

# ROUTE 652 BURKE STATION ROAD STREETSCAPE IMPROVEMENTS

CITY OF FAIRFAX  
FROM ROUTE 236 (MAIN STREET) TO STOUGHTON ROAD  
LENGTH 0.21 MILES (1,095 FEET)

TIER 1 PROJECT	
LOCALLY ADMINISTERED PROJECTS	
CITY OF FAIRFAX, VIRGINIA	
(SIGNATURE)	
WENDY SANFORD	
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	TITLE OF POSITION
(SIGNATURE)	
WENDY SANFORD	
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	TITLE OF POSITION
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR RIGHT OF WAY ACQUISITION	
DATE	DISTRICT ADMINISTRATOR
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION	
DATE	DISTRICT PLANNING AND INVESTMENT MANAGER
DATE	DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR CONSTRUCTION	
DATE	DISTRICT ADMINISTRATOR



VICINITY MAP  
SCALE: 1"=200'

### PROJECT DESCRIPTION

INSTALL CURB AND GUTTER, 5' GRASS STRIP, AND 5' CONCRETE SIDEWALK ALONG THE SOUTHBOUND LANE OF BURKE STATION ROAD. MILL AND OVERLAY BURKE STATION ROAD FROM MAIN STREET (RT 236) TO STOUGHTON ROAD.

BID ADDITIVE - MILL AND OVERLAY NORTHBOUND LANE OF BURKE STATION ROAD. MILL AND OVERLAY BURKE STATION ROAD FROM MAIN STREET (RT 236) TO STOUGHTON ROAD.

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COVER SHEET  
BURKE STATION ROAD  
STREETSCAPE IMPROVEMENTS  
CITY OF FAIRFAX  
VIRGINIA

PROJECT NUMBER



PLAN STATUS

04/05/16 FINAL SUBMISSION

10/17/16 CONTRACT DOCUMENT

DATE DESCRIPTION

SB DESIGN SB DRAWN SD CHKD

SCALE H: 1"=200'

V: N/A

JOB No. 6916-01-002

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**EXISTING UTILITIES**

THE UTILITY INFORMATION SHOWN ON THESE PLANS IS TAKEN FROM AVAILABLE RECORD AND IN SOME CASES INFORMATION PROVIDED BY AN UNDERGROUND UTILITY DESIGNATING AND LOCATING COMPANY. THIS DOES NOT GUARANTEE THAT THE UTILITY INFORMATION SHOWN ON THE PLANS IS COMPLETE OR ACCURATE. THE CONTRACTOR MUST VERIFY THE UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK AND FOR ANY DAMAGES WHICH OCCUR BY HIS FAILURE TO LOCATE OR PRESERVE THESE UNDERGROUND UTILITIES. IF DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHOULD ENCOUNTER UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE AND TAKE NECESSARY AND PROPER STEPS TO PROTECT THE FACILITY AND ASSURE THE CONTINUANCE OF SERVICE.

ALL EXISTING UNDERGROUND UTILITIES IN THE VICINITY OF PROPOSED IMPROVEMENTS/CONSTRUCTION SHALL BE MARKED IN THE FIELD BY MISS UTILITY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING THE FIELD MARKING OF UTILITIES WITH "MISS UTILITY".

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT EXISTING UTILITIES ARE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS WITHIN THE LIMITS OF CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS INDICATED ON THE CONSTRUCTION PLANS.

CONTRACTORS SHALL NOTIFY OPERATORS WHO MAINTAIN UNDERGROUND UTILITY LINES IN THE AREA OF PROPOSED CONSTRUCTION, EXCAVATION OR BLASTING AT LEAST 3 WORKING DAYS, BUT NOT MORE THAN 10 WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION IN ACCORDANCE WITH THE CODE OF THE CITY OF FAIRFAX. NAMES AND TELEPHONE NUMBERS OF THE VARIOUS OPERATORS OF UNDERGROUND UTILITY LINES IN THE CITY OF FAIRFAX APPEAR ON SHEET 2. THESE NUMBERS WILL ALSO BE USED TO SERVE EMERGENCY CONDITION NOTICE AS REQUIRED BY THE CODE OF THE CITY OF FAIRFAX.

THE CONTRACTOR SHALL CONTACT MISS UTILITY AT 1-800-552-7001, UTILITY COMPANY REPRESENTATIVES, PERFORM TEST PITS, REVIEW CURRENT TEST PIT DATA, AND WHATEVER OTHER OPERATIONS AVAILABLE TO INSURE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES IN THE AREA OF CONSTRUCTION.

**MISS UTILITY**

CALL "MISS UTILITY" AT 1-800-552-7001 OR DIAL 811, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF THE UTILITY COMPANY AND CITY OF FAIRFAX.

**GENERAL UTILITY NOTES**

COMPACTION OF BACKFILL IN UTILITY TRENCHES SHALL BE IN ACCORDANCE WITH CITY OF FAIRFAX AND/OR VDOT STANDARDS & SPECIFICATIONS.

ALL UTILITIES NOTED TO BE RELOCATED OR REMOVED SHALL BE AT THE DEVELOPERS EXPENSE, TO INCLUDE ALL POLES AND STRUCTURES AS REQUIRED. ALL POLES REQUIRED TO BE RELOCATED MUST BE MOVED PRIOR TO CONSTRUCTION.

ALL UTILITIES WHICH WILL BE PLACED UNDER EXISTING STREETS WILL BORED AND JACKED, UNLESS OTHERWISE ALLOWED IN WRITING BY JURISDICTION HAVING AUTHORITY OVER STREET.

EXISTING MANHOLE FRAMES AND COVERS AND VALVE BOXES AND COVERS SHALL BE ADJUSTED OR RECONSTRUCTED, AS NECESSARY, TO MATCH FINISHED GRADES.

