FOR INDEX OF SHEETS SEE SHEET 2

COMMONWEALTH OF VIRGINIA

CITY OF ALEXANDRIA

ROUTE 1 SOUTH MEDIAN PROJECT

FHWA-534-DATA-43104
PPMS-119088

STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.	HIP-5B01( )	1	0001-100-913 SEE TABULATIONS BELOW FOR SECTION NUMBERS	1

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA		
URBAN OTHER PRINCIPAL ARTERIAL DESIGN SPEED 25 MPH		
	FROM 0.07 MI. SOUTH OF FRANKLIN ST TO 0.02 MI. NORTH OF WILKES ST	
ADT	CURRENT (2025) - 72,000	FUTURE (2045) - 87,800
AADT	CURRENT (2025) - 72,000	FUTURE (2045) - 87,800
DHV	CURRENT (2025) - 5,616	FUTURE (2045) - 6,850
D (%) (design hour)	68	
T (%) (design hour)	1	
V (MPH)	25	

NOTE:

PROJECT NARRATIVE

THE PURPOSE OF THIS PROJECT IS TO IMPROVE PEDESTRIAN SAFETY CROSSING U.S. ROUTE 1 BY INSTALLING PEDESTRIAN REFUGE ISLANDS BETWEEN FRANKLIN STREET AND WILKES STREET

STORMWATER MANAGEMENT

THE DISTURBED LAND WHERE WORK HAS BEEN COMPLETED MUST BE ADEQUATELY STABILIZED ON A DAILY BASIS. THE OWNER AND/OR CONSTRUCTION ACTIVITY OPERATOR MUST DESIGN, INSTALL, IMPLEMENT, AND MAINTAIN POLLUTION PREVENTION MEASURES TO:

1. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS.

2. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON-SITE TO PRECIPITATION AND TO STORMWATER;

3. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM SPILLS AND LEAKS AND IMPLEMENT CHEMICAL SPILL AND LEAK PREVENTION AND RESPONSE PROCEDURES;

4. PROHIBIT THE DISCHARGE OF WASTEWATER FROM THE WASHOUT OF CONCRETE;

5. PROHIBIT THE DISCHARGE OF WASTEWATER FROM THE WASHOUT AND CLEANOUT OF STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS, AND OTHER CONSTRUCTION MATERIALS; AND

6. PROHIBIT THE DISCHARGE OF FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE.

NOTE:

MAINTENANCE OF PROPOSED IMPROVEMENTS TO BE THE RESPONSIBILITY OF THE CITY OF ALEXANDRIA

EXISTING MANHOLE FRAMES AND COVERS SHALL BE ADJUSTED OR REPLACED TO COMPLY WITH ADA/PROWAG

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

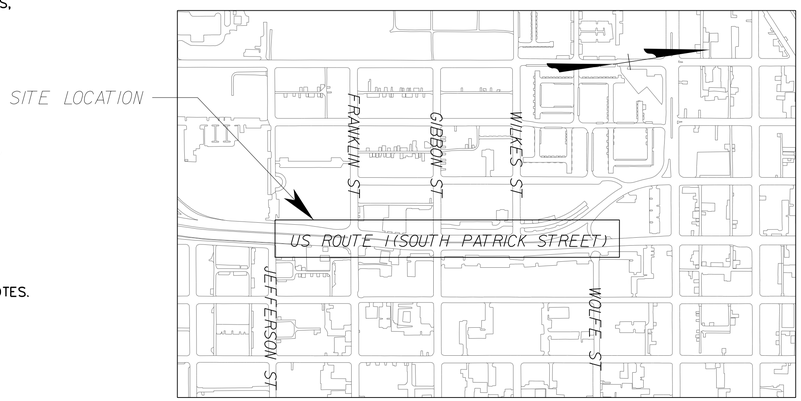
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2020 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, REVISED APRIL 2024, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ALL CURVES ARE TO BE SUPERELEVATED, TRANSITIONED AND WIDENED IN ACCORDANCE WITH STANDARD TC-5.11U, EXCEPT WHERE OTHERWISE NOTED.

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

ALL PROPOSED WORK TO TAKE PLACE WITHIN THE EXISTING RIGHT OF WAY.



AREA MAP
SCALE 1"=400'

LINESTYLES

RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
STORM SEWER LINE
SANITARY SEWER LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
POWER POLES
TELEPHONE OR TELEGRAPH POLES
UTILITY MANHOLE
TREES

MH ( )

POPULATION 159,467 (2020 CENSUS)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	PPMS NO.	LENGTH INCLUDING BRIDGE(S) FEET	LENGTH INCLUDING BRIDGE(S) MILES	LENGTH EXCLUDING BRIDGE(S) FEET	LENGTH EXCLUDING BRIDGE(S) MILES	TYPE PROJECT	DESCRIPTION
0001-100-913	C501	NHPP-5B01(759)		119088			1,406	0.27		FROM 0.07 MI. SOUTH OF FRANKLIN ST TO 0.02 MI. NORTH OF WILKES ST
	P101	HIP-5B01(299)		119088			1,406	0.27		FROM 0.07 MI. SOUTH OF FRANKLIN ST TO 0.02 MI. NORTH OF WILKES ST

NOTE: PROJECT LENGTH BASED ON CONSTRUCTION BASELINE

DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SVCS.

APPROVED
X DATE:
DIRECTOR

RECOMMENDED FOR APPROVAL
X DATE:
DEPUTY DIRECTOR OF OPERATIONS

RECOMMENDED FOR APPROVAL
X DATE:
DEPUTY DIRECTOR OF INFRASTRUCTURE & ENVIRONMENT

RECOMMENDED FOR APPROVAL
X DATE:
DEPUTY DIRECTOR OF TRANSPORTATION

DEPARTMENT OF PROJECT IMPLEMENTATION

APPROVED
X DATE:
DIRECTOR

TIER 1 PROJECT

LOCALLY ADMINISTERED PROJECTS

NAME OF LOCALITY

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

(SIGNATURE)
NAME OF RESPONSIBLE LOCAL GOVERNMENT OFFICAL (TYPED)
RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
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 ENGINEER/ADMINISTRATOR

RECOMMENDED FOR APPROVAL FOR CONSTRUCTION
DATE | DISTRICT PLANNING AND INVESTMENT MANAGER
DATE | DISTRICT PROJECT DEVELOPMENT ENGINEER

APPROVED FOR CONSTRUCTION
DATE | DISTRICT ENGINEER/ADMINISTRATOR

PROJECT MANAGER
SURVEYED BY, DATE
DESIGN BY
SUBSURFACE UTILITY BY, DATE

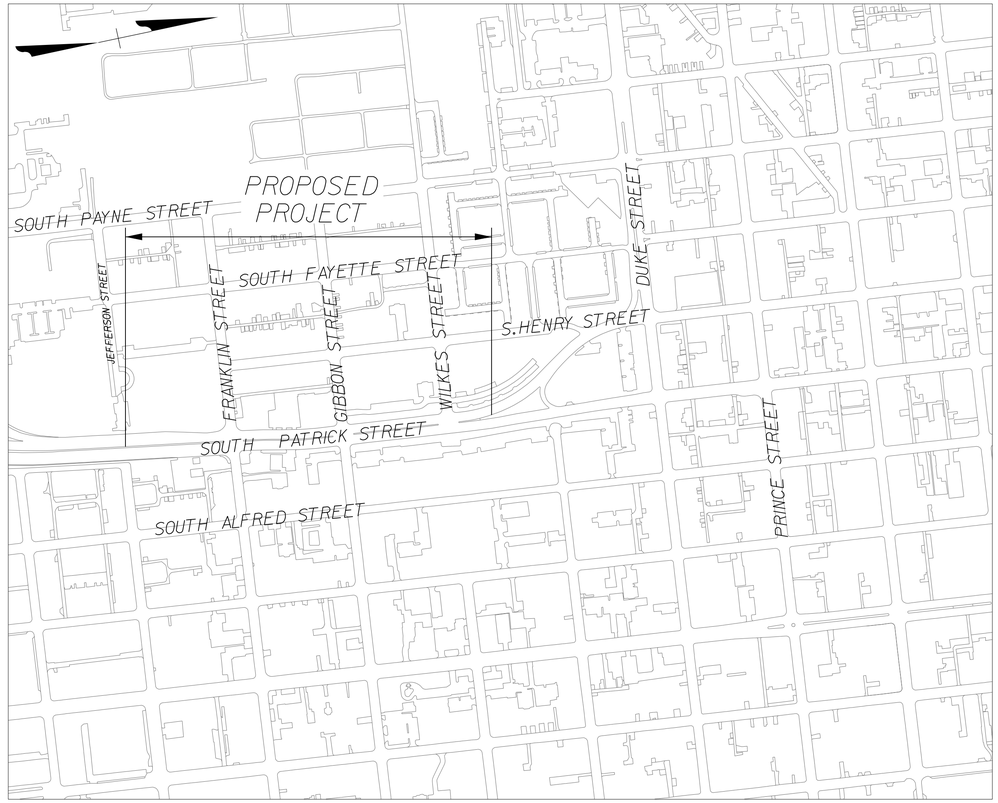
Mead & Hunt
12901 WORLDGATE DRIVE
SUITE 620
HERNDON, VA 20170
(703) 942-8990
WWW.MEADHUNT.COM

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No. 34818
11/25/25
PROFESSIONAL ENGINEER

INDEX OF SHEETS AND PROJECT LOCATION MAP

SHEET NUMBER		DESCRIPTION OF SHEETS
PROJECT INDEX OF SHEETS		
VDOT PROJECT : 0001-100-913		
SHEET NO.	1	TITLE SHEET
SHEET NO.	2	INDEX OF SHEETS AND PROJECT LOCATION MAP
SHEET NO.	3	REVISION DATA SHEET
SHEET NO.	4	CONSTRUCTION ALIGNMENT DATA SHEET
SHEET NO.	5 TO 14	TRAFFIC MANAGEMENT PLAN / MOT / TTC SHEETS
SHEET NO.	15	GENERAL NOTES
SHEET NO.	16	CONSTRUCTION DETAILS
SHEET NO.	17	TYPICAL SECTIONS
SHEET NO.	18 TO 20	EXISTING CONDITION PLANS *
SHEET NO.	20A	EXISTING CONDITION PLAN **
SHEET NO.	21 TO 23	DEMOLITION PLANS
SHEET NO.	24 TO 26	ROADWAY PLAN SHEETS
SHEET NO.	27	STORM SEWER PLAN
SHEET NO.	28 TO 34	RADIAL OFFSET / SIDEWALK STAKEOUT SHEETS
SHEET NO.	35 TO 37	EROSION AND SEDIMENT CONTROL PLANS
SHEET NO.	38 TO 42	SIGNING AND MARKING PLANS
SHEET NO.	43 TO 46	TRAFFIC SIGNAL PLANS
SHEET NO.	47	LANDSCAPE NOTES AND DETAILS

