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

FHWA 14003

COMMONWEALTH OF VIRGINIA

PLAN STATUS		
DATE	INITIAL	DESCRIPTION
12/22/23	APF	30% DESIGN SUBMISSION
7/12/2024	APF	PH SUBMITTAL

ISLE OF WIGHT COUNTY
US 258 AT ROUTE 10 BYPASS INTERSECTION IMPROVEMENTS

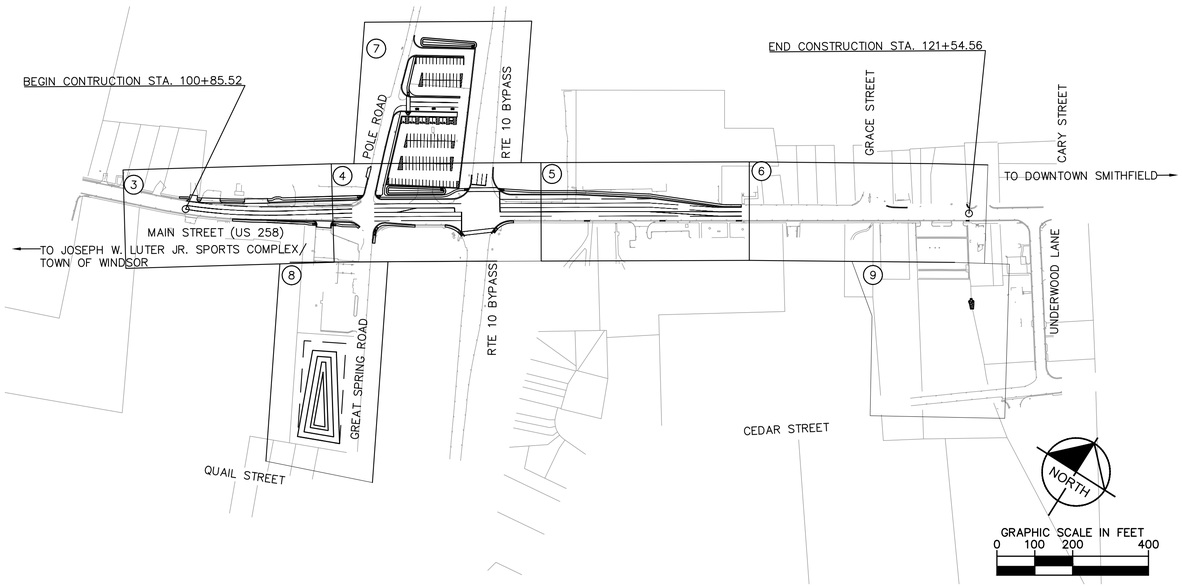
SMITHFIELD, VA

UPC #120650

0258-046-740

STB-5B03(173)

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
CLASSIFICATION	MINOR ARTERIAL
	US 258 (MAIN STREET)
	FROM: 0.89 MI EAST OF SR 709 TO: 0.09 MI WEST OF SR 10 BYPASS
ADT (2022)	12,000
ADT (2037)	12,804
DHV	2,400
D (%) (design hour)	5%
T (%) (design hour)	9%
V (MPH)	40



THIS PROJECT WAS DESIGNED UTILIZING AUTOCAD CIVIL 3D 2024 DESIGN SOFTWARE. UPC NO. (120650)

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

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

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD WITH REV. 1+2 (2012), 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL WITH REV. #2 (9/1/2019) AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

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

TOWN OF SMITHFIELD POPULATION 8,867 (2022 CENSUS)

PROJECT LENGTH: 0.39 MI

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		TYPE PROJECT	DESCRIPTION
					FEET	MILES	FEET	MILES		
0258-046-740	P-101	STB-5B03(173)		120650	2069.04	0.39	2069.04	0.39	PRELIM. ENG.	FR: 875 LF WEST OF ROUTE 10 BYPASS
										TO: 250 LF WEST OF CARY STREET
	R-201	STB-5B03(173)		120650	2069.04	0.39	2069.04	0.39	R/W	FR: 875 LF WEST OF ROUTE 10 BYPASS
										TO: 250 LF WEST OF CARY STREET
	C-501	STB-5B03(173)	K000	120650	2069.04	0.39	2069.04	0.39	CONSTRUCTION	FR: 875 LF WEST OF ROUTE 10 BYPASS
										TO: 250 LF WEST OF CARY STREET

NOTE: PROJECT LENGTH BASED ON CONSTRUCTION BASELINE

SURVEYOR:

PRECISION MEASUREMENTS, INC.
11835 CANON BOULEVARD, SUITE B103
NEWPORT NEWS, VA 23606
TEL. (757) 595-7570

CONTACT: RICHARD A. THOMAS

ENGINEER:

KIMLEY-HORN AND ASSOCIATES, INC.
4525 MAIN STREET
SUITE 1000
VIRGINIA BEACH, VIRGINIA 23462
TEL. (757) 213-8600

CONTACT: ANDREW FARTHING, P.E.

811 Know what's below. Call before you dig.

TIER 1 PROJECT
LOCALLY ADMINISTERED PROJECTS

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
ISLE OF WIGHT COUNTY
NAME OF LOCALITY

DATE — JAMIE L. OLIVER, TRANSPORTATION ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION

DATE — DISTRICT PLANNING AND INVESTMENT MANAGER

DATE — DISTRICT PROJECT DEVELOPMENT ENGINEER

APPROVED FOR RIGHT OF WAY ACQUISITION

DATE — DISTRICT ENGINEER/ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION

DATE — DISTRICT PLANNING AND INVESTMENT MANAGER

DATE — DISTRICT PROJECT DEVELOPMENT ENGINEER

APPROVED FOR CONSTRUCTION

DATE — DISTRICT ENGINEER/ADMINISTRATOR

DATE — JAMIE L. OLIVER, TRANSPORTATION ADMINISTRATOR

No.	REVISIONS	DATE

Kimley»Horn

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Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

TITLE SHEET

US 258 AT ROUTE 10 BYPASS INTERSECTION IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD VIRGINIA

SHEET NUMBER
1

Plotted By: Russell Nikki Sheet Set: J:\0258\Roadway\Design\CADD\PlanSheets\1 TITLE SHEET.dwg
Date/Time: 7/12/2024 10:35:23 AM
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1D(5)	TEMPORARY TRAFFIC CONTROL PLAN PHASE 1	STA. 104+75.00 TO STA 110+25.00
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4C	GRADING AND DRAINAGE PLAN	
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5A	DEMOLITION & EROSION AND SEDIMENT CONTROL PLAN	STA. 110+25.00 TO STA 115+75.00
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Plotted By:Russo, Niki Sheet Set:Kho Layout:1A SHEET INDEX July 11, 2024 03:27:24pm K:\VAB_ROW\117032035 - US 258 and Route 10 Intersection\05 - Design\CADD\PlanSheets\1 TITLE SHEET.dwg
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No.	REVISIONS	DATE

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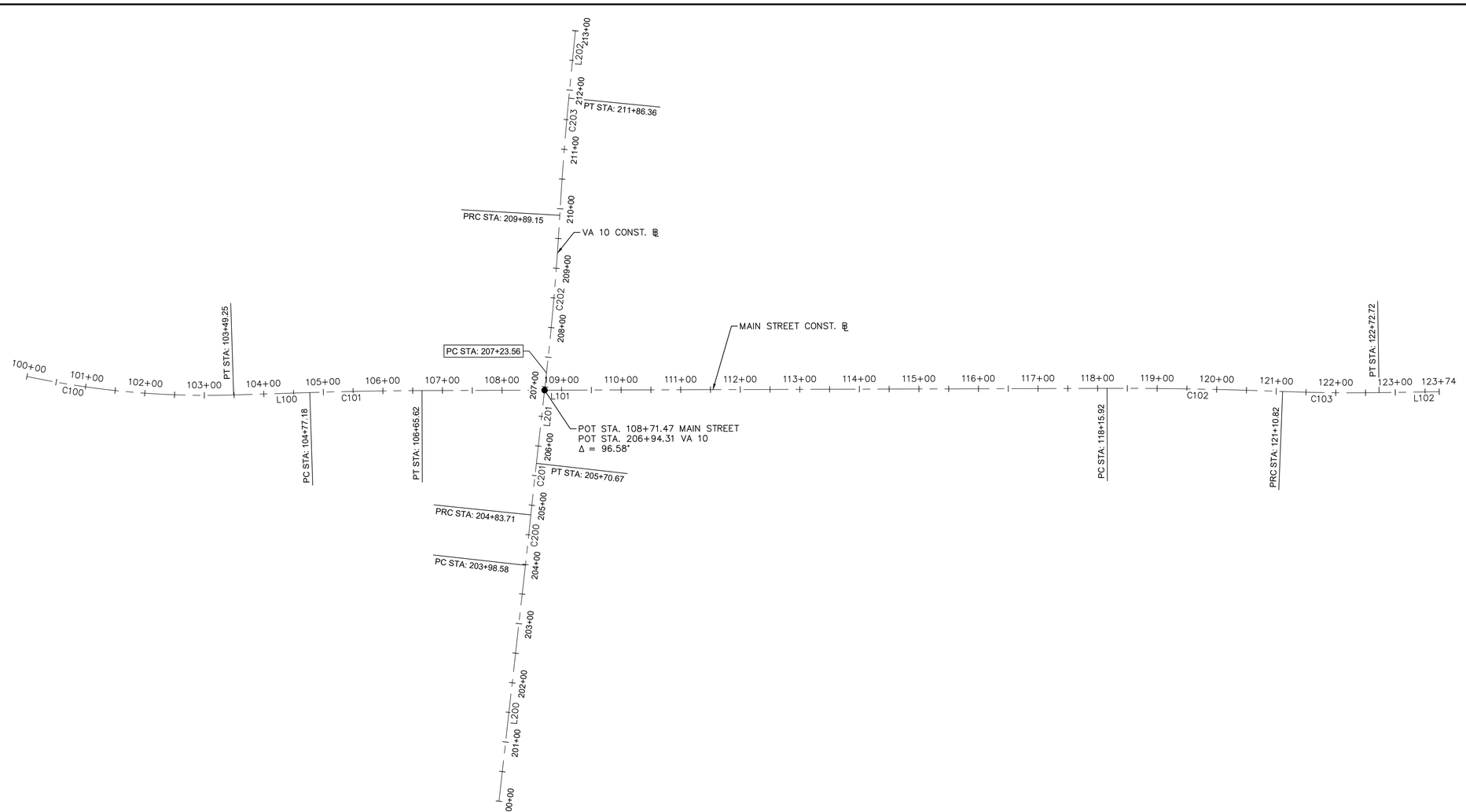
Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

SHEET INDEX

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1A



ALIGNMENT MAIN STREET BL LAYOUT DATA

NO.	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	LENGTH	END STATION	END NORTHING	END EASTING	TANGENT BEARING	CHORD BEARING	CHORD LENGTH	PI STATION	DELTA	TANGENT	RADIUS	D
C100	100+00.00	3520233.0962	12025260.7587	349.25'	103+49.25	3520392.9427	12025570.3303	N/A	N62° 41' 25.96"E	348.40'	101+75.48	Δ 13.8585	175.48	1444	3.9688
L100	103+49.25	3520392.9427	12025570.3303	127.93'	104+77.18	3520464.9206	12025676.0889	N55° 45' 40.73"E	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C101	104+77.18	3520464.9206	12025676.0889	188.44'	106+65.62	3520568.7198	12025833.3575	N/A	N56° 34' 28.90"E	188.43'	105+71.41	Δ 1.6268	94.23	6637	0.8633
L101	106+65.62	3520568.7198	12025833.3575	1150.29'	118+15.92	3521188.6658	12026802.2958	N57° 23' 17.08"E	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C102	118+15.92	3521188.6658	12026802.2958	294.90'	121+10.82	3521342.3214	12027053.9744	N/A	N58° 35' 41.87"E	294.88'	119+63.39	Δ 2.4138	147.47	7000	0.8185
C103	121+10.82	3521342.3214	12027053.9744	161.90'	122+72.72	3521427.4922	12027191.6399	N/A	N58° 15' 20.89"E	161.88'	121+91.79	Δ 3.0921	80.97	3000	1.9099
L102	122+72.72	3521427.4922	12027191.6399	101.04'	123+73.75	3521482.9489	12027276.0960	N56° 42' 35.11"E	N/A	N/A	N/A	N/A	N/A	N/A	N/A

