

## CHAPTER 2C - PRELIMINARY DESIGN

### SECTION 2C - 1 - PROJECT REVIEW

	<b>Page</b>
GENERAL .....	2C-1

### SECTION 2C - 2 - COORDINATING TIME SCHEDULES

	<b>Page</b>
REVIEW OF WORK LOAD.....	2C-2
ESTABLISHING PRIORITIES .....	2C-2

### SECTION 2C – 3 - REVIEW OF DATA / SETTING UP FILES

	<b>Page</b>
REVIEW OF CORRESPONDENCE .....	2C-3
SETTING UP A ELECTRONIC CORRESPONDENCE FILE.....	2C-3
REVIEWING AND SETTING UP A ELECTRONIC ROUTE FILE.....	2C-3

### SECTION 2C – 4 - PROJECT ASSIGNMENT AND FIELD RECONNAISSANCE

	<b>Page</b>
PROJECT ASSIGNMENT .....	2C-4
HYDRAULICS COORDINATION.....	2C-4
PROJECT MANAGEMENT .....	2C-4
FIELD RECONNAISSANCE .....	2C-4

### SECTION 2C – 5 - PREPARATION OF PLAN AND PROFILE SHEETS

	<b>Page</b>
DRAFTING .....	2C-5
IDENTIFICATION.....	2C-5
NUMBERING.....	2C-5
LAYOUT .....	2C-5
SURVEY BASELINE .....	2C-6
MATCH LINES .....	2C-6
BEARINGS.....	2C-6
CURVE DATA .....	2C-6
REFERENCE POINTS .....	2C-7
REFERENCE BLOCK .....	2C-7
NORTH ARROW .....	2C-7
SCALE.....	2C-7
TOPOGRAPHY .....	2C-7
UTILITIES.....	2C-7
RIGHT OF WAY .....	2C-8
ROAD AND STREET NAMES.....	2C-8

	<b>Page</b>
SITE PLANS.....	2C-8
PLOTTING OF PROFILE SHEETS.....	2C-8
IDENTIFICATION OF ITEMS ON THE PROFILE SHEETS.....	2C-9
NUMBERING OF PROFILE SHEETS.....	2C-9
PROFILES.....	2C-9
BENCH MARKS AND PERMANENT TURNING POINTS.....	2C-10

**SECTION 2C – 6 - DEPICTING TENTATIVE DESIGN ON PLANS**

	<b>Page</b>
PREDETERMINED DESIGN.....	2C-11
INITIAL DESIGN.....	2C-11
FRONTAGE ROAD (SERVICE ROAD).....	2C-11
CAPACITY ANALYSIS.....	2C-12

**SECTION 2C – 7 - SOLICITING COMMENTS WITHIN DIVISION AND COMPLETING DESIGN**

	<b>Page</b>
SOLICITING COMMENTS WITHIN DIVISION.....	2C-13
INCORPORATING COMMENTS INTO DESIGN.....	2C-13

## CHAPTER 2C - PRELIMINARY DESIGN

### SECTION 2C - 1 - PROJECT REVIEW

#### **GENERAL**

When the time arrives for presenting a project to the public through the public hearing process, it is the designer's responsibility to review the plans and supporting data to assure that it is current and representative of the section of roadway concerned. Such items include any change in topography, traffic counts or traffic data, project funding and a reassessment as to the actual need and scope of the project.

## **SECTION 2C - 2 - COORDINATING TIME SCHEDULES**

### **REVIEW OF WORK LOAD**

Upon receipt of a project, the appropriate Assistant State Location and Design Engineer or District Location and Design Engineer, will review the work load of the design units and assign work accordingly.

The designer shall\* review the parameters of the project's classification, size and geographic location as shown in Integrated Project Management (iPM). The correct alignment length and elements of work should be reviewed for correctness.

### **ESTABLISHING PRIORITIES**

The District Preliminary Engineer Manager, along with the District Location and Design Engineer will review the tentative schedules available and establish a priority for the work.