* ORIGINAL SURVEY SHEETS PROVIDED BY SURVEYOR,SHEET NUMBERING ON PLANS DIFFER
** ORIGINAL ADDITIONAL SURVEY SHEET FOR GIBBON STREET PROVIDED BY SURVEYOR, SHEET NUMBERING ON PLAN DIFFERS



LOCATION MAP

SCALE 0 300' 600'

DOUGLAS C. BOBB
Lic. No 34818
10/14/25
COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER

US ROUTE 1 SOUTH MEDIAN PROJECT – INDEX OF SHEETS AND PROJECT LOCATION MAP

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | BY | DESCRIPTION

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: —
CONSULTANT PROJECT ID.: —
DESIGNED BY: SK DATE: —
DRAWN BY: SK DATE: —
CHECKED BY: DB DATE: —
APPROVED BY: — DATE: —

Mead & Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
2 OF 47
SCALE: N/A

REVISION DATA SHEET

State Project: 0000-000-000, PE-000, RW-000, C-000
Federal Project: 000-000-0( )
From: 000
To: 000
UPC Number: 00000

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS

DATE	BY	DESCRIPTION
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

ALEXANDRIA PROJECT NO.: 2663
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APPROVED BY: - DATE: -

Mead & Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

US ROUTE 1 SOUTH MEDIAN PROJECT – REVISION DATA SHEET

SHEET
3 OF 47
SCALE: N/A

CONSTRUCTION ALIGNMENT DATA SHEET

US ROUTE 1 ALIGNMENT

Element: Linear	STATION	NORTHING	EASTING
POB	10+00.00	6976642.8680	11895527.6572
PC	15+75.47	6977206.1039	11895645.7101
Tangent Direction:	N 11°50'15.71" E		
Tangent Length:	575.47		

Element: Circular

PC	15+75.47	6977206.1039	11895645.7101
PI	16+35.97	6977265.3081	11895658.1191
CC	15+75.47	6976867.6228	11897260.6189
PRC	16+96.40	6977323.4447	11895674.8300

Radius:	1650.00
Delta:	4°11'56.99" Right
Degree of Curvature(Arc):	3°28'20.90"
Length:	120.93
Tangent:	60.49
External:	1.11

Element: Circular	STATION	NORTHING	EASTING
PRC	16+96.40	6977323.4447	11895674.8300
PI	17+74.47	6977398.4766	11895696.3973
CC	16+96.40	6977654.9516	11894521.5290
PT	18+52.32	6977475.6705	11895708.0611

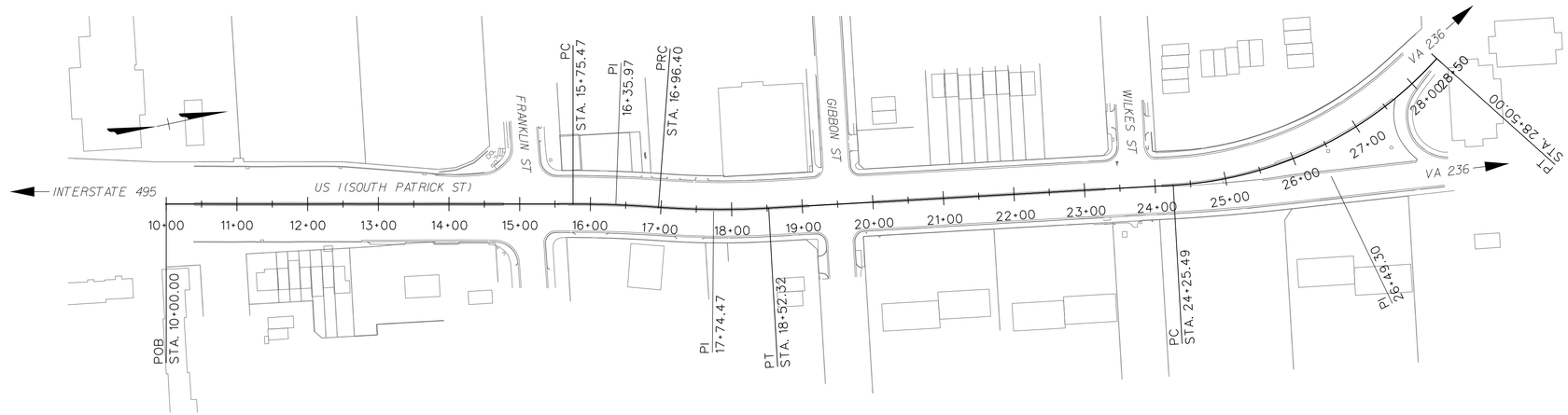
Radius:	1200.00
Delta:	7°26'40.73" Left
Degree of Curvature(Arc):	4°46'28.73"
Length:	155.92
Tangent:	78.07
External:	2.54

Element: Linear

PT	18+52.32	6977475.6705	11895708.0611
PC	24+25.49	6978042.4036	11895793.6926
Tangent Direction:	N8°35'31.96" E		
Tangent Length:	573.1659		

Element: Circular	STATION	NORTHING	EASTING
PC	24+25.49	6978042.4036	11895793.6926
PI	26+49.30	6978263.7079	11895827.1310
CC	24+25.49	6978123.3789	11895257.7757
PT	28+50.00	6978444.1256	11895694.6802

Radius:	542.00
Delta:	44°52'33.19" Left
Degree of Curvature(Arc):	10°34'16.24"
Length:	424.51
Tangent:	223.82
External:	44.39



SCALE
0 100' 200'

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

US ROUTE 1 SOUTH MEDIAN PROJECT – CONSTRUCTION ALIGNMENT DATA SHEET

REVISIONS
DESCRIPTION | BY | DATE

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: —
CONSULTANT PROJECT ID.: —
DESIGNED BY: SK DATE: —
DRAWN BY: SK DATE: —
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APPROVED BY: — DATE: —

Mead & Hunt
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SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
4 OF 47
SCALE: 1"=100'

X:\4664411\202182.01\TECH\1 Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 construction alignment-01f.dgn
10/10/2025

TRANSPORTATION MANAGEMENT PLAN

1). PROJECT CATEGORY (MINIMUM TMP REQUIREMENTS)

A) THIS WILL BE A "TYPE A CATEGORY I" PROJECT. IT IS INTENDED AS A GUIDE AND IT IS NOT TO ENUMERATE EVERY DETAIL WHICH MUST BE CONSIDERED IN THE CONSTRUCTION OF EACH PHASE OR STAGE, BUT ONLY TO SHOW THE GENERAL HANDLING OF EXISTING TRAFFIC. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PRESENT A FORMAL TMP TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION THAT MAY AFFECT EXISTING TRAFFIC.

I). CONSTRUCTION WILL CONSIST OF MEDIAN WIDENING ALONG S. PATRICK STREET FROM FRANKLIN STREET TO WILKES STREET. THE WORK ALSO CONSISTS OF REBUILDING ADA RAMPS AT THE FOLLOWING THREE (3) INTERSECTIONS.

1. S. PATRICK STREET & FRANKLIN STREET
2. S. PATRICK STREET & GIBBON STREET
3. S. PATRICK STREET & WILKES STREET

B) THE LENGTH AND WIDTH OF THE WORK AREA IS CENTERED AT THE INTERSECTION, AND WILL REMAIN WITHIN THE RIGHT OF WAY OR ACQUIRED PERMANENT EASEMENT. TEMPORARY CONSTRUCTION EASEMENTS HAVE BEEN IDENTIFIED AND NOTED ON THE PLANS WHERE NECESSARY.

C) THE WORK ZONES WILL BE ACTIVE AS DIRECTED BY THE ENGINEER.

D) THE TRAFFIC VOLUME IS APPROXIMATELY 68,000 ON S. PATRICK STREET NB/SB IN (2023) WITH DESIGN HOUR VEHICLES AT 5,270 INCLUDING A WIDE VARIETY OF TRAFFIC TYPES INCLUDING TRUCKS, BUSES, COMMUTERS, TRAVELERS, & RESIDENTS.

E) THERE ARE NO IDENTIFIED AREAS WITHIN THE RIGHT OF WAY FOR THE CONTRACTOR TO STORE EQUIPMENT & MATERIALS. THE CONTRACTOR MUST REQUEST IN WRITING, PERMISSION TO USE THE ROW AND TO DESCRIBE THE LOCATION OF EACH ROW AREA AND UNDER WHAT CIRCUMSTANCES THE ROW WILL BE USED DURING THE LIFE OF THE CONTRACT. NO ROW USAGE WILL BE PERMITTED WITHOUT PROPER NOTIFICATION.

F) WORK AREA SIGNAGE SHALL BE INSTALLED PER TTC-53.0 OF THE VIRGINIA WORK AREA PROTECTION MANUAL REVISION 2.1 (NOVEMBER 2020).

G) THE CONTRACTOR WILL DEVELOP TRAFFIC CONTROL PLANS (TCPS) AT NO COST TO THE CITY. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SAFE TRAVEL ON THE ROADWAY WITHIN THE WORK ZONE.

2) TEMPORARY TRAFFIC CONTROL (TTC) PLANS (COMPONENT 1)

A) MAJOR COMPONENTS WILL CONSIST OF GENERAL NOTES AND SPECIAL DETAILS.

B) SPECIFIC TRAFFIC CONTROL FIGURES AND NOTES FROM THE 2011 VIRGINIA WORK AREA PROTECTION MANUAL, REVISION 2.1 (NOVEMBER 1, 2020) INCLUDE, BUT NOT LIMITED TO:

PG. 6H-8 AND 6H-9 FIGURE TTC-1.1
PG. 6H-16 AND 6H-17 FIGURE TTC-5.2
PG. 6H-40 AND 6H-41 FIGURE TTC-16.2
PG. 6H-42 AND 6H-43 FIGURE TTC-17.2
PG. 6H-54 AND 6H-55 FIGURE TTC-23.2
PG. 6H-64 AND 6H-65 FIGURE TTC-28.2
PG. 6H-80 AND 6H-81 FIGURE TTC-36.2
PG. 6H-114 AND 6H-115 FIGURE TTC-53.0

3) PUBLIC COMMUNICATION STRATEGIES: (COMPONENT 2)

PUBLIC COMMUNICATIONS PLAN:
CITY OF ALEXANDRIA
PROJECT NUMBER:
UPC NUMBER: UPC 119088
ROUTE NUMBER: US RTE. 1 (S. PATRICK STREET)

TRAFFIC IMPACTS:

1. TRAFFIC CONTROL SHALL CONSIST OF SINGLE LANE CLOSURES.
2. THE PROJECT WILL BE ACCOMPLISHED THROUGH AN ADVERTISING PROCESS MOTORISTS SHOULD BE ALERTED TO THE POSSIBILITY OF DAYTIME LANE AND SHOULDER CLOSURES WHEN WORK BEGINS.

