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CONCEPTUAL ROADWAY PLANS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>OFFSITE ROADWAY LOCATION MAP</td>
</tr>
<tr>
<td>1B</td>
<td>ALIGNMENT DATA SHEETS</td>
</tr>
<tr>
<td>1C</td>
<td>NOT USED</td>
</tr>
<tr>
<td>1D</td>
<td>NOT USED</td>
</tr>
<tr>
<td>1E</td>
<td>SURVEY ALIGNMENT DATA SHEETS</td>
</tr>
<tr>
<td>1F(1) thru 1F(5)</td>
<td>NOT USED</td>
</tr>
</tbody>
</table>

TYPICAL SECTIONS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>2A(1) thru 2A(5)</td>
<td>NOT USED</td>
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</tbody>
</table>

PLAN SHEETS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>4</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>5</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>6</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>7</td>
<td>PLAIN SHEET</td>
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<tr>
<td>8</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>9</td>
<td>PLAIN SHEET</td>
</tr>
<tr>
<td>10</td>
<td>PLAIN SHEET</td>
</tr>
</tbody>
</table>

ENTRANCE PROFILES

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>11(1) thru 11(2)</td>
<td>EXIT PLANS</td>
</tr>
</tbody>
</table>

SIGNING AND PAVEMENT MARKING PLANS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>12(1) thru 12(10)</td>
<td>PAVEMENT MARKING PLANS</td>
</tr>
</tbody>
</table>

LAYOUT PLANS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>13(1) thru 13(5)</td>
<td>LAYOUT PLANS</td>
</tr>
</tbody>
</table>

LIGHTING PLANS

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>14(3), 14(5)</td>
<td>LIGHTING PLANS</td>
</tr>
</tbody>
</table>

TRAFFIC CONTROL PLANS (STAGE 1)

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>15(1) thru 15(8)</td>
<td>TRAFFIC CONTROL PLANS</td>
</tr>
</tbody>
</table>

TRAFFIC CONTROL PLANS (STAGE 2)

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>16(1) thru 16(8)</td>
<td>TRAFFIC CONTROL PLANS</td>
</tr>
</tbody>
</table>

TRAFFIC MANAGEMENT PLAN

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>TRAFFIC MANAGEMENT PLAN</td>
</tr>
</tbody>
</table>

SEQUENCE OF CONSTRUCTION

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>18(1) thru 18(8)</td>
<td>SEQUENCE OF CONSTRUCTION</td>
</tr>
</tbody>
</table>

INDEX OF SHEETS
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA

<table>
<thead>
<tr>
<th>URBAN MINOR ARTERIAL - LEVEL</th>
<th>(OS-S)</th>
<th>45MPH MIN DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>FT:</td>
<td>0.24 MILES W. OF RIVER ROCK WAY</td>
<td></td>
</tr>
<tr>
<td>TO:</td>
<td>0.22 MILES E. POTOMAC CENTER BLVD.</td>
<td></td>
</tr>
<tr>
<td>ADT</td>
<td>5,780 (EXISTING COUNT 2019) &amp; 12,020 (FOR THE YEAR 2029-GROWTH RATE OF 2% FROM 2018 TO 2029)</td>
<td></td>
</tr>
<tr>
<td>D (%) (design hour)</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>T (%) (design hour)</td>
<td>0.5%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POTOMAC CENTER BOULEVARD</th>
<th>CAR ROAD</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT</td>
<td>1,792 (EXISTING COUNT 2019) &amp; 25,950 (FOR THE YEAR 2029)</td>
<td></td>
</tr>
<tr>
<td>BASE YEAR VOLUME</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>B ( daytime hour)</td>
<td>32.2%</td>
<td>0.0%</td>
</tr>
<tr>
<td>C (night hour)</td>
<td>51%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>URBAN LOCAL STREET (OS-S)</th>
<th>25 MPH MIN DESIGN SPEED</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT</td>
<td>5,780 (EXISTING COUNT 2019) &amp; 12,020 (FOR THE YEAR 2029)</td>
<td></td>
</tr>
<tr>
<td>BASE YEAR VOLUME</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>B ( daytime hour)</td>
<td>34.2%</td>
<td>0.0%</td>
</tr>
<tr>
<td>C (night hour)</td>
<td>54%</td>
<td>0.0%</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCESS ROAD - 20 MPH DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT</td>
</tr>
<tr>
<td>BASE YEAR VOLUME</td>
</tr>
<tr>
<td>B ( daytime hour)</td>
</tr>
<tr>
<td>C (night hour)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCESS ROAD - 20 MPH DESIGN SPEED</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADT</td>
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<tr>
<td>B ( daytime hour)</td>
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<tr>
<td>C (night hour)</td>
</tr>
</tbody>
</table>
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DATA SHEET

ALIGNMENT

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NEABSCO COMMUTER PARKING GARAGE
PRINCE WILLIAM COUNTY
WOODBRIDGE, VIRGINIA 22191

Permitted Use Number 20506148

HGA NO.  COMMISSION NO.

