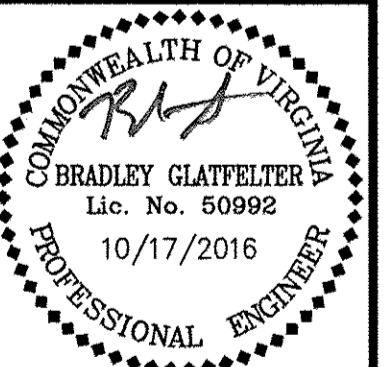


PROJECT NUMBER

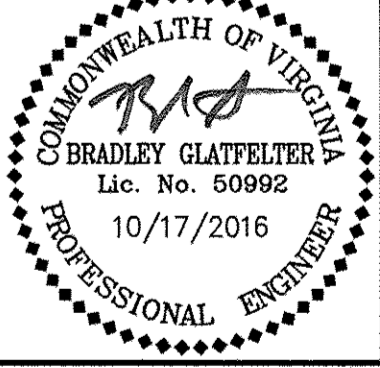


PLAN STATUS

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

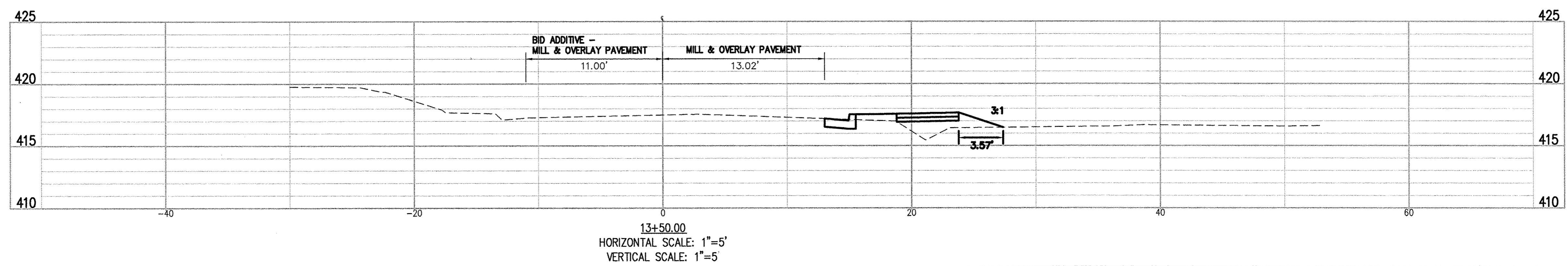
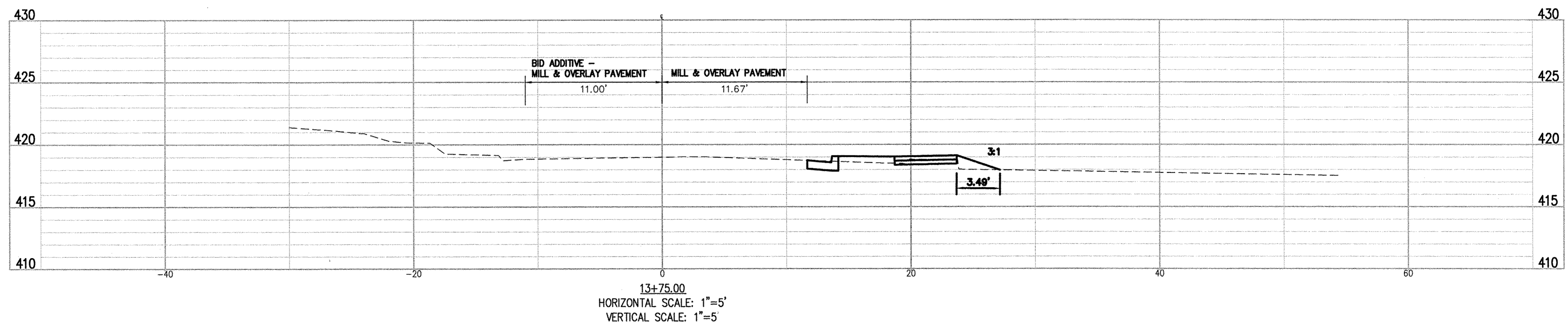
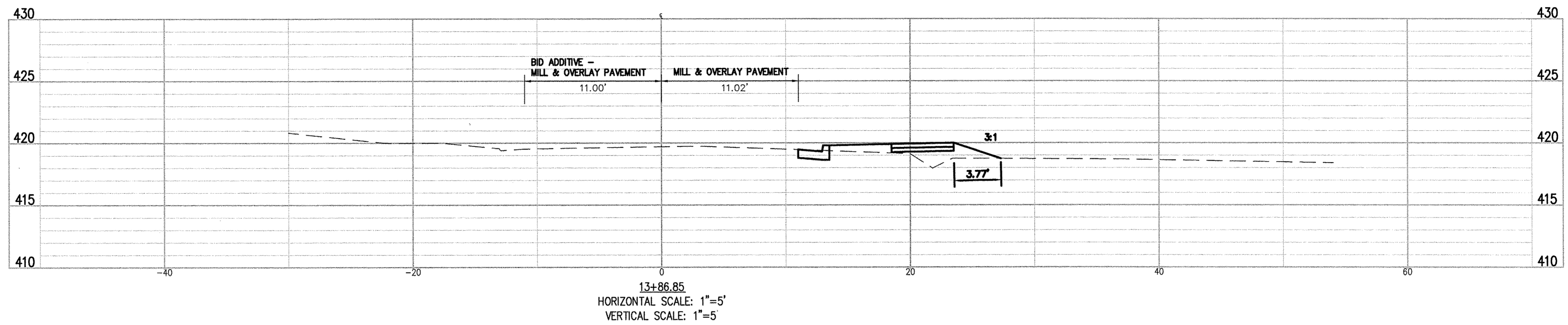
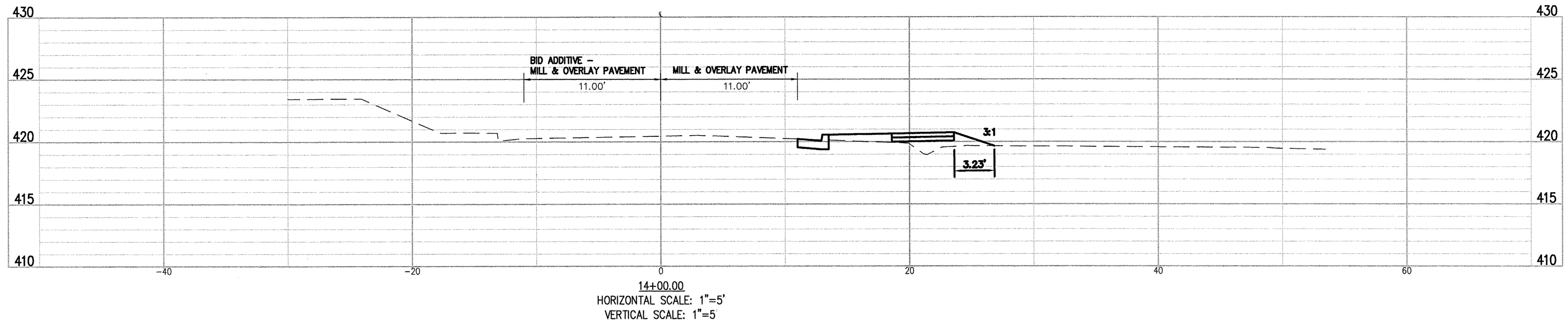
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SB	SB SD
DESIGN	DRAWN CHKD
SCALE H: 1"=5' V: 1"=5'	
JOB No. 6916-01-002	
DATE: JUNE 2015	
FILE No. 6916-D-CP-002	
SHEET	21 OF 63

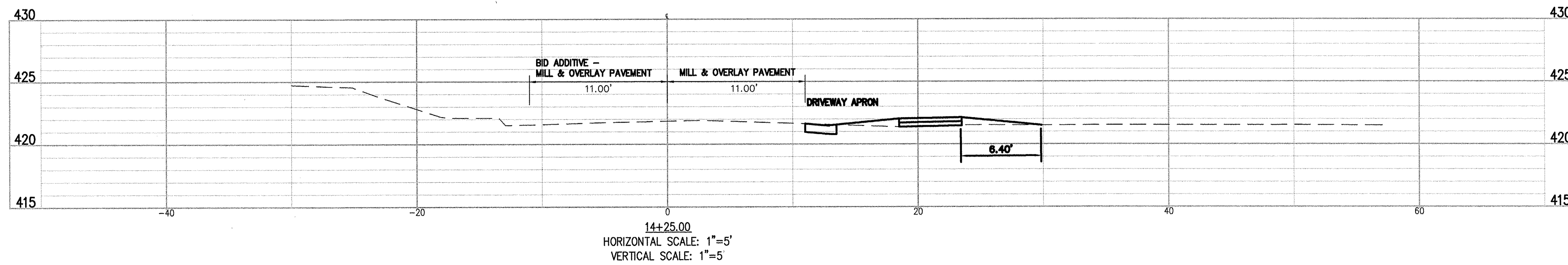
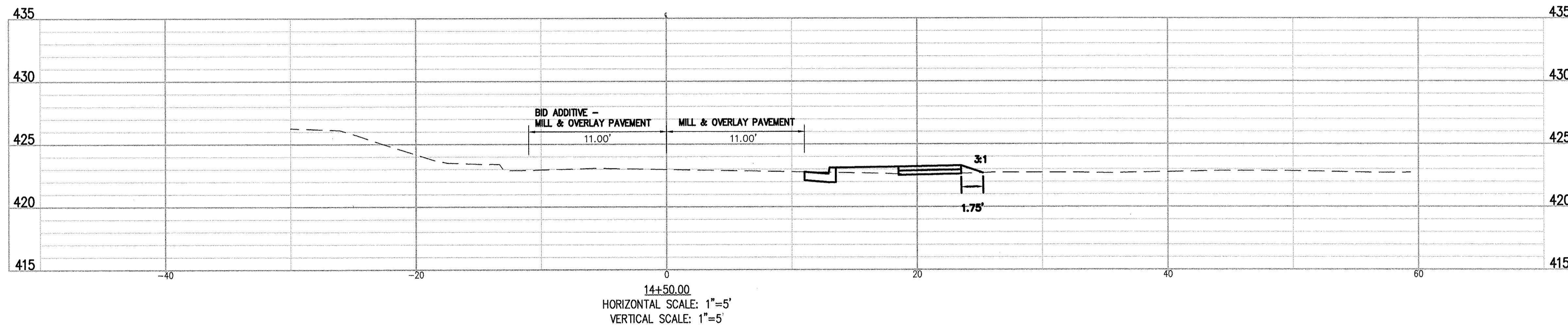
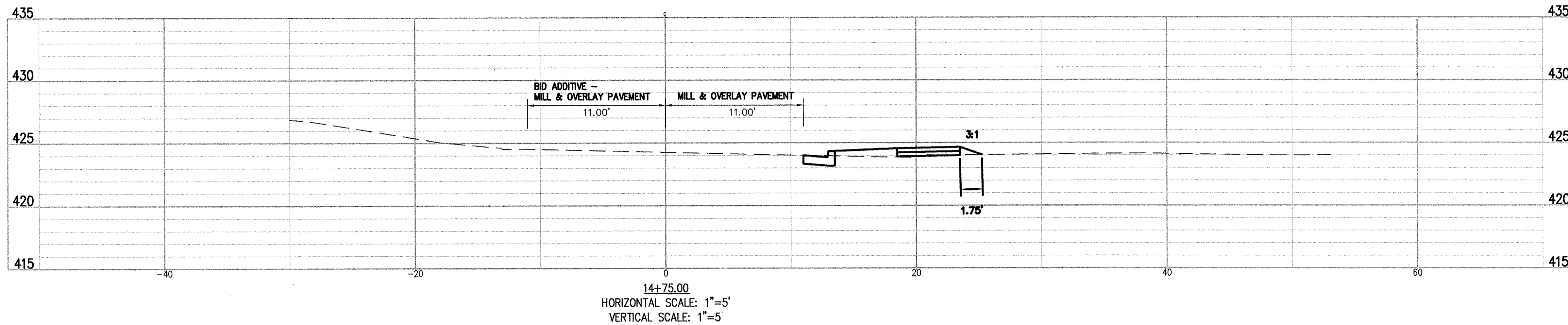
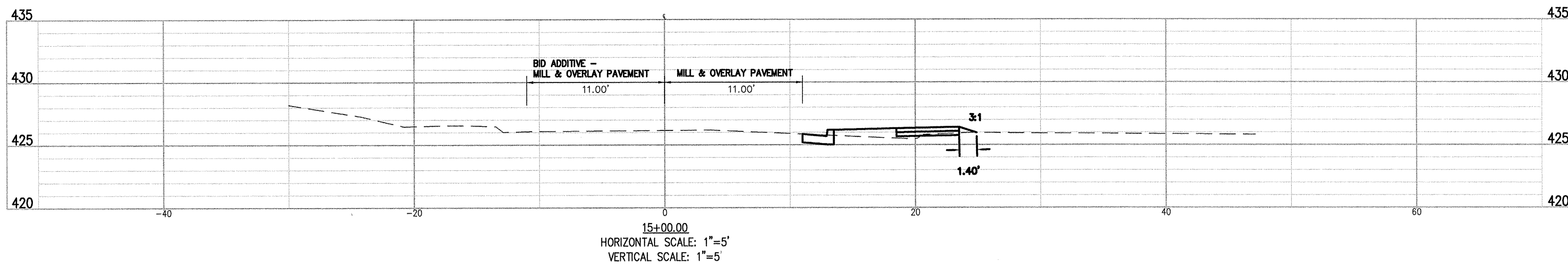
PROJECT NUMBER



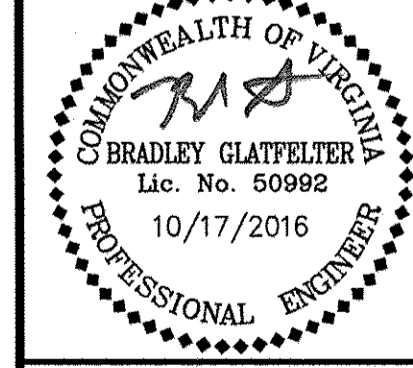
PLAN STATUS	
04/08/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

DATE	DESCRIPTION
SB DESIGN	SB DRAWN
	SD CHKD
SCALE H: 1"=5' V: 1"=5'	
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	
SHEET	22 OF 63



