FOR INDEX OF SHEETS SEE SHEET 1A

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, HAS BEEN SEALED AND SIGNED USING DIGITAL SIGNATURES AND THE OFFICIAL PLAN ASSEMBLY IN ELECTRONIC FORMAT IS STORED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTIONS PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE THE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2026 VIRGINIA WORK AREA PROTECTION MANUAL - VERSION 11.0 (2026) 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, ARE FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.

ALL HORIZONTAL CURVES ARE TO BE TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11U, EXCEPT WHERE OTHERWISE NOTED. NO SUPERELEVATION IS PROPOSED ON THIS PROJECT.

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

THIS PROJECT WAS DEVELOPED UTILIZING THE ENGINEERING DESIGN PACKAGE (AutoCAD CIVIL 3D).
Computer Identification No. (UPC 127931)

PROJECT MANAGER: DERRICK WILLIAMS (VDOT), (757) 956-3097
SURVEYED BY: TIMMONS GROUP, 03/2026
DESIGN BY: TIMMONS GROUP
SUBSURFACE UTILITY BY, DATE: TIMMONS GROUP, 03/2026

Local Roots, Global Reach
ISLE OF WIGHT COUNTY, VIRGINIA

FHWA - 534 DATA 43103

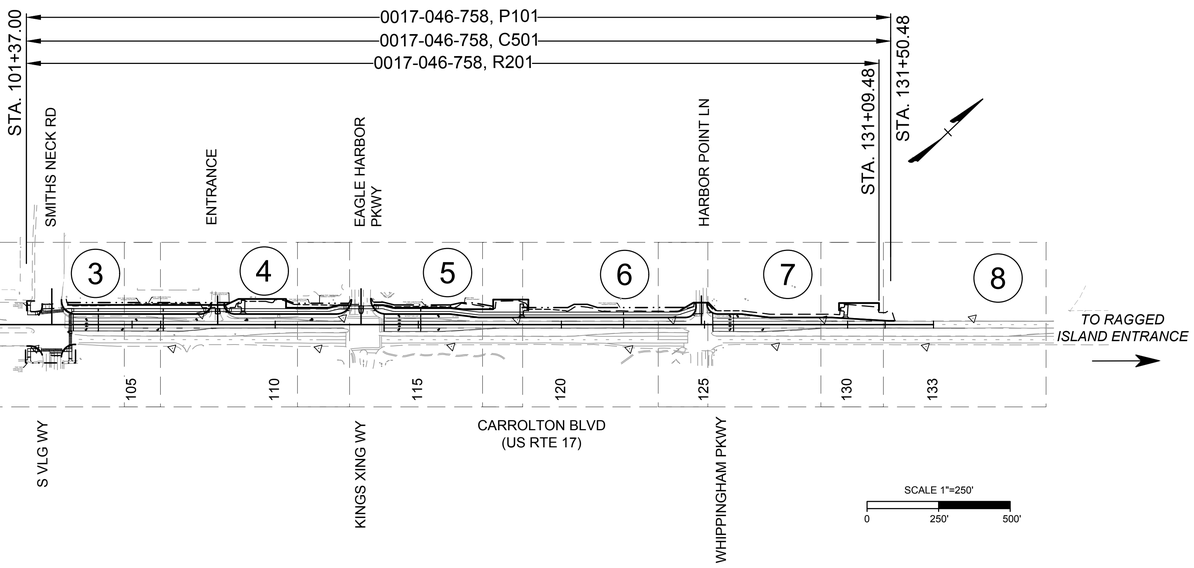
STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.	*STP-5803(597)* *(SEE TABULATION BELOW FOR SECTION NUMBERS)*	*17*	*(NFO) 0017-046-758,* *(SEE TABULATION BELOW FOR SECTION NUMBERS)*	*01*

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

ISLE OF WIGHT COUNTY
CARROLTON BOULEVARD (RTE. 17)
From: 0.016 MILES SOUTH OF SMITHS NECK RD (RTE 669)
To: 0.555 MILES NORTH OF SMITHS NECK RD (RTE 669)

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
RTE. 17 - PRINCIPAL ARTERIAL (GS-5) - DIVIDED-ROLLING - 45 MPH DESIGN SPEED	
	FROM. 0.016 MILES SOUTH OF SMITHS NECK RD (RTE 669) TO. 0.555 MILES SOUTH OF SMITHS NECK RD (RTE 669)
ADT (2023)	29,000
ADT (2053)	35,400
DHV	3,385
D (%) (design hour)	66
T (%) (design hour)	3.25
V (MPH)	*

* SEE PLAN AND PROFILE SHEETS FOR HORIZONTAL AND VERTICAL DESIGN SPEED



COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

TIMMONS GROUP,
RICHMOND, VA
ROADWAY ENGINEER

DESCRIPTION REFERENCE
SMITHS NECK RD (RTE. 669)
POI STA. 102+19.69 (US RTE. 17)

PFI 30% PLANS

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

QUALITY ASSURANCE STATEMENT

A Quality Control and Assurance review has been performed on this document in accordance with the Timmons Group Quality Plan. The undersigned states that this document has been checked and reviewed in a manner commensurate with the level of detail for the type of submittal indicated below.

BRIAN T. COPELAND — Project Manager
7/6/2026 — Date
30% PLANS — Type of Submittal

Isle of Wight County Population 38,606 (2020 Census)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES	LENGTH INCLUDING BRIDGE(S)		LENGTH EXCLUDING BRIDGE(S)		BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
					FEET	FEET	MILES	FEET	MILES			
0641-089-793	P101	STP-5803(597)		127931	NONE	3013.48	0.0571	3013.48	0.0571		PRELIMINARY	From: 0.016 MILES SOUTH OF SMITHS NECK RD To: 0.555 MILES NORTH OF SMITHS NECK RD
	R201	STP-5803(597)		127931	NONE	2972.48	0.209	2972.48	0.209		RIGHT OF WAY	From: 0.010 MILES NORTH OF SMITHS NECK RD To: 0.220 MILES NORTH OF SMITHS NECK RD
	C501	STP-5803(597)	I000	127931	NONE	3013.48	0.0571	3013.48	0.0571		CONSTR.	From: 0.016 MILES SOUTH OF SMITHS NECK RD To: 0.555 MILES NORTH OF SMITHS NECK RD

Project Lengths are based on RTE. 17 Construction Baseline.

TIER 1 PROJECT

LOCALLY ADMINISTERED PROJECTS	
COUNTY OF ISLE OF WIGHT	
(SIGNATURE)	
JAMIE OLIVER	
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	DIRECTOR OF TRANSPORTATION / TITLE OF POSITION
(SIGNATURE)	
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPED)	
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	DIRECTOR OF PUBLIC WORKS / TITLE OF POSITION

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER

APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER

APPROVED FOR CONSTRUCTION	
DATE	DISTRICT ADMINISTRATOR

Copyright 2023, Commonwealth of Virginia

30% PFI PLANS

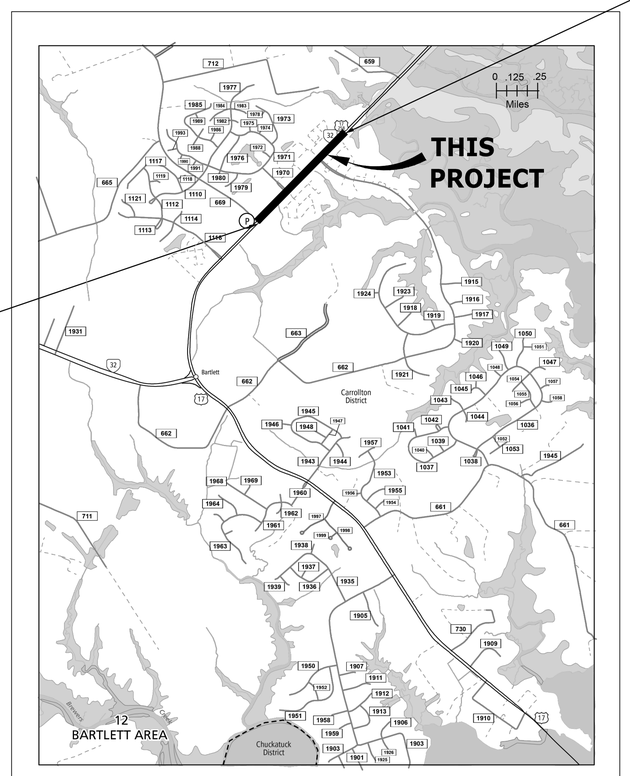
THESE PLANS ARE UNFINISHED AND INCOMPLETE AND ARE NOT TO BE USED FOR ACQUISITION OF RIGHT-OF-WAY OR CONSTRUCTION.

INDEX OF SHEETS

SHEET	NUMBER
COVER SHEET	01
INDEX OF SHEETS	01A
ALIGNMENT DATA SHEET	1C
GENERAL NOTES	2
TYPICAL SECTIONS	2A
STORMWATER MANAGEMENT PLAN	2B(1)-2B(5)
PLAN SHEETS	03 - 08
PROFILE SHEETS	03A - 08A
TRAFFIC SIGNAL NOTES AND LEGEND	09(1)
TRAFFIC SIGNAL PLANS	09(3)-09(5)
CROSS SECTIONS	XS-01 - XS-11
TOTAL NUMBER OF SHEETS	**37**

BEGIN PROJECT
0017-046-758
RTE. 17 PHASE I

END PROJECT
0017-046-758
RTE. 17 PHASE I



LOCATION MAP

SCALE: 1"=2500'

COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

THIS DRAWING PREPARED AT THE
CORPORATE OFFICE
1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
TEL 804.200.6500 FAX 804.560.1016 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

Site Development | Residential | Infrastructure | Technology

REVISION DESCRIPTION	DATE

DATE: 7/6/2026
DRAWN BY: THW
DESIGNED BY: THW
CHECKED BY: BTC
SCALE: ----

TIMMONS GROUP

ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

INDEX OF SHEETS

JOB NO. 75473

SHEET NO. 01A

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L:\2025\75473-Rte_17_Widening_Ph1\DWG\Sheet\CD\75473-2025-01a.dwg | Plotted on 7/6/2026 1:03 PM | by Tyler Wade

Horizontal Alignment Report

****

Alignment Name: Carrolton Blvd
Station Range: Start: 100+00.00, End: 133+00.00
Description: Rte. 17 - Ph.1

****

Begin Rte. 17 - Ph.1
N 3,511,849.9872 E 12,057,868.2479 100+00.00

Line (1)
N43° 18' 46.61"E 3,299.998'
N 3,514,251.1243 E 12,060,131.9897 133+00.00
Line (1)

N 3,514,251.1243 E 12,060,131.9897 133+00.00
End Rte. 17 - Ph.1

****

Alignment Length: 3,299.998'

****

****

Alignment Name: Smiths Neck Rd
Station Range: Start: 10+00.00, End: 11+25.00
Description: Rte 669

****

Begin Smiths Neck Rd
N 3,512,095.5896 E 12,057,928.0010 10+00.00

Line (1)
S46° 41' 13.39"E 125.002'
N 3,512,009.8406 E 12,058,018.9544 11+25.00
Line (1)

N 3,512,009.8406 E 12,058,018.9544 11+25.00
End Smiths Neck Rd

****

Alignment Length: 125.002'

****

****

Alignment Name: Commercial Entrance #1
Station Range: Start: 20+00.00, End: 21+00.00
Description:

****

Begin Commercial Entrance #1
N 3,512,499.7147 E 12,058,343.5189 20+00.00

Line (1)
S46° 56' 32.73"E 100.000'
N 3,512,431.4414 E 12,058,416.5857 21+00.00
Line (1)

N 3,512,431.4414 E 12,058,416.5857 21+00.00
End Commercial Entrance #1

****

Alignment Length: 100.000'

****

****

Alignment Name: Eagle Harbor Parkway
Station Range: Start: 30+00.00, End: 31+25.00
Description: SC-1970E

****

Begin Eagle Harbor Parkway
N 3,512,881.8383 E 12,058,669.2621 30+00.00

Line (1)
S46° 41' 13.39"E 125.000'
N 3,512,796.0905 E 12,058,760.2143 31+25.00
Line (1)

N 3,512,796.0905 E 12,058,760.2143 31+25.00
End Eagle Harbor Parkway

****

Alignment Length: 125.000'

****

Horizontal Alignment Report

****

Alignment Name: Harbor Point Lane
Station Range: Start: 40+00.00, End: 41+00.00
Description:

****

Begin Harbor Point Lane
N 3,513,729.6930 E 12,059,502.9605 40+00.00

Line (1)
S46° 41' 13.39"E 100.000'
N 3,513,661.0948 E 12,059,575.7223 41+00.00
Line (1)

N 3,513,661.0948 E 12,059,575.7223 41+00.00
End Harbor Point Lane

****

Alignment Length: 100.000'

****

SURVEY CONTROL POINTS				
Control Point #	Northing	Easting	Elev.	Sheet
CP 1	3512259.80'	12058368.11'	19.79'	04
CP 2	3512631.60'	12058718.43'	18.02'	05
CP 3	3512973.50'	12059031.82'	16.29'	05
CP 4	3513420.08'	12059464.59'	15.85'	06
CP 5	3513799.39'	12059809.06'	14.36'	07
CP 6	3514178.93'	12060169.40'	6.94'	08
CP 8	3514366.36'	12060209.85'	4.64'	08
CP 9	3513984.81'	12059854.48'	11.04'	07
CP 10	3513600.00'	12059493.81'	16.90'	06
CP 11	3513204.66'	12059122.02'	13.35'	06
CP 12	3512766.22'	12058700.08'	19.90'	05
CP 13	3512414.50'	12058351.39'	19.81'	04
CP 501	3511911.17'	12058040.76'	20.84'	03

SURVEY CONTROL:
VA STATE PLANE COORDINATE SYSTEM
HORIZONTAL DATUM: NAVD 88
VERTICAL DATUM: NAD 83 (US SURVEY FEET)

COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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Site Development | Residential | Infrastructure | Technology

REVISION DESCRIPTION

DATE

DATE: 7/6/2026
DRAWN BY: THW
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SCALE: ----

TIMMONS GROUP

ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
ALIGNMENT DATA SHEET

JOB NO. 75473
SHEET NO. 1C

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GENERAL NOTES

GRADING

G-1 THE GRADE LINE DENOTES TOP OF FINISHED PAVEMENT UNLESS SHOWN OTHERWISE ON TYPICAL SECTIONS OR PLANS.

G-4 THE COST OF REMOVAL OF ALL EXISTING CONCRETE ITEMS LOCATED IN THE AREA TO BE GRADED, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR REGULAR EXCAVATION: CONC. PIPE, END SECTIONS, END WALLS, EXISTING STRUCTURES TO BE DEMOLISHED, CURB & GUTTER, SIDEWALK, AND OTHER MISCELLANEOUS EXISTING INCIDENTAL CONCRETE FEATURES..

G-5 THE EXCAVATION OF UNSUITABLE MATERIAL AS SPECIFIED ON THESE PLANS IS BASED ON PREVIOUSLY CONDUCTED SUBSURFACE SOIL INVESTIGATION. IF, DURING CONSTRUCTION, IT IS DEEMED NECESSARY TO CHANGE THE DEPTH MORE THAN 1 FOOT (0.3 M) OR THE LIMITS OF SUCH EXCAVATION, SUCH CHANGE SHALL BE MADE AT THE DIRECTION OF THE ENGINEER AND MEASUREMENT AND PAYMENT SHALL BE MADE IN ACCORDANCE WITH SECTION 303 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS.

G-6 THE BORROW MATERIAL FOR THIS PROJECT SHALL BE A MINIMUM CBR OF 6.0 AND MAXIMUM PI OF 15 OR AS APPROVED BY THE DISTRICT MATERIALS ENGINEER.

G-7 MATERIAL FROM REGULAR EXCAVATION WHICH IS SUITABLE FOR STABILIZATION WITH HYDRAULIC CEMENT (LIME) SHALL BE PLACED IN THE TOP PORTION OF THE SUBGRADE

STORMWATER MANAGEMENT

S-1 CLEARING AND GRUBBING OF SWM BASIN SITE - THE AREA WHERE THE DAM IS TO BE CONSTRUCTED AND THE AREA UPSTREAM OF THE DAM, TO AN ELEVATION EQUAL TO THE CREST OF THE DAM (MAXIMUM PONDED WATER ELEVATION), SHALL BE CLEARED AND GRUBBED IN ACCORDANCE WITH SECTION 301 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS.

S-2 SWM BASIN DAM CONSTRUCTION - THE DAM FOR DETENTION BASINS (NO PERMANENT POOL) SHALL CONFORM TO THE DETAILS CONTAINED IN THE PLANS AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 303 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS. THE NATIVE MATERIAL ON WHICH THE DAM WILL SET SHALL MEET THE SPECIFICATIONS FOR AASHTO TYPE A-4 OR FINER MATERIAL. WHERE THE NATIVE MATERIAL DOES NOT MEET THIS REQUIREMENT, THE AREA BENEATH THE DAM IS TO BE EXCAVATED A MINIMUM OF 4' AND BACKFILLED WITH A MATERIAL MEETING THE AASHTO TYPE A-4 OR FINER CLASSIFICATION UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE MATERIAL USED FOR THE EMBANKMENT OF THE DAM SHALL BE AASHTO TYPE A-4 OR FINER OR OTHERWISE SPECIFIED IN THE PLANS. DAMS WITH FOUNDATION AND EMBANKMENT MATERIAL NOT MEETING THE ABOVE REQUIREMENTS OR DAMS GREATER THAN 15' IN HEIGHT, OR DAMS FOR RETENTION BASINS (PERMANENT POOL) SHALL INCORPORATE A MEMBRANE-LINED TRENCH, A HOMOGENOUS EMBANKMENT WITH SEEPAGE CONTROLS, A ZONED EMBANKMENT OR OTHER SUCH APPROVED DESIGNS AS SPECIFIED IN THE PLANS.

S-3 SWM BASIN OUTLET PIPE - THE PIPE CULVERT UNDER OR THROUGH THE DAM FOR DETENTION BASINS (NO PERMANENT POOL) SHALL BE REINFORCED CONCRETE PIPE WITH RUBBER GASKETS IN ACCORDANCE WITH SECTION 232 AND 212 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS. A CONCRETE CRADLE SHALL EXTEND THE FULL LENGTH OF THE PIPE CULVERT IN ACCORDANCE WITH THE STANDARD DRAWINGS. THE CONNECTION BETWEEN THE PIPE CULVERT AND THE SWM-1 DRAINAGE STRUCTURE (OR OTHER CONTROL STRUCTURE) SHALL BE MADE WATERTIGHT AS APPROVED BY THE ENGINEER AND THE COST SHALL BE INCLUDED IN THE PRICE BID FOR PIPE.

S-4 THE SWM-1 DRAINAGE STRUCTURE (OR OTHER CONTROL STRUCTURE) SHALL HAVE 4" HIGH NUMBERS AND 1" WIDE STRIPES PAINTED AT 1' INTERVALS AS SHOWN ON THE STANDARD DRAWINGS OR DETAIL SHEETS. THE NUMBERS AND STRIPES ARE TO BE INSTALLED AT THE TIME OF THE INITIAL INSTALLATION OF THE SWM-1 DRAINAGE STRUCTURE (OR OTHER CONTROL STRUCTURE). PAINT AND APPLICATION SHALL BE IN ACCORDANCE WITH SECTION 231 AND 411 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS AND THE COST IS TO BE INCLUDED IN THE PRICE BID FOR THE APPLICABLE STRUCTURE.

S-5 ALL SWM BASINS DESIGNATED FOR USE AS TEMPORARY SEDIMENT BASINS SHALL BE CONSTRUCTED DURING THE INITIAL PHASE OF EARTH MOVING ACTIVITIES OR AS SPECIFIED BY THE PLANS OR DIRECTED BY THE ENGINEER. DURING PROJECT CONSTRUCTION, THE SWM-1 DRAINAGE STRUCTURE (OR OTHER CONTROL STRUCTURE) SHALL BE MODIFIED IN ACCORDANCE WITH THE STANDARD DRAWINGS OR PLAN DETAILS IN ORDER TO PROVIDE A TEMPORARY SEDIMENT BASIN WITH BOTH A "WET" STORAGE VOLUME (PERMANENT POOL) AND A "DRY" STORAGE VOLUME. SEDIMENT ACCUMULATED IN THE BASIN SHALL BE REMOVED WHEN THE VOLUME OF THE "WET" STORAGE (PERMANENT POOL) HAS BEEN REDUCED BY 50%. SEDIMENT SHALL BE DISPOSED OF IN ACCORDANCE WITH SECTION 106.04 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS. WHEN PROJECT CONSTRUCTION IS COMPLETE TO A STAGE WHERE NO ADDITIONAL SEDIMENT FROM THE PROJECT IS EXPECTED TO ENTER THE BASIN, AS DETERMINED BY THE ENGINEER, THE BASIN SHALL BE CLEANED OUT AND RESTORED TO THE ORIGINAL DESIGN ELEVATIONS, THE AREA STABILIZED AND ALL TEMPORARY MODIFICATIONS TO THE SWM-1 DRAINAGE STRUCTURE (OR OTHER CONTROL STRUCTURE) REMOVED.

PAVEMENT

P-2 THE PAVEMENT MATERIALS ON THIS PROJECT WILL BE PAID FOR ON A TONNAGE BASIS. THE WEIGHT WILL VARY IN ACCORDANCE WITH THE SPECIFIC GRAVITY OF THE AGGREGATES AND THE ASPHALTIC CONTENT OF THE MIX ACTUALLY USED TO SECURE THE DESIGN DEPTH. THE WEIGHT OF THE ASPHALT CONCRETE IS BASED ON 95% OF THE THEORETICAL MAXIMUM DENSITY.

INCIDENTALS

I-5 THAT PORTION OF THE RIGHT OF WAY LYING WITHIN THE CLEAR ZONE OR WITHIN A MINIMUM OF 10 FEET FROM THE EDGE OF PAVEMENT OR SURFACING OR WITHIN THE LIMITS OF THE CONSTRUCTION SLOPES BEYOND 10 FEET, SHALL BE CLEARED AND GRUBBED IN ACCORDANCE WITH THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS, SECTION 301, WHERE SUFFICIENT RIGHT OF WAY OR CONSTRUCTION EASEMENT IS PROVIDED.

I-6 CERTAIN TREES SHALL BE PRESERVED AS NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER.

I-9 WHEN NO CENTERLINE ALIGNMENT IS SHOWN FOR A PROPOSED ENTRANCE, THE ENTRANCE SHALL BE CONSTRUCTED IN THE SAME LOCATION AS THE EXISTING ENTRANCE.

I-12 ST'D. RM-2 RIGHT OF WAY MONUMENTS SHALL BE SET BY THE CONTRACTOR.

I-16 THE "UNDERGROUND UTILITIES" SURVEY DATA ON THIS PROJECT HAS BEEN PROVIDED BY CONSULTANT AND COPIES ARE AVAILABLE FROM THE DEPARTMENT.

I-17 FOR METHOD OF CONSTRUCTING STRAIGHT-LINE TAPER LANES IN CURB AND/OR CURB AND GUTTER SECTIONS, SEE TYPICAL DETAILS ON SHEET 2A.

I-18 ALL PAVEMENT MARKINGS AND TRAFFIC FLOW ARROWS SHOWN ON THE ROADWAY CON-STRUCTION PLANS ARE SCHEMATIC ONLY. THE ACTUAL LOCATION AND APPLICATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SECTION 704 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS, MUTCD, SEQUENCE OF CONSTRUCTION/ TRAFFIC CONTROL PLANS AND PAVEMENT MARKING PLAN SHEETS AS DIRECTED BY THE ENGINEER.

I-19 THE FOLLOWING OUTSIDE SOURCES, UNDER CONTRACT WITH ISLE OF WIGHT COUNTY, AND IN COORDINATION WITH VDOT, HAVE PROVIDED INFORMATION ON THIS PROJECT.

HYDRAULIC DESIGN	-	TIMMONS GROUP
ROADWAY DESIGN	-	" "
UTILITY DESIGN	-	TIMMONS GROUP
UTILITY DESIGNATION	-	TIMMONS GROUP
UTILITY LOCATION	-	" "
SURVEY	-	" "
BRIDGE DESIGN	-	N/A
TRAFFIC DESIGN	-	TIMMONS GROUP
LANDSCAPE DESIGN	-	N/A

IF QUESTIONS OR PROBLEMS ARISE DURING CONSTRUCTION, PLEASE CONTACT THE AREA CONSTRUCTION ENGINEER. DO NOT CONTACT THE OUTSIDE SOURCES.

I-20 THE OFFICIAL ELECTRONIC PDF VERSION OF THE PLANS WILL OVERRIDE THE PAPER COPIES OR PRINTS OF SPECIFIC LAYERS.

PORTIONS OF THIS PLAN ASSEMBLY HAVE BEEN CADD GENERATED. TO ASSIST IN THE PREPARATION OF THE BID AND CONSTRUCTION OF THE PROJECT, AUTOCAD FORMAT (.DWG) FILES WILL BE MADE AVAILABLE TO THE PRIME CONTRACTOR DURING BIDS AND AFTER AWARD OF THE CONTRACT.

