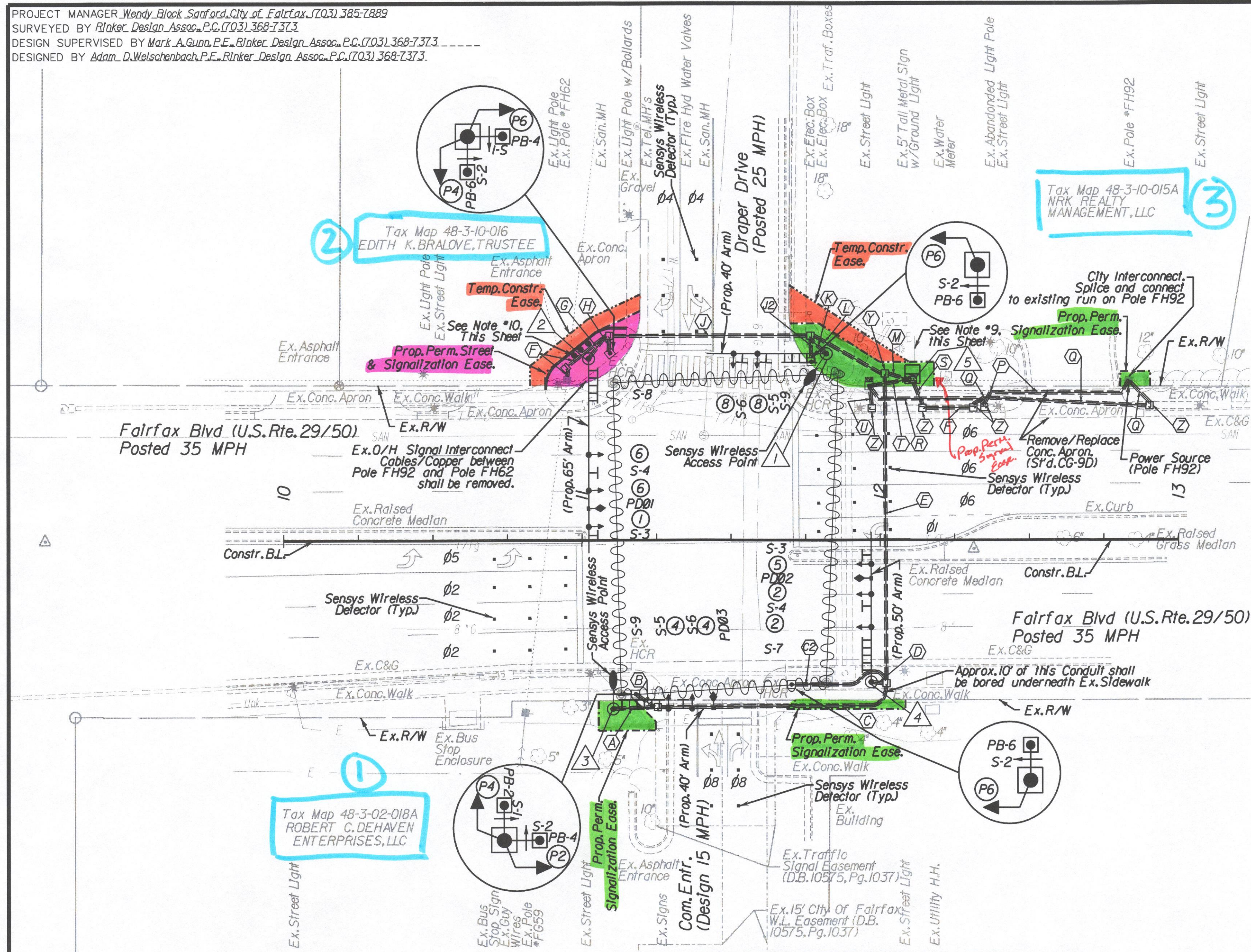
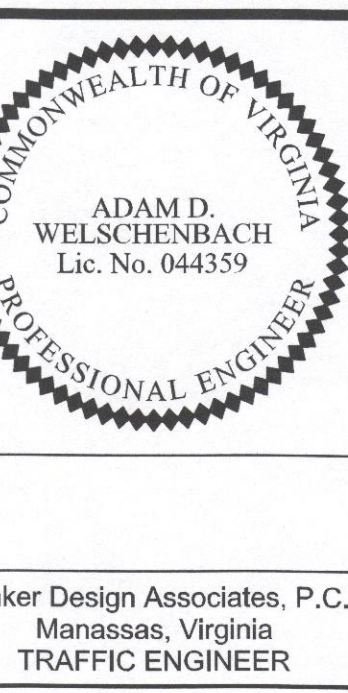