ALIGNMENT VA 10 BL LAYOUT DATA

NO.	BEGIN STATION	BEGIN NORTHING	BEGIN EASTING	LENGTH	END STATION	END NORTHING	END EASTING	TANGENT BEARING	CHORD BEARING	CHORD LENGTH	PI STATION	DELTA	TANGENT	RADIUS	D
L200	200+00.00	3520056.1293	12026312.1675	398.58'	203+98.58	3520414.2537	12026137.1991	N26° 02' 19.27"W	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C200	203+98.58	3520414.2537	12026137.1991	85.13'	204+83.71	3520490.5823	12026099.5041	N/A	N26° 16' 57.23"W	85.13'	204+41.15	Δ 0.4878	42.56	10000	0.5730
C201	204+83.71	3520490.5823	12026099.5041	86.95'	205+70.67	3520568.5512	12026061.0078	N/A	N26° 16' 38.40"W	86.95'	205+27.19	Δ 0.4982	43.48	10000	0.5730
L201	205+70.67	3520568.5512	12026061.0078	152.90'	207+23.56	3520705.9401	12025993.9150	N26° 01' 41.62"W	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C202	207+23.56	3520705.9401	12025993.9150	265.59'	209+89.15	3520941.2502	12025870.8279	N/A	N27° 36' 48.11"W	265.56'	208+56.39	Δ 3.1703	132.83	4800	1.1937
C203	209+89.15	3520941.2502	12025870.8279	197.21'	211+86.36	3521115.3271	12025778.1857	N/A	N28° 01' 17.42"W	197.19'	210+87.77	Δ 2.3540	98.62	4800	1.1937
L202	211+86.36	3521115.3271	12025778.1857	113.64'	213+00.00	3521216.7196	12025726.8698	N26° 50' 40.23"W	N/A	N/A	N/A	N/A	N/A	N/A	N/A

No.	REVISIONS	DATE

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Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035	DATE 7/12/2024	SCALE AS SHOWN	DESIGNED BY NVR	DRAWN BY NVR	CHECKED BY APF

ALIGNMENT DATA SHEET

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1B

Plotted By:Russo, Nikki Sheet Set:Kha Layout:1B July 11, 2024 03:27:44pm K:\VAB_RDWY\117032035 - US 258 and Route 10 Intersection\05 - Design\CADD\PlanSheets\1B ALIGNMENT DATA.dwg
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PARCEL NO.	LANDOWNER	SHEET NO.	TOTAL				EASEMENTS									
			TOTAL	TOTAL	FEE TAKING	FEE TAKING	PERM. UTILITY	PERM. UTILITY	PERM. DRAINAGE	PERM. DRAINAGE	PERM. MAINT.	PERM. MAINT.	TEMP. ENTRANCE	TEMP. ENTRANCE	TEMP. CONST.	TEMP. CONST.
			SF	ACRES	SF	ACRES	SF	ACRES	SF	ACRES	SF	ACRES	SF	ACRES	SF	ACRES
001	NEW DAY LAND LLC	3	15,682	0.360	**0**	0.000	0	0.000	**0**	0.000	0	0.000	0	0.000	**83**	0.002
002	NEW DAY LAND LLC	3,4	815,443	18.720	**2,926**	0.067	0	0.000	**321**	0.007	0	0.000	0	0.000	**2,183**	0.050
003	JOYCE LEE MORGAN	3,8	42,078	0.966	0	0.000	0	0.000		0.000	0	0.000	0	0.000	**524**	0.012
004	SEJ ASSET MANAGEMENT & INVESTMENT COMPANY	3,4,8	42,078	0.966	0	0.000	0	0.000	**5008**	0.115	0	0.000	0	0.000	**931**	0.021
005	COMMONWEALTH OF VIRGINIA	5	9,523	0.219	**650**	0.015	0	0.000	0	0.000	0	0.000	0	0.000	**142**	0.003
006	LSMP LLC	5	130,244	2.990	**8,599**	0.197	0	0.000	0	0.000	0	0.000	0	0.000	**1935**	0.044
007	TOWN OF SMITHFIELD	5	15,682	0.360	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	**281**	0.006
008	JOYCE LEE MORGAN	8	45,324	1.040	**45,324**	1.040	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
009	BETTY A. RICKS	8	80,742	1.854	0	0.000	0	0.000	**226**	0.005	0	0.000	0	0.000	**149**	0.003
010	TOWN OF SMITHFIELD	9	43,996	1.010		0.000	0	0.000	**409**	0.009	0	0.000	0	0.000	0	0.000
011	ERIC A. STEVENSON	9	31,799	0.730	0	0.000	0	0.000	**332**	0.008	0	0.000	0	0.000	0	0.000
Total					**57,498**	**1.3**	**0.000**	**0.000**	**6,297**	**0.14**	**0.000**	**0.000**	**0.000**	**0.000**	**6,229**	**0.14**

Plotted By:Russo, Nikl Sheet Set:Kha Layout:1C RIGHT OF WAY DATA July 11, 2024 03:28:00pm K:\VAB_RDWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1C RIGHT OF WAY DATA.dwg
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No.	REVISIONS	DATE

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RIGHT OF WAY DATA

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1C

TEMPORARY TRAFFIC CONTROL PLAN

US 258 AT ROUTE 10 BYPASS INTERSECTION IMPROVEMENTS

INTRODUCTION

THIS PROJECT AIMS TO WIDEN MAIN STREET/ ROUTE 258 ON BOTH SIDES OF THE OF THE ROUTE 10 BYPASS INTERSECTION FROM A SINGLE THRU LANE IN EACH DIRECTION TO TWO 11–FOOT THRU LANES IN EACH DIRECTION AND RESTORE THE EXISTING LEFT AND RIGHT TURN LANES AT THE INTERSECTION. THE PEDESTRIAN ACCOMMODATIONS ALONG MAIN STREET INCLUDE A MINIMUM 4–FOOT–WIDE LANDSCAPED BUFFER AND 5–FOOT–WIDE SIDEWALK ALONG THE ENTIRE NORTH SIDE OF MAIN STREET AND ON THE SOUTH SIDE TO THE WEST OF THE ROUTE 10 BYPASS. THE PROPOSED IMPROVEMENTS WILL BE CONSISTENT WITH THE CONCEPT SUBMITTED WITH THE SMART SCALE APPLICATION AND CONSIST OF ROADWAY WIDENING, CURB AND GUTTER IMPROVEMENTS, DRAINAGE AND STORMWATER MANAGEMENT IMPROVEMENTS, PEDESTRIAN ACCOMMODATIONS, AND TRAFFIC SIGNAL AND PEDESTRIAN SIGNAL IMPROVEMENTS. THE IMPROVEMENTS ALSO CONSIST OF THE DESIGN OF A NEW PARK AND RIDE LOT ON THE NORTHWEST CORNER OF THE INTERSECTION THAT WILL PROVIDE A 5–FOOT–WIDE SIDEWALK CONNECTION.

TEMPORARY TRAFFIC CONTROL PLAN

GENERAL NOTES

- THE PROPOSED IMPROVEMENTS FOLLOW THE REQUIREMENTS OF TYPE B TMP PROJECT.
- THERE ARE NO IDENTIFIED AREAS WITHIN THE RIGHT OF WAY FOR THE CONTRACTOR TO STORE EQUIPMENT AND MATERIALS. THE CONTRACTOR MUST MAKE ARRANGEMENTS FOR THESE AREAS ACCORDING TO ISLE OF WIGHT COUNTY POLICIES.
- THE WORK ZONE SHALL BE MAINTAINED ACCORDING TO THE FOLLOWING TRAFFIC CONTROL SPECIFICATIONS FROM THE LATEST VERSION OF THE VIRGINIA WORK AREA PROTECTION MANUAL: TTC 1.1, TTC 5.2, TTC–22.2, TTC–28.2, TTC–30.2 AND TTC–53.0 AS REQUIRED.
- IT IS ANTICIPATED THAT MOST OF THE WORK CAN BE PERFORMED IN ACCORDANCE WITH TTC 22.2 RIGHT LANE CLOSURE ON A THREE LANE ROADWAY. TTC 28.2 IS REQUIRED FOR LANE CLOSURE ON GREAT SPRING ROAD USING FLAGGERS AND THE CONTRACTOR SHALL SUBMIT A REQUEST FOR A LANE CLOSURE TO THE COUNTY AND VDOT A MINIMUM 2 WEEKS PRIOR TO PLANNED CLOSURE.
- ENTRANCES AFFECTED BY THE WORK ZONE SHALL BE MAINTAINED AT ALL TIMES TO PROVIDE ACCESS TO RESIDENTS UNLESS APPROVED BY ENGINEER.
- TYPES OF TRAFFIC CONSIST OF RESIDENTS, SCHOOL BUSES, AND LOCAL TRANSIT.
- CHANNELIZING DEVICES MUST SEPARATE THE WORK AREA FROM THE TRAVEL AREA AND BE EXTENDED TO WHERE THEY ARE VISIBLE TO ONCOMING TRAFFIC.
- THE CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ALL PAVEMENT MARKINGS IDENTIFIED TO REMAIN OR THAT ARE DESTROYED DUE TO CONSTRUCTION OR EXCAVATION.

SPECIAL DETAILS

THERE ARE NO SPECIAL DETAILS FOR THIS PROJECT THAT ARE NOT ADDRESSED IN THE PLANS OR THE LATEST VERSION OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

PUBLIC COMMUNICATIONS PLAN

PROJECT STAFF IS TO COORDINATE WITH THE HAMPTON ROADS COMMUNICATIONS OFFICE (PHONE NUMBER – 757–956–3032) TO PUBLISH ANNOUNCEMENTS REGARDING WORK ACTIVITIES FOR THE PROJECT. EACH ACTIVITY WILL BE GOVERNED BY THE TIMES ESTABLISHED BY THE DISTRICT TRAFFIC ENGINEER (TIM HAYNAM 757–956–3055) AND THE HAMPTON ROADS TRAFFIC OPERATIONS CENTER (757–424–9920). CONTRACTOR TO PROVIDE PUBLIC AFFAIRS OFFICE LANE CLOSURE INFORMATION A MINIMUM 2 WEEKS IN ADVANCE OF THE WORK.

TRANSPORTATION OPERATIONS PLAN

1. THE CONTRACTOR SHALL CONTACT THE ENGINEER A MINIMUM OF 7 DAYS IN ADVANCE OF A PLANNED LANE CLOSURE. VDOT REQUIREMENTS CONSIST OF NOTIFICATION OF LANE CLOSURE TO BE PROVIDED BY 8 AM THURSDAY FOR ANY CLOSURES THE FOLLOWING WEEK.

2. THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES:
   VIRGINIA STATE POLICE: 757–253–4923 OR 1–800–582–8350

3. PROCESS OF NOTIFICATION OF INCIDENT TO BE FOLLOWED IS:
   CONTRACTOR TO CALL:
   –CONTRACTOR TO NOTIFY COUNTY PROJECT MANAGER, VIRGINIA STATE POLICE, INSPECTOR, AND SMART TRAFFIC CENTER.
   –DEPENDING ON SEVERITY OF INCIDENT, CONTRACTOR MAY HAVE TO CEASE WORK
   –CONSTRUCTION INSPECTOR TO NOTIFY COUNTY PROJECT MANAGER OF INCIDENT AND TAKE PICTURES AS NECESSARY, PARTICULARLY OF THE CONTRACTOR'S WORK ZONE TO VERIFY PROPER SETUP

MAINTENANCE OF TRAFFIC SIGN LEGEND

ROAD WORK AHEAD	W20-1 36" X 36"	END ROAD WORK	G20-2 48" X 24"
RIGHT SHOULDER CLOSED	W9-3C 36" X 36"		W1-4L 36 X 36"
RIGHT SHOULDER CLOSED	W21-5aR 36" X 36"		W1-4R 36 X 36"
RIGHT SHOULDER CLOSED AHEAD	W21-5bR 36" X 36"	CENTER LANE CLOSED AHEAD	W9-3C 36" X 36"

TEMPORARY TRAFFIC CONTROL GENERAL NOTES

UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL PLAN AND PROSECUTE WORK IN ACCORDANCE WITH THE FOLLOWING MAINTENANCE OF TRAFFIC PLAN.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE SIGNING AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY TO PERFORM THE WORK. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL SUCH TEMPORARY DEVICES.