I-21 ALL ELECTRONIC PLAN ASSEMBLIES WILL INCLUDE THE CONSTRUCTION PLANS IN TWO FORMATS: PDF FILES AND AUTOCAD FORMAT (.DWG) FILES. ONLY THE PDF FILES WILL BE CONSIDERED AS PART OF THE OFFICIAL PLAN ASSEMBLY.

THE AUTOCAD FORMAT (.DWG) FILES ARE FURNISHED ONLY AS INFORMATION FOR THE CONTRACTOR. THESE PLANS ARE DEVELOPED IN LAYERS (LEVELS) TO AID IN READABILITY. (SEE THE VDOT CADD MANUAL FOR CADD LEVEL STRUCTURE). HOWEVER, THE CONSTRUCTION ITEMS MAY OR MAY NOT BE IN THE PROPER LAYERING SCHEME AS DESCRIBED IN THE VDOT CADD MANUAL. THE MICROSTATION FILES WILL ONLY MATCH THE SCANNED FILES IF ALL REQUIRED LEVELS ARE TURNED ON. A MICROSTATION SOFTWARE LICENSE IS REQUIRED TO BE ABLE TO READ THESE FILES.

DRAINAGE

D-1 THE HORIZONTAL LOCATION OF ALL DRAINAGE STRUCTURES SHOWN ON THESE PLANS IS APPROXIMATE ONLY, WITH THE EXCEPTION OF STRUCTURES SHOWING SPECIFIC STATIONS, SPECIAL DESIGN BRIDGES AND STORM SEWER SYSTEMS.

D-2 THE HORIZONTAL LOCATION AND INVERT ELEVATIONS SHOWN FOR PROPOSED CULVERTS AND STORM SEWER OUTFALL PIPES ARE BASED ON EXISTING SURVEY DATA AND REQUIRED DESIGN CRITERIA. IF DURING CONSTRUCTION, IT IS FOUND THAT THE HORIZONTAL LOCATION OR INVERT ELEVATIONS SHOWN ON THE PLANS DIFFER SIGNIFICANTLY FROM THE HORIZONTAL LOCATION OR ELEVATIONS OF THE STREAM OR SWALE IN WHICH THE CULVERT OR STORM SEWER OUTFALL PIPE IS TO BE PLACED, THE ENGINEER SHALL CONFER WITH, AND GET APPROVAL FROM, THE APPLICABLE DISTRICT DRAINAGE ENGINEER BEFORE INSTALLING THE CULVERT OR STORM SEWER OUTFALL PIPE.

D-3 THE "H" DIMENSIONS SHOWN ON PLANS FOR DROP INLETS AND JUNCTION BOXES AND THE "L.F." DIMENSIONS SHOWN FOR MANHOLES ARE FOR ESTIMATING PURPOSES AND ARE BASED ON THE PROPOSED INVERT ELEVATIONS SHOWN FOR THE STRUCTURE AND THE ANTICIPATED TOP (RIM) ELEVATION BASED ON EXISTING OR PROPOSED FINISHED GRADE. THE ACTUAL "H" OR "L.F." DIMENSIONS ARE TO BE DETERMINED BY THE CONTRACTOR FROM FIELD CONDITIONS.

D-6 PIPES SHALL CONFORM TO ANY OF THE ALLOWABLE TYPES SHOWN ON SHEET NUMBER 02 (THIS SHEET), WITHIN THE APPLICABLE HEIGHT OF COVER LIMITATIONS. FOR STRENGTH, SHEET THICKNESS, OR CLASS DESIGNATION, AVAILABLE SIZES, HEIGHT OF COVER LIMITATIONS AND OTHER RESTRICTIONS FOR A PARTICULAR PIPE TYPE OR HEIGHT OF COVER, SEE THE VDOT ROAD AND BRIDGE STANDARD PC-1. STRUCTURAL PLATE PIPE MAY BE SUBSTITUTED FOR CORRUGATED PIPE OF THE SAME SIZE AND A STRUCTURAL PLATE PIPE ARCH MAY BE SUBSTITUTED FOR A CORRUGATED PIPE ARCH OF THE SAME SIZE, PROVIDED THE SUBSTITUTION COMPLIES WITH THE APPLICABLE SECTIONS OF THE VDOT ROAD AND BRIDGE STANDARD PC-1.

D-8 WHERE OPEN JOINT PIPE IS TO BE USED, NO JOINT SHALL BE OPENED A DISTANCE EXCEEDING 25% OF THE SPIGOT LENGTH. SEALING OF THE PIPE JOINT SHALL BE IN ACCORDANCE WITH SECTION 302 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS.

D-9 A PIPE JOINT LENGTH DIFFERENT FROM THAT STATED ON THE PLANS MAY BE USED. AN ADJUSTMENT IN THE PERCENTAGE OF OPEN JOINT (NOT TO EXCEED 25% OF THE SPIGOT LENGTH) OR AMOUNT OF BEVEL SHALL BE MADE THAT WILL OBTAIN THE RADIUS STATED ON THE PLANS. EXTRA PAYMENT FOR THIS ADJUSTMENT WILL NOT BE ALLOWED. THE PROPOSED ADJUSTMENT SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF THE PIPE LINE.

D-10 THE PROPOSED RIPRAP MAY BE OMITTED BY THE ENGINEER IF THE SLOPE DESIGNATED FOR PLACEMENT OF RIPRAP IS FOUND TO BE COMPRISED OF SOLID ROCK OR CLOSELY CONSOLIDATED BOULDERS WITH SOUNDNESS, SIZE AND WEIGHT EQUAL TO, OR EXCEEDING, THE SPECIFICATIONS FOR THE PROPOSED RIPRAP.

D-12 ALL EXISTING DRAINAGE FACILITIES LABELED “TO BE ABANDONED” SHALL BE LEFT IN PLACE, BACKFILLED AND PLUGGED IN ACCORDANCE WITH THE VDOT ROAD AND BRIDGE STANDARD PP-1. BASIS OF PAYMENT WILL BE C.Y. (M^3) OF FLOWABLE BACKFILL.

D-13 EXISTING DRAINAGE FACILITIES BEING UTILIZED AS A PART OF THE DRAINAGE SYSTEM, AND DESIGNATED ON THE PLANS “TO BE CLEANED OUT”, SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. THE COST INCIDENTAL TO THIS SHALL BE INCLUDED IN THE CONTRACT PRICE FOR OTHER ITEMS.

D-14 PROPOSED DROP INLETS WITH A HEIGHT (H) LESS THAN THE STANDARD MINIMUM SHOWN IN THE VDOT ROAD AND BRIDGE STANDARDS SHALL BE CONSIDERED AND PAID FOR AS STANDARD DROP INLETS FOR THE TYPE SPECIFIED. PIPES WITH LESS THAN STANDARD MINIMUM FINISHED HEIGHT OF COVER SHALL BE NOTED AS SUCH IN THE DRAINAGE DESCRIPTION FOR THE PIPE. SPECIFIC PIPE BEDDING AND COVER REQUIREMENTS ARE PROVIDED IN THE APPLICABLE PB-1 AND PC-1 STANDARD DRAWINGS OF THE VDOT ROAD AND BRIDGE STANDARDS.

D-15 WHERE THE PLANS SPECIFY THE INSTALLATION OF STANDARD CURB DROP INLETS ADJACENT TO STAFFORD COUNTY STANDARD CURB AND GUTTER, THE STANDARD DROP INLETS (AS SHOWN IN THE VDOT ROAD AND BRIDGE STANDARDS) SHALL BE MODIFIED IN ACCORDANCE WITH DETAILS SHOWN ON PLAN AND STORM PROFILE SHEETS. THESE DROP INLETS SHALL BE CONSIDERED AND PAID FOR AS STANDARD DROP INLETS FOR THE TYPE SPECIFIED.

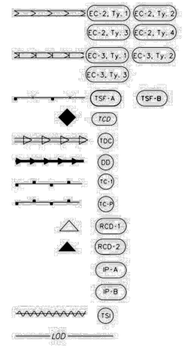
D-16 WHEN STANDARD CG-6 OR CG-7 IS SPECIFIED ON A RADIUS (SUCH AS AT A STREET INTERSECTION), THE ENGINEER MAY APPROVE A DECREASE IN THE CROSS SLOPE OF THE GUTTER TO FACILITATE PROPER DRAINAGE.

EROSION AND SEDIMENT CONTROL (ESC)

E-1 IF THE REMOVAL OF BRUSH SILT BARRIER IS SPECIFIED BY THE PLANS OR REQUIRED BY THE ENGINEER, THE COST OF REMOVAL AND DISPOSAL OF BRUSH SHALL BE IN ACCORDANCE WITH SECTION 109 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS.

E-2 ROCK FOR CHECK DAMS, INLET PROTECTION, EROSION CONTROL STONE AND RIPRAP SHALL BE IN ACCORDANCE WITH SECTION 203 AND SECTION 414 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS.

E-3 THE FOLLOWING SYMBOLS ARE USED TO DEPICT EROSION AND SEDIMENT CONTROL ITEMS IN THE PLAN ASSEMBLY:



Denotes Rolled Erosion Control Product, Temporary, St'd. EC-2 Type 1, 2, 3 or 4

Denotes Rolled Erosion Control Product, Permanent, St'd. EC-3 Type 1, 2 or 3

Denotes Temporary Silt Fence, St'd EC-5 Type A or B

Denotes Temporary Check Dam, St'd EC-16

Denotes Temporary Diversion Channel, St'd EC-12

Denotes Temporary Diversion Dike, St'd EC-9

Denotes Turbidity Curtain, Type I Impervious

Denotes Turbidity Curtain, Type II Pervious

Denotes Rock Check Dam, Type I: St'd EC-4

Denotes Rock Check Dam, Type II: St'd EC-4

Denotes Inlet Protection, Type A: St'd EC-6

Denotes Inlet Protection, Type B: St'd EC-6

Denotes Slope Interrupter: St'd EC-15

Denotes Limits of Disturbance

THE ESC SYMBOLS ARE TO BE USED TO DENOTE PROPOSED EROSION AND SEDIMENT CONTROL ITEMS ON THE PLANS AND ARE AVAILABLE IN THE CADD CELL AND CUSTOM LINE STYLE LIBRARIES AND THE GEOPAK ROAD PLAN VIEW LABELS.

THE LOCATION OF THE ESC LEGEND IS TO BE NOTE IN THE "REFERENCES" BLOCK ON EACH APPLICABLE SHEET OF THE PLAN SET.

E-4 PERMANENT VEGETATION SHALL BE ESTABLISHED ON ALL DENUDED AREAS NOT OTHERWISE STABILIZED WITH NON-ERODIBLE MATERIALS. SEE THE ROADSIDE DEVELOPMENT SHEET FOR DETAILS ON PERMANENT VEGETATION ESTABLISHMENT.

COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

THIS DRAWING PREPARED AT THE
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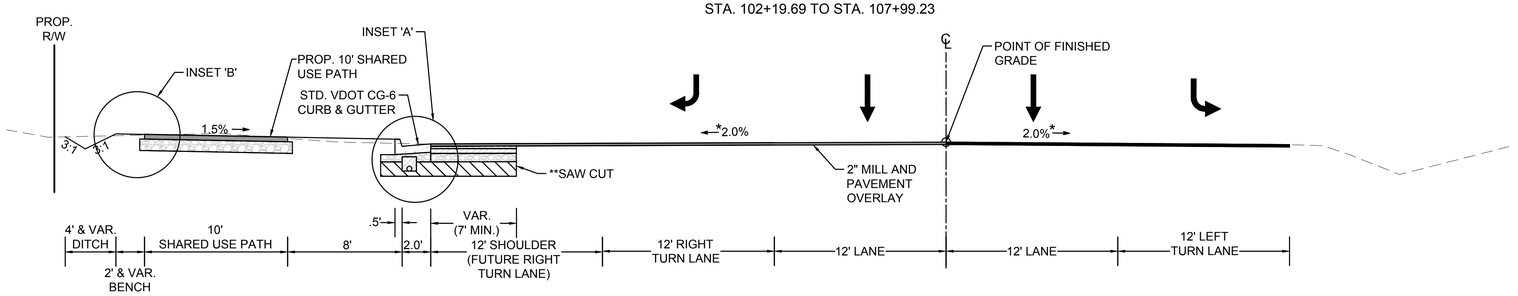
ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
GENERAL NOTES

JOB NO. 75473
SHEET NO. 2

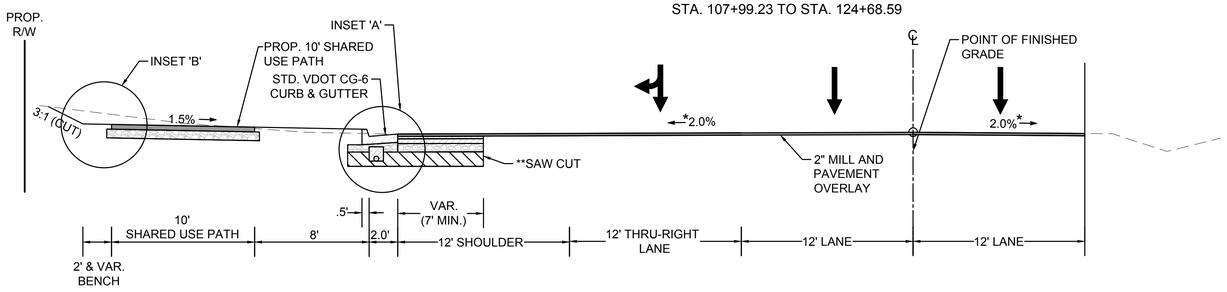
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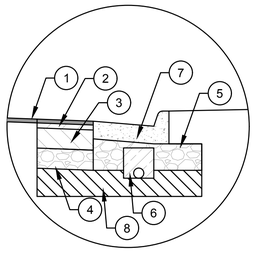
CARROLTON BLVD (RTE 17)
GS-5 PRINCIPAL ARTERIAL- 45 MPH DESIGN SPEED
STA. 102+19.69 TO STA. 107+99.23



CARROLTON BLVD (RTE 17)
GS-5 PRINCIPAL ARTERIAL- 45 MPH DESIGN SPEED
STA. 107+99.23 TO STA. 124+68.59



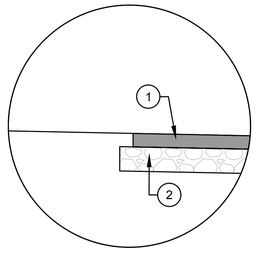
INSET "A"



NOT TO SCALE

1. 2" ASPHALT CONCRETE SURFACE COURSE (SM-12.5A) AT 220 LBS/S.Y.
2. 2" ASPHALT CONCRETE INTERMEDIATE COURSE (IM-19.0A) AT 220 LBS/S.Y.
3. 3" ASPHALT CONCRETE BASE COURSE (BM-25.0A)
4. 8" AGGREGATE BASE MATERIAL (TYPE 1 NO. 21B)
5. VAR. DEPTH AGGREGATE BASE MATERIAL (VDOT TYPE 1, NO. 21B)
6. VDOT STD. UD-4 UNDERDRAIN
7. VDOT STD. CG-6 CURB AND GUTTER
8. 12" CHEMICALLY STABILIZED SUBGRADE (4% LIME, 7% CEMENT)

INSET "B"



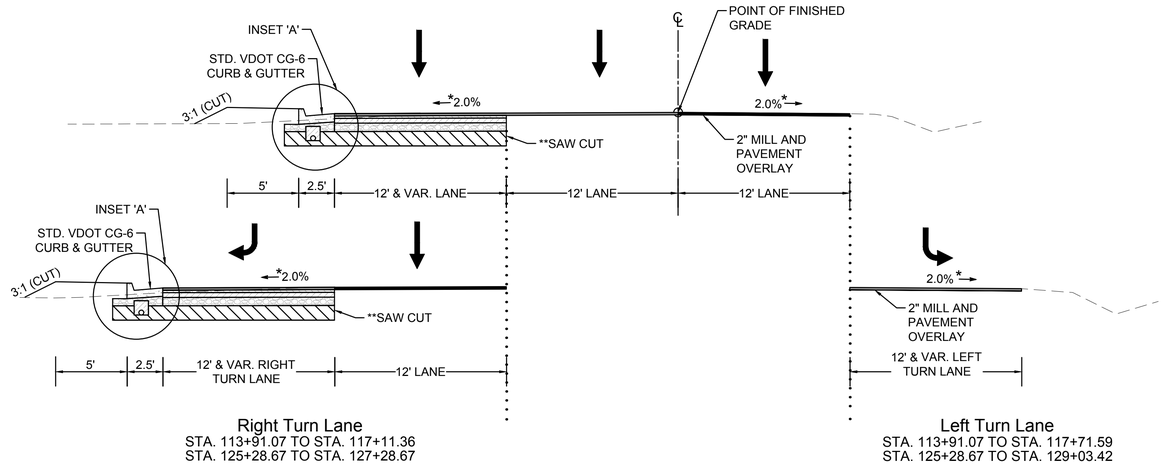
NOT TO SCALE

1. 2" ASPHALT CONCRETE SURFACE COURSE (VDOT SM-12.5A) AT 220 LBS/S.Y.
2. 6" AGGREGATE BASE MATERIAL (TYPE 1 NO. 21B)

* OR AS CONTROLLED BY CROSS-SECTION TO MATCH EXISTING PAVEMENT CROSS-SLOPE.

** SAW CUT LINE SHALL BE SET AT A MINIMUM 1' FROM PROPOSED CURB AND GUTTER (C&G) OR EXISTING EDGELINE, WHICHEVER IS GREATER DISTANCE FROM C&G. SEE VDOT STD. WP-2 FOR FURTHER PAVEMENT WIDENING DETAILS/REQUIREMENTS.

CARROLTON BLVD (RTE 17)
GS-5 PRINCIPAL ARTERIAL- 45 MPH DESIGN SPEED
STA. 124+68.59 TO STA. 131+50.48



Right Turn Lane
STA. 113+91.07 TO STA. 117+11.36
STA. 125+28.67 TO STA. 127+28.67

Left Turn Lane
STA. 113+91.07 TO STA. 117+71.59
STA. 125+28.67 TO STA. 129+03.42

COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

THIS DRAWING PREPARED AT THE
CORPORATE OFFICE
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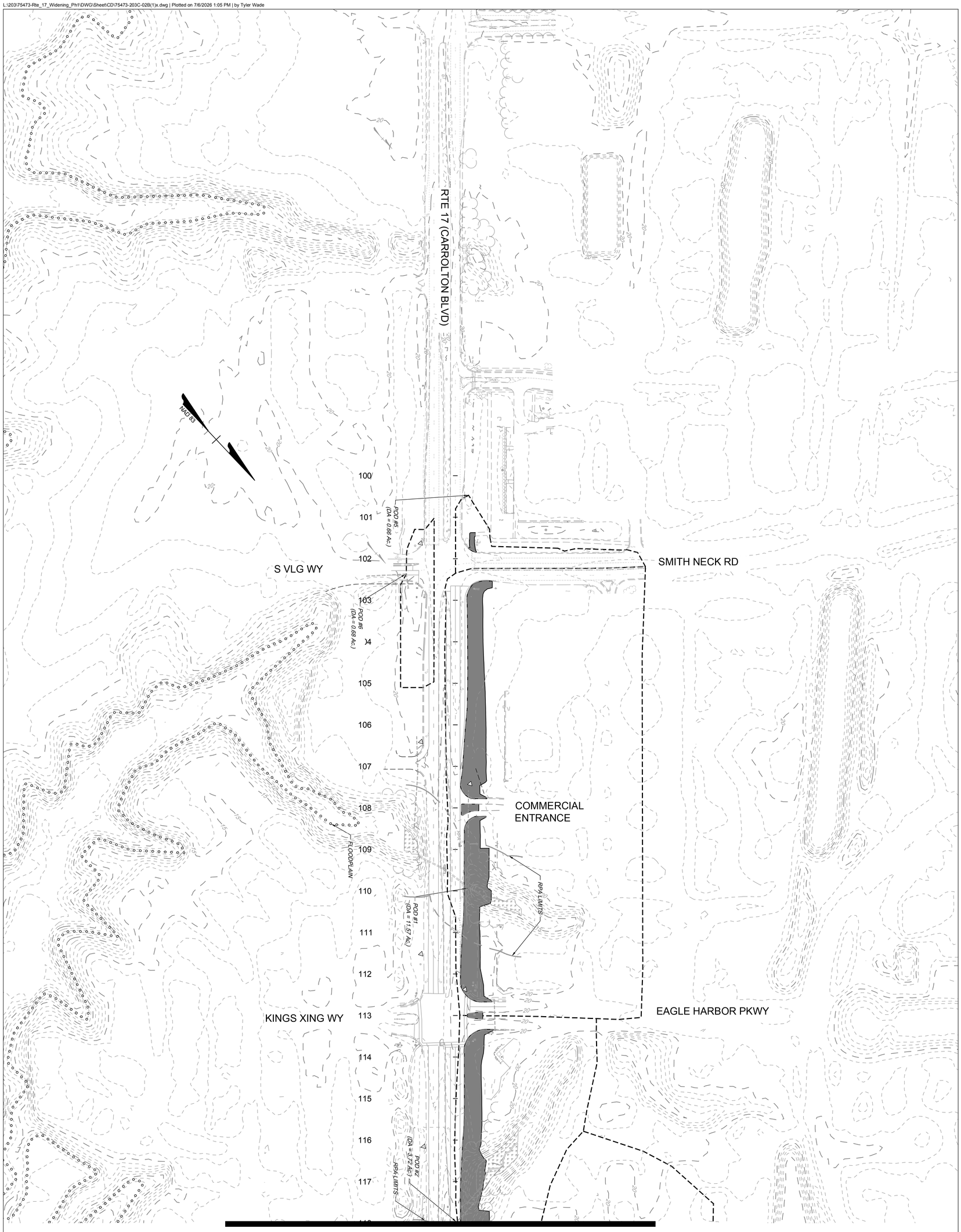
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ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
TYPICAL SECTIONS

JOB NO. 75473
SHEET NO. 2A

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MATCHLINE SHEET 2B(2) - STA. 118+00

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BRIAN CORTLAND
Lic. No. 042458
PROFESSIONAL ENGINEER
7/6/2026

ROUTE 17 WIDENING PHASE I

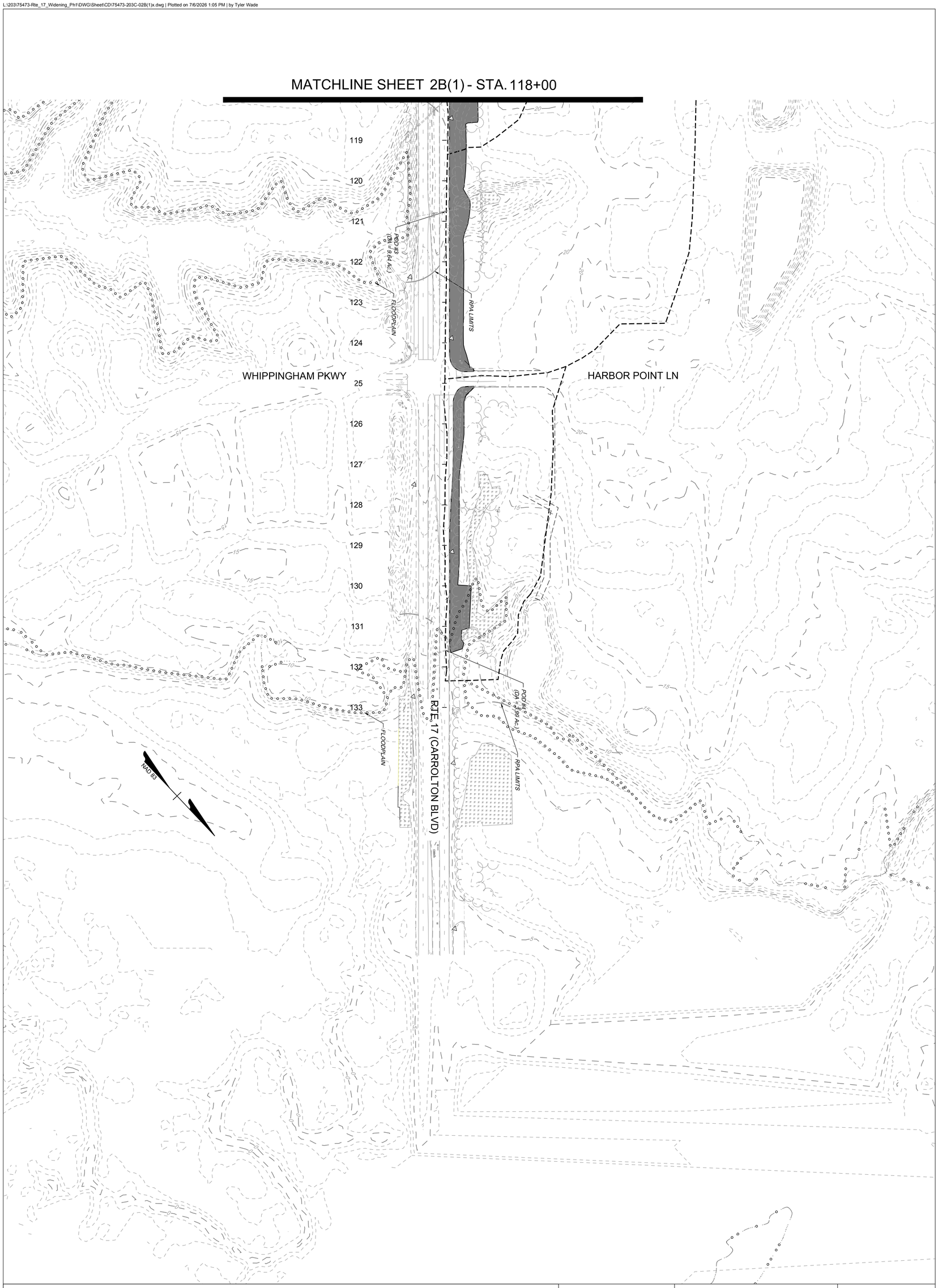
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

