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PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
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DESIGNED BY Adam D. Welschenbach, P.E., Rinker Design Assoc., P.C. (703) 368-7373
SUBSURFACE UTILITY PROVIDED BY Accumark (2011) _____.

Underground Utilities Test Hole Information

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IH

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

PLAN SHEET	TEST HOLE	DISTANCE (FEET)	(1) STATION & ROADWAY	OWNER	TYPE OF FACILITY	(2) ELEV. (FEET)	(3) CONFLICT YES/NO	(4) REMARKS	UTILITY (5) ADJUSTMENT REQUIRED
5E	1	10.15 Lt.	71+00 Rte.123 Constr.Bl.	4	8" Water Line	344.95	No	01/05/12: Cast Iron	Yes
5	2	5.90 Lt.	70+00 Rte.123 Constr.Bl.	4	8" Water Line	343.07	No	01/05/12: Cast Iron	Yes
5	3	11.58 Lt.	69+00 Rte.123 Constr.Bl.	4	8" Water Line	342.59	No	01/05/12: Cast Iron	Yes
5E	4	15.46 Rt.	71+00 Rte.123 Constr.Bl.	2	Telephone Duct	346.62 343.76	No	01/18/12: Concrete	No
5	5	22.02 Rt.	70+00 Rte.123 Constr.Bl.	2	Telephone Duct	343.53 340.61	No	01/18/12: Concrete	No
5	6	17.77 Rt.	69+00 Rte.123 Constr.Bl.	2	Telephone Duct	343.88 N/A	No	01/18/12: Concrete	No
5E	7	22.71 Rt.	71+00 Rte.123 Constr.Bl.	3	12" Gas Line	344.56	No	01/17/12: Cast Iron	No
5	8	29.81 Rt.	70+00 Rte.123 Constr.Bl.	3	12" Gas Line	343.42	No	01/17/12: Cast Iron	No
5	9	30.86 Rt.	69+00 Rte.123 Constr.Bl.	3	12" Gas Line	340.82	No	01/17/12: Cast Iron	No
5E	10	41.76 Rt.	71+00 Rte.123 Constr.Bl.	Unk.	Fiber Optic	334.53	Yes	01/04/12: Cannot confirm material size or condition	Yes
5	11	47.77 Rt.	70+00 Rte.123 Constr.Bl.	Unk.	Fiber Optic	334.07	Yes	01/05/12: Cannot confirm material size or condition	Yes
5	12	50.42 Rt.	69+00 Rte.123 Constr.Bl.	Unk.	Unknown	Unk.	Yes	01/05/12: Cannot confirm material type or condition, believed to be fiber optic	Yes
5C	A1	28.54 Lt.	64+43.42 Rte.123 Constr.Bl.	3	2" Gas	353.29	No	08/06/12: Wrapped Steel	No
5C	A2	25.54 Lt.	64+55.69 Rte.123 Constr.Bl.	4	2" Water Line	353.54	No	08/06/12: Copper	Yes
5	A3	63.02 Rt.	23+93.74 Rte.29 Constr.Bl.	4	(4) 1 1/2" Water Line	340.37	No	08/08/12: Plastic	Yes
5	A4	46.78 Lt.	27+22.47 Rte.29 Constr.Bl.	6	Unk. Size Electric	341.87	Yes	08/07/12: Plastic	Yes
5E	A6	37.00 Rt.	72+44.21 Rte.123 Constr.Bl.	3	2" Gas	346.34	Yes	08/08/12: Wrapped Steel	No
6	A7	35.05 Lt.	31+59.71 Rte.29 Constr.Bl.	7	(3) 2" Fiber Optic	338.52	Yes	08/09/12: Conduit	Yes
6	A8	34.89 Lt.	32+18.05 Rte.29 Constr.Bl.	4	8" Water Line	337.82	Yes	08/09/12: Ductile Iron	Yes
6	A9	34.31 Rt.	37+02.79 Rte.29 Constr.Bl.	7	(2) 2" Fiber Optic	336.44	Yes	08/08/12: Conduit	Yes
6	A10	37.81 Lt.	37+35.81 Rte.29 Constr.Bl.	3	2" Gas	333.28	Yes	08/08/12: Cast Iron	Yes
8	A11	32.11 Lt.	44+08.82 Rte.29 Constr.Bl.	4	8" & 2" Water Lines	328.17	Yes	08/08/12: D.Iron / Copper	Yes
4	B1	40.39 Rt.	17+73.92 Rte.29 Constr.Bl.	5	(4) 1.5" FO Conduits	363.80	Yes	12/16/14: F.O.Conduits	Yes
5	B2	50.71 Lt.	25+72.20 Rte.29 Constr.Bl.	3	None Found	N/A	Yes	12/16/14: Excessive Water at 2.65' Deep Utility Not Found	Yes
5	B3	41.52 Rt.	68+78.43 Rte.123 Constr.Bl.	3	Coated Steel (Black)	341.69	Yes	12/16/14: Gas	Yes
5	B4	45.58 Rt.	70+37.36 Rte.123 Constr.Bl.	9	N/A	N/A	Yes	12/16/14: TH Excavated to 13.56' Depth Utility Not Found	Yes
5	B5	38.34 Rt.	70+39.50 Rte.123 Constr.Bl.	2	Concrete	346.26	Yes	12/16/14: F.O.Conduits	Yes
5	B6	21.48 Rt.	70+31.59 Rte.123 Constr.Bl.	2	Concrete	345.09	Yes	12/16/14: Telephone Conduits	Yes
5E	B7	15.90 Rt.	72+13.36 Rte.123 Constr.Bl.	3	Coated Steel (Black)	347.47	No	12/16/14: Gas	No
5E	B8	42.28 Rt.	72+76.42 Rte.123 Constr.Bl.	9	N/A	N/A	No	12/16/14: Utility Not Found	No
5E	B9	2.81 Rt.	73+50.00 Rte.123 Constr.Bl.	3	Ductile Iron (Black)	350.82	Yes	12/16/14: Gas	No
5E	B10	3.18 Lt.	74+77.74 Rte.123 Constr.Bl.	3	Coated Steel (Black)	353.88	Yes	12/16/14: Gas	Yes
4	W1	45.82 Rt.	17+74.01 Rte.29 Constr.Bl.	5	Plastic (Blk.,Org.,Grn.,Blu.)	362.40	No	12/16/14: F.O.Conduits	No
4	W2	51.89 Rt.	20+62.38 Rte.29 Constr.Bl.	4	Ductile Iron (Black)	345.87	No	12/16/14: Water Main	No
4	W3	61.31 Rt.	22+07.23 Rte.29 Constr.Bl.	4	Ductile Iron (Black)	345.24	No	12/16/14: Water Main	No
4	W4	46.95 Rt.	22+10.90 Rte.29 Constr.Bl.	5	Plastic (Blk.,Org.,Grn.,Blu.)	341.84	No	12/16/14: F.O.Conduits	No
5	W5	6.05 Lt.	69+73.97 Rte.123 Constr.Bl.	4	Ductile Iron (Black)	342.76	No	12/16/14: Water Main	No
5	W6	7.59 Lt.	70+41.52 Rte.123 Constr.Bl.	4	Ductile Iron (Black)	344.24	No	12/16/14: Water Main	No
5	W7	37.19 Lt.	29+42.63 Rte.29 Constr.Bl.	4	Ductile Iron (Black)	339.08	No	12/16/14: Water Main	No
5	W8	32.13 Lt.	29+50.65 Rte.29 Constr.Bl.	UNK	Ductile Iron (Black)	337.42	No	12/16/14: Unknown Utility Found	No
6	W8A	35.65 Lt.	29+43.35 Rte.29 Constr.Bl.	2	Plastic (White)	338.58	No	12/16/14: 4-4" F.O.Conduits	No
6	W9	14.00 Lt.	31+60.09 Rte.29 Constr.Bl.	9	Plastic (Blk.,Org.,Grn.,Blu.)	337.30	No	12/16/14: F.O.Conduits	No
6	W10	14.00 Lt.	31+66.48 Rte.29 Constr.Bl.	2	N/A	N/A	No	12/16/14: 6.89' Deep Excavation Utility Not Found	No
6	W11	14.00 Lt.	31+72.48 Rte.29 Constr.Bl.	2	Concrete	335.71	No	12/16/14: Telephone Conduits	No
6	W12	14.00 Lt.	32+18.50 Rte.29 Constr.Bl.	4	N/A	N/A	No	12/16/14: 7" Depth Excavated Utility Not Found	No
6	W13	14.00 Lt.	37+1.42 Rte.29 Constr.Bl.	7	N/A	N/A	No	12/16/14: 10' Depth Excavated Utility Not Found	No
6	W14	14.00 Lt.	37+35.34 Rte.29 Constr.Bl.	3	Coated Steel (Black)	333.58	No	12/16/14: Gas	No
8	W15	14.00 Lt.	44+71.40 Rte.29 Constr.Bl.	4	Ductile Iron	327.24	No	12/16/14: Water Main	No

SUBSURFACE UTILITY OWNERS
MISS UTILITY 1-800-257-7777

(7) Zayo (formerly MFN)
Mr. Brad Leatherman
13861 Sunrise Valley Dr., Suite 450
Herndon, VA 20171

(5) AT&T/TCG
7777 Leesburg Pike, Suite 100N
Falls Church, VA 22043
Mr. Marc Blanco

(1) Fairfax City Department of Public Utilities
City Hall Annex, Room 300
10455 Armstrong Street
Fairfax, VA 22030
Mr. Rick Thoesen, Director

(4) Fairfax Water
Mr. Bobby Cotton
8560 Arlington Blvd.
Fairfax, VA 22031

(8) Cox Communications
Mr. Quincy Henderson
3080 Centreville Road
Herndon, VA 20171

(2) Verizon of Virginia
Mr. Scott Sisk
22001 Loudoun County Pkwy
Ashburn, VA 20147

(6) Dominion Virginia Power
Ms. Verna Love
3072 Centreville Road
Herndon, VA 20171

(3) Washington Gas
Mr. Allan Mellizo
6801 Industrial Road
Springfield, VA 22151

(9) MCI / Verizon Business
Mr. Dave Fisher
12379 Sunrise Valley Drive, Suite A
Reston, VA 20191

LEGEND

W

T/Tg Duct

SFM

G

NOTES:

(1) ALL TEST HOLES ARE REFERENCED FROM THE SURVEY BASELINE UNLESS OTHERWISE NOTED.

(2) ELEVATIONS SHOWN HEREON ARE TO THE TOP OF THE FACILITY UNLESS OTHERWISE NOTED.

(3) YES OR NO: NO INDICATES NO DIRECT CONFLICT. HOWEVER, CLEARANCE MAY BE LESS THAN ACCEPTABLE TO UTILITY OWNER.

(4) REMARKS TO INCLUDE CLEARANCE DIMENSION (REGARDLESS OF DISTANCE).

(5) YES OR NO: INFORMATION TO BE PROVIDED BY THE VDOT DISTRICT UTILITY ENGINEER.

	PROJECT	SHEET NO.
	0029-151-105	IH

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SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

Chain Bridge Rd (Rte. 123) Utility Protection Plan

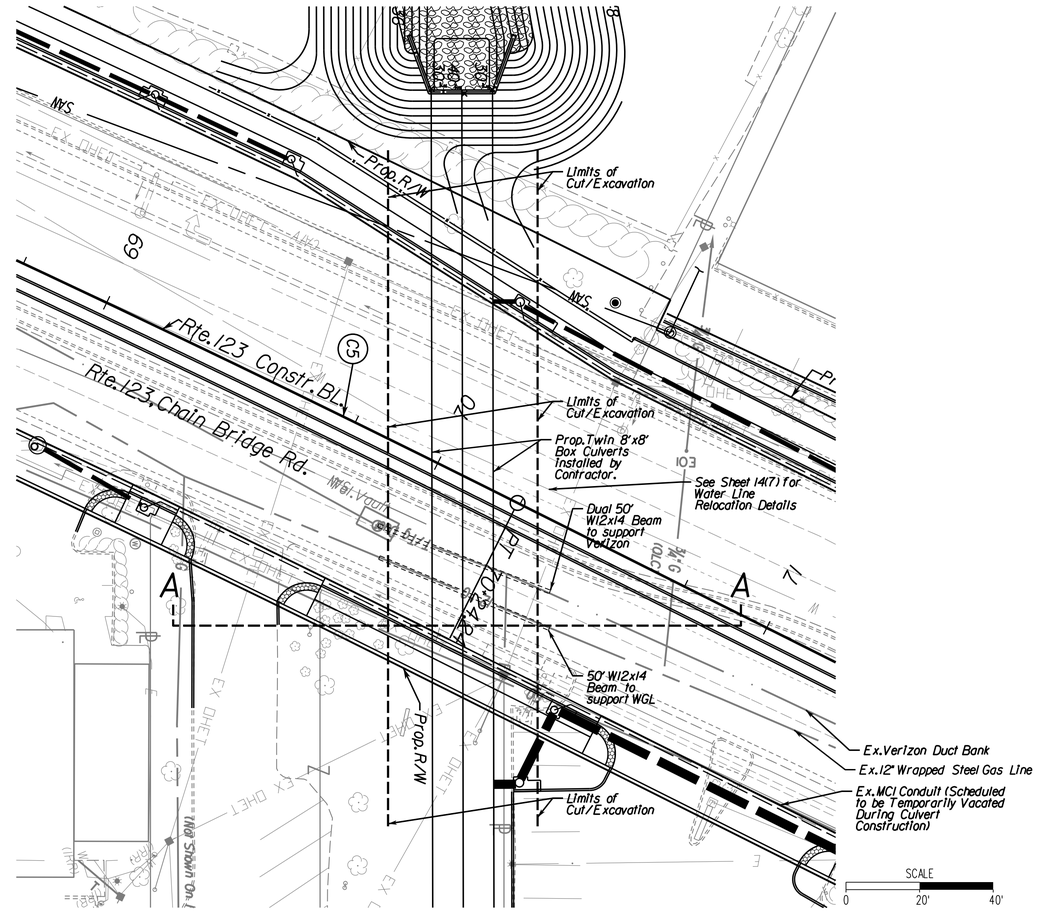
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	1H(1)