---

\* Rev. 7/07

## **SECTION 2C – 3 - REVIEW OF DATA / SETTING UP FILES**

### **REVIEW OF CORRESPONDENCE**

All correspondence received with the project is to be carefully reviewed and checked for completeness.

### **SETTING UP AN ELECTRONIC CORRESPONDENCE FILE**

All correspondence shall\* be kept in iPM Project Documents Section. Copies of the correspondence can also be kept in a general file which is conveniently segregated.

### **SETTING UP AN ELECTRONIC ROUTE FILE**

All project plan files shall be tiff and placed in the archives at each major milestone. See electronic plan submission process for major project milestones.

<http://www.virginiadot.org/business/locdes/e-plan-submission-index.asp>

---

\* Rev. 7/07

## **SECTION 2C – 4 - PROJECT ASSIGNMENT AND FIELD RECONNAISSANCE**

### **PROJECT ASSIGNMENT**

Upon receipt of the survey data, the District Location and Design Engineer and the District Preliminary Engineering Manager will request that the design unit prepare the preliminary design. Assignment will be determined based upon the projected availability of manpower either in the district or the Central Office design unit.

### **HYDRAULICS COORDINATION**

The Central Office Hydraulics Section will provide technical assistance, training and limited technical supervision to the District Hydraulics Sections. The Central Office Hydraulics staff will provide technical training for the District Hydraulics staffs on an as needed basis.

### **PROJECT MANAGEMENT**

The design unit responsible for design shall review the parameters of the project's classification, size and geographic location as shown on the report from iPM. The correct alignment length, project numbers and elements of work shall be reviewed for corrections.

In order to identify early, any potential problem that may develop in meeting advertisement dates, the State Location and Design Engineer has delegated to the District L&D Engineer or the District Preliminary Engineering Manager to ensure that the advertisement schedule is carried out as planned. The State Location and Design Engineer, in conjunction with the District Administrator, will conduct quarterly manpower assessments of the design functions utilizing the Location and Design Division's manpower planning system. In the event any problem in the procedures outlined above cannot be resolved, the problem will be resolved by the State Location and Design Engineer and the District Administrator. If the problem cannot be resolved at this level, it will be referred to the Chief Engineer.

### **FIELD RECONNAISSANCE**

Field reconnaissance procedures are to be followed on projects received for initial development. Projects, which have been through the Location Public Hearing process, should generally follow these same procedures depending upon the elapsed time between the hearing and receipt of the survey.

Deleted Information\*

---

\* Rev. 1/08

## **SECTION 2C – 5 - PREPARATION OF PLAN AND PROFILE SHEETS**

### **DRAFTING**

All drafting will be accomplished in accordance with the CADD Users Guide. Care must be taken to clearly distinguish items. Items of great importance should stand out over those of lesser importance. A proposed drainage structure should readily be obvious as to its location by plotting the structure to scale, clearly showing construction baseline stationing and clearly showing the skew, if any, the flow arrow and the description. It is important that the complete description of the existing structure not be obliterated by the proposed information. Where items of this nature conflict with proposed items, it is most important that the information be moved to a suitable location where it can be readily distinguished. Therefore, the need for legibility, clarity and neatness cannot be over emphasized.

### **IDENTIFICATION**

The first items to be shown on plan sheets are the applicable [project numbers](#) in blocks in the upper and lower right corners of the plan and profile sheets. The names and phone numbers, including area code, and District, if applicable, of the following persons are to be shown in the upper left corner: Project Manager: (VDOT), Surveyed By: (L&D Survey Office Manager or Consultant Survey Project Manager), Design Supervised By: (Responsible Person) and Designed By:(Designer)

### **NUMBERING**

Plan sheets are to be consecutively numbered beginning with "3". Match sheets for connection extensions, etc., are to be numbered "3B", etc., with the number corresponding to the applicable mainline plan sheet and the letter "A" reserved for the mainline profile sheets.

