PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
ROUTE 234-BRENTSVILLE ROAD INTERCHANGE PROJECT

FROM 6.374 MILE OF BRENTSVILLE ROAD (RTE. 649) TO 0.711 MILE OF BRENTSVILLE ROAD (RTE. 649)

PUBLIC RECORD PLAN

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Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

Prince William County Population 468,011 (2018 Est. CENSUS)
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**Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.**
**Preliminary Right of Way Data Sheet**

**Parcels**

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<th>Parcel No</th>
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<th>Slope</th>
<th>Proffers</th>
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**Notes:**

- Areas greater than or equal to 1 acre will be shown in acres to 3 decimal places (x.xxx AC).
- Areas less than 1 acre will be shown in square feet (xx,xxx SF).

**Disclaimer:**

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Revision Data Sheet


Federal Aid Project: N/A

From: 0.426 MI. West of Brentsville Road (Route 649)
To: 0.464 MI. East of Brentsville Road (Route 649)

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

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Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Accumark (804) 550-7740, April 2021

By Resolution of Commonwealth Transportation Board dated Apr. 17, 1980

Survey Traverse Control

BENCHMARKS

Note: Benchmarks PA Correspond to SW, Print

Point 01  #  6348245.64 E  7176513.39 N 61500

Course from 01 to 02 N 48°56'32" W Dist 554.36

Point 02  #  6348245.64 E  7176513.39 N 61500

Course from 02 to 03 S 57°10'03" W Dist 460.87

Point 03  #  6348245.64 E  7176513.39 N 61500

Course from 03 to 04 N 43°48'01" E Dist 434.45

Point 04  #  6348245.64 E  7176513.39 N 61500

Course from 04 to 05 N 35°34'46" W Dist 463.92

Point 05  #  6348245.64 E  7176513.39 N 61500

Course from 05 to 06 N 54°22'48" E Dist 449.66

Point 06  #  6348245.64 E  7176513.39 N 61500

Course from 06 to 07 N 64°20'39" E Dist 472.59

Point 07  #  6348245.64 E  7176513.39 N 61500

Course from 07 to 08 N 67°17'29" E Dist 469.92

Point 08  #  6348245.64 E  7176513.39 N 61500

Course from 08 to 09 N 72°59'29" E Dist 462.73

Point 09  #  6348245.64 E  7176513.39 N 61500

Course from 09 to 10 N 69°23'37" E Dist 457.44

Point 10  #  6348245.64 E  7176513.39 N 61500

Course from 10 to 11 N 65°38'28" E Dist 463.92

Point 11  #  6348245.64 E  7176513.39 N 61500

Course from 11 to 12 N 76°30'34" E Dist 411.49

Point 12  #  6348245.64 E  7176513.39 N 61500

Course from 12 to 13 N 79°44'57" E Dist 354.34

Point 13  #  6348245.64 E  7176513.39 N 61500

Course from 13 to 14 N 67°27'12" E Dist 449.66

Point 14  #  6348245.64 E  7176513.39 N 61500

Course from 14 to 15 N 72°59'29" E Dist 462.73

Point 15  #  6348245.64 E  7176513.39 N 61500

Course from 15 to 16 S 64°27'12" E Dist 449.66

Point 16  #  6348245.64 E  7176513.39 N 61500

Course from 16 to 17 S 64°27'12" E Dist 449.66

Point 17  #  6348245.64 E  7176513.39 N 61500

Course from 17 to 18 S 56°03'06" E Dist 427.20

Point 18  #  6348245.64 E  7176513.39 N 61500

Course from 18 to 19 N 62°33'28" E Dist 449.66

Point 19  #  6348245.64 E  7176513.39 N 61500

Course from 19 to 20 N 77°15'25" E Dist 533.53

Point 20  #  6348245.64 E  7176513.39 N 61500

Course from 20 to 21 N 68°33'32" E Dist 462.73

Point 21  #  6348245.64 E  7176513.39 N 61500

Course from 21 to 22 N 73°29'47" E Dist 449.66

Point 22  #  6348245.64 E  7176513.39 N 61500

Course from 22 to 23 N 77°15'25" E Dist 462.73

Point 23  #  6348245.64 E  7176513.39 N 61500

Course from 23 to 24 N 68°33'32" E Dist 462.73

Point 24  #  6348245.64 E  7176513.39 N 61500

Course from 24 to 25 N 73°29'47" E Dist 449.66

Point 25  #  6348245.64 E  7176513.39 N 61500

Course from 25 to 26 N 39°48'01" E Dist 434.45

Point 26  #  6348245.64 E  7176513.39 N 61500

Course from 26 to 27 N 64°27'12" E Dist 449.66

Point 27  #  6348245.64 E  7176513.39 N 61500

Course from 27 to 28 N 77°15'25" E Dist 462.73

Point 28  #  6348245.64 E  7176513.39 N 61500

Course from 28 to 29 N 68°33'32" E Dist 462.73

Point 29  #  6348245.64 E  7176513.39 N 61500

Course from 29 to 30 N 73°29'47" E Dist 449.66

Point 30  #  6348245.64 E  7176513.39 N 61500

Course from 30 to 01 N 48°56'32" W Dist 554.36

Point 01  #  6348245.64 E  7176513.39 N 61500

Closure Error: 2.22

Closure with Error: 2.22

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
### AS-BUILT STORM SEWER INFORMATION

**Structures 35132 to 50183**

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<th>Inv. In</th>
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**AS-BUILT STORM SEWER INFORMATION**

**Structures 35132 to 50183**

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CONSTRUCTION ALIGNMENT DATA

ROUTE 234 BYPASS NB CONSTRUCTION ALIGNMENT

Beginning point 234A000 description
Point 235 N 6,946,014.00 E 17,577,619.00

Course from 235 to PC 234A000 S 11° 32' 32.92" E Dist 450.20

Point 234A000

Curve 234A001

PC Station 234A000 N 6,946,014.00 E 17,577,619.00

Check dist 450.20

Point 236 N 6,947,259.00 E 17,579,065.00

Easting 234000

Ending point 236B000 description

ROUTE 234 BYPASS SB CONSTRUCTION ALIGNMENT

Beginning point 236B000 description
Point 237 N 6,945,585.00 E 17,578,620.00

Course from 237 to PC 236B000 S 11° 32' 32.92" E Dist 450.20

Point 236B000

Curve 236B001

PC Station 236B000 N 6,945,585.00 E 17,578,620.00

Check dist 450.20

Point 238 N 6,946,830.00 E 17,579,965.00

Easting 236000

Ending point 238A000 description

ROUTE 234 BYPASS SB CONSTRUCTION ALIGNMENT (CONT'D)

Beginning point 238A000 description
Point 239 N 6,946,830.00 E 17,579,965.00

Course from 239 to PC 238A000 S 11° 32' 32.92" E Dist 450.20

Point 238A000

Curve 238A001

PC Station 238A000 N 6,946,830.00 E 17,579,965.00

Check dist 450.20

Point 240 N 6,948,075.00 E 17,581,310.00

Easting 238000

Ending point 240B000 description

ROUTE 649 CONSTRUCTION ALIGNMENT

Beginning point 649A000 description
Point 241 N 6,947,885.00 E 17,581,160.00

Course from 241 to PC 649A000 S 11° 32' 32.92" E Dist 450.20

Point 649A000

Curve 649A001

PC Station 649A000 N 6,947,885.00 E 17,581,160.00

Check dist 450.20

Point 242 N 6,949,130.00 E 17,582,515.00

Easting 649000

Ending point 242B000 description

ROUTE 234 BUSINESS CONSTRUCTION ALIGNMENT

Beginning point 234A000 description
Point 243 N 6,946,014.00 E 17,577,619.00

Course from 243 to PC 234A000 S 11° 32' 32.92" E Dist 450.20

Point 234A000

Curve 234A001

PC Station 234A000 N 6,946,014.00 E 17,577,619.00

Check dist 450.20

Point 235 N 6,947,259.00 E 17,579,065.00

Easting 234000

Ending point 235B000 description

ROADWAY A CONSTRUCTION ALIGNMENT

Beginning point 649A000 description
Point 244 N 6,947,885.00 E 17,581,160.00

Course from 244 to PC 649A000 S 11° 32' 32.92" E Dist 450.20

Point 649A000

Curve 649A001

PC Station 649A000 N 6,947,885.00 E 17,581,160.00

Check dist 450.20

Point 245 N 6,949,130.00 E 17,582,515.00

Easting 649000

Ending point 245B000 description

LIMITED ACCESS HIGHWAY

NECESSARY BY THE DEPARTMENT

DESIGN FEATURES RELATING TO CONSTRUCTION

STATE

STATE

0234-076-323

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

These plans are unfinished and unapproved and are not to be used for any type of construction.
CONSTRUCTION ALIGNMENT DATA

ROADWAY B CONSTRUCTION ALIGNMENT
Beginning chain RDWY_B description

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<th>Curve RDWY_B</th>
<th>PC Station</th>
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<th>N 6,946,544.16</th>
<th>E 11,779,452.88</th>
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<tbody>
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<td></td>
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<tr>
<td>Tangent</td>
<td>122.29</td>
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<tr>
<td>Degree</td>
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<tr>
<td>Delta</td>
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<td>34° 59' 23.24&quot;</td>
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CURVE RDWY_B_1
Chord Bear = N 41° 52' 42.01" E
Ahead = N 27° 56' 22.89" E
Back = N 55° 49' 01.12" E

C.C.                               N 6,947,311.51 E 11,778,066.87
P.T.  Station           807+94.05 N 6,946,546.85 E 11,779,508.64
Length     =              794.05
P.I.  Station           804+05.05 N 6,946,189.02 E 11,779,318.86

ROADWAY C CONSTRUCTION ALIGNMENT
Beginning chain RDWY_C description

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CURVE RDWY_C_1
Chord Bear = N 41° 52' 42.01" E
Ahead = N 27° 56' 22.89" E
Back = N 55° 49' 01.12" E

C.C.                               N 6,947,311.51 E 11,778,066.87
P.T.  Station           807+94.05 N 6,946,546.85 E 11,779,508.64
Length     =              794.05
P.I.  Station           804+05.05 N 6,946,189.02 E 11,779,318.86

ROADWAY D CONSTRUCTION ALIGNMENT
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CURVE RDWY_D_1
Chord Bear = N 41° 52' 42.01" E
Ahead = N 27° 56' 22.89" E
Back = N 55° 49' 01.12" E

C.C.                               N 6,947,311.51 E 11,778,066.87
P.T.  Station           807+94.05 N 6,946,546.85 E 11,779,508.64
Length     =              794.05
P.I.  Station           804+05.05 N 6,946,189.02 E 11,779,318.86

ROADWAY E CONSTRUCTION ALIGNMENT
Beginning chain RDWY_E description

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<td>Delta</td>
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CURVE RDWY_E_1
Chord Bear = N 41° 52' 42.01" E
Ahead = N 27° 56' 22.89" E
Back = N 55° 49' 01.12" E

C.C.                               N 6,947,311.51 E 11,778,066.87
P.T.  Station           807+94.05 N 6,946,546.85 E 11,779,508.64
Length     =              794.05
P.I.  Station           804+05.05 N 6,946,189.02 E 11,779,318.86

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY
AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

VDOT 25.00 ft / in.
PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY
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CONSTRUCTION ALIGNMENT DATA

PLANT PLACE CONSTRUCTION ALIGNMENT

PLANT PLACE CONSTRUCTION ALIGNMENT (CONT'D)

ROADWAY D TURNING MOVEMENT 1 CONSTRUCTION ALIGNMENT

ROADWAY D TURNING MOVEMENT 2 CONSTRUCTION ALIGNMENT

ALIGNMENT

ENDING CHAIN RDWY_D_TM2 DESCRIPTION

ALIGNMENT

BEGINNING CHAIN RDWY_D_TM2 DESCRIPTION

COMMENTS

D118626001G(5).DGN

N:\Work Trans\DesignAid\Pentable\Daystamp.TBL

By Resolution of Commonwealth Transportation Board dated

ROUTE REVISED

LIMITED ACCESS HIGHWAY

NECESSARY BY THE DEPARTMENT

MAY BE SUBJECT TO CHANGE AS DEEMED

DESIGN FEATURES RELATING TO CONSTRUCTION

REVISED

SHEET NO.