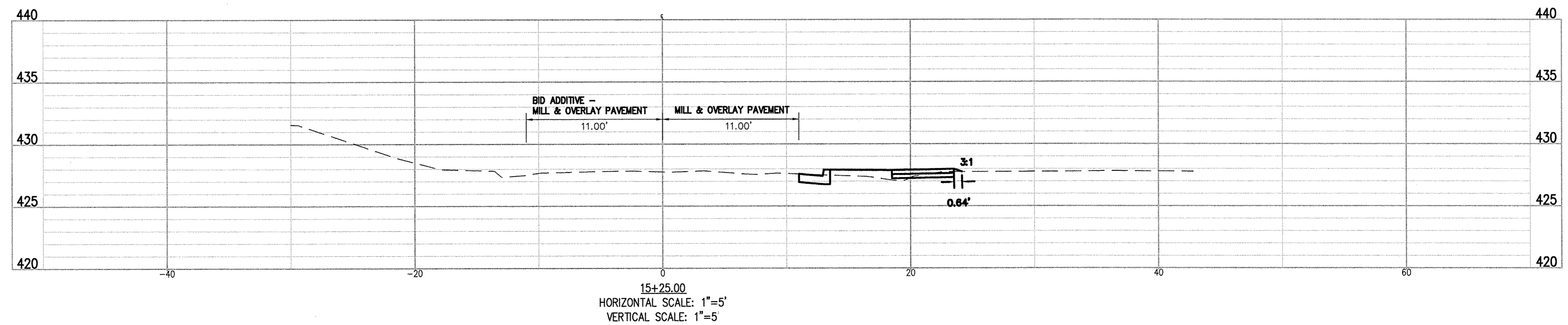
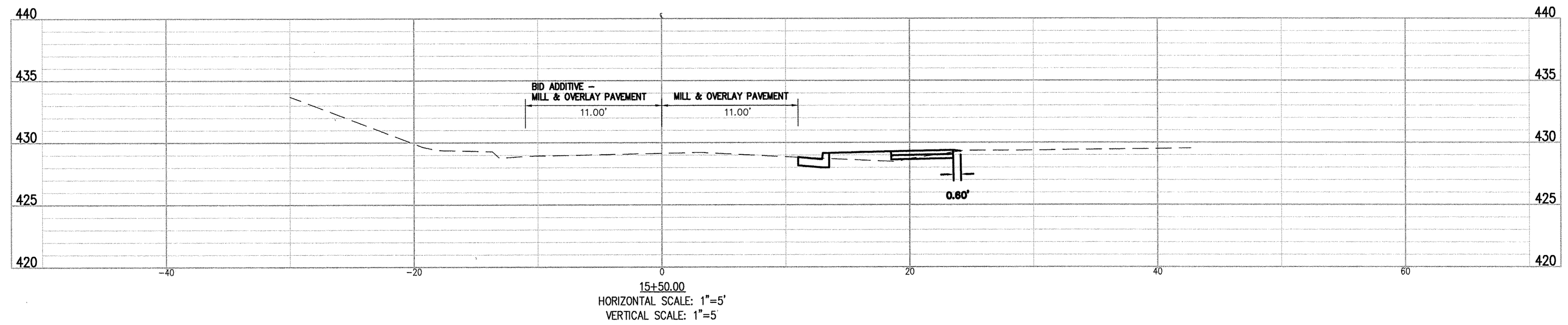
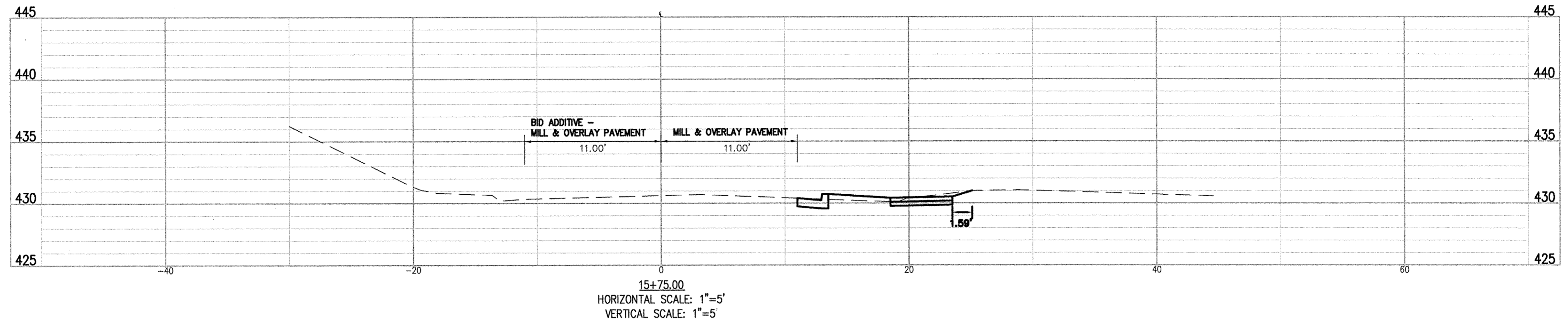
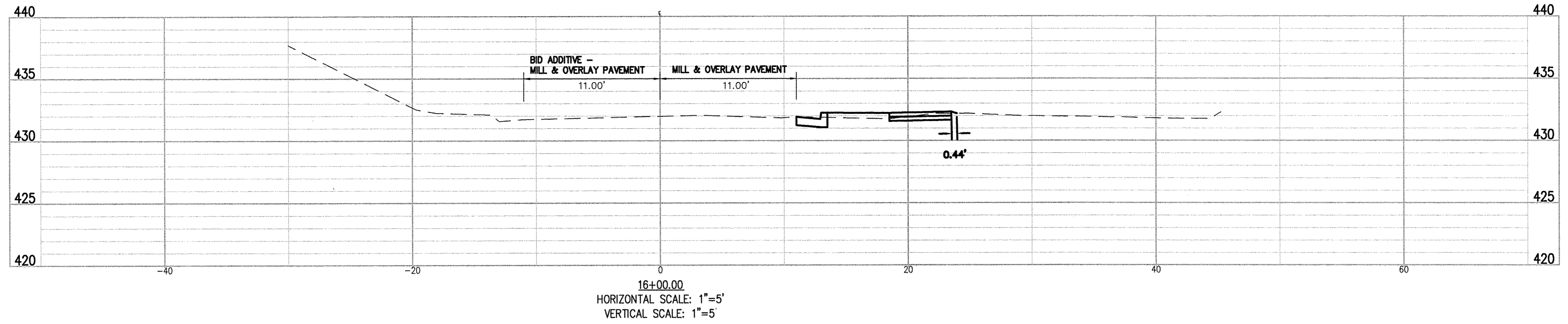


PROJECT NUMBER

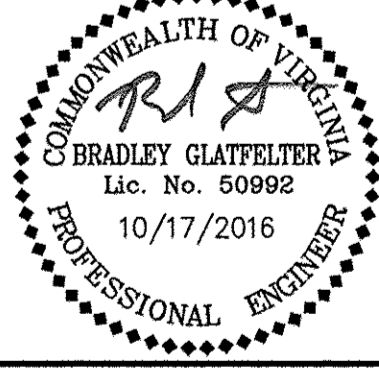


PLAN STATUS	
04/05/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

DATE	DESCRIPTION
SB DESIGN	SB DRAWN SD CHKD
SCALE	H: 1"=5' V: 1"=5'
JOB No.	6916-01-002
DATE	JUNE 2015
FILE No.	6916-D-CP-002

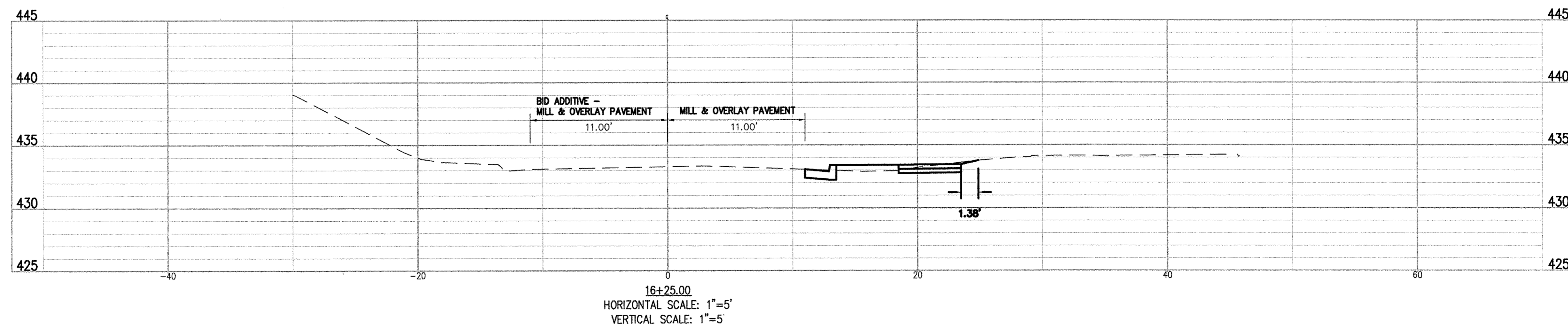
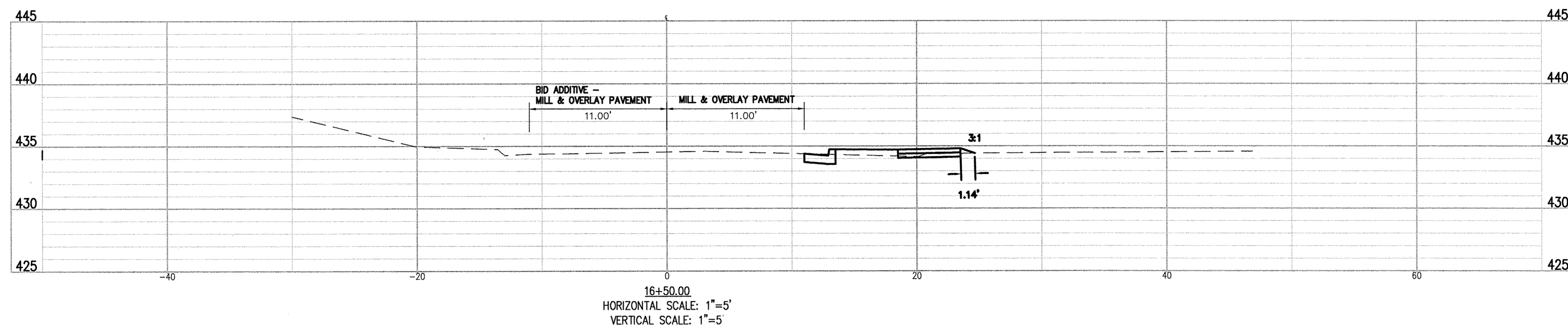
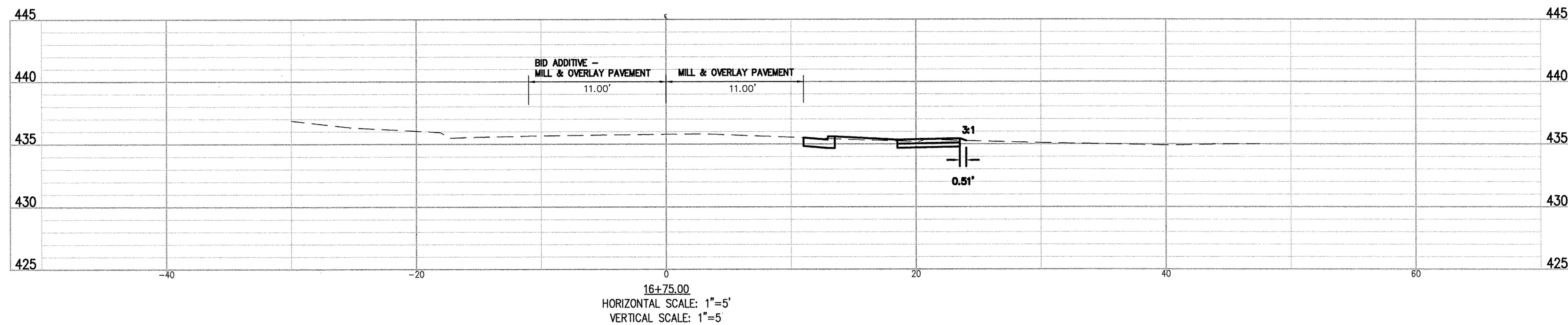
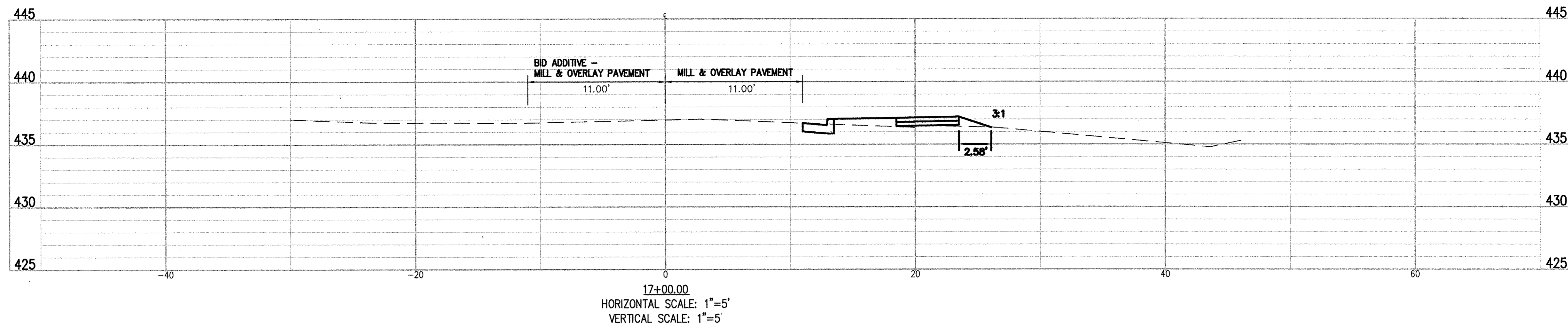


PROJECT NUMBER

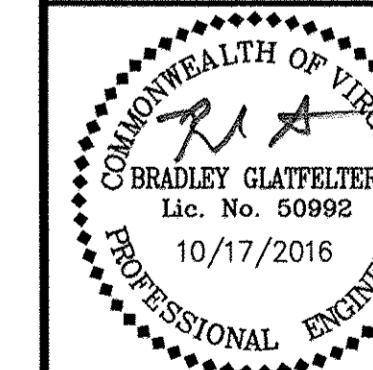


PLAN STATUS	
04/05/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

DATE	DESCRIPTION
SB	SB SD
DESIGN	DRAWN CHKD
SCALE	H: 1"=5' V: 1"=5'
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	



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"=5'