GOALS

1. TO INFORM THE PUBLIC ABOUT THE PROJECT
2. TO MINIMIZE DISRUPTION THROUGH PROACTIVE INFORMATION DISSEMINATION EFFORTS
3. TO ESTABLISH A CRISIS COMMUNICATIONS PLAN

MESSAGES:

1. BENEFITS AND PURPOSE OF THE PROJECT
2. CONTACTS FOR MORE INFORMATION

4). TRANSPORTATION OPERATIONS (TØ) PLAN

A) THIS PLAN IS NOT REQUIRED ON THIS PROJECT, HOWEVER, A CONTACT LIST OF LOCAL EMERGENCY RESPONSE AGENCIES MUST BE KEPT AND MAINTAINED THROUGHTOUT THE PROJECT LIFECYCLE.

AGENCY	CONTACT METHOD	PH. NO., EMAIL, OR ADDRESS	RESPONSIBLE CHARGE
POLICE	PHONE	ALEXANDRIA POLICE (703) 746-4311	
FIRE & RESCUE	PHONE	CHIEF FELIPE HERNANDEZ, JR. (703) 746-4311	
EMERGENCY OPERATIONS CENTER	PHONE	(703) 746-4311	

B) CRISIS COMMUNICATIONS PLAN:

1. AS WITH ANY CRISIS, EMERGENCY RESPONDERS (911) SHOULD BE NOTIFIED IMMEDIATELY IF NECESSARY.
2. THE CONSTRUCTION ENGINEER (CE) OR THEIR DESIGNEE SHOULD BE NOTIFIED IMMEDIATELY: TBD
3. IF THE EMERGENCY IS TRAFFIC RELATED, THE ACE OR HIS DESIGNEE SHOULD IMMEDIATELY NOTIFY THE TRAFFIC OPERATIONS CENTER AT (540) 667-1815 EXT 1494
4. THE TRAFFIC OPERATIONS CENTER (TOC) SHOULD IMMEDIATELY NOTIFY PUBLIC AFFAIRS: TBD
5. THE CE, PUBLIC AFFAIRS, WILL WORK TOGETHER TO INFORM THE TRAVELING PUBLIC, EMERGENCY RESPONDERS, AND THE MEDIA ABOUT DELAYS AND UNEXPECTED CHANGES IN TRAFFIC PATTERNS USING THE CONTACT LIST ON THIS SHEET, AND OTHER RESOURCES IF NECESSARY.

C) THE PROCESS TO NOTIFY THE TRANSPORTATION OPERATIONS CENTER TO PLACE LANE CLOSURE INFORMATION WILL BE:

1. CONTRACTOR IS TO PROVIDE THE PROJECT INSPECTOR &/OR CONSTRUCTION MANAGER WITH A TENTATIVE LANE CLOSURE SCHEDULE A MINIMUM OF TWO WEEKS PRIOR TO THE PLANNED WORK TO BEGIN & UPDATED EVERY THURSDAY.
2. CONSTRUCTION MANAGER TO ADVISE THE CITY TRANSPORTATION OPERATIONS OF PROPOSED LANE CLOSURE.

D) THE FOLLOWING IS A LIST OF LOCAL EMERGENCY CONTACT AGENCIES: ALEXANDRIA POLICE (703)746-4311
OR HAZ-MAT CENTER (IF SPILL INVOLVED) 911.

E) PROCEDURES TO RESPOND TO TRAFFIC INCIDENTS THAT MAY OCCUR IN THE WORK ZONE:

1. CONTRACTOR TO NOTIFY ALEXANDRIA POLICE AND PROJECT INSPECTOR IN CHARGE.
2. DEPENDING UPON SEVERITY OF INCIDENT, CONTRACTOR MAY HAVE TO SHUT DOWN WORK.
3. UPON ARRIVAL ON SCENE, VIRGINIA STATE POLICE / ALEXANDRIA POLICE TO DETERMINE RESPONSE.
   NECESSARY TO ALLOW TRAVELING PUBLIC AROUND INCIDENT.
4. INSPECTOR TO NOTIFY CONSTRUCTION MANAGER/CITY PROJECT MANAGER OF INCIDENT AND TAKE PICTURES AS NECESSARY, ESPECIALLY PICTURES OF CONTRACTOR'S WORK ZONE TO VERIFY THE PROPER SETUP.

F) PROCESS OF NOTIFICATION OF INCIDENT TO BE FOLLOWED IS:

1. CONTRACTOR TO CALL:
2. TRANSPORTATION OPERATIONS, DIVISION CHIEF (703) 746-4225
3. PROJECT MAINTENANCE OF TRAFFIC COORDINATORS (INSPECTOR): TBD
4. AREA CONSTRUCTION VDOT ENGINEER: TBD

G) THE ALEXANDRIA POLICE WILL TAKE CONTROL OF THE INCIDENT AND DIRECT ITS CLEARING AND RESTORATION TO NORMAL TRAFFIC CONDITIONS.

H) THE ALEXANDRIA POLICE REPORT OF THE INCIDENT WILL BE REVIEWED BY THE CITY'S TRANSPORTATION DIVISION CHIEF TO DETERMINE IF ANY MODIFICATION OF THE TEMPORARY TRAFFIC CONTROL PLAN IS NECESSARY. IF IT IS DETERMINED THAT IT IS NECESSARY TO ALTER THE PLAN, THEN A MEETING WILL BE CALLED WITH THE CONTRACTOR, CITY PROJECT PERSONNEL, CITY / VDOT TRAFFIC SAFETY REPRESENTATIVES, AND THE ALEXANDRIA POLICE (IF NECESSARY) TO DISCUSS. MODIFICATION AND IMPLEMENTATION OF AN IMPROVED TRAFFIC CONTROL PLAN.

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
11/21/2025
PROFESSIONAL ENGINEER

100% DESIGN

US ROUTE 1 MEDIAN PROJECT – TRANSPORTTAION MANAGEMENT PLAN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: —
CONSULTANT PROJECT ID.: —
DESIGNED BY: — SK DATE: —
DRAWN BY: — SK DATE: —
CHECKED BY: — DB DATE: —
APPROVED BY: — DATE: —

Mead & Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
5 OF 47
SCALE: N/A

MOT GENERAL NOTES

GENERAL NOTES

CHANGES MAY BE REQUIRED WHEN PHYSICAL DIMENSIONS IN THE DETAIL DRAWINGS, STANDARD DETAILS AND ROADWAY DETAILS ARE NOT ATTAINABLE TO MEET FIELD CONDITIONS, OR RESULT IN DUPLICATE, OR UNDESIRED OVERLAPPING OF DEVICES. MODIFICATION MAY INCLUDE: MOVING, SUPPLEMENTING, COVERING OR REMOVAL OF DEVICES, AS DIRECTED BY THE ENGINEER. CONTRACTOR NULL CONTACT CITY INSPECTOR BEFORE SETTING UP WORK ZONE.

THE FOLLOWING GENERAL NOTES APPLY AT ALL TIMES FOR THE DURATION OF THE CONSTRUCTION PROJECT, EXCEPT WHEN OTHERWISE NOTED IN THE PLANS, OR DIRECTED BY THE ENGINEER.

CONTRACTOR TO COORDINATE THE SCHEDULE OF WORK WITH THE CITY INSPECTOR AT LEAST 72 HOURS IN ADVANCE.

SHORT TERM CLOSURES

A. ANY LANE CLOSURES REQUIRE A PERMIT FROM TRANSPORTATION AND ENVIRONMENTAL SERVICES (TRES). THE CITY HAS FIVE (5) DAYS TO REVIEW ALL PERMIT REQUESTS.

B. DO NOT CLOSE OR NARROW TRAVEL LANES FOR ALL ROADS DURING SPECIAL EVENTS AS FOLLOWS:
   1. FOR ANY UNEXPECTED OCCURRENCE THAT CREATES UNUSUALLY HIGH TRAFFIC VOLUMES AS DIRECTED BY THE ENGINEER.
   2. FOR ANY SPECIAL EVENT, SUCH AS THE CHRISTMAS WALK, OCCURRING BETWEEN 3 HOURS BEFORE THE START AND 3 HOURS AFTER THE END OF THE SPECIAL EVENT, AS DIRECTED BY THE ENGINEER.

C. DO NOT CLOSE OR NARROW TRAVEL LANES OR CLOSE SIDEWALKS OR PEDESTRIAN CROSSINGS WITHIN 1/2 MILE OF A SCHOOL DURING ARRIVAL AND DISMISSAL HOURS ON A SCHOOL DAY. COORDINATE WITH THE AFFECTED SCHOOL CONCERNING OPERATIONAL HOURS AND SCHOOL DAYS. AS A MINIMUM, DO NOT CLOSE OR NARROW A LANE OR CLOSE A SIDEWALK OR PEDESTRIAN CROSSING DURING HOURS POSTED ON SCHOOL SPEED ZONE SIGNS (WHEN PRESENT).

D. WHEN WORK REQUIRES, USE A POLICE OFFICER(S) TO DIRECT TRAFFIC THROUGH THE INTERSECTION WHILE A TRAFFIC SIGNAL IS NOT IN OPERATION. DO NOT TAKE TRAFFIC SIGNAL OUT OF OPERATION FOR MORE THAN 1 HOUR AT A GIVEN INTERSECTION. DO NOT TAKE ANY TRAFFIC SIGNAL OUT OF OPERATION BETWEEN THE HOURS OF 4:00 PM AND 9:00 AM THE FOLLOWING MORNING.