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

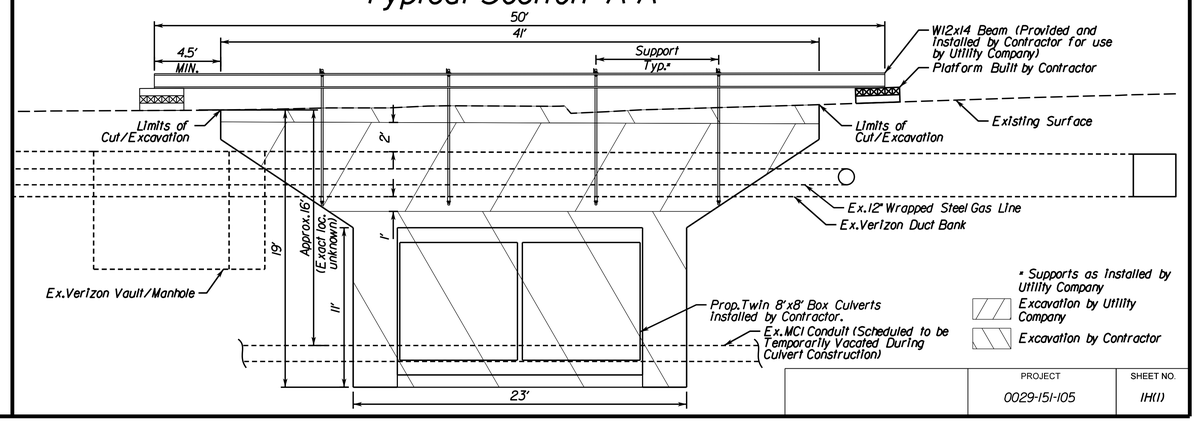
UPC 16632 - Intersection and Drainage Improvement Project at Route 23/50/123
Chain Bridge Road (Route 123) Box Culvert Crossing at Approx Sta. 69+98
Utility Protection Plan - To be Coordinated with TMP/SOC Phase 1, shown in this Plan

ORDER OF EVENTS/ TASKS	CONTRACTOR RESPONSIBILITY	UTILITY COMPANY RESPONSIBILITY	OTHER NOTES
1) Initial Traffic Control	The northbound lanes of Chain Bridge Road (Route 123) shall be fully closed for the duration of the Verizon ductbank and Washington Gas main protection process. Once the northbound lanes are closed, they shall remain closed until the utilities are exposed and protected (by respective utility companies), the appropriate portions the box culvert are installed, and the existing utilities are safely restored to their subsurface condition prior to start of construction. The Contractor shall follow TMP/SOC Phase I to close the northbound lanes.	None.	The Verizon duct bank, Verizon Manhole, and Washington Gas are under the street pavement. MCI has fiber optic cables under the existing sidewalk area. See details on this sheet for locations.
2) Road Surface Excavation	The existing asphalt road surface and soil above the Verizon ductbank and Washington Gas main shall be demolished/excavated to a depth such that two feet of cover remain above each utility structure/facility as per the details on this sheet. The contractor shall hand dig to lacate the top of the duct bank and gas main at each side of the trench.	None.	Available test pit information is provided on Sheet 1H. If additional information is required/necessary, then each entity is responsible to obtain their own utility test pit at no additional cost to the project.
3) I-Beam Procurement, Delivery and Installation	The Contractor shall provide three 50-foot I-Beams to the culvert trench crossing site (the I-Beam specifications are shown on this sheet). The Contractor shall then be responsible for constructing the I-Beam platforms and setting of the beams for both Verizon and Washington Gas per drawing BCA-119121 shown on sheet 1H(2).	None.	None.
4) Exposing of Facilities and Installation of Protection Structures	The Contractor shall not work in this vicinity during the utility work.	The utility company shall be responsible for excavation within less than 2 feet of cover above the existing utility facilities. Verizon and Washington Gas shall expose their facilities as required by Miss Utility law to protect the utilities for future culvert installation utilizing the I-beams installed by the contractor in Task 3. See this sheet for details. MCI will locate and expose their conduits at a depth of about 16 feet. Their conduits will be cut on both sides of the trench and pulled back for the duration of the culvert construction.	Estimated utility protection durations: - Verizon: 3 weeks - Wash Gas: 4 weeks *Note: This work will not be completed concurrently.
5) Spoils	The Contractor will be responsible for the haul-off of all spoils not required by the utility company.	None.	Contractor shall designate a location adjacent to the culvert trench where spoils are to be placed by the utility companies.
6) Culvert Trench Excavation	Once the Verizon duct bank and Washington Gas main support and protection work is completed (utility protection work), the Contractor may continue excavation for the culvert. Contractor shall not use mechanized equipment within 2 feet of gas main or duct bank per Miss Utility Laws.	MCI conduits exist at a depth of approximately 16 feet (too deep for a test hole to find). Once the Contractor finds evidence of the conduits, MCI will locate and expose the remainder, cut within the trench excavation area, and extend conduits up the sides of the trench to an elevation suitable to their needs.	The Contractor shall take precautions to avoid impacting this conduit. This MCI conduit shall be empty prior to the start of the project and will remain empty until Contractor finishes work on the northbound lanes of Route 123. MCI's estimated time to completed their work is 1 week.
7) Box Culvert Installation	The Contractor shall construct the portions of the culvert below the northbound lanes of Route 123 and shall take caution not to impact the protected utilities.	Utility Companies shall monitor their facilities as needed.	Contractor is solely responsible for damage to protected utilities or interruption of utility service.
8) Backfill / I-Beam Removal	After the portions of the culvert are installed under northbound Route 123, the Contractor will backfill the trench to within one foot of the bottom of the protected utilities and notify each utility that the site is ready for their backfill work. Once the I-Beams are no longer needed by the utility companies, the Contractor is solely responsible for the removal/disposal of the I-Beam.	MCI: Will raise and reconnect their conduits to now lay above the portions of the box culvert at the crossing prior to Contractor installation of the sidewalk. Verizon and Washington Gas: Will be responsible for removal of their respective support equipment/materials which are attached to the I-beams and subsequent backfilling around the protected utilities to at least a 2 foot depth of cover above the utility facilities.	Once the utilities are backfilled to 2 foot depth above their facilities, the Contractor may proceed with roadway surface construction. MCI conduit reconnection efforts shall be completed concurrently with the Verizon and Washington Gas backfilling efforts.

Plan View



Typical Section A-A



PROJECT	SHEET NO.
0029-151-105	1H(1)

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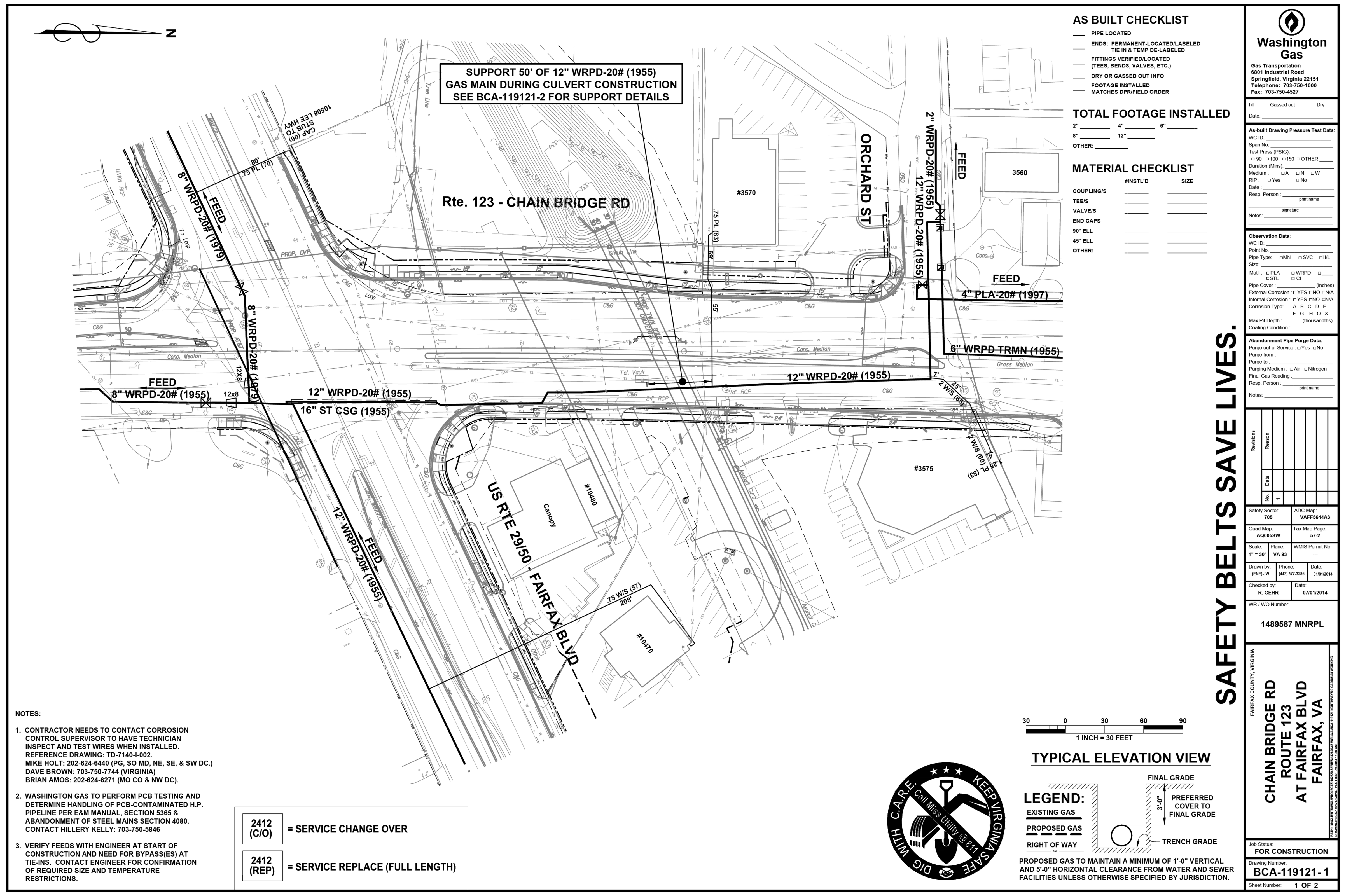
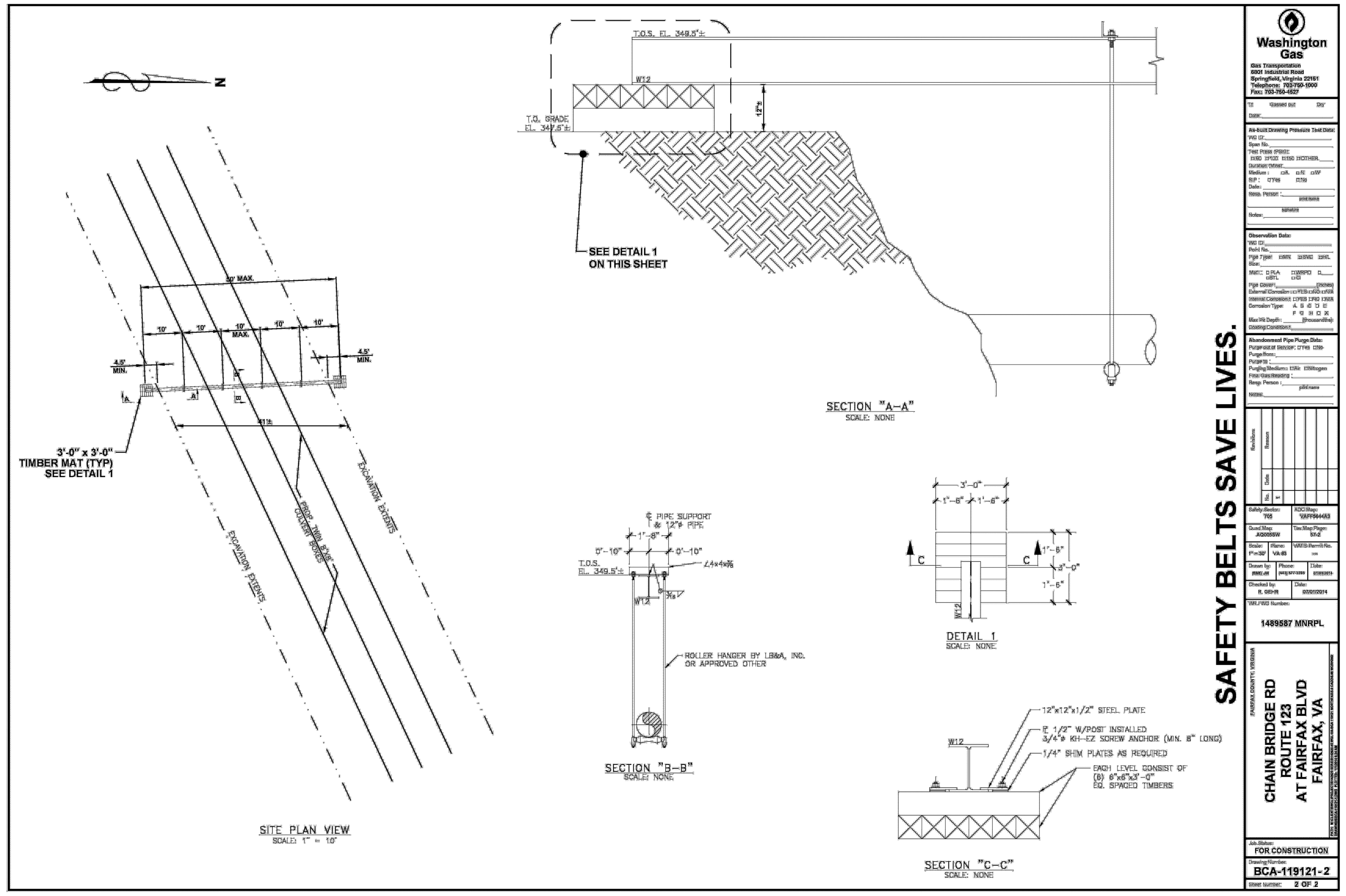
Chain Bridge Rd (Rte.123) Utility Protection Plan Cont.

