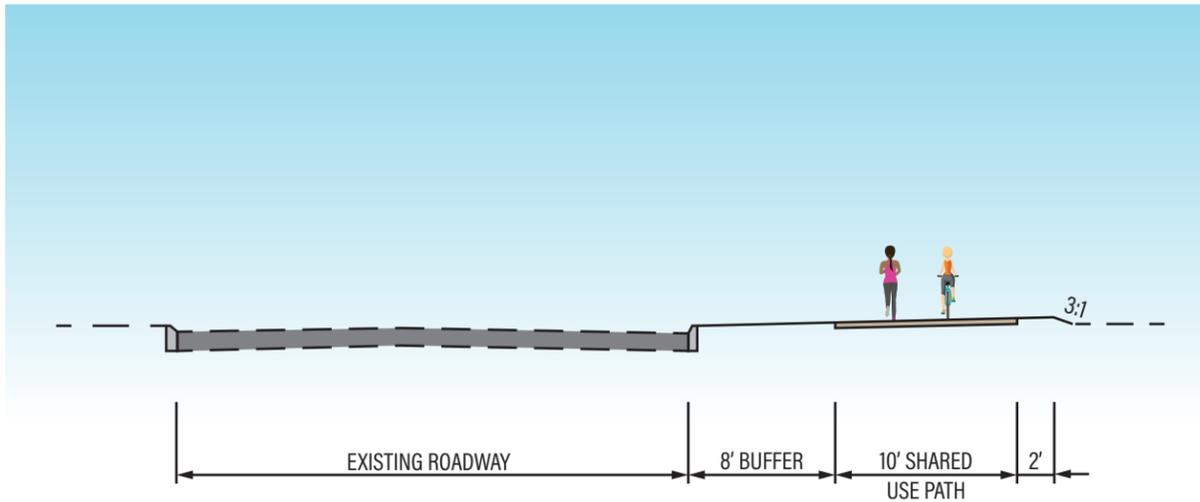


Appendix C: **PREFERRED CORRIDOR CONCEPTUAL DESIGN**

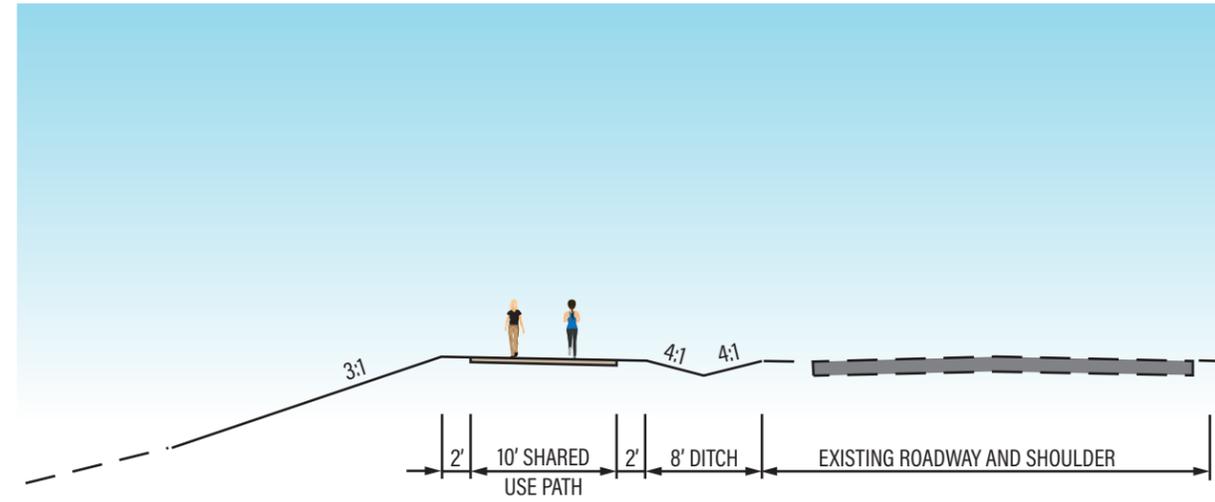
Appendix C-2: **SEGMENT TYPICAL SECTIONS**

TYPICAL A



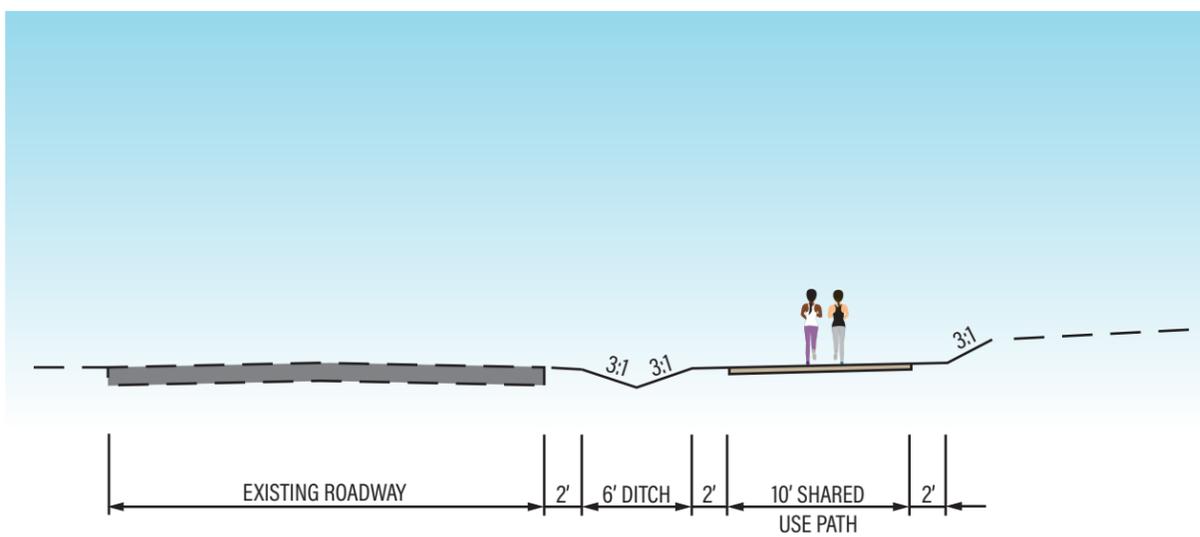
NOT TO SCALE

TYPICAL B



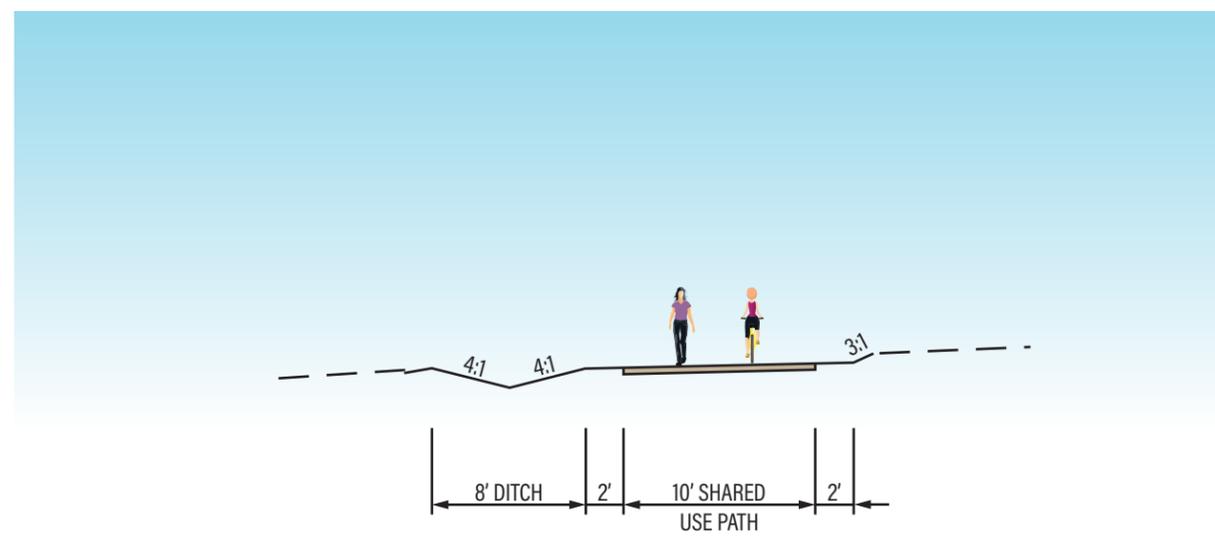
NOT TO SCALE

TYPICAL C



NOT TO SCALE

TYPICAL D



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections A, B, C, D



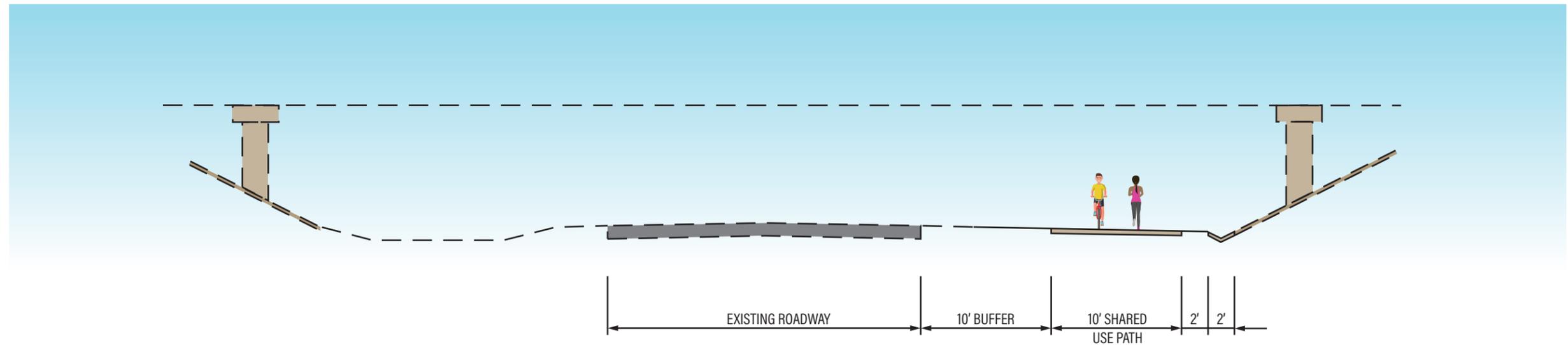
Virginia Department of Transportation
Ashland to Petersburg Trail Study
Project Number: 9999-M11-598; UPC: 114714

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Notes:

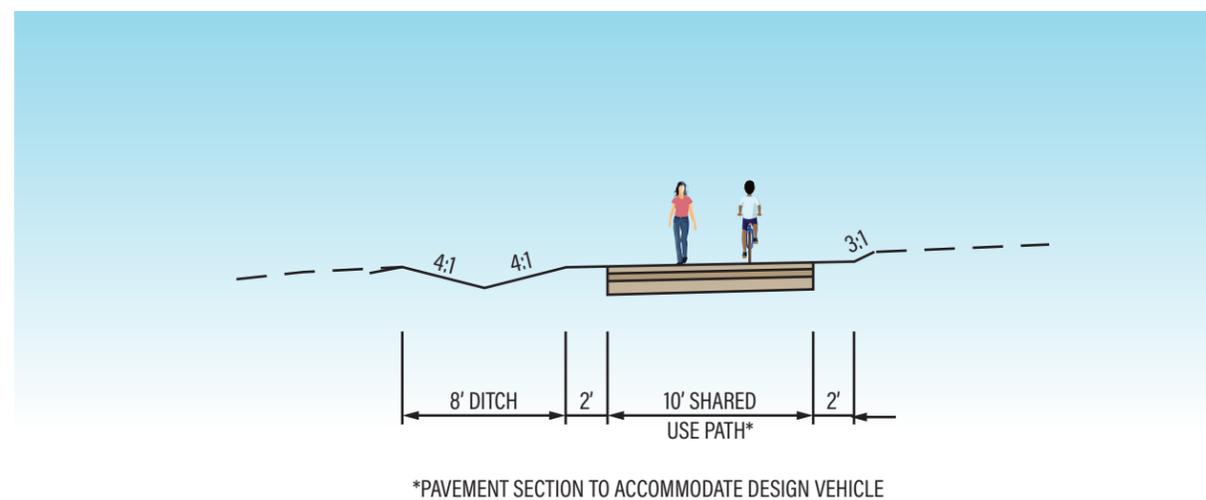
1. Slopes can be 2:1 max. within right-of-way or permanent easement.
2. A design waiver will be required when the width of the SUP not located on a structure is less than 10ft, the buffer width is less than 8ft, and/or the clearance to lateral obstructions is less than 3ft.
3. A design exception will be required when the buffer width is less than 5ft and/or the clearance to lateral obstructions is less than 2ft.

TYPICAL E



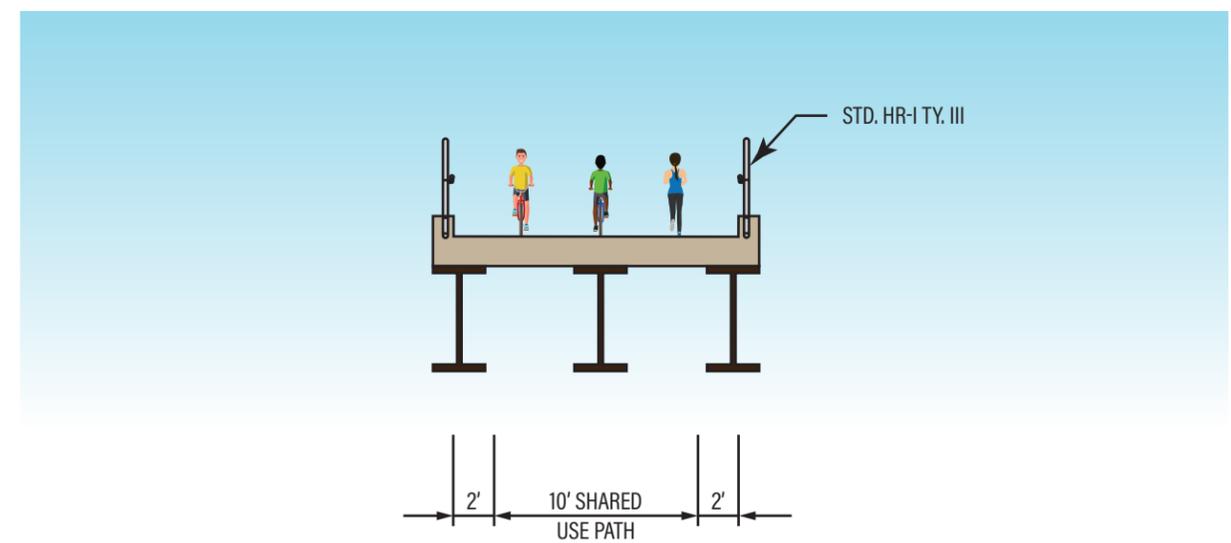
NOT TO SCALE

TYPICAL F



NOT TO SCALE

TYPICAL G



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections E, F, G



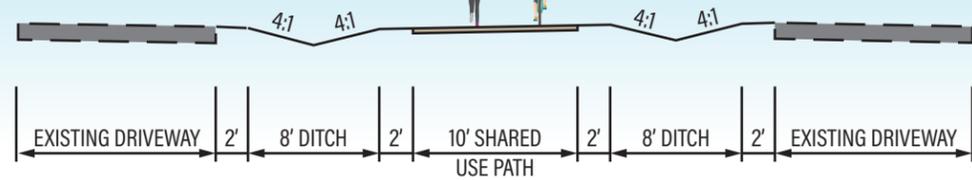
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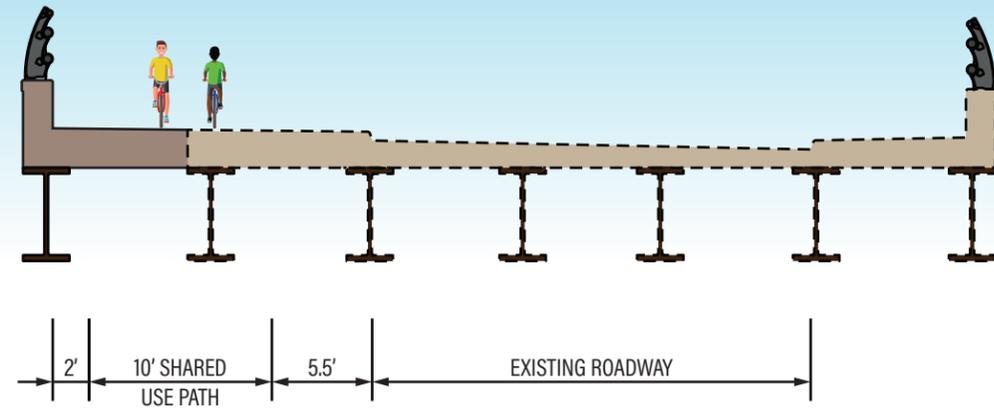
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TYPICAL H



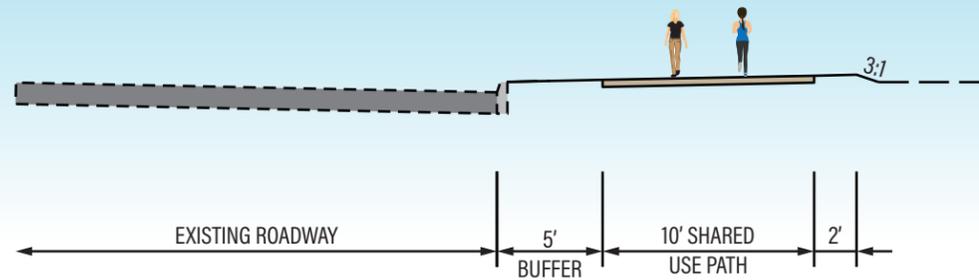
NOT TO SCALE

TYPICAL I



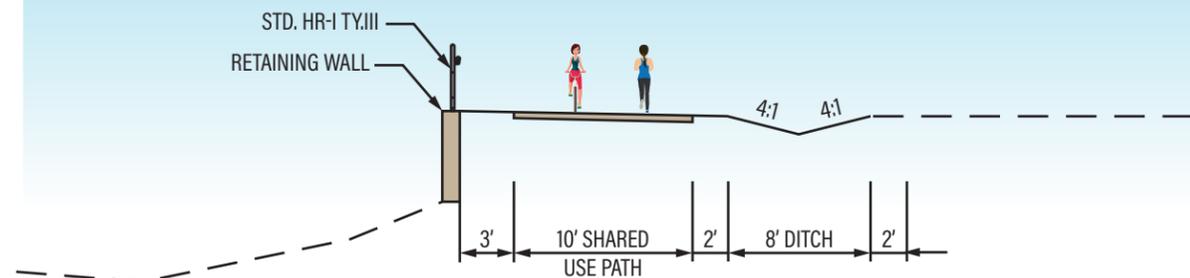
NOT TO SCALE

TYPICAL J



NOT TO SCALE

TYPICAL K



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections H, I, J, K



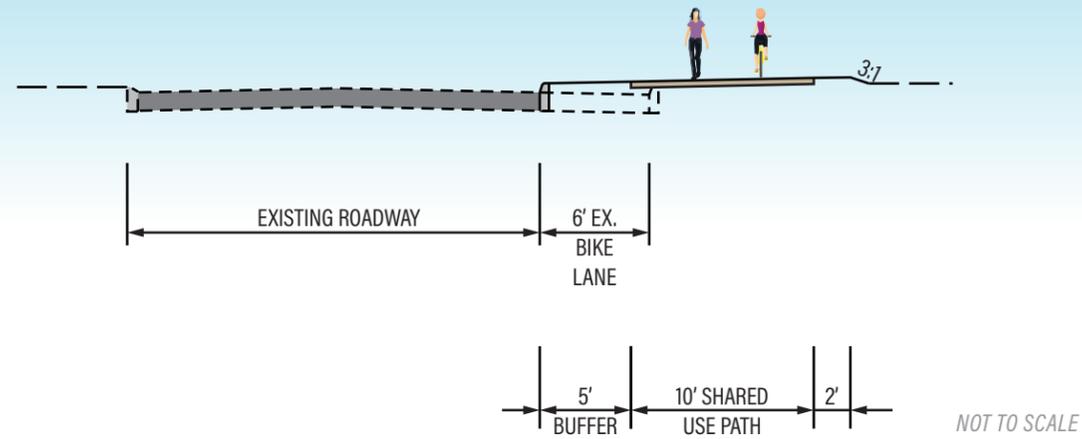
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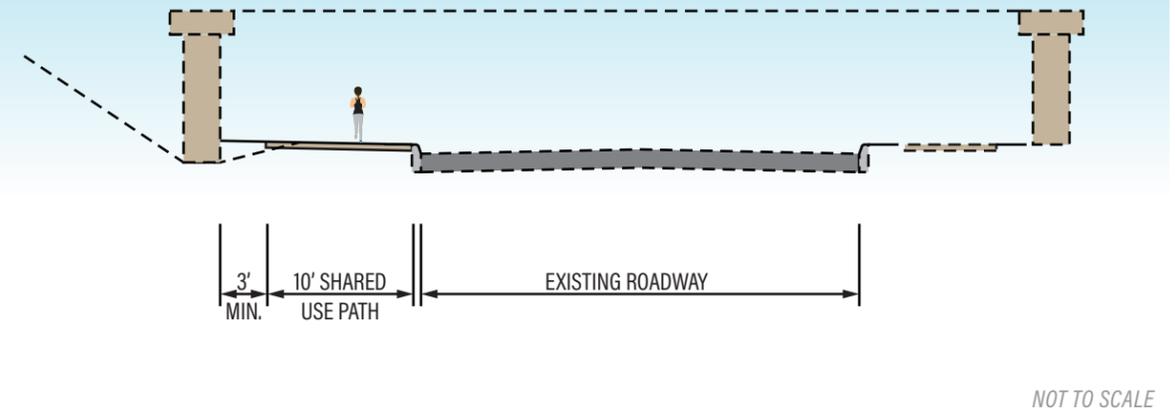
Notes:

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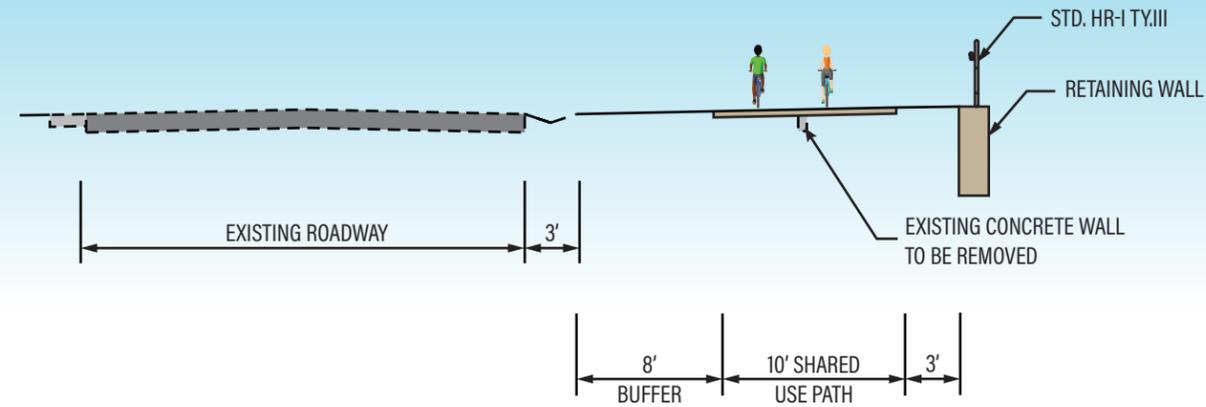
TYPICAL L



TYPICAL M



TYPICAL N



Ashland to Petersburg Trail Study Typical Sections L, M, N



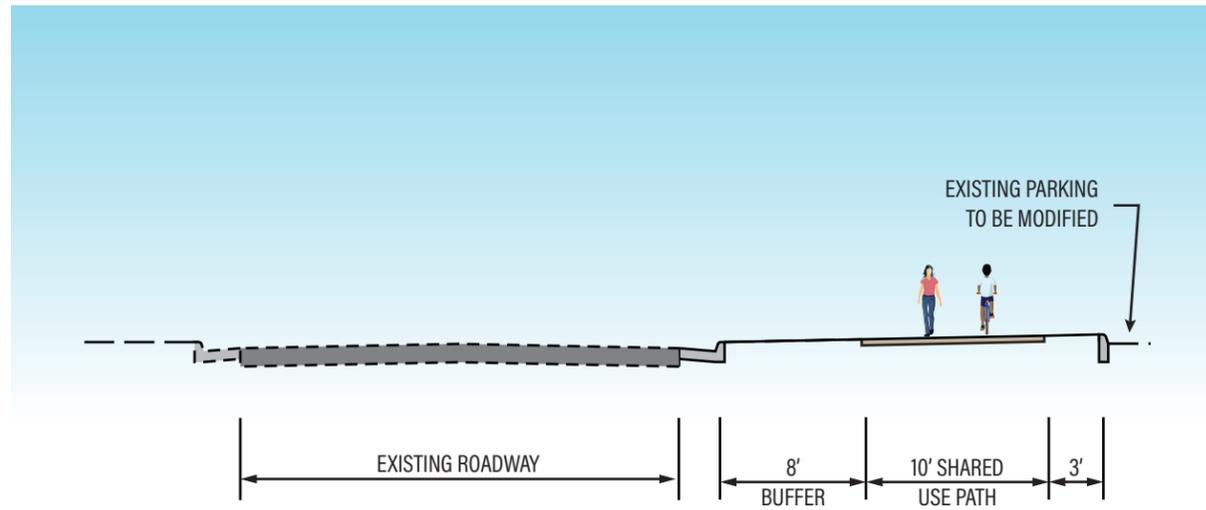
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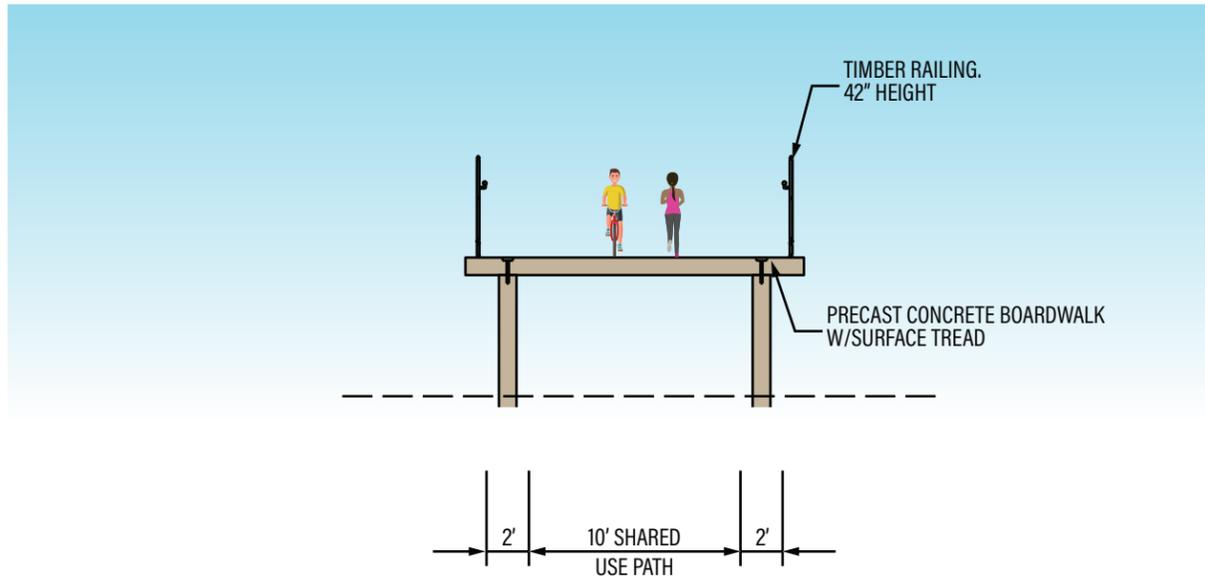
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TYPICAL O



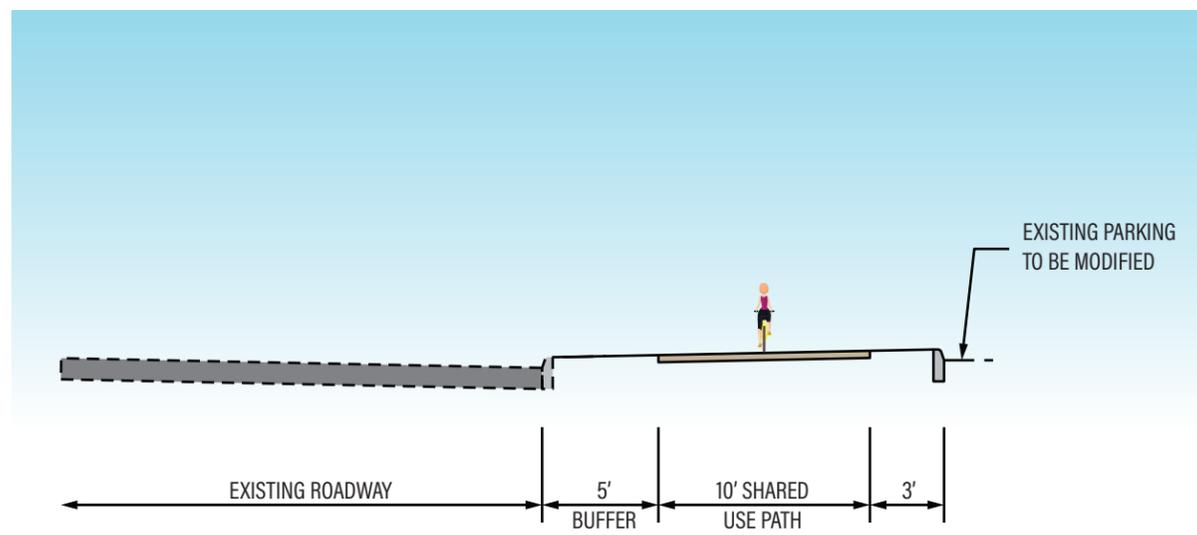
NOT TO SCALE

TYPICAL P



NOT TO SCALE

TYPICAL Q



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections O, P, Q



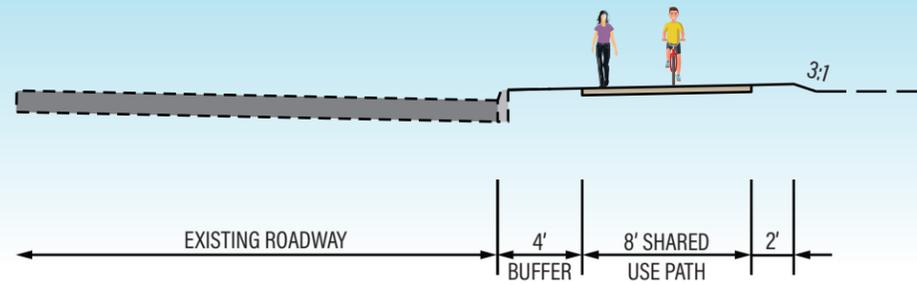
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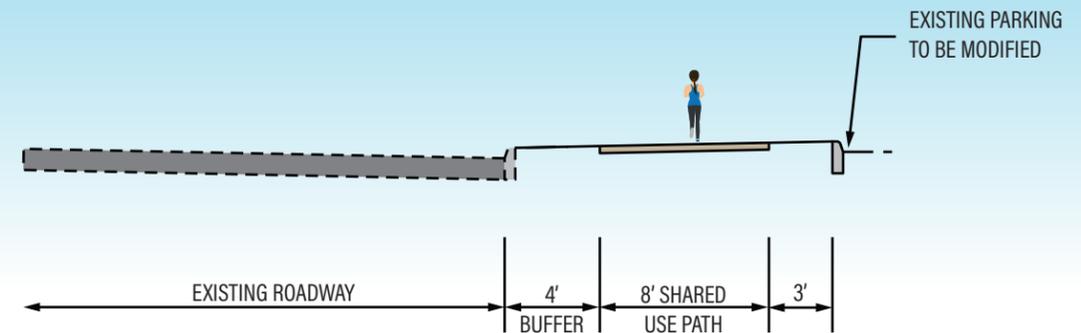
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TYPICAL R



