THE DICK AND WILLIE PASSAGE PHASE 6A

HENRY COUNTY, VIRGINIA

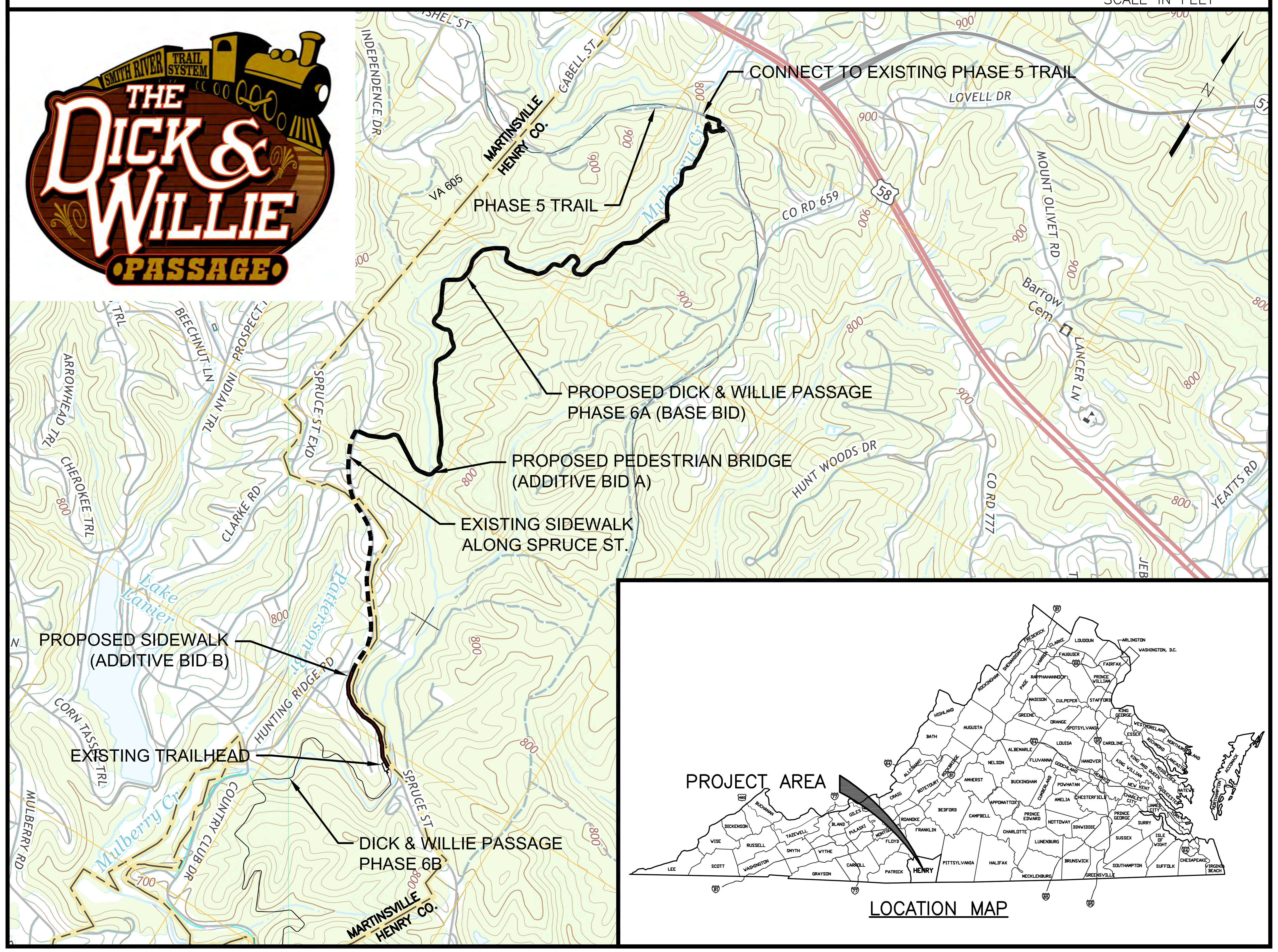
VDOT PROJECT # EN15-044-035, P101,R201,M501 / UPC#: 107519

Federal #: TAP-044-2(056)

UPC#	FED#	VDOT PROJECT NUMBER
107519	TAP-044-2(056)	EN15-044-035,P101,R201,M501

HENRY COUNTY BID # 22-03103-3089

VICINITY MAP



INDEX OF SHEETS:	BASE BID	ADD A	ADD B
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8. PLAN AND PROFILE STA. 45+50-56+00	X		
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10. PLAN AND PROFILE STA. 67+00-78+00	X		
11. PLAN AND PROFILE STA. 78+00-89+50	X		
12. PLAN AND PROFILE STA. 89+50-98+00	X	X	X
13. PLAN AND PROFILE STA. 98+00-107+42			X
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14. ENTRANCE IMPROVEMENTS			X
15-16. SIDEWALK CONNECTION			X
17-25. EROSION & SETTLEMENT CONTROL PLANS	X	X	X
26. RETAINING WALLS	X		X
27-30. STORM PLAN AND PROFILE	X		
S-1. BRIDGE DETAILS		X	
31. TEMPORARY TRAFFIC CONTROL PLAN	X	X	X

TIER 1 PROJECT

LOCALLY ADMINISTERED PROJECTS	
9/23/21	Director of Engineering
DATE	TITLE OF POSITION
(SIGNATURE)	
Tim Pace, P.E.	
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
May 7, 2021	Director of Engineering
DATE	TITLE OF POSITION

The Dick & Willie Passage Phase 6A

LOCALITY CERTIFICATION

BY SIGNATURE OF A PERSON OF RESPONSIBLE CHARGE FROM THE LOCALITY, THE LOCALITY CERTIFIES THAT THESE PLANS ARE COMPLETE, CONSTRUCTIBLE, AND BIDDABLE

9/23/21

SIGNATURE DATE

Director of Engineering

TITLE

LEGEND

EXISTING		PROPOSED
4"W	WATER LINE	6"W
8"SS	SANITARY SEWER	8"SS
fm	FORCE MAIN	8"FM
18"	STORM SEWER	18"
2"g	GAS LINE	G
ugt	U/G TELEPHONE	UGT
uge	U/G ELECTRIC	UGE
oht	O/H TELEPHONE	OHT
ohp	O/H POWER	OHP
wm	WATER METER	WM
	VALVE	
	FIRE HYDRANT	
	UTILITY BOX	
	POWER POLE	
	GUY WIRE	
	SIGN	
	LIGHT POLE	
	MANHOLE	
	PROPERTY LINE	
	RIGHT-OF-WAY	
	CENTERLINE	

EXISTING		PROPOSED
2050	CONTOUR LINE	360
	EARTH DITCH OR SWALE	
	RAILING/ FENCE	
	PROPOSED TRAIL	
	POST	
	PT/PC	
	BENCHMARK	
	HORIZONTAL CONTROL	
	TREE	
	WOODS	
	GRAVEL ROAD/ PARKING	
	PAVEMENT	
	GRASS	
	CONCRETE	
	RIVER OR STREAM	
	DIRECTION OF FLOW	
	CONSTRUCTION ENTRANCE (VESCH STD. & SPEC. 3.02)	CE
	SILT FENCE (VESCH STD. & SPEC. 3.05)	SF
	INLET PROTECTION (VESCH STD. & SPEC. 3.07)	IP
	CULVERT INLET PROTECTION (VESCH STD. & SPEC. 3.08)	CIP
	TEMPORARY DIVERSION DIKE (VESCH STD. & SPEC. 3.09)	DD
	OUTLET PROTECTION (VESCH STD. & SPEC. 3.18)	OP
	ROCK CHECK DAM (VESCH STD. & SPEC. 3.20)	CD
	PERMANENT SEEDING (VESCH STD. & SPEC. 3.32)	PS
	TOPSOILING (VESCH STD. & SPEC. 3.30)	TO
	EC-2 OR EC-3 DITCH LINING	
	CONCRETE DITCH	

Abbreviations:

- Bl: Base Line
- Bnt: Bent
- C&P: Chesapeake & Potomac Telephone
- Cl: Center Line
- Cmp: Corrugated Metal Pipe
- CY: Cubic Yards
- D.B.: Deed Book
- Dip: Ductile Iron Pipe
- Fh: Fire Hydrant
- Fnd: Found
- Lp: Light Pole
- MB: Mail Box
- Ngas: Natural Gas
- O.C.: On Center
- P.B.: Plat Book
- Pg.: Page
- Pks: PK Traverse Nail Set
- PP: Power Pole
- P.T.: Pressure Treated
- Pvc: Polyvinylchoride Pipe
- Rcp: Reinforced Concrete Pipe
- Ssmh: Sanitary Sewer Manhole
- Stmh: Storm Manhole
- Stdi: Storm Drop Inlet
- Stgr: Storm Grate
- Tns: Traverse Nail Set
- Trs: Traverse Rod Set
- Wm: Water Meter
- Wv: Water Valve

This project is to be constructed in accordance with the Virginia Department of Transportation 2020 Road and Bridge Specifications as well as the 2020 Road and Bridge Standards, the American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2011; AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, July 2004; AASHTO Guide for the Development of Bicycle Facilities, 2012; the Virginia Work Area Protection Manual, 2011 (Revision 2); the Virginia Erosion and Sediment Control Handbook, latest edition; the 2009 Manual on Uniform Traffic Control Devices, (Revision 2) with 2011 VDOT supplement (Revision 1); The 2004 Standard Highway Signs and Markings Book, with 2012 Supplement and 2011 VDOT supplement (Revision 1); and the project plans and technical specifications.

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TITLE SHEET

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA PLAN NO.:1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No.0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions

5	02 February 2021
6	01 March 2021
7	29 June 2021
8	23 August 2021

SHEET NO. 1

GENERAL NOTES

PLAN NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE THE PROJECT STANDARDS AND SPECIFICATIONS AND THE LATEST EDITION OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE SPECIFICATIONS, VDOT ROAD AND BRIDGE STANDARDS, THE VIRGINIA WORK AREA PROTECTION MANUAL, THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES WITH VDOT SUPPLEMENT, THE STANDARD HIGHWAY SIGNS BOOK WITH VDOT SUPPLEMENT, AND THESE PLANS.
2. TREES AND BRUSH SHALL BE CLEARED & GRUBBED WITHIN THE CONSTRUCTION LIMITS. DEBRIS AND REFUSE WITHIN THE PROPOSED TRAIL CORRIDOR AND AREAS OF DISTURBANCE/PROPOSED IMPROVEMENTS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR.
3. TESTING, QUALITY CONTROL, SHALL BE PROVIDED BY THE CONTRACTOR'S INDEPENDENT LABORATORY REPRESENTATIVE AND SHALL BE IN ACCORDANCE WITH VDOT SPECIFICATIONS. QUALITY ASSURANCE TESTING WILL BE PROVIDED BY THE OWNER.
4. EXISTING UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND DO NOT REPRESENT ALL UTILITIES OR SERVICE LINES. PRIOR TO EXCAVATION, THE CONTRACTOR SHALL CONTACT THE PERTINENT UTILITY COMPANIES AND/OR UTILITY LOCATING SERVICES TO HAVE ALL UNDERGROUND UTILITIES LOCATED AND MARKED. THE CONTRACTOR SHALL PROTECT AND MAINTAIN EXISTING UTILITIES DURING CONSTRUCTION. WHERE PROPOSED IMPROVEMENTS, DRAINAGE CULVERTS, OR GRADING IS FOUND TO BE IN CONFLICT WITH EXISTING UTILITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
5. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATIONS WITH THE APPROPRIATE UTILITY OWNER(S).
6. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF SECTION 59.1-406 ET SEQ. OF THE CODE OF VIRGINIA (OVERHEAD HIGH VOLTAGE LINE SAFETY ACT.)
7. THE CONTRACTOR SHALL FURNISH AND INSTALL SIGNAGE IN ACCORDANCE WITH THESE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD HIGHWAY SIGNS BOOK, AND VDOT SUPPLEMENTS LATEST ED.
8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF TRAFFIC.
9. THE CONTRACTOR IS RESPONSIBLE FOR SAFETY ON THE PROJECT. EXCAVATIONS SHALL NOT BE LEFT OPEN OVERNIGHT UNLESS APPROVED BY THE ENGINEER. THE MAIN ACCESS POINTS TO THE TRAIL SHALL BE GATED OR BARRICADED TO PREVENT ACCESS
10. PROPOSED CULVERTS SHALL BE CLASS III REINFORCED CONCRETE PIPE, UNLESS OTHERWISE NOTED, AND INSTALLED ACCORDING TO THE PLANS. MINOR FIELD ADJUSTMENTS MAY BE REQUIRED AT THE DISCRETION OF THE ENGINEER.
11. WHERE CROSS SLOPES TRANSITION FROM "GRADE LEFT" TO "GRADE RIGHT", THE TRANSITION SHOULD BE APPROXIMATELY 25' IN LENGTH.
12. THE CONTRACTOR SHALL OBTAIN ALL PERMITS, THESE INCLUDE BUT ARE NOT LIMITED TO:
    a. LAND USE PERMIT FROM VDOT PRIOR TO BEGINNING ANY ACTIVITIES/OPERATIONS ON STATE RIGHT OF WAY. THIS WOULD INCLUDE POSITIONING EQUIPMENT ON THE HIGHWAY SHOULDER/RIGHT OF WAY AND USE OF CONSTRUCTION ENTRANCES.
    b. EROSION AND SEDIMENT CONTROL PERMIT FROM THE COUNTY OF HENRY. CONTRACTOR SHALL BE THE RESPONSIBLE LAND DISTURBER.
    c. VSMP PERMIT.
    d. BUILDING PERMIT (AS REQUIRED).
13. ALL MATERIAL SHALL BE FROM VDOT PRE-APPROVED SOURCES. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING FULL SOURCE MATERIAL DOCUMENTATION (ON VDOT APPROVED FORMS) WITH SHOP SUBMITTALS.
14. TREE TRIMMING OR REMOVAL MAY BE REQUIRED TO OBTAIN SIGHT DISTANCE ON SPRUCE ST, CONTRACTOR TO COORDINATE PER PLAN SHEET 13A.

SURVEYING NOTES:

1. PROPERTY DATA:
   PROPERTY LINE DATA SHOWN ON THE PLANS IS BASED ON A COMPILATION OF DEED RESEARCH, FIELD SURVEYS, AND GIS DATA. HURT & PROFFITT, INC. DID NOT PREPARE A FULL BOUNDARY SURVEY OR TITLE SEARCH OF EACH PARCEL SHOWN. DATA ON EXISTING EASEMENTS IS BASED ON TITLE INFORMATION PROVIDED BY THE COUNTY OF HENRY.

GENERAL EROSION & SEDIMENT CONTROL NOTES:

ES-1: UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS 9VAC25-840 EROSION AND SEDIMENT CONTROL REGULATIONS.

ES-2: ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.

ES-3: A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES AS WELL AS THE STORM WATER POLLUTION PREVENTION PLAN.

ES-4: PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.

ES-5: THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.

ES-6: ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.

ES-7: WORK SHALL ONLY BE PERFORMED BELOW ORDINARY HIGH WATER OF MULBERRY CREEK OR TRIBUTARIES IF NOTED AS A PERMITTED ACTIVITY ON THESE PLANS. CONTRACTOR SHALL INSTALL NON-ERODIBLE COFFER DAM AND DEWATER AREA PRIOR TO BEGINNING WORK AND SHALL REMOVE ALL MATERIAL FROM WATERWAY IMMEDIATELY AFTER COMPLETION OF WORK

ES-8: DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.

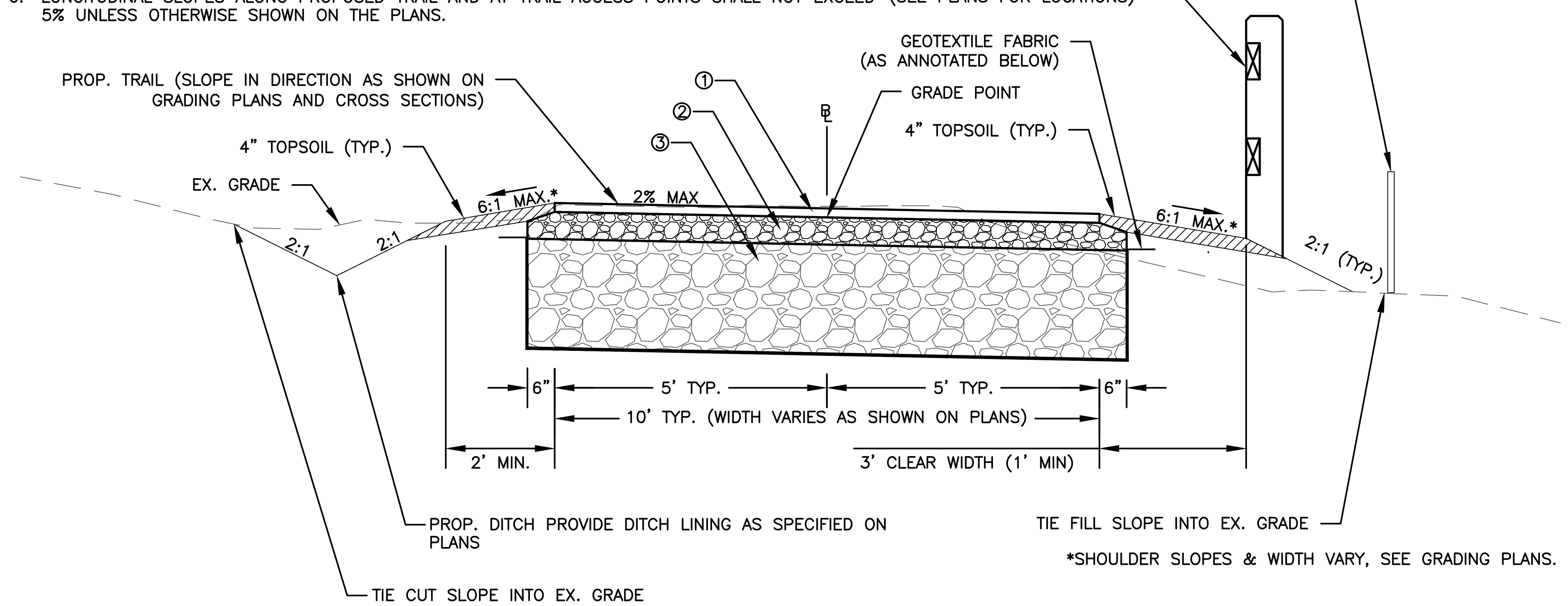
ES-9: THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.

ES-10: ALL AREAS DISTURBED DURING REMOVAL OF E&S MEASURES SHALL BE RESTORED AND SEEDED AT NO ADDITIONAL COST TO THE OWNER.

ES-11: SEE THESE PLANS AND THE "EROSION & SEDIMENT CONTROL AND STORMWATER MANAGEMENT NARRATIVE AND STORMWATER POLLUTION PREVENTION PLAN" FOR EROSION CONTROL PLANS, STANDARD DETAILS, AND FOR THE E&S CONTROL NARRATIVE.

NOTES:
1. 4" OF COMPACTED TOPSOIL IS TO BE PROVIDED ON ALL DISTURBED AREAS, EXPOSED SLOPES, AND TRAIL SHOULDERS.
2. PERMANENT SEEDING IS TO BE PROVIDED FOR ALL DISTURBED AREAS.
3. SHOULDER WIDTH IN FILL SHALL BE A MINIMUM OF 3' UNLESS OTHERWISE SHOWN IN THE CROSS SECTIONS. WHERE FENCING/RAILING IS SPECIFIED ON THE PLANS, PROVIDE 3' OF CLEARANCE FROM THE RAILING TO THE EDGE OF TRAIL WHERE SHOULDERS ALLOW. AT A MINIMUM, 1' CLEARANCE SHALL BE PROVIDED AT ALL RAILING LOCATIONS.
4. 3' OF HORIZONTAL CLEARANCE SHALL BE PROVIDED FROM THE EDGE OF TRAIL TO ANY LATERAL OBSTRUCTION SUCH AS TREES, ROCKS, POSTS, GUARDRAILS, WALLS, BENCHES, ETC.
5. TRAIL CROSS SLOPES SHALL NOT EXCEED 2% PER ADA REQUIREMENTS.
6. LONGITUDINAL SLOPES ALONG PROPOSED TRAIL AND AT TRAIL ACCESS POINTS SHALL NOT EXCEED 5% UNLESS OTHERWISE SHOWN ON THE PLANS.

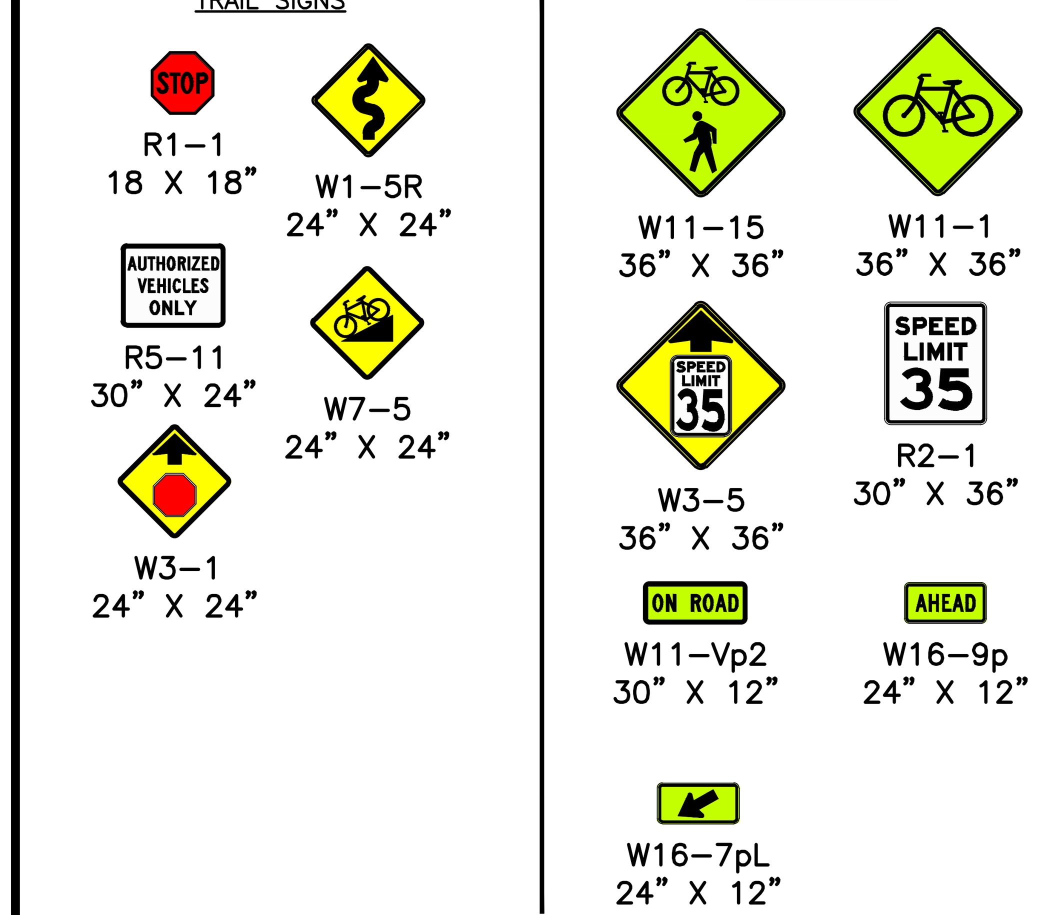
① 2" VDOT SM-9.5A @ 235 LB/SY
② 6" AGGREGATE BASE MATERIAL TYPE 1, NO. 21B (COMPACTED)
③ UNDERCUT AND REMOVE UNSUITABLE SOILS AS NEEDED REPLACE WITH 2' VDOT STD. #1 STONE (COMPACTED)



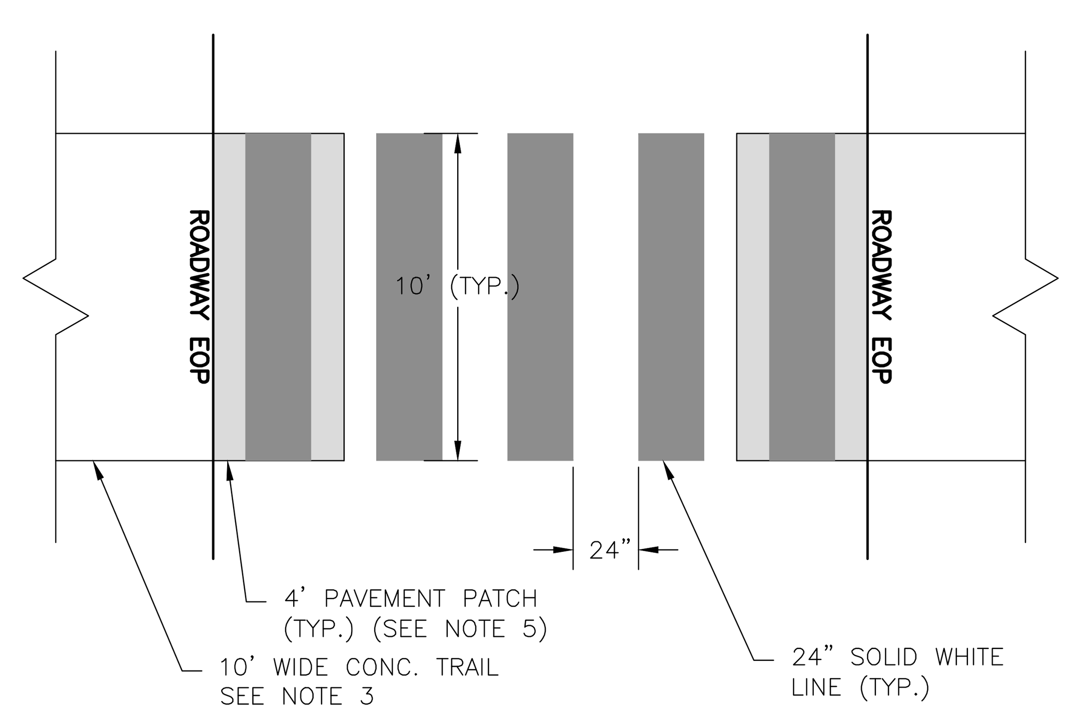
TYPICAL PAVED TRAIL AND DITCH SECTION
Not To Scale

STATIONS WITH ONLY 6" AGGREGATE BASE:		STATIONS WITH ADDITIONAL 2' AGGREGATE BASE AND GEOTEXTILE FABRIC:	
0+00 - 7+00	69+75 - 76+50	7+00-14+50	76+50 - 82+25
14+50 - 15+50	82+25 - 87+00	15+50 - 21+00	87+00 - 94+50
21+00 - 26+00	94+50 - 106+75	26+00 69+75	

NOTES:
1. ALL SIGNS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST ED., THE VIRGINIA SUPPLEMENT TO THE 2009 MUTCD, LATEST ED., THE STANDARD HIGHWAY SIGNS BOOK, LATEST ED., AND VDOT SPECIFICATIONS.
2. SIGNS SHALL BE MANUFACTURED TO PROVIDE A SMOOTH, SINGLE UNIT SURFACE.
3. SIGN PLACEMENT SHALL CONFORM TO MUTCD FIGURE 9B-1
   - DISTANCE FROM EDGE OF TRAIL TO EDGE OF SIGN 2' MIN.
   - DISTANCE FROM TRAIL SURFACE TO OVERHEAD SIGN 10' MIN.
   - HEIGHT OF SIGN 4' MIN. FROM TRAIL SURFACE TO BOTTOM OF SIGN.
4. W11-15, W11-1, W16-1, W16-9p, AND W16-7p SHALL HAVE A FLUORESCENT YELLOW-GREEN BACKGROUND.
5. POST MATERIAL, TREATMENTS, AND INSTALLATION SHALL BE PER VDOT SPECIFICATIONS.



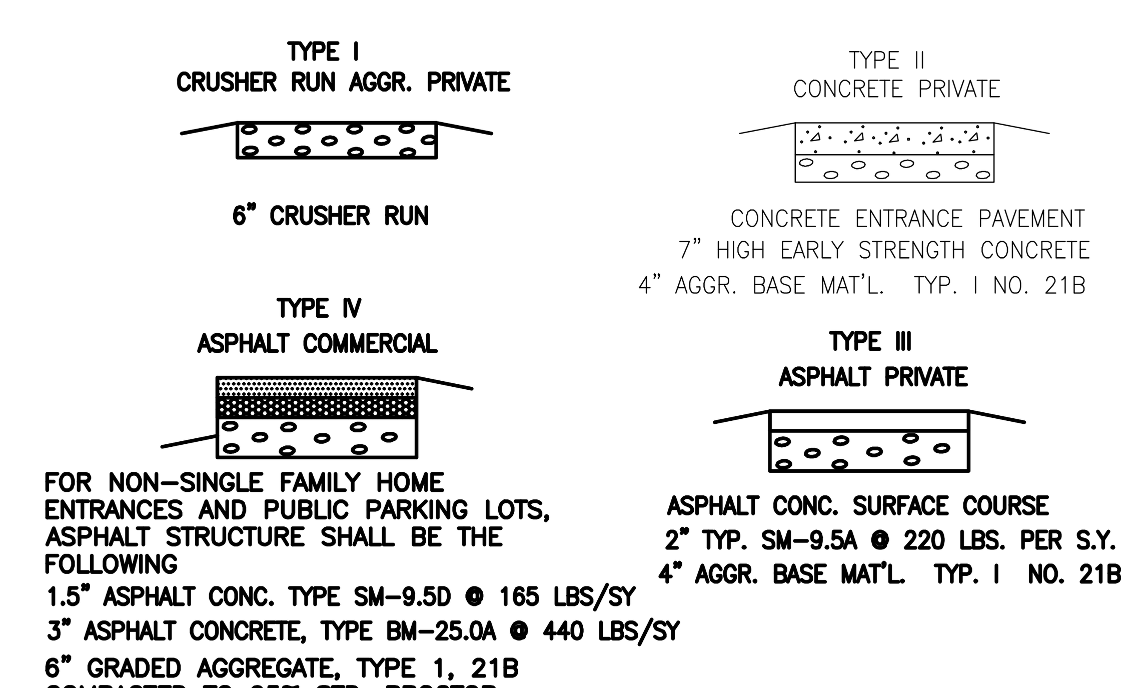
NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE TYPE B, CLASS II RETROREFLECTIVE THERMOPLASTIC MATERIAL CONFORMING TO THE MUTCD AND VDOT SPECIFICATIONS.
2. PLACE LONGITUDINAL MARKINGS TO AVOID WHEEL PATHS WHERE POSSIBLE.
3. CONCRETE SECTION OF TRAIL SHALL EXTEND 5' FROM EDGE OF ROADWAY UNLESS OTHERWISE SHOWN. SEE TYPICAL CONC. TRAIL AND PAVEMENT PATCH SECTION THIS SHEET.
4. PROVIDE TOPSOIL AND SEEDING TO EDGES OF CONCRETE SECTION.
5. WHERE EX. ASPHALT DOES NOT PROVIDE A STRAIGHT AND EVEN EDGE, CONTRACTOR SHALL SAW CUT EX. PAVEMENT WHERE NEW CONSTRUCTION TIES INTO EX. PAVEMENT. EDGES SHALL BE STRAIGHT AND EVEN. PAVEMENT PATCH SHALL BE 2" OF ASPHALT CONCRETE SURFACE COURSE TYPE SM-9.5A WITH 6" OF ASPHALT CONCRETE BASE MIX TYPE BM-25.



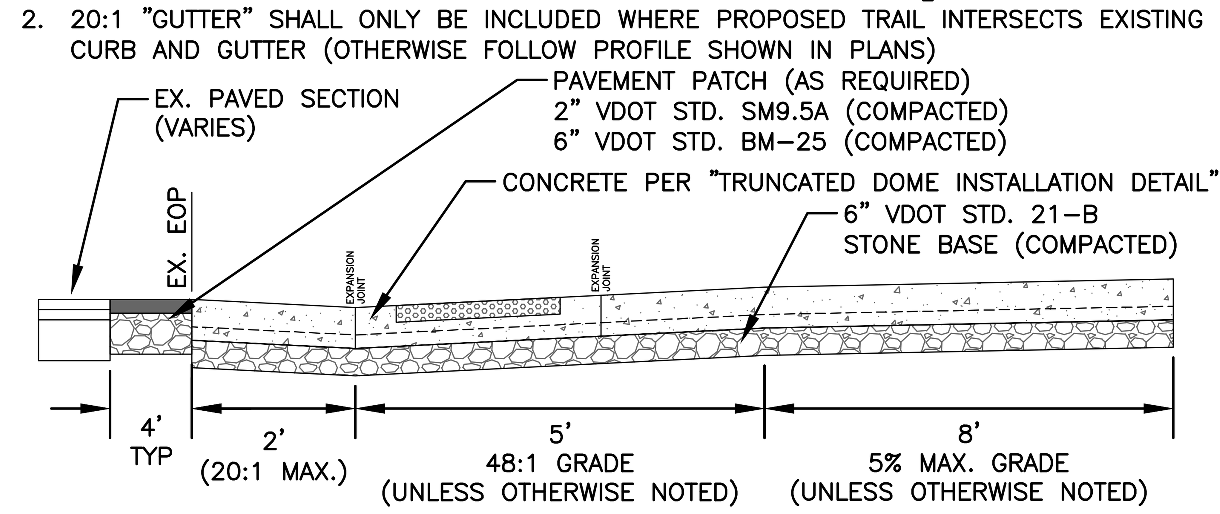
TYPICAL CROSSWALK DETAIL
Not To Scale

DRIVEWAY RECONSTRUCTION SURFACE TYPES

NOT TO SCALE



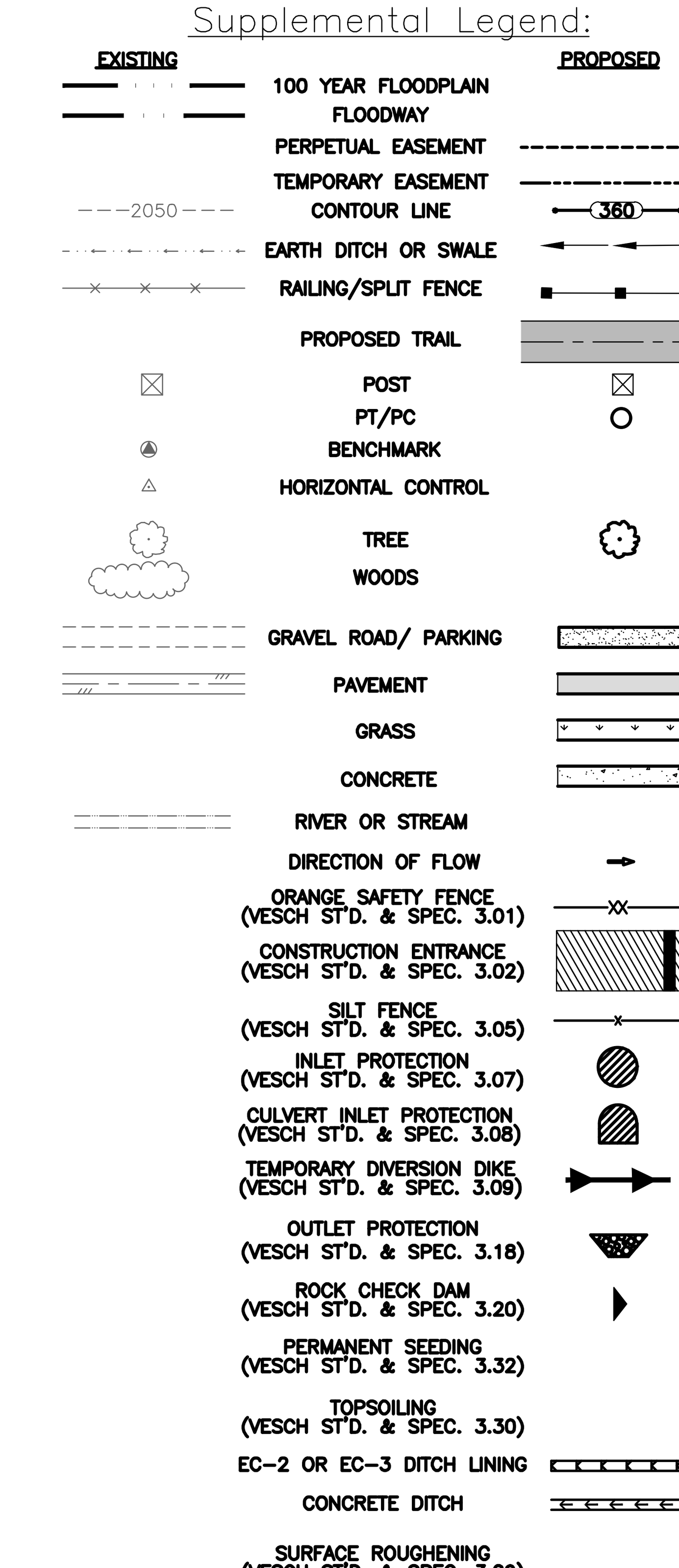
NOTES:
1. WHERE EX. EDGE OF ASPHALT DOES NOT PROVIDE A SMOOTH, UNIFORM EDGE, CUT EX. ASPHALT TO BASE STONE, 1' MIN. FROM THE EDGE OF PROPOSED IMPROVEMENTS AND INSTALL PAVEMENT PATCH. CUT SHALL BE PARALLEL TO EXISTING ℄ OF LANE.
2. 20:1 "GUTTER" SHALL ONLY BE INCLUDED WHERE PROPOSED TRAIL INTERSECTS EXISTING CURB AND GUTTER (OTHERWISE FOLLOW PROFILE SHOWN IN PLANS)



TYPICAL CONC. TRAIL AND PAVEMENT PATCH SECTION 5

Not To Scale

Supplemental Legend:



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DETAIL SHEET
(1 OF 3)
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO:1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

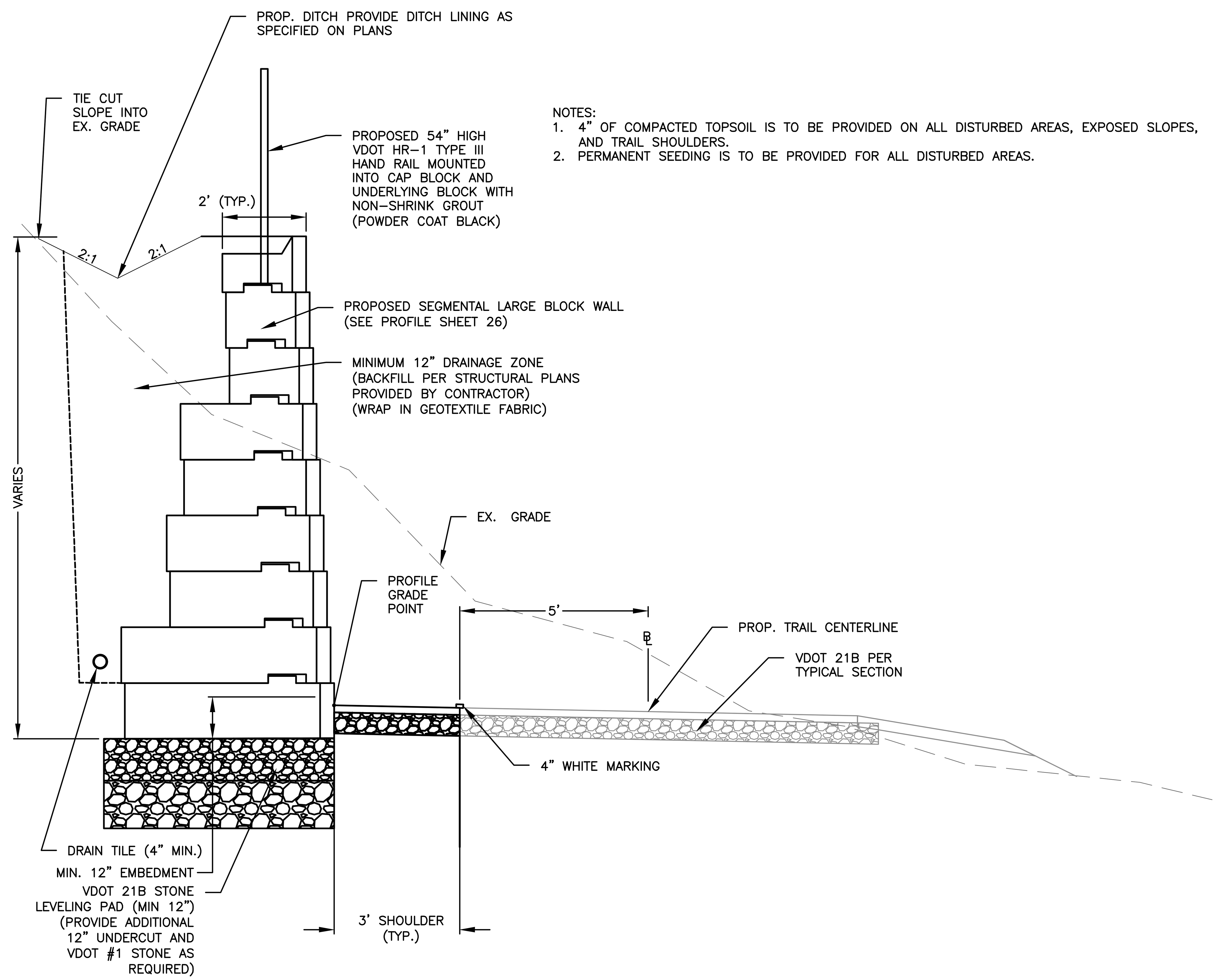
Revisions	
1	25 June 2020
2	10 August 2020
3	14 October 2020

SHEET NO.
2

\\data01\projects\2017\20171773\CAD\20171773_SHEETS02_DETAILS.dwg

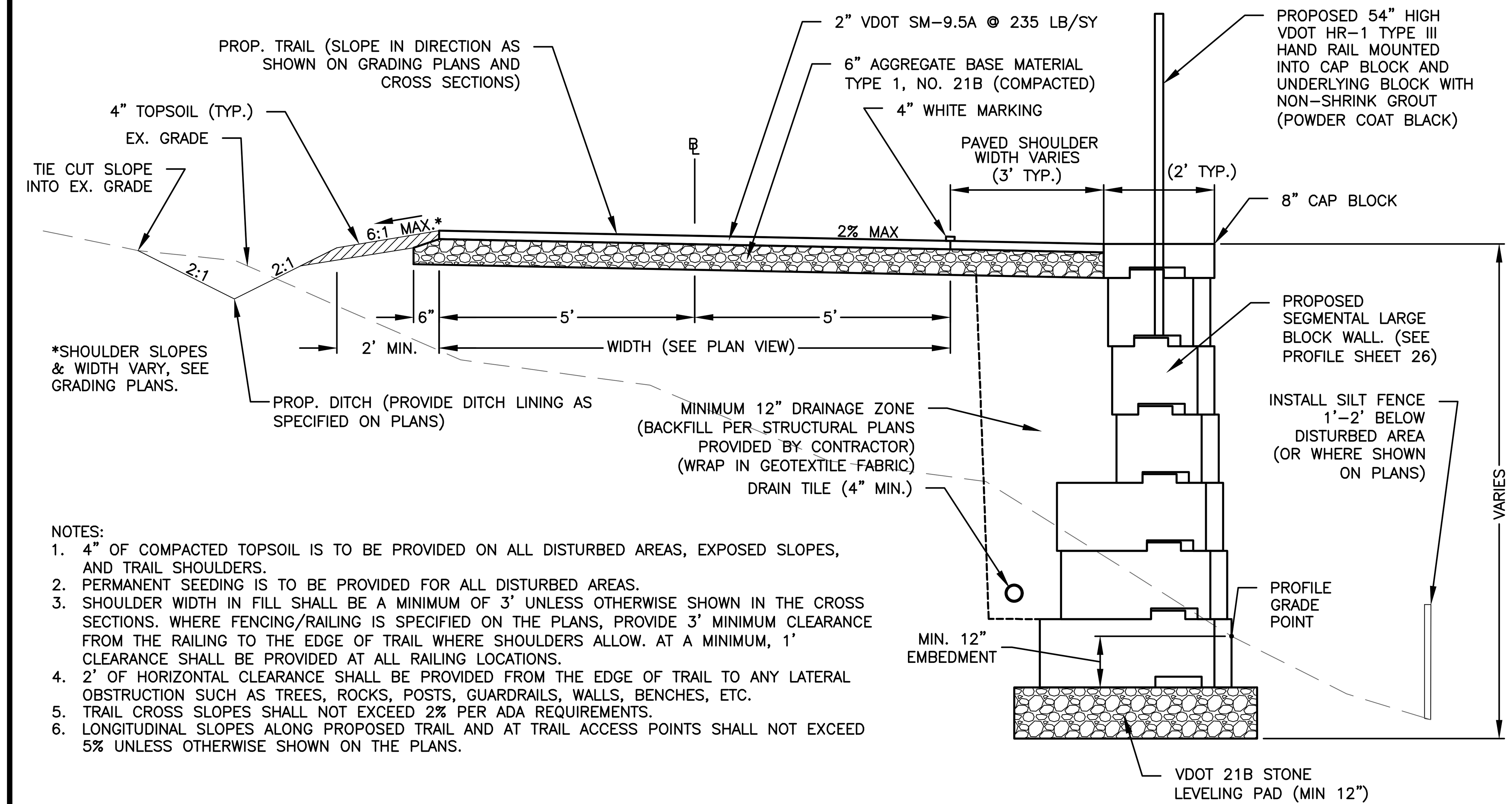
Jan 27, 2022 – 10:12am

NOTES:
1. 4" OF COMPACTED TOPSOIL IS TO BE PROVIDED ON ALL DISTURBED AREAS, EXPOSED SLOPES, AND TRAIL SHOULDERS.
2. PERMANENT SEEDING IS TO BE PROVIDED FOR ALL DISTURBED AREAS.



