

**EXHIBIT I**  
**ADDENDUM TO CONSTRUCTION DRAWINGS, "SIGNAL NOTES"**

*Following updates are made to "Signal Notes" section of Construction Drawings for the project.*

**Add the following note to A:**

7. FOUNDATIONS FOR SIGNAL POLES AND PEDESTAL POLES SHALL BE FINISHED FLUSH WITH FINAL GRADE. WHEN SIGNAL POLE OR PEDESTAL POLE IS INSTALLED IN THE SIDEWALK, THE ENTIRE SIDEWALK PANEL SHALL BE REPLACED AROUND THE FOUNDATION.

**Delete B.1. and replace with following notes:**

1. NEW CONTROLLER CABINETS SHALL BE ATC PER LATEST TRAFFIC SIGNAL STANDARDS & SPECIFICATIONS.

**Delete B.2. and replace with following notes:**

2. CONTROLLER SHALL BE INTELIGHT XN ITS AND SHALL BE INSTALLED AND SET AS FOLLOWS:  
2.1 TO REST IN PHASE 2 & 6 GREEN INTERVAL  
2.2 TO START/RESTART IN PHASE 2 & 6 YELLOW CHANGE INTERVAL

**Delete D.2. and replace with following notes:**

1. NEW OVERHEAD VIDEO DETECTION SHALL BE ECONOLITE VISION WITH EXTENDED WARRANTY AND SHALL BE INSTALLED IN ACCORDANCE WITH LATEST TRAFFIC SIGNAL STANDARDS & SPECIFICATIONS.

**Delete D.4. and replace with following notes:**

4. EVP TO BE MOUNTED ON VEHICLE HEAD MOUNTING BRACKET OR AS APPROVED BY THE ENGINEER IN THE FIELD. EVP SHALL INCLUDE CONFIRMATION LIGHTS.





OWNER
DEPARTMENT OF ENVIRONMENTAL SERVICES

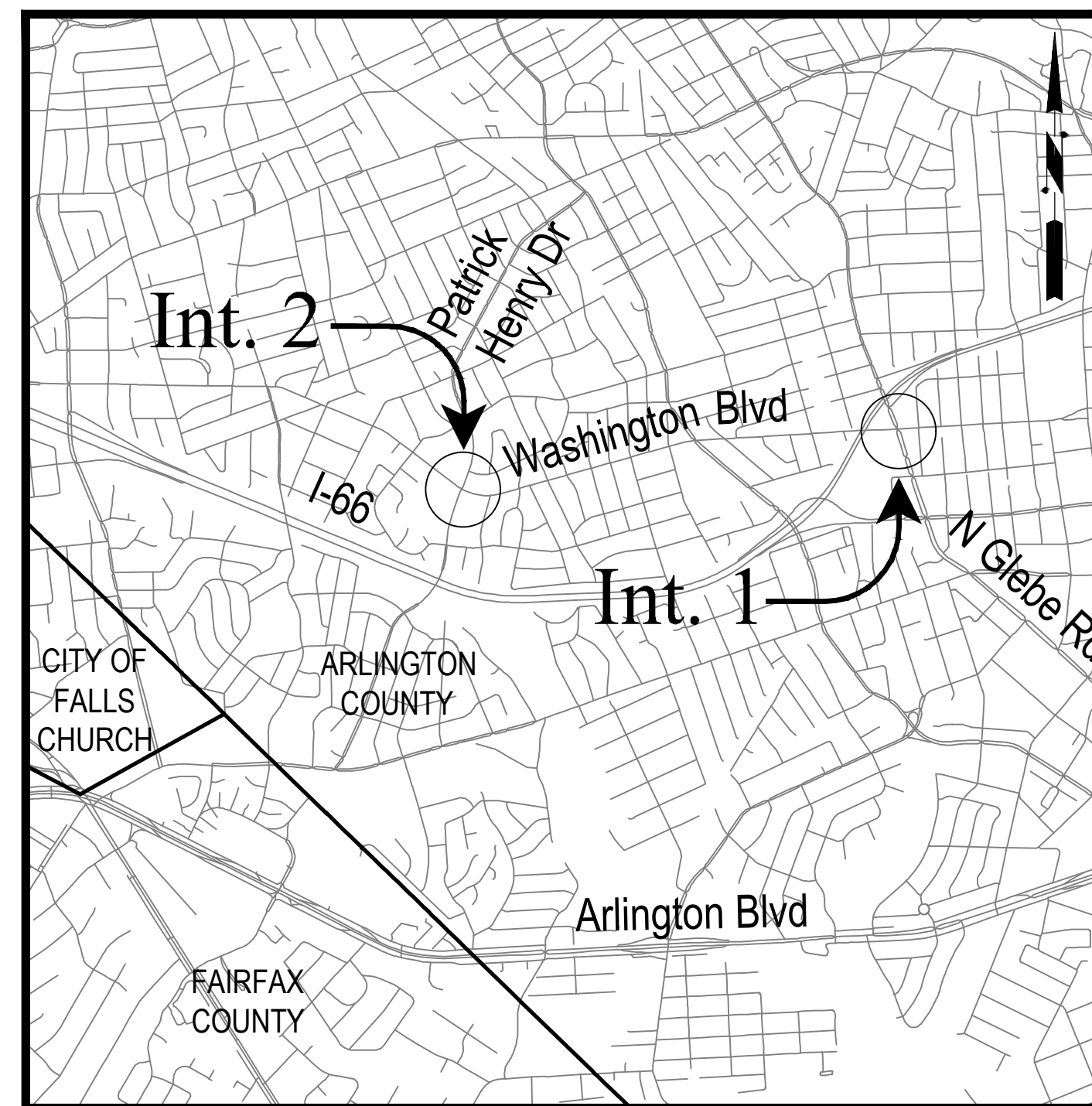
Signal Systems and ITS
Traffic Engineering and Operations Bureau
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ENGINEER
Kimley-Horn & Associates, Inc.
11400 Commerce Park Drive, Suite 400, Reston VA 20191
Phone: 703.674.1300 Fax: 703.674.3500
Email: Geoff.Giffin@kimley-horn.com

Location Map

Scale: 1" = 2000'

Vicinity



FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA
WASHINGTON BOULEVARD - MINOR ARTERIAL - SPEED LIMIT 30 MPH
AADT (2019) 12,000 VPD
AADT (DESIGN YR) N/A
V DESIGN (mph) 30

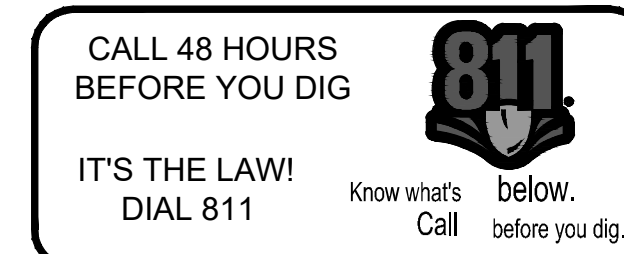


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- C-0000 Cover Sheet
C-0001 Legend and Survey Data
C-0002 - C-0005 General Notes and Details

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- EXHIBIT A AutoTURN - Patrick Henry Drive
EXHIBIT B Streetlight Photometrics - N. Glebe Road
EXHIBIT C Streetlight Photometrics - Patrick Henry Drive
EXHIBIT D SWPPP

Construction Drawings For:
Washington Boulevard
Signal Upgrades

Intersections of:

- 1. Washington Boulevard & N. Glebe Road
2. Washington Boulevard & Patrick Henry Drive

THIS PROJECT CONSISTS OF TRAFFIC SIGNAL MODIFICATIONS AT THE INTERSECTIONS OF WASHINGTON BOULEVARD WITH N. GLEBE ROAD AND WITH PATRICK HENRY DRIVE. THE SIGNAL MODIFICATIONS INCLUDE REMOVING ALL EXISTING EQUIPMENT AND REPLACING WITH NEW EQUIPMENT, ACCESSIBLE PEDESTRIAN SIGNAL DEVICES, AND LIMITED SIDEWALK AND CURB AND GUTTER MODIFICATIONS. TEMPORARY AND PERMANENT EASEMENTS ARE PROPOSED TO ENCOMPASS THE PROPOSED PEDESTRIAN IMPROVEMENTS AND CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONFIRM THE EXECUTION OF THE PROPOSED EASEMENTS PRIOR TO BEGINNING WORK.

STORM WATER MANAGEMENT # SWM 20-0106

Signal Notes

A. POLES AND FOUNDATIONS

- 1. MAST ARM LENGTH IS TO BE AS SHOWN ON PLAN AND ALL MAST ARMS ARE TO BE FIELD DRILLED ONLY.
2. MAST ARM POLES SHALL BE DESIGNED TO THE PROPER HEIGHT TO ACCOMMODATE A STREET LIGHT LUMINAIRE AND INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS.
3. MAST ARM POLE FOUNDATIONS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS AND SPECIFICATIONS. ALL POLES SHALL HAVE A MINIMUM 6-BOLT PATTERN.
4. AT THE COUNTY'S REQUEST, THE CONTRACTOR SHALL DIG TEST PITS TO VERIFY THAT SIGNAL POLE FOUNDATIONS WILL NOT CONFLICT WITH UNDERGROUND UTILITIES AND THAT FOUNDATIONS WILL FIT WITHIN THE EXISTING RIGHT-OF-WAY.
5. SIGNAL POLES AND MAST ARMS SHALL BE NON-ORNAMENTAL. COBRA LIGHTING SHALL BE LED.
6. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING POLE FOUNDATION DESIGNS FOR ANY MAST ARM POLES. THE CONTRACTOR SHALL SUBMIT REQUIRED STRUCTURAL DRAWINGS AND CALCULATIONS FOR REVIEW PRIOR TO STARTING FORM WORK FOR THE FOUNDATIONS.

B. CONTROLLER AND FOUNDATION

- 1. NEW CONTROLLER CABINETS SHALL INCLUDE BATTERY BACKUP PER ARLINGTON COUNTY REQUIREMENTS.
2. CONTROLLER SHALL BE INTELIGHT X-3 AND SHALL BE INSTALLED AND SET AS FOLLOWS:
2.1 TO REST IN PHASE 2 & 6 GREEN INTERVAL
2.2 TO START/RESTART IN PHASE 2 & 6 YELLOW CHANGE INTERVAL
3. THE CONTROLLER CABINET AND FOUNDATION SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS 66-01, 66-02, AND 70-01.
4. THE COUNTY WILL PROVIDE SIGNAL TIMINGS TO THE CONTRACTOR FOR THE CONTROLLER WHEN THE INTERSECTION IS TOTALLY PREPARED FOR OPERATION. THE CONTRACTOR SHALL NOTIFY THE COUNTY IN WRITING 10 DAYS IN ADVANCE OF REQUIRING FINAL TIMINGS.

C. TRAFFIC SIGNAL HEADS

- 1. ALL NEW VEHICULAR SIGNAL SECTIONS SHALL BE 12 INCHES IN DIAMETER CAST ALUMINUM WITH LED DISPLAYS.
2. PEDESTRIAN SIGNAL HEAD SECTIONS SHALL BE CAST ALUMINUM WITH LED DISPLAYS (COUNTDOWN).
3. ALL SIGNAL HEADS SHALL BE YELLOW IN COLOR.
4. ALL SIGNAL HEADS SHALL BE INSTALLED WITH RETROREFLECTIVE BACKPLATES PER VDOT STANDARDS AND SPECIFICATIONS.

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.
2. NEW OVERHEAD VIDEO DETECTION SHALL BE INSTALLED IN ACCORDANCE WITH COUNTY REQUIREMENTS.
3. EMERGENCY VEHICLE PRE-EMPTION (EVP) EQUIPMENT (GTT MODEL M711 OR M721), OR APPROVED SUBSTITUTE, SHALL BE INSTALLED COMPLETE WITH DISCRIMINATOR CARDS, WIRING, ETC. IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS.
4. EVP TO BE MOUNTED ON VEHICLE HEAD MOUNTING BRACKET OR AS APPROVED BY THE ENGINEER IN THE FIELD. EVP SHALL INCLUDE CONFIRMATION LIGHTS.

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.

F. SIGNS

- 1. ALL MAST ARM SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS. SIGNS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE.
2. STREET NAME SIGNS SHALL HAVE A WHITE LEGEND ON GREEN BACKGROUND. CONTRACTOR SHALL SUBMIT SIGN DETAILS TO COUNTY TO REVIEW. THE DIMENSIONS PROVIDED ON PLANS ARE ESTIMATED.

G. DEMOLITION/SALVAGE

- 1. ALL EXISTING SIGNAL EQUIPMENT IS TO BE REMOVED & RETURNED TO ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES LOCATED AT 4300 29TH ST S., ARLINGTON, VA 22206.
2. ALL EXISTING SIGNAL POLE FOUNDATIONS SHALL BE DEMOLISHED IN ACCORDANCE WITH ARLINGTON COUNTY SPECIFICATIONS. ANY REQUIRED RESTORATION RESULTING FROM THE REMOVAL OF EXISTING SIGNAL INFRASTRUCTURE SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMEDY AND SHALL BE INCIDENTAL TO THE WORK.

H. COMMUNICATIONS

- 1. EXISTING COUNTY FIBER JUNCTION BOXES AND CONDUITS CONTAIN LIVE FIBER OPTIC CABLES. THE CONTRACTOR SHALL NOT CUT OR DAMAGE THE COUNTY'S EXISTING FIBER CABLES.
2. ALL FIBER OPTIC CABLE INSTALLATION, REMOVAL, SPLICING, AND TESTING SHALL BE PERFORMED BY THE COUNTY AT THE CONTRACTOR'S EXPENSE. CONTRACTOR MAY CONTRACT DIRECTLY WITH THE COUNTY'S FIBER CONTRACTORS. UPON REQUEST 703-228-7726, THE COUNTY WILL PROVIDE THE CONTACT INFORMATION FOR CURRENT QUALIFIED COUNTY FIBER CONTRACTORS.
3. CONTACT ARLINGTON COUNTY DTS FOR FIBER OPTIC CABLE REMOVAL OR INSTALLATION AT LEAST 10 BUSINESS DAYS IN ADVANCE.
4. CONTRACTOR SHALL FURNISH FIBER PATCH PANEL FOR INSTALLATION BY THE COUNTY. FIBER PIGTAIL SHALL BE APPROPRIATE LENGTH TO ALLOW FOR 50 FEET OF SLACK IN EACH INTERMEDIATE JUNCTION BOX. CONTRACTOR SHALL SUBMIT A SHOP DRAWING OF THE PATCH PANEL (INDICATING THE TAIL LENGTH) FOR COUNTY REVIEW PRIOR TO ORDERING.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF PROPOSED JUNCTION BOXES AND CONDUITS INCLUDING ALL APPURTENANCES SUCH AS GROUND RODS, TRACER WIRE, PULL TAPE, ETC.

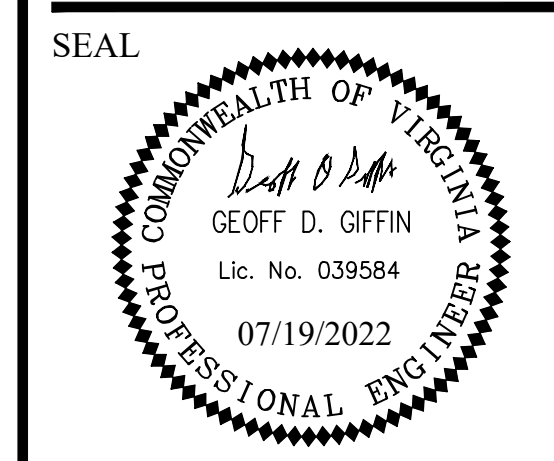
H. COMMUNICATIONS (CONT.)

- 6. ALL NEW CONDUITS SHALL HAVE PULL TAPE INSTALLED BETWEEN JUNCTION BOXES AND TRACER WIRE INSTALLED WITHIN OR BESIDE AT LEAST ONE OF THE CONDUITS. TRACER WIRE SHALL BE CONNECTED TO THE GROUND RODS INSTALLED IN THE ADJACENT JUNCTION BOXES.
7. DO NOT SPLICE TRACER WIRE.
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. SHAHID MOHIUDDIN, 703-228-7555 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.
J. MAINTENANCE
1. ARLINGTON COUNTY SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.) WITHIN COUNTY RIGHT-OF-WAY. THE COUNTY WILL ALSO MAINTAIN ALL TRAFFIC SIGNAL INFRASTRUCTURE INDEPENDENT OF VDOT AND COUNTY RIGHT-OF-WAY BOUNDARIES. VDOT SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.) OUTSIDE OF THE TRAFFIC SIGNAL, WITHIN VDOT RIGHT-OF-WAY, RAMPS OR SIDEWALKS THAT ARE PARTIALLY WITHIN THE VDOT RIGHT-OF-WAY AND PARTIALLY WITHIN THE ARLINGTON COUNTY RIGHT-OF-WAY MUST BE MAINTAINED BY THE ARLINGTON COUNTY.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS
Traffic Engineering and Operations Bureau
2100 Clarendon Boulevard, Suite 900
Arlington, VA 22201
Phone: 703.228.3629
Fax: 703.228.3606



APPROVALS table with columns for Name, Title, and Date. Includes entries for Traffic Signal Engineer, Traffic Engineering Manager, Water/Sewer/Streets Bureau Chief, and Transportation Director.

REVISIONS table with columns for Description and Date.

Washington Boulevard Signal Upgrades
COVER SHEET
ID #110 & #113
ARLINGTON COUNTY, VIRGINIA

Designed: AS
Drawn: NM
Checked: GG
Miss Utility Transmittal #:

Plotted: July 19, 2022
Plotted by: patrick.husted

Scale:
HOR. N/A VERT. N/A

Sheet C-0000

Prepared By:



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11400 Commerce Park Drive, Suite 400
Reston Virginia 20191
Phone: 703-674-1300
Fax: 703-674-1300

I CERTIFY THAT THIS PROJECT WAS BUILT IN SUBSTANTIAL CONFORMANCE WITH THIS PLAN, UNLESS DULY NOTED IN THE ABOVE REVISION BLOCK.

PROJECT MANAGER DATE

CONSTRUCTION MANAGER DATE



Existing	Symbols	Proposed
1001	Storm Str. #	ST1
5	Catch Basin	
⊙	Sanitary Manhole	⊙
2001	Sanitary Str. #	SA1
⊕	Fire Hydrant	⊕
△	Watermain Reducer	▲
⊙	Water - Valve	●
○	Blowoff Valve	●
	Water - Cross	⊞
	Water - Tee	⊞
	Water - Typical Bend	⊞
⊙	Water Meter	⊙
	Water Cap	⊞
⊙	Water - Manhole Cover	⊙
⊞	Siamese Connection	⊞
⊞	CableTV Pedestal	
⊞	Electrical Box	
⊞	Telephone Pedestal	
⊕	Cobrahead Light	⊕
⊕	Carlyle Light	⊕
△	Ground Light	
☆	Light Pole	☆
□	Utility Pole	■
Y	Guy Wire	Y
⊙	Utility Cover	
⊕	Gas Valve	
⊞	Gas Line Marker	
⊕	Test Hole	⊕
○	Bollard	○
⊞	Mailbox	
⊙	Parking Meter	⊙
↓	Sign	↓
⊞	Traffic Mast Arm Pole	⊞
⊞	Traffic Pedestrian Pole	⊞
⊞	Traffic Control Box	⊞
⊞	Traffic Electrical Box	⊞
⊞	Traffic Junction Box	⊞
⊞	Traffic Service Meter	⊞
⊕	Coniferous Tree	⊕
⊕	Deciduous Tree	⊕
⊕	Bush/Hedge/Shrub	⊕
	Construction Notes	1
⊕	Benchmark	
⊕	Monument (GPS)	
■	Monument	
⊕	Iron Rod Found	
⊕	Iron Pipe Found	
⊕	Rebar Rod Found	
⊕	P.K. Nail Found	
△	Traverse	
⊕	North Arrow	
	Curb Transition	

# LEGEND AND SURVEY DATA

## N. GLEBE ROAD SURVEY DATA

### SANITARY SEWER ELEVATIONS

#1190  
TOP = 286.88  
C/L INV. = 280.32

#1256  
TOP = 286.92  
C/L INV. = 281.36

#3779  
TOP = 285.44  
C/L INV. = 274.88

#3780  
TOP = 284.56  
C/L INV. = 275.38

#3781  
TOP = 286.77  
C/L INV. = 275.95

#3782  
TOP = 288.26  
C/L INV. = 277.96

#13823  
TOP = 287.28  
C/L INV. = 268.62

#13824  
TOP = 285.94  
C/L INV. = 267.18

### STORM DRAIN INVERTS

#100  
TOP = 285.36  
18" RCP IN = 281.72 (8687)  
24" RCP OUT = 281.47 (8721)

#8668  
TOP = 287.34  
15" RCP OUT = 281.84 (8692)

#8683  
TOP = 287.35  
15" RCP OUT = 282.33 (8692)

#8687  
TOP = 285.78  
18" RCP INV. = 281.56 (100)

#8692  
TOP = 286.76  
C/L INV. = 281.56

#8694  
TOP = 284.36  
15" RCP OUT = 279.33 (8726)

#8696  
TOP = 285.17  
15" RCP OUT = 282.57 (8710)

#8701  
TOP = 285.03  
18" RCP IN = 281.23 (8710)  
24" RCP OUT = 280.90 (8721)

#8710  
TOP = 285.02  
15" RCP IN = 282.01 (8696)  
18" RCP IN = 281.47 (8692)  
18" RCP OUT = 281.36 (8701)

#8715  
TOP = 284.28  
18" RCP IN = 279.90 (30255)  
24" RCP IN = 279.58 (8726)  
24" RCP OUT = 279.46 (8716)

#8716  
TOP = 284.23  
24" RCP IN = 279.64 (8715)  
24" RCP OUT = 280.32 (8721)

#8721  
TOP=285.03  
24" RCP IN = 280.66 (8716)  
24" RCP OUT= 280.12 (8701)

#8726  
TOP = 287.00  
15" RCP IN = 278.31 (8694)  
24" RCP IN = 277.90 (8715)  
24" RCP OUT = 277.84 (8727)

#8727  
TOP = 287.96  
24" RCP IN = 277.07 (8726)  
24" RCP OUT = 271.84

#8765  
TOP = 284.24  
CANNOT INVERT

#8775  
TOP = 283.98  
15" RCP IN = 284.06 (8765)  
15" RCP OUT = 283.96 (8948)

#8927  
TOP = 280.76  
15" RCP INV. OUT = 277.30 (8935)

#8935  
TOP = 280.51  
15" RCP INV. IN = 276.58 (8944)  
15" RCP INV. IN = 276.75 (8927)  
15" RCP INV. OUT = 276.40

#8944  
TOP = 280.45  
15" RCP INV. IN = 277.27 (8948)  
15" RCP INV. OUT = 277.20 (8935)

#8948  
TOP = 280.80  
15" RCP INV. IN = 277.64 (8775)  
15" RCP INV. OUT = 277.55 (8944)

#30255  
TOP = 284.40  
18" RCP OUT = 279.83 (8715)

## PATRICK HENRY SURVEY DATA

### SANITARY SEWER

#4462  
TOP = 297.96  
C/L INV = 289.06

#4463  
TOP = 295.24  
C/L INV = 289.63

#4464  
TOP = 294.15  
C/L INV = 290.59

#4553  
TOP = 297.37  
C/L INV = 291.48

#4570  
TOP = 277.70  
C/L INV. = 269.37

#4571  
TOP = 282.29  
C/L INV. = 274.94

### STORM SEWER

#9604  
TOP = 278.83  
15" RCP INV. IN = 273.60 (25553)

#25465  
TOP = 295.11  
15" RCP OUT = 288.87 (25466)

#25466  
GRATE TOP = 292.97  
15" RCP IN = 286.20 (25465)  
15" RCP OUT = 286.14 (25467)

#25467  
TOP = 292.99  
15" RCP IN = 284.15 (25466)  
15" RCP IN = 283.30 (25469)  
15" RCP OUT = 283.27 (25468)

#25468  
TOP = 284.75  
15" RCP IN = 278.99 (25467)  
15" RCP INV. OUT = 278.01 (25533)

#25469  
TOP = 293.59  
15" RCP OUT = 285.32 (25467)

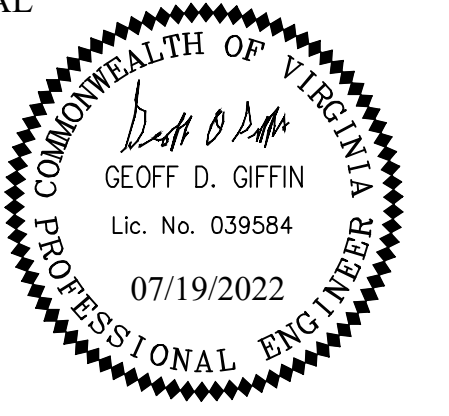
#25553  
TOP = 278.87  
15" RCP INV. IN = 273.97 (25468)  
15" RCP INV. OUT = 273.87 (8604)



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SEAL



### APPROVALS DATE

<i>Geoff D. Giffin</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>John Husted</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>Alan</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>James</i>	06/30/2022
TELECOM BUREAU CHIEF	
<i>Dennis W. Leach</i>	07/13/22
TRANSPORTATION DIRECTOR	

### REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

LEGEND AND SURVEY DATA

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

Sheet C-0001



# GENERAL NOTES

## GENERAL CONSTRUCTION NOTES

- 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.
- ALL CONSTRUCTION AND WORK ACTIVITIES SHALL COMPLY WITH THE VIRGINIA WORK AREA PROTECTION MANUAL AND ALL OTHER RELEVANT WORK SAFETY REQUIREMENTS, LATEST EDITIONS.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT OFFICER OF ANY DISCREPANCIES BETWEEN ACTUAL FIELD CONDITIONS AND THE APPROVED PLANS.
- 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.
- 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.
- 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.
- EXISTING MANHOLE FRAMES, COVERS, VALVE BOXES, AND OTHER APPURTENANCES SHALL BE VERIFIED FOR ADA COMPLIANCE AND 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.
- 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.

## STORMWATER AND ENVIRONMENTAL PROTECTION

- 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

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

## TRAFFIC CONTROL

- 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.
- 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.
- 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.
- 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. TYPICALLY ANY RELOCATION OR CLOSURE OF A BUS STOP WILL REQUIRE AT LEAST FOUR WEEKS ADVANCE NOTICE FOR COORDINATION WITH THE COUNTY'S BUS STOP COORDINATOR - 703-228-3049
- 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

- 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 3 WORKING DAYS IN ADVANCE OF THE REQUIRED OPERATION.
- IN THE EVENT OF A WATER OR SEWER EMERGENCY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY'S WATER CONTROL CENTER AT 703-228-5555 AND THE PROJECT OFFICER.

## MAPPING

- EXISTING CONDITIONS MAPPING PROVIDED BY ARLINGTON COUNTY. BASIS FOR MAPPING IS FIELD SURVEY AND AS-BUILT INFORMATION.

## GENERAL REQUIREMENTS

- THE CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS AND LICENSES AND KEEP COPIES OF THE SAME ON SITE DURING CONSTRUCTION, EXCEPT AS PROVIDED BY ARLINGTON COUNTY.
- THE CONTRACTOR SHALL MAINTAIN A CLEAN WORK SITE, FREE FROM TRASH AND DEBRIS.
- THE CONTRACTOR SHALL KEEP AND MAINTAIN A SET OF APPROVED PROJECT PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WITH MATCHING MATERIALS ANY PAVEMENT, PAVEMENT MARKINGS, ETC. THAT MUST BE CUT OR REMOVED, OR THAT ARE DAMAGED DURING CONSTRUCTION.

## COORDINATION

- CONSTRUCTION WILL TAKE PLACE ADJACENT TO ONGOING TRAFFIC OPERATIONS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ARLINGTON COUNTY (AC).
- THE CONTRACTOR SHALL SUBMIT A SCHEDULE FOR CONSTRUCTION TO AC IN ACCORDANCE WITH ARLINGTON COUNTY D.E.S. REQUIREMENTS.
- PER THE CONTRACT DOCUMENTS, PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL ARRANGE A MEETING WITH AC TO DISCUSS COORDINATION OF CONSTRUCTION ACTIVITIES AND RELATED PROJECTS. THE CONTRACTOR SHALL PARTICIPATE IN A CONTRACTOR LED BIWEEKLY PROGRESS MEETINGS WITH THE COUNTY AND SHALL SUBMIT SCHEDULE UPDATES AT THESE MEETINGS.

## CLEARING AND GRUBBING/DEMOLITION

- THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS AND AS DIRECTED BY ARLINGTON COUNTY (AC).
- INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.
- DEMOLITION DETAILS AND NOTES ARE INTENDED TO DEPICT GENERAL DEMOLITION AND UTILITY WORK AND ARE NOT INTENDED TO IDENTIFY EACH ELEMENT OF DEMOLITION OR RELOCATION. CONTRACTOR SHALL COORDINATE WITH AC AND APPROPRIATE UTILITY COMPANIES PRIOR TO WORK.
- THE CONTRACTOR SHALL REMOVE OR ABANDON, AS SPECIFIED, EXISTING UTILITIES SUCH AS STORM DRAINAGE, SANITARY SEWER, WATER, GAS, ELECTRIC, AND TELEPHONE OR AS DIRECTED BY AC. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING EACH UTILITY COMPANY AND AC TO COORDINATE ABANDONMENT OR REMOVAL OF ALL UTILITIES AND FOR DETERMINING HORIZONTAL AND VERTICAL LOCATIONS OF UTILITIES PRIOR TO COMMENCING WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE.
- ALL MATERIALS REMOVED UNDER CLEARING WORK, NOT TO BE RELOCATED OR TO BE TURNED OVER TO THE OWNER, SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACES.
- ALL EXISTING ITEMS TO REMAIN WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE EXPENSE OF THE CONTRACTOR.

## UTILITIES

- THIS PLAN DOES NOT GUARANTEE THE EXISTENCE, NONEXISTENCE, SIZE, TYPE, LOCATION, ALIGNMENT, OR DEPTH OF ANY UNDERGROUND UTILITIES OR OTHER FACILITIES. WHERE SURFACE FEATURES (MANHOLES, CATCH BASINS, VALVES, ETC.) ARE UNAVAILABLE OR INCONCLUSIVE, INFORMATION SHOWN MAY BE FROM UTILITY OWNER'S RECORDS AND/OR ELECTRONIC LINE TRACING, THE RELIABILITY OF WHICH IS UNCERTAIN. THE CONTRACTOR SHALL PERFORM TEST EXCAVATIONS OR OTHER REINVESTIGATIONS AS NECESSARY TO VERIFY LOCATION AND CLEARANCES.

- UNLESS OTHERWISE NOTED, UTILITIES LIDS, INCLUDING WATER VALVE LIDS, ARE TO BE ADJUSTED BY THE CONTRACTOR TO MATCH FINAL GRADE AND SLOPE.
- STATE LAW MANDATES THE NOTIFICATION OF UTILITY OWNERS 48 HOURS IN ADVANCE OF EXCAVATION. FOR LOCATION OF UTILITIES CALL:

UTILITY OWNERS	TELEPHONE
DOMINION VIRGINIA POWER (DVP)	888-667-3000
VERIZON COMMUNICATIONS	888-826-2355
COMCAST	888-683-1000
JONES FIBER	540-891-5545
WASHINGTON GAS	703-750-1000

- CONTRACTOR SHALL CONFORM TO THE OVERHEAD HIGH VOLTAGE LINE SAFETY ACT (EFFECTIVE JULY 1, 2003) AND SHALL CONTACT THE NECESSARY AUTHORITIES PRIOR TO START OF CONSTRUCTION.
- ARLINGTON COUNTY'S UTILITY DEPARTMENT INSPECTOR SHALL BE NOTIFIED WHEN ANY IMPROVEMENT PERTINENT TO HIS INSPECTION DUTIES ARE BEING INSTALLED. SPECIFIC REQUIREMENTS ARE:
  - SITE INSPECTOR OR AREA SUPERVISOR IS TO BE NOTIFIED AT LEAST 3 DAYS PRIOR TO START OF CONSTRUCTION.
  - A MINIMUM OF 24 HOURS NOTICE IS REQUIRED WHEN REQUESTING COMPACTION TESTS.
- STABLE SUBGRADE SHALL COMPRISE SOLID, WELL DRAINED, UNDISTURBED EARTH CAPABLE OF SUPPORTING STREET LOADING WITHOUT RESULTING IN ANY DAMAGING SETTLEMENT AS DETERMINED BY THE ENGINEER.
- WHERE UNSUITABLE SUBGRADE, AS DETERMINED BY THE ENGINEER, IS ENCOUNTERED, IT SHALL BE MADE STABLE BY DRAINING, COMPACTING, AND/OR REPLACING AS REQUIRED, TO THE SATISFACTION OF THE ENGINEER.
- ALL CONCRETE SHALL BE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) CLASS A4 FOR PRECAST STRUCTURES AND VDOT CLASS A3 FOR ALL OTHERS USES, UNLESS OTHERWISE SPECIFIED.
- ALL ASPHALT PAVEMENT COURSES SHALL BE IN CONFORMANCE WITH VDOT SPECIFICATIONS.
- EXISTING FIRE HYDRANTS MUST REMAIN ACTIVE UNTIL NEW HYDRANTS ARE AVAILABLE FOR PUBLIC USE. CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS AND FIRE DEPARTMENT WHEN SERVICES TO PROPERTIES ARE INTERRUPTED.

## DRAINAGE

- THE LOCATIONS OF ALL DRAINAGE STRUCTURES SHOWN ON THESE PLANS ARE APPROXIMATE ONLY, WITH THE EXCEPTION OF STRUCTURES SHOWING SPECIFIC STATIONS. THE HEIGHT (H") DIMENSIONS SHOWN ON THE PLANS FOR DROP INLETS AND JUNCTION BOXES AND THE LINEAR FOOT (LF) DIMENSIONS SHOWN FOR MANHOLES ARE APPROXIMATE.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY DRAINAGE STRUCTURES AND CONVEYANCE MEASURES TO PREVENT DAMAGE TO PRIVATE PROPERTY AND PUBLIC STREETS, OR AS DIRECTED BY AC.
- IF PRECAST DRAINAGE STRUCTURES ARE USED, SHOP DRAWINGS MUST BE SUBMITTED.
- ALL PROPOSED STORM DRAINAGE STRUCTURES SHALL UTILIZE INLET SHAPING WITH PAVED INVERTS, UNLESS OTHERWISE NOTED ON THE PLANS, FOR EACH STRUCTURE.
- ALL PIPE CULVERTS (WATER, SEWER, AND STORM SEWER), LOCATED WITHIN RIGHT-OF-WAY EXCAVATION AREAS THAT ARE SUBJECT TO TRAFFIC LOADS SHALL BE BACKFILLED WITH A SELECT OR GRANULAR MATERIAL AND PLACED IN SIX (6) INCH LAYERS AND COMPACTED TO 95 PERCENT THEORETICAL AASHTO DENSITY IN ACCORDANCE WITH SECTION 302.03 OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS (CURRENT EDITION).
- RIPRAP MUST BE PROVIDED AT ALL ENDWALLS AND FLARED END SECTIONS AS REQUIRED BY AC INSPECTOR.
- THE CONTRACTOR SHALL MAINTAIN ALL DRAINAGE, STORMWATER MANAGEMENT, AND BEST MANAGEMENT PRACTICES FACILITIES AND SYSTEMS TO ENSURE THAT THEY FUNCTION PROPERLY DURING CONSTRUCTION.
- A WATERTIGHT CONNECTION SHALL BE MADE AT ALL PIPES ENTERING DRAINAGE STRUCTURES. IN ADDITION, WATERTIGHT CONNECTIONS SHALL BE MADE BETWEEN EACH SECTIONS OF PIPE.
- LENGTHS OF PIPE SHOWN ON THE DRAWINGS ARE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- TOP OF STRUCTURES SHALL BE SET TO MATCH CURB AND GUTTER, SIDEWALK AND/OR DITCH CONSTRUCTION.
- ENGINEER MAY APPROVE A MODIFICATION TO DESIGN TO FACILITATE PROPER DRAINAGE. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.

## CONSTRUCTION

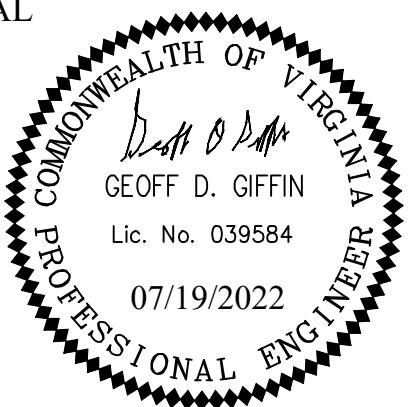
- SUBMITTALS ON MATERIALS FOR THIS PROJECT SHALL BE PROVIDED TO AC FOR APPROVAL PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- EXISTING VEGETATION SURROUNDING THE CONSTRUCTION AREA SHALL REMAIN IN A NATURAL STATE. TREES NEAR THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH TREE PROTECTION DETAILS, PLANS, AND NOTES AS SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN.
- THE CONTRACTOR SHALL STRIP TOPSOIL AND ANY ORGANIC LADEN SOIL AND STORE FOR USE IN BACKFILLING AND LANDSCAPING FOR SITE RESTORATION. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ANY EXCESS SOIL AFTER RESTORATION OF THE SITE.
- WHEN MATERIALS WHICH ARE UNSUITABLE FOR FOUNDATIONS, SUBGRADES, OR ROADWAY PURPOSES OCCUR WITHIN THE LIMITS OF CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE SUCH MATERIAL BELOW THE GRADE SHOWN ON THE PLANS. THE AREAS SO EXCAVATED SHALL BE BACKFILLED WITH APPROVED SUITABLE SELECT FILL MATERIAL.
- ANY NECESSARY FILL UNDER PAVED AREAS SHALL BE PLACED IN 6-INCH LIFTS. ALL FILL SHALL BE COMPACTED 95% MDD STANDARD PROCTOR. SUBGRADE SHALL BE PROOF-ROLLED PER THE DIRECTION OF AC. AREAS THAT RUT SHALL BE UNDERCUT AND REPLACED WITH CONTROLLED FILL.
- ALL UNPAVED SURFACES SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM PAVED AREAS AND TOWARD DRAINAGE STRUCTURES.
- FOLLOWING FINAL COMPLETION, ALL DISTURBED GRASS AREAS SHALL BE PREPARED AND SODDED.
- DISTURBED GRASS AREAS WITHIN THE PROJECT LIMITS THAT WILL REMAIN INACTIVE FOR A PERIOD OF 7 CALENDAR DAYS OR LONGER SHALL BE TEMPORARILY STABILIZED WITH SEED AND STRAW, MULCH, OR OTHER ACCEPTABLE GROUND COVER.
- THE CONTRACTOR IS REQUIRED TO NOTIFY AC THREE (3) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION AND SPECIFICALLY REQUEST INSPECTION BEFORE BEGINNING ANY OF THE FOLLOWING ACTIVITIES:
  - INSTALLATION OF SILTATION AND EROSION CONTROL MEASURES
  - CLEARING AND GRUBBING
  - EARTHWORK
  - BACKFILL OF ANY STORM DRAINAGE PIPE, CULVERTS, INLET, AND OTHER UTILITIES
  - INSTALLATION OF ANY UNDERGROUND UTILITY, INCLUDING STORM PIPES, CULVERT, INLETS, DUCT BANKS, MANHOLE, ETC.
  - PLACING SUBBASE, BASE OR PAVING SURFACE
  - INSTALLATION OF ANY FORMS
  - PLACING OF ANY CONCRETE
  - BACKFILL OF ANY FOUNDATIONS OR WALLS
  - INSTALLATION OF LANDSCAPING
  - INSTALLATION MARKINGS OF LIGHTING
  - STRIPING AND APPLICATION OF PAVEMENT MARKINGS
  - ALTERATIONS TO BUS STOPS STRUCTURES AND SIGNAGE
- CONTRACTOR TO MAINTAIN ALL PUBLIC AND PRIVATE ACCESS AT ALL TIMES.
- CONTRACTOR TO MATCH ALL EXISTING STEPS, SIDEWALKS, RAMPS, ETC. IN ORDER TO MAINTAIN SAFE PEDESTRIAN AND ADA ACCESS.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
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SEAL



APPROVALS DATE

<i>Geoff D. Giffin</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>John Nullo</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>Alan</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>John</i>	06/30/2022
TELECOM BUREAU CHIEF	
<i>Dennis W. Leach</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

GENERAL NOTES AND DETAILS

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
HOR. N/A VERT. N/A

Sheet  
**C-0002**



EROSION AND SEDIMENT CONTROL

- 1. TEMPORARY SILT FENCE SHALL BE CONSTRUCTED FOR SHEET RUNOFF AS SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER.
2. WHEN WIRE SUPPORT IS USED, STANDARD STRENGTH FILTER CLOTH MAY BE USED. POSTS FOR THIS TYPE OF INSTALLATION SHALL BE PLACED A MAXIMUM OF 10 FEET APART. THE WIRE MESH FENCE MUST BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST ONE INCH LONG, THE WIRES OR HOG RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF TWO INCHES AND SHALL NOT EXTEND MORE THAN 34 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
3. WHEN WIRE SUPPORT IS NOT USED, EXTRA STRENGTH FILTER CLOTH SHALL BE USED. POSTS FOR THIS TYPE OF FABRIC SHALL BE PLACED A MAXIMUM OF 6 FEET APART. THE FILTER FABRIC SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING ONE INCH LONG (MINIMUM) HEAVY DUTY WIRE STAPLES OR TIE WIRES AND EIGHT INCHES OF THE FABRIC SHALL BE EXTENDED INTO THE TRENCH.
4. WIRE FENCE REINFORCEMENT FOR SILT FENCES USING STANDARD STRENGTH FILTER CLOTH SHALL BE A MINIMUM OF 14 GAUGE AND SHALL HAVE A MAXIMUM MESH SPACING OF 6 INCHES. POSTS SHALL BE EITHER STEEL POSTS OR WOODEN STAKES AND HAVE A MINIMUM LENGTH OF 5 FEET.
5. SYNTHETIC FILTER FABRIC SHALL BE A PERVIOUS SHEET OF PROPYLENE, NYLON, POLYESTER OR ETHYLENE YARN AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER AS CONFORMING TO THE REQUIREMENTS NOTED IN TABLE 3.05-B OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, THIRD EDITION. THE SYNTHETIC FILTER FABRIC SHALL CONTAIN ULTRAVIOLET RAY INHIBITORS AND STABILIZERS TO PROVIDE A MINIMUM OF SIX MONTHS OF EXPECTED USABLE CONSTRUCTION LIFE AT A TEMPERATURE RANGE OF 0F TO 120F.
6. SILT FENCES SHALL BE INSPECTED AND CLEANED ON A WEEKLY BASIS AND ON A DAILY BASIS IMMEDIATELY FOLLOWING EACH RAIN STORM. ALL NECESSARY REPAIRS SHOULD BE MADE IMMEDIATELY.
14. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED AND MAINTAINED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK, THIRD EDITION (1992) AND VIRGINIA REGULATIONS 4VAC50-30 EROSION AND SEDIMENT CONTROL REGULATIONS.
15. THE TEMPORARY EROSION AND SILTATION (E&S) CONTROL ITEMS SHOWN ON THE E&S CONTROL PLAN ARE INTENDED TO PROVIDE A GENERAL PLAN FOR CONTROLLING EROSION AND SILTATION WITHIN THE PROJECT LIMITS. THE E&S CONTROL PLAN IS BASED ON FIELD CONDITIONS AT THE TIME OF PLAN DEVELOPMENT AND AN ASSUMED SEQUENCE OF CONSTRUCTION. THE CONTRACTOR, IN CONJUNCTION WITH THE AC PROJECT MANAGER AND/OR RLD, SHALL ADJUST THE LOCATION, QUANTITY AND TYPE OF EROSION AND SILTATION CONTROL ITEMS REQUIRED BASED ON THE ACTUAL FIELD CONDITIONS ENCOUNTERED AT THE TIME OF CONSTRUCTION AND THE SELECTED SEQUENCE OF CONSTRUCTION.
16. THE AREAS BEYOND THE PROJECT'S CONSTRUCTION AREA ARE TO BE PROTECTED FROM SILTATION. PERIMETER CONTROLS SUCH AS FILTER BARRIER, SILT FENCE, ETC. SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION OPERATIONS.
17. SILT REMOVAL AND SEDIMENT CLEAN-OUT FROM EROSION AND SILTATION CONTROL ITEMS SHALL BE PERFORMED IN ACCORDANCE WITH THE FOLLOWING:
A. TEMPORARY SEDIMENT BASINS AND SEDIMENT TRAPS - WHEN THE "WET" STORAGE VOLUME (PERMANENT POOL) HAS BEEN REDUCED BY 50%.
B. DEWATERING BASINS - WHEN THE EXCAVATED VOLUME HAS BEEN REDUCED BY 50%.
C. ALL OTHER EROSION AND SILTATION CONTROL ITEMS - WHEN THE CAPACITY, HEIGHT, OR DEPTH HAS BEEN REDUCED BY 50%.
18. EXCEPT WHERE NOTED HEREON, TO THE BEST OF THE DESIGNER'S KNOWLEDGE, THE PROPOSED DEVELOPMENT OF THE SUBJECT PROPERTY CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES, REGULATIONS, AND ADOPTED STANDARDS.
19. LAND CONSERVATION NOTES - MEASURES TO CONTROL EROSION AND SILTATION SHALL BE PROVIDED PURSUANT TO AND IN COMPLIANCE WITH CURRENT STATE AND LOCAL REGULATIONS. HOWEVER, THE APPROVAL OF THESE PLANS SHALL IN NO WAY RELIEVE THE CONTRACTOR OR HIS AGENT OF ANY LEGAL RESPONSIBILITIES WHICH MAY BE REQUIRED BY THE CODE OF VIRGINIA OR ANY ORDINANCE ENACTED BY AC.
20. ADDITIONAL SILTATION AND EROSION CONTROL MEASURES SHALL BE INSTALLED AS DIRECTED BY ARLINGTON COUNTY INSPECTOR DURING FIELD REVIEW; COSTS ASSOCIATED WITH ADDITIONAL MEASURES SHALL BE ASSUMED BY THE CONTRACTOR.
21. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CONSTRUCTION.
22. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
23. 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.
24. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
25. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES WEEKLY 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.
26. EROSION CONTROL MEASURES ARE TO BE REMOVED BY CONTRACTOR AFTER PERMANENT VEGETATION HAS BEEN ESTABLISHED.
27. UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS:
A. NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.
B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF THE TRENCH.
C. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED (EXAMPLE WOULD BE A SILT BAG) OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE (EXAMPLE WOULD BE A SEDIMENT TRAP) OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.
D. MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
E. RESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH STANDARDS 3.31 AND 3.32.
F. ALL TRENCHING SHALL BE IN ACCORDANCE WITH APPLICABLE SAFETY STANDARDS.

MINIMUM STANDARDS REVIEW

- MS-1 TEMPORARY AND PERMANENT STABILIZATION HAS BEEN ADDRESSED.
MS-2 THERE ARE NO STOCKPILES PROPOSED WITH THIS PLAN.
MS-3 MAINTENANCE OF PERMANENT STABILIZATION HAS BEEN ADDRESSED, SEE PERMANENT STABILIZATION.
MS-4 SEDIMENT TRAPPING FACILITIES ARE TO BE INSTALLED AS THE FIRST STEP IN LAND DISTURBING ACTIVITIES. MAINTENANCE OF FACILITIES ARE DETAILED UNDER THE EROSION AND SEDIMENT CONTROL NOTES.
MS-5 THERE ARE NO EARTHEN STRUCTURE PROPOSED WITH THIS PROJECT.
MS-6 THERE ARE NO SEDIMENT BASINS PROPOSED WITH THIS PROJECT.
MS-7 THERE ARE NO CUT AND FILL SLOPES PROPOSED WITH THIS PROJECT.
MS-8 THERE ARE NO PAVED FLUMES, CHANNELS, OR SLOPE DRAINS PROPOSED WITH THIS PROJECT.
MS-9 THERE ARE NO WATER SEEPS ANTICIPATED WITH THIS PROJECT.
MS-10 INLET PROTECTION IS PROVIDED ON INLETS DOWN GRADIENT FROM DISTURBED AREAS.
MS-11 ADEQUATE OUTLET PROTECTION EXIST AT ALL EXISTING OUTLETS. THERE ARE NO NEW OUTLETS PROPOSED.
MS-12 THERE ARE NO IN-STREAM CONSTRUCTION MEASURES PROPOSED WITH THIS PROJECT.
MS-13 THERE ARE NO STREAM CROSSINGS PROPOSED WITH THIS PROJECT.
MS-14 THERE ARE NO WATERCOURSES BEING GROSSED WITH THIS PROJECT.
MS-15 THERE ARE NO IMPACTS TO WATERCOURSES PROPOSED WITH THIS PROJECT.
MS-16 UTILITY TRENCHING HAS BEEN ADDRESSED IN THE EROSION AND SEDIMENT CONTROL NOTES.
MS-17 PREVENTING SOIL FROM BEING TRACKED ON THE STREETS IS ADDRESSED IN THE EROSION AND SEDIMENT CONTROL NOTES.
MS-18 THE REMOVAL OF TEMPORARY PRACTICES HAS BEEN ADDRESSED IN THE EROSION AND SEDIMENT CONTROL NOTES.
MS-19 THIS PROJECT DOES NOT SIGNIFICANTLY INCREASE THE IMPERVIOUS AREA OR THE RUNOFF FROM THE SITE AREA.

MS4 NOTES

- 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: 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; 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 FIRE FIGHTING; 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 WATER, ANY SUBSTANCE LIKELY, IN THE OPINION OF THE COUNTY MANAGER, TO HAVE AN ADVERSE EFFECT ON THE STORM SEWER SYSTEM OR STATE WATERS.

GENERAL 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 500 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 OF BACKFILL.
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 DEVICES, MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.
7. ANY DISTURBED AREA NOT COVERED BY NOTE # 1 ABOVE AND NOT 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.
8. 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.

EROSION CONTROL NARRATIVE

PROJECT DESCRIPTION: THIS PROJECT RECONSTRUCTS TRAFFIC SIGNALS AT THE INTERSECTIONS OF WASHINGTON BOULEVARD AT N. GLEBE ROAD AND WASHINGTON BOULEVARD AT PATRICK HENRY DRIVE. THIS PROJECT ALSO INCLUDES SIDEWALK AND CURB AND GUTTER MODIFICATIONS. ALL CONSTRUCTION WORK WILL BE FOR THE DURATION OF 110 TOTAL CALENDAR (80 WORK DAYS). WORK DAYS NOT TO INCLUDE ARLINGTON COUNTY PUBLIC HOLIDAYS.

EXISTING CONDITIONS: WASHINGTON BOULEVARD IS A TWO-LANE ROAD WEST OF N. BUCHANAN STREET AND TRANSITIONS TO A FOUR-LANE ROAD EAST OF N. BUCHANAN STREET. OVERHEAD UTILITIES ARE LOCATED ALONG MOST THE ROAD WITHIN IN THE VICINITY OF PATRICK HENRY DRIVE. THE RIGHT OF WAY INCLUDES TREES, STORM DRAINAGE STRUCTURES AND PIPES, SANITARY SEWER MAINS, WATER MAINS, ELECTRIC LINES, COMMUNICATIONS LINES AND MASS TRANSIT STOP LOCATIONS. MINIMAL CHANGES TO THE EXISTING TOPOGRAPHY ARE PROPOSED. TEMPORARY CONSTRUCTION EASEMENTS ARE LOCATED OUTSIDE OF THE RIGHT-OF-WAY. MOST OF THE EXISTING VEGETATION WITHIN THE PROJECT LIMITS SHALL BE REPLACED.

ADJACENT AREAS: AT N. GLEBE ROAD, WASHINGTON BOULEVARD IS BOUND ON BOTH SIDES BY RESIDENTIAL DEVELOPMENTS OF VARIABLE DENSITY AND LIMITED BUSINESS DEVELOPMENTS. AT PATRICK HENRY, WASHINGTON BOULEVARD IS BOUND ON BOTH SIDES BY RESIDENTIAL DEVELOPMENTS OF VARIABLE DENSITY, ARLINGTON COUNTY SCHOOL, AND CHURCH PROPERTY. THE CONTRACTOR SHALL PROVIDE TO THE ARLINGTON COUNTY INSPECTOR PHOTOGRAPHS OF IMMEDIATE ADJACENT AREAS TO DOCUMENT ADJACENT OFFSITE CONDITIONS PRIOR TO INSTALLING PERIMETER EROSION CONTROLS.

OFF-SITE AREAS: THERE ARE NO OFF-SITE AREAS OR STOCKPILES ASSOCIATED WITH THIS PROJECT. OFFSITE AREAS DAMAGED BY THE CONTRACTOR OR ITS LACK OF EROSION CONTROLS SHALL BE REPAIRED BY THE CONTRACTOR, AT ITS EXPENSE, IN A TIMELY MANNER.

SOILS: IN THE VICINITY OF WASHINGTON BOULEVARD AT N. GLEBE ROAD, THE SOILS IN THE PROJECT AREA HAVE BEEN MAPPED AS URBAN LAND - UDORHTENTS COMPLEX WHICH ARE SOILS THAT HAVE BEEN PREVIOUSLY DISTURBED AND NOT CHARACTERIZED. IN THE VICINITY OF WASHINGTON BOULEVARD AT PATRICK HENRY DRIVE, THE SOILS IN THE PROJECT AREA HAVE BEEN MAPPED AS URBAN LAND - GLENELG COMPLEX AND GLENELG - URBAN LAND COMPLEX.

CRITICAL AREAS: THERE ARE NO CRITICAL AREAS ASSOCIATED WITH THIS PROJECT. DISTURBANCE SHALL BE LIMITED TO SMALL AREAS AND THE CONTRACTOR SHALL PROTECT THOSE AREAS AS TO NOT CAUSE OR ALLOW FOR EROSION OF SOILS OUT OF THE PROJECT AREA.

EROSION AND SEDIMENT CONTROL MEASURES: THE FOLLOWING EROSION CONTROLS SHALL BE USED DURING THIS PROJECT:
1. STD. 3.05 SILT FENCE - SILT FENCE AND SUPER SILT FENCE SHALL BE USED IN ACCORDANCE WITH THIS STANDARD AND AS SPECIFIED BY ARLINGTON COUNTY. SEE DETAIL THIS SHEET. SILT FENCE OR SUPER SILT FENCE SHALL BE USED DOWN GRADIENT FROM DISTURBED AREAS AS SHOWN ON THE PLANS AND AS NEEDED TO PREVENT THE TRANSPORTATION OF SEDIMENT BEYOND THE PROJECT LIMITS. IT SHALL BE INSTALLED PRIOR TO STARTING LAND DISTURBANCE AND SHALL BE REMOVED AFTER THE DISTURBED AREA HAS HAD TEMPORARY OR PERMANENT STABILIZATION ESTABLISHED. COORDINATE REMOVAL WITH THE ARLINGTON COUNTY INSPECTOR.
2. STD. 3.07 STORM DRAIN INLET PROTECTION - STORM DRAINAGE INLETS SHALL BE PROTECTED IN ACCORDANCE WITH THIS STANDARD. INLETS DOWN GRADIENT FROM LAND DISTURBING ACTIVITIES SHALL HAVE INLET PROTECTION INSTALLED PRIOR TO STARTING LAND DISTURBANCE. CARE SHALL BE TAKEN AS TO NOT INTERFERE WITH TRAFFIC ON ROADWAY WHEN SELECTING THE TYPE OF INLET PROTECTION TO BE USED. THE CONTRACTOR IS TO REMOVE SILT BUILDUP PROMPTLY SO THAT SILT IS NOT TRACKED ALONG THE ROAD. REMOVAL OF THE INLET PROTECTION SHALL OCCUR ONCE DISTURBED AREA UP GRADIENT OF THE INLET HAVE BEEN STABILIZED AND IN COORDINATION WITH THE ARLINGTON COUNTY INSPECTOR.
3. STD. 3.26 DEWATERING STRUCTURE - ALL DISCHARGES FROM DEWATERING OPERATIONS SHALL BE IN ACCORDANCE WITH THIS STANDARD. DEWATERING CONTROLS SHALL BE USED AT ALL DEWATERING DISCHARGES. THE CONTRACTOR IS TO NOTIFY THE ARLINGTON COUNTY INSPECTOR PRIOR TO DISCHARGING DEWATERING EFFLUENT OF THE LOCATION AND TYPE OF FILTER OR CONTROL THAT IS TO BE USED AND FOR HOW LONG IT WILL BE USED.
4. STD. 3.31 TEMPORARY SEEDING - TEMPORARY SEEDING SHALL BE APPLIED IN ACCORDANCE WITH THIS STANDARD. TEMPORARY STABILIZATION IS REQUIRED WHEN AN AREA IS NOT TO BE WORKED WITHIN A 7 DAY PERIOD. THE CONTRACTOR SHALL STABILIZE DISTURBED AREAS AS SOON AS POSSIBLE IN ORDER TO ESTABLISH A SURFACE PROTECTION TO EROSION. TEMPORARY SEEDING SHALL BE CARED FOR AS NECESSARY IN ORDER TO GENERATE A DENSE, HEALTHY STAND OF VEGETATION THAT WILL RESIST EROSION.
5. THE CONTRACTOR SHALL USE APPROPRIATE METHODS TO ESTABLISH PERMANENT STABILIZATION THAT ARE SIMILAR TO THE CONDITION THAT WAS PRESENT PRIOR TO STARTING LAND DISTURBANCE ACTIVITIES.
6. STD. 3.33 SODDING - ALL SODDING SHALL BE IN ACCORDANCE WITH THIS STANDARD. SODDED AREAS SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE SOD HAS BEEN ESTABLISHED AND HAD TWO MOWING CYCLES. THE CONTRACTOR SHALL COORDINATE THE RELEASE OF MAINTENANCE OF SODDED AREAS WITH THE ARLINGTON COUNTY INSPECTOR AND THE LAND OWNER.
7. STD. 3.38 TREE PRESERVATION AND PROTECTION - TREE PROTECTION FENCING SHALL BE IN ACCORDANCE WITH THIS STANDARD AND ARLINGTON COUNTY'S TREE PROTECTION FENCE PLAN. SEE THIS SHEET FOR DETAIL. TREE PROTECTION SHALL BE USED ALONG THE LIMITS OF DISTURBANCE WHERE AN OFFSITE TREE OR LANDSCAPED AREA MAY HAVE A CRITICAL ROOT ZONE THAT EXTENDS INTO THE LIMITS OF THIS PROJECT. THE ARLINGTON COUNTY URBAN FORESTER MAY REQUIRE ADDITIONAL TREE PRESERVATION AND PROTECTION BE INSTALLED PRIOR TO STARTING LAND DISTURBING ACTIVITIES. TREE PRESERVATION AND PROTECTION SHALL ONLY BE REMOVED WITH THE APPROVAL OF THE ARLINGTON COUNTY URBAN FORESTER.

PERMANENT STABILIZATION: ALL DISTURBED AREAS BY THIS PROJECT SHALL BE STABILIZED WITH PERMANENT GROUND COVER UTILIZING STD. 3.33. PERMANENT SODDING SHALL BE UTILIZED IN DISTURBED AREAS ADJACENT TO CURB RAMP MODIFICATIONS. SEEDING SHALL BE UTILIZED IN ALL OTHER DISTURBED AREAS WITHIN RIGHT-OF-WAY. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF ALL DISTURBED AREAS UNTIL FINAL ACCEPTANCE BY ARLINGTON COUNTY AND/OR LAND OWNER. THIS SHALL INCLUDE CUTTING THE GRASS TO MAINTAIN THE SAME APPEARANCE AS THE ADJOINING PROPERTY. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS OF ACHIEVING FINAL STABILIZATION OR WHEN THE MEASURES ARE NO LONGER NEEDED.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS
Traffic Engineering and Operations Bureau
2100 Clarendon Boulevard, Suite 900
Arlington, VA 22201
Phone: 703.228.3629
Fax: 703.228.3606

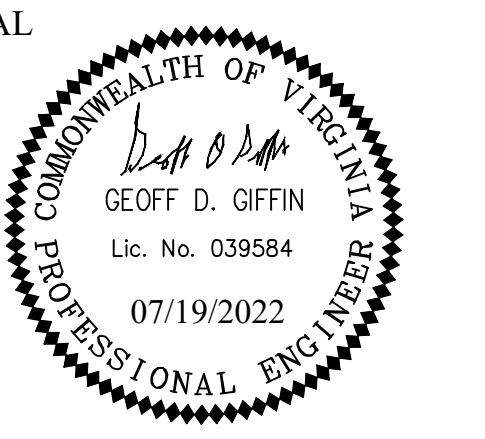


Table with columns APPROVALS and DATE. Includes signatures and dates for Traffic Signal Engineer, Traffic Engineering Manager, Water Sewer Streets Bureau Chief, and Transportation Director.

Table with columns REVISIONS and DATE. Includes a grid for tracking changes.

Washington Boulevard Signal Upgrades
GENERAL NOTES AND DETAILS
ID #110 & #113
ARLINGTON COUNTY, VIRGINIA

Designed: AS
Drawn: NM
Checked: GG
Miss Utility Transmittal #:

Plotted: July 19, 2022
Plotted by: patrick.husted

Scale:
HOR. N/A VERT. N/A

Sheet
C-0003



# GENERAL DETAILS

1992

3.05 1992

3.05

12/15/2021  
date

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

Re: Erosion and Sediment Control Permit Application for:

Washington Boulevard and N. Glebe Road / Washington Boulevard and Patrick Henry Drive  
street address

lot, block, section subdivision

LDA-20090

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 703-228-7050 with questions about this plan or my execution of the duties of Responsible Land Disturber.

Sincerely,

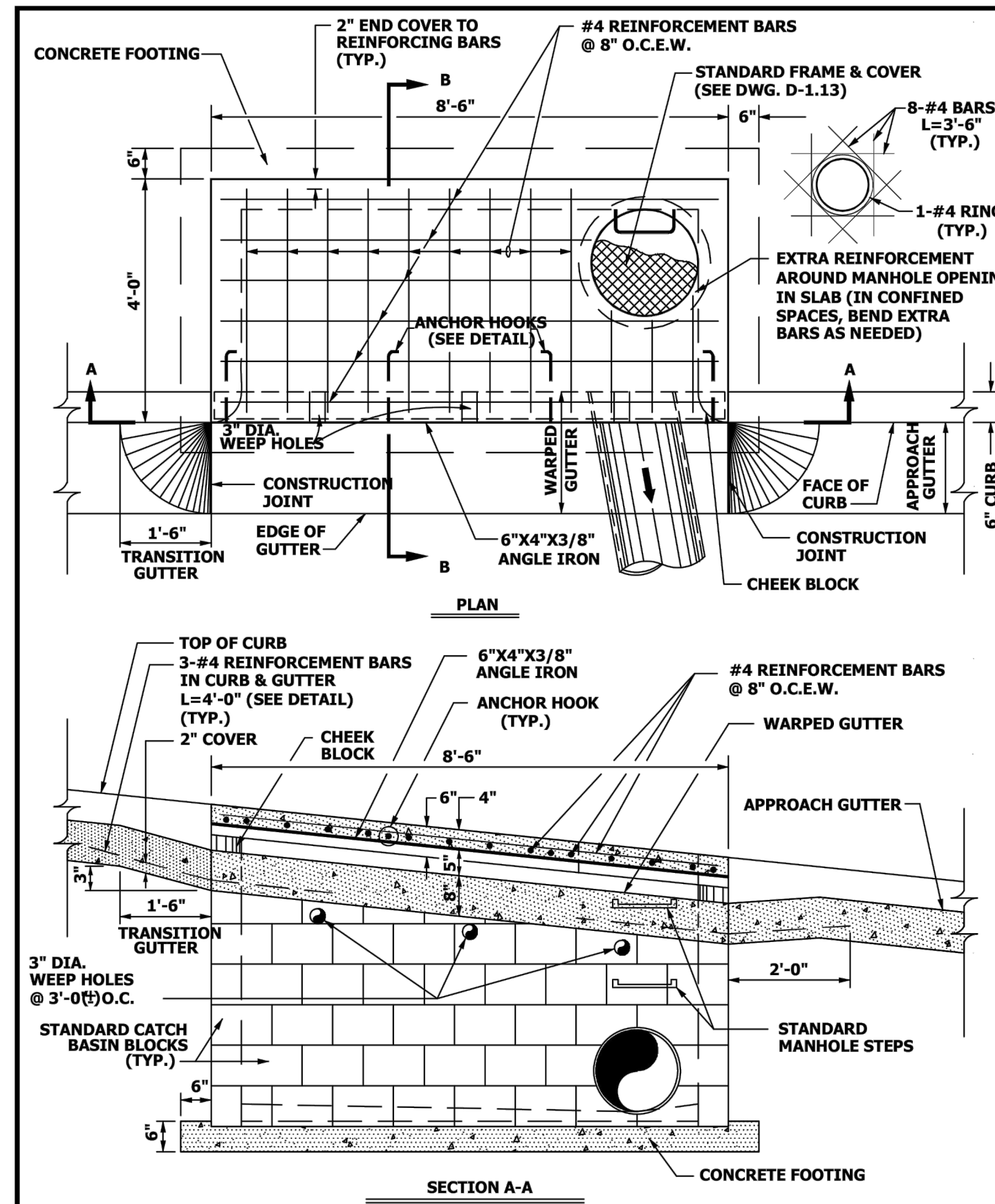
*Anup Kalle*  
signed

Anup Kalle

name printed

PE and 0402056432

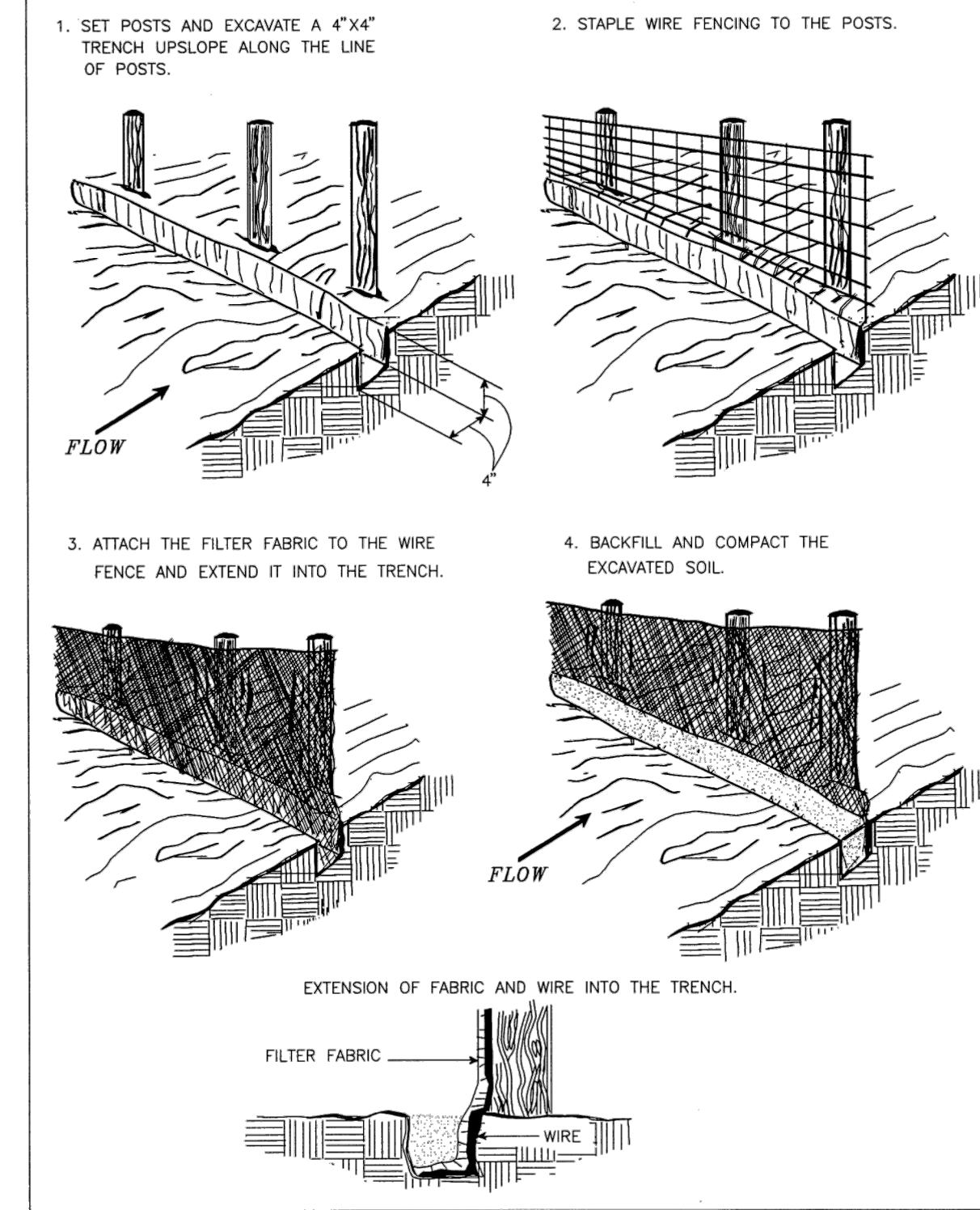
professional registration (type and number)



STANDARD CATCH BASIN, CB-2

ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	ARLINGTON VIRGINIA	REVISION & DATE	DRAWING NO. D-1.2 (1 OF 2)
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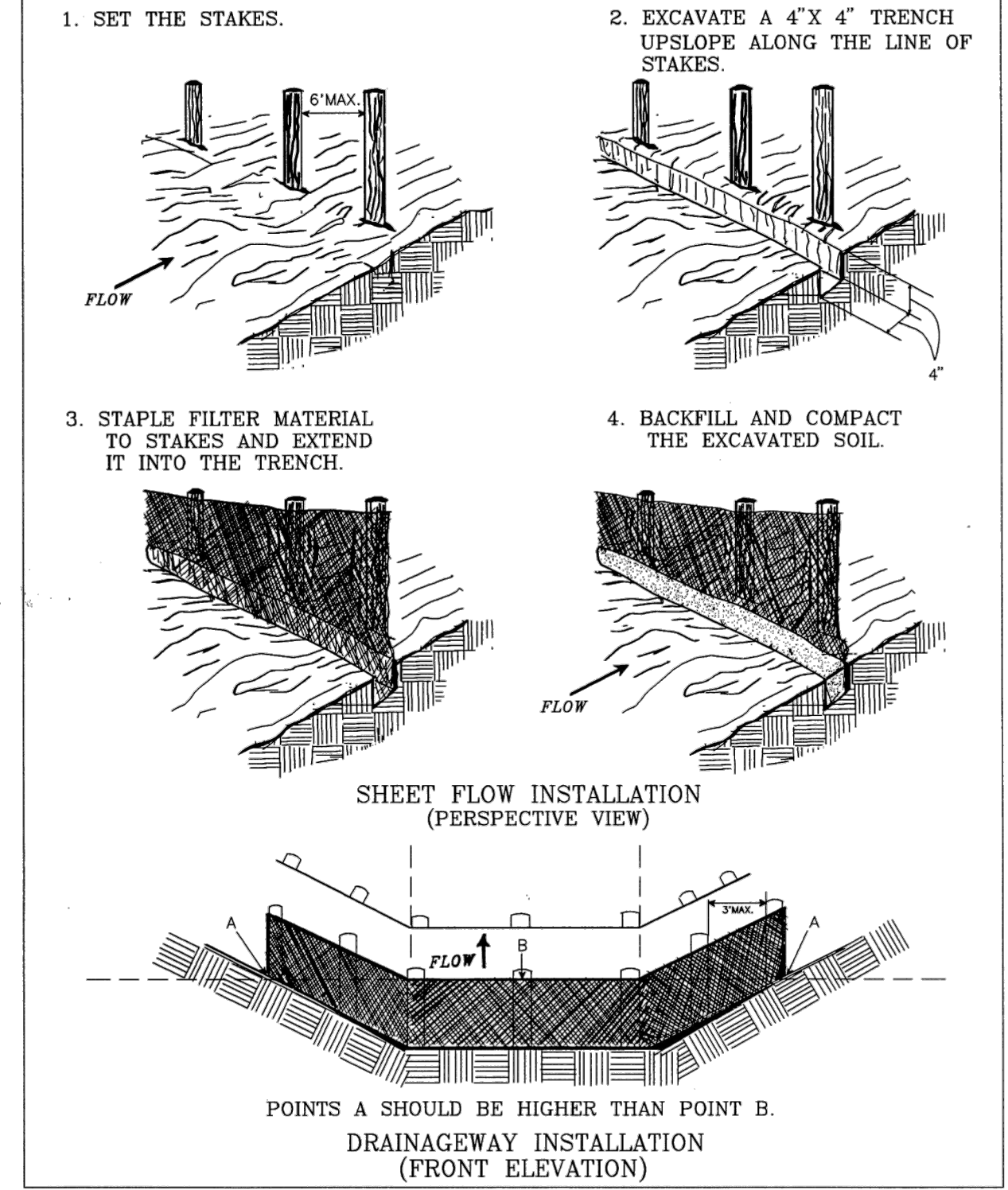
## CONSTRUCTION OF A SILT FENCE (WITH WIRE SUPPORT)



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

Plate 3.05-1

## CONSTRUCTION OF A SILT FENCE (WITHOUT WIRE SUPPORT)

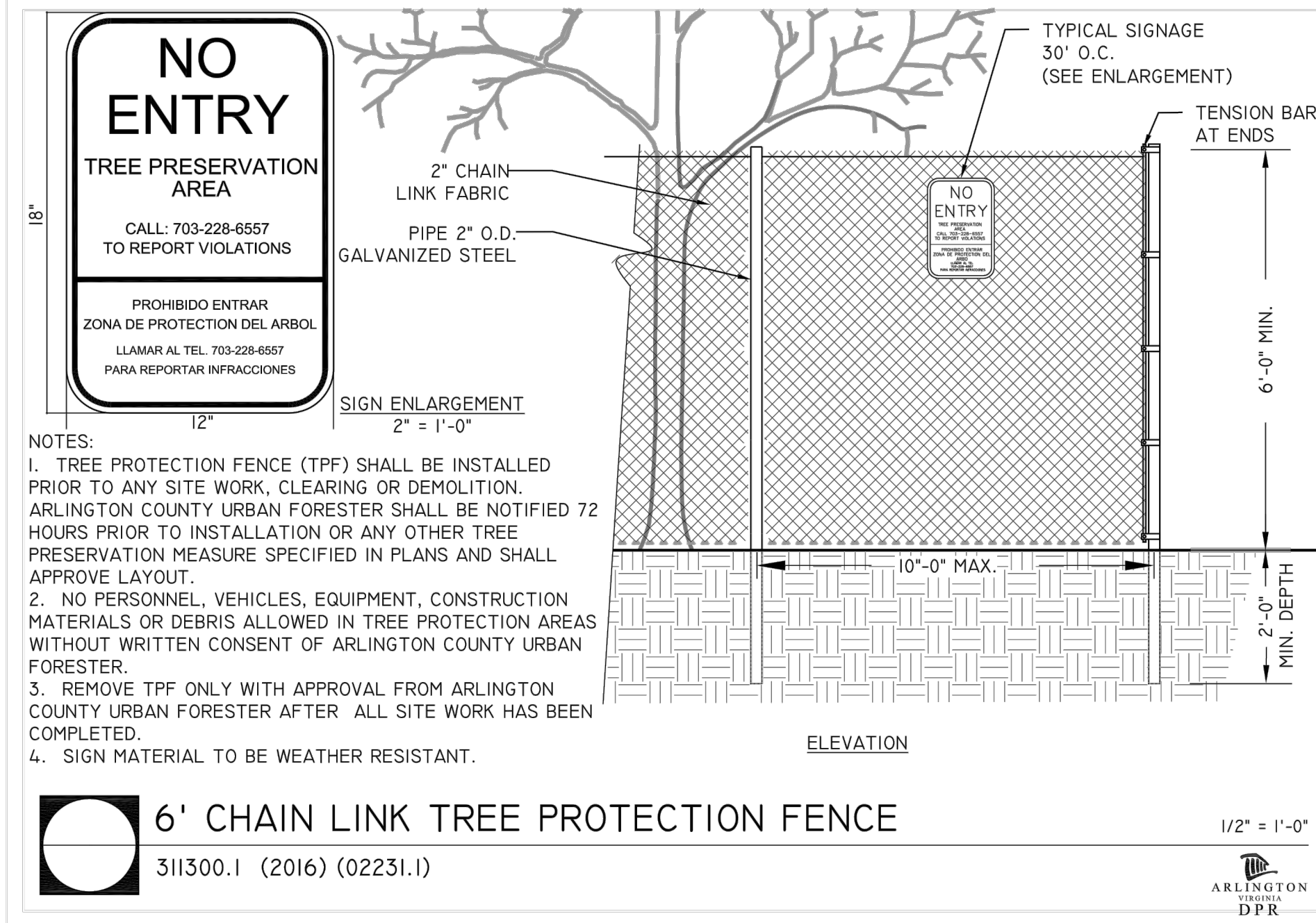
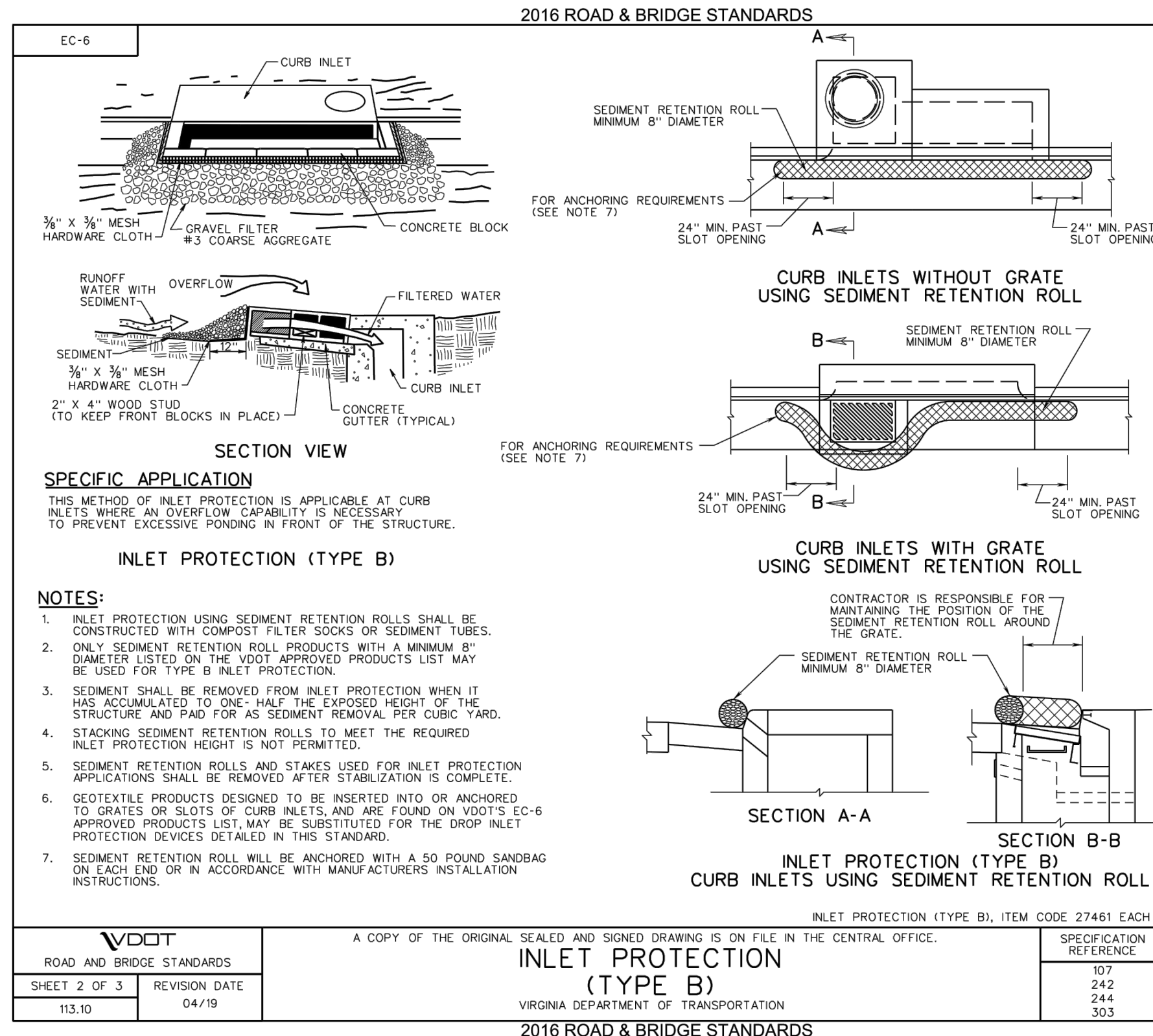


Source: Adapted from Installation of Straw and Fabric Filter Barriers for Sediment Control, Sherwood and Wyant

Plate 3.05-2

III - 24

III - 25

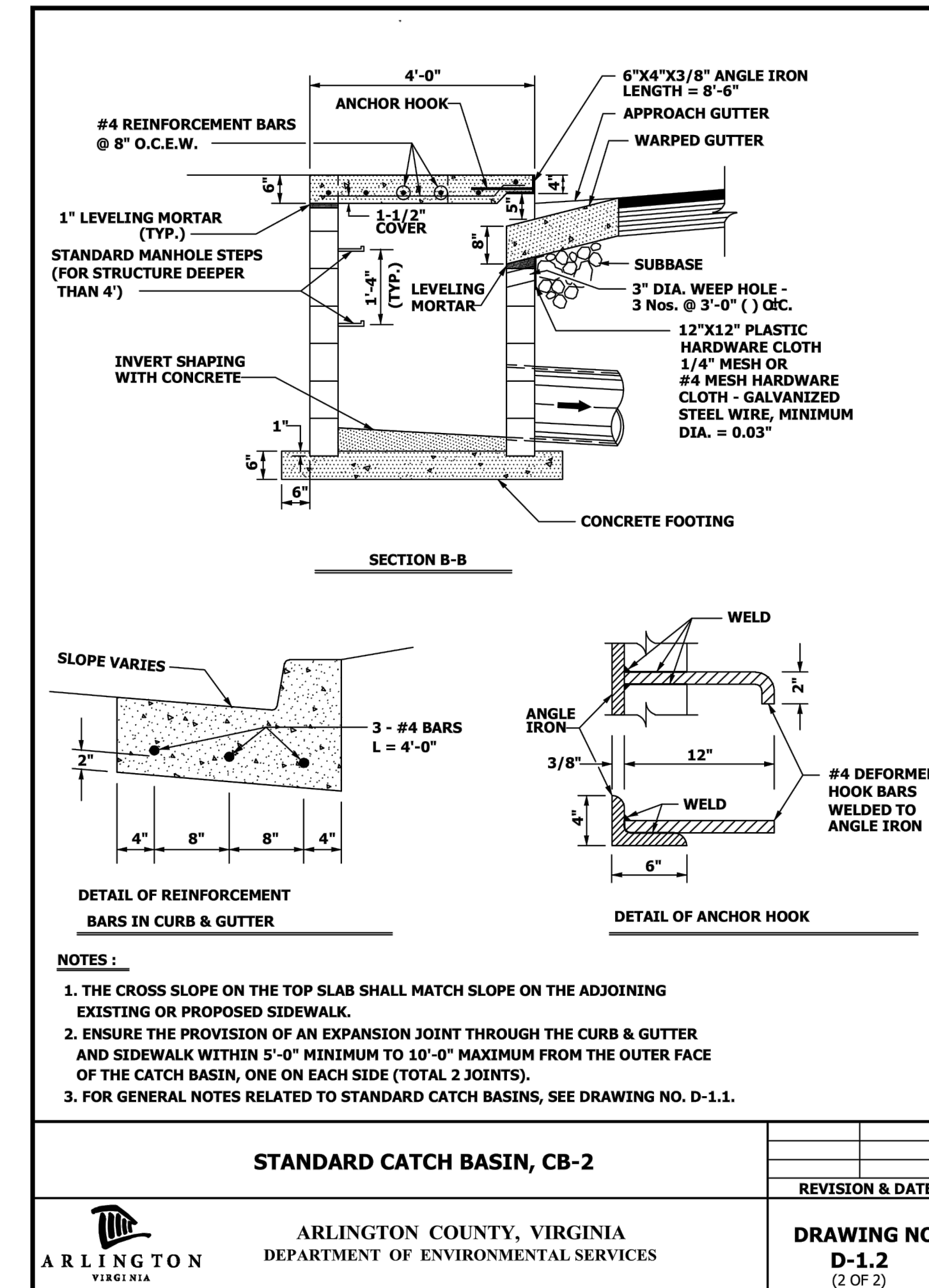


## 6' CHAIN LINK TREE PROTECTION FENCE

311300.1 (2016) (02231.1)

1/2" = 1'-0"

ARLINGTON DPR



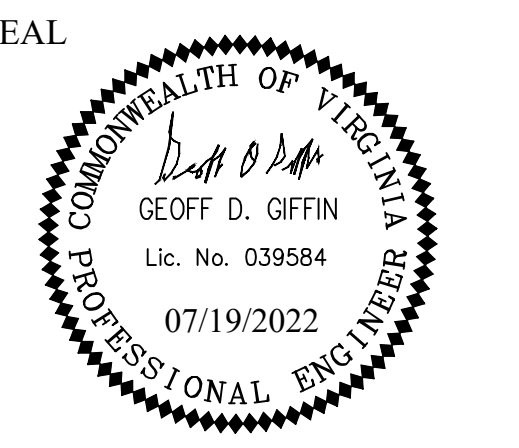
STANDARD CATCH BASIN, CB-2

ARLINGTON COUNTY, VIRGINIA DEPARTMENT OF ENVIRONMENTAL SERVICES	ARLINGTON VIRGINIA	REVISION & DATE	DRAWING NO. D-1.2 (2 OF 2)
--	-----------------------	-----------------	----------------------------------



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>Anup Kalle</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Nalle</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>John</i> TEKO BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

GENERAL NOTES AND DETAILS

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
HOR. N/A VERT. N/A

Sheet  
**C-0004**



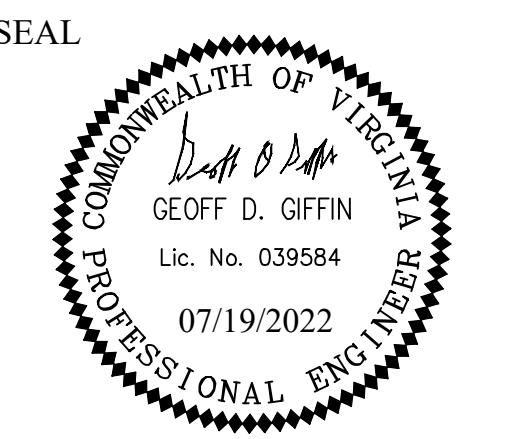
# GENERAL DETAILS

REVISION: MARCH 03, 2020  
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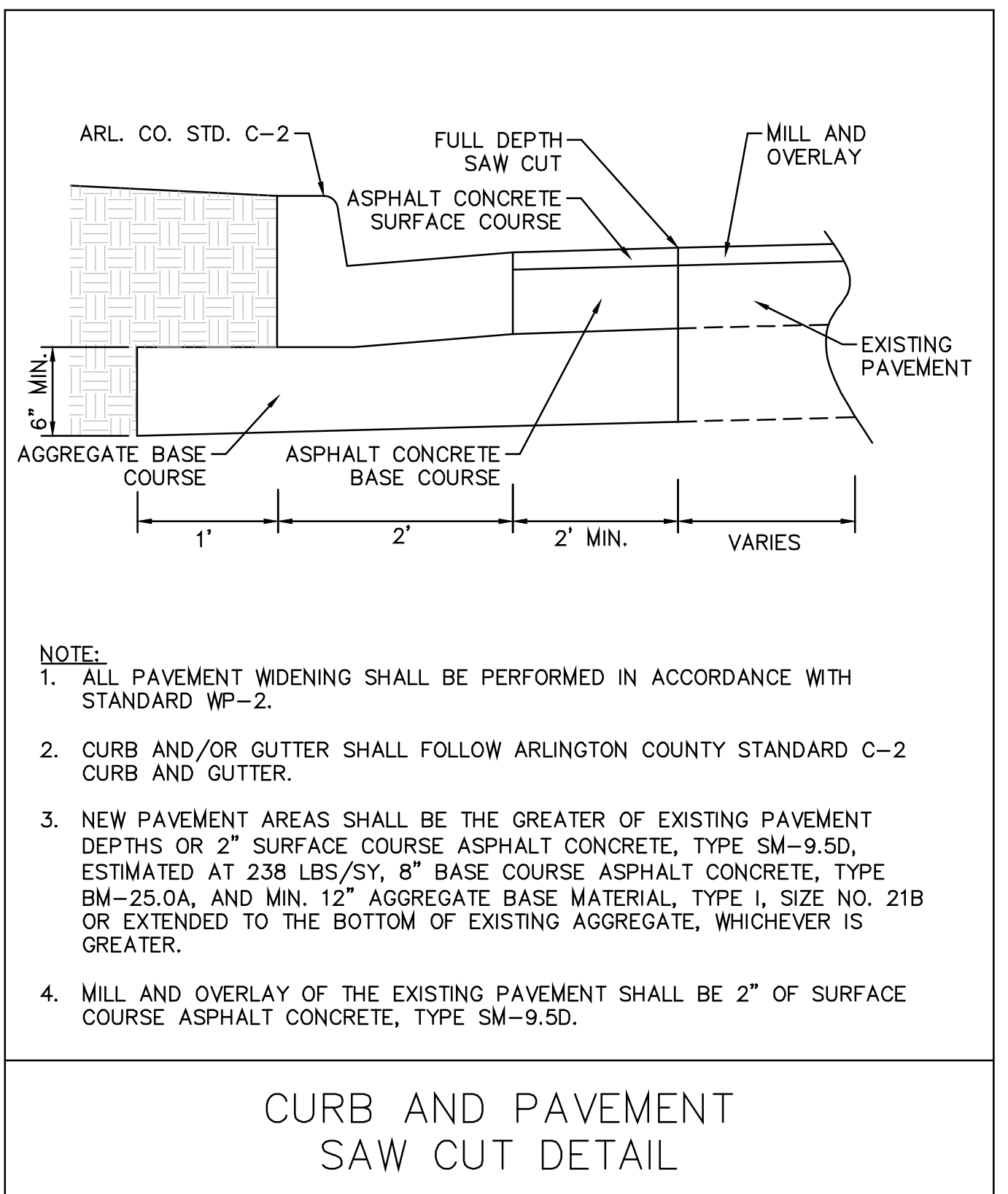
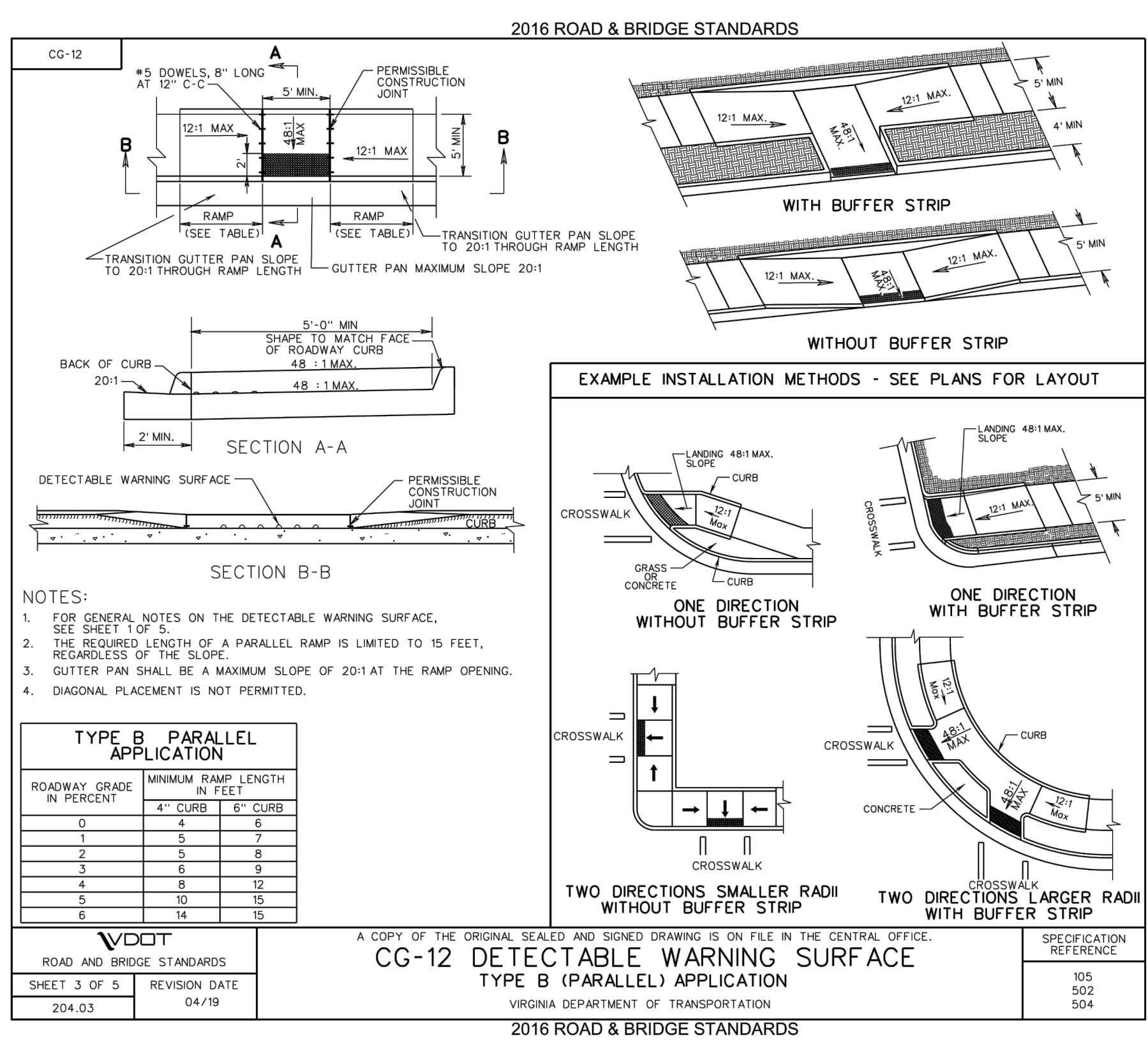
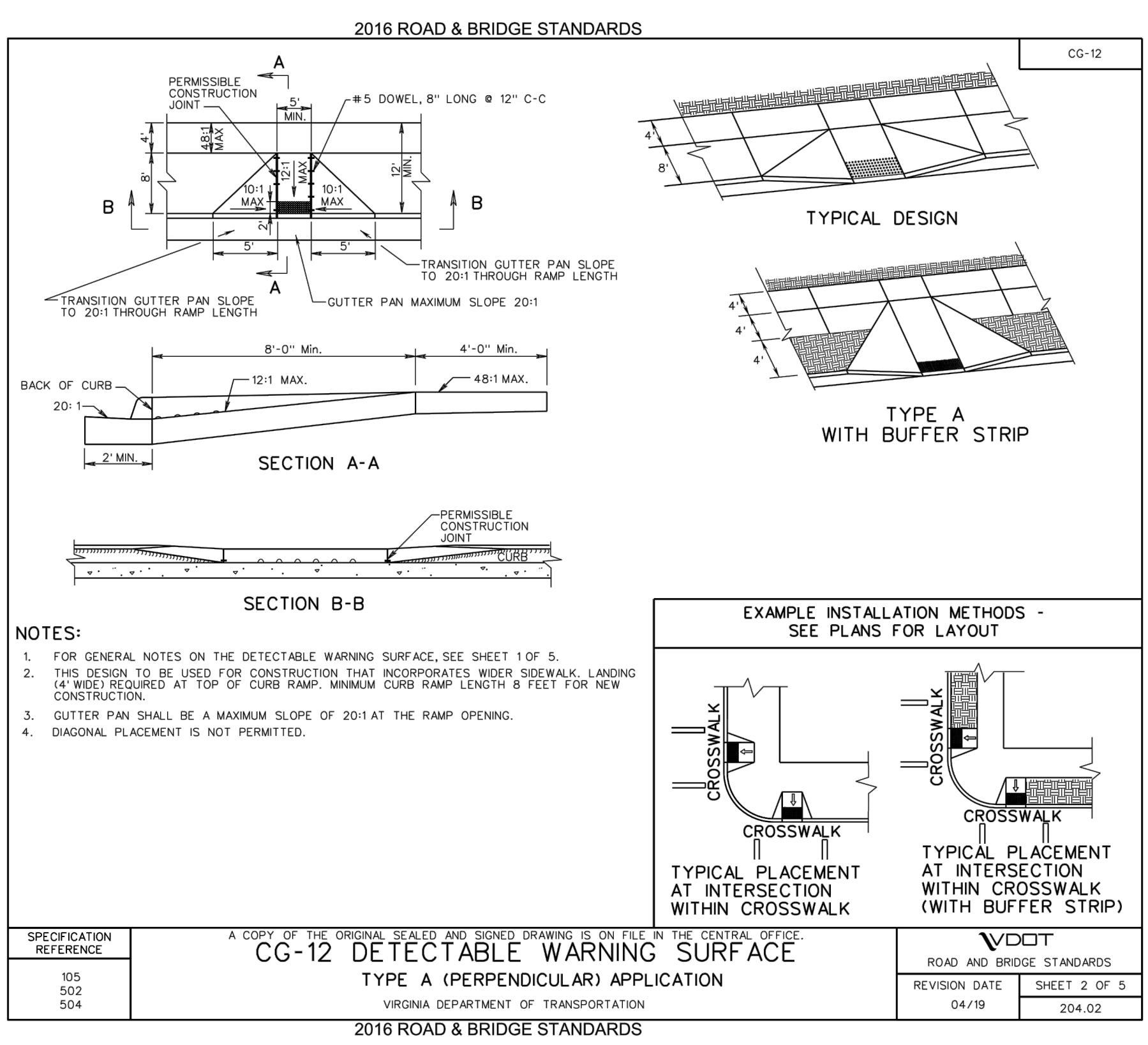
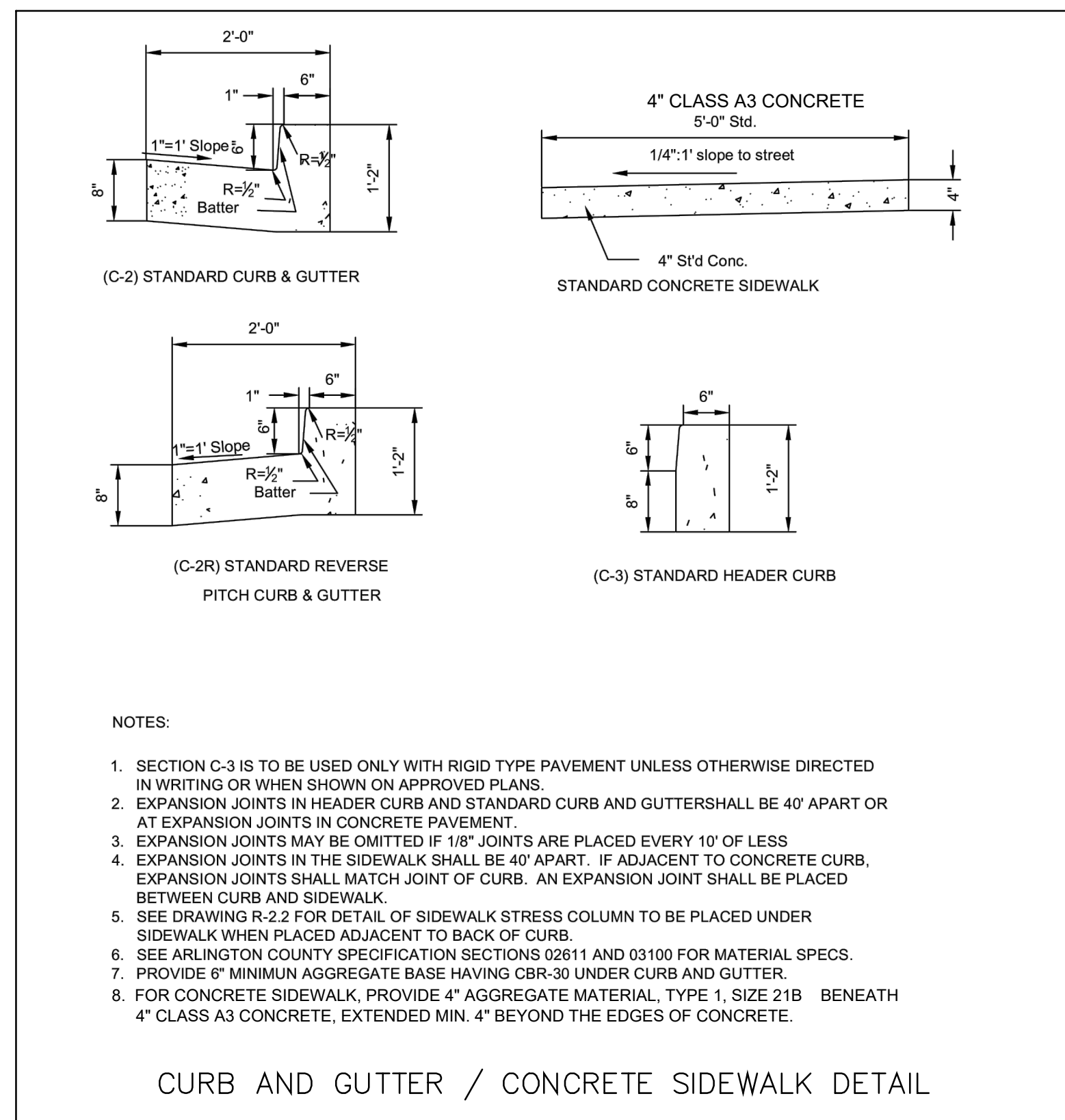
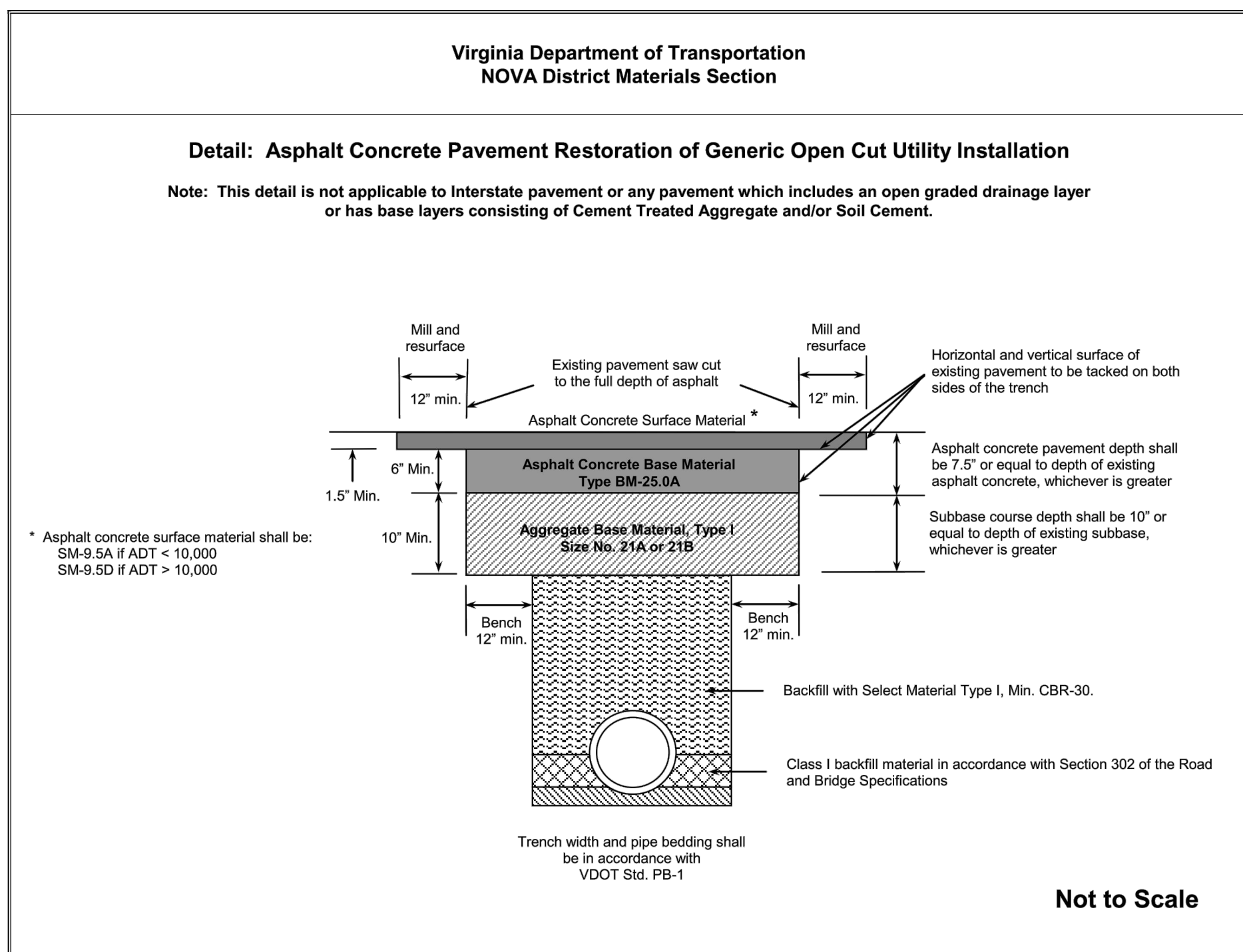
DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Hinkle</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Donna M. Leach</i> TRANSPORTATION DIRECTOR	06/30/2022
	07/13/22

REVISIONS	DATE



Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 GENERAL NOTES AND DETAILS  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

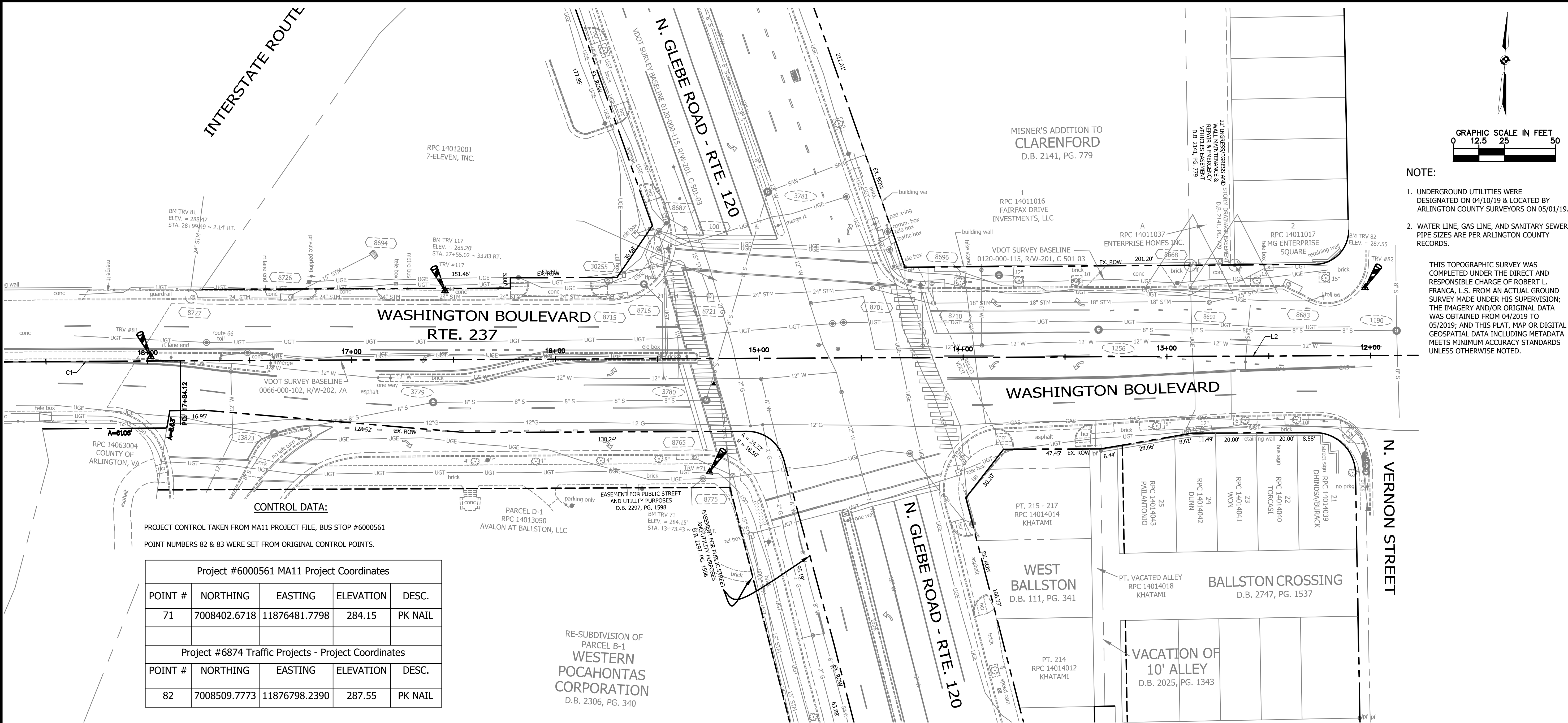
Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

Sheet  
**C-0005**

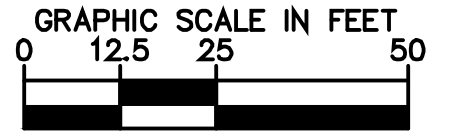




NOTE:

1. UNDERGROUND UTILITIES WERE DESIGNATED ON 04/10/19 & LOCATED BY ARLINGTON COUNTY SURVEYORS ON 05/01/19.
2. WATER LINE, GAS LINE, AND SANITARY SEWER PIPE SIZES ARE PER ARLINGTON COUNTY RECORDS.

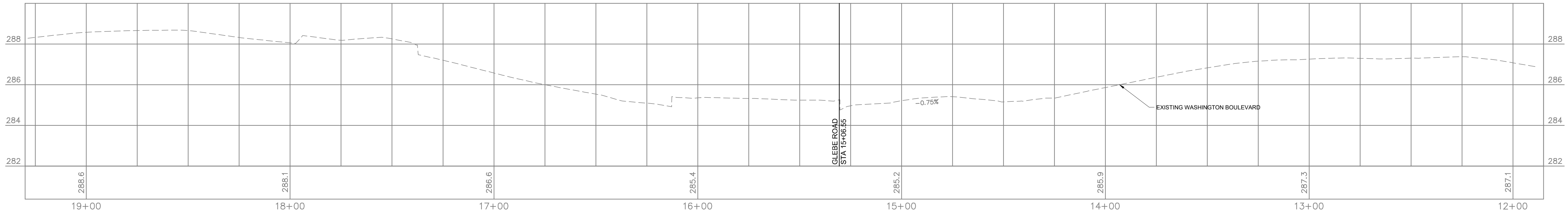
THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF ROBERT L. FRANCA, L.S. FROM AN ACTUAL GROUND SURVEY MADE UNDER HIS SUPERVISION; THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 04/2019 TO 05/2019; AND THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.



