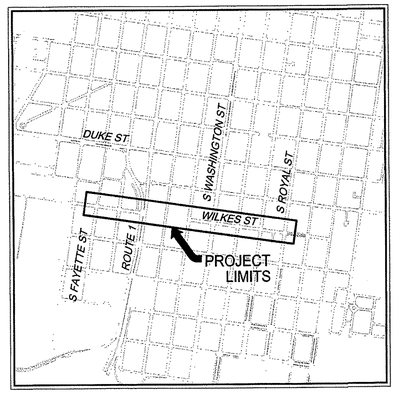
STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.	RSTP-5401 (862) RSTP-5401 (886)		U000-100-704 (SEE TABULATION BELOW FOR SECTION NUMBERS)	1

FHWA 534 DATA 3H028

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA	
URBAN LOCAL LEVEL 25 MPH MIN. DESIGN SPEED	
	Fr: S. FAYETTE STREET To: S. ROYAL STREET
ADT (20xx)	xxxxxx
ADT (20xx)	xxxxxx
DHV	xxxxxx
D (%) (design hour)	xxxxxx
T (%) (design hour)	xxxxxx
V (MPH)	N/A



VICINITY MAP
SCALE: 1" = 1000'

WILKES STREET BICYCLE FACILITIES

PREPARED FOR:

CITY OF ALEXANDRIA VIRGINIA

CONTACTS

OWNER:
CITY OF ALEXANDRIA
TRANSPORTATION AND ENVIRONMENTAL SERVICES
CITY HALL
301 KING STREET
ALEXANDRIA, VA 22314
TEL: (703) 746-4017
FAX: (703) 212-8405
CONTACT: HILLARY POOLE

CIVIL ENGINEER:
TOOLE DESIGN GROUP, LLC
8484 GEORGIA AVENUE,
SUITE 800
SILVER SPRING, MARYLAND 20910
TEL: (301) 927-1900
FAX: (301) 927-2800
CONTACT: MELANY ALLISTON-BRICK, P.E.

MISS UTILITY OF VIRGINIA

CALL BEFORE YOU DIG
1.800.552.7001

SHEET INDEX

SHEET NO.	DRAWING NO.	
1	C-1	COVER SHEET
2-8	G-1 TO G-3 D-1 TO D-4	DETAILS AND GENERAL NOTES
9-11	ES-1 TO ES-3	EROSION AND SEDIMENT PLANS
12	Q-1	SUMMARY OF QUANTITIES

SHEET NO.	DRAWING NO.	SHEET NAME	MAIN CORRIDOR	FROM	TO
13	SM-1	SIGNING AND MARKING PLAN 1	S FAYETTE/WILKES ST	S FAYETTE STREET	S HENRY STREET
14	SM-2	SIGNING AND MARKING PLAN 2	WILKES STREET	S HENRY STREET	MID WAY BTWN ROUTE 1/ALFRED
15	SM-3	SIGNING AND MARKING PLAN 3	WILKES STREET	MIDWAY BTWN ROUTE 1/ALFRED	S COLUMBUS STREET
16	SM-4	SIGNING AND MARKING PLAN 4	WILKES STREET	S COLUMBUS STREET	SOUTH ST ASAPH STREET
17	SM-5	SIGNING AND MARKING PLAN 5	WILKES STREET	SOUTH ST ASAPH STREET	S PITT STREET
18	SM-6	SIGNING AND MARKING PLAN 6	WILKES STREET	S PITT STREET	S ROYAL STREET
19	INT-1	INTERSECTION DETAIL 1	WILKES STREET	ROUTE 1	-
20	INT-2	INTERSECTION DETAIL 2	WILKES STREET	ALFRED STREET	-
21	INT-3	INTERSECTION DETAIL 3	WILKES STREET	S COLUMBUS STREET	-

POPULATION: 139,966 , 2010 CENSUS

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	EQUALITIES FEET	LENGTH INCLUDING BRIDGE(S) FEET	LENGTH INCLUDING BRIDGE(S) MILES	LENGTH EXCLUDING BRIDGE(S) FEET	LENGTH EXCLUDING BRIDGE(S) MILES	BRIDGE PROJECT NO.	TYPE PROJECT	DESCRIPTION
U000-100-704	P101	RSTP-5401(862)		85374		2640	0.5					
	M501	RSTP-5401(886)		85374		2640	0.5					

MELANY R. ALLISTON-BRICK
COMMONWEALTH OF VIRGINIA
Lic. No. 041103
4/5/14
PROFESSIONAL ENGINEER

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SVCS.

APPROVED
X DIRECTOR — DATE: 5 NOV. 14

RECOMMENDED FOR APPROVAL
X DEPUTY DIRECTOR OF OPERATIONS — DATE: 11.5.14

RECOMMENDED FOR APPROVAL
X DEPUTY DIRECTOR OF INFRASTRUCTURE & ENVIRONMENT — DATE: 11-5-14

RECOMMENDED FOR APPROVAL
X DEPUTY DIRECTOR OF TRANSPORTATION — DATE: 11/5/14

DEPARTMENT OF PROJECT IMPLEMENTATION

APPROVED
X DIRECTOR — DATE: 11/4/14

TIER 1 PROJECT

LOCALLY ADMINISTERED PROJECTS
CITY OF ALEXANDRIA, VIRGINIA
NAME OF LOCALITY

NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICAL (TYPED)
RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
DATE — TITLE OF POSITION

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
CITY ENGINEER
DATE — TITLE OF POSITION

RECOMMENDED FOR APPROVAL FOR RIGHT OF WAY ACQUISITION
DATE — DISTRICT PLANNING AND INVESTMENT MANAGER
DATE — DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR RIGHT OF WAY ACQUISITION
DATE — DISTRICT ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
2/25/15 — Maria J. Sinnel — DISTRICT PLANNING AND INVESTMENT MANAGER
2/27/15 — DISTRICT PROJECT DEVELOPMENT ENGINEER
APPROVED FOR CONSTRUCTION
2/27/15 — DISTRICT ADMINISTRATOR

ToolDesignGroup
8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
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WILKES STREET
FROM S WEST ST TO S ROYAL ST
ALEXANDRIA, VA
PROJECT NO. 08-110

PREPARED: MK
CHECKED: MRAB
DATE
JUNE 5, 2014
REV 1
REV. 2
REV. 3
SHEET NAME

DRAWING NUMBER

SHEET NUMBER
1 OF 21

GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS AND PROCEDURES SHALL BE GOVERNED BY THE ROAD DESIGN MANUAL, ROAD AND BRIDGE STANDARDS ISSUED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT), AND THE CITY OF ALEXANDRIA'S DESIGN AND CONSTRUCTION STANDARDS.
2. BASE MAPPING WAS PREPARED FROM GIS DATA PROVIDED BY THE CITY OF ALEXANDRIA. ALL DIMENSIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO ORDERING MATERIALS FOR CONSTRUCTION. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, ANY DISCREPANCIES SHALL BE REPORTED TO THE CITY ENGINEER PRIOR TO BEGINNING WORK. PROPOSED PAVEMENT MARKINGS AND SIGNS MAY BE ADJUSTED AS DIRECTED BY THE CITY ENGINEER.
3. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING MISS UTILITY PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES MUST BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
4. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTION TO PROTECT ALL WALKS, GRADING, SIDEWALKS AND FEATURES OUTSIDE THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE CITY ENGINEER ANY OTHER DAMAGE SO CAUSED.
5. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS FOR WORK TO BE PERFORMED WITHIN THE CITY OF ALEXANDRIA RIGHT OF WAY.

SIGNING AND PAVEMENT MARKINGS

6. ALL PAVEMENT MARKINGS AND SIGN WORK SHALL MEET ALL APPLICABLE VDOT, AND CITY OF ALEXANDRIA STANDARDS AND SPECIFICATIONS, AND 2009 MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) REQUIREMENTS.
7. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
8. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE ERADICATED.
9. PARKING ZONE PAVEMENT MARKINGS - 4" SOLID WHITE TRANSVERSE PARKING LINES SHALL MATCH PARKING REGULATION SIGNS, WHERE PRESENT. IF NO SIGNS ARE PRESENT, LINES SHALL BE LOCATED ACCORDING TO CITY OF ALEXANDRIA PARKING REGULATIONS, OR AS DIRECTED BY THE CITY ENGINEER.
10. DRIVEWAYS - NOT ALL DRIVEWAYS HAVE BEEN LOCATED FOR THIS PAVEMENT MARKINGS PLAN. FIELD VERIFY DRIVEWAY LOCATIONS BEFORE APPLYING PAVEMENT MARKINGS.
11. ALL SIGNS SHALL BE HIGH INTENSITY SHEETING MEETING THE REQUIREMENTS OF AASHTO M268.
12. PROPOSED SIGNS SHALL BE INSTALLED SO THAT NO PORTION OF THE SIGN PANEL OVERHANGS ADJACENT ROADWAY PAVEMENT, I.E. SHALL NOT EXTEND BEYOND FACE OF CURB.
13. PROPOSED SIGN POSTS SHALL BE LOCATED A MINIMUM OF 2 FEET BEHIND ANY ADJACENT FACE OF CURB. IF LOCATED IN OR ADJACENT TO SIDEWALKS, A 32" MINIMUM CLEAR AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS SHALL BE MAINTAINED. A 3' CLEAR WIDTH SHALL BE MAINTAINED ALONG ALL SIDEWALKS.
14. PROPOSED SIGNS AT NEW LOCATIONS SHALL BE INSTALLED SO THEY DO NOT BLOCK THE VISIBILITY OF ANY EXISTING SIGNS OR SIGNALS.
15. PROPOSED SIGNS AND POSTS SHALL BE CLEAR OF EXISTING FIRE HYDRANTS, SURFACE UTILITY, AND OVERHEAD UTILITY EQUIPMENT A MINIMUM OF 10 FEET.
16. FOR NEW POST INSTALLATION, THE CONTRACTOR SHALL VERIFY THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES.
17. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL OR UTILITY POLES SHALL BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES SHALL NOT BE DRILLED DIRECTLY. THE CONTRACTOR SHALL SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE CITY ENGINEER FOR APPROVAL PRIOR TO INSTALLATION.
18. IF SIGN INSTALLATION IS SHOWN ON A POLE THAT IS NOT OWNED BY THE CITY, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER (UTILITY COMPANY OR PROPERTY OWNER). THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING REQUIRED PERMISSION.
19. ALL SIGN LOCATIONS SHOWN ON THE PLANS ARE SCHEMATIC AND MAY NOT REFLECT ACTUAL FIELD LOCATIONS. THE CONTRACTOR SHALL VERIFY EACH LOCATION PRIOR TO INSTALLING A SIGN. IF AT ANY POINT THE CONTRACTOR FINDS A CONFLICT, THE CONTRACTOR SHALL CONTACT THE CITY ENGINEER PRIOR TO INSTALLING THE PROPOSED SIGN. PROPOSED SIGN LOCATIONS CAN BE ADJUSTED AS APPROVED BY THE CITY ENGINEER.

MAINTENANCE OF TRAFFIC

20. MUTCD, VDOT AND CITY OF ALEXANDRIA STANDARD DETAILS AND PROCEDURES FOR MAINTENANCE OF TRAFFIC SHALL BE USED FOR INSTALLATION PROPOSED WORK.
21. ALL EXISTING RESIDENTIAL AND COMMERCIAL DRIVEWAYS AND PUBLIC ALLEY ENTRANCES SHALL REMAIN OPEN AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
22. FOR LOCATIONS WHERE THE WORK WILL BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR SHORT-TERM STATIONARY WORK AND MOBILE WORK.
23. TEMPORARY "MOBILE" LANE CLOSURES UTILIZING VEHICLES WITH WARNING LIGHTS AND SIGNS PER MUTCD WILL BE ALLOWED FOR LANE CLOSURES WHERE THE WORK WILL BE COMPLETED WITHIN ONE WORKING DAY. FOR LOCATIONS WHERE THE WORK WILL NOT BE COMPLETE WITHIN ONE WORKING DAY, THE CONTRACTOR SHALL UTILIZE SIGNS, BARRICADES, CHANNELIZING DEVICES, CHANGEABLE MESSAGE BOARDS, AND WARNING LIGHTS AS NECESSARY TO COMPLY WITH VDOT AND MUTCD REQUIREMENTS FOR INTERMEDIATE-TERM STATIONARY WORK.
24. THE SIDEWALKS AND CROSSWALKS MUST REMAIN OPEN AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
25. SIGNS SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF WORK AND REMOVED IMMEDIATELY AFTER COMPLETION OF ACTIVITIES.
26. FULL VIEW OF ADVANCE WARNING SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE.
27. THE CONTRACTOR SHALL OBTAIN THE NECESSARY NOISE PERMIT FOR WEEKEND AND NIGHT-TIME WORK.
28. ALL AFFECTED TRAVEL LANES SHALL MAINTAIN A 10-FOOT MINIMUM WIDTH UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
4/5/14
PROFESSIONAL ENGINEER

Melany Alliston-Brick

ToolleDesignGroup
8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
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REV. 2
REV. 3
SHEET NAME
GEN NOTES 1
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G-1
SHEET NUMBER
2 OF 21

DEMOLITION NOTES

1. THE CONTRACTOR SHALL PERFORM DEMOLITION ACTIVITIES AS NOTED AND SHOWN ON THESE PLANS AND AS DIRECTED BY CITY INSPECTOR.

2. INSTALL ALL EROSION AND SEDIMENT CONTROL DEVICES AND TREE PROTECTION PRIOR TO BEGINNING DEMOLITION WORK.

3. 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 THE CITY OF ALEXANDRIA AND APPROPRIATE UTILITY COMPANIES PRIOR TO WORK.

11. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES TO REMAIN IN PLACE. CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING CONCRETE CURBS, POSTS, SIGNS, AND OTHER ELEMENTS TO REMAIN DURING DEMOLITION. ANY DAMAGE TO PROPERTY CAUSED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

12. ALL MATERIALS REMOVED UNDER CLEARING/DEMOLITION WORK, NOT TO BE RELOCATED OR TO BE TURNED OVER TO THE CITY, SHALL BE REMOVED AS DIRECTED BY THE CITY AND THE CONTRACTOR SHALL LEGALLY DISPOSE OF ALL DEBRIS FROM THE SITE.

13. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID UNNECESSARY DAMAGE TO EXISTING ROAD SURFACES.

14. THE CONTRACTOR SHALL INFORM MISS UTILITY OF VIRGINIA AND THE CITY OF ALEXANDRIA 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION OPERATIONS. CERTAIN UTILITIES WITHIN THE VICINITY OF THIS PROJECT AREA ARE SHOWN ON THE PLANS. THE UTILITIES SHOWN ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATELY LOCATED. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES AND LIGHTING SYSTEMS BEFORE PROCEEDING WITH WORK.

15. ASPHALT OR CONCRETE TO BE REMOVED SHALL BE SAW CUT AND CAREFULLY REMOVED TO AVOID DAMAGE TO EXISTING PAVEMENT TO REMAIN. ASPHALT SHALL BE REMOVED ONLY WHEN WORK IS TO PROCEED IMMEDIATELY TO AVOID SLOUGHING OF THE ADJACENT PAVEMENT BASE MATERIAL.

16. WHERE NEW CONCRETE CURB IS CALLED OUT, CONTRACTOR SHALL PROVIDE A SMOOTH AND UNIFORM EDGE AND CAUSE MINIMAL DISTURBANCE TO EXISTING ASPHALT TO REMAIN.

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MELANY R. ALLISTON-BRICK
Lic. No. 041103
4/5/14
PROFESSIONAL ENGINEER

DETAIL OF PAVEMENT MARKINGS (IF SHOWN)

ROADWAY

1. APPROACH LANE LINES TO A SIGNALIZED INTERSECTION

   A. FOUR INCH WIDE, SOLID WHITE LINES. BEGIN AT STOP LINE AND CONTINUE FOR NINETY FEET UNLESS OTHERWISE NOTED.

2. BROKEN LINES

   A. FOUR INCHES WIDE, TEN FEET LONG; SKIP SPACES THIRTY FEET LONG. THE LAST DASH LINE OF EACH BLOCK WILL VARY IN LENGTH. IF IT IS SHORTER THAN TEN FEET, CONNECT TO NEXT TO LAST DASH LINE.
   DASH LINES STOP ONE FOOT BEFORE CROSSWALK BACK EDGE LINE.

3. DASHED LINES

   A. SINGLE DASHED WHITE LINE: FOUR INCHES WIDE, TWO FEET LONG SOLID WHITE; SKIP SPACES FOUR FEET LONG.
   B. DOUBLE YELLOW LINE: FOUR INCHES WIDE, LOCATED FOUR INCHES APART; SKIP SPACES, FOUR FEET LONG.

4. ARROW OR TEXT MARKINGS

   A. SPACED THIRTY-TWO FEET APART, UNLESS OTHERWISE NOTED. SPACED FIFTEEN FEET FROM CROSSWALK.

BIKE LANES

1. ADJACENT TO PARKING LANE - SOLID WHITE LINE, 4 INCHES WIDE UNLESS OTHERWISE NOTED.

2. ADJACENT TO TRAVEL LANE - SOLID WHITE LINE, 6 INCHES WIDE UNLESS OTHERWISE NOTED.

STOP LINES

1. ONE FOOT WIDE (UNLESS OTHERWISE NOTED), LOCATED FIVE FEET BEFORE CROSSWALK.

CROSSWALKS

2. PEDESTRIAN CROSSWALK - TEN FEET WIDE, UNLESS OTHERWISE NOTED.
   A. EDGE LINES ONLY (CW) - SOLID WHITE LINES, SIX INCHES WIDE.
   B. STRIPED CROSSWALKS - HIGH VISIBILITY CROSSWALKS (HVCW)= ONE FOOT WIDE WHITE STRIPES WITH THREE FOOT WIDE SPACING AND NO EDGELINES. MAKE STRIPES 45º TO CURB LINE OF STREET.
   C. HIGH VISIBILITY SCHOOL ZONE CROSSWALKS (HVSCW) = TWO FOOT WIDE WHITE STRIPES WITH TWO FOOT WIDE SPACING. MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
   D. ALL HANDICAP RAMPS MUST BE LOCATED WITHIN A CROSSWALK, INCLUDING SIDE FLARES OF RAMPS. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROSSWALK IF CROSSWALK WIDTH IS GREATER THAN FIFTEEN FEET. MAXIMUM WIDTH OF CROSSWALK IS TWENTY FEET.

PARKING STALLS

1. SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.

NO PARKING ZONES/BUFFER

1. OUTER BUFFER/PARKING AISLE EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE, UNLESS OTHERWISE NOTED.

2. INNER BUFFER EDGE - SINGLE SOLID WHITE LINE, FOUR INCHES WIDE.

3. DIAGONAL OR CHEVRON BUFFER - SINGLE SOLID
   WHITE LINE, SIX INCHES WIDE, FORTY-FIVE DEGREE ANGLE, FIVE FOOT ON CENTER SPACING, UNLESS OTHERWISE NOTED.

4. PARKING RESTRICTED 15' FROM CENTER OF FIRE HYDRANTS IN BOTH LONGITUDINAL DIRECTIONS.

REPAVING

1. REPAVING OF CORRIDORS WITHIN THIS PLAN SET ARE ASSUMED TO BE REPAVED TO THE EXTENT OF THE POINT OF CURVATURE OF THE CROSS STREET. IF PROPOSED MARKINGS DO NOT MEET THE LIMITS OF REPAVING, CONTRACTOR TO EXTEND PROPOSED MARKING TO MATCH THE EXISTING MARKINGS TIE-IN POINT.

ToolleDesignGroup
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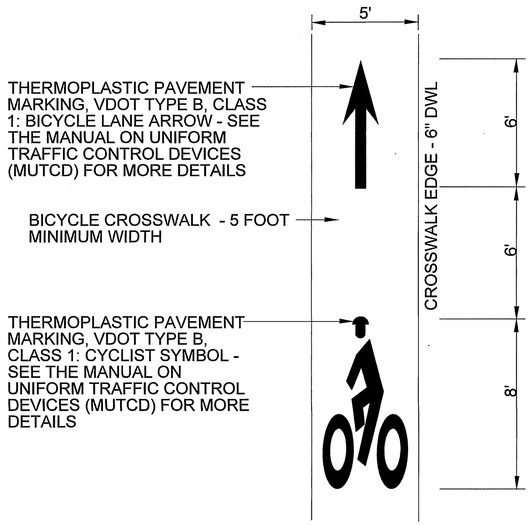
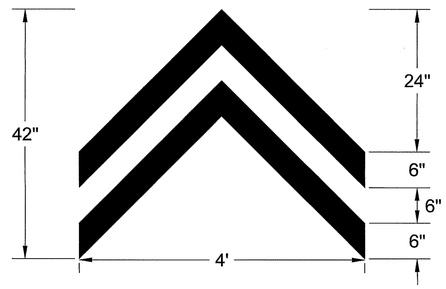


BICYCLE LANE SYMBOL

WITHIN BICYCLE CROSSWALK

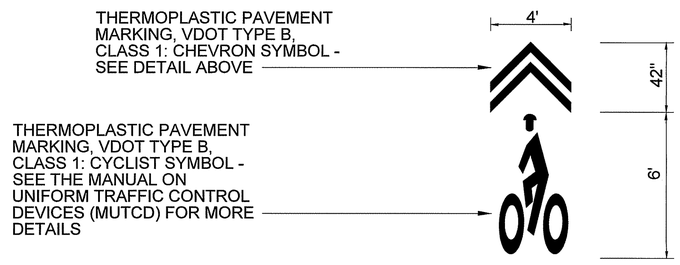
N.T.S.



CHEVRON

N.T.S.

NOTE:
SEE THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR MORE DETAILS



SHARED LANE SYMBOL

N.T.S.

SHARED LANE SYMBOL PLACEMENT NOTES:

IN LOCATIONS WITH ON-STREET PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE A MINIMUM OF 11 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IN LOCATIONS WITHOUT PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE 4 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IF LOCATED IN A TURN LANE, SHARED LANE MARKING SYMBOLS SHALL BE CENTERED IN THE LANE UNLESS OTHERWISE NOTED ON THE PLAN SHEETS.

DO NOT PLACE SYMBOLS ON LANE LINES.

SEE PLAN SHEETS FOR SYMBOL LOCATIONS.

MARKING LEGEND

EXISTING	PROPOSED	
	BE	BEGIN ERADICATION
	EE	END ERADICATION
	ES	ERADICATE SYMBOL
		SIGN AND POST
		BICYCLE LANE/CROSSWALK SYMBOL
		SHARED LANE MARKING
		NEIGHBORHOOD BIKEWAY SYMBOL
	4" SWL	4" SOLID WHITE LANE LINE OR INSIDE BICYCLE LANE LINE
	6" SWL	6" SOLID WHITE OUTSIDE BICYCLE LANE LINE
	4" BWL	4" BROKEN WHITE LANE LINE (10' STRIPE, 30' SKIP)
	4" DWL	4" DASHED WHITE LINE (2' STRIPE, 4' SKIP)
	6" DWL	6" DASHED WHITE LINE (2' STRIPE, 4' SKIP)
	4" SYL	4" SOLID YELLOW LANE LINE
	4" SYCL	4" SOLID YELLOW CENTERLINE
	4" DSYCL	4" DOUBLE SOLID YELLOW CENTERLINE
	4" BYCL	4" DOUBLE BROKEN YELLOW CENTERLINE (10' STRIPE, 30' SKIP)
	4" DDYCL	4" DOUBLE DASHED YELLOW CENTERLINE (2' STRIPE, 4' SKIP)
	4" SBYCL	4" SOLID YELLOW LANE LINE WITH 4" BROKEN YELLOW LANE LINE (10' STRIPE, 30' SKIP)
	6" SWCHL	6" SOLID WHITE CHANNELIZATION LINE
	6"–24" SYCHL	6"-24" SOLID YELLOW CHANNELIZATION LINE
	12"/24" SL	12" / 24" STOP LINE
	CW	CROSSWALK WITH 6" SWL FOR PARALLEL LINES
	HVCW	HIGH VISIBILITY SCHOOL CROSSWALK WITH 6" SWL FOR PARALLEL LINES AND 24" SWL (4' O.C. AT 90° ALIGNED WITH CURB, UNLESS OTHERWISE NOTED)
		GORE MARKINGS WITH 6" SWCHL OR 6"-24" SYCHL (5' O.C. AT 45° UNLESS OTHERWISE NOTED)
		WHITE PAVEMENT ARROW AND TEXT
		COLORIZED COATING
TOW ZONE NO STOPPING ANYTIME	TOW ZONE NO STOPPING ANYTIME	NEW OR RELOCATED SIGN
		EXISTING FIRE HYDRANT
BUS STOP		EXISTING BUS STOP CONCRETE PAD

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SHARED LANE SYMBOL PLACEMENT NOTES:

IN LOCATIONS WITH ON-STREET PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE A MINIMUM OF 11 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IN LOCATIONS WITHOUT PARKING, SHARED LANE MARKING SYMBOLS SHALL BE PLACED SO THAT THEIR CENTERS ARE 4 FEET FROM THE ADJACENT FACE OF CURB, UNLESS SHOWN OTHERWISE ON THE PLAN SHEETS.

IF LOCATED IN A TURN LANE, SHARED LANE MARKING SYMBOLS SHALL BE CENTERED IN THE LANE UNLESS OTHERWISE NOTED ON THE PLAN SHEETS.

DO NOT PLACE SYMBOLS ON LANE LINES.

SEE PLAN SHEETS FOR SYMBOL LOCATIONS.

NOTE:
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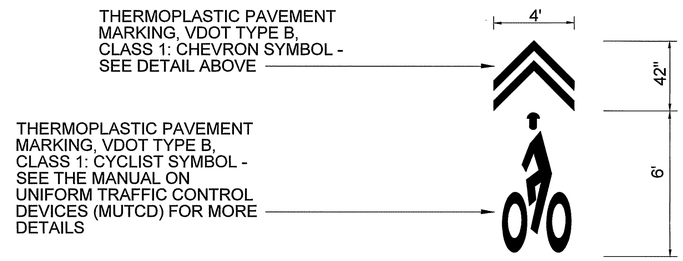
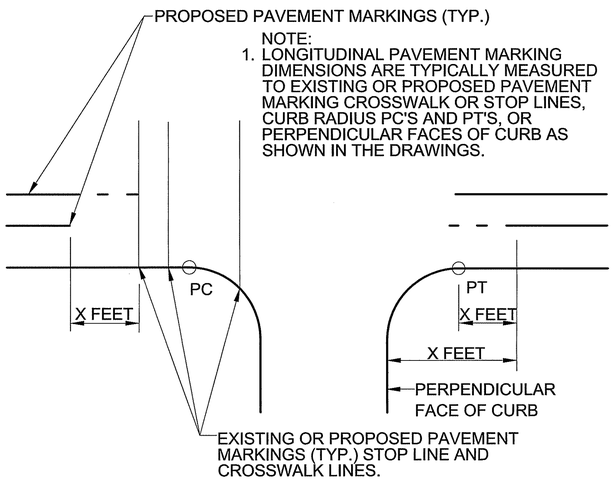


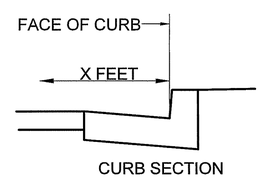
NEIGHBORHOOD BIKEWAYS SYMBOL PLACEMENT
N.T.S.



