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*SHEET NOT INCLUDED IN THIS SUBMITTAL	



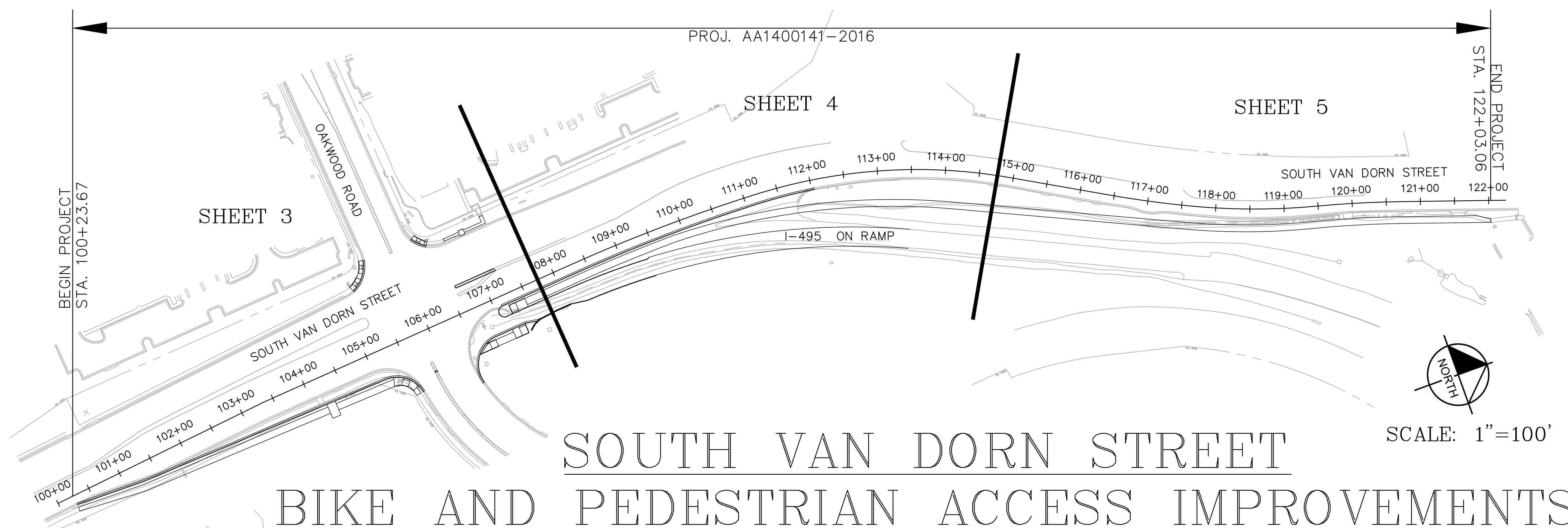
FAIRFAX COUNTY, VIRGINIA
DEPARTMENT OF PUBLIC WORKS
AND ENVIRONMENTAL SERVICES
PROJECT NO. AA1400141-2016
FUND NO. 400-C40011
CONTRACT NO.
UPC NO. 109607

FUNCTIONAL CLASSIFICATION

STREET NAME	SOUTH VAN DORN STREET	I-495 ON RAMP
STREET CLASS	URBAN MINOR ARTERIAL	INTERCHANGE RAMP
AADT (2015)	48,000	4,100
AADT (2040)	49,800	4,300
DHV	4,116	455
D (%)	60.4%/39.6%	N/A
T (%)	0%	N/A
DESIGN V (MPH)	45 MPH	45 MPH
POSTED V (MPH)	45 MPH	N/A

A STORMWATER DETENTION EXCEPTION WAS APPROVED ON 5/14/2019. THE EXCEPTION RELATES TO THE STORMWATER DETENTION REQUIREMENT UNDER THE STORMWATER MANAGEMENT ORDINANCE (SWMO).

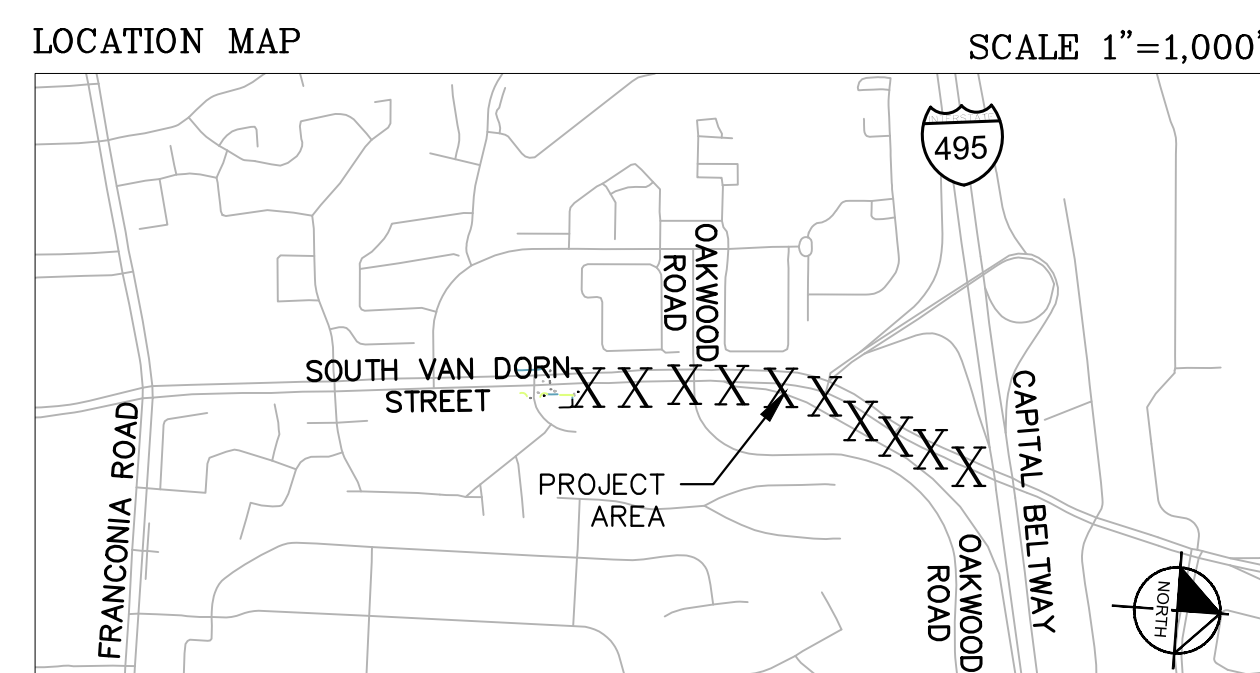
PROGRAMMATIC WAIVER TO THE STANDARD REPORT FOR SHARED USE PATH BUFFER STRIP WIDTH WAS SUBMITTED WITH THE PRE-FINAL PLANS. THE WAIVER RELATES TO THE SHARED USE PATH BUFFER WIDTH.



SOUTH VAN DORN STREET
BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS

DISTRICT: LEE
TAX MAP: 81-2, 81-4

FROM: OAKWOOD ROAD
 TO: CITY OF ALEXANDRIA BORDER



MAINTENANCE LEGEND:
 XXX-VDOT
 2,000 LF-SHARED USE PATH

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S:

- ROAD AND BRIDGE SPECIFICATIONS, DATED 2016, REVISED 2019
- ROAD AND BRIDGE STANDARDS, DATED 2016, REVISED 2019
- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009
- VIRGINIA SUPPLEMENT TO THE 2009 MUTCD, DATED 2011, REVISED 2013
- VIRGINIA WORK AREA PROTECTION MANUAL, DATED 2011, REVISED 2019

AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

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

PRE-FINAL
PLANS
NOVEMBER 2019

NOT FOR
CONSTRUCTION

KIMLEY-HORN

FINAL PLANS AUTHORIZED FOR CONSTRUCTION
PER DPWES/DOT DELEGATION MATRIX

DIRECTOR, UTILITIES DESIGN & CONSTRUCTION DIVISION	DATE
DIRECTOR, DEPARTMENT OF TRANSPORTATION	DATE
DEPUTY DIRECTOR, DEPARTMENT OF PUBLIC WORKS & ENVIRONMENTAL SERVICES - CAPITAL FACILITIES	DATE

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019



RIGHT OF WAY DATA

LANDOWNER	AREA						
	TOTAL	FEE TAKING	FEE REMAINDER	EASEMENTS			PROFFERS
				PERMANENT	UTILITY	TEMPORARY	
	SQUARE FEET	SQUARE FEET	SQUARE FEET	SQUARE FEET	SQUARE FEET	SQUARE FEET	YES / NO
FAIRFAX COUNTY REDEVELOPMENT & HOUSING AUTHORITY (LOT 34)	39,562	207	39355				NO
FAIRFAX COUNTY REDEVELOPMENT & HOUSING AUTHORITY (LOT 33)	39,259	1170	38089				NO
FAIRFAX COUNTY REDEVELOPMENT & HOUSING AUTHORITY (LOT 32)	39,611	1806	37805				NO
FAIRFAX COUNTY REDEVELOPMENT & HOUSING AUTHORITY (LOT 17C)	151,862	4857	147005				NO
TOTAL	270,294	8040	262254				

Plotted By: Waring, Megan. Sheet Set: South Van Dorn Street. Layout: RIGHT OF WAY DATA. November 08, 2019. 01:04:50pm. K:\VVA_RDWY\10213060_South Van Dorn Street\CAD\PlanSheets\1C RIGHT OF WAY DATA.dwg
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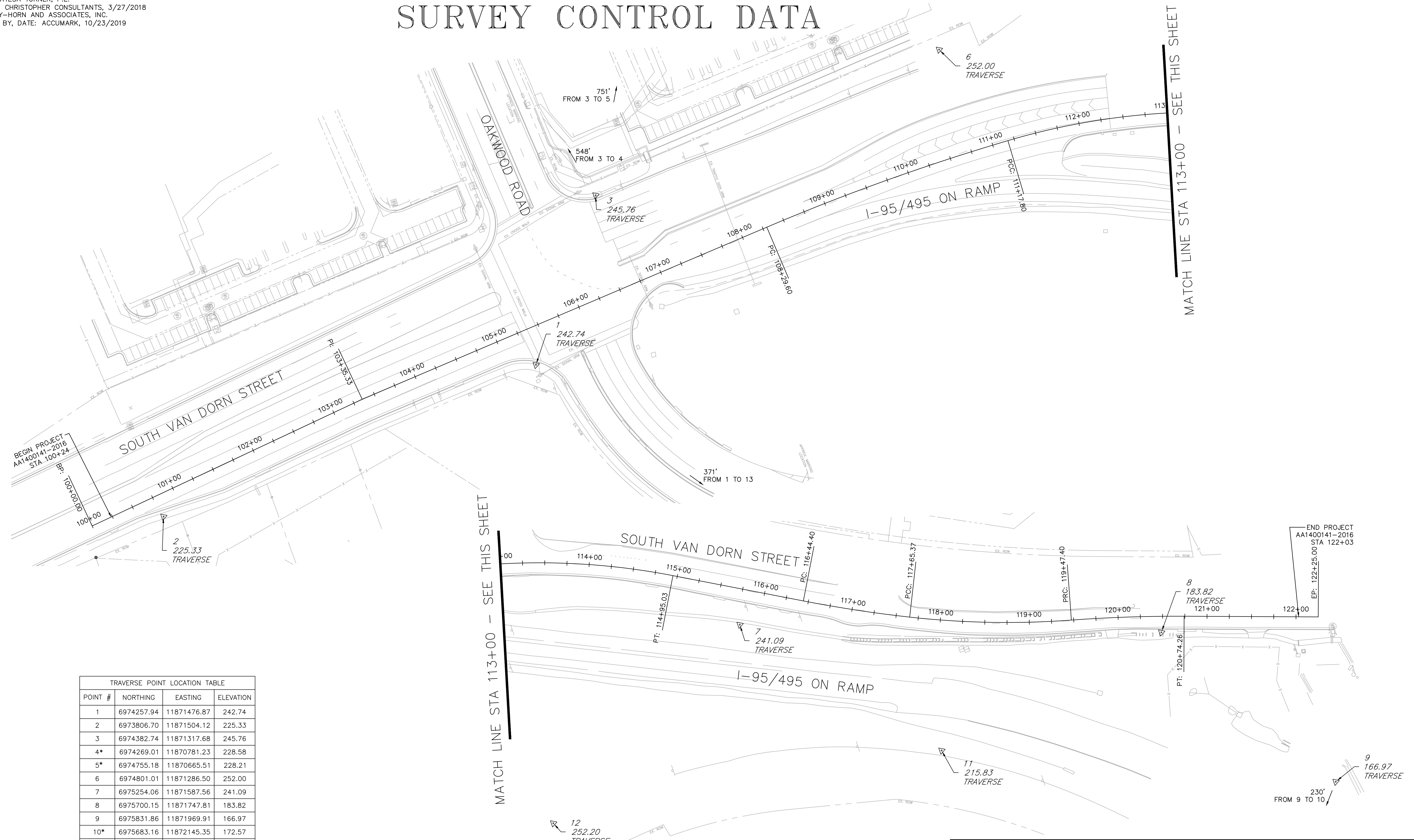
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 Phone: 703-674-1300

EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		 	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS RIGHT OF WAY DATA			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
NOT TO SCALE	DRAFTED BY: MW	1C	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

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SURVEY CONTROL DATA



TRAVERSE POINT LOCATION TABLE			
POINT #	NORTHING	EASTING	ELEVATION
1	6974257.94	11871476.87	242.74
2	6973806.70	11871504.12	225.33
3	6974382.74	11871317.68	245.76
4*	6974269.01	11870781.23	228.58
5*	6974755.18	11870665.51	228.21
6	6974801.01	11871286.50	252.00
7	6975254.06	11871587.56	241.09
8	6975700.15	11871747.81	183.82
9	6975831.86	11871969.91	166.97
10*	6975683.16	11872145.35	172.57
11	6975423.52	11871794.38	215.83
12	6974983.89	11871731.73	252.20
13*	6974474.05	11871778.63	247.15

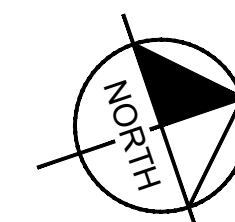
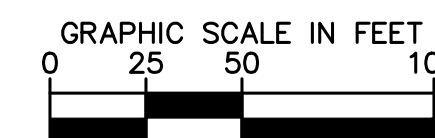
*OFFSITE TRAVERSE NOT SHOWN ON PLANS

NOTE

1. VERTICAL DATUM IS NATIONAL GEODETIC VERTICAL DATUM, 1929
2. HORIZONTAL DATUM IS VIRGINIA COORDINATE SYSTEM NORTH ZONE #4501
3. HORIZONTAL AND VERTICAL UNITS ARE U.S. SURVEY FOOT

MATCH LINE STA 113+00 - SEE THIS SHEET

MATCH LINE STA 113+00 - SEE THIS SHEET



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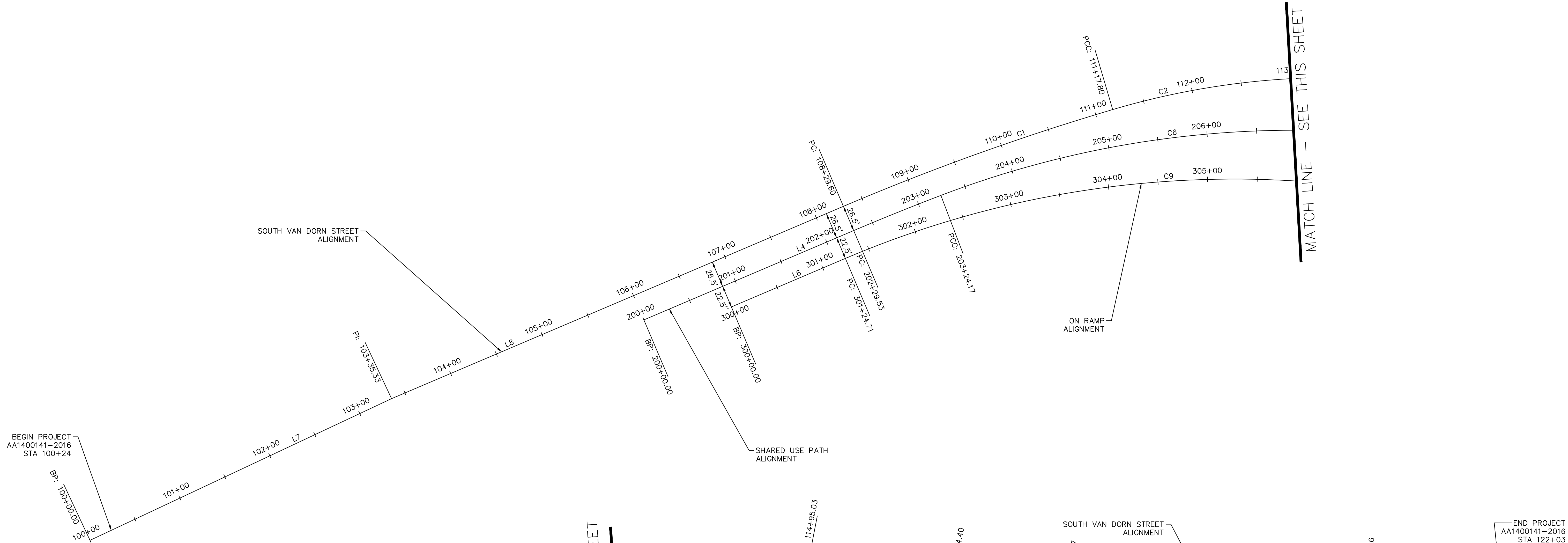
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SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1D	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

CONSTRUCTION ALIGNMENT DATA



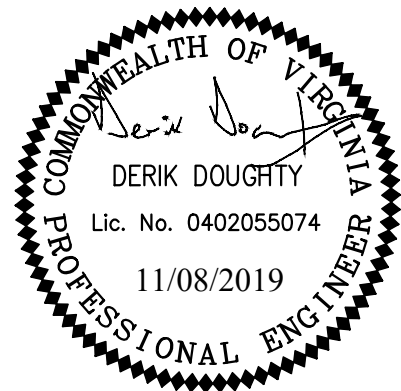
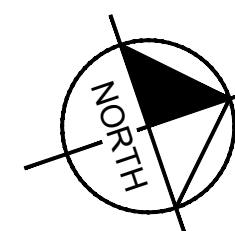
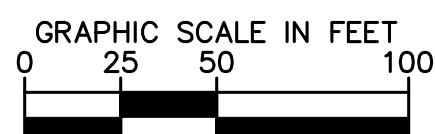
SOUTH VAN DORN STREET ALIGNMENT											
NO.	DELTA OR BRG	CHORD DIRECTION	RADIUS	LENGTH	START STA.	START NORTHING	START EASTING	END STA.	END NORTHING	END EASTING	REMARKS
C1	Δ=6° 34' 25"	N1° 02' 07.40"W	2512.0'	288.20'	108+29.60	6974553.4670	11871413.4798	108+29.60	6974841.4612	11871408.2749	
C2	Δ=27° 27' 50"	N15° 58' 59.63"E	787.0'	377.24'	111+17.80	6974841.4612	11871408.2749	111+17.80	6975200.6514	11871511.1573	
C3	Δ=4° 39' 29"	N27° 23' 09.98"E	1488.0'	120.97'	116+44.40	6975330.3729	11871585.1945	116+44.40	6975437.7565	11871640.8238	
C4	Δ=10° 33' 23"	N19° 46' 44.31"E	988.0'	182.03'	117+65.37	6975437.7565	11871640.8238	117+65.37	6975608.8060	11871702.3345	
C5	Δ=4° 30' 33"	N16° 45' 19.36"E	1612.0'	126.86'	119+47.40	6975608.8060	11871702.3345	119+47.40	6975730.2532	11871738.8984	
C12	Δ=27° 27' 50"	N15° 58' 59.63"E	787.0'	377.24'	111+17.80	6974841.4612	11871408.2749	111+17.80	6975200.6514	11871511.1573	
L2	N 29°42'54" E			149.36'	114+95.03	6975200.6514	11871511.1573	114+95.03	6975330.3729	11871585.1945	
L3	N 19°00'36" E			150.74'	120+74.26	6975730.2532	11871738.8984	120+74.26	6975872.7706	11871787.9989	
L7	N 6°25'46" W			335.33'	100+00.00	6973727.3829	11871488.2797	100+00.00	6974060.6006	11871450.7301	
L8	N 4°19'20" W			494.27'	103+35.33	6974060.6006	11871450.7301	103+35.33	6974553.4670	11871413.4798	

SHARED USE PATH ALIGNMENT											
NO.	DELTA OR BRG	CHORD DIRECTION	RADIUS	LENGTH	START STA.	START NORTHING	START EASTING	END STA.	END NORTHING	END EASTING	REMARKS
C6	Δ=26° 54' 21"	N11° 18' 44.68"E	1000.0'	469.60'	203+24.17	6974649.9475	11871434.5702	203+24.17	6975106.2003	11871525.8413	
C7	Δ=10° 36' 23"	N19° 27' 43.43"E	1000.0'	185.12'	211+36.45	6975417.3644	11871669.3909	211+36.45	6975591.6568	11871730.9812	
C8	Δ=4° 51' 04"	N16° 35' 03.82"E	1580.0'	133.78'	213+21.56	6975591.6568	11871730.9812	213+21.56	6975719.8297	11871769.1532	
C11	Δ=26° 54' 21"	N11° 18' 44.68"E	1000.0'	469.60'	203+24.17	6974649.9475	11871434.5702	203+24.17	6975106.2003	11871525.8413	
L4	N 4°19'20" W			229.53'	200+00.00	6974326.5858	11871457.2028	200+00.00	6974555.4641	11871439.9044	
L5	N 24°45'55" E			342.68'	207+93.77	6975106.2003	11871525.8413	207+93.77	6975417.3644	11871669.3909	

ON RAMP ALIGNMENT											
NO.	DELTA OR BRG	CHORD DIRECTION	RADIUS	LENGTH	START STA.	START NORTHING	START EASTING	END STA.	END NORTHING	END EASTING	REMARKS
C9	Δ=31° 31' 46"	N11° 26' 33.16"E	1000.0'	550.29'	301+24.71	6974538.5623	11871463.7460	301+24.71	6975071.1362	11871571.5434	
C10	Δ=31° 31' 46"	N11° 26' 33.16"E	1000.0'	550.29'	301+24.71	6974538.5623	11871463.7460	301+24.71	6975071.1362	11871571.5434	
L6	N 4°19'20" W			124.71'	300+00.00	6974414.2080	11871473.1445	300+00.00	6974538.5623	11871463.7460	

MATCH LINE - SEE THIS SHEET

MATCH LINE - SEE THIS SHEET



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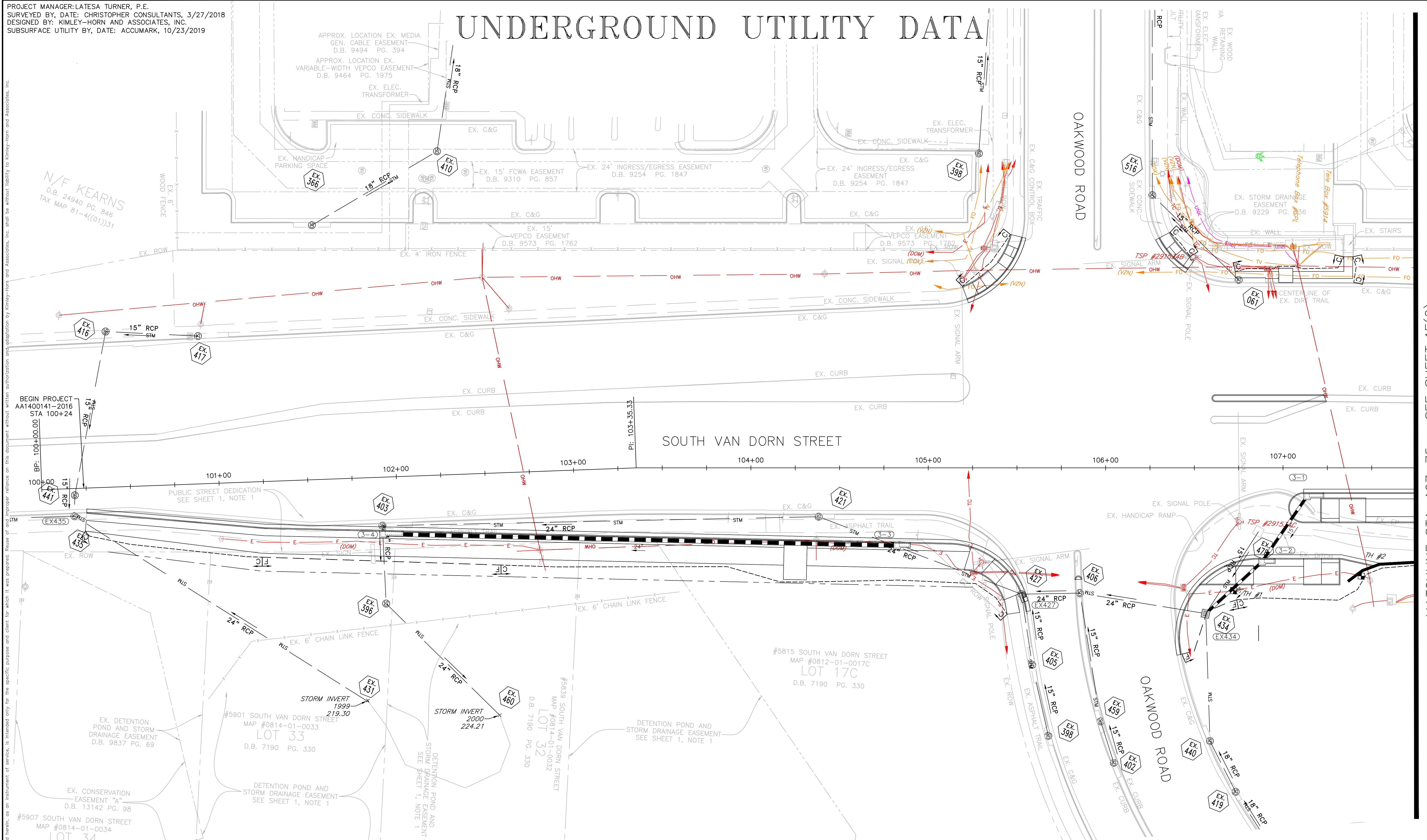
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OFFICE OF CAPITAL FACILITIES 703-324-5800			
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS CONSTRUCTION ALIGNMENT DATA		CONTRACT NO. CN PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1E	
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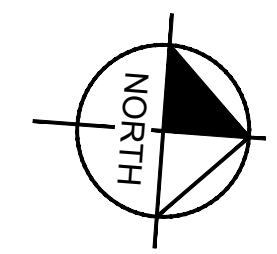
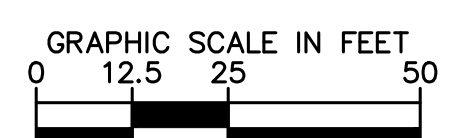
PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
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 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

UNDERGROUND UTILITY DATA



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MATCHLINE STA. 107+75 - SEE SHEET 1F(2)



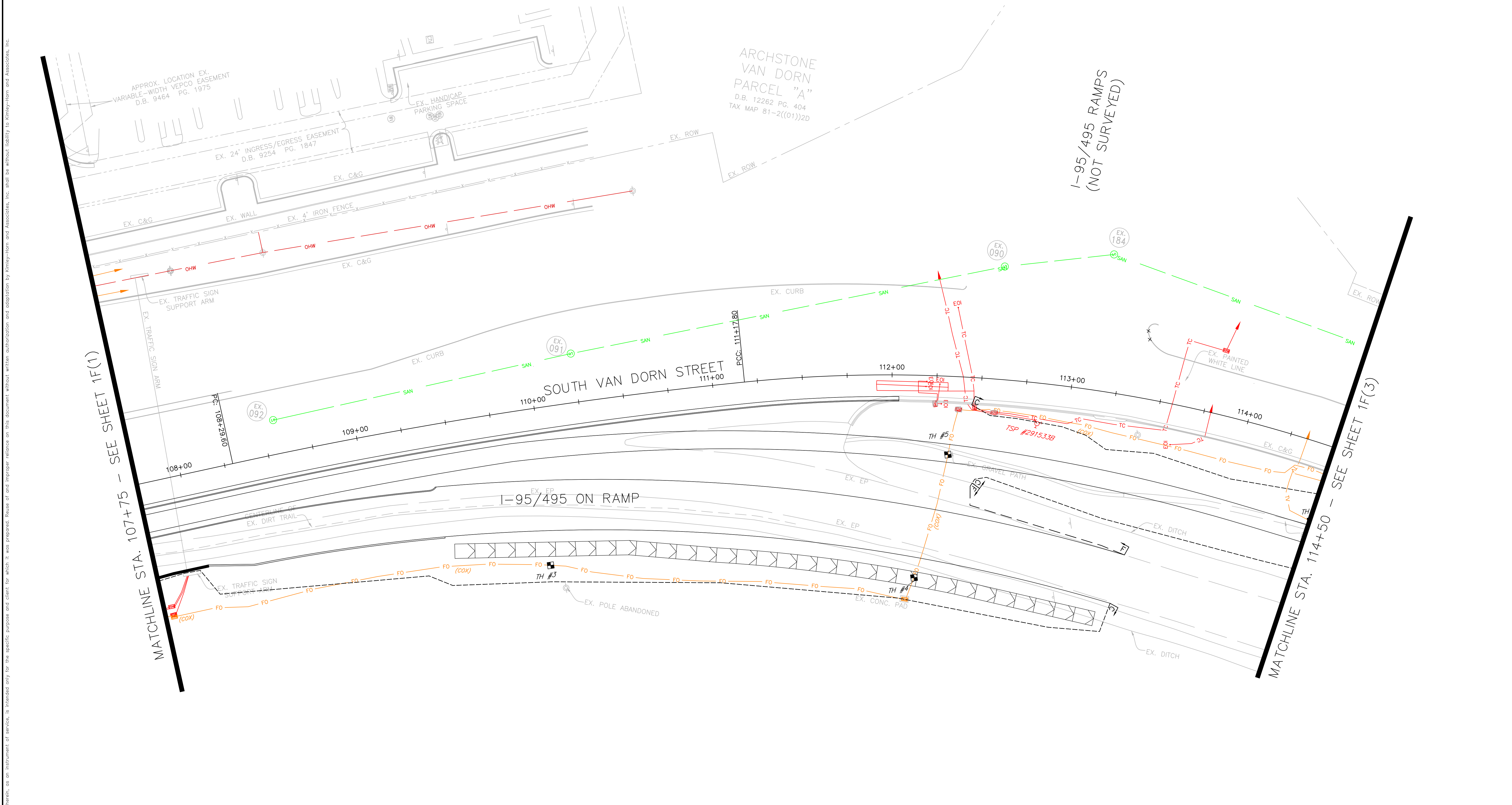
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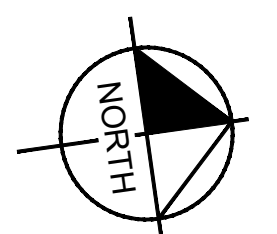
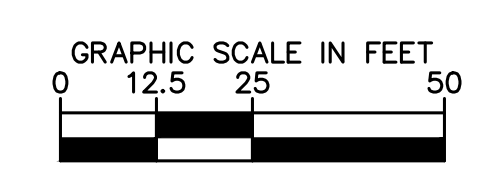
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UNDERGROUND UTILITY DATA



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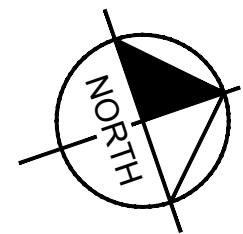
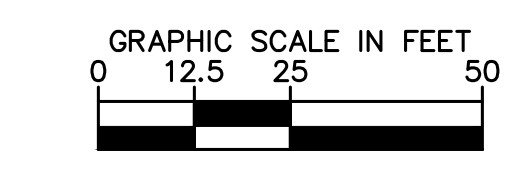
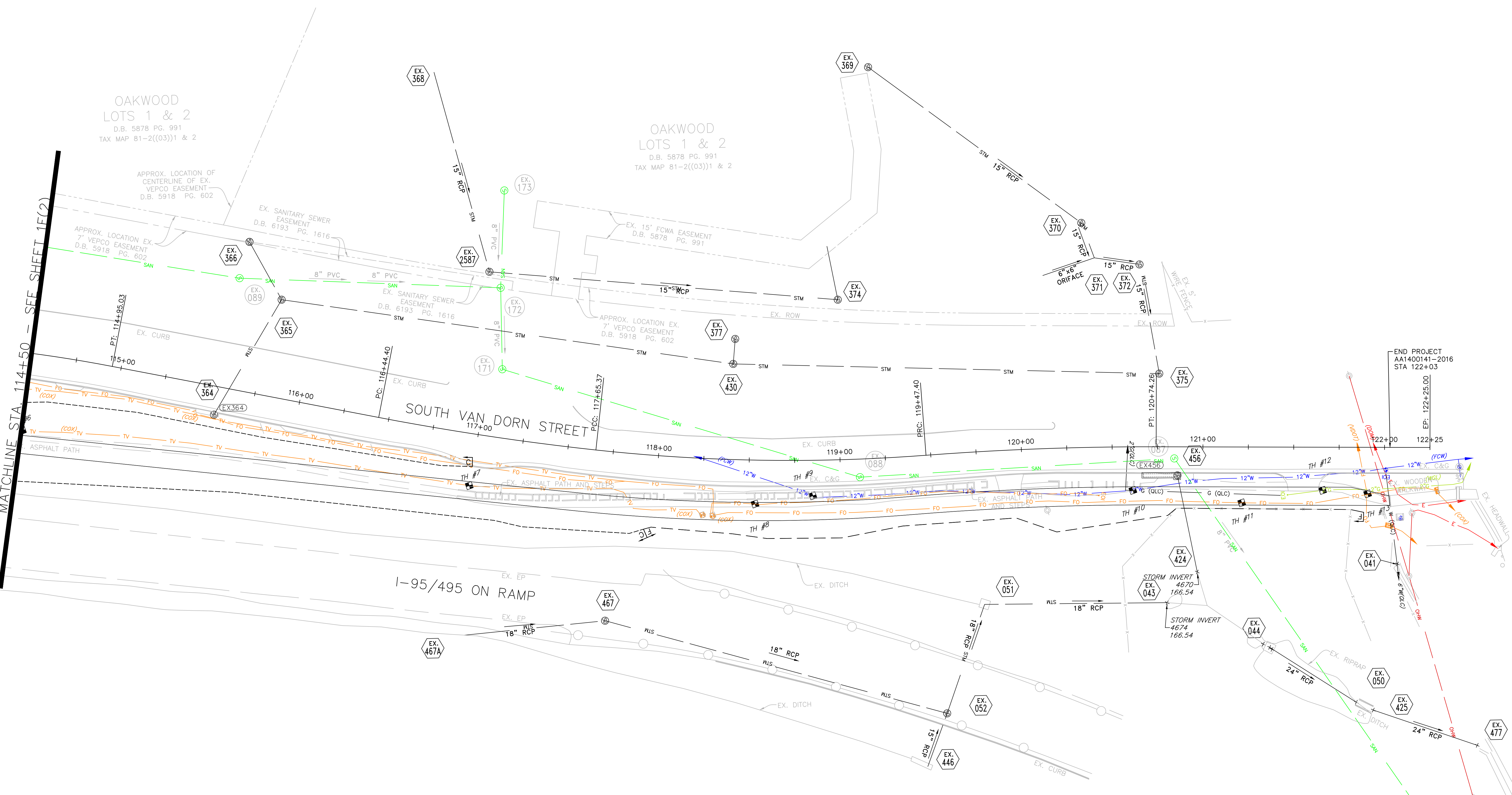
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UNDERGROUND UTILITY DATA

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APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

UNDERGROUND UTILITY DATA

Plotted By: Worings, Megan, Sheet Set: South Van Dorn Street, Layout: IF(4) UNDERGROUND UTILITY DATA, November 06, 2019 01:05:27pm, K:\NVA-RDWAY\10213060_South Van Dorn Street\CAD\PlanSheets\UTILITIES.dwg
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Symbols

Electric Manhole	Water Manhole
Electric Ped	Water Valve
Electric Box	Water Meter
Elec Hand Box	Fire Hydrant
Elec Meter	Siamese Connection
Transformer	Water Spigot
UG/ Transformer	Water Well
Switchgear	Post Indicator Valve
Generator	Water Valve Pit
Light Pole	Water Vault
Security Camera Pole	Irrigation Control Valve
Ground Light	Air Relief Valve
Lighted Ballard	Blow Off Valve
Utility Pole	Chilled Water Manhole
Guy Wire	Chilled Water Valve
Electric Pole	Storm Drain Manhole
Telephone Manhole	Round Inlet
Telephone Pedestal	Curb Inlet
Telephone Cabinet	Rectangular Grate Inlet
Telephone Hand Box	Small Inlet
Phone Booth	Square Inlet
Call Box	Storm Cleanout
Fire Alarm Box	Roof Leader (Down Spout)
Telephone Pole	Outfall End Section
Combo. Pole	Traffic Signal Pole
TV Pedestal	Ped Signal Pole
TV Cabinet/ Box	Traffic Hand Box
TV Hand Box	TC Signal Controller
TV Manhole	Sanitary Manhole
Card Reader	Sanitary Lamphole
Gas Manhole	Sanitary Cleanout
Gas Valve	Sanitary Vent
Gas Meter	Sanitary Forcemain Valve
Gas Test Station	Oil Water Separator
Gas Vent	Steam Manhole
Gas Regulator	Steam Valve
Monitoring Well	Steam Vent
Unknown Manhole	Fuel Tank Access
Unknown Valve	Oil Fill Cap
Unknown Hand Box	Fuel Vent Pipe
Unknown Cleanout	Industrial Waste Manhole
Fiber Optic Manhole	Utility Line Stub
FO Pedestal	End Of Information
FO Box	Utility Test Hole
FO Handbox	

Linetypes

E-Duct	E	Electric
TV	TV	Electric Duct
FO	FO	Cable TV
T	T	Fiber Optic
T-Duct	T	Telephone
COMM	COMM	Telephone Duct
FL	FL	Communications
S	S	Gas
SFM	SFM	Fuel
SD	SD	Sanitary
W	W	Sanitary Force Main
IRR	IRR	Storm Drain
CW	CW	Water
ST	ST	Irrigation
TC	TC	Chilled Water
TVFO	TVFO	Steam
CA	CA	Traffic Control
HW	HW	TV Fiber Optic
UNK	UNK	Compressed Air
IS	IS	High Temp Hot Water
IS	IS	Unknown Utility Line
IS	IS	Industrial Slurry
IS	IS	Industrial Waste
IS	IS	Vapor Recovery
IS	IS	Ground Wire

Abbreviations

(QLC) Quality Level C (Records Plotting)
(QLD) Quality Level D (Records Drafting)
TC Terra Cotta
VCP Vitrified Clay Pipe
VCPx Vitrified Clay Pipe, Extra Strength
RCP Reinforced Concrete Pipe
PCCP Prestressed Concrete Cylinder Pipe
CMP Corrugated Metal Pipe
PL Plastic (PVC, HDPE, etc.)
LOOP Traffic Loop Detector
CPP Corrugated Plastic Pipe

Note:
 All gravity sanitary and storm lines on utility designating drawings submitted are shown at Quality Level B unless otherwise labeled QLC or QLD based upon best available field information.

All non gravity lines are shown at Quality Level B unless otherwise noted QLC or QLD based on available information. All services represented QLC or QLD represents possible service connections based on records or field information.

Linetypes (QLC or QLD)

E (QLC)	Electric
FO (QLC)	Electric Duct
T (QLC)	Cable TV
FL (QLC)	Fiber Optic
S (QLC)	Telephone
SFM (QLC)	Telephone Duct
SD (QLC)	Communications
W (QLC)	Gas
CW (QLC)	Fuel
ST (QLC)	Sanitary
TC (QLC)	Sanitary Force Main
TVFO (QLC)	Storm Drain
CA (QLC)	Water
HW (QLC)	Irrigation
UNK (QLC)	Chilled Water
IS (QLC)	Steam
IS (QLC)	Traffic Control
IS (QLC)	TV Fiber Optic
IS (QLC)	Compressed Air
IS (QLC)	High Temp Hot Water
IS (QLC)	Unknown Utility Line
IS (QLC)	Industrial Slurry
IS (QLC)	Industrial Waste
IS (QLC)	Vapor Recovery
IS (QLC)	Ground Wire

GENERAL UTILITY NOTES

- DATE OF PRELIMINARY SUBMITTAL: 00/00/2018
- DATE OF FINAL SUBMITTAL: 06/07/2018
- DATE OF REVISION: 10/23/19
- ACCUMARK, INC. PERFORMED AN UNDERGROUND UTILITY DESIGNATION EFFORT IN 05/2018 WITHIN THE PROJECT LIMITS SPECIFIED BY THE CLIENT.
- ACCUMARK, INC. DOES NOT GUARANTEE THAT UTILITIES SHOWN COMPRISE ALL UTILITIES WITHIN THE PROJECT LIMITS PROVIDED BY THE CLIENT.
- FIELD DESIGNATING AND MARKING PERFORMED BY ACCUMARK, INC. IN ACCORDANCE WITH QUALITY LEVEL B STANDARDS UNLESS OTHERWISE NOTED HEREON AS QUALITY LEVELS C OR D.
- QUALITY CONTROL / QUALITY ASSURANCE REVIEW PERFORMED BY MIKE TAYLOR, L.S.
- THE UTILITY SIZES SHOWN HEREIN ARE BASED ON INFORMATION PROVIDED BY THE UTILITY COMPANY'S OWNER, BY WRITTEN RECORDS, BY VERBAL INFORMATION OR BY OBSERVED VISUAL EVIDENCE.
- THE TOPOGRAPHICAL FEATURES AS SHOWN HEREON FOR BACKGROUND INFORMATION ARE BASED UPON A SURVEY BY OTHERS AND IS NOT PART OF THIS SURVEY.
- THIS SURVEY IS NOT A CURRENT BOUNDARY SURVEY AND DOES NOT DEPICT BOUNDARY OR RIGHT-OF-WAY INFORMATION.
- SURVEYED LOCATIONS OF DESIGNATED UTILITIES MAY NOT REPRESENT THE EXACT CENTERLINE OF THE UTILITY. TEST HOLES WILL BE NECESSARY TO IDENTIFY THE EXACT CENTERLINE.

UTILITY FIELD LOCATION REFERENCE NOTES

ALL HORIZONTAL AND VERTICAL SURVEY DATA CONTAINED IN UTILITY MAPPING FILE "AM9-021 Accumark Utilities.dwg" ARE REFERENCED TO TRAVERSE STATIONS / CONTROL POINTS AS SHOWN IN AN AUTOCAD DRAWING ENTITLED "108195 - Topographic Survey and Cadastral Map.dwg" PROVIDED BY FAIRFAX COUNTY.

ANY DUPLICATE UTILITY STRUCTURES SURVEY LOCATED BUT ALSO FOUND WITHIN THE BASE MAPPING PROVIDED HAVE BEEN REMOVED FROM ACCUMARK, INC'S UTILITY MAPPING. THE BASE MAPPING UTILIZED IS ENTITLED "108195 - Topographic Survey and Cadastral Map.dwg", RECEIVED FROM FAIRFAX COUNTY.

UTILITY NOTES

N/A

SUE Quality Levels of Service (Accuracy)

QL A = Quality Level A (Test Holes)
 Data typically acquired at one point on an underground utility feature exposed by air vacuum excavation or other means. The horizontal and vertical location of this reference point is acquired and reported to acceptable survey tolerances. The acquired data fulfills Section 5.4.5 on Page 6 of ASCE Standard 38-02.

QL B = Quality Level B (Utility Designation)
 Depiction of an underground utility line established by sensing the location with electronic instrumentation. Linework and utility surface features are acquired by surveying points along alignment to acceptable survey tolerances.

QL C = Quality Level C (Records Plotting)
 Utility information obtained from record information and plotted to correlate with surface utility features which have been survey located and accurately reduced onto design/ construction documents.

QL D = Quality Level D (Records Drafting)
 Depiction of underground utility lines by transposition from utility records or placed from verbal recollections without benefit of surveyed surface features. Accuracy of information is questionable.

EOI
 End of Information pertains to the loss of signal that has been applied to an underground utility and then detected to electronically locate the utility. Commonly found where utilities change to non-conductive materials, are cut or at end of utility.



TEST HOLE INVENTORY REPORT - QUALITY LEVEL "A"

Van Dorn Street, Alexandria, Va.
 Fairfax County

Date	TH #	Utility Requested	Utility Found	Existing Grade Depth	Material Type	Utility Elevation	Pavement Thickness	Utility Owner
10/07/19	1	Electric	(3) 0.5" Electric	A 1.82	Cables	241.99	N/A	Dominion
10/07/19	2	Electric	(3)0.5" Electric	A 1.92	Cables	247.09	N/A	Dominion
10/07/19	3	Fiber Optic	2" Fiber Optic	A 3.40	Gray Plastic	249.59	N/A	Cox
10/07/19	4	Fiber Optic	(2) 3" Fiber Optic	A 2.90	Gray Plastic	245.00	N/A	Cox
10/07/19	5	Fiber Optic	(2) 3" Fiber Optic	A 4.09	Gray Plastic	244.55	N/A	Cox
10/08/19	6	Cable TV	(5) 1.5" Cable TV	A 2.05	Plastic	243.20	N/A	Cox
10/08/19	7	Cable TV	(5) 1.5" Cable TV	A 1.82	Plastic	230.89	N/A	Cox
10/09/19	8	Cable TV	4" Cable TV	A 2.49	Gray Plastic	207.47	N/A	Cox
10/09/19	9	Water	12" Water	A 4.00	Cast Iron	201.19	0.4' Asphalt	Fairfax Water
10/08/19	10	Water	12" Water	A 2.92	Cast Iron	178.96	N/A	Fairfax Water
			2" Gas	B 2.72	Plastic	179.16		Washington Gas

Fairfax County - Point of Contact: Richard Pugh (703) 877-5790
 Accumark - Point of Contact: Aaron Blow (703) 489-5657

Sheet 1 of 2



TEST HOLE INVENTORY REPORT - QUALITY LEVEL "A"

Van Dorn Street, Alexandria, Va.
 Fairfax County

Date	TH #	Utility Requested	Utility Found	Existing Grade Depth	Material Type	Utility Elevation	Pavement Thickness	Utility Owner
10/09/19	11	Cable TV	2" Cable TV	A 2.30	Orange Plastic	173.66	N/A	Cox
10/15/19	12	Gas	2" Gas	A 4.40	Orange Plastic	167.39	N/A	Washington Gas
10/10/19	13	Cable TV	2" Cable TV	A 1.87	Orange Conduit	168.94	0.4' Asphalt	Cox
			24" Concrete Pipe	B 2.53	Concrete	168.28		Unknown

Fairfax County - Point of Contact: Richard Pugh (703) 877-5790
 Accumark - Point of Contact: Aaron Blow (703) 489-5657

Sheet 2 of 2

EMERGENCY POLICE - FIRE - RESCUE 911

FAIRFAX COUNTY, VIRGINIA
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION
 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052

	OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS UNDERGROUND UTILITY DATA		
CONTRACT NO. CN		PROJECT NO. AA1400141-2016
SCALE NOT TO SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1F(4)

APPROVED BY THE TRANSPORTATION DESIGN DIVISION

FUND NO. 400-C40011



PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION (TMP/SOC)

TEMPORARY TRAFFIC CONTROL PLAN

1. TMP/SOC TYPE A PROJECT INFORMATION:

- A. IDENTIFY THE PROJECT'S TMP TYPE:
THIS PROJECT'S TMP/SOC PLAN HAS BEEN DESIGNED IN CONFORMANCE WITH A TYPE A TMP/SOC PLAN.
- B. IDENTIFY THE WORK ZONE LOCATION, LENGTH, AND WIDTHS:
THE PROJECT LOCATION IS SHOWN ON THE TITLE SHEET.
THE WORK ZONE AREAS HAVE BEEN DELINEATED AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS.
THE WORK ZONE LENGTHS AND WIDTHS VARY BY LOCATION AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS.
- C. NOTE THE HOURS THE CONSTRUCTION AREA WILL BE ACTIVE:
CONSTRUCTION AREA SHALL BE CONSIDERED ACTIVE WHEN ANY IMPACT TO TRAFFIC OCCURS (1ST CONE IN ROAD)
CONSTRUCTION AREA HOURS HAVE THE FOLLOWING LIMITATIONS:

DAY TIME	LANE CLOSURES (NON MAJOR ARTERIAL)			
	MONDAY TO THURSDAY	FRIDAY	SATURDAY	SUNDAY
9:30AM to 3:00PM	9:30AM to 2:00PM	*NOT ALLOWED	*NOT ALLOWED	*NOT ALLOWED
NIGHT TIME	*NOT ALLOWED	*NOT ALLOWED	*NOT ALLOWED	*NOT ALLOWED

* NIGHT TIME AND WEEKEND WORK SHALL NOT BE ALLOWED UNLESS APPROVED BY VDOT.
 NO LANE CLOSURES WILL BE ALLOWED FROM NOON ON THE DAY BEFORE A HOLIDAY UNTIL NOON ON THE WORKDAY FOLLOWING THE HOLIDAY. HOLIDAYS INCLUDE ALL STATE AND FEDERAL HOLIDAYS.

DESIGNATION OF PEAK HOUR TIMES:

PEAK HOURS ARE 6:00AM THROUGH 9:00AM AND 3:30PM THROUGH 6:30PM.

- D. THE CONSTRUCTION ZONE HAS BEEN SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS FOR POTENTIAL LOCATIONS FOR CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE WITHIN THE RIGHT OF WAY. THE CONTRACTOR IS TO PROVIDE ADEQUATE PROTECTION FOR CONSTRUCTION ELEMENTS WITHIN THE CLEAR ZONE.
- E. THE TMP/SOC PLAN, DURING CONSTRUCTION, SHALL BE IN ACCORDANCE WITH SECTIONS 512, 701, 703 & 704 OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS, DATED 2016; THE VIRGINIA WORK AREA PROTECTION MANUAL DATED AUGUST 2011 AND UPDATED APRIL 2015; THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009; THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, DATED 2011; AND IIM-LD-241.7 OF THE INSTRUCTIONAL AND INFORMATIONAL MEMORANDA.
- F. NOTE ANY EXISTING ENTRANCES, EXISTING INTERSECTIONS, OR EXISTING PEDESTRIAN ACCESS POINTS THAT WILL BE AFFECTED BY THE CONSTRUCTION AREA OR BY THE TRAFFIC CONTROL DEVICES:

EXISTING ENTRANCES:

THERE ARE NO EXISTING ENTRANCES WITHIN THE PROJECT LIMITS. ALL ENTRANCES ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION. IF DRIVEWAY RECONSTRUCTION IS NECESSARY, THE CONTRACTOR IS TO WORK WITH THE PROPERTY OWNER TO ESTABLISH A MUTUALLY AGREEABLE SCHEDULE TO CLOSE THE ENTRANCE.

EXISTING INTERSECTIONS:

THE SOUTH VAN DORN STREET AND OAKWOOD ROAD INTERSECTION IS AT APPROXIMATE STATION 106+00. THE SOUTH VAN DORN STREET AND I-495 RAMPS INTERSECTION IS AT APPROXIMATE STATION 113+00. ALL EXISTING INTERSECTIONS ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION.

EXISTING PEDESTRIAN ACCESS POINTS:

THERE ARE 4 EXISTING PEDESTRIAN ACCESS POINTS WITHIN THE PROJECT LIMITS. THESE INCLUDE THE NORTHWEST AND SOUTHWEST CORNERS OF THE OAKWOOD ROAD AND SOUTH VAN DORN STREET INTERSECTION, AS WELL AS THE EXISTING PATH ON THE EAST SIDE OF SOUTH VAN DORN STREET. PEDESTRIANS ARE TO BE DIVERTED AWAY FROM THE CONSTRUCTION ZONE. SEE CONSTRUCTION NARRATIVE FOR DETAILS.

EXISTING BUS STOPS:

THERE ARE TWO EXISTING BUS STOPS WITHIN THE PROJECT LIMITS LOCATED ALONG SOUTH VAN DORN STREET AT THE INTERSECTION OF OAKWOOD ROAD. THE EXISTING BUS STOP WILL BE TEMPORARILY RELOCATED AS NOTED ON THE PLANS TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION

- G. IDENTIFY THE MAJOR TYPES OF TRAVELERS:
THE TRAFFIC ON THE ROADWAY CONSISTS PRIMARILY OF COMMUTER TRAFFIC WITH SOME PEDESTRIANS. THE SURROUNDING AREA IS RESIDENTIAL.
- H. THE CONTRACTOR SHALL:

DESIGNATE A PERSON ASSIGNED TO THE PROJECT WHO WILL HAVE THE PRIMARY RESPONSIBILITY, WITH SUFFICIENT AUTHORITY, FOR IMPLEMENTING THE TMP/SOC AND OTHER SAFETY AND MOBILITY ASPECTS OF THE PERMIT WORK. THIS PERSON SHALL COORDINATE WITH THE FAIRFAX COUNTY CONSTRUCTION INSPECTOR FOR THE DURATION OF CONSTRUCTION.

ENSURE THAT PERSONNEL ASSIGNED TO THE PROJECT ARE TRAINED IN TRAFFIC CONTROL TO A LEVEL COMMENSURATE WITH THEIR RESPONSIBILITIES IN ACCORDANCE WITH VDOT'S WORK ZONE TRAFFIC CONTROL TRAINING GUIDELINES.

INFORM THE ENGINEER OF ANY WORK REQUIRING LANE SHIFTS, LANE CLOSURES, AND/OR PHASE CHANGES A MINIMUM OF TWO WORKING DAYS PRIOR TO IMPLEMENTING THIS ACTIVITY.

PERFORM REVIEWS OF THE CONSTRUCTION AREA TO ENSURE COMPLIANCE WITH CONTRACT DOCUMENTS AT REGULARLY SCHEDULED INTERVALS AT THE DIRECTION OF THE ENGINEER. CONTRACTOR SHALL MAINTAIN AN APPROVED COPY OF THE TEMPORARY TRAFFIC CONTROL PLAN AT THE WORK SITE AT ALL TIMES.

COORDINATE WITH FAIRFAX COUNTY POLICE DEPARTMENT AND FAIRFAX COUNTY FIRE/RESCUE DEPARTMENT FOR ANY LANE CLOSURES AND ANY DETOURS OF ANY NATURE.

SCHEDULE ALL PHASES OF CONSTRUCTION IN SUCH A MANNER THAT WATER, SANITARY SEWER, CABLE, FIBER CABLE/OPTIC CABLE, ANY OVERHANGING UTILITIES, AND ANY UNDERGROUND UTILITIES SERVICES WILL NOT BE INTERRUPTED.

- 2. THIS TMP/SOC PLAN IS INTENDED AS A GUIDE. IT IS NOT TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH PHASE, BUT ONLY TO SHOW THE GENERAL HANDLING OF EXISTING TRAFFIC. IF THE CONTRACTOR TO DEVIATE FROM THE APPROVED TMP, A NEW OR REVISED TMP MUST BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- 3. CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION OF THIS PROJECT AND PROVIDE A MINIMUM OF 11 FOOT WIDE LANES AT ALL TIMES DURING CONSTRUCTION, UNLESS APPROVED BY THE ENGINEER.
- 4. ALL AREAS EXCAVATED BELOW THE EXISTING PAVEMENT SURFACE AND WITHIN THE CLEAR ZONE AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACKFILLED TO FORM AN APPROXIMATE 6:1 WEDGE AGAINST THE EXISTING PAVEMENT OR NEWLY CONSTRUCTED PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC.

- 5. EACH PHASE OF CONSTRUCTION SHALL BE COMPLETED TO THE INSTALLATION OF INTERMEDIATE COURSE ASPHALT PRIOR TO THE START OF THE NEXT PHASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 6. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FOR THE DURATION OF THE PROJECT. CONTRACTOR SHALL ADD ANY ADDITIONAL TEMPORARY MEASURES NECESSARY TO FACILITATE PROPER, POSITIVE DRAINAGE FOR THE DURATION OF CONSTRUCTION. THE COST SHALL BE INCLUDED IN THE COST OF OTHER ITEMS.
- 7. UNLESS SPECIFIED ON THE PLANS, ALL EXISTING TURN LANES SHALL BE MAINTAINED AT ALL TIMES FOR THE DURATION OF CONSTRUCTION.
- 8. WHERE GROUP 2 CHANNELIZING DEVICES ARE USED TO SEPARATE THE CONSTRUCTION AREA AND TRAFFIC, A MINIMUM CLEAR ZONE AREA AS DEFINED IN THE VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) IS TO BE MAINTAINED.
- 9. THE CONTRACTOR IS TO COORDINATE WITH FAIRFAX COUNTY FOR LOCATION(S) OF THE CONSTRUCTION STAGING AREA. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AS NECESSARY.
- 10. IMPLEMENTING THE TRANSPORTATION MANAGEMENT PLAN DURING THE FIRST DAY OF THE NEW WORK ZONE TRAFFIC PATTERN, THE PROJECT CONSTRUCTION MANAGER AND PROJECT CONSTRUCTION INSPECTOR SHALL INSPECT THE WORK ZONE TO ENSURE COMPLIANCE WITH THE TMP. ON THE THIRD TO FIFTH DAY OF IMPLEMENTATION OF THE TMP'S NEW WORK ZONE TRAFFIC PATTERN, THE CONSTRUCTION INSPECTOR SHALL CONDUCT AN ON-SITE REVIEW OF THE WORK ZONE'S PERFORMANCE IN COORDINATION WITH VDOT AND RECOMMEND TO THE CONTRACTOR ANY REQUIRED CHANGES TO THE TMP TO ENHANCE THE WORK ZONE'S SAFETY AND MOBILITY. ALL SUCH CHANGES SHALL BE DOCUMENTED. AN ON-SITE REVIEW OF THE PROJECT'S WORK ZONE TRAFFIC CONTROL BY THE COUNTY'S CONSTRUCTION INSPECTOR AND THE CONTRACTOR SHALL BE CONDUCTED (WITH COORDINATION FROM VDOT) WITHIN 48 HOURS OF ANY FATAL ACCIDENT/CRASH WITHIN THE WORK ZONE.
- 11. EVALUATION OF THE TRANSPORTATION MANAGEMENT PLAN A PERFORMANCE ASSESSMENT OF THE TMP INCLUDING AREA-WIDE IMPACTS ON ADJACENT ROADWAYS SHALL BE PERFORMED BY FAIRFAX COUNTY WITH COORDINATION FROM THE ENGINEER DURING CONSTRUCTION. AS CIRCUMSTANCES DICTATE, A REVIEW OF THE OVERALL EFFECTIVENESS OF THE PROJECT'S TMP SHALL BE COMPLETED DURING THE POST CONSTRUCTION MEETING AND INCLUDED WITH THE POST CONSTRUCTION REPORT. A COPY OF THE SPECIFIC INFORMATION ON THE EFFECTIVENESS OF THE TMP WILL BE FORWARDED TO FAIRFAX COUNTY FOR REVIEW. A COPY OF THE TMP INTERIM/POST CONSTRUCTION REPORT FORM CAN BE OBTAINED FROM FAIRFAX COUNTY.
- 12. PUBLIC COMMUNICATIONS PLAN THE CONTRACTOR SHALL BE RESPONSIBLE FOR:
 - A. NOTIFYING THE PROJECT MANAGER AND CONSTRUCTION INSPECTOR TWO WEEKS IN ADVANCE OF ANY SCHEDULED WORK PLANS AND TRAFFIC DELAYS.
 - B. NOTIFYING THE PROJECT MANAGER, CONSTRUCTION INSPECTOR, AND CORRESPONDING ENGINEER OF ANY UNSCHEDULED TRAFFIC DELAYS
- 14. TRANSPORTATION OPERATIONS THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND PROVIDING THE FOLLOWING:
 - A. NOTIFY THE REGIONAL TRANSPORTATION OPERATIONS CENTER (TOC) ONE WEEK IN ADVANCE TO PLACE LANE CLOSURE INFORMATION ON THE 511 SYSTEM AND VA-TRAFFIC.
 - B. POST A LIST OF LOCAL EMERGENCY RESPONSE AGENCIES INSIDE THE PROJECT'S CONSTRUCTION OFFICE/TRAILER.
 - C. IMMEDIATELY REPORT ANY TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE.
 - D. NOTIFY THE PROJECT CONSTRUCTION INSPECTOR AND CORRESPONDING ENGINEER OF ANY NEW INCIDENTS AND EXPECTED TRAFFIC DELAYS.
 - E. WITHIN 24 HOURS OF ANY INCIDENTS WITHIN THE CONSTRUCTION WORK ZONE, A REVIEW OF THE TRAFFIC CONTROLS SHALL BE COMPLETED AND NECESSARY ADJUSTMENTS MADE TO REDUCE THE FREQUENCY AND SEVERITY OF ANY FUTURE INCIDENTS.

CONTACT NUMBERS:

COUNTY PROJECT MANAGER	LATESA TURNER (703) 877-5834
COUNTY CONSTRUCTION MANAGER	TBD
COUNTY CONSTRUCTION INSPECTOR	TBD
EMERGENCY CALL	911
NON-EMERGENCY NUMBERS:	
FAIRFAX COUNTY POLICE	(703) 246-2253
FAIRFAX COUNTY FIRE & RESCUE	(703) 246-2126

GENERAL CONSTRUCTION NOTES AND SEQUENCE OF CONSTRUCTION

1. THE CONTRACTOR SHALL MAKE ANY NECESSARY ADJUSTMENTS DURING BOTH WORK AND NON-WORK HOURS TO ENSURE THE PROTECTION AND SAFETY OF THE ADJACENT PROPERTY OWNERS, PEDESTRIANS, VEHICULAR TRAFFIC, AND THE GENERAL PUBLIC FROM ANY CONSTRUCTION RELATED ACTIVITY, CONSTRUCTION EQUIPMENT, AND THE CONSTRUCTION SITE ITSELF.
2. TEMPORARY CLOSURES OF PEDESTRIAN ACCESS SHALL BE LIMITED AND ADMINISTERED AS DIRECTED BY THE ENGINEER.
3. NO LANE CLOSURES WILL BE ALLOWED OUTSIDE OF THE CONSTRUCTION AREA HOURS, UNLESS APPROVED BY THE ENGINEER.
4. TAPERS LENGTH AND BUFFER SPACE SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS ARE NOT TO SCALE. THE LENGTHS HAVE BEEN CALLED OUT ON THE PLANS. SEE THE VIRGINIA WORK AREA PROTECTION MANUAL FOR TAPER AND BUFFER PLACEMENT.
5. CONTRACTOR SHALL COORDINATE ALL BUS STOP IMPROVEMENTS OR MODIFICATIONS WITH FAIRFAX COUNTY AND FAIRFAX CONNECTOR BEFORE CONSTRUCTION.

UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER THE CONTRACTOR SHALL PLAN AND PROSECUTE THE WORK IN ACCORDANCE WITH THE FOLLOWING SEQUENCE OF CONSTRUCTION:

PHASE 1:

1. INSTALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES IN ACCORDANCE WITH TTC-53.0.
2. CONSTRUCT PROPOSED IMPROVEMENTS WITHIN THE CONSTRUCTION ZONE SHOWN ON SHEET 1G(2) AND 1G(3) IN ACCORDANCE WITH TTC-5.1, TTC-6.1, TTC-7.0, TTC-16.1, TTC-29.1 (FOR RIGHT TURN LANE), AND TTC-38.1.
3. CONSTRUCTION SHOULD BE PHASED ON THE FOUR CORNERS OF THE INTERSECTION TO ALLOW ADEQUATE PEDESTRIAN ACCESS IN ACCORDANCE WITH TTC-35.0 OR TTC-36.1. PEDESTRIANS ON THE EAST SHOULD BE DIVERTED AROUND THE CONSTRUCTION ZONE TO THE SOUTH VAN DORN STREET TRAIL ALONG OAKWOOD ROAD. AN ADEQUATE PEDESTRIAN DIVERSION SHOULD BE IMPLEMENTED WHERE A DETOUR IS NOT FEASIBLE AT THE CONCLUSION OF WORK EACH DAY.
4. THE PHASING OF CONSTRUCTION ON THE CORNERS OF THE INTERSECTION SHOULD BE CONDUCTED AS TO NOT SIMULTANEOUSLY HAVE ACTIVE WORK ZONES ON BOTH SIDES OF THE ROADWAY.
5. CONSTRUCTION ACTIVITIES IN THIS PHASE INCLUDE: WIDENING OF VAN DORN STREET, PROPOSED CURB RAMPS ON THE CORNERS, ADDITION OF ON RAMP PAVEMENT AND CURB, PROPOSED BARRIER, STORM PIPES AND STRUCTURES, TRAFFIC AND PEDESTRIAN SIGNALS, AND ADJUSTMENTS TO UTILITIES.
6. THE PROPOSED SIGNAL SHALL BE FULLY CONSTRUCTED AND OPERATIONAL BEFORE CONSTRUCTION OF PHASE 2.

PHASE 2:

1. CONSTRUCT PROPOSED IMPROVEMENTS WITHIN THE CONSTRUCTION ZONE SHOWN ON SHEET 1G(4), 1G(5), AND 1G(6) IN ACCORDANCE WITH TTC-5.1, TTC-6.1, TTC-7.0, TTC-16.1, TTC-27.1 (FOR RIGHT TURN LANE), AND TTC-38.1.
2. PEDESTRIANS ON THE EAST SHOULD BE DIVERTED AROUND THE CONSTRUCTION ZONE TO THE SOUTH VAN DORN STREET TRAIL ALONG OAKWOOD ROAD IN ACCORDANCE WITH TTC-36.1.
3. CONSTRUCTION ACTIVITIES IN THIS PHASE INCLUDE: PROPOSED SHARED USE PATH AND GRADING, COMPLETION OF ON RAMP PAVEMENT AND CURB, STORM STRUCTURES, MEDIAN REMOVAL ON OAKWOOD ROAD, AND ADJUSTMENTS TO UTILITIES.

PHASE 3 (NOT SHOWN):

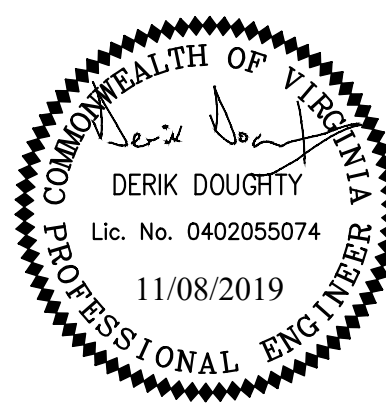
1. MILL AND OVERLAY AREAS SHOWN ON THE PLANS IN ACCORDANCE WITH TTC-57.1.
2. INSTALL ALL PERMANENT PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE SIGNING AND STRIPING PLAN.
3. REMOVE ALL TRAFFIC CONTROL SIGNS AND DEVICES.

NOTE:

THE DESIGNER, DERIK DOUGHTY, P.E. HAS COMPLETED THE VDOT ADVANCED WORK ZONE TRAINING ON 3/16/2018. VERIFICATION NUMBER 031618777. EXPIRATION DATE 3/31/2022.



EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION			
12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET			
BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS			
TRANSPORTATION MANAGEMENT PLAN			
AND SEQUENCE OF CONSTRUCTION			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
NOT TO SCALE	DRAFTED BY: MW	1G(1)	
	CHECKED BY: MA		
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			



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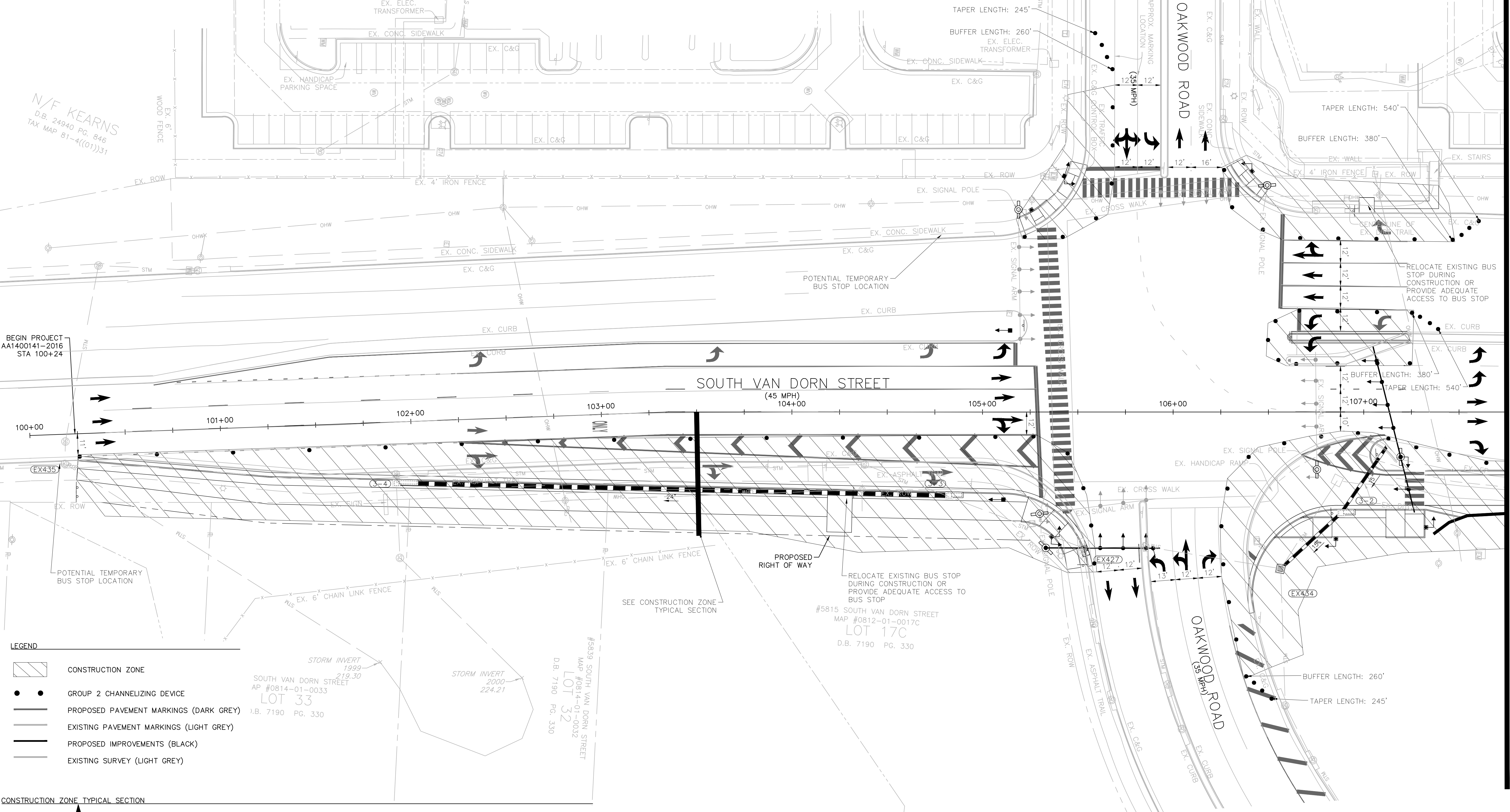
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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

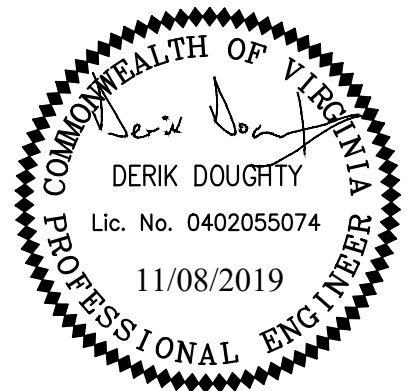
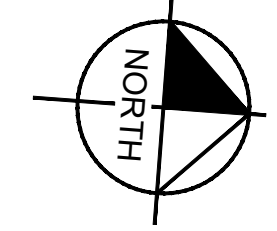
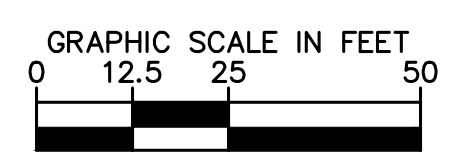
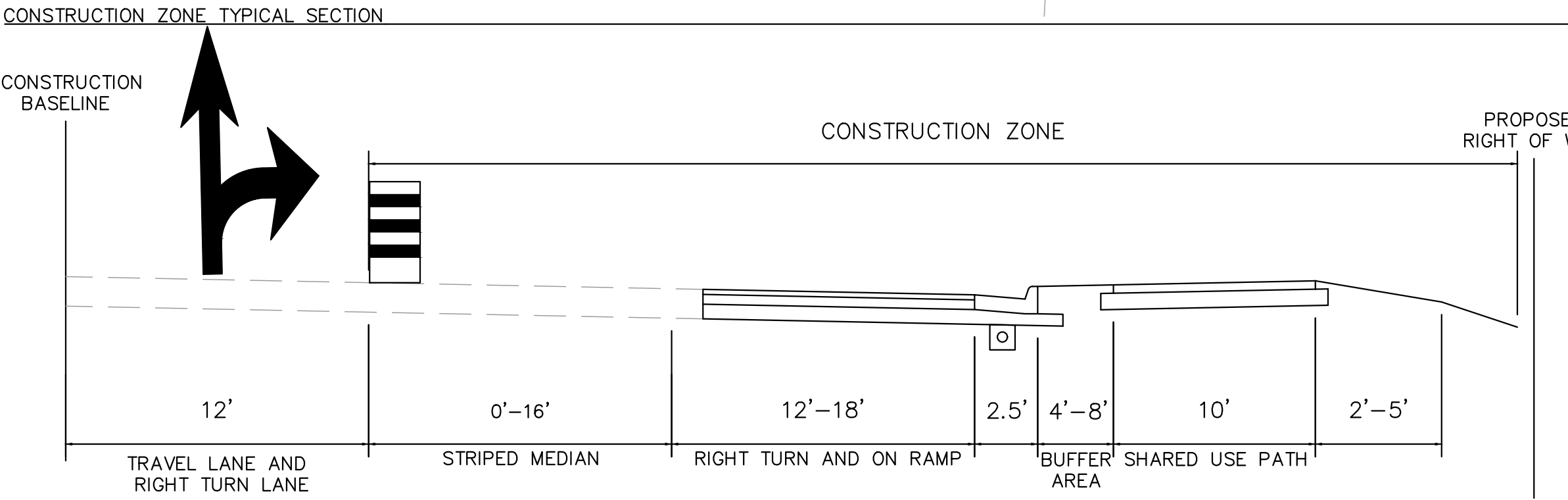
TEMPORARY TRAFFIC CONTROL PLAN (PHASE 1)

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N/F KEARNS
 D.B. 24940 PG. 846
 TAX MAP 81-4(01)31



- LEGEND**
- CONSTRUCTION ZONE
 - GROUP 2 CHANNELIZING DEVICE
 - PROPOSED PAVEMENT MARKINGS (DARK GREY)
 - EXISTING PAVEMENT MARKINGS (LIGHT GREY)
 - PROPOSED IMPROVEMENTS (BLACK)
 - EXISTING SURVEY (LIGHT GREY)



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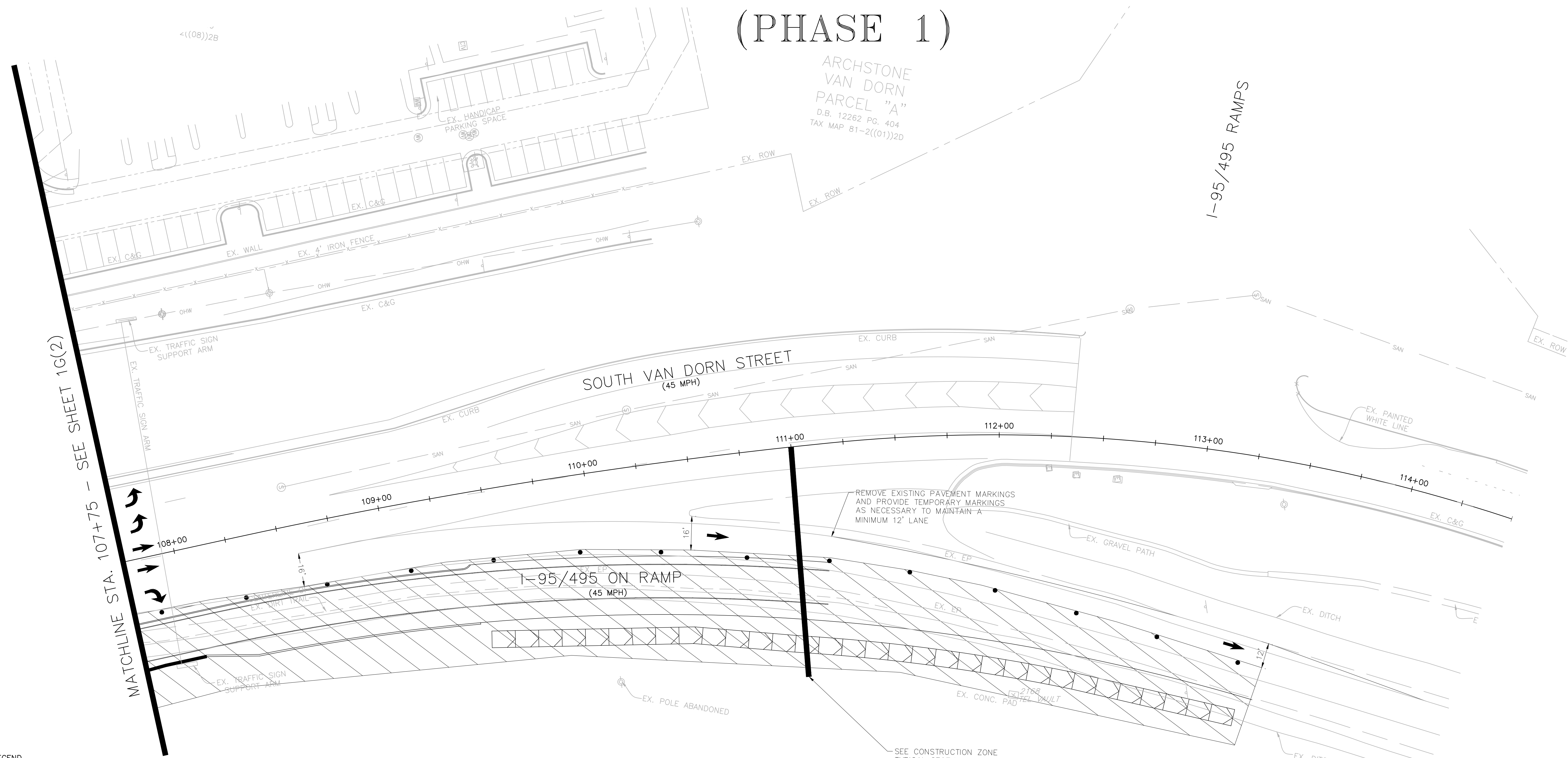
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FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
SEE GRAPHIC SCALE	DRAFTED BY: MW	1G(2)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

MATCHLINE STA. 107+75 - SEE SHEET 1G(3)

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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

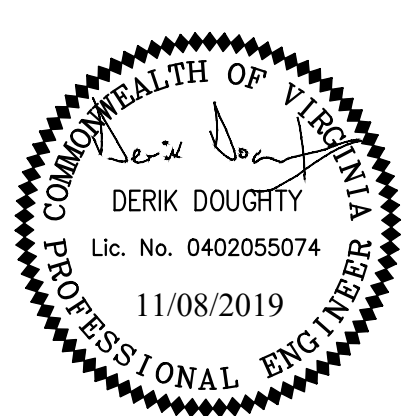
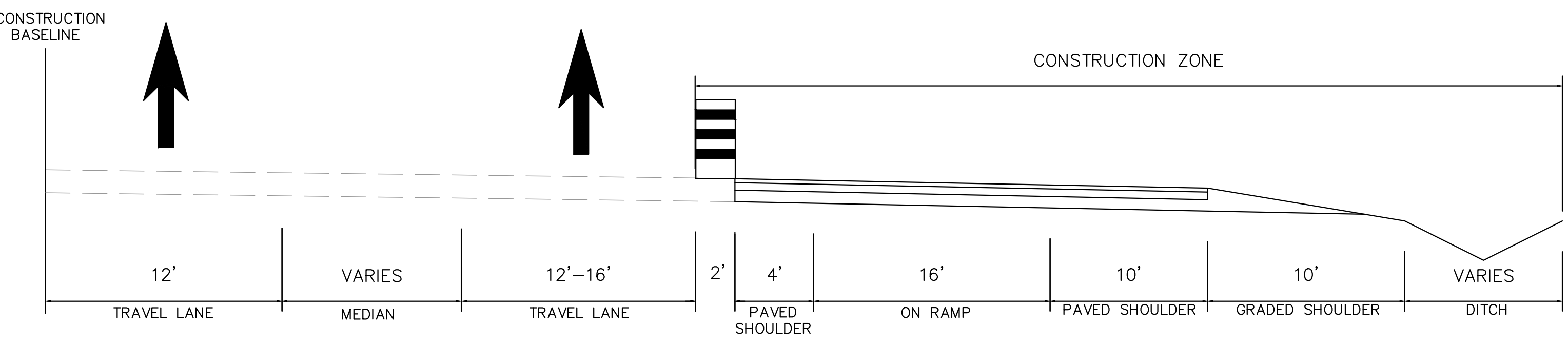
TEMPORARY TRAFFIC CONTROL PLAN (PHASE 1)

ARCHSTONE
 VAN DORN
 PARCEL "A"
 D.B. 12262 PG. 404
 TAX MAP 81-2((01))2D



- LEGEND**
- CONSTRUCTION ZONE
 - GROUP 2 CHANNELIZING DEVICE
 - PROPOSED PAVEMENT MARKINGS (DARK GREY)
 - EXISTING PAVEMENT MARKINGS (LIGHT GREY)
 - PROPOSED IMPROVEMENTS (BLACK)
 - EXISTING SURVEY (LIGHT GREY)

CONSTRUCTION ZONE TYPICAL SECTION



GRAPHIC SCALE IN FEET
 0 12.5 25 50

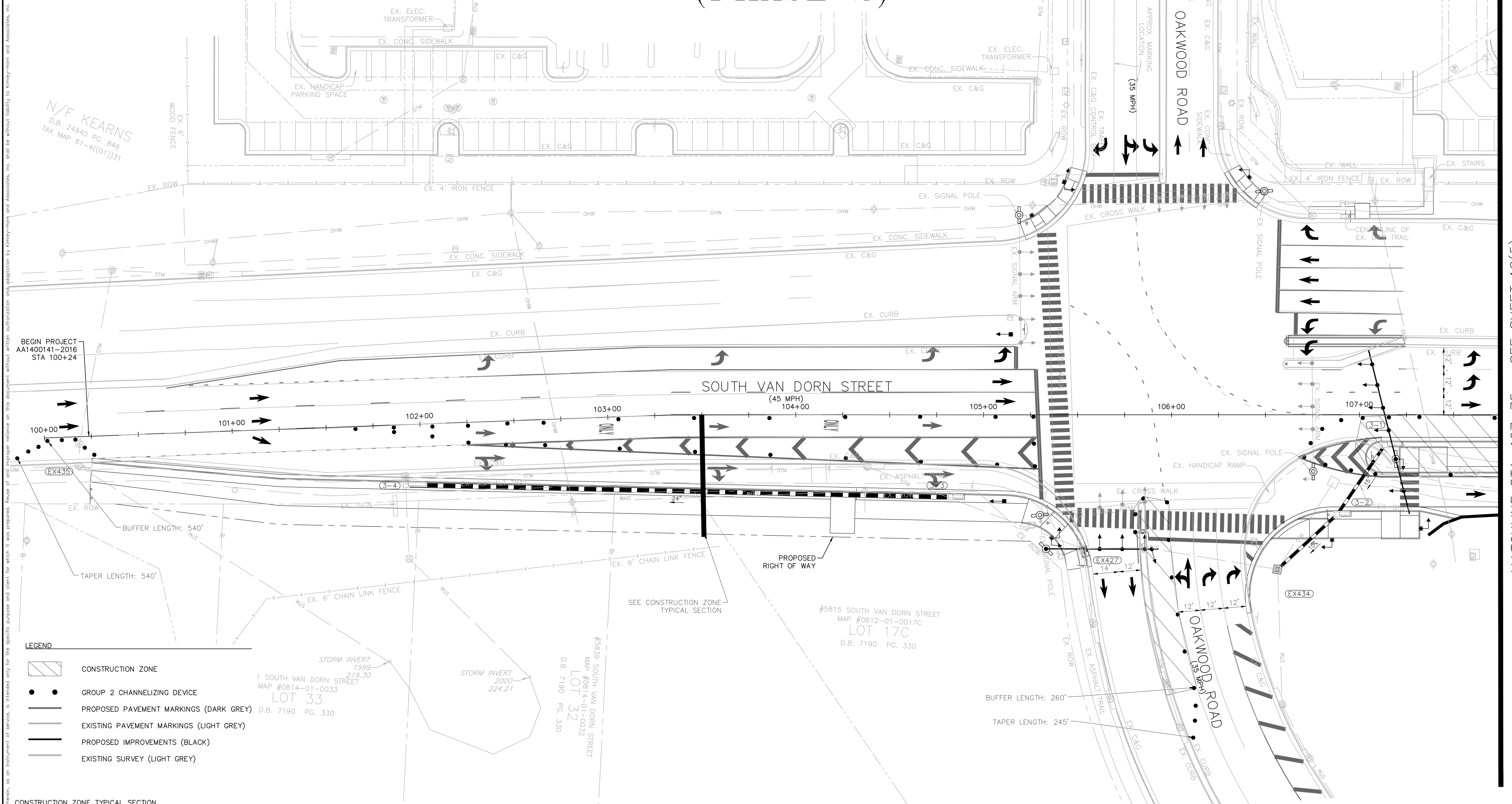
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OFFICE OF CAPITAL FACILITIES 703-324-5800			
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1G(3)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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TEMPORARY TRAFFIC CONTROL PLAN (PHASE 2)

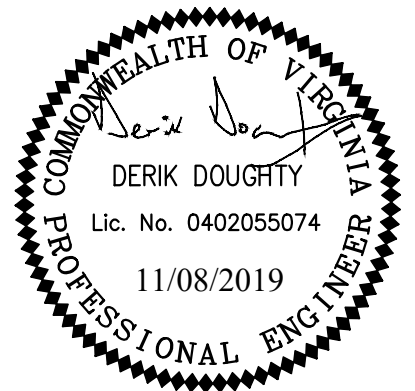
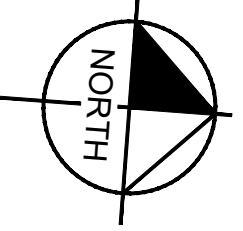
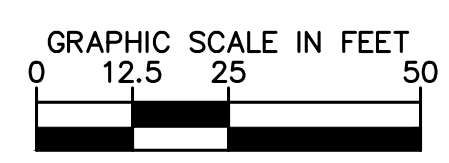
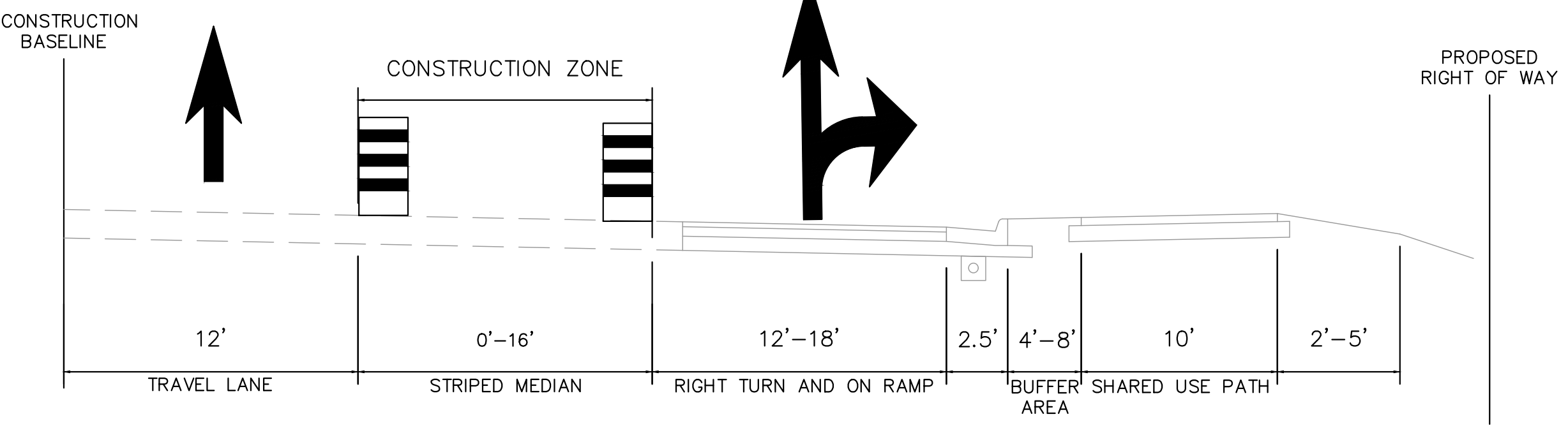


N/F KEARNS
 D.B. 24940 PG. 846
 TAX MAP 81-4(01)31

BEGIN PROJECT
 AA1400141-2016
 STA 100+24

- LEGEND**
- CONSTRUCTION ZONE
 - GROUP 2 CHANNELIZING DEVICE
 - PROPOSED PAVEMENT MARKINGS (DARK GREY)
 - EXISTING PAVEMENT MARKINGS (LIGHT GREY)
 - PROPOSED IMPROVEMENTS (BLACK)
 - EXISTING SURVEY (LIGHT GREY)

CONSTRUCTION ZONE TYPICAL SECTION



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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL PLAN	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1G(4)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

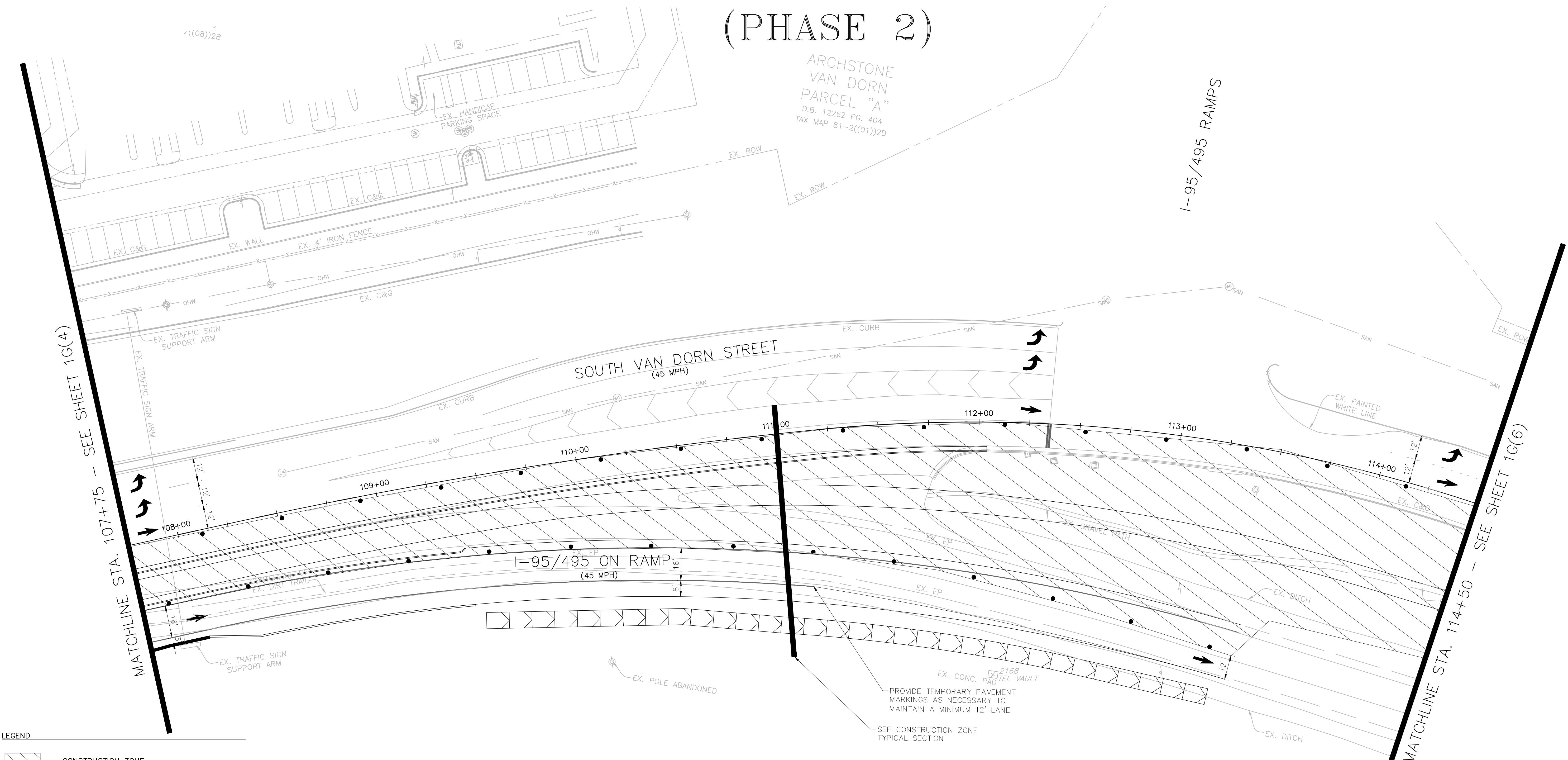
MATCHLINE STA. 107+75 - SEE SHEET 1G(5)

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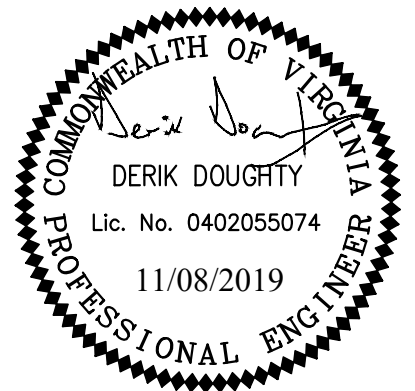
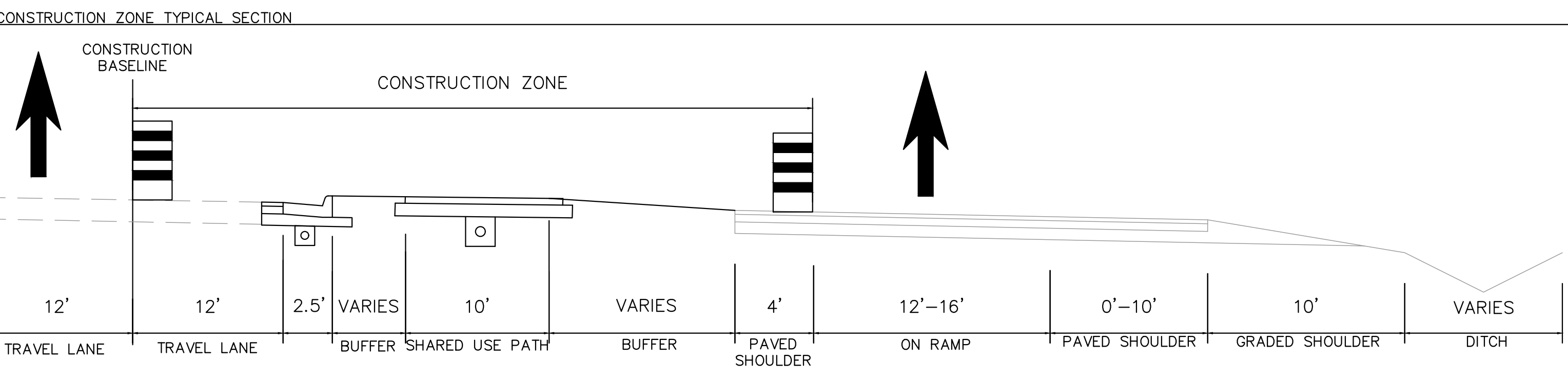
PROJECT MANAGER: LATESA TURNER, P.E.
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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
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TEMPORARY TRAFFIC CONTROL PLAN (PHASE 2)

ARCHSTONE
 VAN DORN
 PARCEL "A"
 D.B. 12262 PG. 404
 TAX MAP 81-2((01))20



- LEGEND**
- CONSTRUCTION ZONE
 - GROUP 2 CHANNELIZING DEVICE
 - PROPOSED PAVEMENT MARKINGS (DARK GREY)
 - EXISTING PAVEMENT MARKINGS (LIGHT GREY)
 - PROPOSED IMPROVEMENTS (BLACK)
 - EXISTING SURVEY (LIGHT GREY)



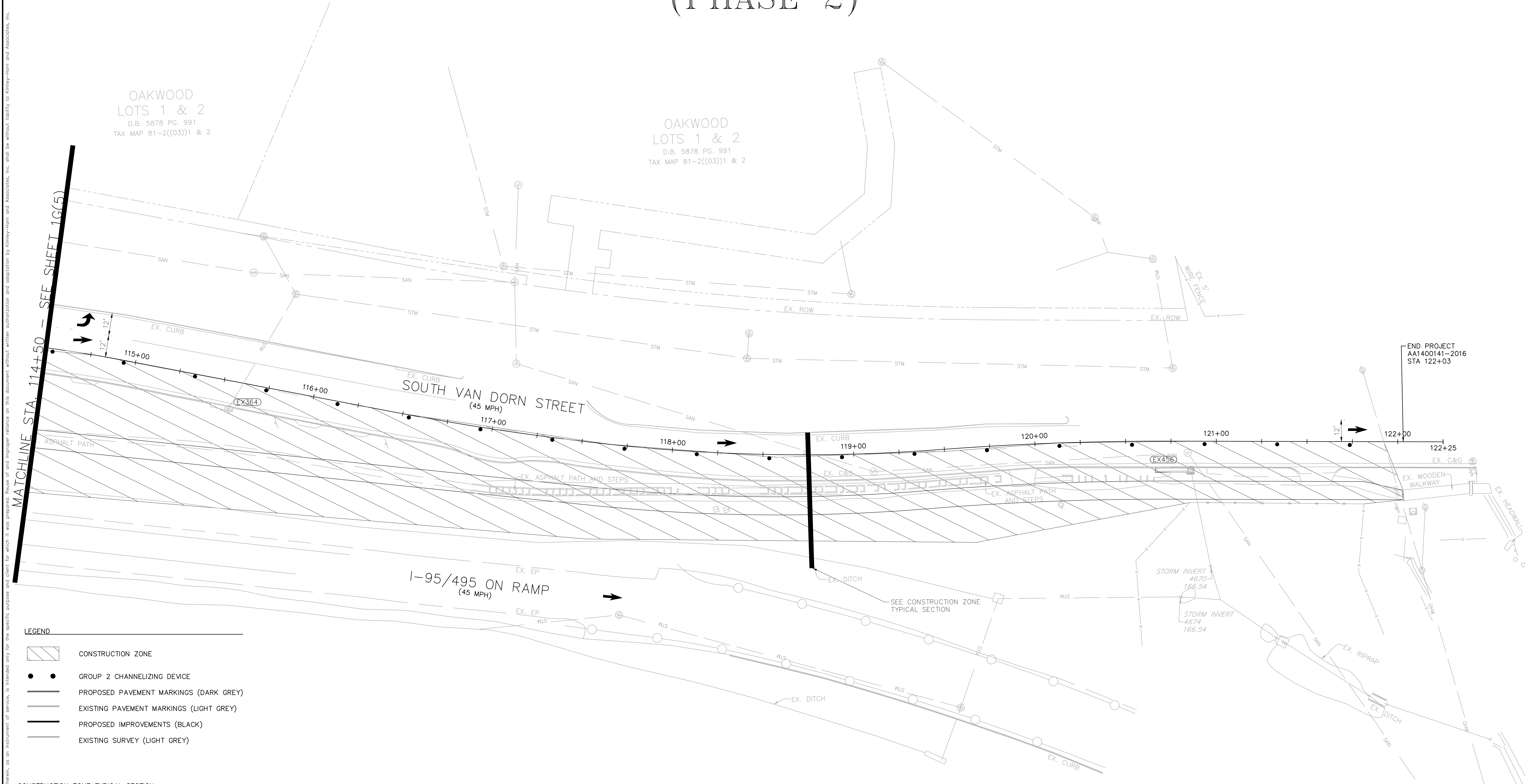
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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL PLAN	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET 1G(5)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		DRAFTED BY: MW	CHECKED BY: MA

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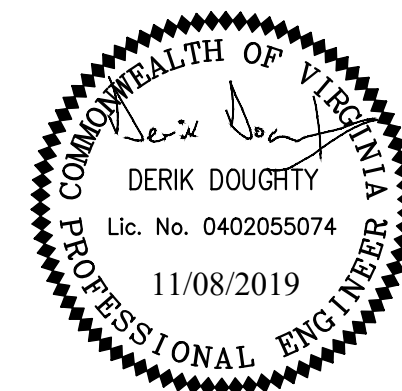
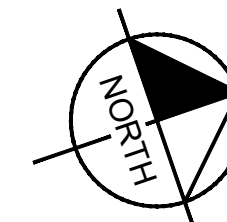
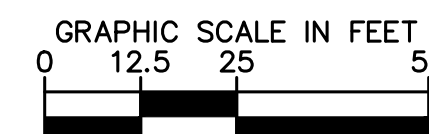
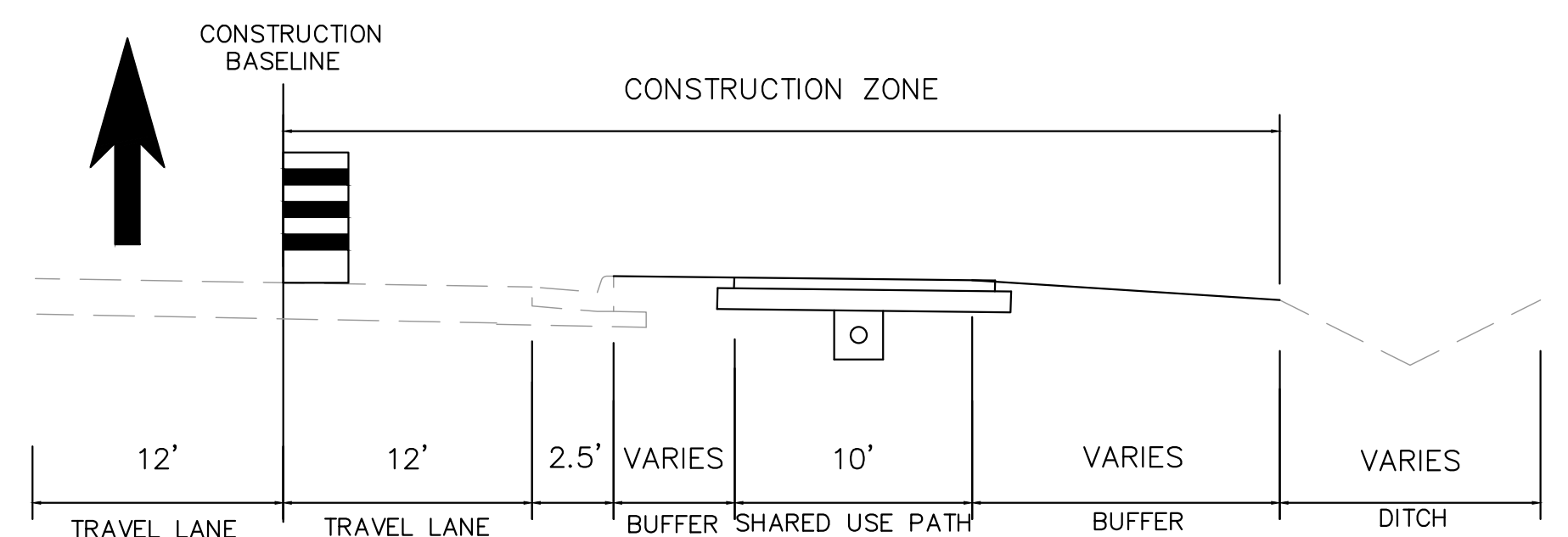
PROJECT MANAGER: LATESA TURNER, P.E.
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TEMPORARY TRAFFIC CONTROL PLAN (PHASE 2)



- LEGEND**
- CONSTRUCTION ZONE
 - GROUP 2 CHANNELIZING DEVICE
 - PROPOSED PAVEMENT MARKINGS (DARK GREY)
 - EXISTING PAVEMENT MARKINGS (LIGHT GREY)
 - PROPOSED IMPROVEMENTS (BLACK)
 - EXISTING SURVEY (LIGHT GREY)

CONSTRUCTION ZONE TYPICAL SECTION



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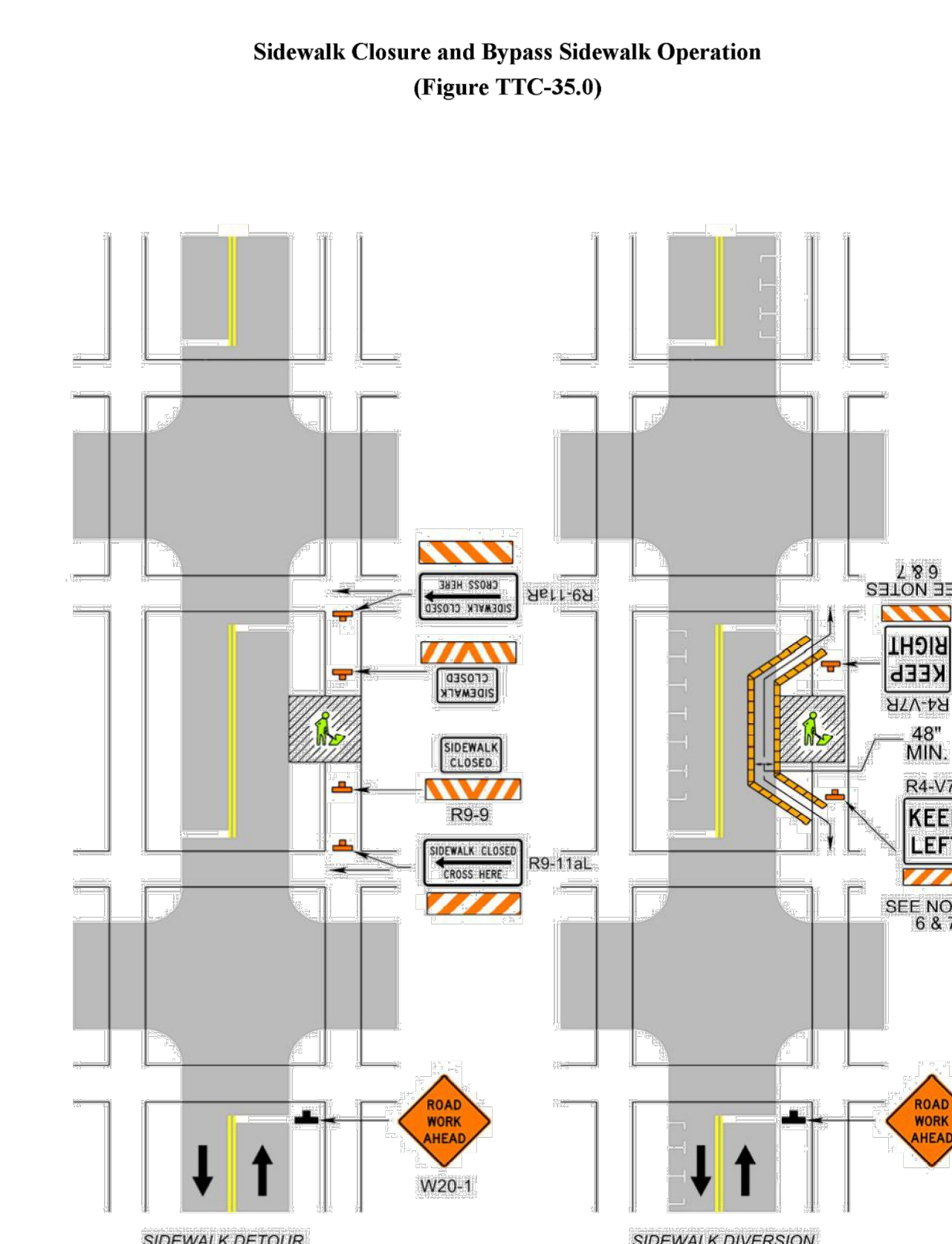
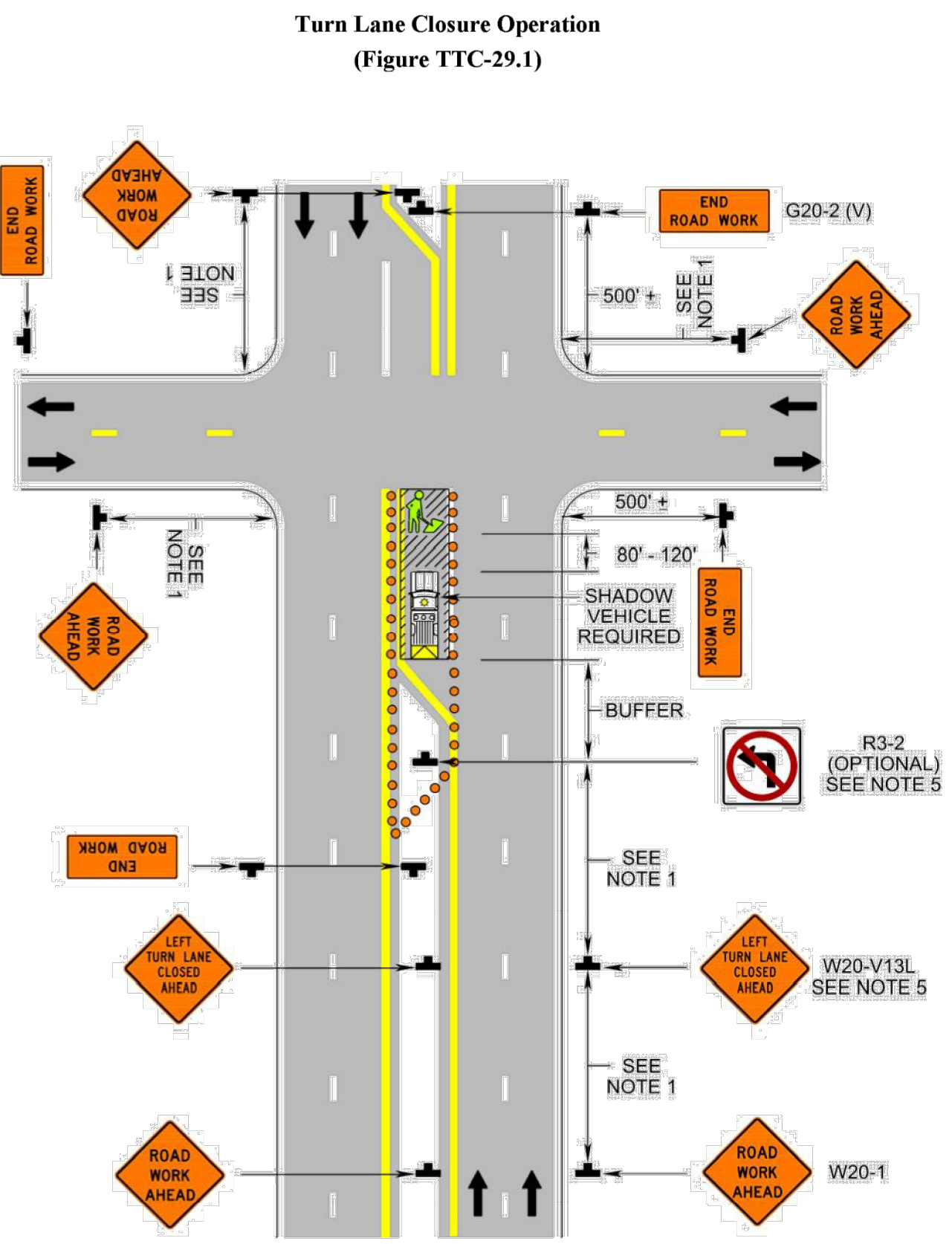
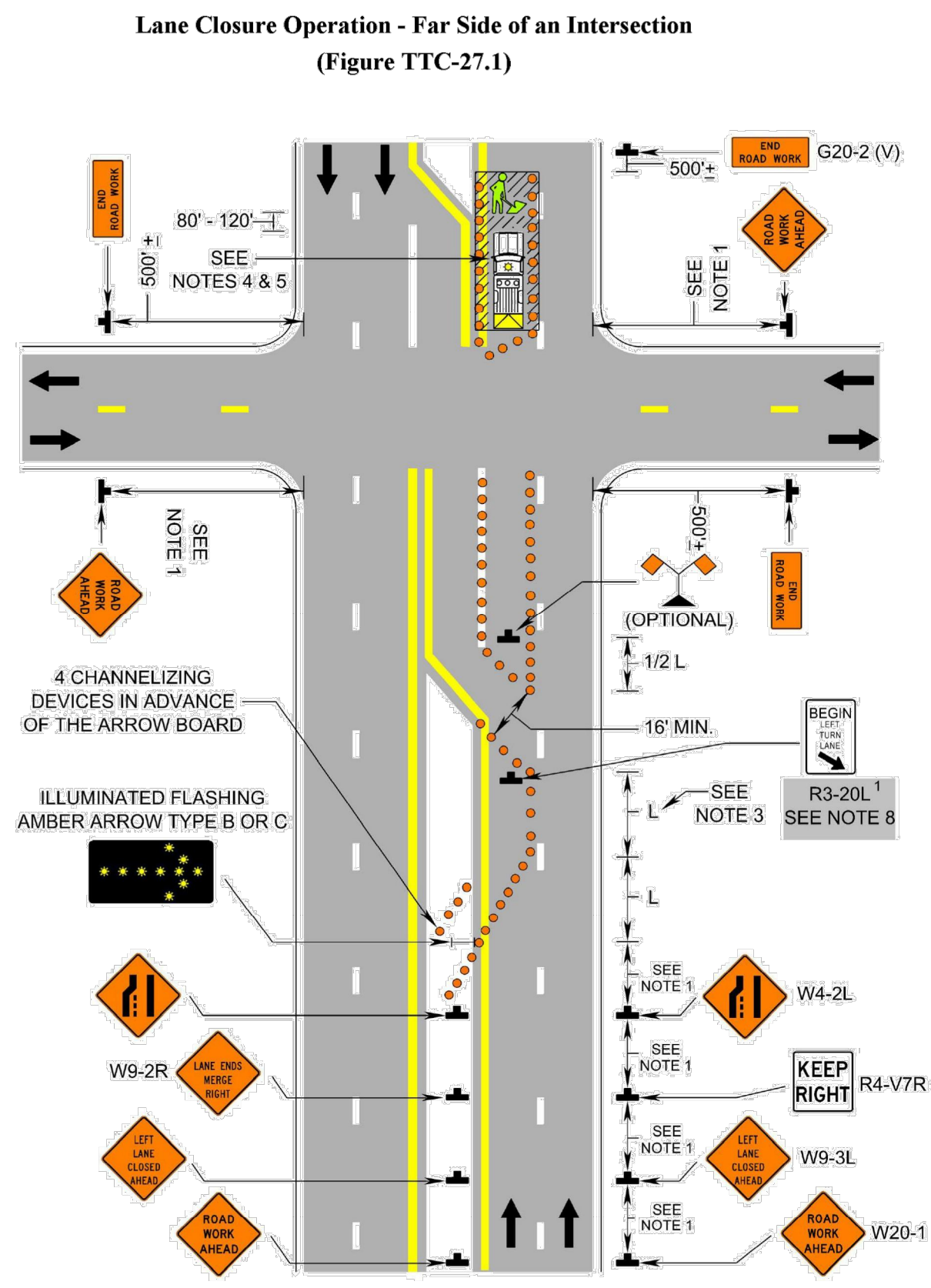
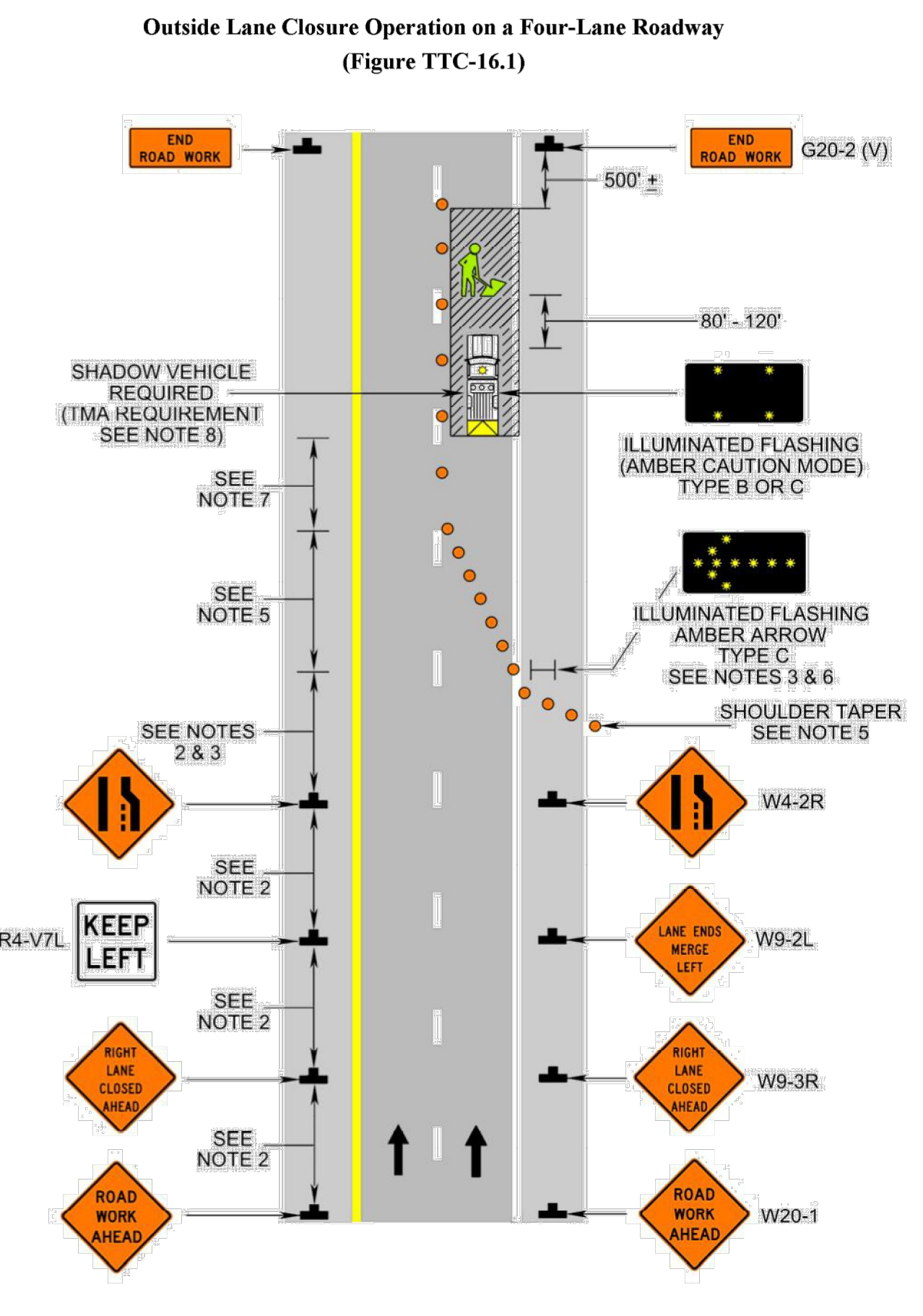
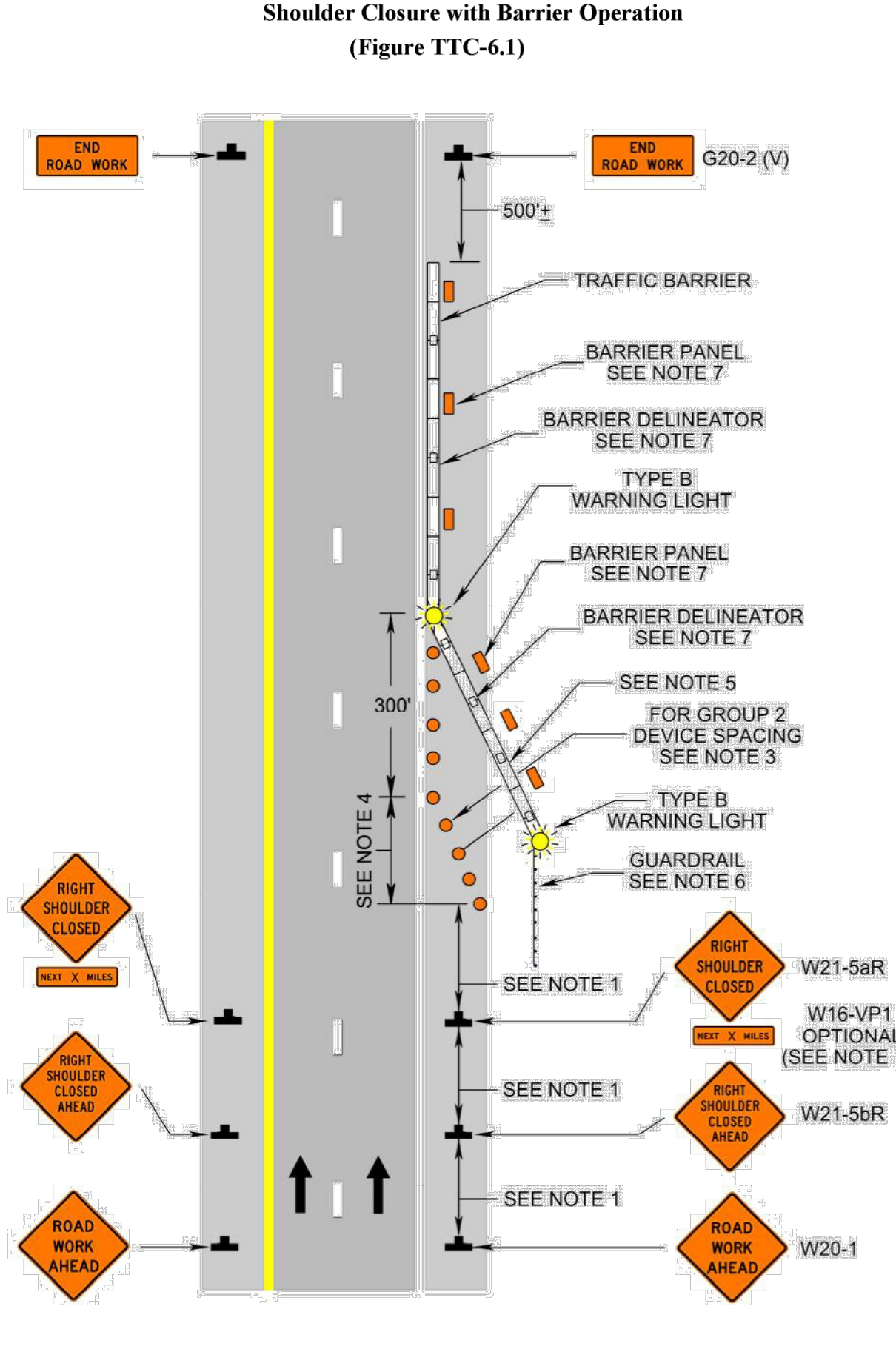
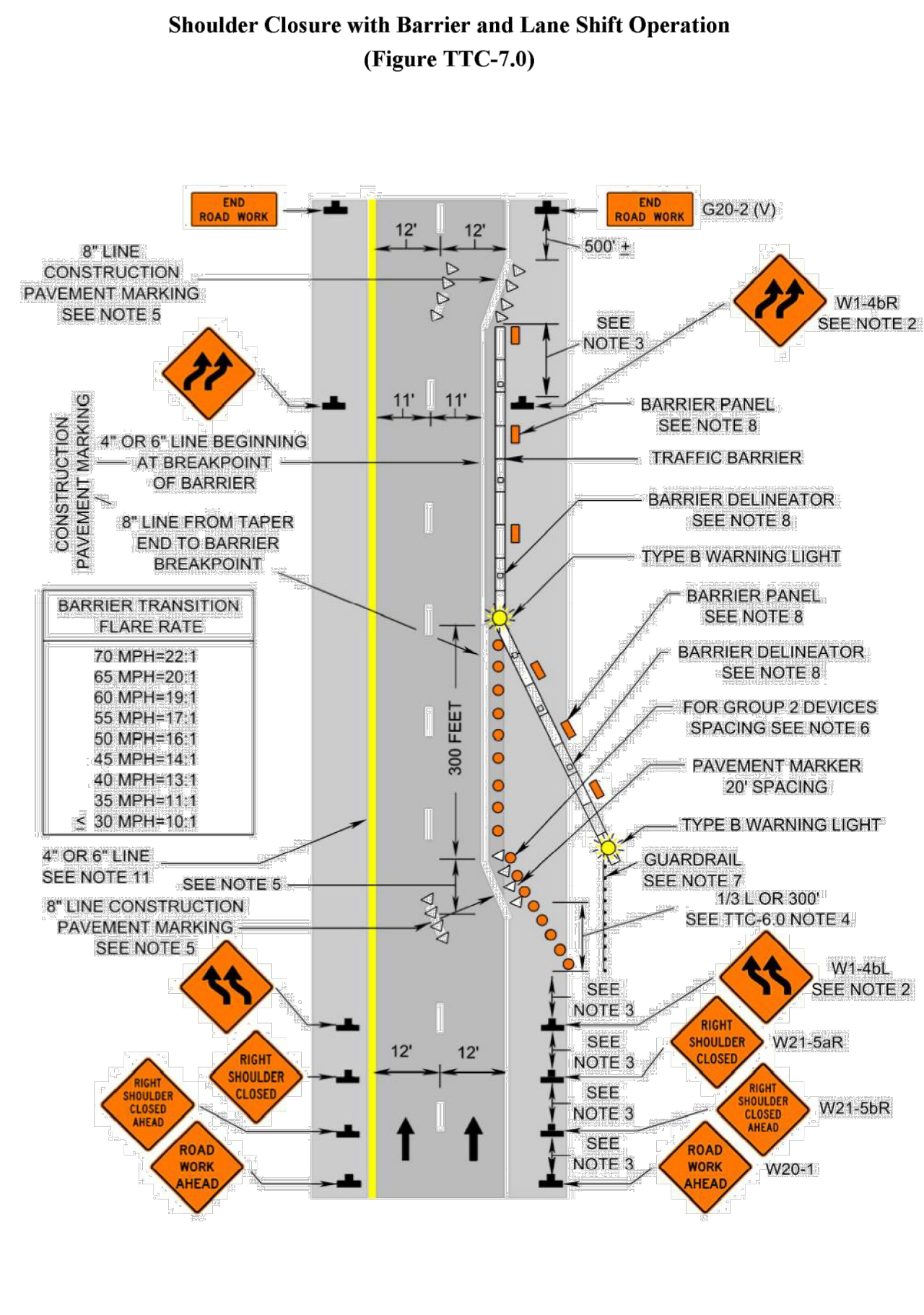
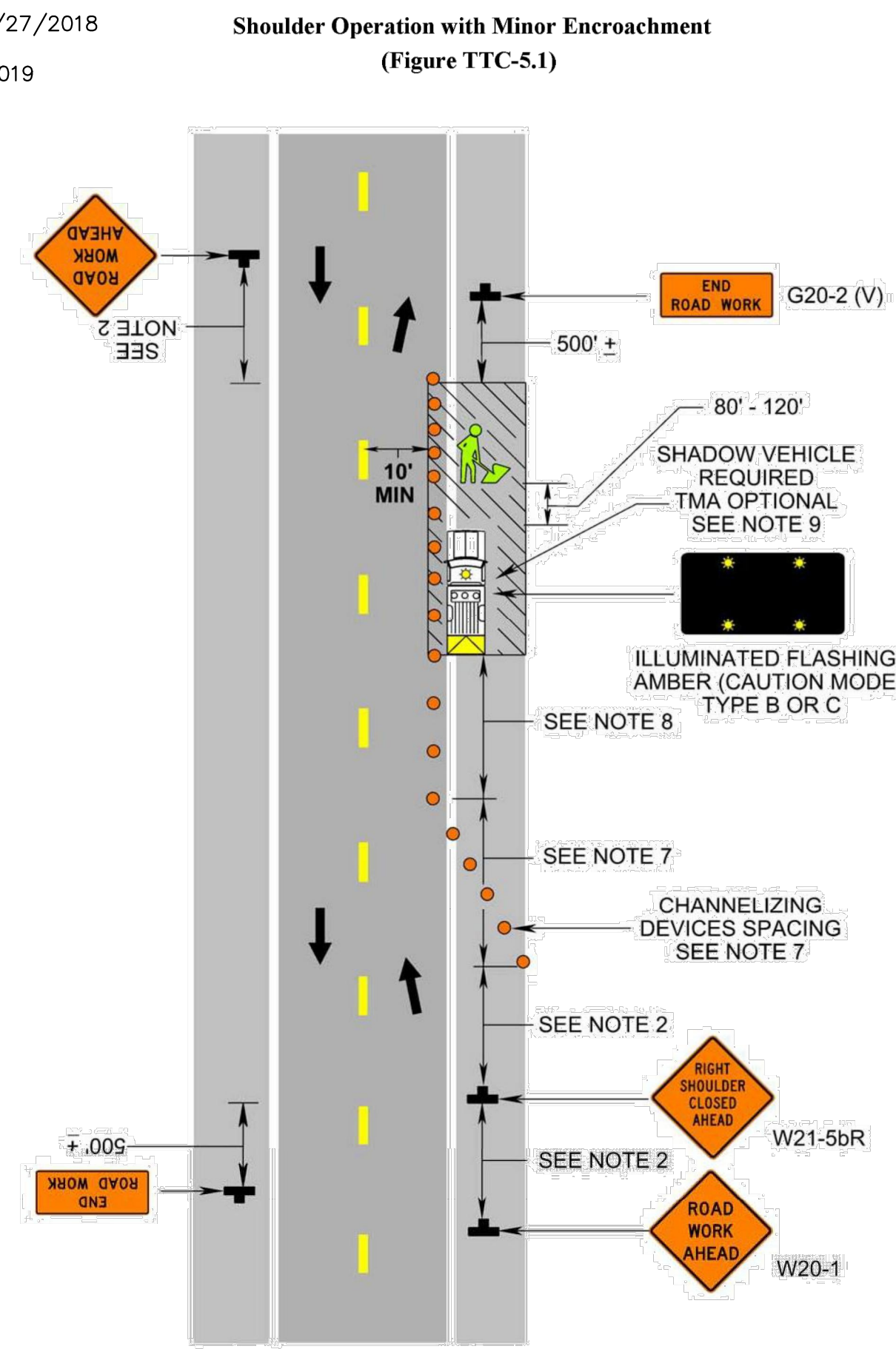
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OFFICE OF CAPITAL FACILITIES 703-324-5800			
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET 1G(6)	
	DRAFTED BY: MW	CHECKED BY: MA	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

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 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052

OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL DETAILS
CONTRACT NO. CN PROJECT NO. AA1400141-2016		
SCALE NOT TO SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1G(7)

FUND NO. 400-C40011

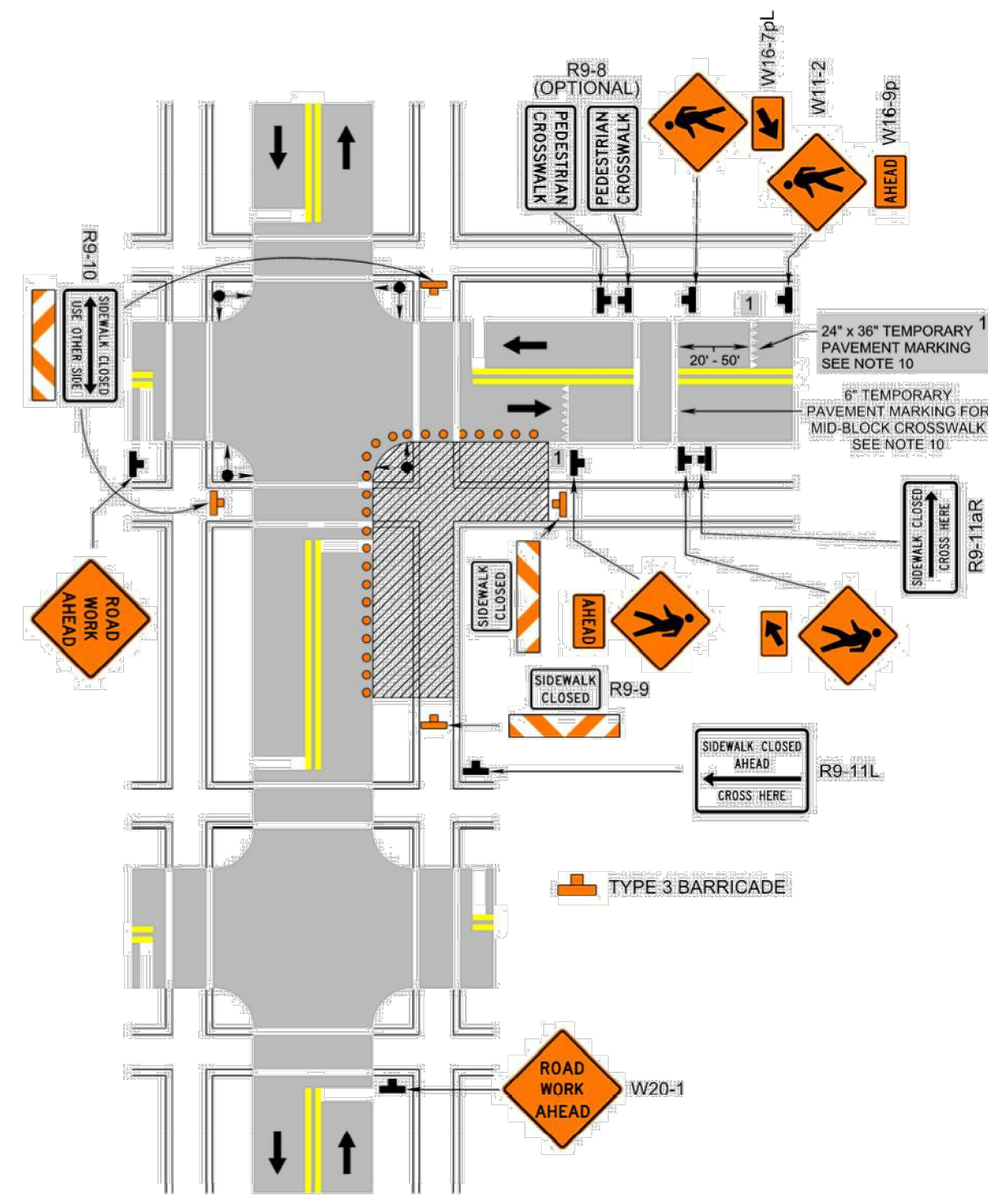
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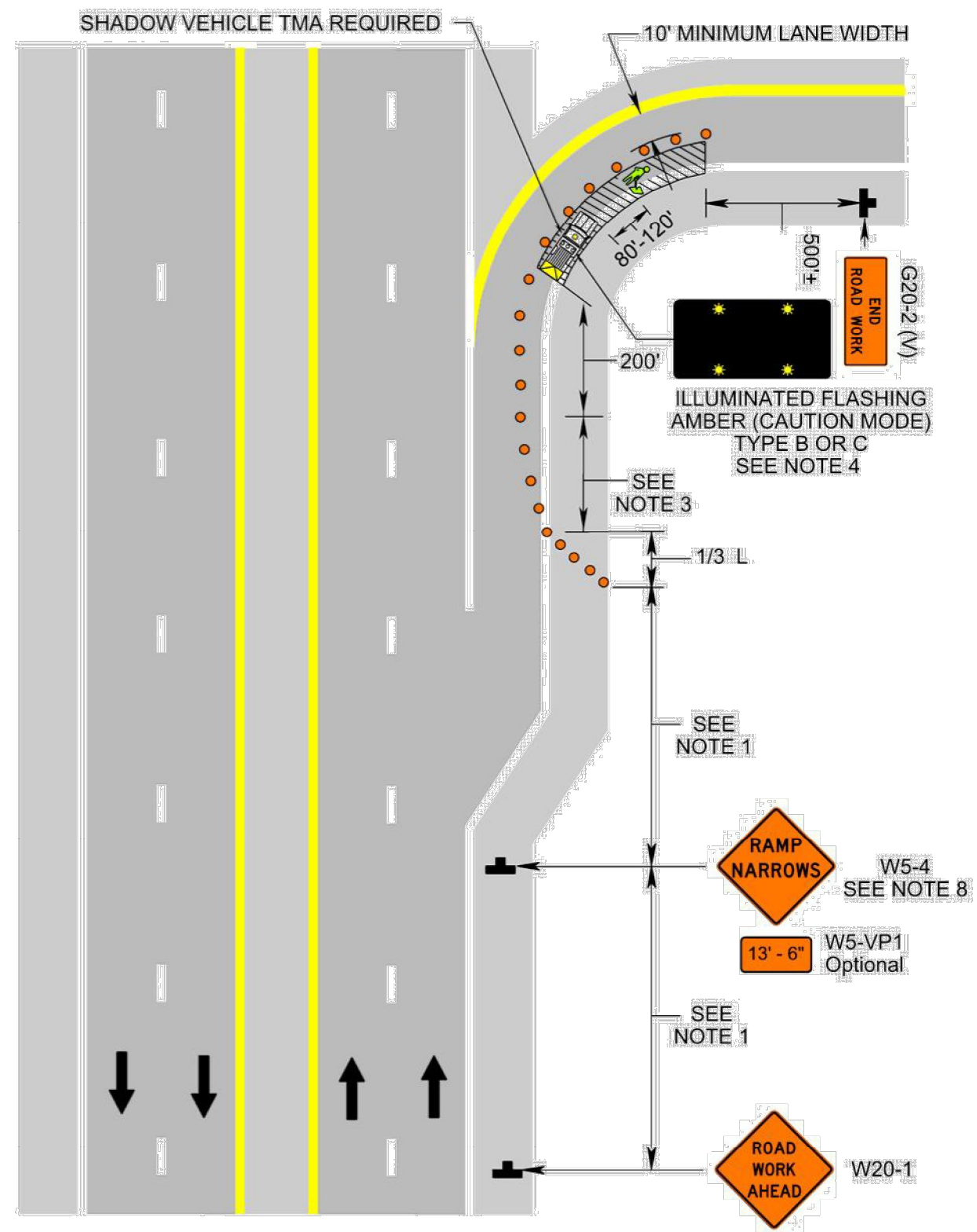
PROJECT MANAGER: LATESA TURNER, P.E.
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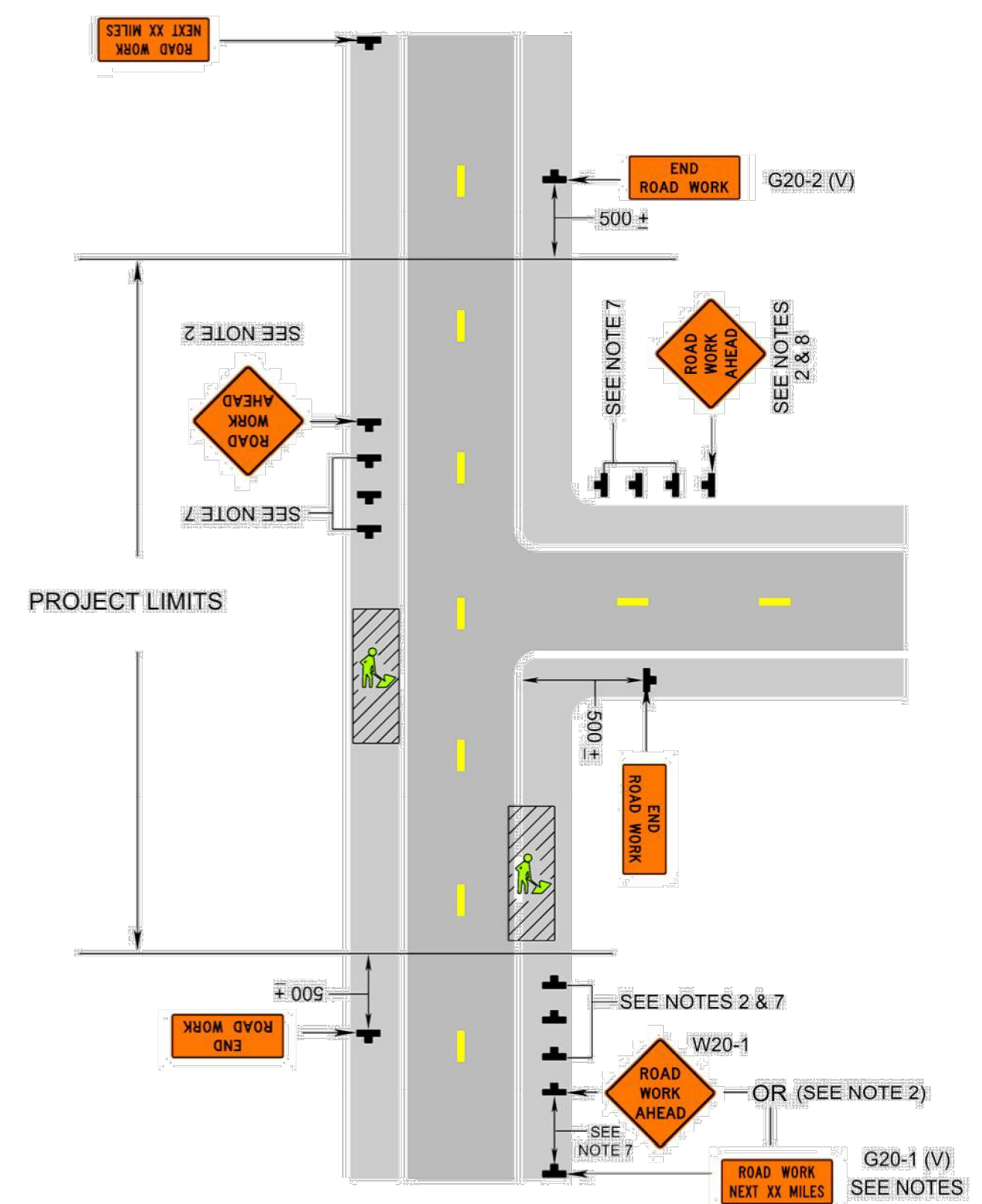
Crosswalk Closure and Pedestrian Detour Operation
 (Figure TTC-36.1)



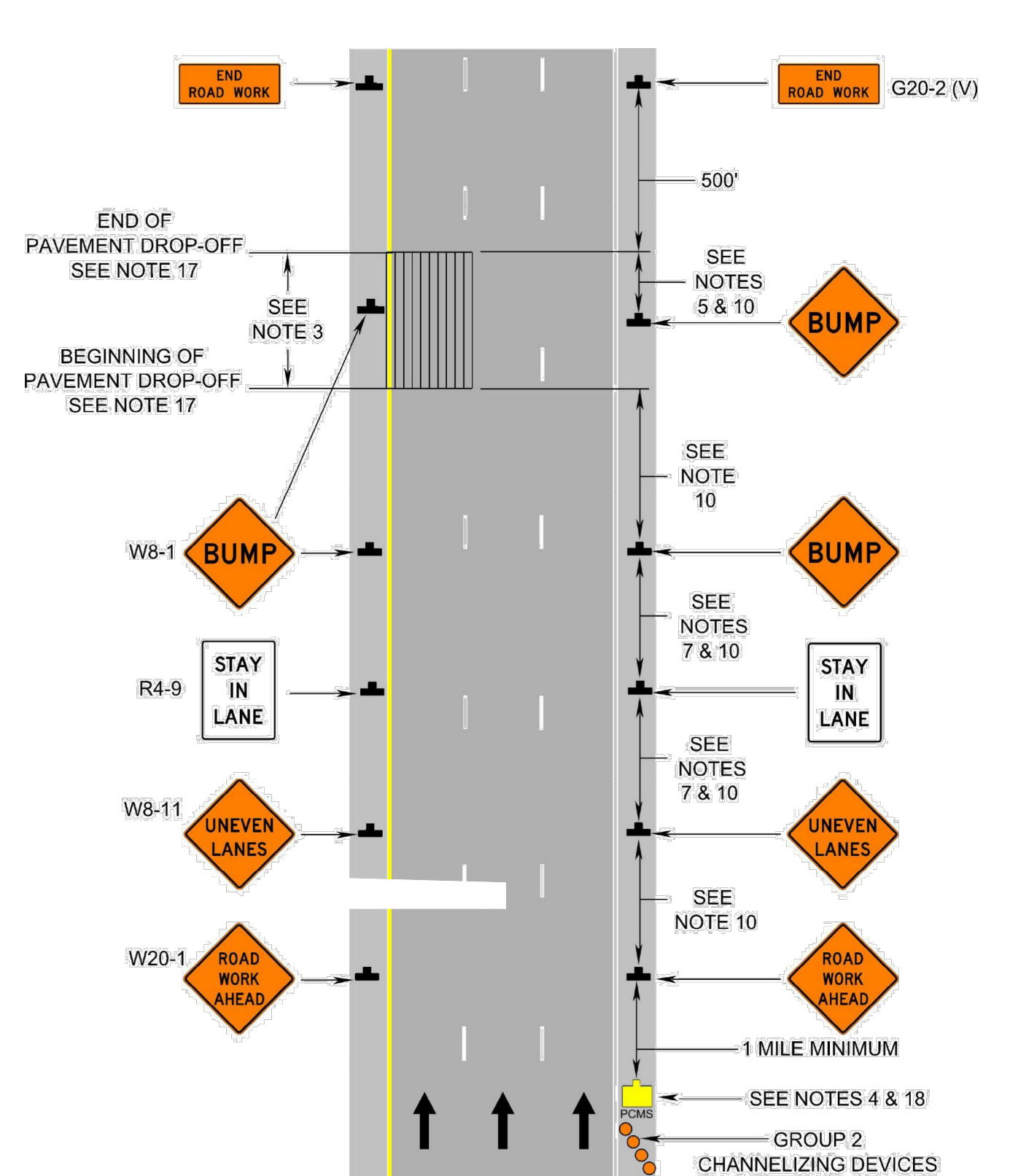
Partial Exit Ramp Closure Operation
 (Figure TTC-38.1)



Signing for Project Limits
 (Figure TTC-53.0)



End of Day Signing for Partial Paving Operations on a Multi-Lane Roadway
 (Figure TTC-57.1)