TIME RESTRICTIONS

E. ONLY CLOSE OR NARROW TRAVEL LANES AS FOLLOWS:

	Weekday		
	Single-Lane Closures	Two-Lane Closures 1**	Complete Road Closure
All Directions	9:30AM to 3:00PM 10:00PM to 5:00AM	10:00PM to 4:00AM	12:00AM to 4:00AM
All lanes open at 2:00 PM on Friday			
	Weekend		
	Single-Lane Closures	Two-Lane Closures 1**	Complete Road Closure
Friday to Saturday	9:00PM to 9:00AM	10:00PM to 6:00AM	12:00AM to 5:00AM
Saturday to Sunday	9:00PM to 9:00AM	10:00PM to 6:00AM	12:00AM to 5:00AM
Sunday to Monday	8:00PM to 5:00AM	9:00PM to 4:00AM	12:00AM to 4:00AM

1 Only considered for three lane segments

** Nighttime Noise Ordinance shall remain in effect and will require separate review and approvals from the City of Alexandria

LANE AND SHOULDER CLOSURE REQUIREMENTS

F. FOR WORK BEYOND THE SHOULDER, POST SIGNAGE IN ACCORDANCE WITH FIGURE TTC-01 OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

G. FOR WORK ON THE SHOULDER, PERFORM IN ACCORDANCE WITH FIGURE TTC-04 AND TTC-05 OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

H. FOR WORK IN THE TRAVELWAY, PERFORM IN ACCORDANCE WITH THE APPLICABLE FIGURES TTC-15 THRU TTC-17 AND TTC-21 THRU TTC-23 OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

I. FOR WORK IN THE TRAVELWAY AT AN INTERSECTION, PERFORM LANE CLOSURES IN ACCORDANCE WITH APPLICABLE FIGURES TTC-26 THRU TTC-29 OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

J. PERFORM SIDEWALK AND CROSSWALK CLOSURES IN ACCORDANCE WITH FIGURES TTC-35 AND TTC-36 OF THE VIRGINIA WORK AREA PROTECTION MANUAL.

K. DO NOT INSTALL MORE THAN ONE LANE CLOSURE IN ANY ONE DIRECTION ON ANY ROADWAY.

SIGNING

J. INSTALL ADVANCE WORK ZONE WARNING SIGNS WHEN WORK IS WITHIN 40 FT FROM THE EDGE OF TRAVEL LANE. INSTALL SIGNS IMMEDIATELY PRIOR TO THE BEGINNING OF CONSTRUCTION AND REMOVE OR COVER SIGNS UPON COMPLETION AND DURING INACTIVE PERIODS.

K. ENSURE ALL NECESSARY SIGNING IS IN PLACE PRIOR TO ALTERING ANY TRAFFIC PATTERN.

L. THE WORD "SIGNAL" OR "UTILITY'" MAY BE USED IN LIEU OF "ROAD" ON W20-1 (ROAD WORK AHEAD) SIGNS AND G20-2A (END ROAD WORK) SIGNS. HOWEVER, DO NOT INTERMIX SIGNS.

TRAFFIC CONTROL DEVICES

O. SPACE CHANNELIZING DEVICES IN WORK AREAS NO GREATER THAN TWICE THE POSTED SPEED LIMIT (MPH), EXCEPT 10FT ONCENTER IN RADII AND 2 FT OFF THE EDGE OF AN OPEN TRAVELWAY, WHEN LANE CLOSURES ARE NOT IN EFFECT. WHEN SKINNY DRUIdS ARE ALLOWED, REFER TO SECTION 1180 OF STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES OR AS SHOWN IN THE PLANS.

P. PLACE ADDITIONAL SETS OF THREE CHANNELIZING DEVICES PERPENDICULAR TO THE EDGE OF PAVEMENT.

Q. MAINTAIN REASONABLE AND SAFE PEDESTRIAN ACCESS TO ALL BUSINESSES, SCHOOLS, AND DWELLINGS IN AREAS AFFECTED BY CONSTRUCTION AT ALL TIMES.

R. WHEN CONSTRUCTION ACTIVITIES WILL BLOCK PEDESTRIAN ACCESS TO PEDESTRIAN SIGNAL PUSHBUTTONS, NOTIFY THE ENGINEER AT LEAST 24 HOURS IN ADVANCE OF SUCH WORK TO HAVE THE TRAFFIC SIGNAL PLACE ON PEDESTRIAN RECALL.

S. REFER TO MUTCD SECION 6D.01, "PEDESTRIAN CONSIDERATIONS" AND SECION 6D.02, "ACCESSIBILITY CONSIDERATIONS" FOR ADDITIONAL REQUIREMENTS AND CONSIDERATIONS FOR MAINTAINING PEDESTRIAN TRAFFIC THOUGH WORK AREA.

MISCELLANEOUS

T. POLICE MAY BE USED TO MAINTAIN TRAFFIC THROUGH THE WORK AREA AND/OR INTERSECTIONS, AS DIRECTED AND APPROVED IN ADVANCE BY THE ENGINEER, AND SUBJECT TO THE AFOREMENTIONED TIME RESTRICTIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY COST ASSOCIATED WITH HAVING THE POLICE DIRECT TRAFFIC.

CONTACT INFORMATION

A) ALEXANDRIA EMERGENCY MANAGEMENT (703) 746-5200

B) ALEXANDRIA PROJECT TECHNICAL CONTACT, REGINALD ARNO (703) 746-4631

C) DEPARTMENT OF PROJECT IMPLEMENTATION (DPI) INSPECTOR, TBD

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

Virginia Department of Transportation

REVIEW OF WORKING DRAWINGS

Working drawings have been reviewed in accordance with Section 105.10 2020 VDOT Road & Bridge Specifications

_X_ REVIEW COMPLETED
____ CORRECT & RESUBMIT
____ REJECTED - SEE REMARKS

Reviewed by:_____ Date:_____

REVIEWED
By Brian E. Fry at 11:18 am, Sep 29, 2025

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS

DESCRIPTION	BY	DATE

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: --/--/--
CONSULTANT PROJECT ID.: --/--/--
DESIGNED BY: SK DATE: --/--/--
DRAWN BY: SK DATE: --/--/--
CHECKED BY: DB DATE: --/--/--
APPROVED BY: -- DATE: --/--/--

US ROUTE 1 MEDIAN PROJECT – MOT GENERAL NOTES

8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
Mead &Hunt

SHEET
6 OF 47
SCALE: N/A

Typical Traffic Control

Work Beyond the Shoulder Operation

(Figure TTC-1.1)

NOTES

Guidance:

1. *The minimum distance between the sign and work vehicle should be 1300'-1500' on Limited Access highways, and on all other roadways 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limited is 45 mph or less.*

Option:

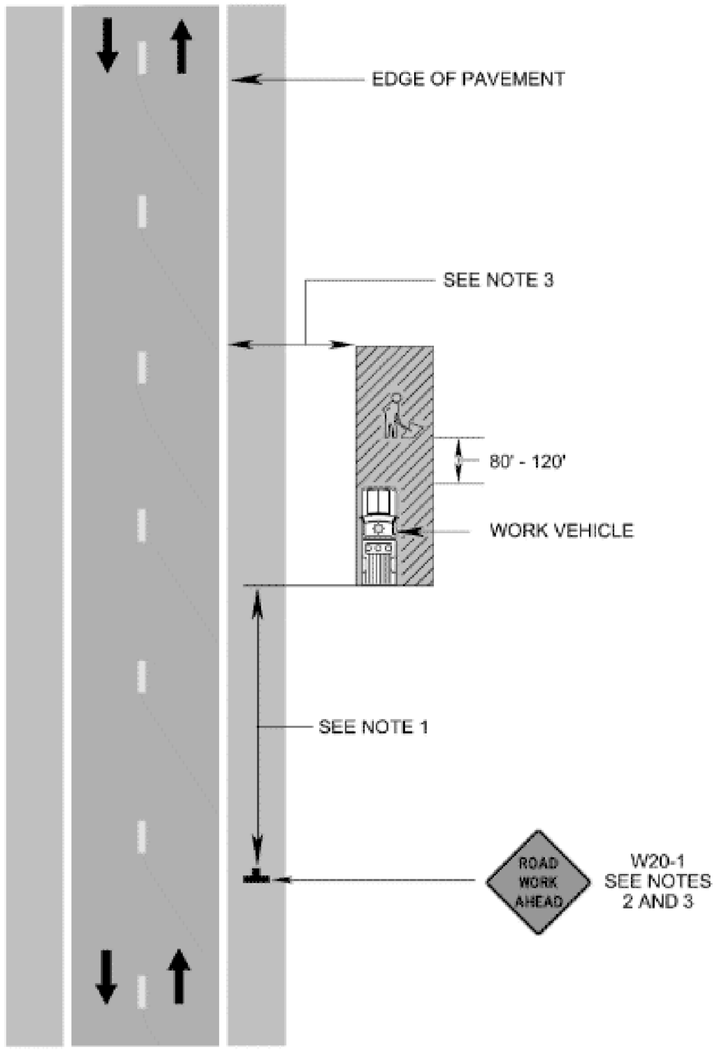
2. The ROAD WORK AHEAD (W20-1) sign may be replaced with other appropriate signs such as the SHOULDER WORK (W21-5) sign. The SHOULDER WORK sign may be used for work adjacent to the shoulder.
3. The ROAD WORK AHEAD sign may be omitted where the work space is behind a barrier, more than 4 feet behind vertical curb (Standard CG-2 and CG-6) on urban roadways, or outside of the clear zone for all other roadways. For clear zone values see Page A-4 of Appendix A.
4. For short-term, short duration or mobile operations[1], all signs and channelizing devices may be eliminated if a vehicle with activated high-intensity amber rotating, flashing, or[1] oscillating lights is used.

Standard:

5. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or oscillating lights.**
6. **If the work space is in the median of a divided highway, an advance warning sign shall also be placed on the left side of the directional roadway.**

Work Beyond the Shoulder Operation

(Figure TTC-1.1)



COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE BY DESCRIPTION

US ROUTE 1 MEDIAN PROJECT – TTC DETAIL

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Mead &Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
7 OF 47
SCALE: N/A

Typical Traffic Control

Shoulder Operation with Minor Encroachment

(Figure TTC-5.2)

NOTES

Standard

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

Guidance

2. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
3. *When work takes up part of a lane on a high volume roadway; vehicular traffic volumes, vehicle mix, speed and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment analysis permits a remaining lane width of 10 feet, the lane should be closed. If the closure operation is on a Limited Access highway, the minimum lane width is 11 feet.*

Option:

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

Standard:

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

Taper Length L

Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks	Speed Limit (mph)	Lane Width (Feet) 9	10	11	12	Remarks
25	95	105	115	125	$L=S^2W/60$	50	450	500	550	600	L=SW
30	135	150	165	180	$L=S^2W/60$	55	495	550	605	660	L= SW
35	185	205	225	245	$L=S^2W/60$	60	540	600	660	720	L=SW
40	240	270	295	320	$L=S^2W/60$	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW

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

Shoulder Taper = ⅓ L Minimum

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

Channelizing Device Spacing

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

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

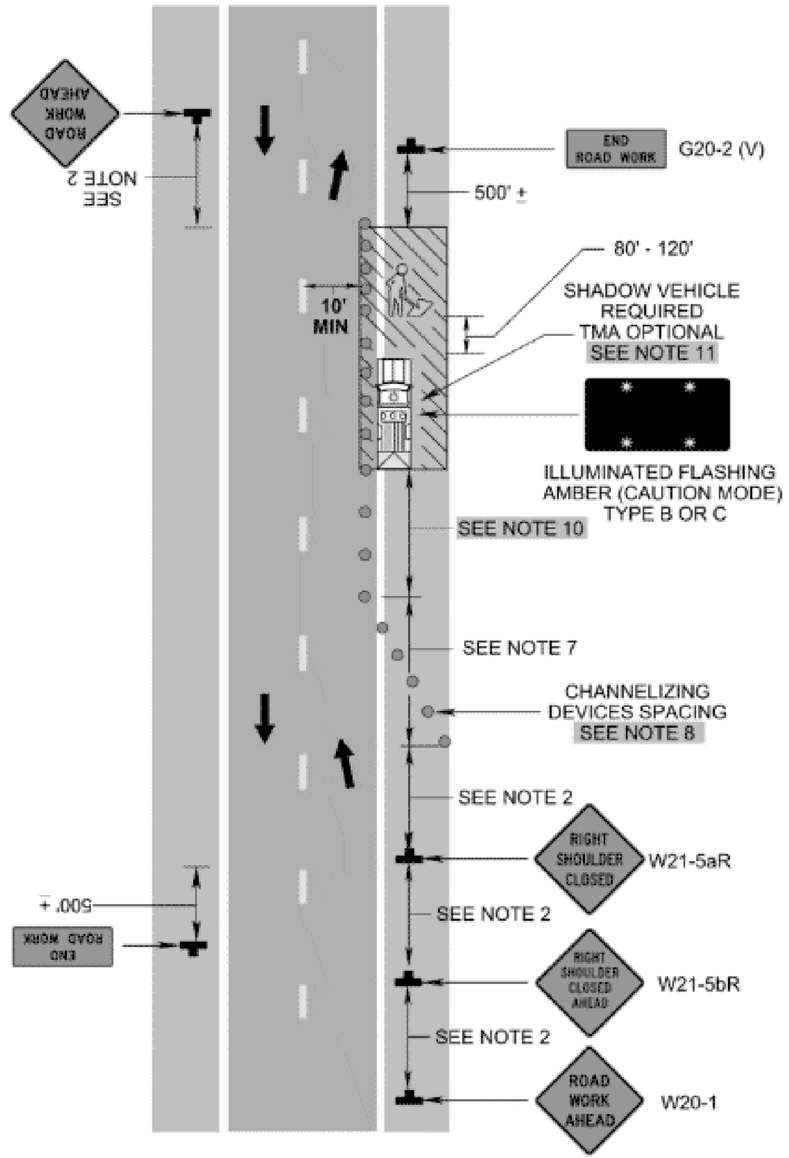
9. **On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.[2]**
10. **The buffer space length The buffer space length shall be as shown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

1: Revision 1 – 4/1/2015

2: Revision 2 – 9/1/2019

Shoulder Operation with Minor Encroachment

(Figure TTC-5.2)



1: Revision 1 – 4/1/2015

2: Revision 2 – 9/1/2019

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
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CONSULTANT PROJECT ID.: ___
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DRAWN BY: ___ SK_DATE: ___
CHECKED BY: ___ DB_DATE: ___
APPROVED BY: ___ DATE: ___

US ROUTE 1 MEDIAN PROJECT – TTC DETAILS

Mead &Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
8 OF 47
SCALE: N/A

X:\4664411\202182.01\TECH\! Task Order 06 – Route 1 South Median\Civil\DWG\Traffic\8_1-US-1 Plan_TTC DETAIL_2.dgn
10/10/2025

Typical Traffic Control

Outside Lane Closure Operation on a Four-Lane Roadway

(Figure TTC-16.2)

NOTES

Standard:

1. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**

Guidance:

2. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
3. *When closing a lane, a PCMS should be used in advance of the first warning sign if all of the left side signs cannot be installed.*[2]
4. *Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. For Limited Access highways a minimum of 1000' is desired.*
5. *All vehicles, equipment, workers, and their activities should be restricted to one side of the pavement.*

Standard:

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

Taper Length L											
Speed Limit (mph)	Lane Width (Feet)				Remarks	Speed Limit (mph)	Lane Width (Feet)				Remarks
	9	10	11	12			9	10	11	12	
25	95	105	115	125	$L=S^2W/60$	50	450	500	550	600	L=SW
30	135	150	165	180	$L=S^2W/60$	55	495	550	605	660	L= SW
35	185	205	225	245	$L=S^2W/60$	60	540	600	660	720	L=SW
40	240	270	295	320	$L=S^2W/60$	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW
Limited Access highways shall use a 1000' merging taper regardless of the posted speed.											
Shifting Tapers see Table 6H-2.[2]						Shoulder Taper = ½ L Minimum					

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

Channelizing Device Spacing								
Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)	
	0 -35	36 +		0 -35	36 +		0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	* Construction Access	80'	120'
*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.								

8. **An arrow board shall be used when a lane is closed. When more than one lane is closed, a separate arrow board shall be used for each closed lane (see Figure TTC-18).**
9. **The buffer space length shall be shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
10. **A shadow vehicle with either a Type B or C arrow board operating in the caution mode, or at least one high intensity amber rotating, flashing, or[1] oscillating light shall be parked 80'-120' in advance of the first work crew. When the posted speed limit is 45 mph or greater, a truck-mounted attenuator shall be used.**
11. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights but can be used to supplement the amber rotating, flashing, or[1] oscillating lights.**
12. **When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.**

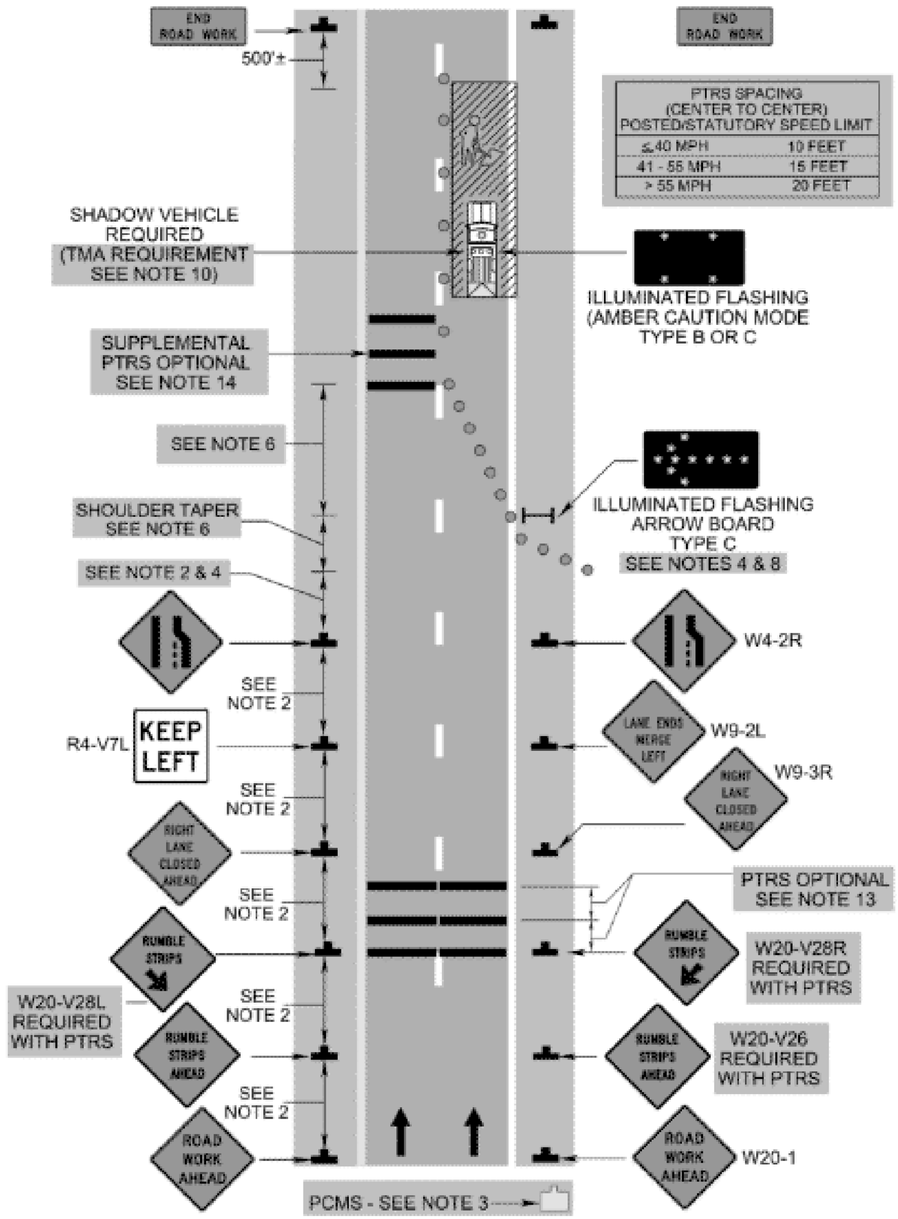
Option:[2]

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

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

Outside Lane Closure Operation on a Four-Lane Roadway

(Figure TTC-16.2)



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

Mead &Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

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CONSULTANT PROJECT ID.: - - -
DESIGNED BY: SK DATE: - - -
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CHECKED BY: DB DATE: - - -
APPROVED BY: - DATE: - - -

US ROUTE 1 MEDIAN PROJECT – TTC DETAILS

SHEET 9 OF 47
SCALE: N/A

Typical Traffic Control

Inside Lane Closure Operation on a Four-Lane Roadway

(Figure TTC-17.2)

NOTES

Standard:

1. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**

Guidance:

2. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
3. *When closing a lane, a PCMS should be used in advance of the first warning sign if all of the left side signs cannot be installed.*[2]
4. *Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. For Limited Access highways a minimum of 1000' is desired.*
5. *All vehicles, equipment, workers, and their activities should be restricted to one side of the pavement.*

Standard:

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

Taper Length L											
Speed Limit (mph)	Lane Width (Feet)				Remarks	Speed Limit (mph)	Lane Width (Feet)				Remarks
	9	10	11	12			9	10	11	12	
25	95	105	115	125	$L=S^2W/60$	50	450	500	550	600	L=SW
30	135	150	165	180	$L=S^2W/60$	55	495	550	605	660	L= SW
35	185	205	225	245	$L=S^2W/60$	60	540	600	660	720	L=SW
40	240	270	295	320	$L=S^2W/60$	65	585	650	715	780	L=SW
45	405	450	495	540	L=SW	70	630	700	770	840	L=SW
Limited Access highways shall use a 1000' merging taper regardless of the posted speed.											
Shifting Tapers see Table 6H-2.[2]						Shoulder Taper = ⅓ L Minimum					

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

Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)		Location Spacing	Speed Limit (mph)	
	0 -35	36 +		0 -35	36 +		0 -35	36 +
Transition	20'	40'	Travelway	40'	80'	*Construction Access	80'	120'
*Construction access spacing may be increased to this distance, but shall not exceed one access per ¼ mile.								

