REVISED ON 1/24/2022

THIS PROJECT WAS DEVELOPED UTILIZING THE ARLINGTON COUNTY DES DESIGN PACKAGE (AUTOCAD CIVIL3D 2020).
PROJECT UPC: 106969
ARLINGTON COUNTY STORMWATER MANAGEMENT #: SWM 21-0351
ARLINGTON COUNTY LAND DEVELOPMENT APPLICATION #: LDA21346
ARLINGTON COUNTY BOARD APPROVAL DATE: N/A
ARLINGTON COUNTY PROGRAM OWNER: Transportation Planning Bureau

STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.		N/A	9999-000-R36 SEE TABULATION BELOW FOR SECTION NUMBERS	1

ARLINGTON
VIRGINIA

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

Intersection Improvements South Arlington Ridge Road at South Lynn Street and Ramp / I-395

DESCRIPTION REFERENCE:
Start = Construction Baseline ARR & Lynn CL, Sta 10+44.26
End = Construction Baseline ARR & Lynn CL, Sta 12+74.24
Start = Construction Baseline Access Ramp I-395 CL, Sta 0+00.00
End = Construction Baseline Access Ramp I-395 CL, Sta 01+04.44
Start = Construction Baseline ARR & Lynn CL, 13+62.00
End = Construction Baseline ARR & Lynn CL, 16+60.82
Start = Construction Baseline ARR CL-North, Sta 0+00.00
End = Construction Baseline ARR CL-North, Sta 0+84.69
Start = Construction Baseline 15th St S CL, Sta 0+00.00
End = Construction Baseline 15th St S CL, Sta 0+63.78

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C004.1	TYPICAL SECTIONS
C006.1	LEGEND
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C021.1	DEMOLITION PLAN
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C071.1	EX. STORM SEWER DRAINAGE DIVIDES
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C071.3	DOWNSTREAM ANALYSIS
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C121.7	MOT PLAN - PHASE VII
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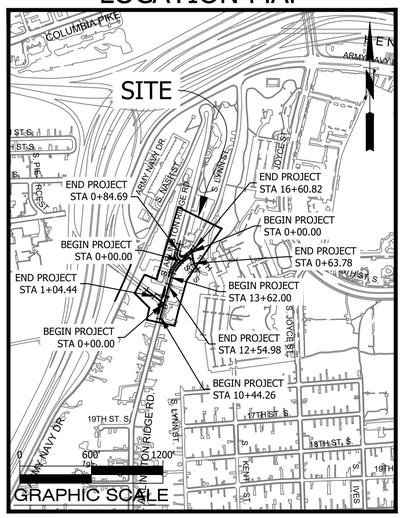
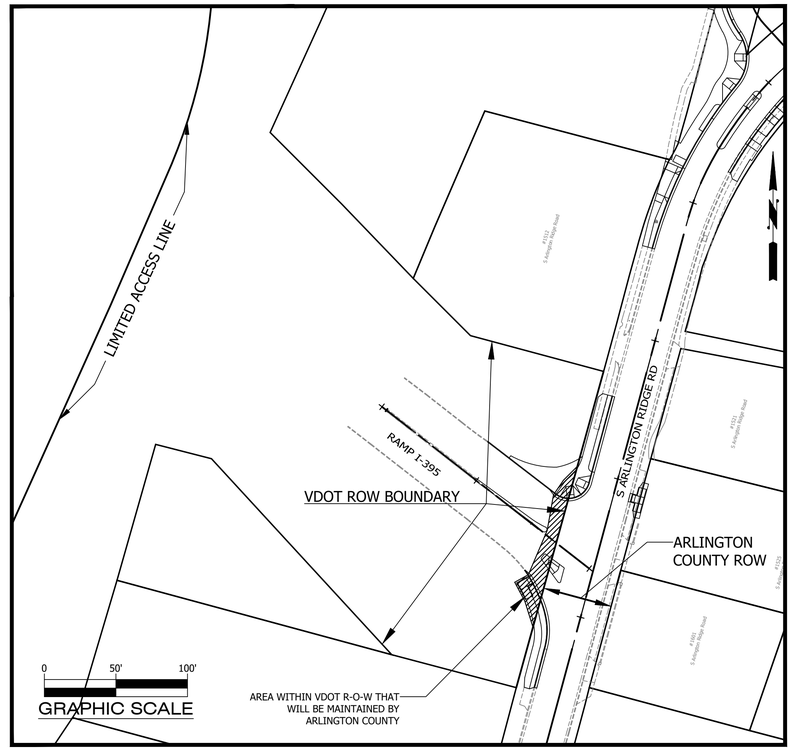
TS-1	TRAFFIC SIGN DETAIL

LOCATION MAP



JURISDICTIONAL BOUNDARY MAP



FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA			
Fr: RAMP I-395 **To:** S LYNN ST			
	S ARLINGTON RIDGE RD (South of S Lynn St)	S LYNN ST (From Arlington Ridge Rd to Army Navy Dr)	RAMP (00-6624 to Rt 395 & 27 West to I-395-N008A From Arlington Ridge Rd)
	MINOR ARTERIAL	MAJOR COLLECTOR	MINOR ARTERIAL
AADT(2021)	11,000	1,800	5,000
DHV	NA	NA	NA
D (%)	73.3%	53.3%	NA
T (%)	0%	0%	NA
V (MPH)	25	25	25

THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY AS AWARDED, INCLUDING ALL SUBSEQUENT REVISIONS, WILL BE THE OFFICIAL CONSTRUCTION PLANS. FOR INFORMATION RELATIVE TO ELECTRONIC FILES AND LAYERED PLANS, SEE GENERAL NOTES.

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

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REV 2 (2019), ARLINGTON COUNTY STANDARDS AND SPECIFICATIONS, AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

THE ORIGINAL APPROVED TITLE SHEET(S), INCLUDING ORIGINAL SIGNATURES, IS FILED IN THE VDOT CENTRAL OFFICE PLAN LIBRARY. ANY MISUSE OF ELECTRONIC FILES, INCLUDING SCANNED SIGNATURES, IS ILLEGAL AND ENFORCED TO THE FULL EXTENT OF THE LAW.
ALL CONSTRUCTION IS TO BE PERFORMED WITHIN THE EXISTING RIGHT OF THE WAY.

ARLINGTON COUNTY POPULATION 207,627 (2010 CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	LENGTH INCLUDING BRIDGE(S) FEET	LENGTH INCLUDING BRIDGE(S) MILES	LENGTH EXCLUDING BRIDGE(S) FEET	LENGTH EXCLUDING BRIDGE(S) MILES	TYPE PROJECT	PROJECT DESCRIPTION
9999-000-R36	P101	N/A	PENG	106969	781.71	0.148	781.71	0.148	PRELIMINARY ENGINEERING	Intersection Improvements South Arlington Ridge Road at South Lynn Street and Ramp/I-395
	R201	N/A		106969	781.71	0.148	781.71	0.148	RIGHT-OF-WAY	
	C501	N/A	SFTY	106969	781.71	0.148	781.71	0.148	CONSTRUCTION	

NOTE: PROJECT LENGTH BASED ON CONSTRUCTION BASELINE

LOCALLY ADMINISTRATED PROJECTS
NAME OF LOCALITY
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPED)
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
DATE / TITLE OF POSITION
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICIAL (TYPED)
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
DATE / TITLE OF POSITION

PROJECT	SHEET NO.
9999-000-R36, P101, R201, C501	1

ARLINGTON
VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
FACILITIES & ENGINEERING DIVISION
ENGINEERING BUREAU
2100 CLARENDON BOULEVARD, SUITE 813
ARLINGTON, VA 22201
PHONE: 703.228.3629
FAX: 703.228.3606

SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum, QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach, TRANSPORTATION DIRECTOR	08/25/22
Gabriola Kock, PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

COVER SHEET

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

AS SHOWN

C000.1

PROJECT MANAGER: Gabriela V. Kock (703) 228-3938 (Arlington County)
SURVEYED BY, DATE: Arlington County Survey Section (Nathan Orr L.S.), (703) 228-3711, 08/15/14
DESIGNED BY: Luis De La Cruz, P.E, (703) 228-3316 (Arlington County)
SUBSURFACE UTILITY BY, DATE: Mid Atlantic Utility Locating (703) 378-0100, 04/04/18

FILENAME: DC12-200-COVER-VDOT.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

GENERAL NOTES:

GENERAL CONSTRUCTION NOTES

1. ALL CONSTRUCTION WORK FOR THIS PROJECT SHALL CONFORM TO THE ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES, CONSTRUCTION STANDARDS AND SPECIFICATIONS, AND WHERE APPLICABLE THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE SPECIFICATIONS, AND ROAD AND BRIDGE STANDARDS. THE LATEST EDITIONS OF EACH RELEVANT MANUAL SHALL BE USED.
2. ALL CONSTRUCTION AND WORK ACTIVITIES SHALL COMPLY WITH THE VIRGINIA WORK AREA PROTECTION MANUAL AND ALL OTHER RELEVANT WORK SAFETY REQUIREMENTS, LATEST EDITIONS.
3. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT OFFICER OF ANY DISCREPANCIES BETWEEN ACTUAL FIELD CONDITIONS AND THE APPROVED PLANS.
4. THE CONTRACTOR SHALL CONTACT "MISS UTILITY" AT 811 FOR MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES (i.e. WATER, SEWER, GAS, TELEPHONE, ELECTRIC, AND CABLE TV) AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION OR CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO IDENTIFY AND PROTECT ALL OTHER UTILITY LINES FOUND IN THE WORK SITE AREA BELONGING TO OTHER OWNERS THAT ARE NOT MEMBERS OF "MISS UTILITY". PRIVATE WATER, SEWER AND GAS LATERALS WILL NOT BE MARKED BY MISS UTILITY OR THE COUNTY. THE CONTRACTOR SHALL LOCATE AND PROTECT THESE SERVICES DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK AND SHALL RETAIN A PROFESSIONAL LAND SURVEYOR LICENSED IN THE COMMONWEALTH OF VIRGINIA TO PROVIDE ALL NECESSARY CONSTRUCTION LAYOUTS AND ESTABLISH ALL CONTROL LINES, GRADES, AND ELEVATION DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A COPY OF ALL CUT SHEETS FOR REVIEW, PER THE SPECIFICATIONS. THE COST OF ALL NECESSARY SURVEYING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND, UNLESS OTHERWISE SPECIFIED, THE COST SHALL BE INCORPORATED INTO THE COSTS FOR RELEVANT ITEMS.
6. THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE FROM BEST AVAILABLE RECORDS AND SHALL BE CONSIDERED TO BE APPROXIMATE. WHEN CONSTRUCTION ACTIVITY REACHES IN PROXIMITY TO EXISTING UTILITIES, THE TRENCH(ES) SHALL BE OPENED A SUFFICIENT DISTANCE AHEAD OF THE WORK OR TEST PITS SHALL BE MADE TO VERIFY THE EXACT LOCATION AND INVERTS OF THE UTILITY TO ALLOW FOR POSSIBLE CHANGES IN THE LINE OR GRADE AS DIRECTED BY OFFICER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING UTILITIES AND THE RELATED STRUCTURES. ALL EXISTING UTILITY SYSTEMS SHALL BE PROTECTED TO PREVENT DAMAGE DURING THE CONTRACTOR'S OPERATIONS. ANY SYSTEM DAMAGED SHALL BE PROMPTLY REPAIRED AT NO COST TO THE OWNER.
7. EXISTING MANHOLE FRAMES, COVERS, VALVE BOXES, AND OTHER APPURTENANCES SHALL BE ADJUSTED TO THE FINAL GRADE OR REPLACED, AS NECESSARY. UNLESS OTHERWISE SPECIFIED, THE COST FOR THIS SHALL BE CONSIDERED INCIDENTAL TO THE WORK, AND SHALL BE INCORPORATED INTO THE COSTS FOR RELEVANT ITEMS.
8. THE CONTRACTOR SHALL PROVIDE ADA COMPLIANT ACCESS THROUGH OR AROUND THE SITE AT ALL TIMES AND SHALL ENSURE THE SAFETY OF ALL THOSE PASSING THROUGH OR ADJACENT TO THE SITE.
9. ALL SIDEWALK AND CURB AND GUTTER DEMOLITION SHALL BEGIN AND END AT THE CONSTRUCTION JOINT NEAREST TO THE DEPICTED DEMOLITION EXTENTS WITH A NEAT SAWCUT LINE TO FULL DEPTH OF PAVEMENT SECTION.

STORMWATER AND ENVIRONMENTAL PROTECTION

10. THE CONTRACTOR SHALL CONFINE ALL ACTIVITIES AT THE SITE ASSOCIATED WITH CONSTRUCTION ACTIVITIES, TO INCLUDE STORAGE OF EQUIPMENT AND OR MATERIALS, ACCESS TO THE WORK, FORMWORK, ETC. TO WITHIN THE DESIGNATED LIMITS OF DISTURBANCE (LOD).

TREE PROTECTION

11. TREES SHALL BE PROTECTED PER THE REQUIREMENTS OF ARLINGTON PARKS & RECREATION STANDARD.

TRAFFIC CONTROL

12. CONTRACTOR SHALL NOTIFY THE PROJECT OFFICER AT LEAST 3 WORKING DAYS PRIOR TO DISTURBING ANY EXISTING, OR INSTALLING ANY NEW, TRAFFIC SIGNS, SIGNALS, OR OTHER TRAFFIC CONTROL DEVICES.
13. THE CONTRACTOR SHALL PREMARK THE LAYOUT OF ANY PERMANENT TRAFFIC CONTROL STRIPING, INDICATING THE PROPOSED LOCATION AND TYPE OF MARKING TO BE INSTALLED. THE PREMARKING MAY CONSIST OF TYPE D TAPE, CHALK, OR LUMBER CRAYONS. THE CONTRACTOR SHALL ALLOW 3 WORKING DAYS FOR THE INSPECTION AND APPROVAL OF THE PREMARKINGS PRIOR TO PLACING THE PERMANENT MARKINGS.
14. THE CONTRACTOR SHALL SUBMIT ANY REQUESTS FOR TEMPORARY "NO PARKING" RESTRICTIONS TO THE PROJECT OFFICER AT LEAST 5 BUSINESS DAYS PRIOR TO THE DESIRED ONSET OF RESTRICTIONS. PRIOR TO A REQUEST FOR THE REMOVAL OF ACCESS TO ANY ADA PARKING SPACE THE CONTRACTOR MUST HAVE MADE PROVISION FOR ALTERNATIVE ADA PARKING AS INDICATED ON THE APPROVED PLAN OR AS DIRECTED BY THE PROJECT OFFICER.
15. WHEN THE APPROVED PLAN CALLS FOR THE REMOVAL OF ANY PARKING METER THE CONTRACTOR MUST MAKE A REQUEST TO THE PROJECT OFFICER AT LEAST ONE WEEK IN ADVANCE OF THE DESIRED REMOVAL. THE PROJECT OFFICER WILL THEN COORDINATE THE PARKING METER REMOVAL WITH TRAFFIC ENGINEERING AND OPERATIONS.
16. THE CONTRACTOR SHALL PRESERVE ALL BUS STOPS, INCLUDING MAINTAINING ADEQUATE ACCESSIBILITY THROUGH AND ADJACENT TO THE CONSTRUCTION FOR BUSES AND THEIR PASSENGERS. THE CONTRACTOR SHALL NOT CLOSE, RELOCATE, OR OTHERWISE MODIFY A BUS STOP WITHOUT PRIOR REQUEST OF THE PROJECT OFFICER. ANY RELOCATION OR CLOSURE OF A BUS STOP SHALL REQUIRE AT LEAST FOUR WEEKS ADVANCE NOTICE FOR COORDINATION WITH THE COUNTY'S BUS STOP COORDINATOR - 703-228-3049.
17. WHEN CONDITIONS WARRANT DUE TO TRAFFIC VOLUMES, PATTERNS, OR SPECIAL EVENTS, THE COUNTY MAY SUSPEND OR OTHERWISE DIRECT THE CONTRACTOR'S ACTIVITIES TO PROTECT THE PUBLIC AND OR THE COUNTY'S TRANSPORTATION NETWORK.

WATER DISTRIBUTION, STORM AND SANITARY SEWER SYSTEMS

18. UNLESS OTHERWISE DIRECTED, CONTRACTORS ARE EXPRESSLY PROHIBITED FROM OPERATING ANY WATER VALVES OR APPURTENANCES. CONTRACTORS SHALL SUBMIT ALL REQUESTS FOR VALVE OPERATIONS TO THE PROJECT OFFICER AT LEAST 1 WEEK IN ADVANCE OF THE REQUIRED OPERATION.
19. IN THE EVENT OF A WATER OR SEWER EMERGENCY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY'S WATER CONTROL CENTER AT 703-228-6555 AND THE PROJECT OFFICER.
20. THE CONTRACTOR SHALL COORDINATE ALL UTILITY SHUTOFFS, DISCONNECTS, AND/OR ABANDONMENT WITH UTILITY OWNER AND PROJECT OFFICER AT LEAST 1 WEEK IN ADVANCE OF THE REQUIRED INTERRUPTION.

FIRE DEPARTMENT NOTES:

21. ALL EXISTING FIRE HYDRANTS AND FIRE DEPARTMENT CONNECTIONS SHALL BE MAINTAINED UNOBSTRUCTED AND ACCESSIBLE AT ALL TIMES IN ACCORDANCE WITH SECTIONS 508.5.4 AND 508.5.5 OF THE ARLINGTON COUNTY FIRE PREVENTION CODE.
22. ACCESS TO BUILDINGS FOR FIREFIGHTING SHALL BE MAINTAINED AT ALL TIMES. EXISTING FIRE APPARATUS ACCESS ROADS (FIRE LANES) SHALL BE KEPT CLEAR OF OBSTRUCTIONS IN ACCORDANCE WITH SECTION 503.4 OF THE ARLINGTON COUNTY FIRE PREVENTION CODE. ACCESS TO CONSTRUCTION SITES SHALL BE PROVIDED AND MAINTAINED IN ACCORDANCE WITH SECTION 1410 OF THE ARLINGTON COUNTY FIRE PREVENTION CODE.
23. IN THE EVENT THAT EXISTING FIRE DEPARTMENT CONNECTIONS OR FIRE APPARATUS ACCESS ROADS (FIRE LANES) MUST BE OBSTRUCTED TO FACILITATE CONSTRUCTION ACTIVITIES, CONTACT THE ARLINGTON COUNTY FIRE DEPARTMENT FIRE PREVENTION OFFICE AT 703-228-4644 TO COORDINATE REVIEW AND APPROVAL OF TEMPORARY FIRE DEPARTMENT CONNECTIONS AND/OR FIRE APPARATUS ACCESS ROADS PRIOR TO CREATING THE OBSTRUCTION.

ARLINGTON
VIRGINIA
DEPARTMENT OF
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ARLINGTON, VA 22201
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SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

GENERAL NOTES

DESIGNED: LED
DRAWN: LED
CHECKED: JL

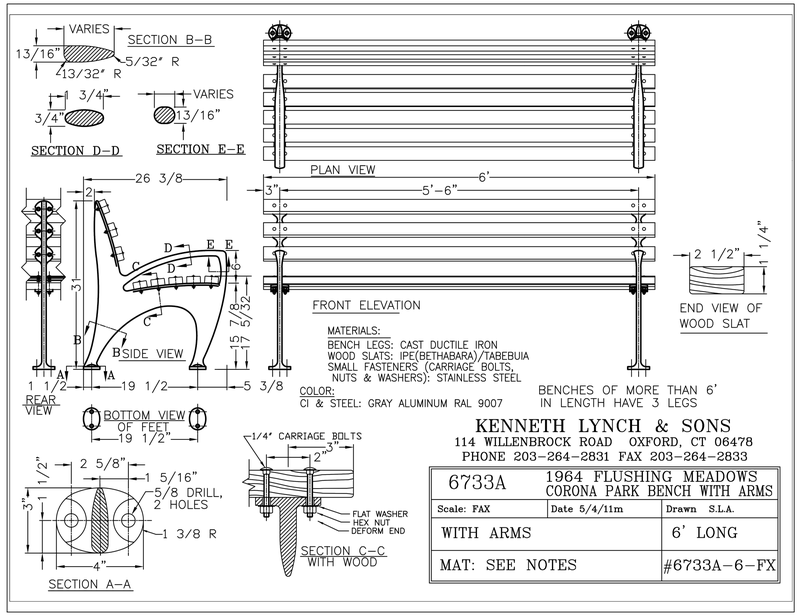
PLOTTED: AUGUST 30 2022

SCALE:

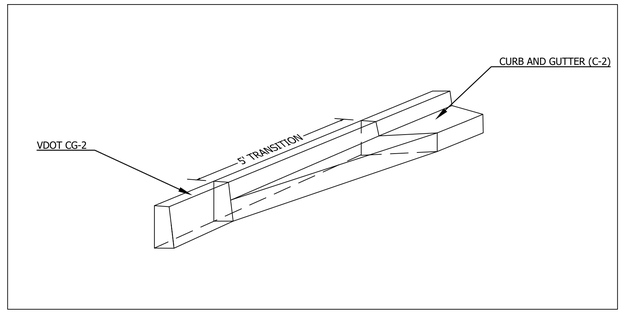
N/A

C000.2

FILENAME: DC12-200-COVER-VDOT.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ



6' BENCH DETAIL



CURB TRANSITION DETAIL
N.T.S.

ARLINGTON
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DETAILS

DESIGNED: LED
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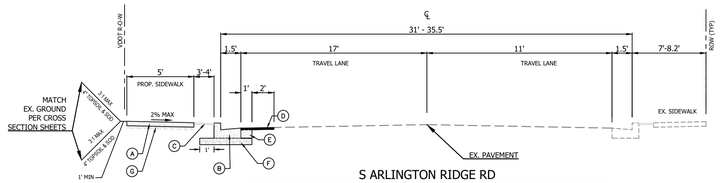
SCALE:

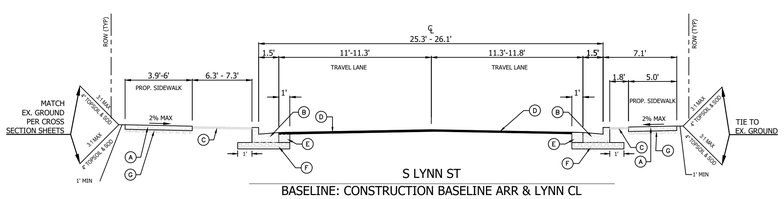
AS SHOWN

C002.1

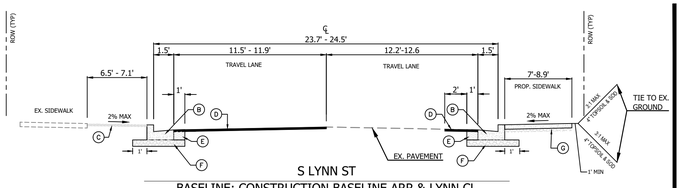
REVISED ON 1/24/2022



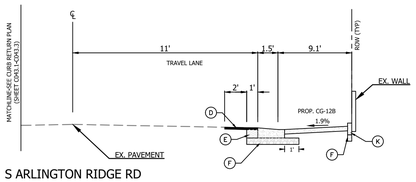
S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 10+44.26 TO STA 10+71.80



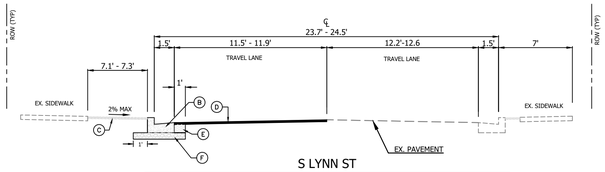
S LYNN ST
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 15+65.32 TO 15+75.83



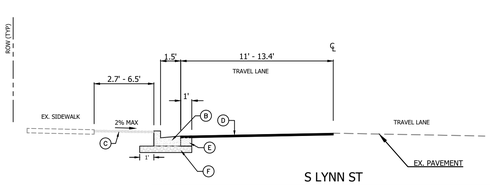
S LYNN ST
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 15+84.12 TO 15+90.22



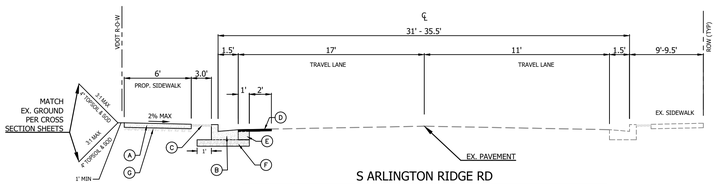
S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 11+86.71 TO STA 11+92.71



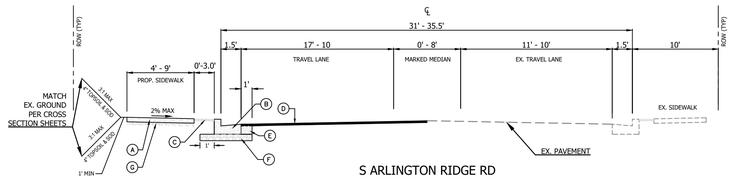
S LYNN ST
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 15+75.83 TO 15+84.12



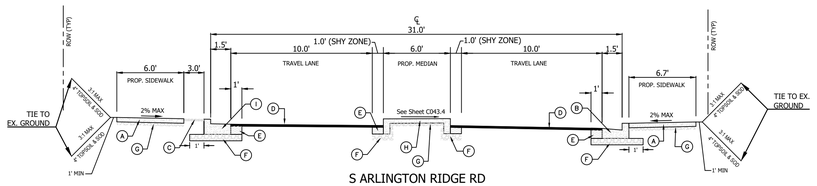
S LYNN ST
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 15+90.22 TO 16+60.82



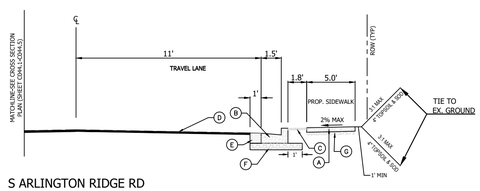
S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 11+92.30 TO STA 12+54.98



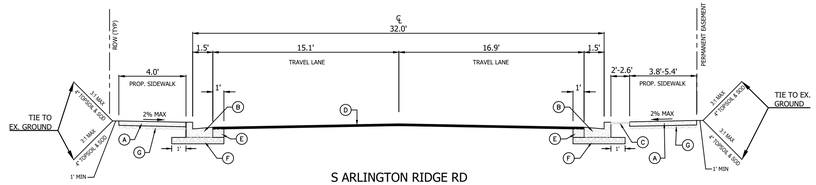
S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 13+62.00 TO STA 14+42.43



S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 14+42.43 TO 14+90.76



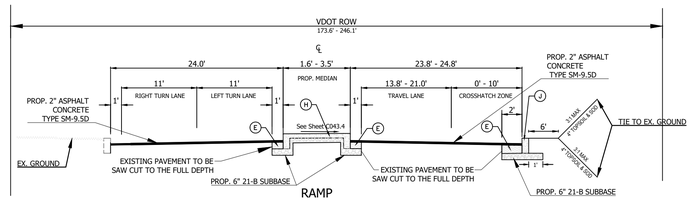
S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR & LYNN CL
STA 14+90.76 TO 15+65.32



S ARLINGTON RIDGE RD
BASELINE: CONSTRUCTION BASELINE ARR CL-NORTH
STA 0+74.94 TO 0+84.69

FOR SECTIONS ON S ARLINGTON RIDGE RD: CONSTRUCTION BASELINE ARR CL-NORTH STA 0+00.00 TO 0+74.94 SEE CROSS SECTIONS SHEET C044.1, C044.2, C044.3

TYPICAL SECTIONS IN VDOT ROW

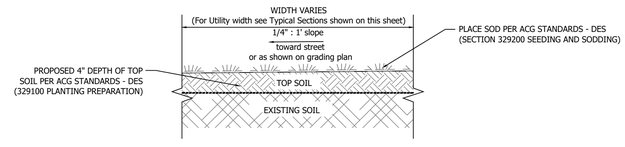


RAMP
BASELINE: CONSTRUCTION BASELINE ACCESS RAMP I-395 CL
STA 0+54.55 TO 1+04.44

FOR SECTIONS ON I-395 RAMP:
CONSTRUCTION BASELINE ACCESS RAMP I-395 CL STA 0+00.00 TO 0+54.55 SEE CROSS SECTIONS SHEET C044.4, C044.5

NOTES (VDOT ROW):

1. ALL PAVEMENTS SHALL BE WIDENED IN ACCORDANCE WITH 2016 VDOT STANDARD WP-2. PROPOSED FULL DEPTH PAVEMENT REPLACEMENT SHALL MATCH EXISTING PAVEMENT IN ACCORDANCE WITH 2016 VDOT STANDARD WP-2.
2. VARIABLE DEPTH OF AGGREGATE SUB-BASE MATERIAL, TYPE I SIZE No 21B. SUB-BASE COURSE DEPTH SHALL BE 6" OR EQUAL TO THE DEPTH OF THE EXISTING SUB-BASE (WHICHEVER IS GREATER). SUB-BASE COURSE DEPTH SHALL NOT BE LESS THAN 6" BENEATH CURB AND GUTTER.
3. THE ADJACENT TRAVEL LANE SHALL BE MILLED TO A DEPTH OF 2" AND REPLACED WITH 2" ASPHALT CONCRETE TYPE SM-9.5D.



TYPICAL UTILITY STRIP CROSS SECTION
(N.T.S)

LEGEND

- (A) PROP. 4" CONC. SDWK. CLASS A3 PER ARL. CO. STD. R-2.0
- (B) PROP. CURB AND GUTTER PER ARL. CO. STD. R-2.0 (C-2)
- (C) PROP. 4" TOPSOIL AND SOD PER ARL. CO. SPECS 329100 & 329200
- (D) PROP. 2" ASPHALT CONCRETE SURFACE COURSE TYPE SM-9.5A PER VDOT SPEC. 211
- (E) PROP. 6" ASPHALT CONCRETE BASE COURSE TYPE BM-25.0A PER VDOT SPEC. 211
- (F) PROP. 6" AGGREGATE BASE MATERIAL, MIN. CBR-30, TYPE 1, SIZE 21-A PER ARL. CO. STD. R-1.4
- (G) PROP. 3" AGGREGATE BASE MATERIAL, MIN. CBR-30, TYPE 1, SIZE 21-A PER ARL. CO. STD R-2.0
- (H) PROP. STANDARD SOLID CONCRETE RAISED MEDIAN STRIP MS-1A PER 2016 VDOT ROAD & BRIDGE STD. DWG. 202.03
- (I) PROP. STANDARD REVERSE PITCH CURB & GUTTER PER ARL. CO. STD. R-2.0 (C-2R)
- (J) PROP. STANDARD 6" CURB CG-2 PER 2016 VDOT ROAD & BRIDGE STD. DWG. 201.01
- (K) PROP. STANDARD HEADER CURB PER ARL. CO. STD. R-2.0 (C-3)

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ARLINGTON, VA 22201
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FAX: 703.228.3606

SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
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CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TYPICAL SECTIONS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE: NTS

N/A

C004.1

FILENAME: DC12-210-TYPICAL_SECTIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

LINETYPE LEGEND

FEATURE	EXISTING	PROPOSED
BUILDING		
CENTERLINE / BASELINE		
COMMUNICATIONS CABLE	COM COM	COM COM
CONTOURS MAJOR;MINOR?	250 250	250 250
CRITICAL ROOT ZONE	CRZ CRZ	CRZ CRZ
EASEMENT		
ELECTRIC (UNDERGROUND)	UGE UGE	UGE UGE
FENCE (MATERIAL NOTED)	X X X X X	X X X X X
FIBER OPTIC	FO FO	FO FO
GAS LINE	GAS GAS	GAS GAS
X" GAS LINE (SIZE INCLUDED IF AVAILABLE)	X" G X" G	X" G X" G
GUARDRAIL		
HARDSCAPE FEATURE (MATERIAL NOTED)		
LIMITS OF DISTURBANCE	LOD LOD	LOD LOD
LIMITS OF WORK	LOW LOW	LOW LOW
OVERHEAD WIRES		
PAVEMENT MINI SKIP LINE		
PAVEMENT SKIP LINE		
PROPERTY LINE		
RIGHT-OF-WAY LINE		
ROOT PRUNING	RP RP	RP RP
SANITARY SEWER	SAN SAN	SAN SAN
X" SANITARY SEWER (SIZE INCLUDED IF AVAILABLE)	X" S X" S	X" S X" S
SILT FENCE	SF SF	SF SF
STORM (SIZE NOTED)	STM STM	
STREAM		
STREET LIGHT CONDUIT	SL SL	SL SL
TELEPHONE (UNDERGROUND)	UGT UGT	UGT UGT
TREE LINE		
TREE PROTECTION FENCE	TP TP	TP TP
WALL		
WATER	W W	W W
X" WATER (SIZE INCLUDED IF AVAILABLE)	X" W X" W	X" W X" W

SYMBOL LEGEND

EXISTING FEATURE	PROPOSE FEATURE
EX CABLE PEDESTAL	
EX ELECTRIC BOX	
EX FIRE HYDRANT	PROP FIRE HYDRANT
EX GAS VALVE	PROP GAS VALVE
EX GROUND LIGHT	
EX GUY WIRES	
EX IRON PIPE OR PIN	
EX LIGHT POLE	PROP LIGHT POLE
EX MAILBOX	
EX MONUMENT	
EX PARKING METER	
EX PAY STATION	PROP PAY STATION
EX SANITARY MANHOLE	PROP SANITARY MANHOLE
EX STORM BASIN	PROP STORM CATCH BASIN (TO SCALE)
EX STORM MANHOLE	PROP STORM MANHOLE
EX TELEPHONE PEDESTAL	
EX TRAFFIC CONTROL BOX	
EX TRAFFIC SIGN	PROP TRAFFIC SIGN
EX TRASH CAN	PROP TRASH CAN
EX TRAVERSE	
EX TREES, WOODED AREA	PROPOSED TREE
	PROPOSED TREE REMOVAL
EX UTILITY MANHOLE TYPE INDICATED ELEC, TELE, ETC	
EX UTILITY POLE	PROP UTILITY POLE
EX WATER MANHOLE	PROP WATER MANHOLE
EX WATER METER	PROP WATER METER
EX WATER VALVE	PROP WATER VALVE
EX YARD INLET	PROP YARD INLET (TO SCALE)
EX BENCHMARK	CONSTRUCTION NOTES (LEADER TO AREA AFFECTED)
	DETAIL NUMBER (SEE NOTE)
NORTH ARROW	CURVE NUMBER (SEE CURVE TABLE)
	LINE NUMBER (SEE LINE TABLE)
	TEST HOLE

LABEL LEGEND

EXISTING	PROPOSED
EX SAN STRUC NO. EXISTING SANITARY STRUCTURE NUMBER XXXX	PROP SAN SEW STRUC NO. PROPOSED SANITARY SEWER STRUCTURE NUMBER XXXX
EX STRM SEW STRUC NO. EXISTING STORM SEWER STRUCTUE NUMBER XXXX	PROP STRM SEW STRUC NO. PROPOSED STORM SEWER STRUCTURE NUMBER XXXX

HATCH LEGEND

- PROP MILL & OVERLAY SEE TYPICAL SECTION FOR DETAILS
- PROP FULL DEPTH ASPHALT SEE TYPICAL SECTION FOR DETAILS
- PROP CONCRETE
- REPLACE & MATCH EXISTING DRIVEWAY OR LEADWALK. SEE CONSTRUCTION NOTES
- DEMOLITION AREA
- GRASS AREA

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

LEGEND

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

AS SHOWN

C006.1

FILENAME: DC12-202-LEGEND.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

SANITARY SEWER TABULATION:

#1885
TOP = 139.63
CL/INV = 134.68

#1886
TOP = 137.39
CL/INV = 122.52

#1896
TOP = 136.37
CL/INV. = 122.07

#1897A
TOP = 133.12
CL/INV. = 120.52

#1897
TOP = 129.89
CL/INV. = 119.22

#1898
TOP = 128.68
CL/INV. = 119.01

#1899A
TOP = 125.00
CL/INV. = 118.73

#1899
TOP = 122.88
CL/INV. = 118.48

#1900
TOP = 109.72
CL/INV. = 104.60

STORM SEWER TABULATION:

#15907A
TOP = 128.35
15" RCP INV. OUT (15887) = 119.60
TOP = 128.59
INV OUT (15907A) = 126.14

#15887
TOP = 127.22
15" RCP INV. IN (15907) = 117.38
15" RCP INV. OUT (15904) = 117.14

#15904
TOP = 118.32
15" RCP INV. IN (15887) = NOT ACCESSIBLE
15" RCP INV. IN (15949) = NOT ACCESSIBLE
CL STRUCTURE = 110.48
15" RCP INV. OUT (15914) = 110.39

#15914
TOP = 112.38
15" RCP INV. IN (15904) = 107.48

#15949
TOP = 115.63
15" RCP INV. OUT (15904) = 112.24

#15698
TOP = 127.36
10" RCP INV. OUT (15816) = 124.66

#15816
TOP = 133.72
NOT ACCESSIBLE, FULL OF SEDIMENT?

#15940
TOP = 132.96
10" RCP INV. IN (15816) = 120.09
10" RCP INV. OUT (15938) = 119.46

GPS SATELLITE DATA WAS COLLECTED FOR TRAVERSE 300 AND 301 BY ARLINGTON COUNTY JUNE 2014.

TRAVERSE 301 WAS HELD FOR POSITION AND TRAVERSE 300 FOR LINE.

A SCALE FACTOR OF 1.00006 WAS APPLIED TO POINTS 300 AND 301 TO ACHIEVE GROUND COORDINATE VALUES. THE SCALE POINT @ N7009718, E11878491 WAS USED AS THE SCALE BASE POINT. FROM THESE TRAVERSE, 302-304 WERE FIELD RUN ON JUNE 30, 2014.

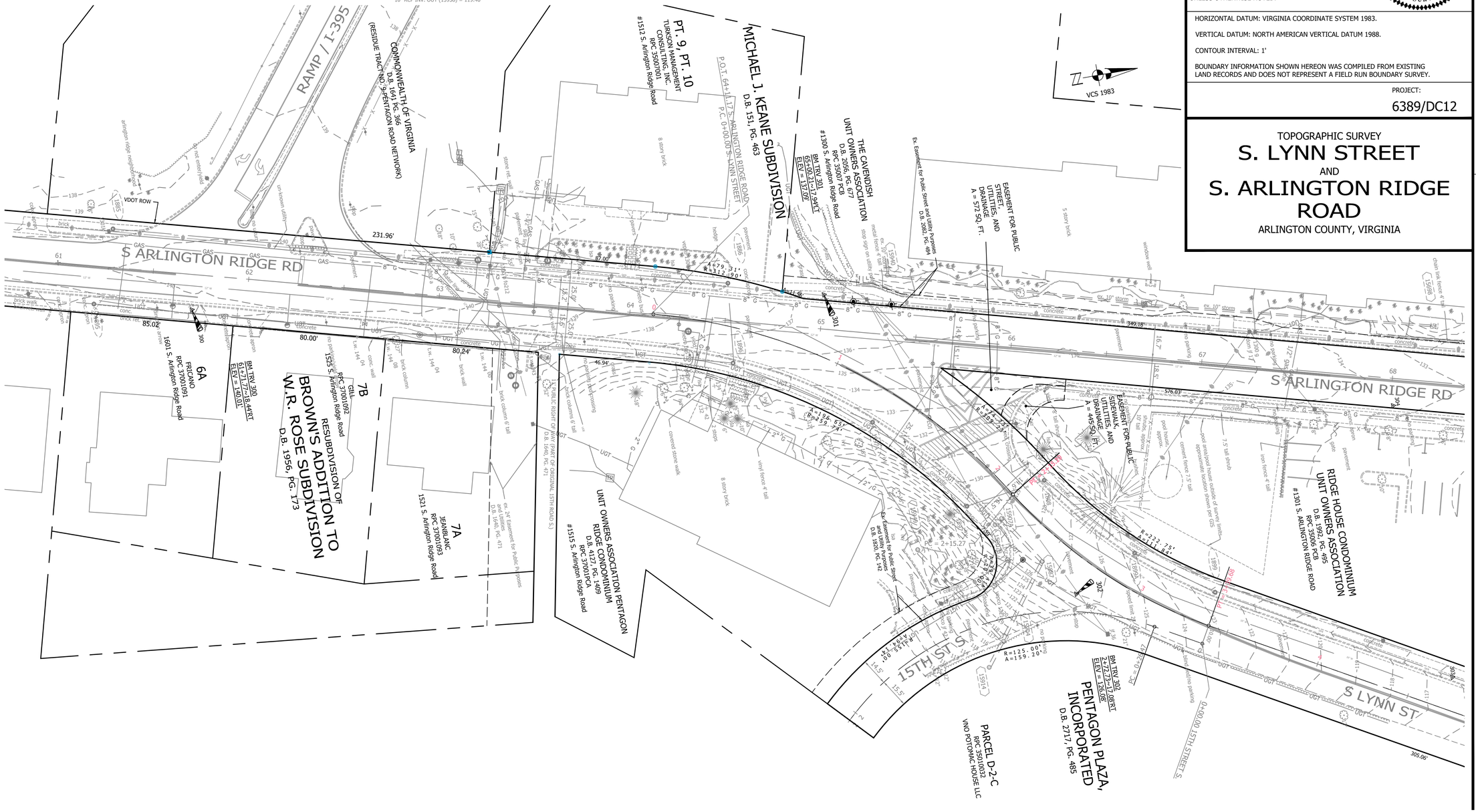
THE GPS ELEVATION FOR TRAVERSE 300 (140.01) WAS HELD FOR THE VERTICAL DATUM.

S.U.E. UTILITIES WERE DESIGNATED BY MID ATLANTIC UTILITY LOCATING ON JULY 22, 2014 AND FIELD SURVEYED BY WILLIAM H. GORDON ASSOCIATES ON JULY 24, 2014. THIS FIELD SURVEY WAS PROVIDED TO ARLINGTON COUNTY AND APPEARS HEREON.

WATERLINE AND SANITARY SEWER DIAMETERS SHOWN HEREON ARE PER ARLINGTON COUNTY GIS.

SURVEY CONTROL

POINT	NORTHING	EASTING	ELEVATION
300	6999561.22	11890894.57	140.012
301	6999887.92	11890944.15	137.09
302	6999990.69	11891121.17	126.076
303	7000176.68	11891198.21	116.70
304	7000170.76	11891052.95	133.42



ARLINGTON
VIRGINIA

DEPARTMENT OF
ENVIRONMENTAL SERVICES
Engineering Bureau - Survey Section
2100 Clarendon Boulevard, Suite 813
Arlington, VA 22201

THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF NATHAN A. ORR, L.S. FROM AN ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 07/03/2014 TO 07/16/2014; AND THAT THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

COMMONWEALTH OF VIRGINIA
NATHAN A. ORR
Lic. No. 3178
LAND SURVEYOR

HORIZONTAL DATUM: VIRGINIA COORDINATE SYSTEM 1983.

VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988.

CONTOUR INTERVAL: 1'

BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.

PROJECT:
6389/DC12

TOPOGRAPHIC SURVEY
S. LYNN STREET
AND
S. ARLINGTON RIDGE ROAD
ARLINGTON COUNTY, VIRGINIA

ARLINGTON
VIRGINIA
DEPARTMENT OF
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FAX: 703.228.3606

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
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WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
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Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EXISTING CONDITIONS PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

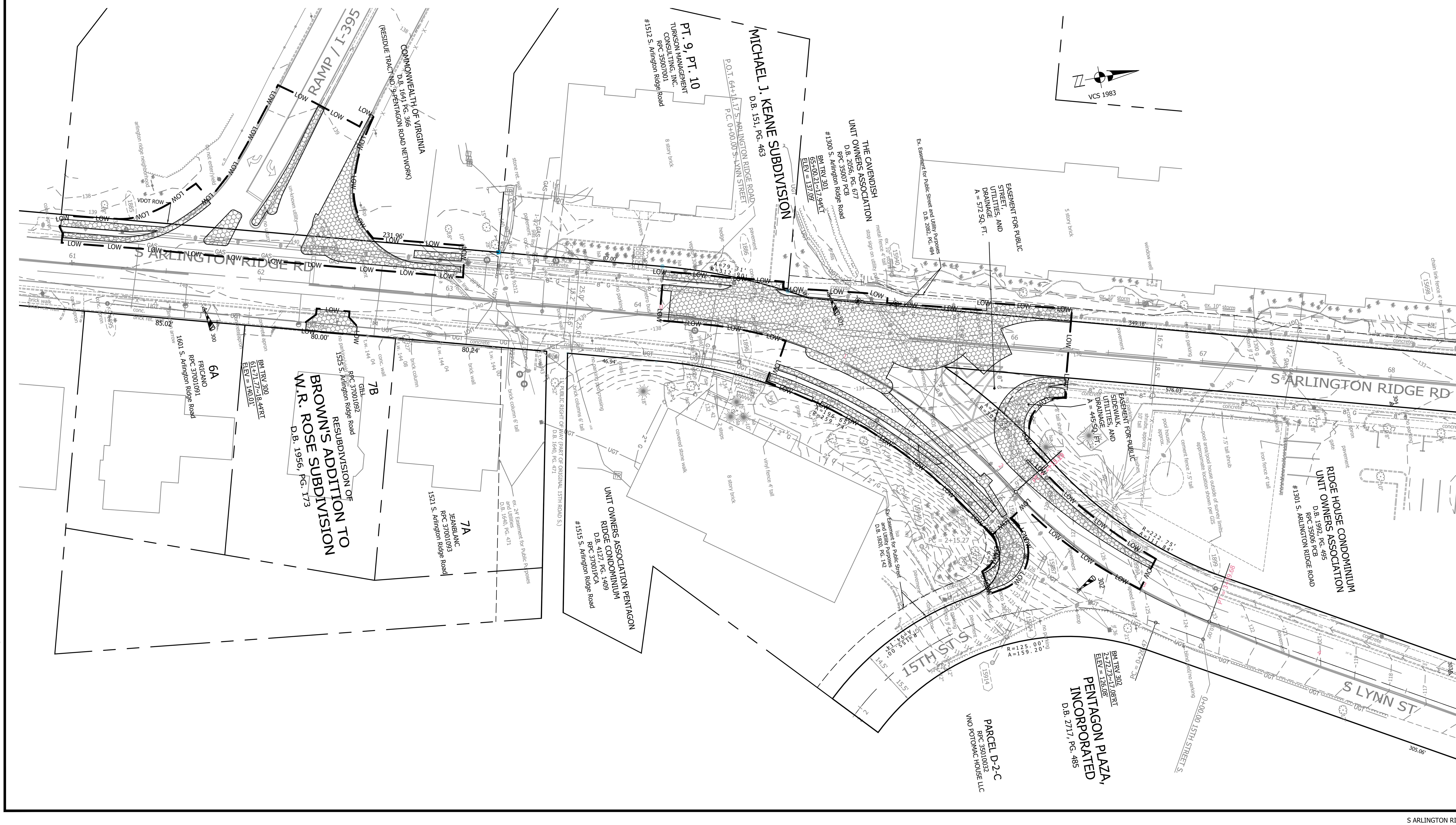
SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C011.1

FILENAME: DC12-214-EXISTING_CONDITIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

DEMOLITION NOTE:

1. ALL TREE CONSERVATION MUST BE INSTALLED PRIOR TO DEMOLITION
2. WHERE EXISTING SIDEWALK IS TO BE REMOVED WITHIN THE CRITICAL ROOT ZONE OF A TREE, CONTRACTOR SHALL LEAVE PAVEMENT IN PLACE AS LONG AS POSSIBLE DURING CONSTRUCTION. REMOVE PAVEMENT WITH THE ROLLBACK TECHNIQUE, KEEP EQUIPMENT ON PAVING, AND LIMIT OVER-DIG. ONCE PAVEMENT HAS BEEN REMOVED, VEHICULAR TRAFFIC IS STRICTLY PROHIBITED UNTIL PAVING IS REPLACED. REPLACE PAVING SHOULD BE A BRIDGED, TREE-FRIENDLY DETAIL WITH NO COMPACTION BEYOND 85%.
3. COORDINATE WITH THE URBAN FORESTER WHEN PROCESS OR CONSTRUCTION DETAILS CANNOT FOLLOW THIS SPECIFICATION.



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[signature] — WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

DEMOLITION PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
HORIZ. SCALE

C021.1

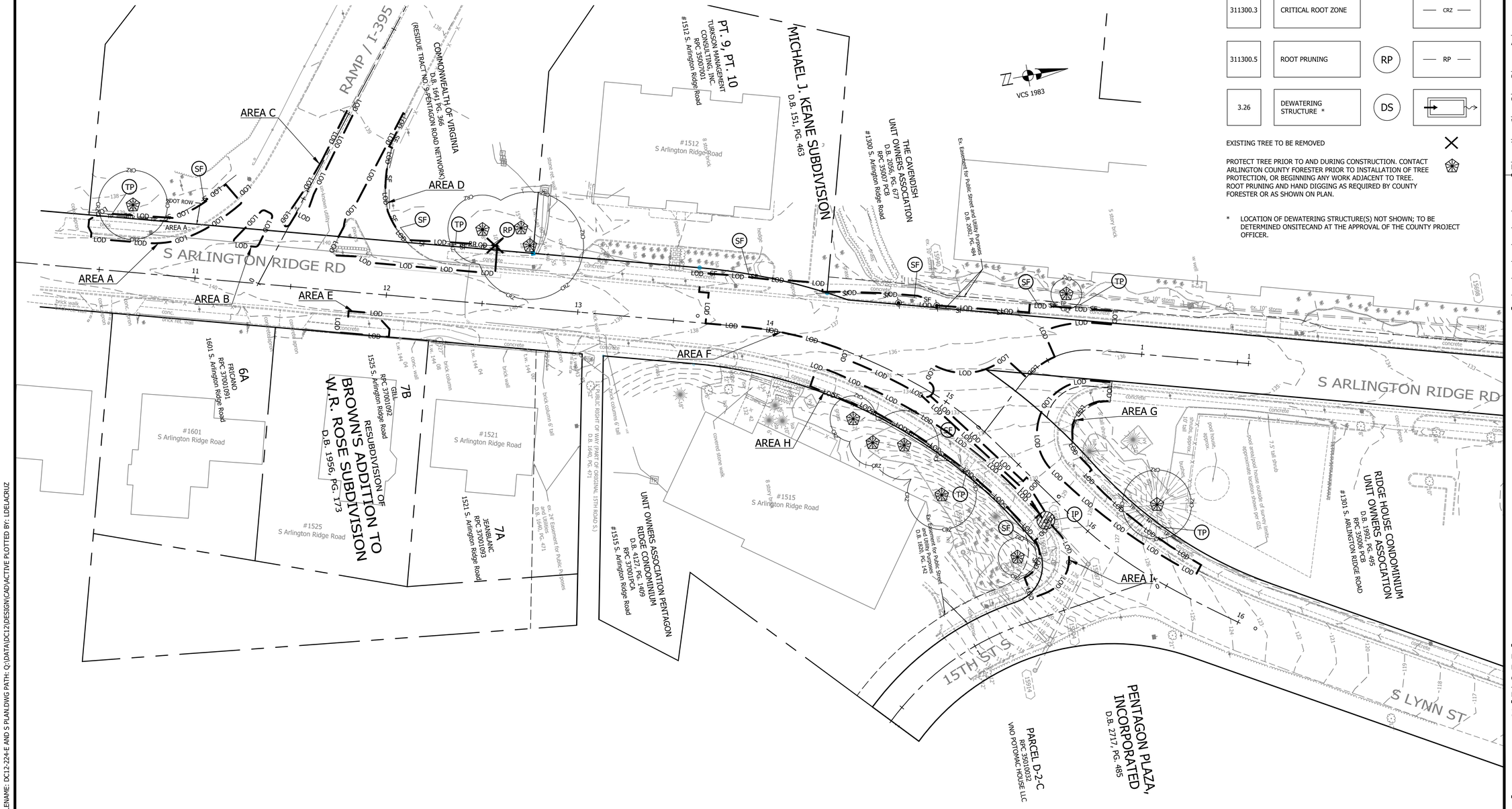
REVISED ON 1/24/2022

NOTES:

1. CALL THE URBAN FORESTER AT 703-228-1863, 72 HOURS BEFORE THE START OF ANY LAND DISTURBANCE, TO DISCUSS AND SCHEDULE INSPECTION OF TREE PROTECTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO ENSURE ROADWAY, SIDEWALKS, AND TRAILS REMAIN CLEAR OF MUD, GRAVEL, AND DEBRIS AT ALL TIMES.
3. CONTRACTOR SHALL PROTECT TREES PER THE PLAN ACCORDING TO THE ARLINGTON COUNTY DPR DESIGN STANDARD DETAIL 311300.1 (SEE SHEET C032.2 FOR DETAIL).
4. CONTRACTOR SHALL ROOT PRUNE TREES PER THE PLAN ACCORDING TO THE ARLINGTON COUNTY DPR DESIGN STANDARD DETAIL 311300.5 (SEE SHEET C032.2 FOR DETAIL).
5. CONTRACTOR SHALL USE TRENCHLESS SILT FENCE IN ANY AREA WHERE CRITICAL ROOT ZONES INTERSECT THE LOD PER THE PLAN TO TRENCHLESS SILT FENCE DETAIL (SEE SHEET C032.2 FOR DETAIL)
6. CONTRACTOR SHALL PRUNE ANY TREE BRANCHES WHICH WOULD CONFLICT WITH CONSTRUCTION ACTIVITIES. PRUNING SHALL BE PERFORMED PRIOR TO CONSTRUCTION AND UNDER THE DIRECTION OF THE ARLINGTON COUNTY FORESTER.
7. PROVIDE GUTTER GUARD INLET PROTECTION FOR EXISTING STORM STRUCTURES #16409 AT 1618 S ARLINGTON RIDGE RD, #15449 AT 1200 S ARLINGTON RIDGE RD, #15445 ON S LYNN ST AS WELL AS FOR INLETS SHOWN ON THIS PLAN.
8. EXPOSED ROOTS ARE TO BE CUT CLEANLY WITH A SAW OR HAND PRUNERS.

PRE-CONSTRUCTION IMPERVIOUS AREA 85.1%

AREA	PERVIOUS		IMPERVIOUS	
	SF	AC	SF	AC
A	479	0.0110	446	0.0102
B	0	0.0000	197	0.0045
C	0	0.0000	318	0.0073
D	566	0.0130	1,389	0.0319
E	54	0.0012	120	0.0028
F	305	0.0070	6,155	0.1413
G	221	0.0051	1,427	0.0328
H	378	0.0087	982	0.0225
I	5	0.0001	429	0.0098
TOTAL	2,008	0.0461	11,463	0.2632



EROSION AND SEDIMENT CONTROL LEGEND

3.05	TEMPORARY SILT FENCE	SF	SF
FOR DETAIL SEE SHEET C032.2	GUTTER GUARD INLET PROTECTION	IP	
311300.1	TREE PROTECTION	TP	TP
	LIMITS OF DISTURBANCE		LOD
311300.3	CRITICAL ROOT ZONE		CRZ
311300.5	ROOT PRUNING	RP	RP
3.26	DEWATERING STRUCTURE *	DS	

EXISTING TREE TO BE REMOVED

PROTECT TREE PRIOR TO AND DURING CONSTRUCTION. CONTACT ARLINGTON COUNTY FORESTER PRIOR TO INSTALLATION OF TREE PROTECTION, OR BEGINNING ANY WORK ADJACENT TO TREE. ROOT PRUNING AND HAND DIGGING AS REQUIRED BY COUNTY FORESTER OR AS SHOWN ON PLAN.

* LOCATION OF DEWATERING STRUCTURE(S) NOT SHOWN; TO BE DETERMINED ONSITECAND AT THE APPROVAL OF THE COUNTY PROJECT OFFICER.

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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EROSION AND SEDIMENT CONTROL PLAN PHASE I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
HORIZ. SCALE

C031.1

FILENAME: DC12-224-E AND S PLAN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

NOTES:

1. CALL THE URBAN FORESTER AT 703-228-1863, 72 HOURS BEFORE THE START OF ANY LAND DISTURBANCE, TO DISCUSS AND SCHEDULE INSPECTION OF TREE PROTECTION.
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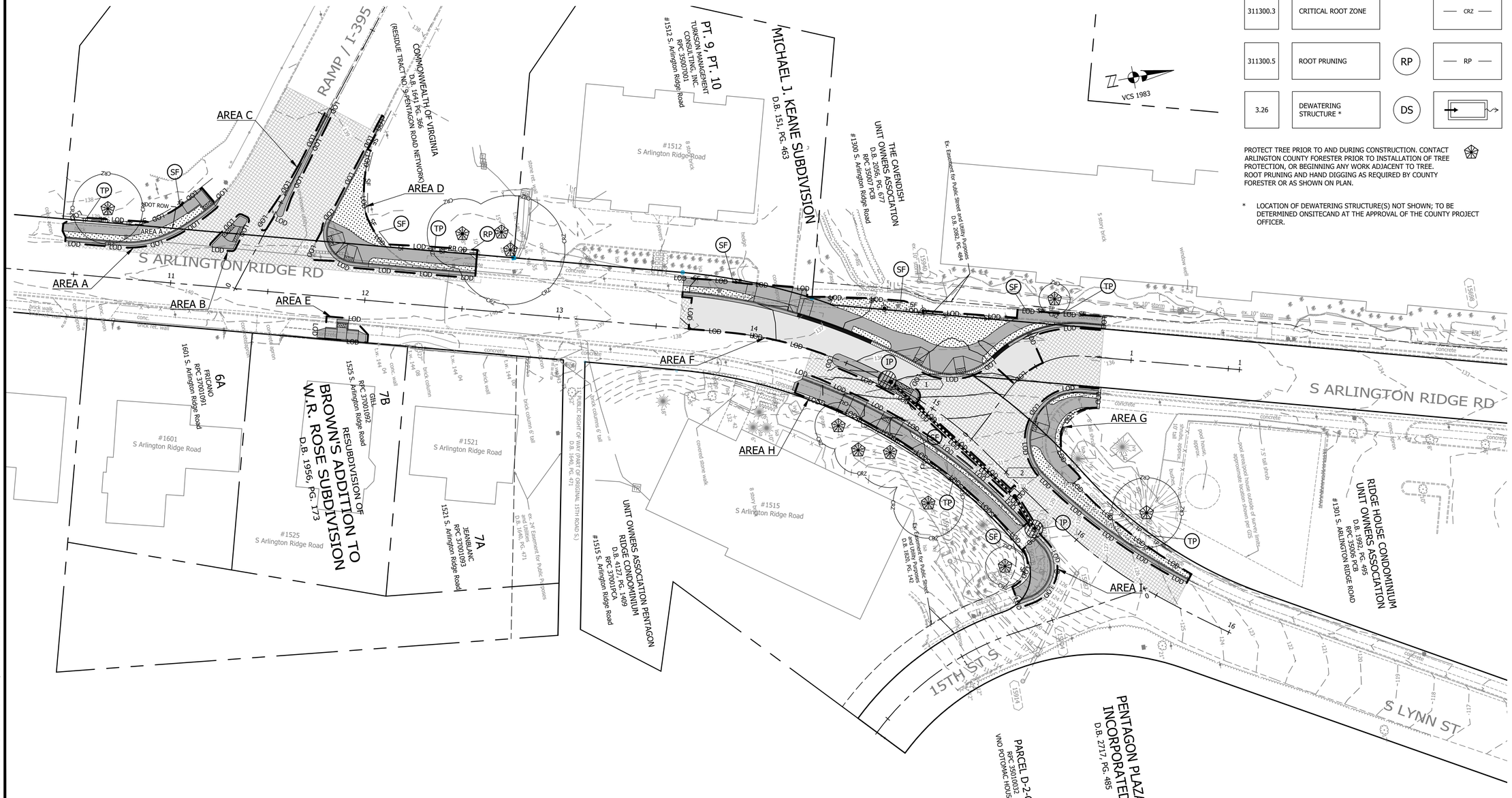
6. CONTRACTOR SHALL PRUNE ANY TREE BRANCHES WHICH WOULD CONFLICT WITH CONSTRUCTION ACTIVITIES. PRUNING SHALL BE PERFORMED PRIOR TO CONSTRUCTION AND UNDER THE DIRECTION OF THE ARLINGTON COUNTY FORESTER.
7. PROVIDE GUTTER GUARD INLET PROTECTION FOR EXISTING STORM STRUCTURES #16409 AT 1618 S ARLINGTON RIDGE RD, #15449 AT 1200 S ARLINGTON RIDGE RD, #15545 ON S LYNN ST AS WELL AS FOR INLETS SHOWN ON THIS PLAN.
8. EXPOSED ROOTS ARE TO BE CUT CLEANLY WITH A SAW OR HAND PRUNERS.