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

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CONSTRUCTION ALIGNMENT DATA

BMP4_1 CONSTRUCTION ALIGNMENT

Beginning chain BMP4_1 description

Point 465 N 6,945,455.95 E 11,777,338.27 Sta 2+80.58
Course from 465 to PC BMP4_1_1 S 45° 42' 37.36" E Dist 75.47
Chord Bear = S 16° 57' 35.37" E
Ahead = S 45° 42' 37.36" E

P.T. Station 2+05.11 N 6,945,508.65 E 11,777,284.24
Long Chord = 25.01
Radius = 26.00
Length = 26.09
Tangent = 14.26
Degree = 220° 22' 06.18"

Curve BMP4_1_1

*----------*
Curve Data

Course from 455 to PC BMP4_1_1 S 11° 47' 26.62" W Dist 79.02
Point 455 N 6,945,609.93 E 11,777,293.09 Sta 1+00.00

BMP4_2 CONSTRUCTION ALIGNMENT

Beginning chain BMP4_2 description

Point 326 N 6,946,107.44 E 11,777,905.25 Sta 2+56.81
Course from PT BMP4_2_1 to 326 S 59° 39' 16.65" W Dist 49.62
Chord Bear = S 70° 42' 31.09" W

P.T. Station 2+07.19 N 6,946,132.51 E 11,777,948.08
Long Chord = 18.02
Length = 18.14
Tangent = 9.18
Degree = 121° 54' 21.29"
P.I. Station 1+98.24 N 6,946,137.15 E 11,777,956.00
Curve BMP4_2_1

Curve Data

Point 325 N 6,946,151.22 E 11,778,053.22 Sta 1+00.00

BMP4_3 CONSTRUCTION ALIGNMENT

Beginning chain BMP4_3 description

Point 358 N 6,944,649.47 E 11,778,067.29 Sta 4+48.98
Chord Bear = N 66° 30' 45.01" W
Ahead = N 60° 20' 23.38" W
C.C. = N 6,944,575.80 E 11,778,297.70
Mid. Ord. = 0.29
Long Chord = 10.75
Length = 10.77
Tangent = 5.41
Delta = 12° 20' 43.26" (RT)

Curve BMP4_3_1

*----------*
Curve Data

Course from 350 to PC BMP6_2_1 S 14° 53' 07.71" W Dist 137.04
Point 357 N 6,944,497.84 E 11,778,379.75 Sta 1+00.00

BMP6_2 CONSTRUCTION ALIGNMENT

Beginning chain BMP6_2 description

Point 58 N 6,947,948.54 E 11,777,872.60 Sta 1225+50.00
P.T. Station 1214+25.08 N 6,946,894.63 E 11,778,265.95
Mid. Ord. = 23.81
Long Chord = 464.75
Radius = 1,145.92
Tangent = 237.31
Degree = 4° 59' 59.93"
Curve EX_DUMFRIES_3

Curve Data

Course from 57 to PC EX_DUMFRIES_3 N 2° 55' 59.70" E Dist 957.08
Point 57 N 6,945,479.48 E 11,778,287.80 Sta 1200+00.00

EXISTING DUMFRIES ROAD CONSTRUCTION ALIGNMENT

Feature: - 50 Scale Baselines

Beginning chain EX_DUMFRIES description

Point 58 N 6,947,948.54 E 11,777,872.60 Sta 1225+50.00
P.T. Station 1214+25.08 N 6,946,894.63 E 11,778,265.95
Mid. Ord. = 23.81
Long Chord = 464.75
Radius = 1,145.92
Tangent = 237.31
Degree = 4° 59' 59.93"
Curve EX_DUMFRIES_3

Curve Data

Course from 57 to PC EX_DUMFRIES_3 N 2° 55' 59.70" E Dist 957.08
Point 57 N 6,945,479.48 E 11,778,287.80 Sta 1200+00.00

EXISTING DUMFRIES ROAD CONSTRUCTION ALIGNMENT

Feature: - 50 Scale Baselines

Beginning chain EX_DUMFRIES description

Point 58 N 6,947,948.54 E 11,777,872.60 Sta 1225+50.00
P.T. Station 1214+25.08 N 6,946,894.63 E 11,778,265.95
Mid. Ord. = 23.81
Long Chord = 464.75
Radius = 1,145.92
Tangent = 237.31
Degree = 4° 59' 59.93"
Curve EX_DUMFRIES_3

Curve Data

Course from 57 to PC EX_DUMFRIES_3 N 2° 55' 59.70" E Dist 957.08
Point 57 N 6,945,479.48 E 11,778,287.80 Sta 1200+00.00

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CONSTRUCTION ALIGNMENT DATA

EXISTING BRENTSVILLE ROAD CONSTRUCTION ALIGNMENT

Starting point EX_BRENTSVILL_3, description:

Point 48 # 6,944,006.60 E 11,778,063.75 Sta     900+50.00

Point 49              N     6,947,701.22 E    11,780,084.65 Sta     942+91.79

Chord Bear  = N  23° 33' 32.99" E

C.C.                               N        6,945,869.95  E       11,781,275.29

P.C.  Station           929+39.84  N        6,946,497.41  E       11,779,471.44

Long Chord  =              291.67

External    =                5.59

Radius      =            1,909.86

Tangent     =              146.26

Delta       =       8° 45' 30.59" (RT)

P.I.  Station           930+86.10  N        6,946,635.55  E       11,779,519.49

Curve EX_BRENTSVILL_9

*----------*

Curve Data

Course from PT EX_BRENTSVILL_9 N 19° 10' 47.70" E Dist 852.65

Chord Bear  = N  27° 31' 24.70" E

Ahead       = N  19° 10' 47.70" E

Back        = N  35° 52' 01.70" E

C.C.                               N        6,946,445.03  E       11,777,026.70

P.T.  Station           920+87.19  N        6,945,692.09  E       11,779,191.31

P.C.  Station           914+19.70  N        6,945,102.23  E       11,778,883.95

Mid. Ord.   =               24.26

Long Chord  =              665.13

External    =               24.52

Radius      =            2,291.83

Length      =              667.49

Tangent     =              336.12

Degree      =       2° 30' 00.00"

Delta       =      16° 41' 14.00" (LT)

P.T.  Station           903+07.18  N        6,944,200.67  E       11,778,232.11

P.C.  Station           901+33.14  N        6,944,066.87  E       11,778,121.02

Long Chord  =              173.91

Length      =              174.04

Tangent     =               87.15

Degree      =       4° 24' 26.52"

Delta       =       7° 40' 14.10" (LT)

P.I.  Station           902+20.29  N        6,944,130.05  E       11,778,181.05

*----------*

Curve Data

Course from 48 to PC EX_BRENTSVILL_3 N 43° 32' 15.17" E Dist 83.14

Point 48              N     6,944,006.60 E    11,778,063.75 Sta     900+50.00

Feature: - 50 Scale Baselines

EXISTING BRADLEY CEMETERY WAY CONSTRUCTION ALIGNMENT

Starting point EX_BRADLEYCEM_3, description:

Point 54 # 6,944,006.60 E 11,778,063.75 Sta     900+50.00

Point 56 S 89° 22' 29.17" W Dist 146.94

Chord Bear  = S  87° 38' 07.33" W

Back        = S  85° 53' 46.17" W

C.C.                               N        6,947,450.28  E       11,778,473.40

Long Chord  =               60.70

External    =                0.46

Length      =               60.71

Tangent     =               30.36

Degree      =       5° 43' 46.48"

Delta       =       3° 28' 42.34" (RT)

P.I.  Station            19+27.65  N        6,946,450.67  E       11,778,514.68

Curve EX_BRADLEYCEM_6

*----------*

Curve Data

Course from PT EX_BRADLEYCEM_3 to PC EX_BRADLEYCEM_6 S 85° 53' 46.17" W Dist 316.72

Chord Bear  = N  82° 27' 42.75" W

Ahead       = S  85° 53' 47.34" W

Back        = N  70° 49' 12.83" W

P.T.  Station            15+80.57  N        6,946,475.51  E       11,778,860.88

P.C.  Station            11+74.20  N        6,946,422.56  E       11,779,260.97

Mid. Ord.   =               20.57

External    =               21.00

Radius      =            1,000.00

Length      =              406.37

Tangent     =              206.03

Degree      =       5° 43' 46.48"

Delta       =      23° 16' 59.83" (LT)

P.I.  Station            13+80.23  N        6,946,490.25  E       11,779,066.38

Curve Data

Course from 54 to PC EX_BRADLEYCEM_3 N 70° 49' 12.83" W Dist 174.20

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UNDERGROUND UTILITIES TEST HOLE INFORMATION

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<tr>
<th>SHEET NO.</th>
<th>INDEX NO.</th>
<th>DISTANCE (FT)</th>
<th>STATION &amp; ROADWAY</th>
<th>OWNER</th>
<th>TYPE OF FACILITY</th>
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<td>RTE 234</td>
<td>VDOT</td>
<td>1.25&quot; FO Conduit</td>
<td>249.24</td>
<td>YES TO BE ADJUSTED BY UTILITY OWNER</td>
<td></td>
</tr>
</tbody>
</table>

NOTE:  ALL TEST HOLES ARE REFERENCED FROM THE SURVEY BASELINE UNLESS OTHERWISE NOTED.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Erosion and Sediment Control Minimum Standards:

1. The total drainage area to be served by the trap or basin.

2. The minimum storage capacity of a sediment trap shall be 134 cubic yards per acre of drainage area for areas greater than or equal to three acres. The sediment trap shall be designed to prevent further erosion and sedimentation.