TYPICAL PAVED TRAIL WITH CUT RETAINING WALL

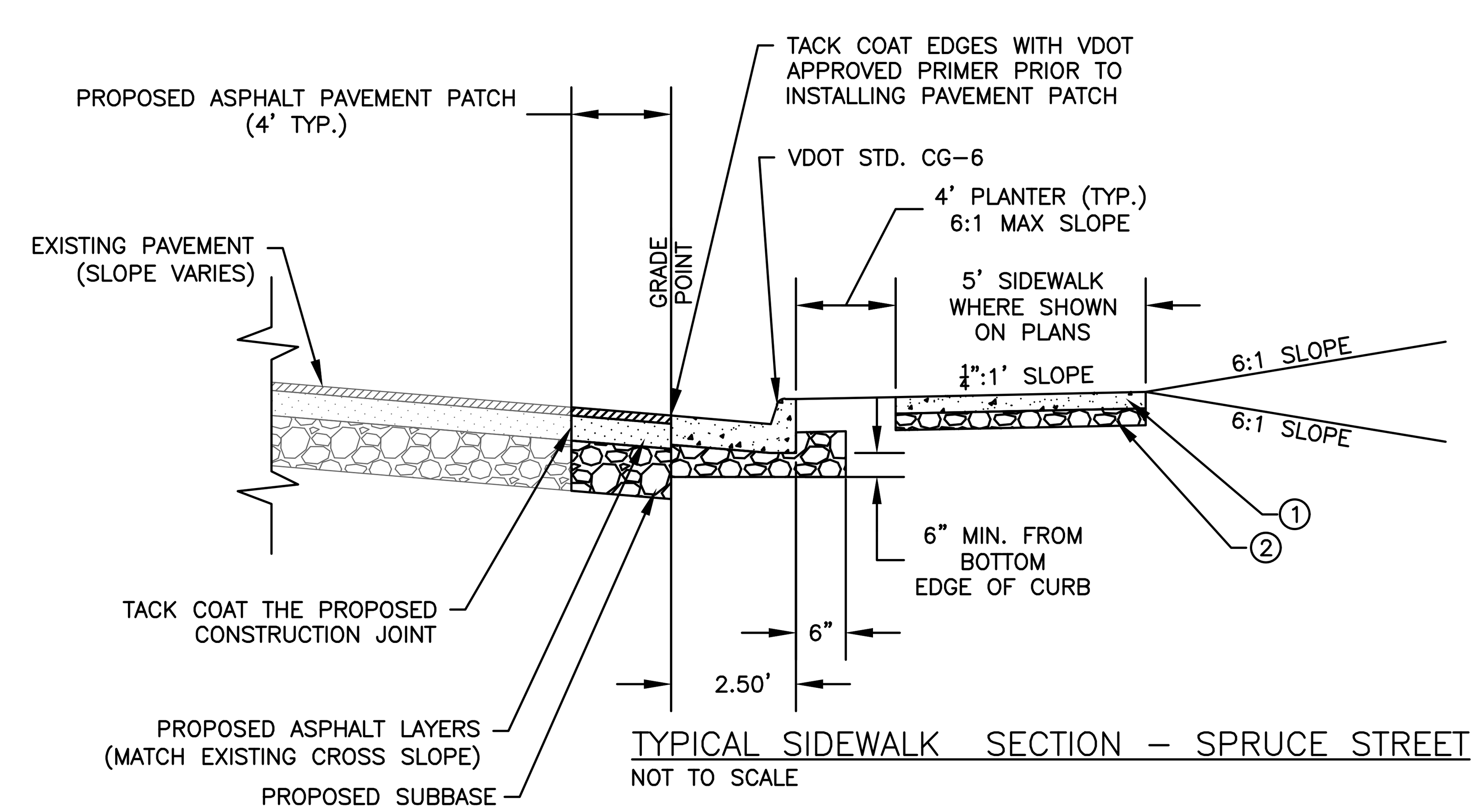
NOT TO SCALE



NOTES:
1. 4" OF COMPACTED TOPSOIL IS TO BE PROVIDED ON ALL DISTURBED AREAS, EXPOSED SLOPES, AND TRAIL SHOULDERS.
2. PERMANENT SEEDING IS TO BE PROVIDED FOR ALL DISTURBED AREAS.
3. SHOULDER WIDTH IN FILL SHALL BE A MINIMUM OF 3' UNLESS OTHERWISE SHOWN IN THE CROSS SECTIONS. WHERE FENCING/RAILING IS SPECIFIED ON THE PLANS, PROVIDE 3' MINIMUM CLEARANCE FROM THE RAILING TO THE EDGE OF TRAIL WHERE SHOULDERS ALLOW. AT A MINIMUM, 1' CLEARANCE SHALL BE PROVIDED AT ALL RAILING LOCATIONS.
4. 2' OF HORIZONTAL CLEARANCE SHALL BE PROVIDED FROM THE EDGE OF TRAIL TO ANY LATERAL OBSTRUCTION SUCH AS TREES, ROCKS, POSTS, GUARDRAILS, WALLS, BENCHES, ETC.
5. TRAIL CROSS SLOPES SHALL NOT EXCEED 2% PER ADA REQUIREMENTS.
6. LONGITUDINAL SLOPES ALONG PROPOSED TRAIL AND AT TRAIL ACCESS POINTS SHALL NOT EXCEED 5% UNLESS OTHERWISE SHOWN ON THE PLANS.

TYPICAL PAVED TRAIL WITH FILL RETAINING WALL

NOT TO SCALE

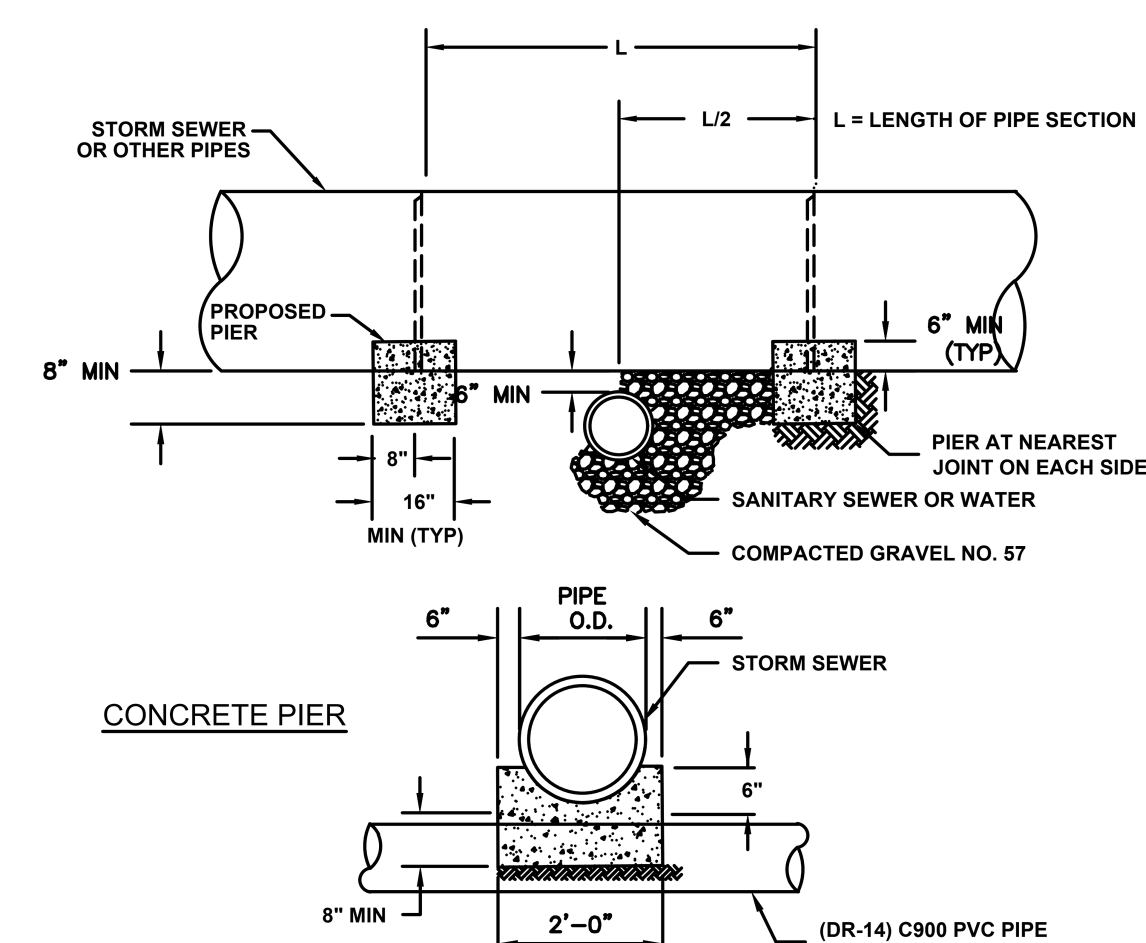


TYPICAL SIDEWALK SECTION – SPRUCE STREET

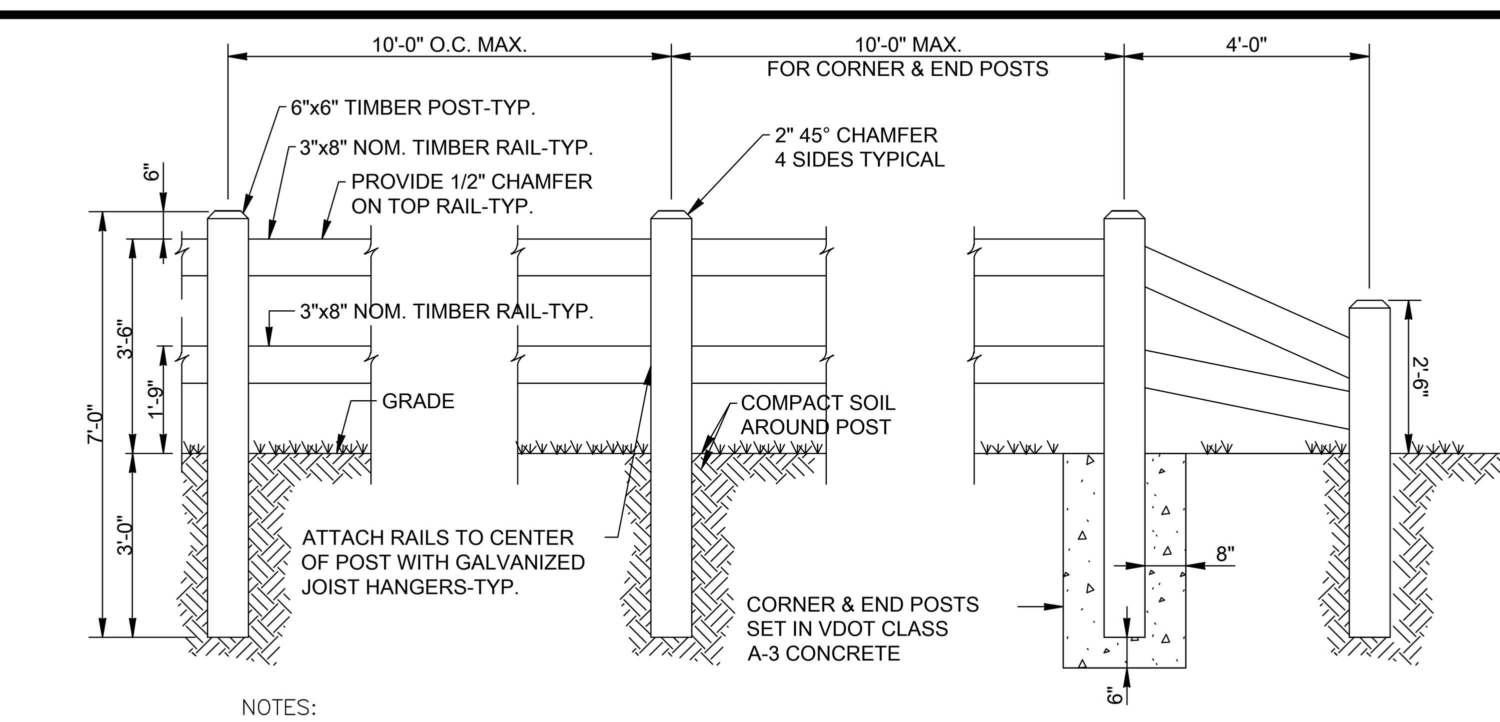
NOT TO SCALE

① 4" CONC. SIDEWALK
② 4" AGGREGATE BASE MATERIAL TYPE NO. 21-B

1. PIER REQUIRED WHEN STORM DRAIN OR OTHER PIPES CROSSES OVER THE OTHER UTILITY WITH A VERTICAL CLEARANCE OF LESS THAN 18".
2. PIER TO BE BUILT ON UNDISTURBED EARTH.
3. CONCRETE TO BE READY MIX, CLASS A3.



CONCRETE PIER



NOTES:

1) TIMBER POSTS SHALL BE 6"X6"X7' #1 SYP (SOUTHERN YELLOW PINE), S4S (SURFACE FOUR SIDES), GM (GRADE MARKED), ACQ PRESERVATIVE TO 0.40 LB./CU. FT., PET (PRECISION END TRIM), 2" CH4TE (2" CHAMFER AROUND TOP FOUR EDGES).

2) TIMBER RAILS SHALL BE #1 SYP (SOUTHERN YELLOW PINE), S4S (SURFACE FOUR SIDES), GM (GRADE MARKED), ACQ PRESERVATIVE TO 0.40 LB./CU. FT., DET (DOUBLE END TRIM), 1/2" CHAMFER ON BOTH EDGES OF TOP RAIL, DOH (DEPARTMENT OF HIGHWAYS). RAILS SHALL BE ATTACHED TO POST WITH TYPE 316 STAINLESS STEEL (18 GAUGE) CONCEALED FLANGE JOIST HANGERS WITH STAINLESS STEEL SCREWS.

3) ALL CUT ENDS SHALL BE FIELD TREATED IN ACCORDANCE WITH AWPA STANDARDS.

TYPICAL TIMBER GUARDRAIL

NTS

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DETAIL SHEET
(2 OF 3)

THE DICK & WILLIE PASSAGE

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DATE:	27 March 2020
DRAWN BY:	AWM, TWH
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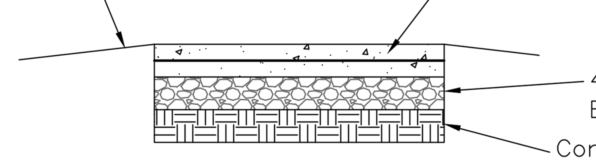
COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions	
1	25 June 2020
2	10 August 2020

SHEET NO.
2A

NOTES:
1. PICNIC TABLES SHALL BE ADA ACCESSIBLE WITH 4' SQUARE TOP AND ATTACHED SEATS.
2. CONCRETE PAD SHALL BE 7'x7' CENTERED BELOW THE TABLE ON GRADE.
3. GRADE SHOULD SLOPE TO DRAIN AWAY FROM CONCRETE PAD (MIN. 2') ON ALL SIDES.
4. PICNIC TABLES SHALL BE MOUNTED WITH GALVANIZED ANCHOR BOLTS PER MANUFACTURER'S LAYOUT.

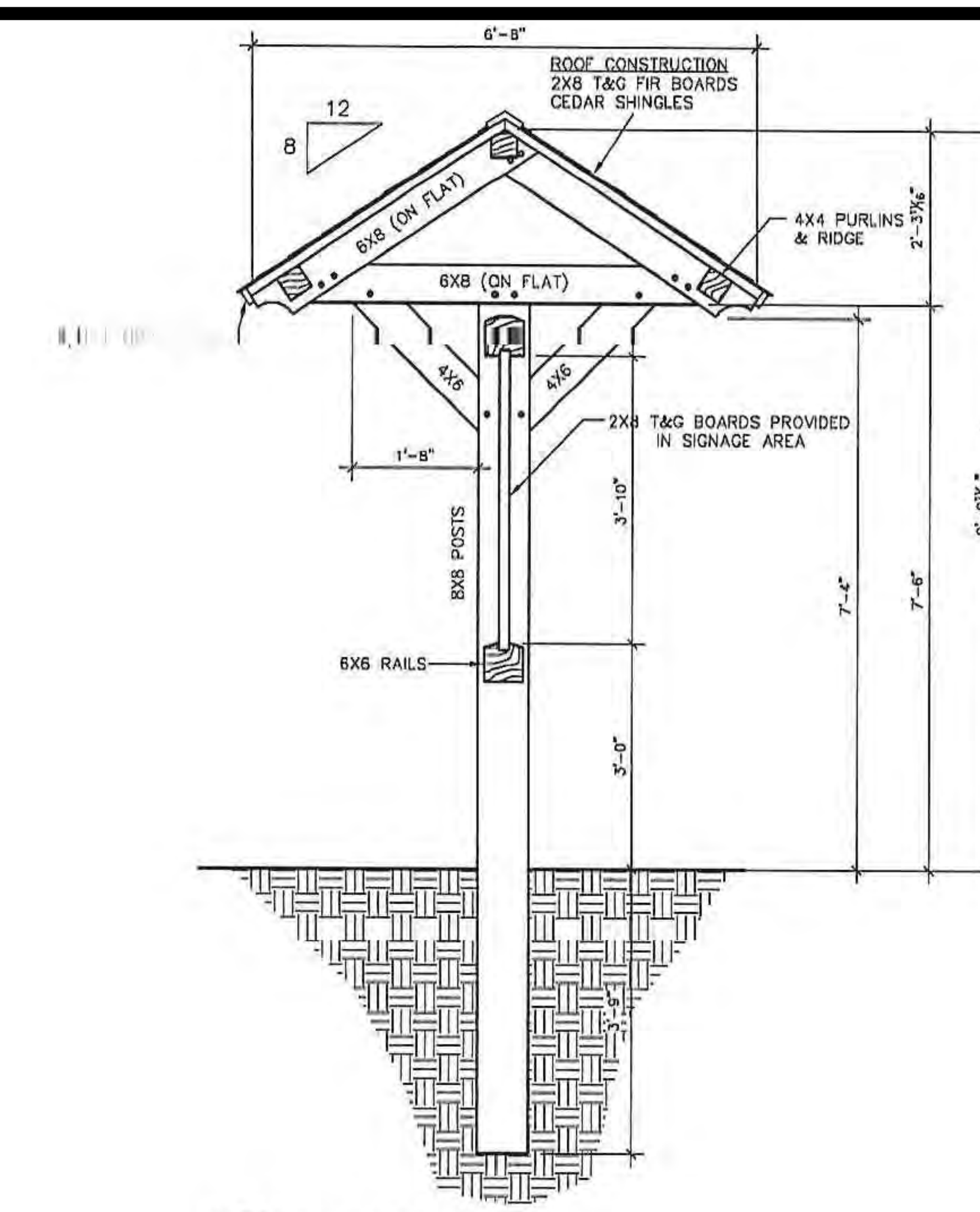


PICNIC TABLE CONCRETE BASE DETAIL

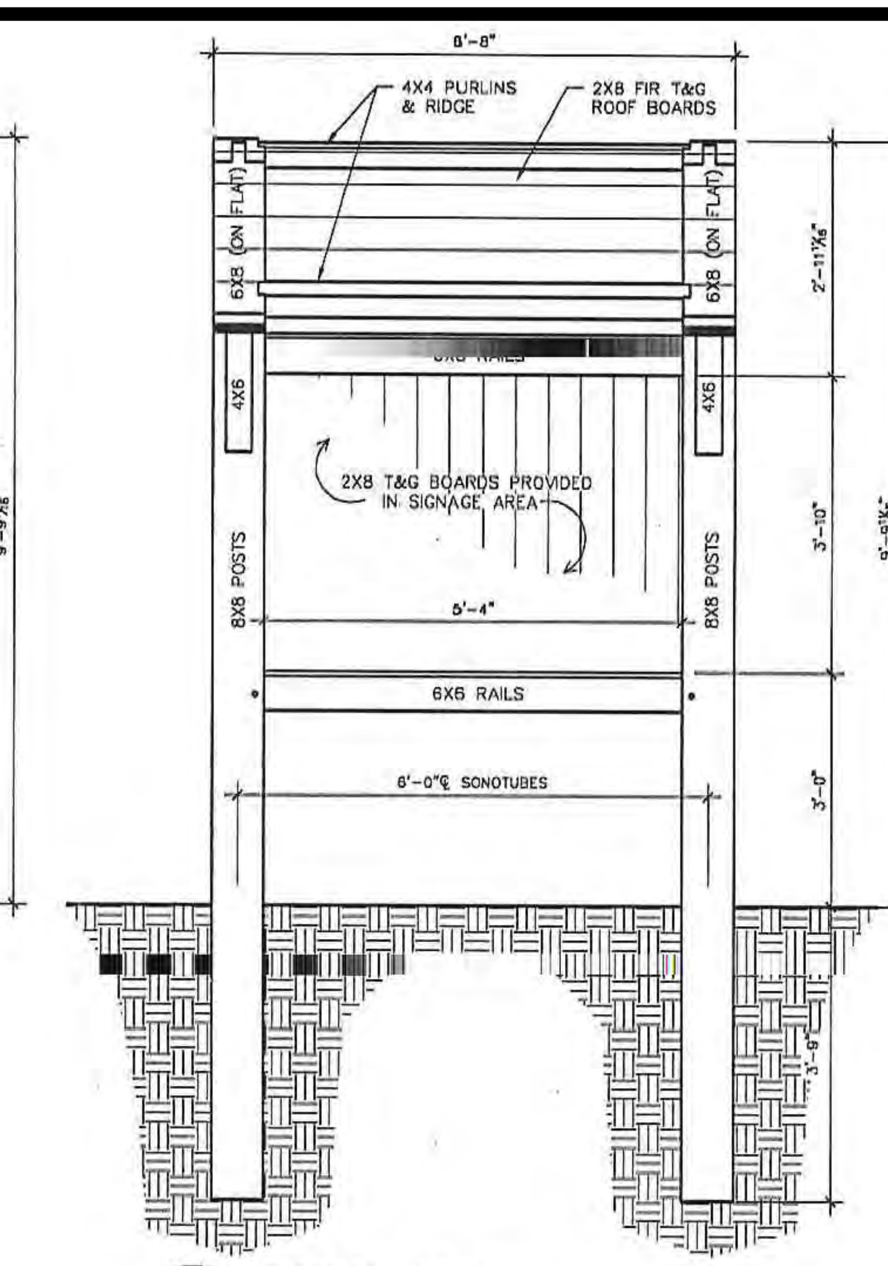
Not To Scale

THE FOLLOWING VDOT STANDARDS ARE MADE PART OF THESE PLANS BY REFERENCE:

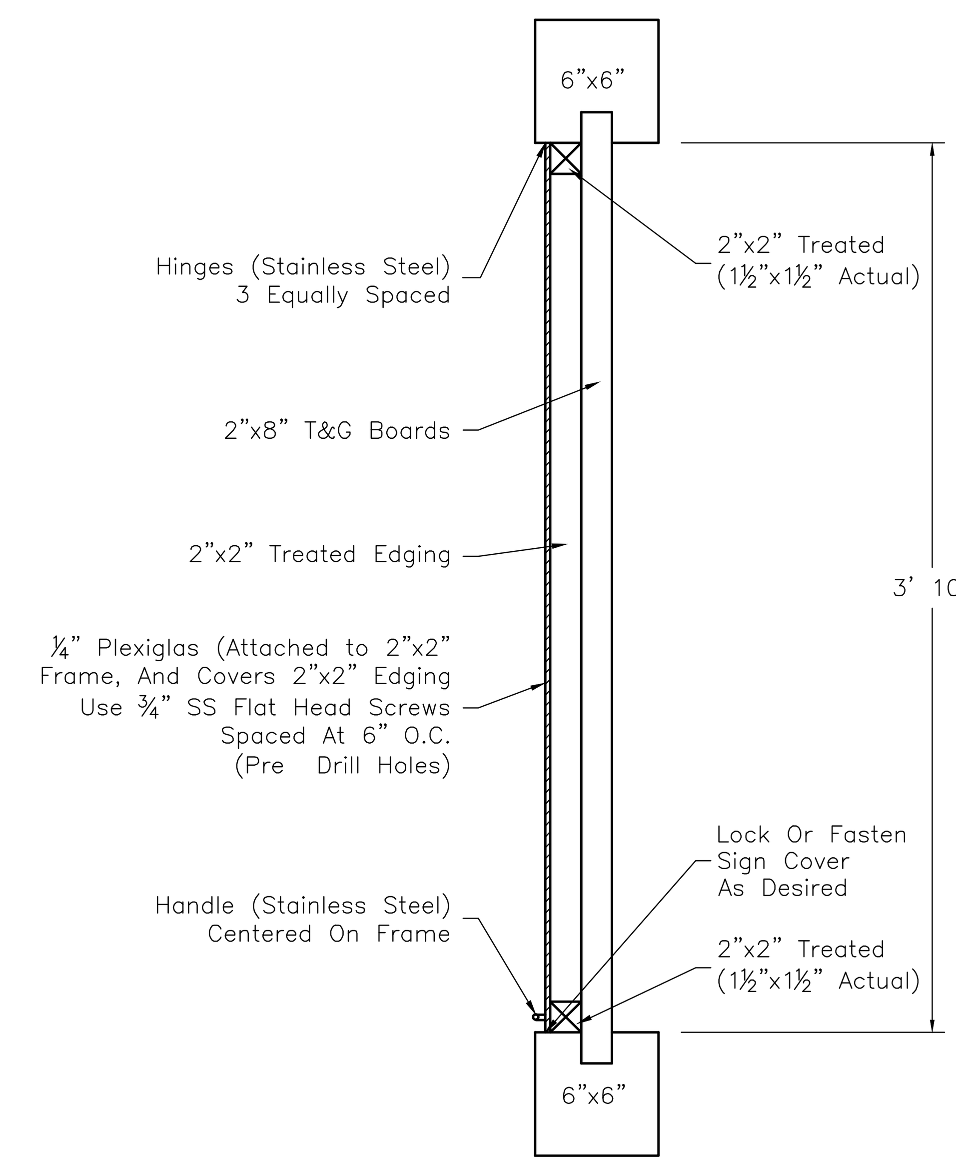
101	EW-1
101	EW-6PC
102	ES-1
201	CG-6
203	CG-9D
204	CG-12



1 SECTION VIEW
1/2"=1'-0"

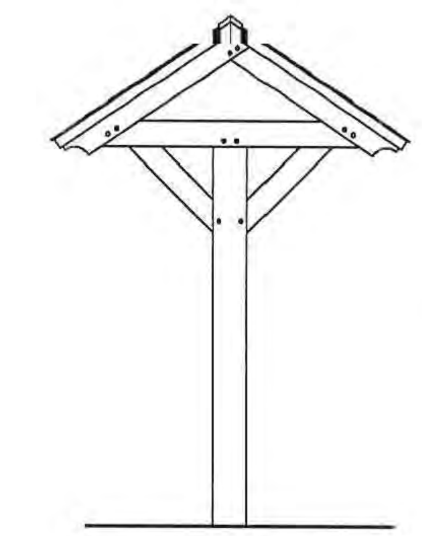


2 SECTION VIEW
1/2"=1'-0"

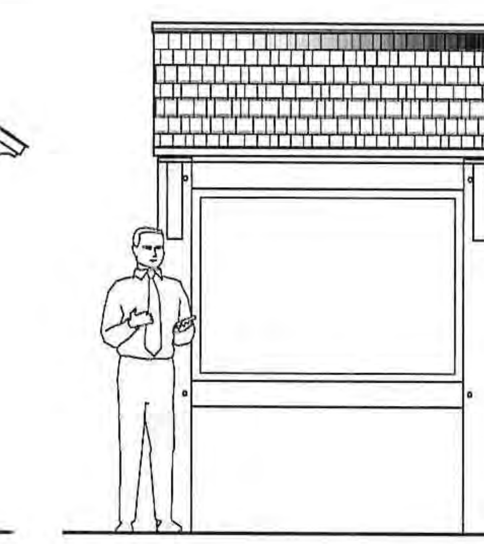


KIOSK DISPLAY DETAIL

(Not To Scale)



SIDE ELEVATION
3/8"=1'-0"

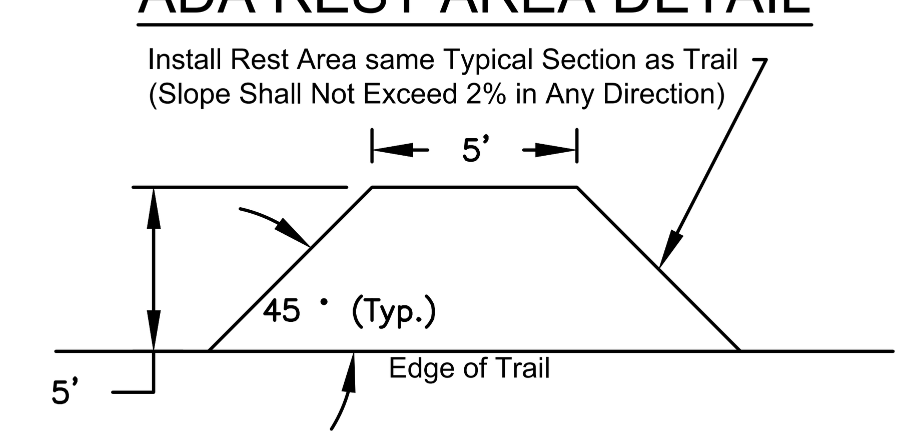


FRONT ELEVATION
3/8"=1'-0"

NOTES:
1. CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND INSTALLATION OF THE KIOSK AND DISPLAY. INCLUDING FOUNDATION. SEE DETAILS THIS SHEET.
2. FOUNDATION SHALL BE MOUNTED ON CONCRETE OR SET IN CONCRETE PER MANUFACTURER'S SPECIFICATIONS.
3. THE KIOSK STRUCTURE IS INTENDED TO BE PRE-MANUFACTURED AND THE DISPLAY IS CUSTOM.
4. TIMBERS SHALL BE NATURALS, DECAY RESISTANT HEAVY TIMBERS CONNECTED WITH TRADITIONAL MORTISE TENON JOINERY WITH OAK PEGS. SEE KIOSK DISPLAY DETAIL, THIS SHEET.

INFORMATION KIOSK

ADA REST AREA DETAIL



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800.763.5596 TOLL FREE
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DETAIL SHEET
(3 OF 3)

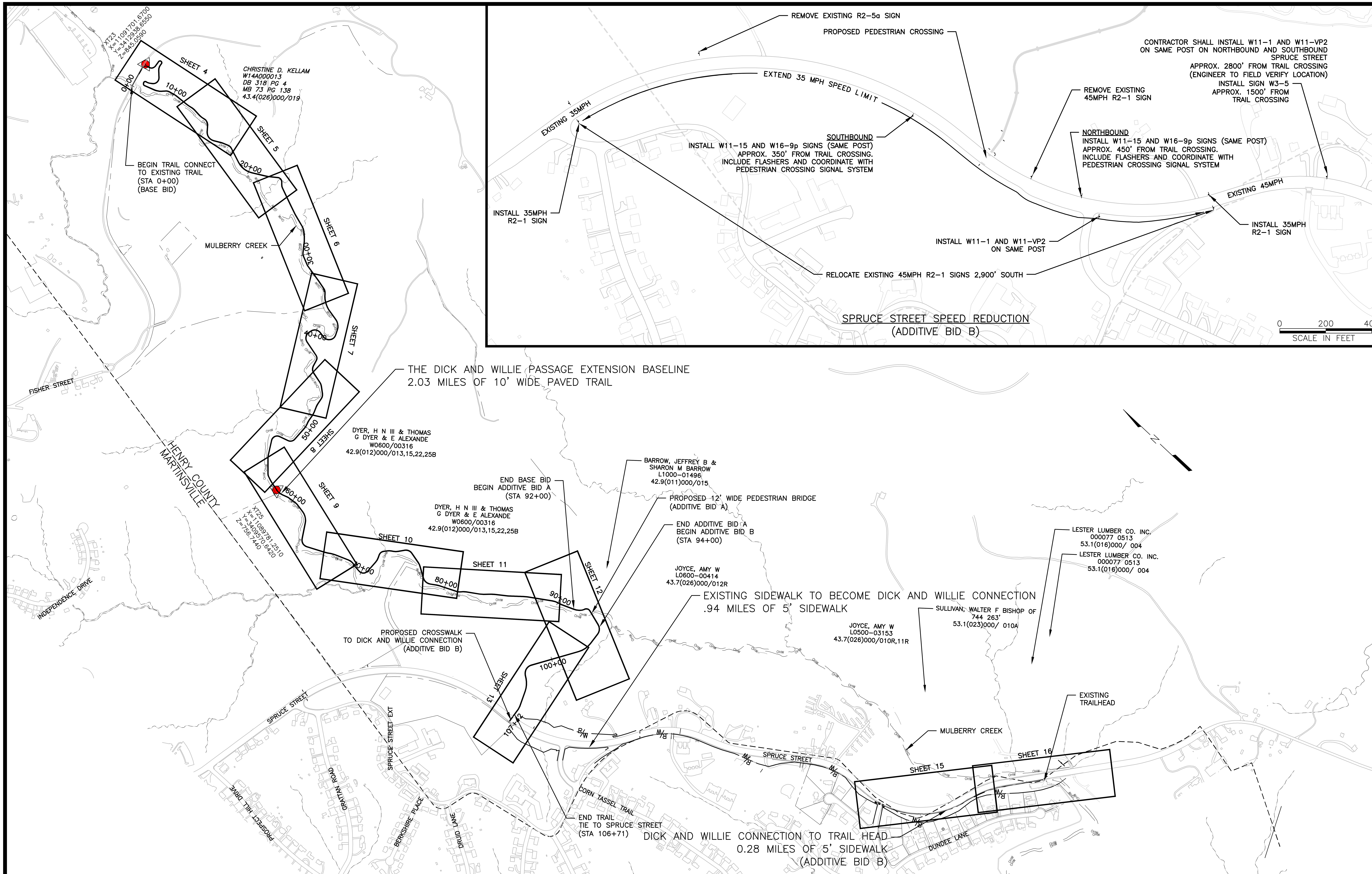
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO:1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

Revisions

1	25 June 2020
2	10 August 2020

SHEET NO.
2B



NOTE: MULBERRY CREEK IS A JURISDICTIONAL WATERWAY
FEMA MAP #51089C0154C, 51089C0162C, 51089C0164C
26 SEPTEMBER 2008
USGS ROANOKE QUAD

OHW — ORDINARY HIGH WATER

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SHEET LAYOUT
AND SPRUCE ST. SPEED REDUCTION
THE DICK & WILLIE PASSAGE PHASE 6A

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
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DATE:	27 March 2020
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CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions

1	25 June 2020
2	10 August 2020
4	22 December 2020
7	29 June 2021

SHEET NO.
3

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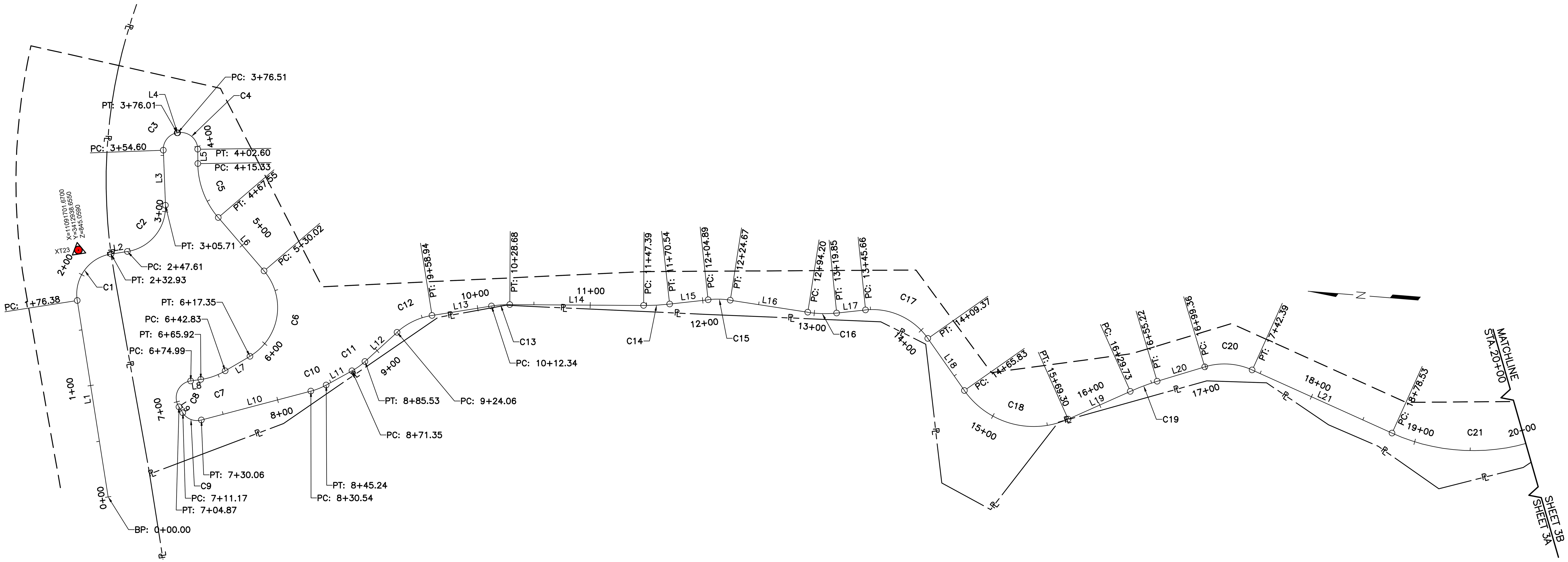

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L1	176.380	N76° 28' 03.42"E	(11091485.5890,3412894.8121)	(11091657.0722,3412936.0840)
L2	14.678	S13° 31' 56.58"E	(11091700.4966,3412909.5073)	(11091703.9312,3412895.2364)
L3	48.893	N83° 14' 22.67"E	(11091747.5294,3412864.8743)	(11091796.0827,3412870.6299)
L4	0.498	S14° 59' 28.38"E	(11091812.3379,3412859.6143)	(11091812.4668,3412859.1331)
L5	12.729	S84° 40' 46.37"W	(11091799.3682,3412840.3176)	(11091786.6944,3412839.1374)
L6	62.469	S44° 47' 14.32"W	(11091740.4193,3412817.2963)	(11091696.4115,3412772.9606)
L7	25.480	N35° 08' 03.44"W	(11091620.0349,3412779.4097)	(11091605.3716,3412800.2470)
L8	9.071	N13° 05' 26.84"W	(11091595.9992,3412821.1870)	(11091593.9446,3412830.0226)
L9	6.304	S52° 46' 07.75"W	(11091570.2589,3412838.5681)	(11091565.2400,3412834.7543)
L10	100.483	S19° 22' 14.28"E	(11091560.1646,3412817.8361)	(11091593.4927,3412723.0408)
L11	26.110	S33° 24' 07.12"E	(11091600.0066,3412709.9109)	(11091614.3802,3412688.1138)
L12	38.534	S46° 56' 33.63"E	(11091623.5061,3412677.3041)	(11091651.6620,3412650.9956)
L13	53.404	S13° 38' 06.41"E	(11091669.0072,3412621.2996)	(11091681.5964,3412569.4011)
L14	118.707	S4° 16' 31.44"E	(11091684.1365,3412553.2824)	(11091692.9862,3412434.9053)
L15	34.350	S10° 54' 30.68"E	(11091696.0435,3412411.9671)	(11091702.5440,3412378.2377)
L16	69.525	S4° 12' 06.35"W	(11091703.6976,3412358.5494)	(11091698.6036,3412289.2114)
L17	25.807	S10° 29' 48.28"E	(11091700.0083,3412263.6665)	(11091704.7099,3412238.2909)
L18	56.453	S50° 20' 50.91"W	(11091684.0018,3412181.1644)	(11091640.5373,3412145.1404)
L19	60.423	S28° 42' 11.90"E	(11091622.6132,3412051.3752)	(11091651.6328,3411998.3771)
L20	44.133	S21° 23' 56.01"E	(11091662.4217,3411975.2940)	(11091678.5239,3411934.2038)
L21	136.139	S19° 41' 51.52"W	(11091679.1492,3411892.0888)	(11091633.2627,3411763.9162)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C1	36.000	56.549	S58° 31' 56.58"E	(11091657.0722,3412936.0840)	(11091700.4966,3412909.5073)
C2	40.000	58.104	S55° 08' 46.96"E	(11091703.9312,3412895.2364)	(11091747.5294,3412864.8743)
C3	15.000	21.407	S55° 52' 32.86"E	(11091796.0827,3412870.6299)	(11091812.3379,3412859.6143)
C4	15.000	26.094	S34° 50' 38.99"W	(11091812.4668,3412859.1331)	(11091799.3682,3412840.3176)
C5	75.000	52.219	S64° 44' 00.35"W	(11091786.6944,3412839.1374)	(11091740.4193,3412817.2963)
C6	50.000	87.335	N85° 10' 24.56"W	(11091696.4115,3412772.9606)	(11091620.0349,3412779.4097)
C7	60.000	23.084	N24° 06' 45.14"W	(11091605.3716,3412800.2470)	(11091595.9992,3412821.1870)
C8	15.000	29.882	N70° 09' 39.55"W	(11091593.9446,3412830.0226)	(11091570.2589,3412838.5681)
C9	15.000	18.886	S16° 41' 56.73"W	(11091565.2400,3412834.7543)	(11091560.1646,3412817.8361)
C10	60.000	14.694	S26° 23' 10.70"E	(11091593.4927,3412723.0408)	(11091600.0066,3412709.9109)
C11	60.000	14.180	S40° 10' 20.37"E	(11091614.3802,3412688.1138)	(11091623.5061,3412677.3041)
C12	60.000	34.880	S30° 17' 20.02"E	(11091651.6620,3412650.9956)	(11091669.0072,3412621.2996)
C13	100.000	16.336	S8° 57' 18.93"E	(11091681.5964,3412569.4011)	(11091684.1365,3412553.2824)
C14	200.000	23.154	S7° 35' 31.06"E	(11091692.9862,3412434.9053)	(11091696.0435,3412411.9671)
C15	75.000	19.779	S3° 21' 12.17"E	(11091702.5440,3412378.2377)	(11091703.6976,3412358.5494)
C16	100.000	25.654	S3° 08' 50.97"E	(11091698.6036,3412289.2114)	(11091700.0083,3412263.6665)
C17	60.000	63.716	S19° 55' 31.31"W	(11091704.7099,3412238.2909)	(11091684.0018,3412181.1644)
C18	75.000	103.477	S10° 49' 19.51"W	(11091640.5373,3412145.1404)	(11091622.6132,3412051.3752)
C19	200.000	25.497	S25° 03' 03.95"E	(11091651.6328,3411998.3771)	(11091662.4217,3411975.2940)
C20	60.000	43.036	S0° 51' 02.25"E	(11091678.5239,3411934.2038)	(11091679.1492,3411892.0888)
C21	175.000	151.030	S5° 01' 34.50"E	(11091633.2627,3411763.9162)	(11091646.0878,3411618.0930)

50 25 0 50 100 150
SCALE IN FEET

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ALIGNMENT DATA SHEET

1 OF 6

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
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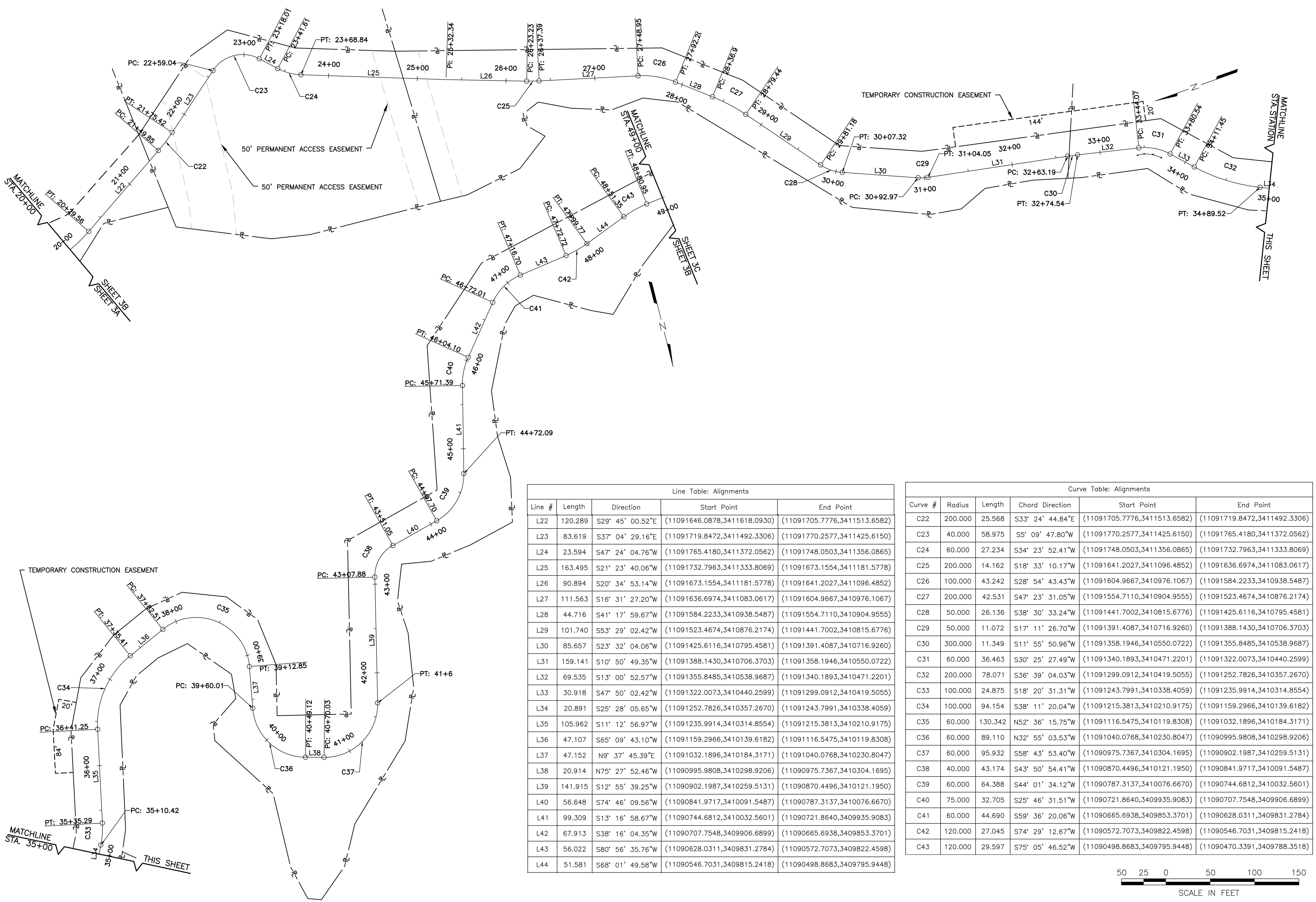
Revisions
1 25 June 2020

SHEET NO.
3A

Jan 27, 2022 – 10:12am C:\Users\mjohnson\desktop\to delete\cadbackup\AcPublish_28392\Unsaved Drawing2.dwg



Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L22	120.289	S29° 45' 00.52"E	(11091646.0878,3411618.0930)	(11091705.7776,3411513.6582)
L23	83.619	S37° 04' 29.16"E	(11091719.8472,3411492.3306)	(11091770.2577,3411425.6150)
L24	23.594	S47° 24' 04.76"W	(11091765.4180,3411372.0562)	(11091748.0503,3411356.0865)
L25	163.495	S21° 23' 40.06"W	(11091732.7963,3411333.8069)	(11091673.1554,3411181.5778)
L26	90.894	S20° 34' 53.14"W	(11091673.1554,3411181.5778)	(11091641.2027,3411096.4852)
L27	111.563	S16° 31' 27.20"W	(11091636.6974,3411083.0617)	(11091604.9667,3410976.1067)
L28	44.716	S41° 17' 59.67"W	(11091584.2233,3410938.5487)	(11091554.7110,3410904.9555)
L29	101.740	S53° 29' 02.42"W	(11091523.4674,3410876.2174)	(11091441.7002,3410815.6776)
L30	85.657	S23° 32' 04.06"W	(11091425.6116,3410795.4581)	(11091391.4087,3410716.9260)
L31	159.141	S10° 50' 49.35"W	(11091388.1430,3410706.3703)	(11091358.1946,3410550.0722)
L32	69.535	S13° 00' 52.57"W	(11091355.8485,3410538.9687)	(11091340.1893,3410471.2201)
L33	30.918	S47° 50' 02.42"W	(11091322.0073,3410440.2599)	(11091299.0912,3410419.5055)
L34	20.891	S25° 28' 05.65"W	(11091252.7826,3410357.2670)	(11091243.7991,3410338.4059)
L35	105.962	S11° 12' 56.97"W	(11091235.9914,3410314.8554)	(11091215.3813,3410210.9175)
L36	47.107	S65° 09' 43.10"W	(11091159.2966,3410139.6182)	(11091116.5475,3410119.8308)
L37	47.152	N9° 37' 45.39"E	(11091032.1896,3410184.3171)	(11091040.0768,3410230.8047)
L38	20.914	N75° 27' 52.46"W	(11090995.9808,3410298.9206)	(11090975.7367,3410304.1695)
L39	141.915	S12° 55' 39.25"W	(11090902.1987,3410259.5131)	(11090870.4496,3410121.1950)
L40	56.648	S74° 46' 09.56"W	(11090841.9717,3410091.5487)	(11090787.3137,3410076.6670)
L41	99.309	S13° 16' 58.67"W	(11090744.6812,3410032.5601)	(11090721.8640,3409935.9083)
L42	67.913	S38° 16' 04.35"W	(11090707.7548,3409906.6899)	(11090665.6938,3409853.3701)
L43	56.022	S80° 56' 35.76"W	(11090628.0311,3409831.2784)	(11090572.7073,3409822.4598)
L44	51.581	S68° 01' 49.58"W	(11090546.7031,3409815.2418)	(11090498.8683,3409795.9448)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C22	200.000	25.568	S33° 24' 44.84"E	(11091705.7776,3411513.6582)	(11091719.8472,3411492.3306)
C23	40.000	58.975	S5° 09' 47.80"W	(11091770.2577,3411425.6150)	(11091765.4180,3411372.0562)
C24	60.000	27.234	S34° 23' 52.41"W	(11091748.0503,3411356.0865)	(11091732.7963,3411333.8069)
C25	200.000	14.162	S18° 33' 10.17"W	(11091641.2027,3411096.4852)	(11091636.6974,3411083.0617)
C26	100.000	43.242	S28° 54' 43.43"W	(11091604.9667,3410976.1067)	(11091584.2233,3410938.5487)
C27	200.000	42.531	S47° 23' 31.05"W	(11091554.7110,3410904.9555)	(11091523.4674,3410876.2174)
C28	50.000	26.136	S38° 30' 33.24"W	(11091441.7002,3410815.6776)	(11091425.6116,3410795.4581)
C29	50.000	11.072	S17° 11' 26.70"W	(11091391.4087,3410716.9260)	(11091388.1430,3410706.3703)
C30	300.000	11.349	S11° 55' 50.96"W	(11091358.1946,3410550.0722)	(11091355.8485,3410538.9687)
C31	60.000	36.463	S30° 25' 27.49"W	(11091340.1893,3410471.2201)	(11091322.0073,3410440.2599)
C32	200.000	78.071	S36° 39' 04.03"W	(11091299.0912,3410419.5055)	(11091252.7826,3410357.2670)
C33	100.000	24.875	S18° 20' 31.31"W	(11091243.7991,3410338.4059)	(11091235.9914,3410314.8554)
C34	100.000	94.154	S38° 11' 20.04"W	(11091215.3813,3410210.9175)	(11091159.2966,3410139.6182)
C35	60.000	130.342	N52° 36' 15.75"W	(11091116.5475,3410119.8308)	(11091032.1896,3410184.3171)
C36	60.000	89.110	N32° 55' 03.53"W	(11091040.0768,3410230.8047)	(11090995.9808,3410298.9206)
C37	60.000	95.932	S58° 43' 53.40"W	(11090975.7367,3410304.1695)	(11090902.1987,3410259.5131)
C38	40.000	43.174	S43° 50' 54.41"W	(11090870.4496,3410121.1950)	(11090841.9717,3410091.5487)
C39	60.000	64.388	S44° 01' 34.12"W	(11090787.3137,3410076.6670)	(11090744.6812,3410032.5601)
C40	75.000	32.705	S25° 46' 31.51"W	(11090721.8640,3409935.9083)	(11090707.7548,3409906.6899)
C41	60.000	44.690	S59° 36' 20.06"W	(11090665.6938,3409853.3701)	(11090628.0311,3409831.2784)
C42	120.000	27.045	S74° 29' 12.67"W	(11090572.7073,3409822.4598)	(11090546.7031,3409815.2418)
C43	120.000	29.597	S75° 05' 46.52"W	(11090498.8683,3409795.9448)	(11090470.3391,3409788.3518)

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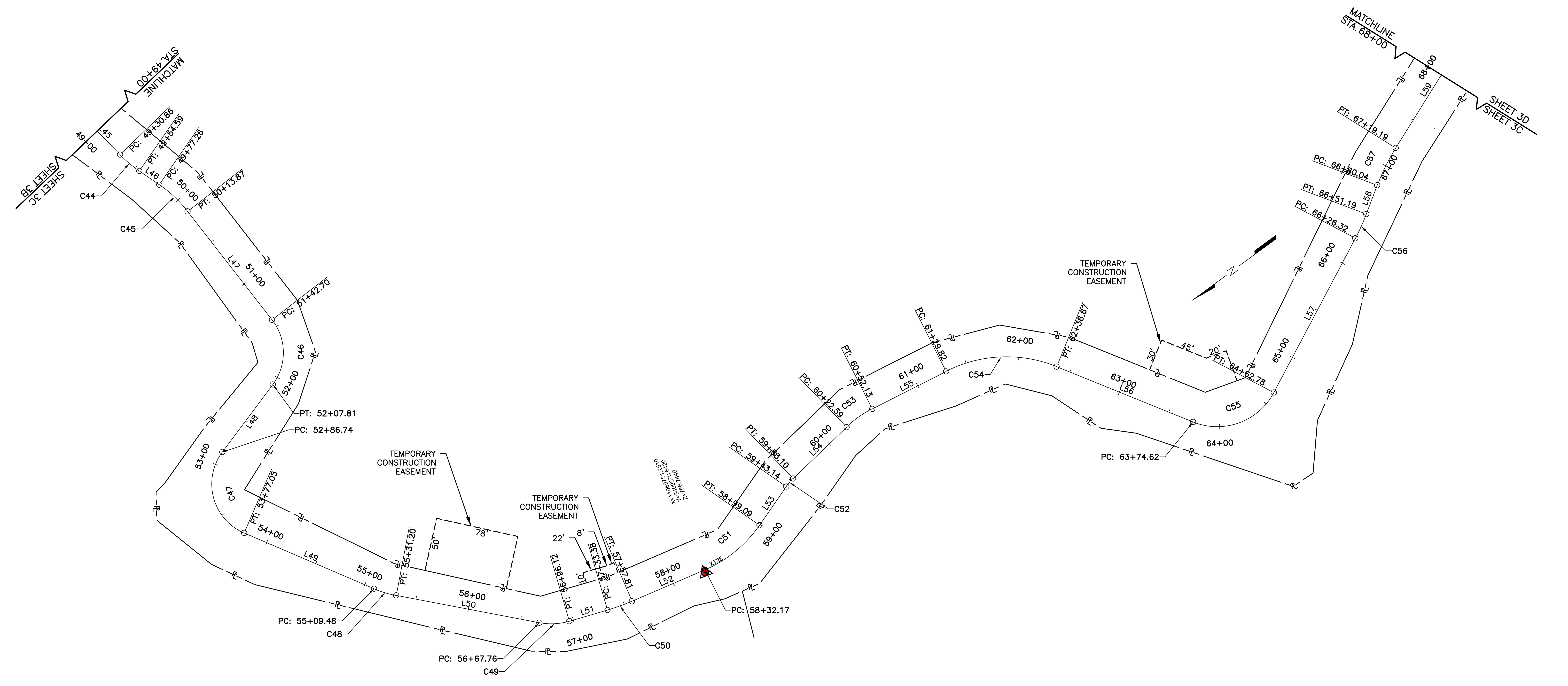

Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L45	49.912	S82° 09' 43.47"W	(11090470.3391,3409788.3518)	(11090420.8930,3409781.5452)
L46	22.667	S70° 49' 44.98"W	(11090397.8512,3409776.0115)	(11090376.4408,3409768.5678)
L47	128.827	S88° 18' 30.14"W	(11090340.5769,3409761.9653)	(11090211.8061,3409758.1623)
L48	78.922	N17° 04' 27.90"W	(11090162.5339,3409793.4599)	(11090139.3612,3409868.9035)
L49	132.429	S59° 26' 01.34"W	(11090066.1383,3409897.2749)	(11089952.1111,3409829.9299)
L50	136.563	S46° 59' 20.87"W	(11089934.7508,3409816.9482)	(11089834.8927,3409723.7935)
L51	37.262	S19° 54' 48.05"W	(11089819.4084,3409700.3560)	(11089806.7171,3409665.3224)
L52	74.357	S12° 54' 45.37"W	(11089799.8165,3409641.8955)	(11089783.2003,3409569.4188)
L53	44.047	S19° 02' 28.20"E	(11089786.7316,3409503.4533)	(11089801.1018,3409461.8164)
L54	69.487	S7° 37' 44.64"E	(11089803.3950,3409452.1420)	(11089812.6201,3409383.2697)
L55	77.689	S9° 17' 44.30"W	(11089812.1921,3409353.8409)	(11089799.6431,3409277.1724)
L56	137.952	S58° 16' 21.63"W	(11089742.0193,3409191.0435)	(11089624.6825,3409118.4975)
L57	163.542	S25° 54' 51.63"E	(11089602.2682,3409041.2422)	(11089673.7405,3408894.1446)
L58	28.850	S33° 02' 13.81"E	(11089685.9668,3408872.5133)	(11089701.6954,3408848.3278)
L59	122.960	S21° 49' 15.48"E	(11089719.7020,3408813.6327)	(11089765.4071,3408699.4828)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C44	120.000	23.736	S76° 29' 44.22"W	(11090420.8930,3409781.5452)	(11090397.8512,3409776.0115)
C45	120.000	36.608	S79° 34' 07.56"W	(11090376.4408,3409768.5678)	(11090340.5769,3409761.9653)
C46	50.000	65.116	N54° 22' 58.88"W	(11090211.8061,3409758.1623)	(11090162.5339,3409793.4599)
C47	50.000	90.314	N68° 49' 13.28"W	(11090139.3612,3409868.9035)	(11090066.1383,3409897.2749)
C48	100.000	21.720	S53° 12' 41.11"W	(11089952.1111,3409829.9299)	(11089934.7508,3409816.9482)
C49	60.000	28.354	S33° 27' 04.46"W	(11089834.8927,3409723.7935)	(11089819.4084,3409700.3560)
C50	200.000	24.437	S16° 24' 46.71"W	(11089806.7171,3409665.3224)	(11089799.8165,3409641.8955)
C51	120.000	66.924	S3° 03' 51.42"E	(11089783.2003,3409569.4188)	(11089786.7316,3409503.4533)
C52	50.000	9.959	S13° 20' 06.42"E	(11089801.1018,3409461.8164)	(11089803.3950,3409452.1420)
C53	100.000	29.539	S0° 49' 59.83"W	(11089812.6201,3409383.2697)	(11089812.1921,3409353.8409)
C54	125.000	106.851	S33° 47' 02.97"W	(11089799.6431,3409277.1724)	(11089742.0193,3409191.0435)
C55	60.000	88.160	S16° 10' 45.00"W	(11089624.6825,3409118.4975)	(11089602.2682,3409041.2422)
C56	200.000	24.863	S29° 28' 32.72"E	(11089673.7405,3408894.1446)	(11089685.9668,3408872.5133)
C57	200.000	39.152	S27° 25' 44.64"E	(11089701.6954,3408848.3278)	(11089719.7020,3408813.6327)

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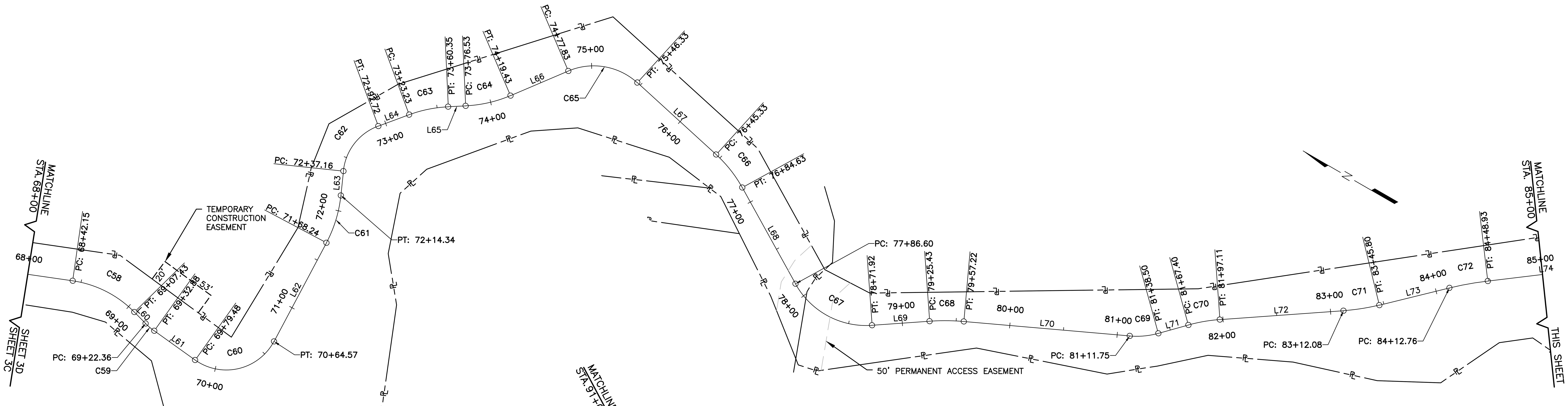
ALIGNMENT DATA SHEET
3 OF 6
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO.: 1025-01-C

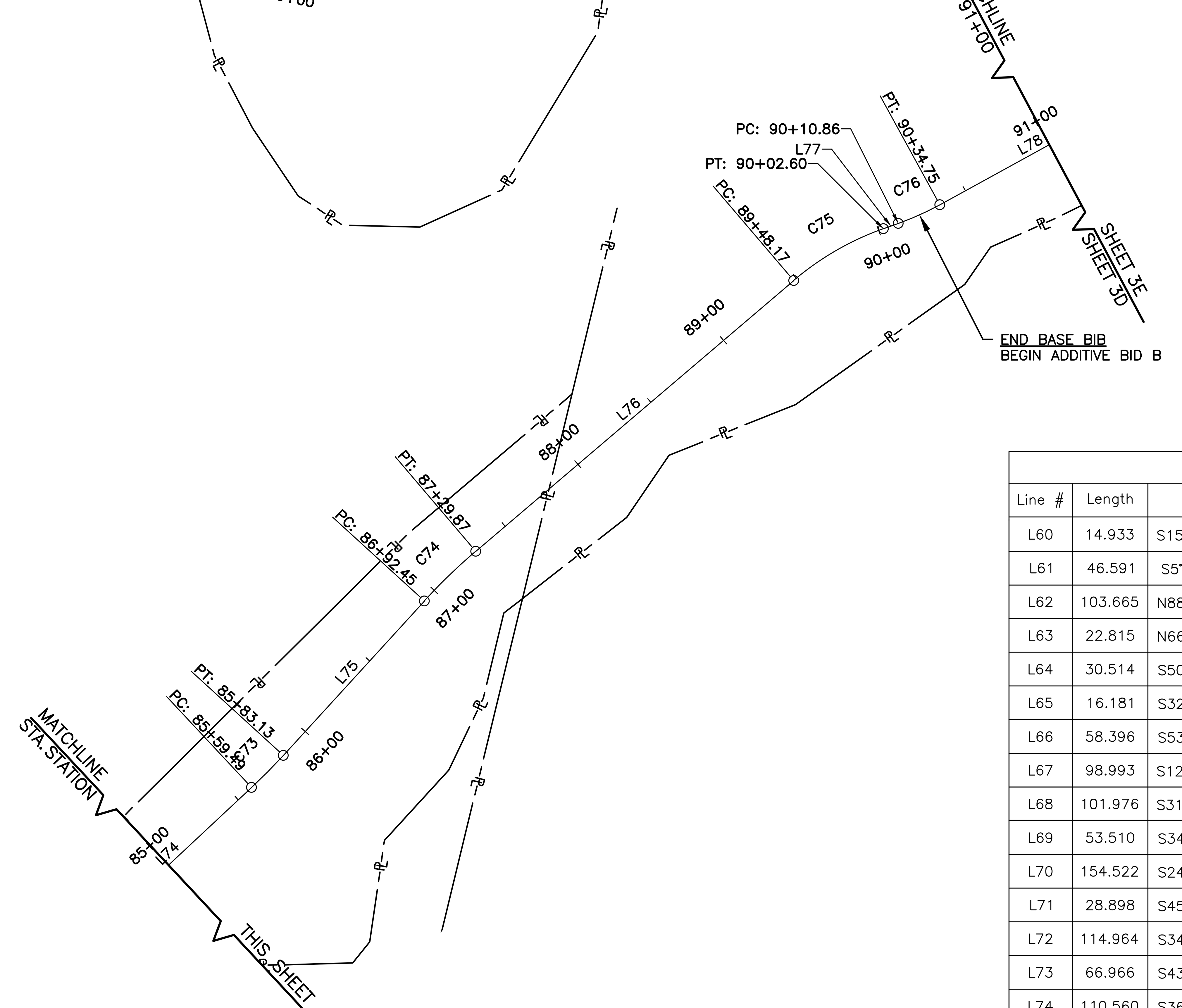
PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions	
1	25 June 2020

SHEET NO.
3C





Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L60	14.933	S15° 34' 54.27"W	(11089768.8969,3408635.4508)	(11089764.8857,3408621.0665)
L61	46.591	S5° 31' 55.72"W	(11089762.9601,3408610.7340)	(11089758.4686,3408564.3605)
L62	103.665	N88° 01' 01.08"E	(11089809.9659,3408509.5702)	(11089913.5691,3408513.1574)
L63	22.815	N66° 00' 14.30"E	(11089958.2174,3408523.4567)	(11089979.0610,3408532.7351)
L64	30.514	S50° 19' 46.59"E	(11090031.3132,3408525.5429)	(11090054.8011,3408506.0634)
L65	16.181	S32° 36' 27.96"E	(11090079.2822,3408478.3620)	(11090088.0019,3408464.7315)
L66	58.396	S53° 05' 33.44"E	(11090117.0246,3408433.4448)	(11090163.7188,3408398.3765)
L67	98.993	S12° 19' 25.71"W	(11090186.3048,3408337.5938)	(11090165.1762,3408240.8824)
L68	101.976	S31° 05' 21.88"W	(11090150.7049,3408204.5298)	(11090098.0470,3408117.2013)
L69	53.510	S34° 05' 20.35"E	(11090100.1616,3408036.4372)	(11090130.1530,3407992.1218)
L70	154.522	S24° 58' 52.36"E	(11090145.8086,3407964.4900)	(11090211.0667,3407824.4237)
L71	28.898	S45° 25' 10.97"E	(11090226.4071,3407802.6777)	(11090246.9901,3407782.3940)
L72	114.964	S34° 04' 13.72"E	(11090265.9563,3407759.5857)	(11090330.3606,3407664.3553)
L73	66.966	S43° 43' 53.12"E	(11090351.5128,3407638.1420)	(11090397.8047,3407589.7534)
L74	110.560	S36° 49' 24.74"E	(11090421.1738,3407562.1755)	(11090487.4381,3407473.6741)
L75	109.321	S41° 20' 15.73"E	(11090502.3348,3407455.3311)	(11090574.5408,3407373.2496)
L76	218.301	S34° 11' 25.77"E	(11090597.4441,3407343.6847)	(11090720.1174,3407163.1119)
L77	8.259	S13° 24' 09.24"E	(11090741.9562,3407113.5887)	(11090743.8705,3407105.5548)
L78	113.336	S22° 31' 52.15"E	(11090751.2346,3407082.8457)	(11090794.6634,3406978.1603)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C58	100.000	65.280	S3° 07' 10.61"E	(11089765.4071,3408699.4828)	(11089768.8969,3408635.4508)
C59	60.000	10.524	S10° 33' 24.99"W	(11089764.8857,3408621.0665)	(11089762.9601,3408610.7340)
C60	50.000	85.098	S43° 13' 31.60"E	(11089758.4686,3408564.3605)	(11089809.9659,3408509.5702)
C61	120.000	46.104	N77° 00' 37.69"E	(11089913.5691,3408513.1574)	(11089958.2174,3408523.4567)
C62	50.000	55.559	S82° 09' 46.15"E	(11089979.0610,3408532.7351)	(11090031.3132,3408525.5429)
C63	120.000	37.117	S41° 28' 07.28"E	(11090054.8011,3408506.0634)	(11090079.2822,3408478.3620)
C64	120.000	42.903	S42° 51' 00.70"E	(11090088.0019,3408464.7315)	(11090117.0246,3408433.4448)
C65	60.000	68.504	S20° 23' 03.86"E	(11090163.7188,3408398.3765)	(11090186.3048,3408337.5938)
C66	120.000	39.303	S21° 42' 23.80"W	(11090165.1762,3408240.8824)	(11090150.7049,3408204.5298)
C67	75.000	85.318	S1° 29' 59.24"E	(11090098.0470,3408117.2013)	(11090100.1616,3408036.4372)
C68	200.000	31.792	S29° 32' 06.36"E	(11090130.1530,3407992.1218)	(11090145.8086,3407964.4900)
C69	75.000	26.754	S35° 12' 01.67"E	(11090211.0667,3407824.4237)	(11090226.4071,3407802.6777)
C70	150.000	29.712	S39° 44' 42.34"E	(11090246.9901,3407782.3940)	(11090265.9563,3407759.5857)
C71	200.000	33.723	S38° 54' 03.42"E	(11090330.3606,3407664.3553)	(11090351.5128,3407638.1420)
C72	300.000	36.170	S40° 16' 38.93"E	(11090397.8047,3407589.7534)	(11090421.1738,3407562.1755)
C73	300.000	23.636	S39° 04' 50.24"E	(11090487.4381,3407473.6741)	(11090502.3348,3407455.3311)
C74	300.000	37.423	S37° 45' 50.75"E	(11090574.5408,3407373.2496)	(11090597.4441,3407343.6847)
C75	150.000	54.423	S23° 47' 47.50"E	(11090720.1174,3407163.1119)	(11090741.9562,3407113.5887)

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ALIGNMENT DATA SHEET

4 OF 6

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
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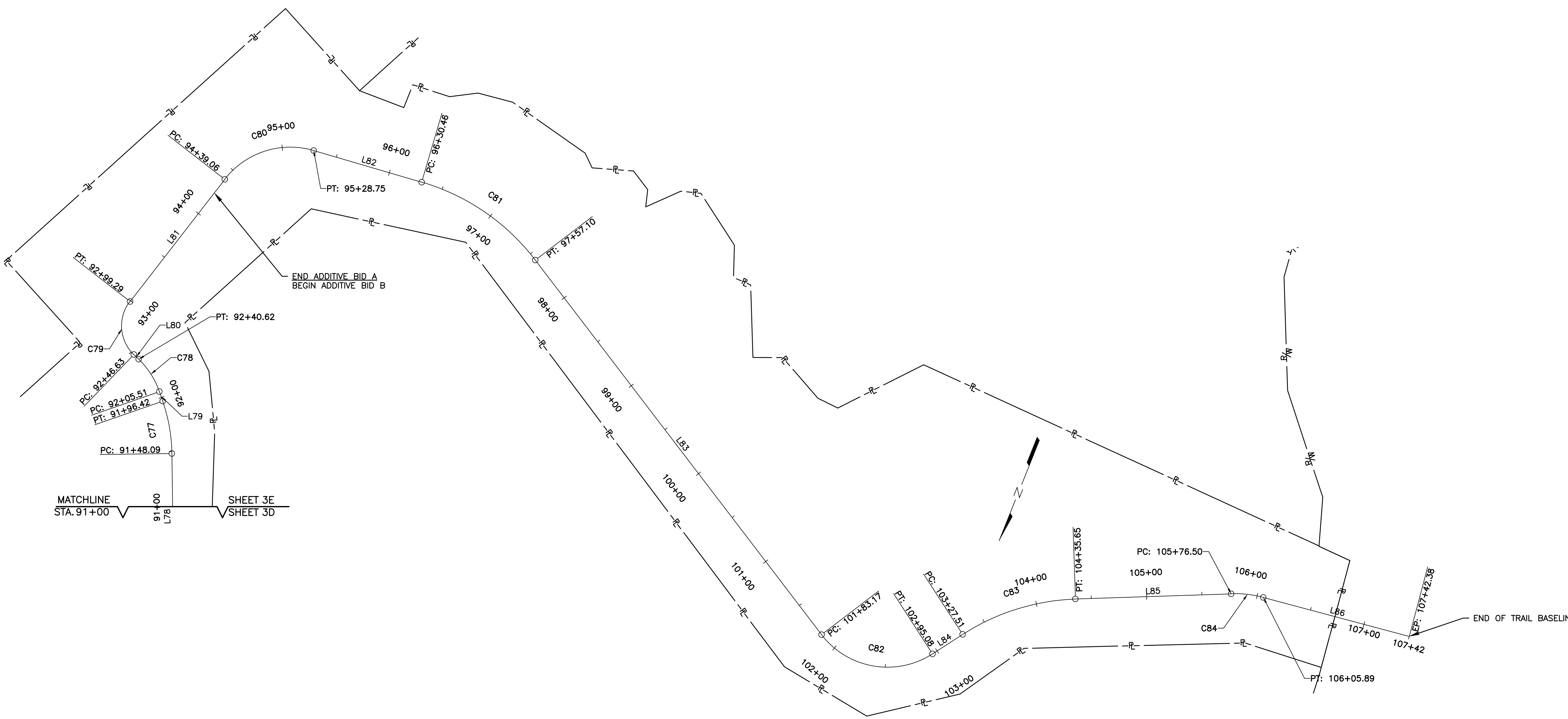
COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions
1 25 June 2020

SHEET NO.
3D



Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L79	9.100	S40° 59' 23.60"E	(11090819.9903,3406937.2493)	(11090825.9590,3406930.3807)
L80	6.014	S67° 48' 16.57"E	(11090854.2384,3406910.1325)	(11090859.8071,3406907.8605)
L81	139.771	S16° 00' 08.03"W	(11090880.8126,3406864.6038)	(11090842.2812,3406730.2486)
L82	101.714	S84° 31' 09.09"W	(11090777.3508,3406676.2670)	(11090676.1019,3406666.5521)
L83	426.065	N59° 12' 02.66"W	(11090554.5931,3406693.8445)	(11090188.6172,3406912.0035)
L84	32.431	S35° 18' 11.32"W	(11090089.0068,3406890.9237)	(11090070.2646,3406864.4562)
L85	140.848	S66° 16' 53.10"W	(11089987.4924,3406796.9303)	(11089858.5415,3406740.2749)
L86	136.492	S83° 07' 16.14"W	(11089830.2940,3406732.5479)	(11089694.7846,3406716.2002)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C78	75.000	35.100	S54° 23' 50.08"E	(11090825.9590,3406930.3807)	(11090854.2384,3406910.1325)
C79	36.000	52.657	S25° 54' 04.27"E	(11090859.8071,3406907.8605)	(11090880.8126,3406864.6038)
C80	75.000	89.688	S50° 15' 38.56"W	(11090842.2812,3406730.2486)	(11090777.3508,3406676.2670)
C81	200.000	126.641	N77° 20' 26.79"W	(11090676.1019,3406666.5521)	(11090554.5931,3406693.8445)
C82	75.000	111.914	S78° 03' 04.33"W	(11090188.6172,3406912.0035)	(11090089.0068,3406890.9237)
C83	200.000	108.135	S50° 47' 32.21"W	(11090070.2646,3406864.4562)	(11089987.4924,3406796.9303)
C84	100.000	29.391	S74° 42' 04.62"W	(11089858.5415,3406740.2749)	(11089830.2940,3406732.5479)

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ALIGNMENT GEOMETRY
5 OF 6

THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
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DATE:	27 March 2020
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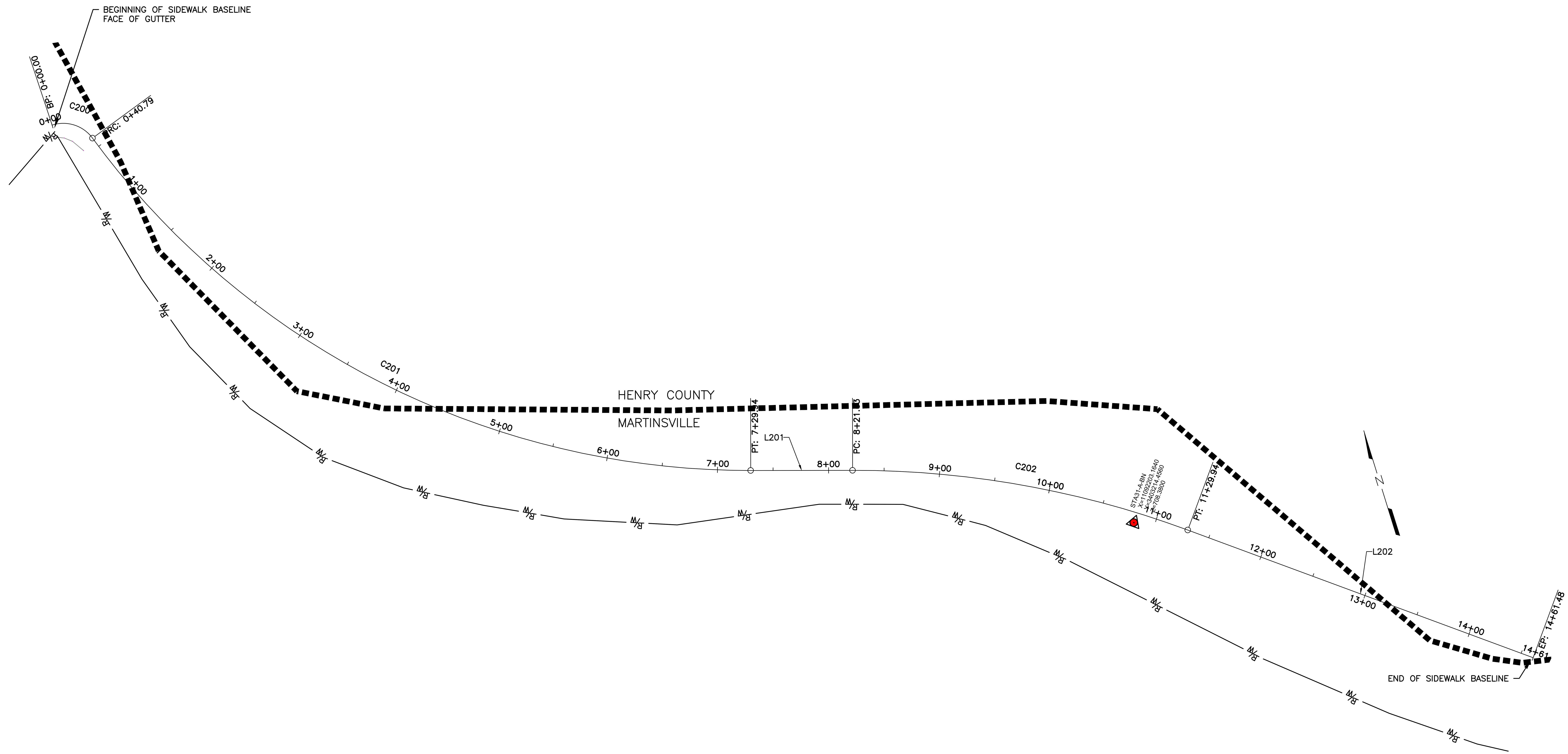
Revisions
1 25 June 2020

SHEET NO.
3E



Line Table: Alignments				
Line #	Length	Direction	Start Point	End Point
L201	91.691	S72° 49' 15.92"E	(11091887.6849,3403361.7756)	(11091975.2855,3403334.6940)
L202	331.545	S52° 25' 21.85"E	(11092247.6202,3403193.6612)	(11092510.3799,3402991.4750)

Curve Table: Alignments					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C200	32.500	40.785	S54° 58' 37.95"E	(11091379.3240,3403845.6466)	(11091410.5751,3403823.7459)
C201	734.000	689.152	S45° 55' 25.04"E	(11091410.5751,3403823.7459)	(11091887.6849,3403361.7756)
C202	866.000	308.312	S62° 37' 18.88"E	(11091975.2855,3403334.6940)	(11092247.6202,3403193.6612)

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ALIGNMENT GEOMETRY

6 OF 6

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
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Revisions	
1	25 June 2020

SHEET NO.
3F

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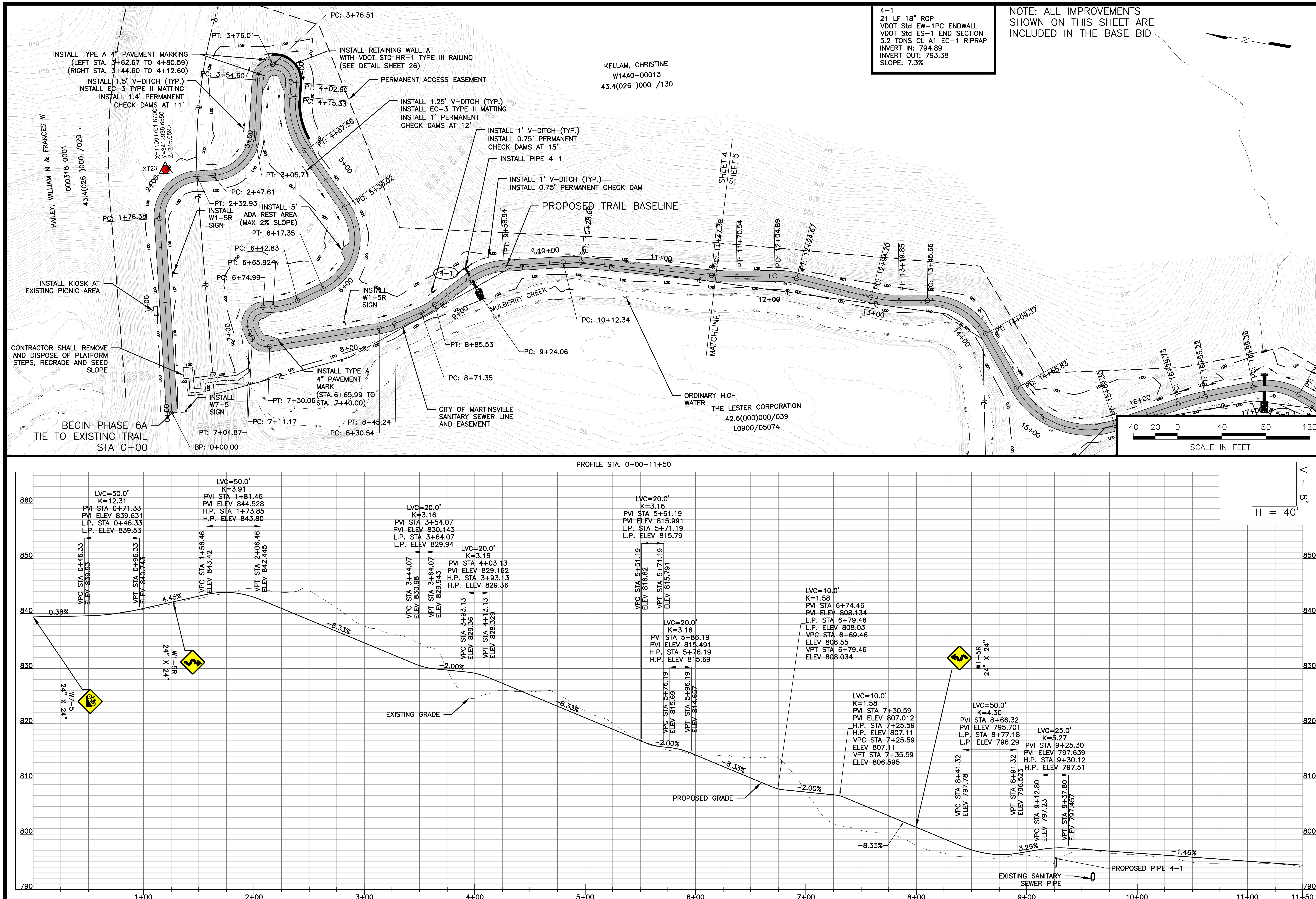

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PLAN AND PROFILE

STA. 0+00 TO 11+50

THE DICK & WILLIE PASSAGE PHASE 6A

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
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Revisions

4	22 December 2020
6	01 March 2021
7	29 June 2021
8	23 August 2021

SHEET NO.
4

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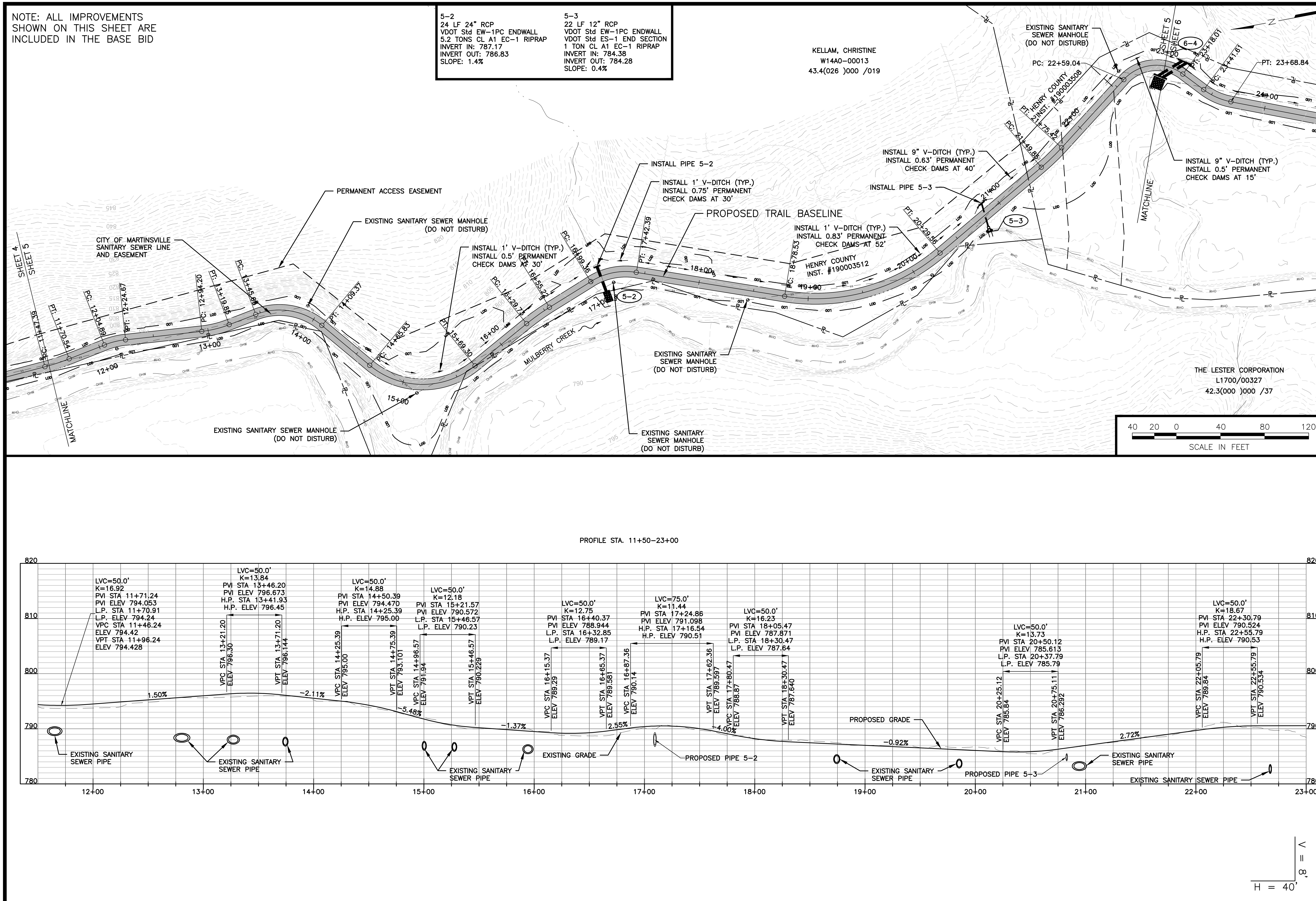

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PLAN AND PROFILE

STA. 11+50 TO 23+00

THE DICK & WILLIE PASSAGE PHASE 6A

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
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Revisions

2	10 August 2021
4	22 December 2020
6	01 March 2021
7	29 June 2021

SHEET NO.
5

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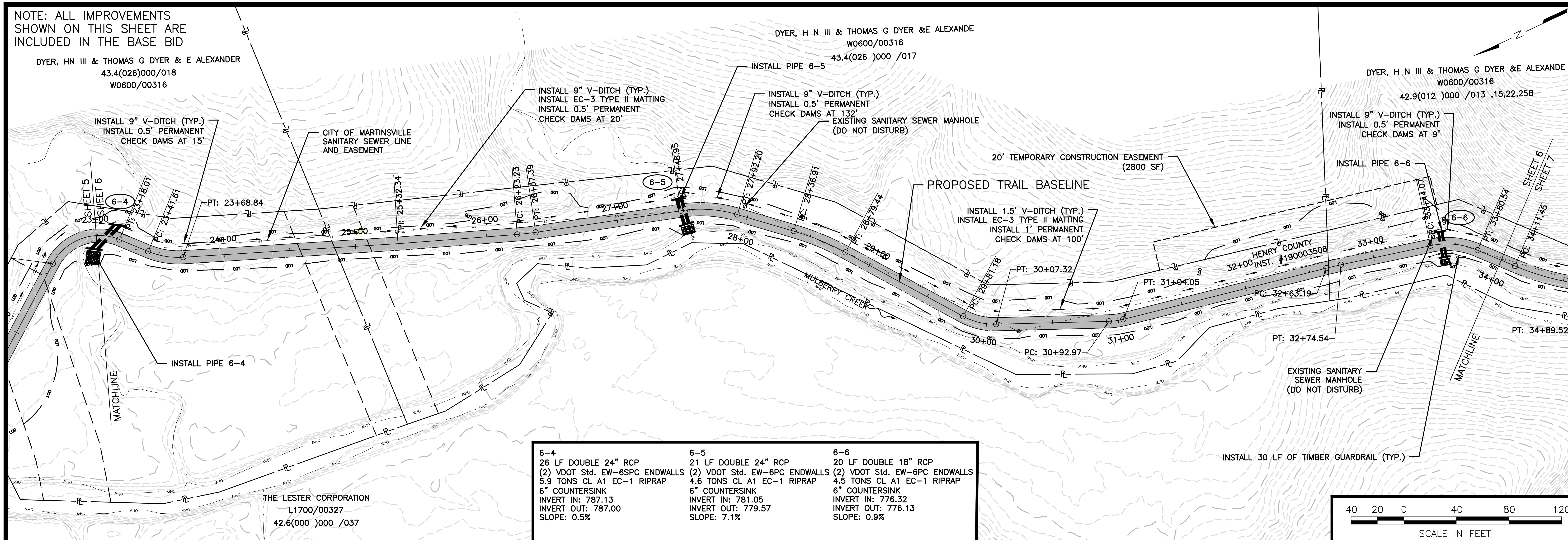
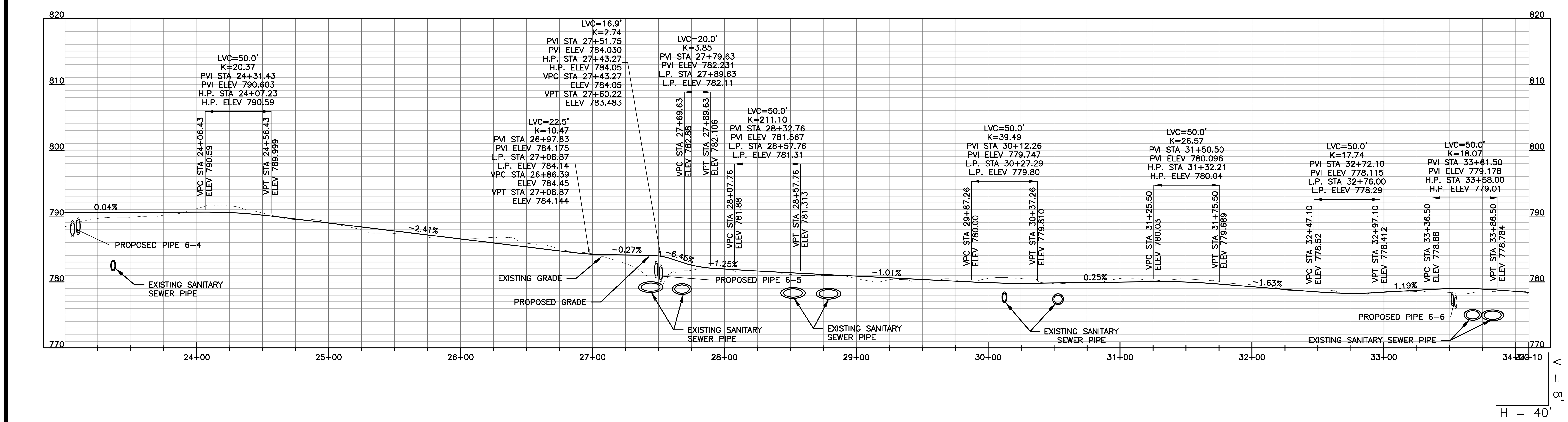


6-4	6-5	6-6
26 LF DOUBLE 24" RCP	21 LF DOUBLE 24" RCP	20 LF DOUBLE 18" RCP
(2) VDOT Std. EW-6SPC ENDWALLS	(2) VDOT Std. EW-6PC ENDWALLS	(2) VDOT Std. EW-6PC ENDWALLS
5.9 TONS CL A1 EC-1 RIPRAP	4.6 TONS CL A1 EC-1 RIPRAP	4.5 TONS CL A1 EC-1 RIPRAP
6" COUNTERSINK	6" COUNTERSINK	6" COUNTERSINK
INVERT IN: 787.13	INVERT IN: 781.05	INVERT IN: 776.32
INVERT OUT: 787.00	INVERT OUT: 779.57	INVERT OUT: 776.13
SLOPE: 0.5%	SLOPE: 7.1%	SLOPE: 0.9%

PROFILE STA. 23+00-34+00



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PLAN AND PROFILE
STA. 23+00 TO 34+00
THE DICK & WILLIE PASSAGE PHASE 6A
HENRY COUNTY, VA PLAN NO.: 1025-01-C

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Revisions	
2	10 August 2020
4	22 December 2020
6	01 March 2021
7	29 June 2021

SHEET NO.
6

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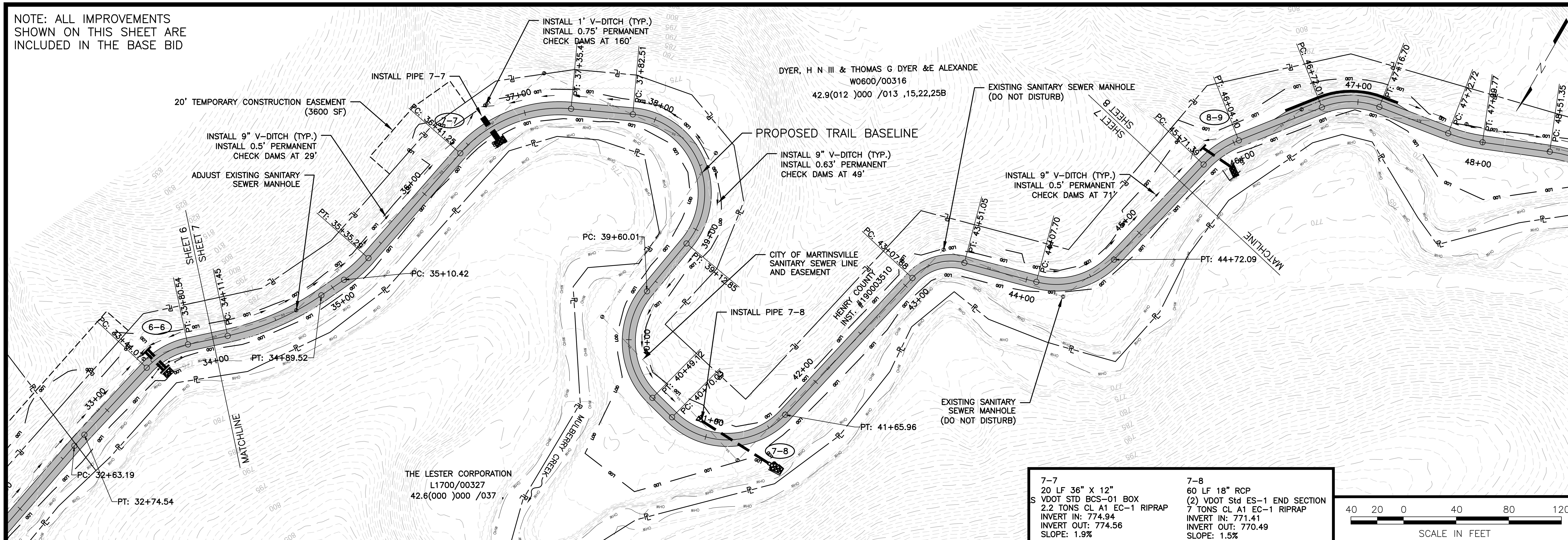
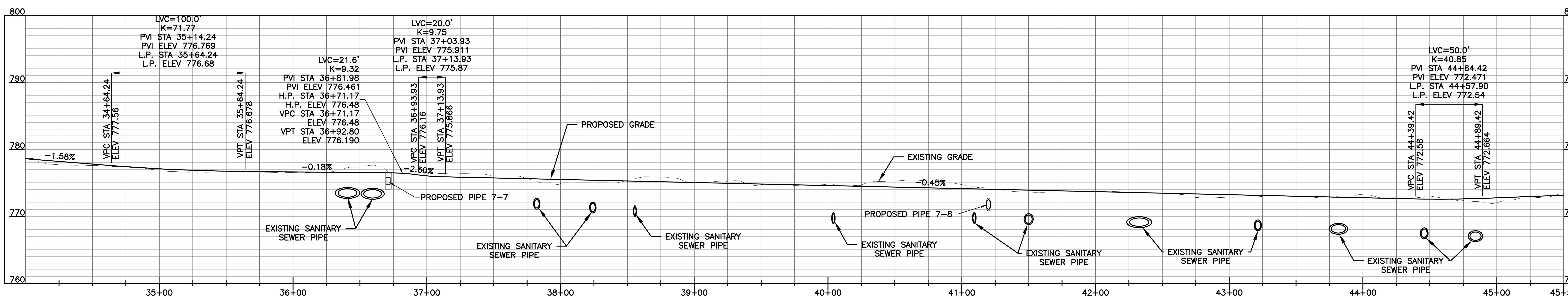