POST-CONSTRUCTION IMPERVIOUS AREA 76.8%

AREA	PERVIOUS		IMPERVIOUS	
	SF	AC	SF	AC
A	255	0.0059	670	0.0154
B	0	0.0000	197	0.0045
C	0	0.0000	318	0.0073
D	692	0.0159	1,263	0.0290
E	0	0.0000	174	0.0040
F	1,431	0.0329	5,029	0.1154
G	605	0.0139	1,043	0.0239
H	145	0.0033	1,215	0.0279
I	0	0.0000	434	0.0100
TOTAL	3,128	0.0718	10,343	0.2375



EROSION AND SEDIMENT CONTROL LEGEND

3.05	TEMPORARY SILT FENCE	SF	SF
FOR DETAIL SEE SHEET C032.2	GUTTER GUARD INLET PROTECTION	IP	
311300.1	TREE PROTECTION	TP	TP
	LIMITS OF DISTURBANCE		LOD
311300.3	CRITICAL ROOT ZONE		CRZ
311300.5	ROOT PRUNING	RP	RP
3.26	DEWATERING STRUCTURE *	DS	

PROTECT TREE PRIOR TO AND DURING CONSTRUCTION. CONTACT ARLINGTON COUNTY FORESTER PRIOR TO INSTALLATION OF TREE PROTECTION, OR BEGINNING ANY WORK ADJACENT TO TREE. ROOT PRUNING AND HAND DIGGING AS REQUIRED BY COUNTY FORESTER OR AS SHOWN ON PLAN.

* LOCATION OF DEWATERING STRUCTURE(S) NOT SHOWN; TO BE DETERMINED ONSITECAND AT THE APPROVAL OF THE COUNTY PROJECT OFFICER.

ARLINGTON
VIRGINIA

DEPARTMENT OF ENVIRONMENTAL SERVICES
FACILITIES & ENGINEERING DIVISION
ENGINEERING BUREAU
2100 CLARENDON BOULEVARD, SUITE 813
ARLINGTON, VA 22201
PHONE: 703.228.3629
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SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
 CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
 WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EROSION AND SEDIMENT CONTROL PLAN PHASE II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
HORIZ. SCALE

C031.2

FILENAME: DC12-224-E AND S PLAN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

EROSION AND SEDIMENT CONTROL NARRATIVE

PROJECT DESCRIPTION:
THIS PROJECT CONSISTS OF IMPROVING PEDESTRIAN AND SAFETY AT THE INTERSECTION OF SOUTH ARLINGTON RIDGE ROAD AND SOUTH LYNN STREET BY T-INTERSECTING THE NORTHERN LEG OF ARLINGTON RIDGE ROAD INTO SOUTH LYNN STREET AND AT THE INTERSECTION WITH ON/OFF I-395 RAMP AND IMPROVING THE BUS STOP ON ARLINGTON RIDGE ROAD. THE PROJECT WILL PROVIDE ADA ACCESSIBLE RAMPS, HIGH VISIBILITY CROSSWALK, MEDIAN REFUGE, AND RELOCATION OF FIRE HYDRANT. THE LAND DISTURBED AREA IS 13,471 SF (0.3093 AC).

EXISTING SITE CONDITIONS:
THE SITE IS LOCATED WITHIN LOWER LONG BRANCH AND ROACHES RUN WATERSHED. THE TOPOGRAPHY VARIES BETWEEN 5 AND 12 PERCENT. THERE ARE EXISTING DRAINAGE STRUCTURES SERVING THIS SITE IN THE FORM OF CURB INLET. THE CURRENT LAND COVERS IS PRIMARILY IMPERVIOUS. THE SITE SOIL DENOTED AS MAP UNIT SYMBOL 12-URBAN LAND-UDORTHENTS COMPLEX AND 4B-URBAN LAND-SASSAFRAS-NEABSCO COMPLEX PER THE USA NRCS SOIL SURVEY MAP.

ADJACENT PROPERTIES:
MULTI-FAMILY RESIDENTIAL PROPERTIES ARE LOCATED ALONG THE ROADWAY.

OFF-SITE AREAS:
THE EXTENT OF OFFSITE CONSTRUCTION IS LIMITED TO CONNECTING TO THE EXISTING PUBLIC AND PRIVATE DRIVEWAY, AND SIDEWALKS ADJACENT TO THE IMPROVEMENTS.

CRITICAL AREAS:
NO EXISTING EROSION PROBLEMS HAVE BEEN IDENTIFIED. DISTURBED AREA SHALL BE MONITORED ROUTINELY FOR SIGNS OR EROSION, AND TEMPORARY STABILIZATION SHALL BE PUT IN PLACE AS NEEDED. PERIMETER CONTROLS PARTICULARLY INLET PROTECTION, SHALL BE MONITORED FREQUENTLY AND CLEARED AS NEEDED.

EROSION AND SEDIMENT CONTROL MEASURES:
UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH) , 1992 AND THE ARLINGTON COUNTY EROSION AND SEDIMENT CONTROL ORDINANCE. THE MINIMUM STANDARDS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL REGULATIONS (VESCR) SHALL BE ADHERED TO UNLESS WAIVED OR APPROVED BY VARIANCE.
PRACTICES SHALL INCLUDE PERIMETER CONTROL SUCH AS SILT FENCE AND INLET PROTECTION. INLET PROTECTION IS REQUIRED OUTSIDE THE PROJECT LIMITS WHEN/WHERE WATER FROM DISTURBED AREA FLOWS.

PERMANENT STABILIZATION:
ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE STABILIZED WITH GRASS, MULCH OR SOD. SEE THE PROPOSED PLANS FOR ADDITIONAL INFORMATION.

STORMWATER RUNOFF CONSIDERATIONS:
NO ADDITIONAL IMPERVIOUS AREA WILL BE ADDED TO THIS PROJECT.

TOTAL LAND DISTURBANCE......................= 13,471 SF (0.3093 ACRES)
PRE-IMPROVEMENT IMPERVIOUS AREA.....= 11,463 SF (0.2632 ACRES) 85.1%
POST-IMPROVEMENT IMPERVIOUS AREA...= 10,343 SF (0.2375 ACRES) 76.8%
DECREASE IMPERVIOUS AREA..................= 1,120 SF (0.0258 ACRES)

SOILS INFORMATION:
THE FOLLOWING SOILS ARE FOUND ON SITE

SOIL#:	SOIL NAME:	HYDROLOGIC GROUP:
12	URBAN LAND-UDORTHENTS COMPLEX	VARIES
4B	URBAN LAND-SASSAFRAS-NEABSCO COMPLEX	B

FLOODPLAIN AND RESOURCE PROTECTION AREA (RPA):
THERE ARE NO FLOODPLAIN OR RESOURCE PROTECTION AREAS LOCATED WITHIN THIS PROJECT SITE

EROSION & SEDIMENT CONTROL PROJECT PHASING
1. PHASE I:
a. PRE-CONSTRUCTION MEETING WITH THE PROJECT OFFICER, CONTRACTOR, AND COUNTY INSPECTOR.
b. MUD AND DEBRIS SHALL BE WASHED FROM ALL TRUCKS EXITING THE SITE.
c. INSTALL PERIMETER TREE DEMARCATION FENCING IN THE FORM OF TREE PROTECTION FENCE (TP) AS SHOWN ON E&S PHASE I PLAN.
d. PERFORM INITIAL PERIMETER CLEARING TO INSTALL REMAINDER OF PERIMETER CONTROLS SUCH AS SILT FENCE (SF) AS PER THE PHASE I PLAN.
e. INLET PROTECTION (IP) SHALL BE PROVIDED AT STORM DRAIN INLETS AS PER THE PHASE I PLAN.
f. SEED AND MULCH ALL EARTHEN CONTROLS.
g. CONTACT ARLINGTON COUNTY PROJECT OFFICER FOR A PERIMETER INSPECTION PRIOR TO CLEARING THE REMAINDER OF THE SITE IN ORDER TO OBTAIN PHASE II GRADING PERMIT.
h. CLEAR THE SITE TO THE LIMITS AS SHOWN ON THE CONSTRUCTION PLANS.

2. PHASE II:
a. BEGIN UTILITY CONSTRUCTION, INSTALL ALL UTILITIES UNDERGROUND UTILITIES AND BEGIN SITE GRADING.
b. ONCE THE SITE IS BROUGHT TO NEAR FINAL GRADE, AND THE UTILITY CONSTRUCTION IS COMPLETE, COMMENCE CONSTRUCTION OF CURB & GUTTER, STREET, SIDEWALKS, AND OTHER IMPROVEMENTS
c. THE CONTROL MEASURES MAY NOT BE REMOVED UNTIL ALL OF THE DISTURBED AREAS HAVE BEEN STABILIZED AND ONLY AS APPROVED AND DIRECTED BY THE INSPECTOR.

RUNOFF SHALL BE TREATED WITH SILT FENCE AND INLET PROTECTION PRIOR TO ENTERING MAJOR STORM SEWER SYSTEMS.

EROSION AND SEDIMENT CONTROL MEASURES
UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND THE ARLINGTON COUNTY EROSION AND SEDIMENT CONTROL ORDINANCE. THE MINIMUM STANDARDS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK SHALL BE ADHERED TO UNLESS OTHERWISE WAIVED OR APPROVED BY A VARIANCE.

1. STRUCTURAL PRACTICES
a. SILT FENCE - VESCH 3.05
a.a. SILT FENCE WILL BE INSTALLED WITH THE E&S PLAN TO FILTER RUNOFF FROM DISTURBED AREAS. RUNOFF SHALL NOT BE DIRECTED PARALLEL TO THE INSTALLATION OF SILT FENCE.
a.b. SILT FENCES SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.
a.c. CLOSE ATTENTION SHALL BE PAID TO THE REPAIR OF DAMAGED SILT FENCE RESULTING FROM UNDERCUTTING.
a.d. SHOULD THE FABRIC ON A SILT FENCE DECOMPOSE OR BECOME INEFFECTIVE PRIOR TO THE END OF THE EXPECTED USABLE LIFE, THE FABRIC SHALL BE REPLACED IMMEDIATELY.
a.e. SEDIMENT DEPOSITS SHALL BE REMOVED AFTER EACH STORM EVENT. THEY MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
a.f. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, THEN PREPARED AND SEEDED.
b. STORM DRAIN INLET PROTECTION - VESCH 3.07
b.a. ALL EXISTING & PROPOSED STORM SEWER INLETS IN AND AROUND THE PROJECT LIMITS SHALL BE PROTECTED DURING CONSTRUCTION. SEDIMENT-LADEN WATER SHALL BE FILTERED BEFORE ENTERING THE STORM SEWER INLETS.
b.b. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN EVENT AND REPAIRS SHALL BE MADE AS NECESSARY.
b.c. STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE REMAINING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.
c. DEWATERING STRUCTURE - VESCH 3.26
c.a. SEDIMENT LADEN OR TURBID WATER SHALL BE FILTERED, SETTLED OR SIMILARLY TREATED PRIOR TO DISCHARGE.
c.b. THE FILTERING DEVICES MUST BE INSPECTED FREQUENTLY AND REPAIRED OR REPLACED ONCE THE SEDIMENT BUILD-UP PREVENTS THE STRUCTURE FROM FUNCTIONING AS DESIGNED.
c.c. THE ACCUMULATED SEDIMENT WHICH IS REMOVED FROM A DEWATERING DEVICE MUST BE SPREAD ON-SITE AND STABILIZED OR DISPOSED OF AT AN APPROVED DISPOSAL SITE AS PER THE APPROVED PLAN.
d. TREE PROTECTION - VESCH 3.38
d.a. ALL TREES ARE TO BE PROTECTED UNLESS OTHERWISE DIRECTED BY THE COUNTY INSPECTOR AND URBAN FORESTER. THE COUNTY'S URBAN FORESTER (703-228-1863) SHALL INSPECT ALL TREE PROTECTION 72 HOURS PRIOR TO THE START OF CONSTRUCTION. IN SPITE OF PRECAUTIONS, SOME DAMAGE TO PROTECTED TREES MAY OCCUR. IN SUCH CASES, THE FOLLOWING MAINTENANCE GUIDELINES SHALL BE FOLLOWED:
d.a.a. SOIL AERATION: IF THE SOIL HAS BECOME COMPACTED OVER THE ROOT ZONE OF ANY TREE, THE GROUND SHALL BE AERATED BY PUNCHING HOLES WITH AN IRON BAR. THE BAR SHALL BE DRIVEN 1-FOOT DEEP AND THEN MOVED BACK AND FORTH UNTIL THE SOIL IS LOOSENED. THIS PROCEDURE SHALL BE REPEATED EVERY 18 INCHES UNTIL ALL OF THE COMPACTED SOIL BENEATH THE CROWN OF THE TREE HAS BEEN LOOSENED.
d.a.b. REPAIR OF DAMAGE:
d.a.A.a. ANY DAMAGE TO THE CROWN, TRUNK, OR ROOT SYSTEM OF ANY TREE RETAINED ON THE SITE SHALL BE REPAIRED IMMEDIATELY.
d.a.A.b. WHENEVER MAJOR ROOT OR BARK DAMAGE OCCURS, REMOVE SOME FOLIAGE TO REDUCE THE DEMAND FOR WATER AND NUTRIENTS.
d.a.A.c. DAMAGED ROOTS SHALL IMMEDIATELY BE CUT OFF CLEANLY INSIDE THE EXPOSED OR DAMAGED AREA. CUT SURFACES SHALL BE PAINTED WITH APPROVED TREE PAINT, AND MOIST PEAT MOSS, BURLAP, OR TOPSOIL SHALL BE SPREAD OVER THE EXPOSED AREA.
d.a.A.d. TO TREAT BARK DAMAGE, CAREFULLY CUT AWAY ALL LOOSENED BARK BACK INTO THE UNDAMAGED AREA, TAPER THE CUT AT THE TOP AND BOTTOM, AND PROVIDE DRAINAGE AT THE BASE OF THE WOUND.
d.a.A.e. ALL TREE LIMBS DAMAGED DURING CONSTRUCTION OR REMOVED FOR ANY OTHER REASON SHALL BE CUT OFF ABOVE THE COLLAR AT THE PRECEDING BRANCH JUNCTION.
d.a.A.f. CARE FOR SERIOUS INJURIES SHALL BE PRESCRIBED BY A FORESTER OR A TREE SPECIALIST.
d.b. FERTILIZATION: BROADLEAF TREES THAT HAVE BEEN STRESSED OR DAMAGED SHALL RECEIVE A HEAVY APPLICATION OF FERTILIZER TO AID THEIR RECOVERY.
d.b.a. TREES SHALL BE FERTILIZED IN THE LATE FALL (AFTER OCTOBER 1) OR THE EARLY SPRING (FROM THE TIME FROST IS OUT OF THE GROUND UNTIL MAY 1). FALL APPLICATIONS ARE PREFERRED, AS THE NUTRIENTS WILL BE MADE AVAILABLE OVER A LONGER PERIOD OF TIME.
d.b.b. FERTILIZER SHALL BE APPLIED TO THE SOIL OVER THE FEEDER ROOTS. IN NO CASE SHALL IT BE APPLIED CLOSER THAN 3 FEET TO THE TRUNK. THE ROOT SYSTEM OF CONIFERS EXTENDS SOME DISTANCE BEYOND THE DRIP LINE. INCREASE THE AREA TO BE FERTILIZED BY ONE FOURTH THE AREA OF THE CROWN.
d.b.c. FERTILIZER SHALL BE APPLIED USING APPROVED FERTILIZATION METHODS AND EQUIPMENT.
d.b.d. FORMULATIONS AND APPLICATION RATES SHALL CONFORM TO THE GUIDELINES GIVEN IN TABLE 3.38-A OF VESCH.

2. VEGETATIVE PRACTICES
a. TOPSOILING (STOCKPILE) - VESCH 3.30
a.a. TOPSOIL WILL BE STRIPPED FROM AREAS TO BE GRADED AND STOCKPILED FOR LATER USE. STOCKPILE LOCATIONS MAY HAVE TO BE LOCATED OFF-SITE AND ARE TO BE STABILIZED WITH TEMPORARY VEGETATION. PRIOR TO LAND-DISTURBING ACTIVITIES, THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY E&S PLAN (IF THE STOCKPILE IS LOCATED OFF-SITE). THIS SUPPLEMENTAL PLAN WOULD HAVE TO BE APPROVED BY THE PLAN APPROVING AUTHORITY BEFORE ANY OFF-SITE ACTIVITY COMMENCES.
b. TEMPORARY SEEDING - VESCH 3.31
b.a. ALL DENUDED AREAS, WHICH WILL BE LEFT DORMANT FOR EXTENDED PERIODS OF TIME SHALL BE SEEDED WITH FAST GERMINATING TEMPORARY VEGETATION IMMEDIATELY FOLLOWING GRADING. SELECTION OF THE SEED MIXTURE WILL DEPEND ON THE TIME OF YEAR IT IS APPLIED.
b.b. SEE SHEET III-288 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH) FOR ALLOWABLE PLANTING MATERIAL, SEEDING RATES, AND DATES. THE PLANTING REQUIREMENTS OF THE "SOUTH" SHALL BE FOLLOWED. LIMING SHALL BE BASED ON TABLE 3.31-A OF VESCH. FERTILIZERS SHALL BE APPLIED AS 600 LB/ACRE. THE FERTILIZER SHALL BE INCORPORATED INTO THE TOP 2-4" OF SOIL. SEED SHALL BE EVENLY APPLIED AND SMALL GRAINS SHALL BE PLANTED NO MORE THAN 1.5" DEEP. SEEDING MADE IN FALL FOR WINTER COVER AND DURING HOT SUMMER MONTHS SHALL BE MULCHED.
c. DUST CONTROL - VESCH 3.39
c.a. DUST SHALL BE CONTROLLED USING A VARIETY OF METHODS SUCH AS VEGETATIVE COVER, MULCH, TILLAGE, IRRIGATION, SPRAY-ON ADHESIVES, STONE BARRIERS, AND CALCIUM CHLORIDE. THE IMPLEMENTATION OF THE DUST CONTROL METHODS SHALL BE INSTALLED PER SECTION 3.39 OF VESCH
d. PERMANENT SEEDING - VESCH 3.32
d.a. SINCE THE SUBJECT SITE IS LOCATED WITHIN THE COASTAL PLAIN AREA OF VIRGINIA, SHEET III-304 OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK SHALL BE FOLLOWED FOR FINAL SEEDING MATERIAL, SEEDING RATES, AND DATES OF APPLICATION.
e. SODDING - VESCH 3.33
e.a. SODDED AREAS SHALL BE BROUGHT TO FINAL GRADE IN ACCORDANCE WITH THE APPROVED PLANS. SOIL TESTS SHALL BE MADE TO DETERMINE THE EXACT REQUIREMENTS FOR LIME AND FERTILIZER. PRIOR TO LAYING SOD, SOIL SURFACE SHALL BE CLEAR OF TRASH, DEBRIS AND LARGE OBJECTS. QUALITY OF SOD SHALL BE STATE CERTIFIED TO ENSURE GENETIC PURITY AND HIGH QUALITY. SOD SHALL NOT BE LAID ON FROZEN SOIL SURFACE, OR IN EXCESSIVELY WET OR DRY WEATHER. SOD SHALL BE DELIVERED AND INSTALLED WITHIN 36 HOURS, AND SHALL BE INSTALLED PER PAGE III-339 OF VESCH.

THE EROSION AND SEDIMENT CONTROL INSPECTOR SHALL HAVE THE AUTHORITY TO ADD OR DELETE EROSION AND SEDIMENT CONTROLS AS NEEDED IN THE FIELD. IN ADDITION, NO SEDIMENT TRAPS OR BASINS MAY BE REMOVED WITHOUT PRIOR APPROVAL OF THE INSPECTOR.

EROSION AND SEDIMENT CONTROL MANAGEMENT MEASURES

LANDSCAPE / TREE PRESERVATION NOTES
PRIOR TO ANY LAND DISTURBING ACTIVITY, THE CONTRACTOR SHALL CONTACT THE ARLINGTON COUNTY ARBORIST TO SCHEDULE AN INSPECTION.

LAND CONSERVATION NOTES:
1. NO DISTURBED AREA WILL REMAIN DENUDED FOR MORE THAN 7 CALENDAR DAYS UNLESS OTHERWISE AUTHORIZED BY THE DIRECTOR OR HIS AGENT.
2. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN GRADING. FIRST AREAS TO BE CLEARED ARE TO BE THOSE REQUIRED FOR THE PERIMETER CONTROLS.
3. ALL STORM AND SANITARY SEWER LINES NOT IN STREETS ARE TO BE MULCHED AND SEEDED WITHIN 5 DAYS AFTER BACKFILL. NO MORE THAN 100 FEET ARE TO BE OPEN AT ANY ONE TIME.
4. ELECTRIC POWER, TELEPHONE AND GAS SUPPLY TRENCHES ARE TO BE COMPACTED, SEEDED AND MULCHED WITHIN 5 DAYS AFTER BACKFILLING.
5. ALL TEMPORARY EARTH BERMS, DIVERSIONS AND SEDIMENT CONTROL DAMS ARE TO BE MULCHED AND SEEDED FOR TEMPORARY VEGETATIVE COVER IMMEDIATELY AFTER GRADING. STRAW OR HAY MULCH IS REQUIRED. THE SAME APPLIES TO ALL SOIL STOCKPILES.
6. DURING CONSTRUCTION, ALL STORM SEWER INLETS WILL BE PROTECTED BY INLET PROTECTION.
7. ANY DISTURBED AREA NOT COVERED BY NOTE 1 ABOVE AND NOT PAVED, SODDED OR BUILT UPON BY NOV. 1, OR DISTURBED AFTER THAT DATE, SHALL BE MULCHED IMMEDIATELY WITH HAY OR STRAW MULCH AT THE RATE OF 2 TONS/ACRE AND OVER-SEEDED BY APRIL 15.
8. AT THE COMPLETION OF ANY PROJECT CONSTRUCTION AND PRIOR TO BOND RELEASE, ALL TEMPORARY SEDIMENT CONTROLS SHALL BE REMOVED AND ALL DENUDED AREAS SHALL BE STABILIZED.

EROSION & SEDIMENT CONTROL PROGRAM:
1. THE EROSION CONTROL PLAN IS INTENDED TO ESTABLISH ENTRANCES AND PERIMETER CONTROL MEASURES WHICH INCLUDES SILT FENCE (SF), INLET PROTECTION (IP), AND OTHER CONTROLS SPECIFIED ON THE PLANS.
2. WHERE CONSISTENT WITH JOB SAFETY REQUIREMENTS, ALL EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES. NO MATERIAL SHALL BE PLACED IN STREAMBEDS. ANY STOCKPILED MATERIAL WHICH WILL REMAIN IN PLACE LONGER THAN 7 DAYS SHALL BE SEEDED AND MULCHED. WHEN SPOIL IS PLACED ON THE DOWNHILL SIDE OF TRENCH, IT SHALL BE BACKSLOPED TO DRAIN TOWARD THE TRENCH. WHEN NECESSARY TO DEWATER THE TRENCH, THE PUMP DISCHARGE HOSE SHALL OUTLET IN A STABILIZED AREA OR A SEDIMENT TRAPPING DEVICE.
3. ALL PRACTICES AND CONTROL DEVICES DESCRIBED HEREIN SHALL CONFORM TO THE CURRENT VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH). IN ADDITION, THE CONTRACTOR SHALL TAKE THE FOLLOWING STEPS TO MINIMIZE THE VOLUME OF SILT:
   a. CONTRACTOR SHALL EVALUATE THE SITE TO DETERMINE EXTENSIVE CUT AND FILL AREAS, AND SHALL WORK THOSE AREAS TO MINIMIZE THE USE OF HEAVY EQUIPMENT. CONTRACTOR SHALL BRING DISTURBED AREAS TO GRADE (ROUGH OR FINISHED) AND STABILIZE THOSE AREAS WITH TEMPORARY OR PERMANENT VEGETATION. THESE DISTURBED AREAS SHALL BE STABILIZED PRIOR TO BEGINNING WORK IN ANOTHER AREA.
   b. FILL AREAS SHALL BE COMPACTED COMPLETELY PRIOR TO THE END OF EACH WORK DAY. FILL SLOPE SURFACES SHALL BE KEPT ROUGH TO REDUCE SHEET EROSION OF THE SLOPES. CONTRACTOR SHALL RE-DIRECT CONCENTRATED RUNOFF, BY EARTH BERMS OR OTHER DEVICES, AROUND ACTIVELY DISTURBED AREAS TO STABILIZED OUTLETS.
   c. CUT SLOPES SHALL BE PROTECTED FROM CONCENTRATED FLOW BY BERMS (ABOVE THE SLOPE) AND DIRECTED AROUND THE DISTURBED AREA TO STABILIZED OUTLETS.
4. MEASURES TO CONTROL EROSION AND SILTATION SHALL BE PROVIDED PURSUANT TO AND IN COMPLIANCE WITH CURRENT STATE AND LOCAL REGULATIONS. THE INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND/OR THE APPROVAL OF THE PLANS SHALL IN NO WAY RELIEVE THE CONTRACTOR OR HIS AGENT OF ANY LEGAL RESPONSIBILITY WHICH MAY BE REQUIRED BY THE CODE OF VIRGINIA AND CHAPTER 57 OF THE ARLINGTON COUNTY CODE.
5. ALL AREAS, ON OR OFF-SITE, THAT ARE DISTURBED BY THIS CONSTRUCTION AND WHICH ARE NOT PAVED OR BUILT UPON SHALL BE ADEQUATELY STABILIZED TO CONTROL EROSION AND SEDIMENTATION. ACCEPTABLE STABILIZATION SHALL CONSIST OF PERMANENT GRASS SEED MIXTURE OR SOD THAT IS INSTALLED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. ALL SLOPES 3:1 AND GREATER SHALL BE RECEIVE SOIL STABILIZATION IN ACCORDANCE WITH THE SPECIFICATIONS.
6. WHERE STREAM CROSSINGS ARE REQUIRED FOR EQUIPMENT, TEMPORARY CULVERTS SHALL BE PROVIDED.
7. FOR FURTHER REQUIREMENTS AND DETAILS OF TREE PRESERVATION, PLANTING, EROSION AND SEDIMENT CONTROL, SEE COUNTY CONSTRUCTION STANDARDS AND SPECIFICATIONS AND/OR THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.

GENERAL EROSION AND SEDIMENT CONTROL NOTES
1. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS VR 625-02-00 EROSION AND SEDIMENT CONTROL REGULATIONS.
2. THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN THE AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION AND SEDIMENT CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE PLAN APPROVING AUTHORITY.
6. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE PLAN APPROVING AUTHORITY.
7. ALL DISTURBED AREAS ARE TO DRAIN TO APPROVED SEDIMENT CONTROL MEASURES AT ALL TIMES DURING LAND DISTURBING ACTIVITIES AND DURING SITE DEVELOPMENT UNTIL FINAL STABILIZATION IS ACHIEVED.
8. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
9. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES PERIODICALLY AND AFTER EACH RUNOFF-PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.
10. ALL BIOFILTERS SHALL BE KEPT OFF-LINE UNTIL CONSTRUCTION IS COMPLETED AND ALL AREAS HAVE BEEN PROPERLY STABILIZED. THIS SHALL BE ACHIEVED BY USING INLET PROTECTION AT THE CURB CUTS AND STORMWATER CATCH BASINS LEADING DIRECTLY INTO THE BIOFILTERS.
11. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

PRE-STORM EROSION & SEDIMENTATION CHECKLIST:
PER GENERAL EROSION AND SEDIMENT CONTROL NOTE 6, THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ANY ADDITIONAL EROSION AND SEDIMENT CONTROL (ESC) MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE COUNTY. THESE SUPPLEMENTARY PRACTICES ARE IN ADDITION TO THOSE SHOWN IN AN EROSION AND SEDIMENT CONTROL PLAN. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE MODIFIED AS NEEDED TO ENSURE ONLY CLEAR WATER IS DISCHARGED FROM THE SITE.

THE FOLLOWING ACTIONS SHALL BE TAKEN PRIOR TO STORM EVENTS WITH PREDICTED HEAVY AND/OR LARGE VOLUME RAINFALL TO PREVENT SEDIMENT DISCHARGES FROM A CONSTRUCTION SITE. A TYPICAL SUMMER THUNDERSTORM IS AN EXAMPLE OF A STORM EVENT WITH PREDICTED HEAVY AND/OR LARGE VOLUME RAINFALL.

1. PERIMETER CONTROLS
   a. SILT FENCE SHALL BE CHECKED FOR UNDERMINING, HOLES, OR DETERIORATION OF THE FABRIC. FENCING SHALL BE REPLACED IMMEDIATELY IF THE FABRIC IS DAMAGED OR WON. SILT FENCE MUST BE TRENCHED INTO THE GROUND PER STATE SPECIFICATIONS (VESCH STD & SPEC 3.09).
   b. WOODEN STAKES OR STEEL POSTS SHALL BE PROPERLY SECURED UPRIGHT INTO THE GROUND. DAMAGED POSTS OR STAKES MUST BE REPLACED.
   c. SEDIMENT THAT HAS ACCUMULATED AGAINST THE SILT FENCE SHALL BE REMOVED. ACCUMULATED SEDIMENT MUST BE REMOVED WHEN THE LEVEL REACHES ONE-HALF THE HEIGHT OF THE FENCING.
   d. HAY BALES OR A STONE BERM SHALL BE PLACED ACROSS THE CONSTRUCTION ENTRANCE TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE.
2. EXPOSED SLOPES AND SOIL
   a. EXPOSED SLOPES NOT AT THE FINAL STABILIZATION PHASE SHALL BE COVERED WITH TARPS, PLASTIC SHEETING, OR EROSION CONTROL MATTING. COVERING MATERIAL SHALL BE PROPERLY SECURED/ANCHORED.
   b. CONTROLS SHALL BE INSTALLED TO PREVENT CONCENTRATED FLOW DOWN AN EXPOSED SLOPE. BERMS OR DIVERSION DIKES SHALL BE INSTALLED AT THE TOP OF CUT/EXPOSED SLOPES TO DIRECT STORM FLOW AROUND THE DISTURBED AREA.
   c. EXPOSED SLOPES AT THE FINAL STABILIZATION PHASE SHALL BE STABILIZED USING SLOPE STABILIZATION PRACTICES SUCH AS SOIL STABILIZATION BLANKETS OR MATTING AS SPECIFIED IN THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH STD & SPEC 3.36). BLANKETS OR MATS MUST BE PROPERLY SECURED AND ANCHORED TO THE SLOPE USING STAPLES, PINS, OR STAKES.
   d. SEEDED AREAS SHALL BE CHECKED AND RESEEDED AS NECESSARY TO COVER EXPOSED SOIL. RECENTLY SEEDED AREAS SHALL BE PROTECTED BY STRAW OR SOIL STABILIZATION BLANKETS TO PREVENT SEEDING FROM BEING WASHED AWAY.
3. STOCKPILES
   a. STOCKPILED SOIL AND OTHER LOOSE MATERIALS THAT CAN BE WASHED AWAY SHALL BE COVERED WITH A TARP, PLASTIC SHEETING, OR OTHER STABILIZATION MATTING. THE COVER MUST BE PROPERLY SECURED/ANCHORED DOWN TO PREVENT IT FROM BEING BLOWN OFF AND EXPOSING MATERIALS TO RAIN. CONTROLS SUCH AS HAY BALES OR BOOMS SHALL BE PLACED ALONG THE PERIMETER OF THE STOCKPILE (DOWNHILL SIDE).
4. INLET PROTECTION
   a. INLET PROTECTION CONTROLS SHALL BE INSPECTED TO ENSURE THEY ARE FUNCTIONING PROPERLY AND FLOODING WILL NOT OCCUR. CLOGGED OR DAMAGED CONTROLS MUST BE REPLACED IMMEDIATELY. ENSURE CONTROLS ALLOW FOR OVERFLOW/BYPASS OF STORMWATER RUNOFF DURING SIGNIFICANT STORM EVENTS.

IN ADDITION TO THESE PRE-STORM ACTIONS, ALL EROSION AND SEDIMENT CONTROL (ESC) MEASURES MUST BE CHECKED DAILY AND AFTER EACH SIGNIFICANT RAINFALL.

POLLUTION PREVENTION PLAN NOTES (STORMWATER MANUAL - SECTION 2.4)
1. ONLY THE FOLLOWING NON-STORMWATER DISCHARGES ARE AUTHORIZED BY ARLINGTON COUNTY'S MS4 PERMIT, UNLESS THE STATE WATER CONTROL BOARD, THE VIRGINIA SOIL AND WATER CONSERVATION BOARD (BOARD), OR ARLINGTON COUNTY DETERMINES THE DISCHARGE TO BE A SIGNIFICANT SOURCE OF POLLUTANTS TO SURFACE WATERS:
   a. WATER LINE FLUSHING; LANDSCAPE IRRIGATION; DIVERTED STREAM FLOWS; RISING GROUND WATERS; UNCONTAMINATED GROUND WATER INFILTRATION (AS DEFINED AT 40 CFR 35.2005(20)); UNCONTAMINATED PUMPED GROUND WATER; DISCHARGES FROM POTABLE WATER SOURCES; FOUNDATION DRAINS; AIR CONDITIONING CONDENSATION; IRRIGATION WATER; SPRINGS; WATER FROM CRAWL SPACE PUMPS; FOOTING DRAINS; LAWN WATERING; INDIVIDUAL RESIDENTIAL CAR WASHING; FLOWS FROM RIPARIAN HABITATS AND WETLANDS; DECHLORINATED SWIMMING POOL DISCHARGES; DISCHARGES OR FLOWS FROM FIREFIGHTING; AND, OTHER ACTIVITIES GENERATING DISCHARGES IDENTIFIED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY AS NOT REQUIRING VPDES AUTHORIZATION.
2. APPROPRIATE CONTROLS MUST BE IMPLEMENTED TO PREVENT ANY NON-STORMWATER DISCHARGES NOT INCLUDED ON THE ABOVE LIST (E.G., CONCRETE WASH WATER, PAINT WASH WATER, VEHICLE WASH WATER, DETERGENT WASH WATER, ETC.) FROM BEING DISCHARGED INTO ARLINGTON COUNTY'S MS4 SYSTEM, WHICH INCLUDES THE CURB AND GUTTER SYSTEM, AS WELL AS CATCH BASINS AND OTHER STORM DRAIN INLETS, OR STREAM NETWORK.
3. PER CHAPTER 26 OF THE ARLINGTON COUNTY CODE, IT SHALL BE UNLAWFUL FOR ANY PERSON TO DISCHARGE DIRECTLY OR INDIRECTLY INTO THE STORM SEWER SYSTEM OR STATE WATERS, ANY SUBSTANCE LIKELY, IN THE OPINION OF THE COUNTY MANAGER, TO HAVE AN ADVERSE EFFECT ON THE STORM SEWER SYSTEM OR STATE WATERS.

UTILITY INSTALLATION:
UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:
1. NO MORE THAN 100 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.
2. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
3. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.
4. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
5. STABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.
6. APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.
9. ANY DISTURBED AREA NOT COVERED BY NOTE #1 ABOVE AND PAVED, SODDED OR BUILT UPON BY NOVEMBER 1ST, OR DISTURBED AFTER THAT DATE, SHALL BE MULCHED WITH HAY OR STRAW AT THE RATE OF 2 TONS PER ACRE AND OVER-SEEDED NO LATER THAN MAY 15TH.
10. AT THE COMPLETION OF THE CONSTRUCTION PROJECT AND PRIOR TO BOND RELEASE, ALL TEMPORARY SEDIMENT CONTROLS SHALL BE REMOVED AND ALL DENUDED AREAS SHALL BE STABILIZED. ARLINGTON COUNTY INSPECTOR TO APPROVE REMOVAL OF ALL TEMPORARY SILTATION MEASURES.

MAINTENANCE PROGRAM:
THE FOLLOWING IS A PROGRAM OF MAINTENANCE FOR THE MECHANICAL CONTROLS SPECIFIED IN THIS NARRATIVE AND ON THE PLAN:
1. THE SITE SUPERINTENDENT OR HIS/HER REPRESENTATIVE SHALL MAKE A VISUAL INSPECTION OF ALL MECHANICAL CONTROLS AND NEWLY STABILIZED AREA (I.E. SEEDED AND MULCHED AND/OR SODDED AREAS) ON A DAILY BASIS; ESPECIALLY AFTER A HEAVY RAINFALL EVENT TO ENSURE THAT ALL CONTROLS ARE MAINTAINED AND PROPERLY FUNCTIONING. ANY DAMAGED CONTROLS SHALL BE REPAIRED PRIOR TO THE END OF THE WORK DAY INCLUDING RE-SEEDING AND MULCHING OR RE-SODDING IF NECESSARY.
2. ALL SEDIMENT TRAPPING DEVICES SHALL BE CLEARED OUT AT 50% TRAP CAPACITY AND THE SEDIMENT SHALL BE DISPOSED OF BY SPREADING ON THE SITE OR IF NOT SUITABLE FOR FILL, HAULING AWAY AND DEPOSITING AT AN ACCEPTABLE DUMP SITE.
3. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PREVENT MUD AND/OR OTHER DEBRIS FROM BEING ENTERED ONTO EXISTING SWM/BMP FACILITIES OR DOWNSTREAM WATER WAYS. SHOULD OFF-SITE AREAS BECOME POLLUTED BY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING THE AFFECTED AREAS TO THE SATISFACTION OF THE INSPECTOR.
4. AT THE COMPLETION OF CONSTRUCTION AND PRIOR TO BOND RELEASE, ALL TEMPORARY SEDIMENT CONTROLS SHALL BE REMOVED AND ANY REMAINING DENUDED AREAS SHALL BE STABILIZED. CERTAIN DEVICES MAY BE REMOVED PRIOR TO CONSTRUCTION COMPLETION BUT ONLY WITH THE APPROVAL OF THE COUNTY INSPECTOR.
5. AFTER CONSTRUCTION OPERATIONS HAVE ENDED, ALL DISTURBED AREAS SHALL BE STABILIZED. UPON APPROVAL OF THE COUNTY INSPECTOR, MECHANICAL SEDIMENT CONTROLS SHALL BE REMOVED AND THE GROUND PERMANENTLY STABILIZED WITH VEGETATION WITHIN 30 DAYS.

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ARLINGTON VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
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SEAL
COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EROSION AND SEDIMENT CONTROL NOTES

DESIGNED: LED
DRAWN: LED
CHECKED: JL

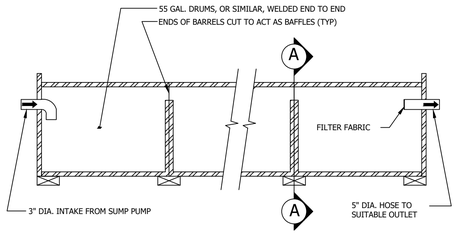
PLOTTED: AUGUST 30 2022

SCALE:
N/A

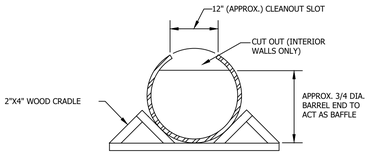
C032.1

REVISED ON 1/24/2022

PORTABLE SEDIMENT TANK



ELEVATION



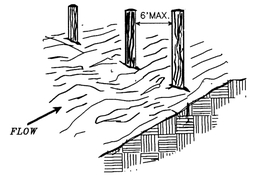
CROSS-SECTION A-A

SOURCE: USDA - SCS

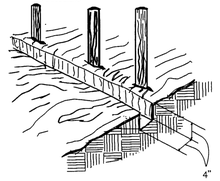
PLATE: 3.26-1

CONSTRUCTION OF A SILT FENCE (WITHOUT WIRE SUPPORT)

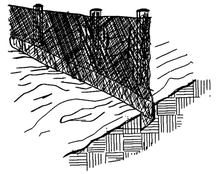
1. SET THE STAKES.



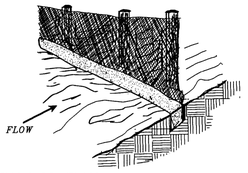
2. EXCAVATE A 4"X 4" TRENCH UPSLOPE ALONG THE LINE OF STAKES.



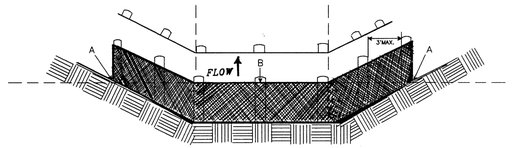
3. STAPLE FILTER MATERIAL TO STAKES AND EXTEND IT INTO THE TRENCH.



4. BACKFILL AND COMPACT THE EXCAVATED SOIL.



SHEET FLOW INSTALLATION
(PERSPECTIVE VIEW)

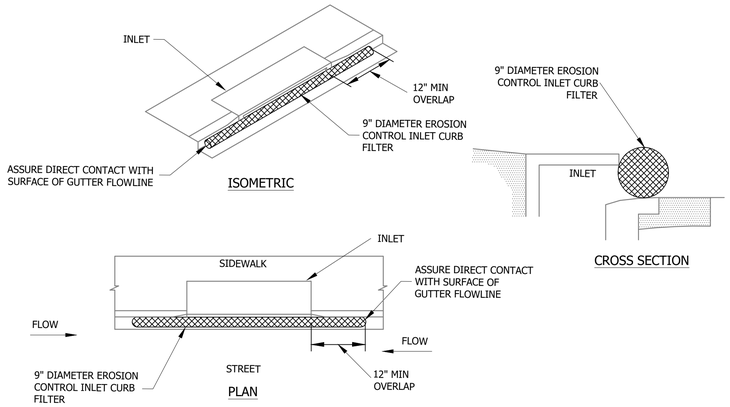


POINTS A SHOULD BE HIGHER THAN POINT B.

DRAINAGEWAY INSTALLATION
(FRONT ELEVATION)

Source: Adapted from Installation of Straw and Fabric Filter Barriers for Sediment Control, Sherwood and Wyant

Plate 3.05-2



GUTTER GUARD INLET PROTECTION DETAIL

NOTES:
1. CONTRACTOR TO OBTAIN PERMISSION FROM ARLINGTON COUNTY PRIOR TO USE ON SITE.
2. GUTTER GUARD TO BE INSTALLED DAILY AT THE BEGINNING OF CONSTRUCTION AND TO BE REMOVED AFTER THE STREET IS SWEPT OR FLUSHED WHENEVER APPLICABLE AT THE END OF THE CONSTRUCTION DAY.

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EROSION AND SEDIMENT CONTROL DETAILS I

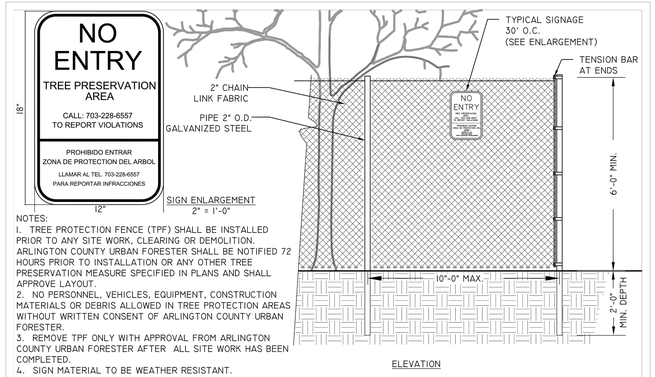
DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

AS SHOWN

C032.2



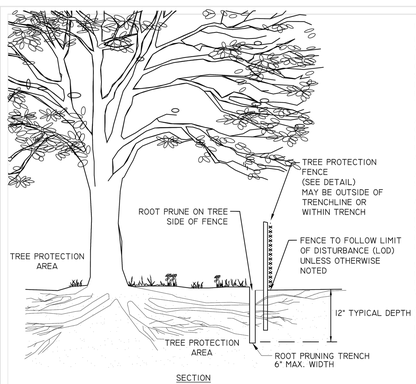
NOTES:
1. TREE PROTECTION FENCE (TPF) SHALL BE INSTALLED PRIOR TO ANY SITE WORK, CLEARING OR DEMOLITION. ARLINGTON COUNTY URBAN FORESTER SHALL BE NOTIFIED 72 HOURS PRIOR TO INSTALLATION OR ANY OTHER TREE PRESERVATION MEASURE SPECIFIED IN PLANS AND SHALL APPROVE LAYOUT.
2. NO PERSONNEL, VEHICLES, EQUIPMENT, CONSTRUCTION MATERIALS OR DEBRIS ALLOWED IN TREE PROTECTION AREAS WITHOUT WRITTEN CONSENT OF ARLINGTON COUNTY URBAN FORESTER.
3. REMOVE TPF ONLY WITH APPROVAL FROM ARLINGTON COUNTY URBAN FORESTER AFTER ALL SITE WORK HAS BEEN COMPLETED.
4. SIGN MATERIAL TO BE WEATHER RESISTANT.

6' CHAIN LINK TREE PROTECTION FENCE

311300.1 (2016) (02231.1)

1/2" = 1'-0"

ARLINGTON DPR



NOTES

1. ROOT PRUNING SHALL BE DONE WITH A TRENCHER OR VIBRATORY PLOW TO A DEPTH OF 12". ROOTS OVER 1.5" IN DIAMETER SHALL HAVE A CLEAN CUT MADE BY A CLEAN SAW ON THE SURFACE OF THE ROOT, WHICH IS STILL ATTACHED TO THE TREE. DO NOT BREAK OR CHOP. DO NOT PAINT THE CUT ROOT END. IF EXCAVATION IS FOR INSTALLATION OF UNDERGROUND UTILITIES, LEAVE THE ROOT INTACT AND THREAD THE LINES UNDERNEATH.

2. ROOT PRUNING SHALL TAKE PLACE PRIOR TO ANY CLEARING AND GRADING. EXACT LOCATION OF TREE PROTECTION AREAS SHALL BE STAKED OR FLAGGED PRIOR TO TRENCHING AND SHALL BE APPROVED BY ARLINGTON COUNTY URBAN FORESTER.

3. ROOT PRUNING SHALL BE CONDUCTED WITH THE SUPERVISION OF AN ISA CERTIFIED ARBORIST.

4. BACKFILL THE ROOT-PRUNING TRENCH WITH APPROVED LOOSE TOPSOIL MIX AND TOP WITH 3-4" BARK MULCH AND MARK LOCATION FOR FUTURE REFERENCE. SILT FENCE MAY BE INSTALLED IN TRENCH PRIOR TO BACKFILLING AS LONG AS THE TRENCH IS NOT OPEN FOR LONGER THAN 48 HOURS WITHOUT WATERING.

5. ROOT PRUNING WORK SHALL NOT BE DONE WHEN MORE THAN THE TOP 1 INCH OF SOIL IS FROZEN. ROOT PRUNING SHALL NOT BE UNDERTAKEN WHEN THE SOIL IS WET AND CONDITIONS ARE MUDDY.

6. THE ARLINGTON COUNTY URBAN FORESTER SHALL BE NOTIFIED 72 HOURS PRIOR TO TRENCHING AND WHEN ALL ROOT PRUNING AND TREE PROTECTION FENCE INSTALLATION IS COMPLETE.

ROOT PRUNING

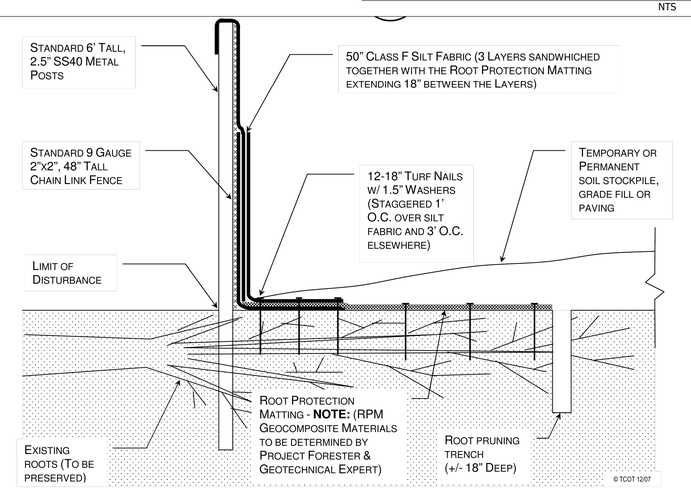
311300.5 (2019)

N.T.S.

ARLINGTON DPR

TRENCHLESS SILT FENCE DETAIL

NTS



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REVISED ON 1/24/2022

TABLE 3.31-B
(Revised June 2003)
TEMPORARY SEEDING SPECIFICATIONS
QUICK REFERENCE FOR ALL REGIONS

SEED

APPLICATION DATES	SPECIES	APPLICATION RATES
Sept. 1 - Feb. 15	50/50 Mix of Annual Ryegrass (lolium multi-florum) & Cereal (Winter) Rye (Secale cereale)	50 -100 (lbs/acre)
Feb. 16 - Apr. 30	Annual Ryegrass (lolium multi-florum)	60 - 100 (lbs/acre)
May 1 - Aug. 31	German Millet	50 (lbs/acre)

FERTILIZER & LIME

- Apply 10-10-10 **fertilizer** at a rate of 450 lbs. / acre (or 10 lbs. / 1,000 sq. ft.)
- Apply **Pulverized Agricultural Limestone** at a rate of 2 tons/acre (or 90 lbs. / 1,000 sq. ft.)

NOTE:
1 - A soil test is necessary to determine the actual amount of lime required to adjust the soil pH of site.
2 - Incorporate the lime and fertilizer into the top 4 – 6 inches of the soil by disking or by other means.
3 - When applying Slowly Available Nitrogen, use rates available in Erosion & Sediment Control Technical Bulletin #.4, 2003 Nutrient Management for Development Sites at http://www.dcr.state.va.us/sw/e&s.htm#pubs

8/03/2021
date

Qianqian Li, P.E.
ESC Program Administrator
Department of Environmental Sevices
2100 Clarendon Boulevard, Suite 813
Arlington, Virginia 22201

Re: Erosion and Sediment Control Permit Application for:
Intersection of Arlington Ridge Road and S Lynn Street
street address

lot, block, section subdivision

permit number

Dear Mrs. Li:

I hereby certify that I accept the responsibilities of Responsible Land Disturber for the above referenced project. I understand that these responsibilities include:

1. Reviewing the erosion and sedimentation (E&S) plan for the project.
2. Walking the site prior to construction to identify critical areas.
3. Conducting a pre-construction briefing with earth moving and site contractors to present the E&S plan and highlight the presence of critical areas, the limits of clearing and the required E&S controls and tree protection measures to be installed. Call 703-228-0760 to schedule pre-construction meeting.
4. Regularly inspecting the site during construction to ensure that all E&S controls are functioning and are adequate to address erosion and sedimentation. Inspect the site 48 hours after a runoff-generating storm, and provide a copy of the inspection findings to the county.
5. Reporting to the owner the presence inadequate or non functioning E&S controls when they are observed.
6. Ensuring that temporary soil stabilization is applied within 7 days to areas denuded that will remain undisturbed for longer than 14 days. Permanent stabilization shall be applied to areas that are to be left dormant for more than one year.
7. Calling (703) 228-0760 at least 80 hours before demolishing any structure.

I may be reached at (703) 228-0784 with questions about this plan or my execution of the duties of
telephone number
Responsible Land Disturber.

Sincerely,

Jiong Lin
signed

Jiong Lin
name printed

VA PE 0402051875
professional registration (type and number)

Pre-Storm Erosion and Sediment Control Checklist

Per Erosion and Sediment Control General Note 6, the Contractor is responsible for the installation and maintenance of any additional erosion and sediment control (ESC) measures necessary to prevent erosion and sedimentation as determined by the County. These supplementary practices are in addition to those shown in an ESC plan. ESC practices shall be modified as needed to ensure only clear water is discharged from the site.

The following actions shall be taken prior to storm events with predicted heavy and/or large volume rainfall to prevent sediment discharges from a construction site. A typical summer thunderstorm is an example of a storm event with predicted heavy and/or large volume rainfall.

Perimeter controls

- ☐ Silt fence shall be checked for undermining, holes, or deterioration of the fabric. Fencing shall be replaced immediately if the fabric is damaged or worn. Silt fence must be trenched into the ground per state specifications (Std & Spec 3.09).
- ☐ Wooden stakes or steel posts shall be properly secured upright into the ground. Damaged posts or stakes must be replaced.
- ☐ Sediment that has accumulated against the silt fence should be removed. Accumulated sediment must be removed when the level reaches one-half the height of the fencing.
- ☐ Hay bales or a stone berm should be placed across the construction entrance to prevent sediment from leaving the construction site.

Exposed slopes and soil

- ☐ Exposed slopes not at the final stabilization phase shall be covered with tarps, plastic sheeting, or erosion control matting. Covering material shall be properly secured/anchored.
- ☐ Controls shall be installed to prevent concentrated flow down an exposed slope. Berms or diversion dikes shall be installed at the top of cut / exposed slopes to direct storm flow around the disturbed area.
- ☐ Exposed slopes at the final stabilization phase shall be stabilized using slope stabilization practices such as soil stabilization blankets or matting as specified in the Virginia Erosion and Sediment Control Handbook (VESCH) Std & Spec 3.36. Blankets or mats must be properly secured and anchored to the slope using staples, pins, or stakes.
- ☐ Seeded areas shall be checked and reseeded as necessary to cover exposed soil. Recently seeded areas shall be protected by straw or soil stabilization blankets to prevent seeding from being washed away.

Stockpiles

- ☐ Stockpiled soil and other loose materials that can be washed away shall be covered with a tarp, plastic sheeting, or other stabilization matting. The cover must be properly secured / anchored down to prevent it from being blown off and exposing materials to rain. Controls such as hay bales or booms should be placed along the perimeter of the stock pile (downhill side).

Inlet protection

- ☐ Inlet protection controls shall be inspected to ensure they are functioning properly and flooding will not occur. Clogged or damaged controls must be replaced immediately. Ensure controls allow for overflow / bypass of stormwater runoff during significant storm events.

In addition to these pre-storm actions, all erosion and sediment control (ESC) measures must be checked daily and after each significant rainfall.

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COMMONWEALTH OF VIRGINIA
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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EROSION AND SEDIMENT CONTROL DETAILS II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

AS SHOWN

C032.3

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REVISED ON 1/24/2022

STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
Arlington County Projects
(Linear Development / Stormwater Retrofit)

For Construction Activities At:

SOUTH ARLINGTON RIDGE ROAD AND SOUTH LYNN STREET
Intersection of S Arlington Ridge Road and S Lynn Street

Latitude: 38.861444 N (decimal degrees)

Longitude: 77.066552 W (decimal degrees)

Construction Activity Operator:

To Be Determined through BID selection

SWPPP Preparation Date:

October 1, 2020

CERTIFICATION

"I certify under penalty of law that I have read and understand this document and that this document and all attachments were prepared in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Operator Name: _____

Title: _____

Signature: _____

Date: _____

1.0 SWPPP Documents Located Onsite & Available for Review

SWPPP Document Type	Located Onsite & Available for Review?	
Registration Statement	☐ Yes	☒ NA
Notice of Coverage Letter	☐ Yes	☒ NA
Construction General Permit	☐ Yes	☒ NA
Pollution Prevention Plan	☒ Yes	☐ NA
Erosion & Sediment Control Plan	☒ Yes	☐ NA
Stormwater Management Plan	☒ Yes	☐ NA
LDA Permit	☒ Yes	☐ NA

Required documents must be kept at a centralized location on the project site (i.e. in a mail box or other container)

2.0 Authorized Non-Stormwater Discharges

Type of Authorized Non-Stormwater Discharges	Likely Present at Your Project Site?	
Uncontaminated excavation dewatering	☐ Yes	☒ No
Landscape irrigation	☒ Yes	☐ No
Others [describe]	☐ Yes	☐ No

3.0 Pollution Prevention Awareness

Employees will be given a "walk through" of the site identifying areas of possible pollution and will be shown Erosion and Sediment Controls and Pollution Prevention Practices (identified in Sections 4.0 and 5.0 of this SWPPP) that are applicable to their assigned job duties. A refresher meeting and "walk through" will be conducted on an as needed basis.

4.0 Erosion & Sediment Controls

Select all that apply	Erosion & Sediment Control	Estimated Installation Date	Estimated Removal Date	Responsible Party
☐	Construction Entrance (Std. & Spec. 3.02)			Construction Activity Operator (See Cover Page)
☒	Silt Fence (Std. & Spec. 3.05)			
☐	Culvert Inlet Protection (Std. & Spec. 3.08)			
☐	Outlet Protection (Std. & Spec. 3.18)		NA	
☐	Temporary Seeding (Std. & Spec. 3.31)	As required	NA	
☒	Permanent Seeding (Std. & Spec. 3.32)		NA	
☒	Sodding (Std. & Spec. 3.33)		NA	
☒	Mulching (Std. & Spec. 3.35)		NA	
☐	Safety Fence (Std. & Spec 3.01)			
☒	Storm Drain Inlet Protection			

	(Std. & Spec 3.08 and/or Arlington County Std. & Spec from approved ESC plan)			
☒	Dewatering (Std. & Spec 3.26 and/or Arlington County Std. & Spec from approved ESC plan)			
☐	Turbidity Curtain (Std. & Spec 3.27 and/or Arlington County Std. & Spec from approved ESC plan)			
☒	Tree Protection (Arlington County Std. & Spec from approved ESC plan)			
☐	Stream Crossing / Cofferdams (Std. & Spec 3.25 or on plan)			
☐	Pump Around System (detail on approved plan)			
☐	Rip Rap (Std. & Spec. 3-19)			
☐	Other(s) [describe]			

Pre-Storm Erosion and Sediment Control Checklist
The following actions shall be taken prior to storm events with predicted heavy and/or large volume rainfall to prevent sediment discharges from a construction site. A typical summer thunderstorm is an example of a storm event with predicted heavy and/or large volume rainfall.

☐ Perimeter controls (silt fence, hay bales, stone berms) used to prevent sediment from leaving the site shall be checked for undermining, holes, or deterioration and repaired/replaced if needed.

☐ Sediment that has accumulated against perimeter controls shall be removed if the depth exceeds more than 1/2 of the silt fence height.

☐ Exposed soil or slopes shall be covered with straw, tarps, plastic sheeting, or erosion control matting. Covering material shall be properly secured/anchored.

☐ Stockpiled soil and other loose materials that can be washed away shall be covered with a tarp, plastic sheeting, or other stabilization matting. The cover must be properly secured / anchored down to prevent it from being blown off and exposing materials to rain. Controls such as hay bales or booms should be placed along the perimeter of the stock pile (downhill side). Stockpiled materials should not obstruct flow along the curb line.

☐ Inlet protection controls shall be inspected to ensure they are installed per approved ESC plan, are functioning properly, and maintained as needed.

5.0 Potential Sources of Pollution & Pollution Prevention Practices

Pollutant-Generating Activity	Likely Present at your Project Site?	Sediment	Nutrients	Heavy Metals	pH (acids and bases)	Pesticides & Herbicides	Oil & Grease	Bacteria & Viruses	Trash, Debris, Solids	Other Toxic Chemicals	Pollution Prevention Practice	Responsible Party
		Pollutants										
Clearing, grading, excavating, and un-stabilized areas	☒ Yes ☐ No	X	X						X		(1)	Construction Activity Operator (See Cover Page of this SWPPP)
Paving and saw cutting operations	☒ Yes ☐ No	X					X		X		(2)	
Concrete operations, washout, and cement waste	☒ Yes ☐ No			X	X				X		(3)	
Washing / cleaning	☒ Yes ☐ No	X	X	X	X		X		X	X	(4)	
Dewatering operations	☒ Yes ☐ No	X	X						X		(5)	
Material / chemical use and storage	☒ Yes ☐ No	X	X	X	X	X	X		X	X	(6)	
Equipment and vehicle maintenance	☐ Yes ☒ No				X		X		X	X	(7)	
Waste management / disposal	☒ Yes ☐ No								X	X	(8)	
Sanitary waste	☒ Yes ☐ No		X		X			X			(9)	
Nutrient management	☐ Yes ☒ No	X	X						X	X	(10)	

Pollution Prevention Practices:

(1) **Clearing, grading, excavating, and un-stabilized areas** – Maintain as much existing vegetation as practicable. Utilize erosion and sediment controls to prevent sediment from leaving the construction site. Dispose of clearing debris at acceptable disposal sites. Apply permanent or temporary stabilization, sodding and/or mulching to denuded areas in accordance with the erosion and sediment control specifications and the general VPDES permit for discharges of stormwater from construction activities. Plastic sheeting, tarps, 2" deep straw cover, and/or erosion matting can be used for temporary slope stabilization.

(2) **Paving and saw cutting operations** – Cover storm drain inlets during paving and saw cutting operations. Use pollution prevention materials such as drip pans and absorbent/oil dry for all paving machines to limit leaks and spills of paving materials and fluids. Slurry from saw cutting operations may not enter a storm drain; it must be captured and disposed of properly.

Temporary controls (i.e. tarp and block, sand berms, booms, and/or filter fabric) shall be used to cover storm drains during paving and saw cutting operations to prevent any discharges from entering the storm drain. These temporary controls SHALL BE REMOVED AT THE END OF EACH DAY. Inlet protection specified in the approved ESC plan shall be installed or reinstalled following the completion of paving or saw cutting work.

