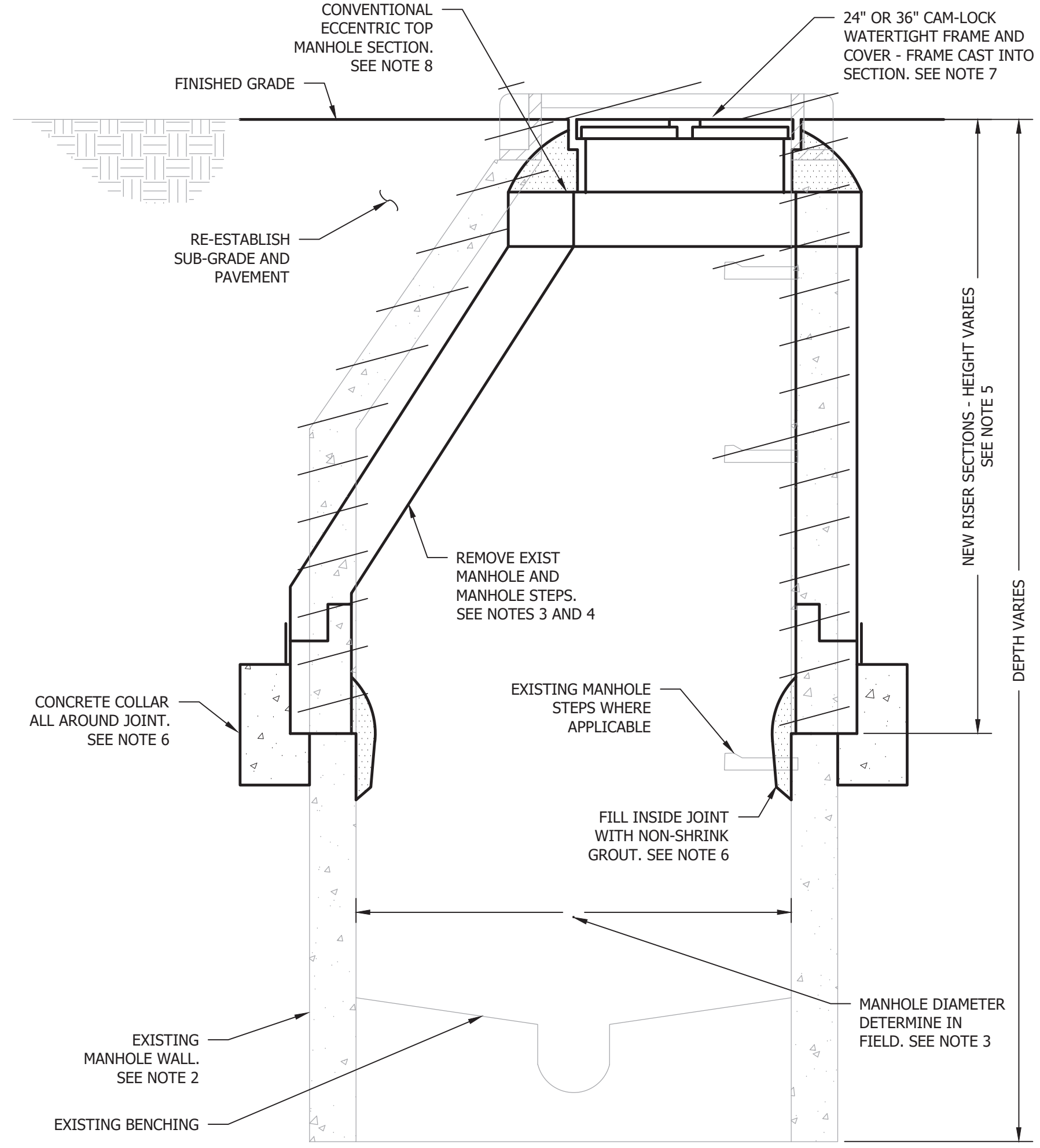
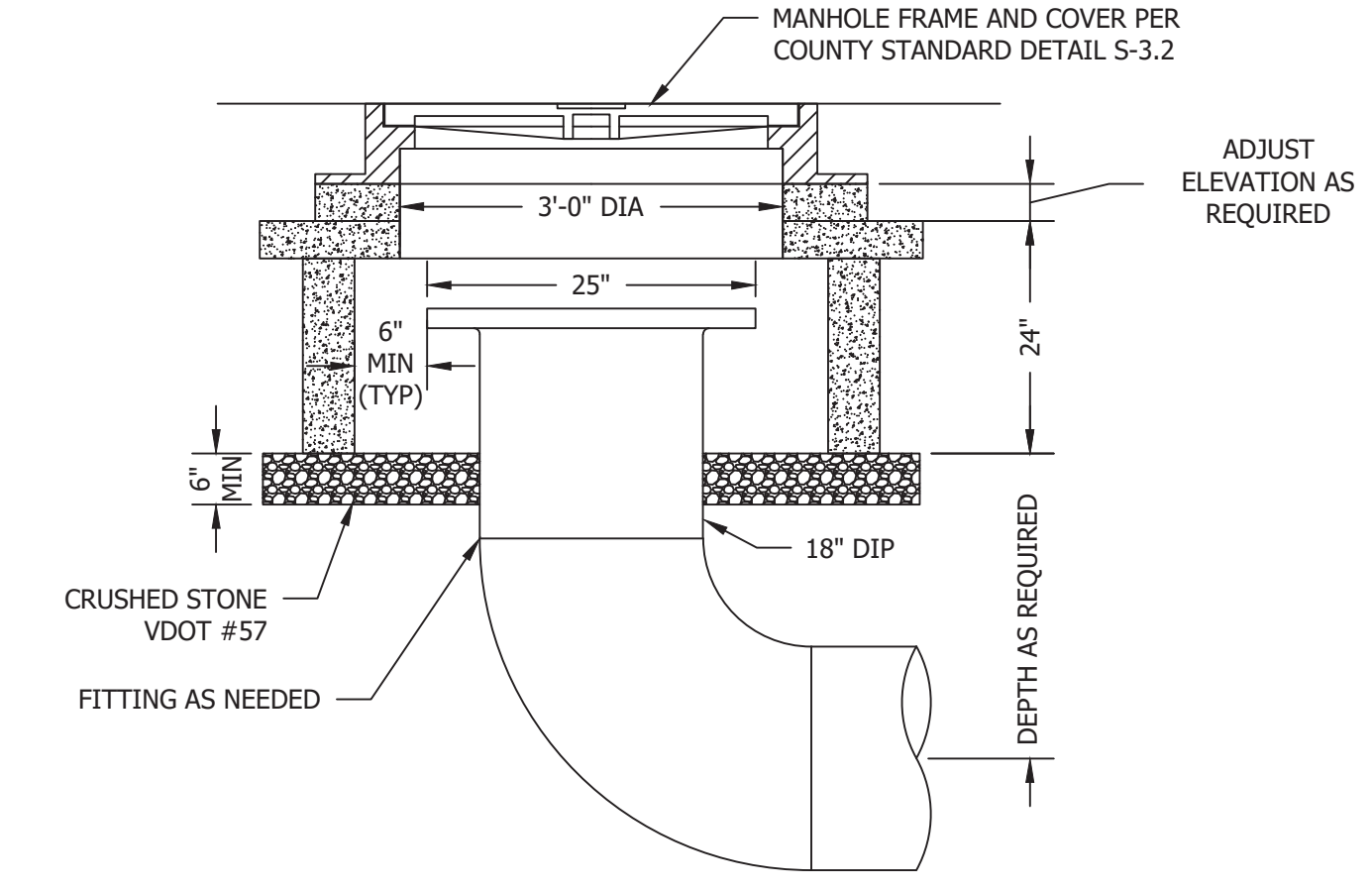


ECCENTRIC BRICK MANHOLE REHABILITATION
WALLS AND TOP SECTION 1"=1'-0"

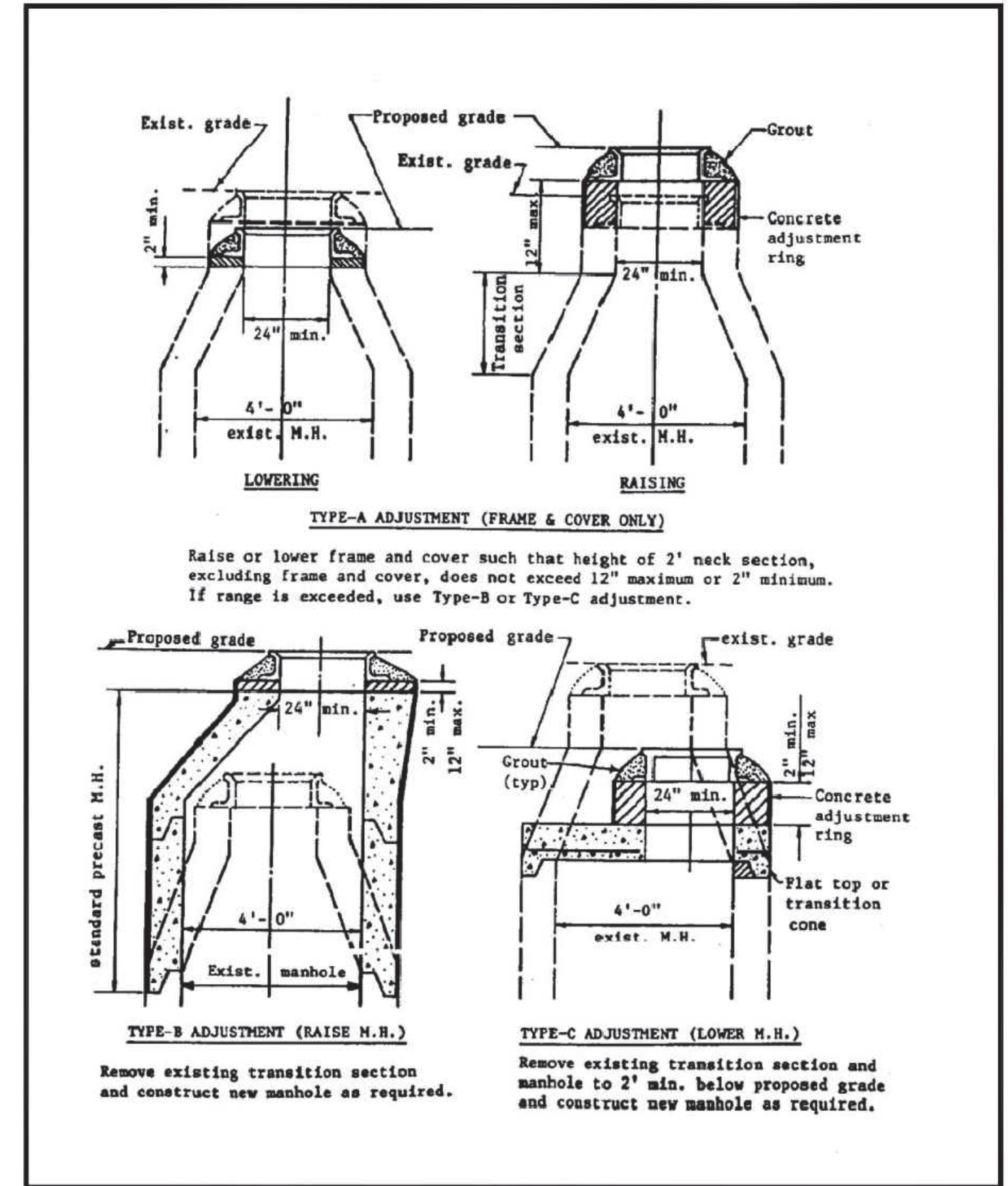


ECCENTRIC MANHOLE REHABILITATION
WALLS AND TOP SECTION 1"=1'-0"

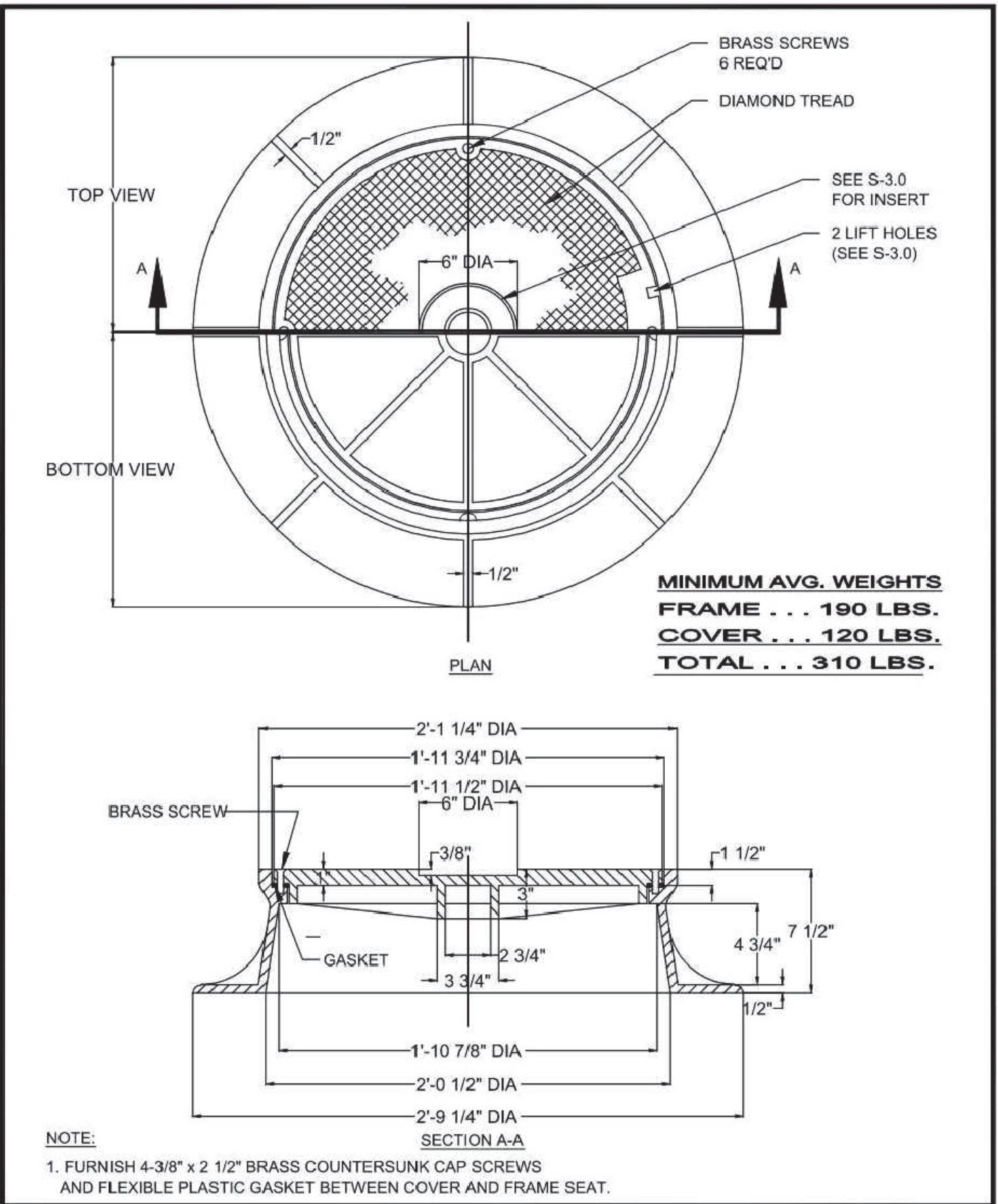
- NOTES:
1. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH ARLINGTON'S STANDARD SPECIFICATIONS AND DETAILS.
 2. THIS DETAIL DEPICTS AND EXISTING CONCRETE MANHOLE WITH A TYPICAL CHIMNEY SECTION.
 3. CONTRACTOR TO MEASURE THE INSIDE DIAMETER OF EXISTING MANHOLE TO SELECT APPROPRIATE DIAMETER OF NEW RISERS.
 4. CONTRACTOR TO LOCATE TOP OF EXISTING, BURIED MANHOLE. CONTRACTOR TO REMOVE EXISTING WALLS TO SOLID STRUCTURE (TO AT LEAST BELOW THE CONE OR CHIMNEY SECTION) OR TO THE SPECIFIED LOCATION. THE LIMITS OF REMOVAL SHALL BE APPROVED BY THE ENGINEER IN THE FIELD. CONTRACTOR TO ALSO REMOVE EXISTING FRAMES AND COVERS, VENT PIPES AND ALL APPURTENANCES, STEPS, ETC. CONTRACTOR TO DISPOSE OF ALL MATERIALS OFF-SITE. NO DEBRIS SHALL BE DROPPED INTO THE SEWER. IF DEBRIS ENTERS THE SEWER, THE CONTRACTOR WILL BE REQUIRED TO CLEAN THE SEWER AT NO ADDITIONAL COST TO THE OWNER.
 5. CONTRACTOR TO INSTALL NEW RISER SECTIONS AS NECESSARY TO EXTEND THE MANHOLE TO GRADE. BOTTOM RISER TO BE PROVIDED WITH A FLAT JOINT UNLESS OTHERWISE APPROVED.
 6. CONTRACTOR TO SEAL NEW RISER SECTION/EXISTING WALL JOINT TO PROVIDE A LEAK-TIGHT JOINT. THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO PROVIDE A LEAK-TIGHT SEAL. WHERE POSSIBLE, BUTYL RUBBER SEALANT SHALL BE PROVIDED UNDER THE NEW RISER SECTION. IN ALL CASES, A CONCRETE COLLAR SHALL BE POURED AROUND THE JOINT. COLLAR TO BE MINIMUM 6 INCHES WIDE AND 12 INCHES HIGH CENTERED ON JOINT ALL AROUND. ON THE INSIDE OF THE JOINT, CONTRACTOR TO SEAL JOINT WITH NON-SHRINK GROUT. GROUT TO COMPLETELY FILL JOINT AND SHALL EXTEND AT LEAST 6 INCHES EACH SIDE OF JOINT ALL AROUND. GROUT TO BE TAPERED TO THE EXISTING WALL SECTION BELOW THE JOINT. GROUT TO BE RESISTANT TO HYDROGEN SULFIDE.
 7. NEW CONVENTIONAL ECCENTRIC TOP SECTIONS TO BE INSTALLED ON TOP OF NEW RISER SECTIONS UNLESS SPECIFIED OTHERWISE.
 8. FOR CONVENTIONAL ECCENTRIC TOP, ALL FRAMES SHALL BE CAST INTO THE CONVENTIONAL ECCENTRIC TOP SECTION UNLESS OTHERWISE SPECIFIED. ALL COVERS SHALL BE CAM-LOCK WATER-TIGHT COVERS UNLESS OTHERWISE SPECIFIED/APPROVED.