PROJECT MANAGER: Wendy Block, Sanford, City of Fairfax, (703) 368-7889
 SURVEYED BY: Rinker Design Assoc., P.C. (703) 368-7373
 DESIGN SUPERVISED BY: Mark A. Guio, P.E., Rinker Design Assoc., P.C. (703) 368-7373
 DESIGNED BY: Adam D. Welschenbach, P.E., Rinker Design Assoc., P.C. (703) 368-7373

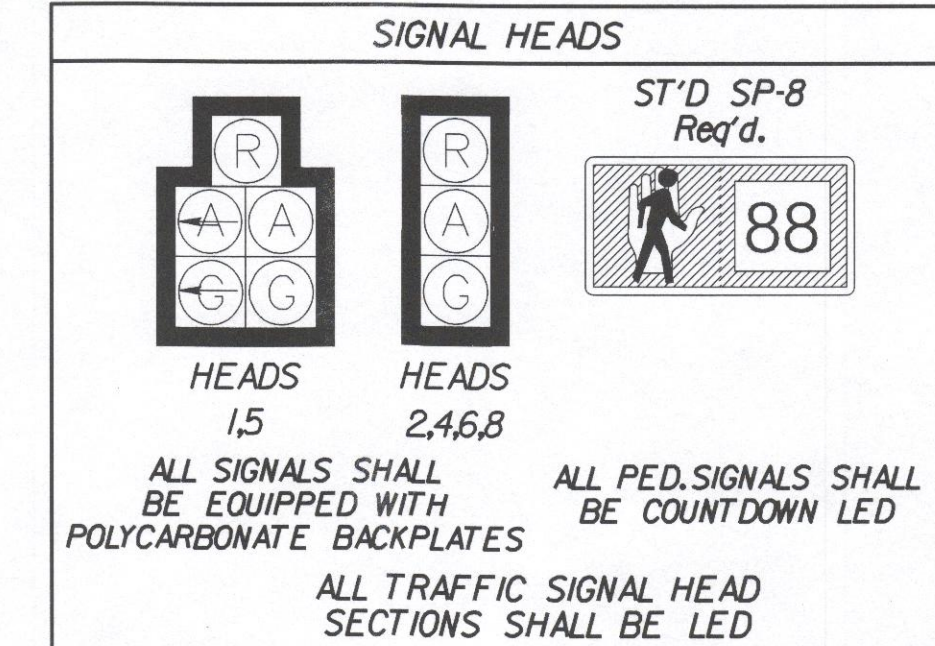
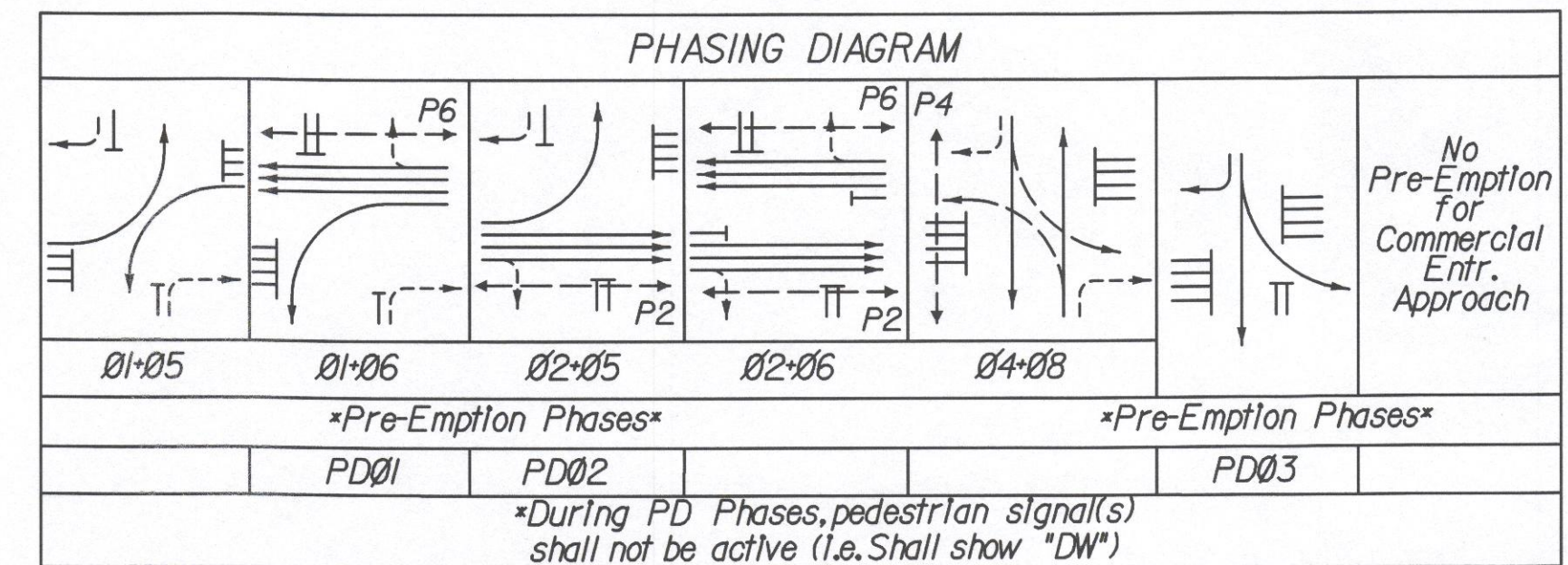