TRAFFIC SAFETY PLANS MUST BE SUBMITTED TO THE COUNTY AND VDOT NO LESS THAN 72 HOURS PRIOR TO COMMENCEMENT OF WORK WITHIN THE RIGHT–OF–WAY. ALL PLANS MUST BE APPROVED IN WRITING PRIOR TO COMMENCEMENT.

ALL WORK AREAS AND LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL DATED AUGUST 2011 (INCLUDING ALL REVISIONS).

NO LANE CLOSURE OPERATION SHALL BE CONDUCTED WITHOUT A RECEIVED WRITTEN REQUEST 48 TO 72 HOURS PRIOR TO THE OPERATION. ONCE THE REQUEST HAS BEEN APPROVED, WORK MAY COMMENCE. HOURS OF CLOSURE SHALL BE CONDUCTED BETWEEN 9:00 AM AND 4:00 PM MONDAY THROUGH FRIDAY. LANE CLOSURES WILL NOT BE PERMITTED ON SATURDAYS, SUNDAYS, AND STATE RECOGNIZED HOLIDAYS. LANE CLOSURES WILL BE PROHIBITED FROM NOON PRIOR TO A THREE DAY WEEKEND TO NOON THE FOLLOWING WORK DAY.

THE CONTRACTOR SHALL NOT CONDUCT OPERATIONS WHEN THE WEATHER CAUSES UNSAFE CONDITIONS FOR THE TRAVELING PUBLIC AS DETERMINED BY ISLE OF WIGHT COUNTY AND VDOT. ISLE OF WIGHT COUNTY RESERVES THE RIGHT TO CHANGE ANY OR ALL OF THE WORKING HOURS WHEN SUCH CHANGES ARE IN BEST INTEREST OF THE TRAVELING PUBLIC. THE CONTRACTOR MAY REQUEST A CHANGE IN THE HOURS OF OPERATION IF THE REQUESTED TIME WILL BE SAFE FOR THE TRAVELING PUBLIC. THIS REQUEST MUST BE APPROVED BY ISLE OF WIGHT COUNTY AND VDOT PRIOR TO CONDUCTING SUCH OPERATION. ALL SIGNS, EQUIPMENT AND MATERIAL WILL BE REMOVED FROM THE RIGHT–OF–WAY PRIOR TO THE END OF THE LANE CLOSURE TIME INDICATED.

THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE, AS REQUIRED, TO PREVENT PONDING OF WATER ON THE EXISTING ROADWAY AND ADJACENT PROPERTIES. ANY TEMPORARY DRAINAGE STRUCTURES INSTALLED ON THE PROJECT ARE THE CONTRACTOR'S RESPONSIBILITY. THE COST OF THE STRUCTURES IS TO BE INCLUDED IN THE PRICE BID FOR OTHER DRAINAGE ITEMS.

THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING ACCESS TO ALL EXISTING ENTRANCES DURING CONSTRUCTION.

THE CONTRACTOR SHALL MAINTAIN MINIMUM 11' TRAVEL LANE WIDTHS AT ALL TIMES DURING CONSTRUCTION.

EXISTING TRAFFIC PATTERNS ARE TO BE MAINTAINED DURING CONSTRUCTION EXCEPT WHEN THIS SEQUENCE OF CONSTRUCTION/MAINTENANCE OF TRAFFIC PLAN INDICATES THERE IS TO BE A REDUCTION IN THE NUMBER OF LANES, DETOUR, OR ONE WAY FLAGGER CONTROLLED TRAFFIC OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE KEPT CLEAN, LEGIBLE, AND IN PROPER WORKING ORDER AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE A PERSON WHOSE RESPONSIBILITY SHALL BE TO INSPECT AND MAINTAIN SIGNS, BARRICADES, OTHER CHANNELIZING DEVICES AND LIGHTS DURING THE TIME THAT TRAFFIC IS RESTRICTED DUE TO CONSTRUCTION OPERATIONS. PERSON MUST HAVE UP TO DATE INTERMEDIATE WORK ZONE TRAFFIC CONTROL CERTIFICATION

IF THE CONTRACTOR ELECTS TO WORK AT NIGHT, SUFFICIENT LIGHTING OF THE WORK SITE(S) TO ENABLE THE SATISFACTORY COMPLETION OF THE WORK SHALL BE PROVIDED IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL. LIGHTING SHALL BE ARRANGED SO AS NOT TO INTERFERE WITH OR IMPEDE TRAFFIC APPROACHING THE WORK SITE(S) FROM EITHER DIRECTION OR INTERFERE WITH LOCAL RESIDENTS. LIGHTING SHALL BE SHIELDED FROM SHINING TOWARD DWELLINGS.

ANY CONTRACT ITEMS NOT SPECIFICALLY NOTED IN THE SEQUENCE OF CONSTRUCTION MAY BE CONSTRUCTED AT THE CONTRACTOR'S OPTION, AS DIRECTED BY THE ENGINEER. HOWEVER, UNDER NO CIRCUMSTANCES WILL CONCURRENT CONSTRUCTION LEFT AND RIGHT OF ANY ROADWAY BE ALLOWED.

AT THE CONCLUSION OF EACH WORK DAY, ALL PAVEMENT EDGE DROPOFFS SHALL MEET THE REQUIREMENTS OF FIGURE 2 IN APPENDIX A OF THE 2011 WORK AREA PROTECTION MANUAL FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC. ALL COSTS FOR MEETING THE REQUIREMENTS SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONSTRUCTION PAVEMENT MARKINGS SHALL BE TYPE D, UNLESS OTHERWISE APPROVED BY THE ENGINEER.

CONTRACTOR SHALL SUBMIT MAINTENANCE OF TRAFFIC PLAN PRIOR TO LANE CLOSURES.

SUPPLEMENTAL FLAGGERS TO BE UTILIZED AT INTERSECTIONS AND DRIVEWAY ENTRANCES AS DIRECTED BY VDOT.

CONTRACTOR SHALL MAINTAIN INTERSECTIONS/ ROADS WHEN INSTALLING PIPE CROSSINGS. THESE INSTALLATIONS SHALL BE DONE AT NIGHT TO MINIMIZE IMPACT TO EXISTING TRAFFIC.

SEQUENCE OF CONSTRUCTION (PHASE 1)

1. CONTRACTOR TO INSTALL REQUIRED EROSION AND SEDIMENT CONTROL MEASURES.
2. CONTRACTOR TO MAINTAIN TRAFFIC ON EXISTING US 258 PAVEMENT AND MAINTAIN A MINIMUM OF 11' TRAVEL LANES.
3. CONTRACTOR TO INSTALL CONSTRUCTION SIGNS IN ACCORDANCE WITH TTC–53.0 AND SHEET 1D(3)–1D(10) TO ESTABLISH THE WORK ZONE.
4. CONTRACTOR TO INSTALL WET POND AND BMP OUTFALL AND STABILIZE IMMEDIATELY AFTER GRADING
5. CONTRACTOR TO CLOSE ACCESS TO THE EXISTING PARK AND RIDE LOT.
6. CONTRACTOR TO CONSTRUCT ASPHALT PAVEMENT IMPROVEMENTS, CURB AND GUTTER IMPROVEMENTS, ENTRANCE IMPROVEMENTS, RAMP, SIDEWALK AND PEDESTRIAN SIGNAL IMPROVEMENTS, PARK AND RIDE IMPROVEMENTS AND DRAINAGE IMPROVEMENTS WITHIN THE WORKZONE IN ACCORDANCE WITH TTC–5.2 AND TTC 22.2.
7. CONTRACTOR SHALL PROVIDE PERMANENT SEEDING AND STABILIZATION IN ALL DISTURBED AREAS.

SEQUENCE OF CONSTRUCTION (PHASE 2)

1. CONTRACTOR SHALL MAINTAIN TRAFFIC ON EXISTING US 258 PAVEMENT AND MAINTAIN A MINIMUM OF 11' TRAVEL LANES.
2. CONTRACTOR SHALL INSTALL CONSTRUCTION SIGNS AND TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH TTC–53.0 AND SHEET 1D(11)–1D(15) TO ESTABLISH THE WORK ZONE.
3. CONTRACTOR SHALL UTILIZE NEW PAVEMENT TO SHIFT TRAFFIC NORTH AND CONSTRUCT ASPHALT PAVEMENT IMPROVEMENTS, CURB AND GUTTER IMPROVEMENTS, ENTRANCE IMPROVEMENTS, RAMP AND SIDEWALK IMPROVEMENTS, TRAFFIC AND PEDESTRIAN SIGNAL IMPROVEMENTS, AND DRAINAGE IMPROVEMENTS WITHIN THE WORKZONE IN ACCORDANCE WITH TTC–5.2 AND TTC 22.2.
4. LANE CLOSURE IS PERMITTED DURING DAYTIME HOURS IN ACCORDANCE WITH TTC–28.2 USING A FLAGGER OPERATION ALONG GREAT SPRING ROAD.
3. CONTRACTOR SHALL REMOVE TEMPORARY SIGNING AND MARKING.
4. CONTRACTOR SHALL MILL AND OVERLAY EXISTING ASPHALT PAVEMENT.
5. CONTRACTOR SHALL FINALIZE ASPHALT PAVEMENT, PAVEMENT MARKING, AND SIGNING IMPROVEMENTS.
6. CONTRACTOR SHALL PROVIDE PERMANENT SEEDING AND STABILIZATION IN ALL DISTURBED AREAS.
7. CONTRACTOR SHALL INSTALL REMAINING BID ITEMS.

DATE | REVISIONS | No.

Kimley»Horn

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Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035	DATE 7/12/2024	SCALE AS SHOWN
		DESIGNED BY NVR
		DRAWN BY NVR
		CHECKED BY APF

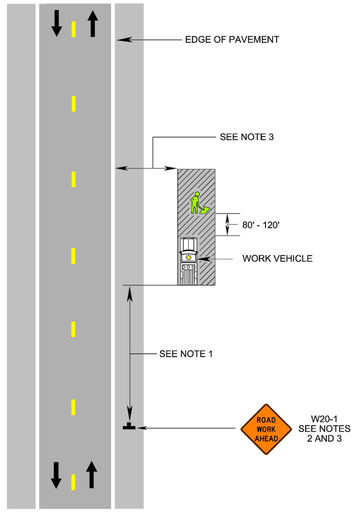
TEMPORARY TRAFFIC CONTROL NOTES

US 258 AT ROUTE 10 BYPASS INTERSECTION IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD VIRGINIA

SHEET NUMBER
1D

Plotted By:Russo, Niki Sheet Set:Kha Layout:1D TEMPORARY TRAFFIC CONTROL NOTES July 11, 2024 03:28:08pm K:\VAB_RDW\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D TEMPORARY TRAFFIC CONTROL NOTES.dwg
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Work Beyond the Shoulder Operation
(Figure TTC-1.1)



1: Revision 1 – 4/1/2015

Typical Traffic Control
Work Beyond the Shoulder Operation
(Figure TTC-1.1)
NOTES

Guidance:

1. *The minimum distance between the sign and work vehicle should be 1300'-1500' on Limited Access highways, and on all other roadways 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limited is 45 mph or less.*

Option:

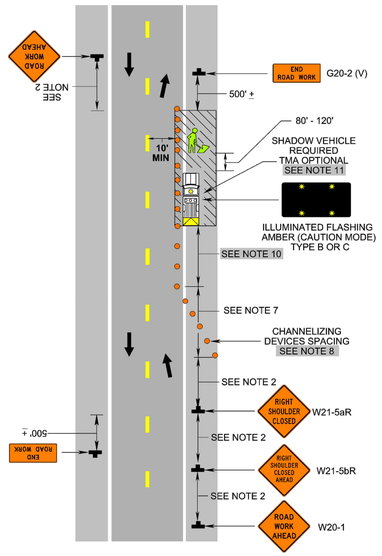
2. The ROAD WORK AHEAD (W20-1) sign may be replaced with other appropriate signs such as the SHOULDER WORK (W21-5) sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. The ROAD WORK AHEAD sign may be omitted where the work space is behind a barrier, more than 4 feet behind vertical curb (Standard CG-2 and CG-6) on urban roadways, or outside of the clear zone for all other roadways. For clear zone values see Page A-4 of Appendix A.
4. For short-term, short duration or mobile operations[1], all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity amber rotating, flashing, or[1] oscillating lights is used.