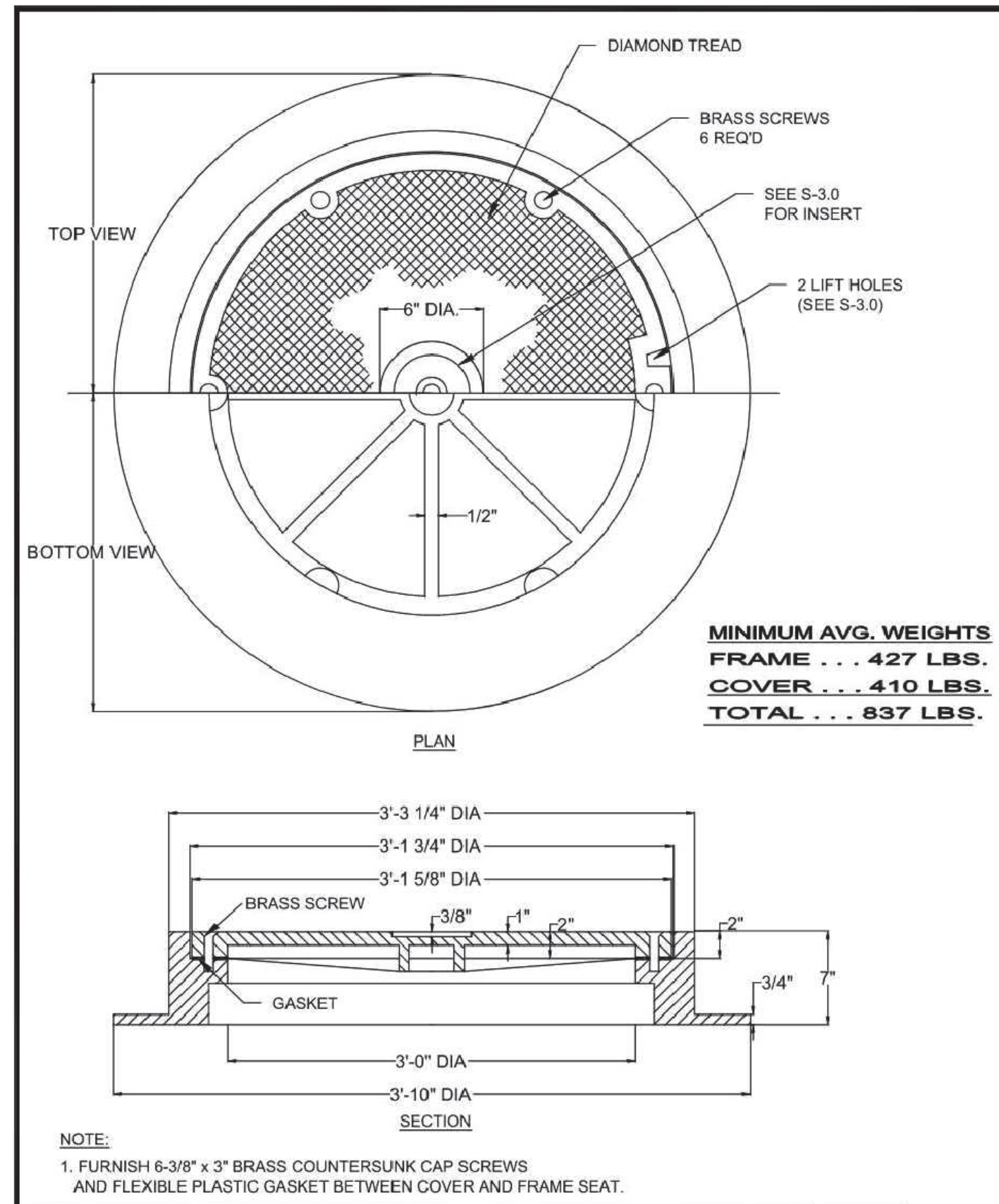
ACCESS VAULT DETAIL
NTS



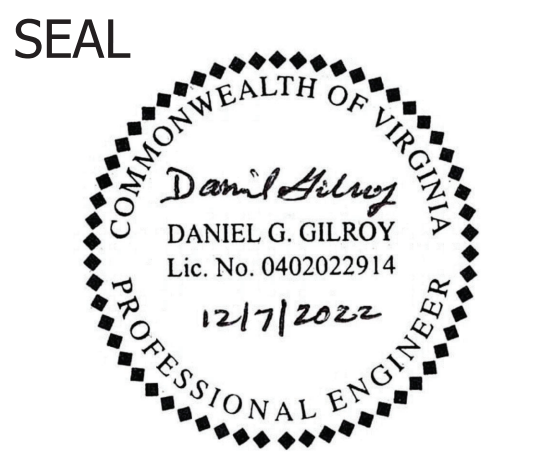
MANHOLES ADJUSTMENTS TO NEW GRADES
ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
DRAWING NO. S-2.5



MANHOLE FRAME AND COVER 24-INCH BOLTED (MHC-2)
ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
DRAWING NO. S-3.1



MANHOLE FRAME AND COVER 36-INCH BOLTED (MHC-3)
ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
DRAWING NO. S-3.2

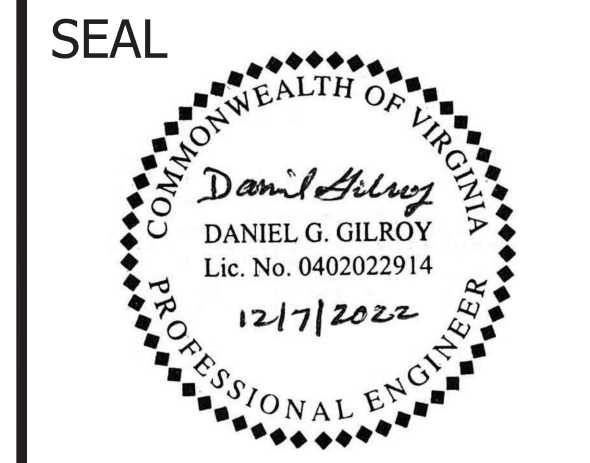
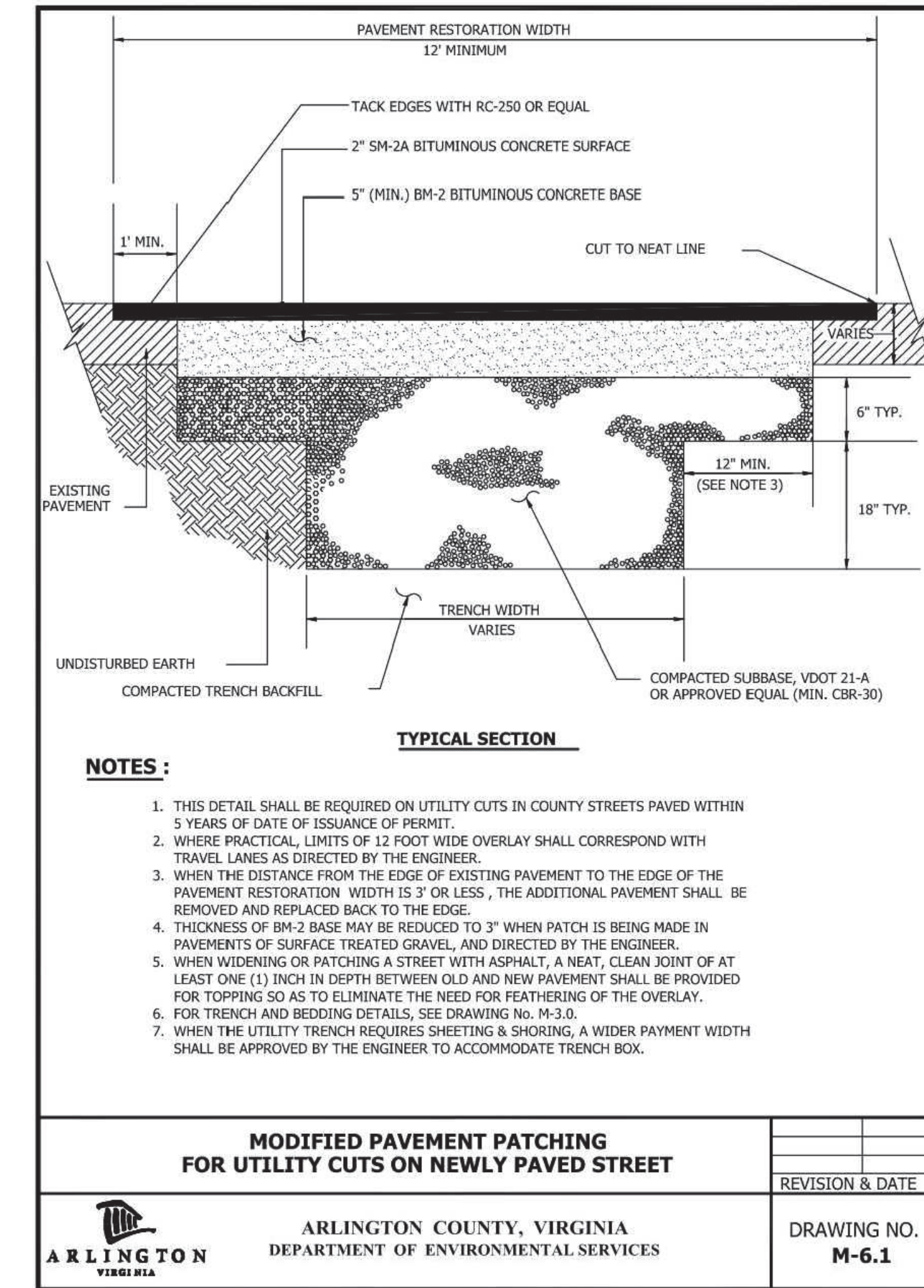
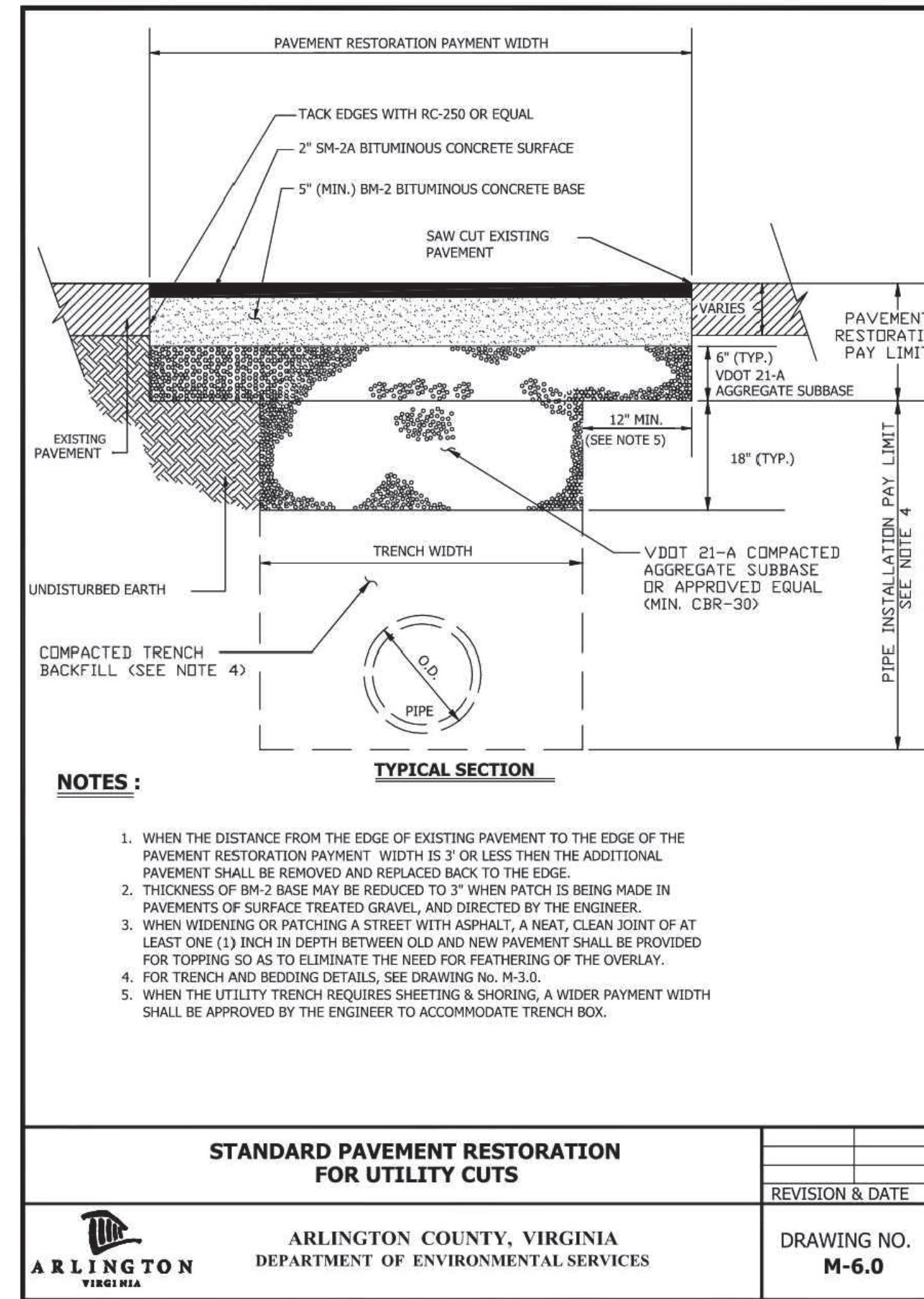
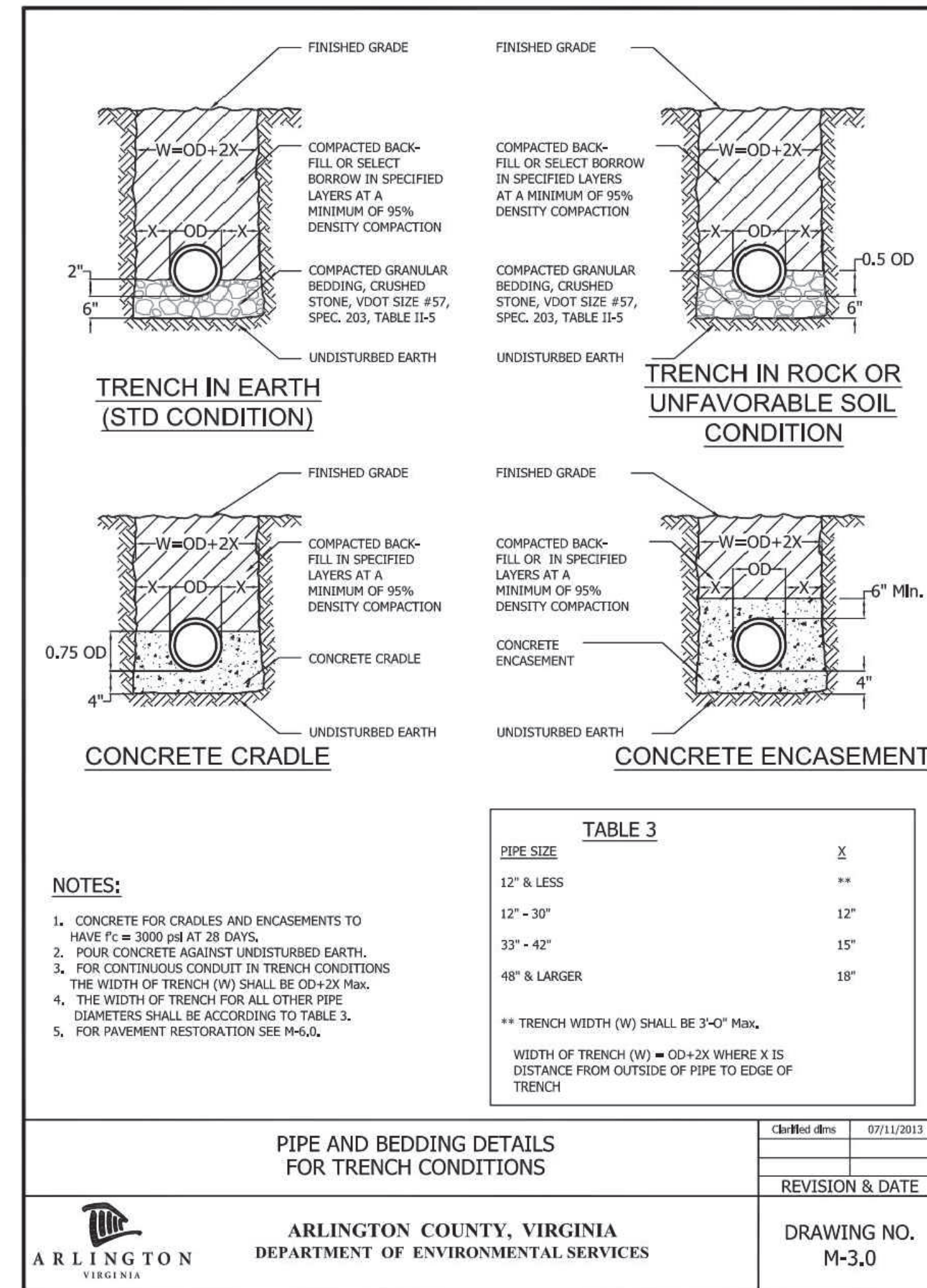