7-7	7-8
20 LF 36" X 12"	60 LF 18" RCP
VDOT STD BCS-01 BOX	(2) VDOT Std ES-1 END SECTION
2.2 TONS CL A1 EC-1 RIPRAP	7 TONS CL A1 EC-1 RIPRAP
INVERT IN: 774.94	INVERT IN: 771.41
INVERT OUT: 774.56	INVERT OUT: 770.49
SLOPE: 1.9%	SLOPE: 1.5%

40 20 0 40 80 120

SCALE IN FEET

PROFILE STA. 34+00-45+50



V = 8'
H = 40'

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PLAN AND PROFILE
STA. 34+00 TO 45+50
THE DICK & WILLIE PASSAGE PHASE 6A
HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
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JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
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Revisions

2	10 August 2020
4	22 December 2020
6	01 March 2021
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SHEET NO.
7

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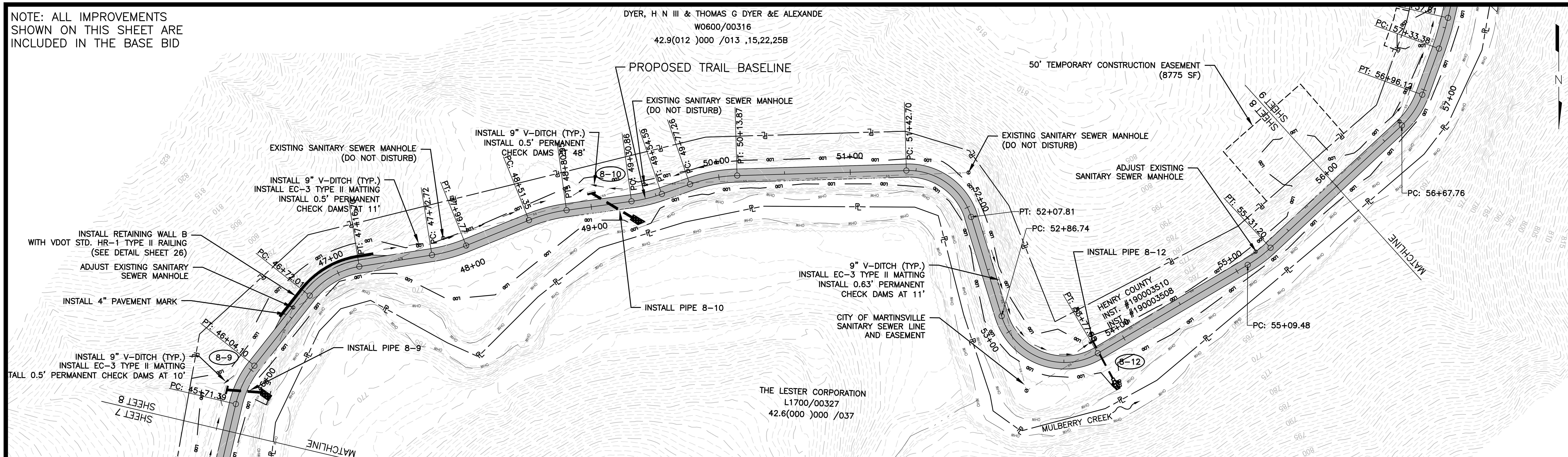
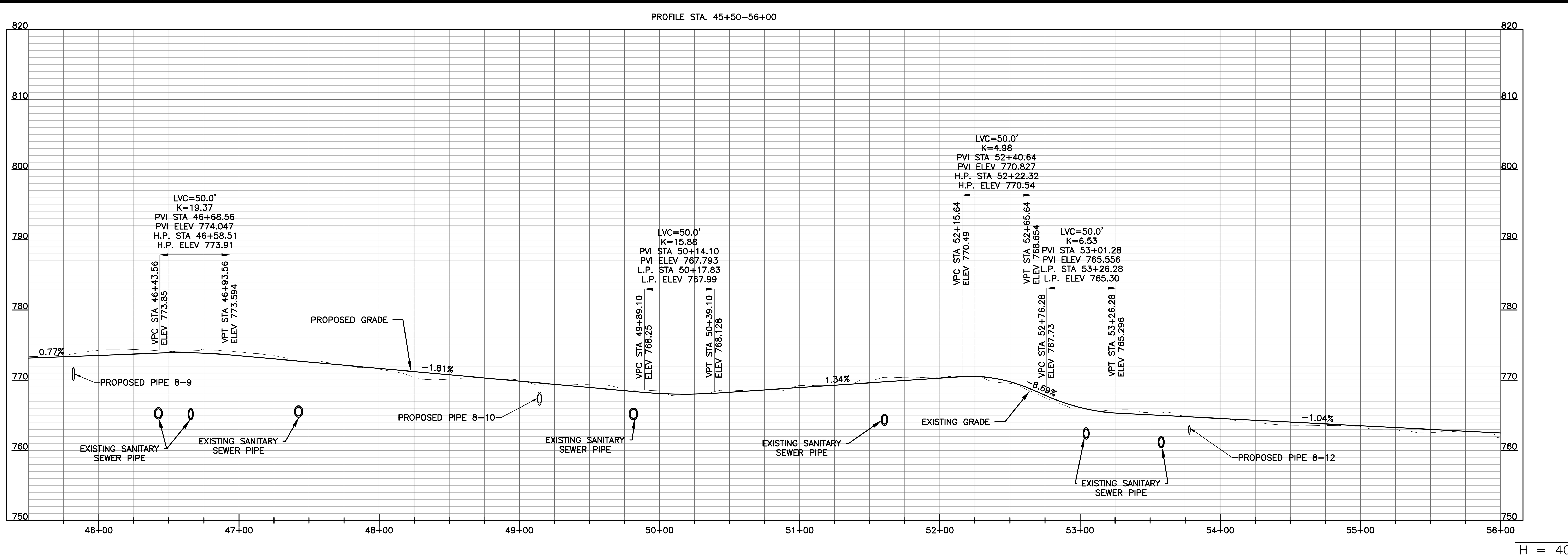


8-9	8-10	8-12
27 LF 18" RCP	37 LF 18" RCP	32 LF 12" RCP
VDOT Std EW-1PC ENDWALL	VDOT Std EW-1PC ENDWALL	VDOT Std EW-1PC ENDWALL
4.1 TONS CL A1 EC-1 RIPRAP	4.3 TONS CL A1 EC-1 RIPRAP	VDOT Std ES-1 END SECTION
INVERT IN: 770.30	INVERT IN: 766.97	3.6 TONS CL A1 EC-1 RIPRAP
INVERT OUT: 769.84	INVERT OUT: 766.17	INVERT IN: 762.63
SLOPE: 1.7%	SLOPE: 2.2%	INVERT OUT: 761.95
		SLOPE: 2.1%

40 20 0 40 80 120
SCALE IN FEET

PROFILE STA. 45+50–56+00



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PLAN AND PROFILE
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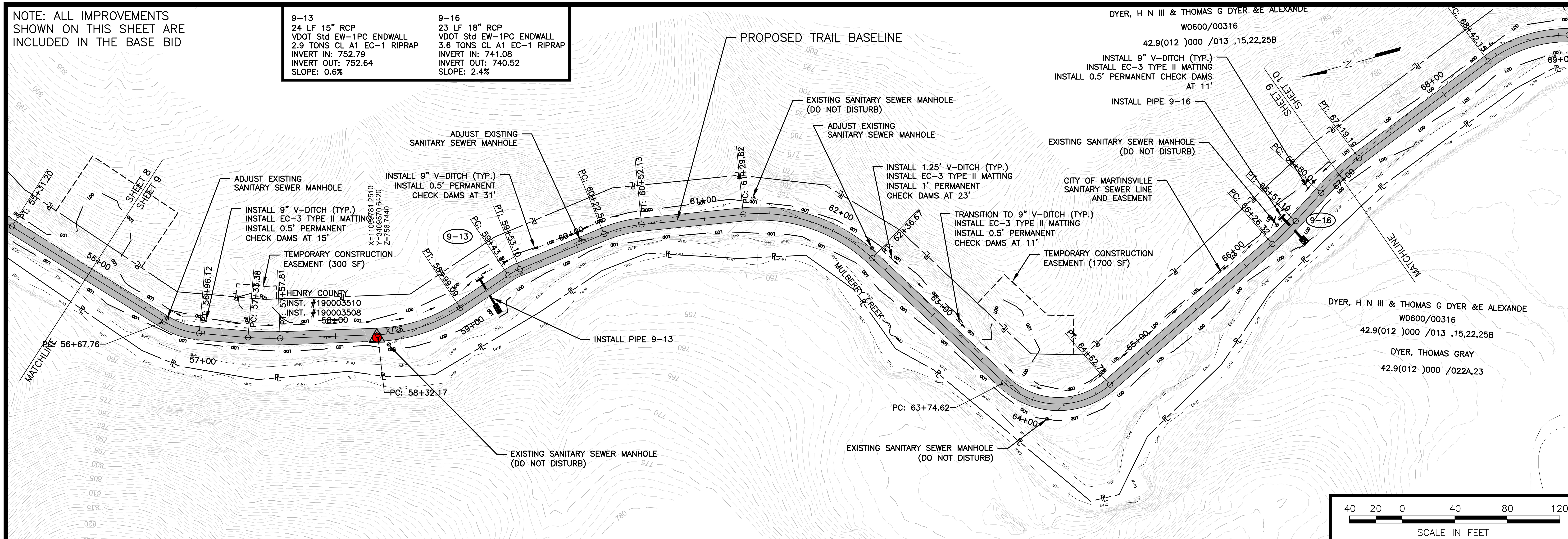

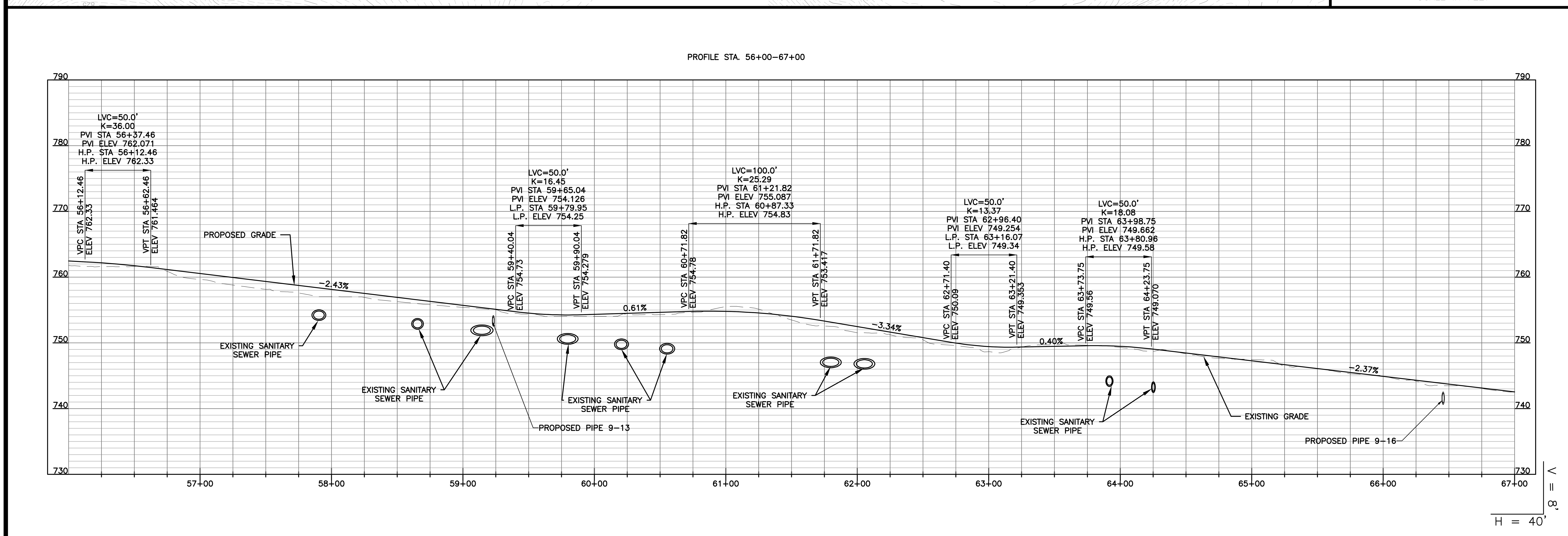

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PLAN AND PROFILE

STA. 56+00 TO 67+00

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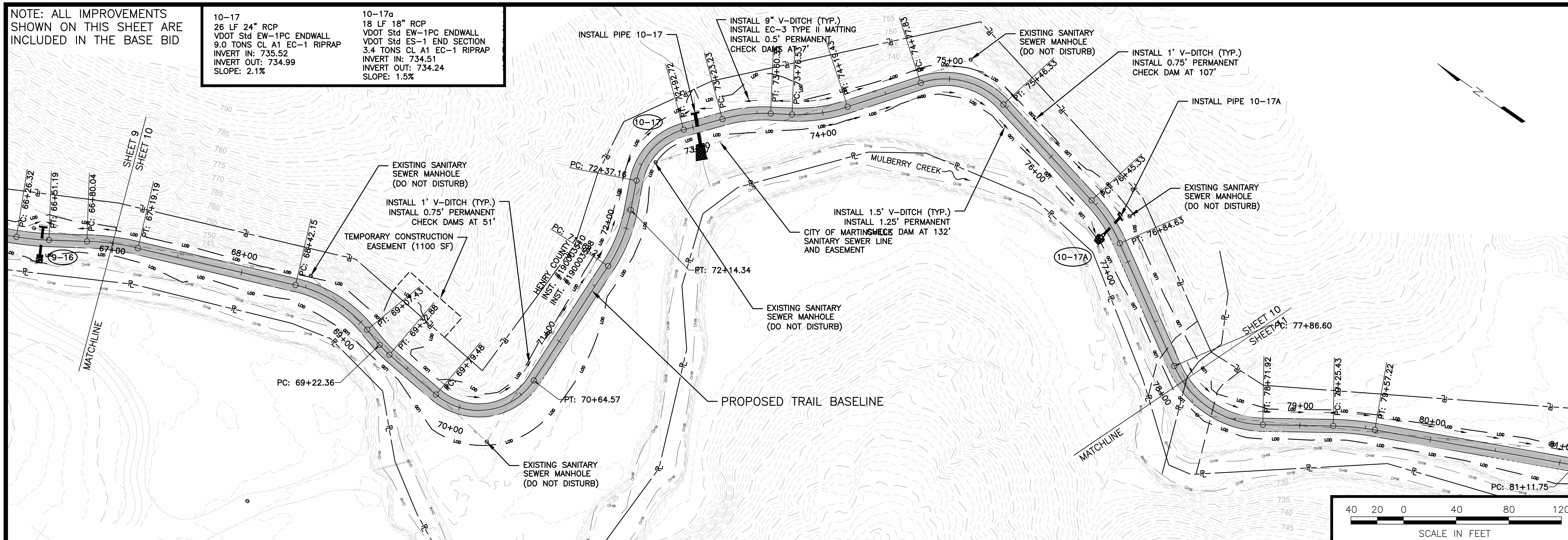
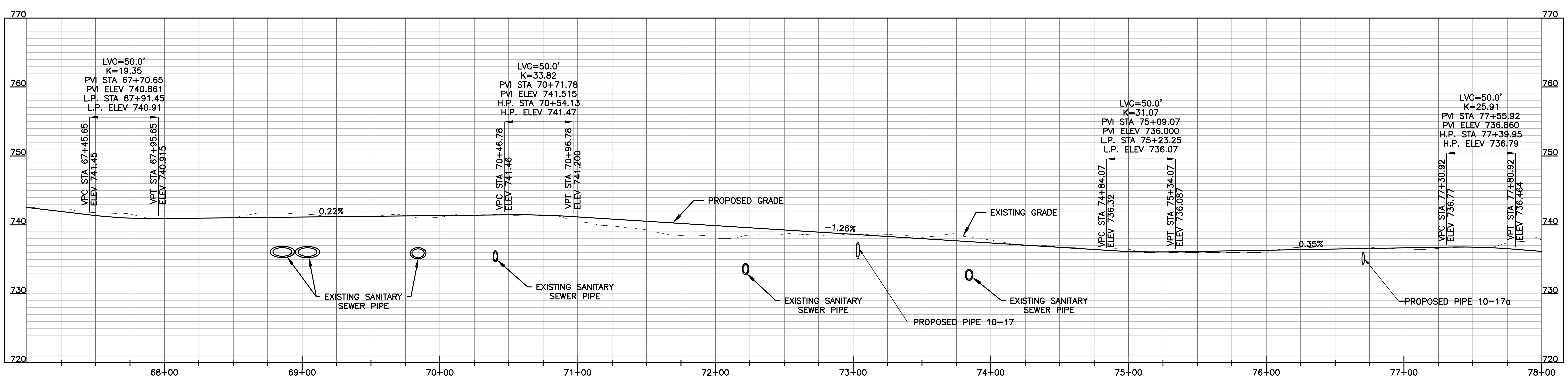
10–17	10–17a
26 LF 24" RCP	18 LF 18" RCP
VDOT Std EW–1PC ENDWALL	VDOT Std EW–1PC ENDWALL
9.0 TONS CL A1 EC–1 RIPRAP	VDOT Std ES–1 END SECTION
INVERT IN: 735.52	3.4 TONS CL A1 EC–1 RIPRAP
INVERT OUT: 734.99	INVERT IN: 734.51
SLOPE: 2.1%	INVERT OUT: 734.24
	SLOPE: 1.5%



PROFILE STA. 67+00–78+00



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PLAN AND PROFILE

STA. 67+00 TO 78+00

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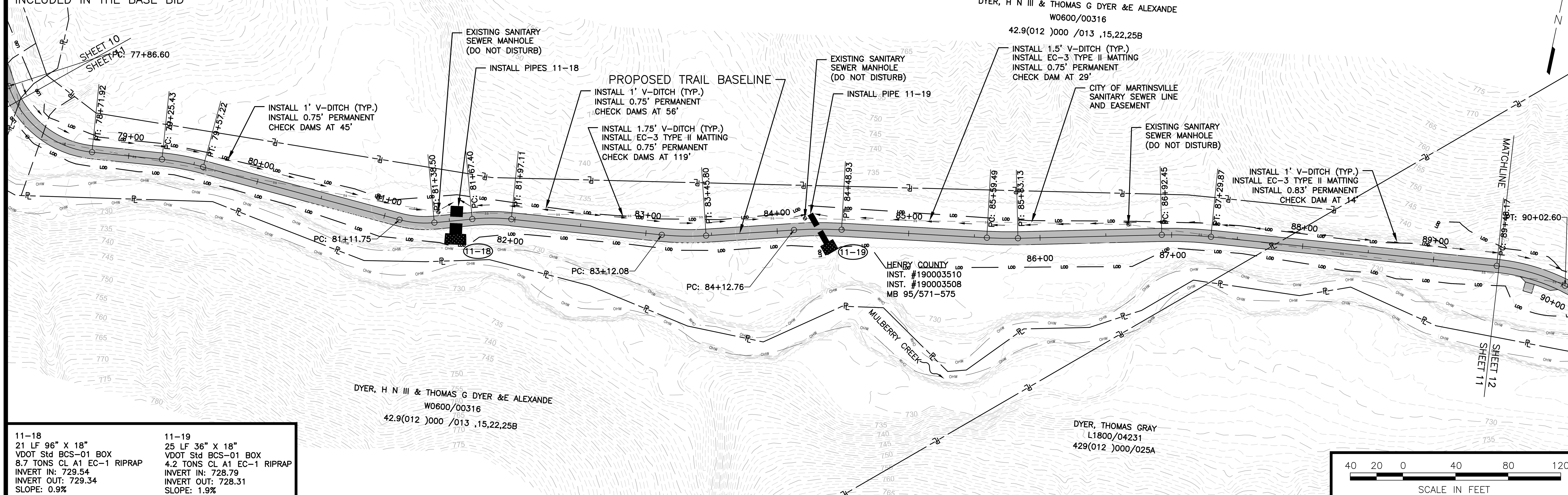
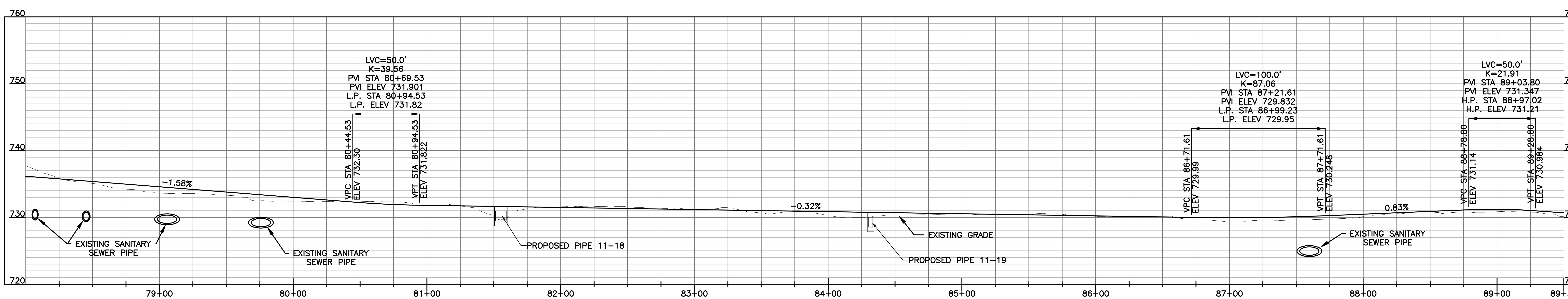


11-18	11-19
21 LF 96" X 18"	25 LF 36" X 18"
VDOT Std BCS-01 BOX	VDOT Std BCS-01 BOX
8.7 TONS CL A1 EC-1 RIPRAP	4.2 TONS CL A1 EC-1 RIPRAP
INVERT IN: 729.54	INVERT IN: 728.79
INVERT OUT: 729.34	INVERT OUT: 728.31
SLOPE: 0.9%	SLOPE: 1.9%

PROFILE STA. 78+00-89+50



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STA. 78+00 TO 89+50

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11

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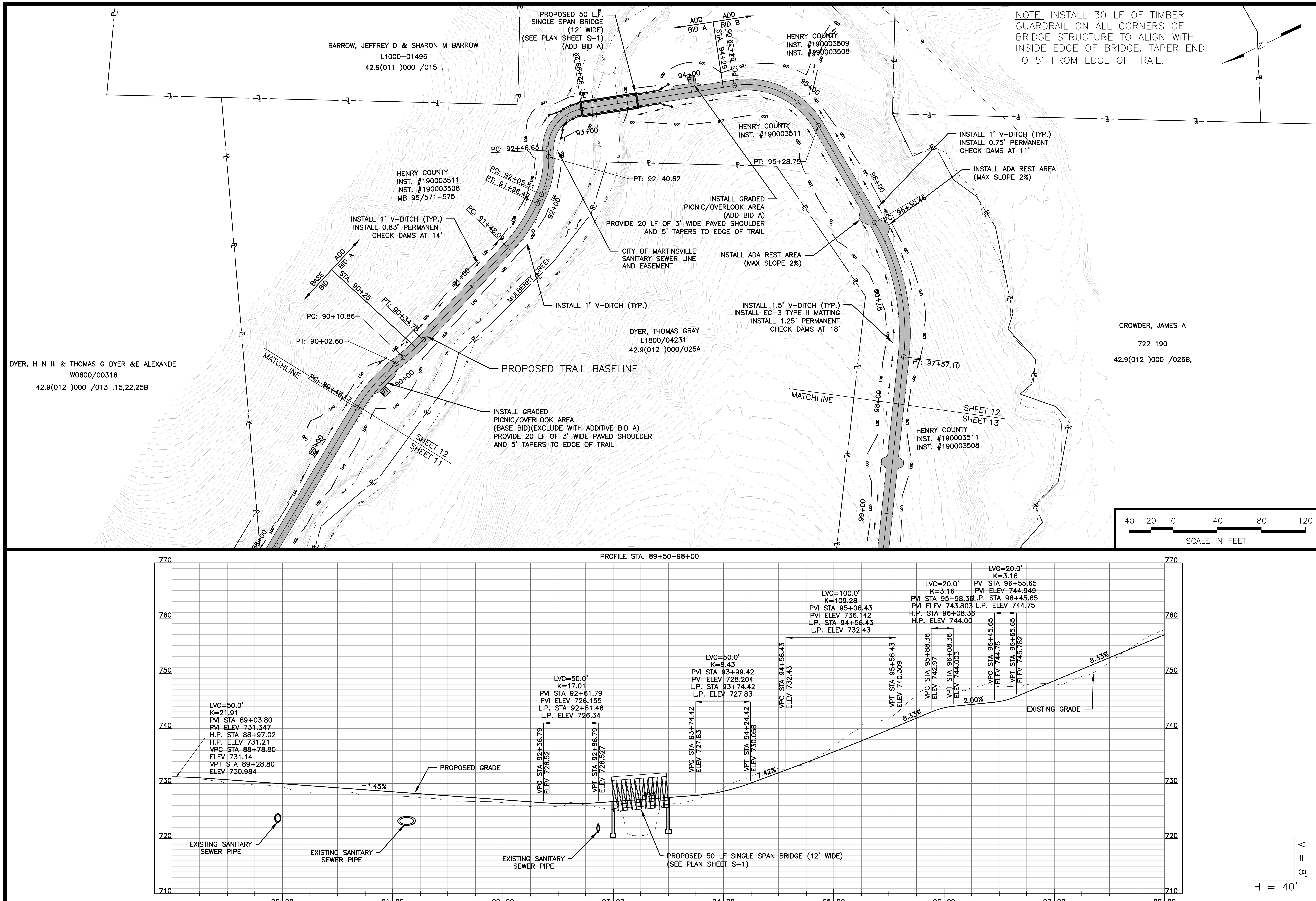

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PLAN AND PROFILE
STA. 89+50 TO 98+00
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SHEET NO.
12

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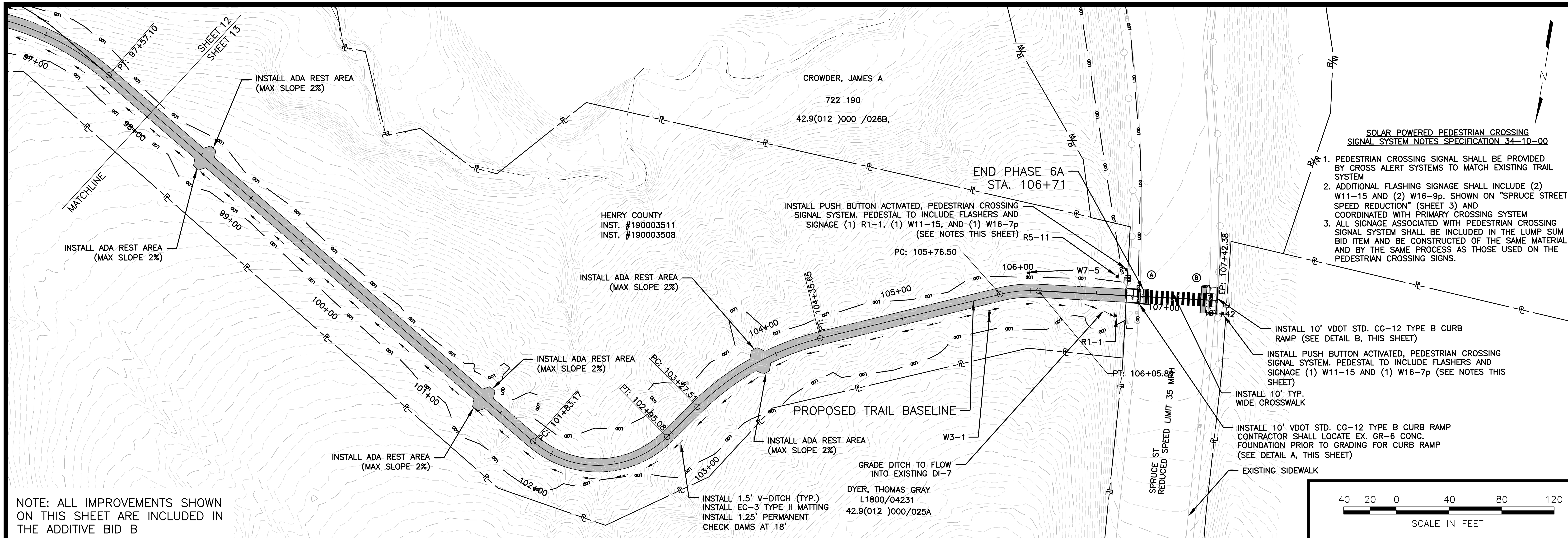
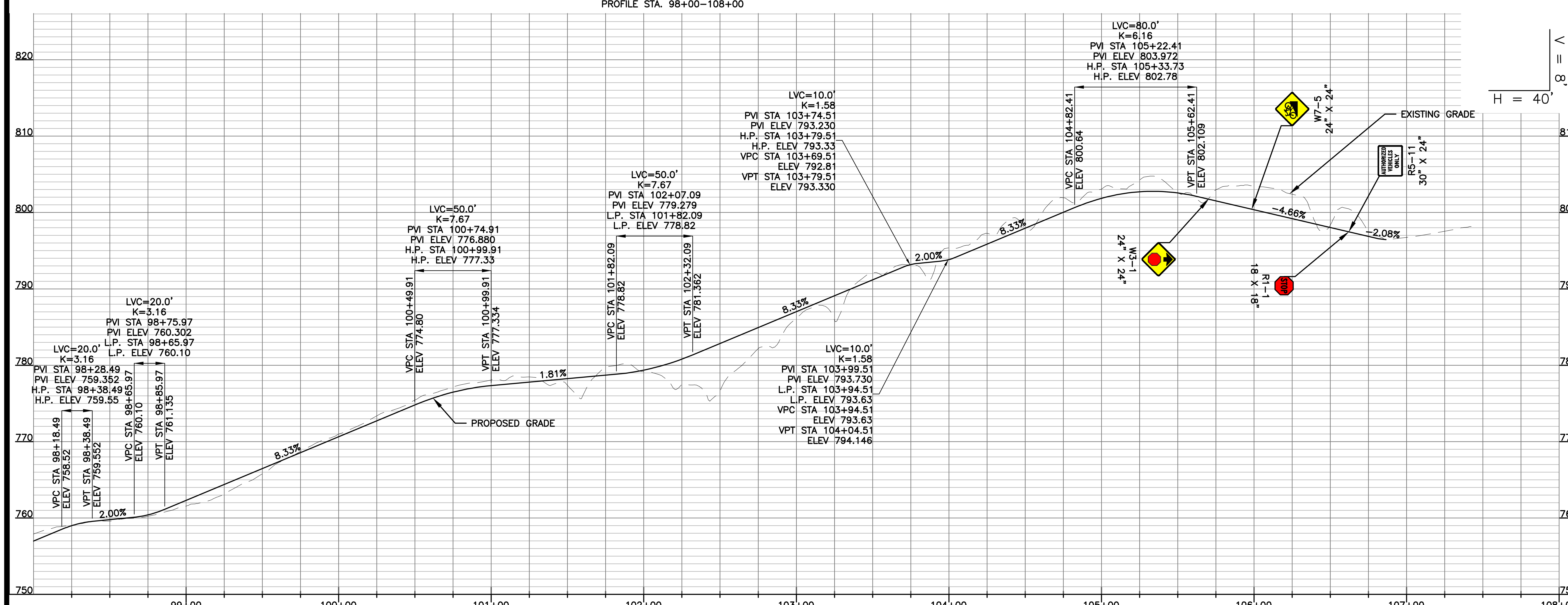


SOLAR POWERED PEDESTRIAN CROSSING SIGNAL SYSTEM NOTES SPECIFICATION 34-10-00

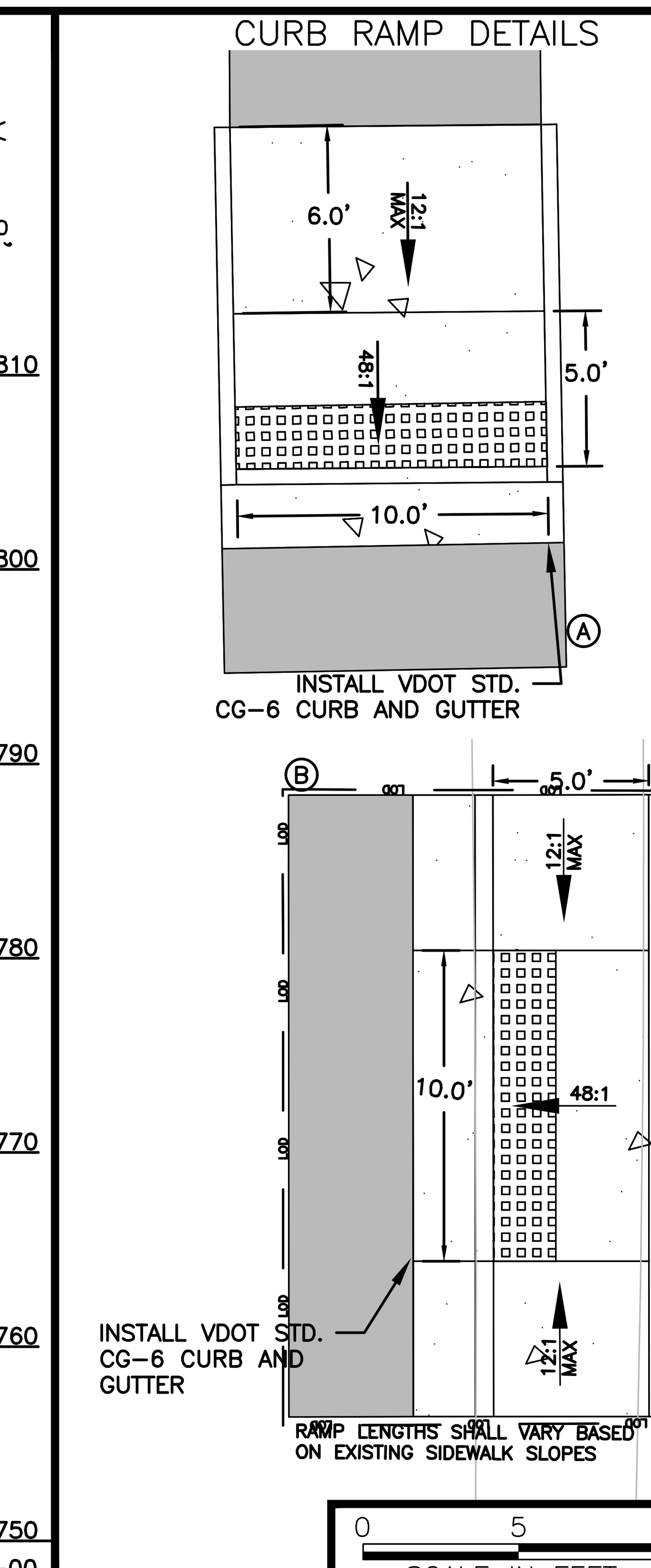
1. PEDESTRIAN CROSSING SIGNAL SHALL BE PROVIDED BY CROSS ALERT SYSTEMS TO MATCH EXISTING TRAIL SYSTEM
2. ADDITIONAL FLASHING SIGNAGE SHALL INCLUDE (2) W11-15 AND (2) W16-9p. SHOWN ON "SPRUCE STREET SPEED REDUCTION" (SHEET 3) AND COORDINATED WITH PRIMARY CROSSING SYSTEM
3. ALL SIGNAGE ASSOCIATED WITH PEDESTRIAN CROSSING SIGNAL SYSTEM SHALL BE INCLUDED IN THE LUMP SUM BID ITEM AND BE CONSTRUCTED OF THE SAME MATERIAL AND BY THE SAME PROCESS AS THOSE USED ON THE PEDESTRIAN CROSSING SIGNS.

NOTE: ALL IMPROVEMENTS SHOWN ON THIS SHEET ARE INCLUDED IN THE ADDITIVE BID B

PROFILE STA. 98+00–108+00



CURB RAMP DETAILS



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PLAN AND PROFILE
STA. 98+00 TO 107+42
THE DICK & WILLIE PASSAGE PHASE 6A
HENRY COUNTY, VA PLAN NO.: 1025-01-C

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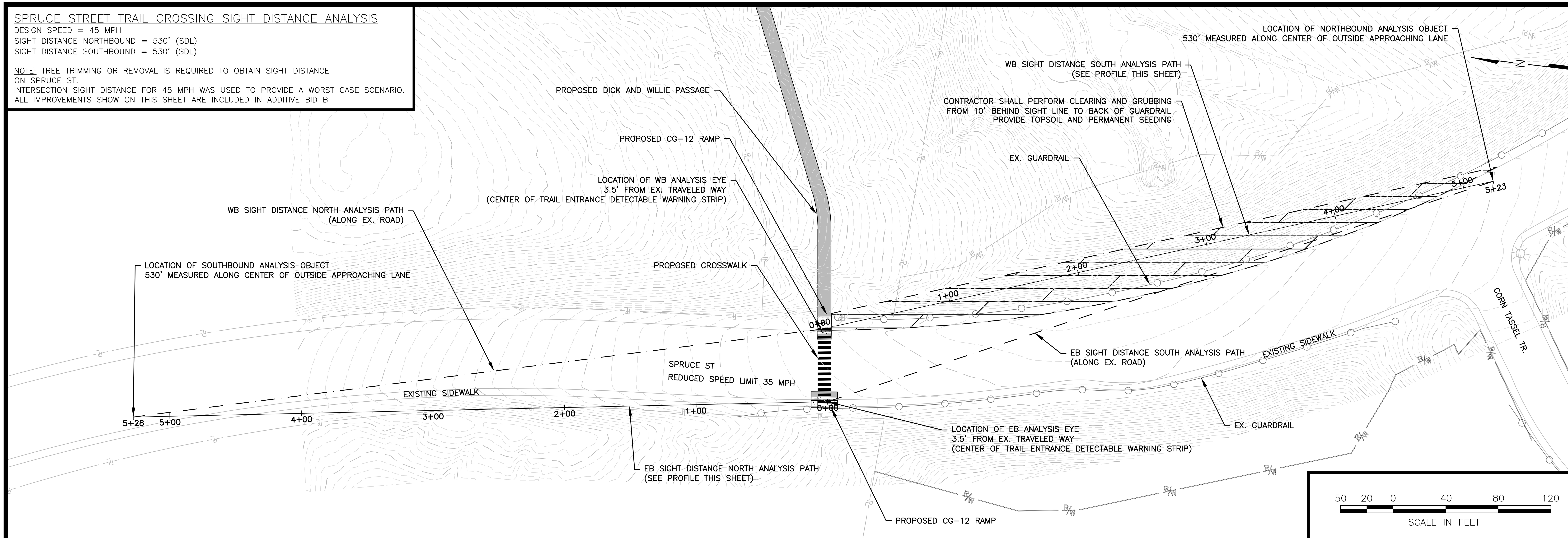
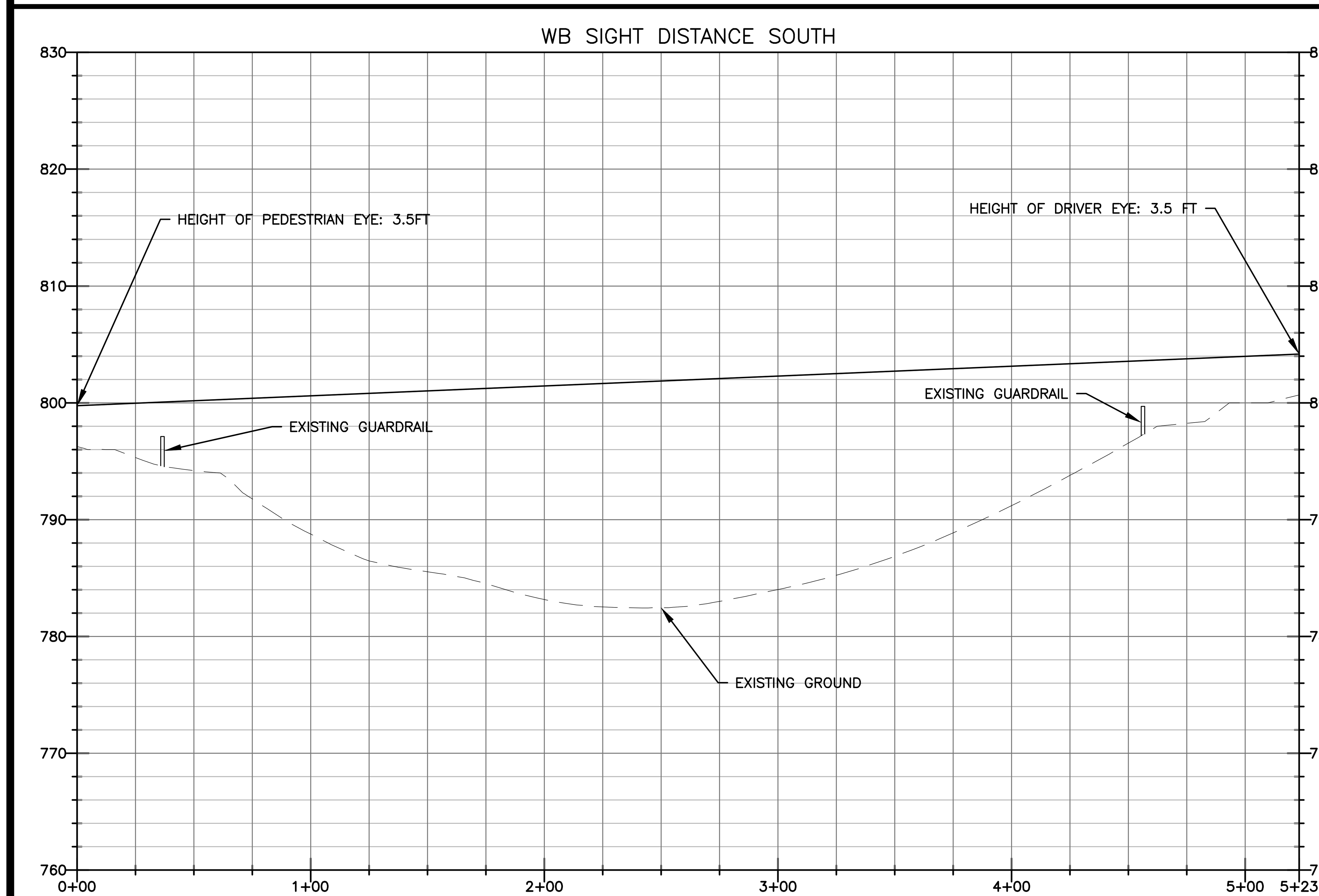
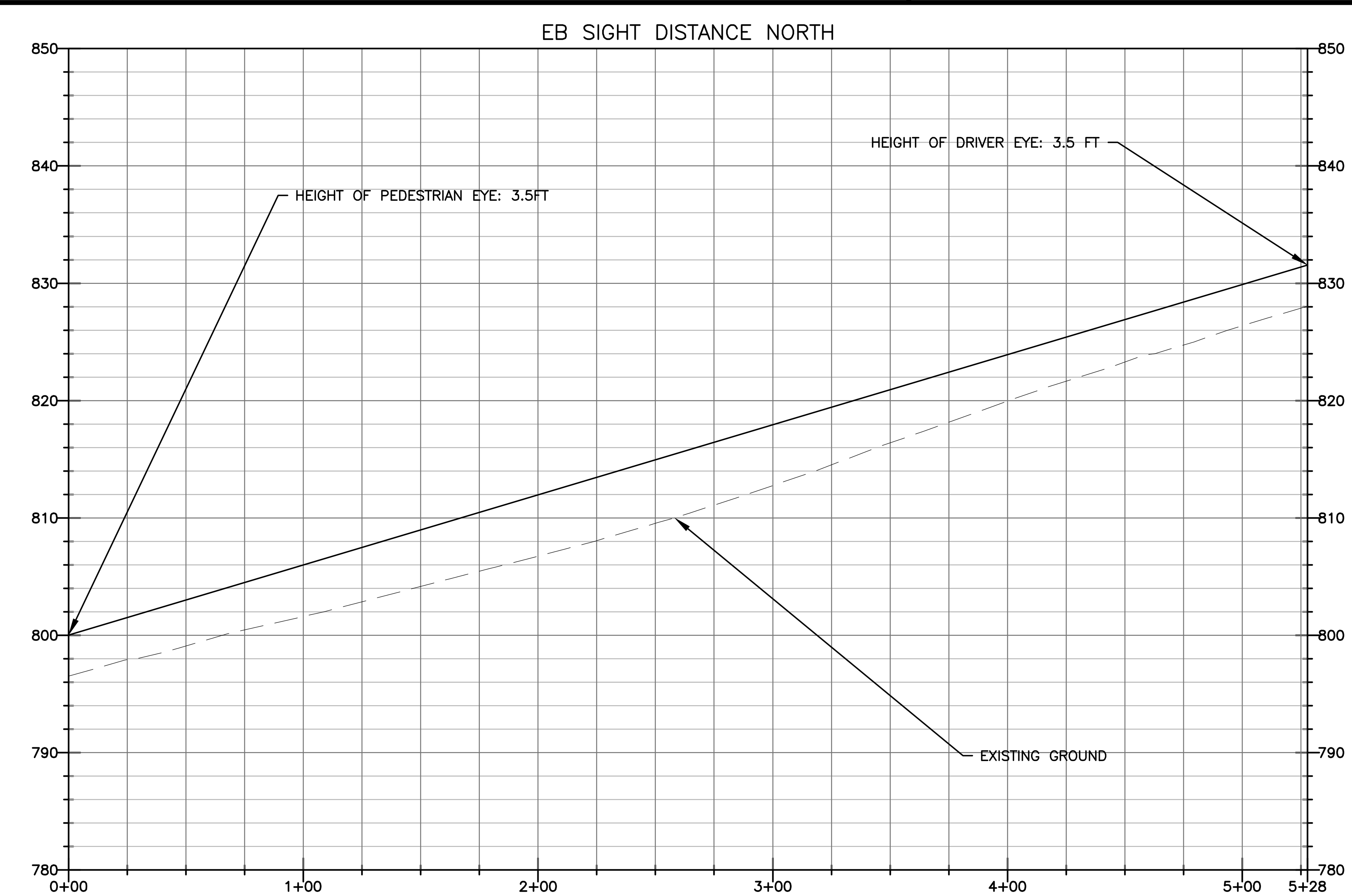
SPRUCE STREET TRAIL CROSSING SIGHT DISTANCE ANALYSIS