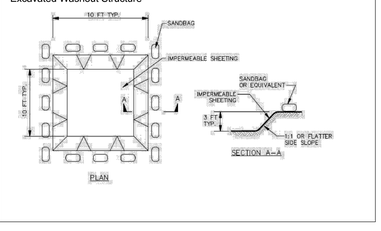
☐	Method of covering / protecting storm drains:
☐	Method for containment, collection, disposal of saw cut slurry:

(3) **Concrete operations, washout, and cement waste** – Direct concrete wash water into a leak-proof container or leak-proof settling basin that is designed so that no overflows can occur due to inadequate sizing or precipitation. Hardened concrete wastes shall be removed and disposed of in a manner consistent with the handling of other construction wastes.

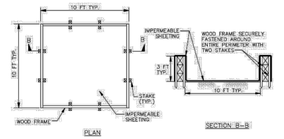
- ☐ Washouts must be sized appropriately for the needs of the project.
- ☐ Do not locate washouts near storm drains. Concrete wash water is not allowed to enter a storm drain.
- ☐ Concrete washout areas cannot be used for the purpose of dewatering.
- ☐ Set up and operate small mixers on top of plywood that is covered by tarps or heavy plastic drop cloths.
- ☐ Wash out mixers and truck chutes in designated contained washout areas
- ☐ No tracking from washout areas may occur.
- ☐ Place plastic sheeting, boards, or tarps under concrete truck chutes during pouring

The selected concrete wash out facility will be used:

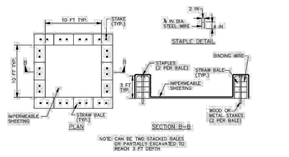
☐ Excavated Washout Structure



☐ Washout Structure with Wood Planks



☐ Washout Structure with Straw Bales



☐ Prefabricated Containment System
Type: _____

☐ Other:

(4) **Washing / cleaning** – Prevent the discharge of wash water to the storm drain system or surface waters.

☐ Wash water or liquid wastes may not enter a storm drain or surface waters.

☐ Provide a suitable containment system for cleaning equipment such as a drum, prefabricated system, lined container, or portable wash pad.

☐ The wash / containment area must be sized appropriately for the needs of the project.

☐ Locate wash / containment areas away from storm drains.

(5) **Dewatering operations** – Construction site dewatering may not be discharged without treatment. Sediment laden or turbid water shall be filtered, settled or similarly treated prior to discharge.

☐ Dewatering detail on approved ESC plan will be used.

☐ Dewatering option from Planning & Field Guide for Pollution Prevention (P2):
- ☐ Filter Box
- ☐ Straw Bale/Silt Fence Pit
- ☐ Portable Sediment Tank
- ☐ Filter Bag

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum	08/23/22
QUALITY CONTROL ENGINEER	
	08/25/22
CONSTRUCTION MANAGEMENT SUPERVISOR	
	8/30/22
WATER, SEWER, STREETS BUREAU CHIEF	
Dennis M. Leach	08/25/22
TRANSPORTATION DIRECTOR	
Gabriela Kock	08/25/2022
PROJECT MANAGER	

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STORMWATER POLLUTION PREVENTION PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C035.1

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☐ Pump from Settling Pit
☐ Manufactured System: _____

☐ Other: _____

(6) **Material / chemical use and storage** –Designate areas of the construction site for material delivery and storage. Locate these areas near construction entrances and away from waterways and storm drains. Enclose, cover or berm construction material storage areas if susceptible to stormwater.

☐ Stockpiled soil and other loose materials that can be washed away shall be covered with a tarp, plastic sheeting, or other stabilization matting. The cover must be properly secured / anchored down to prevent it from being blown off and exposing materials to rain. Controls such as hay bales or booms should be placed along the perimeter of the stock pile (downhill side).

Stockpiled materials located on the edge of roadways should not obstruct flow along the curb line (gutter). Leave at least a one (1) foot space away from the curb to allow stormwater to flow along the curb line. Boards with cinder blocks and/or bricks may be used to create the flow through space.

☐	Method used to ensure flow through:

☐ Provide secondary containment for paint, pesticides, cleaners, solvents, and/or other chemicals and keep these items secured and covered when not in use

☐ Regularly inspect containers.

(7) **Equipment and vehicle maintenance –** Use a designated area, away from storm drains and surface waters, to refuel vehicle or equipment or perform maintenance.

☐ Regularly inspect vehicles and equipment for leaks. Clean up all spills and leaks upon discovery.

☐ Use containment measures when conducting fueling (e.g. place spill pad, board, plastic sheeting on ground)

☐ Regularly inspect fuel containers.

☐ Provide secondary containment and secure storage for fuel, oil, and/or lubricants

☐ Keep drip pans, sheeting, and/or absorbent pads under heavy equipment when not in use (i.e. overnight) to capture leaks.

(8) **Waste management / disposal** – Designate a waste collection area on the construction site that does not receive a substantial amount of runoff from upland areas and does not drain directly to a waterway. Ensure that waste containers have lids so they can be covered before periods of rain. Schedule waste collection to prevent the containers from overfilling.

☐ A sufficient number of waste containers must be kept on a site to handle the quantity of waste produced.

☐ Keep roll off containers covered and/or dumpster / trash lids closed.

☐ Check waste containers frequently for damage / leaks and clean using DRY methods when necessary. Never clean out a dumpster by power washing or hosing it out.

☐ Replace containers that are leaking, cracked, corroded, or otherwise deteriorating.

☐ Do not bury waste material. Dispose of excess dry concrete, grout and mortar in the trash.

(9) **Sanitary waste** – Prevent the discharge of sanitary waste by providing convenient and well-maintained portable sanitary facilities.

☐ Locate portable lavatories away from storm drains and surface waters.

☐ Keep portable lavatories level and provide secondary containment (i.e. trays)

☐ Regularly inspect facilities for leaks

☐ Schedule routine maintenance

(10) **Nutrient management** – Apply nutrients in accordance with manufacturer's recommendations. Do not apply during rainfall events or windy conditions. Provide secondary containment and keep fertilizer properly secured when not being used.

Additional information and details can be found in the Arlington County Planning & Field Guide for Pollution Prevention (P2).

6.0 Stormwater Management Controls

Select all that apply	Stormwater Management Control	Estimated Installation Date	Responsible Party
☐	Exempted – stormwater management retrofit facility or stream restoration project	NA	NA
☐	Linear development project per Arlington County Chesapeake Bay Total Maximum Daily Load (TMDL) Action Plan[1]	NA	NA
☐	Post-development Stormwater Management Controls provided by a Larger Common Plan of Development or Sale	NA	Common Plan Construction Activity Operator
☐	Rooftop Disconnection		Construction Activity Operator

[1] *In accordance with Arlington County's Chesapeake Bay Total Maximum Daily Load (TMDL) Action Plan, approved by the Virginia Department of Environmental Quality (DEQ) on September 1, 2015, linear development projects conducted by the County are administered and tracked as follows consistent with 9VAC25-870-69.A.4, 9VAC25-870-76, and 9VAC25-870-92:*

- *Pollutant load changes will be computed as described in Section 3.A of the Action Plan.*
- *Retrofit opportunities will be evaluated for each project, using the screening and selection criteria applied and described in the adopted Stormwater Master Plan.*
- *Retrofit projects that meet the screening criteria and are determined by Arlington to be feasible and cost-effective will be implemented with specific linear development projects. Pollutant load reductions from retrofit projects will be computed as described in Section 5 of the Action Plan.*
- *In cases where retrofit projects are not feasible and cost-effective for a particular linear project, any POC load increases that might occur for that project will be addressed by larger overall POC load reductions in place or added through TMDL action plan implementation.*

In the above manner Arlington, as the MS4 operator and the construction site operator for its linear development projects, implements linear projects and retrofit projects in a manner that achieves the most TMDL POC reduction for the least cost, while fully accounting for load changes that occur with linear development project activity consistent with the DEQ Chesapeake Bay TMDL Special Condition Guidance.

☐	Sheet flow to Vegetated Filter (1 or 2)		(See Cover Page of this SWPPP)
☐	Grass Channel		
☐	Rainwater Harvesting		
☐	Permeable Pavement (1 or 2)		
☐	Infiltration (1 or 2)		
☐	Bio-retention (1 or 2)		
☐	Others [describe]		

7.0 Spill Prevention & Response

Most spills can be cleaned up using a spill kit. Absorbent/oil dry, sealable containers, plastic bags, and shovels/brooms are suggested minimum spill response items that should be available at the project site.

1st Priority: Protect all people
2nd Priority: Protect equipment and property
3rd Priority: Protect the environment

1. Check for hazards (flammable material, noxious fumes, cause of spill) – if flammable liquid, turn off engines and nearby electrical equipment. If serious hazards are present leave the area and call 911. LARGE SPILLS ARE LIKELY TO PRESENT A HAZARD.
2. Ensure the spill area is safe to enter and that it does not pose an immediate threat to health or safety of any person.
3. Stop the spill source.
4. Call co-workers and supervisor for assistance and to make them aware of the spill and potential dangers.
5. If possible, stop spill from spreading and/or entering storm drains (use absorbent or other materials as necessary).
6. If spilled material has entered a storm drain; contact Arlington County Fire Department and project manager.
7. Clean up spilled material according to manufacturer specifications, for liquid spills use absorbent materials and do not flush area with water.
8. Properly dispose of cleanup materials and used absorbent material according to manufacturer specifications.

Emergency Contacts:

Local Contacts

Arlington County Fire & Police	703-558-2222
DES Water, Sewer, Streets 24-Hour Emergency	703-228-6555
Washington Gas Emergency	703-750-1400

Nights, Holidays & Weekends

VA Dept. of Emergency Management	804-674-2400
24 Hour Reporting Service	

Spill kit on site: ☒ Yes ☐ No

Location(s) of spill kit: **TBD**

8.0 Self Inspection Report & Corrective Action Log (make additional copies as necessary)

Company/Organization:
Name of Inspector:
Telephone Number:
Qualifications:

Inspection Schedule

Discharges to impaired waters, surface waters within a TMDL watershed, or exceptional waters:

☒ Once every 4 business days

Inspection Date: _____

Describe phase of construction: _____

Is a copy of the SWPPP available on site? ☐ Yes ☐ No Is the SWPPP complete? ☐ Yes ☐ No

Erosion & Sediment Controls/ Pollution Prevention Practices	In Compliance?	Corrective Action Needed & Notes	Date Corrective Action Taken
Are controls in place to prevent sediment from being tracked off site or onto the street?	☐ Yes ☐ No ☐ NA		
Are perimeter controls adequately installed and properly maintained?	☐ Yes ☐ No ☐ NA		
Are storm drains properly protected / approved inlet protection is in place?	☐ Yes ☐ No ☐ NA		
Are all slopes and disturbed areas, including stockpiles, not actively being worked properly stabilized?	☐ Yes ☐ No ☐ NA		
Are dewatering operations working properly?	☐ Yes ☐ No ☐ NA		
Is construction dust properly controlled?	☐ Yes ☐ No ☐ NA		
Are mature trees and/or natural areas properly protected?	☐ Yes ☐ No ☐ NA		

Are washout facilities (concrete, paint) available, labeled, and properly maintained?	☐ Yes ☐ No ☐ NA		
Are trash and waste materials properly managed and disposed of?	☐ Yes ☐ No ☐ NA		
Are trash receptacles covered and not leaking?	☐ Yes ☐ No ☐ NA		
Are non-stormwater discharges (i.e. wash water, saw cut slurry) properly managed?	☐ Yes ☐ No ☐ NA		
Are vehicle and equipment fueling, maintenance, and/or staging areas free of spills and leaks?	☐ Yes ☐ No ☐ NA		
Are materials that are potential stormwater contaminants stored properly (covered / have secondary containment)?	☐ Yes ☐ No ☐ NA		
Are portable lavatories level, in good condition, and located away from storm drains?	☐ Yes ☐ No ☐ NA		
Is a spill kit accessible onsite?	☐ Yes ☐ No ☐ NA		

Are there any unauthorized discharges at the time of this inspection? ☐ Yes ☐ No
If yes, describe:

Has any unauthorized discharge occurred since the last inspection? ☐ Yes ☐ No
If yes, describe:

Non – Compliance Issues
Describe any incidents of non-compliance not described above (use another page if necessary)

Certification
"I certify under penalty of law that I have read and understand this document and that this document and all attachments were prepared in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Operator or Assigned Qualified Personnel Name: _____

Signature: _____

Date: _____

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PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum	08/23/22
QUALITY CONTROL ENGINEER	
	08/25/22
CONSTRUCTION MANAGEMENT SUPERVISOR	
	8/30/22
WATER, SEWER, STREETS BUREAU CHIEF	
Dennis M. Leach	08/25/22
TRANSPORTATION DIRECTOR	
Gabriela Kock	08/25/2022
PROJECT MANAGER	

REVISIONS DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STORMWATER POLLUTION PREVENTION PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C035.2

REVISED ON 1/24/2022

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STORMWATER POLLUTION PREVENTION PLAN

9.0 Grading & Stabilization Activities Log

Date Grading Activity Initiated	Description of the Grading Activity (including location)	Date Grading Activity Ceased	Date Stabilization Measures Initiated	Description of the Stabilization Measure (including location)

10.0 SWPPP Modification & Update Log

Modification Date	Description of the Modification / Update	Modification Prepared By (name & title)

Arlington County SWPPP 12/2016

INSTRUCTIONS for COMPLETING the SINGLE FAMILY RESIDENCE, COMMON PLAN of DEVELOPMENT or SALE STORMWATER POLLUTION PREVENTION PLAN (SWPPP)

General
A Stormwater Pollution Prevention Plan (SWPPP) must be developed prior to obtaining locality (e.g., City, County, Town) authorization to commence land disturbance.

SWPPP Cover Page
For a construction activity, enter the project/site name and physical address (if available), including city (or town), state and zip code. Enter the latitude and longitude in decimal degrees of the construction activity.

Enter the Construction Activity Operator's company/organization name, the Operator's name and mailing address, including city (or town), state, and zip code, telephone number, email address (if available), and a 24-hour emergency contact.

Enter the SWPPP preparation date.

The Construction Activity Operator identified on the cover page of the SWPPP is responsible for certifying the information contained therein. Please sign the certification in INK. Please note that state statues require the SWPPP to be signed as follows:
(1) For a corporation: by a responsible corporate officer;
(2) For a partnership or sole proprietorship: by a general partner or the proprietor, respectively;
(3) For a municipality, state, federal, or other public agency: by either a principal executive officer or ranking elected official.

Section 1.0 SWPPP Documents Located Onsite & Available for Review
Utilize the provided checklist to ensure that the required SWPPP documents are located onsite and are available for review, if applicable.

Section 2.0 Authorized Non-Stormwater Discharges
Identify the authorized non-stormwater discharges likely to be present at the project site. If an unlisted authorized non-stormwater discharge is likely to be present at the project site, provide it here.

Section 3.0 Pollution Prevention Awareness
Provide employees with a "walk through" of the project site and identify areas of possible pollution, erosion and sediment controls, and pollution prevention practices which are applicable to their assigned job duties. Conduct refresher meetings and perform additional "walk throughs" on an as needed basis.

Section 4.0 Erosion & Sediment Controls
Identify the erosion and sediment controls to be implemented at the project site. For each erosion and sediment control, enter the estimated installation date and estimated removal date. If an unlisted erosion and sediment control will be implemented at the project site, provide the applicable information here.

Section 5.0 Potential Sources of Pollution & Pollution Prevention Practices
Identify the pollutant-generating activities likely to be present at the project site; implement and maintain the corresponding pollution prevention practices. If an unlisted pollutant-generating activity is likely to be present at the project site, describe it, identify the associated pollutant(s), and provide the corresponding pollution prevention practice(s) to be implemented and maintained.

Section 6.0 Stormwater Management Controls
Identify the stormwater management controls to be implemented at the project site, if applicable. For each stormwater management control, enter the estimated installation date. If an unlisted stormwater management control will be implemented at the project site, provide the applicable information here.

Section 7.0 Spill Prevention & Response
Most spills can be cleaned up following manufacturer specifications. The priority should be to protect all people, equipment, property, and the environment. Enter the telephone number of your local fire and police departments.

Section 8.0 Inspections & Corrective Action Log
Enter the qualified inspector's company/organization name, the inspector's name, telephone number, and qualifications. Select the applicable inspection schedule, enter the construction activity inspection date, and enter the date and rainfall amount of the last measurable storm event (if applicable). Identify if the implemented best management practices are in compliance with the SWPPP. Enter corrective actions needed; the party responsible for implementing the corrective actions, and the date corrective actions were taken, if applicable. Make additional copies of the inspection and corrective action log as necessary.

Section 9.0 Grading & Stabilization Activities Log
Enter the date grading activities were initiated, a description of the grading activities including location, the date grading activities ceased, the date stabilization measures were initiated, and a description of the stabilization measures including location.

Section 10.0 SWPPP Modification & Update Log
Enter the SWPPP modification date, description of the SWPPP modification/update, and the name and title of the SWPPP modification preparer, if applicable.

Arlington County SWPPP 12/2016

POLLUTION PREVENTION PLAN NOTES (Stormwater Manual Section 2.4)

ONLY THE FOLLOWING NON-STORMWATER DISCHARGES ARE AUTHORIZED BY ARLINGTON COUNTY'S MS4 PERMIT, UNLESS THE STATE WATER CONTROL BOARD, THE VIRGINIA SOIL AND WATER CONSERVATION BOARD, OR ARLINGTON COUNTY DETERMINES THE DISCHARGE TO BE A SIGNIFICANT SOURCE OF POLLUTANTS TO SURFACE WATERS:

WATER LINE FLUSHING; LANDSCAPE IRRIGATION; DIVERTED STREAM FLOWS; RISING GROUND WATERS; UNCONTAMINATED GROUND WATER INFILTRATION (AS DEFINED AT 40 CFR 35.2005(20)); UNCONTAMINATED PUMPED GROUND WATER; DISCHARGES FROM POTABLE WATER SOURCES; FOUNDATION DRAINS, AIR CONDITIONING CONDENSATION; IRRIGATION WATER; SPRINGS; WATER FROM CRAWL SPACE PUMPS, FOOTING DRAINS; LAWN WATERING; INDIVIDUAL RESIDENTIAL CAR WASHING; FLOWS FROM RIPARIAN HABITATS AND WETLAND; DECHLORINATED SWIMMING POOL DISCHARGES; DISCHARGES OR FLOWS FROM FIRE FIGHTING; AND, OTHER ACTIVITIES GENERATING DISCHARGES IDENTIFIED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY AS NOT REQUIRING VPDES AUTHORIZATION.

APPROPRIATE CONTROLS MUST BE IMPLEMENTED TO PREVENT ANY NON-STORMWATER DISCHARGES NOT INCLUDED ON THE ABOVE LIST (E.G., CONCRETE WASH WATER, PAINT WASH WATER, VEHICLE WASH WATER, DETERGENT WASH WATER, ETC.) FROM BEING DISCHARGES INTO ARLINGTON COUNTY'S MS4 SYSTEM, WHICH INCLUDES THE CURB AND GUTTER SYSTEM, AS WELL AS CATCH BASING AND OTHER STORM DRAIN INLETS, OR STREAM NETWORK.

PER CHAPTER 26 OF THE ARLINGTON COUNTY CODE, IT SHALL BE UNLAWFUL FOR ANY PERSON TO DISCHARGE DIRECTLY OR INDIRECTLY INTO THE STORM SEWER SYSTEM OR STATE WATERS, ANY SUBSTANCE LIKELY, IN THE OPINION OF THE COUNTY MANAGER, TO HAVE AN ADVERSE EFFECT ON THE STORM SEWER SYSTEM OR STATE WATERS.

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STORMWATER POLLUTION PREVENTION PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C035.3

REVISED ON 1/24/2022

Arlington County **Department of Environmental Services**

LDA2.0 Permit SWPPP Minimum Acceptance Criteria (MAC) Checklist

July 2021

Instructions: Complete this required Front Counter Minimum Acceptance Criteria (MAC) Checklist to ensure the intake of your plan upon submission at 1st submission. If applicable, also complete all attached MAC Checklists for requirements pertaining to the individual review of plan elements.

Project Name: S Arlington Ridge Rd Intersection Improvements					
Address: Intersection of S Arlington Ridge Rd and S Lynn St, and Ramp I-395				**Date: 11/18/21**	
General Items		**yes**	**n/a**	**no**	**sheet**
1	Completion of this MAC Checklist and all applicable Plan Review MAC Checklists.	X			
2	Include Standard Plan Template Cover Sheet (Sheet 1) with the following information				
a	Name of project	X			C000.1
b	Include the address, if known at the time of submission.	X			C000.1
c	Vicinity Map indicating the North arrow; label all streets	X			C000.1
d	Name, address, phone number and email of Contractor			X	
e	Name, address, phone number and email of Owner	X			C000.1
f	Name, address, phone number and email of Engineer	X			C000.1
g	Table of Contents/ Sheet Index	X			C000.1
h	Horizontal Datum: All plans shall be referenced to the Virginia Coordinate System of 1983 (VCS 83). The following note should be present on the cover sheet: "The site shown hereon is referenced to the Virginia Coordinate System of 1983 as computed from a field run boundary and horizontal control survey."	X			C011.1
i	Vertical Datum: All plans shall be referenced to the North American Vertical Datum of 1988 (NAVD 88). The following note should be present on the cover sheet: "The site shown hereon is referenced to the North American Vertical Datum of 1988 as computed from a field run vertical control survey."	X			C011.1
j	Site plan/use permit number and/or which FBC if the project is pursuant to a 4.1 site plan, or a use permit, or a Form Based Code project.			X	
3	Include the Standard Plan Template plan Sheets:	X			
a	Demolition Plan/Erosion and Sediment Control Plan Sheet (Sheet2)	X			C021.1, C031.1
b	Grading Plan and Details Sheet (Sheet 3)	X			C041.1
c	Utility/Infrastructure Profiles and Details plan sheet (Sheet 4)	X			C051.1
	Include the following within the Plan, on applicable Plan Sheets	X			
a	Graphic Scale on ALL plan sheets	X			ALL
b	North Arrow on ALL plan sheets	X			ALL
c	Current Field Survey Topography (certified)	X			C011.1
d	Site Areas (Post Dedication and Post Vacation)			X	
e	Total site area of property in sq ft and acres			X	
f	Existing and Proposed Easements on an exhibit	X			C041.1
g	Real Property Identification Map Number, RPC Numbers	X			C011.1
h	Legends	X			C006.1
i	Show all relevant Arlington County details on the plans.	X			ALL
j	Resource Protection Area delineation, if applicable		X		

k	Show the full width of the roadway from curb line to the opposite curb line, as well as the full width of the subject property boundary, including a minimum of 25 feet on the each side of the subject property.	X			C011.1
l	Street names & ROW width.	X			C011.1
m	Streetscape elements (Sidewalks, Curb & Gutter, landscape/utility strip, trees)	X			C041.1
n	Clearly show all utilities with individual location, type and size to include:	X			
	Watermain, meter and existing service lateral associated with the proposed project/site.	X			C011.1
	Sanitary sewer main with their relative length between two manholes, the slope (%) of the main and the arrow showing the direction of flow and connection associated with the sewer lateral, from the property to the main.	X			C011.1
	Sanitary sewer manhole with the County legacy and GIS (where available) numbers, inverts and top elevations.	X			C011.1
	Sanitary lateral associated with proposed project/site.		X		
4	Engineer's Seal/ Signature - Signed and dated on all sheets	X			ALL

Erosion and Sediment Control Plan		**yes**	**n/a**	**no**	**sheet**
1	Include the Standard Plan Template Plan Sheets:	x			
a	E&S Control Notes (Sheet 5)	X			C032.1
b	E&S Control Details (Sheet 6)	X			C032.2
	Include the following within the Plan, on applicable Plan Sheets				
a	E&S Control practices detail drawing (dewatering device, etc..)	X			C032.2
b	E&S Control Plan Legend	X			C032.1
c	Virginia Erosion and Sediment Control Handbook (VESCH) specification numbers	X			C032.1
d	Blank Responsible Land Disturber Letter	X			C032.3
2	Landscape Conservation Plan with the following clearly indicated				
a	Determination of the critical root zone	X			C031.1
b	Tree protection fencing	X			C032.2
c	Signage	X			C032.2
d	Critical Root zone mitigation, such as root pruning, padding, or other root protection methods	X			C031.1
e	Note requiring county arborist inspection before any land disturbance activity	X			C031.1
f	Tree inventory of all trees larger than 3 inches DBH, either on site or with a critical root zone encroaching the limit of disturbance. This list will contain information on species, size, health, whether the tree is to be protected or not, and other issues, such as location in the RPA, disease concerns, or invasive species presence			X	
g	Tree canopy coverage calculation			X	
h	For 4.1 site plans and use permits, a copy of all relevant approved conditions, including, but not limited to, the landscape plan and tree preservation plan			X	
i	For 4.1 site plans and use permits, a copy of the tree preservation plan and the calculation of the tree replacement value of removed trees approved by the County Board, if these were part of the approval			X	
j	For public projects which do not have a tree preservation condition approved by the County Board, a calculation of the tree replacement value of removed trees		X		

Stormwater Management Plan		**yes**	**n/a**	**no**	**sheet**
1	Include the Standard Plan Template Plan Sheets:				

a	Drainage Area Maps (Sheet SWM1)	X			C070.1
b	Stormwater Management Computations (Sheet SWM2)	X			C075.1
c	Stormwater Facility Sheets (Sheet SWM3, 4a, 4b, 5, 6, and 7)		X		
	Include the following within the Plan, on applicable Plan Sheets				
a	Drainage area boundary and runoff flow arrows	X			C071.2
b	Waterproofing Note, if applicable		X		
c	Indicate sump pump discharge location, tie into the public storm sewer system when possible.		X		
d	Indicate Floodplain boundary and floodplain study OR certification on plan that no floodplain is present		X		
e	Blank Stormwater Facility Maintenance and Monitoring Agreement		X		
f	SWM# on the coversheet, once assigned after 1st review	X			C000.1

Pollution Prevention Plan					
1	Include the Standard Plan Template Plan Sheet 8				
a	Standard notes from Stormwater Manual Section 2.4	X			C035.3
b	Authorized Non-Stormwater Discharge (Section 2.0), Potential Sources of Pollution & Pollution Prevention Practices (Section 5.0), and Spill Prevention & Response (Section 7.0) from SWPPP Template (Appendix B) of the Stormwater Manual	X			C035.1

Wet & Dry Utility Requirements		**yes**	**n/a**	**no**	**sheet**
a	The water meter, sanitary notes, and/or storm sewer notes on the SFH template have all been acknowledged and any notes not applicable to the proposed project have been removed or crossed out.	X			C011.1
b	If the existing sewer lateral location is no longer to be reused, a cap off at the main is required. Call out at the cap off location "Permanent cap off" at the sanitary sewer main.		X		
c	If a there is a proposed stormwater connection to a county owned facility, provide the following information on the plan: Type of connection, size of pipe, invert at the property line or nearest cleanout, invert at the catch basin or main, depth profile if proposed pipe crosses other utilities, and a signed hold harmless agreement.	X			C041.2, C073.1
d	All existing overhead wires and above ground fixtures (streetlights, utility poles, etc.) shall be shown on the plans.	X			C011.1

Streetscape Requirements		**yes**	**n/a**	**no**	**sheet**
1	If work is done within the right of way, where the sidewalk, drive, curb &/or gutter is disturbed, the existing infrastructure shall be installed to meet county standards.	x			C041.1
2	The county streetscape is broken into five (5) main groups:				
a	Driveway apron				
	All aprons shall confirm to the Current Arlington County Apron standards found in the Construction Standard Details (05/24/2020 or later) & the County Horizontal Standards, H-3.1.	X			C041.1
	All required dimensions shall be placed on the grading plan/layout plan/ or detail to include: the width of the apron at the property line, the width of the sidewalk layer across the apron, the width of the apron at the street, distance from any existing apron on the adjoining property on both sides, which shall be measured from the flared 45° angle (see diagram), the width of the landscape strip on each side of the 45° flare of the apron.	X			C041.1

	The Arlington County Standard Apron detail (R-2.4(x)) shall be marked up to reflect the proposed driveway specifications and added to the plans (space reserved on sheet 4).	X			C041.2
b	Sidewalk				
	All sidewalks shall be constructed per Arlington county detail R-2.0 & Arlington County Horizontal standards, H-3.9. In situations, where the adjacent sidewalks do not meet the 4' minimum requirement, a waiver can be requested from the wet utility reviewers.	X			C041.1
c	Landscape/Utility strip between the sidewalk and the curb & gutter.				
	The proposed utility strip shall be a minimum of 2.5' wide. In situations, where the 2.5' minimum is unachievable, a waiver can be requested from the wet utility reviewers.	X			C041.1
d	Curb and gutter				
	All curb and gutters shall be constructed per Arlington County detail R-2.0.	X			C041.1
e	Roadway				
	All roadways shall be constructed per Arlington County detail R-2.0.	X			C041.1

Easement		**yes**	**n/a**	**no**	**sheet**
a	No permanent structure is permitted in easements or ROW that is not a County infrastructure without prior approval by DES. A Hold Harmless Agreement is required for any work within the easement.		X		

Resource Protection Area (RPA) - Water Quality Impact Assessment		**yes**	**n/a**	**no**	**sheet**
1	Include the RPA Template Plan Sheets:				
a	Resource Protection Area - Water Quality Impact Assessment (Sheet RPA1)		X		
b	Resource Protection Area - Vegetation Plan (Sheet RPA2)		X		
c	Resource Protection Area - Exception Request (Sheet RPA3)		X		
	Include the following within the Plan, on applicable Plan Sheets				
a	RPA Notes		X		
b	Water Quality Impact Assessment Data Sheet		X		
c	Site-specific RPA delineation		X		
d	Existing and Proposed Impervious Cover and Encroachment		X		
e	Proposed RPA Buffer Enhancement		X		
f	RPA Mitigation Narrative, Maintenance Schedule and As-built requirements		X		
e	CBORC Exception Request		X		

Attachments (one 8.5"x 11" hard copy stapled to the SWPPP plan)					
a	Stormwater Prevention Plan (P2) Template of the Stormwater Manual	X			

I certify that the above is true and accurate to the best of my knowledge.

Luis De la Cruz
Signature

12/1/2021
Date

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Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

SWPPP MAC CHECKLIST

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C035.4

FILENAME: DC12-225-SWPPP.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

DEQ Virginia Runoff Reduction Method Re-Development Compliance Spreadsheet - Version 3.0

○ 2011 BMP Standards and Specifications ⊙ 2013 Draft BMP Standards and Specifications

Project Name: S ARLINGTON RIDGE ROAD AND S LYNN STREET
Date: 2/11/2022
Linear Development Project? Yes

CLEAR ALL (Ctrl+Shift+R)

data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)

Enter Total Disturbed Area *(acres)* → 0.3093

Maximum reduction required:	20%
The site's net increase in impervious cover (acres) is:	0.0000
Post-Development TP Load Reduction for Site (lb/yr):	0.0759

Check:
BMP Design Specifications List: 2013 Draft Stds & Specs
Linear project? Yes
Land cover areas entered correctly? ✔
Total disturbed area entered? ✔

Pre-ReDevelopment Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed forest/open space					0.0000
Managed Turf (acres) -- disturbed, graded for yards or other turf to be			0.0461		0.0461
Impervious Cover (acres)			0.2632		0.2632
					0.3093

Post-Development Land Cover (acres)

	A Soils	B Soils	C Soils	D Soils	Totals
Forest/Open Space (acres) -- undisturbed, protected forest/open space or reforested					0.0000
Managed Turf (acres) -- disturbed, graded for yards or other turf to be			0.0718		0.0718
Impervious Cover (acres)			0.2375		0.2375
Area Check	OK.	OK.	OK.	OK.	0.3093

Constants

Annual Rainfall (inches)	43
Target Rainfall Event (inches)	1.00
Total Phosphorus (TP) EMC (mg/L)	0.26
Total Nitrogen (TN) EMC (mg/L)	1.86
Target TP Load (lb/acre/yr)	0.41
Pj (unitless correction factor)	0.90

Runoff Coefficients (Rv)

	A Soils	B Soils	C Soils	D Soils
Forest/Open Space	0.02	0.03	0.04	0.05
Managed Turf	0.15	0.20	0.22	0.25
Impervious Cover	0.95	0.95	0.95	0.95

LAND COVER SUMMARY -- PRE-REDEVELOPMENT

Land Cover Summary-Pre Pre-ReDevelopment	Listed	Adjusted[1]
Forest/Open Space Cover (acres)	0.0000	0.0000
Weighted Rv(forest)	0.0000	0.0000
% Forest	0%	0%
Managed Turf Cover (acres)	0.0461	0.0461
Weighted Rv(turf)	0.2200	0.2200
% Managed Turf	15%	15%
Impervious Cover (acres)	0.2632	0.2632
Rv(impervious)	0.9500	0.9500
% Impervious	85%	85%
Total Site Area (acres)	**0.3093**	**0.3093**
Site Rv	**0.8412**	**0.8412**

Treatment Volume and Nutrient Load

Pre-ReDevelopment Treatment Volume (acre-ft)	0.0217	0.0217
Pre-ReDevelopment Treatment Volume (cubic feet)	944.4607	944.4607
Pre-ReDevelopment TP Load (lb/yr)	**0.5934**	**0.5934**
Pre-ReDevelopment TP Load per acre (lb/acre/yr)	1.9200	1.9200
Baseline TP Load (lb/yr) (0.41 lbs/acre/yr applied to pre-redevelopment area excluding pervious land proposed for new impervious cover)		*0.1268*

LAND COVER SUMMARY -- POST DEVELOPMENT

Land Cover Summary-Post (Final) Post ReDev. & New Impervious	
Forest/Open Space Cover (acres)	0.0000
Weighted Rv(forest)	0.0000
% Forest	0%
Managed Turf Cover (acres)	0.0718
Weighted Rv (turf)	0.2200
% Managed Turf	23%
Impervious Cover (acres)	0.2375
Rv(impervious)	0.9500
% Impervious	77%
Final Site Area (acres)	**0.3093**
Final Post Dev Site Rv	**0.7805**

Land Cover Summary-Post Post-ReDevelopment	
Forest/Open Space Cover (acres)	0.0000
Weighted Rv(forest)	0.0000
% Forest	0%
Managed Turf Cover (acres)	0.0718
Weighted Rv (turf)	0.2200
% Managed Turf	23%
ReDev. Impervious Cover (acres)	0.2375
Rv(impervious)	0.9500
% Impervious	77%
Total ReDev. Site Area (acres)	**0.3093**
ReDev Site Rv	**0.7805**

Land Cover Summary-Post Post-Development New Impervious	
New Impervious Cover (acres)	0.0000
Rv(impervious)	--

Treatment Volume and Nutrient Load

Final Post-Development Treatment Volume (acre-ft)	0.0201	**Post-ReDevelopment Treatment Volume (acre-ft)** 0.0201	**Post-Development Treatment Volume (acre-ft)** --
Final Post-Development Treatment Volume (cubic feet)	876.3582	**Post-ReDevelopment Treatment Volume (cubic feet)** 876.3582	**Post-Development Treatment Volume (cubic feet)** --
Final Post-Development TP Load (lb/yr)	**0.5506**	**Post-ReDevelopment Load (TP) (lb/yr)*** **0.5506**	**Post-Development TP Load (lb/yr)** **--**
Final Post-Development TP Load per acre (lb/acre/yr)	1.7800	Post-ReDevelopment TP Load per acre (lb/acre/yr) 1.7800	
		Max. Reduction Required (Below Pre-ReDevelopment Load) 20%	
		TP Load Reduction Required for Redeveloped Area (lb/yr) **0.0759**	**TP Load Reduction Required for New Impervious Area (lb/yr)** **0**

[1] *Adjusted Land Cover Summary:*
Pre ReDevelopment land cover minus pervious land cover (forest/open space or managed turf) acreage proposed for new impervious cover.

Adjusted total acreage is consistent with Post-ReDevelopment acreage (minus acreage of new impervious cover).

Column I shows load reduction requriement for new impervious cover (based on new development load limit, 0.41 lbs/acre/year).

Post-Development Requirement for Site Area

TP Load Reduction Required (lb/yr)	**0.0759**
Linear Project TP Load Reduction Required (lb/yr):	**0.0759**

Nitrogen Loads (Informational Purposes Only)

Pre-ReDevelopment TN Load (lb/yr)	4.2451	Final Post-Development TN Load (Post-ReDevelopment & New Impervious) (lb/yr)	3.9390

STORMWATER NARRATIVE

The Runoff Reduction Spreadsheet information on this plan is for data tracking purposes to document the area of land disturbance and to characterize pre- and post-development land use conditions.

In accordance with Arlington County's Chesapeake Bay Total Maximum Daily Load (TMDL) Action Plan, approved by the Virginia Department of Environmental Quality (DEQ) on September 1, 2015, linear development projects conducted by the County are administered and tracked as follows consistent with 9VAC25-870-69.A.4, 9VAC25-870-76, and 9VAC25-870-92:

- Pollutant load changes will be computed as described in Section 3.A of the Action Plan.
- Retrofit opportunities will be evaluated for each project, using the screening and selection criteria applied and described in the adopted Stormwater Master Plan.
- Retrofit projects that meet the screening criteria and are determined by Arlington to be feasible and cost-effective will be implemented with specific linear development projects. Pollutant load reductions from retrofit projects will be computed as described in Section 5 of the Action Plan.
- In cases where retrofit projects are not feasible and cost-effective for a particular linear project, any POC load increases that might occur for that project will be addressed by larger overall POC load reductions in place or added through TMDL action plan implementation.

In the above manner Arlington, as the MS4 operator and the construction site operator for its linear development projects, implements linear projects and retrofit projects in a manner that achieves the most TMDL POC reduction for the least cost, while fully accounting for load changes that occur with linear development project activity consistent with the DEQ Chesapeake Bay TMDL Special Condition Guidance.

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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

VIRGINIA RUNOFF REDUCTION METHOD

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

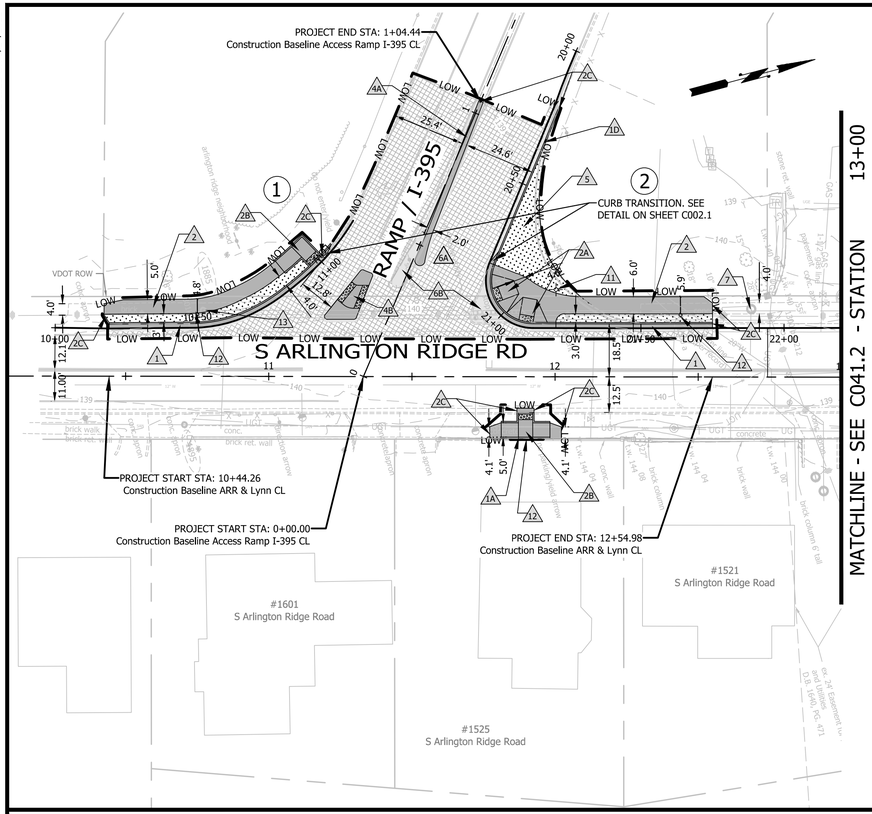
SCALE:

AS SHOWN

C035.5

FILENAME: DC12-220-E AND S NOTES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



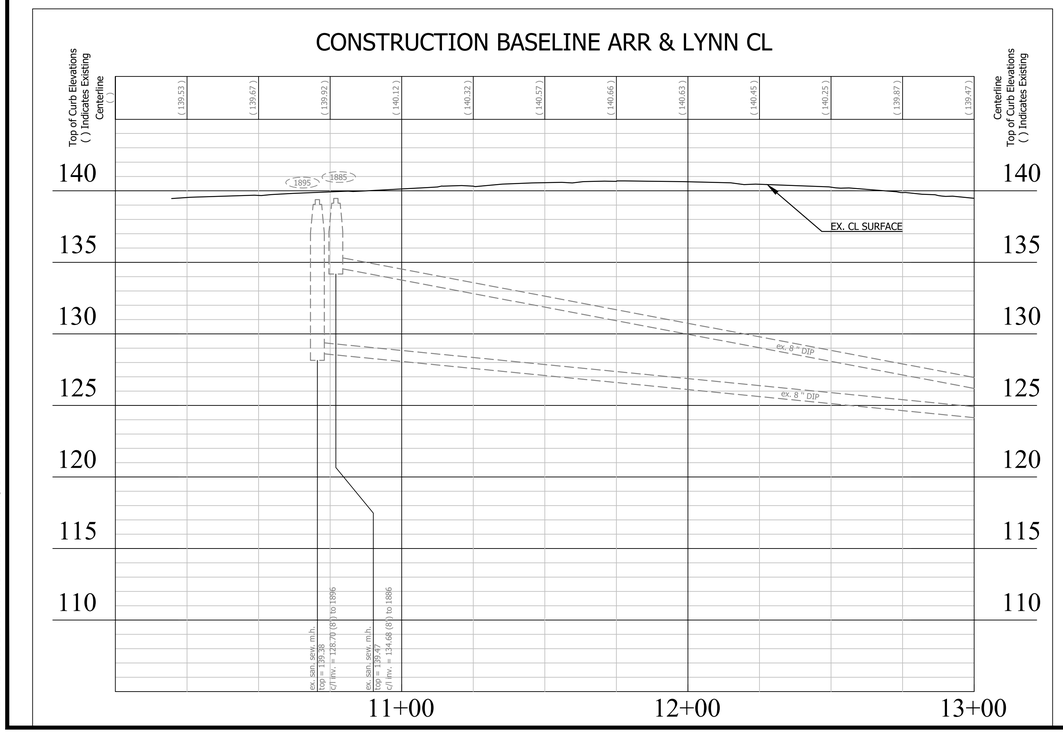
CONSTRUCTION NOTES

1. PROP CURB AND GUTTER (C-2) ARL STD (R-2.0)
1A. PROP HEADER CURB (C-3) ARL STD (R-2.0)
1B. PROP REVERSE PITCH CURB & GUTTER (C-2R) ARL STD (R-2.0)
1C. PROP MEDIAN NOSE WITH 4" MOUNTABLE CURB MS-1A MOD, VDOT ROAD & BRIDGE STANDARDS (202.3)
1D. PROP STANDARD 6" CURB CG-2, 2016 VDOT ROAD & BRIDGE STANDARDS (201.01)
2. PROP SIDEWALK ARL STD (R-2.0)
2A. PROP RAMP (CG-12A) VDOT ROAD & BRIDGE STANDARDS (203.06) SEE CURB RAMP DETAIL ON SHEETS C043.1-C043.4
2B. PROP RAMP (CG-12B) VDOT ROAD & BRIDGE STANDARDS (203.07) SEE CURB RAMP DETAIL ON SHEETS C043.1-C043.4
2C. MATCH EX T.O.C. OR SIDEWALK GRADE AND WIDTH
3. PROP COMERCIAL CONCRETE DRIVEWAY ENTRANCE (DEPRESSED) ARL STD (R-2.4B) SEE SHEET C043.1 FOR DETAIL
4. PROP 6' BENCH PER DETAIL SHOWN ON SHEET C002.1 OR EQUIVALENT
4A. PROP STANDARD SOLID CONCRETE RAISED MEDIAN MS-1A, VDOT ROAD & BRIDGE STANDARDS (202.3)
4B. PROP MEDIAN CUT-THROUGH TYPE M2, VDOT ROAD & BRIDGE STANDARDS (204.05)
5. PROP SOD AND 4" TOP SOIL PER ARL CONST STD & SPEC, SECTION 329200 SEEDING AND SODDING (TYP)
6. REPLACE EXISTING ASPHALT WITH 6" BM-25.0A AND 2" SM-9.5A (TYP)
6A. MILLING AND OVERLAY (TYP)
6B. REPLACE EXISTING ASPHALT WITH 6" BM-25.0A AND 2" SM-9.5D (TYP)
7. ADJUST/REPAIR EXISTING WATER VALVE TOP
8. REMOVE EXISTING WATER VALVE. SEE SHEET C051.1
9. REMOVE EXISTING FIRE HYDRANT AND INSTALL NEW FIRE HYDRANT ON NEW LOCATION, SEE SHEET C051.1 FOR WATERMAIN PLAN
10. TRANSITION BETWEEN STD CURB & GUTTER (C-2) AND REVERSE PITCH CURB & GUTTER (C-2R) SEE SHEET C043.1 FOR LOCATION
11. NEW COBRA STREETLIGHT (BY OTHERS), SEE SHEET C111.1 FOR DETAIL
12. DO NOT DISTURB EXISTING FEATURES
13. ADJUST EXISTING SANITARY TOP TO PROPOSED GRADE, PER ARL STD S-2.5
13A. ADJUST EXISTING SANITARY TOP TO PROPOSED GRADE AND SHIFT EX. SAN TOP ON PEDESTRIAN RAMP, PER ARL STD S-2.5 TYPE B
14. PROP PRECAST CATCH BASIN WITHOUT GUTTER L=8.5', PCB-2 PER ARL STD (D-1.5) MOD
15. PROP STORM SEWER PRECAST MANHOLE, PMH-1 PER ARL STD (D-3.1)
16. CORE DRILL AND CONNECT PROPOSED PIPE TO EXISTING STRUCTURE
17. EX. UTILITY POLE TO BE RELOCATED BY OTHERS

(#) CURB RETURN NUMBER. SEE CURB RETURN PROFILE SHEET FOR DETAILS

NOTE:

1. PROPOSED CURB RAMP AND PEDESTRIAN REFUGE WORK WITHIN VDOT R-O-W WILL BE MAINTAINED BY ARLINGTON COUNTY AS SHOWN ON COVER SHEET.
2. ALL MANHOLE BOX COVER NEEDS TO BE ADA COMPLIANT WITHIN THE PROPOSED IMPROVEMENTS



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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriola Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St. And Ramp I-395

PLAN AND PROFILE I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

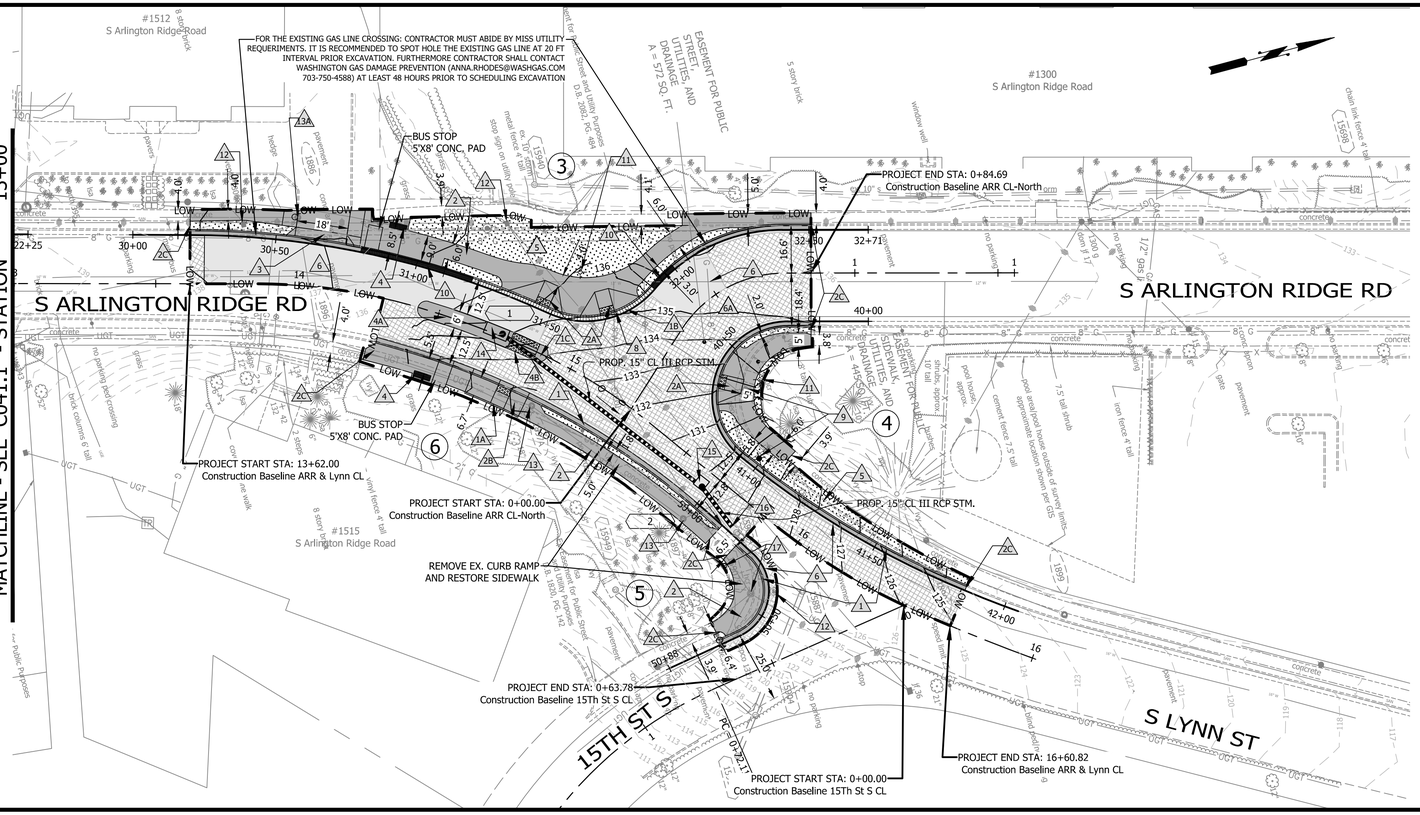
SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C041.1

FILENAME: DC12-230-PLAN_PROFILE.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MATCHLINE - SEE C041.1 - STATION 13+00



CONSTRUCTION NOTES

1. PROP CURB AND GUTTER (C-2) ARL STD (R-2.0)
1A. PROP HEADER CURB (C-3) ARL STD (R-2.0)
1B. PROP REVERSE PITCH CURB & GUTTER (C-2R) ARL STD (R-2.0)
1C. PROP MEDIAN NOSE WITH 4" MOUNTABLE CURB MS-1A MOD, VDOT ROAD & BRIDGE STANDARDS (202.3)
1D. PROP STANDARD 6" CURB CG-2, 2016 VDOT ROAD & BRIDGE STANDARDS (201.01)
2. PROP SIDEWALK ARL STD (R-2.0)
2A. PROP RAMP (CG-12A) VDOT ROAD & BRIDGE STANDARDS (203.06) SEE CURB RAMP DETAIL ON SHEETS C043.1-C043.4
2B. PROP RAMP (CG-12B) VDOT ROAD & BRIDGE STANDARDS (203.07) SEE CURB RAMP DETAIL ON SHEETS C043.1-C043.4
2C. MATCH EX T.O.C. OR SIDEWALK GRADE AND WIDTH
3. PROP COMERCIAL CONCRETE DRIVEWAY ENTRANCE (DEPRESSED) ARL STD (R-2.4B) SEE SHEET C043.1 FOR DETAIL
4. PROP 6' BENCH PER DETAIL SHOWN ON SHEET C002.1 OR EQUIVALENT
4A. PROP STANDARD SOLID CONCRETE RAISED MEDIAN MS-1A, VDOT ROAD & BRIDGE STANDARDS (202.3)
4B. PROP MEDIAN CUT-THROUGH TYPE M2, VDOT ROAD & BRIDGE STANDARDS (204.05)
5. PROP SOD AND 4" TOP SOIL PER ARL CONST STD & SPEC, SECTION 329200 SEEDING AND SODDING (TYP)
6. REPLACE EXISTING ASPHALT WITH 6" BM-25.0A AND 2" SM-9.5A (TYP)
6A. MILLING AND OVERLAY (TYP)
6B. REPLACE EXISTING ASPHALT WITH 6" BM-25.0A AND 2" SM-9.5D (TYP)
7. ADJUST/REPAIR EXISTING WATER VALVE TOP
8. REMOVE EXISTING WATER VALVE. SEE SHEET C051.1
9. REMOVE EXISTING FIRE HYDRANT AND INSTALL NEW FIRE HYDRANT ON NEW LOCATION, SEE SHEET C051.1 FOR WATERMAIN PLAN
10. TRANSITION BETWEEN STD CURB & GUTTER (C-2) AND REVERSE PITCH CURB & GUTTER (C-2R) SEE SHEET C043.1 FOR LOCATION
11. NEW COBRA STREETLIGHT (BY OTHERS), SEE SHEET C111.1 FOR DETAIL
12. DO NOT DISTURB EXISTING FEATURES
13. ADJUST EXISTING SANITARY TOP TO PROPOSED GRADE, PER ARL STD S-2.5
13A. ADJUST EXISTING SANITARY TOP TO PROPOSED GRADE AND SHIFT EX. SAN TOP ON PEDESTRIAN RAMP, PER ARL STD S-2.5 TYPE B
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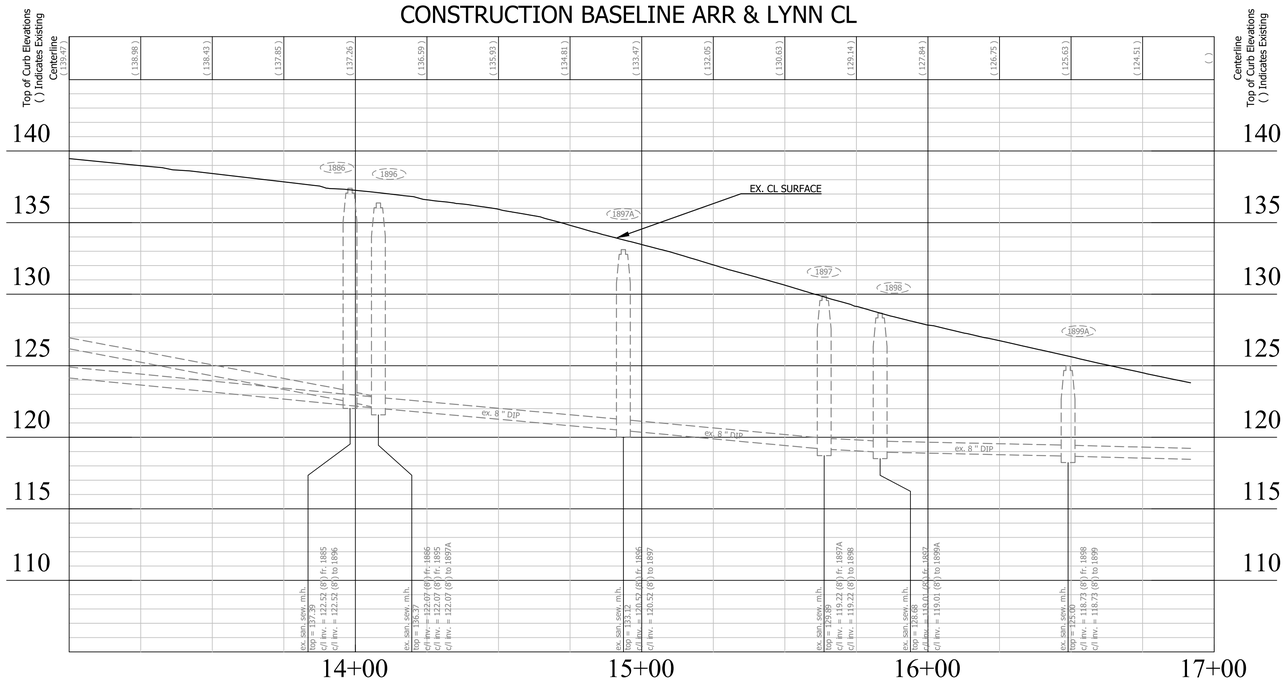
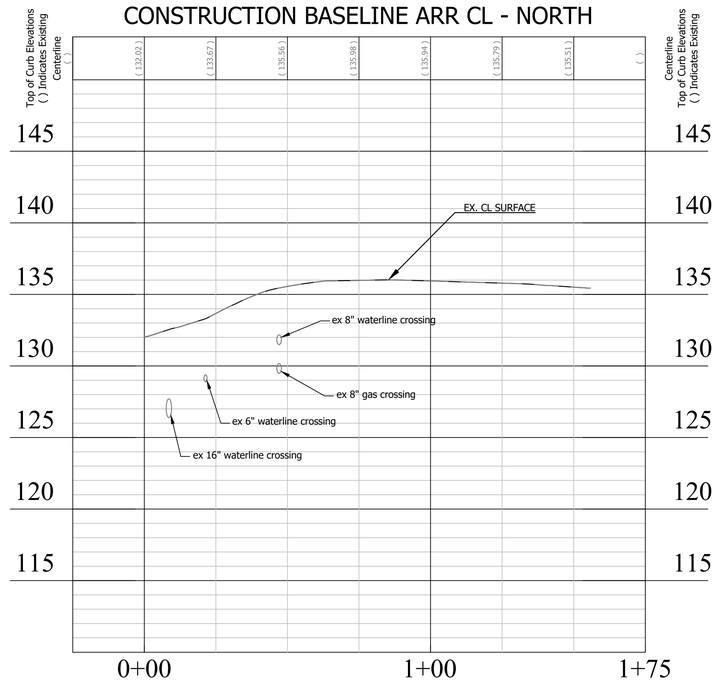
17. EX. UTILITY POLE TO BE RELOCATED BY OTHERS

(#) CURB RETURN NUMBER. SEE CURB RETURN PROFILE SHEET FOR DETAILS

CONSTRUCTION BASELINE ARR & LYNN CL



CONSTRUCTION BASELINE ARR CL - NORTH



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Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St. And Ramp I-395

PLAN AND PROFILE II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C041.2

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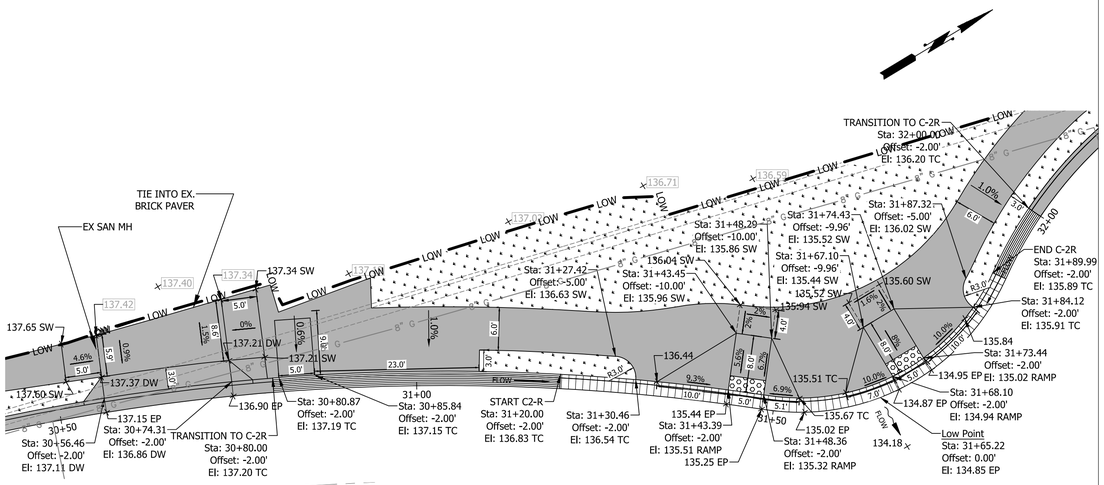
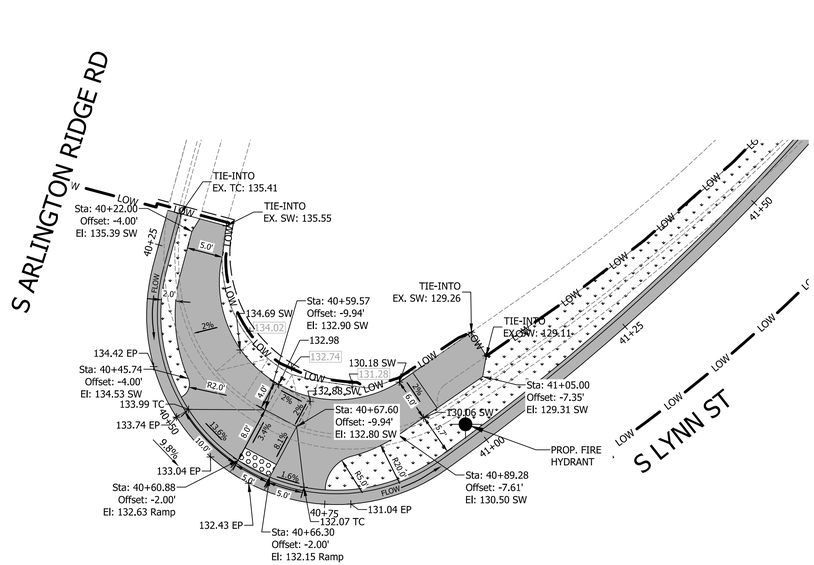
REVISED ON 1/24/2022