APPROVALS	DATE
<i>[Signature]</i>	12/13/2022
DESIGN ENGINEER TEAM SUPERVISOR	
<i>[Signature]</i>	12/15/2022
CONSTRUCTION MANAGEMENT SUPERVISOR	
<i>[Signature]</i>	12/14/22
WATER SEWER STREETS BUREAU CHIEF	
<i>[Signature]</i>	12/14/22
TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

REVISIONS	DATE

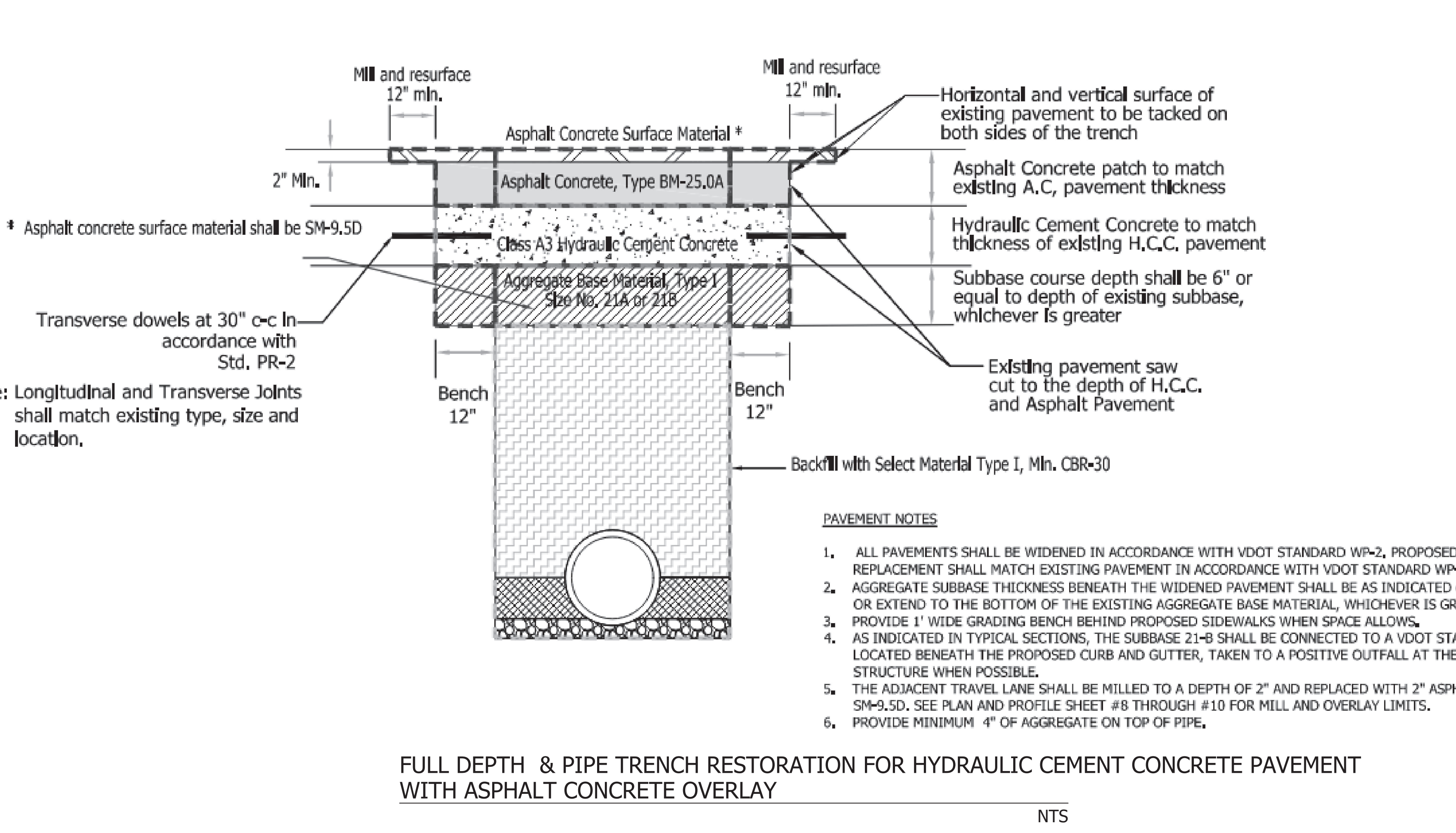
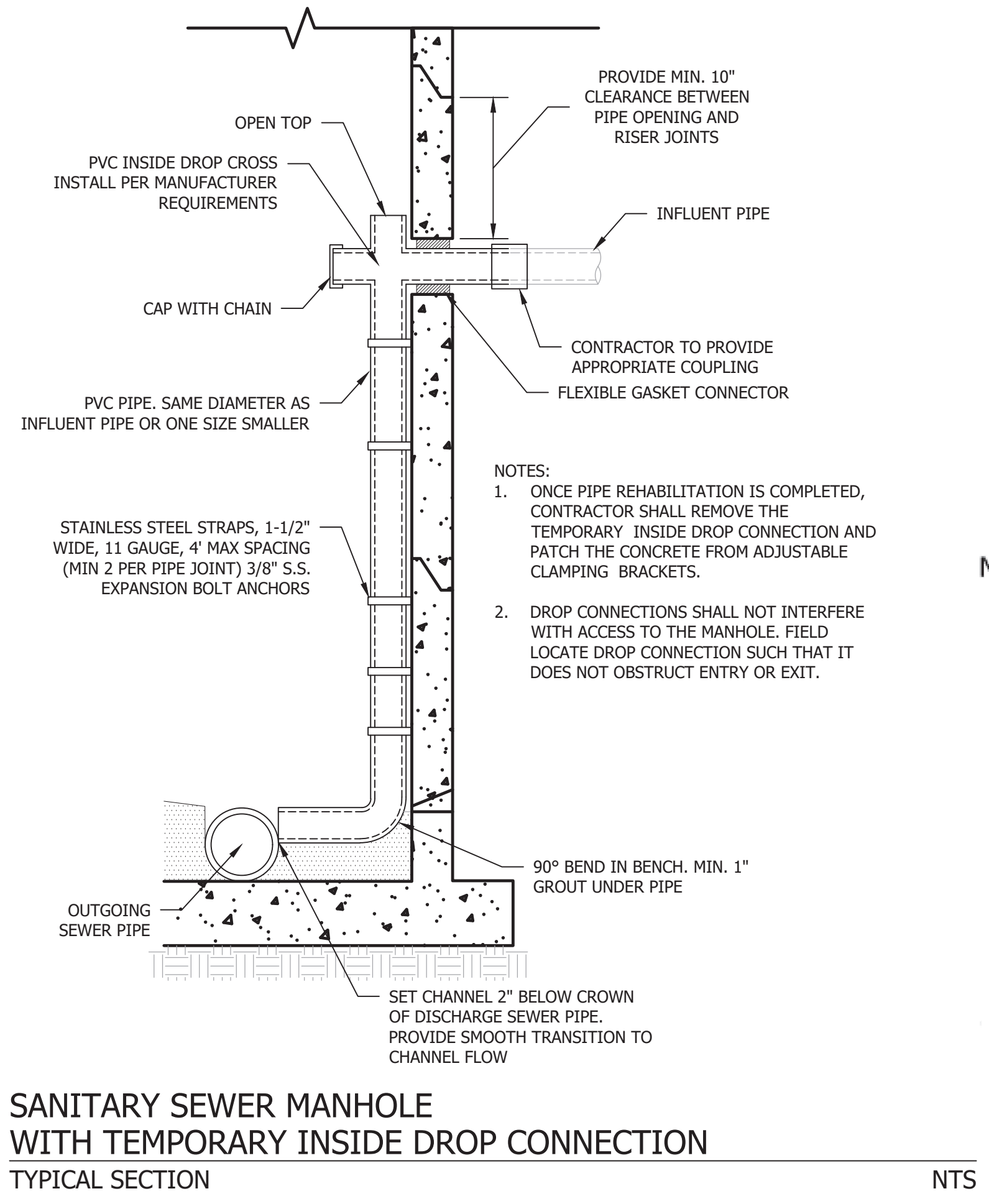
DESIGNED: R. PANNEERSELVAM
DRAWN: J. SOSA
CHECKED: D. GILROY
PLOTTED: DECEMBER 7 2022





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TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

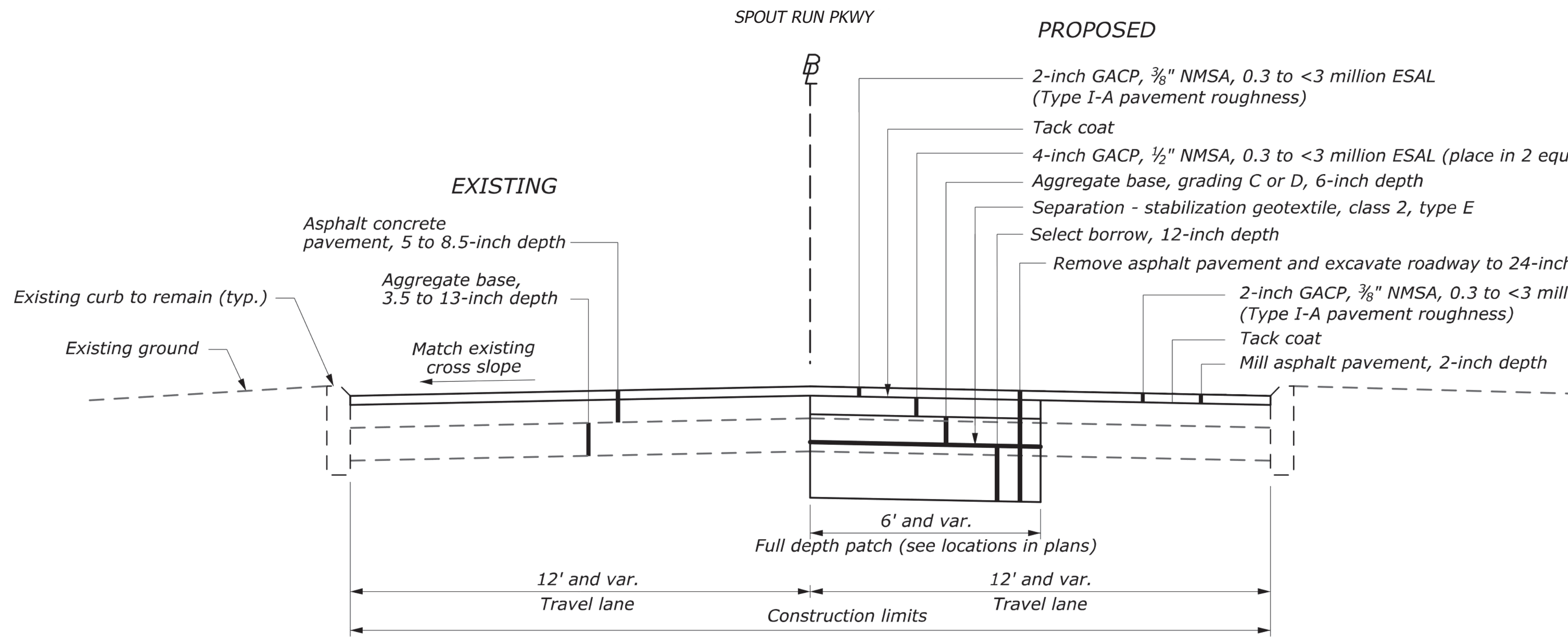
REVISIONS	DATE



SPOUT RUN DEEP SEWER REHABILITATION
 DETAILS IV

DESIGNED: R. PANNEERSELVAM
 DRAWN: J. SOSA
 CHECKED: D. GILROY
 PLOTTED: DECEMBER 7 2022





NOTES:

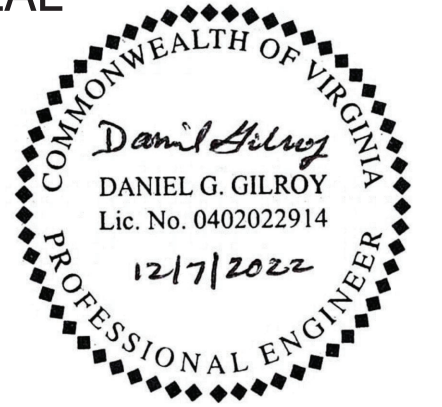
1. Match existing pavement cross slopes.
2. The CO will determine the patching limits.
3. Wedge and leveling may be required to fill surface depressions found after milling operations. The CO will determine the wedge and levelling limits.
4. Where multiple lifts of asphalt pavement are required, apply an asphalt tack coat between successive lifts in accordance with Section 412.



DEPARTMENT OF ENVIRONMENTAL SERVICES
 Water Sewer Streets Bureau
 4200 28th St S, TWA 1st Fl
 Arlington, VA 22202
 Phone: 703.228.7865
 Fax: 703.228.6585

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SEAL



APPROVALS	DATE
<i>[Signature]</i> DESIGN ENGINEER TEAM SUPERVISOR	12/13/2022
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<i>[Signature]</i> TRANSPORTATION DIRECTOR	12/14/22
<i>[Signature]</i> PROJECT MANAGER	12/15/2022

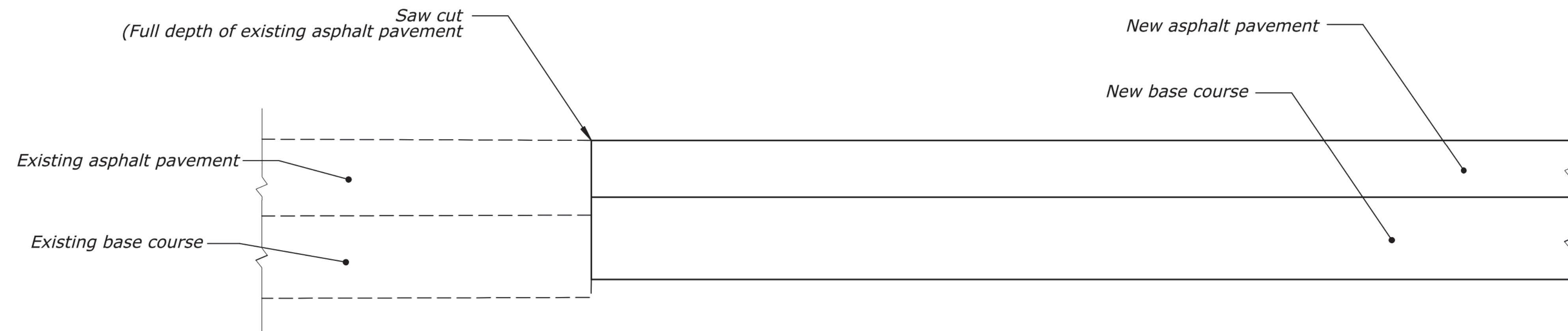
REVISIONS DATE

REVISIONS	DATE

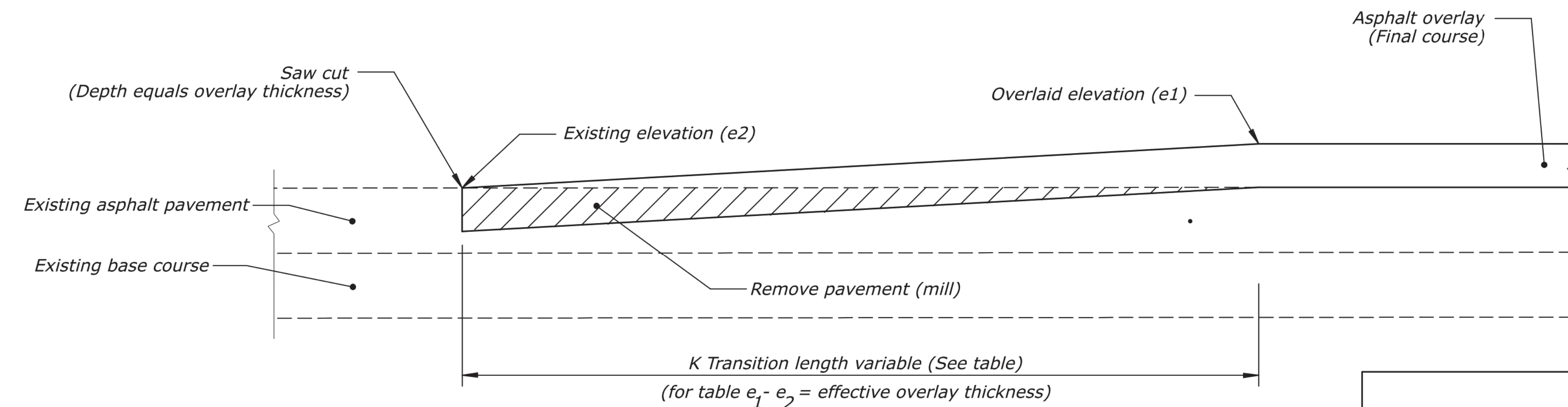
SPOUT RUN DEEP SEWER REHABILITATION
 NPS
 PAVEMENT STANDARD DETAILS

DESIGNED: R. PANNEERSELVAM
 DRAWN: J. SOSA
 CHECKED: D. GILROY
 PLOTTED: DECEMBER 7 2022





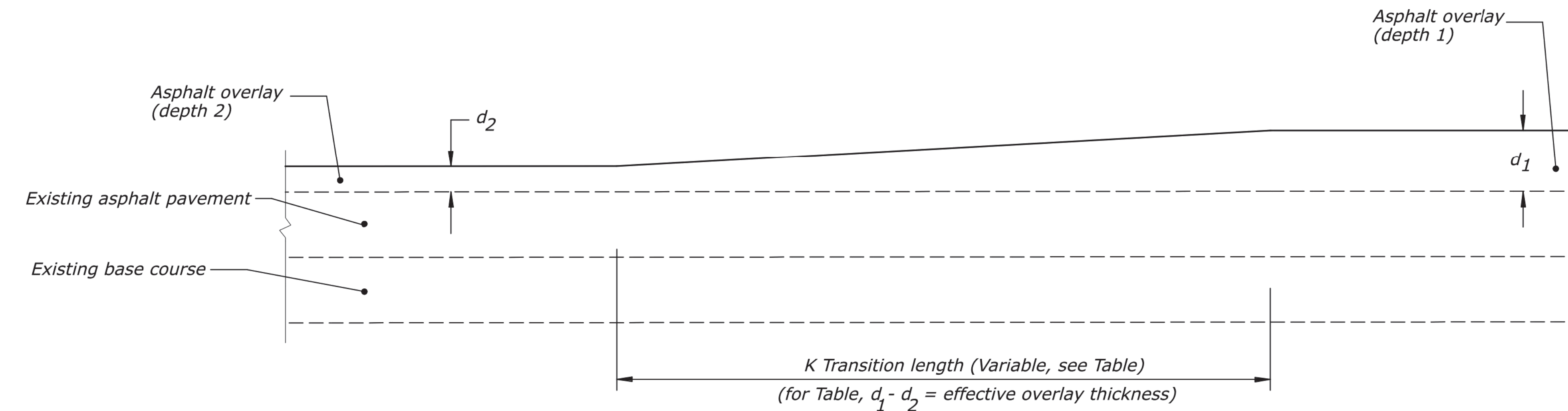
NEW PAVEMENT



OVERLAY

K VALUE TABLE (ft/in)										
POSTED SPEED (MPH) *	30	35	40	45	50	55	60	65	70	75
K	30	32.5	35	37.5	40	42.5	45	47.5	50	52.5