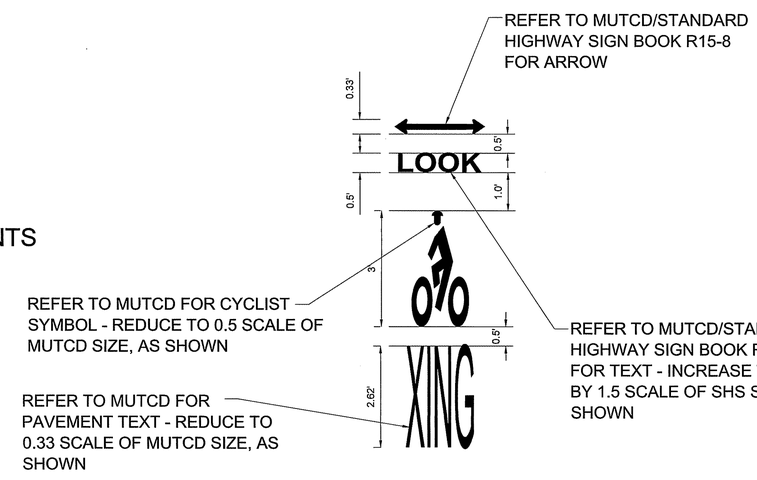
NOTE:
1. LONGITUDINAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO EXISTING OR PROPOSED PAVEMENT MARKING CROSSWALK OR STOP LINES, CURB RADIUS PC'S AND PT'S, OR PERPENDICULAR FACES OF CURB AS SHOWN IN THE DRAWINGS.

TYPICAL LONGITUDINAL STRIPING DIMENSION MEASURE TO POINTS
N.T.S.

NOTE:
1. LATERAL PAVEMENT MARKING DIMENSIONS ARE TYPICALLY MEASURED TO AN ADJACENT FACE OF CURB OR TO THE CENTERLINE OF AN ADJACENT PAVEMENT MARKING AS SHOWN IN THE DRAWINGS.



TYPICAL LATERAL STRIPING DIMENSIONS MEASURE TO POINTS
N.T.S.



BIKE CROSSING WARNING PAVEMENT MARKING
N.T.S.

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
6/5/15
PROFESSIONAL ENGINEER

ToolesDesignGroup
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WILKES STREET
FROM S WEST ST TO S ROYAL ST
ALEXANDRIA, VA
PROJECT NO. 08-110

PREPARED: MK
CHECKED: MRAB
DATE
JUNE 5, 2014
REV 1
REV. 2
REV. 3
SHEET NAME
DETAILS 1
DRAWING NUMBER
D-1
SHEET NUMBER

ARROW LAYOUT GUIDE

ARROWS TO BE PLACED IN 3"X3" DOTTED BOX, CENTERED HORIZONTALLY AND VERTICALLY (DOTTED BOX IS A GUIDE AND NOT TO BE PRINTED)

ARROW OPTIONS PLACED TO THE RIGHT OF TEXT/SYMBOL

- SPECIAL- STRAIGHT/RIGHT AHEAD (SRA)

ARROW OPTIONS PLACED TO THE RIGHT OF MILEAGE

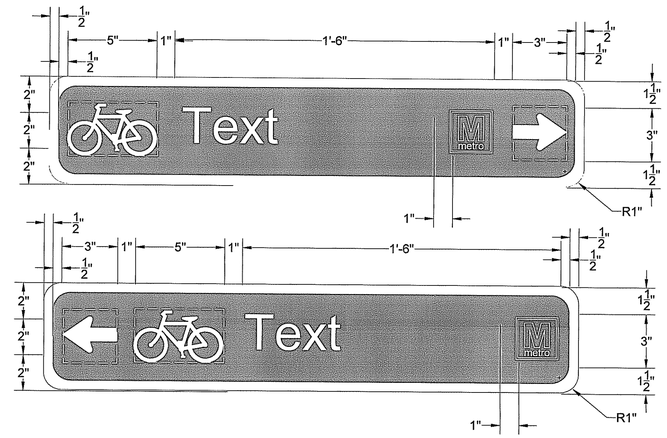
- RIGHT (R)
- ANGLE RIGHT (AR)

ARROW OPTIONS PLACED TO THE LEFT OF BIKE

- STRAIGHT (S)
- LEFT (L)
- ANGLE LEFT (AL)

D11-1A WAYFINDING BLAZE

N.T.S.



D1-1B WAYFINDING SUBPLATE

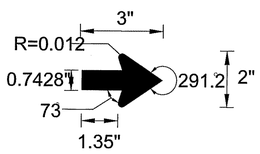
BICYCLE ONLY

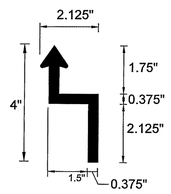
N.T.S.

FONT: CLEARVIEWHWY - 1
HEIGHT: 2"
CORNER RADIUS: 1.5"
BORDER THICKNESS: 0.5"
SIGN BACKGROUND: GREEN
SIGN BORDER AND TEXT: WHITE

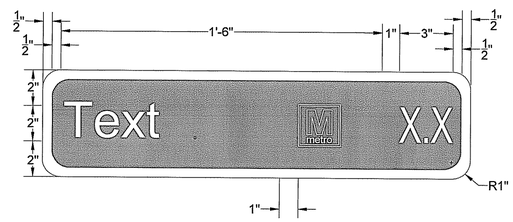
SPECIAL- STRAIGHT/LEFT AHEAD (SLA)

LEFT/RIGHT, STRAIGHT ANGLED LEFT/RIGHT ARROW





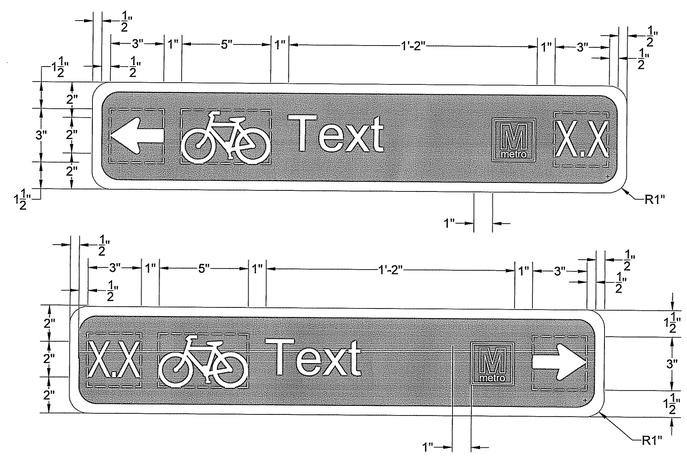
NOTE:
SYMBOL TO BE MIRRORED FOR SPECIAL- STRAIGHT/RIGHT AHEAD (SRA)



D1-1A WAYFINDING SUBPLATE

MILEAGE ONLY

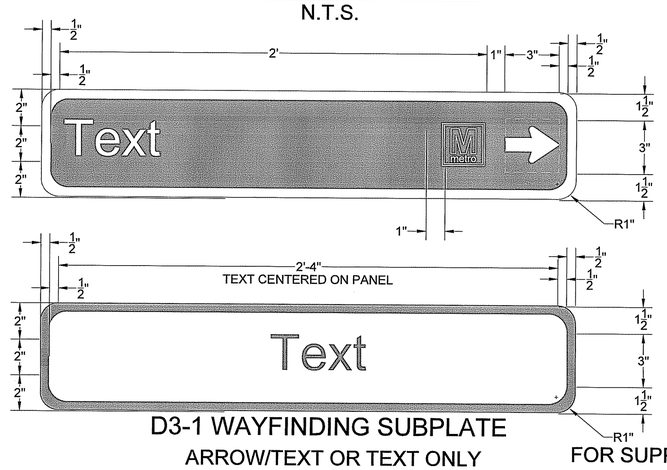
N.T.S.



D1-1C WAYFINDING SUBPLATE

MILEAGE AND BICYCLE

N.T.S.



D3-1 WAYFINDING SUBPLATE

ARROW/TEXT OR TEXT ONLY

N.T.S.

FOR SUPPLEMENTAL: TEXT ONLY

SIGN BACKGROUND: WHITE
SIGN BORDER AND TEXT: GREEN

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MELANY R. ALLISTON-BRICK
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ToolеDesignGroup
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DRAWING NUMBER
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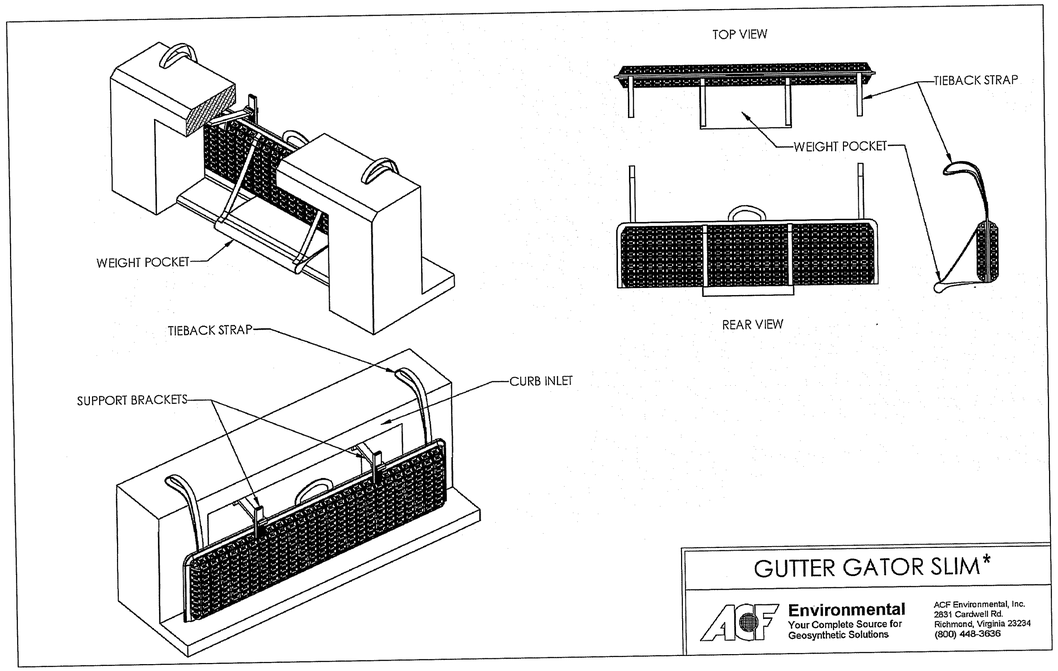
SHEET NUMBER
6 OF 21



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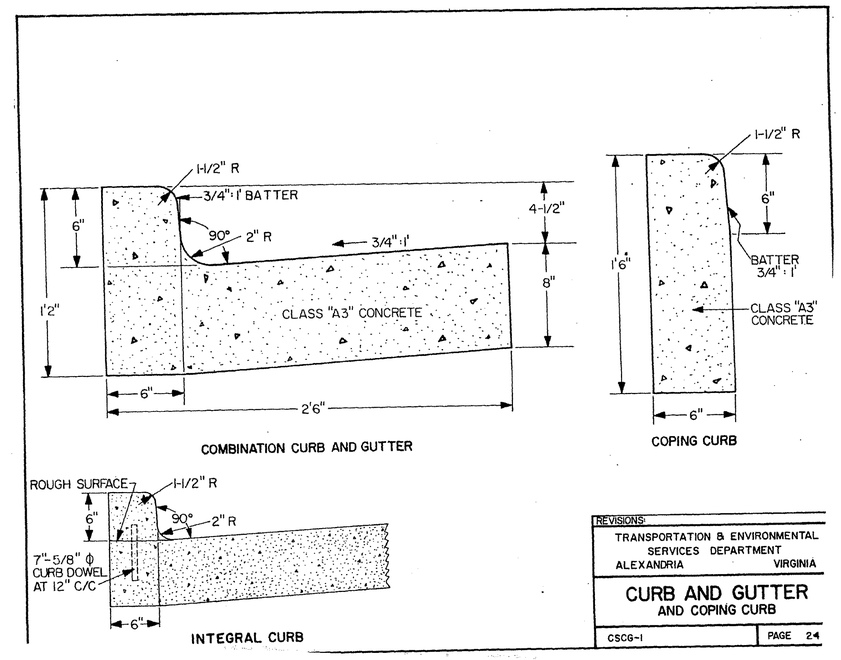


REVISIONS:

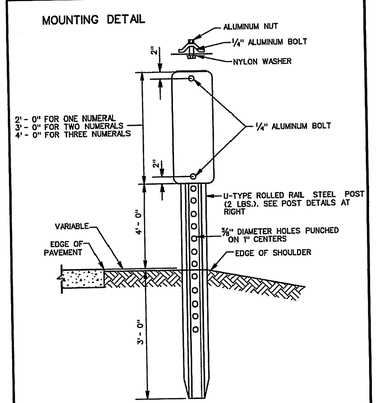
TRANSPORTATION & ENVIRONMENTAL SERVICES DEPARTMENT
ALEXANDRIA VIRGINIA

CURB AND GUTTER
AND COPING CURB

CSCG-1 | PAGE 2-4

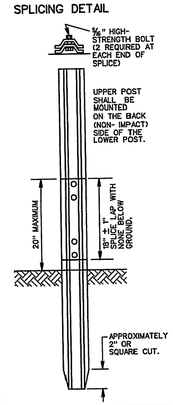
MM-1

MOUNTING DETAIL

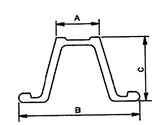


USP-1

SPLICING DETAIL



POST SECTION DIMENSIONS



1.33 LB./LF

	MINIMUM	MAXIMUM
A.	1/2"	1"
B.	2"	2 1/4"
C.	3/4"	1 1/4"

2.00 LB./LF

	MINIMUM	MAXIMUM
A.	1 5/64 "	1 5/32 "
B.	3 1/16"	3 1/4"
C.	1 5/64 "	1 5/64 "

NOTES:

DRIVING CAP TO BE USED WHEN DRIVING POST.

