405
PROFESSIONAL ENGINEER

Brian A McPeters
2020.10.27 07:44:31-04'00'
Kimley-Horn & Associates, Inc.
Richmond, Virginia
ROADWAY ENGINEER

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

| REVISED | STATE | STATE ROUTE | STATE PROJECT | SHEET NO. |
|---|---|---|---|---|
| | VA | 20 | 0020-104-101 C-501 | 1J(32) |

| SCALE | PROJECT | SHEET NO. |
|---|---|---|
| 0 150' 500' | 0020-104-101 | 1J(32) |

October 6, 2020 12:36 PM Campbell, Megan
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

K:\RIC_RDWY\113003003_BELMONT_BRIDGE\CADD\SHEETSET\MOT SIGN LAYOUT.DWG, Layout:1J(32) MOT STAGE 3 - SIGN LAYOUT