STORMWATER MANAGEMENT PLAN - EXIST. CONDITIONS

JOB NO.	SHEET NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
75473	2B(1)	1" = 100'	BTC	THW	THW	7/6/2026

DATE	REVISION DESCRIPTION
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BRIAN CORTLAND
Lic. No. 042458
PROFESSIONAL ENGINEER
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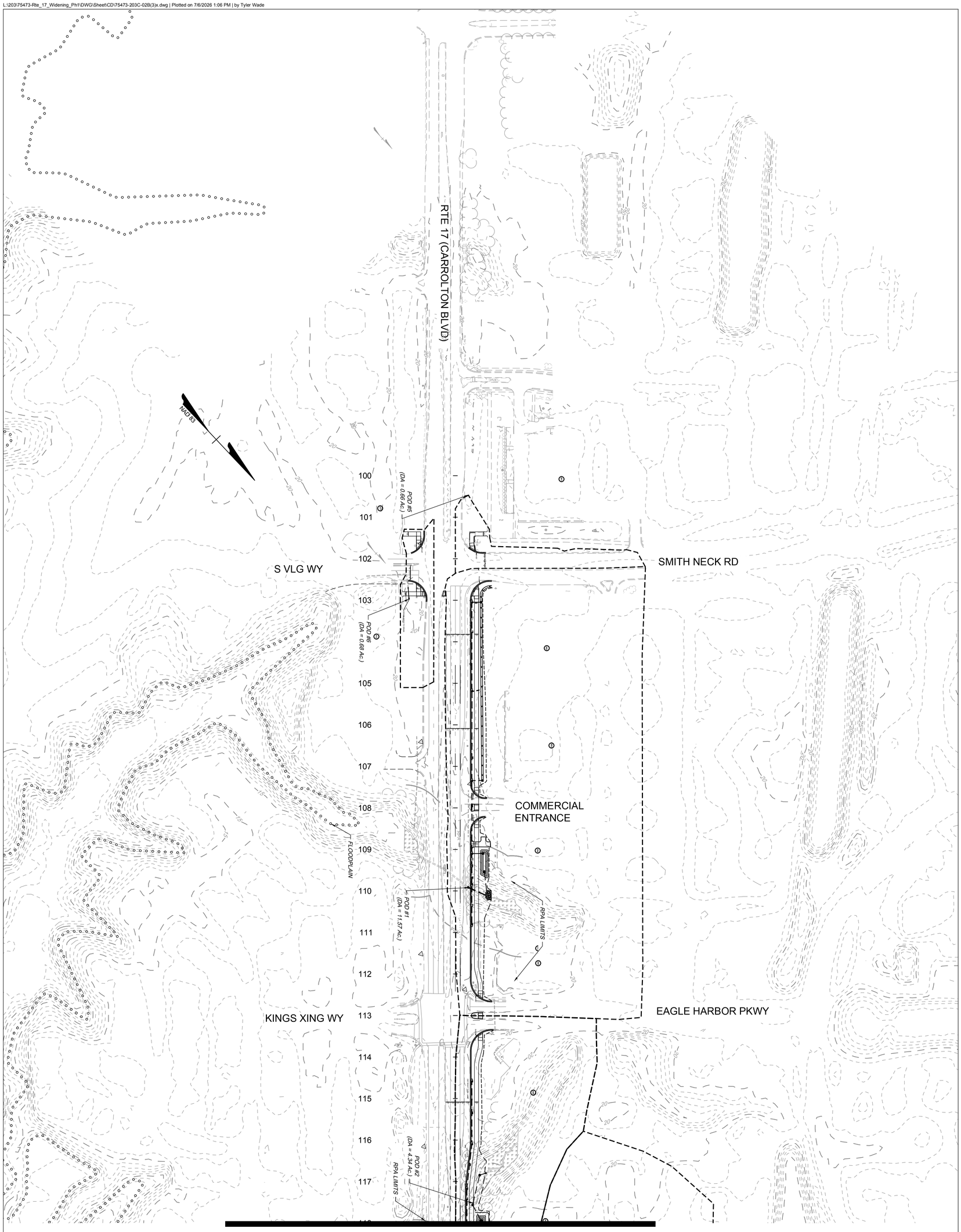
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STORMWATER MANAGEMENT PLAN - EXIST. CONDITIONS

JOB NO.	SHEET NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
75473	2B(2)	1"=100'	BTC	THW	THW	7/6/2026

DATE	REVISION DESCRIPTION
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Lic. No. 042458
PROFESSIONAL ENGINEER
7/6/2026

ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

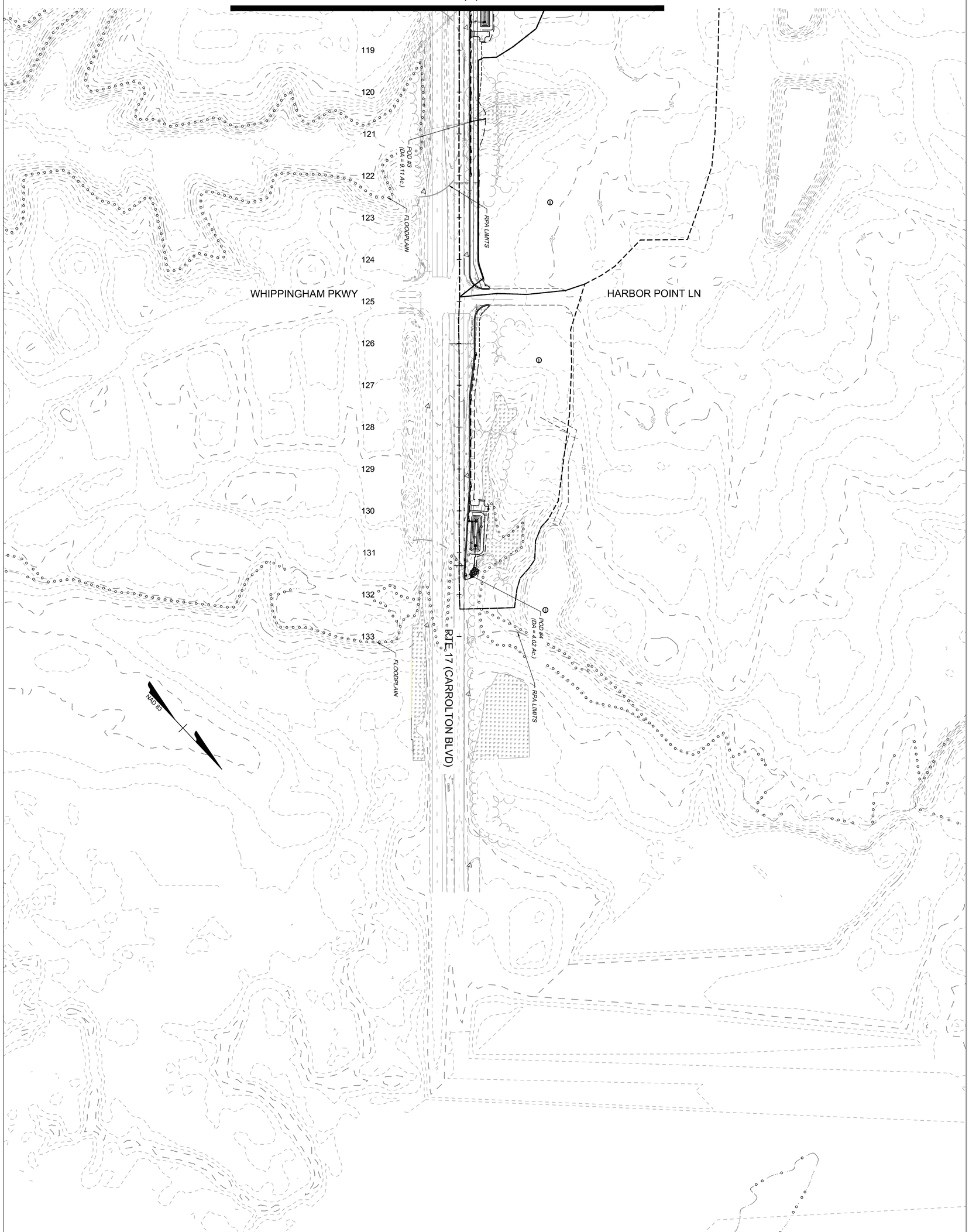
STORMWATER MANAGEMENT PLAN - PROP. CONDITIONS

SHEET NO.	JOB NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
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BRIAN CUDDLAND
Lic. No. 042458
PROFESSIONAL ENGINEER
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ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

STORMWATER MANAGEMENT PLAN - PROP. CONDITIONS

SHEET NO.	JOB NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
2B(4)	75473	1" = 100'	BTC	THW	THW	7/6/2026

DATE	REVISION DESCRIPTION
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STORMWATER MANAGEMENT SUMMARY:

STORMWATER MANAGEMENT (SWM) FOR THIS PROJECT CONFORMS WITH THE TECHNICAL CRITERIA OF PART II B TECHNICAL CRITERIA FOR REGULATED LAND-DISTURBING ACTIVITIES (9VAC25-875-240 TO 9VAC25-875-280). THE INFORMATION BELOW PROVIDES A SUMMARY OF THE OVERALL SWM REQUIREMENTS AND COMPLIANCE. WATER QUALITY COMPLIANCE WILL BE ACHIEVED THROUGH THE PURCHASE OF OFFSITE NUTRIENT CREDITS, WHILE WATER QUANTITY COMPLIANCE WILL BE THROUGH A COMBINATION OF BMP FACILITIES (DRY-DETENTION BASIN) AND ENERGY BALANCE CALCULATIONS.

WATER QUANTITY COMPLIANCE:

WATER QUANTITY COMPLIANCE CALCULATIONS FOR THIS PROJECT ARE DEVELOPED PER 9VAC25-875-600. BY COMPLETING THESE CALCULATIONS AND PROVING ADEQUATE FLOOD AND CHANNEL PROTECTION, THE REQUIREMENTS OF MS-19 OF THE VESCP ARE MET. THIS PROJECT CONTAINS SIX (6) DISCHARGE LOCATIONS WHICH MUST BE CHECKED FOR ADEQUACY, AS SUMMARIZED IN THE TABLE BELOW. THREE (3) OUTFALLS ARE PROPOSED TO UTILIZE BMP FACILITIES (DRY-DETENTION BASIN) TO MEET QUANTITY REQUIREMENTS. FLOOD PROTECTION IS MET THROUGH SHOWING A REDUCTION IN THE POST-DEVELOPMENT 10-YR FLOW FROM THE PRE-DEVELOPMENT CONDITION THROUGH A CHANGE IN THE OVERALL DRAINAGE PATTERN AND/OR BMP ROUTING. TWO (2) OUTFALLS WILL BE ANALYZED TO A POINT WHERE THE SITE AREA IS 1% OF THE CONTRIBUTING DRAINAGE AREA BEFORE REACHING A NATURAL CHANNEL.

WATER QUALITY COMPLIANCE:

WATER QUALITY COMPLIANCE CALCULATIONS FOR THIS LINEAR DEVELOPMENT PROJECT HAVE BEEN DEVELOPED PER SUBSECTION 2 FOR DEVELOPMENT ON PRIOR DEVELOPED LANDS, SUBDIVISION D, OF THE WATER QUALITY DESIGN CRITERIA REQUIREMENTS. THE PHOSPHOROUS LOAD REDUCTION NEEDED FOR THIS PROJECT IS 1.28/YR. PER SUBSECTION B OF THE OFFSITE COMPLIANCE OPTIONS SECTION, BECAUSE THE POST-CONSTRUCTION PHOSPHORUS CONTROL REQUIREMENT IS ANTICIPATED TO BE LESS THAN 10 POUNDS PER YEAR FOR THIS PROJECT, OFFSITE OPTIONS ARE PERMITTED. CONSISTENT WITH VDOT POLICY FOR LINEAR PROJECTS, THE PURCHASE OF OFFSITE NUTRIENT CREDITS ARE THE PREFERRED METHOD FOR QUALITY COMPLIANCE AND AS SUCH WILL BE PURCHASED IN THE AMOUNT OF 1.28 LBS/YR WILL BE COMPLETED. THE PURCHASE OF OFFSITE NUTRIENT CREDITS SATISFIES THE WATER QUALITY REQUIREMENTS SET FORTH IN PART IIB OF THE VIRGINIA STORMWATER MANAGEMENT HANDBOOK. PROOF OF SALE/PURCHASE WILL BE PROVIDED WITH THE FINAL SUBMITTAL.

WATER QUANTITY COMPLIANCE:

Route 17 Road Widening - Phase 1			
	DA (Pre)	DA (Post)	Stormwater Compliance Strategy
POD #1	11.57	11.57	Meet Energy Balance & 10/10 Detention Requirements via SWM Basin Routing
POD #2	3.72	4.34	Meet Energy Balance & 10/10 Detention Requirements via SWM Basin Routing
POD #3	9.64	9.11	Meet Energy Balance & 10/10 Detention Requirements via Area Reduction
POD #4	3.99	4.02	Meet Energy Balance & 10/10 Detention Requirements via SWM Basin Routing
POD #5	0.66	0.66	Channel and Flood Protection Analyzed to the 1% point.
POD #6	0.68	0.68	Channel and Flood Protection Analyzed to the 1% point.
			* Note Future Submissions shall include detailed calculations for channel/flood protection water quantity requirements

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 4.1

CLEAR ALL (Ctrl+Shift+R)

data input cells
constant values
calculation cells
final results

Project Name: Route 17 Widening Phase I
Date: 4/20/2026
Linear Development Project? Yes

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 3.23

Check: TRUE
BMP Design Specifications List: 2024 Stds & Specs
Linear project? Yes
Land cover areas entered correctly? ✓
Total disturbed area entered? ✓

Maximum reduction required:	20%
The site's net increase in impervious cover (acres) is:	1.39
Post-Development TP Load Reduction for Site (lb/yr):	1.28

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest (acres) – undisturbed, protected forest or reforested land		0.82	0.41		1.23
Mixed Open (acres) – undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed		0.60	1.12		1.72
Impervious Cover (acres)		0.26	0.02		0.28
					3.23

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) – undisturbed, protected forest or reforested land					0.00
Mixed Open (acres) – undisturbed/infrequently maintained grass or shrub land					0.00
Managed Turf (acres) – disturbed, graded for yards or other turf to be mowed/managed		0.91	0.65		1.56
Impervious Cover (acres)		0.77	0.90		1.67
Area Check	OK.	OK.	OK.	OK.	3.23

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	1.24
Linear Project TP Load Reduction Required (lb/yr):	1.28

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	18.10	Final Post-Development TN Load	32.31

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre Pre-ReDevelopment	Listed	Adjusted[1]
Forest Cover (acres)	1.23	0.31
Weighted Rv(forest)	0.03	0.03
Weighted Loading Rate(forest)	0.07	0.07
% Forest	38%	17%
Mixed Open Cover (acres)	0.00	0.00
Weighted Rv(mixed)	0.00	0.00
Weighted Loading Rate(mixed)	0.00	0.00
% Mixed Open	0%	0%
Managed Turf Cover (acres)	1.72	1.25
Weighted Rv(turf)	0.21	0.21
Weighted Loading Rate(turf)	0.72	0.72
% Managed Turf	53%	68%
Impervious Cover (acres)	0.28	0.28
Rv(impervious)	0.95	0.95
Weighted Loading Rate(impervious)	0.86	0.86
% Impervious	9%	15%
Total Site Area (acres)	**3.23**	**1.84**
Site Rv	**0.21**	**0.29**
Treatment Volume and Nutrient Load		
Pre-ReDevelopment Treatment Volume (acre-ft)	0.0561	0.0449
Pre-ReDevelopment Treatment Volume (cubic feet)	2,444	1,954
Pre-ReDevelopment TP Load (lb/yr)	**1.57**	**1.16**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	0.48	0.63
Baseline TP Load (lb/yr) (0.26 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*0.48*

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final) Post ReDev. & New Impervious	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	1.56
Weighted Rv (turf)	0.21
Wgt. Ld. Rate(turf)	0.71
% Managed Turf	48%
Impervious Cover (acres)	1.67
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	52%
Final Site Area (acres)	**3.23**
Final Post Dev Site Rv	**0.59**
Treatment Volume and Nutrient Load	
Final Post-Development Treatment Volume (acre-ft)	0.1593
Final Post-Development Treatment Volume (cubic feet)	6,939
Final Post-Development TP Load (lb/yr)	**2.53**
Final Post-Development TP Load per acre (lb/acre/yr)	0.78

Land Cover Summary-Post Post-ReDevelopment	
Forest Cover (acres)	0.00
Weighted Rv(forest)	0.00
Wgt. Ld. Rate(forest)	0.00
% Forest	0%
Mixed Open Cover (acres)	0.00
Weighted Rv(mixed)	0.00
Wgt. Ld. Rate(mixed)	0.00
% Mixed Open	0%
Managed Turf Cover (acres)	1.56
Weighted Rv (turf)	0.21
Wgt. Ld. Rate(turf)	0.71
% Managed Turf	85%
ReDev. Impervious Cover (acres)	0.28
Rv(impervious)	0.95
Wgt. Ld. Rate(imperv.)	0.86
% Impervious	15%
Total ReDev. Site Area (acres)	**1.84**
ReDev Site Rv	**0.32**
Treatment Volume and Nutrient Load	
Post-ReDevelopment Treatment Volume (acre-ft)	0.0493
Post-ReDevelopment Treatment Volume (cubic feet)	2,145
Post-ReDevelopment Load (TP) (lb/yr)*	**1.34**
Post-ReDevelopment TP Load per acre (lb/acre/yr)	0.73
Max. Reduction Required (Below Pre-ReDevelopment Load)	20%
TP Load Reduction Required for Redeveloped Area (lb/yr)	**0.41**

Land Cover Summary-Post Post-Development New Impervious	
New Impervious Cover (acres)	1.39
Rv(impervious)	0.95
Post-Development Treatment Volume (acre-ft)	0.1100
Post-Development Treatment Volume (cubic feet)	4,793
Post-Development TP Load (lb/yr)	**1.19**
TP Load Reduction Required for New Impervious Area (lb/yr)	**0.83**

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest, mixed open or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post-ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requirement for new impervious cover (based on new development load limit, 0.26 lbs/acre/year).

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BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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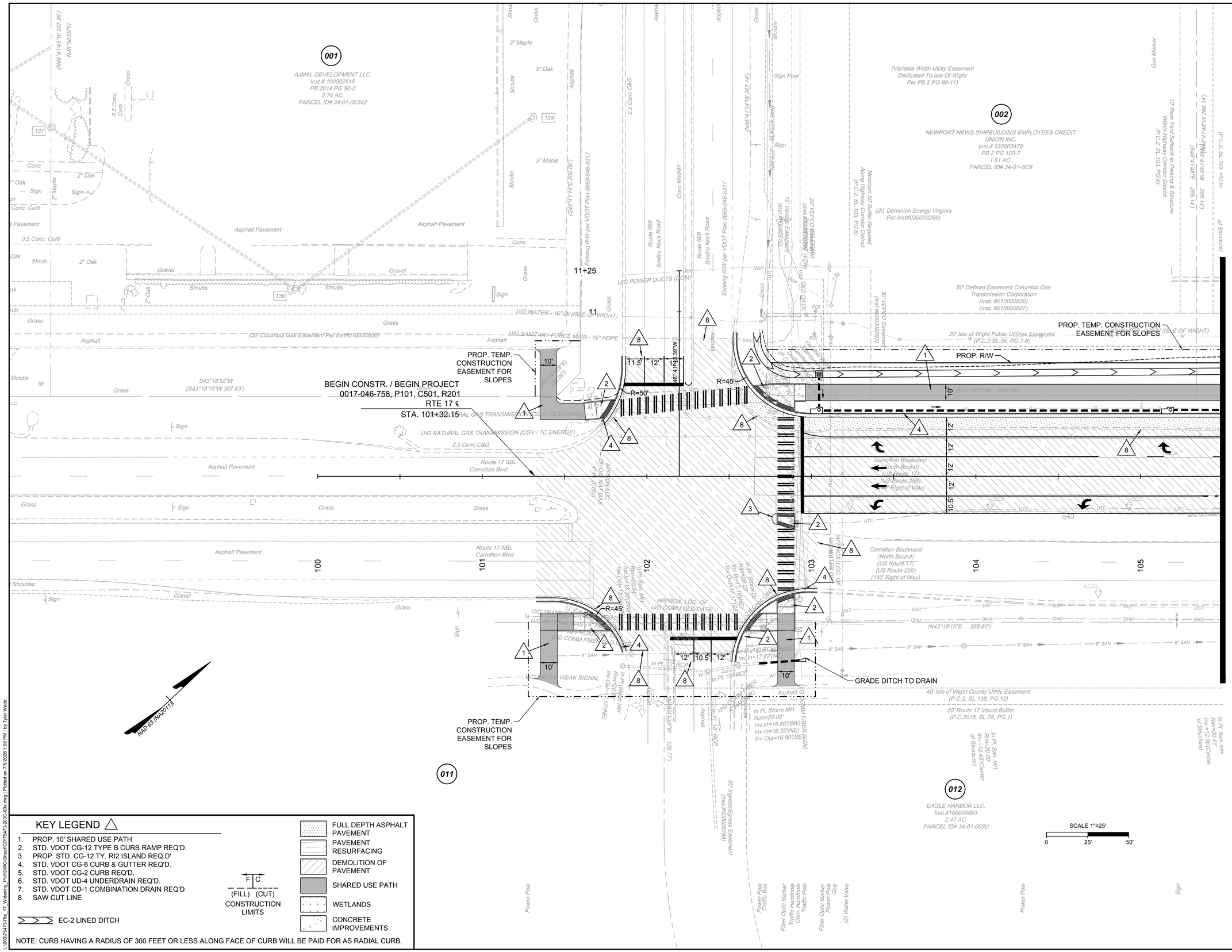
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ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
STORMWATER MANAGEMENT PLAN - CALCULATIONS

JOB NO. 75473
SHEET NO. 2B(5)

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KEY LEGEND △

1. PROP. 10' SHARED USE PATH
2. STD. VDOT CG-12 TYPE B CURB RAMP REQ'D.
3. PROP. STD. CG-12 TY. RI2 ISLAND REQ.D'
4. STD. VDOT CG-6 CURB & GUTTER REQ'D.
5. STD. VDOT CG-2 CURB REQ'D.
6. STD. VDOT UD-4 UNDERDRAIN REQ'D.
7. STD. VDOT CD-1 COMBINATION DRAIN REQ'D
8. SAW CUT LINE

EC-2 LINED DITCH

F C
(FILL) (CUT)
CONSTRUCTION LIMITS

- FULL DEPTH ASPHALT PAVEMENT
- PAVEMENT RESURFACING
- DEMOLITION OF PAVEMENT
- SHARED USE PATH
- WETLANDS
- CONCRETE IMPROVEMENTS

NOTE: CURB HAVING A RADIUS OF 300 FEET OR LESS ALONG FACE OF CURB WILL BE PAID FOR AS RADIAL CURB.