PANEL TO BE FABRICATED OF ASTM B209 ALLOY 6061-T6 OR 5052-H38, 0.080 THICK.

TOP OF PANEL TO be FLUSH WITH TOP OF POST.

ERECTION

MILEPOST MARKERS TO BE LOCATED IN LINE WITH DELINEATOR POSTS, EDGE OF SHOULDER OR BACK OF GUARDRAIL, IF PRESENT.

VDOT
ROAD AND BRIDGE STANDARDS

SHEET 1 OF 1 | REVISION DATE
1328.10

MILEPOST MARKERS & U-TYPE STEEL POST
TYPICAL STRUCTURE DETAILS
VIRGINIA DEPARTMENT OF TRANSPORTATION

SPECIFICATION REFERENCE
701
702

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
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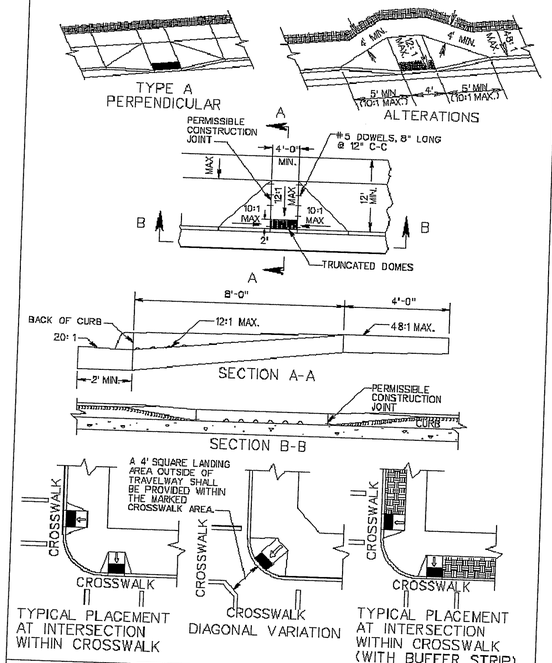
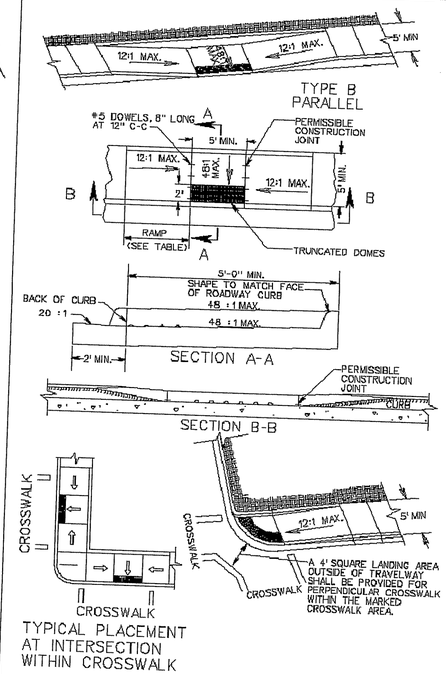
SHEET NUMBER
7 OF 21

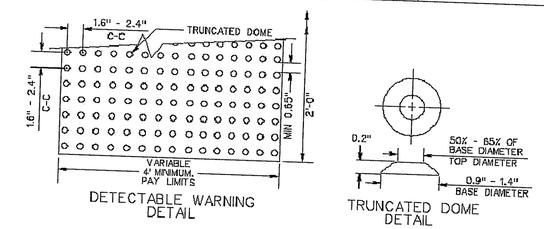
SURVEYED BY ____
SUPERVISED BY MM
DESIGNED BY MRB





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

REVISED	STATE	FEDERAL AID PROJECT	ROUTE	STATE PROJECT	SHEET NO.
	VA.				



TYPE B
PARALLEL APPLICATION

ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	4	6
1	5	7
2	5	8
3	6	9
4	8	12
5	10	15
6	14	15

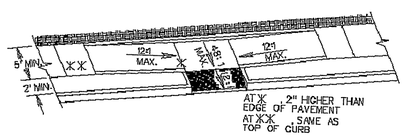
NOTE:
THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.

TYPE C
PARALLEL & PERPENDICULAR APPLICATION

ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	2	4
1	2	5
2	3	5
3	3	6
4	4	8
5	5	10
6	7	14
7	13	15
8	15	15

NOTES:

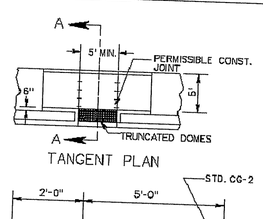
1. THE DETECTABLE WARNING SHALL BE PROVIDED BY TRUNCATED DOMES.
2. DETECTABLE WARNING TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST) WITH SLIP RESISTANT INTEGRAL SURFACE COVERING THE FULL WIDTH OF THE RAMP FLOOR BY 2' IN LENGTH IN THE DIRECTION OF PEDESTRIAN TRAVEL. OTHER TYPES OF MATERIAL WITH THE TRUNCATED DOMES DETECTABLE WARNING MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
3. SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
4. IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
5. 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 1½".
6. CURB / CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB / CURB AND GUTTER.
7. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THEY ARE TO BE PROVIDED AT INTERSECTIONS WHEREVER AN ACCESSIBLE ROUTE WITHIN THE RIGHT OF WAY OF A HIGHWAY FACILITY CROSSES A CURB REGARDLESS OF WHETHER SIDEWALK IS EXISTING, PROPOSED, OR NONEXISTENT. THEY MUST BE LOCATED WITHIN PEDESTRIAN CROSSWALKS AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES, EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. ACCESSIBLE ROUTES PROVIDE A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PEDESTRIANS.
8. RAMPS 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.
9. TYPICAL CONCRETE SIDEWALK IS 6" THICK. WHEN THE ENTRANCE RADII CANNOT ACCOMMODATE THE TURNING REQUIREMENTS OF ANTICIPATED HEAVY TRUCK TRAFFIC THE CONCRETE SIDEWALK DEPTH SHOULD BE INCREASED TO 7".
10. WHEN CURB RAMPS ARE USED IN CONJUNCTION WITH A SHARED USE PATH, THE MINIMUM WIDTH SHALL BE THE WIDTH OF THE SHARED USE PATH.



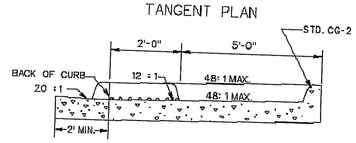
TYPE C
PARALLEL & PERPENDICULAR

THE SELECTION OF CURB TYPE AND THE CONFIGURATION OF THE UTILITY STRIP MAY VARY TO MEET EXISTING FIELD CONDITIONS AND ROADWAY GEOMETRICS PROVIDING THE DIMNSIONS AND SLOPES ARE AS NOTED.

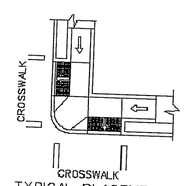
THIS COMBINED (PARALLEL & PERPENDICULAR) DESIGN FOR ALTERATIONS CAN BE USED WITH ADJOINING BUFFER STRIP. LANDING AT BOTTOM OF TWO SLOPING SIDES WITH 60" X 60" MIN. DIMENSIONS. THE SHORT PERPENDICULAR RUN TO THE STREET CAN BE PROTECTED BY A LANDSCAPED SETBACK OR CONNECTED TO THE SIDEWALK WITH A WARPED SURFACE.



TANGENT PLAN



SECTION A-A



TYPICAL PLACEMENT AT INTERSECTION WITH BUFFER STRIP

REV. 7/05
SPECIAL DESIGN SECTION
DRAWING NO. A 59

PLAN NO.	PROJECT	FILE NO.	SHEET NO.

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
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EROSION AND SEDIMENT CONTROL LEGEND:

EXISTING RIGHT OF WAY

IP — GUTTER GATOR INLET PROTECTION OR APPROVED EQUAL, SEE DETAIL.

GENERAL EROSION AND SEDIMENT CONTROL NOTES:

1. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS SECTION 4VAC50-30 EROSION AND SEDIMENT CONTROL REGULATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES TO THE SATISFACTION OF THE CITY SITE INSPECTOR.
3. MEASURE AND PAYMENT FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROLS ARE INCIDENTAL TO SITE PREPARATION (REFER TO SECTION 02230 SPECIFICATION).
4. ALL EXISTING TREES ARE TO REMAIN AND BE PROTECTED FROM CONSTRUCTION ACTIVIITIES UNLESS OTHERWISE SPECIFIED IN THESE PLANS.
5. AN EROSION AND SEDIMENT CONTROL PLAN MUST BE APPROVED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LAND DISTURBING ACTIVITY GREATER THAN 2,500 SQUARE FEET.
6. A "CERTIFIED LAND DISTURBER" (CLD) SHALL BE NAMED IN A LETTER TO THE DIVISION CHIEF OF CONSTRUCTION AND INSPECTION (C&I), DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LAND DISTURBING ACTIVITIES. IF THE CLD CHANGES DURING THE PROJECT, THAT CHANGE MUST BE NOTED IN A LETTER TO THE DIVISION CHIEF. A NOTE TO THIS EFFECT SHALL BE PLACED ON THE EROSION AND SEDIMENT CONTROL SHEETS ON THE PLAN.
7. THE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES, CONSTRUCTION MANAGEMENT AND INSPECTION (CM&I) DIVISION MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENTS OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION. THE RESPONSIBLE CERTIFIED LAND DISTURBER (CLD) SHALL ATTEND THE PRE-CONSTRUCTION MEETINGS.
8. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.
9. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT GRADING OPERATION CAN BEGIN AND END AS QUICKLY AS POSSIBLE. AREAS NOT TO BE DISTURBED MUST BE CLEARLY MARKED OR FLAGGED.
10. AN INSPECTION BY THE CITY OF ALEXANDRIA IS REQUIRED AFTER INITIAL INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND BEFORE ANY CLEARING OR GRADING CAN BEGIN.
11. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
12. PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN THOSE INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF-SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE CITY OF ALEXANDRIA.
13. THE CONTRACTOR IS TO KEEP DENUDED AREAS TO A MINIMUM. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT FOR LONGER THAN 30 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR. ANY STOCKPILED MATERIAL WHICH WILL REMAIN IN PLACE LONGER THAN 10 DAYS MUST BE SEEDED FOR TEMPORARY VEGETATION AND MULCHED WITH STRAW MULCH OR OTHERWISE STABILIZED.
14. 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.
15. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES DAILY 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.
16. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AND AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL (T&ES) SERVICES OF THE CITY OF ALEXANDRIA.
17. ANY DENUDED SLOPES, EITHER DISTURBED OR CREATED BY THIS PLAN THAT EXCEED 2500 SQUARE FEET ARE TO BE SODDED AND PEGGED FOR STABILITY AND EROSION CONTROL. AT THE COMPLETION OF THE PROJECT AND PRIOR TO THE RELEASE OF THE BOND, ALL DISTURBED AREAS SHALL BE STABILIZED PERMANENTLY AND ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED.
18. INSTALL SILT FENCE AND TREE PROTECTION, WHERE APPLICABLE, TO THE EXTENT POSSIBLE ALL TREE PROTECTION SHALL BE INSTALLED AT THE DRIP LINE OF THE TREE(S).
19. DUST CONTROL SHALL BE ACCOMPLISHED BY TEMPORARY VEGETATIVE COVER AND BY IRRIGATION AS NEEDED.
20. CONTRACTOR TO RESTORE/REPAIR DAMAGED AREAS OUTSIDE OF LIMITS OF DISTURBANCE TO EXISTING CONDITIONS AFTER CONSTRUCTION IS COMPLETED.

SEQUENCE OF CONSTRUCTION FOR INSTALLATION:

1. INSTALL PERIMETER EROSION AND SEDIMENT CONTROLS AS SHOWN ON THIS PLAN.
2. INSTALL INLET PROTECTION AT EXISTING STORM DRAIN INLETS AS NECESSARY AND AS SHOWN IN THIS PLAN.
3. INSTALL ADDITIONAL EROSION AND SEDIMENT CONTROL PRACTICES AS NECESSARY AND AS DIRECTED BY THE EROSION AND SEDIMENT CONTROL INSPECTOR.
4. CONDUCT DEMOLITION AND CONSTRUCTION ACTIVITIES ACCORDING TO THE APPLICABLE PLANS.
5. AS CONTRIBUTORY DRAINAGE AREAS ARE STABILIZED AND WITH THE PERMISSION OF THE EROSION AND SEDIMENT CONTROL INSPECTOR, REMOVE INDIVIDUAL EROSION AND SEDIMENT CONTROL PRACTICES.
6. UPON COMPLETION OF DEMOLITION, CONSTRUCTION AND LAND DISTURBING ACTIVITIES, PROVIDE PERMANENT STABILIZATION ACCORDING TO APPROVED METHODS AND REMOVE ALL EXISTING EROSION AND SEDIMENT CONTROL MEASURES WITH THE APPROVAL OF THE EROSION AND SEDIMENT CONTROL INSPECTOR.