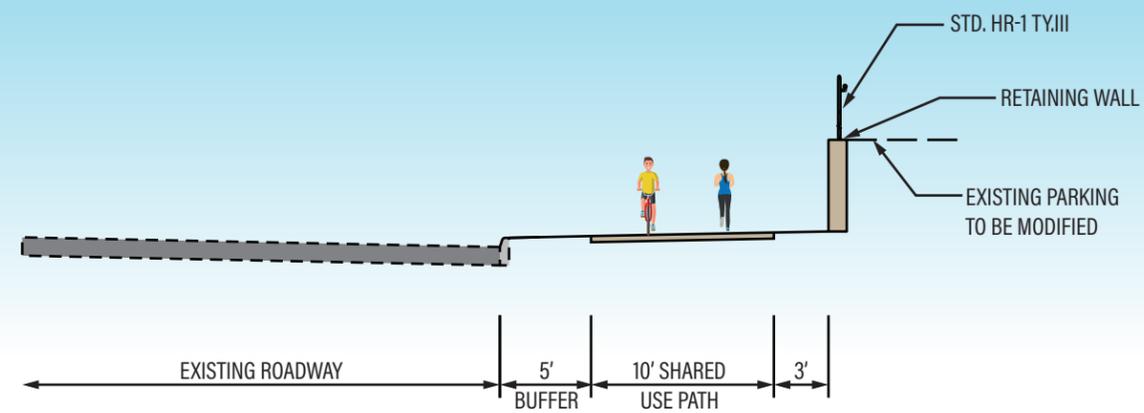
NOT TO SCALE

TYPICAL S



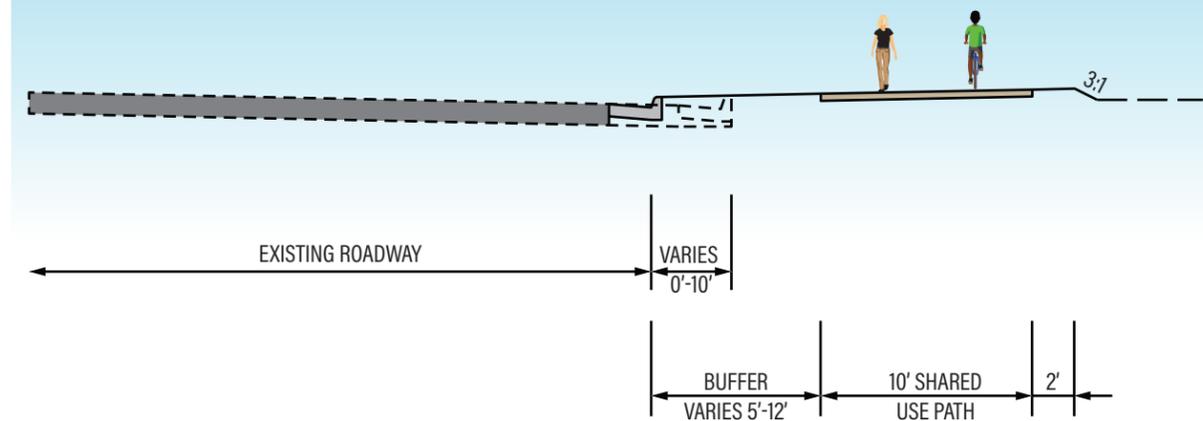
NOT TO SCALE

TYPICAL T



NOT TO SCALE

TYPICAL U



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections R, S, T, U



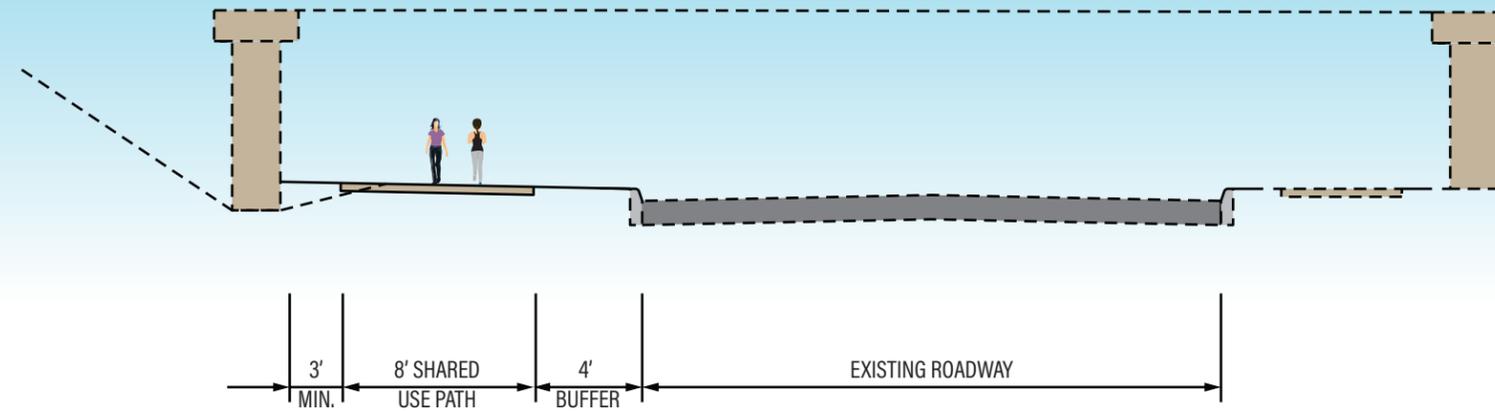
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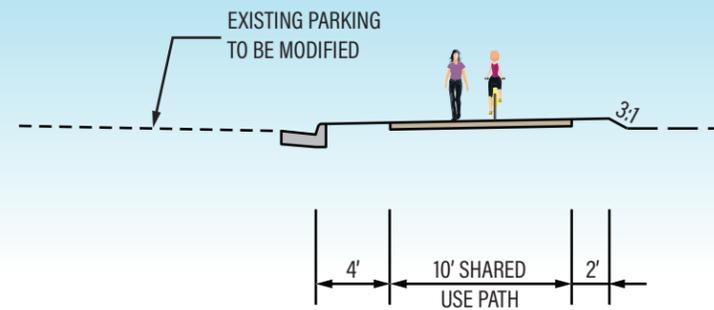
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TYPICAL V



NOT TO SCALE

TYPICAL W



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections V, W



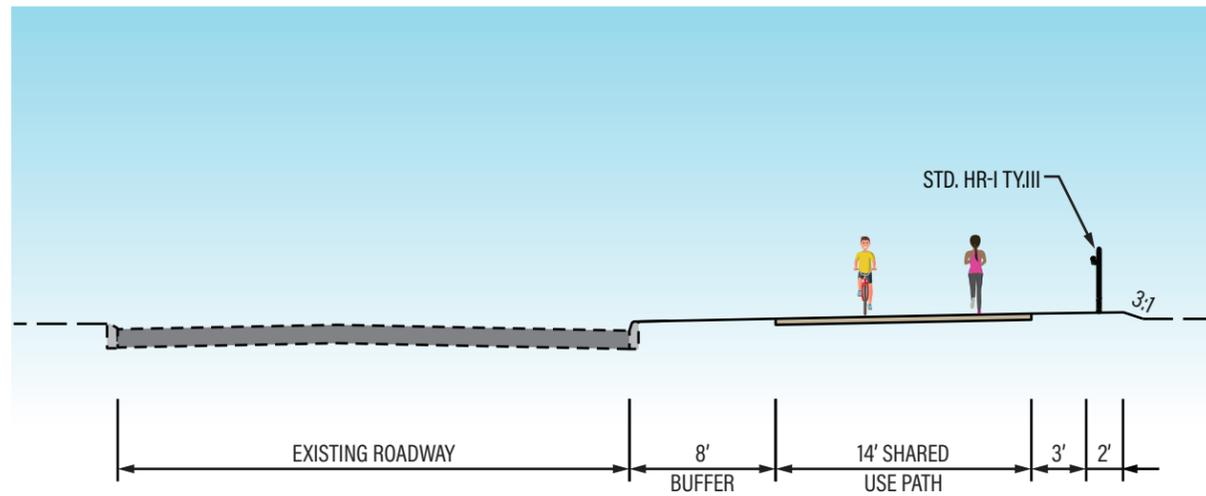
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Notes:

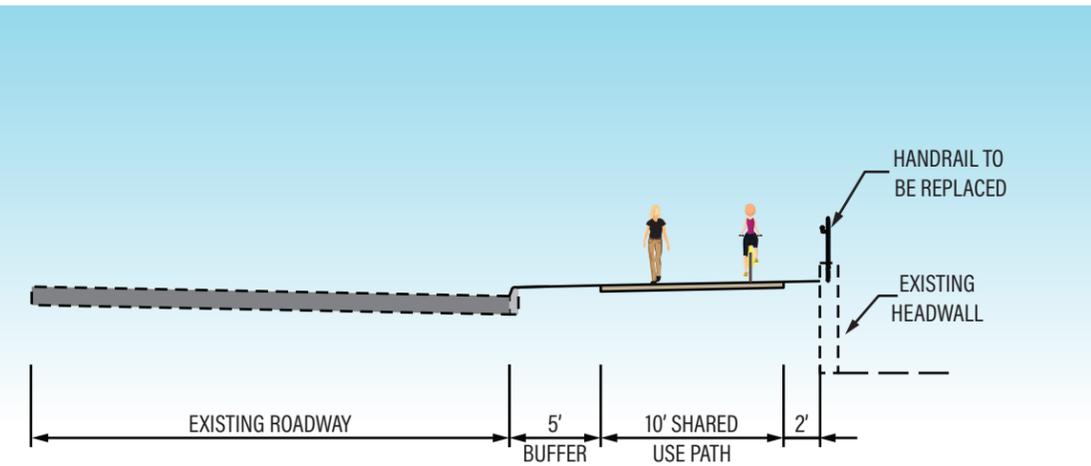
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TYPICAL X