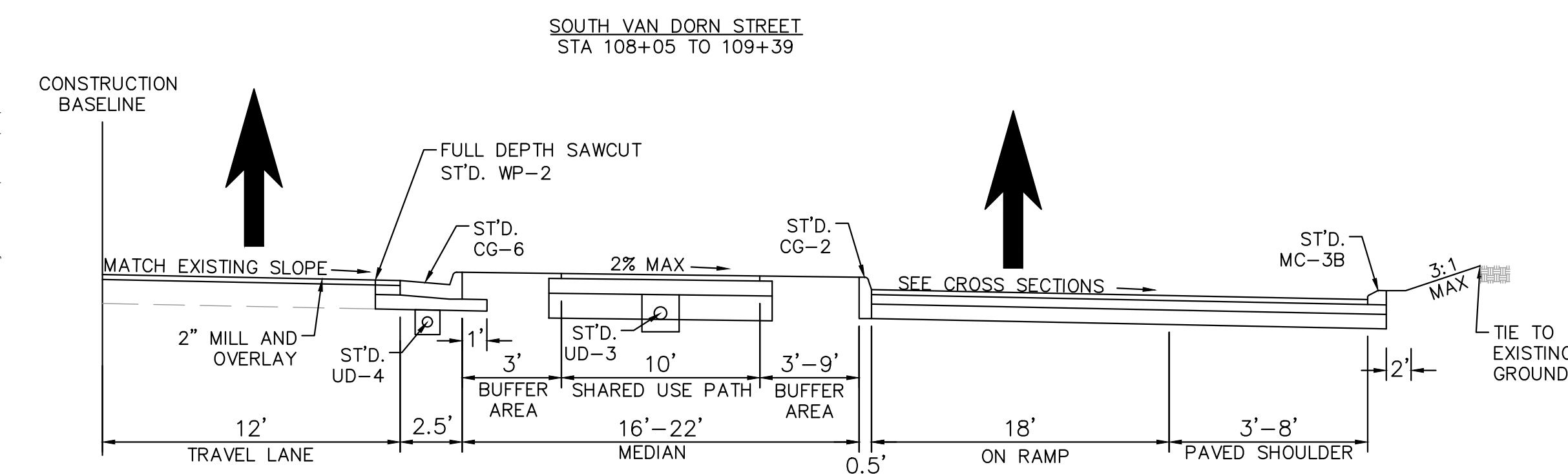
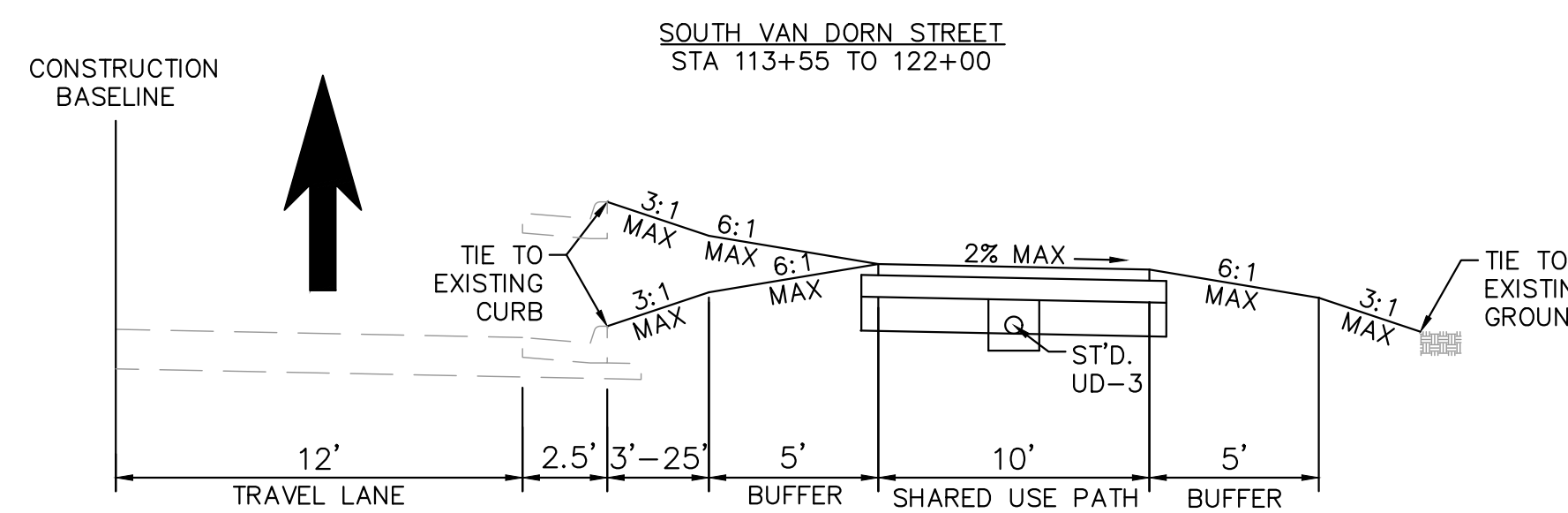
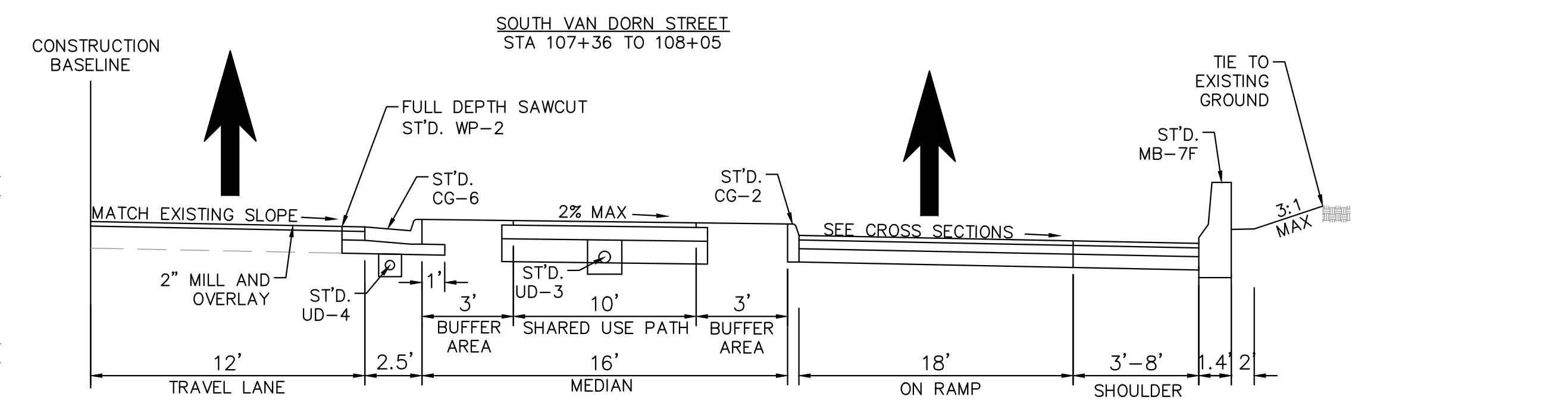
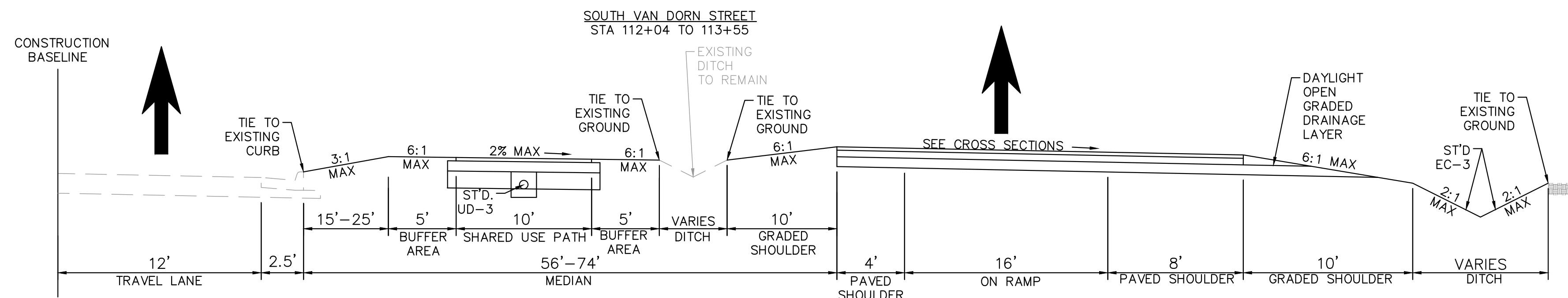
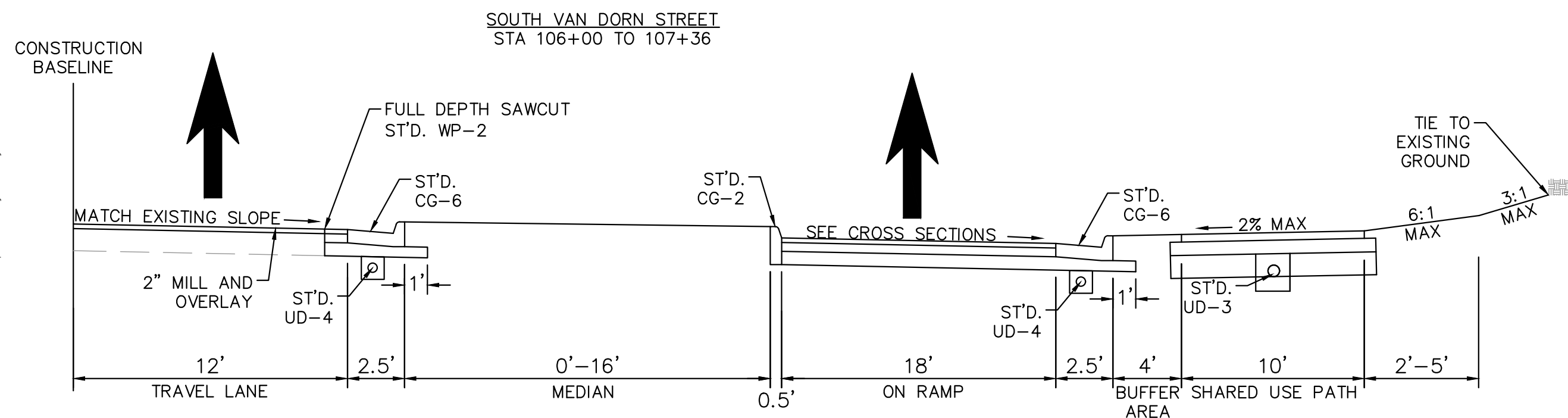
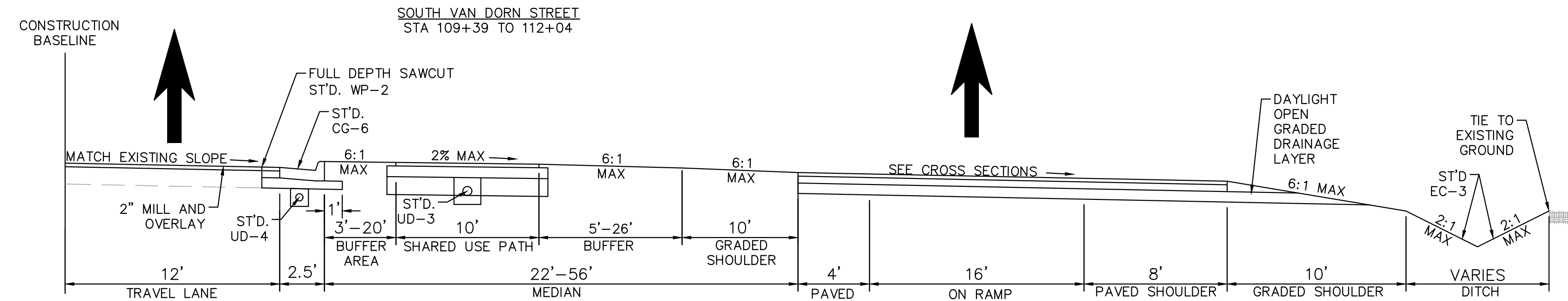
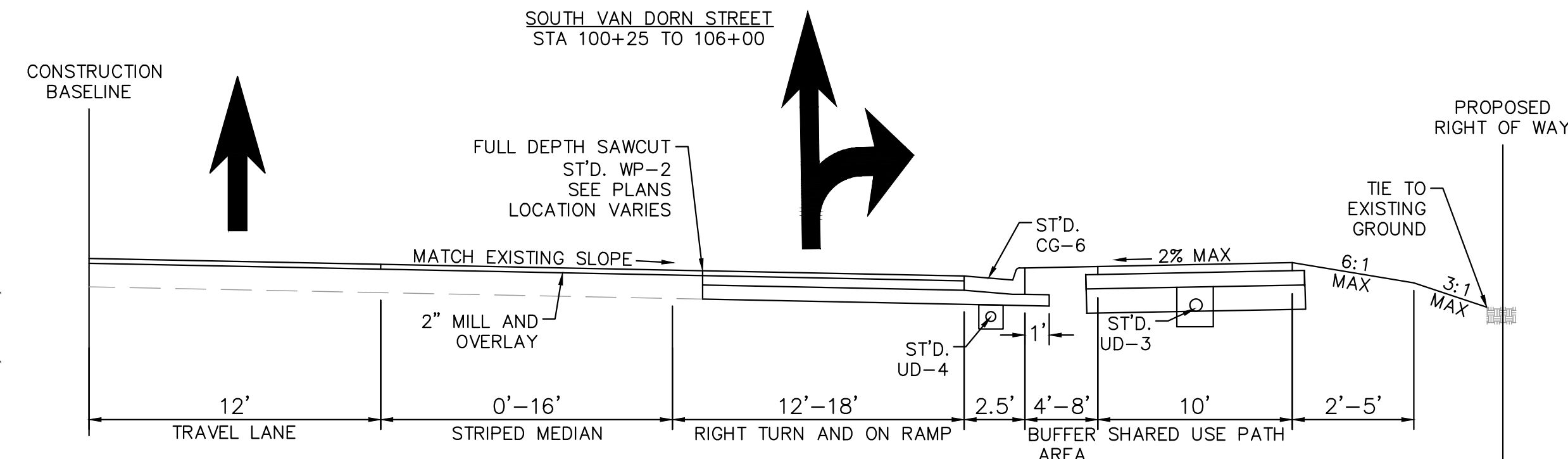


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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TEMPORARY TRAFFIC CONTROL DETAILS	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE NOT TO SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 1G(8)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

TYPICAL SECTIONS



EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS TYPICAL SECTIONS	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
NOT TO SCALE	DRAFTED BY: MW	2	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

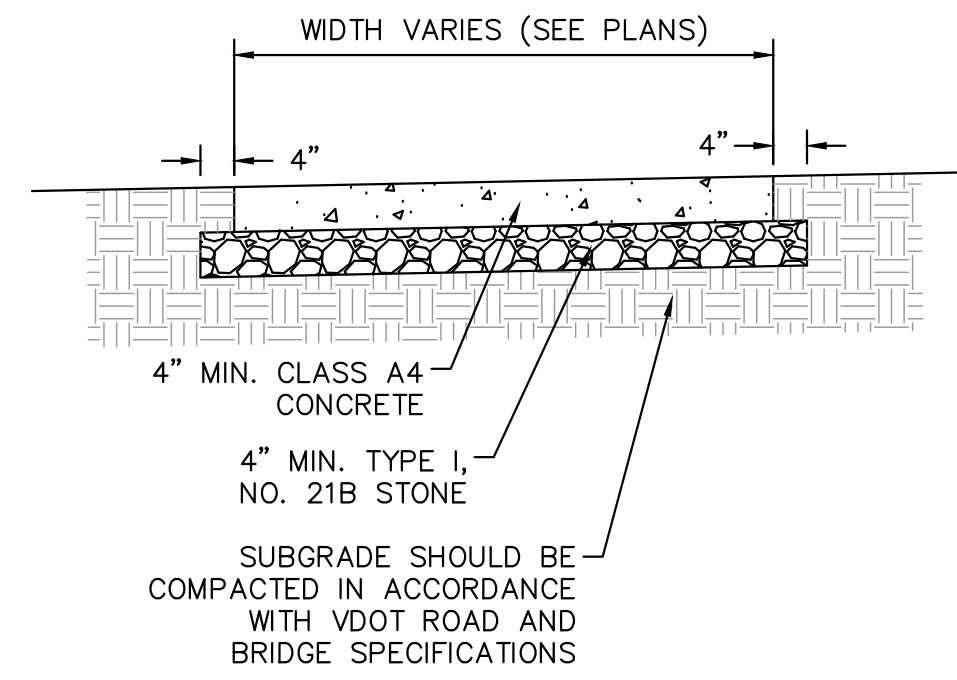
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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

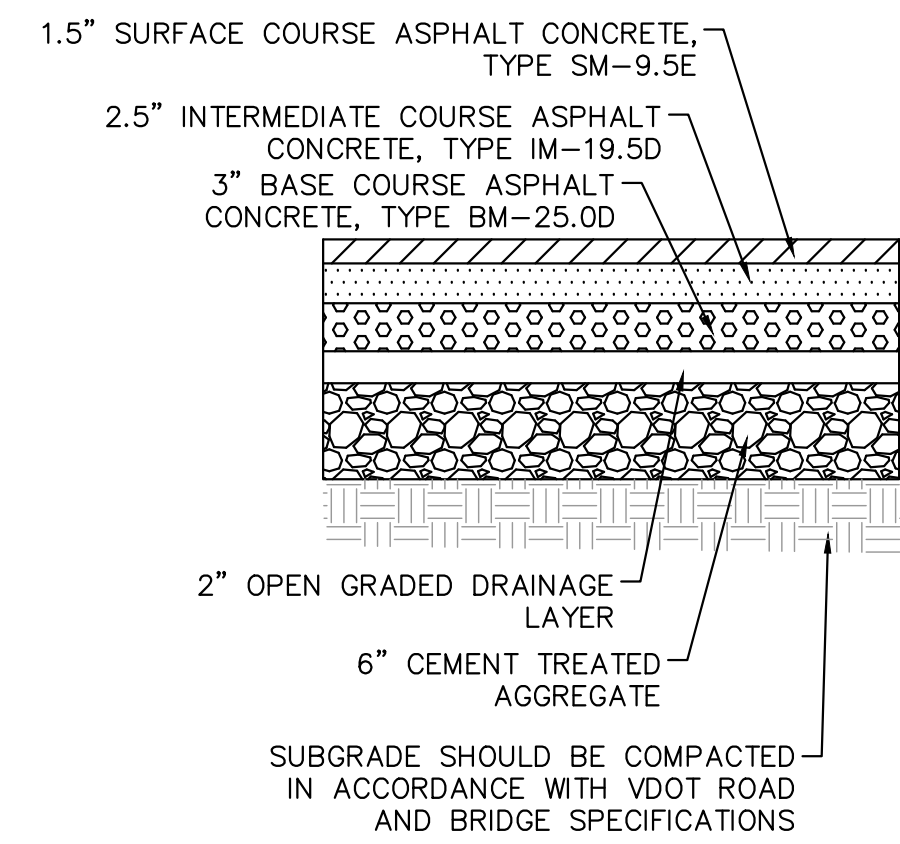
Plotted By: Worings, Megan. Sheet Set: South Van Dorn Street. Layout: 2 TYPICAL SECTIONS. November 06, 2019 01:06:15pm. K:\VVA_RDM\110213060_South Van Dorn Street\CAD\PlanSheets\2 TYPICAL SECTIONS AND DETAILS.dwg
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STANDARD DETAILS

SIDEWALK AND BUS PAD
PAVEMENT DETAIL

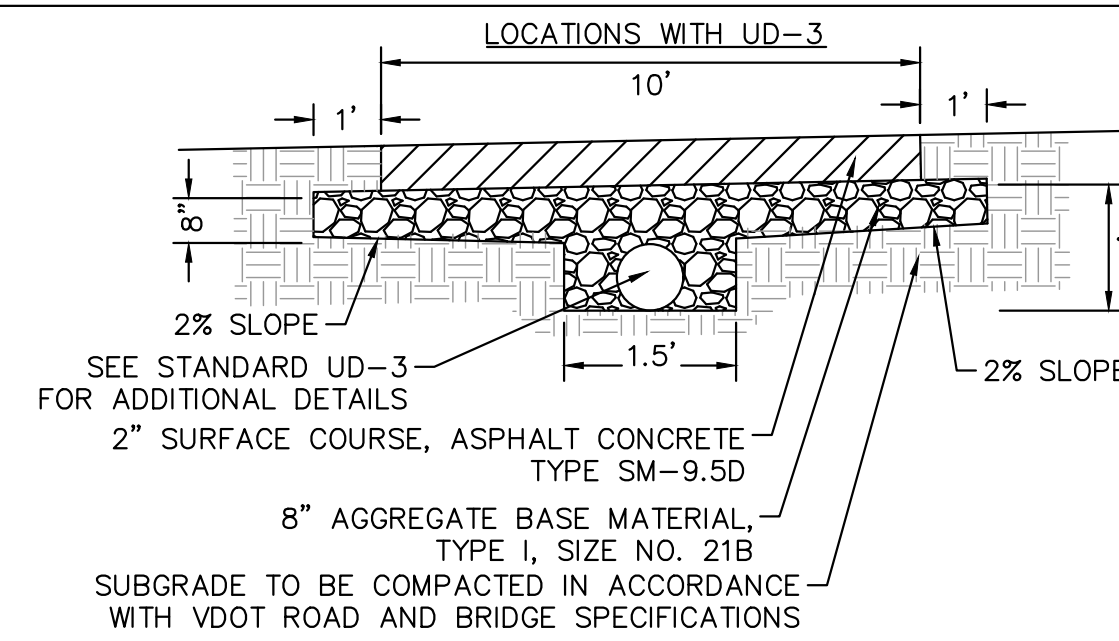
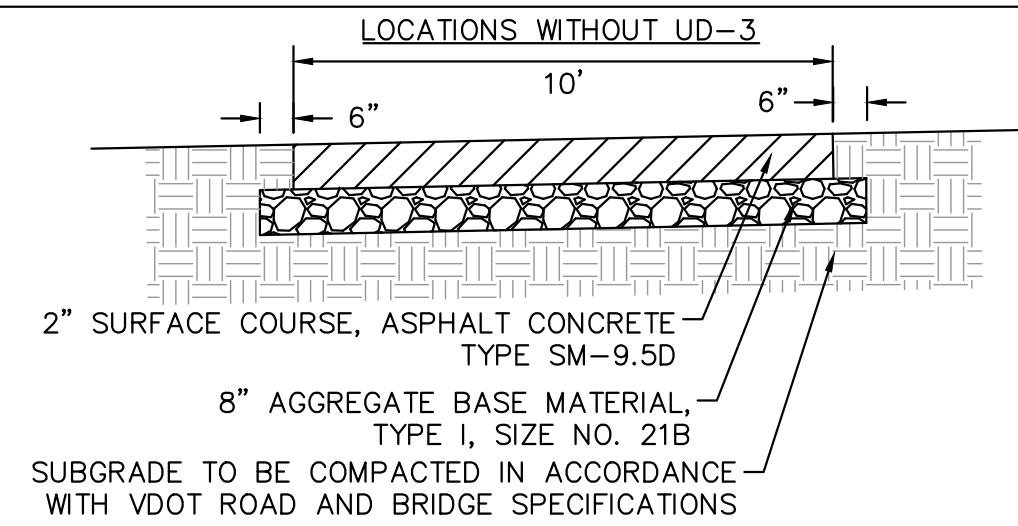


FULL DEPTH
PAVEMENT DETAIL - MAINLINE

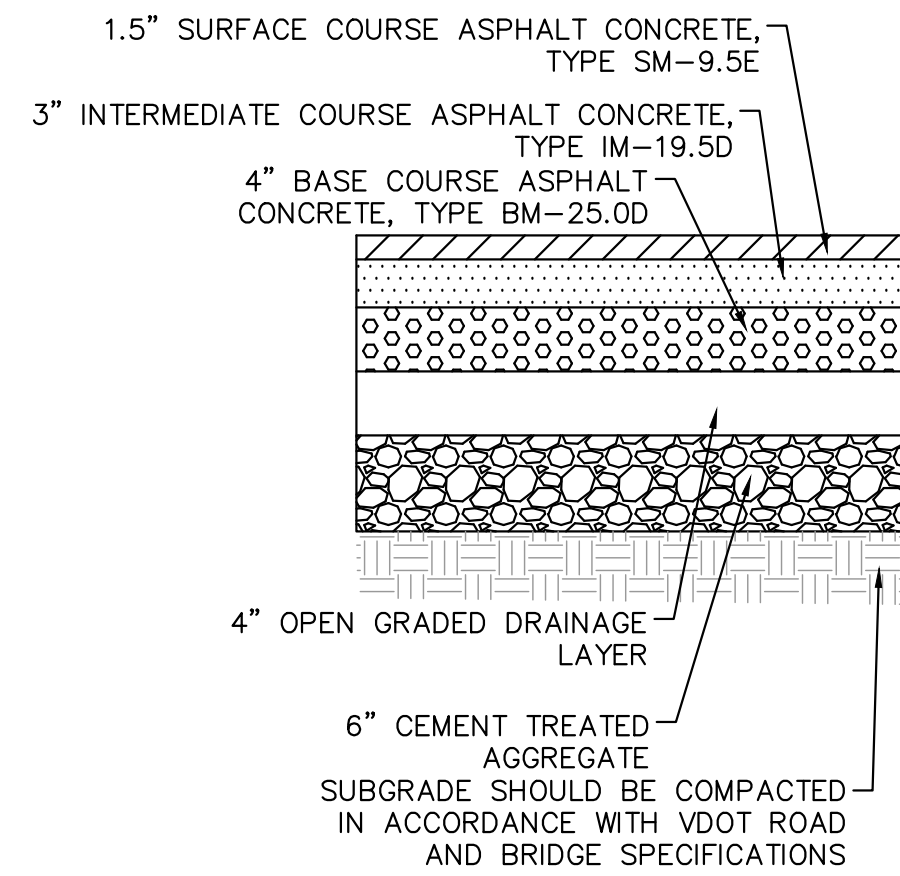


NOTE:
 1. MAINLINE INCLUDES THE NEW PAVEMENT ADJACENT TO EXISTING PAVEMENT ALONG SOUTH VAN DORN STREET.
 2. MILL AND OVERLAY OF THE EXISTING MAINLINE PAVEMENT SHALL BE 3" OF SURFACE COURSE ASPHALT CONCRETE, TYPE SM-9.5E.

SHARED USE PATH
PAVEMENT DETAIL

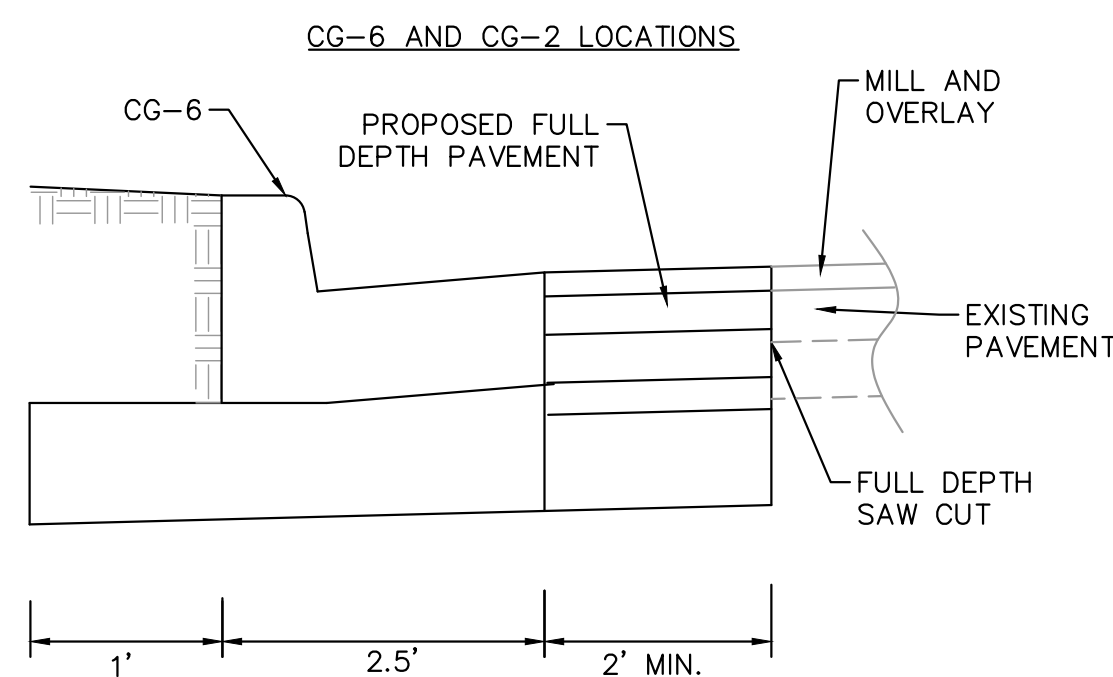


FULL DEPTH
PAVEMENT DETAIL - RAMP



NOTE:
 1. RAMP INCLUDES THE NEW PAVEMENT ADJACENT TO THE EXISTING PAVEMENT ALONG THE I-495 ON RAMP.
 2. MILL AND OVERLAY OF THE EXISTING RAMP PAVEMENT SHALL BE 2" OF SURFACE COURSE ASPHALT CONCRETE, TYPE SM-9.5E.

CURB AND PAVEMENT
SAW CUT DETAIL



NOTE:
 1. ALL PAVEMENT WIDENING SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD WP-2.
 2. CURB AND/OR GUTTER SHALL FOLLOW STANDARD CG-6 OR CG-2.
 3. MILL AND OVERLAY OF THE EXISTING MAINLINE PAVEMENT SHALL BE 3" OF SURFACE COURSE ASPHALT CONCRETE, TYPE SM-9.5E.
 4. MILL AND OVERLAY OF THE EXISTING RAMP PAVEMENT SHALL BE 2" OF SURFACE COURSE ASPHALT CONCRETE, TYPE SM-9.5E.

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EROSION AND SEDIMENT CONTROL NOTES AND NARRATIVE

EROSION AND SEDIMENT CONTROL NOTES

4VAC50-30-40 MINIMUM STANDARDS, (MS-19)

AN EROSION AND SEDIMENT CONTROL PROGRAM ADOPTED BY A DISTRICT OR LOCALITY MUST BE CONSISTENT WITH THE FOLLOWING CRITERIA, TECHNIQUES AND METHODS:

1. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT FOR LONGER THAN 30 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR.
2. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES AND BORROW AREAS SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOILS STOCKPILES ON-SITE AS WELL AS BORROW AREAS AND SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
3. A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT, IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION.
4. SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.
5. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.
6. SEDIMENT TRAPS AND SEDIMENT BASINS SHALL BE DESIGNED AND CONSTRUCTED BASED UPON THE TOTAL DRAINAGE AREA TO BE SERVED BY THE TRAP OR BASIN.
 - a. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT TRAP SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AND THE TRAP SHALL ONLY CONTROL DRAINAGE AREAS LESS THAN THREE ACRES.
 - b. SURFACE RUNOFF FROM DISTURBED AREAS THAT IS COMPRISED OF FLOW FROM DRAINAGE AREAS GREATER THAN OR EQUAL TO THREE ACRES SHALL BE CONTROLLED BY A SEDIMENT BASIN. THE MINIMUM STORAGE CAPACITY OF A SEDIMENT BASIN SHALL BE 134 CUBIC YARDS PER ACRE OF DRAINAGE AREA. THE OUTFALL SYSTEM SHALL, AT A MINIMUM, MAINTAIN THE STRUCTURAL INTEGRITY OF THE BASIN DURING A TWENTY-FIVE YEAR STORM OF 24-HOUR DURATION. RUNOFF COEFFICIENTS USED IN RUNOFF CALCULATIONS SHALL CORRESPOND TO A BARE EARTH CONDITION OR THOSE CONDITIONS EXPECTED TO EXIST WHILE THE SEDIMENT BASIN IS UTILIZED.
7. CUT AND FILL SLOPES SHALL BE DESIGNED AND CONSTRUCTED IN A MANNER THAT WILL MINIMIZE EROSION. SLOPES THAT ARE FOUND TO BE ERODING EXCESSIVELY WITHIN ONE YEAR OF PERMANENT STABILIZATION SHALL BE PROVIDED WITH ADDITIONAL SLOPE STABILIZING MEASURES UNTIL THE PROBLEM IS CORRECTED.
8. CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME OR SLOPE DRAIN STRUCTURE.
9. WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL BE PROVIDED.
10. ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
11. BEFORE NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS OR PIPES ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.
12. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION. NON-ERODIBLE MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF CAUSEWAYS AND COFFERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NON-ERODIBLE COVER MATERIALS.
13. WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES MORE THAN TWICE IN ANY SIX-MONTH PERIOD, A TEMPORARY VEHICULAR STREAM CROSSING CONSTRUCTED OF NON-ERODIBLE MATERIAL SHALL BE PROVIDED.
14. ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS PERTAINING TO WORKING IN OR CROSSING LIVE WATERCOURSES SHALL BE MET.
15. THE BED AND BANKS OF A WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETED.
16. UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:
 - a. NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.
 - b. EXCAVATED MATERIAL SHALL BE PLACED ON UPHILL SIDE OF TRENCHES.
 - c. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.
 - d. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
 - e. RESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.
 - f. APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.
17. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED OR PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY VEHICULAR TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRANSPORTED ONTO A PAVED OR PUBLIC ROAD SURFACE, THE ROAD SURFACE SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL DEVELOPMENT LOTS AS WELL AS TO LARGER LAND-DISTURBING ACTIVITIES.
18. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, UNLESS OTHERWISE AUTHORIZED BY THE LOCAL PROGRAM AUTHORITY. TRAPPED MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.
19. PROPERTIES AND WATERWAYS DOWNSTREAM FROM DEVELOPMENT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION, EROSION AND DAMAGE DUE TO INCREASE IN VOLUME, VELOCITY AND PEAK FLOW RATE OF STORMWATER RUNOFF FOR THE STATED FREQUENCY STORM OF 24-HOUR DURATION IN ACCORDANCE WITH THE FOLLOWING STANDARDS AND CRITERIA:
 - a. CONCENTRATED STORMWATER RUNOFF LEAVING A DEVELOPMENT SITE SHALL BE DISCHARGED DIRECTLY INTO AN ADEQUATE NATURAL OR MAN-MADE RECEIVING CHANNEL, PIPE OR STORM SEWER SYSTEM. FOR THOSE SITES WHERE RUNOFF IS DISCHARGED INTO A PIPE OR PIPE SYSTEM, DOWNSTREAM STABILITY ANALYSES AT THE OUTFALL OF THE PIPE OR PIPE SYSTEM SHALL BE PERFORMED.
 - b. ADEQUACY OF ALL CHANNELS AND PIPES SHALL BE VERIFIED IN THE FOLLOWING MANNER:
 - (1) THE APPLICANT SHALL DEMONSTRATE THAT THE TOTAL DRAINAGE AREA TO THE POINT OF ANALYSIS WITHIN THE CHANNEL IS ONE HUNDRED TIMES GREATER THAN THE CONTRIBUTING DRAINAGE AREA OF THE PROJECT IN QUESTION; OR
 - (2) (a) NATURAL CHANNELS SHALL BE ANALYZED BY THE USE OF A TWO-YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP CHANNEL BANKS NOR CAUSE EROSION OF CHANNEL BED AND BANKS; AND
 - (b) ALL PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS SHALL BE ANALYZED BY THE USE OF A TEN-YEAR STORM TO VERIFY THAT STORMWATER WILL NOT OVERTOP ITS BANKS AND BY THE USE OF A TWO-YEAR STORM TO DEMONSTRATE THAT STORMWATER WILL NOT CAUSE EROSION OF CHANNEL BED OR BANKS; AND
 - (c) PIPES AND STORM SEWER SYSTEMS SHALL BE ANALYZED BY THE USE OF A TEN-YEAR STORM TO VERIFY THAT STORMWATER WILL BE CONTAINED WITHIN THE PIPE OR SYSTEM.
 - c. IF EXISTING NATURAL RECEIVING CHANNELS OR PREVIOUSLY CONSTRUCTED MAN-MADE CHANNELS OR PIPES ARE NOT ADEQUATE, THE APPLICANT SHALL:
 - (1) IMPROVE THE CHANNEL TO A CONDITION WHERE A TEN-YEAR STORM WILL NOT OVERTOP THE BANKS AND A TWO-YEAR STORM WILL NOT CAUSE EROSION TO THE CHANNEL BED OR BANKS; OR
 - (2) IMPROVE THE PIPE OR PIPE SYSTEM TO A CONDITION WHERE THE TEN-YEAR STORM IS CONTAINED WITHIN THE APPURTENANCES; OR
 - (3) DEVELOP A SITE DESIGN THAT WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A TWO-YEAR TO INCREASE WHEN RUNOFF OUTFALLS INTO A NATURAL CHANNEL OR WILL NOT CAUSE THE PRE-DEVELOPMENT PEAK RUNOFF RATE FROM A TEN-YEAR STORM TO INCREASE WHEN RUNOFF OUTFALLS INTO A MAN-MADE CHANNEL; OR
 - (4) PROVIDE A COMBINATION OF CHANNEL IMPROVEMENT, STORMWATER DETENTION OR OTHER MEASURES WHICH IS SATISFACTORY TO THE PLAN-APPROVING AUTHORITY TO PREVENT DOWNSTREAM EROSION.
 - d. THE APPLICANT SHALL PROVIDE EVIDENCE OF PERMISSION TO MAKE THE IMPROVEMENTS.
 - e. ALL HYDROLOGIC ANALYSES SHALL BE BASED ON EXISTING WATERSHED CHARACTERISTICS AND THE ULTIMATE DEVELOPMENT OF THE SUBJECT PROJECT.
 - f. IF THE APPLICANT CHOOSES AN OPTION THAT INCLUDES STORMWATER DETENTION HE SHALL OBTAIN APPROVAL FROM THE LOCALITY OF A PLAN FOR MAINTENANCE OF THE DETENTION FACILITIES. THE PLAN SHALL SET FORTH THE MAINTENANCE REQUIREMENTS OF THE FACILITY AND THE PERSON RESPONSIBLE FOR PERFORMING THE MAINTENANCE.
 - g. OUTFALL FROM A DETENTION FACILITY SHALL BE DISCHARGED TO A RECEIVING CHANNEL, AND ENERGY DISSIPATORS SHALL BE PLACED AT THE OUTFALL OF ALL DETENTION FACILITIES AS NECESSARY TO PROVIDE A STABILIZED TRANSITION FROM THE FACILITY TO THE RECEIVING CHANNEL.
 - h. ALL ON-SITE CHANNELS MUST BE VERIFIED TO BE ADEQUATE.
 - i. INCREASED VOLUMES OF SHEET FLOWS THAT MAY CAUSE EROSION OR SEDIMENTATION ON ADJACENT PROPERTY SHALL BE DIVERTED TO A STABLE OUTLET, ADEQUATE CHANNEL, PIPE OR PIPE SYSTEM, OR TO A DETENTION FACILITY.
 - j. IN APPLYING THESE STORMWATER MANAGEMENT CRITERIA, INDIVIDUAL LOTS OR PARCELS IN A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL DEVELOPMENT SHALL NOT BE SEPARATE DEVELOPMENT PROJECTS. INSTEAD, THE DEVELOPMENT, AS A WHOLE, SHALL BE CONSIDERED TO BE A SINGLE DEVELOPMENT PROJECT. HYDROLOGIC PARAMETERS THAT REFLECT THE ULTIMATE DEVELOPMENT CONDITION SHALL BE USED IN ALL ENGINEERING CALCULATIONS.
 - k. ALL MEASURES USED TO PROTECT PROPERTIES AND WATERWAYS SHALL BE EMPLOYED IN A MANNER WHICH MINIMIZES IMPACTS ON THE PHYSICAL, CHEMICAL AND BIOLOGICAL INTEGRITY OF RIVERS, STREAMS AND OTHER WATERS OF THE STATE.

EROSION AND SEDIMENT CONTROL NARRATIVE

PROJECT DESCRIPTION: THIS PROJECT PROVIDES IMPROVEMENTS TO PEDESTRIAN FACILITIES ALONG SOUTH VAN DORN STREET FROM JUST SOUTH OF OAKWOOD DRIVE TO THE I-495 UNDERPASS. IMPROVEMENTS INCLUDE THE ADDITION OF AN 8'-10' SHARED USE PATH ALONG THE EAST SIDE OF SOUTH VAN DORN STREET. IT ALSO INCLUDES NEW PEDESTRIAN RAMPS, SIDEWALKS, AND BUS STOP PADS ON THE CORNERS OF THE EXISTING INTERSECTION WITH OAKWOOD ROAD, TO FACILITATE THE PEDESTRIAN FACILITIES, THE EXISTING ROADWAY AND ON RAMP WILL BE REALIGNED AND WIDENED, AND THE TRAFFIC SIGNAL WILL BE MODIFIED TO PROVIDE A SIGNALIZED CROSSING OF THE I-495 ON RAMP.

EXISTING SITE CONDITIONS: THE EXISTING VEGETATION ALONG THE PROPOSED SHARED USE PATH CONSISTS OF SOME TREES AND UNDERGROWTH ON THE EAST SIDE AND THE SOUTH VAN DORN STREET ROADWAY ON THE WEST. THE EXISTING LONGITUDINAL SLOPE OF SOUTH VAN DORN STREET VARIES FROM RELATIVELY FLAT NEAR THE INTERSECTION WITH OAKWOOD ROAD TO APPROXIMATELY 14% IN SOME AREAS TOWARDS THE I-495 UNDERPASS. THERE ARE EXISTING GRASS LINED DITCHES BETWEEN SOUTH VAN DORN STREET, THE I-495 ON RAMP, AND OAKWOOD ROAD. THERE ARE THREE OUTFALLS FOR THIS PROJECT. DESCRIPTIONS OF THE OUTFALLS AND THEIR ADEQUACY ARE INCLUDED IN THE PROJECT'S DRAINAGE AND STORMWATER MANAGEMENT REPORT/ANALYSIS.

ADJACENT AREAS: THE SITE IS BOUND BY INTERSTATE 495 TO THE NORTH, MULTI-FAMILY RESIDENTIAL AREA TO THE WEST, UNDEVELOPED LAND TO THE EAST, AND BENT WILLOW DRIVE TO THE SOUTH.

OFFSITE AREAS: NO OFFSITE WORK IS ANTICIPATED. ALL NECESSARY EASEMENTS WILL BE ACQUIRED PRIOR TO LAND DISTURBANCE.

CRITICAL AREAS: THE CRITICAL AREA ON THIS PROJECT IS LOCATED ALONG THE STEEP GRADED PORTION OF SOUTH VAN DORN STREET WHERE THE PROPOSED SHARED USE PATH WILL BE CONSTRUCTED. EROSION AND SEDIMENT CONTROL MEASURES MUST BE INSTALLED IN A TIMELY MANNER TO PREVENT EXCESSIVE RUTTING AND EROSION.

EROSION AND SEDIMENT CONTROL MEASURES: UNLESS OTHERWISE DIRECTED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MOST CURRENT MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA SEDIMENT AND EROSION CONTROL HANDBOOK. ALL NECESSARY E&S MEASURES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.

STRUCTURAL PRACTICES:

1. SILT FENCE BARRIER (3.05) – SILT FENCE SEDIMENT BARRIERS WILL BE INSTALLED DOWN SLOPE OF AREAS WITH MINIMAL GRADES TO FILTER SEDIMENT-LADEN RUNOFF FROM SHEET FLOW AS INDICATED ON E&S PLAN.
2. STORM DRAIN INLET PROTECTION (3.07) – ALL STORM SEWER INLETS SHALL BE PROTECTED DURING CONSTRUCTION. SEDIMENT-LADEN WATER SHALL BE FILTERED BEFORE ENTERING THE STORM SEWER INLETS.
3. TREE PROTECTION (3.08) – A FENCE BARRIER IS TO BE PLACED AROUND THE TREES AND VEGETATED AREAS WHICH WILL NOT BE DISTURBED AS SHOWN ON THE E&S PLAN.

PERMANENT STABILIZATION:

PERMANENT STABILIZATION SHALL BE DONE IN ACCORDANCE WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (SEE TABLE 3.32-D FOR SEED MIXTURES). IN ALL SEEDING OPERATIONS, SEED, FERTILIZER AND LIME WILL BE APPLIED PRIOR TO MULCHING. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING FINISH GRADING. EROSION AND SEDIMENT CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL THE GRASS IS ESTABLISHED.

STORMWATER MANAGEMENT: THE PROJECT PROPOSES AN INCREASE OF IMPERVIOUS AREA. DETAILS ON THE STORMWATER MANAGEMENT PLAN CAN BE FOUND ON THE PROJECT DATA SHEET AND IN THE DRAINAGE AND STORMWATER MANAGEMENT REPORT/ANALYSIS.

MAINTENANCE: ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED DAILY AND AFTER EACH SIGNIFICANT RAINFALL.

1. EROSION AND SEDIMENT CONTROL MEASURES WILL BE INSTALLED BEFORE ANY LAND DISTURBANCE.
2. TEMPORARY SEEDING OR OTHER STABILIZATION WILL FOLLOW IMMEDIATELY AFTER GRADING.
3. THE JOB SUPERINTENDENT SHALL BE RESPONSIBLE FOR THE INSTALLATION, DAILY INSPECTION, AND MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES.

NOTES:



1. AN EROSION & SEDIMENT CONTROL CONTRACTOR CERTIFICATION (ESCCC) IS REQUIRED FOR ALL LAND DISTURBING ACTIVITIES OCCURRING WITHIN THE STATE'S RIGHT OF WAY.
2. THE COUNTY IS RESPONSIBLE FOR COMPLYING WITH APPLICABLE LOCAL, STATE AND FEDERAL ENVIRONMENTAL LAWS AND REGULATIONS, INCLUDING ACQUIRING CLEARANCES/AUTHORIZATIONS FROM APPROPRIATE REGULATORY AGENCIES.
3. ALL E&S CONTROLS SHALL BE REMOVED WITHIN 30 DAYS AFTER PROJECT IS STABILIZED.

TABLE 3.32-D
SITE SPECIFIC SEEDING MIXTURES FOR PIEDMONT AREA

	Total Lbs. Per Acre
Minimum Care Lawn	
- Commercial or Residential	175-200 lbs.
- Kentucky 31 or Turf-Type Tall Fescue	95-100%
- Improved Perennial Ryegrass	0-5%
- Kentucky Bluegrass	0-5%
High-Maintenance Lawn	200-250 lbs.
- Kentucky 31 or Turf-Type Tall Fescue	100%
General Slope (3:1 or less)	
- Kentucky 31 Fescue	128 lbs.
- Red Top Grass	2 lbs.
- Seasonal Nurse Crop *	20 lbs.
	150 lbs.
Low-Maintenance Slope (Steeper than 3:1)	
- Kentucky 31 Fescue	108 lbs.
- Red Top Grass	2 lbs.
- Seasonal Nurse Crop *	20 lbs.
- Crownvetch **	20 lbs.
	150 lbs.

* Use seasonal nurse crop in accordance with seeding dates as stated below:
 February 16th through April Annual Rye
 May 1st through August 15th Foxtail Millet
 August 16th through October Annual Rye
 November through February 15th Winter Rye

** Substitute Sericea lespedeza for Crownvetch east of Farmville, Va. (May through September use hulled Sericea, all other periods, use unhulled Sericea). If Flatpea is used in lieu of Crownvetch, increase rate to 30 lbs./acre. All legume seed must be properly inoculated. Weeping Lovegrass may be added to any slope or low-maintenance mix during warmer seeding periods; add 10-20 lbs./acre in mixes.

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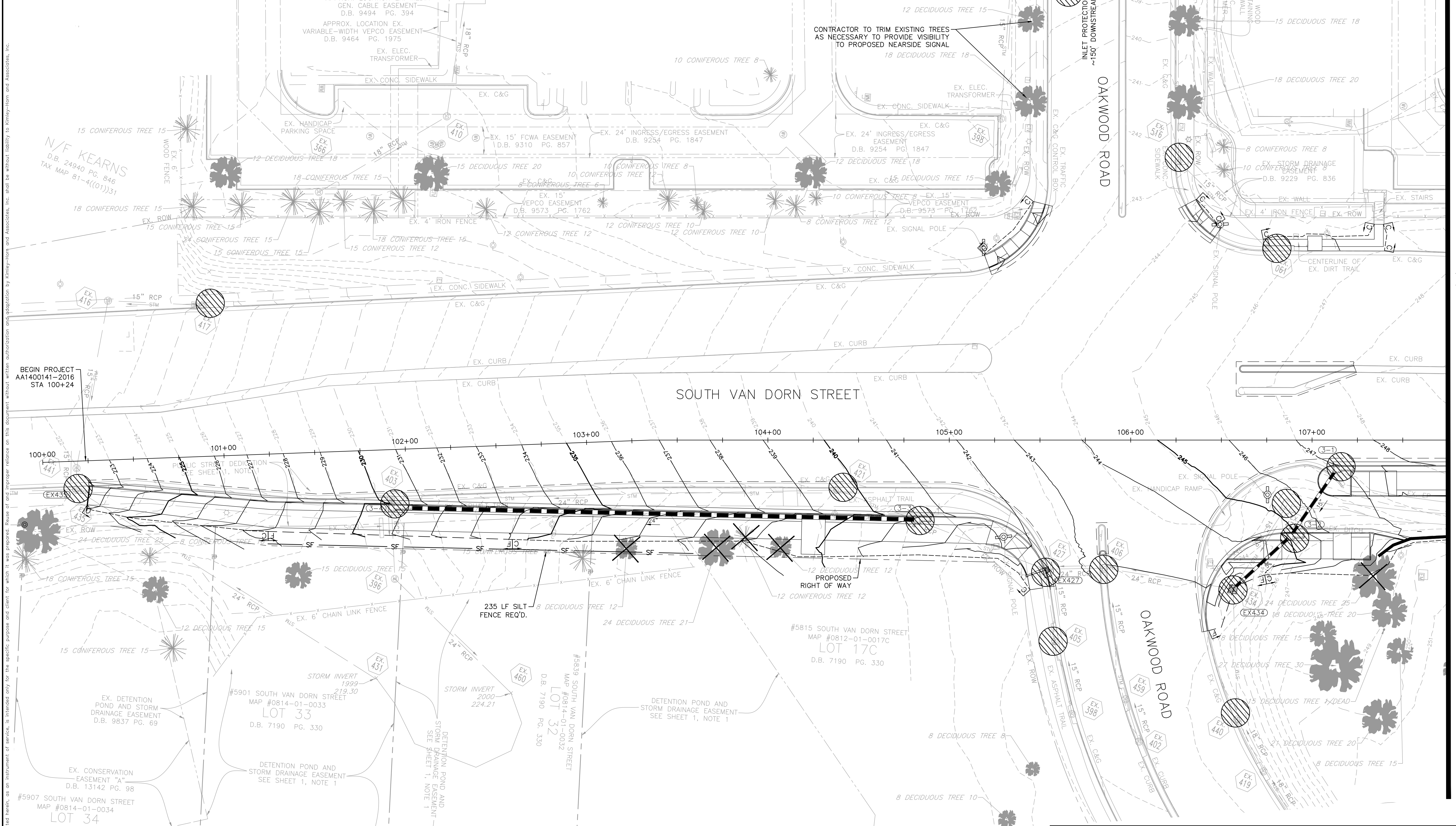
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EROSION AND SEDIMENT CONTROL PLAN



N/F KEARNS
 D.B. 24940 PG. 846
 TAX MAP 81-4(01)31

BEGIN PROJECT
 AA1400141-2016
 STA 100+24

#5907 SOUTH VAN DORN STREET
 MAP #0814-01-0034
 LOT 34
 D.B. 7190 PG. 330

#5901 SOUTH VAN DORN STREET
 MAP #0814-01-0033
 LOT 33
 D.B. 7190 PG. 330

#5815 SOUTH VAN DORN STREET
 MAP #0812-01-0017C
 LOT 17C
 D.B. 7190 PG. 330

#839 SOUTH VAN DORN STREET
 MAP #0814-01-0032
 LOT 32
 D.B. 7190 PG. 330

EX. DETENTION POND AND STORM DRAINAGE EASEMENT
 D.B. 9837 PG. 69

EX. CONSERVATION EASEMENT "A"
 D.B. 13142 PG. 98

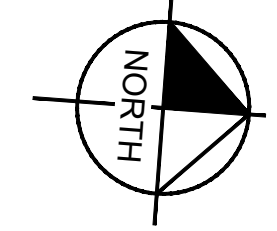
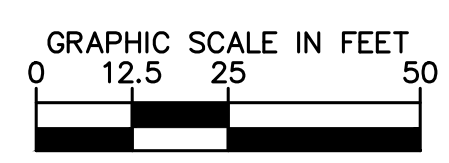
EX. DETENTION POND AND STORM DRAINAGE EASEMENT
 SEE SHEET 1, NOTE 1

EX. DETENTION POND AND STORM DRAINAGE EASEMENT
 SEE SHEET 1, NOTE 1

EX. DETENTION POND AND STORM DRAINAGE EASEMENT
 SEE SHEET 1, NOTE 1

- LEGEND**
- INLET PROTECTION (NO. 3.07)
 - SILT FENCE (NO. 3.05)
 - TREE PROTECTION (NO. 3.38)
 - REMOVE TREE OR STUMP

- NOTES:**
1. PHASE 1 AND PHASE 2 EROSION AND SEDIMENT CONTROLS ARE SHOWN TOGETHER ON THIS PLAN. CONTRACTOR SHALL PROVIDE INLET PROTECTION ON ALL FUNCTIONING INLETS DURING CONSTRUCTION.



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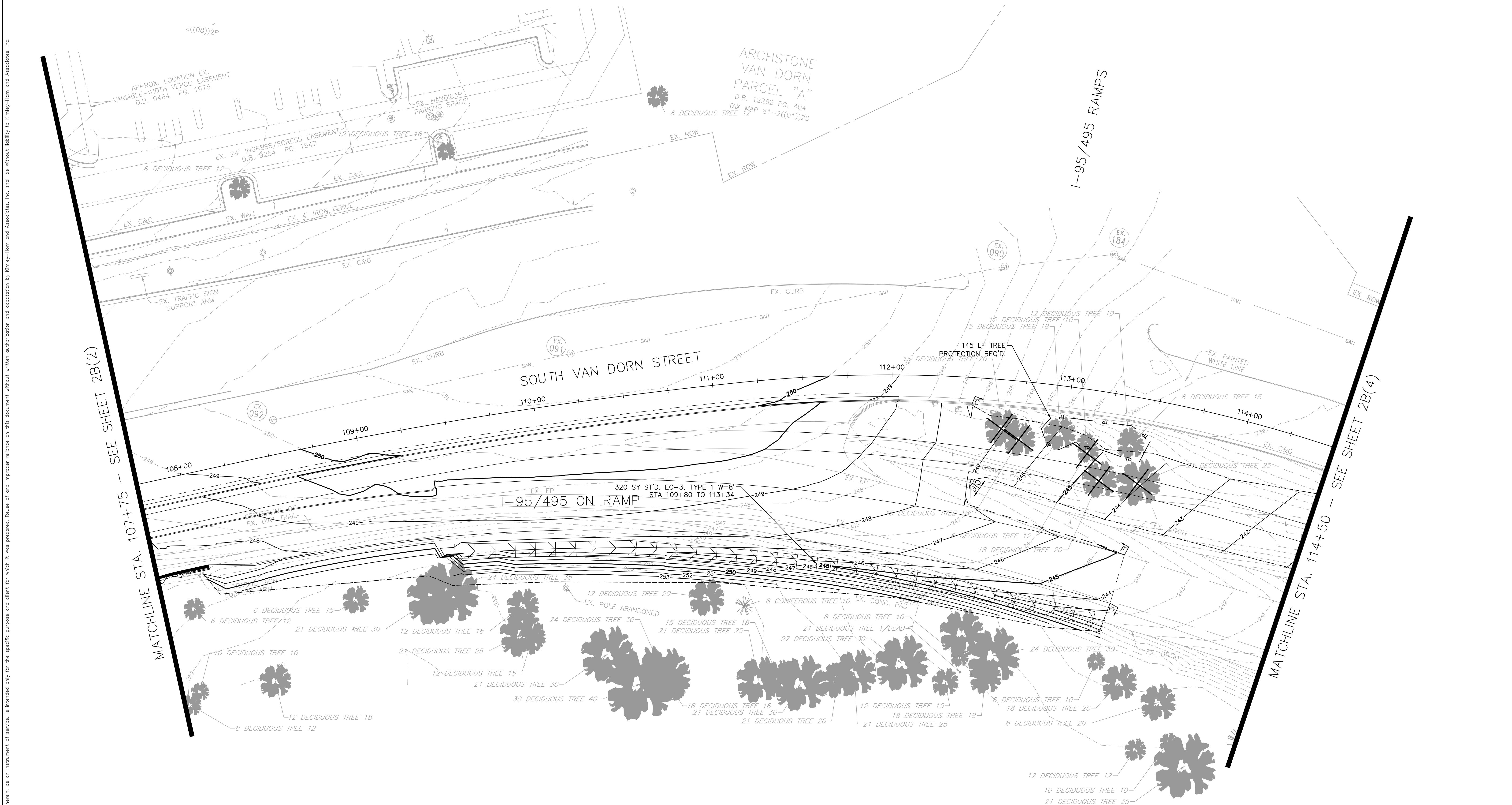
EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION			
12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES		703-324-5800	
SOUTH VAN DORN STREET			
BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS			
EROSION AND SEDIMENT CONTROL PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE		DESIGNED BY: DD	SHEET 2B(2)
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		DRAFTED BY: MW	CHECKED BY: MA

MATCHLINE STA. 107+75 - SEE SHEET 2B(3)

Plotted By: Waring, Megan. Sheet Set: South Van Dorn Street. Erosion and Sediment Control Plan. November 08, 2019. 01:06:36pm. K:\NVA_RD\NVA_110213062_South Van Dorn Street_CAD\PlanSheets\2B Erosion and Sediment Control.dwg. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of any information contained herein without the written authorization and approval of Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

EROSION AND SEDIMENT CONTROL PLAN



LEGEND

	INLET PROTECTION (NO. 3.07)
	SILT FENCE (NO. 3.05)
	TREE PROTECTION (NO. 3.3B)
	REMOVE TREE OR STUMP

NOTES:

- PHASE 1 AND PHASE 2 EROSION AND SEDIMENT CONTROLS ARE SHOWN TOGETHER ON THIS PLAN. CONTRACTOR SHALL PROVIDE INLET PROTECTION ON ALL FUNCTIONING INLETS DURING CONSTRUCTION.
- TREES ARE LABELED AS FOLLOWS: TRUNK DIAMETER IN INCHES, TYPE, HEIGHT IN FEET

GRAPHIC SCALE IN FEET
 0 12.5 25 50

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 KIMLEY-HORN AND ASSOCIATES, INC.
 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

PROFESSIONAL ENGINEER
 MICHAEL R. ALBRIGHT
 Lic. No. 46643
 11/08/2019

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FAIRFAX COUNTY, VIRGINIA			
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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS EROSION AND SEDIMENT CONTROL PLAN	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 2B(3)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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EROSION AND SEDIMENT CONTROL PLAN

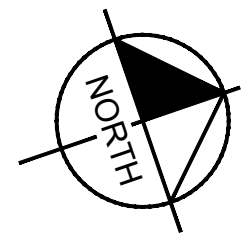
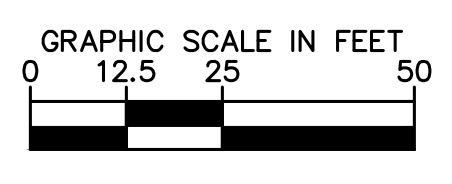


LEGEND

	INLET PROTECTION (NO. 3.07)
	SILT FENCE (NO. 3.05)
	TREE PROTECTION (NO. 3.38)
	REMOVE TREE OR STUMP

NOTES:

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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
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SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS EROSION AND SEDIMENT CONTROL PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE		DESIGNED BY: DD	SHEET 2B(4)
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STORM DRAINAGE DESCRIPTIONS

STORM DRAINAGE ASBUILT TABLE

<p>EX. STM STR-417 LSB #1771 MSMD # STMN0814 083 417 TOP INV. OUT 15" RCP TO 416 = 225.92 TOP 416 = 220.39</p>	<p>EX. STM STR-416 LSB #1963 MSMD # STMN0814 083 416 TOP INV. IN 15" RCP FROM 417 = 219.33 INV. OUT 15" RCP TO 441 = 219.22</p>	<p>EX. STM STR-441 LSB #1960 MSMD # STMN0814 083 441 TOP INV. IN FROM 416 = 221.97 INV. OUT TO 435</p>	<p>EX. STM STR-431 LSB #1998 MSMD # STMN0814 083 431 TOP INV. OUT 24" RCP TO 435 = 219.30</p>	<p>EX. STM STR-435 LSB #1959 MSMD # STMN0814 083 435 TOP INV. IN 15" RCP FROM 441 = 215.66 INV. IN 24" RCP FROM 431 = 214.94 INV. OUT 24" RCP TO 498 = 214.79</p>	<p>EX. STM STR-N/A LSB #5151 MSMD # STMN0814 N/A TOP INV. OUT 12" RCP TO 498 = 214.91</p>	<p>EX. STM STR-498 LSB #5152 MSMD # STMN0814 463 498 TOP INV. IN 12" RCP FROM LSB #5151 = 209.91 INV. IN 24" RCP FROM 435 = 209.03 INV. OUT 24" RCP TO 496 = 208.76</p>	<p>EX. STM STR-476 LSB #5158 MSMD # STMN0814 083 476 TOP INV. OUT 15" RCP TO 497 = 208.99</p>	<p>EX. STM STR-497 LSB #5155 MSMD # STMN0814 463 497 TOP INV. IN 15" RCP FROM 476 = 208.82 INV. OUT 15" RCP TO 418 = 208.76</p>	<p>EX. STM STR-418 LSB #5154 MSMD # STMN0814 083 418 TOP INV. IN 15" RCP FROM 497 = 208.18 INV. OUT 18" RCP TO 496 = 207.86</p>	<p>EX. STM STR-496 LSB #5153 MSMD # STMN0814 463 496 TOP INV. IN 18" RCP FROM 418 = 207.61 INV. IN 24" RCP FROM 498 = 207.96 INV. OUT 24" RCP TO 494 = 207.39</p>	<p>EX. STM STR-494 LSB #5160 MSMD # STMN0814 463 494 TOP INV. IN 24" RCP FROM 496 = 206.52 INV. OUT 30" RCP TO 464 = 206.18</p>	<p>EX. STM STR-464 LSB #5161 MSMD # STMN0814 083 464 TOP INV. IN 30" RCP FROM 494 = 205.55 INV. OUT 30" RCP TO 9003 = 205.34</p>	<p>EX. STM STR-493 LSB #9018 MSMD # STMN0814 463 493 TOP INV. OUT 15" RCP TO 392 = 206.27</p>	<p>EX. STM STR-447 LSB #9005 MSMD # STMN0814 083 447 TOP INV. OUT 48" RCP TO 392 = 196.66</p>	<p>EX. STM STR-392 LSB #9004 MSMD # STMN0814 083 392 TOP INV. IN 15" RCP FROM 493 = 202.63 INV. IN 48" RCP FROM 447 = 196.31 INV. OUT 48" RCP TO 9003 = 196.01</p>	<p>EX. STM STR-N/A LSB #9003 MSMD # STMN0814 N/A TOP INV. IN 18" RCP FROM SOUTH = 209.26 INV. IN 30" RCP FROM 464 = 204.00 INV. IN 48" RCP FROM 392 = 195.98 INV. OUT 48" RCP TO WEST = 195.41</p>	<p>EX. STM STR-868 LSB #9013 MSMD # STMN0814 462 868 TOP INV. OUT 30" RCP TO WEST = 196.46</p>	<p>EX. STM STR-366 LSB #4209 MSMD # STMN0814 463 366 TOP INV. OUT 18" RCP TO 410 = 229.89</p>	<p>EX. STM STR-410 LSB #4208 MSMD # STMN0814 083 410 TOP INV. IN 18" RCP FROM 366 = 229.30 INV. OUT 18" RCP TO 364 = 229.05</p>	<p>EX. STM STR-364 LSB #4162 MSMD # STMN0814 463 364 TOP INV. IN 18" RCP FROM 410 = 228.49 INV. OUT 18" RCP TO WEST = 228.37</p>	<p>EX. STM STR-501 LSB #4360 MSMD # STMN0812 453 501 TOP INV. OUT 15" RCP TO 502 = 231.75 TOP 502 = 226.74</p>	<p>EX. STM STR-502 LSB #4466 MSMD # STMN0812 453 502 TOP INV. IN 15" RCP FROM 501 = 224.62 INV. OUT 15" RCP TO NORTH = 224.52</p>	<p>EX. STM STR-407 LSB #4528 MSMD # STMN0814 463 407 TOP INV. OUT 15" RCP TO 480 = 224.69</p>	<p>EX. STM STR-061 LSB #1552 MSMD # STMN0812 081 061 TOP INV. OUT 15" RCP TO 516 = 238.44</p>	<p>EX. STM STR-516 LSB #1575 MSMD # STMN0812 453 516 TOP INV. IN 15" RCP FROM 061 = 236.71 INV. OUT 15" RCP TO 480 = 236.66</p>	<p>EX. STM STR-480 LSB #4337 MSMD # STMN0812 453 480 TOP INV. IN 15" RCP FROM 407 = 223.77 INV. IN 15" RCP FROM 516 = 223.84 INV. OUT 18" RCP TO WEST = 223.60</p>	<p>EX. STM STR-398 LSB #4082 MSMD # STMN0814 463 398 TOP INV. OUT 15" RCP TO 399 = 234.30</p>	<p>EX. STM STR-399 LSB #4602 MSMD # STMN0814 463 399 TOP INV. IN 15" RCP FROM 398 = 233.26 INV. OUT 15" RCP TO 370 = 232.86</p>	<p>EX. STM STR-370 LSB #4551 MSMD # STMN0814 463 370 TOP INV. IN 15" RCP FROM 399 = 229.01 INV. OUT 15" RCP TO SOUTH = 228.96</p>	<p>EX. STM STR-462 LSB #5057 MSMD # STMN0812 083 462 TOP INV. OUT 15" RCP TO 452 = 250.00</p>	<p>EX. STM STR-452 LSB #5058 MSMD # STMN0812 083 452 TOP INV. IN 15" RCP FROM 462 = 244.61 INV. OUT 15" RCP TO 429 = 244.57</p>	<p>EX. STM STR-429 LSB #5059 MSMD # STMN0812 083 429 TOP INV. IN 15" RCP FROM 452 = 244.07 INV. OUT 15" RCP TO 461 = 243.90</p>	<p>EX. STM STR-461 LSB #5060 MSMD # STMN0812 083 461 TOP INV. IN 15" RCP FROM 429 = 242.38 INV. OUT 15" RCP TO 463 = 242.25</p>	<p>EX. STM STR-423 LSB #5063 MSMD # STMN0812 083 423 TOP INV. OUT 15" RCP TO 395 = 242.08</p>	<p>EX. STM STR-395 LSB #5062 MSMD # STMN0812 083 395 TOP INV. IN 15" RCP FROM 423 = 241.13 INV. OUT 15" RCP TO 463 = 241.06</p>	<p>EX. STM STR-463 LSB #5061 MSMD # STMN0812 083 463 TOP INV. IN 15" RCP FROM 461 = 241.61 INV. IN 15" RCP FROM 395 = 240.77 INV. OUT 15" RCP TO 475 = 238.77</p>	<p>EX. STM STR-475 LSB #1346 MSMD # STMN0812 083 475 TOP INV. IN 15" RCP FROM 463 = 236.53 INV. OUT 18" RCP TO 419 = 236.49</p>	<p>EX. STM STR-419 LSB #1359 MSMD # STMN0812 083 419 TOP INV. IN 18" RCP FROM 475 = 236.17 INV. OUT 18" RCP TO 440 = 236.08</p>	<p>EX. STM STR-440 LSB #1369 MSMD # STMN0812 083 440 TOP INV. IN 18" RCP FROM 419 = 235.78 INV. OUT 18" RCP TO 434 = 235.67</p>	<p>EX. STM STR-478 LSB #1442 MSMD # STMN0812 083 478 TOP INV. OUT 15" RCP TO 434 = 238.77</p>	<p>EX. STM STR-434 LSB #1466 MSMD # STMN0812 083 434 TOP INV. IN 15" RCP FROM 478 = 234.90 INV. IN 18" RCP FROM 440 = 234.71 INV. OUT 24" RCP TO 406 = 234.25</p>	<p>EX. STM STR-402 LSB #1327 MSMD # STMN0812 083 402 TOP INV. OUT 15" RCP TO 459 = 239.07</p>	<p>EX. STM STR-459 LSB #1316 MSMD # STMN0812 083 459 TOP INV. IN 15" RCP FROM 402 = 239.07 INV. OUT 15" RCP TO 406 = 239.02</p>	<p>EX. STM STR-406 LSB #1288 MSMD # STMN0812 083 406 TOP INV. IN 24" RCP FROM 434 = 233.59 INV. IN 15" RCP FROM 459 = 238.64 INV. OUT 24" RCP TO 427 = 233.39</p>	<p>EX. STM STR-398 LSB #1135 MSMD # STMN0812 083 398 TOP INV. OUT 15" RCP TO 405 = 238.67</p>	<p>EX. STM STR-405 LSB #1143 MSMD # STMN0812 083 405 TOP INV. IN 15" RCP FROM 398 = 238.57 INV. OUT 15" RCP TO 427 = 238.52</p>	<p>EX. STM STR-427 LSB #1163 MSMD # STMN0814 083 427 TOP INV. IN 24" RCP FROM 406 = 233.12 INV. IN 15" RCP FROM 405 = 238.12 INV. OUT 24" RCP TO 421 = 233.02</p>	<p>EX. STM STR-421 LSB #1225 MSMD # STMN0814 083 421 TOP INV. IN 24" RCP FROM 427 = 230.72 INV. OUT 24" RCP TO 403 = 230.69</p>	<p>EX. STM STR-403 LSB #1919 MSMD # STMN0814 083 403 TOP INV. IN 24" RCP FROM 421 = 225.29 INV. OUT 24" RCP TO 396 = 225.19</p>	<p>EX. STM STR-396 LSB #1997 MSMD # STMN0814 083 396 TOP INV. IN 24" RCP FROM 403 = 224.54 INV. OUT 24" RCP TO 460 = 224.44</p>	<p>EX. STM STR-460 LSB #2000 MSMD # STMN0812 083 460 TOP INV. IN 24" RCP FROM 396 = 224.21</p>	<p>EX. STM STR-285 LSB #5174 MSMD # STMN0812 069 285 TOP INV. OUT 15" RCP TO 539 = 239.16</p>	<p>EX. STM STR-539 LSB #5173 MSMD # STMN0812 453 539 TOP INV. IN 15" RCP FROM 285 = 235.76 INV. OUT 15" RCP TO 228 = 232.49</p>	<p>EX. STM STR-228 LSB #5172 MSMD # STMN0812 069 228 TOP INV. IN 15" RCP FROM 539 = 232.03</p>	<p>EX. STM STR-466 LSB #5053 MSMD # STMN0812 083 466 TOP INV. IN 15" RCP FROM WEST (ABANDONED) = 243.13 INV. OUT 15" RCP TO 551 = 243.09</p>	<p>EX. STM STR-551 LSB #5052 MSMD # STMN0812 069 551 TOP INV. IN 15" RCP FROM WEST (ABANDONED) = 229.34 INV. IN 15" RCP FROM 446 = 229.48 INV. OUT 15" RCP TO 245 = 229.31</p>	<p>EX. STM STR-245 LSB #5051 MSMD # STMN0812 069 245 TOP INV. IN 15" RCP FROM 551 = 211.75 INV. OUT 18" RCP TO 197 = 211.43</p>	<p>EX. STM STR-197 LSB #5050 MSMD # STMN0812 069 197 TOP INV. IN 15" RCP FROM NW (ABANDONED) = 191.03 INV. IN 18" RCP FROM 245 = 186.59 INV. OUT 18" RCP TO 340 = 186.09</p>	<p>EX. STM STR-340 LSB #4776 MSMD # STMN0812 069 340 TOP INV. IN 15" RCP FROM NW (ABANDONED) = 164.44 INV. IN 18" RCP FROM 197 = 164.28 INV. OUT 18" RCP TO NE = 164.16</p>	<p>EX. STM STR-064 LSB #4765 MSMD # STMN0812 453 064 TOP INV. OUT 18" RCP TO 058 = 171.96</p>	<p>EX. STM STR-058 LSB #4766 MSMD # STMN0812 453 058 TOP INV. IN 18" RCP FROM 064 = 158.53 TO CONCRETE DITCH</p>	<p>EX. STM STR-042 LSB #4761 MSMD # STMN0812 453 042 TOP INV. OUT 48" RCP TO 057 = 159.86</p>	<p>EX. STM STR-057 LSB #4767 MSMD # STMN0812 453 057 TOP INV. IN 48" RCP FROM 042 = 157.84 TO CONCRETE DITCH</p>	<p>EX. STM STR-033 LSB #19046 MSMD # STMN0812 453 033 TOP INV. IN FROM CONCRETE DITCH = 136.50</p>	<p>EX. STM STR-642 LSB #19048 MSMD # STMN0812 087 642 TOP INV. OUT 72"x72" RCP TO 610 = 135.07</p>	<p>EX. STM STR-610 LSB #19053 MSMD # STMN0812 087 610 TOP INV. IN 72"x72" RCP FROM 642 = 128.19</p>	<p>EX. STM STR-177 LSB #19049 MSMD # STMN0812 453 177 TOP INV. OUT 72"x72" RCP TO 176 = 135.01</p>	<p>EX. STM STR-176 LSB #19052 MSMD # STMN0812 453 176 TOP INV. IN 72"x72" RCP FROM 177 = 128.16</p>	<p>EX. STM STR-609 LSB #19050 MSMD # STMN0812 087 609 TOP INV. OUT 72"x72" RCP TO 611 = 135.10</p>	<p>EX. STM STR-611 LSB #19051 MSMD # STMN0812 087 611 TOP INV. IN 72"x72" RCP FROM 609 = 128.05</p>	<p>EX. STM STR-456 LSB #991 MSMD # STMN0812 083 456 TOP INV. OUT 15" RCP TO 424</p>	<p>EX. STM STR-424 LSB #4670 MSMD # STMN0812 083 424 TOP INV. IN 15" RCP FROM 456 = 166.54</p>	<p>EX. STM STR-044 LSB #4739 MSMD # STMN0812 453 539 TOP INV. IN 12" RCP FROM POND = 169.77 INV. OUT 24" RCP TO 050 = 164.83</p>	<p>EX. STM STR-050 LSB #4750 MSMD # STMN0812 453 050 TOP INV. IN 24" RCP FROM 044 = 164.74</p>	<p>EX. STM STR-425 LSB #4759 MSMD # STMN0812 083 425 TOP INV. OUT 24" RCP TO 477 = 164.57</p>	<p>EX. STM STR-477 LSB #4760 MSMD # STMN0812 083 477 TOP INV. IN 24" RCP FROM 425 = 162.37</p>	<p>EX. STM STR-467 LSB #4997 MSMD # STMN0812 083 467 TOP INV. IN 18" RCP FROM SSW = 210.31 INV. OUT 18" RCP TO 052 = 210.01</p>	<p>EX. STM STR-446 LSB #4787 MSMD # STMN0812 083 446 TOP INV. OUT 15" RCP TO 052 = 184.44</p>	<p>EX. STM STR-052 LSB #4792 MSMD # STMN0812 453 052 TOP INV. IN 15" RCP FROM 446 = 183.79 INV. IN 18" RCP FROM 467 = 190.87 INV. OUT 18" RCP TO 051 = 183.28</p>	<p>EX. STM STR-051 LSB #1072 MSMD # STMN0812 453 051 TOP INV. IN 18" RCP FROM 052 = 179.30 INV. OUT 18" RCP TO 043 = 175.00</p>	<p>EX. STM STR-043 LSB #4674 MSMD # STMN0812 453 043 TOP INV. IN 18" RCP FROM 051 = 166.54</p>	<p>EX. STM STR-041 LSB #5082 MSMD # STMN0812 453 041 TOP INV. IN 24" RCP FROM WEST (BURIED STRUCTURE) = 165.38</p>	<p>EX. STM STR-368 LSB #2586 MSMD # STMN0812 453 368 TOP INV. OUT 15" RCP TO LSB #2587 = 226.79</p>	<p>EX. STM STR-N/A LSB #2587 MSMD # STMN0812 N/A TOP INV. IN 15" RCP FROM 368 = 224.18 INV. OUT 15" RCP TO 374 = 223.82</p>	<p>EX. STM STR-374 LSB #2588 MSMD # STMN0812 453 374 TOP INV. IN 15" RCP FROM LSB #2587 = 222.33 INV. OUT TO 373</p>	<p>EX. STM STR-373 LSB # N/A MSMD # STMN0812 453 373 TOP INV. IN FROM 374 INV. OUT TO 371</p>	<p>EX. STM STR-377 LSB #2582 MSMD # STMN0812 453 377 TOP INV. OUT TO 430 = 211.47</p>	<p>EX. STM STR-430 LSB #2581 MSMD # STMN0812 083 430 TOP INV. IN FROM 365 = 211.27 INV. IN FROM 377 INV. OUT FROM 375</p>	<p>EX. STM STR-375 LSB #5169 MSMD # STMN0812 453 375 TOP INV. IN FROM 430 INV. IN FROM 372 INV. OUT TO 040</p>
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EX. STM STR-377
LSB #2582
MSMD # STMN0812 453 377
TOP
INV. OUT TO 430 = 211.47

EX. STM STR-430
LSB #2581
MSMD # STMN0812 083 430
TOP
INV. IN FROM 365 = 211.27
INV. IN FROM 377
INV. OUT FROM 375

EX. STM STR-375
LSB #5169
MSMD # STMN0812 453 375
TOP
INV. IN FROM 430
INV. IN FROM 372
INV. OUT TO 040

* STRUCTURE IN ROAD AND INACCESSIBLE TO FIELD CREW. PIPE DIRECTION OBTAINED USING FAIRFAX COUNTY STORMNET FIELD MAP.

** STRUCTURE FILLED WITH MUD AND DEBRIS AND INACCESSIBLE TO FIELD CREW. PIPE DIRECTION OBTAINED USING FAIRFAX COUNTY STORMNET FIELD MAP.