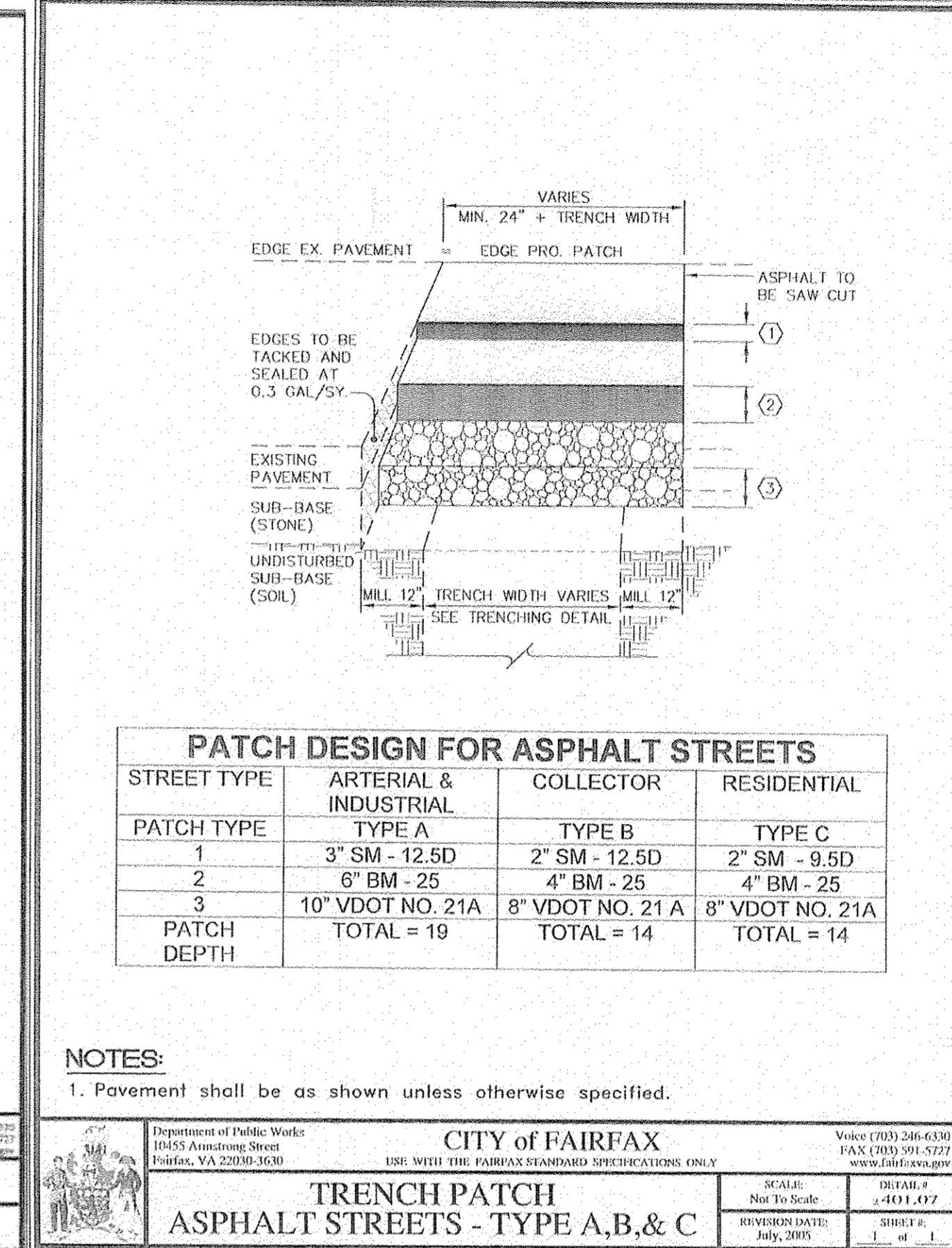
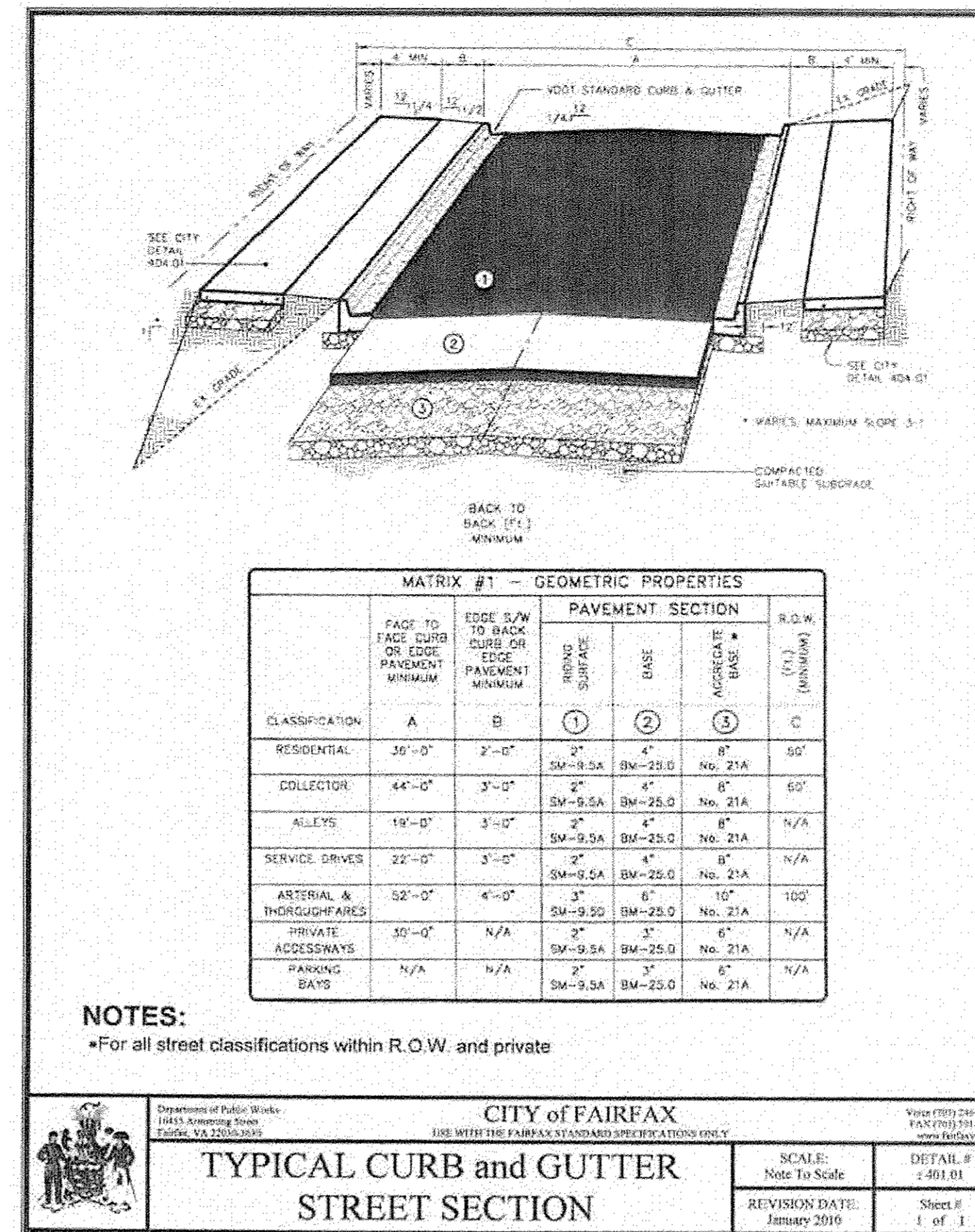
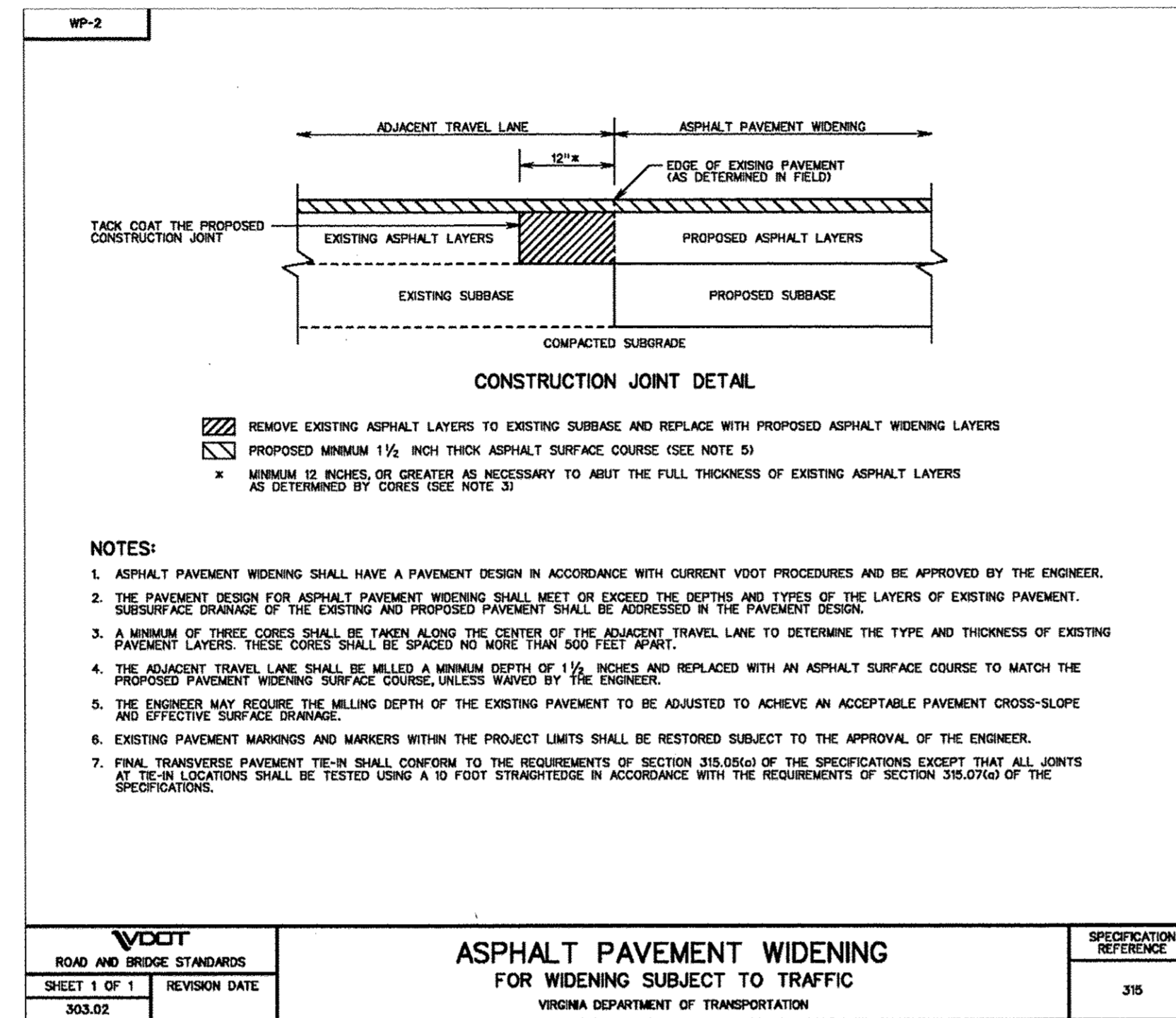
WHILE THIS PLAN MAY SHOW THE APPROXIMATE REALIGNMENT OF ELECTRIC, GAS, COMMUNICATIONS AND DATA LINES, DETAILED CONSTRUCTION DRAWINGS AND SPECIFICATIONS WILL BE GENERATED FOR THOSE IMPROVEMENTS BY RESPECTIVE UTILITY COMPANIES.