CONTROL DATA:

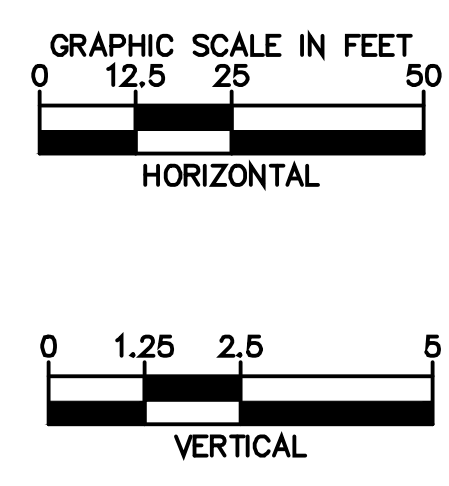
PROJECT CONTROL TAKEN FROM MA11 PROJECT FILE, BUS STOP #6000561  
POINT NUMBERS 82 & 83 WERE SET FROM ORIGINAL CONTROL POINTS.

Project #6000561 MA11 Project Coordinates				
POINT #	NORTHING	EASTING	ELEVATION	DESC.
71	7008402.6718	11876481.7798	284.15	PK NAIL
Project #6874 Traffic Projects - Project Coordinates				
POINT #	NORTHING	EASTING	ELEVATION	DESC.
82	7008509.7773	11876798.2390	287.55	PK NAIL



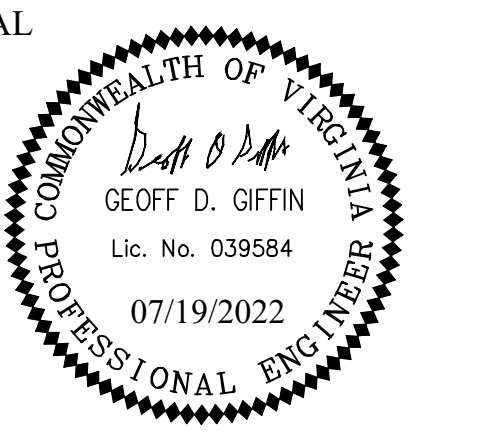
ALIGNMENT TABLE WASHINGTON BLVD (ROUTE 237)												
NO.	BEGIN STATION	END STATION	PI STATION	DELTA	DEGREE	RADIUS (FT)	TANGENT (FT)	LENGTH (FT)	COORDINATES NORTHING (START)	COORDINATES EASTING (START)	COORDINATES NORTHING (END)	COORDINATES EASTING (END)
C1	17+84.12	19+88.90	18+86.51	0°30'43"	0°15'00"	22918.310	102.391	204.780	7008443.5362	11876015.1220	7008431.0140	11876015.1220
L1	19+88.90	21+88.90						200.000	7008431.0140	11875815.5529	7008417.8923	11875815.5529
L2	10+00.00	17+84.12						784.120	7008487.9878	11876219.5181	7008443.5362	11876219.5181

HORIZONTAL DATUM: VIRGINIA COORDINATE SYSTEM 1983 - NORTH ZONE.  
VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988.  
BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.



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APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Hinkle</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Denise M. Leach</i> TRANSPORTATION DIRECTOR	06/30/2022
	07/13/22

REVISIONS	DATE

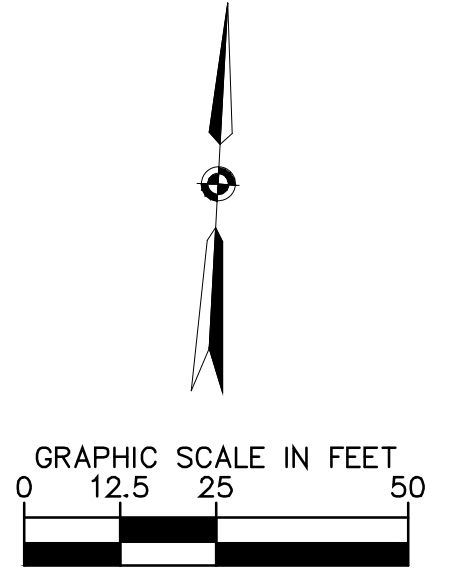
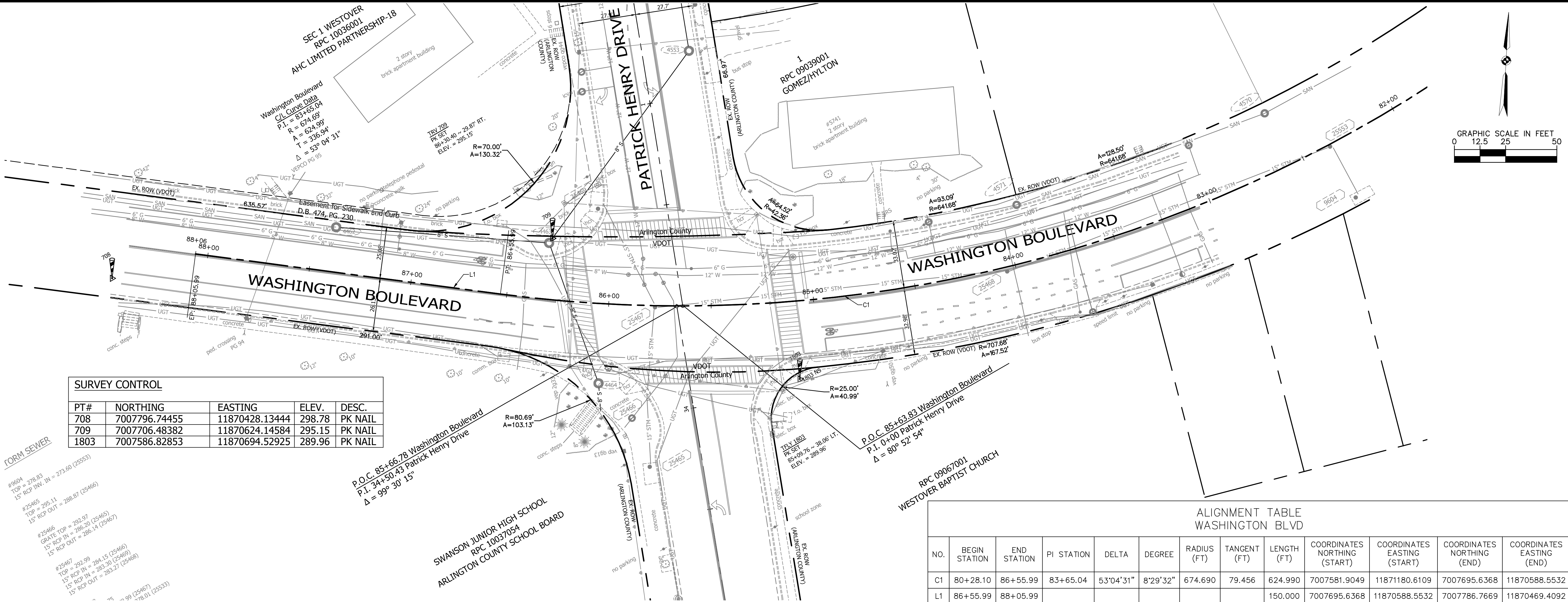
Project Name and Location  
**Washington Boulevard Signal Upgrades**  
EXISTING CONDITIONS  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
HOR. N/A VERT. N/A





**SURVEY CONTROL**

PT#	NORTHING	EASTING	ELEV.	DESC.
708	7007796.74455	11870428.13444	298.78	PK NAIL
709	7007706.48382	11870624.14584	295.15	PK NAIL
1803	7007586.82853	11870694.52925	289.96	PK NAIL

**FORM SEWER**

#25464  
 TOP = 278.83  
 15' RCP INV. IN = 273.60 (25553)

#25465  
 TOP = 295.11  
 15' RCP OUT = 288.97 (25466)

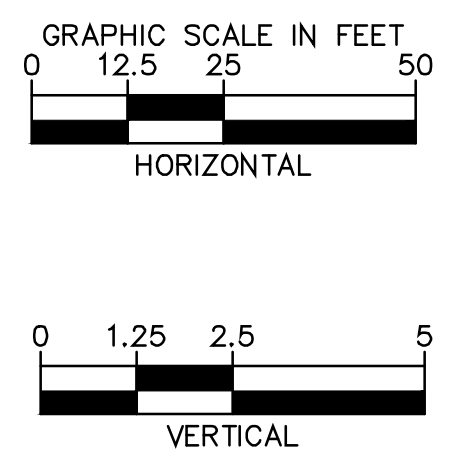
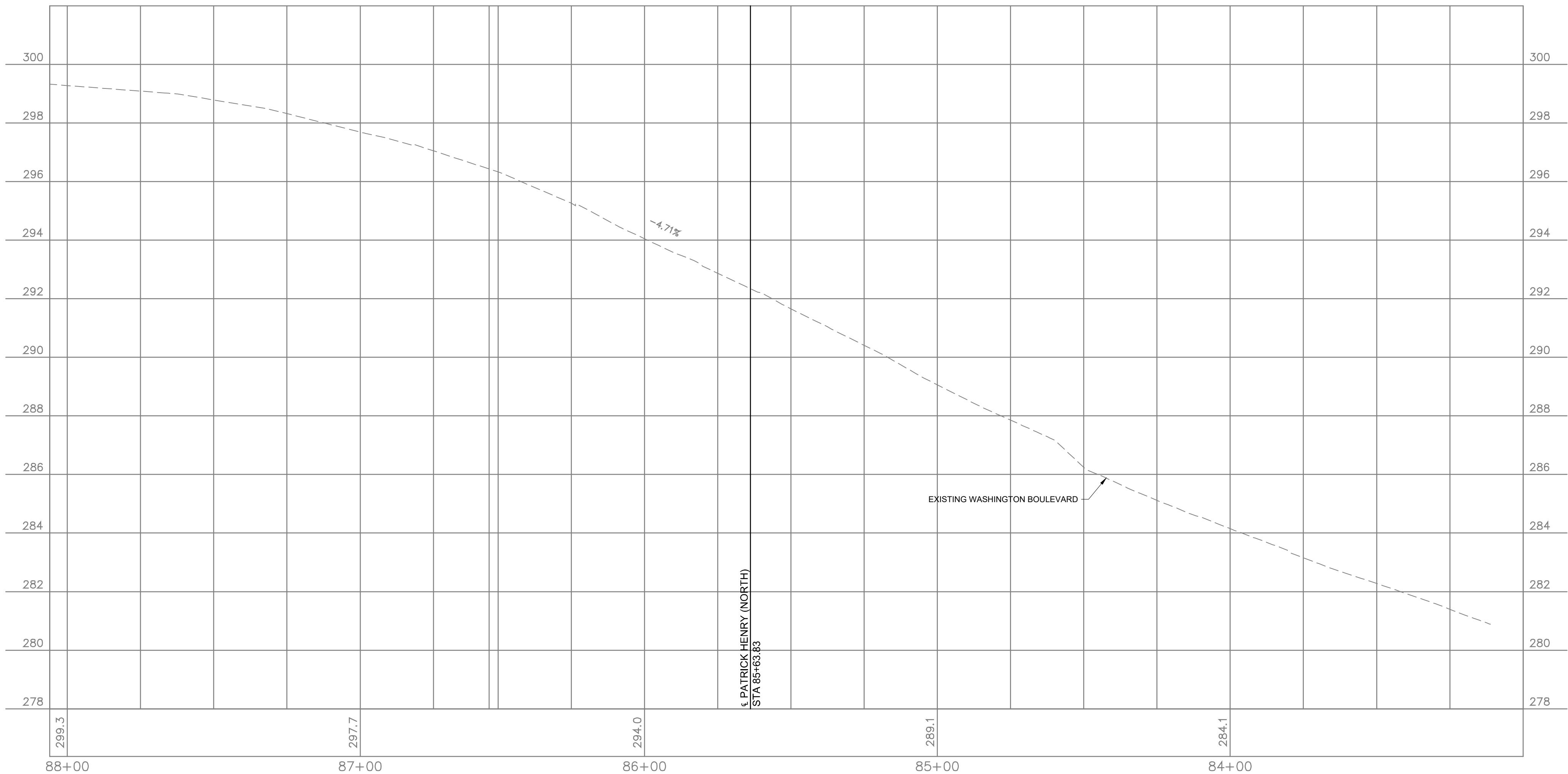
#25466  
 GRATE TOP = 292.97  
 15' RCP IN = 286.20 (25465)  
 15' RCP OUT = 286.14 (25467)

#25467  
 TOP = 292.99  
 15' RCP IN = 283.30 (25466)  
 15' RCP OUT = 283.27 (25468)

#25468  
 TOP = 299.99  
 15' RCP IN = 293.30 (25469)  
 15' RCP OUT = 293.27 (25488)

**ALIGNMENT TABLE  
 WASHINGTON BLVD**

NO.	BEGIN STATION	END STATION	PI STATION	DELTA	DEGREE	RADIUS (FT)	TANGENT (FT)	LENGTH (FT)	COORDINATES NORTHING (START)	COORDINATES EASTING (START)	COORDINATES NORTHING (END)	COORDINATES EASTING (END)
C1	80+28.10	86+55.99	83+65.04	53°04'31"	8'29'32"	674.690	79.456	624.990	7007581.9049	11871180.6109	7007695.6368	11870588.5532
L1	86+55.99	88+05.99						150.000	7007695.6368	11870588.5532	7007786.7669	11870469.4092



**NOTE:**

CONTROL ORIGINALLY ESTABLISHED AS PART OF ARLINGTON COUNTY PROJECT Z197 AND PD96 IN NOVEMBER 2011.

UNDERGROUND UTILITIES WERE DESIGNATED MID-ATLANTIC UTILITY LOCATING ON 04/25/2019. UTILITY MARKS WERE LOCATED BY ARLINGTON COUNTY SURVEYORS ON 04/29/2019.

WATER LINE, GAS LINE, AND SANITARY SEWER PIPE SIZES ARE PER ARLINGTON COUNTY RECORDS.

BUILDINGS ARE SHOWN PER ARLINGTON COUNTY GIS.

ARLINGTON COUNTY "PATRICK HENRY DRIVE FROM WASHINGTON BLVD TO 16TH STREET NORTH" PROJECT WILL BE CONSTRUCTED BETWEEN THE TIME THIS SURVEY WAS COMPLETED AND THE START OF CONSTRUCTION OF THIS PROJECT. CONTRACTOR TO CONFIRM CONDITIONS PRIOR TO CONSTRUCTION.

HORIZONTAL DATUM: VIRGINIA COORDINATE SYSTEM 1983 - NORTH ZONE.  
 VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM 1988.  
 BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.

THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF JOSHUA M. BROCK, L.S. FROM AN ACTUAL GROUND SURVEY MADE UNDER HIS SUPERVISION; THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 04/2019 TO 05/2019; AND THIS PLAN, MAP OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

**ARLINGTON VIRGINIA**

DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606

SEAL

**APPROVALS**

APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John H. Hulse</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Tom</i> TRKO BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

**REVISIONS**

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

EXISTING CONDITIONS

ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

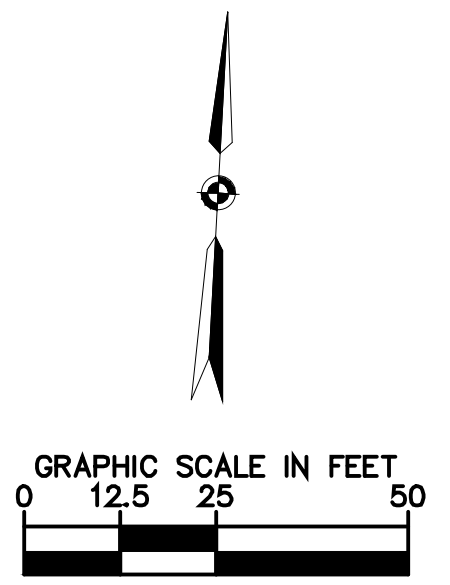
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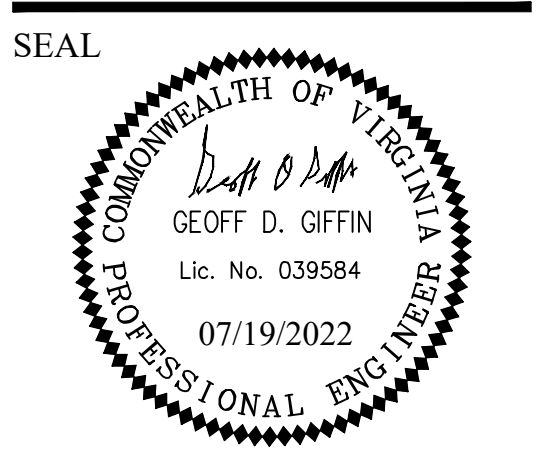
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Filename: C-0200 GEOMETRIC CONTROL PLAN.dwg  
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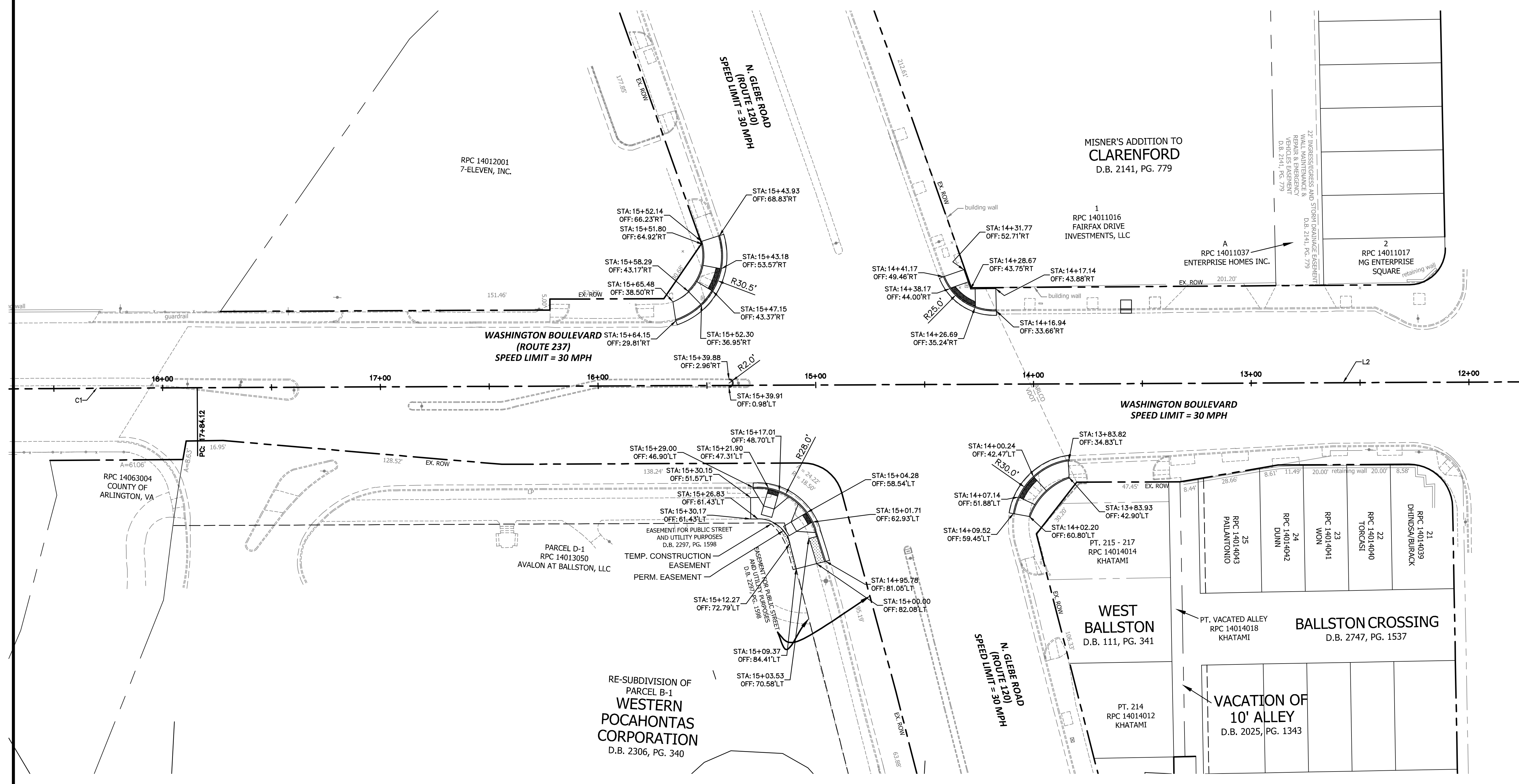
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APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Nicks</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
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<i>John</i> TRKO BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE



NOTES:  
1. ALL LABELS AT FACE OF CURB UNLESS OTHERWISE STATED.

Project Name and Location  
**Washington Boulevard Signal Upgrades**

GEOMETRIC CONTROL PLAN

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
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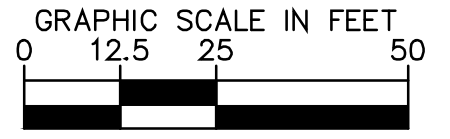
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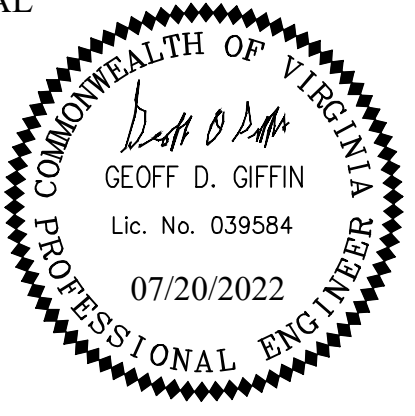


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APPROVALS DATE

<i>[Signature]</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>[Signature]</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>[Signature]</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	06/30/2022
TRUCK BUREAU CHIEF	
<i>[Signature]</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
GEOMETRIC CONTROL PLAN

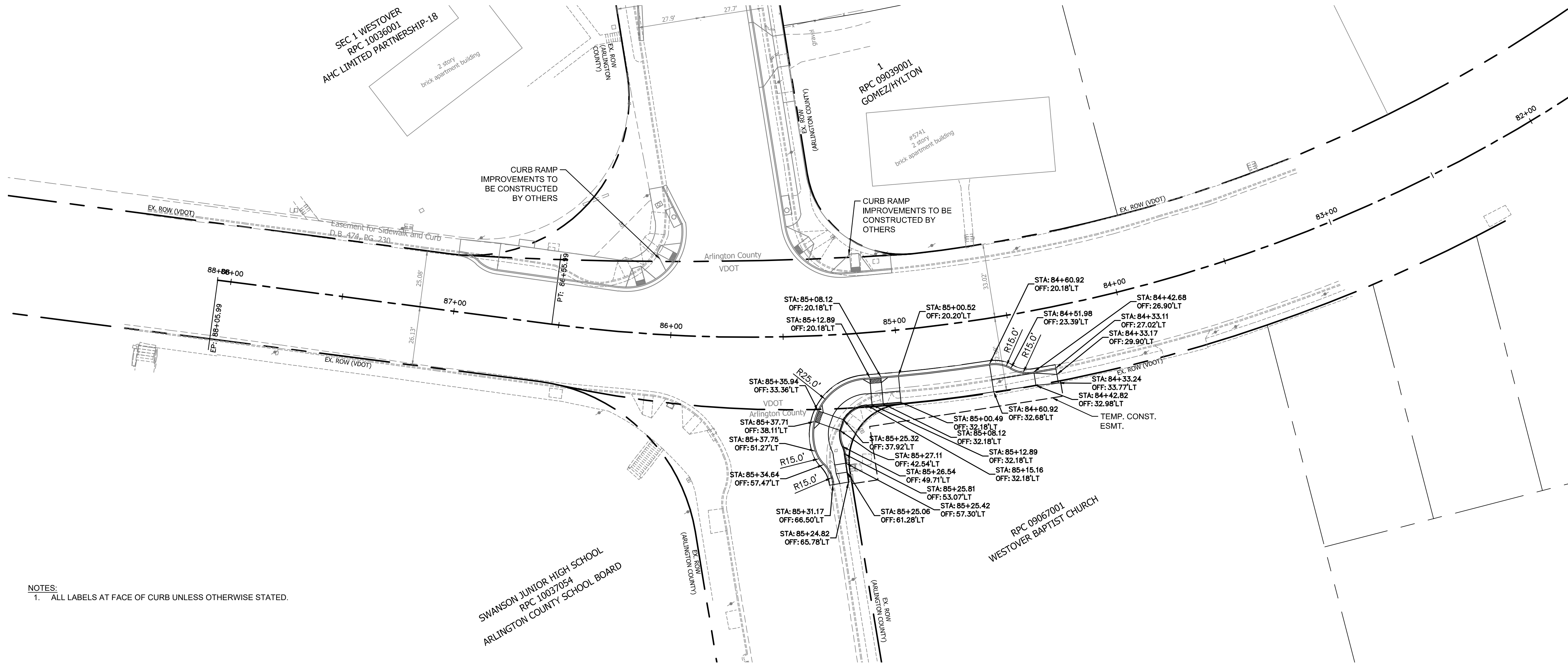
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

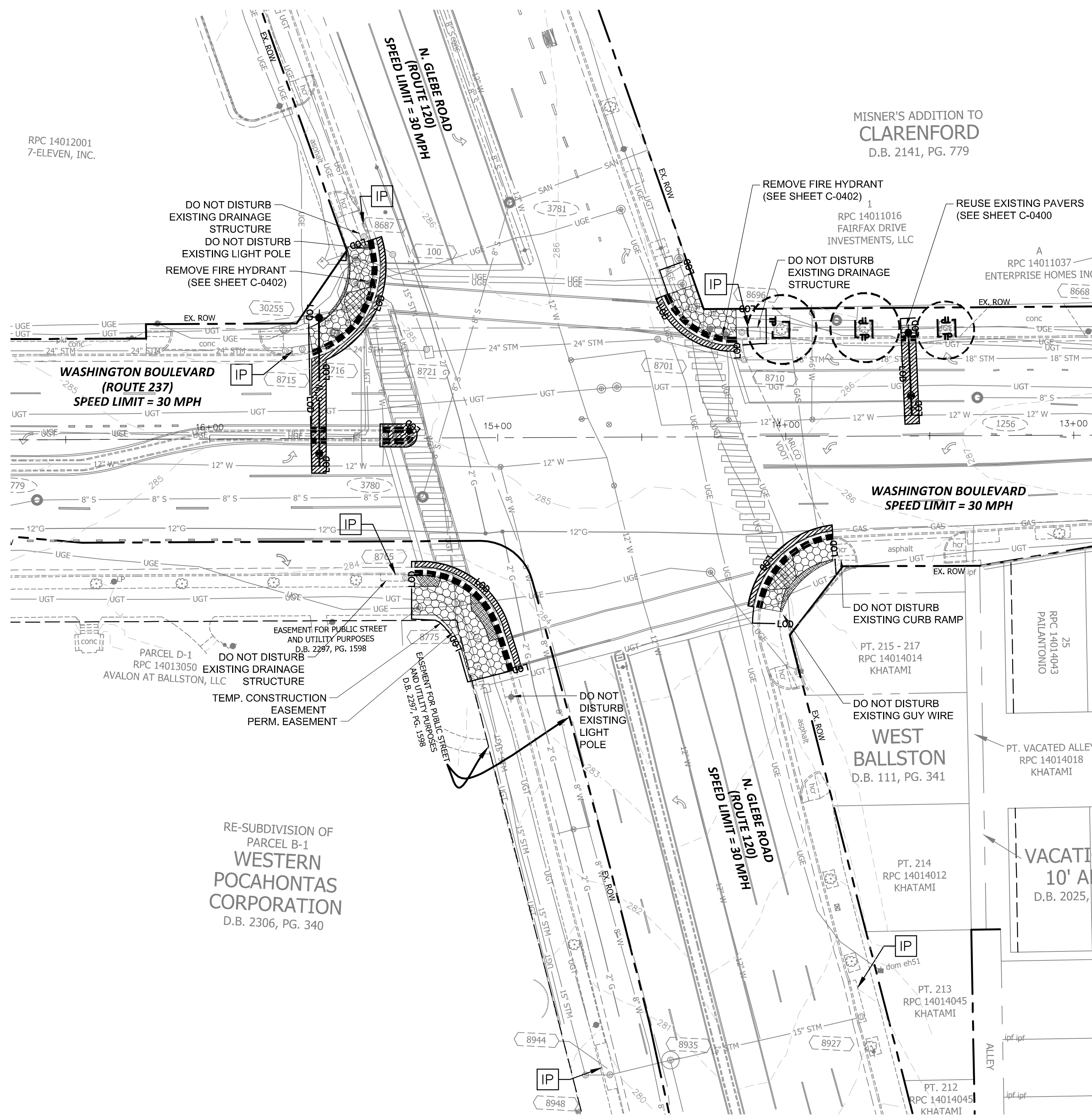
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NOTES:  
1. ALL LABELS AT FACE OF CURB UNLESS OTHERWISE STATED.



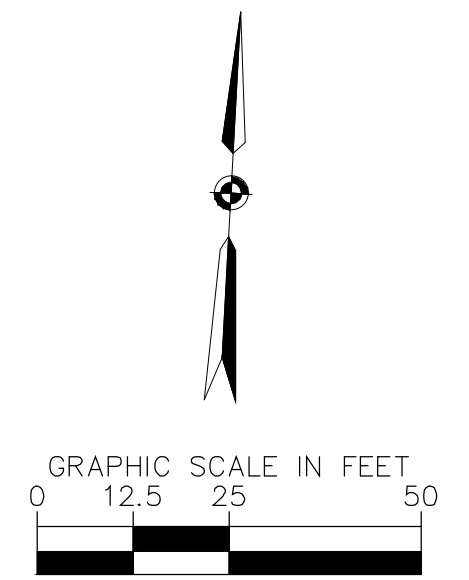


LEGEND

- REMOVE FULL DEPTH BITUMINOUS SURFACE
- REMOVE CONCRETE RAMP
- REMOVE BRICK SIDEWALK
- REMOVE LANDSCAPED AREA
- REMOVE CONCRETE CURB OR CURB AND GUTTER
- STORM SEWER STRUCTURE INLET PROTECTION TYPE B (VESCH STD & SPEC 3.07)
- TREE PROTECTION (VESCH STD & SPEC 3.38)
- LIMITS OF DISTURBANCE
- CRITICAL ROOT ZONE

NOTES:

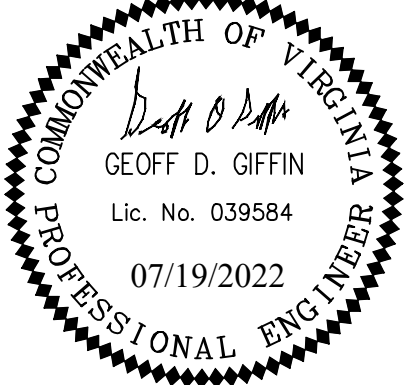
1. EROSION AND SEDIMENT PROTECTION MEASURES SHOULD BE INSTALLED ONLY WHEN NEEDED FOR THE CONSTRUCTION ZONE. IF A PROTECTION MEASURE IS NOT IMPACTED BY THE CONSTRUCTION THEN IT SHOULD BE REMOVED UPON CONCURRENCE FROM COUNTY E&S/SWPPP INSPECTOR.
2. SEE TRAFFIC SIGNALS PLAN FOR DEMOLITION OF TRAFFIC SIGNALS.
3. SEE SIGNING AND MARKING PLAN FOR LOCATIONS OF SIGNS TO BE REMOVED OR RELOCATED. COORDINATE RELOCATIONS WITH MOT AND CONSTRUCTION ACTIVITIES.
4. CONTRACTOR SHALL PROTECT AND RETAIN ALL EXISTING MANHOLE LIDS, VALVES, AND JUNCTION BOXES.
5. CONTRACTOR TO SALVAGE SIDEWALK PAVERS. CONTRACTOR TO COORDINATE WITH ADJACENT PROPERTY OWNERS FOR RETURN OF SIDEWALK PAVERS.
6. THE CONTRACTOR SHALL PRESERVE ALL BUS STOPS, INCLUDING MAINTAINING ADEQUATE ACCESS 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. TYPICALLY ANY RELOCATION OR CLOSURE OF A BUS STOP WILL REQUIRE AT LEAST FOUR WEEKS ADVANCE NOTICE FOR COORDINATION WITH THE COUNTY'S BUS STOP COORDINATOR AT 703-228-3049. ALL TEMPORARY AND FINAL BUS TRAVEL LANES MUST BE MINIMUM 11' WIDE.
7. TREE PROTECTION FENCE SHALL BE INSTALLED PRIOR TO ANY SITE WORK, CLEARING, OR DEMOLITION. CONTACT THE COUNTY URBAN FORESTER AT 703-228-1863, 72 HOURS BEFORE THE START OF CONSTRUCTION, TO COORDINATE AND INSPECT TREE PROTECTION.
8. NO TREES ARE PROPOSED TO BE ADDED OR REMOVED AS PART OF THIS PLAN. TREE PROTECTION TABLE NOT INCLUDED.
9. E&S PROTECTION MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CURRENT VERSION OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK.
10. WHERE EXISTING PAVEMENT (OR CURB AND GUTTER) IS TO BE REMOVED WITHIN THE CRITICAL ROOT ZONE OF A TREE, 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. REPLACED PAVING SHOULD BE A BRIDGED, TREE-FRIENDLY DETAIL WITH NO COMPACTION BEYOND 85%. COORDINATE WITH URBAN FORESTER WHEN PROCESS OR CONSTRUCTION DETAILS CAN'T FOLLOW THIS SPECIFICATION.
11. FIRE HYDRANT CONNECTION PIT TO BE DUG BY HAND OR 12" BUCKET. CLEAN ALL ROOTS. DO NOT PULL OR TEAR.



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<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
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<i>[Signature]</i> TE&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 PHASE 1 EROSION CONTROLS & DEMO PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

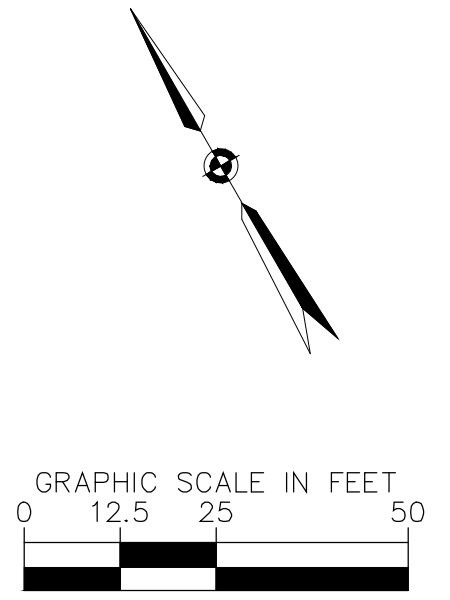
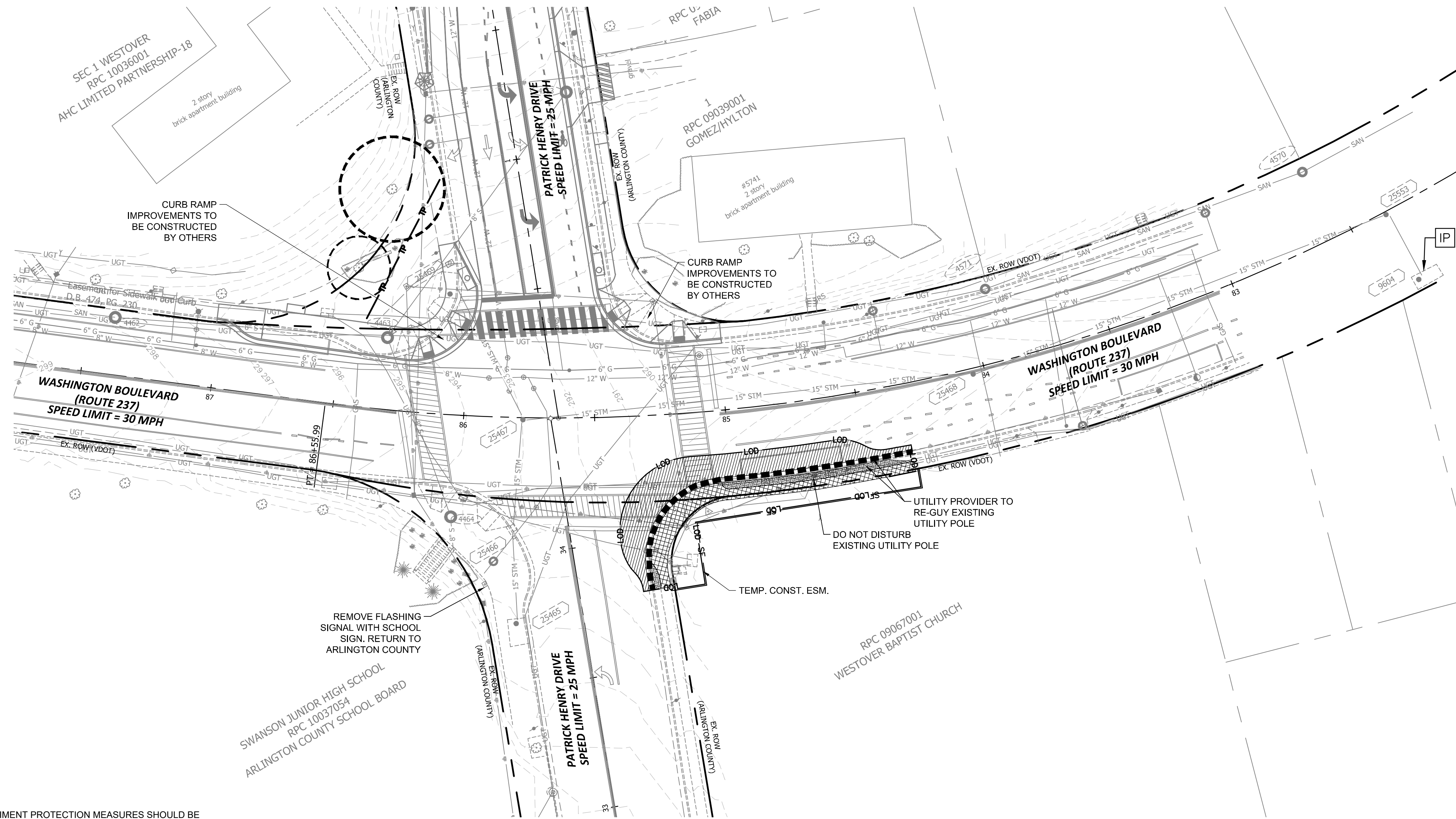
Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

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**C-0300**





**NOTES:**

1. EROSION AND SEDIMENT PROTECTION MEASURES SHOULD BE INSTALLED ONLY WHEN NEEDED FOR THE CONSTRUCTION ZONE. IF A PROTECTION MEASURE IS NOT IMPACTED BY THE CONSTRUCTION THEN IT SHOULD BE REMOVED UPON CONCURRENCE FROM COUNTY E&S/SWPPP INSPECTOR.
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**LEGEND**

	REMOVE FULL DEPTH BITUMINOUS SURFACE
	REMOVE FULL DEPTH CONCRETE SURFACE
	REMOVE LANDSCAPED AREA
	REMOVE CONCRETE CURB AND GUTTER
	STORM SEWER STRUCTURE INLET PROTECTION TYPE B (VESCH STD & SPEC 3.07)
	EROSION CONTROL FENCE (SILT FENCE) (VESCH STD & SPEC 3.03)
	LIMITS OF DISTURBANCE
	TREE PROTECTION (VESCH STD & SPEC 3.38)
	CRITICAL ROOT ZONE

**ARLINGTON VIRGINIA**

DEPARTMENT OF ENVIRONMENTAL SERVICES

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Fax: 703.228.3606

SEAL

COMMONWEALTH OF VIRGINIA  
Geoff D. Giffin  
Lic. No. 039584  
07/20/2022  
PROFESSIONAL ENGINEER

APPROVALS	DATE
	06/30/2022
	06/30/2022
	7/18/22
	06/30/2022
	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

**PHASE 1 EROSION CONTROLS & DEMO PLAN**

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

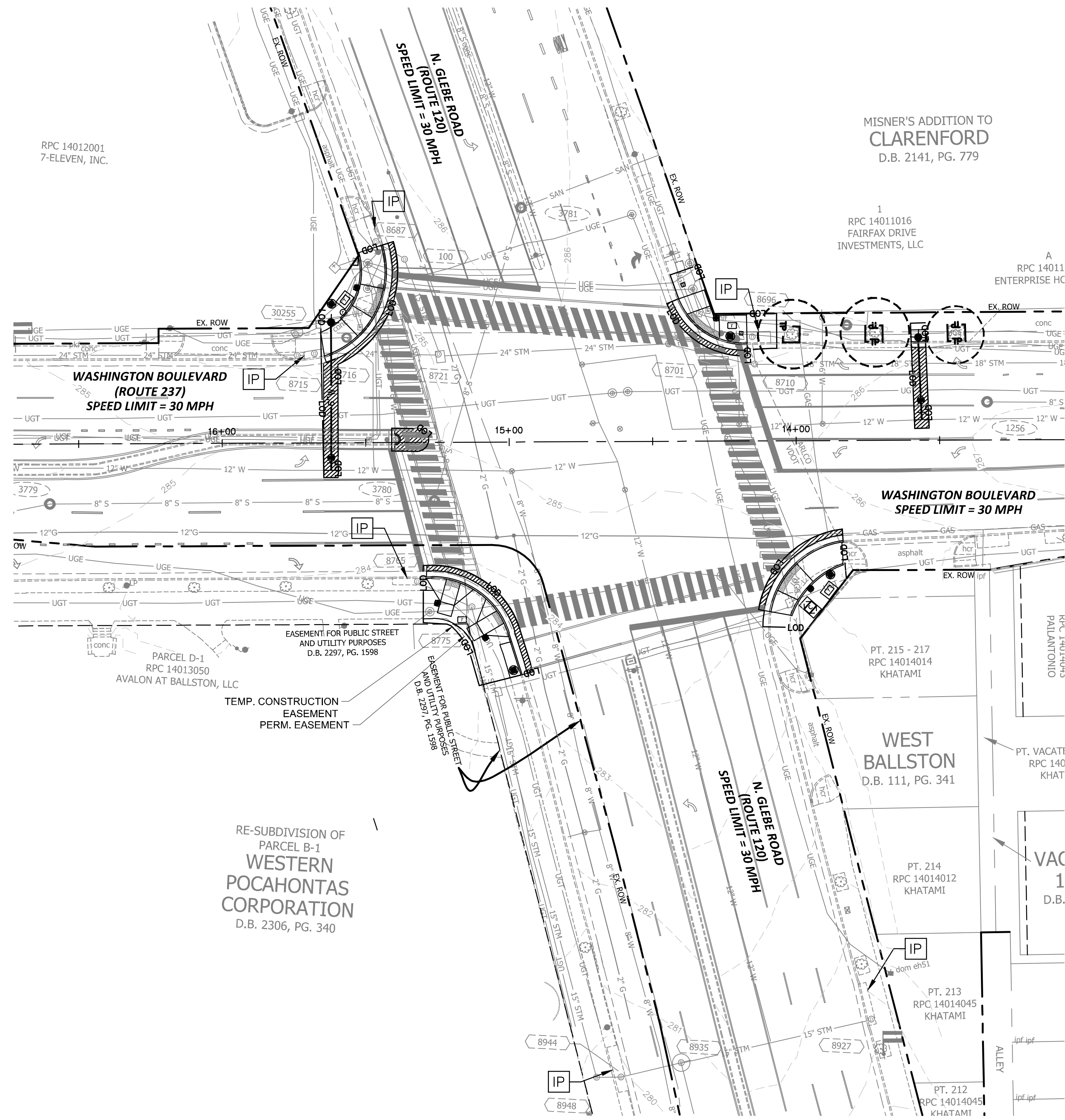
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Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted






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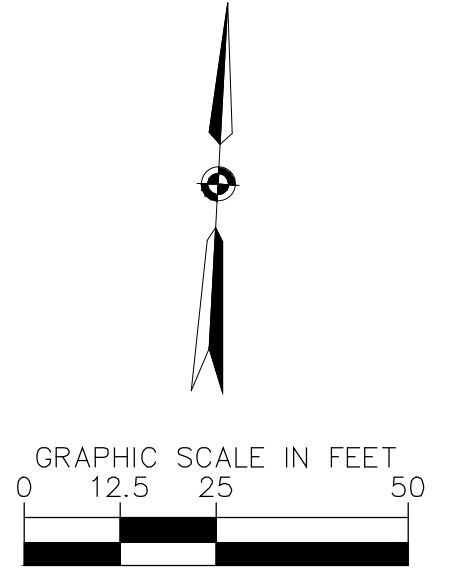
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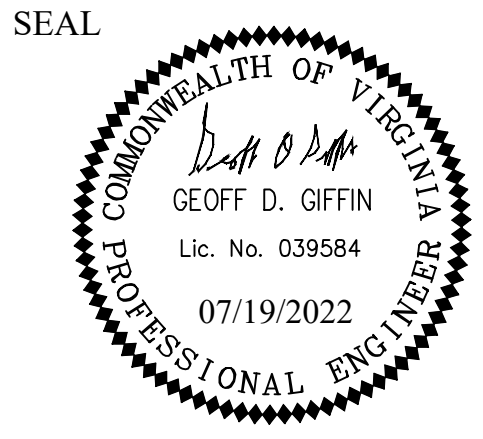
LEGEND

-  SODDING
-  STORM SEWER STRUCTURE INLET PROTECTION TYPE B (VESCH STD & SPEC 3.07)
-  TREE PROTECTION (VESCH STD & SPEC 3.38)
-  LIMITS OF DISTURBANCE
-  CRITICAL ROOT ZONE



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APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
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<i>[Signature]</i> TE&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

PHASE 2 EROSION CONTROLS

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

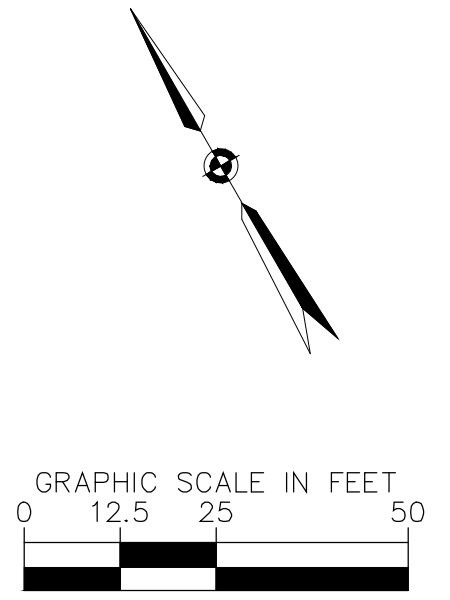
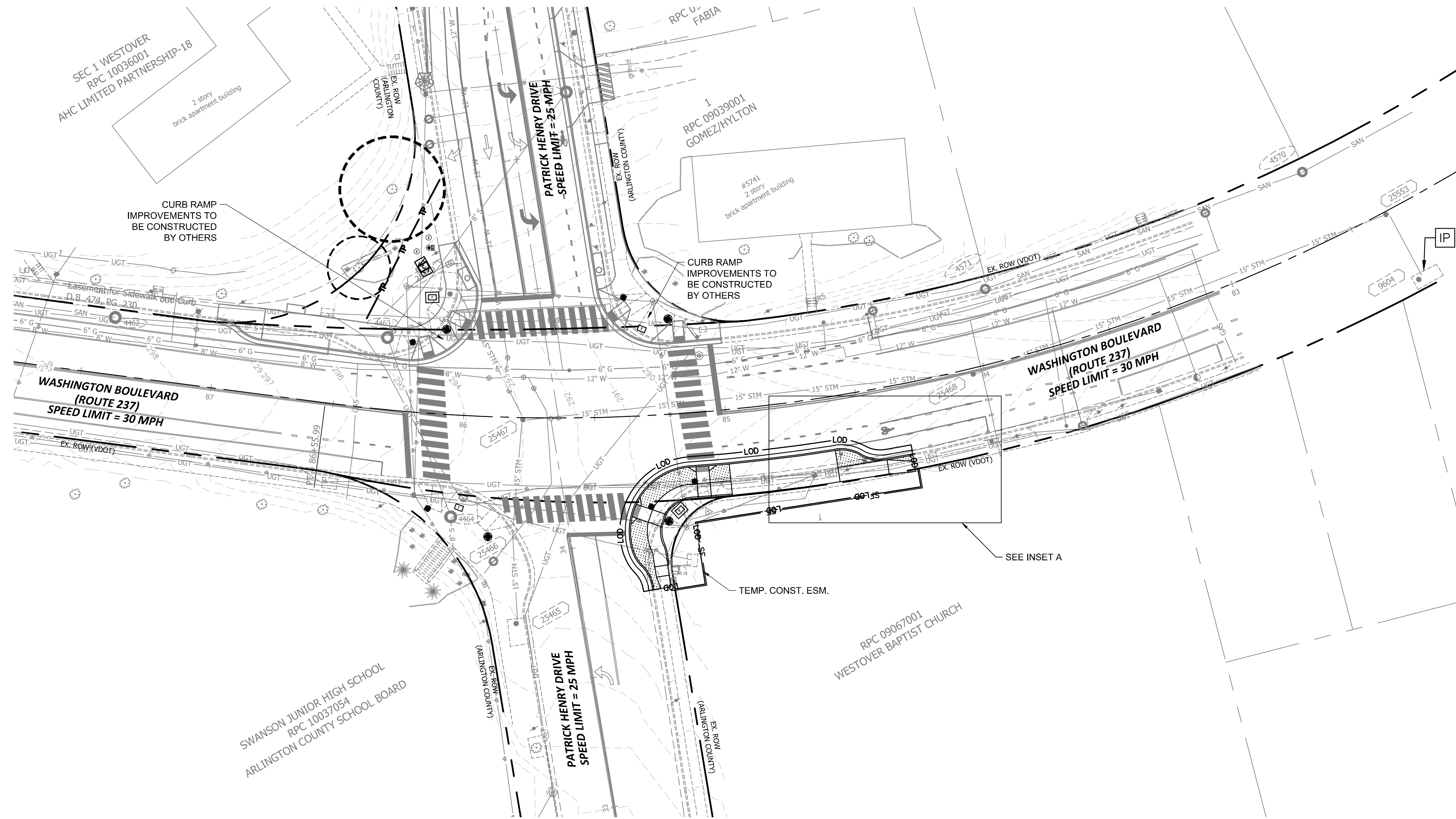
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Miss Utility Transmittal #:

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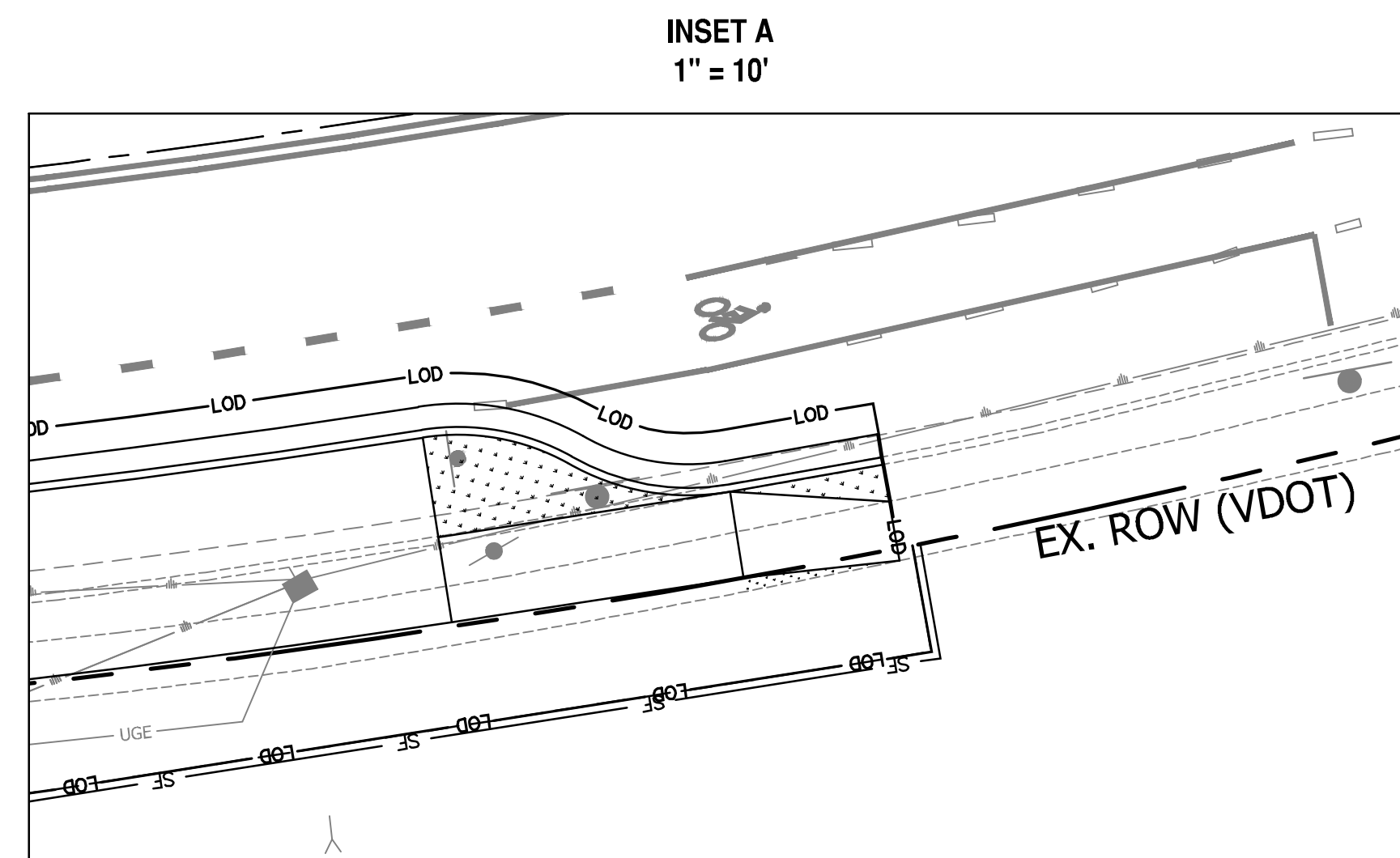
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**LEGEND**

	SODDING
	STORM SEWER STRUCTURE INLET PROTECTION TYPE B (VESCH STD & SPEC 3.07)
	EROSION CONTROL FENCE (SILT FENCE) (VESCH STD & SPEC 3.03)
	LIMITS OF DISTURBANCE
	TREE PROTECTION (VESCH STD & SPEC 3.38)
	CRITICAL ROOT ZONE



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TRAFFIC ENGINEERING MANAGER	
	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
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TRANSPORTATION DIRECTOR	

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

PHASE 2 EROSION CONTROLS

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

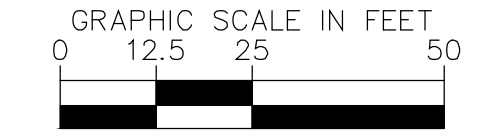
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Scale:  
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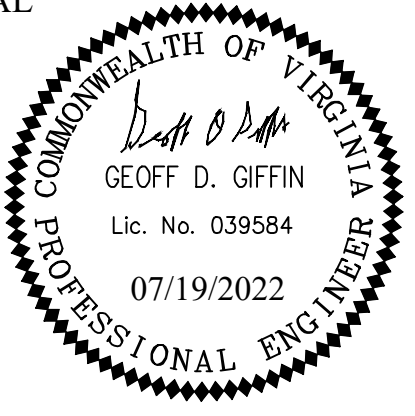




LEGEND

- 1 VDOT CG-12 TYPE A PEDESTRIAN CURB RAMP
- 2 VDOT CG-12 TYPE B PEDESTRIAN CURB RAMP
- 3 ARL. CO. STD. C-2 CURB AND GUTTER
- 4 ARL. CO. STD. C-3 HEADER CURB
- 5 VDOT CG-12 TYPE B MODIFIED PEDESTRIAN CURB RAMP
- 6 FULL DEPTH SAWCUT
- MILL & OVERLAY
- ARL. CO. STD. CONCRETE SIDEWALK
- FULL DEPTH ASPHALT PAVEMENT
- SODDING

SEAL



APPROVALS DATE

<i>[Signature]</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>[Signature]</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
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TRANSPORTATION DIRECTOR	

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

PROPOSED PLAN

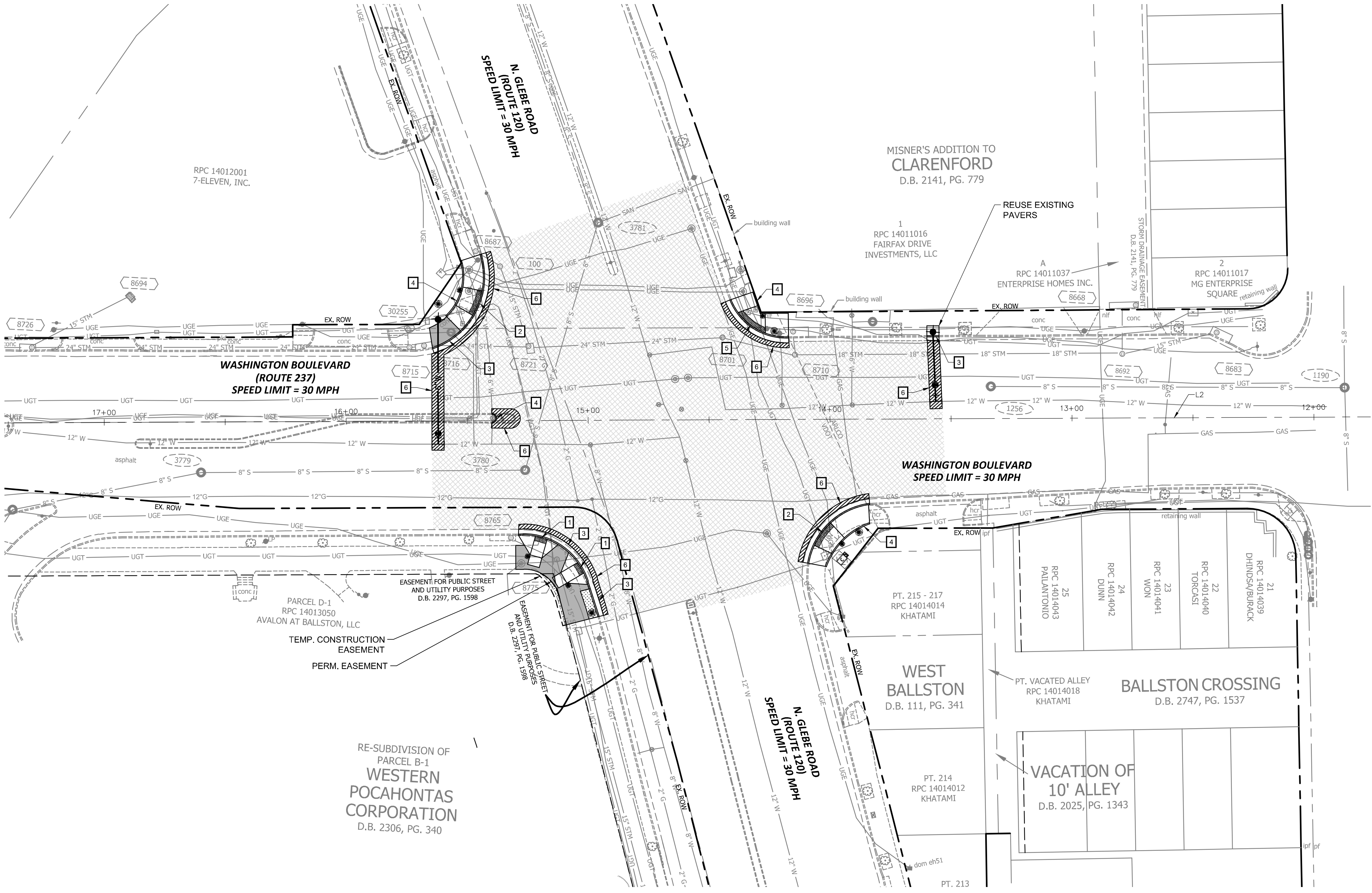
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

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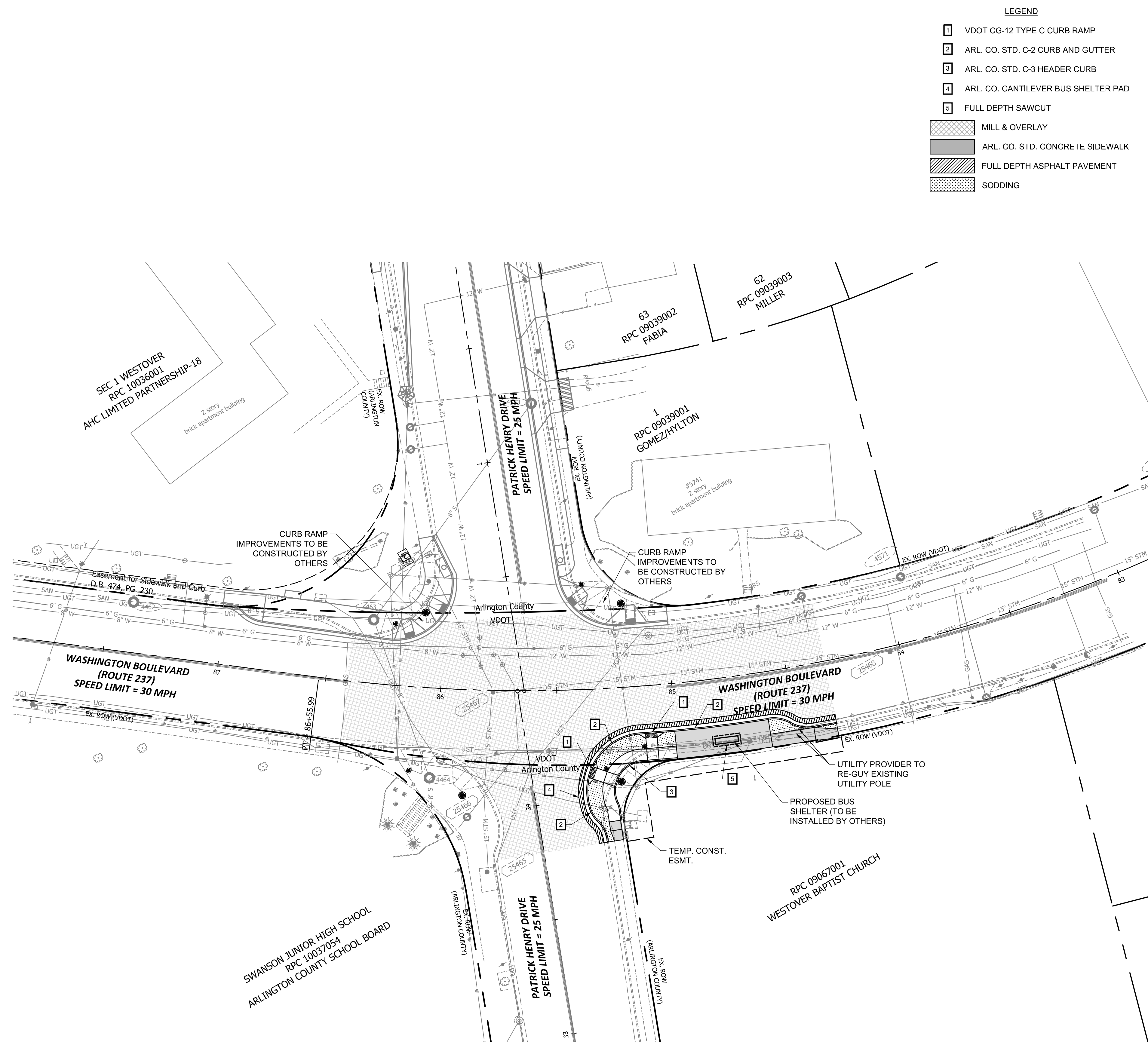
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TRANSPORTATION DIRECTOR	

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

PROPOSED PLAN

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

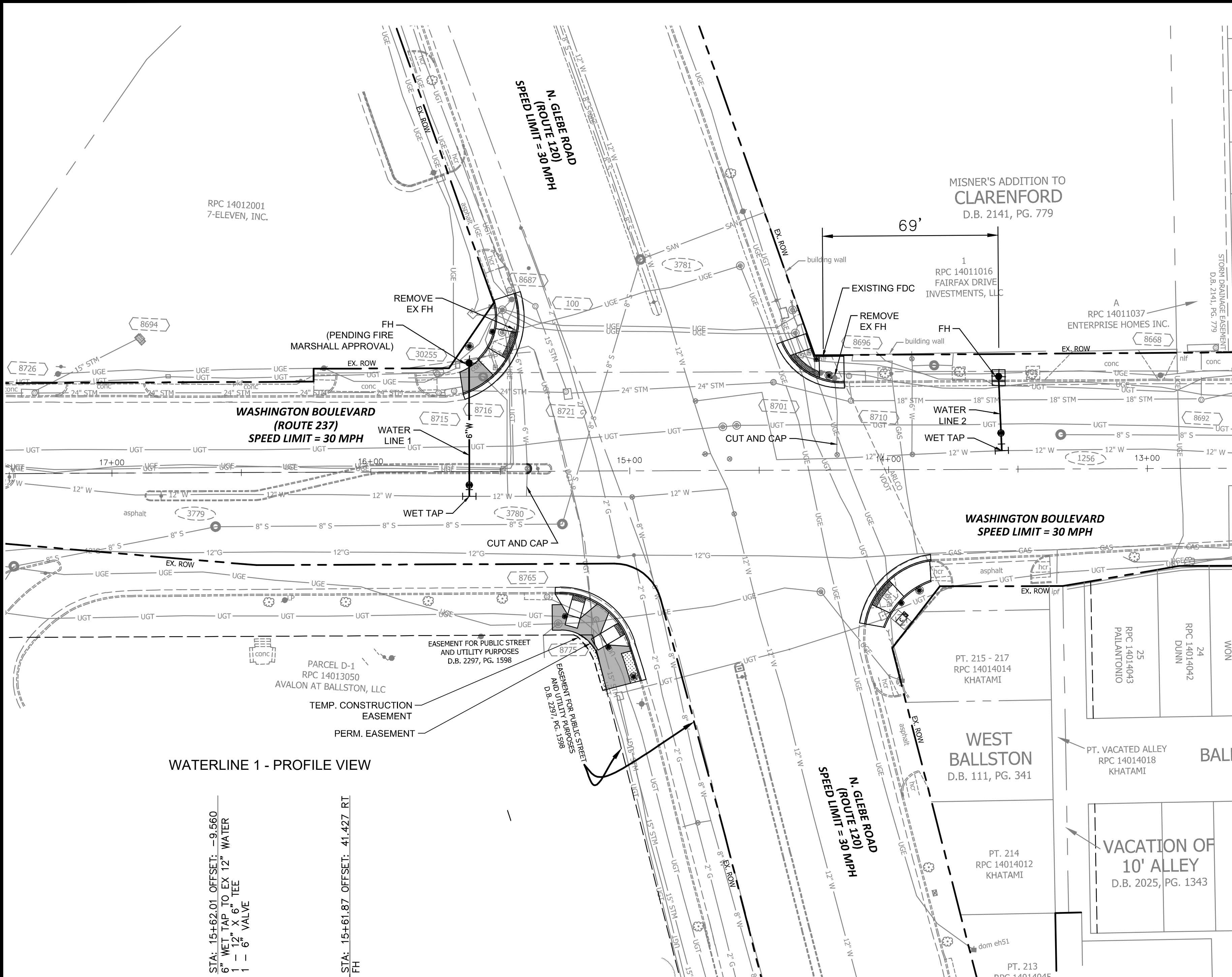
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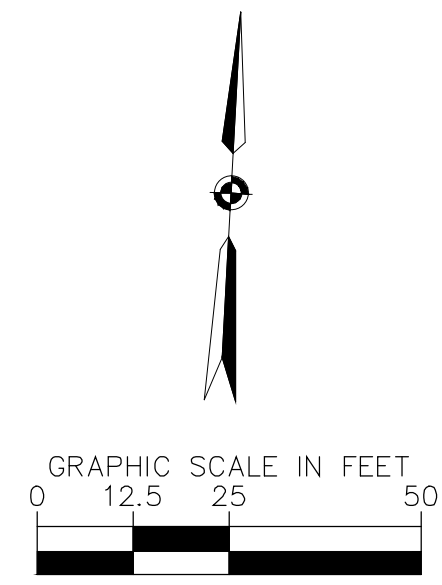
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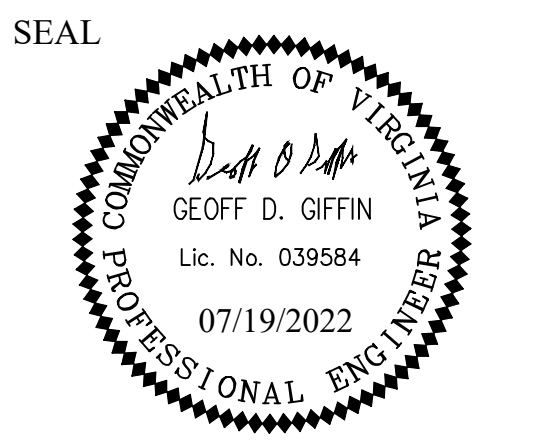


- NOTE:**
- EXISTING FIRE HYDRANTS TO REMAIN IN SERVICE UNTIL NEW HYDRANTS IN SERVICE.
  - PROFILE VIEW STATIONING ALONG CENTERLINE OF PIPE.
  - PROFILE VIEW STATION AND OFFSET IN REFERENCE TO WASHINGTON BOULEVARD ROAD ALIGNMENT.
  - TEST PITS ARE REQUIRED TO VERIFY PROPOSED WATERLINE LOCATION. TEST PIT LOCATIONS ARE NOTED IN WATERLINE 1 AND WATERLINE 2 PROFILES.



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REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
WATERLINE PLAN AND PROFILES  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
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**C-0402**



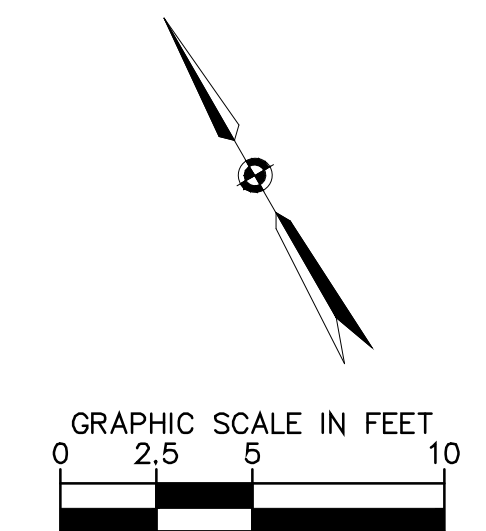




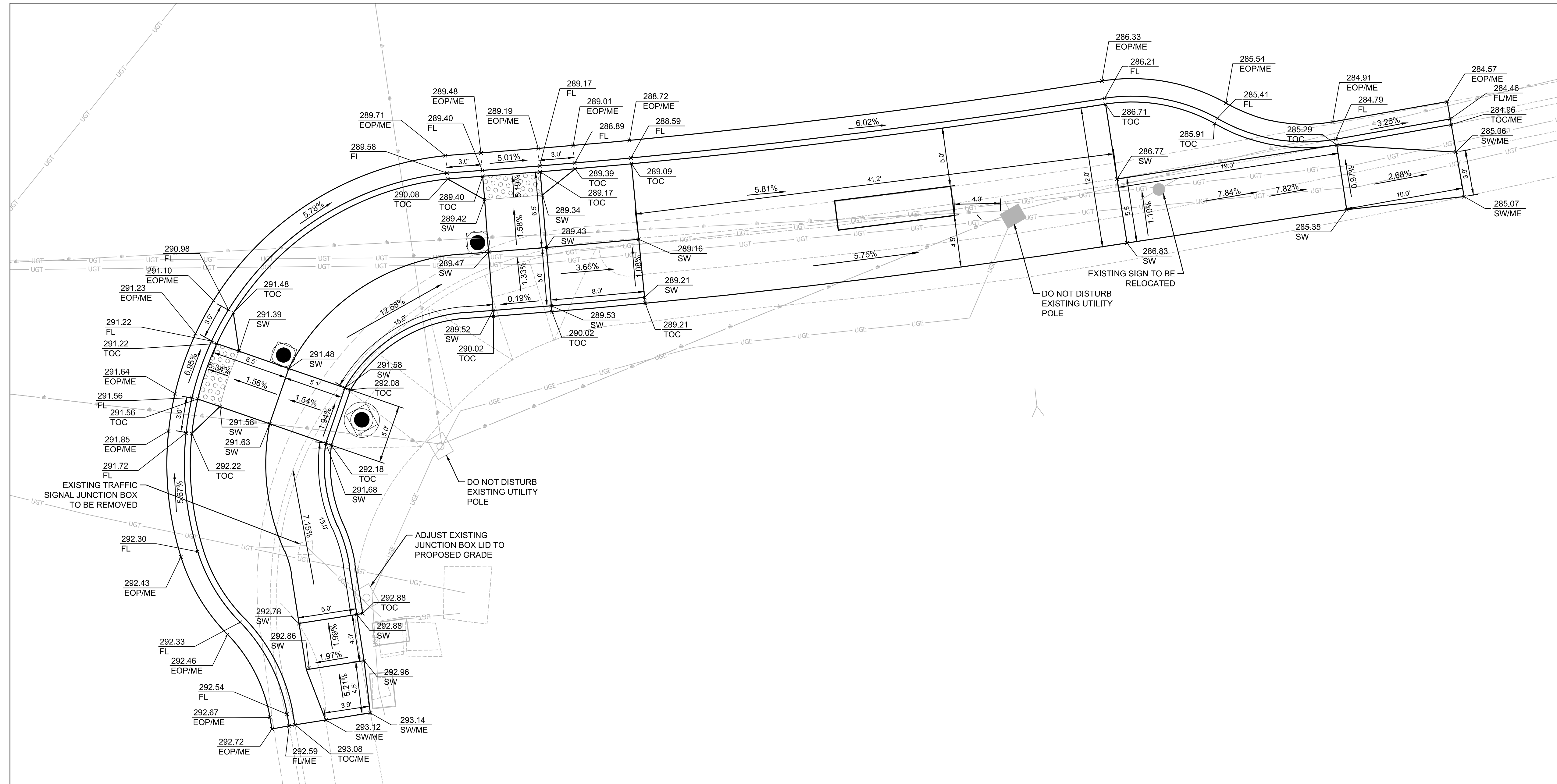


DEPARTMENT OF ENVIRONMENTAL SERVICES

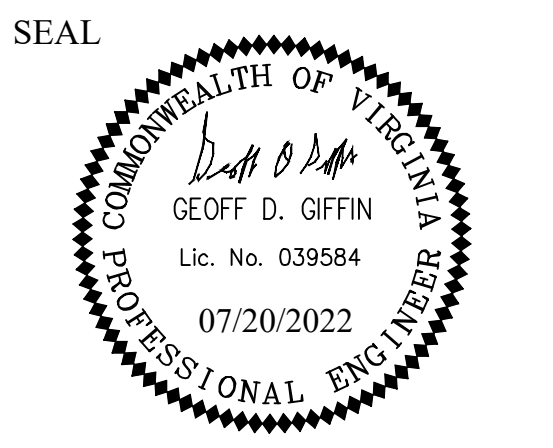
Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



### GRADING DETAIL - PATRICK HENRY DR - SE CORNER



GRADING LEGEND	
EOP	= EDGE OF PAVEMENT
FL	= FLOWLINE
ME	= MATCH EXISTING
SW	= SIDEWALK
TOC	= TOP OF CURB



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Husted</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	06/30/2022
	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

RAMP DETAILS

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

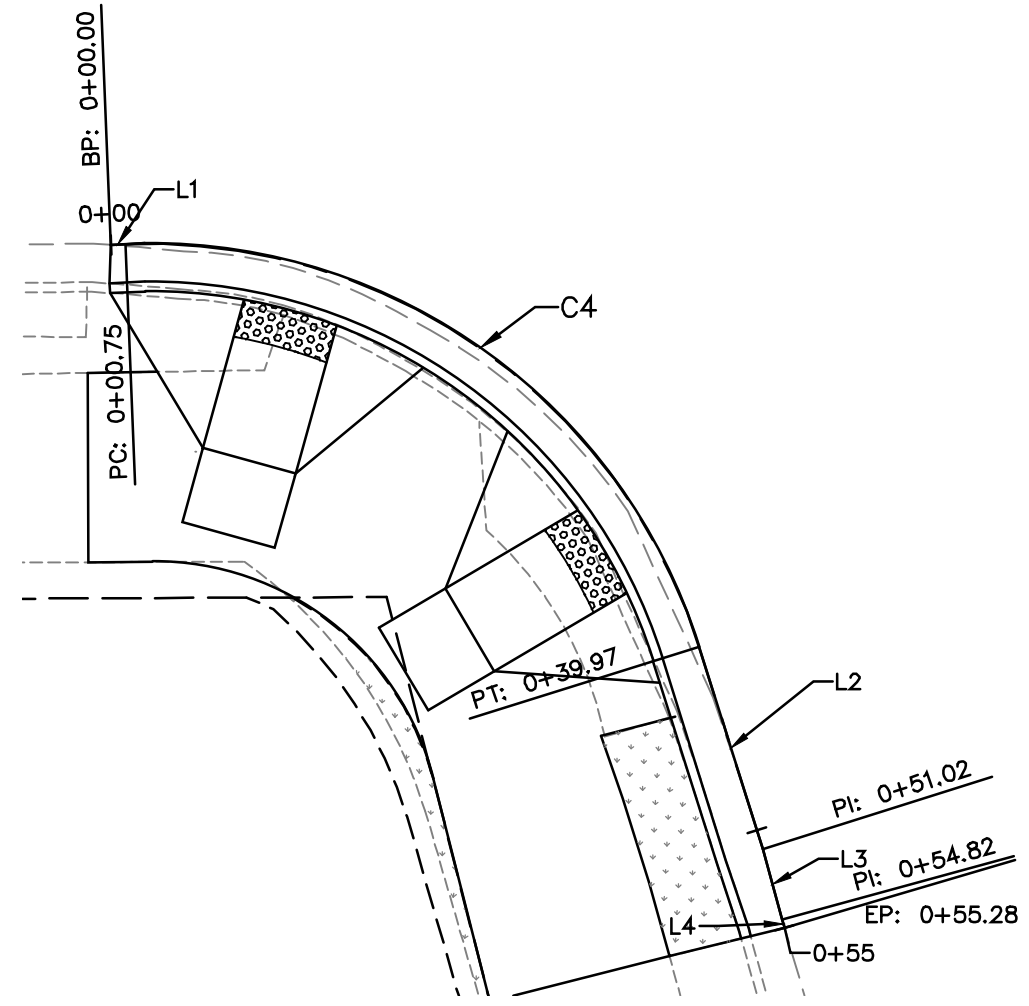
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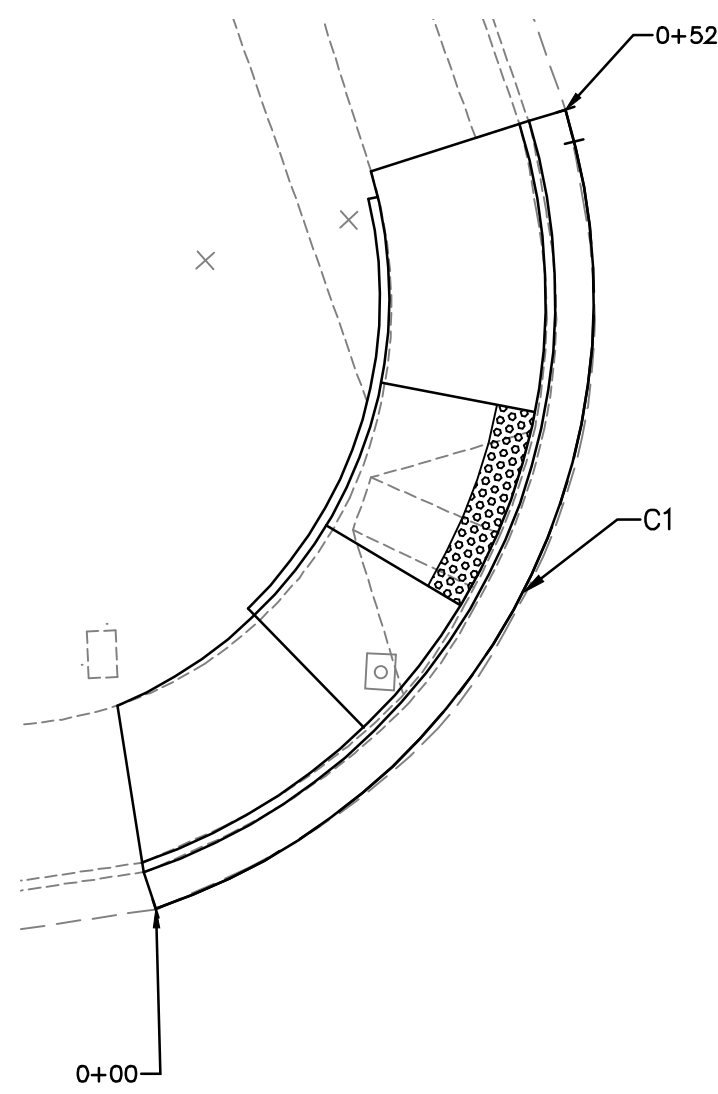
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 REVISED: MARCH 03, 2020

### N. GLEBE RD SW CORNER



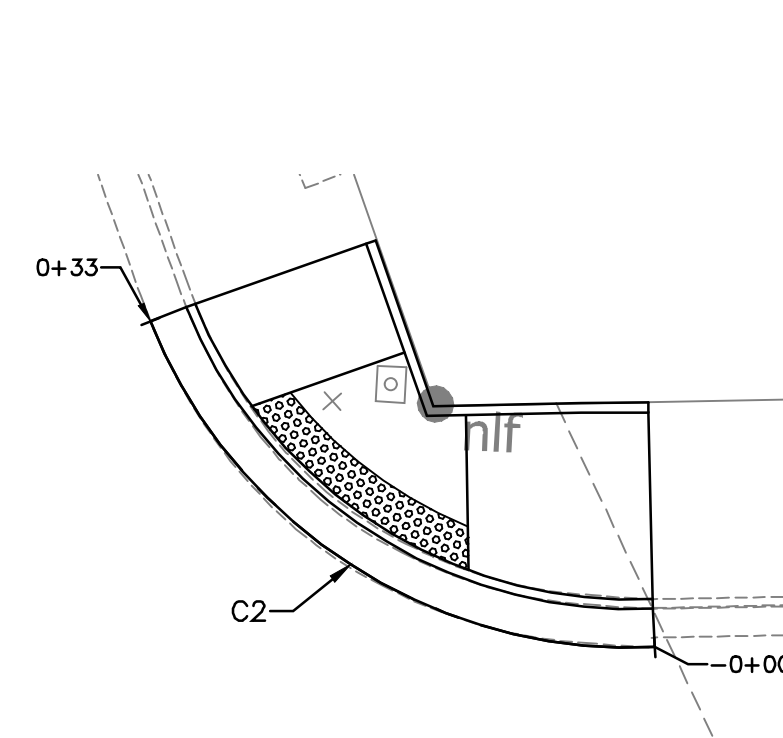
N. Glebe Rd - SW - EOP						
NO.	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA OR BRG	TANGENT
C4	30.0'	39.22'	S57° 56' 30.41"E	36.48	Δ=74° 54' 06"	22.98
L1		0.75'			N 84°36'27" E	
L2		11.05'			S 20°29'27" E	
L3		3.80'			S 18°19'07" E	
L4		0.45'			S 19°28'55" E	

### N. GLEBE RD NW CORNER



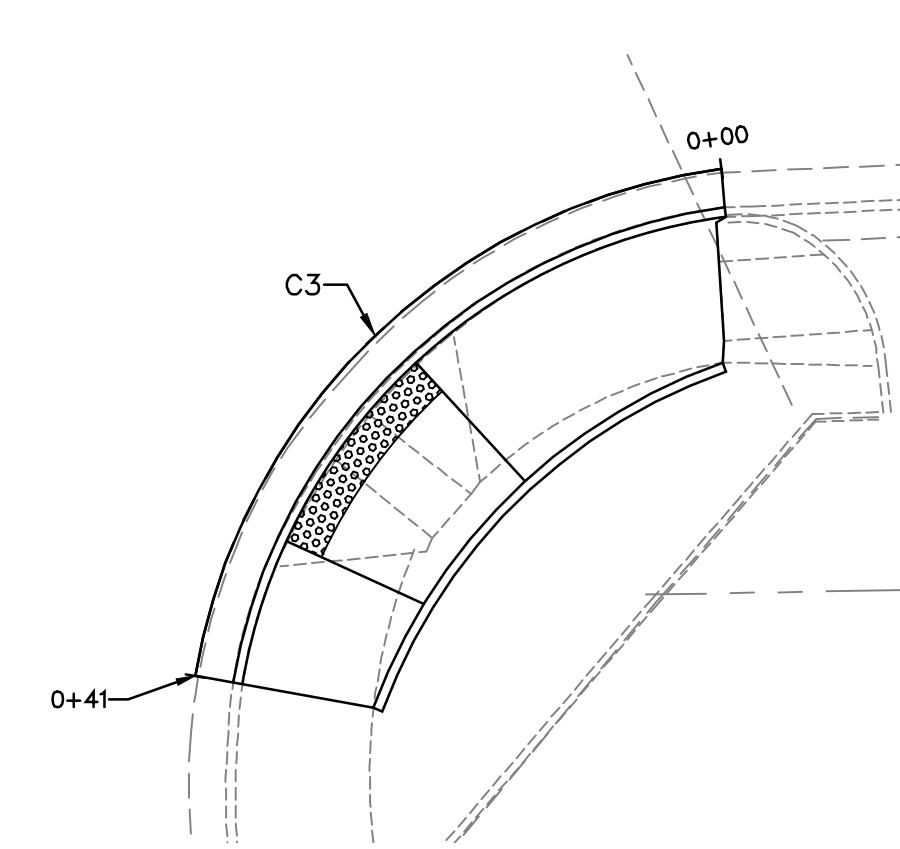
N. Glebe Rd - NW - EOP						
NO.	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA OR BRG	TANGENT
C1	33.5'	51.73'	N24° 08' 53.80"E	46.74	Δ=88° 28' 10"	32.62

### N. GLEBE RD NE CORNER

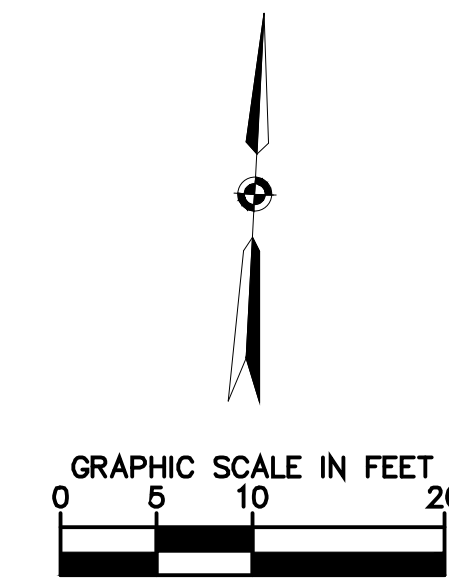
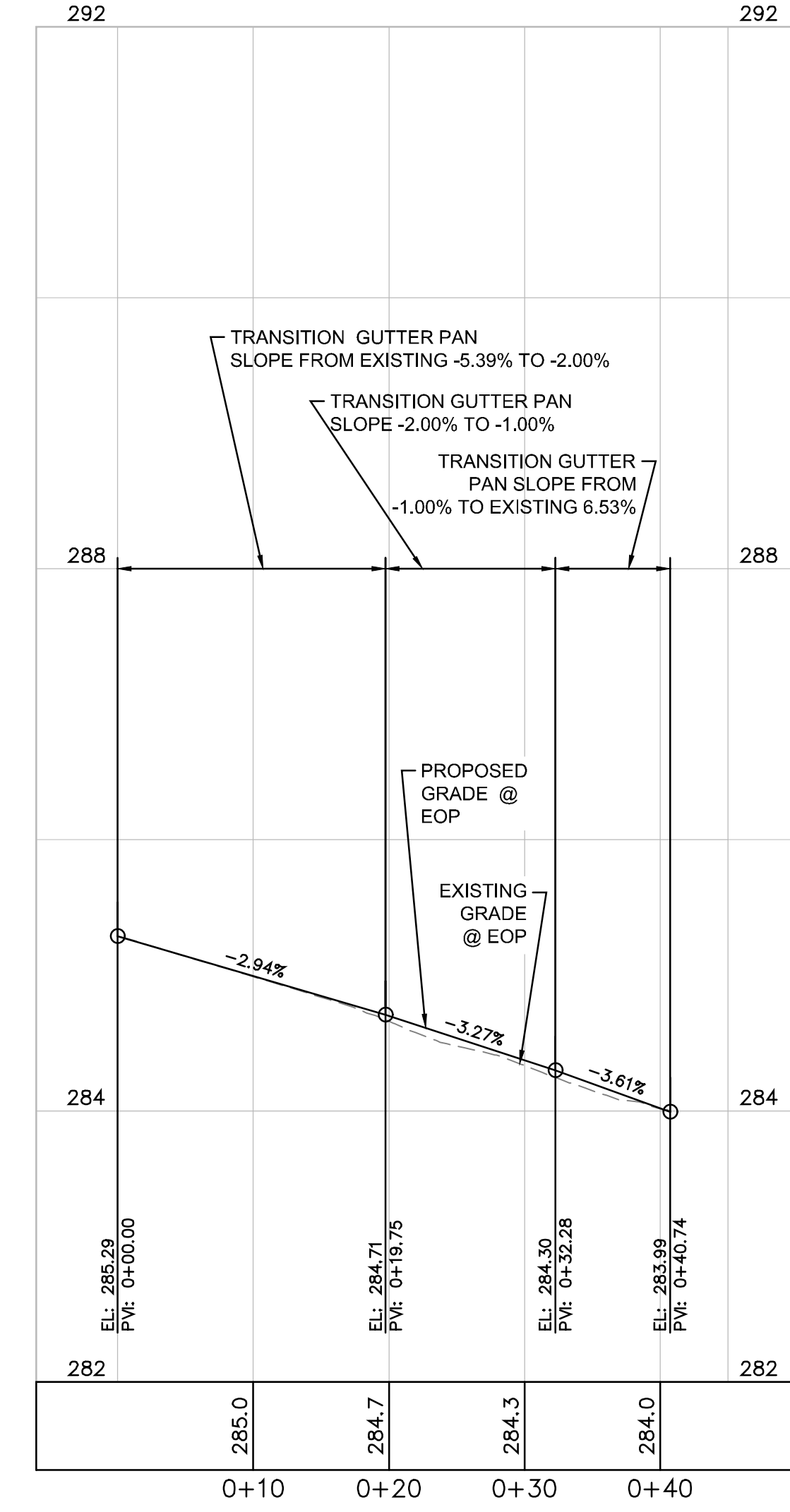
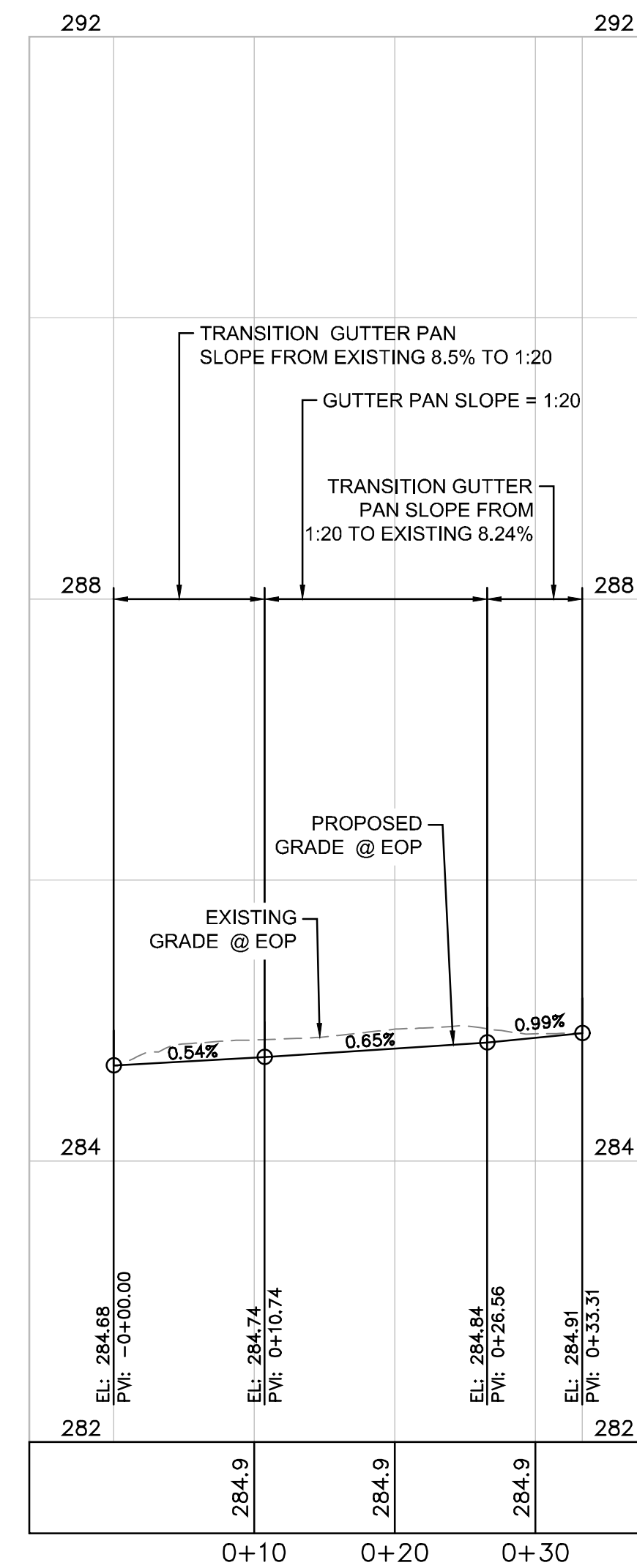
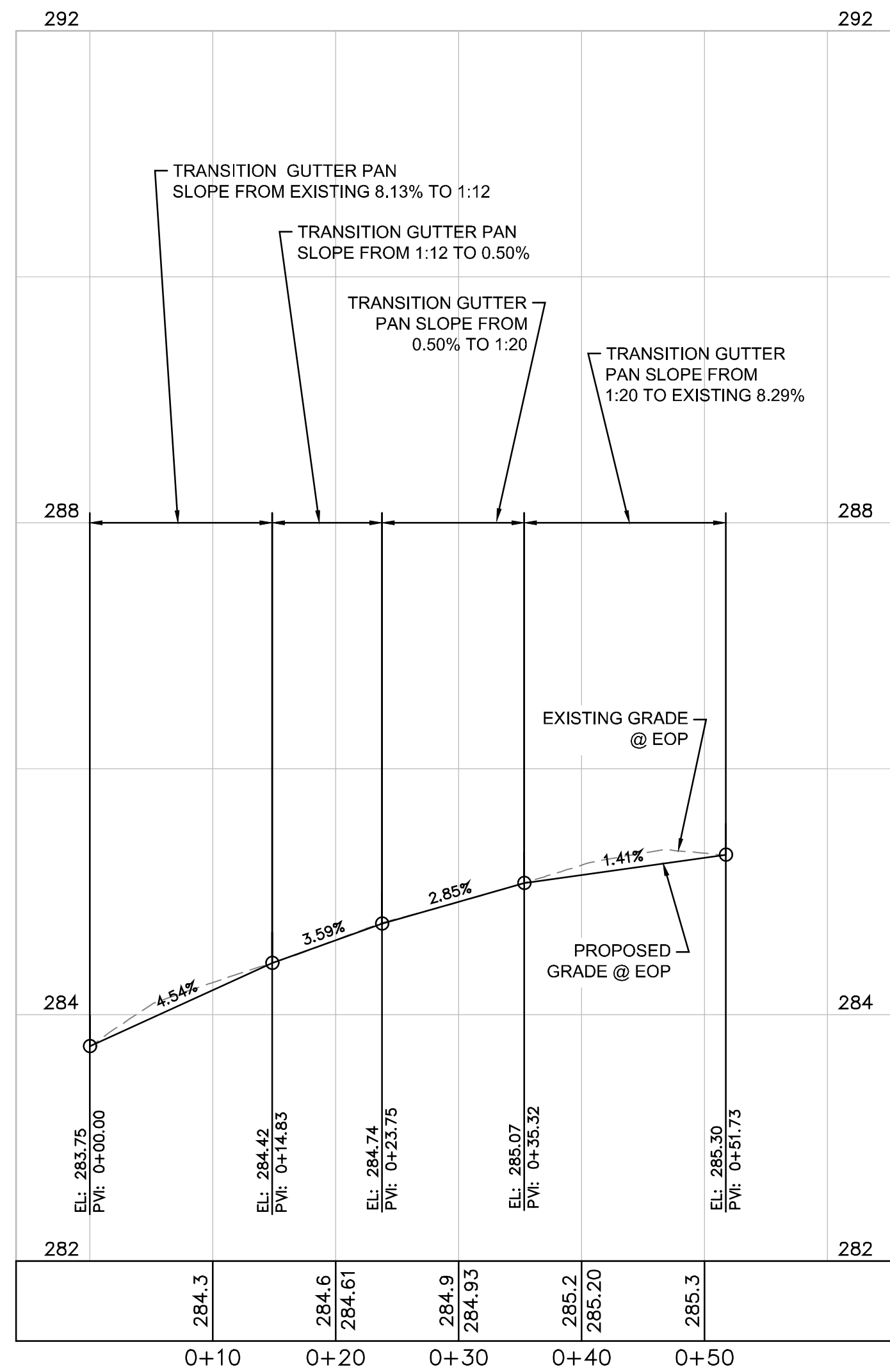
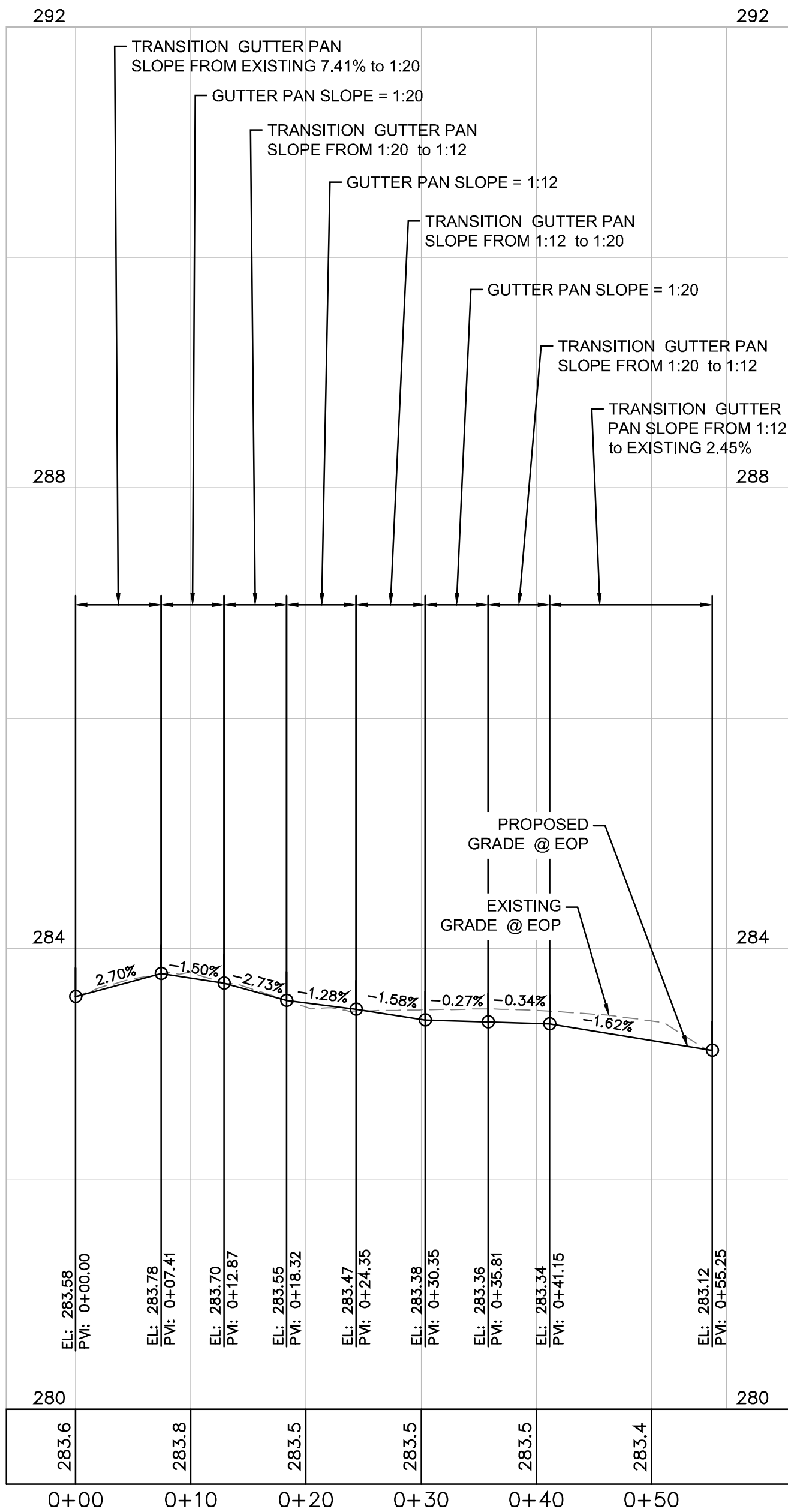


N. Glebe Rd - NE - EOP						
NO.	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA OR BRG	TANGENT
C2	27.0'	33.31'	N60° 08' 09.55"W	31.24	Δ=70° 41' 18"	19.15

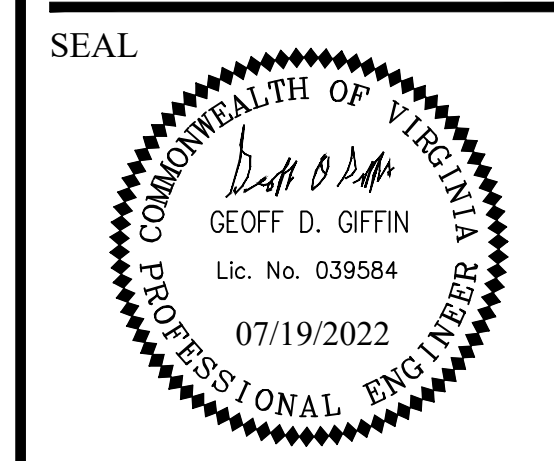
### N. GLEBE RD SE CORNER



N. Glebe Rd - SE - EOP						
NO.	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA OR BRG	TANGENT
C3	32.0'	40.74'	S43° 06' 50.37"W	38.05	Δ=72° 56' 55"	23.66



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APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John H. Hulse</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Tommy</i> TE&O BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

## Washington Boulevard Signal Upgrades

CURB RETURN PROFILES

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

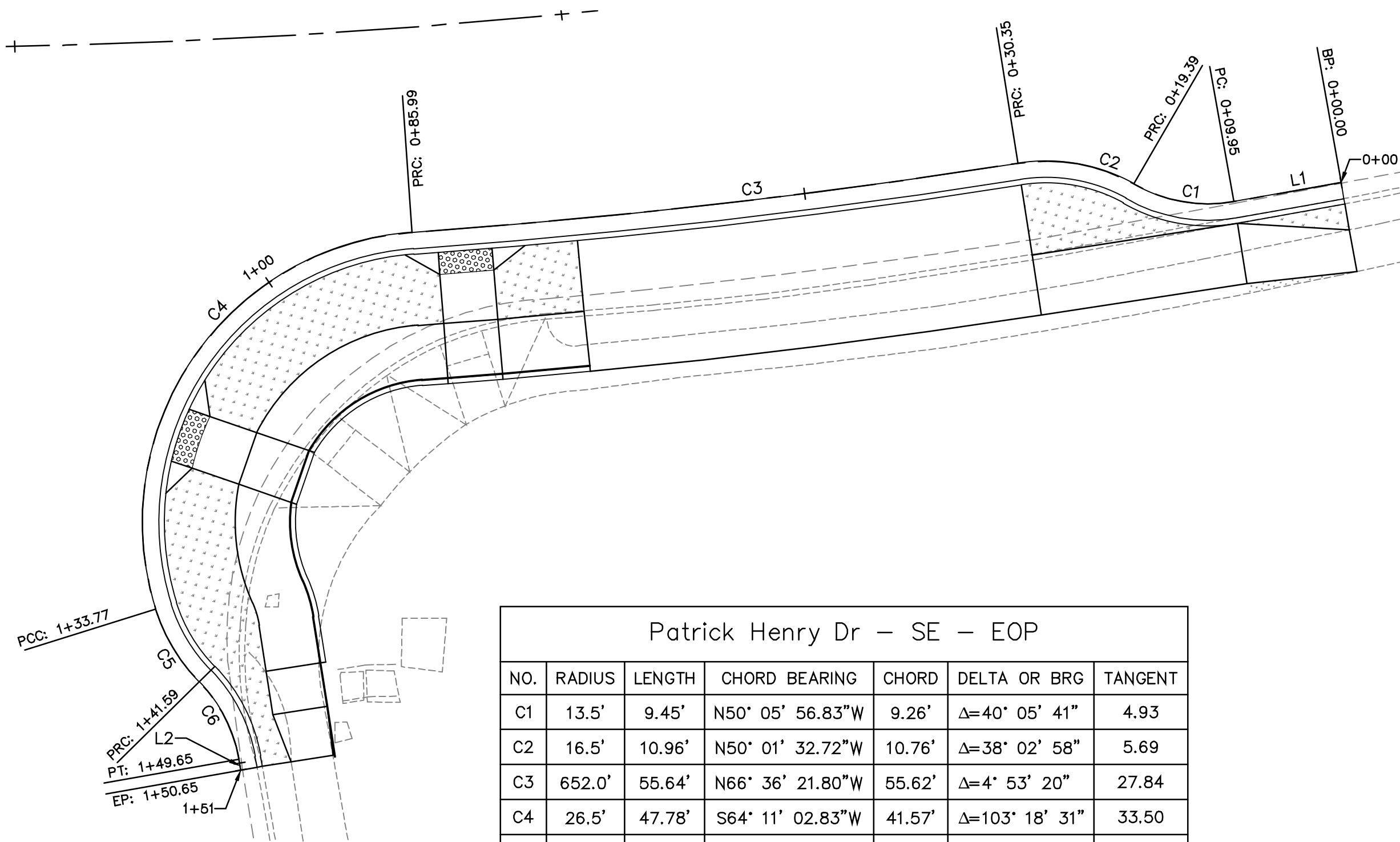
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 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

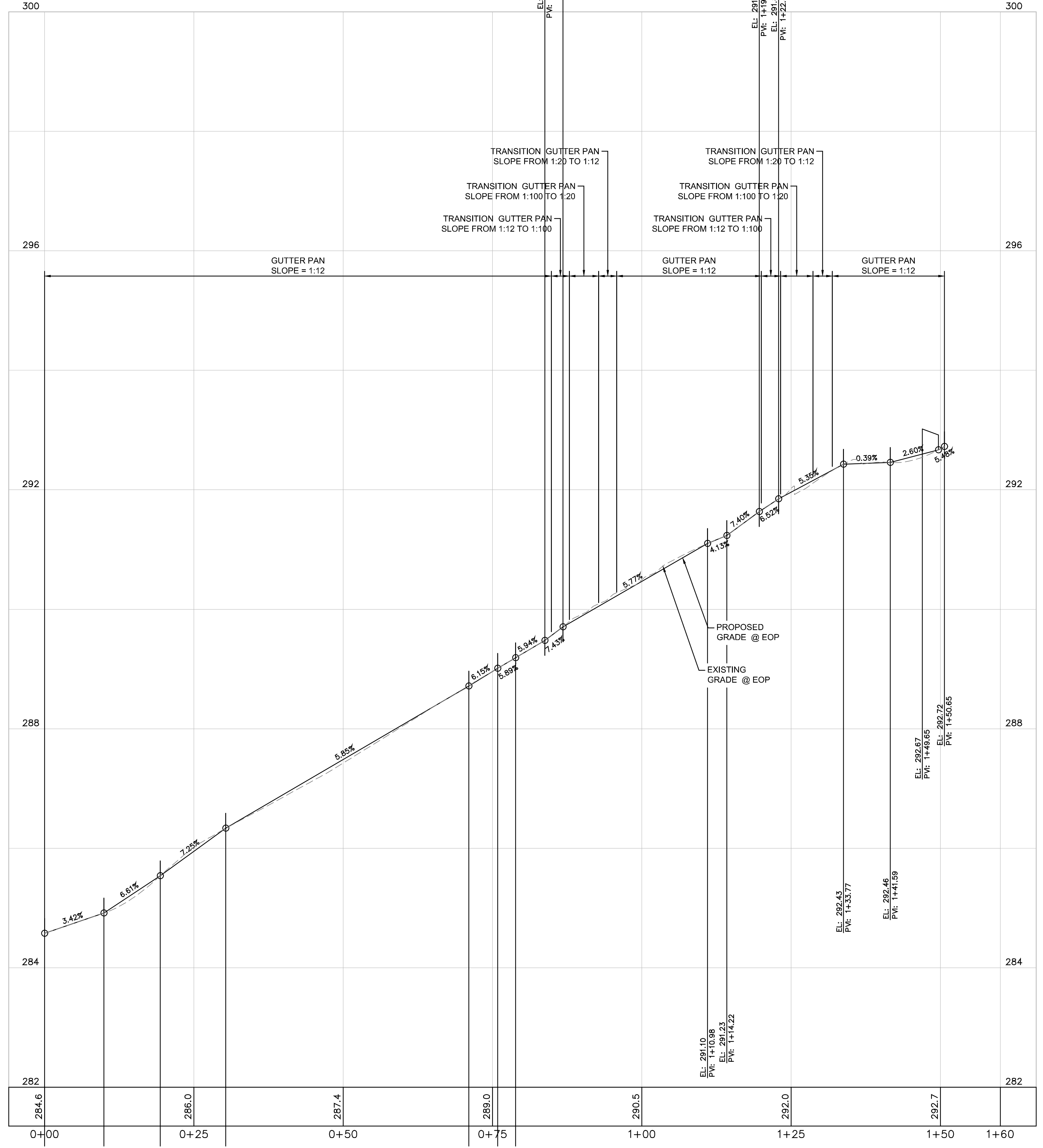
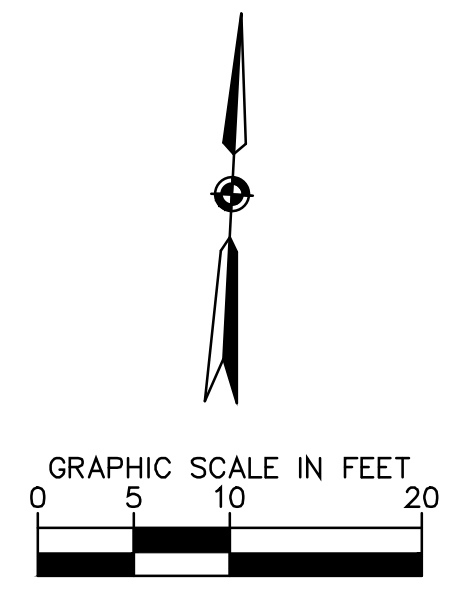
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PATRICK HENRY DRIVE  
SE CORNER