8. **An arrow board shall be used when a lane is closed. When more than one lane is closed, a separate arrow board shall be used for each closed lane (see Figure TTC-18).**
9. **The buffer space length shall be shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
10. **A shadow vehicle with either a Type B or C arrow board operating in the caution mode, or at least one high intensity amber rotating, flashing, or[1] oscillating light shall be parked 80'-120' in advance of the first work crew. When the posted speed limit is 45 mph or greater, a truck-mounted attenuator shall be used.**
11. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights but can be used to supplement the amber rotating, flashing, or[1] oscillating lights.**
12. **When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.**

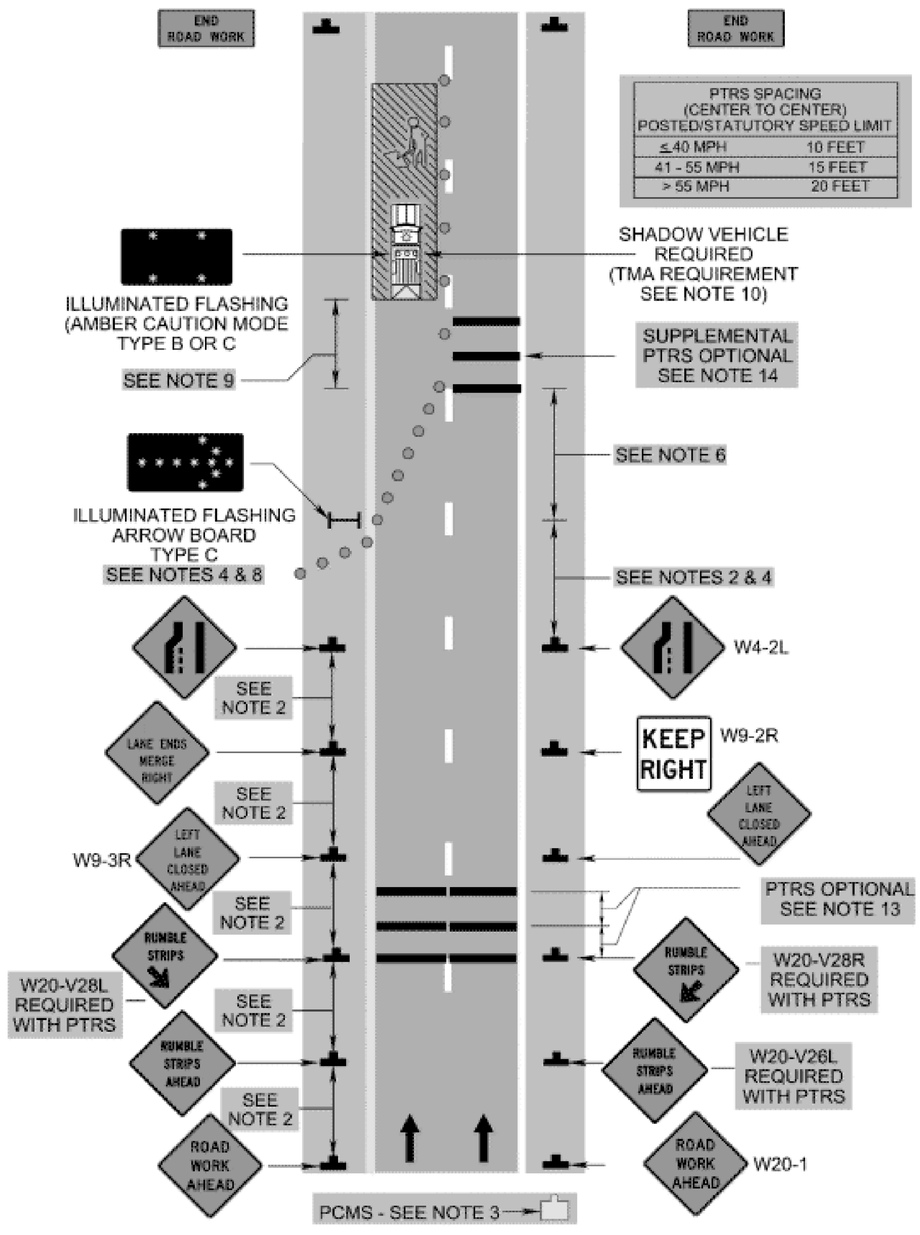
Option:[2]

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

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

Inside Lane Closure Operation on a Four-Lane Roadway

(Figure TTC-17.2)



2: Revision 2 – 9/1/2019

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

90% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
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US ROUTE 1 MEDIAN PROJECT – TTC DETAIL

Mead & Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

SHEET
10 OF 47
SCALE 1"=20'

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

NOTES

Guidance:

1. *Sign spacing distance should be 350'-500' where the posted speed limit is 45 mph or less, and 500'-800' where the posted speed limit is greater than 45 mph.*
2. *Care should be exercised when establishing the limits of the work zone to insure maximum possible sight distance in advance of the flagger station and transition, based on the posted speed limit and at least equal to or greater than the values in Table 6H-3. Generally speaking, motorists should have a clear line of sight from the graphic flagger symbol sign to the flagger.*
3. *To maintain efficient traffic flow in a flagging operation on a two-lane roadway, the maximum time motorists should be stopped at a flagger station is 8 minutes for high volume roadways (average daily traffic of 500 or more vehicles per day) to a maximum of 12 minutes for low volume roadways (less than 500 vehicles per day). For additional information see Section 6E.07.*[2]

Standard:

4. **Portable Temporary Rumle Strips (PTRS) shall be used as noted in Section 6F.99.**
5. **Flagging stations shall be located far enough in advance of the work space to permit approaching traffic to reduce speed and/or stop before passing the work space and allow sufficient distance for departing traffic in the left lane to return to the right lane before reaching opposing traffic (see Table 6H-3 on Page 6H-5).**
6. **All flaggers shall be state certified and have their certification card in their possession when performing flagging duties (see Section 6E.01, Qualifications for Flaggers).**
7. **Cone spacing shall be based on the posted speed and the values in Table 6H-4 on Page 6H-6.**[1]
8. **A shadow vehicle with at least one high intensity amber rotating, flashing, or**[1] **oscillating light shall be parked 80'-120' in advance of the first work crew.**

Option:

8. A SLOW (W21-V10) sign[2] may be required in this area to give advance warning of the operation ahead by slowing approaching traffic prior to reaching the flagger station or queued traffic.

Guidance:

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

Standard:

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

Option:

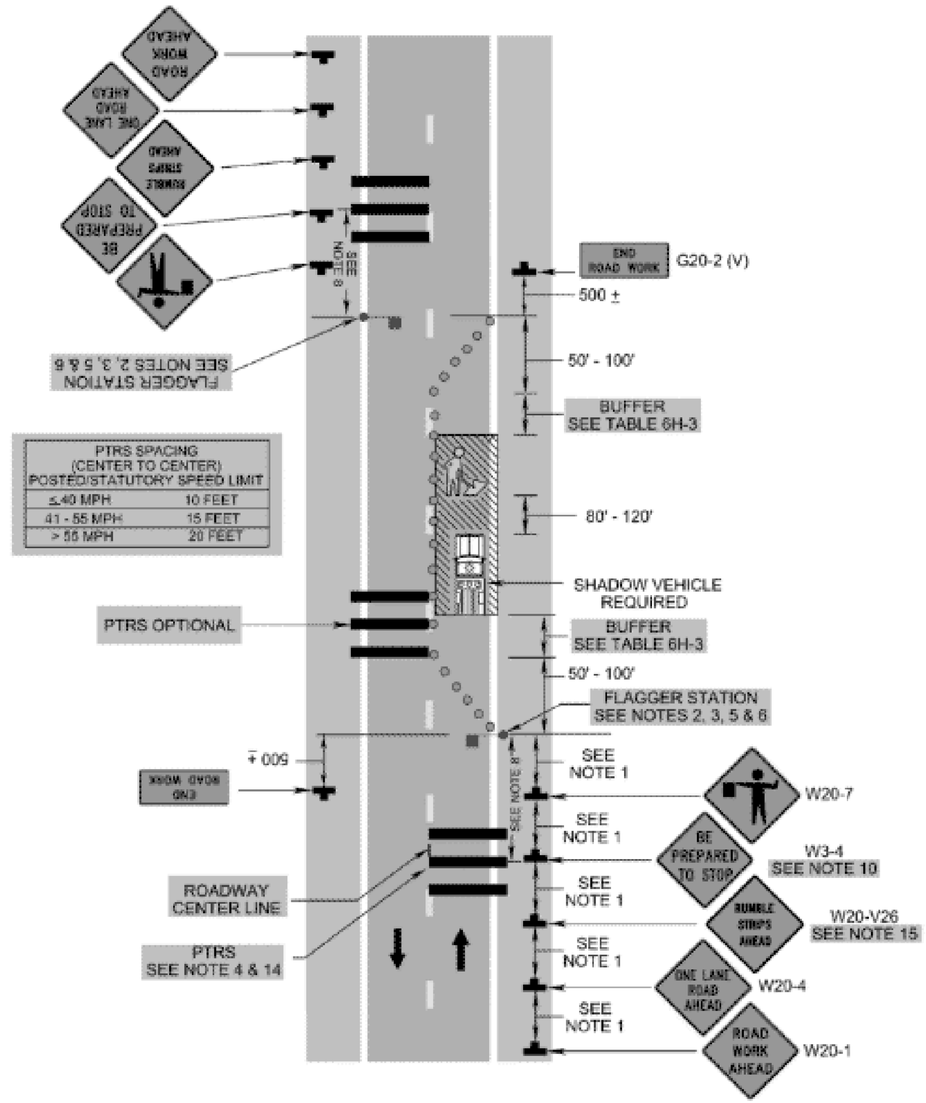
12. Cones may be eliminated when using a pilot vehicle operation or when the total roadway width is 20 feet or less.
13. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be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

Standard:[1]

14. **When used**[3]**, three portable temporary rumble (PTRS) strips shall be installed across the entire travel lane adjacent to the BE PREPARED TO STOP (W3-4) sign. The portable temporary rumble strips shall be monitored and adjusted as necessary during the work shift to ensure proper placement on the roadway. When the PTRS are installed, the RUMBLE STRIPS AHEAD (W20-V26) sign shall also be utilized.**