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ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

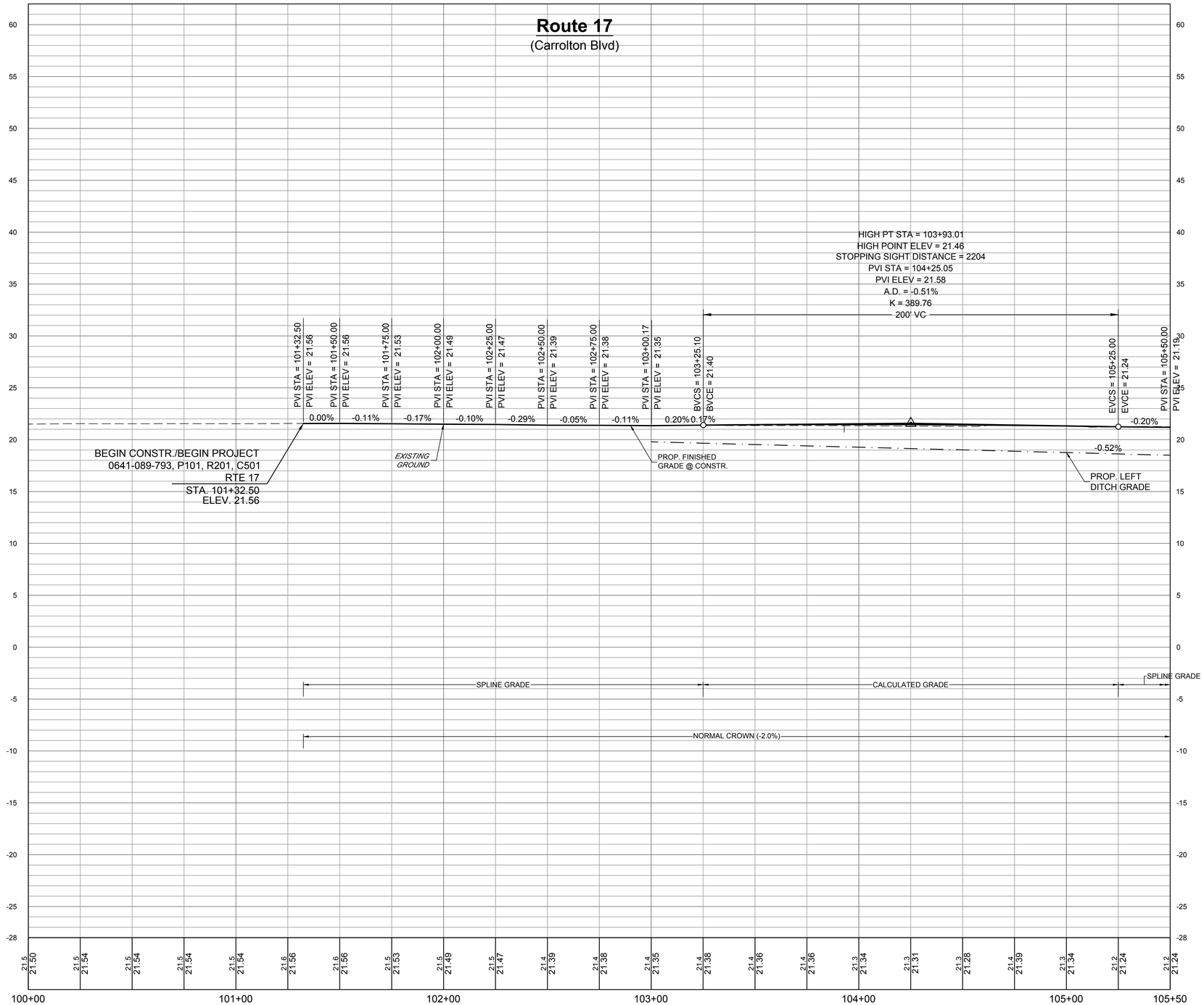
PLAN SHEET

JOB NO. 75473
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Route 17
(Carrolton Blvd)



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PROFILE SHEETS

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MATCHLINE SHEET 03 - STA. 105+50

MATCHLINE SHEET 05 - STA. 111+50

003
THE OLD POINT NATIONAL BANK OF PHOEBUS, N.A.
Inst.# 040002707
PB 2 PG 103-7
1.45 AC.
PARCEL ID# 34-01-003I1

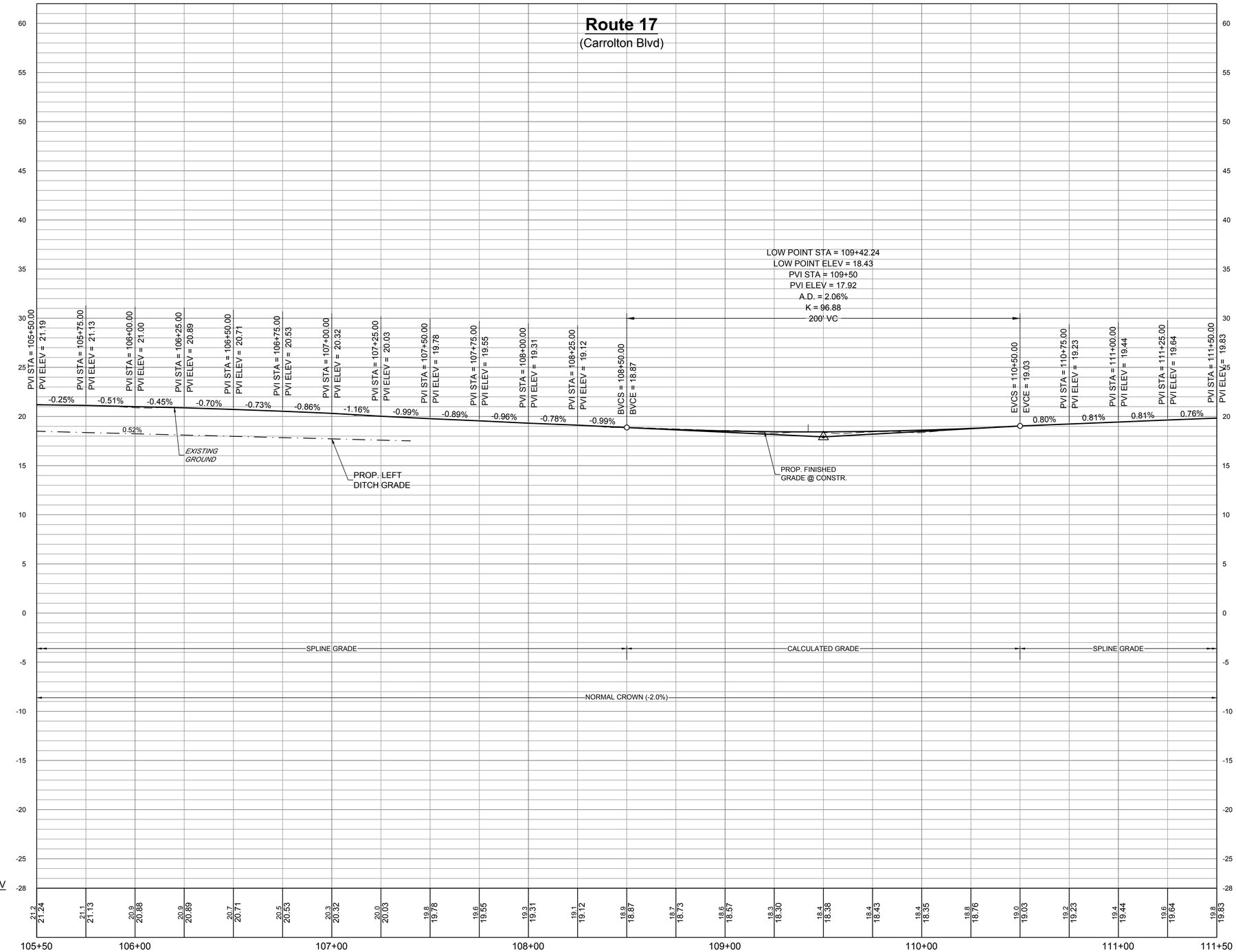
004
EAGLE HARBOR SHOPPING, LLC.
Inst.# 020005484
13.97 AC.
PARCEL ID# 34-01-003H

005
WDEG HOLDINGS, LLC.
Inst.#150000594
1.25 AC.
PARCEL ID# 34-01-003J

NAD 83 (NA2011)

PROP. TEMP. CONSTRUCTION EASEMENT FOR SLOPES
PROP. R/W
PROP. 10' SHARED USE PATH
20' Isle of Wight Public Utilities Easement (P.C.2,SL.94, PG.7-8)
(50' Columbia Gas Easement Per Inst.#010000806)
50' Defined Easement Columbia Gas Transmission Corporation (Inst. #010000806) (Inst. #010000807)
Existing R/W per VDOT Plans 0017-046-101 r201
Carrollton Boulevard (South Bound) (US Route 17) (US Route 258) (140' Right of Way)
Carrollton Boulevard (North Bound) (US Route 17) (US Route 258) (140' Right of Way)
U/G NATURAL GAS TRANSMISSION (CGV / TC ENERGY)
APPROX. LOC. OF U/G NATURAL GAS 6" PL (CGV)
U/G COMM TELEPHONE (VZN)
U/G POWER (DOM)
U/G TRAFFIC CONTROL (VDOT)
40' Isle of Wight County Utility Easement (P.C.2, SL.138, PG.12)
50' Route 17 Visual Buffer (P.C.2015, SL.78, PG.1)
15' VEPCO Easement (Inst.#030001273)
Approximate Location of 10' Columbia Gas of Virginia Easement (Inst.#030001776) (Inst.#030004709)
VEPCO Easement (Inst.#160001808)
Ingress/Egress Easement & Maintenance Agreement (Inst.#160000026)
EAGLE HARBOR LLC. Inst.#010000809
FLOODPLAIN
Woods
Asphalt
Guardrail
Sign
Gas Marker
Light Pole
Water Meter
Water Valve
Power Pole
Guy
Traffic Handhole
Cable TV Pedestal
(2)Gas Marker
(2)Power Pole (2)Guy
In Pl. 12" RCP
In Pl. Storm DI
In Pl. 15" RCP
In Pl. 15" RCP(Flared)
In Pl. 30"RCP
In Pl. Storm GT
In Pl. San. MH
In Pl. Storm DI
In Pl. 36"RCP
Destination Unknown
Inv.Out=13.51'(NE)
Inv.In=7.01'(SW)
Inv.Out=6.05'(NE)
Inv.In=15.66' (M.H.)
Inv.In=8.04'(M)
Inv.Out=3.81'(S)
Inv.In=15.15'(SW)
Inv.Out=10.31'(E)
Inv.In=11.23'(Center of Structure)
Inv.In=10.27'(Center of Structure)
Inv.In=16.69'
Inv.In=14.64'(SW)
Inv.Out=14.53'(NE)
Inv.In=18.16'(SW)
Inv.Out=14.06'(NE)
Inv.In=18.45'(SW)
Inv.Out=18.28'(NW)
Inv.In=21.90'
Inv.Out=21.97'
Inv.In=17.28'
(Structure Filled Water & Debris)
Inv.In=21.90'
Inv.In=18.45'(Center
Inv.=18.45'(Center
Rim=21.90'
Rim=19.66'
Rim=16.69'
Rim=15.78'
Rim=15.15'
Rim=17.28'
Rim=17.27'
Rim=15.66'
Rim=17.28'
Rim=19.37'
Rim=18.16'
Rim=14.64'
Rim=14.53'
Rim=21.90'
Rim=18.45'
Rim=18.45'
Rim=21.90'
Rim=21.97'
Rim=17.28'
Rim=17.27'
Rim=15.66'
Rim=17.28'
Rim=19.37'
Rim=18.16'
Rim=14.64'
Rim=14.53'
Rim=18.45'
Rim=18.45'
Rim=18.28

Route 17
(Carrolton Blvd)



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Lic. No. 042458
7/6/2026
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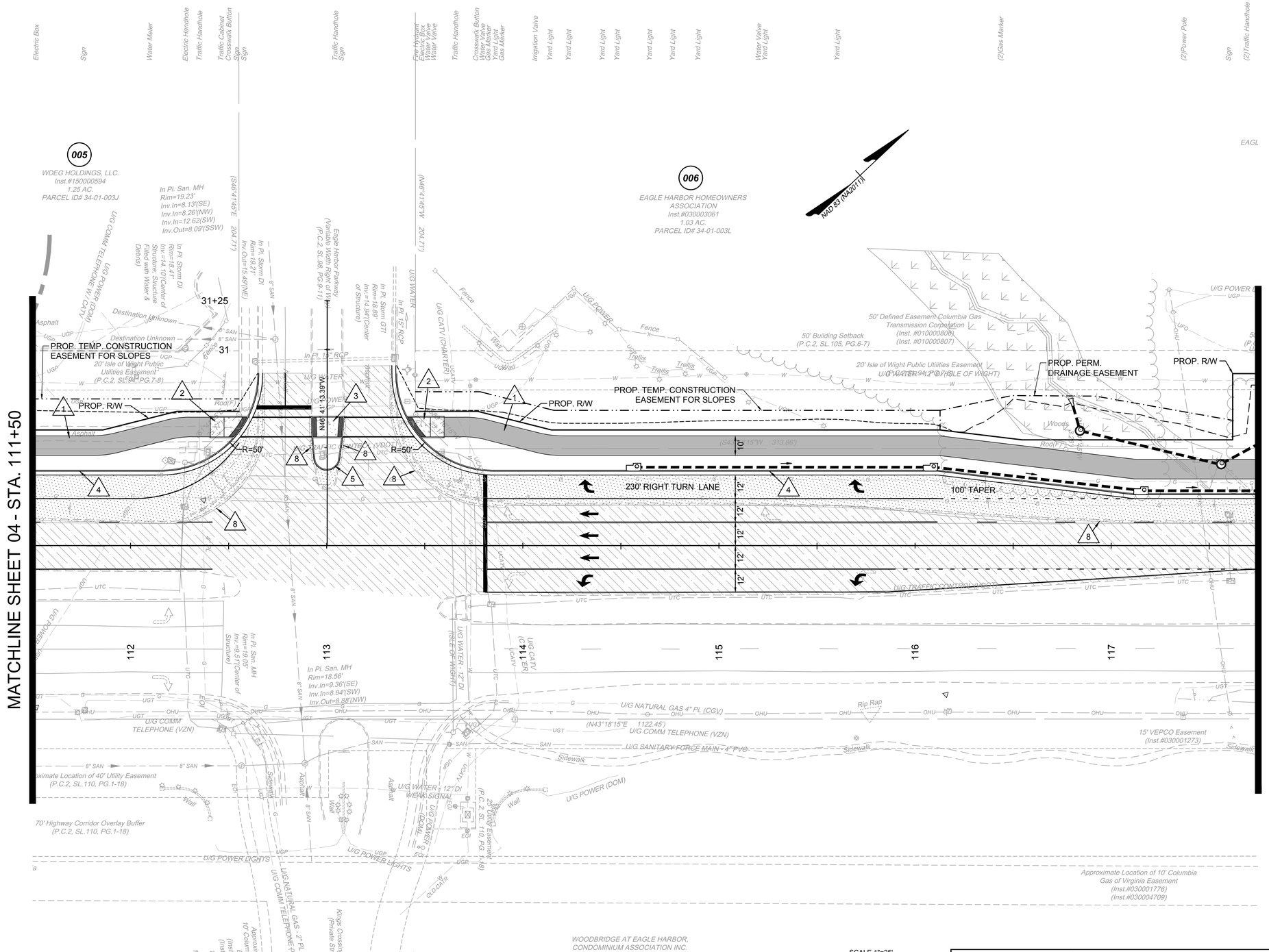
ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

PROFILE SHEETS

JOB NO. 75473
SHEET NO. 04A

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ROUTE 17 WIDENING PHASE I

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Route 17
(Carrolton Blvd)

PVI STA = 111+50.00
PVI ELEV = 19.83
0.68%
PVI STA = 111+75.00
PVI ELEV = 20.00
0.65%
PVI STA = 112+00.00
PVI ELEV = 20.16
0.75%
PVI STA = 112+25.00
PVI ELEV = 20.35
0.24%
PVI STA = 112+50.00
PVI ELEV = 20.41
0.53%
PVI STA = 112+75.00
PVI ELEV = 20.54
-0.40%
PVI STA = 113+00.00
PVI ELEV = 20.45
-0.04%
PVI STA = 113+25.00
PVI ELEV = 20.44
-0.46%
PVI STA = 113+50.00
PVI ELEV = 20.32
-0.36%
PVI STA = 113+75.00
PVI ELEV = 20.23
-0.86%
PVI STA = 114+00.00
PVI ELEV = 20.01
-1.39%
PVI STA = 114+25.00
PVI ELEV = 19.67
-1.25%
PVI STA = 114+50.00
PVI ELEV = 19.35
-1.17%
PVI STA = 114+75.00
PVI ELEV = 19.06
-1.36%
PVI STA = 115+00.00
PVI ELEV = 18.72
-1.36%
PVI STA = 115+25.00
PVI ELEV = 18.38
-1.38%
PVI STA = 115+50.00
PVI ELEV = 18.04
-1.38%
PVI STA = 115+75.00
PVI ELEV = 17.69
-0.92%
PVI STA = 116+00.00
PVI ELEV = 17.46
-1.19%
PVI STA = 116+25.00
PVI ELEV = 17.17
-1.39%
PVI STA = 116+50.00
PVI ELEV = 16.82
-1.25%
PVI STA = 116+75.00
PVI ELEV = 16.51
-1.76%
PVI STA = 117+00.00
PVI ELEV = 16.06
-1.91%
PVI STA = 117+25.00
PVI ELEV = 15.59
-1.73%
PVI STA = 117+50.00
PVI ELEV = 15.16
-1.41%
PVI STA = 117+75.00
PVI ELEV = 14.80

EXISTING GROUND

PROP. FINISHED GRADE @ CONSTR.

SPLINE GRADE

NORMAL CROWN (-2.0%)

DATUM ELEV
-28

111+50	112+00	113+00	114+00	115+00	116+00	117+00	117+75
19.8 / 19.83	20.0 / 20.00	20.2 / 20.16	20.4 / 20.35	20.4 / 20.41	20.5 / 20.54	20.4 / 20.45	20.4 / 20.44
20.3 / 20.32	20.1 / 20.08	20.0 / 20.01	19.7 / 19.67	19.4 / 19.39	19.1 / 19.05	18.7 / 18.72	18.4 / 18.38
18.0 / 18.04	17.7 / 17.69	17.5 / 17.46	17.2 / 17.17	16.8 / 16.82	16.5 / 16.51	16.1 / 16.06	15.6 / 15.59
15.2 / 15.16	14.8 / 14.80						

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BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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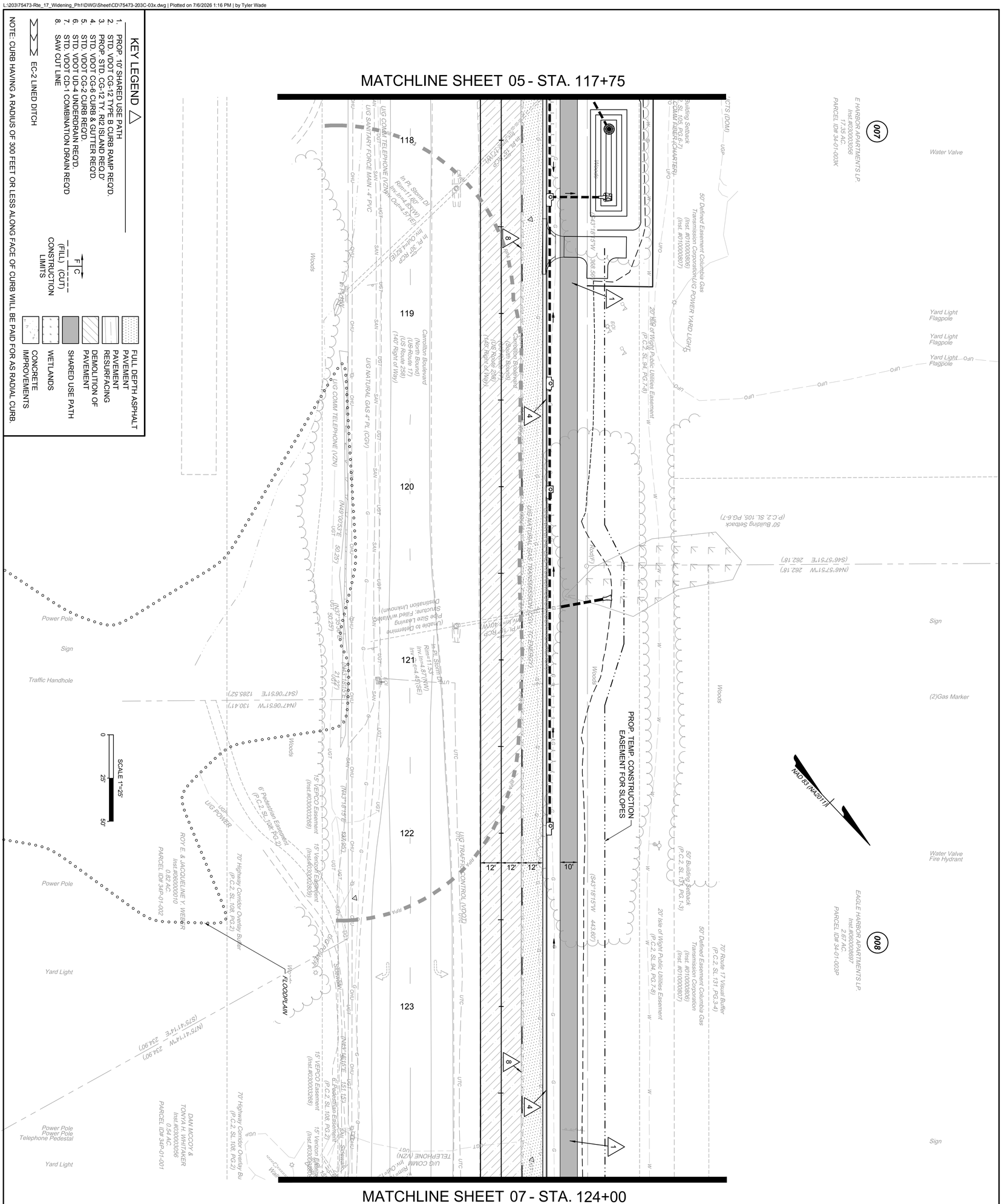
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HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
PROFILE SHEETS

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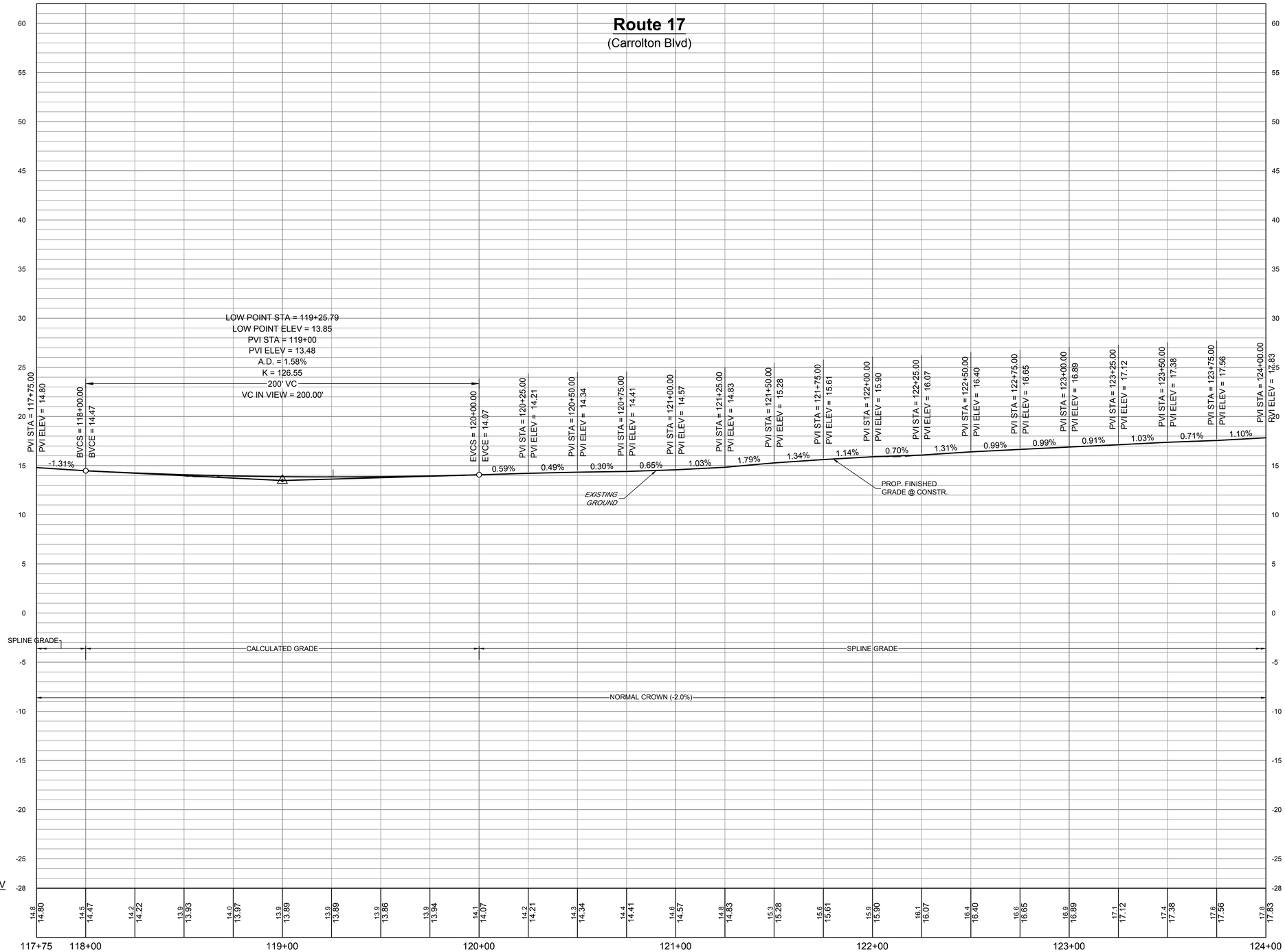
PLAN SHEET

SHEET NO.	JOB NO.	SCALE	CHECKED BY	DESIGNED BY	DRAWN BY	DATE
06	75473	1"=25'	BTC	THW	THW	7/6/2026

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Route 17
(Carrolton Blvd)



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MATCHLINE SHEET 06 - STA. 124+00

MATCHLINE SHEET 08 - STA. 130+50

009

SIERA PARTNERS LLC
Inst.#060003957
1.56 AC.
PARCEL ID# 34-01-003Q

NAD 83 (NA2011)

Sign
(2)Gas Marker
Traffic Pole
Traffic Handhole
Light Pole (2)Sign
Traffic Pole
Traffic Handhole
Water Valve
Water Valve
Sign
Water Valve
Sign
Fire Hydrant
Water Valve
Water Valve
(2)Gas Marker
Power Pole
Water Valve
Water Valult
(2)Traffic Handhole
15' Retention Pond & Drainage Easement
(Inst.#090006129)

Approximate Location of 15' VEPCO Easement
(Inst.#120001923)