Patrick Henry Dr - SE - EOP						
NO.	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA OR BRG	TANGENT
C1	13.5'	9.45'	N50° 05' 56.83"W	9.26'	Δ=40° 05' 41"	4.93
C2	16.5'	10.96'	N50° 01' 32.72"W	10.76'	Δ=38° 02' 58"	5.69
C3	652.0'	55.64'	N66° 36' 21.80"W	55.62'	Δ=4° 53' 20"	27.84
C4	26.5'	47.78'	S64° 11' 02.83"W	41.57'	Δ=103° 18' 31"	33.50
C5	16.5'	7.82'	S1° 02' 45.21"E	7.75'	Δ=27° 09' 05"	3.98
C6	13.5'	8.06'	S2° 46' 57.00"W	7.94'	Δ=34° 13' 11"	4.16
L1		9.95'			N 70°08'47" W	
L2		1.00'			S 19°53'33" W	



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APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Hulse</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>John</i> TRUCK BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

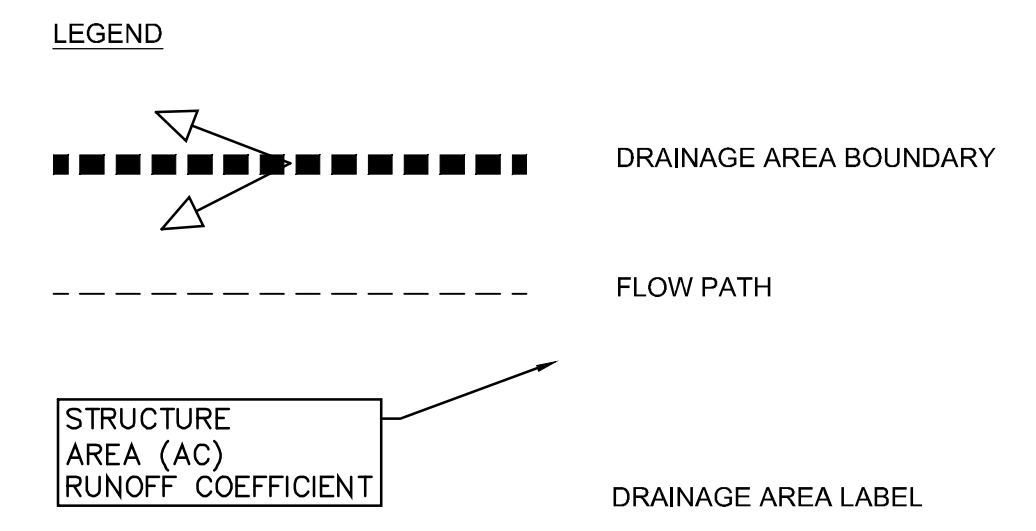
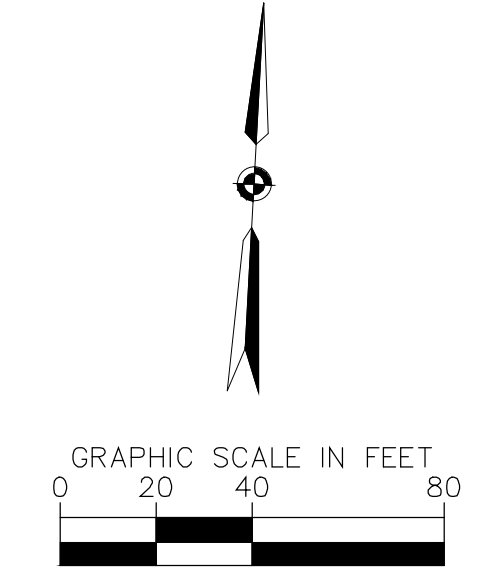
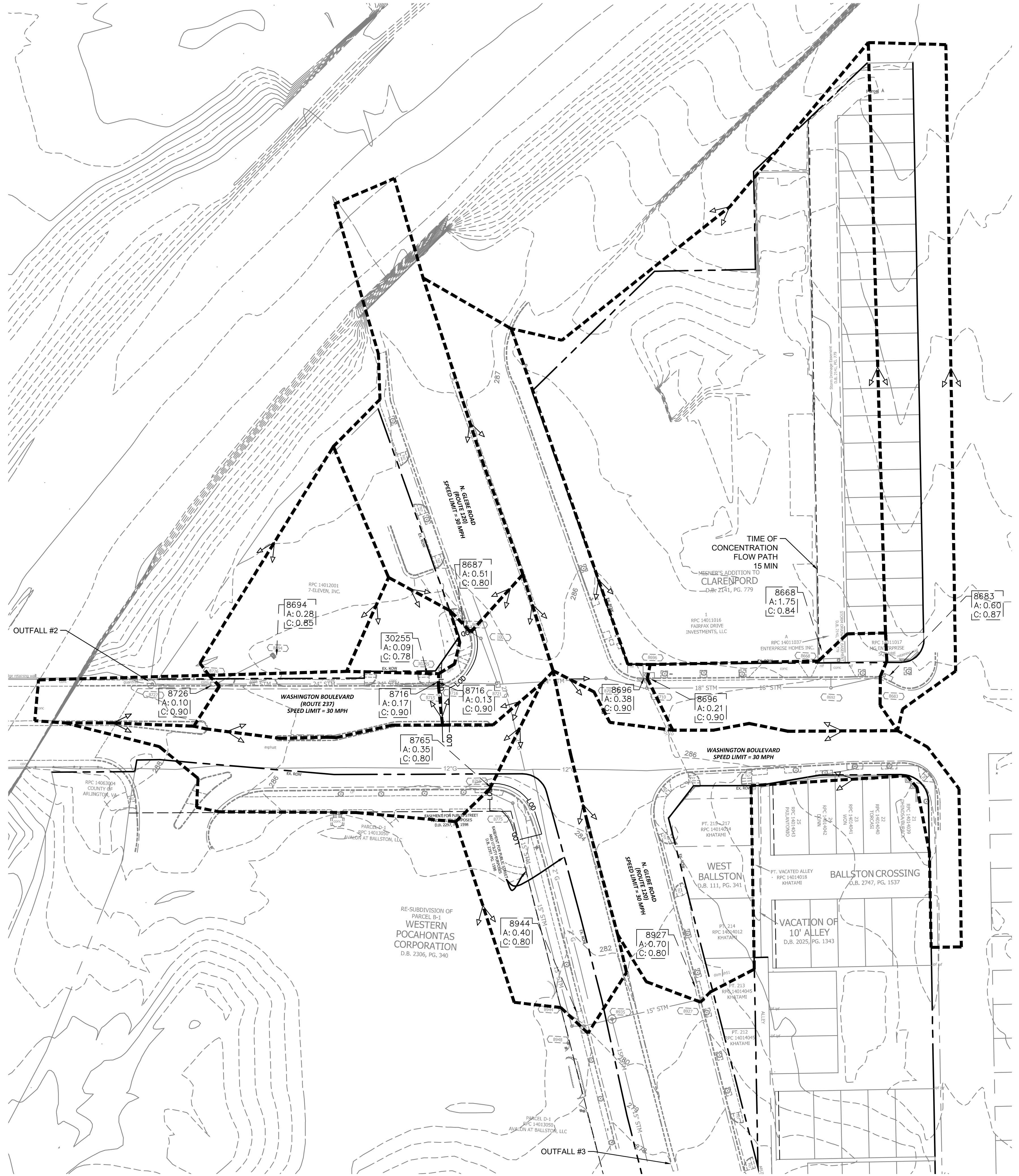
Project Name and Location  
**Washington Boulevard Signal Upgrades**  
CURB RETURN PROFILES  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

Scale:  
HOR. N/A VERT. N/A

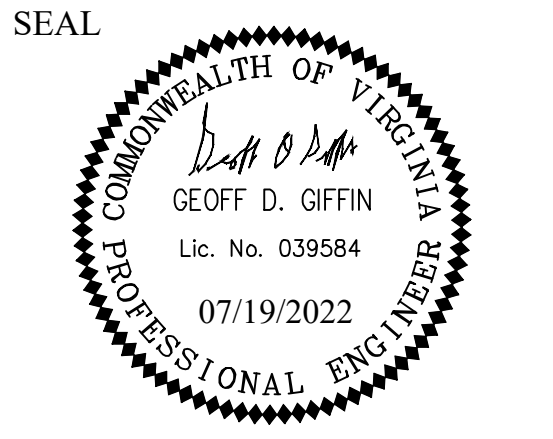




**ARLINGTON VIRGINIA**

DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
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Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>[Signature]</i> TE&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
PRE DEVELOPMENT DRAINAGE DIVIDES  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

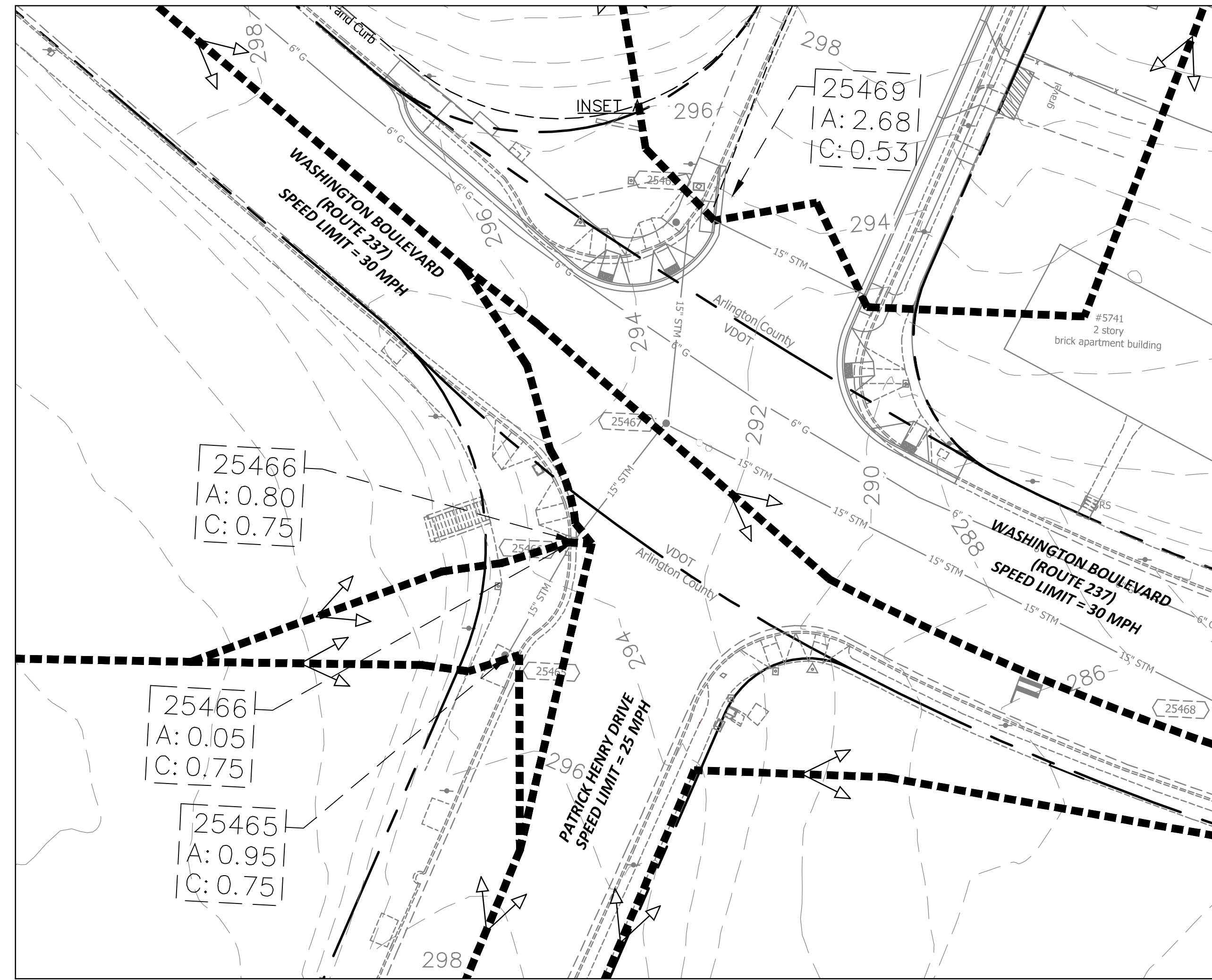
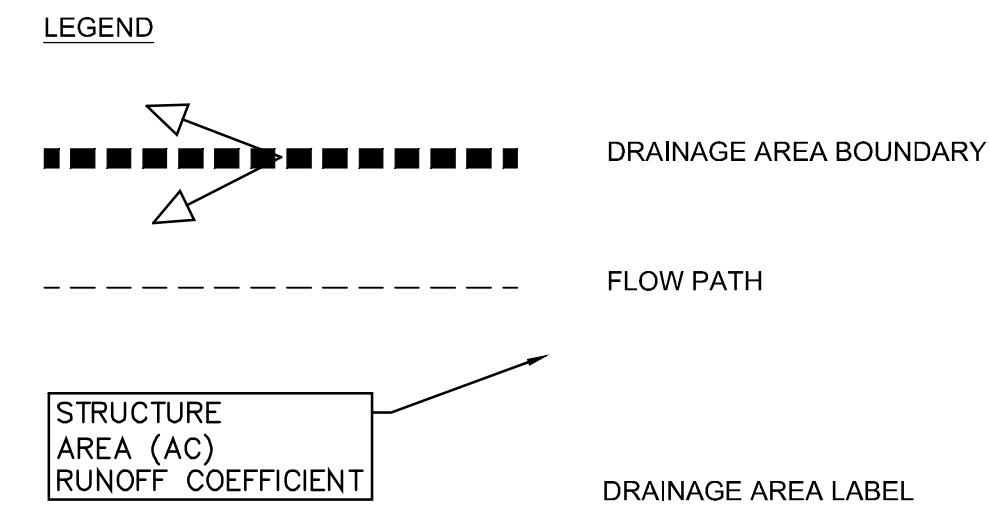
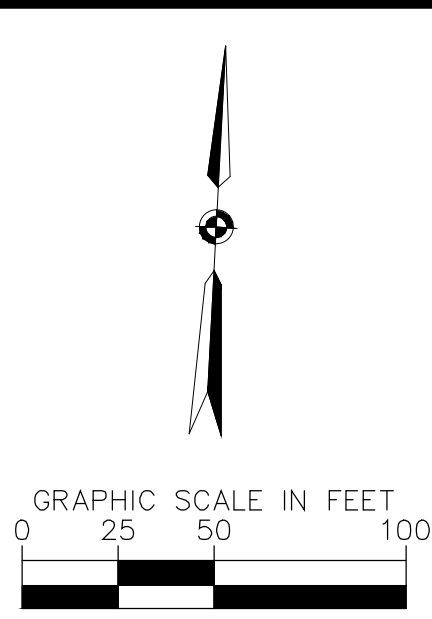
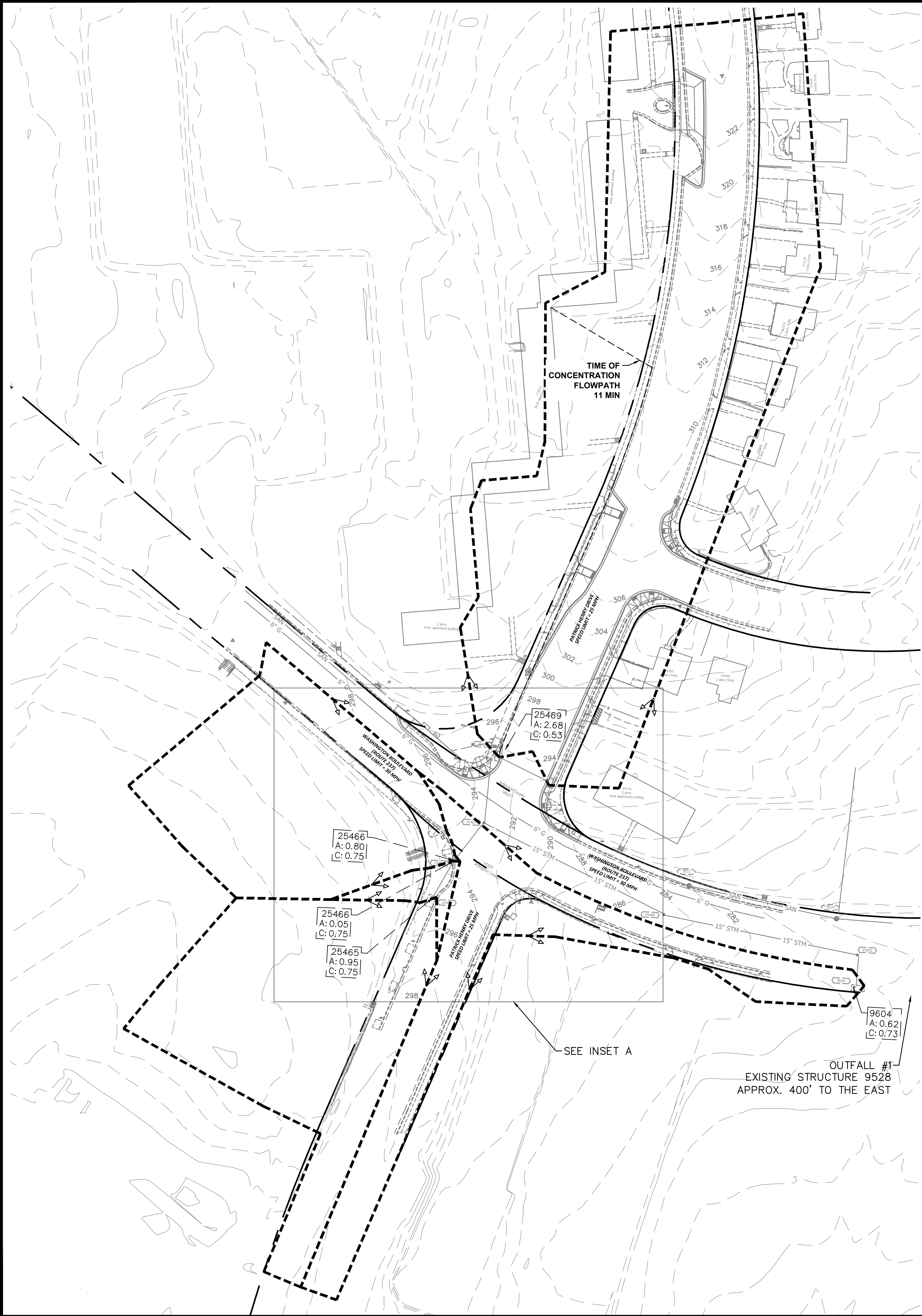
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Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

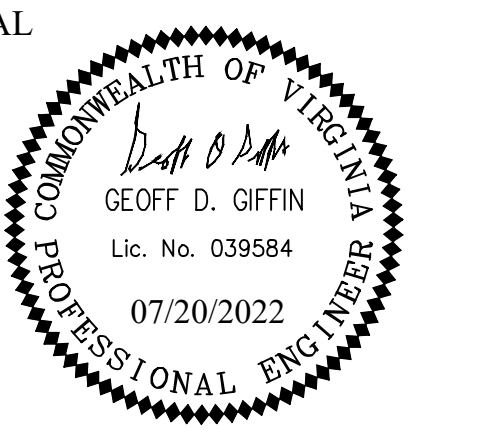
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 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606



APPROVALS	DATE
<i>Geoff D. Giffin</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>John Hulse</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>Alan</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>John</i>	06/30/2022
TECO BUREAU CHIEF	
<i>Dennis W. Leach</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 PRE DEVELOPMENT DRAINAGE DIVIDES  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

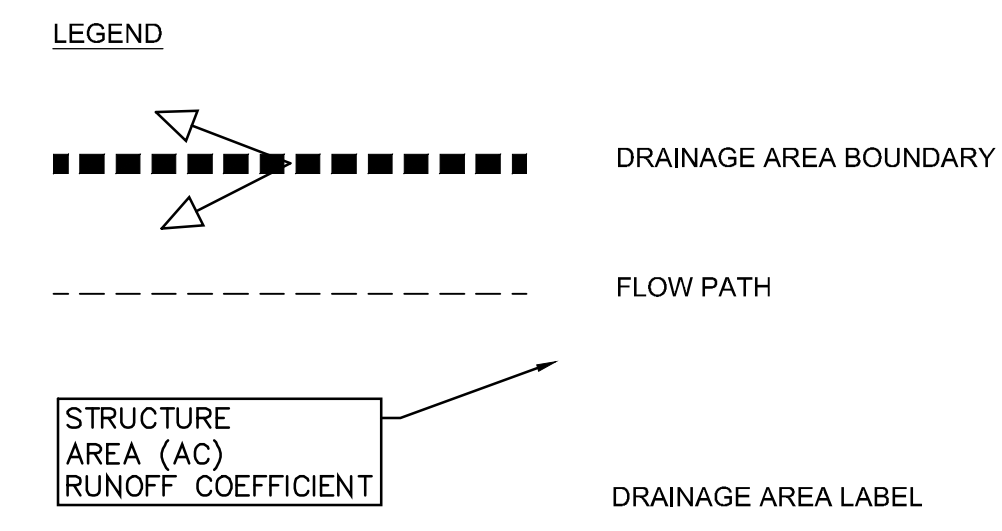
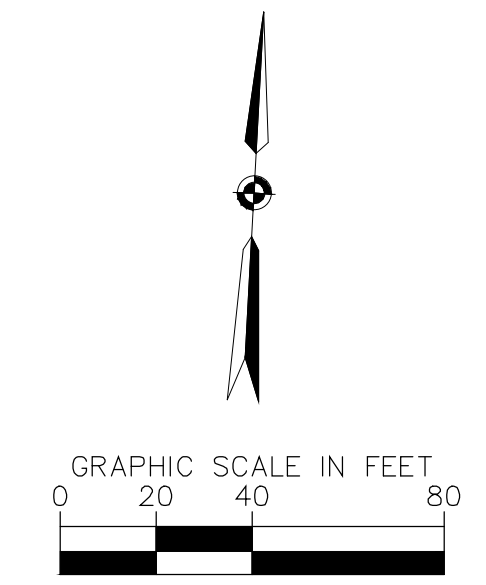
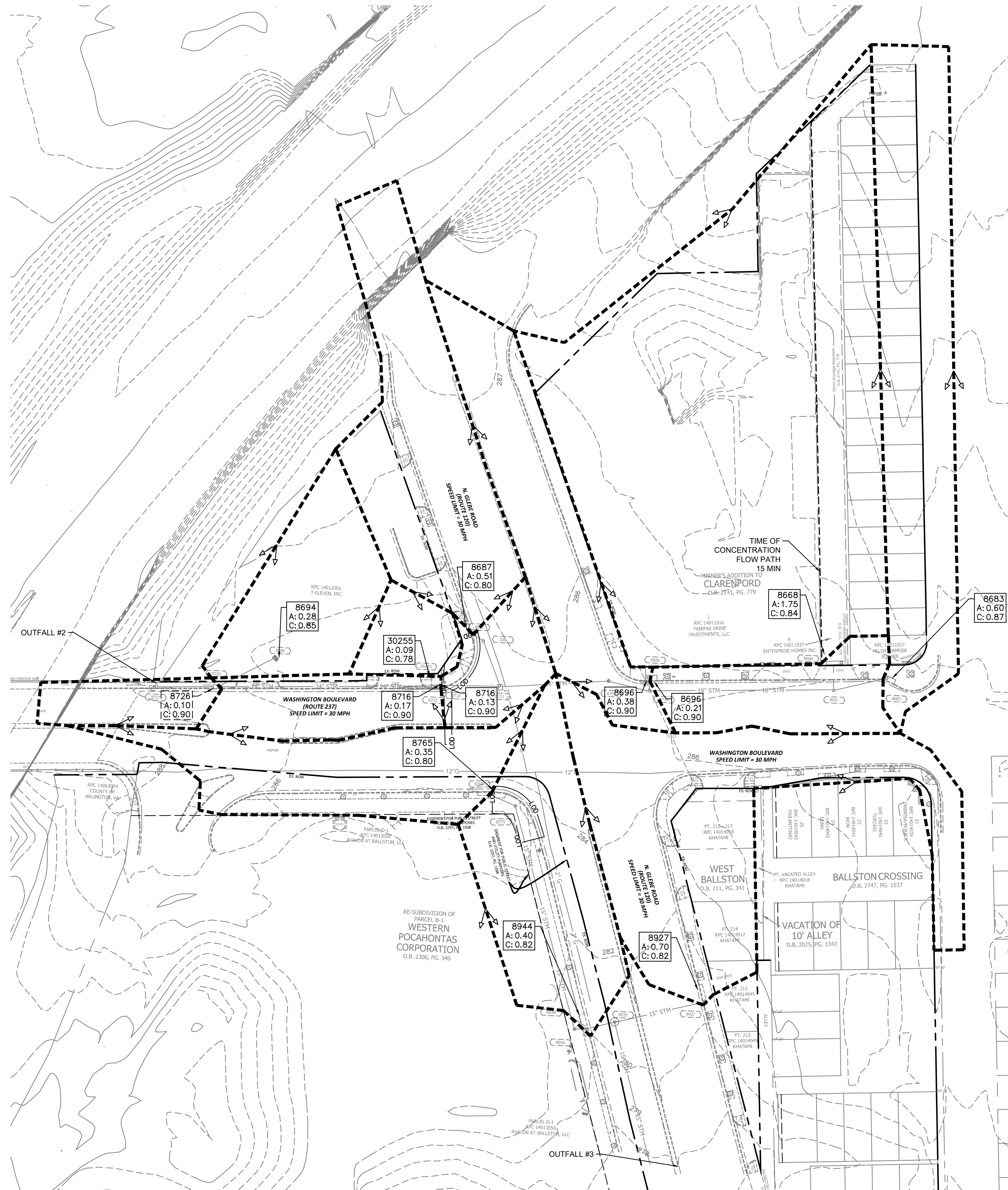
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 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

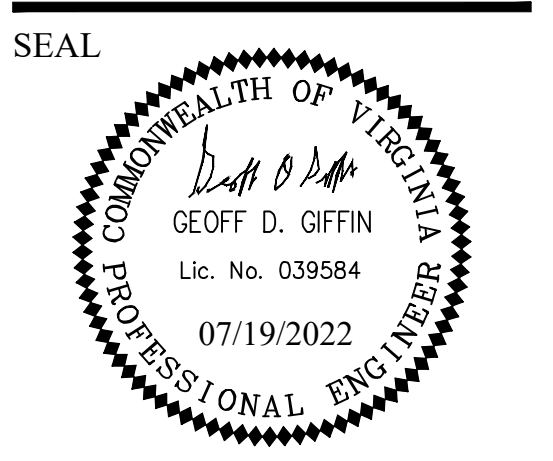
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Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>[Signature]</i> TE&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
POST DEVELOPMENT DRAINAGE DIVIDES  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: DD  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

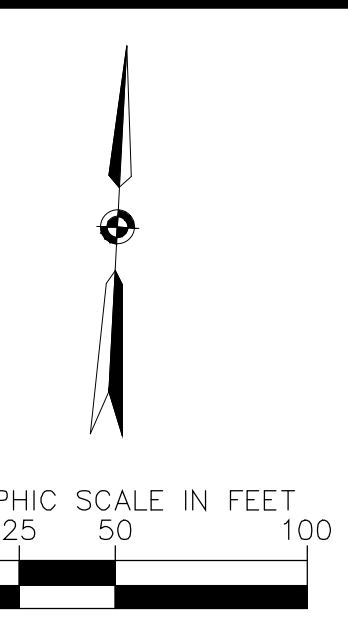
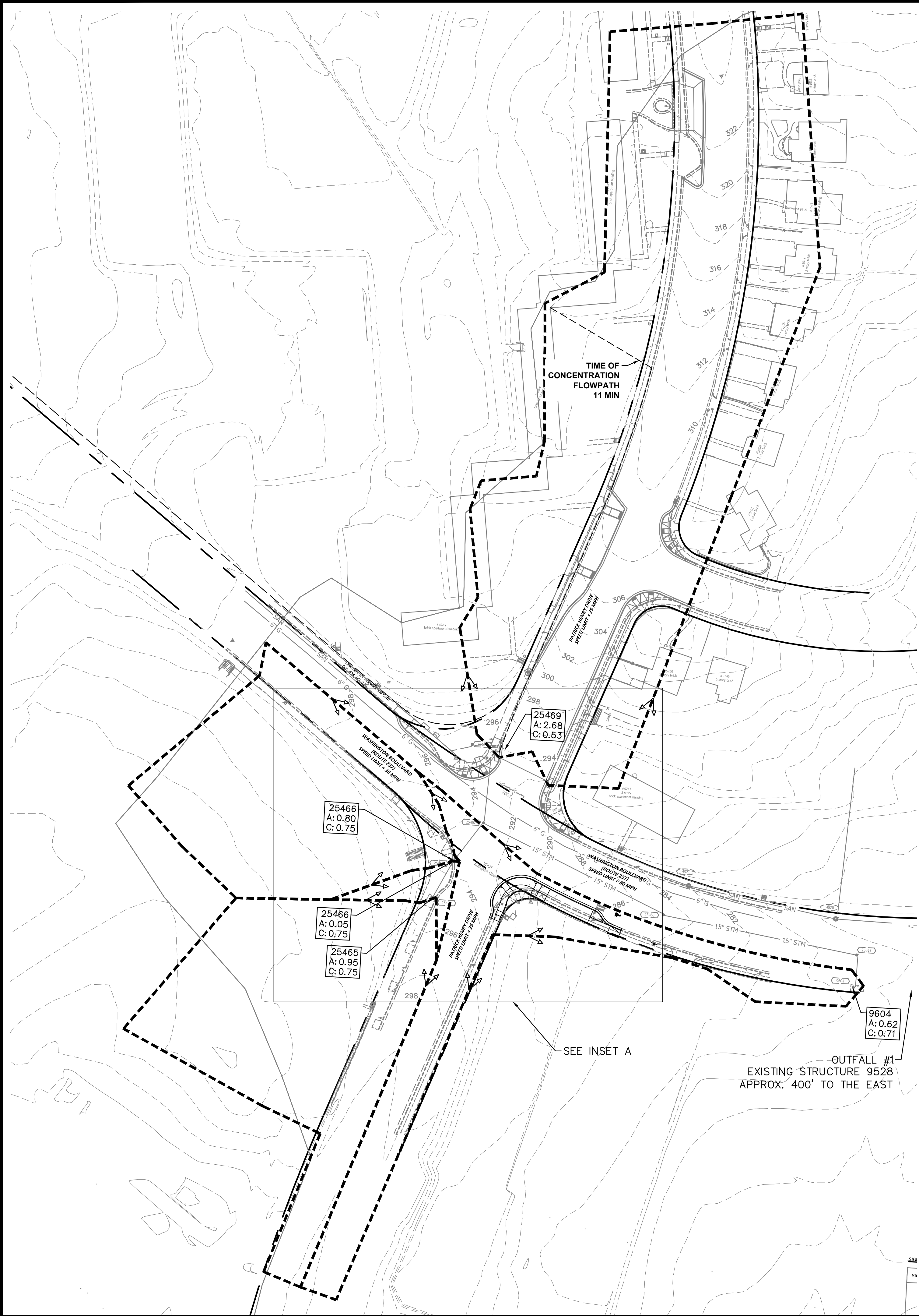
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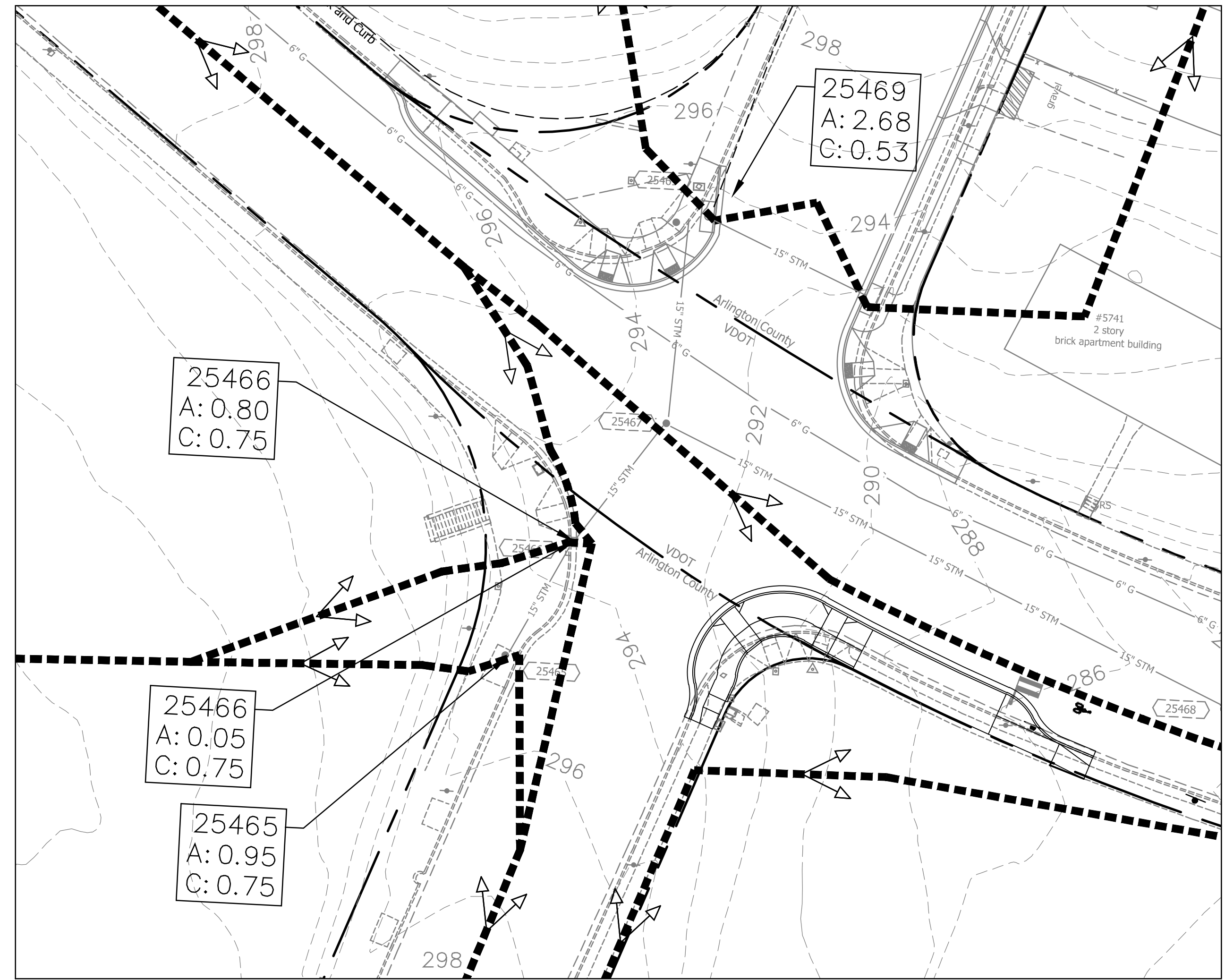


REVISED: MARCH 03, 2020

Filename: C-0701 STORMWATER.dwg  
Path: K:\NVA\_TPT\0110614001 - Washington Blvd Signals\3\CADD\PlanSheets



INSET A



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Nicks</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Kevin</i> TEKO BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
POST DEVELOPMENT DRAINAGE DIVIDES  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: DD  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

Scale:  
HOR. N/A VERT. N/A

Sheet  
**C-0711**



REVISION: MARCH 03, 2020  
Filename: C-0701 STORMWATER.dwg  
Path: K:\NVA\_TPT0110614001 - Washington Blvd Signal\3\CAD\PlanSheets

Project: Washington Boulevard Signal Improvements  
Locality: Arlington County  
Date: 12/13/2021

Pre-development Storm Drain Design Calculations

VDOT LD-229

Project No.: 110614001  
Designed By/Checked: Nicole McVey, P.E. / Derik Doughty, P.E.

Table with columns: FROM POINT, TO POINT, DRAINAGE AREA, RUNOFF COEFFICIENT, CA, INLET TIME, RAINFALL, RUNOFF, INVERT ELEVATIONS, LENGTH, SLOPE, SIZE, PIPE CAPACITY, Q/Qc, VELOCITY, FLOW TIME. Includes data for various pipe segments.

Post-development Storm Drain Design Calculations

VDOT LD-229

Project No.: 110614001  
Designed By/Checked: Nicole McVey, P.E. / Derik Doughty, P.E.

Table with columns: FROM POINT, TO POINT, DRAINAGE AREA, RUNOFF COEFFICIENT, CA, INLET TIME, RAINFALL, RUNOFF, INVERT ELEVATIONS, LENGTH, SLOPE, SIZE, PIPE CAPACITY, Q/Qc, VELOCITY, FLOW TIME. Includes data for various pipe segments.

Project: Washington Boulevard Signal Improvements

Locality: Arlington County

Date: 12/13/2021

Project No.: 110614001  
Designed By/Checked: Nicole McVey, P.E. / Derik Doughty, P.E.

Post-development Hydraulic Grade Line Calculations

VDOT LD-347

Project: Washington Boulevard Signal Improvements  
Locality: Arlington County  
Date: 12/13/2021  
Project #: 110614001  
Designed By/Checked: Nicole McVey, P.E. / Derik Doughty, P.E.

Table with columns: INLET, 0.8D + INV (OUT), ACTUAL OUTLET WSE, DESIGN OUTLET WSE, Dc, Qc, Lc, S0, Hc, Vc, Hc, Qc, Vc, QVc, Hc, Angle, Hc, Hc, 1.3 Hc, 0.5 Hc, Hc, INLET WSE, RIM ELEV, AVAILABLE FREEBOARD. Includes data for various pipe segments.

STORMDRAIN SYSTEM: THERE ARE NO PROPOSED CHANGES TO THE EXISTING STORMDRAIN SYSTEM.

STORMWATER MANAGEMENT ANALYSIS: TOTAL DISTURBED AREA (FOR ESC REQUIREMENTS): 6486 SQUARE FEET

TOTAL DISTURBED AREA (FOR SWM REQUIREMENTS): 1034 SQUARE FEET

ROUTINE MAINTENANCE AREA: 5452 SQUARE FEET

THIS PROJECT IS EXEMPT FROM THE STORMWATER MANAGEMENT REQUIREMENTS AS NOTED IN ARLINGTON COUNTY CODE CHAPTER 60-5. MOST OF THIS PROJECT IS CONSIDERED ROUTINE MAINTENANCE AS IT WILL REPLACE EXISTING ASPHALT OR CONCRETE PAVEMENT WITH NEW CONCRETE PAVEMENT. THE TOTAL DISTURBED AREA OUTSIDE OF THE ROUTINE MAINTENANCE AREA IS LESS THAN 2,500 SQUARE FEET.

THIS PROJECT DOES NOT FALL WITHIN A FLOODPLAIN OR RESOURCE PROTECTION AREA (RPA). THERE IS NO DOCUMENTED HISTORY OF FLOODING WITHIN THE PROJECT VICINITY. THE PROJECT LIMITS ARE OUTSIDE OF FEMA FLOOD ZONES AND INUNDATION ZONES.

STORMDRAIN SYSTEM: THE STORMDRAIN SYSTEM WAS MODELED FOR BOTH EXISTING AND PROPOSED CONDITIONS. THE SYSTEM WAS ANALYZED USING THE 10-YEAR DESIGN STORM. EXISTING CURB INLETS WERE ANALYZED USING A RUNOFF INTENSITY OF 4IN/HR TO DETERMINE ADEQUATE SIZING BASED ON AN ALLOWABLE SPREADS OF HALF THE TRAVEL LANE WIDTH (MAXIMUM 10'). A DESIGN SPEED OF 30 MPH. THERE ARE NO KNOWN WATER ELEVATIONS, SO THE TAILWATER ELEVATION WAS ASSUMED TO BE 0.8 TIMES THE DIAMETER OF THE OUTLET PIPE. THE ALLOWABLE PONDING DEPTH IS 5 INCHES AS THE EXISTING AND PROPOSED CURBING IS 6 INCHES TALL. THE HEIGHT OF THE THROAT OPENING USED IN THE ANALYSIS WAS ASSUMED TO BE 5" TO MATCH THE ARLINGTON COUNTY CB-2 AND PCB-2 STANDARD. FIELD OBSERVATIONS DETERMINED THE EXISTING STRUCTURES WERE LIKELY CONSTRUCTED USING THIS STANDARD.

OUTFALL ANALYSIS: THE EXISTING AND PROPOSED STORMDRAIN SYSTEMS WERE ANALYZED TO DETERMINE THE ADEQUACY ALL THREE OUTFALLS FOR THIS PROJECT DRAIN TO THE EXISTING STORMDRAIN SYSTEM. THE HGL CALCULATIONS UTILIZE STORMCAD TO DETERMINE THE VELOCITY. THE MODEL IS SET TO REPORT THE UNIFORM FLOW VELOCITY WHICH CALCULATES THE VELOCITY IN THE PIPE AT NORMAL DEPTH, BUT UNDER SURCHARGED CONDITIONS THE MODEL OUTPUTS THE SURCHARGED VELOCITY INSTEAD.

OUTFALL #1 IS LOCATED EAST OF THE WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE INTERSECTION AND DRAINS TO EXISTING STRUCTURE 9528. THE EXISTING DOWNSIDE STORMDRAIN SYSTEM WAS DETERMINED TO BE INADEQUATE. THE IMPROVEMENTS TO MAKE THIS OUTFALL ADEQUATE WOULD INCLUDE UPSIZING 504 LINEAR FEET OF PIPE AND EXTEND BEYOND THE SCOPE OF THIS PROJECT. TO EVALUATE THIS OUTFALL THE PROPOSED CONDITIONS WERE COMPARED TO THE EXISTING CONDITIONS. THE CALCULATIONS DEMONSTRATE THE PROPOSED CONDITIONS HAVE NO SIGNIFICANT IMPACT ON THE EXISTING STORMDRAIN SYSTEM.

Time of Concentration

Project: Washington Boulevard  
By: NLM  
Date: 2/26/20

Location: Arlington County  
Checked: DCD  
Date: 2/26/20

Scenario: X Pre-development X Post-development  
Check One: X To T1 through subarea Basin: EX 8668

Table with columns: Segment ID, Surface description, Flow length, Watercourse slope, Average velocity, Flow length, Watershed or subarea. Includes data for Segment SF-1.

Table with columns: Segment ID, Surface description, Flow length, Watercourse slope, Average velocity, Flow length, Watershed or subarea. Includes data for Segment SCF-1.

Table with columns: Segment ID, Cross sectional flow area, Wetted perimeter, Hydraulic radius, Channel slope, Manning's roughness coefficient, Flow length, Watershed or subarea. Includes data for Segment CF-1.

Time of Concentration

Project: Washington Boulevard  
By: NLM  
Date: 2/26/20

Location: Arlington County  
Checked: DCD  
Date: 2/26/20

Scenario: X Pre-development X Post-development  
Check One: X To T1 through subarea Basin: EX 25469

Table with columns: Segment ID, Surface description, Flow length, Watercourse slope, Average velocity, Flow length, Watershed or subarea. Includes data for Segment SF-1.

Table with columns: Segment ID, Surface description, Flow length, Watercourse slope, Average velocity, Flow length, Watershed or subarea. Includes data for Segment SCF-1.

Table with columns: Segment ID, Cross sectional flow area, Wetted perimeter, Hydraulic radius, Channel slope, Manning's roughness coefficient, Flow length, Watershed or subarea. Includes data for Segment CF-1.

LD-204 Stormwater Inlet Computations

LD-204 Rev. 6-85 PROJ# 110614001.00 DATE December 9, 2021 SHEET 1 OF 1  
DESIGNED/CHECKED Derik Doughty, P.E./Mike Albright, P.E.

Table with columns: INLET NUMBER, TYPE, LENGTH (FT), STATION, DRAINAGE AREA (AC), C, CA, sum CA, I (IN/HR), Q INCR (CFS), Qc, CARRYOVER (CFS), Qc, GUTTER FLOW (CFS), S, GUTTER SLOPE (FT/FT), Sx, CROSS SLOPE (FT/FT), T, SPREAD (FT), W (FT), WIT, Sw, (FT/FT), Sw/Sx, E, a = 12/(SW-Sx)/Local Depression, Sw = a/(12W), S = Sw + Sx/(E), COMPUTED LENGTH, L, (FT), L, SPECIFIED LENGTH (FT), L/L, E, Q, INTERCEPTED (CFS), Qc, CARRYOVER (CFS), d (FT), h (FT), d/h, T, SPREAD @ SAG (FT). Includes data for existing and proposed on-grade and in-sag structures.

OUTFALL #2 IS LOCATED WEST OF THE WASHINGTON BOULEVARD AND GLEBE ROAD INTERSECTION AND DRAINS TO EXISTING STRUCTURE 8727. THE EXISTING STORMDRAIN SYSTEM WAS DETERMINED TO BE ADEQUATE AND THERE IS NO SIGNIFICANT CHANGE TO THE PEAK FLOW IN THE PROPOSED CONDITIONS. OUTFALL #2 IS ADEQUATE AS DEMONSTRATED BY THE STORMDRAIN CALCULATIONS.

OUTFALL #3 IS LOCATED SOUTH OF THE WASHINGTON BOULEVARD AND GLEBE ROAD INTERSECTION AND DRAINS TO EXISTING STRUCTURE 9093. THE EXISTING STORMDRAIN SYSTEM WAS DETERMINED TO BE ADEQUATE AND THERE IS NO SIGNIFICANT CHANGE TO THE PEAK FLOW IN THE PROPOSED CONDITIONS. OUTFALL #3 IS ADEQUATE AS DEMONSTRATED BY THE STORMDRAIN CALCULATIONS.

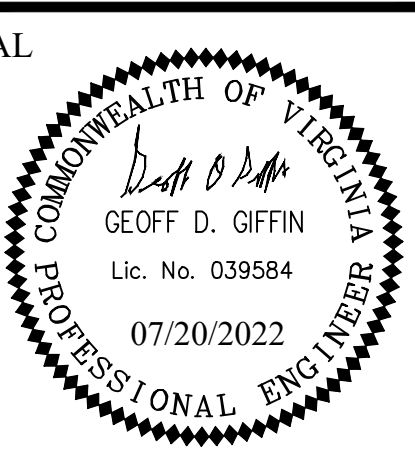
NOTES: CONTRACTOR SHALL FLUSH ANY DEBRIS FROM EXISTING DRAINAGE STRUCTURES WITHIN PROJECT AREA AFTER CONSTRUCTION IS COMPLETE.

THE DOWNSIDE STRUCTURE AFTER 9604 IS THE OUTFALL (STRUCTURE 9528) THUS THE DESIGN OUTLET WSE USED FOR 9604 IS THE 0.8D + INV (OUT). STRUCTURE 9528 USED AN ASSUMED RIM ELEV OF 275.10' BASED ON THE AVAILABLE SURFACE AND ROADWAY GRADE DATA. STRUCTURE 9528 USED AN ASSUMED INVERT OF 270.50' BASED ON THE PIPE SLOPE OF FEATURES OF DIRECTLY ADJACENT NETWORK PIPES. PIPE AND STRUCTURE DOWNSIDE OF 9604 WERE ASSUMED BASED ON ADJACENT NETWORK SIZE AND ROADWAY SLOPE.

AT THE SURCHARGED EXISTING STRUCTURES, INLETS ARE AT GRADE AND NOT IN SAG CONDITION. WATER FLOWS OUT OF THE STRUCTURE AND DOWNHILL AND THERE IS NOT VERTICAL STAGING OF WATER AT THE SURCHARGED STRUCTURES, THUS THE INLET WSE IS CAPPED AT THE RIM ELEV.



DEPARTMENT OF ENVIRONMENTAL SERVICES  
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Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS DATE  
TRAFFIC SIGNAL ENGINEER 06/30/2022  
TRAFFIC ENGINEERING MANAGER 06/30/2022  
WATER SEWER, STREETS BUREAU CHIEF 7/18/22  
TRKO BUREAU CHIEF 06/30/2022  
Dennis W. Leach 07/13/22  
TRANSPORTATION DIRECTOR

REVISIONS DATE

Washington Boulevard Signal Upgrades  
DRAINAGE CALCULATIONS  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

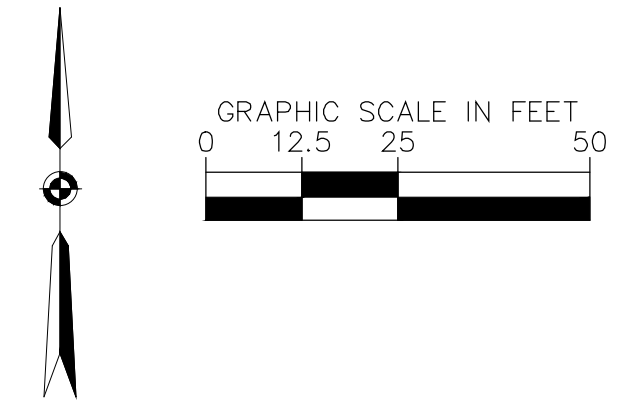
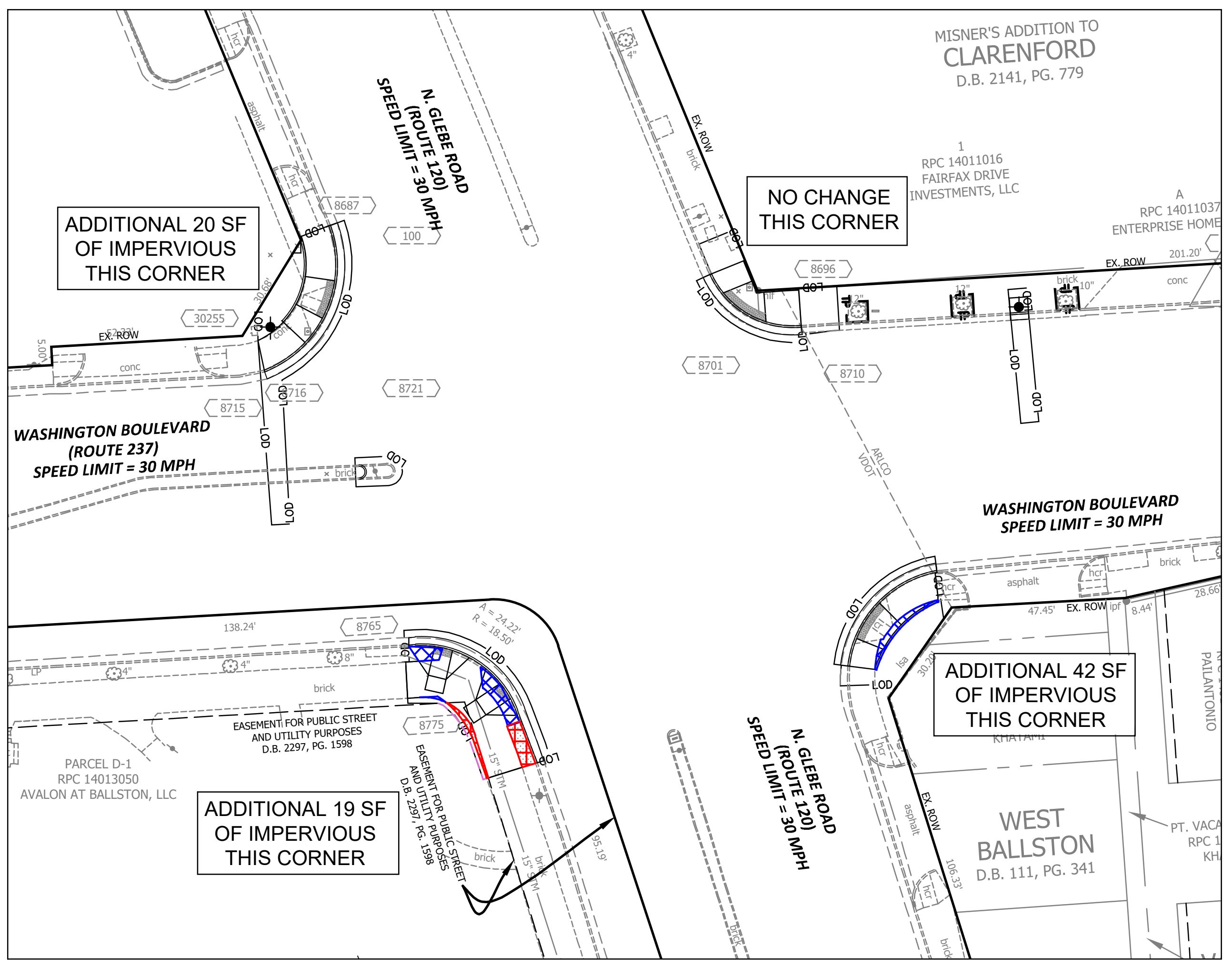
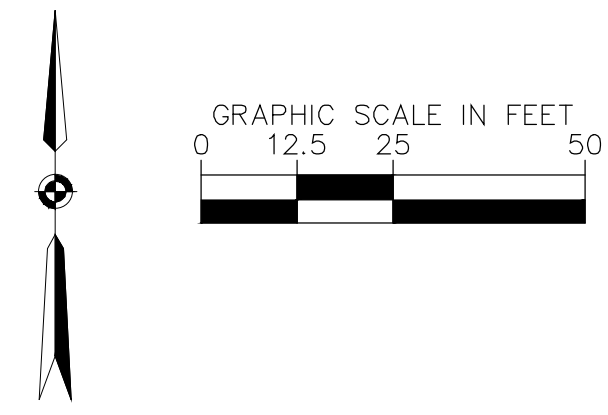
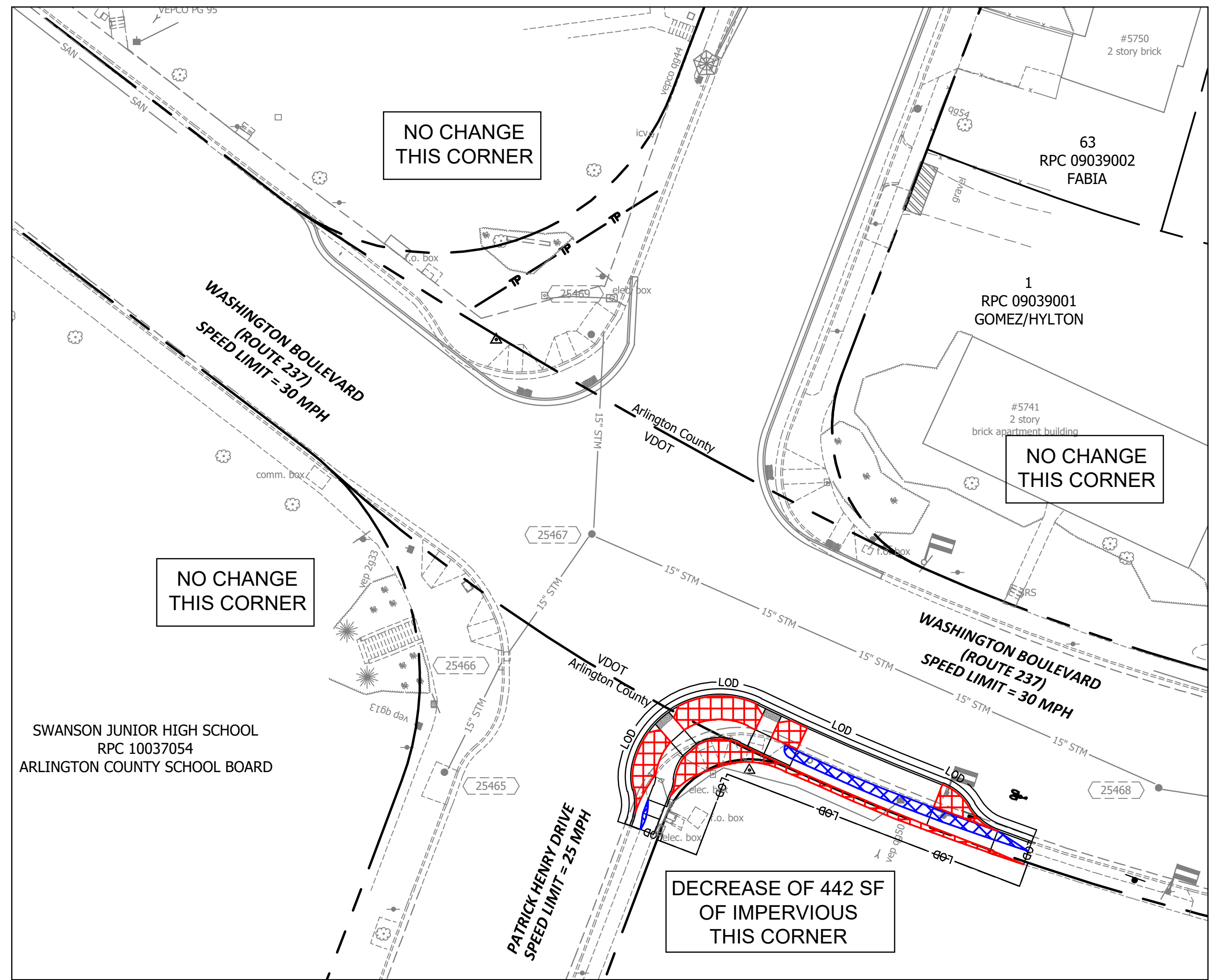
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Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

Scale: HOR. N/A VERT. N/A

Sheet C-0720



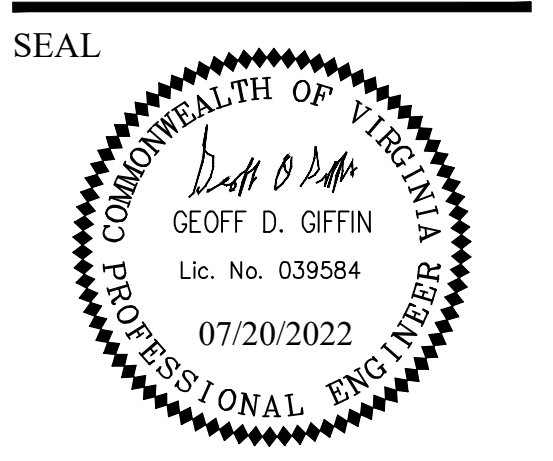


- LEGEND**
- EXISTING PERVIOUS AREA
  - PROPOSED PERVIOUS AREA
  - LIMITS OF DISTURBANCE

TABLE OF AREAS				
INTERSECTION	TOTAL DISTURBED AREA (FOR ESC REQUIREMENTS)	TOTAL DISTURBED AREA (FOR SWM REQUIREMENTS)	EXISTING IMPERVIOUS	PROPOSED IMPERVIOUS
WASHINGTON BLVD AT N. GLEBE RD	3403 FT <sup>2</sup>	208 FT <sup>2</sup>	2867 FT <sup>2</sup>	2947 FT <sup>2</sup>
WASHINGTON BLVD AT PATRICK HENRY DR	3083 FT <sup>2</sup>	816 FT <sup>2</sup>	2097 FT <sup>2</sup>	1655 FT <sup>2</sup>
TOTAL	6486 FT <sup>2</sup>	1024 FT <sup>2</sup>	4964 FT <sup>2</sup>	4602 FT <sup>2</sup>



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2100 Clarendon Boulevard, Suite 900  
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Fax: 703.228.3606



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John P. Hulse</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	06/30/2022
	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
IMPERVIOUS AREA CALCULATION  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

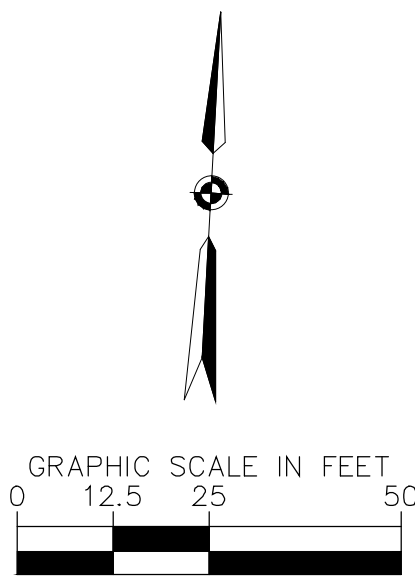
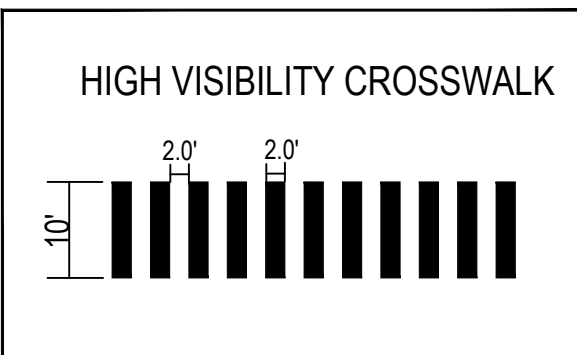
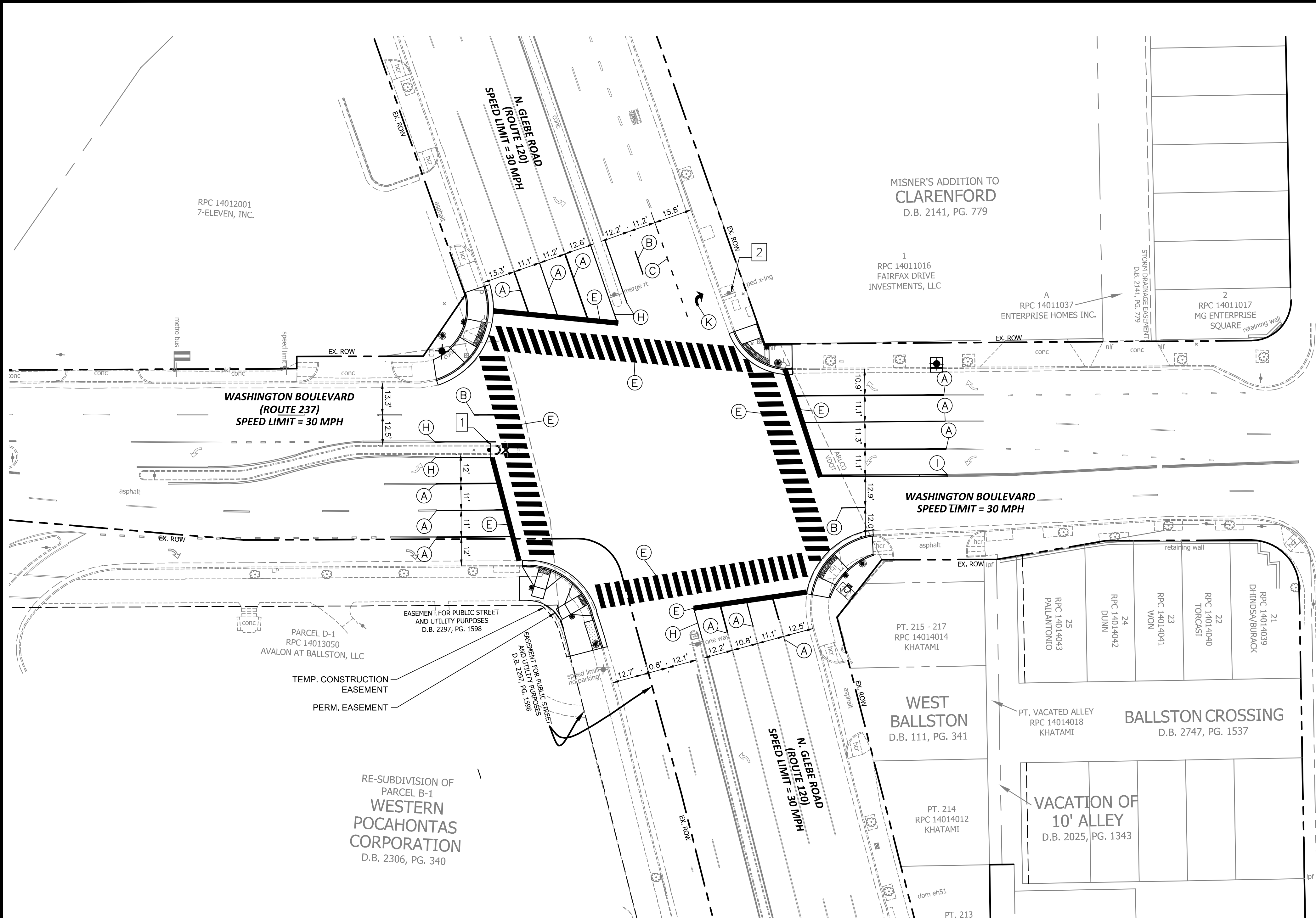
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Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

Scale:  
HOR. N/A VERT. N/A

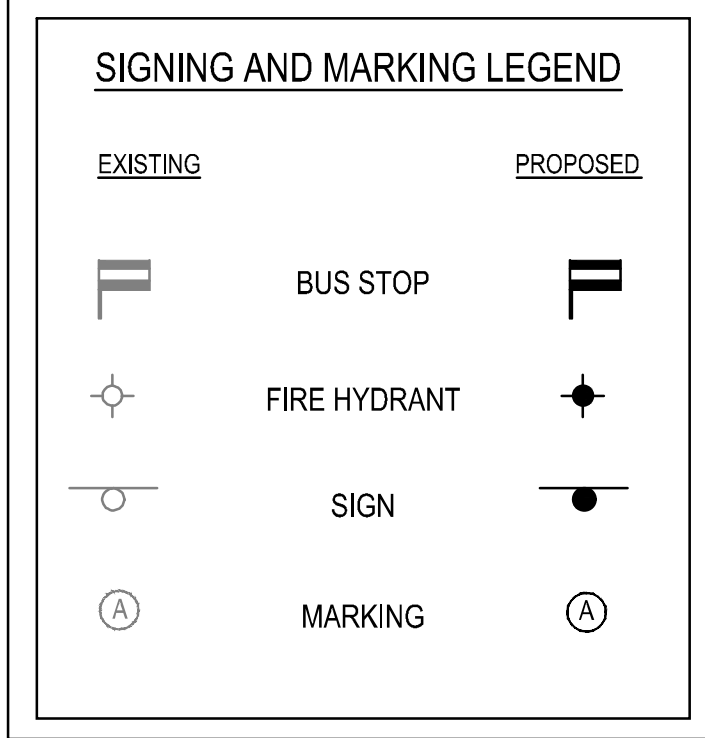
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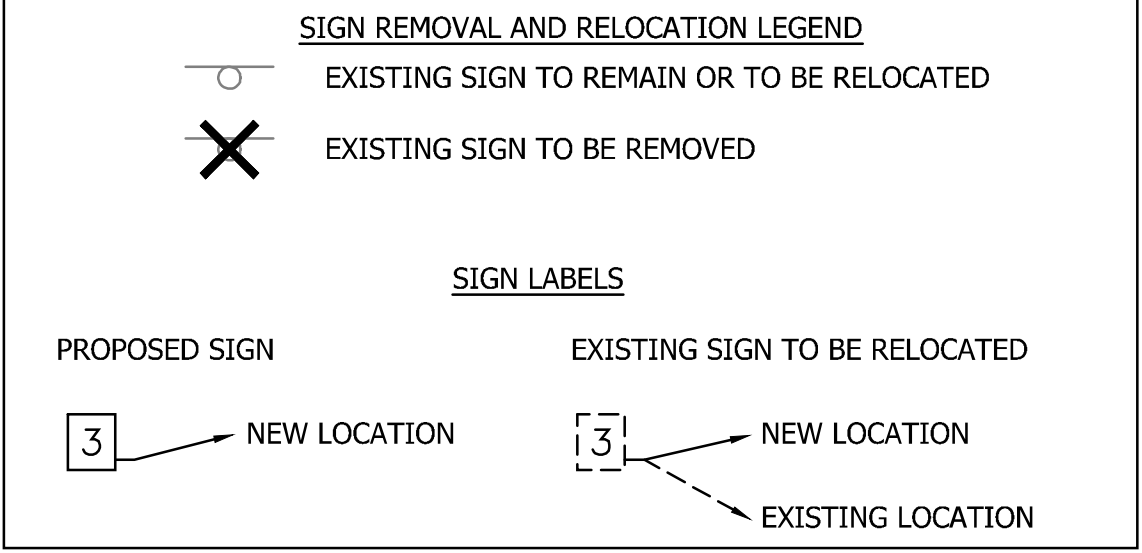
- SIGN AND PAVEMENT MARKING NOTES:**
- STREET WIDTH MEASUREMENTS ARE FROM FACE OF CURB TO FACE OF CURB. LANES ARE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.
  - CONTACT DENNIS HOWELL OR HIS DESIGNEE AT 703-228-6598 OR (571) 437-1077 TO APPROVE MARKING LAYOUT 48 HRS. PRIOR TO INSTALLATION OF MARKINGS.
  - 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
    - C) VDOT ROAD AND BRIDGE CONSTRUCTION STANDARDS
  - ALL MARKINGS SHALL BE THERMOPLASTIC PER ARLINGTON COUNTY MARKING STANDARDS.
  - 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.
  - CROSSWALKS SHALL BE 10' WIDE UNLESS OTHERWISE NOTED.
  - LEFT TURN ARROWS SHALL BE LOCATED 25' BACK FROM STOP BAR. FOR ADDITIONAL ARROWS FOLLOW COUNTY MARKING STANDARDS.

- STANDARD PAVEMENT MARKING LEGEND:**
- |   |   |
|---|---|
| (A) TYPE B CLASS 1.....WHITE 4" WIDTH                           | PARKING LANES, EDGE LINES, LANE LINES, TURN LANES |
| (B) TYPE B CLASS 1.....WHITE 4" WIDTH, 10' LONG, 30' SPACING    | DASHED LANE LINES                                 |
| (C) TYPE B CLASS 1.....WHITE 4" WIDTH, 2' LONG, 10' SPACING     | LANE TRANSITIONS, TURN LANE SKIPS                 |
| (D) TYPE B CLASS 1.....WHITE 18" WIDTH                          | STOP BARS   |
| (E) TYPE B CLASS 1.....WHITE 24" WIDTH                          | HIGH VISIBILITY CROSS WALKS, VDOT STOP BARS       |
| (F) TYPE B CLASS 1.....WHITE 6" WIDTH                           | TURN LANES, TRANSVERSE CROSSWALKS, BIKE LANES     |
| (G) TYPE B CLASS 1.....YELLOW 4" WIDTH, 10' LONG, 30' SPACING   | DIVIDED TRAFFIC, TWO WAY TURN LANES               |
| (H) TYPE B CLASS 1.....YELLOW 4" WIDTH                          | EDGE LINES  |
| (I) TYPE B CLASS 1.....YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING | CENTERLINES                                       |
| (J) TYPE B CLASS 1.....WHITE 6" WIDTH, 10' SPACING @45 DEGREE   | HATCH LINES, SAFETY ZONES                         |
| (K) TYPE B CLASS 1.....WHITE SINGLE ARROW                       | TURN LANES  |
| (L) TYPE B CLASS 1.....WHITE COMBINATION ARROW                  | TURN LANES  |
| (M) TYPE B CLASS 1.....WHITE 8" LETTERS                         | PAVEMENT LETTERS (STOP, YIELD, BUS, ONLY etc.)    |
| (N) TYPE B CLASS 1.....WHITE 6" WIDTH, 2' LONG, 10' SPACING     | LANE TRANSITIONS, TURN LANE SKIPS                 |
| (O) TYPE B CLASS 1.....WHITE 12" WIDTH, 20' SPACING @45 DEGREE  | GORE MARKINGS                                     |
| (P) TYPE B CLASS 1.....YELLOW 12" WIDTH, 20' SPACING @45 DEGREE | GORE MARKINGS                                     |
| (Q) TYPE B CLASS 1.....WHITE 6" WIDTH, 2' LONG, 4" SPACING      | LANE TRANSITIONS                                  |
| (R) TYPE B CLASS 1.....WHITE 8" WIDTH, 3' LONG, 9" SPACING      | TURN LANES  |



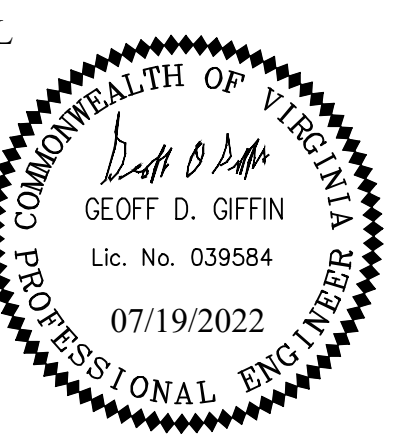
**SIGN SCHEDULE**

SIGN NUMBER	1	2
SIGN		AHEAD
NO.	R4-7	W16-9P
DIMENSION	24" x 30"	24" x 12"



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
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**APPROVALS**

APPROVALS	DATE
	06/30/2022
	06/30/2022
	7/18/22
	06/30/2022
	07/13/22

**REVISIONS**

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 PAVEMENT MARKING AND SIGNING PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

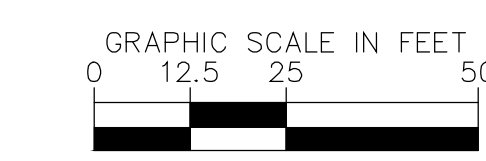
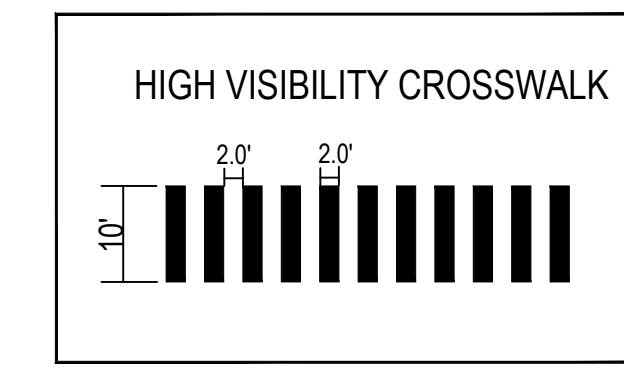
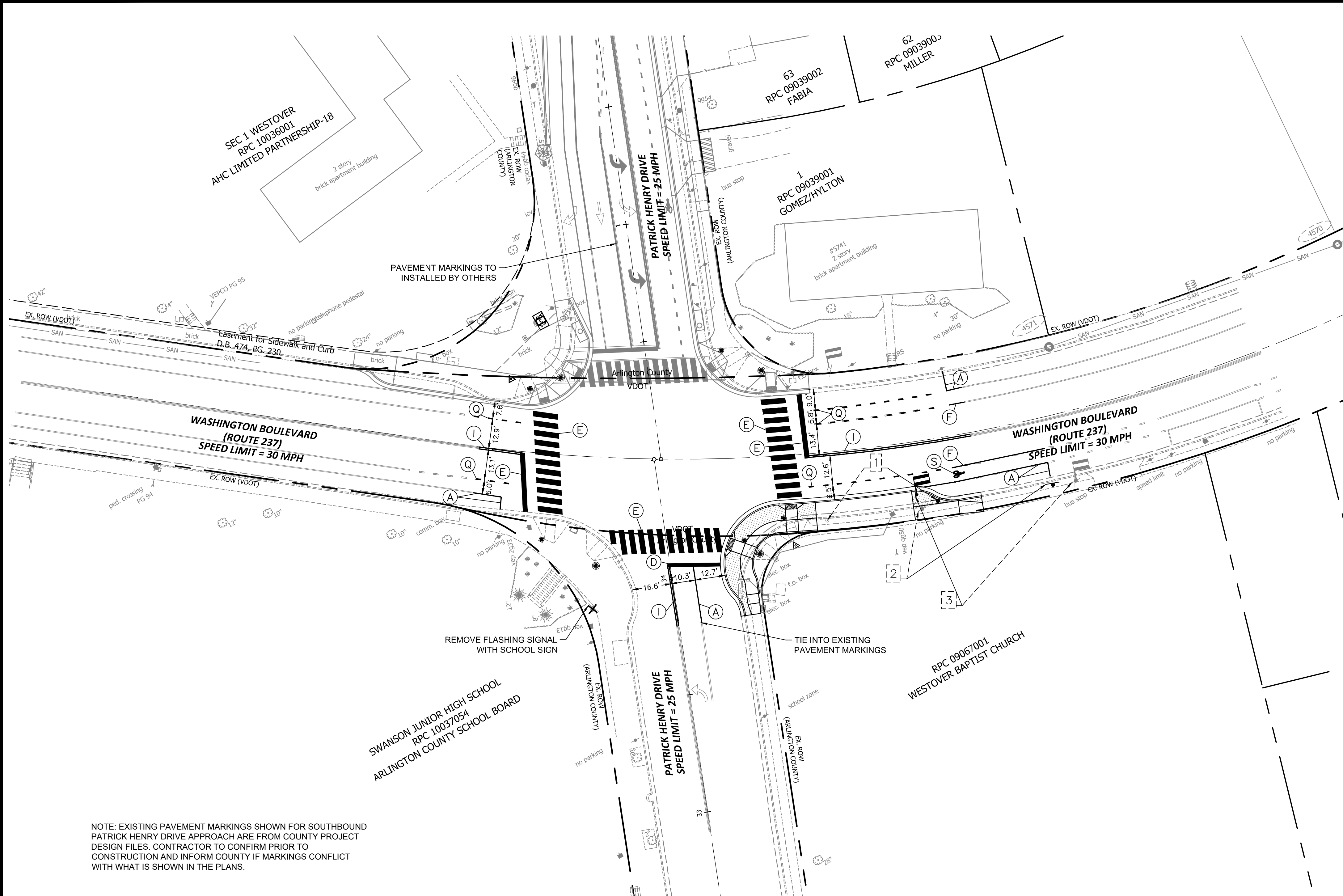
Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

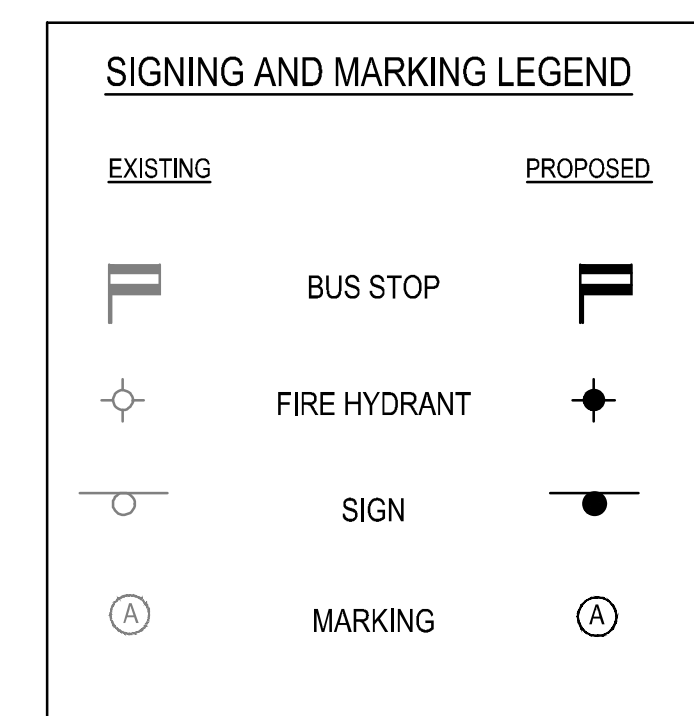
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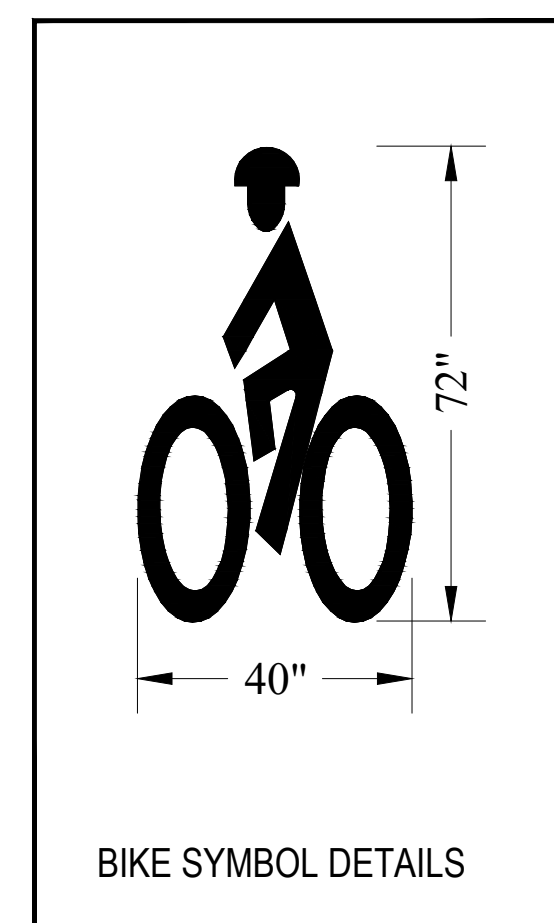


- SIGN AND PAVEMENT MARKING NOTES:**
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  - CONTACT DENNIS HOWELL OR HIS DESIGNEE AT 703-228-6598 OR (571) 437-1077 TO APPROVE MARKING LAYOUT 48 HRS. PRIOR TO INSTALLATION OF MARKINGS.
  - PAVEMENT MARKINGS TO BE IN ACCORDANCE WITH THE FOLLOWING AND ANY REVISIONS HERE TO:
    - A) THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
    - B) ARLINGTON COUNTY MARKING STANDARDS.
    - C) VDOT ROAD AND BRIDGE STANDARDS
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  - 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.
  - CROSSWALKS SHALL BE 10' WIDE UNLESS OTHERWISE NOTED.
  - LEFT TURN ARROWS SHALL BE LOCATED 25' BACK FROM STOP BAR. FOR ADDITIONAL ARROWS FOLLOW COUNTY MARKING STANDARDS.
  - 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.
  - SHARROWS SHALL BE PLACED IN CENTER OF LANE, 250' APART UNLESS OTHERWISE SPECIFIED.
  - BIKE LANE SYMBOLS TO BE PLACED 330' APART UNLESS OTHERWISE SPECIFIED.

- STANDARD PAVEMENT MARKING LEGEND:**
- |   |   |
|---|---|
| (A) TYPE B CLASS 1.....WHITE 4" WIDTH                           | PARKING LANES, EDGE LINES, LANE LINES, TURN LANES |
| (B) TYPE B CLASS 1.....WHITE 4" WIDTH, 10' LONG, 30' SPACING    | DASHED LANE LINES                                 |
| (C) TYPE B CLASS 1.....WHITE 4" WIDTH, 2' LONG, 10' SPACING     | LANE TRANSITIONS, TURN LANE SKIPS                 |
| (D) TYPE B CLASS 1.....WHITE 18" WIDTH                          | STOP BARS   |
| (E) TYPE B CLASS 1.....WHITE 24" WIDTH                          | HIGH VISIBILITY CROSS WALKS, VDOT STOP BARS       |
| (F) TYPE B CLASS 1.....WHITE 6" WIDTH                           | TURN LANES, TRANSVERSE CROSSWALKS, BIKE LANES     |
| (G) TYPE B CLASS 1.....YELLOW 4" WIDTH, 10' LONG, 30' SPACING   | DIVIDED TRAFFIC, TWO WAY TURN LANES               |
| (H) TYPE B CLASS 1.....YELLOW 4" WIDTH                          | EDGE LINES  |
| (I) TYPE B CLASS 1.....YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING | CENTERLINES                                       |
| (J) TYPE B CLASS 1.....WHITE 6" WIDTH, 10' SPACING @45 DEGREE   | HATCH LINES, SAFETY ZONES                         |
| (K) TYPE B CLASS 1.....WHITE SINGLE ARROW                       | TURN LANES  |
| (L) TYPE B CLASS 1.....WHITE COMBINATION ARROW                  | TURN LANES  |
| (M) TYPE B CLASS 1.....WHITE 8" LETTERS                         | PAVEMENT LETTERS (STOP, YIELD, BUS, ONLY etc.)    |
| (N) TYPE B CLASS 1.....WHITE 6" WIDTH, 2' LONG, 10' SPACING     | LANE TRANSITIONS, TURN LANE SKIPS                 |
| (O) TYPE B CLASS 1.....WHITE 12" WIDTH, 20' SPACING @45 DEGREE  | GORE MARKINGS                                     |
| (P) TYPE B CLASS 1.....YELLOW 12" WIDTH, 20' SPACING @45 DEGREE | GORE MARKINGS                                     |
| (Q) TYPE B CLASS 1.....WHITE 6" WIDTH, 2' LONG, 4" SPACING      | LANE TRANSITIONS                                  |
| (R) TYPE B CLASS 1.....WHITE 8" WIDTH, 3' LONG, 9" SPACING      | TURN LANES  |
| (S) TYPE B CLASS 1.....WHITE HELMETED BICYCLIST SYMBOL          |   |

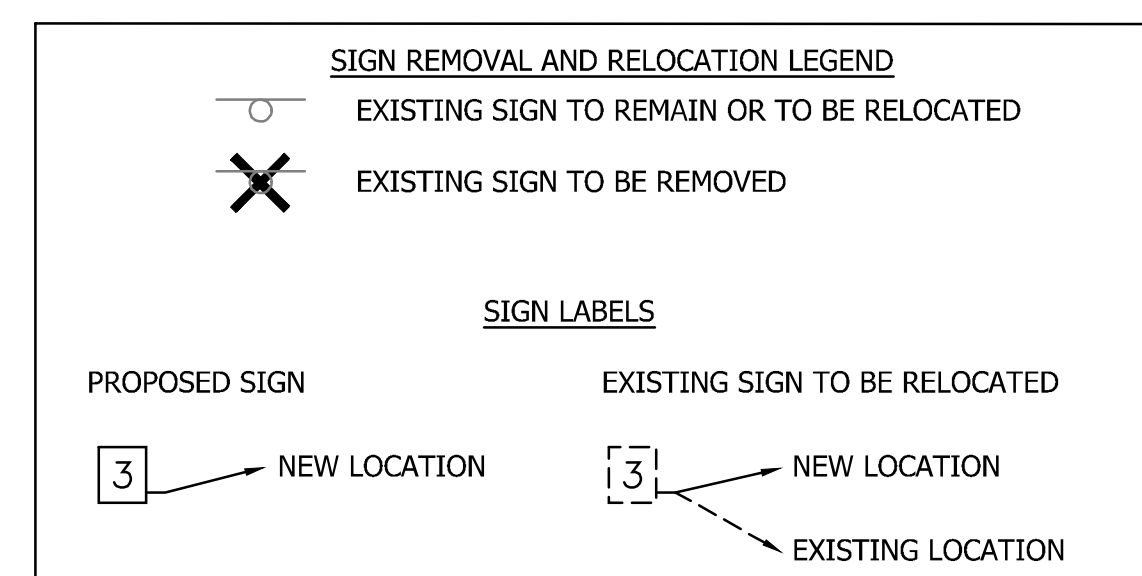


NOTE: EXISTING PAVEMENT MARKINGS SHOWN FOR SOUTHBOUND PATRICK HENRY DRIVE APPROACH ARE FROM COUNTY PROJECT DESIGN FILES. CONTRACTOR TO CONFIRM PRIOR TO CONSTRUCTION AND INFORM COUNTY IF MARKINGS CONFLICT WITH WHAT IS SHOWN IN THE PLANS.

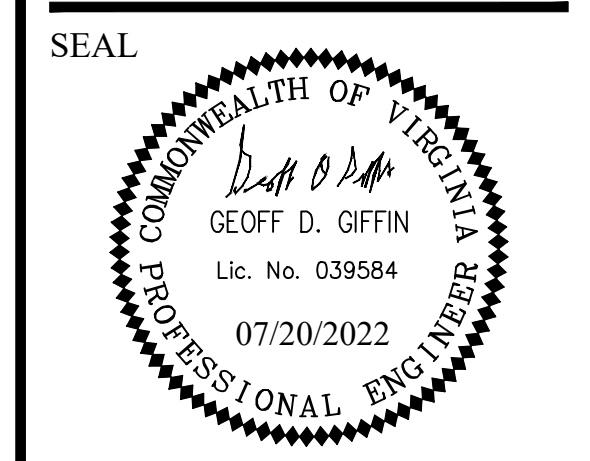


**SIGN SCHEDULE**

SIGN NUMBER	1	2	3
SIGN			
NO.	R7-2R	R7-2L	BUS STOP SIGN
DIMENSION	EXISTING	EXISTING	EXISTING



DEPARTMENT OF ENVIRONMENTAL SERVICES  
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**APPROVALS**

APPROVALS	DATE
	06/30/2022
	06/30/2022
	7/18/22
	06/30/2022
	07/13/22

**REVISIONS**

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 PAVEMENT MARKING AND SIGNING PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

Scale:  
 HOR. N/A VERT. N/A



# TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION (TMP/SOC)

REVISION: MARCH 03, 2020  
 File name: C-0902-TMP NOTES.dwg  
 Path: K:\NVA\_TPT\0110614001 - Washington Blvd Signals\3\CAD\PlanSheets

## TEMPORARY TRAFFIC CONTROL PLAN

### 1. TMP/SOC TYPE A PROJECT INFORMATION:

- A. IDENTIFY THE PROJECT'S TMP TYPE:  
THIS PROJECT'S TMP/SOC PLAN HAS BEEN DESIGNED IN CONFORMANCE WITH A TYPE A TMP/SOC PLAN.
- B. IDENTIFY THE WORK ZONE LOCATION, LENGTH, AND WIDTHS:  
THE PROJECT LOCATION IS SHOWN ON THE TITLE SHEET.  
THE WORK ZONE AREAS HAVE BEEN DELINEATED AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS.  
THE WORK ZONE LENGTHS AND WIDTHS VARY BY LOCATION AS SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS.
- C. NOTE THE HOURS THE CONSTRUCTION AREA WILL BE ACTIVE:  
CONSTRUCTION AREA SHALL BE CONSIDERED ACTIVE WHEN ANY IMPACT TO TRAFFIC OCCURS (1ST CONE IN ROAD)  
CONSTRUCTION AREA HOURS HAVE THE FOLLOWING LIMITATIONS:

	LANE CLOSURES (NON MAJOR ARTERIAL)			
	MONDAY TO THURSDAY	FRIDAY	SATURDAY	SUNDAY
DAY TIME	9:30AM to 3:00PM	9:30AM to 2:00PM	*NOT ALLOWED	*NOT ALLOWED
NIGHT TIME	*NOT ALLOWED	*NOT ALLOWED	*NOT ALLOWED	*NOT ALLOWED

\* NIGHT TIME AND WEEKEND WORK SHALL NOT BE ALLOWED UNLESS APPROVED BY VDOT.  
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.

DESIGNATION OF PEAK HOUR TIMES:  
PEAK HOURS ARE 6:00AM THROUGH 9:00AM AND 3:30PM THROUGH 6:30PM.

- D. THE CONSTRUCTION ZONE HAS BEEN SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS FOR POTENTIAL LOCATIONS FOR CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE WITHIN THE RIGHT OF WAY. THE CONTRACTOR IS TO PROVIDE ADEQUATE PROTECTION FOR CONSTRUCTION ELEMENTS WITHIN THE CLEAR ZONE.
- E. THE TMP/SOC PLAN, DURING CONSTRUCTION, SHALL BE IN ACCORDANCE WITH SECTIONS 512, 701, 703 & 704 OF THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS, DATED 2020; THE VIRGINIA WORK AREA PROTECTION MANUAL DATED AUGUST 2011 AND UPDATED NOVEMBER 2020; THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009; THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, DATED 2011; AND IIM-ID-241.7 OF THE INSTRUCTIONAL AND INFORMATIONAL MEMORANDA.
- F. NOTE ANY EXISTING ENTRANCES, EXISTING INTERSECTIONS, OR EXISTING PEDESTRIAN ACCESS POINTS THAT WILL BE AFFECTED BY THE CONSTRUCTION AREA OR BY THE TRAFFIC CONTROL DEVICES:

#### WASHINGTON BOULEVARD AND N. GLEBE ROAD:

EXISTING ENTRANCES: THERE ARE TEN (10) EXISTING ENTRANCES WITHIN THE PROJECT LIMITS. ALL ENTRANCES ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION. IF DRIVEWAY RECONSTRUCTION IS NECESSARY, THE CONTRACTOR IS TO WORK WITH THE PROPERTY OWNER TO ESTABLISH A MUTUALLY AGREEABLE SCHEDULE TO CLOSE THE ENTRANCE.

EXISTING INTERSECTIONS: THE WASHINGTON BOULEVARD AND N. GLEBE ROAD INTERSECTION IS AT APPROXIMATE WASHINGTON BOULEVARD STATION 15+30. ALL EXISTING INTERSECTIONS ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION.

EXISTING PEDESTRIAN ACCESS POINTS: THERE ARE FOUR (4) EXISTING PEDESTRIAN POINTS WITHIN THE PROJECT LIMITS OF EACH INTERSECTION. THESE INCLUDE THE NORTHWEST, NORTHEAST, SOUTHWEST, AND SOUTHEAST CORNERS OF THE WASHINGTON BOULEVARD AND N. GLEBE ROAD INTERSECTION. PEDESTRIANS ARE TO BE DIVERTED AWAY FROM THE CONSTRUCTION ZONE. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PEDESTRIAN CIRCULATION AT ALL TIMES. SEE CONSTRUCTION NARRATIVE FOR DETAILS.

EXISTING BUS STOPS: THERE ARE NO EXISTING BUS STOPS WITHIN THE PROJECT LIMITS.

#### WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE:

EXISTING ENTRANCES: THERE IS ONE (1) EXISTING ENTRANCE WITHIN THE PROJECT LIMITS. ALL ENTRANCES ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION. IF DRIVEWAY RECONSTRUCTION IS NECESSARY, THE CONTRACTOR IS TO WORK WITH THE PROPERTY OWNER TO ESTABLISH A MUTUALLY AGREEABLE SCHEDULE TO CLOSE THE ENTRANCE.

EXISTING INTERSECTIONS: THE WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE IS AT APPROXIMATE WASHINGTON BOULEVARD STATION 85+65. ALL EXISTING INTERSECTIONS ARE TO REMAIN OPEN AND FUNCTIONAL DURING CONSTRUCTION.

EXISTING PEDESTRIAN ACCESS POINTS: THERE ARE FOUR (4) EXISTING PEDESTRIAN POINTS WITHIN THE PROJECT LIMITS OF EACH INTERSECTION. THESE INCLUDE THE NORTHWEST, NORTHEAST, SOUTHWEST, AND SOUTHEAST CORNERS OF THE WASHINGTON BOULEVARD AND N. GLEBE ROAD INTERSECTION. PEDESTRIANS ARE TO BE DIVERTED AWAY FROM THE CONSTRUCTION ZONE. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PEDESTRIAN CIRCULATION AT ALL TIMES. SEE CONSTRUCTION NARRATIVE FOR DETAILS.

EXISTING BUS STOPS: THERE ARE TWO (2) EXISTING BUS STOPS WITHIN THE PROJECT LIMITS ALONG WASHINGTON BOULEVARD, ONE ON THE WEST SIDE OF THE INTERSECTION AND ONE ON THE EAST SIDE OF THE INTERSECTION. COUNTY WILL COORDINATE WITH TRANSIT BUREAU FOR WORK THAT WILL AFFECT TRANSIT STOPS. TRANSIT STOP ACCESS SHALL BE MAINTAINED FOR ALL OPERATIONAL HOURS. THE CONTRACTOR SHALL PRESERVE ALL BUS STOP, INCLUDING MAINTAINING ADEQUATE ACCESS 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. TYPICALLY ANY RELOCATION OR CLOSURE OF A BUS STOP WILL REQUIRE AT LEAST FOUR WEEKS ADVANCED NOTICE FOR COORDINATION WITH THE COUNTY'S BUS STOP COORDINATOR AT 703-228-3049. ALL TEMPORARY AND FINAL BUS TRAVEL LANES MUST BE MINIMUM 11' WIDE.

### G. IDENTIFY THE MAJOR TYPES OF TRAVELERS:

WASHINGTON BOULEVARD AND N. GLEBE ROAD: THE TRAFFIC ON THE ROADWAY CONSISTS PRIMARILY OF COMMUTER TRAFFIC WITH TRANSIT BUSES, BIKES, AND PEDESTRIANS. THE SURROUNDING AREA IS MOSTLY RESIDENTIAL WITH SOME COMMERCIAL BUSINESSES.

WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE: THE TRAFFIC ON THE ROADWAY CONSISTS PRIMARILY OF COMMUTER TRAFFIC WITH TRANSIT BUSES, BIKES, AND PEDESTRIANS. THE SURROUNDING AREA IS MOSTLY RESIDENTIAL WITH A SCHOOL AND CHURCH.

### H. THE CONTRACTOR SHALL:

DESIGNATE A PERSON ASSIGNED TO THE PROJECT WHO WILL HAVE THE PRIMARY RESPONSIBILITY, WITH SUFFICIENT AUTHORITY, FOR IMPLEMENTING THE TMP/SOC AND OTHER SAFETY AND MOBILITY ASPECTS OF THE PERMIT WORK. THIS PERSON SHALL COORDINATE WITH THE ARLINGTON COUNTY CONSTRUCTION INSPECTOR FOR THE DURATION OF CONSTRUCTION.

ENSURE THAT PERSONNEL ASSIGNED TO THE PROJECT ARE TRAINED IN TRAFFIC CONTROL TO A LEVEL COMMENSURATE WITH THEIR RESPONSIBILITIES IN ACCORDANCE WITH VDOT'S WORK ZONE TRAFFIC CONTROL TRAINING GUIDELINES.

INFORM THE ENGINEER OF ANY WORK REQUIRING LANE SHIFTS, LANE CLOSURES, AND/OR PHASE CHANGES A MINIMUM OF TWO WORKING DAYS PRIOR TO IMPLEMENTING THIS ACTIVITY.

PERFORM REVIEWS OF THE CONSTRUCTION AREA TO ENSURE COMPLIANCE WITH CONTRACT DOCUMENTS AT REGULARLY SCHEDULED INTERVALS AT THE DIRECTION OF THE ENGINEER. CONTRACTOR SHALL MAINTAIN AN APPROVED COPY OF THE TEMPORARY TRAFFIC CONTROL PLAN AT THE WORK SITE AT ALL TIMES.

COORDINATE WITH ARLINGTON COUNTY POLICE DEPARTMENT AND ARLINGTON COUNTY COUNTY FIRE/RESCUE DEPARTMENT FOR ANY LANE CLOSURES AND ANY DETOURS OF ANY NATURE.

SCHEDULE ALL PHASES OF CONSTRUCTION IN SUCH A MANNER THAT WATER, SANITARY SEWER, CABLE, FIBER CABLE/OPTIC CABLE, ANY OVERHANGING UTILITIES, AND ANY UNDERGROUND UTILITIES SERVICES WILL NOT BE INTERRUPTED.

2. THIS TMP/SOC PLAN IS INTENDED AS A GUIDE. IT IS NOT TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH PHASE, BUT ONLY TO SHOW THE GENERAL HANDLING OF EXISTING TRAFFIC. IF THE CONTRACTOR TO DEVIATE FROM THE APPROVED TMP, A NEW OR REVISED TMP MUST BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
3. CONTRACTOR SHALL MAINTAIN AT LEAST ONE (1) LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION OF THIS PROJECT AND PROVIDE A MINIMUM OF 11 FOOT WIDE LANES AT ALL TIMES DURING CONSTRUCTION, UNLESS APPROVED BY THE ENGINEER.
4. ALL AREAS EXCAVATED BELOW THE EXISTING PAVEMENT SURFACE AND WITHIN THE CLEAR ZONE AT THE CONCLUSION OF EACH WORKDAY, SHALL BE BACKFILLED TO FORM AN APPROXIMATE 6:1 WEDGE AGAINST THE EXISTING PAVEMENT OR NEWLY CONSTRUCTED PAVEMENT SURFACE FOR THE SAFETY AND PROTECTION OF VEHICULAR TRAFFIC.

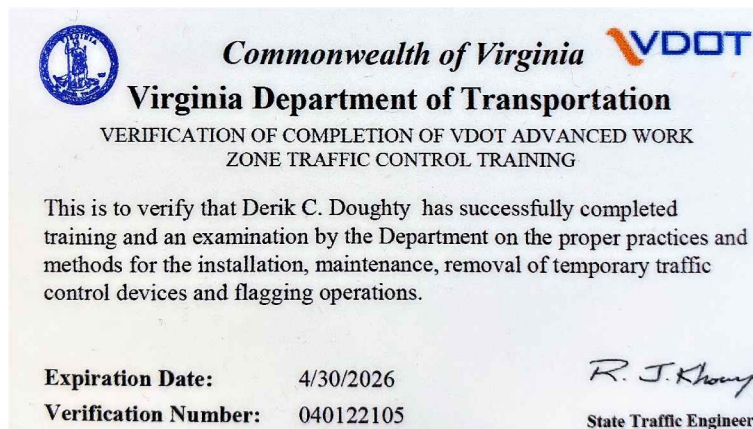
5. EACH PHASE OF CONSTRUCTION SHALL BE COMPLETED TO THE INSTALLATION OF INTERMEDIATE COURSE ASPHALT PRIOR TO THE START OF THE NEXT PHASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FOR THE DURATION OF THE PROJECT. CONTRACTOR SHALL PROVIDE ANY ADDITIONAL TEMPORARY MEASURES NECESSARY TO FACILITATE PROPER, POSITIVE DRAINAGE FOR THE DURATION OF CONSTRUCTION. THE COST SHALL BE INCLUDED IN THE COST OF OTHER ITEMS.
7. UNLESS SPECIFIED ON THE PLANS, ALL EXISTING TURN LANES SHALL BE MAINTAINED AT ALL TIMES FOR THE DURATION OF CONSTRUCTION.
8. WHERE GROUP 2 CHANNELIZING DEVICES ARE USED TO SEPARATE THE CONSTRUCTION AREA AND TRAFFIC, A MINIMUM CLEAR ZONE AREA AS DEFINED IN THE VIRGINIA WORK AREA PROTECTION MANUAL (VWAPM) IS TO BE MAINTAINED.
9. THE CONTRACTOR IS TO COORDINATE WITH ARLINGTON COUNTY FOR LOCATION(S) OF THE CONSTRUCTION STAGING AREA. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AS NECESSARY.
10. IMPLEMENTING THE TRANSPORTATION MANAGEMENT PLAN DURING THE FIRST DAY OF THE NEW WORK ZONE TRAFFIC PATTERN, THE PROJECT CONSTRUCTION MANAGER AND PROJECT CONSTRUCTION INSPECTOR SHALL INSPECT THE WORK ZONE TO ENSURE COMPLIANCE WITH THE TMP. ON THE THIRD TO FIFTH DAY OF IMPLEMENTATION OF THE TMP'S NEW WORK ZONE TRAFFIC PATTERN, THE CONSTRUCTION INSPECTOR SHALL CONDUCT AN ON-SITE REVIEW OF THE WORK ZONE'S PERFORMANCE IN COORDINATION WITH VDOT AND RECOMMEND TO THE CONTRACTOR ANY REQUIRED CHANGES TO THE TMP TO ENHANCE THE WORK ZONE'S SAFETY AND MOBILITY. ALL SUCH CHANGES SHALL BE DOCUMENTED. AN ON-SITE REVIEW OF THE PROJECT'S WORK ZONE TRAFFIC CONTROL BY THE COUNTY'S CONSTRUCTION INSPECTOR AND THE CONTRACTOR SHALL BE CONDUCTED (WITH COORDINATION FROM VDOT) WITHIN 48 HOURS OF ANY FATAL ACCIDENT/CRASH WITHIN THE WORK ZONE.
11. EVALUATION OF THE TRANSPORTATION MANAGEMENT PLAN A PERFORMANCE ASSESSMENT OF THE TMP INCLUDING AREA-WIDE IMPACTS ON ADJACENT ROADWAYS SHALL BE PERFORMED BY ARLINGTON COUNTY WITH COORDINATION FROM THE ENGINEER DURING CONSTRUCTION. AS CIRCUMSTANCES DICTATE, A REVIEW OF THE OVERALL EFFECTIVENESS OF THE PROJECT'S TMP SHALL BE COMPLETED DURING THE POST CONSTRUCTION MEETING AND INCLUDED WITH THE POST CONSTRUCTION REPORT. A COPY OF THE SPECIFIC INFORMATION ON THE EFFECTIVENESS OF THE TMP WILL BE FORWARDED TO ARLINGTON COUNTY FOR REVIEW. A COPY OF THE TMP INTERIM/POST CONSTRUCTION REPORT FORM CAN BE OBTAINED FROM ARLINGTON COUNTY.
12. PUBLIC COMMUNICATIONS PLAN THE CONTRACTOR SHALL BE RESPONSIBLE FOR:
  - A. SUBMITTING A DETAILED SCHEDULE WHICH INDICATES THE START AND FINISH DATES FOR THE WORK. THE SCHEDULE SHALL INDICATE THE DURATION OF ALL LANE CLOSURES (INCLUDING BICYCLE LANES), CROSSWALK CLOSURES, AND STREET PARKING RESTRICTIONS.
  - B. NOTIFYING THE PROJECT MANAGER AND CONSTRUCTION INSPECTOR TWO WEEKS IN ADVANCE OF ANY SCHEDULED WORK PLANS AND TRAFFIC DELAYS.
  - C. NOTIFYING THE PROJECT MANAGER, CONSTRUCTION INSPECTOR, AND CORRESPONDING ENGINEER OF ANY UNSCHEDULED TRAFFIC DELAYS
14. TRANSPORTATION OPERATIONS THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND PROVIDING THE FOLLOWING:
  - A. NOTIFY THE REGIONAL TRANSPORTATION OPERATIONS CENTER (TOC) ONE WEEK IN ADVANCE TO PLACE LANE CLOSURE INFORMATION ON THE 511 SYSTEM AND VA-TRAFFIC.
  - B. POST A LIST OF LOCAL EMERGENCY RESPONSE AGENCIES INSIDE THE PROJECT'S CONSTRUCTION OFFICE/TRAILER.
  - C. IMMEDIATELY REPORT ANY TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE.
  - D. NOTIFY THE PROJECT CONSTRUCTION INSPECTOR AND CORRESPONDING ENGINEER OF ANY NEW INCIDENTS AND EXPECTED TRAFFIC DELAYS.
  - E. WITHIN 24 HOURS OF ANY INCIDENTS WITHIN THE CONSTRUCTION WORK ZONE, A REVIEW OF THE TRAFFIC CONTROLS SHALL BE COMPLETED AND NECESSARY ADJUSTMENTS MADE TO REDUCE THE FREQUENCY AND SEVERITY OF ANY FUTURE INCIDENTS.

### CONTACT NUMBERS:

COUNTY PROJECT MANAGER	ANUP KAFLE (703) 228-7050
COUNTY CONSTRUCTION MANAGER	TBD
COUNTY CONSTRUCTION INSPECTOR	TBD
EMERGENCY CALL	911
NON-EMERGENCY NUMBERS:	
ARLINGTON COUNTY POLICE	(703) 558-2222
ARLINGTON COUNTY FIRE & RESCUE	(703) 558-3362

### NOTE:

THE DESIGNER, DERIK DOUGHTY, P.E. HAS COMPLETED THE VDOT ADVANCED WORK ZONE TRAINING. VERIFICATION NUMBER 040122105. EXPIRATION DATE 4/30/2026.



Virginia Department of Transportation  
**REVIEW OF WORKING DRAWINGS**  
Working drawings have been reviewed in accordance with Section 105.10 2016 VDOT Road & Bridge Specifications

REVIEW COMPLETED  
 CORRECT & RESUBMIT  
 REJECTED - SEE REMARKS

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

**REVIEWED**  
By Brian E. Fry at 2:29 pm, May 24, 2022

## GENERAL CONSTRUCTION NOTES AND SEQUENCE OF CONSTRUCTION

1. THE CONTRACTOR SHALL MAKE ANY NECESSARY ADJUSTMENTS DURING BOTH WORK AND NON-WORK HOURS TO ENSURE THE PROTECTION AND SAFETY OF THE ADJACENT PROPERTY OWNERS, PEDESTRIANS, VEHICULAR TRAFFIC, AND THE GENERAL PUBLIC FROM ANY CONSTRUCTION RELATED ACTIVITY, CONSTRUCTION EQUIPMENT, AND THE CONSTRUCTION SITE ITSELF. TEMPORARY SIGNS AND BARRIERS ARE NOT TO BE PLACED WHERE THEY WILL OBSTRUCT PEDESTRIAN TRAFFIC ON SIDEWALKS, UNLESS SUCH SIGN OR BARRIER IS SPECIFICALLY INTENDED TO CLOSE ACCESS TO THE SPECIFIC SECTION OF SIDEWALK.
2. TEMPORARY CLOSURES OF PEDESTRIAN ACCESS SHALL BE LIMITED AND ADMINISTERED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL WORK ON ONE CORNER PER INTERSECTION AT A TIME IN ORDER TO MINIMIZE THE FREQUENCY AND DURATION OF CROSSWALK CLOSURES.
3. BUFFER AND TAPER SPACES SHOWN ON THE TEMPORARY TRAFFIC CONTROL SHEETS ARE NOT TO SCALE. SEE THE VIRGINIA WORK AREA PROTECTION MANUAL FOR BUFFER AND TAPER PLACEMENT.
4. 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.
5. 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.
6. 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.

UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER THE CONTRACTOR SHALL PLAN AND PROSECUTE THE WORK IN ACCORDANCE WITH THE FOLLOWING SEQUENCE OF CONSTRUCTION:

### WASHINGTON BOULEVARD AND N. GLEBE ROAD:

#### PHASE 1:

1. INSTALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES IN ACCORDANCE WITH TTC-53.0.
  2. CONSTRUCT PROPOSED IMPROVEMENTS WITHIN THE CONSTRUCTION ZONE SHOWN ON SHEET C-0902 IN ACCORDANCE WITH TTC-30.2, TTC-35.1, TTC-36.2, AND TTC-50.2.
  3. CONSTRUCTION SHALL BE PHASED ON THE FOUR CORNERS OF THE INTERSECTION TO ALLOW ADEQUATE PEDESTRIAN ACCESS IN ACCORDANCE WITH TTC-35.1 AND 36.2. CONTRACTOR SHALL CONCENTRATE WORK ON ONE CORNER AT A TIME. PEDESTRIANS SHOULD BE DIVERTED AROUND THE CONSTRUCTION ZONE AT THE NEAREST CROSSING LOCATION. AN ADEQUATE PEDESTRIAN DIVERSION SHOULD BE IMPLEMENTED WHERE A DETOUR IS NOT FEASIBLE AT THE CONCLUSION OF WORK EACH DAY. CONSTRUCTION ACTIVITIES SHALL NOT CLOSE MORE THAN ONE CROSSWALK AT ANY TIME.
  4. CONSTRUCTION ACTIVITIES IN THIS PHASE INCLUDE: CONSTRUCTION OF WATERLINES AND FIRE HYDRANTS, SAW CUT EXISTING PAVEMENT, CONSTRUCTION OF PROPOSED CURB AND GUTTER, CONSTRUCTION OF SIDEWALK.
- PHASE 2:
1. CONSTRUCT PROPOSED IMPROVEMENTS WITHIN THE CONSTRUCTION ZONE SHOWN ON SHEET C-0902 IN ACCORDANCE WITH TTC-26.2, TTC-29.2, TTC-35.1, AND TTC-36.2.
  2. CONSTRUCTION SHALL BE PHASED ON THE FOUR CORNERS OF THE INTERSECTION TO ALLOW ADEQUATE PEDESTRIAN ACCESS IN ACCORDANCE WITH TTC-35.1 AND 36.2. CONTRACTOR SHALL CONCENTRATE WORK ON ONE CORNER AT A TIME. PEDESTRIANS SHOULD BE DIVERTED AROUND THE CONSTRUCTION ZONE AT THE NEAREST CROSSING LOCATION. AN ADEQUATE PEDESTRIAN DIVERSION SHOULD BE IMPLEMENTED WHERE A DETOUR IS NOT FEASIBLE AT THE CONCLUSION OF WORK EACH DAY. CONSTRUCTION ACTIVITIES SHALL NOT CLOSE MORE THAN ONE CROSSWALK AT ANY TIME.
  3. CONSTRUCTION ACTIVITIES IN THIS PHASE INCLUDE: SAW CUT EXISTING PAVEMENT, CONSTRUCTION OF PROPOSED CURB AND GUTTER AND CURB RAMPS ON THE CORNERS, CONSTRUCTION OF SIDEWALK, GRADING, INSTALLATION OF TRAFFIC AND PEDESTRIAN SIGNAL EQUIPMENT.
  4. THE PROPOSED SIGNAL SHALL BE FULLY CONSTRUCTED AND OPERATIONAL BEFORE CONSTRUCTION OF PHASE 3.

#### PHASE 3 (NOT SHOWN):

1. MILL AND OVERLAY AREAS SHOWN ON THE PLANS IN ACCORDANCE WITH TTC-57.2.
2. INSTALL ALL PERMANENT PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE SIGNING AND STRIPING PLAN.
3. REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES.

### WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE:

#### PHASE 1:

1. INSTALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES IN ACCORDANCE WITH TTC-53.0.
2. CONSTRUCT PROPOSED IMPROVEMENTS WITHIN THE CONSTRUCTION ZONE SHOWN ON SHEET C-0903 IN ACCORDANCE WITH TTC-4.2, TTC-29.2, TTC-35.1, AND TTC-36.2.
3. CONSTRUCTION SHALL BE PHASED ON THE FOUR CORNERS OF THE INTERSECTION TO ALLOW ADEQUATE PEDESTRIAN ACCESS IN ACCORDANCE WITH TTC-35.1 AND 36.2. CONTRACTOR SHALL CONCENTRATE WORK ON ONE CORNER AT A TIME. PEDESTRIANS SHOULD BE DIVERTED AROUND THE CONSTRUCTION ZONE AT THE NEAREST CROSSING LOCATION. AN ADEQUATE PEDESTRIAN DIVERSION SHOULD BE IMPLEMENTED WHERE A DETOUR IS NOT FEASIBLE AT THE CONCLUSION OF WORK EACH DAY. CONSTRUCTION ACTIVITIES SHALL NOT CLOSE MORE THAN ONE CROSSWALK AT ANY TIME.
3. THIS PHASE REQUIRES THE EASTBOUND BIKE LANE ON WASHINGTON BOULEVARD TO BE PARTIALLY CLOSED. CONTRACTOR SHALL INSTALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES WHEN BIKE LANE IS CLOSED IN ACCORDANCE WITH DETAIL "EXAMPLE OF A BICYCLE LANE CLOSURE" ON PAGE 21 OF THE VDOT WORK ZONE PEDESTRIAN AND BICYCLE GUIDANCE (JANUARY 2016).
4. CONSTRUCTION ACTIVITIES IN THIS PHASE INCLUDE: SAW CUT EXISTING PAVEMENT, CONSTRUCTION OF PROPOSED CURB AND GUTTER AND CURB RAMPS ON THE SOUTHEAST CORNER, CONSTRUCTION OF SIDEWALK AND GRADING ON THE SOUTHEAST CORNER, INSTALLATION OF TRAFFIC AND PEDESTRIAN SIGNAL EQUIPMENT ON ALL FOUR CORNERS.
5. THE PROPOSED SIGNAL SHALL BE FULLY CONSTRUCTED AND OPERATIONAL BEFORE CONSTRUCTION OF PHASE 2.

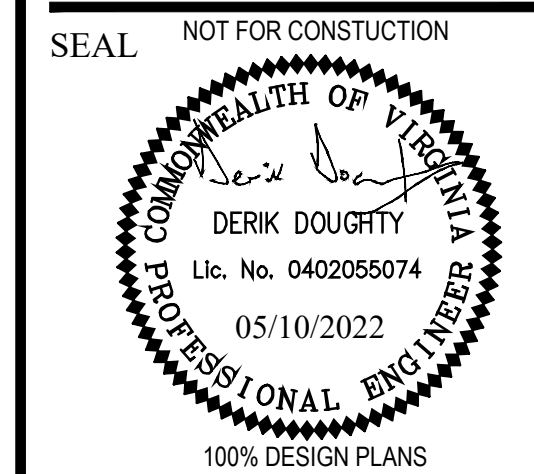
#### PHASE 2 (NOT SHOWN):

1. MILL AND OVERLAY AREAS SHOWN ON THE PLANS IN ACCORDANCE WITH TTC-57.2.
2. INSTALL ALL PERMANENT PAVEMENT MARKINGS AND SIGNS AS SHOWN ON THE SIGNING AND STRIPING PLAN.
3. REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS AND DEVICES.



## DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



## APPROVALS

TRAFFIC SIGNAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

TRAFFIC ENGINEERING MANAGER \_\_\_\_\_

WATER, SEWER, STREETS BUREAU CHIEF \_\_\_\_\_

TE&O BUREAU CHIEF \_\_\_\_\_

TRANSPORTATION DIRECTOR \_\_\_\_\_

REVISIONS \_\_\_\_\_ DATE \_\_\_\_\_

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 TRANSPORTATION MANAGEMENT PLAN NOTES  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: NM  
Drawn: PH  
Checked: DD  
Miss Utility Transmittal #:

Plotted: May 10, 2022  
Plotted by: Patrick.Husted

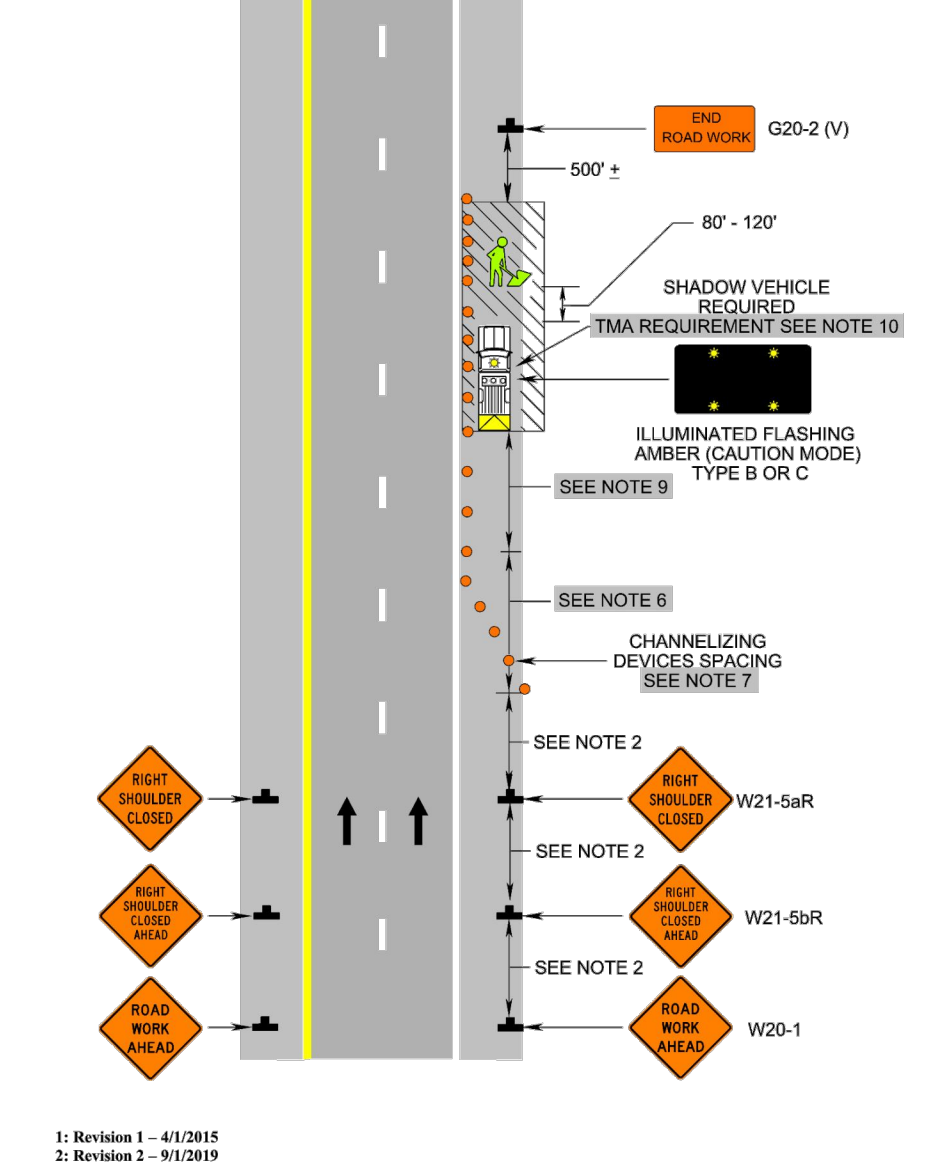
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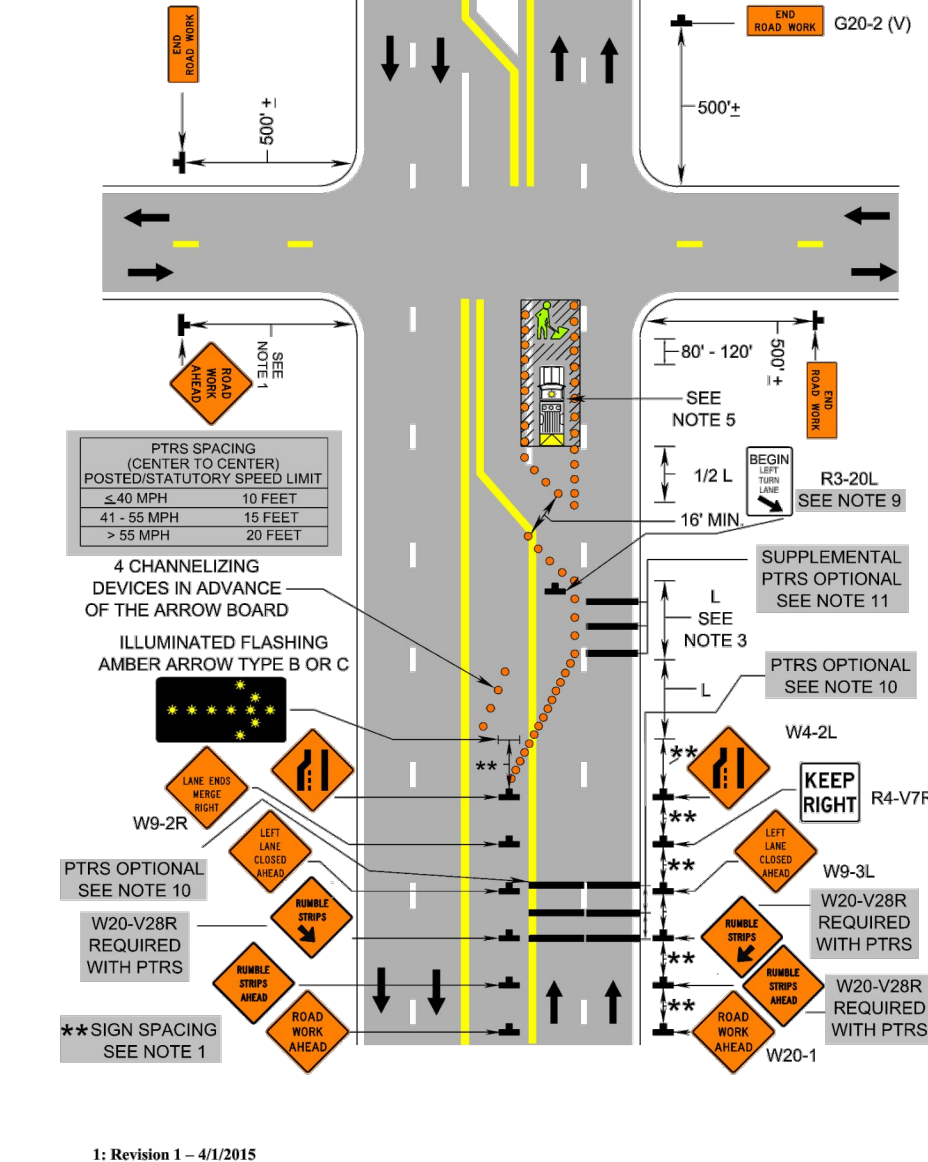
Stationary Operation on a Shoulder (Figure TTC-4.2)

NOTES, Standard, Option, Taper Length (L) shall be at the following, Channelizing device spacing shall be at the following, Construction access spacing may be increased to the distance, but shall not exceed one access per 1/4 mile.



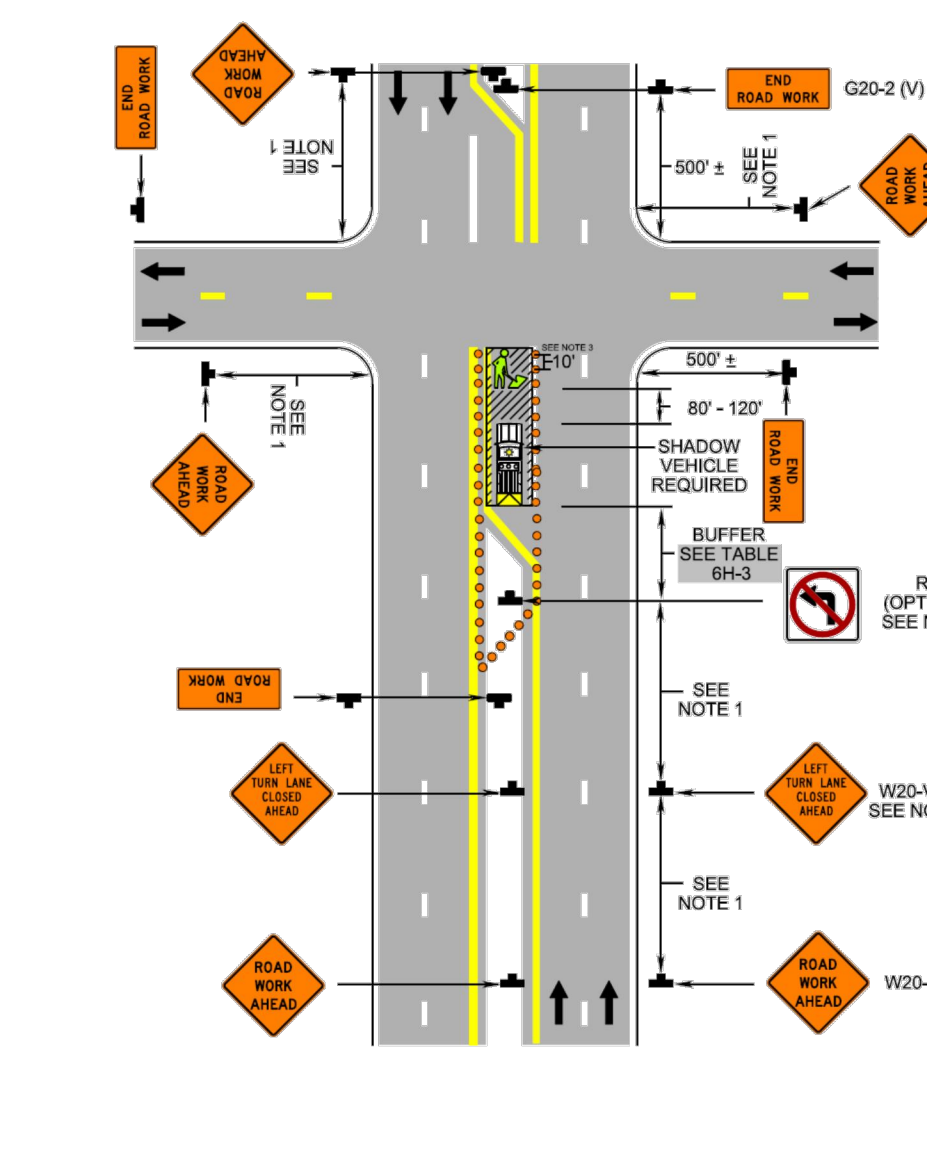
Lane Closure Operation - Near Side of an Intersection (Figure TTC-26.2)

NOTES, Guidance, Standard, Option, Channelizing device spacing shall be at the following, If from permits, a shadow vehicle with at least one rotating, oscillating, or amber stroke light should be parked 80'-120' in advance of the first work crew.



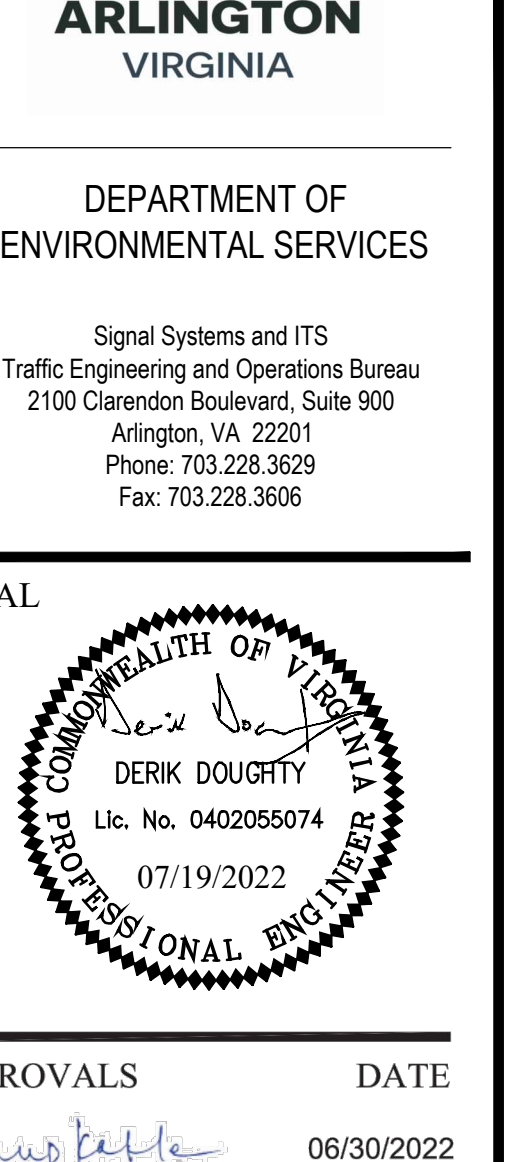
Typical Traffic Control Turn Lane Closure Operation (Figure TTC-29.2)

NOTES, Guidance, Standard, Option, Taper length (L) shall be at the following, Length of the Longitudinal Buffer spacing shall be at the following, Construction access spacing may be increased to the distance, but shall not exceed one access per 1/4 mile.

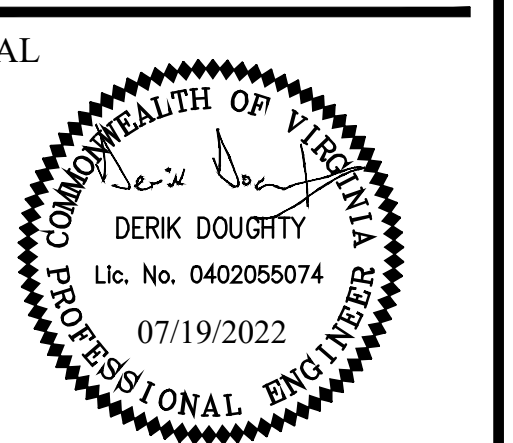


Crosswalk Closure and Pedestrian Detour Operation (Figure TTC-36.2)

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



Signal Systems and ITS Traffic Engineering and Operations Bureau 2100 Clarendon Boulevard, Suite 900 Arlington, VA 22201 Phone: 703.228.3629 Fax: 703.228.3606



APPROVALS DATE table with entries for Traffic Signal Engineer, Traffic Engineering Manager, Water/Sewer Streets Bureau Chief, and Transportation Director.

REVISIONS DATE table with columns for revision number and date.

Washington Boulevard Signal Upgrades TRANSPORTATION MANAGEMENT PLAN DETAILS ID #110 & #113 ARLINGTON COUNTY, VIRGINIA

Designed: NM Drawn: PH Checked: DD Miss Utility Transmittal #:

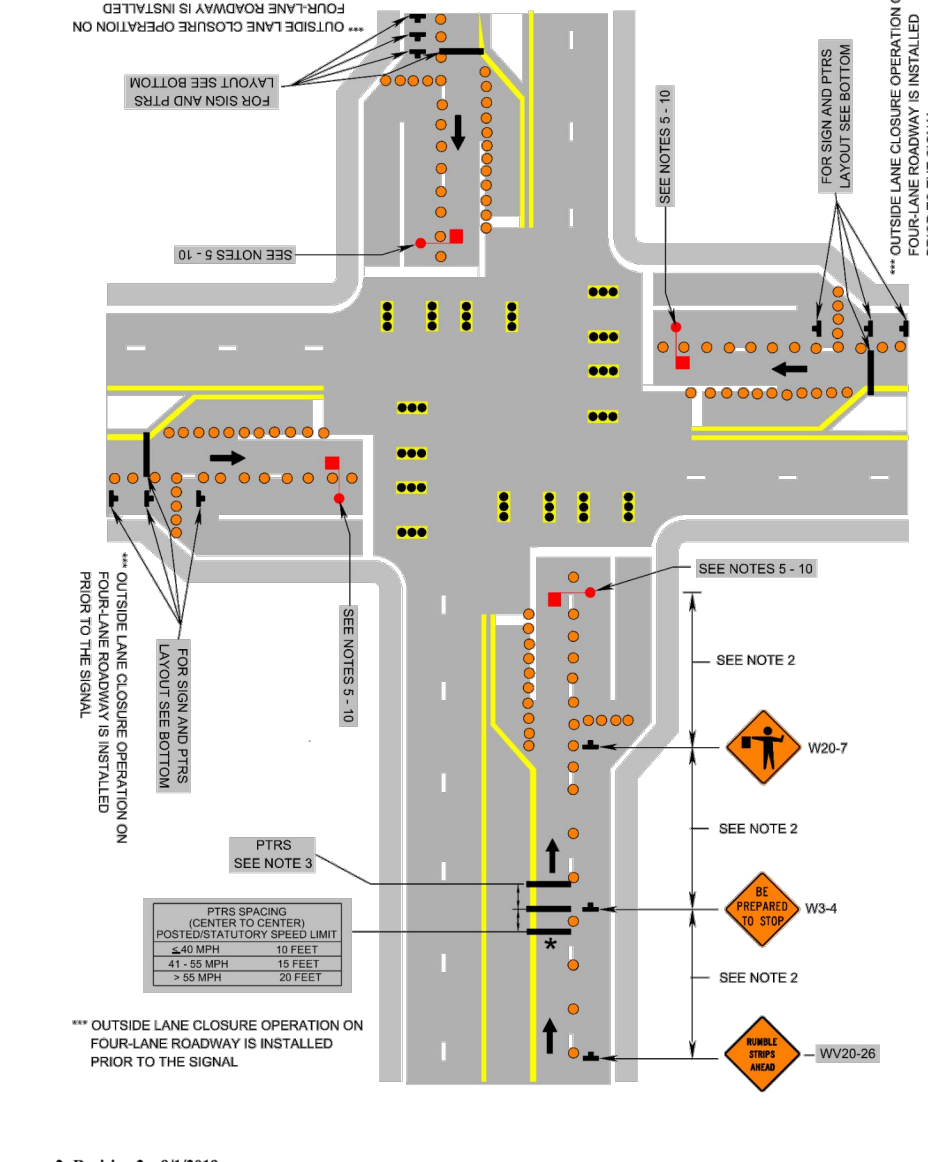
Plotted: July 19, 2022 Plotted by: patrick.husted

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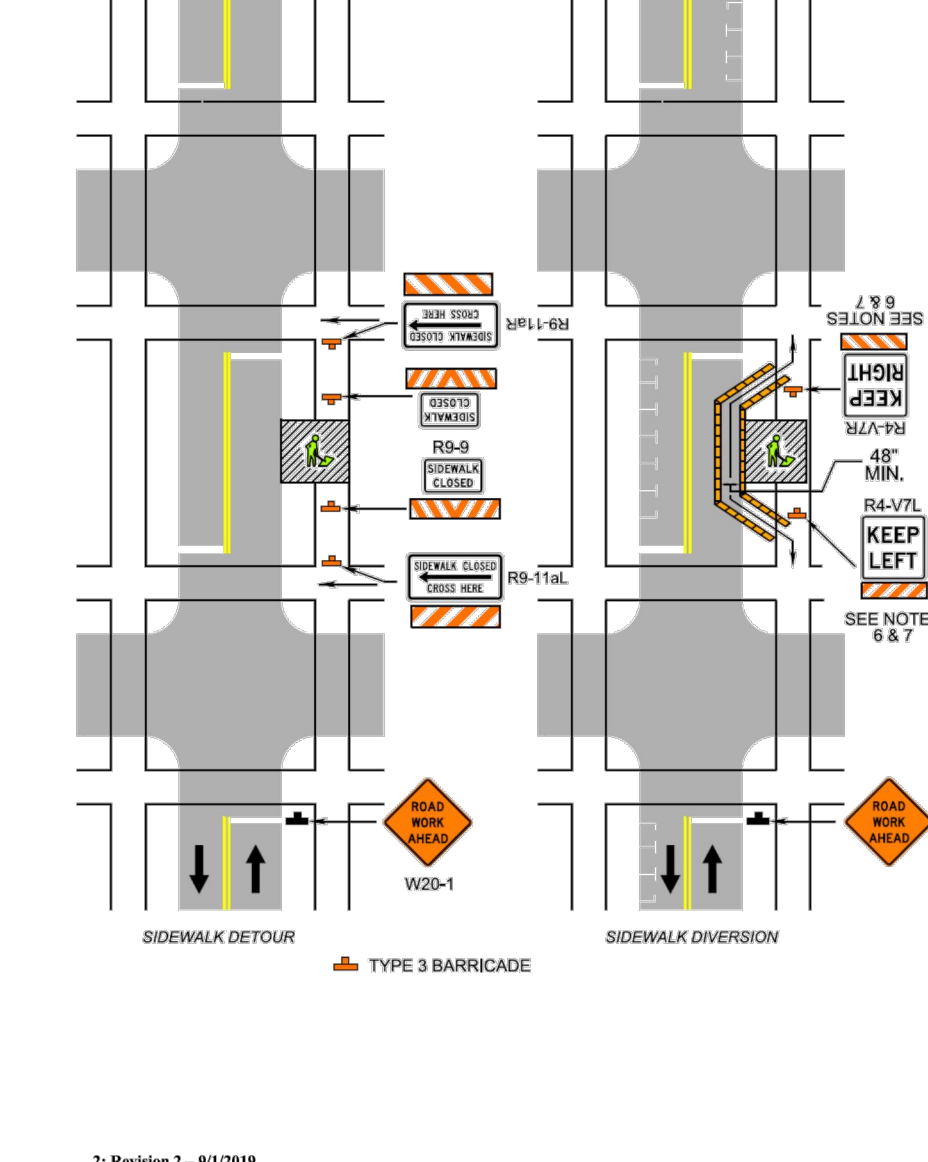
Flagging Operation at a Signalized Intersection (Figure TTC-30.2)

NOTES, Guidance, Standard, Option, If left turn lane is closed a NO LEFT TURN (Symbol) (R3-2) shall be used, If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.



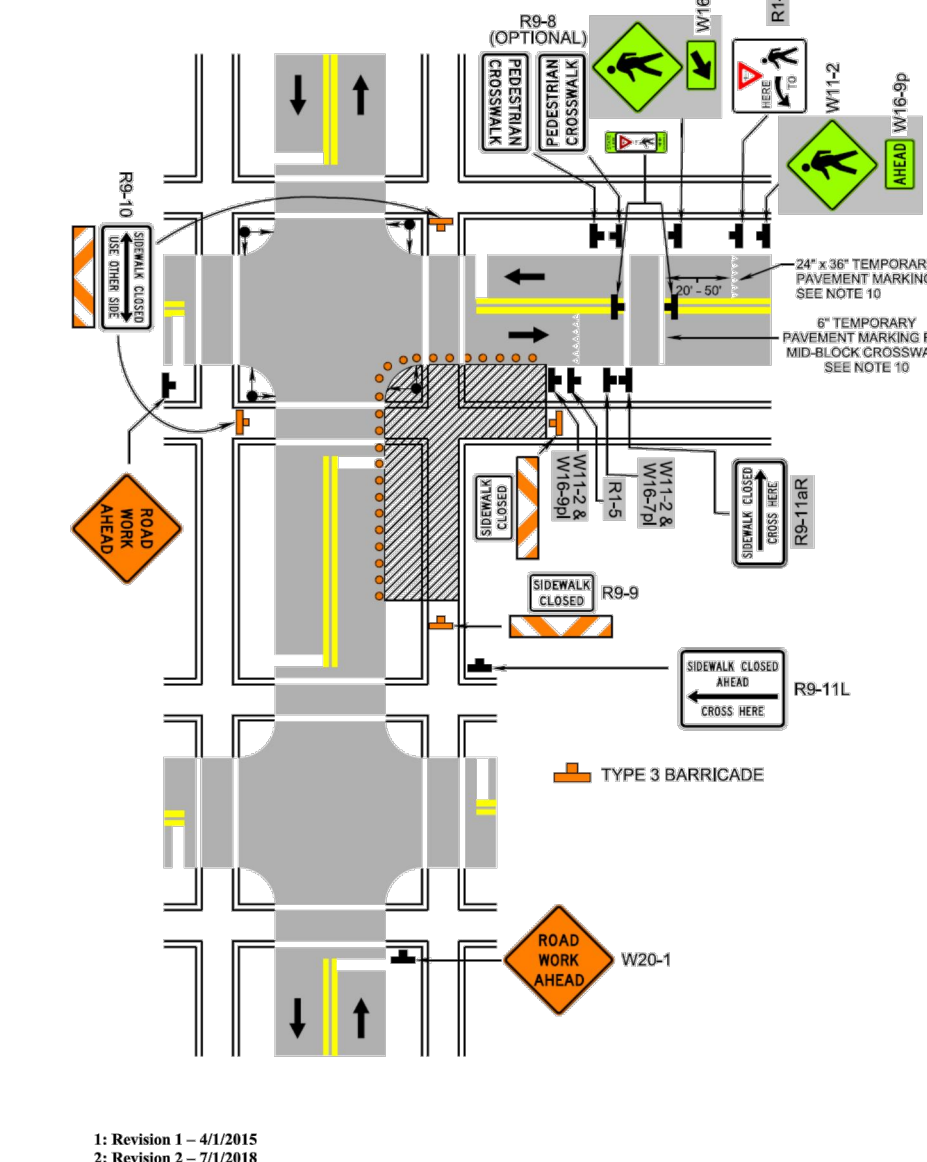
Sidewalk Closure and Bypass Sidewalk Operation (Figure TTC-35.1)

NOTES, Standard, Guidance, Option, All sidewalk closures shall be covered with Type 3 Barricades, The SIDEWALK CLOSED (RS-9) sign and the SIDEWALK CROSS HERE (RS-11) sign shall be installed above the Type 3 Barricade.



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

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

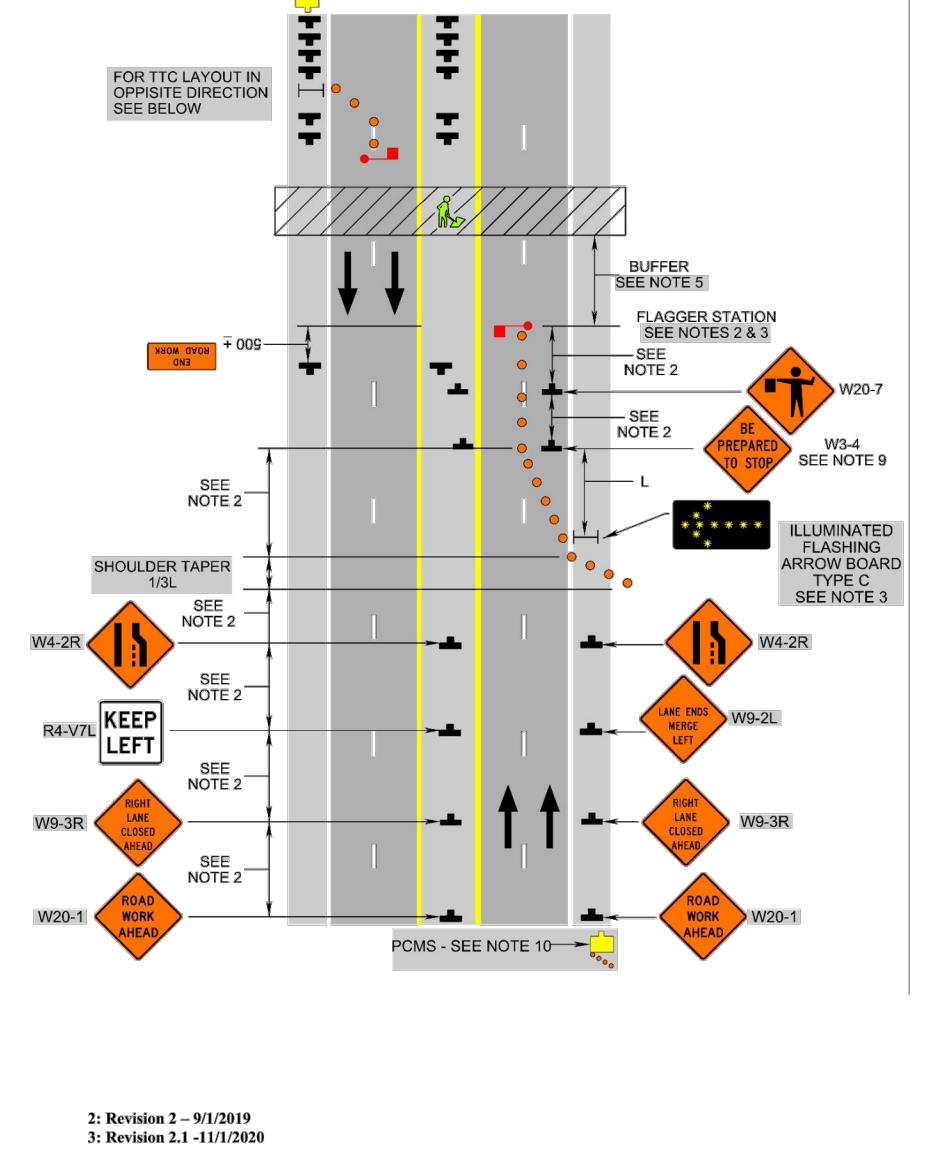


End of Day Signing for Partial Paving Operations on a Multi-Lane Roadway (Figure TTC-57.2)

NOTES, Standard, Option, If used, the LOW SHOULDER SIGN (W8-V) shall be used with an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 2 inches depth between the shoulder and the travel lane.

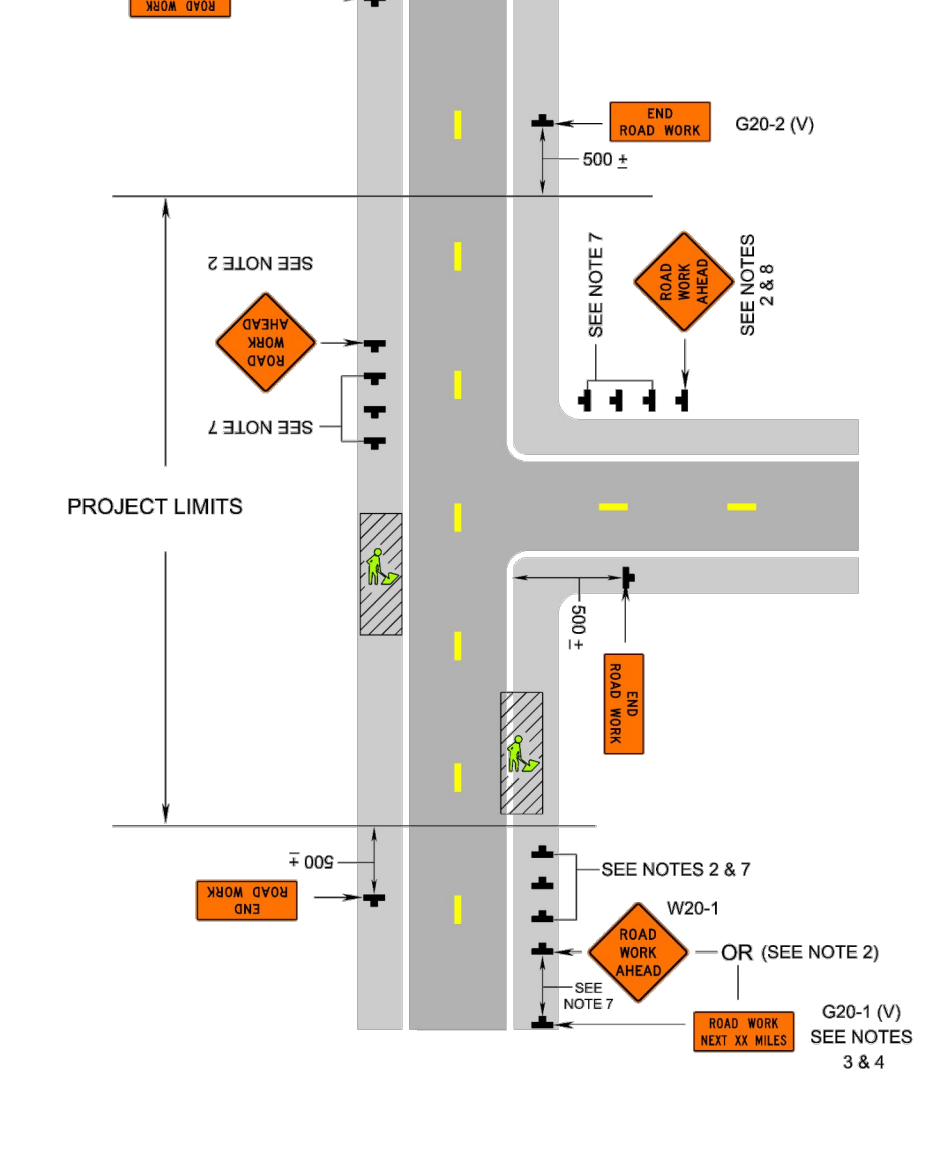
Disruption Operation on a Multi-Lane Roadway (Figure TTC-50.2)

Support, Guidance, Standard, Option, If from permits, a shadow vehicle with at least one rotating, oscillating, or amber stroke light should be parked 80'-120' in advance of the first work crew.



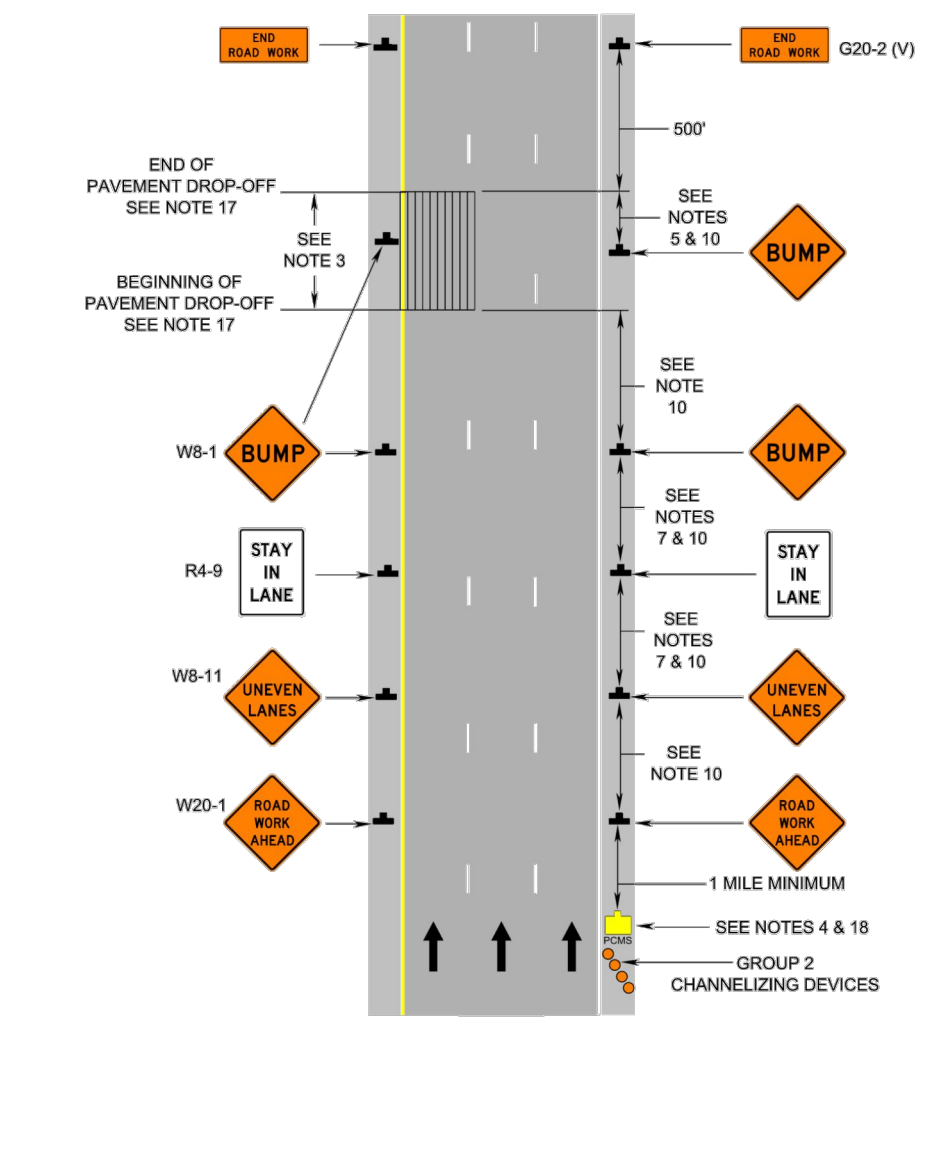
Typical Traffic Control Signing for Project Limits (Figure TTC-53.0)

Support, Standard, Option, If from permits, a shadow vehicle with at least one rotating, oscillating, or amber stroke light should be parked 80'-120' in advance of the first work crew.



Typical Traffic Control End of Day Signing for Partial Paving Operations on a Multi-Lane Roadway (Figure TTC-57.2)

NOTES, Standard, Option, If used, the LOW SHOULDER SIGN (W8-V) shall be used with an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 2 inches depth between the shoulder and the travel lane.







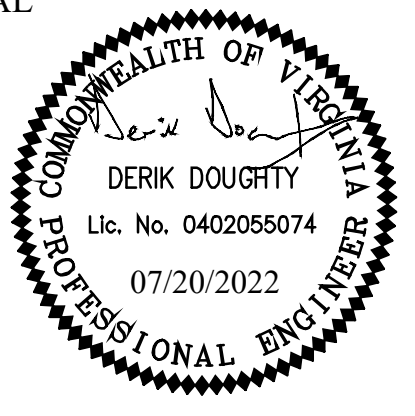




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Phone: 703.228.3629  
Fax: 703.228.3606

SEAL



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>[Signature]</i> TELECOM BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE MAINTENANCE OF TRAFFIC PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

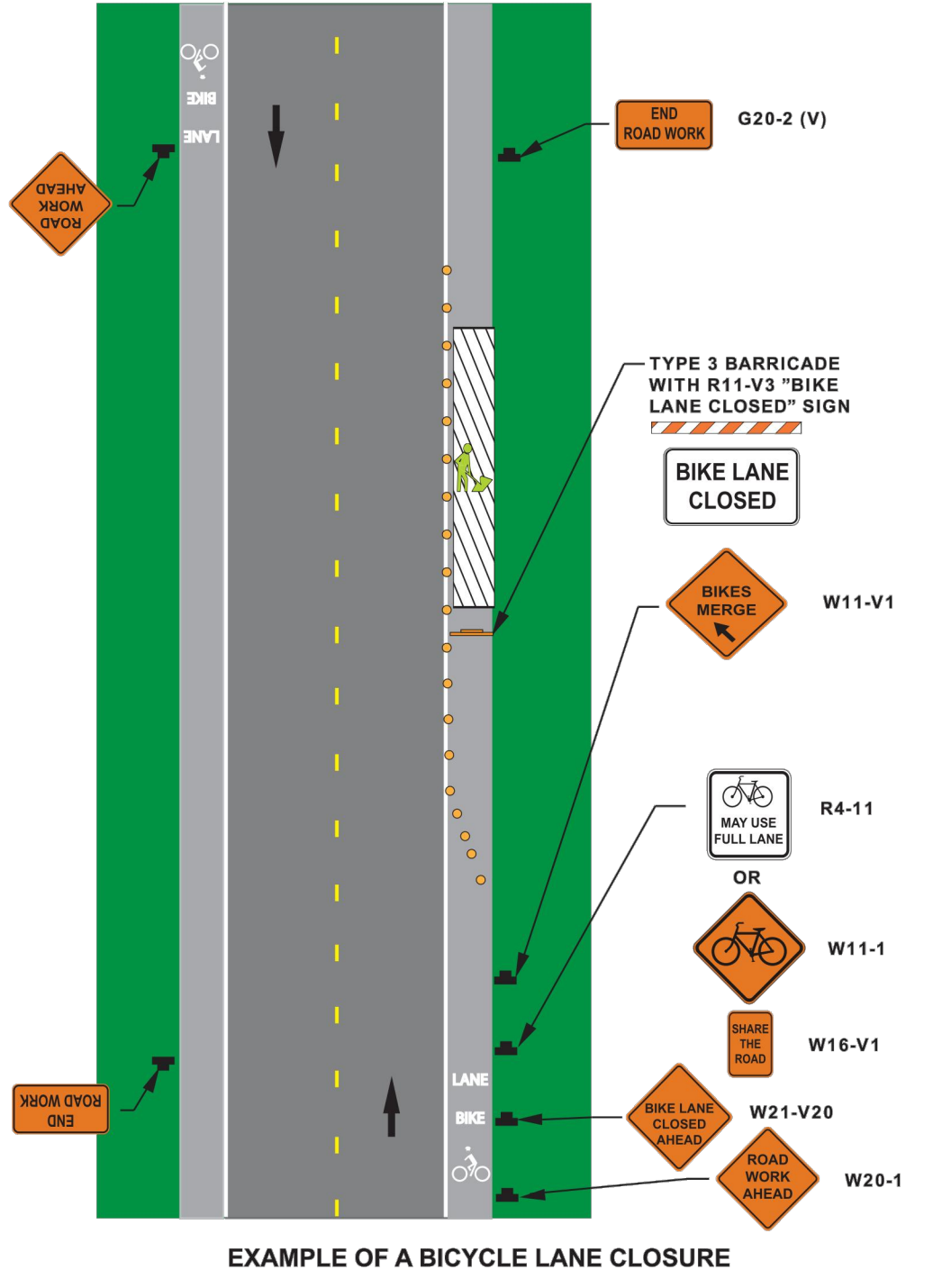
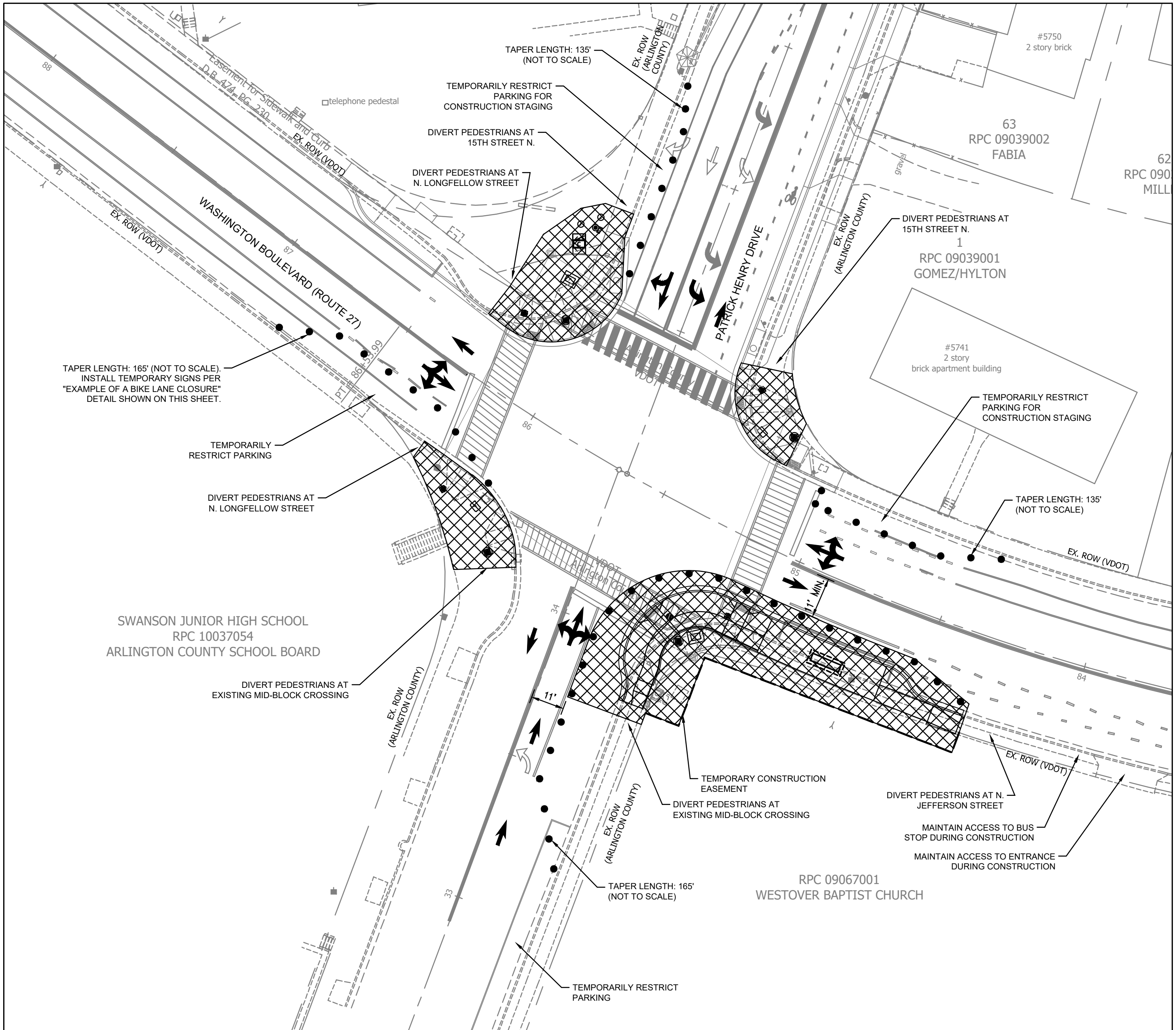
Designed: TC  
 Drawn: TC  
 Checked: MA  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

Scale:  
 HOR. N/A VERT. N/A

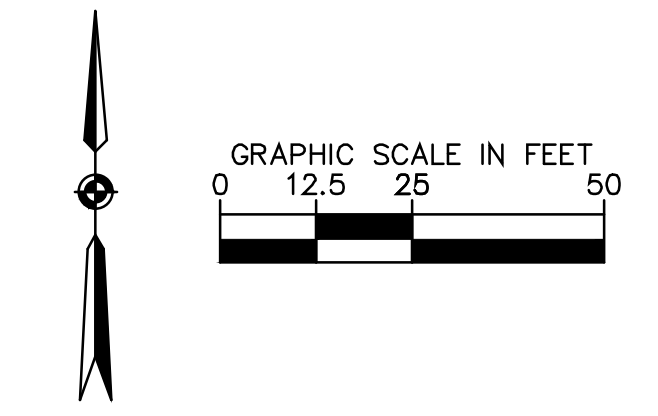
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**C-0903**

**MAINTENANCE OF TRAFFIC  
 CURB EXTENSION SITE WORK AND TRAFFIC SIGNAL INSTALLATION**



NOTE: REFER TO VDOT WORK ZONE PEDESTRIAN AND BICYCLE GUIDANCE (JANUARY 2016) FOR MORE DETAIL.

- NOTES:
- REFER TO TRANSPORTATION MANAGEMENT PLAN AND SEQUENCE OF CONSTRUCTION ON SHEET C-0900.
  - WORK IS SHOWN IN THIS PLAN ON ALL FOUR CORNERS OF THE INTERSECTION. CONTRACTOR SHALL CONCENTRATE WORK ON ONE CORNER AT A TIME IN ORDER TO MINIMIZE THE FREQUENCY AND DURATION OF CROSSWALK CLOSURES.



- LEGEND**
- APPROXIMATE LIMITS OF WORK AREA
  - APPROXIMATE LOCATION OF CHANNELIZING DEVICES



# General Signal Notes

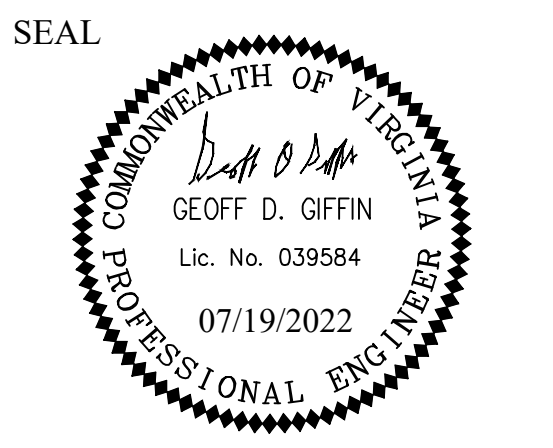
1. ALL WORK FOR TRAFFIC SIGNALS, TRAFFIC SIGNS, AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE LATEST EDITION OF THE ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS, 2020 VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE SPECIFICATIONS, 2016 VDOT ROAD AND BRIDGE STANDARDS, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PRODUCTION MANUAL, AND SPECIAL PROVISIONS IN EFFECT AT THE TIME OF ADVERTISEMENT.
2. FIVE WORKING DAYS PRIOR TO COMMENCING SIGNAL INSTALLATION/MODIFICATION WORK AT ANY LOCATION IN ARLINGTON COUNTY, VIRGINIA, SIGNAL CONTRACTORS MUST NOTIFY THE COUNTY ENGINEER IN WRITING WITH THE NAME, DAYTIME PHONE NUMBER, AND EMERGENCY PHONE NUMBERS OF THE CONTRACTOR. THIS NOTIFICATION IS TO INCLUDE LOCATION, ROUTE NUMBERS, TYPE, AND DETAILS OF CONSTRUCTION AND SCHEDULE OF WORK.
3. THE TRAFFIC SIGNAL CONSTRUCTION SHALL NOT BEGIN WITHOUT PRIOR NOTIFICATION AND APPROVAL FROM ARLINGTON COUNTY.
4. THE COUNTY ENGINEER, PRIOR TO CONSTRUCTION, SHALL VERIFY POLE(S) AND CONTROLLER CABINET LOCATIONS.
5. ALL CATALOG CUTS, POLE CALCULATIONS, FOUNDATION DESIGNS, SHOP DRAWINGS, ETC., SHALL BE SUBMITTED TO, AND APPROVED BY, ARLINGTON COUNTY PRIOR TO CONSTRUCTION.
6. OPERATION OF THE SIGNALIZED INTERSECTION IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL THE TRAFFIC SIGNAL IS ACCEPTED BY ARLINGTON COUNTY.
7. ANY NOTES NOT MENTIONED IN THE NOTES SECTION OF THIS SIGNAL PLAN WILL REVERT TO THE ARLINGTON COUNTY STANDARDS.
8. CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL COMMUNICATION THROUGHOUT THE PROJECT.
9. ALL NEW CONTROLLER CABINETS MUST BE FURNISHED WITH A BACKUP POWER BATTERY

10. 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 UTILITY LATERALS ARE NOT LOCATED. CONTRACTOR SHALL VERIFY THE LOCATION OF UTILITY LATERALS AND IS RESPONSIBLE FOR ANY DAMAGE TO PRIVATE UTILITY LATERALS. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WITH MATCHING MATERIALS ANY PAVEMENT, PAVEMENT MARKINGS, CURB AND GUTTER, SIDEWALK, ETC. THAT ARE DAMAGED DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK ZONE SIGNING, DELINEATION, PAVEMENT MARKINGS AND ANY OTHER TRAFFIC CONTROL DEVICES NECESSARY TO PERFORM THE WORK IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL IMMEDIATELY REMOVE ALL TEMPORARY DEVICES.
13. THE CONTRACTOR SHALL SUBMIT "AS-BUILT" DRAWINGS TO ARLINGTON COUNTY UPON JOB COMPLETION AND FINAL INSPECTION.
14. EXISTING CONTROLLER AND CABINETS SPECIFIED TO BE REMOVED SHALL BE RETURNED TO ARLINGTON COUNTY.
15. CCTV LOCATIONS AND QUANTITIES ARE FOR PLANNING PURPOSES ONLY. THE FINAL LOCATIONS SHALL BE FIELD LOCATED.
16. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES ON ADJUSTMENT OF OVERHEAD CABLES TO INSTALL MAST ARM SIGNAL POLES.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Nobile</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Gregory</i> TE&O BUREAU CHIEF	06/30/2022
<i>Dennis W. Leach</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

SIGNAL NOTES

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: LL  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

Sheet  
**C-1000**





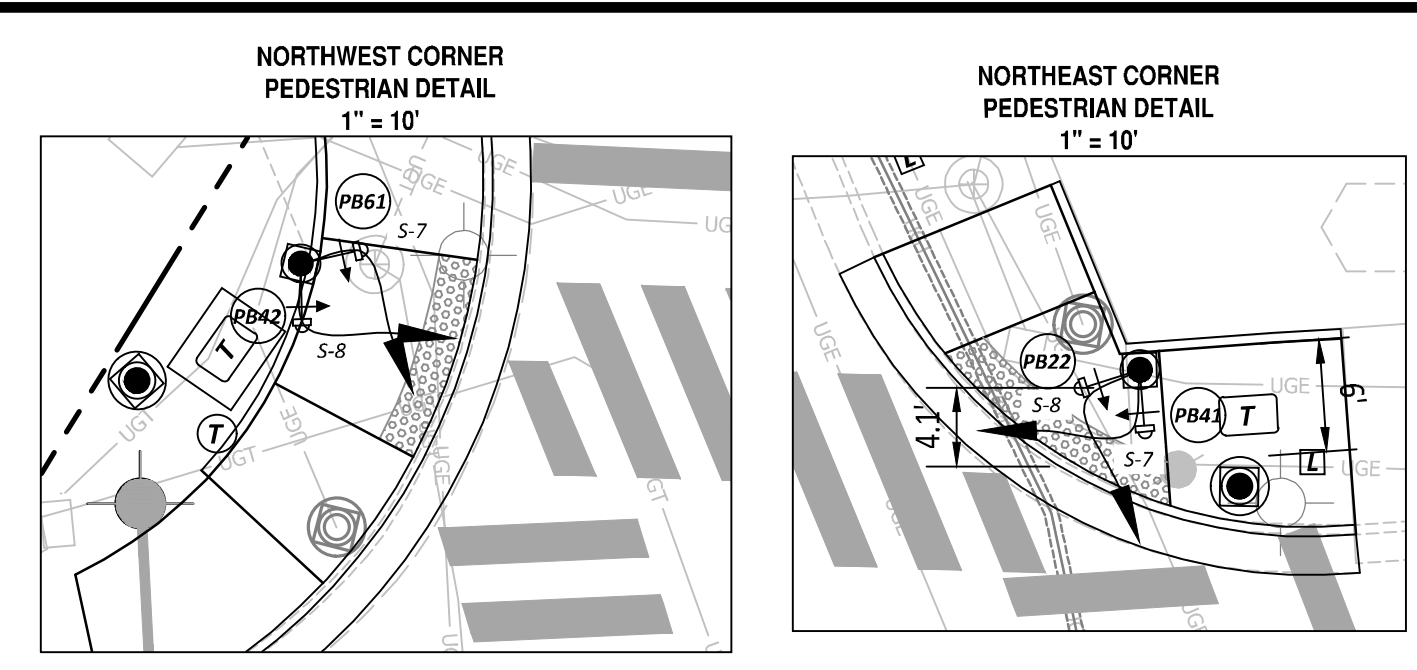


REVISION: MARCH 03, 2020  
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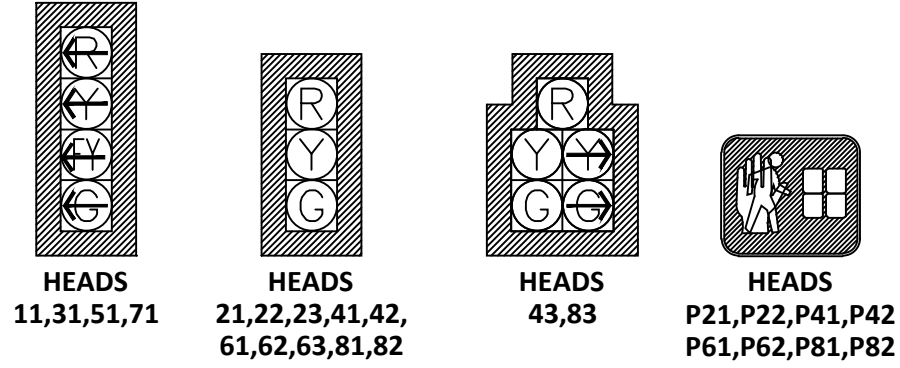
**CONDUIT & CABLE RUNS**

- A** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c PEDESTRIAN SIGNALS P42, P61  
2-14/3c PEDESTRIAN PUSH BUTTONS PB42, PB61  
1-#6 BARE COPPER GROUNDING WIRE
- B** 1-3" CONDUIT (TRENCHED) PVC  
3-14/7c SIGNAL HEADS 41, 42, 43, 71  
1-THERMAL DETECTION LEAD-IN CABLE VD4  
1-12/2c CABLE FOR LUMINAIRE SL1  
1-CCTV LEAD-IN CABLE  
1-#6 BARE COPPER GROUNDING WIRE
- C** 1-2" CONDUIT (TRENCHED) PVC  
1-OPTICOM CABLE PE4  
1-#6 BARE COPPER GROUNDING WIRE
- D** 1-4" CONDUIT (BORED) HDPE  
3-14/7c SIGNAL HEADS 41, 42, 43, 71  
2-14/7c PEDESTRIAN SIGNALS P42, P61  
2-14/3c PEDESTRIAN PUSH BUTTONS PB42, PB61  
1-THERMAL DETECTION LEAD-IN CABLE VD4  
1-12/2c CABLE FOR LUMINAIRE SL1  
1-CCTV LEAD-IN CABLE  
1-#6 BARE COPPER GROUNDING WIRE
- E** 1-3" CONDUIT (TRENCHED) PVC  
1-14/7c PEDESTRIAN SIGNAL P81  
1-14/3c PEDESTRIAN PUSH BUTTON PB81  
1-#6 BARE COPPER GROUNDING WIRE
- F** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c SIGNAL HEADS 11, 61, 62, 63  
1-THERMAL DETECTION LEAD-IN CABLE VD6  
1-12/2c CABLE FOR LUMINAIRE SL4  
1-#6 BARE COPPER GROUNDING WIRE
- G** 1-3" CONDUIT (BORED) HDPE  
2-THERMAL DETECTION LEAD-IN CABLES VD4, VD6  
3-12/2c CABLE FOR LUMINAIRE SL1, SL4, SL6  
1-CCTV LEAD-IN CABLE  
1-#6 BARE COPPER GROUNDING WIRE
- H** 1-2" CONDUIT (BORED) HDPE  
2-OPTICOM CABLES PE4, PE6  
1-#6 BARE COPPER GROUNDING WIRE
- I** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c PEDESTRIAN SIGNALS P22, P41  
2-14/3c PEDESTRIAN PUSH BUTTONS PB22, PB41  
1-#6 BARE COPPER GROUNDING WIRE
- J** 1-4" CONDUIT (BORED) HDPE  
2-14/7c SIGNAL HEADS 21, 22, 23, 51  
2-14/7c PEDESTRIAN SIGNALS P22, P41  
1-THERMAL DETECTION LEAD-IN CABLE VD2  
1-12/2c CABLE FOR LUMINAIRE SL2  
1-#6 BARE COPPER GROUNDING WIRE
- K** 1-2" CONDUIT (TRENCHED) PVC  
1-OPTICOM CABLE PE2  
1-#6 BARE COPPER GROUNDING WIRE

- L** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c PEDESTRIAN SIGNALS P21, P82  
2-14/3c PEDESTRIAN PUSH BUTTONS PB21, PB82  
1-12/2c CABLE FOR LUMINAIRE SL5  
1-#6 BARE COPPER GROUNDING WIRE
- M** 4-3" CONDUIT (TRENCHED) PVC  
10-14/7c SIGNAL HEADS 11, 21, 22, 23, 31, 41, 42, 43, 51, 61, 62, 63, 71, 81, 82, 83  
8-14/7c PEDESTRIAN SIGNALS P21, P22, P41, P42, P61, P62, P81, P82  
8-14/3c PEDESTRIAN PUSH BUTTONS PB21, PB22, PB41, PB42, PB61, PB62, PB81, PB82  
4-THERMAL DETECTION LEAD-IN CABLES VD2, VD4, VD6, VD8  
1-CCTV LEAD-IN CABLE  
4-#6 BARE COPPER GROUNDING WIRE
- N** 1-2" CONDUIT (TRENCHED) METAL  
3-#6 AWG FOR ELECTRICAL SERVICE
- O** 1-2" CONDUIT (TRENCHED) METAL  
3-#6 AWG FOR ELECTRICAL SERVICE
- P** 1-2" CONDUIT (TRENCHED) METAL  
1-#6 AWG FOR SYSTEM GROUNDING
- Q** 1-3" CONDUIT (TRENCHED) PVC  
6-12/2c CABLES FOR LUMINAIRE SL1, SL2, SL3, SL4, SL5, SL6  
1-#6 AWG FOR SYSTEM GROUNDING
- R** 1-2" CONDUIT (TRENCHED) PVC  
STREET LIGHT WIRING (SEE NOTE 9)  
1-#6 AWG FOR SYSTEM GROUNDING



PROPOSED SIGNALS

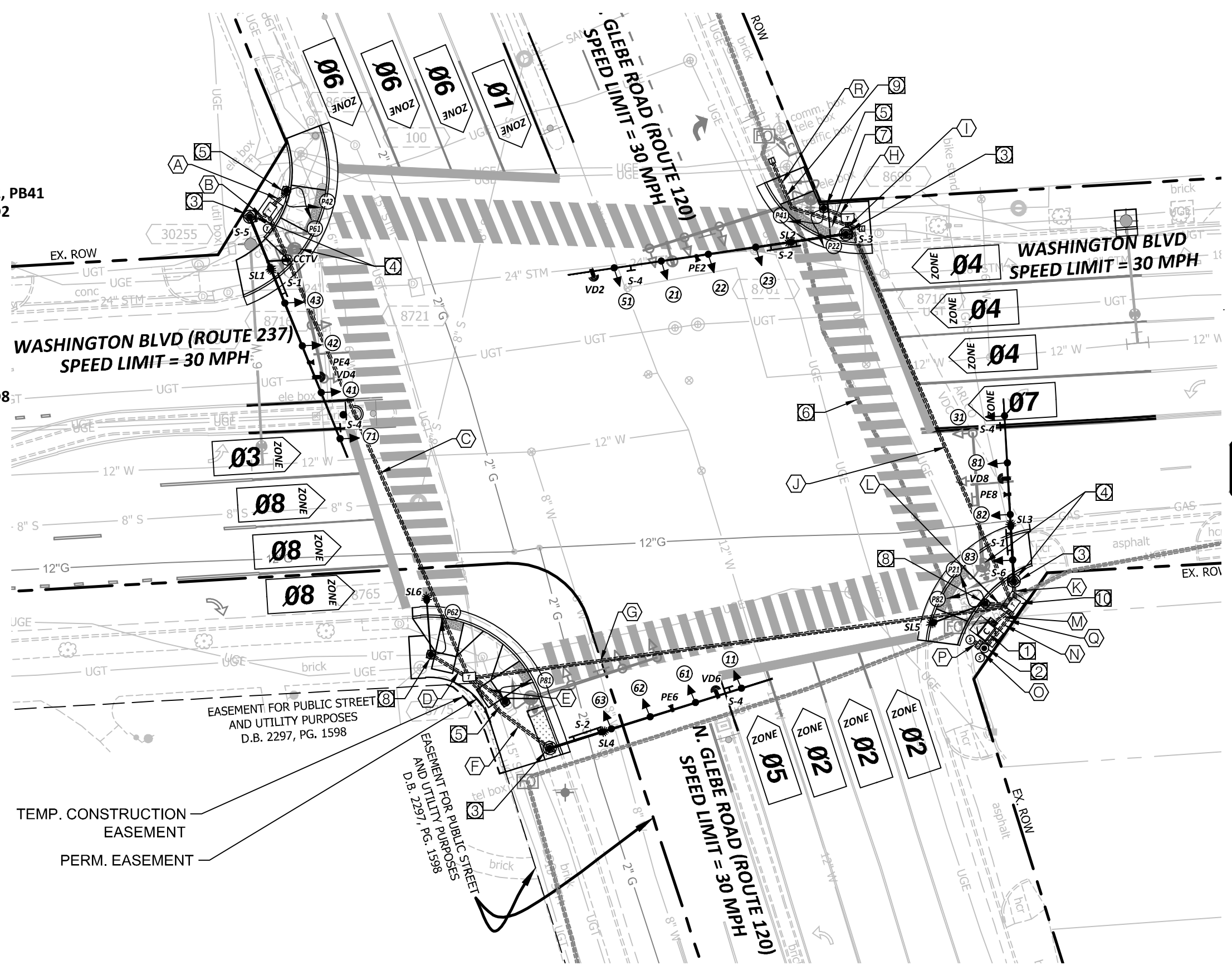
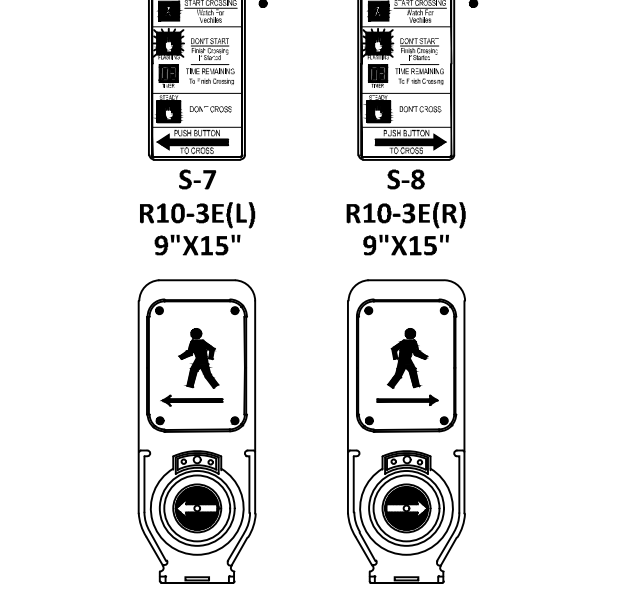


PROPOSED STREET NAME SIGNS

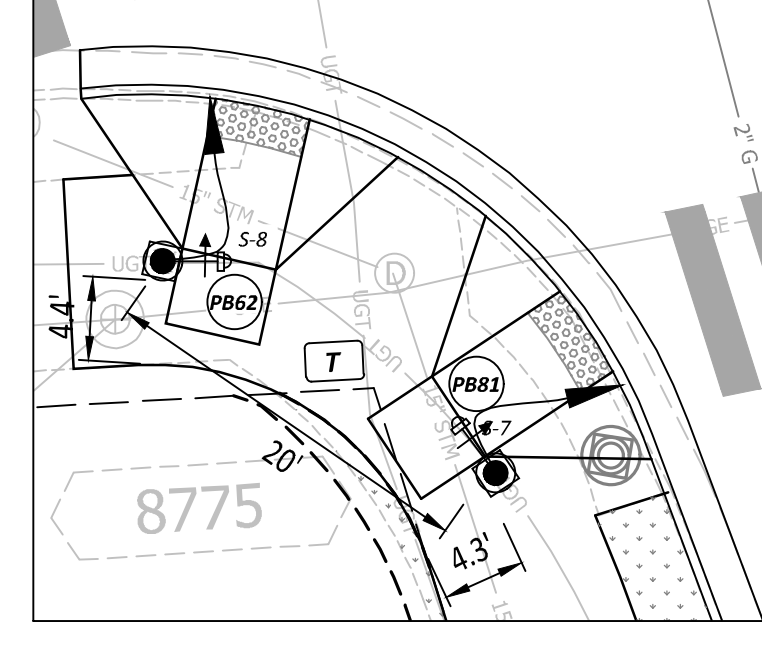
PROPOSED SIGNS

EXISTING SIGNS TO BE RELOCATED

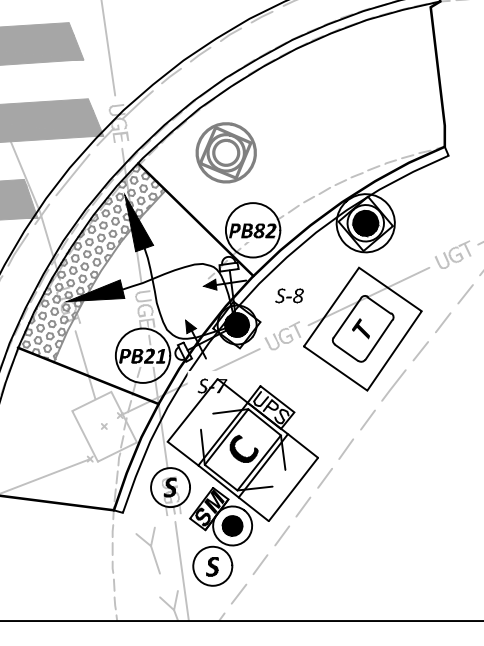
PROPOSED ACCESSIBLE PEDESTRIAN PUSHBUTTON



SOUTHWEST CORNER PEDESTRIAN DETAIL



SOUTHEAST CORNER PEDESTRIAN DETAIL



**INITIAL TIMING CHART**

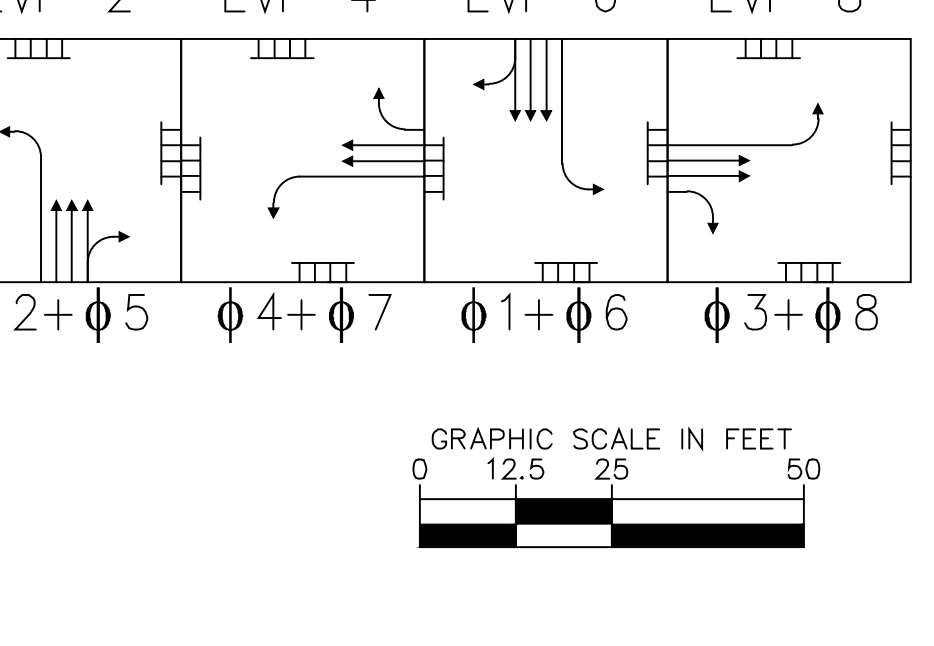
PHASE	1	2	3	4	5	6	7	8
MOVEMENT	SB GLEBE RD LEFT	NB GLEBE RD THRU	EB WASH BLVD LEFT	WB WASH BLVD THRU	NB GLEBE RD LEFT	SB GLEBE RD THRU	WB WASH BLVD LEFT	EB WASH BLVD THRU
PHASE ON	X	X	X	X	X	X	X	X
PHASE OFF								
PHASE TIMINGS								
MIN GR	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
PASSAGE	3.0	2.0	2.0	3.0	3.0	2.0	2.0	3.0
YELLOW	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
RED	3.7	3.7	2.8	2.8	3.7	3.7	2.8	2.8
MAX 1	15.0	45.0	15.0	30.0	30.0	30.0	15.0	30.0
MAX 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TIME BEFORE REDUCTION	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TIME TO REDUCE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PED WALK	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
PED CLEARANCE	0.0	26.0	0.0	33.0	0.0	29.0	0.0	29.0
MODE	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK	NON-LOCK	MIN RECALL	NON-LOCK	NON-LOCK

**COLOR SEQUENCE CHART**

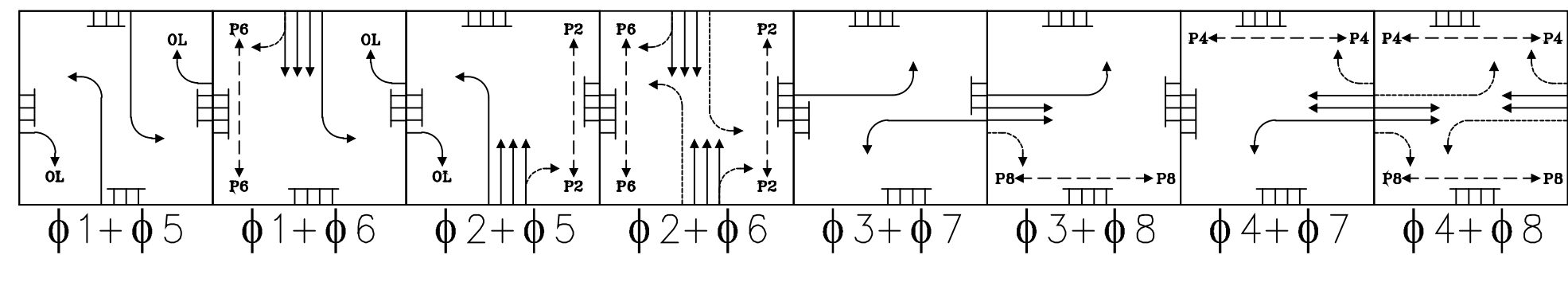
PHASE	1	2	3	4	5	6	7	8	1+5	1+6	2+5	2+6	3+7	3+8	4+7	4+8	FLASH
11	<G	<F							<G	<F							<R
21,22,23		G									G	G					Y
31			<G	<F									<G	<G	<F	<F	<R
41,42				G										G	G	R	
43				G											G	R	
51					<G	<F			<G	<F	<G	<F					<R
61,62,63						G					G	G					Y
71							<G	<F					<G	<F	<G	<F	<R
81,82								G						G	G	R	
83								G						G	G	R	
P21,P22		W*							W*	W*							DARK
P41,P42				W*										W*	W*		DARK
P61,P62					W*										W*	W*	DARK
P81,P82						W*									W*	W*	DARK

NOTE: BLANK SPACES IN THIS CHART REPRESENT A "RED" SIGNAL INDICATION.  
 \*WALK INDICATION IS DISPLAYED WHEN PEDESTRIAN CALL IS SERVICED; WALK INDICATION IS DISPLAYED UNTIL IT IS TIMED OUT. OTHERWISE "DON'T WALK" INDICATION IS DISPLAYED.

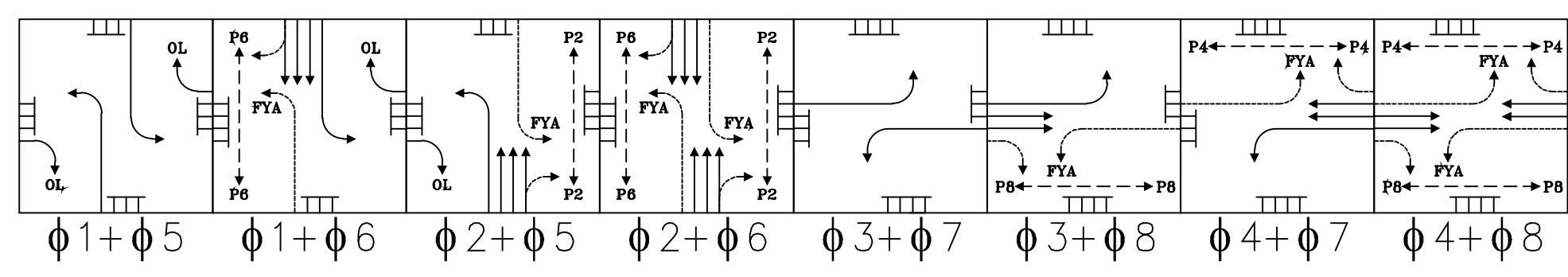
PREEMPTION PHASING DIAGRAM



EXISTING PHASING DIAGRAM



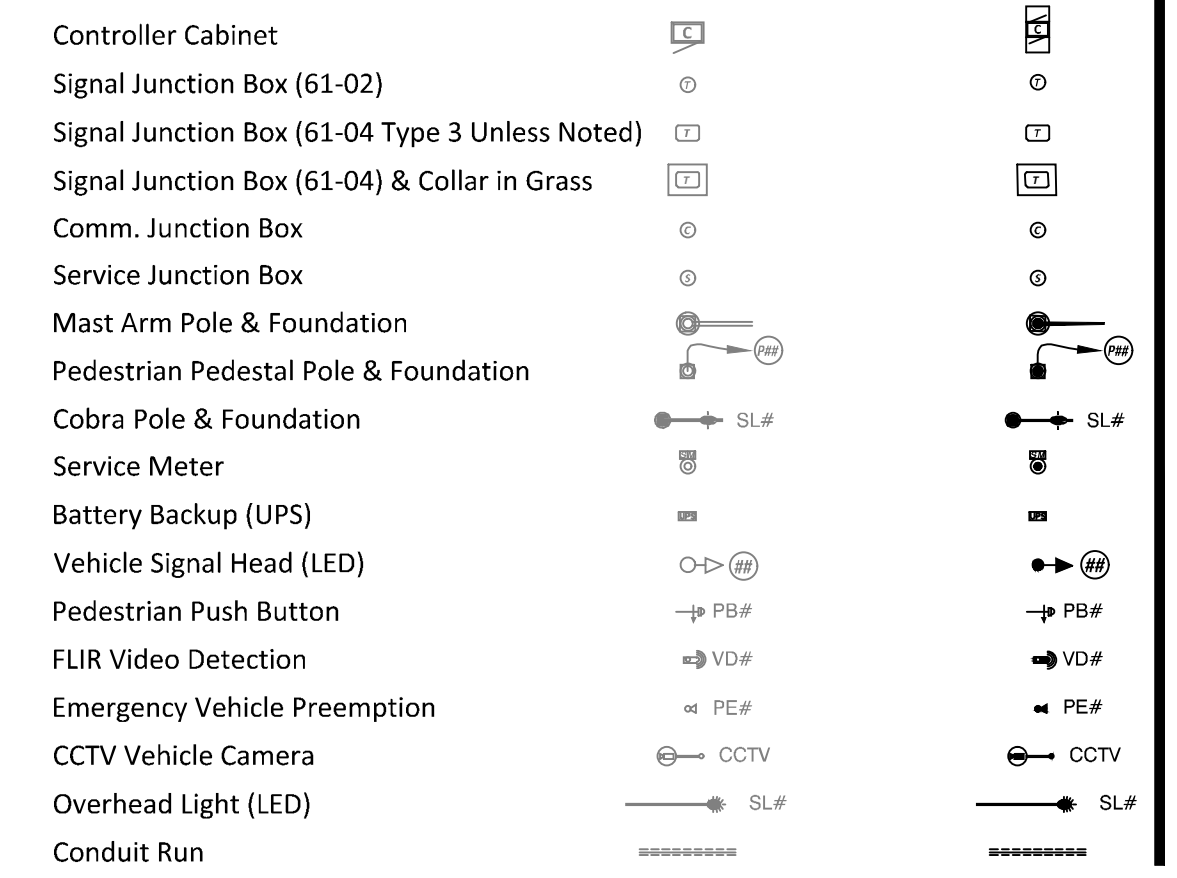
PROPOSED PHASING DIAGRAM



**POLE SCHEDULE**

No.	STATION	OFFSET	POLE IDENTIFICATION	TYPE	STANDARD				LUM. LED (4)	POLE SIGNAL MOUNTING				STREET NAME SIGN	
					SIG. M.A. ORIENT.	SIG. M.A.	LUM. M.A. ORIENT.	LUM. M.A. (TYPE)		VEHICLE & PED. HEADS	PED. PUSH BUTTONS	SIGNS	VIDEO DETECTOR PREEMPTION & CCTV		
1	15+61.72	48.38'RT	113-MA-01-NW	MAST ARM POLE 30'	180°	60'	180°	6'	(UPSWEEP)	145W	41,42,43,71	-	S-4	VD4,PE4,CCTV	S-1
2	14+18.70	37.54'RT	113-MA-01-NE	MAST ARM POLE 30'	180°	65'	180°	6'	(UPSWEEP)	145W	21,22,23,51	-	S-3,S-4	VD2,PE2	S-2
3	13+88.27	46.67'LT	113-MA-01-SE	MAST ARM POLE 30'	180°	42'	180°	6'	(UPSWEEP)	145W	31,81,82,83	-	S-4,S-6	VD8,PE8	S-1
4	14+98.84	79.50'LT	113-MA-01-SW	MAST ARM POLE 30'	180°	54'	180°	6'	(UPSWEEP)	145W	11,61,62,63	-	S-4	VD6,PE6	S-2
5	15+52.74	54.02'RT	113-PP-01-NW	PEDESTAL POLE 12'	-	-	-	-	-	-	P42,P61	PB42,PB61	S-7,S-8	-	-
6	14+27.69	42.83'RT	113-PP-01-NE	PEDESTAL POLE 12'	-	-	-	-	-	-	P22,P41	PB22,PB41	S-7,S-8	-	-
7	13+95.26	51.55'LT	113-CB-01-SE	COBRA POLE 30'	-	-	-	-	-	-	P21,P82	PB21,PB82	S-7,S-8	-	-
8	15+09.38	68.39'LT	113-PP-01-SW	PEDESTAL POLE 12'	-	-	-	-	-	-	P81	PB81	S-7	-	-
9	15+25.26	56.10'LT	113-CB-01-SW	COBRA POLE 30'	-	-	-	-	-	-	P62	PB62	S-8	-	-

LEGEND



**ARLINGTON VIRGINIA**

DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606

SEAL  
 COMMONWEALTH OF VIRGINIA  
 GEOFF D. GIFFIN  
 Lic. No. 039584  
 07/19/2022  
 PROFESSIONAL ENGINEER

APPROVALS DATE  
 TRAFFIC SIGNAL ENGINEER 06/30/2022  
 TRAFFIC ENGINEERING MANAGER 06/30/2022  
 WATER, SEWER, STREETS BUREAU CHIEF 7/18/22  
 TRAFFIC BUREAU CHIEF 06/30/2022  
 TRANSPORTATION DIRECTOR 07/13/22

REVISIONS DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

TRAFFIC SIGNAL PLAN

ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: LL  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 19, 2022  
 Plotted by: patrick.husted

Scale:  
 HOR. N/A VERT. N/A

Sheet  
**C-1100**

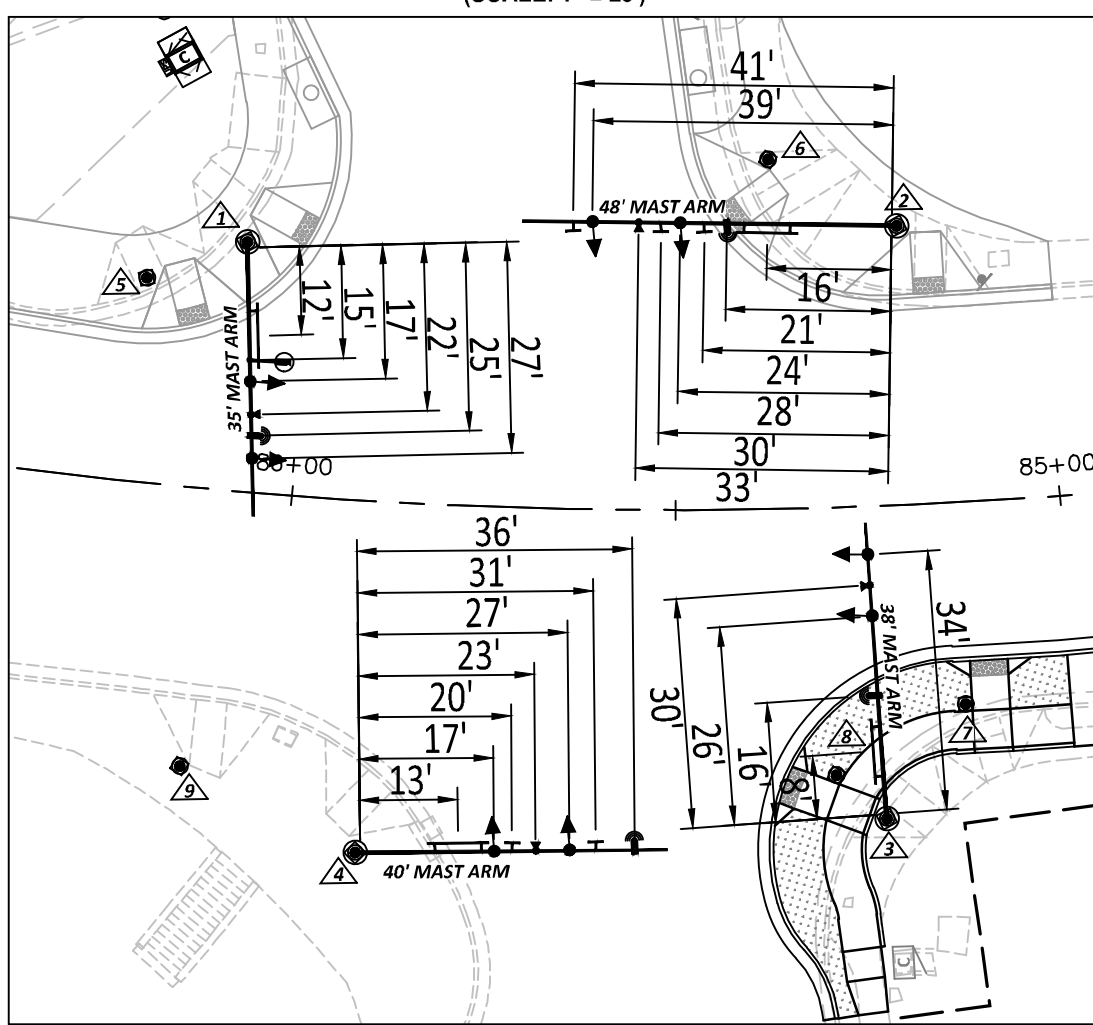


REVISION: MARCH 03, 2020  
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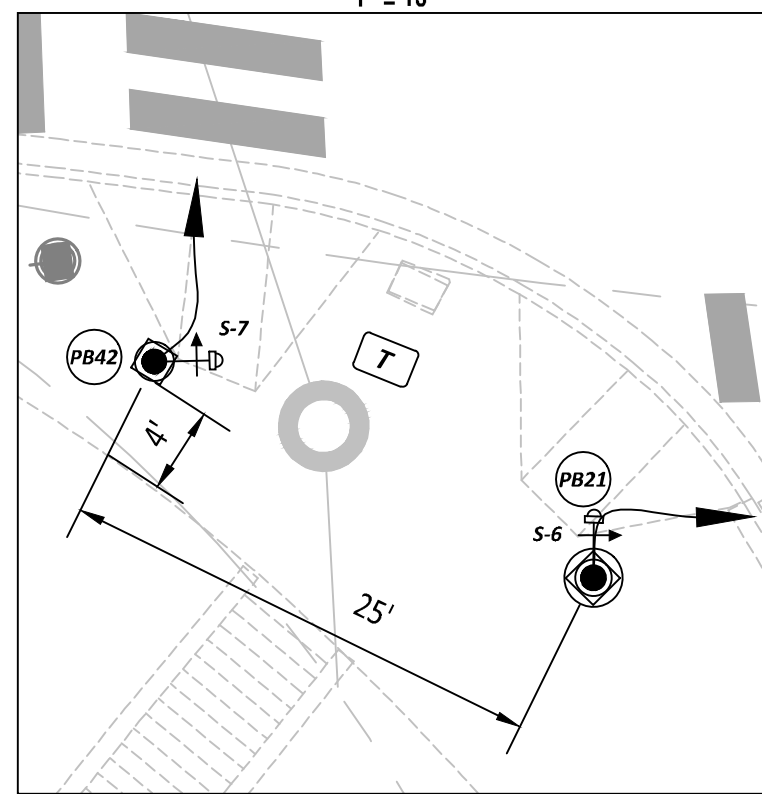
**CONDUIT & CABLE RUNS**

- A** 1-3" CONDUIT (TRENCHED) PVC  
1-14/7c PEDESTRIAN SIGNAL P22  
1-14/3c PEDESTRIAN PUSH BUTTON PB22  
1-#6 BARE COPPER GROUNDING WIRE
- B** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c SIGNAL HEADS 21, 22 (1 SPARE)  
1-THERMAL DETECTION LEAD-IN CABLE VD2  
1-12/2c CABLE FOR LUMINAIRE SL3  
1-#6 BARE COPPER GROUNDING WIRE
- C** 1-2" CONDUIT (TRENCHED) PVC  
1-OPTICOM CABLE PE2  
1-#6 BARE COPPER GROUNDING WIRE
- D** 1-3" CONDUIT (TRENCHED) PVC  
1-14/7c PEDESTRIAN SIGNAL P81  
1-14/3c PEDESTRIAN PUSH BUTTON PB81  
1-#6 BARE COPPER GROUNDING WIRE
- E** 1-4" CONDUIT (BORED) HDPE  
2-14/7c SIGNAL HEADS 21, 22 (1 SPARE)  
2-14/7c PEDESTRIAN SIGNALS P22, P81  
1-THERMAL DETECTION LEAD-IN CABLE VD2  
1-12/2c CABLE FOR LUMINAIRE SL3  
1-#6 BARE COPPER GROUNDING WIRE
- F** 1-2" CONDUIT (BORED) HDPE  
1-OPTICOM CABLE PE2  
1-#6 BARE COPPER GROUNDING WIRE
- G** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c SIGNAL HEADS 81, 82 (1 SPARE)  
1-14/7c PEDESTRIAN SIGNAL P82  
1-14/3c PEDESTRIAN PUSH BUTTONS PB82  
1-THERMAL DETECTION LEAD-IN CABLE VD8  
1-12/2c CABLE FOR LUMINAIRE SL2  
1-#6 BARE COPPER GROUNDING WIRE
- H** 1-2" CONDUIT (TRENCHED) PVC  
1-OPTICOM CABLE PE4  
1-#6 BARE COPPER GROUNDING WIRE
- I** 1-3" CONDUIT (TRENCHED) PVC  
2-14/7c PEDESTRIAN SIGNAL P42  
1-14/3c PEDESTRIAN PUSH BUTTON PB42  
1-#6 BARE COPPER GROUNDING WIRE
- J** 1-4" CONDUIT (BORED) HDPE  
2-14/7c SIGNAL HEADS 21, 22 (1 SPARE)  
2-14/7c PEDESTRIAN SIGNALS P22, P81  
2-14/3c PEDESTRIAN PUSH BUTTONS PB22, PB81  
1-THERMAL DETECTION LEAD-IN CABLE VD2  
1-12/2c CABLE FOR LUMINAIRE SL3  
1-#6 BARE COPPER GROUNDING WIRE
- K** 1-2" CONDUIT (BORED) HDPE  
1-OPTICOM CABLE PE2  
1-#6 BARE COPPER GROUNDING WIRE
- L** 1-3" CONDUIT (TRENCHED) PVC  
1-14/7c PEDESTRIAN SIGNAL P41  
1-14/3c PEDESTRIAN PUSH BUTTON PB41  
1-#6 BARE COPPER GROUNDING WIRE
- M** 1-3" CONDUIT (TRENCHED) PVC  
1-OPTICOM CABLE PE6  
1-#6 BARE COPPER GROUNDING WIRE
- N** 1-2" CONDUIT (TRENCHED) METAL  
3-#6 AWG FOR ELECTRICAL SERVICE
- O** 1-2" CONDUIT (TRENCHED) METAL  
3-#6 AWG FOR ELECTRICAL SERVICE
- P** 1-2" CONDUIT (TRENCHED) METAL  
1-#6 AWG FOR SYSTEM GROUNDING
- Q** 1-3" CONDUIT (TRENCHED) PVC  
4-12/2c CABLE FOR LUMINAIRE SL1, SL2, SL3, SL4  
1-#6 AWG FOR SYSTEM GROUNDING

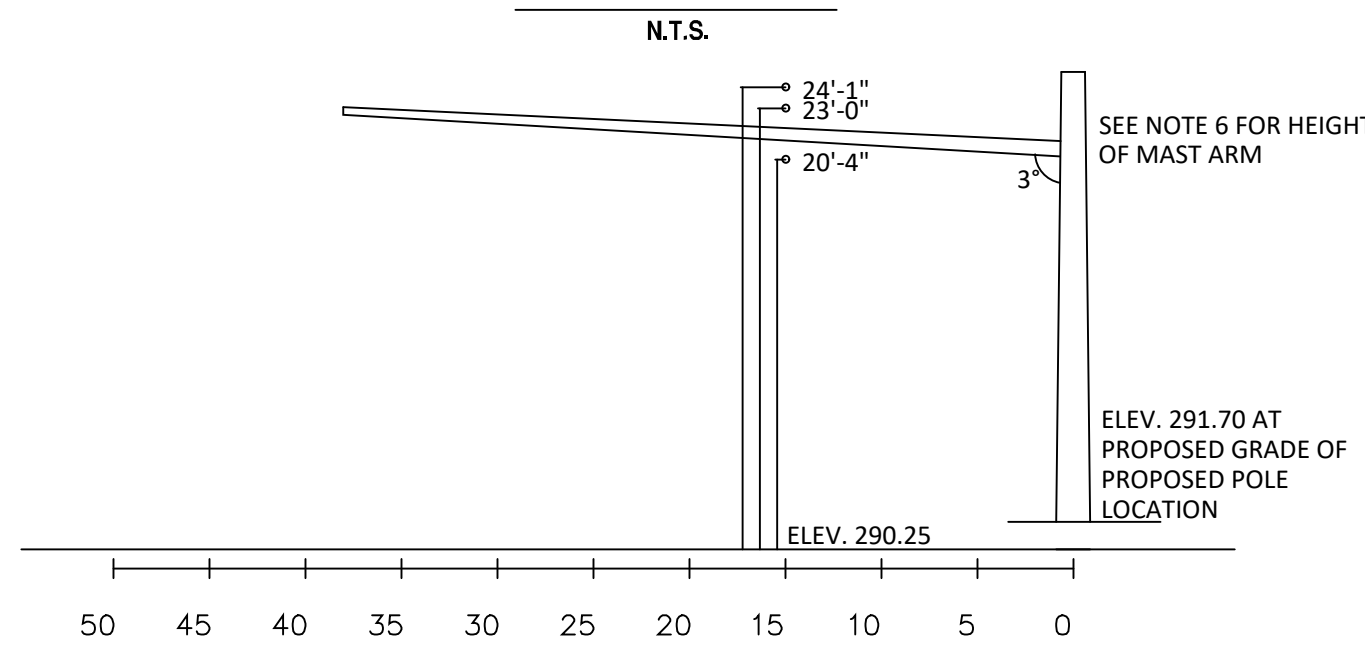
**POLE LOCATION DETAIL**  
(SCALE: 1" = 25')



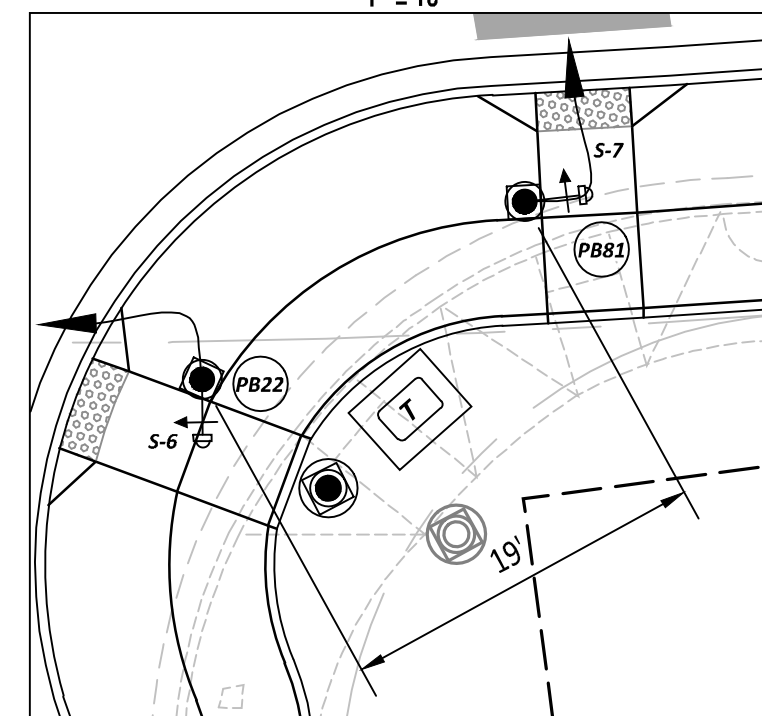
**SOUTHWEST CORNER PEDESTRIAN DETAIL**  
1" = 10'



**SOUTHEAST CORNER POLE HEIGHT DETAIL**  
N.T.S.



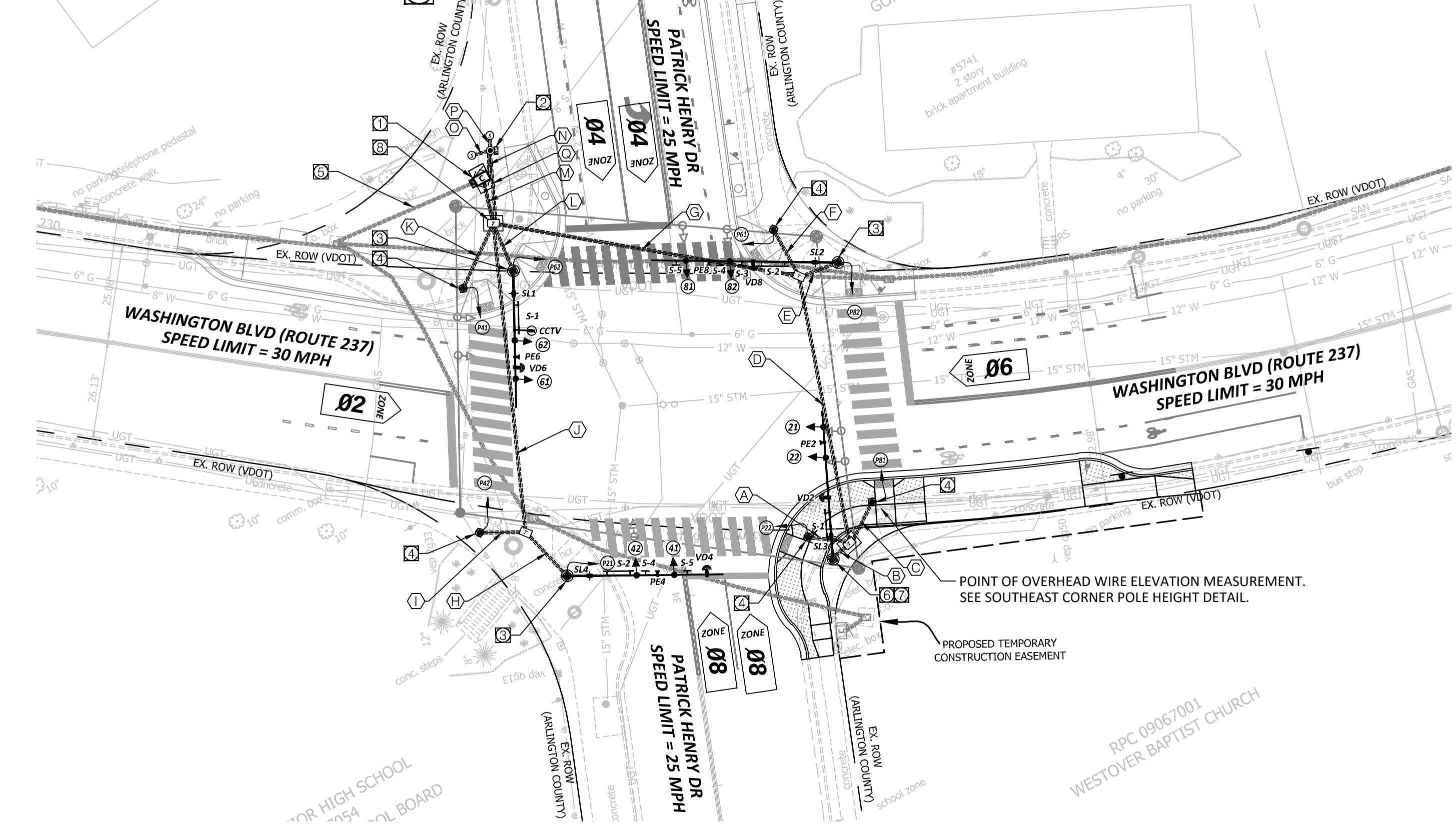
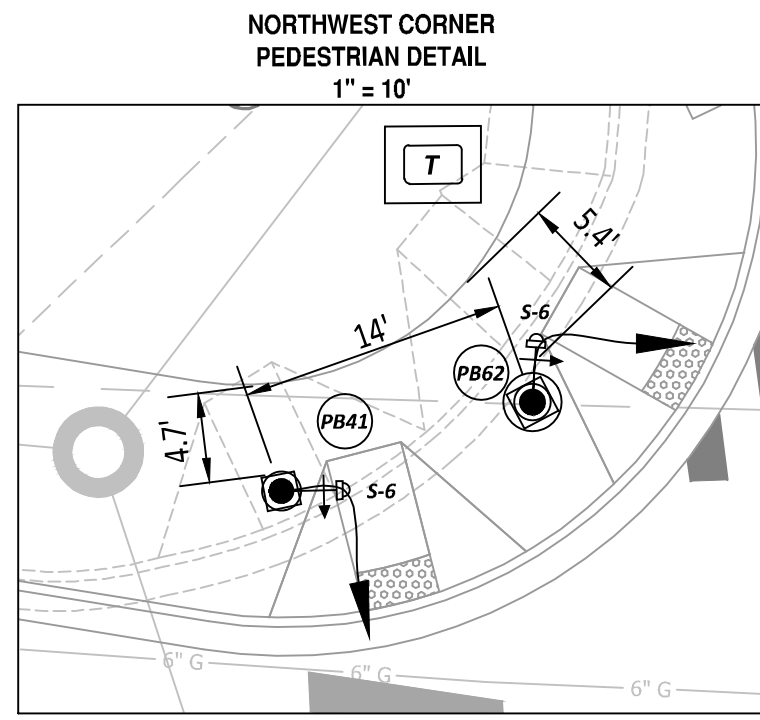
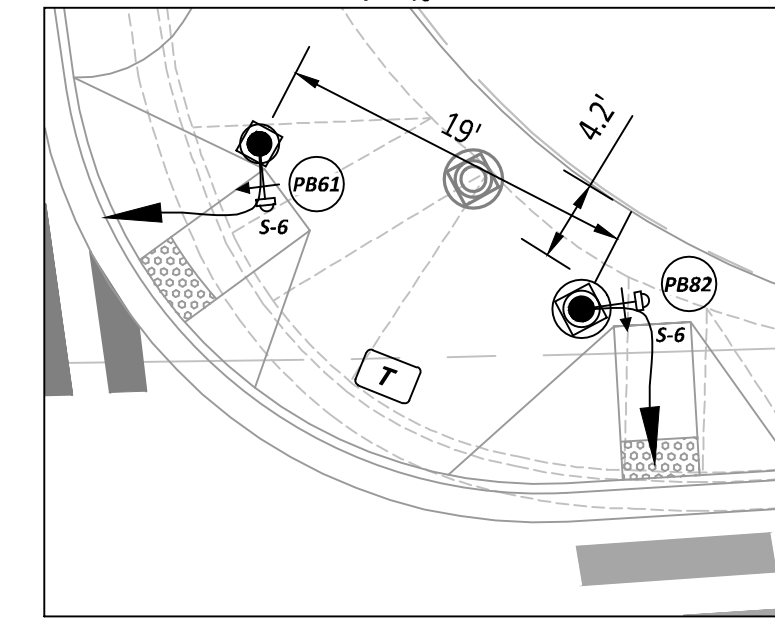
**SOUTHEAST CORNER PEDESTRIAN DETAIL**  
1" = 10'



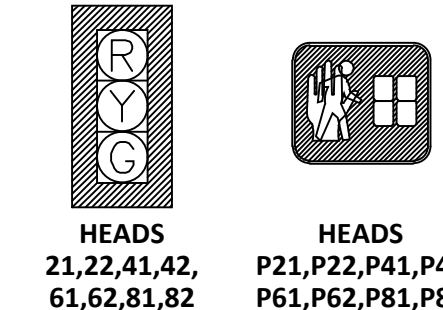
**CONSTRUCTION NOTES**

1. EXISTING CONTROLLER AND CABINET TO BE REPLACED WITH NEW CONTROLLER AND CABINET ON A NEW FOUNDATION. ALL OTHER EXISTING EQUIPMENT TO BE REMOVED INCLUDING UNUSED WIRING, CONDUIT, AND JUNCTION BOXES, UNLESS OTHERWISE SPECIFIED. EXISTING CONTROLLER AND CABINET SHALL BE RETURNED TO ARLINGTON COUNTY.
2. INSTALL SIGNAL CONTROLLER CABINET WITH UPS AND CONCRETE STOOP. CABINET SHALL BE ORIENTED TO PROVIDE TECHNICIAN VIEW OF SIGNAL DISPLAYS.
3. INSTALL UNDERGROUND ELECTRIC SERVICE WITH PEDESTAL METERPAN. PROPOSED CONDUIT SHOWN TO THE APPROXIMATE LOCATION OF POWER SOURCE. TO BE FINALIZED BASED UPON ONGOING DVP COORDINATION.
4. INSTALL NON-ORNAMENTAL MAST ARM SIGNAL POLE WITH LUMINAIRE, PEDESTRIAN SIGNAL HEAD(S), POLARA PEDESTRIAN EQUIPMENT, AND POLE IDENTIFICATION STICKER.
5. INSTALL PEDESTAL POLE WITH PEDESTRIAN SIGNAL, POLARA PEDESTRIAN EQUIPMENT, SIGN, AND POLE IDENTIFICATION STICKER.
6. SEE COMMUNICATION PLAN ON SHEET C-1201 FOR COMMUNICATION CONNECTION DETAILS.
7. MAST ARM SHOULD BE MOUNTED AT 19.5' ABOVE THE PROPOSED ELEVATION. CONTRACTOR SHALL VERIFY MAST ARM HEIGHT NECESSARY BEFORE ORDERING POLE AND SHALL PROTECT AND MAINTAIN EXISTING SPAN WIRES STRUCTURE INTACT DURING CONSTRUCTION. REFER TO SOUTHEAST CORNER POLE HEIGHT DETAIL ON THIS SHEET.
8. INSTALL NON-ORNAMENTAL MAST ARM SIGNAL POLE WITH LUMINAIRE AND POLE IDENTIFICATION STICKER.