COMMONWEALTH OF VIRGINIA
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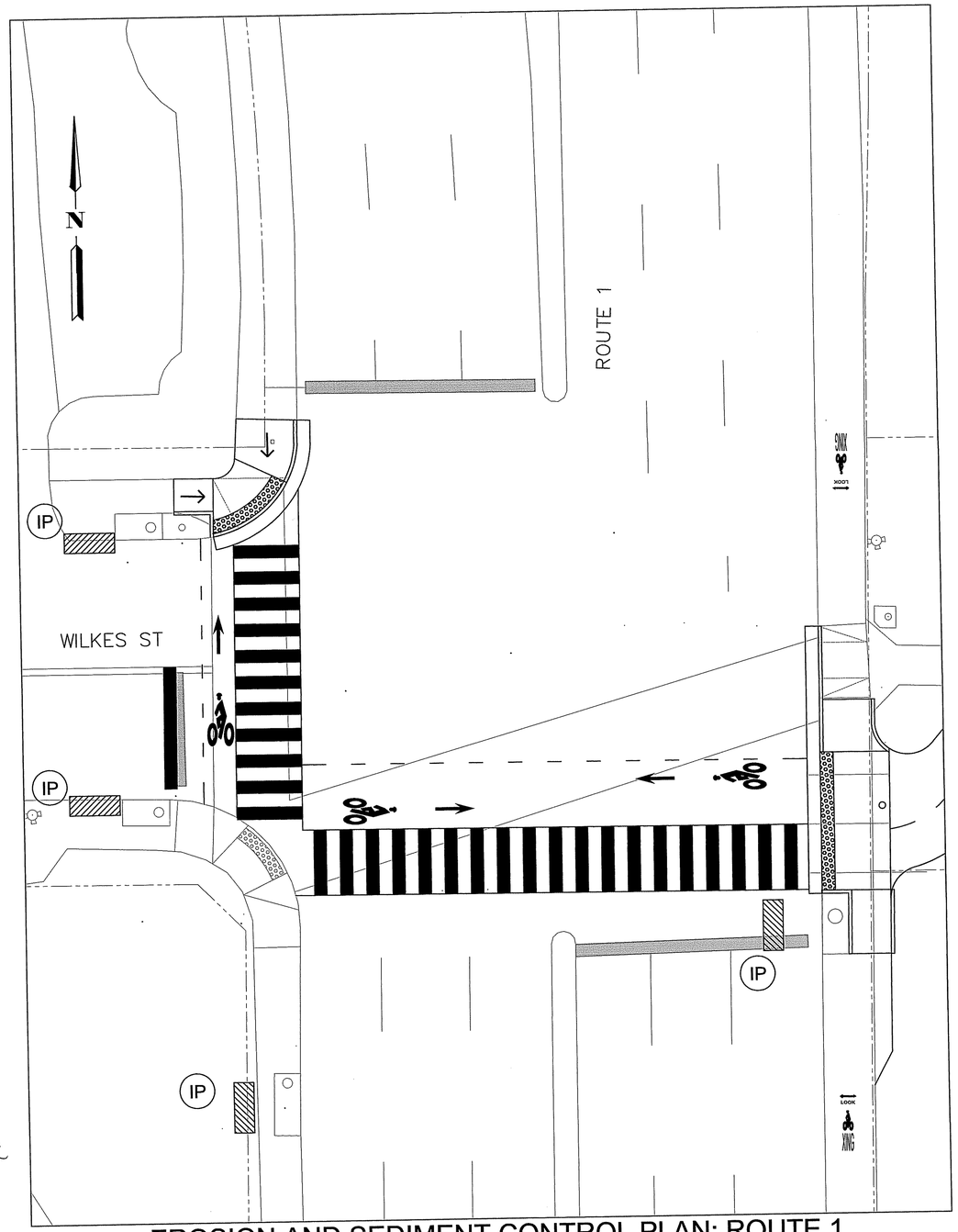

EROSION AND SEDIMENT CONTROL PLAN: ROUTE 1

ToolesDesignGroup
8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
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WILKES STREET
FROM S WEST ST TO S ROYAL ST
ALEXANDRIA, VA
PROJECT NO. 08-110

0 5 10 20

PREPARED: MK
CHECKED: MRAB
DATE
JUNE 5, 2014
REV 1
REV. 2
REV. 3
SHEET NAME
EROSION & SEDIMENT 1
DRAWING NUMBER
ES-1
SHEET NUMBER
9 OF 21

EROSION AND SEDIMENT CONTROL LEGEND:

EXISTING RIGHT OF WAY

IP GUTTER GATOR INLET PROTECTION OR APPROVED EQUAL, SEE DETAIL.

GENERAL EROSION AND SEDIMENT CONTROL NOTES:

1. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK AND VIRGINIA REGULATIONS SECTION 4VAC50–30 EROSION AND SEDIMENT CONTROL REGULATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE REQUIRED EROSION AND SEDIMENT CONTROL MEASURES TO THE SATISFACTION OF THE CITY SITE INSPECTOR.
3. MEASURE AND PAYMENT FOR ALL TEMPORARY EROSION AND SEDIMENT CONTROLS ARE INCIDENTAL TO SITE PREPARATION (REFER TO SECTION 02230 SPECIFICATION).
4. ALL EXISTING TREES ARE TO REMAIN AND BE PROTECTED FROM CONSTRUCTION ACTIVITIES UNLESS OTHERWISE SPECIFIED IN THESE PLANS.
5. AN EROSION AND SEDIMENT CONTROL PLAN MUST BE APPROVED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LAND DISTURBING ACTIVITY GREATER THAN 2,500 SQUARE FEET.
6. A "CERTIFIED LAND DISTURBER" (CLD) SHALL BE NAMED IN A LETTER TO THE DIVISION CHIEF OF CONSTRUCTION AND INSPECTION (C&I), DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES PRIOR TO ANY LAND DISTURBING ACTIVITIES. IF THE CLD CHANGES DURING THE PROJECT, THAT CHANGE MUST BE NOTED IN A LETTER TO THE DIVISION CHIEF. A NOTE TO THIS EFFECT SHALL BE PLACED ON THE EROSION AND SEDIMENT CONTROL SHEETS ON THE PLAN.
7. THE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES, CONSTRUCTION MANAGEMENT AND INSPECTION (CM&I) DIVISION MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE–CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENTS OF LAND DISTURBING ACTIVITY, AND ONE WEEK PRIOR TO THE FINAL INSPECTION. THE RESPONSIBLE CERTIFIED LAND DISTURBER (CLD) SHALL ATTEND THE PRE–CONSTRUCTION MEETINGS.
8. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UPSLOPE LAND DISTURBANCE TAKES PLACE.
9. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT GRADING OPERATION CAN BEGIN AND END AS QUICKLY AS POSSIBLE. AREAS NOT TO BE DISTURBED MUST BE CLEARLY MARKED OR FLAGGED.
10. AN INSPECTION BY THE CITY OF ALEXANDRIA IS REQUIRED AFTER INITIAL INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND BEFORE ANY CLEARING OR GRADING CAN BEGIN.
11. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
12. PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN THOSE INDICATED ON THESE PLANS (INCLUDING, BUT NOT LIMITED TO, OFF–SITE BORROW OR WASTE AREAS), THE CONTRACTOR SHALL SUBMIT A SUPPLEMENTARY EROSION CONTROL PLAN TO THE OWNER FOR REVIEW AND APPROVAL BY THE CITY OF ALEXANDRIA.
13. THE CONTRACTOR IS TO KEEP DENUDED AREAS TO A MINIMUM. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN DORMANT FOR LONGER THAN 30 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT DORMANT FOR MORE THAN ONE YEAR. ANY STOCKPILED MATERIAL WHICH WILL REMAIN IN PLACE LONGER THAN 10 DAYS MUST BE SEEDED FOR TEMPORARY VEGETATION AND MULCHED WITH STRAW MULCH OR OTHERWISE STABILIZED.
14. 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.
15. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES DAILY 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.
16. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AND AS DETERMINED BY THE DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL (T&ES) SERVICES OF THE CITY OF ALEXANDRIA.
17. ANY DENUDED SLOPES, EITHER DISTURBED OR CREATED BY THIS PLAN THAT EXCEED 2500 SQUARE FEET ARE TO BE SODDED AND PEGGED FOR STABILITY AND EROSION CONTROL. AT THE COMPLETION OF THE PROJECT AND PRIOR TO THE RELEASE OF THE BOND, ALL DISTURBED AREAS SHALL BE STABILIZED PERMANENTLY AND ALL TEMPORARY EROSION AND SEDIMENT CONTROLS SHALL BE REMOVED.
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19. DUST CONTROL SHALL BE ACCOMPLISHED BY TEMPORARY VEGETATIVE COVER AND BY IRRIGATION AS NEEDED.
20. CONTRACTOR TO RESTORE/REPAIR DAMAGED AREAS OUTSIDE OF LIMITS OF DISTURBANCE TO EXISTING CONDITIONS AFTER CONSTRUCTION IS COMPLETED.

SEQUENCE OF CONSTRUCTION FOR INSTALLATION:

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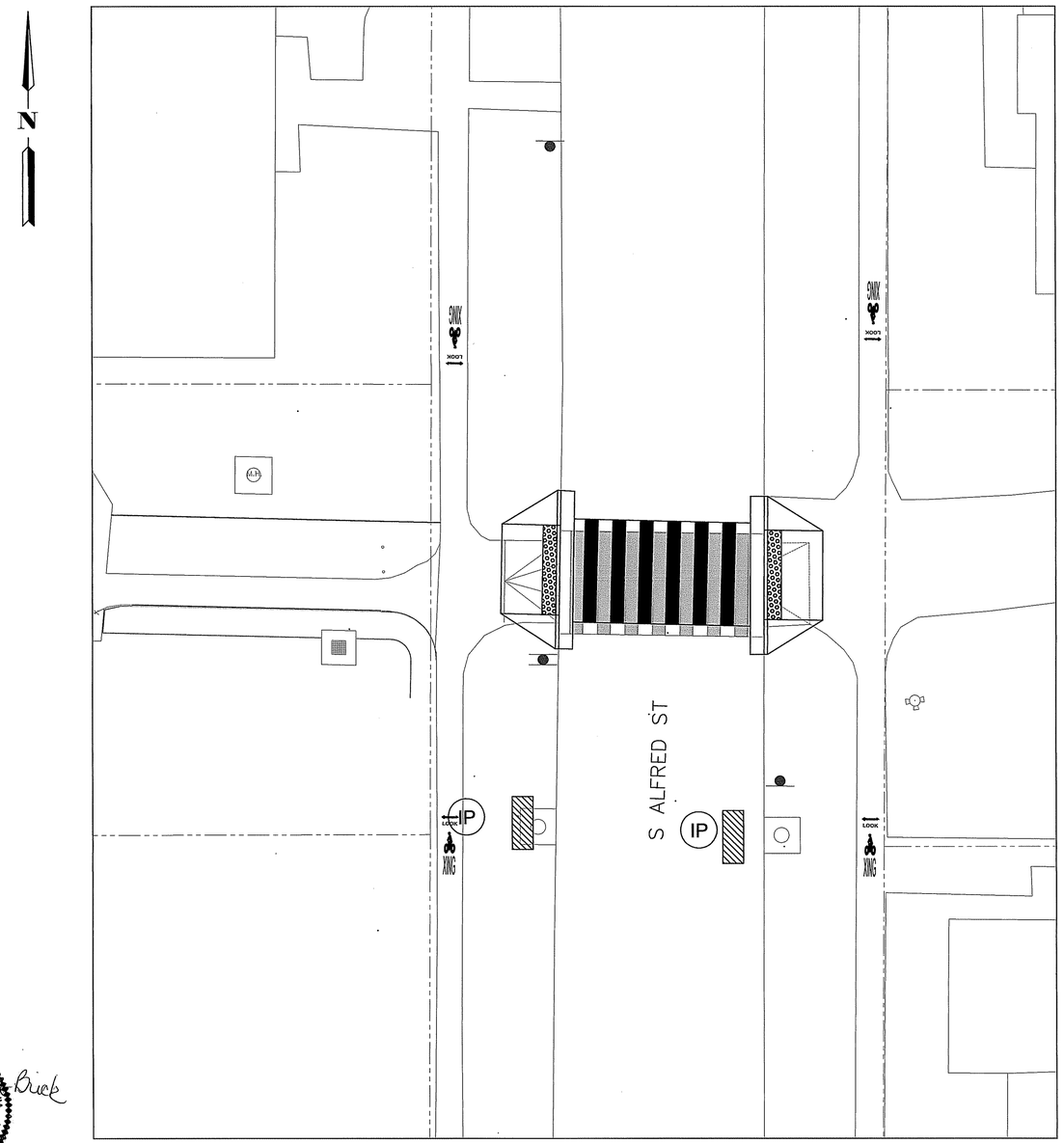
3. INSTALL ADDITIONAL EROSION AND SEDIMENT CONTROL PRACTICES AS NECESSARY AND AS DIRECTED BY THE EROSION AND SEDIMENT CONTROL INSPECTOR.
4. CONDUCT DEMOLITION AND CONSTRUCTION ACTIVITIES ACCORDING TO THE APPLICABLE PLANS.
5. AS CONTRIBUTORY DRAINAGE AREAS ARE STABILIZED AND WITH THE PERMISSION OF THE EROSION AND SEDIMENT CONTROL INSPECTOR, REMOVE INDIVIDUAL EROSION AND SEDIMENT CONTROL PRACTICES.
6. UPON COMPLETION OF DEMOLITION, CONSTRUCTION AND LAND DISTURBING ACTIVITIES, PROVIDE PERMANENT STABILIZATION ACCORDING TO APPROVED METHODS AND REMOVE ALL EXISTING EROSION AND SEDIMENT CONTROL MEASURES WITH THE APPROVAL OF THE EROSION AND SEDIMENT CONTROL INSPECTOR.