(N49°57'25"W 237.10')
(S46°57'51"E 237.06')

40' Mutual Ingress/Egress & Utility Easement
(P.C.2, SL.131, PG.3-4)
(N46°48'16"W 237.10')
(S46°48'16"E 282.11')
(P.C.2, SL.131, PG.3-4)

70' Route 17 Visual Buffer
(P.C.2, PG.131-2,3,4)

50' Building Setback
(P.C.2, SL.131, PG.1-3)

50' Defined Easement Columbia Gas
Transmission Corporation
(Inst. #010000806)
(Inst. #010000807)

20' Isle of Wight Public Utilities Easement
(P.C.2, SL.94, PG.7-8)

U/G WATER
U/G WATER - 12" DI (ISLE OF WIGHT)

Woods

(S43°18'15"W 288.00')

Rod(F)

PROP. R/W

APPROX. LOCATION OF
U/G NATURAL GAS
WEAK SIGNAL RECEIVED

41

Asphalt Trail
(P.C.2, SL.94, PG.3-4)

Asphalt Trail
(Private Street)

Harbor Point Lane

U/G POWER

(N46°41'13.39"W 35.55')

PROP. R/W

R=35'

R=35'

215' RIGHT TURN LANE

100' TAPER

In Pl. 15" RCP(Flared)
Inv.Out=13.82'(NE)

In Pl. 15" RCP
Inv.In=13.82'(NE)

In Pl. 15" RCP(Flared)
Inv.Out=13.82'(NE)

In Pl. Storm Dr
Rim=17.41'
Inv.Out=14.82'(NE)

In Pl. Storm Dr
Rim=17.41'
Inv.Out=14.82'(NE)

12'
12'
12'
12'

Carrollton Boulevard
(South Bound)
(US Route 17)
(US Route 258)
(140' Right of Way)

U/G TRAFFIC CONTROL (VDOT)

Carrollton Boulevard
(North Bound)
(US Route 17)
(US Route 258)
(140' Right of Way)

125 126 127 128 129 130

U/G WATER
U/G SANITARY FORCE MAIN - 4" PVC

Rod(F)

(N43°18'15"E 359.68')

U/G TRAFFIC CONTROL

Asphalt
Asphalt
Sidewalk

U/G POWER

(N46°41'13.39"W 69.04')

20' Columbia Gas of Virginia Easement
(Inst.#040003924)

U/G NATURAL GAS - 2" PL (OGV)

50' Minimum (70' Average) Highway
Corridor Overlay District Buffer
(P.C. 2, SL.127, PG.3-15)

(S46°41'13.39"E 69.04')

U/G POWER (DOM)

U/G COMM TELEPHONE (VZN)

U/G CATV (CHARTER)

10' Isle of Wight Utility Easement
(P.C.2, SL.108, PG.2-7)

Carrollton Boulevard
(South Bound)
(US Route 17)
(State Route 652)
(100' Right of Way)

Isle of Wight County Utility Easement
(P.C. 2, SL.127, PG.3-15)

30' Building Setback Line
(P.C. 2, SL.127, PG.3-15)

15' Columbia Gas of Virginia Easement
(Inst.#030007431)

15' Verizon Easement
(Inst.#030002809)

Water Valve
Traffic Handhole
Traffic Pole
Water Meter

Traffic Handhole
Traffic Cabinet
(E=13.63')
(E=14.00')
Traffic Pole

Water Valve
U/G Pedestal
Cable TV
Power Pole

Power Pole
Only

Light Pole
Light Pole
Light Pole

Route 17
(Carrolton Blvd)

PVI STA = 124+00.00
PVI ELEV = 17.83
0.87%
PVI STA = 124+25.00
PVI ELEV = 18.05
0.63%
PVI STA = 124+50.00
PVI ELEV = 18.21
0.23%
PVI STA = 124+75.00
PVI ELEV = 18.26
-0.01%
PVI STA = 125+00.00
PVI ELEV = 18.26
-0.38%
PVI STA = 125+25.00
PVI ELEV = 18.17
-0.27%
PVI STA = 125+50.00
PVI ELEV = 18.10
-1.02%
PVI STA = 125+75.00
PVI ELEV = 17.84
-1.24%
PVI STA = 126+00.00
PVI ELEV = 17.53
-1.54%
PVI STA = 126+25.00
PVI ELEV = 17.15
-1.72%
PVI STA = 126+50.00
PVI ELEV = 16.72
-1.74%
PVI STA = 126+75.00
PVI ELEV = 16.28
-1.82%
PVI STA = 127+00.00
PVI ELEV = 15.83
-2.14%
PVI STA = 127+25.00
PVI ELEV = 15.29
-1.13%
PVI STA = 127+50.00
PVI ELEV = 15.01
-1.80%
PVI STA = 127+75.00
PVI ELEV = 14.56
-1.72%
PVI STA = 128+00.00
PVI ELEV = 14.13
-1.64%
PVI STA = 128+25.00
PVI ELEV = 13.72
-1.62%
PVI STA = 128+50.00
PVI ELEV = 13.32
-1.62%
PVI STA = 128+75.00
PVI ELEV = 12.91
-1.62%
PVI STA = 129+00.00
PVI ELEV = 12.50
-1.66%
PVI STA = 129+25.00
PVI ELEV = 12.09
-1.68%
PVI STA = 129+50.00
PVI ELEV = 11.67
-1.64%
PVI STA = 129+75.00
PVI ELEV = 11.26
-1.97%
PVI STA = 130+00.00
PVI ELEV = 10.77
-2.03%
PVI STA = 130+25.00
PVI ELEV = 10.26
-2.04%
PVI STA = 130+50.00
PVI ELEV = 9.75

EXISTING GROUND

PROP. FINISHED GRADE @ CONSTR.

SPLINE GRADE

NORMAL CROWN (-2.0%)

DATUM ELEV
-28

60 55 50 45 40 35 30 25 20 15 10 5 0 -5 -10 -15 -20 -25 -28

124+00	125+00	126+00	127+00	128+00	129+00	130+00	130+50
17.8 17.83	18.0 18.05	18.2 18.21	18.3 18.26	18.3 18.26	18.2 18.17	18.1 18.10	17.8 17.84
17.5 17.53	17.1 17.15	16.7 16.72	16.3 16.28	15.8 15.83	15.3 15.29	15.0 15.01	14.6 14.56
14.1 14.13	13.7 13.72	13.3 13.32	12.9 12.91	12.5 12.50	12.1 12.09	11.7 11.67	11.3 11.26
10.8 10.77	10.3 10.26	9.8 9.75					

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COMMONWEALTH OF VIRGINIA
BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

THIS DRAWING PREPARED AT THE
CORPORATE OFFICE
1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
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DATE 7/6/2026
DRAWN BY THW
DESIGNED BY THW
CHECKED BY BTC
SCALE ----

TIMMONS GROUP

ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
PROFILE SHEETS

JOB NO. 75473
SHEET NO. 07A

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MATCHLINE SHEET 07 - STA. 130+50

010
EAGLE HARBOR APARTMENTS II LP.
Inst.#090005823
19.96 AC.
PARCEL ID# 34-01-003W

Traffic Handhole
Sign
Sign
Utility Vault
Traffic Handhole
Traffic Handhole
(2)Gas Marker
Utility Vault
Traffic Handhole

NAD 83 (NA2011)

70' Route 17 Visual Buffer
(P.C.2, PG.131, SL.2-4)
50' Defined Easement Columbia Gas
Transmission Corporation
(Inst. #010000806)
(Inst. #010000807)
50' Building Setback
(P.C.2, SL.131, PG.2-4)
20' Isle of Wight Public Utilities Easement
(P.C.2, SL.131, PG.2-4)

Woods
Woods
(S43°18'06"W 922.03')

END CONSTR. / END PROJECT
0017-046-758, P101, C501
RTE 17 ℄
STA. 131+65.96

END PROJECT
0017-046-758, R201
RTE 17 ℄
STA. 131+09.48

Carrollton Boulevard
(South Bound)
(US Route 17)
(US Route 258)
(140' Right of Way)

Carrollton Boulevard
(North Bound)
(US Route 17)
(US Route 258)
(140' Right of Way)

In Pl. Storm DI
Rim=5.34'
(Unable to Obtain
Invert, Filled w/Water
and Debris)

In Pl. Storm DI
Rim=3.41'
Inv.=1.10'(Center of
Structure; Filled
with Water & Silt)

U/G WATER

(N49°00'53"E
(N39°29'24"E 150.33')
(N43°18'15"E

Approximate Location of 15' VEPCO Easement
(P.C. 2, PG. 117)

Sign
Power Pole
Power Pole
Force Main Valve
Clean Out
Power Pole

SCALE 1"=25'
0 25' 50'

KEY LEGEND

1. PROP. 10' SHARED USE PATH
2. STD. VDOT CG-12 TYPE B CURB RAMP REQ'D.
3. PROP. STD. CG-12 TY. RI2 ISLAND REQ.D'
4. STD. VDOT CG-6 CURB & GUTTER REQ'D.
5. STD. VDOT CG-2 CURB REQ'D.
6. STD. VDOT UD-4 UNDERDRAIN REQ'D.
7. STD. VDOT CD-1 COMBINATION DRAIN REQ'D
8. SAW CUT LINE

EC-2 LINED DITCH

F C
(FILL) (CUT)
CONSTRUCTION LIMITS

FULL DEPTH ASPHALT PAVEMENT
PAVEMENT RESURFACING
DEMOLITION OF PAVEMENT
SHARED USE PATH
WETLANDS
CONCRETE IMPROVEMENTS

NOTE: CURB HAVING A RADIUS OF 300 FEET OR LESS ALONG FACE OF CURB WILL BE PAID FOR AS RADIAL CURB.

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BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
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DATE	REVISION DESCRIPTION
1	1st Revision

DATE 7/6/2026
DRAWN BY THW
DESIGNED BY THW
CHECKED BY BTC
SCALE 1"=25'

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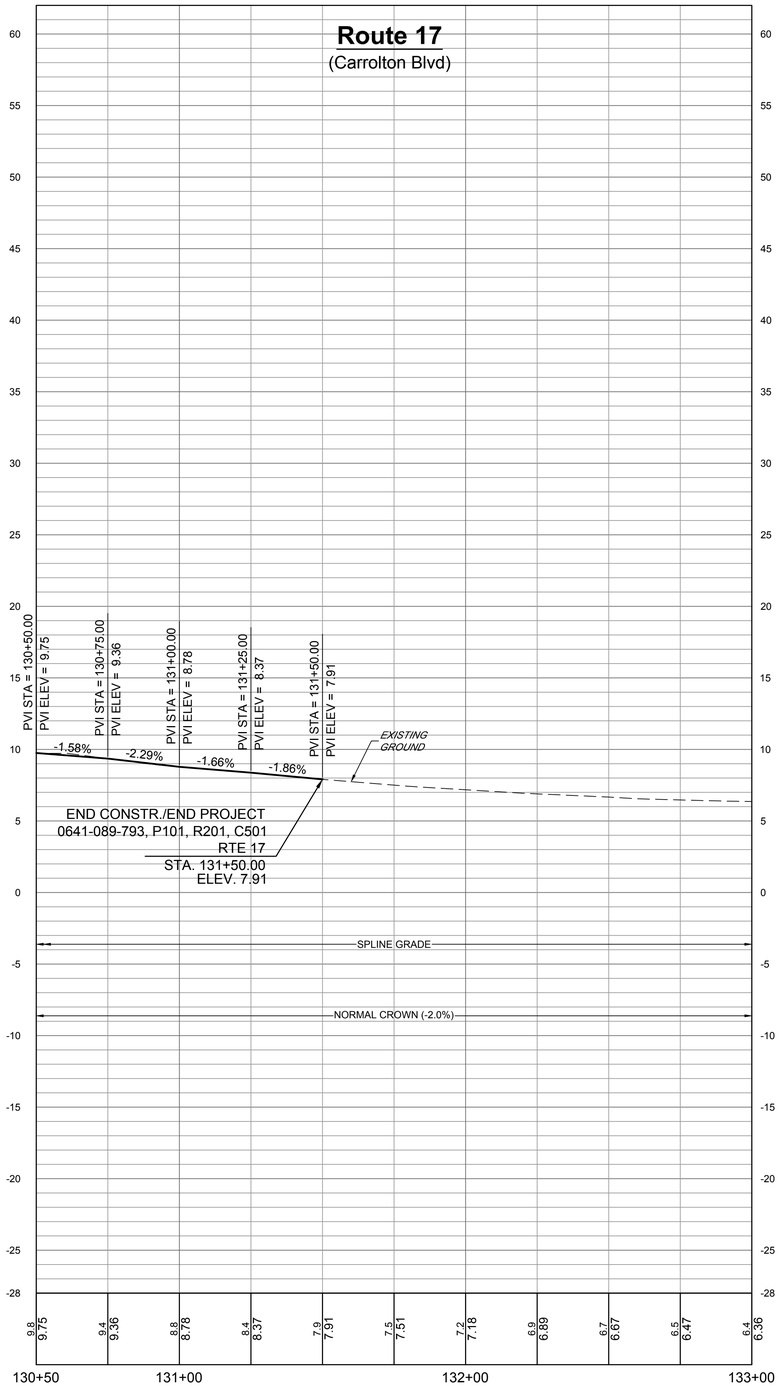
ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

PLAN SHEET

JOB NO. 75473
SHEET NO. 08

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BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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1001 Boulders Parkway, Suite 300 | Richmond, VA 23225
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ROUTE 17 WIDENING PHASE I

HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA

PROFILE SHEETS

DATE: 7/6/2026
DRAWN BY: THW
DESIGNED BY: THW
CHECKED BY: BTC
SCALE: ----

JOB NO. 75473

SHEET NO. 08A

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GENERAL NOTES - TRAFFIC SIGNALS

GENERAL SIGNAL

1. The following items and operations shall conform to the standard listed below:
   a. Pedestrian Pushbutton — PA-2 or PA-3
   b. Conduit Installation — ECI-1 or Bored
   c. Pedestal Pole & Foundation — PF-2
   d. Lighting Pole — LP-1
   e. Lighting Pole Foundation — LF-1
   f. Signal Head Hangers — SM-3

2. All traffic signal work shall be in conformance with the most current version of the following documents or revisions thereof:
   a. Virginia Manual on Uniform Traffic Control Devices (VaMUTCD)
   b. VDOT Road and Bridge Standards
   c. VDOT Road and Bridge Specifications and Supplement
   d. Virginia Work Area Protection Manual
   e. All special provisions supplemental specifications and special provision copied notes included in the Contract

3. Pavement markings shown on the Signal Plans are for representational purposes only. Actual pavement markings shall be in accordance with the Pavement Marking Plans.

4. The Contractor shall immediately report all discrepancies between the plans and Contract Specifications to the Engineer for clarification.

5. The Contractor shall be responsible to return all disturbed areas, landscaping (trees, shrubs, flowers, etc.) and fencing to their original state at the completion of all work. All costs for this work shall be included in the bid price for other items and no separate measurement and payment will be made.

6. All utility locations shown on these plans are approximate and may not be accurate or complete. The Contractor shall be responsible for ensuring that all utilities within the project limits are identified and located before beginning work. The Contractor shall comply with the Virginia "Underground Utility Damage Prevention Act" and the State Corporation Commission's "Rules for Enforcement of the Act." If the Contractor is aware of any utilities within the project limits that are not identified by the notification center, the Contractor shall contact the utility owner(s) at least 72 hours prior to any excavation. The Contractor shall contact VDOT Hampton Roads District Asset Management to determine the extent and location of VDOT owned equipment within the project limits. If the Contractor perceives a conflict between utilities and the proposed work, the Contractor shall notify the engineer immediately so the conflict may be reviewed.

7. The Contractor shall be responsible for repairing or replacing, at their own expense, any existing utilities, pavement, concrete items, etc. that are damaged or disturbed during construction.

8. Final inspection by VDOT personnel of the traffic signals will not be conducted until all traffic signal work is complete. VDOT Hampton Roads District Asset Management shall be notified directly when the Contractor is ready for the traffic signal work to be inspected.

9. Once traffic signal construction begins, the Contractor will assume complete maintenance responsibility. Once traffic signal work and final inspection are complete and the thirty (30) day test period has been satisfied, VDOT will assume maintenance.

10. The Contractor is responsible for maintaining existing communication between the traffic signal controller and the VDOT Hampton Roads District TOC at all times during construction. The Contractor shall contact VDOT Hampton Roads District Traffic Operations for coordination.

11. The engineer shall submit signal timings, including clearance timings and timing for all construction phases (if applicable) to VDOT Hampton Roads District Traffic Operations for review and approval for implementation at least four (4) weeks prior to signal activation. Contractor shall request signal timings from the engineer.

12. All catalog cuts/shop drawings for equipment and material shall be submitted to VDOT Hampton Roads District Traffic Engineering for review and approval.

13. All equipment is to be installed within the existing or proposed right of way or easement.

14. Contractor shall contact VDOT Hampton Roads District Asset Management 72 hours prior to the commencement of construction.

15. The traffic signal shall not be placed into flashing or full color operation without the prior notification and approval from VDOT Hampton Roads District Asset Management and Hampton Roads District Traffic Engineering. No traffic signal shall be placed into operation until the location is 100% complete. This includes any necessary pavement marking and signage adjustment shown on the plans. The Contractor shall notify the ACE/CM who shall notify VDOT Hampton Roads District Asset Management. VDOT Hampton Roads District Asset Management requires a minimum of 48 hours advance notice.

16. Contractor shall return salvaged traffic signal equipment to VDOT Hampton Roads District Asset Management. Contact TBD to coordinate equipment return.

17. Contact VDOT for Utility Locate (757) 361-3033 or (757) 361-3038 a minimum of 72 hours in advance of excavation within the ROW. All areas of the VDOT R/W disturbed by this work shall be restored, stabilized, and seeded prior to acceptance

CONDUIT, CABLE, AND ELECTRICAL

18. All unused wire in signal heads shall be capped individually using crimp type caps.

DETECTORS

19. The location of video detection equipment and zones shown on the plans are approximate. Contractor shall coordinate location of video detection equipment with VDOT Hampton Roads District Asset Management prior to final placement of video detection cameras.

20. Vehicle detection shall be maintained during all phases of construction.

SIGNAL POLES, MAST ARMS, AND ARM EQUIPMENT

21. Emergency preemption detectors and video detectors shall be located as shown on the plans, however, may be field adjusted as necessary to provide optimal detection capabilities. Wiring shall be adjusted as necessary if the detector locations are modified. The Contractor shall contact VDOT Hampton Roads District Asset Management with any questions regarding OPTICOM.

22. During construction and when not in use, new traffic signal heads including high visibility backplates and overhead traffic signal signage shall be covered with a durable non-transparent cover upon installation. The Contractor shall maintain covers until the new traffic signal system is operational, per Section 703.03.

23. Traffic signal heads and mast arm signs may be field adjusted no more than 2' in either direction on the mast arms, provided they remain within the designated travel lane assignments. If further adjustment is needed, the Contractor shall contact VDOT Hampton Roads District Traffic Engineering.

24. Traffic signal heads (vehicle and pedestrian) shall be cast aluminum. All vehicle signal heads shall have aluminum composite high visibility backplates. All traffic signal heads sections shall be LED.

CONTROLLER CABINET AND FOUNDATION

25. Contact VDOT Hampton Roads District Traffic Operations 72 hour notice in advance of disconnecting the controller communication for any reason.

26. The Contractor is responsible for obtaining VDOT digital key fobs for individuals to access the traffic signal cabinet(s) during the project. Individuals must pass a VDOT background check to obtain a VDOT key fob. Key fob requests and cabinet access requests (including locations and start/end dates) should be sent to the VDOT Hampton Roads District (John Bisnett 540-529-5742) for processing at least 30 days in advance.

STANDARD TRAFFIC SIGNAL LEGEND

PLAN ITEM		PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Metal Signal Pole & Foundation and Mast Arm (As noted in Signal Pole Legend)			
Pedestal Pole and Foundation (St'd. PF-2)			
Pedestal Pole and Foundation (St'd. PA-3)			
Traffic Signal Head	w/ Backplate		
	w/o Backplate		
Pedestrian Signal Head			
Pedestrian Pushbutton & Sign			
Traffic Signal Sign	Mast Arm or Span Wire Mt'd.		
	Pole Mounted		
Emergency Vehicle Pre-emption (EVP) Sensor			
	w/ Conf. Light		
	w/o Conf. Light		
Video Detection Camera			
Hybrid Video Detection Camera			
Junction Box (St'd. as noted on plans)			
Signal Luminaire (LED as noted on plans) and Arm			
Radar Detection Zone (Size as noted on plans)		RDZ 6' x 6'	RDZ 6' x 6'
Video Detection Zone (Size as noted on plans)		VDZ 6' x 20'	VDZ 6' x 20'
Conduit			

PLAN ITEM		PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Electrical Service Meter Base		MB	MB
Electrical Service Safety Switch (Disconnect)		SS	SD
Controller Cabinet	Ground Mounted		
	Pole Mounted		
Master Controller Cabinet	Ground Mounted		
	Pole Mounted		
Controller Cabinet & Foundation	Std. CF-1		
	Std. CF-3		
	Std. CF-5		
Master Controller Cabinet & Foundation	Std. CF-1		
	Std. CF-3		
	Std. CF-4		
Auxiliary Communication Cabinet			

LABELS

Signal Pole or Controller	A	Proposed Signal Head	2	Signal Phasing	Ø2
Cable and Conduit	A	Existing Signal Head	2	Pedestrian Phasing	P2
Junction Box	S3	Proposed Pedestrian Signal Head	P2		
		Existing Pedestrian Signal Head	P2		

Sign	S-1
Video Detection Camera	VDC-1
Hybrid Vehicle Detector	HVD-1
Emergency Preemption Detector	EVP-1

INDEX OF SHEETS

Sheet No.:	Sheet Description:
15(1)	Index of Sheets, General Notes, & Legend
15(2)	Summary of Quantities (Not Included in this Submittal)
15(3)	Traffic Signal Modification Plan
15(4)	Traffic Signal Modification Plan
15(5)	Traffic Signal Modificaiton Plan

POINTS OF CONTACT

VDOT Hampton Roads District Asset Management
Contact: Chris Leeds
Phone: 757-592-8008

VDOT Hampton Roads District Traffic Engineering
Contact: Steve Stanley
Phone: 757-818-1985

TRAFFIC CONTROL DEVICE PLANS
TRAFFIC SIGNAL
INDEX OF SHEETS, GENERAL NOTES & LEGEND(S)
ISLE OF WIGHT

30% PLANS

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR CONSTRUCTION

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DATE	REVISION DESCRIPTION

DATE 7/2/2026
DRAWN BY JPB
DESIGNED BY JPB
CHECKED BY ALS
SCALE NONE

TIMMONS GROUP

ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
TRAFFIC SIGNAL INDEX OF SHEETS, GENERAL NOTES, & LEGEND

JOB NO. 75473
SHEET NO. 9(1)

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Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO FLANGE PLATE)

(I) EXISTING CONTROLLER CABINET & FOUNDATION

(A) EXISTING MAST ARM POLE
70' Arm Perpendicular to US Rte.17
15' Luminaire Arm Perpendicular to US Rte.17
Signal Placement: 36', 47', 58', 67'
Sign Placement: 28', 64'
Video Detector: 28.5' (360')
Emergency Preemption Detector: 53'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-3)

(B) MAST ARM POLE (MP-3), TYPE E1
60' Arm Perpendicular to VA Rte.669
15' Luminaire Arm Perpendicular to US Rte.17
15' Luminaire Arm 45° Angle to Mast Arm
Signal Placement: TBD
Sign Placement: TBD

(C) EXISTING MAST ARM POLE
55' Arm Perpendicular to US Rte.17
Signal Placement: 18', 30', 42'
Sign Placement: 10', 37'
Emergency Preemption Detector: 24'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-3)

(D) EXISTING MAST ARM POLE
55' Arm Perpendicular to VA Rte.669
Signal Placement: 24', 36', 48'
Sign Placement: 11', 42'
Emergency Preemption Detector: 30'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-3)

(E) PEDESTAL POLE (PA-3)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(F) PEDESTAL POLE (PF-2), 10'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-2)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(G) RIGID METAL CONDUIT (PA-3s)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(H) PEDESTAL POLE (PA-4)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

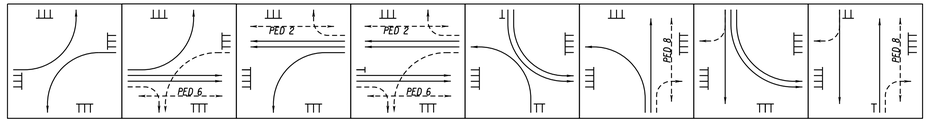
(J) PEDESTAL POLE (PA-3)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(K) PEDESTAL POLE (PF-2), 10'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-1)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(L) PEDESTAL POLE (PA-3)
Install Accessible Pedestrian Actuation, PA-3, on Pedestal Pole

(X) EXISTING EQUIPMENT (TO BE REMOVED)