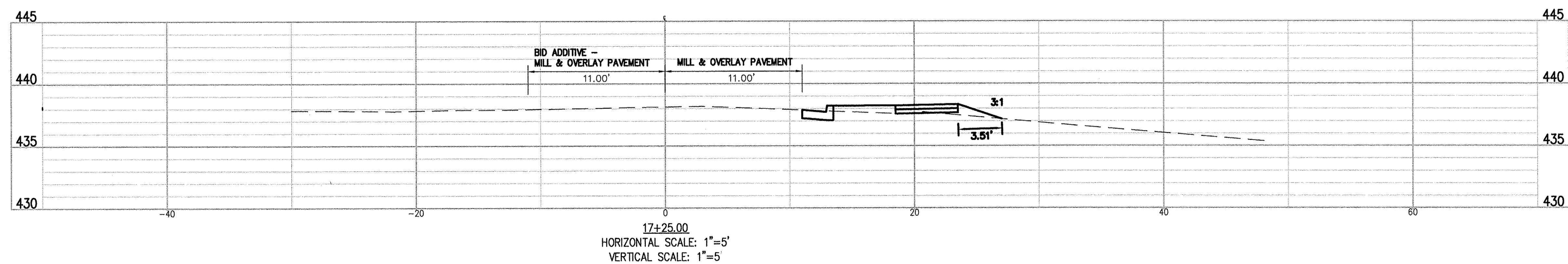
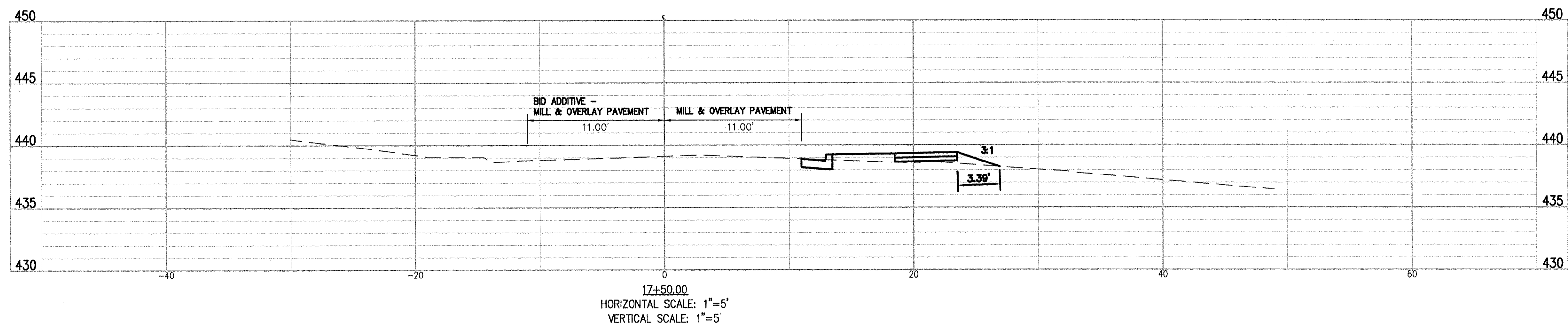
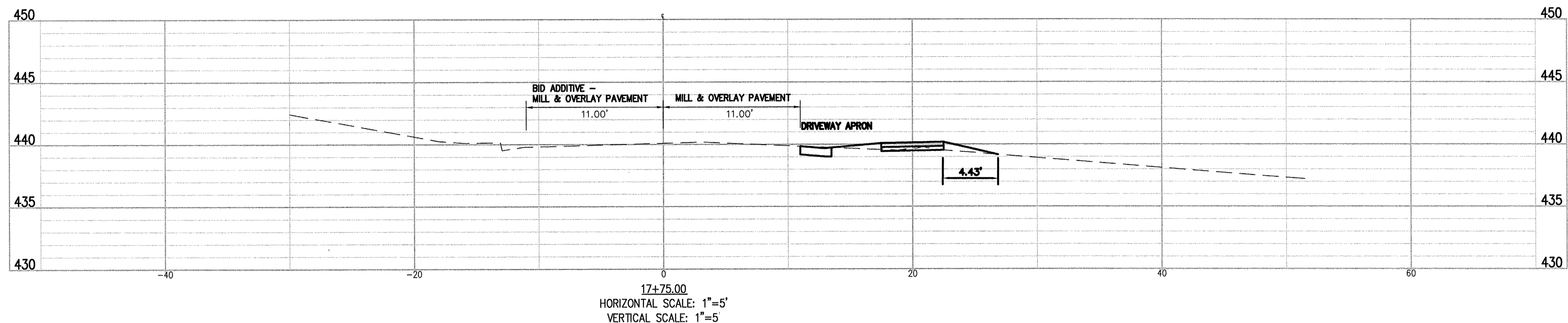
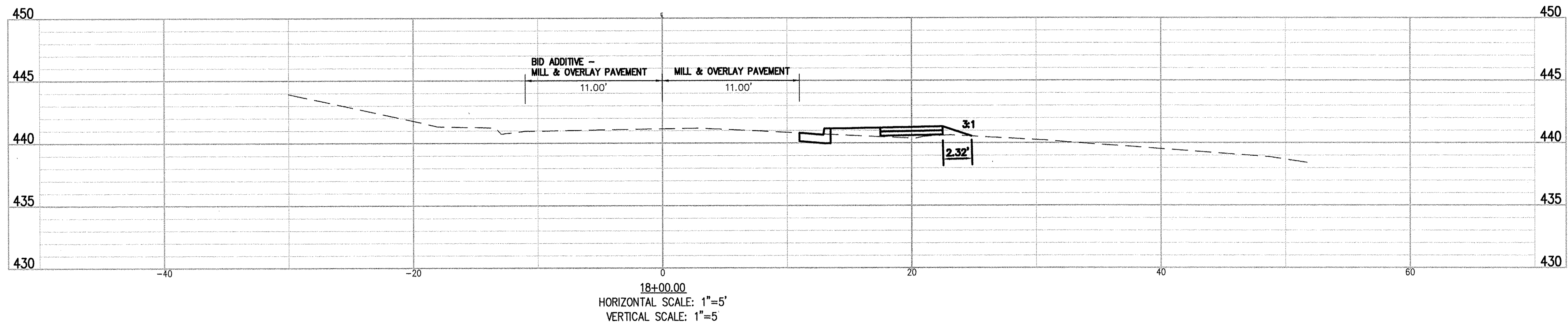
V: 1"=5'

JOB No. 6916-01-002

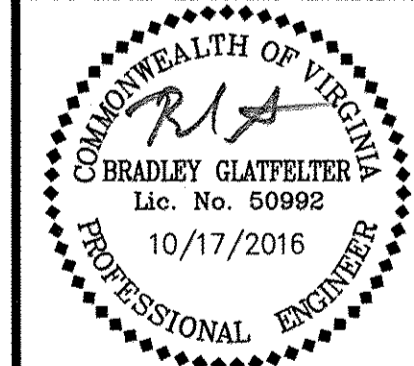
DATE : JUNE 2015

FILE No. 6916-D-CP-002

SHEET 25 OF 63



PROJECT NUMBER



PLAN STATUS

04/05/16 FINAL SUBMISSION

10/17/16 CONTRACT DOCUMENT

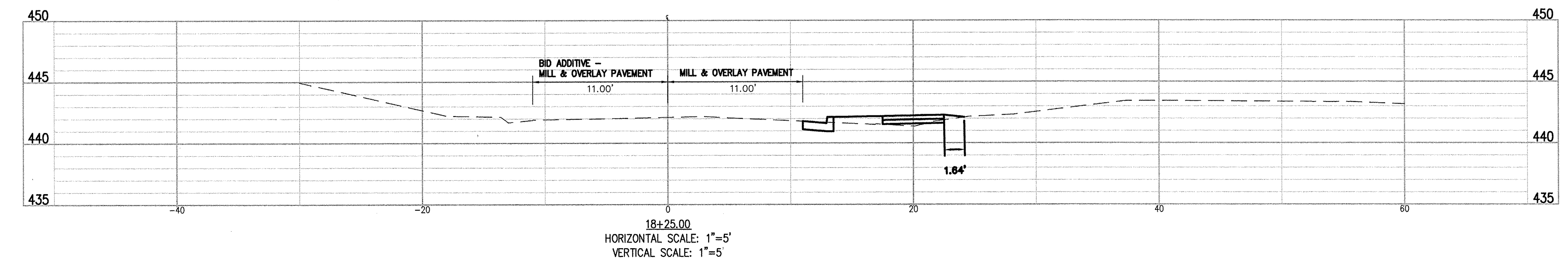
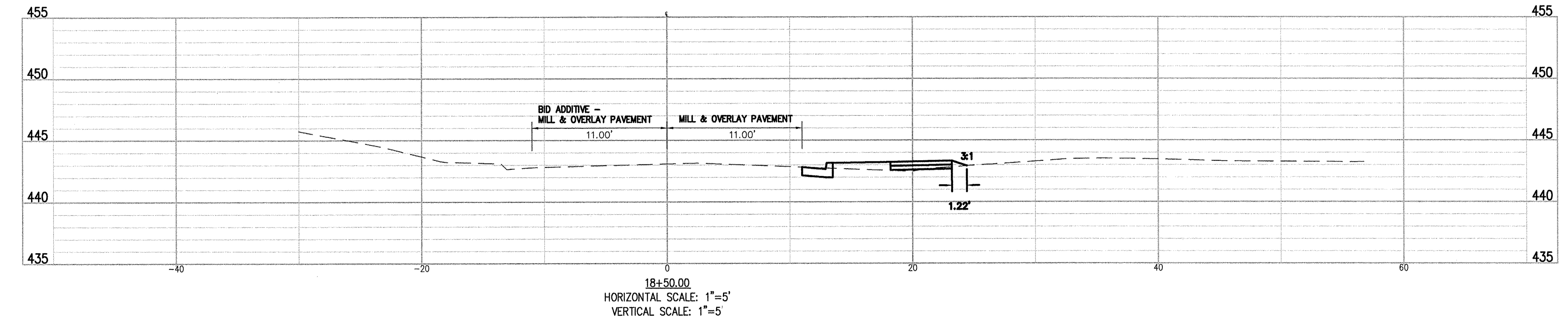
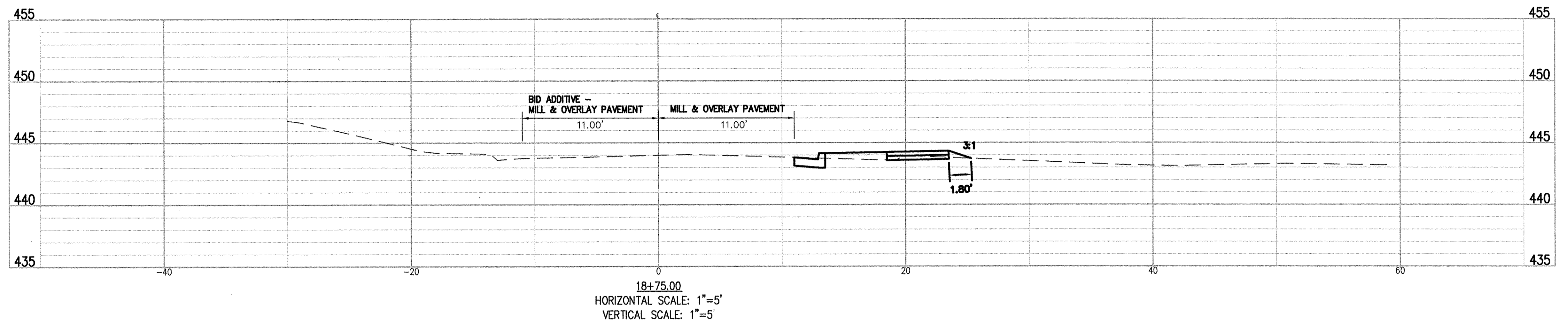
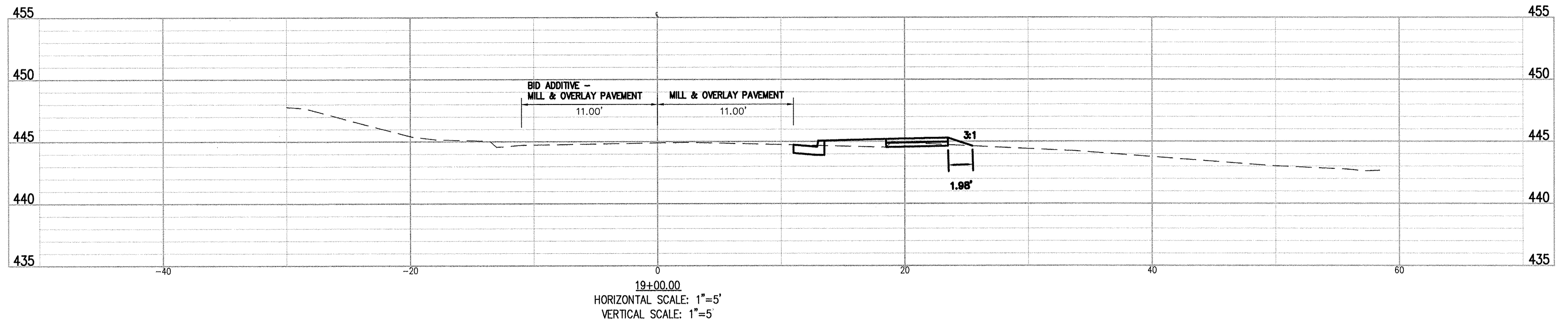
DATE	DESCRIPTION

DATE	DESCRIPTION
SB	SB SD
DESIGN	DRAWN CHKD
SCALE	H: 1"=5'
	V: 1"=5'

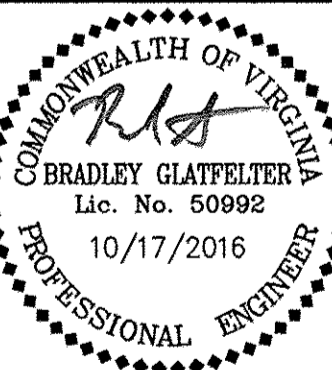
JOB No. 6916-01-002

DATE : JUNE 2015

FILE No. 6916-D-CP-002



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"=5'

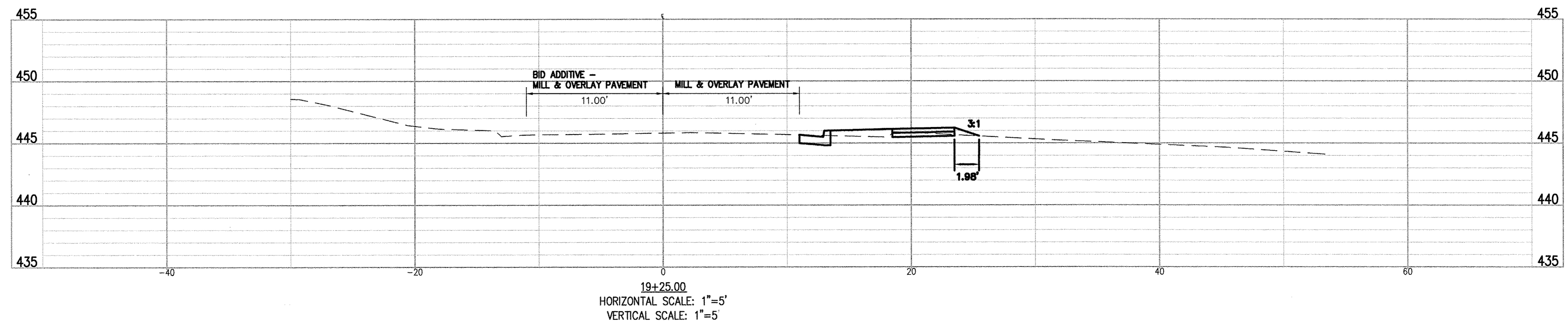
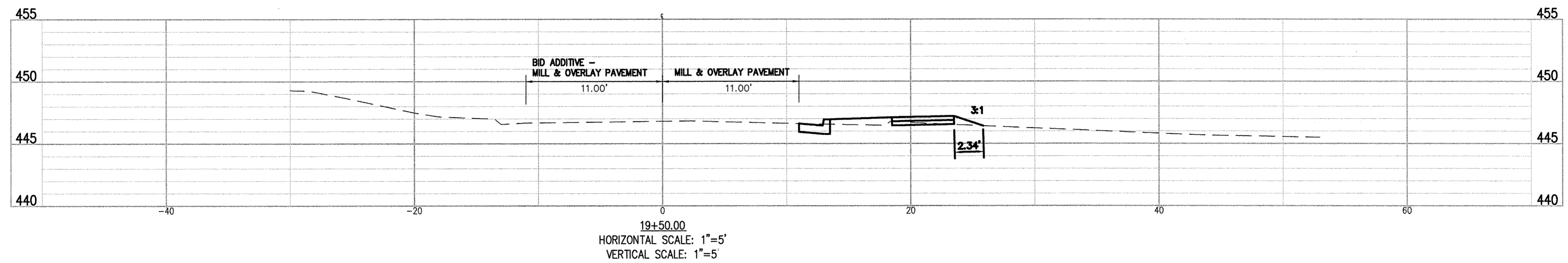
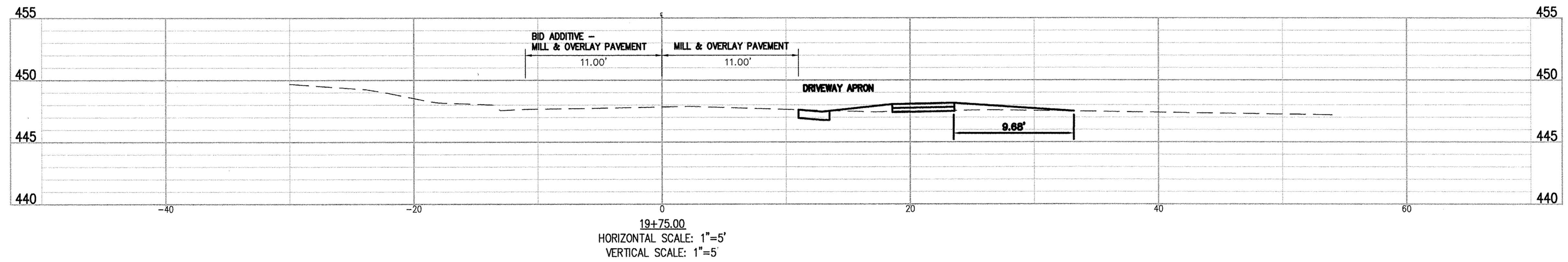
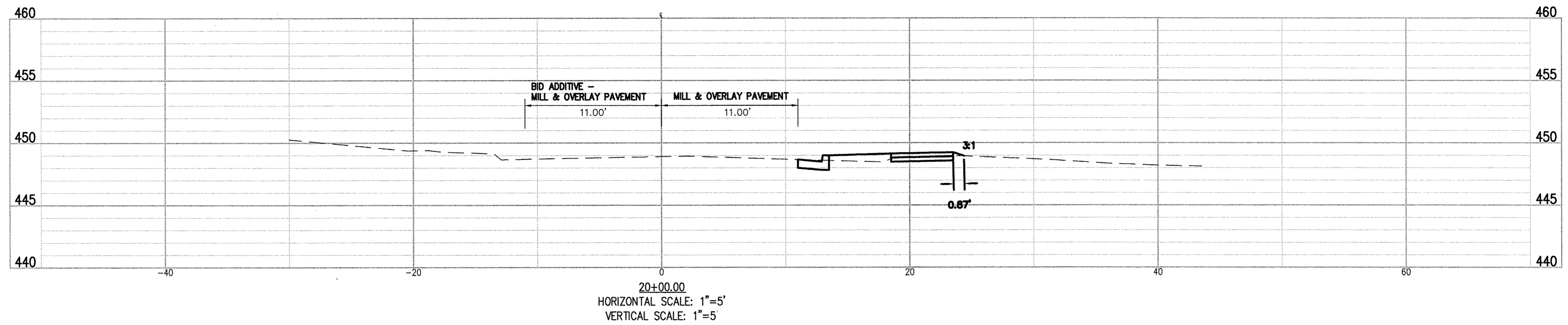
V: 1"=5'