PH SUBMISSION August 5, 2022

HGA

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CIVIL ENGINEER

WBCM

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
**BUS RD. CONSTRUCTION B**

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.

<table>
<thead>
<tr>
<th>Curve Description</th>
<th>Station</th>
<th>D.C.</th>
<th>E.C.</th>
<th>Radius</th>
<th>Length</th>
<th>Tangent</th>
<th>Degree</th>
<th>Delta</th>
<th>P.I. Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curve BUS-02</td>
<td>20+80.24</td>
<td>N</td>
<td>E</td>
<td>6364.83</td>
<td>137.68</td>
<td>72.00</td>
<td>89° 34’</td>
<td>145° 55’</td>
<td>21+31.85</td>
</tr>
<tr>
<td></td>
<td>18+96.86</td>
<td>N</td>
<td>E</td>
<td>6364.83</td>
<td>137.68</td>
<td>72.00</td>
<td>89° 34’</td>
<td>145° 55’</td>
<td>21+31.85</td>
</tr>
<tr>
<td></td>
<td>18+14.02</td>
<td>N</td>
<td>E</td>
<td>6364.83</td>
<td>137.68</td>
<td>72.00</td>
<td>89° 34’</td>
<td>145° 55’</td>
<td>21+31.85</td>
</tr>
</tbody>
</table>

**CAR RD. CONSTRUCTION B**

<table>
<thead>
<tr>
<th>Curve Description</th>
<th>Station</th>
<th>D.C.</th>
<th>E.C.</th>
<th>Radius</th>
<th>Length</th>
<th>Tangent</th>
<th>Degree</th>
<th>Delta</th>
<th>P.I. Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curve CAR-02</td>
<td>25+88.67</td>
<td>N</td>
<td>E</td>
<td>5652.08</td>
<td>69.16</td>
<td>53.00</td>
<td>90° 56’</td>
<td>62° 54’</td>
<td>25+58.04</td>
</tr>
<tr>
<td></td>
<td>25+19.51</td>
<td>N</td>
<td>E</td>
<td>5652.08</td>
<td>69.16</td>
<td>53.00</td>
<td>90° 56’</td>
<td>62° 54’</td>
<td>25+58.04</td>
</tr>
<tr>
<td></td>
<td>21+85.89</td>
<td>N</td>
<td>E</td>
<td>5652.08</td>
<td>69.16</td>
<td>53.00</td>
<td>90° 56’</td>
<td>62° 54’</td>
<td>25+58.04</td>
</tr>
</tbody>
</table>

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Date: August 5, 2022

Permitted Use Number 20506148

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OF CONSTRUCTION OR THE

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AND UNAPPROVED AND ARE NOT

Ahead       = S  55° 44' 58.41" E

Back        = S  47° 44' 34.60" E

Tangent     =             44.6503

Degree      =       8° 58' 49.91"

Delta       =       8° 00' 23.81" (LT)

Curve OPITZ-4

Chord Bear  = S  45° 27' 02.30" E

P.T.  Station            124+07.95  N      6,916,026.5528  E     11,831,135.5420

P.C.  Station            123+16.57  N      6,916,090.6401  E     11,831,070.4385

Mid. Ord.   =              0.9139

Long Chord  =             91.3545

External    =              0.9146

Length      =             91.3789

Tangent     =             45.7138

Degree      =       5° 01' 01.72"

Delta       =       4° 35' 04.59" (LT)

Ahead       = S  43° 09' 30.01" E

P.T.  Station            122+41.49  N      6,916,145.4066  E     11,831,019.0842

Long Chord  =            288.3467

Radius      =            758.0000

Tangent     =            146.8542

Degree      =       7° 33' 31.72"

Chord Bear  = S  68° 59' 39.49" E

Ahead       = S  65° 05' 15.06" E

C.C.                               N      6,915,389.3004  E     11,830,355.7856

P.T.  Station            119+51.38  N      6,916,314.3917  E     11,830,785.4437

P.C.  Station            118+12.28  N      6,916,364.2150  E     11,830,655.6882

External    =              2.3758

Radius      =          1,020.0000

Length      =            139.1000

Tangent     =             69.6580

Degree      =       5° 37' 02.04"

P.O.T OPITZ1          N   6,916,926.4680 E  11,828,827.9300 Sta      99+00.00

OPITZ CONSTRUCTION B

P.O.T POTOMAC        N   6,916,510.5524 E  11,830,179.9789 Sta      87+61.38

Chord Bear  = N  11° 36' 20.93" W

Ahead       = N  3° 3' 48.41" W

P.C.  Station            83+09.67  N      6,916,065.6579  E     11,830,244.2244

External    =              10.2646

Length      =             272.8391

Delta       =       17° 5' 05.04" (RT)