**NORTHEAST CORNER PEDESTRIAN DETAIL**  
1" = 10'



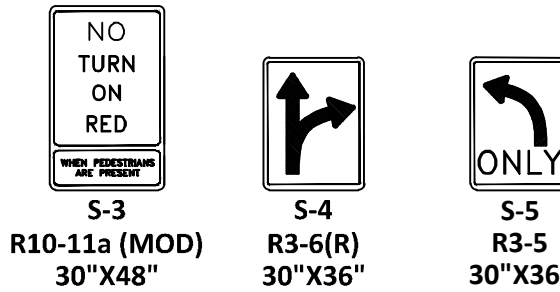
**PROPOSED SIGNALS**



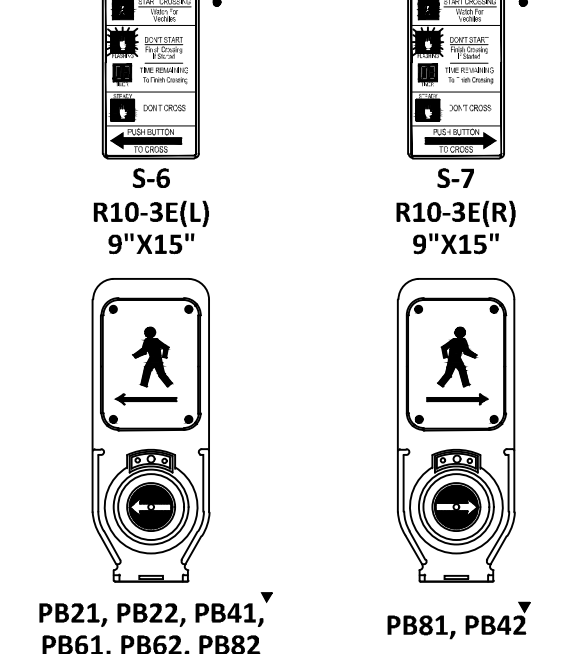
**PROPOSED STREET NAME SIGNS**



**PROPOSED SIGNS**



**PROPOSED ACCESSIBLE PEDESTRIAN PUSHBUTTON**



\* PEDESTRIAN PUSHBUTTON SIGN SHALL BE MOUNTED ABOVE PEDESTRIAN PUSHBUTTON.  
 \* ACCESSIBLE PUSHBUTTON SYSTEM SHALL BE POLARA SYSTEM CONFORMING TO ARLINGTON COUNTY SPECIFICATIONS AND SHALL INCLUDE A POLARA CENTRAL CONTROL UNIT.

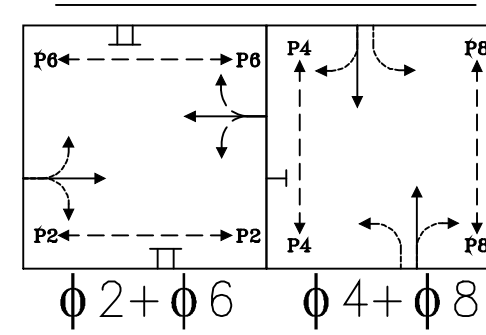
INITIAL TIMING CHART								
PHASE	1	2	3	4	5	6	7	8
MOVEMENT		EB WASH BLVD THRU		SB PATRICK HENRY DR THRU		WB WASH BLVD THRU		NB PATRICK HENRY DR THRU
PHASE ON		X		X		X		X
PHASE OFF	X		X		X		X	
PHASE TIMINGS								
MIN GR	NOT USED	5.0	NOT USED	5.0	NOT USED	5.0	NOT USED	5.0
PASSAGE	NOT USED	2.0	NOT USED	2.0	NOT USED	2.0	NOT USED	2.0
YELLOW	NOT USED	3.9	NOT USED	4.0	NOT USED	3.9	NOT USED	4.0
RED	NOT USED	2.5	NOT USED	1.8	NOT USED	2.5	NOT USED	1.8
MAX 1	NOT USED	45.0	NOT USED	30.0	NOT USED	45.0	NOT USED	30.0
MAX 2	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0
MIN GAP	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0
TIME BEFORE REDUCTION	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0
TIME TO REDUCE	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0	NOT USED	0.0
PED WALK	NOT USED	7.0	NOT USED	7.0	NOT USED	7.0	NOT USED	7.0
PED CLEARANCE	NOT USED	16.0	NOT USED	15.0	NOT USED	15.0	NOT USED	14.0
MODE	NOT USED	MIN RECALL	NOT USED	NON LOCK	NOT USED	MIN RECALL	NOT USED	NON LOCK

**COLOR SEQUENCE CHART**

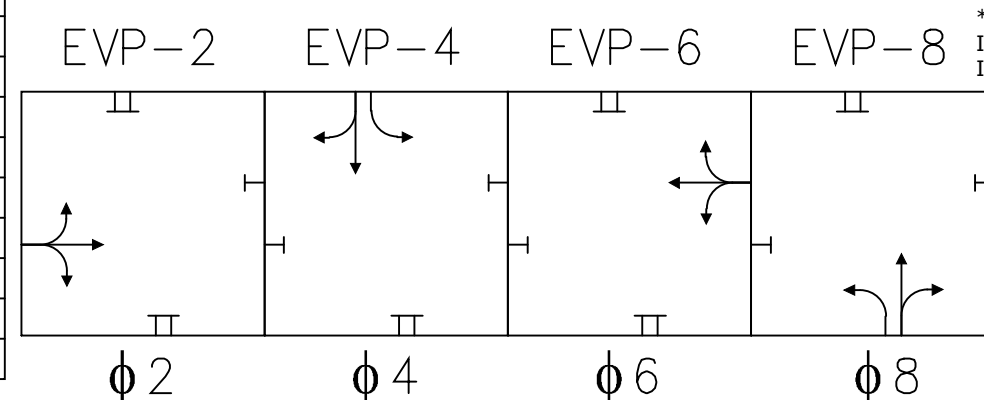
PHASE	2	4	6	8	2+6	4+8	FLASH
SIGNAL R/W	R/W	R/W	R/W	R/W	R/W	R/W	Y
21,22	G				G		R
41,42		G				G	R
61,62			G				Y
81,82				G			R
P21,P22	W*				W*		DARK
P41,P42		W*				W*	DARK
P61,P62			W*			W*	DARK
P81,P82				W*		W*	DARK

NOTE: BLANK SPACES IN THIS CHART REPRESENT A "RED" SIGNAL INDICATION. \*WALK INDICATION IS DISPLAYED WHEN PEDESTRIAN CALL IS SERVICED; WALK INDICATION IS DISPLAYED UNTIL IT IS TIMED OUT. OTHERWISE "DON'T WALK" INDICATION IS DISPLAYED.

**EXISTING/PROPOSED PHASING DIAGRAM**



**PREEMPTION PHASING DIAGRAM**



No.	STATION	OFFSET	POLE IDENTIFICATION	TYPE	STANDARD			LUM. LED (4)	POLE SIGNAL MOUNTING			STREET NAME SIGN		
					SIG. M.A. ORIENT.	SIG. M.A.	LUM. M.A. ORIENT.		LUM. M.A. (TYPE)	VEHICLE & PED. HEADS	PED. PUSH BUTTONS		SIGNALS	VIDEO DETECTOR PREEMPTION & CCTV
▲	86+08.67	32.41'RT	110-MA-01-NW	MAST ARM POLE 30'	180°	35'	180°	6' (UPSWEEP)	145W	61,62,P62	PB62	S-6	VD6,PE6,CCTV	S-1
▲	85+19.65	36.35'RT	110-MA-01-NE	MAST ARM POLE 30'	180°	48'	180°	6' (UPSWEEP)	145W	81,82,P82	PB82	S-3,S-4,S-5,S-6	VD8,PE8	S-2
▲	85+24.11	40.73'LT	110-MA-01-SE	MAST ARM POLE 30'	180°	38'	180°	6' (UPSWEEP)	145W	21,22	-	-	VD2,PE2	S-1
▲	85+89.12	45.80'LT	110-MA-01-SW	MAST ARM POLE 30'	180°	40'	180°	6' (UPSWEEP)	145W	41,42,P21	PB21	S-4,S-5,S-6	VD4,PE4	S-2
▲	86+21.81	26.57'RT	110-PP-01-NW	PEDESTAL POLE 12'	-	-	-	-	-	P41	PB41	S-6	-	-
▲	85+37.17	45.49'RT	110-PP-01-NE	PEDESTAL POLE 12'	-	-	-	-	-	P61	PB61	S-6	-	-
▲	85+13.73	26.30'LT	110-PP-01-SE	PEDESTAL POLE 12'	-	-	-	-	-	P81	PB81	S-7	-	-
▲	85+30.15	34.83'LT	110-PP-02-SE	PEDESTAL POLE 12'	-	-	-	-	-	P22	PB22	S-6	-	-
▲	86+11.31	36.26'LT	110-PP-01-SW	PEDESTAL POLE 12'	-	-	-	-	-	P42	PB42	S-7	-	-

\*SEE CONSTRUCTION NOTE 6 FOR MAST ARM HEIGHT

**ARLINGTON VIRGINIA**  
 DEPARTMENT OF ENVIRONMENTAL SERVICES  
 Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606

SEAL  
 COMMONWEALTH OF VIRGINIA  
 GEOFF D. GIFFIN  
 Lic. No. 039584  
 07/20/2022  
 PROFESSIONAL ENGINEER

APPROVALS	DATE
<i>[Signature]</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>[Signature]</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>[Signature]</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	06/30/2022
TEKO BUREAU CHIEF	
<i>[Signature]</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 TRAFFIC SIGNAL PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: AS  
 Drawn: LL  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

Scale:  
 HOR. N/A VERT. N/A

Sheet **C-1101**



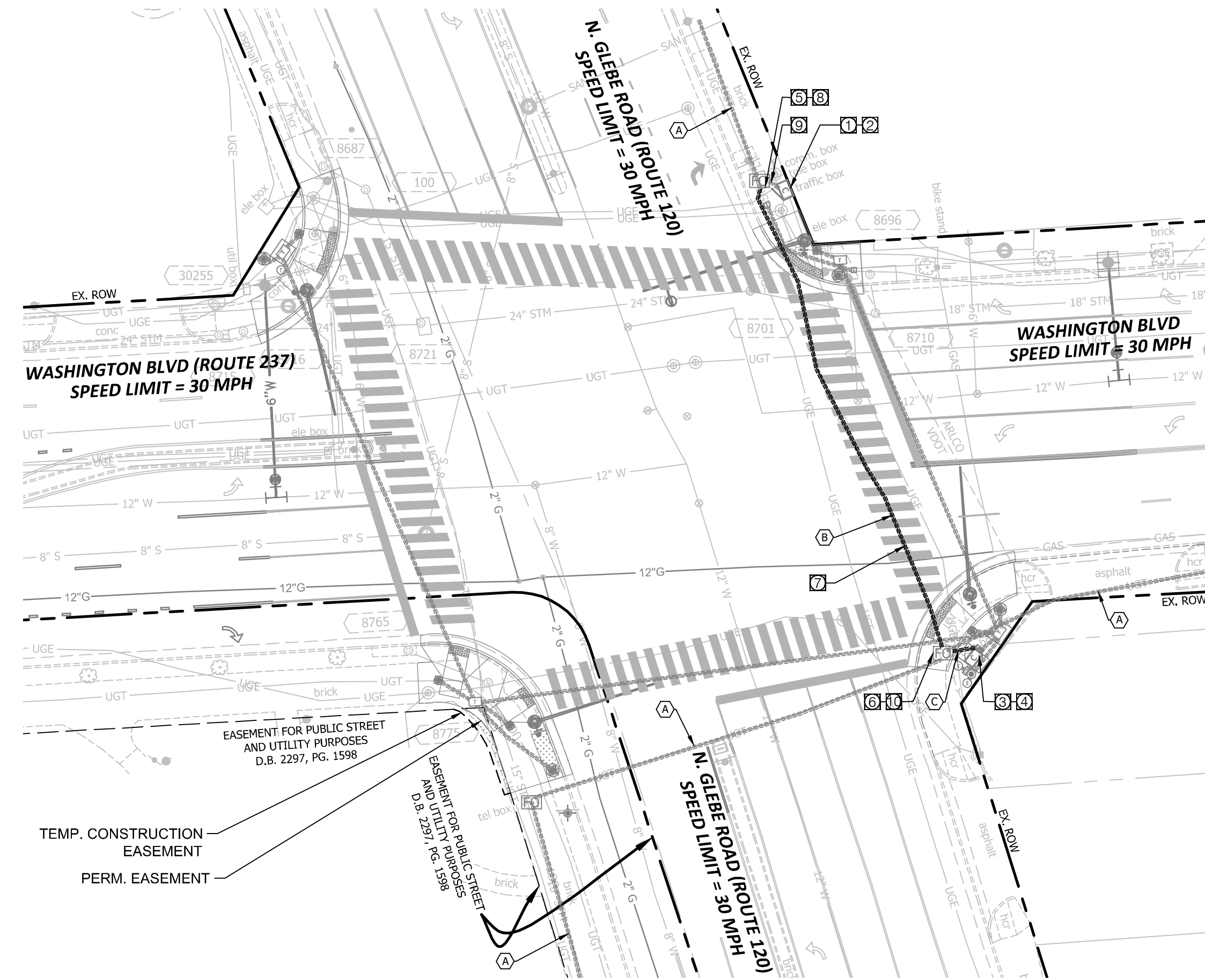
GENERAL NOTES

- CONTRACTOR SHALL SUBMIT SPLICE ENCLOSURES FOR ENGINEER APPROVAL.
- CONTRACTOR SHALL NOTIFY ENGINEER PRIOR TO CUTTING OR DISCONNECTING ANY FIBER CABLE. CONTRACTOR SHALL NOT PROCEED WITH FIBER CUTTING UNLESS ENGINEER IS ON-SITE.
- CONTRACTOR SHALL RE-SPLICE ALL FIBERS TO LIKE COLORED FIBERS AND SHALL MATCH LIKE COLORED BUFFER TUBES WITH LIKE COLORED BUFFER TUBES.
- CONTRACTOR SHALL PERFORM BI-DIRECTIONAL OTDR TESTING ON ALL OF THE 144 FIBER OPTIC CABLES AND THE 12 FIBER CABLE FROM THEIR TERMINATION POINTS. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO GAIN ACCESS TO THE NEAREST FIBER TERMINATION POINTS FOR THE ITS AND DTS 144 FIBER OPTIC CABLES TO PERFORM TESTING.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH BI-DIRECTIONAL OTDR TEST RESULTS IN PDF FORMAT FOR APPROVAL. NO WORK SHALL BE ACCEPTED IF THE FOLLOWING REQUIREMENTS ARE NOT MET:
  - EACH FUSION SPLICE LOSS DOES NOT EXCEED 0.05 DB, BI-DIRECTIONALLY AVERAGED
  - CABLE ATTENUATION MAY NOT EXCEED 0.30 DB/KM AT 1550 NM AND 0.40 DB/KM AT 1310 NM.

IF ANY OF THE ABOVE CONDITIONS ARE NOT MET, THEN TAKE APPROVED CORRECTIVE ACTION, INCLUDING REMAKING SPLICES OR REPLACING COMPLETE SEGMENTS OF FIBER OPTIC CABLE, AS REQUIRED. CORRECTIVE ACTION WILL BE AT NO ADDITIONAL COST TO THE COUNTY.
- THE CONTRACTOR SHALL NOT CUT OR DAMAGE EXISTING FIBER OPTIC CABLES OR FIBER OPTIC SPLICE ENCLOSURES. WHEN HANDLING THE EXISTING FIBER OPTIC CABLES, THE CONTRACTOR SHALL PROTECT THE CABLES FROM EXCEEDING THE MINIMUM BEND RADIUS OF 14 INCHES.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIR AND COSTS ASSOCIATED WITH DAMAGED FIBER OPTIC CABLES OR SPLICE ENCLOSURES DUE TO CONSTRUCTION ACTIVITIES.
- ALL CABLING AND SPLICE ENCLOSURES IN JUNCTION BOXES SHALL BE NEATLY ARRANGED.

CONSTRUCTION NOTES

- CONTRACTOR SHALL REMOVE ALL COMMUNICATION EQUIPMENT TO INCLUDE: 12 FIBER PATCH PANEL AND FIBER CABLE, ETHERNET SWITCH AND JUMPER CABLES FROM EXISTING CONTROLLER CABINET. 12 FIBER PATCH PANEL AND FIBER CABLE TO BE DISCARDED. ETHERNET SWITCH AND JUMPER CABLES SHALL BE RELOCATED TO PROPOSED CONTROLLER CABINET.
- EXISTING CONTROLLER LOCATION
- PROPOSED CONTROLLER LOCATION
- CONTRACTOR SHALL INSTALL RELOCATED ETHERNET SWITCH AND JUMPER CABLES IN PROPOSED CONTROLLER CABINET. CONTRACTOR SHALL ALSO INSTALL NEW PRE-TERMINATED 12 FIBER PATCH PANEL WITH 250' OF SPUR FIBER CABLE TO REACH EXISTING SPLICE ENCLOSURE AT LOCATION A. PRE-TERMINATED PATCH PANEL TO BE INSTALLED VERTICALLY IN CONTROLLER CABINET. INSTALL SPUR FIBER CABLE IN PROPOSED CONDUIT.
- WITHIN EXISTING FIBER SPLICE ENCLOSURE, DISCONNECT EXISTING SPUR FIBER CABLE. INSTALL NEW SPUR FIBER CABLE FROM PROPOSED CONTROLLER CABINET TO EXISTING SPLICE ENCLOSURE, AND CONNECT TO THE SAME FIBERS CONNECTED TO ORIGINAL SPUR FIBER CABLE. CONTRACTOR SHALL PROVIDE 50' OF COILED SPUR FIBER CABLE IN JUNCTION BOX.
- RE-ENTER EXISTING JUNCTION BOX WITH NEW CONDUIT.
- PROPOSED CABLING TO RUN THROUGH EXISTING FIBER CONDUIT.
- LOCATION A
- CAP AND ABANDON EXISTING FIBER CONDUIT.
- COIL 50' OF SPUR FIBER CABLE.

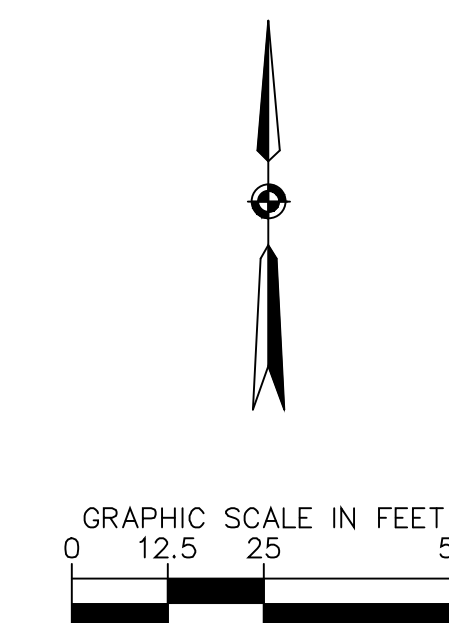


CONDUIT & CABLE

- A** 4-2" CONDUIT (EXISTING)  
2-144 FIBER CABLES (EXISTING)
- B** 4-2" CONDUIT (EXISTING)  
2-144 FIBER CABLES (EXISTING)  
1-12 FIBER CABLE (NEW)
- C** 1-2" CONDUIT PVC (NEW)  
1-12 FIBER CABLE (NEW)

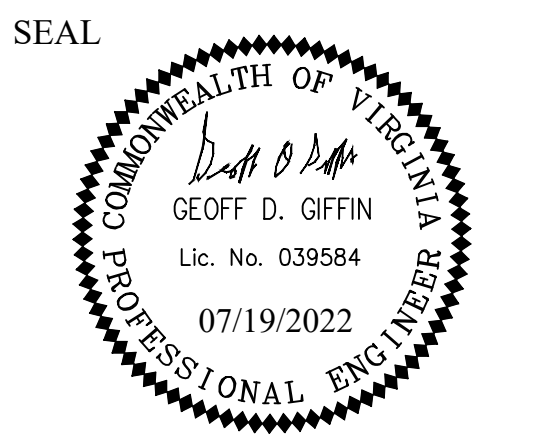
LEGEND

	EXISTING	PROPOSED
Controller Cabinet	☒	☒
Signal Junction Box (61-02)	○	○
Signal Junction Box (61-04)	□	□
Comm. Junction Box	○	○
Service Junction Box	☒	☒
Conduit Run	-----	-----



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Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>[Signature]</i> TR&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**

COMMUNICATIONS PLAN

ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: NM  
Drawn: PK  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 19, 2022  
Plotted by: patrick.husted

Scale:  
HOR. N/A VERT. N/A

Sheet  
**C-1200**

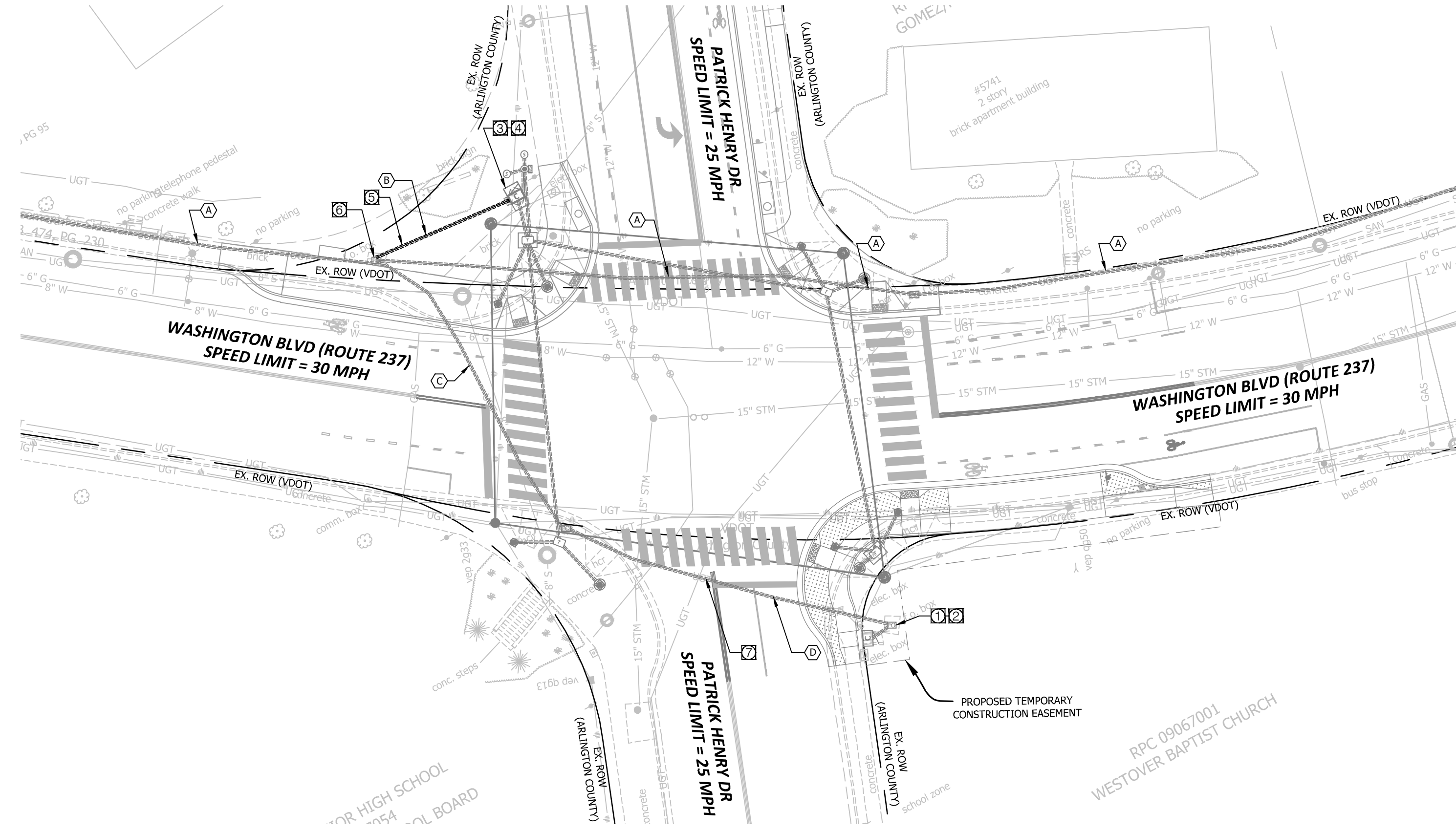


GENERAL NOTES

- CONTRACTOR SHALL SUBMIT SPLICE ENCLOSURES FOR ENGINEER APPROVAL.
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- CONTRACTOR SHALL RE-SPLICE ALL FIBERS TO LIKE COLORED FIBERS AND SHALL MATCH LIKE COLORED BUFFER TUBES WITH LIKE COLORED BUFFER TUBES.
- CONTRACTOR SHALL PERFORM BI-DIRECTIONAL OTDR TESTING ON ALL OF THE 144 FIBER OPTIC CABLES AND THE 12 FIBER CABLE FROM THEIR TERMINATION POINTS. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO GAIN ACCESS TO THE NEAREST FIBER TERMINATION POINTS FOR THE ITS AND DTS 144 FIBER OPTIC CABLES TO PERFORM TESTING.
- THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH BI-DIRECTIONAL OTDR TEST RESULTS IN PDF FORMAT FOR APPROVAL. NO WORK SHALL BE ACCEPTED IF THE FOLLOWING REQUIREMENTS ARE NOT MET:
  - EACH FUSION SPLICE LOSS DOES NOT EXCEED 0.05 DB, BI-DIRECTIONALLY AVERAGED
  - CABLE ATTENUATION MAY NOT EXCEED 0.30 DB/KM AT 1550 NM AND 0.40 DB/KM AT 1310 NM.
 IF ANY OF THE ABOVE CONDITIONS ARE NOT MET, THEN TAKE APPROVED CORRECTIVE ACTION, INCLUDING REMAKING SPLICES OR REPLACING COMPLETE SEGMENTS OF FIBER OPTIC CABLE, AS REQUIRED. CORRECTIVE ACTION WILL BE AT NO ADDITIONAL COST TO THE COUNTY.
- THE CONTRACTOR SHALL NOT CUT OR DAMAGE EXISTING FIBER OPTIC CABLES OR FIBER OPTIC SPLICE ENCLOSURES. WHEN HANDLING THE EXISTING FIBER OPTIC CABLES, THE CONTRACTOR SHALL PROTECT THE CABLES FROM EXCEEDING THE MINIMUM BEND RADIUS OF 14 INCHES.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIR AND COSTS ASSOCIATED WITH DAMAGED FIBER OPTIC CABLES OR SPLICE ENCLOSURES DUE TO CONSTRUCTION ACTIVITIES.
- ALL CABLING AND SPLICE ENCLOSURES IN JUNCTION BOXES SHALL BE NEATLY ARRANGED.

CONSTRUCTION NOTES

- INSTALL EXISTING 12 FIBER CABLE IN PROPOSED CONDUIT. CONTRACTOR SHALL NOTIFY COUNTY IF A SUFFICIENT LENGTH OF FIBER IS NOT AVAILABLE TO REROUTE TO NEW CONTROLLER.
- CONTRACTOR SHALL REMOVE ALL COMMUNICATION EQUIPMENT TO INCLUDE: 12 FIBER PATCH PANEL AND FIBER CABLE, ETHERNET SWITCH AND JUMPER CABLES FROM EXISTING CONTROLLER CABINET. 12 FIBER PATCH PANEL AND FIBER CABLE, ETHERNET SWITCH, AND JUMPER CABLES SHALL BE RELOCATED TO PROPOSED CONTROLLER CABINET.
- EXISTING CONTROLLER LOCATION
- PROPOSED CONTROLLER LOCATION
- CONTRACTOR SHALL INSTALL RELOCATED 12 PATCH PANEL AND FIBER CABLE, ETHERNET SWITCH, AND JUMPER CABLES IN PROPOSED CONTROLLER CABINET.
- INSTALL EXISTING 12 FIBER CABLE IN PROPOSED CONDUIT. CONTRACTOR SHALL NOTIFY COUNTY IF A SUFFICIENT LENGTH OF FIBER IS NOT AVAILABLE TO REROUTE TO NEW CONTROLLER.
- RE-ENTER EXISTING JUNCTION BOX WITH NEW CONDUIT.
- CAP AND ABANDON EXISTING FIBER CONDUIT.

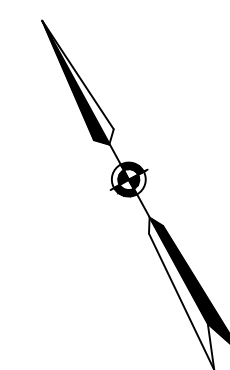


CONDUIT & CABLE

- A** 4-2" CONDUIT (EXISTING)  
2-144 FIBER CABLES (EXISTING)
- B** 1-2" CONDUIT PVC (NEW)  
1-12 FIBER CABLE (EXISTING, RELOCATED)
- C** 1-2" CONDUIT (EXISTING)  
1-12 FIBER CABLE (TO BE RELOCATED)  
DTS FIBER CABLE (TO REMAIN)
- D** 1-2" CONDUIT (EXISTING)  
1-12 FIBER CABLE (TO BE RELOCATED)

LEGEND

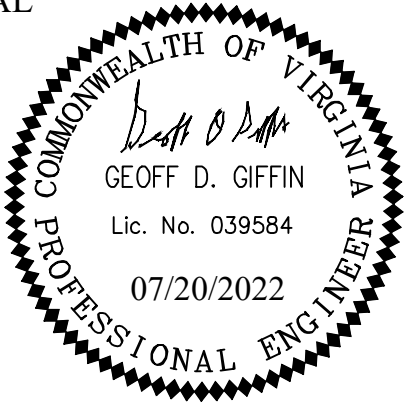
	EXISTING	PROPOSED
Controller Cabinet	☒	☒
Signal Junction Box (61-02)	○	○
Signal Junction Box (61-04)	□	□
Comm. Junction Box	○	○
Service Junction Box	☒	☒
Conduit Run	=====	=====



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SEAL



APPROVALS DATE

<i>[Signature]</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>[Signature]</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>[Signature]</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	06/30/2022
TR&O BUREAU CHIEF	
<i>[Signature]</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 COMMUNICATIONS PLAN  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: NM  
 Drawn: PK  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

Scale:  
 HOR. N/A VERT. N/A

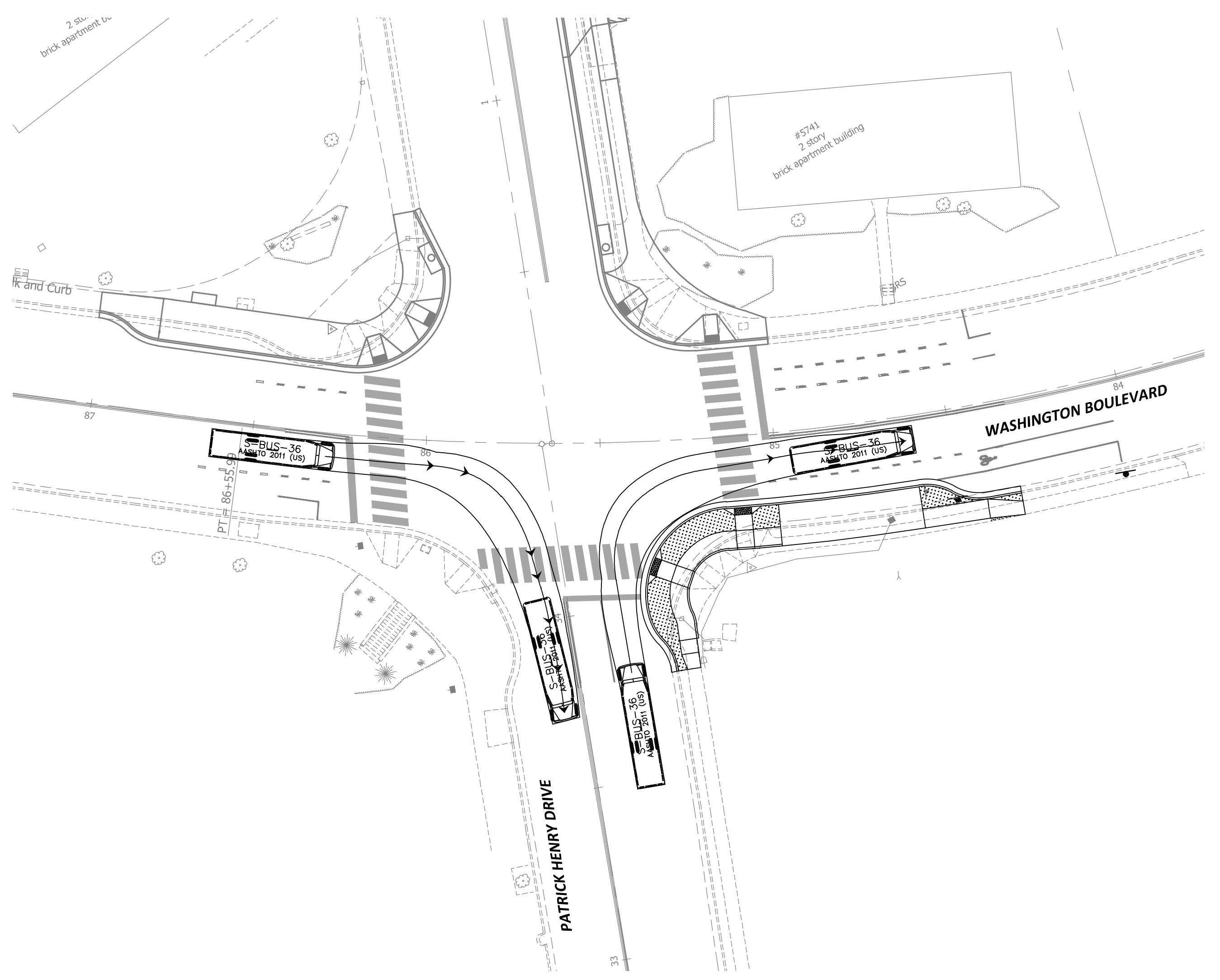
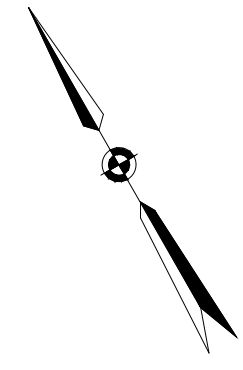
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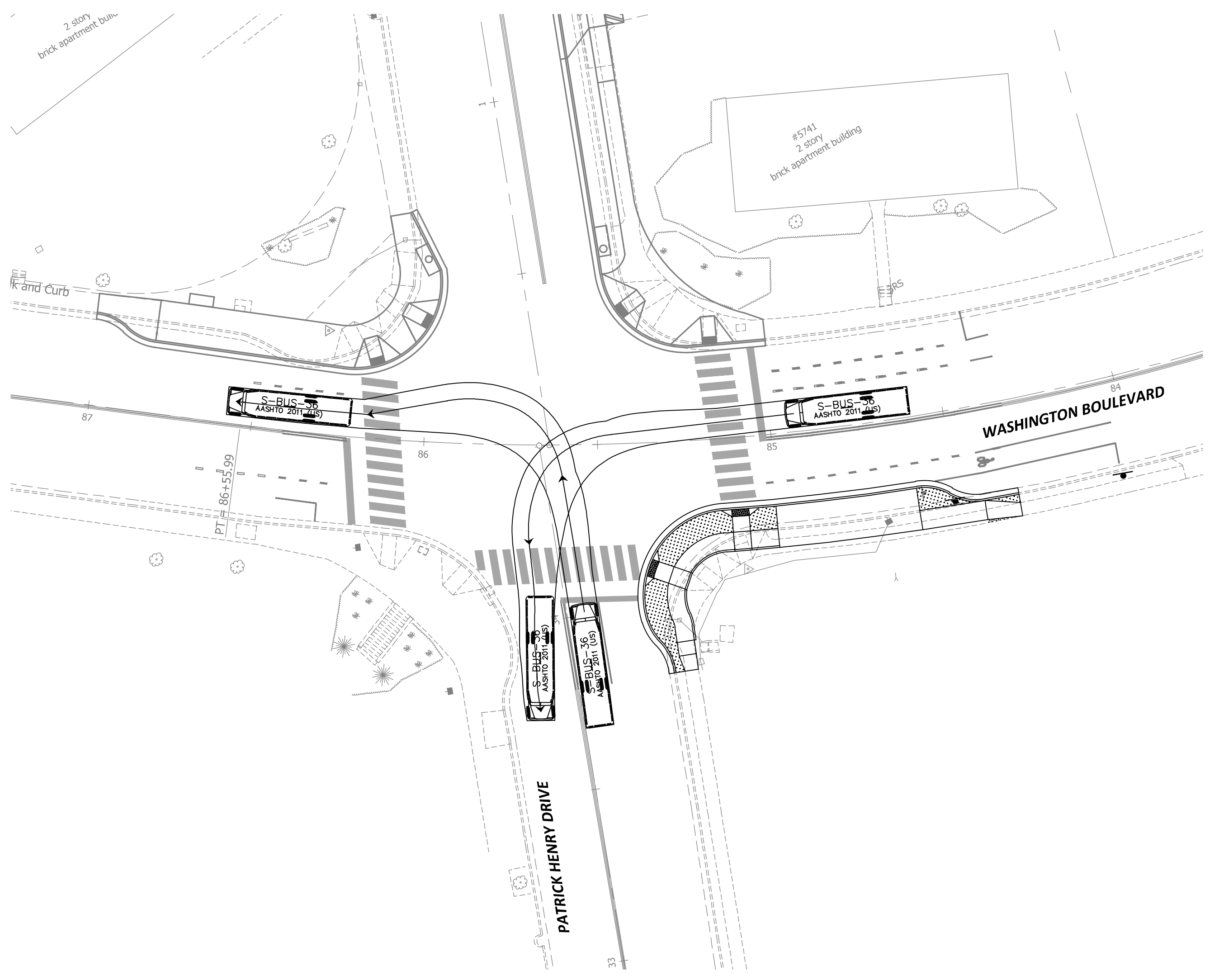


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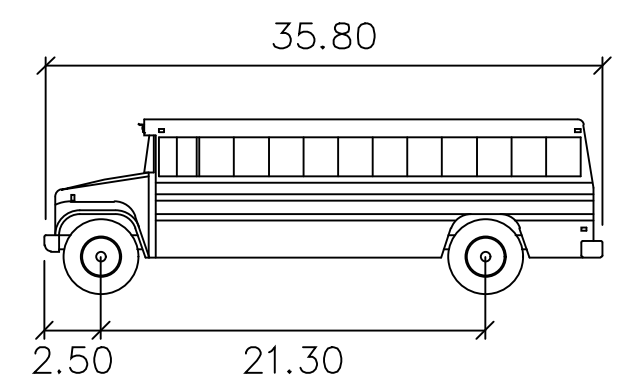


EASTBOUND RIGHT TURN AND NORTHBOUND RIGHT TURN

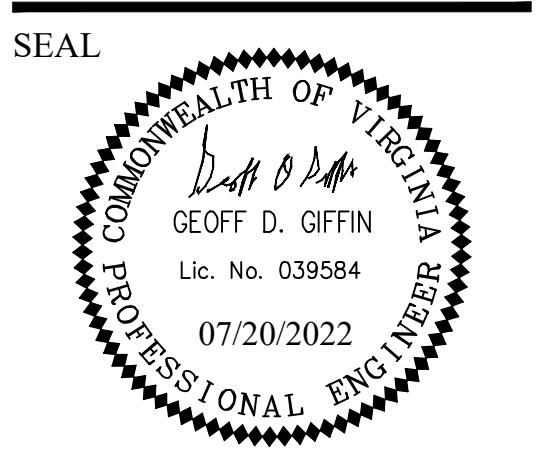


NORTHBOUND LEFT TURN AND WESTBOUND LEFT TURN

DESIGN VEHICLE



- S-BUS-36
- Width : 8.00
  - Track : 8.00
  - Lock to Lock Time : 6.0
  - Steering Angle : 37.6



APPROVALS	DATE
<i>Geoff D. Giffin</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>John Husted</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>Alan</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>Donna M. Leach</i> TRANSPORTATION DIRECTOR	06/30/2022
	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 AUTOTURN EXHIBIT  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

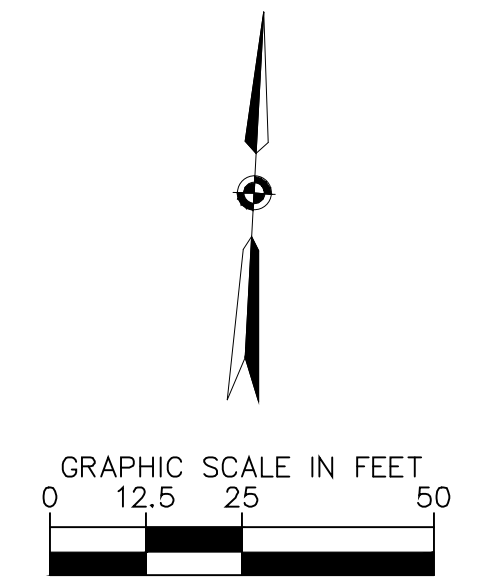
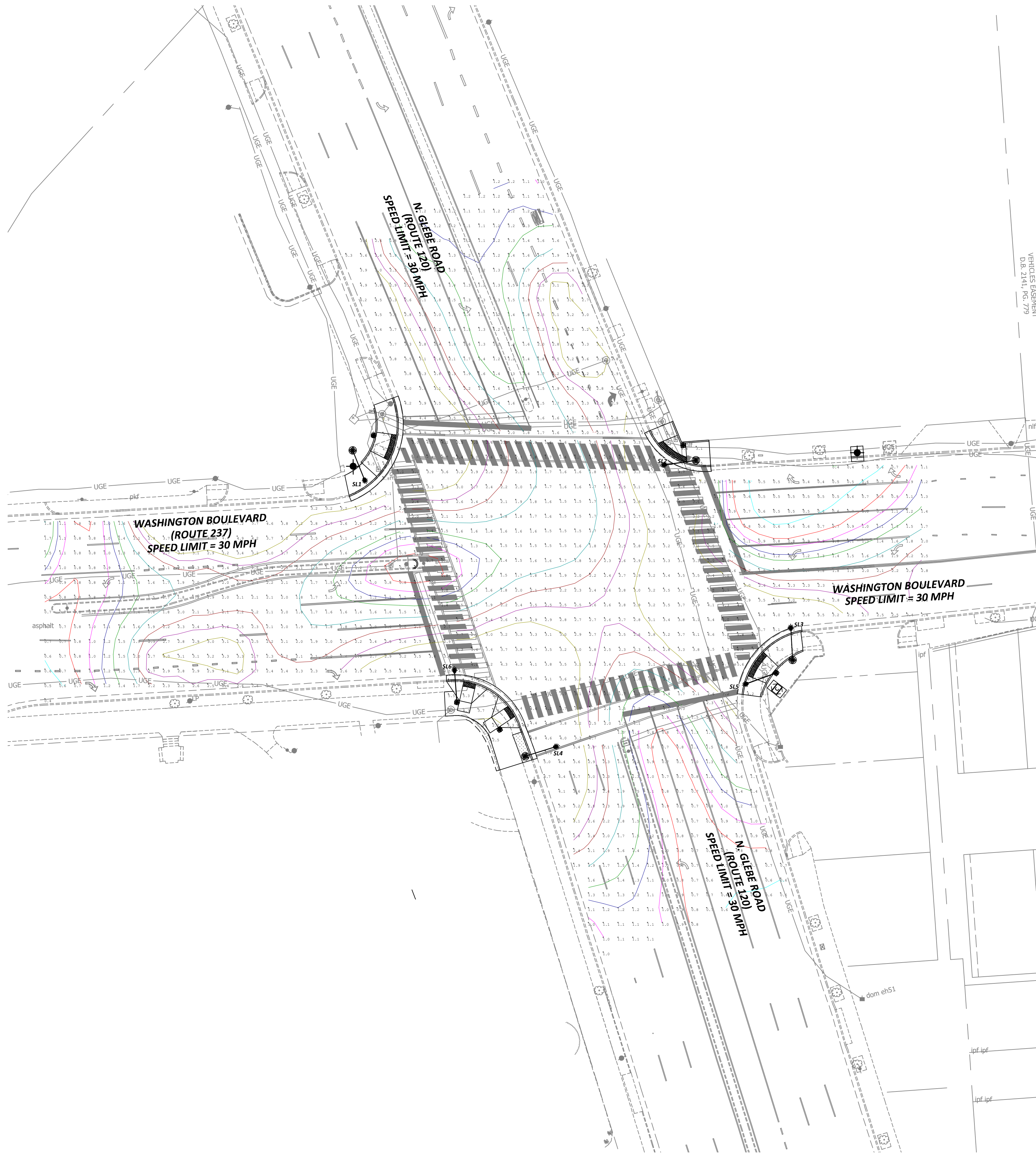
Designed: AS  
 Drawn: NM  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

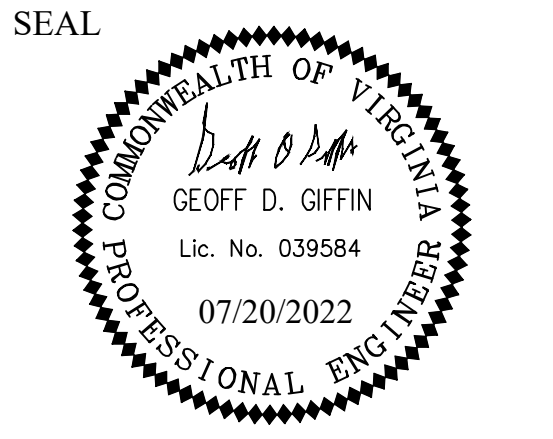
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Sheet  
**EXHIBIT A**





**ARLINGTON VIRGINIA**  
 DEPARTMENT OF ENVIRONMENTAL SERVICES  
 Signal Systems and ITS  
 Traffic Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3629  
 Fax: 703.228.3606



Facility	Target			Proposed			Requirements Met?
	Avg	Avg/Min	Max/Min	Avg	Avg/Min	Max/Min	
Intersection	2.8	4	20	2.8	4.0	10.0	Yes
N Glebe Roadway North	1.4	4	20	2.2	2.2	6.2	Yes
N Glebe Roadway South	1.4	4	20	1.4	2.3	8.3	Yes
NE Ramp	1.4	4	20	4.0	1.3	1.5	Yes
NW Ramp	1.4	4	20	4.0	0.2	1.6	Yes
SE Ramp	1.4	4	20	5.4	1.3	1.6	Yes
SW Ramp	1.4	4	20	4.2	1.7	2.2	Yes
Wash Blvd Roadway East	1.4	4	20	1.7	4.0	17.0	Yes
Wash Blvd Roadway West	1.4	4	20	2.2	3.7	12.2	Yes
Crosswalk - East	2.2	4	20	4.1	1.9	3.2	Yes
Crosswalk - North	2.2	4	20	3.1	1.9	3.1	Yes
Crosswalk - South	2.2	4	20	3.0	2.5	4.7	Yes
Crosswalk - West	2.2	4	20	2.5	3.6	7.0	Yes

**PHOTOMETRIC LEGEND**

VALUE (FC)	COLOR	VALUE (FC)	COLOR
0.2	Black	1.2	Blue
0.3	Blue	1.4	Green
0.4	Green	1.8	Cyan
0.6	Cyan	2.2	Red
0.8	Red	2.6	Purple
1.0	Magenta	3.0	Olive

APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	06/30/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	06/30/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	7/18/22
<i>[Signature]</i> TR&O BUREAU CHIEF	06/30/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	07/13/22

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
 WASHINGTON BOULEVARD AND N. GLEBE ROAD STREETLIGHT PHOTOMETRICS  
 ID #110 & #113  
 ARLINGTON COUNTY, VIRGINIA

Designed: KF  
 Drawn: BA  
 Checked: GG  
 Miss Utility Transmittal #:

Plotted: July 20, 2022  
 Plotted by: Patrick.Husted

Scale:  
 HOR. N/A VERT. N/A

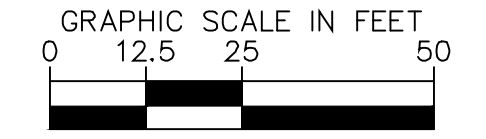
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**EXHIBIT B**



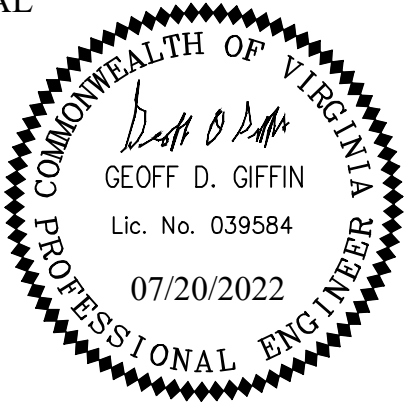


DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606



SEAL



APPROVALS DATE

*Geoff D. Giffin* 06/30/2022  
TRAFFIC SIGNAL ENGINEER  
*John Hinkle* 06/30/2022  
TRAFFIC ENGINEERING MANAGER  
*Alan* 7/18/22  
WATER, SEWER, STREETS BUREAU CHIEF  
*Dennis W. Leach* 06/30/2022  
TRUCK BUREAU CHIEF  
*Dennis W. Leach* 07/13/22  
TRANSPORTATION DIRECTOR

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
WASHINGTON BOULEVARD AND PATRICK HENRY DRIVE STREETLIGHT PHOTOMETRICS  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: KF  
Drawn: BA  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

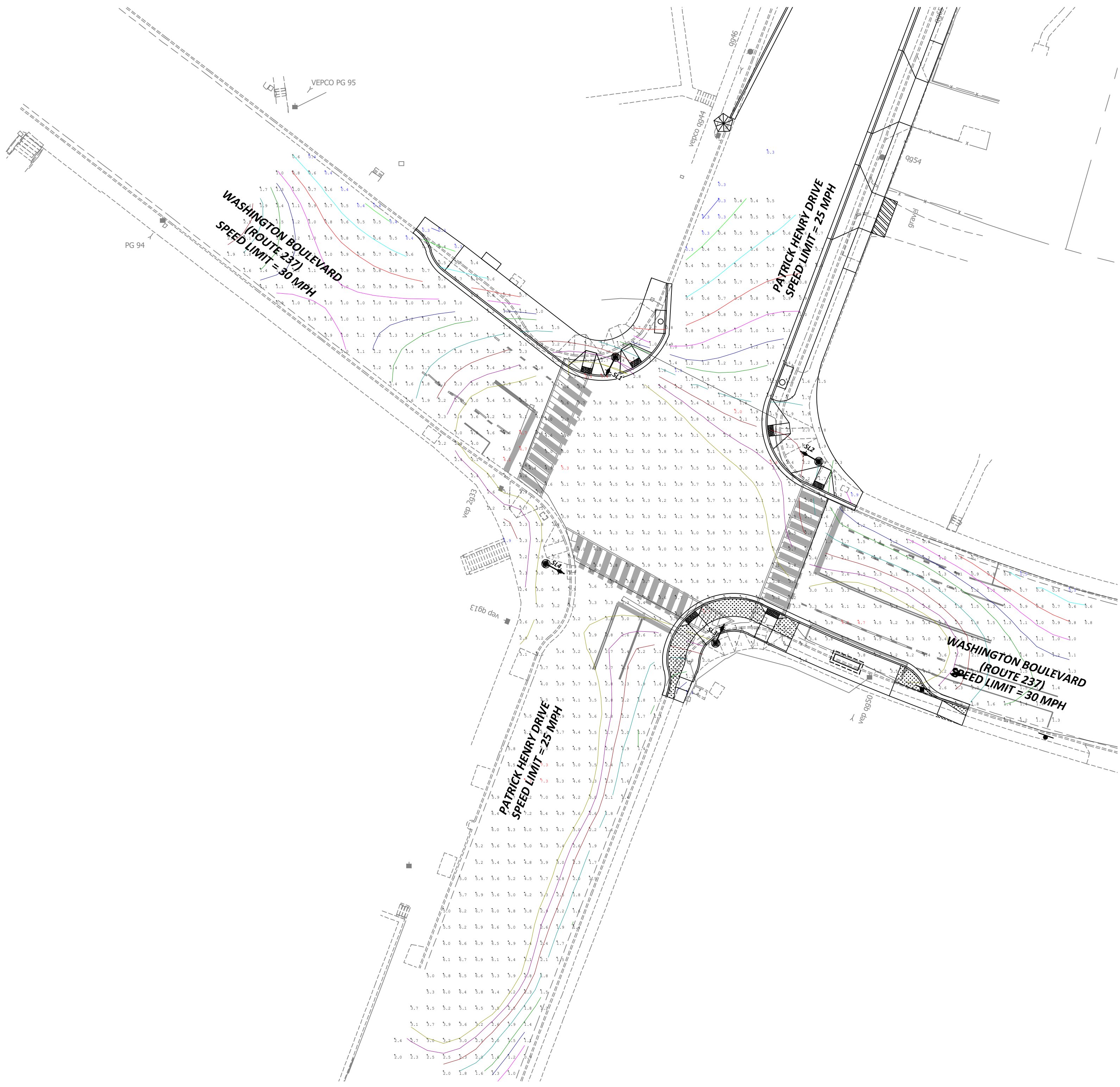
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**EXHIBIT C**

Facility	Patrick Henry and Washington Boulevard						Requirements Met?
	Target			Proposed			
	Avg	Avg/Min	Max/Min	Avg	Avg/Min	Max/Min	
Intersection	2.1	4	20	3.6	2.4	3.5	Yes
NE Ramp	1.4	4	20	1.8	2.0	2.9	Yes
NW Ramp and Sidewalk	1.4	4	20	1.5	5.0	11.3	No
Patrick Henry_Roadway North	0.7	4	20	0.9	3.0	6.7	Yes
Patrick Henry_Roadway South	0.7	4	20	3.8	0.2	9.1	Yes
SE Ramp	1.4	4	20	2.8	2.5	3.4	Yes
SW Ramp	1.4	4	20	3.0	1.6	2.2	Yes
Washington Blvd_Roadway East	1.4	4	20	2.2	4.0	9.4	Yes
Washington Blvd_Roadway West	1.4	4	20	1.6	4.0	11.8	Yes
Crosswalk East	2.2	4	20	2.6	1.6	2.1	Yes
Crosswalk North	2.2	4	20	2.2	1.5	1.9	Yes
Crosswalk South	2.2	4	20	3.7	1.1	1.2	Yes
Crosswalk_West	2.2	4	20	4.2	1.3	1.5	Yes

**PHOTOMETRIC LEGEND**

VALUE (FC)	COLOR	VALUE (FC)	COLOR
0.2	Black	1.2	Blue
0.3	Blue	1.4	Green
0.4	Green	1.8	Cyan
0.6	Cyan	2.2	Magenta
0.8	Magenta	2.6	Purple
1.0	Purple	3.0	Olive





2.4 POLLUTION PREVENTION PLAN:

- 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: 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 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 (EG., 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.
- 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.

2.0 Authorized Non-Stormwater Discharges

Type of Authorized Non-Stormwater Discharge	Likely Present at Your Project Site?	
External buildings wash down	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uncontaminated foundation or footing drains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uncontaminated excavation dewatering	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Landscape irrigation	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Others [describe]	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

STORMWATER POLLUTION PREVENTION PLAN  
Washington Boulevard Signal Improvements

5.0 Potential Sources of Pollution & Pollution Prevention Practices

Pollutant-Generating Activity	Likely Present at your Project Site?	Pollutants										Pollution Prevention Practice	Responsible Party	
		Sediment	Nutrients	Heavy Metals	pH (acids and bases)	Pesticides & Herbicides	Oil & Grease	Bacteria & Viruses	Trash, Debris, Solids	Other Toxic Chemicals				
Clearing, grading, excavating, and un-stabilized areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	X									X	(1)	Construction Activity Operator (See Cover Page of this SWPPP)	
Paving operations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	X					X				X	(2)		
Concrete washout and cement waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			X	X						X	(3)		
Structure construction, stucco, painting, and cleaning	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			X	X						X	X		(4)
Dewatering operations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	X	X								X	(5)		
Material delivery and storage	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X	X	X	X		X		X	X	X	(6)		
Material use during building process	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X	X	X		X		X	X	X	(7)			
Solid waste disposal	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										X	X		(8)
Sanitary waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		X		X					X		(9)		
Landscaping operations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	X	X			X			X	X	X	(10)		
Others [describe]	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		(11)

Arlington County – SWPPP 9/2016

Pollution Prevention Practices:

- Clearing, grading, excavating and un-stabilized areas** – Utilize erosion and sediment controls to prevent sediment laden or turbid runoff 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.
- Paving operations** – Cover storm drain inlets during paving operations and utilize 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.
- Concrete 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.
- Structure construction, stucco, painting and cleaning** – Enclose, cover or berm building material storage areas if susceptible to contaminated stormwater runoff. Conduct painting operations consistent with local air quality and OSHA regulations. Mix paint indoors, in a containment area or in a flat unpaved area. Prevent the discharge of soaps, solvents, detergents and wash water from construction materials, including the clean-up of stucco paint, form release oils and curing compounds.
- Dewatering operations** – Construction site dewatering from building footings or other sources may not be discharged without treatment. Sediment laden or turbid water shall be filtered, settled or similarly treated prior to discharge.
- Material delivery and storage** – Designate areas of the construction site for material delivery and storage. Place near construction entrances, away from waterways, and avoid transport near drainage paths or waterways.
- Material use during building process** – Use materials only where and when needed to complete the construction activity. Follow manufacturer's instructions regarding uses, protective equipment, ventilation, flammability and mixing of chemicals.
- Solid waste 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 containers have lids so they can be covered before periods of rain, and keep containers in a covered area whenever possible. Schedule waste collection to prevent the containers from overflowing.
- Sanitary waste** – Prevent the discharge of sanitary waste by providing convenient and well-maintained portable sanitary facilities. Locate sanitary facilities in a convenient location away from waterways.
- Landscaping operations** – Maintain as much existing vegetation as practicable. 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. Apply nutrients in accordance with manufacturer's recommendations and not during rainfall events.

7.0 Spill Prevention & Response

Most spills can be cleaned up following manufacturer specifications. Absorbent/oil dry, sealable containers, plastic bags, and shovels/brooms are suggested minimum spill response items that should be available at this location.

- 1<sup>st</sup> Priority: Protect all people
- 2<sup>nd</sup> Priority: Protect equipment and property
- 3<sup>rd</sup> Priority: Protect the environment

- 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.**
- Make Sure the spill area is safe to enter and that it does not pose an immediate threat to health or safety of any person.
- Stop the spill source.
- Call co-workers and supervisor for assistance and to make them aware of the spill and potential dangers.
- If possible, stop spill from entering drains (use absorbent or other material as necessary).
- Stop spill from spreading (use absorbent or other material)
- If spilled material has entered a storm sewer, contact locality's storm water department.
- Clean up spilled material according to manufacturer specifications, for liquid spills use absorbent materials and do not flush area with water.
- Properly dispose of cleaning materials and used absorbent material according to manufacturer specifications.

Emergency Contacts:

Normal Working Hours

DEQ Northern Regional Office 703-583-3800

Nights, Holidays & Weekends

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

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

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 (VESH) 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.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Signal Systems and ITS  
Traffic Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3629  
Fax: 703.228.3606

SEAL



APPROVALS DATE

<i>[Signature]</i>	06/30/2022
TRAFFIC SIGNAL ENGINEER	
<i>[Signature]</i>	06/30/2022
TRAFFIC ENGINEERING MANAGER	
<i>[Signature]</i>	7/18/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>[Signature]</i>	06/30/2022
TE&O BUREAU CHIEF	
<i>[Signature]</i>	07/13/22
TRANSPORTATION DIRECTOR	

REVISIONS DATE

REVISIONS	DATE

Project Name and Location  
**Washington Boulevard Signal Upgrades**  
SWPPP  
ID #110 & #113  
ARLINGTON COUNTY, VIRGINIA

Designed: AS  
Drawn: NM  
Checked: GG  
Miss Utility Transmittal #:

Plotted: July 20, 2022  
Plotted by: Patrick.Husted

Scale:  
HOR. N/A VERT. N/A

Sheet  
**EXHIBIT D**





**ENGINEER  
CONSULTANT  
RK&K, LLP**

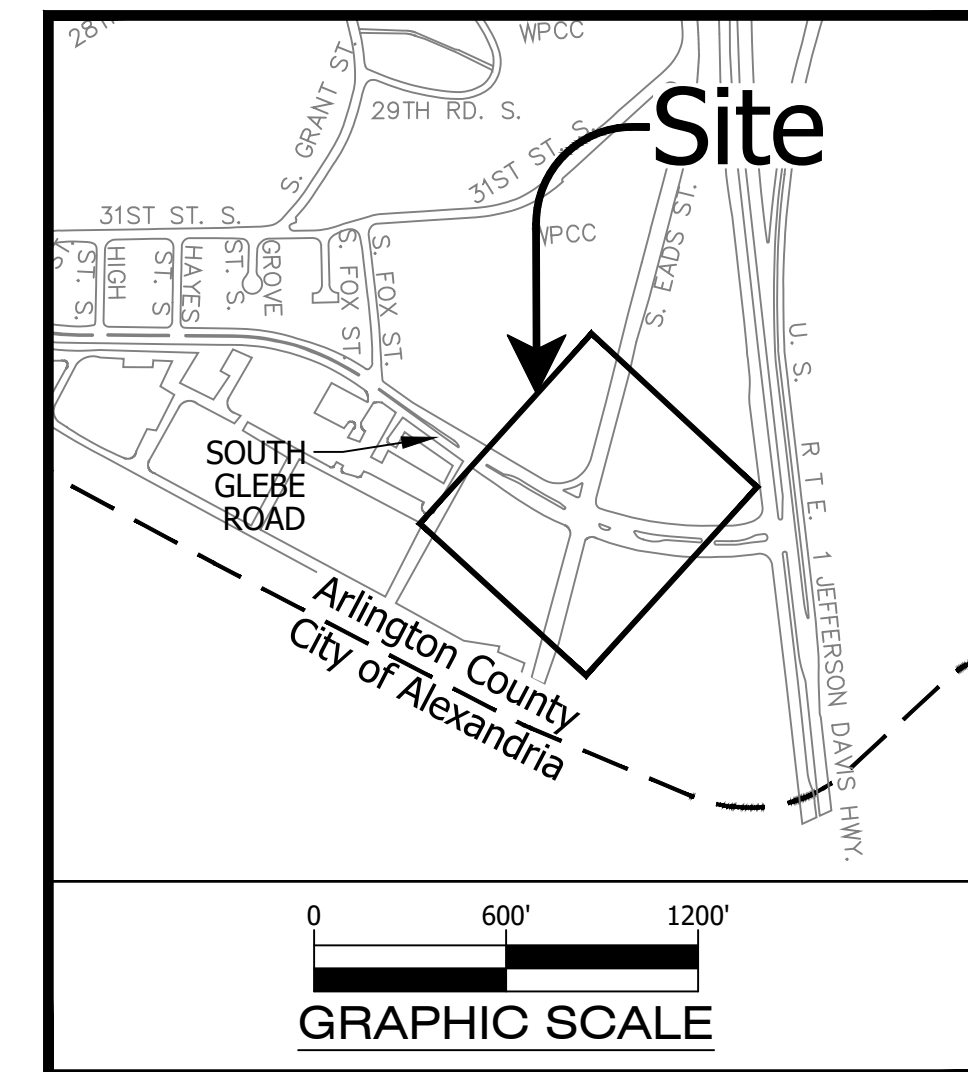
RK&K  
12600 Fair Lakes Circle, Suite 300  
Fairfax, VA 22033  
Phone: 703.246.0028

**OWNER  
DEPARTMENT OF  
ENVIRONMENTAL SERVICES**

SIGNAL & ITS  
TRANSPORTATION ENGINEERING &  
OPERATIONS BUREAU  
2100 CLARENDON BOULEVARD, SUITE 900  
ARLINGTON, VA 22201  
PHONE: 703.228.3344 FAX: 703.228.3719  
WWW.ARLINGTONVA.US

**CONTRACTOR  
TO BE DETERMINED**

## Location Maps Scale: 1"=600' Vicinity



# CONSTRUCTION DRAWINGS FOR: SOUTH GLEBE ROAD INTERSECTION IMPROVEMENTS AT SOUTH EADS STREET

PROJECT NUMBER: TR08

## GENERAL NOTES:

### GENERAL CONSTRUCTION NOTES

- ALL CONSTRUCTION WORK FOR THIS PROJECT SHALL CONFORM TO THE ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES, CONSTRUCTION STANDARDS, AND SPECIFICATIONS. WHERE APPLICABLE, IT SHALL ALSO CONFORM TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD AND BRIDGE STANDARDS AND SPECIFICATIONS. THE LATEST EDITION OF EACH RELEVANT MANUAL SHALL BE USED.
- ALL CONSTRUCTION AND WORK ACTIVITIES SHALL COMPLY WITH THE LATEST EDITION OF THE VIRGINIA WORK AREA PROTECTION MANUAL AND ALL OTHER RELEVANT WORK SAFETY REQUIREMENTS.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT OFFICER OF ANY DISCREPANCIES BETWEEN ACTUAL FIELD CONDITIONS AND THE APPROVED PLANS.
- 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 AND/OR SEWER LATERALS WILL NOT BE MARKED BY MISS UTILITY OR THE COUNTY. THE CONTRACTOR SHALL LOCATE AND PROTECT THESE SERVICES DURING CONSTRUCTION.
- 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 ELEVATIONS 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 THE COST SHALL BE INCORPORATED INTO THE COSTS FOR RELEVANT ITEMS UNLESS OTHERWISE SPECIFIED.
- THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS ARE FOR INFORMATION ONLY AND SHALL BE CONSIDERED TO BE APPROXIMATE. WHEN CONSTRUCTION ACTIVITY OCCURS WITHIN PROXIMITY TO EXISTING UTILITIES, THE TRENCHES SHALL BE OPENED A SUFFICIENT DISTANCE AHEAD OF THE WORK, OR TEST PITS SHALL BE MADE BY THE CONTRACTOR, TO VERIFY THE EXACT LOCATION AND INVERTS OF THE UTILITY AND ALLOW FOR POSSIBLE CHANGES IN THE LINE OR GRADE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING UTILITIES OR THE RELATED STRUCTURES. ALL EXISTING UTILITY SYSTEMS SHALL BE PROTECTED TO PREVENT DAMAGE DURING THE CONTRACTOR'S OPERATIONS. ANY SYSTEM THAT IS DAMAGED SHALL BE PROMPTLY REPAIRED AT NO COST TO THE OWNER.
- 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.
- 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.
- THE CONTRACTOR SHALL ENSURE ALL UTILITY TOPS WITHIN THE PEDESTRIAN WALKWAY SHALL BE ADA-COMPLIANT AND SLIP RESISTANT.

### STORMWATER AND ENVIRONMENTAL PROTECTION

- 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 WORK (LOW).
- ANY WORK WITHIN A RESOURCE PROTECTION AREA (RPA) SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 61 OF THE COUNTY CODE (THE CHESAPEAKE BAY PRESERVATION ORDINANCE).
- THE ESTIMATED STORMWATER MANAGEMENT RELATED LAND DISTURBANCE AREA FOR THIS PROJECT IS LESS THAN 2,500 SQUARE FEET. THUS ARLINGTON COUNTY'S LAND DISTURBANCE ACTIVITY/STORMWATER (LDASWM) PERMIT REQUIREMENTS ARE NOT APPLICABLE TO THIS PROJECT.

### TREE PROTECTION

- TREES SHALL BE PROTECTED PER THE REQUIREMENTS OF SECTION 02100 - CLEARING AND GRUBBING.

### TRAFFIC CONTROL

- CONTRACTOR SHALL NOTIFY THE PROJECT OFFICER AT LEAST THREE (3) WORKING DAYS PRIOR TO DISTURBING ANY EXISTING, OR INSTALLING ANY NEW, TRAFFIC SIGNS, SIGNALS, OR OTHER TRAFFIC CONTROL DEVICES.
- THE CONTRACTOR SHALL PRE-MARK THE LAYOUT OF ANY PERMANENT TRAFFIC CONTROL STRIPING, INDICATING THE PROPOSED LOCATION AND TYPE OF MARKING TO BE INSTALLED. THE PRE-MARKING MAY CONSIST OF TYPE D TAPE, CHALK, OR LUMBER CRAYONS. THE CONTRACTOR SHALL ALLOW THREE (3) WORKING DAYS FOR THE INSPECTION AND APPROVAL OF THE PRE-MARKINGS PRIOR TO PLACING THE PERMANENT MARKINGS.
- THE CONTRACTOR SHALL SUBMIT ANY REQUESTS FOR TEMPORARY "NO PARKING" RESTRICTIONS TO THE PROJECT OFFICER AT LEAST FOUR (4) WORKING DAYS PRIOR TO THE DESIRED ONSET OF RESTRICTIONS.
- THE CONTRACTOR SHALL COORDINATE WITH THE DES-TRANSIT BUREAU AT 703-228-3049 AT LEAST FOUR (4) WEEKS PRIOR TO COMMENCEMENT OF WORK WHEN TRANSIT IS AFFECTED OR IF THERE ARE ANY IMPACTS TO TRANSIT STOPS OR ROUTES. NOTE: ALL TEMPORARY AND FINAL BUS TRAVEL LANES MUST BE MINIMUM 11' WIDE.
- 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

- 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 THREE (3) WORKING DAYS IN ADVANCE OF THE REQUIRED OPERATION.
- IN THE EVENT OF A WATER OR SEWER EMERGENCY, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY'S WATER CONTROL CENTER AT 703-228-5555 AND THE PROJECT OFFICER.
- LOCATIONS OF SEWER LATERALS, IF SHOWN, ARE APPROXIMATE AND BASED SOLELY ON AVAILABLE RECORDS.
- SANITARY SEWER LATERALS ARE PRIVATELY OWNED AND MAINTAINED. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL EXISTING LATERALS WITHIN THE LIMITS OF CONSTRUCTION. APPROPRIATE PERMITS AND INSPECTIONS FOR WORK ON ANY LATERALS MUST BE OBTAINED FROM INSPECTION SERVICES. ANY LATERALS ABANDONED WITH THE PROJECT WILL BE CAPPED AT THE SEWER MAIN.

### MAINTENANCE

- ARLINGTON COUNTY SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.) WITHIN COUNTY RIGHT-OF-WAY. THE COUNTY WILL ALSO MAINTAIN ALL TRAFFIC SIGNAL INFRASTRUCTURE INDEPENDENT OF VDOT AND COUNTY RIGHT-OF-WAY BOUNDARIES. VDOT SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.), OUTSIDE OF THE TRAFFIC SIGNAL, WITHIN VDOT RIGHT-OF-WAY. RAMP OR SIDEWALKS THAT ARE PARTIALLY WITHIN THE VDOT RIGHT-OF-WAY AND PARTIALLY WITHIN THE ARLINGTON COUNTY RIGHT-OF-WAY MUST BE MAINTAINED BY THE ARLINGTON COUNTY. SEE SHEET 3/EXISTING CONDITIONS FOR LIMITS OF VDOT AND ARLINGTON COUNTY RIGHT-OF-WAY.

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4	GEOMETRIC CONTROL PLAN
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13	MAINTENANCE OF TRAFFIC - NOTES
13A	MAINTENANCE OF TRAFFIC - WORK ZONES

## AADT

South Glebe Road:  
23,000 VEHICLES PER DAY (2019)  
DHW: 1,795 VPH (2019) / 2,835 VPH (2042)  
T %: 2%

South Eads Street:  
9,500 VEHICLES PER DAY (2019)  
A: 875 VPH (2018) / 1,380 VPH (2042)  
T %: 2%

Source:  
"2019 VDOT Daily Traffic Volume Estimates - Jurisdiction Report 00 - Arlington County/City of Alexandria"

## STREET CLASSIFICATION

South Glebe Rd: Principal Arterial  
South Eads St: Minor Arterial

## POSTED SPEED

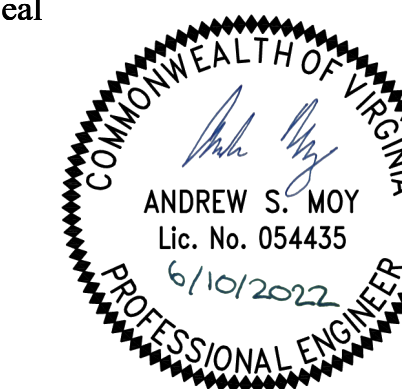
South Glebe Road: 35 MPH Posted Speed  
South Eads Street: 30 MPH Posted Speed



DEPARTMENT OF  
ENVIRONMENTAL SERVICES

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Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS DATE

*Andrew S. Moy* 08/19/2022  
TRAFFIC SIGNAL ENGINEER  
*John Nabeo* 08/24/2022  
TRAFFIC ENGINEERING MANAGER  
*John Nabeo* 9/1/22  
WATER, SEWER, STREETS BUREAU CHIEF  
*John Nabeo* 08/26/2022  
TE&O BUREAU CHIEF  
*Donna M. Leach* 08/29/2022  
TRANSPORTATION DIRECTOR

TRANSPORTATION DIRECTOR

Revisions Date

Revisions	Date

COVER SHEET &  
GENERAL NOTES  
S. GLEBE ROAD  
INTERSECTION IMPROVEMENTS  
AT S. EADS STREET

DESIGNED: JMK  
DRAWN: JMK  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
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PATH: \\ad.rk.com\fs\Cloud\Projects\2019\19241\_Art\Office\Task  
PLOTTED: June 06, 2022  
PLOTTED BY: kmita

SCALE: As Noted

SHEET 1 of 13A







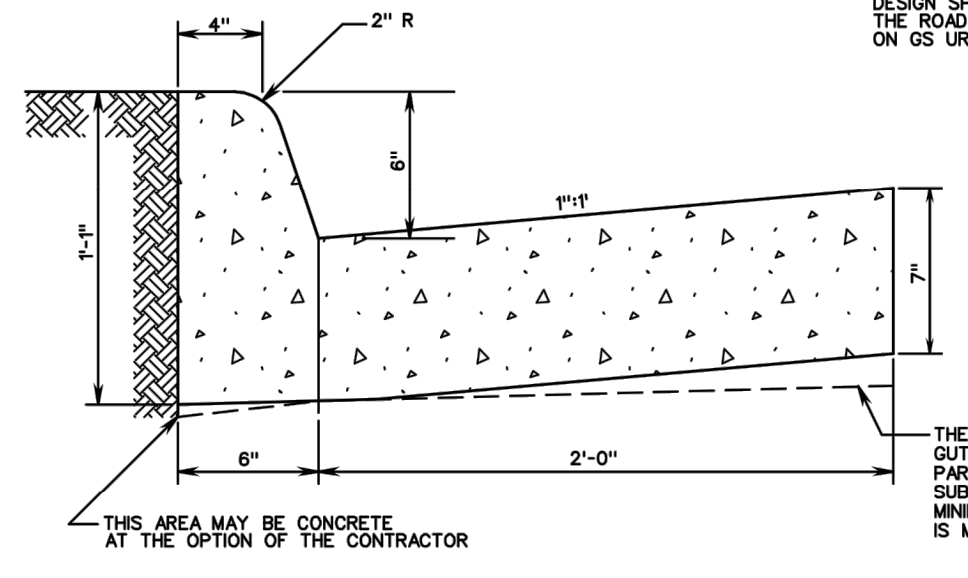
DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTDE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

CG-6

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAD FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB & GUTTER SHALL BE CONSTRUCTED PARALLEL TO THE SLOPE OF SUBBASE COURSES AND TO THE DEPTH OF THE PAVEMENT.
5. ALLOWABLE CRITERIA FOR THE USE OF CG-6 IS BASED ON ROADWAY CLASSIFICATION AND DESIGN SPEED AS SHOWN IN APPENDIX A OF THE ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS.

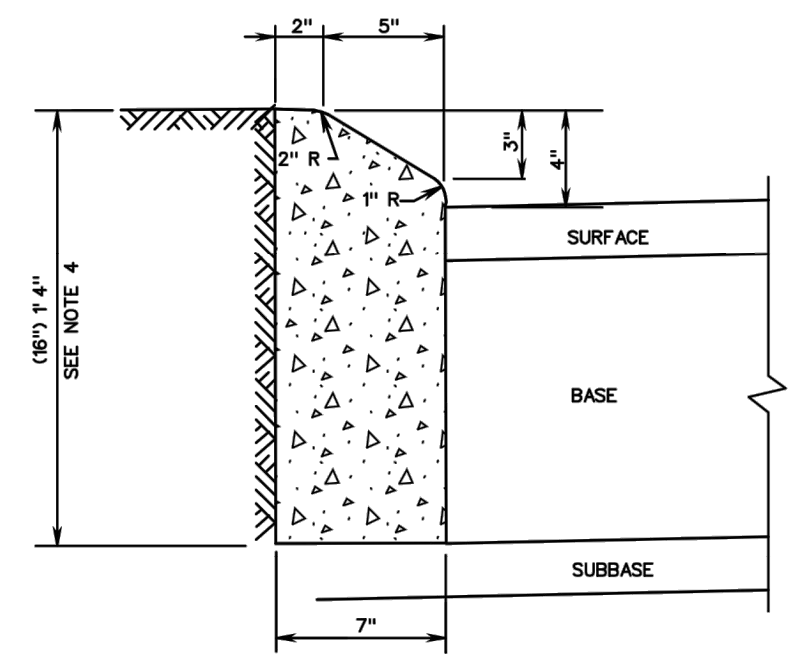


SPECIFICATION REFERENCE	105 502	COMBINATION 6" CURB AND GUTTER	ROAD AND BRIDGE STANDARDS	REVISION DATE	SHEET 1 OF 1
		VIRGINIA DEPARTMENT OF TRANSPORTATION	2010.3		

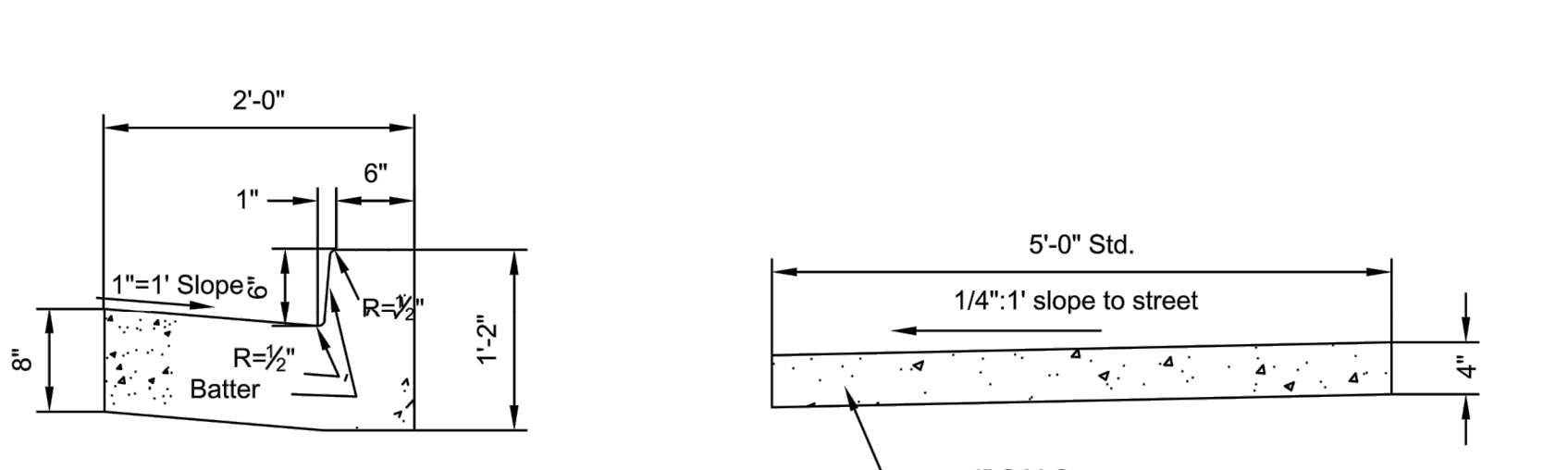
CG-3

NOTES:

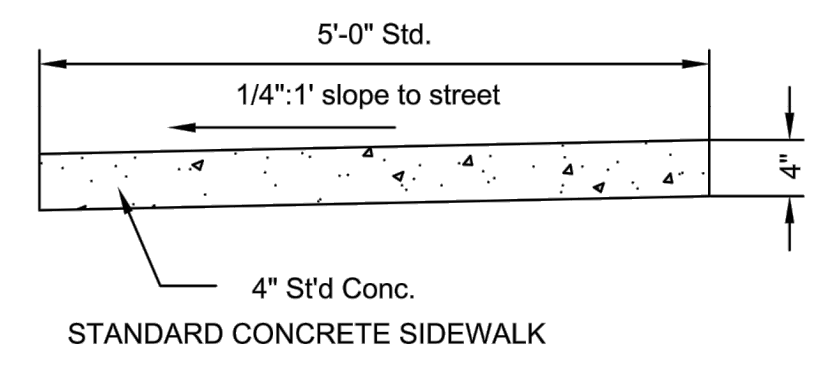
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAD FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (3" DEPTH) OR INCREASED AS MUCH AS 3" (3" DEPTH) IN ORDER THAT THE BOTTOM OF THE CURB WILL CONFORM WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 9" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. CG-3 IS TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-3 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS.
6. WHEN THIS STANDARD IS TO BE TIED INTO EXISTING BARRIER CURB, THE TRANSITION IS TO BE MADE WITHIN 10' OF THE CHANGE IN STANDARDS CAN BE MADE AT REGULAR OPENINGS.



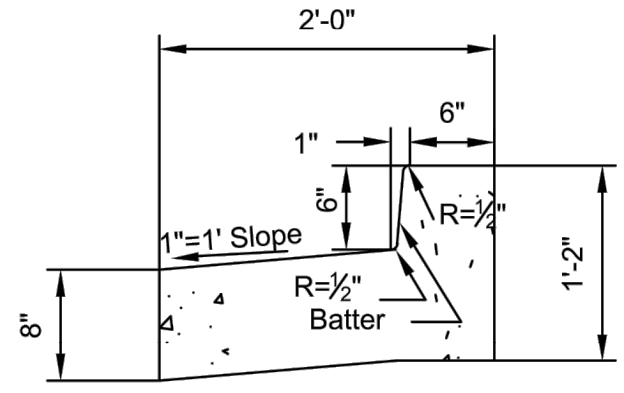
SPECIFICATION REFERENCE	105 502	STANDARD 4" CURB	ROAD AND BRIDGE STANDARDS	REVISION DATE	SHEET 1 OF 1
		VIRGINIA DEPARTMENT OF TRANSPORTATION	2010.2		



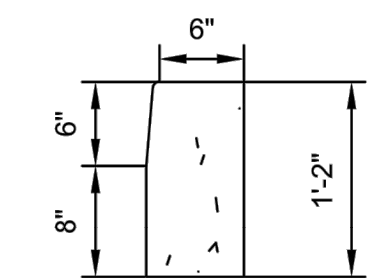
(C-2) STANDARD CURB & GUTTER



STANDARD CONCRETE SIDEWALK



(C-2R) STANDARD REVERSE PITCH CURB & GUTTER



(C-3) STANDARD HEADER CURB

NOTES:

1. SECTION C-3 IS TO BE USED ONLY WITH RIGID TYPE PAVEMENT UNLESS OTHERWISE DIRECTED IN WRITING OR WHEN SHOWN ON APPROVED PLANS.
2. EXPANSION JOINTS IN HEADER CURB AND STANDARD CURB AND GUTTERS SHALL BE 40' APART OR AT EXPANSION JOINTS IN CONCRETE PAVEMENT.
3. EXPANSION JOINTS MAY BE OMITTED IF 1/8" JOINTS ARE PLACED EVERY 10' OF LESS.
4. EXPANSION JOINTS IN THE SIDEWALK SHALL BE 40' APART. IF ADJACENT TO CONCRETE CURB, EXPANSION JOINTS SHALL MATCH JOINT OF CURB. AN EXPANSION JOINT SHALL BE PLACED BETWEEN CURB AND SIDEWALK.
5. SEE DRAWING R-2.2 FOR DETAIL OF SIDEWALK STRESS COLUMN TO BE PLACED UNDER SIDEWALK WHEN PLACED ADJACENT TO BACK OF CURB.
6. SEE ARLINGTON COUNTY SPECIFICATION SECTIONS 02611 AND 03100 FOR MATERIAL SPECS.
7. PROVIDE 6" MINIMUM AGGREGATE BASE HAVING CBR-30 UNDER CURB AND GUTTER.
8. PROVIDE 3" MINIMUM AGGREGATE BASE HAVING CBR-30 UNDER SIDEWALK.

CONCRETE CURB & GUTTER AND SIDEWALK

Rev. Sidewalk Dim.	07/11/2013
REVISION & DATE	



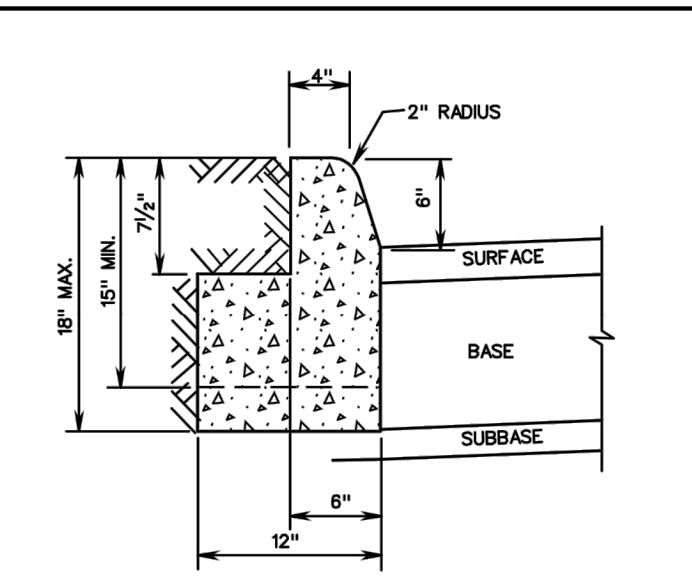
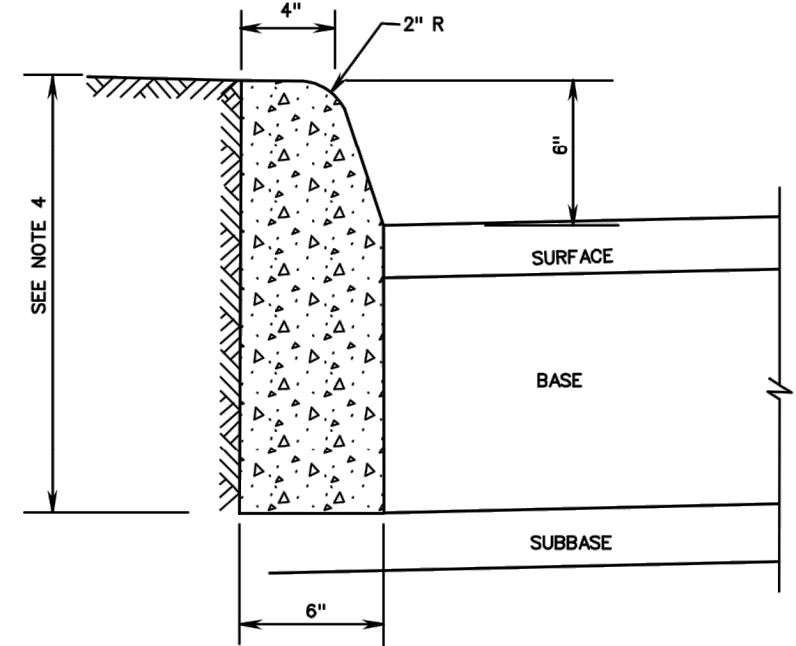
ARLINGTON COUNTY, VIRGINIA  
 DEPARTMENT OF ENVIRONMENTAL SERVICES

DRAWING NO.  
**R-2.0**

CG-2

NOTES:

1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAD FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (3" DEPTH) OR INCREASED AS MUCH AS 3" (3" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL CONFORM WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE, THE DEPTH IS TO BE 9" AS SHOWN. NO ADJUSTMENT IN THE PRICE BID IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. CG-2 IS TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-2 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL IN THE SECTION ON GS URBAN STANDARDS.



ACCEPTABLE ALTERNATIVE IF CURB IS EXTRUDED

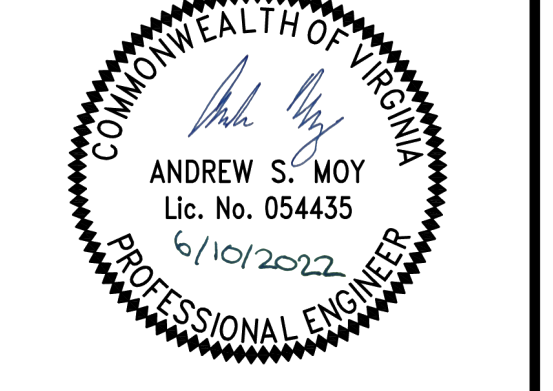
SPECIFICATION REFERENCE	105 502	STANDARD 6" CURB	ROAD AND BRIDGE STANDARDS	REVISION DATE	SHEET 1 OF 1
		VIRGINIA DEPARTMENT OF TRANSPORTATION	2010.1		



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Seal



APPROVALS	DATE
<i>Andrew S. Moy</i>	08/19/2022
TRAFFIC SIGNAL ENGINEER	
<i>Paul Nabe</i>	08/24/2022
TRAFFIC ENGINEERING MANAGER	
<i>John</i>	9/1/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>John</i>	08/26/2022
TE&O BUREAU CHIEF	
<i>Dennis M. Leach</i>	08/29/2022
TRANSPORTATION DIRECTOR	

Revisions	Date

STANDARD DETAILS  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET

DESIGNED: ZDH  
 DRAWN: ZDH  
 CHECKED: ASM  
 MISS UTILITY TRANSMITTAL #: xxx  
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 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

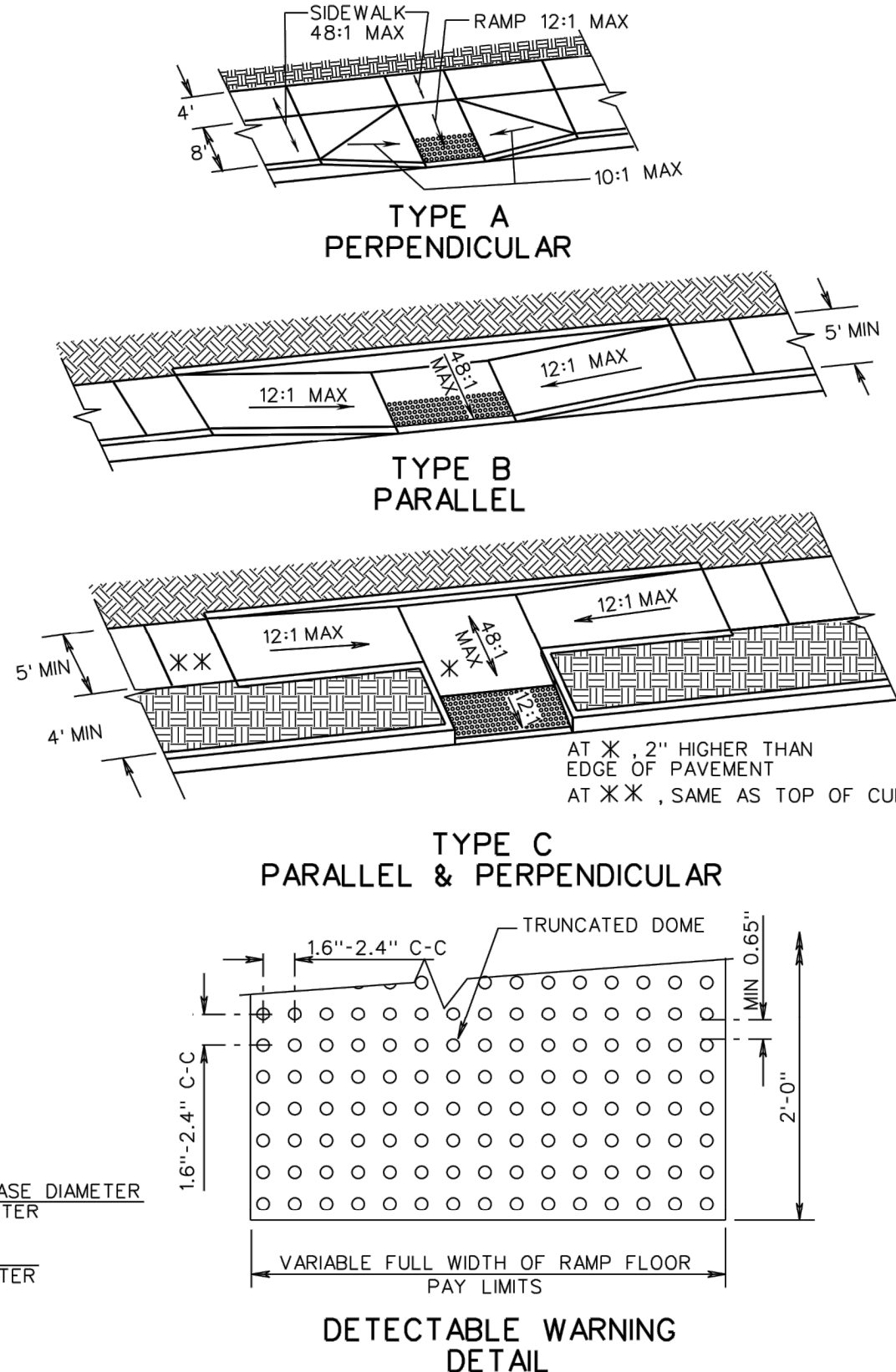
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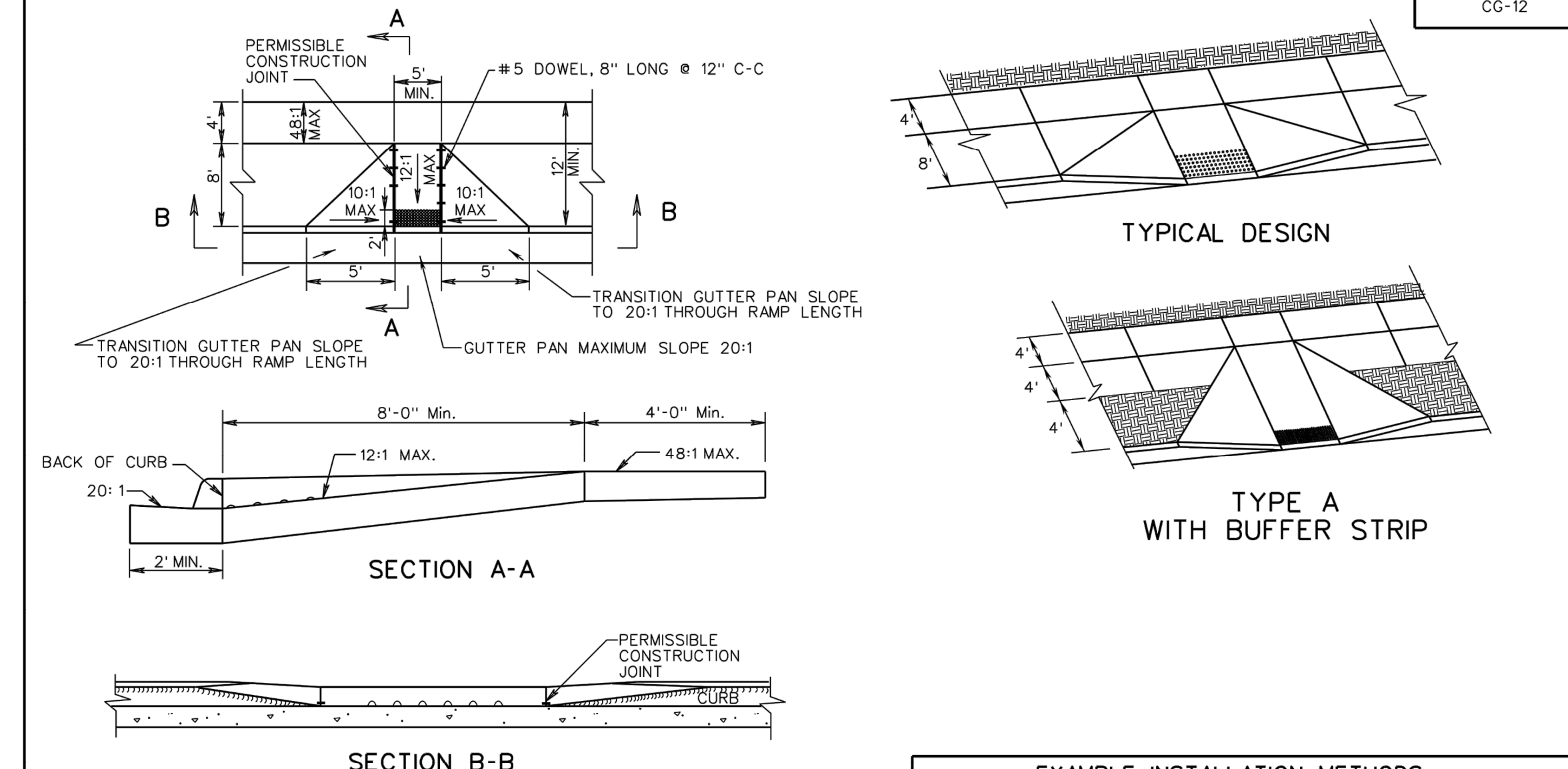
GENERAL NOTES:

1. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES.
2. ALL DETECTABLE WARNING SURFACE PRODUCTS SHALL MEET THE REQUIREMENTS OF SECTION 504 OF THE SPECIFICATIONS FOR CG-12 DETECTABLE WARNING SURFACE. DETECTABLE WARNING SURFACE PRODUCTS USED SHALL BE FROM THE MATERIALS APPROVED PRODUCT LIST NUMBER 72.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1" CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1/2".
5. ROADWAY CURB / CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMP ARE INCLUDED IN PAYMENT FOR CURB / CURB AND GUTTER.
6. CURB RAMP ARE REQUIRED FOR SIDEWALKS AND SHARED USE PATHS. THE WIDTH OF THE CURB RAMP SHALL MATCH SIDEWALK WIDTH. WHEN CURB RAMP ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.
7. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE CURB RAMP LANDING FLOOR.
8. CURB RAMP WILL BE INSTALLED AND LOCATED WITHIN PEDESTRIAN CROSSWALKS AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER. CURB RAMP SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC.
9. RAMP MAY BE PLACED ON RADIAL OR TANGENTIAL SECTIONS PROVIDED THAT THE CURB OPENING IS PLACED WITHIN THE LIMITS OF THE CROSSWALK AND THAT THE SLOPE AT THE CONNECTION OF THE CURB OPENING IS PERPENDICULAR TO THE CURB.
10. DETECTABLE WARNING SURFACE PANELS SHALL BE INSTALLED FLUSH WITH THE BACK OF CURB.
11. WHERE CURB RAMP INTERSECT A RADIAL SECTION OF CURB AT ENTRANCES OR STREET CONNECTIONS THE DETECTABLE WARNING SURFACE SHALL HAVE A FACTORY RADIUS OR BE FIELD-MODIFIED AS RECOMMENDED BY THE MANUFACTURER TO MATCH THE BACK OF CURB. SEE CG-12-INS PAGES 204.06 AND 204.07 FOR METHODS OF INSTALLING DETECTABLE WARNINGS ON A RADIUS.

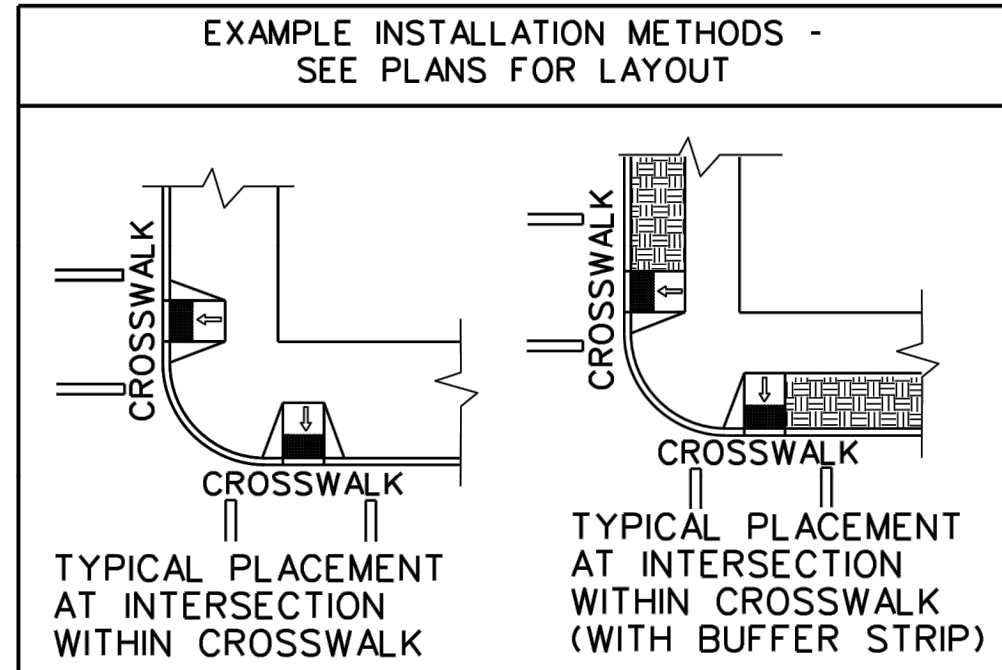
NOTE: COMPONENTS OF CURB RAMP CONSIST OF THE FOLLOWING:  
 HYDRAULIC CEMENT SIDEWALK (DEPTH IN INCHES, AREA IN SQUARE YARDS)  
 CURB WHEN REQUIRED (100-2 OR CG-3 IN LINEAR FEET)  
 DETECTABLE WARNING SURFACE (AREA IN SQUARE YARDS)  
 EACH OF THE ABOVE ITEMS IS A SEPARATE PAY ITEM AND SHOULD BE SUMMARIZED FOR EACH CURB CUT RAMP.



VDOT ROAD AND BRIDGE STANDARDS		A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.		SPECIFICATION REFERENCE	
<b>CG-12 DETECTABLE WARNING SURFACE (GENERAL NOTES)</b>				105 502 504	
SHEET 1 OF 5	REVISION DATE	VIRGINIA DEPARTMENT OF TRANSPORTATION			
204.01	04/19	2016 ROAD & BRIDGE STANDARDS			



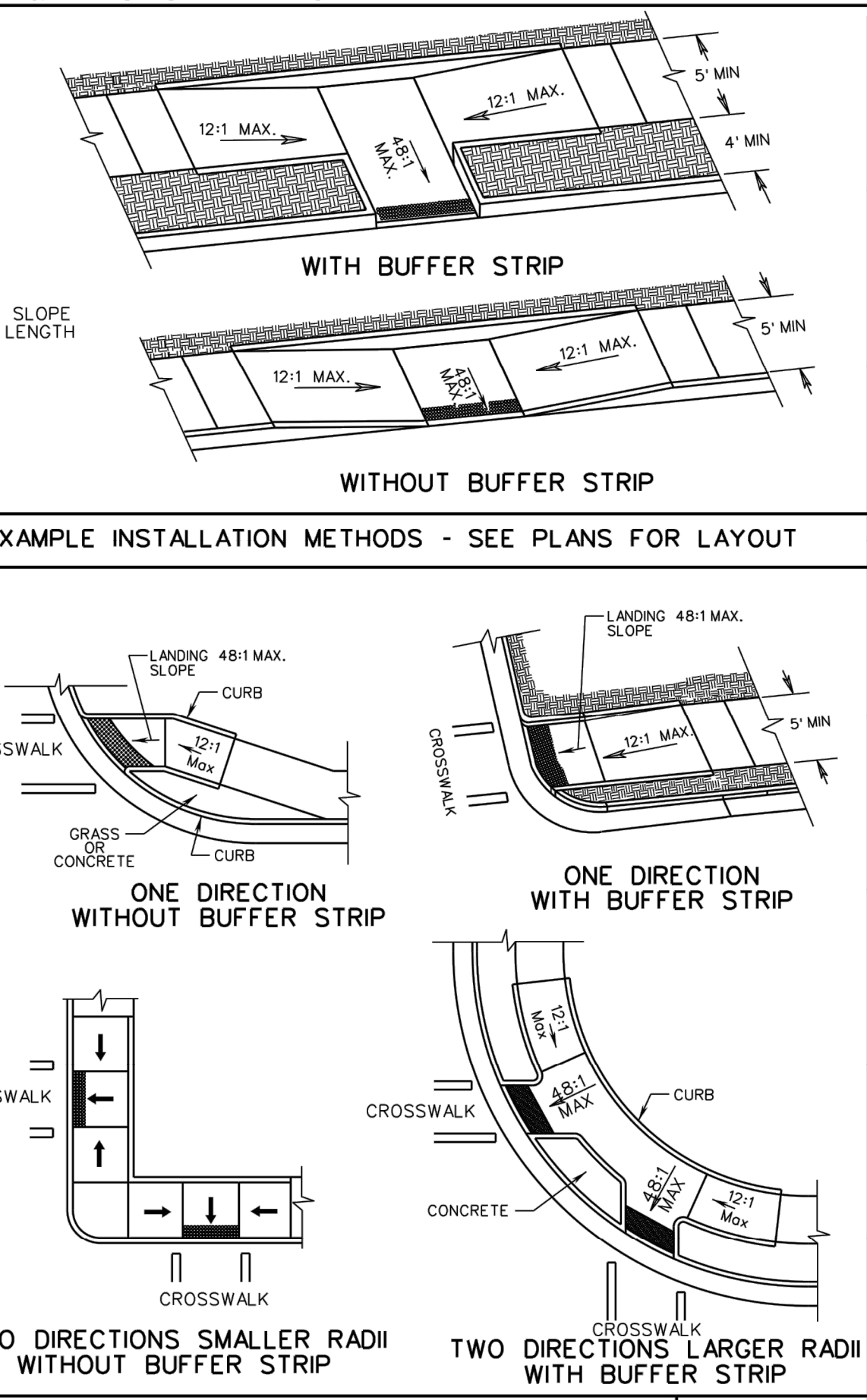
- NOTES:
1. FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 5.
  2. THIS DESIGN TO BE USED FOR CONSTRUCTION THAT INCORPORATES WIDER SIDEWALK, LANDING (4' WIDE) REQUIRED AT TOP OF CURB RAMP. MINIMUM CURB RAMP LENGTH 8 FEET FOR NEW CONSTRUCTION.
  3. GUTTER PAN SHALL BE A MAXIMUM SLOPE OF 20:1 AT THE RAMP OPENING.
  4. DIAGONAL PLACEMENT IS NOT PERMITTED.



VDOT ROAD AND BRIDGE STANDARDS		A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.		SPECIFICATION REFERENCE	
<b>CG-12 DETECTABLE WARNING SURFACE TYPE A (PERPENDICULAR) APPLICATION</b>				105 502 504	
SHEET 2 OF 5	REVISION DATE	VIRGINIA DEPARTMENT OF TRANSPORTATION			
204.02	04/19	2016 ROAD & BRIDGE STANDARDS			

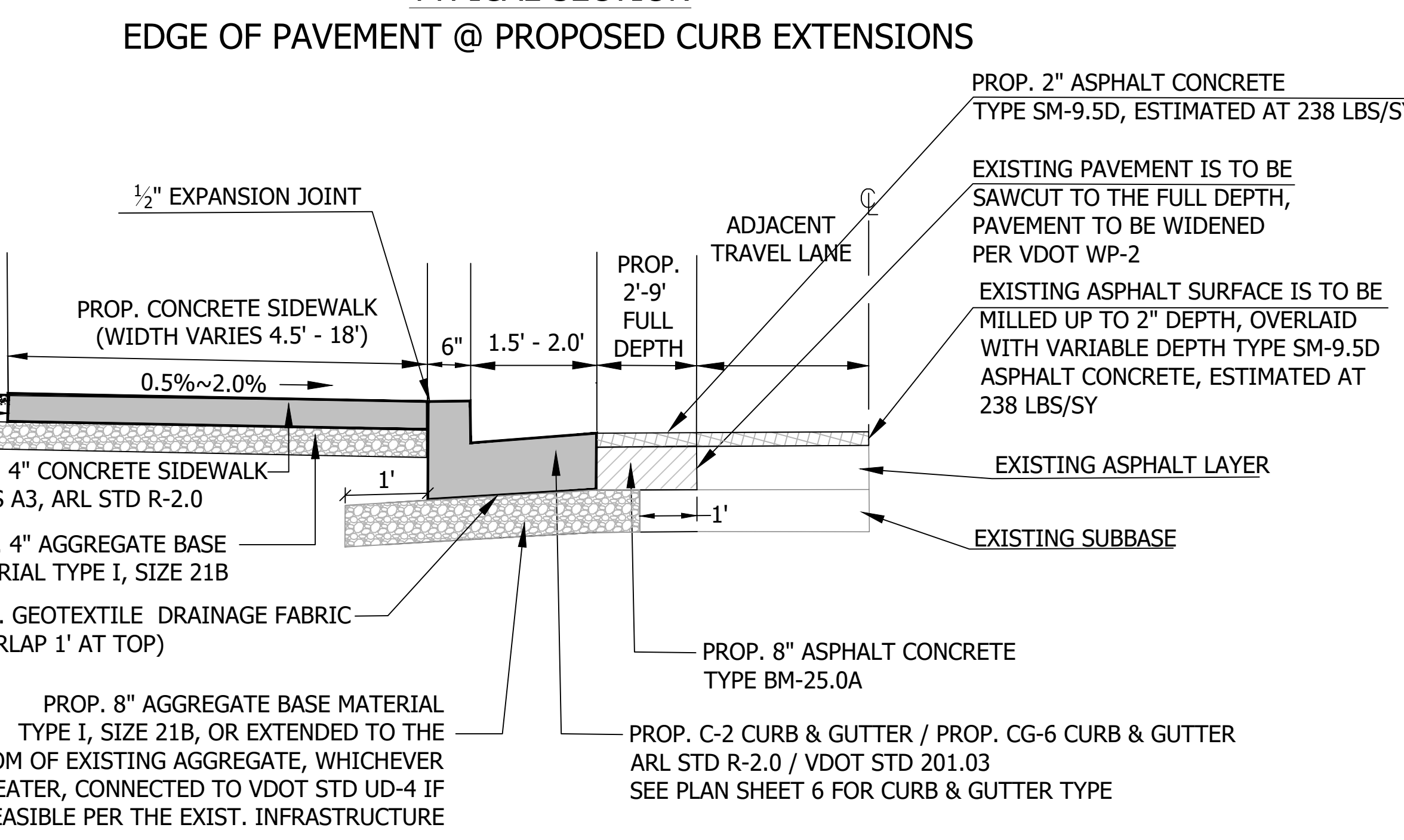
GENERAL NOTES:

1. FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 5.
2. THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.
3. GUTTER PAN SHALL BE A MAXIMUM SLOPE OF 20:1 AT THE RAMP OPENING.
4. DIAGONAL PLACEMENT IS NOT PERMITTED.