JOB No. 6916-01-002

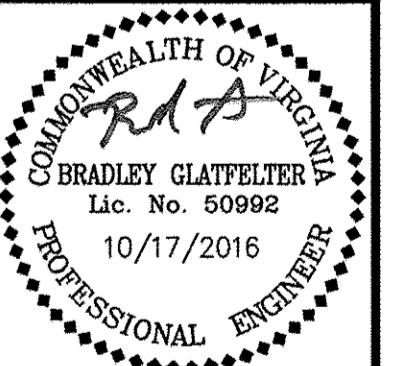
DATE : JUNE 2015

FILE No. 6916-D-CP-002

SHEET 27 OF 63



PROJECT NUMBER



PLAN STATUS

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

DATE	DESCRIPTION
SB DESIGN	SB DRAWN SD CHKD

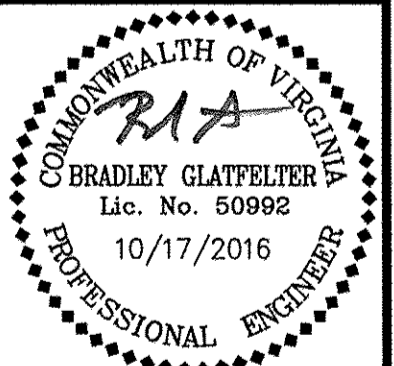
SCALE H: 1"=5'
V: 1"=5'

JOB No. 6916-01-002

DATE : JUNE 2015

FILE No. 6916-D-CP-002

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"=5'

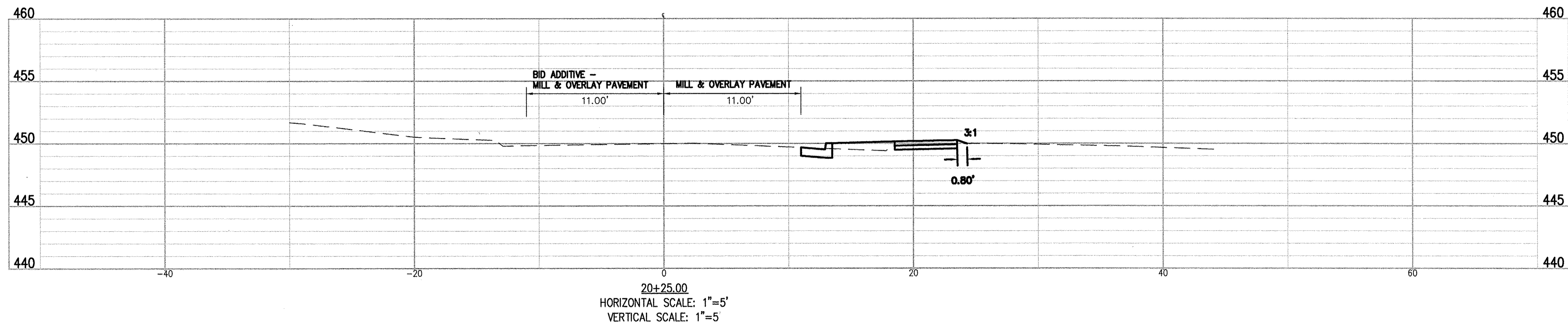
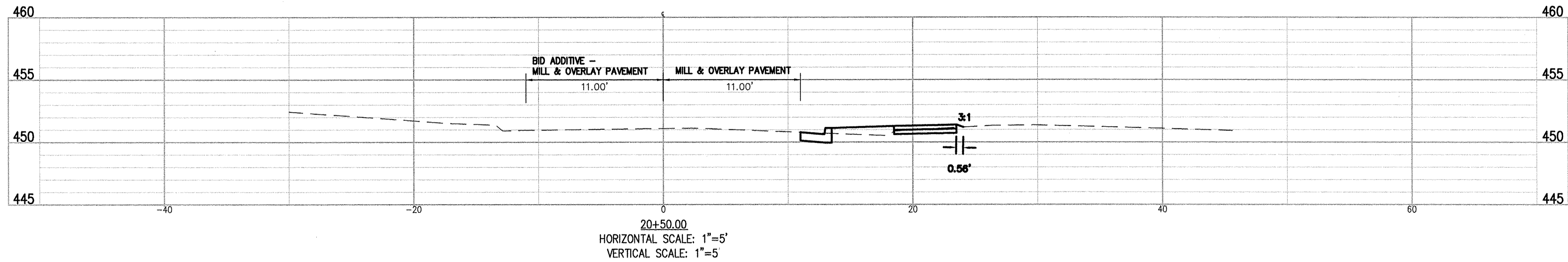
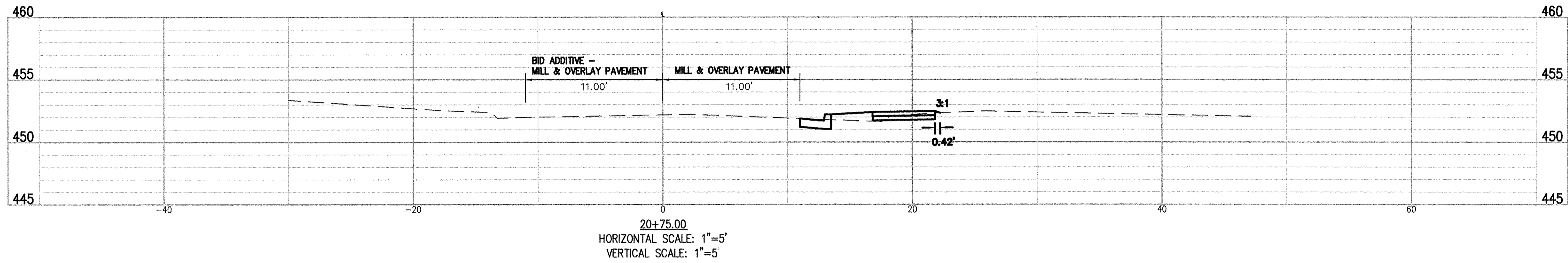
V: 1"=5'

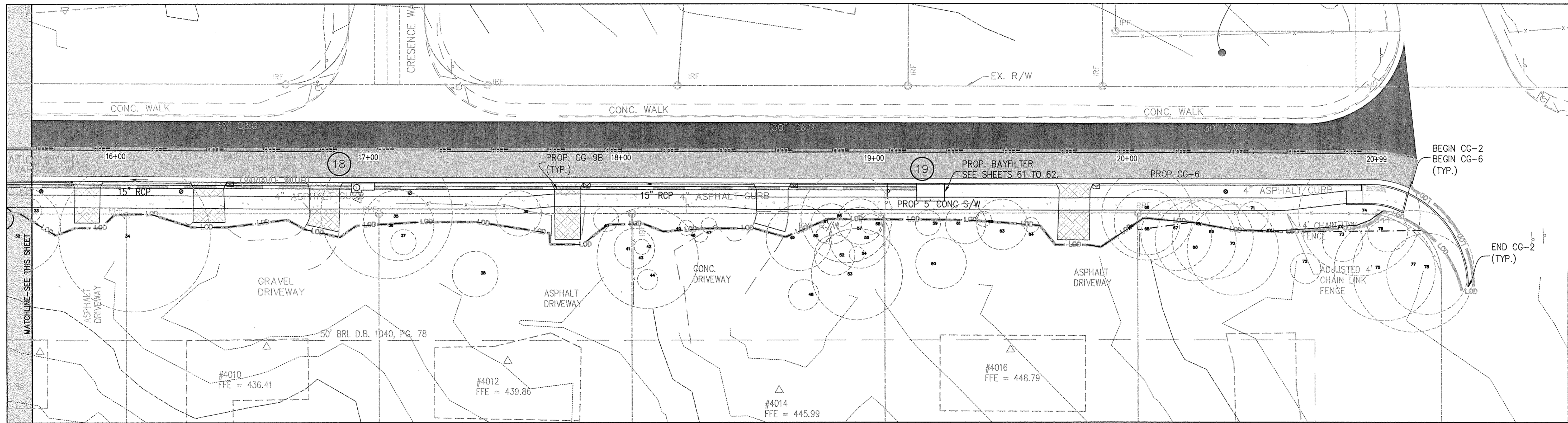
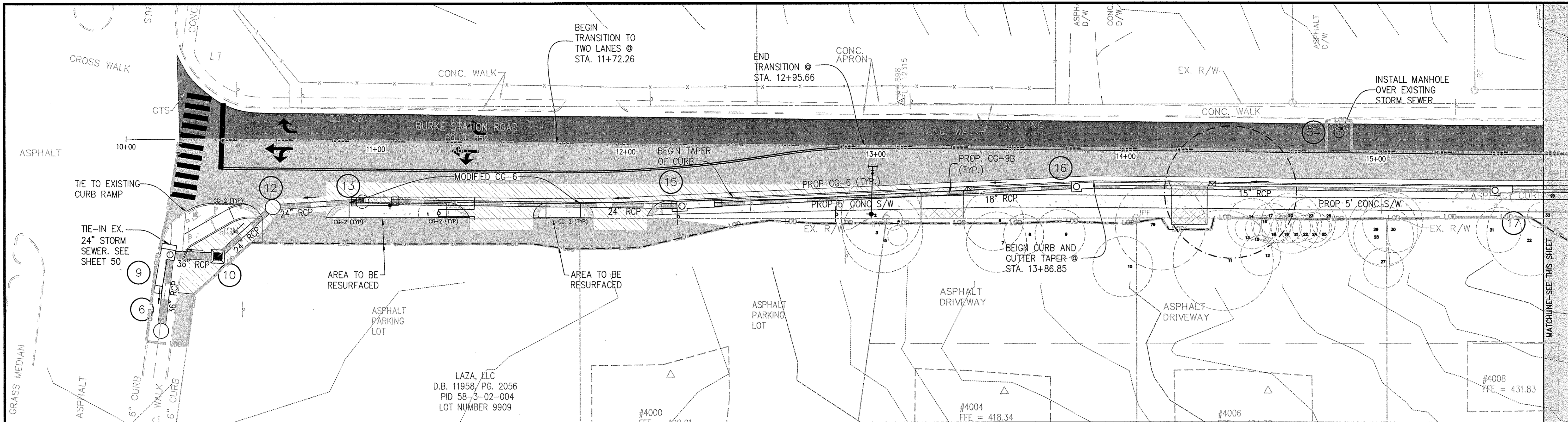
JOB No. 6916-01-002

DATE : JUNE 2015


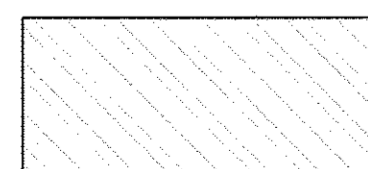
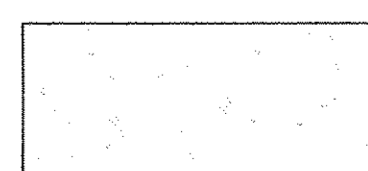
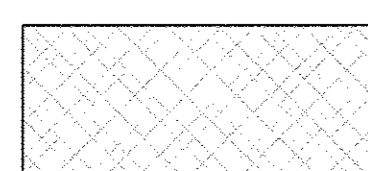
FILE No. 6916-D-CP-002

SHEET 29 OF 63





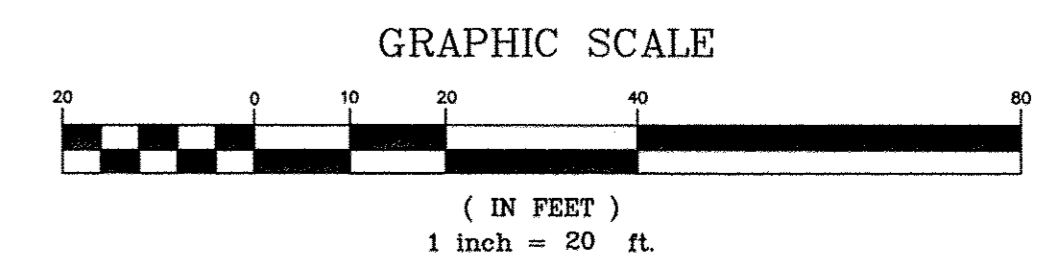
LEGEND

-  MILL AND OVERLAY (15,986 SF)
-  FULL DEPTH ASPHALT (2,656 SF)
-  CONCRETE (5,187 SF)
-  ASPHALT DRIVEWAY (1,111 SF)

 BID ADDITIVE MILL AND OVERLAY (12,622 SF)

PAVING NOTES

1. REFER TO SHEET 3 FOR TYPICAL ROADWAY CROSS-SECTIONS AND PAVEMENT DETAILS.
2. REFER TO SHEET 19 TO SHEET 29 FOR ROADWAY CROSS-SECTIONS.
3. 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.
4. 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.

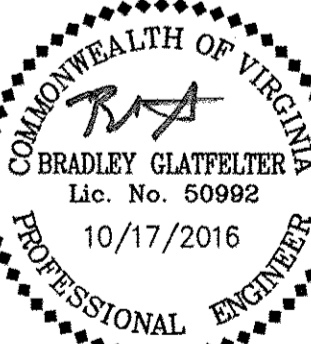


Bowman
CONSULTING

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Chantilly, Virginia 20151
Phone: (703) 864-1000
Fax: (703) 481-9720
www.bowmanconsulting.com
© Bowman Consulting Group, Ltd.