### **LAYOUT**

Interstate, Arterial, Primary and Secondary plans are normally plotted on a scale of 1"=50' Imperial (1:500 Metric). Urban projects or other complex projects are to be plotted on a scale of 1"=25' Imperial (1:250 Metric). Plan sheets must be laid out with [mainline stations](#) increasing from left to right on the plan sheet. Anticipated proposed construction should be as near vertically centered as practicable, considering interchanges, connections, drainage, etc., with 28 inch (750 mm) lengths along the construction baseline for the proposed highway. Plan sheets are to be spaced longitudinally in order to show intersections entirely on one sheet where feasible and as much as possible of interchanges. A reasonable space, approximately 16 inches (400 mm) if feasible, is to be allowed at the beginning of the first plan sheet and at the end for the last plan sheet for possible extensions.

Deleted Information\*

---

\* Rev. 7/10

## SURVEY BASELINE

All survey baselines are to be shown in accordance with CADD Standards. Circles are to be shown at each intersection point of two or more survey lines, having these points as the center. **Station marks** are to be shown at 100 feet (20 meter)-Rural, and 50 foot (10 meter)-Urban intervals, perpendicular to the survey baseline and extending approximately  $\frac{1}{10}$  inch (3 mm) left and right. The **500 feet (100 meter) station marks** are to be labeled with the station number equal distances to the left and at a distance adequate to clear anticipated proposed right of way.

## MATCH LINES

Match lines are to be shown perpendicular to the construction baseline at even construction stations. Stations and adjacent sheet number are to be shown at the beginning and end of each applicable plan sheet and at necessary points on connection and traverse baselines.

## BEARINGS

**Bearings** are to be shown on each tangent or sub tangent segment on each plan sheet. If a tangent line extends for over half the length of the plan sheet, the bearing should be shown twice at equal intervals. Bearings should be shown so as not to conflict with station marks.

## CURVE DATA

T.S.'s, S.C.'s C.S.'s, and S.T.'s on curves with spirals and P.C.'s and P.T.'s on curves without spirals are to be **labeled along lines** projecting from these points toward the center of the curve at a distance from the baseline adequate to clear anticipated proposed items and topography. P.R.C. lines may be projected toward either curve center point. Labeling is to be at an adequate distance from the baseline to clear anticipated proposed items and topography. **Remaining curve data** (degree; tangent; length; radius; curve stations) are to be shown on the inside of the curve, centered longitudinally and lettered along imaginary lines parallel to a line that would be tangent to the mid point of the curve. This data is to be shown as closely to the baseline as practicable, but beyond anticipated proposed items and topography. **Complete curve data** is to be shown on each sheet on which any portion of the curve appears. Curve data, including stations may, if necessary due to congestion, be located in other appropriate areas of the plan sheet. In these cases, the curve itself and the data are to be identified with **a number** ("1", "2", "3", etc.) inside a  $\frac{1}{4}$  inch (6 mm) circle for existing and  $\frac{5}{16}$  inch (8 mm) circle for proposed curve data.

Deleted Information\*

---

\* Rev. 7/10

## REFERENCE POINTS

Reference points are contained on a survey data sheet (containing the project's horizontal survey alignment), which is furnished by the survey processing unit.

## REFERENCE BLOCK\*

A Reference Block is to be shown in the lower right corner of the plan sheet to designate the location of detail sheets associated with the plans (i.e.- plan profiles, entrance profiles, drainage descriptions sheets, etc.).

## NORTH ARROW

A [North Arrow](#) is to be shown on each plan sheet in a conspicuous location.

## SCALE

A [bar scale](#) is to be shown in the lower right corner of each plan sheet.

## TOPOGRAPHY

All existing topography provided by the electronic data collector is to be accurately plotted on the plans. Care must be exercised in turning right angles from the baseline in plotting items by station plus and distance. Any angles used for plotting purposes are to be turned by tangent offsets. [Station pluses and distances](#) are to be shown on the plans for items of great importance (such as property corners, iron pins, etc.) In critical areas, distances only are shown to other items of topography (such as the closest corner of buildings in critical areas are to be shown similarly. All [existing drainage structures](#) are to be shown similarly. All existing drainage structures are to be plotted to scale and noted with all available information such as size, materials, invert elevations, etc. [Flow arrows](#) are to be shown for all labeled, generally perpendicular to the baseline. An effort must be made to keep this lettering close enough to the item to readily identify it, but beyond anticipated proposed items.