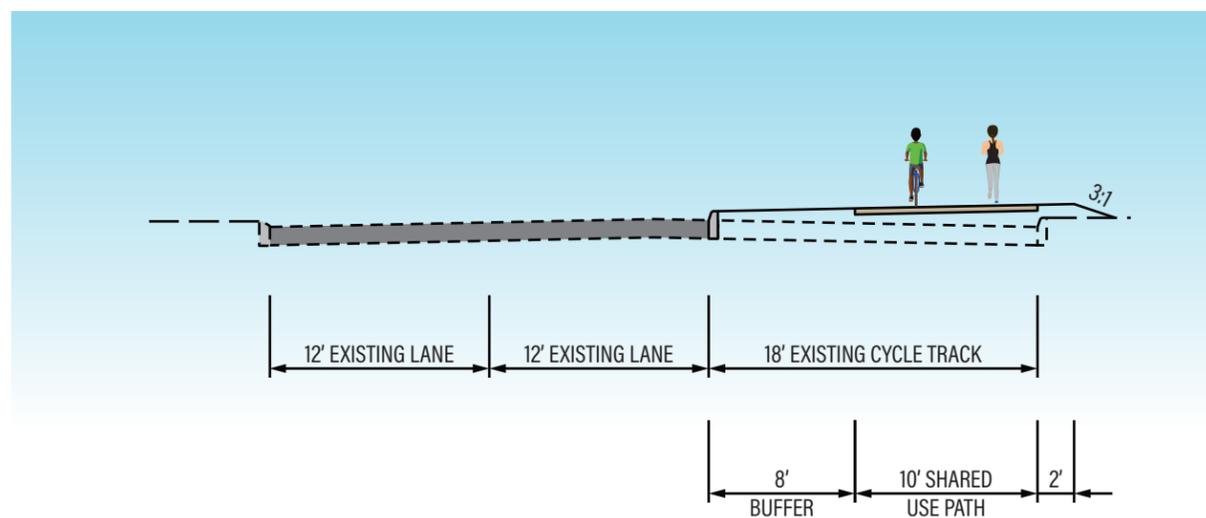
NOT TO SCALE

TYPICAL Y



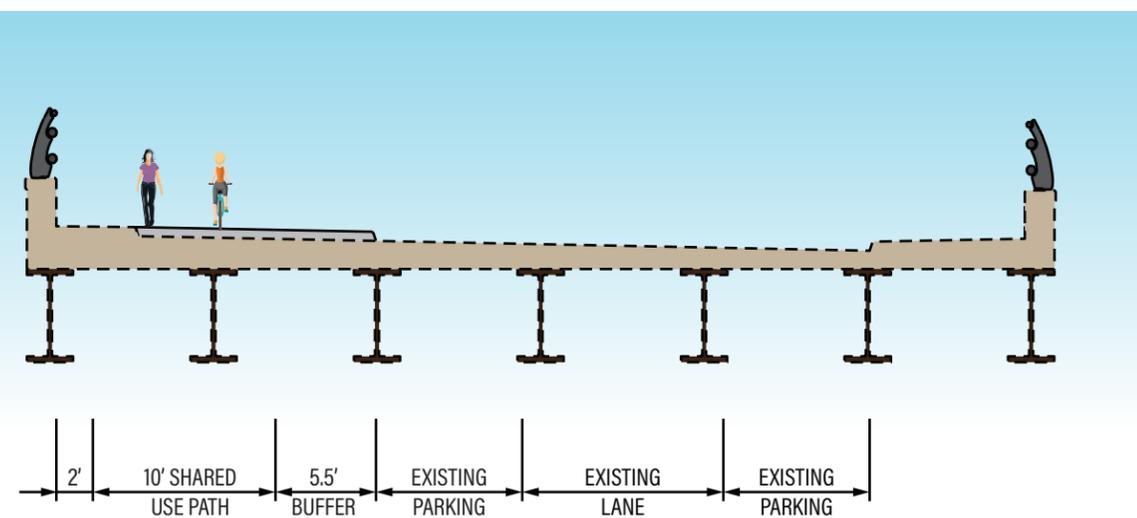
NOT TO SCALE

TYPICAL Z



NOT TO SCALE

TYPICAL AA



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections X, Y, Z, AA



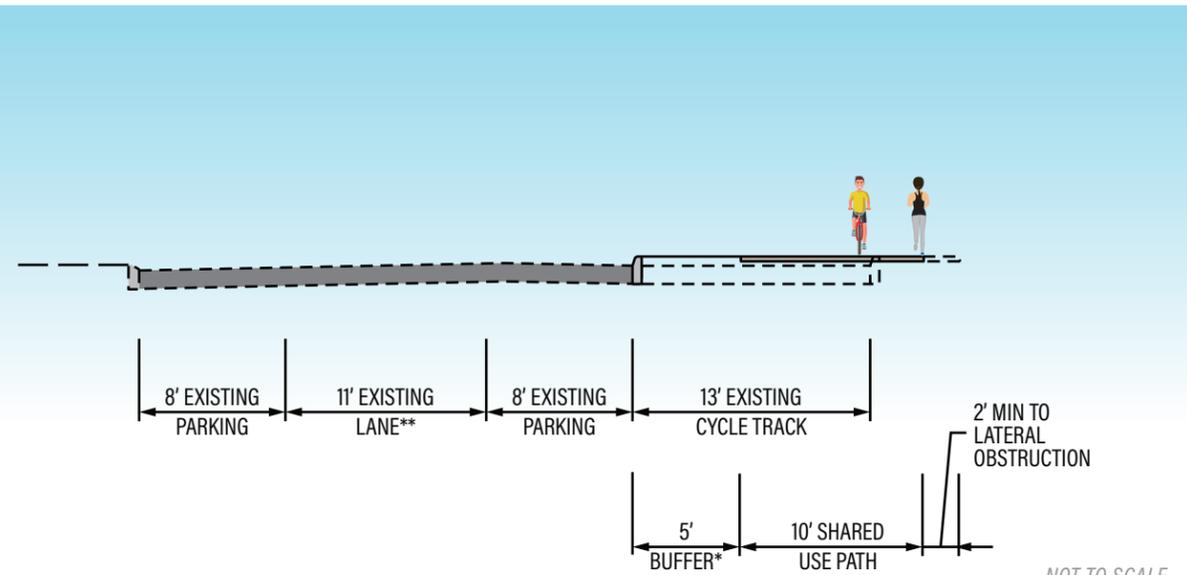
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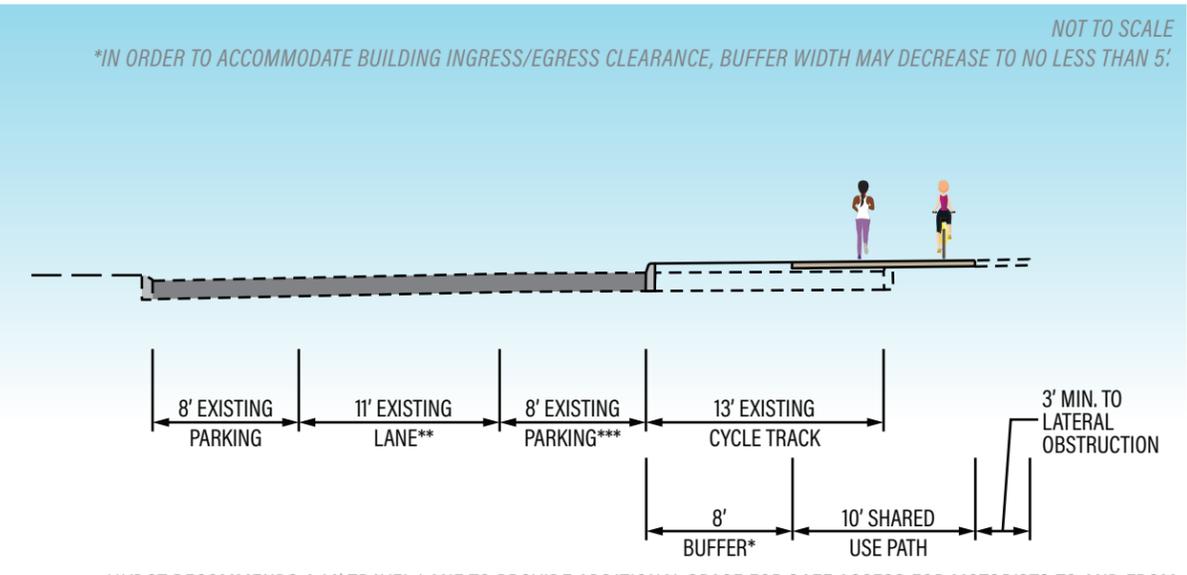
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3. A design exception will be required when the buffer width is less than 5ft and/or the clearance to lateral obstructions is less than 2ft.

TYPICAL BB



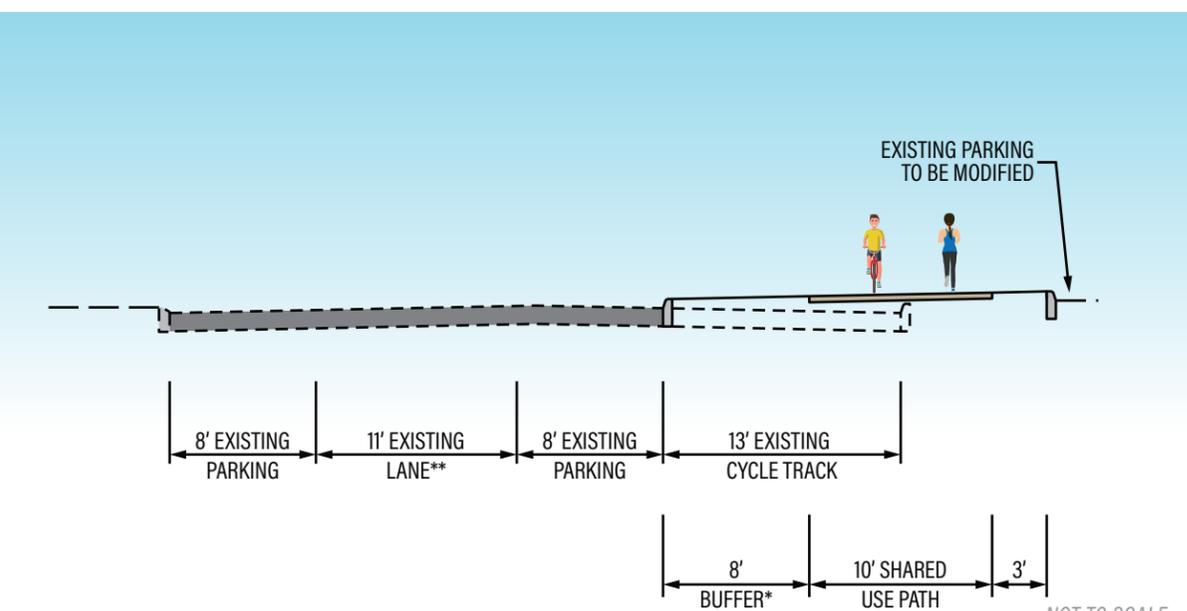
NOT TO SCALE
 *IN ORDER TO ACCOMMODATE BUILDING INGRESS/EGRESS CLEARANCE, BUFFER WIDTH MAY DECREASE TO NO LESS THAN 5'.
 **VDOT RECOMMENDS A 14' TRAVEL LANE TO PROVIDE ADDITIONAL SPACE FOR SAFE ACCESS FOR MOTORISTS TO AND FROM PARKED VEHICLES AND TO PROVIDE FOR SAFE ACCESS BY EMERGENCY SERVICES VEHICLES.