VDOT ROAD AND BRIDGE STANDARDS		A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.		SPECIFICATION REFERENCE	
<b>CG-12 DETECTABLE WARNING SURFACE TYPE B (PARALLEL) APPLICATION</b>				105 502 504	
SHEET 3 OF 5	REVISION DATE	VIRGINIA DEPARTMENT OF TRANSPORTATION			
204.03	04/19	2016 ROAD & BRIDGE STANDARDS			

TYPICAL SECTION



- NOTES:
1. ALL PAVEMENTS SHALL BE WIDENED IN ACCORDANCE WITH VDOT STANDARD WP-2. PROPOSED FULL DEPTH PAVEMENT REPLACEMENT SHALL MATCH EXISTING PAVEMENT IN ACCORDANCE WITH VDOT STANDARD WP-2.
  2. PROPOSED SIDEWALK CONCRETE SHALL BE CLASS A3.
  3. AGGREGATE SUBBASE THICKNESS BENEATH THE WIDENED PAVEMENT SHALL BE AS INDICATED (6 INCHES) ON THIS SHEET OR MATCH THE EXISTING AGGREGATE BASE MATERIAL, WHICHEVER IS GREATER.
  4. PROVIDE MINIMUM 12" WIDE GRADING BENCH BEHIND PROPOSED SIDEWALKS WHEN SPACE ALLOWS.
  5. AS INDICATED IN TYPICAL SECTION, THE SUBBASE 21-B SHALL BE CONNECTED TO A VDOT STANDARD UD-4 EDGE DRAIN, IF FEASIBLE PER THE EXISTING INFRASTRUCTURE, LOCATED BENEATH THE PROPOSED CURB AND GUTTER, TO BE SECURELY CONNECTED TO OUTFALL AT AN ADJACENT DRAINAGE STRUCTURE.
  6. THE ADJACENT TRAVEL LANE SHALL BE MILLED TO A DEPTH OF 2" AND REPLACED WITH 2" ASPHALT.
  7. PROVIDED ATTAINING MINIMUM 4" OF AGGREGATE ON TOP OF THE EDGEDRAIN IF FEASIBLE PER THE EXISTING INFRASTRUCTURE.

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTDE (571-243-1120) SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020



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APPROVALS	DATE
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<i>Paul Nabe</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

STANDARD DETAILS

S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

T808

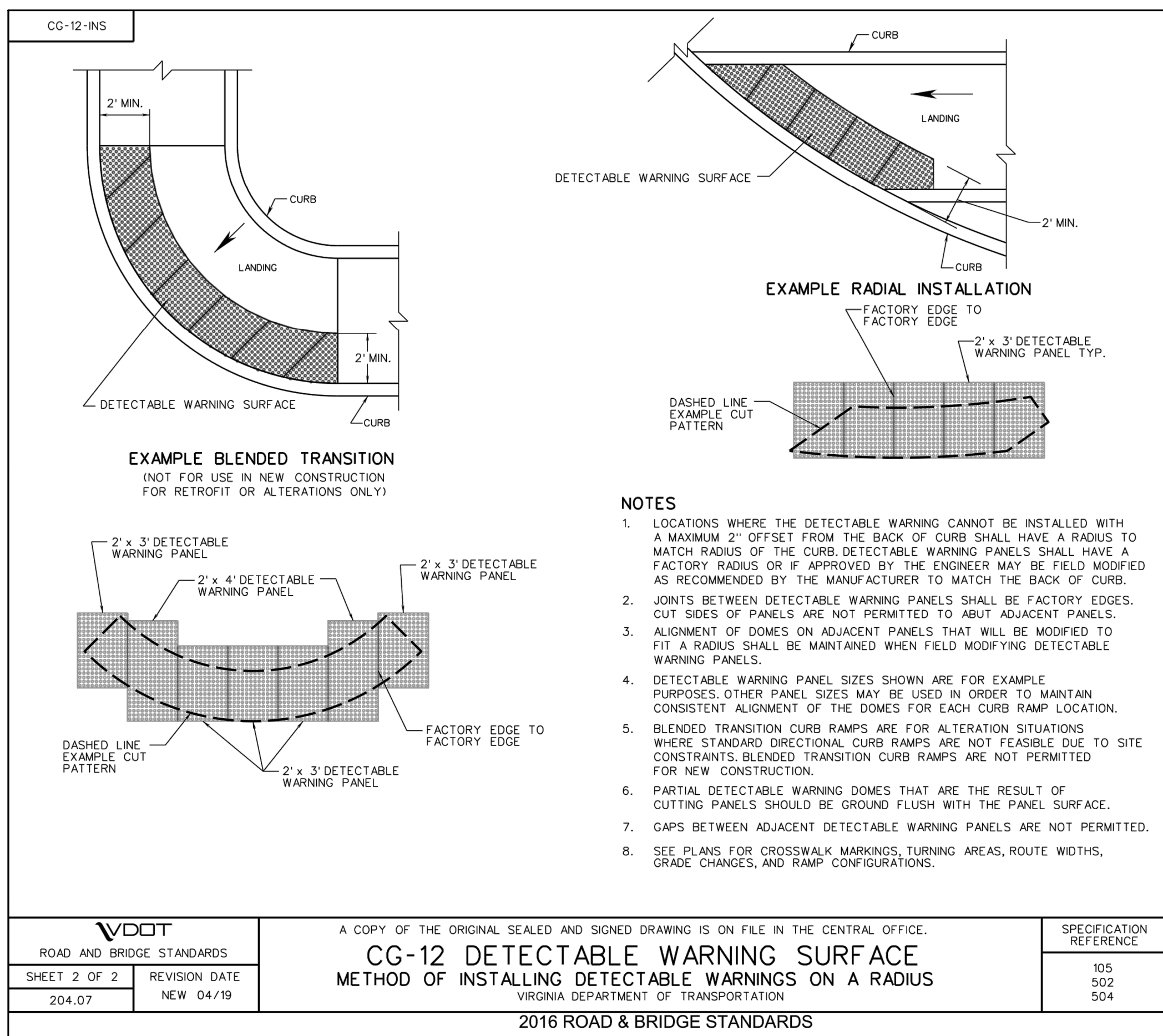
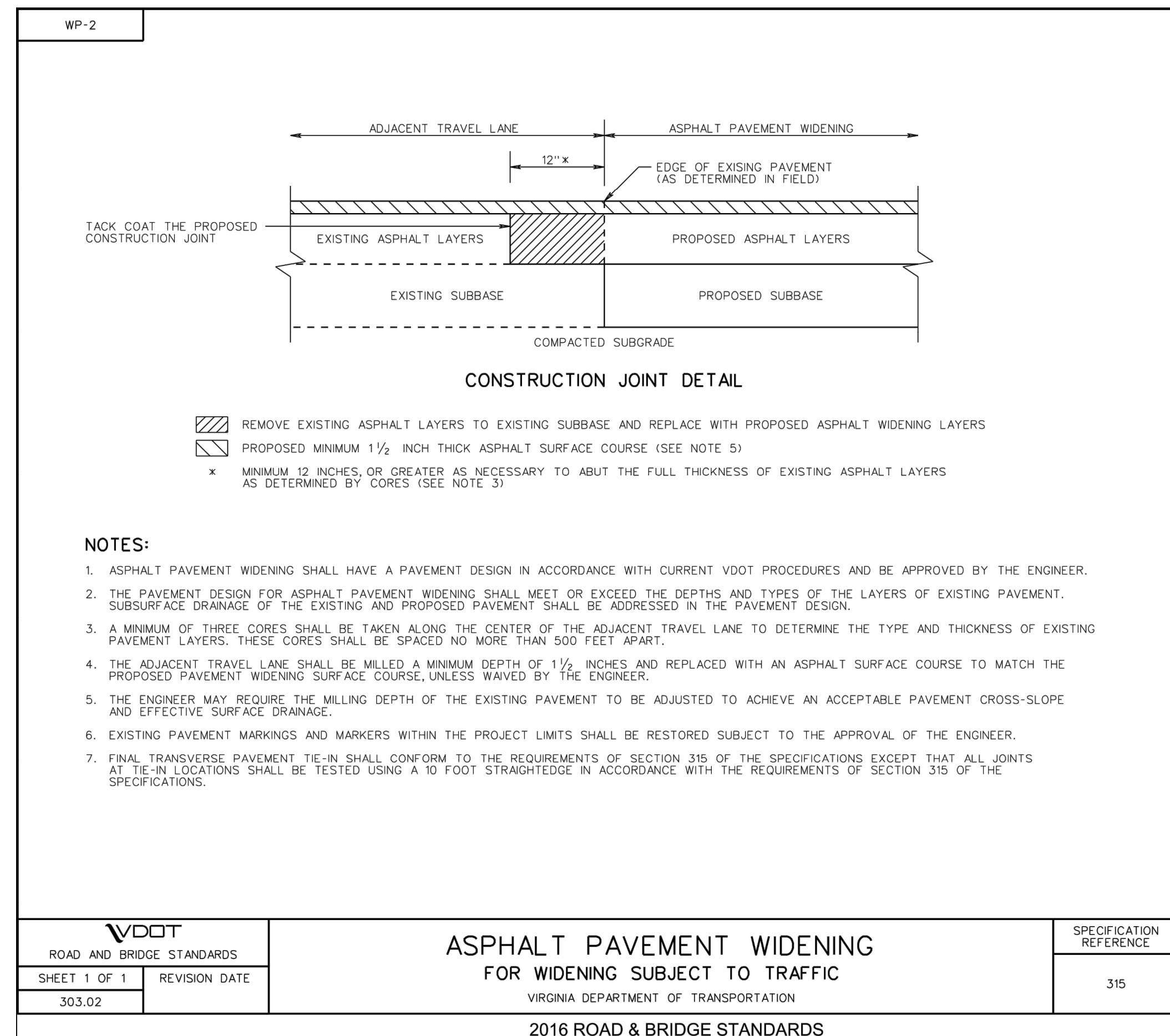
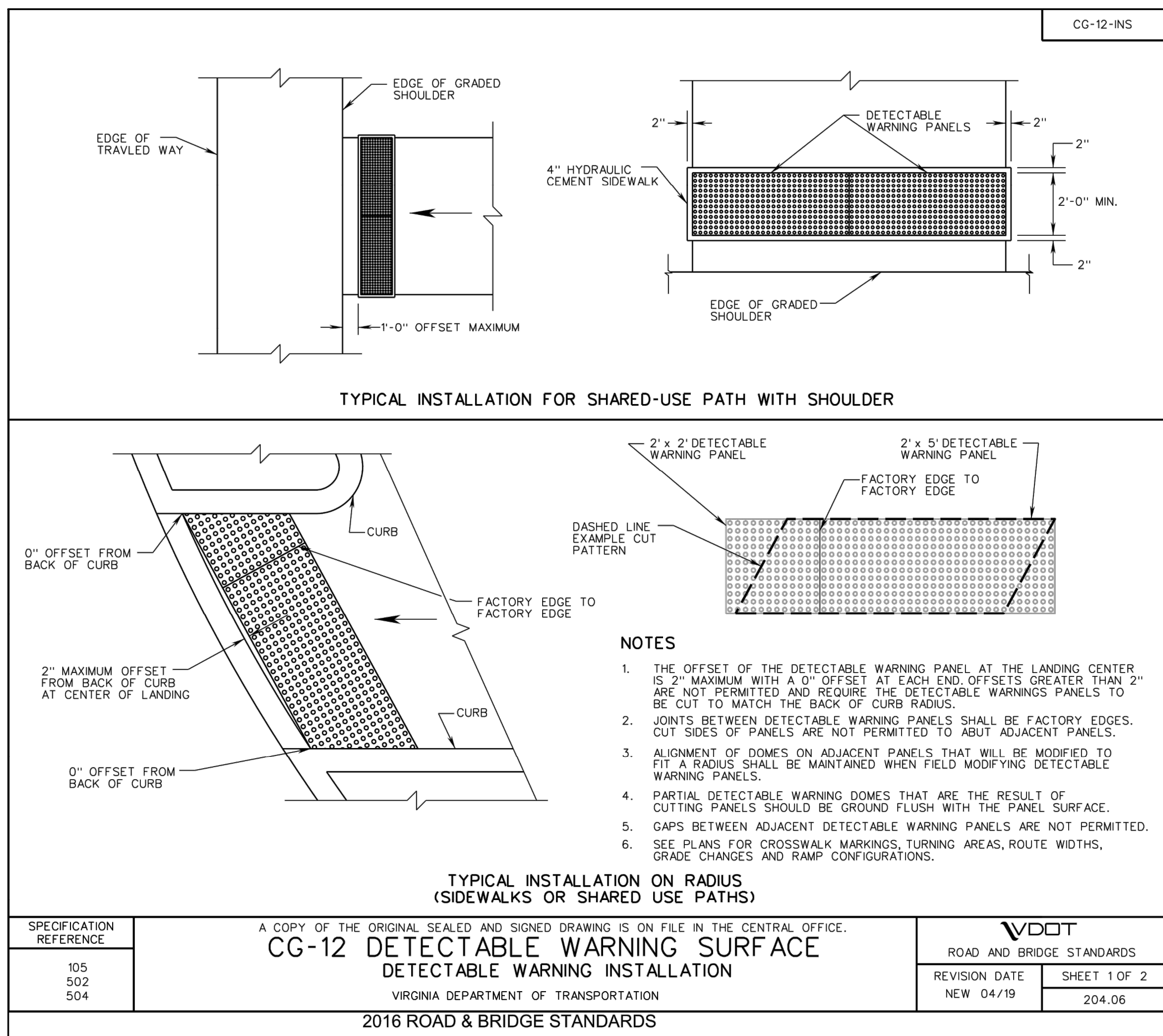
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 PLOTTED: June 06, 2022  
 PLOTTED BY: kmita

SCALE: N.T.S.



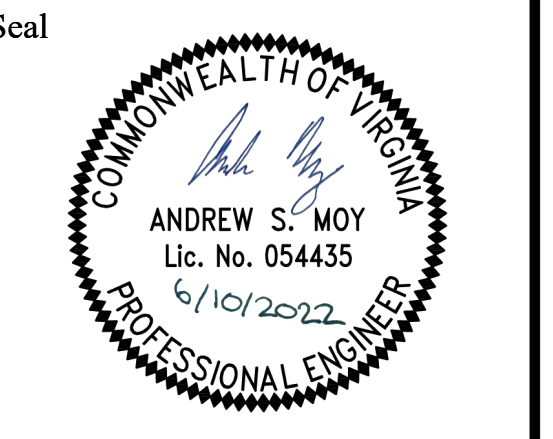
DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES  
 DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTDE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES  
 DATE: JULY 2020



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APPROVALS	DATE
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<i>John N. Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John N. Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John N. Nicks</i> TE&O BUREAU CHIEF	08/26/2022
<i>Donna M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

STANDARD DETAILS  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET

DESIGNED: ZDH  
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 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-02-Legend.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: N.T.S.



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 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 oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or oscillating lights.
7. Taper length (L) and channelizing device spacing shall be at the following:

Table with 3 columns: Speed Limit (mph), Lane Width (Feet), and Remarks. It includes data for taper lengths and channelizing device spacing for various speed limits and lane widths.

- 8. Channelizing device spacing shall be at the following:
Channelizing Device Spacing
Location Spacing Speed Limit (mph) Location Spacing Speed Limit (mph) Location Spacing Speed Limit (mph)
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 1/4 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.
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

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.
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:

Table with 3 columns: Speed Limit (mph), Lane Width (Feet), and Remarks. It includes data for taper lengths and channelizing device spacing for various speed limits and lane widths.

- 7. Channelizing device spacing shall be at the following:
Channelizing Device Spacing
Location Spacing Speed Limit (mph) Location Spacing Speed Limit (mph) Location Spacing Speed Limit (mph)
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 1/4 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 oscillating light shall be parked 80'-120' in advance of the first work crew. When the posted speed limit is 45 mph or greater, a truck-mounted attenuator shall be used.
11. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or oscillating lights but can be used to supplement the amber rotating, flashing, or oscillating lights.
12. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.
Option:
13. PTRS and their supporting signs may be used, see Sections 6F.99 and 6G.25. Long-term transverse rumble strips may be used in long-term situations, see Section 6F.99 and TTC-20.
14. The supplemental PTRS may be eliminated.

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

Typical Traffic Control  
Sidewalk Closure and Bypass Sidewalk Operation  
(Figure TTC-35.1)

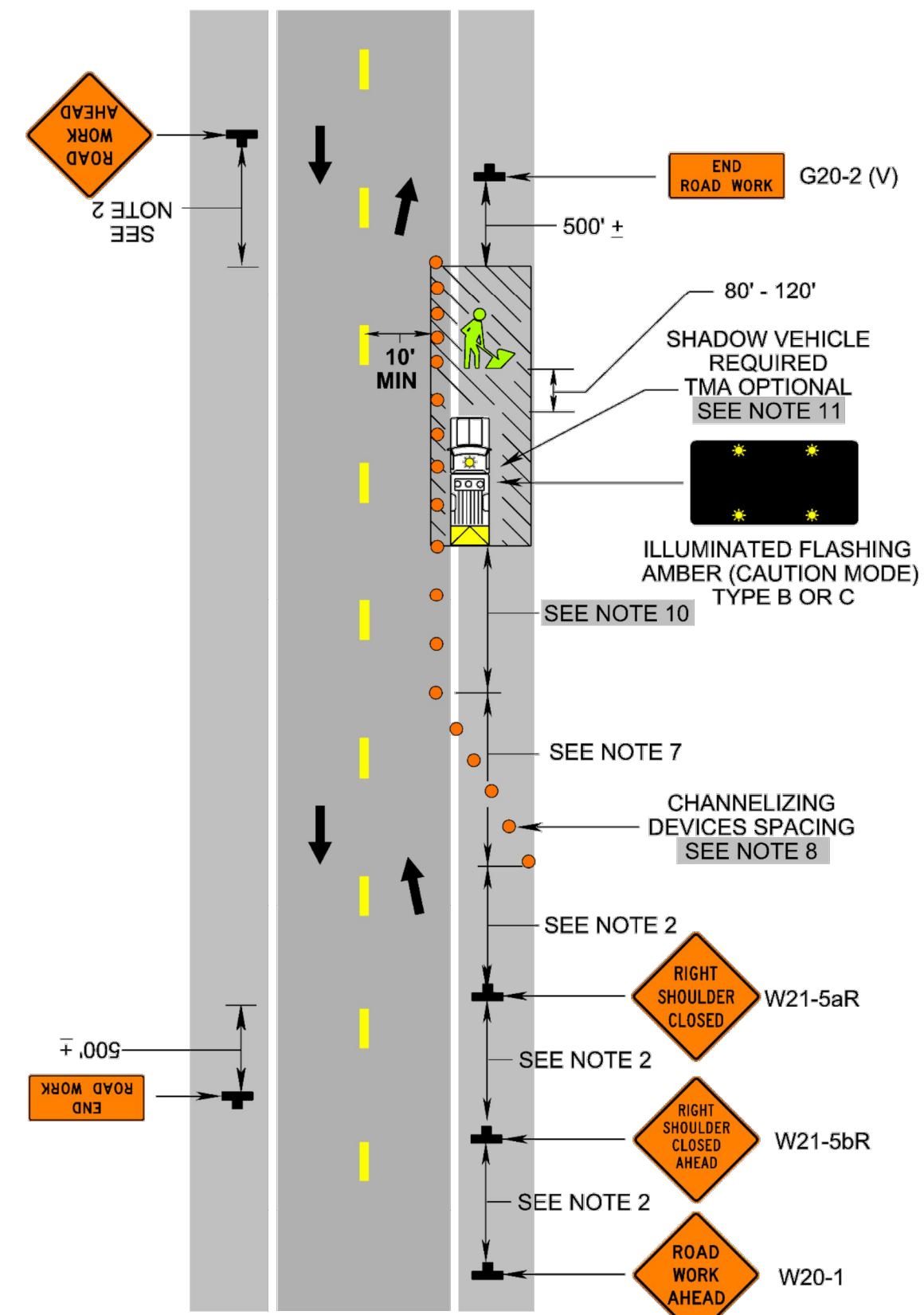
NOTES

- Standard:
1. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.
Guidance:
2. Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.
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. Temporary markings should be considered for operations exceeding three days in duration.
Option:
5. 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.
6. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
7. Signs, such as KEEP RIGHT (R4-V7R) and KEEP LEFT (R4-V7L), may be placed along a temporary sidewalk to guide or direct pedestrians.

- Standard:
8. 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.

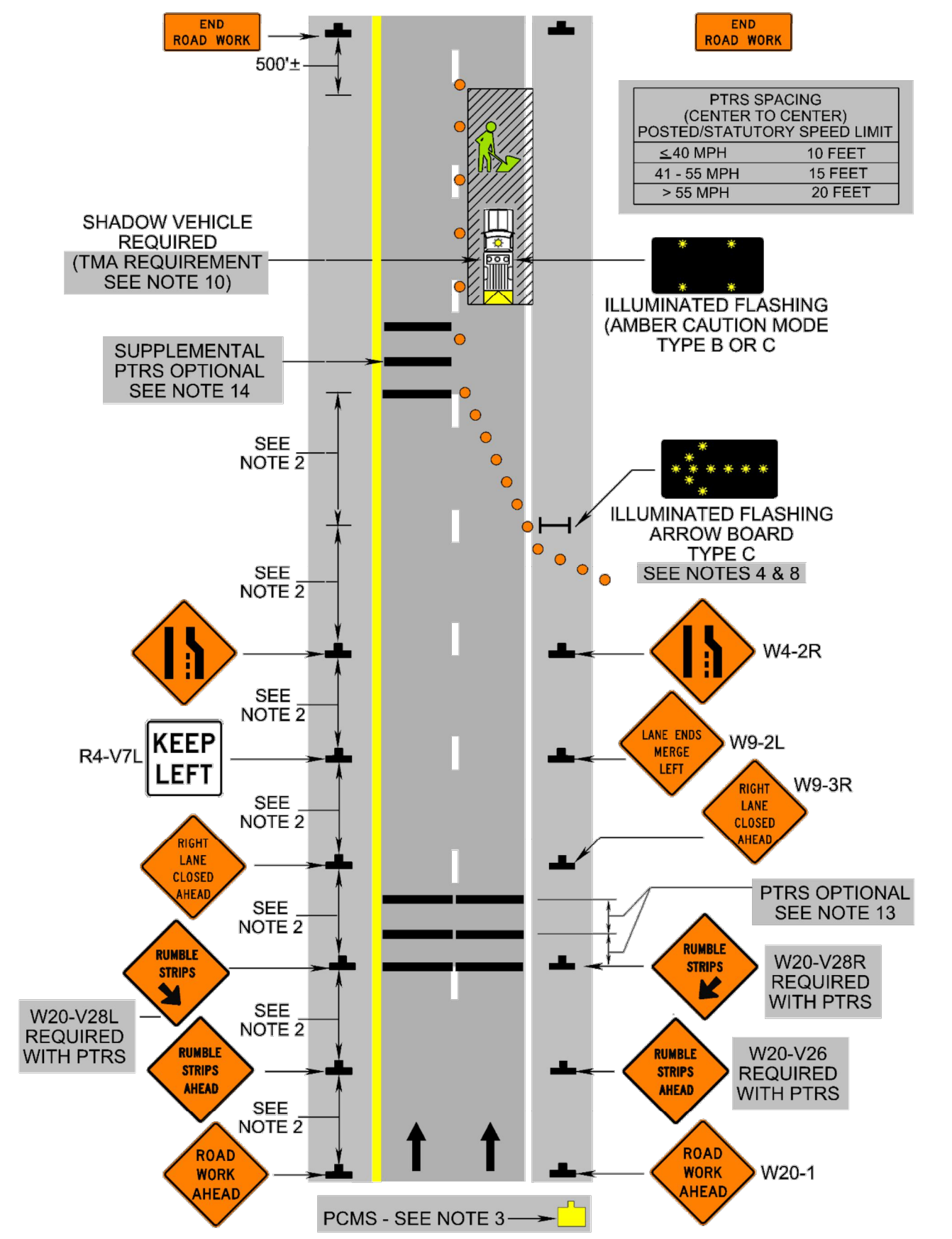
2: Revision 2 - 9/1/2019

Shoulder Operation with Minor Encroachment  
(Figure TTC-5.2)



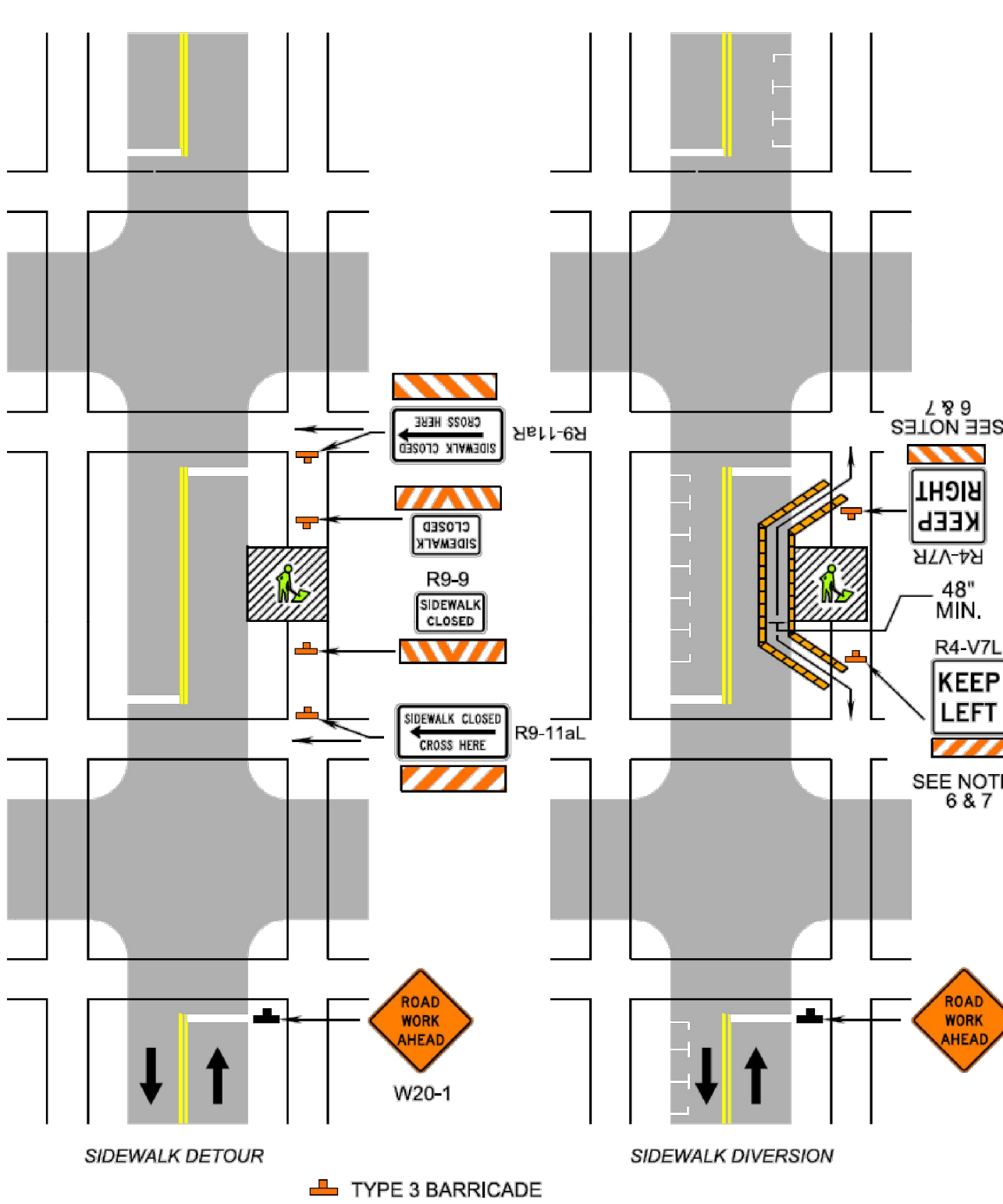
1: Revision 1 - 4/1/2015
2: Revision 2 - 9/1/2019

Outside Lane Closure Operation on a Four-Lane Roadway  
(Figure TTC-16.2)



2: Revision 2 - 9/1/2019

Sidewalk Closure and Bypass Sidewalk Operation  
(Figure TTC-35.1)



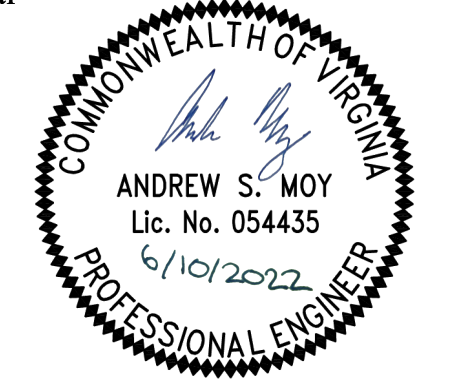
2: Revision 2 - 9/1/2019



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau
2100 Clarendon Boulevard, Suite 900
Arlington, VA 22201
Phone: 703.228.3344
Fax: 703.228.3719

Seal



APPROVALS DATE

Approval signatures and dates for Traffic Signal Engineer, Traffic Engineering Manager, Water Sewer, Streets Bureau Chief, and Transportation Director.

Revisions Date

STANDARD DETAILS
S. GLEBE ROAD
INTERSECTION IMPROVEMENTS
AT S. EADS STREET

DESIGNED: ZDH
DRAWN: ZDH
CHECKED: ASM
MISS UTILITY TRANSMITTAL #: xxx
FILENAME: T08S-148-02-Legend.dwg
PATH: Orders\T0\_010\_Glebe\stds\cadd\Sheets
PLOTTED: June 06, 2022
PLOTTED BY: kmita

SCALE: N.T.S.

SHEET 2D of 13A

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)
SUBSURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PT OE (571-243-1120)
SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020



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

NOTES

- Standard:**
- 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.
  - Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.
- Guidance:**
- 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.
  - Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.
  - Temporary markings should be considered for operations exceeding three days in duration.
- Option:**
- 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.
  - For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.
- Standard:**
- 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.
  - 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.
- Support:**
- Refer to Sections 3B-16 through 3B-18 of the 2009 MUTCD and the Virginia Supplement to the MUTCD for crosswalk lines, yield lines and other related TTC devices that may be used to control vehicular traffic at midblock crosswalks.
- Standard:**
- The YIELD HERE TO PEDESTRIANS (R1-5) sign shall be placed at the Yield Line.
  - 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

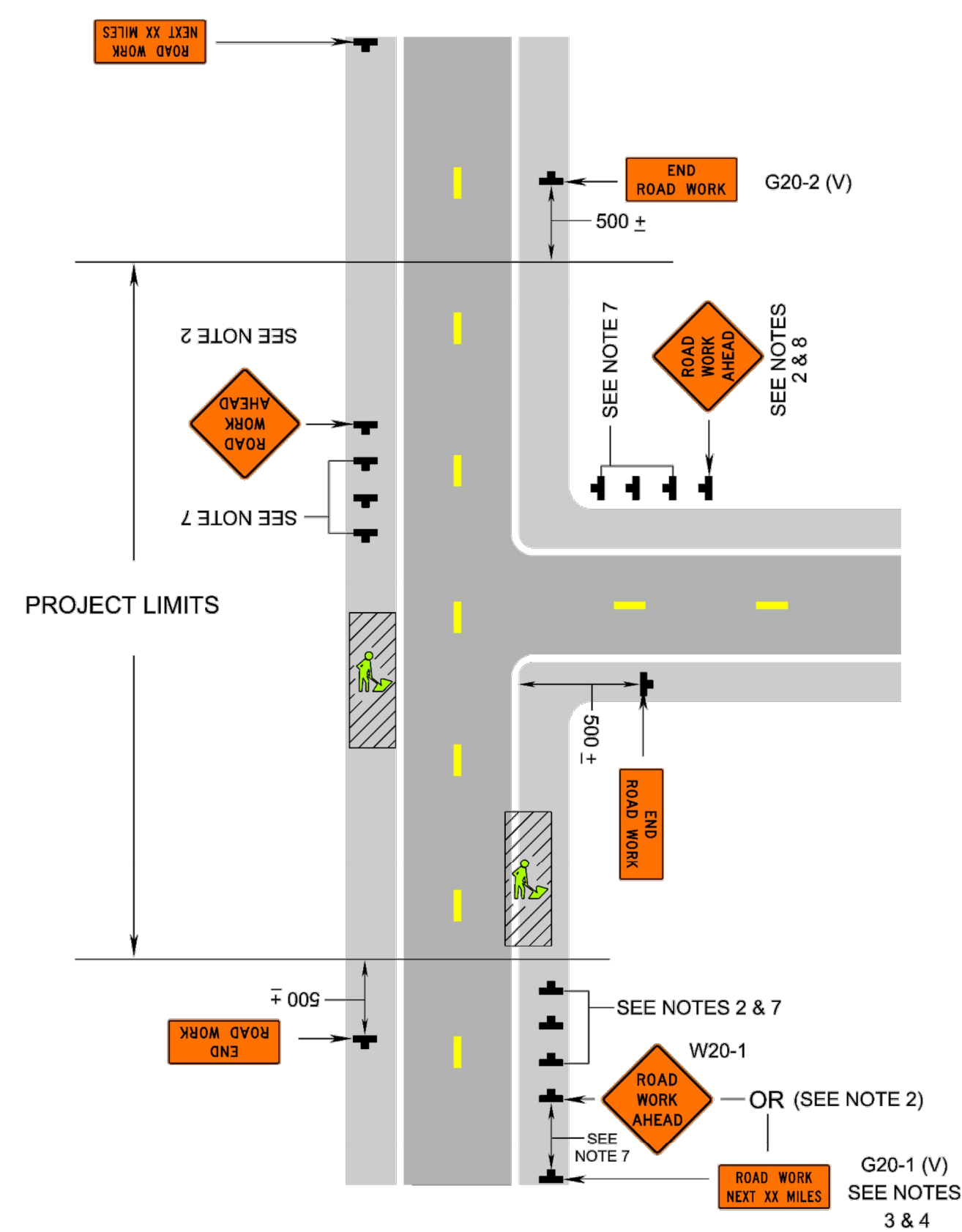
DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
SUBSURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

Typical Traffic Control  
Signing for Project Limits  
(Figure TTC-53.0)

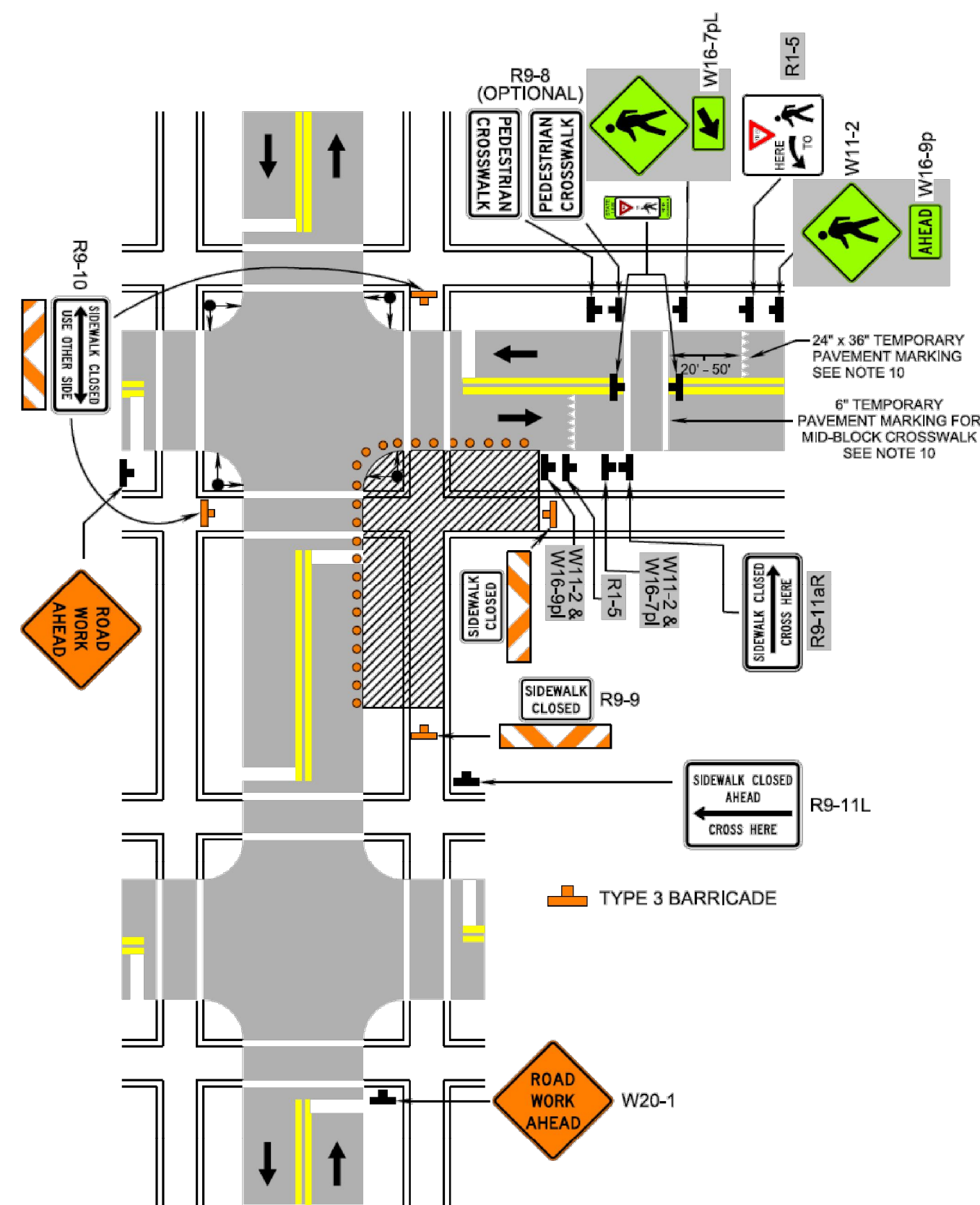
NOTES

- Support:**
- This layout depicts signing requirements for notifying motorist when they are entering and exiting a potential construction/maintenance area with a duration equal to or greater than 60 days.
- Standard:**
- The ROAD WORK AHEAD (W20-1) sign or the ROAD WORK NEXT XX MILES (G20-1 (V)) sign shall be placed far enough in advance of the project limits so that other warning signs in a series may be adequately placed prior to the condition they are warning about.
  - The ROAD WORK NEXT XX MILES sign shall be used for projects with activity areas greater than 2 miles in length, or when multiple work activities (such as pavement patching, guardrail installations, shoulder restoration, etc.) occur along a highway.
  - The distance displayed on the ROAD WORK NEXT XX MILES sign shall be stated to the nearest whole mile from the point of installation to the END ROAD WORK (G20-2 (V)) sign.
  - On divided highways having a median wider than 8', right and left sign assemblies shall be required.
- Guidance:**
- For projects with activity areas 2 miles or less in length, the ROAD WORK AHEAD sign should be the first sign motorist encounter.
  - 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.
  - All connections within the project limits should be identified with signs indicating to motorist they are entering or exiting a potential construction/maintenance area.

Signing for Project Limits  
(Figure TTC-53.0)



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



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

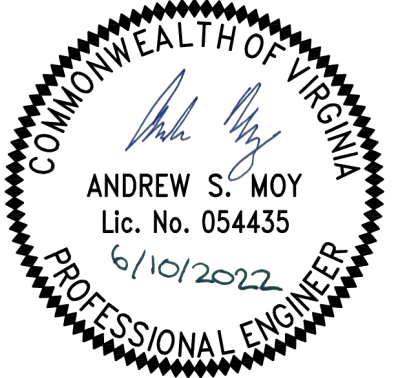
PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
SURVEYED BY: ARLINGTON COUNTY GOV., DES.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS	DATE
<i>Andrew S. Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John Nabe</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John Nabe</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John Nabe</i> T&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

STANDARD DETAILS  
S. GLEBE ROAD  
INTERSECTION IMPROVEMENTS  
AT S. EADS STREET

DESIGNED: ZDH  
DRAWN: ZDH  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T08S-148-02-Legend.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 06, 2022  
PLOTTED BY: kmitta

SCALE: N.T.S.

SHEET 2E of 13A



**MAINTENANCE NOTES**  
 ARLINGTON COUNTY SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.) WITHIN COUNTY RIGHT-OF-WAY. THE COUNTY WILL ALSO MAINTAIN ALL TRAFFIC SIGNAL INFRASTRUCTURE INDEPENDENT OF VDOT AND COUNTY RIGHT OF WAY BOUNDARIES. VDOT SHALL HAVE MAINTENANCE RESPONSIBILITY FOR ALL ROADWAY INFRASTRUCTURE (SIDEWALK, ROAD ASPHALT, DRAINAGE, CURB/CURB & GUTTER, ETC.), OUTSIDE OF THE TRAFFIC SIGNAL WITHIN VDOT RIGHT-OF-WAY. SEE SHEET 3/EXISTING CONDITIONS FOR LIMITS OF VDOT AND ARLINGTON COUNTY RIGHT-OF-WAY.

**Curve Data - S. Glebe Road**  
 Delta: 05°19'48"  
 Radius: 5729.58'  
 Length: 533.00'  
 Tangent: 266.69'  
 Chord: 532.81'  
 Chord Bearing: S 56°54'34" E  
 P.C. 307+68.38  
 P.T. 313+01.38  
 P.C.C.

**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
 D.B. 361, Pg. 372  
 RPC 37036002

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 D.B. 1810, Pg. 345  
 RPC 37026005

**NOTE:**  
 THE STORM SEWER LOCATIONS AND SIZES AT THIS INTERSECTION DIFFER FROM EXISTING ARLINGTON COUNTY RECORDS. THIS SURVEY CAN NOT GUARANTEE THE SUB-SURFACE ALIGNMENTS OF THESE STORM SEWER PIPES, DUE TO ACCESSIBILITY ISSUES.

P.O.C. 314+39.55 S. GLEBE ROAD  
 P.O.T. 0+15.50 S. EADS STREET (NORTH)  
 P.O.T. 9+84.50 S. EADS STREET (SOUTH)  
 Δ = 97°22'00" LT. (NORTH)  
 Δ = 82°22'00" LT. (SOUTH)

**Curve Data - S. Glebe Road**  
 Delta: 37°04'22"  
 Radius: 963.15'  
 Length: 623.20'  
 Chord: 612.38'  
 Chord Bearing: S 78°06'39" E  
 P.C.C. 313+01.38  
 P.T. 319+24.58

**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
 D.B. 1299, Pg. 580  
 RPC 38006004

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 D.B. 1810, Pg. 345  
 RPC 37026005

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PT OE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

**STORM SEWER AS-BUILT TABLE**

#1002 TOP = 11.36 15" RCP IN = 7.35 15" RCP OUT = 7.06	(20905) (1014)	#20926 TOP = 11.65 RCP IN = INACCESSIBLE RCP OUT = INACCESSIBLE	(20908) (1014)
#1014 TOP = 11.65 INACCESSIBLE		#20969 TOP = 13.35 18" RCP OUT = 9.35	(20941)
#20869 TOP = 10.35 15" RCP IN = INACCESSIBLE 15" RCP IN = 5.90 42" RCP IN = 4.14 42" RCP OUT = 4.08	(20864) (20897) (20895) (20826)	#20978 TOP = 10.48 15" RCP OUT = 6.43	(20895)
#20886 TOP = 10.48 15" RCP OUT = 6.43	(20895)	#20984 TOP = 13.02 18" RCP OUT = 7.70	(20978)
#20895 TOP = 11.16 15" RCP IN = INACCESSIBLE 34"x53" RCP IN = 5.93 42" RCP OUT = 5.63	(20886) (20905) (20869)	#14224 TOP = 12.39 C/L INVERT = 2.68	(20978) (20941) (20908)
#20897 TOP = 11.76 15" RCP OUT = 7.21	(20869)	#14242 TOP = 11.74 C/L INVERT = 2.07	(20941) (20908)
#20905 TOP = 11.39 34"x53" RCP IN = 6.86 34"x53" RCP OUT = INACCESSIBLE 15" RCP OUT = INACCESSIBLE	(20908) (20895) (1002)	#14249 TOP = 11.82 18" RCP OUT = 9.34 C/L INVERT = -0.68	(20969) (20926)
#20908 TOP = 11.48 RCP IN = INACCESSIBLE 15" RCP IN = 7.06 33" RCP IN = INACCESSIBLE 34"x53" OUT = 7.01	(20909) (20926) (20686) (20908)	#14259 TOP = 12.39 C/L INVERT = -0.21	

**SANITARY SEWER AS-BUILT TABLE**

#14224 TOP = 12.39 C/L INVERT = 2.68	(20978) (20941) (20908)
#14242 TOP = 11.74 C/L INVERT = 2.07	(20941) (20908)
#14249 TOP = 11.82 18" RCP OUT = 9.34 C/L INVERT = -0.68	(20969) (20926)
#14259 TOP = 12.39 C/L INVERT = -0.21	
#14262 TOP = 12.38 C/L INVERT = 0.41	
#14265 TOP = 11.92 C/L INVERT = INACCESSIBLE	
#14268 TOP = 12.86 C/L INVERT = 0.10	
#14269 TOP = 12.39 C/L INVERT = 0.74	
#14331 TOP = 15.82 C/L INVERT = 1.57	

**PROJECT CONTROL NOTES**

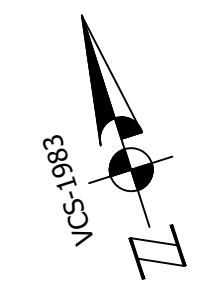
- THE HORIZONTAL DATUM USED FOR THIS PROJECT IS BASED UPON ARLINGTON COUNTY CONTROL MONUMENTS B036 AND B037, NO SCALE FACTOR WAS APPLIED.
- THE VERTICAL DATUM USED FOR THIS PROJECT IS BASED UPON ARLINGTON COUNTY CONTROL MONUMENT B037.

**PROJECT CONTROL TABLE**

POINT NO.	NORTHING (Y)	EASTING (X)	ELEV (Z)	DESCRIPTION
36	6993455.2080	11894221.3000	9.84	MONUMENT
37	6931777.5530	11894614.7600	11.88	MONUMENT
100	6992946.8806	11894493.8204	13.54	PK NAIL
102	6993273.6310	11894528.1420	11.33	DRILL HOLE

**UTILITY AND AS-BUILT NOTES**

- UNDERGROUND UTILITIES WERE DESIGNATED BY MID-ATLANTIC UTILITY LOCATING ON 6/25/2020 AND LOCATED BY ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES ON 7/1/2020.
- WATER LINE, STORM SEWER AND SANITARY SEWER PIPE SIZES ARE SHOWN PER EXISTING RECORDS.



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3344  
 Fax: 703.228.3719

Seal



APPROVALS DATE

TRAFFIC SIGNAL ENGINEER 08/19/2022  
 TRAFFIC ENGINEERING MANAGER 08/24/2022  
 WATER, SEWER, STREETS BUREAU CHIEF 9/1/22  
 T&O BUREAU CHIEF 08/26/2022  
 TRANSPORTATION DIRECTOR 08/29/2022

Revisions Date

EXISTING CONDITIONS PLAN

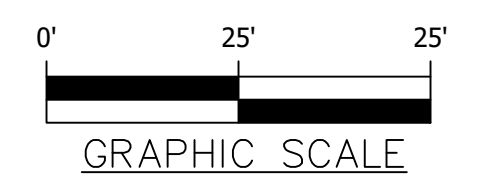
S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

DESIGNED: -  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
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PLOTTED: June 06, 2022

PLOTTED BY: kmita

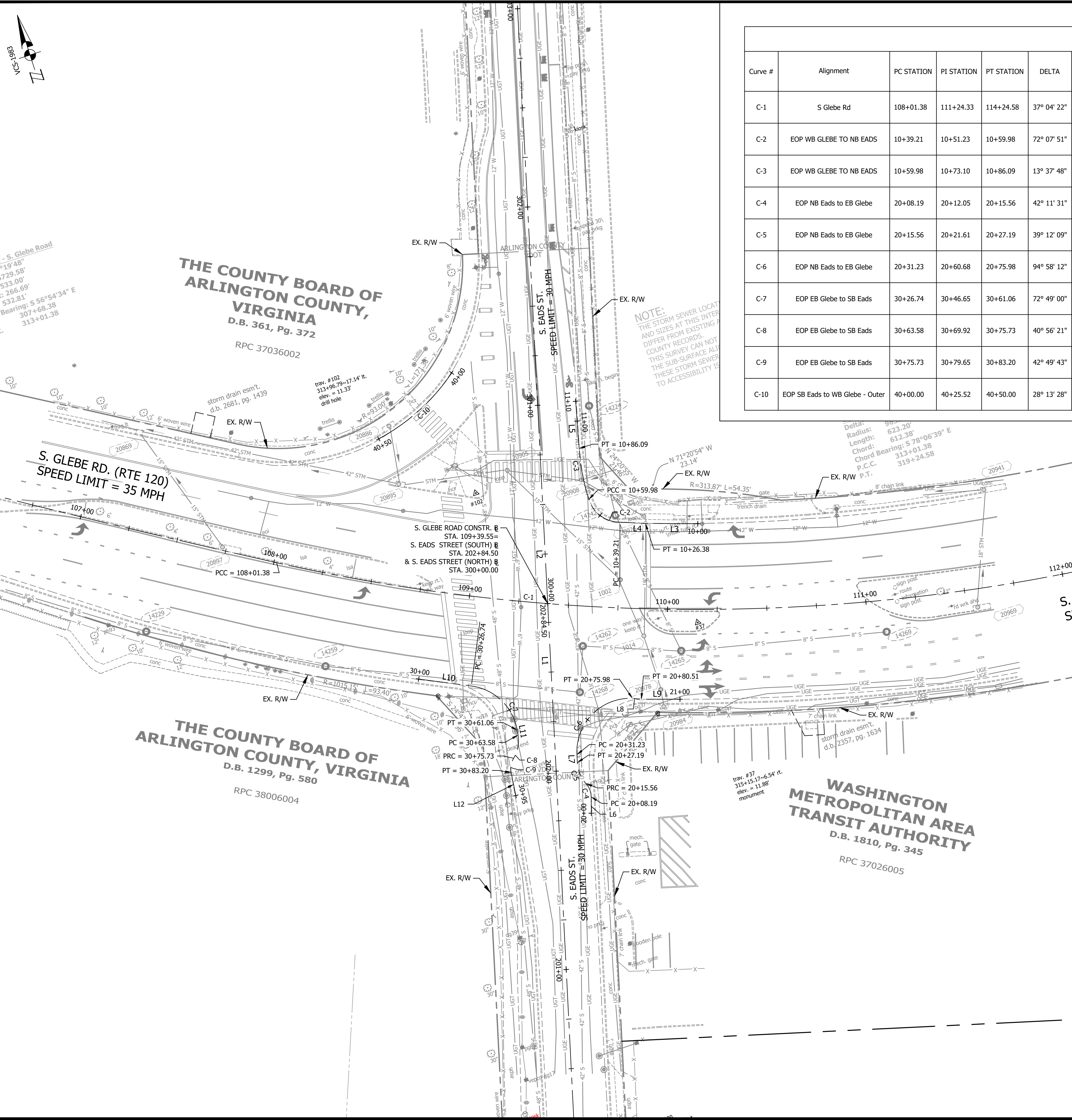
SCALE: Hor.: 1"=25'



SHEET 3 of 13A



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES  
 PROJECT MANAGER: ANDREW HAYES, PE, PT OE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



**Alignment Curve Table**

Curve #	Alignment	PC STATION	PI STATION	PT STATION	DELTA	DEGREE	TANGENT	RADIUS	EXTERNAL	CHORD	LENGTH	MID. ORD.	BEARING BACK BEARING AHEAD	NORTHING PC PI PT	EASTING PC PI PT
C-1	S Glebe Rd	108+01.38	111+24.33	114+24.58	37° 04' 22"	5° 56' 56"	322.95'	963.15'	52.70'	612.38'	623.20'	49.97'	S59° 34' 28"E N83° 21' 10"W	6993270.7909 6993107.2455 6993144.6287	1189421.9483 11894700.4208 11895021.1956
C-2	EOP WB GLEBE TO NB EADS	10+39.21	10+51.23	10+59.98	72° 07' 51"	347° 14' 50"	12.02'	16.50'	3.91'	19.43'	20.77'	3.16'	N72° 07' 27"W N0° 00' 24"E	6993237.5707 6993241.2593 6993253.2760	11894592.8571 11894581.4205 11894581.4219
C-3	EOP WB GLEBE TO NB EADS	10+59.98	10+73.10	10+86.09	13° 37' 48"	52° 12' 55"	13.11'	109.73'	0.78'	26.04'	26.10'	0.78'	N0° 00' 24"E N13° 38' 12"E	6993253.2760 6993266.3897 6993279.1337	11894581.4219 11894581.4234 11894584.5152
C-4	EOP NB Eads to EB Glebe	20+08.19	20+12.05	20+15.56	42° 11' 31"	572° 05' 52"	3.86'	10.00'	0.72'	7.20'	7.36'	0.67'	N17° 46' 34"E N24° 24' 58"W	6993110.2033 6993113.8769 6993117.3898	11894536.8898 11894538.0676 11894536.4729
C-5	EOP NB Eads to EB Glebe	20+15.56	20+21.61	20+27.19	39° 12' 09"	337° 02' 02"	6.05'	17.00'	1.05'	11.41'	11.63'	0.99'	N24° 24' 57"W N14° 47' 11"E	6993117.3898 6993122.9022 6993128.7555	11894536.4729 11894533.9705 11894535.5156
C-6	EOP NB Eads to EB Glebe	20+31.23	20+60.68	20+75.98	94° 58' 12"	212° 12' 24"	29.45'	27.00'	12.95'	39.80'	44.75'	8.75'	N14° 47' 11"E S70° 14' 36"E	6993132.6631 6993161.1377 6993151.1829	11894536.5470 11894544.0631 11894571.7795
C-7	EOP EB Glebe to SB Eads	30+26.74	30+46.65	30+61.06	72° 49' 00"	212° 12' 24"	19.91'	27.00'	6.55'	32.05'	34.31'	5.27'	S64° 45' 54"E S8° 03' 05"W	6993181.7907 6993173.3015 6993153.5857	11894496.4314 11894514.4433 11894511.6543
C-8	EOP EB Glebe to SB Eads	30+63.58	30+69.92	30+75.73	40° 56' 21"	337° 02' 02"	6.35'	17.00'	1.15'	11.89'	12.15'	1.07'	S8° 03' 05"W S48° 59' 26"W	6993151.0881 6993144.8048 6993140.6409	11894511.3010 11894510.4122 11894505.6237
C-9	EOP EB Glebe to SB Eads	30+75.73	30+79.65	30+83.20	42° 49' 43"	572° 57' 28"	3.92'	10.00'	0.74'	7.30'	7.47'	0.69'	S48° 59' 26"W S6° 09' 44"W	6993140.6409 6993138.0674 6993134.1683	11894505.6237 11894502.6643 11894502.2433
C-10	EOP SB Eads to WB Glebe - Outer	40+00.00	40+25.52	40+50.00	28° 13' 28"	56° 26' 57"	25.52'	101.50'	3.16'	49.50'	50.00'	3.06'	S51° 31' 57"W S79° 45' 25"W	6993335.0113 6993319.1372 6993314.5994	11894535.0277 11894515.0480 11894489.9366

**NOTE:**  
 THE STORM SEWER LOCATIONS AND SIZES AT THIS INTERSECTION DIFFER FROM EXISTING COUNTY RECORDS. THIS SURVEY CAN NOT VERIFY THESE STORM SEWER TO ACCESSIBILITY IS

**Alignment Line Table**

Line #	Alignment	Bearing	Begin Station	End Station	Begin Station NORTHING EASTING	End Station NORTHING EASTING
L1	S Eads St (South)	N 14° 50' 22" E	200+00.00	202+84.50	6992934.58 11894472.83	6993209.59 11894545.69
L2	S Eads St (North)	N 14° 50' 22" E	300+00.00	305+00.00	6993209.59 11894545.69	6993692.91 11894673.75
L3	EOP WB GLEBE TO NB EADS	N 71° 52' 04" W	10+00.00	10+26.38	6993224.88 11894629.95	6993233.09 11894604.88
L4	EOP WB GLEBE TO NB EADS	N 69° 32' 27" W	10+26.38	10+39.21	6993233.09 11894604.88	6993237.57 11894592.86
L5	EOP WB GLEBE TO NB EADS	N 13° 38' 12" E	10+86.09	11+10.00	6993279.13 11894584.52	6993302.37 11894590.15
L6	EOP NB Eads to EB Glebe	N 17° 15' 03" E	20+00.00	20+08.19	6993102.38 11894534.46	6993110.20 11894536.89
L7	EOP NB Eads to EB Glebe	N 14° 47' 11" E	20+27.19	20+31.23	6993128.76 11894535.52	6993132.66 11894536.55
L8	EOP NB Eads to EB Glebe	S 66° 08' 07" E	20+75.98	20+80.51	6993151.18 11894571.78	6993149.35 11894575.92
L9	EOP NB Eads to EB Glebe	S 72° 20' 57" E	20+80.51	21+00.00	6993149.35 11894575.92	6993143.44 11894594.49
L10	EOP EB Glebe to SB Eads	S 64° 45' 54" E	30+00.00	30+26.74	6993193.19 11894472.24	6993181.79 11894496.43
L11	EOP EB Glebe to SB Eads	S 8° 03' 05" W	30+61.06	30+63.58	6993153.59 11894511.65	6993151.09 11894511.30
L12	EOP EB Glebe to SB Eads	S 6° 17' 14" W	30+83.20	30+95.00	6993134.17 11894502.24	6993122.44 11894500.95



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 Transportation Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
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 Phone: 703.228.3344  
 Fax: 703.228.3719



**APPROVALS**

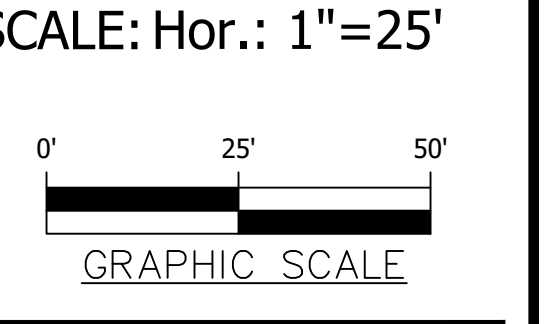
Name	Date
Matthew James Arnone	08/19/2022
Matthew James Arnone	08/24/2022
Matthew James Arnone	9/1/22
Matthew James Arnone	08/26/2022
Matthew James Arnone	08/29/2022

**Revisions**

Revision	Date

**GEOMETRIC CONTROL PLAN**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

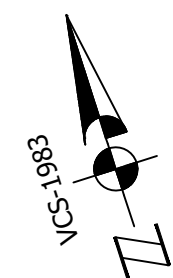
DESIGNED: KM  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T085-148-04-Geometric Control Plan.dwg  
 PATH: Order\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta



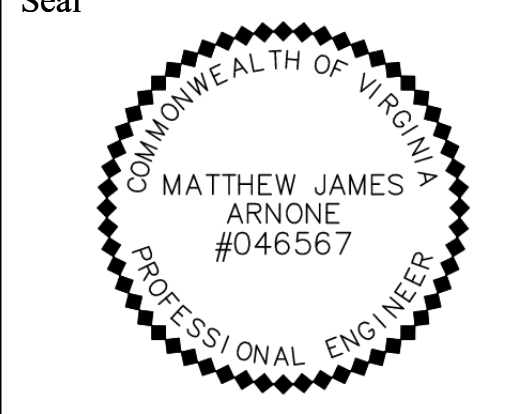


DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PT/DE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



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 Arlington, VA 22201  
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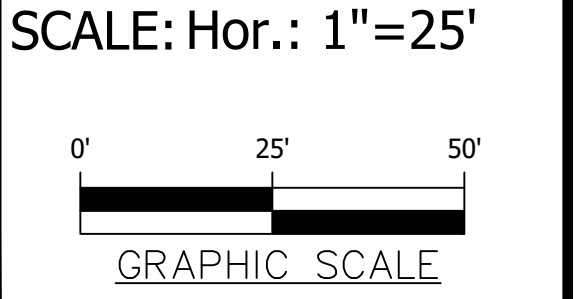


APPROVALS	DATE
<i>Andrew Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>Paul Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**DEMOLITION PLAN**  
**S. GLEBE ROAD**  
**INTERSECTION IMPROVEMENTS**  
**AT S. EADS STREET**

DESIGNED: KM  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T085-148-05-Demo\_Plan.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: marnone

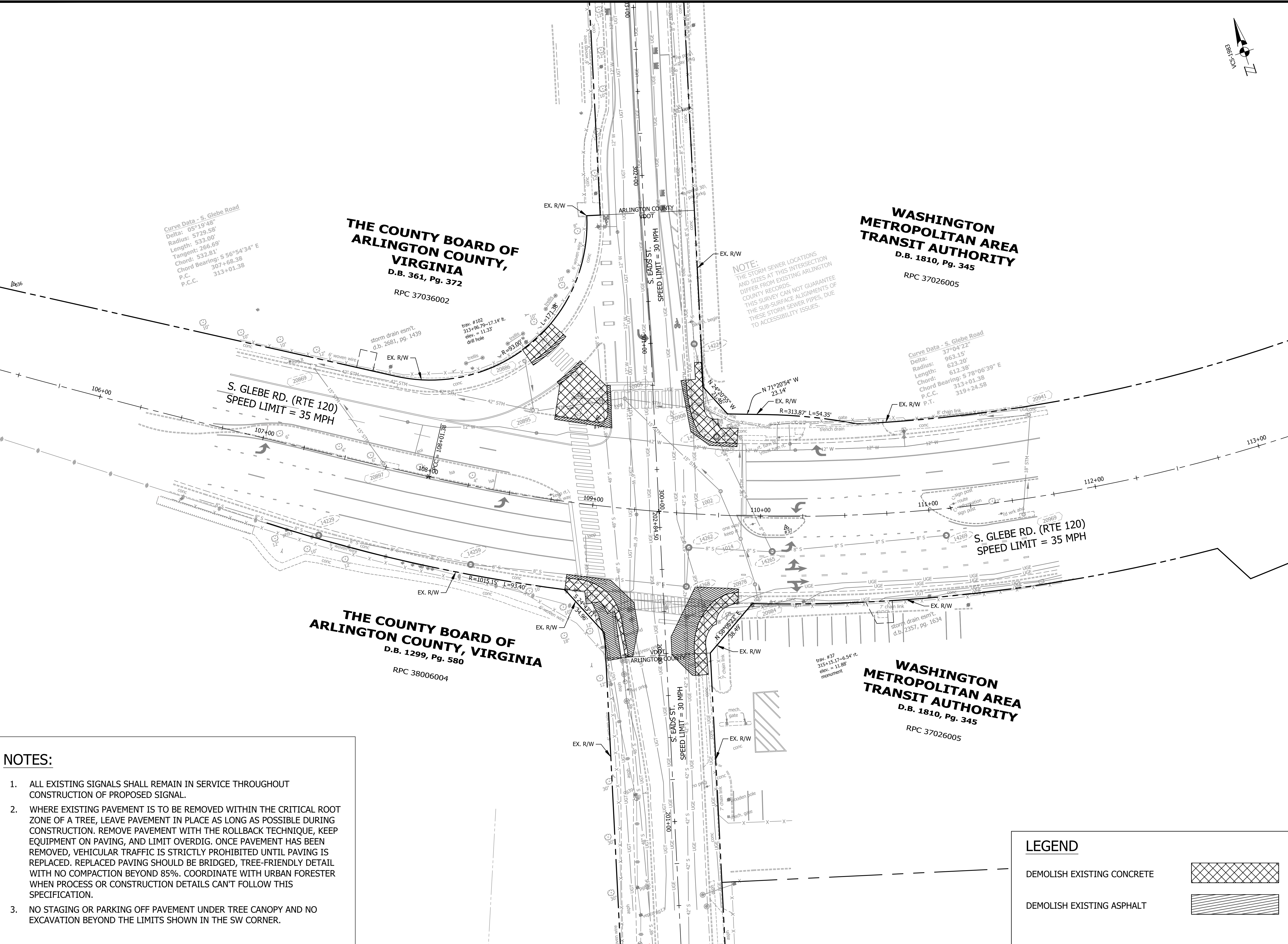


- NOTES:**
- ALL EXISTING SIGNALS SHALL REMAIN IN SERVICE THROUGHOUT CONSTRUCTION OF PROPOSED SIGNAL.
  - WHERE EXISTING PAVEMENT IS TO BE REMOVED WITHIN THE CRITICAL ROOT ZONE OF A TREE, LEAVE PAVEMENT IN PLACE AS LONG AS POSSIBLE DURING CONSTRUCTION. REMOVE PAVEMENT WITH THE ROLLBACK TECHNIQUE, KEEP EQUIPMENT ON PAVING, AND LIMIT OVERDIG. ONCE PAVEMENT HAS BEEN REMOVED, VEHICULAR TRAFFIC IS STRICTLY PROHIBITED UNTIL PAVING IS REPLACED. REPLACED PAVING SHOULD BE BRIDGED, TREE-FRIENDLY DETAIL WITH NO COMPACTION BEYOND 85%. COORDINATE WITH URBAN FORESTER WHEN PROCESS OR CONSTRUCTION DETAILS CAN'T FOLLOW THIS SPECIFICATION.
  - NO STAGING OR PARKING OFF PAVEMENT UNDER TREE CANOPY AND NO EXCAVATION BEYOND THE LIMITS SHOWN IN THE SW CORNER.

**LEGEND**

DEMOLISH EXISTING CONCRETE

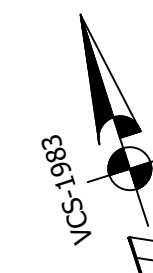
DEMOLISH EXISTING ASPHALT





**CONSTRUCTION NOTES & LEGEND**

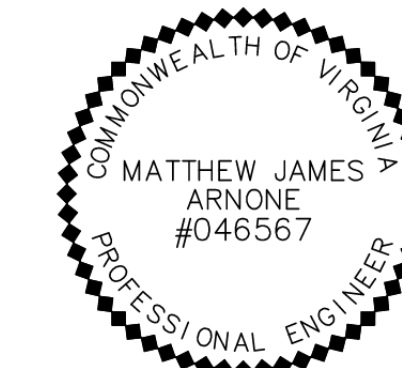
- 1 NEW 6" CURB AND GUTTER (C-2) ARLINGTON COUNTY STANDARD (R-2.0)
  - 1A NEW 6" CURB & GUTTER (CG-6) VDOT ROAD & BRIDGE STANDARD (201.03)
  - 1B NEW 6" HEADER CURB (C-3) ARLINGTON COUNTY STANDARD (R-2.0)
  - 1C CURB & GUTTER TRANSITION FROM VDOT ST'D. TO ARL. CO. ST'D.
  - 1D NEW 6" CURB (CG-2) VDOT ROAD & BRIDGE STANDARD (201.01)
  - 1E NEW 4" CURB (CG-3) VDOT ROAD & BRIDGE STANDARD (201.02)
  - 2 NEW HANDICAP RAMP (CG-12A) VDOT ROAD & BRIDGE STANDARDS (204.02)
  - 2A NEW HANDICAP RAMP (CG-12B) VDOT ROAD & BRIDGE STANDARDS (204.03)
  - 3 NEW 4" CONCRETE SIDEWALK ARLINGTON COUNTY STANDARD (R-2.0)
  - 4 ADJUST EXISTING STORMWATER MANHOLE TO PROPOSED GRADE
- ASPHALT - MILL & OVERLAY
  - ASPHALT - FULL DEPTH
  - CONCRETE
  - LIMITS OF WORK



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>[Signature]</i> T&O BUREAU CHIEF	08/26/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	08/29/2022

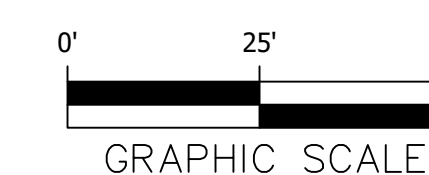
Revisions	Date

PLAN

S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

DESIGNED: MJA  
DRAWN: KM  
CHECKED: MJA  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T085-148-06-Plan.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 06, 2022  
PLOTTED BY: kmitta

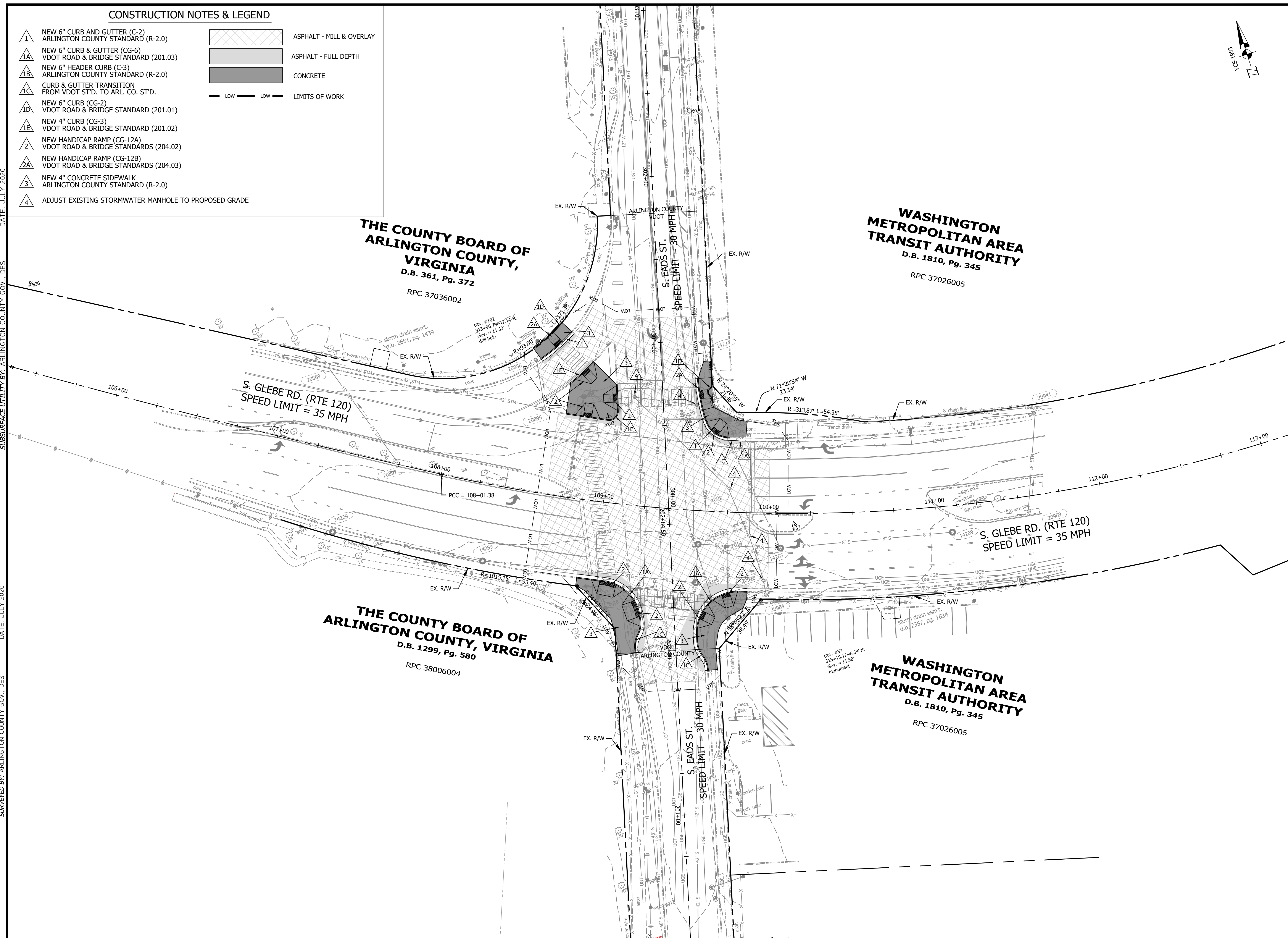
SCALE: Hor.: 1"=25'



SHEET 6 of 13A

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES

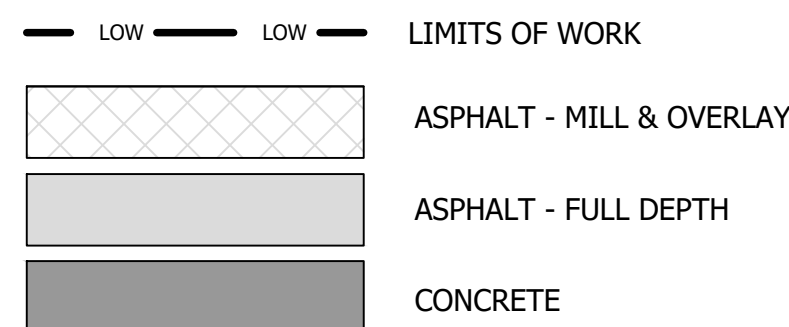
PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
SURVEYED BY: ARLINGTON COUNTY GOV., DES





**CONSTRUCTION NOTES & LEGEND**

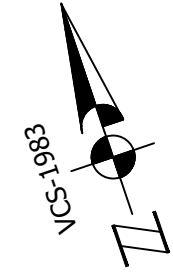
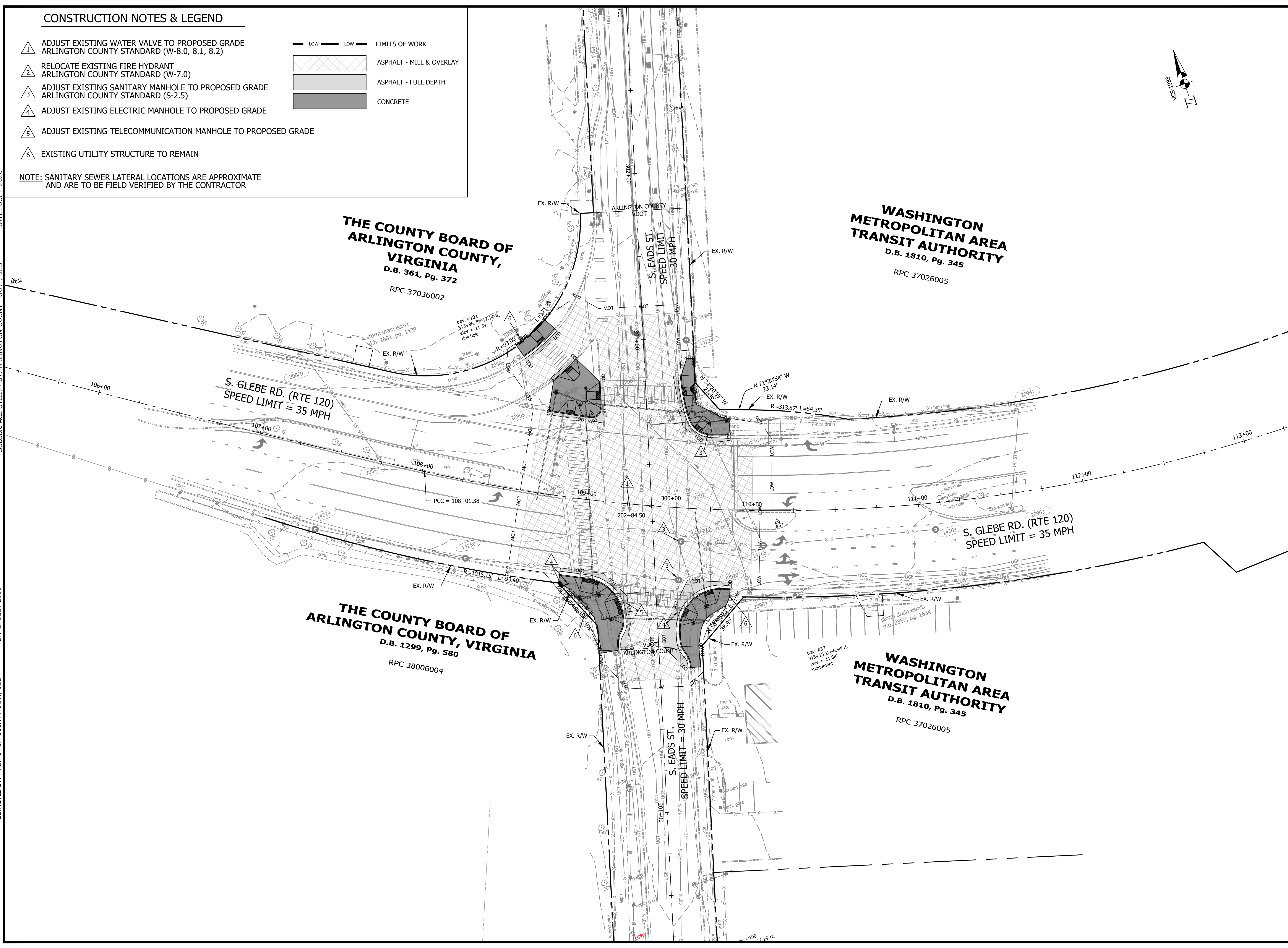
- 1 ADJUST EXISTING WATER VALVE TO PROPOSED GRADE ARLINGTON COUNTY STANDARD (W-8.0, 8.1, 8.2)
- 2 RELOCATE EXISTING FIRE HYDRANT ARLINGTON COUNTY STANDARD (W-7.0)
- 3 ADJUST EXISTING SANITARY MANHOLE TO PROPOSED GRADE ARLINGTON COUNTY STANDARD (S-2.5)
- 4 ADJUST EXISTING ELECTRIC MANHOLE TO PROPOSED GRADE
- 5 ADJUST EXISTING TELECOMMUNICATION MANHOLE TO PROPOSED GRADE
- 6 EXISTING UTILITY STRUCTURE TO REMAIN



NOTE: SANITARY SEWER LATERAL LOCATIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED BY THE CONTRACTOR

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
D.B. 361, Pg. 372  
RPC 37036002

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
D.B. 1810, Pg. 345  
RPC 37026005

**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
D.B. 1299, Pg. 580  
RPC 38006004

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
D.B. 1810, Pg. 345  
RPC 37026005



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>[Signature]</i> TE&O BUREAU CHIEF	08/26/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**UTILITY PLAN**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: JMK  
DRAWN: JMK  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T085-148-06A-Utility Plan.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 06, 2022  
PLOTTED BY: kmita

SCALE: Hor.: 1"=25'



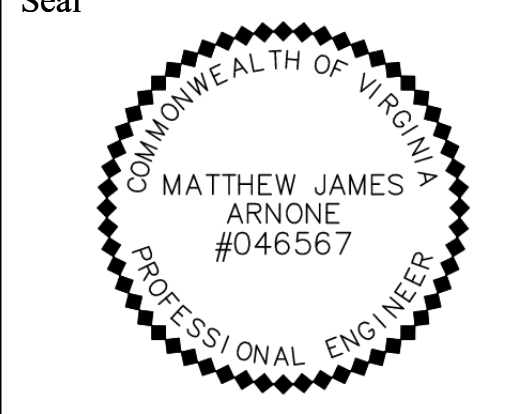
DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



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Transportation Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3344  
 Fax: 703.228.3719



APPROVALS	DATE
<i>Matthew James Arnone</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John N. ...</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>...</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>...</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**CURB RAMP DETAILS**  
**S. GLEBE ROAD**  
**INTERSECTION IMPROVEMENTS**  
**AT S. EADS STREET**

DESIGNED: MJA  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx

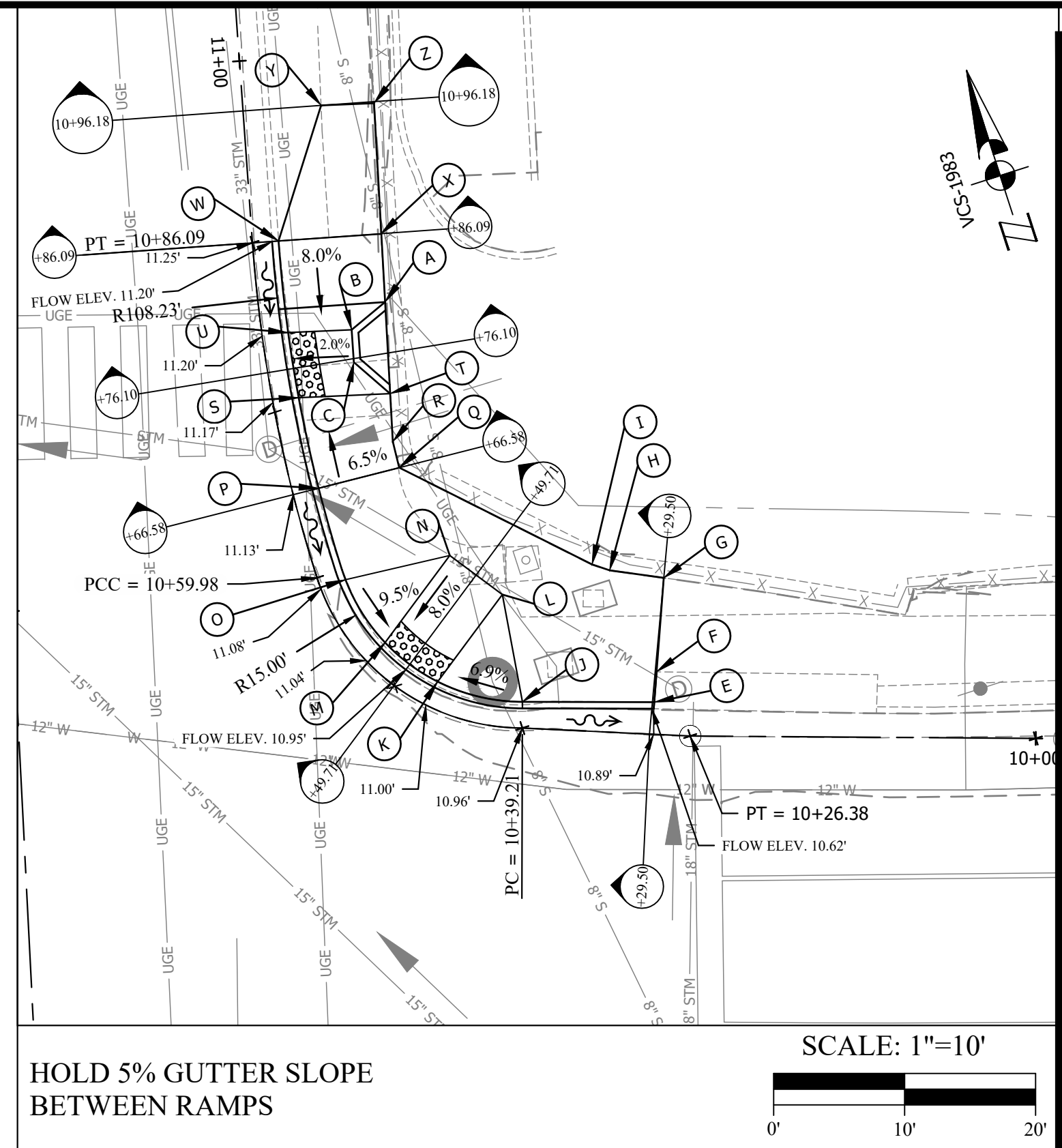
FILENAME: T08S-148-07-Curb\_Details.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: AS SHOWN

DETAIL 7-1	STA.	OFFSET	WALK ELEV.	TOC ELEV.
A	10+80.35	9.64' RT	11.50'	12.00'
B	10+78.44	6.83' RT	11.23'	11.73'
C	10+75.81	6.62' RT	11.21'	11.71'
D	NOT USED			
E	10+29.25	2.45' RT	11.30' - MATCH EXIST.	-
F	10+29.18	4.77' RT	11.38' - MATCH EXIST.	-
G	10+28.97	11.96' RT	11.85' - MATCH EXIST.	-
H	10+33.13	12.34' RT	11.76'	-
I	10+34.49	12.73' RT	11.74'	-
J	10+39.21	2.00' RT	11.39'	-
K	10+46.85	2.00' RT	10.93'	-
L	10+43.19	10.00' RT	11.57'	-
M	10+52.57	2.00' RT	10.97'	-
N	10+56.22	10.00' RT	11.61'	-
O	10+59.07	2.00' RT	11.51'	-
P	10+66.58	2.00' RT	11.56'	-
Q	10+66.58	8.35' RT	11.69'	-
R	10+68.81	8.35' RT	11.00'	-
S	10+73.80	2.00' RT	11.10'	-
T	10+72.74	8.91' RT	11.24'	11.74'
U	10+78.92	2.00' RT	11.13'	-
V	10+78.16	9.46' RT	11.28'	-
W	10+86.09	2.00' RT	11.68' - MATCH EXIST.	-
X	10+86.06	9.82' RT	11.84' - MATCH EXIST.	-
Y	10+96.18	5.97' RT	11.90' - MATCH EXIST.	-
Z	10+96.06	10.02' RT	12.02' - MATCH EXIST.	-

ELEVATION TABLE - WB S. GLEBE RD RTE. 120 / NB S. EADS ST.

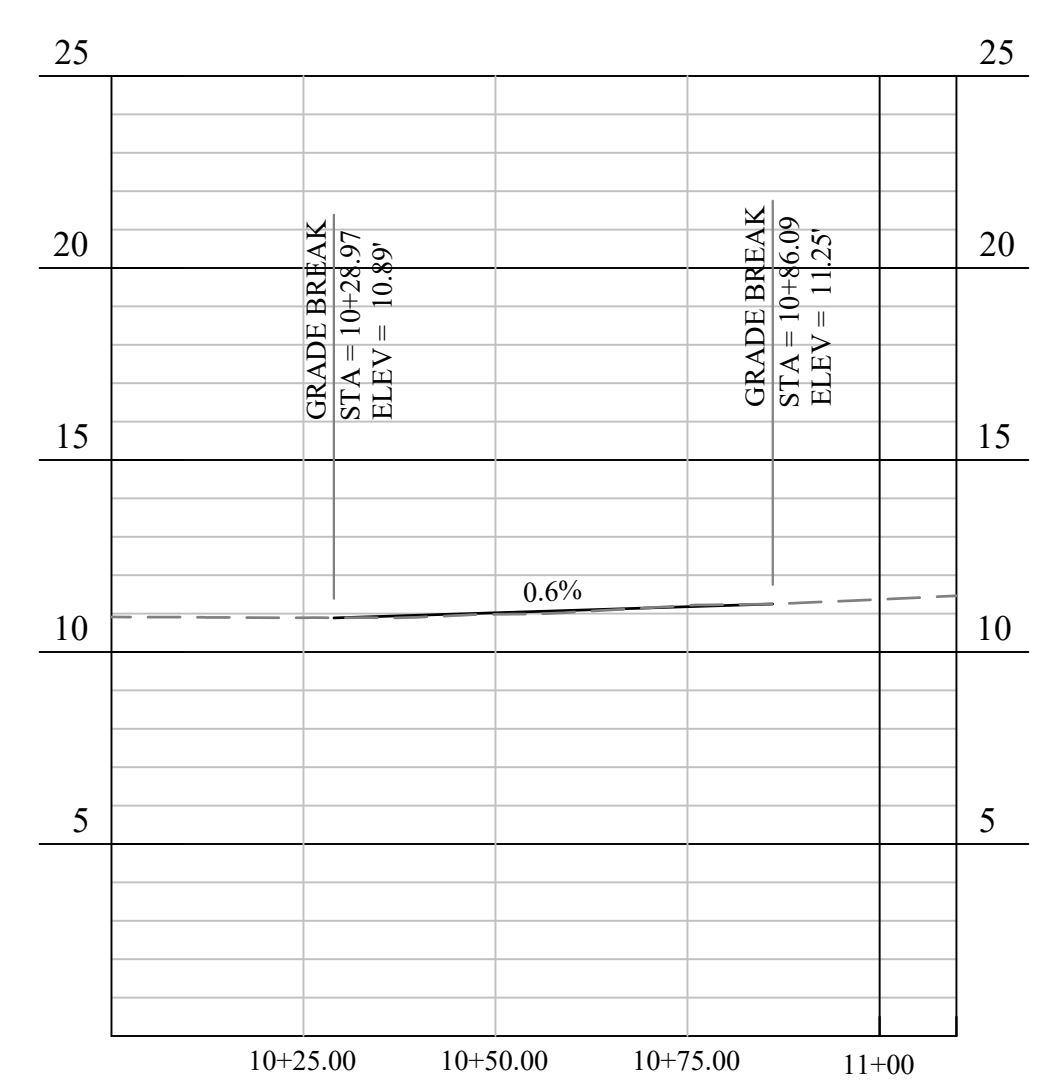


HOLD 5% GUTTER SLOPE BETWEEN RAMPS

SCALE: 1"=10'

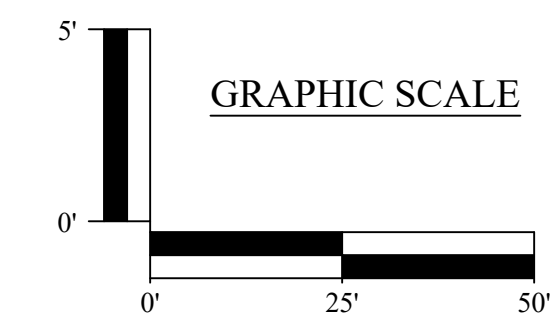
CG-12A & CG-12B - WB S. GLEBE RD RTE. 120 / NB S. EADS ST.  
 Scale: 1" = 10'

EOP PROFILE - WB S. GLEBE RD RTE. 120 / NB S. EADS ST.



PROFILE VIEW  
 Hor.: 1" = 25'  
 Vert.: 1" = 5'

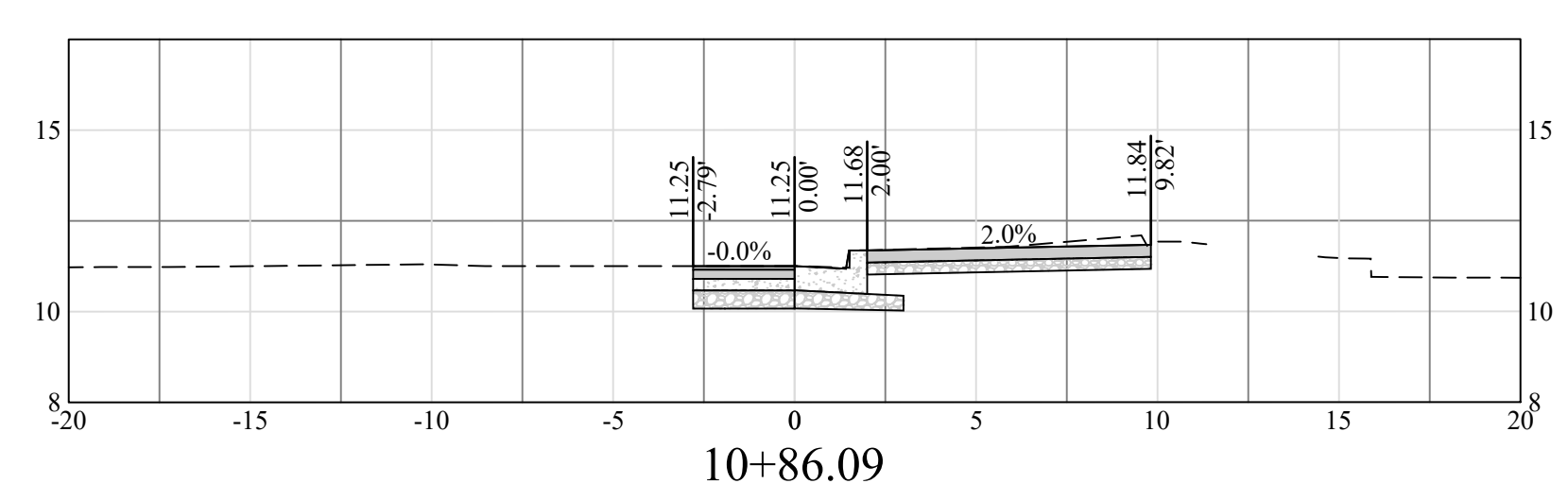
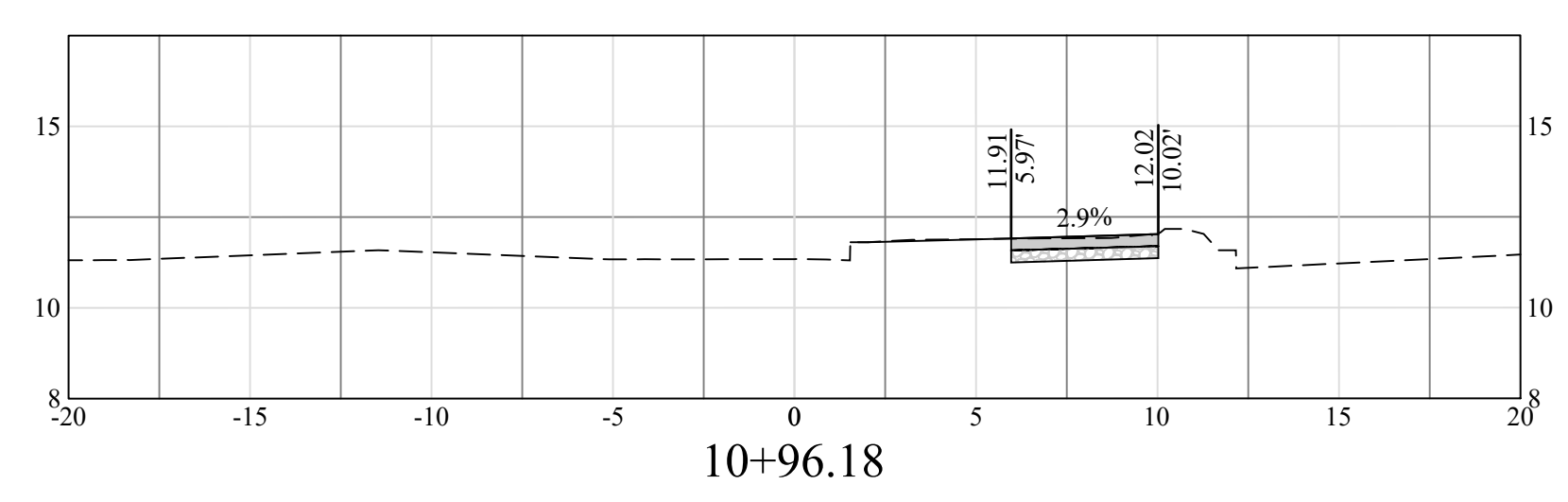
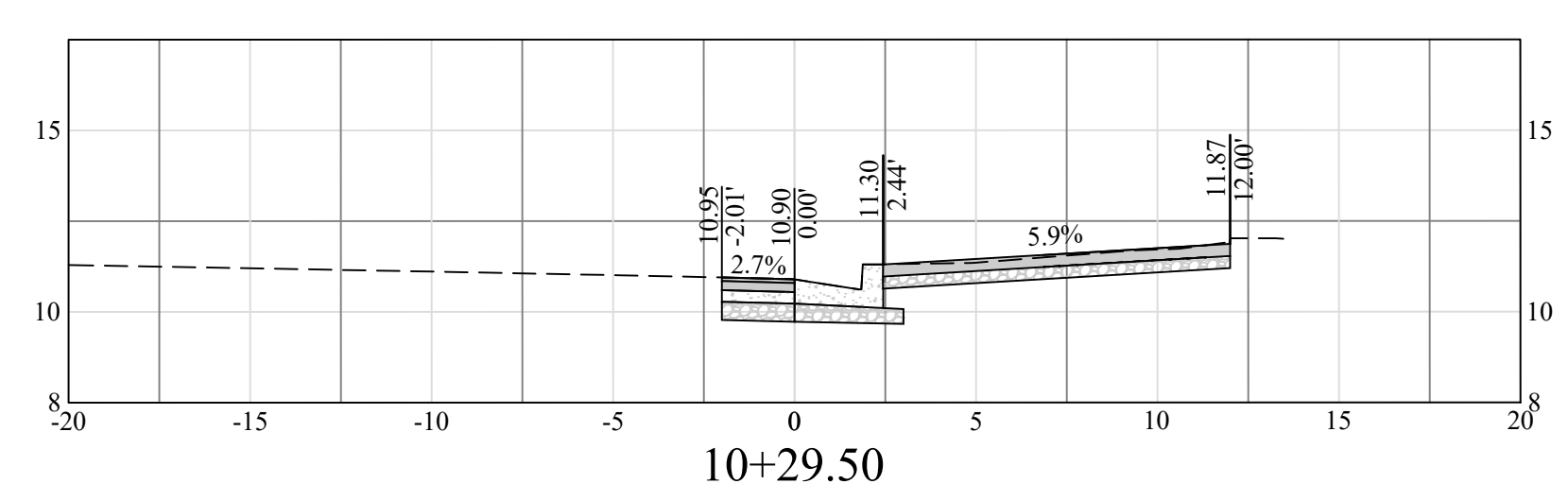
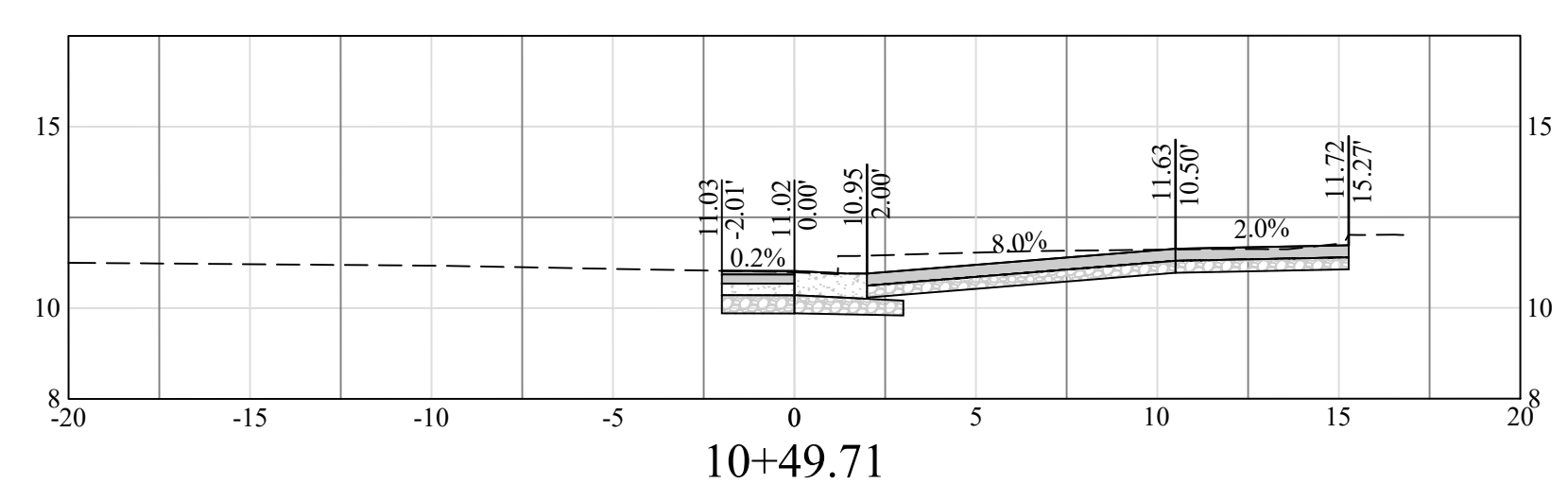
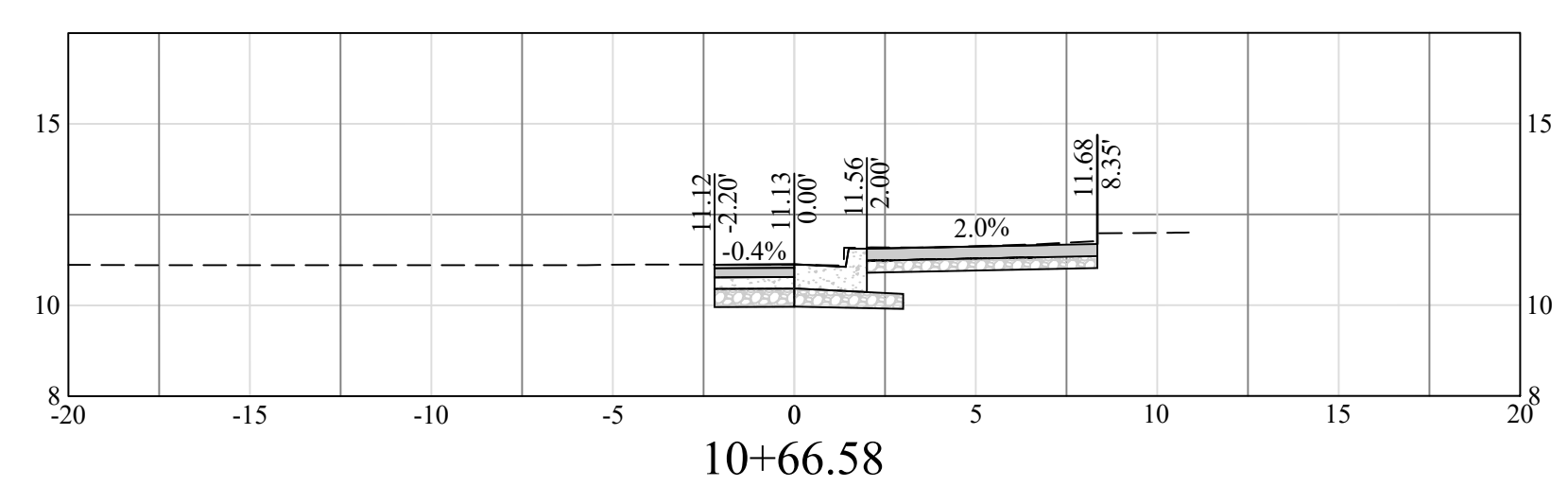
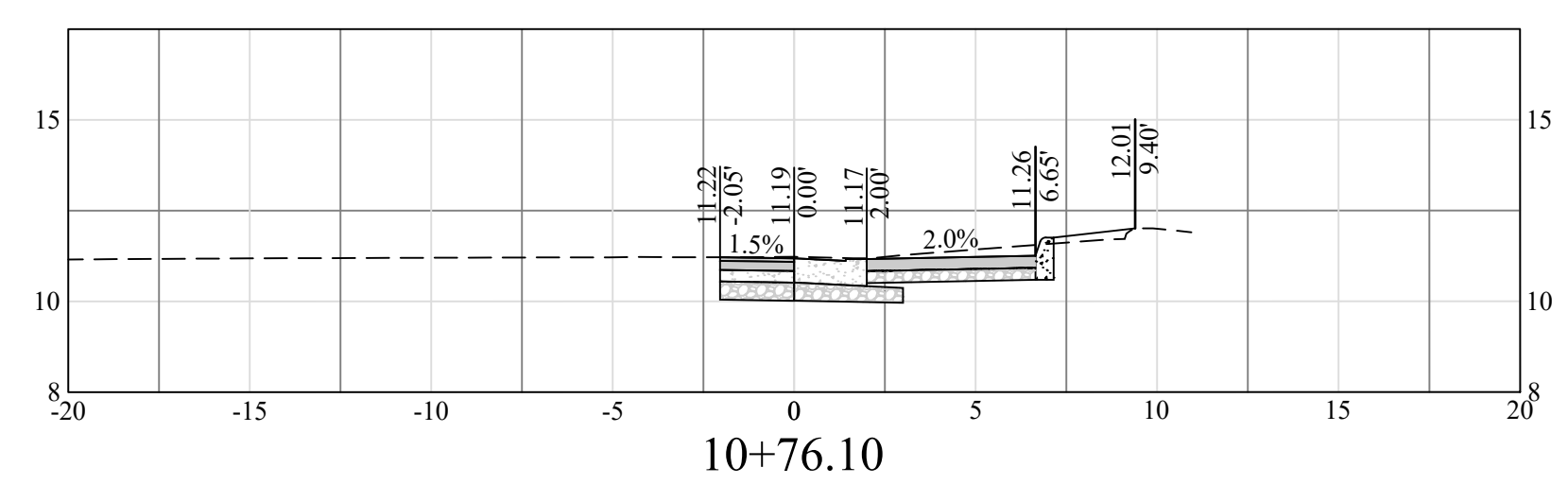
GRAPHIC SCALE



NOTES

- Station/Offset data is in reference to the associated EOP baseline unless otherwise noted
- Elevations along curb lines always indicate top of proposed curb elevations
- Proposed elevations based upon digital terrain model interpolation, surveyed by Arlington County
- Contractor to field verify elevations prior to setting grade

CROSS-SECTIONS - WB S. GLEBE RD. RTE 120 / NB S. EADS ST.  
 Scale: 1" = 5'







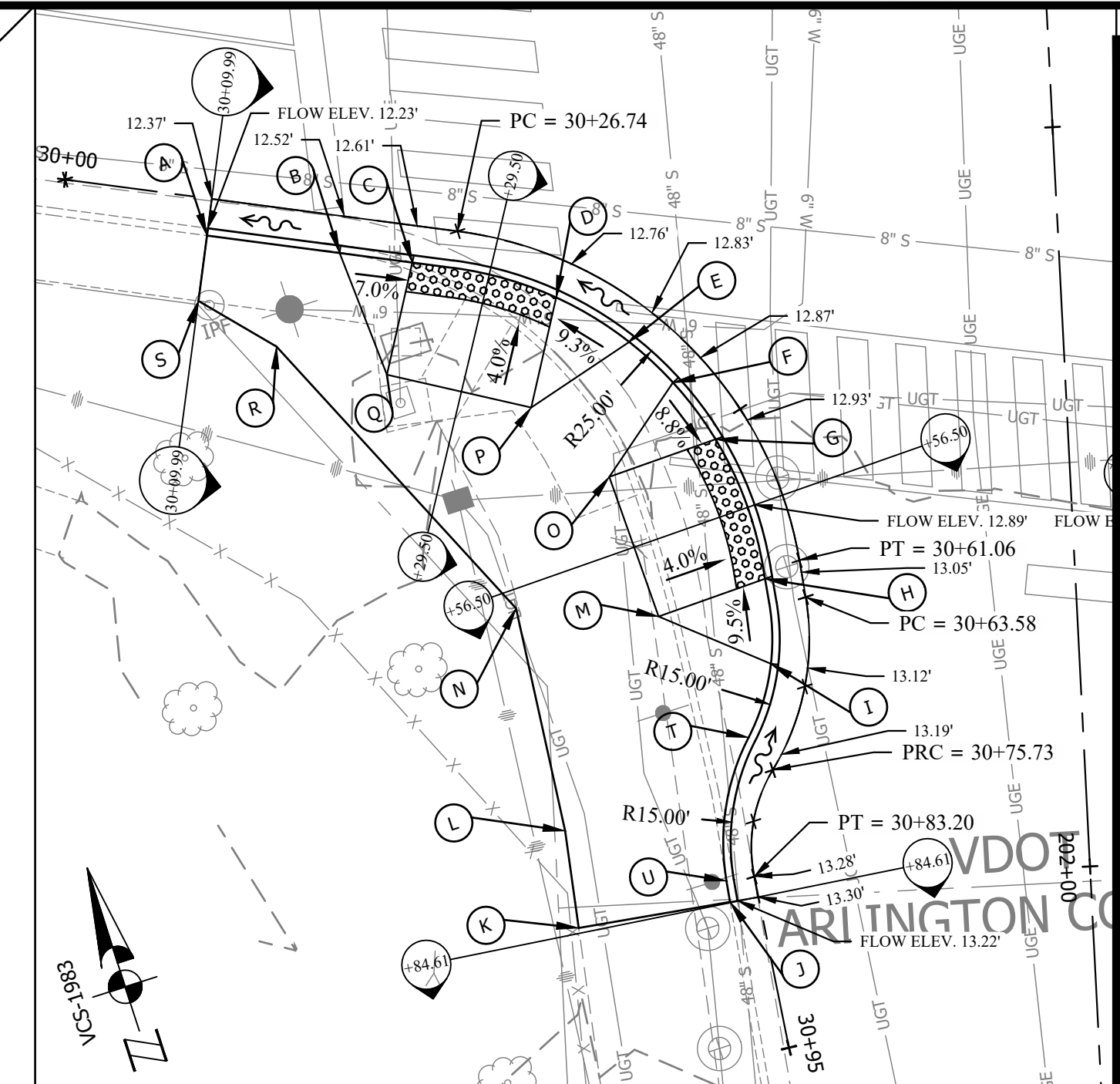


DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTCE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

DETAIL 7-3	STA.	OFFSET	WALK ELEV.
A	30+09.99	2.50' RT	12.73' - MATCH EXIST.
B	30+19.03	2.50' RT	12.86'
C	30+24.00	2.50' RT	12.51'
D	30+34.78	2.50' RT	12.66'
E	30+41.15	2.50' RT	13.23'
F	30+45.61	2.50' RT	13.27'
G	30+50.89	2.50' RT	12.83'
H	30+61.90	2.50' RT	12.95'
I	30+68.01	2.50' RT	13.52'
J	30+84.61	1.90' RT	13.75' - MATCH EXIST.
K	30+84.62	12.28' RT	13.86' - MATCH EXIST.
L	30+80.70	12.60' RT	13.77'
M	30+63.20	10.01' RT	13.25'
N	30+60.99	19.41' RT	13.42'
O	30+48.44	9.88' RT	13.13'
P	30+37.23	9.88' RT	12.96'
Q	30+23.27	10.23' RT	12.81'
R	30+15.63	9.32' RT	12.77'
S	30+10.00	6.95' RT	12.74' - MATCH EXIST.
T	30+74.52	2.50' RT	13.59'
U	30+83.13	1.90' RT	13.70'

ELEVATION TABLE  
 EB S. GLEBE RD RTE. 120/ SB S. EADS ST.