PAVING PLAN
BURKE STATION ROAD
STREETSCAPE IMPROVEMENTS
CITY OF FAIRFAX
VIRGINIA

PROJECT NUMBER

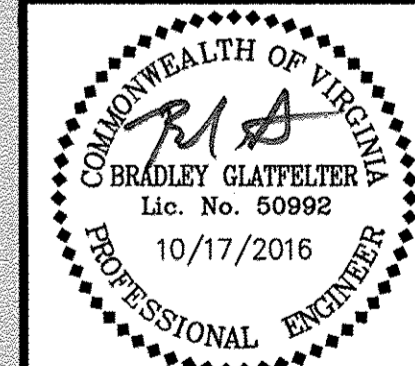


PLAN STATUS
04/05/16 FINAL SUBMISSION
10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB	SB SD
DESIGN	DRAWN CHKD
SCALE	H: 1"=20' V: N/A
JOB No.	6916-01-002
DATE :	JUNE 2015
FILE No.	6916-D-CP-002

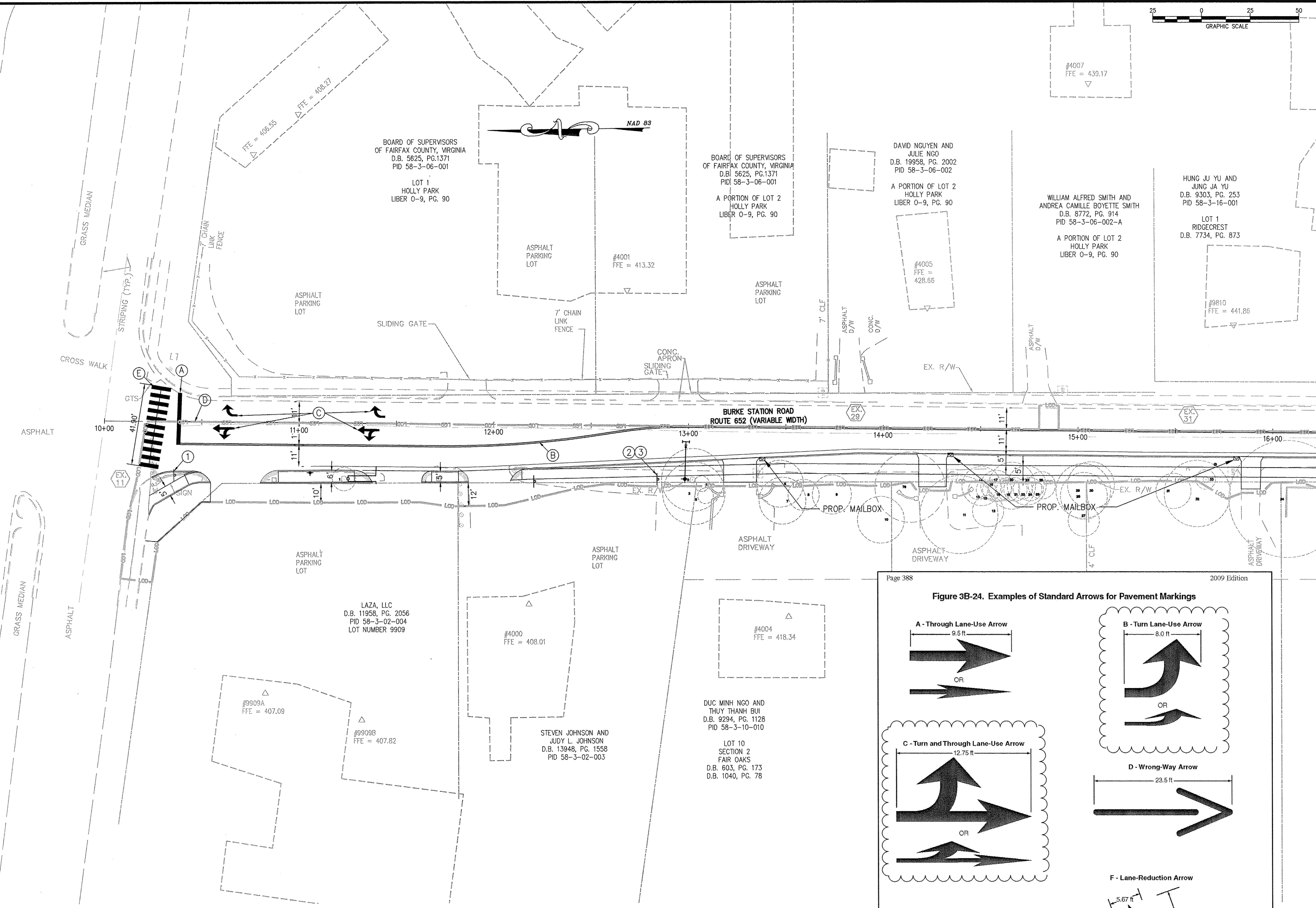
SHEET 30 OF 63

MATCHLINE - SEE SHEET 32

PROJECT NUMBER
 D.B.
 D.B.


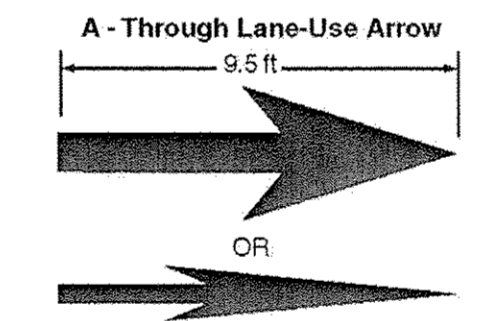
PLAN STATUS	
04/05/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

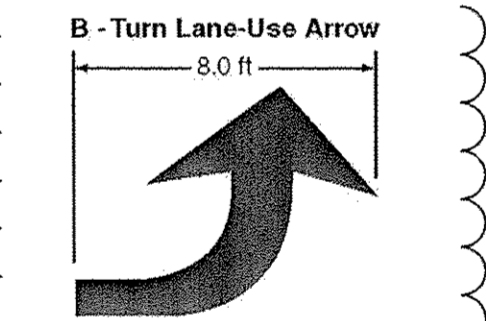
DATE	DESCRIPTION
SB	SB
SD	CHKD
SCALE	H: 1"=25'
	V: N/A
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	

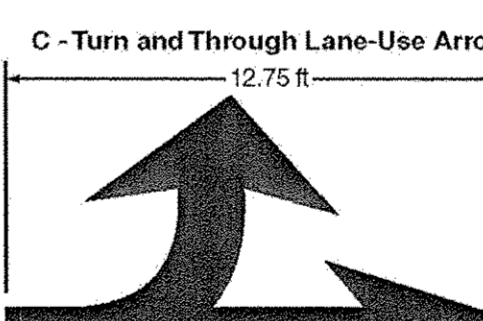


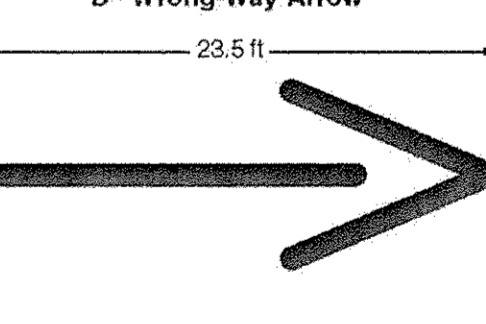
Page 388
 2009 Edition

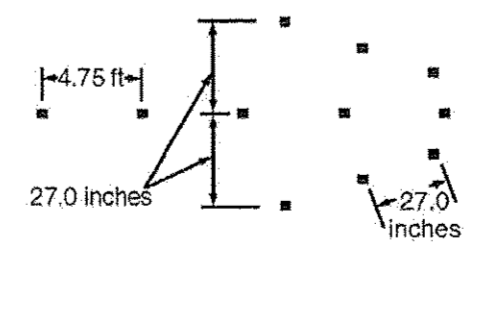
Figure 3B-24. Examples of Standard Arrows for Pavement Markings

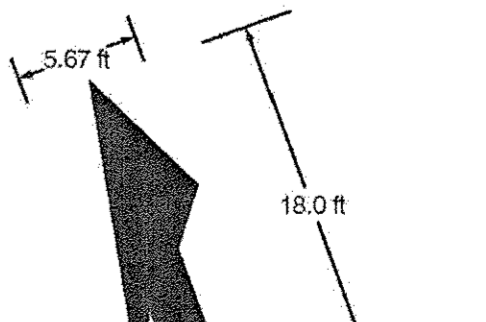
A - Through Lane-Use Arrow


B - Turn Lane-Use Arrow


C - Turn and Through Lane-Use Arrow


D - Wrong-Way Arrow


E - Wrong-Way Arrow Using Retroreflective Raised Pavement Markers


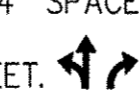
F - Lane-Reduction Arrow


Notes:
 1. Typical sizes for normal installation; sizes may be reduced approximately one-third for low-speed urban conditions; larger sizes may be needed for freeways, above average speeds, and other critical locations.
 2. The narrow elongated arrow designs shown in Drawings A, B, and C are optional.
 3. For proper proportion, see the Pavement Markings chapter of the "Standard Highway Signs and Markings" book (see Section 1A.11).



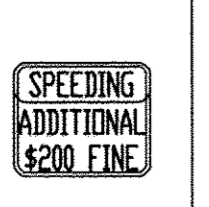

Sect. 3B.20
 December 2009

- SIGNING & PAVEMENT MARKING NOTES**
- All proposed signing and pavement marking shall be in accordance with the most current edition of each of the following and any revision thereto:
 - A. Manual on Uniform Traffic Control Devices (MUTCD)
 - B. The Virginia supplement to the manual on uniform traffic control devices.
 - C. The Virginia Department of Transportation Road and Bridge Specifications.
 - D. The Virginia Department of Transportation Road and Bridge Standards.
 - All pavement markings shall be Type B, unless otherwise noted.
 - Proposed sign locations are approximate and shall be modified in the field to avoid conflict with underground utilities or other obstructions, and to comply with standards referenced in Note 1.
 - Any existing pavement markings, which will conflict with proposed pavement markings, shall be completely eradicated.
 - Limits shown of proposed markings are approximate and shall be modified in the field to insure that proposed pavement markings continue until existing pavement markings can be matched.

PAVEMENT MARKING LEGEND

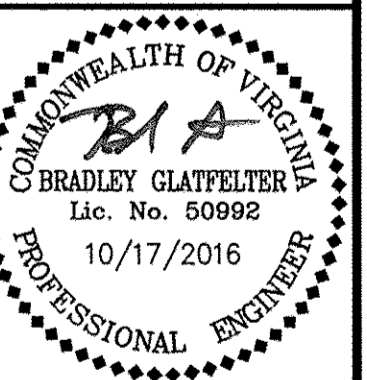
(A)	TYPE B, CLASS 1, WHITE, 24" WIDTH
(B)	TYPE B, CLASS 1, YELLOW, 4" WIDTH, DOUBLE LINE, SEPARATED BY A 4" SPACE
(C)	TYPE B, CLASS 1, WHITE, ELONGATED ARROW. SEE DETAIL ON THIS SHEET. 
(D)	TYPE B, CLASS 1, WHITE, 4" WIDTH
(E)	TYPE B, CLASS 1, WHITE, 24" WIDTH, 10' LONG, 24" SPACING

SIGN LEGEND

SIGN NUMBER	①	②	③	④
SIGN				
STD. NUMBER	R5-2	R2-1	N/A	N/A
SIZE	24" X 24"	24" X 30"	24" X 18"	

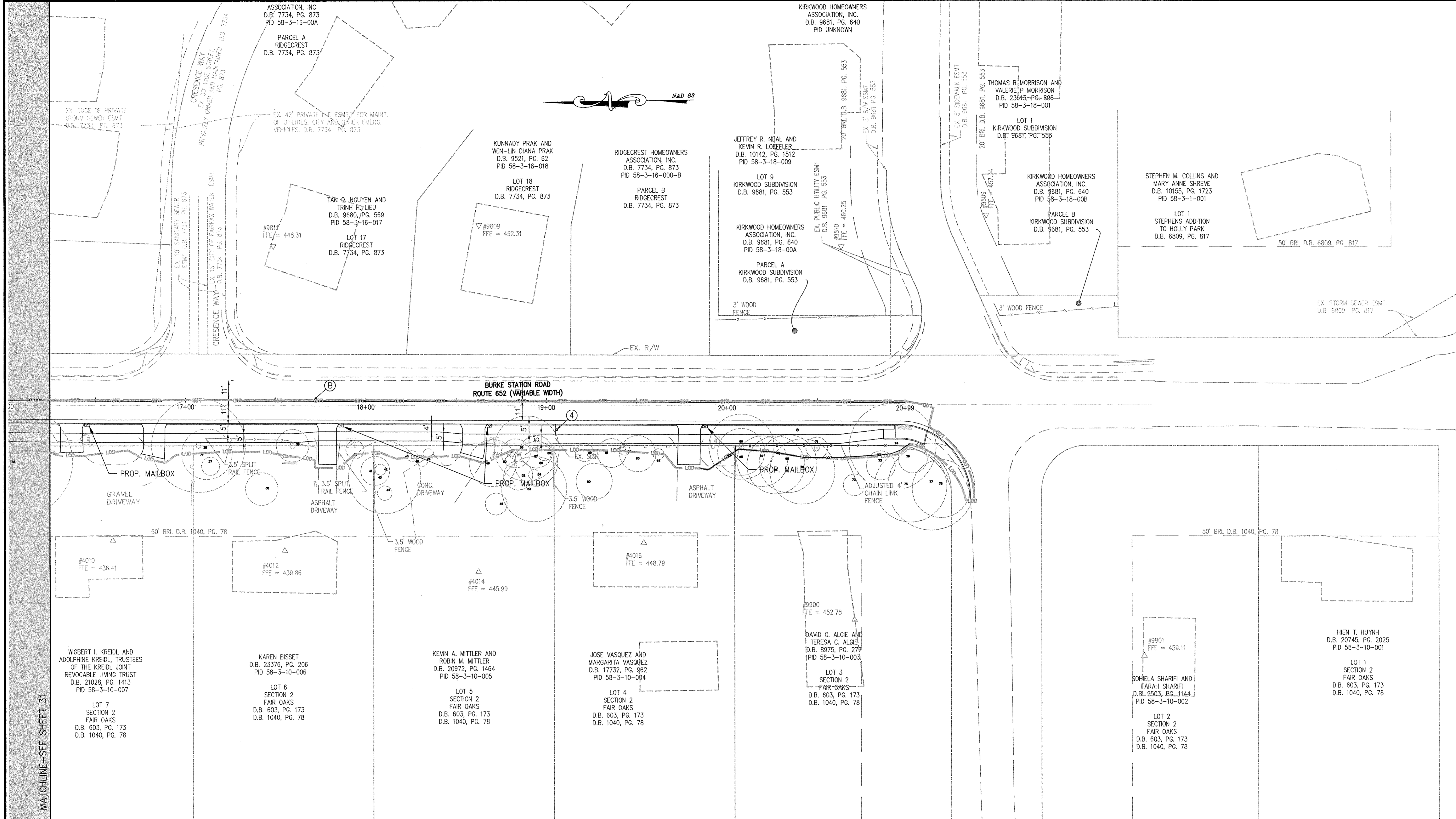
** NOT TO SCALE **

PROJECT NUMBER



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

DATE	DESCRIPTION
SB	SD
DESIGN	DRAWN
SCALE	H: 1"=25'
	V: N/A
JOB No. 6916-01-002	
DATE : JUNE 2015	
FILE No. 6916-D-CP-002	
SHEET	32 OF 63



MATCHLINE - SEE SHEET 31

SIGN LEGEND

SIGN NUMBER	①	②	③	④
SIGN				
STD. NUMBER	R5-2	R2-1	N/A	N/A
SIZE	24" X 24"	24" X 30"	24" X 18"	

** NOT TO SCALE **

PAVEMENT MARKING LEGEND

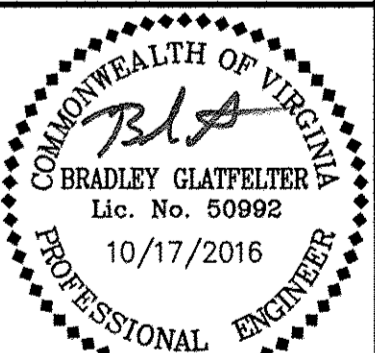
- (A) TYPE B, CLASS 1, WHITE, 24" WIDTH
- (B) TYPE B, CLASS 1, YELLOW, 4" WIDTH, DOUBLE LINE, SEPARATED BY A 4" SPACE
- (C) TYPE B, CLASS 1, WHITE, ELONGATED ARROW
- (D) TYPE B, CLASS 1, WHITE, 4" WIDTH
- (E) TYPE B, CLASS 1, WHITE, 24" WIDTH, 10' LONG, 24" SPACING

SIGNING & PAVEMENT MARKING NOTES

- All proposed signing and pavement marking shall be in accordance with the most current edition of each of the following and any revision thereto:
 - A. Manual on Uniform Traffic Control Devices (MUTCD)
 - B. The Virginia supplement to the manual on uniform traffic control devices.
 - C. The Virginia Department of Transportation Road and Bridge Specifications.
 - D. The Virginia Department of Transportation Road and Bridge Standards.
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- Any existing pavement markings, which will conflict with proposed pavement markings, shall be completely eradicated.
- Limits shown of proposed markings are approximate and shall be modified in the field to insure that proposed pavement markings continue until existing pavement markings can be matched.