**PAVEMENT STRUCTURE AND CORING NOTE**

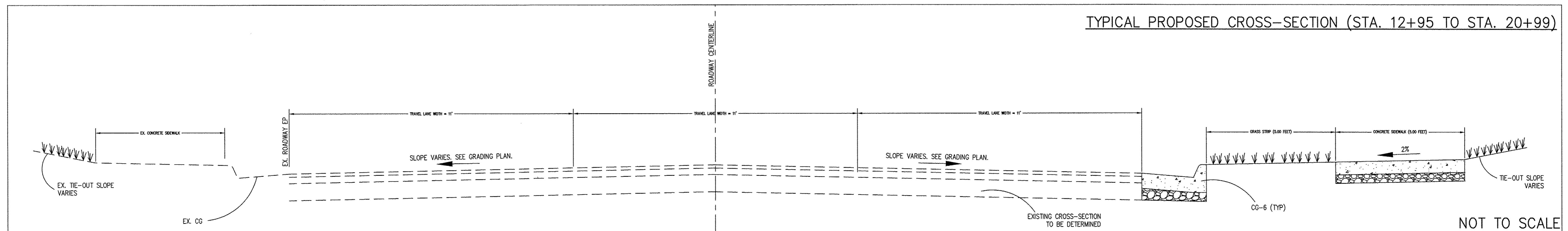
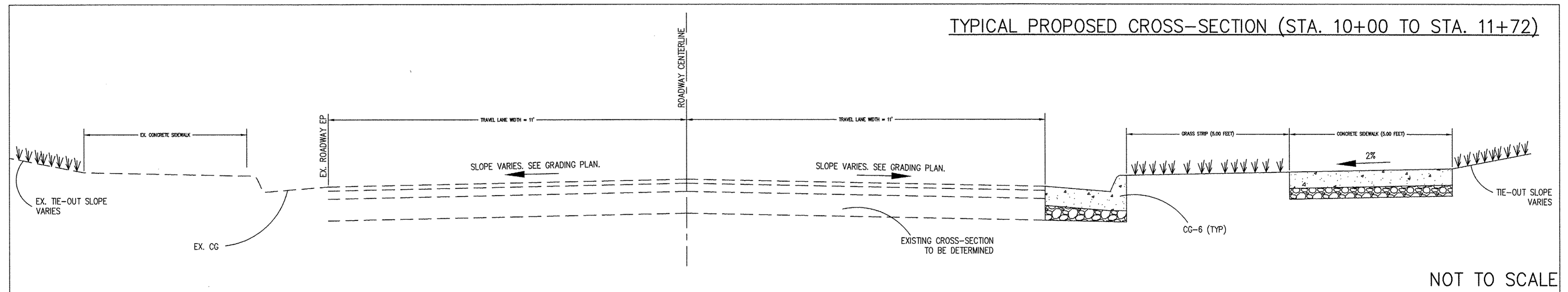
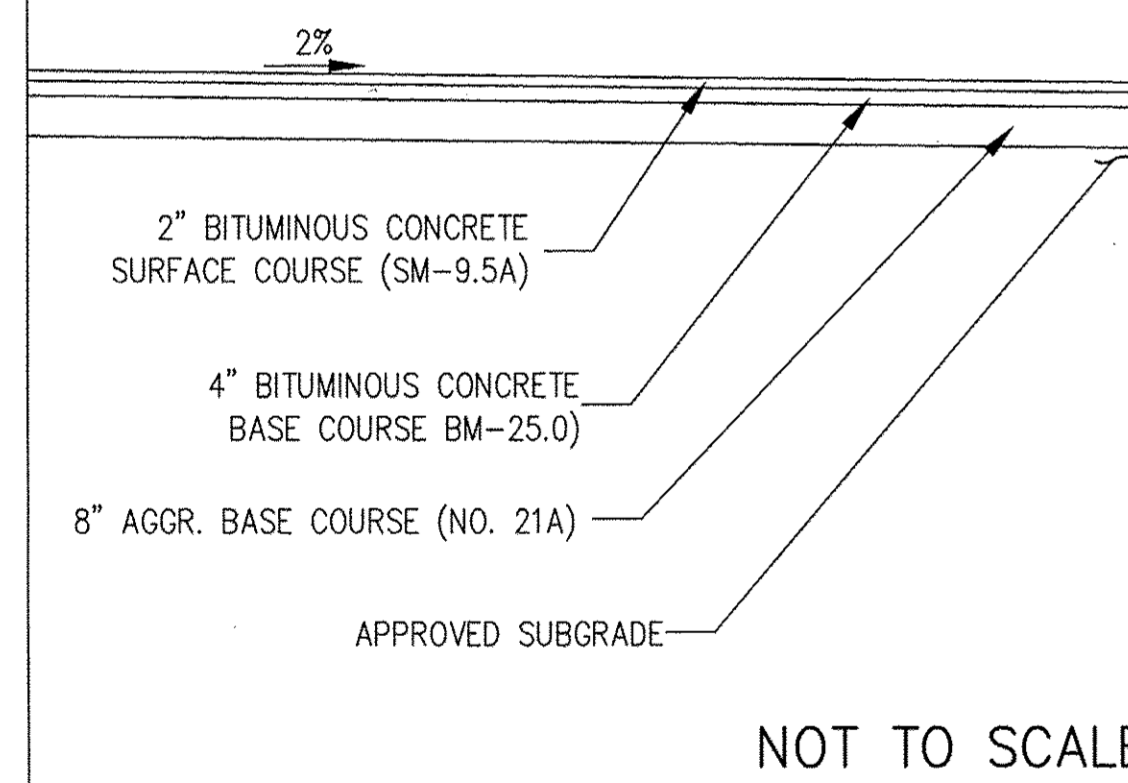
- PAVEMENT CORES OF THE EXISTING PAVEMENT WILL BE REQUIRED TO VERIFY THE EXISTING PAVEMENT STRUCTURE IN ORDER FOR THE ENGINEER TO DEVELOP APPROPRIATE PAVEMENT RECOMMENDATIONS.
- REFER TO VDOT SPECIFICATIONS FOR FREQUENCY AND TESTING REQUIREMENTS.
- ALL PAVEMENT AND SOIL BORING RESULTS MUST BE REPORTED TO THE ENGINEER TO ENSURE THAT THE APPROPRIATE PAVEMENT DESIGN IS RECOMMENDED.
- PROPOSED PAVEMENT CROSS-SECTION IS AS FOLLOWS (COLLECTOR ROAD):
  - 2.0" BITUMINOUS CONCRETE SURFACE MIX (SM-9.5A)
  - 4.0" BITUMINOUS CONCRETE BASE MIX (BM-25.0)
  - 8.0" AGGR. BASE (NO. 21A)
  - APPROVED SUB-BASE PER VDOT SPECIFICATIONS

CONTRACTOR TO MILL TO A DEPTH OF NO LESS THAN 1 1/2" AND RESURFACE PER VDOT AND CITY OF FAIRFAX STANDARDS AND SPECIFICATIONS USING BITUMINOUS CONCRETE SURFACE MIX (SM-9.5A) TO MATCH EXISTING SURFACE ELEVATION AND SLOPE.

\*\*FINAL PAVEMENT CROSS-SECTION SHALL BE AT A MINIMUM EQUAL TO THE EXISTING PAVEMENT CROSS-SECTION.\*\*



**COLLECTOR ROAD PAVEMENT CROSS-SECTION**

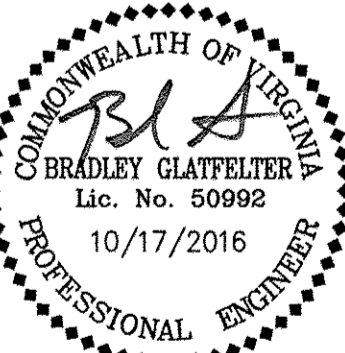


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UTILITY NOTES AND TYPICAL ROAD SECTIONS  
BURKE STATION ROAD  
STREETSCAPE IMPROVEMENTS  
VIRGINIA  
CITY OF FAIRFAX

PROJECT NUMBER



PLAN STATUS

04/05/16 FINAL SUBMISSION  
10/17/16 CONTRACT DOCUMENT

DATE DESCRIPTION

SB SB SD  
DESIGN DRAWN CHKD

SCALE H: N/A  
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SHEET 3 OF 63

STORM SEWER

- ① STORM MANHOLE  
TOP = 400.78  
15" RCP INV. IN = 392.73 (FROM N.W.)  
18" RCP INV. IN = 387.98 (FROM S.E.)  
48" RCP INV. IN = 387.18 (FROM STR 2)  
48" RCP INV. OUT = 385.78 (TO N.E.)
- ② GRATE INLET  
TOP = 400.60  
15" RCP INV. IN = 397.30 (FROM STR 5)  
15" RCP INV. IN = 395.80 (FROM STR 3)  
48" RCP INV. IN = 392.90 (FROM STR 6)  
48" RCP INV. OUT = 392.30 (TO STR 1)
- ③ CURB DROP INLET  
TOP = 401.44  
12" RCP INV. IN = 397.14 (FROM STR 4)  
15" RCP INV. OUT = 396.44 (TO STR 2) \*\*\*\* APPROX. 10' TO ANGLE POINT\*\*\*\*
- ④ GRATE INLET  
TOP = 400.35  
12" RCP INV. OUT = 397.35 (TO STR 3)
- ⑤ STORM MANHOLE  
TOP = 413.90  
15" CMP INV. IN = 411.15 (FROM WEST.)  
15" RCP INV. OUT = 408.70 (TO STR 2)
- ⑥ STORM MANHOLE  
TOP = 401.02  
18" RCP INV. IN = 396.22 (FROM STR 7)  
24" RCP INV. IN = 395.52 (FROM STR 9)  
24" RCP INV. IN = 396.62 (FROM STR 8)  
48" RCP INV. OUT = 394.02 (TO STR 2)
- ⑦ CURB DROP INLET  
TOP = 410.98  
24" RCP (PIPE IS HALF FULL OF CONG. SLAG.)  
INV. IN (TOP OF SLAG) = 407.28 (FROM WEST)  
18" RCP INV. OUT = 406.78 (TO STR 6)  
(PIPE SIZES WERE FIELD VERIFIED)
- ⑧ GRATE INLET  
TOP = 408.11  
18" CMP INV. IN = 405.46 (FROM S.E.)  
24" RCP INV. OUT = 405.36 (TO STR 6)
- ⑨ CURB DROP INLET  
TOP = 400.71  
12" RCP INV. IN = 396.81 (FROM STR 10)  
24" RCP INV. IN = 396.36 (FROM STR 11)  
24" RCP INV. OUT = 396.01 (TO STR 6)
- ⑩ CURB DROP INLET  
TOP = 400.27  
12" RCP INV. OUT = 396.97 (TO STR 9)
- ⑪ GRATE INLET  
TOP = 399.90  
15" CMP INV. IN = 397.00 (FROM STR 12)  
24" RCP INV. IN = 397.00 (FROM STR 15)  
24" RCP INV. OUT = 396.90 (TO STR 9)
- ⑫ STORM MANHOLE  
TOP = 401.04  
3.2"W X 0.6'T COVERED CONCRETE CHANNEL INV. IN = 398.34 (FROM STR 13)  
15" CMP INV. IN = 397.79 (FROM STR 14)  
15" CMP INV. OUT = 397.69 (TO STR 11)
- ⑬ CURB DROP INLET  
TOP = 401.71  
3.2"W X 0.6'T COVERED CONCRETE CHANNEL INV. OUT = 399.06 (TO STR 12)
- ⑭ 15" CMP INV. OUT = 403.59 (TO STR 12)
- ⑮ GRATE INLET  
TOP = 400.03  
1.16"W X 1.92'T ELLIPTICAL RCP INV. IN = 397.78 (FROM STR 16)  
1.16"W X 1.92'T ELLIPTICAL RCP INV. IN = 397.48 (FROM STR 17)  
24" RCP INV. OUT = 397.23 (TO STR 11)
- ⑯ STORM MANHOLE  
TOP = 404.29  
15" HDPE INV. IN = 402.54 (FROM S.E.)  
15" RCP INV. IN = 400.24 (FROM EAST)  
2.3"W X 1.5'T COVERED CONCRETE CHANNEL INV. IN = 400.64 (FROM NORTH)  
1.16"W X 1.92'T ELLIPTICAL RCP INV. OUT = 400.04 (TO STR 15)
- ⑰ CURB DROP INLET  
TOP = 401.04  
15" RCP INV. IN = 398.64 (FROM STR 18)  
1.16"W X 1.92'T-ELLIPTICAL RCP INV. OUT = 398.54 (TO STR 15)

(CONTINUED ON PAGE 2)

STORM SEWER  
(CONTINUED)