* Use a K Value of 30 for speeds less than 30 MPH.



OVERLAY - DEPTH TRANSITIONS

NO SCALE

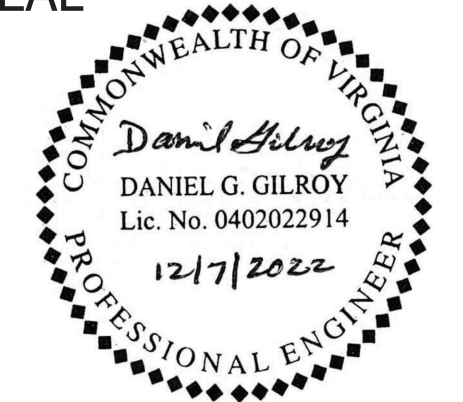
NOTE:

Provide a transition length in feet that is not less than the value obtained by multiplying the effective overlay thickness in inches (difference between the existing and overlaid elevations) by the K value from the Table for the posted speed of the roadway.

Use $K*[e1-e2]=T$, or $K*[d1-d2]=T$ (whichever applies), to obtain the transition length. (Minimum transition length=30 feet)

Example :
If the posted speed is 55 MPH
Effective overlay thickness = 2 inches
Then the minimum transition length = 2 inches x 42.5 ft./in. = 85 feet.

SEAL



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REVISIONS	DATE

SPOUT RUN DEEP SEWER REHABILITATION

NPS PAVEMENT STANDARD DETAILS

DESIGNED: R. PANNEERSELVAM
DRAWN: J. SOSA
CHECKED: D. GILROY
PLOTTED: DECEMBER 7 2022

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

EFLHD DETAIL

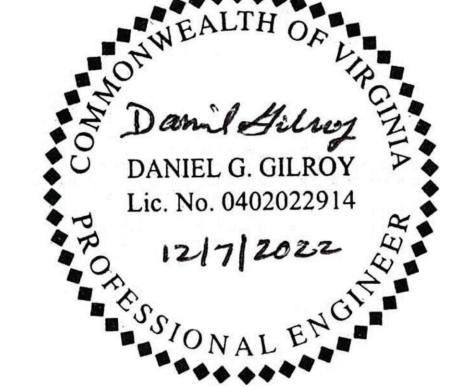
PAVEMENT TRANSITIONS

DETAIL APPROVED FOR USE
APPROVED: FEBRUARY 2013
REVISED: SEPTEMBER 2020

DETAIL
E401-01



SEAL



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REVISIONS	DATE

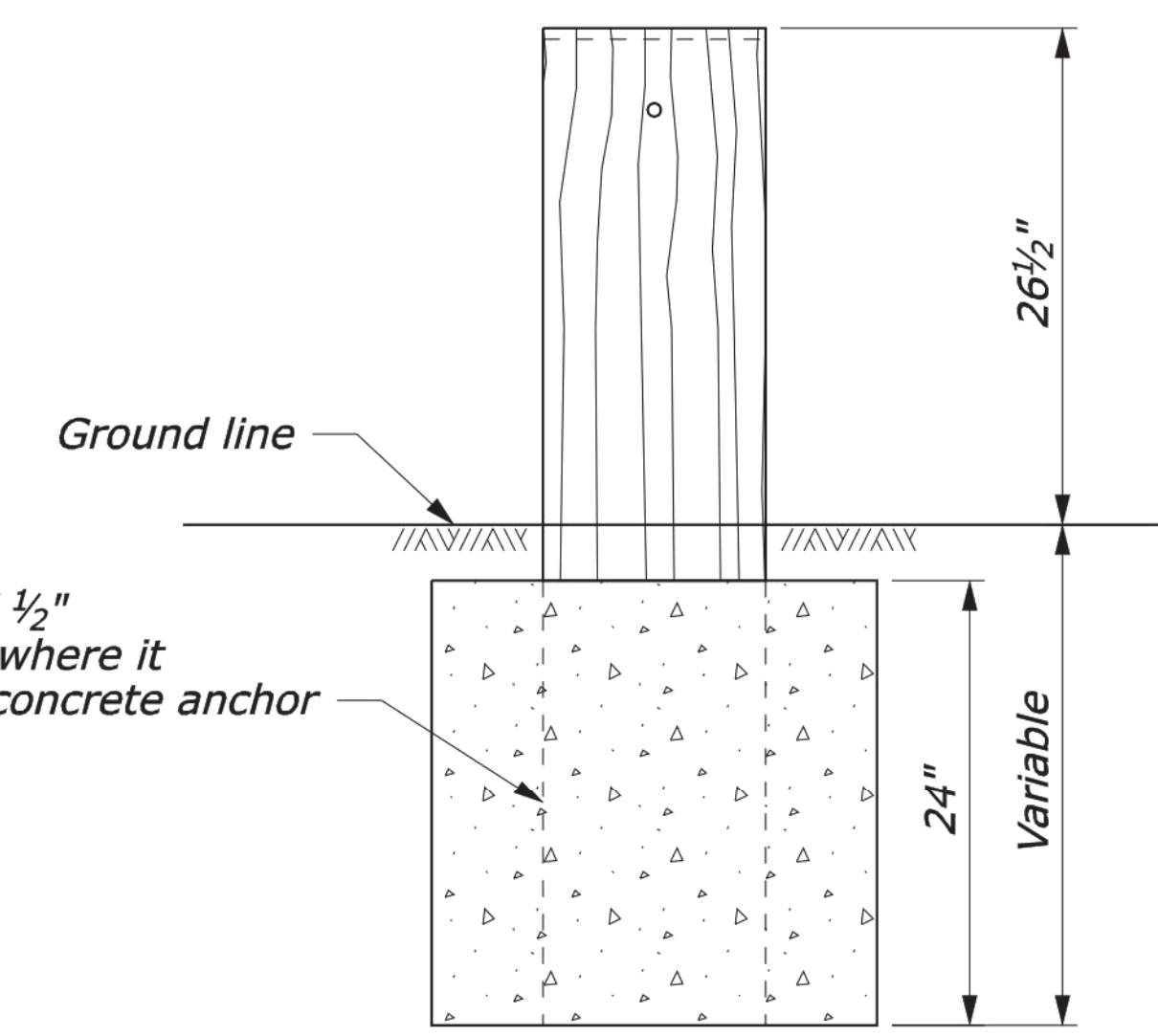
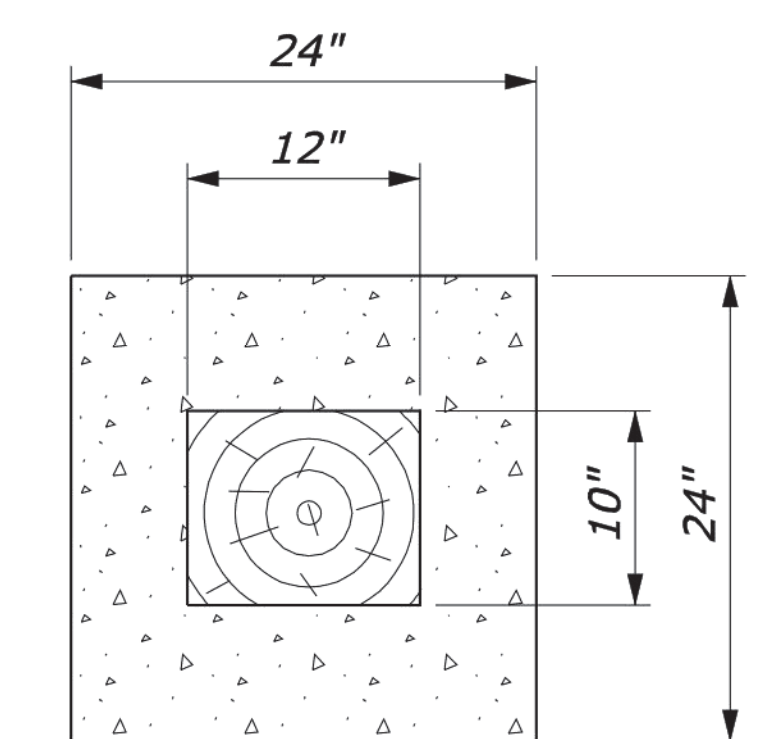
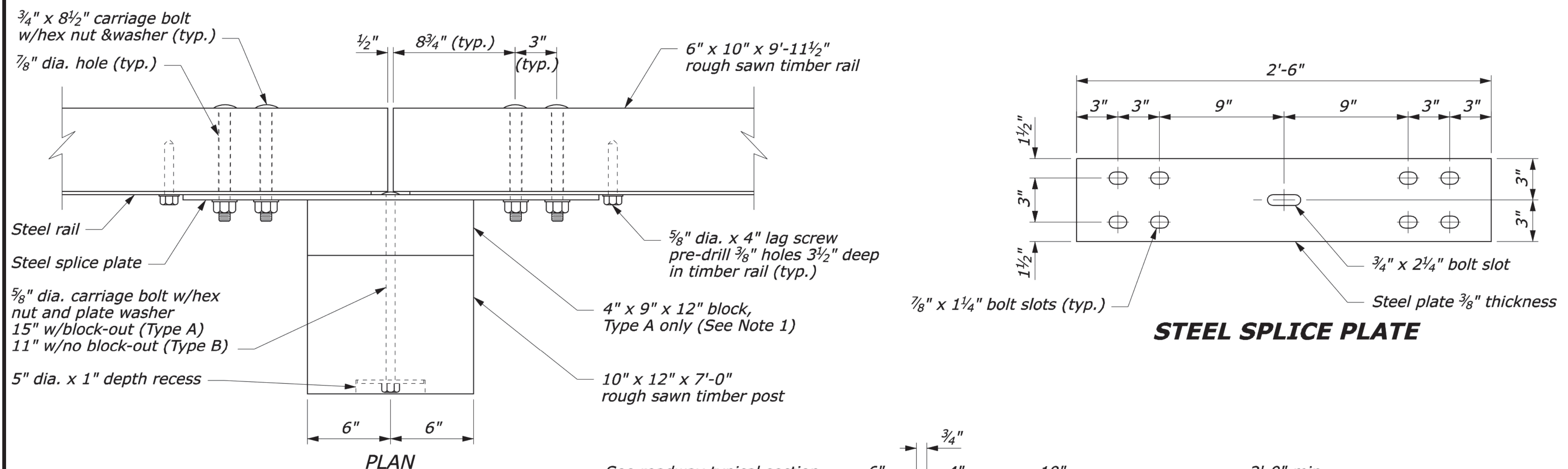
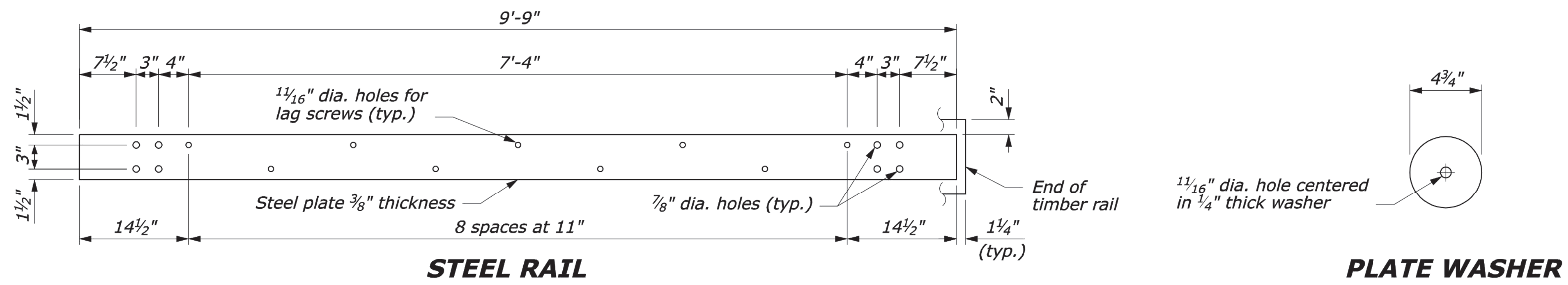
SPOUT RUN DEEP SEWER REHABILITATION
 NPS
 GUARDRAIL STANDARD DETAILS

DESIGNED:	R. PANNEERSELVAM
DRAWN:	J. SOSA
CHECKED:	D. GILROY
PLOTTED:	DECEMBER 7 2022



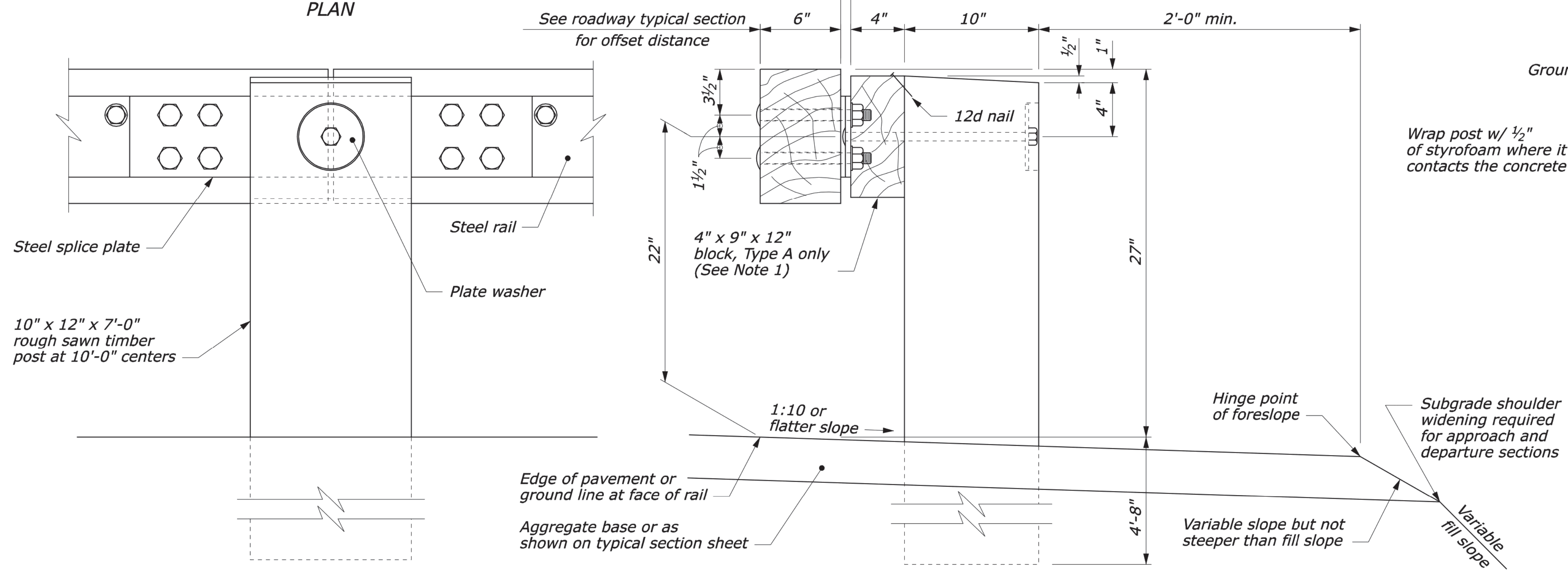
NOTE:

1. Use the Type A, blocked-out, system or the Type B, non-blocked-out, system as specified in the plans.
2. Use weathering steel for all structural steel and fastener hardware as specified.
3. Place a terminal section (See Standards 617-61 and 617-62) on both approach and trailing ends of barrier installations.