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	1H(2)

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





4/20/2016

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10387 Main Street, Fairfax, VA 22030, Phone: (703) 591-2613, Fax: (703) 591-0810
4607 Columbia Pike, Arlington, VA 22204, Phone: (703) 671-4662, Fax: (703) 671-4663
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SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

Transportation Management Plan & Sequence of Construction (TMP/SOC) General Notes

Temporary Traffic Control Plan Notes

Temporary Traffic Control Plan

General Notes:

1 TMP/SOC Type B Project Information:

a Identify the project's TMP Type:
This project's TMP/SOC plan has been designed in conformance with a Type B TMP/SOC plan. The TMP/SOC for this project shall encompass all the work/construction necessary to construct the project as shown on sheets IK thru IL(8). (See Note #2, this sheet.)

b Identify the work zone location, length, and widths:
The project location is as shown on Sheet IA. The work zone areas have been delineated as shown on the TMP/SOC plan sheets in the IK and IL Series through. The work zone lengths and widths vary by location as shown on the TMP/SOC plan sheets in the IK and IL Series.

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:

	SINGLE LANE CLOSURES			
	MONDAY TO THURSDAY	FRIDAY	SATURDAY	SUNDAY
DAY TIME	9:30AM TO 3:00PM	9:30AM TO 2:00PM	-	-
NIGHT TIME	10:00PM TO 5:00AM	10:00PM TO 9:00AM	10:00PM TO 8:00AM	-

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.

Contractor shall follow Contract Special Provisions with reagards to working hours.

d 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 2007, the Virginia Work Area Protection Manual, dated June 2011, and the Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, including the 2011 Virginia Supplement to the MUTCD.

e 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:
The following existing commercial or private entrances shall remain open for the duration of construction, except as noted. At the following locations are private or commercial entrances which shall have access maintained at all times:
Approx. Sta: 18+00 RT, 20+50 RT, 21+25 RT, 22+50 RT, 26+50 LT, 27+50 LT, 28+25 LT, 29+50 LT, 32+25 LT, 33+75 LT, 35+50 LT, 36+25 LT, 41+25 LT, 64+00 LT, 69+00 RT, 69+75 RT, 71+00 RT, 71+50 LT, and 73+50 RT

Existing Intersections:
There are four signalized intersections within the project limits, all of which are to remain operational for the duration of construction. They are the intersections of:
Fairfax Boulevard (U.S. Route 29/50) @ Chain Bridge Road (Route 123)
Fairfax Boulevard (U.S. Route 29/50) @ University Drive (City Route 6627)
Fairfax Boulevard (U.S. Route 29/50) @ Eaton Place
Chain Bridge Road (Route 123) @ Eaton Place
Eaton Place @ Service Road

There is one unsignalized intersection (with cross-over) within the limits of this project, which is to remain operational for the duration of construction. This is the intersection of:
Fairfax Boulevard (U.S. Route 29/50) @ Station 41+25

Existing Pedestrian Access Points:
Within the project limits, pedestrian access points are generally at the intersections and the Contractor is to maintain safe passage for pedestrians and bicyclists within the project for the duration of construction, via sidewalk closure using applicable MUTCD and VWAPM applications. Contractor shall submit maintenance of pedestrian traffic plans to the City of Fairfax for their approval prior to the start of any construction activity.

Existing Bus Stops:
There are several bus stops within this project. The existing bus stops are located at:
Approx. Sta. 28+00 RT, 30+00 LT, 35+75 RT, 36+75 LT, 44+25 RT, 65+00 LT, and 76+50 LT

The Contractor shall coordinate with City of Fairfax, and provide a minimum of 14 days notice to pedestrians (by way of signage) for each bus stop relocation. The cost to relocate bus signage, provide signage to relocated bus stops, and all things necessary to coordinate and relocate existing bus stops to temporary relocation, including relocating bus signage back to its original location or proposed new location and restoring relocated location to pre-construction conditions, shall be incidental to the project, and not paid for as a separate item.

f Identify the major types of travelers:
The roadway carries large diverse types of travelers. In the peak hours however, daily commuters are the prevailing traveler type for this roadway.

g The Contractor, at no additional cost to the project and which shall be considered incidental to the cost of the project, 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 be in coordination with the City Construction Inspector during all work.

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 and City Construction Inspector 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 and City Construction Inspector. Contractor shall maintain a copy of the temporary traffic control plan at the work site at all times.

Coordinate with City of Fairfax Police Department and City of Fairfax Fire/Rescue Department for any lane closures and any detours of any nature, at no additional cost to the project.

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. The Contractor is solely responsible for any interruption in any utility service, and solely responsible for any repairs to the approval of the impacted utility service.

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. It shall be the responsibility of the Contractor to present a formal TMP/SOC plan with construction signage to the Engineer and City Construction Inspector for approval prior to any construction activity that may affect the existing pedestrian or vehicular traffic. The Contractor's plan shall generally follow the phasing as shown. The City of Fairfax shall be permitted to require the Contractor to install additional TMP/SOC features based on field conditions at no additional cost to the project to ensure safety of construction activity and traveling public.

3 Contractor is to maintain at least one lane of traffic in each direction on Fairfax Boulevard (Route 29/50), and Chain Bridge Road (Route 123) during construction of this project with a minimum clear roadway width in accordance with VDOT standard GS-10 unless otherwise approved by the Engineer. For street intersections, commercial connections, or private entrances, a minimum width no less than existing width shall be maintained at all times, unless approved by the Engineer.

4 All areas excavated below the existing pavement surface and within the clear zone as prescribed in the VWAPM 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. All costs for placing, maintaining and removing 6:1 wedge shall be included in the price bid for other items in the contract and no additional compensation will be allowed.

5 Concrete Traffic Barrier Service shall be installed and removed so as to not present any blunt end or hazard to the motoring public. The placement and removal of Concrete Traffic Barrier Service are to be coordinated by the Project Safety Officer. When Concrete Traffic Barrier Service is installed, Impact Attenuators shall be placed at the beginning of the Concrete Traffic Barrier Service. Project Safety Officer shall ensure Concrete Traffic Barrier Service is installed in accordance with VDOT's and manufacturer's specifications to prevent deflection. Additionally, Project Safety Officer shall ensure Concrete Traffic Barrier Service, when installed with flares, shall be in accordance with VDOT's Virginia Work Area Protection Manual.

6 Contractor shall follow the geotechnical recommendations for the project. Materials designated as unsuitable material as detailed in the geotechnical recommendations shall be disposed of offsite and are not to be used for any part of construction. Existing surface, aggregate base, and sub base material which will be demolished or obliterated during construction, and which are suitable for maintenance of traffic, should be utilized prior to the use of commercial material, subject to the approval of the Engineer.

7 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.

8 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.

9 The Contractor shall modify, as needed, existing signals as approved by the Engineer and City Construction Engineer. Contractor shall provide maintenance of signals and associated detection equipment at no additional cost for the duration of construction. Vehicle detection shall be maintained at all operating signalized intersections.

10 Unless specified on the plans, all existing turn lanes shall be maintained at all times for the duration of construction.

11 The cost to install and remove the construction pavement markings and pre-approved black tape shall be included in the cost to install construction pavement markings and shall not be paid for as a separate item. Additionally, the Contractor shall maintain all markings (including temporary and eradication) to the satisfaction of the City Engineer for the life of construction at no additional cost to the project.

12 Where Group 2 Channelizing Devices are used to separate the Construction Area and traffic, a minimum clear zone area as defined in the VWAPM is to be maintained.

13 The Contractor is to coordinate with City of Fairfax for location(s) of the construction staging area. A potential staging area for the Contractor to use is located at the northwest quadrant of the intersection of Chain Bridge Road and Fairfax Boulevard on the property owned by the City of Fairfax. Contractor shall be responsible for obtaining all permits and/or easements as necessary for any other staging areas used.

14 The Contractor shall present a formal plan for construction of ultimate signals as proposed in this plan, Sheet II Series, to be approved by the City of Fairfax. No construction activity is to begin until plan is presented and approved. (The plans provided on sheets IL thru IL(8) are to guide Contractor only. Contractor is solely responsible for obtaining formal City approval at no cost to the project).

15 IMPLEMENTING THE TRANSPORTATION MANAGEMENT PLAN
During the first day of the new work zone traffic pattern, the project's Manager and project's 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 City Construction Inspector and the Contractor shall be conducted (with coordination from VDOT) within 48 hours of any fatal incident/crash within the work zone.

16 EVALUATION OF THE TRANSPORTATION MANAGEMENT PLAN
A performance assessment of the TMP including area wide impacts on adjacent roadways shall be performed by the City of Fairfax with coordination from VDOT Engineers 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 the City of Fairfax for review, with VDOT coordination. A copy of the TMP Interim/Post Construction Report Form can be obtained from the City of Fairfax, with coordination with VDOT.

17 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 City of Fairfax of any unscheduled traffic delays.

c Contractor shall attend any and all meetings requested by the City of Fairfax at no additional cost the project.

18 TRANSPORTATION OPERATIONS
The Contractor shall be responsible for implementing and providing the following:

a Notify the Regional Transportation Operations Center (TOC) 48 hours in advance in order 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's Construction Inspector and City of Fairfax of any 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

City Director of Public Works	David Summers, (703) 385-7810
City Project Manager	Wendy Black Sanford, (703) 385-7889
City Engineer	Peter Willard, (703) 246-6330
City Construction Inspectors	Satoshi Eto/Chris Arnold, (703) 385-7828
Emergency Call	911
Non-Emergency Numbers:	
City of Fairfax Police	(703) 385-7960
City of Fairfax Fire & Rescue	(703) 385-7940

Suggested Sequence of Construction:

General Phasing Notes:

VWAPM - VDOT's current edition of the Virginia Work Area Protection Manual.
MUTCD - FHWA's current edition Manual on Uniform Traffic Control Devices

1. The Contractor shall submit a temporary traffic control plan that prescribes the necessary traffic control measures for the work to be performed to be approved by the Engineer prior to the commencement of any work activities as indicated on the Temporary Traffic Control Plan Notes shown on this sheet. The City reserves the right to remove lane closures if traffic queues are deemed unacceptable by Public Works Director at no cost to the project.

2. Prior to the start of construction, the Contractor shall install project limit signage in accordance with VWAPM TTC-53.0. For the duration of construction, the Contractor shall ensure this signage remains in compliance if the project limits change.

3. During all phases of construction, the Contractor is to maintain pedestrian access on at least one side of the roadway, providing continuous connectivity along Fairfax Boulevard and Chain Bridge Road within the project limits. The Contractor may only use existing crosswalk locations to guide pedestrians across all roadways to achieve this continuous connectivity. To guide pedestrians, the Contractor is to follow the guidelines in VWAPM TTC-35.0 and VWAPM TTC-36.0 as necessary or as directed by the Engineer. When the Contractor presents traffic control plans for approval to the Engineer, they shall include pedestrian control in accordance with the VWAPM when impacting existing pedestrian trails, paths, or sidewalks. Contractor shall be solely responsible for all costs (including signage) associated with maintaining pedestrian access to be incidental with the costs of implementing the Project's TMP/SOC, and not paid for as a separate item.