CR-3 PLAN

CG-12 TYPE A
NB ARLINGTON RIDGE RD
SCALE: 1" = 10'

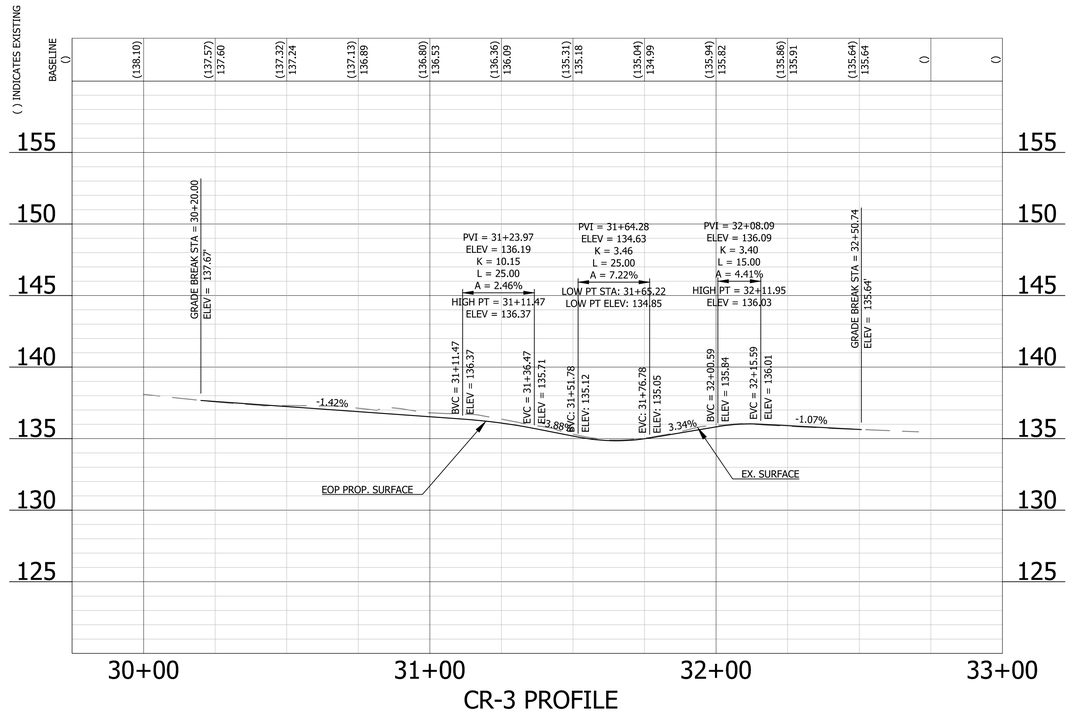


CR-4 PLAN

CG-12 TYPE A
SB ARLINGTON RIDGE RD TO NB LYNN
SCALE: 1" = 10'

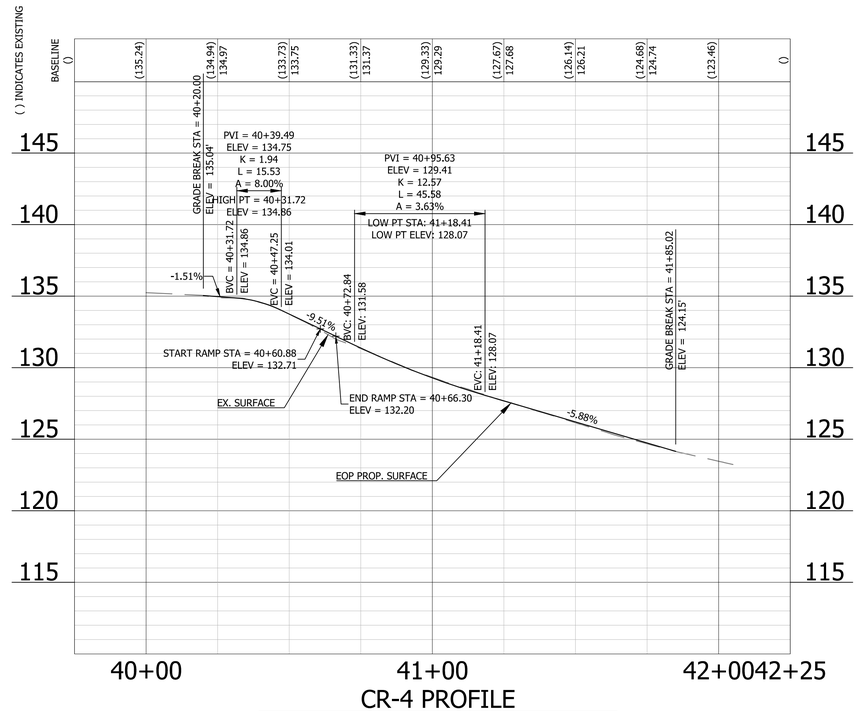
NOTES

1. Elevations along curb lines always indicate top of proposed curb elevations along the TOC baselines.



CR-3 PROFILE

NB ARLINGTON RIDGE RD
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'



CR-4 PROFILE

SB ARLINGTON RIDGE RD TO NB LYNN
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'

LEGEND

XXX.XX : EX. ELEVATION
XXX.XX: PROP. ELEVATION
TC: TOP OF CURB
DW: DRIVEWAY
SW: SIDEWALK
EP: EDGE OF PAVEMENT

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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CURB RETURN PROFILES I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C043.1

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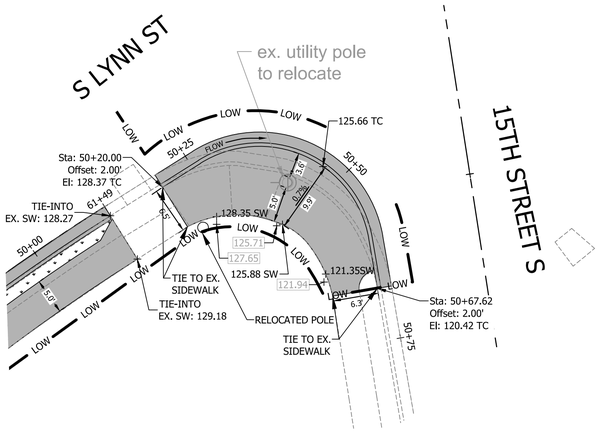
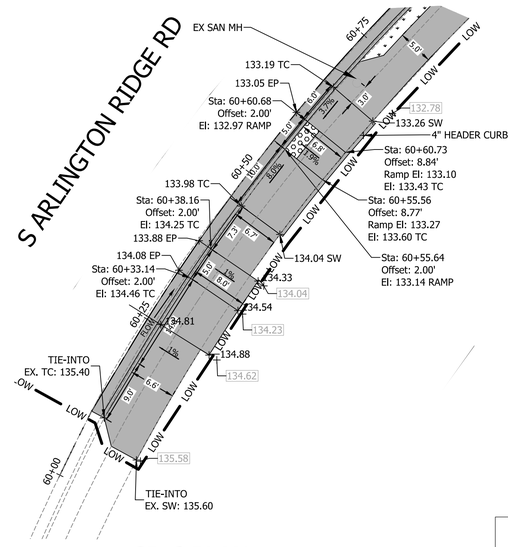
REVISED ON 1/24/2022



CR-5 PLAN

SIDEWALK
NB LYNN TO SB 15TH STREET
SCALE: 1" = 10'

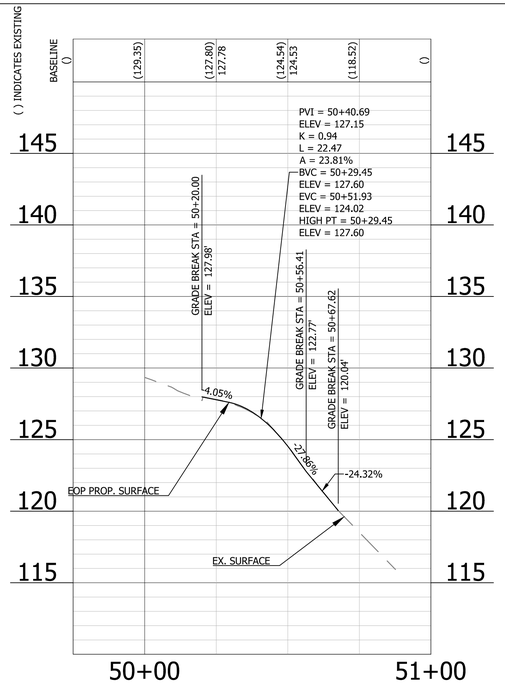


CR-6 PLAN

CG-12 TYPE B
CURB RAMP & BUS STOP - ARR & LYNN
SCALE: 1" = 10'

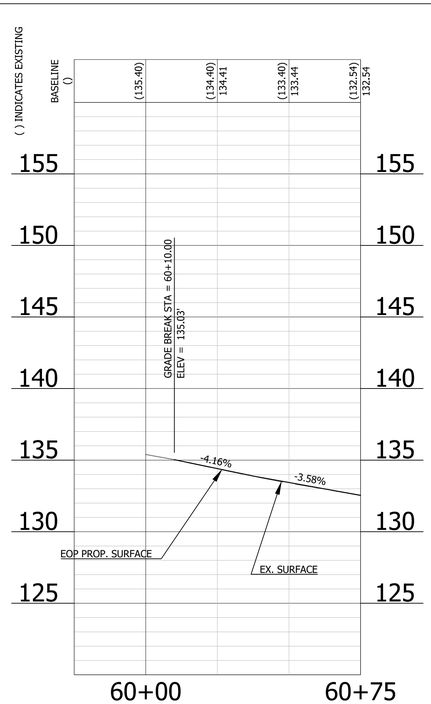
NOTES

1. Elevations along curb lines always indicate top of proposed curb elevations along the TOC baselines.
2. All detail panes share the same orientation/north arrow.



CR-5 PROFILE

NB LYNN TO SB 15TH
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'



CR-6 PROFILE

CURB RAMP & BUS STOP - ARR & LYNN
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'

LEGEND
XXX.XX : EX. ELEVATION
XXX.XX: PROP. ELEVATION
TC: TOP OF CURB
DW: DRIVEWAY
SW: SIDEWALK
EP: EDGE OF PAVEMENT

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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CURB RETURN PROFILES II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

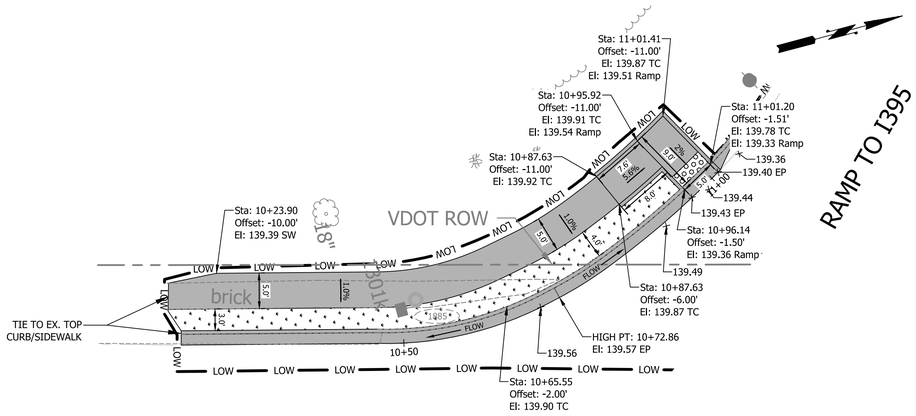
PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C043.2

FILENAME: DC12-232-CURB_RETURN_PROFILES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

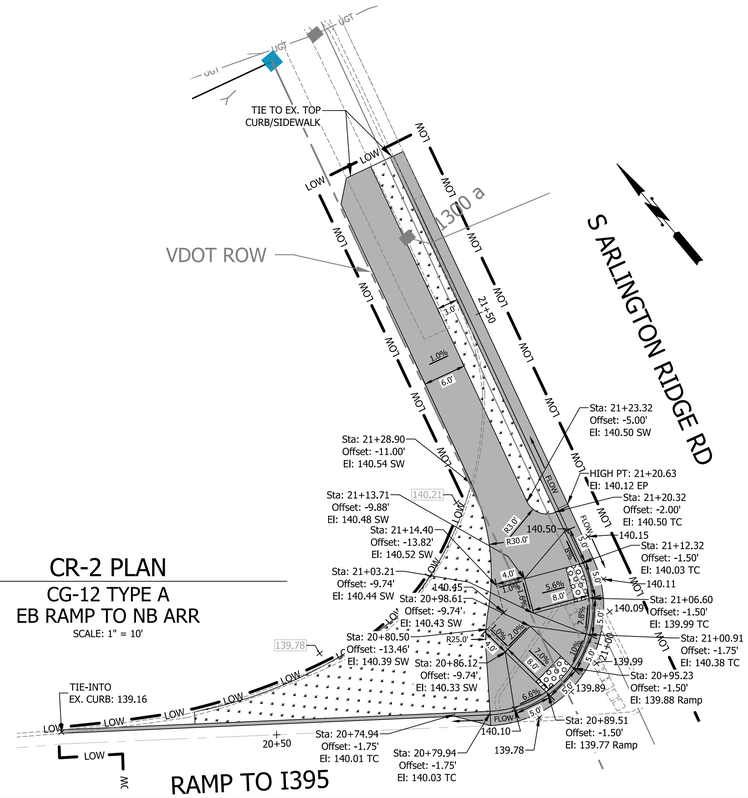
REVISED ON 1/24/2022



S ARLINGTON RIDGE RD

CR-1 PLAN

CG-12 TYPE B
NB ARR TO WB RAMP
SCALE: 1" = 10'

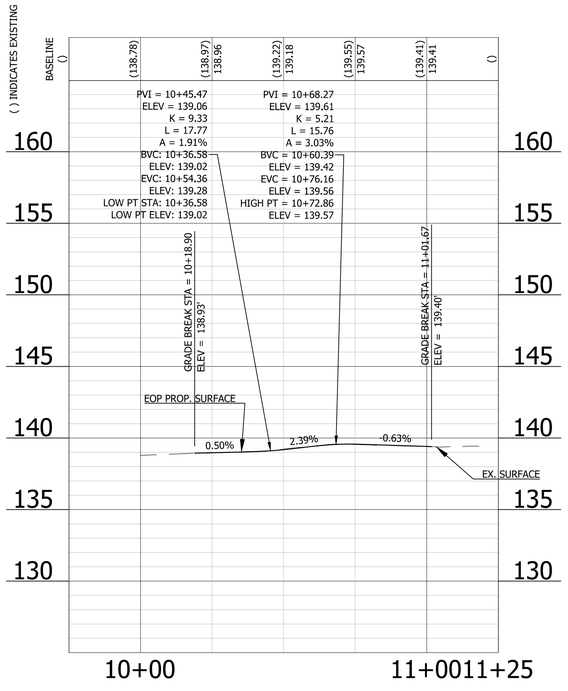


CR-2 PLAN

CG-12 TYPE A
EB RAMP TO NB ARR
SCALE: 1" = 10'

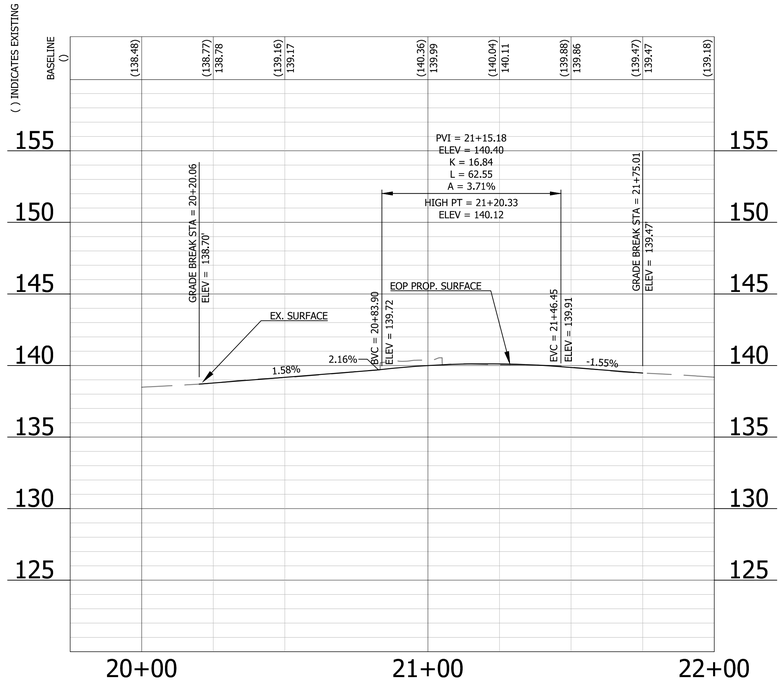
NOTES

1. Elevations along curb lines always indicate top of proposed curb elevations along the TOC baselines.



CR-1 PROFILE

NB ARR TO WB RAMP
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'



CR-2 PROFILE

EB RAMP TO NB ARR
HOR. SCALE: 1" = 25'
VER. SCALE: 1" = 5'

LEGEND

XXX.XX : EX. ELEVATION
XXX.XX: PROP. ELEVATION
TC: TOP OF CURB
DW: DRIVEWAY
SW: SIDEWALK
EP: EDGE OF PAVEMENT

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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CURB RETURN PROFILES III

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C043.3

FILENAME: DC12-232-CURB_RETURN_PROFILES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

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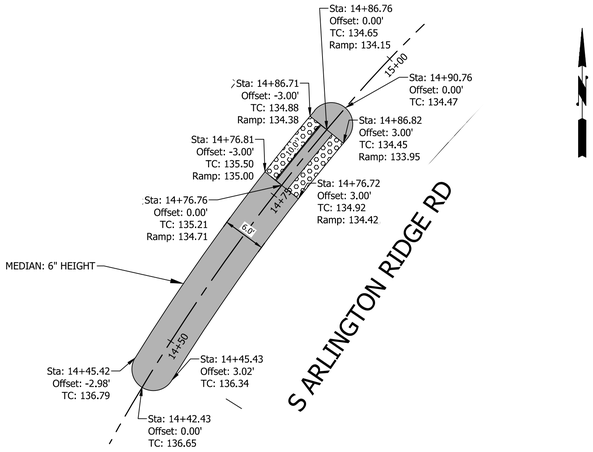
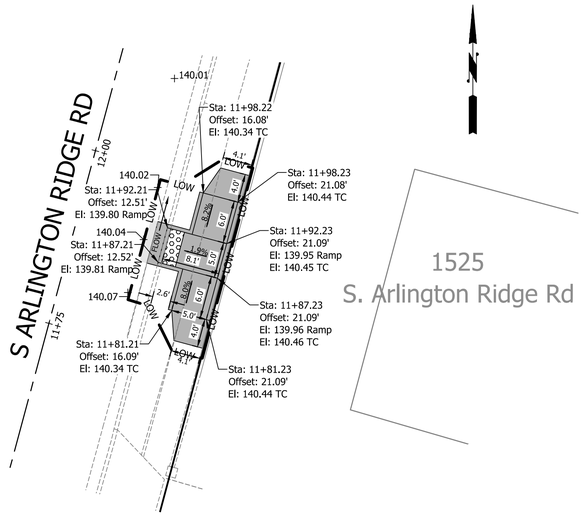


MEDIAN DETAIL #1515 S ARLINGTON RIDGE RD

DETAIL
S ARLINGTON RIDGE RD
SCALE: 1" = 10'

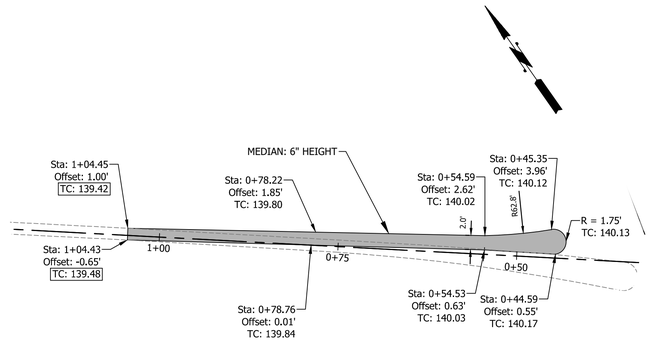
NOTES

1. Elevations along curb lines always indicate top of proposed curb elevations along the TOC baselines.



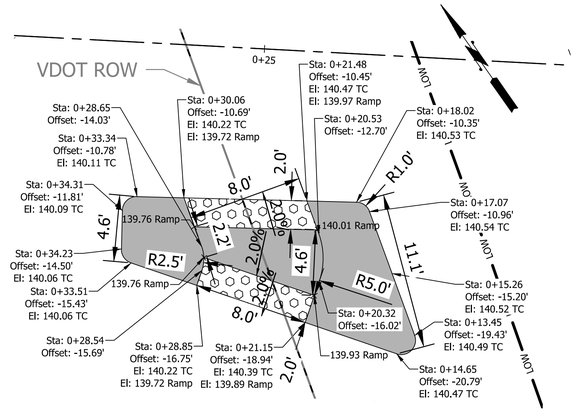
CURB RAMP NEAR #1525

CG-12 TYPE B
S ARLINGTON RIDGE RD
SCALE: 1" = 10'



MEDIAN DETAIL ON RAMP

MS-1A
I-395 ON/OFF RAMP
SCALE: 1" = 10'



MEDIAN REFUGE ISLAND

CG-12 TYPE RI1
I-395 ON/OFF RAMP
SCALE: 1" = 5'

LEGEND
XXX.XX : EX. ELEVATION
XXX.XX: PROP. ELEVATION
TC: TOP OF CURB
DW: DRIVEWAY
SW: SIDEWALK
EP: EDGE OF PAVEMENT

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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MEDIAN DETAILS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

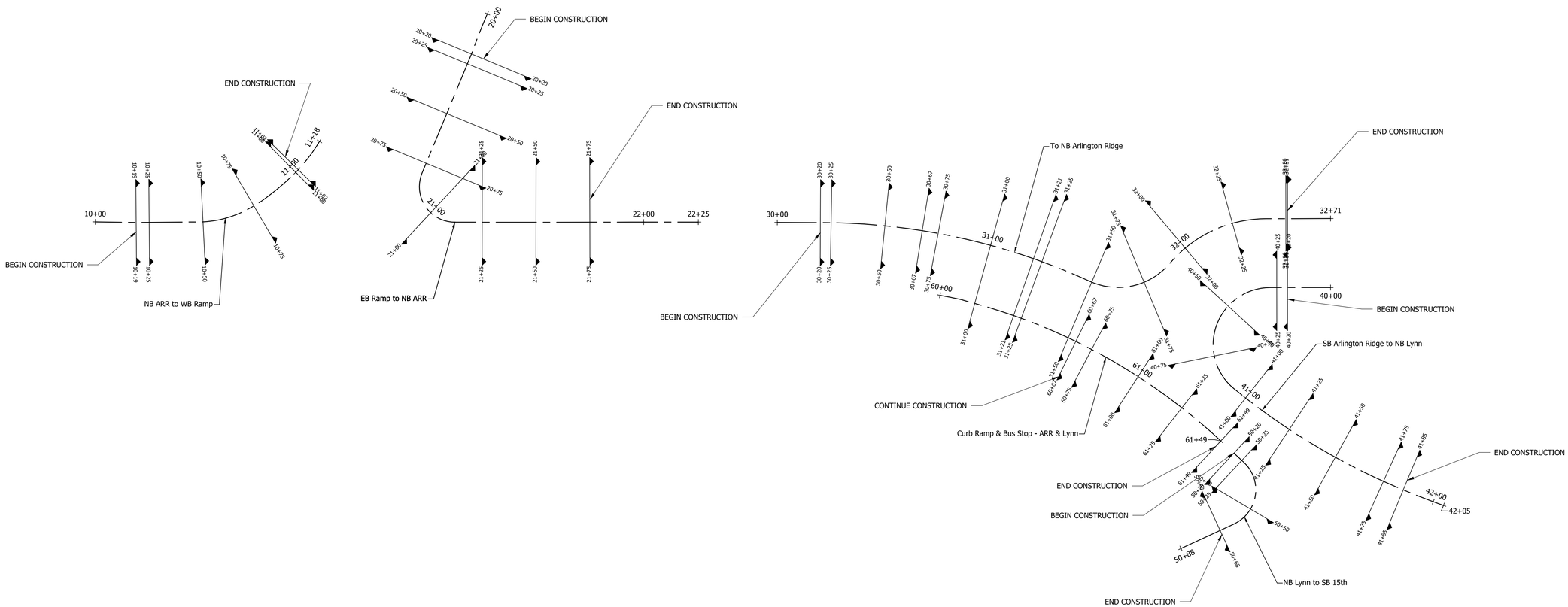
SCALE:

AS SHOWN

C043.4

FILENAME: DC12-232-CURB_RETURN_PROFILES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS

DC12

Intersection of S Arlington Ridge Rd and S Lynn St, and Ramp I-395

CROSS SECTION MAP

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

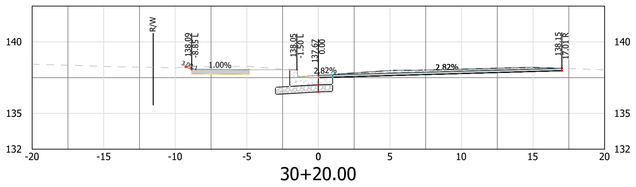
0 25 50
HORIZ. SCALE

C044.0

FILENAME: DC12-122-CORRIDOR-SAMPLE LINES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

TO NB ARLINGTON RIDGE



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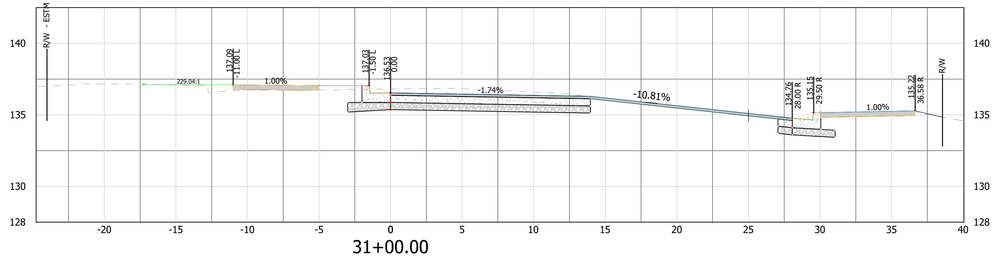

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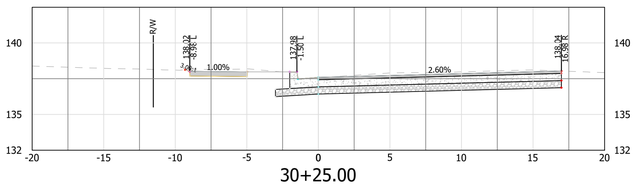

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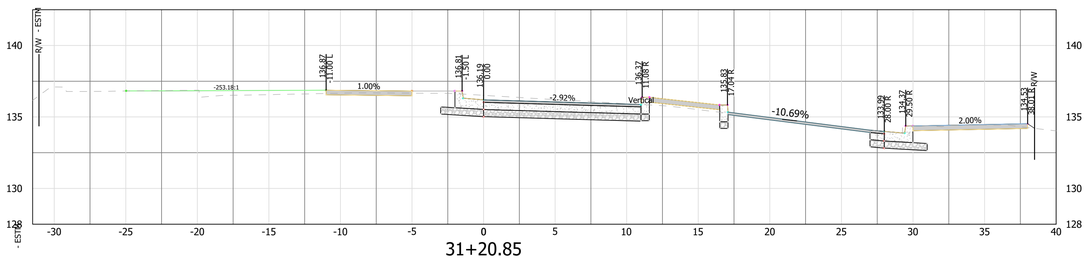

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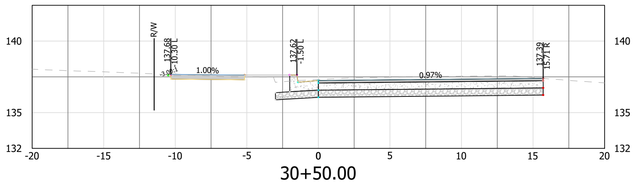

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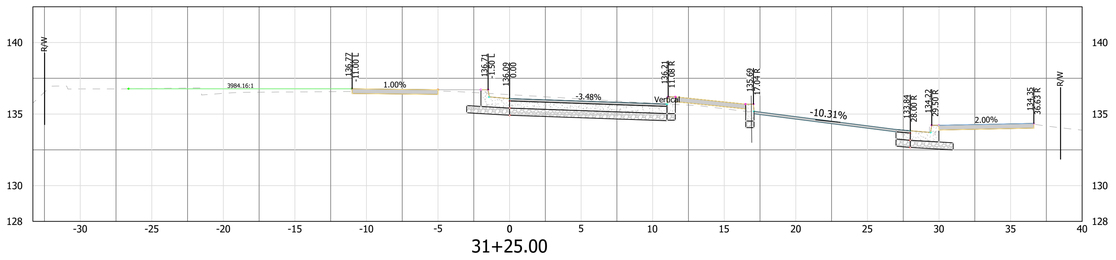

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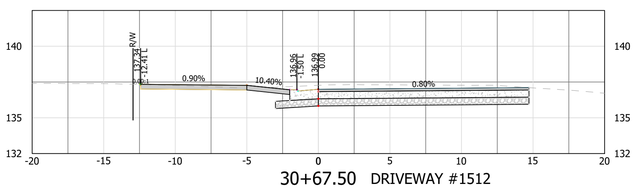

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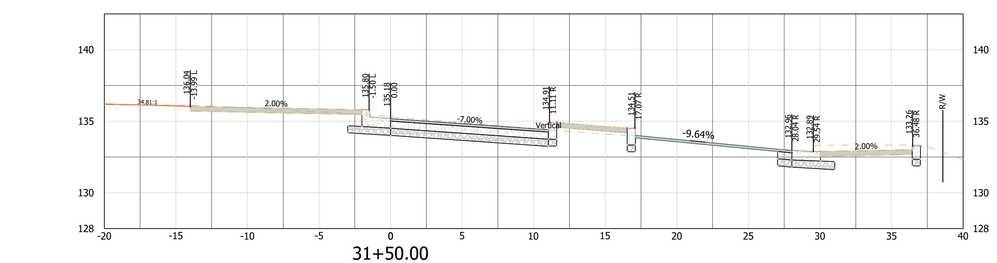

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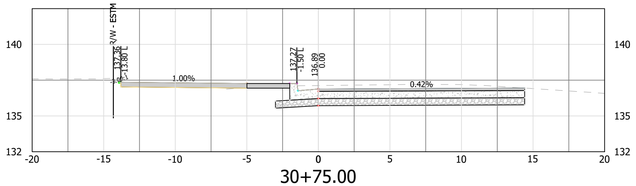

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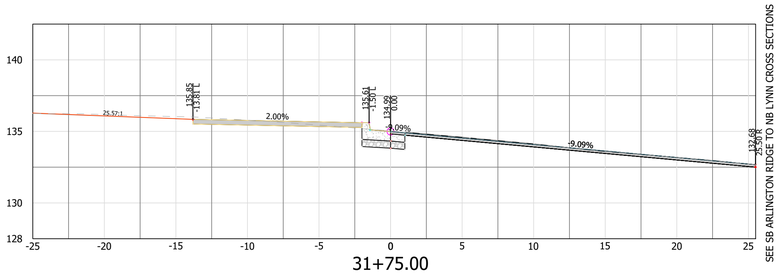

31+75.00

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

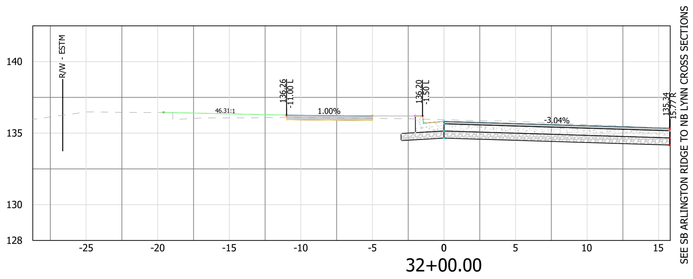
SCALE:
0 5 10
VERT. SCALE
0 5 10
HORIZ. SCALE

C044.1

FILENAME: DC12-234-X-SECTIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

TO NB ARLINGTON RIDGE



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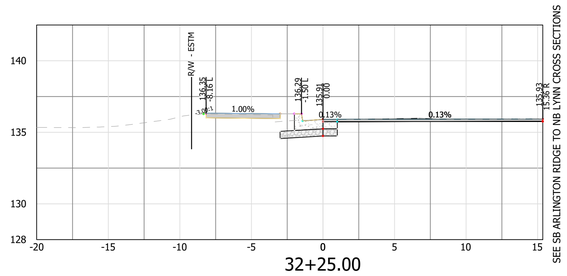

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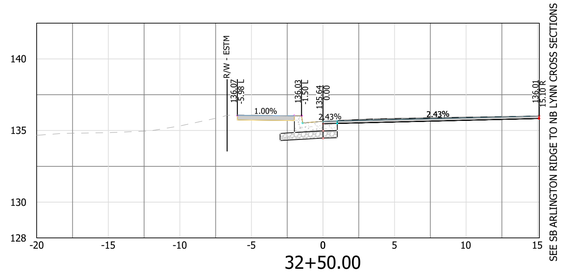

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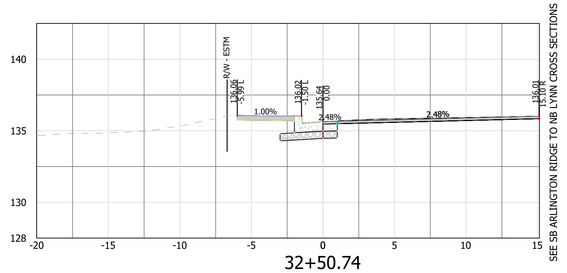

32+50.74

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Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION
IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 5 10
VERT. SCALE

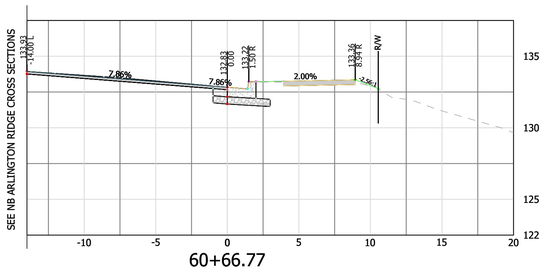
0 5 10
HORIZ. SCALE

C044.2

FILENAME: DC12-234-X-SECTIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

CURB RAMP & BUS STOP - ARR & LYNN



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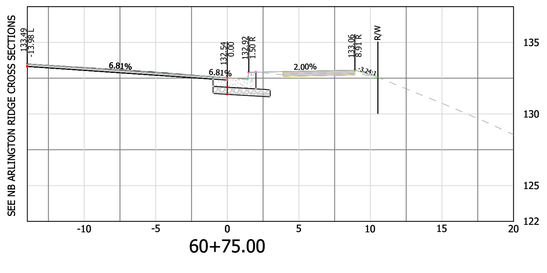

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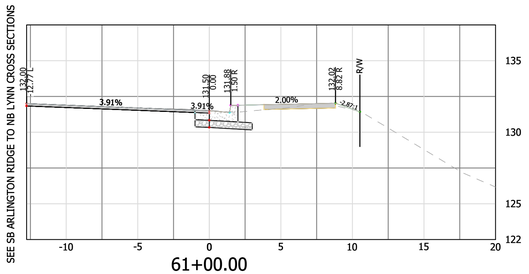

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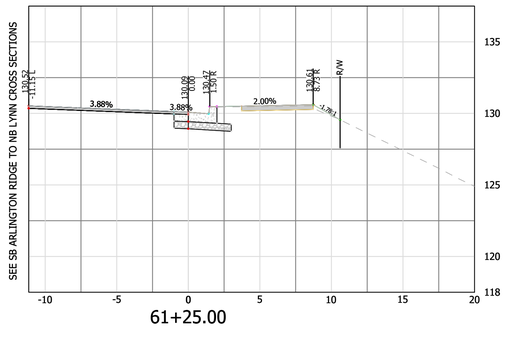

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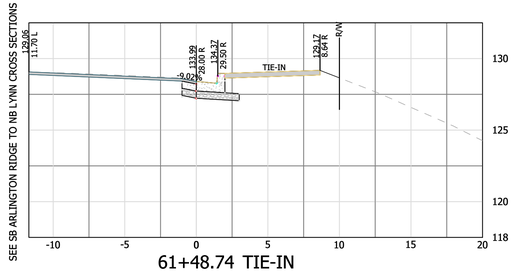
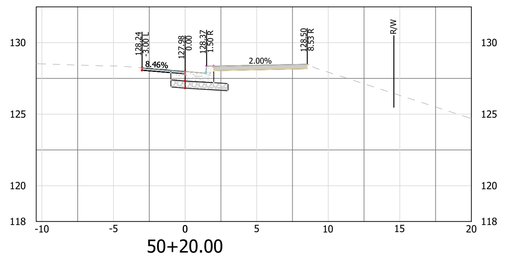


61+48.74 TIE-IN

NB LYNN TO SB 15TH



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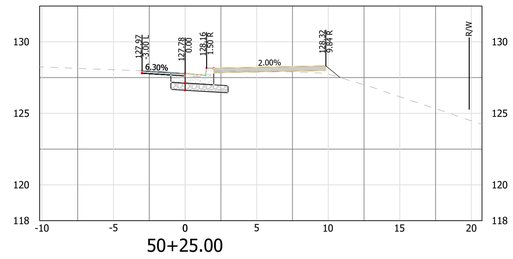

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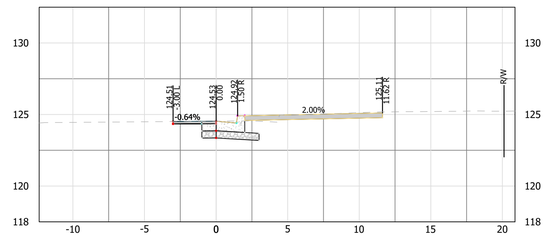

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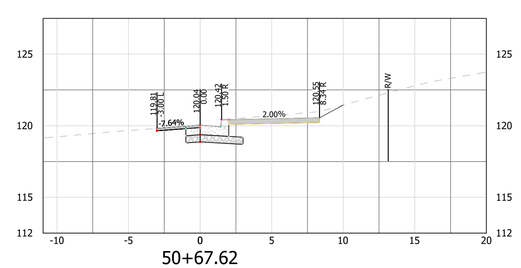

50+67.62

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SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS III

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 5 10
VERT. SCALE

0 5 10
HORIZ. SCALE

C044.3

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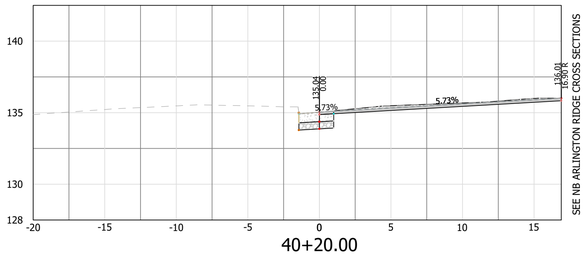
SB ARLINGTON RIDGE TO NB LYNN



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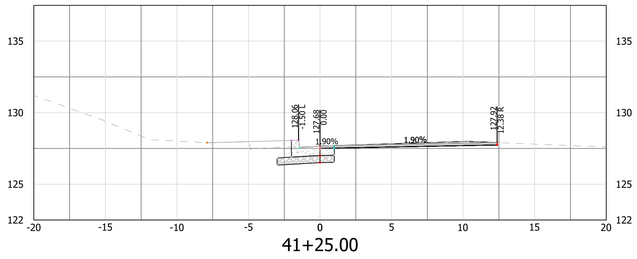

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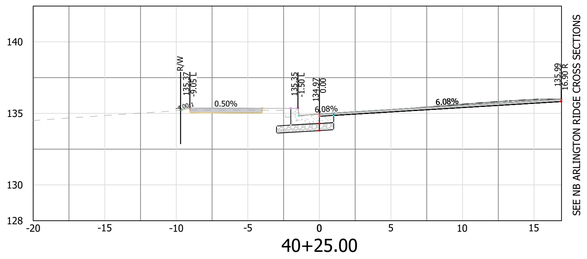

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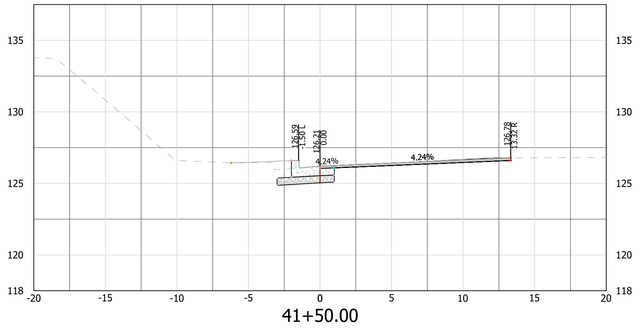

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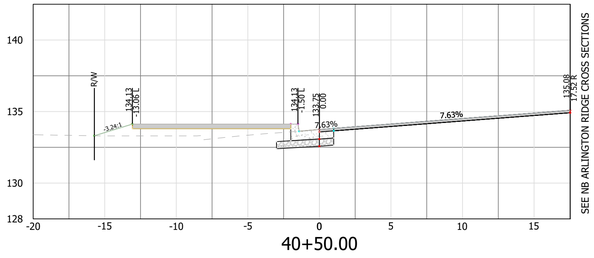

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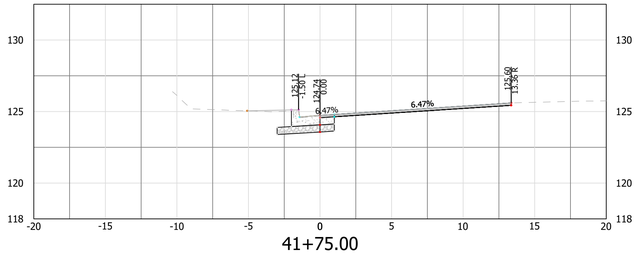

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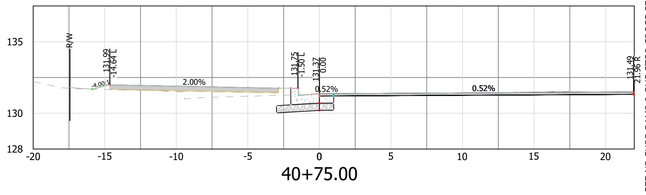

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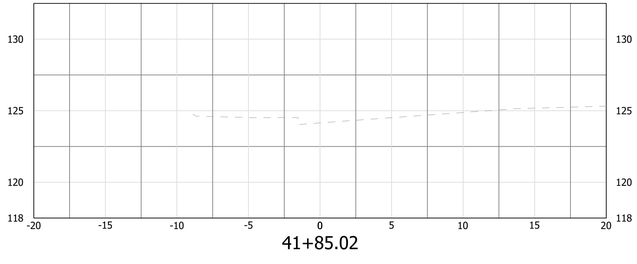

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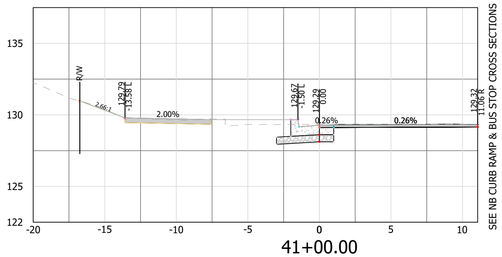

41+00.00

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COMMONWEALTH OF VIRGINIA
JIONG LIN
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PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS IV

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

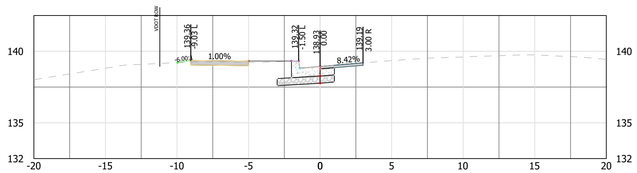
SCALE:
0 5 10
VERT. SCALE
0 5 10
HORIZ. SCALE

C044.4

FILENAME: DC12-234-X-SECTIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

NB ARLINGTON RIDGE TO WB RAMP



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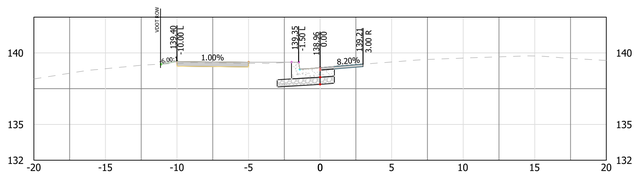

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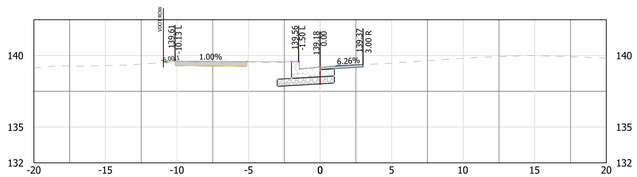

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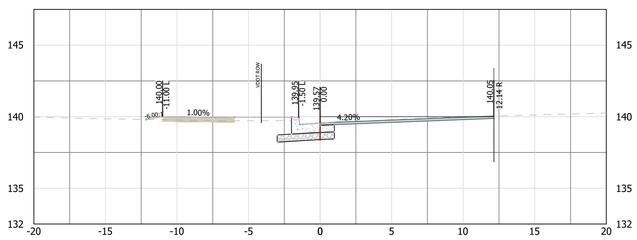

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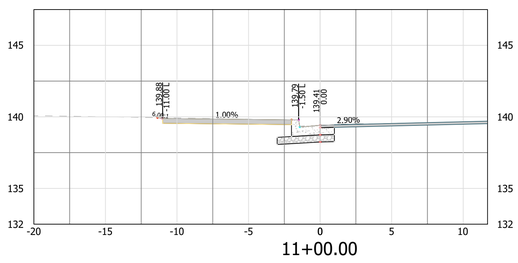

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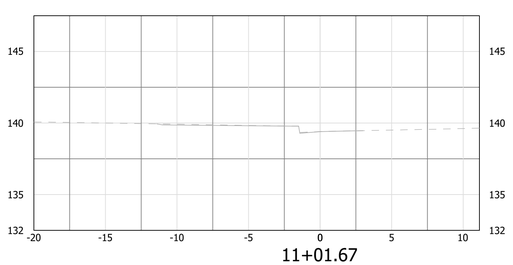

11+01.67

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SEAL

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Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

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CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS V

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

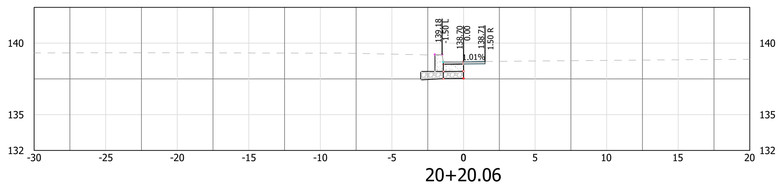
SCALE:
0 5 10
VERT. SCALE
0 5 10
HORIZ. SCALE

C044.5

FILENAME: DC12-234-X-SECTIONS.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

EB RAMP TO NB ARLINGTON RIDGE



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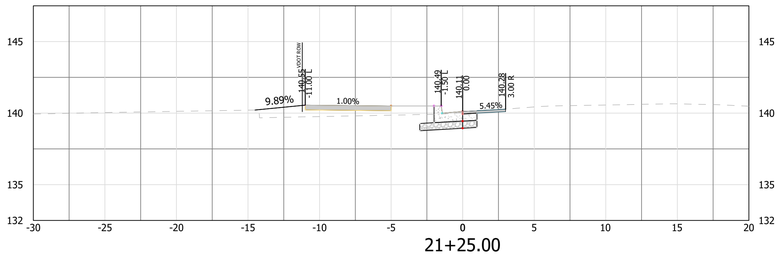

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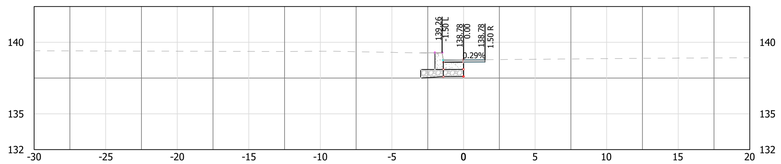

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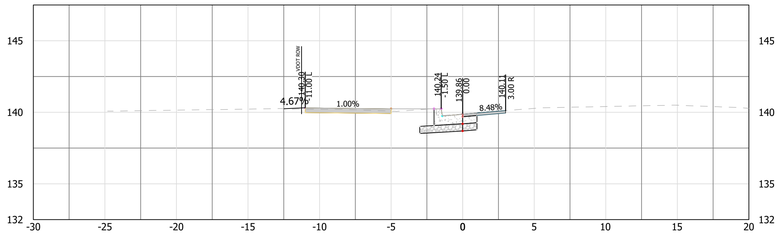

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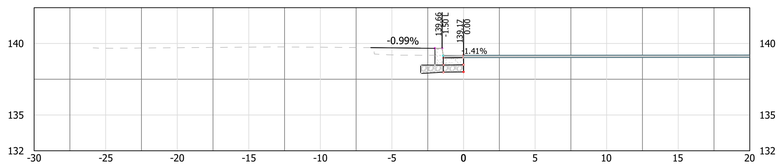

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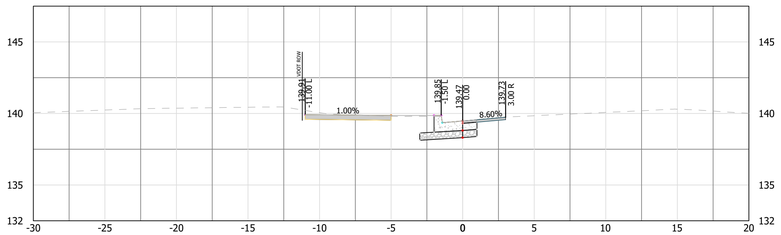

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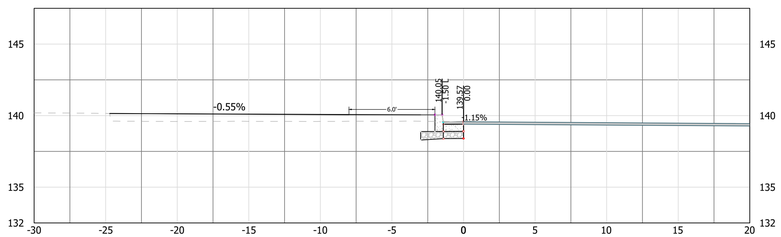

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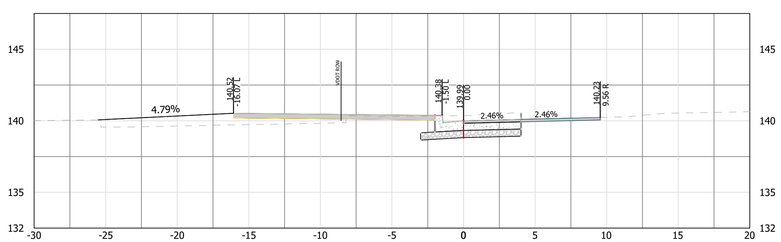

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COMMONWEALTH OF VIRGINIA
JIONG LIN
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PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

CROSS-SECTIONS VI

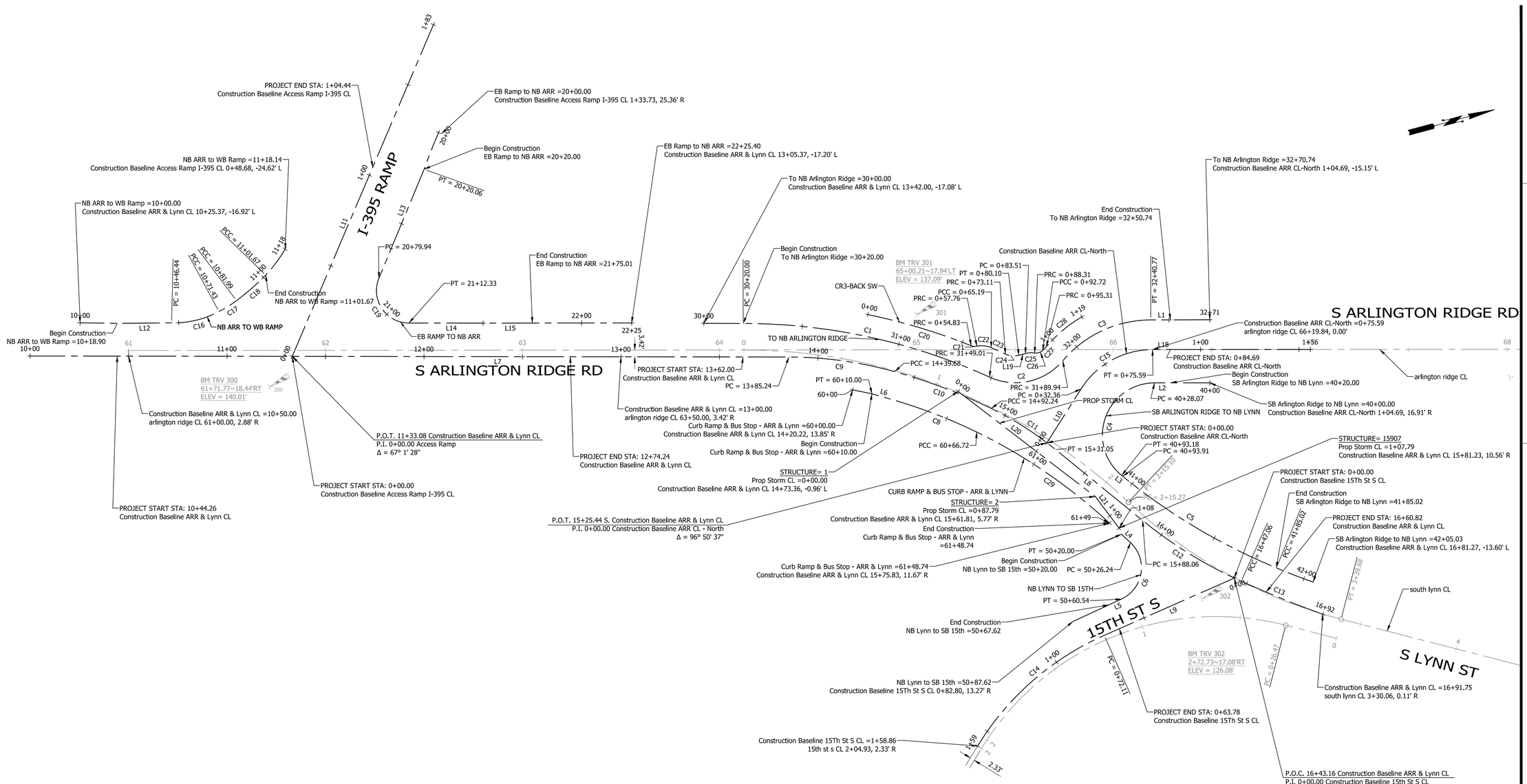
DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 5 10
HORIZ. SCALE

C044.6

REVISED ON 1/24/2022



GPS SATELLITE DATA WAS COLLECTED FOR TRAVERSE 300 AND 301 BY ARLINGTON COUNTY JUNE 2014.

TRAVERSE 301 WAS HELD FOR POSITION AND TRAVERSE 300 FOR LINE.

A SCALE FACTOR OF 1.00006 WAS APPLIED TO POINTS 300 AND 301 TO ACHIEVE GROUND COORDINATE VALUES. THE SCALE POINT @ N7009718, E11878491 WAS USED AS THE SCALE BASE POINT.

THE GPS ELEVATION FOR TRAVERSE 300 (140.01) WAS HELD FOR THE VERTICAL DATUM.