24" dia. round anchor is an acceptable alternative. Reduced size acceptable in solid rock.

CONCRETE ANCHOR FOR SHORT GUARDRAIL POST

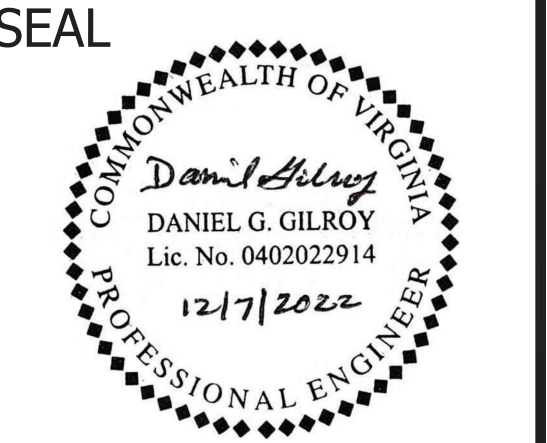


ELEVATION POST CONNECTION

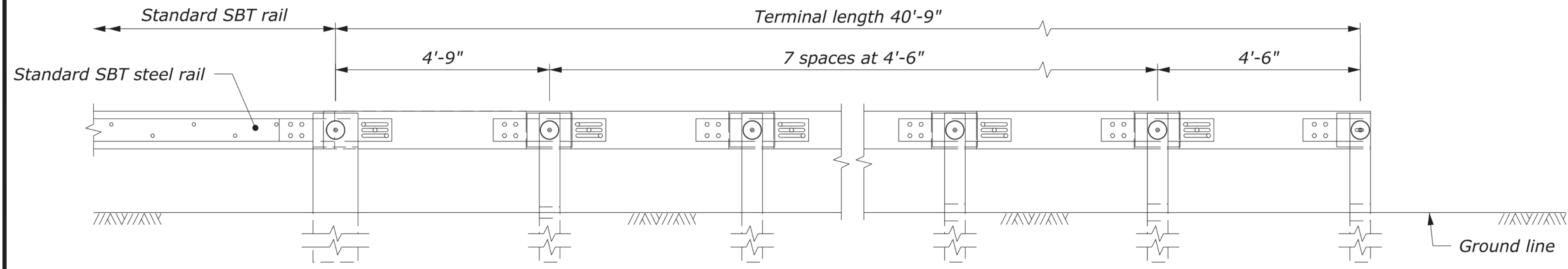
TYPICAL GUARDRAIL CROSS SECTION

NO SCALE

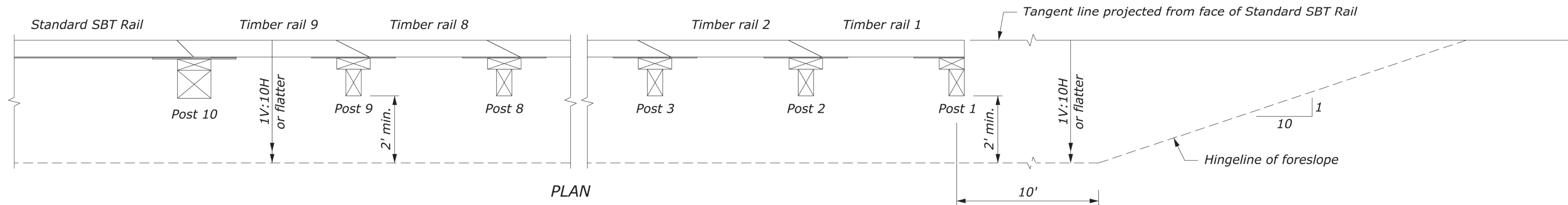
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
STEEL-BACKED TIMBER GUARDRAIL TYPE A & TYPE B	
STANDARD APPROVED FOR USE 3/1990	STANDARD 617-60
REVISED: 4/1994 6/2005	



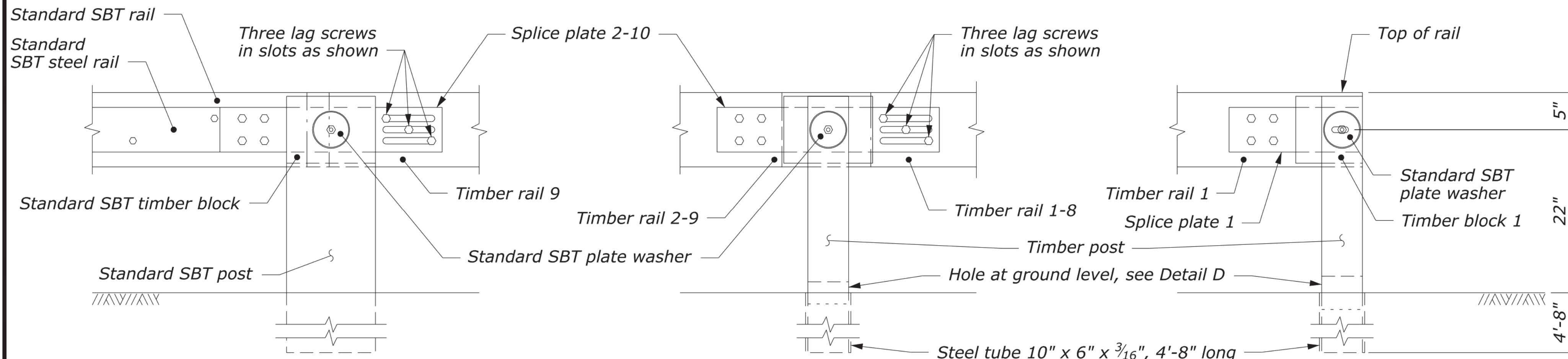
NOTE:
See Standard 617-60 for standard SBT guardrail details.



ELEVATION



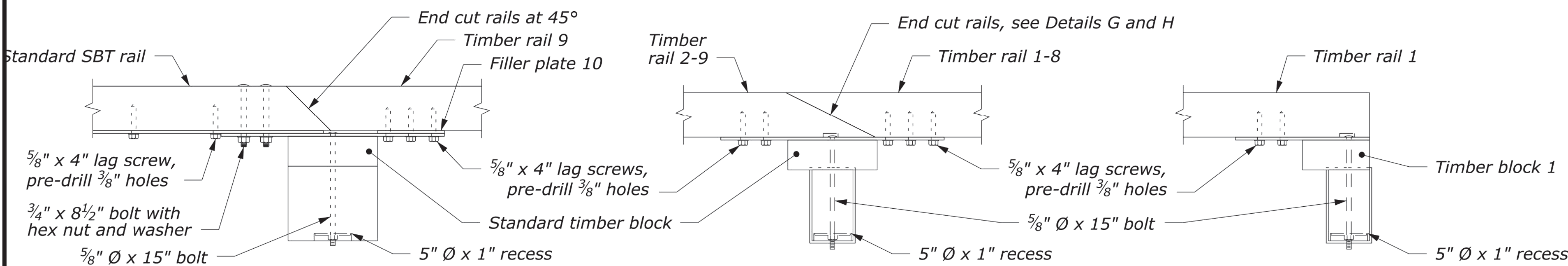
PLAN



ELEVATION

ELEVATION

ELEVATION



PLAN

PLAN

PLAN

POST/RAIL CONNECTION AT POST 10
DETAIL A

POST/RAIL CONNECTION AT POSTS 2-9
DETAIL B

POST/RAIL CONNECTION AT POST 1
DETAIL C

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TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

REVISIONS	DATE

SPOUT RUN DEEP SEWER REHABILITATION
NPS
GUARDRAIL STANDARD DETAILS

DESIGNED: R. PANNEERSELVAM
DRAWN: J. SOSA
CHECKED: D. GILROY
PLOTTED: DECEMBER 7 2022

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF FEDERAL LANDS HIGHWAY

EFLHD DETAIL
TL-2 END TERMINAL FOR STEEL-BACKED TIMBER GUARDRAIL
Sheet 1 of 2



NO SCALE

REVISED: 4/2016 1/2018 9/2020

DETAIL
ET 617-69

SHEET 27 OF 46

TRANSPORTATION MANAGEMENT PLAN (TMP)

(TYPE A - CATEGORY I & II)

- PROJECT IS A "TYPE A" TMP PROJECT. THIS PROJECT IS TRENCHLESS REHABILITATION OF THE EXISTING SPOUT RUN DEEP 33-INCH SANITARY SEWER PIPELINES (FROM MANHOLE 750 TO MANHOLE 740) THAT RUNS FROM EAST BOUND OF SPOUT RUN PARKWAY, ACROSS INTERSTATE I-66 TO NORTH NASH STREET. IN ORDER TO REHABILITATE THE PIPELINE, A TEMPORARY BYPASS PUMPING PIPELINE IS REQUIRED AND PROVIDED WITH THIS PROJECT.
- THE PROPOSED WORK WILL REQUIRE OPEN CUT ROAD CROSSING, RESTORATION OF PAVEMENT, AND REMOVING ONE TRAVEL LANE DURING WORKING CONSTRUCTION.
- FOR ROADWAYS IN NATIONAL PARK SERVICE AREA AND VDOT RIGHT-OF-WAY AREAS, THE WORKING HOURS ARE AS FOLLOWS:

LANE CLOSURES (URBAN OTHER PRINCIPAL ARTERIAL)				
	MON. TO THU.	FRIDAY	SATURDAY	SUNDAY
DAY TIME	9:30 AM TO 3:00 PM	9:30 AM TO 2:00 PM	NOT ALLOWED	NOT ALLOWED
NIGHT TIME	10:00 PM TO 5:00AM	*10:00PM TO 5:00AM	*10:00PM TO 5:00AM	10:00 PM TO 5:00AM

*EXEMPTION REQUEST REQUIRED

- FOR WORK DONE ON ARLINGTON COUNTY RIGHT-OF-WAY AREAS, THE WORKING HOURS WITHIN ARE AS FOLLOWS:

LANE CLOSURES (MINOR ARTERIAL)			
	MON. TO FRI.	SATURDAY	SUNDAY
DAY TIME	9:00 AM TO 4:00 PM	NOT ALLOWED	NOT ALLOWED
NIGHT TIME	9:00 PM TO 7:00AM	9:00 PM TO 10:00AM	9:00 PM TO 10:00AM

- BEFORE AND AFTER WORKING HOURS, ALL TRAVEL LANES SHALL BE OPENED TO THE MOTORISTS.
- NO LANE CLOSURES WILL BE ALLOWED FROM NOON ON THE DAY BEFORE A HOLIDAY UNTIL NOON ON THE WORKDAY FOLLOWING THE HOLIDAY. HOLIDAYS INCLUDE ALL STATE AND FEDERAL HOLIDAYS.
- MAINTENANCE OF TRAFFIC (MOT) PLAN WHICH INCLUDES THE SEQUENCE OF CONSTRUCTION (SOC) WAS REVIEWED AND APPROVED BY THE ARLINGTON COUNTY TRANSPORTATION ENGINEERING AND OPERATION (TE&O) BUREAU. THE MOT PLAN CONTAINED TYPES OF SIGNAGES AND BARRICADES USED, AND RECOMMENDED PHASES AND SEQUENCES OF CONSTRUCTION. FOR TMP, MOT & SOC, SEE PLAN SHEET 29 OF 46 TO 42 OF 46.
- NO DRIVEWAY ENTRANCES ARE BEING AFFECTED BY THE PROPOSED WORK ALONG VDOT R-O-W.
- CUSTIS TRAIL WILL BE AFFECTED BY THE PROPOSED WORK. SEE MOT PLAN SHEET 36 OF 46 FOR LOCATIONS.
- THE CONTRACTOR SHALL COORDINATE WITH ARLINGTON COUNTY TRANSIT BUREAU (703-228-3049) AT LEAST 4 WEEKS PRIOR TO COMMENCEMENT OF WORK FOR APPROVAL, IF TRANSIT IS AFFECTED.
- THE CONTRACTOR SHALL RETAIN PEDESTRIAN ACCESS TO THE BUS STOPS LOCATED WITHIN THE CONSTRUCTION ZONE FOR THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL :

 - DESIGNATE A PERSON ASSIGNED TO THE PROJECT WHO WILL HAVE THE PRIMARY RESPONSIBILITY, WITH SUFFICIENT AUTHORITY, FOR IMPLEMENTING THE TMP/MOT/SOC AND OTHER SAFETY AND MOBILITY ASPECTS OF THE PERMIT WORK. THIS PERSON SHALL COORDINATE WITH THE ARLINGTON COUNTY CONSTRUCTION MANAGER FOR THE DURATION OF THE PROJECT.
 - ENSURE THAT PERSONNEL ASSIGNED TO THE PROJECT ARE TRAINED IN TRAFFIC CONTROL TO A LEVEL COMMENSURATE WITH THEIR RESPONSIBILITIES IN ACCORDANCE WITH VDOT'S WORK ZONE TRAFFIC CONTROL TRAINING GUIDELINES.
 - PERFORM REVIEWS OF THE CONSTRUCTION AREA TO ENSURE COMPLIANCE WITH CONTRACT DOCUMENTS AT REGULARLY

SCHEDULED INTERVALS AT THE DIRECTION OF THE ENGINEER. CONTRACTORS SHALL MAINTAIN AN APPROVED COPY OF THE TEMPORARY TRAFFIC CONTROL PLAN AT THE WORK SITE AT ALL TIMES.

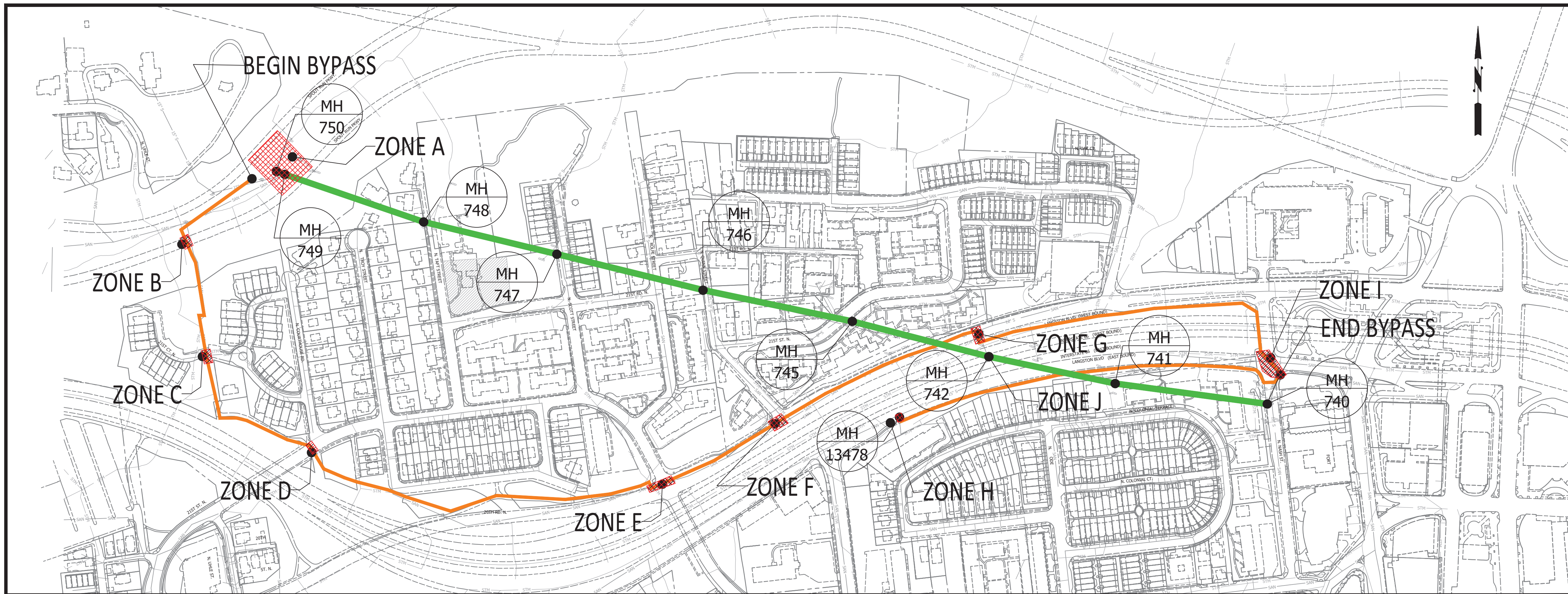
- THIS TMP/MOT/SOC PLAN IS INTENDED AS A GUIDE. IT IS NOT TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH PHASE, BUT ONLY TO SHOW THE GENERAL HANDLING OF EXISTING TRAFFIC. IF THE CONTRACTOR IS TO DEVIATE FROM THE APPROVED TMP, A NEW OR REVISED TMP MUST BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- ALL AREAS EXCAVATED BELOW THE EXISTING PAVEMENT SURFACE AND WITHIN THE CLEAR ZONE AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACKFILLED UP TO EXISTING PAVEMENT OR NEWLY CONSTRUCTED PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC.
- CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FOR THE DURATION OF THE PROJECT. CONTRACTOR SHALL ADD ANY ADDITIONAL TEMPORARY MEASURES NECESSARY TO FACILITATE PROPER, POSITIVE DRAINAGE FOR THE DURATION OF CONSTRUCTION.
- EACH PHASE OF CONSTRUCTION SHALL BE COMPLETED PRIOR TO THE START OF THE NEXT PHASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- PUBLIC COMMUNICATION PLAN THE CONTRACTOR SHALL BE RESPONSIBLE FOR:
 - NOTIFYING THE VDOT PROJECT MANAGER/RESIDENCY ADMINISTRATOR OF SCHEDULED WORK PLANS AT LEAST 48 HOURS PRIOR TO BEGINNING EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.
 - NOTIFYING THE VDOT PROJECT MANAGER/RESIDENCY ADMINISTRATOR, REGIONAL OPERATION MANAGER AND THE PUBLIC AFFAIRS STAFF OF ANY UNSCHEDULED TRAFFIC DELAYS THAT MAY OCCUR.
 - INSTALLING VARIABLE MESSAGE SIGNBOARDS (VMS) WITH PROJECT START DATE INFORMATION APPROXIMATELY 500' BEFORE AND AFTER THE PROJECT SITE LIMIT THREE (3) WEEKS IN ADVANCE PRIOR TO START OF ANY ROADWORK AND LANE CLOSURE.
- TRANSPORTATION OPERATION PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND PROVIDING THE FOLLOWING:
 - NOTIFYING THE VDOT REGIONAL TRANSPORTATION OPERATIONS CENTER (TOC) 48 HOURS IN ADVANCE IN ORDER TO PLACE LANE CLOSURE INFORMATION ON THE 511 SYSTEM AND VA-TRAFFIC.
 - HAVING THE LIST OF LOCAL EMERGENCY RESPONSE AGENCIES AVAILABLE AT THE WORK SITE AT ALL TIMES.
 - IMMEDIATELY REPORTING ANY TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE.
 - NOTIFY THE PROJECT'S CONSTRUCTION MANAGER AND CORRESPONDING ENGINEER OF ANY INCIDENTS AND EXPECTED TRAFFIC DELAYS.
 - WITHIN 24 HOURS OF ANY INCIDENTS WITHIN THE CONSTRUCTION WORK ZONE, A REVIEW OF THE TRAFFIC CONTROLS SHALL BE IMPLEMENTED AND NECESSARY ADJUSTMENTS MADE TO REDUCE THE FREQUENCY AND SEVERITY OF ANY FUTURE ACCIDENTS.
 - EMERGENCY CONTACTS DURING THE DURATION OF THE PROJECTS ARE THE FOLLOWING:
 - HISHAM WAHDAN - COUNTY CONSTRUCTION MANAGER - 703-228-7628
 - BI WU - COUNTY DESIGN ENGINEER TEAM SUPERVISOR - 703-228-6539
 - DES R-O-W PERMITTING SECTION - 703-228-4798
 - ARLINGTON COUNTY TRANSIT BUREAU - 703-228-3049
 - WATER, SEWER AND STREET OPERATION - 703-228-6555
 - ARLINGTON COUNTY POLICE - 703-558-2222
 - ARLINGTON COUNTY FIRE - 703-228-3362
 - EMERGENCY CALL - 911
 - VDOT NORTHERN VIRGINIA TRAFFIC OPERATION CENTER - 800-367-7623
 - VIRGINIA STATE POLICE - 703-803-8660