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
6/5/14
PROFESSIONAL ENGINEER

Melany R. Alliston-Brick



EROSION AND SEDIMENT CONTROL PLAN: ALFRED STREET

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8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
PHONE: (301) 927-1860 FAX: (301) 927-2800
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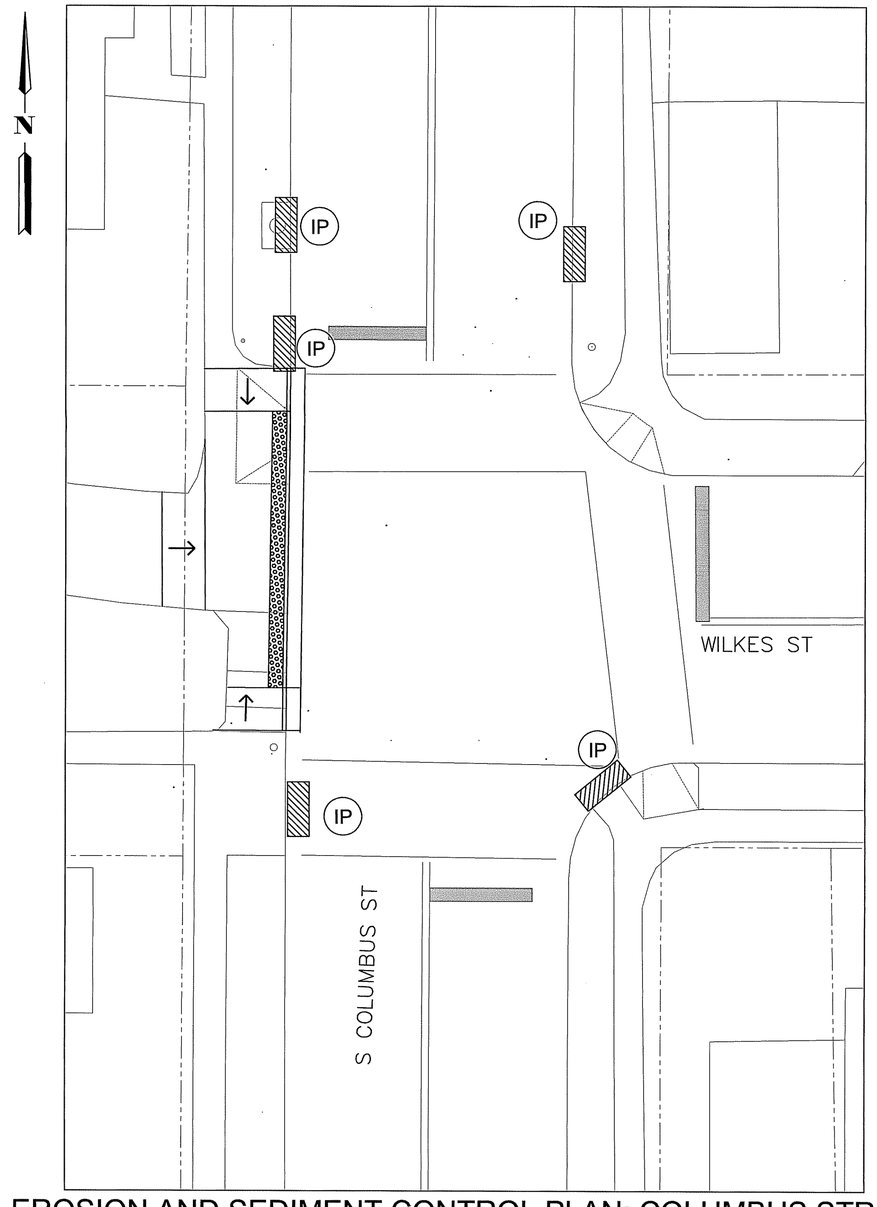
COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
PROFESSIONAL ENGINEER
Melany Alliston Brick
4/5/14



EROSION AND SEDIMENT CONTROL PLAN: COLUMBUS STREET

ToolеDesignGroup
8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
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FROM S WEST ST TO S ROYAL ST
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EROSION & SEDIMENT 3
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ES-3
SHEET NUMBER
11 OF 21

SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
MAINTENANCE OF TRAFFIC	LS	1
SIDEWALK RAMP (VDOT CG12-A)	EA	2
SIDEWALK RAMP (VDOT CG12-B)	EA	3
THERMOPLASTIC PAVEMENT MARKING (VDOT TYPE B, CLASS 1), 4 INCH	LF	2,420
THERMOPLASTIC PAVEMENT MARKING (VDOT TYPE B, CLASS 1), 6 INCH	LF	740
THERMOPLASTIC PAVEMENT MARKING (VDOT TYPE B, CLASS 1), 24 INCH	LF	2,060
THERMOPLASTIC PAVEMENT (VDOT TYPE B, CLASS 1), CHEVRON	EA	12
THERMOPLASTIC PAVEMENT (VDOT TYPE B CLASS 1), BICYCLE LANE SYMBOL ARROW	EA	7
THERMOPLASTIC PAVEMENT (VDOT TYPE B CLASS 1), CYCLIST SYMBOL	EA	19
THERMOPLASTIC PAVEMENT (VDOT TYPE B CLASS 1), "BIKE XING" WARNING SYMBOL	EA	8
TRAFFIC SIGNS	LS	1

COMMONWEALTH OF VIRGINIA
MELANY R. ALLISTON-BRICK
Lic. No. 041103
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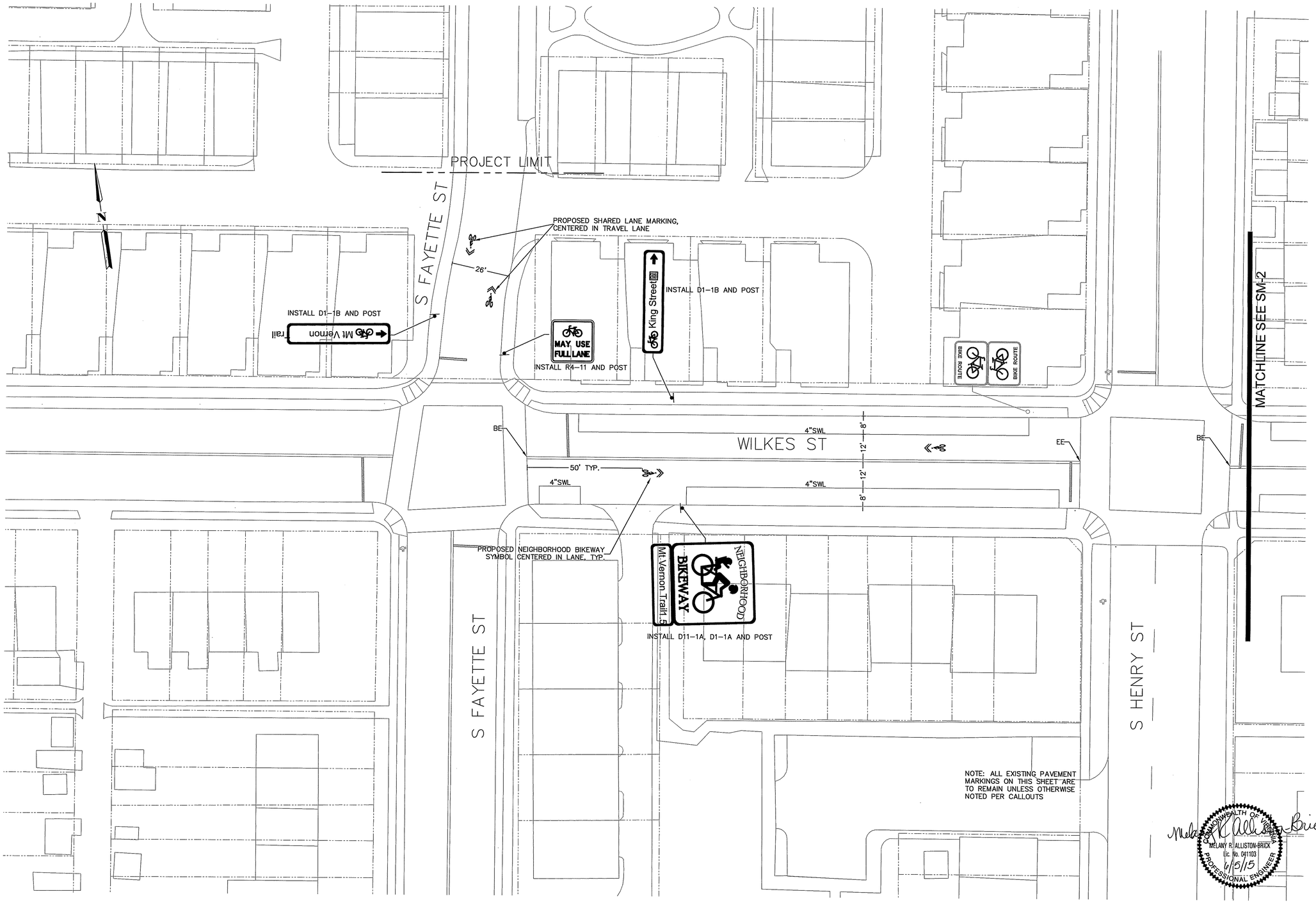

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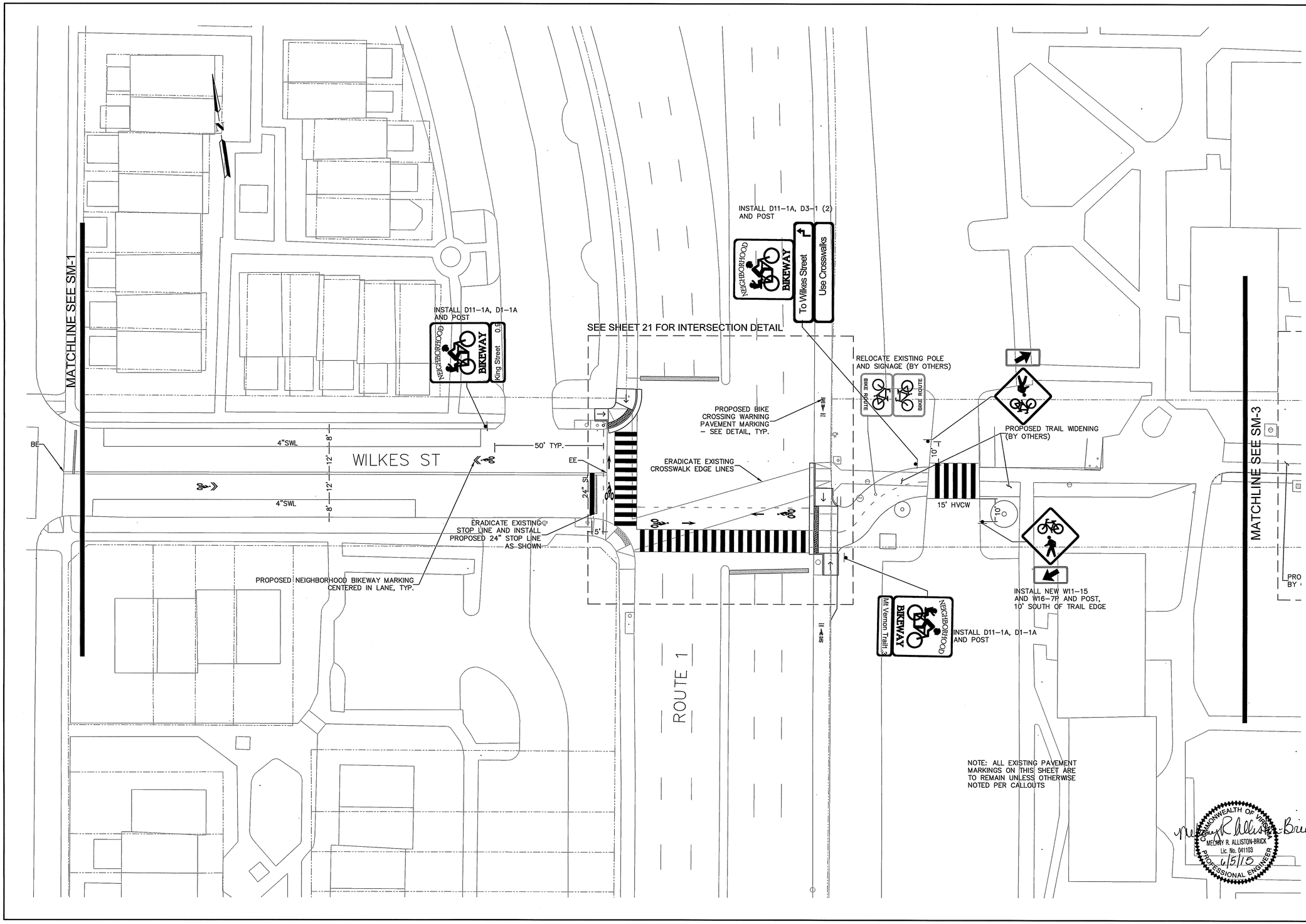