3. The minimum storage capacity of a sediment basin shall be 134 cubic yards per acre of drainage area for areas greater than or equal to three acres. The sediment basin shall be designed to prevent further erosion and sedimentation.

4. Concentrated stormwater runoff leaving a development site shall be diminished within an adequate temporary or permanent drainage channel, pipe system, or to a detention facility.

5. Stormwater runoff leaving a development site shall be diminished within an adequate temporary or permanent drainage channel, pipe system, or to a detention facility.

6. Improvements designed to trap or contain sediment shall comply with the requirements of 9VAC25-870-48 of the Virginia Stormwater Management Program (VSMP) Regulation.

7. All hydrologic analyses shall be based on existing watershed characteristics and shall not be used to justify designs that exceed the requirements of the VSMP.

8. Existing existing drainage basins shall be analyzed by the use of a 10-year storm to verify that stormwater will not exceed channel capacity and velocity.

9. The plan shall set forth the maintenance requirements of the facility.

10. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

11. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

12. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

13. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

14. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

15. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

16. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

17. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

18. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

19. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.

20. Stormwater management programs shall be approved by the Virginia Department of Conservation and Recreation.
Erosion and Sediment Control Plan

VESCH Narrative and Checklist

PROJECT DESCRIPTION

This project is for the design and construction of an overpass and ramp interchange of dumpster removal facilities located within the limits of the Virginia Department of Transportation (VDOT) State Highway System (SHS). The project area is located within Prince William County, Virginia, and is bounded by the existing rights-of-way (ROW) of Route 234 Business, Route 649, and Route 234 Bypass.

EXISTING SITE CONDITIONS

The area is characterized by a combination of sandy loam, loam, and silty loam soils. There are steep slopes located adjacent to the project area, which will require the establishment of temporary and permanent erosion and sediment control measures. The site is subject to seasonal flooding, and the construction activities will be coordinated with the VDOT Stormwater Management Division to minimize the impact on the environment.

OFFSITE AREAS

There is an offsite area that is subject to seasonal flooding and requires erosion and sediment control measures. This area is located outside the project limits and will require the installation of temporary and permanent erosion and sediment control measures to prevent sediment from entering the offsite area.

CRITICAL AREAS

The soils on the site are a combination of sandy loam, loam, and silty loam soils. See sheet 1J(2) for complete soils information.

SOILS

There is no anticipation that borrow material will be necessary for this project. If during construction the contractor determines that borrow material is necessary, the contractor is required to provide the soil properties and ensure that the soil meets the specifications.

SITE INFORMATION

The project is located within the limits of one watershed - Occoquan River - Occoquan Reservoir - Lake Jackson. The project area is constrained by the following streams:

- STA. 124+25 to 126+25 (left & right) on Route 649
- STA. 117+50 to 118+75 (right) on Route 649
- STA. 113+25 to 113+75 (left & right) on Route 649
- STA. 80+25 to 81+00 (left) on Ramp D
- STA. 15+75 to 17+75 (left) on Ramp F
- STA. 14+25 to 14+75 (left) on Ramp F
- STA. 546+50 to 547+50 (right) on Route 234 Bypass Southbound
- STA. 473+75 to 474+25 (left) on Route 234 Bypass Northbound
- STA. 449+50 to 451+75 (left) on Route 234 Bypass Northbound

The project is limited to the limits of the proposed overpass location, and the contractor is required to coordinate with the VDOT Stormwater Management Division to ensure that the construction activities are within the project limits.

LAND DISTURBING SEQUENCE

PHASE I LAND DISTURBING SEQUENCES

1. TEMPORARY STONE CONSTRUCTION ENTRANCE (3.02):
   - The temporary stabilization of access roads, subdivision roads, parking areas, and other on-site vehicle access will be provided.

2. TEMPORARY DIVERSION DIKE (3.09):
   - A temporary dike will be constructed to safely convey stormwater runoff within or away from a developing area.

3. TEMPORARY SILT FENCE (3.05):
   - A temporary barrier or dam with a controlled stormwater release structure formed by constructing an A protective barrier installed to prevent access to an erosion control measure.

4. ROCK CHECK DAMS (3.20):
   - Structurally lined aprons or other acceptable energy dissipating devices placed at the outlets of pipes or paved gutters, or other structures will be installed.

PHASE II LAND DISTURBING SEQUENCES

1. DIVERSION (3.12):
   - Diversion structures will be constructed to convey stormwater runoff to a safe location.

2. CONSTRUCT PROPOSED STORM SEWER SYSTEM AND PROPOSED CULVERTS AND CULVERT EXTENSIONS:
   - The proposed storm sewer system, proposed culverts, and culvert extensions will be constructed.

3. INSTALL TEMPORARY CONTROLS INCLUDING SILT FENCE, DIVERSION AND INLET PROTECTION:
   - Temporary controls such as silt fences, diversion structures, and inlet protection devices will be installed.

4. STABILIZE ALL DENUDED AREAS ACCORDING TO THE SECTION TEMPORARY AND PERMANENT STABILIZATION:
   - Permanent and temporary stabilization measures will be applied to all disturbed areas to minimize erosion and sedimentation.

5. INSTALL ALL CURB AND GUTTER AND PLACE BASE STONE PAVERMENT:
   - All curb and gutter installations and base stone pavement will be completed.

THE PROJECT MANAGER

Rinker Design Associates, P.C. (703) 386-7373, June 2021

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE EQUIPMENT STORAGE AREAS, YARD AND WORK AREA. THE CONTRACTOR SHALL PROVIDE A WORK AREA PLAN FOR APPROVAL AND PROCEDURE RELATING TO WORK AREA STORAGE AREAS.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

These plans are unfinished and unapproved and are not to be used for any type of construction.
Erosion & Sediment Control Phase I

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Erosion & Sediment Control Phase 1

Exposure of otherwise disturbed soil to be treated with dust control per VDOT standard 3.39.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Erosion & Sediment Control Phase I

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Erosion & Sediment Control Phase I

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Erosion & Sediment Control Phase I

Denotes Soil Stabilization Mat, St'd. EC-3

Denotes Temporary/Permanent Seeding

Denotes Temporary Check Dam, St'd. EC-16

Denotes Limits of Cut/Fill

Denotes Right of Way Diversion

Denotes Temporary Silt Fence Type A, or B; St'd EC-5

Denotes Temporary Diversion Dike, St'd. EC-9

Denotes Inlet Protection Type A/B/C; St'd. EC-6

Denotes Rock Check Dam 1, St'd. EC-4, Ty. I

Denotes Rock Check Dam 2, St'd. EC-4, Ty. II

Denotes Limits of Disturbance

Denotes Drainage Divides

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Erosion & Sediment Control Phase 1

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Erosion & Sediment Control Phase 1

EXPOSED OR OTHERWISE DISTURBED SOIL TO BE TREATED WITH DUST CONTROL PER VDOT STANDARD 50A.
WETLANDS AND STREAMS MUST TO BE ENSURED PRIOR TO WATER QUALITY PLAN\'S APPROVAL.

These plans are unfinished and unapproved and are not to be used for any type of construction.

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Erosion & Sediment Control Phase I

**E&S Legend**

- **Denotes Right of Way Diversion**
- **Denotes Limits of Disturbance**
- **Denotes Drainage Divides**
- **Denotes Soil Stabilization Mat, St'd. EC-2**
- **Denotes Rock Check Dam 1, St'd. EC-4, Ty. I**
- **Denotes Inlet Protection Type A/B/C; St'd. EC-6**
- **Denotes Temporary Diversion Dike, St'd EC-9**
- **Denotes Temporary Silt Fence Type A, or B; St'd EC-5**
- **Denotes Safety Fence**
- **Denotes Construction Entrance, St'd. EC-11**
- **Denotes Subsurface Utility By, Date**
- **Design By**
- **Project Manager**
- **Temporary/Permanent Seeding**
- **MicroStation User Profile: consultant**

---

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Erosion & Sediment Control Phase I

EXPOSED BY HYDRAULIC OCCURRING Sites TO BE TREATED WITH DUST CONTROL PER VESCH STANDARD 3.39.

ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

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PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY
AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

Denotes Drainage Divides
Denotes Right of Way Corridors
Denotes Sediment Divides
Denotes Temporary Diversion Dike, St'd. EC-9
Denotes Inlet Protection Type A/B/C; St'd. EC-6
Denotes Temporary Silt Fence Type A, or B; St'd EC-5
Denotes Flagging
Denotes Typical Storm Water Drainage Facility

STATE: VA.
ROUTE: 0234-076-323
SCALE: 1:2500

Rinker Design Associates, P.C. (703) 386-7373, June 2021
Accumark (804) 550-7740, April 2021
Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

CD-2
Stream S - R 3
Stream Q - R 6
Stream R - R 4
Stream N - R 4

PS
Match Line Sheet 1K (15)
Match Line Sheet 1K (25)
Match Line Sheet 1K (13) - S R
Match Line Sheet 1K (12) - S R

DA = 1.04 AC
DA = 1.01 AC
DA = 1.07 AC

RWD

Wetlands and Streams Not to Be Disturbed Prior to Water Quality Permit Approval.

Exposed By Hydraulic Occurring Sites To Be Treated With Dust Control Per VESCH Standard 3.39.
Erosion & Sediment Control Phase 1

Exposed or otherwise disturbed soil to be treated with erosion control per VDOT standard EC-202. Methods and steps not to be designated prior to final quality design approval.

Rinker Design Associates, P.C. (703) 386-7373

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373, June 2021

Accumark (804) 550-7740, April 2021

Wetland I - PFO

these plans are unfinished and unapproved and are not to be used for any type of construction. preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Erosion & Sediment Control Phase

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Erosion & Sediment Control Phase I

Exposed or disturbed soil is to be treated with SUSTAIN Standard 3.2A. Wetlands and streams are to be disturbed prior to water quality permit approval.

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Erosion & Sediment Control Phase 1

Exposed or otherwise disturbed soil to be treated with dust control per VDOT Standard 3.39. Installs and storms not to be disturbed prior to water quality permit approval.

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Erosion & Sediment Control Phase I

Erosion & Sediment Control Phase I are not to be used for any type of construction. Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Erosion & Sediment Control Phase I

Exposed or otherwise disturbed soils to be treated with best control per VDOT standard to prevent stream and channels not to be disturbed prior to water quality permit approval.

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
WETLANDS AND STREAMS NOT TO BE DISTURBED PRIOR TO WATER QUALITY PERMIT APPROVAL.

EXIST. R/W & L/A per VDOT Pjt.