*** STRUCTURE NOT FOUND BY FIELD CREW. DOUBLE-CHECKED. PIPE DIRECTION OBTAINED USING FAIRFAX COUNTY STORMNET FIELD MAP.

STORM DRAINAGE PROPOSED DESCRIPTIONS

<p>1 Std. DI-3B Req. L=10', H=5.2', Inv=242.30' Std. IS-1 Req. Connect UD-4 To Structure Connect UD-3 To Structure</p>	<p>45' - 15" Conc. Pipe Class III Req. (3' Cover) Silt Tight Joint Type Inv(In)=242.30, Inv(Out)=240.06</p>
<p>1 Std. DI-3BB Req. L=8', H=8.3', Inv=237.06' Std. IS-1 Req. Connect UD-4 To Structure</p>	<p>44' - 15" Conc. Pipe Class III Req. (4' Cover) Silt Tight Joint Type Inv(In)=237.06, Inv(Out)=234.90</p>
<p>Modify Existing Drop Inlet Modify to Remove 15" Conc. Pipe Modify to Accept 15" Conc. Pipe</p>	
<p>Adjust Existing Drop Inlet Adjust to Grade, Lower 0.2' Replace DI-2B Top, L=4' Proposed Top Elev=243.0'</p>	
<p>1 Std. DI-3BB Req. L=8', H=9.6', Inv=231.48' Std. IS-1 Req. Modify To Accept 24" Conc. Pipe Connect UD-4 To Structure</p>	
<p>289' - 24" Conc. Pipe Class III Req. (3' Cover) Silt Tight Joint Type Inv(In)=231.48, Inv(Out)=225.23</p>	
<p>1 Std. DI-3B Req. L=12', H=5.5', Inv=225.13' Std. IS-1 Req. Modify To Accept 24" Conc. Pipe Connect UD-4 To Structure</p>	
<p>Modify Existing Drop Inlet Connect UD-4 To Structure</p>	
<p>Modify Existing Drop Inlet Connect UD-3 To Structure</p>	
<p>Modify Existing Drop Inlet Replace DI-3B Top, L=20' Connect UD-3 To Structure</p>	

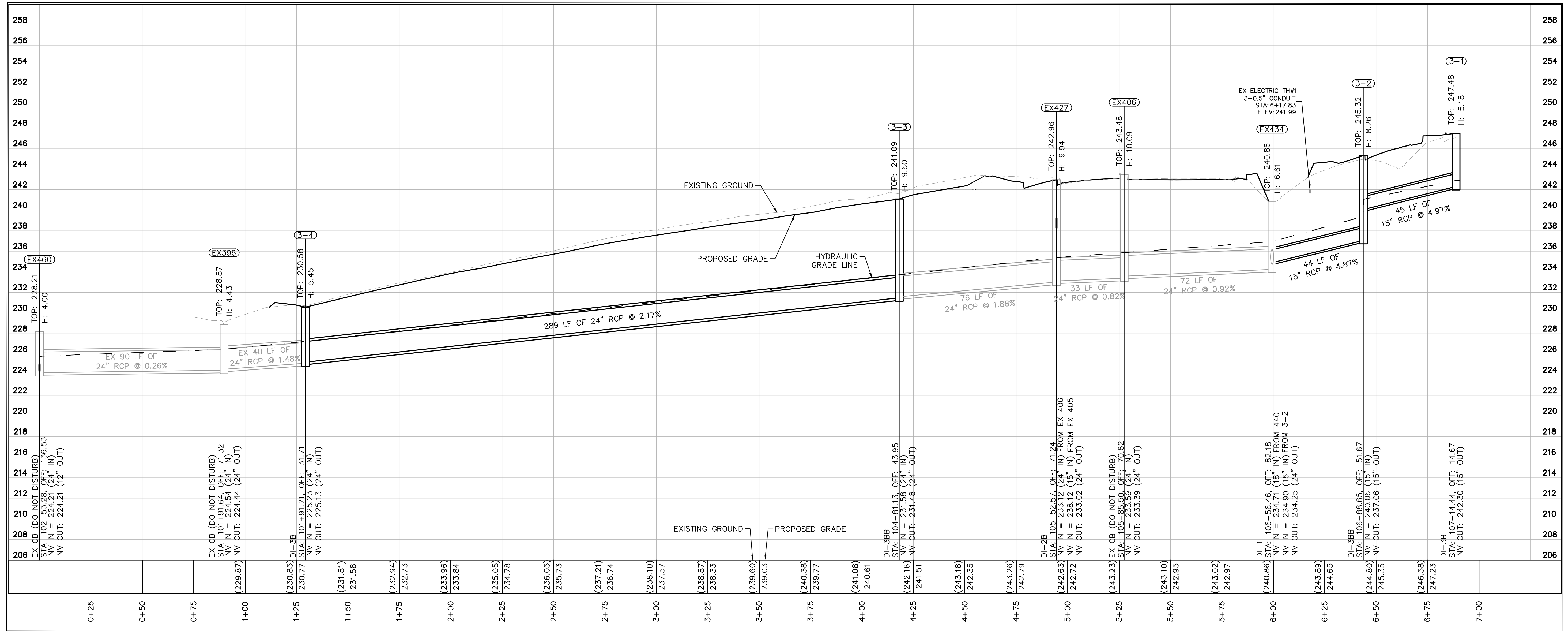
EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION			
12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES		703-324-5800	
SOUTH VAN DORN STREET			
BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS			
STORM DRAINAGE DESCRIPTIONS			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
NOT TO SCALE	DRAFTED BY: MW	2C(1)	
CHECKED BY: MA			
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			
DESCRIPTION	BY	APPROVED	DATE



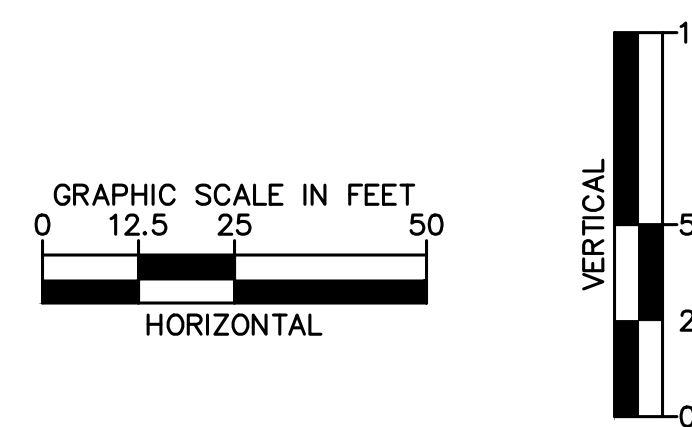
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 Phone: 703-674-1300

Plotted By: Waring, Megan. Sheet Set: South Van Dorn Street. Layout: 2C(1). STORM DRAINAGE DESCRIPTIONS. November 08, 2019. 01:07:07pm. K:\NVA-RD\VA\110213060_South Van Dorn Street_CAD\Drawings\2C STORM DRAINAGE DESCRIPTIONS AND PROFILES.dwg
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STORM DRAINAGE PROFILES



NOTES:
 1. A POST INSTALLATION VISUAL/VIDEO CAMERA INSPECTION SHALL BE CONDUCTED BY THE CONTRACTOR ON ALL STORM SEWER PIPE AND A SELECTED NUMBER OF PIPE CULVERTS IN ACCORDANCE WITH SECTION 302.03(D) OF THE VDOT 2016 ROAD AND BRIDGE SPECIFICATIONS AND VTM 123



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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS STORM DRAINAGE PROFILES	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET 2C(2)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 6/7/2018

PROJECT DATA SHEET

(FEDERAL/STATE FUNDED PROJECT)

PROJECT INFORMATION									
PROJECT INFORMATION									
PROJECT NAME	SOUTH VAN DORN STREET BIKE/PED IMPROVEMENTS								
COUNTY PROJECT NUMBER	1400141-2016								
VDOT UPC NUMBER (IF APPLICABLE)	PE - 109607	RW - TBD	CN - TBD						
PROJECT LIMITS / LENGTH (FT)	OAKWOOD ROAD TO I-495 UNDERPASS, 2,000 LF								
FUNDING SOURCE	400-C40011								
DATE OF FUNDING OBLIGATION									
LATITUDE / LONGITUDE	LAT	38.793779	LONG	-77.136771					
6TH ORDER HUC NUMBER	020700100302								
TYPE OF DEVELOPMENT:									
<input type="checkbox"/> NEW DEVELOPMENT <input checked="" type="checkbox"/> REDEVELOPMENT									
STORMWATER MANAGEMENT TECHNICAL CRITERIA USED:									
<input checked="" type="checkbox"/> VSMP TECHNICAL CRITERIA IIB / FFX CO STORMWATER MANAGEMENT ORDINANCE ARTICLE 4									
<input type="checkbox"/> VSMP TECHNICAL CRITERIA IIC / FFX CO STORMWATER MANAGEMENT ORDINANCE ARTICLE 5									
SWM WAIVER/EXCEPTION(S) REQUIRED: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> APPROVAL DATE:									
TYPE(S): DETENTION EXCEPTION LDS NUMBER: 6762-WSWD-001-1									
A) IS PROJECT LOCATED WITHIN THE WATER SUPPLY PROTECTION OVERLAY DISTRICT (WSPOD)? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>									
B) IS PROJECT A PUBLIC IMPROVEMENT (PI) PLAN SUBJECT TO FULL LDS REVIEW/APPROVAL? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>									
C) IS PROJECT A LINEAR PROJECT SUBJECT TO VDOT REVIEW/APPROVAL AND VDOT LUP PROCESS? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>									
IF ANSWER TO BOTH A & B IS YES, SEE NOTE (3). IF ANSWER TO BOTH A & C IS YES, SEE NOTE (3.1).									
CONSTRUCTION SITE AREAS									
TOTAL SITE AREA	2.38	(AC)	103,673	(SF)					
TOTAL DISTURBED AREA	2.38	(AC)	103,673	(SF)					
TOTAL SITE IMPERVIOUS AREA	PRE	0.91	(AC)	POST	1.12	(AC)			
VPDES PERMIT REQUIREMENTS (CHECK ONE):									
<input type="checkbox"/> DISTURBED AREA < 1 (AC) ; VPDES PERMIT NOT REQUIRED.									
<input checked="" type="checkbox"/> DISTURBED AREA ≥ 1 (AC) ; VPDES PERMIT IS REQUIRED.									
RECEIVING WATERS									
WATERSHED NAME: CAMERON RUN					RECEIVING STREAM: MANMADE STORMWATER NETWORK				
IS THERE A LOCAL TMDL RESTRICTION WITHIN THE PROJECT WATERSHED AREA YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>									
IF YES PROVIDE DESCRIPTION OF IMPAIRED WATERS + TMDL TYPE									

NOTE:
 (1) FOR ADDITIONAL DETAILS SEE THE LATEST REVISION OF THE DRAINAGE/SWM REPORT AND EROSION AND SEDIMENT CONTROL PLAN SHEET.
 (2) THIS IS A COUNTY ADMINISTERED PROJECT AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS PREPARED BY FAIRFAX COUNTY. WHEN APPLICABLE, IT WILL BE INCLUDED WITH THE CONSTRUCTION PACKAGE.
 (3) PURCHASE OF NUTRIENT CREDITS MAY NOT BE USED TO SATISFY DEQ'S WATER QUALITY REQUIREMENTS ON THIS PROJECT.
 (3.1) PURCHASE OF NUTRIENT CREDITS MAY BE USED TO SATISFY DEQ'S WATER QUALITY REQUIREMENTS ON THIS PROJECT.

STORMWATER INFORMATION TABLE

STORMWATER INFORMATION											
HIGH DENSITY POLYETHYLENE (HDPE) USED ON THIS PROJECT YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>											
THE PLAN MEETS: TIME LIMITS ON APPLICABILITY OF APPROVED DESIGN CRITERIA <input checked="" type="checkbox"/>											
THE PLAN MEETS THE GRANDFATHERING CRITERIA <input type="checkbox"/>											
SWM FACILITIES (PROPOSED ONLY)											
FACILITY ID NO.	FACILITY TYPE	PURPOSE	AREA TREATED (ACRES)	LATITUDE (DECIMAL DEGREE)	LONGITUDE (DECIMAL DEGREE)	WATERSHED	RECEIVING WATERS	MAINTENANCE AGREEMENT Y/N	VAHUS CODE	LENGTH/ AREA OF FACILITY (FT/ SF)	NO. OF BLDG. SERVED (FOR ROOFTOP DISCONNECT)
VPDES REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>											
VPDES PERMIT NO. (IF TIME LIMITS):											
COUNTY STORMWATER PERMIT REQUIRED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>											
SWM FACILITIES DESIGNED USING: TECHNICAL CRITERIA 4 (NEW) <input checked="" type="checkbox"/>											
TECHNICAL CRITERIA 5 (OLD) <input type="checkbox"/>											
DISTURBED AREA (DA) WITHIN WATERSHED(S):											
WATERSHED 1 CAMERON RUN DA= 2.38 (ACRES)											
WATERSHED 2 DA= 2.38 (ACRES)											
TOTAL DISTURBED AREA= 2.38 (ACRES)											
SDID 7/22/14											

TABLE 1. WATER QUALITY ANALYSIS PER VSMP TECHNICAL CRITERIA IIB / FFX CO STORMWATER MANAGEMENT ORDINANCE ARTICLE 4

RECEIVING WATERS	OUTFALL		TOTAL DISTURBED AREA		PRE DEVELOPMENT LAND USE				POST DEVELOPMENT LAND USE				PHOSPHORUS REMOVAL REQUIRED	ON-SITE PHOSPHORUS REMOVAL PROVIDED	IS PROJECT LOCATED WITHIN WSPOD	
	ID	LOCATION	(AC)	(SF)	FORESTED (AC)	TURF (AC)	IMPERVIOUS AREA (AC)	OTHER (AC)	FORESTED (AC)	TURF (AC)	IMPERVIOUS AREA (AC)	OTHER (AC)	(LB/YR)	(LB/YR)	YES (3)	NO (4)
CAMERON RUN (PL26)	#1	OFFSITE	0.98	42,689	0.00	0.60	0.38	0.00	0.00	0.39	0.59	0.00	0.57	0.00		NO
CAMERON RUN (PL26)	#2	OFFSITE	0.03	1,307	0.00	0.02	0.01	0.00	0.00	0.01	0.02	0.00	0.02	0.00		NO
CAMERON RUN (PL26)	#3	OFFSITE	1.37	59,677	0.00	0.85	0.52	0.00	0.00	0.86	0.51	0.00	0.31	0.00		NO
TOTAL													0.90	0.00		

NOTE:
 (4) PHOSPHORUS REMOVAL MAY BE PROVIDED BY THE PURCHASE OF OFFSITE NUTRIENT CREDITS. PLEASE SEE TABLE 2 BELOW FOR MORE INFORMATION.

TABLE 2. OFFSITE COMPLIANCE FOR WATER QUALITY (NUTRIENT CREDITS)

NUTRIENT CREDIT BANK NAME (5)	BANK CERTIFICATION #	4TH ORDER HUC	NUTRIENT CREDIT TO BE ACQUIRED (LB/YR) (6)	PURCHASE LETTER (MM/DD/YY) (5)
		PL26	0.90	

NOTE:
 (5) THE "AFFIDAVIT OF PHOSPHOROUS CREDIT SALE" WILL BE PROVIDED ON SHEET 2D(2) UPON COMPLETION OF PURCHASE BY VDOT.
 (6.) UPON APPROVAL OF SWM MEASURES BY FAIRFAX COUNTY LDS AND VDOT DRAINAGE AND SUBSEQUENT TO RECEIVING CLEARANCE FROM VDOT NOVA HYDRAULIC ENGINEER, A REQUEST FOR PURCHASE OF NUTRIENT CREDITS INCLUDING THE LATEST REVISION OF VDOT LD-453 FORM AND OTHER REQUIRED DRAINAGE DOCUMENTS WILL BE SUBMITTED BY FAIRFAX COUNTY DOT TO VDOT NOVA HYDRAULIC ENGINEER. UPON REVIEW/APPROVAL, THE REQUEST WILL BE FORWARDED TO VDOT CENTRAL OFFICE BY NOVA HYDRAULIC ENGINEER.

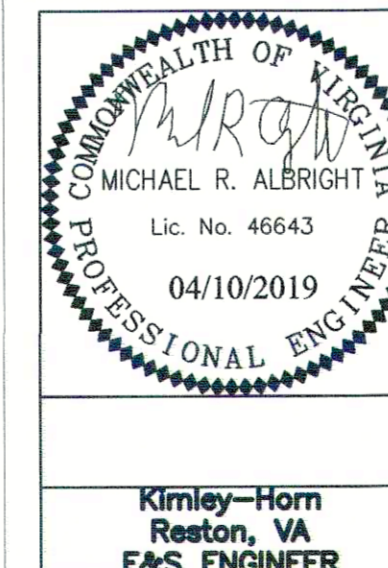
OWNER/REPRESENTATIVE CONTACT INFORMATION

NAME: VINCENT MARTUCCI, BRANCH CHIEF,
 STORMWATER & TRANSPORTATION
 CONSTRUCTION BRANCH

PHONE NUMBER: 703-324-5111
 EMAIL ADDRESS: VINCENT.MARTUCCI@FAIRFAXCOUNTY.GOV

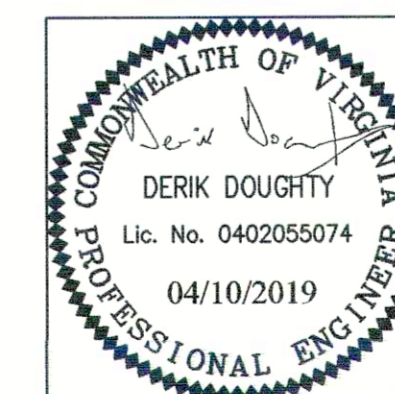
ADDRESS: UTILITIES DESIGN AND
 CONSTRUCTION DIVISION
 12000 GOVERNMENT CENTER PKWY
 SUITE 463
 FAIRFAX, VA 22035

CONSULTANT CERTIFIED E&S PLAN REVIEWER OR PE



Kimley-Horn
 Reston, VA
 E&S ENGINEER

CONSULTANT DRAINAGE ENGINEER



Kimley-Horn
 Reston, VA
 DRAINAGE ENGINEER

CONSULTANT STORMWATER MANAGEMENT PLAN REVIEWER

PRINTED NAME: BRANDON GREGG

SIGNED NAME: Brandon Gregg

PLAN REVIEWER NUMBER: SWPRO383

SITE DEVELOPMENT AND INSPECTIONS DIVISION APPROVAL STAMP

APPROVED
 COUNTY OF FAIRFAX
 LAND DEVELOPMENT SERVICES
 ENVIRONMENTAL AND SITE REVIEW DIVISION

By: Dugga Chare
 DATE: 5/2/2019

EMERGENCY POLICE - FIRE - RESCUE 911 REVISED: APRIL 2018
 FAIRFAX COUNTY, VIRGINIA
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION
 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052

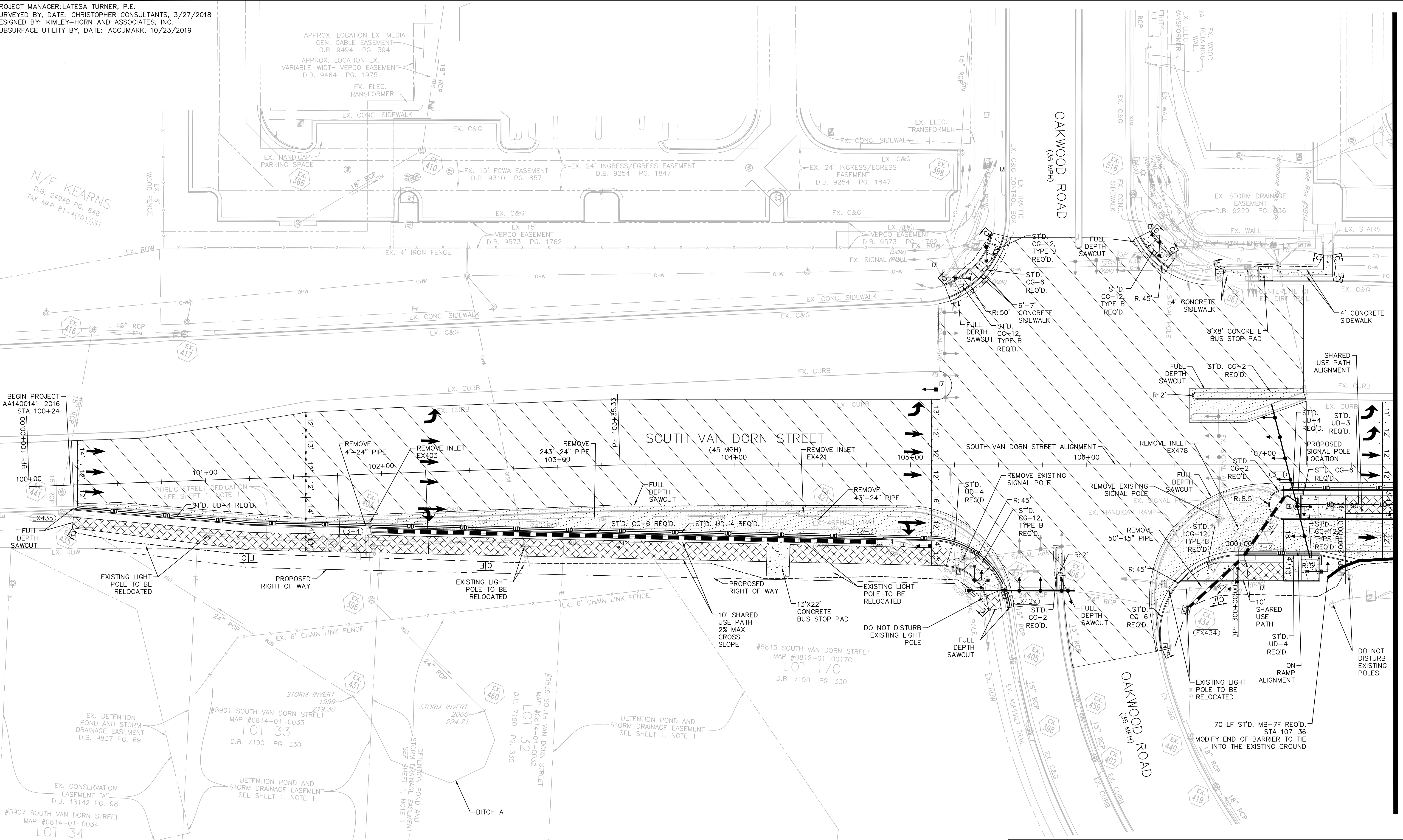
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN IMPROVEMENTS PROJECT DATA SHEET	
CONTRACT NO. CN		PROJECT NO. 1400141-2016	
SCALE NOT TO SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 2D(1)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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6762 - FDOT - 001-1

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

Plotted By: Worings, Megan, Sheet Set: South Van Dorn Street, Layout: 3 PLAN, November 08, 2019 01:07:27pm, K:\NVA-RD\WV\10213060_South Van Dorn Street\CAD\PlanSheets\PLAN.dwg
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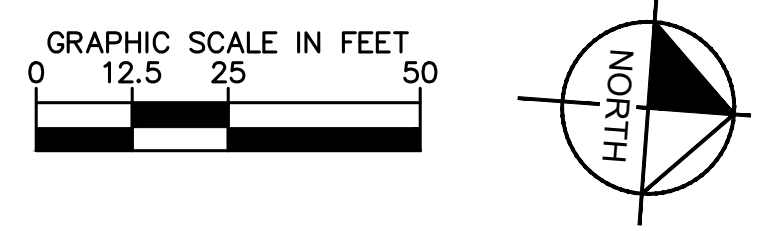
N/F KEARNS
 D.B. 24940 PG. 846
 TAX MAP 81-4(01)31

BEGIN PROJECT
 AA1400141-2016
 STA 100+24

BP: 100+00.00
 100+00

#5907 SOUTH VAN DORN STREET
 MAP #0814-01-0034
 LOT 34
 D.B. 7190 PG. 330

- LEGEND**
- 2" MILL AND OVERLAY
 - ROADWAY ASPHALT PAVEMENT
 - SHARED USE PATH ASPHALT PAVEMENT
 - CONCRETE PAVEMENT
 - LIMITS OF CONSTRUCTION IN FILL
 - LIMITS OF CONSTRUCTION IN CUT
- NOTE**
1. SEE SHEET 2C(1) FOR DRAINAGE DESCRIPTIONS OF THE EXISTING AND PROPOSED STORMWATER NETWORK
 2. CONTRACTOR SHALL PROTECT PROPERTY CORNERS FROM HARM. CONTRACTOR SHALL REPLACE, IF NECESSARY, ANY DISTURBED PROPERTY MONUMENTS UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR.
 3. CONTRACTOR TO ADJUST ALL EXISTING UTILITIES TO PROPOSED GRADE UNLESS NOTED ON THE PLANS. THE COST TO COMPLETE ADJUSTMENTS IS TO BE INCLUDED IN OTHER PAY ITEMS.
 5. CONTRACTOR SHALL COORDINATE ALL BUS STOP IMPROVEMENTS OR MODIFICATIONS WITH FAIRFAX COUNTY AND FAIRFAX CONNECTOR BEFORE CONSTRUCTION.



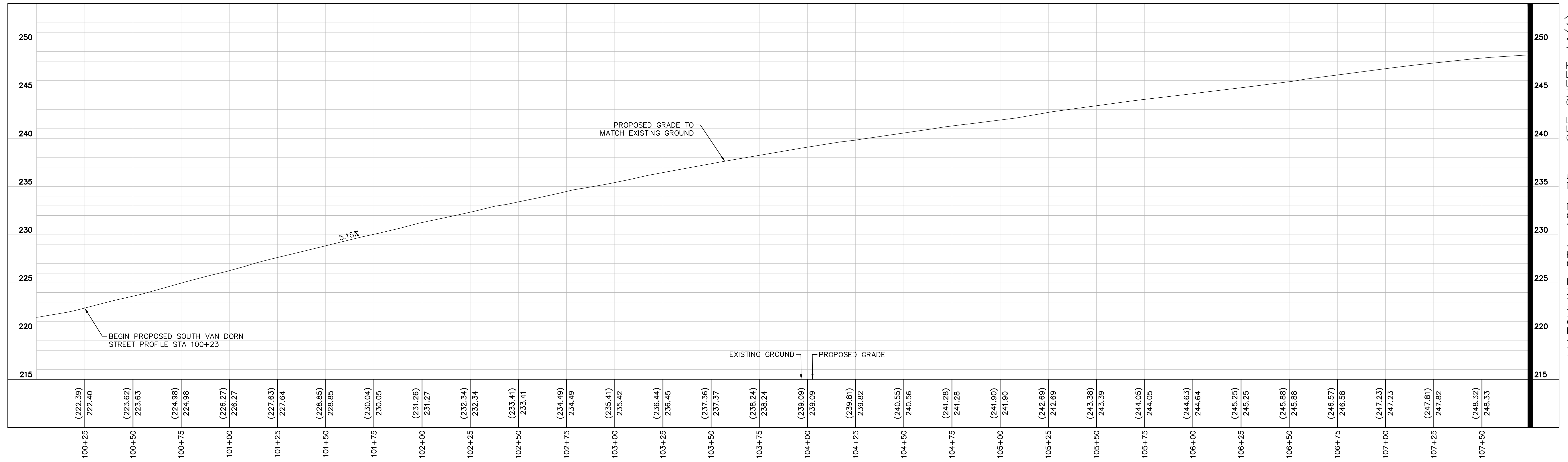
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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PLAN STA 100+00 TO 107+75	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE		DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		SHEET 3	

MATCHLINE STA. 107+75 - SEE SHEET 4

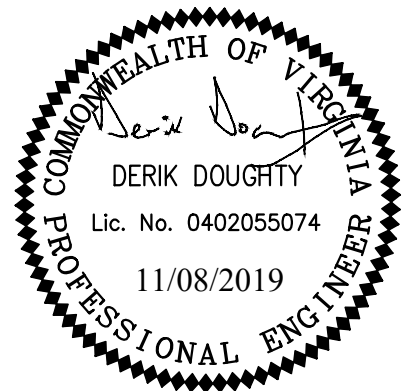
PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

SOUTH VAN DORN STREET PROFILE

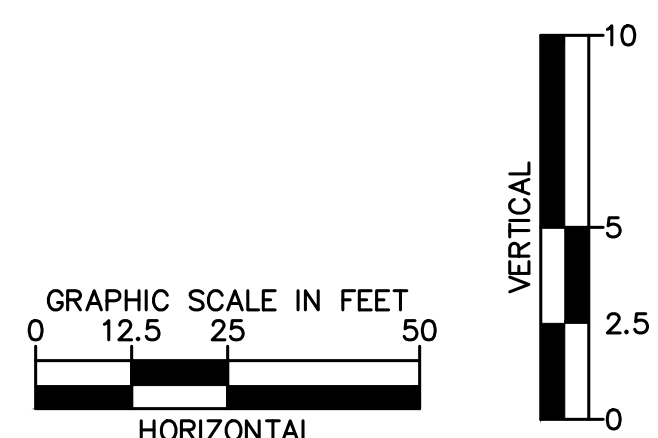


MATCHLINE STA. 107+75 - SEE SHEET 4A(1)

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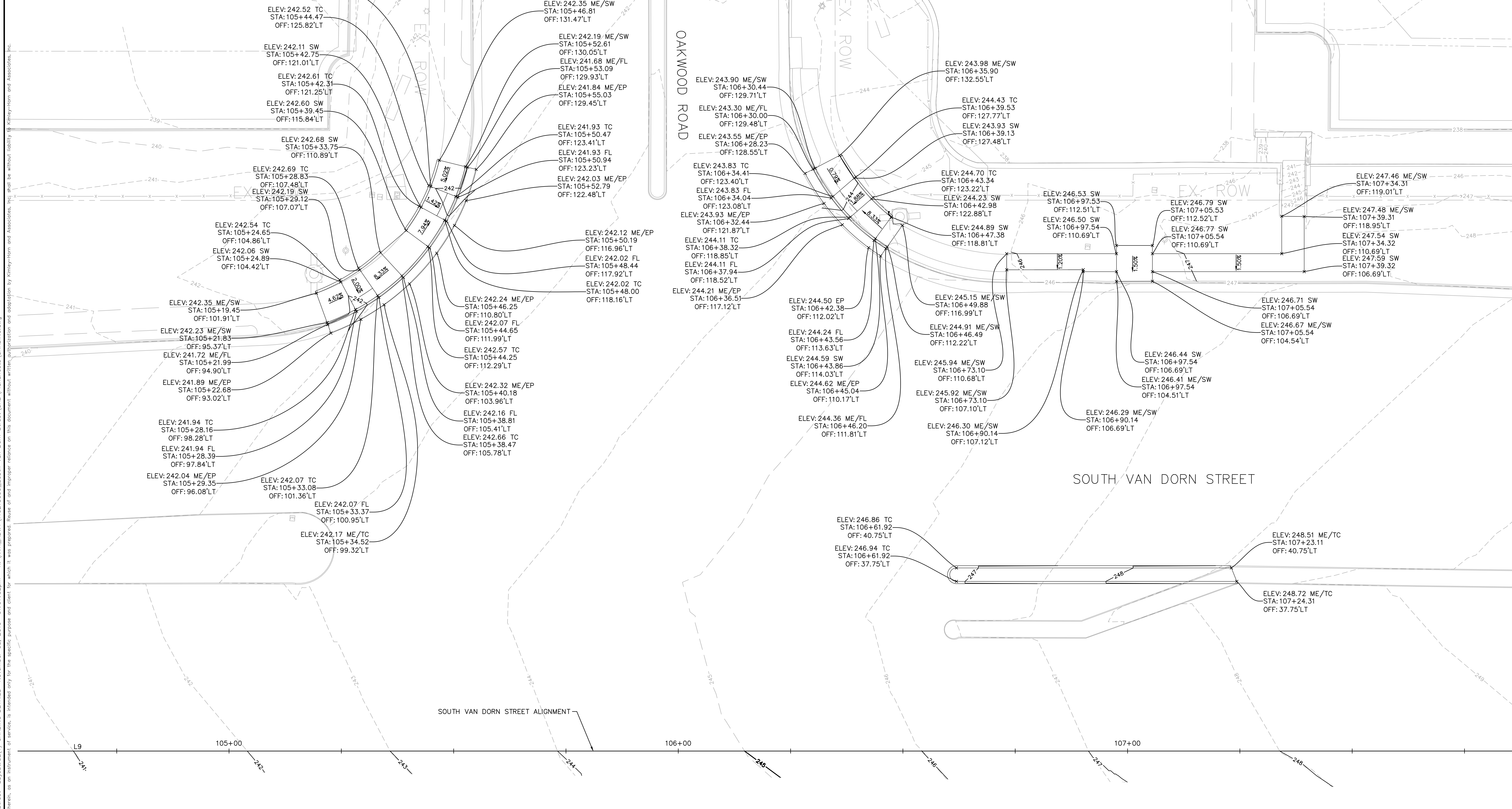
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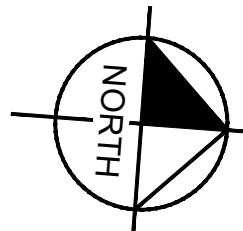
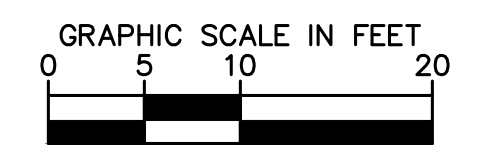
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 3A(1)	
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GRADING DETAILS

PROJECT MANAGER: LATESA TURNER, P.E.
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 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019



LEGEND
 TC TOP OF CURB
 FL FLOW LINE
 EP EDGE OF PAVEMENT
 SW SIDEWAY OR RAMP
 ME MATCH EXISTING



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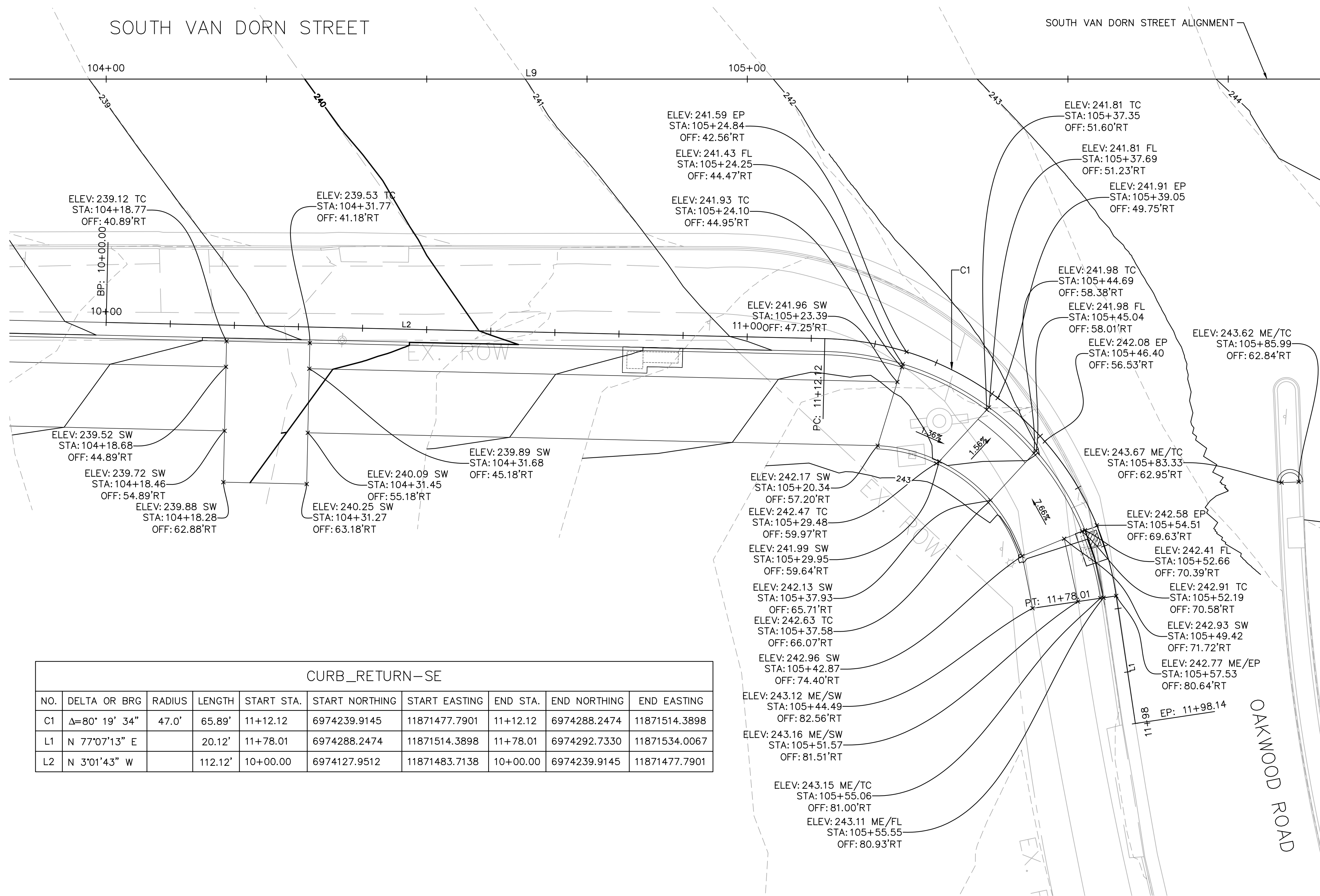
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		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS GRADING DETAILS			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
SEE GRAPHIC SCALE	DRAFTED BY: MW	3B(1)	
	CHECKED BY: MA		
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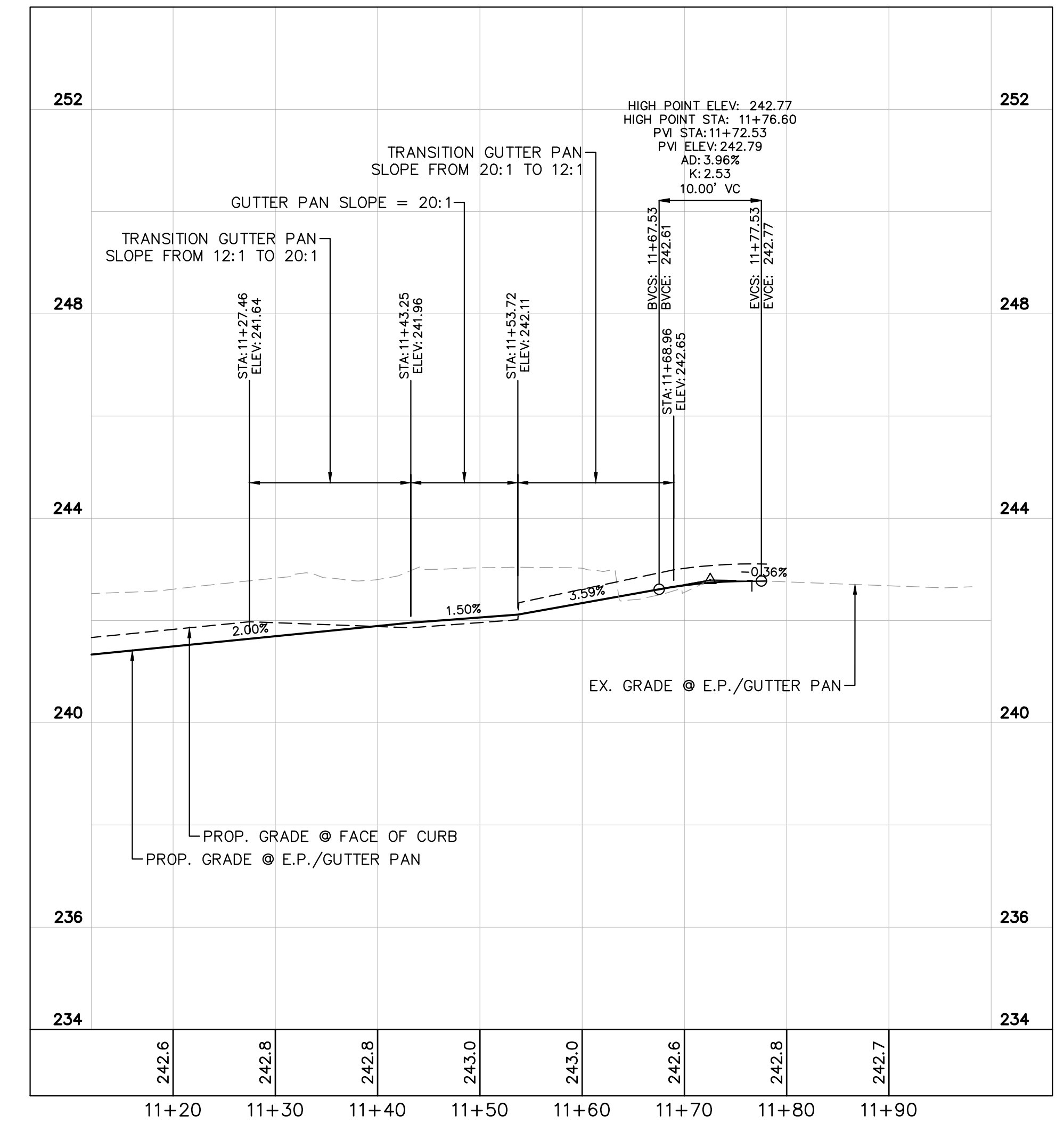
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GRADING DETAILS

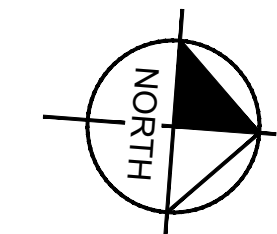
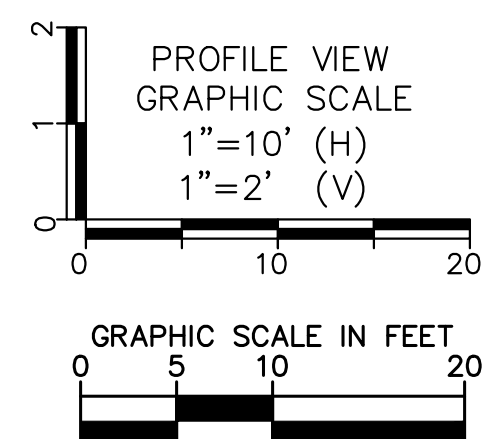


SOUTHEAST CORNER OAKWOOD ROAD CURB RETURN PROFILE



CURB_RETURN-SE									
NO.	DELTA OR BRG	RADIUS	LENGTH	START STA.	START NORTHING	START EASTING	END STA.	END NORTHING	END EASTING
C1	Δ=80° 19' 34"	47.0'	65.89'	11+12.12	6974239.9145	11871477.7901	11+12.12	6974288.2474	11871514.3898
L1	N 77°07'13" E		20.12'	11+78.01	6974288.2474	11871514.3898	11+78.01	6974292.7330	11871534.0067
L2	N 3°01'43" W		112.12'	10+00.00	6974127.9512	11871483.7138	10+00.00	6974239.9145	11871477.7901

LEGEND
 TC TOP OF CURB
 FL FLOW LINE
 EP EDGE OF PAVEMENT
 SW SIDEWAY OR RAMP
 ME MATCH EXISTING



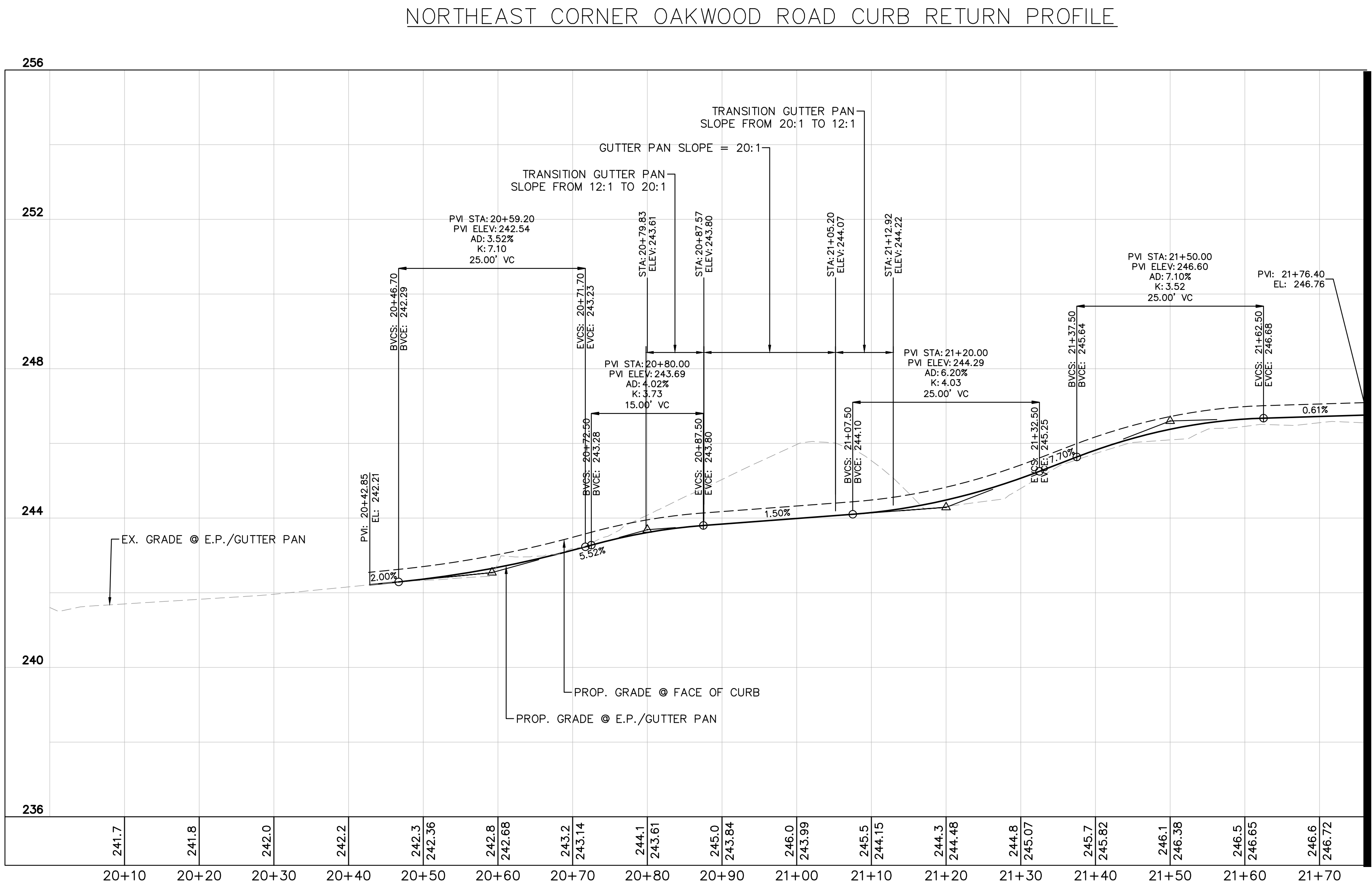
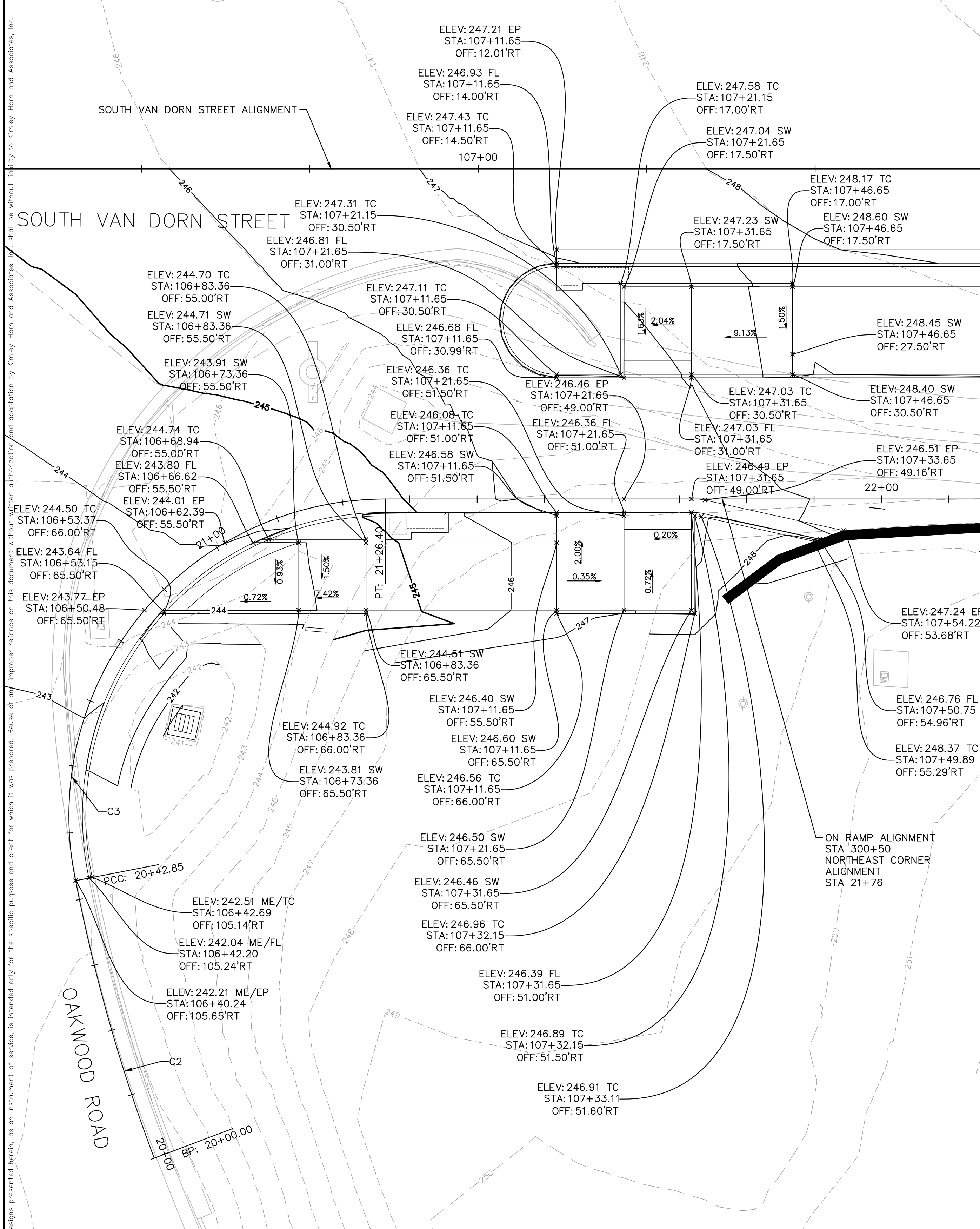
Kimley»Horn

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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS GRADING DETAILS	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
SEE GRAPHIC SCALE	DRAFTED BY: MW	3B(2)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

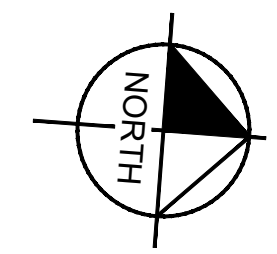
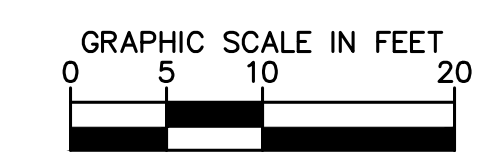
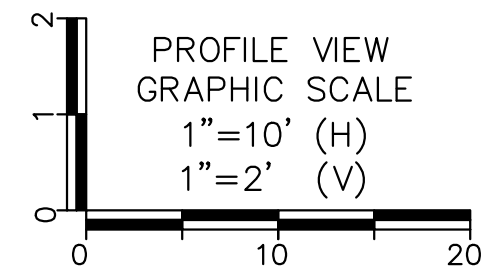
GRADING DETAILS

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019



LEGEND
 TC TOP OF CURB
 FL FLOW LINE
 EP EDGE OF PAVEMENT
 SW SIDEWAY OR RAMP
 ME MATCH EXISTING

CURB_RETURN-NE									
NO.	DELTA OR BRG	RADIUS	LENGTH	START STA.	START NORTHING	START EASTING	END STA.	END NORTHING	END EASTING
C2	Δ=9° 38' 50"	254.5'	42.85'	20+00.00	6974387.3453	11871573.2829	20+00.00	6974372.6099	11871533.1021
C3	Δ=101° 51' 02"	47.0'	83.55'	20+42.85	6974372.6099	11871533.1021	20+42.85	6974414.2080	11871473.1446



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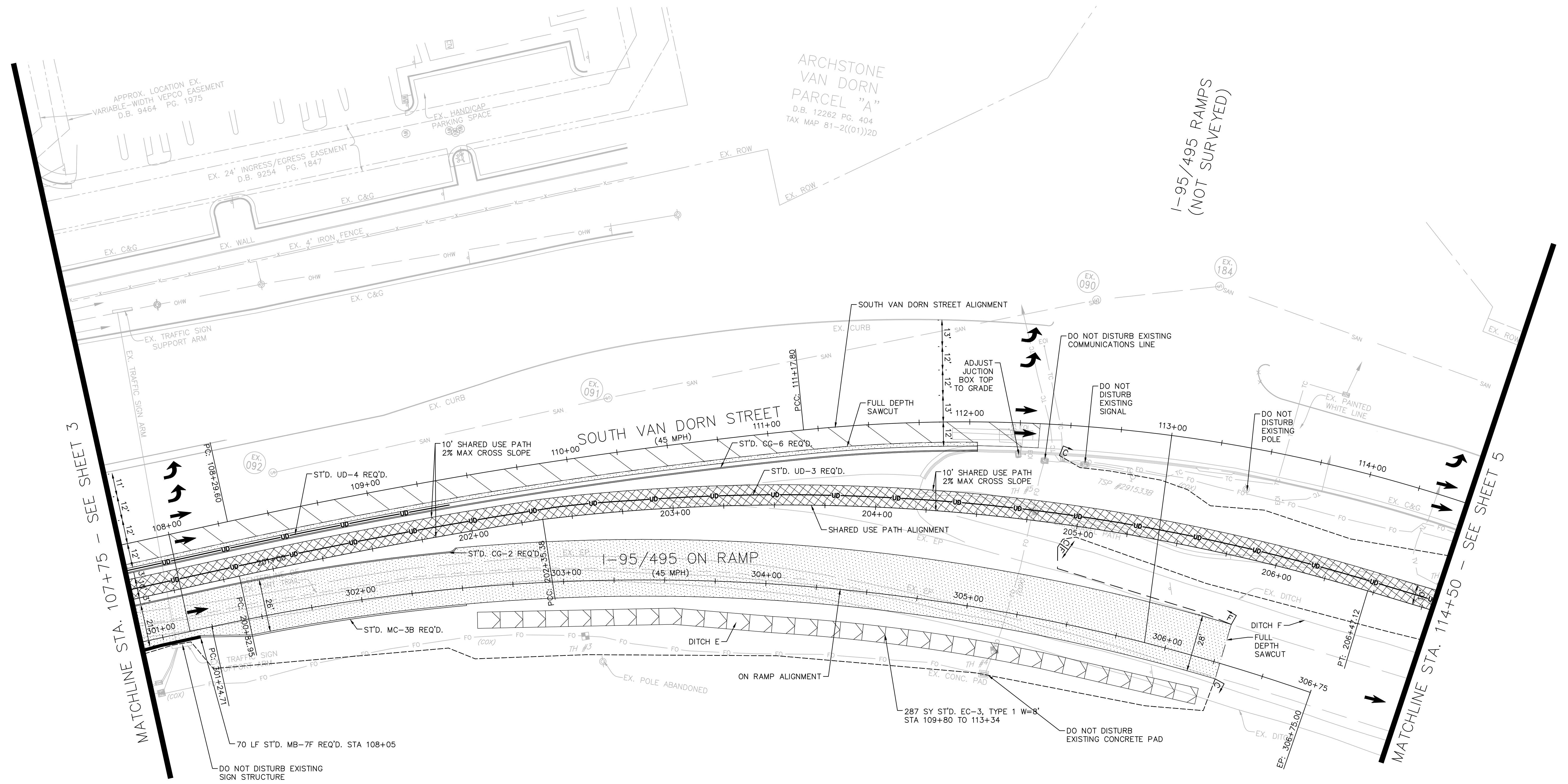
EMERGENCY POLICE - FIRE - RESCUE 911		
FAIRFAX COUNTY, VIRGINIA		
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052		
OFFICE OF CAPITAL FACILITIES 703-324-5800		
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS GRADING DETAILS		
CONTRACT NO. CN		PROJECT NO. AA1400141-2016
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 3B(3)
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		

MATCHLINE STA. 300+50 - SEE SHEET 4A(2)

Plotted By: Waring, Megan. Sheet Set: South Van Dorn Street. Layout: 3B(3). GRADING DETAILS. November 08, 2019 01:08:01pm. K:\NVA_RD\NVA110213060_South Van Dorn Street\CAD\Plan\Streets\GRADING.dwg. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of any information contained herein without the authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PROJECT MANAGER: LATESA TURNER, P.E.
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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

Plotted By: Waring, Megan, Sheet Set: South Van Dorn Street, Layout: 4 PLAN, November 08, 2019 01:08:14pm K:\NVA-RDWAY\10213060_South Van Dorn Street\CAD\PlanSheets\PLAN.dwg
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ARCHSTONE
 VAN DORN
 PARCEL "A"
 D.B. 12262 PG. 404
 TAX MAP 81-2((01))2D

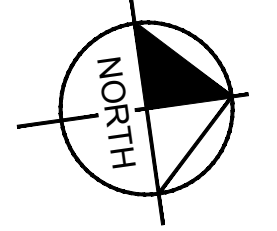
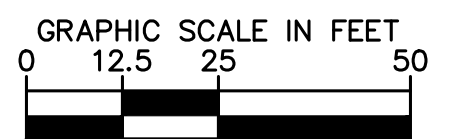
I-95/495 RAMPS
 (NOT SURVEYED)

MATCHLINE STA. 107+75 - SEE SHEET 3

MATCHLINE STA. 114+50 - SEE SHEET 5

LEGEND	
	2" MILL AND OVERLAY
	ROADWAY ASPHALT PAVEMENT
	SHARED USE PATH ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	LIMITS OF CONSTRUCTION IN FILL
	LIMITS OF CONSTRUCTION IN CUT

- NOTE**
- SEE SHEET 2C(1) FOR DRAINAGE DESCRIPTIONS OF THE EXISTING AND PROPOSED STORMWATER NETWORK. CONTRACTOR SHALL PROTECT PROPERTY CORNERS FROM HARM. CONTRACTOR SHALL REPLACE, IF NECESSARY, ANY DISTURBED PROPERTY MONUMENTS UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR.
 - CONTRACTOR TO ADJUST ALL EXISTING UTILITIES TO PROPOSED GRADE UNLESS NOTED ON THE PLANS. THE COST TO COMPLETE ADJUSTMENTS IS TO BE INCLUDED IN OTHER PAY ITEMS.



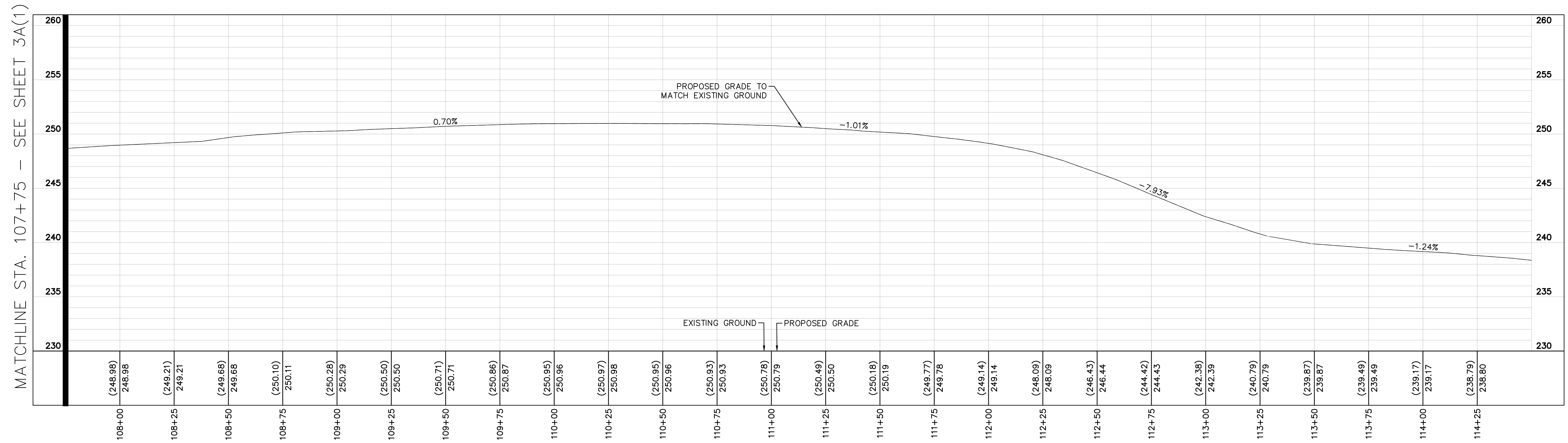
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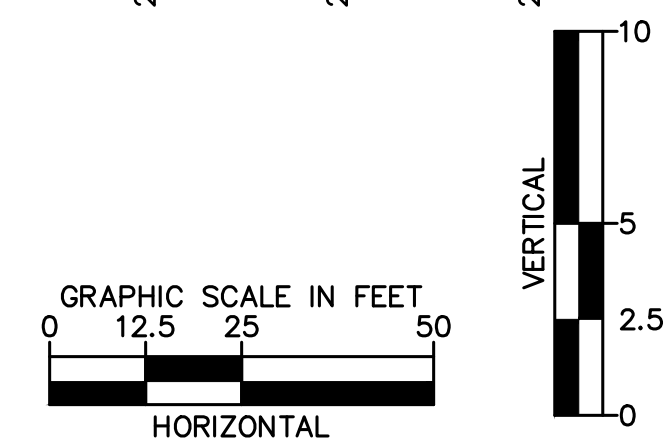
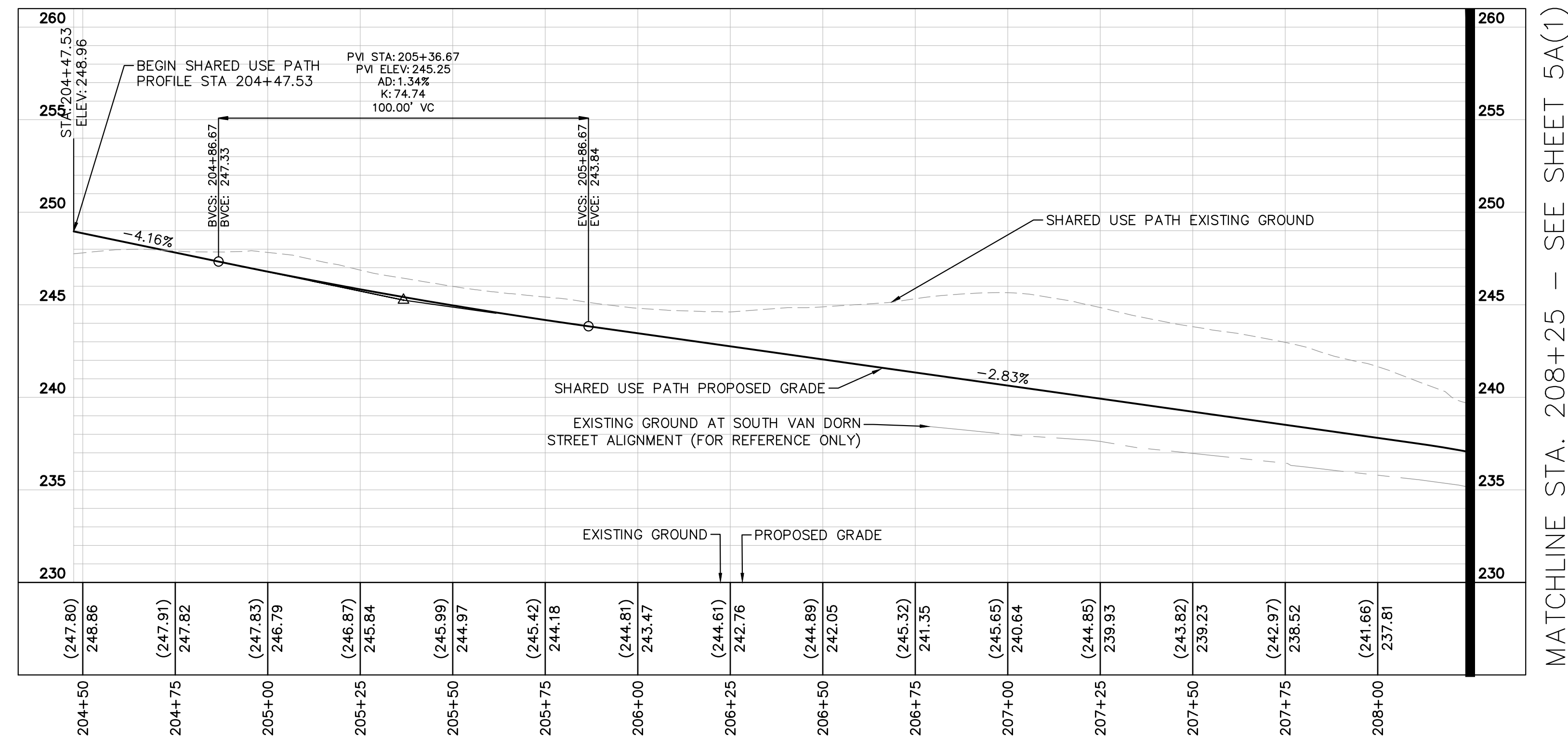
EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PLAN STA 107+75 TO 114+50			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET 4	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

SOUTH VAN DORN STREET PROFILE



SHARED USE PATH PROFILE



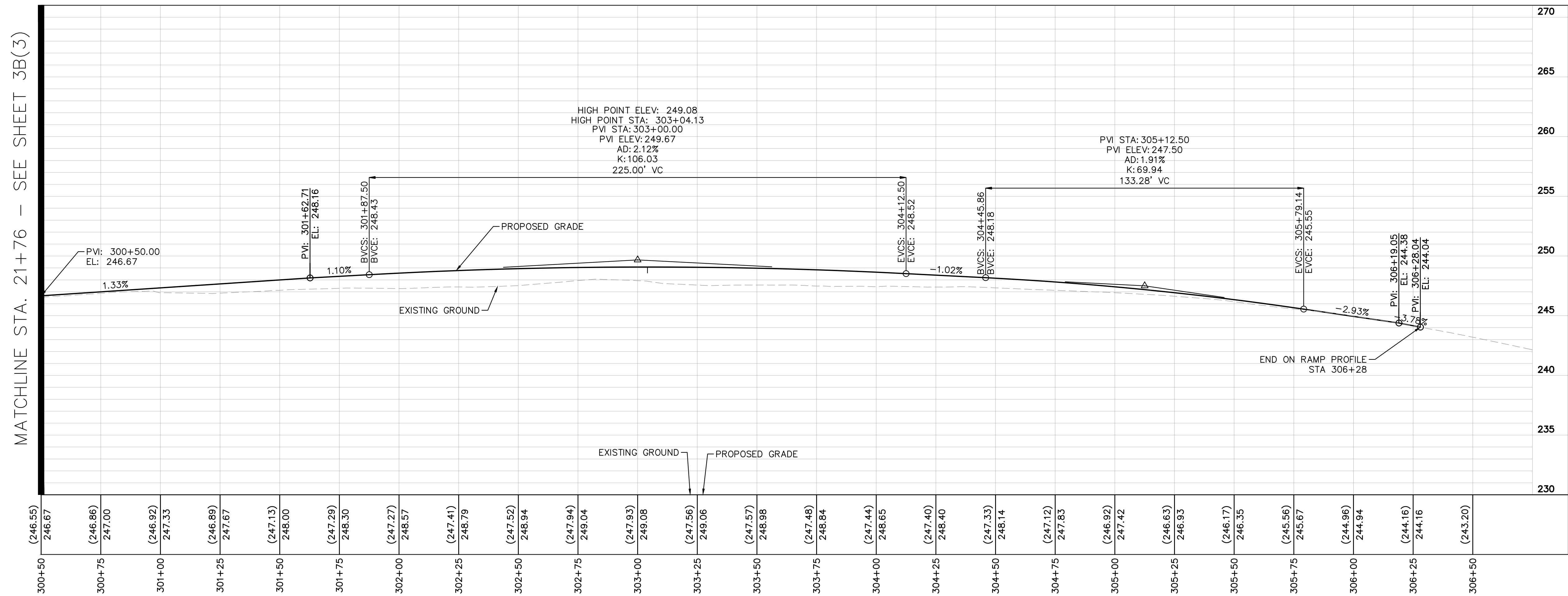
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EMERGENCY POLICE - FIRE - RESCUE 911		
FAIRFAX COUNTY, VIRGINIA		
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052		
OFFICE OF CAPITAL FACILITIES 703-324-5800		
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PROFILE STA 107+75 TO 114+50		
CONTRACT NO. CN		PROJECT NO. AA1400141-2016
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 4A(1)
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		

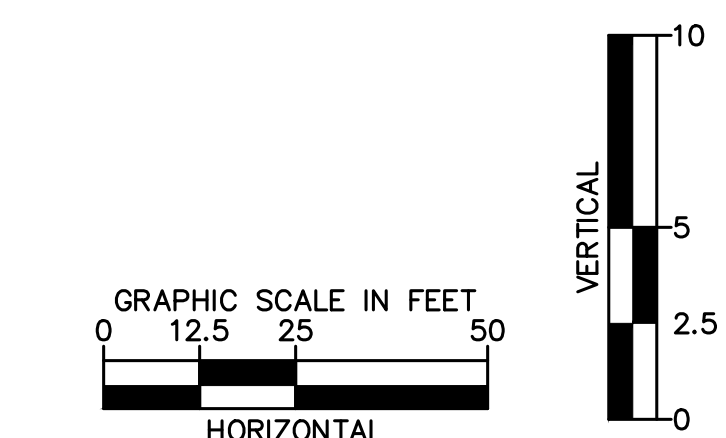
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 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

I-95/495 ON RAMP PROFILE



Plotted By: Worings, Megan. Sheet Set: South Van Dorn Street. Layout: 4A(2) PROFILE. November 08, 2019. 01:08:26pm. K:\NVA_RDWY\110213060_South Van Dorn Street\CAD\PlanSheets\PROFILE.dwg
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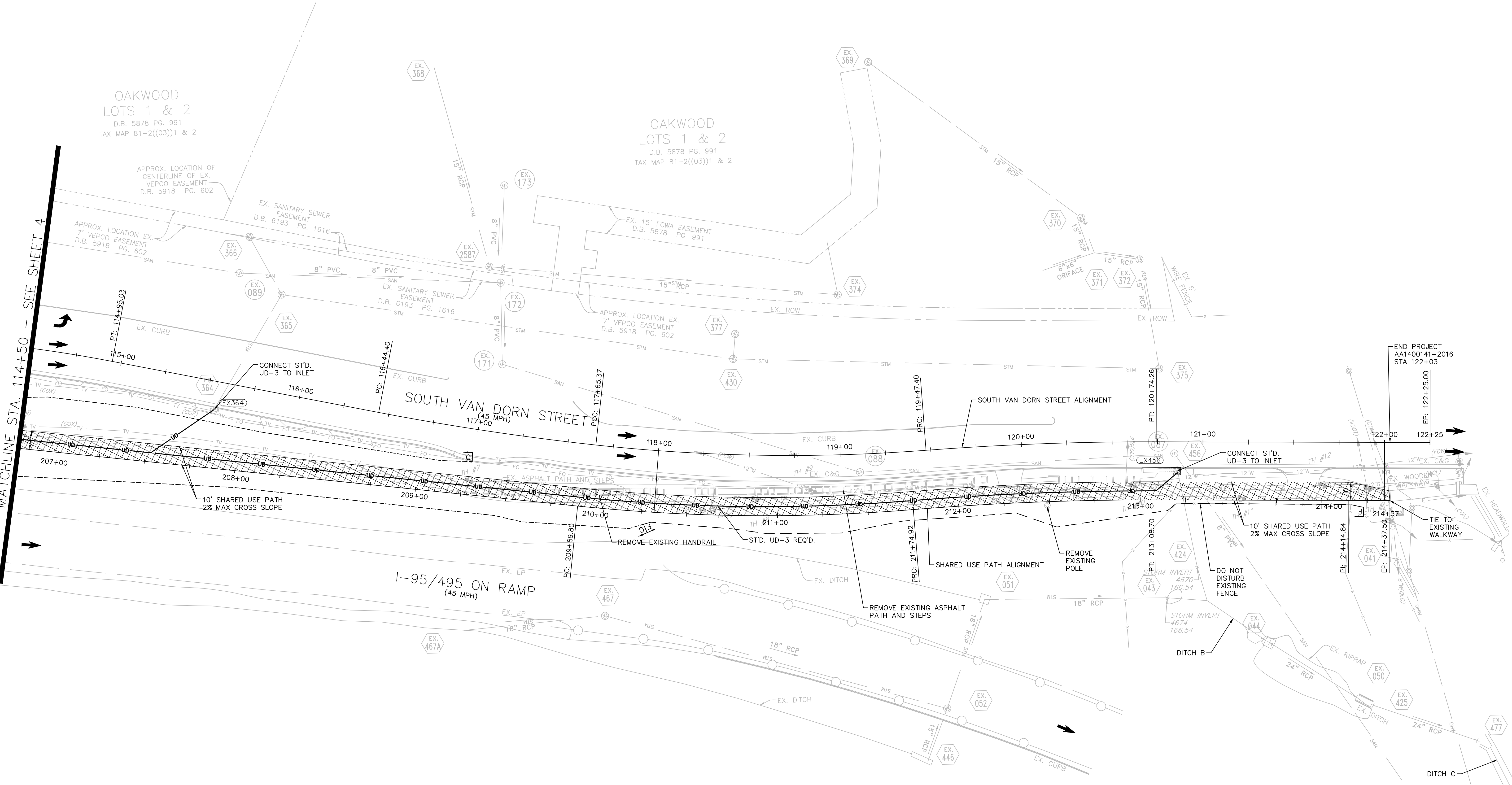


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EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PROFILE STA 300+00 TO 306+28	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 4A(2)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

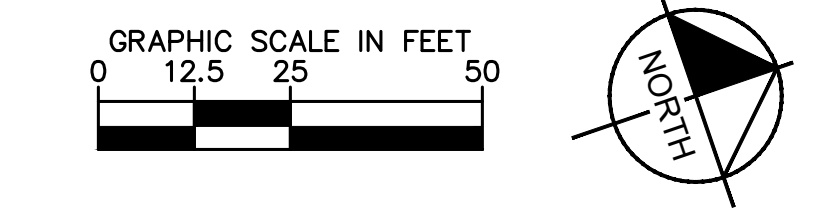
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LEGEND

	2" MILL AND OVERLAY
	ROADWAY ASPHALT PAVEMENT
	SHARED USE PATH ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	LIMITS OF CONSTRUCTION IN FILL
	LIMITS OF CONSTRUCTION IN CUT

- NOTE**
- SEE SHEET 2C(1) FOR DRAINAGE DESCRIPTIONS OF THE EXISTING AND PROPOSED STORMWATER NETWORK
 - CONTRACTOR SHALL PROTECT PROPERTY CORNERS FROM HARM. CONTRACTOR SHALL REPLACE, IF NECESSARY, ANY DISTURBED PROPERTY MONUMENTS UNDER THE DIRECTION OF A LICENSED LAND SURVEYOR.
 - CONTRACTOR TO ADJUST ALL EXISTING UTILITIES TO PROPOSED GRADE UNLESS NOTED ON THE PLANS. THE COST TO COMPLETE ADJUSTMENTS IS TO BE INCLUDED IN OTHER PAY ITEMS.