DESIGN SPEED = 45 MPH
SIGHT DISTANCE NORTHBOUND = 530' (SDL)
SIGHT DISTANCE SOUTHBOUND = 530' (SDL)

NOTE: TREE TRIMMING OR REMOVAL IS REQUIRED TO OBTAIN SIGHT DISTANCE ON SPRUCE ST.
INTERSECTION SIGHT DISTANCE FOR 45 MPH WAS USED TO PROVIDE A WORST CASE SCENARIO.
ALL IMPROVEMENTS SHOW ON THIS SHEET ARE INCLUDED IN ADDITIVE BID B







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SIGHT DISTANCE CLEARING
SPRUCE STREET
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO:1025-01-C

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SHEET NO.
13A

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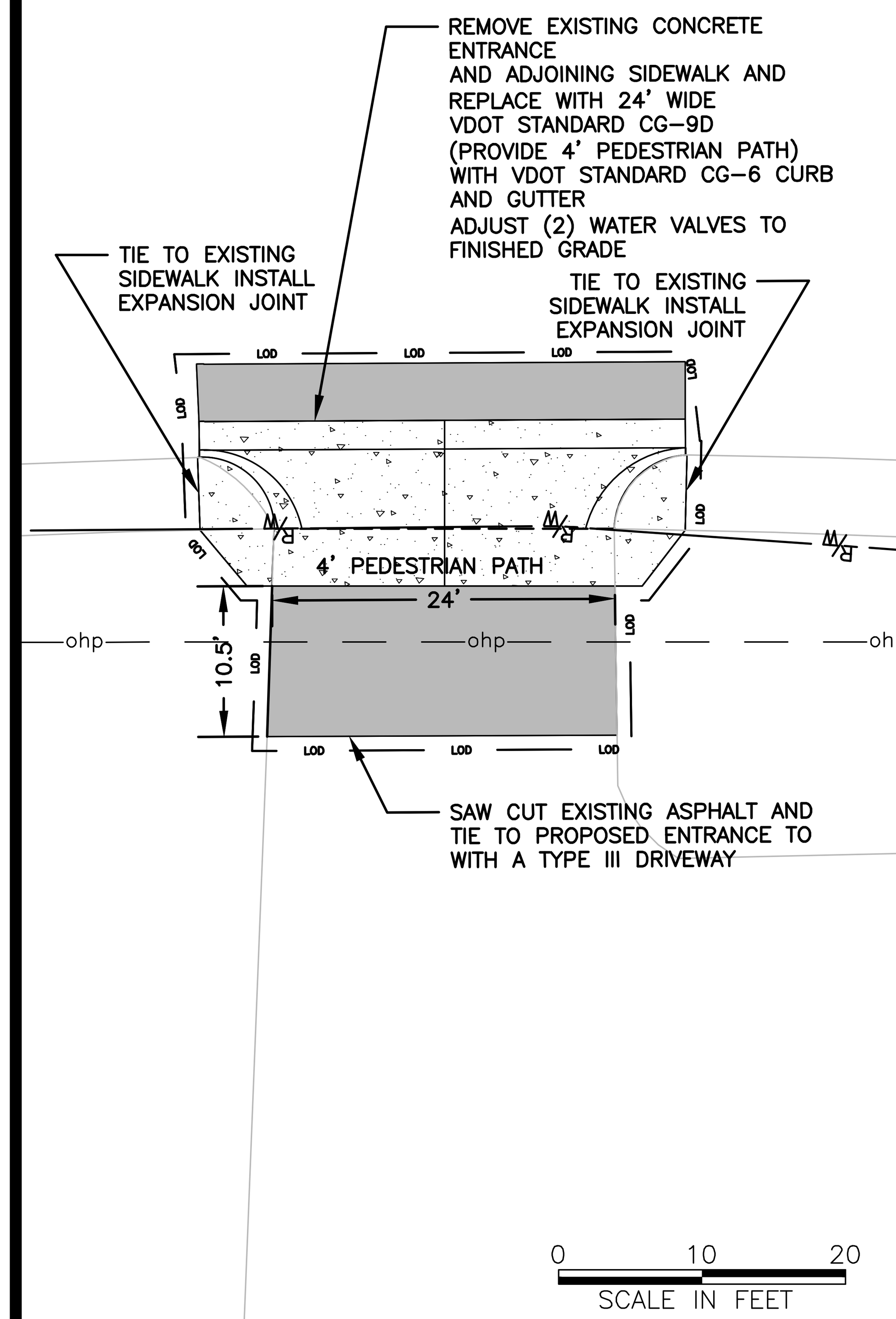
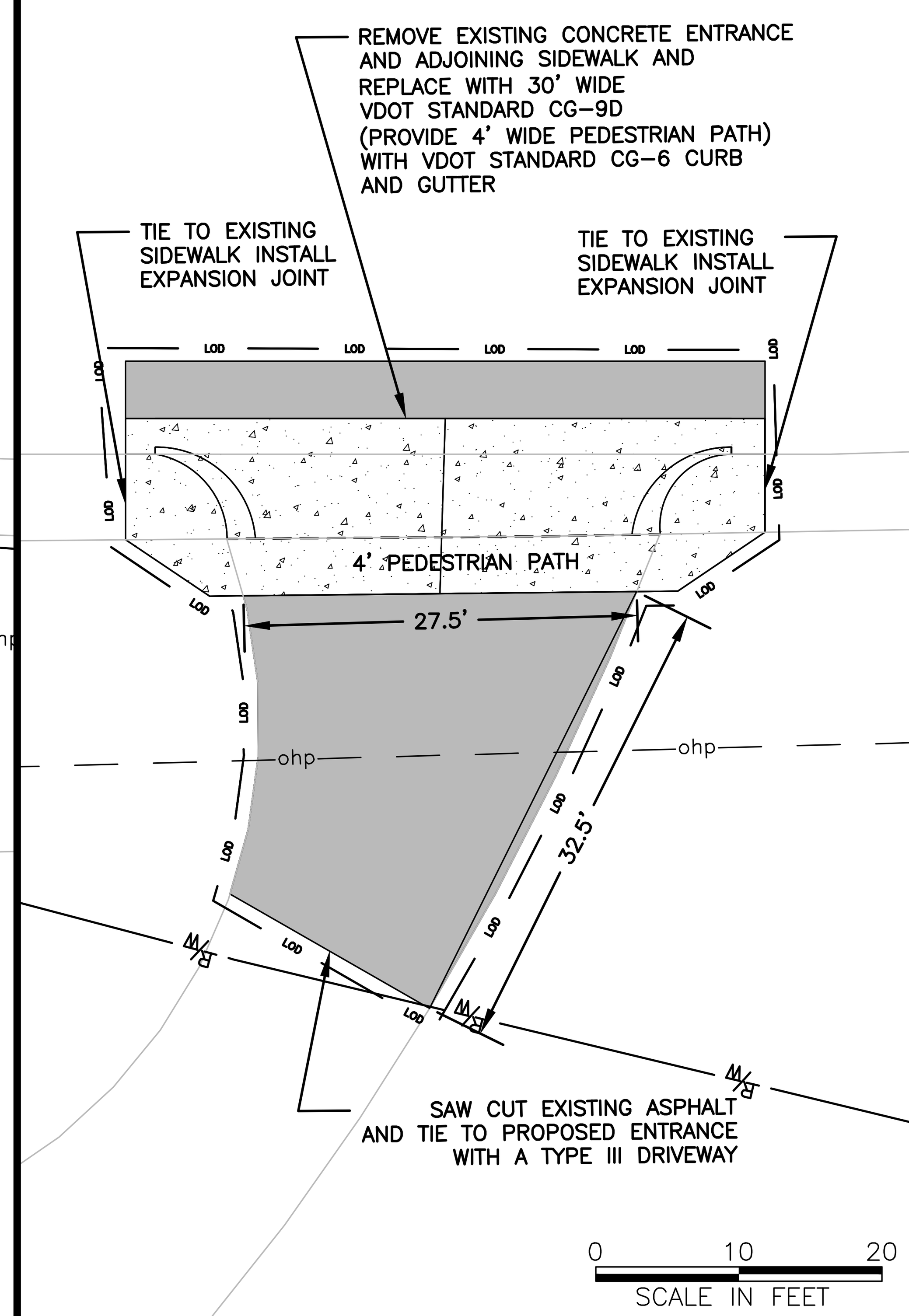
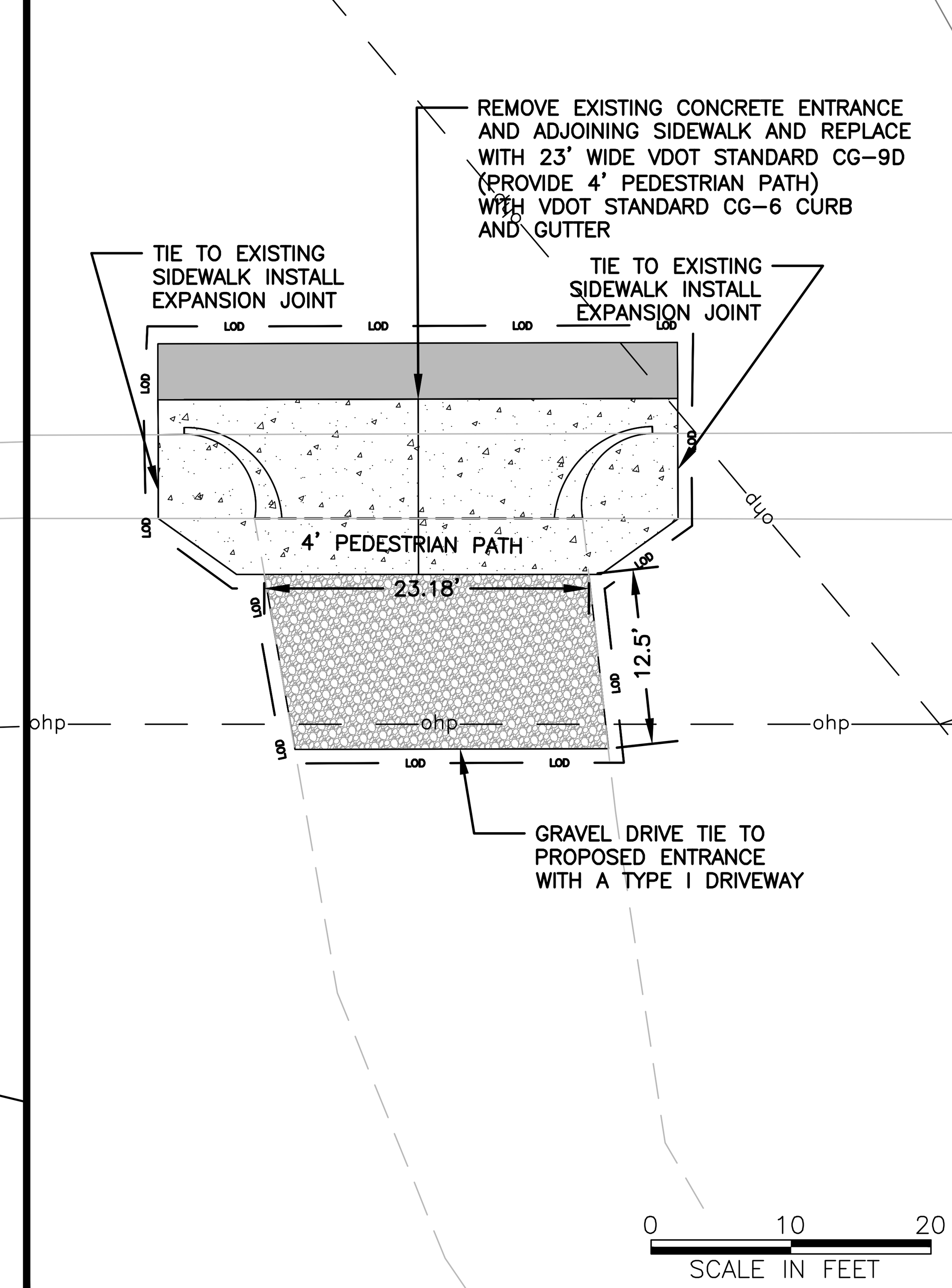
CG-9D ENTRANCE E-1 DETAIL
(24' WIDE)



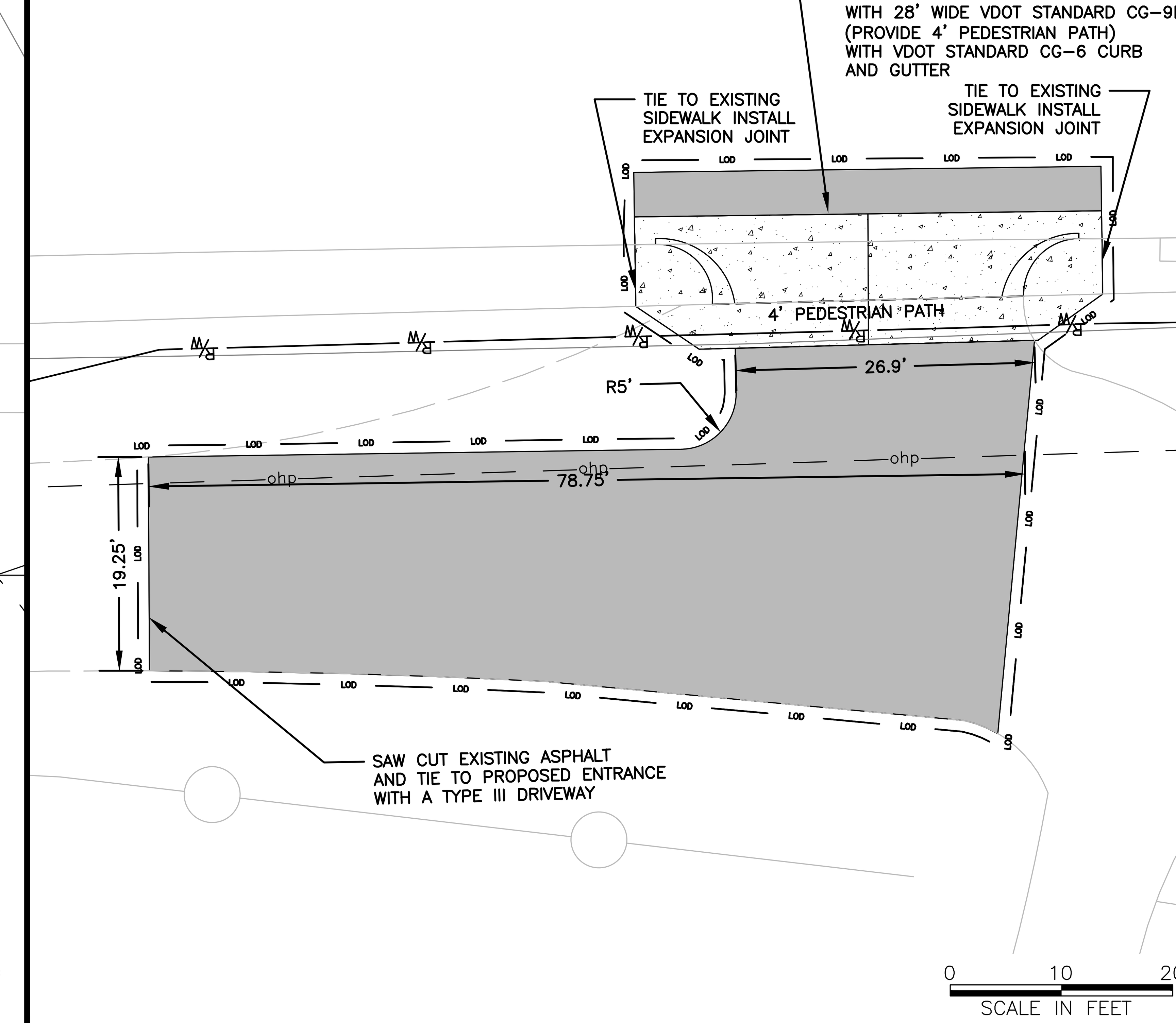
CG-9D ENTRANCE E-2 DETAIL
(30' WIDE)



CG-9D ENTRANCE E-3 DETAIL
(23' WIDE)



CG-9D ENTRANCE E-4 DETAIL
(28' WIDE)



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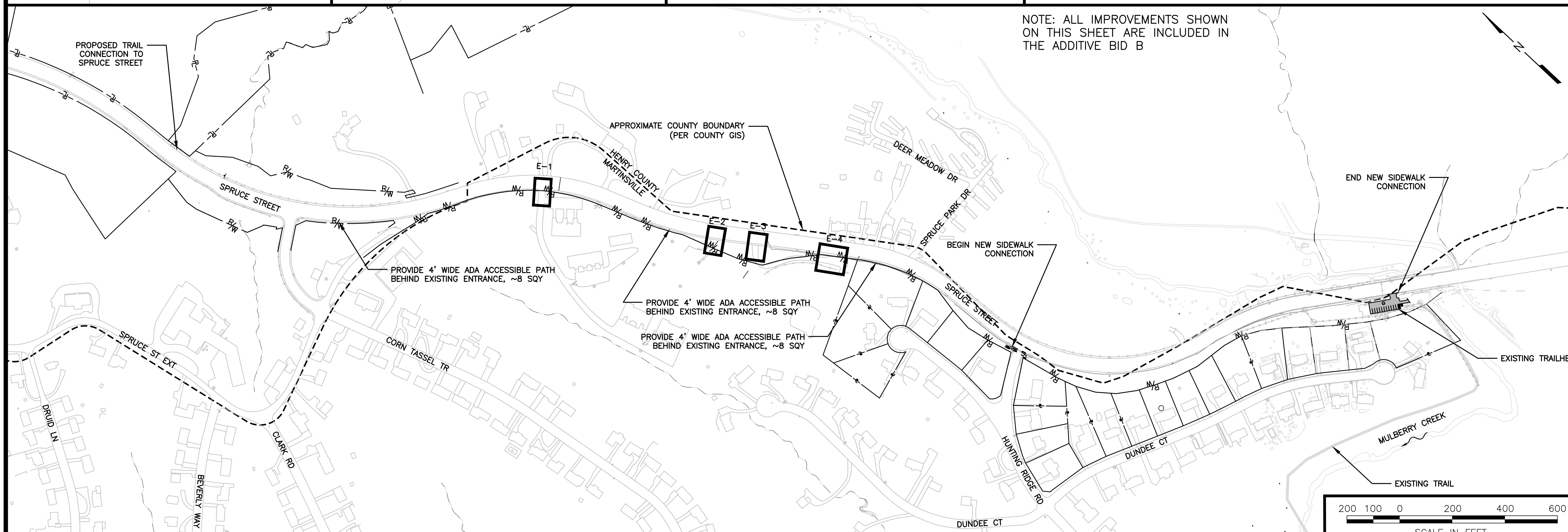

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ENTRANCE IMPROVEMENTS

THE DICK & WILLIE PASSAGE PHASE 6A

HENRY COUNTY, VA PLAN NO.: 1025-01-C

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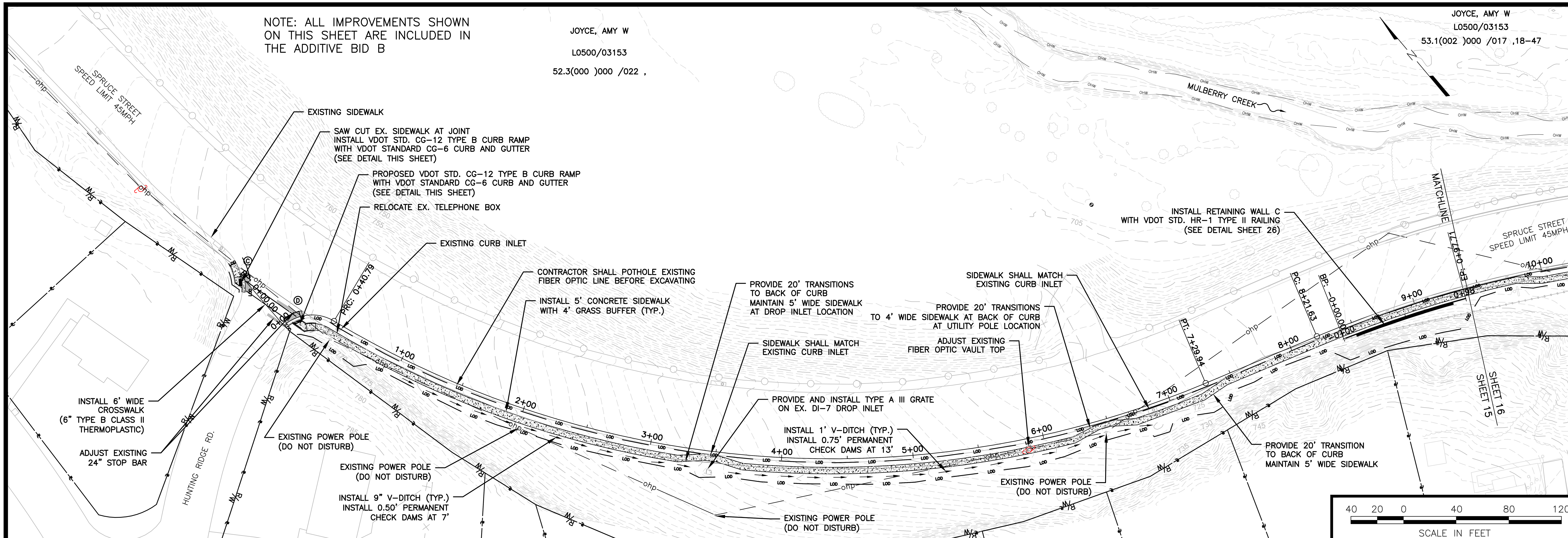

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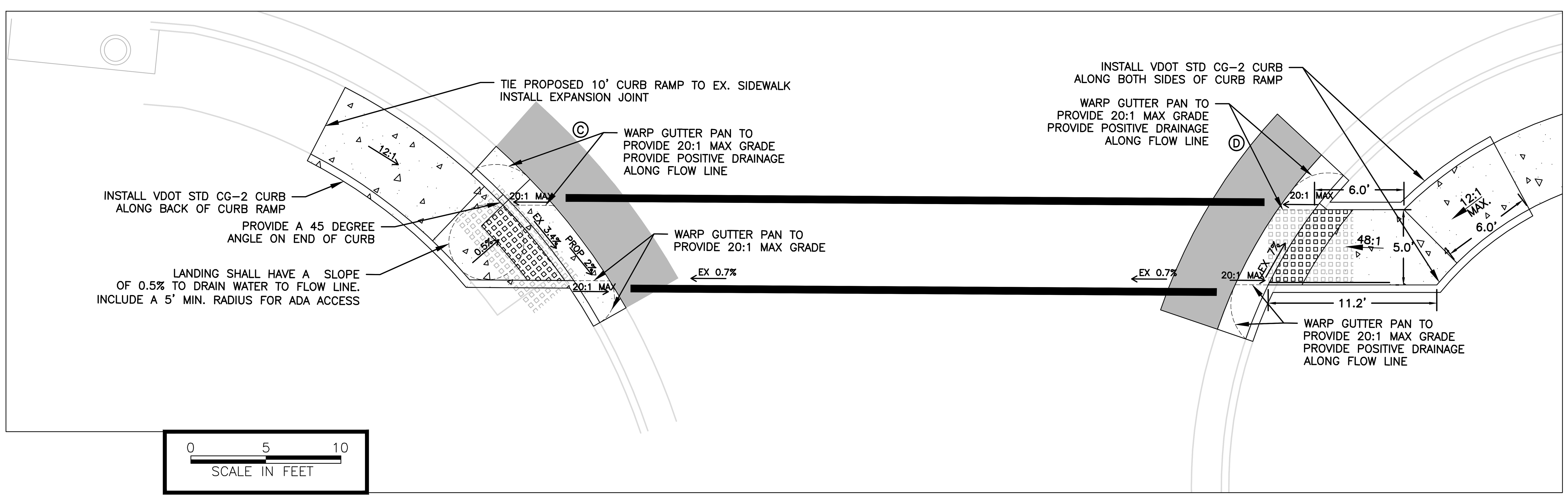

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SIDEWALK CONNECTION
STA 0+00-9+50
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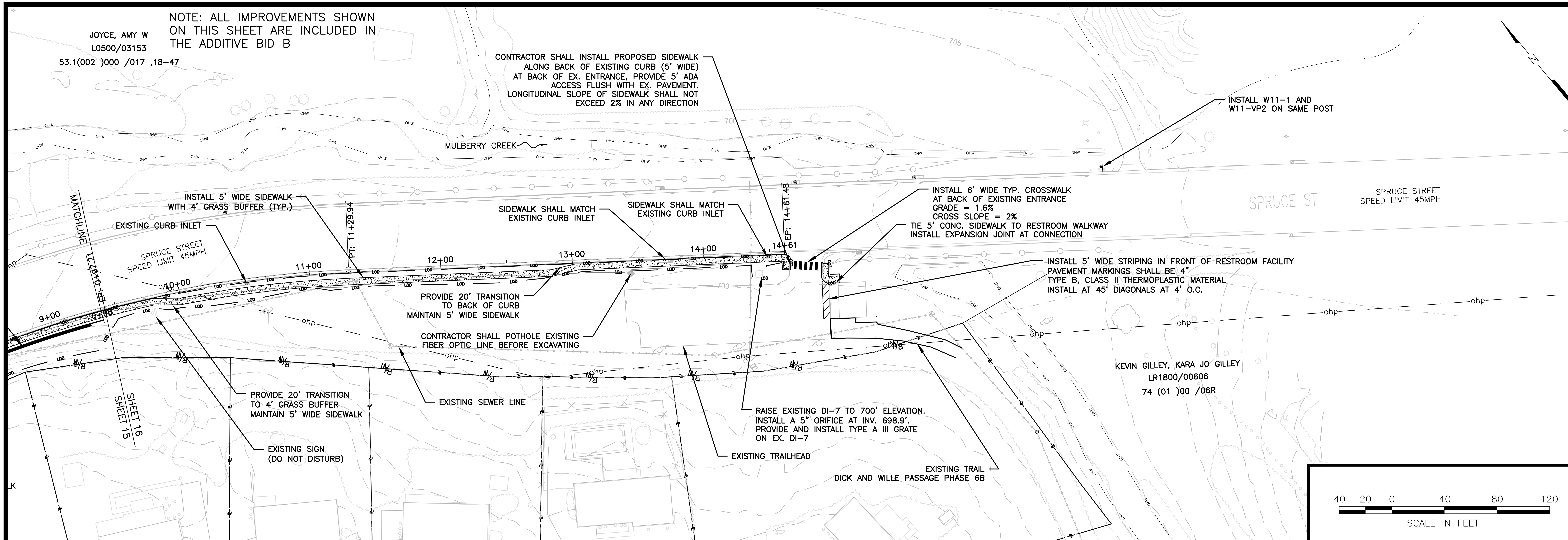

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SIDEWALK CONNECTION

STA. 9+50-14+61.48

THE DICK & WILLIE PASSAGE PHASE 6A

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<u>EROSION AND SEDIMENT CONTROL NARRATIVE</u>

1. Project Area

The project area lies within Henry County and a portion of the City of Martinsville, running generally parallel to Mulberry Creek. It is connected at the northern end to the existing Phase 5 portion of the Dick and Willie Passage, travels south along Mulberry Creek, until heading west over the creek onto the existing sidewalk along Spruce Street, then continuing south along Spruce Street, and includes new sidewalk to the existing trailhead of Phase 6B of the Dick and Willie Passage. The site consists of approximately 8.30 acres which will be disturbed to construct this project.

2. Critical Areas

The proximity of the entire project area to Mulberry Creek will require that particular attention is given to eliminating sediment laden runoff from the site into Mulberry Creek to the maximum extent practicable.

Silt fence will be installed wherever denuded surfaces may run off into Mulberry Creek or the contributing drainage ditch. To minimize the possibility of sediment runoff into Mulberry Creek, the slope is not to be denuded until immediately before construction of the greenway is to begin and permanently stabilized immediately following installation of the finished grade.

3. Soils

Soil information is provided by the NRCS Custom Soil Resource Report for Henry County, VA. Listed below are the soils identified on the site and in the contributing drainage area. See Appendix H of the Stormwater Pollution Prevention Plan for the full report.

- 4C Clifford sandy loam, 7 to 15 percent slopes
- 4D Clifford sandy loam, 15 to 25 percent slopes
- 4E Clifford sandy loam, 25 to 45 percent slopes
- 6A Colvard fine sandy loam, 0 to 2 percent slopes, occasionally flooded
- 14C Minnieville loam, 7 to 15 percent slopes
- 17E Orenda-Spriggs complex, 25 to 45 percent slopes

4. Erosion and Sediment Control Measures

The construction-phase erosion and sediment controls shall be designed to retain sediment on site to the maximum extent practicable. All control measures must be properly selected, installed, and maintained in accordance with the manufacturers' specifications and good engineering practices. If periodic inspections or other information indicates a control has been used inappropriately or incorrectly, the permittee must replace or modify the control for site situations. If sediment escapes the construction site, offsite accumulations of sediment must be removed at a frequency sufficient to minimize offsite impacts (e.g. fugitive sediment in street could be washed into storm sewers by the next rain and/or pose a safety hazard to users of public streets). Litter, construction debris, and construction chemicals exposed to storm water shall be prevented from becoming a pollutant source for storm water discharges (e.g., screening outfalls, picked up daily).

The following measures will be used to control erosion and sediment-laden runoff on this project, and the full text is found in Appendix E of the Stormwater Pollution Prevention Plan.

1. <u>Safety Fence</u>: will prevent the public from entering the construction site. (VESCH Standard and Spec. 3.01)
2. <u>Construction Entrance</u>: will be used to reduce mud/sediment tracking onto public roads. If mud or sediment is transported onto a paved road surface, the road shall be cleaned thoroughly at the end of each day. Sediment and mud shall be removed from the roads by shoveling or sweeping and transported to a sediment control disposal area. Street washing shall be allowed only after sediment and mud are removed in this manner. (VESCH Standard and Spec. 3.02)
3. <u>Silt Fence</u>: will be used to intercept and detain small amounts of sediment from disturbed areas during construction operations and to prevent sediment from leaving the site. (VESCH Standard and Spec. 3.05)
4. <u>Storm Drain Inlet Protection</u>: will be used to prevent sediment from entering the storm drain system prior to permanent stabilization of the disturbed area. (VESCH Standard and Spec. 3.07)
5. <u>Culvert Inlet Protection</u>: will prevent sediment from entering, accumulating in and being transferred by a culvert and associated drainage system prior to permanent stabilization of a disturbed project area. (VESCH Standard and Spec. 3.08)
6. <u>Stormwater Conveyance Channel</u>: will provide for the conveyance of concentrated surface runoff water to a receiving channel or system without damage from erosion. (VESCH Standard and Spec. 3.17)
7. <u>Outlet Protection</u>: will prevent scour at stormwater outlets, protect the outlet structure, and minimize the potential for downstream erosion by reducing the velocity and energy of concentrated stormwater flows. (VESCH Standard and Spec. 3.18)
8. <u>Riprap</u>: will protect the soil from the erosive forces of concentrated runoff and slow the velocity of concentrated runoff while enhancing the potential for infiltration and stabilizing slopes with seepage problems and/or non-cohesive soils. (VESCH Standard and Spec. 3.19)
9. <u>Rock Check Dams</u>: will aid in velocity reduction of concentrated stormwater flows, thereby reducing erosion of the swale or ditch. (VESCH Standard and Spec. 3.20)
10. <u>Surface Roughening</u>: will aid in establishment of vegetative cover with seed, reduce runoff velocity, and increase infiltration, while reducing erosion and providing for sediment trapping. (VESCH Standard and Spec. 3.29)
11. <u>Topsoiling</u>: will provide a suitable growth medium for final site stabilization with vegetation. (VESCH Standard and Spec. 3.30)
12. <u>Temporary Seeding</u>: Permanent or temporary soil stabilization shall be applied to denuded areas within seven days after final grade is reached on any portion of the site. Temporary soil stabilization shall be applied within seven days to denuded areas that may not be at final grade but will remain dormant (undisturbed) for longer than 30 days. (VESCH Standard and Spec. 3.31)
13. <u>Permanent Seeding</u>: will be used to establish vegetative cover and to reduce silt runoff for any areas not paved or roofed. Permanent stabilization shall be applied to areas that are to be left dormant for more than one year. (VESCH Standard and Spec. 3.32)
14. <u>Mulching</u>: will protect the soil surface from raindrop impact and reduce velocity of overland flow, and foster growth of vegetation by increasing available moisture and providing insulation against extreme heat and cold. (VESCH Standard and Spec. 3.35)
15. <u>Soil Stabilization Blankets & Matting</u>: will aid in controlling erosion on critical areas by providing a microclimate, which protects young vegetation and promotes its establishment. (VESCH Standard and Spec. 3.36)
16. <u>Dust Control</u>: will prevent surface and air movement of dust from exposed soil surfaces and reduce the presence of airborne substances which may present health hazards, traffic safety problems, or harm animal or plant life. (VESCH Standard and Spec. 3.39)

<u>MINIMUM STANDARDS (MS–19)</u>

All applicable Virginia Erosion and Sediment Control Regulations and Minimum Standards shall be adhered to during all phases of construction. If plan details and specifications are more stringent, then they shall supersede the Minimum Standards. The Minimum Standards include, but are not limited to the following:

1. STABILIZATION OF DENUDED AREAS:

Permanent or temporary soil stabilization shall be applied to bare areas within seven days after final grade is reached on any portion of the site. Temporary soil stabilization shall be applied within seven days to denuded areas that may not be at final grade, but will remain dormant or undisturbed for longer than 14 days. Permanent stabilization shall be applied at areas that are to be left dormant for more than 1 year.

<u>Applicable</u>: The Contractor shall apply permanent seeding within seven days after reaching final grade. If Contractor elects to rough grade areas of the greenway or postpone permanent seeding until other sections of the greenway are complete which will remain dormant or undisturbed for more than 30 days, then temporary seeding shall be applied at the Contractor's expense.

2. STABILIZATION OF SOIL STOCKPILES:

During construction of the project, soil stockpiles shall be stabilized or protected with sediment trapping measures. The applicant is responsible for temporary protection and permanent stabilization of all soil stockpiles on site as well as soil intentionally transported from the project site.

<u>Applicable</u>: Due to limited space, existing easements, and floodplain limits, stockpiling on site will not be allowed. With approved property owner agreements obtained by the contractor, stockpiles will be allowed offsite. The Contractor shall provide the required E&S permits and temporary and permanent stabilization measures for areas offsite.

3. PERMANENT VEGETATIVE COVER

A permanent vegetative cover shall be established on denuded areas not otherwise permanently stabilized. Permanent vegetation shall not be considered established until a ground cover is achieve that, in the opinion of the local authority (City of Martinsville and/or Henry County), is uniform and mature enough to survive to inhibit erosion.

<u>Applicable</u>: The Contractor must seed and mulch all denuded areas per the project specifications. Over-seeding may be required at the Contractor's expense until an adequate ground cover is achieved as determined by City of Martinsville and/or Henry County. E&S measures shall not be removed until approved by the local authority. Areas of rutting shall be filled in and reseeded at the Contractor's expense.

4. TIMING & STABILIZATION OF SILT TRAPPING MEASURES:

Sediment basins and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land disturbing activity and shall be made functional before upslope land disturbance takes place.

<u>Applicable</u>: The Contractor shall install construction entrances, perimeter silt fence, and inlet protection on existing structures as noted on the plans prior to any land disturbance. Once proposed storm pipes are installed, culvert inlet and outlet protection shall be installed immediately after installation.

5. STABILIZATION OF EARTHEN STRUCTURES:

Stabilization measures shall be applied to earthen structures such as dams, dikes and diversions immediately after installation.

<u>Not Applicable</u>: No earthen structures are proposed for this project.

6. SEDIMENT TRAPS AND BASINS:

A sediment basin shall control surface runoff from disturbed areas that is comprised of flow from drainage areas greater than or equal to three acres. The sediment basin shall be designed and constructed to accommodate the anticipated sediment loading for the land disturbing activity. The outfall device or system device shall take into account the total drainage area flowing through the disturbed area to be served by the basin.

<u>Not Applicable</u>: No sediment traps or basins are proposed since concentrated drainage crosses the greenway perpendicularly and there is minor land disturbance per outfall.

7. CUT AND FILL SLOPES:

Cut and fill slopes shall be designed and constructed in a manner that will minimize erosion. Slopes that are found to be eroding excessively within one year of permanent stabilization shall be provided with additional slope stabilizing measures until the problem is corrected.

<u>Applicable</u>: Prior to final acceptance, there shall be no evidence of excessive erosion and the cut/fill slopes shall be stabilized with permanent stabilization acceptable to City of Martinsville and/or Henry County. In the event that excessive erosion is present within one year after project acceptance, the Contractor shall be responsible for remediation.

8. CONCENTRATED RUN-OFF DOWN CUT OR FILL SLOPES:

Concentrated runoff shall not flow down cut or fill slopes unless contained within an adequate temporary or permanent channel, flume, or slope drain structure.

<u>Applicable</u>: Concentrated runoff is designed to flow down cut or fill slopes with existing or newly constructed ditches. In the event concentrated runoff is present prior to culvert and ditch installation, the Contractor shall provide temporary ditches or slope drains to accommodate the concentrated runoff to prevent erosion on cut and fill slopes.

9. WATER SEEPS FROM A SLOPE FACE:

Whenever water seeps from a slope face, adequate drainage or other protection shall be provided.

<u>Not Applicable</u>: Based on site investigation, there are no existing water seeps within the project corridor. In the event water seeps are discovered, the Contractor shall notify the Engineer, City of Martinsville and/or Henry County and adequate drainage or other protection shall be provided.

10. STORM SEWER INLET PROTECTION:

All storm sewer inlets that are made operable during construction shall be protected so that sediment-laden water cannot enter the conveyance system without first being filtered or otherwise treated to remove sediment.

<u>Applicable</u>: The Contractor shall protect the existing storm sewer system with inlet protection as shown on the plans. Inlets to proposed storm sewer must also be protected by inlet protection as shown on the plans. The Contractor shall protect proposed culverts from sediment laden water with culvert inlet protection as shown on the plans. All inlet protection shall be maintained until final completion.

11. STABILIZATION OF OUTLETS:

Before newly constructed stormwater conveyance channels are made operational, adequate outlet protection and any required temporary or permanent channel lining shall be installed in both the conveyance channel and receiving channel.

<u>Applicable</u>: Concentrated runoff crossing perpendicular to the greenway requires a culvert and a riprap lined outlet ditch. In order to comply with this standard, The Contractor will be required to construct or reconstruct the outlet ditch from the end of the culvert and install temporary or permanent channel lining prior to the installation of the culvert. If construction activity allows the installation of the culvert and outlet ditch protection within the same day, then this will be an acceptable approach.

12. WORK IN LIVE WATERCOURSES:

When work in a live watercourse is performed, precautions shall be taken to minimize encroachment, control sediment transport and stabilize the work area to the greatest extent possible during construction. Non-erodible material shall be used for the construction of causeways and cofferdams. Earthen fill may be used for these structures if armored by non-erodible cover materials.

<u>Applicable</u>: The Contractor will have to install riprap outlet protection within Mulberry Creek for several pipes. This work shall be performed using a non-erodible coffer dam and dewatering pump with filter bag to prepare the soils for installation of the geofabric and riprap. Once work is completed, all materials shall be removed from the watercourse.

13. CROSSING A LIVE WATERCOURSE:

When a live watercourse must be crossed by construction vehicles more than twice in any six month period, a temporary stream crossing constructed of non-erodible materials shall be provided.

<u>Not Applicable</u>: No live watercourses will be crossed.

14. APPLICABLE REGULATIONS:

All applicable federal, state and local regulations pertaining to working in or crossing live watercourses shall be met.

<u>Not Applicable</u>: Contractor shall be responsible for obtaining and maintain all required permits for work within Mulberry Creek.

15. STABILIZATION OF BED AND BANKS

The bed and banks of a watercourse shall be stabilized immediately after work in the watercourse is completed.

<u>Not Applicable</u>: contractor shall limit disturbances to stream banks while performing installation of outlet protection and stabilize beds and banks with temporary or permanent seeding immediately after work is complete at each location.

16. UNDERGROUND UTILITIES:

Underground utilities shall be installed in accordance with the following standards in addition to other criteria:

a. No more than 500 linear feet of trench may be opened at one time.
b. Excavated material shall be placed on the uphill side of trenches
c. Effluent for dewatering operations shall be filtered or passed through approved sediment trapping device, or both, and discharged in a manner that does not adversely affect flowing streams or offsite property.
d. Material used for backfilling trenches shall be properly compacted in order to minimize erosion and promote stabilization.
e. Re-stabilization shall be accomplished in accordance with these regulations.
f. Applicable safety regulations shall be complied with.

<u>Applicable</u>: Storm sewer pipe shall be installed per these requirements for trenching. Additionally, adjustment of sanitary sewer manhole rim elevations is to be completed in accordance with these requirements for excavation safety and stabilization.

17. CONSTRUCTION ACCESS ROUTES:

Where construction vehicle access routes intersect paved public roads, provisions shall be made to minimize the transport of sediment by vehicular tracking onto paved surfaces. Where sediment is transported onto a public road surface, the road shall be cleaned thoroughly at the end of each day. Sediment shall be removed by shoveling or sweeping and transported to a sediment control disposal area. Street washing shall be allowed only after sediment is removed in this manner. This provision shall apply to individual lots as well as to larger land disturbing activities.

<u>Applicable</u>: The Contractor shall install and maintain construction entrances as shown on the plans. In the event another construction access to the site is obtained by the Contractor, a construction entrance shall be installed and maintained at the Contractor's expense. When no longer utilized, the construction entrances shall be removed and the areas restored prior to final acceptance.

18. TEMPORARY E&S CONTROL MEASURE REMOVAL:

All temporary erosion and sediment control measures shall be removed within 30 days after final site stabilization or after temporary measures are no longer needed, unless otherwise authorized by the local program authority. Trapped sediment and the disturbed soil areas resulting from the disposition of temporary measures shall be permanently stabilized to prevent further erosion and sediment.

<u>Applicable</u>: After the site is stabilized and approved by City of Martinsville and/or Henry County, silt fence, inlet protection, construction entrances, and other temporary E&S measures shall be removed within 30 days. The areas of removal shall be smoothly graded, seeded, and mulched. Any remaining buildup of sediment shall be removed from the site by the Contractor.

19. ADEQUACY OF RECEIVING CHANNELS:

Properties and waterways downstream from the development site shall be protected from sediment deposition, erosion, and damage, due to increases in volume, velocity and peak flow rates of stormwater runoff for the stated frequency storm of 24-hour duration in accordance with the following standards and criteria:

a. Concentrated stormwater runoff leaving a development site shall be discharged into an adequate natural or man-made receiving channel, pipe, or storm sewer system. For those sites where runoff is discharged into a pipe or pipe system, downstream stability analysis at the outfall of the pipe or pipe system shall be performed.
b. Adequacy of all channels and pipes shall be verified in the following manner:

1. The applicant shall demonstrate that the total drainage areas to the point of analysis within the channel is one hundred times greater than the contributing drainage area of the project in question; or
2. Each of the following:

a. Natural channels shall be analyzed by the use of a two-year storm to verify that stormwater will not overtop channel banks nor cause erosion of channel bed or banks; and
b. All previously constructed man-made channels shall be analyzed by the use of a ten-year storm to verify that stormwater will not overtop its banks and by the use of a two-year storm to demonstrate that stormwater will not cause erosion of channel bed or banks; and
c. Pipes and storm sewer systems shall be analyzed by the use of a ten-year storm to verify that stormwater will be contained within the pipe or system.
c. If natural receiving channels or previously constructed man-made channels or pipes are not adequate, the applicant shall:

2. Improve the channel to a condition where a ten-year storm will not overtop the banks and a two-year storm will not cause erosion to the channel bed or banks; or
3. Improve the pipe or pipe system to a condition where the ten-year storm is contained within the appurtenances; or
4. Develop a site design that will not cause the pre-development peak runoff rate from a two-year storm to increase when runoff outfalls into a natural channel or will not cause the pre-development peak runoff rate from a ten-year storm to increase when runoff outfalls onto a man-made channel; or
5. Provide a combination of channel improvement, stormwater detention or other measures which is satisfactory to the plan-approving authority to prevent downstream erosion.

d. The applicant shall provide evidence of permission to make the improvements.
e. All hydraulic analyses shall be based on the existing watershed characteristics and the ultimate development of the subject project.
f. If the applicant chooses an option that includes stormwater detention, applicant shall obtain approval from the locality of a plan for maintenance of the detention facilities. The plan shall set forth the maintenance of the facility and the person responsible for performing the maintenance.
g. Outfall from a detention facility shall be discharged to a receiving channel, and energy dissipaters shall be placed at the outfall of all detention facilities as necessary to provide a stabilized transition from the facility to the receiving channel.
h. All on-site channels must be verified to be adequate.
i. Increased Volumes of sheet flows that may cause erosion or sedimentation on adjacent properties shall be diverted to a stable outlet, adequate channel, pipe or pipe system, or to a detention facility.
j. In applying these stormwater runoff criteria, individual lots or parcels in a residential, commercial, or industrial development shall not be considered to be separate development projects. Instead, the development, as a whole, shall be considered to be a single development project. Hydrologic parameters that reflect the ultimate development condition shall be used in all engineering calculations.
k. All measures used to protect properties and waterways shall be employed in a manner which minimizes impacts on the physical, chemical, and biological integrity of rivers, streams, and other waters of the state.

<u>Applicable</u>: The project is of a linear nature. Each outfall has been analyzed and found that there are minor increases in the peak flow rates. Per Virginia Stormwater Management Regulations, all drainage areas discharge less than 1% of the total drainage area at the point of analysis. Proposed ditches, pipes, storm sewer systems, and outfalls have been analyzed and found to be adequate. The receiving channel is Mulberry Creek.