CULVERT

MATCH LINE SHEET 1K(11) - STA. 32 +75.00

MATCH LINE SHEET 1K(22)

MATCH LINE SHEET 1K(21)

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

EXIST. R/W & L/A per VDOT Pjt.

MATCH LINE SHEET 1K(11) - STA. 602 +75.00

MATCH LINE SHEET 1K(22)

MATCH LINE SHEET 1K(21)

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Erosion & Sediment Control Phase I

EXPOSED OR OTHERWISE DISTURBED SOIL TO BE TREATED WITH DUST CONTROL PER VESCH STANDARD 3.39
WETLANDS AND STREAMS NOT TO BE DISTURBED PRIOR TO WATER QUALITY PERMIT APPROVAL.

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

**SURVEYED BY, DATE**

**DESIGN BY**

**SUBSURFACE UTILITY BY, DATE**

**PROJECT MANAGER**

**LIMITED ACCESS HIGHWAY**

**AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.**

**PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY**

**EXPOSED OR OTHERWISE DISTURBED SOIL TO BE TREATED WITH DUST CONTROL PER VESCH STANDARD 3.39.**

WETLANDS AND STREAMS NOT TO BE DISTURBED PRIOR TO WATER QUALITY PERMIT APPROVAL.

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**Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.**
Erosion & Sediment Control Phase I

EXPOSED OR OTHERWISE DISTURBED SOIL TO BE TREATED WITH DUST CONTROL PER VESCH STANDARDS.

WETLANDS AND STREAMS NOT TO BE DISTURBED PRIOR TO WATER QUALITY PERMIT APPROVAL.

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PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Erosion & Sediment Control Phase 2 - Final

These plans are unfinished and unapproved and are not to be used for any type of construction. Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
**Erosion & Sediment Control**  
**Phase 2 - Final**

**Legend:**
- Metal Sign
- Wooden Sign
- Denotes Safety Fence
- Denotes Soil Stabilization Mat, St'd. EC-3
- Limited Access Highway
- Denotes Construction Entrance, St'd. EC-11
- Denotes Temporary Check Dam, St'd. EC-16
- Match Line Sheet 1M (11) - STA 113 +75.00
- Match Line Sheet 1M (12) - STA 118 +50.00
- Match Line Sheet 1M (6)
- Match Line Sheet 1M (7) - STA 204 +52.41
- Match Line Sheet 1M (8)

**Notices:**
- These plans are unfinished and unapproved and are not to be used for any type of construction.
- Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

**Contact Information:**
- PWC DOT: Mary Ankers (703) 792-5276
- Rinker Design Associates, P.C. (703) 386-7373, June 2021
- Accumark (804) 550-7740, April 2021
Erosion & Sediment Control
Phase 2 - Final

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Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Accumark (804) 550-7740, April 2021

Match Line Sheet 1M (24) - STA. 62 +75.00

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

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Erosion & Sediment Control Phase 2 - Final

NOTE:

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2. PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
### TMP/SOC General Notes

- **Communication:**
  - **Emergency Numbers:**
    - 911
  - **Non-Emergency Numbers:**
    - Police
    - Fire
    - EMS
    - DPW
    - VDOT
  - **VATraffic:**
    - 911
    - 1-800-539-7277
  - **Contact Numbers:**
    - Rinker Design Associates, P.C.
  - **Roadway Engineer:**
    - Daniel J. Delong
  - **Traffic Engineer:**
    - Pamela M. Honea

### Transportation Management Plan

#### 1. Project Description
- **Location:** Prince William County
- **Type:** Limited Access Highway
- **Classification:** Interchange

#### 2. Project Goals
- **Safety:**
  - Reduce conflicts between vehicles and pedestrians
  - Improve traffic flow
- **Convenience:**
  - Improve access to surrounding areas
  - Reduce travel time

#### 3. Project Scope
- **Construction:**
  - Interchange at Brentsville Road (Rte. 294) and Boutilier Lane/Bradley Forge Drive
  - Interchange at Prince William County Parkway (Rte. 294) and Bradley Cemetery Way

#### 4. Traffic Management Plan
- **Advanced Work Zone Traffic Control Training:**
  - Virginia DOT Certificate No. 010720205, Expires 01-31-2024
- **Funds:**
  - $1,500,000
- **Construction Schedule:**
  - **Phase 1:**
    - June 2011 to May 2012
    - Includes widening of Brentsville Road and Boutilier Lane
  - **Phase 2:**
    - May 2012 to May 2013
    - Includes widening of Prince William County Parkway
  - **Phase 3:**
    - May 2013 to May 2014
    - Includes widening of Bradley Cemetery Way

#### 5. Transportation Management Measures
- **Traffic Control Devices:**
  - Signs
  - Signals
  - Lane closures
- **Traffic Control Plans:**
  - Advance
  - Work Zone

#### 6. Public Relations
- **Announcements:**
  - Publish press releases
  - Use social media platforms
- **Public Meetings:**
  - Regularly scheduled
  - Public comments

#### 7. Monitoring and Evaluation
- **Traffic Monitoring:**
  - Pre-construction
  - Post-construction
- **Evaluation:**
  - Conducted within 48 hours of any fatal incident/crash within the work zone.

#### 8. Conclusion
- **Implementation:**
  - Effective traffic management plan
  - Public relations program

---

*Note: This document is a sample and not an actual project.*
Advance Work Package & Phase I
TMP 50 Scale Base Layout Plan

Route 234 Bypass

EXISTING BRADLEY JEWETT HIGHWAY

PRE-EXISTING PRINCE WILLIAM PARKWAY 234 BYPASS

EXISTING DUMPERS RD

EXISTING PARKING

STATE SHEET NO. 1N(1)
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
TMP/SOC VWAPM TTC Details
Typical Traffic Control

Switch Lane Closure Operations on a Four-Lane Roadway
(Plan TT.C-13)

Typical Traffic Control

Signing for Project Limits (Figure TT.C-13)

Loggin Operations (Figure TT.C-13)

September 2019

Typical Traffic Control

Flagger Operations (Figure TT.C-13)

August 2019

Typical Traffic Control

Flagger Operations (Figure TT.C-13)

July 2019

Typical Traffic Control

Flagger Operations (Figure TT.C-13)

April 2019

NOT TO SCALE

Model

Sheet

Project

Section

PSR1476-123

RW-200-550

G70

VA

234

498

Sheet No.

Design Features Relating to Construction

or to Regulation and Control of Traffic

May Be Subject to Change as Deemed Necessary By the Department

Surveyed By, Date

Design By

Subsurface Utility By, Date

Project Manager

PWC DOT: Mary Ankers (703) 792-5276

Accumark (804) 550-7740, April 2021

By Resolution of Commonwealth Transportation Board dated April 17, 1980


Rinker Design Associates, P.C. (703) 386-7373, June 2021

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Plotted by: Rinker Design Associates, P.C.

MicroStation User Profile: consultant

10/20/2021 2:41:55 PM

VDOT

50.00 ft/in.

Sheet Size

35x23 (in.)

Daystamp.TBL

d118626001o(2).dgn

N:\Work Trans\DesignAid\Plot-Drivers\imperial\050-plan MOT.plt

N:\Work Trans\DesignAid\Pentable\Daystamp.TBL

N:\18108\00 Design (118626)\d118626001o(2).dgn
Sequence of Construction

Phase 1

Purpose: Construct shoulder strengthening/ widening along Rte. 234 median. Complete clearing & grubbing and construct permanent pavement outside of work zone clear zone unless otherwise shown on TMP/SOC plans.

Anticipated Virginia Work Area Protection Manual, Rev. 2, typical applications include TTC-1.1, 4.2, 7.1, 16.2, 17.2, 53.0 & 63.2.

Inhibit project limits and detour access for existing Bradley Cemetery per TTC-632 and sheet 1N/01 with single lane closures per TTC-432 to perform shoulder milling and temporary pavement widening along Rte. 234 median.

Install temporary barrel/cones/fence, barrier, signs and all other temporary traffic controls, as appropriate. Existing pavement markings and markers are necessary by the Department may be subject to change as deemed or to regulation and control of traffic. Design features relating to construction outside of work zone clear zone shall be in accordance with the table on sheet I.N.A.

Contractor to perform clearing/grubbing, grading and permanent pavement construction outside of work zone clear zone as noted on typical sections. Lane/shoulder closures shall be implemented whenever working outside of clear zone and shall be in accordance with the table on sheet I.N.A. The construction of each roadway, all pavement edge drop-offs shall meet the requirements of Table 2 in Appendix A of Virginia Work Area Protection Manual for the safety and protection of vehicular traffic. Where urban improved space is not available to construct temporary contractor shall utilize curb/shoulder drop-offs shown in the drawing.

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PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Phase I

Purpose: Construct shoulder strengthening/widening along Rt. 234 median. Complete clearing & grubbing and construct permanent pavement outside of work zone clear zone unless otherwise shown on TMP/SOC plans.

Construction Work Zone

Sequence of Construction

Phase 1:

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Sequence of Construction

Phase 2

Purpose: Construct pavement widening & reconstruction along Rte.234, Rte.234 DOG, Rte.649, Roadway C, and Roadway D.


Install project limit and barrier signing for Rte.649 and Rte.234 BUS northbound per TTC-53.0 and sheet 1V(2) utilizing TTC-1.1 to perform remaining shoulder strengthening/widening in median of Rte.234.

Install temporary barriers/rope/fence, barrier signs and all other temporary traffic control/safety/throughway/stranding/widening and markers are to remain during this phase except where noted on TMP/SOC plans.

Divert Rte.649 Traffic onto newly constructed pavement in order to construct remaining widening and complete northbound C & D. Contractor is to perform remaining shoulder strengthening/widening and markers are to remain during this phase except where noted on TMP/SOC plans.

Divert Rte.234 Traffic onto newly constructed pavement in order to construct remaining widening and complete northbound C & D. Contractor is to perform remaining shoulder strengthening/widening and markers are to remain during this phase except where noted on TMP/SOC plans.

Install project limit and detour signing for Rte.649 and Rte.224 BUS, Rte.649, Roadway C, and Roadway D.

Purpose: Construct pavement widening & reconstruction along Rte.234, Rte.234 DOG, Rte.649, Roadway C, and Roadway D.

Lane/shoulder closures shall be implemented whenever working inside of clear zone and shall be in accordance with the tables on sheet 1V(2). The transition of each workzone, all pavement edge drop-offs shall meet the requirements of Figure 3-10 of Virginia Work Area Protection Manual. For the safety and protection of vehicular traffic, where proper ingress/egress space is not available to construction entrances, contractor shall utilize lane/shoulder closures as allowed in the contract.
**Sequence of Construction**

**Phase 2 (Cont.)**

**Purpose:** Construct pavement widening & reconstruction along Rte.234, Rte.234 BUS, Rte.649, Roadway C, and Roadway D.

**Anticipated Virginia Work Area Protection Manual Applications:**
- TTC-1.1, 4.2, 7.1, 16.2, 17.2, 53.0 & 63.2.

**Install Project Signs and Diverter Barriers: Rte.234 and Rte.234 BUS**
- Install temporary shoulder/street edge, as noted in Map. To perform remaining shoulder strengthening/widening in median of Rte.234.