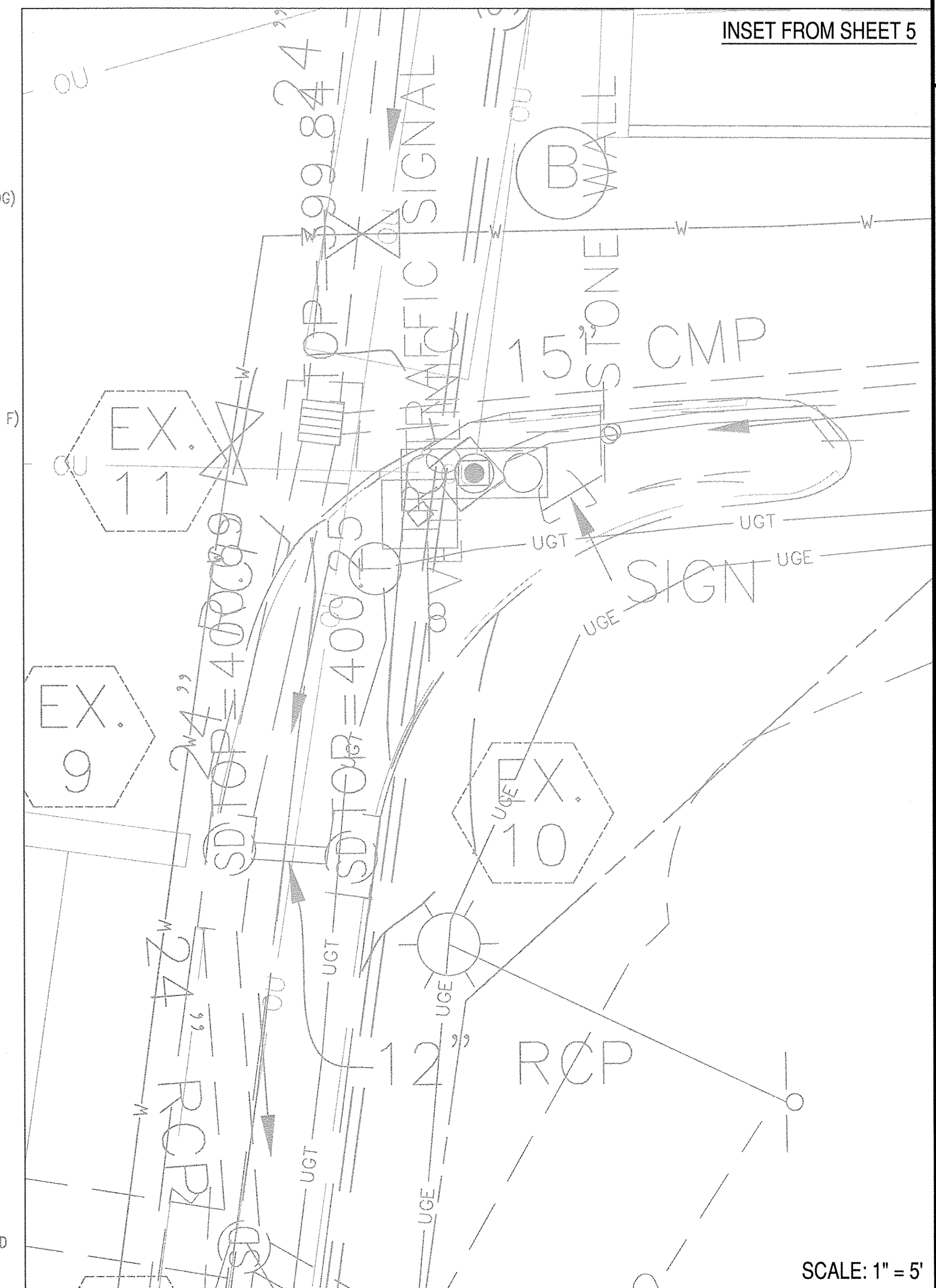
- ⑱ STORM MANHOLE  
TOP = 404.10  
6" PVC INV. IN = 401.80 (FROM STR 19) \*\*\*\*0.5' TO ANGLE POINT\*\*\*\*  
15" RCP INV. IN = 401.05 (FROM 20)  
15" RCP INV. OUT = 400.90 (TO STR 17)
- ⑲ STORM VAULT  
TOP = 405.64  
(3) 3" CLAY INV. IN = 404.24 (FROM EAST)  
6" PVC INV. OUT = 403.44 (TO STR 18)
- ⑳ CURB DROP INLET  
TOP = 406.39  
15" RCP INV. IN = 401.54 (FROM STR 21)  
15" RCP INV. OUT = 401.34 (TO STR 18)
- ㉑ CURB DROP INLET  
TOP = 411.18  
15" HDPE INV. IN = 408.68 (ORIGIN NOT FOUND, PIPE CHANGES TO 12" CMP 5' FROM STR)  
15" CMP INV. IN = 406.68 (FROM STR 22)  
15" RCP INV. OUT = 405.68 (TO STR 20)
- ㉒ GRATE INLET  
TOP = 414.43  
15" CMP INV. OUT = 412.08 (TO STR 21)
- ㉓ STORM MANHOLE  
TOP = 402.57  
15" RCP INV. IN = 397.02 (FROM STR 24)  
1.33"W X 1.00'T ELLIPTICAL CMP INV. IN = 400.32 (FROM N.E.)  
18" RCP INV. OUT = 397.02 (TO WEST)
- ㉔ CURB DROP INLET  
TOP = 403.28  
15" RCP INV. IN = 397.03 (FROM STR 25)  
15" RCP INV. OUT = 396.93 (TO STR 23)  
(STRUCTURE IS SURCHARGED)
- ㉕ GRATE INLET  
TOP = 399.63  
15" RCP INV. OUT = 397.33 (TO STR 24)
- ㉖ 12" CMP INV. OUT = 413.83 (FROM INV. 27)
- ㉗ 12" CMP INV. IN = 414.98 (TO INV. 26)
- ㉘ YARD DRAIN INLET  
TOP = 418.84  
18" RCP INV. IN = 416.34 (FROM STR 29)  
2.25"W X 0.75'T SLOT INV. IN = 417.64 (FROM SOUTH)  
1.84"W X 1.33'T SLOT INV. OUT = 416.24 (TO NORTH)
- ㉙ STORM MANHOLE  
TOP = 420.13  
18" RCP INV. IN = 417.08 (FROM STR 30)  
18" RCP INV. IN = 417.03 (FROM STR 31)  
18" RCP INV. OUT = 416.98 (TO STR 28)
- ㉚ CURB DROP INLET  
TOP = 420.65  
18" RCP INV. OUT = 417.35 (TO STR 29)
- ㉛ STORM MANHOLE  
TOP = 428.90  
18" RCP INV. IN = 421.70 (FROM STR 32)  
18" RCP INV. OUT = 421.60 (TO STR 30)
- ㉜ STORM MANHOLE  
TOP = 429.24  
18" RCP INV. IN = 422.44 (FROM STR 33)  
18" RCP INV. OUT = 422.34 (TO STR 31)
- ㉝ STORM MANHOLE  
TOP = 436.36  
15" RCP INV. IN = 428.76 (FROM STR 34)  
18" RCP INV. IN = 426.96 (FROM STR 35)  
18" RCP INV. OUT = 427.06 (TO STR 31)  
(STRUCTURE IS SURCHARGED - REVERSE FLOW VERIFIED)
- ㉞ CURB DROP INLET  
TOP = 439.55  
18" RCP INV. OUT = 429.75 (TO STR 33)
- ㉟ CURB DROP INLET  
TOP = 438.27  
15" RCP INV. IN = 433.27 (FROM STR 36)  
72" RCP INV. IN = 428.47 (FROM EAST)  
18" RCP INV. OUT = 428.07 (TO STR 33)
- ㊱ CURB DROP INLET  
TOP = 437.99  
15" RCP INV. OUT = 433.64 (TO STR 35)

STANDARD LEGEND

EXISTING	DESCRIPTION	PROPOSED	EXISTING	DESCRIPTION	PROPOSED	EXISTING	DESCRIPTION	PROPOSED
	INDEX CONTOUR			WATER VALVE			TREE	
	INTERMEDIATE CONTOUR			REDUCER			BENCHMARK	
	EDGE OF PAVEMENT			SANITARY SEWER			ASPHALT TRAIL	
	CURB AND GUTTER			STORM SEWER			CONCRETE SIDEWALK	
	HEADER CURB			CABLE TV			END WALLS	
	PROPERTY LINE			ELECTRIC SERVICE			END SECTIONS	
	DEPARTING PROPERTY LINE			TELEPHONE SERVICE			STOP SIGN	
	LOT LINE			GAS LINE			STREET SIGN	
	RIGHT-OF-WAY			SPOT ELEVATION			OVERHEAD ELECTRIC	
	CENTERLINE			UTILITY POLE			OVERHEAD TELEPHONE	
	FLOOD PLAN			SIGN			RIP RAP	
	CLEARING AND GRADING			SANITARY SEWER IDENTIFIER			HANDICAP RAMP	
	TREE LINE			STORM DRAIN IDENTIFIER			MAILBOX	
	FLOW LINE OF SWALE			EASEMENT IDENTIFIER				
	STREAM			WATER METER				
	OVERLAND RELIEF PATHWAY			FIRE HYDRANT				
	FENCE LINE			STREET LIGHT				
	EASEMENT			VEHICLES PER DAY (TRAFFIC COUNT)				
	WATER LINE			TEST PIT LOCATION (RECOMMENDED/REQUIRED)				

SANITARY SEWER

- A SANITARY MANHOLE  
TOP = 401.88  
8" DIP INV. IN = 389.73 (FROM STR B)  
8" DIP INV. OUT = 389.68 (TO NORTH)
- B SANITARY MANHOLE  
TOP = 400.55  
8" DIP INV. IN = 391.40 (FROM STR C)  
8" DIP INV. IN = 391.25 (FROM STR D)  
8" DIP INV. IN = 391.15 (FROM STR E)  
8" DIP INV. OUT = 391.10 (TO STR A)
- C SANITARY MANHOLE  
TOP = 408.67  
4" PVC INV. IN (DROP PIPE @ TOP)= 403.17 (FROM BLDG)  
4" PVC INV. IN (DROP PIPE @ BOTTOM)= 398.07  
8" DIP INV. IN = 397.62 (FROM WEST)  
8" DIP INV. OUT = 397.57 (TO STR B)
- D SANITARY MANHOLE  
TOP = 414.61  
8" DIP INV. IN = 402.51 (FROM EAST)  
8" DIP INV. OUT = 402.41 (TO STR B)
- E SANITARY MANHOLE  
TOP = 409.38  
8" DIP INV. IN (DROP PIPE @ TOP)= 400.48 (FROM STR F)  
8" DIP INV. IN (DROP PIPE @ BOTTOM)= 398.03  
8" DIP INV. OUT = 397.63 (TO STR B)
- F SANITARY MANHOLE  
TOP = 425.82  
8" DIP INV. IN = 415.67 (FROM STR G)  
8" DIP INV. OUT = 415.57 (TO STR E)
- G SANITARY MANHOLE  
TOP = 437.33  
8" PVC INV. IN = 426.23 (FROM STR H)  
8" DIP INV. IN = 426.18 (FROM STR I)  
8" DIP INV. OUT = 426.13 (TO STR F)
- H SANITARY MANHOLE  
TOP = 440.73  
8" PVC INV. IN = 426.88 (FROM STR EAST)  
8" PVC INV. OUT = 426.78 (TO STR G)
- I SANITARY MANHOLE  
TOP = 440.83  
8" DIP INV. IN = 430.58 (FROM STR J)  
8" DIP INV. OUT = 430.48 (TO STR G)
- J SANITARY MANHOLE  
TOP = 450.81  
8" DIP INV. IN = 440.71 (FROM STR K)  
8" DIP INV. OUT = 440.66 (TO STR I)
- K SANITARY MANHOLE  
TOP = 452.90  
8" PVC INV. IN = 441.60 (FROM STR L)  
8" DIP INV. IN = 441.55 (FROM STR M)  
8" DIP INV. OUT = 441.45 (TO STR J)
- L SANITARY MANHOLE  
TOP = 447.97  
4" INV. IN = 444.52 (FROM N.E.) TYPE UNKNOWN  
6" DIP INV. IN = 444.62 (FROM S.E.)  
8" PVC INV. OUT = 444.42 (TO STR K)
- M SANITARY MANHOLE  
TOP = 455.43  
4" DIP INV. IN = 445.33 (FROM BLDG)  
4" DIP INV. IN = 445.23 (FROM S.E.) ORIGIN NOT FOUND  
8" DIP INV. OUT = 444.98 (TO STR K)



SCALE: 1" = 5'

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CONSULTING GROUP, INC.