Standard:

5. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or oscillating lights.**
6. **If the work space is in the median of a divided highway, an advance warning sign shall also be placed on the left side of the directional roadway.**

1: Revision 1 – 4/1/2015

Shoulder Operation with Minor Encroachment
(Figure TTC-5.2)



1: Revision 1 – 4/1/2015
2: Revision 2 – 9/1/2019

Typical Traffic Control
Shoulder Operation with Minor Encroachment
(Figure TTC-5.2)
NOTES

Standard

1. **For required sign assemblies for multi-lane roadways see Note 1, TTC-4.[1]**

Guidance

2. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
3. *When work takes up part of a lane on a high volume roadway; vehicular traffic volumes, vehicle mix, speed and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment analysis permits a remaining lane width of 10 feet, the lane should be closed. If the closure operation is on a Limited Access highway, the minimum lane width is 11 feet.*

Option:

4. The ROAD WORK AHEAD (W20-1) sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.

Standard:

5. **A shadow vehicle with either an arrow board operating in the caution mode, or at least one high-intensity amber rotating, flashing, or[1] oscillating light shall be parked 80' - 120' in advance of the first work crew.**
6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or[1] oscillating lights.**
7. **Taper length (L) and channelizing device spacing shall be at the following:**

Taper Length L											
Speed Limit (mph)	Lane Width (Feet)				Remarks	Speed Limit (mph)	Lane Width (Feet)				Remarks
	9	10	11	12			9	10	11	12	
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW
Limited Access highways shall use a 1000' merging taper regardless of the posted speed, a 750' shifting taper for posted speeds < 65 mph and a 1000' shifting taper for posted speeds ≥ 65 mph.[2]											
Shoulder Taper = ⅓ L Minimum											

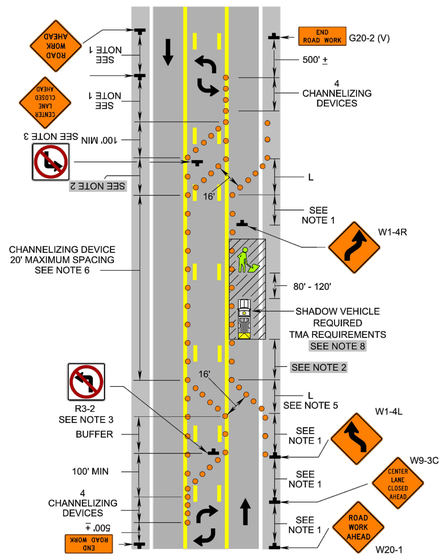
8. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing						
Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)	
	0 -35	36 +		0 -35	36 +		0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'
*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.								

9. **On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.[2]**
10. **The buffer space length The buffer space length shall be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
11. **A truck-mounted attenuator (TMA) shall be used on Limited Access highways and multi-lane roadways with posted speed limit equal to or greater than 45 mph.**
12. **When a side road intersects the highway within the temporary traffic control zone, additional traffic control devices shall be placed as needed.**

1: Revision 1 – 4/1/2015
2: Revision 2 – 9/1/2019

Right Lane Closure Operation on a Three-Lane Roadway
(Figure TTC-22.2)



1: Revision 1 – 4/1/2015
2: Revision 2 – 9/1/2019

Typical Traffic Control
Right Lane Closure Operation on a Three-Lane Roadway
(Figure TTC-22.2)
NOTES

Guidance:

1. *The distance between signs should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.[2] The distance of the beginning of channelizing device transition should be a minimum of 500' and a maximum of 800'.*
2. *The buffer space length should be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.*
3. *For locations with a high volume of left turning movements, the graphic NO LEFT TURN (R3-2) signs should be used within the closed lane.*

Option:

4. Where Right-of-Way or geometric conditions prevent use of 48" x 48" signs, 36" x 36" signs may be used.

Standard:

5. **Taper length (L) shall be at the following:**

Taper Length L											
Speed Limit (mph)	Lane Width (Feet)				Remarks	Speed Limit (mph)	Lane Width (Feet)				Remarks
	9	10	11	12			9	10	11	12	
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW
Shifting Tapers - full lane width shifts on Limited Access Highways shall use a 750' shifting taper for posted speeds less than 65 mph and a 1000' shifting taper for posted speeds equal to or greater than 65 mph. For all other roadways ¾ L should be used.[2]											
Shoulder Taper = ⅓ L Minimum											

6. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing						
Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)	
	0 -35	36 +		0 -35	36 +		0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'
*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.								

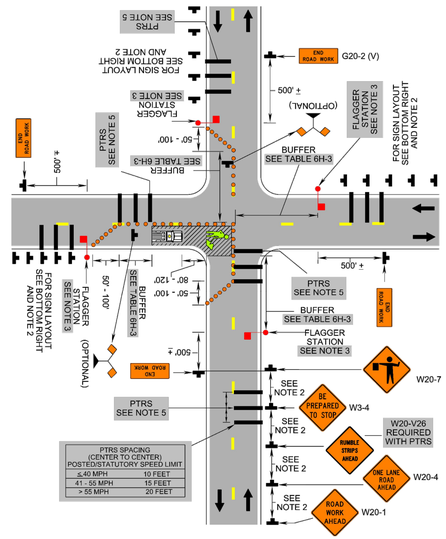
7. **To prevent vehicles from entering into the buffer and activity areas[1], channelizing device spacing shall be a maximum of 20' on center.**
8. **A shadow vehicle with either a Type B or C arrow board operating in the caution mode, or at least one rotating amber light or high intensity amber flashing or oscillating[1] light shall be parked 80'-120' in advance of the work crew in both directions of travel. When the posted speed limit is 45 mph or greater, the shadow vehicle shall be equipped with a truck-mounted attenuator (TMA).[2]**
9. **When a side road intersects the highway within the temporary traffic control zone, additional traffic control devices shall be placed as needed.**
10. **For long-term work zones existing conflicting pavement markings and markers shall be removed and temporary pavement markings and markers shall be installed per Figure TTC-60.**

Guidance:

11. *When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance with 4 additional channelizing devices beyond the downstream end of the transition area as depicted.[1]*

1: Revision 1 – 4/1/2015
2: Revision 2 – 9/1/2019

Lane Closure Operation in an Intersection
(Figure TTC-28.2)



2: Revision 2 – 9/1/2019

Typical Traffic Control
Lane Closure Operation in an Intersection
(Figure TTC-28.2)
NOTES

Guidance:

1. *The control of traffic through the intersection in order of preference should be:*
   a. *Obtain the services of law enforcement personnel.*
   b. *Detour the effective routes to other roads and streets as approved and directed by the District[1] Traffic Engineer.*
   c. *Place a state certified flagger on each leg of the intersection controlling a single lane of traffic.*

   Appropriate signing as shown should be used for law enforcement and flagging operations. For detour signs see Figure TTC-34.
2. *Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.*
3. *To maintain efficient traffic flow in a flagging operation on a two-lane roadway the maximum time motorist should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.[2]*

Standard:

4. **Channelizing device spacing shall be on 20' centers or less.**
5. **PTRS shall be used as noted in Section 6F.99.[2]**

Guidance:

6. *If room permits, a shadow vehicle with at least one rotating amber light or high intensity amber flashing or oscillating[1] light should be parked 80'-120' in advance of the first work crew.*

Standard:

7. **For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber flashing or oscillating[1] lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.**

Guidance:

8. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.*

Support:

9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.

1: Revision 1 – 4/1/2015
2: Revision 2 – 9/1/2019

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No.	REVISIONS	DATE

Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

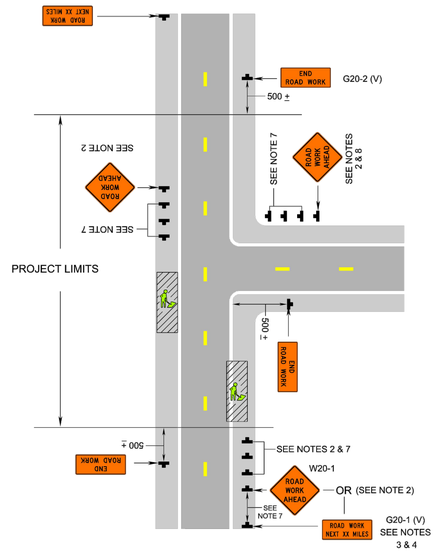
KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

TEMPORARY TRAFFIC CONTROL NOTES

US 258 AT ROUTE 10
BYPASS INTERSECTION IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(1)

Signing for Project Limits
(Figure TTC-53.0)



Typical Traffic Control
Signing for Project Limits
(Figure TTC-53.0)
NOTES

Support:

1. This layout depicts signing requirements for notifying motorist when they are entering and exiting a potential construction/maintenance area with a duration equal to or greater than 60 days.

Standard:

2. **The ROAD WORK AHEAD (W20-1) sign or the ROAD WORK NEXT XX MILES (G20-1 (V)) sign shall be placed far enough in advance of the project limits so that other warning signs in a series may be adequately placed prior to the condition they are warning about.**
3. **The ROAD WORK NEXT XX MILES sign shall be used for projects with activity areas greater than 2 miles in length, or when multiple work activities (such as pavement patching, guardrail installations, shoulder restoration, etc.) occur along a highway.**
4. **The distance displayed on the ROAD WORK NEXT XX MILES sign shall be stated to the nearest whole mile from the point of installation to the END ROAD WORK (G20-2 (V)) sign.**
5. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**

Guidance:

6. *For projects with activity areas 2 miles or less in length, the ROAD WORK AHEAD sign should be the first sign motorist encounter.*
7. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
8. *All connections within the project limits should be identified with signs indicating to motorist they are entering or exiting a potential construction/maintenance area.*

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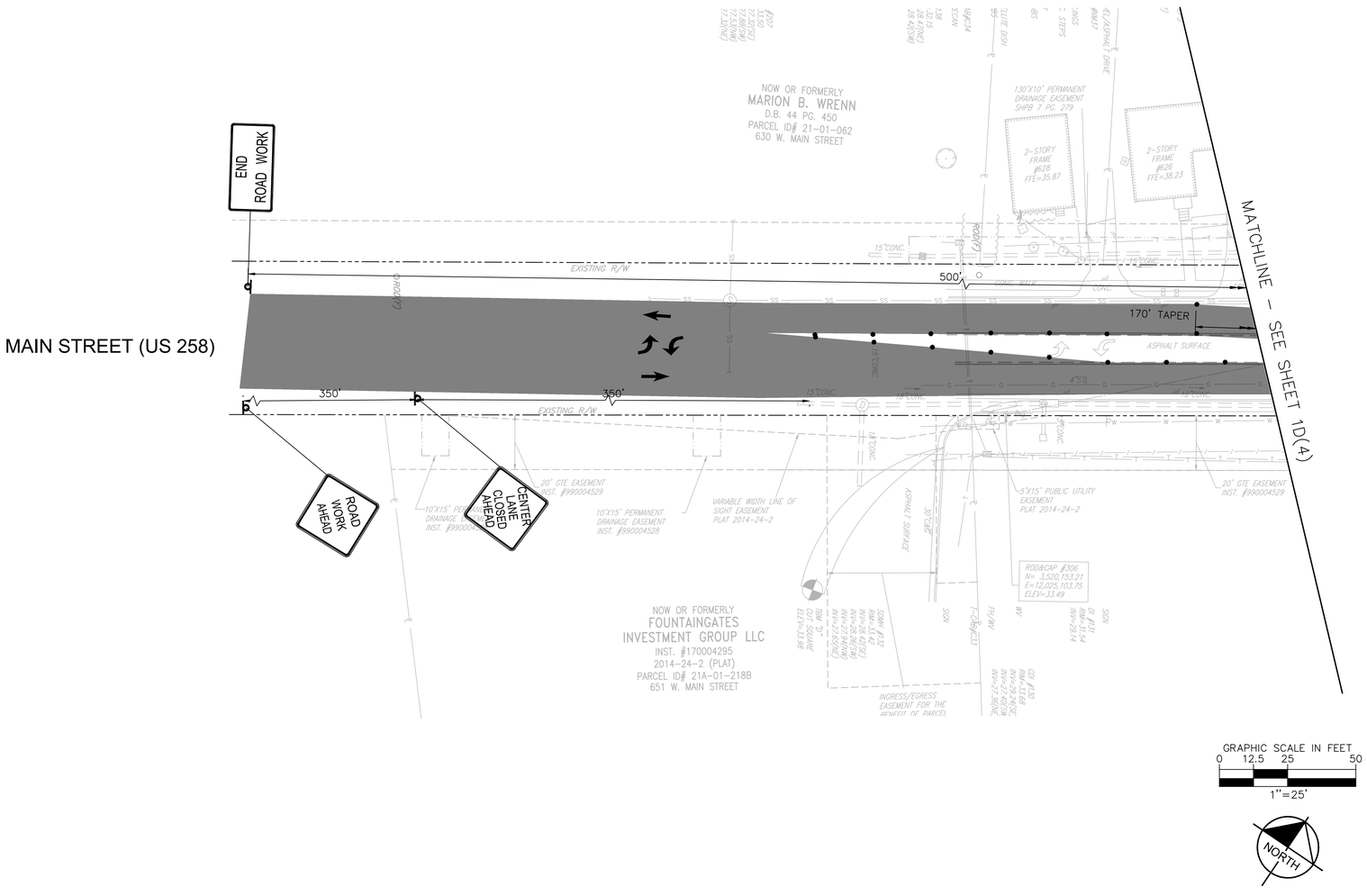
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Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035	DATE 7/12/2024		
SCALE AS SHOWN	DESIGNED BY NVR	DRAWN BY NVR	CHECKED BY APF