N 3° 3' 48.41" W Dist 178.8782

Mid. Ord.   =              10.1507

Long Chord  =             271.8295

Tangent     =             137.4394

Curve POTOMAC-4

N 20° 08' 53.45" W Dist 40.8891

Back        = N   1° 12' 36.19" E

P.T.  Station            82+68.78  N      6,916,027.2711  E     11,830,258.3086

Long Chord  =            454.7469

Radius      =          1,227.0000

Degree      =       4° 40' 10.50"

Delta       =      21° 21' 29.64" (LT)

Curve POTOMAC-3

N 1° 12' 36.19" E Dist 1,311.7533

Back        = N  18° 20' 50.33" E

C.C.                               N      6,914,292.0729  E     11,829,130.6820

P.C.  Station            61+48.19  N      6,913,922.2107  E     11,830,245.9519

Mid. Ord.   =             13.1152

Long Chord  =            350.1358

Radius      =          1,175.0000

Tangent     =            177.0441

Delta       =      17° 08' 14.14" (LT)

P.I.  Station            63+25.23  N      6,914,090.2549  E     11,830,301.6812

Curve POTOMAC-2

Chord Bear  = N  34° 44' 04.48" E

Ahead       = N  18° 20' 50.33" E

Back        = N  51° 07' 18.63" E

Long Chord  =            831.6575

Radius      =          1,473.9000

Tangent     =            433.4364

Delta       =      32° 46' 28.30" (LT)

P.I.  Station            57+38.52  N      6,913,510.8068  E     11,830,109.5161

Curve POTOMAC-1

N 51° 07' 18.63" E Dist 305.0818

RAMP - D CONSTRUCTION B

P.O.T RAMP4          N   6,916,040.9115 E  11,830,170.1015 Sta      72+02.30

S 19° 36' 31.35" E Dist 17.2708

Chord Bear  = S  49° 56' 08.56" E

C.C.                               N      6,916,032.0111  E     11,830,093.6550

P.T.  Station            71+85.03  N      6,916,057.1807  E     11,830,164.3055

P.C.  Station            71+05.63  N      6,916,105.9306  E     11,830,106.3398

Radius      =             75.0000

Length      =             79.3959

Delta       =      60° 39' 14.43" (RT)

Chord Bear  = S  61° 40' 46.75" E

Back        = S  43° 05' 47.73" E

External    =              6.1606

Length      =             72.6512

Tangent     =             37.6553

Degree      =      51° 09' 25.01"

RAMP - D CONSTRUCTION B

P.O.T RIVERROCK1      N   6,916,457.9030 E  11,829,187.4500 Sta      20+00.00

RIVERROCK  CONSTRUCTION B

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SCALE: 1" = 2,000'

VICINITY MAP

PLAN NUMBER: SPR2023-00040 S01
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TRANSPORTATION MANAGEMENT PLAN

GENERAL NOTES

ENFORCE THE PERSONNEL ASSIGNED TO THE PROJECT TO TRAIN IN TRAFFIC CONTROL TO A LEVEL OF CONFORMANCE WITH THEIR RESPONSIBILITIES IN ACCORDANCE WITH VDOT WORK ZONE TRAFFIC CONTO CONTROL GUIDELINES. WORK ZONE TRAFFIC CONTROL GUIDELINES AND PROCEDURES MUST BE DOCUMENTED AND HELD RESPONSIBLE FOR ALL PERSONNEL PERSONNEL ENGAGED IN TRAFFIC CONTROL.

THE CONTRACTOR IS TO MAINTAIN PROACTIVE CONTACT WITH THE VDOT DISTRICT TRAFFIC CONTROL COORDINATOR TO DETERMINE THE NEED FOR TRAFFIC CONTROLLER OR LANE CLOSED WORK ZONE TRAFFIC CONTROLLER.

THE CONTRACTOR SHALL NOT PERFORM CONSTRUCTION ACTIVITY IN A WORK ZONE TRAFFIC CONTROLLER OR LANE CLOSED WORK ZONE TRAFFIC CONTROLLER WITHOUT DETERMINING THE APPROPRIATE NUMBER OF TRAFFIC CONTROLLER PER UNIT OF WORK. THE APPROPRIATE NUMBER OF TRAFFIC CONTROLLER PER UNIT OF WORK IS DETERMINED THROUGH A CONSTRUCTION WORK ZONE TRAFFIC CONTROLLER DETERMINATION PROCESS.

THE CONTRACTOR SHALL COMPLETE A CONSTRUCTION WORK ZONE TRAFFIC CONTROLLER DETERMINATION FORM IN ACCORDANCE WITH THE VDOT WORK ZONE TRAFFIC CONTROLLER GUIDELINES.