## UTILITIES

All available existing utility information is to be shown on the plans. Overhead utility lines, except for high voltage transmission lines, are not to be shown. It is extremely important that all invert and rim elevations for sanitary sewer manholes (SMH) be shown. A [note](#) is to be shown in the upper left corner of the plan sheet listing owners of each utility shown on that sheet. The designation for all underground utilities should be shown frequently on the plans to easily identify the type of underground utility. At connecting roadways or other points where gravity sanitary sewer facilities leave the project corridor, it is essential to show the next manhole with its elevations.

---

\* Rev. 7/06

## **RIGHT OF WAY**

All existing right of way acquired in fee will be shown on plans as established by the survey information or other data. The plans should not designate prescriptive or statutory right of way as existing right of way. It is not necessary to show entire property boundaries on plans. Property lines and lot lines are to be plotted from the information provided by the Electronic Data Collector, property data, and in conjunction with separately drawn plats as furnished with other survey information. All available information is to be shown on the plans in this respect (bearings, distances, lot numbers, all data used for plotting, etc.). This information is to be individually labeled, whether "survey" or "plat" information. **Property line symbols** are to be shown on all property lines. **Property owners' names** are to be shown in conspicuous locations within each applicable property, along with **deed book numbers, page numbers, and total acreages**. Distances, bearings and curve information (**metes and bounds**) are to be shown for the entire periphery of take on all properties owned by U.S. and state agencies; National Forests; Railroads and Power Companies.

## **ROAD AND STREET NAMES**

Road and street names are to be shown on plans and in correspondence in addition to route numbers. The name is to be shown below the route number block in the upper right hand corner of all plan sheets and, if feasible, the name is to appear within the roadway limits.

Otherwise, the name is to be shown on the plan sheet in close proximity to the road or street. This procedure is of particular value to field personnel and area residents who can more easily identify existing thoroughfares by road or street names rather than by route numbers. Individual lot numbers, where assigned, are to be shown in cities, towns and built-up areas. If lot numbers have not been assigned, the block numbers should be prominently shown. Lot numbers should be shown within the limits of the building, if possible. If not, they should be shown as close to the buildings as practicable.

## **SITE PLANS**

Site plans for developments to be constructed during the plan development process will not be shown on roadway plans until the development construction is complete and the site has been surveyed in the field.

## **PLOTTING OF PROFILE SHEETS**

**Profile sheets** are to be plotted at this stage using the base sheet available from the Automated Engineering Section and in accordance with the following:

## IDENTIFICATION OF ITEMS ON THE PROFILE SHEETS

The first items to be shown on the profile sheets are the applicable [project numbers](#) in the preprinted blocks. The names and phone numbers, including area code, and District, if applicable, of the following persons are to be shown in the upper left corner: Project Manager: (VDOT), Surveyed By: (L&D Survey Office Manager or Consultant Survey Project Manager), Design Supervised By: [\(Responsible Person\)\\*](#) and Designed By:(Designer)

## NUMBERING OF PROFILE SHEETS

Profile sheets are to be [consecutively numbered](#) beginning with "3A", with the numerical digit corresponding to the applicable plan sheet. Profile sheets for connections, ramps, etc., are to be appropriately numbered and lettered with numerical digit corresponding to the mainline plan sheet.