Bowman Consulting Group, Ltd.  
14020 Thunderbolt Place  
Suite 300  
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Fax: (703) 481-9720  
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STANDARD LEGEND & EXISTING UTILITIES TABULATIONS  
BURKE STATION ROAD  
STREETSCAPE IMPROVEMENTS  
CITY OF FAIRFAX  
VIRGINIA

PROJECT NUMBER

COMMONWEALTH OF VIRGINIA  
BRADLEY GLATFELTER  
Lic. No. 50892  
10/17/2016  
PROFESSIONAL ENGINEER

PLAN STATUS

04/05/16 FINAL SUBMISSION  
10/17/16 CONTRACT DOCUMENT

DATE DESCRIPTION

SB SB SD  
DESIGN DRAWN CHKD

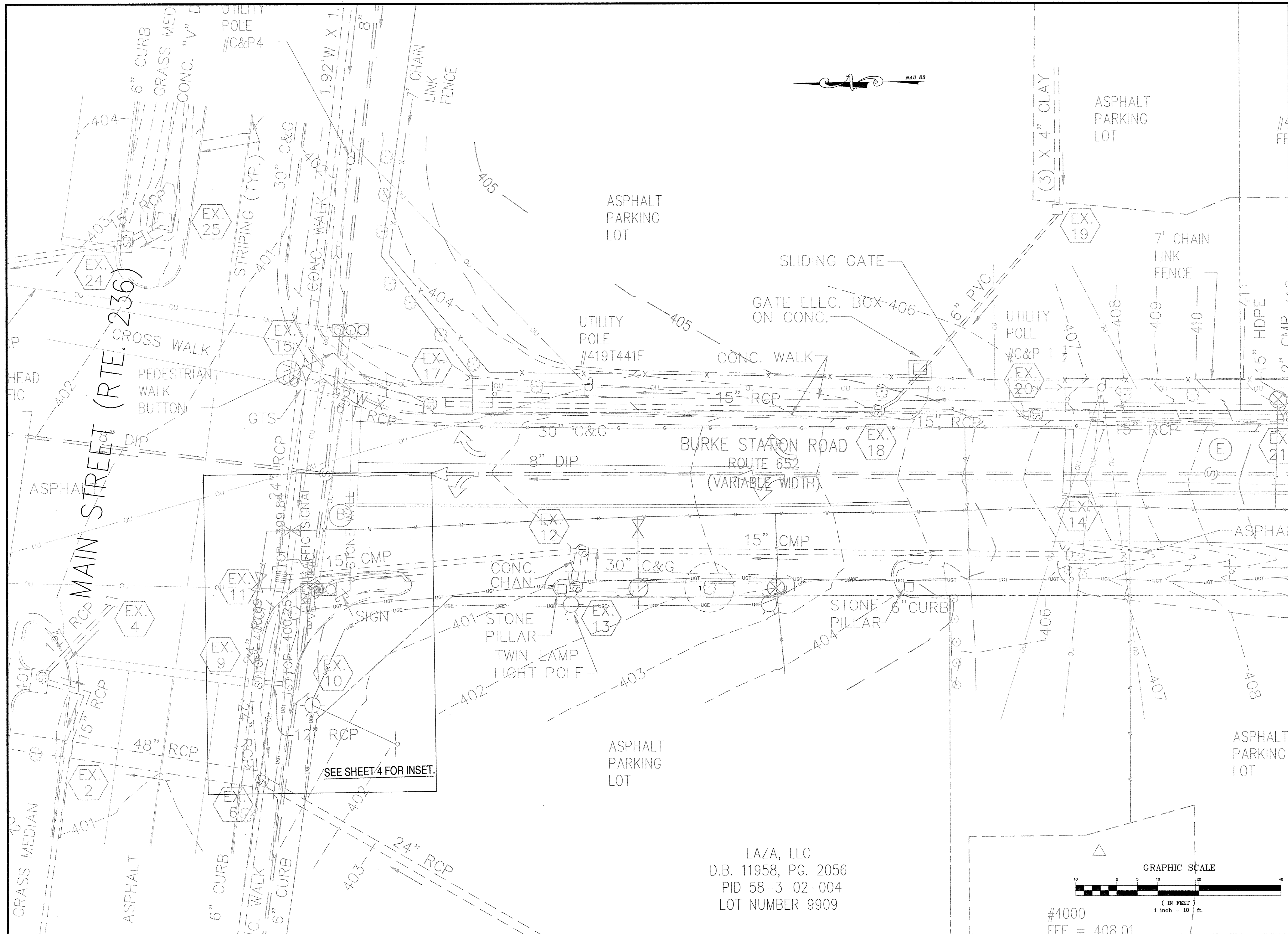
SCALE H: 1"=10'  
V: N/A

JOB No. 6916-01-002

DATE: JUNE 2015

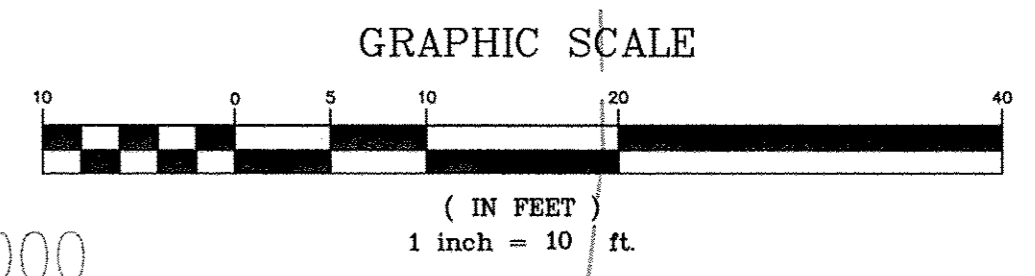
FILE No. 6916-D-CP-002

SHEET 4 OF 63



SEE SHEET 4 FOR INSET.

LAZA, LLC  
 D.B. 11958, PG. 2056  
 PID 58-3-02-004  
 LOT NUMBER 9909



#4000  
 EEE = 408.01

MATCHLINE - SEE SHEET 6

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EXISTING CONDITIONS (1 OF 4)  
**BURKE STATION ROAD**  
**STREETSCAPE IMPROVEMENTS**  
 CITY OF FAIRFAX  
 VIRGINIA

PROJECT NUMBER  
  
 BRADLEY GLATFELTER  
 Lic. No. 50892  
 10/17/2016  
 PROFESSIONAL ENGINEER

PLAN STATUS  
 04/05/16 FINAL SUBMISSION  
 10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB	SB SD
DESIGN	DRAWN CHKD
SCALE	H: 1"=10' V: N/A
JOB No.	6916-01-002
DATE	JUNE 2015
FILE No.	6916-D-CP-002

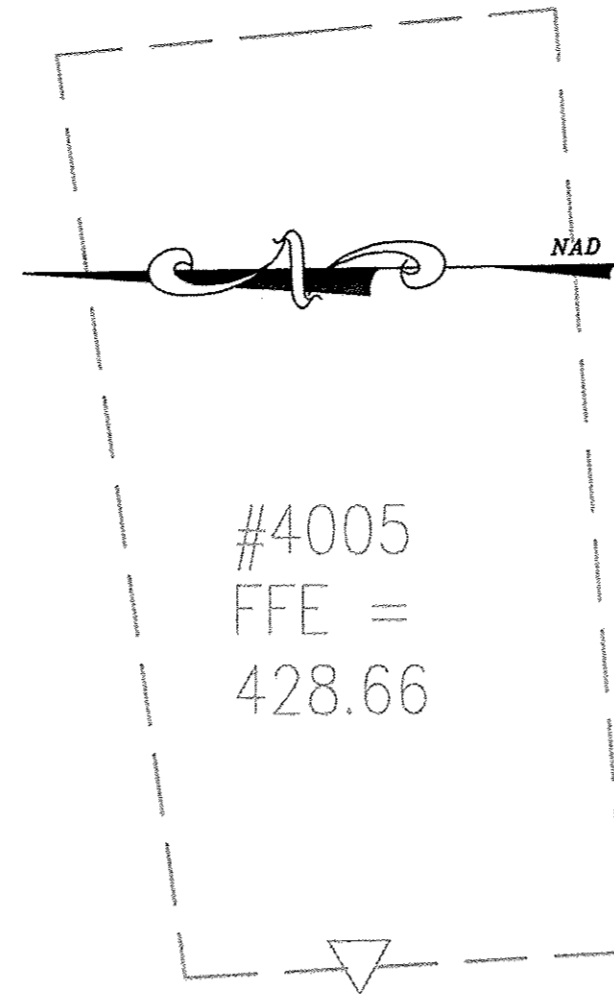
SHEET 5 OF 63

HOLLY PARK  
LIBER 0-9, PG. 90

LIBER 0-9, PG. 90

ANDREA CAMILLE BOYETTE SMITH  
D.B. 8772, PG. 914  
PID 58-3-06-002-A  
A PORTION OF LOT 2  
HOLLY PARK  
LIBER 0-9, PG. 90

PID 58-3-16  
LOT 1  
RIDGECREST  
D.B. 7734, PG.