SURVEY CONTROL

POINT	NORTHING	EASTING	ELEVATION
300	6999561.22	11890894.57	140.012
301	6999887.92	11890944.15	137.09
302	6999990.69	11891121.17	126.076

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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

GEOMETRIC CONTROL PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
GRAPHIC SCALE

C045.1

FILENAME: DC12-216-GEOMETRIC CONTROL PLAN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

CR3-BACK SW ALIGNMENT DATA

Line Table						
Line #	Start Sta.	End Sta.	Bearing	Distance	Start (Northing, Easting)	End (Northing, Easting)
L19	0+80.10	0+83.51	N 0° 02' 34" E	3.42'	(6999932.5775, 11890977.5648)	(6999935.9928, 11890977.5673)

Curve Table										
Curve #	Start Sta.	End Sta.	Radius	Chord Bearing	Chord Length	Delta (Δ)	Arc Length	Tangent	Start (Northing, Easting)	End (Northing, Easting)
C20	0+00.00	0+54.83	310.50'	N 31° 46' 37" E	54.75'	10° 07' 01"	54.83'	27.48'	(6999863.9269, 11890937.7650)	(6999910.4743, 11890966.5997)
C21	0+54.83	0+57.76	5.00'	N 19° 59' 53" E	2.90'	33° 40' 29"	2.94'	1.51'	(6999910.4743, 11890966.5997)	(6999913.1962, 11890967.5903)
C22	0+57.76	0+65.19	12.00'	N 20° 53' 38" E	7.31'	35° 27' 59"	7.43'	3.84'	(6999913.1962, 11890967.5903)	(6999920.0255, 11890970.1974)
C23	0+65.19	0+73.11	313.50'	N 39° 21' 01" E	7.92'	1° 26' 49"	7.92'	3.96'	(6999920.0255, 11890970.1974)	(6999926.1472, 11890975.2169)
C24	0+73.11	0+80.10	10.00'	N 20° 03' 30" E	6.85'	40° 01' 52"	6.99'	3.64'	(6999926.1472, 11890975.2169)	(6999932.5775, 11890977.5648)
C25	0+83.51	0+88.31	12.00'	N 11° 29' 27" E	4.76'	22° 53' 46"	4.80'	2.43'	(6999935.9928, 11890977.5673)	(6999940.6609, 11890978.5163)
C26	0+88.31	0+92.72	5.00'	N 2° 19' 14" W	4.27'	50° 31' 09"	4.41'	2.36'	(6999940.6609, 11890978.5163)	(6999944.9246, 11890978.3435)
C27	0+92.72	0+95.31	20.50'	N 31° 12' 16" W	2.59'	7° 14' 55"	2.59'	1.30'	(6999944.9246, 11890978.3435)	(6999947.1413, 11890977.0007)
C28	0+95.31	1+19.03	69.50'	N 25° 03' 01" W	23.61'	19° 33' 24"	23.72'	11.98'	(6999947.1413, 11890977.0007)	(6999968.5282, 11890967.0050)

PROP STORM CL ALIGNMENT DATA

Line Table						
Line #	Start Sta.	End Sta.	Bearing	Distance	Start (Northing, Easting)	End (Northing, Easting)
L20	0+00.00	0+87.79	N 52° 30' 08" E	87.79'	(6999898.0874, 11890987.3651)	(6999951.5264, 11891057.0137)
L21	0+87.79	1+07.79	N 68° 02' 20" E	20.00'	(6999951.5264, 11891057.0137)	(6999959.0059, 11891075.5625)

CURB RETURN ALIGNMENT DATA

Line Table						
Line #	Start Sta.	End Sta.	Bearing	Distance	Start (Northing, Easting)	End (Northing, Easting)
L1	32+40.77	32+50.74	N 14° 57' 01" E	9.98'	(7000001.9263, 11890977.5308)	(7000011.5663, 11890980.1049)
L2	40+20.00	40+28.07	S 14° 57' 01" W	8.07'	(7000003.3110, 11891011.0217)	(6999995.5097, 11891008.9386)
L3	40+93.18	40+93.91	N 54° 11' 25" E	0.73'	(6999967.1827, 11891050.0466)	(6999967.6124, 11891050.6422)
L4	50+20.00	50+26.24	N 57° 51' 48" E	6.24'	(6999959.3613, 11891078.8664)	(6999962.6783, 11891084.1467)
L5	50+60.54	50+67.62	S 9° 49' 56" E	7.08'	(6999950.8480, 11891110.6986)	(6999943.8735, 11891111.9074)
L6	60+10.00	60+23.60	N 31° 07' 44" E	13.60'	(6999855.4948, 11890977.1768)	(6999867.1332, 11890984.2055)
L12	10+18.90	10+46.44	N 14° 30' 28" E	27.54'	(6999494.6812, 11890843.4340)	(6999521.3446, 11890850.3334)
L13	20+20.06	20+79.94	S 52° 27' 50" E	59.88'	(6999665.3998, 11890808.1413)	(6999628.9156, 11890855.6264)
L14	21+12.33	21+51.38	N 15° 04' 26" E	39.05'	(6999637.7085, 11890881.6115)	(6999675.4152, 11890891.7671)
L15	21+51.38	21+78.40	N 14° 52' 50" E	27.02'	(6999675.4152, 11890891.7671)	(6999701.5300, 11890898.7062)

Curve Table										
Curve #	Start Sta.	End Sta.	Radius	Chord Bearing	Chord Length	Delta (Δ)	Arc Length	Tangent	Start (Northing, Easting)	End (Northing, Easting)
C1	30+20.00	31+49.01	299.80'	N 27° 17' 38" E	128.01'	24° 39' 19"	129.01'	65.52'	(6999801.5817, 11890925.7337)	(6999915.3428, 11890984.4346)
C2	31+49.01	31+89.94	31.50'	N 2° 23' 58" E	38.11'	74° 27' 22"	40.93'	23.93'	(6999915.3428, 11890984.4346)	(6999953.4237, 11890986.0302)
C3	31+89.94	32+40.77	58.50'	N 9° 56' 21" W	49.24'	49° 46' 44"	50.83'	27.14'	(6999953.4237, 11890986.0302)	(7000001.9263, 11890977.5308)
C4	40+28.07	40+93.18	26.50'	S 55° 25' 47" E	49.92'	140° 45' 35"	65.10'	74.34'	(6999995.5097, 11891008.9386)	(6999967.1827, 11891050.0466)
C5	40+93.91	41+85.02	311.50'	N 45° 48' 40" E	90.79'	16° 45' 31"	91.11'	45.88'	(6999967.6124, 11891050.6422)	(7000030.8934, 11891115.7406)
C6	50+26.24	50+60.54	17.50'	S 65° 59' 04" E	29.07'	112° 18' 16"	34.30'	26.09'	(6999962.6783, 11891084.1467)	(6999950.8480, 11891110.6986)
C8	60+23.60	60+66.72	271.51'	N 36° 17' 10" E	43.08'	9° 06' 02"	43.13'	21.61'	(6999867.1332, 11890984.2055)	(6999901.8590, 11891009.7012)
C16	10+46.44	10+71.43	48.47'	N 1° 32' 39" E	24.71'	29° 32' 34"	24.99'	12.78'	(6999521.3446, 11890850.3334)	(6999546.0497, 11890850.9994)
C17	10+71.43	10+81.99	59.96'	N 16° 57' 02" W	10.54'	10° 05' 18"	10.56'	5.29'	(6999546.0497, 11890850.9994)	(6999556.1360, 11890847.9252)
C18	10+81.99	11+01.67	123.38'	N 26° 07' 21" W	19.66'	9° 08' 23"	19.68'	9.86'	(6999556.1360, 11890847.9252)	(6999573.7883, 11890839.2688)
C19	20+79.94	21+12.33	16.50'	N 71° 18' 18" E	27.43'	112° 27' 44"	32.39'	24.68'	(6999628.9156, 11890855.6264)	(6999637.7085, 11890881.6115)
C29	60+66.72	61+48.74	280.00'	N 49° 29' 26" E	81.72'	16° 46' 58"	82.02'	41.30'	(6999901.8590, 11891009.7012)	(6999954.9445, 11891071.8354)

CONSTRUCTION BASELINE ALIGNMENT DATA

Line Table						
Line #	Start Sta.	End Sta.	Bearing	Distance	Start (Northing, Easting)	End (Northing, Easting)
L7	10+00.00	13+85.24	N 15° 04' 26" E	385.24'	(6999447.6085, 11890848.0173)	(6999819.5906, 11890948.2039)
L8	15+31.05	15+88.06	N 54° 11' 25" E	57.00'	(6999938.2115, 11891028.6917)	(6999971.5636, 11891074.9191)
L9	0+00.00	0+72.11	S 8° 46' 18" E	72.11'	(7000008.9239, 11891115.2294)	(6999937.6620, 11891126.2252)
L10	0+00.00	0+32.36	N 42° 39' 11" W	32.36'	(6999934.8502, 11891024.1914)	(6999958.6502, 11891002.2653)
L11	0+00.00	1+83.16	N 51° 57' 02" W	183.16'	(6999576.1017, 11890882.6188)	(6999688.9874, 11890738.3878)
L18	0+75.59	0+84.69	N 14° 57' 01" E	9.10'	(6999998.8783, 11890992.3460)	(7000007.6660, 11890994.6925)

Curve Table										
Curve #	Start Sta.	End Sta.	Radius	Chord Bearing	Chord Length	Delta (Δ)	Arc Length	Tangent	Start (Northing, Easting)	End (Northing, Easting)
C9	13+85.24	14+39.68	200.00'	N 22° 52' 19" E	54.27'	15° 35' 47"	54.44'	27.39'	(6999819.5906, 11890948.2039)	(6999869.5970, 11890969.2987)
C10	14+39.68	14+92.24	288.50'	N 35° 53' 23" E	52.49'	10° 26' 20"	52.56'	26.35'	(6999869.5970, 11890969.2987)	(6999912.1214, 11891000.0695)
C11	14+92.24	15+31.05	170.00'	N 47° 38' 59" E	38.73'	13° 04' 53"	38.81'	19.49'	(6999912.1214, 11891000.0695)	(6999938.2115, 11891028.6917)
C12	15+88.06	16+47.06	225.00'	N 46° 40' 38" E	58.84'	15° 01' 34"	59.01'	29.67'	(6999971.5636, 11891074.9191)	(7000011.9330, 11891117.7241)
C13	16+47.06	16+91.75	608.86'	N 37° 03' 43" E	44.67'	4° 12' 18"	44.68'	22.35'	(7000011.9330, 11891117.7241)	(7000047.5819, 11891144.6479)
C14	0+72.11	1+58.86	142.85'	S 26° 10' 16" E	85.43'	34° 47' 56"	86.76'	44.76'	(6999937.6620, 11891126.2252)	(6999860.9889, 11891163.9049)
C15	0+32.36	0+75.59	43.00'	N 13° 51' 05" W	41.43'	57° 36' 12"	43.23'	23.64'	(6999958.6502, 11891002.2653)	(6999998.8783, 11890992.3460)

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08/23/2022

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Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

GEOMETRIC CONTROL DATA

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

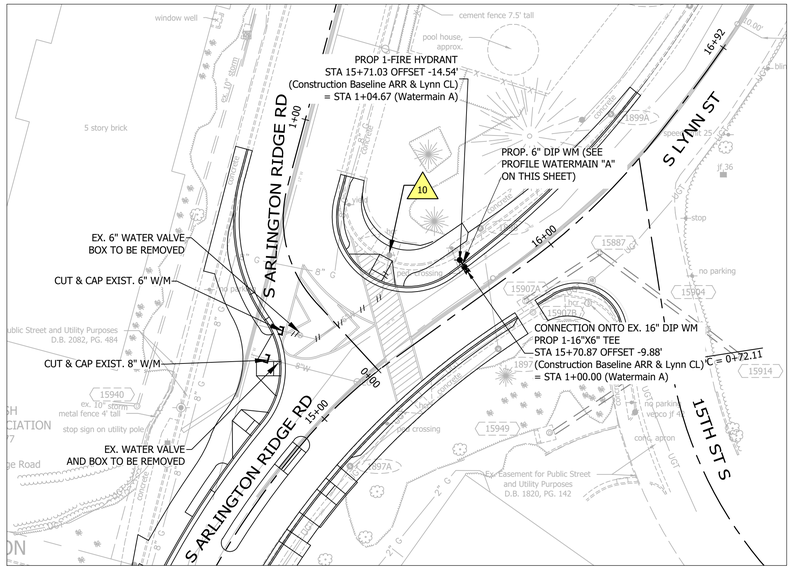
SCALE:

0 25 50
GRAPHIC SCALE

C045.2

FILENAME: DC12-216-GEOMETRIC CONTROL PLAN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

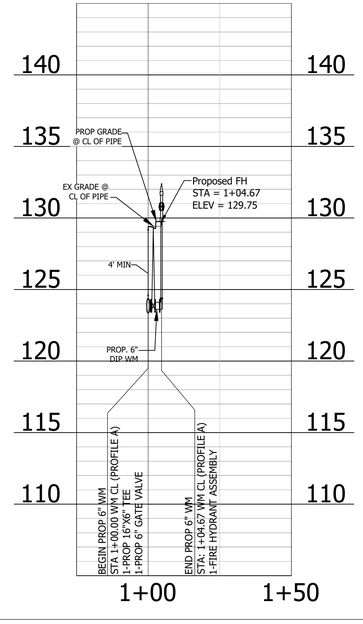
REVISED ON 1/24/2022



WATERMAIN CONSTRUCTION NOTES:

1. -//-//-//- INDICATES EXISTING WATER MAIN TO BE REMOVED FOR THE INSTALLATION OF PROPOSED WATERMAIN, OR ABANDONED IN PLACE FOR PER ARLINGTON COUNTY SPECIFICATIONS AND STANDARDS.
2. SEE DETAILS M-6.0 ON ARLINGTON COUNTY STANDARDS FOR THE PAVEMENT RESTORATION AFTER COMPLETION OF THE WATERMAIN INSTALLATION AND TESTING.
3. ALL DEMOLISHED CURB AND GUTTER AND SIDEWALK FOR THE INSTALLATION OF PROPOSED WATERMAIN SHALL BE RESTORED AS PER ARLINGTON COUNTY STANDARDS WITHIN THE COUNTY RIGHT OF WAY.
4. DEMOLISHED CURB AND GUTTER AND SIDEWALK SHALL BE REPLACED UP TO THE NEAREST JOINT.
5. ALL DISTURBED GRADED LAND AREA SHALL BE RESTORED WITH TOP SOIL AND SOD.
6. TH # IN PLAN VIEW DENOTES TEST HOLE CONDUCTED AT EXISTING UTILITY AND PROPOSED WATER MAIN CROSSINGS.
7. REFER PROFILE VIEW FOR ELEVATION INFORMATION.
8. TEST PITS SHALL BE MADE TO VERIFY EXACT LOCATION AND INVERTS OF EXISTING UTILITIES TO ALLOW FOR POSSIBLE CHANGES IN THE LINE AND GRADE. THESE TEST PITS SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE COUNTY AND ARE INCIDENTAL TO THE WATER MAIN WORK.
9. ALL WATER MAIN JOINTS INCLUDING ALL TEES, BENDS, PLUGS, VALVES, FIRE HYDRANTS ETC. SHALL BE RESTRAINED PER ARLINGTON COUNTY CONSTRUCTION SPECIFICATION 02550. THE CONTRACTOR SHALL SUBMIT JOINT RESTRAINT DETAILS DESIGNED FOR PRESSURE OF 250 PSI PRIOR TO INSTALLATION OF PIPE. ALL TEES, BENDS, PLUGS, VALVES, FIRE HYDRANTS ETC. IN CONJUNCTION WITH JOINT RESTRAINT SHALL ALSO BE RESTRAINED WITH CONCRETE THRUST BLOCKS AS SHOWN ON THE PLANS.
10. EXISTING FIRE HYDRANT TO BE REMOVED AND DISPOSED. THE CONTRACTOR IS REQUIRED TO CAP THE HYDRANT LEAD PIPE, INSTALL THRUST RESTRAINT BEHIND THE VALVE, ABANDON THE EXISTING VALVE IN PLACE AND REMOVE THE VALVE BOX AND STABILIZED VOID.

PROFILE WATERMAIN A



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Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

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DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

WATERMAIN PLAN AND PROFILE

DESIGNED: LED
DRAWN: LED
CHECKED: JL

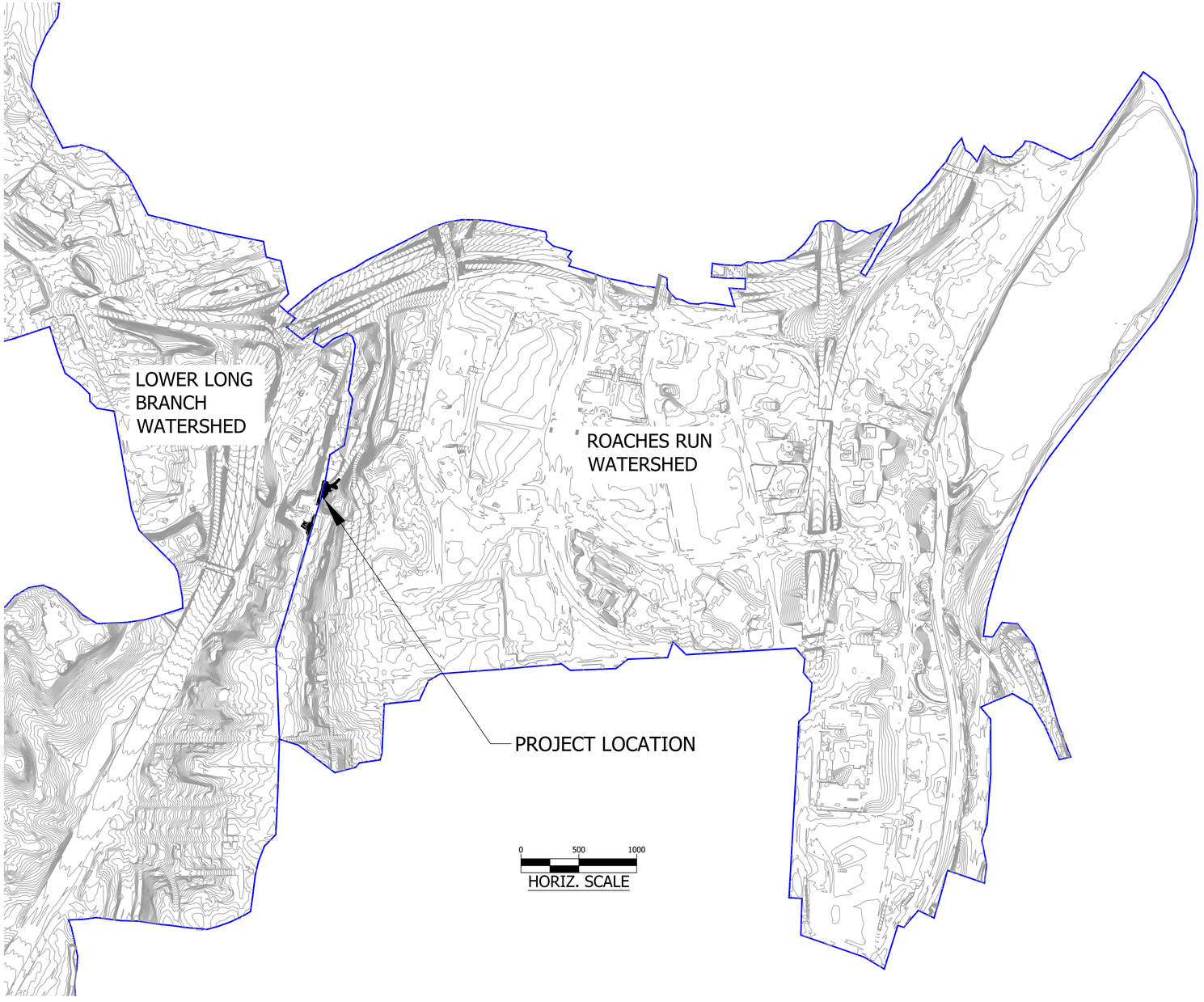
PLOTTED: AUGUST 30 2022

SCALE:
0 5 10
VERT. SCALE
0 25 50
HORIZ. SCALE

C051.1

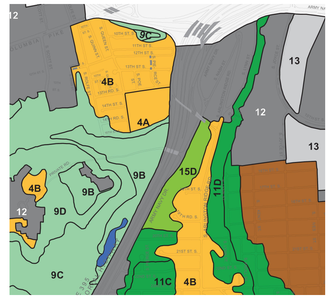
FILENAME: DC12-130-WATERMAIN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



SOIL MAP
(NTS)

- 12 URBAN LAND-UDORTHENTS COMPLEX, HSG=VARIABLE
- 4B URBAN LAND-SASSAFRAS-NEABSCO COMPLEX, HSG=B



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DC12
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SOIL MAP AND WATERSHED

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

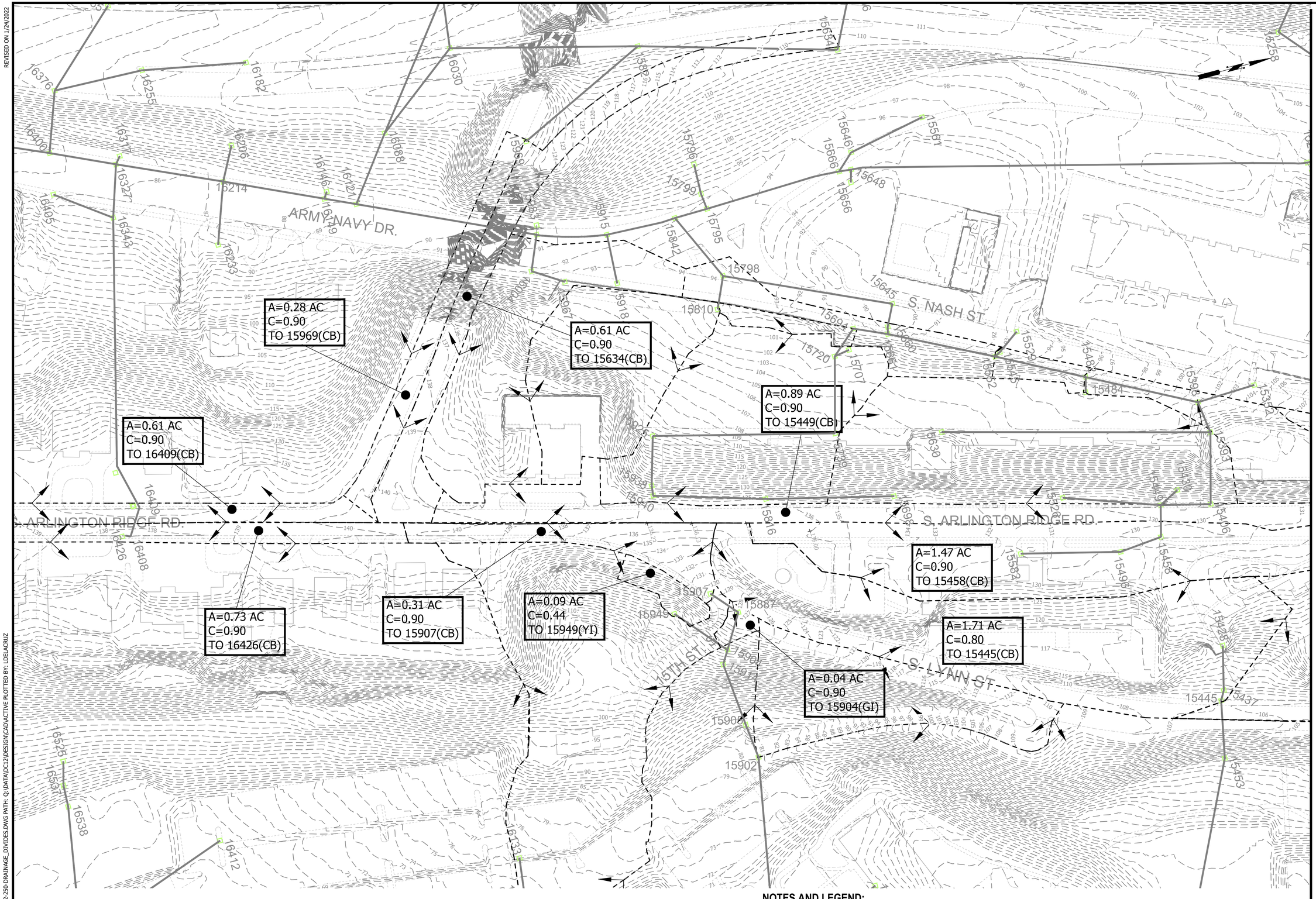
SCALE:

AS SHOWN

C071.0

FILENAME: DC12-251-SOIL MAP.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



NOTES AND LEGEND:

[#]—[#] - EXISTING NUMBERED STORM STRUCTURE AND PIPE.

1. DATA ON THIS SHEET IS FROM ARLINGTON COUNTY GIS.

NOT FOR CONSTRUCTION
THIS SHEET FOR CALCULATION PURPOSES ONLY

ARLINGTON
VIRGINIA

DEPARTMENT OF
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ENGINEERING BUREAU
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SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EX. STORM SEWER DRAINAGE DIVIDES

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

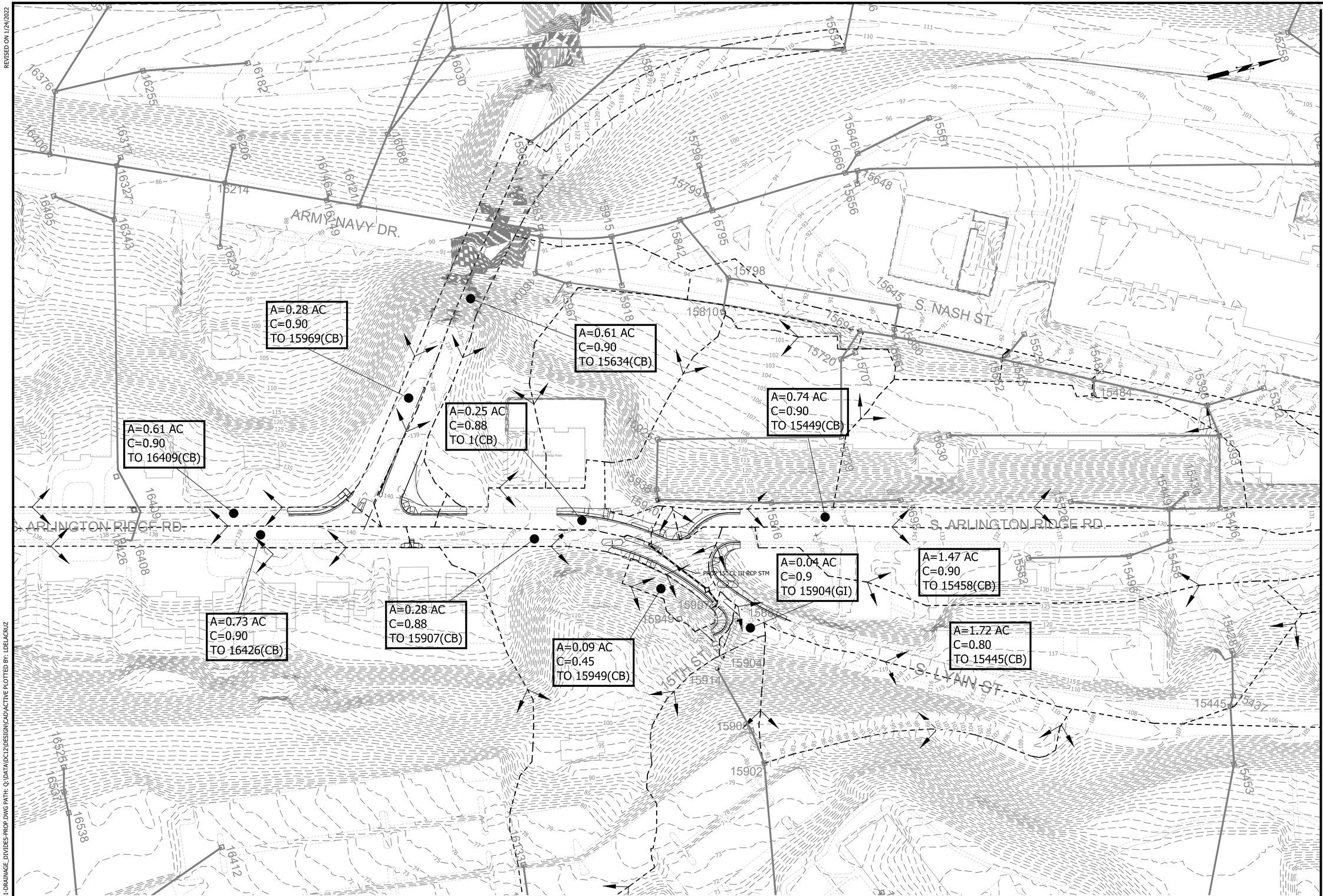
SCALE:

0 50 100
GRAPHIC SCALE

C071.1

FILENAME: DC12-250-DRAINAGE_DIVIDES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



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PROPOSED STORM SEWER DRAINAGE DIVIDES

DESIGNED: LED
DRAWN: LED
CHECKED: JL

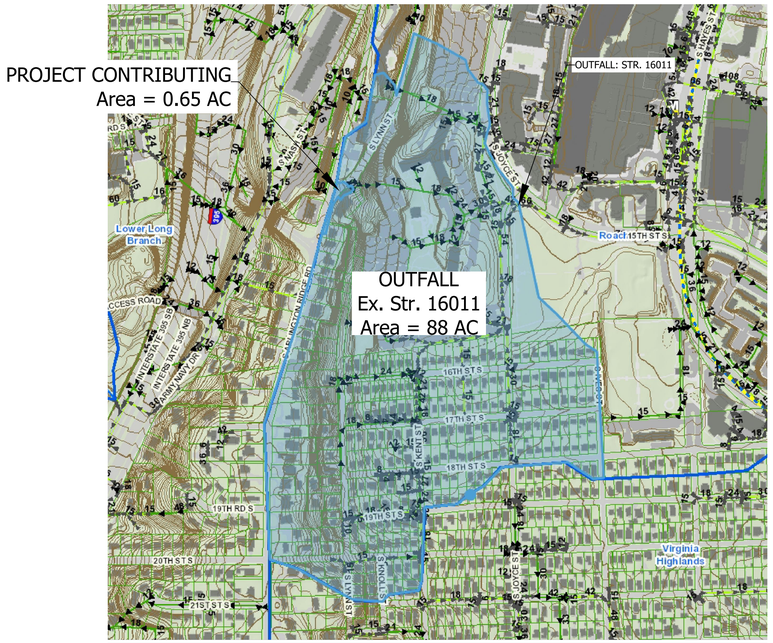
PLOTTED: AUGUST 30 2022

SCALE:

0 50 100
GRAPHIC SCALE

C071.2

FILENAME: DC12-251-DRAINAGE_DIVIDES-PROP.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ



LIMIT OF ANALYSIS

Contributing drainage area to existing structure 16011 is 100 times grater than the contributing drainage area of the project. Stormwater remains in a closed pipe system. Therefore, there is no downstream erosion concern.

Project's contributing area	= 0.65 AC	X 100% = 0.73% < 1% (OK)	
Contributing drainage area	= 88 AC		

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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
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DOWNSTREAM ANALYSIS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

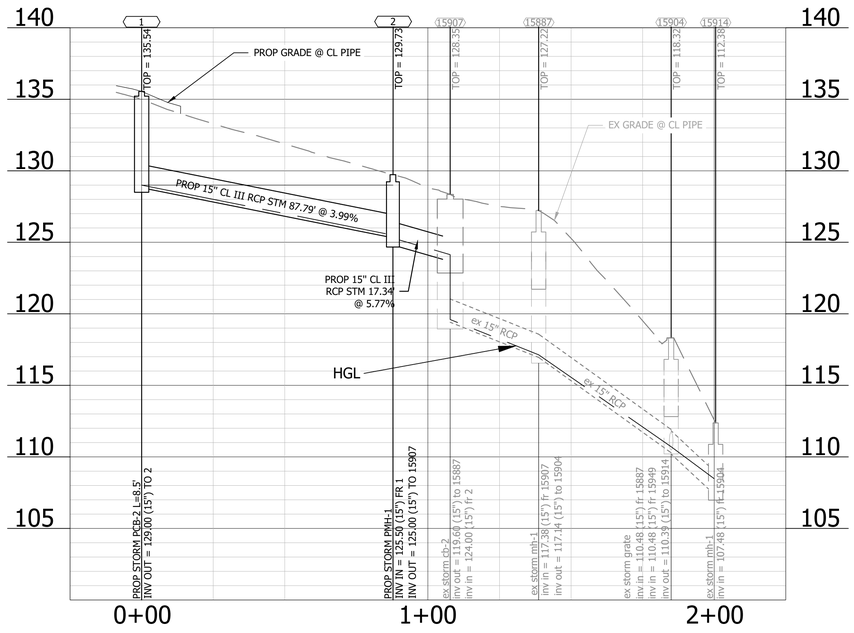
0 5000 10000
GRAPHIC SCALE

C071.3

REVISED ON 1/24/2022

1 TO 15914 STORM PROFILE

HOR 1:25 VERT 1:5



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STORM SEWER PROFILES

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DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 5 10
VERT. SCALE

0 25 50
HORIZ. SCALE

C073.1

FILENAME: DC12-252-STORM_PROFILES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

Storm Drain Design Computations

From Point	To Point	Drainage Area	Runoff Coefficient	CA			Inlet Time	Time of Conc.	Rainfall	Runoff Q	Invert Elevations		Length	Slope	Diameter	Capacity	Velocity	Flow Time	Remarks
		Acres	C	Incr.	Piped In	Accum.	min	min	in/hr	cfs	Upper End	Lower End	ft	%	in	cfs	fps	min	
1	2	0.25	0.88	0.22	0.00	0.22	5.00	5.00	6.79	1.49	129.00	125.50	87.80	3.99%	15	12.90	7.02	0.21	
2	15907	0.00	0.00	0.00	0.00	0.22	5.00	5.21	6.72	1.48	125.00	124.00	17.34	5.77%	15	15.51	7.97	0.04	
15907	15887	0.28	0.88	0.25	0.00	0.47	5.00	5.24	6.71	3.13	119.60	117.38	30.90	7.18%	15	17.31	10.70	0.05	
15887	15904	0.00	0.00	0.00	0.00	0.47	5.00	5.29	6.69	3.12	117.14	110.48	44.96	14.81%	15	24.86	13.84	0.05	
15949	15904	0.09	0.45	0.04	0.00	0.04	5.00	5.00	6.79	0.27	112.24	110.48	61.36	2.87%	15	10.94	3.78	0.27	
15904	15914	0.04	0.90	0.04	0.00	0.54	5.00	5.35	6.67	3.62	110.39	107.48	14.48	20.10%	15	28.96	16.11	0.01	

Storm Inlet Computations

Inlet				Flow							Curb Inlet													Operation			Sag Inlets Only			
Number	Type	Length (ft)	Station	Drainage Area (acres)	C	CA	i (in/hr)	Q Incr (ft^3/s)	Q Carryover (ft^3/s)	Q_T (ft^3/s)	S Gutter Slope (ft/ft)	Sx Crossslope (ft/ft)	T Spread (ft)	W (ft)	W/T	Sw (ft/ft)	Sw/Sx	E_0	a (in)	S'w	Se (ft/ft)	L_T Computed Length (ft)	L/L_T	E (%)	Q_i Intercepted (ft^3/s)	Q_b Carryover (ft^3/s)	d (ft)	h (ft)	d/h	T Spread @ Sag (ft)
1	CB-2	8.5		0.25	0.88	0.220	4.00	0.88	0.00	0.880	0.05	0.04300	3.13	1.50	0.48	0.0430	1.00	0.824	3.00	0.17	0.18	7.84	1.08	100%	0.88	0.000				
15907	CB-2	8.5		0.28	0.88	0.246	4.00	0.99	0.00	0.986	0.06	0.05900	2.24	1.50	0.67	0.0833	1.41	0.962	3.44	0.19	0.24	7.60	1.12	100%	0.99	0.000				

Hydraulic Grade Line Computations

Inlet Structure	Upstream Structure	Outlet Water Surface Elev. (ft)	D_o (in)	Q_o (cfs)	L_o (ft)	Sf_o (%)	H_f (Ft)	Junction Loss												Final H (ft)	Inlet Water Surface Elev. (ft)	Rim Elev. (ft)
								V_o (ft/s)	H_o (ft)	Q_i	V_i (ft/s)	Q_iV_i	$V_i^2/2g$ (ft)	H_i (ft)	Angle (°)	H_Δ (ft)	H_t (ft)	1.3 H_t (ft)	0.5 H_t (ft)			
15914					Outlet Pipe Dia. =	15.00		Outlet Pipe Inv. =	107.48	0.8xDia + Pipe Inv. =		108.48		Outlet WSEL =		108.48			Starting WSEL =		108.48	
15904		108.48	15	3.62	14.48	0.3145%	0.05	16.11	1.01					1.04		0.14	2.19	0.00		2.23	110.71	118.32
	15887									3.12	13.84	43.19	2.97	1.04	0	0.00						
	15949									0.27	3.78	1.04	0.22	0.08	71	0.14						
15887		111.48	15	3.12	44.96	0.2334%	0.10	13.84	0.74					0.67		1.19	2.60	0.00		2.71	117.14	127.22
	15907									3.13	11.10	34.73	1.91	0.67	71	1.19						
15907		118.14	15	3.13	30.90	0.2345%	0.07	11.10	0.48					0.35		0.06	0.88	1.15		1.22	119.60	128.35
	2									1.48	7.97	11.78	0.99	0.35	5	0.06						
2		125.00	15	1.48	17.34	0.0524%	0.01	7.97	0.25					0.27		0.05	0.56	0.00	0.28	0.29	125.29	129.73
	1									1.49	7.02	10.48	0.76	0.27	5	0.05						
1		126.50	15	1.49	87.80	0.0535%	0.05	7.02	0.23								0.23	0.30	0.15	0.20	129.00	135.54
15949		111.48	15	0.27	61.36	0.0018%	0.00	3.78	0.07								0.07	0.09		0.09	112.24	115.63

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DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STORM COMPUTATIONS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

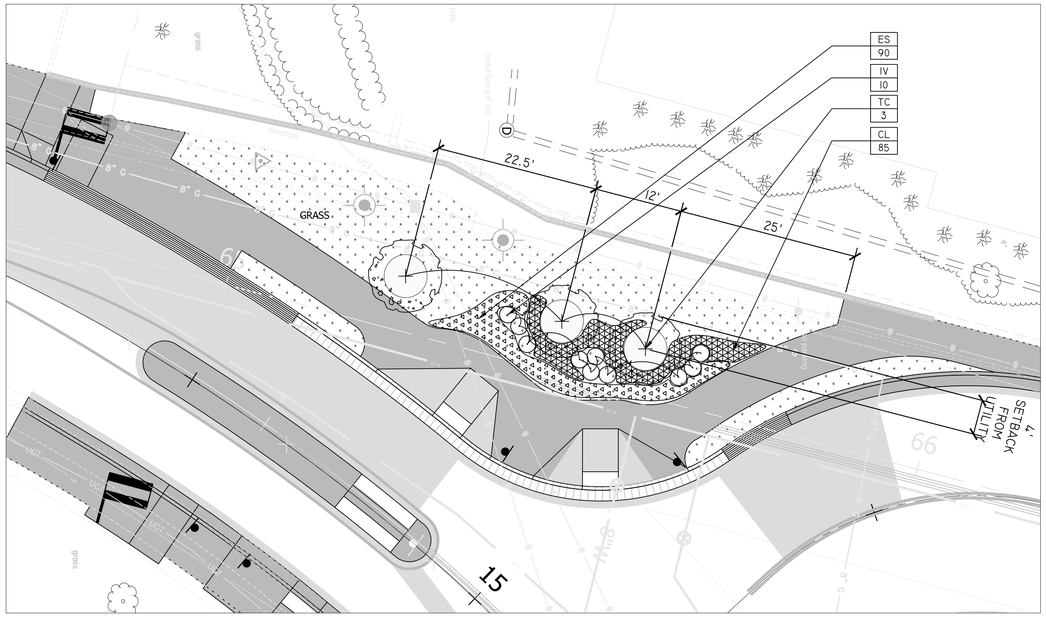
PLOTTED: AUGUST 30 2022

SCALE:

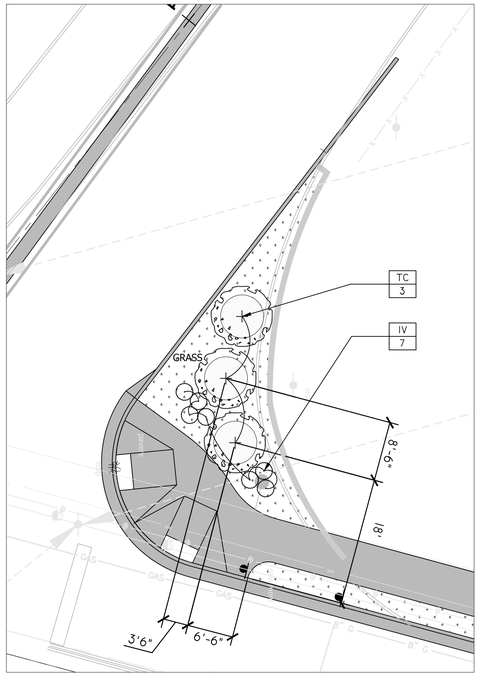
N/A

C075.1

FILENAME: DC12-252-STORM_PROFILES.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ



S ARLINGTON RIDGE RD & S LYNN ST



S ARLINGTON RIDGE RD AT I395 RAMP

LEGEND:

PROPOSED TREE

PROPOSED SHRUB

PROPOSED GRASSES

PLANTING SCHEDULE

KEY	QTY.	LATIN NAME	COMMON NAME	SIZE	SPACING	NOTE
TREE						
TC	6	*Tilia cordata*	Little-leaf Linden	2" Cal.	As shown	B&B, SINGLE STEM, SPECIMEN
SHRUB						
IV	17	*Itea virginica 'Sprich' LITTLE HENRY*	Virginia sweetspire	18"-24"	2'-6" O.C.	See Plan
GRASS						
ES	90	*Eragrostis spectabilis*	Purple Lovegrass	#1 Cont.	15"-18" O.C.	See Plan
CL	85	*Chasmanthium latifolium*	Indian woodoats	#1 Cont.	15"-18" O.C.	See Plan

GENERAL PLANTING NOTES

1. PLANTS SHALL BE FURNISHED AND INSTALLED AS INDICATED ON THE APPROVED LANDSCAPE PLAN.

2. PLANTS SHALL BE TYPICAL OF SPECIES AND VARIETY, AND COMPLY WITH THE MOST RECENT ANSI Z60.1 STANDARDS.

3. TREES SHALL BE NURSERY GROWN SPECIMENS THAT MEET THE LATEST EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60). BALLED AND BURLAPPED TREES SHALL BE SECURELY HELD IN PLACE BY UNTREATED BURLAP AND STOUT ROPE (NYLON ROPE IS NOT ACCEPTABLE). LOOSE, BROKEN OR MANUFACTURED BALLS ARE UNACCEPTABLE.

4. CALL MISS UTILITY AT (800) 552-7001 FOR UTILITY LOCATIONS PRIOR TO EXCAVATION.

5. AT TIME OF PLANTING PRUNE ONLY CROSSING LIMBS, BROKEN OR DEAD BRANCHES, AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS. THE LEADER OF THE TREE SHALL NOT BE CUT BACK. DO NOT PRUNE INTO OLD WOOD ON EVERGREENS. INURED ROOTS SHALL BE PRUNED TO CLEAN ENDS WITH CLEAN, SHARP TOOLS PRIOR TO PLANTING.

6. PLANTS SHALL BE PLANTED ON THE DAY OF DELIVERY. IF THIS IS NOT POSSIBLE, THE CONTRACTOR SHALL PROTECT STOCK NOT PLANTED AND NOTIFY PROJECT OFFICER. PLANTS SHALL NOT REMAIN UNPLANTED FOR LONGER THAN A THREE-DAY PERIOD AFTER DELIVERY. ANY PLANTS NOT INSTALLED DURING THIS PERIOD SHALL BE REJECTED. ALL PLANTS KEPT ON SITE FOR ANY PERIOD SHOULD BE WATERED AND CARED FOR USING ANSI A300 STANDARDS.

7. PLANTS SHALL NOT BE BOUND WITH WIRE OR ROPE AT ANY TIME. PLANTS SHALL BE HANDLED FROM THE BOTTOM OF THE ROOT BALL ONLY. REMOVE ALL TAGS AND TAPE FROM THE PLANTS AFTER PLANTING.

8. SITE CHARACTERISTICS, SUCH AS OVERHEAD POWER LINES, EXISTING VEGETATION, AND INFRASTRUCTURE ITEMS SUCH AS CURBS, SIDEWALKS AND UTILITIES SHALL BE CONSIDERED. TREES THAT GROW TALLER THAN 25 FEET SHOULD NOT BE PLANTED DIRECTLY UNDER POWER LINES. WHEN POSSIBLE THE TREE LEADER SHALL BE OFFSET FROM POWER LINES. PLANTS, OTHER THAN GROUNDCOVER, SHALL NOT BE PLANTED WITHIN 2 FT OF A SIDEWALK. TREE SHALL NOT BE PLANTED WITHIN 5 FT OF A FENCE OR 10 FT OF A BUILDING.

9. BACKFILL SOIL MIXTURE SHALL BE 3/4 EXISTING SOIL CLEANED OF DEBRIS (GRAVEL, ROCKS, STICKS, TRASH, ETC.) AND MIXED WITH 1/4 ORGANIC MATERIAL(COMPOSTED BARK, LEAF MOLD, OR OTHER PLANT DEBRIS PROCESSED TO A POINT OF DECAY AND APPROVED BY THE COUNTY URBAN FORESTER. PEAT MOSS MAY NOT BE USED. PLANTS SHALL BE PLANTED IN HEALTHY, UNCOMPACTED SOIL.

10. REFER TO PLANTING DETAILS AND SPECIFICATIONS FOR SPECIFIC INSTRUCTIONS. PLANTING OPERATIONS SHALL BE PERFORMED DURING PERIODS WITHIN THE PLANTING SEASON WHEN WEATHER AND SOIL CONDITIONS ARE SUITABLE AND IN ACCORDANCE WITH LOCAL ACCEPTED PRACTICE. PLANTS SHALL NOT BE INSTALLED IN TOP SOIL THAT IS MUDDY OR IN FROZEN CONDITION. TREES AND SHRUBS SHALL BE INSTALLED BETWEEN SEPTEMBER 15TH AND DECEMBER 15TH OR BETWEEN MARCH 15TH AND JUNE 15TH. CONTACT THE ARLINGTON COUNTY FORESTER TO OBTAIN A DEFERRAL OR APPROVAL FOR PLANTING OUT OF SEASON.

11. TREES PLANTED SHALL RECEIVE A 3-INCH LAYER OF SHREDDED HARDWOOD MULCH, IN A 6-FOOT RING SURROUNDING THE TREES, WITH A 6-INCH CLEAR AREA NEAR THE TRUNK. REFERENCE TREE PLANTING DETAIL.TREES PLANTED WITHOUT THE TRUNK FLARE VISIBLE WILL BE REJECTED.

12. TREES MAY ONLY BE STAKED IF REQUIRED BY THE COUNTY URBAN FORESTER. REFER TO ARLINGTON COUNTY STANDARD STAKING DETAILS.

13. MULCH SHALL BE CLEAN, SCREENED, DOUBLE-HAMMERED HARDWOOD BARK MULCH, UNIFORM IN SIZE AND FREE OF STONES, CLODS, NON-ORGANIC DEBRIS AND OTHER FOREIGN MATERIAL.

14. ALL PLANTS SHALL BE WATERED TWICE: ONCE AT INSTALLATION AND AGAIN WITHIN 48-HOURS OF INSTALLATION. EACH WATERING WILL CONSIST OF 20 GALLONS PER TREE.

15. CONTRACTOR SHALL LEGALLY REMOVE EXCESS SOIL & DEBRIS FROM SITE.

16. AT PROJECT COMPLETION, PRIOR TO FINAL ACCEPTANCE, PRESERVED AND PLANTED TREES SHALL BE INSPECTED BY AN ARLINGTON COUNTY URBAN FORESTER.

17. PLANTING AREAS SHALL RECEIVE SOIL AMENDMENTS/SOIL PROFILE REBUILDING AND SHREDDED HARDWOOD MULCH AS PER DETAILS AND SPECIFICATIONS.

18. ALL PLANTINGS SHALL BE IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS.

19. TREE LAYOUT IS APPROXIMATE. LOCATIONS ARE TO BE FIELD VERIFIED BY ARLINGTON COUNTY URBAN FORESTER OR LANDSCAPE ARCHITECT.

20. AREAS OF DISTURBANCE SHALL BE TEMPORARILY SEEDED UPON COMPLETION OF WORK.

NOTES
1. AT PLANTING PRUNE ONLY CROSSING LIMBS, BROKEN OR DEAD BRANCHES, AND ANY BRANCHES THAT POSE A HAZARD TO PEDESTRIANS PER ANSI STANDARD A300. DO NOT PRUNE INTO OLD WOOD ON EVERGREENS.

2. CONTRACTOR SHALL MAXIMIZE EXCAVATED AREA FOR TREE PIT WITHOUT ADVERSELY IMPACTING ADJACENT SITE FEATURES.

3. UNLESS OTHERWISE DIRECTED BY ARLINGTON COUNTY URBAN FORESTER, BACKFILL SOIL MIXTURE WILL BE 3/4 EXISTING SOIL CLEANED OF DEBRIS (GRAVEL, ROCKS, STICKS, TRASH, ETC.) AND MIXED WITH 1/4 ORGANIC MATERIAL (COMPOSTED BARK, LEAF MOLD, OR OTHER PLANT DEBRIS PROCESSED TO A POINT OF DECAY AND APPROVED BY THE URBAN FORESTER; PEAT MOSS SHALL NOT BE USED).

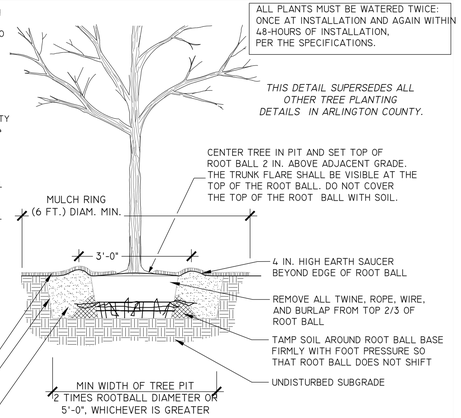
4. CONTRACTOR SHALL LEGALLY REMOVE EXCESS SOIL & DEBRIS FROM SITE.

5. TREES PLANTED WITHOUT THE TRUNK FLARE VISIBLE WILL BE REJECTED.

6. TREES MAY ONLY BE STAKED IF REQUIRED BY THE COUNTY URBAN FORESTER. REFER TO STAKING DETAILS.

ALL PLANTS MUST BE WATERED TWICE: ONCE AT INSTALLATION AND AGAIN WITHIN 48-HOURS OF INSTALLATION, PER THE SPECIFICATIONS.

THIS DETAIL SUPERSEDES ALL OTHER TREE PLANTING DETAILS IN ARLINGTON COUNTY.



1 TREE PLANTING DETAIL
FOR OPEN PLANTING AREAS FREE OF PAVING OR GRATES
329300.1 (2019)
NOT TO SCALE

NOTES
1. AT PLANTING PRUNE ONLY BROKEN OR DEAD BRANCHES PER ANSI 300 STANDARD.

2. PLANTING PIT/TRENCH SHALL BE DUG DEEP ENOUGH TO ALLOW AT LEAST 1/8TH OF ROOT BALL TO SET ABOVE EXISTING GRADE.

3. SET PLANTS IN ERECT, STABLE, AND UNIFORM POSITIONS IN THE CENTER OF THE PLANTING PIT. ORIENT BEST FACE OF PLANT TO BE THE MOST VISIBLE.

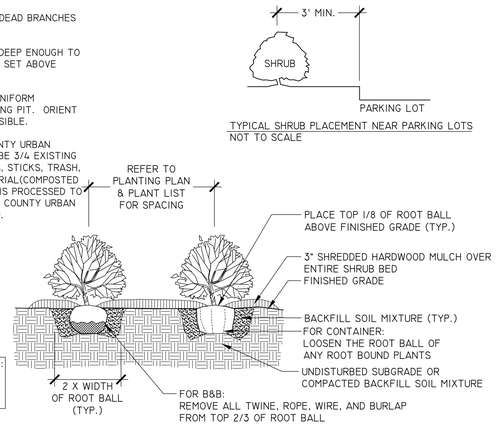
4. UNLESS OTHERWISE DIRECTED BY COUNTY URBAN FORESTER, BACKFILL SOIL MIXTURE WILL BE 3/4 EXISTING SOIL CLEANED OF DEBRIS (GRAVEL, ROCKS, STICKS, TRASH, ETC.) AND MIXED WITH 1/4 ORGANIC MATERIAL(COMPOSTED BARK, LEAF MOLD, OR OTHER PLANT DEBRIS PROCESSED TO A POINT OF DECAY AND APPROVED BY THE COUNTY URBAN FORESTER. PEAT MOSS MAY NOT BE USED).

5. CONTRACTOR SHALL REMOVE EXCESS SOIL & DEBRIS FROM SITE.

6. DO NOT PLACE MULCH IN CONTACT WITH STEM OF SHRUBS

THIS DETAIL SUPERSEDES ALL OTHER SHRUB PLANTING DETAILS IN ARLINGTON COUNTY.

ALL PLANTS MUST BE WATERED TWICE: ONCE AT INSTALLATION AND AGAIN WITHIN 48-HOURS OF INSTALLATION, PER THE SPECIFICATIONS.



TYPICAL SHRUB PLACEMENT NEAR PARKING LOTS
NOT TO SCALE

2 SHRUB PLANTING
ELEVATION
329300.8 (2019)
NOT TO SCALE

NOTES
1. AT PLANTING PRUNE ONLY BROKEN OR DEAD BRANCHES PER ANSI 300 STANDARD.

2. PLANTING PIT/TRENCH SHALL BE DUG DEEP ENOUGH TO ALLOW AT LEAST 1/8TH OF ROOT BALL TO SET ABOVE EXISTING GRADE.

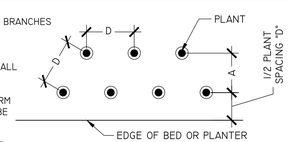
3. SET PLANTS IN ERECT, STABLE, AND UNIFORM POSITIONS. ORIENT BEST FACE OF PLANT TO BE THE MOST VISIBLE.

4. GROUND COVERS AND PERENNIALS SHALL BE INSTALLED WITH TRIANGULAR SPACING. REFER TO CHART.

5. CONTRACTOR SHALL REMOVE EXCESS SOIL & DEBRIS FROM SITE.

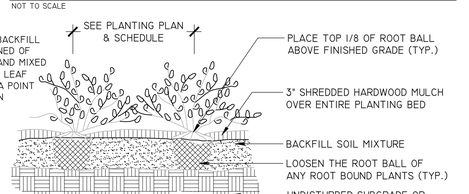
6. DO NOT PLACE MULCH IN CONTACT WITH STEM OF PLANTS.

ALL PLANTS MUST BE WATERED TWICE: ONCE AT INSTALLATION AND AGAIN WITHIN 48-HOURS OF INSTALLATION, PER THE SPECIFICATIONS.



PLANT SPACING "D" O.C.	ROW "A" O.C.	PLANTS PER S.F.
6"	5"	4.00
8"	7"	2.25
9"	8"	1.77
12"	10"	1.00
15"	13"	0.77
18"	16"	0.44

TRIANGULAR SPACING PLAN & CHART
NOT TO SCALE



THIS DETAIL SUPERSEDES ALL OTHER GROUND COVER PLANTING DETAILS IN ARLINGTON COUNTY.

3 GROUND COVERS & PERENNIAL PLANTING
ELEVATION
329300.10 (2019)
NOT TO SCALE

ARLINGTON VIRGINIA
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COMMONWEALTH OF VIRGINIA
Juan Du
JUAN DU
Lic. No. 2120
8/31/2022
LANDSCAPE ARCHITECT

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

THIS SHEET IS FOR LANDSCAPING PURPOSE ONLY

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENT DC12
INTERSECTION OF S ARLINGTON RIDGE RD AND S LYNN ST, AND RAMP I-395

LANDSCAPE PLAN

DESIGNED: JD
DRAWN: JD
CHECKED: JA

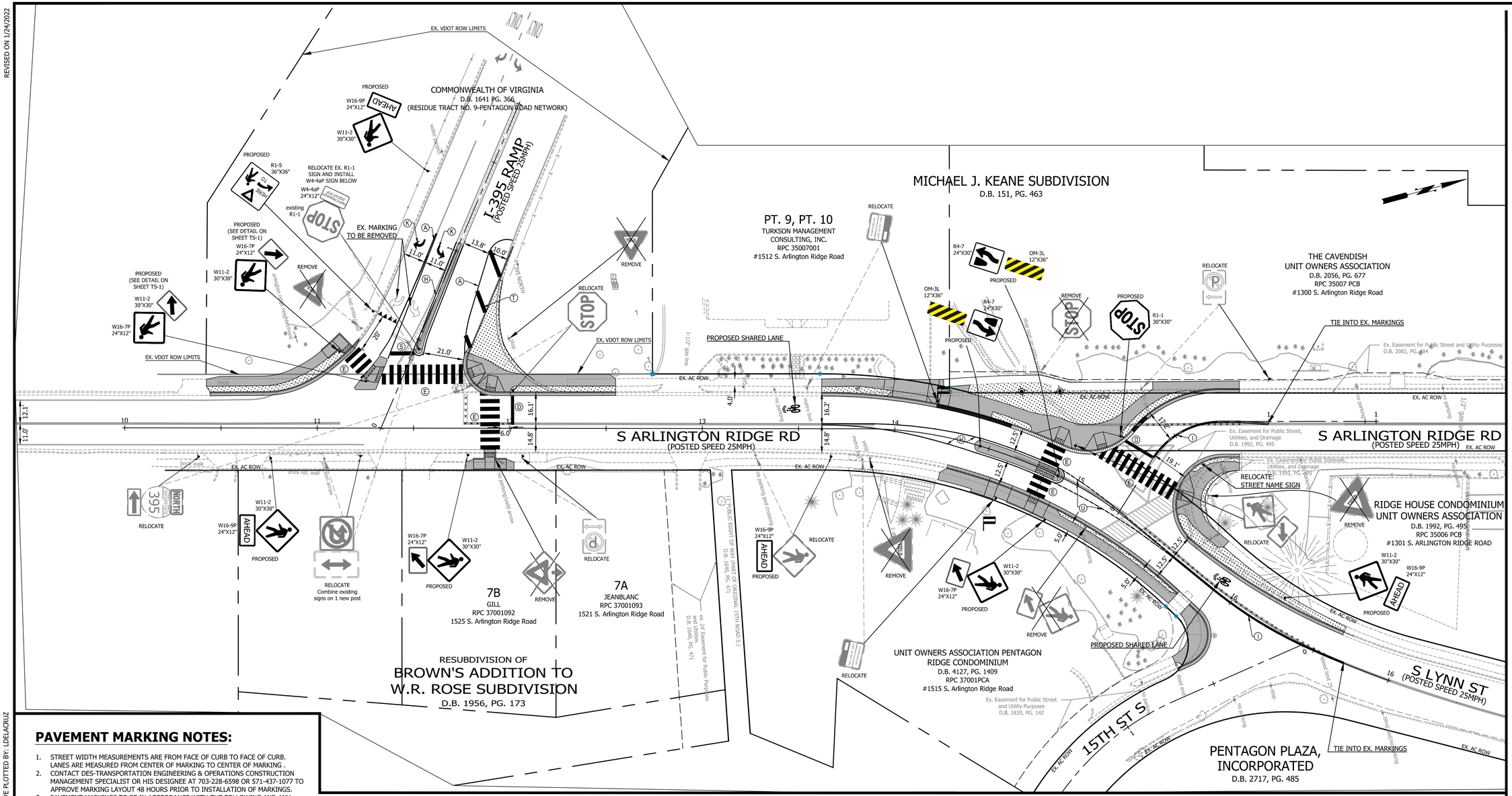
PLOTTED: JUNE 6 2022

SCALE:

10 0 10
HORIZ: SCALE: 1" = 10'

C091.1

REVISED ON 1/24/2022



PAVEMENT MARKING NOTES:

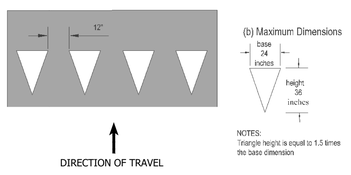
1. STREET WIDTH MEASUREMENTS ARE FROM FACE OF CURB TO FACE OF CURB. LANES ARE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING .
2. CONTACT DES-TRANSPORTATION ENGINEERING & OPERATIONS CONSTRUCTION MANAGEMENT SPECIALIST OR HIS DESIGNEE AT 703-228-6598 OR 571-437-1077 TO APPROVE MARKING LAYOUT 48 HOURS PRIOR TO INSTALLATION OF MARKINGS.
3. PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING AND ANY REVISIONS HERE TO:
   A. THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   B. ARLINGTON COUNTY MARKING STANDARDS.
4. ALL MARKINGS SHALL BE THERMOPLASTIC PER ARLINGTON COUNTY MARKING STANDARDS.
5. STOP BARS SHALL BE A MINIMUM OF 4' IN ADVANCE OF A MARKED CROSSWALK. IF THERE IS NO MARKED CROSSWALK, STOP BAR SHALL BE NO MORE THAN 30' FROM THE NEAREST EDGE OF THE INTERSECTED TRAVELED WAY.
6. CROSSWALKS SHALL BE 10' WIDE UNLESS OTHERWISE NOTED.
7. LEFT TURN ARROWS SHALL BE LOCATED 25' BACK FROM STOP BAR. FOR ADDITIONAL ARROWS FOLLOW COUNTY MARKING STANDARDS.
8. ON-STREET PARKING LANE IS 7' WIDE (UNLESS OTHERWISE NOTED) AND MARKED WITH 4" WIDE WHITE LINES. BEGINNING AND END OF PARKING SHALL BE MARKED WITH AN END LINE PERPENDICULAR TO CURB EXCEPT AT NUBS OR WHERE OTHERWISE INDICATED.
9. SHARED LANE MARKINGS SHALL BE PLACED IN CENTER OF LANE, 250' APART UNLESS OTHERWISE SPECIFIED.
10. BIKE LANE SYMBOLS TO BE PLACED 330' APART UNLESS OTHERWISE SPECIFIED.
11. EDGE LINES ARE ONLY REQUIRED WHERE SHOWN ON THE PLANS.
12. FOR DETAILS SEE ARLINGTON COUNTY PAVEMENT MARKING SPECIFICATION, DETAILS MK-1 TO MK-12.

SIGN NOTES:

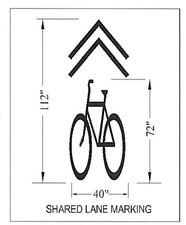
13. PERIMETER OF W11-2 SIGN SHALL BE EQUIPPED WITH FLASHING LED.
14. FOR ALL SIGN POSTS PLACED IN CONCRETE USE 7 GAUGE HEAVY DUTY ANCHOR (30"X2.50") WITH HARDWARE FOR 2" POST. USE $\frac{5}{16}$" CORNER BOLT WITH FLANGED NUT AND $\frac{3}{4}$" DRIVER RIVET WITH WASHER.
15. CONTACT TE&O CONSTRUCTION MANAGER OR HIS DESIGNEE AT 703-228-6598 OR 571-437-1077 48 HRS PRIOR TO POURING CONCRETE. ALTERNATIVE CONTACT AT 703-228-3788 OR 571-414-7497.
16. ALL EXISTING SIGNS TO BE RELOCATED SHALL BE MOUNTED WITH NEW SQUARE TUBE POST.