• VDOT PROJECT CONSTRUCTION INSPECTOR - TBD			
WORK ZONE TABLE			
Zone	TTC #	Comments	Duration
ZONE A	A - TTC-17.2	INSTALL ACCESS AREA BY UTILIZING TTC-17.2 ALONG NB & SB SPOUT RUN PKWY	3 DAYS
ZONE B	B1 - TTC-17.2	OPEN CUT INSIDE TRAVEL LANE BY UTILIZING TTC-17.2 ALONG NB SPOUT RUN PKWY	1 WEEK
	B2 - TTC-16.2	OPEN CUT OUTSIDE TRAVEL LANE BY UTILIZING TTC-16.2 ALONG NB SPOUT RUN PKWY	
ZONE C	C1 - TTC-23.2 & TTC-35.1	OPEN CUT NB LANE BY UTILIZING TTC-23.2 ALONG NB 21ST CT N & TTC-35.1 FOR SIDEWALK DIVERSION	3 DAYS
	C2 - TTC-23.2 & TTC-35.1	OPEN CUT SB LANE BY UTILIZING TTC-23.2 ALONG SB 21ST CT N & TTC-35.1 FOR SIDEWALK DIVERSION	
ZONE D	D1 - TTC-23.2 & TTC-36.2	OPEN CUT SB LANE BY UTILIZING TTC-23.2 ALONG SB 21ST ST N & TTC-36.2 FOR SIDEWALK & TRAIL DETOUR OPERATION	3 DAYS
	D2 - TTC-23.2 & TTC-35.1	OPEN CUT NB LANE BY UTILIZING TTC-23.2 ALONG NB 21ST ST N & TTC-36.2 FOR SIDEWALK DIVERSION	
ZONE E	E1 - TTC-28.2 & TTC-36.2	OPEN CUT SB LANE BY UTILIZING TTC-28.2 ALONG SB N SCOTT ST & TTC-36.2 FOR SIDEWALK DETOUR OPERATION	3 DAYS
	E2 - TTC-28.2 & TTC-36.2	OPEN CUT NB LANE BY UTILIZING TTC-28.2 ALONG NB N SCOTT ST & TTC-36.2 FOR SIDEWALK DETOUR OPERATION	
ZONE F	F1 - TTC-23.2 & TTC-36.2	OPEN CUT SB LANE BY UTILIZING TTC-28.2 ALONG SB N QUINN ST & TTC-36.2 FOR SIDEWALK DETOUR OPERATION	3 DAYS
	F2 - TTC-23.2 & TTC-36.2	OPEN CUT NB LANE BY UTILIZING TTC-28.2 ALONG NB N QUINN ST & TTC-36.2 FOR SIDEWALK DETOUR OPERATION	
ZONE G	G1 - TTC-18.2	OPEN CUT OUTSIDE LANE BY UTILIZING TTC-18.2 ALONG WB LANGSTON BLVD	1 WEEK
	G2 - TTC-17.2	OPEN CUT INSIDE LANE BY UTILIZING TTC-17.2 ALONG WB LANGSTON BLVD	
ZONE H	H - TTC-16.2 & TTC-35.1	OPEN CUT OUTSIDE LANE BY UTILIZING TTC-16.2 ALONG EB LANGSTON BLVD & TTC-35.1 FOR SIDEWALK DIVERSION	1 WEEK
ZONE I	I1 - TTC-18.2, TTC-30.2 & TTC-36.2	OPEN CUT ROADWAY BY UTILIZING TTC-28.2 ON EB LANGSTON BLVD, TTC-30.2 AT THE INTERSECTION WITH POLICE ASSISTANCE, AND TTC-36.2 FOR SIDEWALK DETOUR OPERATION	1 WEEK
	I2 - TTC-18.2, TTC-30.2 & TTC-36.2	OPEN CUT ROADWAY BY UTILIZING TTC-18.2 ON EB LANGSTON BLVD, TTC-30.2 AT THE INTERSECTION WITH POLICE ASSISTANCE, AND TTC-36.2 FOR SIDEWALK DETOUR	
ZONE J	J-TTC-7.1	CLOSE INSIDE SHOULDER WITH BARRIER AND LANE SHIFT OPERATION BY UTILIZING TTC-7.1 FOR MANHOLE 742 ON I-66	1-2 DAYS

NOTE:

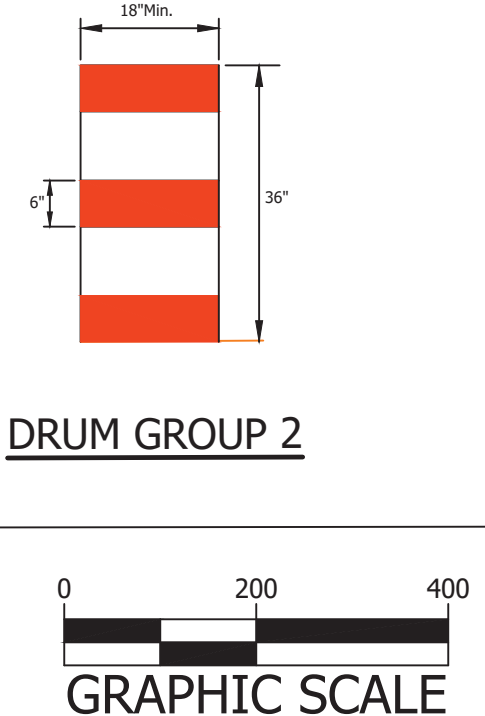
THE DURATIONS SHOWN WERE DEVELOPED FOR PLANNING AND ESTIMATION PURPOSES ONLY. THE DURATIONS IN NO WAY ALTER THE CONTRACT TIME FOR COMPLETION, OR INFRINGE ON THE CONTRACTOR'S MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

OVERALL WORK ZONE MAP



LEGEND:

- PROPOSED REHAB SEWER
- PROPOSED BYPASS ROUTE
- ILLUMINTAED FLASHING AMBER ARROW PANEL TYPE C
- ILLUMINTAED FLASHING AMBER (CAUTION MODE) ARROW PANEL TYPE B OR C
- WORK ZONE
- TRAFFIC FLOW
- CHANNELIZING DEVICE
- ARROW PANEL
- SIGN
- TYPE III BARRICADE
- FLAGGER STATION
- DRUM GROUP 2



ARLINGTON VIRGINIA

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SEAL

COMMONWEALTH OF VIRGINIA
 Daniel Gilroy
 DANIEL G. GILROY
 Lic. No. 0402022914
 12/17/2022
 PROFESSIONAL ENGINEER

APPROVALS	DATE
<i>[Signature]</i>	12/13/2022
DESIGN ENGINEER TEAM SUPERVISOR	
<i>[Signature]</i>	12/15/2022
CONSTRUCTION MANAGEMENT SUPERVISOR	
<i>[Signature]</i>	12/14/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	12/14/22
TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

REVISIONS	DATE

SPOUT RUN DEEP SEWER REHABILITATION

TRANSPORTATION MANAGEMENT PLAN

DESIGNED: R. PANNEERSELVAM
 DRAWN: J. SOSA
 CHECKED: D. GILROY
 PLOTTED: DECEMBER 7 2022

CDM Smith
 10560 Arrowhead Drive, Suite 500
 Fairfax, VA 22030
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MAINTENANCE OF TRAFFIC NOTES

1. CONSTRUCTION WORK INCLUDES AN OPEN CUT CONSTRUCTION AND FUTURE REMOVAL OF APPROXIMATELY 25 LINEAR FEET OF 18-INCH TEMPORARY BYPASS PIPING AND 33-INCH PIPE REHABILITATION CROSSING SPOUT RUN PARKWAY. CONSTRUCTION WORK ALSO INCLUDES AN OPEN CUT CONSTRUCTION NEAR THE INTERSECTION OF LANGSTON BOULEVARD AND NORTH SCOTT STREET, LANGSTON BOULEVARD AND NORTH QUINN STREET, LANGSTON BOULEVARD CROSSING, AND LANGSTON BOULEVARD AND NORTH NASH STREET. TRAFFIC CONTROL DEVICES, TEMPORARY PAVEMENT MARKINGS AND TEMPORARY ASPHALT CONCRETE WHERE REQUIRED SHALL BE INSTALLED FOR ALL PHASES. CONTRACTOR SHALL FOLLOW THE TRAFFIC CONTROL PLANS DURING THE REMOVAL OF TEMPORARY BYPASS PIPING AND PUMPING.

2. TRAFFIC CONTROL DEVICES AND SAFETY MEASURES SHALL COMPLY WITH THE LATEST EDITION OF THE VIRGINIA WORK AREA PROTECTION MANUAL, VDOT'S GUIDELINES FOR TEMPORARY TRAFFIC CONTROL AND FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD),

3. THE CONTRACTOR SHALL FURNISH, INSTALL AND OPERATE MIN. 2 (TWO) PORTABLE VARIABLE MESSAGE SIGNS WITH CLOSURE INFORMATION AHEAD OF WORK AREA 3 WEEKS PRIOR TO CLOSURE.

4. THE CONTRACTOR SHALL COVER ANY EXISTING SIGN WHICH IS NOT APPLICABLE, AS DIRECTED BY THE TRAFFIC AUTHORITY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS WORK WITH VDOT AND ANY OTHER CONTRACTORS IN THE AREA.

6. THE CONTRACTOR SHALL NOT DISTURB OR REMOVE ANY TRAFFIC CONTROL SIGNS, PARKING METERS OR COVER ANY OTHER TRAFFIC CONTROL DEVICE WITHOUT PRIOR PERMISSION FROM THE TRAFFIC ENGINEERING DIVISION AT (703) 228-6512. ANY TRAFFIC SIGNAL CONDUIT, CABLE OR TRAFFIC DETECTION DEVICES DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST TO THE COUNTY.

7. AT THE END OF WORK DAY, ALL EXCAVATIONS SHALL BE FILLED WITH BASE ASPHALT AND SHALL BE OPENED FOR TRAFFIC.

8. MAINTENANCE OF TRAFFIC PLANS AND DETAILS SHOWN HERE SHALL BE FOLLOWED BY THE CONTRACTOR DURING CONSTRUCTION. SHOULD THE CONTRACTOR DESIRE TO FOLLOW AN ALTERNATE PLAN THEY SHALL SUBMIT THE PLAN PRIOR TO CONSTRUCTION TO VDOT.

9. THE CONTRACTOR SHALL CONTACT ARLINGTON COUNTY, DEPARTMENT OF TRANSPORTATION PRIOR TO INSTALLATION OF PERMANENT PAVEMENT MARKINGS.

10. THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKING IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS.

11. ONE LANE OF TRAFFIC SHALL BE OPEN DURING CONSTRUCTION WORK HOURS.

12. TRAFFIC CONTROL PLANS ARE BASED ON VDOT TTC-16.2, TTC-17.2, TTC-23.2, TTC-28.2 & TTC-36.2 (2011 EDITION REVISION 2.1).

13. CONSTRUCTION WORK IS DIVIDED INTO THE FOLLOWING PHASES:

PHASE 1 WILL TEMPORARILY CLOSE THE INNER TRAVEL LANE HEADING NORTHEAST ON NORTH SPOUT RUN PARKWAY TO GEORGE WASHINGTON MEMORIAL PARKWAY DURING CONSTRUCTION WORK HOURS FOR BYPASS PUMP MAINTENANCE AND TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 2 WILL TEMPORARILY CLOSE THE OUTER TRAVEL LANE HEADING NORTHEAST ON NORTH SPOUT RUN PARKWAY TO GEORGE WASHINGTON MEMORIAL PARKWAY DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 3 WILL TEMPORARILY CLOSE THE INNER TRAVEL LANE HEADING NORTHEAST ON NORTH SPOUT RUN PARKWAY TO GEORGE WASHINGTON MEMORIAL PARKWAY DURING CONSTRUCTION WORK HOURS FOR PIPE REHABILITATION WORK AREA.

PHASE 4 WILL TEMPORARILY CLOSE THE INNER TRAVEL LANE HEADING SOUTHWEST ON NORTH SPOUT RUN PARKWAY TO NORTH KIRKWOOD ROAD DURING CONSTRUCTION WORK HOURS FOR BYPASS PUMP MAINTENANCE.

PHASE 5 WILL TEMPORARILY CLOSE THE NORTHWESTERN PART OF LANGSTON BOULEVARD AND NORTH SCOTT STREET INTERSECTION DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 6 WILL TEMPORARILY CLOSE THE NORTHEASTERN PART OF LANGSTON BOULEVARD AND NORTH SCOTT STREET INTERSECTION AND NORTHWESTERN PART OF LANGSTON BOULEVARD AND NORTH QUINN STREET INTERSECTION DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 7 WILL TEMPORARILY CLOSE THE NORTHEASTERN PART OF LANGSTON BOULEVARD AND NORTH QUINN STREET INTERSECTION DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 8 WILL TEMPORARILY CLOSE THE TWO OUTER TRAVEL LANES HEADING WEST CROSSING LANGSTON BOULEVARD DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 9 WILL TEMPORARILY CLOSE THE INNER TRAVEL LANE HEADING WEST CROSSING LANGSTON BOULEVARD DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 10 WILL TEMPORARILY CLOSE THE NORTHWESTERN PART OF LANGSTON BOULEVARD AND NORTH NASH STREET INTERSECTION DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

PHASE 11 WILL TEMPORARILY CLOSE THE SOUTHEASTERN PART OF LANGSTON BOULEVARD AND NORTH NASH STREET INTERSECTION DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING VIA OPEN-CUT INSTALLATION.

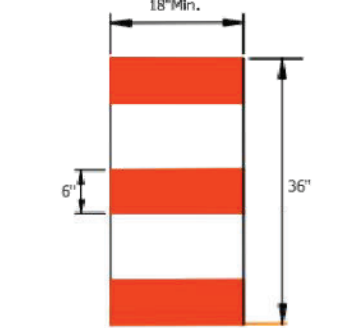
PHASE 12 WILL TEMPORARILY CLOSE SOME PORTION OF THE OUTER LANE OF LANGSTON BOULEVARD WESTBOUND LANES AND OUTER LANE OF LANGSTON BOULEVARD EASTBOUND LANES DURING CONSTRUCTION WORK HOURS FOR TEMPORARY BYPASS PIPING. SIDEWALKS WILL BE TEMPORARILY CLOSED ALONG NORTH NASH STREET AND LANGSTON BOULEVARD EASTBOUND LANES FOR TEMPORARY BYPASS PIPING.