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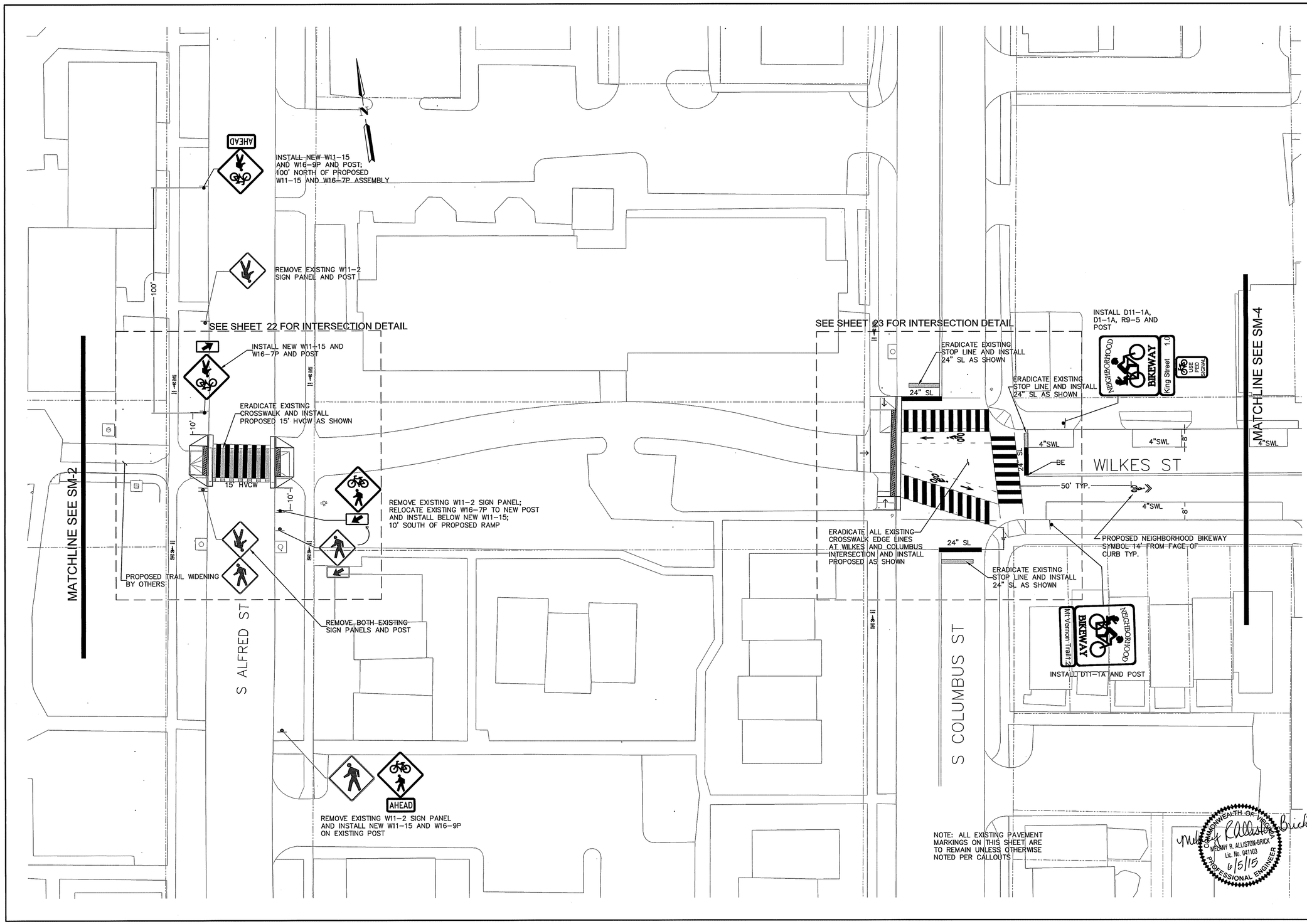

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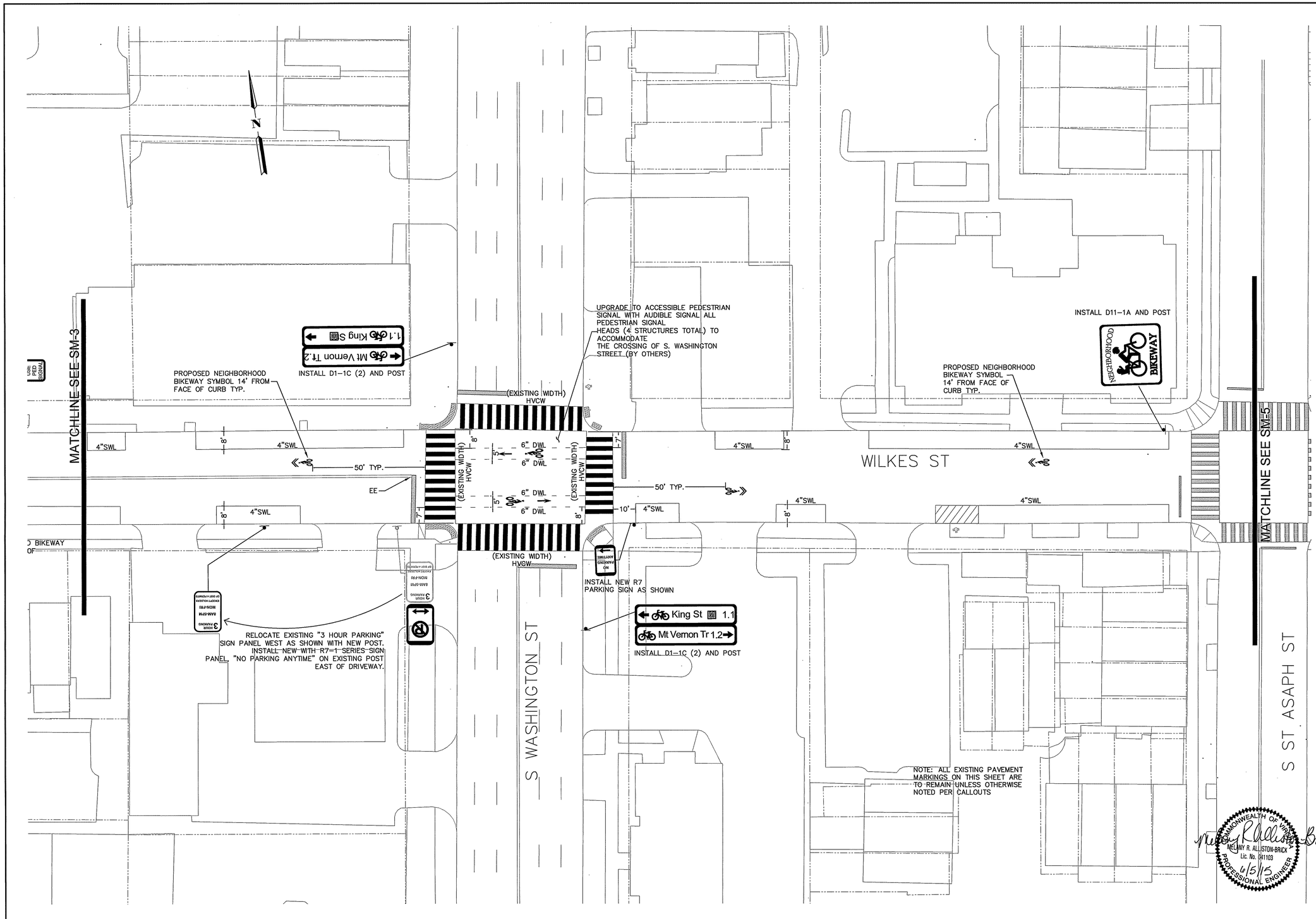

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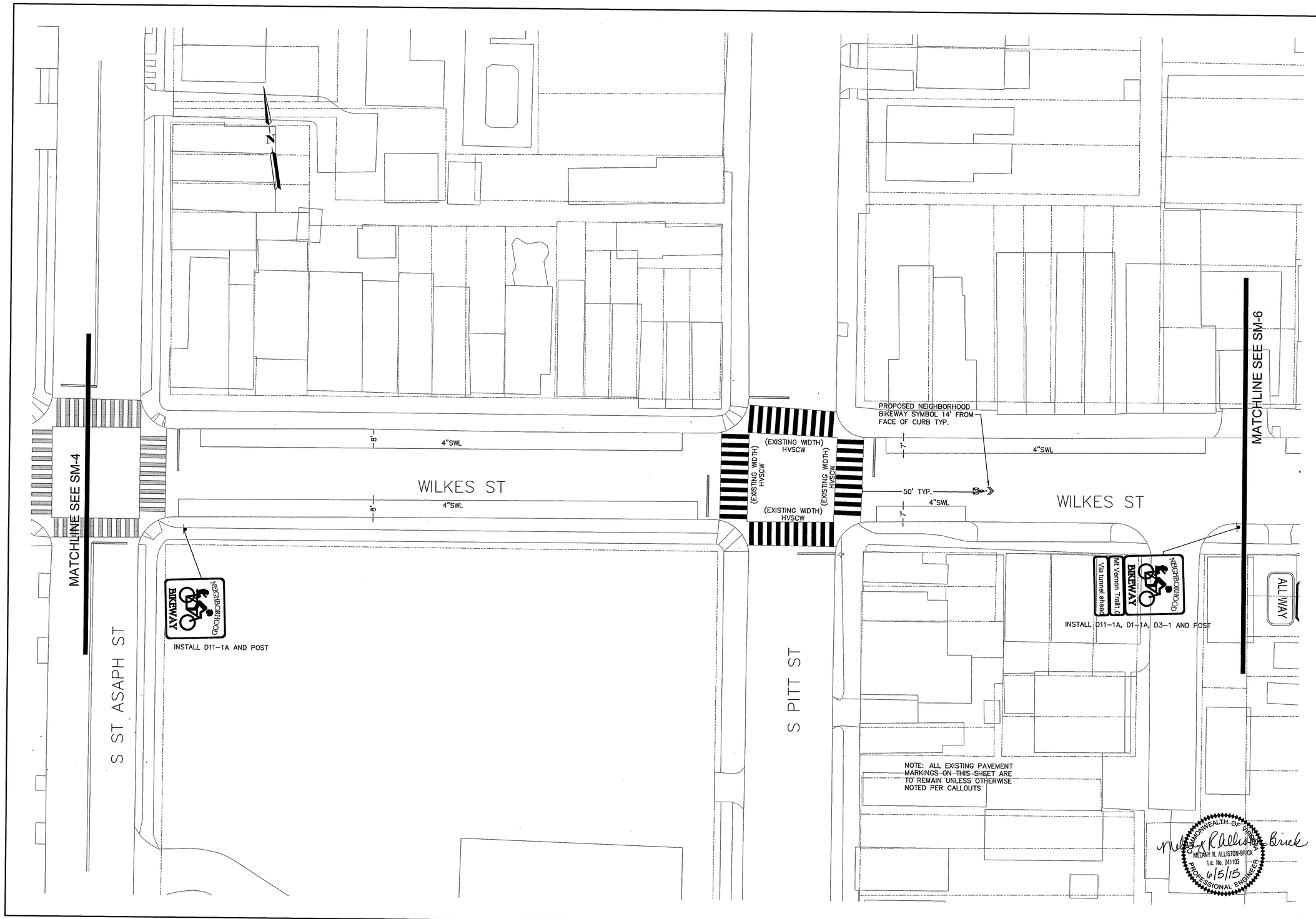

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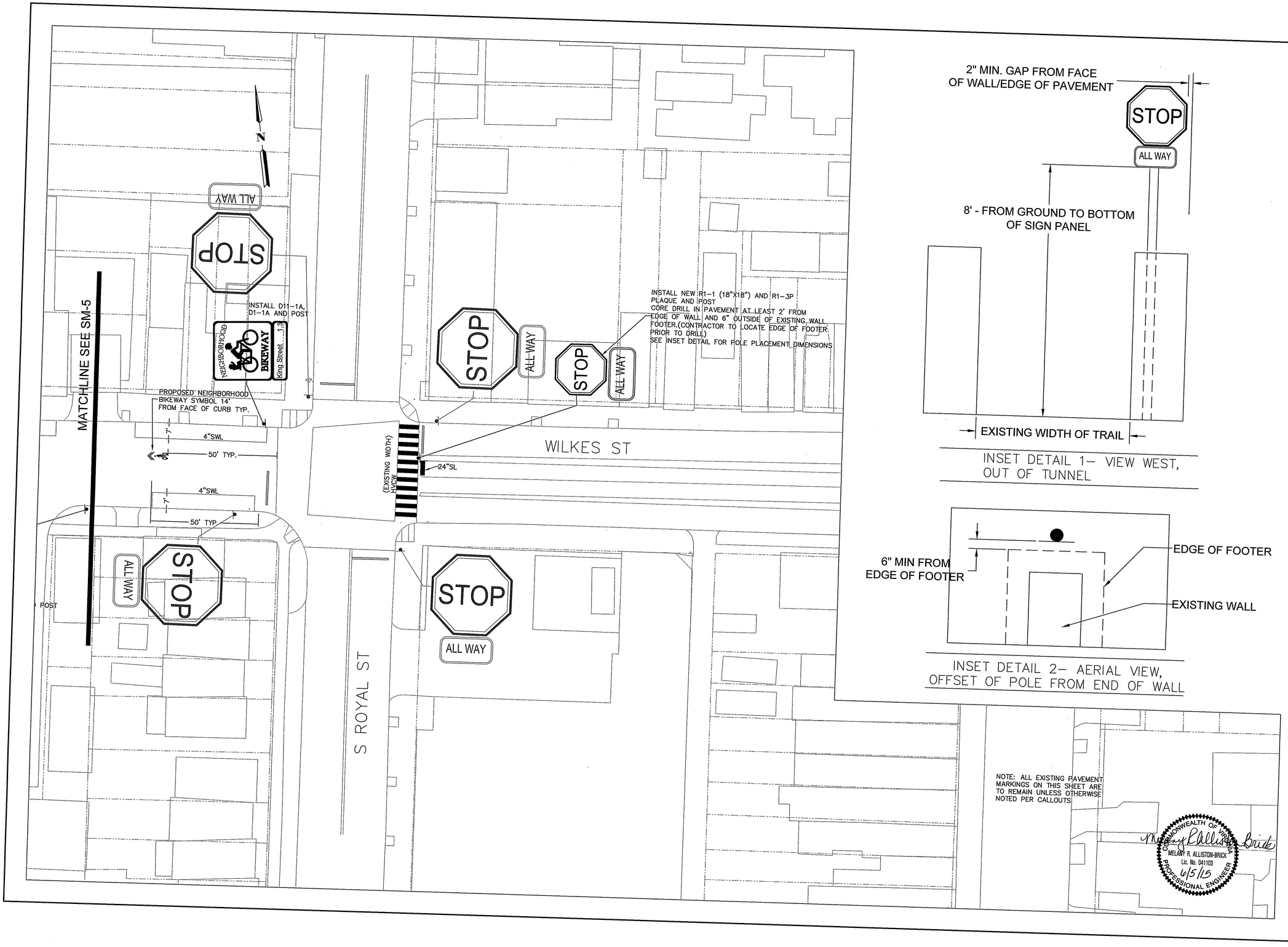