CABLE/CONDUIT RUNS & JUNCTION BOX LEGEND

- All Junction Boxes shall be S'D-JB-S2 unless otherwise noted by legend symbols
- EGC - Equipment Grounding Conductor
- (A) 1- 3" Conduit
 1- 14/7C for Heads 4 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- CAT-5 Wire (for Veh. Detection)
 1- #6 AWG (EGC)
 - (B) 1- 3" Conduit
 2- 14/7C for P4P2 (Ped. Heads)
 2- 14/2C for PB-4, PB-2 (Push Buttons)
 1- #6 AWG (EGC)
 - (C) 1- 4" Conduit (BORED)
 2- 14/7C for PB-4, PB-2 (Push Buttons)
 2- 14/7C for P4P2 (Ped. Heads)
 1- 14/7C for Heads 4 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- CAT-5 Wire (for Veh. Detection)
 1- #6 AWG (EGC)
 - (D) 1- 3" Conduit
 2- 14/7C for Heads 2,5 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- #6 AWG (EGC)
 - (E) 1- 4" Conduit (BORED)
 3- 14/7C for PB-4, PB-2 (Push Buttons)
 3- 14/7C for Heads 2,4,5 (Signal Heads)
 2- Emer. Preemption Detect. Cable
 1- CAT-5 Wire (for Veh. Detection)
 1- #6 AWG (EGC)
 - (F) 1- 2" Conduit
 1- Signal Interconnect Wire
 - (G) 1- 3" Conduit
 2- 14/7C for Heads 1,6 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- #6 AWG (EGC)
 - (H) 1- 3" Conduit
 2- 14/7C for P4P6 (Ped. Heads)
 2- 14/2C for P4-4, PB-6 (Push Buttons)
 1- #6 AWG (EGC)
 - (I) 1- 4" Conduit (BORED)
 2- 14/2C for PB-6, PB-4 (Push Buttons)
 2- 14/7C for P6, PB-4 (Ped. Heads)
 1- 14/7C for Heads 1,6 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- Signal Interconnect Wire
 1- #6 AWG (EGC)
 - (J) 1- 3" Conduit
 1- 14/7C for P6 (Ped. Heads)
 1- 14/2C for PB-6 (Push Buttons)
 1- #6 AWG (EGC)
 - (K) 1- 3" Conduit
 1- 14/7C for Heads 8 (Signal Heads)
 1- CAT-5 Wire (for Veh. Detection)
 1- #6 AWG (EGC)
 - (L) 1- 4" Conduit
 3- 14/2C for PB-4, PB-6 (Push Buttons)
 3- 14/7C for P4, P6 (Ped. Heads)
 3- 14/7C for Heads 1,6,8 (Signal Heads)
 1- Emer. Preemption Detect. Cable
 1- CAT-5 Wire (for Veh. Detection)
 1- Signal Interconnect Wire
 1- #6 AWG (EGC)
 - (M) 1- 4" Conduit
 6- 14/2C for PB-2, PB-4, PB-6 (Push Buttons)
 3- Emer. Preemption Detect. Cable
 3- CAT-5 Wire (for Veh. Detection)
 1- #6 AWG (EGC)
 - (N) 1- 4" Conduit (Spare)
 1- #6 AWG (EGC) for Spare
 - (O) 1- 2" Conduit (Bored)
 1- 1000 Lbs. Pull-Line Req'd.
 1- Signal Interconnect Wire
 - (P) 1- 2" Conduit (M) (BORED)
 1- 1000 Lbs. Pull-Line Req'd.
 3- #6 AWG (EGC) for Elec. Service
 Connect to Pole #FH92
 - (S) 1- 2" Conduit
 1- Signal Interconnect Wire
 Connect 1000 lbs Pull-Line to CC-2 Panel
 - (R) 1- 2" Conduit (M)
 1- 1000 lbs/ Pull-Line Req'd.
 3- #6 AWG (EGC) for Elec. Service
 - (T) 1- 1/4" Conduit (M)
 3- #6 AWG (EGC) for Elec. Service
 - (U) 1- 1" Conduit
 1- #6 AWG (EGC) for Elec. Grounding
 - (Z) S'D JB-S1 Req'd.
 - (V) S'D JB-S2 Req'd.