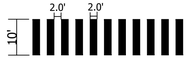
STANDARD PAVEMENT MARKING LEGEND

Ⓐ	TYPE B CLASS 1	WHITE 4" WIDTH	PARKING LANES, EDGE LINES, LANE LINES
Ⓑ	TYPE B CLASS 1	WHITE 4" WIDTH, 10' LONG, 30' SPACING	DASHED LANE LINES
Ⓒ	TYPE B CLASS 1	WHITE 4" WIDTH, 2' LONG 10' SPACING	LANE TRANSITIONS, TURN LANE SKIPS
Ⓓ	TYPE B CLASS 1	WHITE 18" WIDTH	STOP BARS
Ⓔ	TYPE B CLASS 1	WHITE 24" WIDTH	CONTINENTAL CROSS WALKS
Ⓕ	TYPE B CLASS 1	WHITE 6" WIDTH	TURN LANES, TRANSVERSE CROSS WALKS, BIKE LANES
Ⓖ	TYPE B CLASS 1	YELLOW 4" WIDTH, 10' LONG, 30' SPACING	DIVIDED TRAFFIC, TWO WAY TURN LANES
Ⓗ	TYPE B CLASS 1	YELLOW 4" WIDTH	EDGE LINES
Ⓘ	TYPE B CLASS 1	YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING	CENTERLINES
Ⓙ	TYPE B CLASS 1	WHITE 6" WIDTH, 10' SPACING @45 DEGREE	HATCH LINES, SAFETY ZONES
Ⓚ	TYPE B CLASS 2	WHITE SINGLE ARROW	PAVEMENT SYMBOL TURN LANES
Ⓛ	TYPE B CLASS 2	WHITE COMBINATION ARROW	PAVEMENT SYMBOL TURN LANES
Ⓜ	TYPE B CLASS 1	WHITE 8' LETTERS	PAVEMENT LETTERS (STOP, YIELD, BUS, ONLY, etc.)
Ⓝ	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 10' SPACING	LANE TRANSITIONS, TURN LANE SKIPS
Ⓞ	TYPE B CLASS 1	WHITE 12" WIDTH, 20' SPACING @45 DEGREE	GORE MARKINGS
Ⓟ	TYPE B CLASS 1	YELLOW 8" WIDTH @45 DEGREE	GORE MARKINGS
Ⓠ	TYPE B CLASS 1	WHITE 6" WIDTH, 2' LONG, 4' SPACING	LANE TRANSITIONS
Ⓡ	TYPE B CLASS 1	WHITE 4" WIDTH, DOUBLE LINE, 4' SPACING	CURB EXTENSIONS
Ⓢ	TYPE B CLASS 1	WHITE 24" WIDTH	VDOT - STOP BARS
Ⓣ	TYPE B CLASS 1	WHITE 24" WIDTH, 20' SPACING @45 DEGREE	VDOT - GORE MARKINGS
Ⓤ	TYPE B CLASS 1	YELLOW 6" WIDTH, 2' LONG, 4' SPACING	LANE TRANSITIONS



YIELD MARKING DETAIL





HIGH VISIBILITY CROSSWALK
NOT TO SCALE

LEGEND:
× × × × × × × × × × = ERADICATION OF MARKING

LEGEND

EXISTING		PROPOSED
	SIGN PANEL	
	SIGN TO BE REMOVED	
	BUS STOP	
	FIRE HYDRANT	
	PARKING METER	
	SIGN	
Ⓐ	STRIPING	Ⓐ

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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
 CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
 WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

SIGNING AND MARKING PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
HORIZ. SCALE

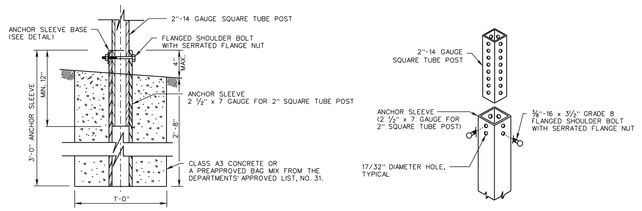
C101.1

FILENAME: DC12-280-SIGNAGE_AND_STRIPING.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY:: LDELACRUZ

REVISED ON 1/24/2022

2016 ROAD & BRIDGE STANDARDS

STP-1 (MOD)



FOUNDATION TYPE A

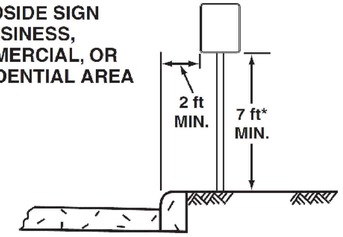
ANCHOR SLEEVE BASE DETAIL

VDOT ROAD AND BRIDGE STANDARDS		A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.	SPECIFICATION REFERENCE
SHEET 4 OF 12	REVISION DATE NEW 01/15	SQUARE TUBE SIGN POST	
1321.13		FOUNDATION TYPE A DETAILS	700
		VIRGINIA DEPARTMENT OF TRANSPORTATION	

2016 ROAD & BRIDGE STANDARDS

1 of 4

C - ROADSIDE SIGN IN BUSINESS, COMMERCIAL, OR RESIDENTIAL AREA



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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

SIGNING AND MARKING DETAILS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

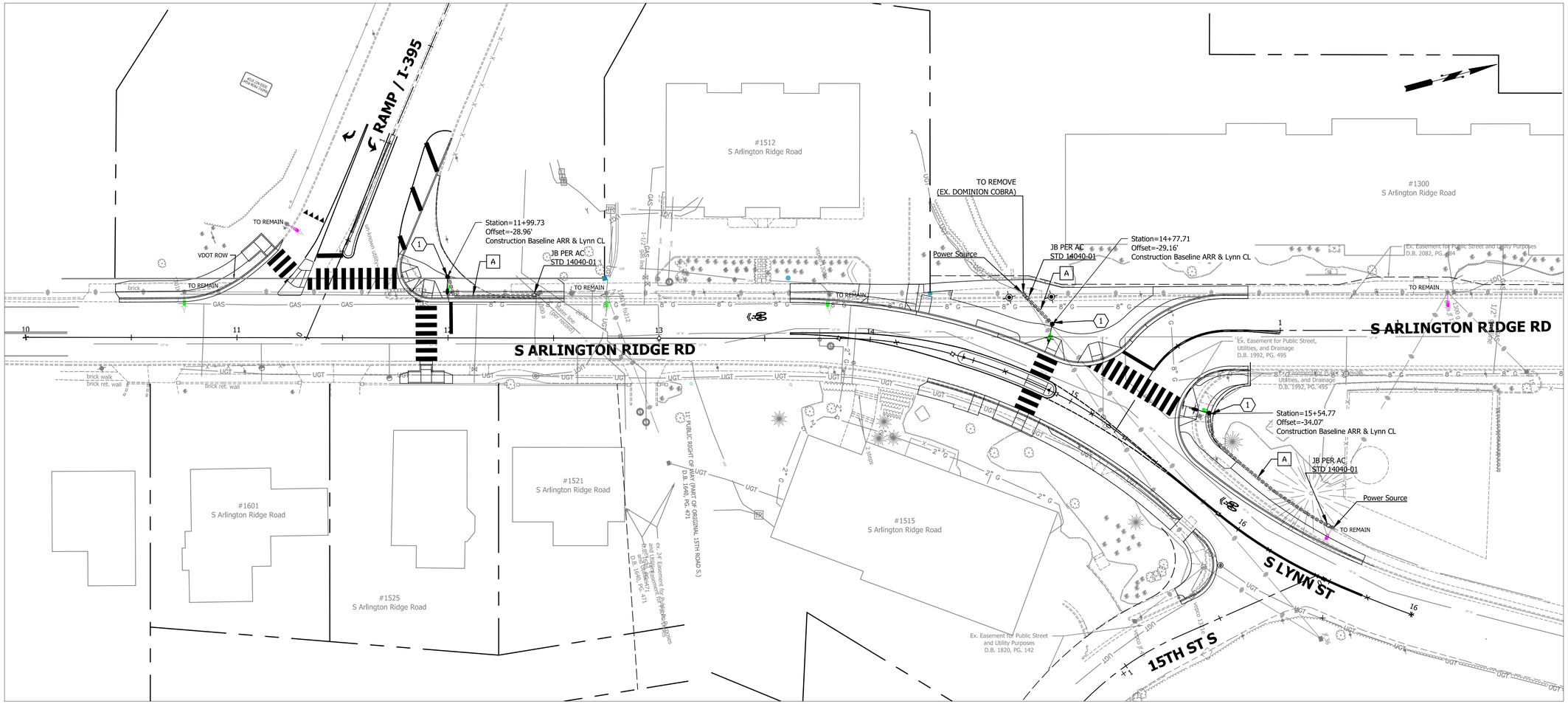
SCALE:

N/A

C101.2

FILENAME: DC12-280-SIGNAGE_AND_STRIPING.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



NOTES:

1. REMOVE EXISTING LIGHTING STRUCTURE. FOUNDATION SHALL BE REMOVED 12" BELOW GRADE. CAP AND ABONDON EXISTING CONDUIT AFTER REMOVAL OF EXISTING LIGHTING STRUCTURE.
2. CONTRACTOR TO USE CAUTION WHEN INSTALLING PROPOSED FACILITIES AS EX. GAS LINES ARE IN THE AREA. FEDERAL REGULATIONS PROHIBIT THE USE OF MECHANIZED EQUIPMENT WITHIN 2' OF NATURAL GAS FACILITIES.
3. INSTALL DOMINION ENERGY APPROVED PULL BOXES.
4. CONTRACTOR SHALL COORDINATE WITH COUNTY AND DOMINION ENERGY TO DETERMINE WHERE CONDUIT IS TO BE STUBBED OUT.
5. CONTRACTOR TO INTERCEPT EXISTING CONDUIT AND INSTALL JUNCTION BOX IN ORDER TO SPLICE CONDUCTOR CABLES TO PROPOSED POLES.

No	STREET LIGHT TYPE	QUANTITY	LUMINAIRE STOCK #	POLE TYPE	POLE ONLY STOCK #	ARM MOUNTING HEIGHT (FT)	TOTAL POLE LENGTH (FT)	FINISH COLOR	EMBED OR ANCHOR BASE	ARM DE STOCK #	ARM LENGTH (FT)
1	DOMINION ENERGY COBRA LED POLE	3	42323684	SMOOTH ROUND TAPERED GRAY COMPOSITE FOR SIDE MOUNTED LUMINAIRES	50502300	28	35	GRAY RAL-7038	EMBED	42021269	6

CABLE & CONDUIT RUNS

A — **1-2" CONDUIT (TRENCHED)**
1-#12/2C UF CABLE WITH GROUND WIRE

LEGEND	EXISTING	PROPOSED
CONTROL CABINET		
UNINTERRUPTIBLE POWER SUPPLY (UPS)		
LIGHTING JUNCTION BOX		
COMM. JUNCTION BOX		
SERVICE JUNCTION BOX		
SERVICE METER		
CONDUIT RUN		
CARLYLE LIGHTING POLE & FOUNDATION		
CARLYLE LIGHTING POLE & FOUNDATION (DOUBLE LUMINAIRES)		
OVERHEAD LIGHT		

STREETLIGHT WORK WILL DONE BY OTHERS. THIS SHEET IS FOR INFORMATION ONLY.

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PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STREETLIGHT PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

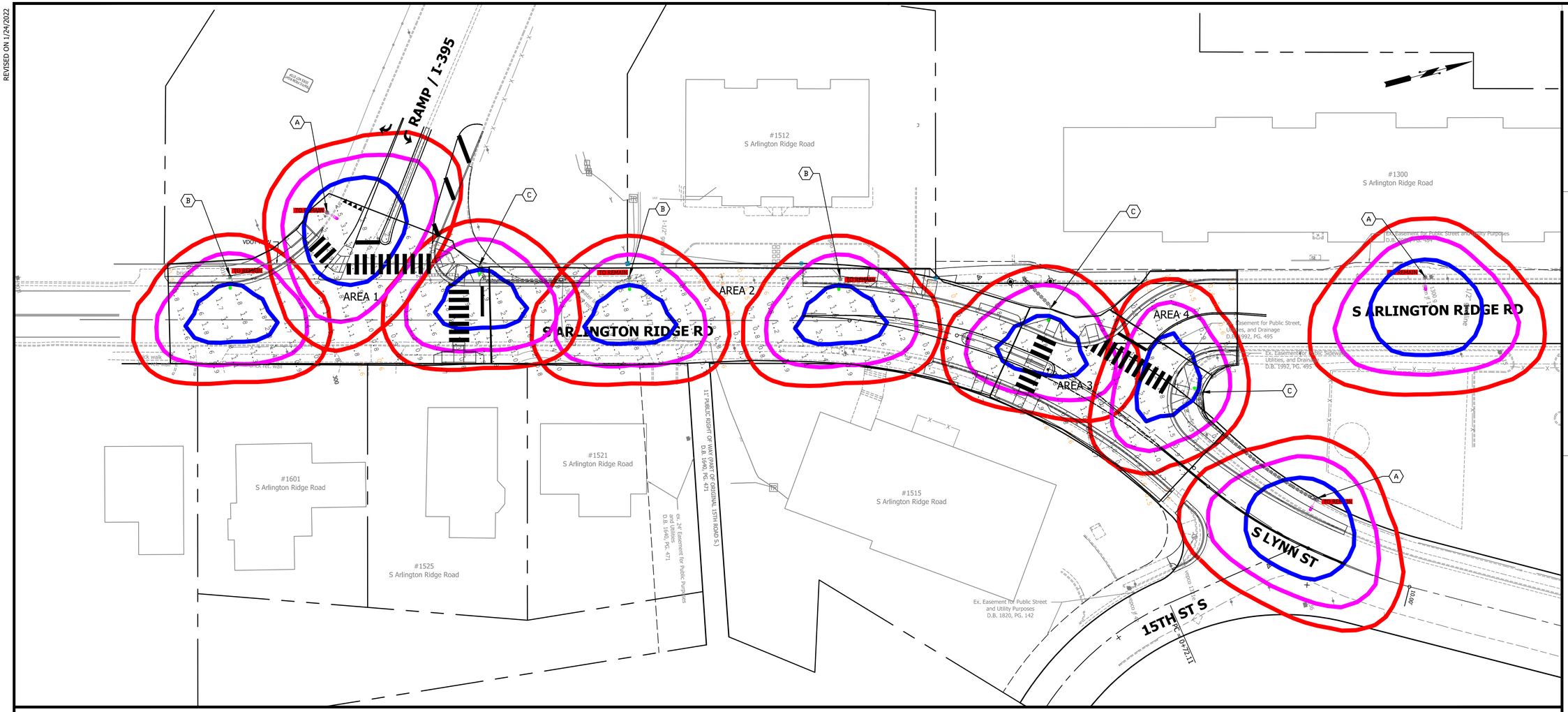
SCALE:

0 25 50
HORIZ. SCALE

C111.1

FILENAME: DC12-270-STREETLIGHT_LYNN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



LUMINAIRE SCHEDULE

No	STREETLIGHT TYPE	SYMBOL	QTY	LABEL	ARRANGEMENT	ARM (FT)	HEIGHT (FT)	LAMP	TOTAL WATTS	LUM. LUMMENS	LLF	DESCRIPTION
A	EX. COBRA - DOMINION		3	42329814 LUMNR 3000K LED COB-250W	SINGLE	6	28	66 WHITE LED's	408.114	14127	0.950	RSWL9008SP& (RSWL-A-HT-3ME-14L-30K7-UL-GY-N)
B	EX. COBRA - DOMINION		3	42323684 LUMNR 3000K LED COB-150W	SINGLE	6	28	12 WHITE LED's	412.225	9275	0.950	RSWL9008SP& (RSWL-A-HT-3ME-9L-30K7-UL-GY-N)
C	PROP. COBRA - DOMINION		3	42323684 LUMNR 3000K LED COB-150W	SINGLE	6	28	12 WHITE LED's	412.225	9275	0.950	RSWL9008SP& (RSWL-A-HT-3ME-9L-30K7-UL-GY-N)

CALCULATION SUMMARY

AREA	Unit	Target		Average	Max:	Min:	Avg/Min=	Max/Min=	Max/Avg=	#
		Avg	Avg/Min							Pts
AREA1: INT ARLINGTON RIDGE & RAMP I-395	fc	1.80	4	1.49	3.10	0.50	2.98	6.20	2.08	103
AREA 2: ROADWAY ARLINGTON RIDGE - SOUTH SIDE	fc	0.70	4	1.18	2.20	0.30	3.93	7.33	1.86	129
AREA 3: INT ARLINGTON RIDGE & LYNN	fc	2.20	3	1.31	2.20	0.50	2.62	4.40	1.68	64
AREA 4: ROADWAY ARLINGTON RIDGE - NORTH SIDE	fc	0.70	4	0.86	1.80	0.20	4.30	9.00	2.09	23

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08/23/2022

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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

STREETLIGHT COMPUTATIONS

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 25 50
GRAPHIC SCALE

C115.1

FILENAME: DC12-270-STREETLIGHT_LYNN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

TRANSPORTATION MANAGEMENT PLAN (TMP)
(TYPE A - CATEGORY I & II)

GENERAL TMP NOTES:

1. PROJECT IS A "TYPE A" TMP PROJECT. THIS PROJECT CONSISTS OF IMPROVING PEDESTRIAN AND SAFETY AT THE INTERSECTION OF SOUTH ARLINGTON RIDGE ROAD AND SOUTH LYNN STREET BY T-INTERSECTING THE NORTHERN LEG OF ARLINGTON RIDGE ROAD INTO SOUTH LYNN STREET AND AT THE INTERSECTION WITH ON/OFF I-395 RAMP

2. THIS PROJECT INCLUDES THE RECONSTRUCTION AND IMPROVEMENT OF THE BUS STOP ON ARLINGTON RIDGE ROAD. THE PROJECT WILL PROVIDE ADA ACCESSIBLE RAMPS, HIGH VISIBILITY CROSSWALK, MEDIAN REFUGE, AND RELOCATION OF FIRE HYDRANT..

3. FOR CONCRETE TRAIL/SIDEWALK THE WORKING HOURS ALONG VDOT RIGHT-OF-WAY AREA ARE AS FOLLOWS:

LANE CLOSURES (URBAN OTHER PRINCIPAL ARTERIAL)			
MON. TO THU.	FRIDAY	SATURDAY	SUNDAY
9:30 AM TO 3:30 PM	9:30 AM TO 2:00 PM	*Not allowed	*Not allowed
*Not allowed	*Not allowed	*Not allowed	*Not allowed

4. THE WORKING HOURS WITHIN ARLINGTON COUNTY RIGHT-OF-WAY ARE AS FOLLOWS:

LANE CLOSURES (MINOR ARTERIAL)		
MON. TO FRI.	SATURDAY	SUNDAY
9:00 AM TO 3:00 PM	*Not allowed	*Not allowed
*Not allowed	*Not allowed	*Not allowed

5. BEFORE AND AFTER WORKING HOURS, ALL TRAVEL LANES SHALL BE OPENED TO THE MOTORISTS.

6. 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.

7. MAINTENANCE OF TRAFFIC (MOT) PLAN WHICH INCLUDE 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 C121.0 THROUGH C121.9

8. NO DRIVEWAY ENTRANCES ARE BEING AFFECTED BY THE PROPOSED WORK ALONG VDOT R-O-W.

9. THE CONTRACTOR SHALL NOT CLOSE, RELOCATE, OR OTHERWISE MODIFY A BUS STOP WITHOUT PRIOR REQUEST OF THE PROJECT OFFICER. ANY RELOCATION OR CLOSURE OF A BUS STOP SHALL BE COORDINATED WITH THE ARLINGTON COUNTY'S BUS STOP COORDINATOR (PHONE #703-228-3049) AT LEAST FOUR WEEKS IN ADVANCE OF CONSTRUCTION COMMENCEMENT. ALL TEMPORARY AND FINAL BUS TRAVEL LANES MUST BE MINIMUM 11' WIDE.

10. THE CONTRACTOR SHALL RETAIN PEDESTRIAN ACCESS TO THE BUS STOPS LOCATED WITHIN THE CONSTRUCTION ZONE FOR THE DURATION OF THE PROJECT.

11. THE CONTRACTOR SHALL :

    A. 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.

    B. 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.

    C. 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.

15. 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.

16. 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.

17. 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.

18. EACH PHASE OF CONSTRUCTION SHALL BE COMPLETED PRIOR TO THE START OF THE NEXT PHASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

19. PUBLIC COMMUNICATION PLAN
THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

    A. 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.

    B. NOTIFYING THE VDOT PROJECT MANAGER/RESIDENCY ADMINISTRATOR, REGIONAL OPERATION MANAGER AND THE PUBLIC AFFAIRS STAFF OF ANY UNSCHEDULED TRAFFIC DELAYS THAT MAY OCCUR.

    C. 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.

20. TRANSPORTATION OPERATION PLANS
THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND PROVIDING THE FOLLOWING:

    A. 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.

    B. HAVING THE LIST OF LOCAL EMERGENCY RESPONSE AGENCIES AVAILABLE AT THE WORK SITE AT ALL TIMES.

    C. IMMEDIATELY REPORTING ANY TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE.

    D. NOTIFY THE PROJECT'S CONSTRUCTION MANAGER AND CORRESPONDING ENGINEER OF ANY INCIDENTS AND EXPECTED TRAFFIC DELAYS.

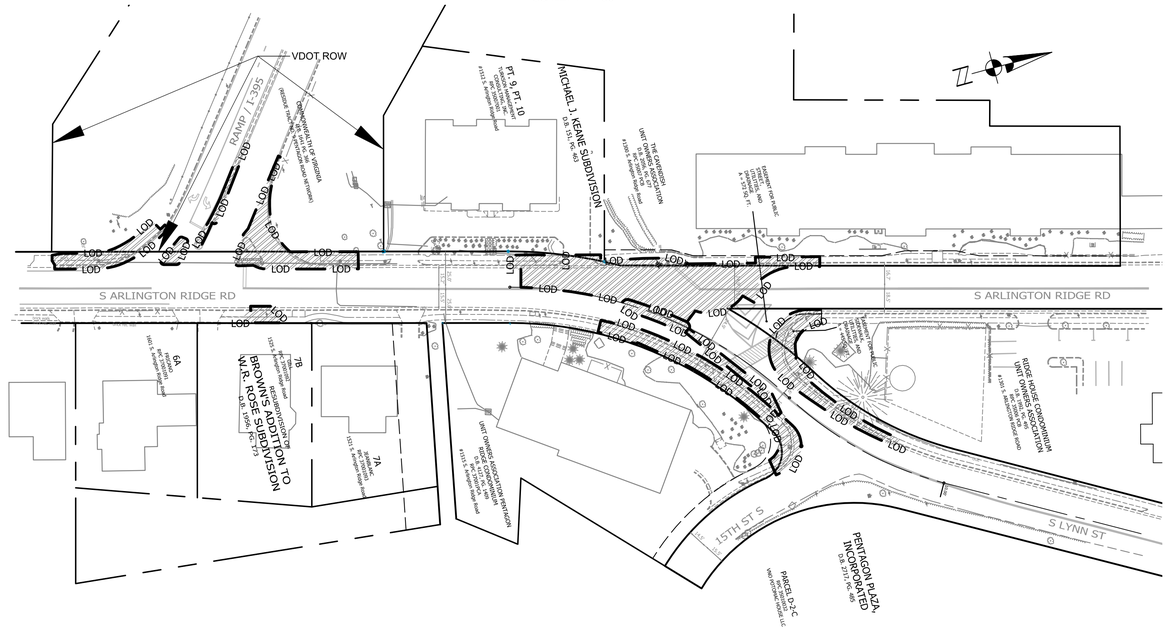
    E. WITHIN 24 HOURS OF ANY INCIDENTS WITHIN THE CONSTRUCTION WORK ZONE, A REVIEW OF THE TRAFFIC CONTROLS SHALL BE IMPLEMENTED AND NECESSARY ADJUSTMENTS MADE TO REDUCE THE FREQUENCY AND SEVERITY OF ANY FUTURE ACCIDENTS.

    F. EMERGENCY CONTACTS DURING THE DURATION OF THE PROJECTS ARE THE FOLLOWING:

- KAMAL TAKTAK - CONSTRUCTION MANAGEMENT SUPERVISOR - 703-228-7527
- GABRIELA KOCK - PLANNING MANAGER/PROJECT MANAGER - 703-228-3938
- JIONG LIN - ENGINEERING DESIGN TEAM SUPERVISOR - 703-228-0784
- 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
- EMEGENCY CALL - 911
- VDOT PROJECT CONSTRUCTION INSPECTOR - TBD


Commonwealth of Virginia
Virginia Department of Transportation
VDOT
VERIFICATION OF COMPLETION OF ADVANCED WORK ZONE TRAFFIC CONTROL TRAINING AND FLAGGER CERTIFICATION
This is to verify that Jiong Lin has successfully completed training and an examination by the Department on the proper practices and methods for the installation, maintenance, removal of temporary traffic control devices and flagging operations.
Date: 11/7/2019
State Traffic Engineer
Verification No. : 110719108
Expiration Date: 11/30/2023

PROJECT SITE
SCALE: 1" = 50'



GENERAL TMP NOTES

PROPOSED CONSTRUCTION WORK WITHIN VDOT R-O-W TO INCLUDE:

1. CONCRETE SIDEWALK, CURB RAMP
2. CONCRETE CURB GUTTER
3. GRASS

PROJECT AREA

Virginia Department of Transportation
REVIEW OF WORKING DRAWINGS
Working drawings have been reviewed in accordance with Section 105.10 2016 VDOT Road & Bridge Specifications
X REVIEW COMPLETED
____ CORRECT & RESUBMIT
____ REJECTED - SEE REMARKS
Reviewed by:_____ Date:_____

REVIEWED
By Brian E. Fry at 1:54 pm, Jun 16, 2022

ARLINGTON VIRGINIA
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SEAL
COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum	08/23/22
QUALITY CONTROL ENGINEER	
	08/25/22
CONSTRUCTION MANAGEMENT SUPERVISOR	
	8/30/22
WATER, SEWER, STREETS BUREAU CHIEF	
Dennis M. Leach	08/25/22
TRANSPORTATION DIRECTOR	
Gabriela Kock	08/25/2022
PROJECT MANAGER	

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TRANSPORTATION MANAGEMENT PLAN

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:
0 40 80
GRAPHIC SCALE

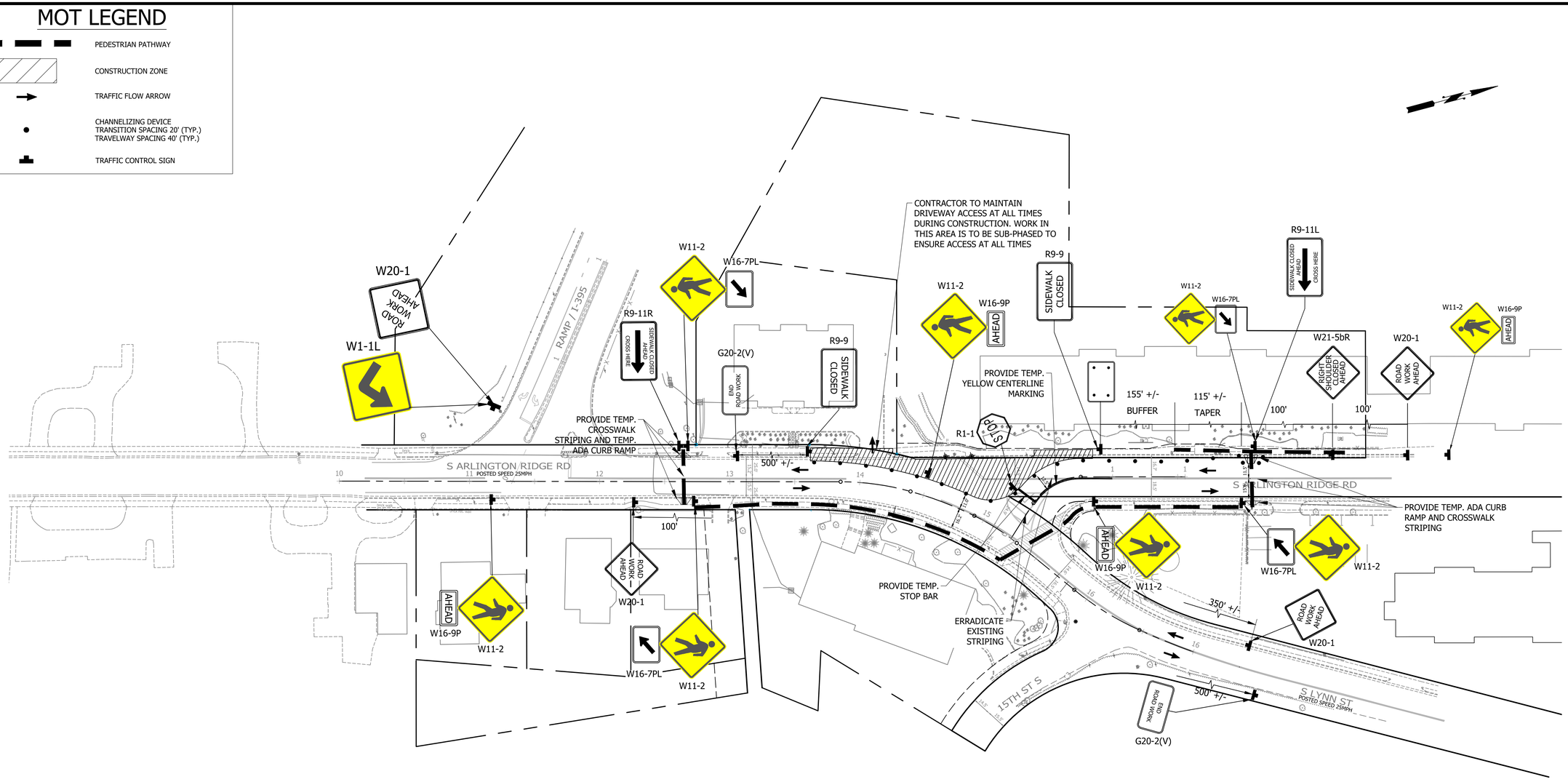
C121.0

FILENAME: DC12-286-TMP.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
I	5.2	36.2	23.2, 28.2, 65.1	- CONSTRUCTION OF SW CORNER OF ARLINGTON RIDGE AND S LYNN STREET	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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JIONG LIN
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08/23/2022
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APPROVALS	DATE
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 CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
 WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

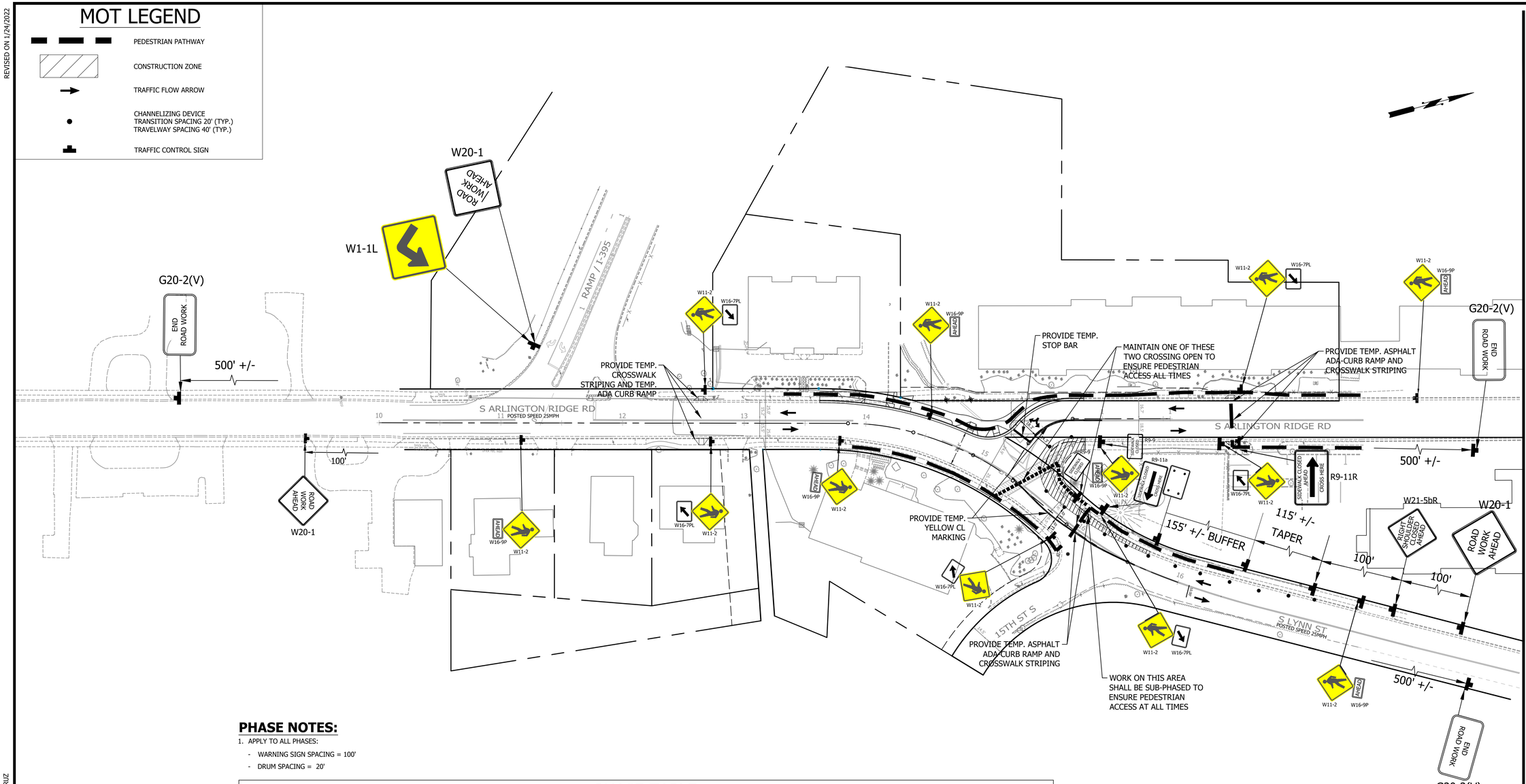
C121.1

FILENAME: DC12-286-MOT.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE TRANSITION SPACING 20' (TYP.) TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE					
PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
II	5.2	36.2	23.2, 28.2, 65.1	- CONSTRUCTION OF NE CORNER OF ARLINGTON RIDGE AND S LYNN STREET - CONSTRUCT THIS PHASE BEFORE PHASE III	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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APPROVALS	DATE
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 CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
 WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

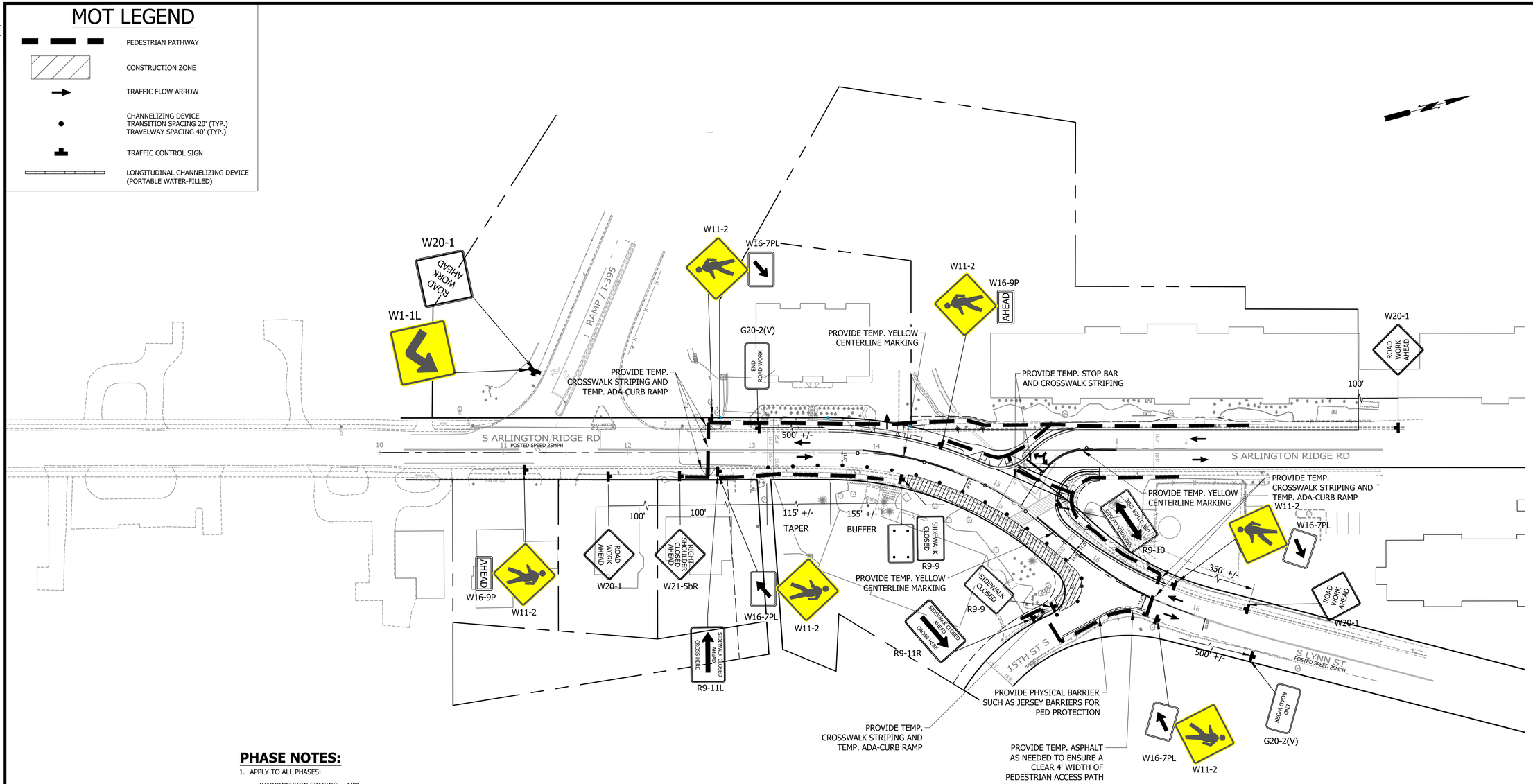
C121.2

FILENAME: DC12-286-MOT-III.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN
- LONGITUDINAL CHANNELIZING DEVICE (PORTABLE WATER-FILLED)



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
III	5.2	36.2	23.2, 28.2, 65.1	- CONSTRUCTION OF EAST SIDE ON ARLINGTON RIDGE ROAD AND S LYNN STREET - CONSTRUCT THIS PHASE AFTER PHASE II	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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08/23/2022

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WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE III

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

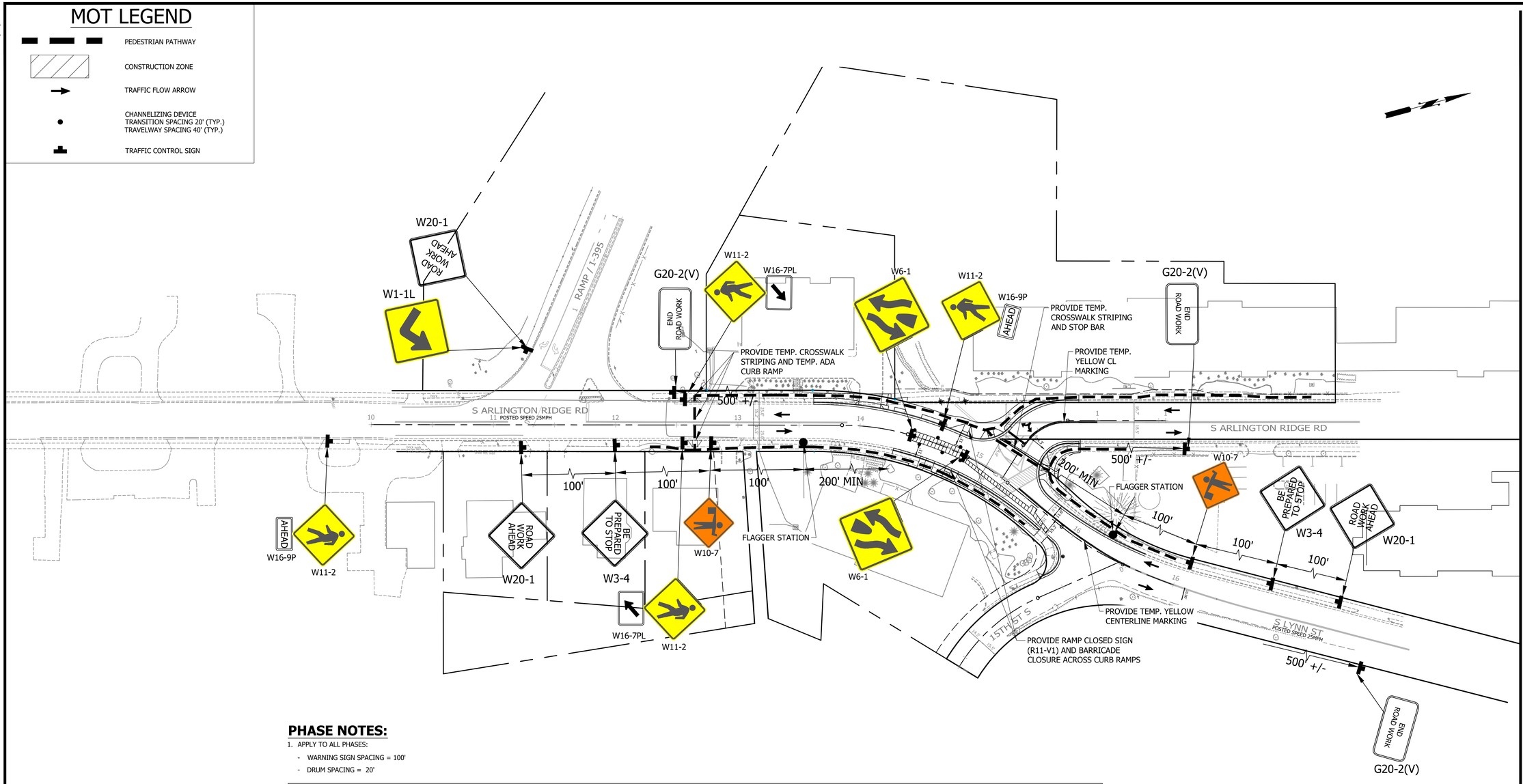
C121.3

FILENAME: DC12-286-MOT-III-NEW.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE TRANSITION SPACING 20' (TYP.) TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
IV	23.2, 67.1	36.2	65.1	- CONSTRUCT CUT-THROUGH MEDIAN ON ARLINGTON RIDGE ROAD AND INSTALL STORMWATER STRUCTURES	ONE WEEK TO TWO WEEKS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE IV

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

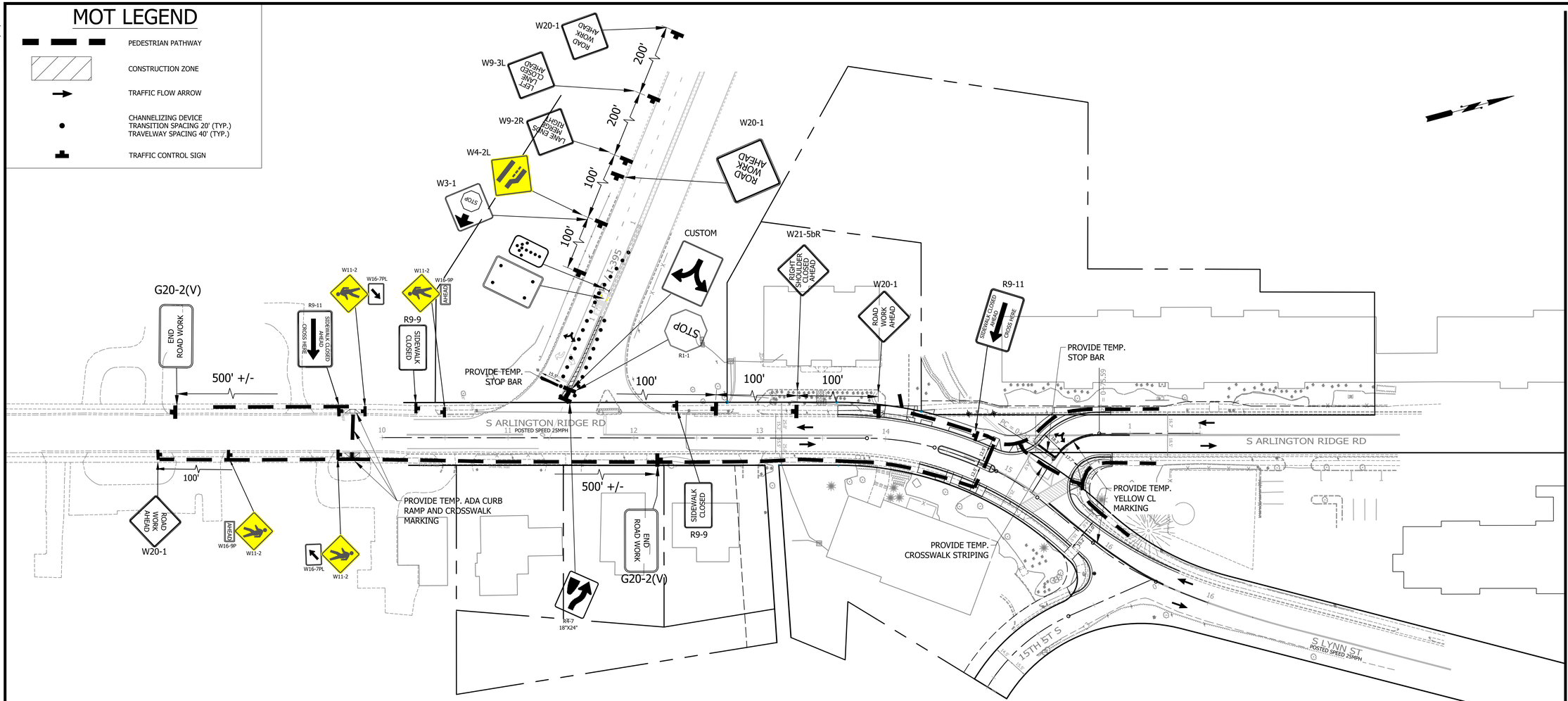
C121.4

FILENAME: DC12-286-MOT-IV.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
V	26.2, 42.2	36.2	17.2, 65.1	- DEMOLISH EXISTING MEDIAN AND TEMPORARILY PATCH THE ROAD. - THIS WORK MUST BE COMPLETED BEFORE CONSTRUCTING SW CORNER AND PEDESTRIAN ISLAND	ONE WEEK TO TWO WEEKS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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JIONG LIN
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PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE V

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

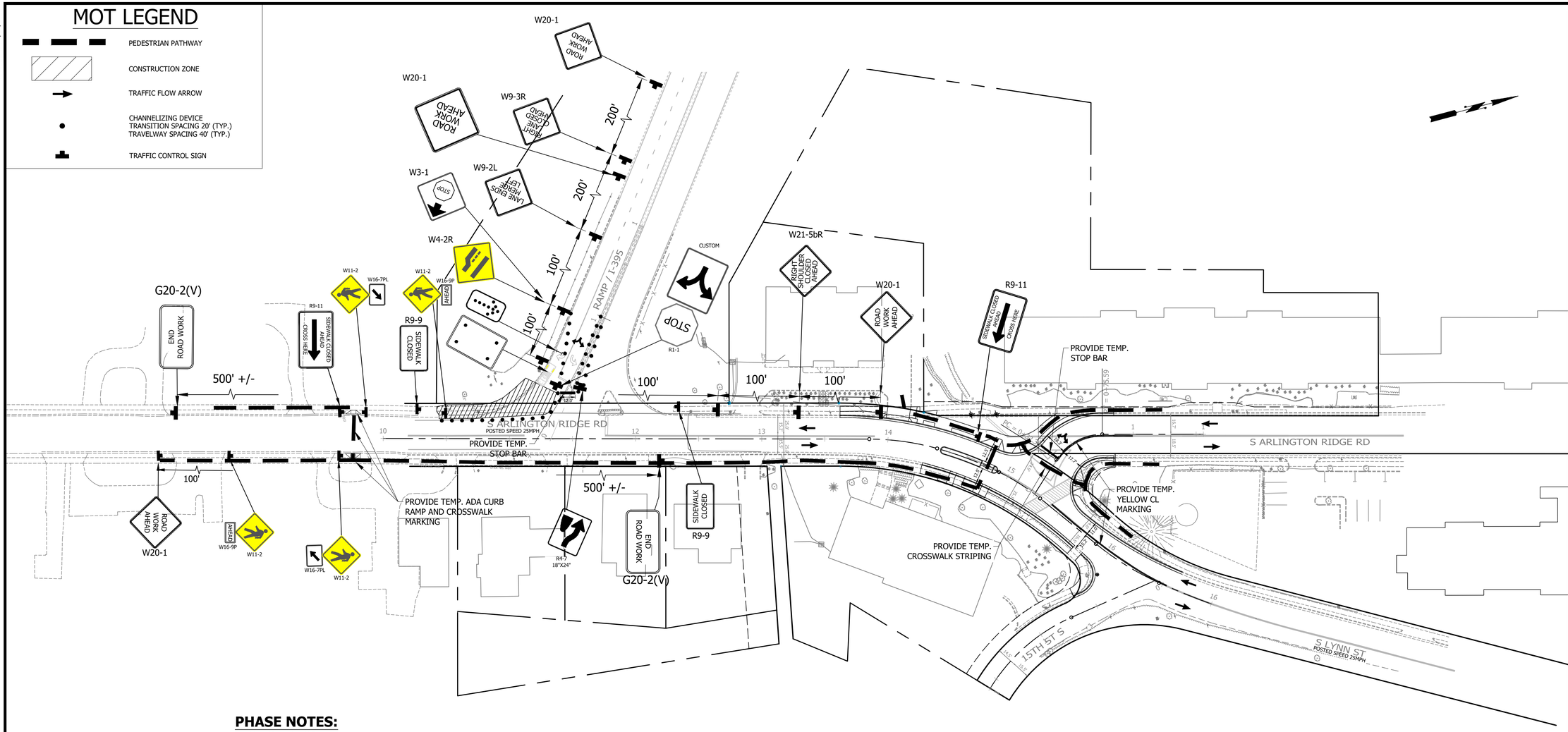
C121.5

FILENAME: DC12-286-MOT-V.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
VI	5.2, 16.2	36.2	28.2	- CONSTRUCTION OF SW CORNER OF ARLINGTON RIDGE ROAD AND RAMP I-395 AND PEDESTRIAN REFUGE ISLAND. - THIS WORK MUST BE DONE AFTER DEMOLISHING THE EXISTING MEDIAN AND TEMPORARILY PATCH THE ROAD.	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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JIONG LIN
Lic. No. 0402051875
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE VI

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

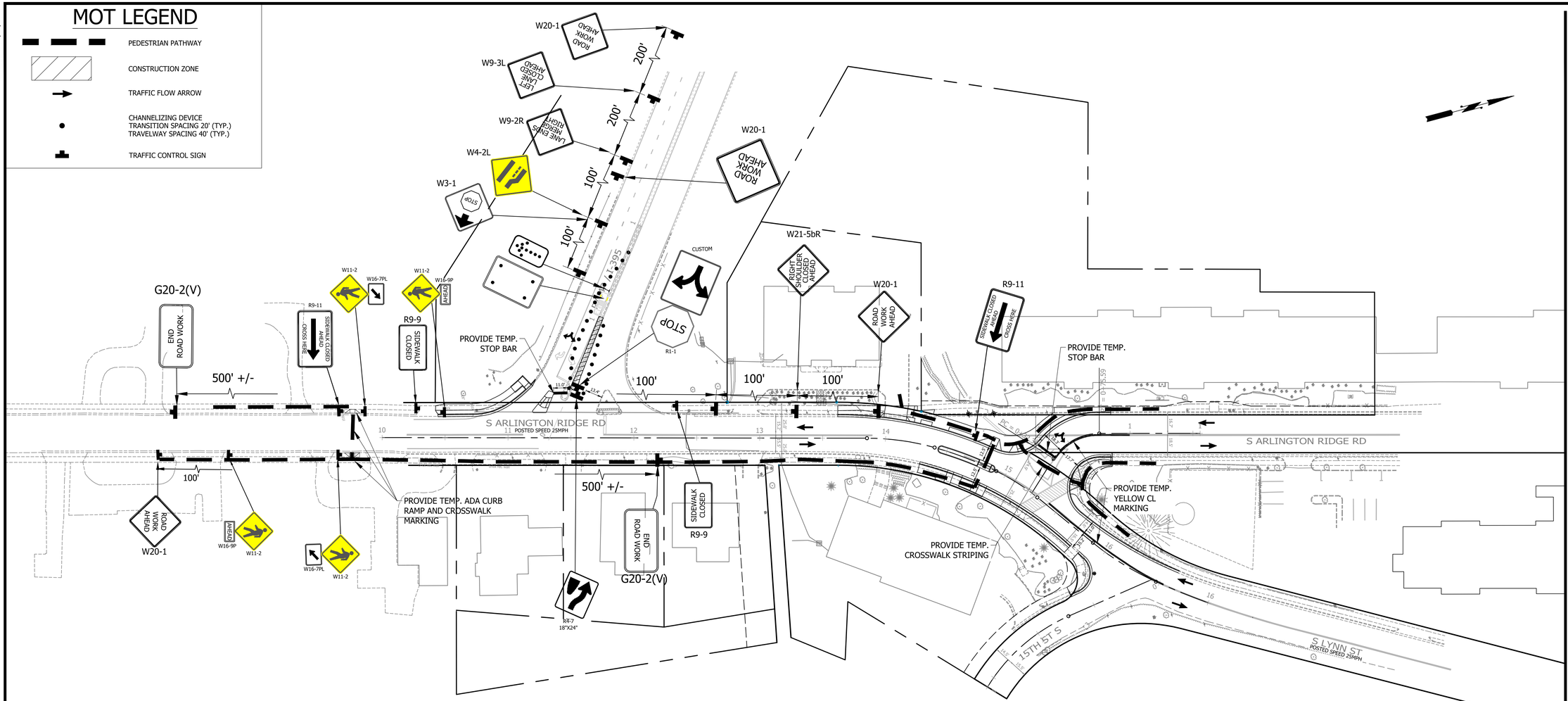
C121.6

FILENAME: DC12-286-MOT-VA.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
VII	26.2, 42.2	36.2	42.2	- CONSTRUCT MEDIAN ON I-395 RAMP - THIS WORK MUST BE COMPLETED AFTER CONSTRUCTING SW CORNER AND PEDESTRIAN ISLAND	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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SEAL

COMMONWEALTH OF VIRGINIA
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Lic. No. 04020518?5
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE VII

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

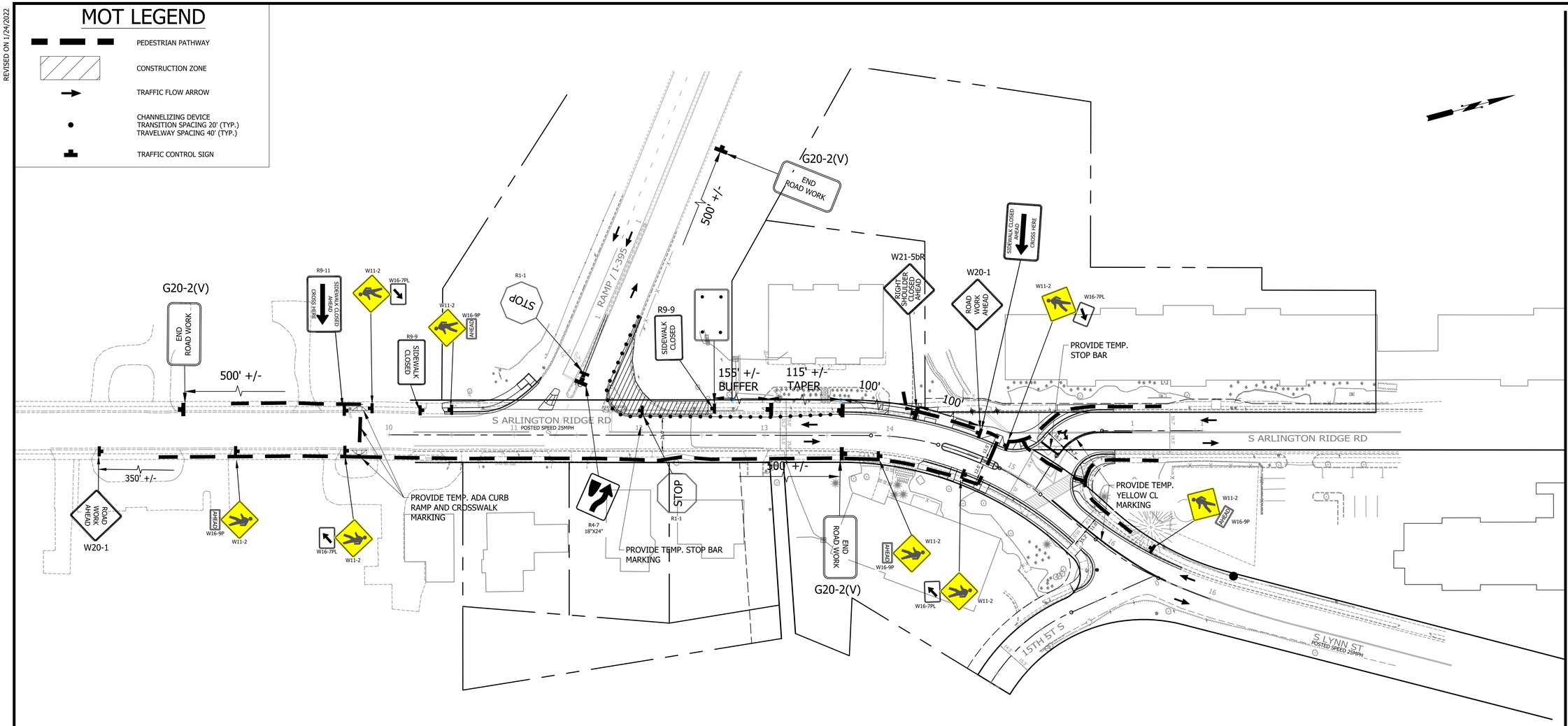
C121.7

FILENAME: DC12-286-MOT-VB.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE

PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
VIII	5.2	36.2	28.2	- CONSTRUCTION OF NW CORNER OF ARLINGTON RIDGE ROAD AND I-395 RAMP	ONE MONTH TO TWO MONTHS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE VIII

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

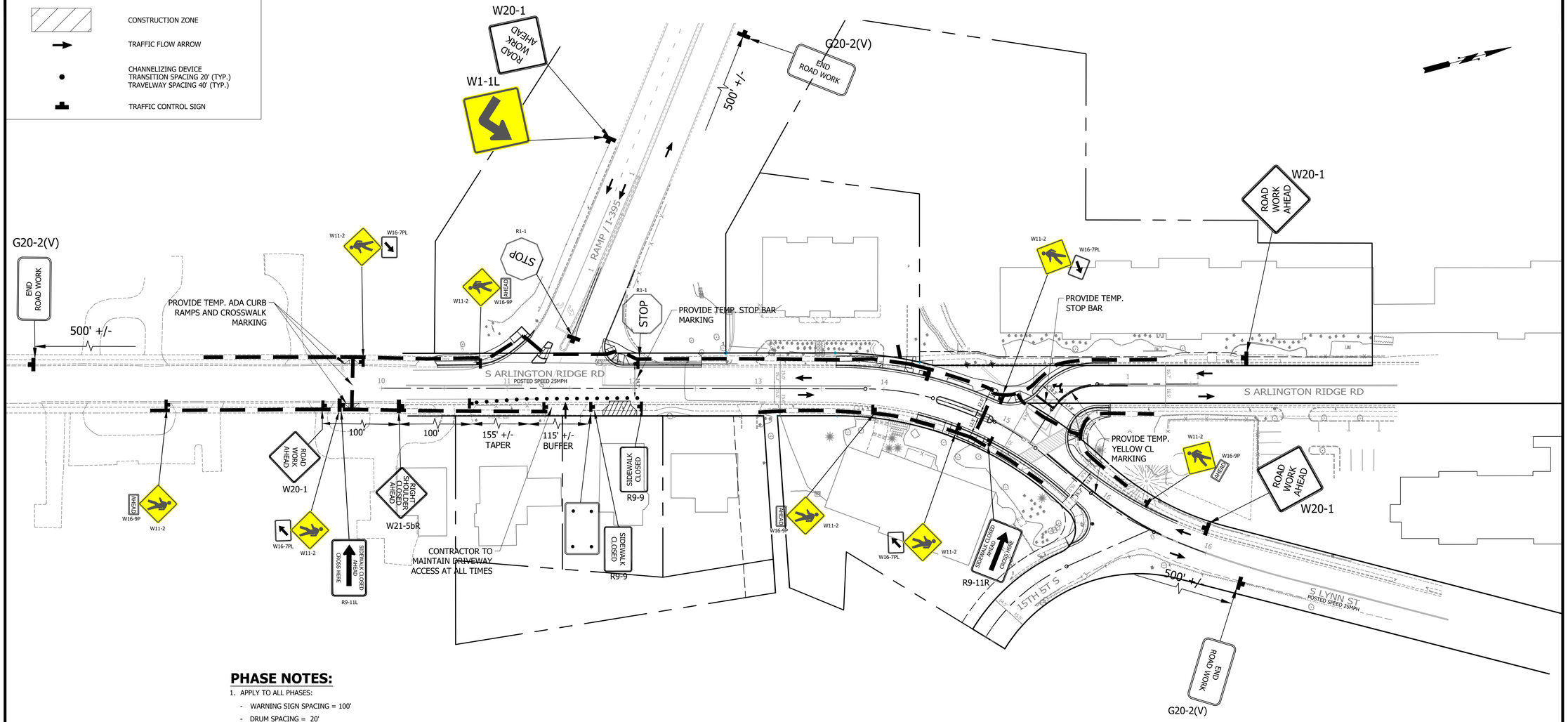
C121.8

FILENAME: DC12-286-MOT-VI.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

MOT LEGEND

- PEDESTRIAN PATHWAY
- CONSTRUCTION ZONE
- TRAFFIC FLOW ARROW
- CHANNELIZING DEVICE
  TRANSITION SPACING 20' (TYP.)
  TRAVELWAY SPACING 40' (TYP.)
- TRAFFIC CONTROL SIGN



PHASE NOTES:

1. APPLY TO ALL PHASES:
   - WARNING SIGN SPACING = 100'
   - DRUM SPACING = 20'

PHASE TABLE					
PHASE #	TTC			COMMENTS	MAXIMUM DURATION
	VEHICULAR	PEDESTRIAN	WORK STAGING AND OPERATIONS		
IX	5.2	36.2	23.2	- CONSTRUCTION OF CURB RAMP EAST SIDE AT ARLINGTON RIDGE ROAD AND I-395 RAMP	ONE WEEK TO TWO WEEKS

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 CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.