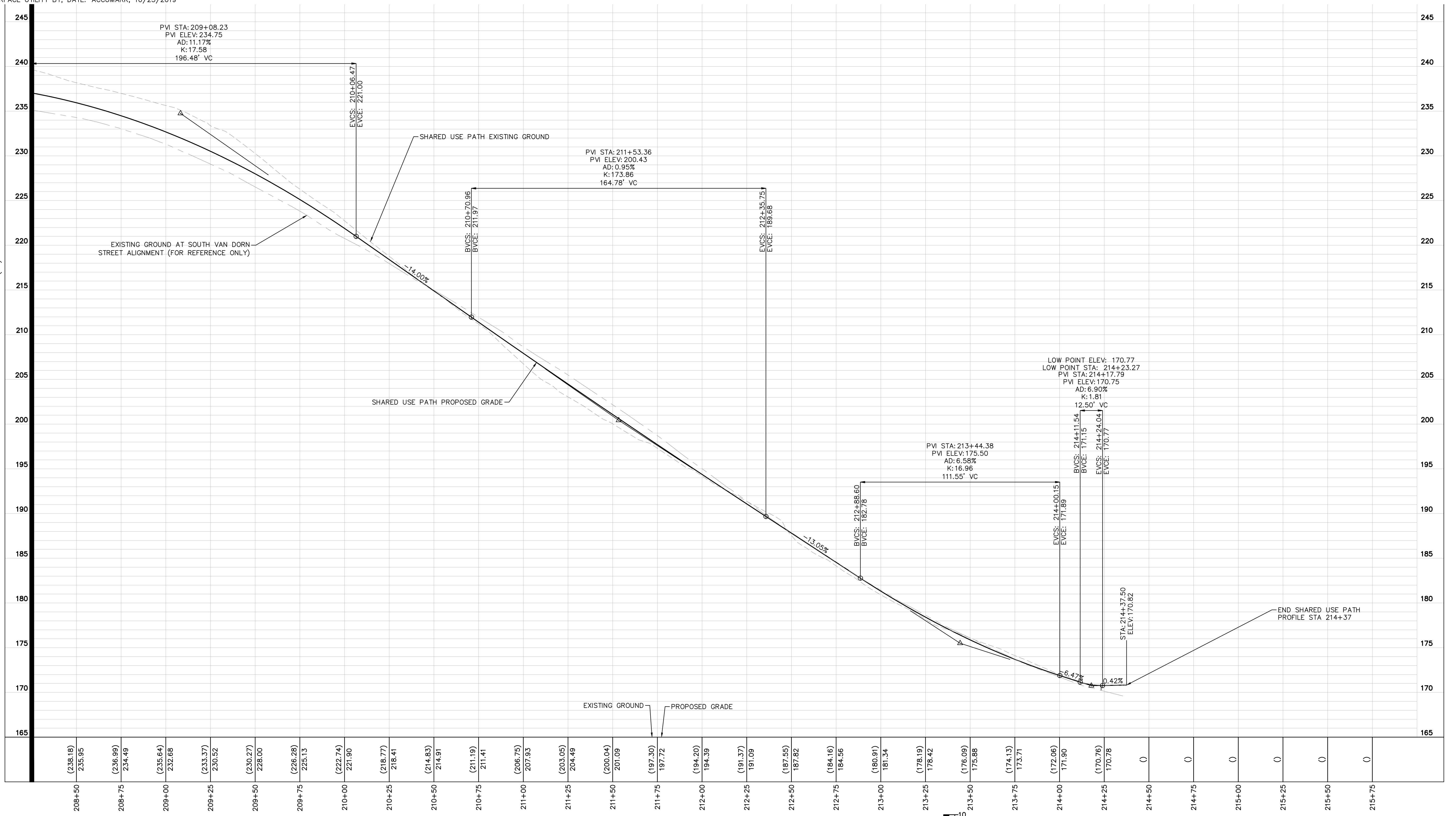
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 Phone: 703-674-1300

EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PLAN STA 114+50 TO 122+25	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE	DESIGNED BY: DD	SHEET	
SEE GRAPHIC SCALE	DRAFTED BY: MW	5	
	CHECKED BY: MA		
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

SHARED USE PATH PROFILE

MATCHLINE STA. 208+25 - SEE SHEET 4A(1)



Plotted By: Worings, Megan. Sheet Set: South Van Dorn Street - Profile November 08, 2019 01:08:50pm. K:\VVA_RDWY\110213060_South Van Dorn Street\CAD\PlanSheets\PROFILE.dwg
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GRAPHIC SCALE IN FEET
 HORIZONTAL: 0, 12.5, 25, 50
 VERTICAL: 0, 2.5, 5, 10

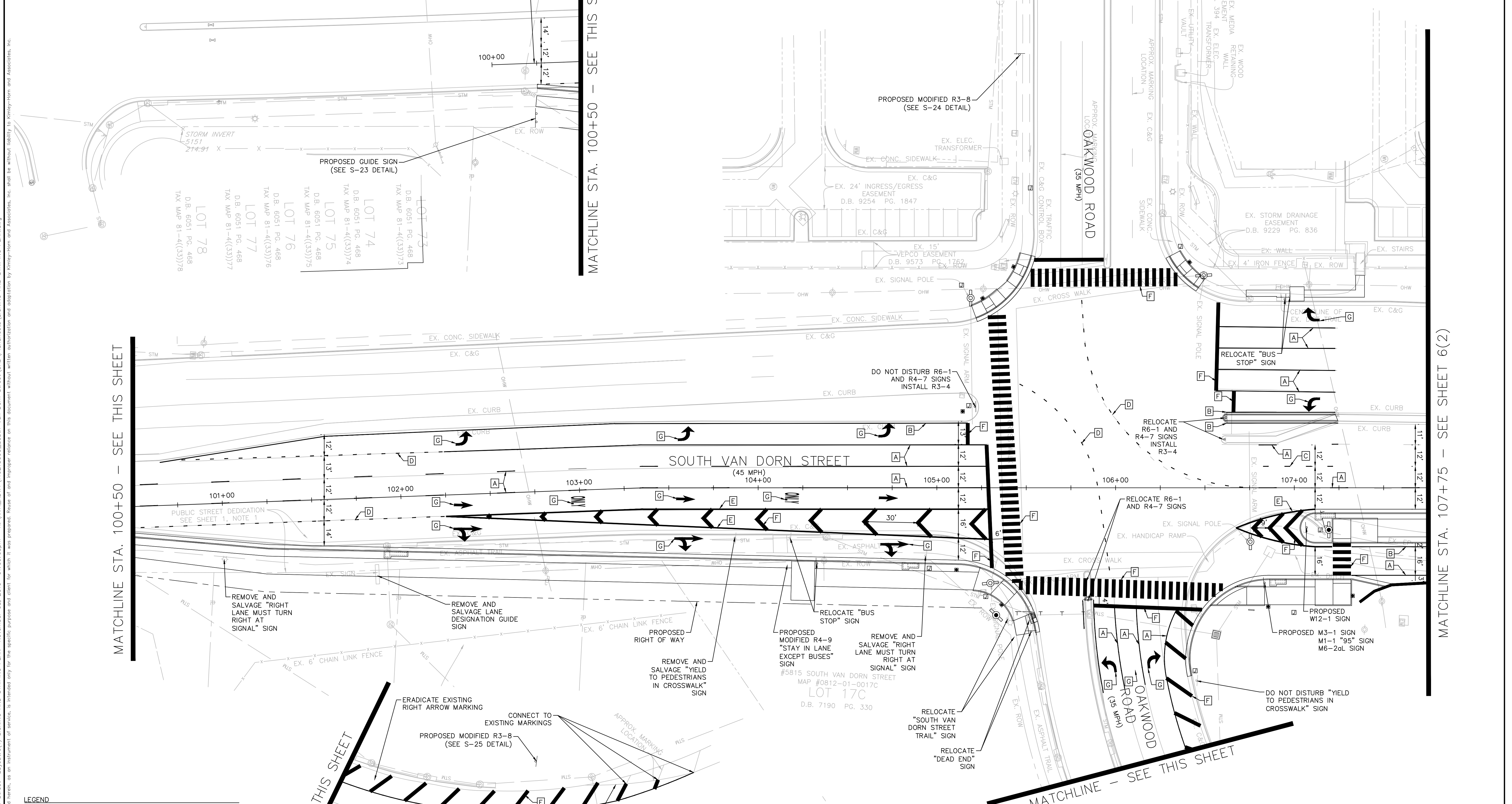
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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
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EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION			
12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS PROFILE STA 114+50 TO 122+25	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET 5A(1)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

SIGNING AND STRIPING PLAN

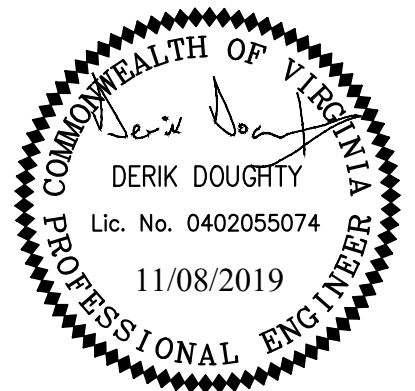
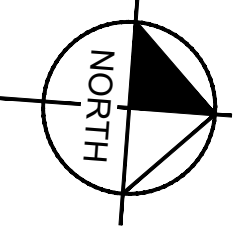
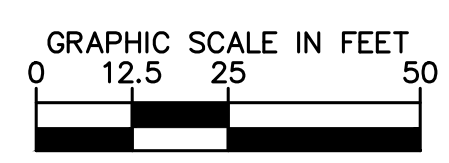
BEGIN PROJECT
 AA1400141-2016
 STA 100+24



MATCHLINE STA. 100+50 - SEE THIS SHEET

MATCHLINE STA. 107+75 - SEE SHEET 6(2)

- LEGEND**
- A TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, SOLID OR 10' LINE WITH 30' SPACE
 - B TYPE B, CLASS I, YELLOW PAVEMENT LINE MARKING 4" WIDTH, SOLID
 - C TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, 3' LINE WITH 9" SPACE
 - D TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, 2' LINE WITH 6" SPACE
 - E TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 8" WIDTH, SOLID
 - F TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 24" WIDTH, SOLID
 - G TYPE B, CLASS I, WHITE PAVEMENT ARROW MARKING OR MESSAGE MARKING



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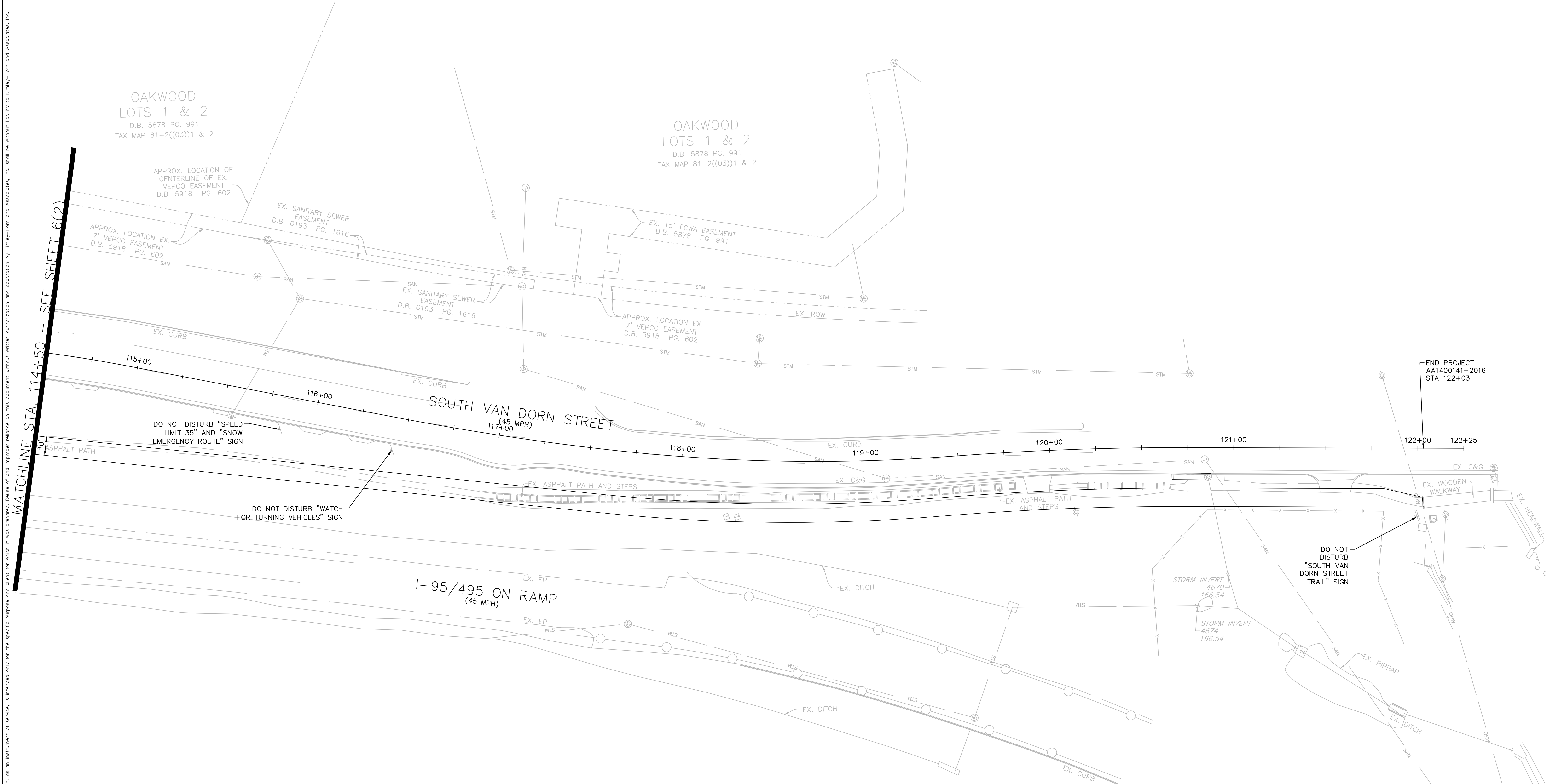
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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
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EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS SIGNING AND STRIPING PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE		DESIGNED BY: DD	SHEET 6(1)
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

Plotted By: Waring, Megan. Sheet Set: South Van Dorn Street. Layout: (C:) SIGNING AND STRIPING PLAN. November 08, 2019 01:09:03pm. K:\VA_RD\WY\110213060_South Van Dorn Street\CAD\PlanSheets\SIGNING AND STRIPING PLAN.dwg. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and/or improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

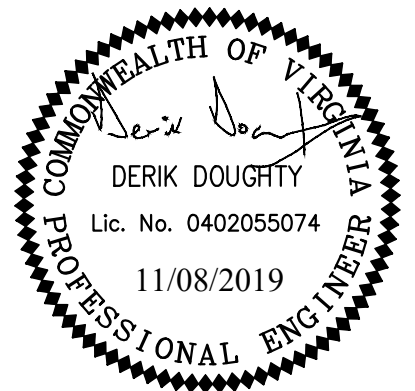
PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

SIGNING AND STRIPING PLAN



Plotted By: Worings, Megan. Sheet Set: South Van Dorn Street. Signing and Striping Plan. November 08, 2019. 01:09:08pm. K:\VVA_RDWY\110213060_South Van Dorn Street\CAD\Plan\Streets\SIGNING AND STRIPING PLAN.dwg
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- LEGEND**
- A TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, SOLID OR 10' LINE WITH 30' SPACE
 - B TYPE B, CLASS I, YELLOW PAVEMENT LINE MARKING 4" WIDTH, SOLID
 - C TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, 3' LINE WITH 9' SPACE
 - D TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 4" WIDTH, 2' LINE WITH 6' SPACE
 - E TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 8" WIDTH, SOLID
 - F TYPE B, CLASS I, WHITE PAVEMENT LINE MARKING 24" WIDTH, SOLID
 - G TYPE B, CLASS I, WHITE PAVEMENT ARROW MARKING

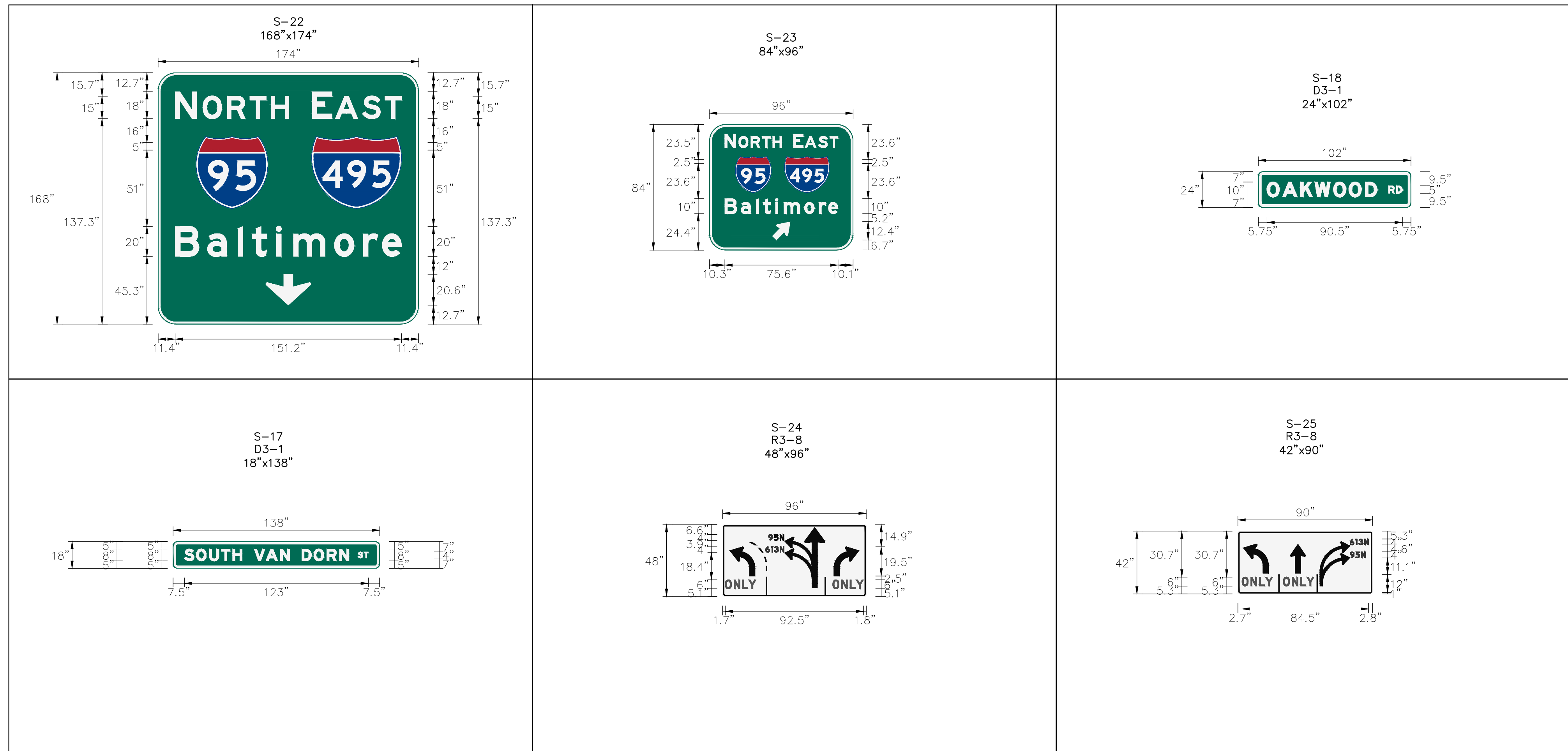


GRAPHIC SCALE IN FEET
 0 12.5 25 50

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EMERGENCY POLICE - FIRE - RESCUE 911			
FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800			
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS SIGNING AND STRIPING PLAN			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET 6(3)	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

SIGNING AND STRIPING DETAILS



SIGNING GENERAL NOTES:

- ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF EACH OF THE FOLLOWING MANUALS OR THE MOST RECENT REVISION THEREOF:
 - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 - THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS
 - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE STANDARDS
- ALL SIGNS AS NECESSARY OR DIRECTED BY VDOT SHALL BE INSTALLED IN ACCORDANCE WITH STD STP-1 WITH BREAKAWAY METAL POST. ALL SIGNS, AS NECESSARY OR DIRECTED BY FAIRFAX COUNTY, DESIGNATED TO BE RELOCATED, SHALL BE REINSTALLED IN SUCH A MANNER THAT THE RELOCATED SIGN COMPLIES WITH STD STP-1
- THE CONTRACTOR SHALL STAKE ALL THE PROPOSED SIGN LOCATIONS AND RELOCATIONS FOR REVIEW AND APPROVAL BY VDOT PRIOR TO ANY INSTALLATION OR RELOCATION.
- PROPOSED SIGN LOCATIONS ARE APPROXIMATE AND SHALL BE MODIFIED IN THE FIELD TO AVOID CONFLICTS WITH UNDERGROUND UTILITIES OR OTHER OBSTRUCTIONS AND TO COMPLY WITH STANDARDS REFERENCED IN SIGNAGE GENERAL NOTE 1. CONTRACTOR IS RESPONSIBLE FOR ANY DISRUPTIONS IN UTILITY SERVICE DUE TO DIGGING FOR SIGNAGE STRUCTURE. IF PROPOSED SIGNAGE WILL IMPACT UTILITY SERVICE, IT SHALL BE RELOCATED WITH THE APPROVAL OF FAIRFAX COUNTY AT NO ADDITIONAL COST.
- CONTRACTOR MUST PROVIDE SHOP DRAWINGS FOR ALL NONSTANDARD SIGNS TO BE APPROVED BY VDOT. CONTRACTOR SHALL DESIGN SIGNS IN ACCORDANCE WITH THE CURRENT VDOT ROAD AND BRIDGE STANDARDS AND ANY SUBSEQUENT REVISIONS.
- UNLESS OTHERWISE INDICATED ON PLANS, ALL BREAKAWAY SIGN STRUCTURES SHALL BE LOCATED WITHIN 25 FEET OF THE SIGN'S CURRENT FIELD LOCATION OR AS DIRECTED BY VDOT.
- THE CONTRACTOR IS TO COORDINATE WITH VDOT FOR THE HANDLING OF ALL SALVAGED MATERIALS (SIGN PANELS, FRAMING MEMBERS AND MISCELLANEOUS HARDWARE).

PAVEMENT MARKING GENERAL NOTES:

- ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF EACH OF THE FOLLOWING MANUALS OR THE MOST RECENT REVISION THEREOF:
 - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
 - THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS
 - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE STANDARDS
- ALL PAVEMENT MARKINGS SHALL BE TYPE B, CLASS I, UNLESS OTHERWISE NOTED IN THE PAVEMENT MARKING LEGEND AND IN ACCORDANCE WITH VDOT ROAD AND BRIDGE STANDARDS AND VDOT ROAD AND BRIDGE SPECIFICATIONS.
- ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS SHALL BE COMPLETELY ERADICATED AND MILLED TO 2" DEPTH TO THE NEAREST LANE DIVIDE, AND REPLACED WITH 2" ASPHALT CONCRETE -TYPE SM-9.5D
- LIMITS OF PROPOSED PAVEMENT MARKINGS AND RAISED MARKERS ARE APPROXIMATE AND SHALL BE MODIFIED IN THE FIELD TO ENSURE THAT PROPOSED PAVEMENT MARKINGS AND RAISED MARKERS CONTINUE UNTIL EXISTING PAVEMENT MARKINGS CAN BE MATCHED.
- ELONGATED ARROWS SHALL BE IN ACCORDANCE WITH MUTCD AND VDOT ROAD AND BRIDGE SPECIFICATIONS.
- ANY CHANGES TO THE PAVEMENT MARKING PLAN AS SHOWN SHALL BE APPROVED BY VDOT
- REFER TO APPROVED TRAFFIC SIGNAL PLAN FOR PROPER LOCATION OF STOP LINES AND CROSSWALKS WHEN APPLICABLE.
- STOP BARS SHALL BE 24" IN WIDTH AND SHALL BE LOCATED AS SHOWN ON THE TRAFFIC SIGNAL PLANS.

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FAIRFAX COUNTY, VIRGINIA			
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION			
12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET			
BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS			
SIGNING AND STRIPING DETAILS			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE NOT TO SCALE	DESIGNED BY: DD	SHEET 6(4)	
	DRAFTED BY: MW	CHECKED BY: MA	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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KIMLEY-HORN AND ASSOCIATES, INC.
 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

Plotted By: Worings, Megan. Sheet Set: South Van Dorn Street. Layout: (6,4) SIGNING AND STRIPING DETAILS. November 08, 2019. 01:09:12pm. K:\NVA_RD\WY\110213060_South Van Dorn Street\CAD\PlanSheets\SIGNING AND STRIPING PLAN.dwg
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PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

TRAFFIC SIGNAL PLAN

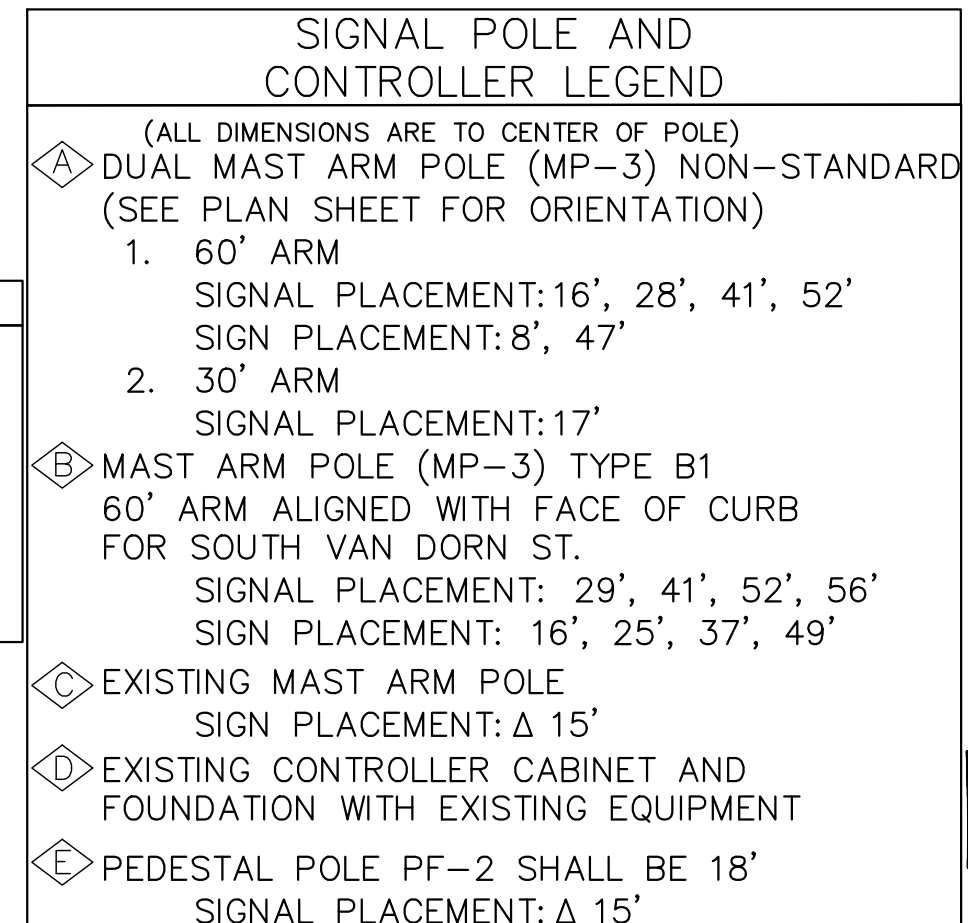
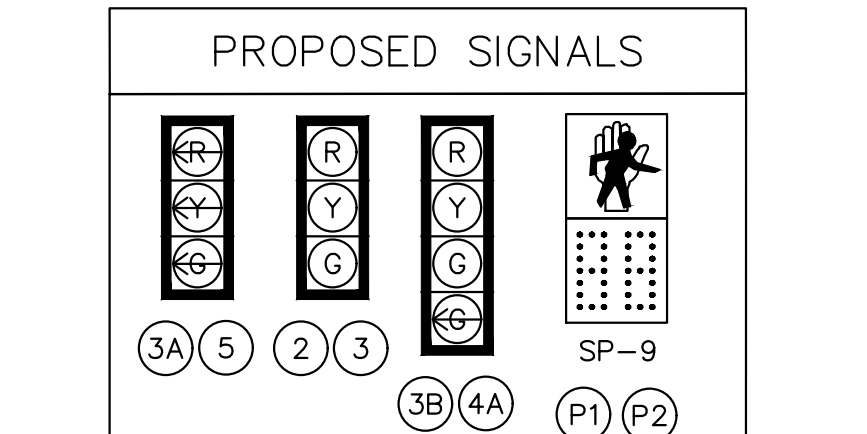
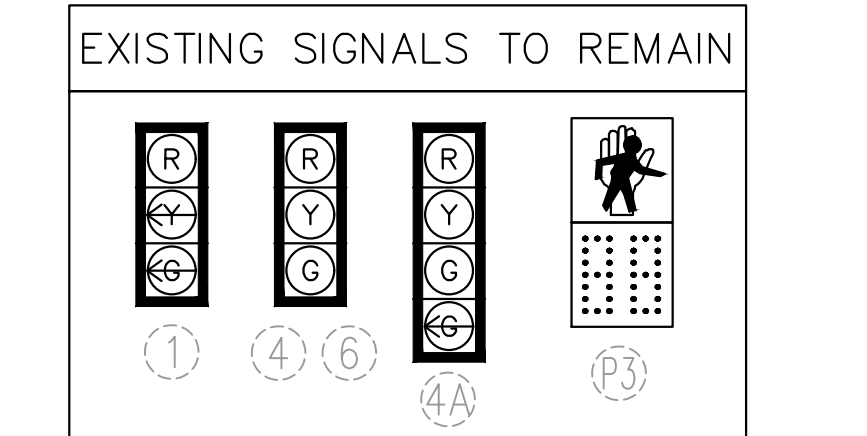
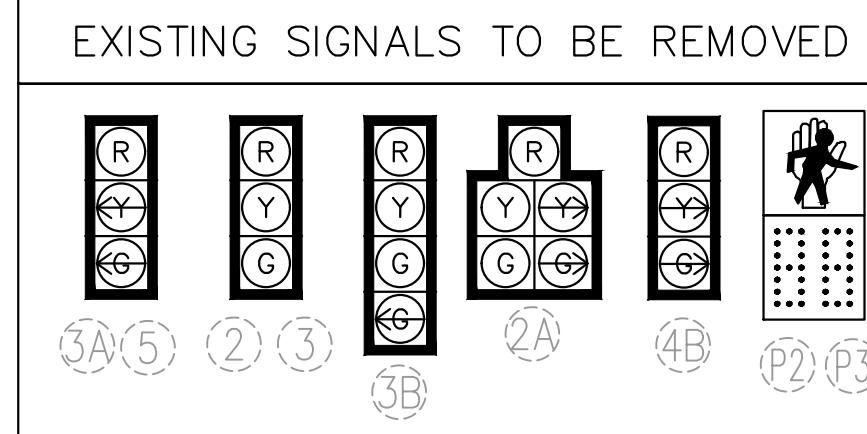
LEGEND	
EXISTING	PROPOSED
	RIGHT OF WAY EASEMENT
	TRAFFIC SIGNAL CABINET W/ UPS
	JUNCTION BOX
	TRAFFIC SIGNAL HEAD
	PEDESTRIAN SIGNAL HEAD
	SIGNAL PHASING
	SIGNAL POLE
	PEDESTAL POLE
	SIGN
	POWER SERVICE PEDESTAL
	CONDUIT
	JUNCTION BOX
	PEDESTRIAN SIGNAL HEAD
	SIGNAL PHASING
	PEDESTAL POLE
	PEDESTRIAN PUSH BUTTON
	CONDUIT
	LOOP DETECTOR

INSTALLATION NOTES

- DESIGN OF NEW SIDEWALK, CURB RAMPS, AND CURB AND GUTTER ARE SHOWN ON SHEETS 3, 4, 5.
- RE-ENTER EXISTING JUNCTION BOX.
- DESIGN OF NEW PAVEMENT MARKINGS ARE SHOWN ON SHEET 6(1).
- CONTRACTOR SHALL REPLACE ANY LOOP DETECTORS IF DAMAGED DURING CONSTRUCTION.
- INSTALL VDOT ST'D PF-2 WITH ACCESSIBLE PEDESTRIAN SIGNAL(S), PUSHBUTTON(S), PUSHBUTTON SIGN(S), AND VEHICULAR SIGNAL HEAD(S).
- INSTALL VDOT ST'D PF-2 WITH PROPOSED SIGNAL HEAD(S), ACCESSIBLE PEDESTRIAN SIGNAL(S), AND PUSHBUTTON SIGN(S).
- INSTALL ACCESSIBLE PEDESTRIAN SIGNAL(S), PUSHBUTTON(S), PUSHBUTTON SIGN(S), AND PUSHBUTTON MOUNTING EXTENDER ON PROPOSED MAST ARM POLE.
- INSTALL VDOT ST'D PF-2 WITH ACCESSIBLE PEDESTRIAN SIGNAL(S), PUSHBUTTON(S), AND PUSHBUTTON SIGN(S).
- PEDESTAL POLE FOUNDATION SHALL BE FLUSH WITH SIDEWALK GRADE. WHEN INSTALLED ADJACENT TO SIDEWALK AND INCORPORATED INTO CG-2 WHEN INSTALLED ADJACENT TO CURB RAMP.
- CONTRACTOR SHALL INSTALL NECESSARY GROUNDING EQUIPMENT IN EXISTING JUNCTION BOX CONSISTENT WITH VDOT STD. 1317.20.
- 14/1C CABLE SHALL BE INSTALLED FOR EACH LOOP RUN SAW CUT INTO EXISTING PAVEMENT. SPLICE 14/1C WITH 14/2C (S) CABLE WITHIN THE NEAREST JUNCTION BOX.
- EXISTING SIGNAL POLE, MAST ARM, AND ALL SIGNAL EQUIPMENT AND SIGNS TO BE REMOVED. CONTRACTOR SHALL COMPLETELY REMOVE AND DISPOSE OF EXISTING POLE FOUNDATION TO 24" BELOW GRADE.
- EXISTING PEDESTRIAN PUSHBUTTON AND SIGN TO BE REMOVED FROM EXISTING SIGNAL POLE.
- RELOCATE EXISTING SIGNS S-20 AND S-21 TO NEW SIGN POST. INSTALL PROPOSED SIGN S-19 ON NEW SIGN POST.
- EXISTING JUNCTION BOX TO BE REMOVED AS PART OF ROADWAY IMPROVEMENTS FOLLOWING THE ACTIVATION OF THE PROPOSED TRAFFIC SIGNAL ELEMENTS.
- REPLACE EXISTING RED BALL INDICATION WITH RED ARROW INDICATION, ROTATED TO MATCH THE ORIENTATION OF THE GREEN AND YELLOW ARROWS IN THE SAME SIGNAL ASSEMBLY.
- REMOVE LEFTMOST PHASE 1 SIGNAL ASSEMBLY AND ASSOCIATED LANE CONTROL SIGN.
- CONTRACTOR TO RELOCATE EXISTING SIGNAL 4A 3 FEET TO THE RIGHT OF EXISTING S-1 AND RELOCATE EXISTING SIGNAL 4 3 FEET TO THE RIGHT OF EXISTING SIGN S-4/PROPOSED SIGN S-12. CONTRACTOR TO REUSE EXISTING SIGNAL MOUNTING BRACKETS. CONTRACTOR TO REMOVE TWO EXISTING SIGNALS 4B. CONTRACTOR TO INSTALL/INTEGRATE RELOCATED SIGNALS USING EXISTING SIGNAL CABLE.

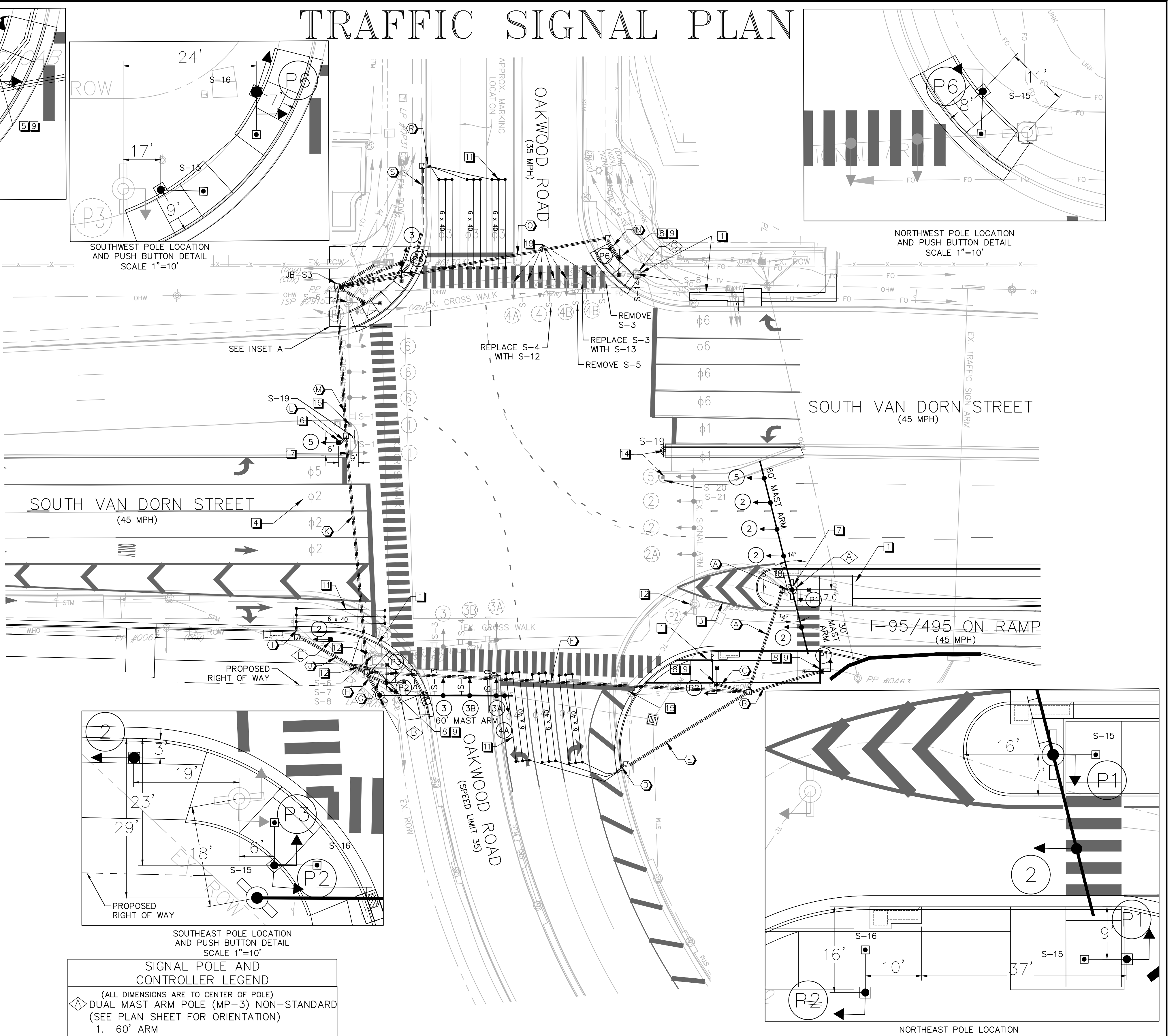
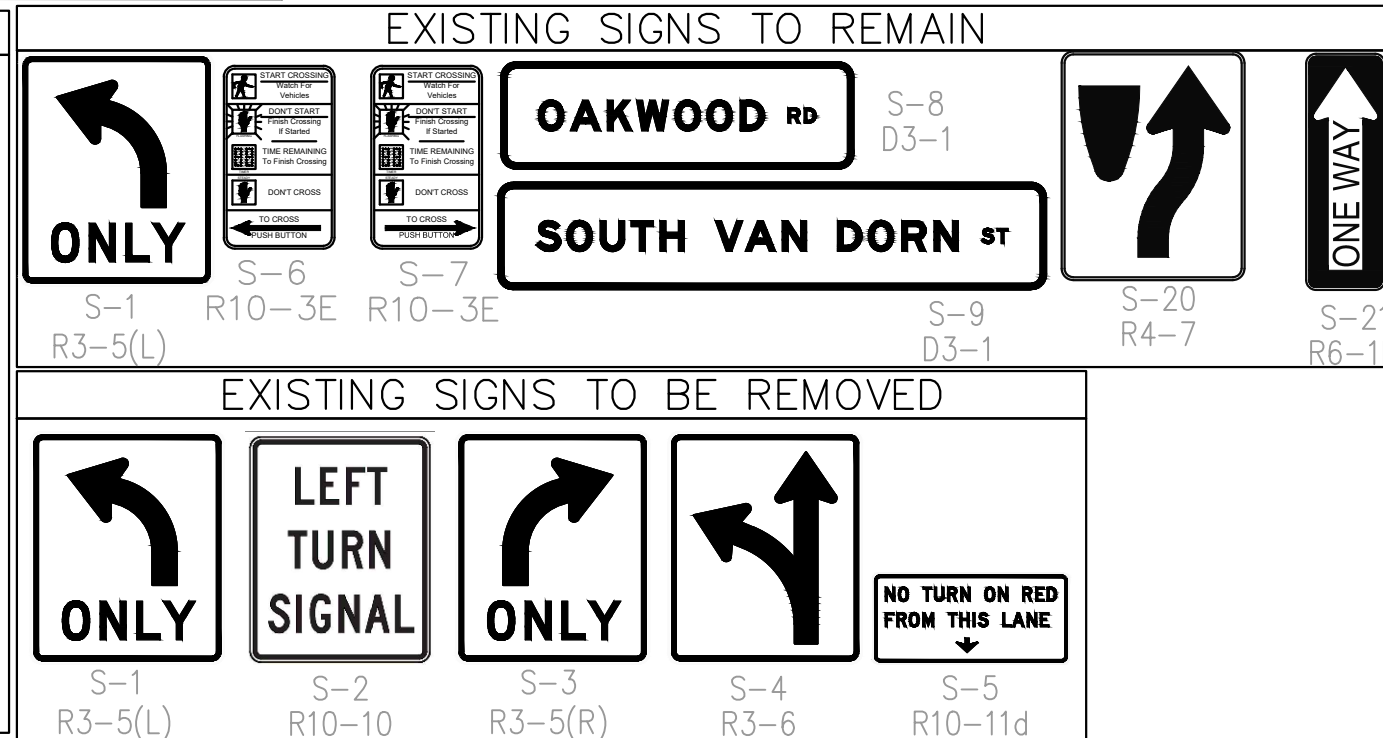
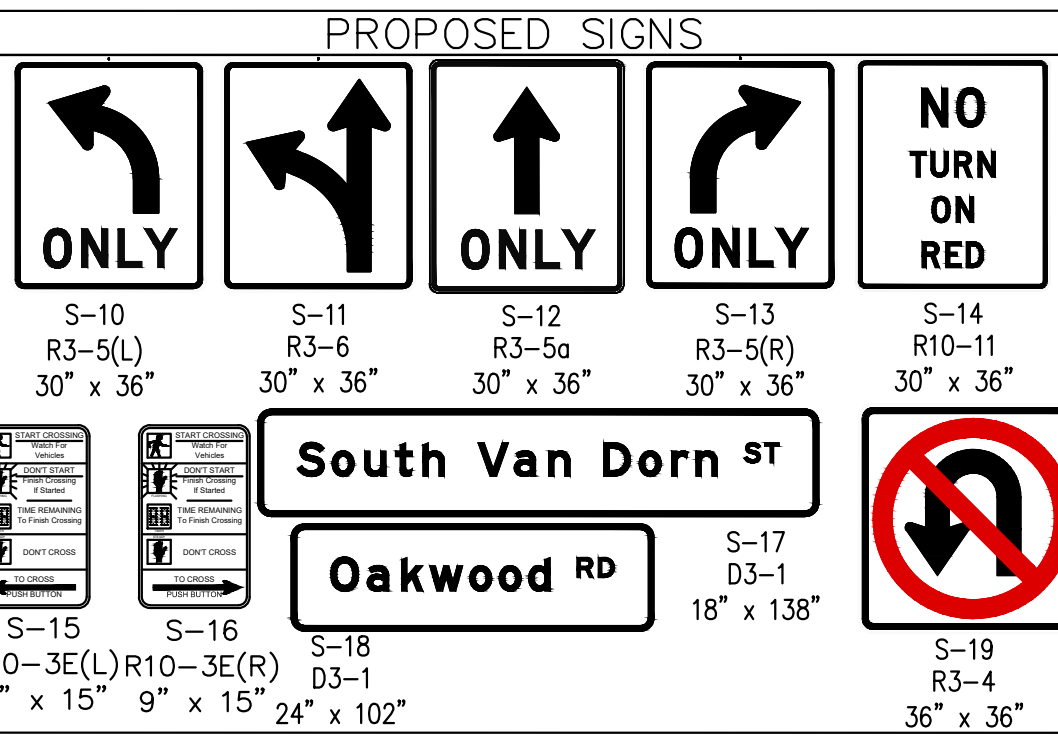
CABLE AND CONDUIT RUNS

- | | |
|---|---|
| <ul style="list-style-type: none"> 1-3" CONDUIT 3-14/7C FOR SIGNAL HEADS 2, 5 1-14/7C FOR PED HEAD P1 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/7C FOR SIGNAL HEAD 5 1-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/7C FOR PED HEAD P1 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 2-4" BORED CONDUIT 6-14/7C FOR SIGNAL HEADS 2, 3, 3A, 3B, 4A, 5 5-14/7C FOR PED HEADS P1, P2, P3 5-14/2C FOR PUSH BUTTONS 4-14/2C (S) FOR LOOPS 2-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/7C FOR PED HEAD P2 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/7C FOR PED HEAD P6 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 3-1" METAL CONDUITS | <ul style="list-style-type: none"> 1-4" BORED CONDUIT 1-14/7C FOR PED HEAD P6 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-3" CONDUIT 3-14/2C (S) FOR LOOPS | <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-4" BORED CONDUIT 3-14/7C FOR SIGNAL HEADS 2, 5 3-14/7C FOR PED HEADS P1, P2 3-14/2C FOR PUSH BUTTONS 3-14/2C (S) FOR LOOPS 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/7C FOR SIGNAL HEAD 3 1-14/7C FOR PED HEAD P6 1-14/2C FOR PUSH BUTTON 1-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-3" CONDUIT 2-14/7C FOR PED HEADS P2, P3 2-14/2C FOR PUSH BUTTONS 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 3-1" METAL CONDUITS |
| <ul style="list-style-type: none"> 1-3" CONDUIT 2-14/7C FOR SIGNAL HEADS 3, 3A, 3B, 4A 1-#6 AWG (EGC) | <ul style="list-style-type: none"> 1-3" CONDUIT 3-14/2C (S) FOR LOOPS |
| <ul style="list-style-type: none"> 1-1" METAL CONDUIT | <ul style="list-style-type: none"> 2-4" CONDUIT 7-14/7C FOR SIGNAL HEADS 2, 3, 3A, 3B, 4A, 5 7-14/7C FOR PED HEADS P1, P2, P3, P6 8-14/2C FOR PUSH BUTTONS 7-14/2C (S) FOR LOOPS 2-#6 AWG (EGC) |
| <ul style="list-style-type: none"> 1-3" CONDUIT 1-14/2C (S) FOR LOOPS | <ul style="list-style-type: none"> EXISTING CONDUITS 7-14/7C FOR SIGNAL HEADS 2, 3, 3A, 3B, 4A, 5 7-14/7C FOR PED HEADS P1, P2, P3, P6 8-14/2C FOR PUSH BUTTONS 7-14/2C (S) FOR LOOPS |
| <ul style="list-style-type: none"> 1-4" BORED CONDUIT 5-14/7C FOR SIGNAL HEADS 2, 3, 3A, 3B, 4A, 5 5-14/7C FOR PED HEADS P1, P2, P3 5-14/2C FOR PUSH BUTTONS 4-14/2C (S) FOR LOOPS 1-#6 AWG (EGC) | |



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KIMLEY-HORN AND ASSOCIATES, INC.
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FAIRFAX COUNTY, VIRGINIA
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES PLANNING & DESIGN DIVISION
 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052

OFFICE OF CAPITAL FACILITIES
 703-324-5800

SOUTH VAN DORN STREET
 BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS
 TRAFFIC SIGNAL PLAN

CONTRACT NO. CN PROJECT NO. AA1400141-2016

NO.	DESCRIPTION	BY	APPROVED	DATE

SCALE SEE GRAPHIC SCALE

DESIGNED BY: DD
 DRAFTED BY: MW
 CHECKED BY: MA

SHEET 7(1)

APPROVED BY THE TRANSPORTATION DESIGN DIVISION

FUND NO. 400-C40011

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

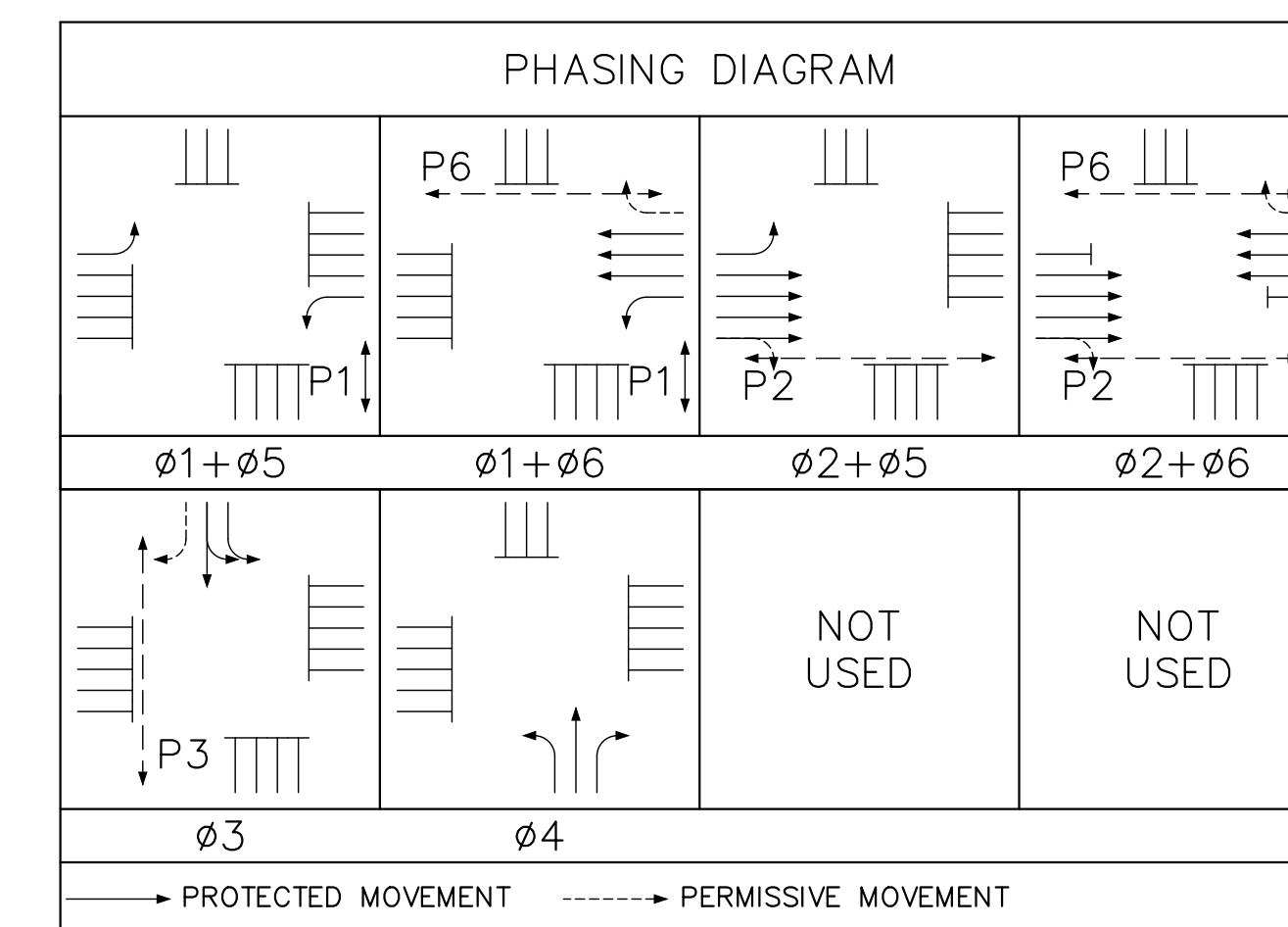
TRAFFIC SIGNAL NOTES AND DETAILS

TRAFFIC SIGNAL GENERAL NOTES:

- ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE CURRENT EDITION OF THE VDOT ROAD AND BRIDGE STANDARDS, THE CURRENT EDITION OF THE VDOT ROAD AND BRIDGE SPECIFICATIONS AND ALL SPECIAL PROVISIONS IN EFFECT AT THE TIME THE SIGNAL PLAN IS APPROVED.
- FIVE (5) WORKING DAYS PRIOR TO COMMENCING TRAFFIC SIGNAL WORK AT ANY LOCATION IN NORTHERN VIRGINIA, THE CONTRACTOR MUST NOTIFY THE VDOT NOVA DISTRICT PERMITS SECTION IN WRITING, WITH THE NAME, DAYTIME PHONE NUMBERS AND EMERGENCY PHONE NUMBERS FOR THE CONTRACTOR GIVING THE LOCATION OF THE WORKSITE INCLUDING STREET NAMES, ROUTE NUMBERS, PERMIT NUMBER, TYPE AND DETAILS OF CONSTRUCTION AND WORK SCHEDULE.
- THE VDOT ENGINEER, PRIOR TO CONSTRUCTION, SHALL VERIFY THE LOCATIONS OF THE POLE(S). THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THIS VERIFICATION WITH NROIC @ 703-334-0205.
- THE TRAFFIC SIGNAL WILL NOT BE PLACED INTO FLASHING OPERATION WITHOUT THE PRIOR NOTIFICATION AND APPROVAL FROM A VDOT NROIC ENGINEER. ARRANGEMENTS SHALL BE MADE BY THE PERMIT MANAGER TO SCHEDULE THE NROIC FIELD PERSONNEL PROVIDING A MINIMUM OF 48 HOURS ADVANCE NOTICE.
- NEW TRAFFIC SIGNAL EQUIPMENT SHALL NOT 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 PERMIT INSPECTOR, WHO SHALL NOTIFY THE VDOT NROIC ENGINEER A MINIMUM OF 48 HOURS PRIOR TO PLACING THE SIGNAL INTO OPERATION.
- THE SIGNAL MODIFICATION SHALL NOT BE PLACED INTO FULL COLOR OPERATION ON MONDAYS, FRIDAYS, HOLIDAYS OR DAYS PRECEDING OR FOLLOWING HOLIDAYS, UNLESS DIRECTED BY THE VDOT DISTRICT ENGINEER.
- THE CONTRACTOR SHALL PROVIDE, INSTALL, AND ADJUST CONTROLLER TIMINGS TO PROVIDE ORDERLY FLOW OF TRAFFIC, OR AS DIRECTED BY THE VDOT NROIC ENGINEER. THE CONTRACTOR SHALL HAVE HIS QUALIFIED REPRESENTATIVE PRESENT TO MONITOR A MINIMUM OF TWO CONSECUTIVE MORNINGS AND EVENING RUSH HOUR PERIODS, OR AS DIRECTED BY THE VDOT NROIC ENGINEER.
- UTILITIES SHOWN ON THE PLANS ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL UTILITIES WITHIN THE PROJECT LIMITS ARE IDENTIFIED AND LOCATED BEFORE BEGINNING WORK. THE CONTRACTOR SHALL CONTACT MISS UTILITY OF VIRGINIA AT 1-800-522-7001 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES AS TO THE LOCATION OF EXISTING AND APPROVED PLANS OF FUTURE UTILITY LINES. ANY DISRUPTION OF ANY UTILITY SERVICE IS THE RESPONSIBILITY OF THE CONTRACTOR.
- DURING CONSTRUCTION AND WHEN NOT IN USE, NEW LED PEDESTRIAN SIGNAL HEADS SHALL BE COVERED WITH A DURABLE NON-TRANSPARENT COVER UPON INSTALLATION. THE CONTRACTOR SHALL MAINTAIN COVERS UNTIL THE NEW TRAFFIC SIGNAL SYSTEM IS OPERATIONAL.
- MAINTENANCE AND REPAIR OF THE TRAFFIC SIGNAL AND ANY NECESSARY FUTURE MODIFICATIONS DURING CONSTRUCTION IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL LABEL ALL SPARE WIRES IN THE CONTROLLER CABINET, IN ACCORDANCE WITH SECTION 700.05(G) OF THE VDOT ROAD AND BRIDGE SPECIFICATIONS.
- THE PROJECT IS RESPONSIBLE FOR SUBMITTING TRAFFIC SIGNAL TIMING DATA A MINIMUM OF 60 DAYS PRIOR TO ACTIVATION OF THE TRAFFIC SIGNAL MODIFICATION; THIS INCLUDES EIGHT (8) TIME-OF-DAY TIMING PLANS TO REFLECT CYCLE LENGTHS NECESSARY TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS FOR WEEKDAYS AND WEEKENDS. THE 8 TIMING PLANS CONSIST OF 4 TIMING PLANS FOR WEEKDAYS (AM, MID, PM, OFF-PEAK) AND 4 TIMING PLANS FOR WEEKENDS (SATURDAY PEAK, SUNDAY PEAK, WEEKEND BEFORE PEAK, AND WEEKEND AFTER PEAK). THESE TIMING PLANS ARE TO BE SUBMITTED TO THE VDOT PERMITS SECTION FOR REVIEW AND APPROVAL BY THE NRO TRAFFIC SIGNAL OPERATIONS SECTION. THIS INFORMATION IS TO BE PROVIDED IN AN ELECTRONIC FILE FORMAT COMPATIBLE WITH THE SYNCHRO PROGRAM USED BY VDOT.
- PLAN APPROVAL IS VALID FOR 18 MONTHS FROM THE DATE OF ACCEPTANCE FOR INSTALLATION STAMP. ALL PLANS WITH EXPIRED ACCEPTANCE DATES SHALL BE RESUBMITTED FOR ACCEPTANCE.

SIGNAL NOTES:

- POLES AND FOUNDATIONS
 - PEDESTAL POLES (PF-2) SHALL BE 12 FT. IN HEIGHT, UNLESS OTHERWISE INDICATED ON THE PLANS.
- CONTROLLERS AND FOUNDATION
 - A 72 HOUR NOTICE IS REQUIRED PRIOR TO DISCONNECTING THE CONTROLLER COMMUNICATION FOR ANY REASON.
- TRAFFIC SIGNAL HEADS
 - PEDESTRIAN SIGNAL HEADS SHALL BE IN ACCORDANCE WITH ST'D. SP-9.
 - PEDESTRIAN SIGNAL HEADS AND POLE MOUNTED VEHICULAR SIGNAL HEADS SHALL BE MOUNTED IN ACCORDANCE WITH ST'D SMB-3 (ONE-WAY).
 - ALL SIGNAL HEAD SECTIONS SHALL BE LED PER VDOT'S SPECIFICATIONS.
- DETECTORS
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING VEHICLE AND PEDESTRIAN DETECTION ON ALL APPROACHES OF THE INTERSECTION AT ALL TIMES, AND THROUGHOUT ALL PHASES OF CONSTRUCTION.
 - ALL PEDESTRIAN PUSH BUTTONS AND PUSH BUTTON SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH ST'D PA-2.
 - ACCESSIBLE PEDESTRIAN SIGNALS AND ACCESSIBLE PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED IN ACCORDANCE WITH THE VDOT TRAFFIC ENGINEERING MEMORANDUM IIM-TE-388
 - CONTRACTOR SHALL PROTECT EXISTING LOOP DETECTOR CONDUITS DURING INSTALLATION OF NEW CURB AND GUTTER FOR LOOP DETECTORS TO BE REPLACED. IF CONDUIT MUST BE MOVED, CONTRACTOR SHALL INSTALL NEW CONDUIT AND CUT NEW DETECTOR LOOPS.
 - 6' X 40' LOOP DETECTORS SHALL BE INSTALLED IN ACCORDANCE WITH VDOT ST'D TD-1C AND SHALL BE PLACED 5' IN FRONT OF THE STOP LINE.
 - 14/1 ENCLOSED CONDUCTOR CABLE LEAD-IN REQUIRES 5/8" SAW CUT.
 - LOOP DETECTOR AMPLIFIERS SHALL BE ONE FOR EACH LOOP EXCEPT THAT WHEN THERE ARE SETS OF 6'X6' LOOPS, ONLY THE SET FARTHEST FROM THE STOP BAR SHALL HAVE SEPARATE DETECTOR AMPLIFIER UNITS. ALL OTHER 6'X6' SETS SHALL BE SPLICED IN SERIES.
- CONDUIT, CONDUCTORS & ELECTRICAL
 - EXISTING DETECTOR LOCATIONS, JUNCTION BOXES, AND CONDUITS ARE BASED ON AVAILABLE AS-BUILT PLANS AND INFORMATION OBTAINED DURING SITE VISITS. THESE ITEMS ARE SHOWN AT THEIR APPROXIMATE LOCATION BASED ON THE AVAILABLE INFORMATION.
 - FOR INSTALLATION OF CONDUIT, NO OPEN CUT WILL BE ALLOWED IN ROADWAY SURFACE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ELECTRICAL SERVICE TO THE CONTROLLER AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH PROVIDING ELECTRICAL SERVICE TO THE TRAFFIC SIGNAL.
 - JUNCTION BOX COVERS SHALL HAVE THE LETTERS "TRAF" CAST IN THE TOP SURFACE DEPRESSION FOR ALL TRAFFIC SIGNAL RELATED JUNCTION BOXES CONTAINING CABLE WITH LESS THAN 50 VOLTS. ALL OTHER JUNCTION BOX COVERS SHALL HAVE THE LETTERS "ELEC" CAST IN THE TOP DEPRESSION.
 - ALL JUNCTION BOXES SHALL BE INSTALLED IN ACCORDANCE WITH ST'D JB-S2, UNLESS OTHERWISE INDICATED ON THE SIGNAL PLANS.
 - EXISTING CABLE AND CONDUIT INFORMATION IS BASED ON FIELD INVESTIGATION, AND AVAILABLE UNDERGROUND SURVEY INFORMATION. CONTRACTOR SHALL VERIFY CABLE AND CONDUIT INFORMATION.
 - CONTRACTOR SHALL DETERMINE, PRIOR TO THE START OF THE PROJECT, IF THE CURRENT CONDUITS HAVE THE REQUIRED CAPACITY FOR ADDITIONAL CABLES AS PROPOSED. SHOULD THE EXISTING CONDUIT BE UNUSABLE THE CONTRACTOR SHALL REPLACE THE EXISTING CONDUIT TO MATCH EXISTING.
 - (S) DENOTES CABLE TO BE SHIELDED, (M) DENOTES METAL CONDUIT, (EGC) DENOTES EQUIPMENT GROUNDING CONDUCTOR.
- SIGNS
 - PEDESTRIAN SIGNS SHALL BE MUTCD R10-3E.
- SURVEY INFORMATION
 - SURVEY INFORMATION WAS PROVIDED BY OTHERS. CONTRACTOR SHALL FIELD VERIFY DIMENSIONS OF DESIGN PRIOR TO CONSTRUCTION. IF A DISCREPANCY ARISES BETWEEN FIELD DATA AND ANY INFORMATION ON THESE PLANS, THE CONTRACTOR SHALL NOTIFY THE COUNTY ENGINEER IMMEDIATELY.
 - THE EXISTENCE AND LOCATIONS OF ALL UNDERGROUND UTILITIES SHOWN ON THE DRAWINGS WERE PROVIDED BY OTHERS AND ARE APPROXIMATE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY FOR THE UTILITIES NOT SHOWN OR NOT IN THE LOCATION SHOWN. THE CONTRACTOR SHALL DETERMINE THE DEPTH AND LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO TRENCHING AND SHALL BE REQUIRED TO TAKE ANY PRECAUTIONARY MEASURES TO PROTECT ALL LINES SHOWN AND/OR ANY OTHER UNDERGROUND UTILITIES NOT OF RECORD OR NOT SHOWN ON THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL FRANCHISE AND COUNTY UTILITIES PRIOR TO CONSTRUCTION.



PEDESTRIAN SIGNAL WALK MESSAGE LEGEND		
PUSHBUTTON	WALK MESSAGE	ACTIVATION MESSAGE
P2 (SE CORNER)	"OAKWOOD, WALK SIGN IS ON TO CROSS OAKWOOD"	"WAIT TO CROSS OAKWOOD AT SOUTH VAN DORN"
P3 (SE CORNER)	"SOUTH VAN DORN, WALK SIGN IS ON TO CROSS SOUTH VAN DORN"	"WAIT TO CROSS SOUTH VAN DORN AT OAKWOOD"

NOTE: ACTIVATION AND WALK MESSAGES ARE NOT PROVIDED FOR THE REMAINING PUSHBUTTONS. LOCATOR AND WALK INTERVAL TONES SHALL BE PROGRAMMED FOR THESE PUSHBUTTONS.

INITIAL TIMING CHART								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	SB LEFT SOUTH VAN DORN ST + I-95/495 ON-RAMP PED CROSSING	NB THRU SOUTH VAN DORN ST	EB OAKWOOD RD	WB OAKWOOD RD	NB LEFT SOUTH VAN DORN ST	SB THRU SOUTH VAN DORN ST		
PHASE ON	X	X	X	X	X	X		
PHASE OFF							X	X
INTERVAL	PHASE TIMINGS							
MIN GR	5	20	5	5	5	20		
PASSAGE	2.5	4.0	2.5	2.5	2.5	4.0		
YELLOW	4.1	4.5	4.0	4.0	4.0	5.1		
RED	4.0	1.0	4.0	4.0	4.0	1.0		
MAX 1	25	45	15	45	15	45		
MAX 2								
MIN GAP								
TIME BEFORE REDUCTION								
TIME TO REDUCE								
PED WALK	4.0	8.0	10.0			7.0		
PED FLASH DON'T WALK	4.0	29.0	39.0			21.0		
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL		

NOTE: TIMINGS SHOWN ARE EXISTING AND OBTAINED FROM VDOT, EXCEPT VALUES IN BOLD, WHICH WERE CHANGED OR ADDED AS A PART OF THIS REVISION.

COLOR SEQUENCE CHART											
PHASE	1	2	3	4	5	6	1+5	1+6	2+5	2+6	FLASH
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	
1	⊕						⊕	⊕			⊕
2		G							G	G	Y
3			G								R
3A			⊕								⊕
3B			G/⊕								R
4				G							R
4A				G/⊕							R
5					⊕		⊕		⊕		⊕
6						G		G		G	Y
P1	W	DW	DW	DW	DW	DW	W	W	DW	DW	BLANK
P2	DW	W	DW	DW	DW	DW	DW	DW	W	W	BLANK
P3	DW	DW	W	DW	DW	DW	DW	DW	DW	DW	BLANK
P6	DW	DW	DW	DW	DW	W	DW	W	DW	W	BLANK

NOTE: BLANK SPACES REPRESENT A RED DISPLAY. "WALK" INDICATION DISPLAYED AFTER PEDESTRIAN CALL IS SERVICED, OTHERWISE "DON'T WALK" INDICATION IS DISPLAYED.

VIRGINIA DEPARTMENT OF TRANSPORTATION
 REVIEW OF WORKING DRAWINGS

WORKING DRAWINGS HAVE BEEN REVIEWED IN ACCORDANCE WITH SECTION 105.2 OF THE VDOT ROAD & BRIDGE SPECIFICATIONS WITH THE FOLLOWING COMMENT:

REJECTED, CORRECT AND RESUBMIT

ACCEPTED FOR INSTALLATION Subject To:

- Obtaining VDOT Land Use Permit Prior To Installation.
- Review and Approval of All Catalog Cuts, Shop Drawings, Pole Calculations, Soil Tests and Foundation Designs Prior To Construction.

REVIEWED BY: _____ DATE: _____

Plan acceptance is valid for 18 months from date above to obtain VDOT Permit.