UTILITY POLE  
W/ 3  
TRANS  
#BG85

ASPHALT  
PARKING  
LOT

UTILITY  
POLE  
#BG94

BRICK WALL  
ASPHALT  
D/W

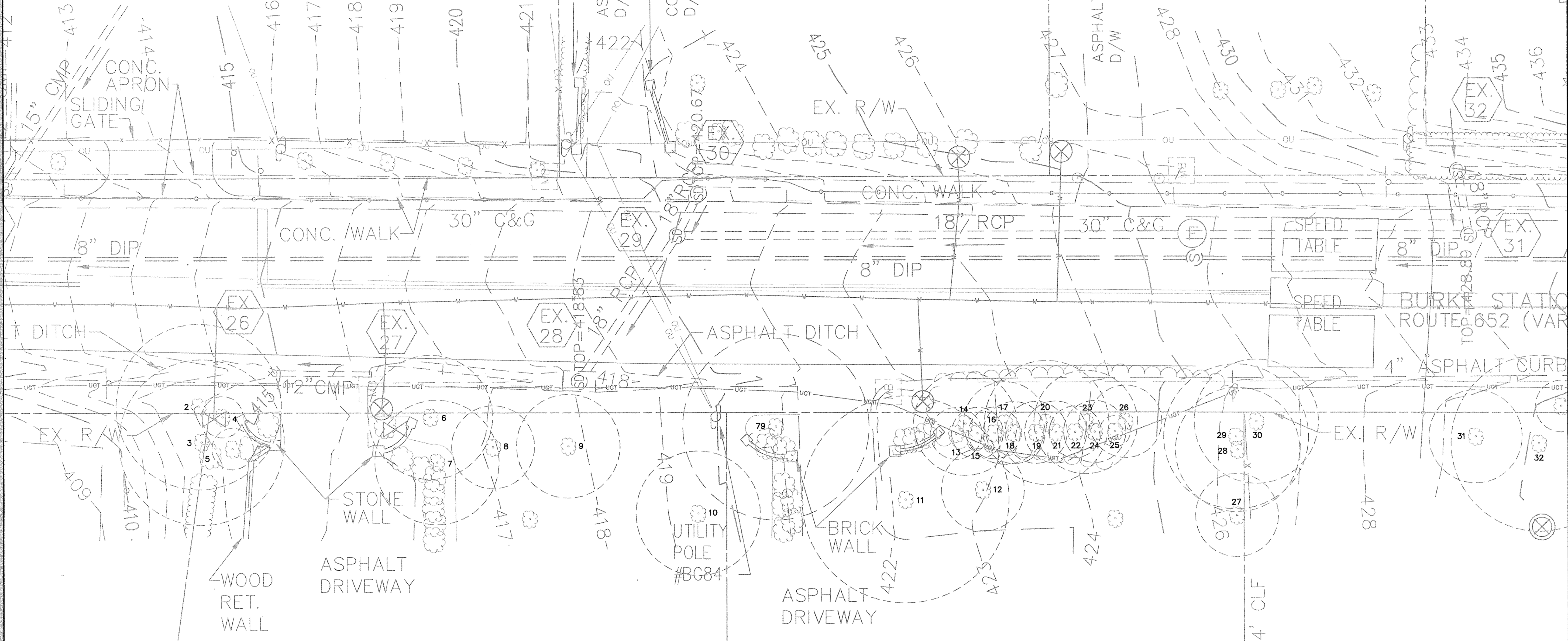
BRICK WALL  
CONC.  
D/W

UTILITY  
POLE  
NO #

001  
E = 413.32

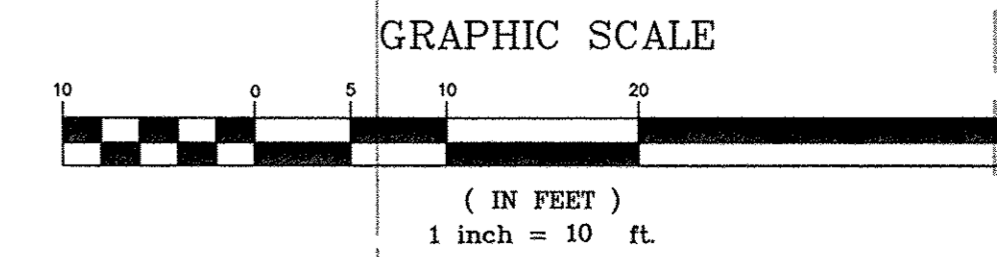
MATCHLINE-SEE SHEET 5

MATCHLINE-SEE SHEET 7



#4004  
FFE = 418.34

#4008  
FFE = 431.83

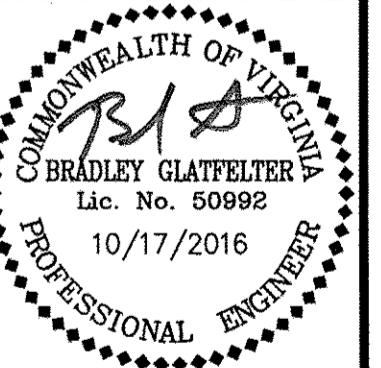


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EXISTING CONDITIONS (2 OF 4)  
**BURKE STATION ROAD  
STREETSCAPE IMPROVEMENTS**  
CITY OF FAIRFAX  
VIRGINIA

PROJECT NUMBER



PLAN STATUS  
04/05/16 FINAL SUBMISSION  
10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB	SD
DESIGN	DRAWN
SCALE	H: 1"=10' V: N/A
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	

SHEET 6 OF 63

58-3-16-001

LOT 1  
RIDGECREST  
D.B. 7734, PG. 873

TAN Q. NGUYEN AND  
TRINH H. LIEU  
D.B. 9680, PG. 569  
PID 58-3-16-017

LOT 17  
RIDGECREST  
D.B. 7734, PG. 873

D.B.

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EXISTING CONDITIONS (3 OF 4)  
**BURKE STATION ROAD**  
**STREETSCAPE IMPROVEMENTS**  
CITY OF FAIRFAX  
VIRGINIA

PROJECT NUMBER  
COMMONWEALTH OF VIRGINIA  
BRADLEY GLATFELTER  
Lic. No. 50992  
10/17/2016  
PROFESSIONAL ENGINEER

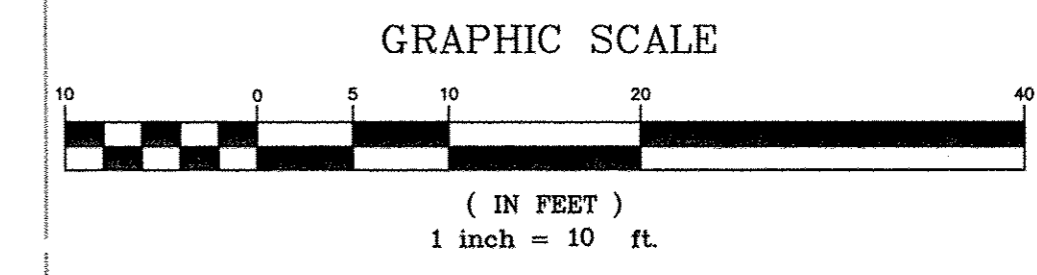
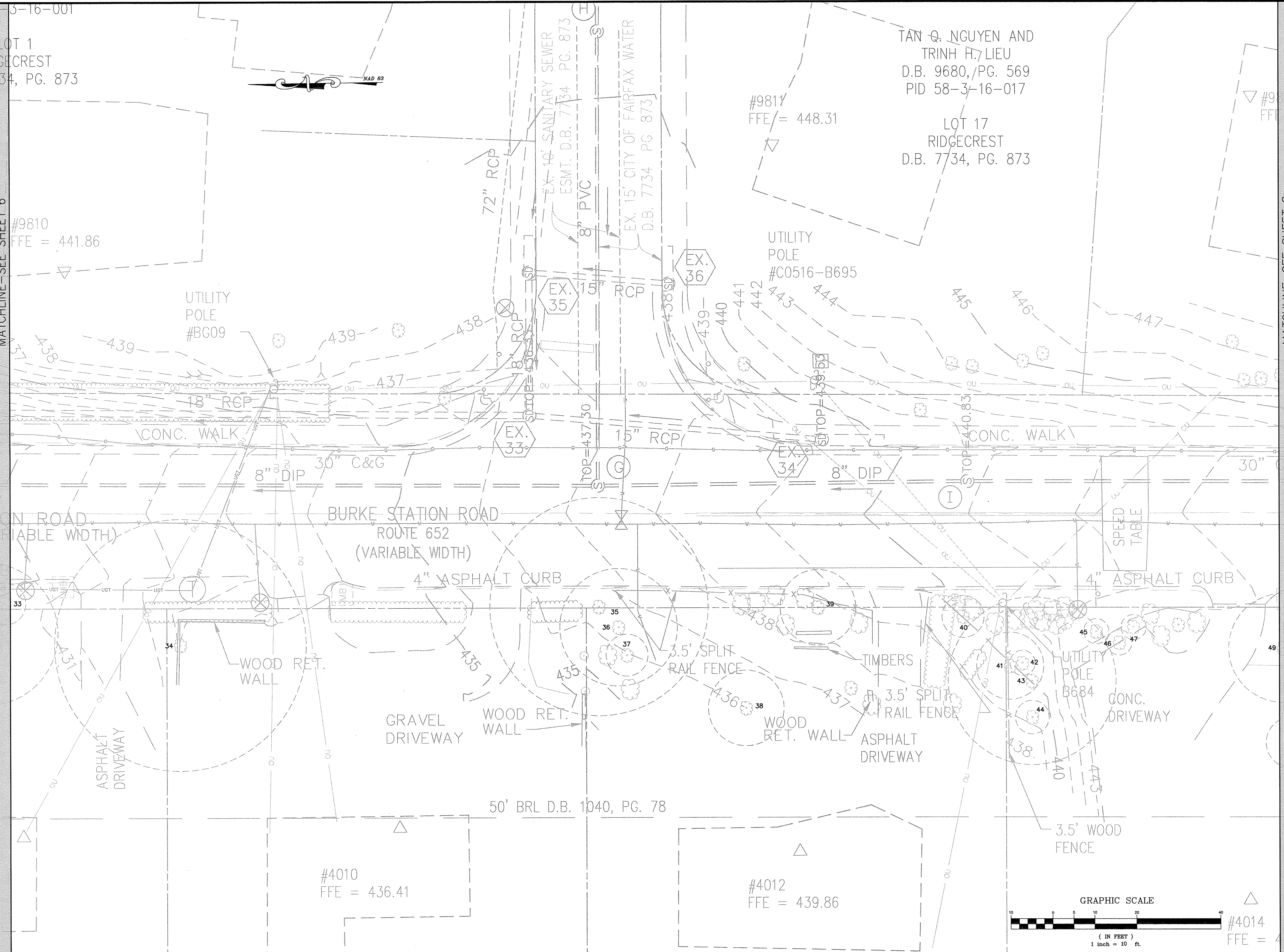
PLAN STATUS  
04/05/16 FINAL SUBMISSION  
10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB DESIGN	SB DRAWN
SD	CHKD
SCALE	H: 1"=10' V: N/A
JOB No.	6916-01-002
DATE	JUNE 2015
FILE No.	6916-D-CP-002