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Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT PLAN - PHASE IX

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

0 40 80
GRAPHIC SCALE

C121.9

FILENAME: DC12-286-MOT-VIII.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

Table 6H-2, Taper Length Criteria and Taper Length Chart

Type of Taper	Taper Length (L)
Merging	L= Minimum
Shifting	See table below[2]
Shoulder	⅓ L Minimum
Two-Way Traffic	50 Feet Minimum,100 Feet Maximum
Downstream	50 Feet Minimum,100 Feet Maximum
L= Taper Length, W= Width of Offset, S= Posted Speed Limit	

Posted Speed Limit (mph)	Width of Offset (Feet)				Remarks
	9	10	11	12	
≤ 25	95	105	115	125	L= S²W/60
30	135	150	165	180	"
35	185	205	225	245	"
40	240	270	295	320	"
45	405	450	495	540	L=SW
50	450	500	550	600	"
55	495	550	605	660	"
60	540	600	660	720	"
65	585	650	715	780	"
70	630	700	770	840	"
* Limited Access highways shall use a 1000' merging taper regardless of the posted speed.					
Shifting Tapers - full lane width shifts on Limited Access Highways shall use a 750' shifting taper for posted speeds less than 65 mph and a 1000' shifting taper for posted speeds equal to or greater than 65 mph. For all other roadways ¾ L should be used.[2]					

Table 6H-3, Length of the Longitudinal Buffer Space[1]

Posted Speed Limit (mph)	Distance (Feet)
≤ 20	115 – 120
25	155 – 165[1]
30	200 – 210
35	250 – 260
40	305 – 325[1]
45	360 – 380
50	425 – 445
55	500 – 530[1]
60	570 – 600[1]
65	645 – 675
70	730 – 760

1: Revision 1 – 4/1/20152: Revision 2 – 9/1/2019

Table 6H-4, Channelizing Device Spacing

Location	Posted Speed Limit (mph)	
	0 - 35	36 +
Transition Spacing	20'	40'
Travelway Spacing	40'	80'
Spot Construction Access *	80'	120'
* For easier access by construction vehicles into the work area, spacing of devices may be increased to this distance, but shall not exceed one access per 0.25 mile unless approved by the engineer and documented.		

Table 6H-5, Recommended Spacing of Advance Warning Signs[1]

Road Type	Spacing (Feet)
Urban street with 25 mph or less posted speed	100 – 200
Urban street with 30 to 40 mph posted speed	250 – 350
* All Other Roadways with 45 mph or less posted speed	350 – 500
All Other Roadways with greater than 45 mph posted speed	500 – 800
Limited Access highways	1300 – 1500

* Urban streets with greater than 40 mph posted speed limits fall into this category.

Note: For urban conditions, it is generally better to place all advanced warning signs within a one block area versus spreading out the signs over several blocks, however, motorist must have time to recognize and react to each warning sign - see Section 6G.11.

Table 6H-6, Barrier Flare Rate

Speed Limit (mph)	Flare Rate	Speed Limit (mph)	Flare Rate	Speed Limit (mph)	Flare Rate
70	22:1	55	17:1	40	13:1
65	20:1	50	16:1	35	11:1
60	19:1	45	14:1	≤30	10:1

Table 6H-7, Spacing of Portable Temporary Rumble Strip[2]

Posted/Statutory Speed Limit	≤ 40 mph	41 – 55 mph	> 55 mph
PTRS Spacing (Center to Center)	10 Feet	15 Feet	20 Feet

Table 6H-8, Spacing of Long-term Transverse Temporary Rumble Strip[2]

	Set 1 Spacing	Spacing Between Set 1 & 2	Set 2 Spacing
PTRS Spacing (Center to Center)	5 strips at 6 Feet	90 Feet	5 strips at 4'-6"

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

WORK HOURS:

1. IN ARLINGTON RIGHT-OF-WAY - 9 AM TO 3 PM (MON.-FRI.)
2. IN VDOT RIGHT-OF-WAY 9:30 AM TO 3 PM (MON.-THUR.) AND 9:30 AM TO 2 PM (FRI)
3. ALL LANES SHALL BE FULLY OPEN TO TRAFFIC OUTSIDE THE ABOVE HOURS UNLESS SPECIFIED OTHERWISE IN THE MAINTENANCE OF TRAFFIC PLANS.

ADDITIONAL NOTES:

1. SPACING OF ADVANCE WARNING SIGNS SHALL BE MINIMUM 100FT FOR POSTED SPEED LIMIT OF 25 MPH.
2. THE MINIMUM LANE WIDTH SHALL BE 10'. THIS APPLIES TO BOTH DURING CONSTRUCTION WORK HOURS, AND WHEN THE ROADWAY IS OPENED UP TO NORMAL TRAFFIC FLOW FOR ALL PHASES OF CONSTRUCTION.
3. MODIFICATIONS TO THE MAINTENANCE OF TRAFFIC PLAN OR CONSTRUCTION PHASING MAY BE MADE AT THE CONTRACTOR'S REQUEST WITH APPROVAL FROM THE COUNTY PROJECTS OFFICER, OR AT THE DIRECTION OF THE COUNTY PROJECT OFFICER.
4. CONTRACTORS SHALL COVER ANY EXISTING SIGNS WHICH ARE NOT APPLICABLE OR ARE IN CONFLICT WITH THIS MOT PLAN.
5. TEMPORARY SIGNS AND BARRIERS SHOULD NOT BE PLACED WHERE THEY WILL OBSTRUCT PASSAGE ON SIDEWALKS, UNLESS SUCH SIGNS OR BARRIERS ARE INTENDEDTO CLOSE THAT SECTION OF SIDEWALK.

CONSTRUCTION NOTES

1. FOR ALL ARTERIAL STREETS, PORTABLE VARIABLE MESSAGE SIGNS WITH CLOSURE INFORMATION MUST BE INSTALLED AHEAD OF THE PROJECT SITE AT EACH VEHICULAR APPROACH 3 WEEKS PRIOR TO STREET CLOSURE IN LOCATIONS DIRECTED BY THE PROJECT OFFICER.
2. CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS.
3. CONTACT TRANSPORTATION ENGINEERING OPERATIONS AT 703-228-6598 OR 571-437-1077 AND THE PROJECT OFFICER TO APPROVE MARKING LAYOUT 48 HOURS PRIOR TO INSTALLATION OF MARKINGS.
4. ONE LANE CLOSURE IN EACH DIRECTION OF TRAFFIC WILL BE PERMITTED FOR FINAL PAVEMENT OVERLAY.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN THE FLOW OF TRAFFIC ON ANY INTERSECTION WITHIN THE WORK AREA.
6. THE CONTRACTOR SHALL NOTIFY ARLINGTON COUNTY PUBLIC SCHOOLS TWO WEEKS PRIOR TO STARTING CONSTRUCTION.
7. THE CONTRACTOR SHALL SUBMIT ANY REQUESTS FOR TEMPORARY "NO PARKING" RESTRICTIONS TO THE PROJECT OFFICER AT LEAST 3 WORKING DAYS PRIOR TO THE DESIRED ONSET OF RESTRICTIONS. PRIOR TO A REQUEST FOR THE REMOVAL OF ACCESS TO ANY ADA PARKING SPACE THE CONTRACTOR MUST HAVE MADE PROVISION FOR ALTERNATIVE ADA PARKING AS INDICATED ON THE APPROVED PLAN OR AS DIRECTED BY THE PROJECT OFFICER
8. WHEN THE APPROVED PLAN CALLS FOR THE REMOVAL OF ANY PARKING METER THE CONTRACTOR MUST MAKE A REQUEST TO THE PROJECT OFFICER AT LEAST ONE WEEK IN ADVANCE OF THE DESIRED REMOVAL. THE PROJECT OFFICER WILL THEN COORDINATE THE PARKING METER REMOVAL WITH TRAFFIC ENGINEERING AND OPERATIONS.

MOT NOTES:

1. PARKING SHALL BE RESTRICTED BY THE COUNTY AS PART OF THE RIGHT OF WAY PERMIT. CONTACT DES-PERMITTING SECTION, 703-228-4798, AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF WORK.
2. ALL TEMPORARY BUS TRAVEL LANES MUST BE MINIMUM 11' WIDE.
3. THE CONTRACTOR SHALL MAINTAIN ADA ACCESSIBLE PARKING SPACES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL CONTACT DES - PERMITING, 703-228-4798, TO COORDINATE RELOCATION OF EXISTING ADA ACCESSIBLE PARKING SPACES OR TO INSTALL TEMPORARY SIGNAGE OUT OF AND ADJACENT TO THE WORK ZONE AS CONSTRUCTION PROGRESSES. MULTIPLE RELOCATIONS MAY BE NECESSARY DURING EACH PHASE.

PEDESTRIAN NOTE:

1. PEDESTRIANS SHALL BE APPROPRIATELY DIRECTED WITH ADVANCED WARNING SIGNS PLACED AT INTERSECTIONS, TO CROSS TO THE OPPOSITE SIDE OF THE ROADWAY IN ORDER TO PREVENT CONFLICT WITH MIDBLOCK WORK SITES.

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REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

MOT NOTES

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C121.10

REVISED ON 1/24/2022

FILENAME: DC12-286-MOT.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: : LDELACRUZ

Typical Traffic Control

Shoulder Operation with Minor Encroachment

(Figure TTC-5.2)

NOTES

Standard

1. **For required sign assemblies for multi-lane roadways see Note 1, TTC-4.**[1]

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 work takes up part of a lane on a high volume roadway; vehicular traffic volumes, vehicle mix, speed and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment analysis permits a remaining lane width of 10 feet, the lane should be closed. If the closure operation is on a Limited Access highway, the minimum lane width is 11 feet.*

Option:

4. The ROAD WORK AHEAD (W20-1) sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.

Standard:

5. **A shadow vehicle with either an arrow board operating in the caution mode, or at least one high-intensity amber rotating, flashing, or[1] oscillating light shall be parked 80' - 120' in advance of the first work crew.**
6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or[1] oscillating lights.**
7. **Taper length (L) and channelizing device spacing shall be at the following:**

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks	Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW

Limited Access highways shall use a 1000' merging taper regardless of the posted speed, a 750' shifting taper for posted speeds < 65 mph and a 1000' shifting taper for posted speeds ≥ 65 mph.[2]

Shoulder Taper = ½ L Minimum

8. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing								
Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'

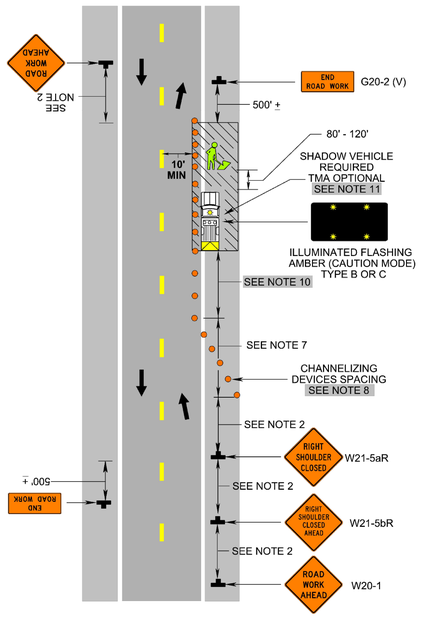
*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.

9. **On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.**[2]
10. **The buffer space length The buffer space length shall be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
11. **A truck-mounted attenuator (TMA) shall be used on Limited Access highways and multi-lane roadways with posted speed limit equal to or greater than 45 mph.**
12. **When a side road intersects the highway within the temporary traffic control zone, additional traffic control devices shall be placed as needed.**

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

Shoulder Operation with Minor Encroachment

(Figure TTC-5.2)



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

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, a PCMS should be used in advance of the first warning sign if all of the left side signs cannot be installed.*[2]
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 should be restricted to one side of the pavement.*

Standard:

6. **Taper length (L) and channelizing device spacing shall be at the following:**

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks	Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW

Limited Access highways shall use a 1000' merging taper regardless of the posted speed.
Shifting Tapers see Table 6H-2.[2] | **Shoulder Taper = ½ L Minimum**

7. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing								
Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	* Construction Access	80'	120'

*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.

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[1] 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[1] oscillating lights but can be used to supplement the amber rotating, flashing, or[1] oscillating lights.**
12. **When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.**

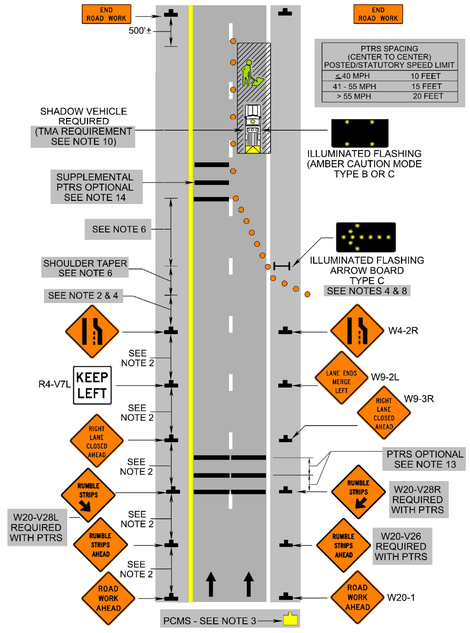
Option:[2]

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.[2]
14. The supplemental PTRS may be eliminated.[2]

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

Outside Lane Closure Operation on a Four-Lane Roadway

(Figure TTC-16.2)



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

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. 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, a PCMS should be used in advance of the first warning sign if all of the left side signs cannot be installed.*[2]
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 should be restricted to one side of the pavement.*

Standard:

6. **Taper length (L) and channelizing device spacing shall be at the following:**

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks	Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW

Limited Access highways shall use a 1000' merging taper regardless of the posted speed.
Shifting Tapers see Table 6H-2.[2] | **Shoulder Taper = ½ L Minimum**

7. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing								
Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'

*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.

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[1] 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[1] oscillating lights but can be used to supplement the amber rotating, flashing, or[1] oscillating lights.**
12. **When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.**

Option:[2]

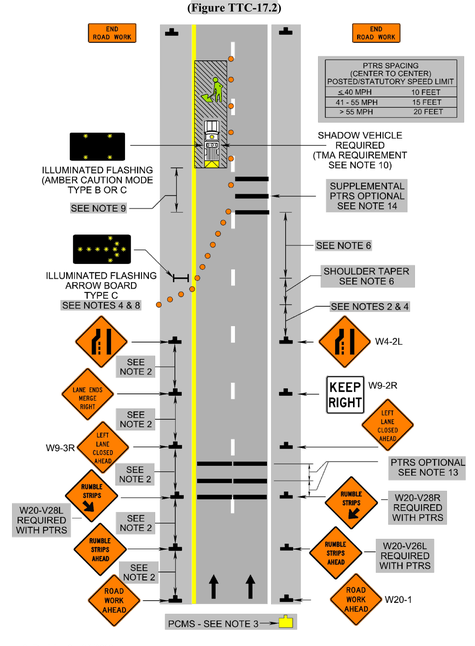
13. PTRS and their supporting signs may be used, see sections 6F.99 and 6G.25. Long-term transverse rumble strips may be used in long-term situations, see Section 6F.99 and TTC-20.[2]
14. The supplemental PTRS may be eliminated.

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

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CONSTRUCTION MANAGEMENT SUPERVISOR	
	8/30/22
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TTC DETAILS I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C121.11

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.*
2. *Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.*
3. *To maintain efficient traffic flow in a flagging operation on a two-lane roadway, the maximum time motorists should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.*[2]

Standard:

4. **Portable Temporary Rumle 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 and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6H-3 on Page 6H-5).**
6. **All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6E.01, Qualifications for Flaggers).**
7. **Cone spacing shall be based on the posted speed and the values in Table 6H-4 on Page 6H-6.**[1]
8. **A shadow vehicle with at least one high intensity amber rotating, flashing, or**[1] **oscillating light shall be parked 80'-120' in advance of the first work crew.**

Option:

8. A SLOW (W21-V10) sign[2] 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.

Guidance:

9. *If the queue of traffic reaches the BE PREPARED TO STOP (W3-4) sign then the signs, and if used the PTRS*[1] *should be readjusted at greater distances.*
10. *When a highway-rail crossing exists within or upstream of the transition area and it is anticipated that queues resulting from the lane closure might extend through the highway-rail grade crossing, the temporary traffic control zone should be extended so that the transition area precedes the highway-rail crossing (see Figure TTC-56 for additional information on highway-rail crossings).*

Standard:

11. **At night, flagger stations shall be illuminated, except in emergencies (see Section 6E.08).**

Option:

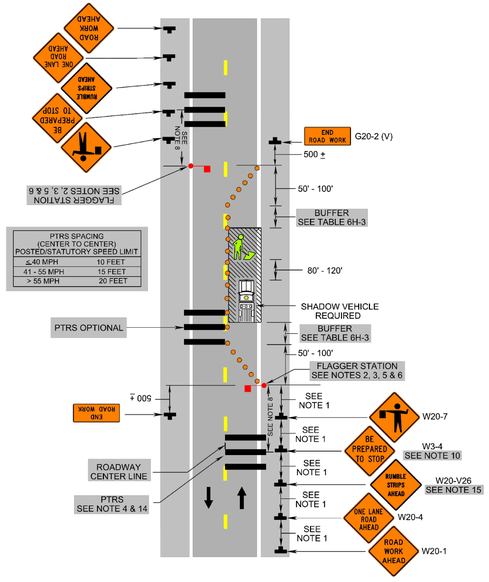
12. Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or less.
13. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible to road users approaching from both directions, may be used (see Chapter 6E).

Standard:[1]

14. **When used**[2]**, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The portable temporary rumble strips shall be monitored and adjusted as necessary during the work shift to ensure proper placement on the roadway. When the PTRS are installed, the RUMBLE STRIPS AHEAD (W20-V26) sign shall also be utilized.**

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

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

Typical Traffic Control
Lane Closure Operation – Near Side of an Intersection
(Figure TTC-26.2)
NOTES

Guidance:

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

Standard:

2. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**
3. **Taper length (L) shall be at the following:**

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	L=S²W/60
30	135	150	165	180	L=S²W/60
35	185	205	225	245	L=S²W/60
40	240	270	295	320	L=S²W/60
45	405	450	495	540	L=SW
50	450	500	550	600	L=SW
55	495	550	605	660	L= SW
60	540	600	660	720	L=SW
65	585	650	715	780	L=SW
70	630	700	770	840	L=SW

Shifting Tapers - full lane width shifts on Limited Access Highways shall use a 750' shifting taper for posted speeds less than 65 mph and a 1000' shifting taper for posted speeds equal to or greater than 65 mph. For all other roadways ¾ L should be used.[2]

Shoulder Taper = ⅓ L Minimum

4. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing

Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'

*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.

Guidance:

5. *If room permits, a shadow vehicle with at least one rotating, oscillating, or amber strobe light should be parked 80'-120' in advance of the first work crew.*

Standard:

6. **If the posted speed limit is 45 mph or greater, the shadow vehicle shall have a truck-mounted attenuator.**
7. **For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or two high intensity amber flashing or oscillating**[1] **lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.**

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.*

Standard:

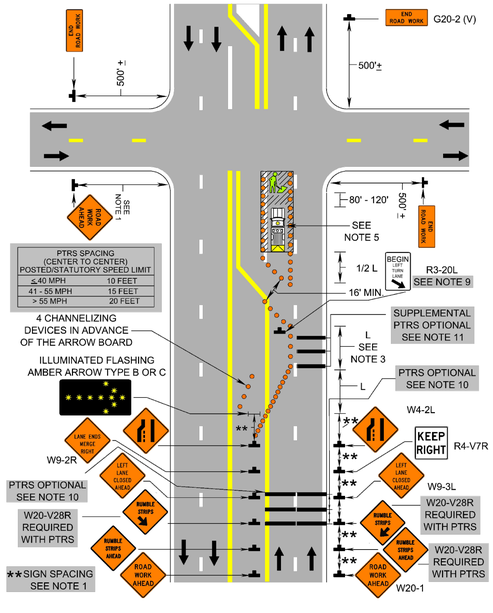
9. **If the left turn lane is closed a NO LEFT TURN (Symbol) (R3-2) shall be used.**

Option:[2]

10. PTRS may be used as shown in Figure TTC-17 and in accordances with Section 6F-99.[2]
11. The supplemental PTRS may be eliminated.[2]

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

Lane Closure Operation - Near Side of an Intersection
(Figure TTC-26.2)



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.*
   b. *Detour the effective routes to other roads and streets as approved and directed by the District*[2] *Traffic Engineer.*
   c. *Place a state certified flagger on each leg of the intersection controlling a single lane of traffic.*

   Appropriate signing as shown should be used for law enforcement and flagging operations. For detour signs see Figure TTC-34.
2. *Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.*
3. *To maintain efficient traffic flow in a flagging operation on a two-lane roadway the maximum time motorist should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.*[2]

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*[1] *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**[1] **lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.**

Guidance:

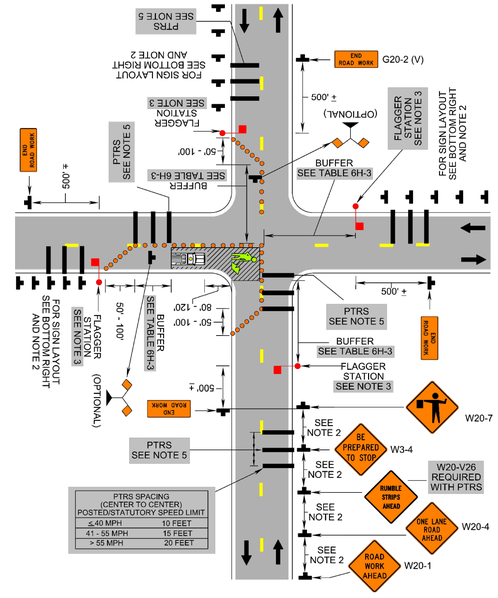
8. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.*

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

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



2: Revision 2 – 9/1/2019

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CONSTRUCTION MANAGEMENT SUPERVISOR	
	8/30/22
WATER, SEWER, STREETS BUREAU CHIEF	
Dennis M. Leach	08/25/22
TRANSPORTATION DIRECTOR	
Gabriela Kock	08/25/2022
PROJECT MANAGER	

REVISIONS DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TTC DETAILS II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C121.12

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.**
2. **Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.**

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.*
4. *Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.*
5. *Temporary markings should be considered for operations exceeding three days in duration.*

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.
7. For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.

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.[2]**
9. **All sidewalk closures shall be closed with Type 3 Barricades. The SIDEWALK CLOSED (R9-9) sign and the SIDEWALK CROSS HERE (R9-11) sign shall be installed above the Type 3 Barricade. The KEEP RIGHT sign can cover the top rail of the Type 3 Barricade.[2]**

Support:

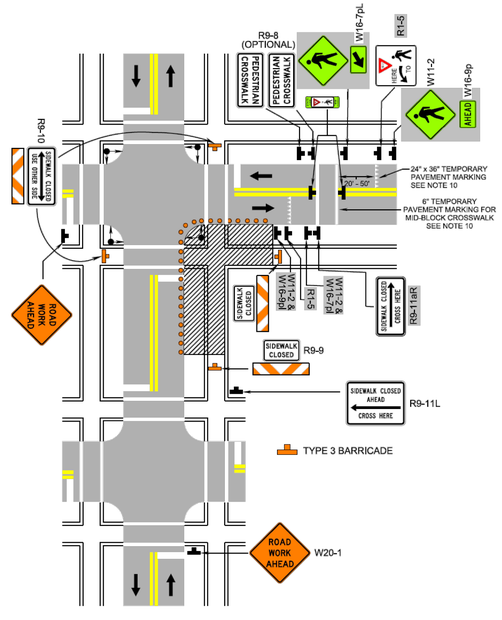
10. Refer to Sections 3B-16 through 3B-18 of the 2009 MUTCD and the Virginia Supplement to the MUTCD[1] for crosswalk[1] lines, yield lines and other related TTC devices that may be used to control vehicular traffic at midblock crosswalks.

Standard:[2]

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

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



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

Typical Traffic Control

Interior Lane Closure Operation on a Multi-Lane Roadway

(Figure TTC-42.2)

NOTES

Guidance:

1. *Sign spacing distance should be 1300'-1500' for Limited Access highways, and on all other roadways 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.*
2. *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.*

Standard:

3. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**
4. **Taper length (L) shall be at the following:**

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks	Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	L=S²W/60	50	450	500	550	600	L=SW
30	135	150	165	180	L=S²W/60	55	495	550	605	660	L= SW
35	185	205	225	245	L=S²W/60	60	540	600	660	720	L=SW
40	240	270	295	320	L=S²W/60	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW

Limited Access highways shall use a 1000' merging taper regardless of the posted speed.

Shoulder Taper = ⅓ L Minimum

5. **Channelizing device spacing shall be at the following:**

Channelizing Device Spacing

Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +	Location Spacing	Speed Limit (mph) 0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'

*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.

6. **On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.**
7. **The buffer space length shall be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
8. **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, oscillating, or flashing[1] 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.**
9. **For long-term work zones existing conflicting pavement markings and markers shall be removed and temporary pavement markings and markers shall be installed per Figure TTC-60.**

Option:

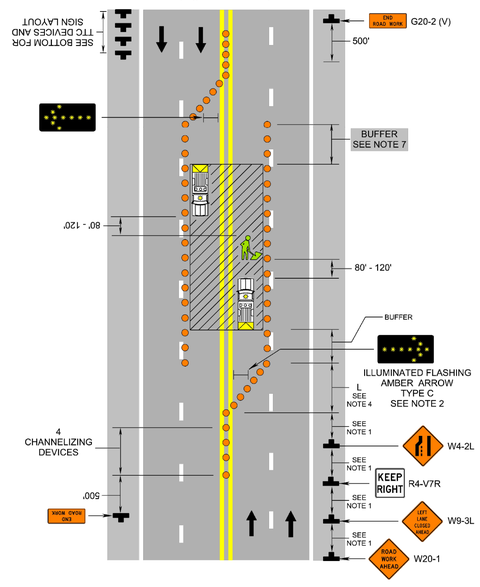
10. For short-term stationary work (less than 3 days duration), lanes may be delineated by channelizing devices or removable pavement markings instead of temporary pavement markings.
11. PTRS may be used on undivided roadways, see section 6F.99 for proper spacing of PTRS and Figures TTC-17.[2]

Guidance:

12. *When channelizing devices have the potential of leading vehicular traffic out of the intended traffic space, the channelizing devices should be extended a distance with 4 additional channelizing devices[1] beyond the downstream end of the transition area as depicted.*
13. *For locations with a high volume of left turning movements, the graphic NO LEFT TURN (R3-2) signs should be used.[1]*

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

Interior Lane Closure Operation on a Multi-Lane Roadway
(Figure TTC-42.2)



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

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CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TTC DETAILS III

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

N/A

C121.13

Typical Traffic Control

***Short Duration Road Patching Operation on a Low Volume Two-Lane Roadway*[1]**

(Figure TTC-65.1)

NOTES

Guidance:

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

Standard:

2. **A ROAD PATCHING NEXT 5 MILES (W21-V19) sign, a BE PREPARED TO STOP (W3-4) sign and a Flagger (W20-7) symbol sign shall be installed at the intersection of each end of the route being patched. See Figure TTC-67 for guidance on the requirements for intersections within the limits of the operation.**
3. **Flagging Station Options:**
   - **A. A single flagger can be used when adequate sight distance is available from both travel directions;**
   - **B. When adequate sight distance is not available to utilize a single flagger, traffic shall be stopped in the direction of the work vehicles until work is completed.**
   - **C. When adequate sight distance is not available to use a single flagger to control two-way traffic, two flaggers shall be used to control the two-way traffic until the work is complete.**
4. **Each vehicle involved in the moving/mobile operation shall be equipped with at least one high-intensity amber rotating, oscillating, or flashing light. Vehicle hazard warning signals shall not be used instead of rotating lights or flashing lights, but as a supplement.**
5. **If using a Type B (60" x 30") or Type C (96" x 48") arrow board on the shadow vehicle, it shall operate in the four corner caution mode.**

Guidance:

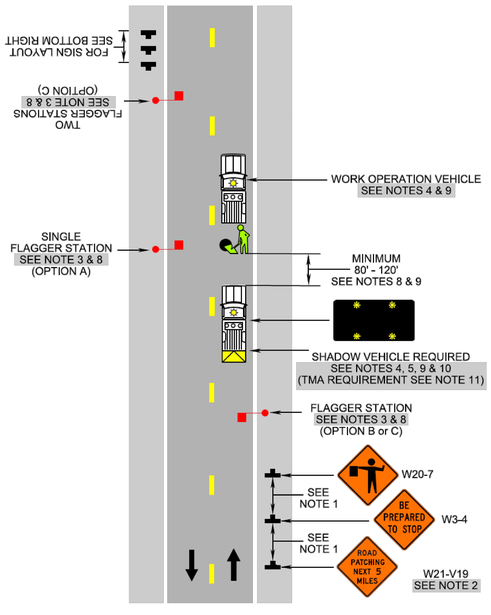
6. *When using a CMS to replace the arrow board it should display the Type B caution mode.*
7. *Care should be exercised when establishing the flagger station to insure maximum possible sight distance based on the posted speed limit and at least equal to or greater than the values in Table 6H-3.*
8. *Time limits for stopping traffic by a flagger should be followed, see Section 6E.07.*[2]
9. *Where practical and when needed, the work and shadow vehicles should pull over periodically to allow motor vehicle traffic to pass.*
10. *Whenever adequate stopping sight distance exists to the rear, the shadow vehicle should maintain the minimum distance from the work vehicle/operation and proceed at the same speed. The shadow vehicle should slow down or stop if necessary in advance of vertical or horizontal curves that restrict sight distance.*
11. *A truck-mounted attenuator should be used on the shadow vehicle.*

Option:

12. A ROAD PATCHING NEXT 2 MILES (W21-V19) sign or ROAD PATCHING AHEAD (W21-V18) sign may be used to meet field condition.
13. The distance between the work and shadow vehicles may vary according to speed, terrain, curing time and other factors.
14. A PCMS may be used in advance of the work operation to supplement the static advance warning signs.
15. The vehicle mounted arrow board may be replaced with a vehicle-mounted CMS with a minimum character height of 10".

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

Short Duration Road Patching Operation on a Low Volume Two-Lane Roadway[1]
(Figure TTC-65.1)



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

Typical Traffic Control

***Lane Closure Operation through a Unsignalized[2] Intersection*[1]**

(Figure TTC-67.1)

NOTES

Guidance:

1. *Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, 500'-800' where the posted speed limit is greater than 45 mph.*
2. *To maintain efficient traffic flow in a flagging operation on a two-lane roadway, the maximum time motorists should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.*[2]

Standard:

3. **PTRS shall be used as per Section 6F.99.**[2]
4. **Channelizing device spacing shall be on 20' centers or less 100 feet in advance of the intersection.**

Guidance:

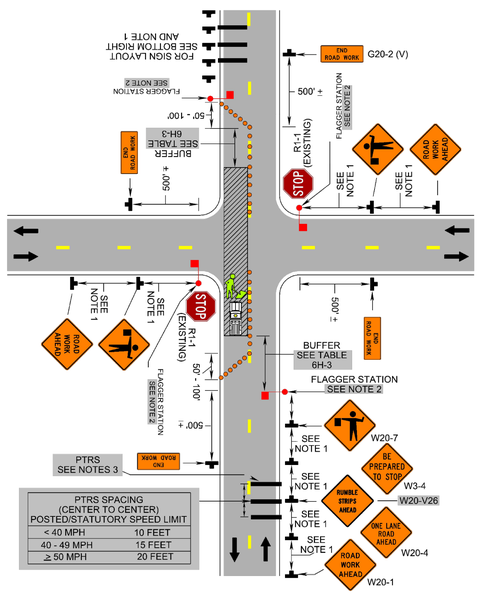
5. *If room permits, a shadow vehicle with at least one rotating amber light or high intensity amber strobe light should be parked 80'-120' in advance of the first work crew.*
6. *If the posted speed limit is 45 mph or greater, the shadow vehicle should have a truck-mounted attenuator.*
7. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.*

Option

8. At the stop condition intersecting roadway, additional flagger sign may be used (BE PREPARED TO STOP (W3-4)) between the ROAD WORK AHEAD and the flagger station in the proper sequence, as directed by the District[2] Traffic Engineer.
9. PTRS may be used on the intersecting roadway to enhance the work zone at the approaching intersection.[2]

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

***Lane Closure Operation through a Unsignalized[2] Intersection*[1]**
(Figure TTC-67.1)



PTRS SPACING
(CENTER TO CENTER)
POSTED/STATUTORY SPEED LIMIT

< 40 MPH	10 FEET
40 - 49 MPH	15 FEET
≥ 50 MPH	20 FEET

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

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CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TTC DETAILS IV

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

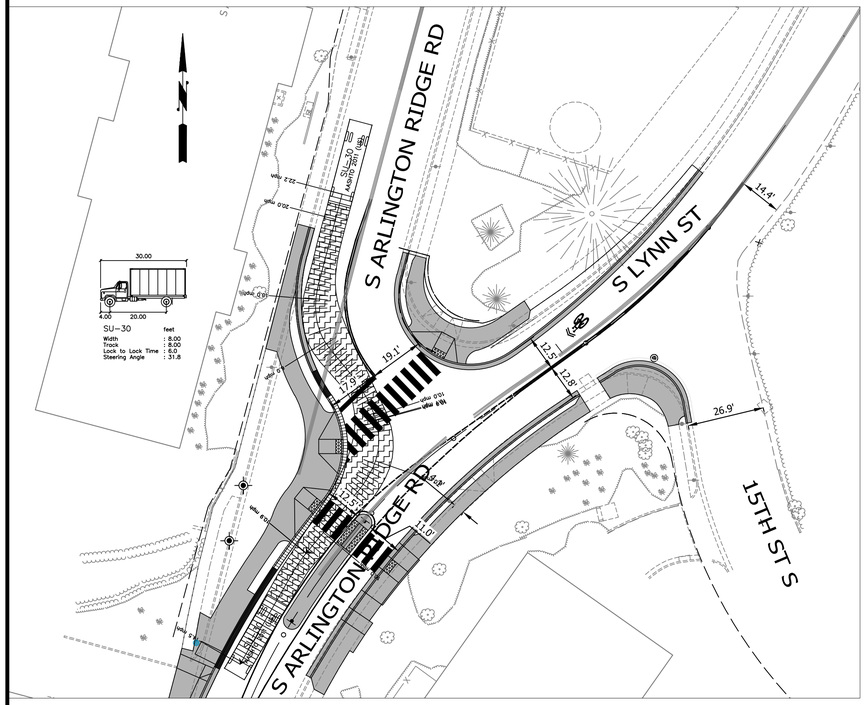
SCALE:

N/A

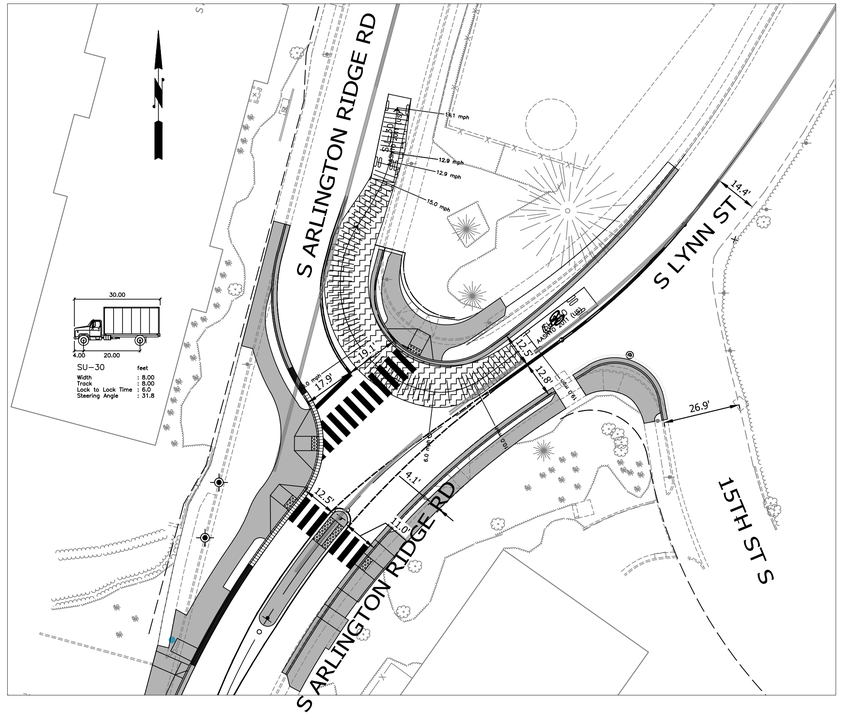
C121.14

REVISED ON 1/24/2022

RIGHT TURN FROM S ARLINGTON RIDGE RD



RIGHT TURN FROM S LYNN ST



TURNING MOVEMENT ANALYSIS NARRATIVE

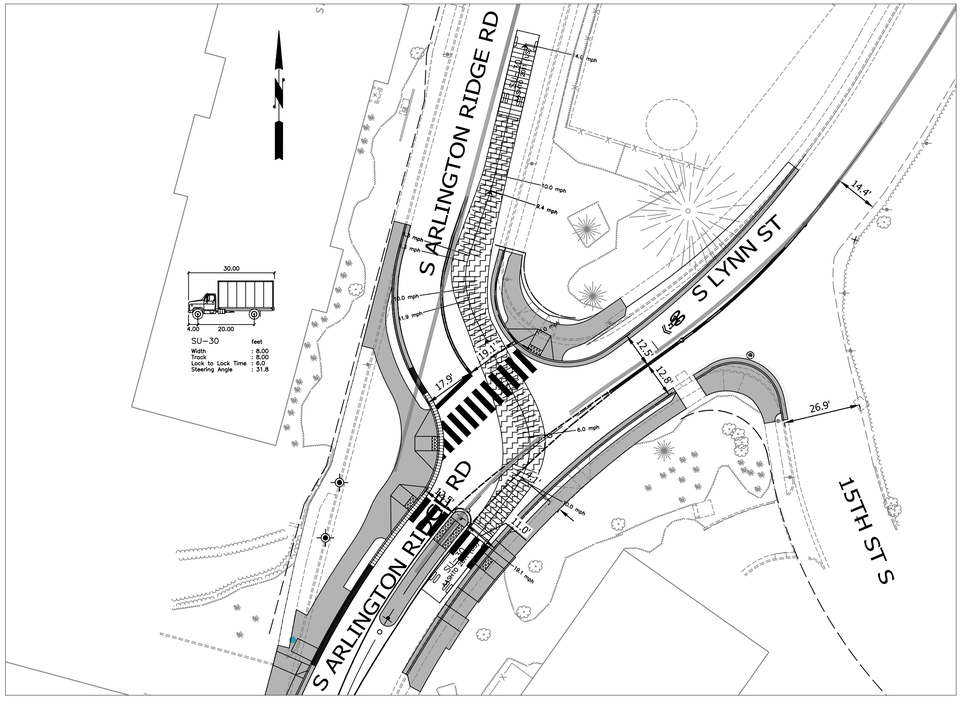
S. ARLINGTON RIDGE ROAD & S LYNN STREET

THERE ARE NO BUS ROUTES MAKING THESE TURNING MOVEMENT THROUGH THE INTERSECTION. THE USE OF SU-30 WAS ACCEPTED BY TE&O. THEREFORE, THE DESIGN VEHICLE USED FOR THE ANALYSIS IS SU-30 FROM AASHTO-2018.

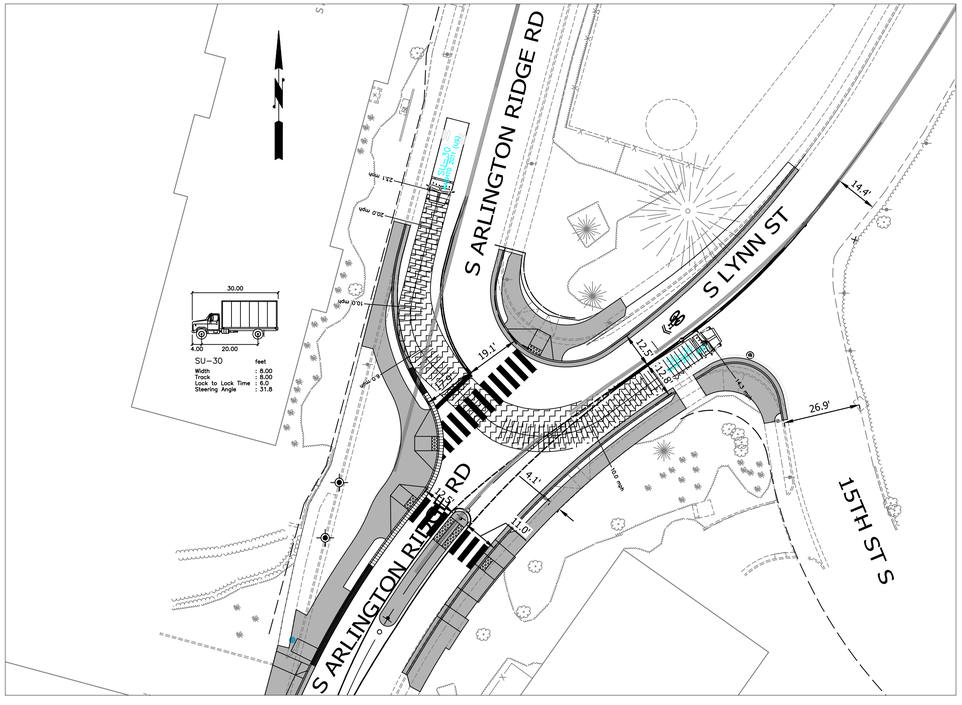
AT S. ARLINGTON RIDGE ROAD THE DESIGN SPEED IS 25 MPH.

AT S. ARLINGTON RIDGE ROAD ALL TURNING MOVEMENTS TO AND FROM S. LYNN STREET CAN BE ACCOMPLISHED WITH THE PROPOSED LANE CONFIGURATION.

LEFT TURN FROM S ARLINGTON RIDGE RD



LEFT TURN FROM S ARLINGTON RIDGE RD



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COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 0402051875
PROFESSIONAL ENGINEER
08/23/2022

APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12

Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT I

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

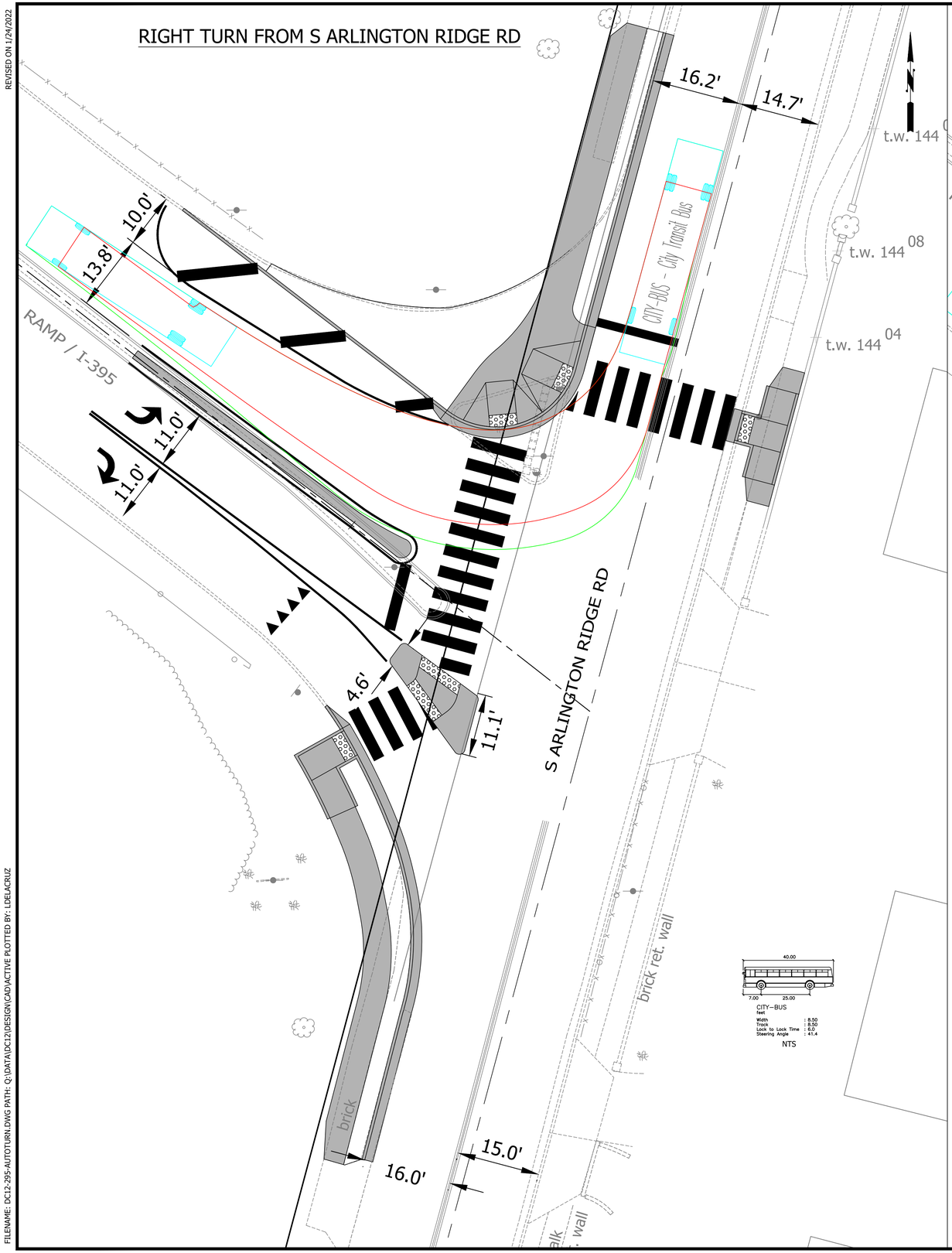
25 0 25
HORIZ: SCALE: 1" = 25'

C200.1

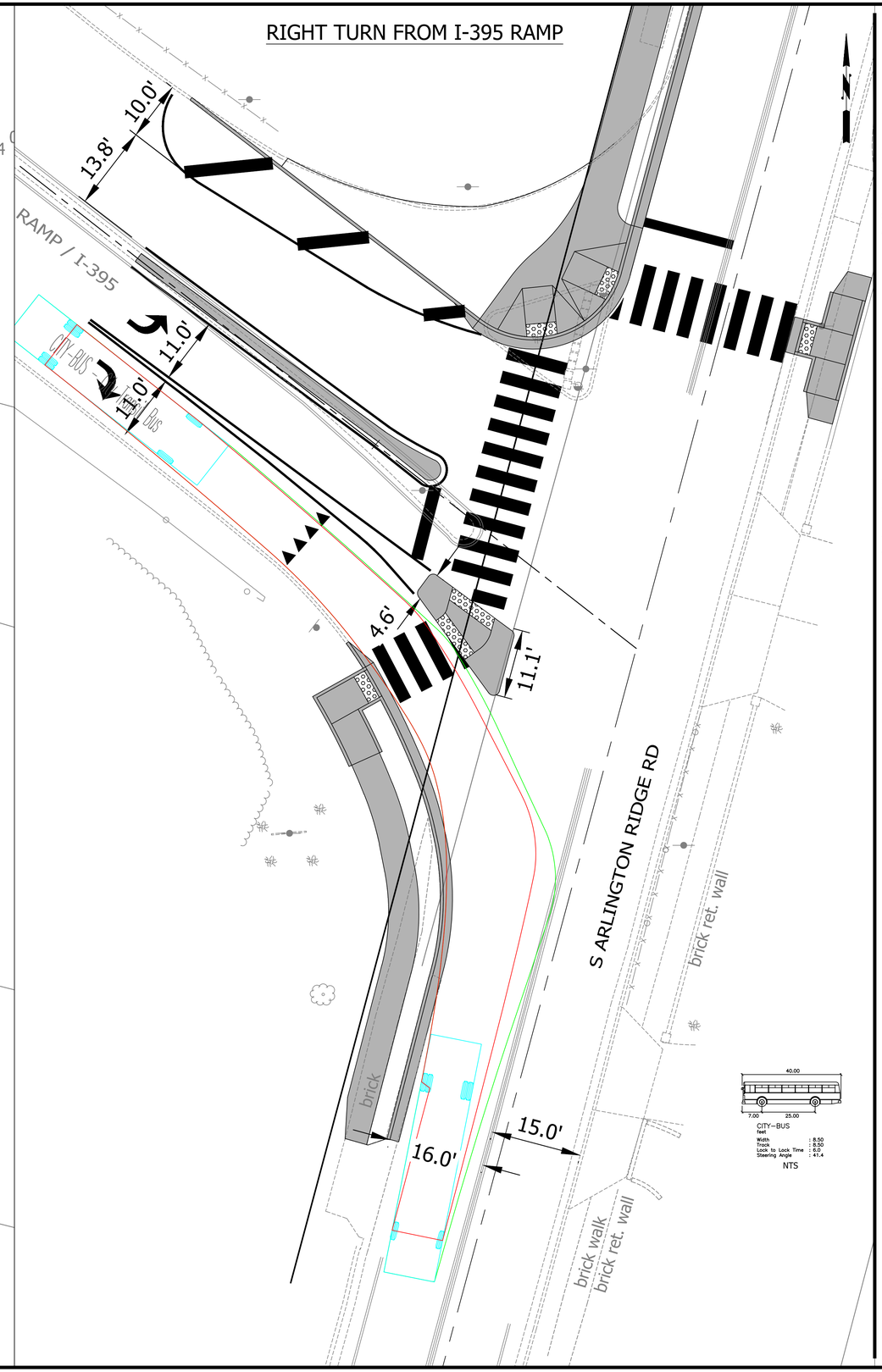
FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

RIGHT TURN FROM S ARLINGTON RIDGE RD



RIGHT TURN FROM I-395 RAMP



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APPROVALS	DATE
Amy Pflaum — QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT II

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

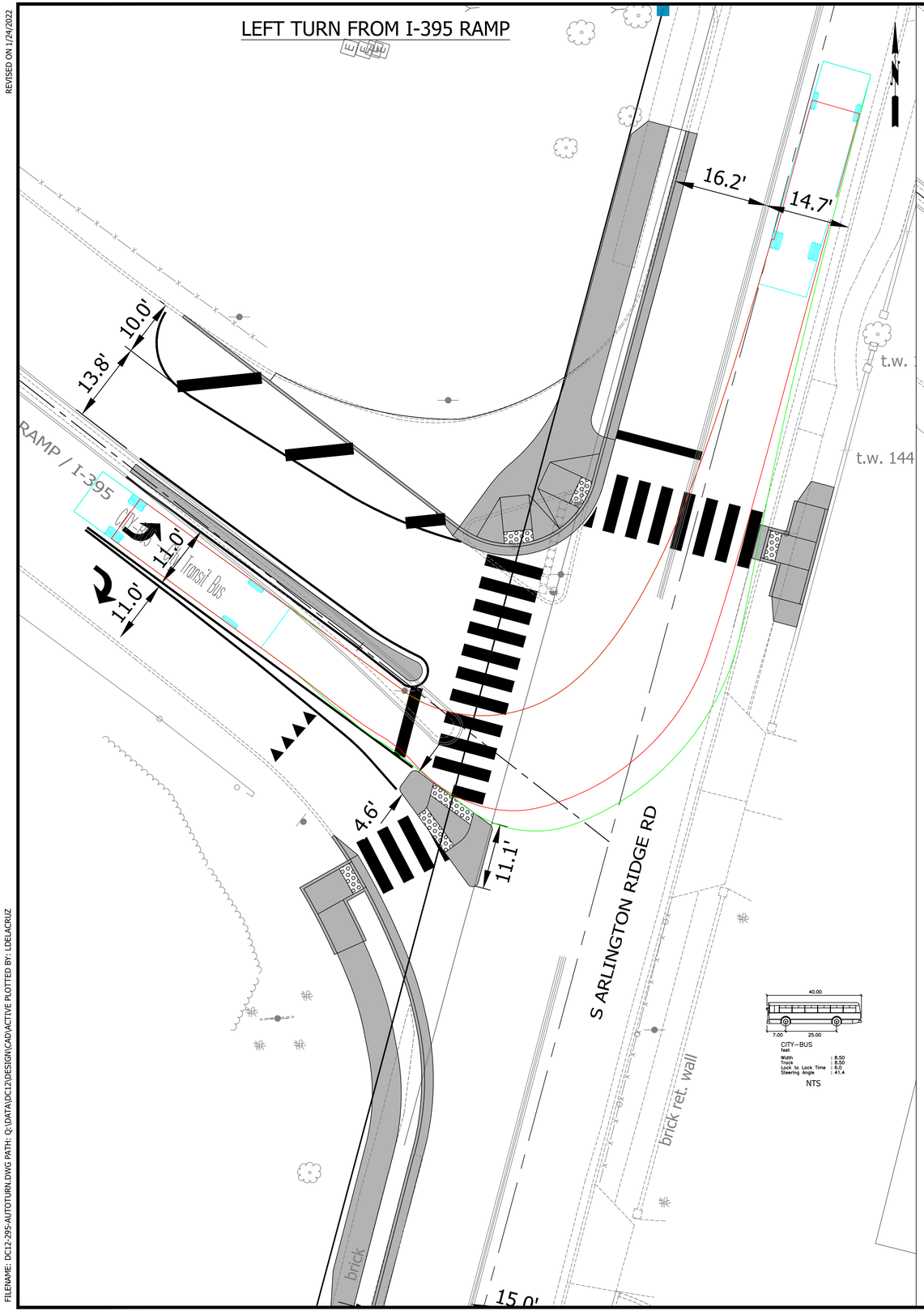
10 0 10
HORIZ: SCALE: 1" = 10'

C200.2

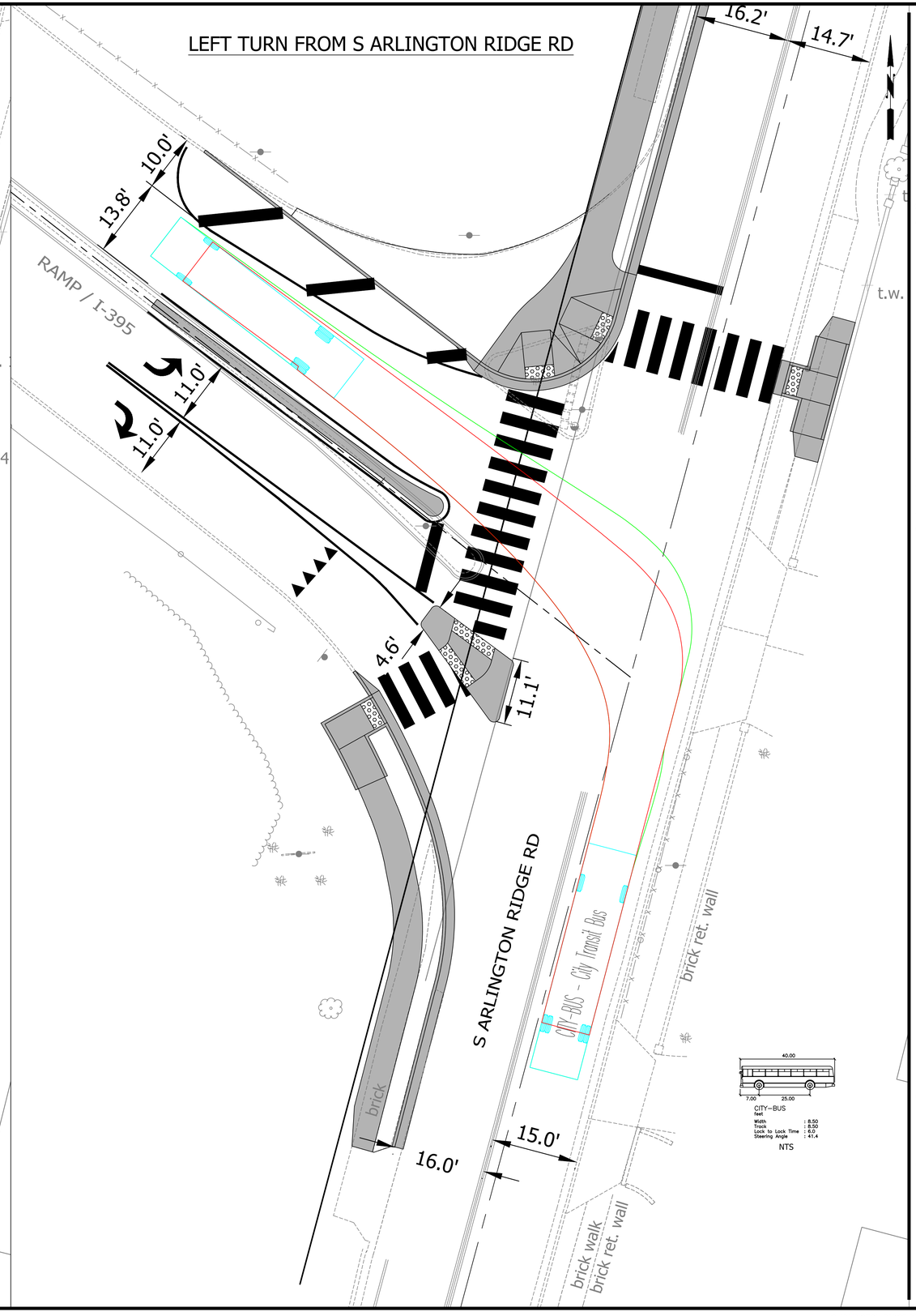
FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

LEFT TURN FROM I-395 RAMP



LEFT TURN FROM S ARLINGTON RIDGE RD



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APPROVALS	DATE
Amy Pflaum, QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach, TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock, PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12

Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT III

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

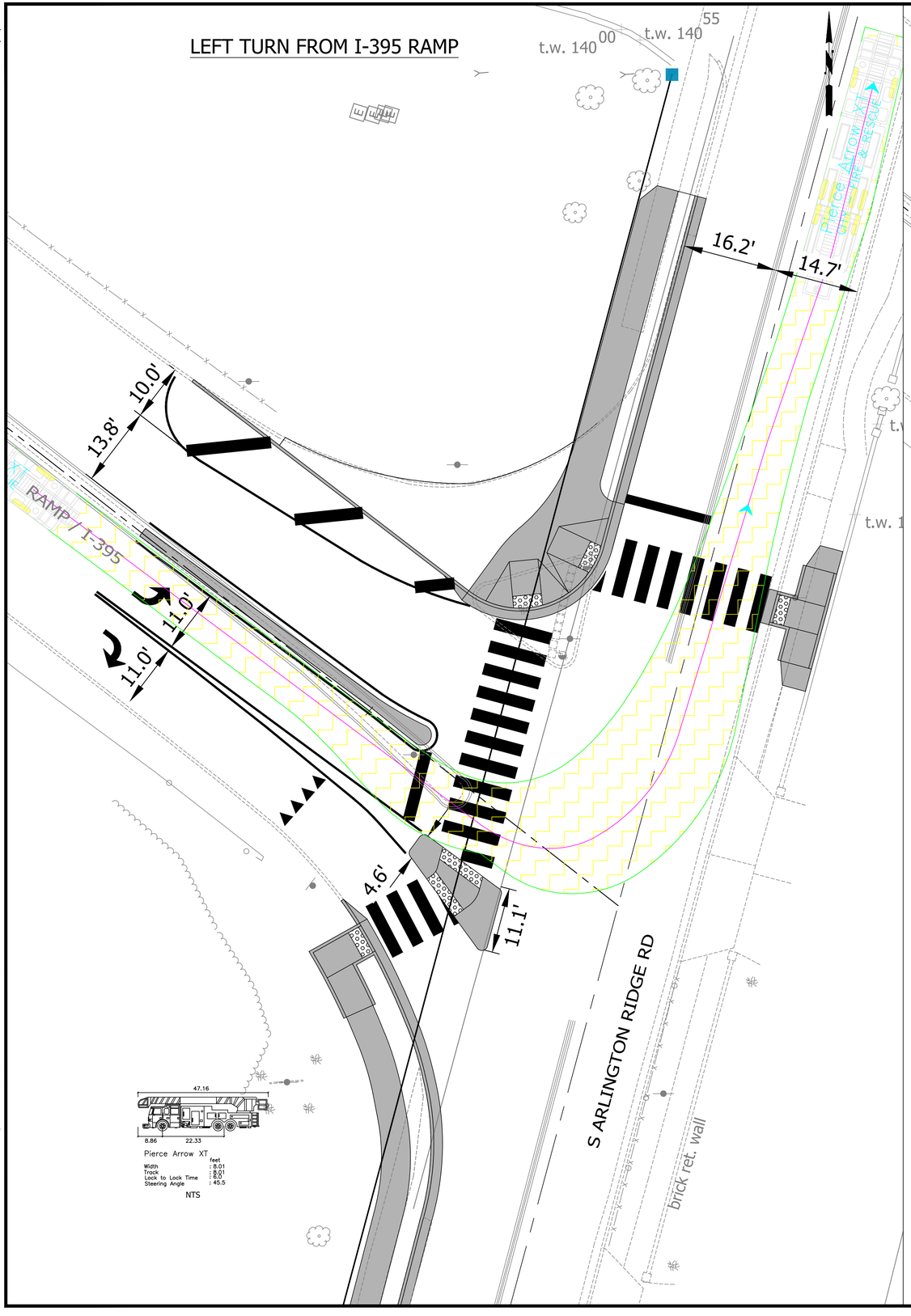
10 0 10
HORIZ: SCALE: 1" = 10'