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FAIRFAX COUNTY, VIRGINIA

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 12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052

OFFICE OF CAPITAL FACILITIES
 703-324-5800

SOUTH VAN DORN STREET
 BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS
 TRAFFIC SIGNAL NOTES AND DETAILS

CONTRACT NO. CN PROJECT NO. AA1400141-2016

SCALE	DESIGNED BY: DD	SHEET
SEE GRAPHIC SCALE	DRAFTED BY: MW	7(2)
	CHECKED BY: MA	

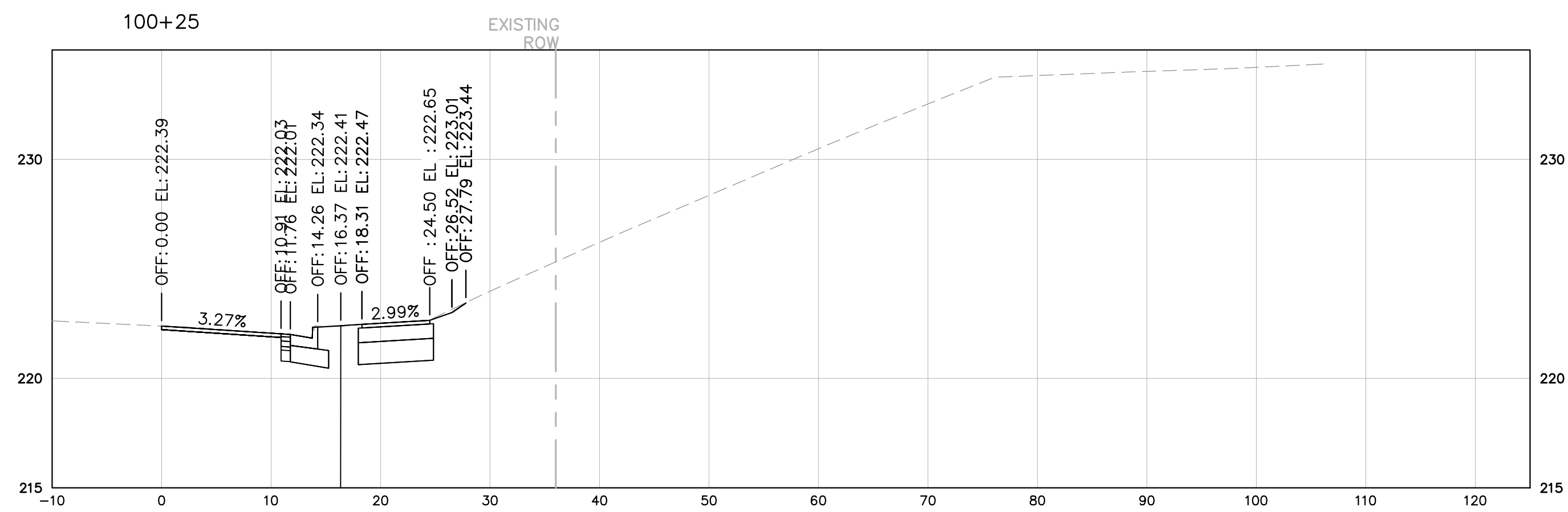
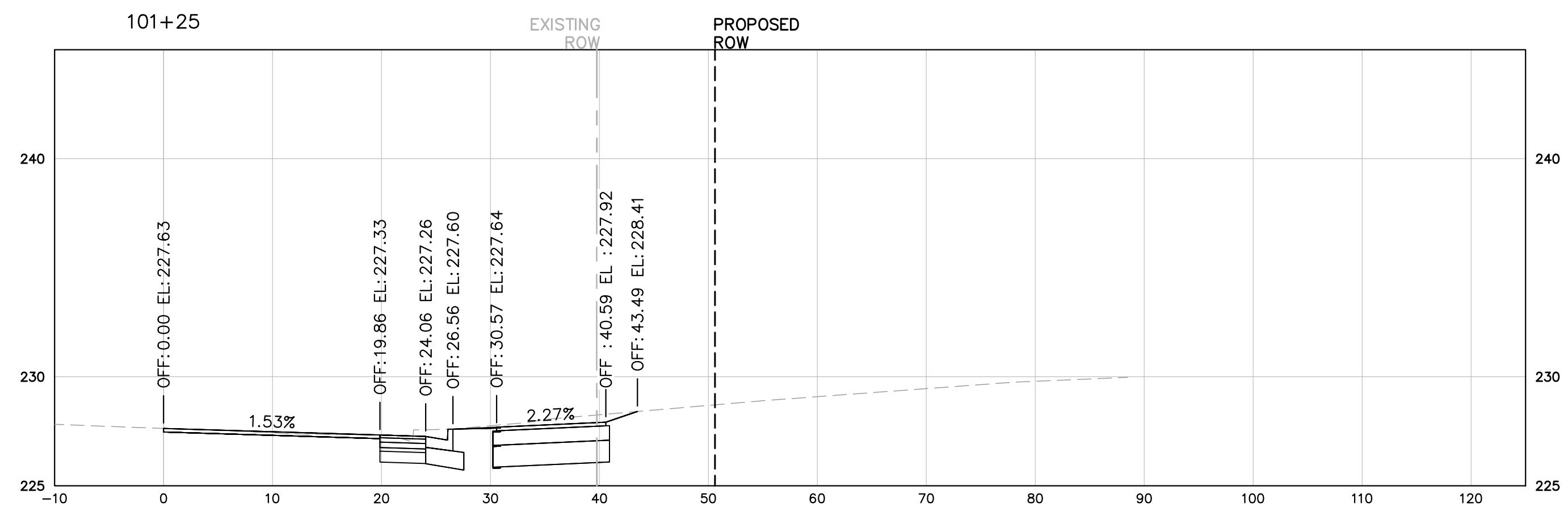
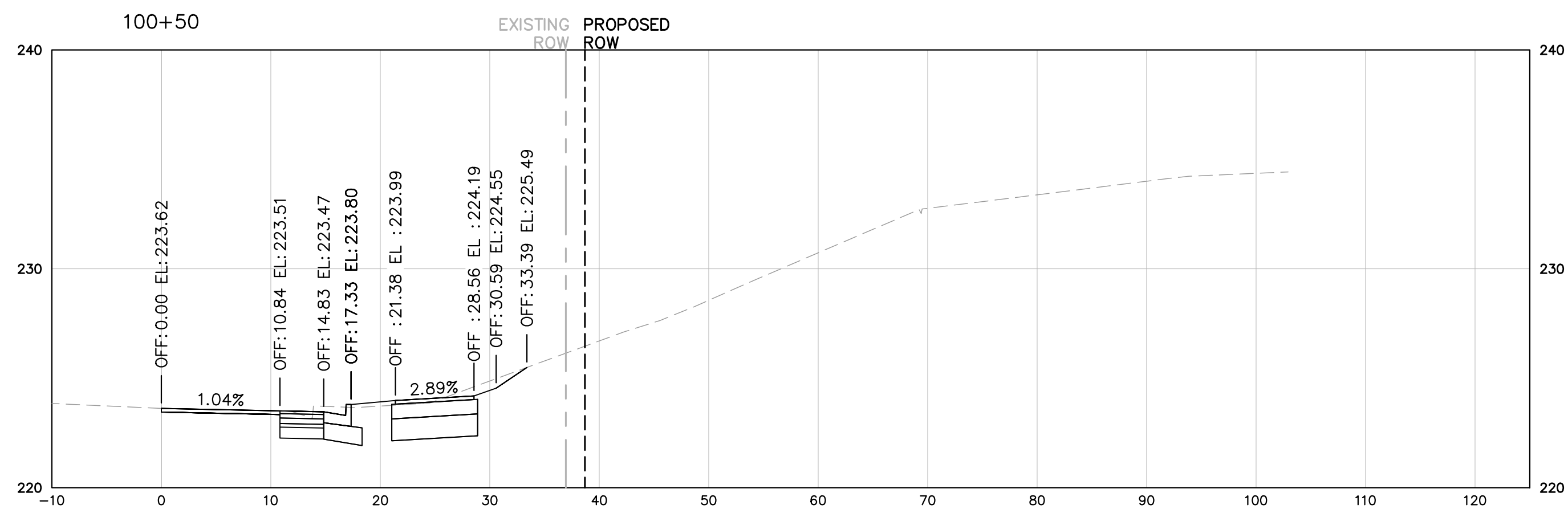
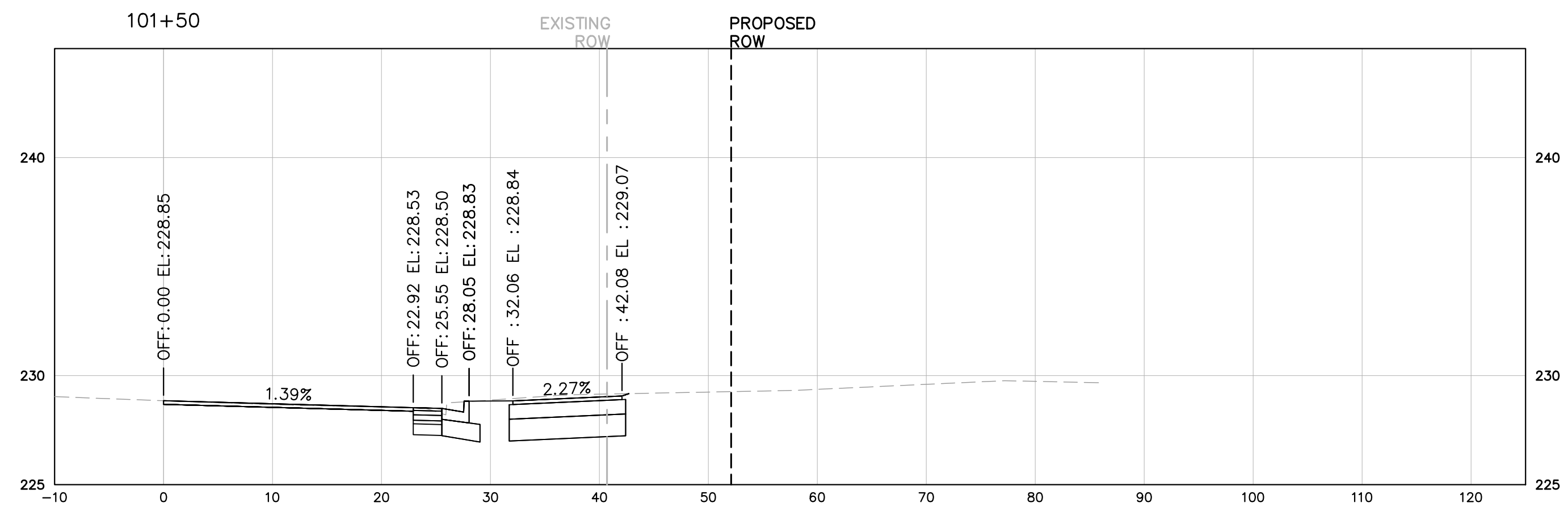
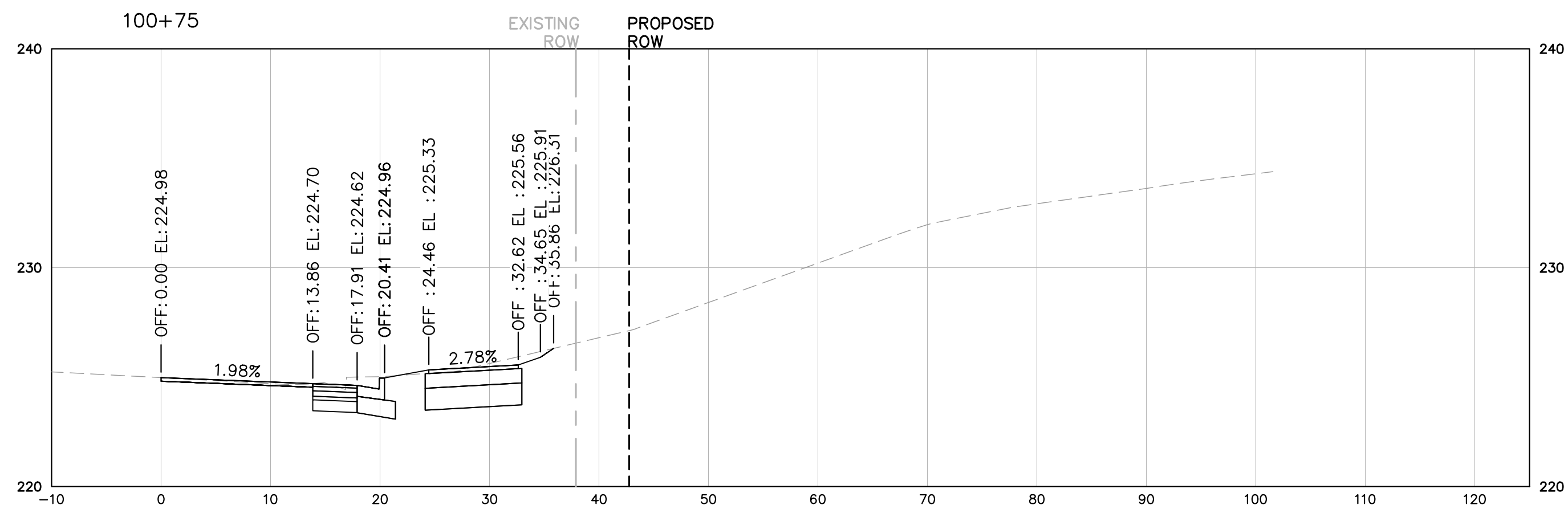
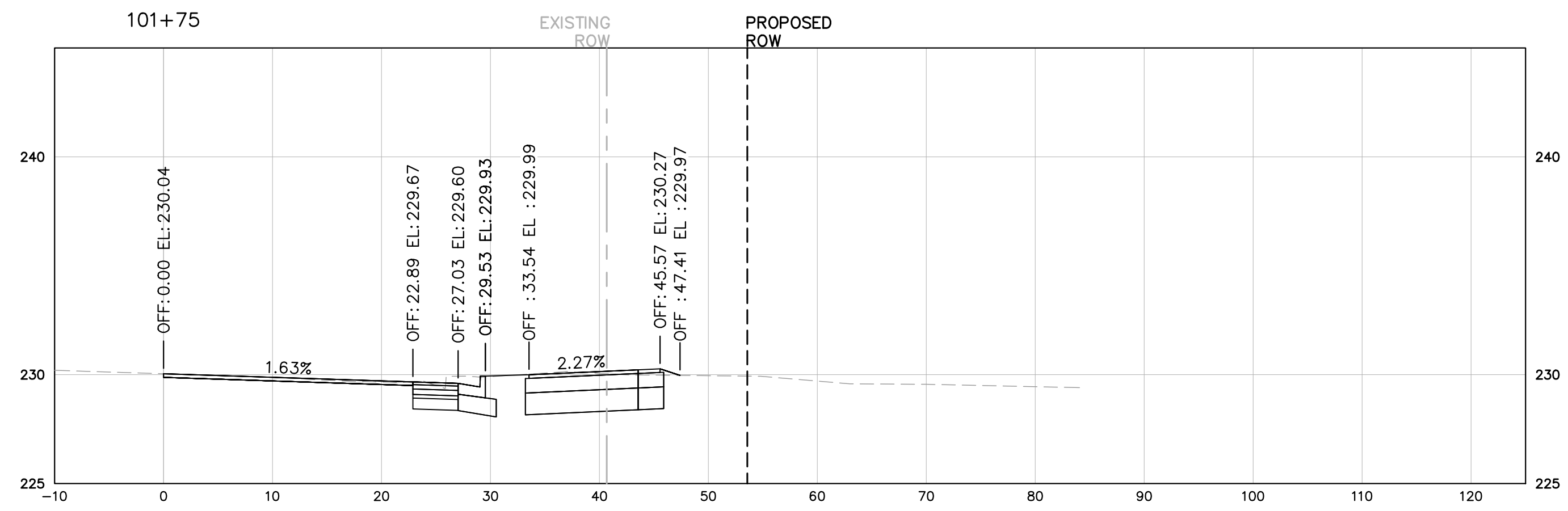
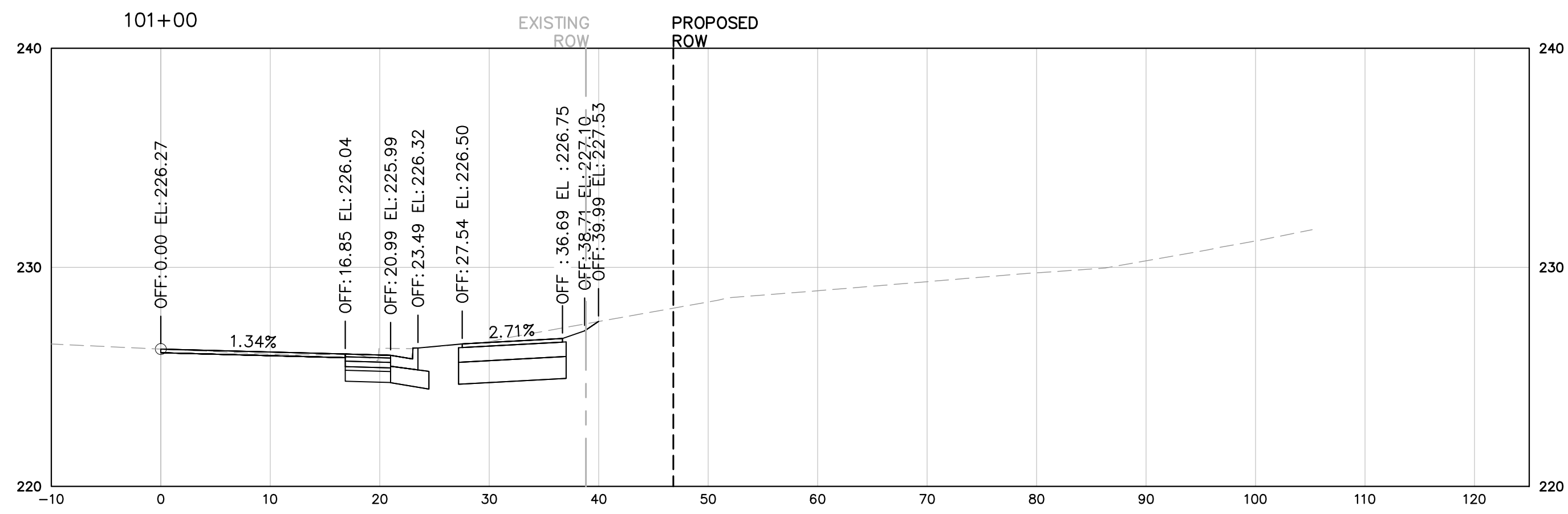
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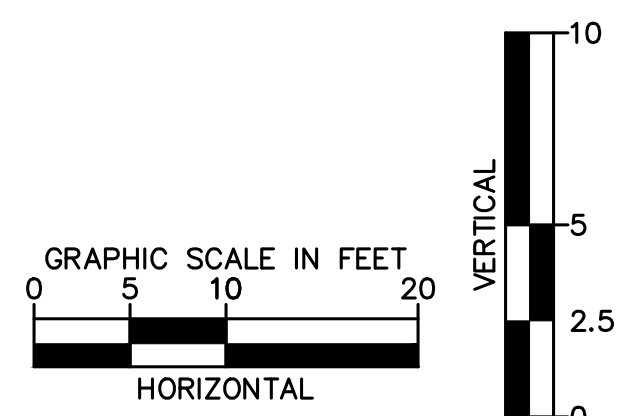
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 11400 Commerce Park Drive, Suite 400, Reston, VA 20191
 Phone: 703-674-1300

Plotted By: Waring, Megan Sheet: Set: South Van Dorn Street Layout: 7(2) TRAFFIC SIGNAL NOTES AND DETAILS November 08, 2019 01:09:47pm K:\NVA_RD\NVA\110213060_South_Van_Dorn_Street\CAD\PlanSheets\TRAFFIC SIGNAL PLAN.dwg This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and/or improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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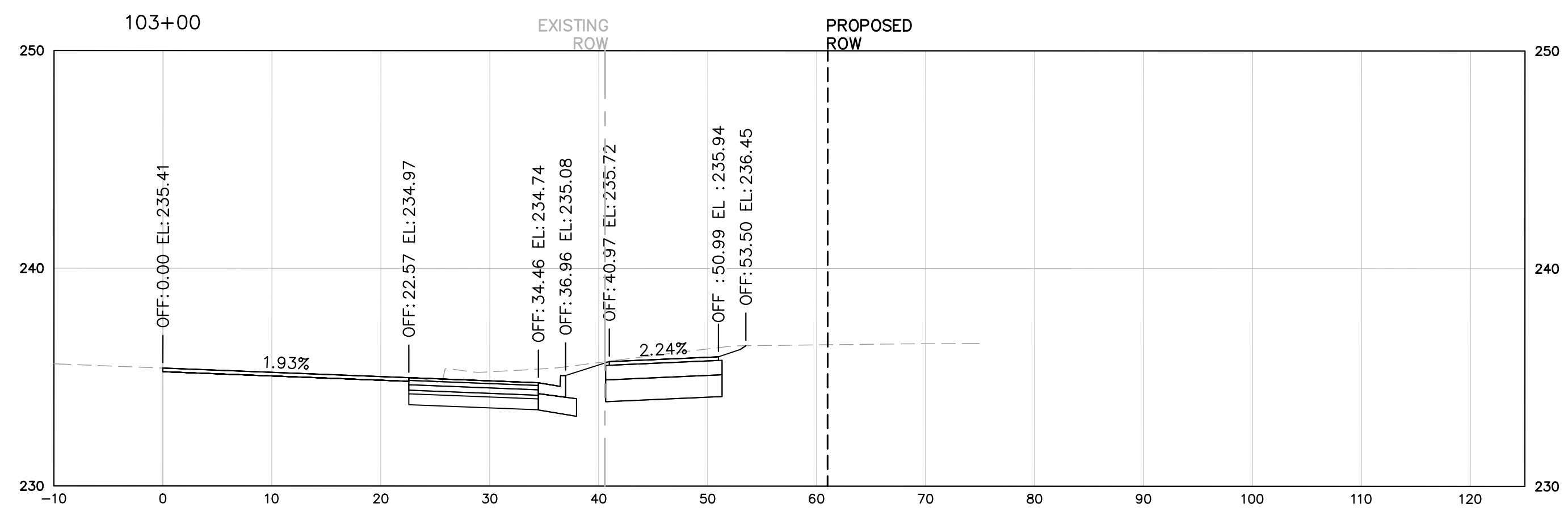
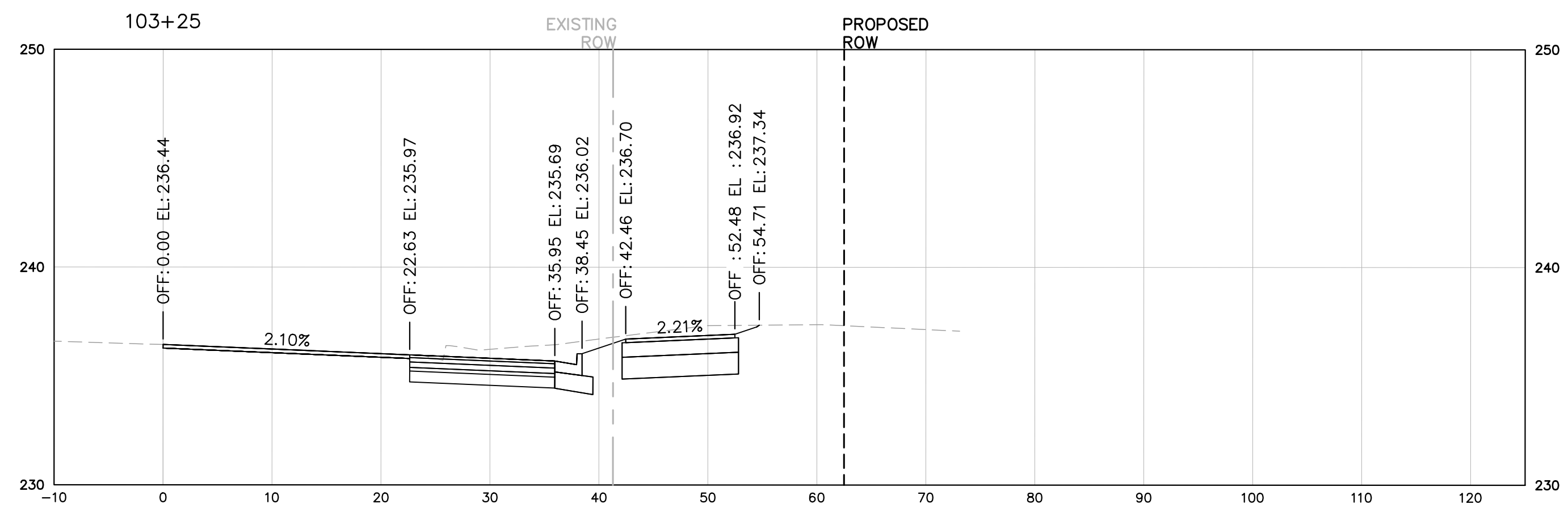
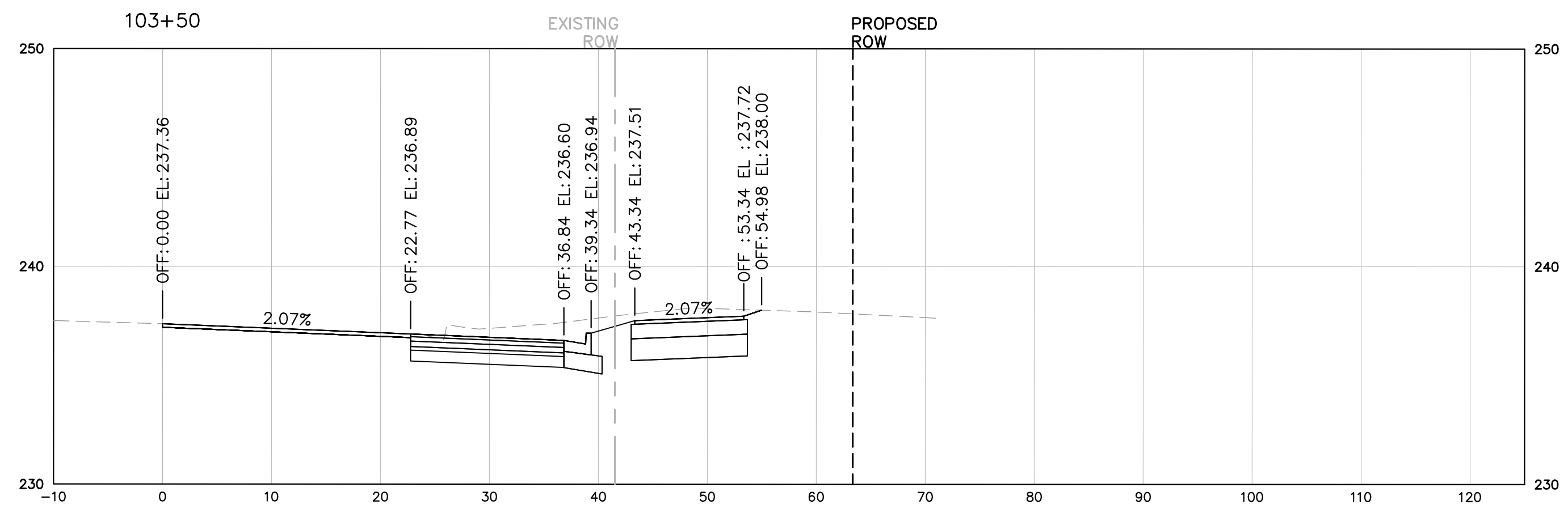
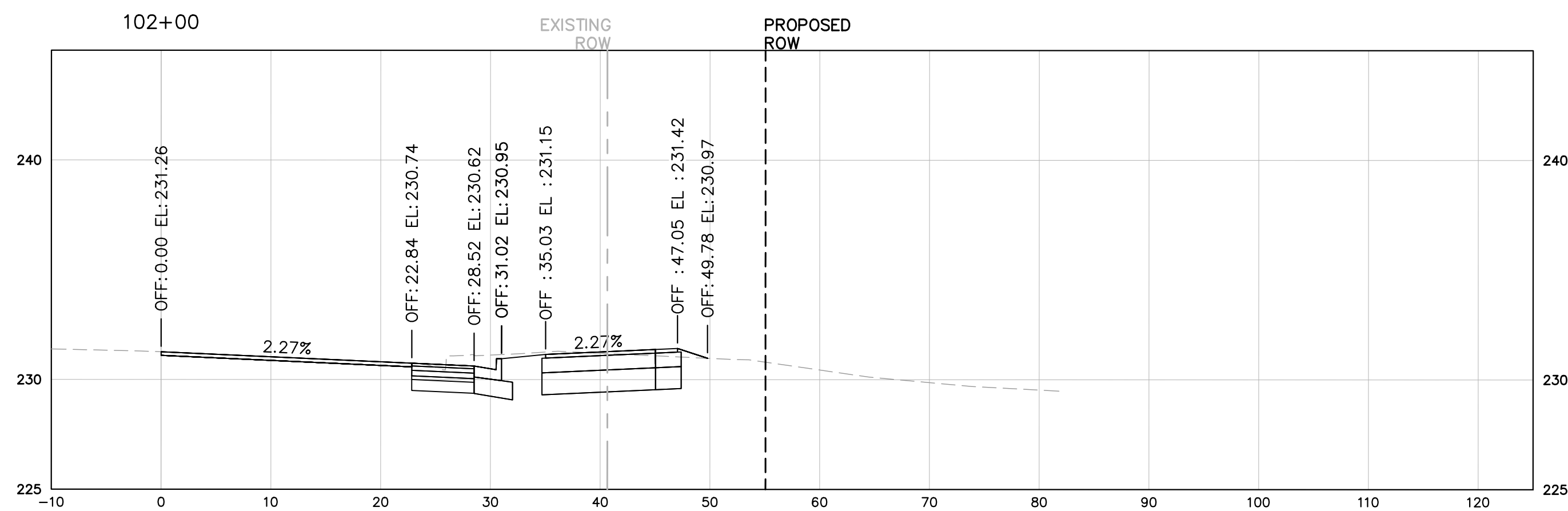
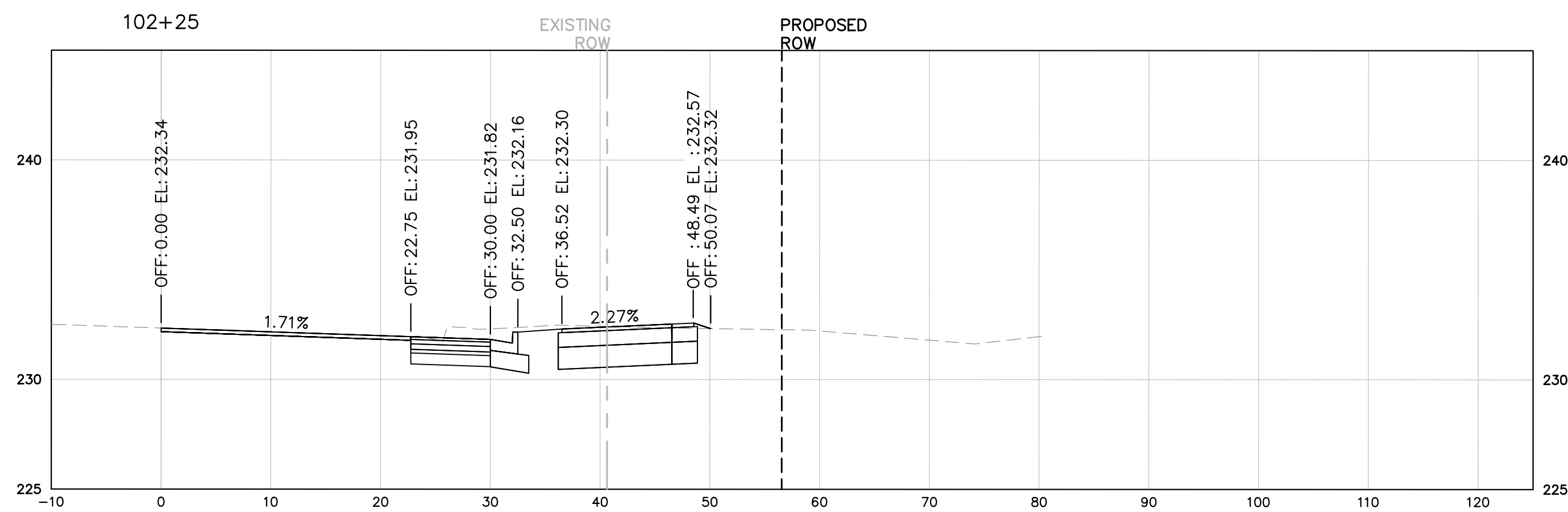
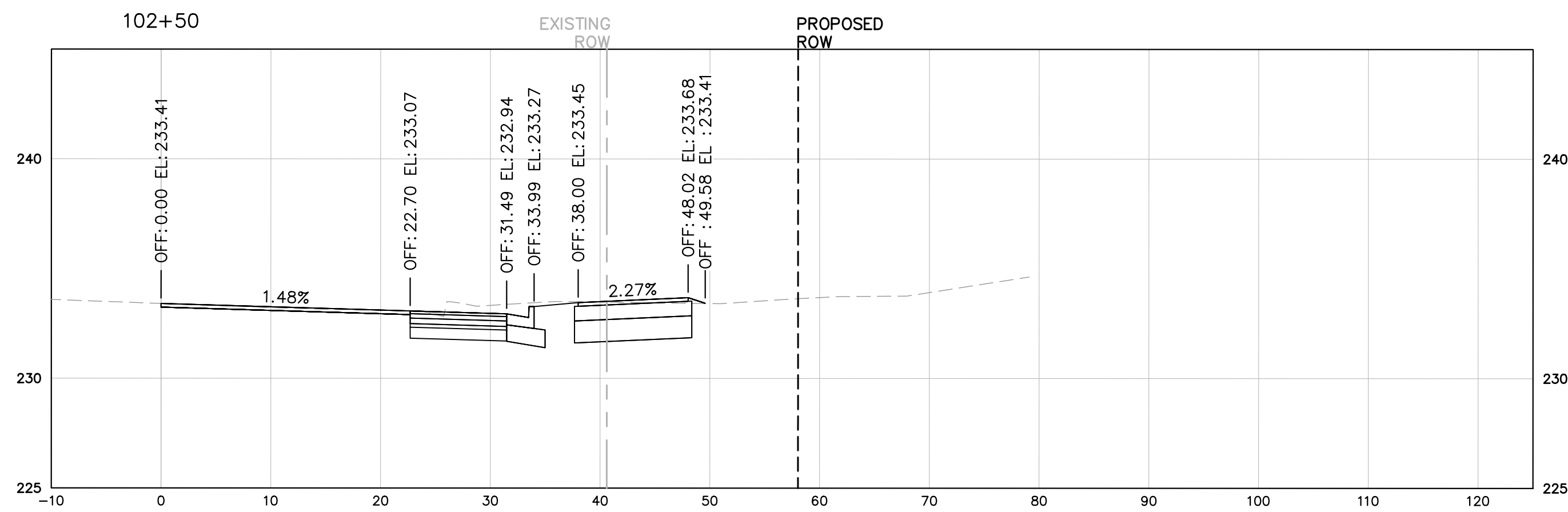
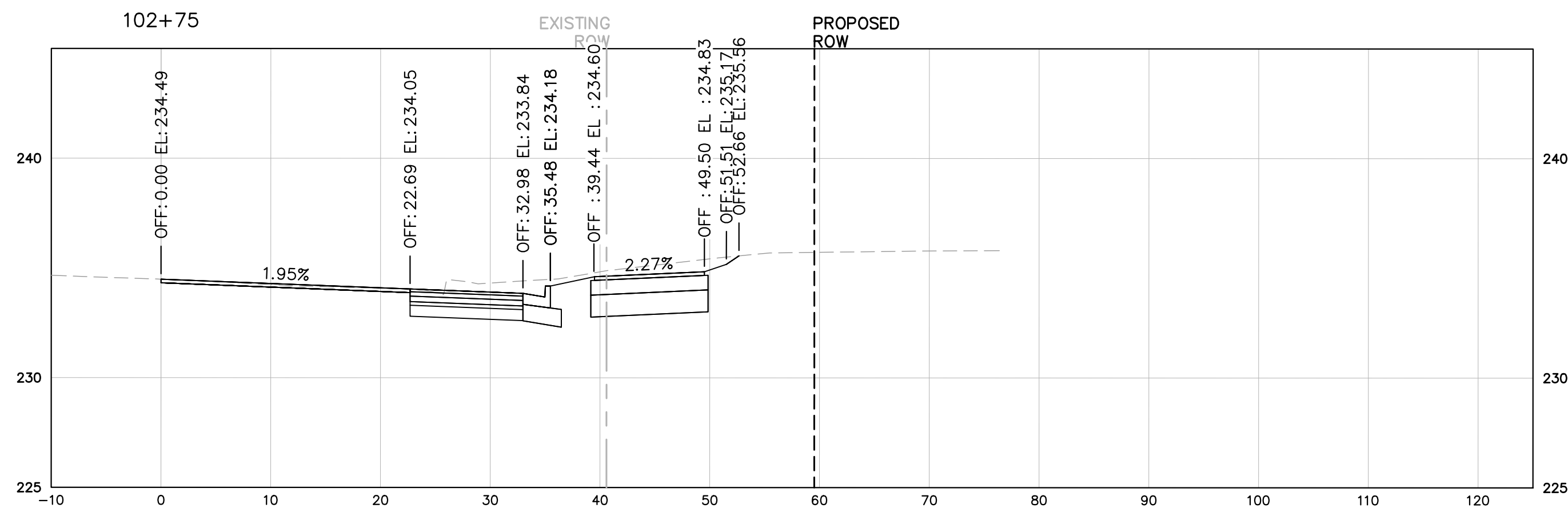
NOTES:
 1. CROSS SECTIONS ARE BUILT OFF OF THE SOUTH VAN DORN STREET ALIGNMENT WHICH DOES NOT ALWAYS RUN PARALLEL TO THE SHARED USE PATH. ALL CROSS SLOPES ALONG THE SHARED USE PATH ARE TO BE A MAXIMUM OF 2%.



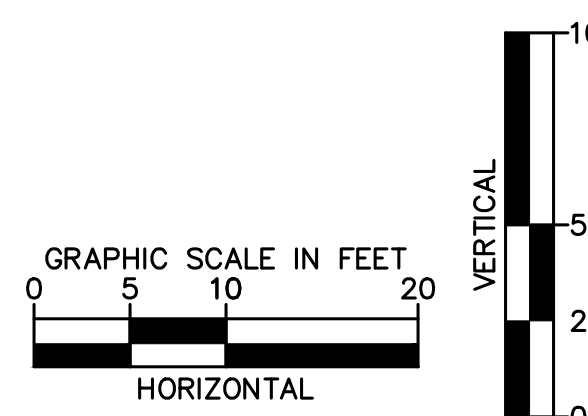
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OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS CROSS SECTIONS	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X1	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

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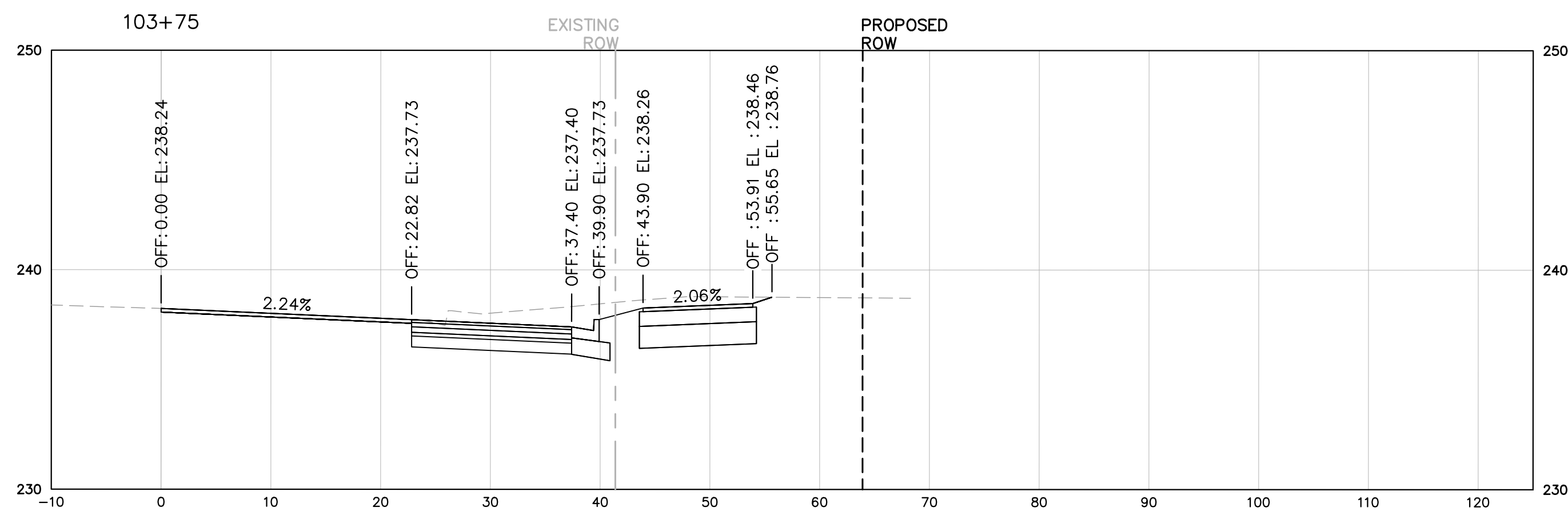
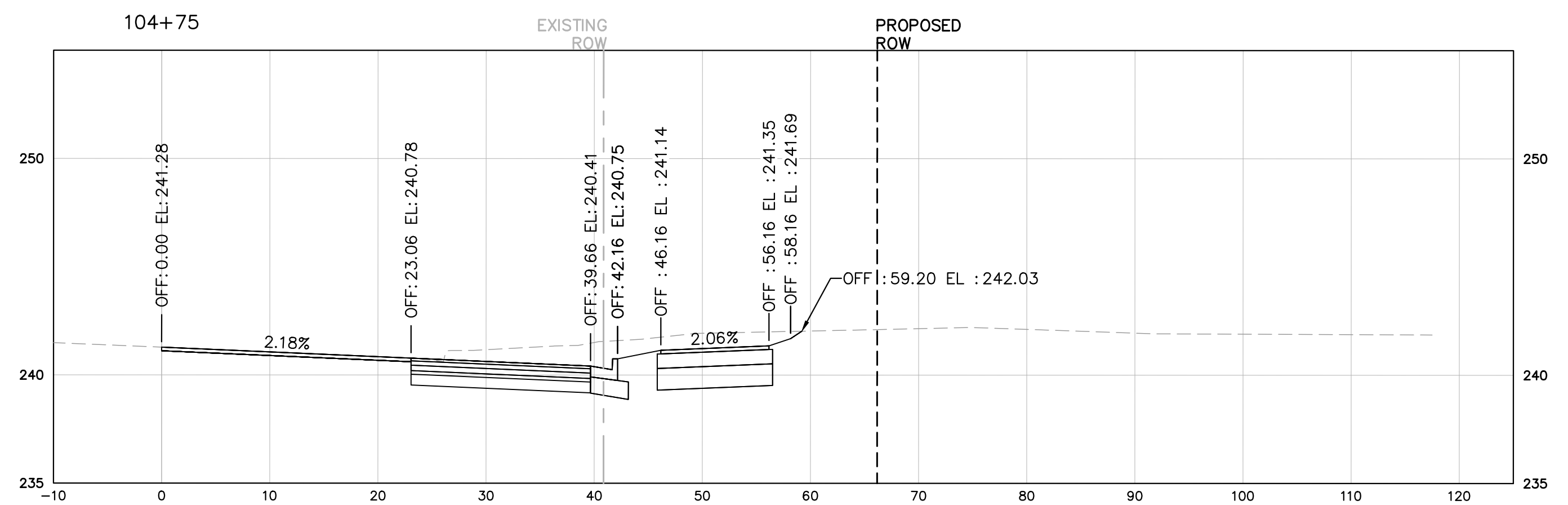
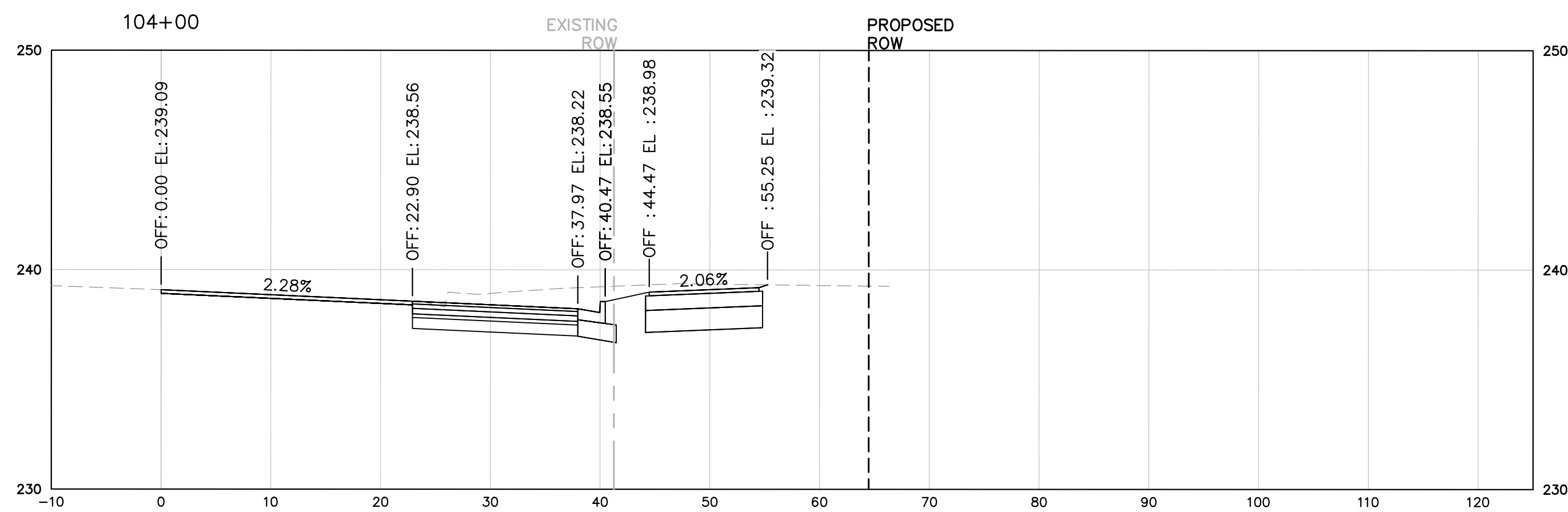
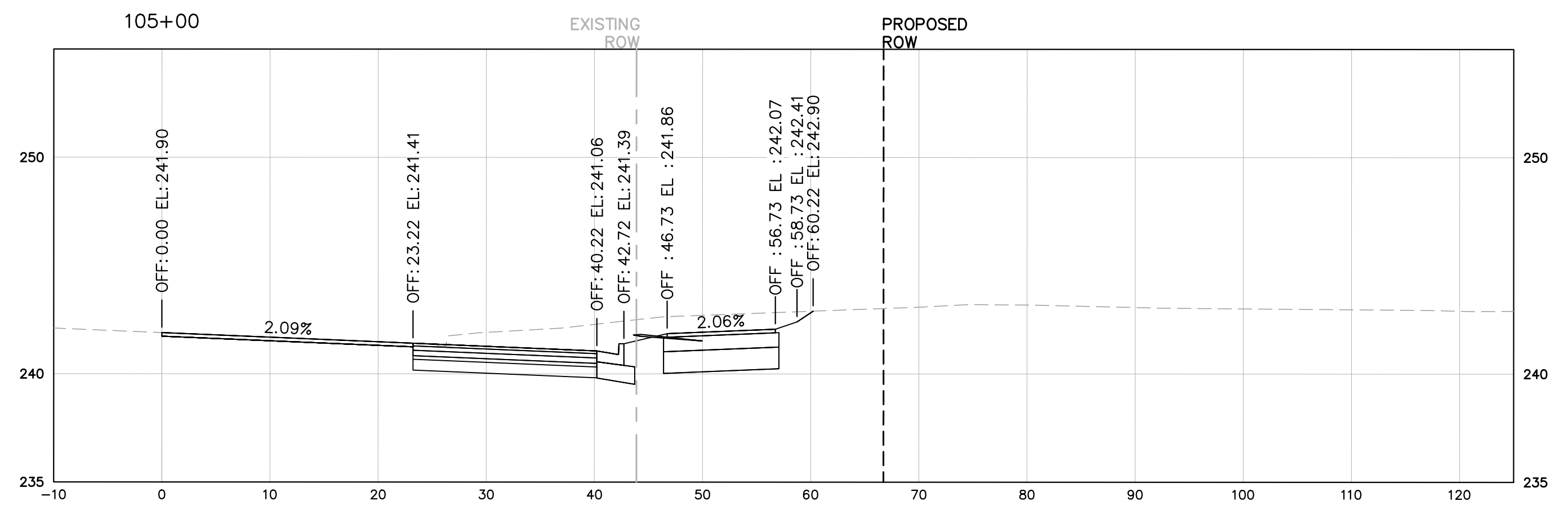
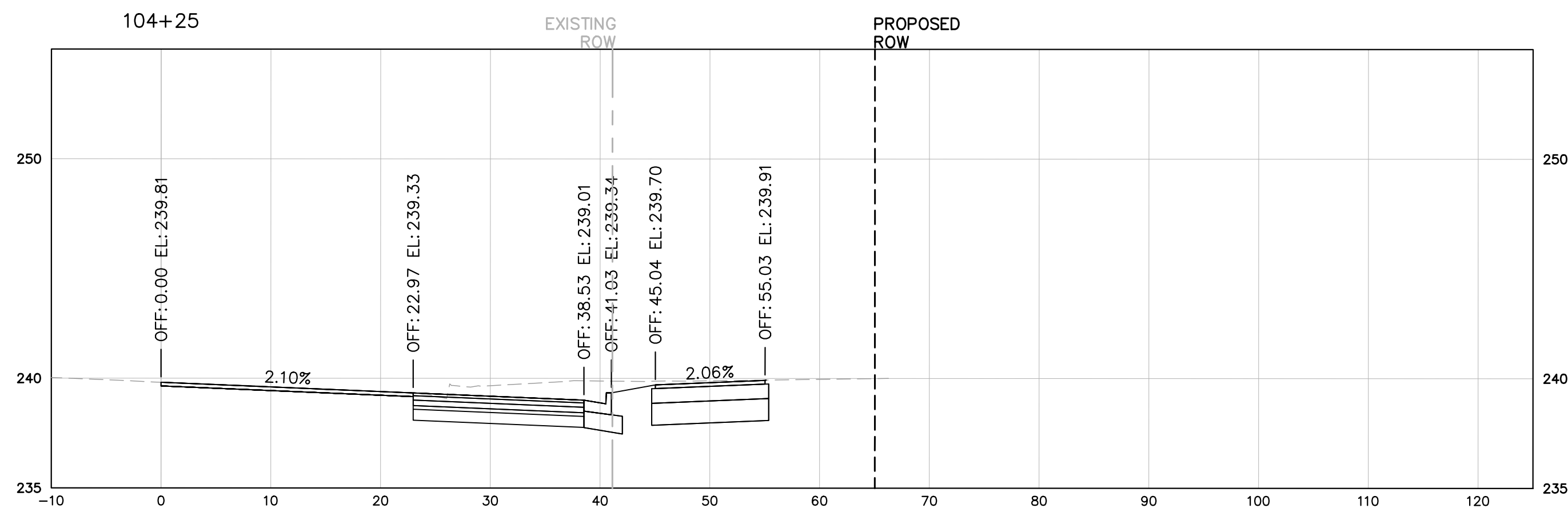
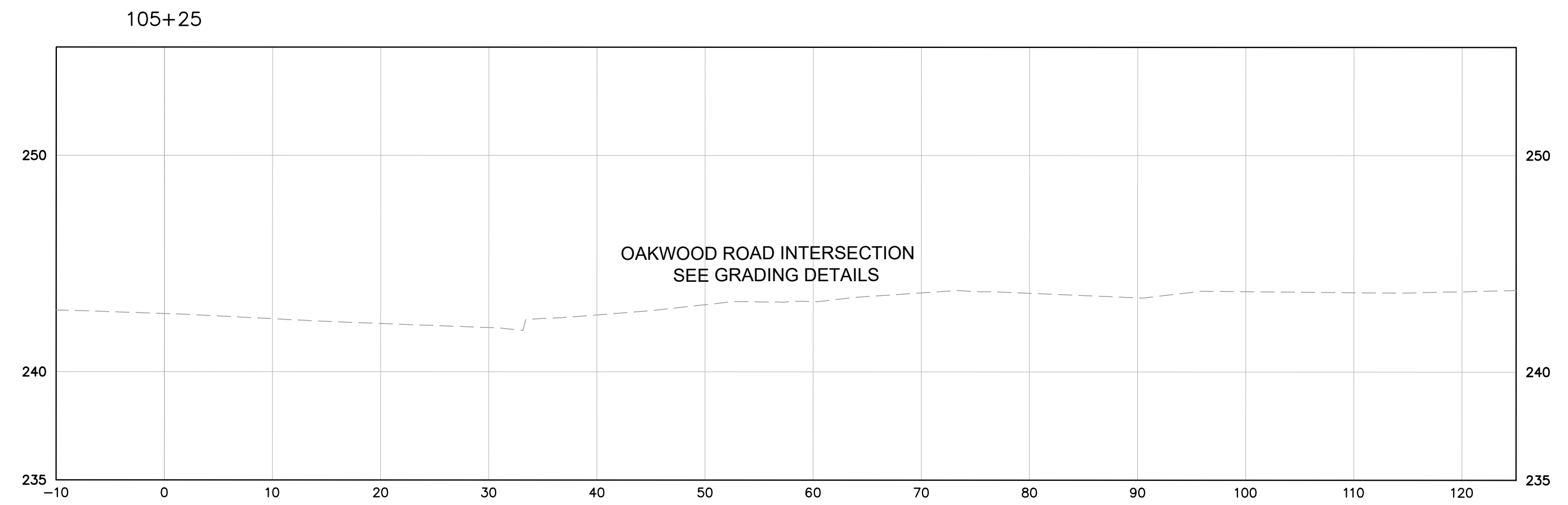
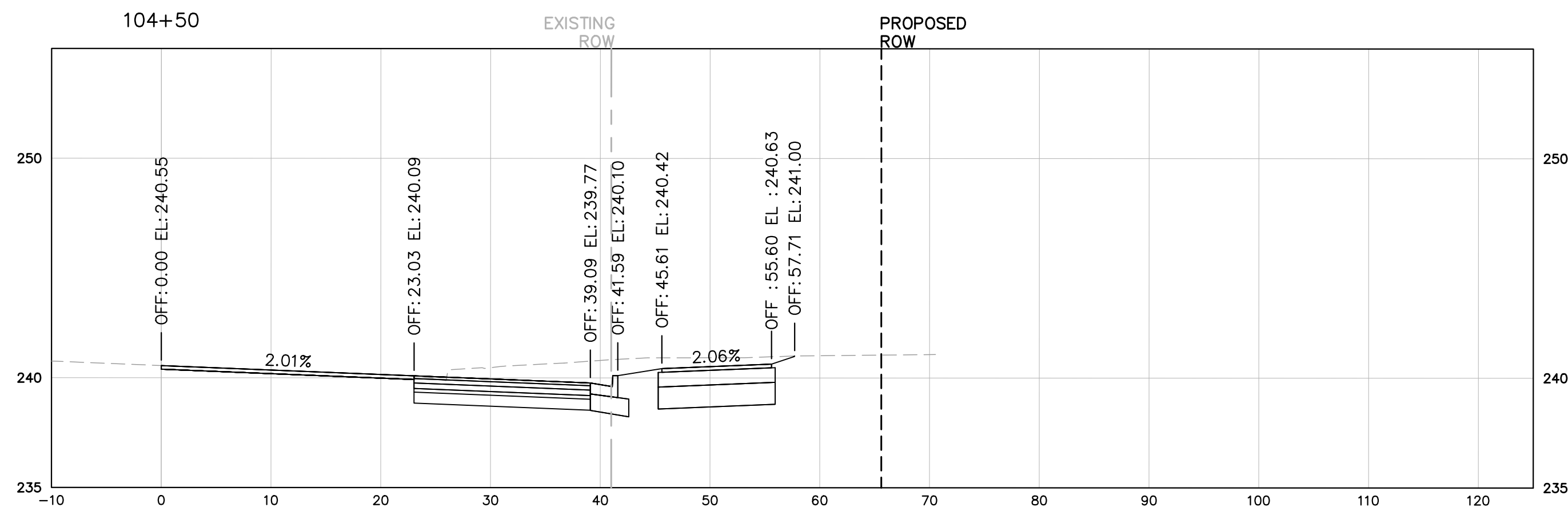


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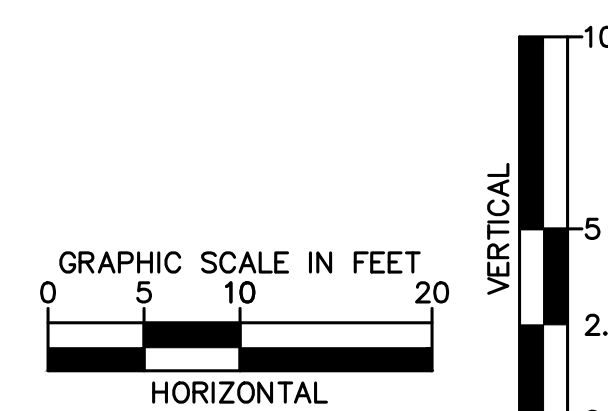
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X2	
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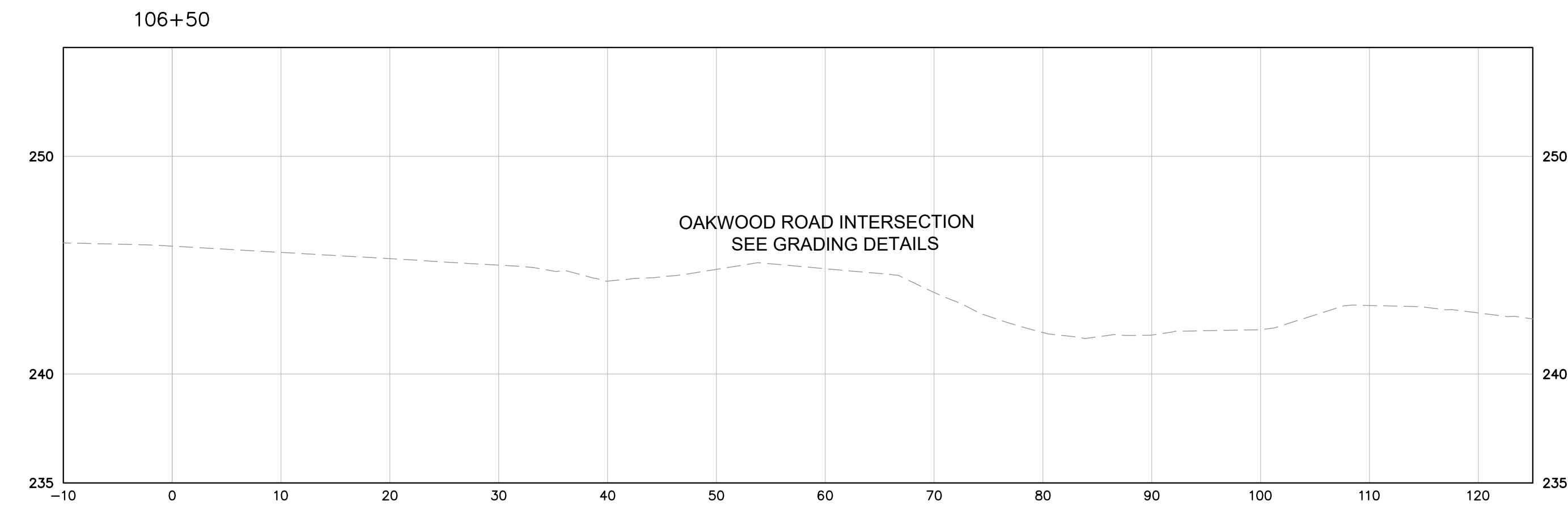
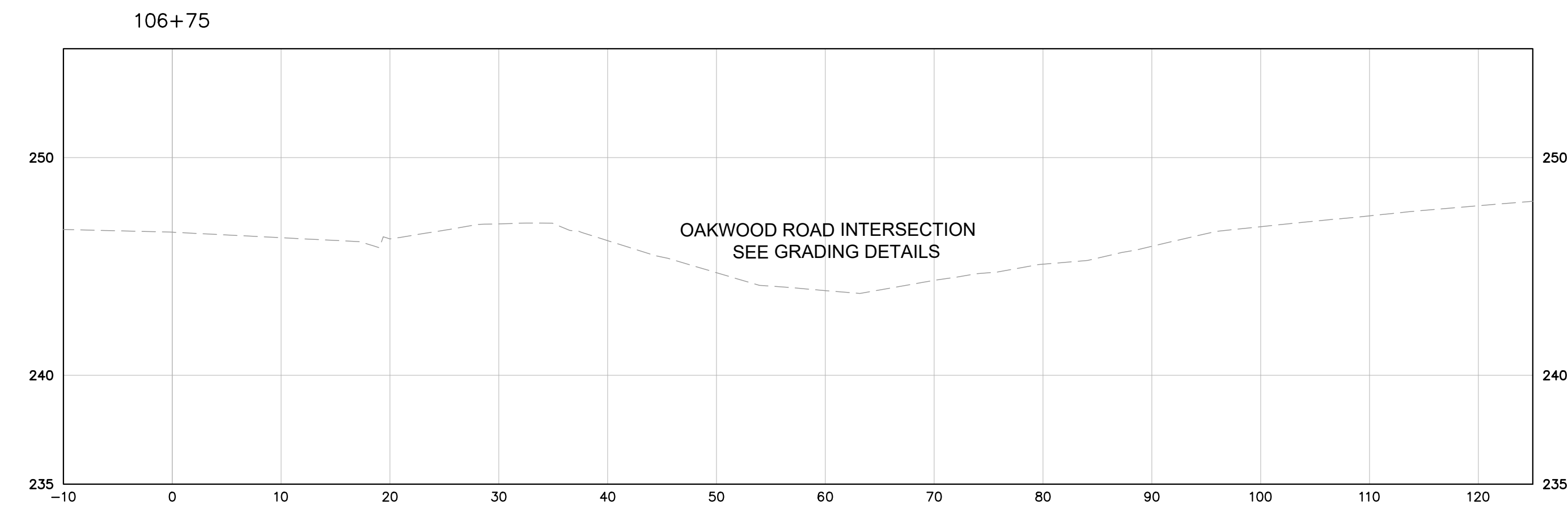
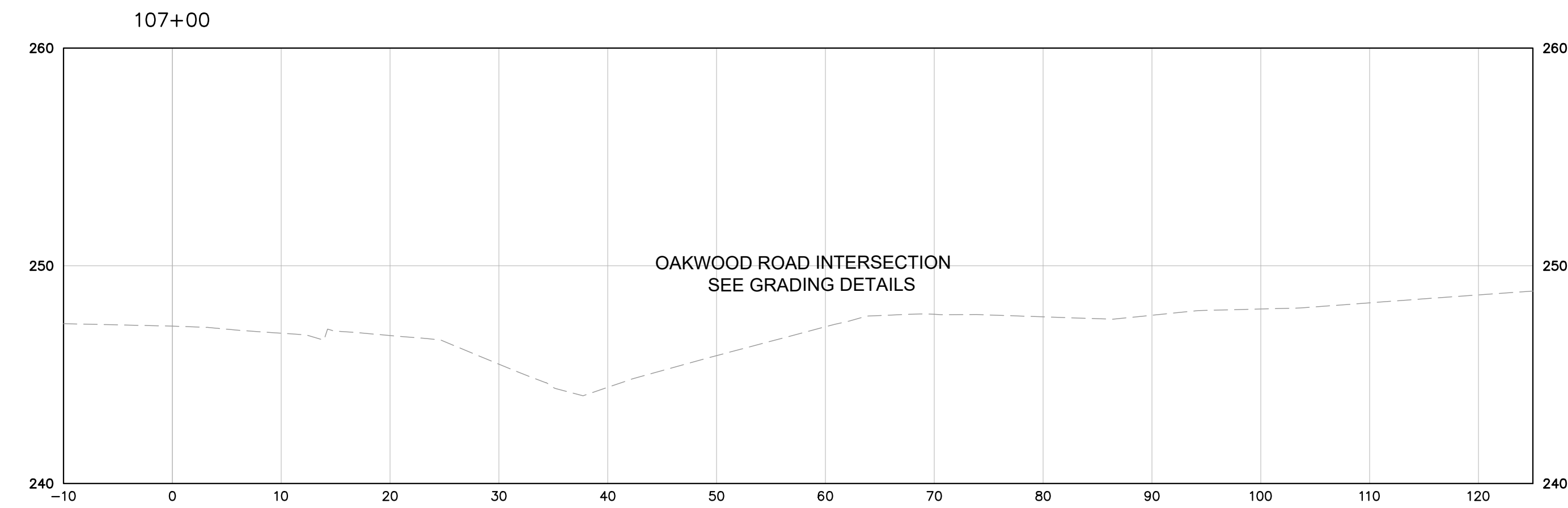
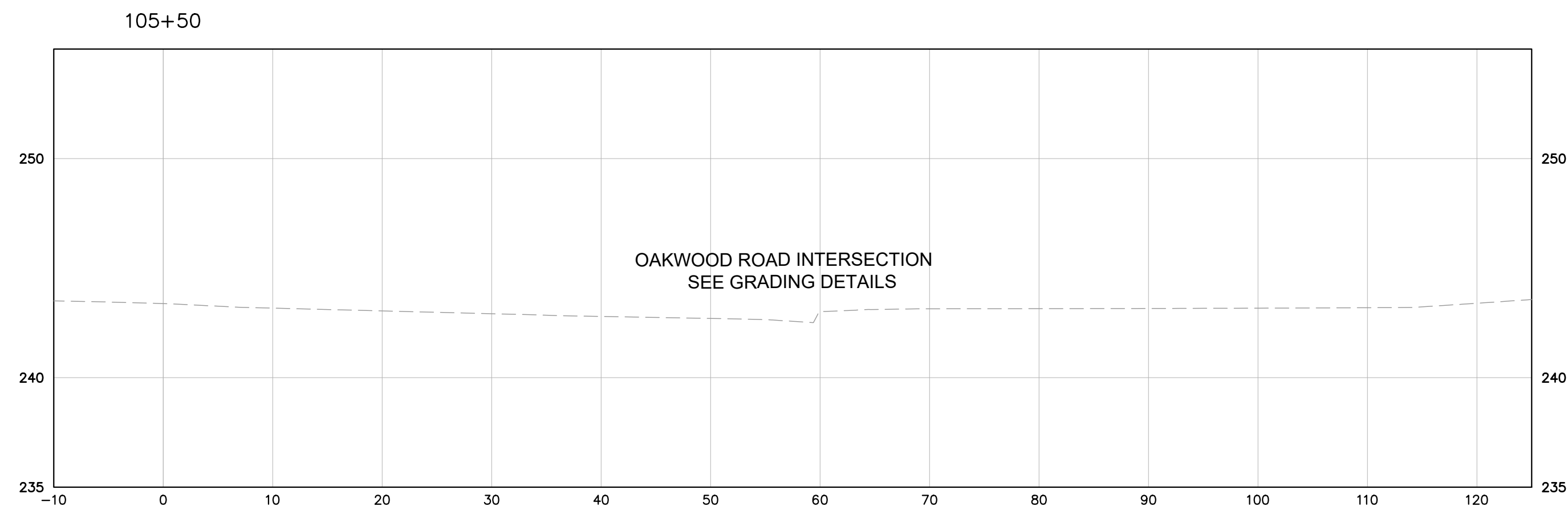
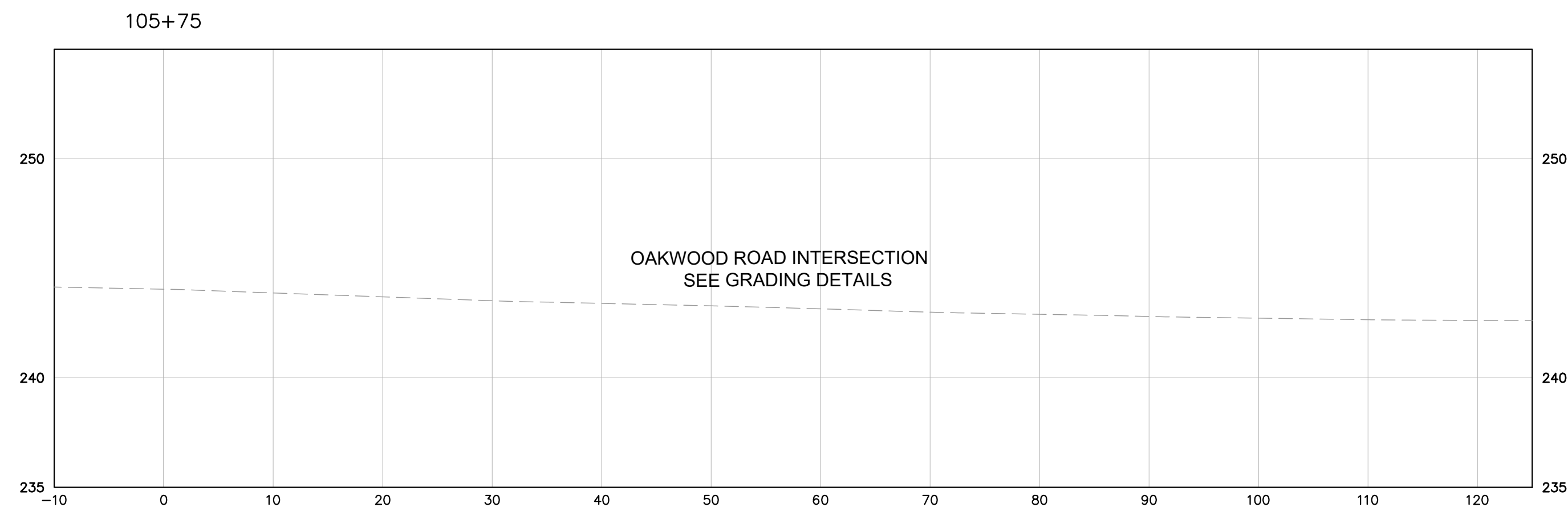
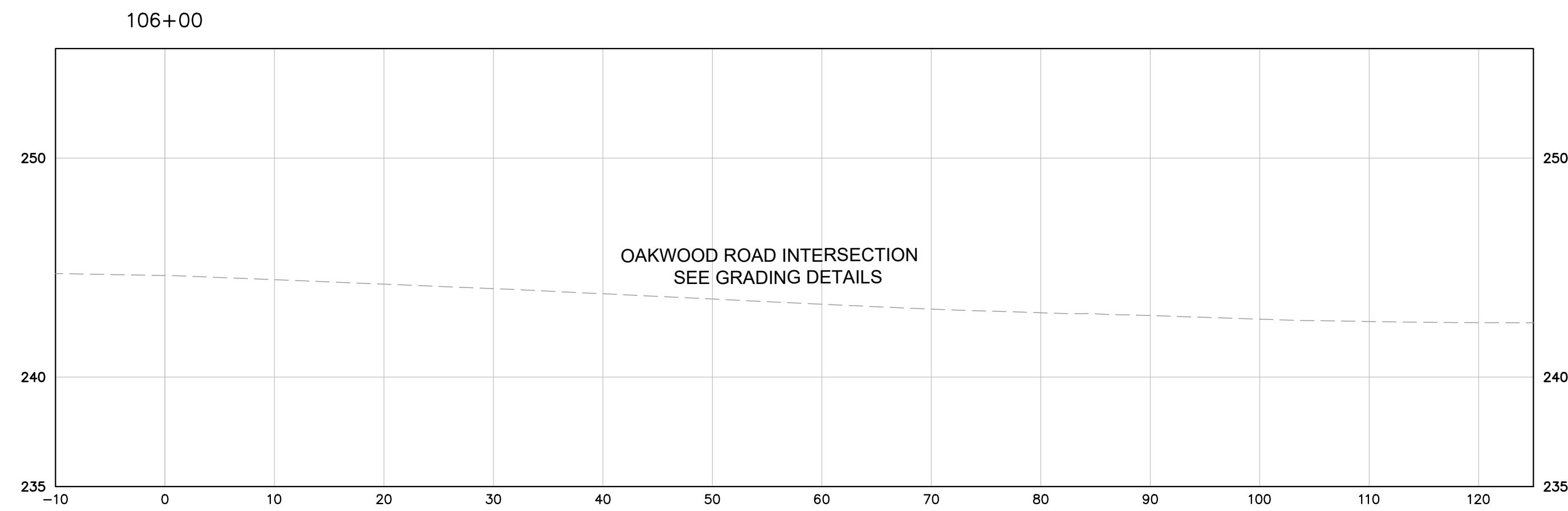
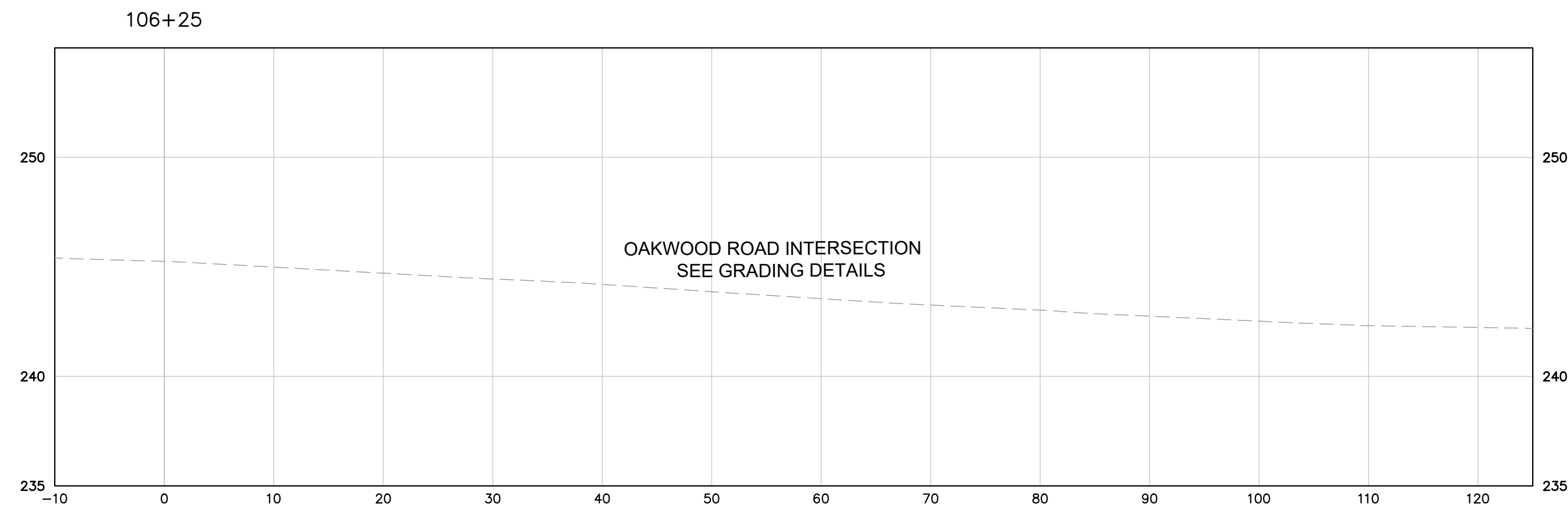


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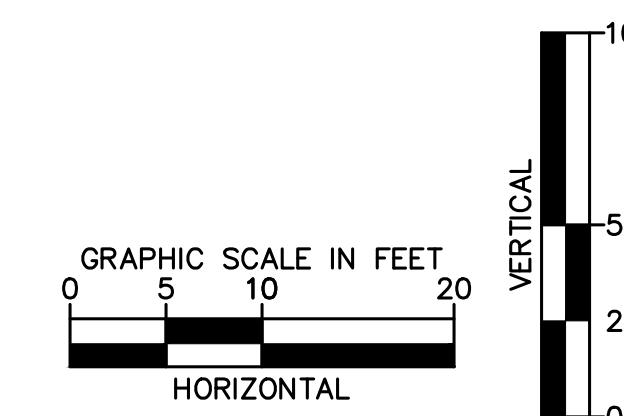
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET X3	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