**Install Temporary Barriers/Fence, Barrier Signs, and All Other Temporary Traffic Controls Prior to Placing Temporary Traffic Barrier Service:**
- Use TABLE 5001, Plan for widening.

**Divert Traffic onto newly constructed pavement to Rte.234 and Roadway C to perform remaining shoulder strengthening/widening in median of Rte.234.**

**Lanes/shoulder closures shall be implemented throughout working inside of clear zone and shall be in accordance with the table on sheet IN-A.**

**NOT TO SCALE**

**PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.**
Phase 2A

Sequence of Construction

Purpose: Construct pavement widening & reconstruction along Rte. 234/Rte. 234 BUS.

1. Anticipated work area protection manual, Rev. 2, typical applications include TTC-1.1, 4.2, 7.1, 16.2, 17.2, 53.0 & 63.2.
2. Install temporary traffic control systems, barriers, signs and all other temporary traffic control devices as appropriate. Existing pavement, previous markings and markers are to remain during this phase except where noted on TMP/SOC plans.
3. Divert remaining traffic off of existing Rte. 234 Business between Rte. 234 and Roadway C. In order to complete outside widening of Rte. 234Complete construction of curb and gutter and shared use path along Southbound Rte. 234 BUS north of Roadway C.
4. Install temporary barrels/cones/fence, barrier, signs and all other temporary protection of vehicular traffic. Where proper ingress/egress spaces are not available to construction astronomic contractors shall utilize temporary shoulder closures, as allowed in the contract.

NOT TO SCALE

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.
Sequence of Construction

Phase 3

Purpose: Complete median construction and pavement demo along Rte 234. Complete shared use path construction along Roadway B and construction of Ramp A. Complete demo of existing Prince William Parkway.

Anticipated Virginia Work Area Protection Manual, Rev. 2, typical applications include TTC-1.1, 4.2, 7.1, 16.2, 17.2, 53.0 & 63.2.

Install temporary barrels/cones/fence, barrier, signs and all other temporary traffic controls, as appropriate. Existing pavement/previous markings and markers are to remain during this phase except where noted on TMP/SOC plans.

Once Northbound traffic on Existing Prince William Parkway is detoured, complete construction of Rte. 234 with dedicated traffic, shared use path/SWIM, and Southbound traffic along Rte 234 on newly constructed pavement in order to complete median construction and pavement demo.

Lane/shoulder closures shall be implemented whenever working facilities close and shall be in accordance with the rules on sheet RW-201. The configuration of barriers, fences, and signs shall be per TTC-53.0.

Temporary Traffic Barrier Service Req'd.

These plans are unfinished and unapproved and are not to be used for any type of construction. Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
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Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Temporary Pavement Markers at 20' spacing, Yellow

Sheet NO.

Project Manager
Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Accumark (804) 550-7740, April 2021

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### TMP/SOC Phase 2

#### Design Legend:
- **Black**: Hanging Piping
- **Red**: Roadway
- **Blue**: Stormwater
- **Green**: Bicycle Path
- **Yellow**: Water Main
- **White**: Permanent Infrastructure
- **Salt**: Temporary Infrastructure
- **AutoCAD**: Survey Control

#### Notes:
- **1st**: Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373
- **2nd**: Denotes Traffic Flow
- **3rd**: Denotes Traffic Regular
- **4th**: Denotes Temporary Construction from Previous Phase
- **5th**: Denotes Perm. Construction This Phase
- **6th**: Denotes Temp. Pavement Construction This Phase
- **7th**: Denotes Construction Access Point
- **8th**: Denotes Impact Attenuator, TL-3
- **9th**: Denotes Temporary Concrete Barrier
- **10th**: Denotes Perm. Construction from Previous Phase
- **11th**: Denotes Perm.  Construction from Previous Phase
- **12th**: Denotes Construction Access Point
- **13th**: Denotes Perm. Construction from Previous Phase

#### Preliminary Easements for Utility Relocations are Approximate Only and Subject to Changes as Project Design is Finalized.
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

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The diagram shows a map of the TMP/SOC Phase 2 with various annotations and markings. The annotations include:

- **Denotes Construction Access Point**
- **Denotes Debris Flow**
- **Denotes Group II Channelizing Devices**
- **Denotes Traffic Flow**
- **Denotes Impact Attenuator TL-3**
- **Denotes Temporary Concrete Barrier**
- **Denotes Perm. Construction from Previous Phase**
- **Denotes Perm. Construction This Phase**
- **Denotes Temp. Pavement Construction This Phase**
- **Denotes Const. Under Traffic This Phase**
- **Denotes Perm. Construction This Phase**
- **Denotes Clearing/Staging/Work Area This Phase**
- **Denotes Construction Access Point**

The diagram also includes a temporary pavement marking legend with various types of markings and their descriptions.
These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY
AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

Any existing condition that does not reflect the
pavement markings shown on this sheet shall
be completely eradicated per VDOT standards.

Denotes Impact Attenuator, TL-3
Denotes Temporary Concrete Barrier
Denotes Group II Channelizing Devices
Denotes Traffic Flow
Denotes Perm. Construction from Previous Phase
Denotes Perm. Construction from Previous Phase
Denotes Perm. Construction from Previous Phase
Denotes Perm. Construction from Previous Phase

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are not to be used for any type of construction.
PROJECT

Temporary Pavement Markers at 20' spacing, White

Type D, Class III, White, 6” Width, 2’ Long, 6’ Space
Type D, Class III, White, 8” Width, 3’ Long, 9’ Space
Type D, Class III, White, 4” Width, 2’ Long, 6’ Space
Type D, Class III, White, 4” Width
Type D, Class III, White, 4” Width, 10’ Long, 30’ Space
Type D, Class III, Yellow, 8” Width
Type D, Class III, Yellow, 4” Width
Denotes Impact Attenuator, TL-3
Denotes Temporary Concrete Barrier
Denotes Traffic Flow
Denotes Temp. Pavement Construction This Phase
Denotes Perm. Construction This Phase
Denotes Clearing/Staging/Work Area This Phase
Denotes Construction Access Point

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Match Line
Sheet 1T (2) - Match Line SD. 5 774
Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Match Line
Sheet 1T (7) - VDOT 5 784
Accumark (804) 550-7740, April 2021

Match Line
Sheet 1T (3) - PWC DOT: Mary Ankers (703) 792-5276

Match Line
Sheet 1T (4) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition

Match Line
Sheet 1T (6) - Prop. Acquisition
Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

Any existing condition that does not reflect the permanent markings shown on this sheet must be completely eradicated per VDOT standards.

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

TOPOGRAPHIC INFORMATION LEGEND:

- **Type D, Class III, White, 4” Width**
- **Type D, Class III, Yellow, 4” Width, Double Line, 4” Space**
- **Type D, Class III, White, 8” Width**
- **Type D, Class III, White, 4” Width, 2’ Long, 6’ Space**
- **Type D, Class III, White, 12” Width**
- **Type D, Class III, White, 8” Width, 3’ Long, 9’ Space**
- **Type D, Class III, Yellow, 8” Width**
- **Type D, Class III, White, 24” Width**
- **Type D, Class III, White, 12” Width**
- **Type D, Class III, Yellow, 6” Width**
- **Type D, Class III, White, 6” Width, 2’ Long, 6’ Space**
- **Type D, Class III, White, 6” Width, 10’ Long, 30’ Space**

Temporary Pavement Marking Legend:

- **Existing Pavement Marking/Pavement Marking Message**
- **Temporary Pavement Marking at 20’ spacing, White**
- **Temporary Pavement Marking at 20’ spacing, Yellow**
- **Temporary Pavement Marking/Pavement Marking Message**
- **Temporary Pavement Marking at 20’ spacing, White**
- **Temporary Pavement Marking/Pavement Marking Message**
- **Temporary Pavement Marking at 20’ spacing, Yellow**
- **Temporary Pavement Marking/Pavement Marking Message**
- **Temporary Pavement Marking at 20’ spacing, White**
- **Temporary Pavement Marking/Pavement Marking Message**
- **Temporary Pavement Marking at 20’ spacing, Yellow**

Legend:

- **Denotes Construction Access Point**
- **Denotes Signing/Channelizing Message This Phase**
- **Denotes Perm. Pavement Construction This Phase**
- **Denotes Perm. Pavement Construction From Previous Phase**
- **Denotes Traffic Flow**
- **Denotes Signing/Channelizing Message**
- **Denotes Temporary Construction Barriers**
- **Denotes Construction Access Point**
- **Denotes Signing/Channelizing Message**
- **Denotes Temporary Construction Barriers**

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Any existing condition that does not reflect the pavement markings shown on this sheet shall be completely eradicated per VDOT standards.

Temporary pavement markings legend:
- Type 0: Crosswalk, White, 6" Width
- Type 1: Class III, White, 8" Width
- Type 2: Class III, White, 12" Width
- Type 3: Class III, White, 24" Width
- Type 4: Class III, Yellow, 6" Width
- Type 5: Class III, Yellow, 8" Width
- Type 6: Class III, Yellow, 10" Long, 30" Space
- Type 7: Class III, Yellow, 4" Double Line, 4" Space

TMP/SOC Legend:
- Denotes Impact Attenuator, TL-3
- Denotes Temporary Concrete Barrier
- Denotes Group II Channelizing Devices
- Denotes Traffic Flow
- Denotes Perm. Construction from Previous Phase
- Denotes Temp. Pavement Construction This Phase
- Denotes Construction Under Traffic This Phase
- Denotes Perm. Construction This Phase
- Denotes Clearing/Staging/Work Area This Phase
- Denotes Construction Access Point

Roadway Engineer: Glen Allen, Virginia

2021-11-18 0234-076-323

Rinker Design Associates, P.C.

2030x1930 rinkerdesignassociates.com

0234-076-323 0234-076-323

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated Apr. 17, 1980


Botetourt County Planning Commission dated 2003

Accumark (804) 550-7740, April 2021

Glen Allen, Virginia

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

PWC DOT: Mary Ankers (703) 792-5276

Rinker Design Associates, P.C. (703) 386-7373, June 2021
Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

Temporary Pavement Marking Legend

- **Denotes Construction Abandoned**
- **Denotes Original Permanent Origin**
- **Denotes Impact Attenuator, TL-3**
- **Denotes Temporary Concrete Barrier**
- **Denotes Group II Channelizing Devices**
- **Denotes Traffic Flow**
- **Denotes Perm. Construction from Previous Phase**
- **Denotes Temp. Pavement Construction This Phase**
- **Denotes Construction Under Traffic This Phase**
- **Denotes Perm. Construction This Phase**
- **Denotes Clearing/Staging/Work Area This Phase**
- **Denotes Traffic erfolgreich Staging**
- **Denotes Position of Cleared Area**

Any existing condition that does not reflect the pavement markings shown on this sheet shall be completely eradicated per VDOT standards.