4. The Contractor shall be responsible to show the placement for Portable Changeable Message Sign, truck mounted impact attenuators, flagging stations, and if necessary temporary barricades on the plans submitted to the Engineer in accordance with the TMP/SOC General Note #2, on this sheet.

5. The Contractor shall perform modifications to existing signals as necessary throughout all phases of construction. Temporary signal plans shall be provided by the Contractor at no additional cost to the project, and shall be approved by the City prior to beginning any modifications to existing signals.

COMMONWEALTH OF VIRGINIA
ADAM D. WELSCHENBACH
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PROFESSIONAL ENGINEER

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PROFESSIONAL ENGINEER

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IJ

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

	PROJECT	SHEET NO.
	0029-151-105	IJ

4/20/2016

PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
SURVEYED BY Rinker Design Assoc., P.C. (703) 368-7373 (2011)
DESIGNED BY Adam D. Welschenbach, P.E., Rinker Design Assoc., P.C. (703) 368-7373
SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

TMP/SOC Phase I

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PROFESSIONAL ENGINEER

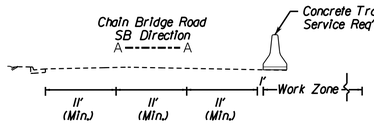
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK

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

PHASE I Sequence of Construction:

1. The Contractor is to install the eastbound approach signal per the temporary signal modification plan at the intersection of Route 29/50 and Eaton Place as shown on Sheet 1L(02).
   - All 3 signals shown to be modified shall have a signal modification plan submitted by the Contractor for the City to review/approve.
2. The Contractor is to construct the box culvert under existing northbound Route 123 as shown. The Contractor is to implement a detour for northbound Route 123 as shown.
   - The Contractor will be required to install additional PCMS prior to the start of construction in accordance with the contract special provisions.
3. The Contractor is to coordinate with utilities for bracing/protection of utilities in the vicinity of the portion of the box culvert to be constructed in this phase.
   - Sanitary Line serving Parcel 004 shall be installed (outside of traffic). See Sheet 1H(1) for details for Utility bracing/protection.
4. The Contractor is to install temporary pavement as shown and also construct the widening of northbound Route 123 between Fairfax Blvd. and Eaton Place as shown.
   - The Contractor shall implement VWAPM TTC-16.0, 17.0 and 42.0 to construct the temporary pavement areas. (Signs not shown.)

Phase I: Typical Section and Lane Widths



All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

Suggested TMP/SOC Legend: Phase I

- Denotes Flow of Traffic
- Denotes Group 2 Channelizing Devices
- Denotes Construction Work Zone, This Phase
- Denotes Impact Attenuator
- Denotes Type 3 Barricade
- Denotes Portable Changeable Message Sign (PCMS)
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

PCMS Message:
- 123 NB CLOSED AHEAD
- 123 NB FOLLOW DETOUR

PCMS Shall be installed min. 0.5 mi in advance of project. Locations to be determined with City. All PCMS shall be installed with four Group 2 Channelizing Devices. Equipment shall be placed within City right of way.

Type 3 Barricade Legend
(See TMP/SOC Sign Schedule for Details)

Type 3 Barricades shall be installed in accordance with current VWAPM. Chevrons shall be in accordance with VWAPM based on field conditions for intended use. All barricades shall be 8' minimum in width, except TB*1, which shall be 4' min.

PCMS Message:
- 123 NB CLOSED AHEAD
- 123 NB FOLLOW DETOUR

PCMS Shall be installed min. 0.5 mi in advance of project. Locations to be determined with City. All PCMS shall be installed with four Group 2 Channelizing Devices. Equipment shall be placed within City right of way.

R/W LEGEND

- Denotes Prop. Perm. Easement
- Denotes Prop. Temp. Construction Easement

**** Pavement Marking Legend ****

- (A) Type D, Class I or II, White, 4" Width
- (C) Type D, Class I or II, White, 4" Width, 2' Long, 4' Space
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (F) Type D, Class I or II, Yellow, 4" Width, Double Line
- (G) Type D, Class I or II, White, Turn Lane Use Arrow
- (J) Type D, Class I or II, White, 8" Width
- (K) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space
- (L) Type D, Class I or II, Yellow, 4" Width, 2' Long, 4' Space, Double Line

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

SCALE	PROJECT	SHEET NO.
0 100' 200'	0029-151-105	IK

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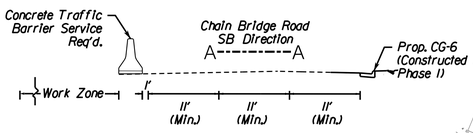
4/20/2016



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TMP/SOC Phase 2

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101,P102,R201,C501	1K(1)

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

PHASE 2: Sequence of Construction

1.The Contractor is to construct the box culvert under existing southbound Route 123 as shown.The Contractor is to implement a detour for northbound Route 123 as shown.
  - All 3 signals shown to be modified shall have a signal modification plan submitted by the Contractor for the City to review/approve.
  - The Contractor will be required to install additional PCMS prior to the start of construction in accordance with the contract special provisions.

2.The Contractor is to coordinate with utilities for bracing/protection/relocation of utilities in the vicinity of the portion of the box culvert to be constructed in this phase.

3.The Contractor is to install temporary pavement as shown and also construct the widening of southbound Route 123 between Fairfax Blvd.and Orchard Street as shown.
  - The Contractor is to implement VWAPM TTC-16.0,17.0 & 42.0 to construct temporary pavement areas.(Signs not shown.)
  - The proposed signal at Route 123/Orchard Street is not to be constructed in this phase.

4.Following this Phase,as part of the TMP/SOC (Maintenance of Traffic pay item) the Contractor shall restore the existing condidtions at Route 123/Eaton Place,Eaton Place/Service Road and remoce all temporary conditions installed on Eaton Place.

Phase 2: Typical Section and Lane Widths

All other existing lanes (for all other roadways) shall remain at existing width,no less than 11' in width.All Group Channelizing Devices shall be set to be 1' away from the travel way.

Contractor,following completion of Phase 2,shall restore Eaton Place to pre-construction conditions as part of the Maintenance of Traffic.

Entrance shall be constructed per Contract Special Provisions

Culvert shall be capped and shall not be permitted to take water.Grading for stream into culvert is NOT to be completed in this Phase.

Contractor shall coordinate with property owner to maintain access.

Eradicate Pavement Markings

Suggested TMP/SOC Legend: Phase 2

➡	Denotes Flow of Traffic
• • • • •	Denotes Group 2 Channelizing Devices
▨	Denotes Construction Work Zone,This Phase
▭	Denotes Impact Attenuator
▨	Denotes Type 3 Barricade
✱	Denotes Temp.Flexible Post Delineators (Spaced at 6' apart)
▭	Denotes Portable Changeable Message Sign (PCMS)
▩	Denotes Temporary Pavement [See Sheet 2A(4)]
●	Denotes Temporary Signal Modification Req'd
⊥	Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

PCMS Message:

123 NB CLOSED AHEAD	123 NB FOLLOW DETOUR

PCMS Shall be installed min.0.5 mi in advance of project.Locations to be determined with City.All PCMS shall be installed with four Group 2 Channelizing Devices.Equipment shall be placed within City right of way.

PCMS Message:

123 NB CLOSED AHEAD	123 NB FOLLOW DETOUR

PCMS Shall be installed min.0.5 mi in advance of project.Locations to be determined with City.All PCMS shall be installed with four Group 2 Channelizing Devices.Equipment shall be placed within City right of way.

PCMS Message:

123 NB CLOSED AHEAD	123 NB FOLLOW DETOUR

PCMS Shall be installed min.0.5 mi in advance of project.Locations to be determined with City.All PCMS shall be installed with four Group 2 Channelizing Devices.Equipment shall be placed within City right of way.

PCMS Message:

123 NB CLOSED AHEAD	123 NB FOLLOW DETOUR

PCMS Shall be installed min.0.5 mi in advance of project.Locations to be determined with City.All PCMS shall be installed with four Group 2 Channelizing Devices.Equipment shall be placed within City right of way.

R/W LEGEND

—·—·—	Denotes Prop.Perm. Easement
—··—··—	Denotes Prop.Temp. Construction Easement

Type 3 Barricade Legend
(See TMP/SOC Sign Schedule for Details)

TB*1	TB*2	TB*3	TB*4	TB*5
SIDEWALK CLOSED	ROAD CLOSED	DETOUR ➡ ROAD CLOSED	⬅ ROAD CLOSED	

Type 3 Barricades shall be installed in accordance with current VWAPM.Chevrons shall be in accordance with VWAPM based on field conditions for intended use.All barricades shall be 8' minimum in width,except TB*1,which shall be 4' min.

** Pavement Marking Legend **

Ⓐ Type D,Class I or II,White,4" Width
Ⓒ Type D,Class I or II,White,4" Width,2' Long,4' Space
Ⓓ Type D,Class I or II,White,24" Width
Ⓔ Type D,Class I or II,Yellow,4" Width
Ⓕ Type D,Class I or II,Yellow,4" Width,Double Line
Ⓖ Type D,Class I or II,White,Turn Lane Use Arrow
Ⓙ Type D,Class I or II,White,8" Width
Ⓚ Type D,Class I or II,White,8" Width,3' Long,9' Space
Ⓛ Type D,Class I or II,Yellow,4" Width,2' Long,4' Space,Double Line

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note:Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project.(See Sheet 10 Series for Locations.)

SCALE	PROJECT	SHEET NO.
0 — 100' — 200'	0029-151-105	1K(1)

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Northern Virginia Office: 9302 Lee Highway, Suite 1100, Fairfax, VA 22031, Phone: (703) 385-7889, Fax: (703) 385-7896
Manassas Office: 9302 Lee Highway, Suite 1100, Fairfax, VA 22031, Phone: (703) 385-7889, Fax: (703) 385-7896

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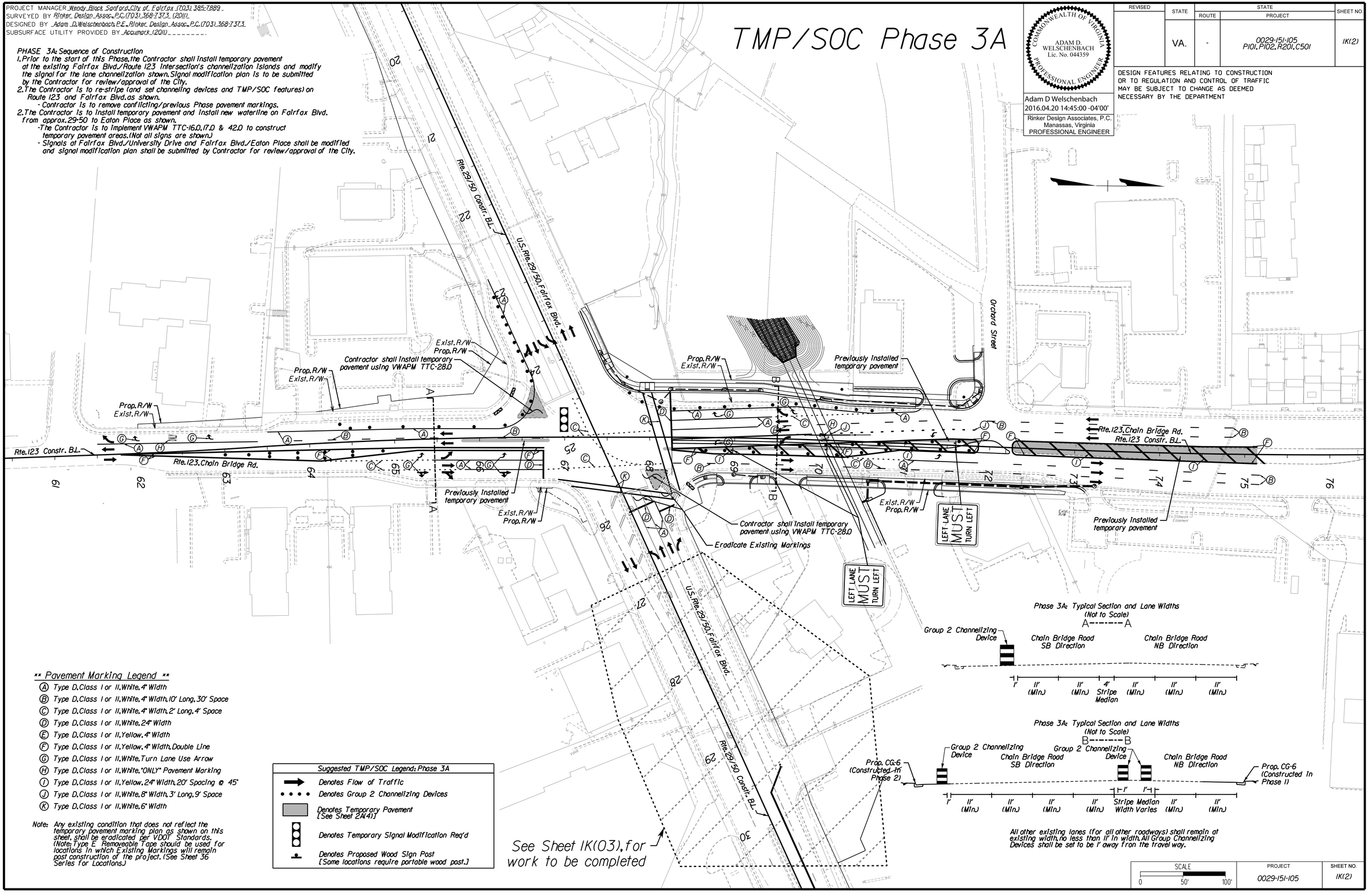
SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

TMP/SOC Phase 3A

PHASE 3A: Sequence of Construction

1. Prior to the start of this Phase, the Contractor shall install temporary pavement at the existing Fairfax Blvd./Route 123 intersection's channelization islands and modify the signal for the lane channelization shown. Signal modification plan is to be submitted by the Contractor for review/approval of the City.
2. The Contractor is to re-stripe (and set channeling devices and TMP/SOC features) on Route 123 and Fairfax Blvd. as shown.
   - Contractor is to remove conflicting/previous Phase pavement markings.
2. The Contractor is to install temporary pavement and install new waterline on Fairfax Blvd. from approx. 29+50 to Eaton Place as shown.
   - The Contractor is to implement VWAPM TTC-16.0, 17.0 & 42.0 to construct temporary pavement areas. (Not all signs are shown.)
   - Signals at Fairfax Blvd./University Drive and Fairfax Blvd./Eaton Place shall be modified and signal modification plan shall be submitted by Contractor for review/approval of the City.