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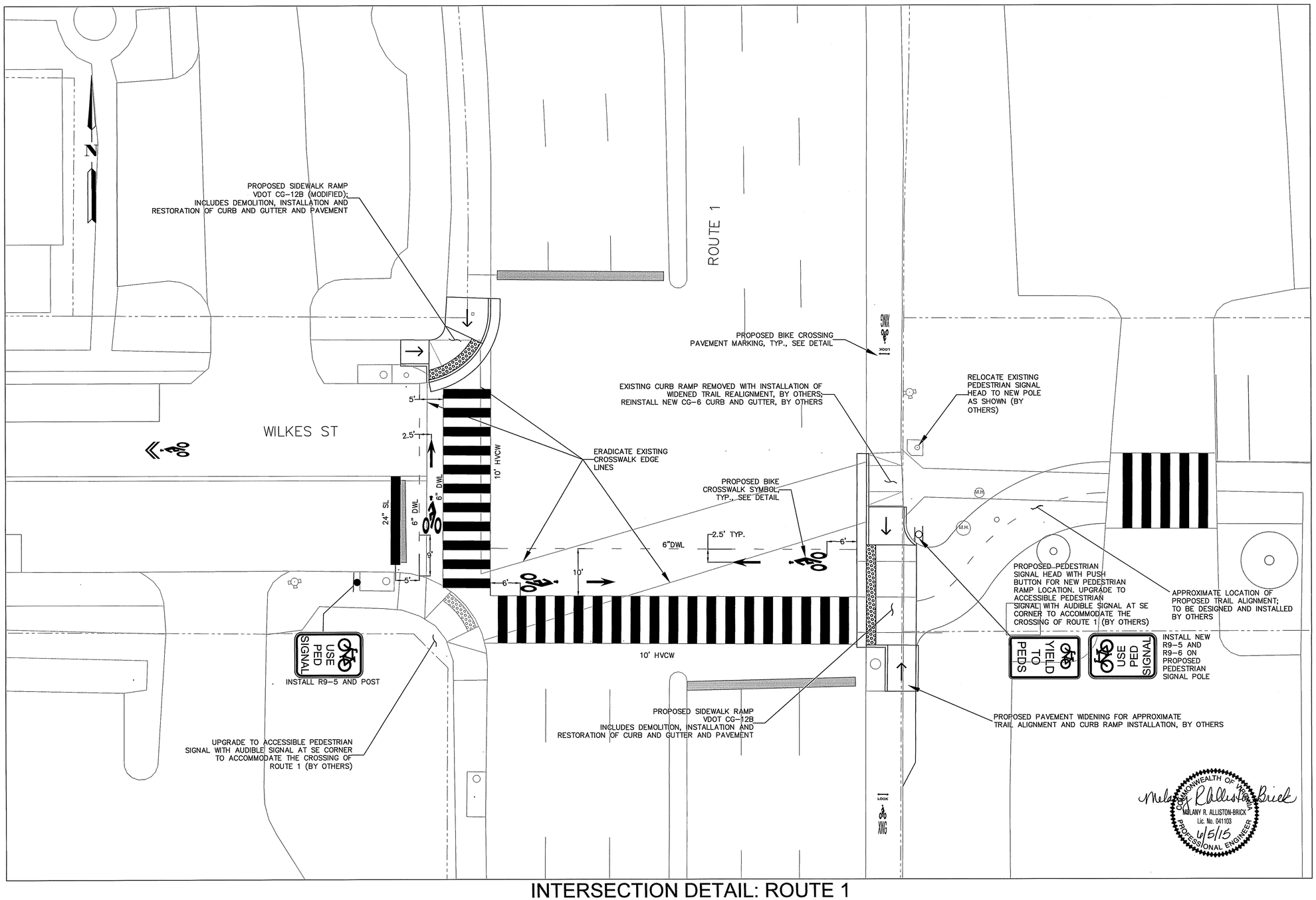

INTERSECTION DETAIL: ROUTE 1

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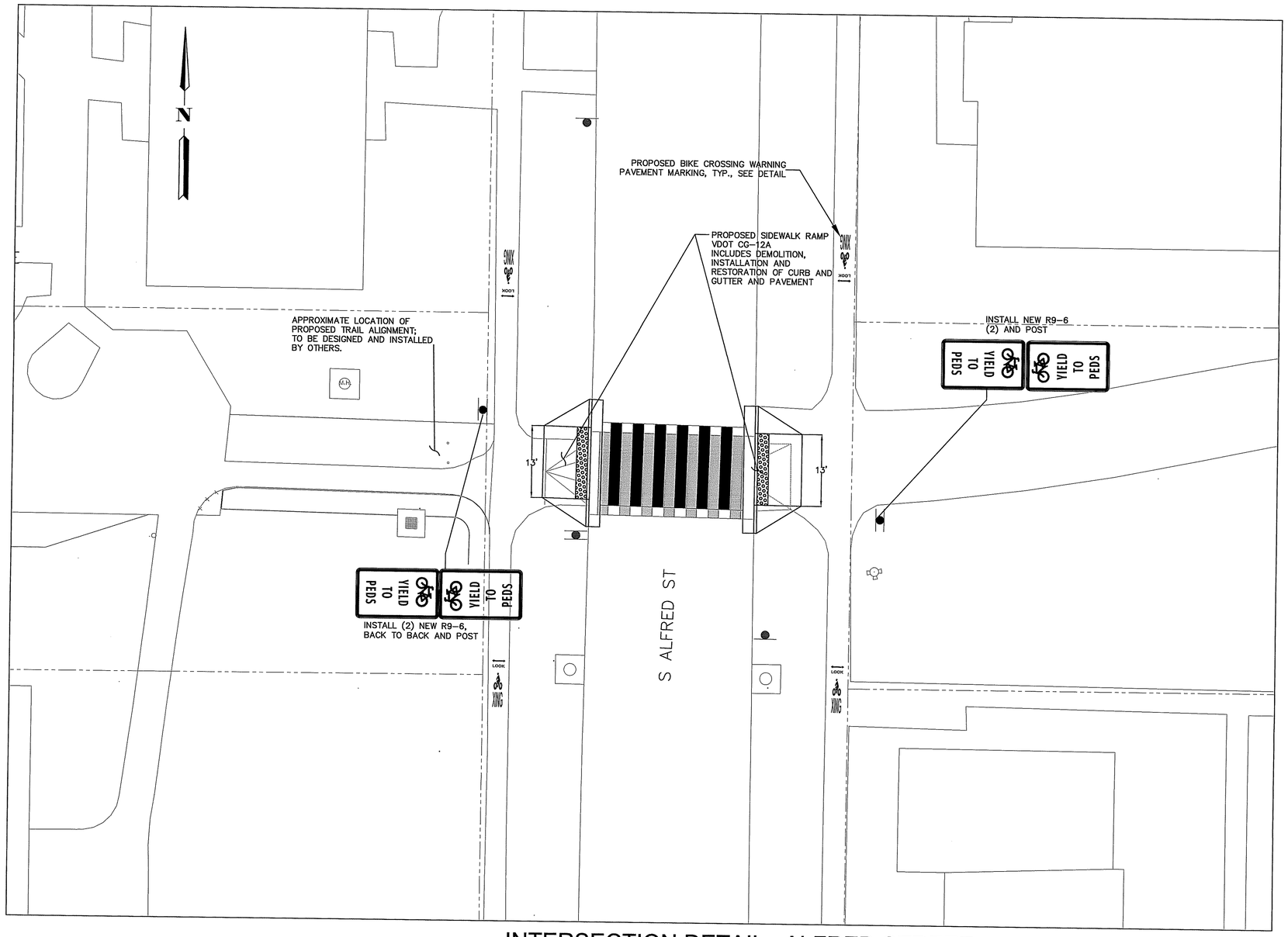

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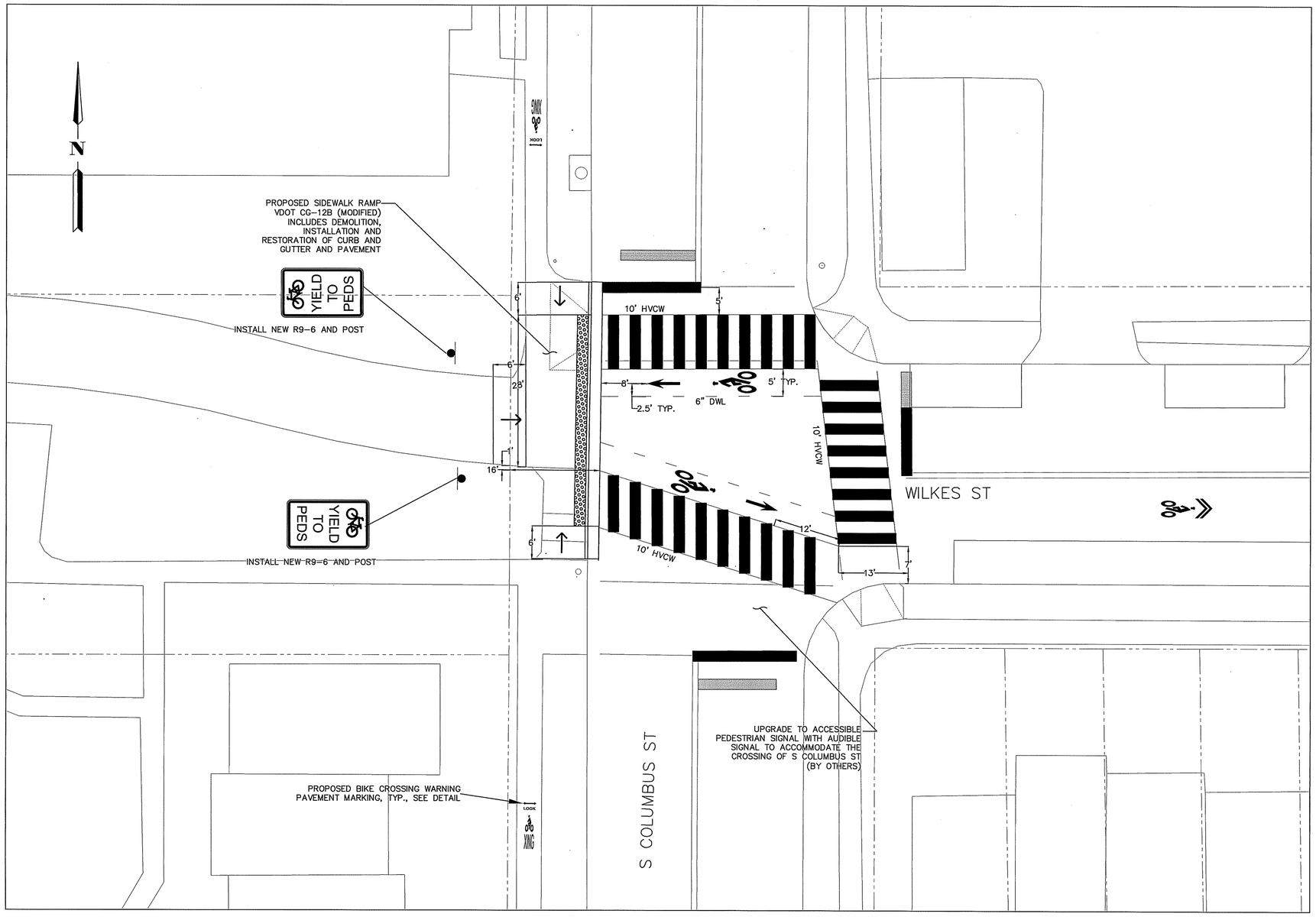

INTERSECTION DETAIL: COLUMBUS STREET

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PROFESSIONAL ENGINEER

ToolleDesignGroup
8484 GEORGIA AVENUE, SUITE 800, SILVER SPRING, MD 20910
PHONE: (301) 927-1900 FAX: (301) 927-2800
www.tooledesign.com

WILKES STREET
FROM S WEST ST TO S ROYAL ST
ALEXANDRIA, VA
PROJECT NO. 08-110

0 5 10 20

PREPARED: MK
CHECKED: MRAB
DATE
JUNE 5, 2014
REV 1
REV. 2
REV. 3
SHEET NAME
INTERSECTION DETAIL 3
DRAWING NUMBER
INT-3
SHEET NUMBER
21 OF 21