THE CONTRACTOR SHALL MAINTAIN THE APPROPRIATE NUMBER OF TRAFFIC CONTROLLER OR LANE CLOSED WORK ZONE TRAFFIC CONTROLLER PER UNIT OF WORK AT THE WORK ZONE TRAFFIC CONTROLLER OR LANE CLOSED WORK ZONE TRAFFIC CONTROLLER AT ALL TIMES.

THE CONTRACTOR SHALL MEET ALL REQUIREMENTS FOR TRAFFIC CONTROL AS STATED IN THE VDOT WORK ZONE TRAFFIC CONTROLLER GUIDELINES.

THE CONTRACTOR SHALL KEEP ALL TRAFFIC CONTROL SIGNS IN GOOD CONDITION AND IN ACCORDANCE WITH THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (DURING CONSTRUCTION)

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF FOUR PCMS'S (ONE ON EACH APPROACH TO THE INTERSECTION). THE CONTRACTOR SHALL INSTALL A MINIMUM OF ONE PCMS'S IN EACH LANE TO BE CLOSED OR TYPED IN THE CONTRACTION AREA.

THE CONTRACTOR SHALL INSTALL PCMS'S TO PROVIDE A SUFFICIENT AMOUNT OF SPACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC. ALL COSTS FOR PLACING, MAINTAINING AND REMOVING 6:1 WEDGE SHALL BE INCLUDED IN THE COST TO INSTALL PCMS'S.

Pavement Markings Which Will Conflict With Those Shown On The Following And Any Revision Thereof:

The Virginia Supplement to the Manual on Uniform Traffic Control Devices

The Following and Any Revision Thereof:

The Following and Any Revision Thereof:

The Following and Any Revision Thereof:

The Following and Any Revision Thereof:

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IMPROVEMENTS IN MOT STAGE 1.

ALL STORED MATERIALS AND/OR PARKED EQUIPMENT SHALL BE PROTECTED IN ACCORDANCE WITH VWAP MANUAL AT CONTRACTOR'S COST OR REMOVED OUT OF THE CLEAR ZONE.

PROJECT.

ACCORDANCE WITH VWAPM TTC-53.0. THESE SIGNS ARE TO REMAIN IN PLACE FOR THE DURATION OF ALL PHASES OF CONSTRUCTION UNTIL THE PROJECT IS FULLY CONSTRUCTED, UNLESS

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GS-8 URBAN LOCAL STREET (VDOT)

Concrete Curb and Gutter

Suggested Sequence of Construction

Not Stage 1

- witch Stage 1 is not depicted in the following plan sheets.

- Initial survey and segment center islands.

- Clear all site.

- Final grade site and internal roads.

- Construct retaining walls for parking garage.

- Construct storm drainage and utilities for parking garage.

- Construct parking garage.

- Contact internal drains and parking areas.

- Maintain existing traffic patterns.

- Construct drain in median of parking center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

Not Stage 2

Note: The following order is arbitrary and will be done in any order or simultaneously. In addition to these requirements, we will select an order that is not shown.

1. Construct right turn lane or spot boulevard to 300 ft. using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

2. Construct on-three lane and bus and max lane using no truck traffic using off-peak hours lane closures per TCC-L in the peak hours in the off-peak hours of construction of the dual diamond.

3. Extend south turn lane along at spot boulevard using off-peak hours lane closures for TCC-L and TCC-L1 in the peak hours.

4. Construct median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

5. Construct medians to bridge on three lanes outside lane closures.

6. Construct median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

Not Stage 3

Note: The following order is arbitrary and will be done in any order or simultaneously.

1. Construct median island center boulevard using off-peak hours lane closures for TCC-L and TCC-L1 in the peak hours.

2. Construct median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

3. Construct median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

4. Construct median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

5. Construct bus way to median island center boulevard using off-peak hours lane closures per TCC-L and TCC-L1 in the peak hours.

Concrete Curb and Gutter
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

RIVER ROCK WAY CONSTR.

PERIMETER ROAD

NOT TO SCALE

CURB & GUTTER

NOT TO SCALE

SHARED USE PATH

NOT TO SCALE

1. 12" Asphalt Concrete, Type SM-9.5D
2. 217 Asphalt Concrete, Type WB-9.5A
3. 3.5" Asphalt Concrete, Type WB-25.0A
4. 4.5" Asphalt Concrete, Type WB-5.0A
5. 6.0" Asphalt Concrete, Type SM-9.5D

Dense Graded Aggregate Type 1, Size No. 21-B
Topsoil, Seed and Fertilizer

10.0" Aggregate Base Material, VDOT No. 21B
8.0" Aggregate Base Material, VDOT No. 21B
4.0" Asphalt Concrete, Type BM-25.0A
7.5" Asphalt Concrete, Type BM-25.0A
9.0" Asphalt Concrete, Type BM-25.0A
2.0" Asphalt Concrete, Type IM-19.0A
1.5" Asphalt Concrete, Type SM-9.5D