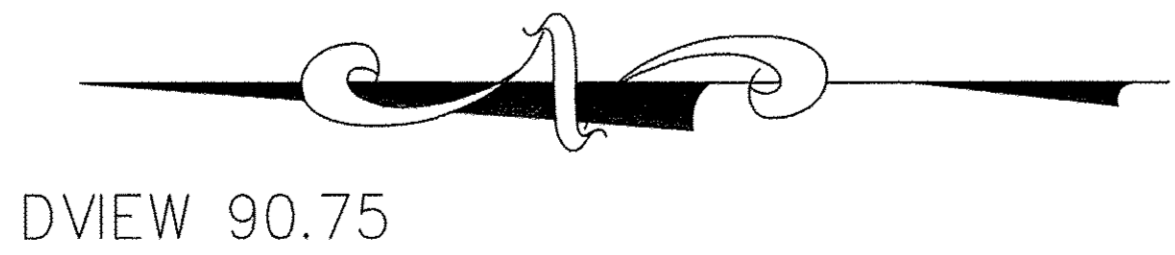
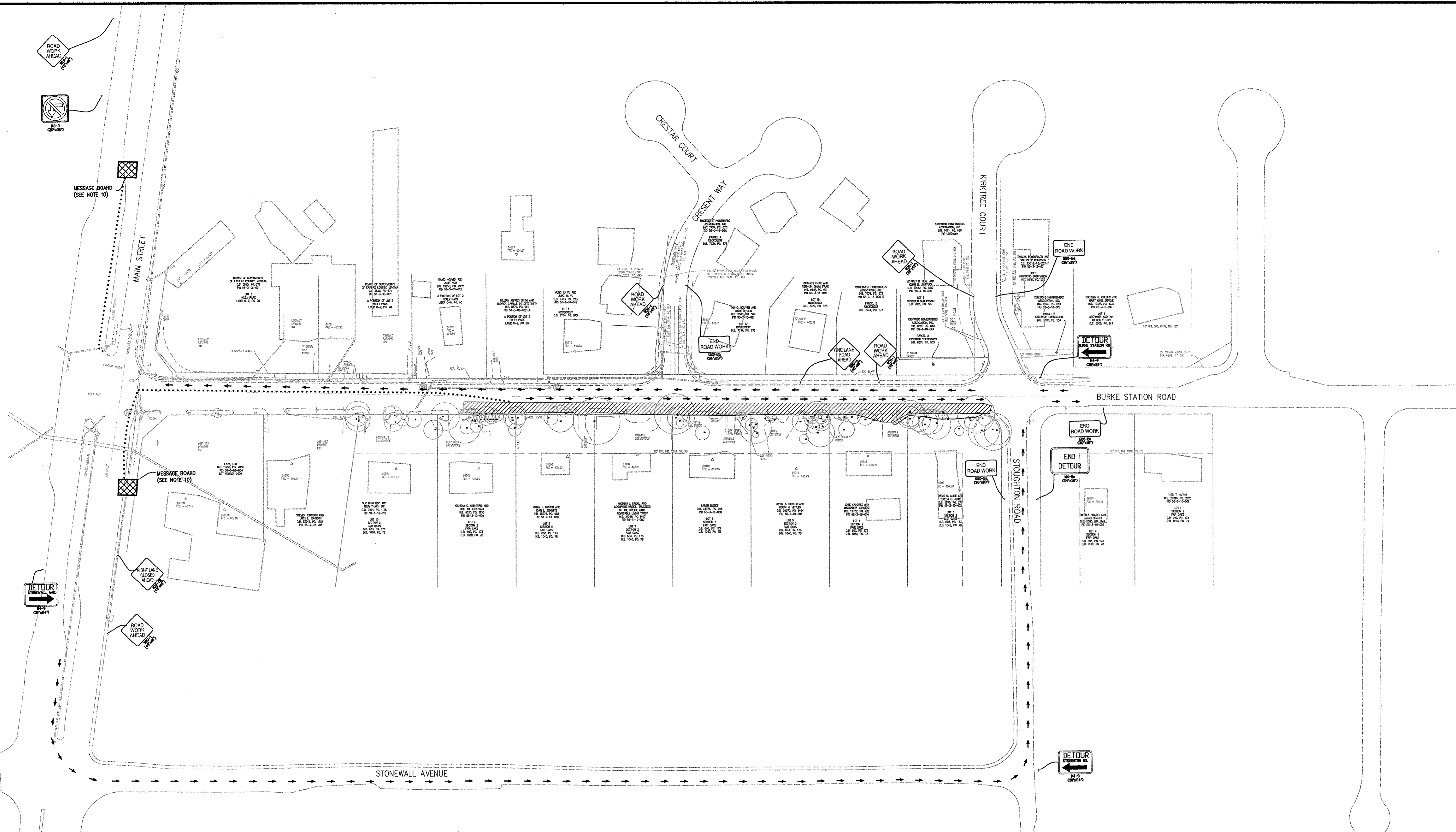
PROJECT NUMBER



PLAN STATUS

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

DATE	DESCRIPTION
SB DESIGN	SB DRAWN
SD	CHKD
SCALE	H: 1"=60'
	V: N/A
JOB No. 6916-01-002	
DATE: JUNE 2015	
FILE No. 6916-D-CP-002	



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 8. LANES SHALL BE A MINIMUM 10 FEET.
 9. SIGNS MUST BE FHWA APPROVED/NCARP-350 RATED.
 10. MESSAGE BOARD - COORDINATE MESSAGE WITH THE CITY OF FAIRFAX

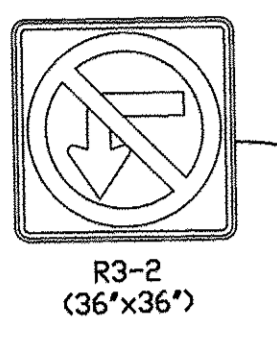
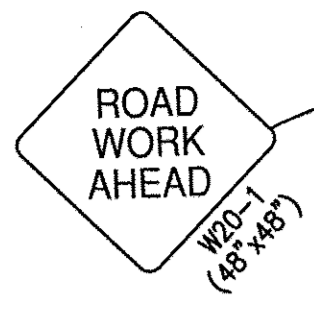
- LEGEND:
- ● ● TRAFFIC DRUMS/CONES
 - ▨ WORK SITE
 - SIGN
 - ← DIRECTION OF TRAFFIC
 - ⊠ MESSAGE BOARD

Section 6F.17 Position of Advance Warning Signs

Guidance:

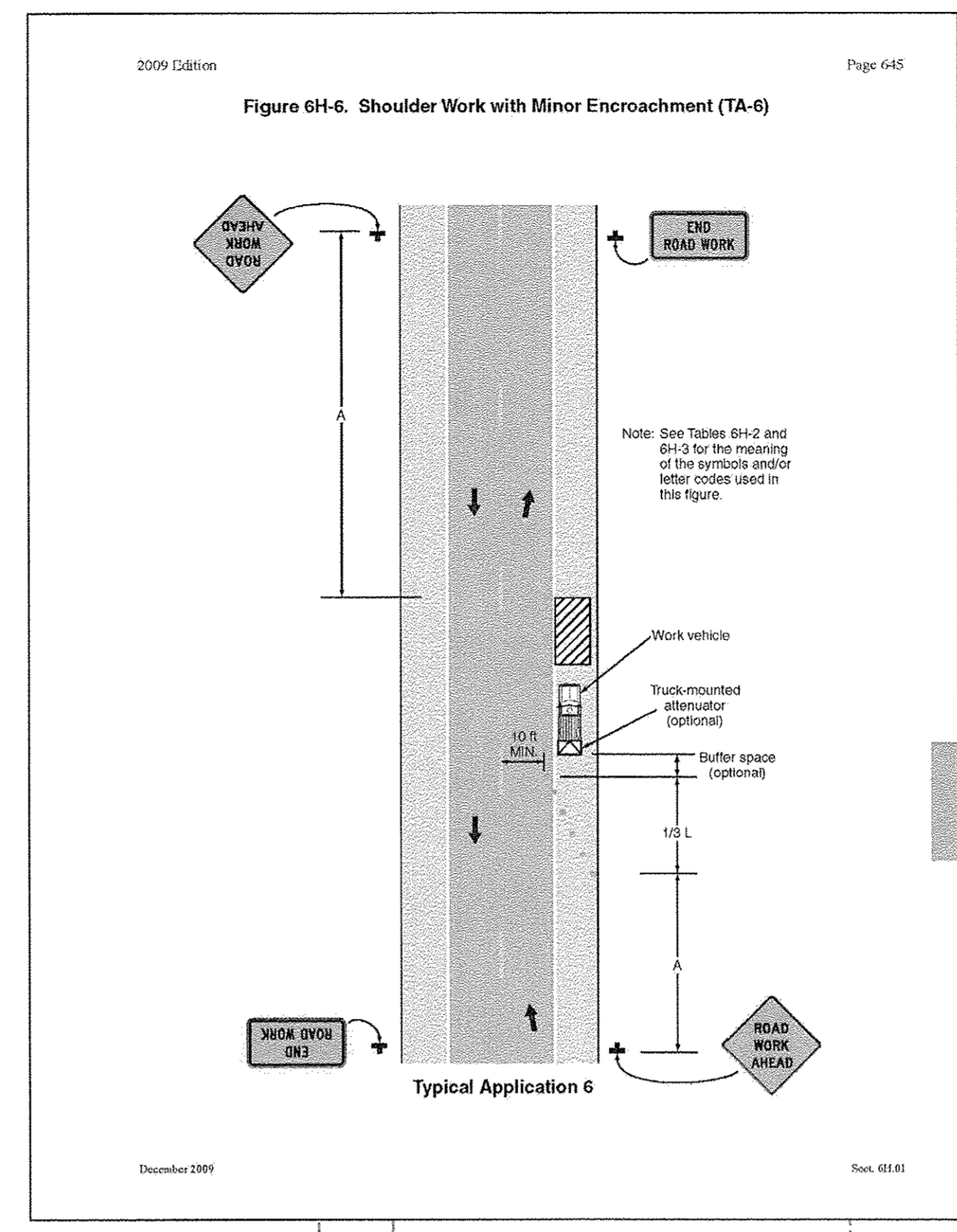
- 01 Where highway conditions permit, warning signs should be placed in advance of the TTC zone at varying distances depending on roadway type, condition, and posted speed. Table 6C-1 contains information regarding the spacing of advance warning signs. Where a series of two or more advance warning signs is used, the closest sign to the TTC zone should be placed approximately 100 feet for low-speed urban streets to 1,000 feet or more for freeways and expressways.
- 02 Where multiple advance warning signs are needed on the approach to a TTC zone, the ROAD WORK AHEAD (W20-1) sign should be the first advance warning sign encountered by road users.





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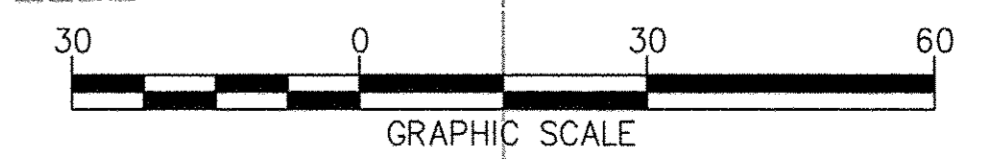
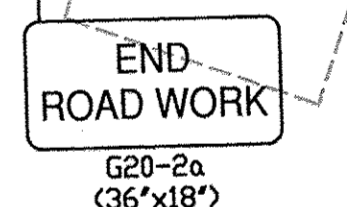
- LEGEND:**
- ● ● TRAFFIC DRUMS/CONES
 - ▨ WORK SITE
 - ↑ SIGN
 - DIRECTION OF TRAFFIC
 - ▣ MESSAGE BOARD



DVIEW 90.75

MESSAGE BOARD (SEE NOTE 10)

MESSAGE BOARD (SEE NOTE 10)

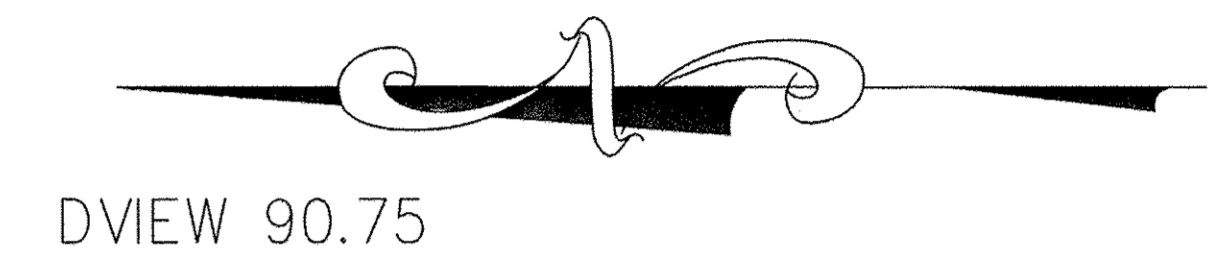


MATCHLINE-SEE SHEET 33A

3. NGUYEN AND BINH H. LIEU
9880, PG. 568
58-3-16-017
LOT 17
RIDGECREST
7734, PG. 87

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 - ▨ WORK SITE
 - ↑ SIGN
 - ← DIRECTION OF TRAFFIC

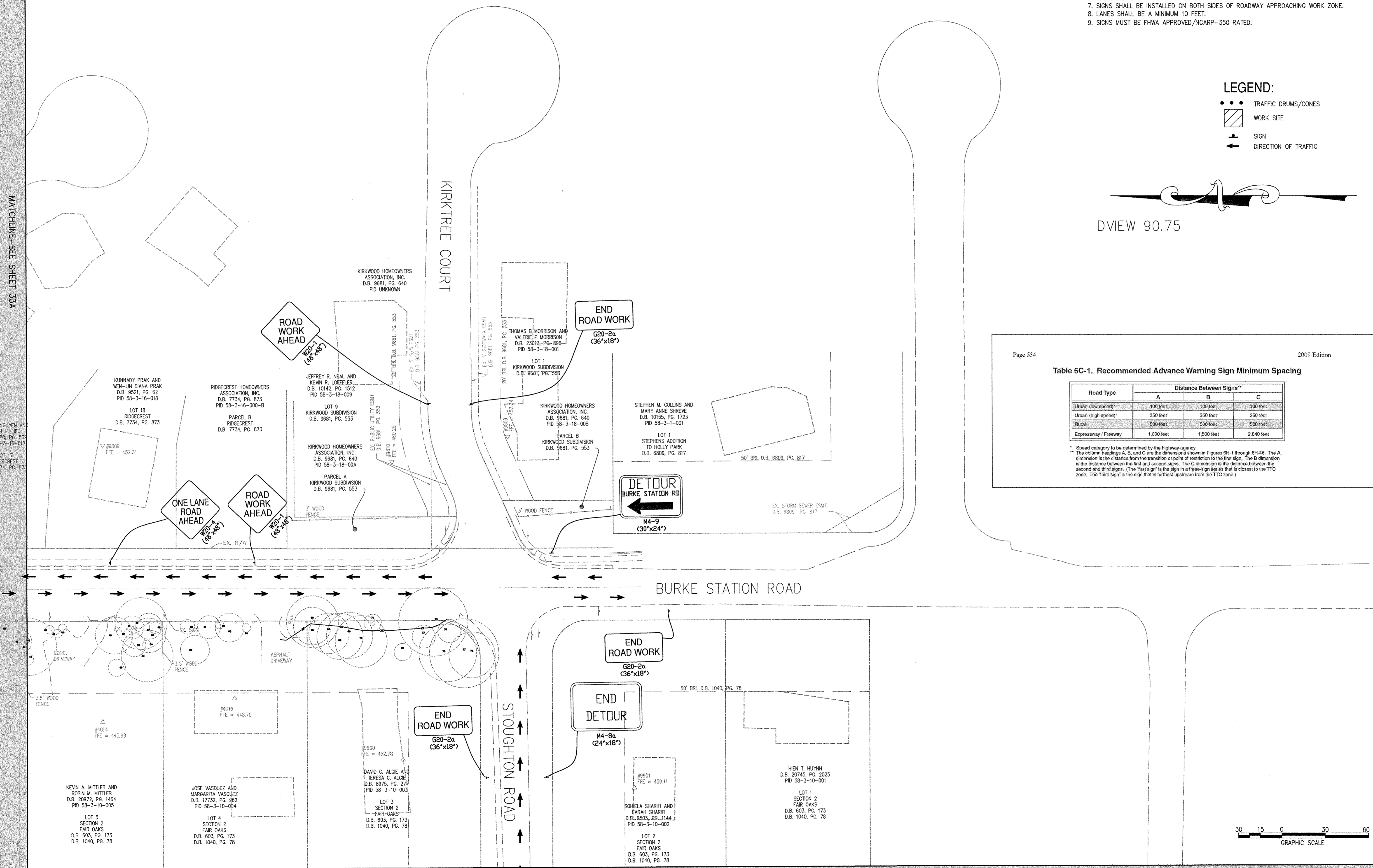


Page 554 2009 Edition

Table 6C-1. Recommended Advance Warning Sign Minimum Spacing

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by the highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)