14. FOR COUNTY AND STREET CROSSINGS, CONTRACTOR SHALL FOLLOW VDOT'S REQUIREMENTS FOR TRAFFIC CONTROL.

15. PEDESTRIAN AND BICYCLE TRAFFIC SHALL BE SEPARATED FROM WORK ZONES WITH APPROPRIATE MEASURES IN ACCORDANCE WITH VDOT'S TRANSPORTATION WORK ZONE PEDESTRIAN AND BICYCLE GUIDANCE MANUAL (JANUARY 2016 EDITION).

LEGEND:

- ILLUMINATED FLASHING AMBER ARROW PANEL TYPE C
ILLUMINATED FLASHING AMBER (CAUTION MODE) ARROW PANEL TYPE B OR C
AREA UNDER CONSTRUCTION
TRAFFIC FLOW
CHANNELIZING DEVICE
ARROW PANEL
SIGN
TYPE III BARRICADE



Page 6H-40 September 2019
Typical Traffic Control
Outside Lane Closure Operation on a Four-Lane Roadway
(Figure TTC-16.2)
NOTES
Standard:
1. On divided highways having a median wider than 8', right and left sign assemblies shall be required.
Guidance:
2. Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.
3. When closing a lane, if PCMS should be used in advance of the first warning sign if all of the left side signs cannot be installed.
4. Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. For Limited Access highways a minimum of 1000' is desired.
5. All vehicles, equipment, workers, and their activities shall be restricted to one side of the pavement.
Standard:
6. Taper length (L) and channelizing device spacing shall be at the following:
Table 6H-2, Taper Length Criteria and Taper Length Chart
Channelizing Device Spacing
Table 6H-3, Length of the Longitudinal Buffer Space
7. Channelizing device spacing shall be at the following:
Table 6H-2, Taper Length Criteria and Taper Length Chart
Channelizing Device Spacing
Table 6H-3, Length of the Longitudinal Buffer Space
8. An arrow board shall be used when a lane is closed. When more than one lane is closed, a separate arrow board shall be used for each closed lane (see Figure TTC-18).
9. The buffer space length shall be shown in Table 6H-3 on Page 6H-5 for the posted speed limit.
10. A shadow vehicle with either a Type B or C arrow board operating in the caution mode, or at least one high intensity amber rotating, flashing, or oscillating light shall be parked 80'-120' in advance of the first work crew. When the posted speed limit is 45 mph or greater, a truck-mounted attenuator shall be used.
11. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or oscillating lights but can be used to supplement the amber rotating, flashing, or oscillating lights.
12. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.
Optional:
13. PTRS and their supporting signs may be used, see Sections 6F.99 and 6G.25. Long-term transverse rumble strips may be used in long-term situations, see Section 6F.99 and TTC-20.
14. The supplemental PTRS may be eliminated.
1: Revision 1 - 4/1/2015
2: Revision 2 - 9/1/2019

September 2019 Page 6H-5
Table 6H-2, Taper Length Criteria and Taper Length Chart
Table 6H-3, Length of the Longitudinal Buffer Space
1: Revision 1 - 4/1/2015; Revision 2 - 9/1/2019

September 2019 Page 6H-41
Outside Lane Closure Operation on a Four-Lane Roadway
(Figure TTC-16.2)
Diagram showing traffic control setup with signs, tapers, and work zones.

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Water Sewer Streets Bureau
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Daniel Gilroy
DANIEL G. GILROY
Lic. No. 0402022914
12/17/2022
PROFESSIONAL ENGINEER

APPROVALS DATE
DESIGN ENGINEER TEAM SUPERVISOR 12/13/2022
CONSTRUCTION MANAGEMENT SUPERVISOR 12/15/2022
WATER SEWER STREETS BUREAU CHIEF 12/14/22
TRANSPORTATION DIRECTOR 12/14/22
PROJECT MANAGER 12/15/2022

REVISIONS DATE

SPOUT RUN DEEP SEWER REHABILITATION
MAINTENANCE OF TRAFFIC
NOTES LEGEND AND DETAILS

DESIGNED: M. CHENG
DRAWN: J. SOSA
CHECKED: D. GILROY

PLOTTED: DECEMBER 7 2022

CDM Smith
10560 Arrowhead Drive, Suite 500
Fairfax, VA 22030
Tel: (703) 691-6500

Typical Traffic Control Inside Lane Closure Operation on a Four-Lane Roadway (Figure TTC-17.2) NOTES

- Standard: 1. On divided highways having a median wider than 8', right and left sign assemblies shall be required. Guidance: 2. Sign spacing should be 1300'-1500' for Limited Access highways...

Table with 4 columns: Speed Limit (mph), Lane Width (Feet), Location Spacing, and Remarks. It details taper lengths for various speed limits and lane widths.

- Standard: 6. Taper length (L) and channelizing device spacing shall be at the following: Channelizing device spacing shall be at the following: Location Spacing, Speed Limit (mph), Location Spacing, Speed Limit (mph), Location Spacing, Speed Limit (mph).

1: Revision 1 - 4/1/2015

Typical Traffic Control Lane Closure on a Two-Lane Roadway Using Flaggers (Figure TTC-23.2) NOTES

- Guidance: 1. Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, and 500'-800' where the posted speed limit is greater than 45 mph.

- Standard: 4. Portable Temporary Rumble Strips (PTRS) shall be used as noted in Section 6F.99. 5. Flagging stations shall be located far enough in advance of the work space to permit approaching traffic to reduce speed and/or stop before passing the work space...

- Option: 8. A SLOW (W21-V10) sign may be required in this area to give advance warning of the operation ahead by slowing approaching traffic prior to reaching the flagger station or queued traffic.

- Standard: 11. At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08). 12. Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or less.

- Standard: 14. When used, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign.

1: Revision 1 - 4/1/2015 2: Revision 2 - 9/1/2019

Typical Traffic Control Lane Closure Operation in an Intersection (Figure TTC-28.2) NOTES

- Guidance: 1. The control of traffic through the intersection in order of preference should be: a. Obtain the services of law enforcement personnel.

- Standard: 4. Channelizing device spacing shall be on 20' centers or less. 5. PTRS shall be used as noted in Section 6F.99.2

- Guidance: 6. If room permits, a shadow vehicle with at least one rotating amber light or high intensity amber flashing or oscillating light should be parked 80'-120' in advance of the first work crew.

- Standard: 7. For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber flashing or oscillating lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle.

- Guidance: 8. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.

- Support: 9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.

1: Revision 1 - 4/1/2015 2: Revision 2 - 9/1/2019

Typical Traffic Control Crosswalk Closure and Pedestrian Detour Operation (Figure TTC-36.2) NOTES

- Standard: 1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

- Guidance: 3. Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.

- Option: 6. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS (W5-1) signs, may be used to control vehicular traffic.

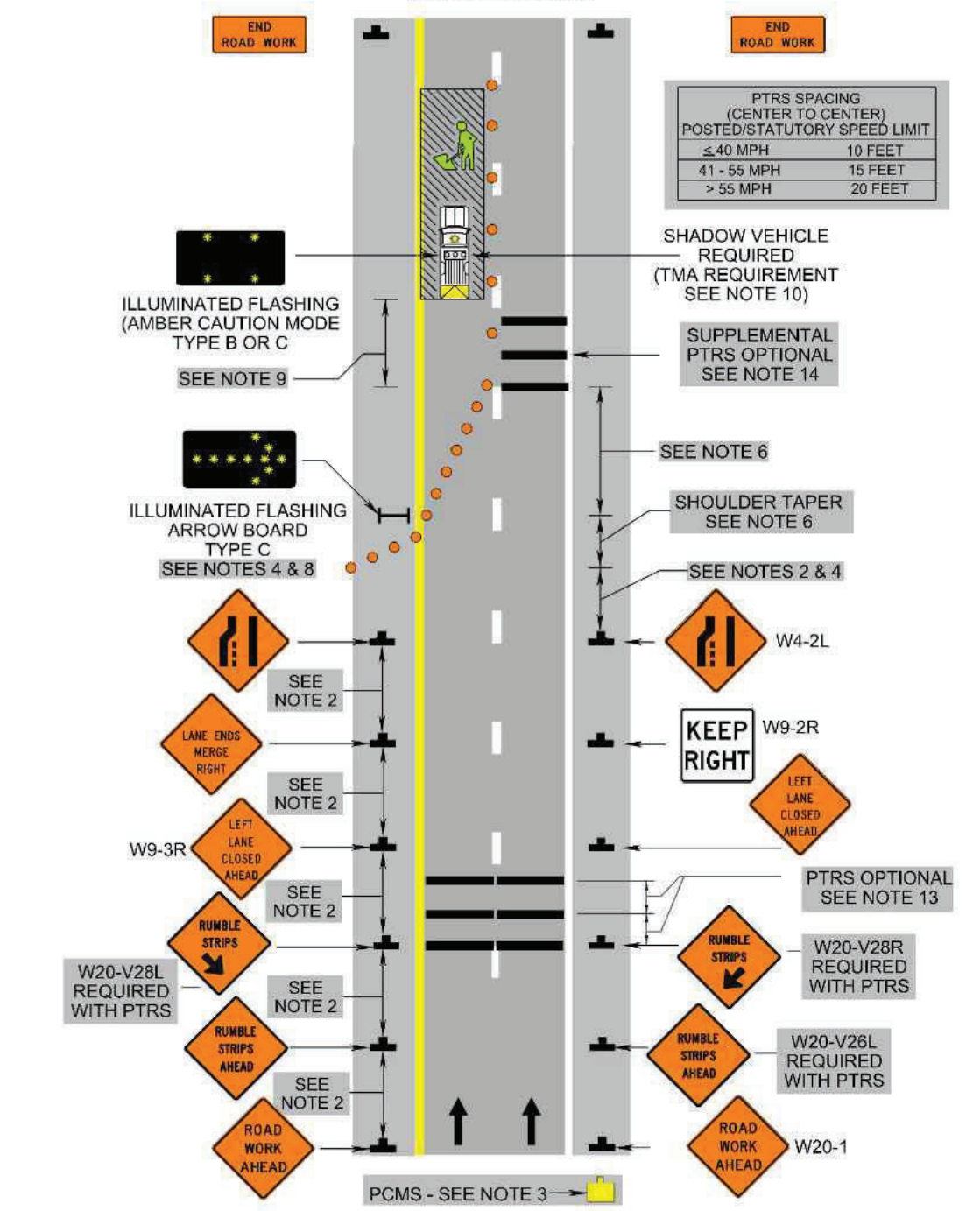
- Standard: 8. In order to maintain the systematic use of the fluorescent yellow-green background for school warning signs in a jurisdiction, the fluorescent yellow-green background for school warning signs shall be used in TTC zones.

- Support: 10. Refer to Sections 3B-16 through 3B-18 of the 2009 MUTCD and the Virginia Supplement to the MUTCD for crosswalk lines, yield lines and other related TTC devices that may be used to control vehicular traffic at midblock crosswalks.

- Standard: 11. The YIELD HERE TO PEDESTRIANS (R1-5) sign shall be placed at the Yield Line. 12. Fluorescent yellow-green PEDESTRIAN TRAFFIC (W11-2) symbol sign, AHEAD (W16-9p) plaque and ARROW (W16-7p) plaque shall be used to identify the work zone crosswalk.

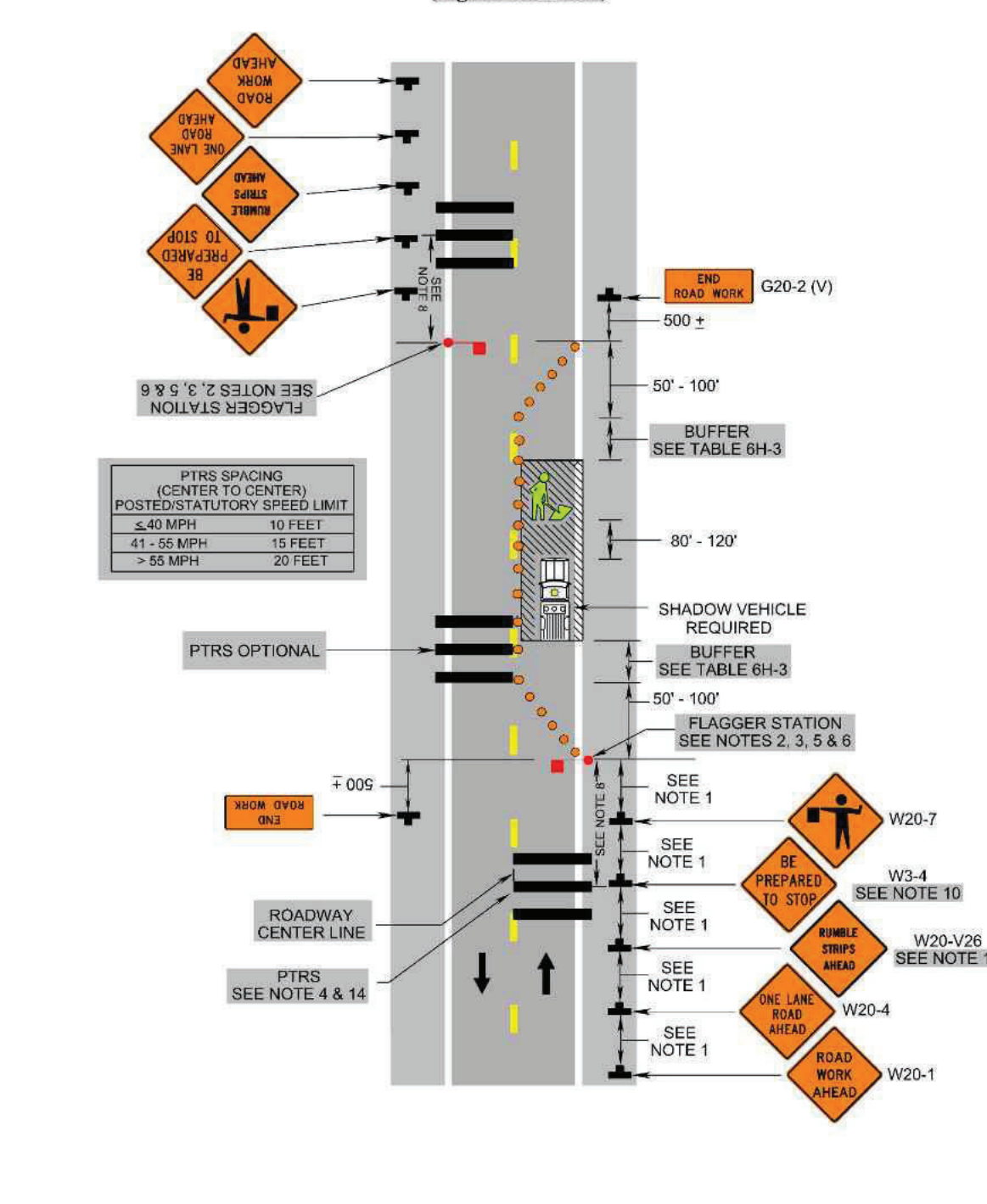
1: Revision 1 - 4/1/2015 2: Revision 2 - 9/1/2019

Inside Lane Closure Operation on a Four-Lane Roadway (Figure TTC-17.2)



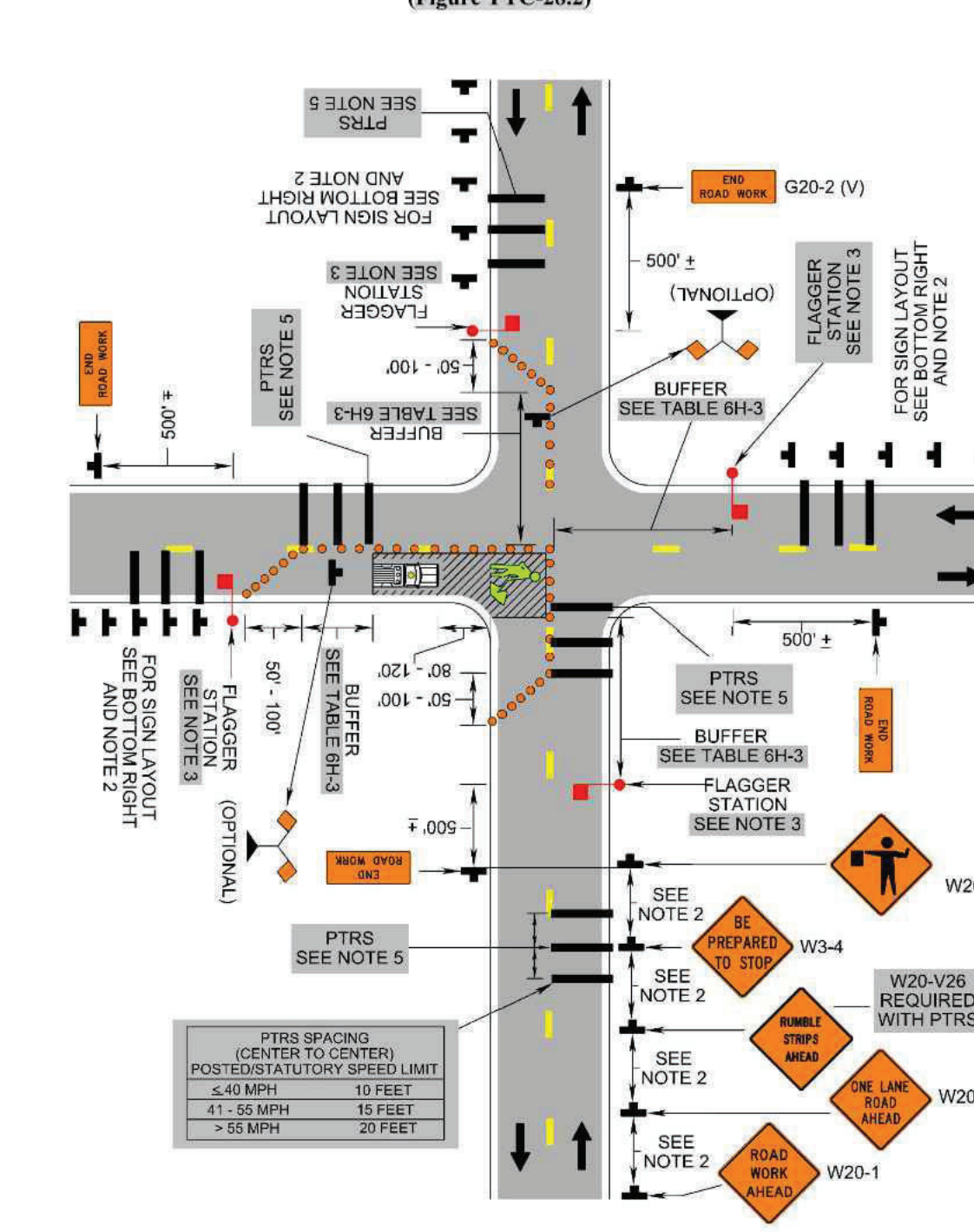
2: Revision 2 - 9/1/2019 3: Revision 2.1 - 11/1/2020