TYPICAL SECTION

Cross Slope Match Existing
Mill & Overlay

USE PATH SHARED ASPHALT

CONCRETE MEDIA

PERIMETER ROAD

See Inset "A"

Point of Finished Grade

See Inset "CURB & GUTTER"

2 :1

See Inset "SHARED USE PATH"

NEABSCO COMMUTER PARKING GARAGE
PRINCE WILLIAM COUNTY
2450 NEABSCO STREAM DRIVE
WOODBRIDGE, VIRGINIA 22191

Permitted Use Number 20506148
Copyright ADC, The Map People
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

NOTES:
1. All pavement widening shall be in accordance with standard WP-2.
2. All widening on high sides of pavement cross slopes shall use Cement Treated Aggregate (CTA) as a subbase.
3. The pavement subgrade slope shall be designed such that the pavement subbase material can properly drain to a standard UD-4 edge drain.

1. 4" In.Hydraulic Cement Concrete Class A3
2. 2.5' Gravel Base Material, VDOT No. 21B
3. 5.5' Asphalt Concrete, Type BM-25.0A
4. 2.0' Asphalt Concrete, Type IM-19.0A
5. 1.5' Asphalt Concrete, Type SM-9.5A
6. Topsoil, Seed and Fertilizer
7. 8.0" Aggregate Base Material, VDOT No. 21B
8. 5.0" Asphalt Concrete, Type BM-25.0A
9. 4" Aggregate Base Material, VDOT No. 21B
10. 2.5' Gravel Base Material, VDOT No. 21B
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

NOTES:
1. All pavement widening shall be in accordance with standard WP-2.
2. All widening on high sides of pavement cross slopes shall use Cement Treated Aggregate (CTA) as a subbase.
3. The pavement subgrade slope shall be designed such that the pavement subgrade material can properly drain to a standard UDM edge drain.
4. Inset A

NOTES:
15. In. Asphalt Concrete, Type SM 95A
2.0 In. Asphalt Concrete, Type BM-25.0A
2.0 In. CTA, Type BM-25.0A
8.0 In. Aggregate Base Material, VDOT No. 21B
Topsoil, Seed and Fertilizer
Dense Graded Aggregate Type LS, Size No. 1/4"
Standard UDM
4.0 In. Graded Concrete Class A5

These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
CONTRACTOR TO VERIFY NO UTILITIES EXIST INSIDE EXISTING UTILITY EASEMENTS ON-SITE OR NEARLY ESTABLISHED PER RIGHT OF WAY. EXISTING EASEMENTS TO BE EXTINGUISHED WITH THE GRANTEE.

NOTES:
1. OPITZ CONSTRUCTION BASELINE AND PERIMETER ROAD CONSTRUCTION BASELINE PROFILES ARE TO MATCH EXISTING ELEVATION.

THE BOARD OF COUNTY SUPERINTENDENTS OF PRINCE WILLIAM COUNTY (DEED BOOK 1391, PAGE 337).

EXISTING RIGHT OF WAY.

THE PRINCE WILLIAM COUNTY SCHOOL BOARD.

ACCREDITATION:

LEGEND

- Denotes WM and Overlay
- Denotes Proposed Pavement
- Denotes Proposed Concrete
- Denotes Proposed Gravel
- Denotes Asphalt Shared Use Path
- Denotes Construction Limits to Cuts
- Denotes Construction Limits to Fills

 THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OF THE ACQUISITION OF RIGHT OF WAY.
 THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
TO BE USED FOR ANY TYPE
OF CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.

NOTES:

CURVE OPITZ-1

PT = PCC = R = 1,020.00'
L = 139.10'
T = 69.66'
PI = 123+62.29
Curve OPITZ-2

PT = PCC = R = 758.00'
L = 290.11'
T = 146.85'
PI = 120+98.23
Curve OPITZ-3

PT = PCC = R = 1,142.00'
L = 91.38'
T = 45.71'
PI = 123+16.57

CONTRACTOR TO VERIFY NO UTILITIES EXIST INSIDE EXISTING UTILITY EASEMENTS ON-SITE OR NEWLY ESTABLISHED RIGHT OF WAY EXISTING EASEMENTS TO BE EXTINGUISHED WITH THE GRANTEE

NOTE:

CURVE OPITZ CONSTRUCTION BASELINE PROFILE IS TO MATCH EXISTING ELEVATION

TO BE EXTINGUISHED WITH THE GRANTEE

ESTABLISHED VDOT RIGHT OF WAY EXISTING EASEMENTS

ACQUISITION OF RIGHT OF WAY.