THE FOLLOWING VDOT STANDARDS ARE MADE PART OF THESE PLANS BY REFERENCE:

113	**EC-1**
113	**EC-3**
113	**EC-4**
113	**EC-6**
113	**EC-11**
113	**EC-16**

<u>EROSION AND SEDIMENT CONTROL LEGEND</u>
(VDOT STANDARDS)

—ST—ST—ST—ST—	SAF	3.01 SAFETY FENCE
	CE	3.02 CONSTRUCTION ENTRANCE
—x—x—	SF	3.05 SILT FENCE
	IP–A IP–B	3.07 INLET PROTECTION (EC–6)
	IP–C	3.08 CULVERT INLET PROTECTION (EC–6)
	OP	3.18 OUTLET PROTECTION (EC–1)
	RR	3.19 RIPRAP (PG–3)
	CD–1 CD–2	3.20 ROCK CHECK DAMS (EC–4)
	SR	3.29 SURFACE ROUGHENING
	TO	3.30 TOPSOILING
	TS	3.31 TEMPORARY SEEDING
	PS	3.32 PERMANENT SEEDING
— TP —	TP	3.38 TREE PROTECTION
	DC	3.39 DUST CONTROL

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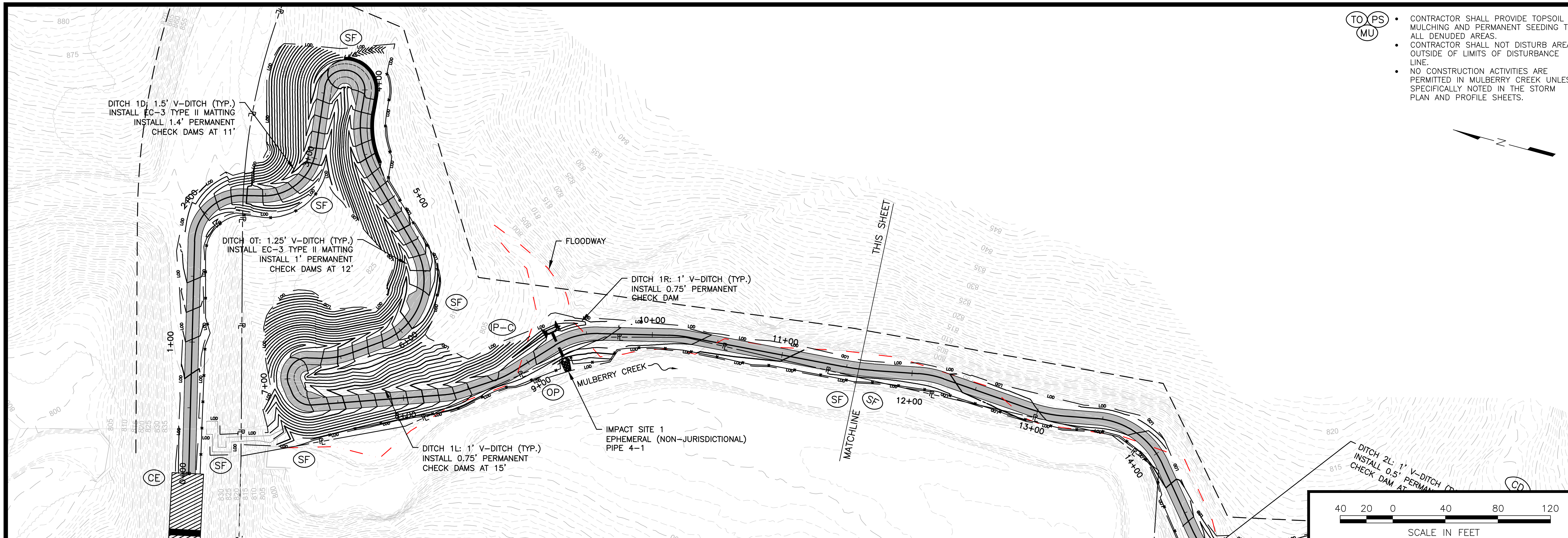
EROSION & SEDIMENT CONTROL PLANS
E&S AND MS-19 NARRATIVE
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA PLAN NO.: 1025-01-C

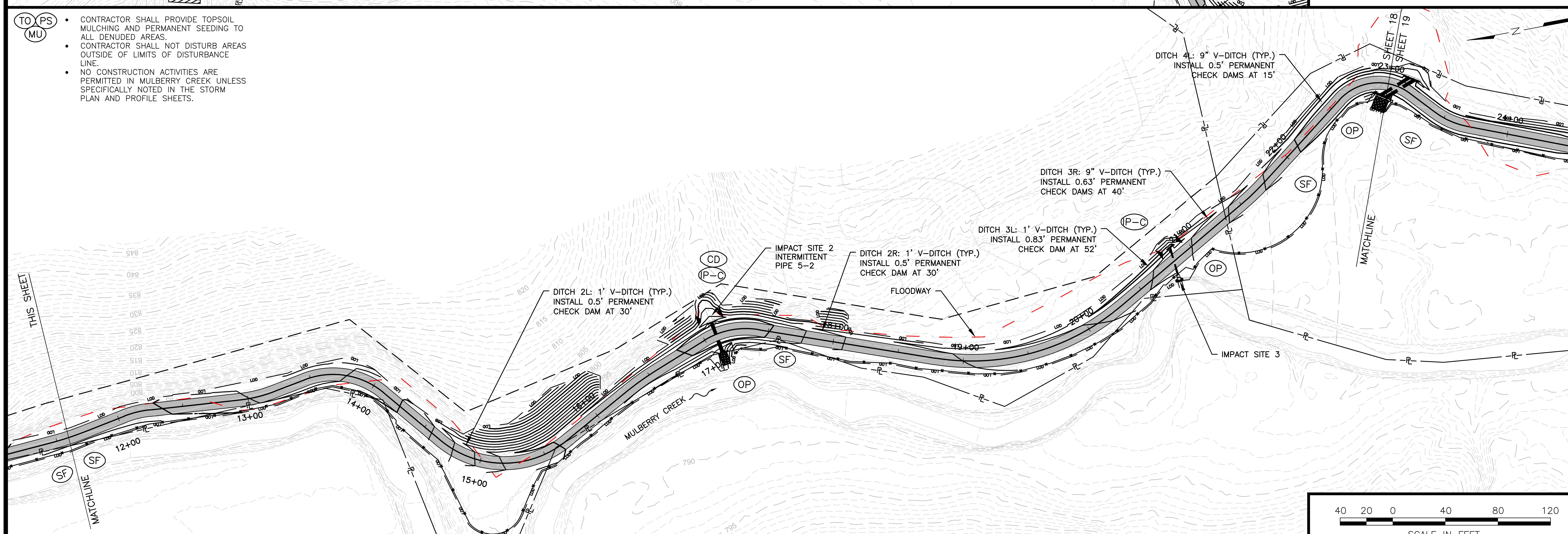
PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions	
2	10 August 2020
3	14 October 2020
4	22 December 2020
6	01 March 2021

- CONTRACTOR SHALL PROVIDE TOPSOIL MULCHING AND PERMANENT SEEDING TO ALL DENUDED AREAS.
- CONTRACTOR SHALL NOT DISTURB AREAS OUTSIDE OF LIMITS OF DISTURBANCE LINE.
- NO CONSTRUCTION ACTIVITIES ARE PERMITTED IN MULBERRY CREEK UNLESS SPECIFICALLY NOTED IN THE STORM PLAN AND PROFILE SHEETS.





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STA. 0+00 TO 23+00

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4	22 December 2020
6	01 March 2021
7	29 June 2021
8	23 August 2021

SHEET NO.
18

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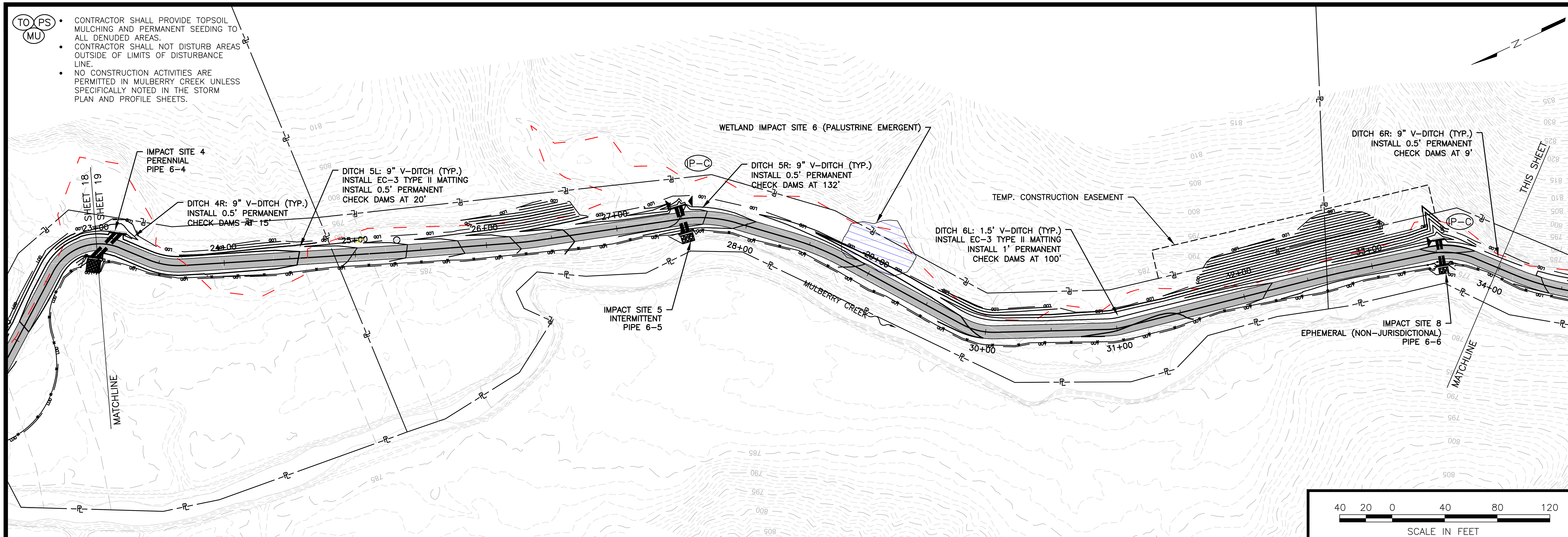

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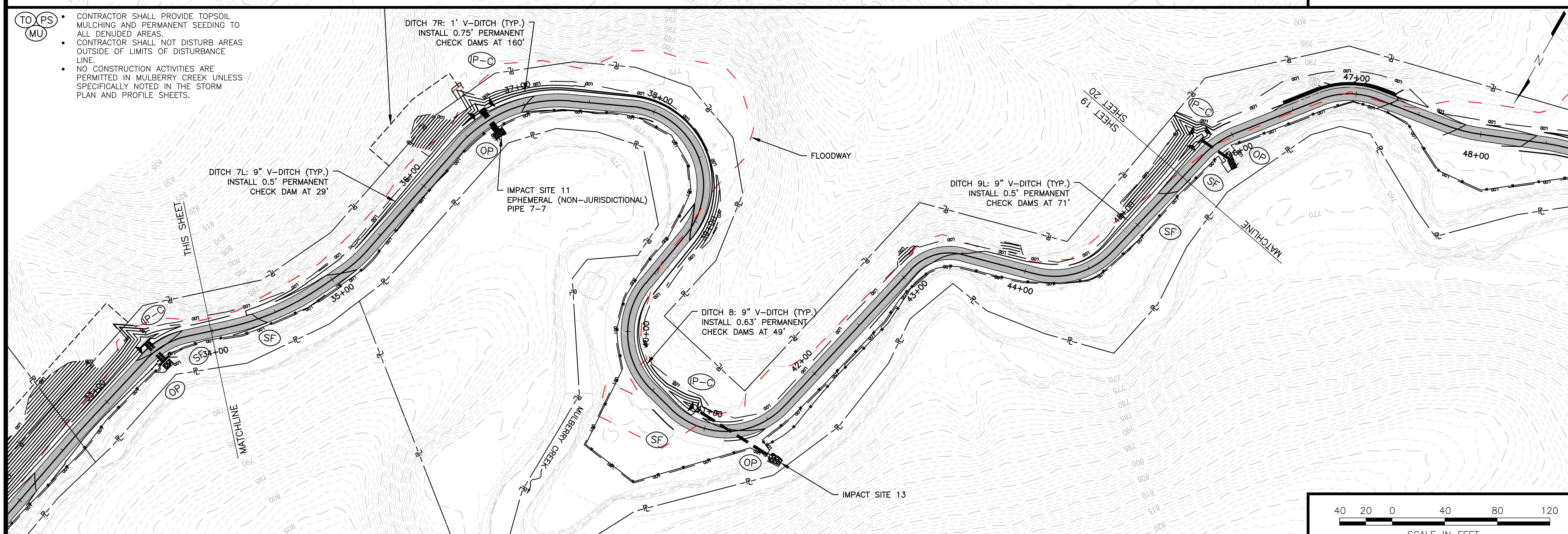

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STA. 23+00+00 TO 45+50

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3	14 October 2020
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6	01 March 2021
7	29 June 2021

SHEET NO.
19

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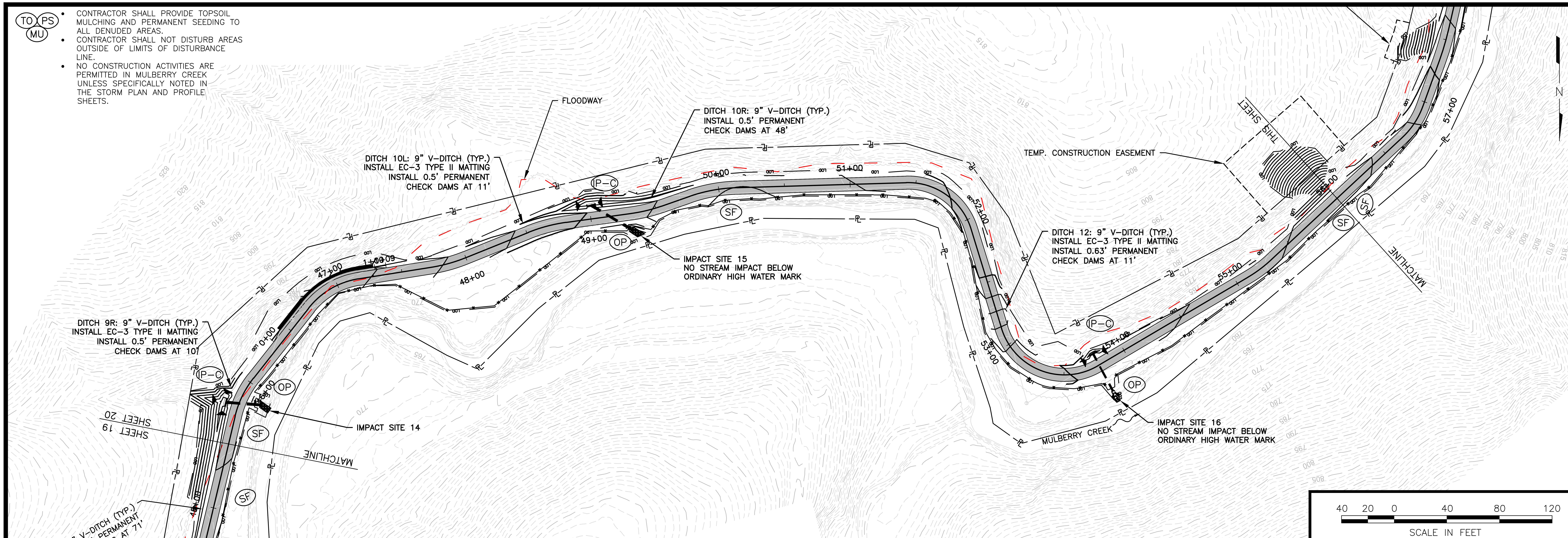

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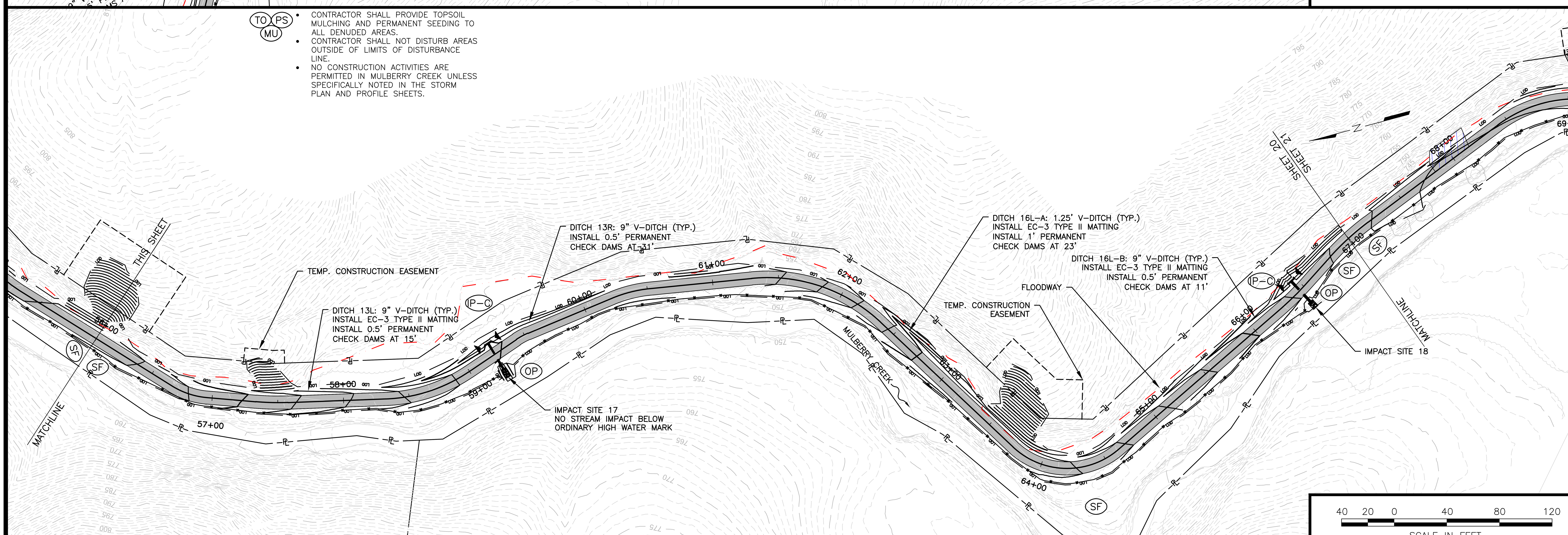

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STA. 45+50 TO 67+00
THE DICK & WILLIE PASSAGE
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4	22 December 2020
6	01 March 2021

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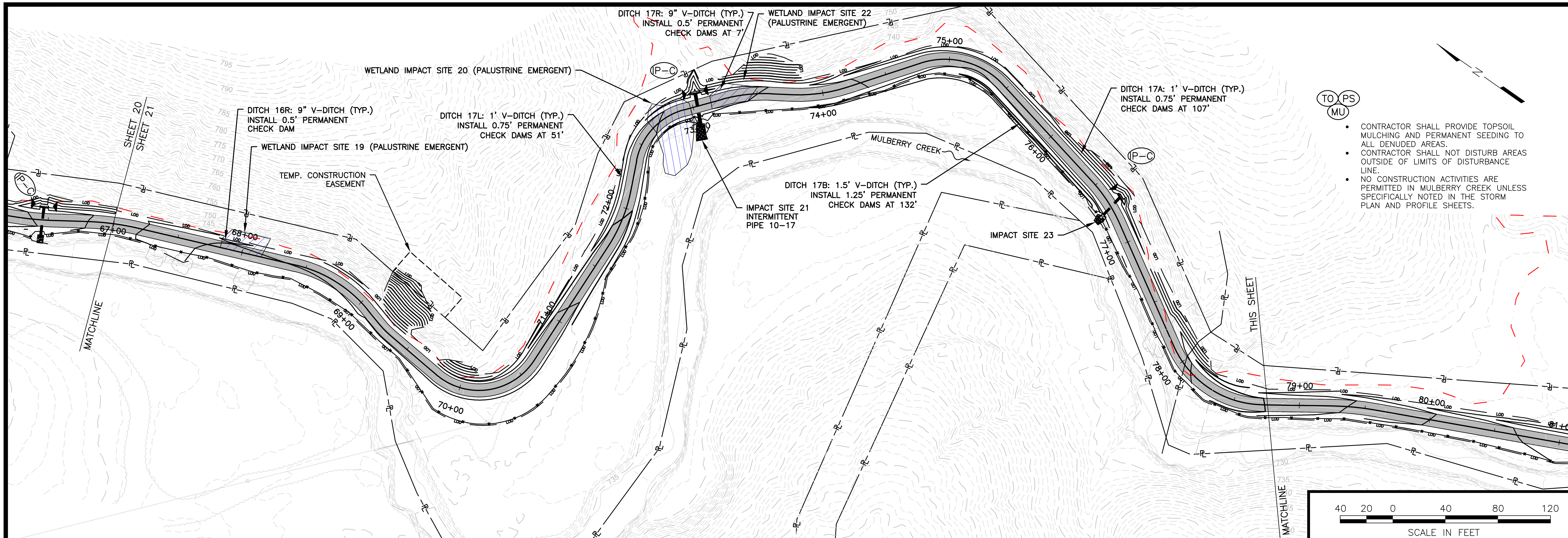

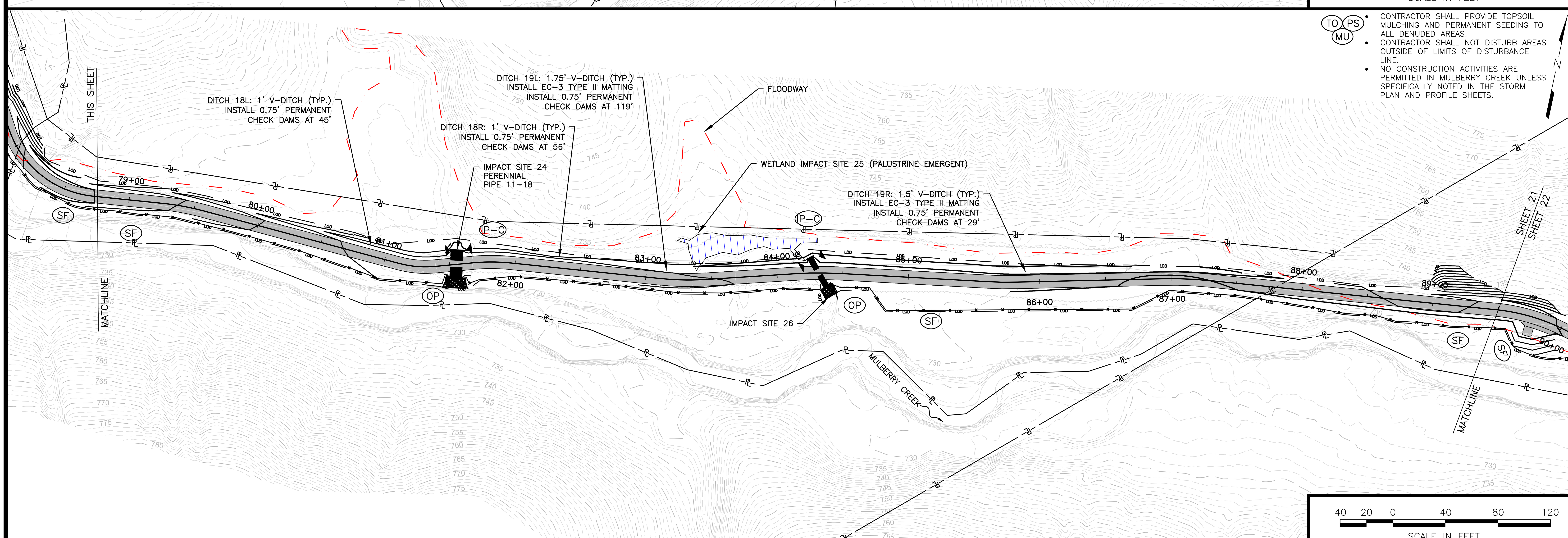

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STA. 67+00 TO 89+50

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7	29 June 2021

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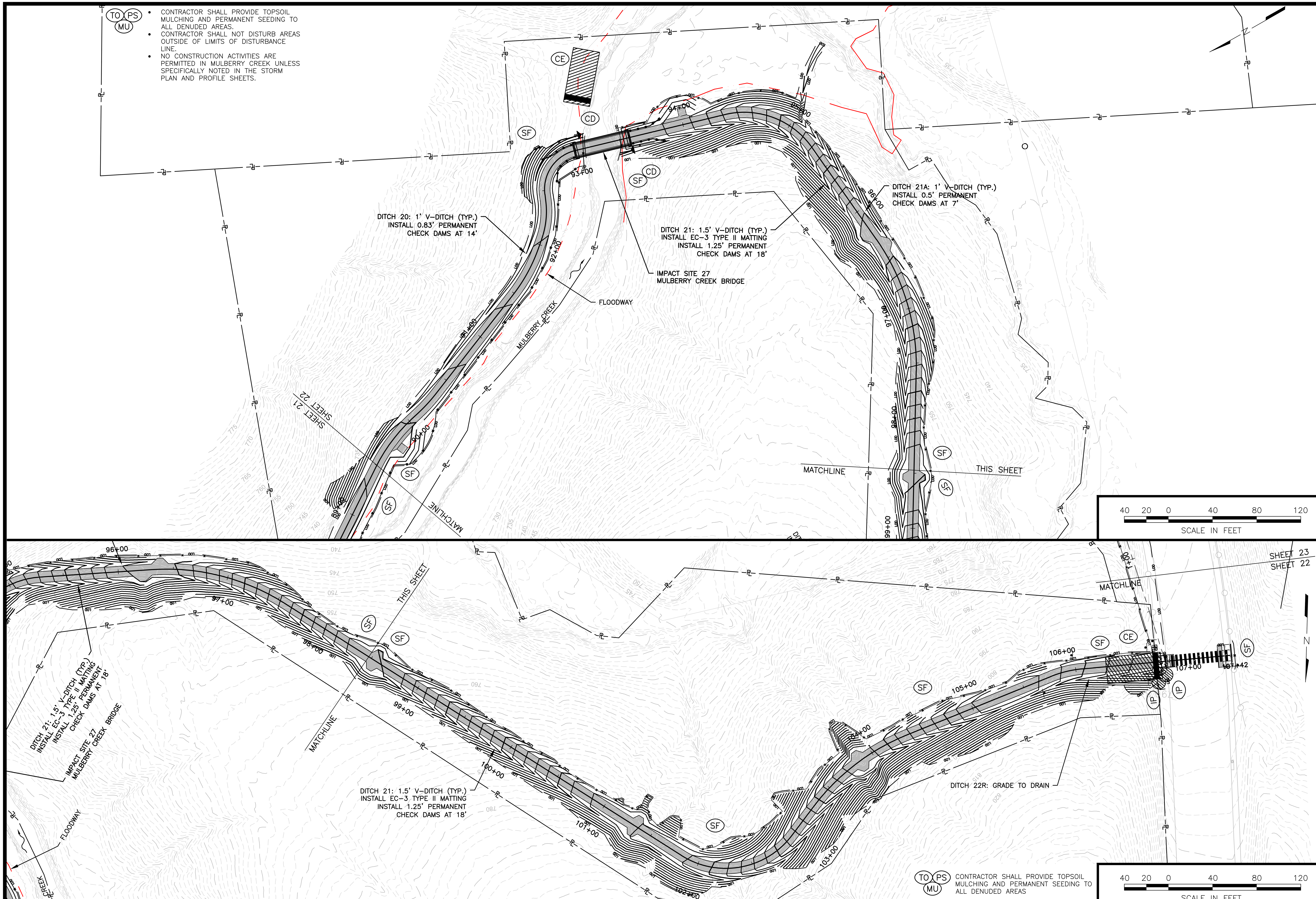

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PROFESSIONAL ENGINEER

Revisions

4	22 December 2020
6	01 March 2021
7	29 June 2021
8	23 August 2021

SHEET NO.
22

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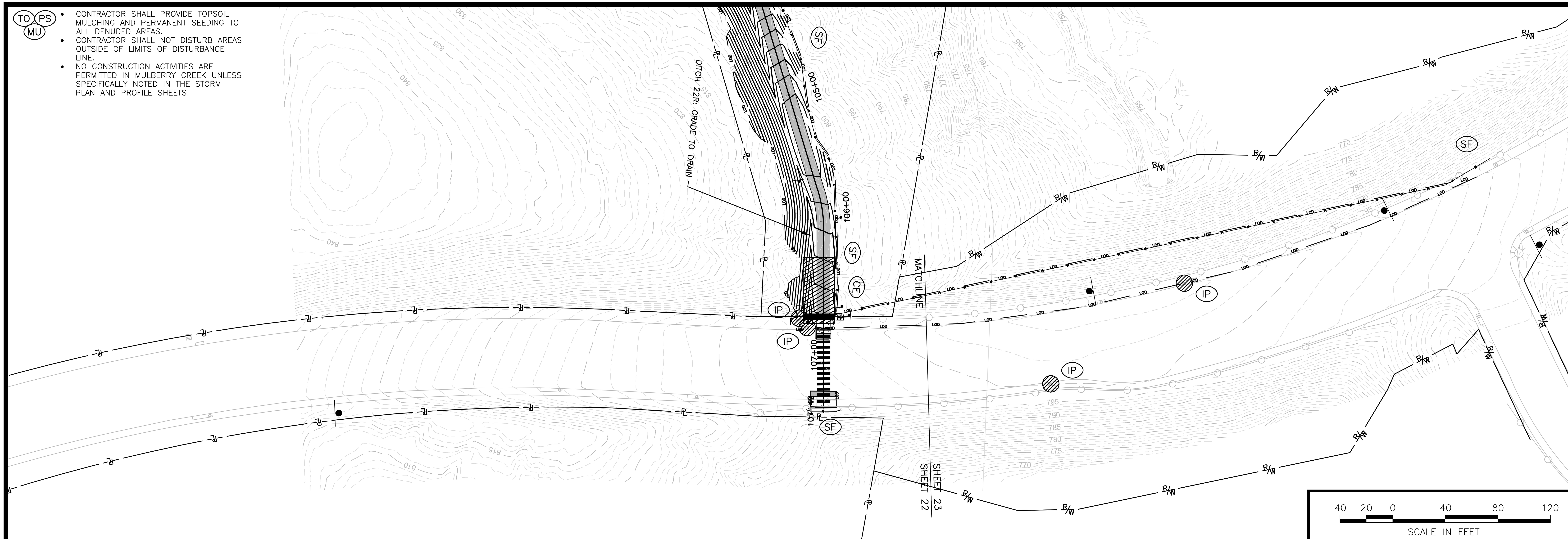
TO PS MU

- CONTRACTOR SHALL PROVIDE TOPSOIL MULCHING AND PERMANENT SEEDING TO ALL DENUDED AREAS.
- CONTRACTOR SHALL NOT DISTURB AREAS OUTSIDE OF LIMITS OF DISTURBANCE LINE.
- NO CONSTRUCTION ACTIVITIES ARE PERMITTED IN MULBERRY CREEK UNLESS SPECIFICALLY NOTED IN THE STORM PLAN AND PROFILE SHEETS.



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EROSION & SEDIMENT CONTROL PLANS

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA PLAN NO.: 1025-01-C

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	27 March 2020
DRAWN BY:	AWM, TWH
CHECKED BY:	SES

COMMONWEALTH OF VIRGINIA
JEREMY MICHAEL JOHNSON
Lic. No. 0402050112
23 August 2021
PROFESSIONAL ENGINEER

Revisions

2	10 August 2020
3	14 October 2020
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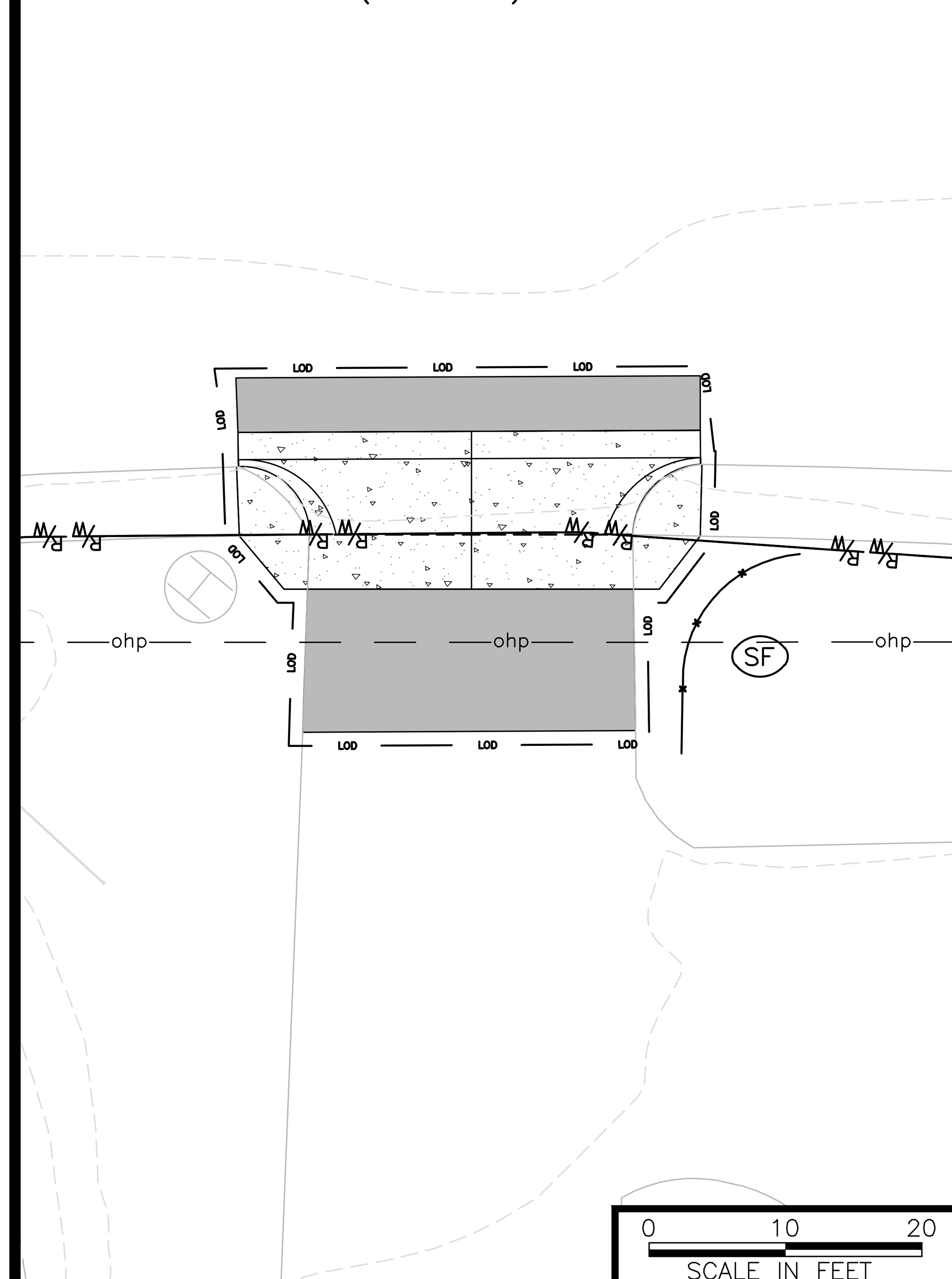
6	01 March 2021

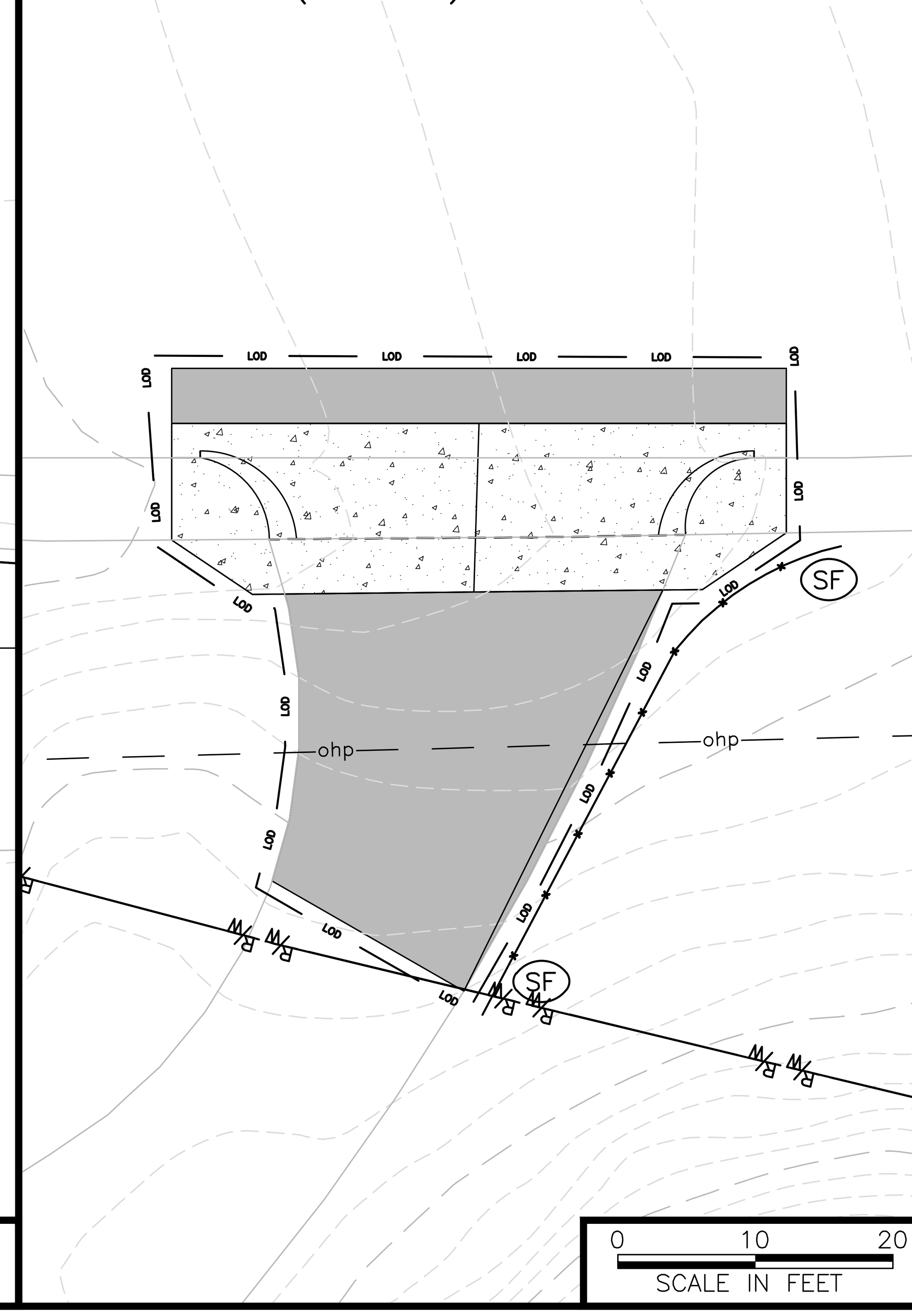
SHEET NO.
23

Jan 27, 2022 – 10:39am \\data01\projects\2017\20171773\CAD\20171773_SHEETS04_ESC.dwg

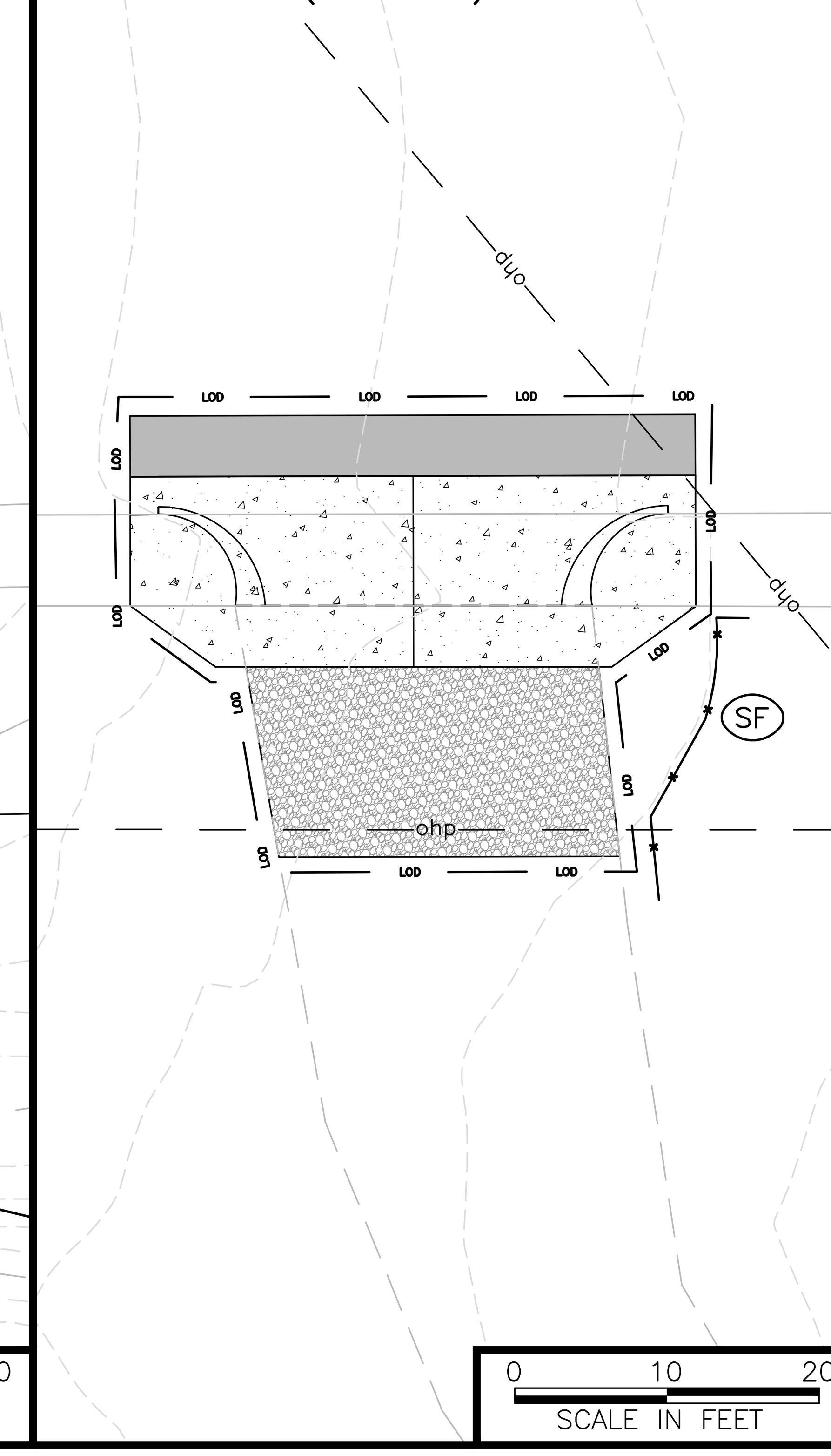
CG-9D ENTRANCE E-1 DETAIL
(24' WIDE)



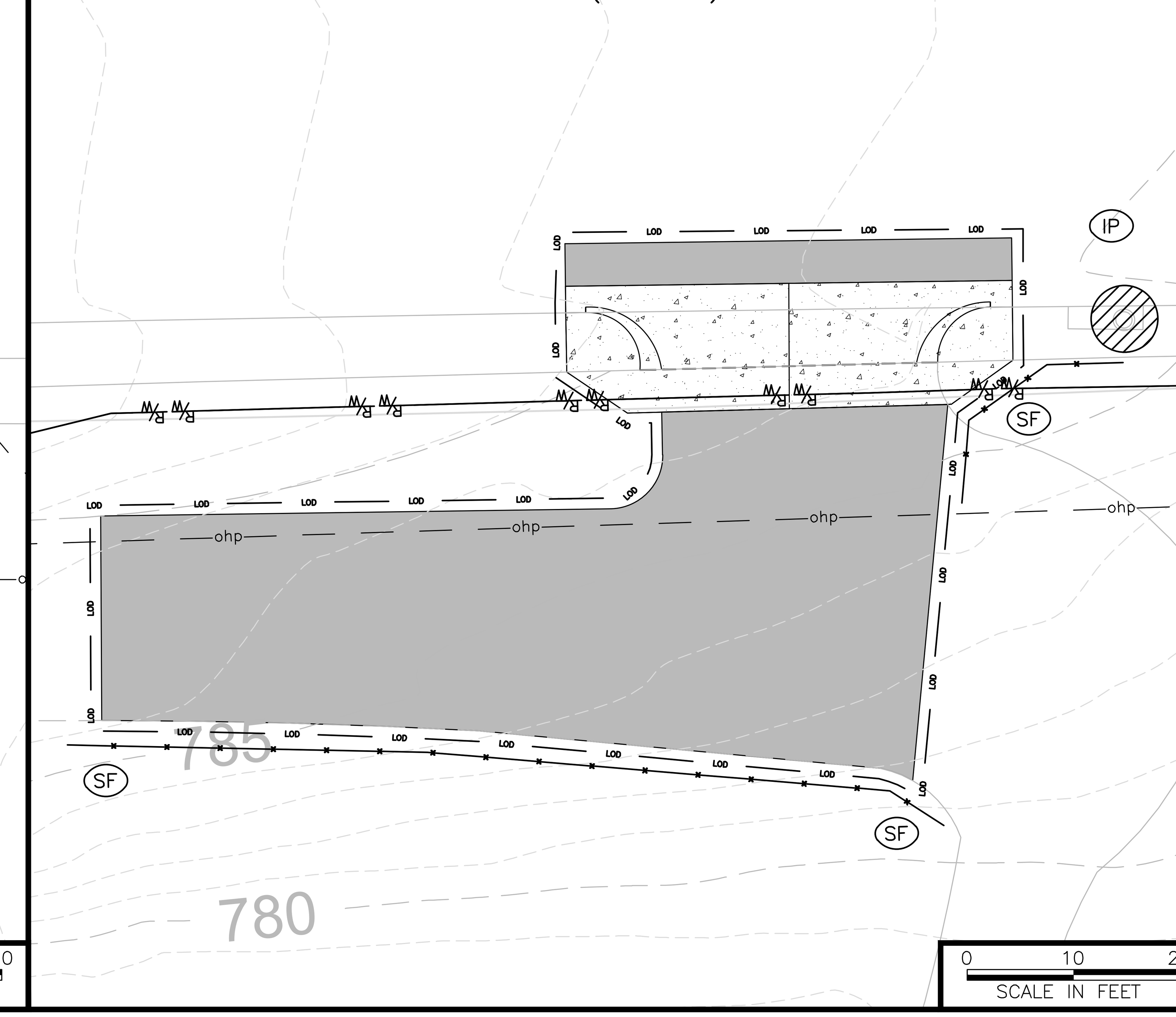
CG-9D ENTRANCE E-2 DETAIL
(30' WIDE)



CG-9D ENTRANCE E-3 DETAIL
(23' WIDE)



CG-9D ENTRANCE E-4 DETAIL
(28' WIDE)



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THE DICK & WILLIE PASSAGE

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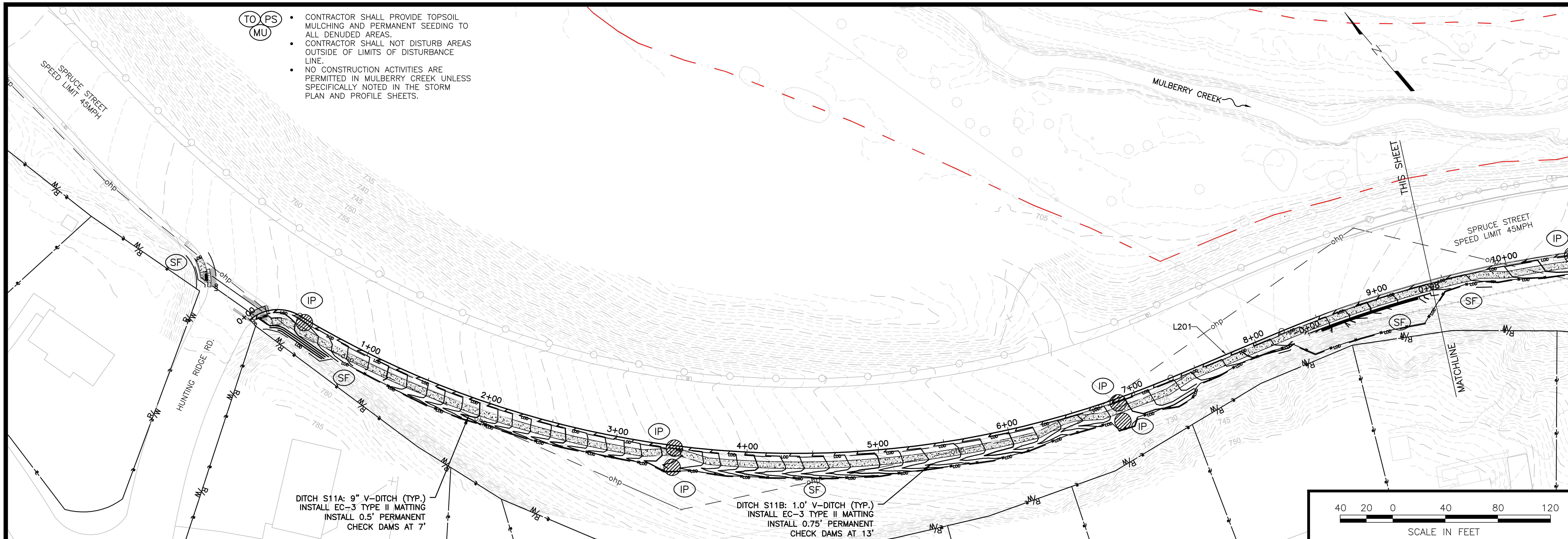