## PROFILES

Stationing of profiles is to match the station of the applicable plan sheet. [Station numbers](#) are to be shown in the space provided immediately below the ruled portion of the sheet. [500 feet \(100 meters\) stations](#) and the first and the last stations on all sheets are to be shown in their entirety. Only the last digits of other stations are to be shown. Applicable elevation data information is to be shown in the upper left corner of the first profile sheet. Normally, the vertical scale of the profile sheet is 1"=10' Rural (1:100-Metric), 1"=5' Urban (1:50-Metric). Elevations are to be shown in the spaces provided both left and right at 10-foot (2 meter) intervals on the heavy ruled lines. Elevations are to be shown to encompass the high and low extremities of the profile line. The profile line is to be centered vertically as nearly as practicable; allowing space at the bottom of the sheet for proposed finished grade elevations. A profile line of the existing terrain is required for each construction baseline shown on the plans. Existing terrain profiles for survey baselines are to be shown where deemed appropriate by the designer and shown as long dashed lines. [Profile lines](#) are to be plotted at appropriate intervals, whether or not a cross section is taken at the particular plus or not, except for drainage sections reflecting flow line elevations, which are not to be shown on the plans. [Profile lines](#) are to be plotted as a solid line with straight segments connecting the plotted points. Connection route numbers, street names, railroads, etc. are to be labeled at appropriate stations along the mainline profile. Where individual profile sheets are required for connections, etc., the connection route number and street name is to be clearly shown in the upper right corner of the sheet.

---

\* Rev. 7/09

In order to provide water level information on the highway plans that is complementary to other project documentation, only the following data are to be shown on the profile sheets when the project crosses or parallels a waterway:

- 1) Ordinary High Water is to be shown in lieu of normal water on non-tidal stream crossings. Normal water elevations provided by field survey will not be shown. The ordinary high water elevation will be supplied by the appropriate drainage engineer.
- (2) Mean high tide and mean low tide will be shown on all tidal stream crossings. These elevations will be supplied by the appropriate drainage engineer. The tidal data provided by field survey or other source will not be shown.
- (3) The maximum historical high water elevation will be shown for all stream crossings where such data is available. The plan designation shall read high water elevation, date of occurrence, flood frequency if known, e.g., High Water Elevation 465.3' (141.8 m) August 1940, 50 year  $\pm$  flood. The flood frequency will be determined by the appropriate drainage engineer.

### **BENCH MARKS AND PERMANENT TURNING POINTS**

All benchmarks and permanent turning points, as shown in the data collector, are to be shown on the survey data sheet. All survey processing units have the facilities to develop the survey data sheet. All survey plan assemblies will include the sheet(s).

### **HORIZONTAL ALIGNMENT AND VERTICAL CONTROL DATA**

- A Survey Alignment Data Sheet containing the project horizontal survey alignment and vertical controls, along with corresponding reference data is furnished along with the project survey plan sheets by the Survey Section. The Survey Alignment Data Sheet eliminates the need to show reference points and bench marks on the plan and profile sheets.
- A Horizontal Construction Alignment Data Sheet, plotted from the alignment data files, will be utilized on all projects.
- The sheet(s) will be made a part of the plan assembly in accordance with the guidelines contained in the Road Design Manual (Section 2E – 6\* – Preparation of Supplemental Sheets – Index of Sheets).
- The Survey Alignment Data as furnished by the Survey Section will accompany any requests for additional survey.
- Projects not requiring Alignment Data include No Plan, Landscape, Signal, Maintenance and projects without surveys.

---

\* Rev. 1/10

## **SECTION 2C – 6 - DEPICTING TENTATIVE DESIGN ON PLANS**

### **PREDETERMINED DESIGN**

On projects on which a location public hearing has been held, preliminary design is to be shown on the plans along with any necessary adjustments needed to conform to\* the current Road and Bridge Standards or necessary development. Items in Sections [2B-1-GROUND SURVEYS](#) and [2B-2-COORDINATION WITH OTHER DIVISIONS AND AGENCIES](#) should be reviewed and updated if necessary.

### **INITIAL DESIGN**

Projects without prior horizontal and vertical design are to be studied in accordance with instructions in Sections [2A-6-STUDY OF ALL ALTERNATES](#), [2B-1-GROUND SURVEYS](#) and [2B-2-COORDINATION WITH OTHER DIVISIONS AND AGENCIES](#). The substitution of "plan of development" for the word "corridor" will render these sections applicable for this phase of the project.