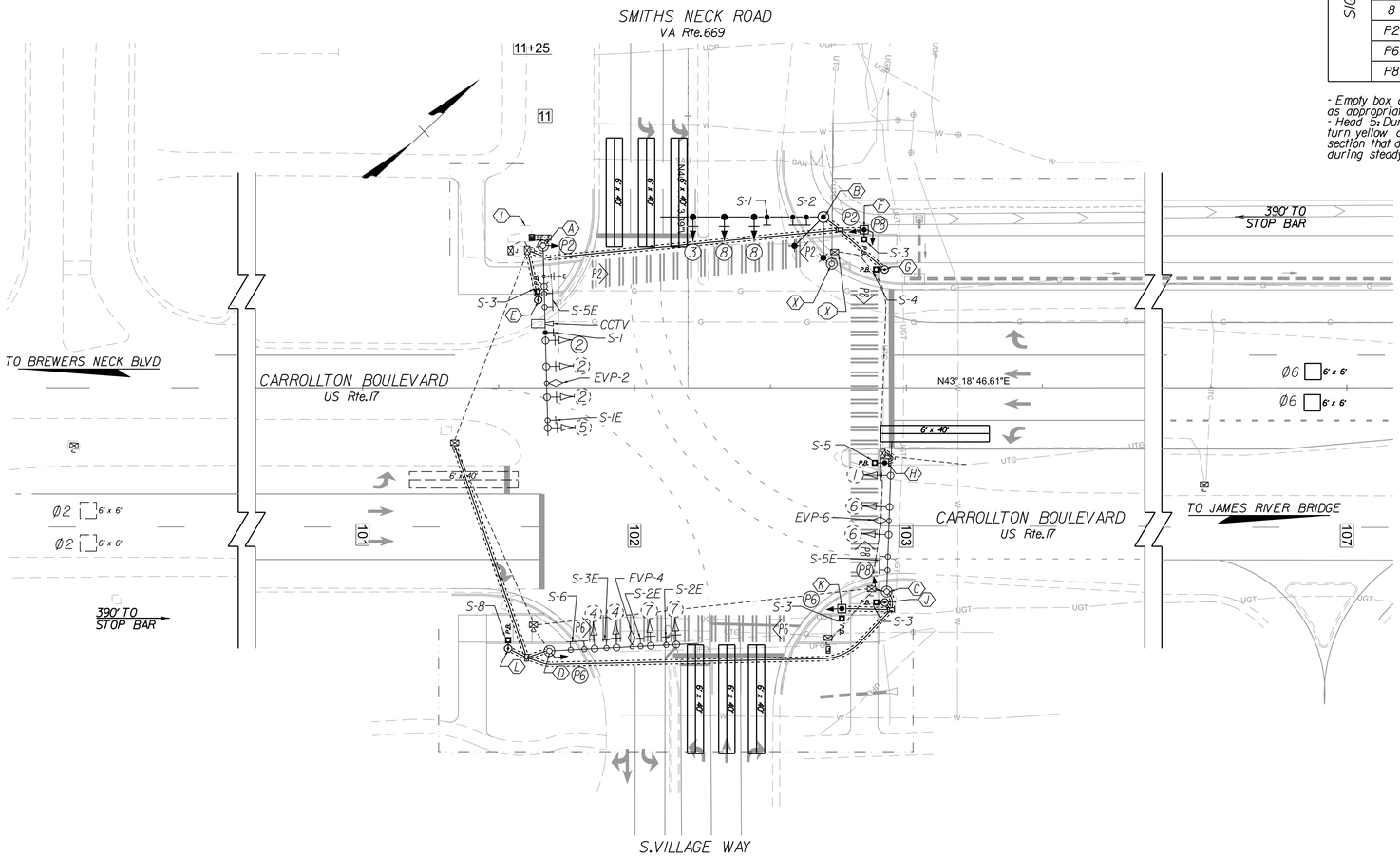
Phasing Diagram



Color Sequence Chart

	SIGNAL	PHASES								FLASH
		1-5	1-6	2-5	2-6	3-7	3-8	4-7	4-8	
SIGNALS	1	→G	→G							→R
	2			G	G					Y
	3					→G	→G			→R
	4							G	G	R
	5	→G	→FY	→G	→FY					→R
	6		G		G					Y
	7					→G		→G		→R
	8						G		G	R
	P2	DW	DW	W	W	DW	DW	DW	DW	BLANK
	P6	DW	W	DW	W	DW	DW	DW	DW	BLANK
	P8	DW	DW	DW	DW	DW	W	DW	W	BLANK

- Empty box denotes RED Indication (Red Ball or Red Arrow as appropriate)
- Head 5: During flash mode, the display of a flashing left-turn yellow arrow indication shall be only from the signal section that displays a steady left-turn arrow indication during steady mode (stop-and-go) operation.

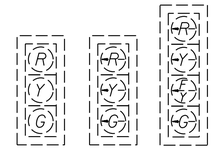


SPEED LIMITS	
US Route 17	45 MPH
VA Route 669	45 MPH

JUNCTION BOX LEGEND

All Junction Boxes shall conform to Std. JB-S2 unless otherwise noted on the plans.
(X) Denotes Junction Box to be removed.

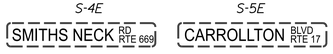
Existing Signals



2,4,6 1,4A 5

Existing Signs





Proposed Signs



R3-5R
(30" x 36")
QUANTITY - 2 EA.



D3-VI
SIZE TBD
QUANTITY - 1 EA.

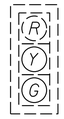


R10-3E(L)
(9" x 15")
QUANTITY - 5 EA.

R10-3E(R)
(9" x 15")
QUANTITY - 1 EA.

R10-3E
(9" x 15")
QUANTITY - 1 EA.

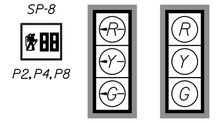
Retrofitted Signals



2

NOTE:
RETROFIT RIGHT YELLOW AND RIGHT GREEN ARROWS WITH CIRCULAR YELLOW AND GREEN INDICATIONS ON 2.

Proposed Signals



P2,P4,P8

3 2,8

SCALE
0 25' 50'

TRAFFIC CONTROL DEVICE PLANS

TRAFFIC SIGNAL MODIFICATION PLAN

US ROUTE 17 (CARROLLTON BLVD) &
VA RTE 669 (SMITHS NECK ROAD)/S. VILLAGE WAY
ISLE OF WIGHT

30% PLANS

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REVISION DESCRIPTION	DATE

DATE 7/2/2026
DRAWN BY JPB
DESIGNED BY JPB
CHECKED BY ALS
SCALE 1"=25'

TIMMONS GROUP

ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
TRAFFIC SIGNAL MODIFICATION PLAN

JOB NO. 75473
SHEET NO. 9(3)

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Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO FLANGE PLATE)

Ⓘ EXISTING CONTROLLER CABINET & FOUNDATION

Ⓐ MAST ARM POLE (MP-3), TYPE E1
75' Arm Perpendicular to US Rte.17
Signal Placement: TBD
Sign Placement: TBD
Video Detector: TBD (360')
Install Electrical Service, SE-3, Type A on Signal Pole. (No Meter)

Ⓑ MAST ARM POLE (MP-3), TYPE D
49' Arm Perpendicular to Eagle Harbor Pkwy/Kings Crossing Way
Signal Placement: TBD
Sign Placement: TBD

Ⓒ EXISTING MAST ARM POLE
65' Arm Perpendicular to US Rte.17
Signal Placement: 38', 49', 60.5'
Sign Placement: 56'
Emergency Preemption Detector: 64'

Ⓓ EXISTING MAST ARM POLE
55' Arm Perpendicular to Eagle Harbor Pkwy/Kings Crossing Way
Signal Placement: 18', 35'
Emergency Preemption Detector: 14'

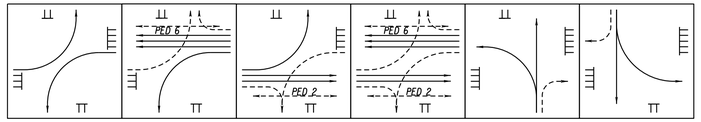
Ⓔ PEDESTAL POLE (PF-2), 10'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-1)
Install Accessible Pedestrian Actuation, PA-2, on Pedestal Pole

Ⓕ PEDESTAL POLE (PF-2), 10'
Install Pedestrian Signal Head, SP-8, on Pedestal Pole (SMB-1)
Install Accessible Pedestrian Actuation, PA-2, on Pedestal Pole

Ⓖ EXISTING PEDESTAL POLE (PA-3)

Ⓧ EXISTING EQUIPMENT (TO BE REMOVED)

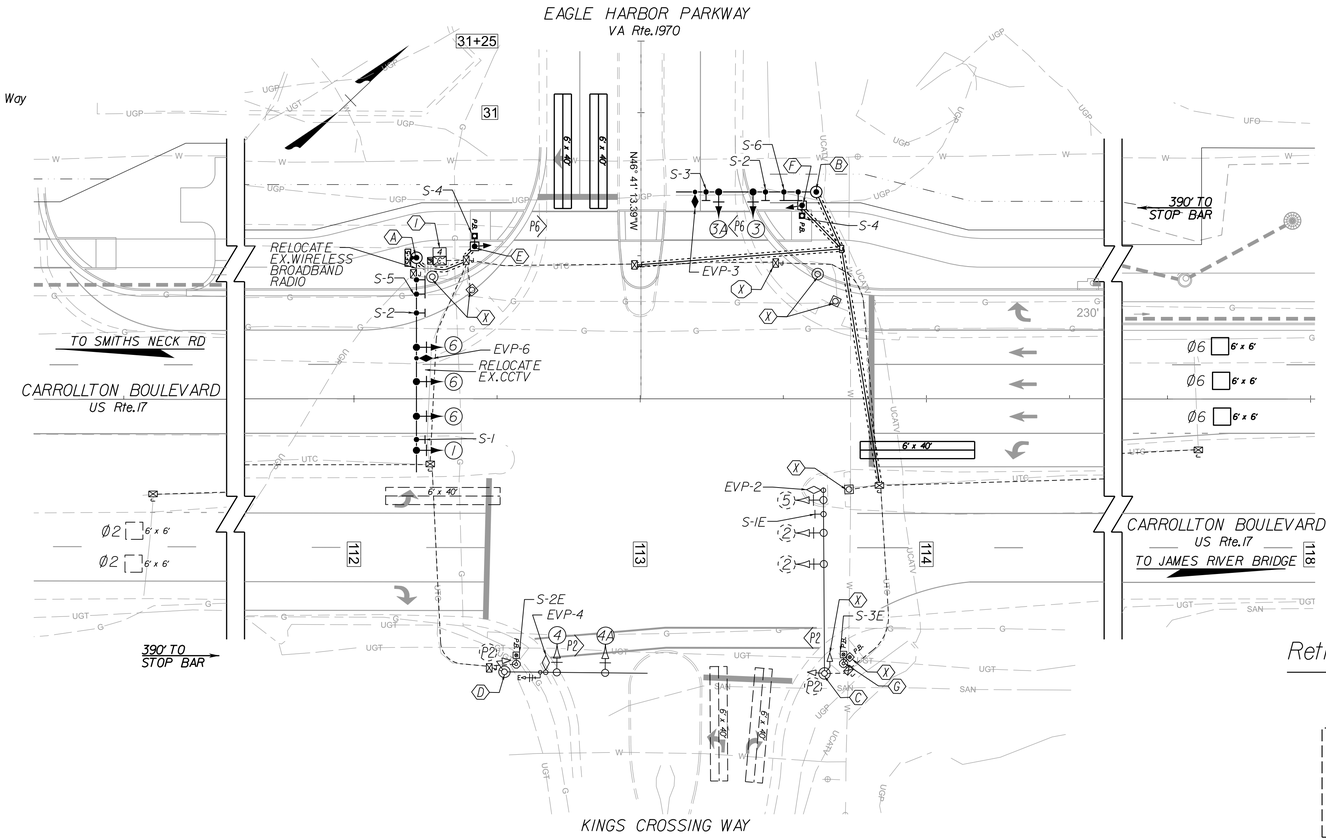
Phasing Diagram



Color Sequence Chart

	SIGNAL	PHASES						FLASH
		1-5	1-6	2-5	2-6	3	4	
SIGNALS	1	→G	→G	→FY	→FY			→R
	2			G	G			Y
	3					G		R
	3A					G →G		R
	4						G	R
	4A						G →G	R
	5	→G	→FY	→G	→FY			→R
	6		G		G			Y
	P2	DW	DW	W	W	DW	DW	BLANK
	P6	DW	W	DW	W	DW	DW	BLANK

- Empty box denotes RED indication (Red Ball or Red Arrow as appropriate)
- Heads 1 & 5: During flash mode, the display of a flashing left-turn yellow arrow indication shall be only from the signal section that displays a steady left-turn arrow indication during steady mode (stop-and-go) operation.



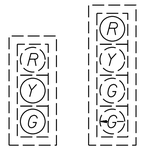
SPEED LIMITS

US Route 17	45 MPH
Eagle Harbor Pkwy	25 MPH

JUNCTION BOX LEGEND

All Junction Boxes shall conform to Std. JB-S2 unless otherwise noted on the plans.
Ⓧ Denotes Junction Box to be removed.

Retrofitted Signals



4

4A

NOTE:
RETROFIT RIGHT YELLOW AND RIGHT GREEN ARROWS WITH CIRCULAR YELLOW AND GREEN INDICATIONS ON 4.
RETROFIT LEFT RED ARROW WITH CIRCULAR RED INDICATION ON 4A

Existing Signals

2,4,6



1,5

Existing Signs

S-1E



S-2E



S-3E



Proposed Signs

S-1



R10-VI (36" x 36") QUANTITY - 1 EA.

S-2



R3-5R (30" x 36") QUANTITY - 2 EA.

S-3



R3-5L (30" x 36") QUANTITY - 1 EA.

S-4



R10-3E(L) (9" x 15") QUANTITY - 2 EA.

S-5



D3-VI SIZE TBD QUANTITY - 1 EA.

S-6



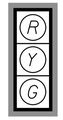
D3-VI SIZE TBD QUANTITY - 1 EA.

Removed Signals

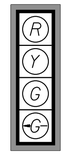


Proposed Signals





6



3A

SCALE
0 25' 50'

TRAFFIC CONTROL DEVICE PLANS

TRAFFIC SIGNAL MODIFICATION PLAN

US ROUTE 17 (CARROLLTON BLVD) & VA ROUTE 1970 (EAGLE HARBOR PKWY)/KINGS CROSSING WAY

ISLE OF WIGHT

30% PLANS

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ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
TRAFFIC SIGNAL MODIFICATION PLAN

JOB NO. 75473
SHEET NO. 9(4)

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Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO FLANGE PLATE)

Ⓘ EXISTING ATC CONTROLLER CABINET & FOUNDATION

Ⓐ EXISTING MAST ARM POLE (MP-3)
70' Arm Perpendicular to US Rte.17
Signal Placement: TBD
Sign Placement: 64'
Video Detector: 35' (360')
Emergency Preemption Detector: 24'

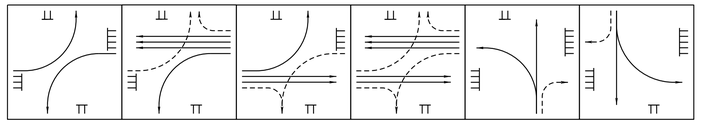
Ⓑ EXISTING MAST ARM POLE (MP-3)
60' Arm Perpendicular to Harbor Point Lane/Whippingham Parkway
Signal Placement: 32', 44'

Ⓒ EXISTING MAST ARM POLE (MP-3)
65' Arm Perpendicular to US Rte.17
Signal Placement: 33', 45', 57'
Sign Placement: 53'
Emergency Preemption Detector: 61'

Ⓓ MAST ARM POLE (MP-3), TYPE BI
40' Arm Perpendicular to Harbor Point Lane/Whippingham Parkway
Signal Placement: TBD
Emergency Preemption Detector: TBD

Ⓧ EXISTING EQUIPMENT (TO BE REMOVED)

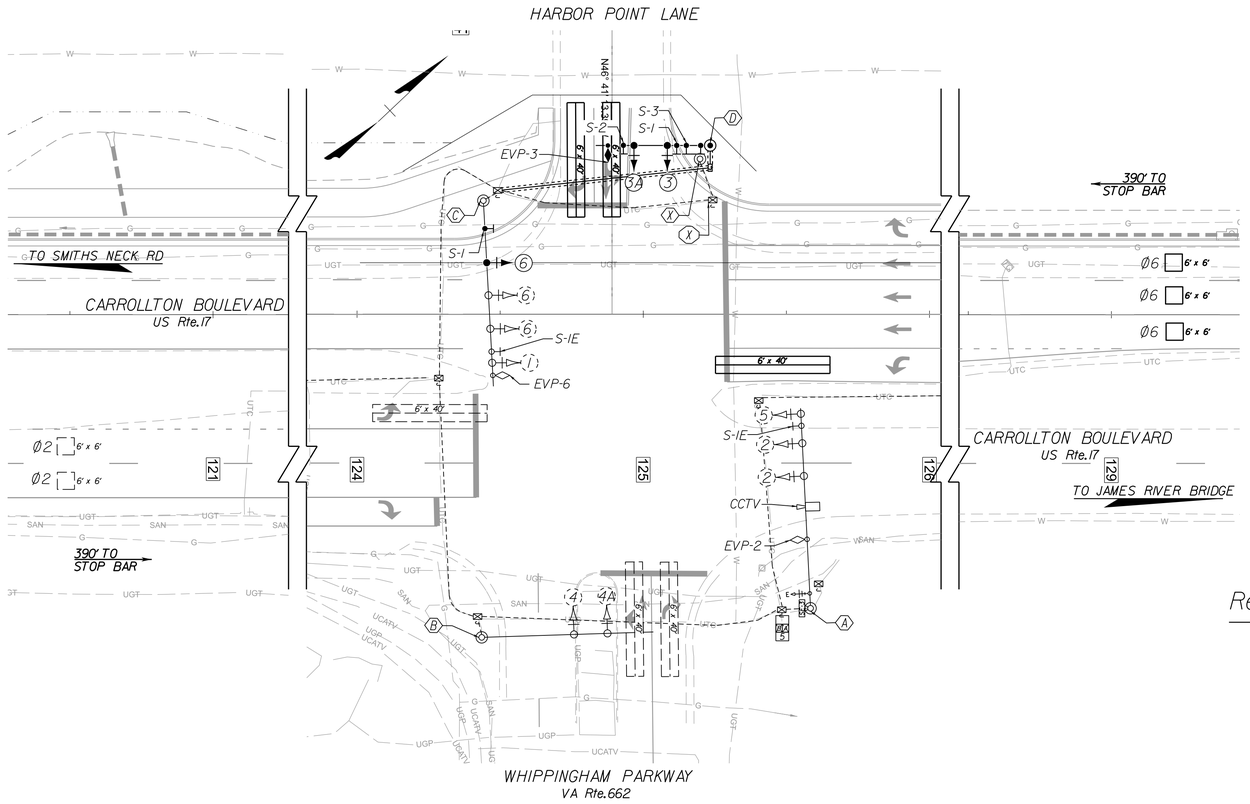
Phasing Diagram



Color Sequence Chart

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	3					G		R
	3A					G →G		R
	4						G	R
	4A						G →G	R
	5	→G	→FY	→G	→FY			→R
	6		G		G			Y

- Empty box denotes RED indication (Red Ball or Red Arrow as appropriate)
- Heads 1 & 5: During flash mode, the display of a flashing left-turn yellow arrow indication shall be only from the signal section that displays a steady left-turn arrow indication during steady mode (stop-and-go) operation.



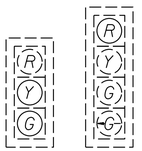
SPEED LIMITS

US Route 17	45 MPH
VA Rte 662	25 MPH

JUNCTION BOX LEGEND

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Ⓧ Denotes Junction Box to be removed.

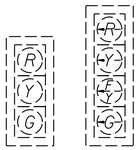
Retrofitted Signals



4 4A

NOTE:
RETROFIT RIGHT YELLOW AND RIGHT GREEN ARROWS WITH CIRCULAR YELLOW AND GREEN INDICATIONS ON 4.
RETROFIT LEFT RED ARROW WITH CIRCULAR RED INDICATION ON 4A

Existing Signals



2.6 1.5

Existing Signs

S-1E



Proposed Signs

S-1



R3-5R
(30" x 36")
QUANTITY - 2 EA.

S-2



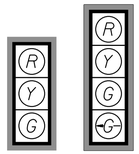
R3-5L
(30" x 36")
QUANTITY - 1 EA.

S-3



D3-VI
SIZE TBD
QUANTITY - 1 EA.

Proposed Signals



3.6 3A

SCALE 0 25' 50'

TRAFFIC CONTROL DEVICE PLANS

TRAFFIC SIGNAL MODIFICATION PLAN

US ROUTE 17 (CARROLLTON BLVD) & HARBOR POINT LN/VA ROUTE 662 (WHIPPINGHAM PKWY)

ISLE OF WIGHT

30% PLANS

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ROUTE 17 WIDENING PHASE I
HAMPTON ROADS DISTRICT - ISLE OF WIGHT COUNTY - VA
TRAFFIC SIGNAL MODIFICATION PLAN

JOB NO. 75473
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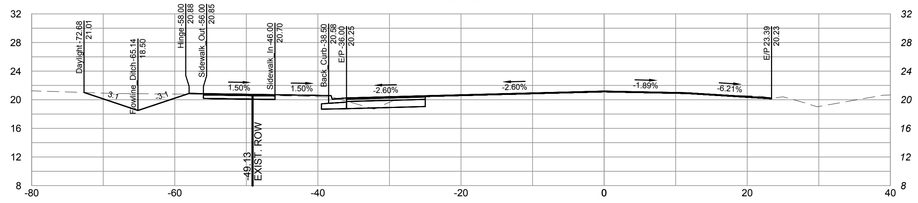
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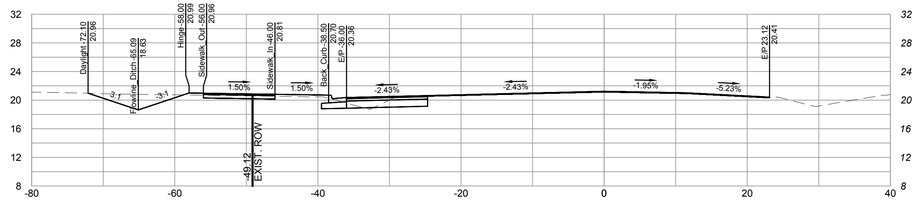
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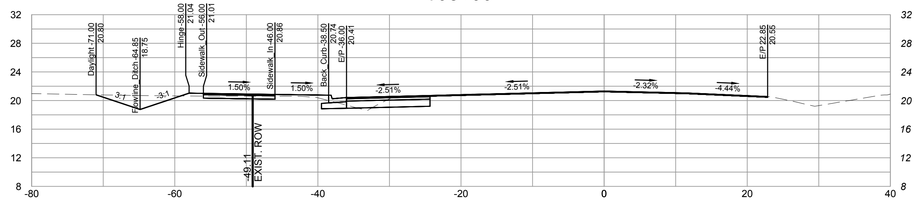
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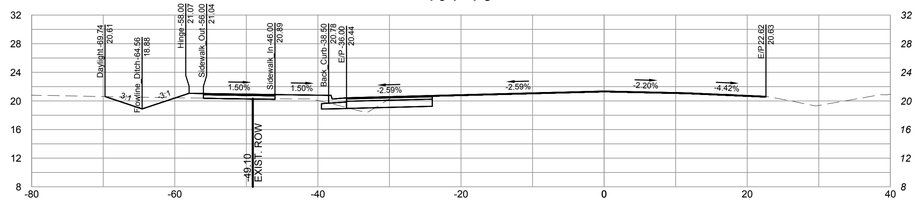
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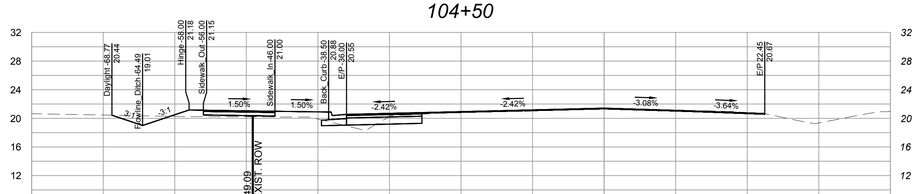
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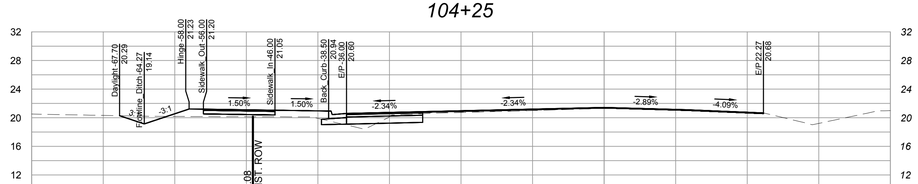
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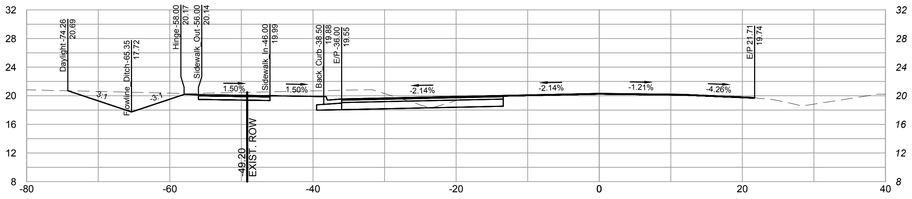
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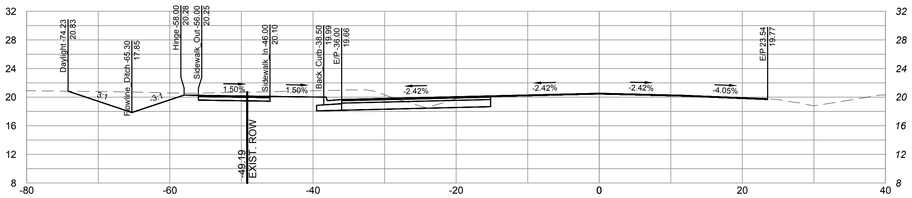
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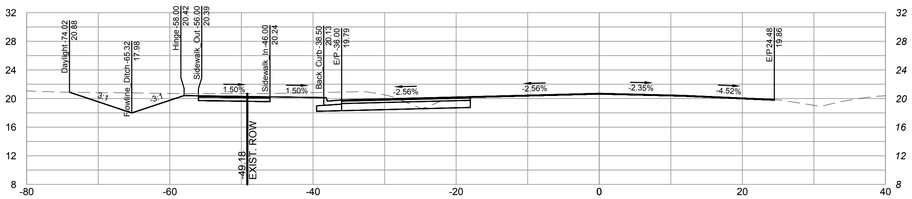
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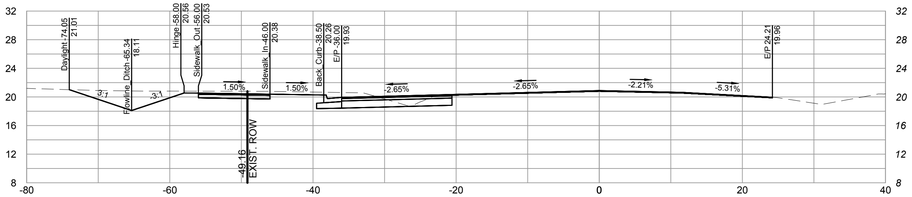
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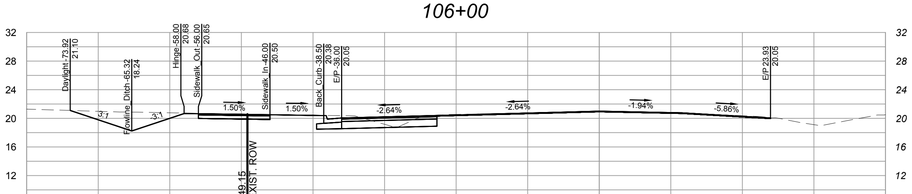
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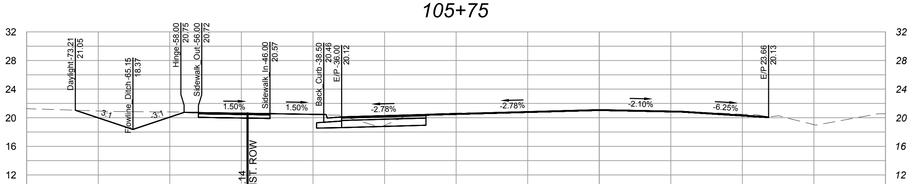
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106+00



