

Soils

The following sites have the potential of contaminating the surrounding soil: dumps, waste water treatment sites, abandoned lagoons, landfills, dry cleaners, funeral homes, service stations, vehicle maintenance areas, paint companies, photography labs, machine shops, medical facilities, printing companies, pesticide operations, fertilizer operations, paper industries, electric companies (storage yards), chemical manufacturing facilities, electronic facilities, wood treatment plants (creosote or salt).

Signs

The location and description of all special signs, such as overhead truss signs, electrical traffic signal lights, railroad protective devices, traffic light actuating treadles etc., should be shown in detail. On all surveys, the survey party should show all outdoor advertising signs and indicate the O.A. license number, the size of the sign and the owner.

Government Control

All government benchmarks, triangulation stations, traverse stations, azimuth marks, reference marks, etc., must be located. If anticipated construction will disturb or destroy these control markers, the disk number should be recorded and sent to the State Geodetic Engineer. The State Geodetic Engineer will request a new disk from the appropriate agency. The State Geodetic Engineer will coordinate the replacement of the mark with the District Survey Manager using VDOT or consultant staff.[◇] The removed original disk and the new description and values of the reset mark are to be sent back to the federal agency concerned.

Railroads

When railroads parallel the survey, topography of the tracks shall be secured. The high-rail of the tracks shall be located with elevations by conventional survey methods. The location and elevation of the railroad bed may be secured by photogrammetric methods. All railroad switches, mileposts, signal equipment, right-of-way, size and type of all culverts under the railroad, etc., shall be located. On multiple track lines, the edge of all first rails and weights of all rails on all lines shall be secured.

Whenever a railroad is shown in the topography, it is imperative that the nearest railroad milepost be located and shown in reference to the survey centerline crossing. In the event there is no milepost, as may be true in the case of some spur tracks, the railroad should be run out or tied into the survey showing a clear and concise reference to the railroad evaluation maps, including the railroad stationing. A print of the railroad right-of-way map should be secured and submitted with the survey. If this is not possible, the drawing number and any other information available should be included in the Survey Report letter.

City/County Boundaries & Road Names

The names of all cities, towns, villages (whether incorporated or unincorporated) must be shown. Accurate tie-ins must be made for all corporate limits, county or state lines, etc., showing stations and angular ties. When a project encompasses two or more cities or counties the city/county lines must be shown depicting the border. The appropriate names should be on each side of the boundary line. If a project is only located in one county or city, the Title Block description will suffice.

[◇] March 3, 2014