TYPICAL CC



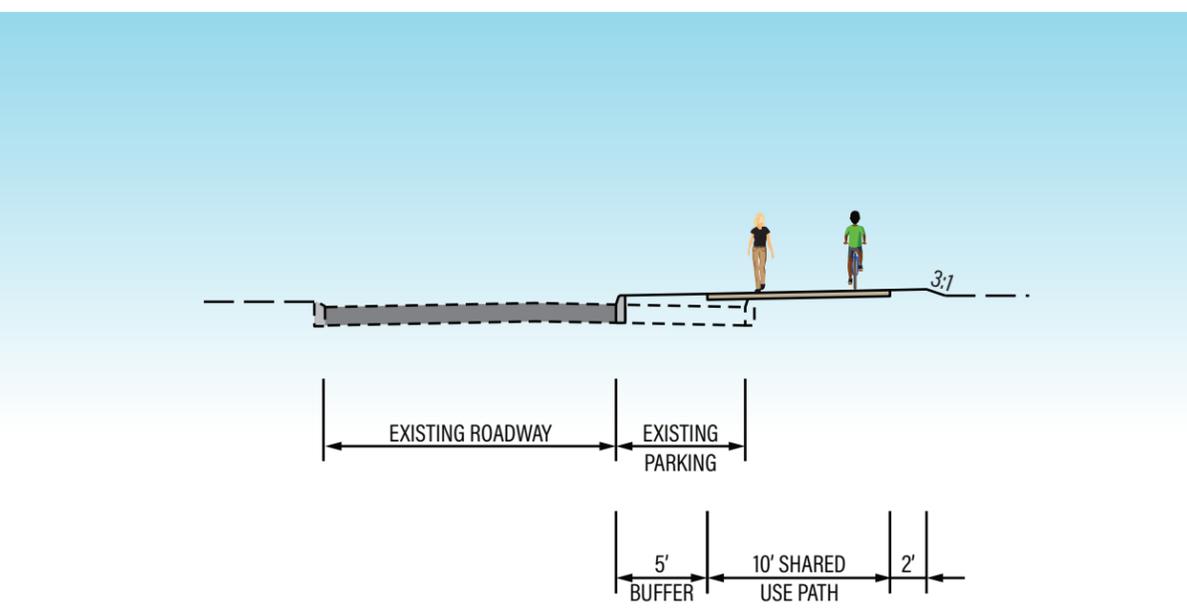
NOT TO SCALE
 *IN ORDER TO ACCOMMODATE BUILDING INGRESS/EGRESS CLEARANCE, BUFFER WIDTH MAY DECREASE TO NO LESS THAN 5'.
 **VDOT RECOMMENDS A 14' TRAVEL LANE TO PROVIDE ADDITIONAL SPACE FOR SAFE ACCESS FOR MOTORISTS TO AND FROM PARKED VEHICLES AND TO PROVIDE FOR SAFE ACCESS BY EMERGENCY SERVICES VEHICLES.
 ***ON EAST FRANKLIN STREET ONLY, EXISTING PARKING IS A 10' FLOATING PARKING LANE THAT FUNCTIONS AS A TRAVEL LANE DURING THE MORNING PEAK PERIOD.

TYPICAL DD



NOT TO SCALE
 *IN ORDER TO ACCOMMODATE BUILDING INGRESS/EGRESS CLEARANCE, BUFFER WIDTH MAY DECREASE TO NO LESS THAN 5'.
 **VDOT RECOMMENDS A 14' TRAVEL LANE TO PROVIDE ADDITIONAL SPACE FOR SAFE ACCESS FOR MOTORISTS TO AND FROM PARKED VEHICLES AND TO PROVIDE FOR SAFE ACCESS BY EMERGENCY SERVICES VEHICLES.

TYPICAL EE



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections BB, CC, DD, EE



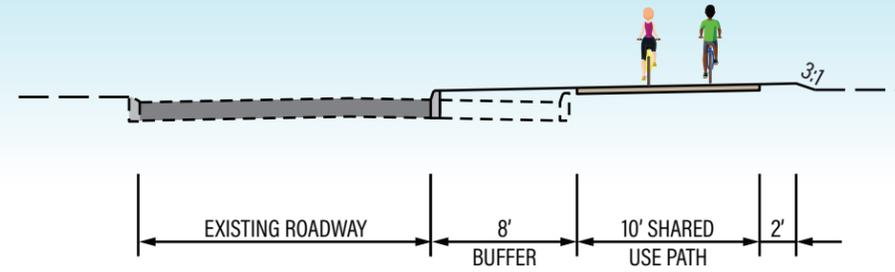
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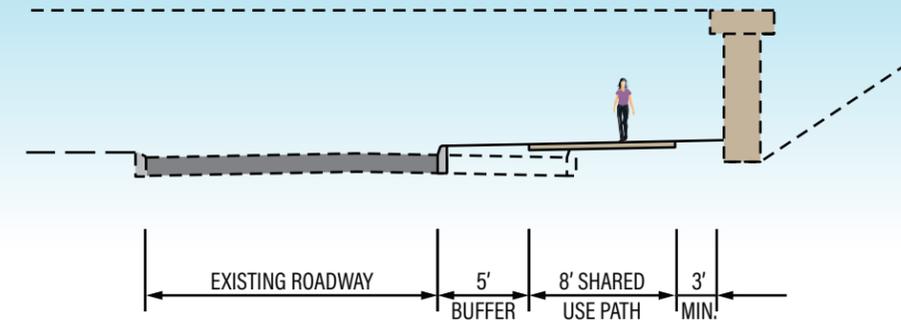
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TYPICAL FF