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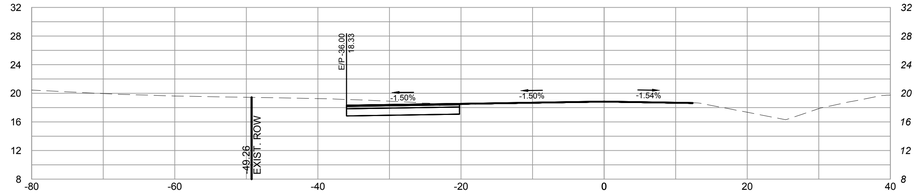
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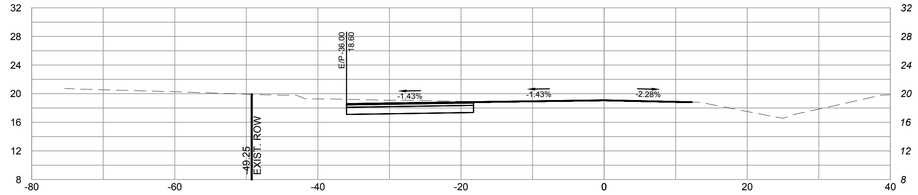
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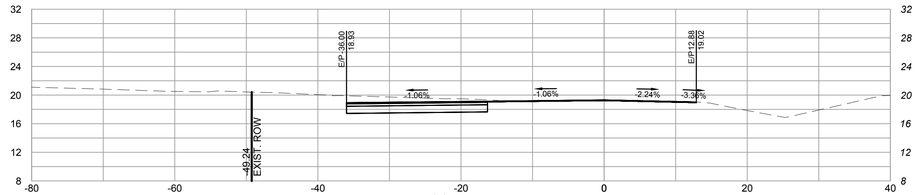
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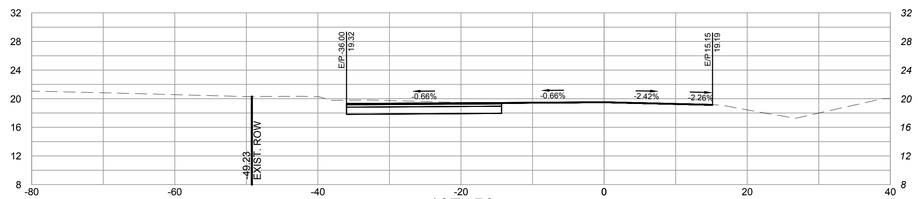
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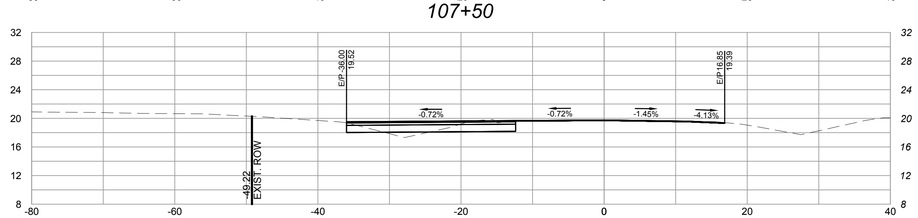
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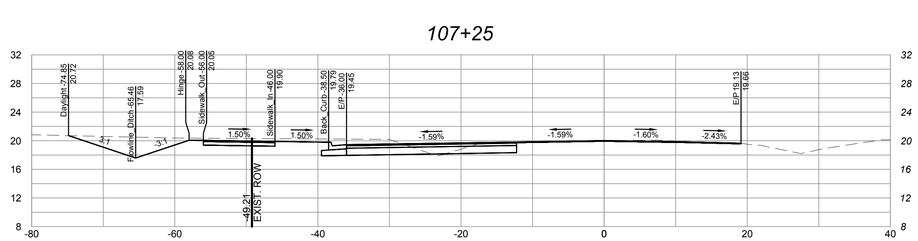
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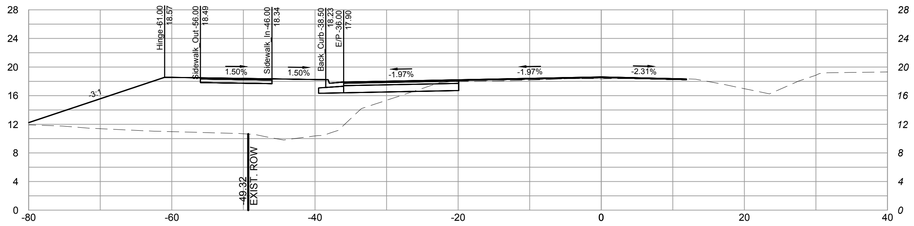
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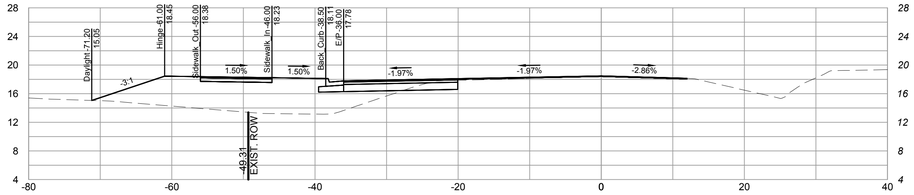
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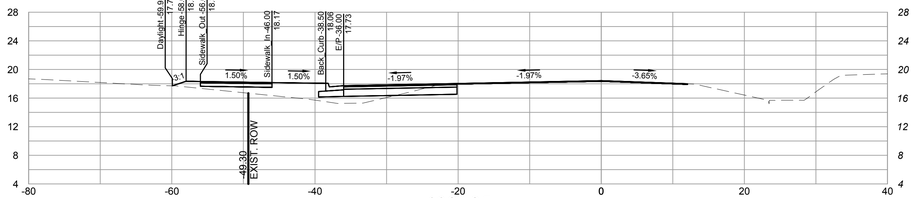
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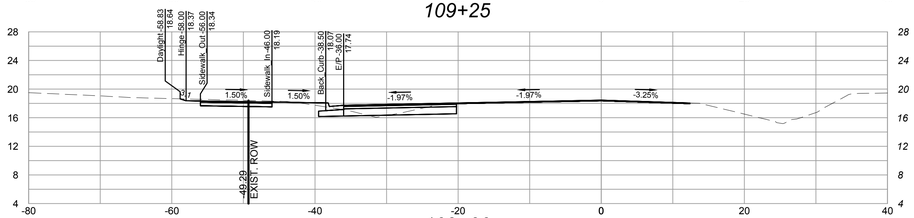
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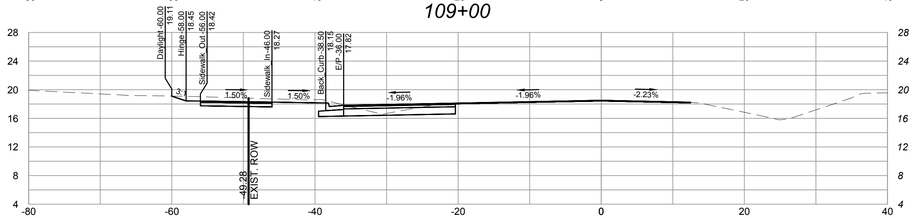
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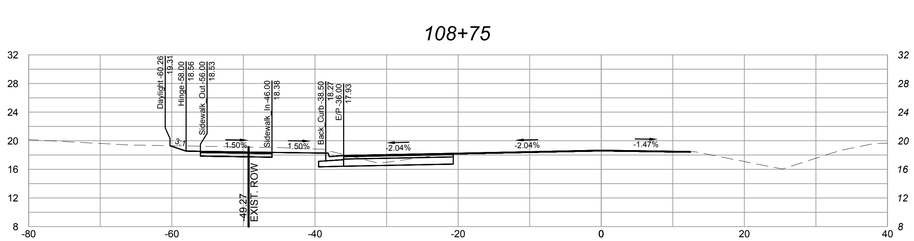
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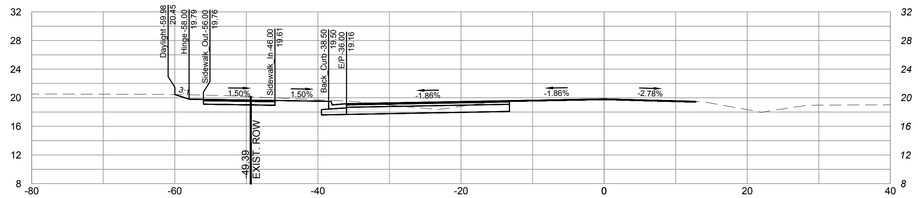
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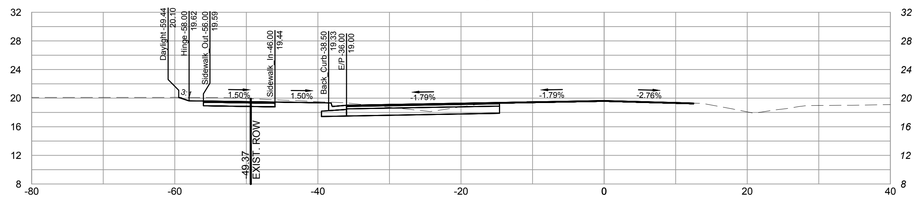
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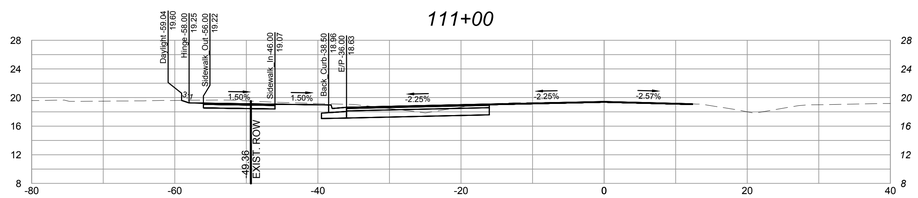
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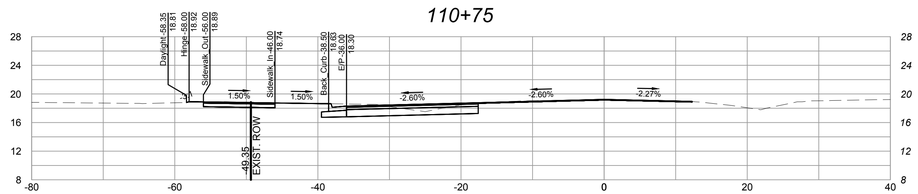
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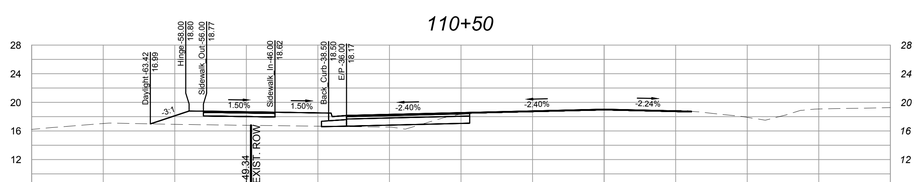
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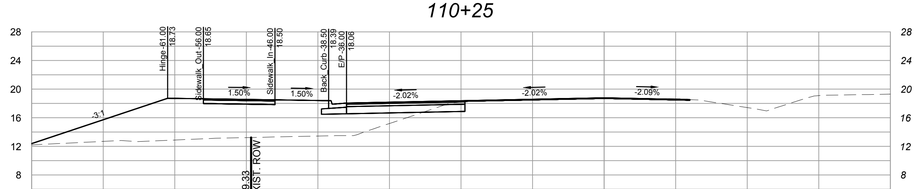
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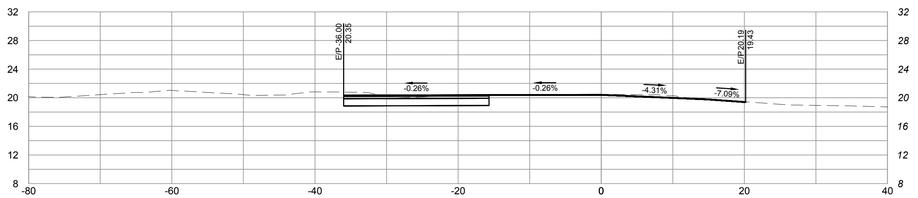
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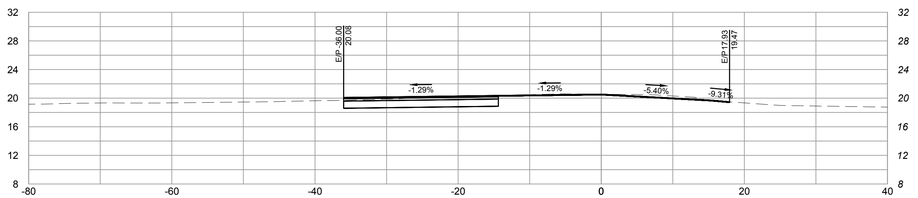
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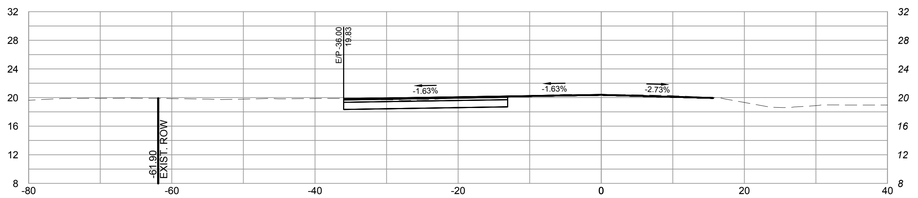
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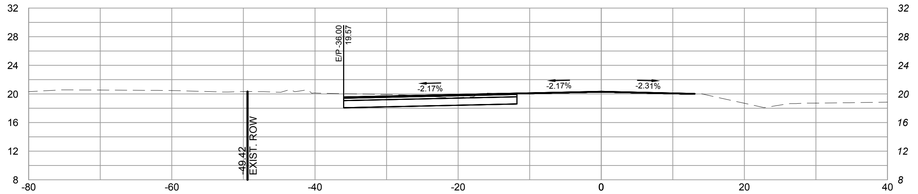
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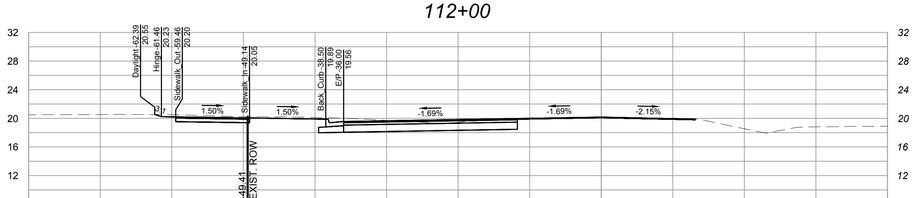
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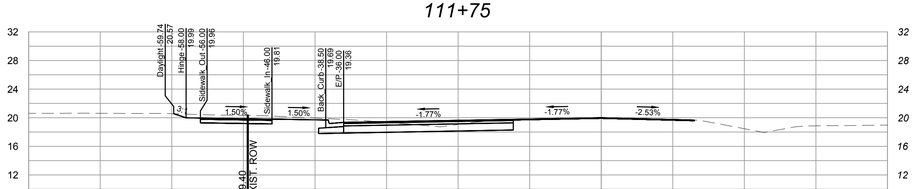
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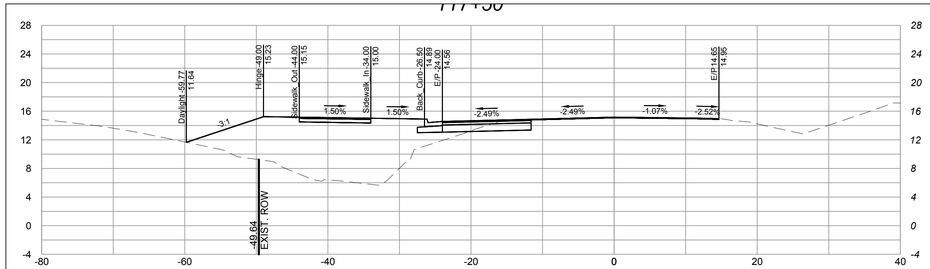
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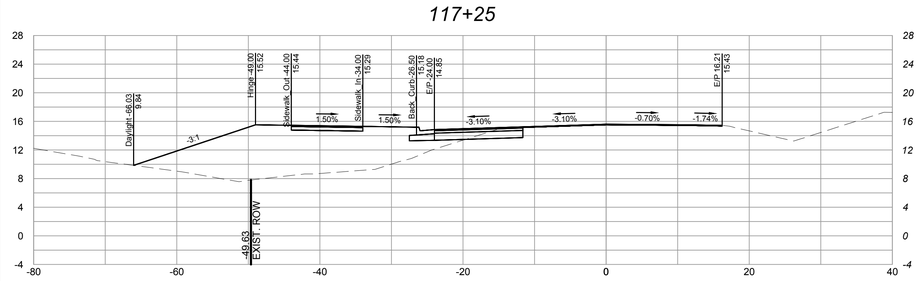
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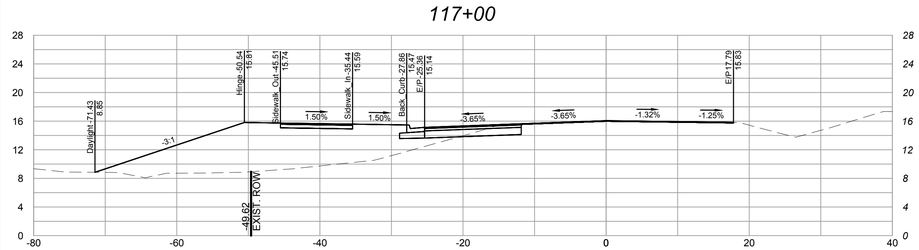
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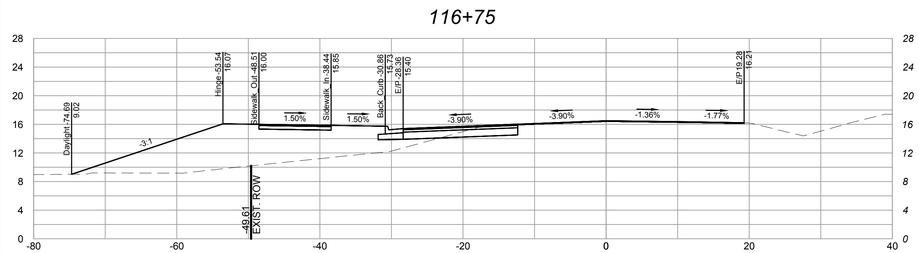
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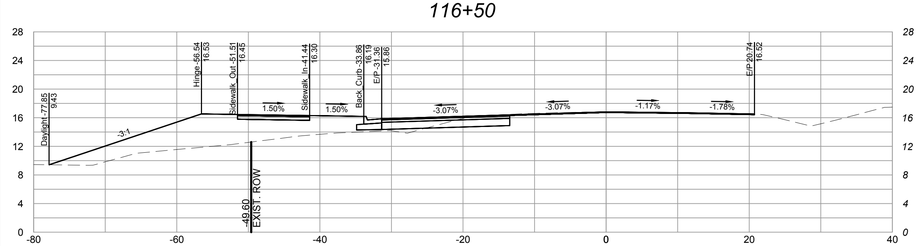
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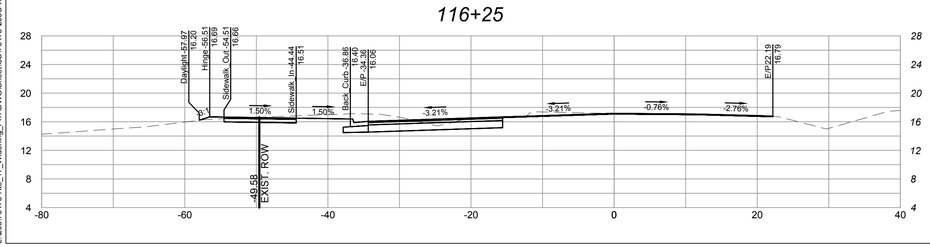