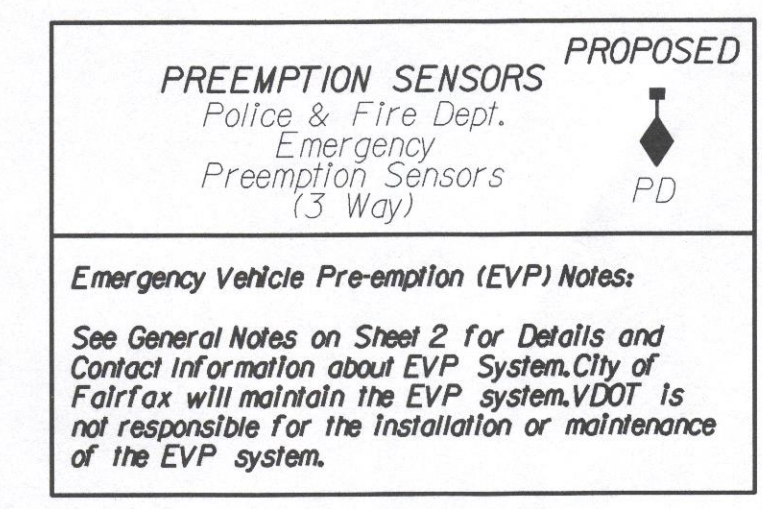
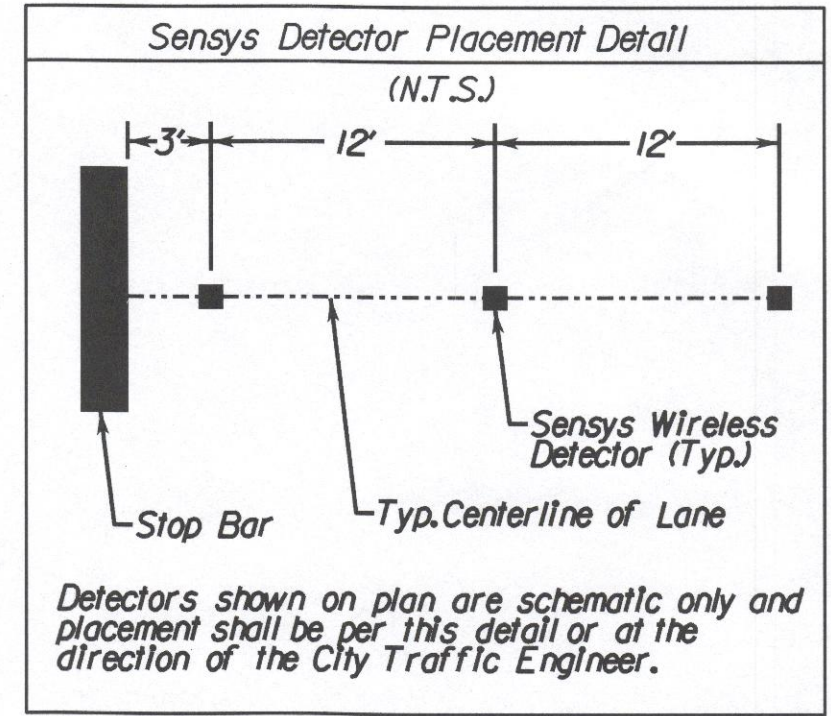
REVISED	STATE	FEDERAL AID PROJECT OWNER	STATE PROJECT	SHEET NO.
	VA.	50	0050-15-151	3



Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO CENTER OF POLE)