SHEET 7 OF 63

MATCHLINE - SEE SHEET 6

MATCHLINE - SEE SHEET 8



RIDGECREST  
D.B. 7734, PG. 873

PARCEL B  
RIDGECREST  
D.B. 7734, PG. 873

KIRKWOOD SUBDIVISION  
D.B. 9681, PG. 553

KIRKWOOD HOMEOWNERS  
ASSOCIATION, INC.  
D.B. 9681, PG. 640  
PID 58-3-18-00A

PARCEL A  
KIRKWOOD SUBDIVISION  
D.B. 9681, PG. 553

D.B. 96  
PID 58  
PA  
KIRKWOOD  
D.B. 96



ELECTRIC METER ON POST

UTILITY  
POLE  
#C0516-BF92

UTILITY  
POLE  
#C0516-BF91

3' WOOD  
FENCE

3' WOOD  
FENCE

UTILITY  
POLE  
#C0516-BE82

EX. R/W

CONC. WALK

TOP = 450.82

TOP = 452.89

8" DIP

8" DIP

8" DIP

4" ASPHALT CURB

4' CHAIN LINK  
FENCE

BRICK  
PILLARS

ASPHALT  
DRIVEWAY

3.5' WOOD  
FENCE

UTILITY  
POLE  
#C0516-BE88

#4016  
FFE = 448.79

GRAPHIC SCALE



( IN FEET )  
1 inch = 10 ft.

MATCHLINE - SEE SHEET 7

#9809  
= 452.31

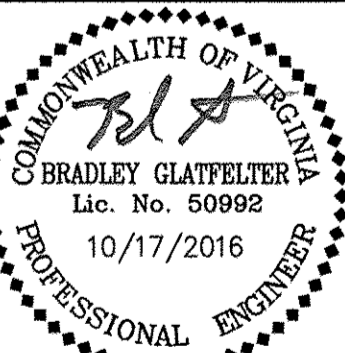
49

45.99

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EXISTING CONDITIONS (4 OF 4)  
**BURKE STATION ROAD  
STREETSCAPE IMPROVEMENTS**  
CITY OF FAIRFAX  
VIRGINIA