TEMPORARY TRAFFIC CONTROL NOTES

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(2)



DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

Plotted By:Russo, Nikki Sheet Set:Kha Layout:1D(3) Plot July 11, 2024 03:29:02pm K:\VAB_RDWY\117032035 - US 258 and Route 10 Intersection\05 - Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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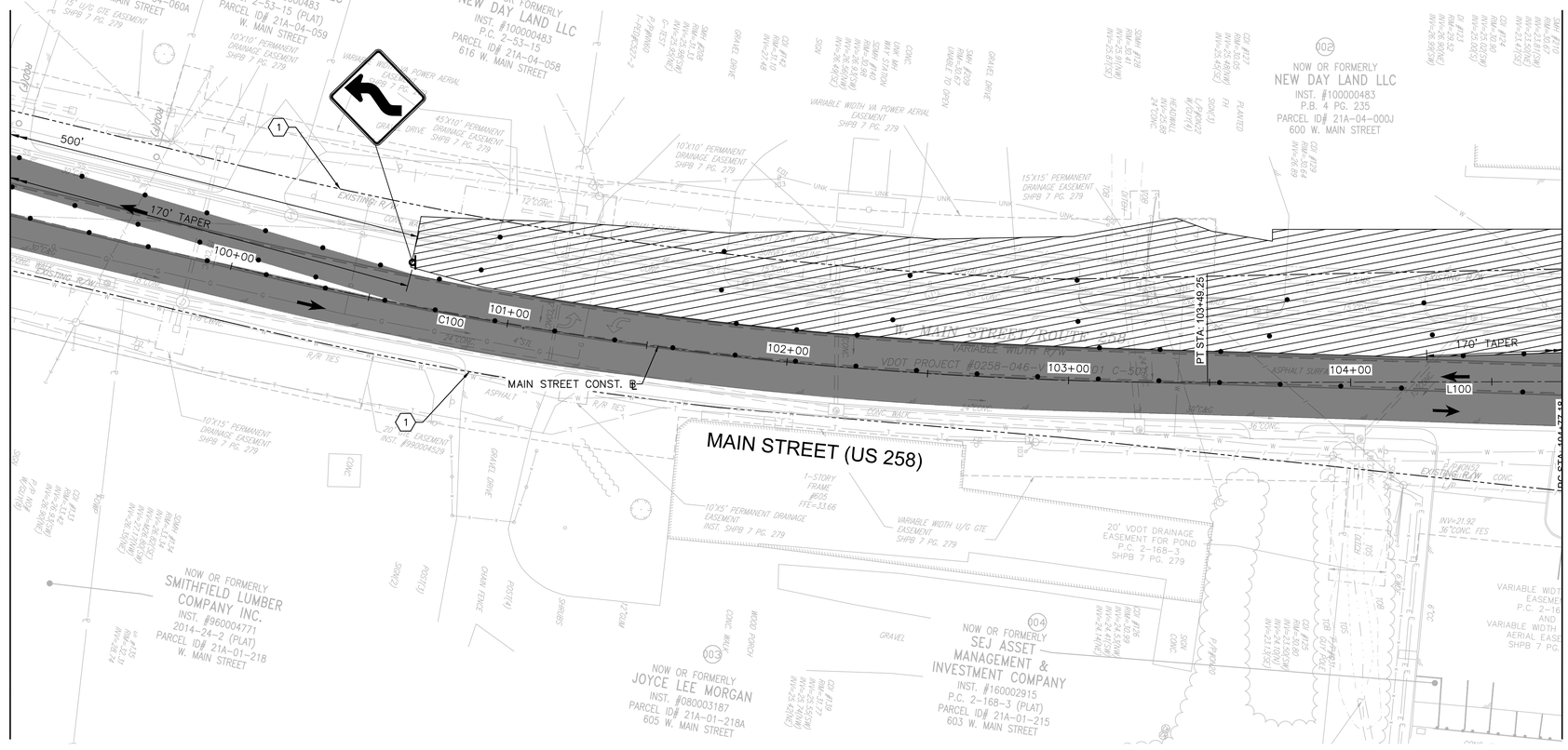
Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD VIRGINIA

SHEET NUMBER
1D(3)



DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

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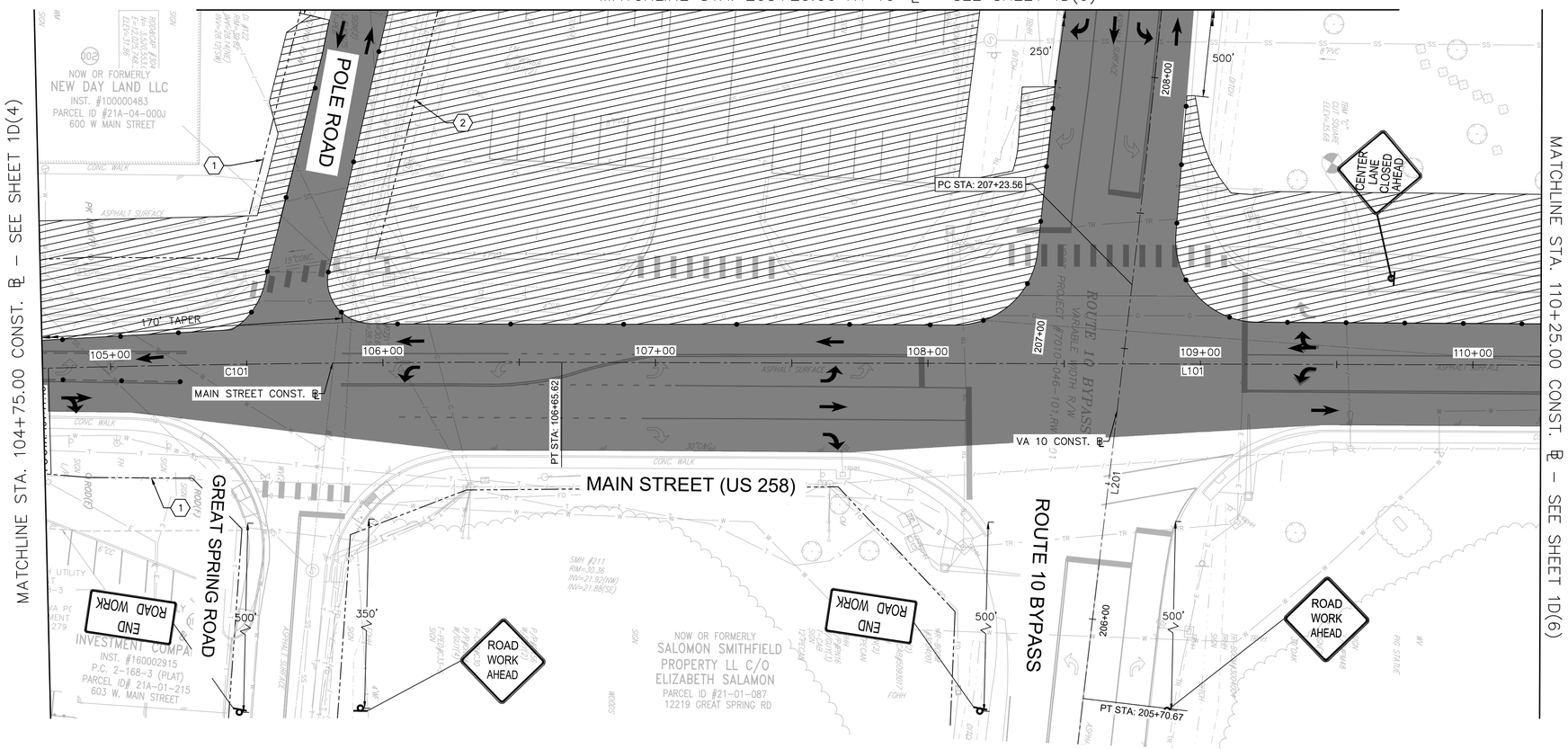
Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
117032035	7/12/2024	AS SHOWN	NVR	NVR	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(4)



GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

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Virginia Beach, Virginia
Roadway Engineer

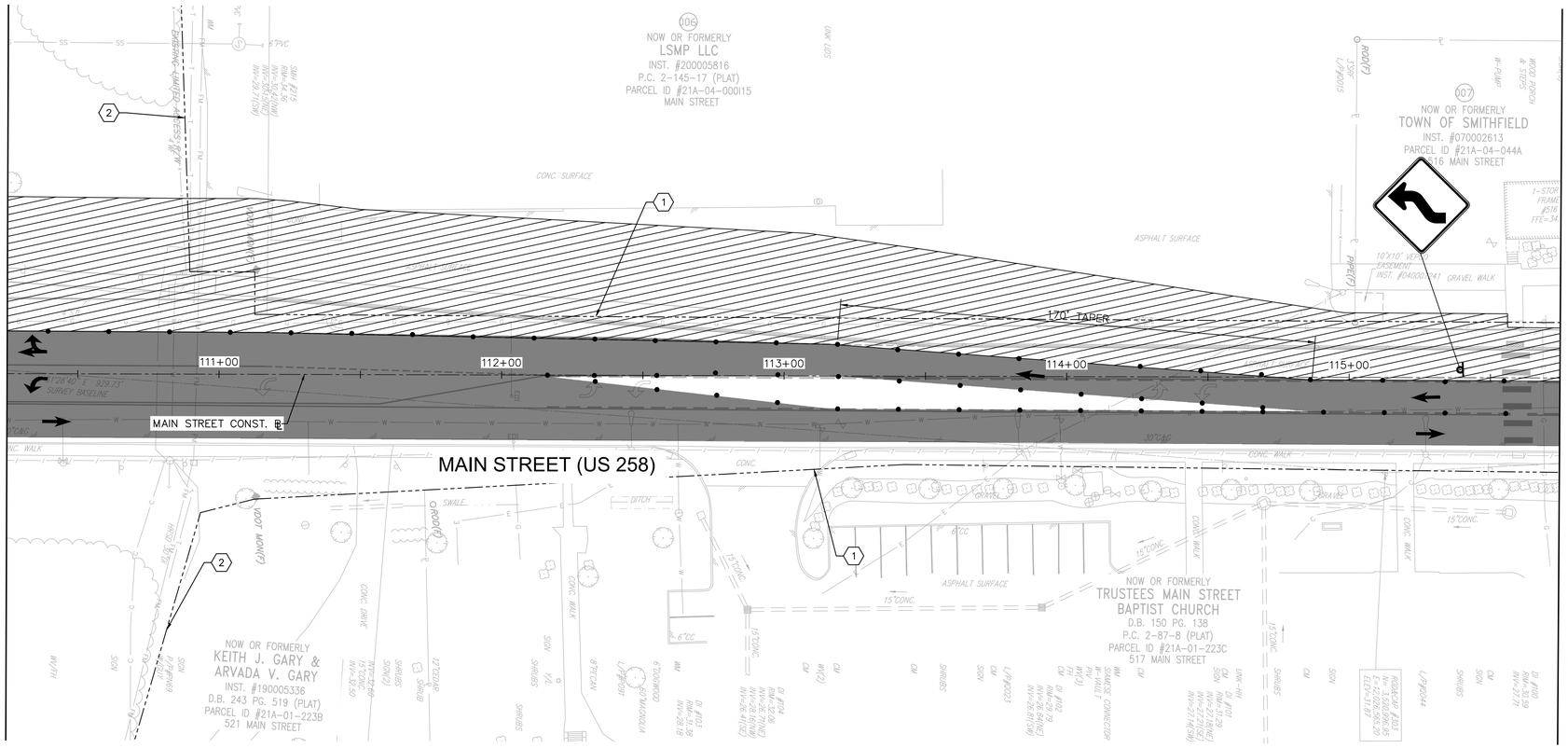
KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(5)