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

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



PTRS SPACING (CENTER TO CENTER) POSTED/STATUTORY SPEED LIMIT	
≤40 MPH	10 FEET
41 - 55 MPH	15 FEET
> 55 MPH	20 FEET

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

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DESCRIPTION | BY | DATE

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: ____ – ____
CONSULTANT PROJECT ID.: ____ – ____
DESIGNED BY: ___ SK DATE: ____ – ____
DRAWN BY: ___ SK DATE: ____ – ____
CHECKED BY: ___ DB DATE: ____ – ____
APPROVED BY: ___ – ___ DATE: ____ – ____

Mead &Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

US ROUTE 1 MEDIAN PROJECT – TTC DETAILS

SHEET
11 OF 47
SCALE: N/A

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

Guidance:

1. *The control of traffic through the intersection in order of preference should be:*
   a. *Obtain the services of law enforcement personnel.*
   b. *Detour the effective routes to other roads and streets as approved and directed by the District[2] Traffic Engineer.*
   c. *Place a state certified flagger on each leg of the intersection controlling a single lane of traffic.*

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

Standard:

4. **Channelizing device spacing shall be on 20' centers or less.**
5. **PTRS shall be used as noted in Section 6F.99.[2]**

Guidance:

6. *If room permits, a shadow vehicle with at least one rotating amber light or high intensity amber flashing or oscilllating[1] light should be parked 80'-120' in advance of the first work crew.*

Standard:

7. **For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber flashing or oscillating[1] lights mounted on the vehicle and visible for 360° shall be required in addition to the channelizing devices shown around the vehicle. Also, vehicle hazard warning signals shall be used.**

Guidance:

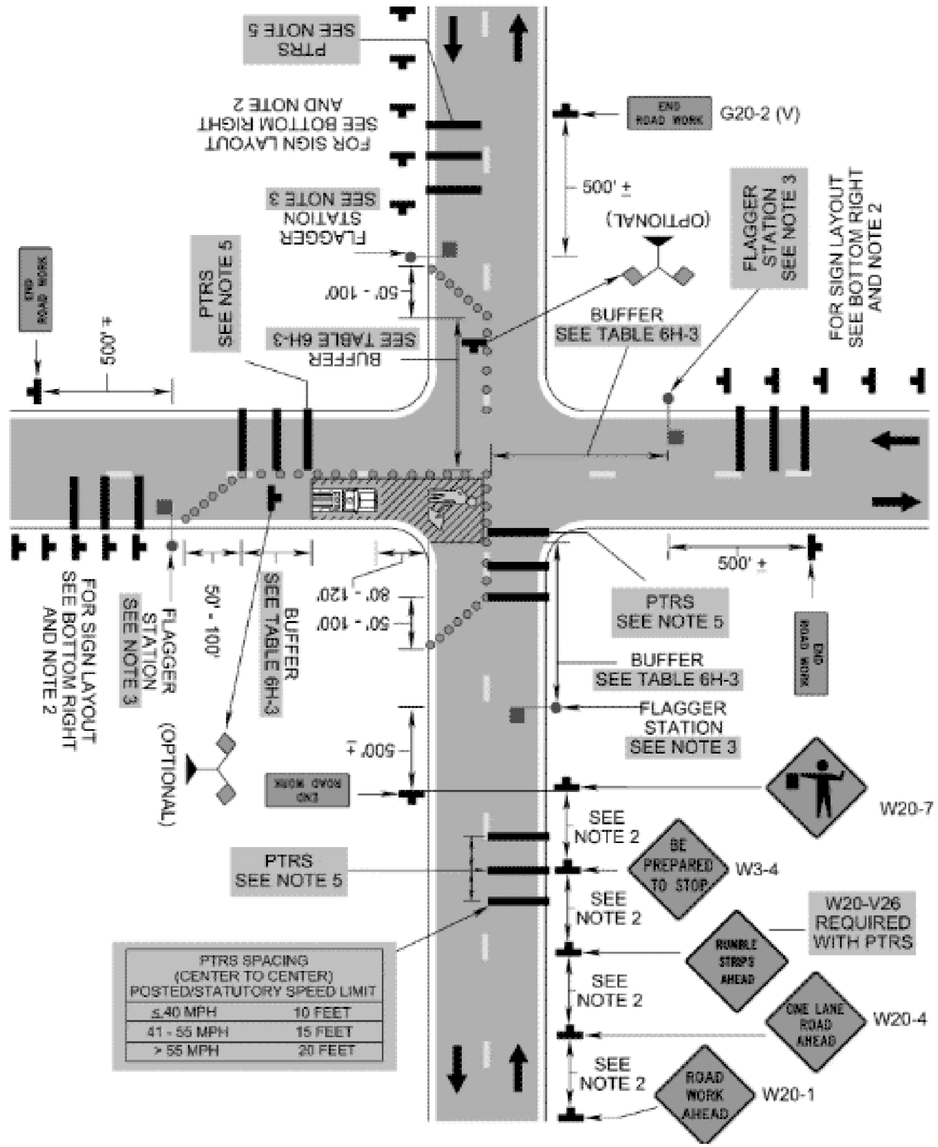
8. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.*

Support:

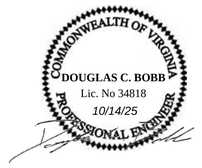
9. Turns can be prohibited as required by vehicular traffic conditions. Unless the streets are wide, it might be physically impossible to make certain turns, especially for large vehicles.

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

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



2: Revision 2 – 9/1/2019



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SHEET
12 OF 47
SCALE: N/A

Typical Traffic Control

Crosswalk Closure and Pedestrian Detour Operation

(Figure TTC-36.2)

NOTES

Standard:

1. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**
2. **Curb parking shall be prohibited for at least 50 feet in advance of the midblock crosswalk.**

Guidance:

3. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*
4. *Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.*
5. *Temporary markings should be considered for operations exceeding three days in duration.*

Option:

6. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS (W5-1) signs, may be used to control vehicular traffic.
7. For nighttime closures, Type A Flashing warning lights may be used on barricades supporting signs and closing sidewalks.

Standard:

8. **In order to maintain the systematic use of the fluorescent yellow-green background for school warning signs in a jurisdiction, the fluorescent yellow-green background for school warning signs shall be used in TTC zones.[2]**
9. **All sidewalk closures shall be closed with Type 3 Barricades. The SIDEWALK CLOSED (R9-9) sign and the SIDEWALK CROSS HERE (R9-11) sign shall be installed above the Type 3 Barricade. The KEEP RIGHT sign can cover the top rail of the Type 3 Barricade.[2]**

Support:

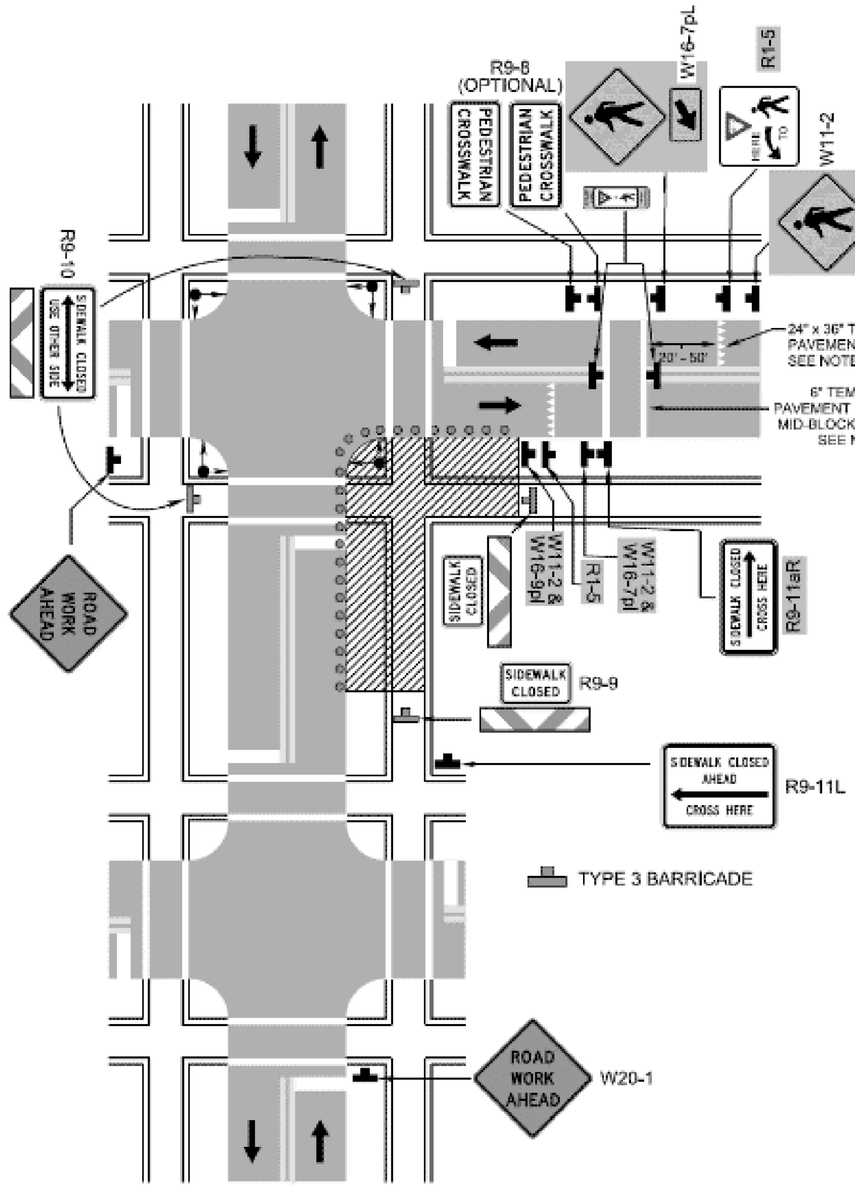
10. Refer to Sections 3B-16 through 3B-18 of the 2009 MUTCD and the Virginia Supplement to the MUTCD[1] for crosswalk[3] lines, yield lines and other related TTC devices that may be used to control vehicular traffic at midblock crosswalks.