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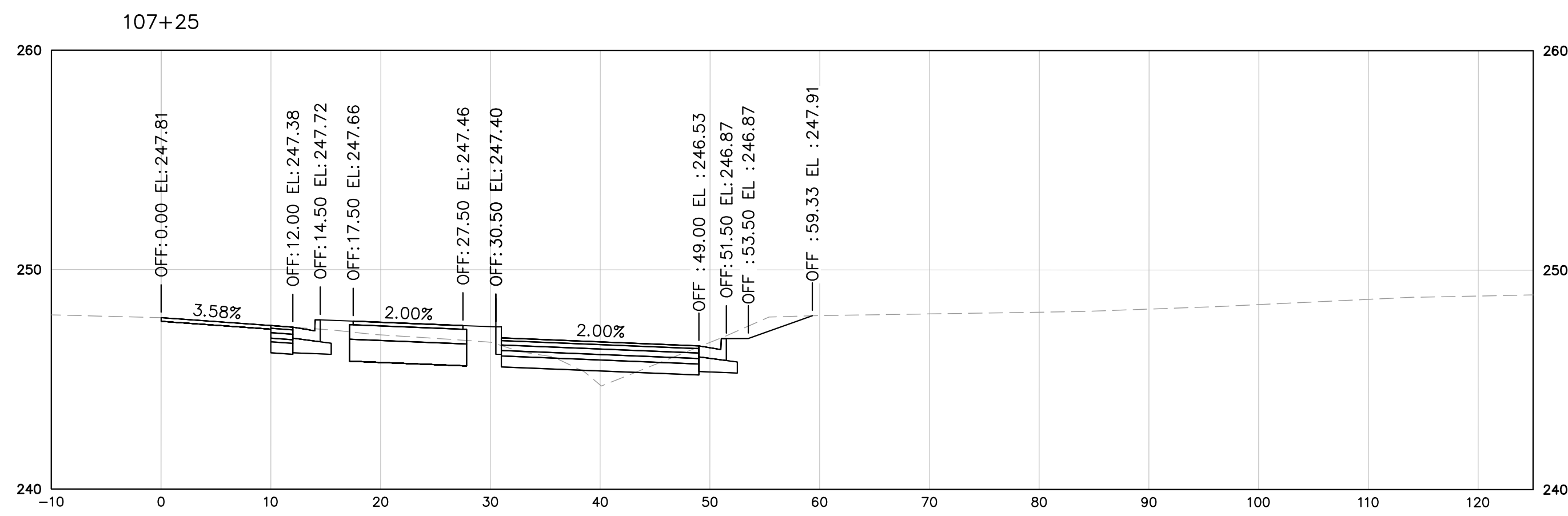
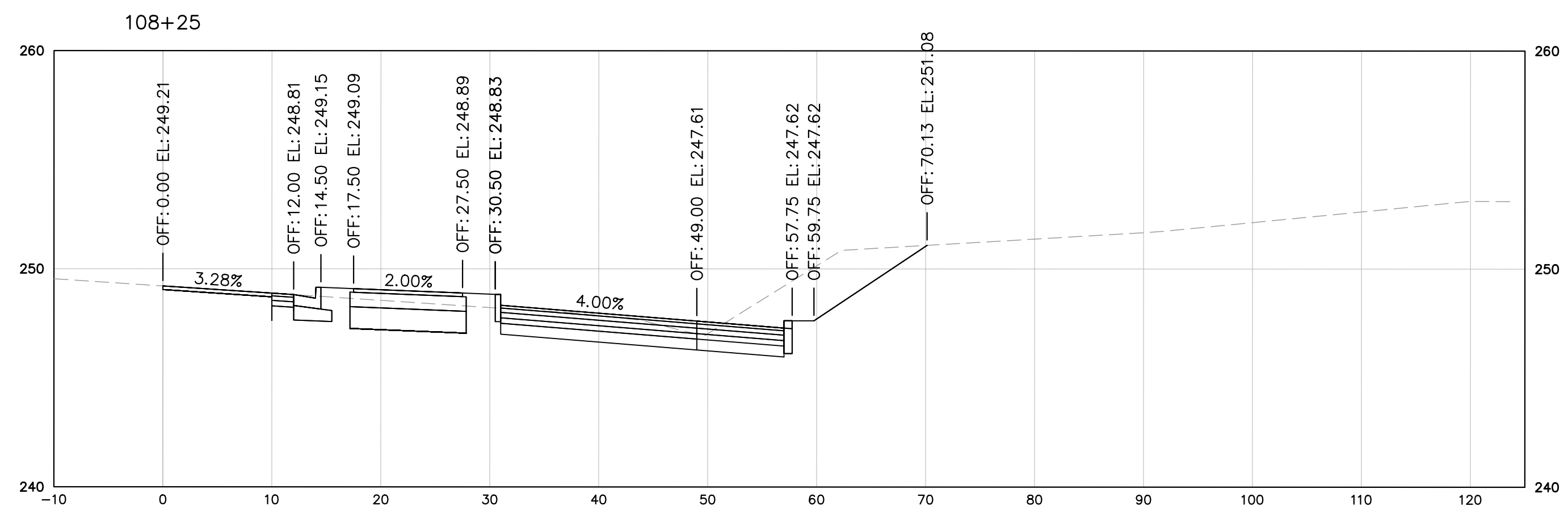
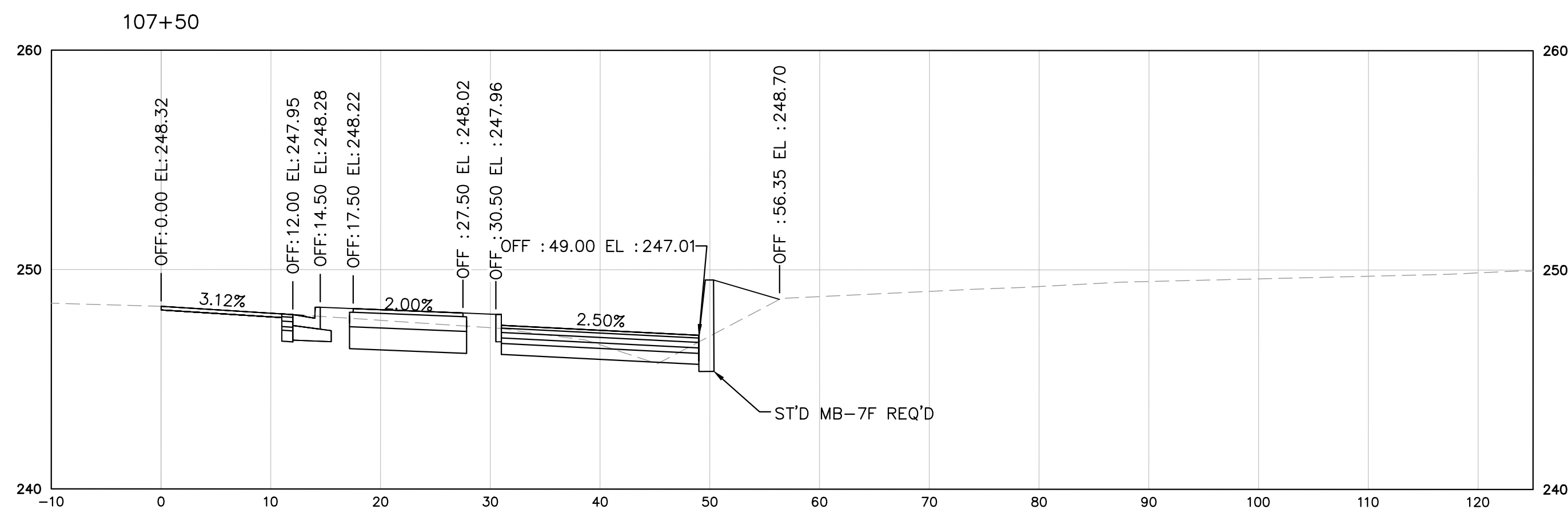
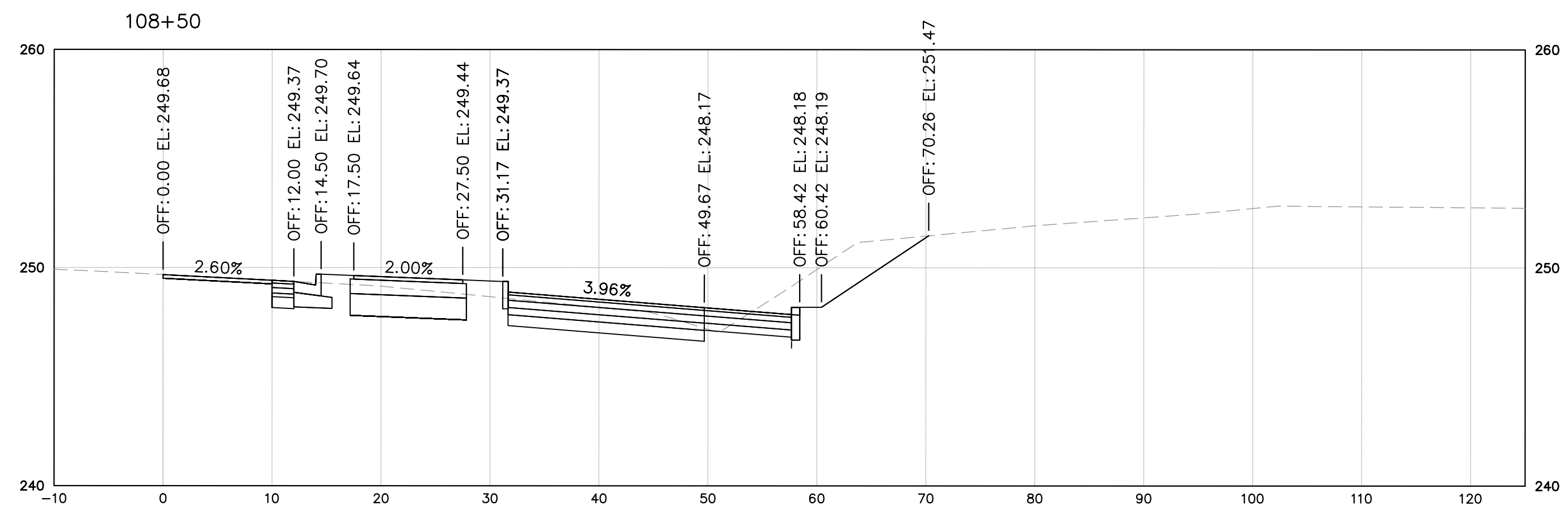
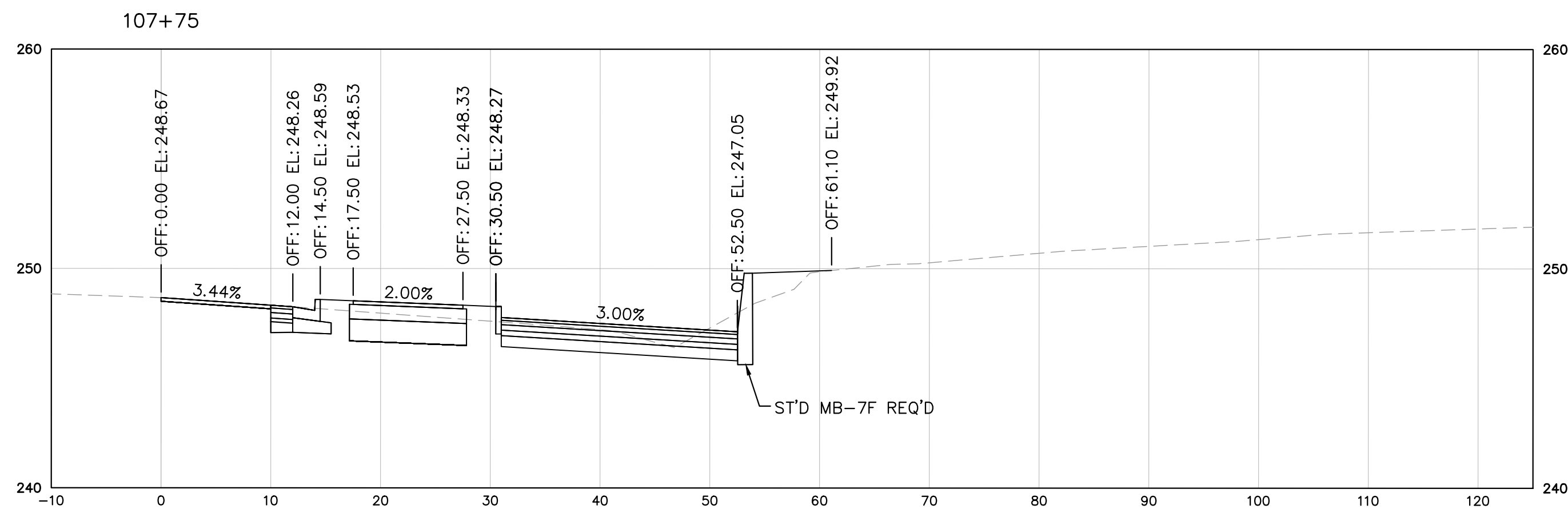
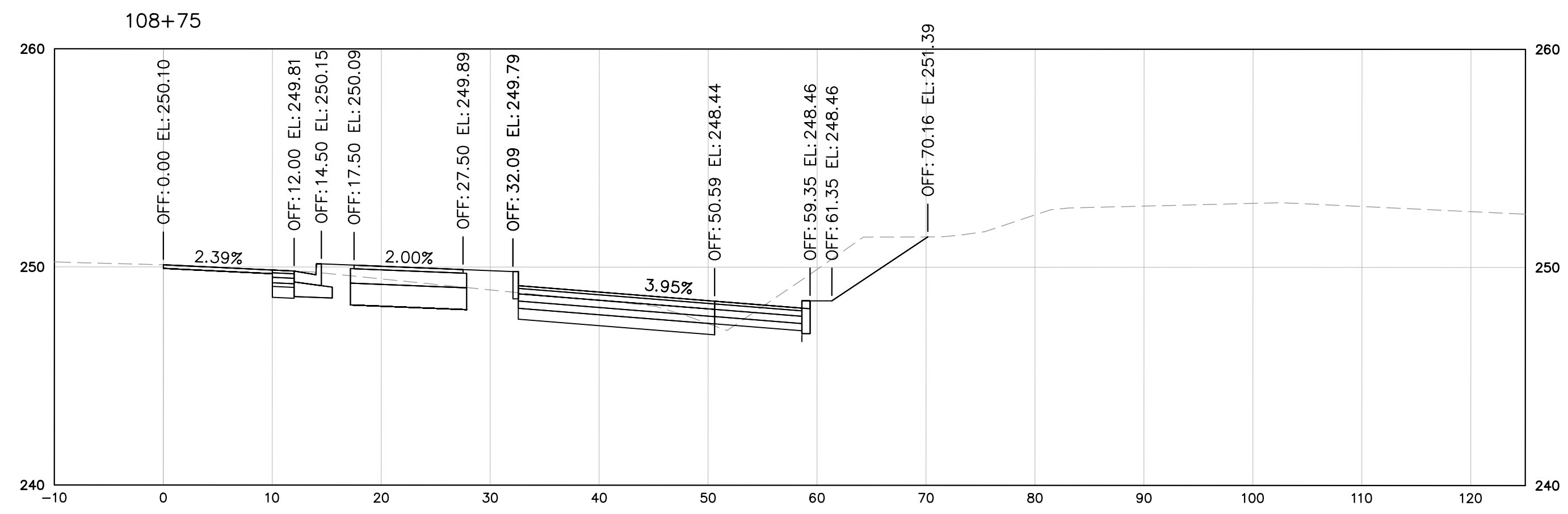
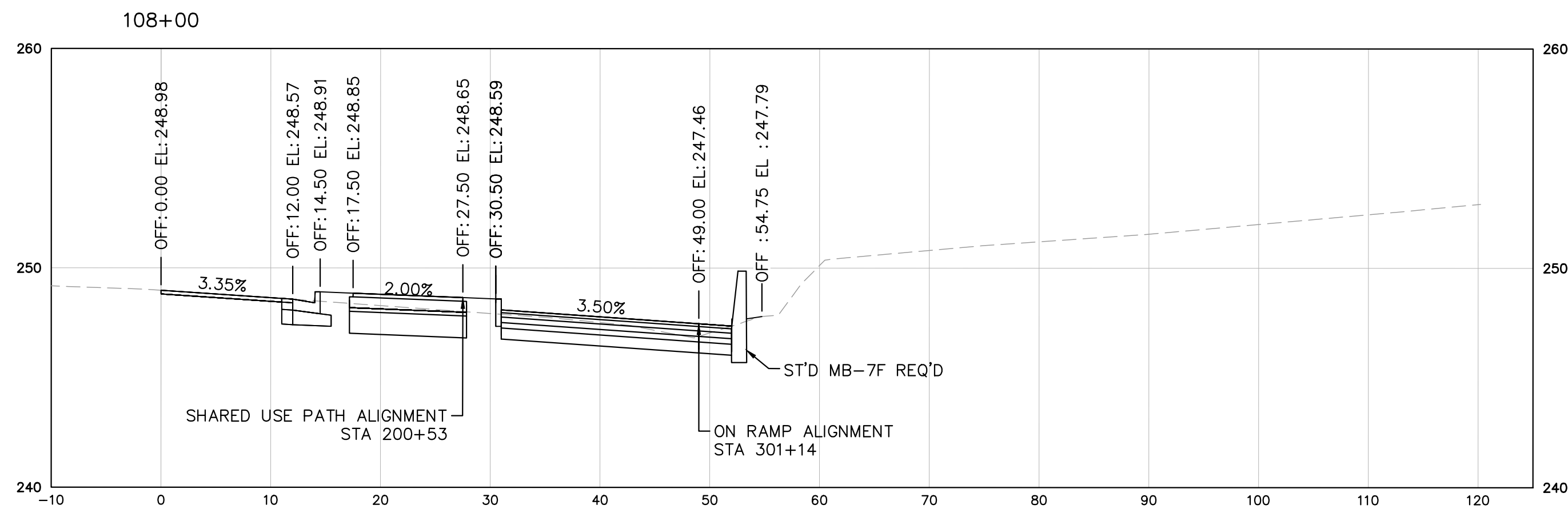
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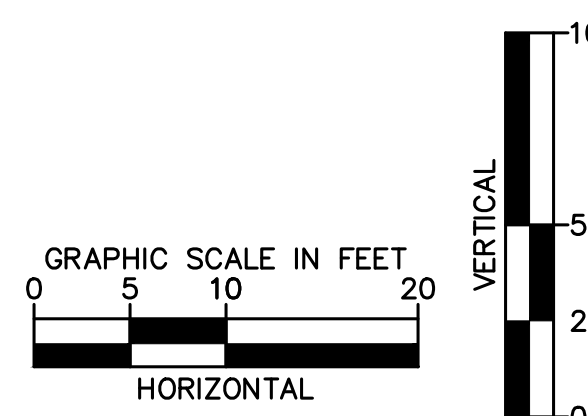
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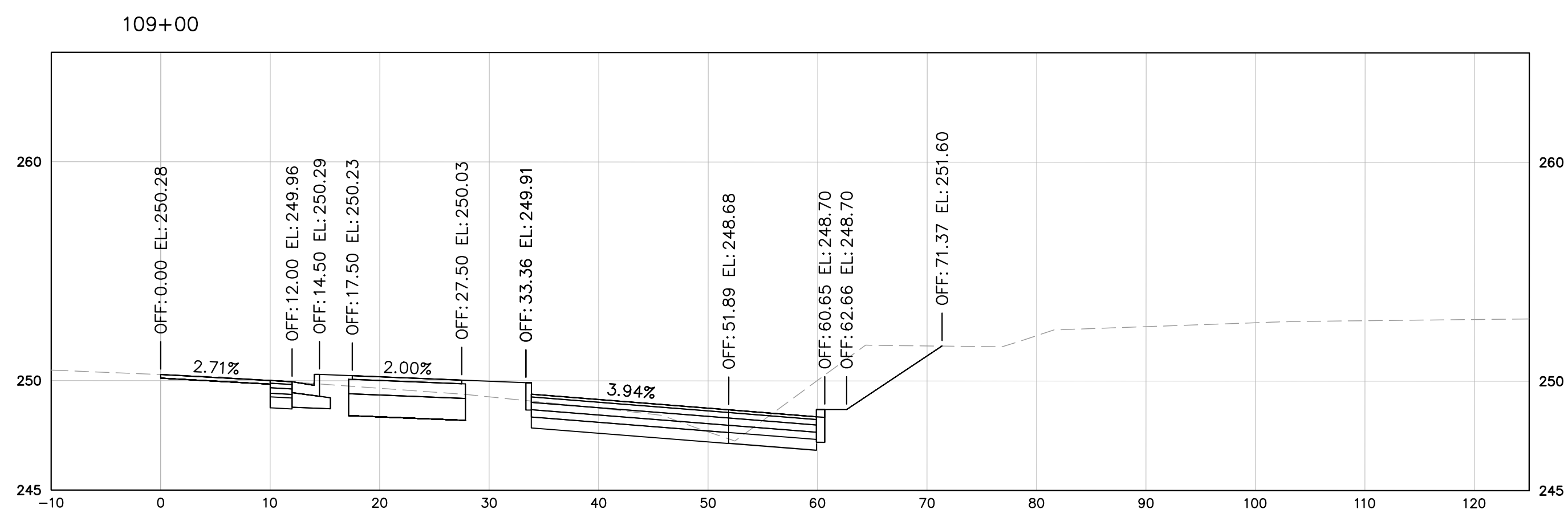
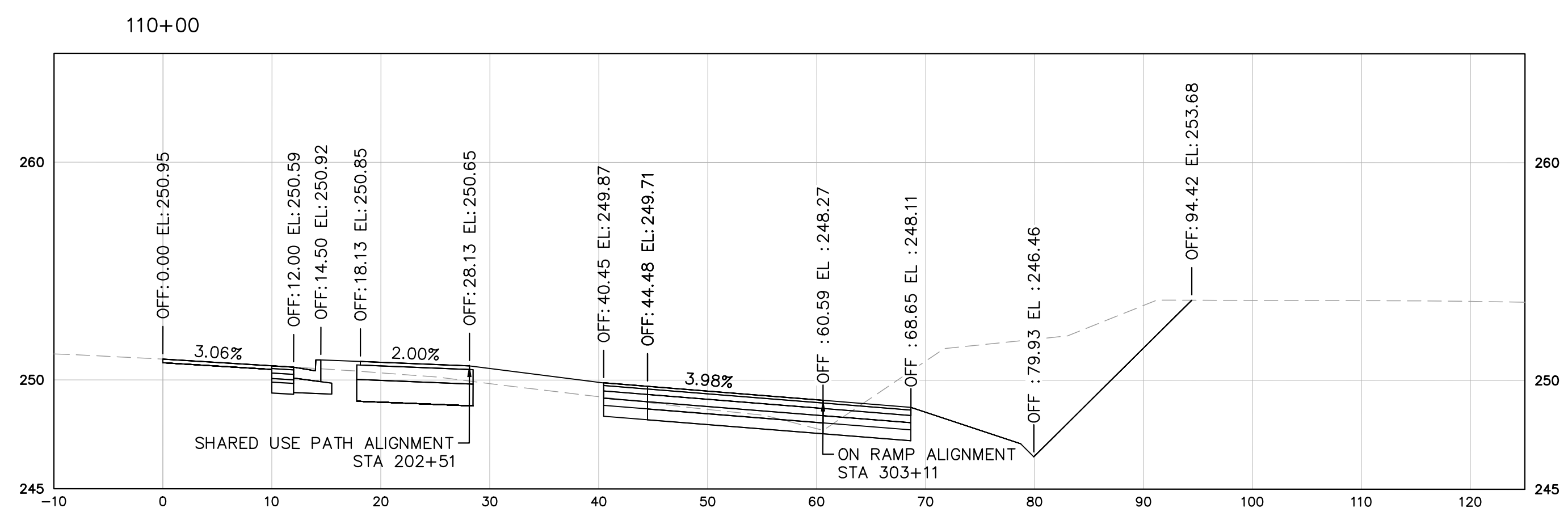
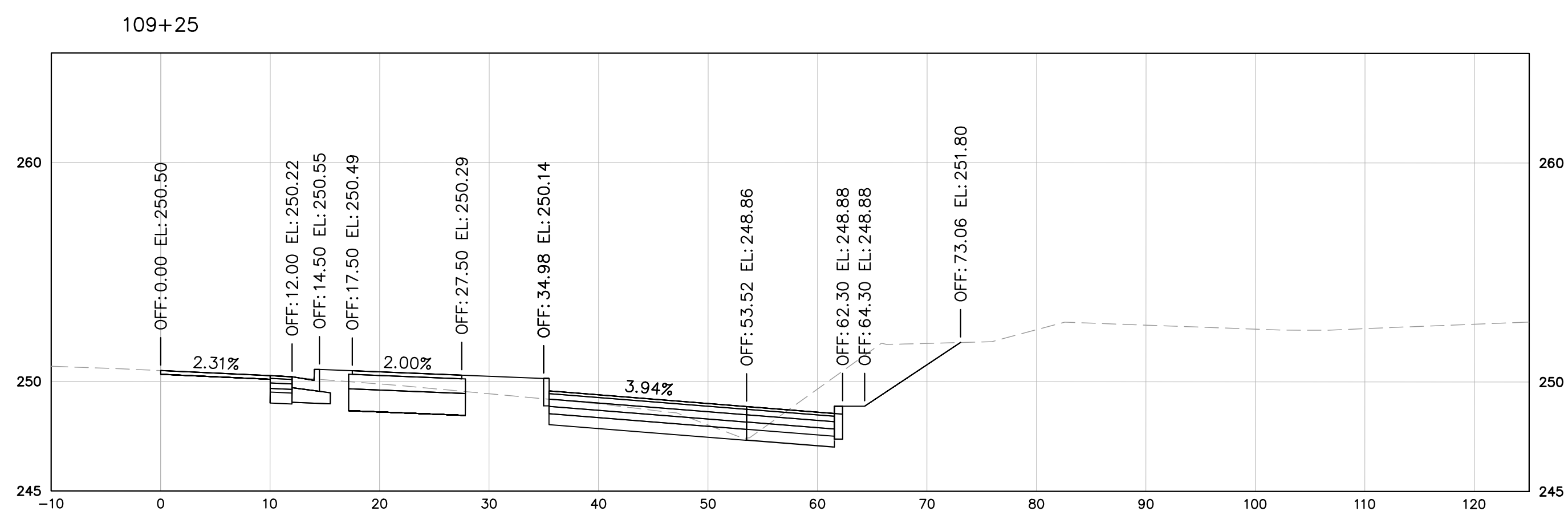
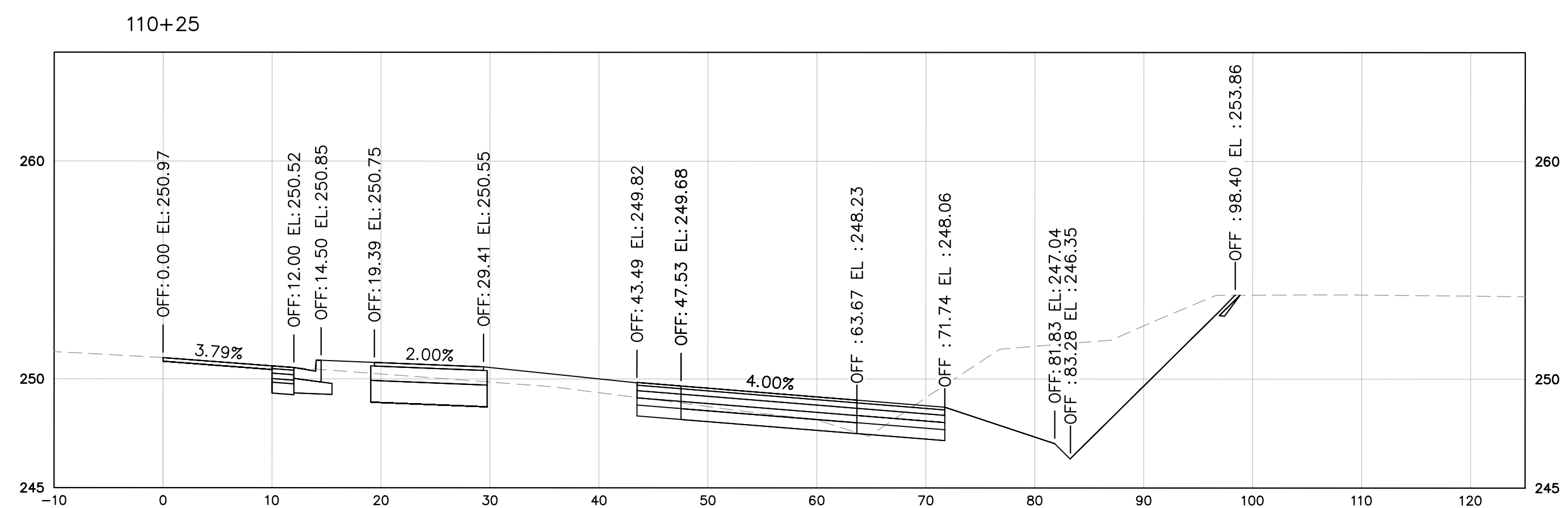
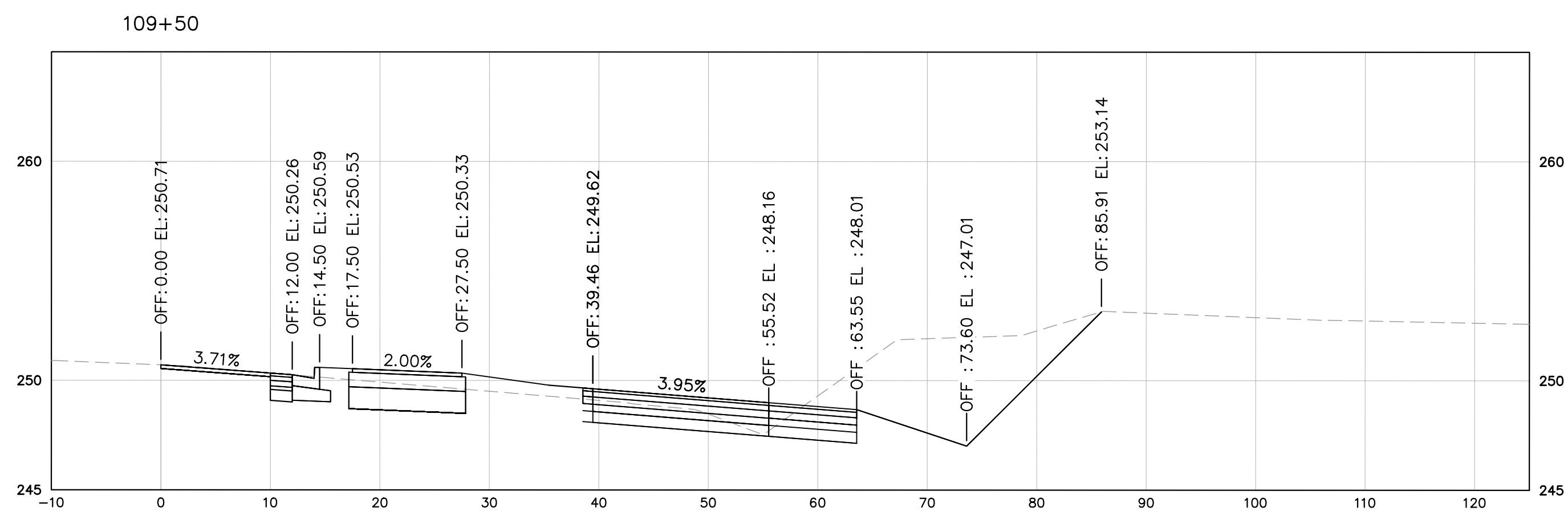
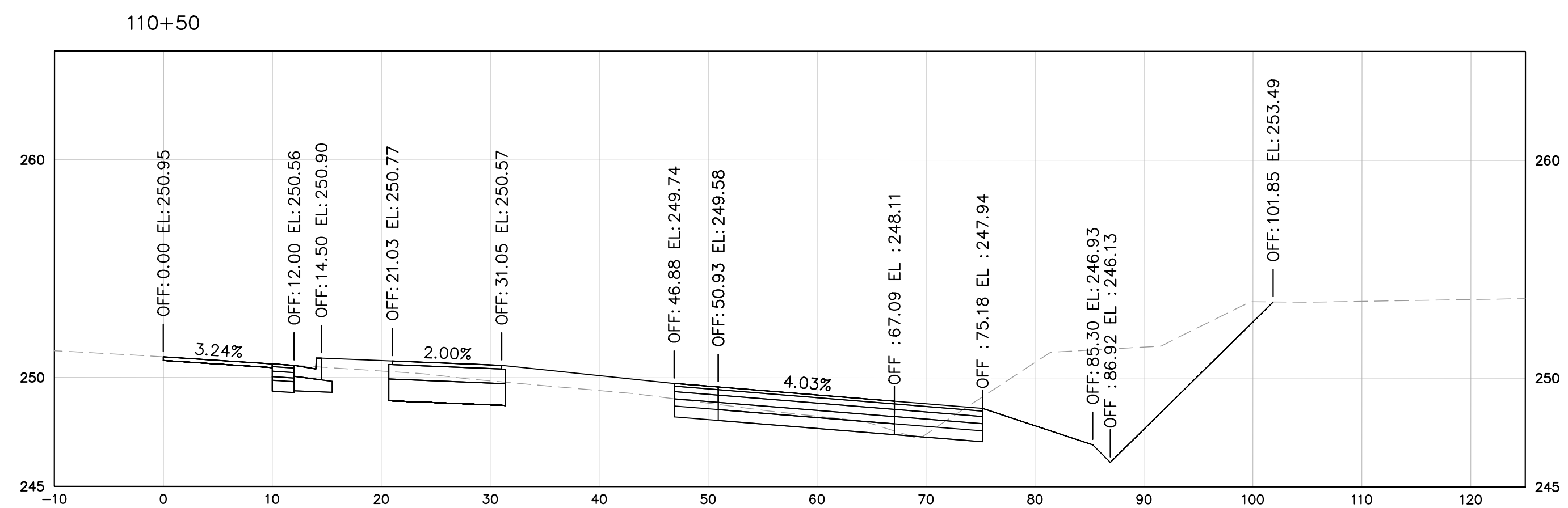
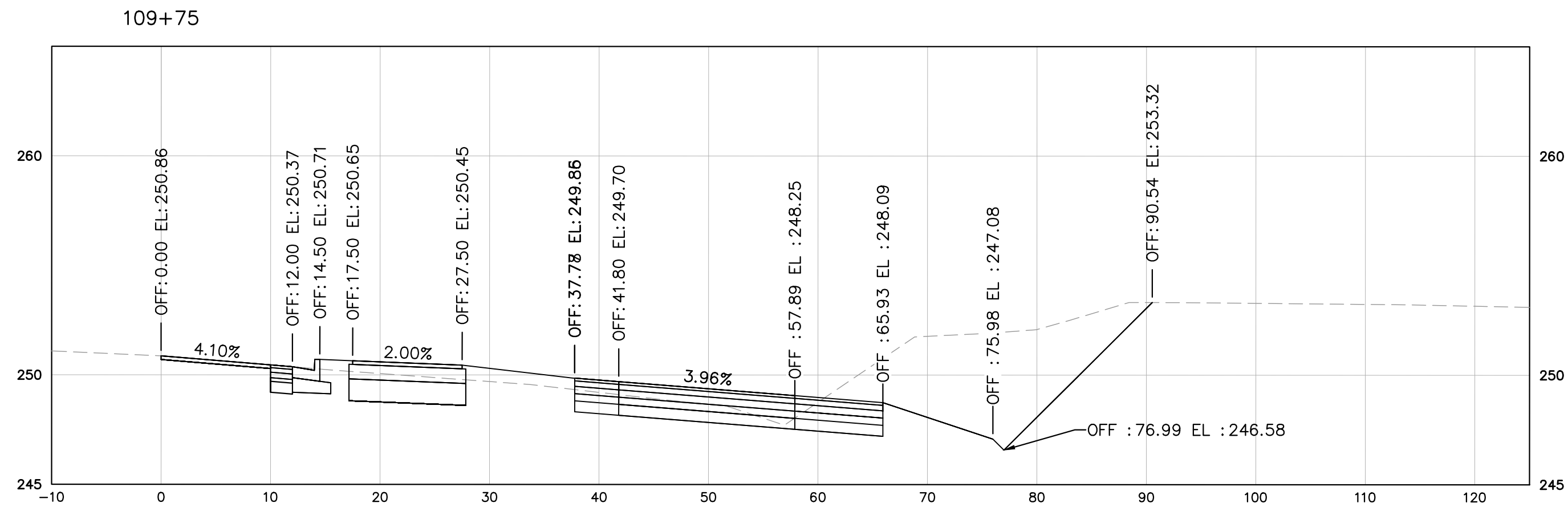


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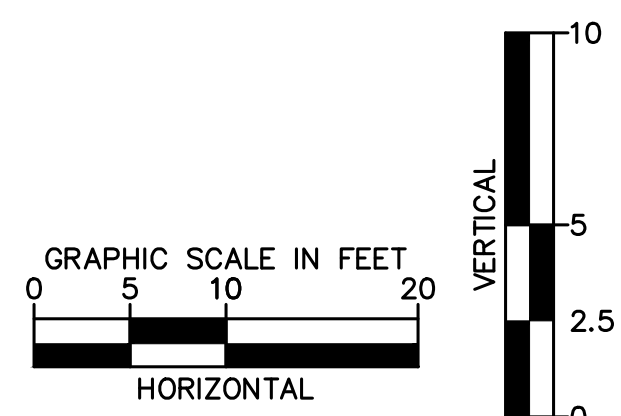
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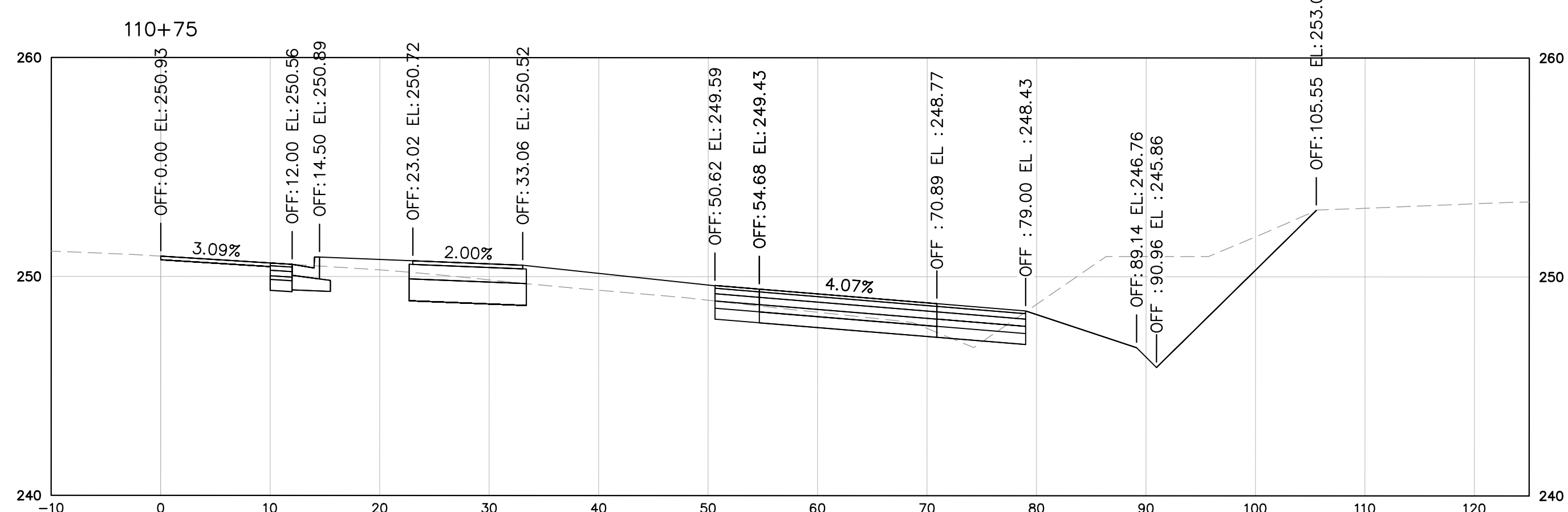
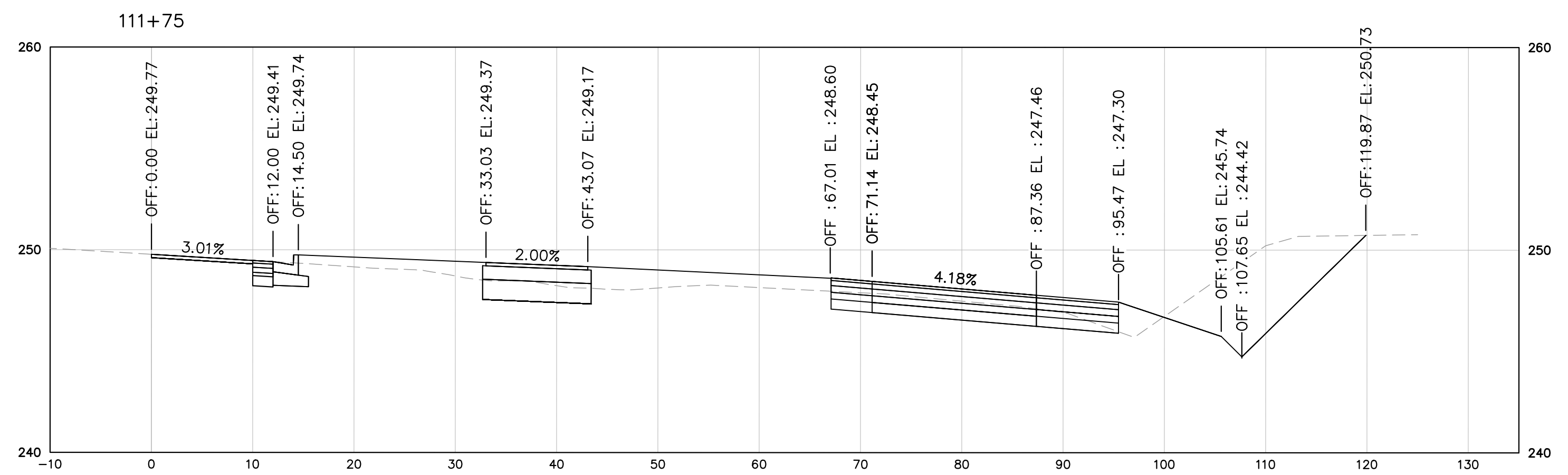
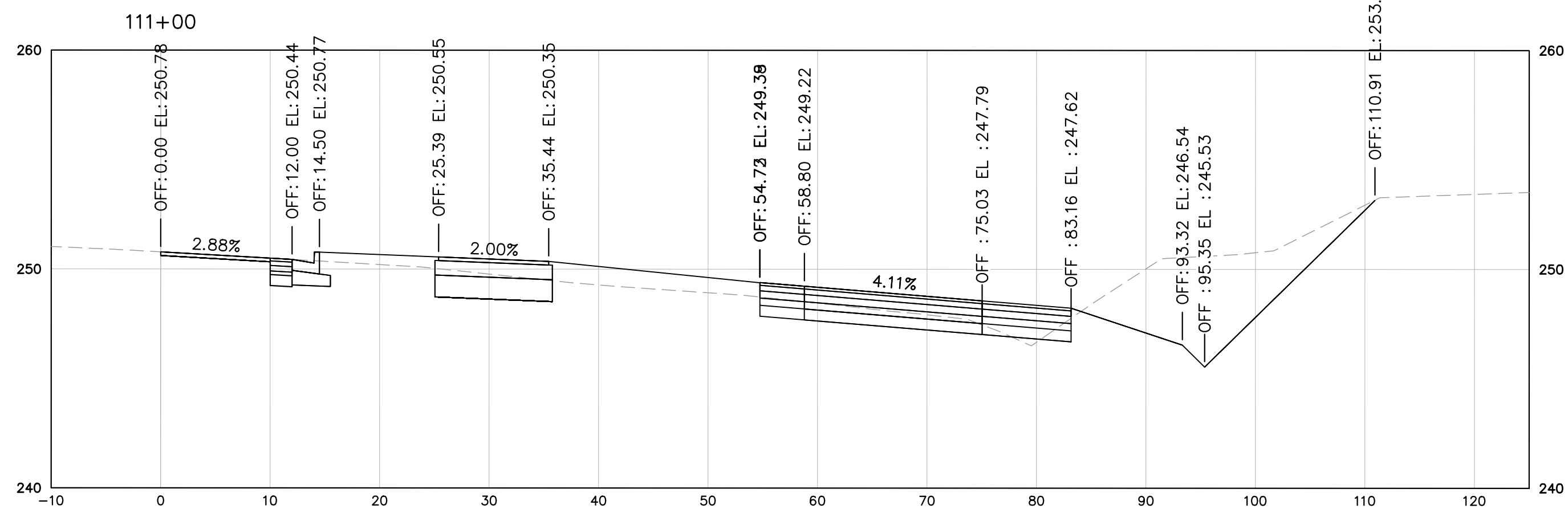
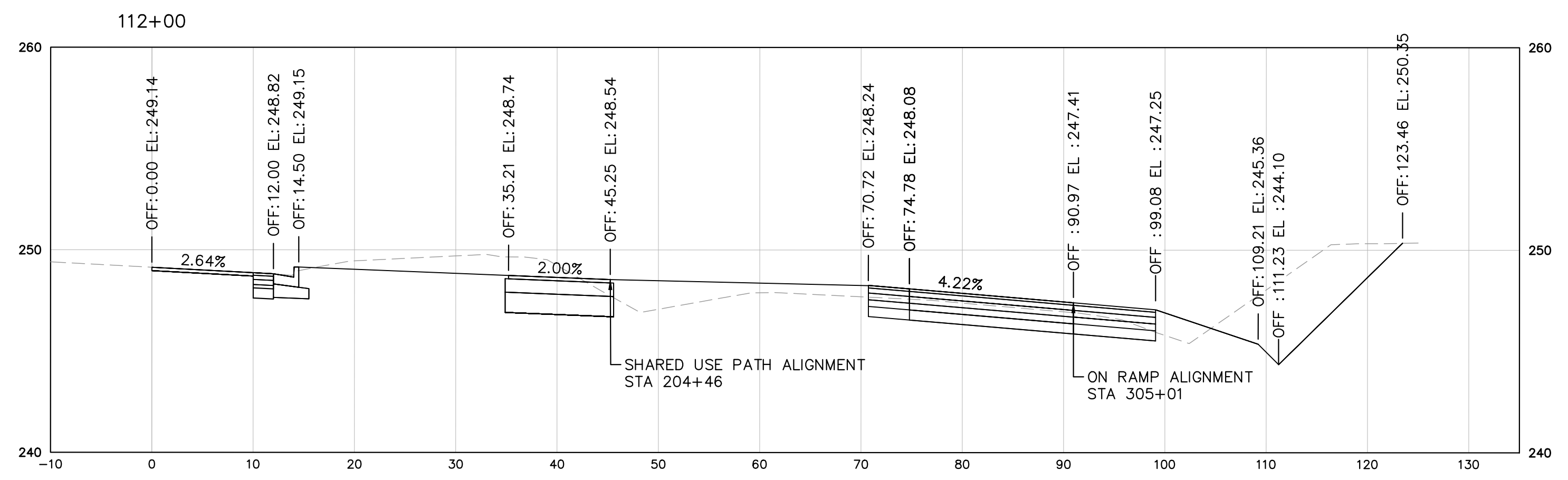
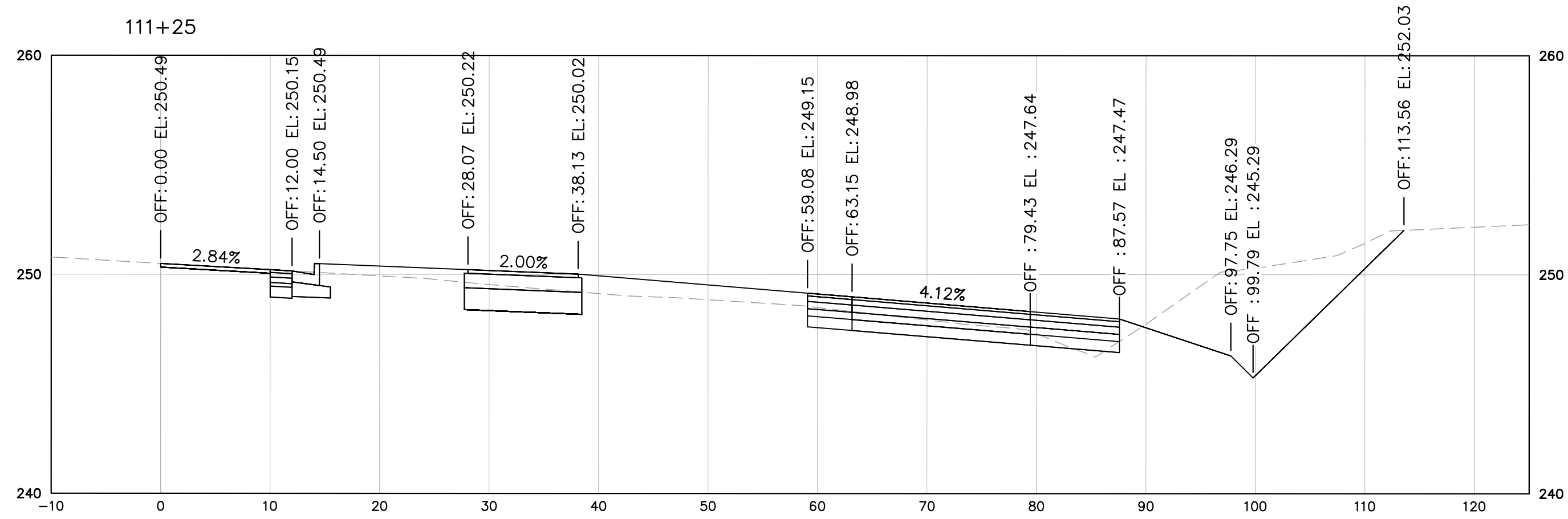
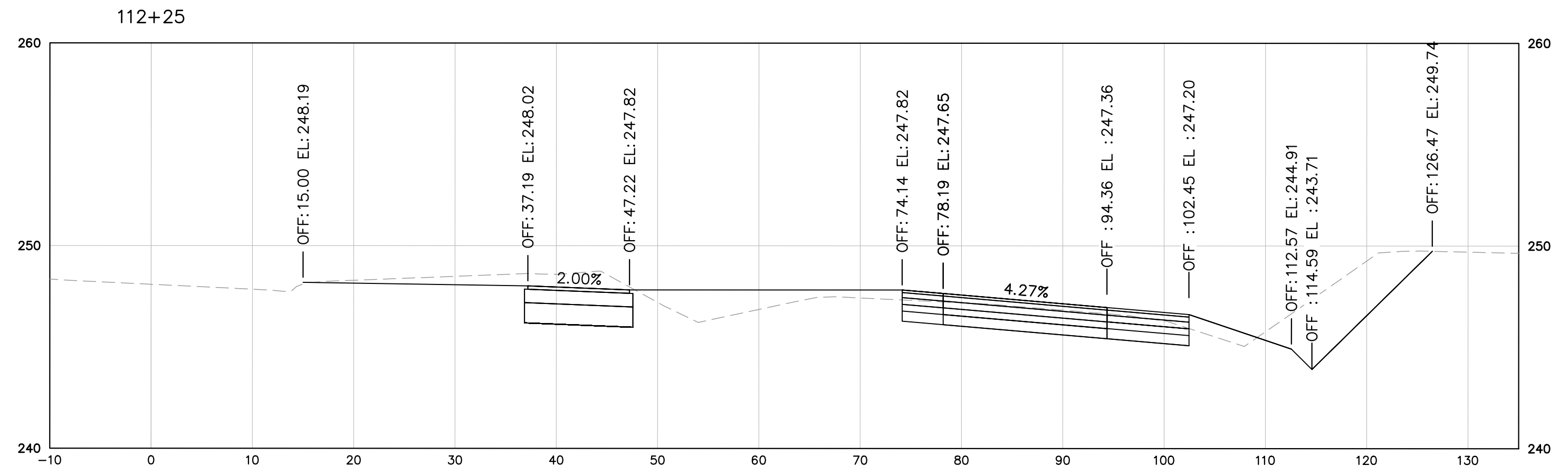
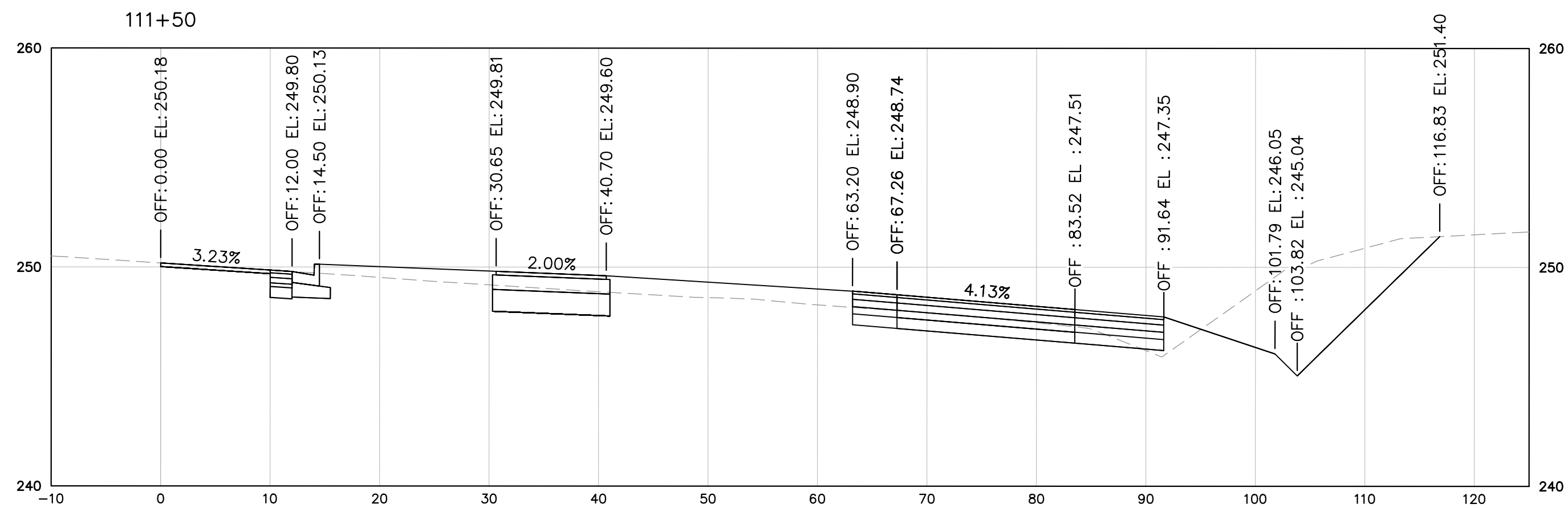
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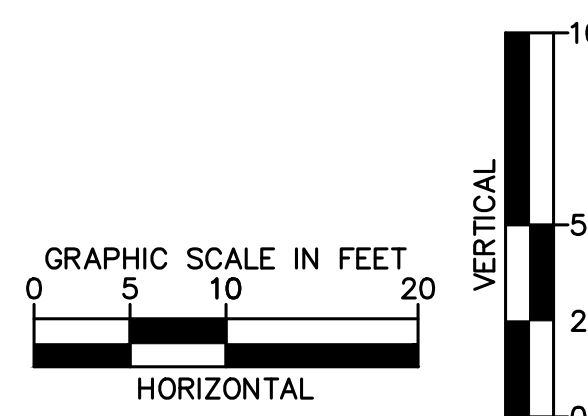
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		OFFICE OF CAPITAL FACILITIES 703-324-5800	
SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS CROSS SECTIONS			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE		DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET X6
APPROVED BY THE TRANSPORTATION DESIGN DIVISION			