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MAINTENANCE OF TRAFFIC PHASE 1 (2 OF 4)
BURKE STATION ROAD
STREETSCAPE IMPROVEMENTS
 VIRGINIA
 CITY OF FAIRFAX

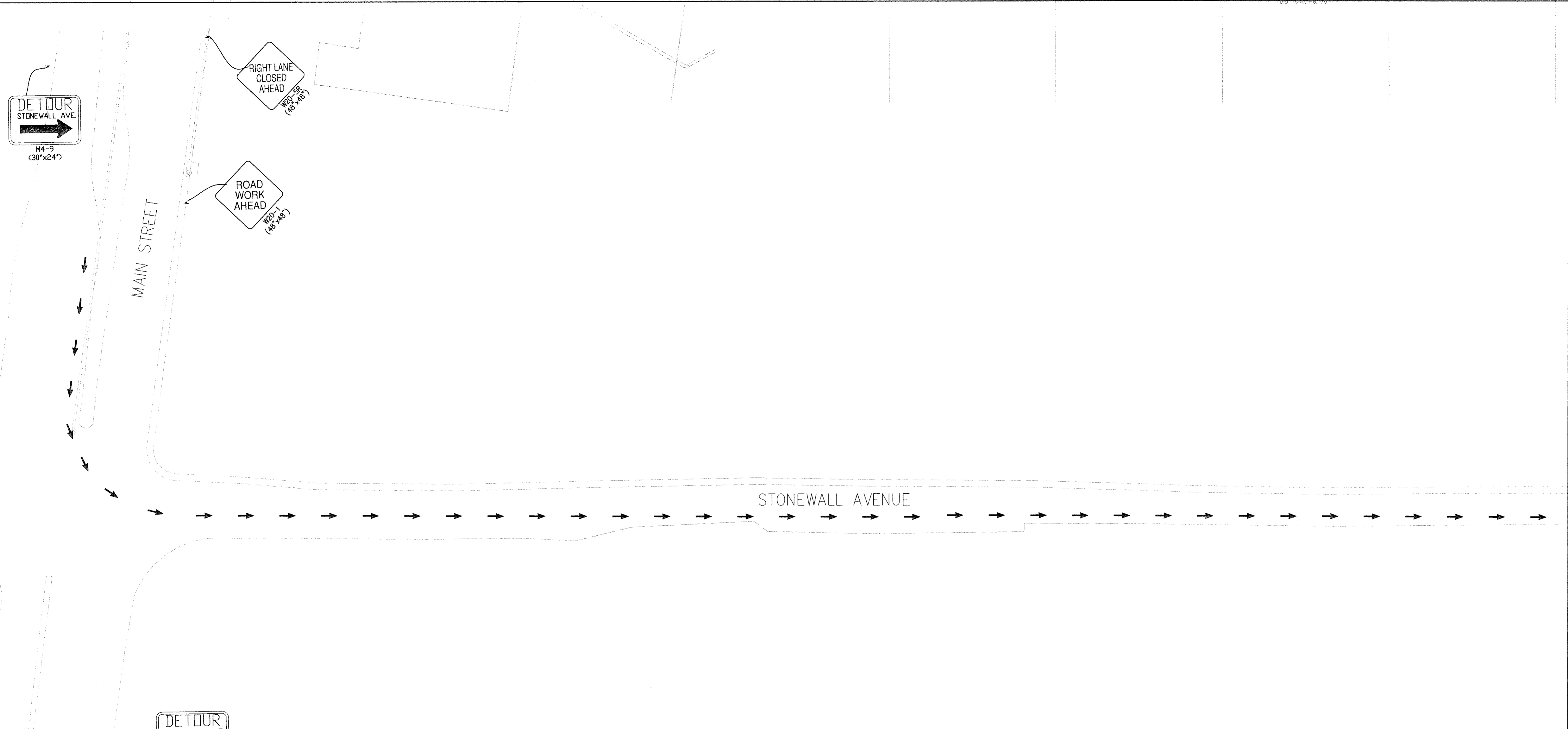
PROJECT NUMBER
 COMMONWEALTH OF VIRGINIA
BRADLEY GLATFELTER
 Lic. No. 50992
 10/17/2016
 PROFESSIONAL ENGINEER

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

DATE DESCRIPTION
 SB DESIGN
 SB DRAWN
 SD CHKD
 SCALE H: 1"=30'
 V: N/A

JOB No. 6916-01-002
 DATE : JUNE 2015
 FILE No. 6916-D-CP-002

SHEET **33B** OF **63**



Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)
Standard:
 01 Each detour shall be adequately marked with standard temporary route signs and destination signs.
Option:
 02 Detour signs in TTC incident management situations may have a black legend and border on a fluorescent pink background.
 03 The Detour Arrow (M4-10) sign (see Figure 6F-5) may be used where a detour route has been established.
 04 The DETOUR (M4-8) sign (see Figure 6F-5) may be mounted at the top of a route sign assembly to mark a temporary route that detours from a highway, bypasses a section closed by a TTC zone, and rejoins the highway beyond the TTC zone.
Guidance:
 05 The Detour Arrow (M4-10) sign should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right or left as required.
 06 The DETOUR (M4-9) sign (see Figure 6F-5) should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route signs.
 07 A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.
Option:
 08 The END DETOUR (M4-8a) or END (M4-8b) sign (see Figure 6F-5) may be used to indicate that the detour has ended.

LEGEND:
 ● ● ● TRAFFIC DRUMS/CONES
 WORK SITE
 SIGN
 DIRECTION OF TRAFFIC

VIEW 90.75

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MAINTENANCE OF TRAFFIC PHASE 1 (3 OF 4)
 BURKE STATION ROAD
 STREETSCAPE IMPROVEMENTS
 CITY OF FAIRFAX
 VIRGINIA

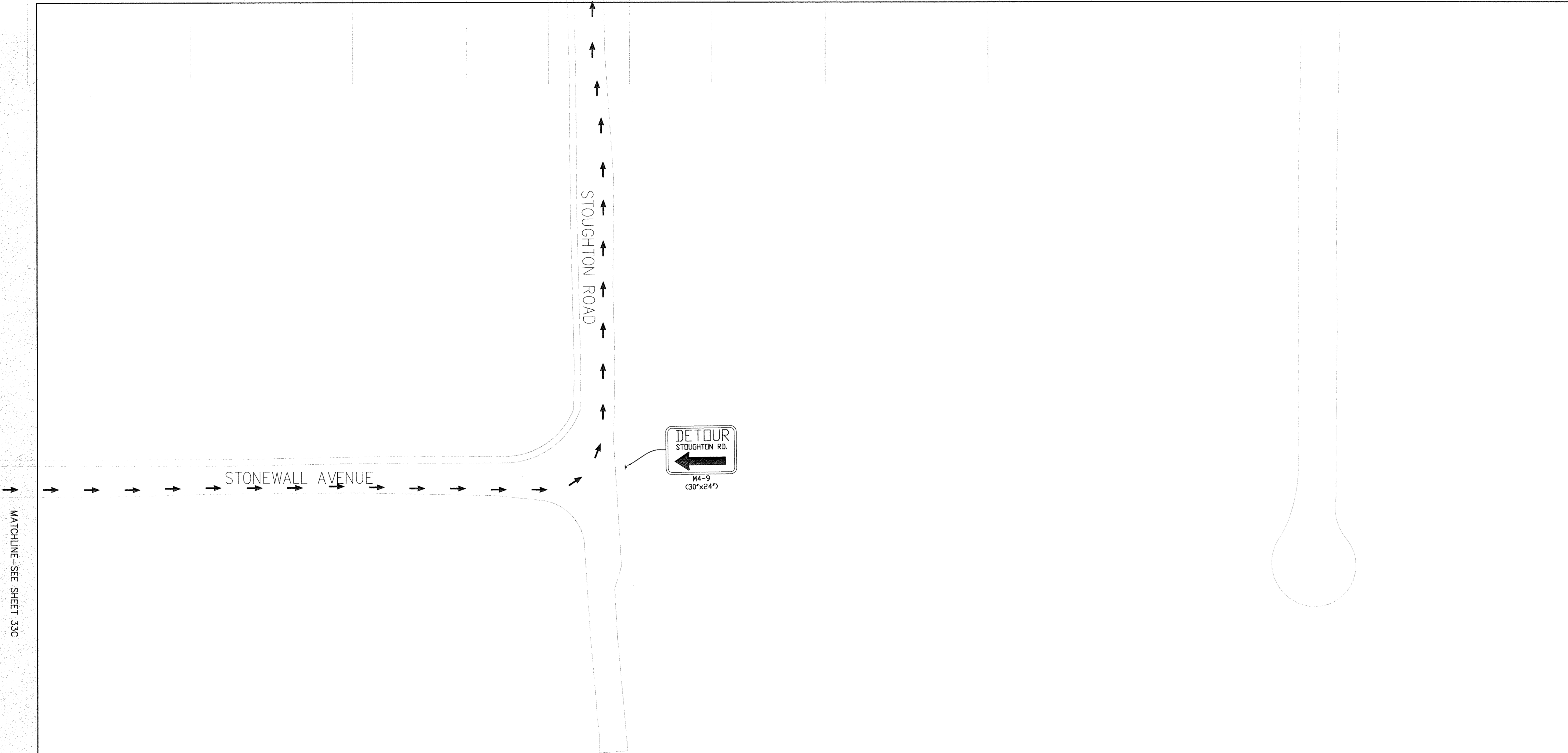
PROJECT NUMBER

 BRADLEY GLATFELTER
 Lic. No. 50992
 10/17/2016
 PROFESSIONAL ENGINEER

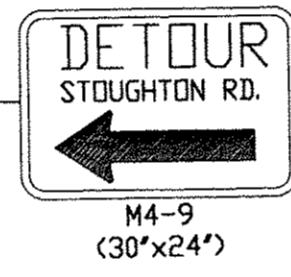
PLAN STATUS
 04/05/16 FINAL SUBMISSION
 10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB	SB SD
DESIGN	DRAWN CHKD
SCALE	H: 1"=30' V: N/A
JOB No.	6916-01-002
DATE	JUNE 2015
FILE No.	6916-D-CP-002

SHEET 33C OF 63



MATCHLINE—SEE SHEET 33C



DVIEW 90.75

LEGEND:

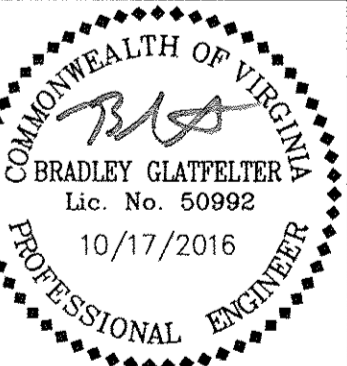
- TRAFFIC DRUMS/CONES
- WORK SITE
- SIGN
- DIRECTION OF TRAFFIC

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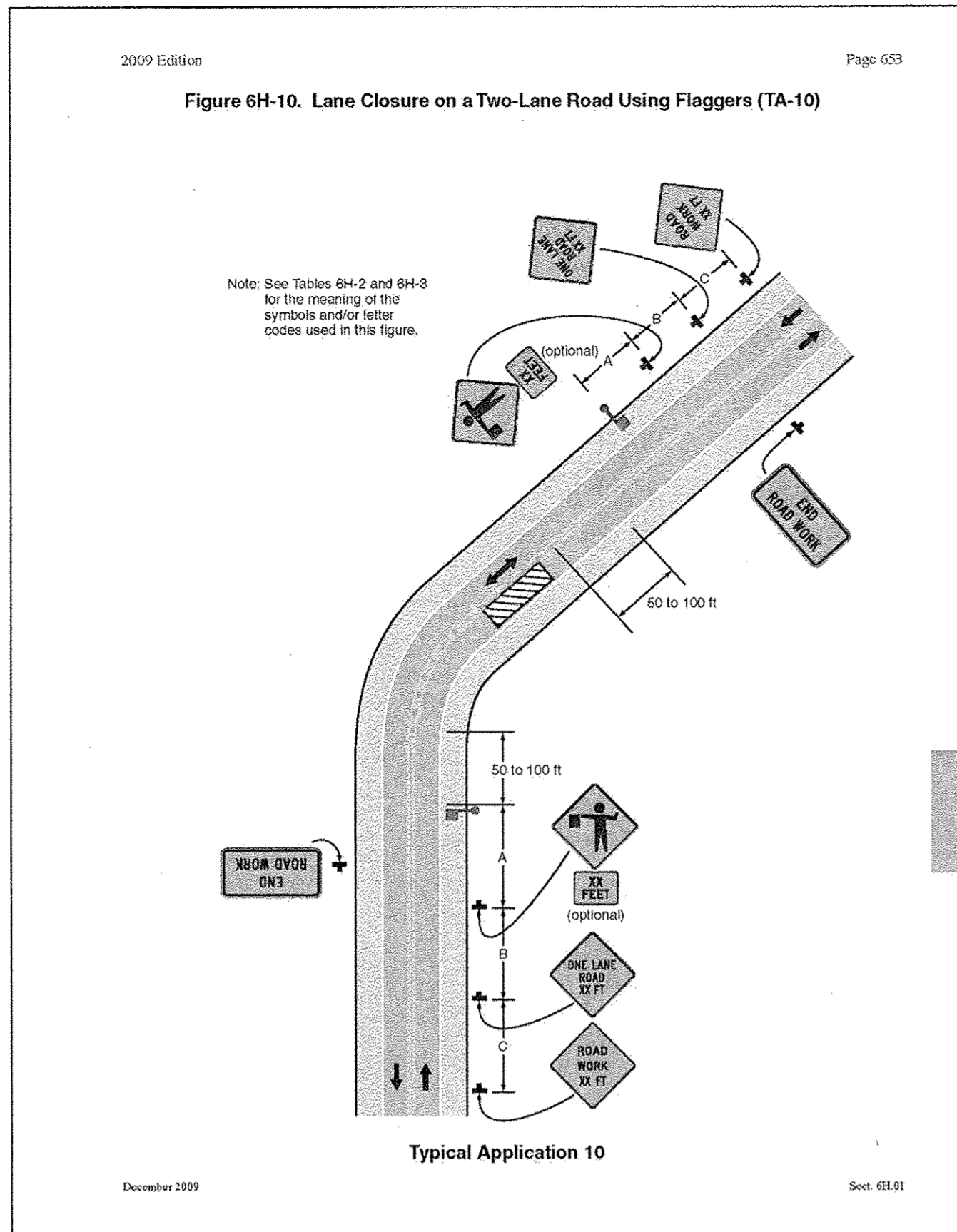
PROJECT NUMBER