PROJECT NUMBER



PLAN STATUS

04/05/16 FINAL SUBMISSION  
10/17/16 CONTRACT DOCUMENT

DATE DESCRIPTION

SB SB SD  
DESIGN DRAWN CHKD

SCALE H: 1"=10'  
V: N/A

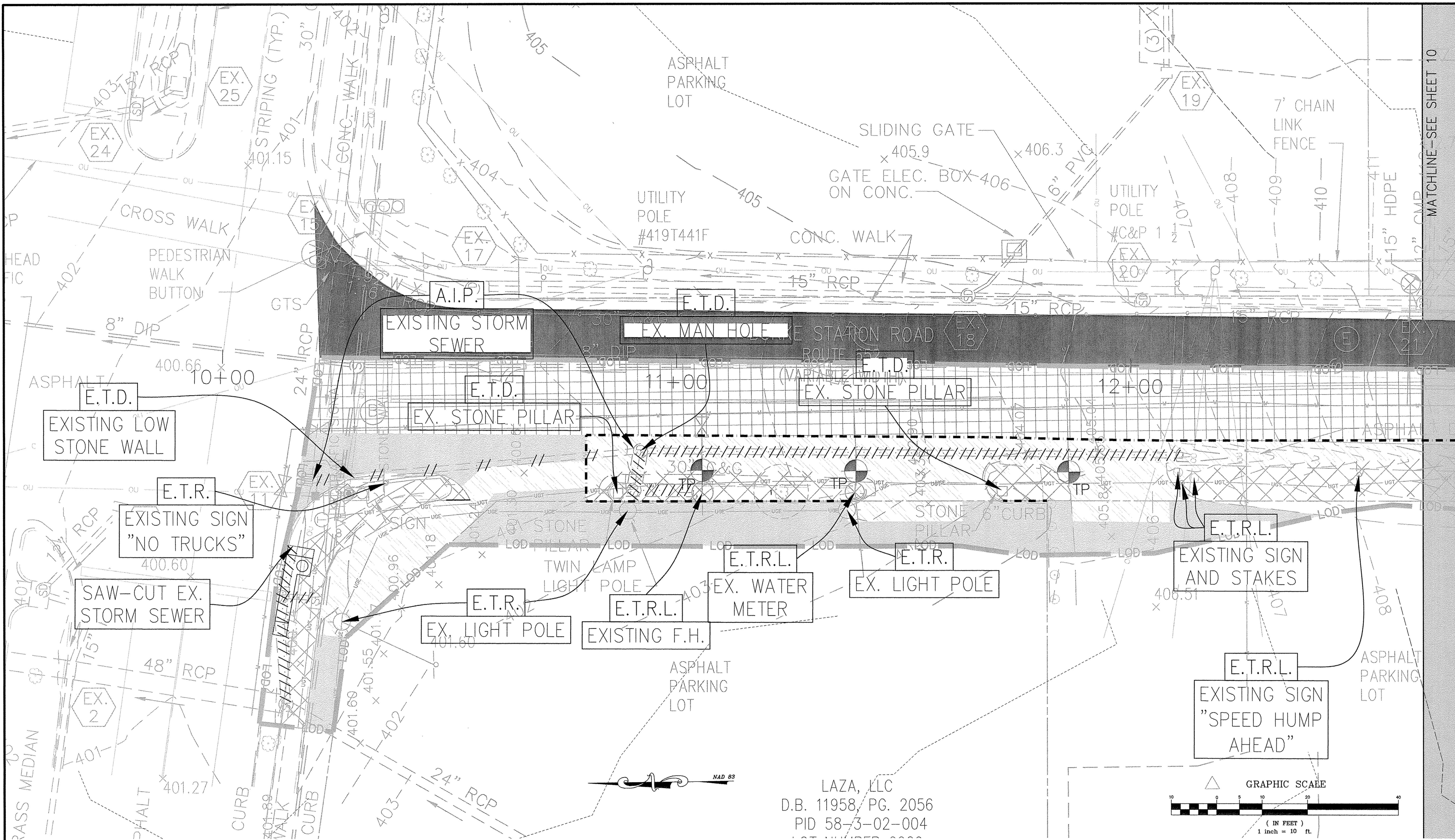
JOB No. 6916-01-002

DATE : JUNE 2015

FILE No. 6916-D-CP-002

SHEET 8 OF 63





MATCHLINE—SEE SHEET 10

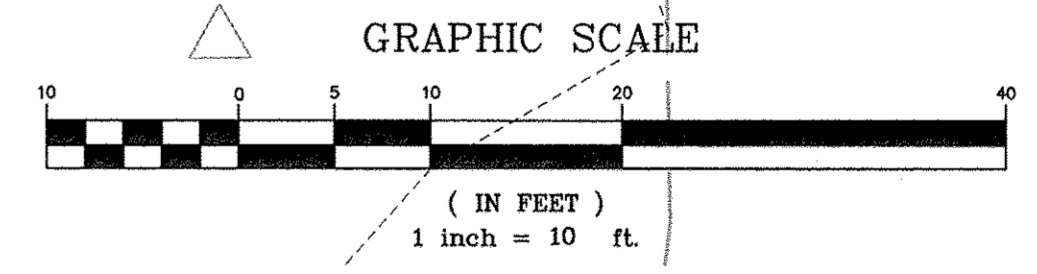
### LEGEND

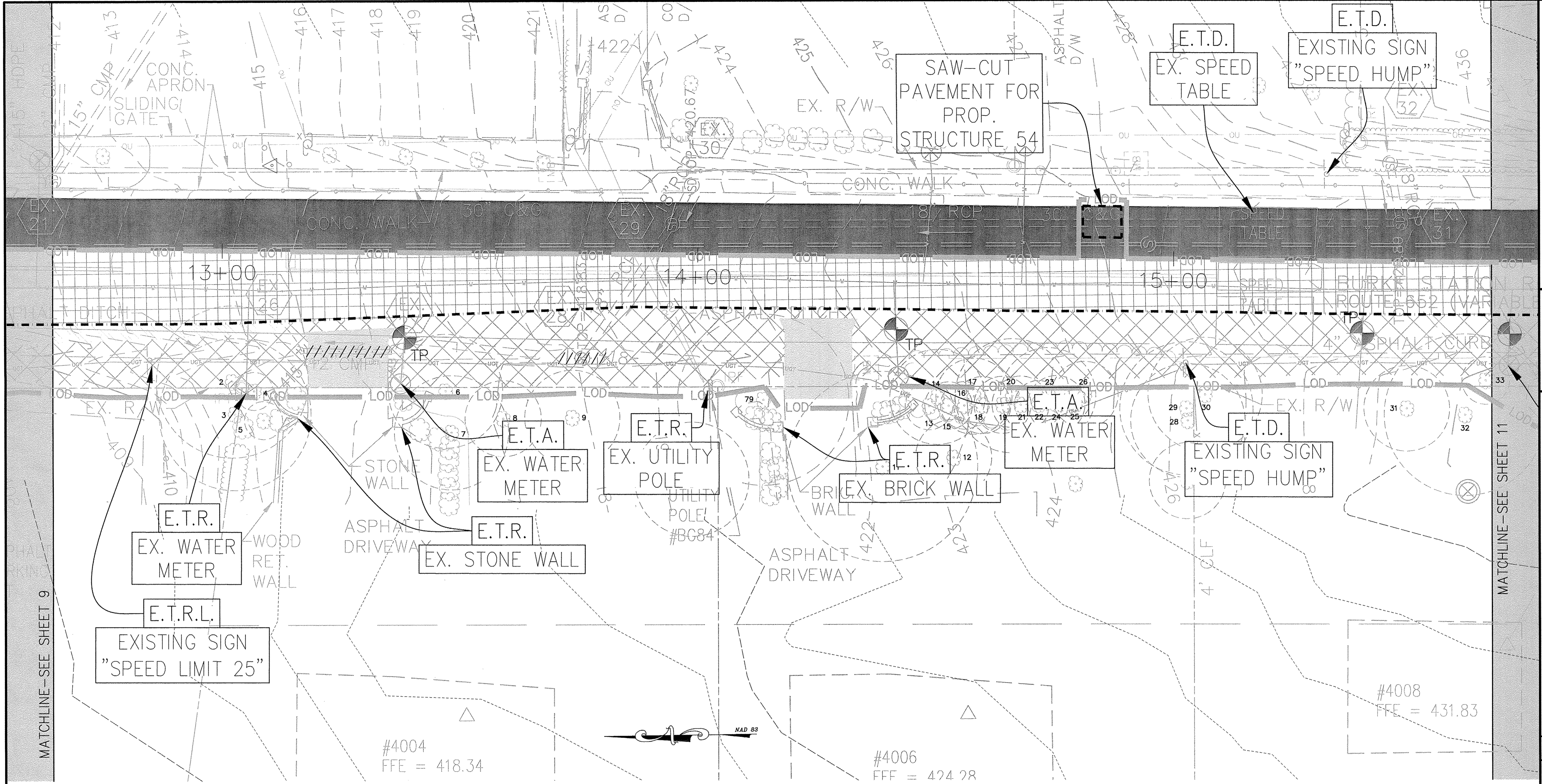
- |  |   |  |  |
|--|---|--|--|
|  | TEST PIT REQUIRED (EXACT LOCATION)        |  | LIMITS OF DISTURBANCE  |
|  | EXISTING TO BE ABANDONED IN PLACE         |  | EXISTING TREES TO BE REMOVED (SEE TREE REMOVAL PLAN ON SHEETS 52 TO 55)                        |
|  | EXISTING TO REMAIN                        |  | EXISTING SURFACE FEATURES (HARDSCAPE, LANDSCAPE/ ETC.) TO BE DEMOLISHED                        |
|  | EXISTING TO BE DEMOLISHED                 |  | LIMITS OF MILL & OVERLAY OF PAVEMENT (4,084 SF TOTAL). SEE SHEET 3 FOR DETAIL.                 |
|  | EXISTING TOP TO BE ADJUSTED               |  | LIMITS OF FULL DEPTH ASPHALT (2,657 SF TOTAL). SEE SHEET 3 FOR DETAIL.                         |
|  | EXISTING TO BE RELOCATED                  |  | BID ADDITIVE - LIMITS OF MILL & OVERLAY OF PAVEMENT (12,623 SF TOTAL). SEE SHEET 3 FOR DETAIL. |
|  | EXISTING MAILBOX TO BE RELOCATED (9)      |  | ALTERNATE BID ADDITIVE - LIMITS OF MILL & OVERLAY OF PAVEMENT (13,653 SF TOTAL).               |
|  | EXISTING UTILITY TO BE ABANDONED IN PLACE |  |  |
|  | EXISTING UTILITY TO BE DEMOLISHED         |  |  |
|  | SAW-CUT EXISTING PAVEMENT                 |  |  |
|  | EXISTING TO BE DEMOLISHED (CURB & GUTTER) |  |  |

### DEMOLITION NOTES

- ALL DEMOLITION SHALL BE PERFORMED IN STRICT COMPLIANCE WITH THE CURRENT REGULATIONS OF CITY OF FAIRFAX AND THE STATE OF VIRGINIA.
- ALL APPLICABLE EROSION AND SEDIMENT CONTROL MEASURES (PHASE 1) SHALL BE INSTALLED PRIOR TO COMMENCING DEMOLITION.
- ITEMS SHOWN TO BE RELOCATED SHALL BE CAREFULLY REMOVED AND STORED BY THE CONTRACTOR UNTIL SUCH TIME AS THEY CAN BE PLACED IN THEIR NEW LOCATION. CONTRACTOR SHALL VERIFY THESE ITEMS WITH THE OWNER/ENGINEER PRIOR TO CONSTRUCTION.
- ALL ITEMS WHICH REQUIRE VERIFICATION BETWEEN THE CONTRACTOR AND THE OWNER SHALL BE DONE IN WRITING BY THE CONTRACTOR PRIOR TO BIDDING AS A METHOD OF BID CLARIFICATION.
- CONTRACTOR SHALL COORDINATE REMOVAL OR RELOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD ELECTRICAL, TELEPHONE AND CABLE TV LINES AND REMOVAL OF UTILITY POLES, PEDESTALS AND TRANSFORMERS WITH UTILITY COMPANIES AND WITH DEVELOPER PRIOR TO DEMOLITION.
- ALL TRAFFIC SIGNALS, POLES, AND ANY ASSOCIATED HARDWARE SHALL REMAIN IN PLACE AND OPERATIONAL THROUGHOUT CONSTRUCTION DURATION.
- ALL DEMOLITION OF HARDSCAPE SHOULD TERMINATE AT THE NEXT NEAREST JOINT.
- CONTRACTOR SHALL COORDINATE WITH OWNER FOR TERMINATION OF EXISTING PRIVATE UTILITIES. EXISTING UTILITY LOCATION BASED UPON PLAN SHEETS PROVIDED BY OWNER.
- RIM ELEVATIONS OF ALL EXISTING UTILITY ACCESS MANHOLES WITHIN LIMITS OF DISTURBANCE SHALL BE ADJUSTED IN THE FIELD TO BE FLUSH WITH FINISH GRADE UNLESS OTHERWISE NOTED.
- SIGN LOCATIONS BASED UPON FIELD OBSERVATION.
- CAP/SEAL AND ABANDON EXISTING STORM SEWER PIPE SECTION AND FILL WITH FLOW-ABLE FILL WHERE SHOWN.
- CONTRACTOR TO TAKE CARE WHEN REMOVING AND REPLACING EXISTING PAVEMENT WITH FULL DEPTH PAVING. CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO EXISTING UTILITIES.
- EXISTING UTILITY MANHOLES DESIGNATED TO REMAIN SHALL BE FLUSH WITH FINAL SURFACE ELEVATION. TOP OF STRUCTURES WITHIN LIMITS OF PAVING (MILL/OVERLAY AND FULL DEPTH) SHALL NOT BE ADJUSTED. FINAL PAVING SURFACE TO BE FLUSH WITH EXISTING RIM.

LAZA, LLC  
 D.B. 11958/PG. 2056  
 PID 58-3-02-004





MATCHLINE - SEE SHEET 9

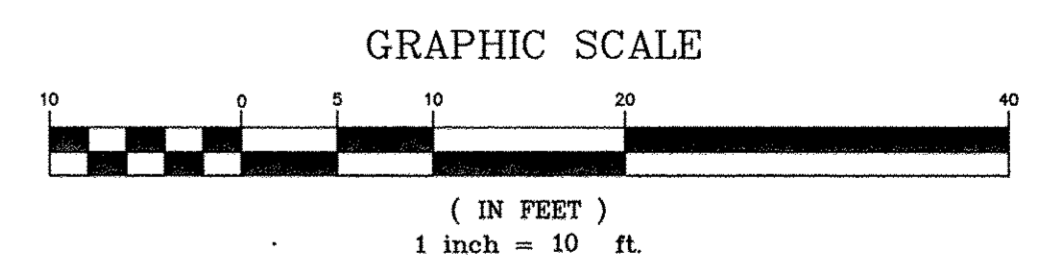
MATCHLINE - SEE SHEET 11

**LEGEND**

- |  |   |  |  |
|--|---|--|--|
|  | TEST PIT REQUIRED (EXACT LOCATION)        |  | LIMITS OF DISTURBANCE  |
|  | EXISTING TO BE ABANDONED IN PLACE         |  | EXISTING TREES TO BE REMOVED (SEE TREE REMOVAL PLAN ON SHEETS 52 TO 55)                        |
|  | EXISTING TO REMAIN                        |  | EXISTING SURFACE FEATURES (HARDSCAPE, LANDSCAPE/ ETC.) TO BE DEMOLISHED                        |
|  | EXISTING TO BE DEMOLISHED                 |  | LIMITS OF MILL & OVERLAY OF PAVEMENT (17,385 SF TOTAL). SEE SHEET 3 FOR DETAIL.                |
|  | EXISTING TOP TO BE ADJUSTED               |  | LIMITS OF FULL DEPTH ASPHALT (2,041 SF TOTAL). SEE SHEET 3 FOR DETAIL.                         |
|  | EXISTING TO BE RELOCATED                  |  | BID ADDITIVE - LIMITS OF MILL & OVERLAY OF PAVEMENT (12,622 SF TOTAL). SEE SHEET 3 FOR DETAIL. |
|  | EXISTING MAILBOX TO BE RELOCATED (9)      |  |  |
|  | EXISTING UTILITY TO BE ABANDONED IN PLACE |  |  |
|  | EXISTING UTILITY TO BE DEMOLISHED         |  |  |
|  | SAW-CUT EXISTING PAVEMENT                 |  |  |
|  | EXISTING TO BE DEMOLISHED (CURB & GUTTER) |  |  |

**DEMOLITION NOTES**

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- ALL DEMOLITION OF HARDSCAPE SHOULD TERMINATE AT THE NEXT NEAREST JOINT.
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- SIGN LOCATIONS BASED UPON FIELD OBSERVATION.
- CAP/SEAL AND ABANDON EXISTING STORM SEWER PIPE SECTION AND FILL WITH FLOW-ABLE FILL WHERE SHOWN.
- CONTRACTOR TO TAKE CARE WHEN REMOVING AND REPLACING EXISTING PAVEMENT WITH FULL DEPTH PAVING. CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO EXISTING UTILITIES.
- EXISTING UTILITY MANHOLES DESIGNATED TO REMAIN SHALL BE FLUSH WITH FINAL SURFACE ELEVATION. TOP OF STRUCTURES WITHIN LIMITS OF PAVING (MILL/OVERLAY AND FULL DEPTH) SHALL NOT BE ADJUSTED. FINAL PAVING SURFACE TO BE FLUSH WITH EXISTING RIM.



PROJECT NUMBER	
PLAN STATUS	
04/05/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

DATE	DESCRIPTION
SB DESIGN	SB DRAWN
SD	CHKD
SCALE	H: 1"=10'
	V: N/A
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	
SHEET	10 OF 63