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The Department of Airports reserves the right to approve or disapprove the proposed location, quantity, and cost for the installation of any proposed utility relocation, etc., and may reduce the utility relocation location, quantity, and cost as the need arises.

The availability of the utility relocating party's services shall not be considered as an acceptance of any type of utility relocation.

The construction of any utility relocation work shall not be performed without the written consent of the utility relocating party.

Any utility relocation work performed without the written consent of the utility relocating party shall be removed at the expense of the utility relocating party and may result in the extension of the time of completion of the project.

The utility relocating party shall be responsible for all costs and damages incurred in the process of removing any utility relocation work performed without the written consent of the utility relocating party.

The owner of the utility relocation work shall be responsible for all costs and damages incurred in the process of removing any utility relocation work performed without the written consent of the utility relocating party.

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These Plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

Prepared by: Rinker Design Associates, P.C.

Temporary Pavement Marking Legend:

- **Type D, Class III, Yellow, 6" Width**
- **Type D, Class III, White, 6" Width**
- **Temporary Pavement Markers at 20' Spacing, Yellow**
- **Temporary Pavement Markers at 20' Spacing, White**
- **Pre-existing Pavement Marking/Previously Placed**

Any existing condition that does not reflect the pavement markings shown on this sheet shall be completely eradicated per VDOT standards.
Any existing condition that does not reflect the pavement markings shown on this sheet shall be completely eradicated per VDOT standards.

- **Type D, Class III, Yellow, 6" Width**
- **Type D, Class III, White, 6" Width, 10' Long, 30' Space**
- **Type D, Class III, White, 8" Width**
- **Type D, Class III, White, 12" Width**
- **Type D, Class III, Yellow, 8" Width**
- **Type D, Class III, White, 24" Width**
- **Type D, Class III, White, 4" Width, Double Line, 4" Space**
- **Type D, Class III, White, 4" Width, 10' Long, 30' Space**
- **Type D, Class III, Yellow, 4" Width**
- **Type D, Class III, White, 4" Width, 2' Long, 6' Space**
- **Type D, Class III, White, 4" Width**

**Denotes Impact Attenuator, TL-3**
**Denotes Temporary Concrete Barrier**
**Denotes Traffic Flow**
**Denotes Temp. Pavement Construction This Phase**
**Denotes Construction Under Traffic This Phase**
**Denotes Perm. Construction This Phase**
**Denotes Construction Access Point**

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**Preliminary Easements for utility relocations are approximate only and subject to changes as project design is finalized.**

**Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373**

**ACCUMARK (804) 550-7740, April 2021**

**Rinker Design Associates, P.C. (703) 386-7373, June 2021**

---

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TEMPORARY SURFACE CONTROL LEGEND

1. Type D, Class III, White, 4" Width
2. Type D, Class III, White, 8" Width
3. Type D, Class III, White, 12" Width
4. Type D, Class III, White, 24" Width
5. Type D, Class III, White, 4" Width, 2' Long, 6' Space
6. Type D, Class III, White, 4" Width, 10' Long, 30' Space
7. Type D, Class III, White, 6" Width
8. Type D, Class III, White, 6" Width, 2' Long, 6' Space
9. Type D, Class III, White, 6" Width, 10' Long, 30' Space
10. Type D, Class III, Yellow, 4" Width
11. Type D, Class III, Yellow, 4" Width, 2' Long, 6' Space
12. Type D, Class III, Yellow, 8" Width
13. Type D, Class III, Yellow, 8" Width, 2' Long, 6' Space
14. Type D, Class III, Yellow, 8" Width, 3' Long, 9' Space
15. Type D, Class III, Yellow, 12" Width
16. Existing Pavement Marking/Prevously Placed

Any existing condition that does not reflect the conditions outlined on this sheet shall be completely eradicated per VDOT standards.

**PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.**

**THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.**
50.00 ft / in. Sheet Size 35x23 (in.)

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

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Phase 1 - Bradley Cemetery Way Detour

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Phase 2 - Rte. 649 (Brentsville RD.) Detour

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Phase 2A - Rte. 234 Bus (Dumfries RD) Detour

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Phase 3 - Ramp A Detour

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Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
1. All pavement widening shall be performed in accordance with standard WP-2.

T - See plans for Length of T.

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

See Bridge Plans for Plan & Profile Details

PWC DOT: Mary Ankers (703) 792-5276

PRIVATE AND COMMERCIAL ENTRANCES

CONSTRUCTION POLICY MANUAL

These plans are unfinished and unapproved and are not to be used for any type of construction.

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TYPICAL SECTIONS

1. All pavement widening shall be performed in accordance with standard WP-2.

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

PWC DOT: Mary Ankers (703) 792-5276

Rinker Design Associates, P.C. (703) 386-7373, June 2021

Accumark (804) 550-7740, April 2021

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1. All pavement widening shall be performed in accordance with standard WP-2.

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

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Rinker Design Associates, P.C. (703) 386-7373, June 2021

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122+22.50 to 124+41.50
Station to Station

Existing Ground

ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

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PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
1. All pavement widening shall be performed in accordance with standard WP-2.

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

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Rinker Design Associates, P.C. (703) 386-7373, June 2021

Accumark (804) 550-7740, April 2021

ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

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PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Notes:
1. All pavement widening shall be performed in accordance with standard WP-2.

PWC DOT: Mary Ankers (703) 792-5276
Rinker Design Associates, P.C. (703) 386-7373, June 2021
Accumark (804) 550-7740, April 2021

ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND
AREN'T TO BE USED FOR ANY TYPE OF CONSTRUCTION.
PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY
AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
1. All pavement widening shall be performed in accordance with standard WP-2.
TYPICAL SECTIONS

NOTES:
1. All pavement widths shall be performed in accordance with standard W-2.

Ramp A
Constr. B

Ramp B/C
Constr. B

Ramp D1
Constr. B

Ramp D2
Constr. B

Ramp E
Constr. B

NOTE:
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PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
TYPICAL SECTIONS

**Notes:**
1. All pavement widening shall be performed in accordance with standard WP-2.

---

**Ramp F, TW2 Const:**
- Existing Ground
- Plant Place
  - Shared Use Path
  - Min. 2'
- 2% Fill Slope
- 2:1 Max. Cut Slope
- VDOT
- Station to Station
- 805+25.00 to 809+00.00

**Plant Place Const:**
- Existing Ground
- Station to Station
- 12+00.00 to 19+50.00

**SUP A Const:**
- Existing Ground
- Plant Place
  - Shared Use Path
  - Min. 2'
- 2% Fill Slope
- 2:1 Max. Cut Slope
- VDOT
- Station to Station
- 805+25.00 to 809+00.00

**SUP B Const:**
- Existing Ground
- Plant Place
  - Shared Use Path
  - Min. 2'
- 2% Fill Slope
- 2:1 Max. Cut Slope
- VDOT
- Station to Station
- 805+25.00 to 809+00.00

---

**Shared Use Path:**
- 10'
- 5'
- 2'

---

**Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.**

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STORMWATER POLLUTION PREVENTION PLAN (SWPPP) GENERAL INFORMATION SHEET

1. Activity Description - The project is for the design and construction of on-street and off-street parking lots in Prince William County, Virginia. The project involves the construction of new parking lots and the modification of existing parking lots. The parking lots are located along major thoroughfares and are intended to accommodate the increased traffic demand in the area.

2. Cost Disbursement - The parking lots are scheduled for completion by September 2022. The project is estimated to cost $2.5 million. The funding for the project is provided by the Virginia Department of Transportation (VDOT) and the Prince William County Department of Transportation.

3. Proposed Disbursement - The project is expected to add one new parking lot and two new street sections in Prince William County. The project will be completed in phases, with the first phase scheduled for completion in June 2022.

4. Project Schedule - The project is scheduled to begin in May 2022 and is expected to be completed by August 2022. The project will be monitored and inspected by VDOT and the Prince William County Department of Transportation.

5. Project Vision - The project aims to provide added parking capacity and improve the aesthetic appeal of the area. The project will also enhance the safety and accessibility of the parking lots.

6. Project Team - The project team consists of VDOT, the Prince William County Department of Transportation, and the project contractor. The project contractor is responsible for the design and construction of the parking lots.

7. Project Location - The project location is along major thoroughfares in Prince William County, Virginia. The project location is designed to accommodate the increased traffic demand in the area.

8. Project Goals - The project goals are to provide added parking capacity, improve the aesthetic appeal of the area, and enhance the safety and accessibility of the parking lots.

9. Project Challenges - The project challenges include limited space for the construction of parking lots, the need for coordination with other projects in the area, and the need to minimize disruption to traffic.

10. Project Benefits - The project benefits include increased parking capacity, improved aesthetics, and enhanced safety and accessibility of the parking lots.

11. Project Timeline - The project timeline is as follows:

   - Phase 1: May 2022 - June 2022
   - Phase 2: July 2022 - August 2022

12. Project Contact - For questions or concerns regarding the project, please contact the project manager at (555) 123-4567 or email projectmanager@princewilliamcounty.va.us.

13. Project Status - The project is currently in the design phase. The project is expected to be completed by August 2022.

14. Project Documents - The project documents include the project plan, construction specifications, and project schedule.

15. Project Approval - The project has been approved by the Prince William County Board of Supervisors and the Virginia Department of Transportation.

16. Project Partnership - The project is a partnership between VDOT and the Prince William County Department of Transportation.

17. Project Resources - The project resources include the project budget, project materials, and project personnel.

18. Project Reporting - The project will be reported to the prince william county Board of Supervisors and the Virginia Department of Transportation on a quarterly basis.

19. Project Monitoring - The project will be monitored and inspected by VDOT and the Prince William County Department of Transportation.

20. Project Closeout - The project closeout will be completed by September 2022.

21. Project Summary - The project is a significant improvement to the parking capacity and aesthetics in the area. The project is expected to be completed by August 2022.

22. Project Conclusion - The project is a successful completion of the project and is expected to be a long-term benefit to the area.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.

PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

23. Project Details - The project details include the project location, project scope, project timeline, project budget, and project resources.

24. Project Approval - The project approval includes the project plan, construction specifications, and project schedule.

25. Project Monitoring - The project monitoring includes the project budget, project materials, and project personnel.

26. Project Closeout - The project closeout includes the project budget, project materials, and project personnel.

27. Project Signature - The project signature includes the project manager's name and contact information.

28. Project Date - The project date is the date the project was completed.

29. Project Contact - The project contact includes the project manager's name and contact information.

30. Project Approval - The project approval includes the project plan, construction specifications, and project schedule.