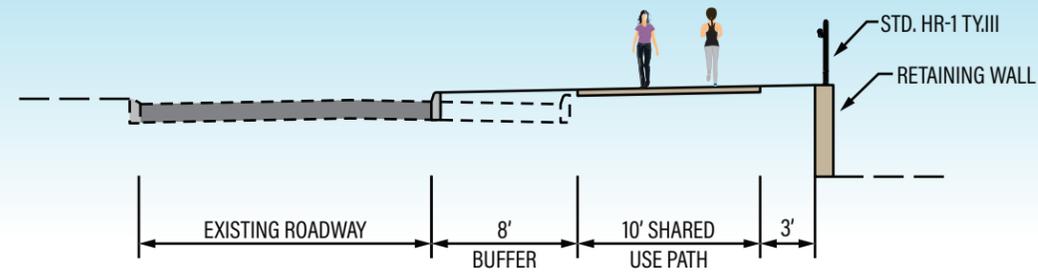
NOT TO SCALE

TYPICAL GG



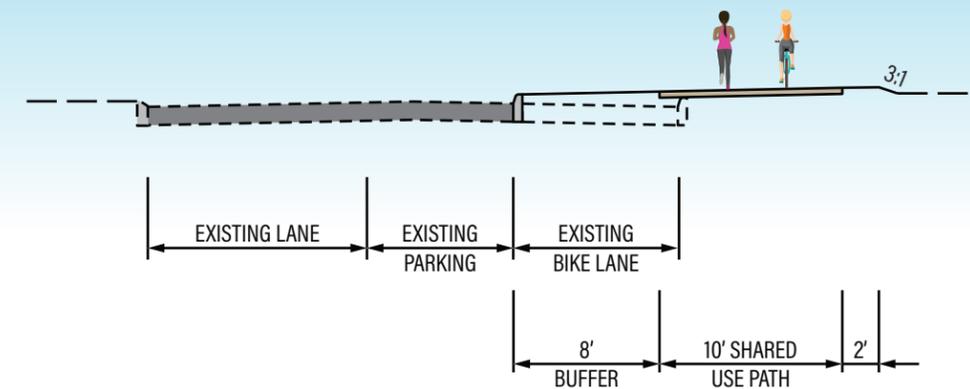
NOT TO SCALE

TYPICAL HH



NOT TO SCALE

TYPICAL II



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections FF, GG, HH, II



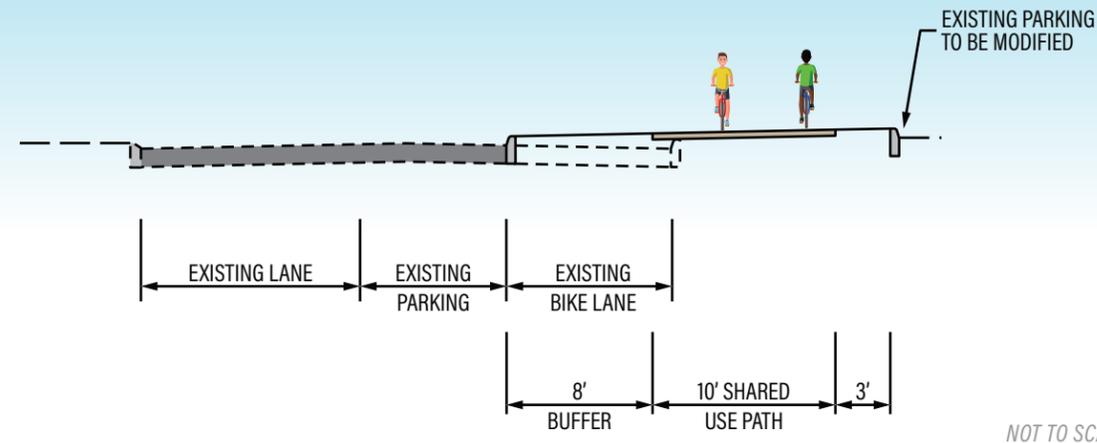
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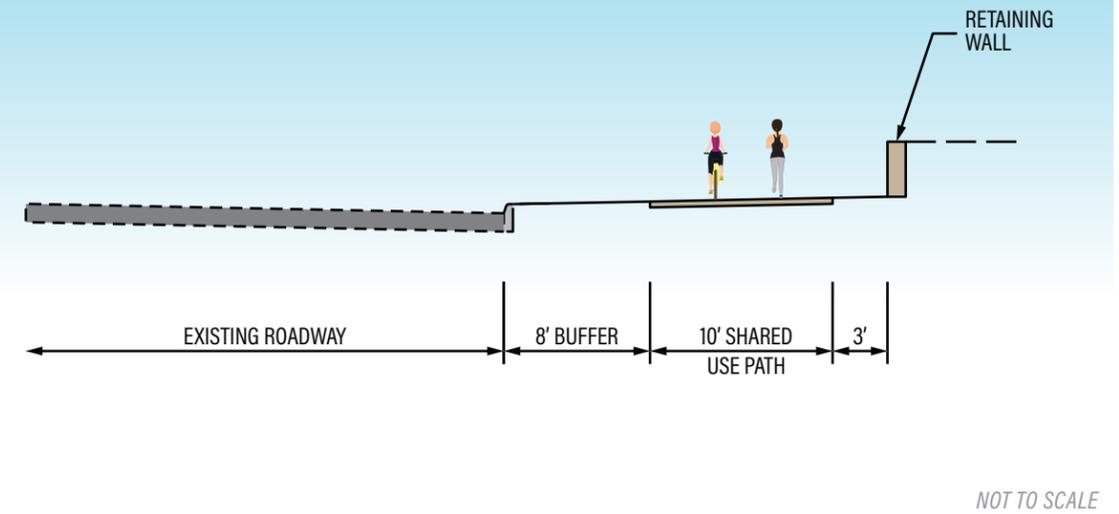
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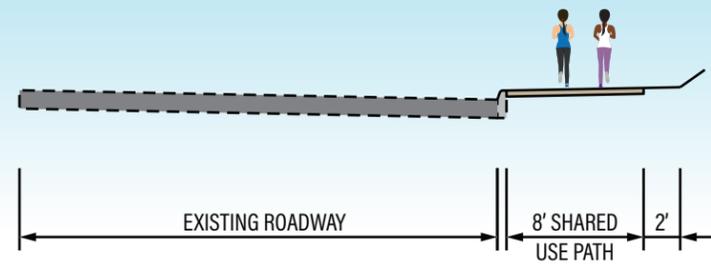
TYPICAL JJ



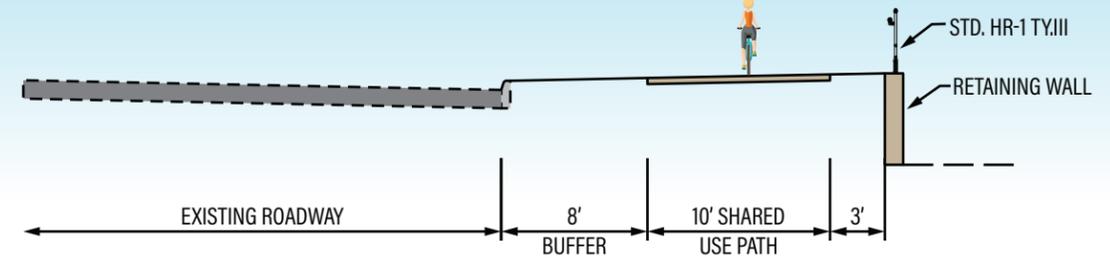
TYPICAL KK



TYPICAL LL



TYPICAL MM



Ashland to Petersburg Trail Study Typical Sections JJ, KK, LL, MM



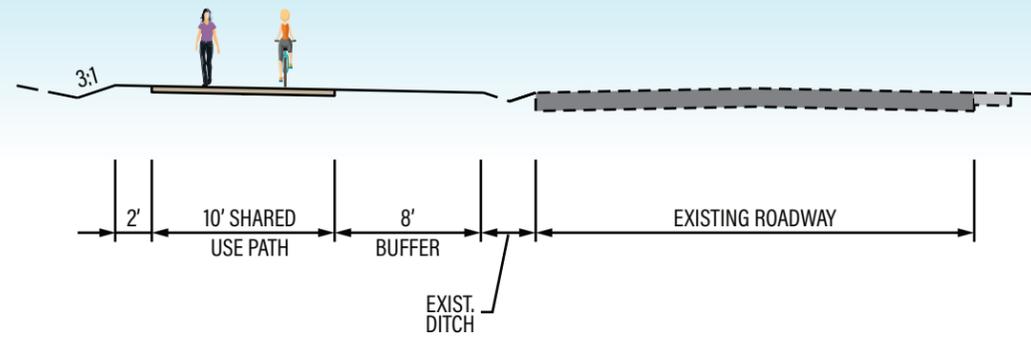
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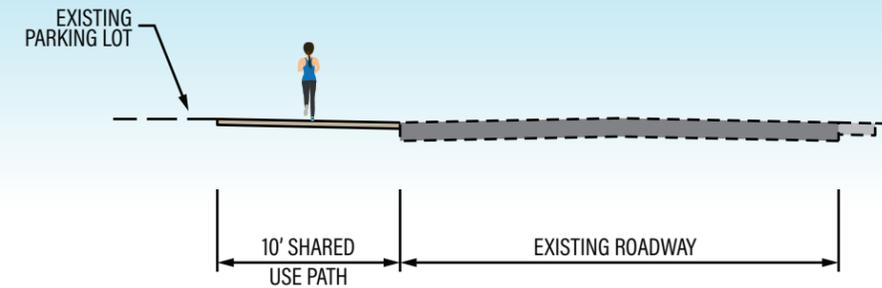
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TYPICAL NN



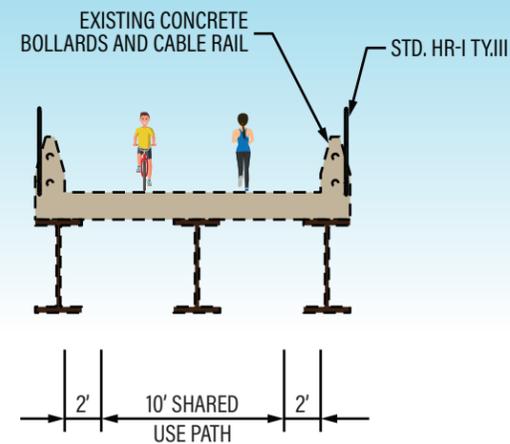
NOT TO SCALE

TYPICAL OO



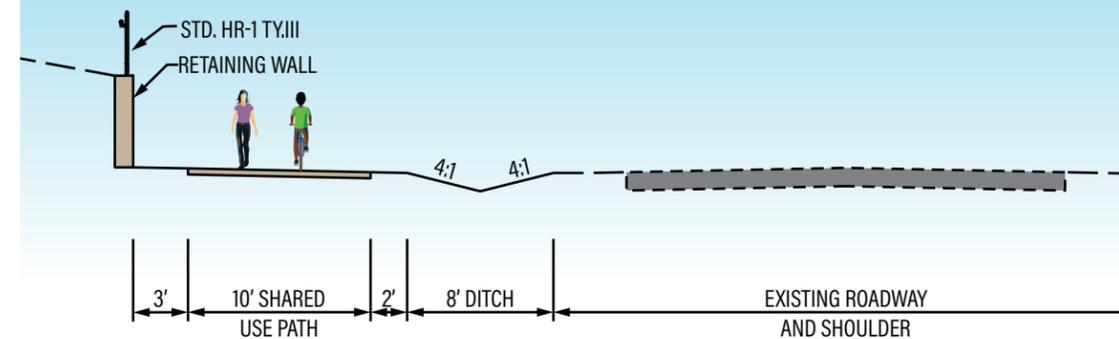
NOT TO SCALE

TYPICAL PP



NOT TO SCALE

TYPICAL QQ



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections NN, OO, PP, QQ



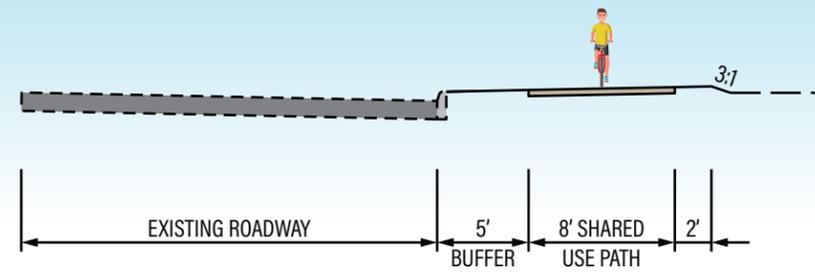
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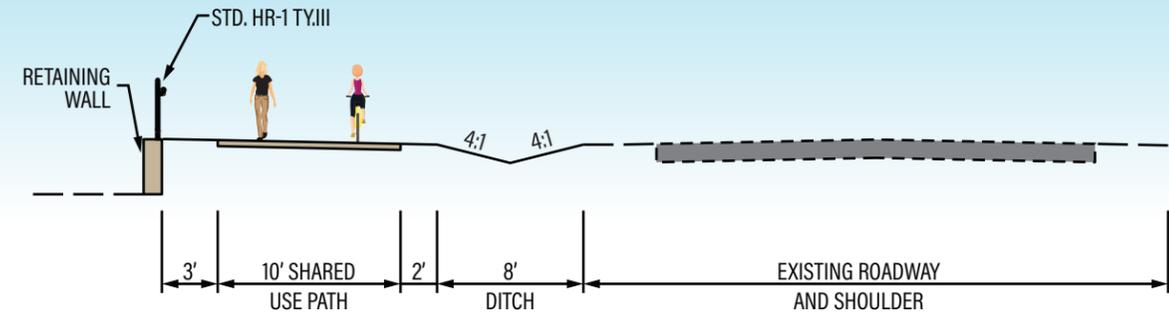
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3. A design exception will be required when the buffer width is less than 5ft and/or the clearance to lateral obstructions is less than 2ft.