Lane Closure on a Two-Lane Roadway Using Flaggers (Figure TTC-23.2)



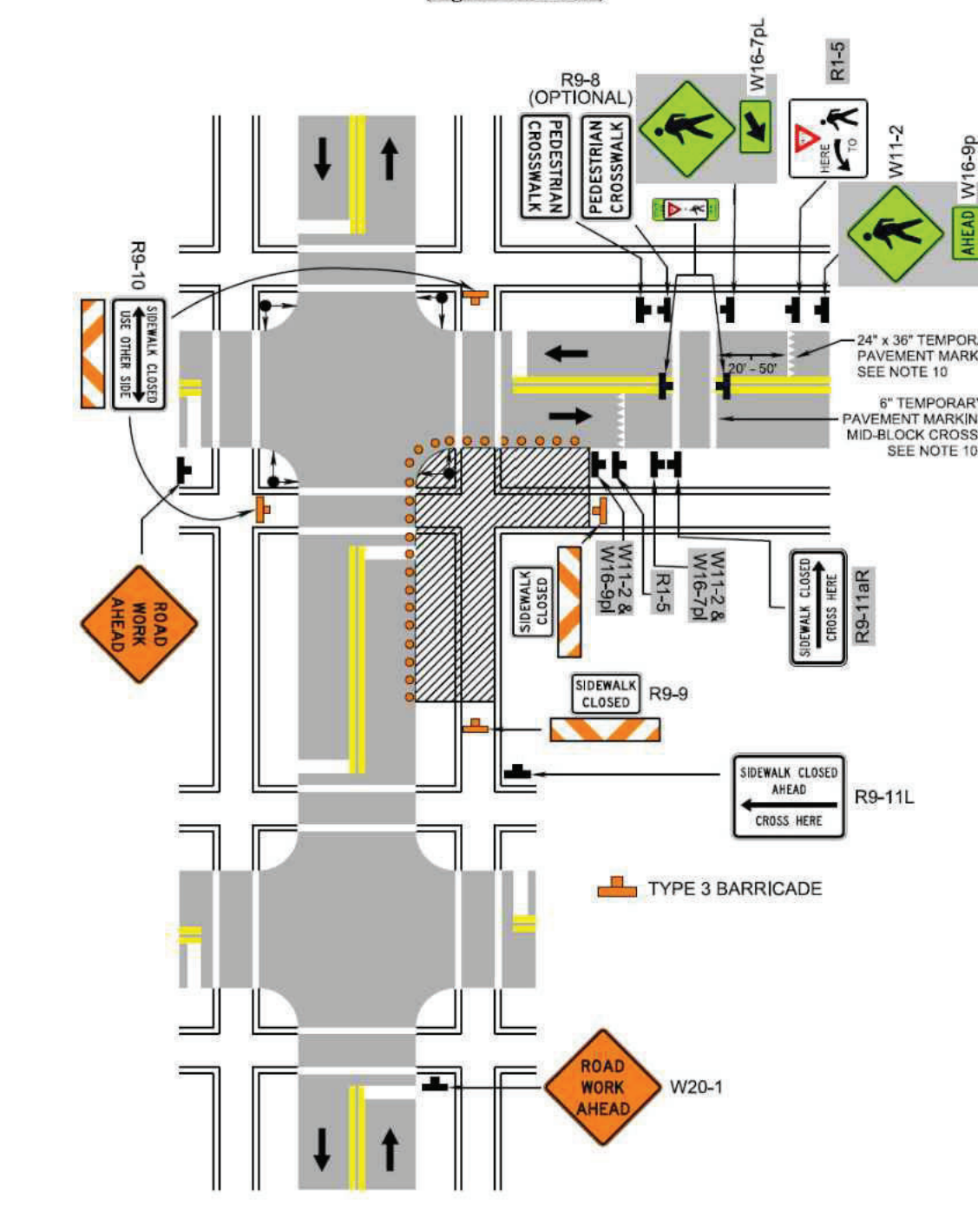
1: Revision 1 - 4/1/2015 2: Revision 2 - 9/1/2019 3: Revision 2.1 - 11/1/2020

Lane Closure Operation in an Intersection (Figure TTC-28.2)



2: Revision 2 - 9/1/2019

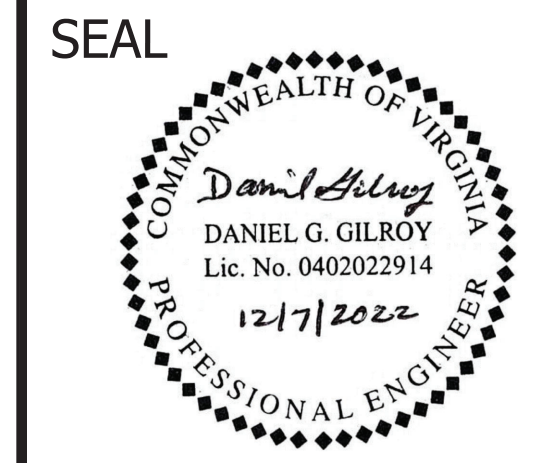
Crosswalk Closure and Pedestrian Detour Operation (Figure TTC-36.2)



1: Revision 1 - 4/1/2015 2: Revision 2 - 7/1/2018

ARLINGTON VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES Water Sewer Streets Bureau 4200 28th St S, TVA 1st Fl Arlington, VA 22202 Phone: 703.228.7865 Fax: 703.228.6585

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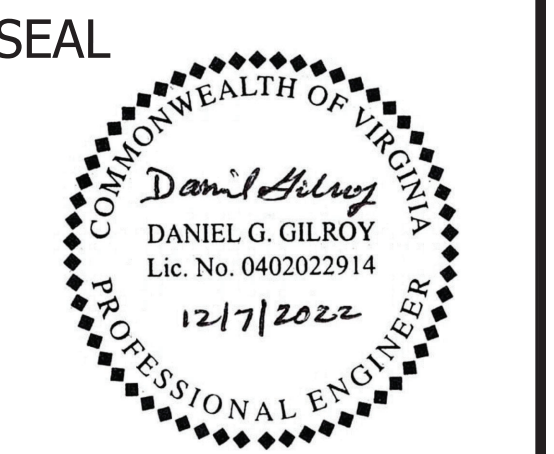
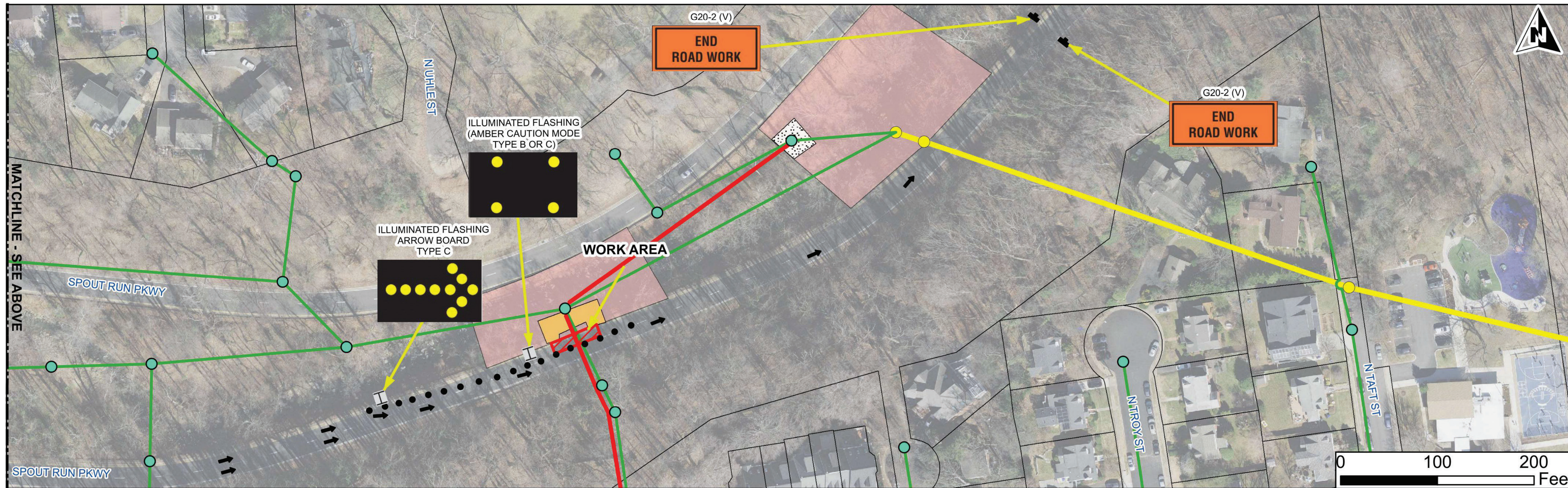
APPROVALS table with columns for Name, Title, and Date. Includes signatures for Design Engineer Team Supervisor, Construction Management Supervisor, Water Sewer Streets Bureau Chief, Transportation Director, and Project Manager.

REVISIONS DATE

SPOUT RUN DEEP SEWER REHABILITATION MAINTENANCE OF TRAFFIC STANDARD NOTES AND DETAILS

DESIGNED: M. CHENG DRAWN: J. SOSA CHECKED: D. GILROY PLOTTED: DECEMBER 7 2022

CDM Smith logo and address: 10560 Arrowhead Drive, Suite 500 Fairfax, VA 22030 Tel: (703) 691-6500



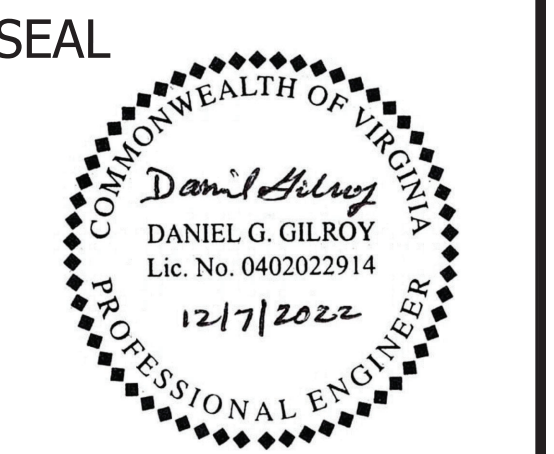
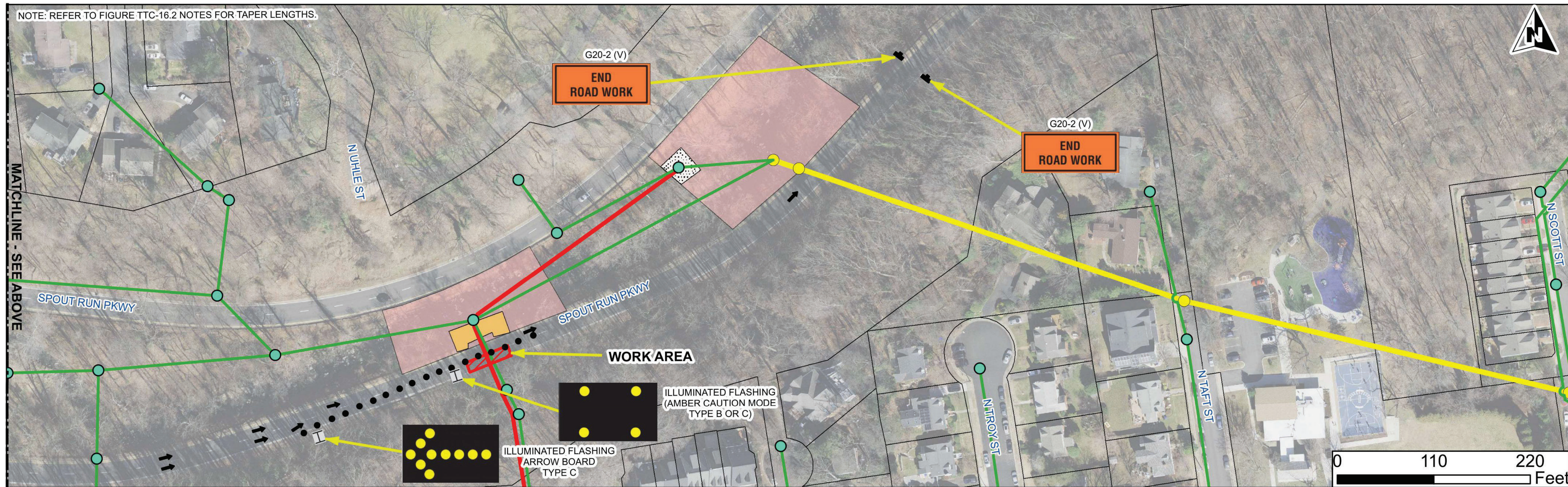
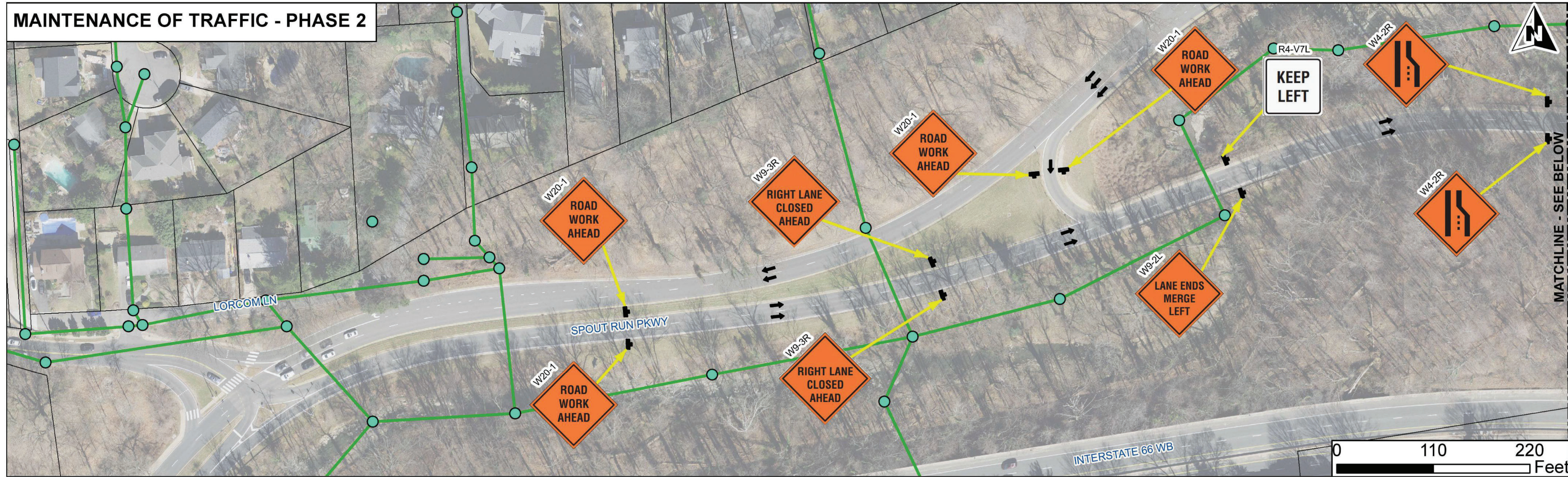
APPROVALS	DATE
<i>[Signature]</i>	12/13/2022
DESIGN ENGINEER TEAM SUPERVISOR	
<i>[Signature]</i>	12/15/2022
CONSTRUCTION MANAGEMENT SUPERVISOR	
<i>[Signature]</i>	12/14/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	12/14/22
TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

REVISIONS	DATE

SPOUT RUN DEEP SEWER REHABILITATION
 MAINTENANCE OF TRAFFIC
 PHASE 1

DESIGNED: M. CHENG
 DRAWN: J. SOSA
 CHECKED: D. GILROY
 PLOTTED: DECEMBER 7 2022





APPROVALS	DATE
<i>[Signature]</i>	12/13/2022
DESIGN ENGINEER TEAM SUPERVISOR	
<i>[Signature]</i>	12/15/2022
CONSTRUCTION MANAGEMENT SUPERVISOR	
<i>[Signature]</i>	12/14/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	12/14/22
TRANSPORTATION DIRECTOR	
<i>[Signature]</i>	12/15/2022
PROJECT MANAGER	

REVISIONS	DATE

SPOUT RUN DEEP SEWER REHABILITATION
 MAINTENANCE OF TRAFFIC
 PHASE 2

DESIGNED: M. CHENG
 DRAWN: J. SOSA
 CHECKED: D. GILROY
 PLOTTED: DECEMBER 7 2022