31. Project Monitoring - The project monitoring includes the project budget, project materials, and project personnel.

32. Project Closeout - The project closeout includes the project budget, project materials, and project personnel.
**STORMWATER POLLUTION PREVENTION PLAN (SWPPP) GENERAL INFORMATION SHEET**

**XII. 1.** All wetlands activities that impact the water table, including filling, dredging, excavation, grading, utilities, and infrastructure installations, shall be in accordance with the current edition of Section 108.03 of the VDOT R&B Specifications and shall be included in the SWPPP documents for the land disturbance (construction) activity.

2. The intended sequence and timing of activities that disturb soils at the site are listed in Section VI.

3. Areas of soil disturbance and areas of the site which will not be disturbed are identified in the applicable sections of the documents identified in the Note 1 of Section III. Those areas shall be constructed in accordance with all applicable permit requirements and shall be included with the other SWPPP documents for this land disturbance (construction) activity.

4. Contributions to channel erosion and sediment entrainment are identified in the construction plan set or for other such documents for this land disturbance (construction) activity.

5. Areas of solid subsurface and areas of the site which will not be disturbed are identified in the construction plan set or for other such documents for this land disturbance (construction) activity.

6. A description of temporary and permanent stabilization practices for the site are identified in the applicable sections of the documents identified in the Note 1 of Section III.

7. A record of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are installed or provided with the contractor and maintained with the record set of plans or other SWPPP documents for this land disturbance (construction) activity.

8. A description and schedule of procedures to maintain vegetation, erosion and sediment control during construction and post-construction, and any other protective measures that good effective operating conditions are identified in the current edition of Sections 107.16 and 303.03 of the VDOT R&B Specifications.

9. Nutrients, phosphorus, and nitrogen in accordance with the current edition of Sections 603 and 9VAC25-870-93 et seq. of the VSMP Regulations.

10. A description of all post-construction stormwater management measures that will be implemented during the construction process to control pollutants in stormwater discharges after construction operations have been completed is included in the construction plan set or for other such documents for this land disturbance (construction) activity.

11. The temporary erosion and siltation control items shown on the ESC Plan for this land disturbance activity by the DEQ in its letter dated (date).

12. The areas beyond the project's construction limits are to be protected from siltation.

13. Temporary earthen structures such as dikes and berms are to be stabilized immediately upon installation. Stabilization may include temporary or permanent seeding, riprap, aggregate, and/or stabilization materials and maybe in conjunction with seeding.

14. All channel relocations are to be constructed during the earliest stage of construction.

15. The contractor's erosion and sediment control measures shall be constructed in accordance with the SWPPP documents for this land disturbance (construction) activity.

16. A construction entrance or other approved measure shall be included in locations where construction vehicles (traffic) access roads intersect is paved or a public road in order to minimize the transport of sediment by vehicle tracking onto the paved surface. Where sediment is tracked onto the paved or public road surface, the road surface becomes thoroughly saturated with the transport of sediment onto the paved surface.

17. The name of the individual(s) or contractor(s) responsible for the installation and maintenance of the erosion and sediment control measures is identified by the contractor and maintained with the other SWPPP documents for this land disturbance (construction) activity.

18. Soil erosion is temporarily placed within the project area or on VDOT right of way or easement and/or identified, classified, and protected with sediment trapping measures.

19. Any variance, exception or deviation approved by DEQ must be listed below and supporting documentation (variance, deviation request and DEQ approval) and ESC approved must be maintained with the SWPPP documents. The following exceptions to the Water Quantity criteria of the VSMP Regulations have been approved by the DEQ, including a description of the technical basis used to select the practices, are listed in Section VI.

20. The name of the individual(s) or contractor(s) responsible for the installation and maintenance of the erosion and sediment control measures is identified by the contractor and maintained with the other SWPPP documents for this land disturbance (construction) activity.

21. The intended sequence and timing of activities that disturb soils at the site are listed in Section VI.

22. The areas beyond the project's construction limits are to be protected from siltation.

23. Temporary earthen structures such as dikes and berms are to be stabilized immediately upon installation. Stabilization may include temporary or permanent seeding, riprap, aggregate, and/or stabilization materials and maybe in conjunction with seeding.

24. The contractor's erosion and sediment control measures shall be constructed in accordance with the SWPPP documents for this land disturbance (construction) activity.

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26. The name of the individual(s) or contractor(s) responsible for the installation and maintenance of the erosion and sediment control measures is identified by the contractor and maintained with the other SWPPP documents for this land disturbance (construction) activity.

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32. The contractor's erosion and sediment control measures shall be constructed in accordance with the SWPPP documents for this land disturbance (construction) activity.

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34. The name of the individual(s) or contractor(s) responsible for the installation and maintenance of the erosion and sediment control measures is identified by the contractor and maintained with the other SWPPP documents for this land disturbance (construction) activity.

35. Soil erosion is temporarily placed within the project area or on VDOT right of way or easement and/or identified, classified, and protected with sediment trapping measures.

36. Any variance, exception or deviation approved by DEQ must be listed below and supporting documentation (variance, deviation request and DEQ approval) and ESC approved must be maintained with the SWPPP documents. The following exceptions to the Water Quantity criteria of the VSMP Regulations have been approved by the DEQ, including a description of the technical basis used to select the practices, are listed in Section VI.
The SWPPP General Information sheet is intended to contain the following requirements of the Virginia Department of Transportation (VDOT) Road and Bridge Specifications, Supplemental Specifications, Special Provisions and Specific Requirements (Supplemental) and the Virginia Department of Conservation and Recreation (DCR) Stormwater Management Permit (SWPPP) for stormwater management on construction sites.

**SECTION IV SWPPP**

1. Adequately address the SWPPP for each land disturbing (construction) activity to be maintained at the activity site and shall be modified for review upon request during normal business hours. Such documents include:
   a. Water use (including uncontaminated waterline flushings managed in a manner to avoid stream impacts).
   b. Surcharge, where contaminate is not discharged to stormwater.
   c. Soil-stabilization, water used to control dust that has been filtered, settled or similarly treated prior to discharge.
   d. Polyethylene sheeting for temporary confinement of material that has not been used.
   e. Water used to control dust that has been filtered, settled or similarly treated prior to discharge.

**SECTION V POLLUTION PREVENTION PLAN**

1. The following non-stormwater discharges from this land disturbing (construction) activity and any on-site support facilities are prohibited:
   a. Wastewater from concrete washouts.
   b. Stormwater from concrete washouts, including concrete, manufactured wood, styrofoam, concrete, and other trash or building materials.
   c. Solid or hazardous waste, including hazardous or toxic wastes, waste concrete and sanitary wastes.
   d. Oils, toxic substances or hazardous substances from spills or other releases.
   e. Soaps, solvents or detergents used in equipment and vehicle washing.
   f. Solid or hazardous waste, including hazardous or toxic wastes, waste concrete and sanitary wastes.
   g. Stormwater management activities.
   h. Uncontaminated air conditioning or compressor condensate.
   i. Water used to control dust that has been filtered, settled or similarly treated prior to discharge.
   j. Wastewater from concrete washouts.
   k. Uncontaminated excavation dewatering, including dewatering trenches and other similar activities.
   l. Liquid concrete wastes shall be removed and disposed of in a manner to avoid stream impacts.

2. The contractor shall develop a SWPPP in accordance with, but not limited to, Section 106.08, 107.02 and 107.16 of the VDOT Road and Bridge Specifications. The SWPPP for this land disturbing (construction) activity shall be maintained at the activity site with the contractor for pollution prevention associated with any on-site support facilities are to be maintained at the activity site with the contractor for pollution prevention associated with any on-site support facilities are allowed when discharged in compliance with the SWPPP.

3. The updated/revised sheets shall be maintained with the designated record set of plans (or other such documents) for this land disturbing (construction) activity. The updated/revised sheets shall be maintained with the designated record set of plans (or other such documents) for this land disturbing (construction) activity. The updated/revised sheets shall be maintained with the designated record set of plans (or other such documents) for this land disturbing (construction) activity.
### Stormwater Pollution Prevention Plan (SWPPP) General Information Sheet

#### Section VI - Permanent BMP Information

<table>
<thead>
<tr>
<th>Type of BMP</th>
<th>Geographic Location</th>
<th>VA 6th Order</th>
<th>Receiving Water</th>
<th>Name of Impaired Water</th>
<th>Acres Treated Per BMP (3)</th>
<th>BMP Maintenance Order (10)</th>
<th>BMP Inspection Order (11)</th>
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<td>Vegetated Filter Strip</td>
<td>County or City</td>
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</tbody>
</table>

#### Notes:

1. Georeferenced in the SGRF projection system to ensure accurate mapping.
2. For streams with no names, use "Unnamed Tributary to downstream name." (2)
3. Show acres treated to the nearest one hundredths acre. (3)
4. Include agreements with off-site BMP owners. (4)
5. Submit maintenance manuals, property easements, and inspection manuals for a Bioretention infiltration BMP. (5)
6. No maintenance manual required where applicable. (6)
7. Nutrient credits purchased to the nearest one hundred pound. (7)
8. All approved stormwater BMP drawings and other diagrams are to be included with the SWPPP submittal. (8)
9. The determination of impaired water in the TMDL form. (9)
10. The BMP Maintenance Order and the BMP Inspection Order. (10)
11. All permitted stormwater BMPs. (11)
12. Any changes to the approved SWPPP or BMPs necessitated by changes in project design or operations are to be submitted and approved. (12)

#### Preliminary Easements for Utility Relocations

These plans are unfinished and unapproved and are not to be used for any type of construction. Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
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Route 234 Bypass NB

Route 234 Bypass SB
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Match Existing Cross Slope

Match Existing Cross Slope

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ROUTE 649
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**ENTRANCE PROFILES**

**BMP 4-1 Entrance**

Entrance profiles are for the BMP configuration. Entrance is modified as needed to provide temporary稳定 during construction.

**SWM POND 4-I**

**BMP 4-1 Entrance**

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**PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.**
ENRANCE PROFILES

BMP 4-3 Entrance

Entrance profiles are for final BMP configuration. Contractor to modify as needed to provide necessary access during construction.

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ENTRANCE PROFILES
BMP 6-2 Entrance

Enforcement profiles are for final BMP configuration. Contractor to modify as needed to provide temporary access during construction.

BMP 6-2 Access Road
Type 1, W=12', G=2.08%

BMP 6-2 Entrance

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Preliminary Signage Plan
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Match Line Sheet 34(3) - State 62 +00

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Accumark (804) 550-7740, April 2021

Pavement Class IV @ 0.59%

Pavement Class IV @ 1.07%


Preliminary Signage Plan

Pavement Class IV @ 0.59%

Preliminary Signage Plan

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Preliminary Signage Plan
Preliminary Signage Plan

Traffic Engineer

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Prepared by

By Resolution of Commonwealth Transportation Board dated

June 20, 1991, amended dated Nov. 15, 1993

Rinker Design Associates, P.C.
PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.
Preliminary Pavement Marking Plan

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*** END EXIST. R/W ***

VA.