**** Pavement Marking Legend ****

- (A) Type D, Class I or II, White, 4" Width
- (B) Type D, Class I or II, White, 4" Width, 10' Long, 30' Space
- (C) Type D, Class I or II, White, 4" Width, 2' Long, 4' Space
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (F) Type D, Class I or II, Yellow, 4" Width, Double Line
- (G) Type D, Class I or II, White, Turn Lane Use Arrow
- (H) Type D, Class I or II, White, "ONLY" Pavement Marking
- (I) Type D, Class I or II, Yellow, 24" Width, 20' Spacing @ 45°
- (J) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space
- (K) Type D, Class I or II, White, 6" Width

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 36 Series for Locations.)

Suggested TMP/SOC Legend: Phase 3A

- Denotes Flow of Traffic
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

Phase 3A: Typical Section and Lane Widths (Not to Scale)

A-------A

Phase 3A: Typical Section and Lane Widths (Not to Scale)

B-------B

All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

COMMONWEALTH OF VIRGINIA — ADAM D. WELSCHENBACH Lic. No. 044359 — PROFESSIONAL ENGINEER

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Manassas, Virginia
PROFESSIONAL ENGINEER

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(2)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(2)

4/20/2016

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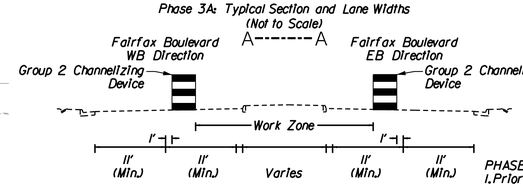
8251 Greensboro Drive, Suite 1050, McLean, VA 22102, Phone: (703) 893-1490, Fax: (703) 893-1491
1011 Cedar Green Drive, Suite 101, Fredericksburg, VA 22407, Phone: (540) 548-8073, Fax: (540) 548-8076

TMP/SOC Phase 3A Cont.

Phase 3A: Typical Section and Lane Widths (Not to Scale)



All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

PHASE 3A: Sequence of Construction
1. Prior to the start of this phase of construction, the Contractor shall install temporary pavement at the existing Fairfax Blvd./Route 123 intersection's channelization islands and modify the signal for the lane channelization shown. Signal modification plan is to be submitted by the Contractor for review/approval of the City.
2. The Contractor is to re-stripe (and set channeling devices and TMP/SOC features) on Route 123 and Fairfax Blvd. as shown.
   - Contractor is to remove conflicting/previous phase pavement markings.
2. The Contractor is to install temporary pavement and install new waterline on Fairfax Blvd. from approx. 29-50 to Eaton Place as shown.
   - The Contractor is to implement VWAPM TTC-16.0, 17.0 & 42.0 to construct temporary pavement areas. (Not all signs are shown.)
   - Signals at Fairfax Blvd./University Drive and Fairfax Blvd./Eaton Place shall be modified and signal modification plan shall be submitted by Contractor for review/approval of the City.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(3)

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

*Note to Contractor: The Group II devices should/may be stored in medians during non-active work zones to delineate medians.

Suggested TMP/SOC Legend: Phase 3A

- Denotes Flow of Traffic
- Denotes Group 2 Channelizing Devices
- Denotes Type 3 Barricade
- Denotes Portable Electric Arrow Board
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

** Pavement Marking Legend **

(E) Type D, Class I or II, Yellow, 4" Width

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(3)

PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
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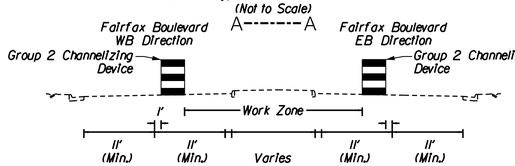
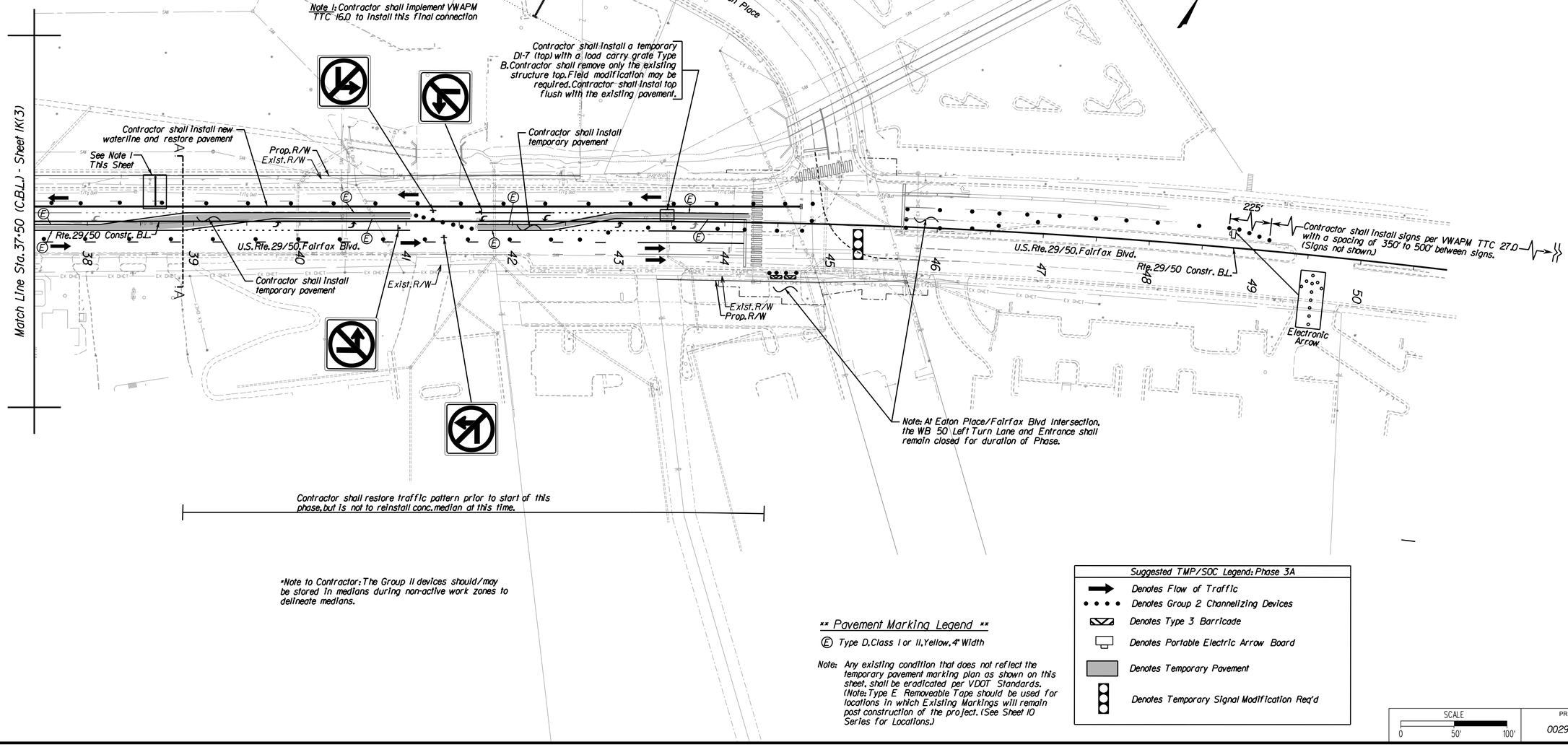
www.rinkerdesign.com

TMP/SOC Phase 3A Cont.

Phase 3A: Typical Section and Lane Widths (Not to Scale)



All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.



Contractor shall restore traffic pattern prior to start of this phase, but is not to reinstall conc. median at this time.

*Note to Contractor: The Group II devices should/may be stored in medians during non-active work zones to delineate medians.

** Pavement Marking Legend **

Ⓔ Type D, Class I or II, Yellow, 4" Width

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

Suggested TMP/SOC Legend: Phase 3A

- Denotes Flow of Traffic
- Denotes Group 2 Channelizing Devices
- Denotes Type 3 Barricade
- Denotes Portable Electric Arrow Board
- Denotes Temporary Pavement
- Denotes Temporary Signal Modification Req'd

PHASE 3A: Sequence of Construction

1. Prior to the start of this phase of construction, the Contractor shall install temporary pavement at the existing Fairfax Blvd./Route 123 intersection's channelization islands and modify the signal for the lane channelization shown. Signal modification plan is to be submitted by the Contractor for review/approval of the City.
2. The Contractor is to re-stripe (and set channeling devices and TMP/SOC features) on Route 123 and Fairfax Blvd. as shown.
   - Contractor is to remove conflicting/previous phase pavement markings.
2. The Contractor is to install temporary pavement and install new waterline on Fairfax Blvd. from approx. 29+50 to Eaton Place as shown.
   - The Contractor is to implement VWAPM TTC-16.0, 17.0 & 42.0 to construct temporary pavement areas. (Not all signs are shown.)
   - Signals at Fairfax Blvd./University Drive and Fairfax Blvd./Eaton Place shall be modified and signal modification plan shall be submitted by Contractor for review/approval of the City.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(4)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(4)

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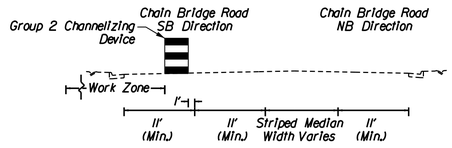
SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

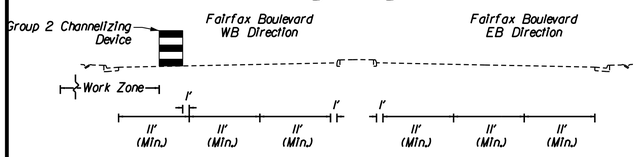
TMP/SOC Phase 3B

PHASE 3B: Sequence of Construction
1. The Contractor is to construct all areas designated for construction for Phase 3B implementing the VWAPM TTC's outlined on this sheet.
2. The Contractor shall construct the proposed W/L along Fairfax Blvd. between 18:00 and 22:00.
3. For pedestrian considerations, the Contractor shall construct the improvements along Fairfax Blvd. between Sta. 26+00 LT to Sta. 29+50 LT following the construction of the southwest quadrant.
4. Phase 4 shall be under construction concurrently with this phase. See Phase 4 for details.