OF CONSTRUCTION OR THE

TO BE USED FOR ANY TYPE

THESE PLANS ARE UNFINISHED
AND UNAPPROVED AND ARE NOT
TO BE USED FOR ANY TYPE
OF CONSTRUCTION OR THE
ACQUISITION OF RIGHT OF WAY.
NOTE:
1. VIDEO ALL EXISTING STORM DRAINS WITHIN THE PROJECT LIMITS RIVER ROCK ROAD.
2. RIVER ROCK CONSTRUCTION BASELINE

PROFILE IS TO MATCH EXISTING ELEVATION

DENOTES CONSTRUCTION LIMITS IN CUTS

DENOTES CONSTRUCTION LIMITS IN FILLS

RIVER ROCK WAY

POSTED SPEED 15 MPH

DENOTES PROPOSED GRAVEL

DENOTES PROPOSED CONCRETE

DENOTES PROPOSED PAVEMENT

DENOTES MILL AND OVERLAY

TH#15

FO

MATCHLINE STA. 11+00.00, SEE SITE PLANS

CONTRACTOR TO VERIFY NO UTILITIES EXIST INSIDE EXISTING UTILITY EASEMENTS OR ON-SITE OR NEWLY ESTABLISHED VDOT RIGHT OF WAY EXISTING EASEMENTS TO BE EXTINGUISHED WITH THE GRANTEE

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.
**GENERAL NOTES**

1. Unless otherwise approved by the Engineer, existing traffic signs which are to be relocated shall remain in place unless the new sign structure is in place.

2. The relocation or modification of existing sign panels, structures, or foundations shall conform to section 105 of the specifications.

3. New materials and items required to complete the relocation or modification of existing items shall be submitted to the Engineer for review and approval in accordance with section 105 of the specifications.

4. Removal and proposed sign locations are approximate and shall be verified by the Engineer. New materials and items required to complete the relocation or modification of existing items shall conform to VDOT standards and shall be approved by the Engineer.

5. All existing, existing, and relocated elements shall be field verified by the Engineer.

6. Definition of Symbols:
   - “A” Indicates the type of structure or sign panel (see “Definition of Types”)
   - “B” Indicates the action description (see “Action Descriptions”)

7. Existing pavement marking and/or markers that conflict with the proposed markings and/or markers shown herein shall be eradicated.

8. Cost of Class A3 concrete foundation required for square tube posts shall be included with the cost of the post.

9. The removal or modification of existing sign panels, structures, or foundations shall conform to VDOT standards.

10. Existing sign panels, structures, or foundations shall be removed in accordance with section 510 of the specifications.

11. Existing pavement markings and/or markers that conflict with the proposed markings and/or markers shown herein shall be eradicated.

12. Existing signs to remain in place unless otherwise noted on plans.

**PAVEMENT MARKING LEGEND**

- **TYPE B**
  - **CLASS 1 DOUBLE YELLOW PAVEMENT LINE MARKING, 8" WIDTH**
  - **CLASS 1 YELLOW PAVEMENT LINE MARKING, 8" WIDTH**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 8" WIDTH**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 8" WIDTH (2 DASHED, # SPACING)**
  - **CLASS 1 YELLOW PAVEMENT LINE MARKING, 4" WIDTH**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH (2 DASHED, # SPACING)**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 2" WIDTH**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 2" WIDTH (2 DASHED, # SPACING)**
  - **CLASS 1 WHITE PAVEMENT LINE MARKING, 12" WIDTH (2 DASHED, # SPACING)**
  - **WHITE YIELD LINES (2" BASE WIDTH, 1/36" LENGTH SPACED 3" TO 12")**
  - **PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)**
  - **REMOVE EXISTING PAVEMENT MARKING**

**ACTION DESCRIPTIONS**

- **A. REMOVE AND DISPOSE OF SIGN STRUCTURE TYPE**
  - W shall be measured in units of each and paid for at the contract unit price per each, which price shall be full compensation for removal and disposal of sign panels, posts, and foundations to at least two feet below existing ground line.
  - Backfilling and restoration (topsoiling and seeding), and for all materials, labor, tools, equipment and incidentals necessary to complete the work.