Plotted By:Russo, Nik Sheet Set:Kho Layout:1D(5) PH 1 July 11, 2024 03:29:19pm K:\VAB_RDWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

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Virginia Beach, Virginia
Roadway Engineer

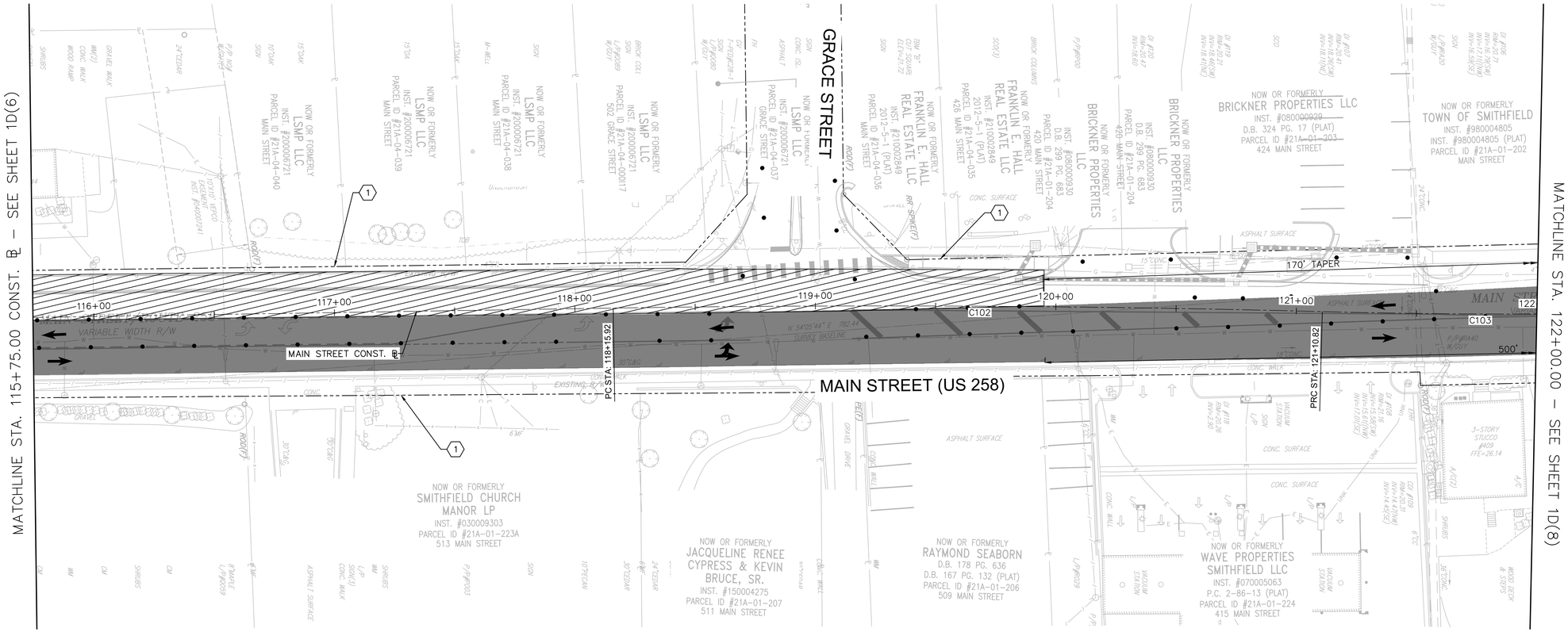
KHA PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
117032035	7/12/2024	AS SHOWN	NVR	NVR	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD
VIRGINIA

SHEET NUMBER
1D(6)

Plotted By:Russo, Nik Sheet Set:Kho Layout:1D(6) PH 1 July 11, 2024 03:29:29pm K:\VAB_RDWY\117032035 - US 258 and Route 10 intersection\05 - Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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GRAPHIC SCALE IN FEET
0 #### ## ##
1"=25'

NORTH

LEGEND

- DENOTES WORK ZONE
- DENOTES TRAVEL SPACE
- SIGN
- CHANNELIZING DEVICE (40' MIN. PARALLEL SPACING 20' MIN. TAPER/ CURVE SPACING)
- DIRECTIONAL ARROW
- (1) EXIST. R/W
- (2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

No.	REVISIONS	DATE

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Virginia Beach, Virginia
Roadway Engineer

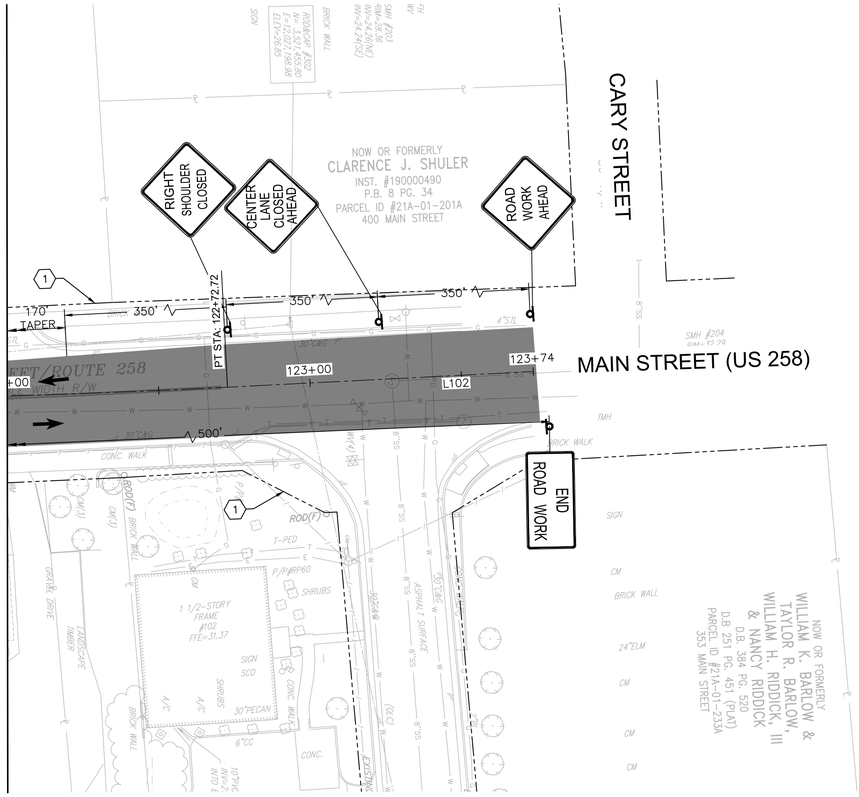
KHA PROJECT 117032035	DATE 7/12/2024	SCALE AS SHOWN	DESIGNED BY NVR	DRAWN BY NVR	CHECKED BY APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(7)

Plotted By:Russo, Niki Sheet Set:Kha Layout:1D(7) PHT July 11, 2024 03:29:39pm K:\VAB_ROWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

LEGEND

- DENOTES WORK ZONE
- DENOTES TRAVEL SPACE
- SIGN
- CHANNELIZING DEVICE (40' MIN. PARALLEL SPACING 20' MIN. TAPER/ CURVE SPACING)
- DIRECTIONAL ARROW
- (1) EXIST. R/W
- (2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

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Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT	117032035
DATE	7/12/2024
SCALE	AS SHOWN
DESIGNED BY	NVR
DRAWN BY	NVR
CHECKED BY	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD
VIRGINIA

SHEET NUMBER
1D(8)

LEGEND

DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

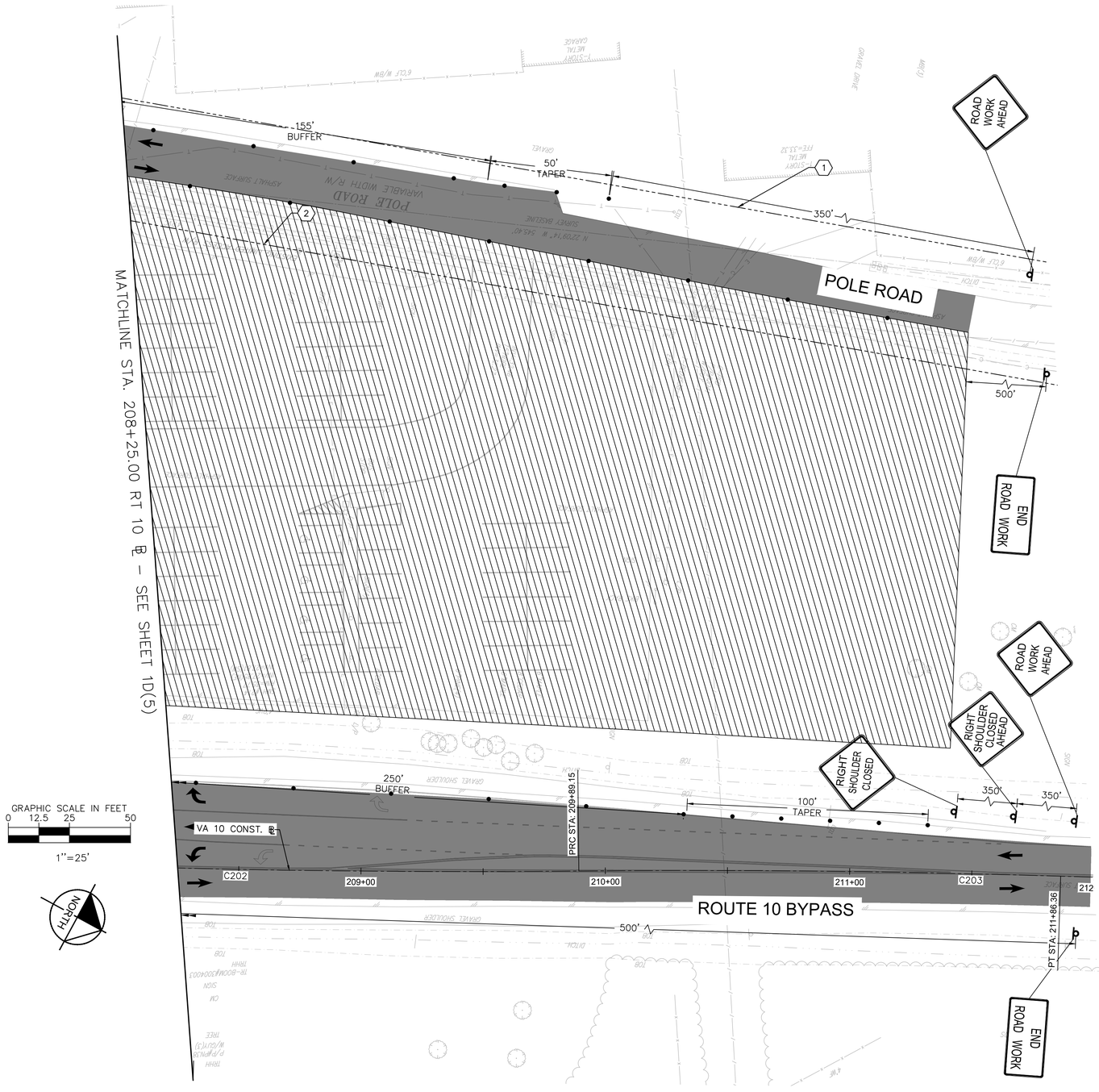
DIRECTIONAL ARROW

1 EXIST. R/W

2 EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION



GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

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Virginia Beach, Virginia
Roadway Engineer