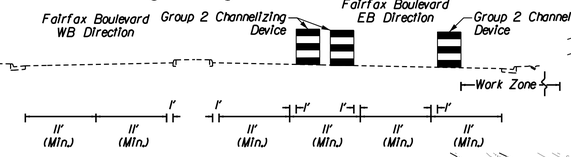
Phase 3B: Typical Section and Lane Widths (Not to Scale)
A--------A



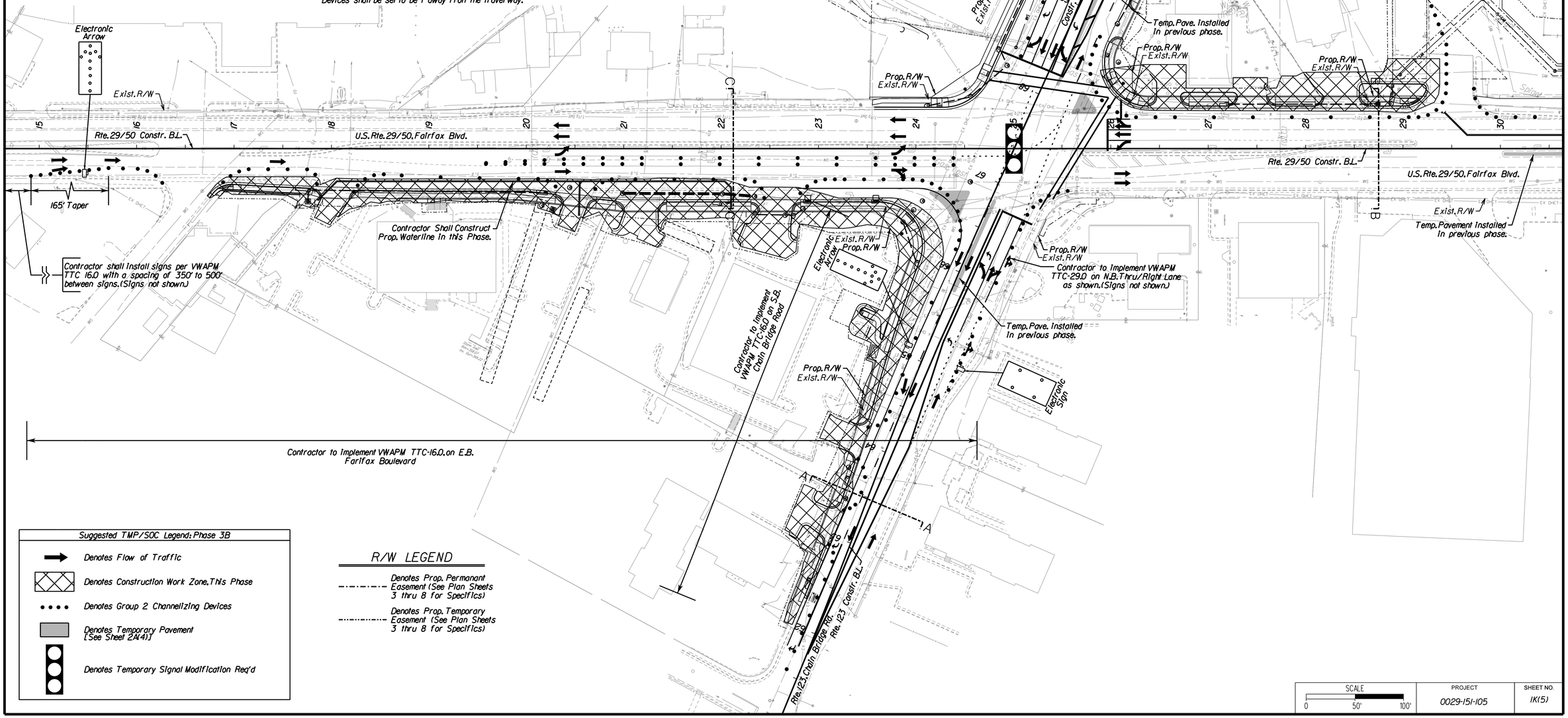
Phase 3B: Typical Section and Lane Widths (Not to Scale)
B--------B



Phase 3B: Typical Section and Lane Widths (Not to Scale)
C--------C



All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.



Suggested TMP/SOC Legend: Phase 3B

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

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

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(5)

SCALE 0 50' 100' | PROJECT 0029-151-105 | SHEET NO. IK(5)

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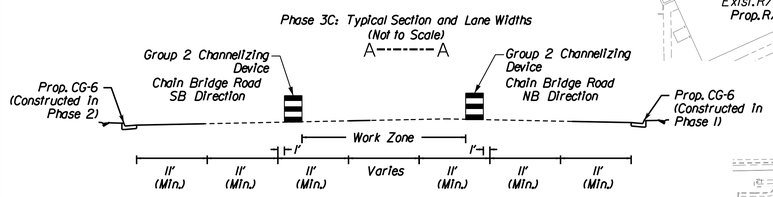
SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

TMP/SOC Phase 3C

PHASE 3C: Sequence of Construction
1. The Contractor shall re-stripe the intersection of Fairfax Blvd./Route 123 and modify the signal to accomodate the lane channelization shown.
2. The Contractor is to construct all the remaining median improvements along Route 123 within the project limits as shown.
   - Additionally the Contractor is to construct the signal at Route 123/Orchard Street.
3. Following the construction of the newly proposed medians on Route 123, the Contractor is to restripe the intersection of Fairfax Blvd./Route 123 as shown on Sheet IK(07).

Phase 3C: Typical Section and Lane Widths
(Not to Scale)



All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

Contractor to implement VWAPM TTC-42.0 on Chain Bridge Road

Prior to the start of this phase (Phase 3C), Contractor to re-stripe S.B. Chain Bridge as shown.

All pavement markings shall be removed.

Rte. 29/50 Constr. B.L.
U.S. Rte. 29/50, Fairfax Blvd.
Exist. R/W
Prop. R/W
Rte. 123, Chain Bridge Rd.
Rte. 123 Constr. B.L.

See Inset on Sheet IK(4) for Pavement Marking after completion of construction in TMP/SOC Phase 3C

Match Line Sta. 74+50 (C.B.L.) - Sheet IK(7)

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

Suggested TMP/SOC Legend: Phase 3C

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Pavement [See Sheet 2(4)]
- Denotes Temporary Signal Modification Req'd

** Pavement Marking Legend **

- (A) Type D, Class I or II, White, 4" Width
- (B) Type D, Class I or II, White, 4" Width, 10' Long, 30' Space
- (C) Type D, Class I or II, White, 4" Width, 2' Long, 4' Space
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (F) Type D, Class I or II, Yellow, 4" Width, Double Line
- (G) Type D, Class I or II, White, Turn Lane Use Arrow
- (H) Type D, Class I or II, White, "ONLY" Pavement Marking
- (I) Type D, Class I or II, Yellow, 24" Width, 20' Spacing @ 45°
- (J) Type D, Class I or II, White, 8" Width
- (K) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(6)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(6)

4/20/2016

PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
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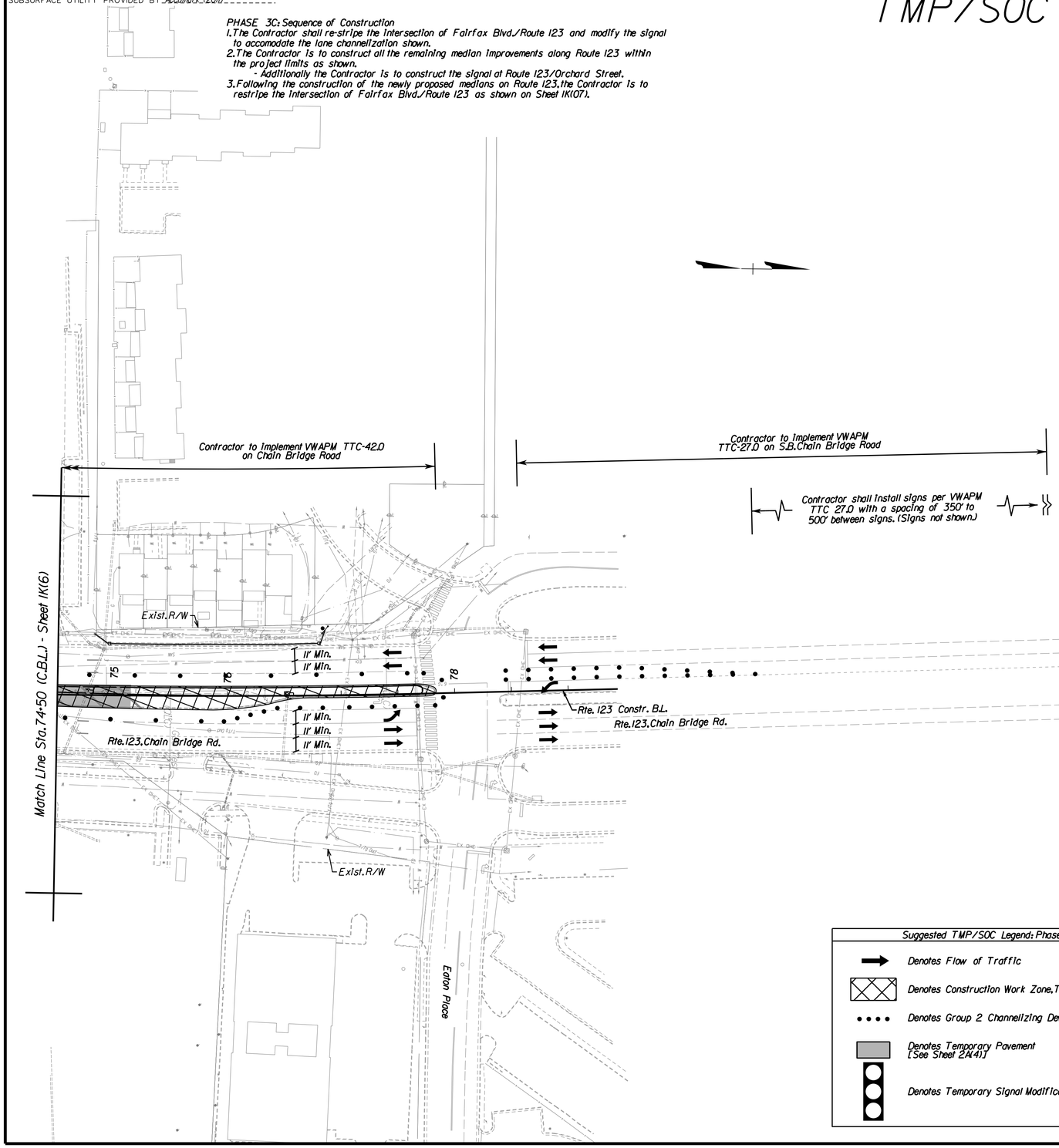
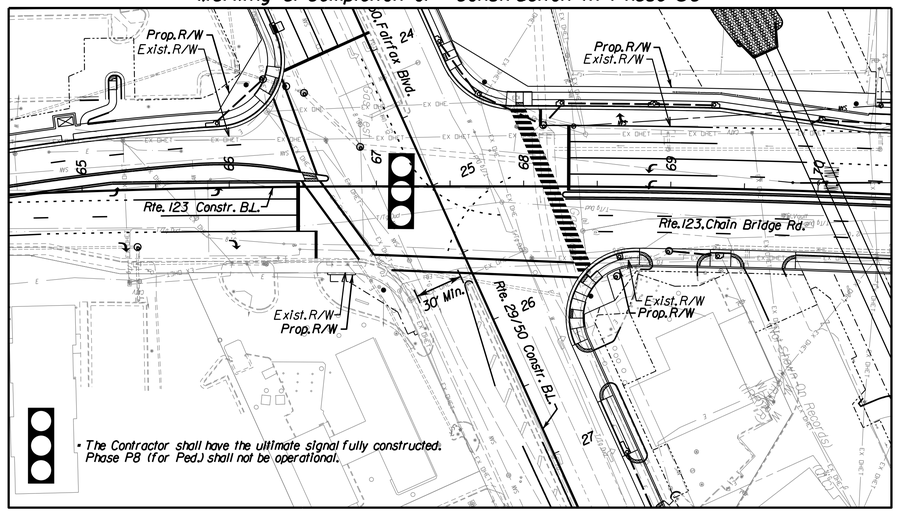
TMP/SOC Phase 3C Cont.

PHASE 3C: Sequence of Construction
1. The Contractor shall re-stripe the intersection of Fairfax Blvd./Route 123 and modify the signal to accomodate the lane channelization shown.
2. The Contractor is to construct all the remaining median improvements along Route 123 within the project limits as shown.
   - Additionally the Contractor is to construct the signal at Route 123/Orchard Street.
3. Following the construction of the newly proposed medians on Route 123, the Contractor is to restripe the intersection of Fairfax Blvd./Route 123 as shown on Sheet IK(07).