- **B. REMOVE EXISTING SIGN PANEL TYPE**
  - W shall be measured in units of each and paid for at the contract unit price per each, which price shall be full compensation for removing existing panel, repainting framing, members, and installing necessary back panels, and for all materials, labor, tools, equipment and incidentals necessary to complete the work.
PAVEMENT MARKING LEGEND

- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH (2' DASHED, 4' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH
- TYPE C, CLASS 1 DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH
- TYPE C, CLASS 1 YELLOW PAVEMENT LINE MARKING, 4" WIDTH (2' DASHED, 4' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH (2' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH (20' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 12" WIDTH (2' DASHED, 4' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 8" WIDTH
- TYPE C, CLASS 1 YELLOW PAVEMENT LINE MARKING, 8" WIDTH

- REMOVE EXISTING PAVEMENT MARKING
- PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)
- WHITE YIELD LINES (24" BASE WIDTH/36" LENGTH SPACED 3" TO 12")
- TYPE C, CLASS 1 YELLOW PAVEMENT LINE MARKING, 24" WIDTH (20' SPACING)
- TYPE C, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH
- TYPE C, CLASS 1 YELLOW PAVEMENT LINE MARKING, 24" WIDTH

PRELIMINARY SIGNING AND PAVEMENT MARKING PLAN

PLAN SIGNING AND MARKING

SCALE 1" = 50' 

MATCHLINE STA. 32+00.00, SEE SHEET 12(7)

PUBLIC HEARING
PAVEMENT MARKING LEGEND

- TYPE B, CLASS 1 DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH (2' DASHED, 4' SPACING)
- TYPE B, CLASS 1 DOUBLE WHITE PAVEMENT LINE MARKING, 4" WIDTH (2' DASHED, 4' SPACING)
- TYPE B, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH (2' SPACING)
- TYPE B, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH (20' SPACING)
- TYPE B, CLASS 1 WHITE PAVEMENT LINE MARKING, 12" WIDTH (2' DASHED, 4' SPACING)
- TYPE B, CLASS 1 WHITE PAVEMENT LINE MARKING, 8" WIDTH
- TYPE B, CLASS 1 YELLOW PAVEMENT LINE MARKING, 8" WIDTH
- TYPE B, CLASS 1 YELLOW PAVEMENT LINE MARKING, 24" WIDTH (20' SPACING)
- TYPE B, CLASS 1 WHITE PAVEMENT LINE MARKING, 24" WIDTH
- TYPE B, CLASS 1 DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH

- REMOVE EXISTING PAVEMENT MARKING

- WHITE YIELD LINES (2' BASE WIDTH/36" LENGTH SPACED 2'-6" TO 12')

- PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)

- REMOVE EXISTING PAVEMENT MARKING

- PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)

- WHITE YIELD LINES (2' BASE WIDTH/36" LENGTH SPACED 2'-6" TO 12')

- PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)

- REMOVE EXISTING PAVEMENT MARKING
PUBLIC HEARING
August 5, 2022

PLAN SIGNING AND MARKING

SCALE 25'

DISCLAIMER:
THIS SHEET INCLUDED FOR INFORMATION ONLY
PAVEMENT MARKING LEGEND

- Type B, Class 1: Double Yellow Pavement Line Marking, Width
- Type B, Class 1: Yellow Pavement Line Marking, Width
- Type B, Class 1: White Pavement Line Marking, Width
- Type B, Class 1: Yellow Pavement Line Marking, Width (2' Dashed)
- Type B, Class 1: White Pavement Line Marking, Width (2' Dashed)
- Type B, Class 1: White Pavement Line Marking, Width (2' Dashed)
- Type B, Class 1: Yellow Pavement Line Marking, Width (2' Dashed)
- White YIELD Lines (Width 24" Base Width/36" Length Spaced 3" to 12")
- PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)
- REMOVE EXISTING PAVEMENT MARKING