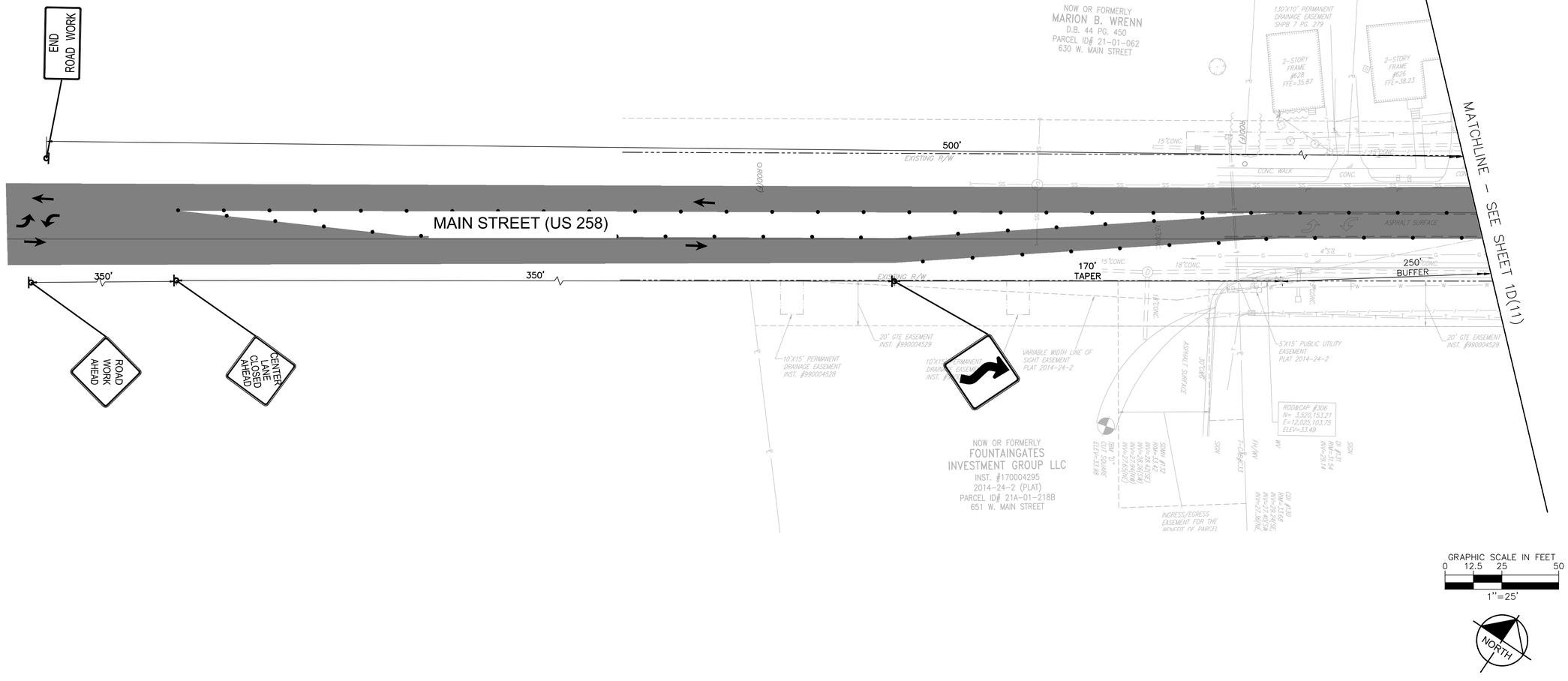
KHA PROJECT 117032035
DATE 7/12/2024
SCALE AS SHOWN
DESIGNED BY NVR
DRAWN BY NVR
CHECKED BY APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD VIRGINIA

SHEET NUMBER
1D(9)

Plotted By:Russo, Nikki Sheet Set:Kho Layout:1D(9) Plot: July 11, 2024 03:30:01pm K:\VAB_RDWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

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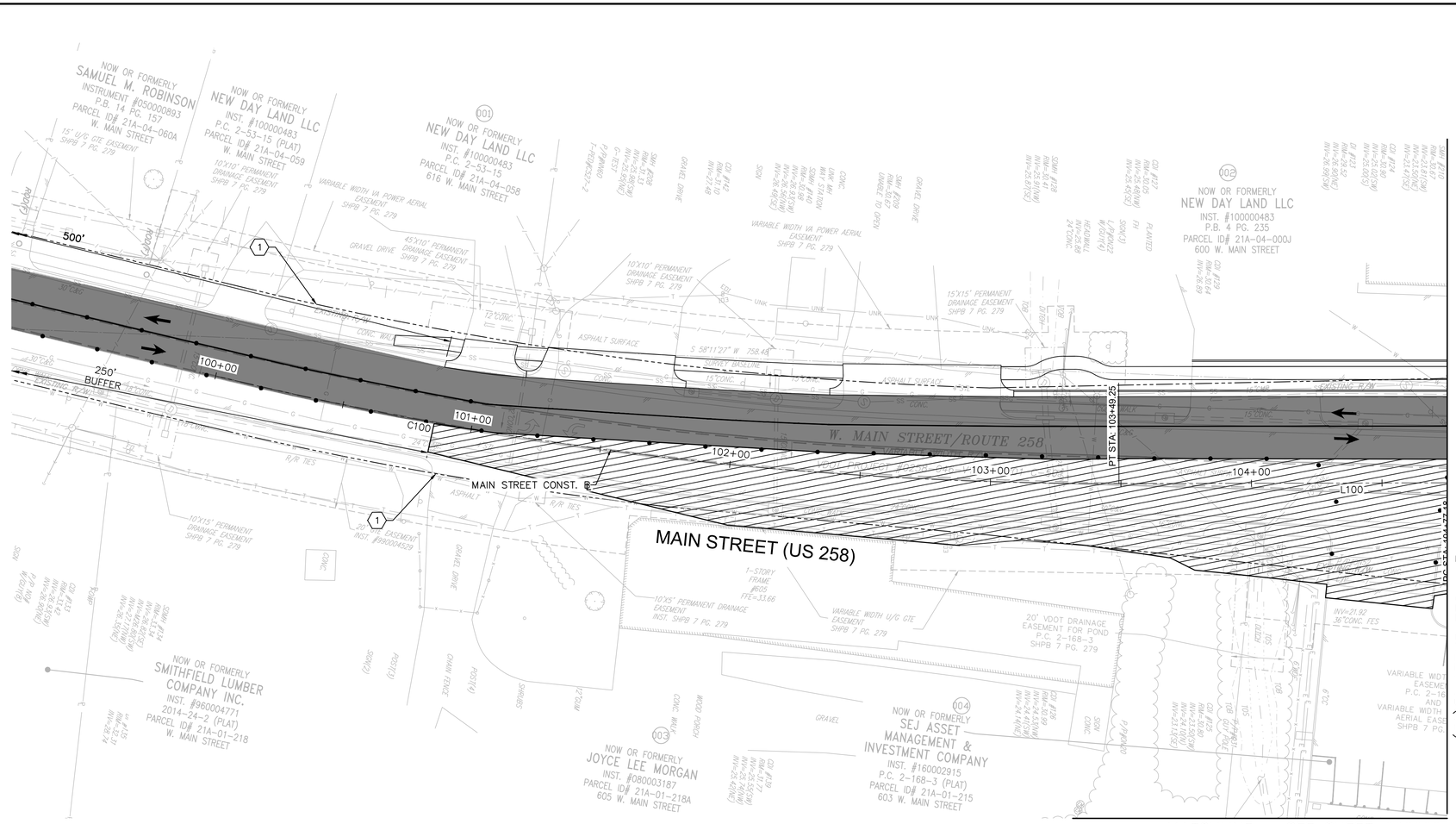
KHA PROJECT	117032035
DATE	7/12/2024
SCALE	AS SHOWN
DESIGNED BY	NVR
DRAWN BY	NVR
CHECKED BY	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 1

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(10)

Plotted By:Russo, Nikki Sheet Set:Kha Layout:1D(10) PH2 July 11, 2024 03:30:11pm K:\VAB_RDWY\117032035 - US 258 and Route 10 Intersection\05 - Design\CADD\PlanSheets\1D(2) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

(1) EXIST. R/W

(2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

No.	REVISIONS	DATE

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Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT 117032035	DATE 7/12/2024	SCALE AS SHOWN	DESIGNED BY NVR	DRAWN BY NVR	CHECKED BY APF

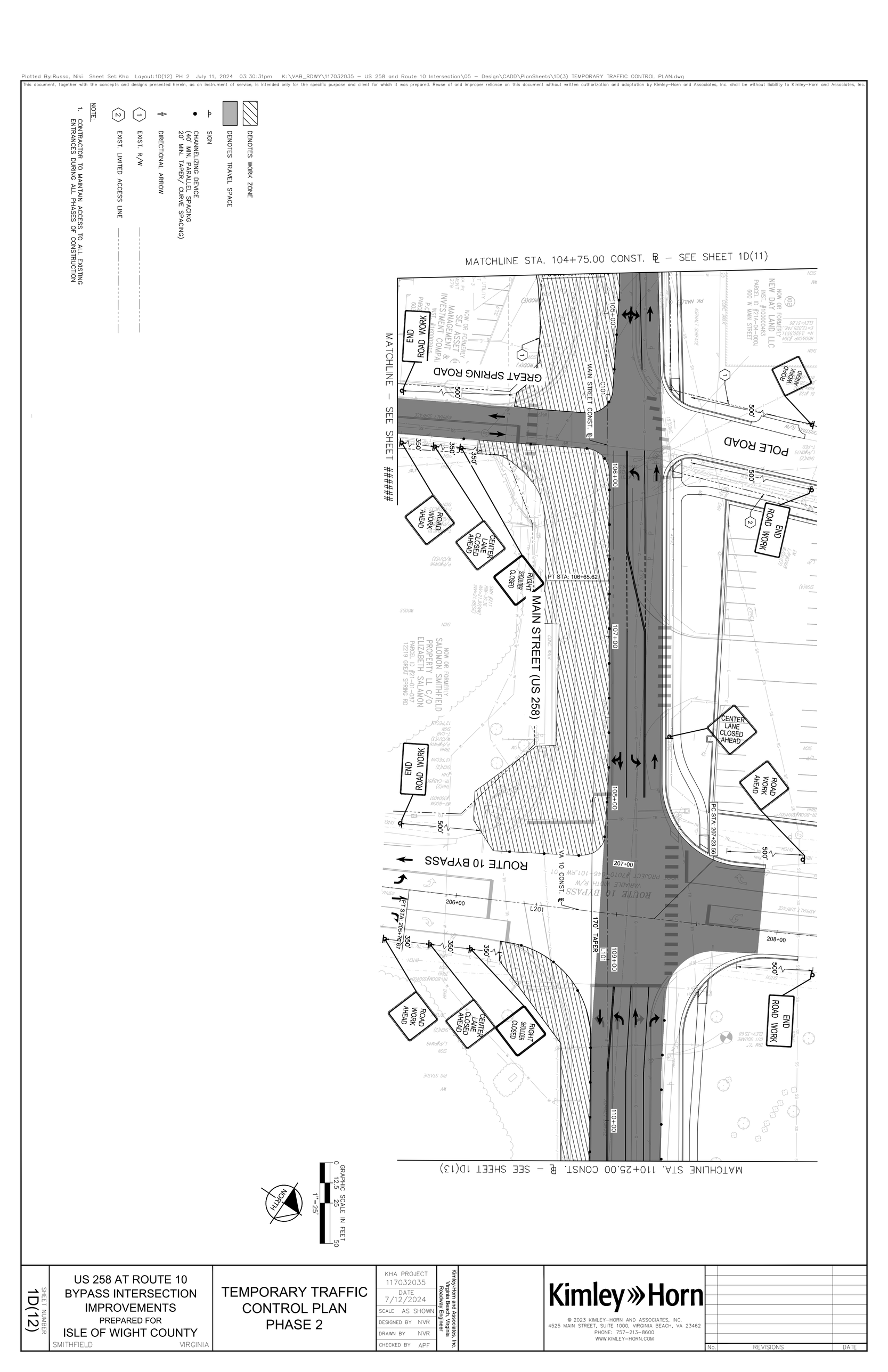
TEMPORARY TRAFFIC CONTROL PLAN PHASE 2

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(11)

Plotted By:Russo, Niki Sheet Set:Kha Layout:1D(11) PH 2 July 11, 2024 03:30:20pm K:\VAB_RDWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE (40' MIN. PARALLEL SPACING 20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