U.S. Rte. 29/50 and Rte. 123 Intersection Pavement Marking at Completion of Construction in Phase 3C



Suggested TMP/SOC Legend: Phase 3C

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

COMMONWEALTH OF VIRGINIA — ADAM D. WELSCHENBACH Lic. No. 044359 — PROFESSIONAL ENGINEER

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(7)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(7)

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9201 Corporate Boulevard, Suite 100, Manassas, VA 20109, Phone: (703) 257-5960
9201 Corporate Boulevard, Suite 100, Glen Allen, VA 23060, Phone: (804) 545-8101

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TMP/SOC Phase 4

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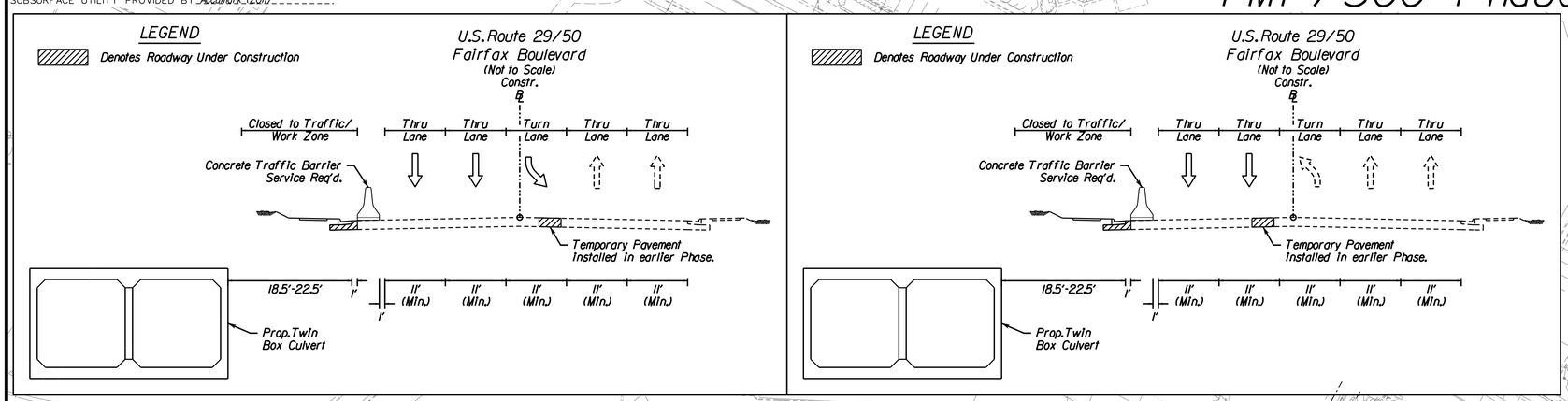
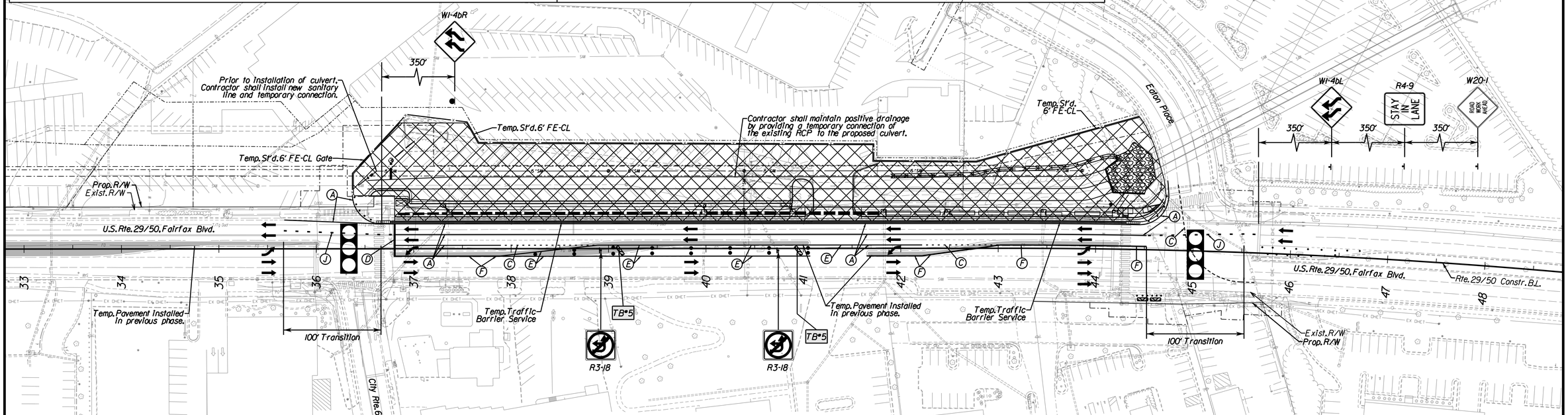
Shenandoah Valley: 201 Rockingham Square, Suite 2, Harrisonburg, VA 22801, Phone: (540) 564-2700
Southern Virginia: 1021 Main Street, Suite 1, Danville, VA 24541, Phone: (434) 836-3030





PHASE 4: Sequence of Construction

1. Phase 4 is to start once Phase 3A is completed. The box culvert shall be constructed concurrently with roadway improvements/drainage improvements adjacent to the box culvert along Fairfax Boulevard and elsewhere within the project limits as shown in Phases 3B and 3C.
2. The Contractor shall start construction at the downstream end of the box culvert as shown in this Phase.
   - Prior to starting construction, the Contractor shall shift traffic on Fairfax Boulevard, set TMP/SOC features/devices, and re-restripe the roadway as shown on this sheet.
   - The signal at University Drive/Fairfax Boulevard shall be modified.
   - The Contractor shall coordinate with property owners per Contract Special Provisions.
   - Prior to starting construction of the proposed culvert in this Phase, the Contractor shall construct the proposed sanitary line and provide a temporary connection as shown.

Suggested TMP/SOC Legend: Phase 4

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Impact Attenuator
- Denotes Type 3 Barricade
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

**** Pavement Marking Legend ****

- (A) Type D, Class I or II, White, 4" Width
- (C) Type D, Class I or II, White, 4" Width, 2' Long, 4' Space
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (F) Type D, Class I or II, Yellow, 4" Width, Double Line, 4" Space
- (J) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

Type 3 Barricade Legend

TB*5

Type 3 Barricades shall be installed in accordance with current VWAPM. Chevrons shall be in accordance with VWAPM based on field conditions for intended use. All barricades shall be 8" minimum in width, except TB*1, which shall be 4" min.

Note: All lanes shall be 11' in width. There shall be a 1' sty line adjacent to any temporary traffic barrier service.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(8)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(8)

4/20/2016

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TMP/SOC Phase 5

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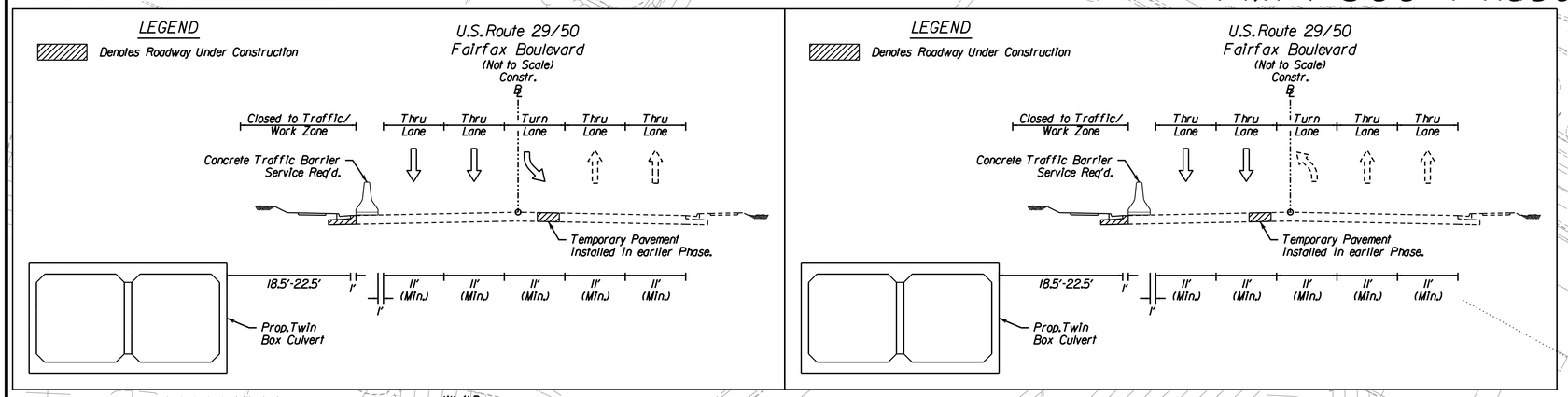
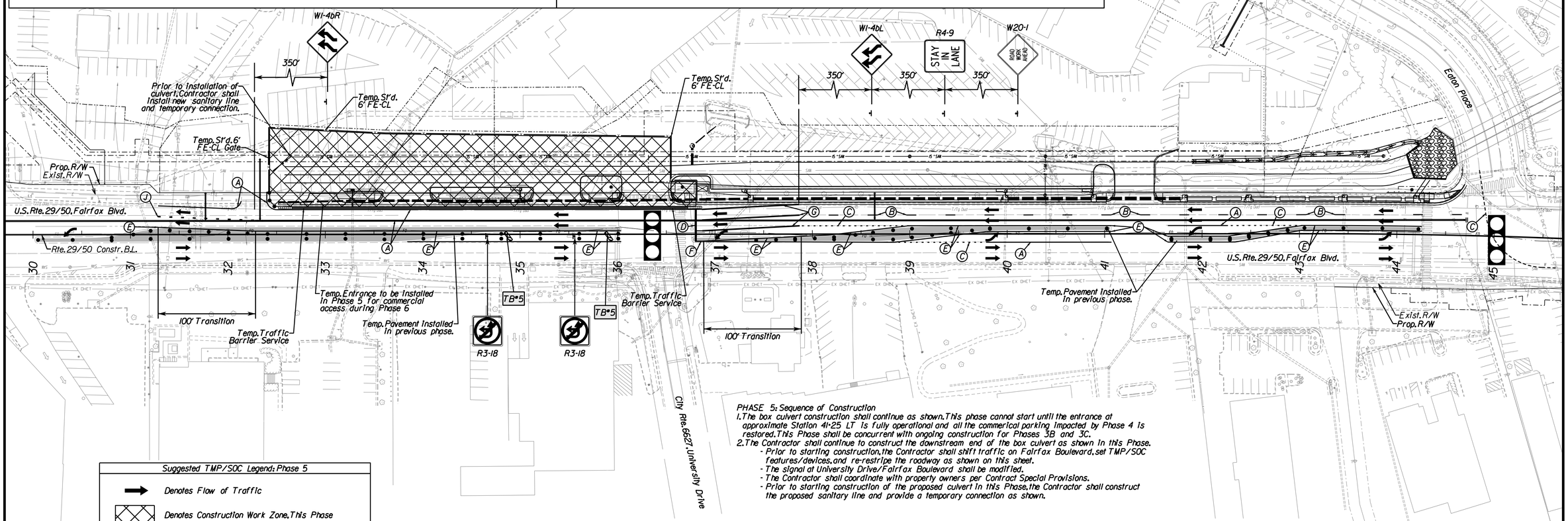
Manassas, VA 20110, Phone: (703) 257-0387
Gainesville, VA 20155, Phone: (703) 257-0387
Fredericksburg, VA 22407, Phone: (540) 548-0387, Fax: (540) 548-0389





PHASE 5: Sequence of Construction

1. The box culvert construction shall continue as shown. This phase cannot start until the entrance at approximate Station 41+25 LT is fully operational and all the commerical parking impacted by Phase 4 is restored. This Phase shall be concurrent with ongoing construction for Phases 3B and 3C.
2. The Contractor shall continue to construct the downstream end of the box culvert as shown in this Phase.
   - Prior to starting construction, the Contractor shall shift traffic on Fairfax Boulevard, set TMP/SOC features/devices, and re-restripe the roadway as shown on this sheet.
   - The signal at University Drive/Fairfax Boulevard shall be modified.
   - The Contractor shall coordinate with property owners per Contract Special Provisions.
   - Prior to starting construction of the proposed culvert in this Phase, the Contractor shall construct the proposed sanitary line and provide a temporary connection as shown.

Suggested TMP/SOC Legend: Phase 5

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Impact Attenuator
- Denotes Type 3 Barricade
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

R/W LEGEND

- Denotes Prop. Permanant Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

**** Pavement Marking Legend ****

- (A) Type D, Class I or II, White, 4" Width
- (B) Type D, Class I or II, White, 4" Width, 10' Long, 30' Space
- (C) Type D, Class I or II, White, 4" Width, 2' Long, 4' Space
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (F) Type D, Class I or II, Yellow, 4" Width, Double Line, 4" Space
- (G) Type D, Class I or II, White, 8" Width
- (J) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space

Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

Type 3 Barricade Legend

TB*5

Type 3 Barricades shall be installed in accordance with current VWAPM. Chevrons shall be in accordance with VWAPM based on field conditions for intended use. All barricades shall be 8' minimum in width, except TB*1, which shall be 4' min.