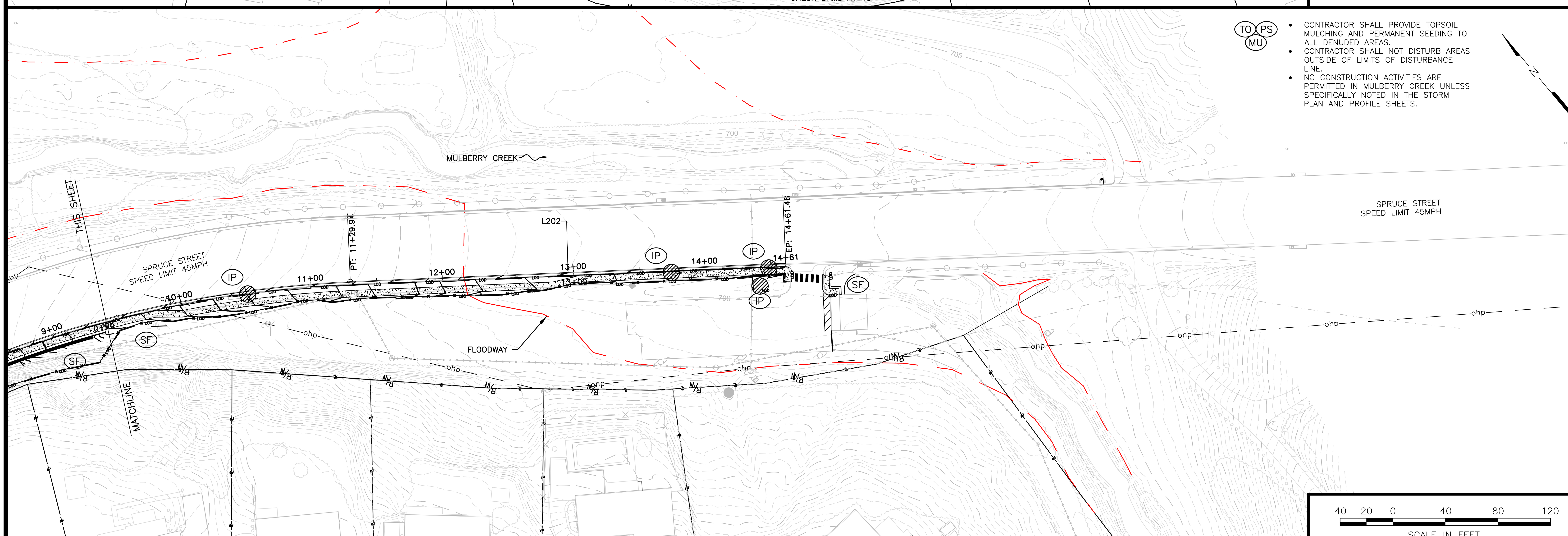

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EROSION & SEDIMENT CONTROL PLANS

PROPOSED SIDEWALK IMPROVEMENTS

THE DICK & WILLIE PASSAGE

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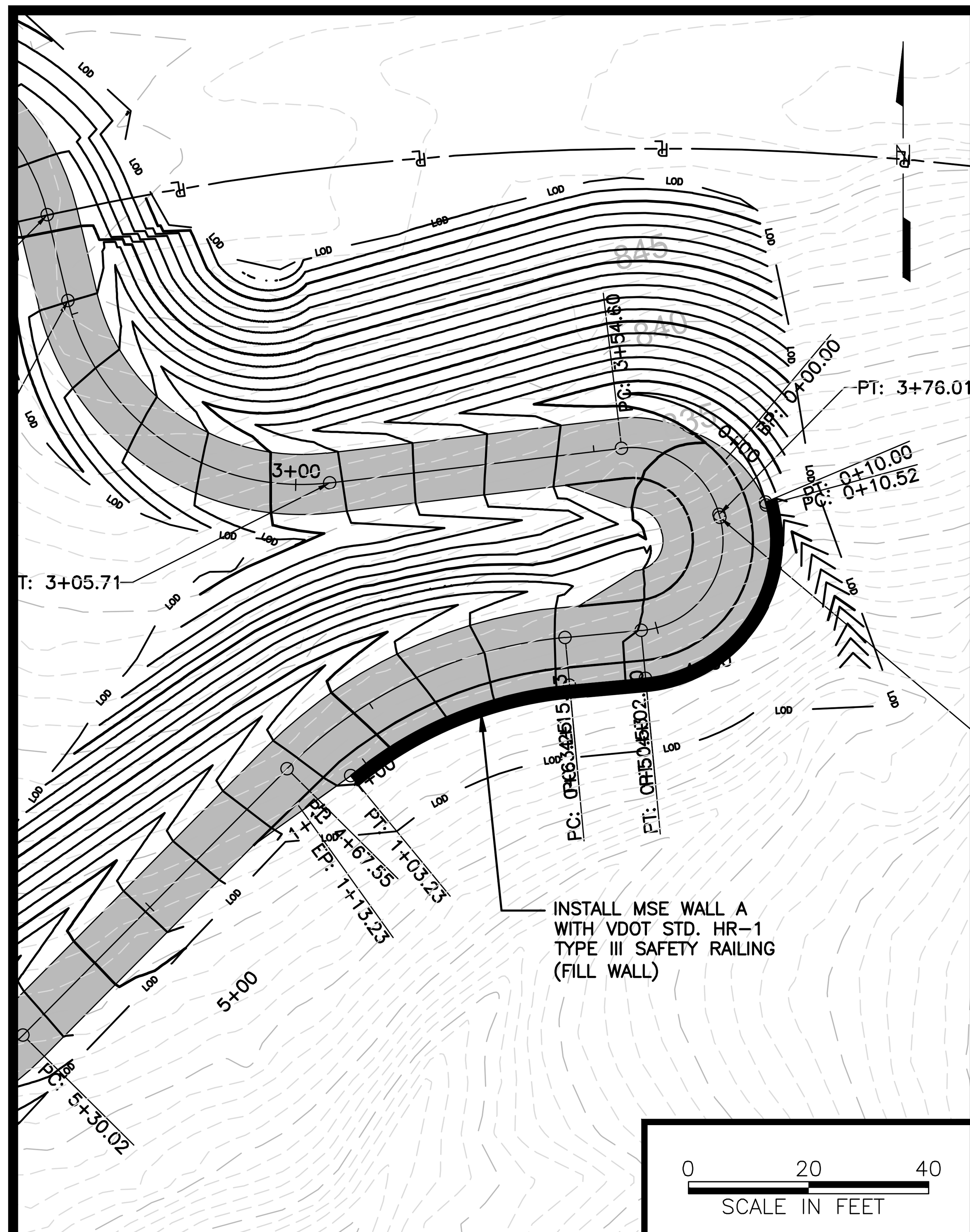
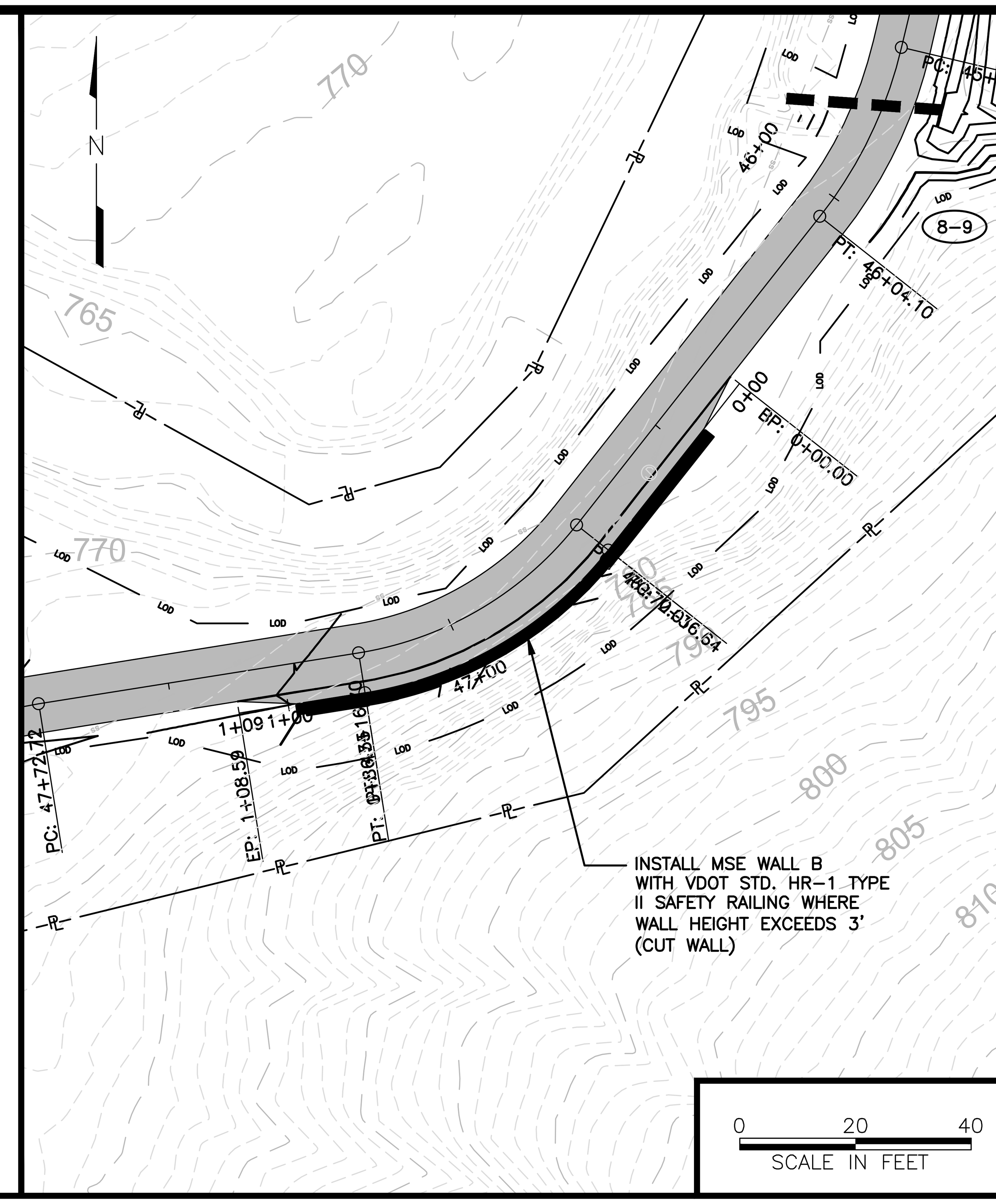
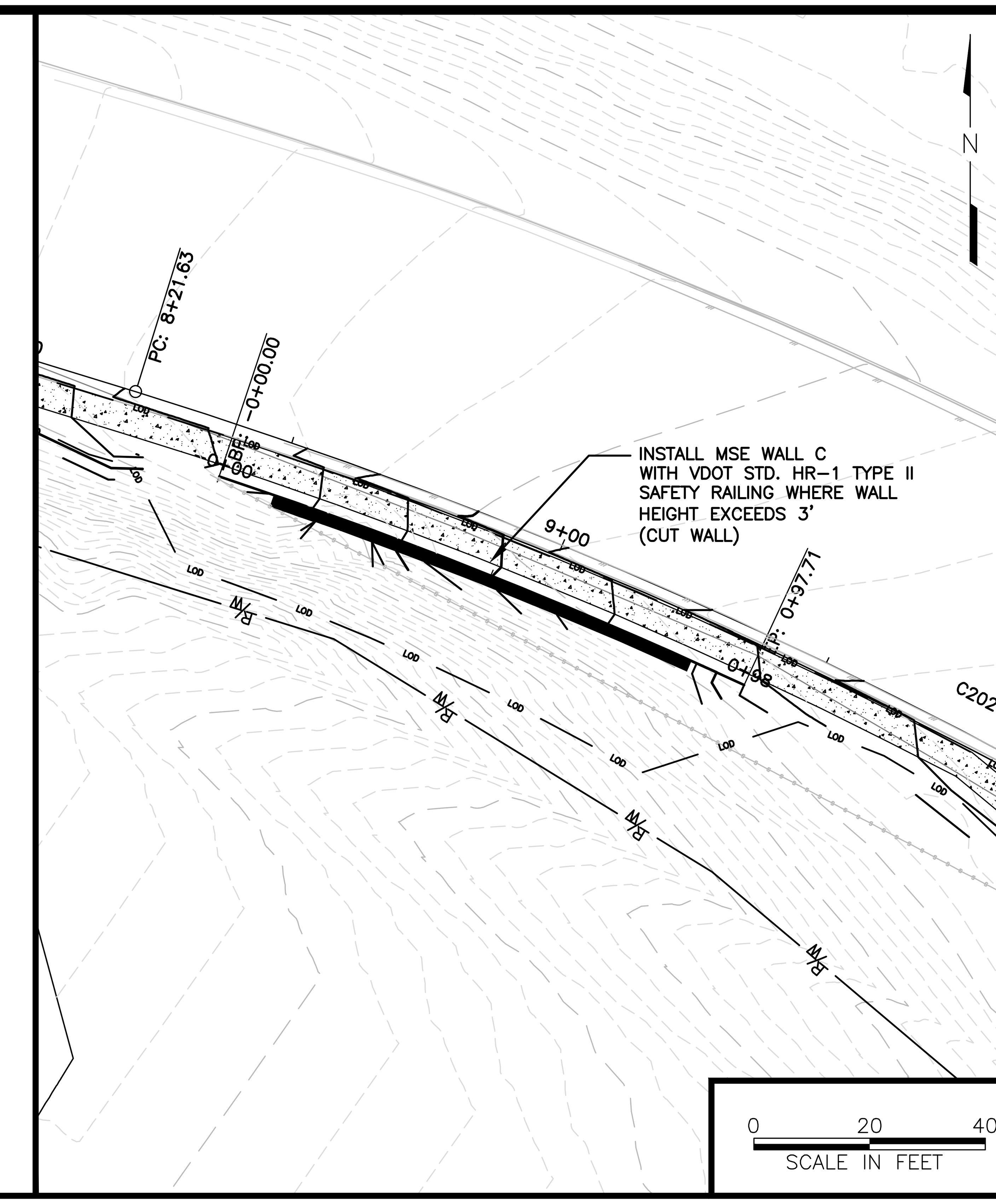
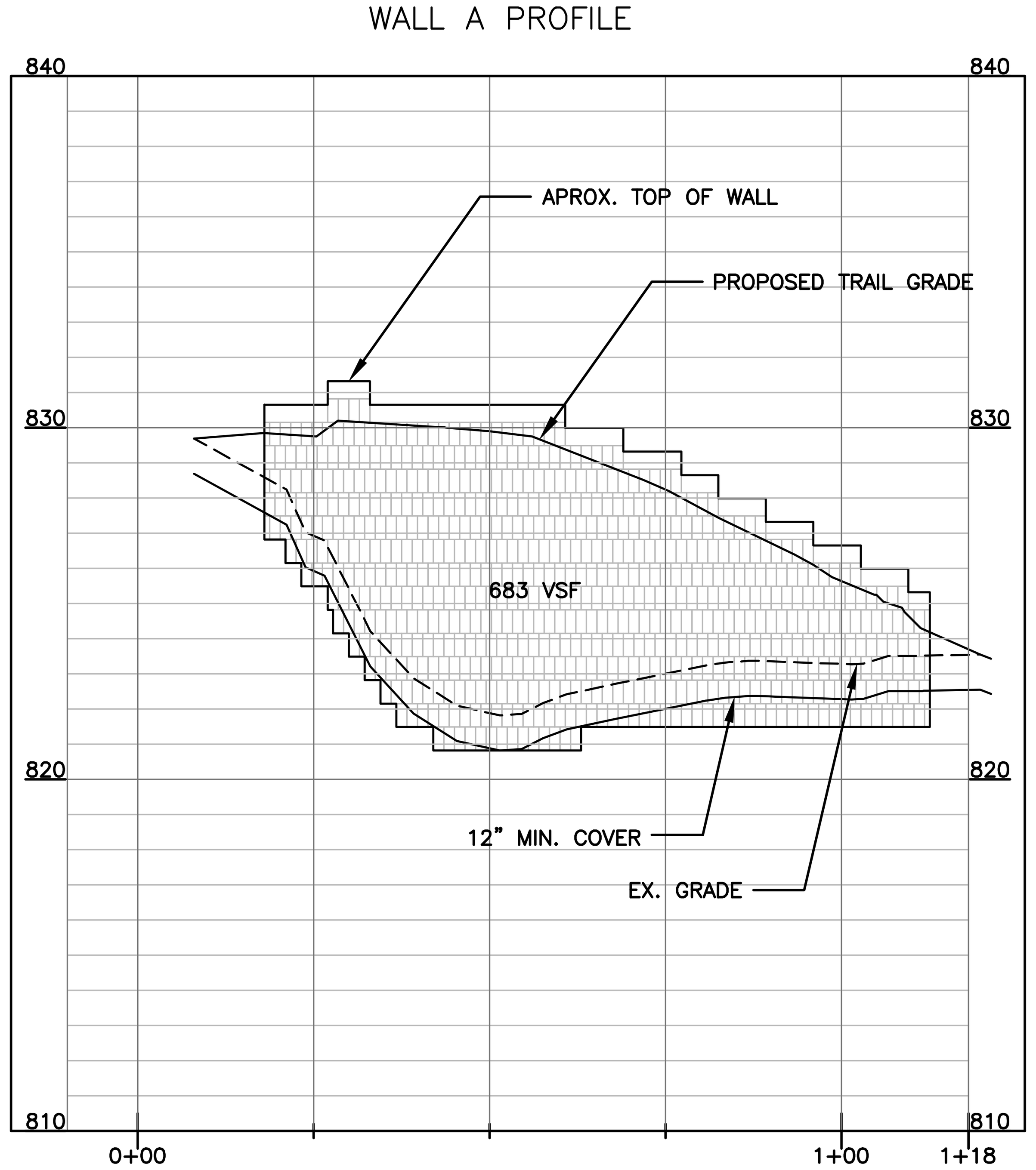


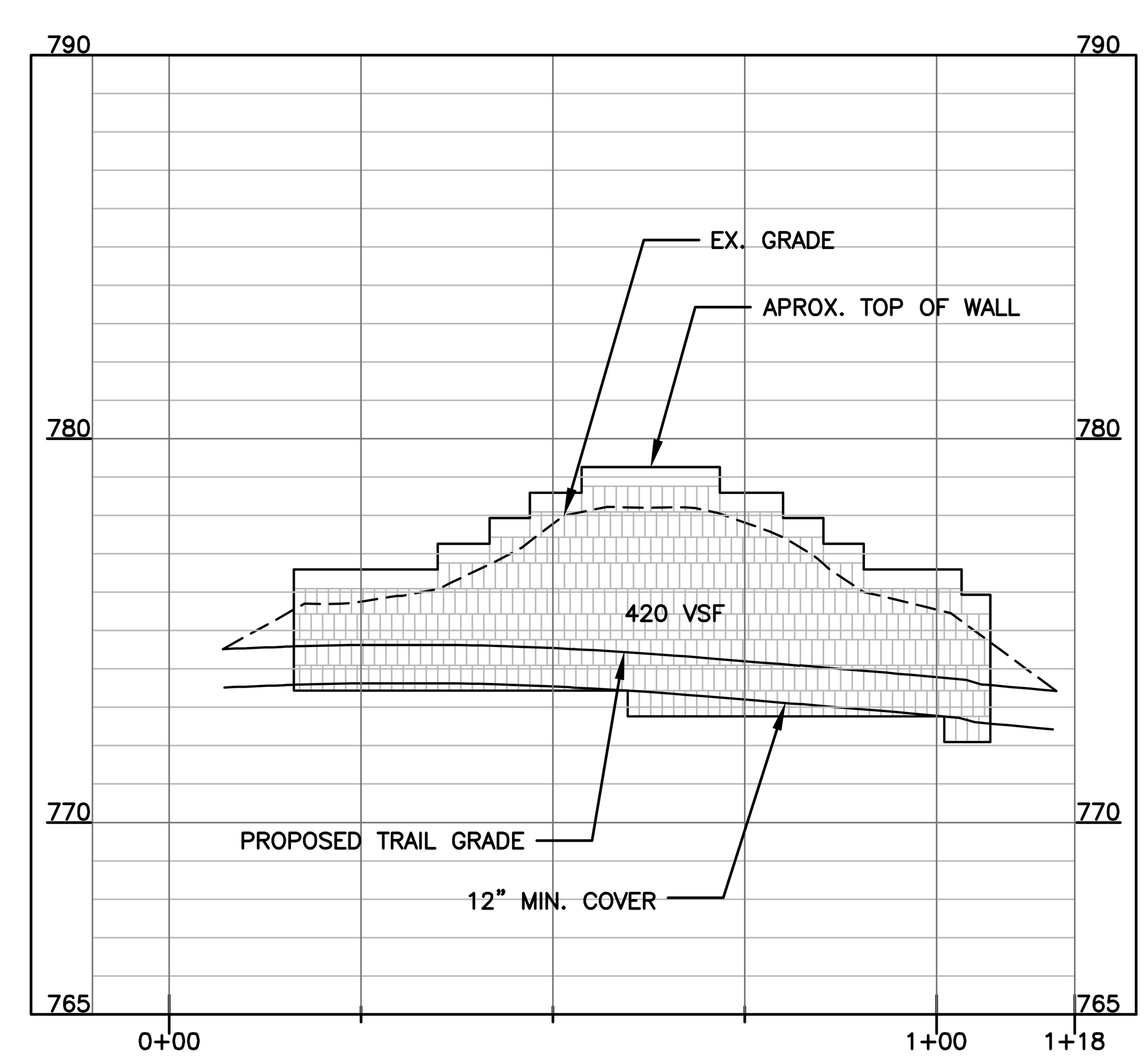




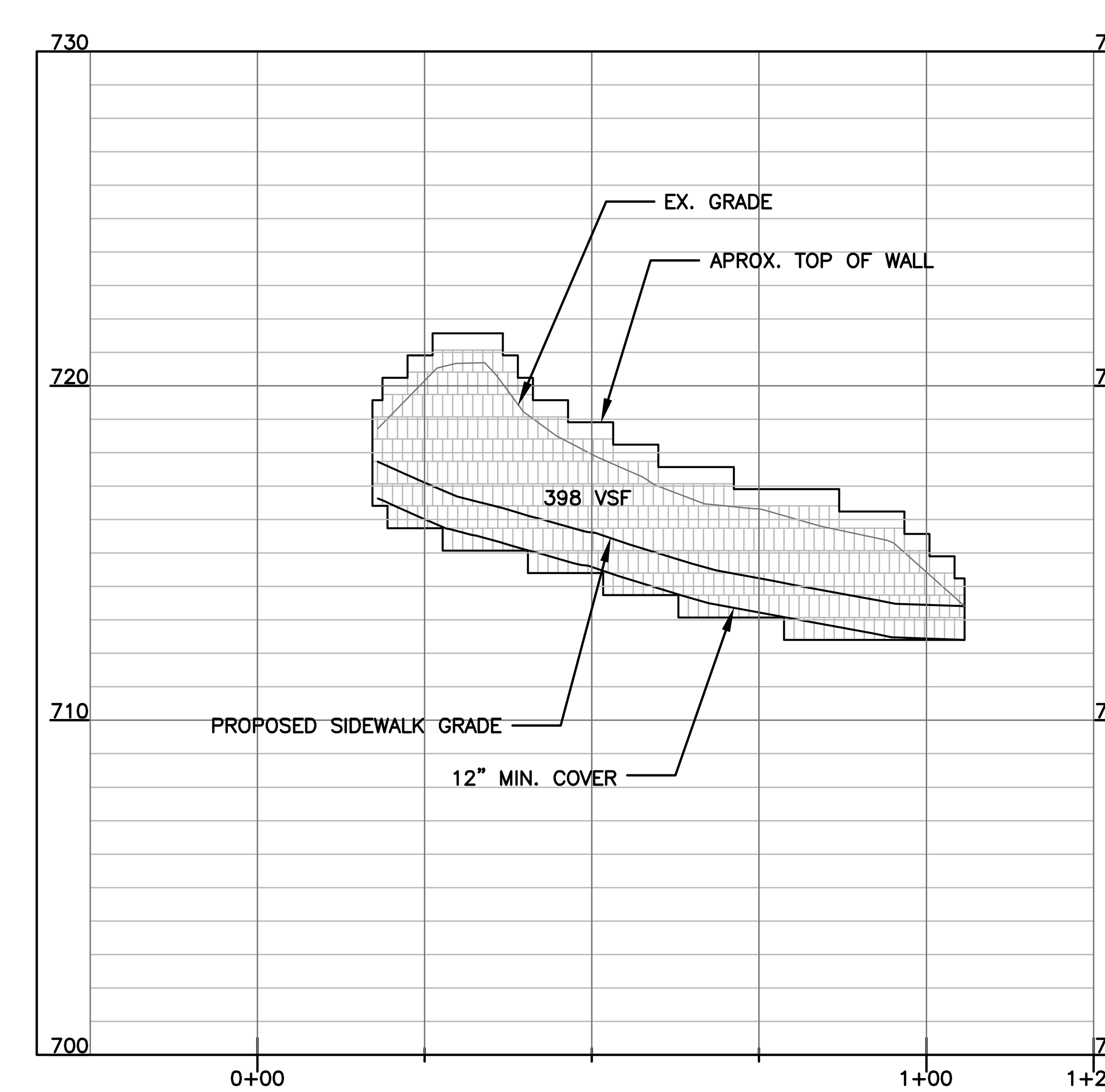
WALL A PROFILE



WALL B PROFILE



WALL C PROFILE



V = 4'
H = 20'

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PLAN AND PROFILE
RETAINING WALL A
THE DICK & WILLIE PASSAGE
HENRY COUNTY, VA

PROJECT NO.	20171773
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1	25 June 2020
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26

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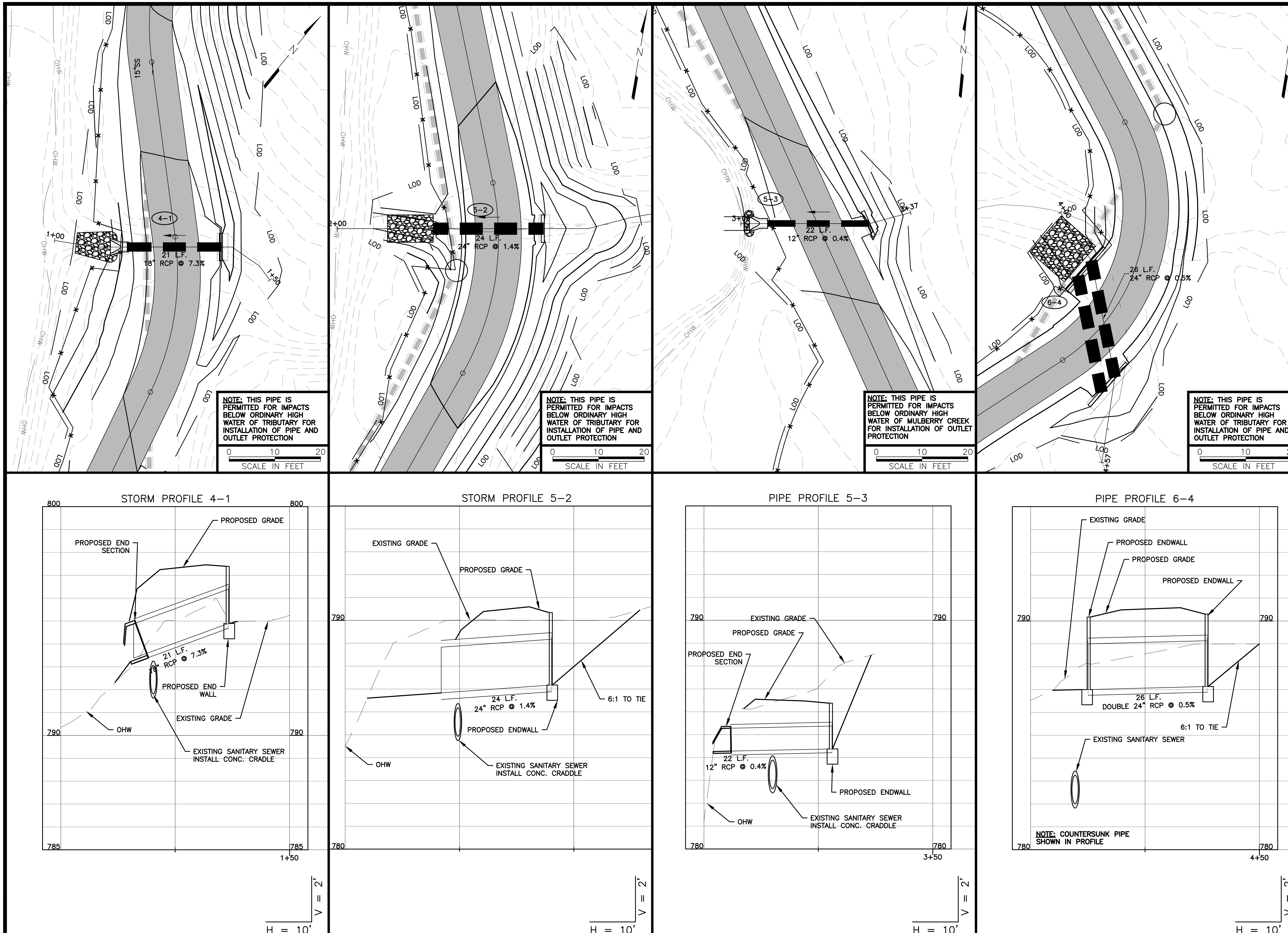

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STORM PLAN AND PROFILE

THE DICK & WILLIE PASSAGE

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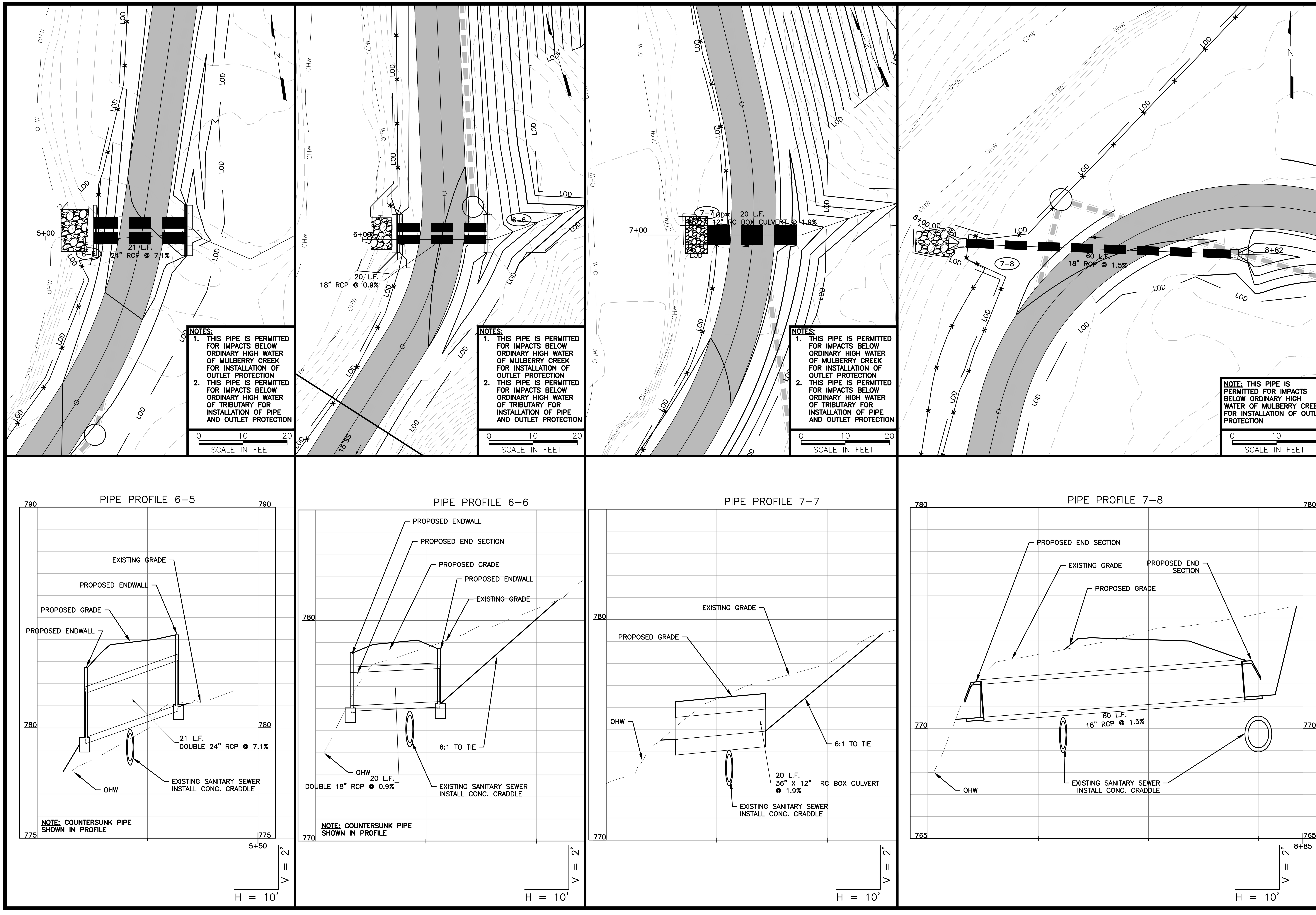

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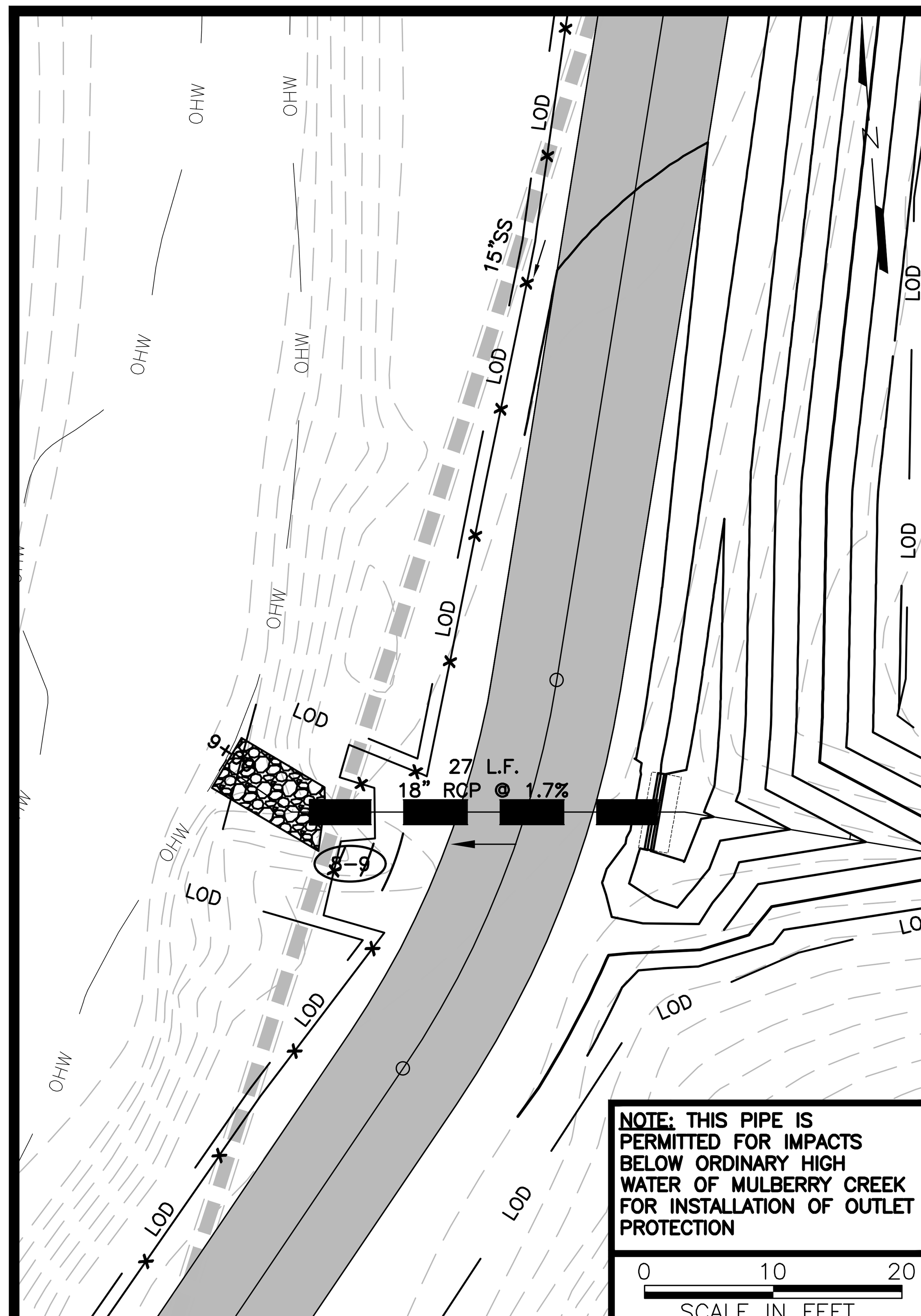