TYPICAL RR



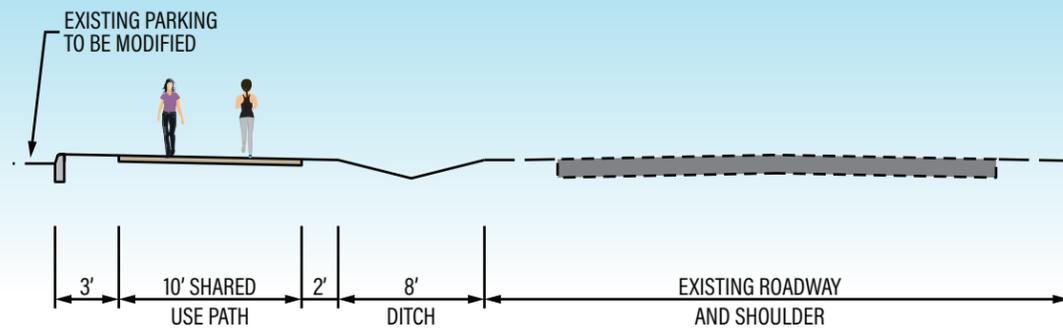
NOT TO SCALE

TYPICAL SS



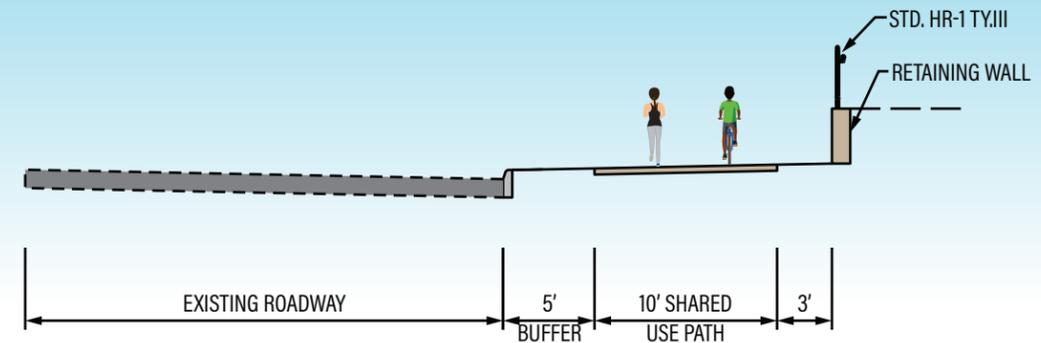
NOT TO SCALE

TYPICAL TT



NOT TO SCALE

TYPICAL UU



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections RR, SS, TT, UU



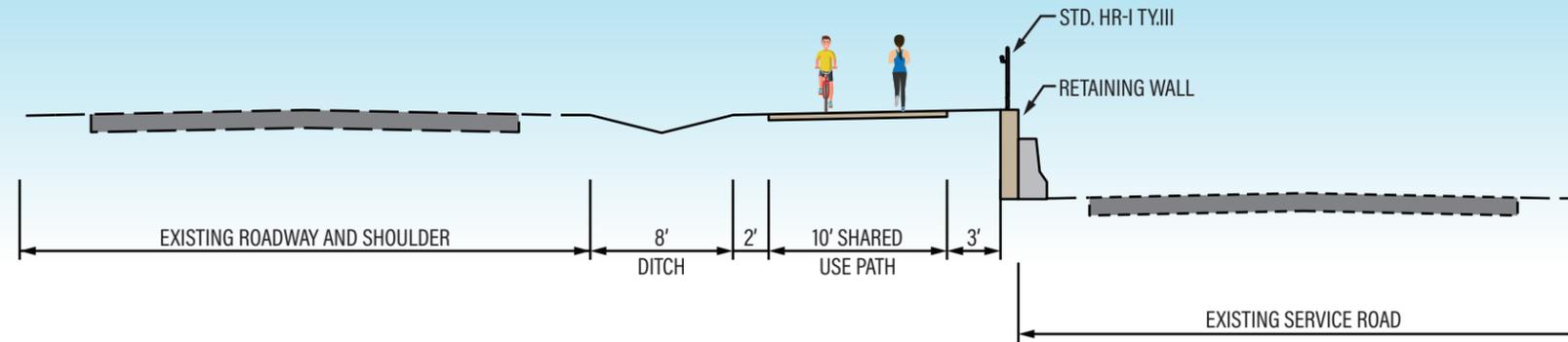
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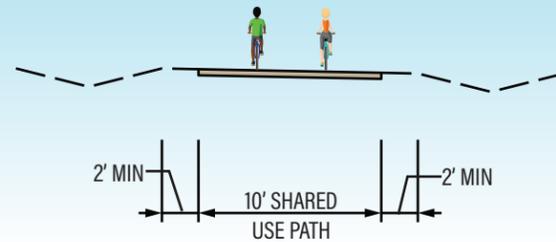
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TYPICAL VV



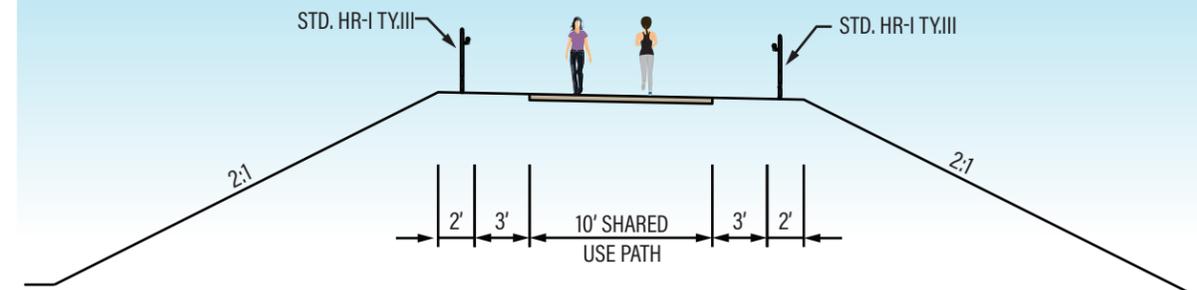
NOT TO SCALE

TYPICAL WW



NOT TO SCALE

TYPICAL XX



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Sections VV, WW, XX



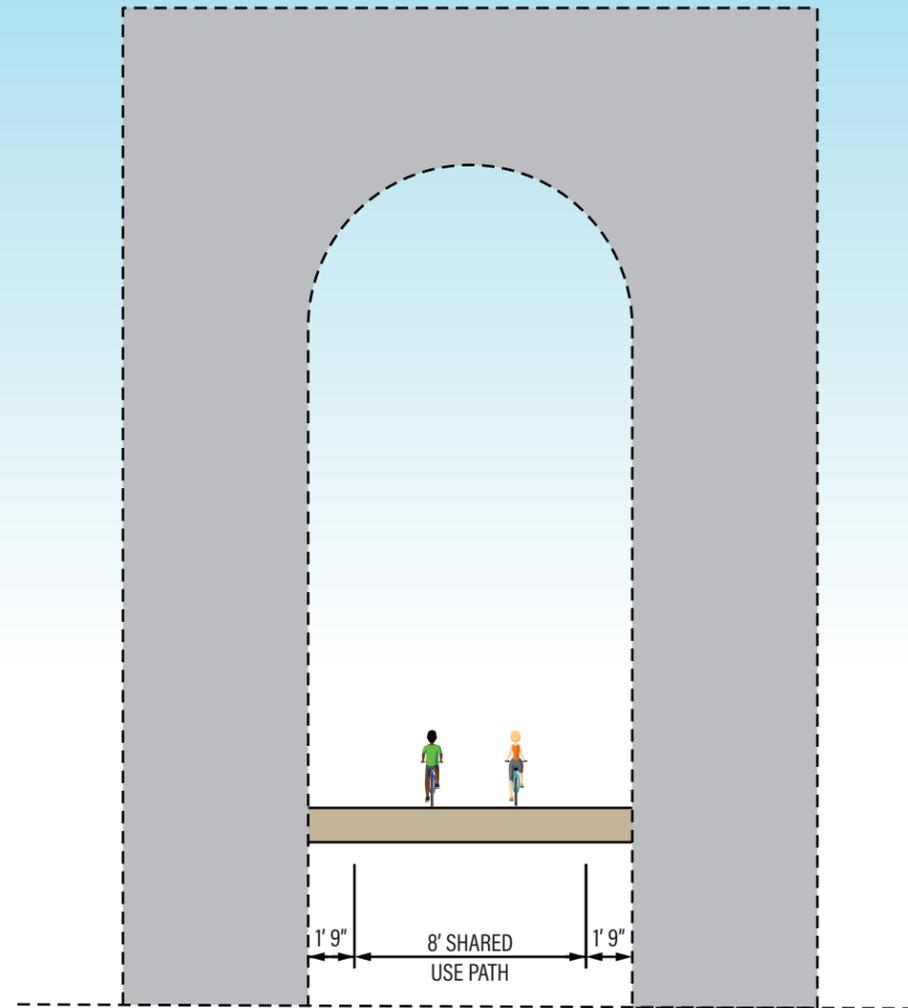
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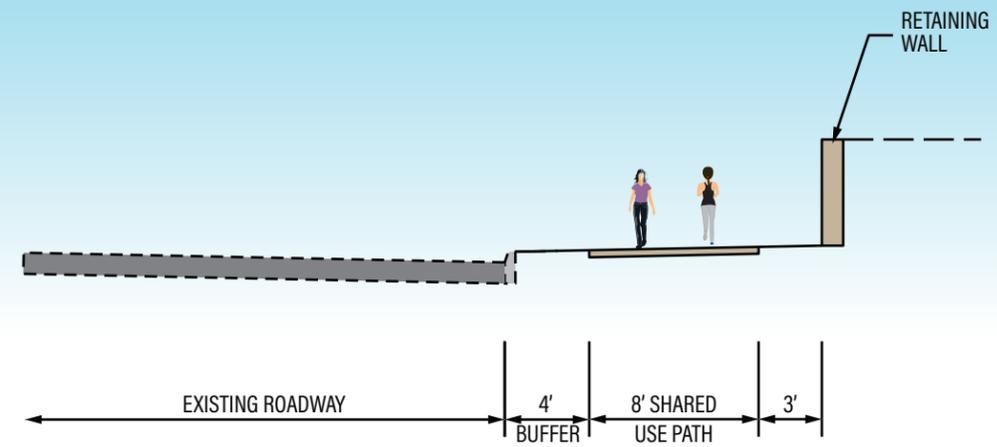
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TYPICAL YY



NOT TO SCALE

TYPICAL ZZ



NOT TO SCALE

Ashland to Petersburg Trail Study Typical Section YY, ZZ



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Notes:

1. Slopes can be 2:1 max. within right-of-way or permanent easement.
2. A design waiver will be required when the width of the SUP not located on a structure is less than 10ft, the buffer width is less than 8ft, and/or the clearance to lateral obstructions is less than 3ft.
3. A design exception will be required when the buffer width is less than 5ft and/or the clearance to lateral obstructions is less than 2ft.