Note: All lanes shall be 11' in width. There shall be a 1' sty line adjacent to any temporary traffic barrier service.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(9)

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

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(9)

4/20/2016

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PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
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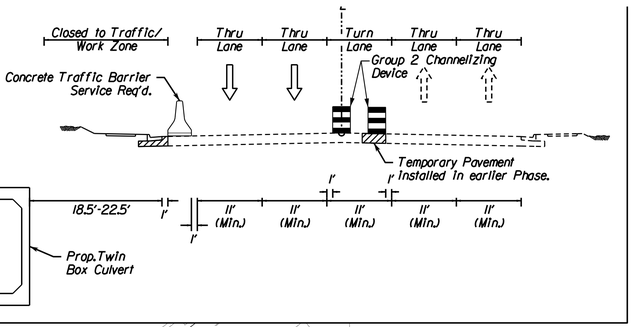
SUBSURFACE UTILITY PROVIDED BY Accumark (2011)

TMP/SOC Phase 6

PHASE 6: Sequence of Construction
1. The box culvert construction shall be continue shown. This Phase cannot start until the entrance at approx. Sta. 33+00 LT is fully operational and all the commercial parking impacted by Phases 4 & 5 can be restored. It is expected that by Phase 5, all Route 123 improvements outlined in Phases 3B & 3C will have been completed.
2. The Contractor shall continue construct the downstream end of the box culvert as shown in this Phase.
   - Prior to starting, as shown in this sheet, the contractor shall shift Fairfax Blvd. and set TMP/SOC features/devices for this segment of Fairfax Blvd.
   - The Signal at University Drive/Fairfax Blvd. shall be modified.
   - The Contractor shall coordinate with property owners per Contract Special Provisions.
   - Prior to starting construction of the proposed culvert in this Phase, the Contractor shall complete the construction of the proposed sanitary line as shown.
3. Once the existing culvert is connected to proposed cuklvert via the storm sewer from proposed Str. 5-26 to 5-25, the Contractor shall perform the following tasks:
   - The temporary connection constructed in Phase 4 shall be removed and parking lots shall be fully restored.
   - Proposed Str. 6-9 and the storm sewer connection from existing Str. 43 to proposed Str. 6-10 shall be installed as shown.

Contractor to complete sanitary line in this phase. Contractor shall use metal plates (per VWAPM) and shall implement TTC-23.0 for construction. Coordination with City/Property owner Req'd. per Contract Special Provisions.

LEGEND
Denotes Roadway Under Construct



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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(10)

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

Eaton Place

Temp. Traffic Barrier Service
Temp. Commercial Property Access
Temp. Std. 6' FE-CL
Temp. Std. 6' FE-CL Gate
Temp. Std. 6' FE-CL
Prop. R/W
Exist. R/W
U.S. Rte. 29/50, Fairfax Blvd.
Rte. 29/50 Constr. BL.
Temp. Pavement Installed in previous phase.
100' Transition
City Rte. 6627, University Drive
TB*5
R3-2
R3-18
W1-6R
W1-6L
R4-9
STAY IN LANE
W20-1
ROAD WORK AHEAD
350'
24'
43'
6-10
6-9

Suggested TMP/SOC Legend: Phase 6

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Impact Attenuator
- Denotes Type 3 Barricade
- Denotes Temporary Pavement [See Sheet 2A(4)]
- Denotes Temporary Signal Modification Req'd
- Denotes Proposed Wood Sign Post [Some locations require portable wood post.]

R/W LEGEND

- Denotes Prop. Permanant Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

Type 3 Barricade Legend

TB*5

Type 3 Barricades shall be installed in accordance with current VWAPM. Chevrons shall be in accordance with VWAPM based on field conditions for intended use. All barricades shall be 8' minimum in width, except TB*1, which shall be 4' min.

** Pavement Marking Legend **

- (A) Type D, Class I or II, White, 4" Width
- (D) Type D, Class I or II, White, 24" Width
- (E) Type D, Class I or II, Yellow, 4" Width
- (G) Type D, Class I or II, White, Turn Lane Use Arrow
- (J) Type D, Class I or II, White, 8" Width, 3' Long, 9' Space
- (K) Type D, Class I or II, White, 8" Width
- (L) Type D, Class I or II, Yellow, 8" Width

Note: Any existing condition that does not reflect the temporary pavement marking plan as shown on this sheet, shall be eradicated per VDOT Standards. (Note: Type E Removeable Tape should be used for locations in which Existing Markings will remain post construction of the project. (See Sheet 10 Series for Locations.)

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(10)

4/20/2016

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TMP/SOC Phase 7

PHASE 7: Sequence of Construction

1. The final sections of the box culvert shall be completed outside of traffic.
   - Coordination with property owner is required per Contract Special Provisions
   - Once completed, the invert in (for box culvert) location constructed in Phase 2 can be full graded once the box culvert is accepted and approved for operation by the City.
2. The Contractor is to construct the ultimate medians along Fairfax Boulevard and construct the final pedestrian improvements as shown using the VWAPM TTC application shown.
3. Final signal modifications are to be made, and all pedestrian signal movements are to be made operational.
4. Final pavement layer(s) and final pavement markings are to be installed. No final pavement markings or final paving is permitted to occur prior to installation of medians along Fairfax Blvd.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(11)

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

Electronic Arrow

Exist. R/W

U.S. Rte. 29/50, Fairfax Blvd.

Rte. 29/50 Constr. B.L.

Contractor shall install signs per VWAPM TTC 17.0 with a spacing of 350' to 500' between signs. (Signs not shown.)

Contractor shall install signs per VWAPM TTC 29.0 to close inside left turn lane as shown. (Signs not shown.)

Rte. 123 Constr. B.L.

SYS NO.1 Type A Relo'd

Prop. R/W
Exist. R/W

Exist. R/W
Prop. R/W

Prior to installation of medians, Contractor shall implement VWAPM TTC-28.0 to construct new curb ramps. (Signs not shown.)

Contractor to implement VWAPM TTC-42.0 on Fairfax Boulevard

At start of Phase 7, Contractor shall install temporary pavement marking as shown and eradicate any conflicting markings. (See Sheet Series 10 for Pavement Marking Details.)

All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

Rte. 123 Constr. B.L.

Rte. 123/Chain Bridge Rd.

Match Line Sta. 27+00 (C.B.L.) - Sheet IK(12)

Suggested TMP/SOC Legend: Phase 7

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Signal Modification Req'd

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(11)

PROJECT MANAGER Wendy Block Sanford, City of Fairfax (703) 385-7889
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TMP/SOC Phase 7 Cont.

PHASE 7: Sequence of Construction

1. The final sections of the box culvert shall be completed outside of traffic.
   - Coordination with property owner is required per Contract Special Provisions
   - Once completed, the invert in (for box culvert) location constructed in Phase 2 can be full graded once the box culvert is accepted and approved for operation by the City.
2. The Contractor is to construct the ultimate medians along Fairfax Boulevard and construct the final pedestrian improvements as shown using the VWAPM TTC application shown.
3. Final signal modifications are to be made, and all pedestrian signal movements are to be made operational.
4. Final pavement layer(s) and final pavement markings are to be installed. No final pavement markings or final paving is permitted to occur prior to installation of medians along Fairfax Blvd.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	-	0029-151-105 P101, P102, R201, C501	IK(12)

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Match Line Sta. 27+00 (C.B.L.) - Sheet IK(11)

Match Line Sta. 42+00 (C.B.L.) - Sheet IK(13)

Temp. St'd. 6' FE-CL

Temp. St'd. 6' FE-CL

Temp. St'd. 6' FE-CL Gate

Temp. St'd. 6' FE-CL

Prop. R/W
Exist. R/W

Prop. R/W
Exist. R/W

Prop. R/W
Exist. R/W

Rte. 29/50 Constr. B.L.

U.S. Rte. 29/50, Fairfax Blvd.

Rte. 29/50 Constr. B.L.

U.S. Rte. 29/50, Fairfax Blvd.

Exist. R/W

City Rte. 6627, University Drive

Prior completion of project, this temporary entrance connection utilized in Phase 6 shall be removed and proposed improvements shall be constructed. Contractor shall utilize VWAPM TTC 16.0 for construction of this area. (Signs not shown.)

Prior to installation of medians, Contractor shall implement VWAPM TTC-16.0 to construct this area. (Signs not shown.)

Prior to installation of medians, Contractor shall implement VWAPM TTC-16.0 & 28.0 construct this area. (Signs not shown.)

Prior to installation of medians, Contractor shall implement VWAPM TTC-16.0 & 28.0 construct this area. (Signs not shown.)

Contractor to implement VWAPM TTC-42.0 on Fairfax Boulevard

At start of Phase 7, Contractor shall install temporary pavement marking as shown and eradicate any conflicting markings. (See Sheet Series 10 for Pavement Marking Details.)

All other existing lanes (for all other roadways) shall remain at existing width, no less than 11' in width. All Group Channelizing Devices shall be set to be 1' away from the travel way.

Suggested TMP/SOC Legend: Phase 7

- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Signal Modification Req'd

R/W LEGEND

- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
- Denotes Prop. Temporary Easement (See Plan Sheets 3 thru 8 for Specifics)

SCALE	PROJECT	SHEET NO.
0 50' 100'	0029-151-105	IK(12)

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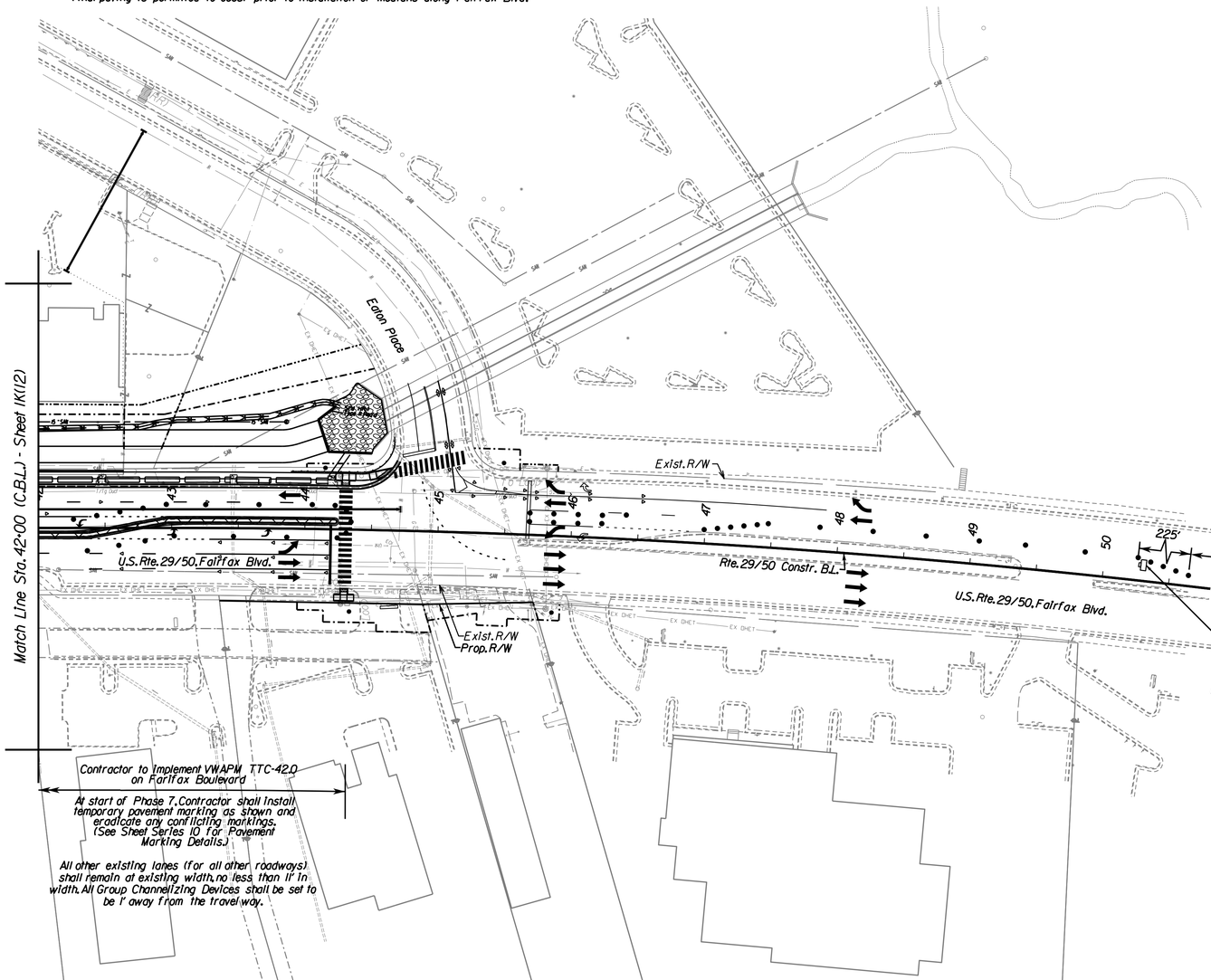
TMP/SOC Phase 7 Cont.

PHASE 7: Sequence of Construction
1. The final sections of the box culvert shall be completed outside of traffic.
   - Coordination with property owner is required per Contract Special Provisions.
   - Once completed, the invert in (for box culvert) location constructed in Phase 2 can be full graded once the box culvert is accepted and approved for operation by the City.
2. The Contractor is to construct the ultimate medians along Fairfax Boulevard and construct the final pedestrian improvements as shown using the VWAPM TTC application shown.
3. Final signal modifications are to be made, and all pedestrian signal movements are to be made operational.
4. Final pavement layer(s) and final pavement markings are to be installed. No final pavement markings or final paving is permitted to occur prior to installation of medians along Fairfax Blvd.



Suggested TMP/SOC Legend: Phase 7
- Denotes Flow of Traffic
- Denotes Construction Work Zone, This Phase
- Denotes Group 2 Channelizing Devices
- Denotes Temporary Signal Modification Req'd

R/W LEGEND
- Denotes Prop. Permanent Easement (See Plan Sheets 3 thru 8 for Specifics)
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SCALE	PROJECT	SHEET NO.
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