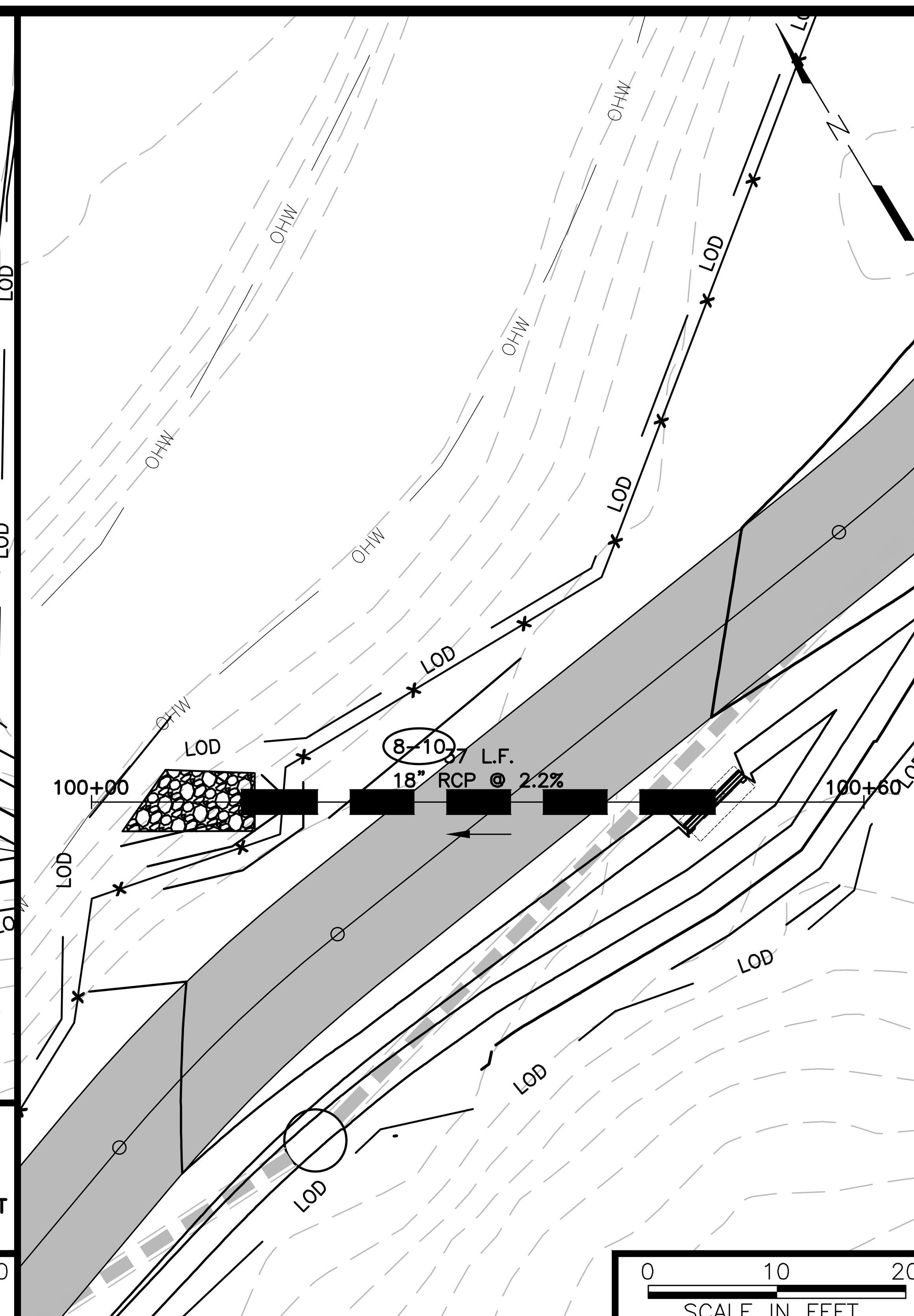

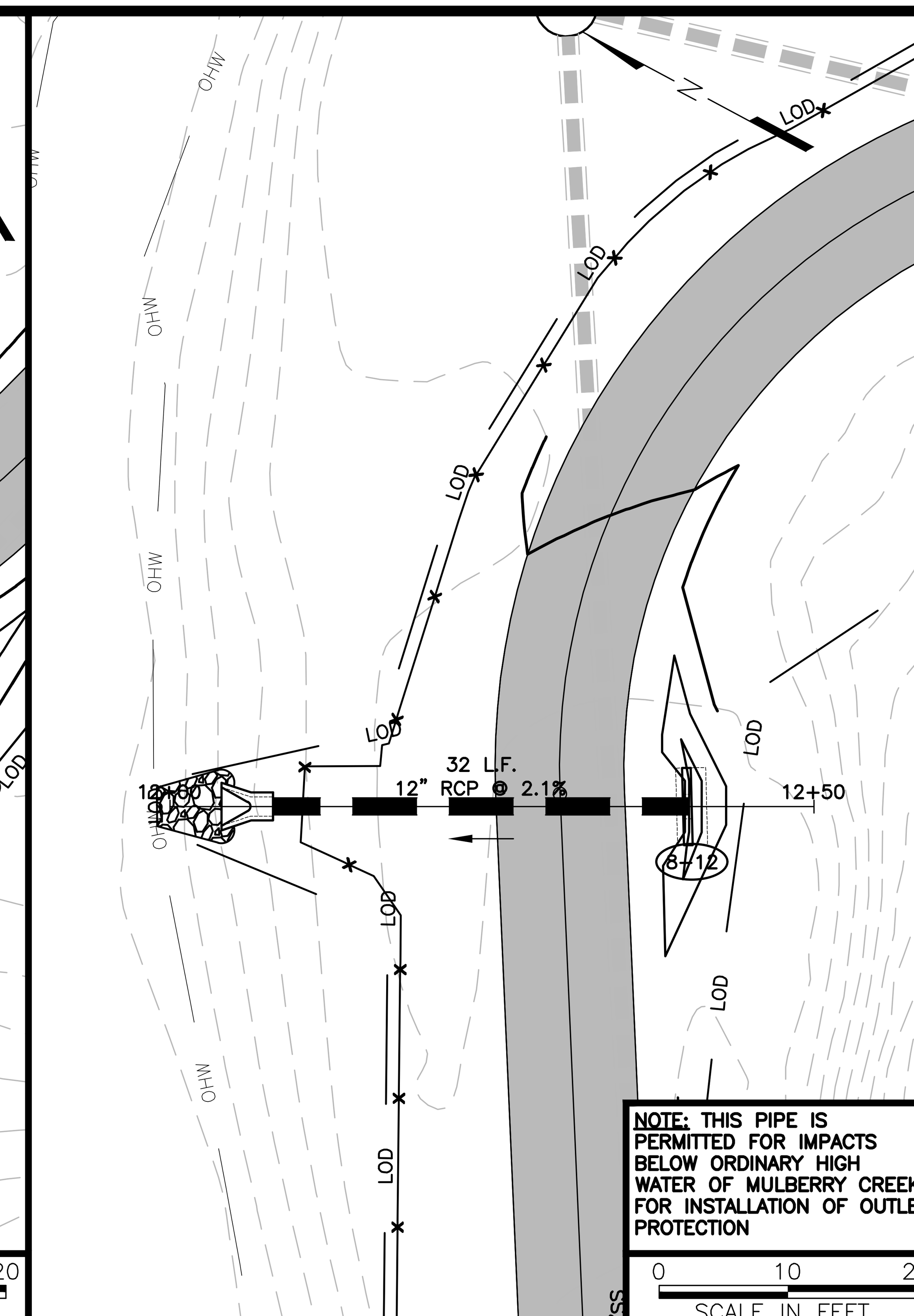

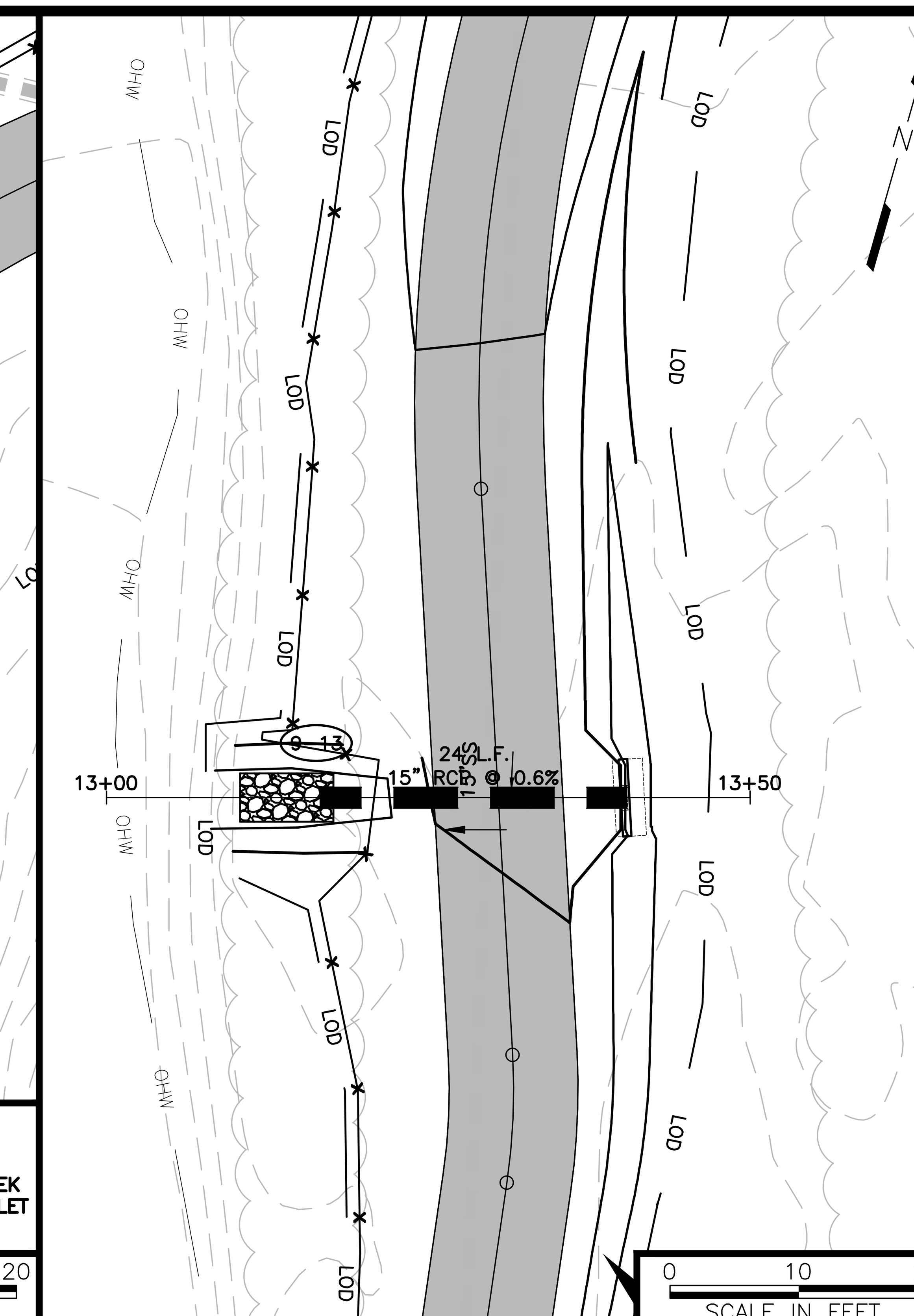

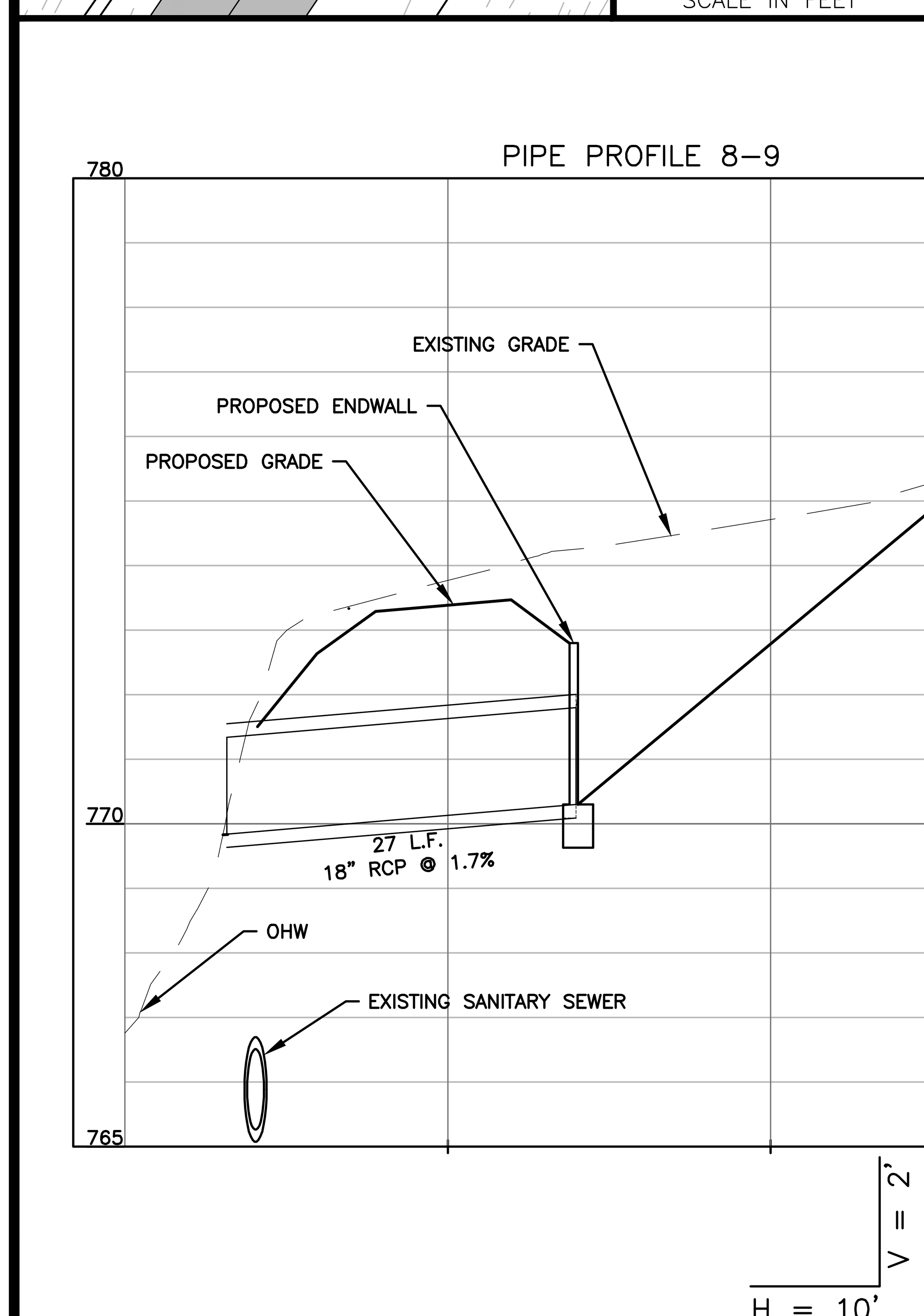

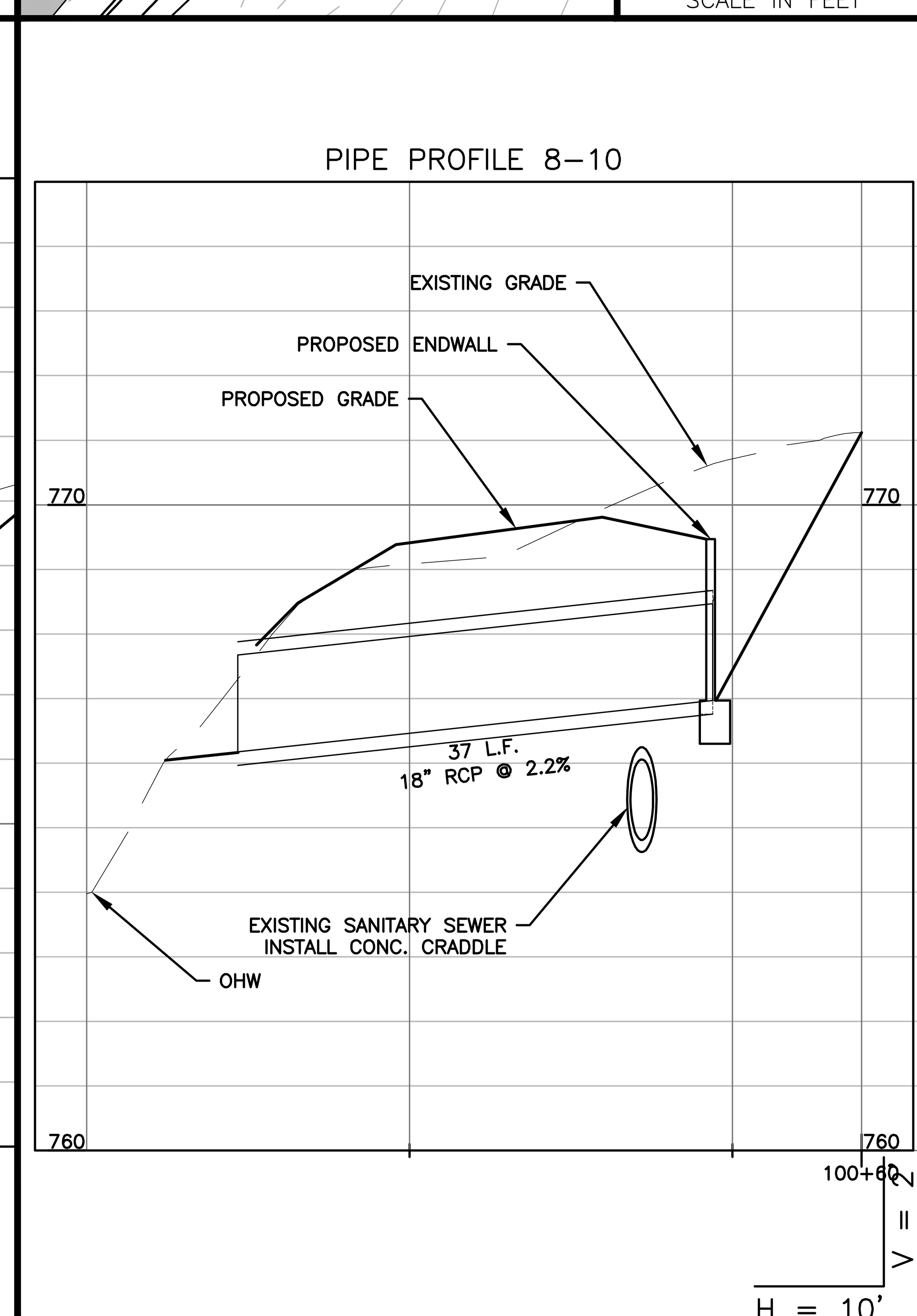

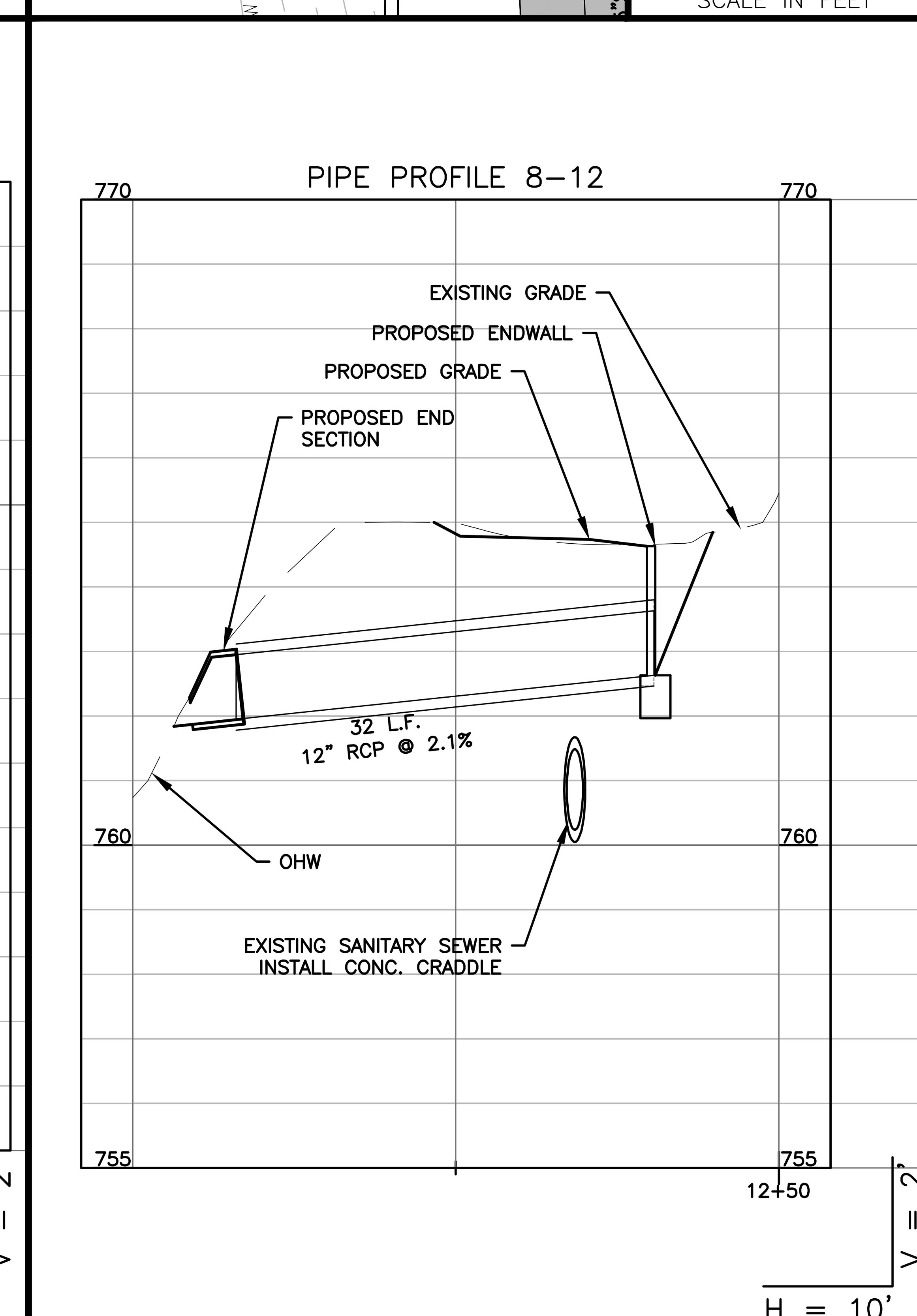

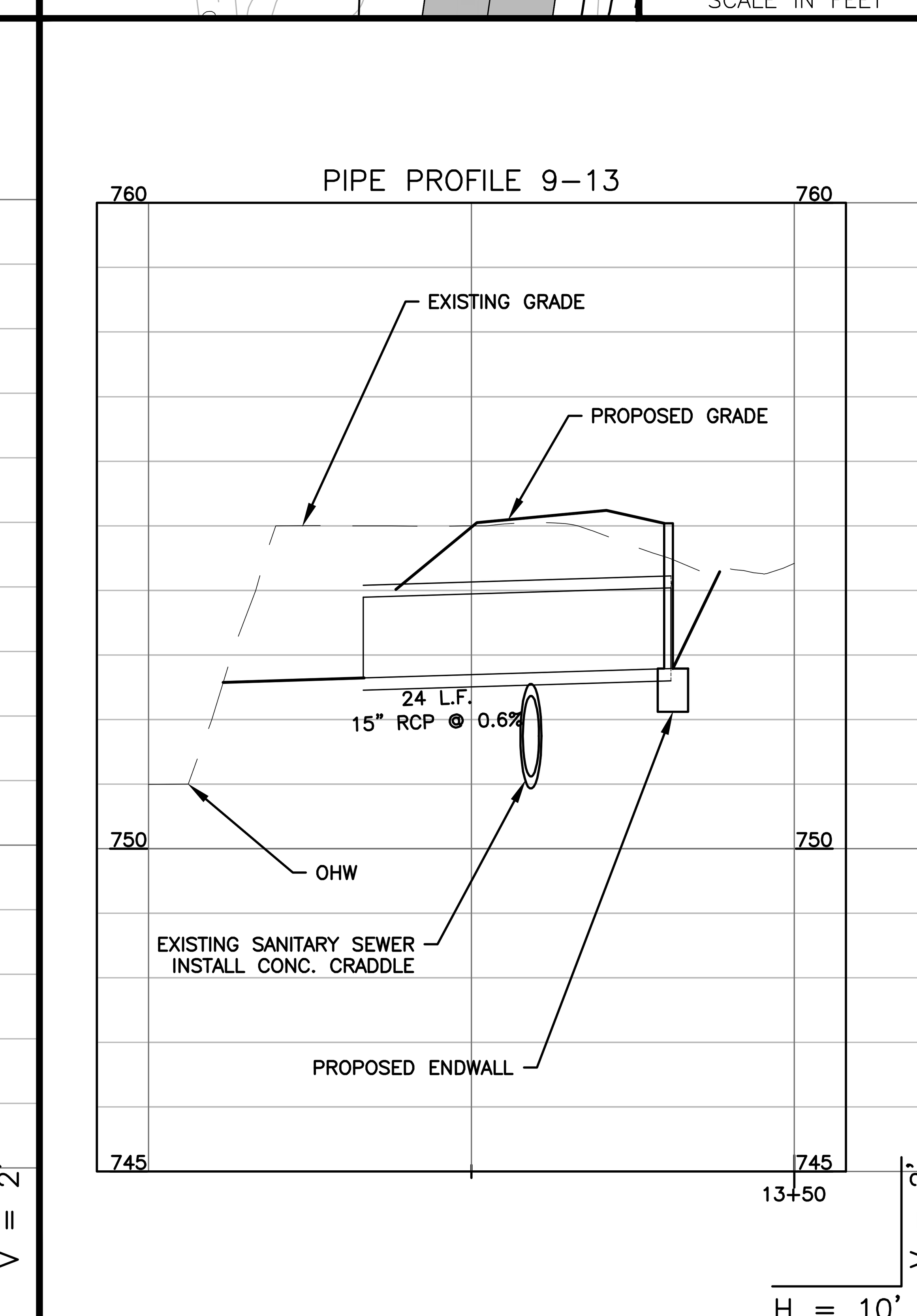

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29

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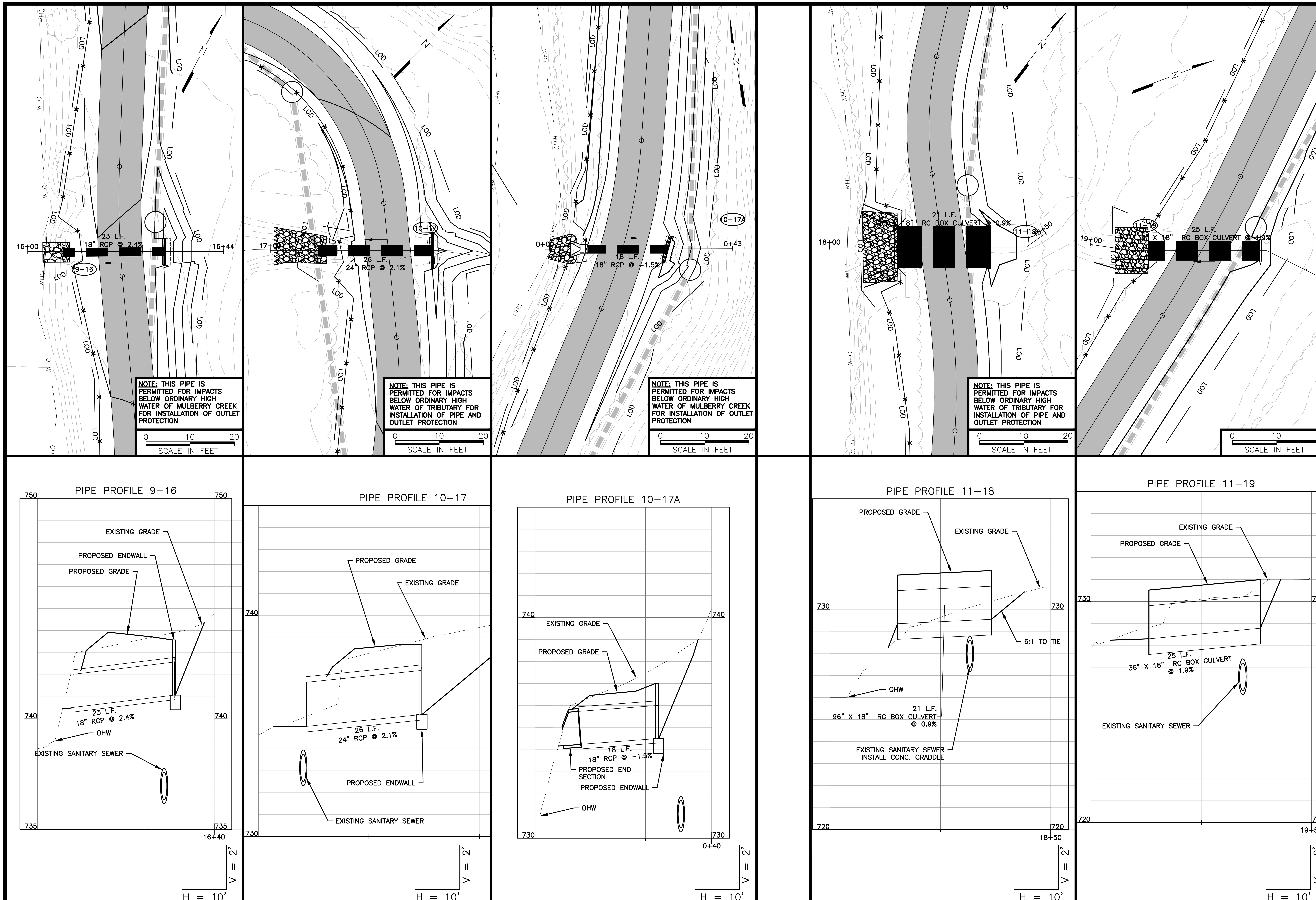

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30

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COMMUNICATIONS PLAN:
IN THE CASE OF EMERGENCY DIAL 911

DESIGN ENGINEER (HURT & PROFFITT) J. MICHAEL JOHNSON, PE	540-998-0173 (CELL) 540-552-5592 (OFFICE)
MARTINSVILLE POLICE NON-EMERGENCY CONTACT	276-638-8751
HENRY COUNTY SHERIFFS OFFICE NON-EMERGENCY CONTACT	276-656-4200
AREA CONSTRUCTION ENGINEER TONY HANDY	276-627-1505
MARTINSVILLE RESIDENT ENGINEER LISA HUGHES	276-629-2582
VDOT MARTINSVILLE LAND USE OFFICE JIM KEENE	276-627-1509
VDOT DISTRICT COMMUNICATIONS JASON BOND	540-387-5493
VDOT WORK ZONE SAFETY GINGER QUINN	540-589-4230
TRANSPORTATION OPERATIONS CENTER	540-375-0170
VIRGINIA STATE DIV 6. AREA 42	276-632-3060

ROADWAY CLASSIFICATION

- SPRUCE STREET (VA 650) (35-45 MPH) - MINOR ARTERIAL
- HUNTING RIDGE ROAD (30 MPH) - LOCAL

PROJECT NUMBERS

- FEDERAL PROJECT NUMBER: TAP-044-2(506)
- VDOT PROJECT NUMBER: EN15-044-035, P101, R201, M501
- UPC: 107519

TEMPORARY TRAFFIC CONTROL REFERENCES

- TTC-4.2 STATIONARY OPERATION ON A SHOULDER
- TTC-5.2 SHOULDER OPERATION WITH MINOR ENCROACHMENT
- TTC-16.2 OUTSIDE LANE CLOSURE
- TTC-35.1 SIDEWALK CLOSURE AND BYPASS SIDEWALK OPERATION
- TTC-42.2 INTERIOR LANE CLOSURE OPERATION ON A MULTI-LANE ROADWAY
- TTC-53.0 SIGNING FOR PROJECT LIMITS

PROPOSED CONSTRUCTION SEQUENCE

EACH STAGE OF CONSTRUCTION WILL INCLUDE THE FOLLOWING GENERAL STEPS:

1. INSTALLATION OF PROJECT LIMITS SIGNAGE.
2. INSTALLATION OF APPROVED TEMPORARY TRAFFIC CONTROL MEASURES.
3. PERFORM DEMOLITION ACTIVITIES.
4. INSTALLATION OF PROPOSED PEDESTRIAN IMPROVEMENTS.
5. RESTORATION OF PROPERTY.
6. REMOVAL OF TEMPORARY TRAFFIC CONTROL MEASURES.
7. REMOVAL OF PROJECT LIMITS SIGNAGE.

PROPOSED CONSTRUCTION PHASES SHALL BE DETERMINED BY THE CONTRACTOR

SPRUCE STREET IMPROVEMENTS INSTALLATION

PEDESTRIAN IMPROVEMENTS ADJACENT TO SPRUCE STREET WILL CONSIST OF CONSTRUCTION OF SIDEWALKS, PEDESTRIAN CROSS ALERT SYSTEM, AND PRIVATE ENTRANCES. THE CONTRACTOR WILL INSTALL CG-12 RAMPS AND CROSSWALK STRIPING AS A FINAL STAGE OF THIS WORK.

NOTES

1. PROJECT CATEGORY: TYPE A, CATEGORY II.
2. THIS PLAN DEPICTS A SUGGESTED SEQUENCE OF CONSTRUCTION FOR THIS PROJECT. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SEQUENCE PLAN TO GAIN APPROVAL FROM VDOT PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF LANE CLOSURES WITH THE CITY AND/OR VDOT.
3. TWO-LANE TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS APPROVED BY THE OWNER. LANE WIDTHS SHALL BE A MINIMUM OF 10 FEET. FLAGGING OPERATIONS MAY BE REQUIRED FOR CERTAIN TASKS. THE USE OF FLAGGING OPERATIONS SHALL BE CARRIED OUT AS APPROVED AND DIRECTED BY THE OWNER.
4. VEHICULAR AND PEDESTRIAN ACCESS TO ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.
5. ALL TEMPORARY TRAFFIC CONTROL PLANS AND MEASURES SHALL BE COMPLETED BY CONTRACTOR PER THE 2011 VDOT WORK AREA PROTECTION MANUAL (REV. 2, DATED 2019) AND AT NO ADDITIONAL COST TO THE OWNER.
6. PEDESTRIAN ACCESS TO EXISTING SIDEWALKS SHALL BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL MAINTAIN THE SAME DEGREE OF ADA ACCESS AS THE EXISTING CONDITIONS OR BETTER THROUGHOUT CONSTRUCTION.
7. IF THE TEMPORARY TRAFFIC CONTROLS AFFECT THE MOVEMENT OF PEDESTRIANS, THE CONTRACTOR SHALL PROVIDE ADEQUATE PEDESTRIAN ACCESS AND WALKWAYS. THIS INCLUDES MAINTAINING ACCESSIBLE AND DETECTABLE PEDESTRIAN FACILITIES. ALL CHANNELIZING DEVICES SHALL PROVIDE A CONTINUOUS DETECTABLE EDGE.
8. CONTRACTOR SHALL PROVIDE POSITIVE SEPARATION OF PEDESTRIANS AND ALL WORK ACTIVITIES THROUGHOUT THE DURATION OF THE PROJECT. LONGITUDINAL CHANNELIZING DEVICES ARE RECOMMENDED.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH CHAPTER 6D-PEDESTRIAN AND WORKER SAFETY OF THE WORK AREA PROTECTION MANUAL.

Commonwealth of Virginia VDOT
Virginia Department of Transportation
VERIFICATION OF COMPLETION OF ATSSA TCDS WORK ZONE TRAFFIC CONTROL TRAINING AND FLAGGER CERTIFICATION

This is to verify that Jeremy Johnson has successfully completed training and an examination by the Department on the proper practices and methods for the installation, maintenance, removal of temporary traffic control devices and flagging operations.

Expiration Date: 2/28/2025
Verification Number: 032521222

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MAINTENANCE OF TRAFFIC PLAN
SPRUCE STREET
THE DICK & WILLIE PASSAGE PHASE 6A
HENRY COUNTY, VA PLAN NO.: 1025-01-C

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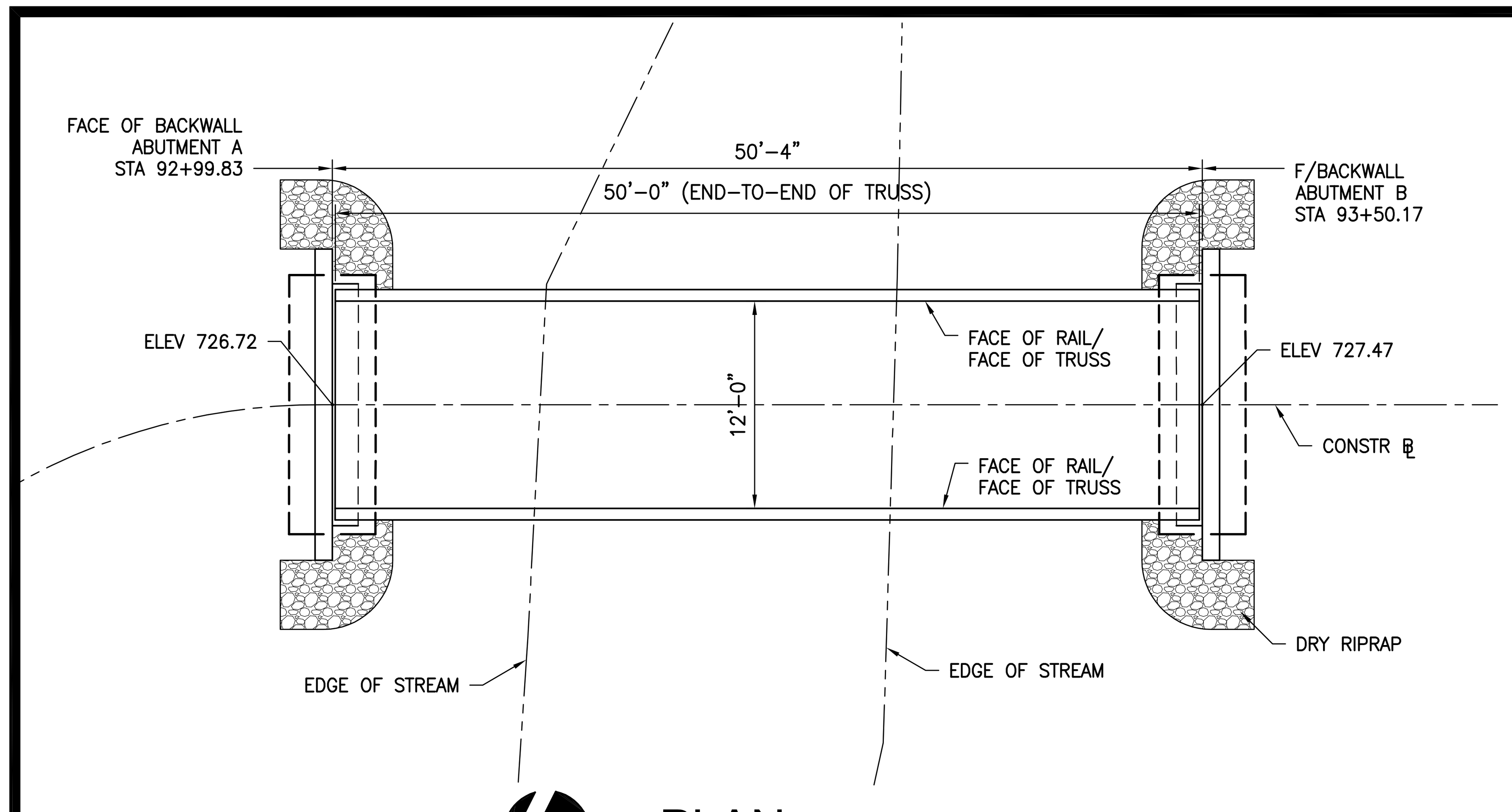
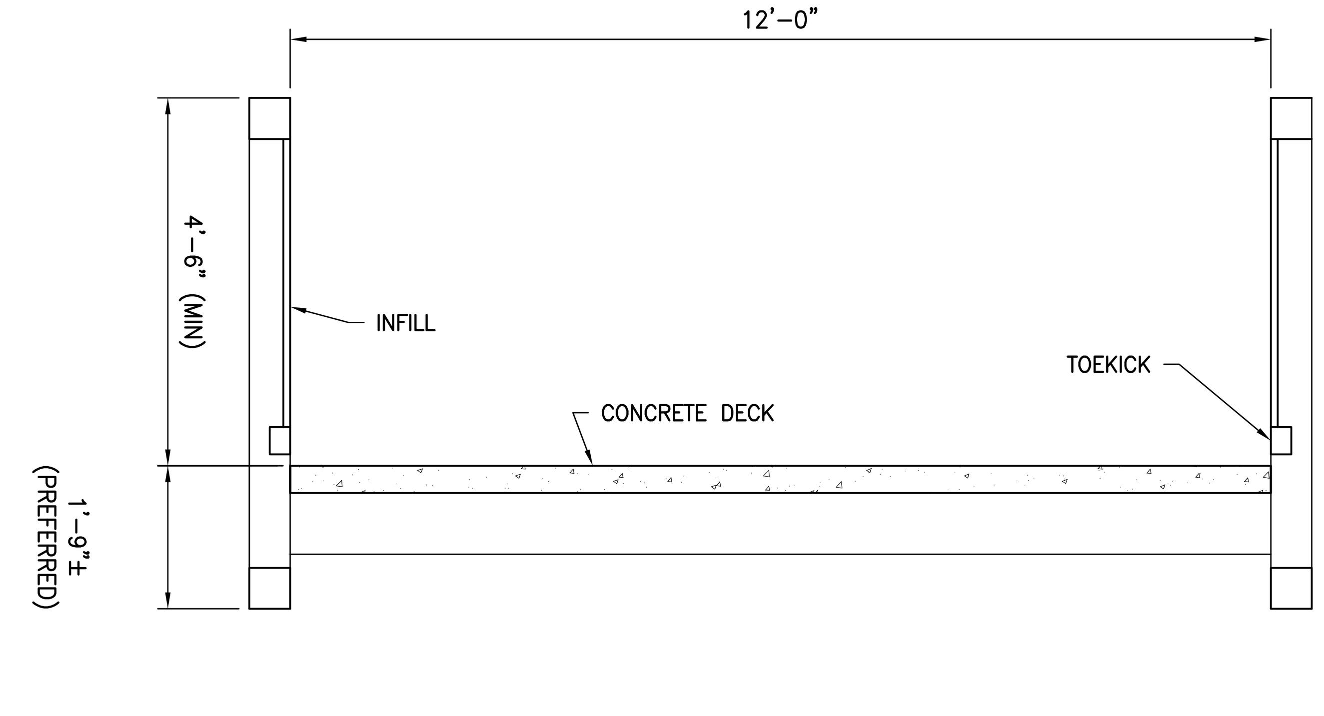


PLAN

SCALE: 1/8"=1'-0"

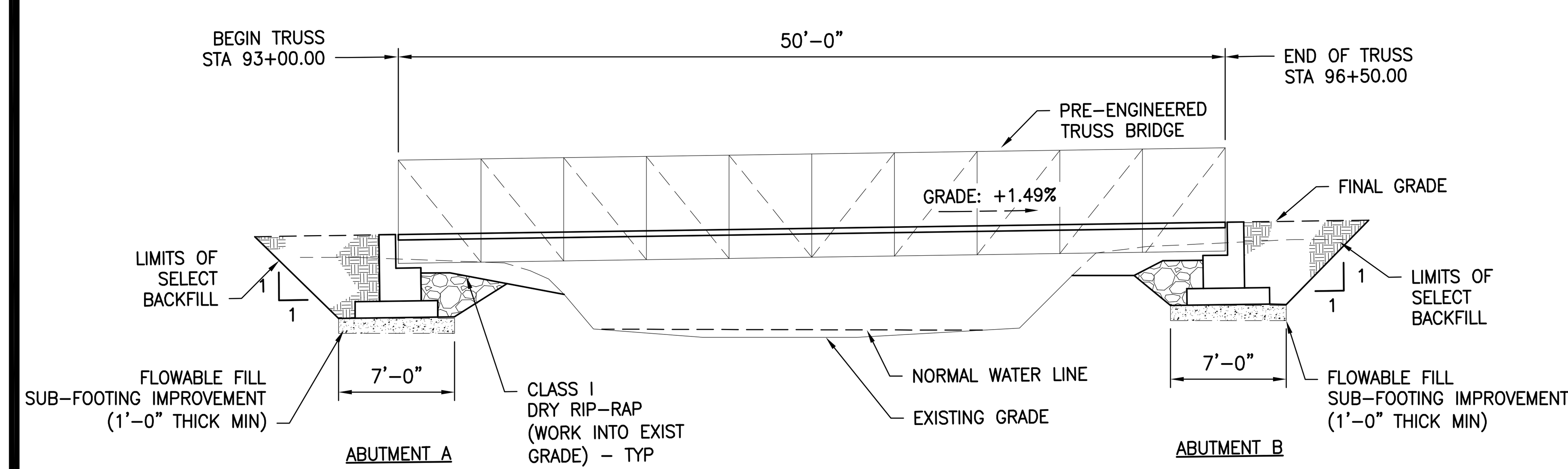


TYPICAL SECTION

SCALE: 1/2"=1'-0"

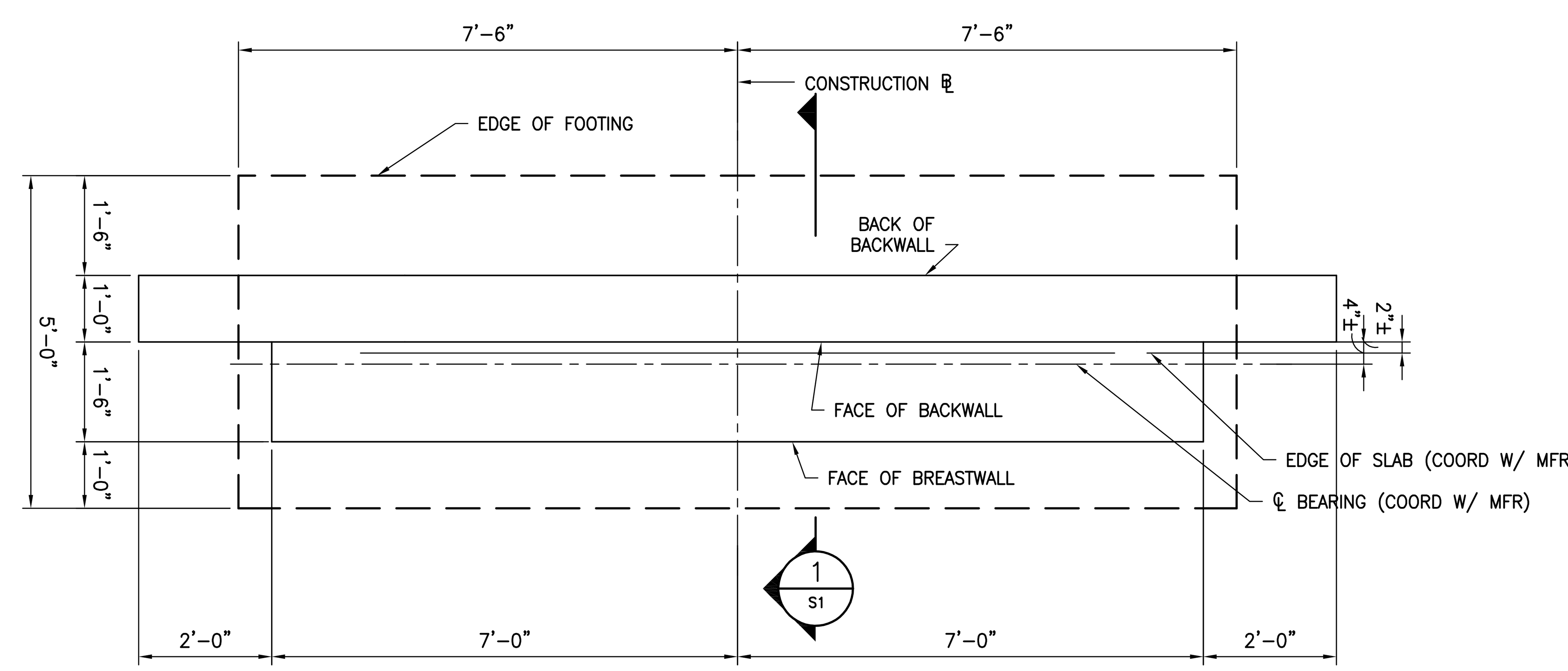
STRUCTURAL NOTES

1. **GENERAL REQUIREMENTS**
   1.1. THE STRUCTURE HAS BEEN DESIGNED TO RESIST DESIGN LOADS ONLY AS A COMPLETED STRUCTURE. APPLICATION OF CONSTRUCTION LOADS TO THE PARTIALLY COMPLETED STRUCTURE SHALL BE CONSIDERED BY THE CONTRACTOR AND INCLUDED IN THE DESIGN OF SHORING, BRACING, FORMWORK, AND OTHER SUPPORTING ELEMENTS PROVIDED FOR CONSTRUCTION OF THE STRUCTURE.
   1.2. CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS, REPORTING ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK. SHOP DRAWINGS SHALL REFLECT FIELD VERIFIED DIMENSIONS BEFORE SUBMITTING TO THE ENGINEER.
   1.3. COORDINATE ANCHOR BOLT SIZE AND LOCATIONS, ABUTMENT DIMENSIONS AND ELEVATIONS WITH APPROVED PRE-ENGINEERED BRIDGE DRAWINGS. ALL DIMENSIONS SHOWN ARE APPROXIMATE AND MUST BE COORDINATED WITH FINAL BRIDGE PURCHASED.
   1.4. WIDTH: 12'-0" FACE-TO-FACE OF RAIL/TRUSS.
   1.5. SPAN LAYOUT: 50'-0" (END-TO-END OF TRUSS) PRE-ENGINEERED GALVANIZED H-PROFILE TRUSS.
   1.6. CAPACITY: H-10 AND APPLICABLE PEDESTRIAN.
   1.7. SEE SPECIAL PROVISIONS FOR PEDESTRIAN BRIDGE IN PROJECT MANUAL.
2. **SPECIFICATIONS**
   2.1. CONSTRUCTION
   2.1.1. VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS, 2016. (EXCLUDING MEASUREMENT AND PAYMENT SECTIONS)
   2.2. DESIGN
   2.2.1. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION, 2017; AND VDOT MODIFICATIONS.
   2.2.2. AASHTO LRFD GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES, 2ND EDITION, 2009; AND VDOT MODIFICATIONS.
3. THESE PLANS ARE INCOMPLETE UNLESS ACCOMPANIED BY THE SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
4. SEE SUPPLEMENTAL SPECIFICATION SECTION 13 4400 PEDESTRIAN BRIDGE FOR MATERIAL REQUIREMENTS OF THE PRE-ENGINEERED TRUSS BRIDGE.
5. CONCRETE IN SUBSTRUCTURE SHALL BE CLASS A3.
6. PERMEABILITY TESTING DOES NOT APPLY TO THIS PROJECT.
7. DEFORMED REINFORCING BARS IN SUBSTRUCTURE SHALL CONFORM TO ASTM A615, GRADE 60. ALL REINFORCING DIMENSIONS ON THE DETAILED DRAWINGS ARE TO CENTERS OF BARS EXCEPT WHERE OTHERWISE NOTED AND ARE SUBJECT TO FABRICATION AND CONSTRUCTION TOLERANCES.
8. FOOTINGS SHALL BEAR ON FIRM MATERIAL/ IMPROVED SUB-FOOTING IN ACCORDANCE WITH THE GEOTECHNICAL RECOMMENDATIONS. FOOTINGS HAVE AN ALLOWABLE BEARING PRESSURE OF 1,500 PSF AND AN ULTIMATE BEARING PRESSURE OF 2,300 PSF.



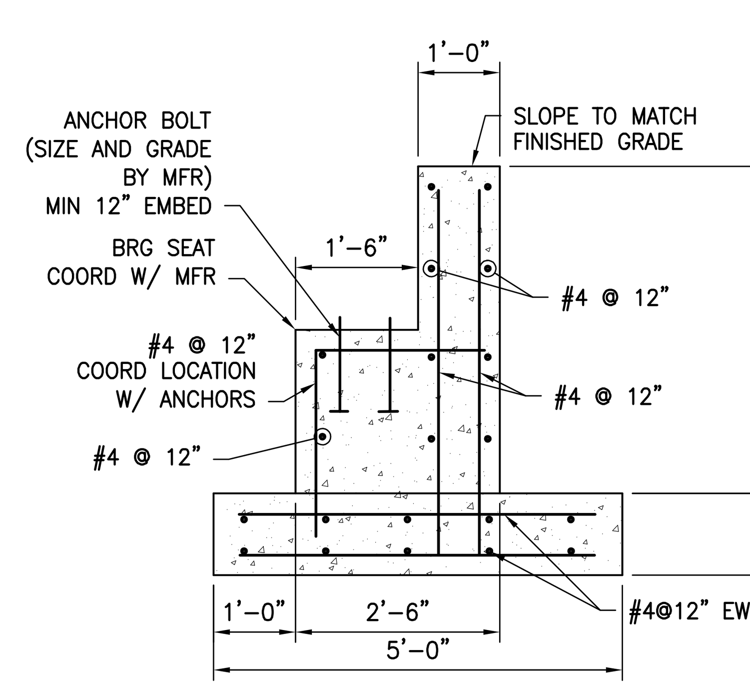
ELEVATION

SCALE: 1/8"=1'-0"



ABUTMENT PLAN

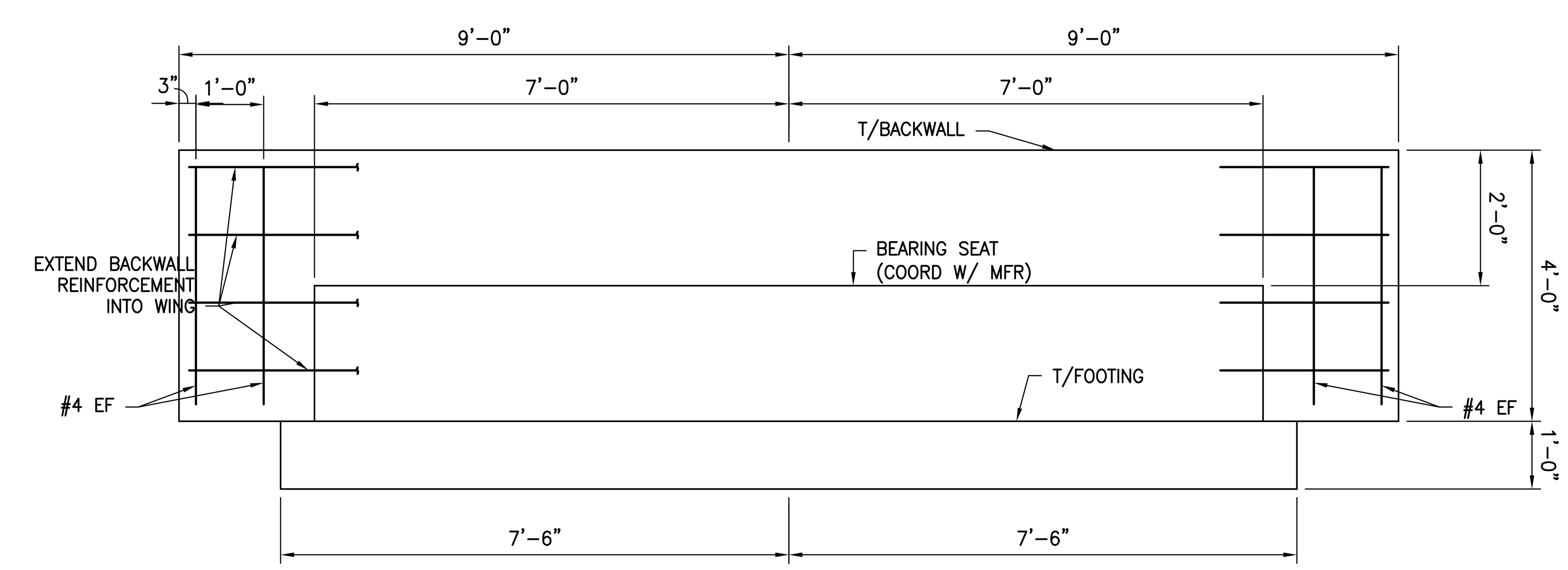
SCALE: 1/2"=1'-0"



SECTION

SCALE: 1/2"=1'-0"

1
S1



ABUTMENT ELEVATION

SCALE: 1/2"=1'-0" (ABUT A SHOWN, ABUT B OPPOSITE HAND)

HURT & PROFFITT
1861 PRATT DRIVE, SUITE 1100
BLACKSBURG, VIRGINIA 24060
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540.552.5592 MAIN
ENGINEERING • SURVEYING • LAND DEVELOPMENT • ENVIRONMENTAL
GEOTECHNICAL • CONSTRUCTION TESTING & INSPECTION • CULTURAL RESOURCES

BRIDGE PLANS AND DETAILS

THE DICK & WILLIE PASSAGE

HENRY COUNTY, VA

PROJECT NO.	20171773
LAT.	
LONG.	
DATE:	06/25/2020
DRAWN BY:	JLL
CHECKED BY:	JLL

COMMONWEALTH OF VIRGINIA
JEREMY L. LUCAS
Lic. No. 44991
08/13/2020
PROFESSIONAL ENGINEER

SHEET NO.
S-1

Aug 13, 2020 - 11:48am P:\409 Hurt & Proffitt\099 - Dick & Willie Passage - Pedestrian Bridge\Drawings\Structural\409-099 S-1.dwg