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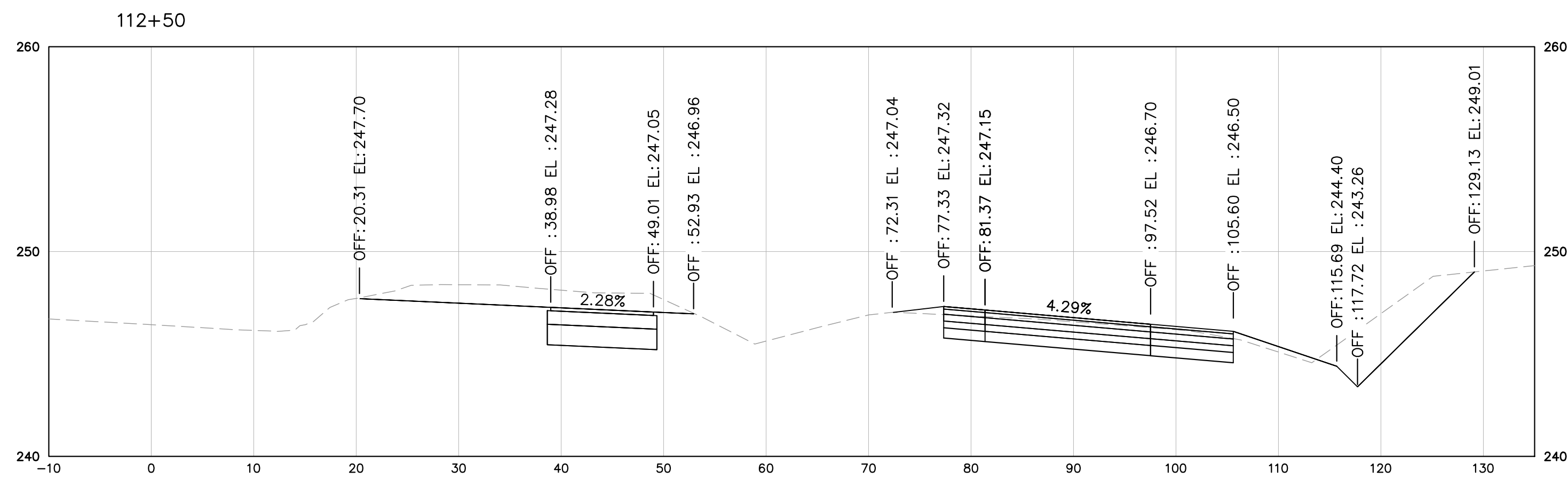
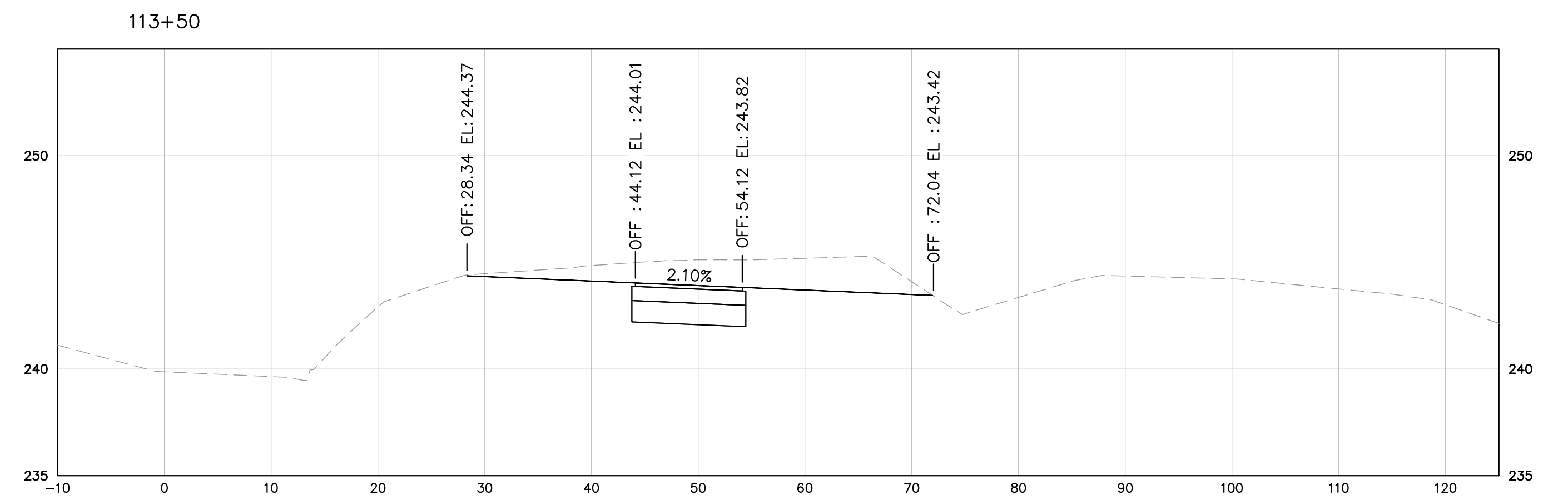
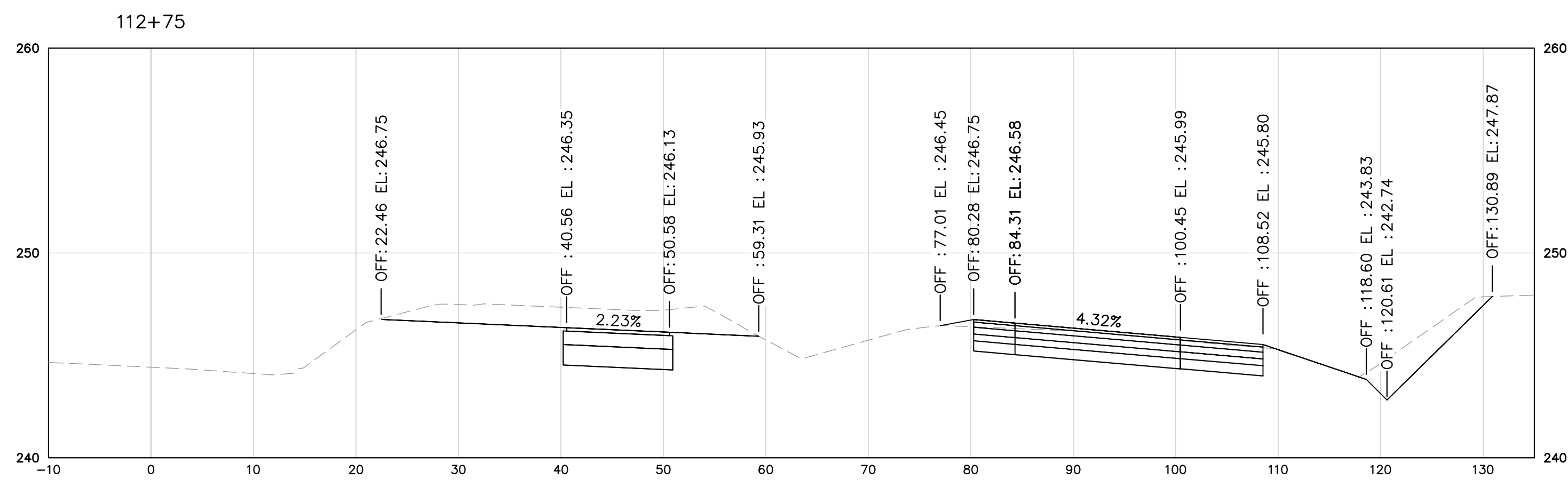
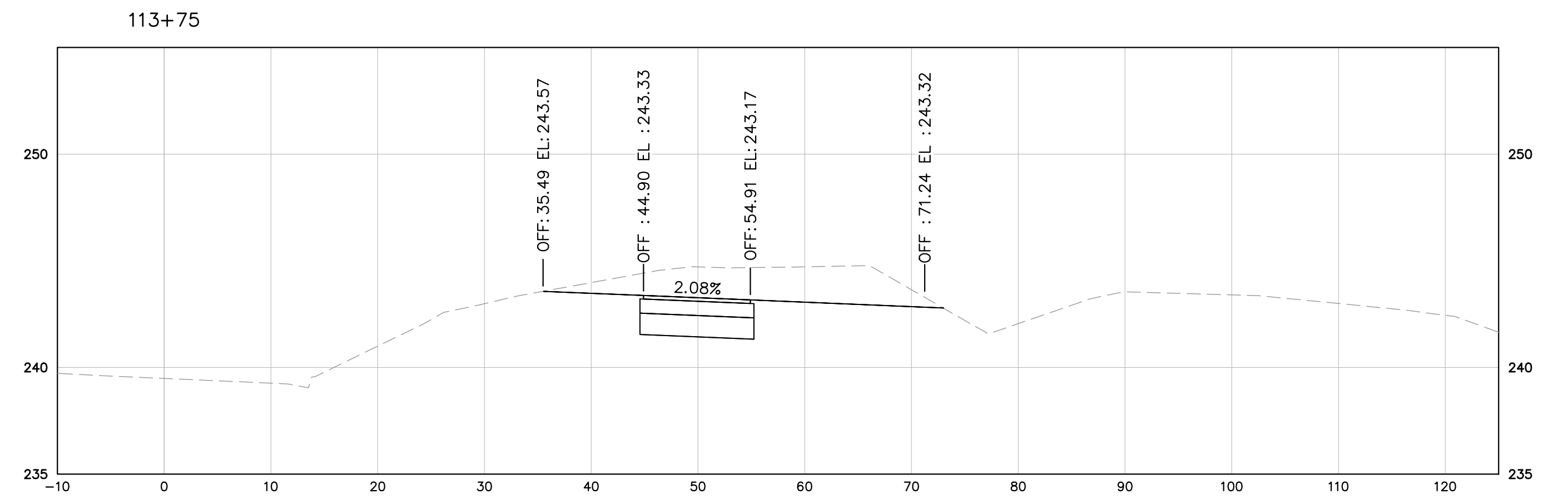
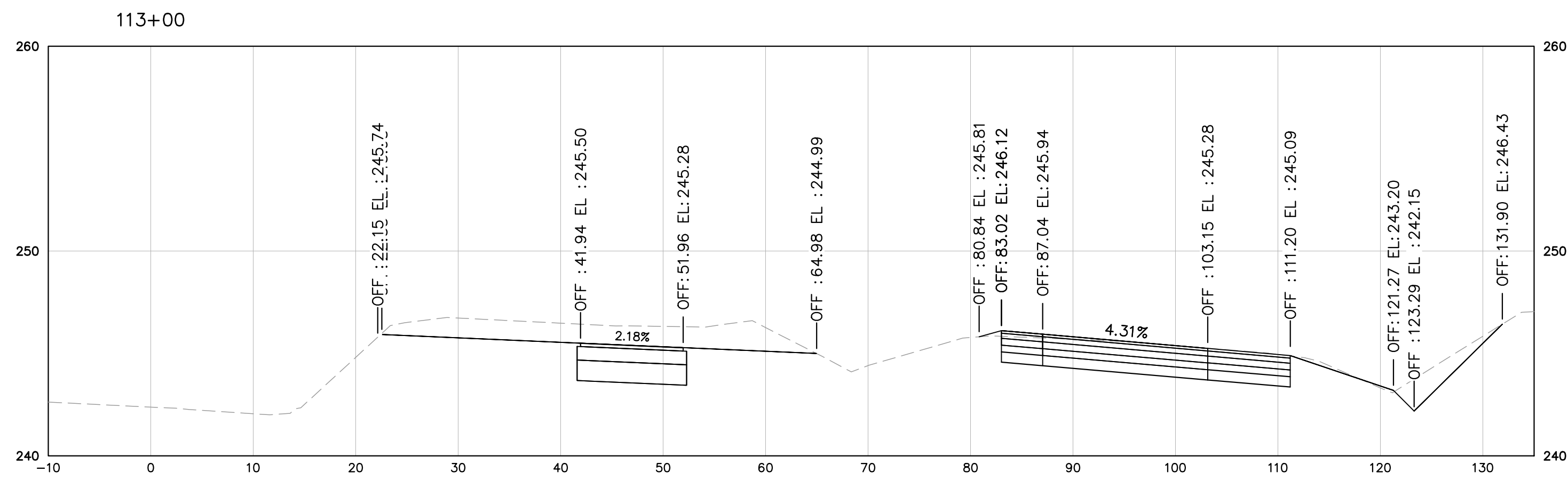
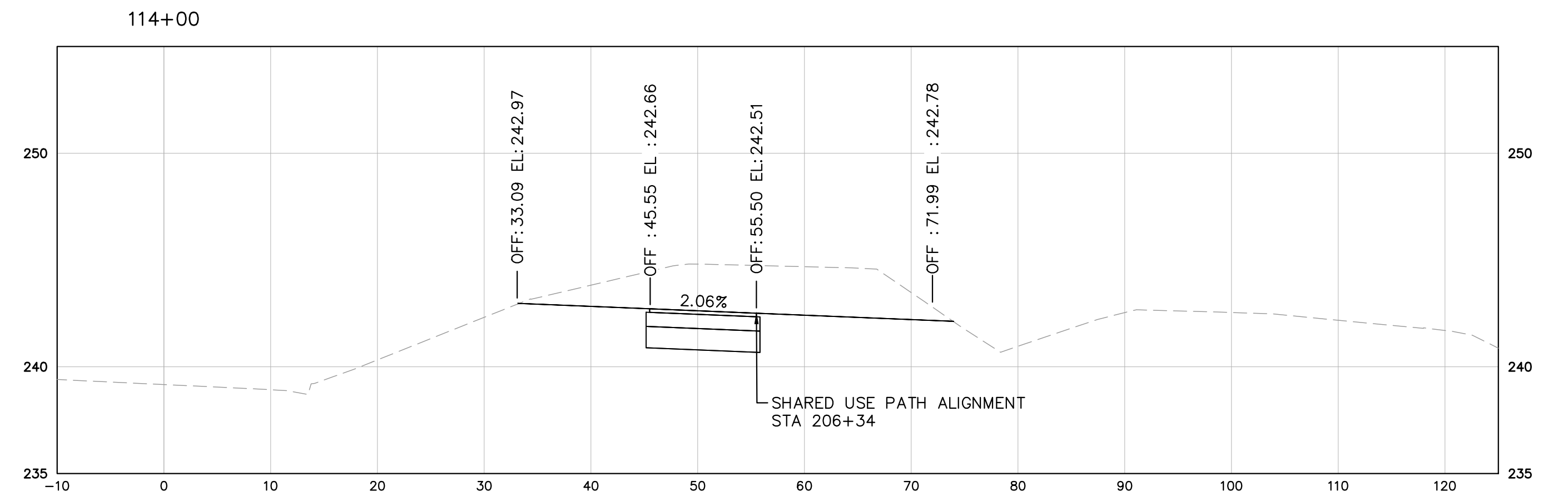
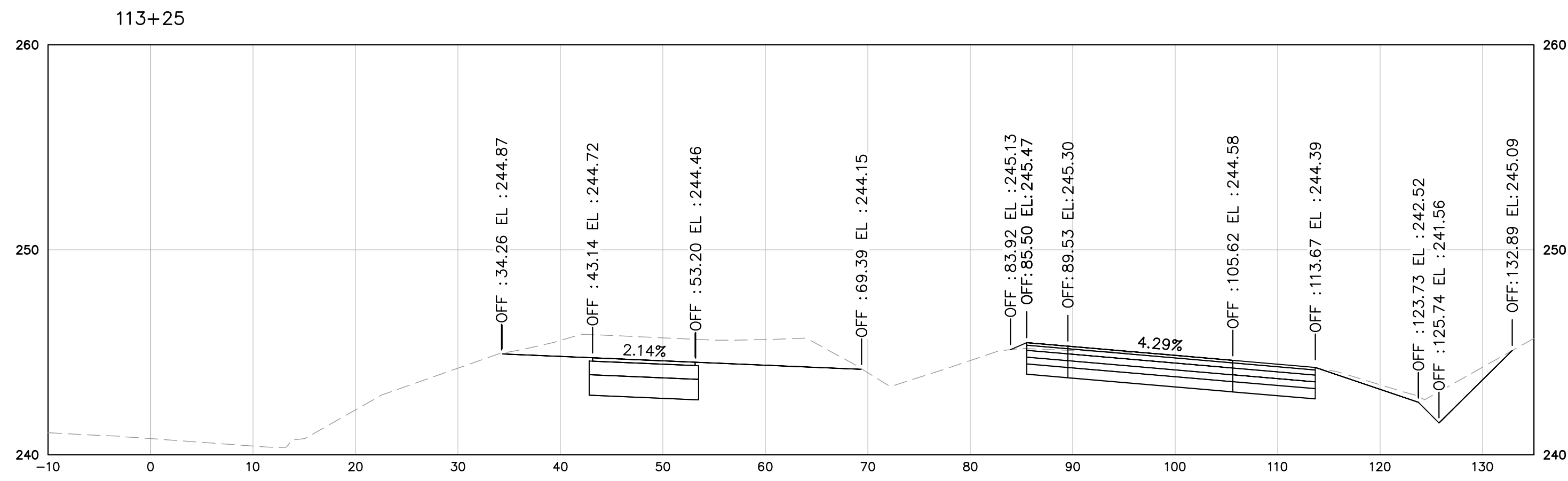
NOTES:
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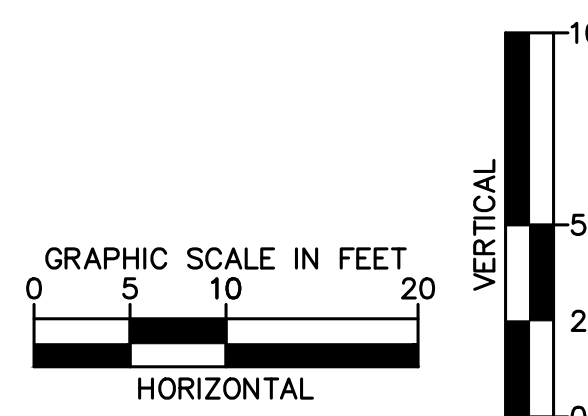
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X7	
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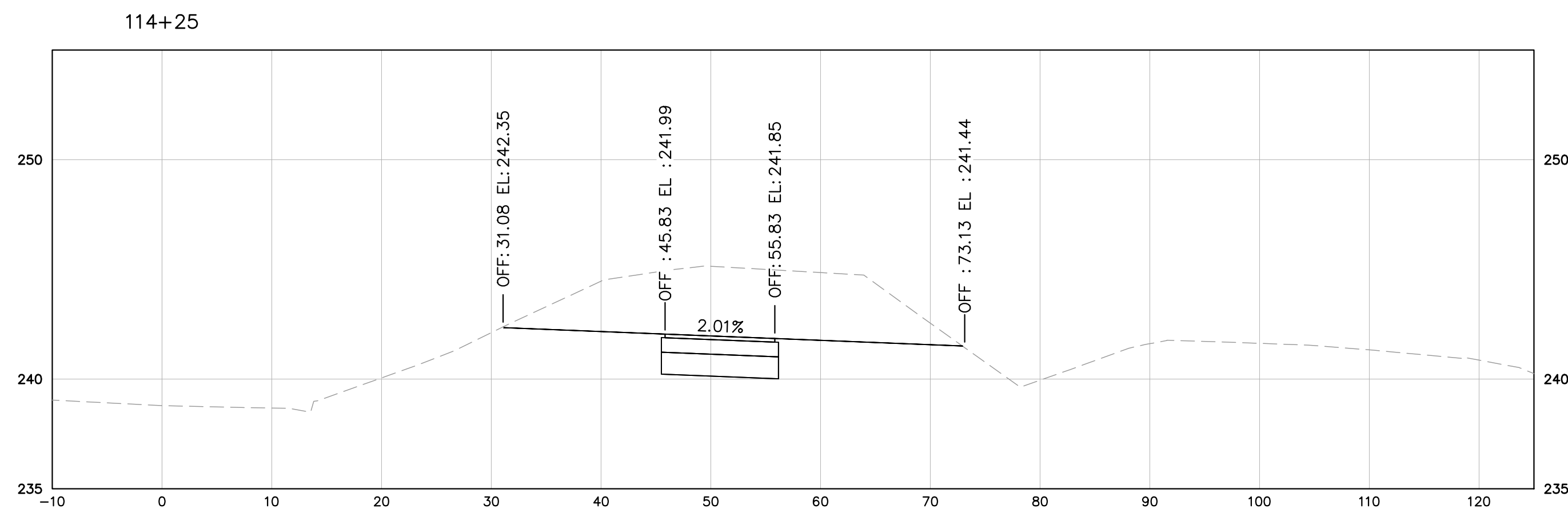
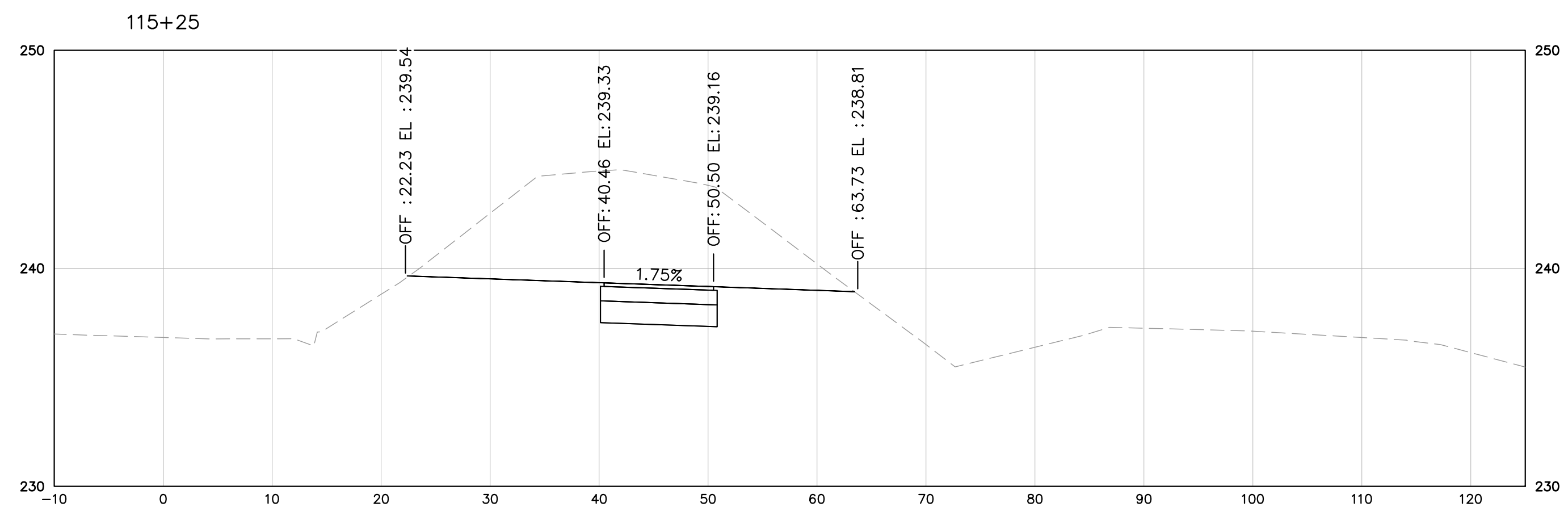
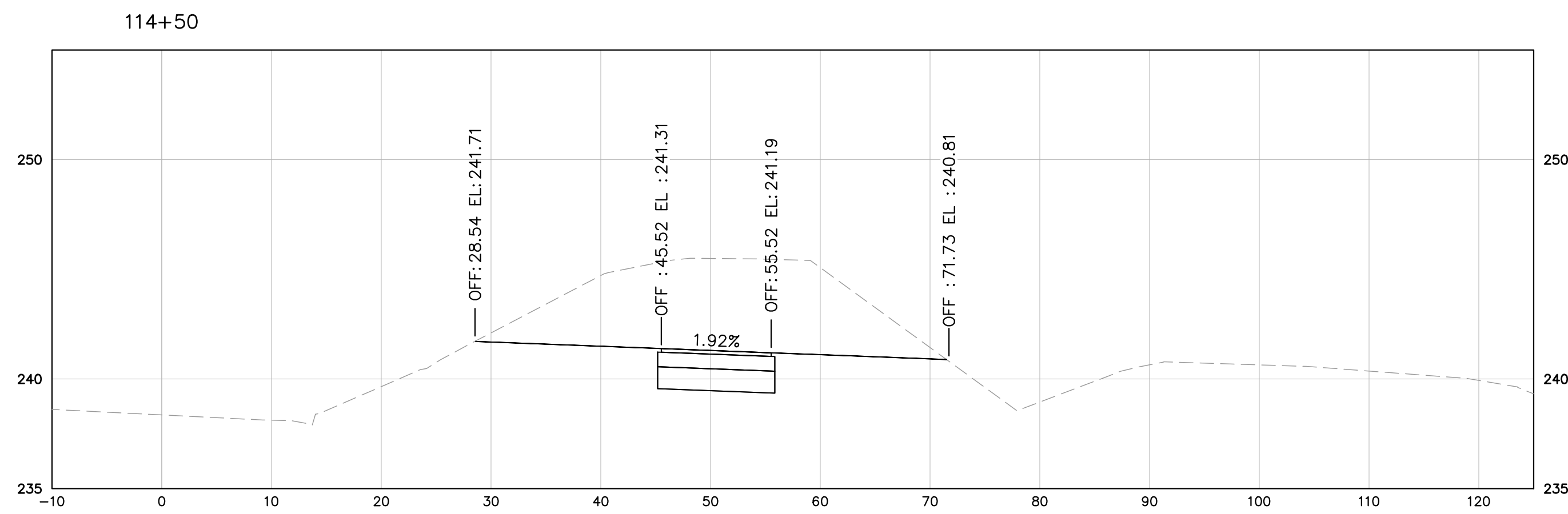
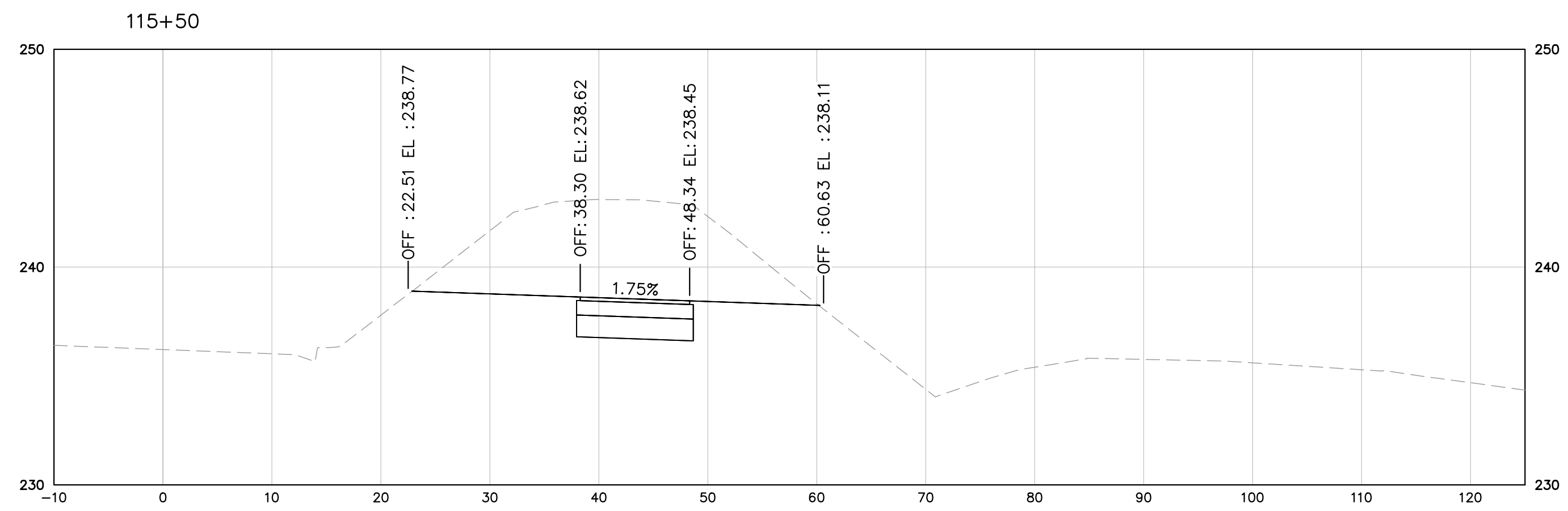
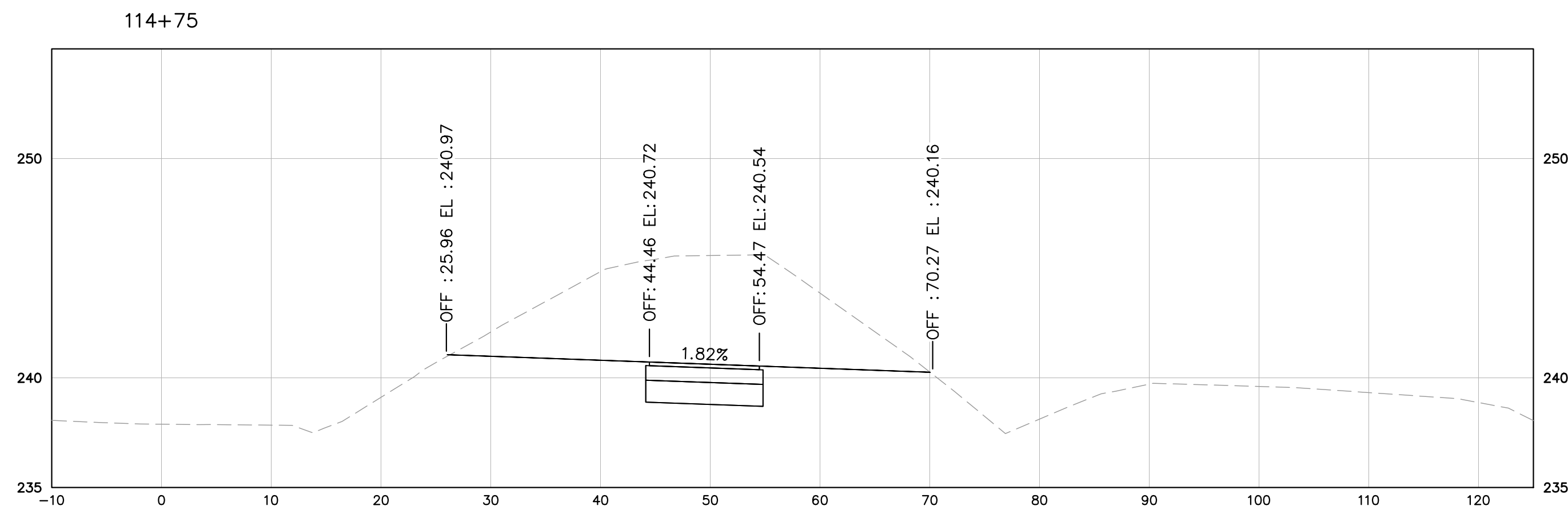
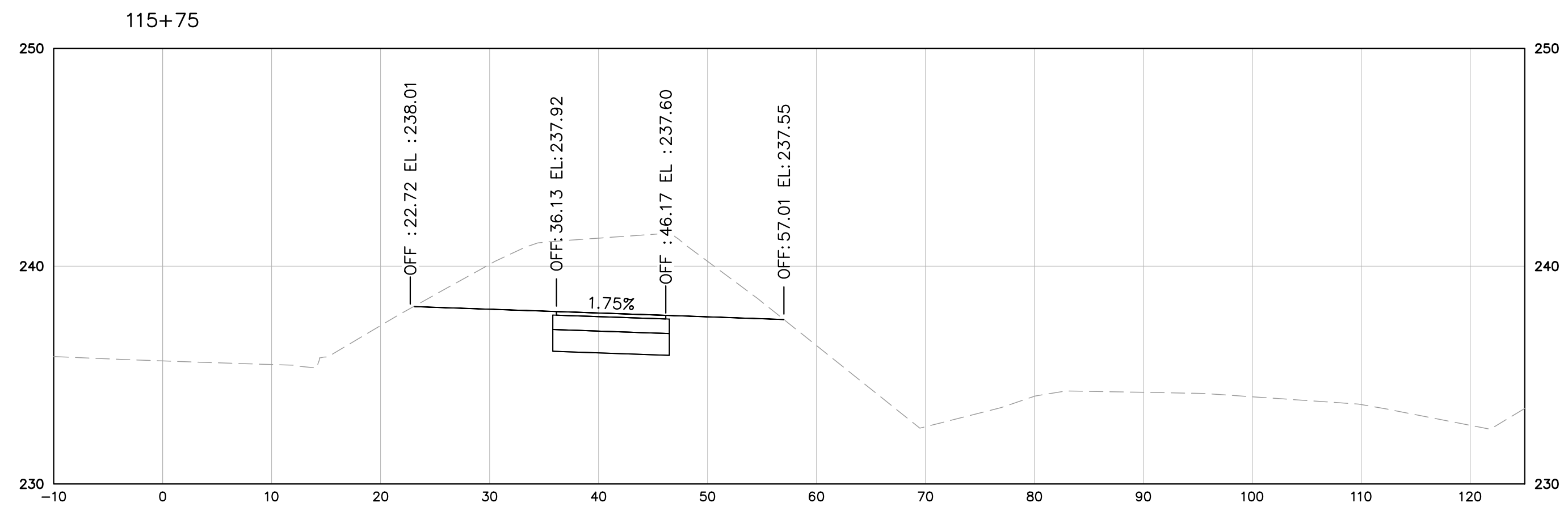
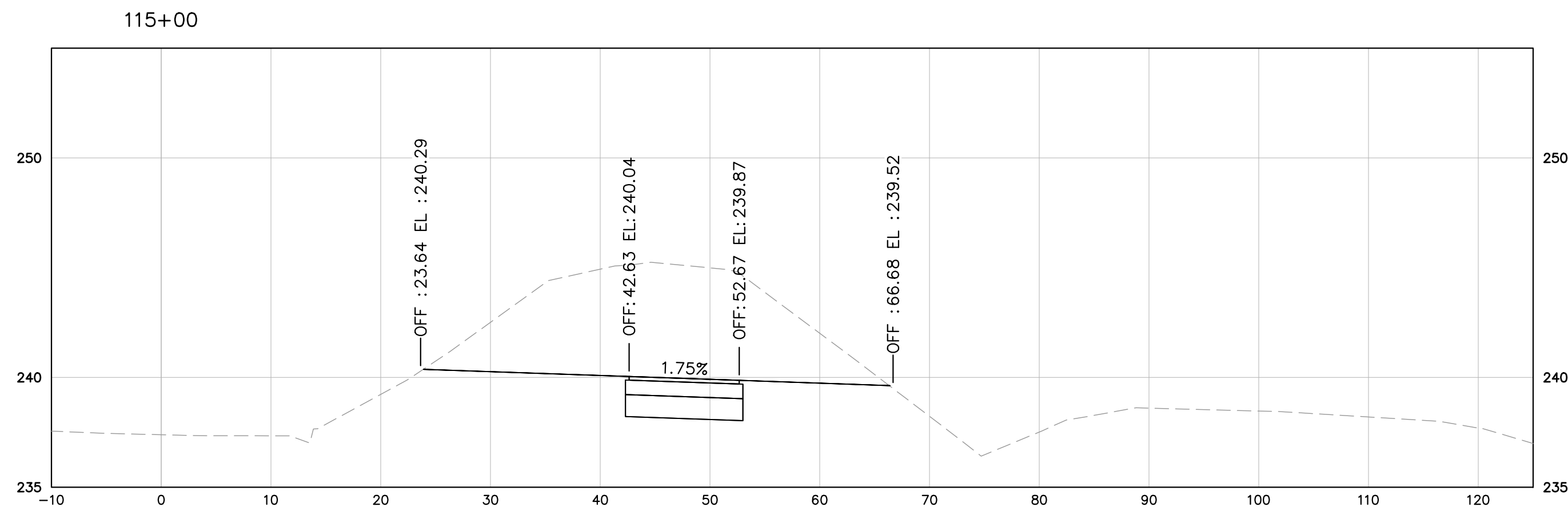
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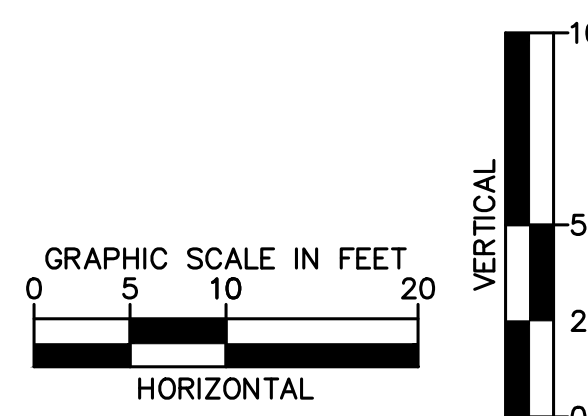
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET X8	
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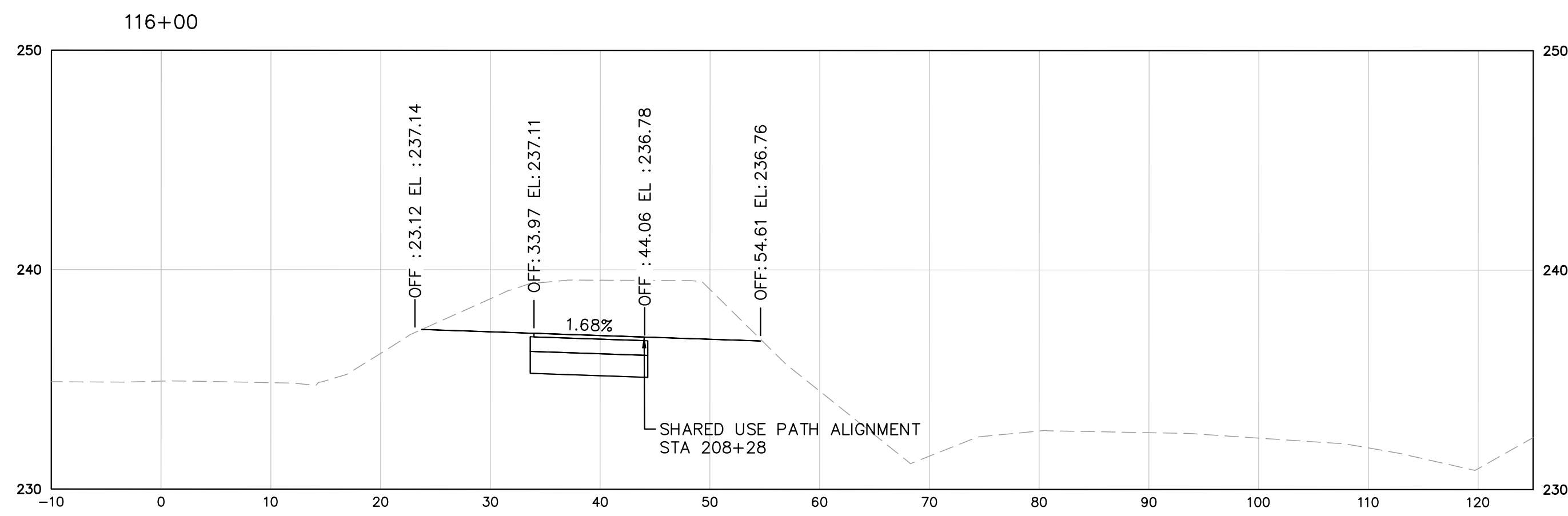
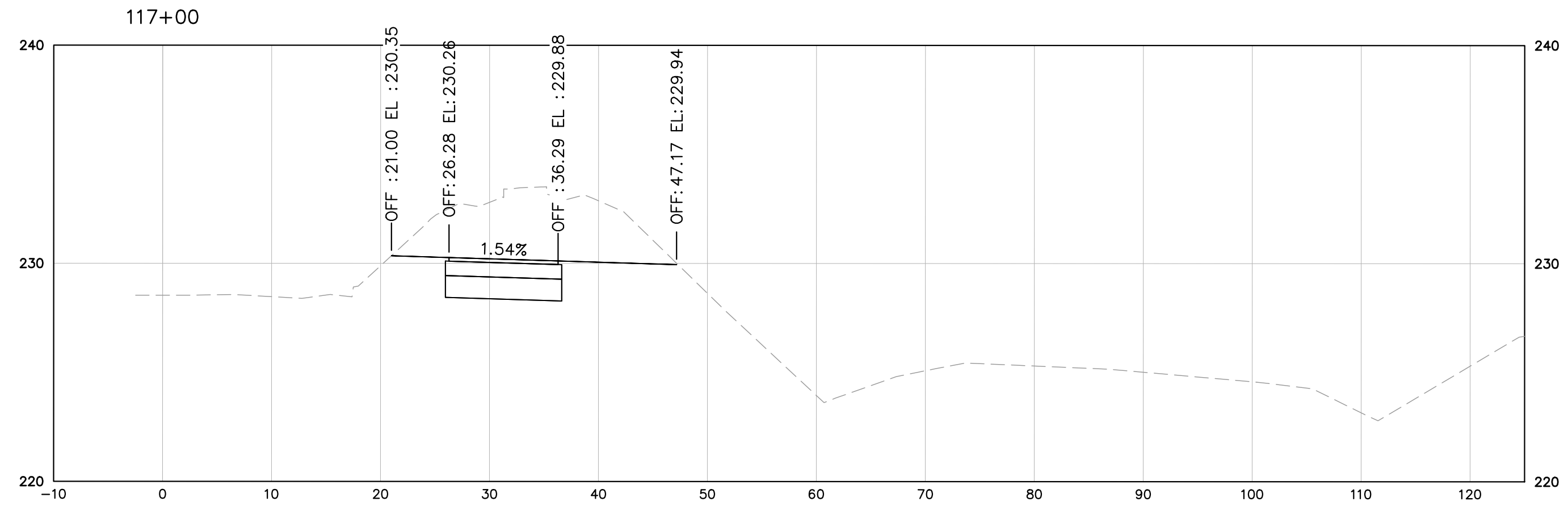
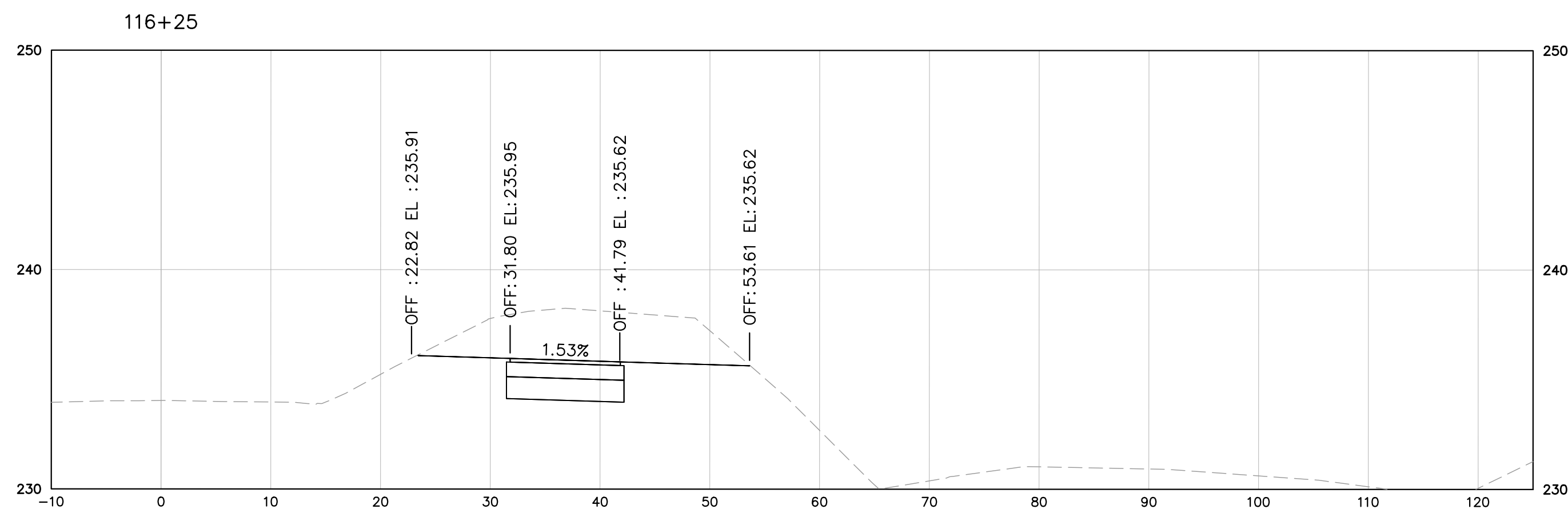
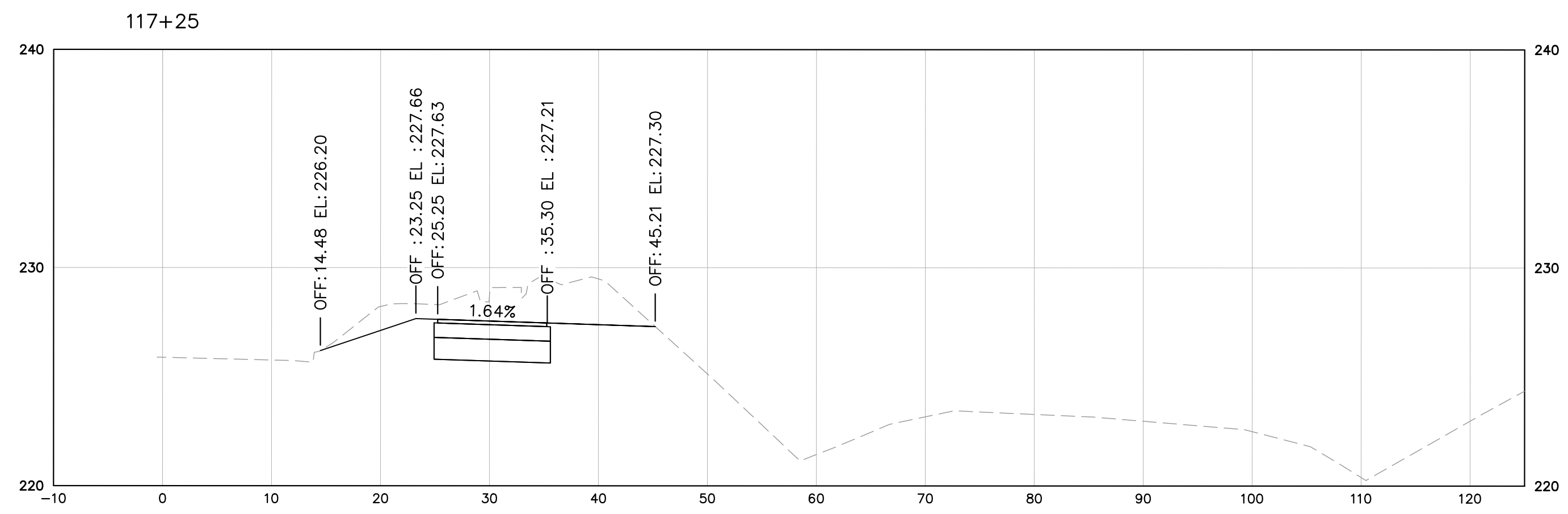
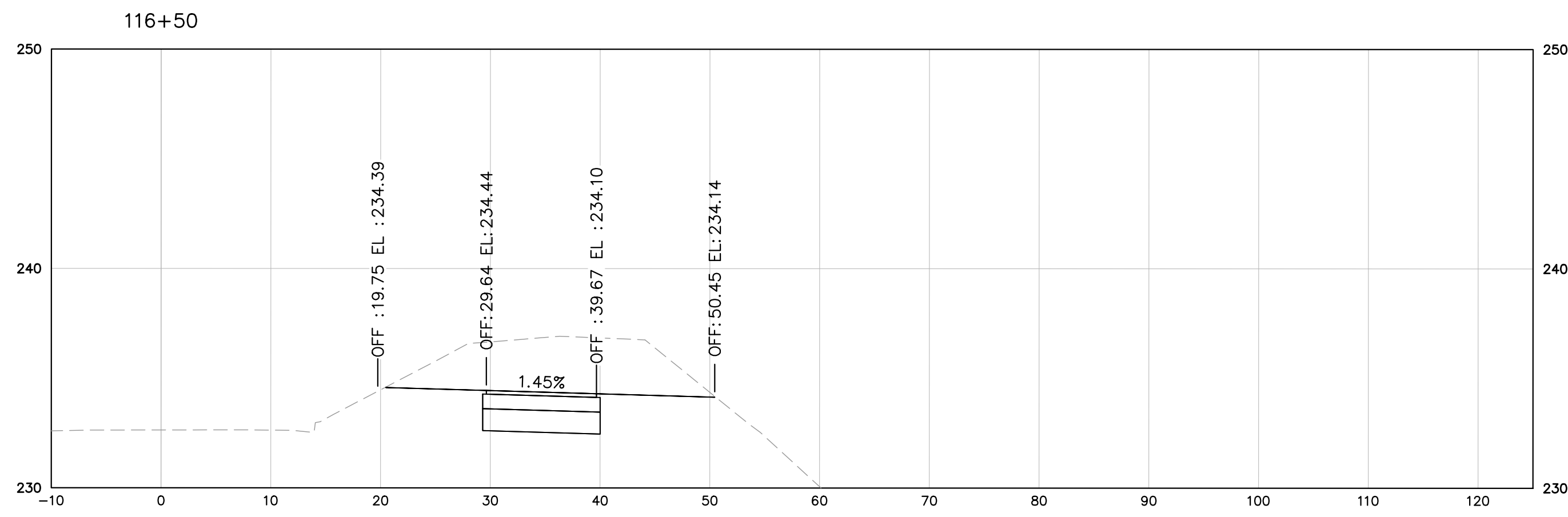
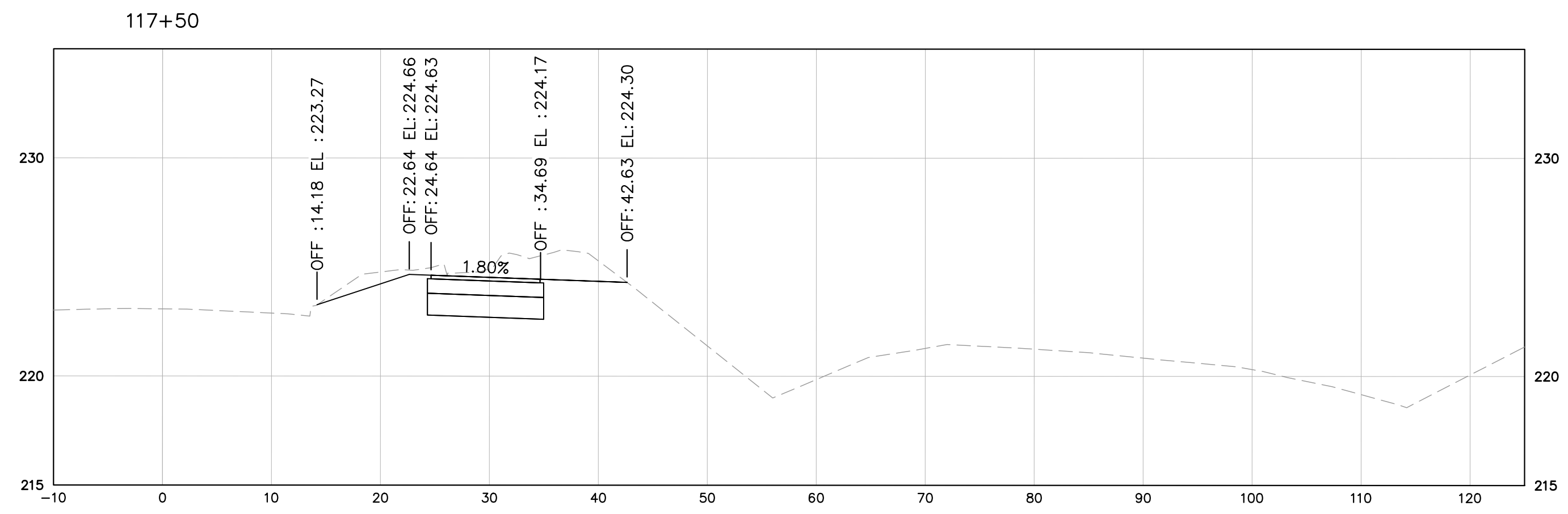
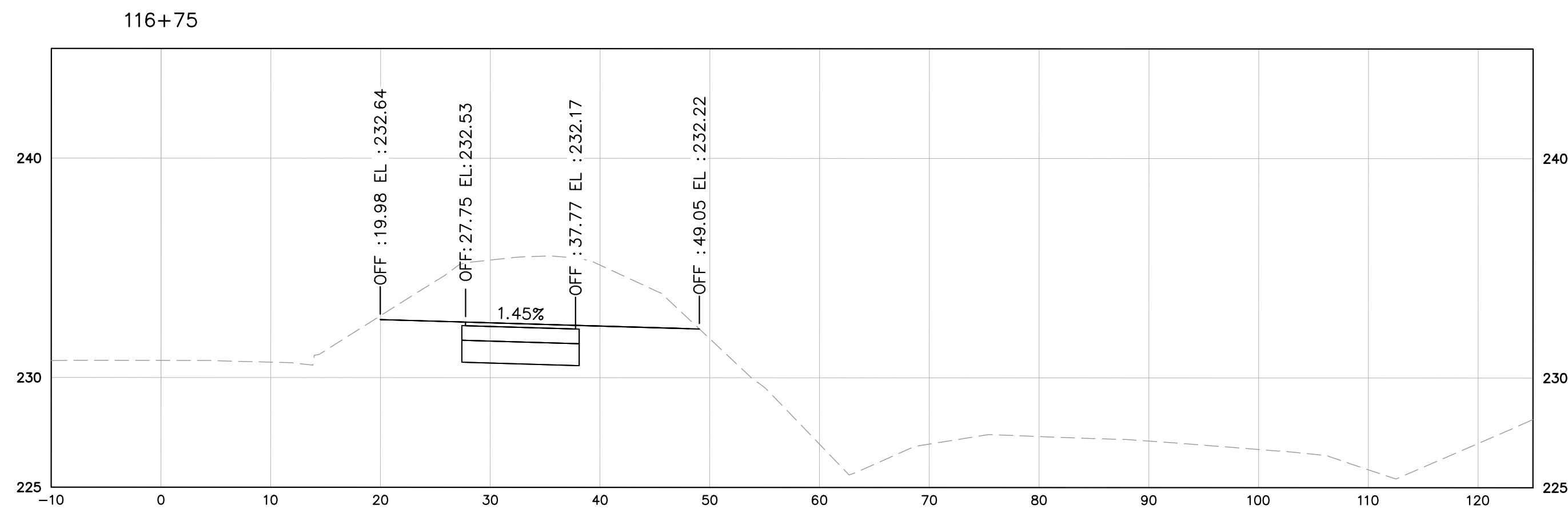
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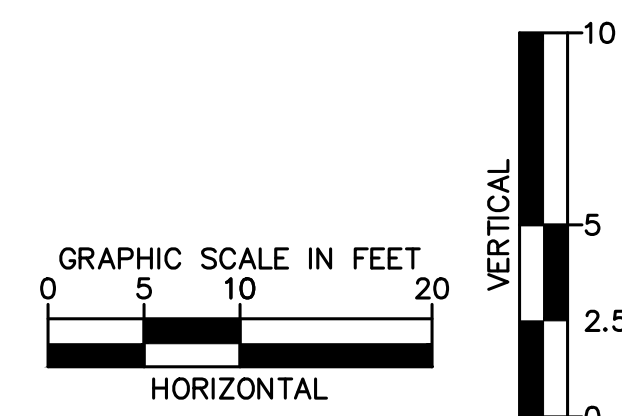
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET	
	DRAFTED BY: MW	X9	
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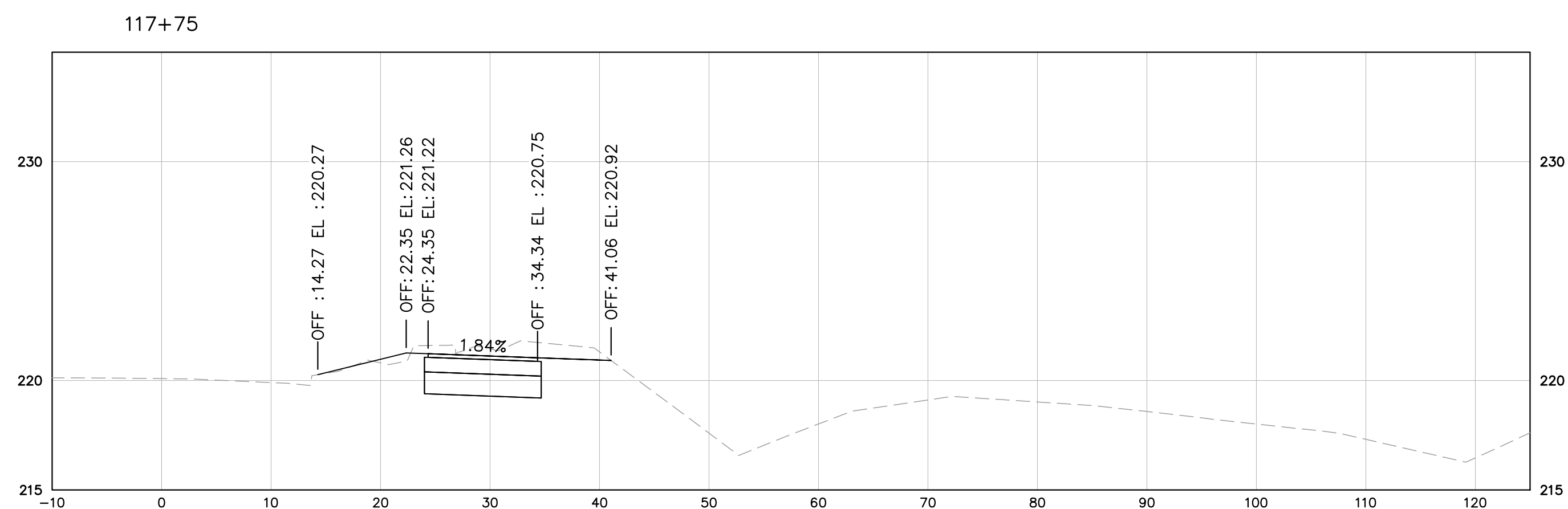
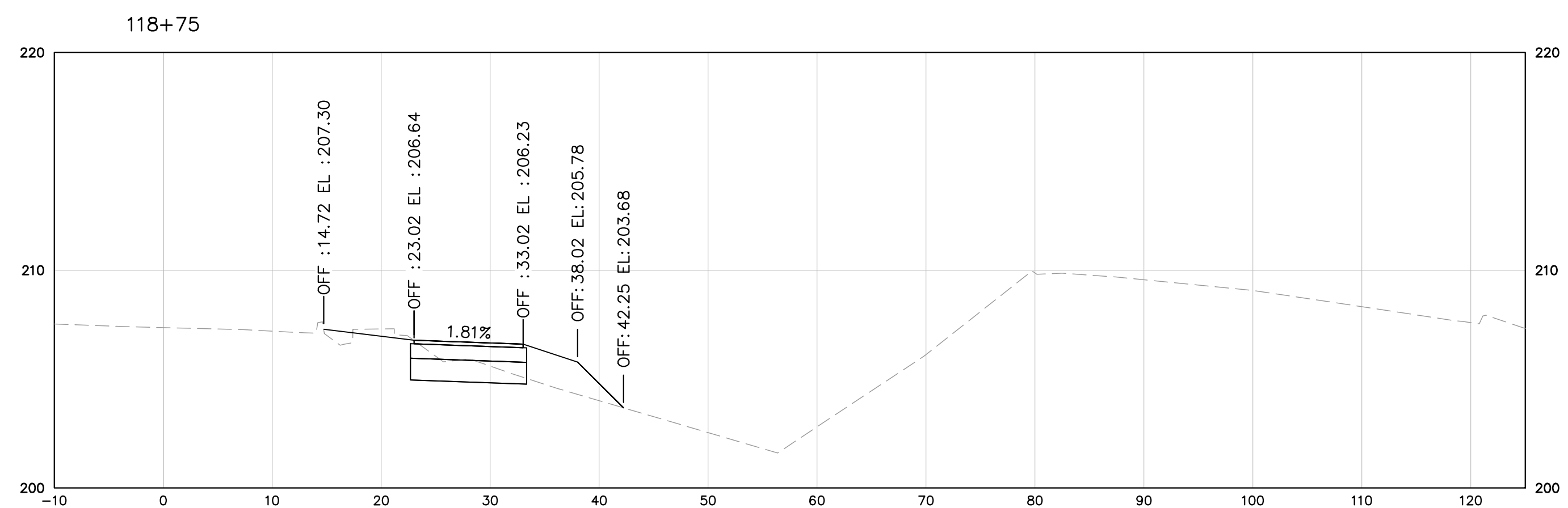
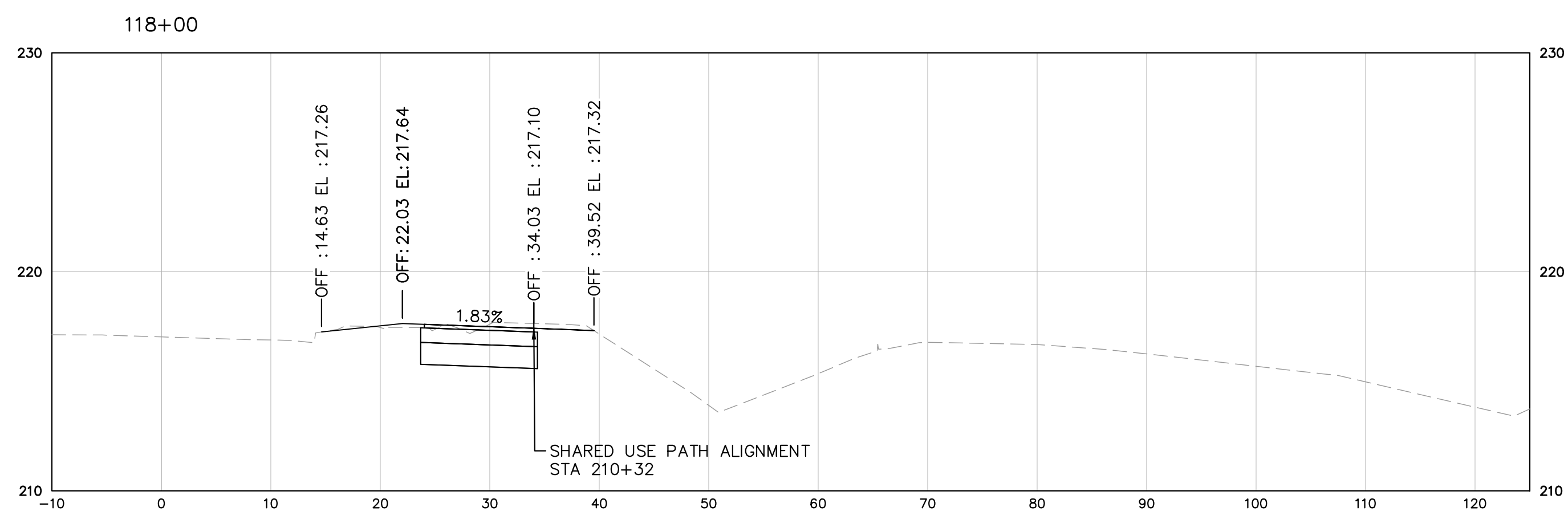
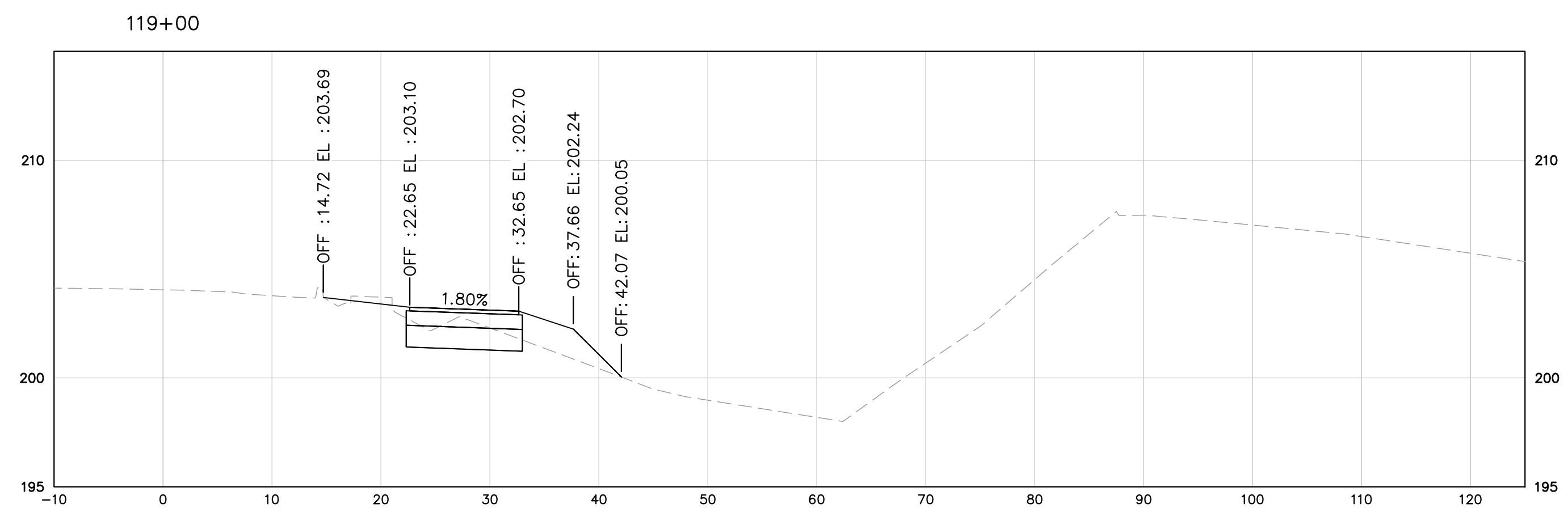
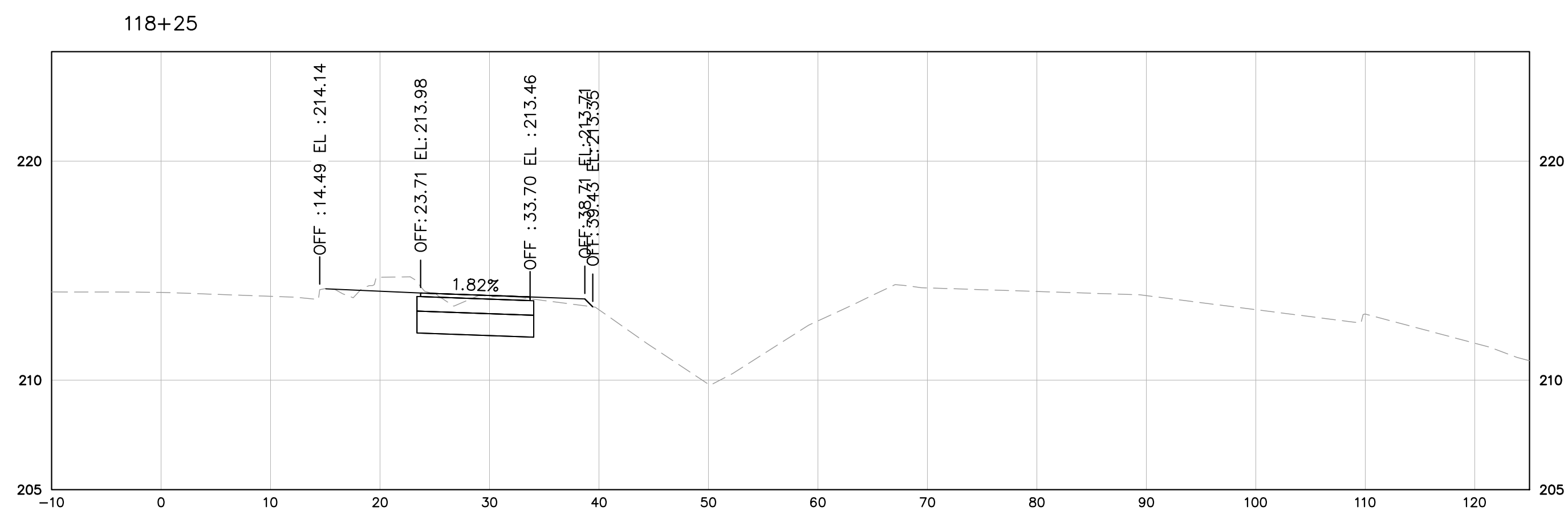
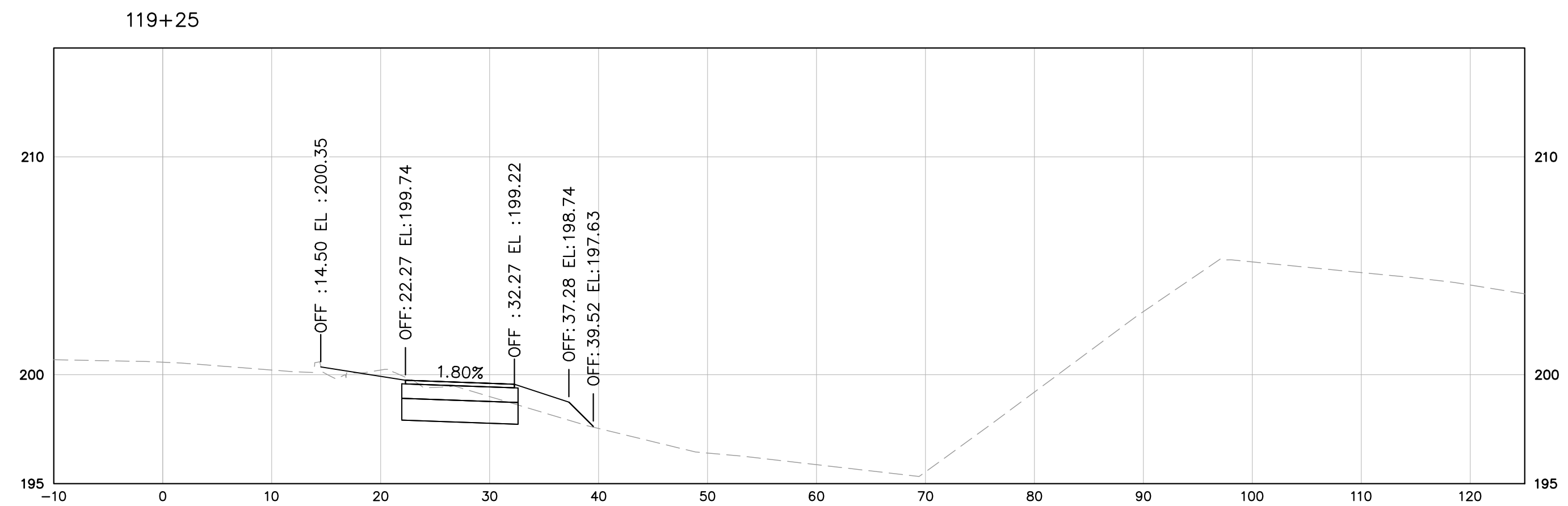
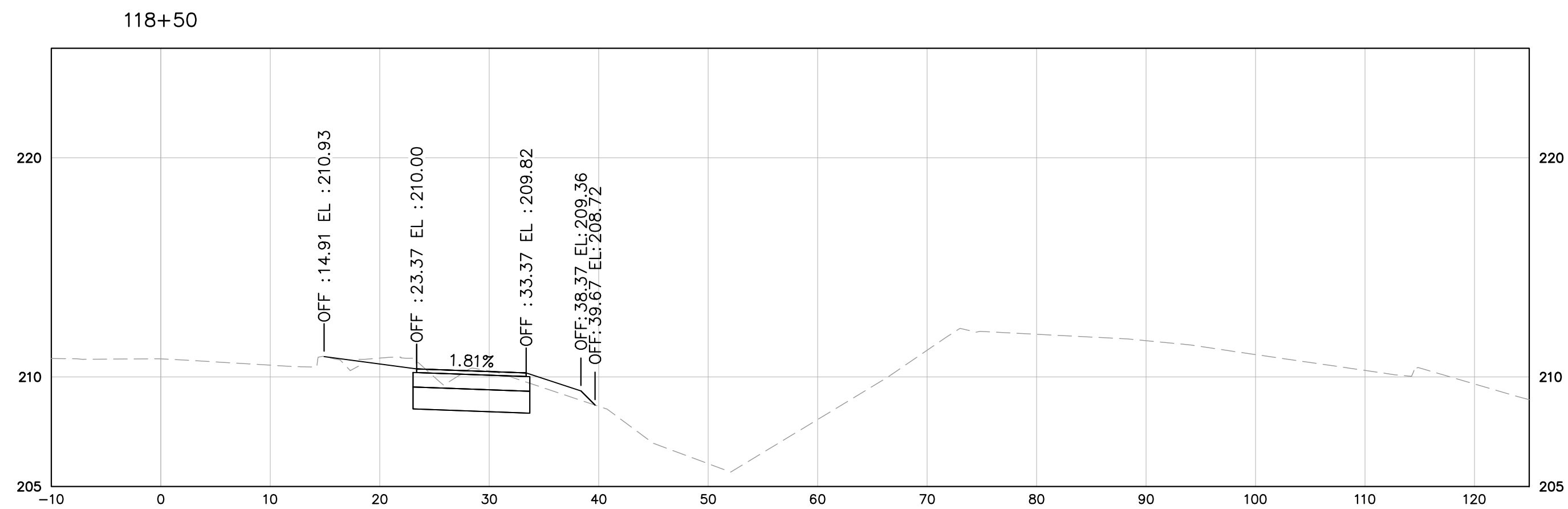


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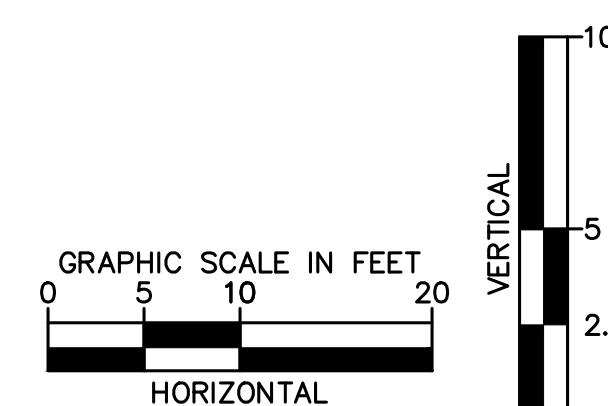
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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X10	
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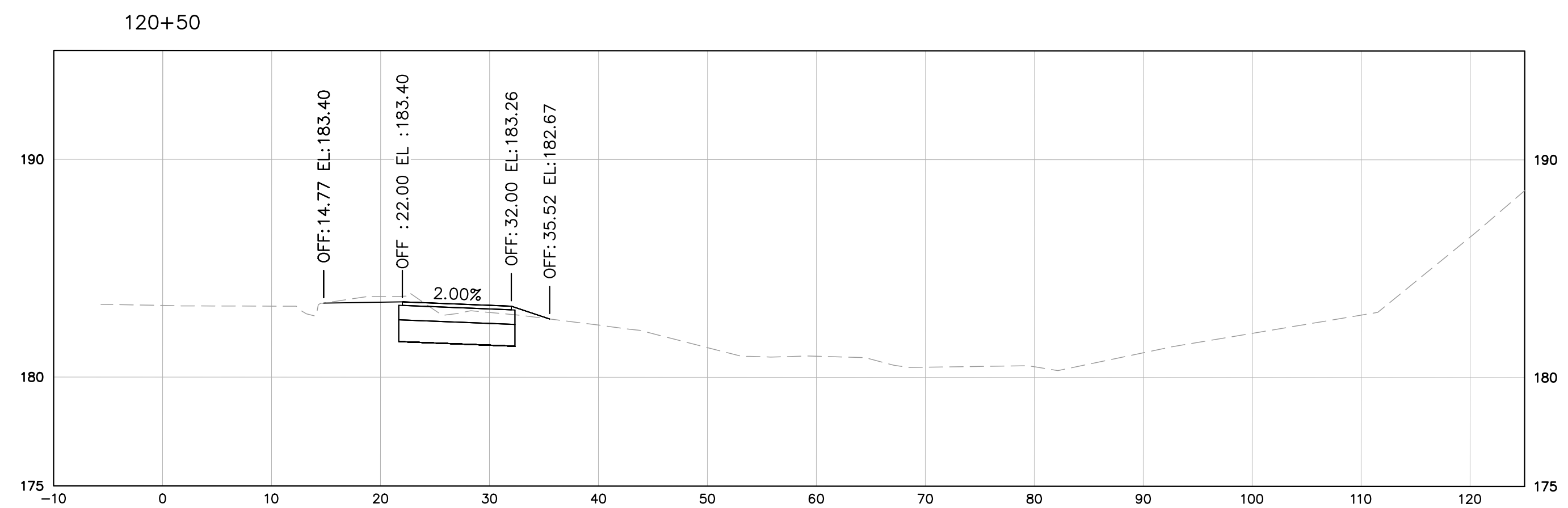
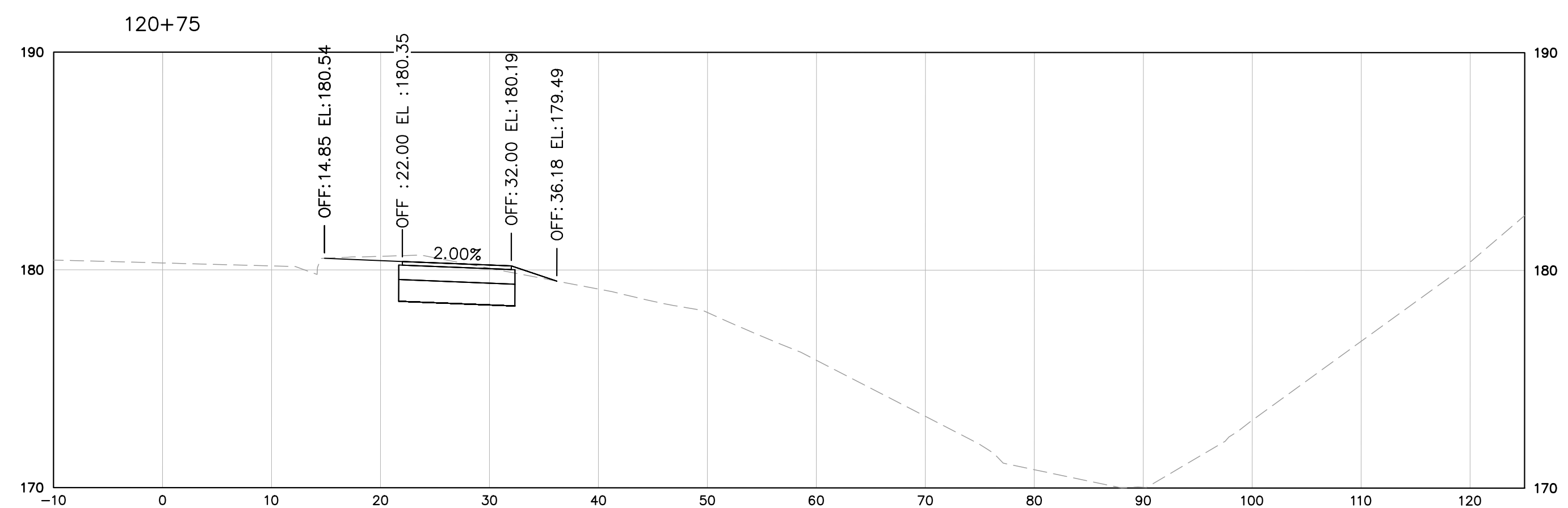
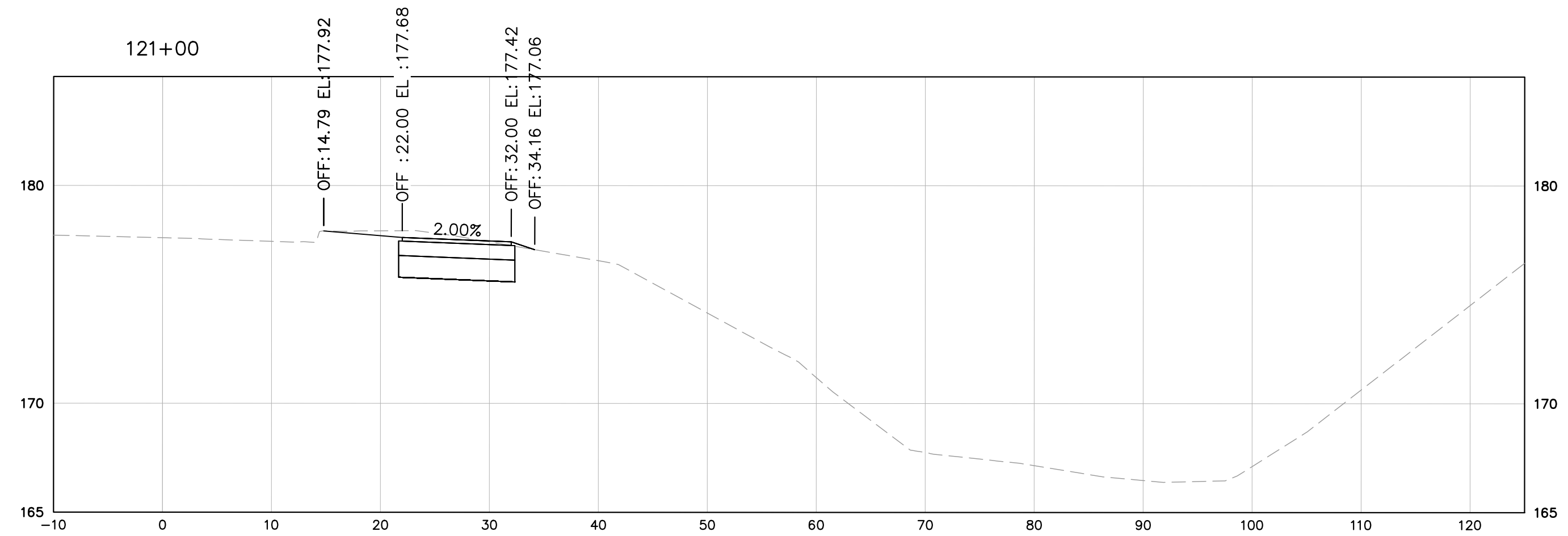
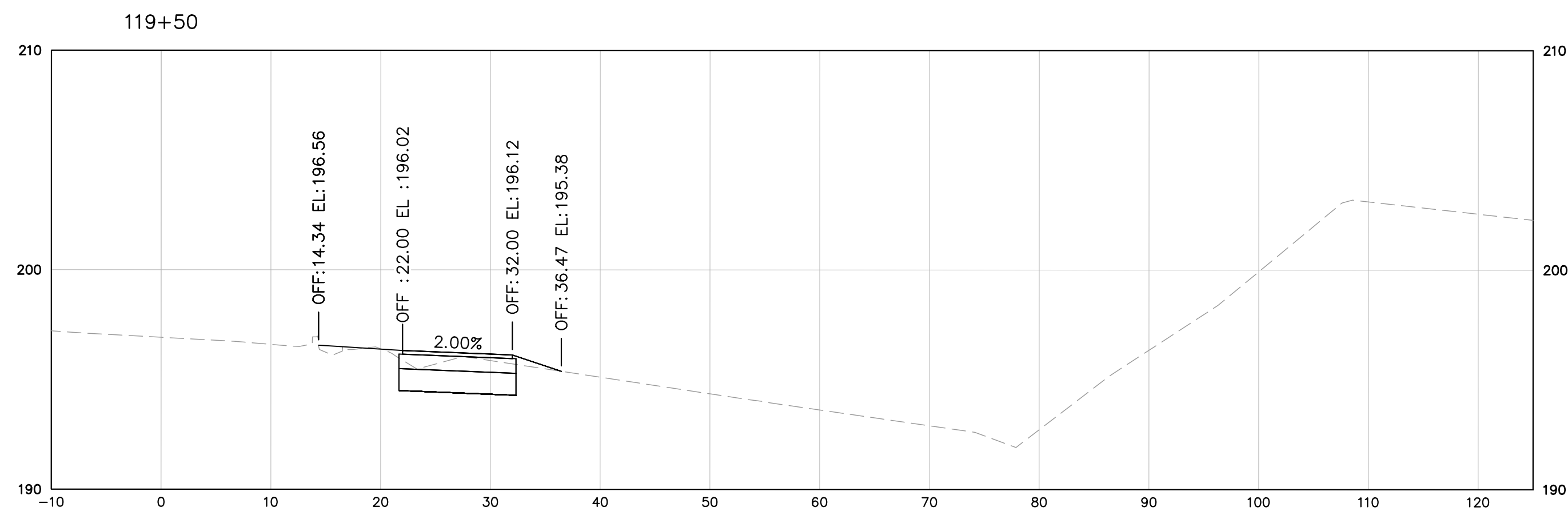
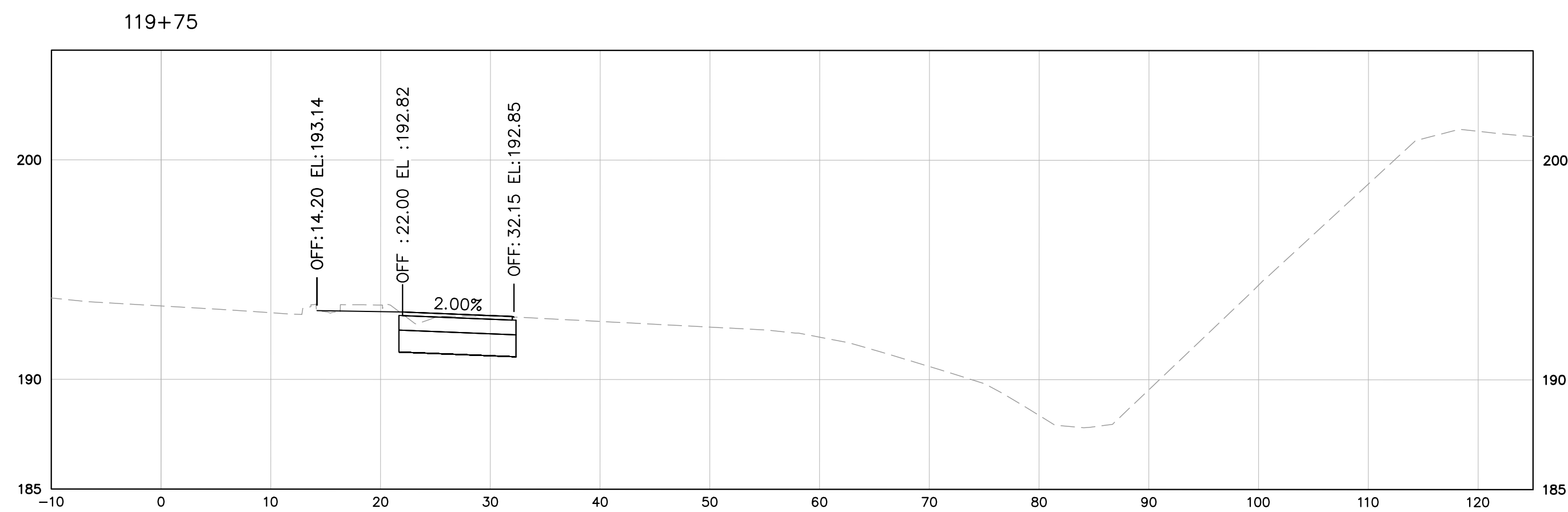
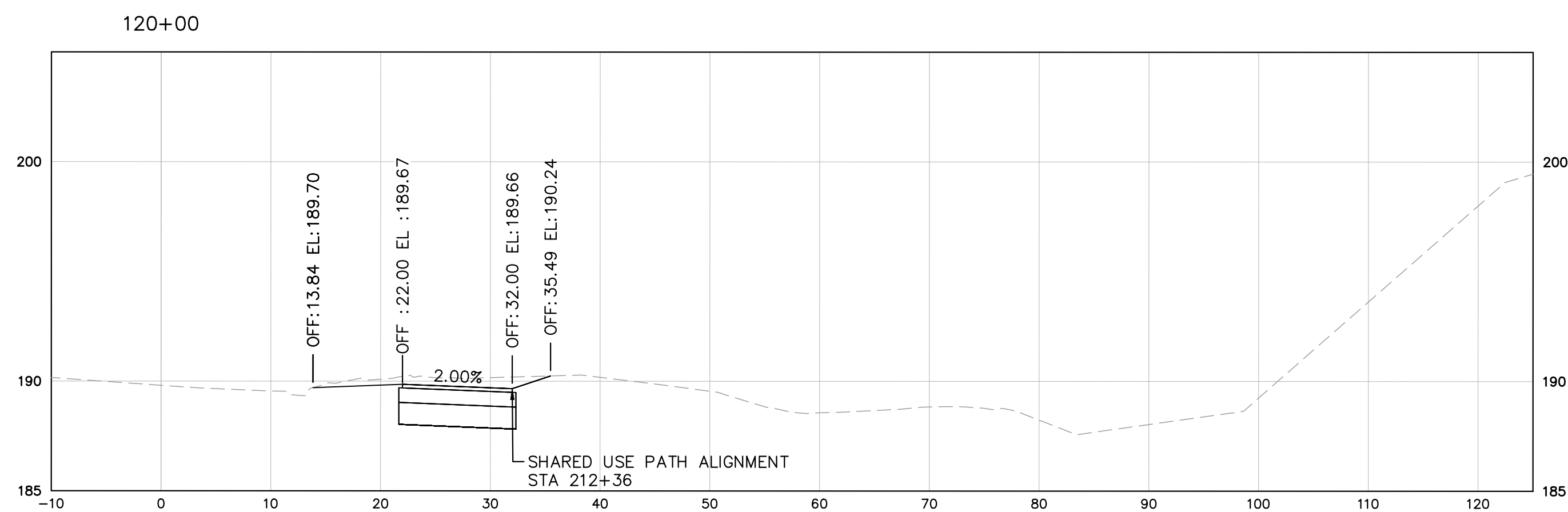
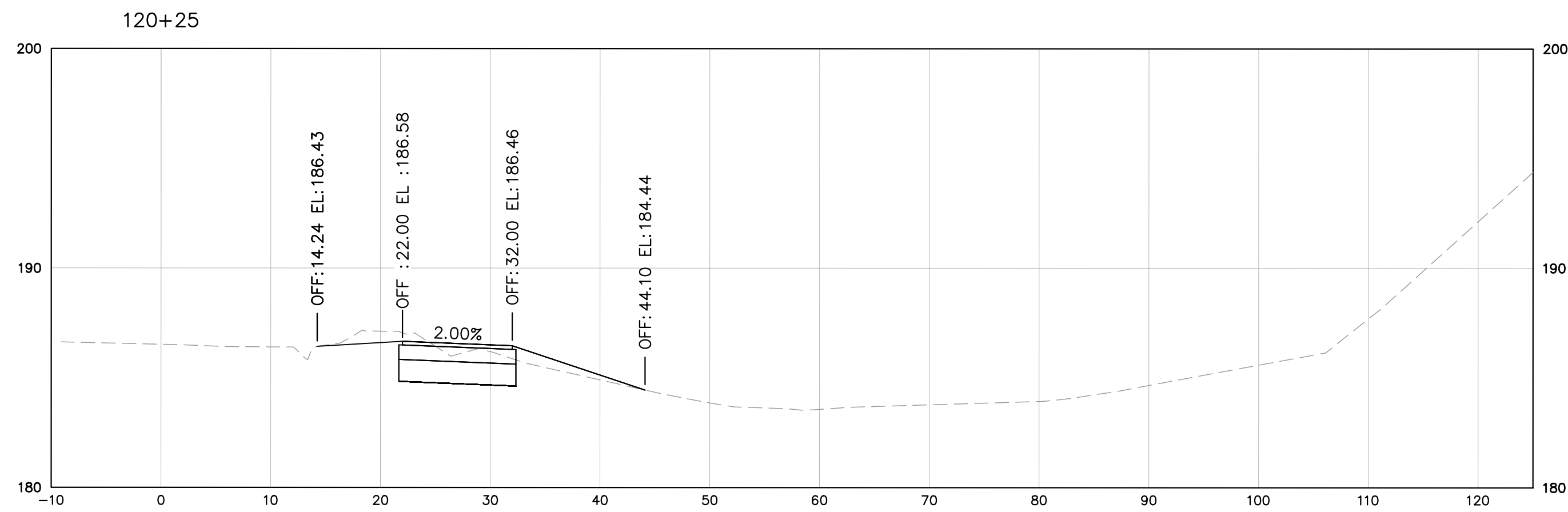


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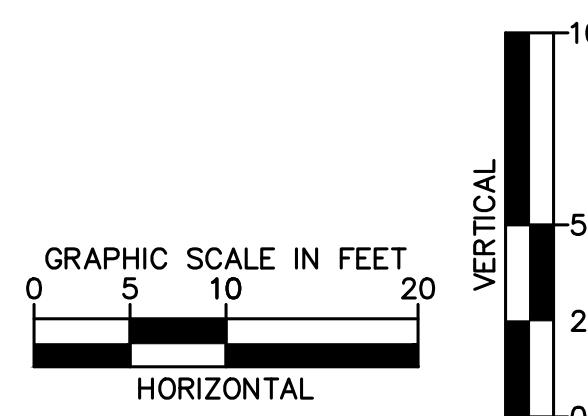
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12000 GOVERNMENT CENTER PARKWAY, SUITE 449 FAIRFAX, VA., 22035-0052			
OFFICE OF CAPITAL FACILITIES 703-324-5800		SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS CROSS SECTIONS	
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X11	
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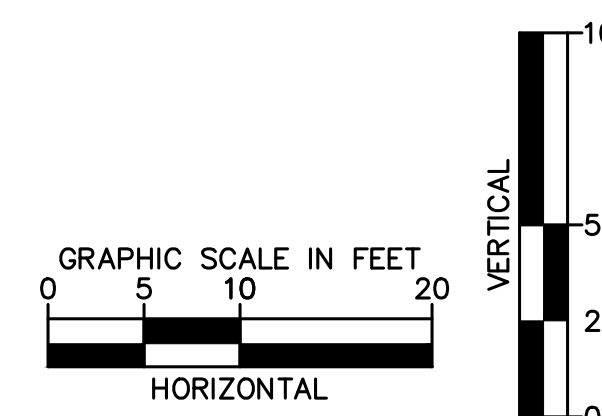
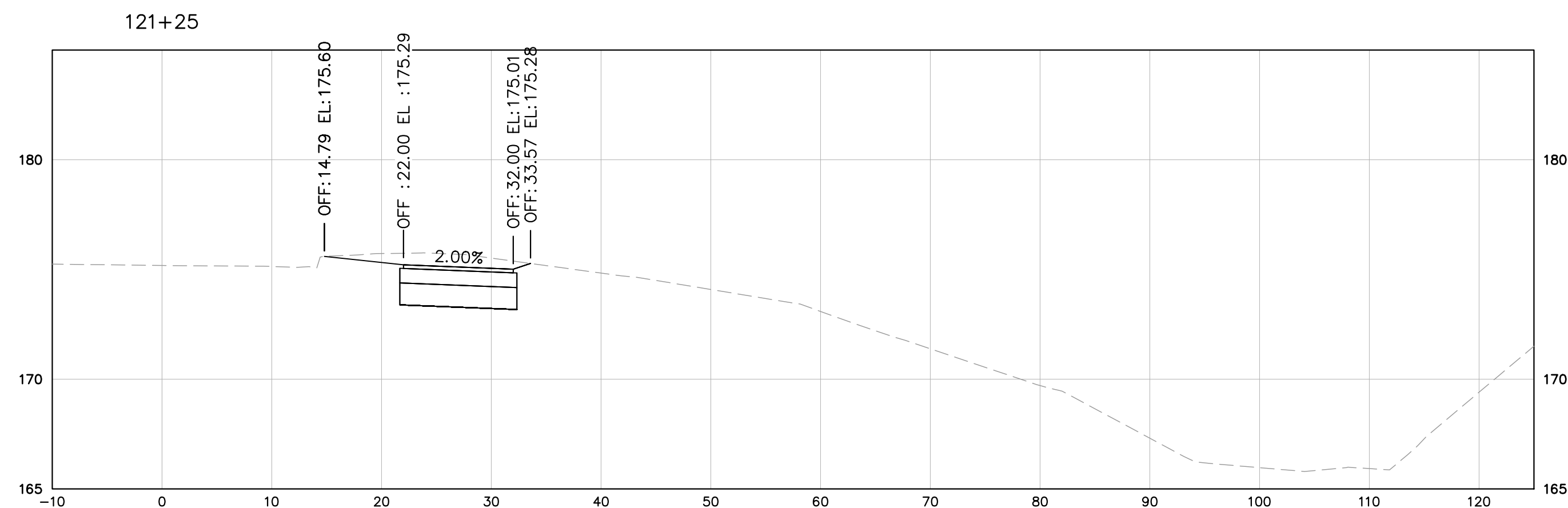
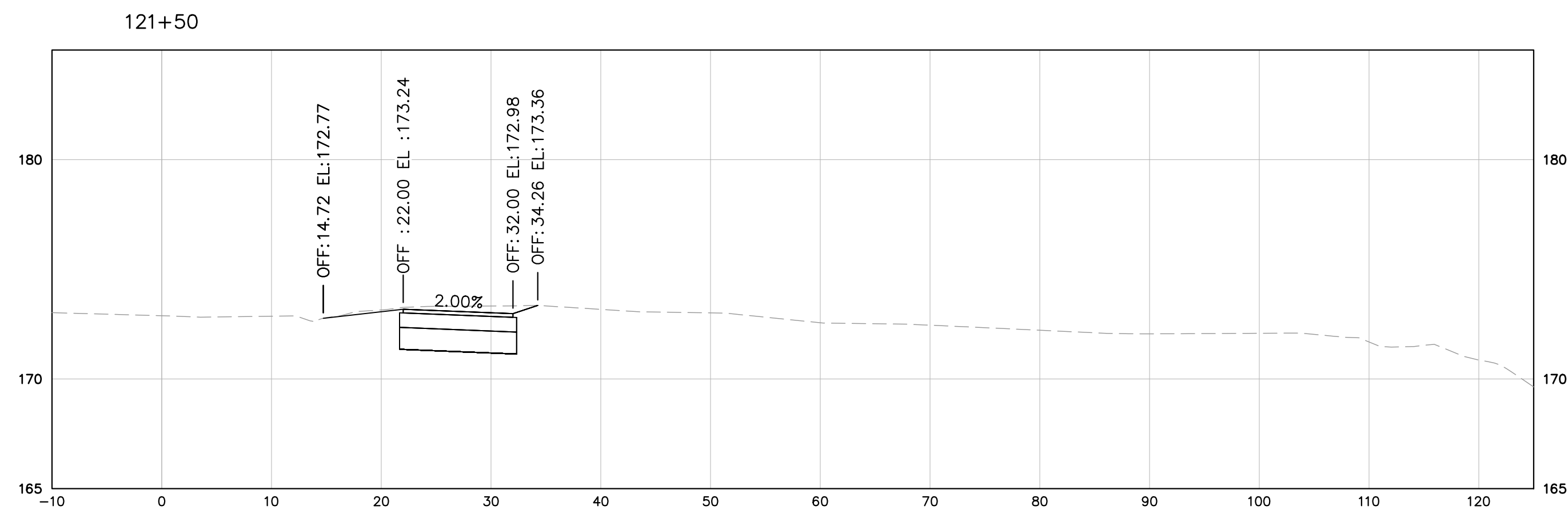
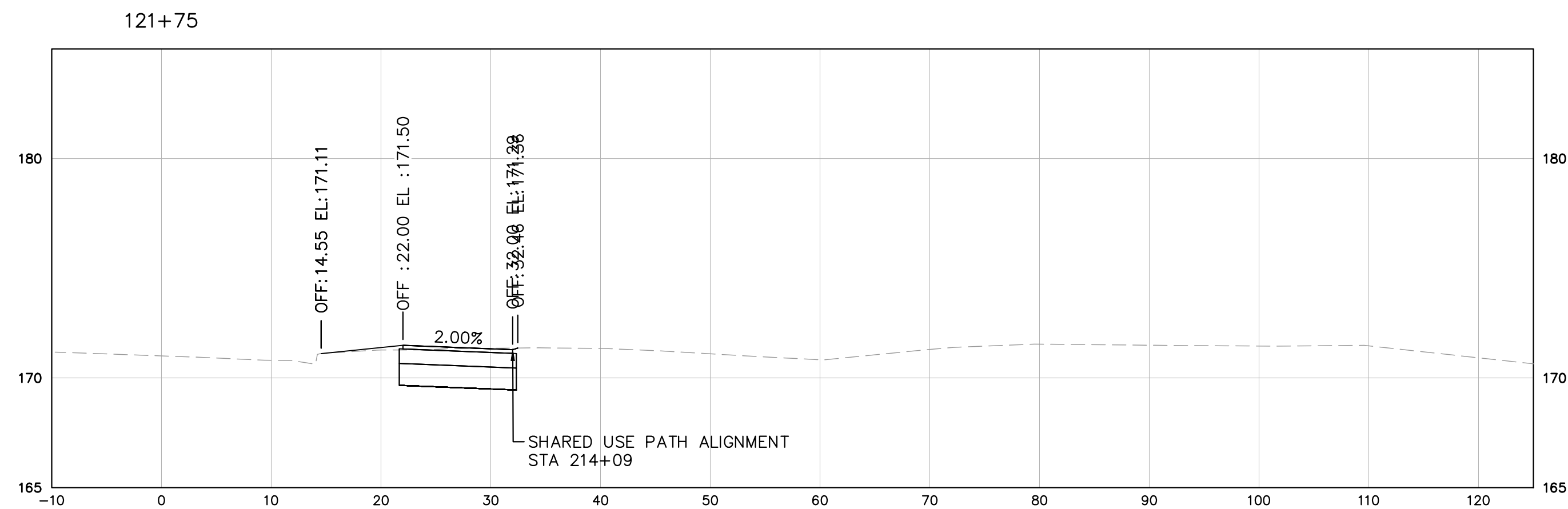


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CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD	SHEET X12	
APPROVED BY THE TRANSPORTATION DESIGN DIVISION		CHECKED BY: MA	

PROJECT MANAGER: LATESA TURNER, P.E.
 SURVEYED BY, DATE: CHRISTOPHER CONSULTANTS, 3/27/2018
 DESIGNED BY: KIMLEY-HORN AND ASSOCIATES, INC.
 SUBSURFACE UTILITY BY, DATE: ACCUMARK, 10/23/2019

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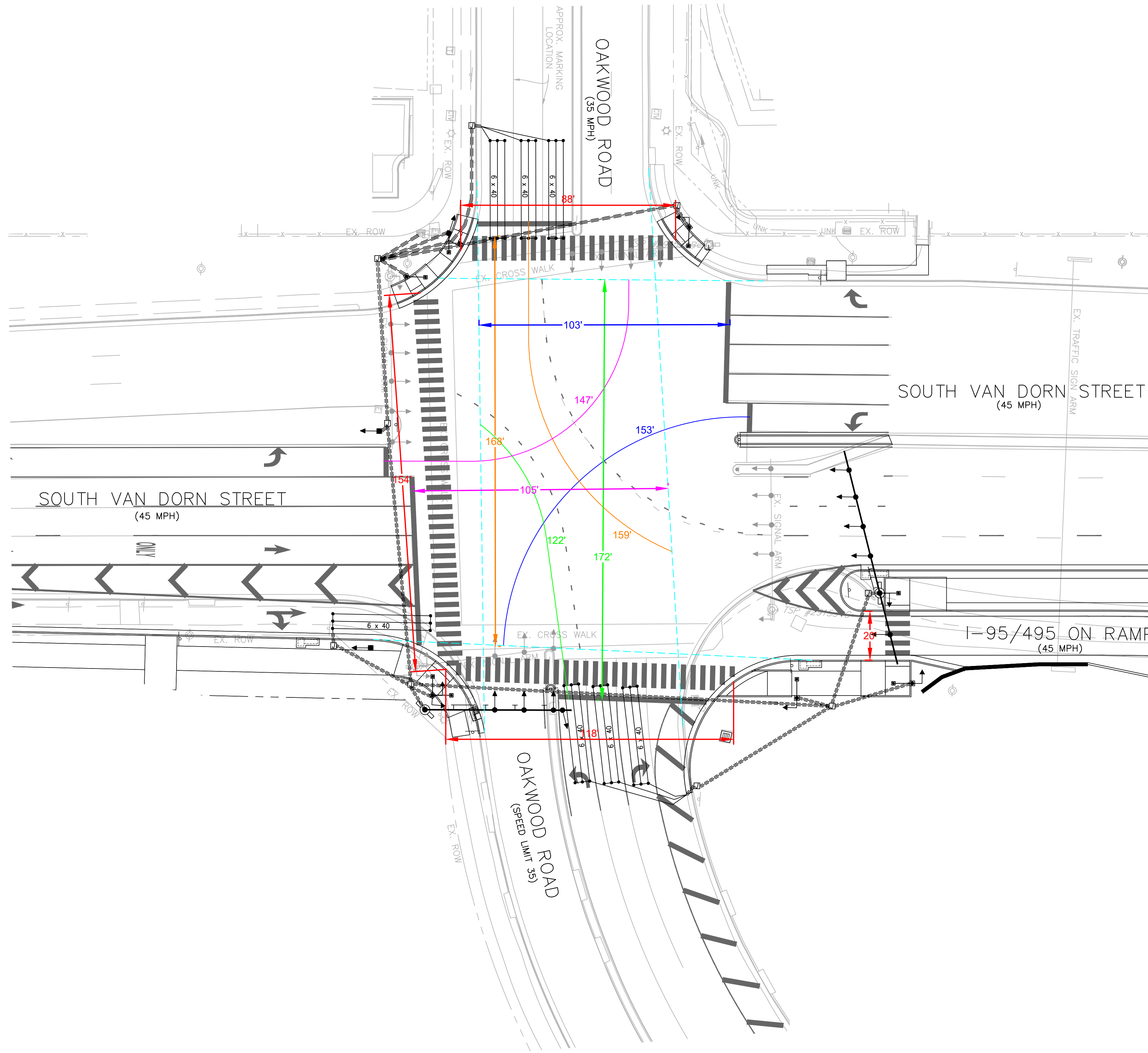
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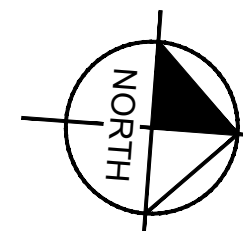
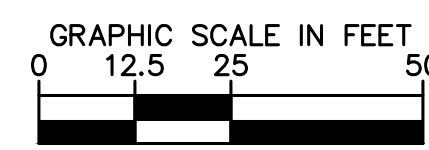
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TRAFFIC SIGNAL PLAN




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SOUTH VAN DORN STREET BIKE AND PEDESTRIAN ACCESS IMPROVEMENTS CLEARANCE INTERVAL EXHIBIT			
CONTRACT NO. CN		PROJECT NO. AA1400141-2016	
SCALE SEE GRAPHIC SCALE	DESIGNED BY: DD DRAFTED BY: MW CHECKED BY: MA	SHEET EXHIBIT	
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