- 1. S'D Main Arm Pole (MP-1) with S'D PF-1 Foundation and Vehicle Detection Antenna/Radio 62.8' Left of Rte. 29/50 Constr. Baseline Sta. 11+81.92 40' Mast Arm 180° Angle to Rte. 29/50 Constr. Baseline Signal Head Placement: 23', 31' Sign Placement: 9', 20', 28' Pre-emption Placement: City Traffic Engineer's Discretion
- 2. S'D Main Arm Pole (MP-1) with S'D PF-1 Foundation 60.8' Left of Rte. 29/50 Constr. Baseline Sta. 11+02.23 65' Mast Arm 270° Angle to Rte. 29/50 Constr. Baseline Signal Head Placement: 56', 44', 32' Sign Placement: 9', 20', 28' Pre-emption Placement: City Traffic Engineer's Discretion
- 3. S'D Dual Mast Arm Pole (MP-1) with S'D PF-1 Foundation and Vehicle Detection Antenna/Radio 56.4' Right of Rte. 29/50 Constr. Baseline Sta. 11+10.49 40' Mast Arm 0° Angle to Rte. 29/50 Constr. Baseline Signal Head Placement: 16', 26', 4' Sign Placement: 7', 15', 23.5' Pre-emption Placement: None
- 4. S'D Main Arm Pole (MP-1) with S'D PF-1 Foundation 47.4' Right of Rte. 29/50 Constr. Baseline Sta. 11+97.03 50' Mast Arm 90° Angle to Rte. 29/50 Constr. Baseline Signal Head Placement: 16', 29', 39', 3' Sign Placement: 9', 25', 42.3' Pre-emption Placement: City Traffic Engineer's Discretion
- 5. Prop. Controller Cabinet and Foundation S'D CF-3 Controller Foundation Req'd Cabinet Doors located on left side of road when looking towards Route 29/50



TRAFFIC SIGNAL MODIFICATION

Fairfax Blvd. (U.S. 29/50) and Draper Drive Signal Modification Plan
 City of Fairfax, Virginia

SCALE: 0, 25', 50'	DATE: December 2014
DRAWN: ADW	DESIGNED: ADW
CHECKED: ADW	
PLAN NO.	PROJECT: 0050-15-151
FILE NO.	SHEET NO.: 3

THIS SIGNAL IS OPERATED AND MAINTAINED BY THE CITY OF FAIRFAX. VDOT IS NOT RESPONSIBLE FOR THE MAINTENANCE AND/OR OPERATION OF THIS SIGNAL

CITY OF FAIRFAX DEPARTMENT OF PUBLIC WORKS

PROP. SIGNAL SIGNS

S-1 9'X15'	S-2 9'X15'	S-3 30'X36'	S-4 24'X30'	S-5 30'X36'
S-7 144'x24' ← Draper Dr		S-8 144'x24' Draper Dr →		S-9 126'x24' Fairfax Blvd
SEE SHEETS 4 FOR STREET NAME SIGN DETAILS		R3-6 30'X36'		

COLOR SEQUENCE CHART

PHASE	1	2	5	6	1-5	1-6	2-5	2-6	4-8	FLASH
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	R/W	
1	←6/R			G	←6/R	←6/G		G		A
2		G					G	G		A
4									G	R
5		G	←6/R	←6/R	←6/G		G			A
6				G		G		G		A
8									G	R
P2		*WALK				*WALK	*WALK			BLANK
P6			*WALK		*WALK		*WALK			BLANK
P4									*WALK	BLANK

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

- Notes:
- For Power Service Connection details, See General Notes, Sheet 2.
 - The Contractor shall be responsible for providing and maintaining power to the controller at all times. The Contractor is responsible for any costs related to providing power to the traffic signal. See General Notes, Sheet 2 for more information.
 - Cost to relocate impacted utilities caused by signal installation shall be incidental to signal construction and must be paid for as a separate item.
 - All signal heads and signal mast arms shall have a minimum of 10' horizontal and vertical clearance from nearby aerial utilities.
 - The contractor shall be responsible for providing and maintaining communication to the controller at all times. The contractor is responsible for any costs associated with providing communication to the traffic signal. See Sheet General Notes on Sheet 2 for contact information and details.
 - Ped. Heads shall be installed and oriented so that pedestrians in the crosswalk or ramp area do not have an obstructed view of the Ped. Head.
 - All pavement markings that will conflict with the proposed pavement markings as shown on this sheet shall be completely eradicated.
 - Contractor shall take care to ensure existing sidewalk and utilities are not disturbed during installation of conduits. Contractor is responsible for any damage to existing sidewalk or utilities, including disruption in utility service.
 - Contractor shall not impact existing sign or lighting. Contractor responsible for any damage to signage/lighting.
 - Three bollards shall be installed 3' apart, (Center to Center.)
 - Between 11+91.28 and 12+94.48, the existing sidewalk and ex. concrete driveway apron shall be removed and replaced (1-in-kind) to permit the installation of conduits and junction boxes as shown. The existing electrical conduits for street lights shall be shifted to not conflict with new junction boxes.