PLAN STATUS

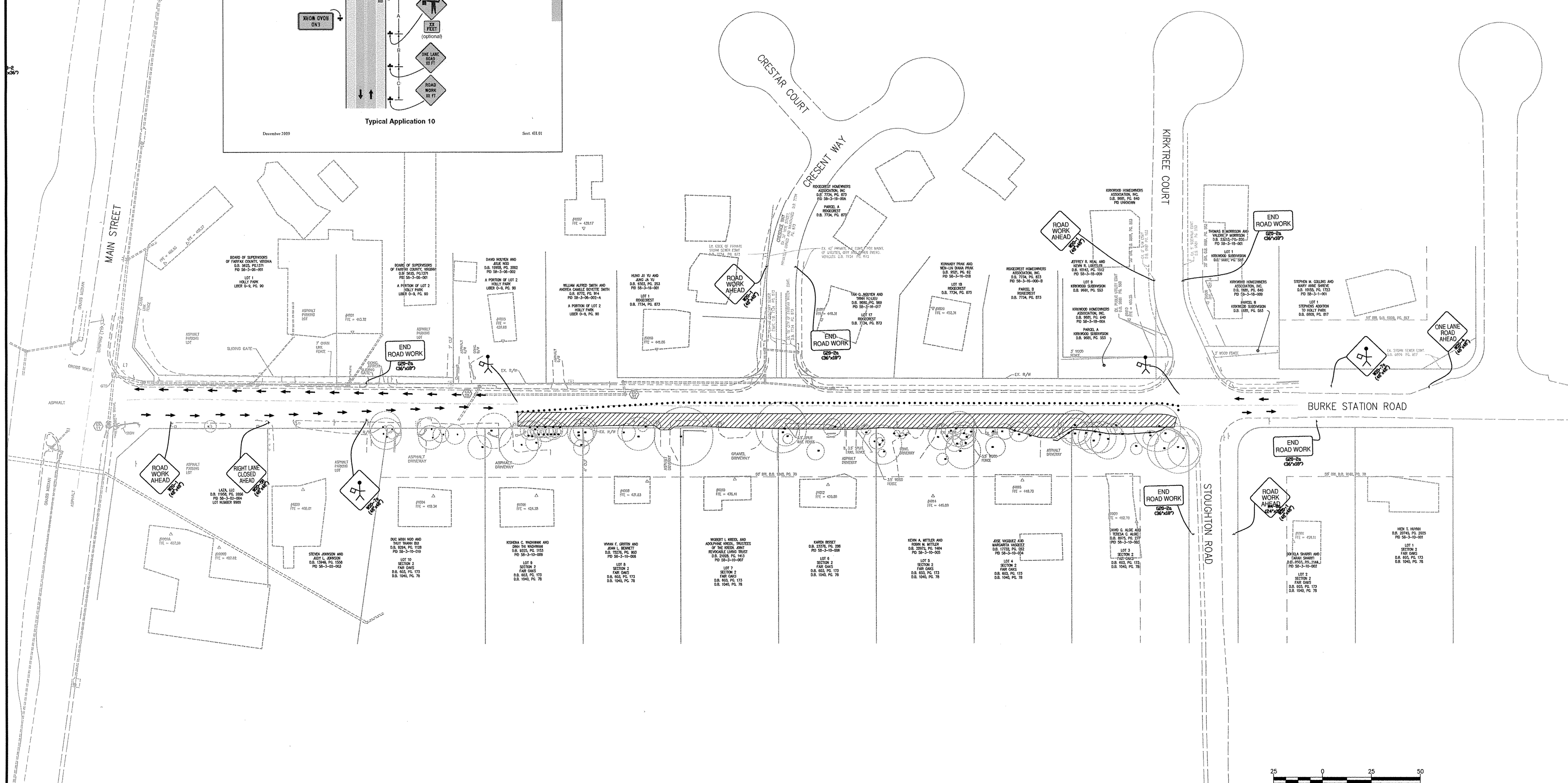
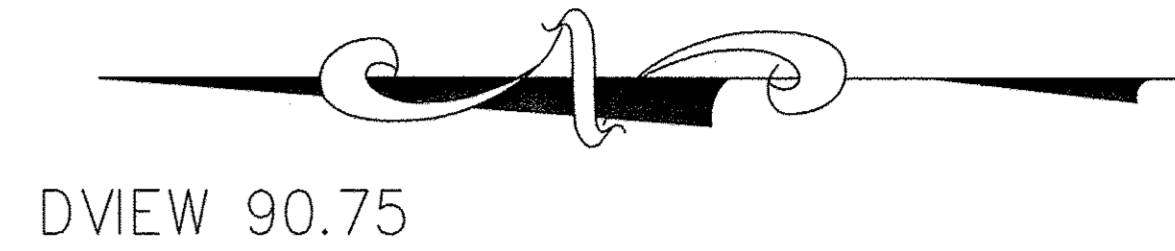
04/05/16	FINAL SUBMISSION
10/17/16	CONTRACT DOCUMENT

DATE	DESCRIPTION		
SB	SB	SD	
DESIGN	DRAWN	CHKD	
SCALE	H: 1"=30'	V: N/A	
JOB No. 6916-01-002			
DATE : JUNE 2015			
FILE No. 6916-D-CP-002			
SHEET			33D OF 63



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 - ▨ WORK SITE
 - ↑ SIGN
 - DIRECTION OF TRAFFIC



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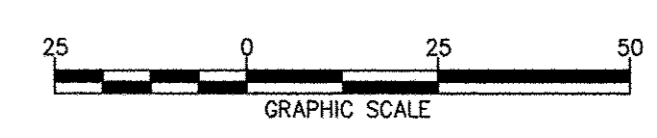
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Charlottesville, Virginia 20151
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MAINTENANCE OF TRAFFIC PHASE 2 (OVERALL)
BURKE STATION ROAD
STREETSCAPE IMPROVEMENTS
CITY OF FAIRFAX
VIRGINIA

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

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10/17/16 CONTRACT DOCUMENT

DATE	DESCRIPTION
SB DESIGN	SB DRAWN SD CHKD
SCALE	H: 1"=50' V: N/A
JOB No.	6916-01-002
DATE	JUNE 2015
FILE No.	6916-D-CP-002



Guidance:
 08 When a single flagger is used, the flagger should be stationed on the shoulder opposite the spot lane closure or work space, or in a position where good visibility and traffic control can be maintained at all times.

Section 6E.08 Flagger Stations

Standard:
 01 Flagger stations shall be located such that approaching road users will have sufficient distance to stop at an intended stopping point.

Option:
 02 The distances shown in Table 6E-1, which provides information regarding the stopping sight distance as a function of speed, may be used for the location of a flagger station. These distances may be increased for downgrades and other conditions that affect stopping distance.

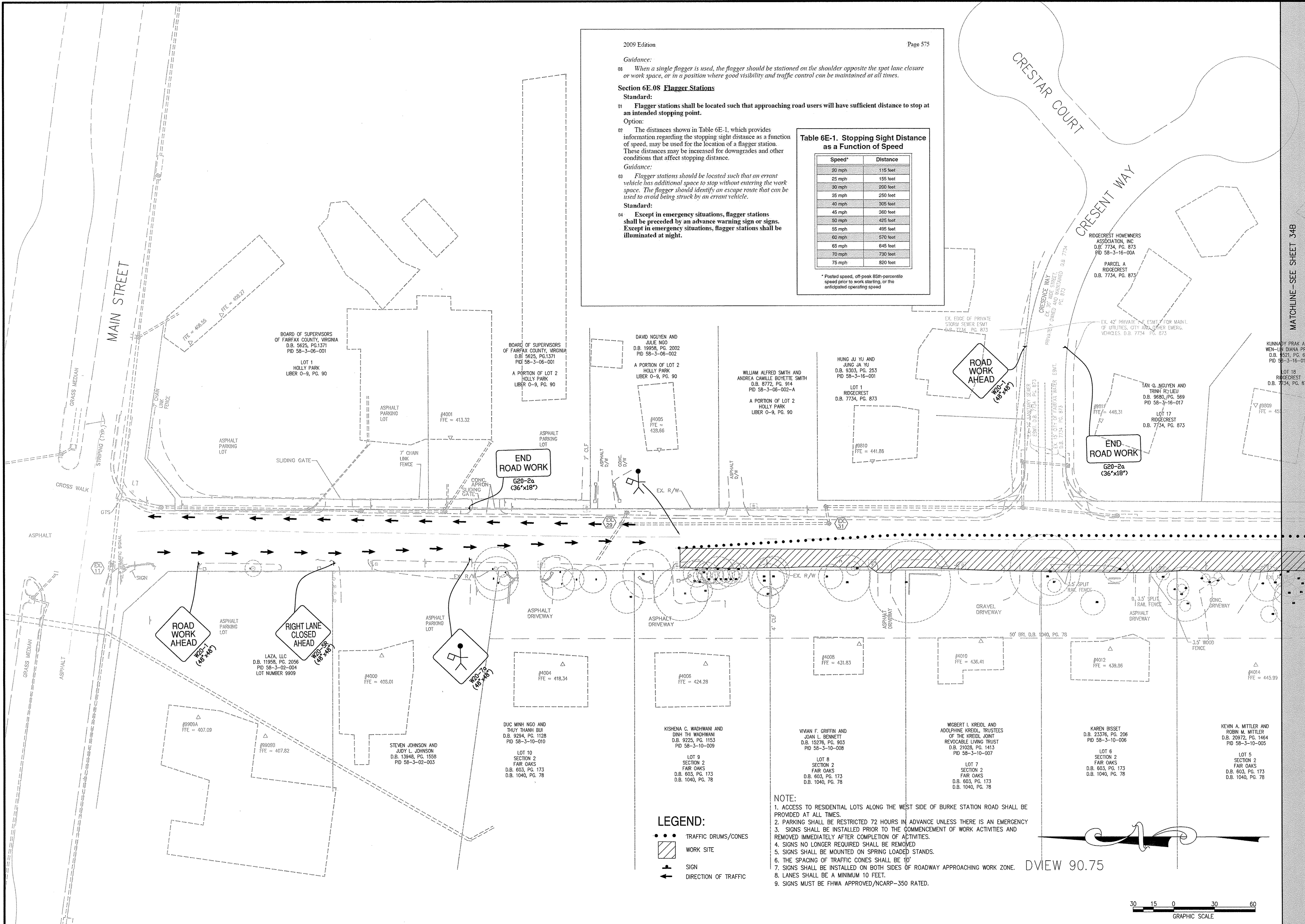
Guidance:
 03 Flagger stations should be located such that an errant vehicle has additional space to stop without entering the work space. The flagger should identify an escape route that can be used to avoid being struck by an errant vehicle.

Standard:
 04 Except in emergency situations, flagger stations shall be preceded by an advance warning sign or signs. Except in emergency situations, flagger stations shall be illuminated at night.

Table 6E-1. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

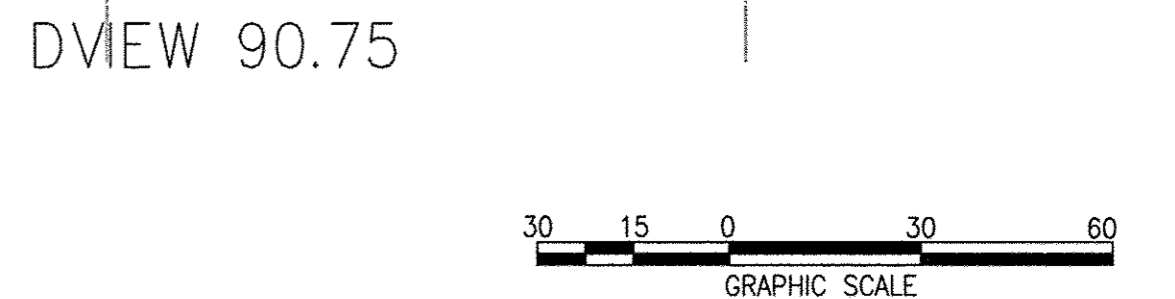
* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed



LEGEND:

- ● ● TRAFFIC DRUMS/CONES
- ▨ WORK SITE
- ⊕ SIGN
- ← DIRECTION OF TRAFFIC

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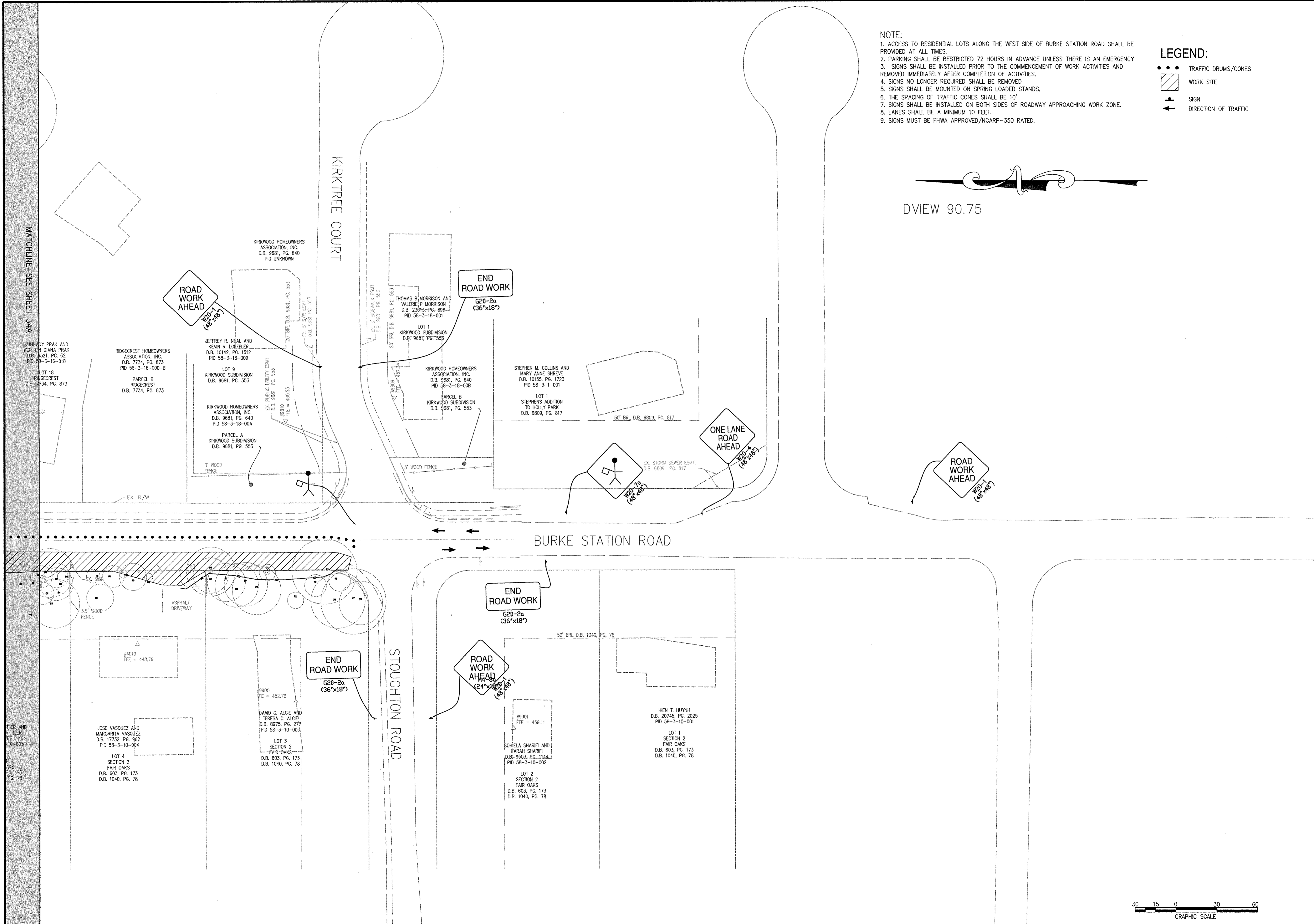
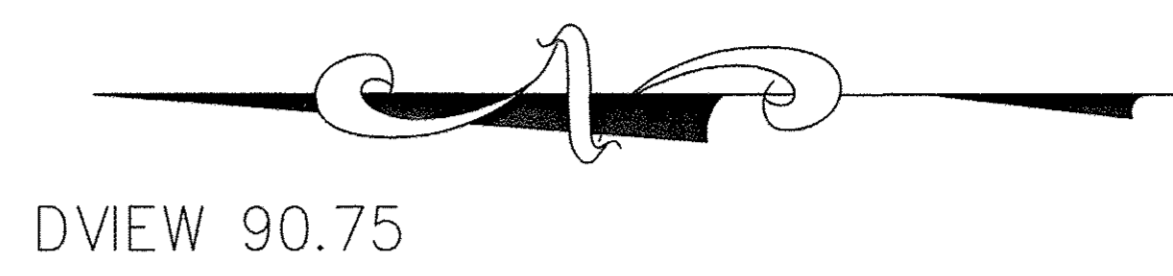


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- ▨ WORK SITE
- ↑ SIGN
- ← DIRECTION OF TRAFFIC



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