C200.3

FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

LEFT TURN FROM I-395 RAMP

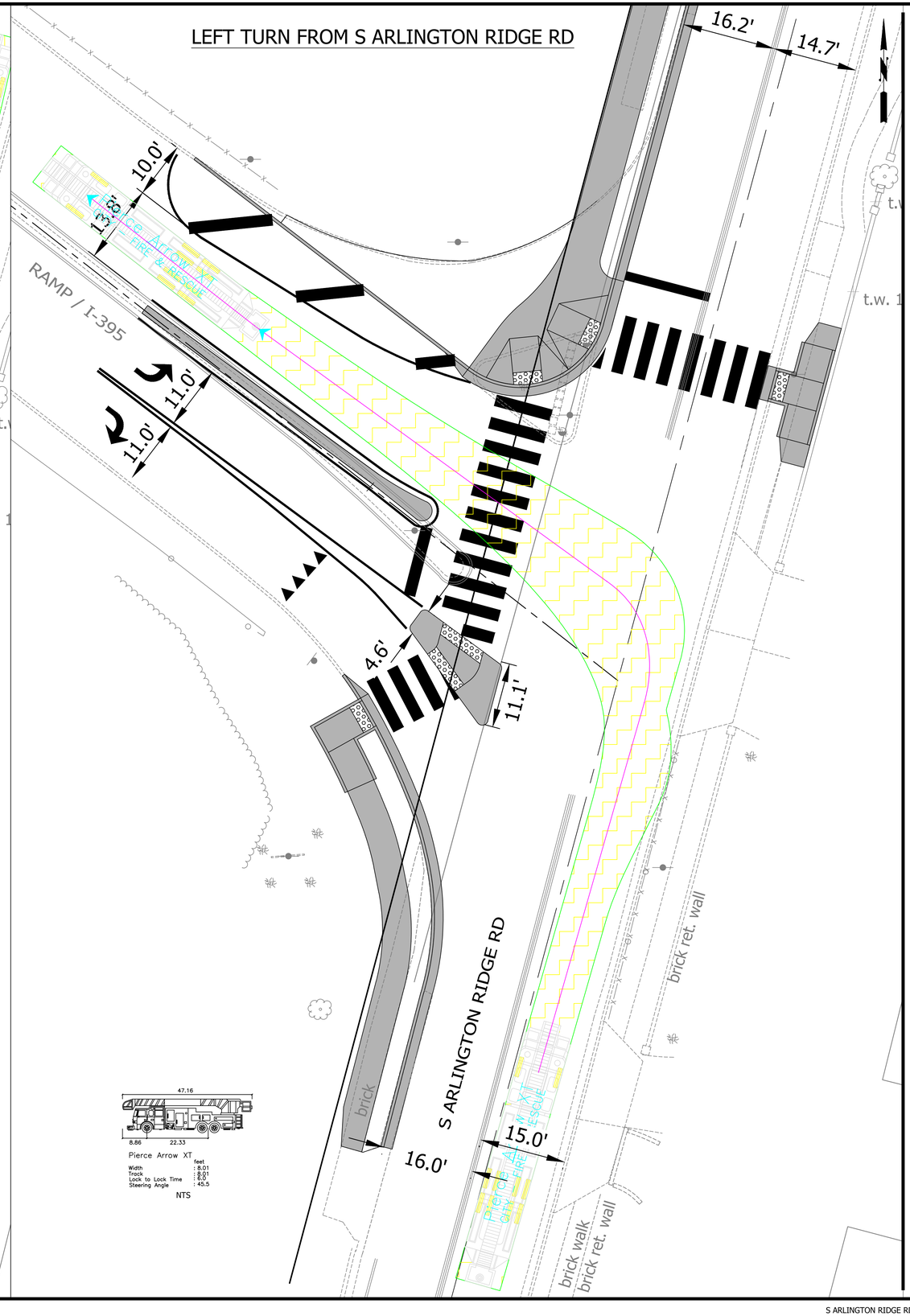


Pierce Arrow XT

	feet
Width	: 8.01
Track	: 8.01
Lock to Lock Time	: 6.0
Steering Angle	: 45.5

NTS

LEFT TURN FROM S ARLINGTON RIDGE RD



Pierce Arrow XT

	feet
Width	: 8.01
Track	: 8.01
Lock to Lock Time	: 6.0
Steering Angle	: 45.5

NTS

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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT IV

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

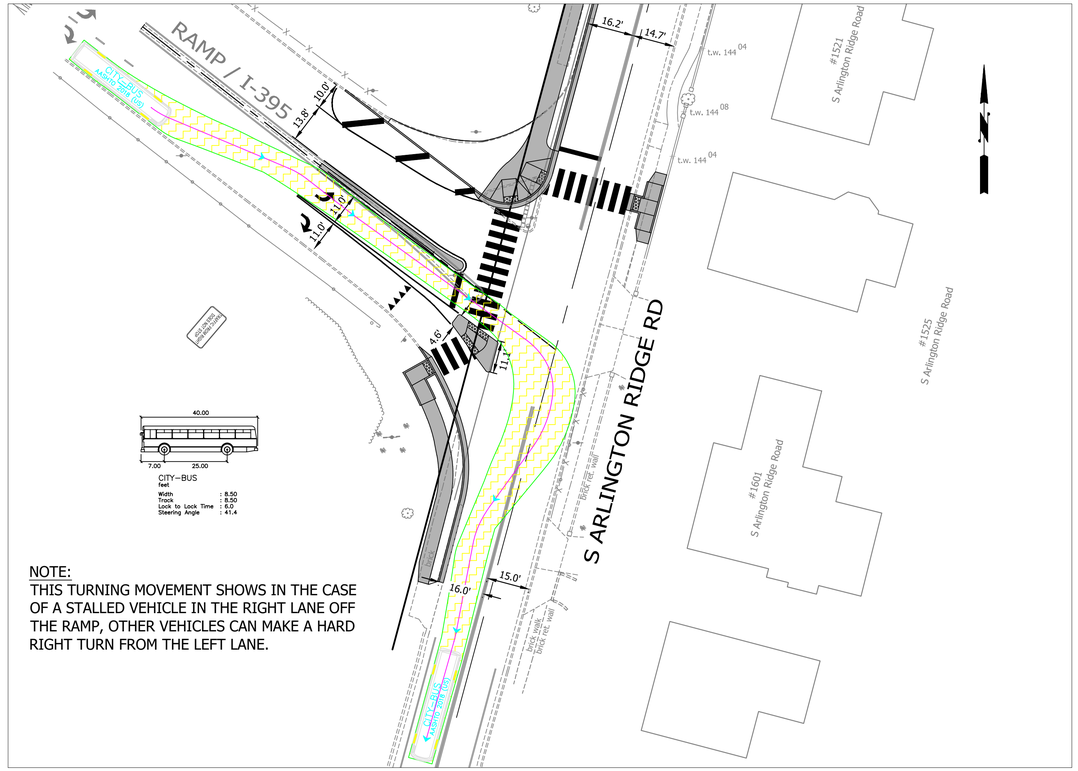
10 0 10
HORIZ: SCALE: 1" = 10'

C200.4

FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

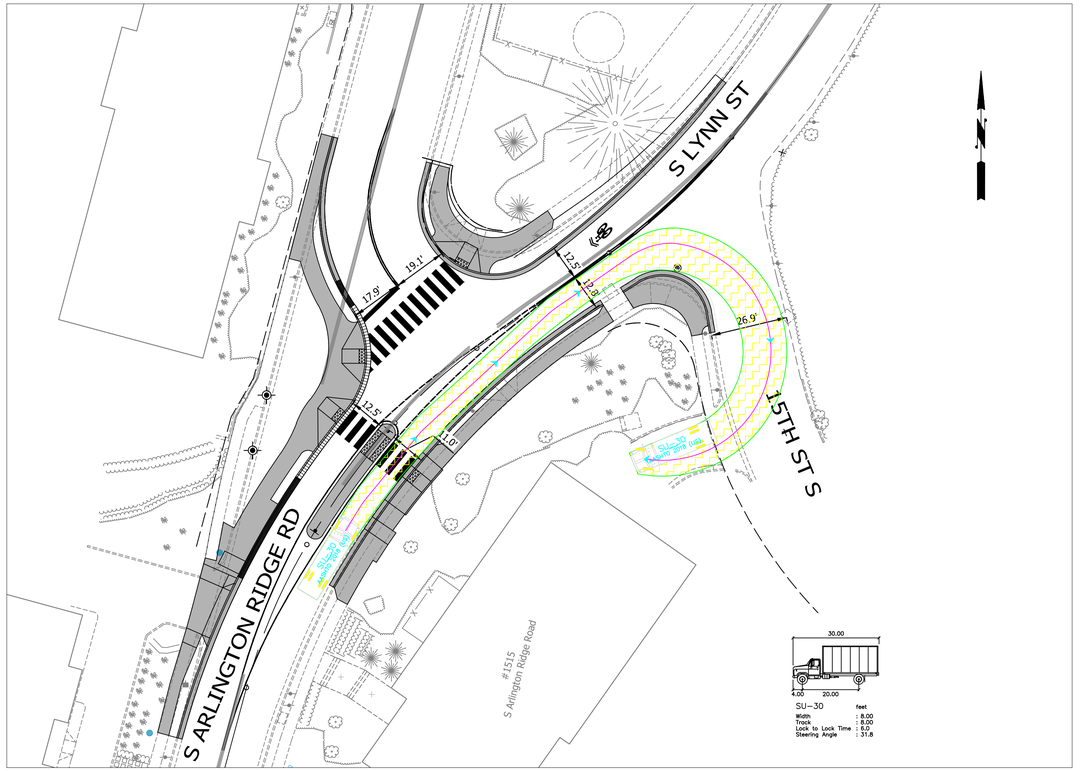
REVISED ON 1/24/2022

RIGHT TURN FROM LEFT LANE OF I-395 RAMP ONTO ARLINGTON RIDGE RD



NOTE:
THIS TURNING MOVEMENT SHOWS IN THE CASE OF A STALLED VEHICLE IN THE RIGHT LANE OFF THE RAMP, OTHER VEHICLES CAN MAKE A HARD RIGHT TURN FROM THE LEFT LANE.

RIGHT TURN ONTO 15TH ST S



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S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12

Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT V

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

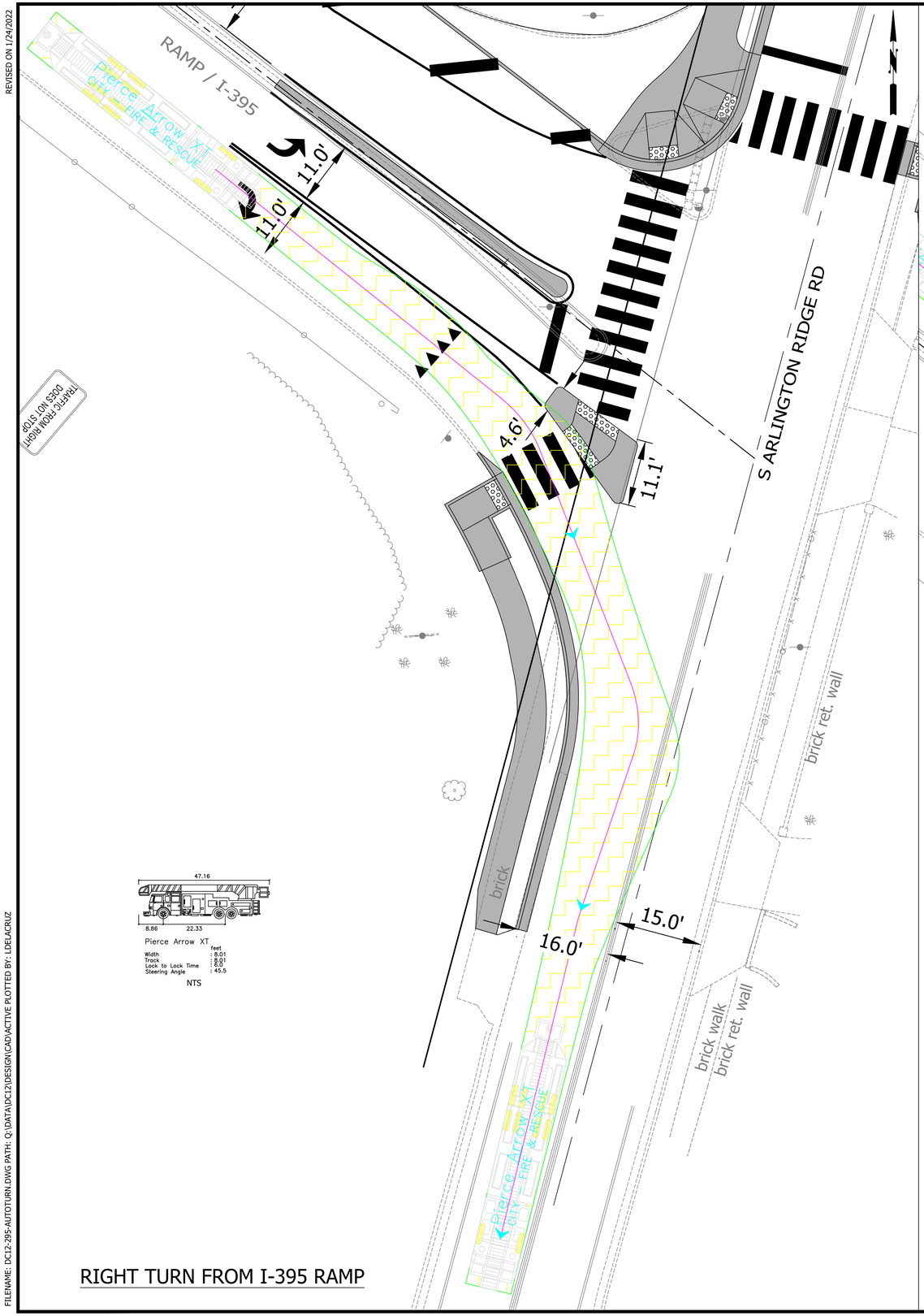
SCALE:

25 0 25
HORIZ: SCALE: 1" = 25'

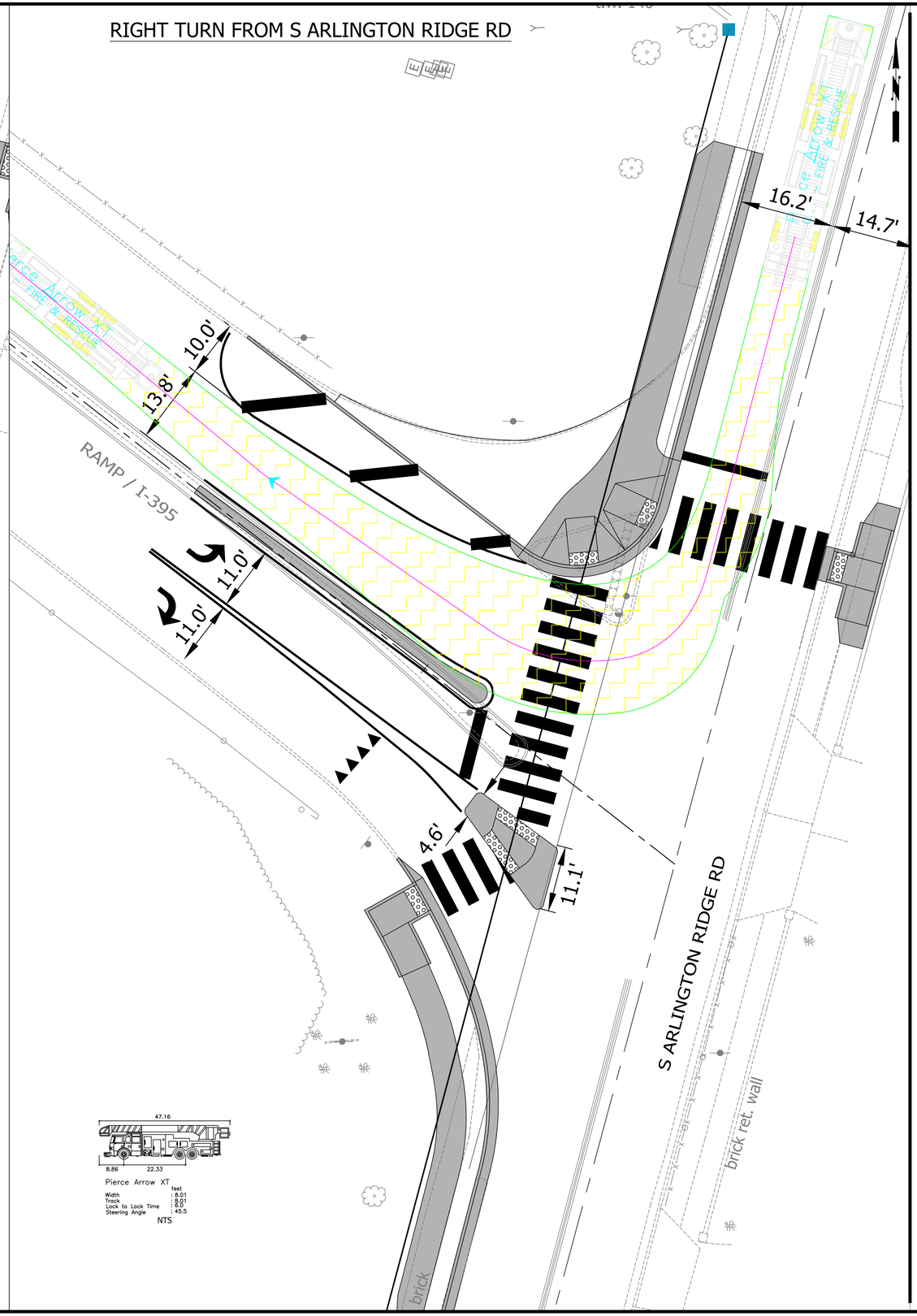
C200.5

FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



RIGHT TURN FROM I-395 RAMP



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Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12

Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TURNING MOVEMENT EXHIBIT VI

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

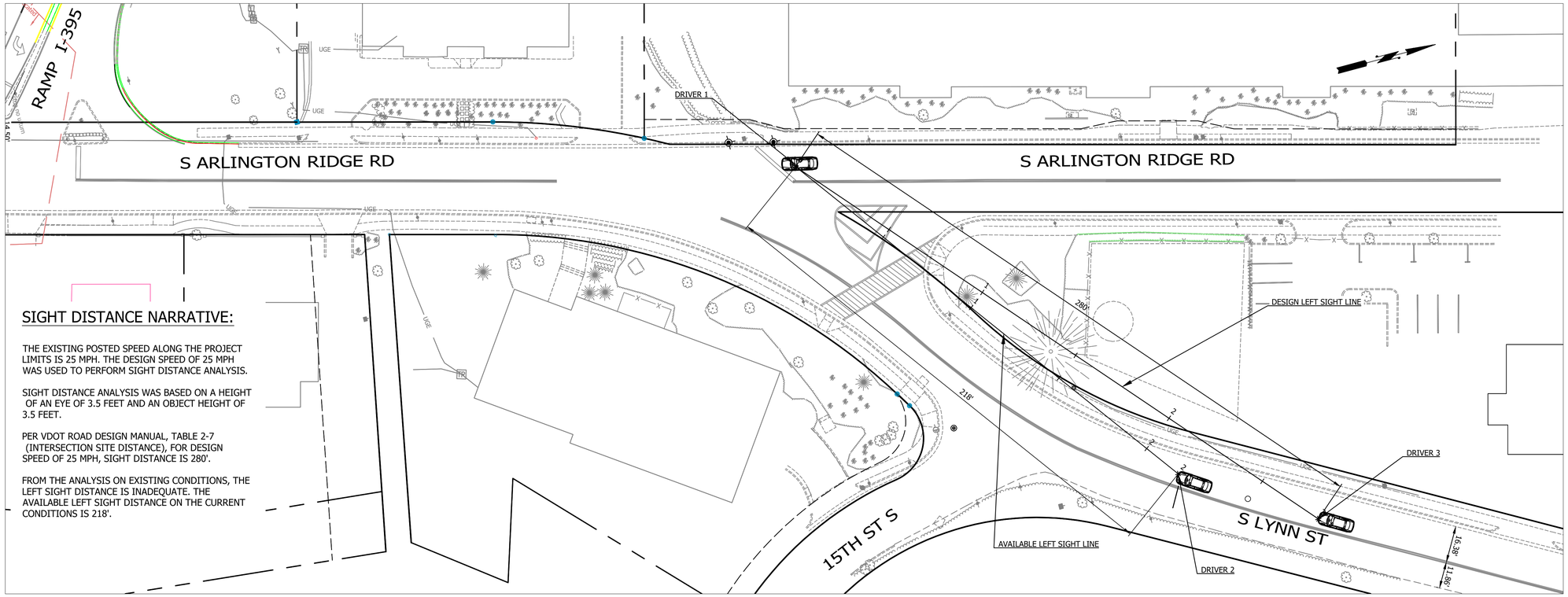
SCALE:

10 0 10
HORIZ: SCALE: 1" = 10'

C200.6

FILENAME: DC12-295-AUTOTURN.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



SIGHT DISTANCE NARRATIVE:

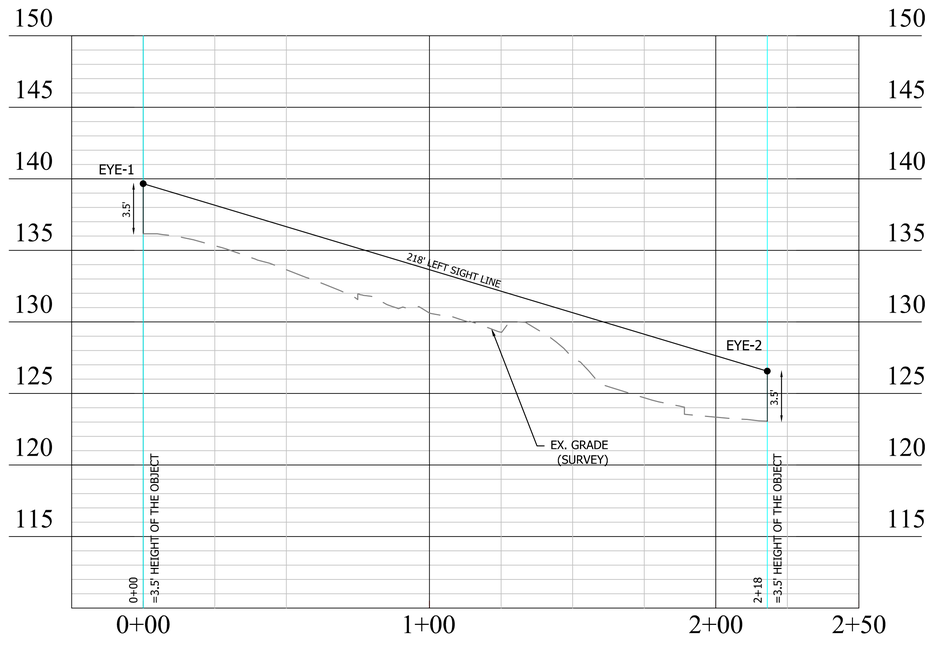
THE EXISTING POSTED SPEED ALONG THE PROJECT LIMITS IS 25 MPH. THE DESIGN SPEED OF 25 MPH WAS USED TO PERFORM SIGHT DISTANCE ANALYSIS.

SIGHT DISTANCE ANALYSIS WAS BASED ON A HEIGHT OF AN EYE OF 3.5 FEET AND AN OBJECT HEIGHT OF 3.5 FEET.

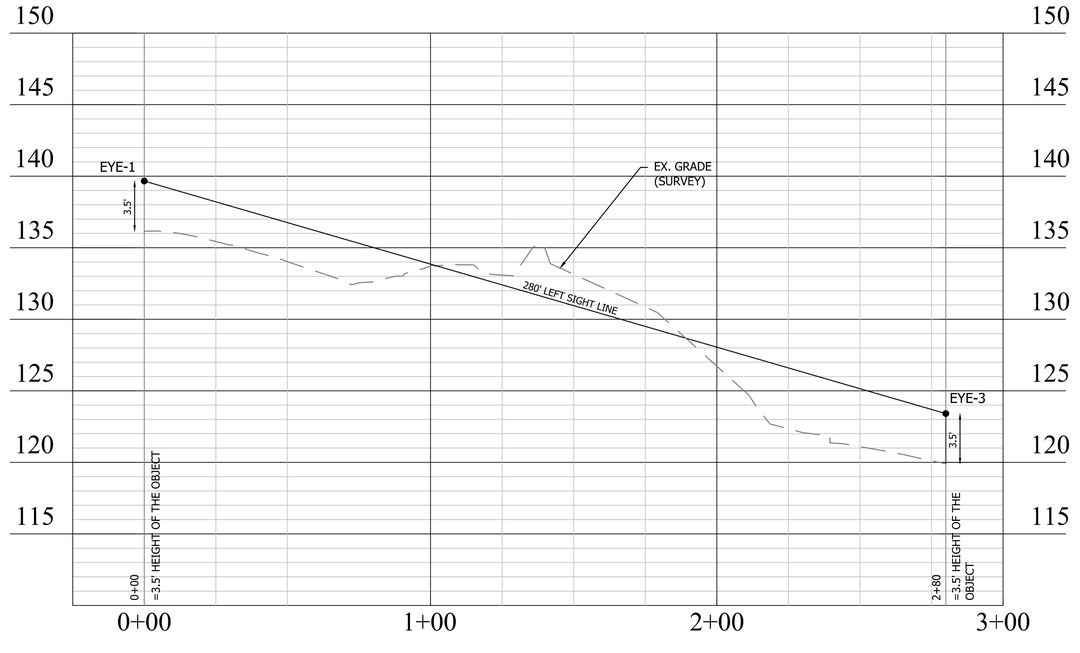
PER VDOT ROAD DESIGN MANUAL, TABLE 2-7 (INTERSECTION SITE DISTANCE), FOR DESIGN SPEED OF 25 MPH, SIGHT DISTANCE IS 280'.

FROM THE ANALYSIS ON EXISTING CONDITIONS, THE LEFT SIGHT DISTANCE IS INADEQUATE. THE AVAILABLE LEFT SIGHT DISTANCE ON THE CURRENT CONDITIONS IS 218'.

AVAILABLE LEFT SIGHT DISTANCE ON EXISTING CONDITIONS



DESIGN LEFT SIGHT DISTANCE ON EXISTING CONDITIONS



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08/23/2022

APPROVALS	DATE
Amy Pflaum QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

EXISTING SIGHT DISTANCE EXHIBIT

DESIGNED: LED
DRAWN: LED
CHECKED: JL

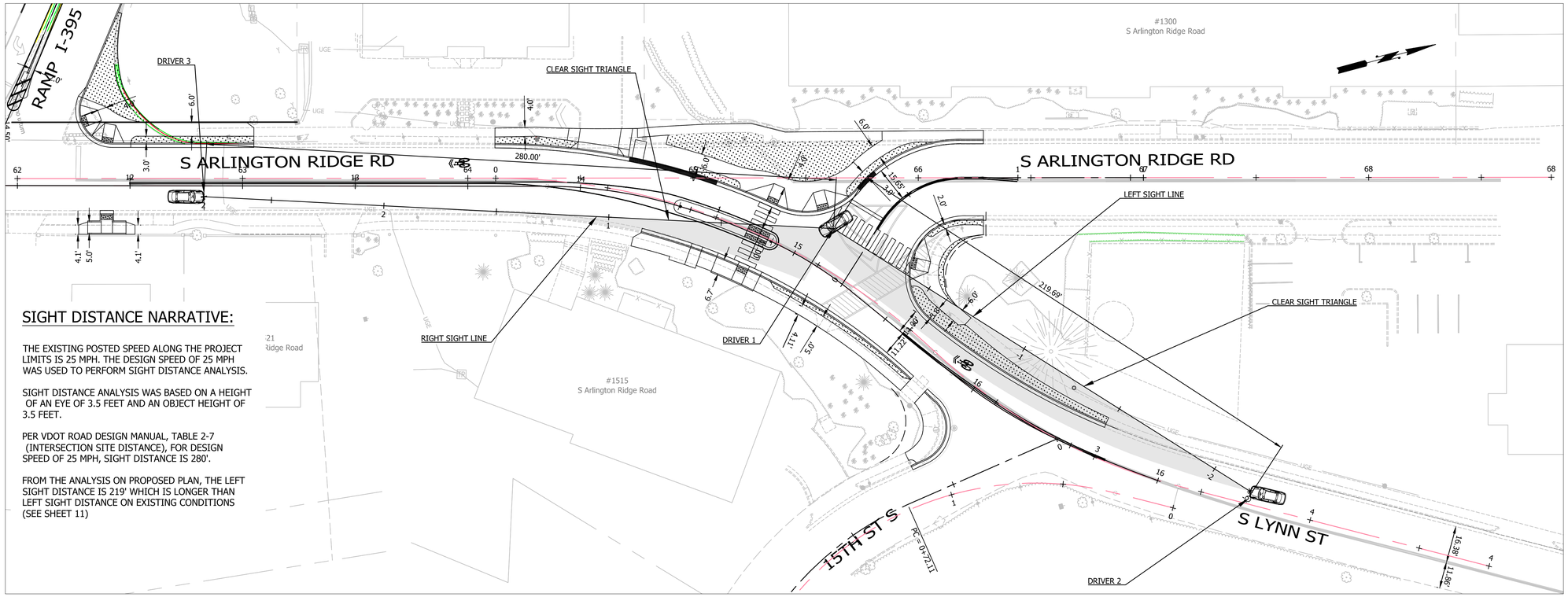
PLOTTED: AUGUST 30 2022

SCALE:
25 0 25
HORIZ: SCALE: 1" = 25'
5 0 5
VERT: SCALE: 1" = 5'

C201.1

FILENAME: DC12-236-SIGHT_DISTANCE-EX.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



SIGHT DISTANCE NARRATIVE:

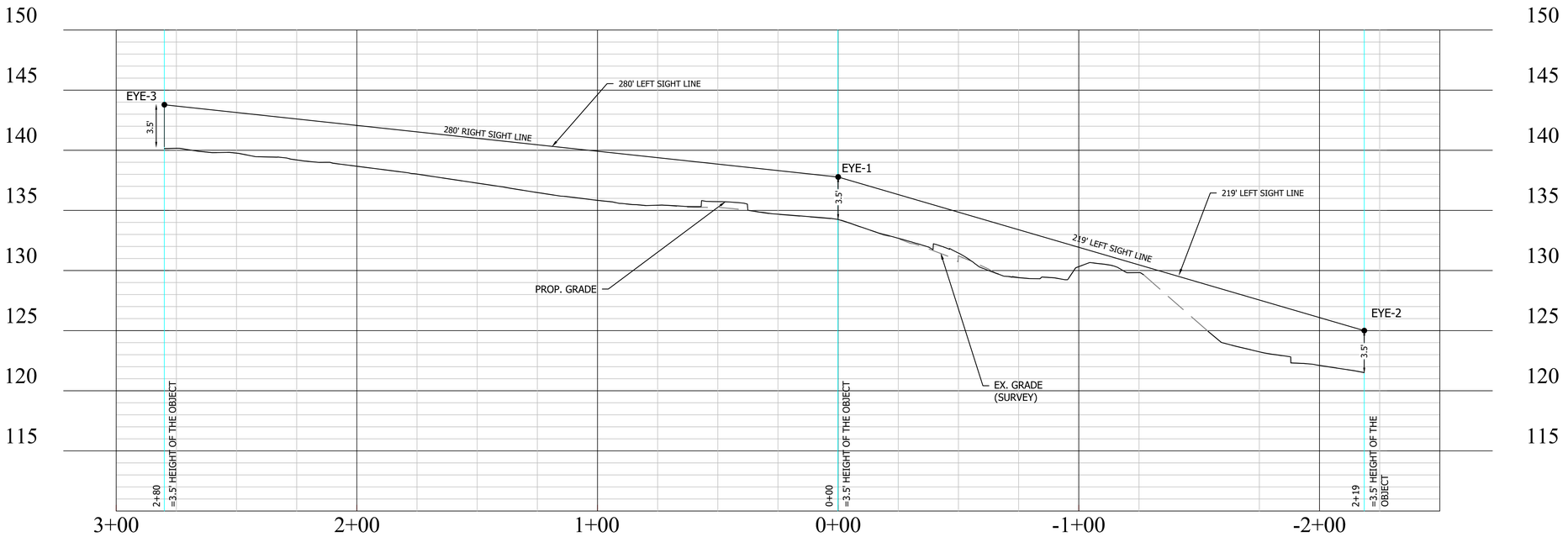
THE EXISTING POSTED SPEED ALONG THE PROJECT LIMITS IS 25 MPH. THE DESIGN SPEED OF 25 MPH WAS USED TO PERFORM SIGHT DISTANCE ANALYSIS.

SIGHT DISTANCE ANALYSIS WAS BASED ON A HEIGHT OF AN EYE OF 3.5 FEET AND AN OBJECT HEIGHT OF 3.5 FEET.

PER VDOT ROAD DESIGN MANUAL, TABLE 2-7 (INTERSECTION SITE DISTANCE), FOR DESIGN SPEED OF 25 MPH, SIGHT DISTANCE IS 280'.

FROM THE ANALYSIS ON PROPOSED PLAN, THE LEFT SIGHT DISTANCE IS 219' WHICH IS LONGER THAN LEFT SIGHT DISTANCE ON EXISTING CONDITIONS (SEE SHEET 11)

SIGHT DISTANCE ON PROPOSED CONDITIONS



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08/23/2022

APPROVALS	DATE
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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

PROPOSED SIGHT DISTANCE EXHIBIT

DESIGNED: LED
DRAWN: LED
CHECKED: JL

PLOTTED: AUGUST 30 2022

SCALE:

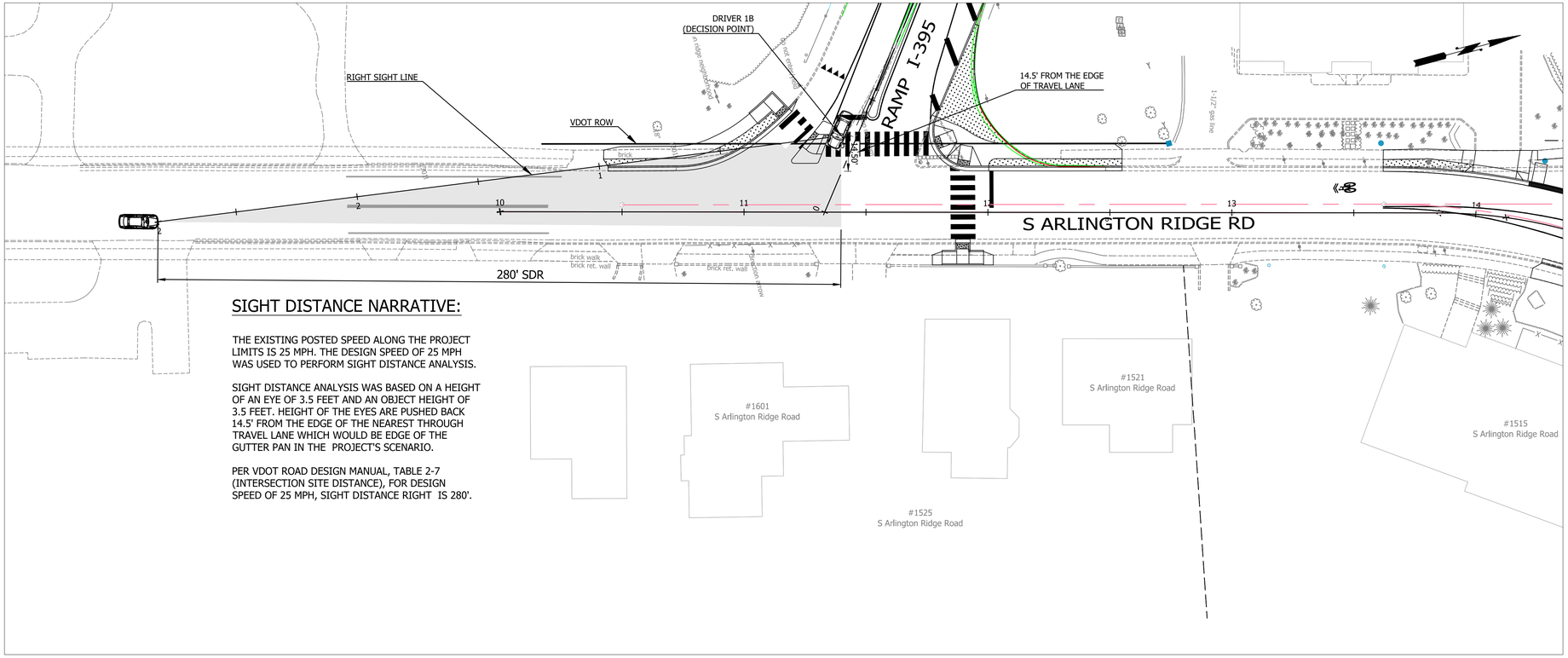
HORIZ: SCALE: 1" = 25'

VERT: SCALE: 1" = 5'

C201.2

FILENAME: DC12-236-SIGHT_DISTANCE-PROP.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



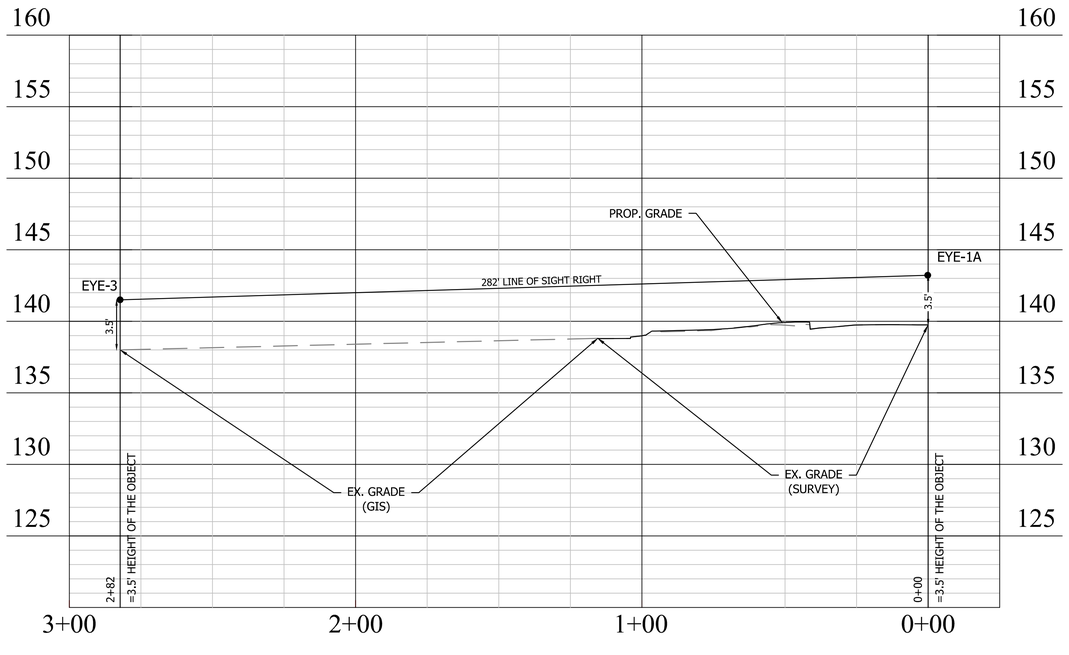
SIGHT DISTANCE NARRATIVE:

THE EXISTING POSTED SPEED ALONG THE PROJECT LIMITS IS 25 MPH. THE DESIGN SPEED OF 25 MPH WAS USED TO PERFORM SIGHT DISTANCE ANALYSIS.

SIGHT DISTANCE ANALYSIS WAS BASED ON A HEIGHT OF AN EYE OF 3.5 FEET AND AN OBJECT HEIGHT OF 3.5 FEET. HEIGHT OF THE EYES ARE PUSHED BACK 14.5' FROM THE EDGE OF THE NEAREST THROUGH TRAVEL LANE WHICH WOULD BE EDGE OF THE GUTTER PAN IN THE PROJECT'S SCENARIO.

PER VDOT ROAD DESIGN MANUAL, TABLE 2-7 (INTERSECTION SITE DISTANCE), FOR DESIGN SPEED OF 25 MPH, SIGHT DISTANCE RIGHT IS 280'.

RIGHT SIGHT LINE ON PROPOSED CONDITIONS



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Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395
DC12

PROPOSED SIGHT DISTANCE RIGHT EXHIBIT @ RAMP I-395

DESIGNED: LED
DRAWN: LED
CHECKED: JL

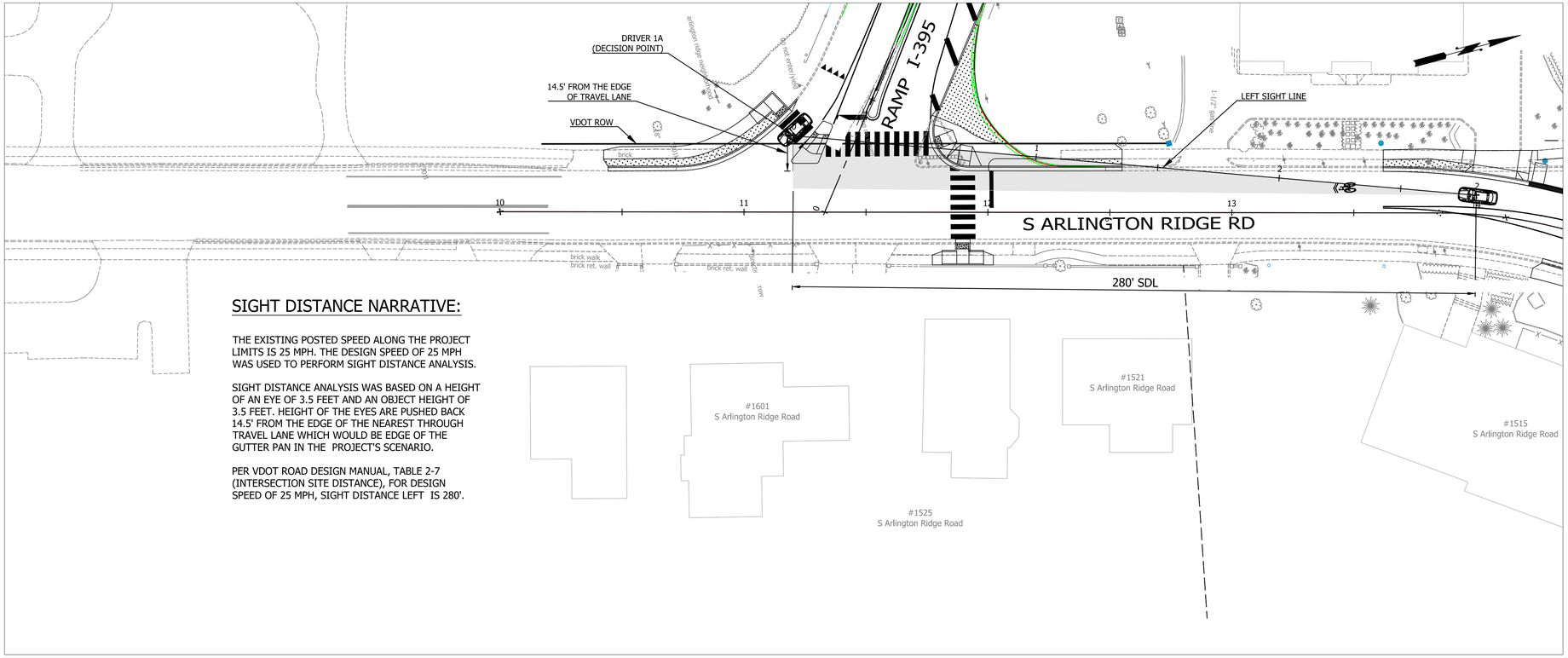
PLOTTED: AUGUST 30 2022

SCALE:
25 0 25
HORIZ: SCALE: 1" = 25'
5 0 5
VERT: SCALE: 1" = 5'

C201.3

FILENAME: DC12-236-SIGHT_DISTANCE.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022



SIGHT DISTANCE NARRATIVE:

THE EXISTING POSTED SPEED ALONG THE PROJECT LIMITS IS 25 MPH. THE DESIGN SPEED OF 25 MPH WAS USED TO PERFORM SIGHT DISTANCE ANALYSIS.

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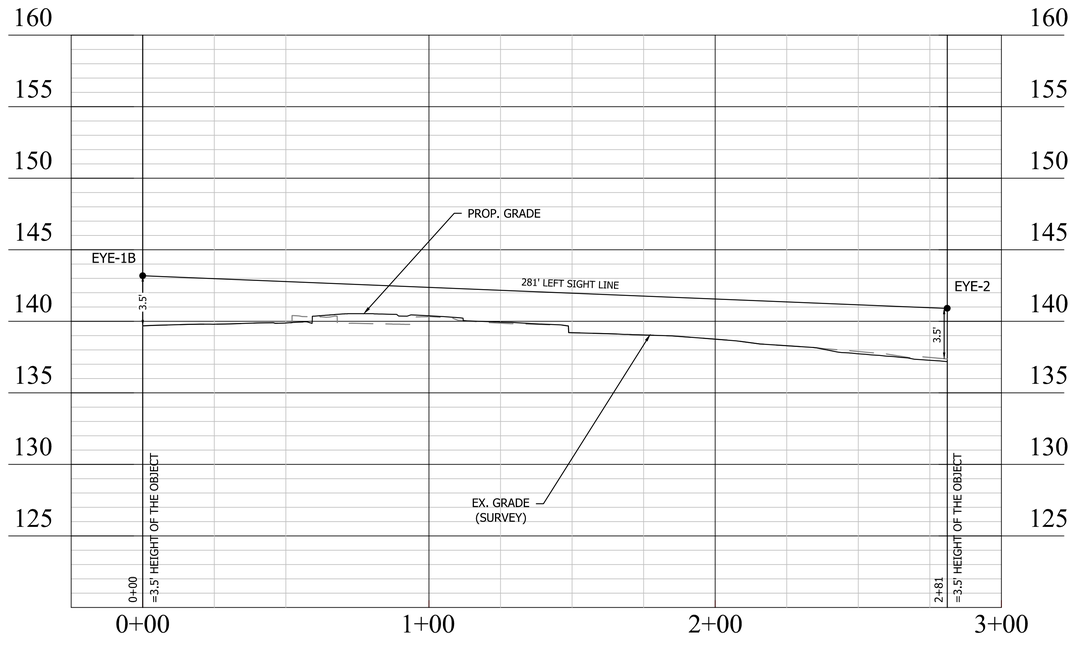
PER VDOT ROAD DESIGN MANUAL, TABLE 2-7 (INTERSECTION SITE DISTANCE), FOR DESIGN SPEED OF 25 MPH, SIGHT DISTANCE LEFT IS 280'.

LEFT SIGHT LINE ON PROPOSED CONDITIONS



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Dennis M. Leach — TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock — PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

PROPOSED SIGHT DISTANCE LEFT
EXHIBIT @ RAMP I-395

DESIGNED: LED
DRAWN: LED
CHECKED: JL

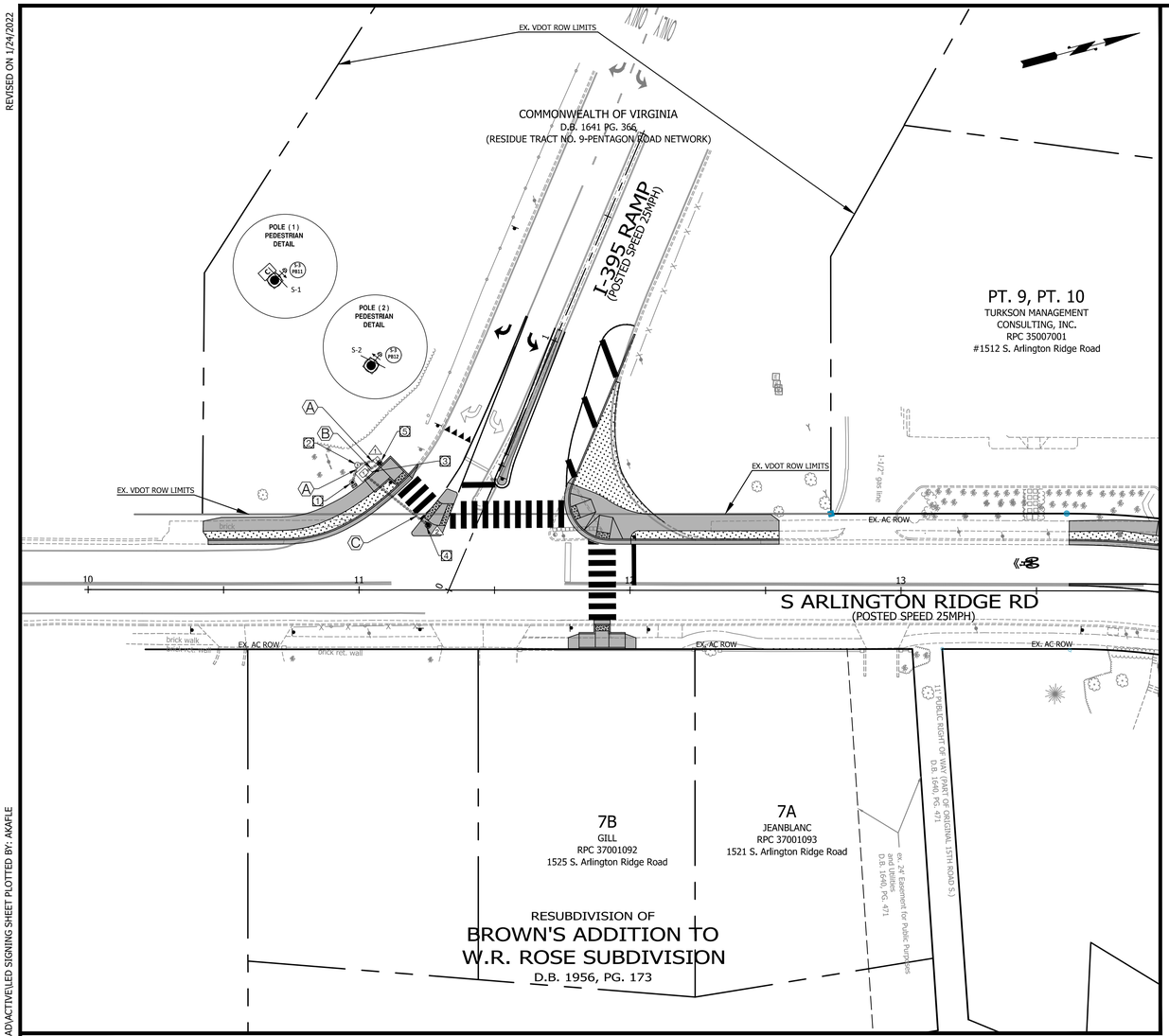
PLOTTED: AUGUST 30 2022

SCALE:
25 0 25
HORIZ: SCALE: 1" = 25'
5 0 5
VERT: SCALE: 1" = 5'

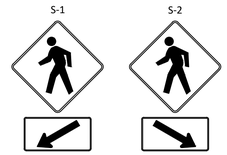
C201.4

FILENAME: DC12-236-SIGHT_DISTANCE.DWG PATH: Q:\DATA\DC12\DESIGN\CAD\ACTIVE PLOTTED BY: LDELACRUZ

REVISED ON 1/24/2022

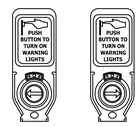


PROPOSED SIGNS



▼PERIMETER OF W11-2 SIGN SHALL BE EQUIPPED WITH FLASHING LEDS

PROPOSED PEDESTRIAN PUSHBUTTON



PB11 PB12

CONDUIT & CABLE

A — 1-2" CONDUIT (TRENCHING)
1-6/4c - ELECTRICAL SERVICE CABLE

B — 1-3" CONDUIT (TRENCHED)
2-6/3c SERVICE CABLE FOR LED FLASHER S-1,S-2
2-14/3c PEDESTRIAN PUSH BUTTON PB11,PB12

C — 1-3" CONDUIT (DIRECT BORING)
1-6/3c SERVICE CABLE FOR LED FLASHER S-2
1-14/3c PEDESTRIAN PUSH BUTTON PB12

CONDUIT & CABLE NOTES :

1. ALL PROPOSED CONDUIT SHOULD HAVE #6 AWG (EGC) FOR GROUNDING SYSTEM AND TRACER WIRE.

POLE SIGNAL MOUNTING

No.	POLE IDENTIFICATION	STANDARD					LUM. LED (0)	POLE SIGNAL MOUNTING				STREET NAME SIGN
		TYPE (POLE HEIGHT)	SIG. M.A. ORIENT.	SIG. M.A.	LUM. M.A. ORIENT.	LUM. M.A.		VEHICLE & PED. HEADS	PED. PUSH BUTTONS	SIGNS	VIDEO DETECTOR PREEMPTION & CCTV	
1	-	PEDESTAL POLE (12')	-	-	-	-	-	-	PB11	S-1,S-3	-	-
2	-	PEDESTAL POLE (12')	-	-	-	-	-	-	PB12	S-2,S-3	-	-

DEMOLITION & CONSTRUCTION NOTES

1. INSTALL SERVICE METER PEDESTAL PER ARLINGTON COUNTY STANDARD 80-01.
2. INSTALL JUNCTION BOX PER ARLINGTON COUNTY STANDARD 61-02.
3. INSTALL JUNCTION BOX PER ARLINGTON COUNTY STANDARD 61-04 (TYPE 3) WITH CONCRETE COLLAR.
4. INSTALL PEDESTAL POLE & FOUNDATION WITH PEDESTRIAN PUSHBUTTON, SIGNS, AND EQUIPMENT AS SHOWN. SIGN S-2 SHALL BE EQUIPPED WITH FLASHING LEDS AROUND THE PERIMETER OF THE W11-2 SIGN
5. INSTALL PEDESTAL POLE & FOUNDATION WITH CABINET, PEDESTRIAN PUSHBUTTON, SIGNS, AND EQUIPMENT AS SHOWN. SIGN S-1 SHALL BE EQUIPPED WITH FLASHING LEDS AROUND THE PERIMETER OF THE W11-2 SIGN.

LEGEND

	EXISTING	PROPOSED
Pole Mounted Controller Cabinet	C	C
Signal Junction Box (61-04)	T	T
Signal Junction Box (61-04) & Collar in Grass	T	T
Service Junction Box	S	S
Pedestrian Pedestal Pole & Foundation		
Service Meter		
Pedestrian Push Button	PB#	PB#
Conduit Run		

Signal Notes

D. DETECTORS

1. ALL NEW PEDESTRIAN PUSH BUTTON STATIONS SHALL CONFORM TO ARLINGTON COUNTY'S SPECIFICATIONS FOR ACCESSIBLE SIGNAL DESIGN AND SHALL USE POLARA VIBRO-TACTILE/AUDIO PUSH BUTTON ASSEMBLIES UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL PROVIDE EXTENDER BRACKETS IF NEEDED TO MAKE PUSHBUTTONS ACCESSIBLE BY WHEELCHAIR. THE PUSHBUTTON ASSEMBLY SHALL CONTAIN A MOUNTING BRACKET TO ALLOW THE R10-3E SIGN TO BE MOUNTED DIRECTLY TO THE PUSHBUTTON.

E. CONDUIT, CONDUCTORS, AND ELECTRICAL

1. ALL JUNCTION BOXES SHALL HAVE THE WORDS "ARLINGTON COUNTY TRANSPORTATION" CAST IN THE LID. ALL JUNCTION BOXES SHALL BE INSTALLED PER STANDARDS 61-02, 61-03, AND 61-04.
2. METER PEDESTAL SHALL BE INSTALLED PER COUNTY STANDARDS. UNDERGROUND SERVICE SHALL BE OBTAINED FROM THE NEAREST UTILITY POLE OR SERVICE POINT. CONTRACTOR IS RESPONSIBLE FOR OBTAINING APPROVAL AND COORDINATING WITH POWER SERVICE COMPANY FOR CONNECTION.
3. CONDUIT SYSTEM SHALL BE ADDED TO CONNECT EXISTING COMMUNICATION CABLE PLANT TO THE NEW CONTROLLER CABINET LOCATION AS DIRECTED BY THE COUNTY ENGINEER.
4. ALL CONDUIT ENTERING INTO JUNCTION BOXES SHALL NOT EXTEND OVER 3" MAXIMUM NOR 2" MINIMUM INSIDE THE JUNCTION BOXES, AND SHALL BE FITTED WITH BELL ENDS OR BUSHING.
5. ALL JUNCTION BOXES SHALL HAVE A GROUND ROD INSTALLED. ALL JUNCTION BOXES SHALL BE PROPERLY CONNECTED TO THE INTERSECTION GROUNDING SYSTEM. METAL LIDS SHALL BE BONDED TO THE GROUNDING SYSTEM.
6. CONTRACTOR IS TO VERIFY DEPTHS OF UTILITIES AT PROPOSED CONDUIT CROSSINGS PRIOR TO EXCAVATING CONDUIT TRENCHES OR BORING.
7. ALL CONDUITS BENEATH ROADWAYS SHALL BE DIRECTIONAL DRILLED UNLESS DIRECTED OTHERWISE BY THE COUNTY CONSTRUCTION MANAGER. WHERE DIRECTED ON THE PLANS OR BY THE CONSTRUCTION MANAGER, THE CONTRACTOR SHALL INSTALL SPARE CONDUITS WITH PULL TAPE AND TRACER WIRE FOR ROAD CROSSINGS.
8. ALL EXISTING CONDUIT AND CABLES ARE BASED ON RECORD DRAWINGS OR WERE ESTIMATED. CONTRACTOR SHALL VERIFY CONDUIT FILL CAPACITY IN EXISTING CONDUITS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ARLINGTON COUNTY IF CONDUIT CAPACITY IS NOT AVAILABLE IN EXISTING CONDUIT FOR NEW CABLES.

E. CONDUIT, CONDUCTORS, AND ELECTRICAL (CONT.)

9. CONTRACTOR TO VERIFY THE CONDUIT AND % FILL. IF THERE IS NOT ENOUGH CAPACITY IN CONDUIT, THEN THE CONTRACTOR SHALL INSTALL NEW CONDUIT.
10. ALL PROPOSED CONDUIT SHALL HAVE #6 AWG (EGC) & TRACER WIRE FOR GROUNDING SYSTEM.
11. REMOVE ALL EXISTING UNUSED RISERS, JUNCTION BOXES, AND CABLES.

I. INSPECTIONS

1. THE CONTRACTOR SHALL CONTACT THE COUNTY CONSTRUCTION MANAGER FOR INSPECTIONS THROUGHOUT CONSTRUCTION AS REQUIRED BY THE CONSTRUCTION MANAGER.
2. THE COUNTY SHALL VERIFY POLE LOCATIONS PRIOR TO EXCAVATION. THE CONTRACTOR SHALL NOTIFY MR. FRED VERDI, 703-228-3402 TO SCHEDULE INSPECTION PRIOR TO EXCAVATION, AND AGAIN PRIOR TO POURING CONCRETE. STAKEOUT IS THE RESPONSIBILITY OF THE CONTRACTOR UNLESS DIRECTED OTHERWISE.
3. THE CONTRACTOR SHALL CONTACT THE COUNTY CONSTRUCTION MANAGER WITHIN 7 BUSINESS DAYS OF SIGNAL ACTIVATION. ALL POWER AND COMMUNICATIONS SHALL BE IN OPERATION AT THE TIME OF ACTIVATION UNLESS APPROVED BY THE COUNTY CONSTRUCTION MANAGER.

ARLINGTON VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES
FACILITIES & ENGINEERING DIVISION
ENGINEERING BUREAU
2100 CLARENDON BOULEVARD, SUITE 813
ARLINGTON, VA 22201
PHONE: 703.228.3629
FAX: 703.228.3606

SEAL

COMMONWEALTH OF VIRGINIA
JIONG LIN
Lic. No. 04020518?5
08/23/2022
PROFESSIONAL ENGINEER

APPROVALS	DATE
Amy Pflaum, QUALITY CONTROL ENGINEER	08/23/22
CONSTRUCTION MANAGEMENT SUPERVISOR	08/25/22
WATER, SEWER, STREETS BUREAU CHIEF	8/30/22
Dennis M. Leach, TRANSPORTATION DIRECTOR	08/25/22
Gabriela Kock, PROJECT MANAGER	08/25/2022

REVISIONS	DATE

S ARLINGTON RIDGE RD INTERSECTION IMPROVEMENTS
DC12
Intersection Of S Arlington Ridge Rd And S Lynn St, And Ramp I-395

TRAFFIC SIGN DETAIL

DESIGNED: JPM
DRAWN: JPM
CHECKED: AK

PLOTTED: JUNE 23 2022

SCALE:

0 25 50
HORIZ. SCALE

TS-1

FILENAME: DC12-280-LED SIGNING-SEALED.DWG PATH: \\DES-CAD-S2\ENGINEERING_DATA\DATA\DC12\DESIGN\CAD\ACTIVE\LED SIGNING SHEET PLOTTED BY: AKAFLE