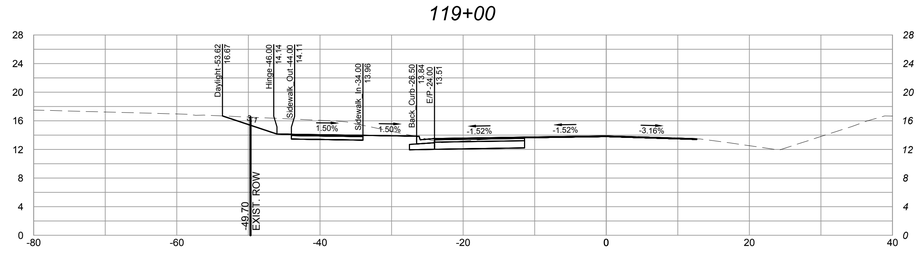


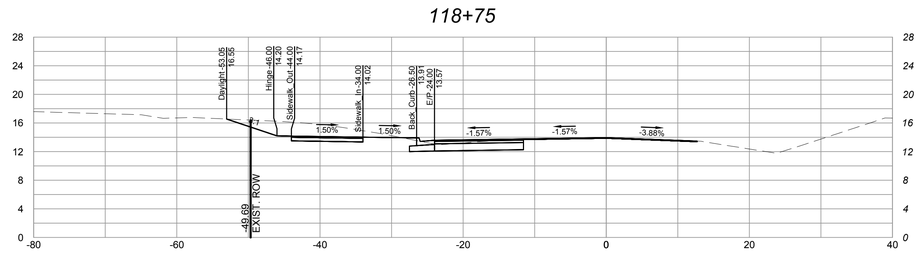


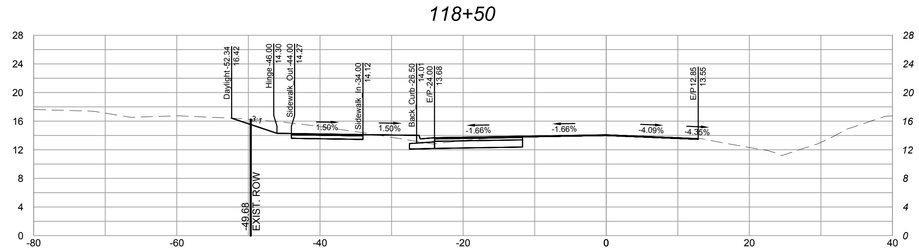


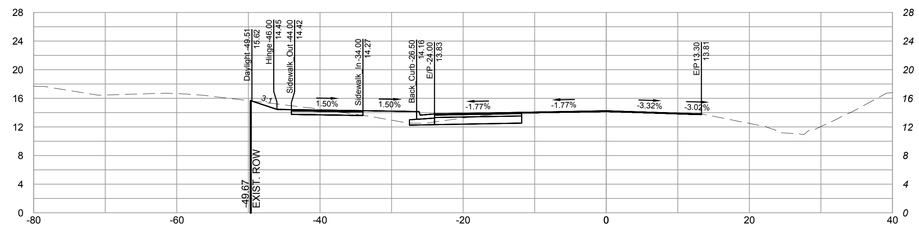


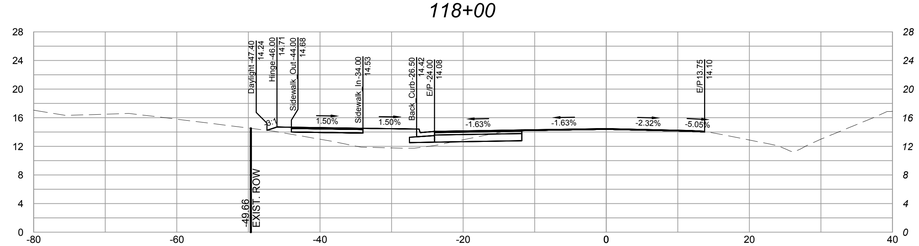


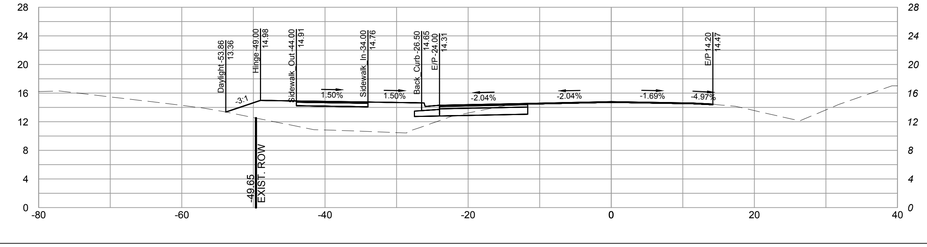












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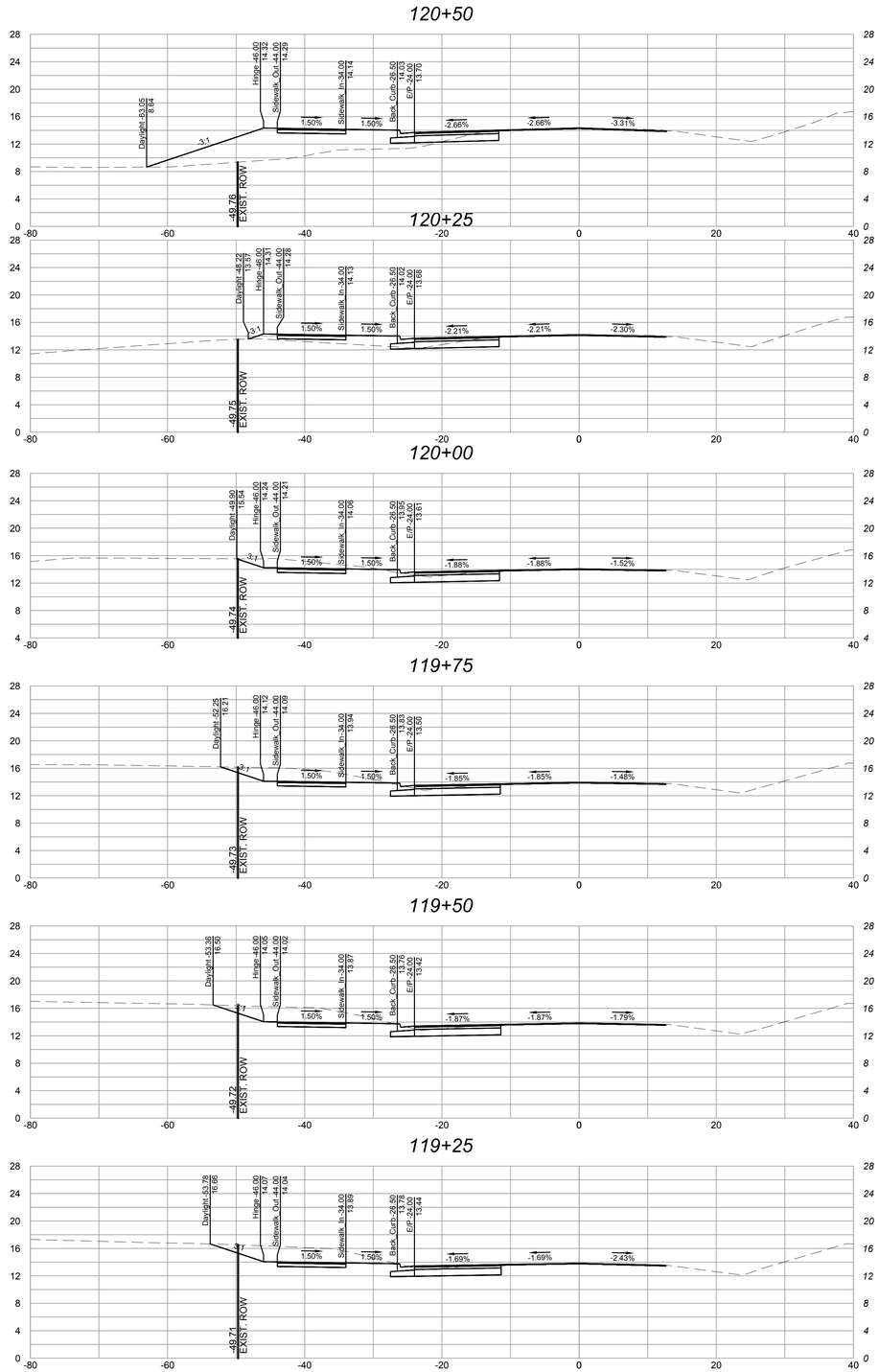
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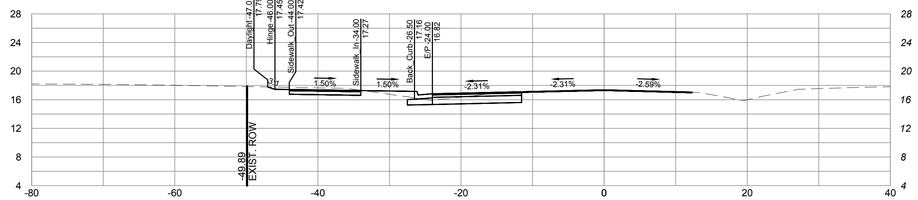
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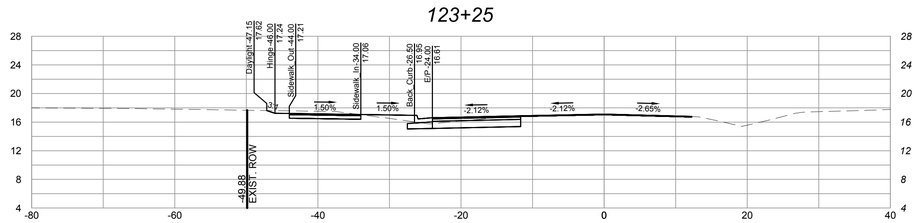
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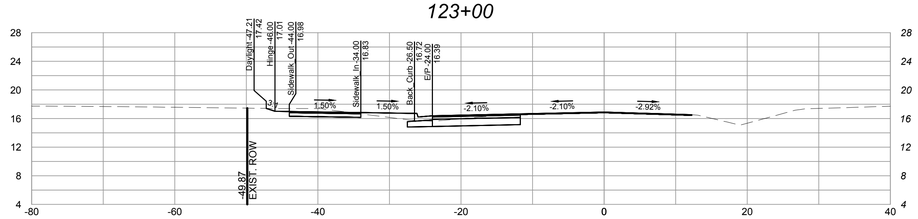
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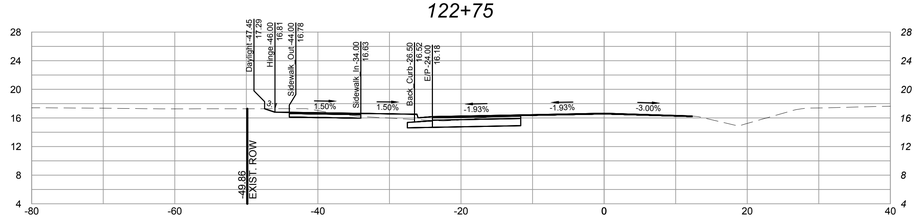
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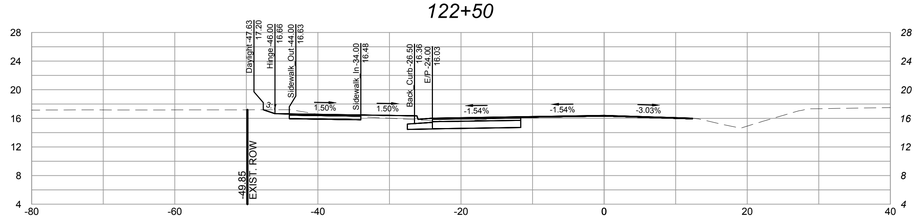
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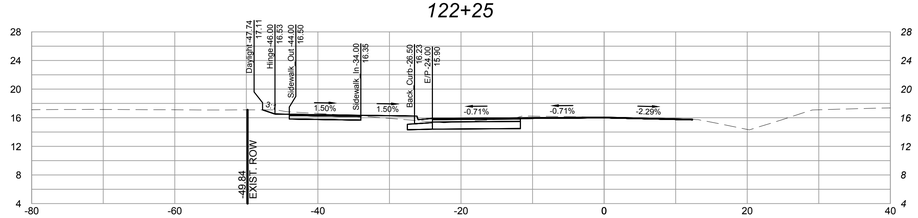
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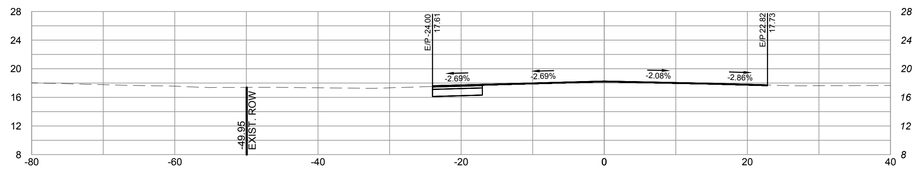
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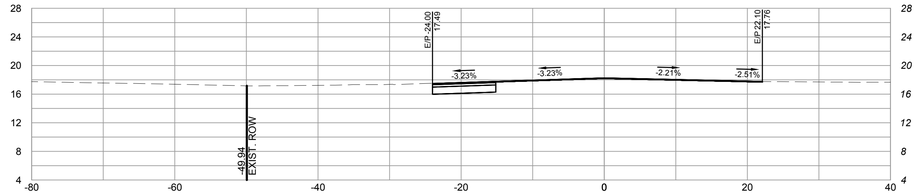
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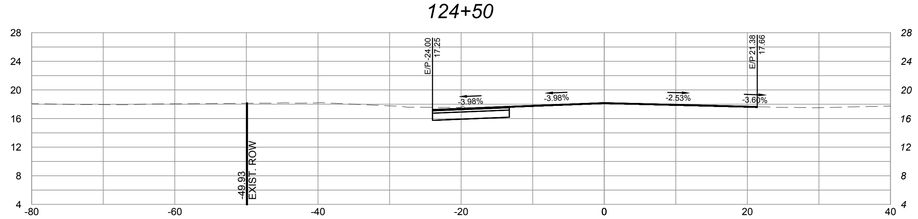
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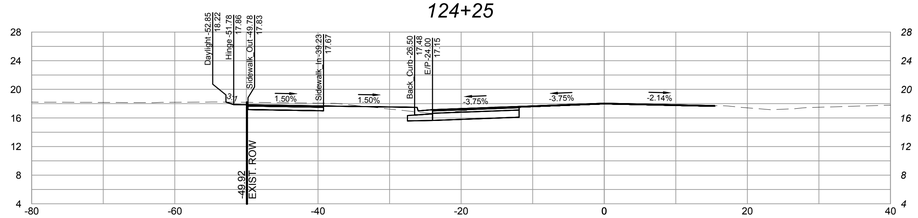
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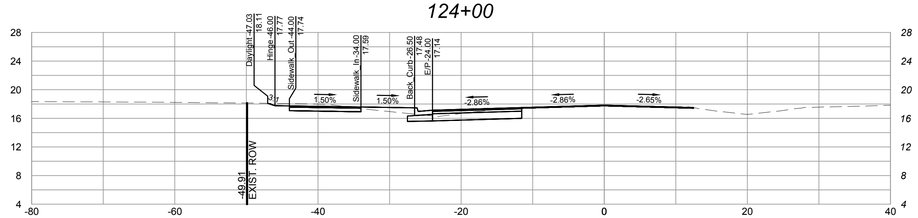
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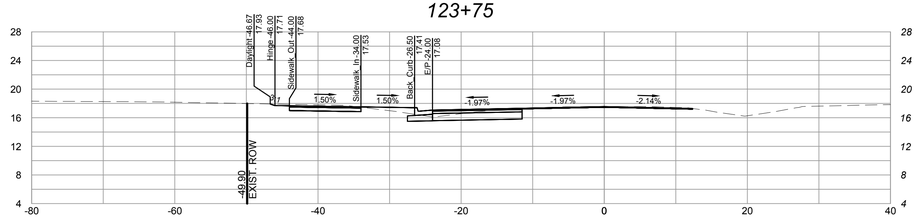
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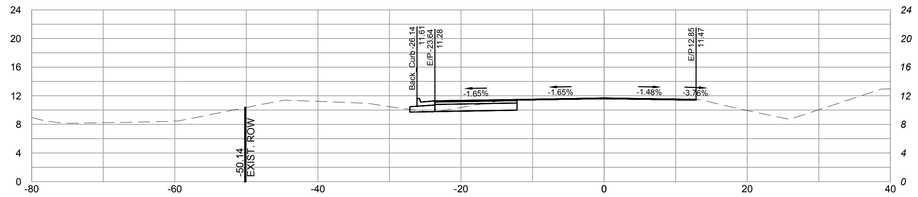
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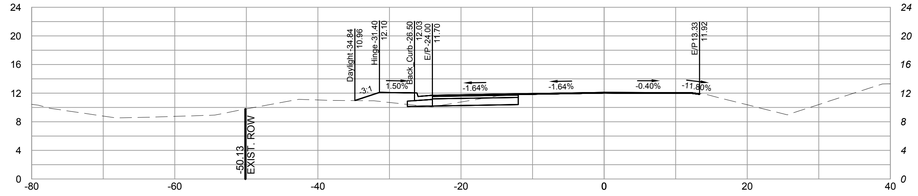
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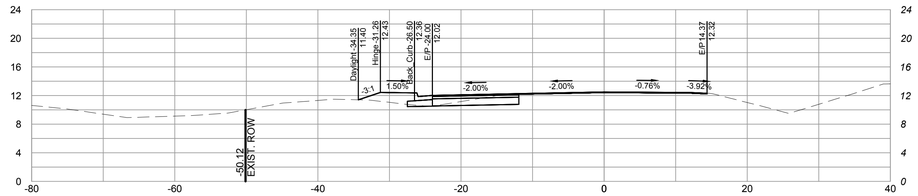
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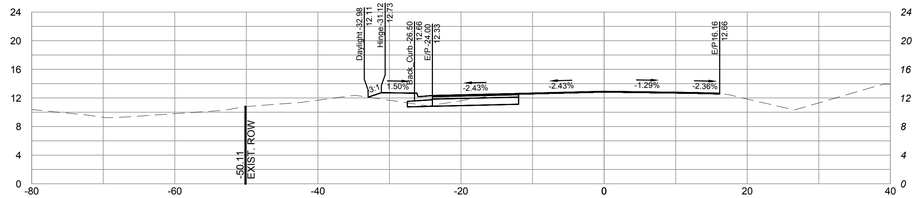
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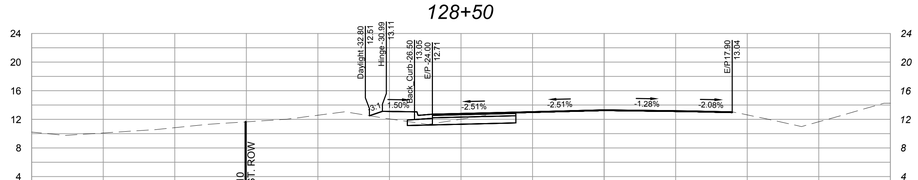
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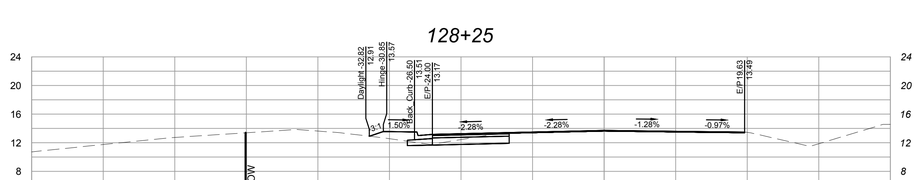
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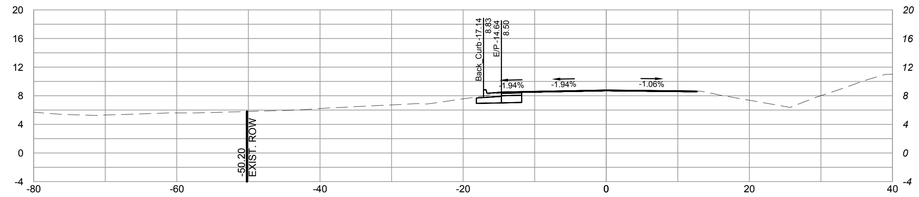
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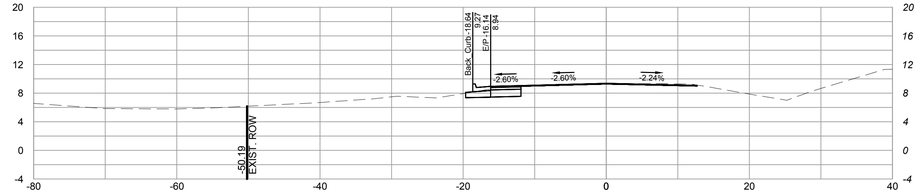
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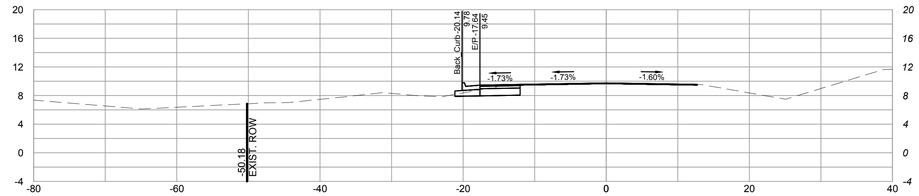
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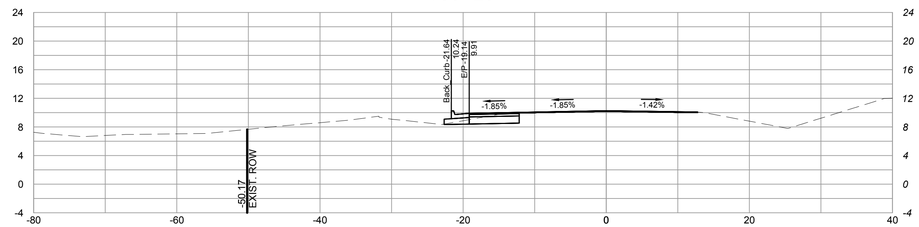
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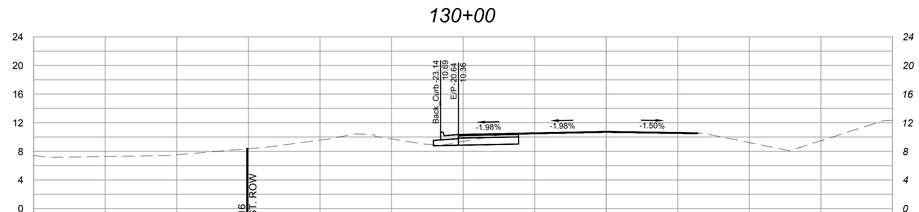
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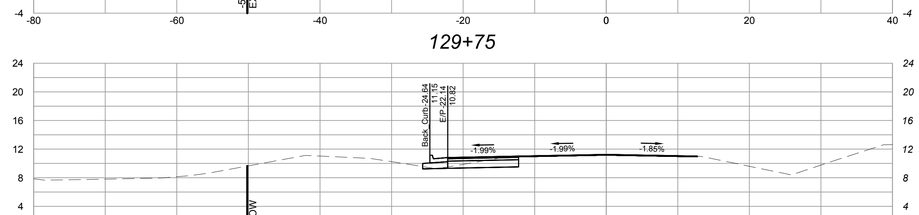
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BRIAN COPELAND
Lic. No. 042458
7/6/2026
PROFESSIONAL ENGINEER

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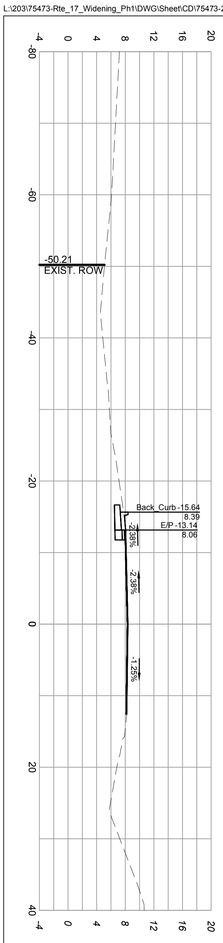
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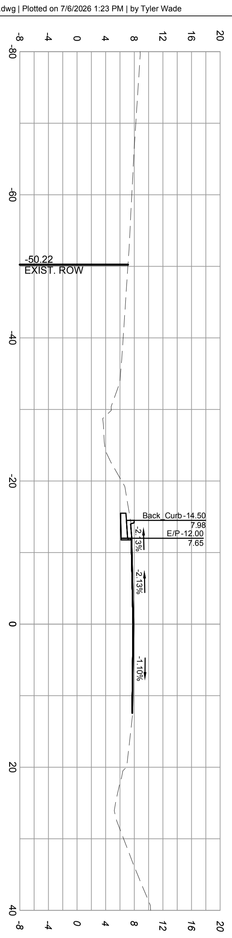
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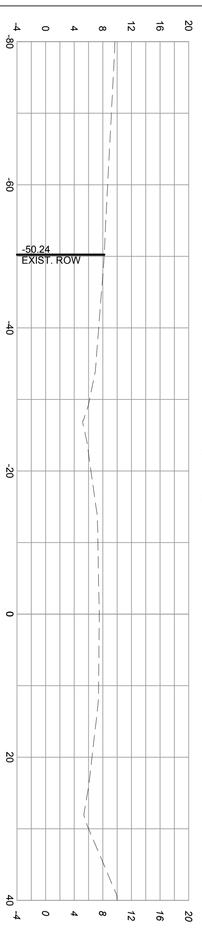
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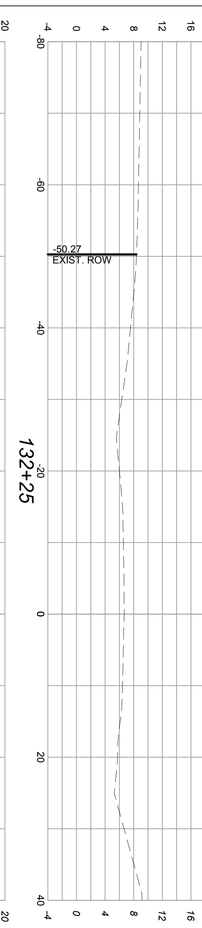


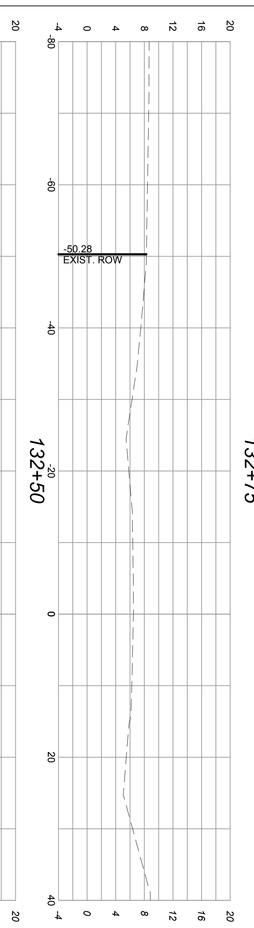


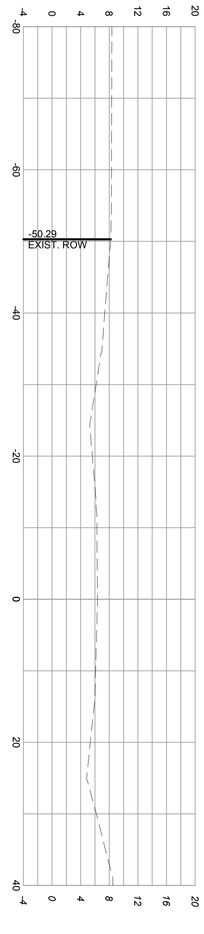












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