### **FRONTAGE ROAD (SERVICE ROAD)**

On surveys where limited access is proposed or anticipated, properties that will be landlocked due to the control of access are to be noted on the survey roll, on the data collector, or in the data file. A comprehensive study is required to determine if it is in the public interest to construct a frontage road, having determined the estimated construction cost, which is to include any additional right of way and anticipated maintenance cost. This cost is then to be compared with the estimated damages that would be paid if access were not provided to the landlocked property to determine justification.

On the Interstate system, where service roads are parallel to, or visible from the roadway, the Interstate slope design is to be used, except where the cost would be excessive or where it would not be practical, such as in mountainous terrain.

After preliminary scheme(s) and grades have been developed, the designer will make plans available in Falcon. The Transportation and Mobility Planning Division will be requested to obtain the design year traffic volumes, the Materials Engineer will be requested to provide preliminary pavement design, and the Right of Way Engineer will be requested to provide the Frontage Road Study Form CE7 (if applicable).

---

\* Rev. 1/07

After receipt of information, the design is to be finalized to the extent necessary to determine justification to construct. The construction estimate, including additional right of way (see Form CE7) and maintenance (annual cost per mile (kilometer) x length x 2) is to be compared to the damage figure shown in column 5, Form CE7. Since the annual cost per mile (kilometer) for maintenance will vary from county to county and year to year, the Asset Management\* Division is to be consulted. To arrive at the maintenance cost, the annual cost per mile (kilometer) x length is doubled in consideration of two treatments within 10 years.

Projects with Federal Highway Administration participation require concurrence prior to construction. A set of prints transmitted by letter stating the estimated cost, accompanied by a copy of Form CE7 is to be submitted requesting approval. A copy of this request is to be retained in the project file.

Whenever a service road or other road, which is to be maintained by others, is to be constructed in a municipality or in the two counties, which maintain their own networks, the construction is to conform to the requirements, both structural and geometrical, of the particular city or county. Full Federal Highway Administration approval is also to be obtained for this work and the design should be an integral part of the plans from the earliest stage.

### **CAPACITY ANALYSIS**

If the project has been through the location study stage, the capacity stage checks previously documented should be reviewed and updated if necessary.

For projects that have not been through this stage, the capacity analysis as indicated in [Section 2B-3-DETERMINATION OF ROADWAY DESIGN](#) should be performed.

In addition, the designer should now proceed with the following:

Major at-grade intersection capacity checks:

1. Overall intersection level of service.
2. Level of service for each approach.
3. Number and length of turning lanes.
4. Pedestrian and bicycle influence.

Interchange capacity checks:

1. Basic ramp level of service.
2. Ramp termini level of service.
3. Entrance - exit levels of service.
4. Weave - merge lengths and widths.
5. Acceleration - deceleration lane lengths.

All capacity checks shall be reviewed with the Transportation & Mobility Planning Division and shall be documented in project files.

---

\* Rev. 7/06

## **SECTION 2C – 7 - SOLICITING COMMENTS WITHIN DIVISION AND COMPLETING DESIGN**

### **SOLICITING COMMENTS WITHIN DIVISION**

In order that all disciplines within the Location and Design Division are given an opportunity to provide input into the total design, plans are made available through Falcon, for review prior to [Preliminary Field Inspection](#). The Hydraulics Section must review the preliminary design plans at this stage and furnish recommendations, comments, and questions relative to drainage that are pertinent to the Preliminary Field Inspection and the resolution of a proper design. The appropriate design section must review the design for conformity to current Road and Bridge Standards and make recommendations concerning the design features shown.

### **INCORPORATING COMMENTS INTO DESIGN**

Upon receipt of comments, questions and recommendations, they are to be reviewed and a common solution determined and shown as the Division's proposals on the preliminary design scheme of development. Should time not permit the resolution of these matters, they are to be discussed at the Preliminary Field Inspection. In any event, the Preliminary Field Inspection is to consider all input that could lead to the most feasible scheme of development.