CONCRETE CURB AND GUTTER

G RASS MEDIAN

POTOMAC CENTER BLVD - ROUTE 638

NEABSCO COMMUTER PARKING GARAGE

PRINCE WILLIAM COUNTY

NEABSCO STREAM DRIVE

WALKER CONSULTANTS

PUBLIC HEARING

PRINCE WILLIAM COUNTY

2450 NEABSCO STREAM DRIVE

WOODBRIDGE, VIRGINIA 22191

WBCM, LLC

P O T O M A C  C E N T E R  B O U L E V A R D  -  R O U T E  6 3 8

POSTED SPEED LIMIT - 45 MPH

POSTED SPEED LIMIT - 45 MPH

NOTICE CONSTRUCTION ON LEFT SIDE OF ROAD

NOTICE CONSTRUCTION ON LEFT SIDE OF ROAD

EXISTING 52°04'22"W   90.40'
GENERAL NOTES

1. ALL LIGHTING SHALL BE FURNISHED FOR MANUFACTURERS' STANDARDS AS NOTED ON THE PLANS.
2. ALL GROUND MOUNTED AND BARRELED MOUNTED ROADWAY LIGHT POLES SHALL BE GALVANIZED STEEL.
3. ALL LUMINAIRES SHALL BE FIXED IN THE TRANSFORMER BASE/HANDLE/FUSE BOX, OR NEAREST, AT ANCHOR BOLTS.
4. ALL GROUND MOUNTED LIGHTING FIXTURES SHALL BE FURNISHED WITH MANUFACTURERS' SPECIFICATIONS TRANSFORMER BASES.
5. EQUIPMENT GROUNDING CONDUIT(S) SHOWN ON THE PLANS ARE REQUIRED ONLY IF THE CIRCUIT IS NON-METALLIC.
6. ALL LIGHTING CONDUIT(S) SHOWN ON THE PLANS ARE REQUIRED TO BE SPECIFIED AND IDENTIFIED IN ACCORDANCE WITH THE MANUFACTURER'S STANDARDS AS NOTED ON THE PLANS.
7. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
8. LUMINAIRES MOUNTED ON ALL EXISTING LIGHT POLES AND EQUIPMENT ENCLOSURES SHALL BE IDENTIFIED WITH INDIVIDUAL NON-FERROUS METAL TAGS OR NYLON TAGS FOR POWER CONDUCTORS IN JUNCTION BOXES, AND ALL EQUIPMENT ENCLOSURES SHALL BE NEATLY IDENTIFIED WITH INDIVIDUAL NON-FERROUS METAL TAGS OR NYLON TAGS FOR POWER CONDUCTORS IN JUNCTION BOXES.
9. THE CONTRACTOR SHALL REMOVE EXISTING LIGHT POLE AND FIXTURE WITHIN 25 FT. MINIMUM RADIUS OF THE PROPOSED LIGHTING POLE LOCATION AND CONFORM CENTER NUMBER.
10. DETAILS SHOWN ON THESE PLANS ARE DIAMONITIC AND ARE TO BE USED ONLY AS A GUIDELINE FOR ELECTRICAL CONTRACTORS.
11. ALL LUMINAIRES SHALL BE INSTALLED IN A CLEAR AREA OF SHOULDER SIDE WHERE NO GROUNDING IS INSTALLED.
12. ALL CONDUIT(S) SHALL BE GIVEN TO JUNCTION BOX OR MANHOLE WHICH IS NOT INDICATED TO BE LOCATED WITHIN 10 FT. OF ANY EXISTING UTILITIES WHETHER SHOWN OR NOT FROM BELOW.
13. WHERE NONMETALLIC CONDUIT IS SPECIFIED ON THE PLANS, THE CONTRACTOR SHALL PROVIDE NONMÉTALLIC CONDUIT(S) AND EQUIPMENT ENCLOSURES THAT ARE TO CONFORM WITH FIELD CONDITIONS.
14. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
15. LIGHTING CONDUIT(S) SHOWN ON THE PLANS ARE DIAGRAMMATIC AND ACTUAL CONDUIT RUNS MAY BE ACCOMPLISHED, THEY SHALL BE PROVIDED WITH DRAINAGE TEES AT THE LOW POINTS OF CONDUIT RUNS.
16. THE CONTRACTOR SHALL COORDINATE ROUTING OF ALL CONDUIT RUNS WITH THE CONTRACTOR.
17. ALL LUMINAIRES SHALL BE FUSED IN THE TRANSFORMER BASE, HANDHOLE, FUSE BOX, OR NEAREST, AT ANCHOR BOLTS.
18. THE CONTRACTOR SHALL MAINTAIN AND RECONNECT ALL ELECTRICAL EQUIPMENT, CIRCUITS, ETC. THAT IS NOT INDICATED TO BE REMOVED WHICH MAY BECOME SEVERED FROM ITS NORMAL POWER SUPPLY.
19. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
20. ALL GROUND MOUNTED AND BARRIER MOUNTED ROADWAY LIGHT POLES SHALL BE BID BY BIDDER OR NEAREST JUNCTION BOX.
21. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
22. THE MINIMUM GROUND WIRE SIZE SHALL BE #6 AWG.
23. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
24. ALL GROUND MOUNTED LIGHTING STANDARDS SHALL BE MOUNTED AS NOTED ON THE PLANS.
25. ONLY APPROVED SPLICE KITS SHALL BE ALLOWED AT SPLICE POINTS IN THE FIELD TO ACHIEVE THE REQUIRED MOUNTING HEIGHT PER VDOT STANDARD 1301.05 (2007).
26. ALL LIGHTING SHAL BE CONNECTED TO THE GROUND WIRE UTILIZING AN EXISTING GROUNDING DEVICE.
27. THE CONTRACTOR SHALL MAINTAIN AND RECONNECT ALL ELECTRICAL EQUIPMENT, CIRCUITS, ETC. THAT IS NOT INDICATED TO BE REMOVED WHICH MAY BECOME SEVERED FROM ITS NORMAL POWER SUPPLY.
28. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
29. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
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60. THE CONTRACTOR SHALL PROVIDE THE ENGINEER OF RECORD PRIOR TO INSTALLATION.
NOTE: SHEET NOS. 14(3), 14(1), 14(4) AND 14(6) OMITTED FOR THIS SUBMISSION.