STATE ROUTE PROJECT

STATE ROUTE PROJECT

Rewritten 201, C-501

Accumark (804) 550-7740, April 2021

Mark Gunn, P.E. Rinker Design Associates, P.C. (703) 386-7373

Traffic Engineer

Manassas, Virginia

Rinker Design Associates, P.C.

PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

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

SURVEYED BY, DATE

DESIGN BY

SUBSURFACE UTILITY BY, DATE

PROJECT MANAGER
Preliminary Pavement Marking Plan
**Pavement Marking Legend**

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<th>Type B, Class I, White, 4&quot; Width</th>
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<tr>
<td>Double Line, 4&quot; Spacing</td>
<td>Snow/Freeze/Refill Pavement</td>
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<tr>
<td>Double Line, 4&quot; Spacing</td>
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</table>
Preliminary Pavement Marking Plan

These plans are unfinished and unapproved and are not to be used for any type of construction.
Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

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\[x^2 + y^2 = r^2\]

\[\frac{x^2}{a^2} + \frac{y^2}{b^2} = 1\]
Roadway Lighting

General Notes

1. Conduit systems are underground. Full of joints and must be laid in a smooth and in accordance with the submittal of the contractor's drawings.

2. All conduit systems must be connected to the University of New Hampshire's Project Management System.

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Roadway Lighting
Luminaire Specifications

AGI-32 Photometric Report for Prop. Roadway Luminaires
**Roadway Lighting Typicals**

**POLE MOUNTING NOTES:**

1. Contractor shall be responsible for the measuring and adjusting of Final pole height as necessary to achieve the required mounting height as shown in plans. The mounting height shown on the plans shall be adhered to within a tolerance of 12" and in no case less than the mounting height shown.

2. Note: See Signal and Lighting Plans for other Details.

3. See Plans for Pole Locations.

**Brentsville Road (Rte. 234) Interchange Lighting Typical**

- The Contractor is responsible for determining final pole length needed for each proposed luminaire in order to achieve the required luminaire mounting height as specified in the plans. As shown on sheet 19(1), this Delta is between the roadway finished grade (below the proposed luminaire) and top of the pole. The Contractor shall be responsible for the measuring and adjusting of Final pole height prior to ordering. See sheet 18(__) & 18(__) for mounting height typical details.

**Design Features Relating to Construction or to Regulation and Control of Traffic May Be Subject to Change as Deemed Necessary by the Department.**

**Summary:**

Lighting Plan Luminaire Location

See sheet 36(2A) for Roadway mounting height shown in plans.
Lighting Plan

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Lighting Plan

*These plans are unfinished and unapproved and are not to be used for any type of construction.*

*Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.*

**Lighting Legend:**
- Denotes Lighting Conduit EC-1
- Denotes Lighting Conduit Bore
- Denotes Areas Where Lighting is Provided

**References:**
- Profiles, Detalls & Drainage Description Sheets, etc.
Lighting Plan

Lighting Legend
- Density Lighting Conduit EC
- Density Lighting Conduit Bore
- Density Area where Lighting is Provided

REFERENCES
- PROFILES, LAYOUT & DRAINAGE DESCRIPTION SHEETS, ETC.

1. Pole 47, St'd. LP-1 Req'd. Sta. 01+01.09, 28.00' RT
   Roadway D TM1 B.L.
2. Pole 54, St'd. LP-1 Req'd. Sta. 05+63.52, 18.00' RT
   Roadway D TM2 B.L.
3. 4' Chain Link Fence
4. Fence
5. +50.00 SSSP @ 1.01%
6. @ 0.97%
7. 280W-16-35
8. 280W-14-35
9. X-X-X
10. Step
11. Cemetery
12. Jersey Wall

MATCH LINE SHEET 36(17) - STA. 216+75.00

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Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Lighting Plan

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**REFERENCE**

(PROFILES, DETAIL & DRAINAGE DESCRIPTION SHEETS, ETC.)

**PRELIMINARY EASEMENTS FOR UTILITY RELocations ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.**

---

**ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.**

**THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION.**

---

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

---

**BY RESOLUTION OF COMMONWEALTH TRANSPORTATION BOARD DATED APR. 17, 1980.**

---

**LIMITED ACCESS HIGHWAY BY RESOLUTION OF HIGHWAY COMMISSION DATED JUNE 20, 1991, AMENDED DATED NOV. 15, 1993.**

---

**ROADSIDE INFRASTRUCTURE**

- **Sta. 605+82.55, 52.00' RT**
  - Ramp E1 B.L.
  - Pole 29, St'd. LP-1 Req'd.

- **Sta. 34+23.32, 15.00' RT**
  - Ramp C B.L.
  - Pole 30, St'd. LP-1 Req'd.

- **Sta. 604+09.90, 42.66' RT**
  - Ramp E1 B.L.
  - Pole 31, St'd. LP-1 Req'd.

---

**LIGHTING LEGEND**

- Denotes Lighting Conduit EC-1
- Denotes Lighting Conduit Bore
- Denotes Areas Where Lighting is Provided
PRELIMINARY EASEMENTS FOR UTILITY RELOCATIONS ARE APPROXIMATE ONLY AND SUBJECT TO CHANGES AS PROJECT DESIGN IS FINALIZED.

These plans are unfinished and unapproved and are not to be used for any type of construction.
Preliminary Traffic Signal Plan

**Signal Pole & Controller Legend**
- Prop. Controller Cabinet and Foundation Req'd
- St'd Mast Arm Pole (MP-3) with St'd PF-8 Foundation
- Prop. Controller Cabinet and Foundation St'd. CF-3 Req'd

**Preemption Placement:**
- 25.2' Prop. Controller Cabinet and Foundation
- Sign Placement: N/A
- Signal Head Placement: 18.5', 21.0', 30.9', 33.3'

**Signal Head Placement:**
- 40' Mast Arm
- 71.0° Angle to Rte. 649 Constr. Baseline
- 38.5' Left of Rte. 649 Constr. Baseline Sta. 111+84.54
- St'd Mast Arm Pole (MP-3) with St'd PF-8 Foundation

**Measured CZ Distance:**
- Prop. Controller Cabinet and Foundation St'd. CF-3

**EMERGENCY PREEMPTION**
- Prop. Controller Cabinet and Foundation St'd. CF-3

**Prop. Controller Cabinet and Foundation St'd. CF-3**
- 20.8'
- Rte. 649: 17.4'
- Measured CZ Distance:
- Prop. Controller Cabinet and Foundation St'd. CF-3

**ROUTE 234-BRENTSVILLE ROAD**
- Prince William County, Virginia
- Route 234-076-323
- Date: July 2021
- Sheet No. 37(3)

**IMPORTANT NOTES:**
- These plans are unfinished and unapproved and are not to be used for any type of construction.
- Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.

**SIGNAL HEADS**
- All signal heads shall be equipped with backplates.
- All signals shall be equipped with retro-reflective tape on the backplates.

**PREVIOUSLY PROVIDED WITH THIS SUBMISSION**
- General Area for Signals
- Pipeline Pedestrian Pole
- Pedestrian Signal Details
- Pedestrian Signal Details
- Notice to later be coordinated with UFI and NESC.
Preliminary Traffic Signal Plan

Signal Heads
- Pre-emption Placement: 33.5'
- Sign Placement: 13.5', 21.6'
- Signal Head Placement: 26.6', 39.0', 51.4'

60' Mast Arm 279.5° Angle to Rte. 649 Constr. Baseline
- Measured CZ Distance:
- Pre-emption Placement: 41.5'
- Sign Placement: 12.0', 19.6'
- Signal Head Placement: 22.8', 35.2', 47.7', 60.1', 72.6'

75' Mast Arm 359.7° Angle to Rte. 234 Business Constr. Baseline
- St'd Mast Arm Pole (MP-3) with St'd PF-8 Foundation

PROPOSED SIGNAL INSTALLATION PLAN

ROUTE 234-BRENTSVILLE ROAD INTERCHANGE PROJECT
Brentsville Road (SR 430) & Rte 649
PROPOSED SIGNAL INSTALLATION PLAN

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
Preliminary Traffic Signal Plan

- Signal Heads
- Presumption Phasing Diagram
- Proposal Phasing Diagram
- MAST ARM LEGEND
  - PROPOSAL棒
  - EMERGENCY PREEMPTION
- Not provided with this submission
  - Ordinary Relay for Signals
  - Proprietary Relay
  - Mains Power Supply
  - Emergency Preemption
  - Mains Power Supply
  - Emergency Preemption

End W/4
Begin Double W/8
End W/4
Begin Double W/8
End W/4
Begin Double W/8
End W/4
Begin Double W/8
End W/4
Begin Double W/8

These plans are unfinished and unapproved and are not to be used for any type of construction.

Preliminary easements for utility relocations are approximate only and subject to changes as project design is finalized.
TRANSVERSE SECTION

Looking upstream
The horizontal distances are measured normal to line-of-center line.

NOTES:
- Architectural treatment shall be provided on both faces of bridge railings as shown.
- Shear stud details such as holes for abutment rebars, shear studs, high-strength bolts, intermediate cross frames, and connection plates are not shown for clarity.

SCALE: " = 1'-0"
PRELIMINARY PLANS

THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION

Scale: 1" = 40' ©2021 Commonwealth of Virginia

NOTES:

Abutment A PLAN, ELEVATION, and FOOTING PLAN are shown.
Abutment B PLAN, ELEVATION, and FOOTING PLAN are similar.
Distances are measured along Brentsville Road (Rte. 649).

Abutment B PLAN, ELEVATION, and FOOTING PLAN are similar.
Abutment A PLAN, ELEVATION, and FOOTING PLAN are shown.
Distances are measured along Brentsville Road (Rte. 649).
NOTES:
Architectural treatment shall be provided on both faces of bridge railings as shown.
Steel girder details such as holes for abutment rebar, shear studs, high strength bolts, intermediate cross frames, and connection plates are not shown for clarity.
* Cross slope varies: 3.0% full superelevation from Sec 20444.26 to Sec 20448.60, and superelevation transition from Sec 20448.60 to Sec 20451.14 (0.0% to 3.0%) full superelevation with the pivot at PGL.

TRANSVERSE SECTION
Looking Upstream
The horizontal dimensions are measured normal to RDWA Const B.

The following connections are noted:
- L Girder 1
- L Girder 2
- L Girder 3
- L Girder 4
- L Girder 5

DRIP DETAIL typ.

DRIP DETAIL
not to scale

PRELIMINARY PLANS
THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION

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