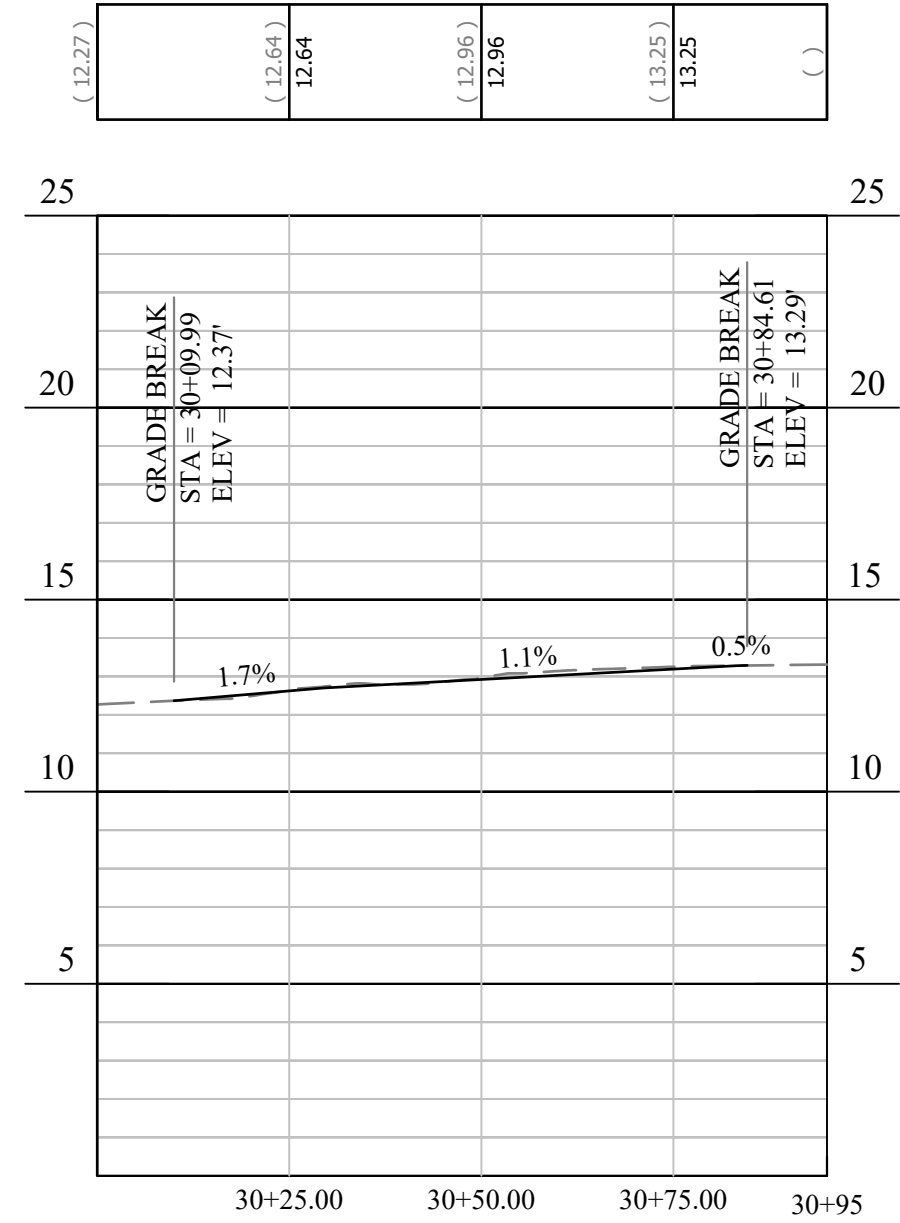


HOLD 5% GUTTER SLOPE BETWEEN POINTS C & T.  
 TRANSITION GUTTER SLOPE FROM 5% TO EXISTING BETWEEN POINTS T & J

SCALE: 1"=10'

CG-12A - EB S. GLEBE RD RTE. 120/ SB S. EADS ST.  
 Scale: 1" = 10'

EOP PROFILE - EB S. GLEBE RD RTE. 120/ SB S. EADS ST.



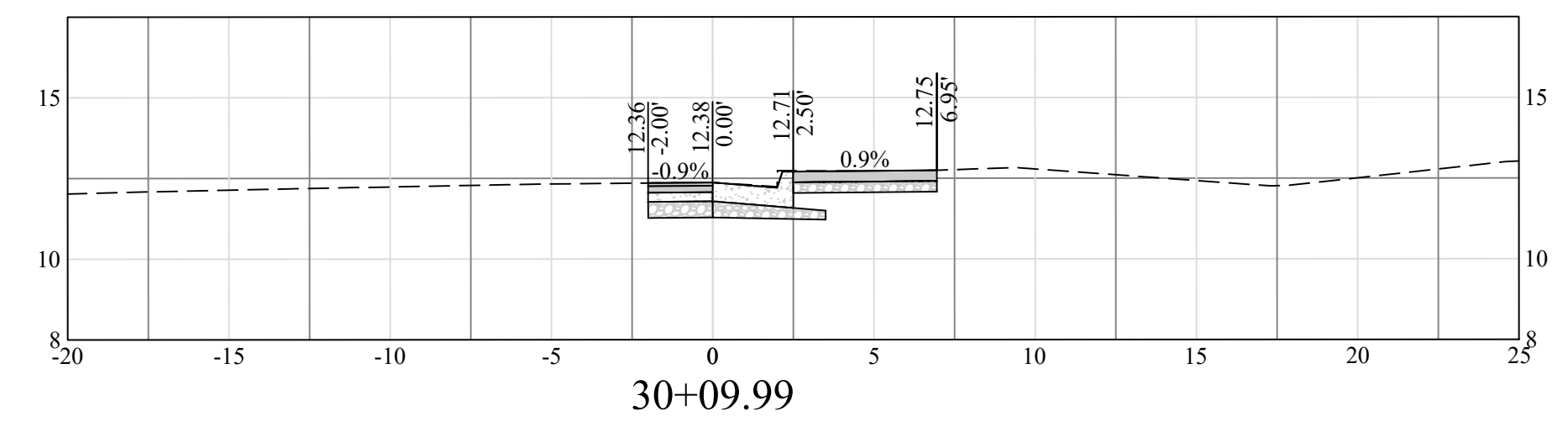
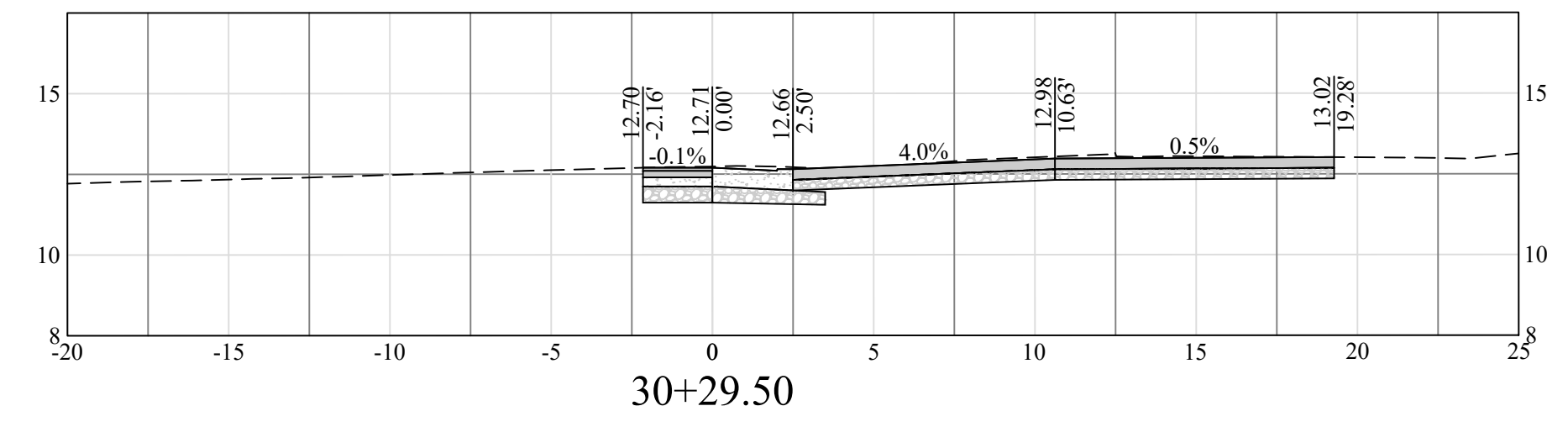
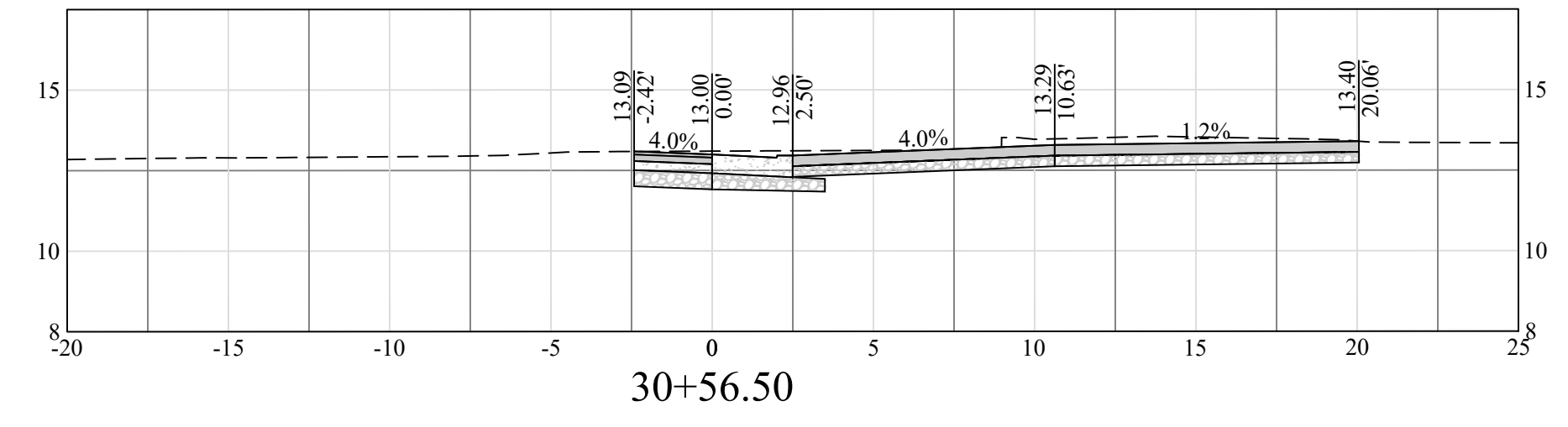
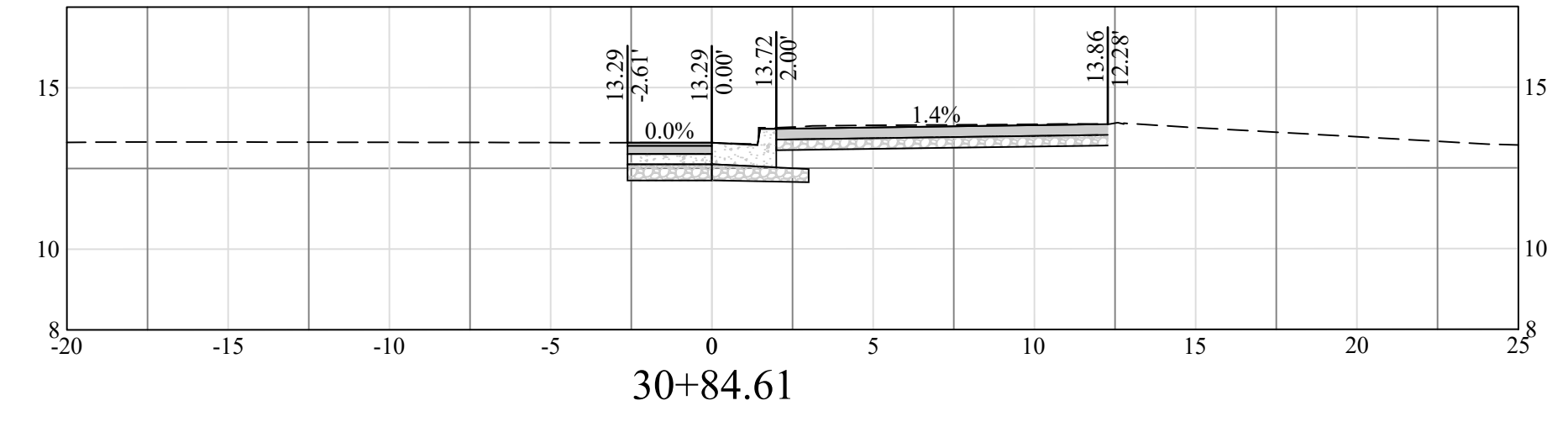
PROFILE VIEW  
 Hor.: 1" = 25'  
 Vert.: 1" = 5'

GRAPHIC SCALE

NOTES

- Station/Offset data is in reference to the associated EOP baseline unless otherwise noted
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CROSS-SECTIONS - EB S. GLEBE RD RTE. 120/ SB S. EADS ST.  
 Scale: 1" = 5'



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3344  
 Fax: 703.228.3719



APPROVALS	DATE
<i>Matthew James Arnone</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>Matthew James Arnone</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>Matthew James Arnone</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>Matthew James Arnone</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

CURB RAMP DETAILS  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET

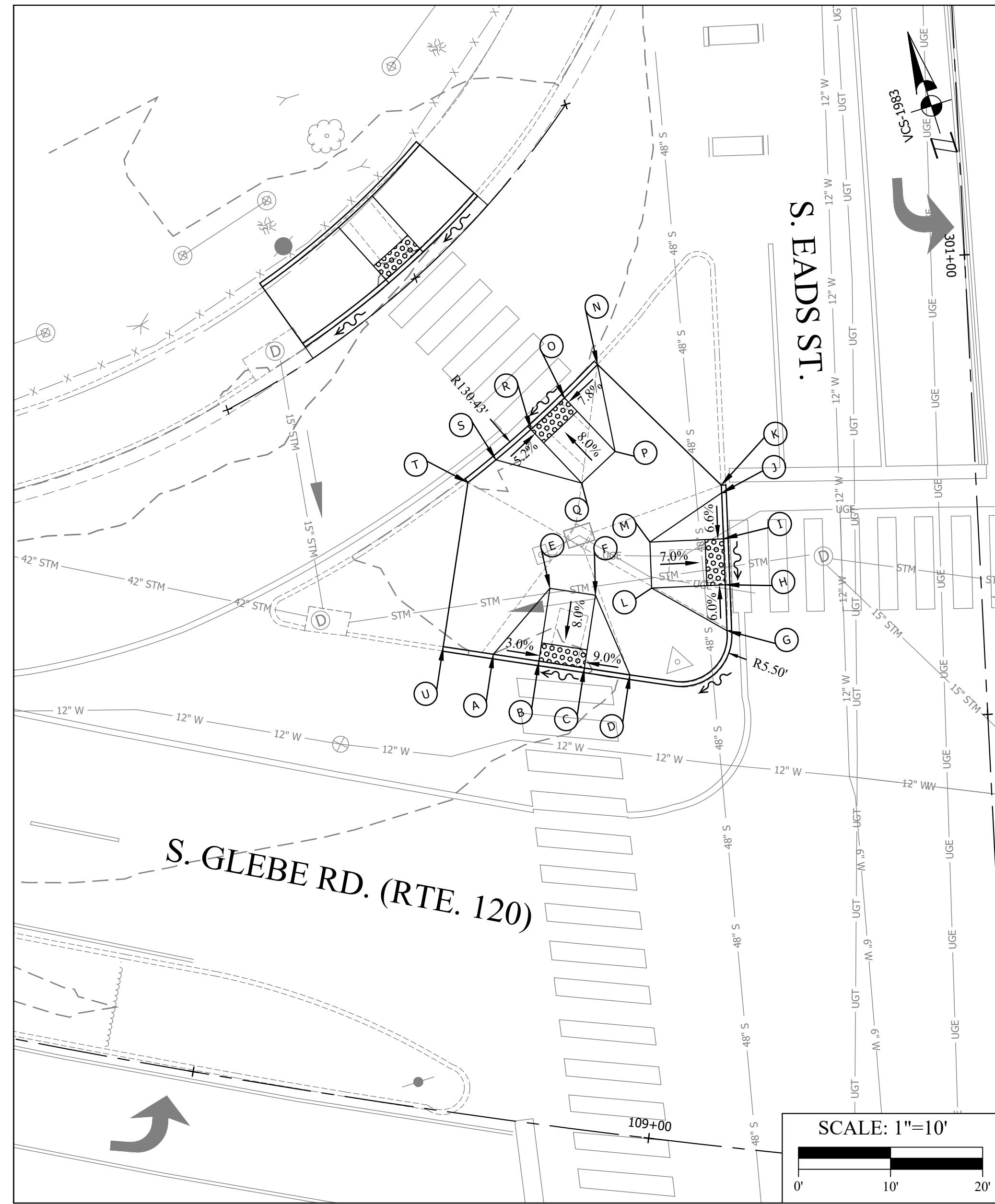
DESIGNED: MJA  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-07-Curb\_Details.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: AS SHOWN



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



CG-12A - SB S. EADS ST/ WB S. GLEBE RD RTE. 120  
 Scale: 1" = 10'

DETAIL 7-4	BASELINE	STA.	OFFSET	WALK ELEV.
A	S. GLEBE RD	108+75.75	49.42' LT	11.00'
B	S. GLEBE RD	108+81.02	49.88' LT	10.85'
C	S. GLEBE RD	108+86.29	49.80' LT	10.90'
D	S. GLEBE RD	108+91.56	49.71' LT	11.35'
E	S. GLEBE RD	108+81.12	57.88' LT	11.49'
F	S. GLEBE RD	108+86.44	57.81' LT	11.54'
G	S. EADS ST	300+60.51	27.82' LT	11.40'
H	S. EADS ST	300+65.51	27.76' LT	11.10'
I	S. EADS ST	300+70.51	27.70' LT	11.12'
J	S. EADS ST	300+75.50	27.64' LT	11.45'
K	S. EADS ST	300+76.34	27.65' LT	11.47'
L	S. EADS ST	300+65.56	35.76' LT	11.66'
M	S. EADS ST	300+70.56	35.70' LT	11.68'
N	S. EADS ST	300+90.12	40.41' LT	11.33'
O	S. EADS ST	300+86.67	44.17' LT	10.94'
P	S. EADS ST	300+80.58	38.97' LT	11.58'
Q	S. EADS ST	300+87.04	44.50' LT	11.51'
R	S. EADS ST	300+83.43	47.98' LT	10.87'
S	S. EADS ST	300+80.33	51.94' LT	11.13'
T	S. EADS ST	300+78.01	55.11' LT	11.05'
U	S. GLEBE RD	108+69.94	49.94' LT	10.97'

ELEVATION TABLE - SB S. EADS ST/ WB S. GLEBE RD  
 OUTER ISLAND

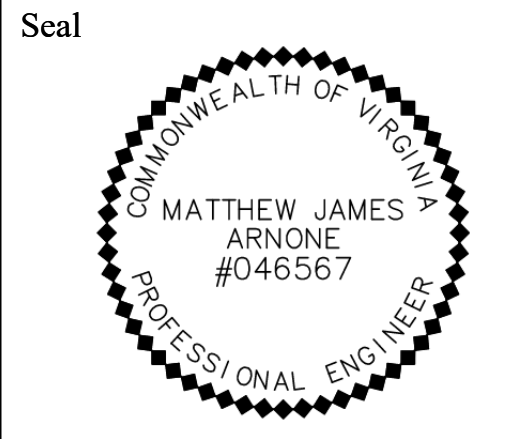
**NOTES**

1. See "BASELINE" column for Station/Offset data reference
2. Elevations along curb lines always indicate top of proposed curb elevations
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APPROVALS	DATE
<i>[Signature]</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>[Signature]</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>[Signature]</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>[Signature]</i> TE&O BUREAU CHIEF	08/26/2022
<i>[Signature]</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

CURB RAMP DETAILS  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET

DESIGNED: MJA  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T085-148-07-Curb\_Details.dwg  
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 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

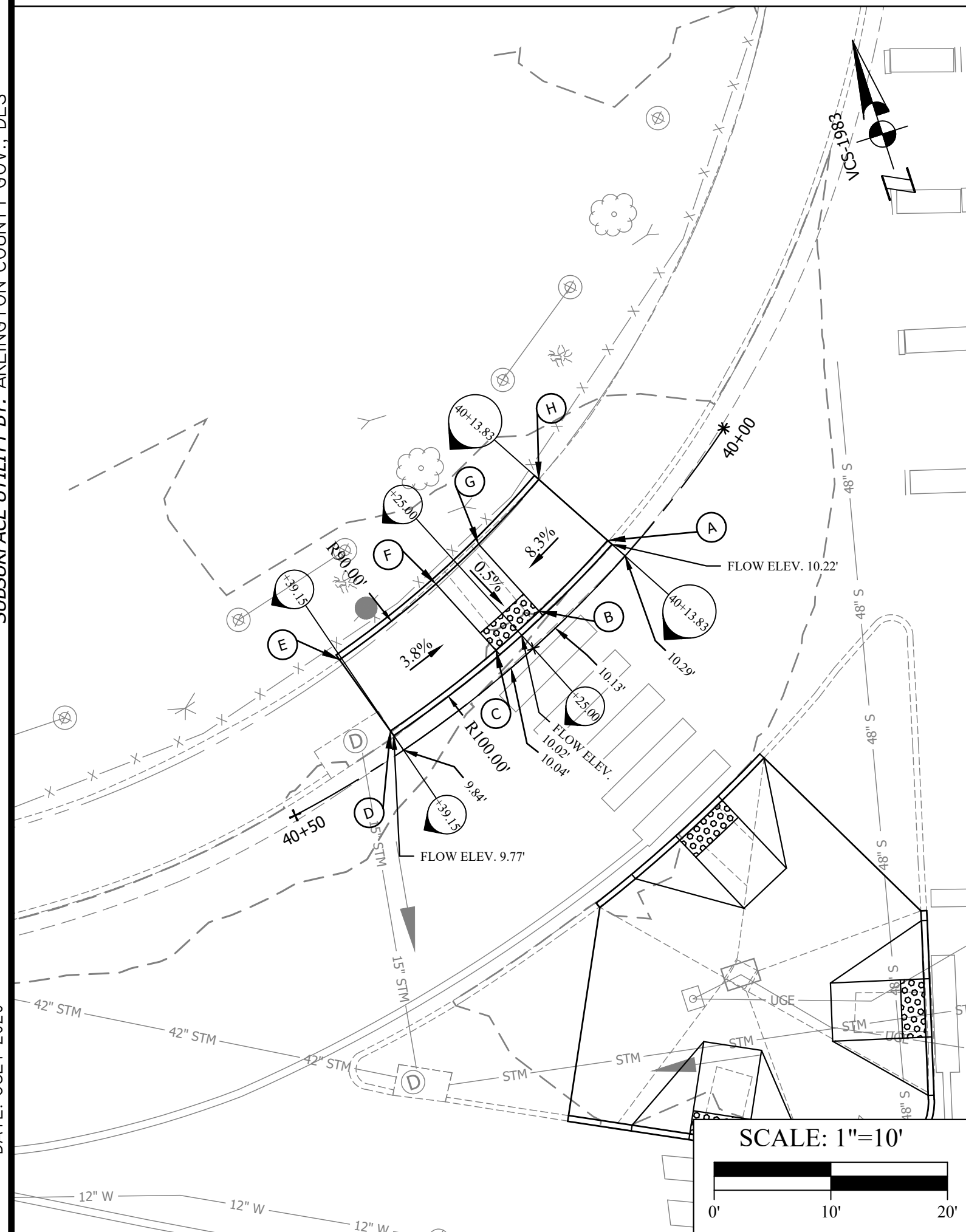
SCALE: AS SHOWN

SHEET 7C of 13A



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

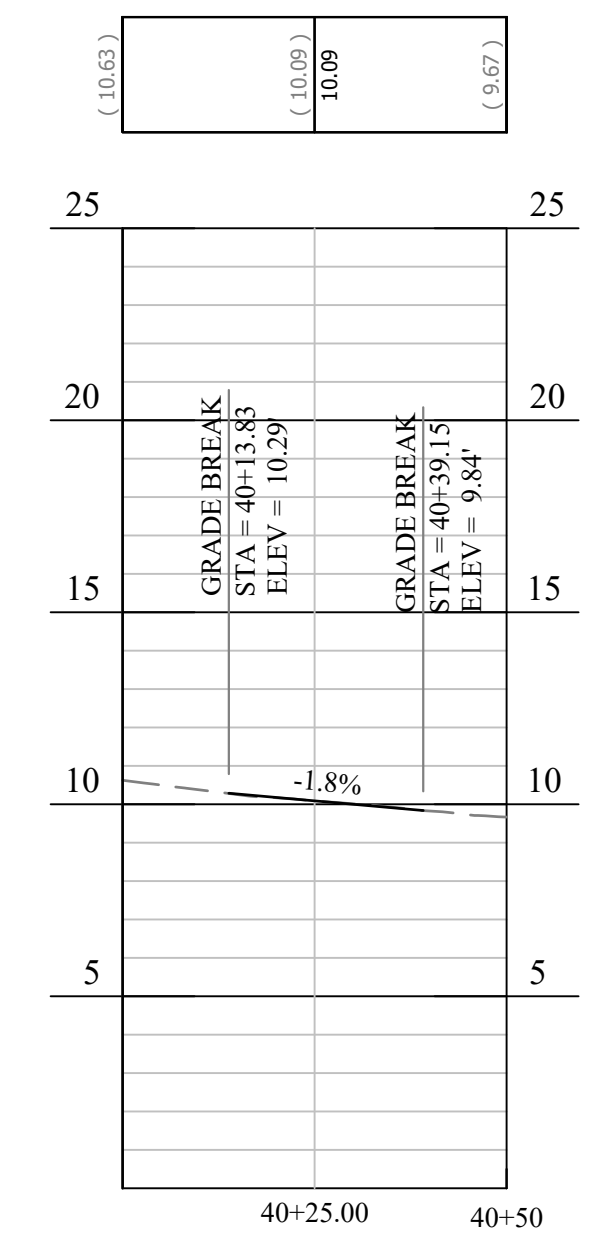
PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



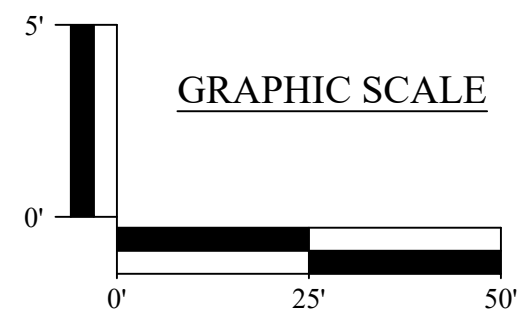
CG-12B - SB S. EADS ST/  
 EB S. GLEBE RD RTE. 120  
 Scale: 1" = 10'

DETAIL 7-6	STA.	OFFSET	WALK ELEV.	TOC ELEV.
A	40+13.83	2.00' RT	10.62'	
B	40+22.46	2.00' RT	10.08'	
C	40+27.54	2.00' RT	9.99'	
D	40+39.15	2.00' RT	10.13'	
E	40+39.37	9.50' RT	10.43'	10.43'
F	40+27.76	9.66' RT	10.03'	10.53'
G	40+22.23	9.75' RT	10.12'	10.62'
H	40+13.83	9.89' RT	10.75'	10.75'

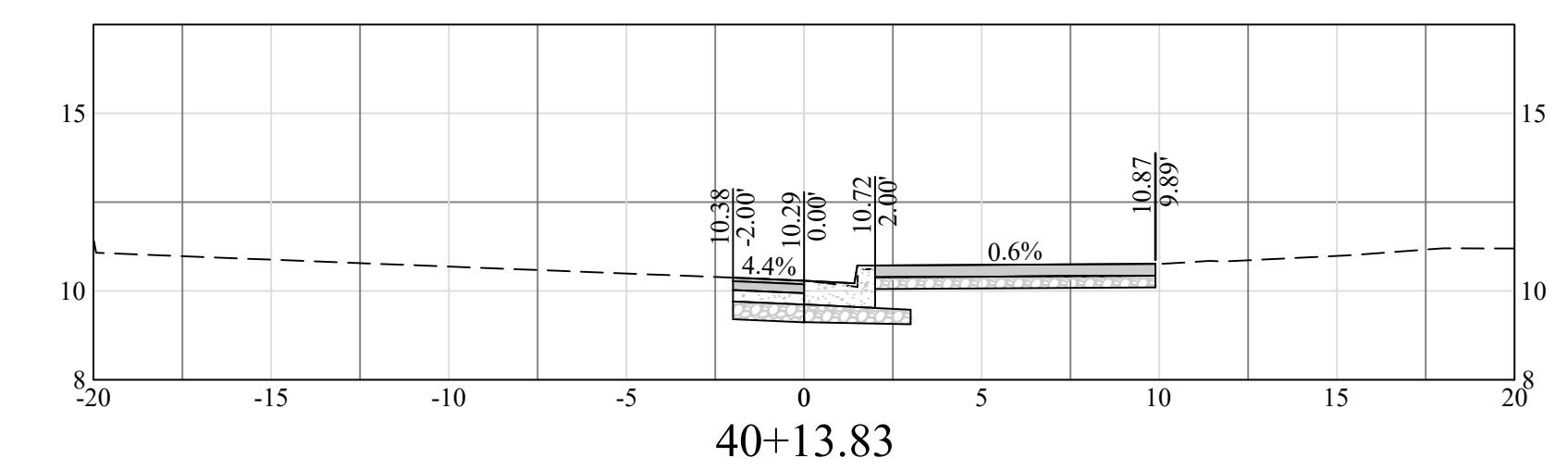
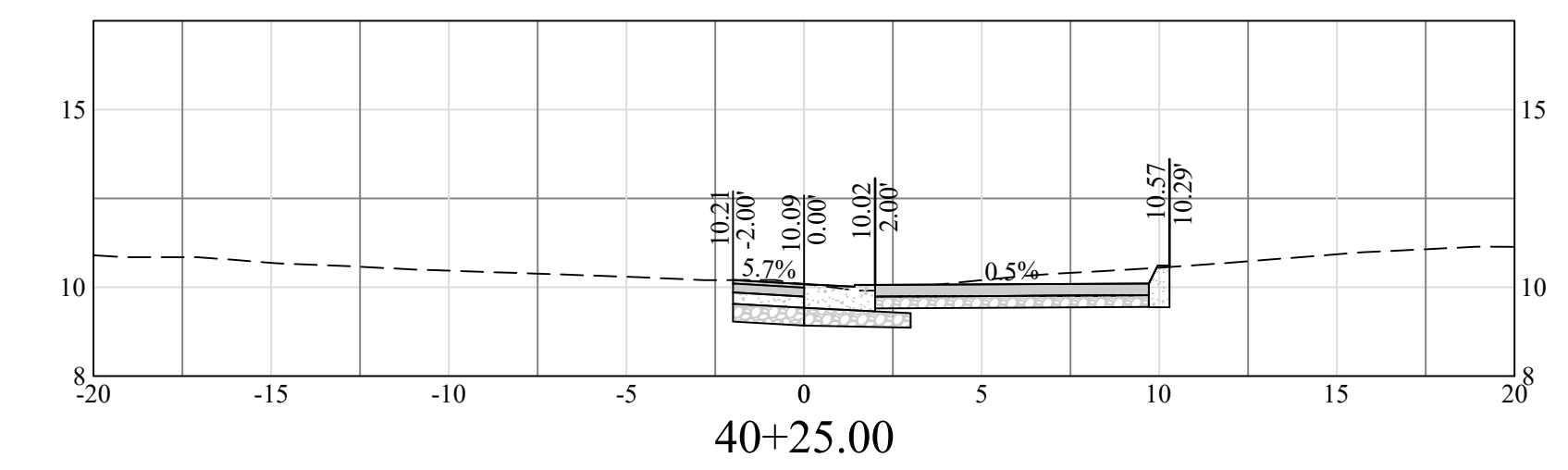
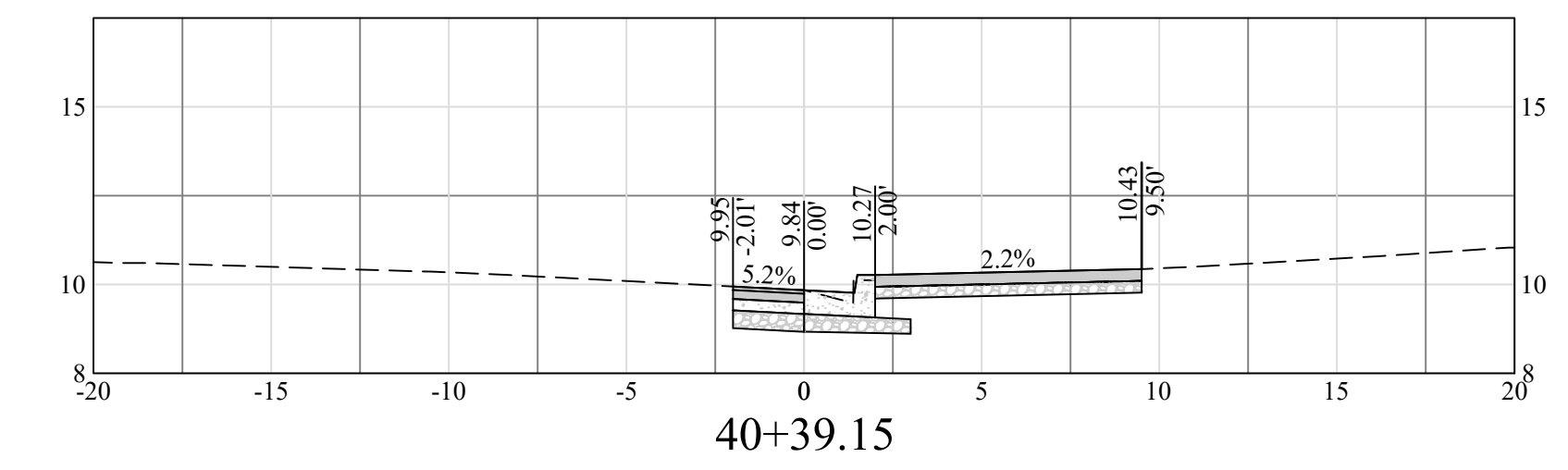
ELEVATION TABLE - SB S. EADS ST/  
 WB S. GLEBE RD



PROFILE VIEW  
 Hor.: 1" = 25'  
 Vert.: 1" = 5'



EOP PROFILE - SB S. EADS ST/  
 WB S. GLEBE RD



CROSS-SECTIONS - SB S. EADS ST/  
 WB S. GLEBE RD  
 Scale: 1" = 5'

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Seal



*Matthew Arnone*  
 08-10-22

APPROVALS	DATE
<i>Matthew Arnone</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
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 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET

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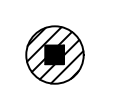


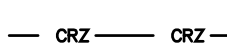
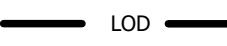
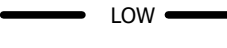
PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: AS SHOWN

SHEET 7D of 13A



# EROSION AND SEDIMENT CONTROL LEGEND

- STORM DRAIN INLET PROTECTION (VESCH STD 3.07)  
- TREE PROTECTION FENCING (DPR STD 131300.1)  
- CRITICAL ROOT ZONE 
- LIMIT OF DISTURBANCE 
- LIMIT OF WORK 



SOILS MAP NTS

SOILS TABLE: SOIL PROPERTIES

SOIL TYPE	SERIES	SLOPE	HSG	SURFACE RUNOFF
URBAN LAND-UDORTHERTS COMPLEX	12	2-15%	N/A	MEDIUM-HIGH

## GENERAL EROSION AND SEDIMENT CONTROL NOTES

- 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 4VAC50-30 EROSION AND SEDIMENT CONTROL REGULATIONS.
- THE PLAN APPROVING AUTHORITY MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
- ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN CLEARING.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- 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.
- 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.
- 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.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
- 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.
- ALL STORM AND SANITARY SEWER LINES NOT IN STREETS ARE TO BE MULCHED AND SEEDED WITHIN 5 DAYS AFTER BACKFILL. NO MORE THAN 500 FEET ARE TO BE OPEN AT ANY ONE TIME.
- ELECTRIC POWER, TELEPHONE AND GAS SUPPLY TRENCHES ARE TO BE COMPACTED, SEEDED AND MULCHED WITHIN 5 DAYS OF BACKFILL.
- ANY DISTURBED AREA NOT 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.
- 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.
- PROTECT TREES DURING CONSTRUCTION OF PROPOSED WORK AS SHOWN. CALL URBAN FORESTER (702-228-1863) PRIOR TO BEGINNING WORK ADJACENT TO TREE. PROCEED WITH WORK AS DIRECTED BY THE ENGINEER IF ANY CONFLICT ARISES WITH PROPOSED WORK.

## GENERAL LAND CONSERVATION NOTES

- NO DISTURBED AREA WILL REMAIN DENUDED FOR MORE THAN 7 CALENDAR DAYS UNLESS OTHERWISE AUTHORIZED BY THE DIRECTOR OR HIS AGENT.
- 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 PERIMETER CONTROLS.
- ALL STORM AND SANITARY SEWER LINES NOT IN STREETS ARE TO BE MULCHED AND SEEDED WITHIN 5 DAYS AFTER BACKFILL. NO MORE THAN 500 FEET ARE TO BE OPEN AT ANY ONE TIME.
- ELECTRIC POWER, TELEPHONE AND GAS SUPPLY TRENCHES ARE TO BE COMPACTED, SEEDED AND MULCHED WITHIN 5 DAYS OF BACKFILL.
- 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.
- DURING CONSTRUCTION, ALL STORM SEWER INLETS WILL BE PROTECTED BY INLET PROTECTION DEVICES, MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.
- ANY DISTURBED AREA NOT COVERED BY NOTE #1 ABOVE AND NOT 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.
- 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.

## POLLUTION PREVENTION NOTES

- 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, 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 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 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.

- 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.

## PROJECT DESCRIPTION:

THE SOUTH GLEBE ROAD INTERSECTION IMPROVEMENTS PROJECT CONSISTS OF REMOVING, REPLACING AND/OR INSTALLING CURB & GUTTER, CONCRETE SIDEWALKS, ADA COMPLIANT CURB CUT RAMPS, INSTALLING NEW SIGNALS, AND STREET LIGHTS. THE LIMIT OF CONSTRUCTION IS WITHIN THE EXISTING RIGHT-OF-WAY. 0.1067 ACRES (4,648 SF) WILL BE DISTURBED DURING CONSTRUCTION, 0.5940 ACRES (25,875 SF) IS WITHIN THE LIMITS OF WORK.

## EXISTING SITE CONDITIONS:

THE HIGHEST POINTS OF THE PROJECT ARE TO THE NORTH AND SOUTH ON S EADS ST. THE ENTIRE PROJECT IS IN THE FOUR MILE RUN WATERSHED, EXISTING STORM SEWER SYSTEMS ULTIMATELY OUTFALL TO FOUR MILE RUN. THE SOIL WITHIN THE PROJECT LIMITS IS URBAN LAND-UDORTHERTS COMPLEX. UDORTHERTS SOILS ARE INDICATIVE OF NON-NATIVE FILL MATERIAL, AND HAVE VARIABLE HYDROLOGIC SOILS GROUPS AND A LOW EROSION POTENTIAL.

## ADJACENT PROPERTIES:

THE ARLINGTON WATER POLLUTION CONTROL PLANT AND WMATA PROPERTIES ARE LOCATED ON EITHER SIDE OF S GLEBE RD AND S EADS ST FOR THEIR LENGTH WITHIN THE PROJECT LIMITS.

## OFF-SITE AREAS:

SOIL STOCKPILES (AS NEEDED) MAY BE KEPT OFF-SITE. STOCKPILES WILL BE STABILIZED WITH TEMPORARY VEGETATION TO PREVENT SOIL LOSS AND SEDIMENT TRANSPORT FROM THE STOCKPILE ITSELF UNTIL NEEDED. PRIOR TO LAND-DISTURBING ACTIVITIES, THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY E&S PLAN TO THE OWNER COVERING ANY OFFSITE STOCKPILE AREA WHICH MUST BE APPROVED BY THE PLAN APPROVING AUTHORITY BEFORE ANY OFF-SITE ACTIVITY COMMENCES.

## CRITICAL EROSION AREAS:

THERE ARE NO STEEP SLOPES OR CRITICAL AREAS LOCATED IN THE AREAS TO BE DISTURBED. THIS PROJECT IS NOT LOCATED WITHIN A RESOURCE PROTECTION AREA (RPA), BUT IS WITHIN ZONE X OF THE FEMA DESIGNATED FOUR MILE RUN FLOODPLAIN. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CLOSELY MONITORED THROUGHOUT THE PROJECT.

## EROSION AND SEDIMENT CONTROL MEASURES:

THE EROSION AND SEDIMENT CONTROL MEASURES FOR THIS PROJECT AREA INCLUDE INLET PROTECTION (VESCH STD. 3.07), DEWATERING BASIN (VESCH STD. 3.26), AND TREE PROTECTION/REMOVAL (VESCH STD. 3.38).

## STRUCTURAL PRACTICES:

THE EROSION AND SEDIMENT CONTROL MEASURES FROM THIS PROJECT AREA INCLUDE INLET PROTECTION (VESCH STD. 3.07), DEWATERING BASIN (VESCH STD. 3.26), AND TREE PROTECTION/REMOVAL (VESCH STD. 3.38).

- STORM DRAIN INLET PROTECTION - VESCH STD. 3.07:** A SEDIMENT FILTER OR AN EXCAVATED IMPOUNDING AREA AROUND A STORM DRAIN DROP INLET OR CURB INLET, IN LIEU OF INLET PROTECTION SHOWN IN DETAILS ON SHEET 5A, A GUTTERBUDDY® OR EQUIVALENT MAY BE USED.
- DEWATERING BASIN - VESCH STD. 3.26:** A TEMPORARY SEDIMENT AND FILTERING DEVICE FOR WATER WHICH IS DISCHARGED FROM DEWATERING ACTIVITIES. DEWATERING BASIN WILL BE PLACED AS NEEDED AT THE DISCRETION OF THE CONTRACTOR. IN LIEU OF DEWATERING BASIN SHOWN IN DETAILS ON SHEET 5A, AN ALTERNATIVE OPTION FROM THE ARLINGTON COUNTY PLANNING & FIELD GUIDE FOR POLLUTION PREVENTION MAY BE USED.
- TREE PROTECTION - VESCH STD. 3.38:** PROTECTION OF DESIRABLE TREES FROM MECHANICAL AND OTHER INJURY DURING LAND DISTURBING AND CONSTRUCTION ACTIVITY.

## PERMANENT STABILIZATION:

ALL OF THE AREA DISTURBED WITH THIS PLAN WILL BE PERMANENTLY STABILIZED. ALL UNPAVED AREAS WILL BE STABILIZED WITH GRASS OR MULCH.

## STORMWATER RUNOFF CONSIDERATIONS:

THE EXISTING STORM SEWER SYSTEM WILL BE USED TO DRAIN THE STORMWATER RUNOFF.

## EROSION & SEDIMENT CONTROL PROGRAM:

- 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.
- THE SEDIMENT MEASURES ARE INTENDED TO PROVIDE CONTROL DURING THE FINAL STAGES OF IMPROVEMENTS. IT IS ANTICIPATED THAT PHASE-ONE CONTROLS WILL REMAIN IN PLACE UNTIL THEIR REMOVAL IS REQUIRED TO CONSTRUCT THE PROPOSED IMPROVEMENTS.
- NO DISTURBED AREA WILL REMAIN DENUDED FOR MORE THAN 7 CALENDAR DAYS UNLESS OTHERWISE AUTHORIZED BY ARLINGTON COUNTY.
- 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 14 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.
- DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO AN APPROVED FILTERING DEVICE.
- 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.
- 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.
- DURING CONSTRUCTION, ALL STORM SEWER INLETS WILL BE PROTECTED BY INLET PROTECTION DEVICES, MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.

- ALL PRACTICES AND CONTROL DEVICES DESCRIBED HEREON, 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:
  - CONTRACTOR SHALL EVALUATE THE SITE TO DETERMINE EXTENSIVE CUT AND FILL AREAS, AND SHALL WORK THOSE AREAS TO MINIMIZE THE EXTENT OF HEAVY EQUIPMENT WORK. CONTRACTOR SHALL STRIVE TO BRING AREAS TO GRADE (ROUGH OR FINISH) AND TO STABILIZE, BY TEMPORARY OR PERMANENT VEGETATION, THESE DISTURBED AREAS PRIOR TO BEGINNING WORK IN ANOTHER AREA.
  - FILL AREAS SHALL BE COMPACTED COMPLETELY PRIOR TO THE END OF EACH WORK DAY. FILL SLOPE SURFACES SHALL BE LEFT ROUGHENED 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.
  - CUT SLOPE, AS NECESSARY, SHALL BE PROTECTED FROM CONCENTRATED FLOW BY BERMS ABOVE THE SLOPE AND DIRECTED AROUND THE DISTURBED AREA TO STABILIZED OUTLETS.
  - IN NEW PAVEMENT AREAS, PLACE THE AGGREGATE BASE STONE ON THE FINISH SUBGRADE AT THE EARLIEST POSSIBLE TIME.

## MAINTENANCE PROGRAM:

THE FOLLOWING IS A PROGRAM OF MAINTENANCE FOR THE CONTROLS SPECIFIED IN THIS NARRATIVE AND ON THE PLAN:

- THE SITE SUPERINTENDENT OR HIS/HER REPRESENTATIVE SHALL MAKE A VISUAL INSPECTION OF ALL 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 INSURE 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.
- 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.
- THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PREVENT MUD AND/OR OTHER DEBRIS FROM BEING ENTERED ONTO EXISTING SWM/BMP FACILITIES OR DOWN STREAM 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.
- AFTER CONSTRUCTION OPERATIONS HAVE ENDED, ALL DISTURBED AREAS SHALL BE STABILIZED. UPON APPROVAL OF THE COUNTY INSPECTOR, SEDIMENT CONTROLS SHALL BE REMOVED AND THE GROUND PERMANENTLY STABILIZED WITH VEGETATION WITHIN 30 DAYS.

## TEMPORARY SEEDING:

TEMPORARY SEEDING, SEEDING RATES AND DATES SHALL CONFORM TO COASTAL PLAIN REQUIREMENTS DETAILED IN TABLE 3.31-B OF THE VESCH. LIMING SHALL BE BASED ON TABLE 3.31-B 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.

## PERMANENT SEEDING (TURF):

PERMANENT SEEDING (TURF), SEEDING RATES AND DATES SHALL CONFORM TO COASTAL PLAIN REQUIREMENTS DETAILED IN TABLE 3.32-E OF THE VESCH. IF SOD IS TO BE USED LIEU OF PERMANENT SEEDING (TURF), REFERENCE SODDING NOTE BELOW.

## SODDING:

SODDED AREAS SHALL BE BROUGHT TO FINAL GRADE IN ACCORDANCE WITH THE APPROVED PLANS. SOIL TEST SHOULD 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 AND ENSURE GENETIC PURITY. SOD SHALL NOT BE LAID IN EXCESSIVELY WET OR DRY WEATHER OR ON FROZEN GROUND. SOD SHALL BE INSTALLED PER PAGE III-339 OF THE VESCH, WITHIN 36 HOURS OF DELIVERY.

## DUST CONTROL:

DUST SHALL BE CONTROLLED USING A VARIETY OF METHODS TO INCLUDE 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.

## UTILITY INSTALLATION:

UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:

- NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.
- EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
- 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.
- MATERIAL USED FOR BACKFILLING TRENCHES SHALL BE PROPERLY COMPACTED IN ORDER TO MINIMIZE EROSION AND PROMOTE STABILIZATION.
- RE-STABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.
- APPLICABLE SAFETY REGULATIONS SHALL BE COMPLIED WITH.

## TREE PROTECTION:

IN THE EVENT OF DAMAGE TO TREE PROTECTION FENCE AND/OR A TREE WITHIN THE TREE PROTECTION LIMITS, REPAIR DAMAGE IMMEDIATELY. WHENEVER MAJOR ROOT OR BARK DAMAGE OCCURS, REMOVE SOME FOLIAGE TO REDUCE THE DEMAND FOR WATER AND NUTRIENTS. 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 TOP-SOIL SHALL BE SPREAD OVER THE EXPOSED AREA. TO TREAT BARK DAMAGE, CAREFULLY CUT AWAY ALL LOOSENED BARK BACK INTO THE UNDAUNAGED AREA, TAPER THE CUT AT THE TOP AND BOTTOM, AND PROVIDE DRAINAGE AT THE BASE OF THE WOUND (PLATE 3.38-8). ALL TREE LIMBS DAMAGED DURING CONSTRUCTION OR REMOVED FOR ANY OTHER REASON SHALL BE CUT OFF ABOVE THE COLLAR AT THE PRECEDING BRANCH JUNCTION (PLATE 3.38-8). CARE FOR SERIOUS INJURIES SHALL BE PRESCRIBED BY A FORESTER OR A TREE SPECIALIST.

	SITE AREA TABULATION									
	LOW		ESC LOD		SWM LOD		EX IMPERVIOUS*		PR IMPERVIOUS*	
	AC	SF	AC	SF	AC	SF	AC	SF	AC	SF
VDOT ROW	0.5647	24599	0.1019	4439	0.0070	305	0.0883	3847	0.0953	4152
ARLINGTON ROW	0.0293	1276	0.0048	209	0	0	0.0046	200	0.0046	200
TOTAL	0.5940	25875	0.1067	4648	0.0070	305	0.0929	4047	0.0999	4352

\* NOTE: IMPERVIOUS COVER MEASURED WITHIN ESC LOD, ALL AREA WITHIN ESC LOD WHICH IS NOT IMPERVIOUS IS CONSIDERED MANAGED TURF.

FOR ALL DETAILS AND SPECIFICATIONS, SEE THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK





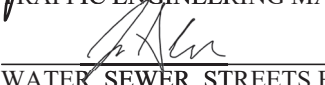


DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
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Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS DATE

-  08/19/2022  
TRAFFIC SIGNAL ENGINEER
-  08/24/2022  
TRAFFIC ENGINEERING MANAGER
-  9/1/22  
WATER SEWER, STREETS BUREAU CHIEF
-  08/26/2022  
TECO BUREAU CHIEF
-  08/29/2022  
TRANSPORTATION DIRECTOR

Revisions Date

Revisions	Date

EROSION & SEDIMENT CONTROL NOTES

S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

DESIGNED: MJD  
DRAWN: MJD  
CHECKED: TIS  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T08S-148-08-Erosion\_and\_Sediment\_Control\_Notes  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

PLOTTED: June 06, 2022  
PLOTTED BY: kmita

SCALE: N.T.S.

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
SUBSURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES  
PROJECT MANAGER: ANDREW HAYES, PE, PTDE (571-243-1120) DATE: JULY 2020  
SURVEYED BY: ARLINGTON COUNTY GOV., DES



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES. DATE: JULY 2020

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

APPLICATION DATES	SEED	APPLICATION RATES
Sept. 1 - Feb. 15	50/50 Mix of Annual Ryegrass (Datum multi-florum) & Cereal (Winter) Rye (Secale cereale)	50 - 100 (lb/acre)
Feb. 15 - Apr. 30	Annual Ryegrass (Datum multi-florum)	60 - 100 (lb/acre)
May 1 - Aug. 31	German Millet	50 (lb/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 50 lbs. / 1,000 sq. ft.)

**NOTE:**

- A soil test is necessary to determine the actual amount of lime required to adjust the soil pH of site.
- Incorporate the lime and fertilizer into the top 4 - 6 inches of the soil by disking or by other means.
- 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/aw&h&ms&ubs>

**TABLE 3.32-E**  
 (Revised June 2003)  
**PERMANENT SEEDING SPECIFICATIONS FOR COASTAL PLAIN AREA**

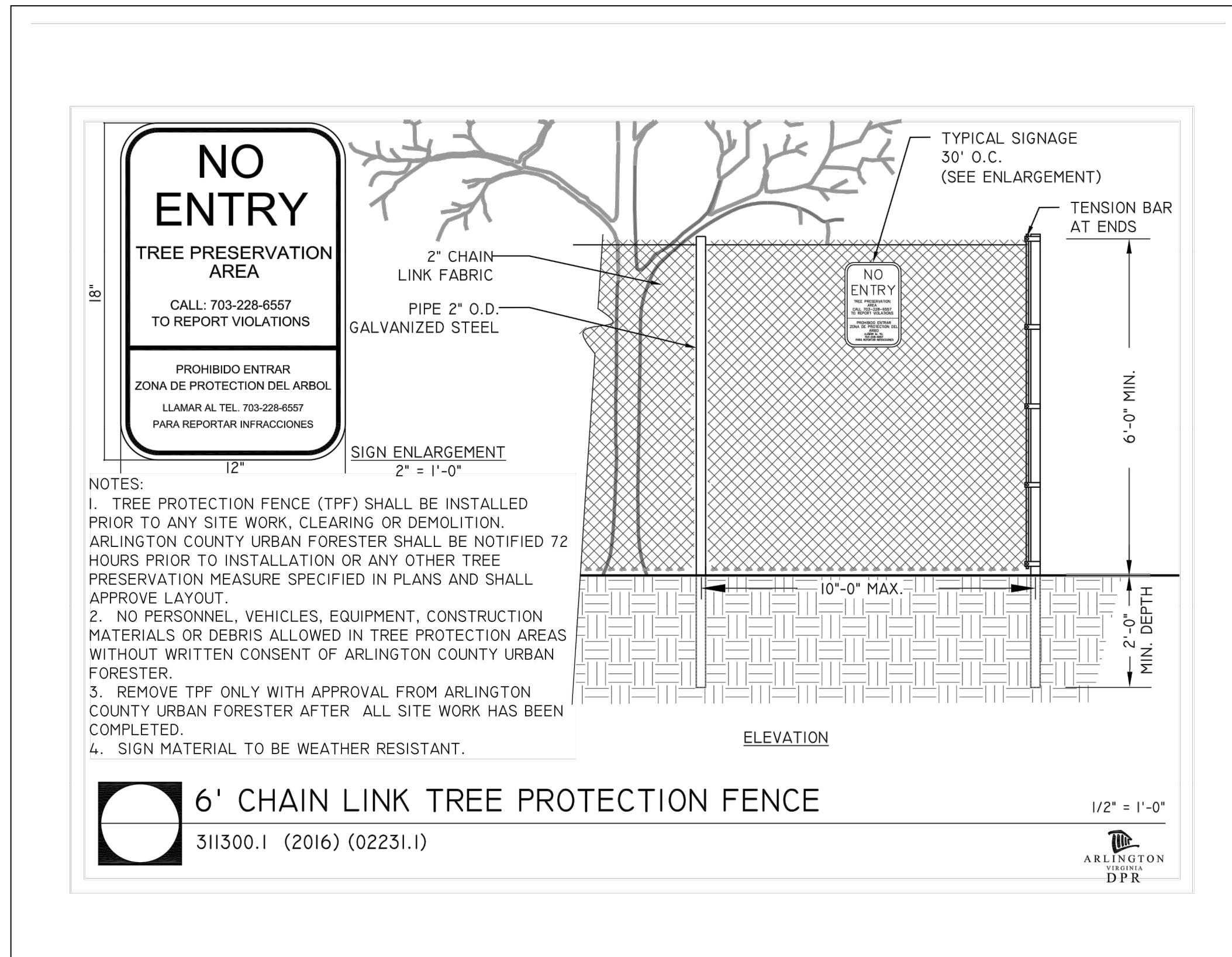
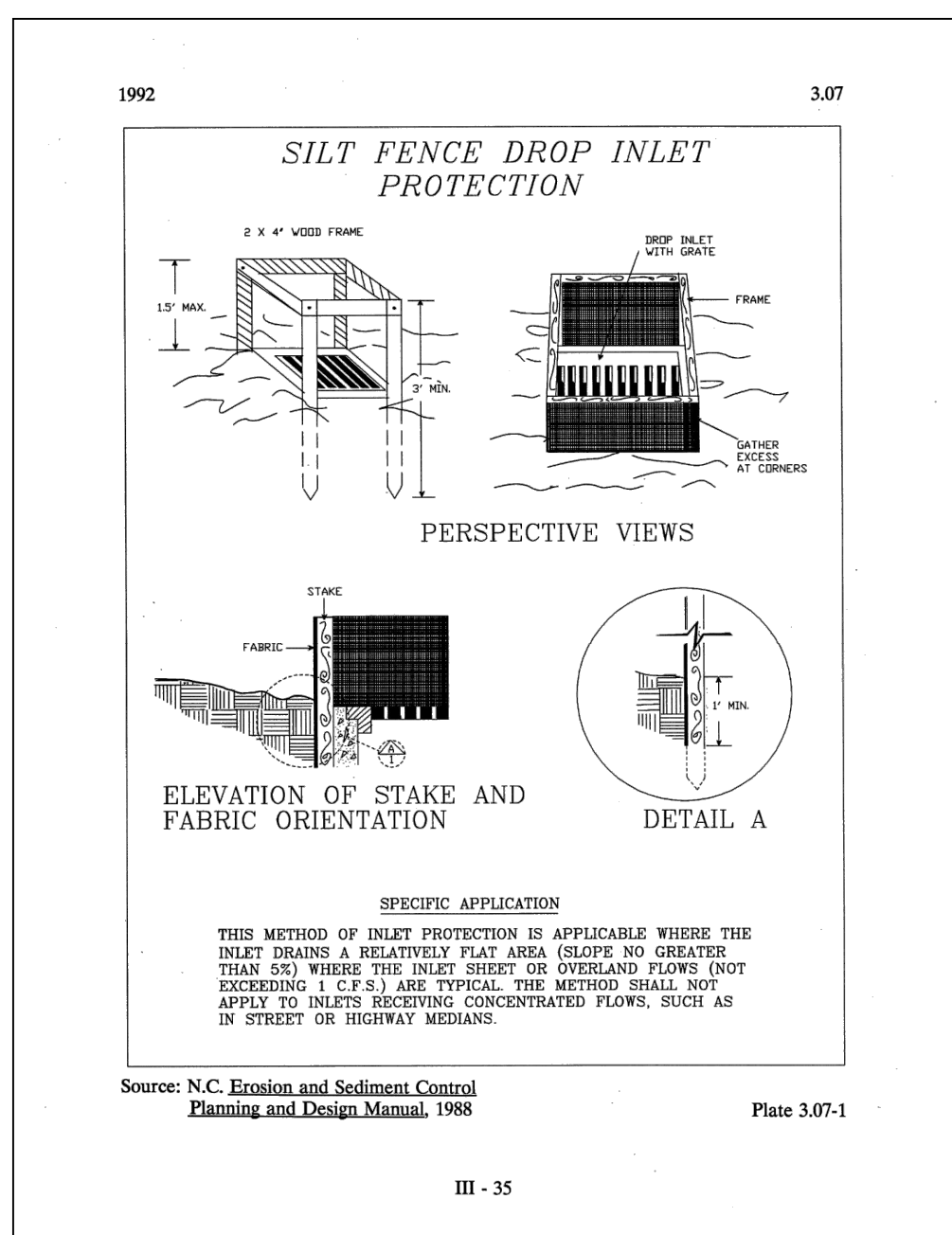
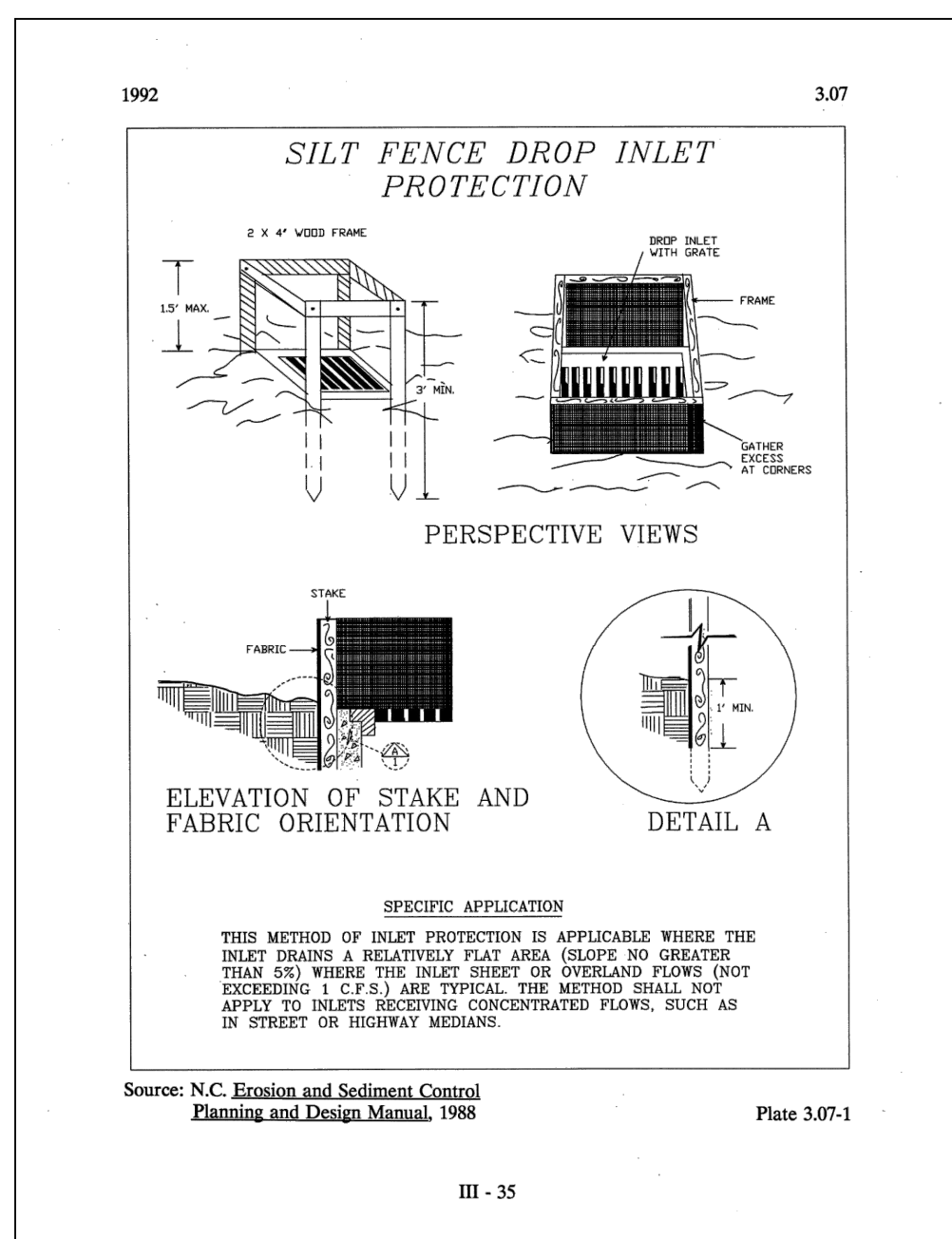
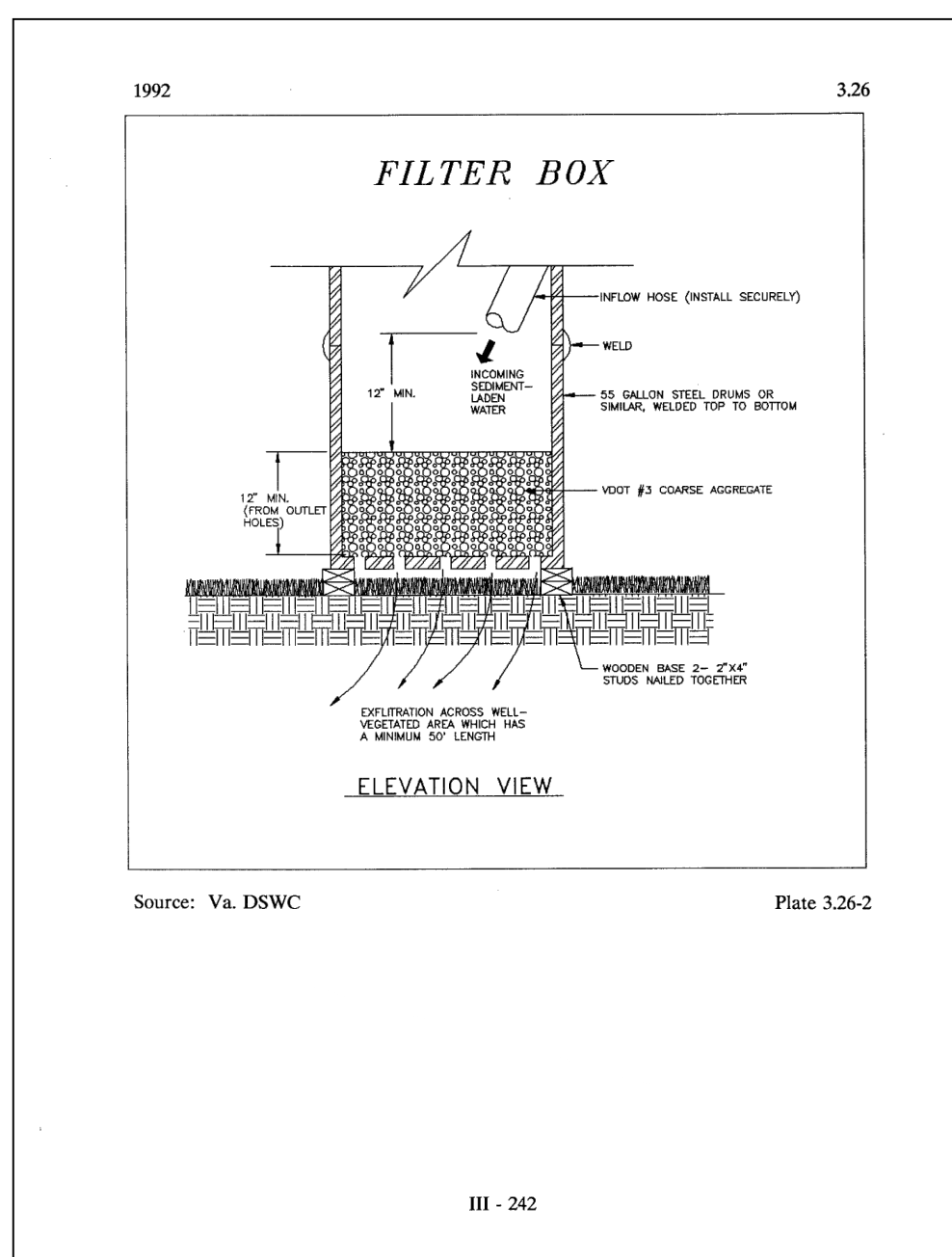
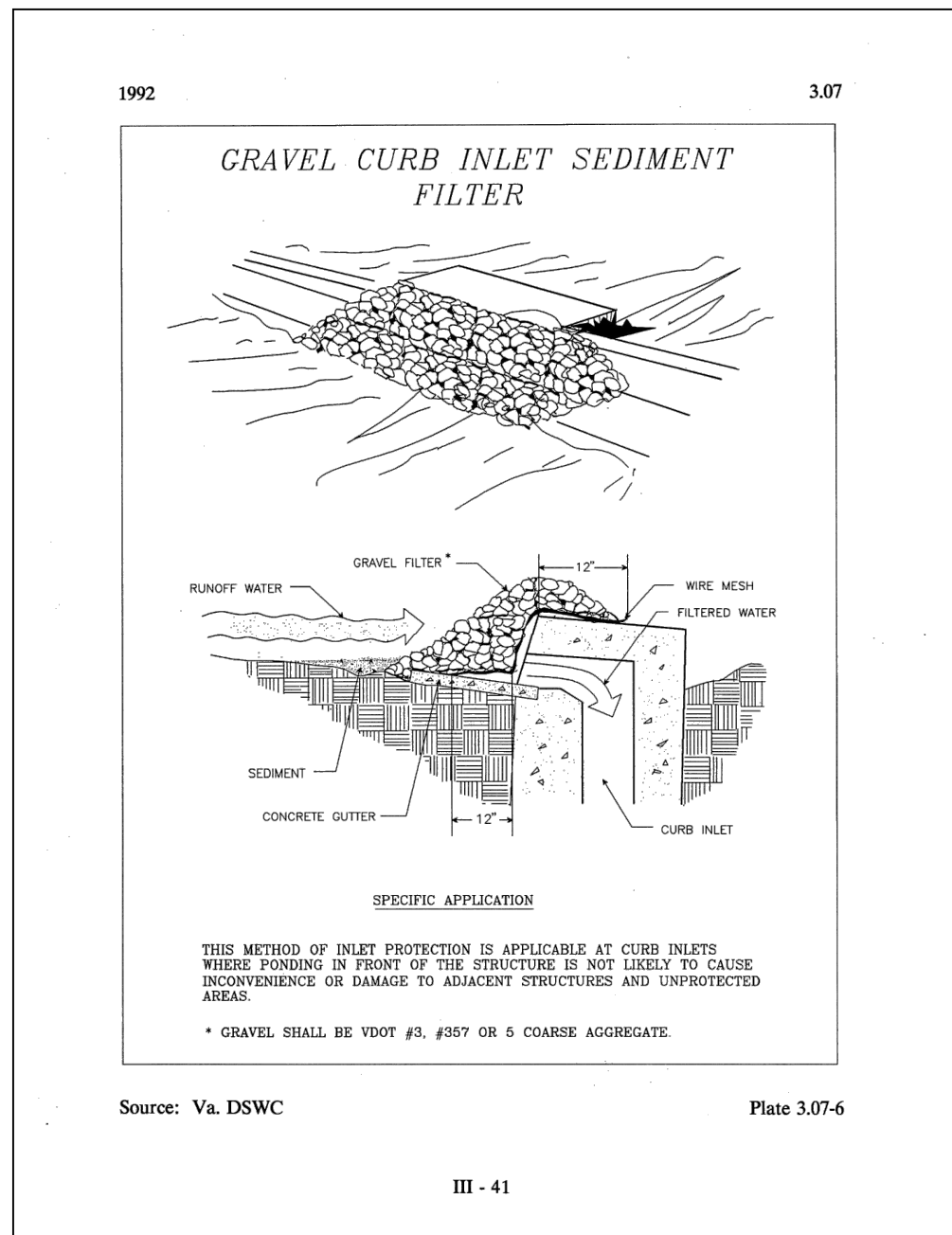
LAND USE	SEED SPECIES	APPLICATION RATES
Minimum Care Lawn (Commercial or Residential)	Tall Fescue <sup>1</sup> or Bermudagrass <sup>1</sup>	175 - 200 lbs.
High-Maintenance Lawn	Tall Fescue <sup>1</sup> or Bermudagrass (seed) or Bermudagrass (by other vegetative establishment method, see Std. & Spec. 3.34)	200-250 lbs. 40 lbs. (unhulled) 30 lbs. (hulled)
General Slope (3:1 or less)	Tall Fescue <sup>1</sup> or Red Top Grass or Creeping Red Fescue or Seasonal Nurse Crop <sup>2</sup>	128 lbs. 2 lbs. 20 lbs. 20 lbs.
Low-Maintenance Slope (Slope: 3:1)	Tall Fescue <sup>1</sup> or Bermudagrass <sup>1</sup> or Red Top Grass or Creeping Red Fescue or Seasonal Nurse Crop <sup>2</sup>	85-108 lbs. 0-15 lbs. 2 lbs. 20 lbs. 20 lbs.
		TOTAL: 150 lbs.

**FERTILIZER & LIME**

- Apply 10-20-10 fertilizer at a rate of 900 lbs. / acre (or 12 lbs. / 1,000 sq. ft.)
- Apply Pulverized Agricultural Limestone at a rate of 2 tons/acre (or 50 lbs. / 1,000 sq. ft.)

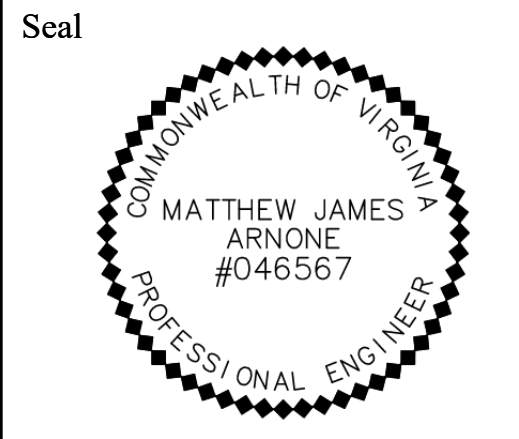
**NOTE:**

- A soil test is necessary to determine the actual amount of lime required to adjust the soil pH of site.
- Incorporate the lime and fertilizer into the top 4 - 6 inches of the soil by disking or by other means.
- 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/aw&h&ms&ubs>



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APPROVALS DATE

<i>Matthew James Arnone</i>	08/19/2022
TRAFFIC SIGNAL ENGINEER	
<i>Paul Nabe</i>	08/24/2022
TRAFFIC ENGINEERING MANAGER	
<i>John A. ...</i>	9/1/22
WATER, SEWER, STREETS BUREAU CHIEF	
<i>...</i>	08/26/2022
TE&O BUREAU CHIEF	
<i>Dennis M. Leach</i>	08/29/2022
TRANSPORTATION DIRECTOR	

Revisions Date


**EROSION AND SEDIMENT CONTROL DETAILS**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: MJD  
 DRAWN: MJD  
 CHECKED: TIS  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-08-Erosion\_and\_Sediment\_Control\_Details  
 PATH: Orders\T01\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: N.T.S.

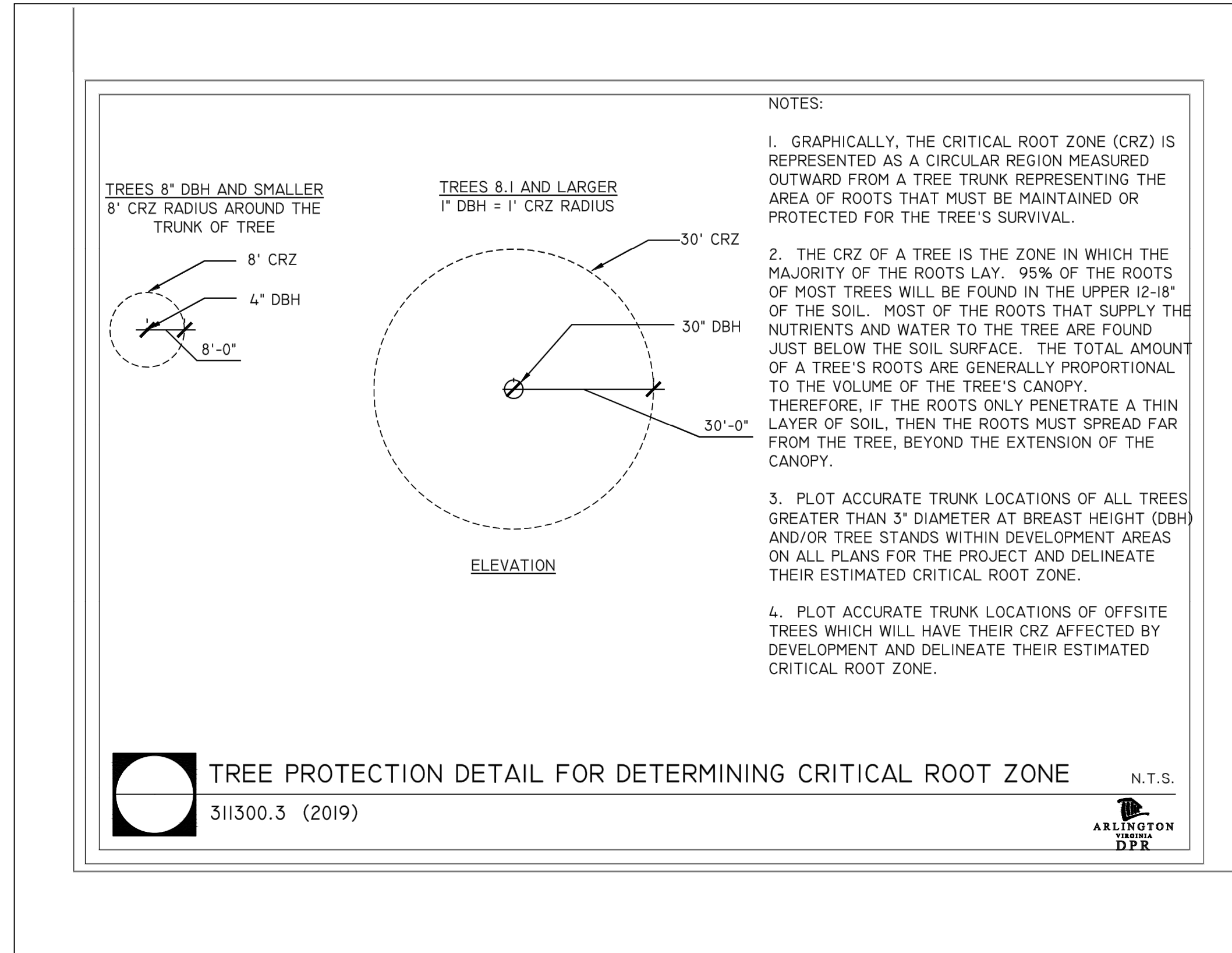
FOR ALL DETAILS AND SPECIFICATIONS, SEE THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK



ARLINGTON COUNTY PRE-STORM EROSION AND SEDIMENT CONTROL CHECKLIST

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



**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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Seal



Matthew Arnone  
 08-10-12

APPROVALS DATE

*Matthew Arnone* 08/19/2022  
 TRAFFIC SIGNAL ENGINEER

*John Nabe* 08/24/2022  
 TRAFFIC ENGINEERING MANAGER

*John Nabe* 9/1/22  
 WATER, SEWER, STREETS BUREAU CHIEF

*John Nabe* 08/26/2022  
 T&O BUREAU CHIEF

*Dennis M. Leach* 08/29/2022  
 TRANSPORTATION DIRECTOR

Revisions Date

Revisions	Date

EROSION AND SEDIMENT CONTROL DETAILS  
 S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

DESIGNED: MJD  
 DRAWN: MJD  
 CHECKED: TIS  
 MISS UTILITY TRANSMITTAL #: xxx

FILENAME: T08S-148-08-Erosion\_and\_Sediment\_Control\_Not  
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 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: N.T.S.

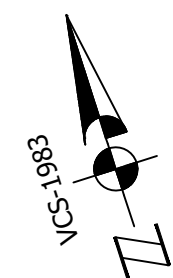
SHEET 8B of 13A

FOR ALL DETAILS AND SPECIFICATIONS, SEE THE VIRGINIA EROSION & SEDIMENT CONTROL HANDBOOK



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTDE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



DEPARTMENT OF ENVIRONMENTAL SERVICES

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 Fax: 703.228.3719



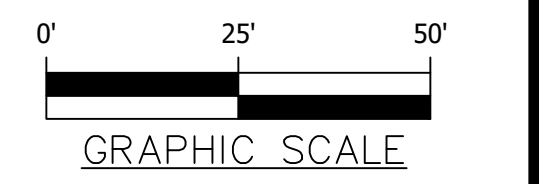
APPROVALS	DATE
<i>Andrew Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John Nicks</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**EROSION & SEDIMENT CONTROL PLAN**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: MJD  
 DRAWN: MJD  
 CHECKED: TIS  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T085-148-08-Erosion\_and\_Sediment\_Control\_Mat  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: marnone

SCALE: Hor.: 1"=25'



SHEET 8C of 13A

**EROSION AND SEDIMENT CONTROL LEGEND**

- STORM DRAIN INLET PROTECTION (VESCH ST'D 3.07)
- TREE PROTECTION FENCING (DPR ST'D 311.300.1)
- CRITICAL ROOT ZONE
- LIMIT OF DISTURBANCE
- LIMIT OF WORK

Curve Data - S. Glebe Road  
 Delta: 05°19'48"  
 Radius: 5729.58'  
 Length: 533.00'  
 Tangent: 266.69'  
 Chord Bearing: S 56°54'34" E  
 P.C.C. 307+68.38  
 P.C.C. 313+01.38

**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
 D.B. 361, Pg. 372  
 RPC 37036002

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 D.B. 1810, Pg. 345  
 RPC 37026005

**THE COUNTY BOARD OF ARLINGTON COUNTY, VIRGINIA**  
 D.B. 1299, Pg. 580  
 RPC 38006004

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 D.B. 1810, Pg. 345  
 RPC 37026005

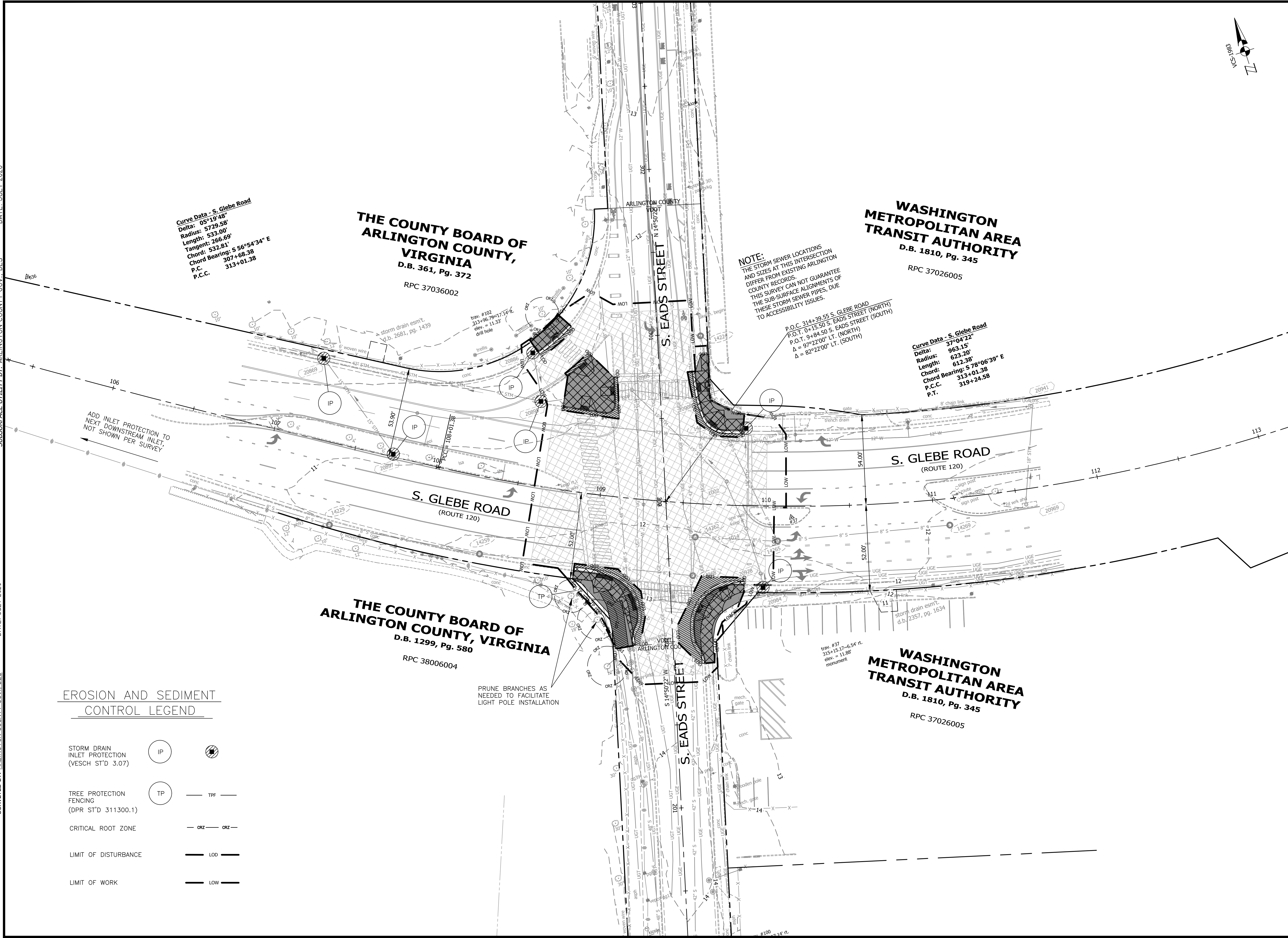
NOTE:  
 THE STORM SEWER LOCATIONS AND SIZES AT THIS INTERSECTION DIFFER FROM EXISTING ARLINGTON COUNTY RECORDS. THIS SURVEY CAN NOT GUARANTEE THE SUB-SURFACE ALIGNMENTS OF THESE STORM SEWER PIPES, DUE TO ACCESSIBILITY ISSUES.

P.O.C. 314+39.55 S. GLEBE ROAD  
 P.O.T. 0+15.50 S. EADS STREET (NORTH)  
 P.O.T. 9+84.50 S. EADS STREET (SOUTH)  
 Δ = 97°22'00" LT. (NORTH)  
 Δ = 82°22'00" LT. (SOUTH)

Curve Data - S. Glebe Road  
 Delta: 37°04'22"  
 Radius: 963.15'  
 Length: 623.30'  
 Chord: 612.38'  
 Chord Bearing: S 78°06'39" E  
 P.C.C. 313+01.38  
 P.C.C. 319+24.58  
 P.T.

PRUNE BRANCHES AS NEEDED TO FACILITATE LIGHT POLE INSTALLATION

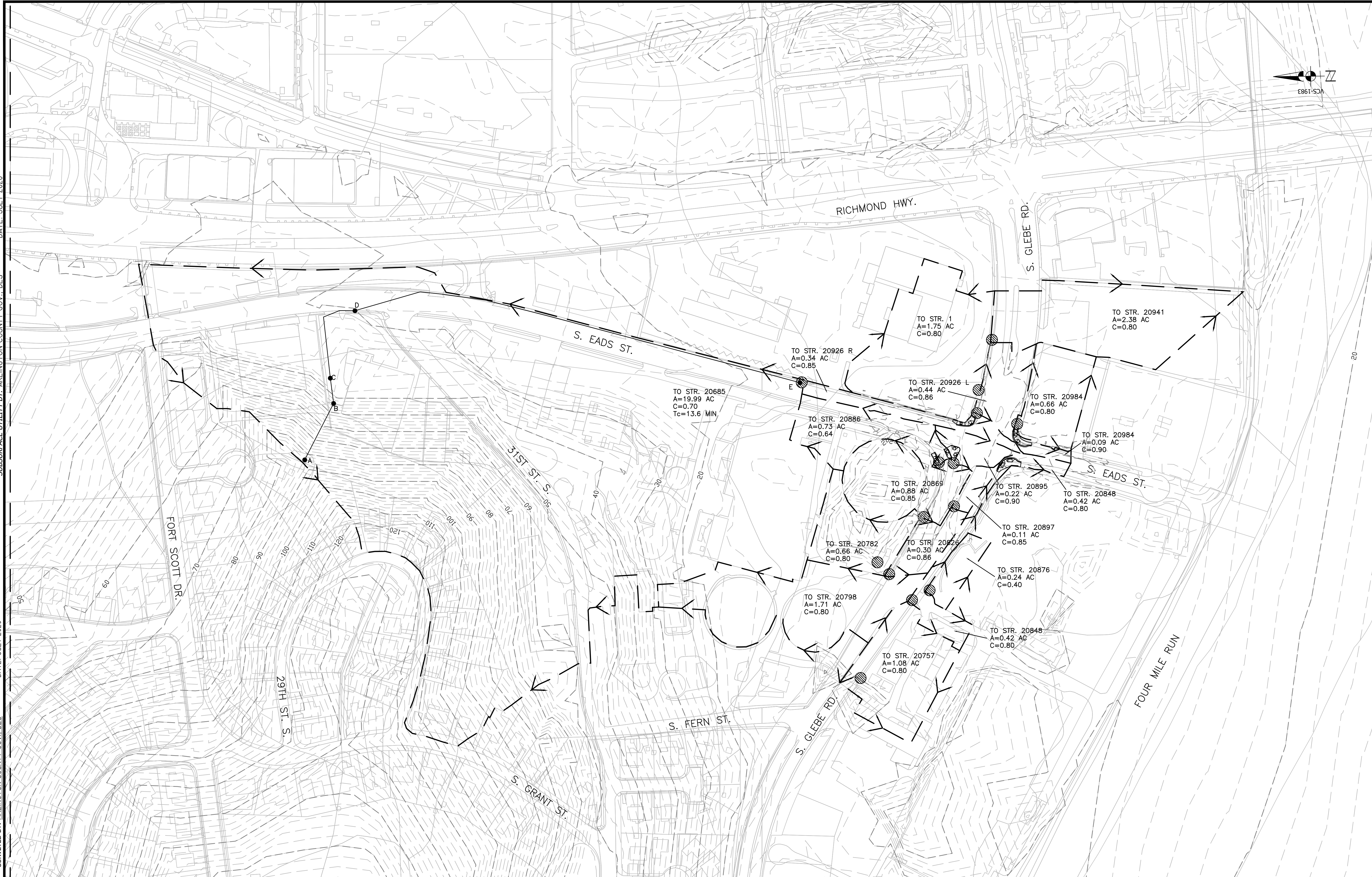
ADD INLET PROTECTION TO NEXT DOWNSTREAM INLET, NOT SHOWN PER SURVEY





DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



- LEGEND**
- DRAINAGE DIVIDE
  - Tc PATH
  - INLET LOCATION

NOTE: FOR THOSE TIMES OF CONCENTRATION NOT GRAPHICALLY SHOWN, A Tc OF 5 MINUTES IS USED.



DEPARTMENT OF ENVIRONMENTAL SERVICES  
 Transportation Engineering and Operations Bureau  
 2100 Clarendon Boulevard, Suite 900  
 Arlington, VA 22201  
 Phone: 703.228.3344  
 Fax: 703.228.3719



*Matthew Arnone*  
 08-26-22

APPROVALS	DATE
<i>Andrew Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John Nicks</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**DRAINAGE DIVIDES**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: MJD  
 DRAWN: MJD  
 CHECKED: TIS  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-09-Storm\_Sewer\_Analysis.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmita

SCALE: Hor.: 1"=100'











**STORMWATER MANAGEMENT NARRATIVE**

THIS PROJECT IS AN INTERSECTION IMPROVEMENT OF THE SOUTH GLEBE ROAD AND SOUTH EADS STREET. IMPROVEMENTS ARE LOCATED AT EACH OF THE FOUR CORNERS OF THE INTERSECTION. IMPROVEMENTS CONSIST OF THE INSTALLATION OF SIGNALS WITH UPDATED VEHICLE DETECTION, CCTV, EMERGENCY VEHICLE PREEMPTION, ACCESSIBLE PUSHBUTTON SYSTEMS FOR PEDESTRIANS AND IMPROVED INTERSECTION LIGHTING. NEW PAVEMENT MARKINGS AND SIGN UPGRADES ARE ALSO INCLUDED. THE SITE DRAINS TO THE POTOMAC RUN-FOURMILE RUN (PL25) WATERSHED. THE PROJECT FALLS WITHIN ARLINGTON COUNTY AND VDOT RIGHT-OF-WAY. THE RIGHT-OF-WAY ALONG SOUTH GLEBE ROAD IS CONTROLLED BY VDOT. PROJECT FUNDING WAS ESTABLISHED AFTER TO 7/1/2012, THEREFORE THE PROJECT IS SUBJECT TO THE PART IIB TECHNICAL CRITERIA, DETAILED UNDER THE VIRGINIA ADMINISTRATIVE CODE 870. SINCE THE PROJECT IS LESS THAN 2,500 SF, IT IS EXEMPT FROM WATER QUALITY ANALYSIS

**WATER QUALITY**  
THE PROJECT HAS A TOTAL OF 0.0070 ACRES OF DISTURBED AREA FOR SWM PURPOSES, EXCLUDING OFFSITE STAGING AREAS AND PROPOSED MILLING AND OVERLAY AREAS. THE DISTURBED AREA IS WITHIN VDOT RIGHT-OF-WAY. MILL AND OVERLAY IS CONSIDERED TO BE A MAINTENANCE ACTIVITY SINCE THE SUB GRADE MATERIAL WILL NOT BE DISTURBED.

THE PRE-REDEVELOPED CONDITIONS AND POST-DEVELOPMENT CONDITIONS CONSIST OF MANAGED TURF AND IMPERVIOUS COVER. WITHIN VDOT RIGHT-OF-WAY, THE PROPOSED STREET IMPROVEMENTS CREATE A SMALL INCREASE IN IMPERVIOUS COVER (FROM 0.0883 ACRES OF EXISTING IMPERVIOUS TO 0.0953 ACRES OF PROPOSED IMPERVIOUS).

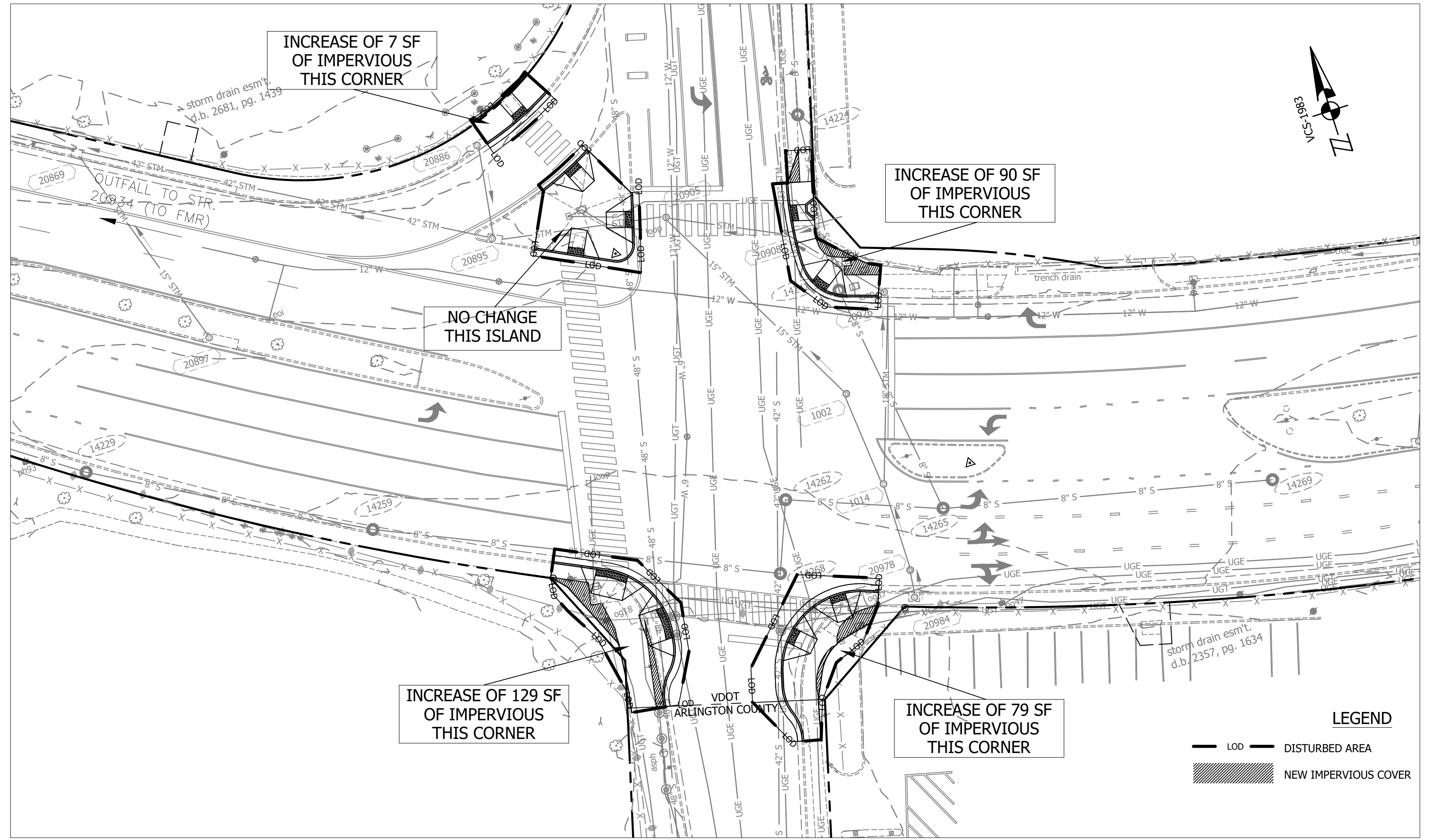
**WATER QUANTITY**  
THE PROJECT HAS ONE OUTFALL SHOWN IN THE POST-REDEVELOPMENT CONDITIONS MAP ON THIS SHEET. OUTFALL TO STR. 20934 IS AN EXISTING 42-INCH TRUNK LINE THAT CONVEYS ALL OF THE PROJECT SITE, INCLUDING THE ROADWAY DRAINAGE.

AS SHOWN IN THE DRAINAGE CALCULATIONS (SEE SHEET 9B) THE EXISTING SYSTEM DOES NOT HAVE ADEQUATE CAPACITY TO HANDLE THE 10-YEAR, 24-HOUR DESIGN STORM. THERE ARE SEVERAL PIPES UNDER PRESSURE FLOW CAUSING HGL ISSUES, MOSTLY NEAR THE OUTFALL TO STR. 20934. HOWEVER, THE NET INCREASE OF ONSITE IMPERVIOUS AREA IS NEGLIGIBLE AND THUS THE SYSTEM WILL CONTINUE TO FUNCTION AS IT CURRENTLY DOES.

THERE HAVE BEEN NO REPORTED FLOODING ISSUES WITHIN THE PROJECT AREA. THE SITE IS LOCATED ADJACENT TO THE FOUR MILE RUN FLOOD WALL AND THE PROJECT IS WITHIN THE 100-YEAR FLOODPLAIN, SO THERE IS A RISK FOR FLOODING WITH LOWER FREQUENCY STORM EVENTS. THE PRE AND POST DEVELOPMENT RUNOFF HAS BEEN ANALYZED TO ENSURE THERE ARE NO INCREASES IN THE 100-YEAR FLOW TO FOUR MILE RUN PER CHAPTER 60-1.1.C OF THE COUNTY CODE. COMPUTATIONS ARE PROVIDED BELOW.

**DRAINAGE**  
SOUTH GLEBE ROAD IS CLASSIFIED AS AN URBAN PRINCIPAL ARTERIAL WITHOUT SHOULDER WITH A DESIGN SPEED OF 35 MPH, WHILE SOUTH EADS STREET IS CLASSIFIED AS AN URBAN MAJOR COLLECTOR WITH A DESIGN SPEED OF 30 MPH. THE VDOT DRAINAGE MANUAL (VDM) DICTATES THAT THE DESIGN STORM FOR STORMDRAIN IS THE 10-YEAR FOR ALL ROADS WITHIN THE PROJECT AREA. THE RAINFALL INTENSITIES FOR THE STORMDRAIN ARE BASED ON THE LATEST BDE FACTORS (VDM). THESE FACTORS REPRESENT THE RAINFALL PRECIPITATION FREQUENCY DATA PROVIDED BY NOAA ATLAS 14, VOLUME 2, VERSION 3. INLET COMPUTATIONS UTILIZE A 4 IN/HR INTENSITY, WITH SPREAD LIMITED TO HALF OF THE DIVING LANE PLUS THE GUTTER WIDTH AND PONDING DEPTH LIMITED TO ONE INCH BELOW THE TOP OF CURB. STARTING HGL ELEVATIONS ARE BASED ON 0.8D. VELOCITIES FOR PROPOSED PIPES ARE BETWEEN 3 AND 10 FPS. EXISTING PIPE VELOCITIES ARE A MAXIMUM OF 40 FPS PER THE AMERICAN CONCRETE PIPE ASSOCIATION.

SOME INCONSISTENCIES HAVE BEEN NOTED IN THE PROJECT STORM SEWER SURVEY, SPECIFICALLY REGARDING CONNECTIVITY. ASSUMPTIONS HAVE BEEN MADE UTILIZING GIS AND PREVIOUS AS-BUILT PLANS.



**RATIONAL METHOD FLOW COMPUTATIONS**

BASIN: ESC LOD  
 STA/OFFSET: N/A  
 GAGE STATION: Washington Reagan AP  
 DESIGNER: MJD  
 CHECKER: TIS  
 DATE: 10/20/2021

LAND COVER	C	PRE-DEV		POST-DEV	
		A (acres)	CA	A (acres)	CA
Business: Industrial and Commercial	0.8				
Apartments and Townhomes	0.65-0.75				
Schools	0.50-0.60				
Residential-lots up to 10,000 SF	0.40-0.50				
Residential-lots up to 12,000 SF	0.40-0.45				
Residential-lots up to 17,000 SF	0.35-0.45				
Residential-lots 1/2 acre or more	0.30-0.40				
Parks, Cemeteries and Unimproved Areas	0.20-0.35				
Paved and Roof Areas	0.90	0.09	0.08	0.10	0.09
Cultivated Areas	0.50-0.70				
Pasture	0.35-0.45				
Lawns	0.25-0.35				
Forest	0.20-0.30				
Roadway Slopes (2:1) w/ Little or No Vegetated Cover	0.70				
Roadway Shoulder & Ditch Areas w/ Little or No Vegetated Cover	0.50				
Roadway Slopes (2:1) w/ Established Vegetated Cover	0.40				
Roadway Shoulder & Ditch Areas w/ Established Vegetated Cover	0.35	0.01	0.00	0.01	0.00
<b>TOTAL CA:</b>		<b>0.090</b>		<b>0.090</b>	

Tc (min): 13.6

	PRE Q	POST Q	ΔQ
1-YR	0.27	0.27	0.00
2-YR	0.33	0.33	0.00
5-YR	0.39	0.39	0.00
10-YR	0.44	0.44	0.00
25-YR	0.55	0.55	0.00
50-YR	0.65	0.65	0.00
100-YR	0.73	0.73	0.00

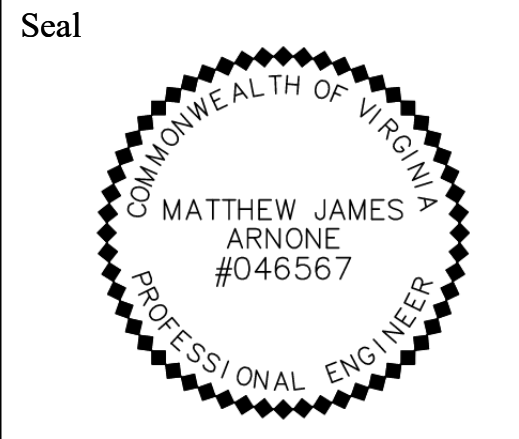
DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



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APPROVALS	DATE
<i>Matthew James Arnone</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
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<i>John N. Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
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<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**STORMWATER MANAGEMENT PLAN**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: MJD  
 DRAWN: MJD  
 CHECKED: TIS  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-09C-SWM.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 06, 2022  
 PLOTTED BY: kmitta

SCALE: Hor.: 1"=25'



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

### STORMWATER POLLUTION PREVENTION PLAN

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

**For Construction Activities At:**  
S. Glebe Road Intersection Improvements  
At S. Eads Street  
Arlington, VA 22202

Latitude: 38.8428 N (decimal degrees)  
Longitude: 77.0547 W (decimal degrees)

**Construction Activity Operator:**  
Insert Company/Organization Name  
Insert Name  
Insert Address  
Insert City, State, Zip Code  
Insert Telephone Number  
Insert Email Address  
Insert 24-hour Emergency Contact

**SWPPP Preparation Date:**  
October 12, 2021

**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: \_\_\_\_\_

Arlington County SWPPP 12/2016 Page 1

PROJECT MANAGER: ANDREW HAYES, PE, PT OE (571-243-1120) SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

### STORMWATER POLLUTION PREVENTION PLAN

**5.0 Potential Sources of Pollution & Pollution Prevention Practices**

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

Arlington County SWPPP 12/2016 Page 4

### STORMWATER POLLUTION PREVENTION PLAN

**1.0 SWPPP Documents Located Onsite & Available for Review**

SWPPP Document Type	Located Onsite & Available for Review?	
Registration Statement	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NA
Notice of Coverage Letter	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> NA
Construction General Permit	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NA
Pollution Prevention Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NA
Erosion & Sediment Control Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> NA
Stormwater Management Plan	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> 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?	
External buildings wash down	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uncontaminated foundation or footing drains	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Uncontaminated excavation dewatering	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Landscape irrigation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Others [describe]	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> 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
<input type="checkbox"/>	Construction Entrance (Std. & Spec. 3.02)			Construction Activity Operator (See Cover Page)
<input type="checkbox"/>	Silt Fence (Std. & Spec. 3.05)			
<input type="checkbox"/>	Culvert Inlet Protection (Std. & Spec. 3.09)			
<input type="checkbox"/>	Outlet Protection (Std. & Spec. 3.18)			
<input checked="" type="checkbox"/>	Temporary Seeding (Std. & Spec. 3.31)	As required	NA	
<input checked="" type="checkbox"/>	Permanent Seeding (Std. & Spec. 3.32)		NA	
<input type="checkbox"/>	Sodding (Std. & Spec. 3.33)			
<input checked="" type="checkbox"/>	Mulching (Std. & Spec. 3.35)		NA	
<input type="checkbox"/>	Safety Fence (Std. & Spec 3.01)			

Arlington County SWPPP 12/2016 Page 2

### STORMWATER POLLUTION PREVENTION PLAN

**Pollution Prevention Practices:**

- 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.
- 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:
- 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

Arlington County SWPPP 12/2016 Page 5

### STORMWATER POLLUTION PREVENTION PLAN

<input checked="" type="checkbox"/>	Storm Drain Inlet Protection (Std. & Spec. 3.08 and/or Arlington County Std. & Spec from approved ESC plan)		
<input checked="" type="checkbox"/>	Dewatering (Std. & Spec. 3.26 and/or Arlington County Std. & Spec from approved ESC plan)		
<input type="checkbox"/>	Turbidity Curtain (Std. & Spec. 3.27 and/or Arlington County Std. & Spec from approved ESC plan)		
<input checked="" type="checkbox"/>	Tree Protection (Arlington County Std. & Spec from approved ESC plan)		
<input type="checkbox"/>	Stream Crossing / Cofferdams (Std. & Spec. 3.25 or on plan)		
<input type="checkbox"/>	Pump Around System (detail on approved plan)		
<input type="checkbox"/>	Rip Rap (Std. & Spec. 3-19)		
<input type="checkbox"/>	Trees, Shrubs, Vines & Ground Covers (Std. & Spec. 3.37)		

**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.

Arlington County SWPPP 12/2016 Page 3

### STORMWATER POLLUTION PREVENTION PLAN

- 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

Arlington County SWPPP 12/2016 Page 6

**ARLINGTON VIRGINIA**

DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal

**APPROVALS** DATE

*Matthew James Arnone* 08/19/2022  
TRAFFIC SIGNAL ENGINEER

*Johnnie N. Nicks* 08/24/2022  
TRAFFIC ENGINEERING MANAGER

*Johnnie N. Nicks* 9/1/22  
WATER, SEWER, STREETS BUREAU CHIEF

*Johnnie N. Nicks* 08/26/2022  
T&O BUREAU CHIEF

*Dennis M. Leach* 08/29/2022  
TRANSPORTATION DIRECTOR

Revisions Date

Revisions	Date

**STORMWATER POLLUTION PREVENTION PLAN**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

TROB

DESIGNED: MJD  
DRAWN: MJD  
CHECKED: TIS  
MISS UTILITY TRANSMITTAL #: xxx

FILENAME: T08S-148-09C-SWM.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

PLOTTED: June 06, 2022  
PLOTTED BY: kmita

SCALE: N.T.S.

SHEET 9D of 13A



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
SUBSURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
SURVEYED BY: ARLINGTON COUNTY GOV., DES

STORMWATER POLLUTION PREVENTION PLAN

- 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 overflowing.

- 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.

STORMWATER POLLUTION PREVENTION PLAN

(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
<input type="checkbox"/>	Exempted – stormwater management retrofit facility or stream restoration project	NA	NA
<input checked="" type="checkbox"/>	Linear development project per Arlington County Chesapeake Bay Total Maximum Daily Load (TMDL) Action Plan <sup>1</sup>	NA	NA
<input type="checkbox"/>	Post-development Stormwater Management Controls provided by a Larger Common Plan of Development or Sale	NA	Common Plan Construction Activity Operator
<input type="checkbox"/>	Rooftop Disconnection		Construction Activity Operator

<sup>1</sup> 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.

STORMWATER POLLUTION PREVENTION PLAN

		(See Cover Page of this SWPPP)
<input type="checkbox"/>	Sheet flow to Vegetated Filter (1 or 2)	
<input type="checkbox"/>	Grass Channel	
<input type="checkbox"/>	Rainwater Harvesting	
<input type="checkbox"/>	Permeable Pavement (1 or 2)	
<input type="checkbox"/>	Infiltration (1 or 2)	
<input type="checkbox"/>	Bio-retention (1 or 2)	
<input type="checkbox"/>	Others [Purchase required nutrient credits.]	

STORMWATER POLLUTION PREVENTION PLAN

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.

- 1<sup>st</sup> Priority: Protect all people
- 2<sup>nd</sup> Priority: Protect equipment and property
- 3<sup>rd</sup> Priority: Protect the environment

- 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.
- Ensure the spill area is safe to enter and that it does not pose an immediate threat to health or safety of any person.
- Stop the spill source.
- Call co-workers and supervisor for assistance and to make them aware of the spill and potential dangers.
- If possible, stop spill from spreading and/or entering storm drains (use absorbent or other materials as necessary).
- If spilled material has entered a storm drain; contact Arlington County Fire Department and project manager.
- Clean up spilled material according to manufacturer specifications, for liquid spills use absorbent materials and do not flush area with water.
- 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: \_\_\_\_\_

STORMWATER POLLUTION PREVENTION PLAN

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?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Are perimeter controls adequately installed and properly maintained?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Are storm drains properly protected / approved inlet protection is in place?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Are all slopes and disturbed areas, including stockpiles, not actively being worked properly stabilized?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Are dewatering operations working properly?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Is construction dust properly controlled?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		
Are mature trees and/or natural areas properly protected?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA		

STORMWATER POLLUTION PREVENTION PLAN

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



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS DATE

*Matthew James Arnone* 08/19/2022  
TRAFFIC SIGNAL ENGINEER

*John N. Nicks* 08/24/2022  
TRAFFIC ENGINEERING MANAGER

*John N. Nicks* 9/1/22  
WATER, SEWER, STREETS BUREAU CHIEF

*John N. Nicks* 08/26/2022  
T&O BUREAU CHIEF

*Donna M. Leach* 08/29/2022  
TRANSPORTATION DIRECTOR

Revisions Date

Revisions	Date

STORMWATER POLLUTION PREVENTION PLAN  
S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET

DESIGNED: MJD  
DRAWN: MJD  
CHECKED: TIS  
MISS UTILITY TRANSMITTAL #: xxx

FILENAME: T08S-148-09C-SWM.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

PLOTTED: June 06, 2022  
PLOTTED BY: kmitta

SCALE: N.T.S.