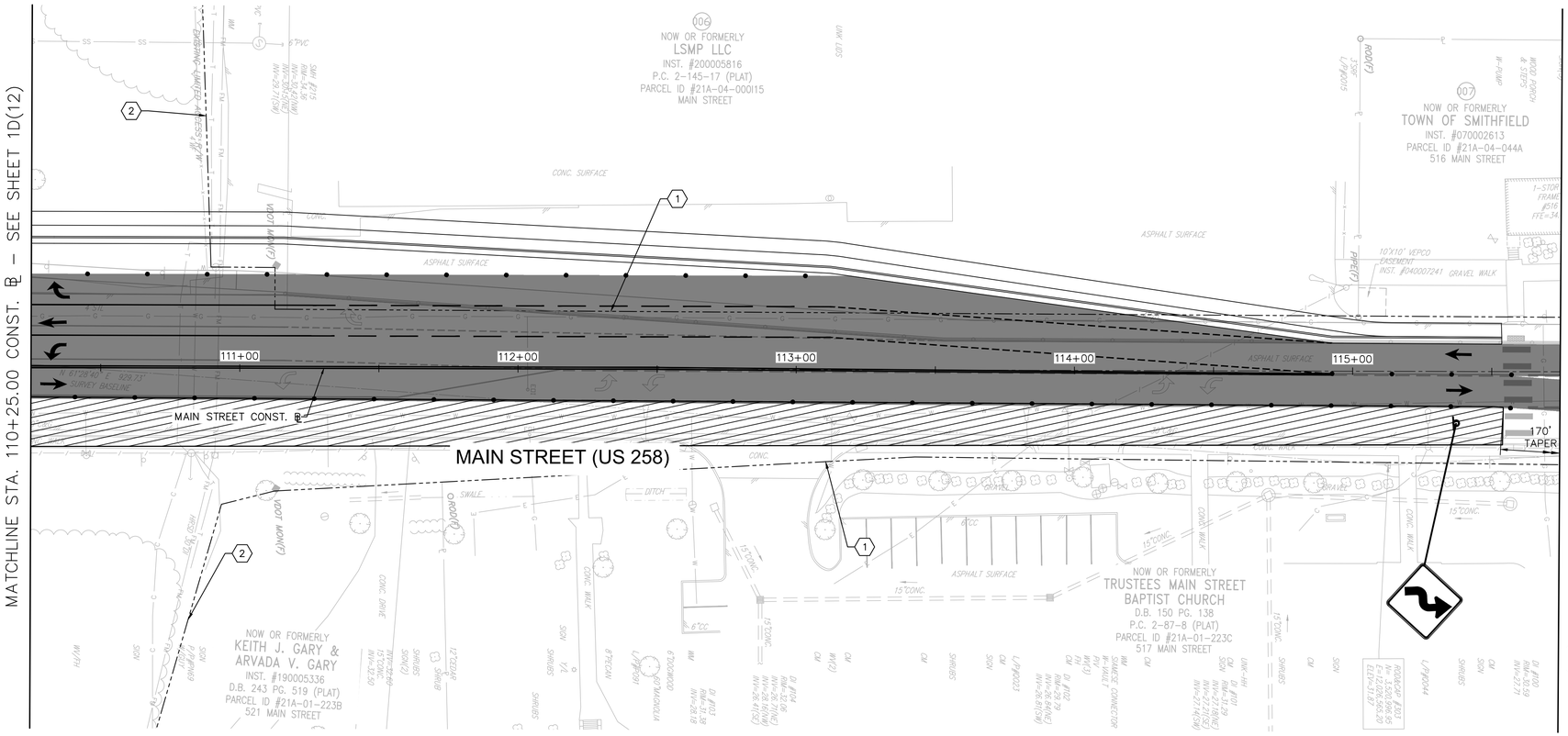
EXIST. R/W

EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

SHEET NUMBER 1D(12)	US 258 AT ROUTE 10 BYPASS INTERSECTION IMPROVEMENTS PREPARED FOR ISLE OF WIGHT COUNTY SMITHFIELD VIRGINIA	TEMPORARY TRAFFIC CONTROL PLAN PHASE 2	KHA PROJECT 117032035 DATE 7/12/2024 SCALE AS SHOWN DESIGNED BY NVR DRAWN BY NVR CHECKED BY APF	Kimley-Horn and Associates, Inc. Virginia Beach, Virginia Roadway Engineer	Kimley»Horn © 2023 KIMLEY-HORN AND ASSOCIATES, INC. 4525 MAIN STREET, SUITE 1000, VIRGINIA BEACH, VA 23462 PHONE: 757-213-8600 WWW.KIMLEY-HORN.COM	No. REVISIONS DATE



GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

DENOTES WORK ZONE

DENOTES TRAVEL SPACE

SIGN

CHANNELIZING DEVICE
(40' MIN. PARALLEL SPACING
20' MIN. TAPER/ CURVE SPACING)

DIRECTIONAL ARROW

1 EXIST. R/W

2 EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

No.	REVISIONS	DATE

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Virginia Beach, Virginia
Roadway Engineer

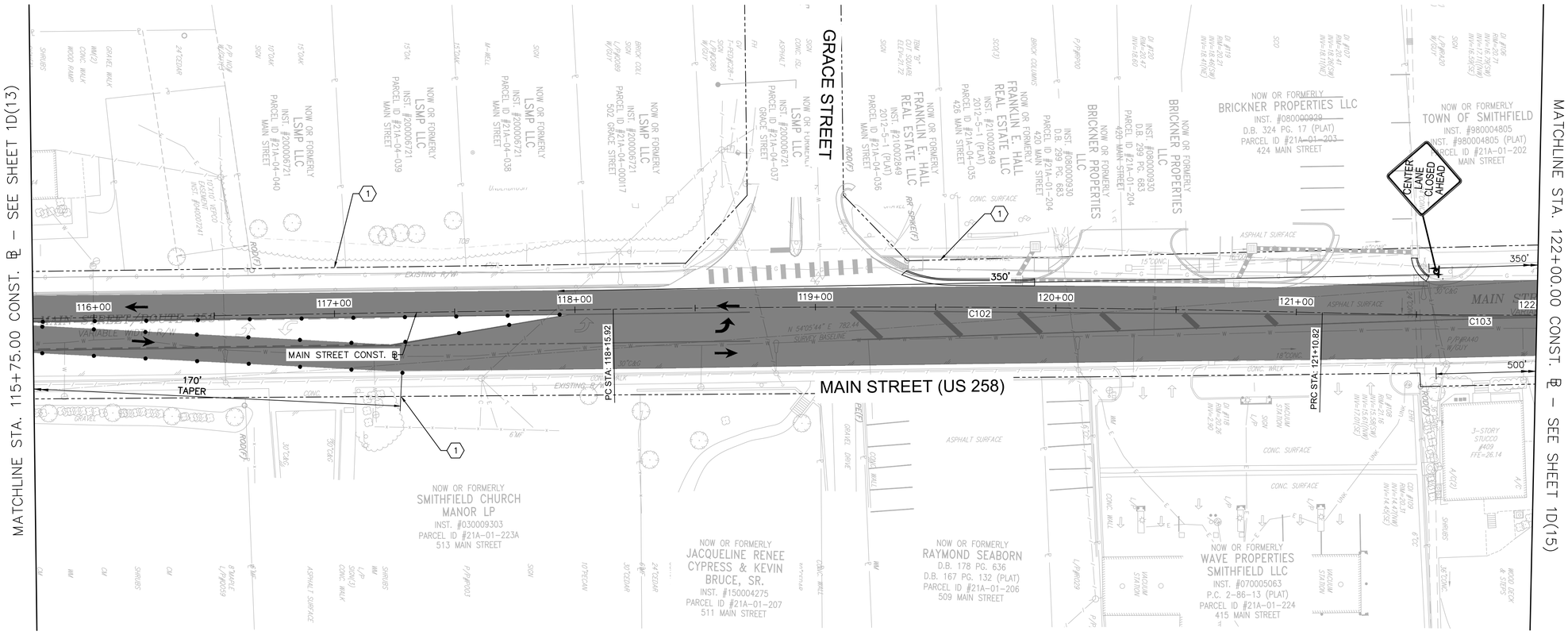
KHA PROJECT	117032035
DATE	7/12/2024
SCALE	AS SHOWN
DESIGNED BY	NVR
DRAWN BY	NVR
CHECKED BY	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 2

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
SMITHFIELD VIRGINIA

SHEET NUMBER
1D(13)

Plotted By:Russo, Niki Sheet Set:Kha Layout:1D(13) PH 2 July 11, 2024 03:30:40pm K:\VAB_RDWY\117032035 - US 258 and Route 10 Intersec\05 - Design\CADD\PlanSheets\1D(13) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

LEGEND

- DENOTES WORK ZONE
- DENOTES TRAVEL SPACE
- SIGN
- CHANNELIZING DEVICE (40' MIN. PARALLEL SPACING 20' MIN. TAPER/ CURVE SPACING)
- DIRECTIONAL ARROW
- (1) EXIST. R/W
- (2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

No.	REVISIONS	DATE

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Virginia Beach, Virginia
Roadway Engineer

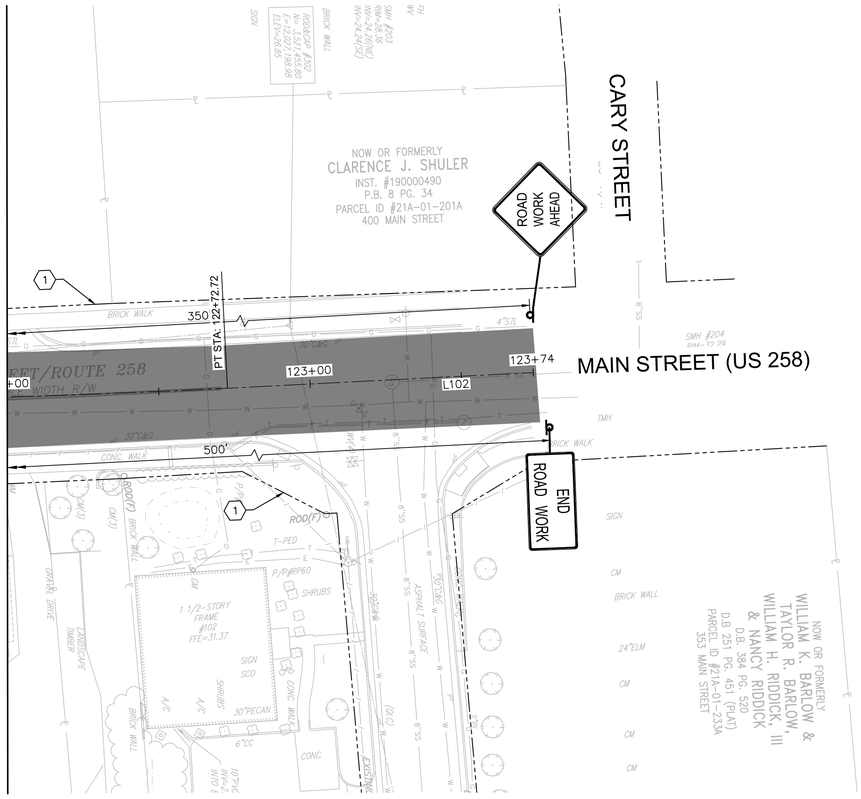
KHA PROJECT 117032035	DATE 7/12/2024	SCALE AS SHOWN	DESIGNED BY NVR	DRAWN BY NVR	CHECKED BY APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 2

US 258 AT ROUTE 10
BYPASS INTERSECTION IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(14)

Plotted By:Russo, Niki Sheet Set:Kha Layout:1D(14) PH 2 July 11, 2024 03:30:50pm K:\VAB_RDWY\117032035 – US 258 and Route 10 Intersection\05 – Design\CADD\PlanSheets\1D(3) TEMPORARY TRAFFIC CONTROL PLAN.dwg
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GRAPHIC SCALE IN FEET
0 12.5 25 50
1"=25'

NORTH

LEGEND

- DENOTES WORK ZONE
- DENOTES TRAVEL SPACE
- SIGN
- CHANNELIZING DEVICE (40' MIN. PARALLEL SPACING 20' MIN. TAPER/ CURVE SPACING)
- DIRECTIONAL ARROW
- (1) EXIST. R/W
- (2) EXIST. LIMITED ACCESS LINE

NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO ALL EXISTING ENTRANCES DURING ALL PHASES OF CONSTRUCTION

Kimley»Horn

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No.	REVISIONS	DATE

Kimley-Horn and Associates, Inc.
Virginia Beach, Virginia
Roadway Engineer

KHA PROJECT	117032035
DATE	7/12/2024
SCALE	AS SHOWN
DESIGNED BY	NVR
DRAWN BY	NVR
CHECKED BY	APF

TEMPORARY TRAFFIC CONTROL PLAN PHASE 2

US 258 AT ROUTE 10
BYPASS INTERSECTION
IMPROVEMENTS
PREPARED FOR
ISLE OF WIGHT COUNTY
VIRGINIA
SMITHFIELD

SHEET NUMBER
1D(15)

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