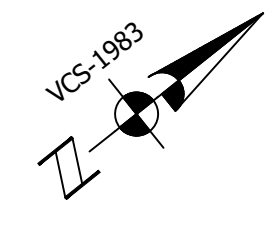
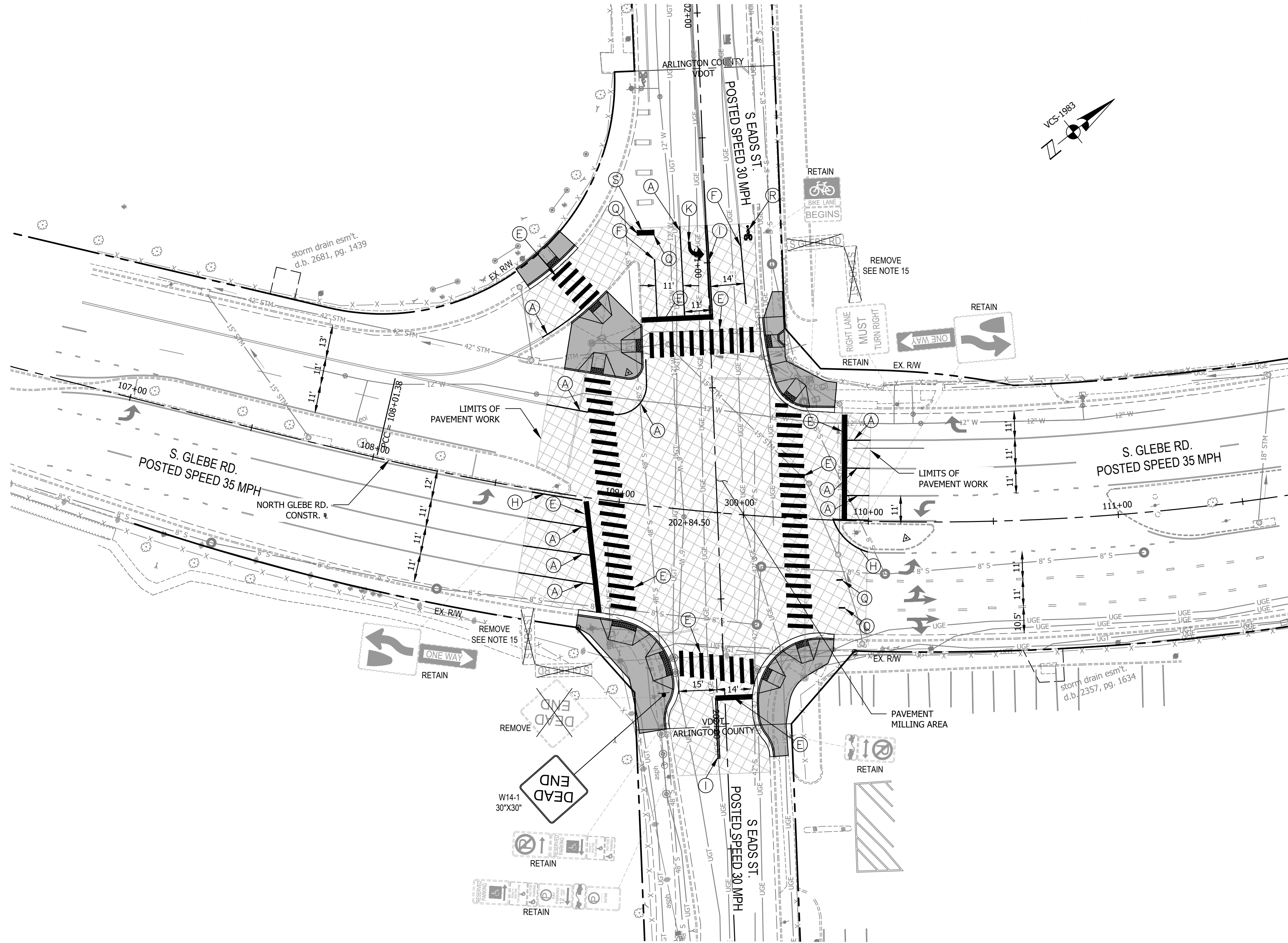


DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

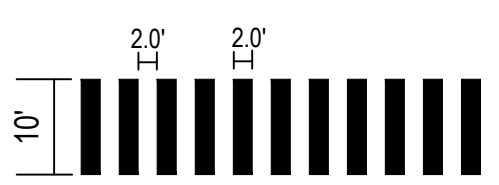
PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

**NOTES:**

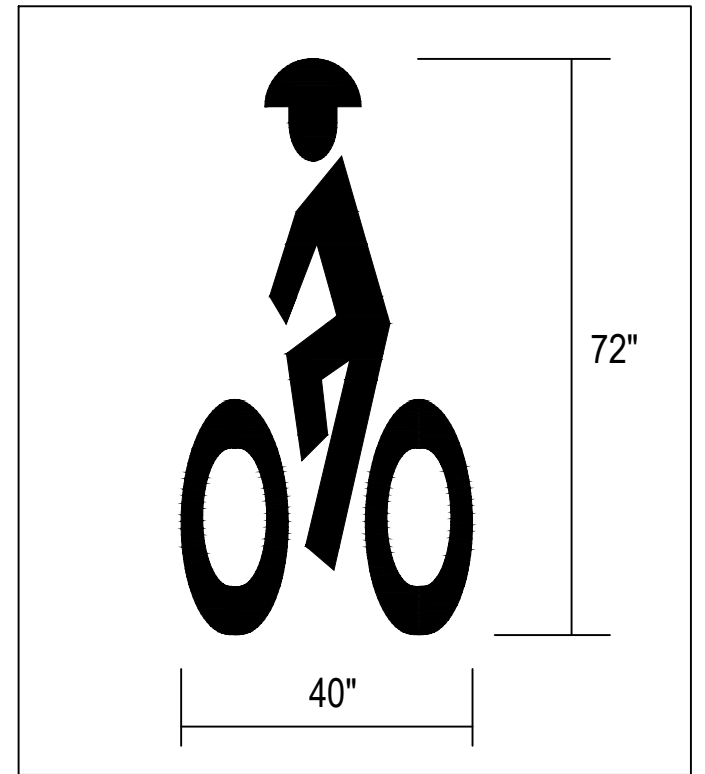
- ALL PROPOSED SIGNING AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MOST CURRENT EDITION OF EACH OF THE FOLLOWING MANUALS, OR THE MOST RECENT REVISION TO:
  - ARLINGTON COUNTY DESIGN STANDARDS
  - THE VIRGINIA SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
  - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE STANDARDS
  - THE VIRGINIA DEPARTMENT OF TRANSPORTATION ROAD AND BRIDGE SPECIFICATIONS
  - THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- UNLESS OTHERWISE APPROVED BY THE ENGINEER OR INDICATED IN THE MAINTENANCE OF TRAFFIC AND SEQUENCE OF CONSTRUCTION PLANS, EXISTING TRAFFIC SIGNS WHICH ARE TO BE RELOCATED SHALL REMAIN IN PLACE UNTIL THE NEW SIGN STRUCTURE IS IN PLACE.
- THE REMOVAL OR MODIFICATION OF EXISTING SIGN PANELS, STRUCTURES, OR FOUNDATIONS SHALL CONFORM TO SECTION 510 OF THE VDOT ROAD AND BRIDGE SPECIFICATIONS.
- NEW MATERIALS AND ITEMS REQUIRED TO COMPLETE THE REMOVAL OR MODIFICATION OF EXISTING ITEMS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL IN ACCORDANCE WITH SECTION 105 OF THE VDOT ROAD AND BRIDGE SPECIFICATIONS.
- ALL EXISTING AND PROPOSED SIGN LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR. ALL PROPOSED SIGN LOCATIONS SHALL BE STAKED BY THE CONTRACTOR FOR REVIEW AND APPROVAL BY THE TRAFFIC ENGINEER PRIOR TO ANY INSTALLATION OR RELOCATION. LOCATIONS SHALL BE MODIFIED IN THE FIELD TO AVOID CONFLICT WITH UNDERGROUND UTILITIES OR OTHER CONSTRUCTIONS.
- NEW SIGN PANELS SHALL BE MEASURED AND PAID FOR IN UNITS OF EACH. THE PRICE SHALL INCLUDE FULL COMPENSATION FOR THE INSTALLATION OF A COMPLETE SIGN STRUCTURE, INCLUDING (BUT NOT LIMITED TO) THE FOUNDATION, SIGN POST, MOUNTING HARDWARE, AND SIGN PANEL.
- LIMITS OF PROPOSED PAVEMENT MARKINGS ARE APPROXIMATE AND SHALL BE MODIFIED IN THE FIELD TO ENSURE THAT PROPOSED PAVEMENT MARKINGS MEET EXISTING MARKINGS. ALL STRIPING, WHERE MATCHING TO EXISTING, SHALL BE DONE IN A MANNER APPROVED BY THE ENGINEER.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED MARKINGS SHOWN HEREIN SHALL BE ERADICATED.
- ALL PAVEMENT MARKINGS SHALL BE TYPE B, CLASS 1 (THERMOPLASTIC), PER ARLINGTON COUNTY STANDARDS, UNLESS OTHERWISE NOTED.
- SPACING BETWEEN DOUBLE SOLID YELLOW LINES IS 4 INCHES.
- STOP BARS SHALL BE 24" IN WIDTH AND MUST BE A MINIMUM OF 4 FEET IN ADVANCE OF A MARKED CROSSWALK.
- CROSSWALKS ARE 10 FEET WIDE UNLESS OTHERWISE NOTED.
- CROSSWALK STRIPES SHALL BE SITUATED OUTSIDE OF THE EXPECTED VEHICULAR WHEEL PATHS FOR THROUGH LANES.
- CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY EXISTING PAVEMENT MARKINGS THAT ARE IMPACTED BY CONSTRUCTION.
- EXISTING STREET NAME SIGNS TO BE REMOVED AND REPLACED WITH STREET NAME SIGNS MOUNTED TO MAST ARMS. SEE SHEET 10A.



**HIGH DENSITY CROSSWALK**



**SEPARATE LANE BICYCLE SYMBOL DETAIL**



**SIGNING LEGEND**

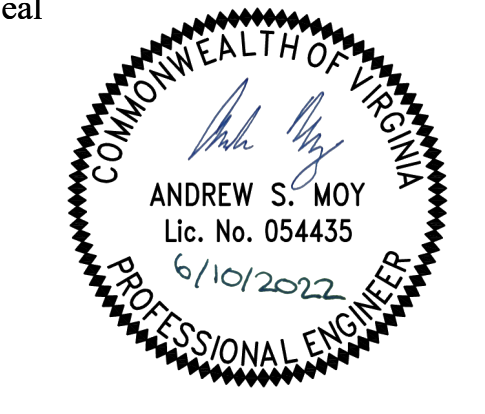
- EXISTING GROUND MOUNT SIGN SUPPORT
- PROPOSED GROUND MOUNT SIGN SUPPORT
- EXISTING BUS STOP
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

**STANDARD PAVEMENT MARKING LEGEND:**

- (A) TYPE B CLASS 1..... WHITE 4" WIDTH
- (B) TYPE B CLASS 1..... WHITE 4" WIDTH, 10' LONG, 30' SPACING
- (C) TYPE B CLASS 1..... WHITE 4" WIDTH, 2' LONG, 10' SPACING
- (D) TYPE B CLASS 1..... WHITE 18" WIDTH
- (E) TYPE B CLASS 1..... WHITE 24" WIDTH
- (F) TYPE B CLASS 1..... WHITE 6" WIDTH
- (G) TYPE B CLASS 1..... YELLOW 4" WIDTH, 10' LONG 30' SPACING
- (H) TYPE B CLASS 1..... YELLOW 4" WIDTH
- (I) TYPE B CLASS 1..... YELLOW 4" WIDTH, DOUBLE LINE, 4" SPACING
- (L) TYPE B CLASS 1..... WHITE 6" WIDTH, 10' SPACING @45 DEGREE
- (K) TYPE B CLASS 1..... WHITE SINGLE ARROW
- (M) TYPE B CLASS 1..... WHITE COMBINATION ARROW
- (N) TYPE B CLASS 1..... WHITE 8' LETTERS
- (O) TYPE B CLASS 1..... WHITE 6" WIDTH, 2' LONG 10' SPACING
- (P) TYPE B CLASS 1..... WHITE 12" WIDTH, 20' SPACING @45 DEGREE
- (Q) TYPE B CLASS 1..... YELLOW 12" WIDTH, 20' SPACING @45 DEGREE
- (R) TYPE B CLASS 1..... WHITE 6" WIDTH, 2' LONG, 4' SPACING
- (S) MMA COLOR SAFE BIKE LANE PAINT, GREEN



DEPARTMENT OF ENVIRONMENTAL SERVICES  
 Transportation Engineering and Operations Bureau  
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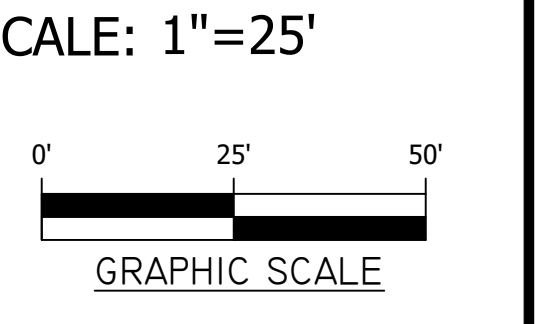


APPROVALS	DATE
<i>Andrew S. Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John N. Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John N. Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John N. Nicks</i> T&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

Signing & Marking Plan  
 ID #148  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET  
 T08S

DESIGNED: ZDH  
 DRAWN: ZDH  
 CHECKED: ASM  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T08S-148-10-Signing and Marking Plan.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 07, 2022  
 PLOTTED BY: jkiser



SHEET 10 of 13A



# Signal Notes

## A. POLES AND FOUNDATIONS

- MAST ARM LENGTH IS TO BE AS SHOWN ON PLAN AND ALL MAST ARMS ARE TO BE FIELD DRILLED ONLY.
- MAST ARM POLES SHALL BE DESIGNED TO THE PROPER HEIGHT TO ACCOMMODATE A STREET LIGHT LUMINAIRE AND INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS.
- MAST ARM POLE FOUNDATIONS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS AND SPECIFICATIONS. ALL POLES SHALL HAVE A MINIMUM 6-BOLT PATTERN.
- AT THE COUNTY'S REQUEST, THE CONTRACTOR SHALL DIG TEST PITS TO VERIFY THAT SIGNAL POLE FOUNDATIONS WILL NOT CONFLICT WITH UNDERGROUND UTILITIES AND THAT FOUNDATIONS WILL FIT WITHIN THE EXISTING RIGHT-OF-WAY.
- SIGNAL POLES AND MAST ARMS SHALL BE NON-ORNAMENTAL. COBRA LIGHTING SHALL BE LED.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING POLE FOUNDATION DESIGNS FOR ANY MAST ARM POLES. THE CONTRACTOR SHALL SUBMIT REQUIRED STRUCTURAL DRAWINGS AND CALCULATIONS FOR REVIEW PRIOR TO STARTING FORM WORK FOR THE FOUNDATIONS.

## B. CONTROLLER AND FOUNDATION

- NEW CONTROLLER CABINETS SHALL INCLUDE BATTERY BACKUP PER ARLINGTON COUNTY REQUIREMENTS.
- CONTROLLER SHALL BE INTELIGHT X-3 AND SHALL BE INSTALLED AND SET AS FOLLOWS:
  - TO REST IN PHASE 2 & 6 GREEN INTERVAL
  - TO START/RESTART IN PHASE 2 & 6 YELLOW CHANGE INTERVAL
- THE CONTROLLER CABINET AND FOUNDATION SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY TRAFFIC SIGNAL & STREETLIGHT SPECIFICATIONS 66-01, 66-02, AND 70-01.
- THE COUNTY WILL PROVIDE SIGNAL TIMINGS TO THE CONTRACTOR FOR THE CONTROLLER WHEN THE INTERSECTION IS TOTALLY PREPARED FOR OPERATION. THE CONTRACTOR SHALL NOTIFY THE COUNTY IN WRITING 10 DAYS IN ADVANCE OF REQUIRING FINAL TIMINGS.

## C. TRAFFIC SIGNAL HEADS

- ALL NEW VEHICULAR SIGNAL SECTIONS SHALL BE 12 INCHES IN DIAMETER CAST ALUMINUM WITH LED DISPLAYS.
- PEDESTRIAN SIGNAL HEAD SECTIONS SHALL BE CAST ALUMINUM WITH LED DISPLAYS (COUNTDOWN).
- ALL SIGNAL HEADS SHALL BE YELLOW IN COLOR.
- ALL SIGNAL HEADS SHALL BE INSTALLED WITH RETROREFLECTIVE BACKPLATES PER VDOT STANDARDS AND SPECIFICATIONS.

## D. DETECTORS

- 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.
- NEW OVERHEAD VIDEO DETECTION SHALL BE INSTALLED IN ACCORDANCE WITH COUNTY REQUIREMENTS. CONTRACTOR TO COORDINATE THE VIDEO DETECTION TYPE WITH THE COUNTY.
- EMERGENCY VEHICLE PRE-EMPTION (EVP) EQUIPMENT (GTT MODEL M711 OR M721), OR APPROVED SUBSTITUTE, SHALL BE INSTALLED COMPLETE WITH DISCRIMINATOR CARDS, WIRING, ETC. IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS.
- EVP TO BE MOUNTED ON VEHICLE HEAD MOUNTING BRACKET OR AS APPROVED BY THE ENGINEER IN THE FIELD. EVP SHALL INCLUDE CONFIRMATION LIGHTS.

## E. CONDUIT, CONDUCTORS, AND ELECTRICAL

- 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.
- 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.
- CONDUIT SYSTEM SHALL BE ADDED TO CONNECT EXISTING COMMUNICATION CABLE PLANT TO THE NEW CONTROLLER CABINET LOCATION AS DIRECTED BY THE COUNTY ENGINEER.
- 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.
- 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.
- CONTRACTOR IS TO VERIFY DEPTHS OF UTILITIES AT PROPOSED CONDUIT CROSSINGS PRIOR TO EXCAVATING CONDUIT TRENCHES OR BORING.
- 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.
- 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.
- NEW CCTV CAMERAS SHALL BE INSTALLED IN ACCORDANCE WITH ARLINGTON COUNTY REQUIREMENTS. CONTRACTOR SHALL CONFIRM MOUNTING LOCATION OF CCTV CAMERA WITH COUNTY PRIOR TO INSTALLATION.
- CONTRACTOR TO VERIFY THE CONDUIT AND % FILL. IF THERE IS NOT ENOUGH CAPACITY IN CONDUIT, THEN THE CONTRACTOR SHALL INSTALL NEW CONDUIT.
- ALL PROPOSED CONDUIT SHALL HAVE #6 AWG (EGC) & TRACER WIRE FOR GROUNDING SYSTEM.
- REMOVE ALL EXISTING UNUSED RISERS, JUNCTION BOXES, AND CABLES.

## F. SIGNS

- ALL MAST ARM SIGNS SHALL BE MOUNTED IN ACCORDANCE WITH ARLINGTON COUNTY STANDARDS. SIGNS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE.
- STREET NAME SIGNS SHALL HAVE A WHITE LEGEND ON GREEN BACKGROUND. CONTRACTOR SHALL SUBMIT SIGN DETAILS TO COUNTY TO REVIEW. THE DIMENSIONS PROVIDED ON PLANS ARE ESTIMATED.

## G. DEMOLITION/SALVAGE

- ALL EXISTING SIGNAL EQUIPMENT IS TO BE REMOVED & RETURNED TO ARLINGTON COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES LOCATED AT 4300 29TH ST S., ARLINGTON, VA 22206.
- ALL EXISTING SIGNAL POLE FOUNDATIONS SHALL BE DEMOLISHED IN ACCORDANCE WITH ARLINGTON COUNTY SPECIFICATIONS. ANY REQUIRED RESTORATION RESULTING FROM THE REMOVAL OF EXISTING SIGNAL INFRASTRUCTURE SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMEDY AND SHALL BE INCIDENTAL TO THE WORK.

## H. COMMUNICATIONS

- EXISTING COUNTY FIBER JUNCTION BOXES AND CONDUITS CONTAIN LIVE FIBER OPTIC CABLES. THE CONTRACTOR SHALL NOT CUT OR DAMAGE THE COUNTY'S EXISTING FIBER CABLES.
- ALL FIBER OPTIC CABLE INSTALLATION, REMOVAL, SPLICING, AND TESTING SHALL BE PERFORMED BY THE COUNTY AT THE CONTRACTOR'S EXPENSE. CONTRACTOR MAY CONTRACT DIRECTLY WITH THE COUNTY'S FIBER CONTRACTORS. UPON REQUEST 703-228-7726, THE COUNTY WILL PROVIDE THE CONTACT INFORMATION FOR CURRENT QUALIFIED COUNTY FIBER CONTRACTORS.
- CONTACT ARLINGTON COUNTY DTS FOR FIBER OPTIC CABLE REMOVAL OR INSTALLATION AT LEAST 10 BUSINESS DAYS IN ADVANCE.
- CONTRACTOR SHALL FURNISH FIBER PATCH PANEL FOR INSTALLATION BY THE COUNTY. FIBER PIGTAIL SHALL BE APPROPRIATE LENGTH TO ALLOW FOR 50 FEET OF SLACK IN EACH INTERMEDIATE JUNCTION BOX. CONTRACTOR SHALL SUBMIT A SHOP DRAWING OF THE PATCH PANEL (INDICATING THE TAIL LENGTH) FOR COUNTY REVIEW PRIOR TO ORDERING.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF PROPOSED JUNCTION BOXES AND CONDUITS INCLUDING ALL APPURTENANCES SUCH AS GROUND RODS, TRACER WIRE, PULL TAPE, ETC.
- ALL NEW CONDUITS SHALL HAVE PULL TAPE INSTALLED BETWEEN JUNCTION BOXES AND TRACER WIRE INSTALLED WITHIN OR BESIDE AT LEAST ONE OF THE CONDUITS. TRACER WIRE SHALL BE CONNECTED TO THE GROUND RODS INSTALLED IN THE ADJACENT JUNCTION BOXES.
- DO NOT SPLICE TRACER WIRE.

## I. INSPECTIONS

- THE CONTRACTOR SHALL CONTACT THE COUNTY CONSTRUCTION MANAGER FOR INSPECTIONS THROUGHOUT CONSTRUCTION AS REQUIRED BY THE CONSTRUCTION MANAGER.
- THE COUNTY SHALL VERIFY POLE LOCATIONS PRIOR TO EXCAVATION. THE CONTRACTOR SHALL NOTIFY MR. SHAHID MOHIUDDIN, 703-228-7555 TO SCHEDULE INSPECTION PRIOR TO EXCAVATION, AND AGAIN PRIOR TO POURING CONCRETE. STAKEOUT IS THE RESPONSIBILITY OF THE CONTRACTOR UNLESS DIRECTED OTHERWISE.
- 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.

## J. ACCESSIBLE PEDESTRIAN SIGNAL (APS) MESSAGES

PUSHBUTTONS FOR CROSSINGS SHALL BE PROGRAMMED TO EMIT THE FOLLOWING INFORMATION SPEECH MESSAGES:

PUSHBUTTON	WAIT MESSAGE	WALK MESSAGE
PB-21, PB-22, PB-61, PB-62	WAIT TO CROSS EADS STREET AT GLEBE ROAD	PERCUSSIVE TONE
PB-41, PB-42, PB-81, PB-82	WAIT TO CROSS GLEBE ROAD AT EADS STREET	PERCUSSIVE TONE

PEDESTRIAN PUSHBUTTON SIGN SHALL BE MOUNTED ABOVE PEDESTRIAN PUSHBUTTON

- PER MUTCD SECTION 4E.11, WHERE TWO ACCESSIBLE PEDESTRIAN SIGNALS ARE SEPARATED BY A DISTANCE OF 10 FEET OR MORE, THE AUDIBLE WALK INDICATION SHALL BE A PERCUSSIVE TONE.
- WHEN THE PEDESTRIAN PRESSES THE PUSHBUTTON, THE WAIT MESSAGE SHALL BE REPEATED FOR THE COMPLETE DURATION OF THE "DON'T WALK" PHASE
- WHEN THE WALK PHASE BEGINS, THE WALK MESSAGE SHALL BE REPEATED FOR THE COMPLETE DURATION OF THE "WALK" PHASE.

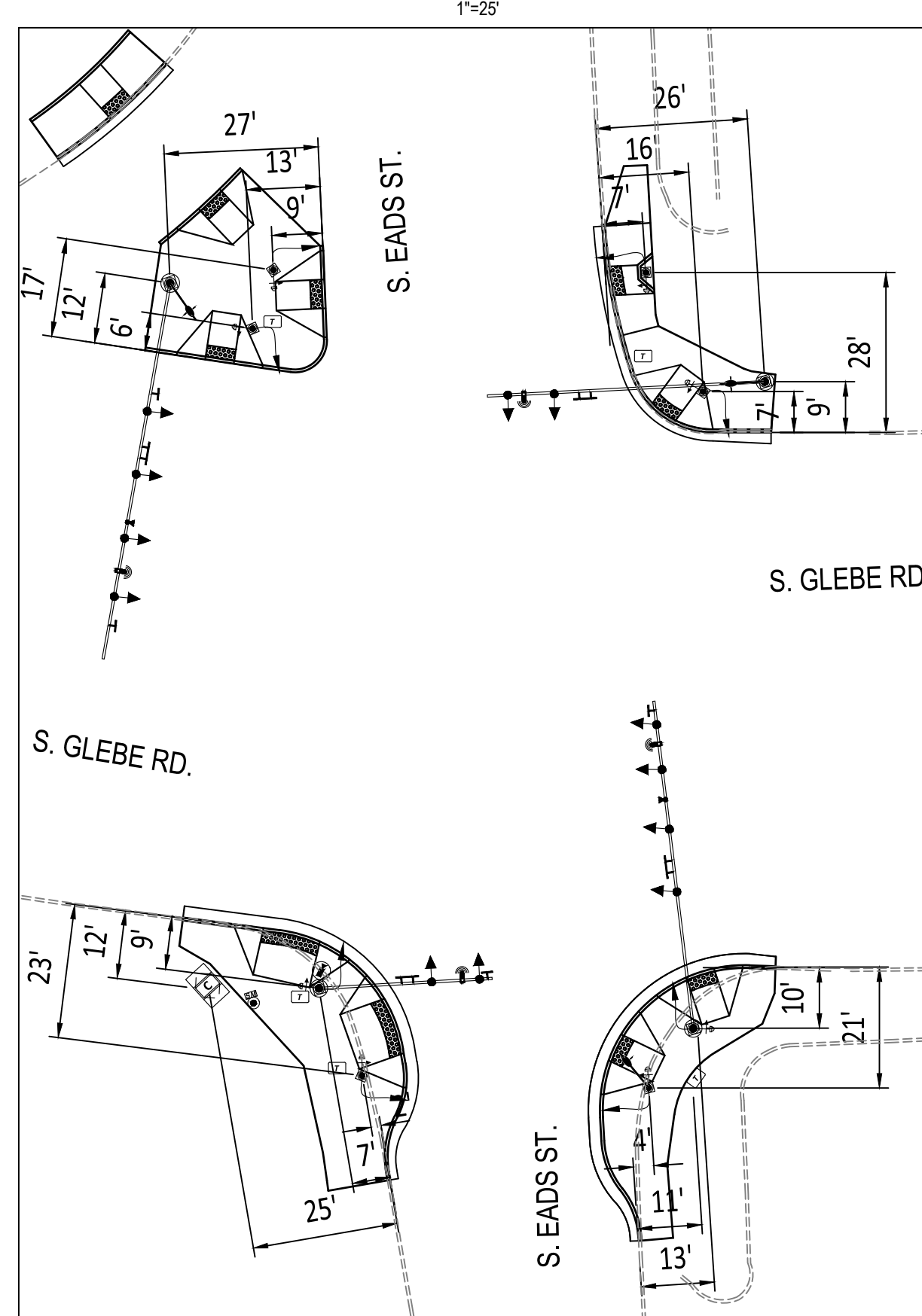
## CLEARANCE INTERVAL CHART

PHASES	2	4	6	8
CALCULATED MINIMUM	YELLOW 4.2	3.9	4.2	3.9
	RED 2.7	3.1	2.7	3.1
CONTROLLER INPUTS	YELLOW 4.2	3.9	4.2	3.9
	RED 2.7	3.1	2.7	3.1

## NOTES:

- THE CALCULATED MINIMUMS SHOWN ON THE CLEARANCE INTERVAL CHART ARE THE CALCULATED MINIMUM INTERVALS USING VDOT MEMORANDUM TE-306 AND DO NOT INCLUDE PHASING OR OTHER CONSIDERATIONS AND ARE NOT TO BE USED IN THE CONTROLLER.

## POLE LOCATION DETAIL



## SIGN DETAIL

1:40

SIGN NUMBER		S-5
WIDTH x HEIGHT	6'-6" x 1'-6"	
BORDER WIDTH	1.5"	
CORNER RADIUS	2.25"	
MOUNTING	Overhead	
BACKGROUND	TYPE: Reflective COLOR: Green	
LEGEND/BORDER	TYPE: Reflective COLOR: White/White	

LETTER POSITIONS (X)		LENGTH	SERIES/SIZE
S			EM 2000
E		6.5'	8
G			EM 2000
L		3.3'	8/6
R			EM 2000
D		13.2'	8/6

## SIGN DETAIL

1:40

SIGN NUMBER		S-8
WIDTH x HEIGHT	6'-6" x 1'-6"	
BORDER WIDTH	1.5"	
CORNER RADIUS	2.25"	
MOUNTING	Overhead	
BACKGROUND	TYPE: Reflective COLOR: Green	
LEGEND/BORDER	TYPE: Reflective COLOR: White/White	

LETTER POSITIONS (X)		LENGTH	SERIES/SIZE
S			EM 2000
E		66.4'	8/6

## CONTROLLER TIMING CHART

PHASE	1	2	3	4	5	6	7	8
MOVEMENT	-	EB SOUTH GLEBE ROAD	-	NB SOUTH EADS ST	-	WB SOUTH GLEBE ROAD	-	SB SOUTH EADS ST
PHASE ON		X		X		X		X
PHASE OFF	X		X		X		X	
INTERVAL	PHASE TIMINGS							
MIN GREEN	-	5.0	-	5.0	-	5.0	-	8.0
PASSAGE	-	-	-	2.0	-	-	-	2.0
YELLOW	-	4.2	-	3.9	-	4.2	-	3.9
RED	-	2.7	-	3.1	-	2.7	-	3.1
MAX 1	-	40.0	-	20.0	-	40.0	-	20.0
MAX 2	-	0.0	-	0.0	-	0.0	-	0.0
MIN GAP	-	-	-	2.0	-	-	-	2.0
TIME BEFORE REDUCTION	-	0.0	-	0.0	-	0.0	-	0.0
TIME TO REDUCE	-	0.0	-	0.0	-	0.0	-	0.0
LEADING PED WALK	-	0.0	-	0.0	-	0.0	-	0.0
PED WALK	-	7.0	-	7.0	-	7.0	-	7.0
PED CLEARANCE	-	11.0	-	29.0	-	14.0	-	28.0
MODE	-	MAX RECALL	-	NON-LOCK	-	MAX RECALL	-	NON-LOCK



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



APPROVALS DATE

Andrew S. Moy 08/19/2022  
TRAFFIC SIGNAL ENGINEER  
John Nabeo 08/24/2022  
TRAFFIC ENGINEERING MANAGER  
9/1/22  
WATER, SEWER, STREETS BUREAU CHIEF  
08/26/2022  
TE&O BUREAU CHIEF  
08/29/2022  
TRANSPORTATION DIRECTOR

Revisions Date

Traffic Signal Notes  
ID #148

S. GLEBE ROAD  
INTERSECTION IMPROVEMENTS  
AT S. EADS STREET

DESIGNED: ZDH  
DRAWN: ZDH  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T085-148-11-Signal\_Notes.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 07, 2022  
PLOTTED BY: jkiser

SCALE: N/A

SHEET 11 of 13A



DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
 SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES  
 PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES

- NOTES:**
- ALL JUNCTION BOX LIDS WITHIN THE PEDESTRIAN WALKWAYS SHALL BE ADA-COMPLIANT AND SLIP RESISTANT.
  - ALL SIGNAL AND ELECTRICAL CONDUITS SHALL BE HDPE SCHEDULE 40. COMMUNICATIONS CONDUIT SHALL BE HDPE SCHEDULE 80.
  - ALL SIGNAL HEADS SHALL BE AT LEAST 8' APART, PER MUTCD REQUIREMENTS. ALL MAST-ARM-MOUNTED SIGNS SHALL BE AT LEAST 1' FROM THE NEAREST SIGNAL HEAD.
  - CABINET SHALL HAVE CONDUITS AS SHOWN ON STANDARD 66-01.
  - MINIMUM CLEARANCE TO OVERHEAD ELECTRIC LINES SHALL BE 15' AT ALL TIMES, AS DICTATED BY OSHA. SPECIAL EQUIPMENT MAY BE REQUIRED TO WORK IN THESE AREAS
  - ALL PROPOSED PEDESTAL POLES, MAST ARMS, AND PEDESTRIAN PUSH BUTTON EXTENDERS SHALL BE POWDER-COATED BLACK.
  - CONTRACTOR TO COMPLETE CLEARING AND GRUBBING BEFORE INSTALLING PROPOSED SIGNAL EQUIPMENT.
  - EXISTING COUNTY FIBER BOX TO BE RELOCATED OR ADJUSTED TO FINAL GRADE.
  - CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY EXISTING SIDEWALK THAT IS IMPACTED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
  - SEE SHEET 11 FOR APS PUSHBUTTON MESSAGES.
  - SIGNAL POLE FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH COUNTY SIGNAL POLE FOUNDATION STANDARDS, SPECIAL PROVISIONS, INCLUDING MAXIMUM LOADING CONDITIONS, AND BASED ON SOIL TEST BORE FINDINGS. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL BE SIGNED AND SEALED BY A VIRGINIA LICENSED PROFESSIONAL ENGINEER AND APPROVED BY THE COUNTY. THE TOP OF ALL SIGNAL POLE FOUNDATIONS SHOULD BE INSTALLED SUCH THAT MINIMUM AND MAXIMUM CLEARANCES TO SIGNAL HEADS AND MAST ARM EQUIPMENT ARE MAINTAINED IN ACCORDANCE WITH THE MAST ARM SIGNAL POLE STANDARD AND THE MUTCD.
  - ALL MAST ARM POLES SHALL BE NON-ORNAMENTAL IN ACCORDANCE WITH ARLINGTON COUNTY STANDARD 62-01 THROUGH 62-10.

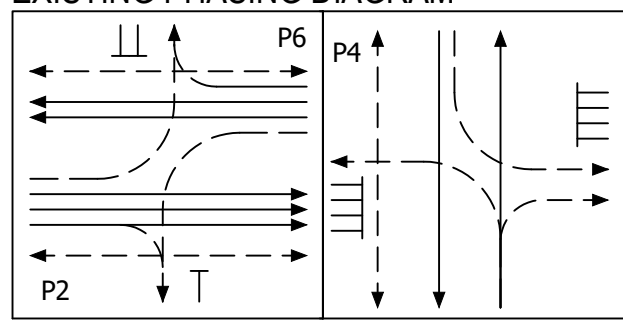
**DEMOLITION & CONSTRUCTION NOTES**

- REMOVE EXISTING CABINETS & CONTROLLER. SALVAGED EXISTING EQUIPMENT TO BE RETURN TO ARLINGTON PROPERTY YARD.
- REMOVE EXISTING STRAIN POLE, MAST ARM, SIGNAL HEADS, AND ASSOCIATED WIRING.
- INSTALL SERVICE METER PEDESTAL AND CONTRACTOR SHALL COORDINATE WITH DE TO DETERMINE THE SOURCE OF ELECTRICAL SERVICE.
- INSTALL TRAFFIC SIGNAL CABINET, 12" CABINET RISER, FOUNDATION, UPS, AND ASSOCIATED EQUIPMENT.
- INSTALL NON-ORNAMENTAL TRAFFIC SIGNAL MAST ARM POLE & FOUNDATION WITH LUMINAIRE, SIGNALS, SIGNS, POLE IDENTIFICATION STICKER, AND EQUIPMENT AS SHOWN.
- INSTALL 12" PEDESTAL POLE & FOUNDATION WITH PEDESTRIAN SIGNAL HEAD(S), PUSHBUTTON(S), POLE IDENTIFICATION STICKER, AND EQUIPMENT AS SHOWN.
- REMOVE EXISTING TRAFFIC JUNCTION BOX
- INSTALL 30" OCTAFLUTE POLE & FOUNDATION WITH LUMINAIRE, PEDESTRIAN SIGNAL HEAD(S), PUSHBUTTON(S), POLE IDENTIFICATION STICKER, AND EQUIPMENT AS SHOWN.

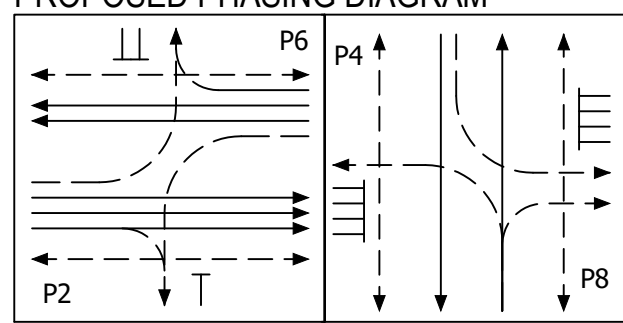
**PROPOSED MAST ARM DETAILS**

- SIGNAL POLE 1**  
30" MAST ARM  
PROPOSED SIGNAL LOCATIONS: 20', 28'  
PROPOSED SIGN LOCATIONS: 15'  
PROPOSED VDC LOCATION: 25'
- SIGNAL POLE 2**  
66" MAST ARM  
PROPOSED SIGNAL LOCATIONS: 22', 33', 44', 55'  
PROPOSED SIGN LOCATIONS: 19', 30', 60'  
PROPOSED VDC LOCATION: 51'  
PROPOSED EVP LOCATION: 42'
- SIGNAL POLE 3**  
48" MAST ARM  
PROPOSED SIGNAL LOCATIONS: 36', 44'  
PROPOSED SIGN LOCATIONS: 31'  
PROPOSED VDC LOCATION: 42'
- SIGNAL POLE 4**  
57" MAST ARM  
PROPOSED SIGNAL LOCATIONS: 24', 35', 45', 53'  
PROPOSED SIGN LOCATIONS: 28, 55'  
PROPOSED VDC LOCATION: 50'  
PROPOSED EVP LOCATION: 40'
- NOTE: ALL DIMENSIONS MEASURED FROM CENTER OF MAST ARM POLE.

**EXISTING PHASING DIAGRAM**



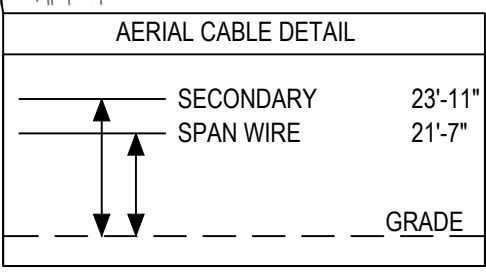
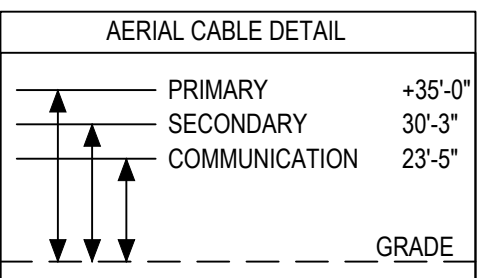
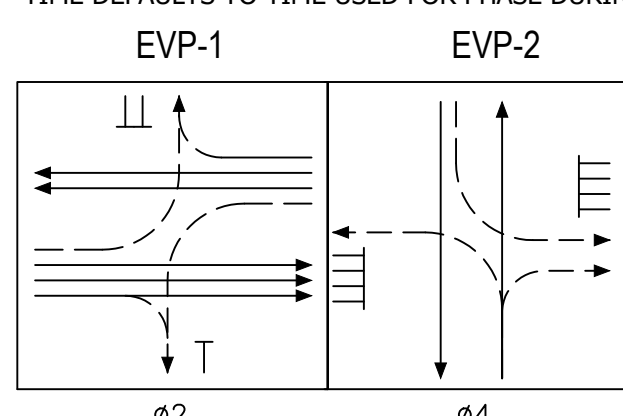
**PROPOSED PHASING DIAGRAM**



**EV PREEMPTION**

FUNCTION	EVP-1	EVP-2
INTERVAL 1 - DWELL GREEN	120	120
INTERVAL 1 - DWELL YELLOW	0.0*	0.0*
INTERVAL 1 - DWELL RED	0.0*	0.0*
INTERVAL 1 - EXIT GREEN	1.0	1.0
INTERVAL 5 - YELLOW	0.0	0.0
INTERVAL 5 - RED	0.0	0.0
DELAY TIME	1.0	1.0
PED CLEAR BEFORE PRE	0.0	0.0
YELLOW CLEAR BEFORE PRE	0.0*	0.0*
RED CLEAR BEFORE PRE	0.0*	0.0*
DWELL MIN	7.9	7.9
ENABLE BACKUP PROTECTION	Y	Y
PED CLEAR THROUGH YELLOW	Y	Y
EXIST PHASE/TIME	IN STEP	2 + 6

\*TIME DEFAULTS TO TIME USED FOR PHASE DURING NORMAL OPERATION.



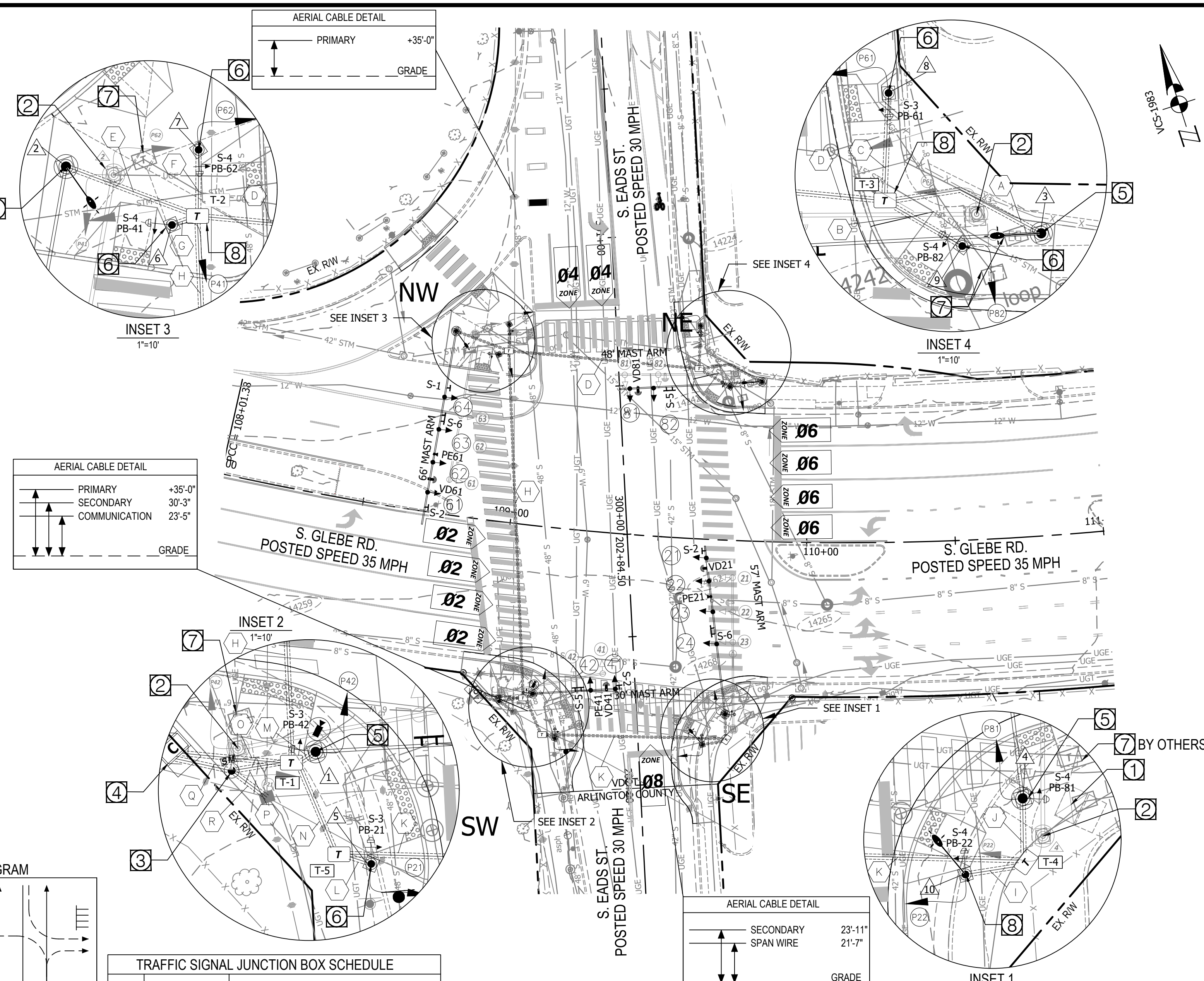
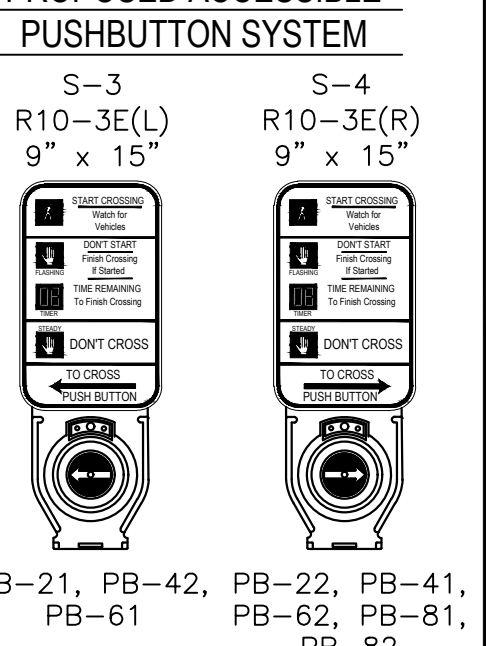
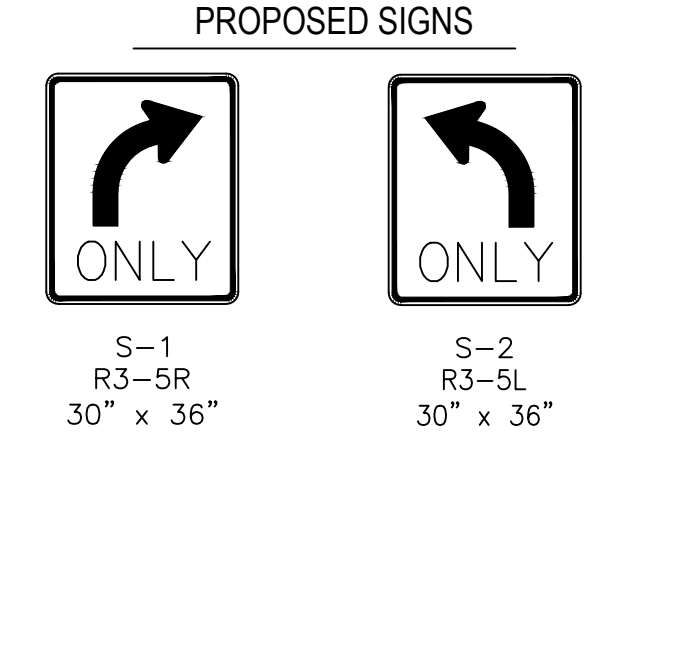
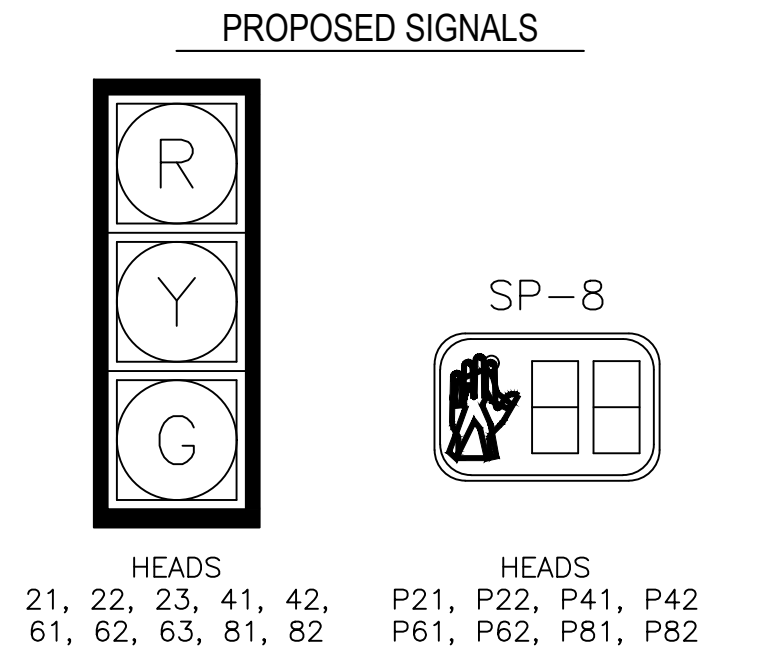
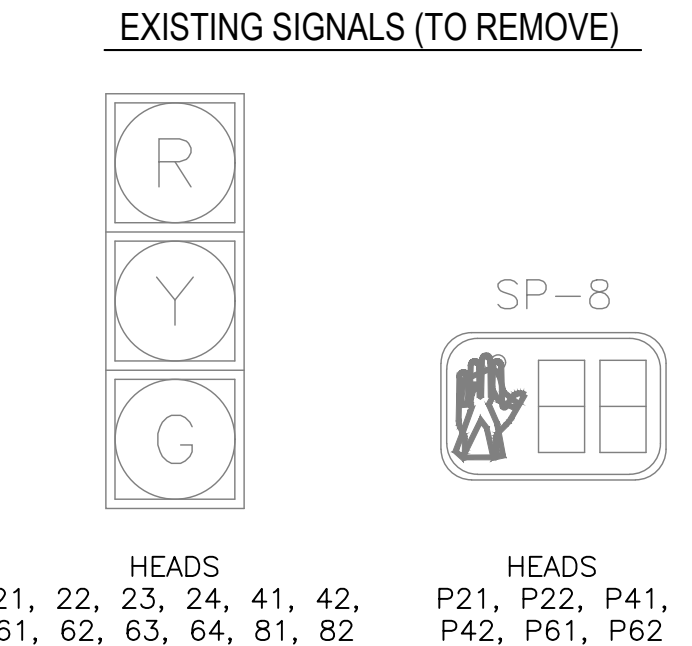
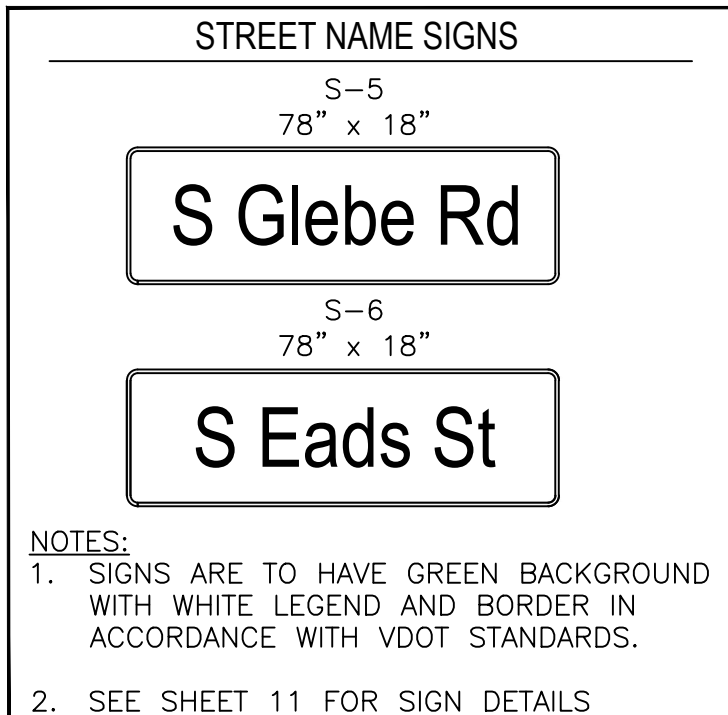
**TRAFFIC SIGNAL JUNCTION BOX SCHEDULE**

NO.	TYPE	BASELINE, STATION, OFFSET
T-1	61-04, TYPE 3	SOUTH GLEBE RD., 109+10.51, 57.96' RT.
T-2	61-04, TYPE 3	SOUTH GLEBE RD., 108+92.24, 57.41' LT.
T-3	61-04, TYPE 3	SOUTH GLEBE RD., 109+60.88, 57.26' LT.
T-4	61-04, TYPE 3	SOUTH GLEBE RD., 109+75.08, 66.56' RT.
T-5	61-04, TYPE 3	SOUTH GLEBE RD., 109+19.08, 73.86' RT.

**COLOR SEQUENCE CHART**

PHASE	2	4	6	8	2+6	4+8
SIGNAL	R/W	R/W	R/W	R/W	R/W	R/W
21, 22, 23	G				G	Y
41, 42		G				G R
61, 62, 63			G			Y
81, 82				G		G R
P21, P22	W			W		BLANK
P41, P42		W			W	BLANK
P61, P62			W		W	BLANK
P81, P82				W	W	BLANK

NOTE: BLANK SPACES DENOTE RED INDICATIONS. WALK INDICATION DISPLAYED AFTER PEDESTRIAN CALL SERVICED, OTHERWISE "DON'T WALK" WILL BE DISPLAYED.



**CABLE & CONDUIT RUNS**

- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C SIGNAL HEADS 81/82
  - 1-RG-59 FOR VIDEO DETECTION VD81
  - 1-12/2C LUMINAIRE SL-2
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C PEDESTRIAN SIGNAL P82
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-82
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C PEDESTRIAN SIGNAL P61
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-61
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (DIRECT BORE)**
  - 1-14/7C SIGNAL HEADS 81/82
  - 2-14/7C PEDESTRIAN SIGNALS P61, P82
  - 2-14/3C PEDESTRIAN PUSHBUTTON PB-61, PB-82
  - 1-RG-59 FOR VIDEO DETECTION VD81
  - 1-12/2C LUMINAIRE SL-2
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (DIRECT BORE) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C SIGNAL HEADS 61/62/63
  - 1-RG-59 FOR VIDEO DETECTION VD61
  - 1-PREEMPTION CABLE PE61
  - 1-12/2C LUMINAIRE SL-1
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C PEDESTRIAN SIGNAL P62
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-62
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C PEDESTRIAN SIGNAL P41
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-41
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (DIRECT BORE)**
  - 2-14/7C SIGNAL HEADS 61/62/63, 81/82
  - 4-14/7C PEDESTRIAN SIGNALS P41, P61, P62, P82
  - 4-14/3C PEDESTRIAN PUSHBUTTON PB-41, PB-61, PB-62, PB-82
  - 2-RG-59 FOR VIDEO DETECTION VD-61, VD81
  - 1-PREEMPTION CABLE PE61
  - 2-12/2C LUMINAIRE SL-1, SL-2
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (DIRECT BORE) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C PEDESTRIAN SIGNAL P22
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-22
  - 1-12/2C LUMINAIRE SL-7
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (TRENCH)**
  - 1-14/7C SIGNAL HEADS 21/22/23/24
  - 1-14/7C PEDESTRIAN SIGNAL P81
  - 1-14/3C PEDESTRIAN PUSHBUTTON PB-81
  - 1-RG-59 FOR VIDEO DETECTION VD21
  - 1-PREEMPTION CABLE PE21
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (TRENCH) SPARE(S) FOR FUTURE USE**
- 1-3" CONDUIT (DIRECT BORE)**
  - 1-14/7C SIGNAL HEADS 21/22/23
  - 2-14/7C PEDESTRIAN SIGNALS P22, P81
  - 2-14/3C PEDESTRIAN PUSHBUTTON PB-22, PB-81
  - 1-RG-59 FOR VIDEO DETECTION VD21
  - 1-PREEMPTION CABLE PE21
  - 1-12/2C LUMINAIRE SL-7
  - 1-#6 AWG (EGC)
- 1-3" CONDUIT (DIRECT BORE) SPARE(S) FOR FUTURE USE**

**PROPOSED VIDEO DETECTION**

- CAMERAS**
- VD-21
  - VD-41
  - VD-61
  - VD-81

**PROPOSED PREEMPTION**

- DETECTORS**
- PE-21
  - PE-41
  - PE-61
  - PE-81

**TRAFFIC SIGNAL POLE DETAILS**

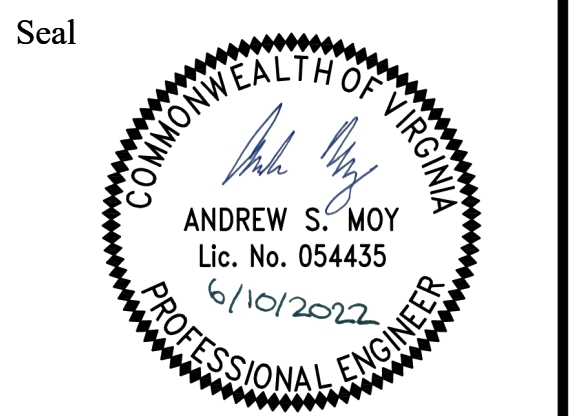
NO.	ID	TYPE	SIG M.A.	M.A. ORIENT	FOUNDATION	LUMINAIRE		POLE SIGNAL MOUNTING			STREET NAME SIGN	BASELINE, STATION, OFFSET	
						VEHICLE & PED HEADS	ORIENTATION (REL. TO MAST ARM)	PED PUSH BUTTONS	SIGNS	VIDEO DETECTOR AND PREEMPTION			
1	148-MA-01-SW	MAST ARM POLE 22'	30'	180°	SEE NOTE 11	-	-	41,42,P42	PB-42	S-2, S-3, S-5	VD41	S-5	SOUTH GLEBE RD., 109+13.17, 56.52' RT.
2	148-MA-01-MN	MAST ARM POLE 30'	66'	180°	SEE NOTE 11	SL-1	135°	61,62,63,64	-	S-1, S-2, S-6	VD61, PE61	S-6	SOUTH GLEBE RD., 108+72.66, 61.59' LT.
3	148-MA-01-NE	MAST ARM POLE 30'	48'	180°	SEE NOTE 11	SL-2	180°	81,82	-	S-5	PE 41, VD81, PE81	S-5	SOUTH GLEBE RD., 109+83.22, 53.70' LT.
4	148-MA-01-SE	MAST ARM POLE 22'	57'	180°	SEE NOTE 11	-	-	21,22,23,24	PB-81*	S-2, S-4, S-6	VD21, PE21	S-6	SOUTH GLEBE RD., 109+75.88, 57.35' RT.
5	148-PP-01-SW	PEDESTAL POLE 12'	-	-	66-04	-	-	P21	PB-21	S-3	-	-	SOUTH GLEBE RD., 109+21.06, 68.18' RT.
6	148-PP-01-NW	PEDESTAL POLE 12'	-	-	66-04	-	-	P41	PB-41	S-4	-	-	SOUTH GLEBE RD., 108+88.81, 55.73' LT.
7	148-PP-02-NW	PEDESTAL POLE 12'	-	-	66-04	-	-	P62	PB-62	S-4	-	-	SOUTH GLEBE RD., 108+91.28, 66.22' LT.
8	148-PP-01-NE	PEDESTAL POLE 12'	-	-	66-04	-	-	P61	PB-61	S-3	-	-	SOUTH GLEBE RD., 109+60.40, 71.68' LT.
9	148-PP-02-NE	PEDESTAL POLE 12'	-	-	66-04	-	-	P82	PB-82	S-4	-	-	SOUTH GLEBE RD., 109+71.66, 51.36' LT.
10	148-PP-01-SE	ARL. COUNTY OCTAFLUTE ALUMINUM POLE	-	-	14080-04	SL-7	180°	P22	PB-22	S-4	-	-	SOUTH GLEBE RD., 109+67.95, 69.01' RT.

\*INSTALL PUSHBUTTON WITH BLACK 12" MOUNTING EXTENDER.



**DEPARTMENT OF ENVIRONMENTAL SERVICES**

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719



**APPROVALS**

- | APPROVALS   | DATE       |
|---|------------|
| <i>Andrew S. Moy</i><br>TRAFFIC SIGNAL ENGINEER   | 08/19/2022 |
| <i>Paul Nabe</i><br>TRAFFIC ENGINEERING MANAGER   | 08/24/2022 |
| <i>Alan</i><br>WATER, SEWER, STREETS BUREAU CHIEF | 9/1/22     |
| <i>Tom</i><br>T&O BUREAU CHIEF                    | 08/26/2022 |
| <i>Donna M. Leach</i><br>TRANSPORTATION DIRECTOR  | 08/29/2022 |

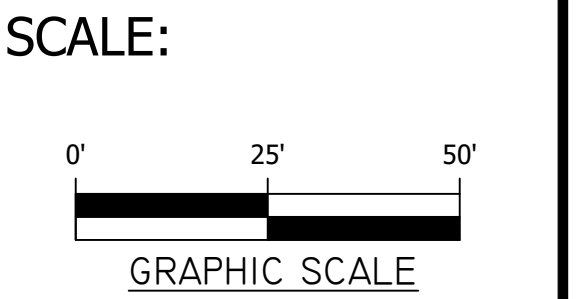
**Revisions**

Revisions	Date

**TRAFFIC SIGNAL PLAN ID #148**

**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: JMK  
DRAWN: JMK  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T08S-148-11A-Signal\_Plan.dwg  
PATH: Orders\T0\_010\_GlebeEads\add\Sheets  
PLOTTED: June 10, 2022  
PLOTTED BY: jkiser





**CONSTRUCTION NOTES**

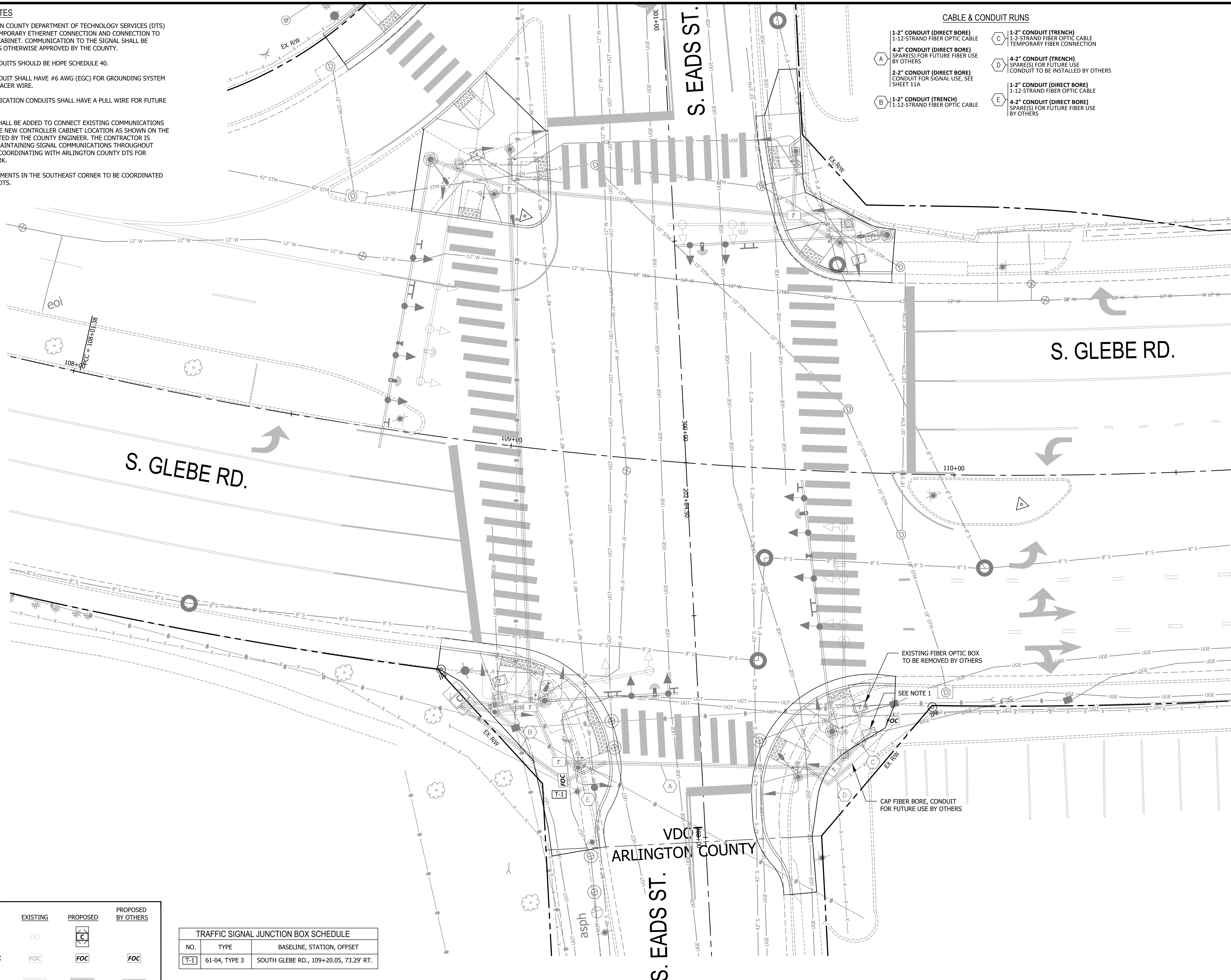
- CONTACT ARLINGTON COUNTY DEPARTMENT OF TECHNOLOGY SERVICES (DTS) TO COORDINATE TEMPORARY ETHERNET CONNECTION AND CONNECTION TO PROPOSED SIGNAL CABINET. COMMUNICATION TO THE SIGNAL SHALL BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE COUNTY.
- ALL PROPOSED CONDUITS SHOULD BE HDPE SCHEDULE 40.
- ALL PROPOSED CONDUIT SHALL HAVE #6 AWG (EGC) FOR GROUNDING SYSTEM AND SHALL HAVE TRACER WIRE.
- PROPOSED COMMUNICATION CONDUITS SHALL HAVE A PULL WIRE FOR FUTURE FIBER OPTIC CABLE.
- CONDUIT SYSTEM SHALL BE ADDED TO CONNECT EXISTING COMMUNICATIONS CABLE PLANT TO THE NEW CONTROLLER CABINET LOCATION AS SHOWN ON THE PLANS OR AS DIRECTED BY THE COUNTY ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SIGNAL COMMUNICATIONS THROUGHOUT CONSTRUCTION BY COORDINATING WITH ARLINGTON COUNTY DTS FOR FIBER-RELATED WORK.
- PROPOSED IMPROVEMENTS IN THE SOUTHEAST CORNER TO BE COORDINATED AND STAGED WITH DTS.

**CABLE & CONDUIT RUNS**

- |   |   |
|---|---|
| <b>A</b> 1-2" CONDUIT (DIRECT BORE)<br>1-12-STRAND FIBER OPTIC CABLE<br>SPARE(S) FOR FUTURE FIBER USE BY OTHERS | <b>C</b> 1-2" CONDUIT (TRENCH)<br>1-2-STRAND FIBER OPTIC CABLE<br>TEMPORARY FIBER CONNECTION                    |
| <b>B</b> 2-2" CONDUIT (DIRECT BORE)<br>CONDUIT FOR SIGNAL USE, SEE SHEET 11A                                    | <b>D</b> 4-2" CONDUIT (TRENCH)<br>SPARE(S) FOR FUTURE USE<br>CONDUIT TO BE INSTALLED BY OTHERS                  |
| <b>E</b> 1-2" CONDUIT (TRENCH)<br>1-12-STRAND FIBER OPTIC CABLE   | <b>F</b> 1-2" CONDUIT (DIRECT BORE)<br>1-12-STRAND FIBER OPTIC CABLE<br>SPARE(S) FOR FUTURE FIBER USE BY OTHERS |

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

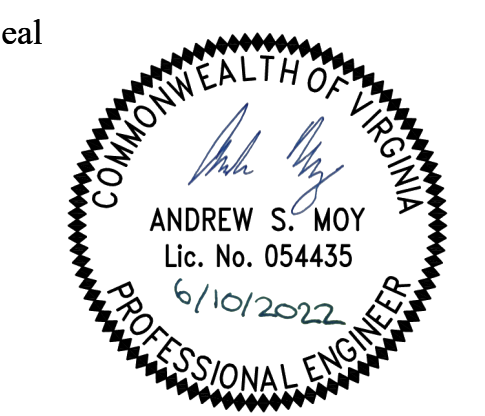


LEGEND	EXISTING	PROPOSED	PROPOSED BY OTHERS
CONTROL CABINET W/ UPS			
FIBER OPTIC JUNCTION BOX			
CONDUIT RUN			

TRAFFIC SIGNAL JUNCTION BOX SCHEDULE		
NO.	TYPE	BASELINE, STATION, OFFSET
T-1	61-04, TYPE 3	SOUTH GLEBE RD., 109+20.05, 73.29' RT.



DEPARTMENT OF ENVIRONMENTAL SERVICES  
Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

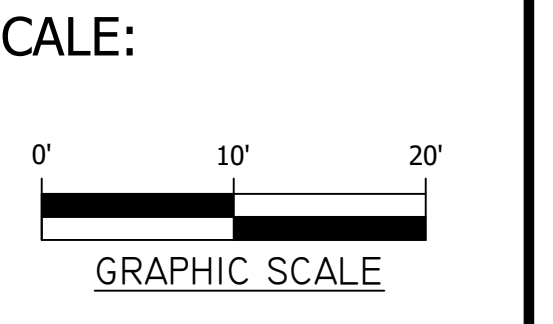


APPROVALS	DATE
	08/19/2022
	08/24/2022
	9/1/22
	08/26/2022
	08/29/2022

Revisions	Date

COMMUNICATIONS PLAN  
ID #148  
S. GLEBE ROAD  
INTERSECTION IMPROVEMENTS  
AT S. EADS STREET  
T808

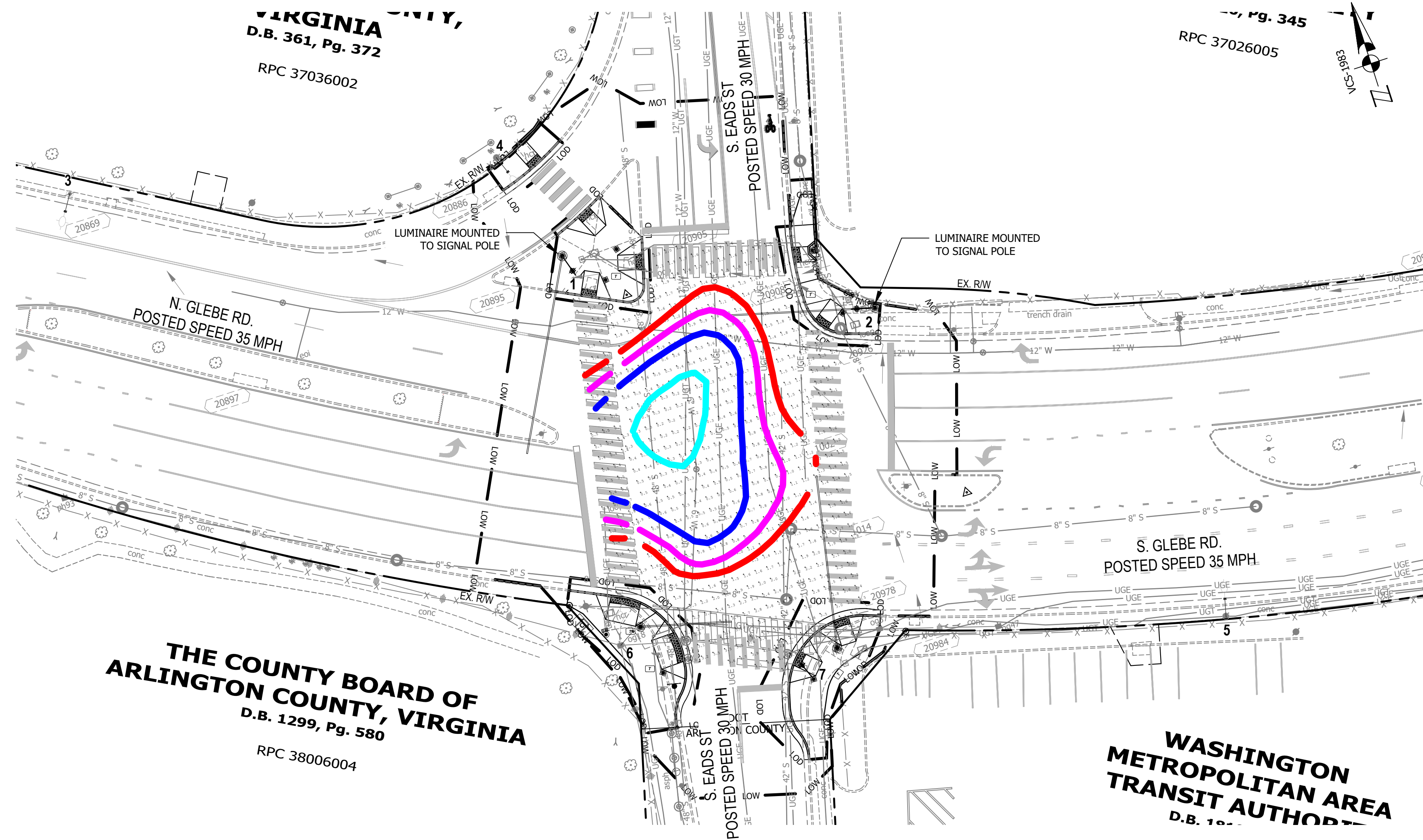
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DRAWN: JMK  
CHECKED: ASM  
MISS UTILITY TRANSMITTAL #: xxx  
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PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 06, 2022  
PLOTTED BY: kmita





DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES



THE COUNTY BOARD OF  
 ARLINGTON COUNTY, VIRGINIA  
 D.B. 1299, Pg. 580  
 RPC 38006004

RPC 37026005  
 Pg. 345  
 3085-SCA

POLE SCHEDULE							
POLE TYPE	STANDARD # (COUNTY ONLY)	QUANTITY	MATERIAL	HEIGHT	COLOR	FOUNDATION TYPE	STOCK NUMBER (DOMINION ONLY)
MAST ARM	62-01	2	STEEL	30	BLACK	ON-FOUNDATION	N/A
STREETLIGHT POLE	14080-04	1	ALUMINUM	30	BLACK	DIRECT-BURIED	N/A

ARM SCHEDULE						
ARM TYPE	STANDARD # (COUNTY ONLY)	QUANTITY	MATERIAL	LENGTH	COLOR	STOCK NUMBER (DOMINION ONLY)
STANDARD	14090-01	2	ALUMINUM	6'	BLACK	N/A
UPSWEEP	14090-01	1	ALUMINUM	6'	BLACK	N/A

LUMINAIRE SCHEDULE								
LUMINAIRE TYPE	STANDARD # (COUNTY ONLY)	DRAWING SYMBOL	QUANTITY	WATTAGE	CCT	HOUSING COLOR	DISTRIBUTION TYPE	STOCK NUMBER (DOMINION ONLY)
LED	14110-03	??	3	145	4000K	BLACK	TYPE III	N/A

Luminaire Legend									
Luminaire ID Number	Pole Type	Luminaire Wattle/Type	Light Loss Factor (LLF)	Mounting Height	Color Temperature	Distribution	Initial Lumens	Finish	Baseline, Station, Offset
1	Arl. Co. Mast Arm Pole	145W Cobrahead LED	0.90	32'	4000K	Type III	16,046	Per Signal Plans	Per Signal Plans
2	Arl. Co. Mast Arm Pole	145W Cobrahead LED	0.90	32'	4000K	Type III	16,046	Per Signal Plans	Per Signal Plans
3*	Ex. Dominion Pole	150 Cobrahead LED	0.90	Ex. Mounting Height	4000K	Type II	9,125	N/A	N/A
4*	Ex. Dominion Pole	150 Cobrahead LED	0.90	Ex. Mounting Height	4000K	Type II	9,125	N/A	N/A
5*	Ex. Dominion Pole	150 Cobrahead LED	0.90	Ex. Mounting Height	4000K	Type II	9,125	N/A	N/A
6*	Ex. Utility Pole	150 Cobrahead LED	0.90	Ex. Mounting Height	4000K	Type II	9,125	N/A	N/A
7	Arl. Co. Octaflute Aluminum Pole	145W Cobrahead LED	0.90	30'	4000K	Type III	16,046	Per Signal Plans	Per Signal Plans

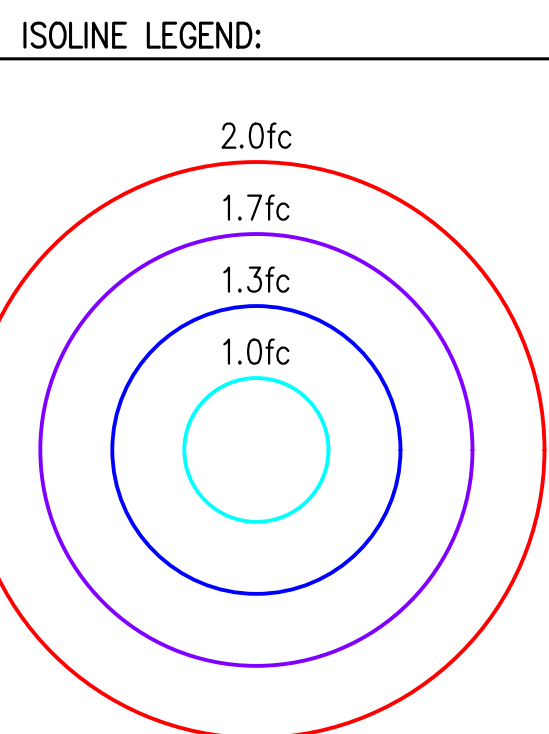
\* EXISTING LUMINAIRE TO BE REPLACED WITH LED FIXTURES AS SPECIFIED IN THESE PLANS BY OTHERS

South Glebe Rd at South Eads St: Photometric Analysis Results					
	Avg.	Max.	Min.	Avg/Min <sup>3</sup>	Max/Min <sup>3</sup>
<b>Intersection Criteria<sup>1</sup></b>	<b>2.10</b>	<b>-</b>	<b>-</b>	<b>4.00</b>	<b>-</b>
<b>Intersection</b>	<b>1.23</b>	<b>4.10</b>	<b>0.20</b>	<b>6.15</b>	<b>20.50</b>
<b>Crosswalk Criteria<sup>2</sup></b>	<b>2.10</b>	<b>-</b>	<b>-</b>	<b>4.00</b>	<b>-</b>
<b>East Leg Crosswalk</b>	<b>2.01</b>	<b>3.30</b>	<b>1.30</b>	<b>1.55</b>	<b>2.54</b>
<b>North Leg Crosswalk</b>	<b>1.84</b>	<b>2.40</b>	<b>1.40</b>	<b>1.31</b>	<b>1.71</b>
<b>South Leg Crosswalk</b>	<b>3.65</b>	<b>4.60</b>	<b>2.80</b>	<b>1.30</b>	<b>1.64</b>
<b>West Leg Crosswalk</b>	<b>1.29</b>	<b>3.50</b>	<b>0.40</b>	<b>3.23</b>	<b>8.75</b>

NOTES:

- Horizontal criteria for roadway/intersection lighting based on design requirements of Arlington County Lighting Specification Section 14140.2, Table 9, for two intersecting arterials with residential and commercial land use.
- Horizontal crosswalk lighting designed to provide uniform lighting throughout intersection. Horizontal criteria for crosswalk lighting based on design requirements of Arlington County Lighting Specification Section 14140.2 for arterial street lighting with commercial land use.
- Uniformities (Avg./Min. and Max./Min.) are "not-to-exceed" criteria.

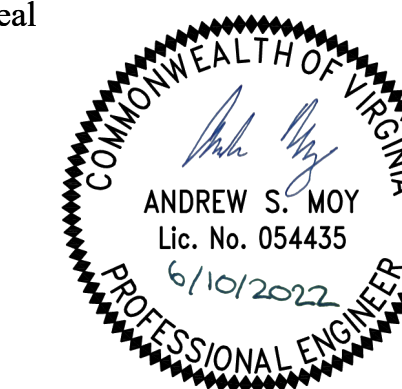
- LEGEND
- PROPOSED MAST ARM POLE WITH COBRA FIXTURE
  - EXISTING UTILITY POLE WITH EX. COBRA FIXTURE
  - LUMINAIRE IDENTIFICATION NUMBER



DEPARTMENT OF ENVIRONMENTAL SERVICES

Transportation Engineering and Operations Bureau  
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Seal



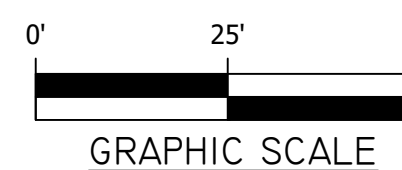
APPROVALS	DATE
<i>Andrew S. Moy</i> TRAFFIC SIGNAL ENGINEER	08/19/2022
<i>John N. Nicks</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John N. Nicks</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John N. Nicks</i> TE&O BUREAU CHIEF	08/26/2022
<i>Donnie M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions Date

PHOTOMETRIC PLAN  
 S. GLEBE ROAD  
 INTERSECTION IMPROVEMENTS  
 AT S. EADS STREET  
 T088

DESIGNED: JMK  
 DRAWN: JMK  
 CHECKED: ASM  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T088-148-12-Photometric Plan.dwg  
 PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets

SCALE: 1"=25'



SHEET 12 of 13A



**MOT GENERAL NOTES:**

- IT IS NOT THE INTENT OF THE MAINTENANCE OF TRAFFIC PLAN TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN CONSTRUCTION, BUT ONLY TO SHOW THE GENERAL HANDLING OF TRAFFIC. UNLESS OTHERWISE APPROVED OR DIRECTED BY THE COUNTY ENGINEER, THE CONTRACTOR SHALL PLAN AND EXECUTE THE WORK IN ACCORDANCE WITH THIS TEMPORARY TRAFFIC CONTROL PLAN.
- TRAFFIC CONTROL DEVICES AND SAFETY MEASURES SHALL COMPLY WITH THE VIRGINIA WORK AREA PROTECTION MANUAL, 2011, REVISION 2.1, NOVEMBER 1, 2020, VDOT'S GUIDELINES FOR TEMPORARY TRAFFIC CONTROL, FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, ARLINGTON COUNTY STANDARDS, THE TRAFFIC CONTROL PLANS INCLUDED IN THE CONSTRUCTION DRAWINGS, AND/OR AS DIRECTED BY THE PROJECT OFFICER.
- THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE WHICH INDICATES START AND FINISH DATES FOR EACH SEGMENT OF THE WORK. THE SCHEDULE SHALL INDICATE THE DURATION OF ALL LANE OR SHOULDER CLOSURES. THE CONTRACTOR SHALL NOTIFY THE PROJECT OFFICER A MINIMUM OF 3 BUSINESS DAYS IN ADVANCE OF PROCEEDING TO THE NEXT WORK SEGMENT.
- THE CONTRACTOR SHALL NOTIFY THE COUNTY PROJECT OFFICER OF PARKING RESTRICTION NEEDS A MINIMUM OF 3 BUSINESS DAYS PRIOR TO COMMENCEMENT OF WORK FOR EACH SEGMENT. COUNTY PROJECT OFFICER SHALL RESTRICT PARKING BY CONTACTING DES - PERMITTING SECTION, 703-228-4798.
- DURING CONSTRUCTION, THE CONTRACTOR SHALL EITHER MAINTAIN APPROPRIATE SIGHT DISTANCE TO ALL TRAFFIC SIGNS OR PROVIDE FOR TEMPORARY SIGNAGE OR FLAGGERS TO GUIDE TRAFFIC THROUGH WORK ZONES.
- THE CONTRACTOR SHALL MINIMIZE THE DURATION OF ANY BLOCKAGE TO PRIVATE ENTRANCES AND DRIVEWAYS. THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF DRIVEWAY CLOSURE FOR APPROVAL BY THE PROJECT OFFICER. THE PROJECT OFFICER SHALL BE NOTIFIED A MINIMUM OF 3 BUSINESS DAYS IN ADVANCE OF SUCH ACTIVITIES. THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE TEMPORARY CLOSURE OF ACCESS TO THE PROPERTY. THE CONTRACTOR SHALL MAKE ALL PRIVATE ENTRANCES AND DRIVEWAYS ACCESSIBLE AT THE CONCLUSION OF EACH WORKDAY.
- ANY EXCAVATIONS WHICH ARE SPECIFICALLY APPROVED BY THE PROJECT OFFICER TO REMAIN OPEN PAST NORMAL WORKING HOURS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PROTECTED IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL AND AS APPROVED BY THE PROJECT OFFICER.
- PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, INCLUDING ACCESS TO BUS STOP SHELTERS, UNLESS OTHERWISE APPROVED IN THE PLANS.
- PEDESTRIAN TRAFFIC SHALL BE SEPARATED FROM WORK ZONES WITH APPROPRIATE MEASURES IN ACCORDANCE WITH MUTCD.
- ADEQUATE PROVISIONS FOR PERSONS WITH DISABILITIES SHALL BE PROVIDED AT ALL TIMES PER ADA REQUIREMENTS.
- WHEN NECESSARY, 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 MIDDLEBLOCK WORK SITES.
- PEDESTRIANS SHALL NOT BE LED INTO CONFLICT WITH WORK SITE EQUIPMENT, OPERATIONS, AND/OR VEHICLES MOVING THROUGH OR AROUND THE WORK SITE.
- 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.
- 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.
- 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.
- THE CONTRACTOR SHALL COORDINATE WITH DES - TRANSIT BUREAU AT 703-228-3049 AT LEAST 4 WEEKS PRIOR TO COMMENCEMENT OF WORK WHEN TRANSIT IS AFFECTED OR IF THERE ARE ANY IMPACTS TO TRANSIT STOPS OR ROUTES. NOTE: ALL TEMPORARY AND FINAL BUS TRAVEL LANES MUST BE MINIMUM OF 11' WIDE IN EACH DIRECTION. COORDINATE ALL CONE TAPERS WITH BUS STOP MANAGER AT 703-228-3049.
- AT SIGNALIZED INTERSECTIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING VEHICLE DETECTION AT ALL TIMES DURING THE PROJECT. TRAFFIC SENSORS SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION STATE PRIOR TO THE COMPLETION OF THIS PROJECT.
- WORK HOURS SHALL BE PER VDOT'S LANE CLOSURE GUIDELINES, DATED SEPTEMBER 21, 2016, UNLESS APPROVED BY COUNTRY PROJECT OFFICER AND VDOT.
- CONTRACTOR SHALL COVER ANY EXISTING SIGNS WHICH ARE NOT APPLICABLE OR ARE IN CONFLICT WITH THE MOT PLAN.
- CONTRACTOR SHALL ERADICATE AND RE-STRIPE AS NECESSARY ANY EXISTING PAVEMENT MARKINGS THAT ARE IN CONFLICT WITH OR DO NOT ALIGN WITH THE TEMPORARY PAVEMENT MARKINGS OR NEW TRAFFIC PATTERNS.
- CONTRACTOR SHALL ERADICATE ALL TEMPORARY PAVEMENT MARKING, INCLUDING TEMPORARY MARKED CROSSWALKS ONCE THE WORK AREA(S) ASSOCIATED WITH THE MARKINGS HAS BEEN COMPLETED.
- CONTRACTOR SHALL CONTACT ARLINGTON COUNTY DOT 3 BUSINESS DAYS PRIOR TO INSTALLATION OF PERMANENT PAVEMENT MARKINGS.
- CONTRACTOR SHALL NOT DISTURB OR REMOVE ANY TRAFFIC CONTROL SIGNS, PARKING METERS OR COVER ANY OTHER TRAFFIC CONTROL DEVICE UNLESS SPECIFIED ON THE PLANS OR APPROVED BY THE COUNTY PROJECT OFFICER IN WRITING.

Work Zone Table			
Zone	TTC #	Comments	Duration
Zone A	TTC 5.2	UTILIZE TTC-5.2 ALONG SB S. EADS ST.	Two Weeks
	TTC 16.2	UTILIZE TTC-16.2 ALONG EB S. GLEBE RD.	
	TTC 35.1	UTILIZE TTC-35.1 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 36.2	UTILIZE TTC-36.2 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
Zone B	TTC 5.2	UTILIZE TTC-5.2 ALONG NB S. EADS ST.	Two Weeks
	TTC 16.2	UTILIZE TTC-16.2 ALONG EB S. GLEBE RD.	
	TTC 35.1	UTILIZE TTC-35.1 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 36.2	UTILIZE TTC-36.2 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
Zone C	TTC 5.2	UTILIZE TTC-5.2 ALONG NB S. EADS ST.	Two Weeks
	TTC 16.2	UTILIZE TTC-16.2 ALONG WB S. GLEBE RD.	
	TTC 35.1	UTILIZE TTC-35.1 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 36.2	UTILIZE TTC-36.2 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
Zone D	TTC 5.2	UTILIZE TTC-5.2 ALONG SB S. EADS ST.	Two Weeks
	TTC 16.2	UTILIZE TTC-16.2 ALONG WB S. GLEBE RD.	
	TTC 35.1	UTILIZE TTC-35.1 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 36.2	UTILIZE TTC-36.2 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
Zone E	TTC 5.2	UTILIZE TTC-5.2 ALONG SB S. EADS ST.	One Week
	TTC 16.2	UTILIZE TTC-16.2 ALONG WB S. GLEBE RD.	
	TTC 35.1	UTILIZE TTC-35.1 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 36.2	UTILIZE TTC-36.2 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	
	TTC 53.0	UTILIZE TTC-53.0 AT THE INTERSECTION OF S. GLEBE RD. AND S. EADS ST.	

**NOTES:**

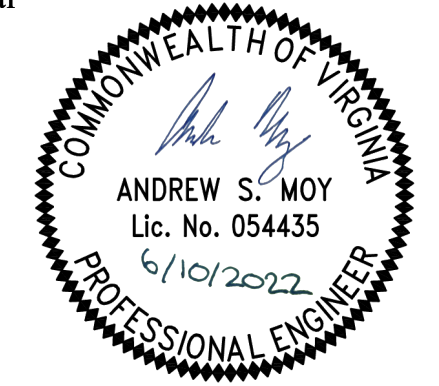
- SEE SHEETS 2D & 2E FOR TTC TYPICAL APPLICATIONS PER THE VIRGINIA WORK AREA PROTECTION MANUAL, 2011, REVISION 2.1, NOVEMBER 1, 2020.
- THE DURATIONS SHOWN WERE DEVELOPED FOR PLANNING AND ESTIMATION PURPOSES ONLY. THE DURATIONS IN NO WAY ALTER THE CONTRACT TIME FOR COMPLETION, OR INFRINGE ON THE CONTRACTORS MEANS AND METHODS. THE CONTRACTOR'S SUBMITTED SCHEDULE SUPERSEDES THE ESTIMATED DURATIONS SHOWN.
- TEMPORARY SIGNS AND BARRIERS SHOULD NOT OBSTRUCT PEDESTRIAN PASSAGE ON SIDEWALKS UNLESS SUCH SIGNS OR BARRIERS ARE SPECIFICALLY INTENDED TO CLOSE SUCH SIDEWALK
- CONTRACTOR SHALL CONSTRUCT ONLY ONE CORNER PER PHASE TO MINIMIZE PEDESTRIAN MOVEMENT DISRUPTION
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A TEMPORARY WALKING PATH OR COORDINATE CONSTRUCTION TO PROVIDE A PORTION OF SIDEWALK TO MAINTAIN PEDESTRIAN CONNECTIVITY



**DEPARTMENT OF ENVIRONMENTAL SERVICES**

Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Arlington, VA 22201  
Phone: 703.228.3344  
Fax: 703.228.3719

Seal



**APPROVALS DATE**

*Andrew S. Moy* 08/19/2022  
TRAFFIC SIGNAL ENGINEER  
*John Nabe* 08/24/2022  
TRAFFIC ENGINEERING MANAGER  
*John Nabe* 9/1/22  
WATER, SEWER, STREETS BUREAU CHIEF  
*John Nabe* 08/26/2022  
TE&O BUREAU CHIEF  
*Dennis M. Leach* 08/29/2022  
TRANSPORTATION DIRECTOR

**Revisions Date**

Revisions	Date

**MAINTENANCE OF TRAFFIC - NOTES**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: KM  
DRAWN: KM  
CHECKED: MJA  
MISS UTILITY TRANSMITTAL #: xxx  
FILENAME: T08S-148-13A-MOT.dwg  
PATH: Orders\T0\_010\_GlebeEads\cadd\Sheets  
PLOTTED: June 06, 2022  
PLOTTED BY: kmitta

SCALE: N.T.S.

DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028) DATE: JULY 2020  
SUBSURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES

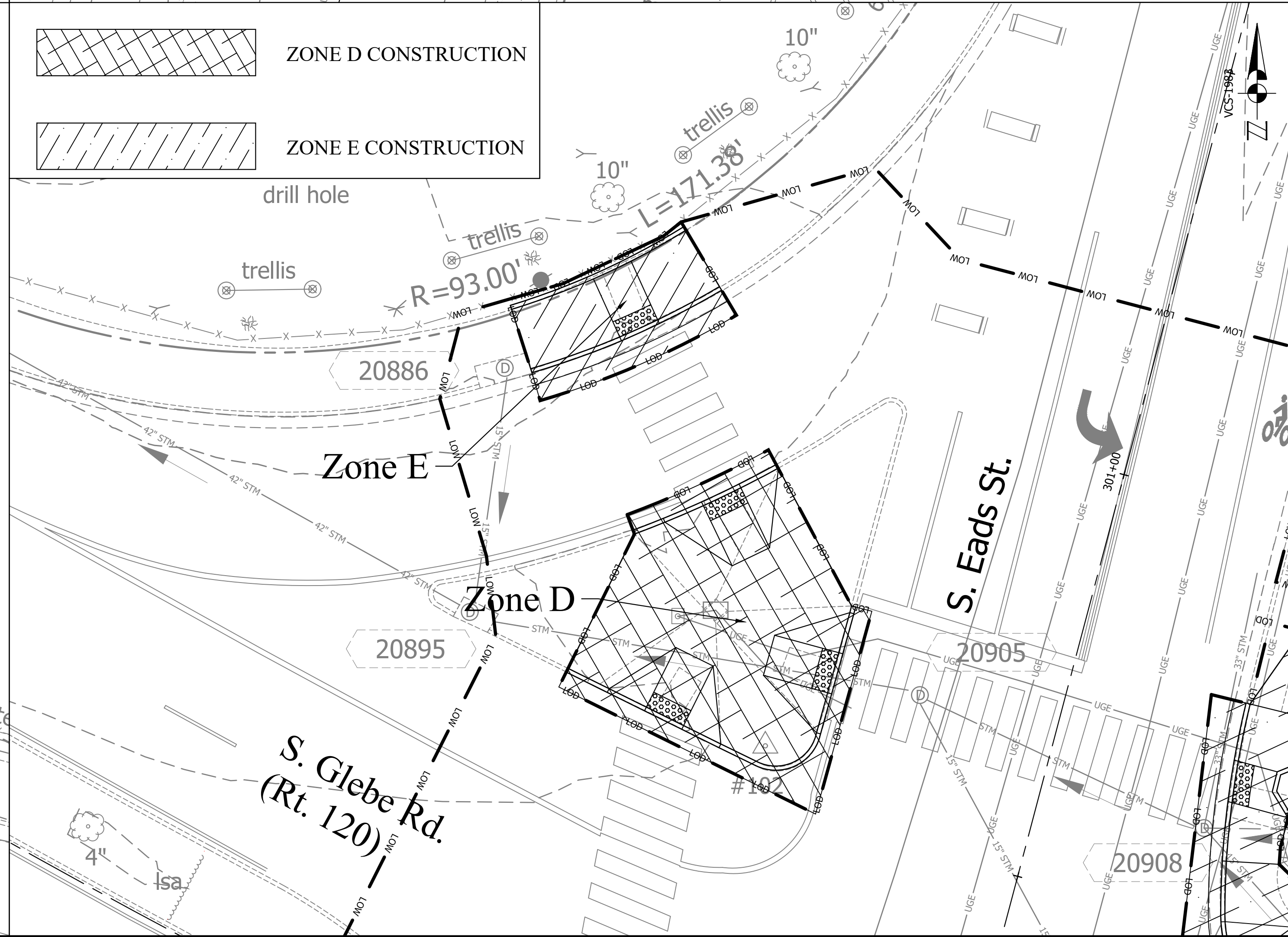
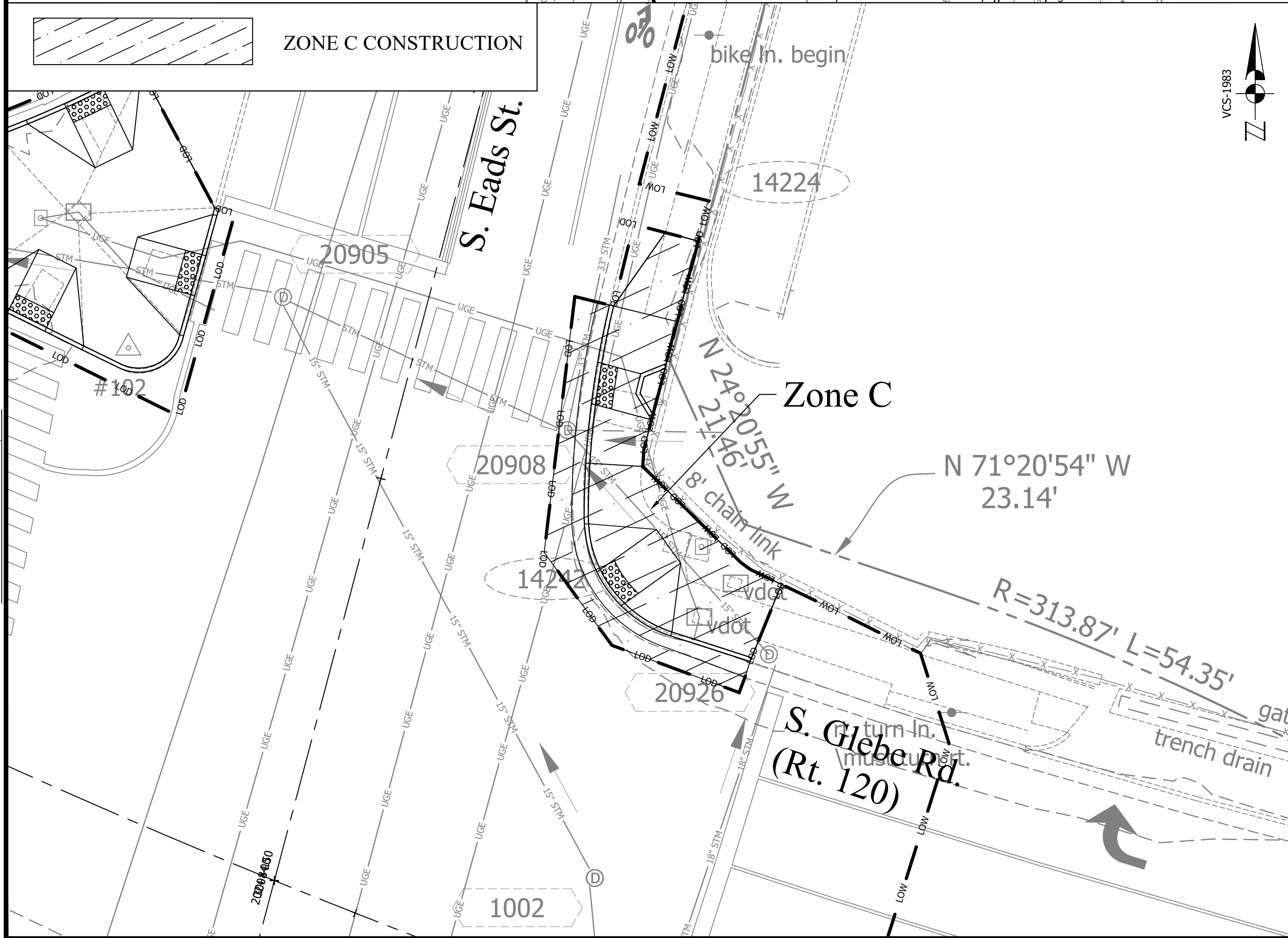
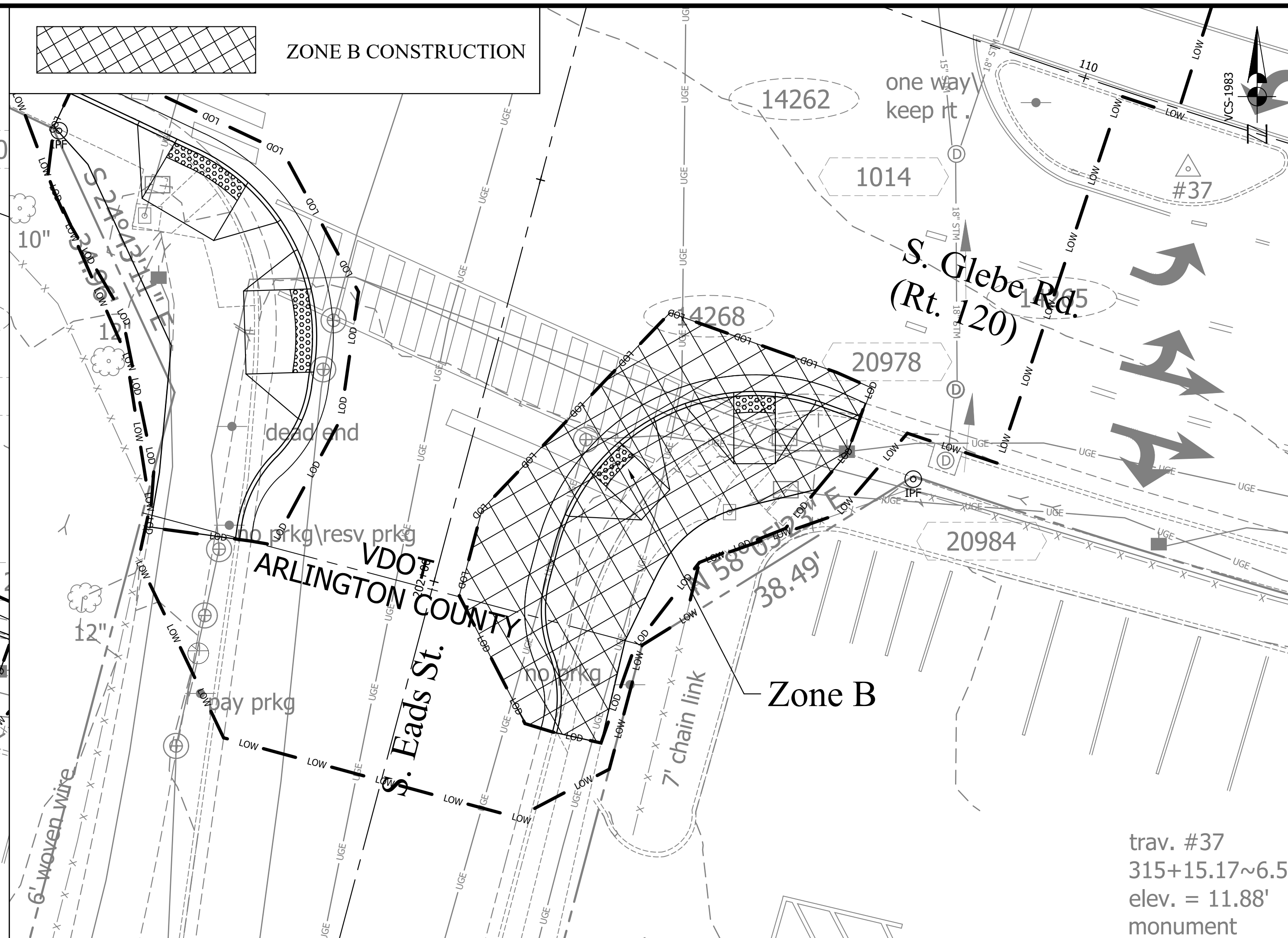
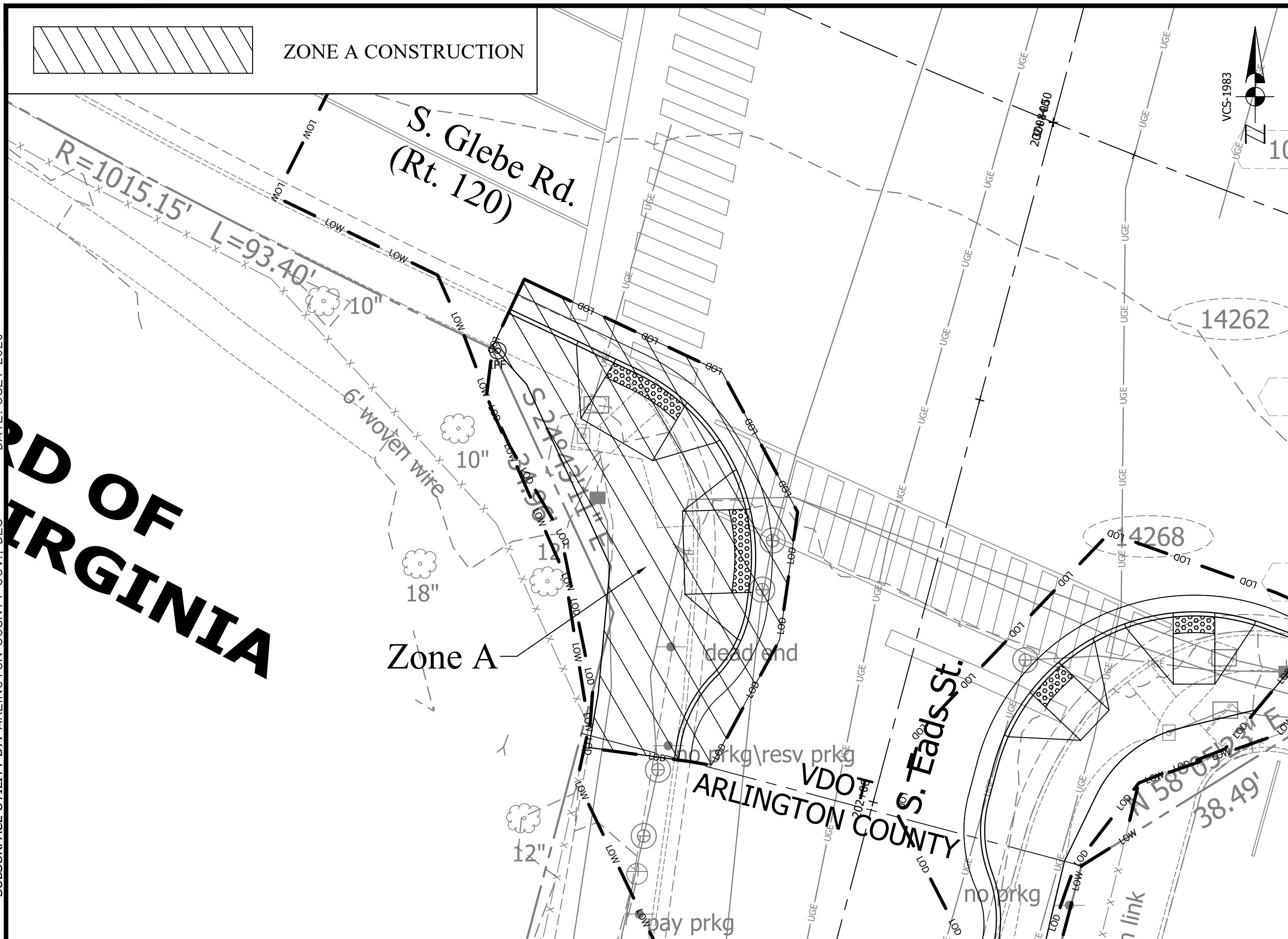
PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120) DATE: JULY 2020  
SURVEYED BY: ARLINGTON COUNTY GOV., DES

T08S

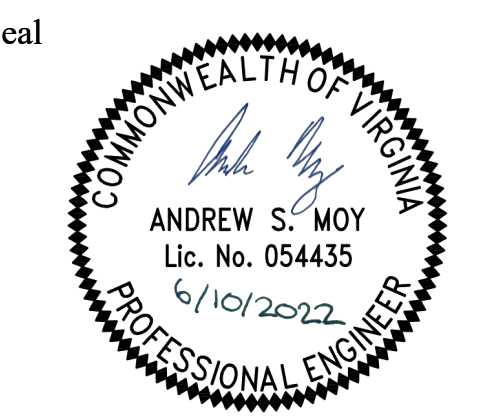


DESIGNED BY: RUMMEL, KLEPPER, & KAHL, LLP, ANDREW MOY, PE (703-246-0028)  
 SURFACE UTILITY BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020

PROJECT MANAGER: ANDREW HAYES, PE, PTOE (571-243-1120)  
 SURVEYED BY: ARLINGTON COUNTY GOV., DES DATE: JULY 2020



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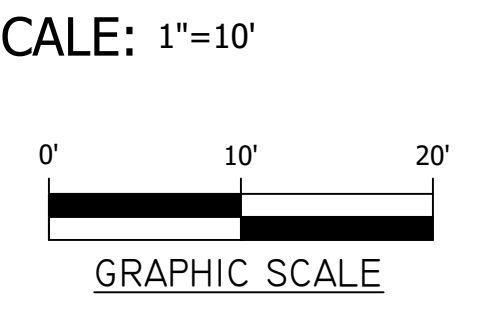


APPROVALS	DATE
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<i>John N. Hahn</i> TRAFFIC ENGINEERING MANAGER	08/24/2022
<i>John N. Hahn</i> WATER, SEWER, STREETS BUREAU CHIEF	9/1/22
<i>John N. Hahn</i> TE&O BUREAU CHIEF	08/26/2022
<i>Dennis M. Leach</i> TRANSPORTATION DIRECTOR	08/29/2022

Revisions	Date

**MAINTENANCE OF TRAFFIC - WORK ZONES**  
**S. GLEBE ROAD INTERSECTION IMPROVEMENTS AT S. EADS STREET**

DESIGNED: MJA  
 DRAWN: KM  
 CHECKED: MJA  
 MISS UTILITY TRANSMITTAL #: xxx  
 FILENAME: T085-148-13A-MOT.dwg  
 PATH: Orders\TO\_010\_GlebeEads\cadd\Sheets  
 PLOTTED: June 07, 2022  
 PLOTTED BY: jkiser



SHEET 13A of 13A