Standard:[2]

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

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

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



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

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PROFESSIONAL ENGINEER

SHEET
13 OF 47
SCALE: N/A

Typical Traffic Control

Signing for Project Limits

(Figure TTC-53.0)

NOTES

Support:

1. 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:

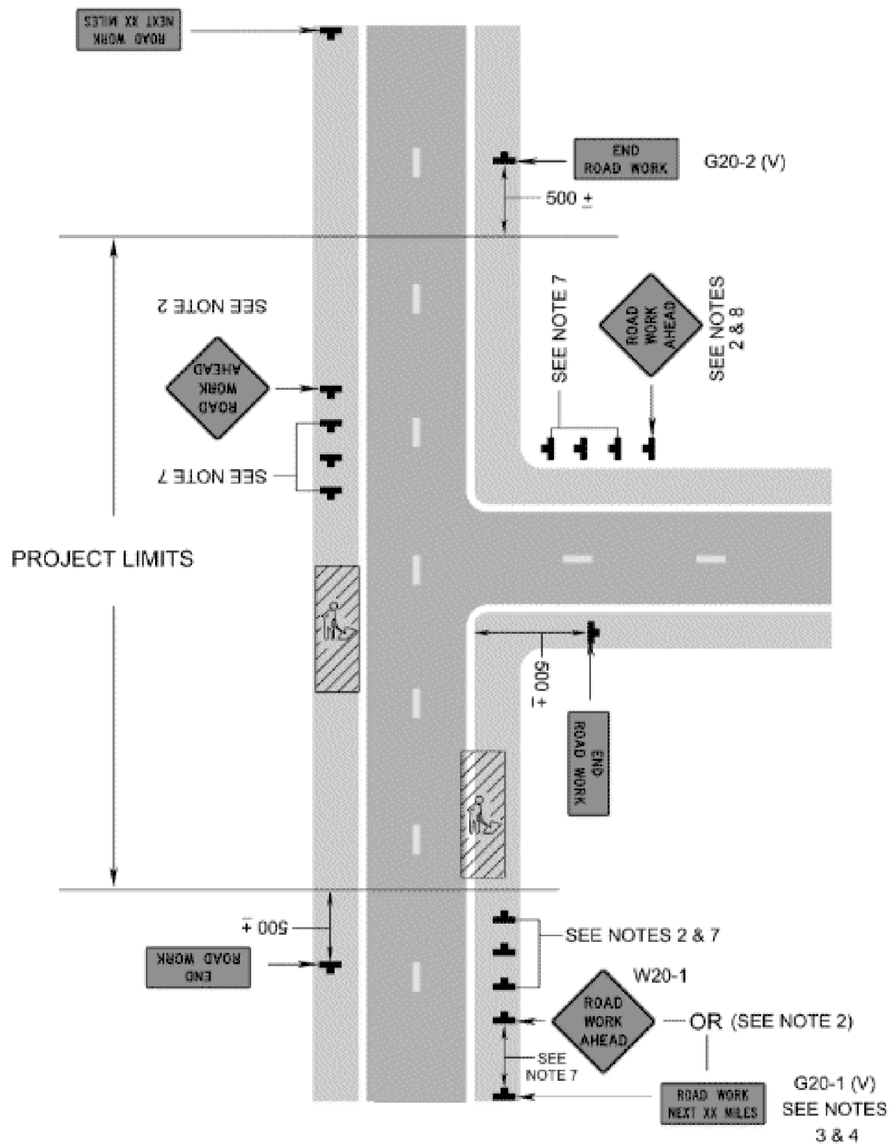
2. **The ROAD WORK AHEAD (W20-1) sign or the ROAD WORK NEXT XX MILES (G20-1 (V)) sign shall be placed far enough in advance of the project limits so that other warning signs in a series may be adequately placed prior to the condition they are warning about.**
3. **The ROAD WORK NEXT XX MILES sign shall 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.**
4. **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.**
5. **On divided highways having a median wider than 8', right and left sign assemblies shall be required.**

Guidance:

6. *For projects with activity areas 2 miles or less in length, the ROAD WORK AHEAD sign should be the first sign motorist encounter.*
7. *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.*
8. *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)



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US ROUTE 1 MEDIAN PROJECT – TTC DETAILS

SHEET
14 OF 47
SCALE: N/A

GENERAL NOTES

STOCKPILE / STAGING AREAS

1. CONTRACTOR MUST FOLLOW ALL LOCAL AND STATE REQUIREMENTS FOR STOCKPILE AND / OR STAGING AREAS FOR THE PROJECT, EVEN IF OFFSITE, INCLUDING MEETING AN APPROVED EROSION AND SEDIMENT CONTROL PLAN, TO BE DEVELOPED BY THE CONTRACTOR.

EXISTING CONDITIONS SURVEY NOTES

1. LOCATION AND DEPTH OF ALL EXISTING UNDERGROUND UTILITIES MUST BE DONE, WHEN NECESSARY, BY CONTRACTOR PRIOR TO CONSTRUCTION.

CITY STANDARD GENERAL NOTES

1. "CITY" MEANS THE CITY OF ALEXANDRIA, A MUNICIPAL CORPORATION OF VIRGINIA AND ITS AUTHORIZED REPRESENTATIVES AND EMPLOYEES.
2. TOTAL SITE AREA: 56823 SQUARE FEET OR 1.3 ACRES ALL OF WHICH WILL BE DISTURBED WITH THIS PROJECT.
3. THE NATURAL SOILS AT THE SITE CONSIST OF URBAN LAND (HSG-D)
4. NO PORTION OF THE SUBJECT PROPERTY LIES WITHIN A CITY OF ALEXANDRIA RESOURCE PROTECTION AREA.
5. ALL CONSTRUCTION MUST CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS OF THE CITY OF ALEXANDRIA AND/OR THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) STANDARDS AND SPECIFICATIONS.
6. ALL EROSION AND SEDIMENTATION CONTROL MUST BE PLACED AND MAINTAINED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE CITY OF ALEXANDRIA AND/OR VIRGINIA EROSION AND SEDIMENT CONTROL HANDBOOK (VESCH).
7. ANY WORK IN THE PUBLIC RIGHT OF WAY MUST REQUIRE A SEPARATE PERMIT FROM THE CITY.
8. THERE IS NO OBSERVABLE EVIDENCE OF CEMETERIES OR BURIAL GROUNDS ON THIS PROJECT.

ARCHAEOLOGY NOTES

1. THE CONTRACTOR MUST CALL ALEXANDRIA ARCHAEOLOGY IMMEDIATELY (703-746-4399) IF ANY BURIED STRUCTURAL REMAINS (WALL FOUNDATIONS, WELLS, PRIVIES, CISTERNS, ETC.) OR CONCENTRATIONS OF ARTIFACTS ARE DISCOVERED DURING DEVELOPMENT. WORK MUST CEASE IN THE AREA OF THE DISCOVERY UNTIL A CITY ARCHAEOLOGIST COMES TO THE SITE AND RECORDS THE FINDS.
2. CONTRACTOR MUST NOT ALLOW ANY METAL DETECTION TO BE CONDUCTED ON THE PROPERTY, UNLESS AUTHORIZED BY ALEXANDRIA ARCHAEOLOGY.

UTILITY CONTACTS

DOMINION ENERGY (MICHAEL SHIPE)	571-203-5242
VERIZON COMMUNICATIONS (BRIAN HARLOW)	703-819-6822
COMCAST	703-926-0534
WASHINGTON GAS	703-750-4270
PEPCO	202-833-7500
VIRGINIA AMERICAN WATER	703-706-3889
SANITARY SEWER - CITY OF ALEX.	703-746-4014

CONTRACTOR MUST CONFORM TO THE OVERHEAD HIGH VOLTAGE ACT (EFFECTIVE JULY 1, 2003) AND SHALL CONTACT THE NECESSARY AUTHORITIES PRIOR TO START OF CONSTRUCTION.

TRAFFIC CONTROL

1. THE CONTRACTOR MUST SUBMIT A MAINTENANCE OF TRAFFIC (MOT) PLAN FOR REVIEW AND APPROVAL WHEN APPLYING FOR THE CITY'S RIGHT OF WAY PERMIT.
2. THE CONTRACTOR MUST NOTIFY THE CITY AT LEAST THREE (3) WORKING DAYS PRIOR TO DISTURBING ANY EXISTING, INSTALLING ANY NEW, TRAFFIC SIGNS, SIGNALS, OR OTHER TRAFFIC CONTROL DEVICES.
3. THE CONTRACTOR MUST SUBMIT ANY REQUESTS FOR TEMPORARY "NO PARKING" RESTRICTIONS TO THE CITY AT LEAST THREE (3) WORKING DAYS PRIOR TO THE DESIRED ONSET OF RESTRICTIONS.
4. WHEN CONDITIONS WARRANT DUE TO TRAFFIC VOLUMES, PATTERNS OR SPECIAL EVENTS, THE CITY MAY SUSPEND OR OTHERWISE DIRECT THE CONTRACTOR'S ACTIVITIES TO PROTECT THE PUBLIC AND/OR THE CITY'S TRANSPORTATION NETWORK.
5. NO PORTION OF PROPOSED SIGN PANEL OVERHANG ADJACENT ROADWAY PAVEMENT. I.E. MUST NOT HANG IN FRONT OF FACE OF CURB.

SIDEWALK RECONSTRUCTION NOTES

1. TRAFFIC SIGNS IMPACTED BY PROPOSED CONSTRUCTION MUST BE RESET OR RELOCATED.
2. ALL MANHOLES AND VALVE BOXES SHALL BE ADJUSTED TO PROPOSED GRADE.

DEMOLITION NOTES

1. NO DEMOLITION CAN BEGIN UNTIL ALL EROSION AND SEDIMENT CONTROLS ARE IN PLACE AND IS APPROVED BY AN EROSION AND SEDIMENT CONTROL INSPECTOR OF THE CITY.
2. ALL WORK MUST BE PERFORMED IN STRICT COMPLIANCE WITH THE MOST CURRENT APPLICABLE FEDERAL, STATE , AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED, TO ENVIRONMENTAL PROTECTION AGENCY (EPA), OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), VIRGINIA OCCUPATIONAL AND SAFETY HEALTH COMPLIANCE PROGRAM (VOSH ENFORCEMENT), VIRGINIA OVERHEAD HIGH VOLTAGE LINE SAFETY ACT, NATIONAL EMISSIONS STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHAPS), AND NATIONAL INSTITUTE OF OCCUPATIONAL SAFETY AND HEALTH (NIOSH).
3. THE CONTRACTOR MUST BE RESPONSIBLE FOR THE COORDINATION OF WORK WITH REPRESENTATIVE UTILITY COMPANIES AND FOR THE IMPLEMENTATION OF REQUIRED UTILITY-RELATED WORK.
4. THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE CITY UPON ENCOUNTERING ANY HAZARDOUS MATERIALS DURING DEMOLITION AND/OR CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL DOCUMENT SAME TO THE CITY AND OBTAIN DIRECTION AS TO THE APPROPRIATE ACTION(S) TO BE TAKEN.
5. DISCONNECTION OF SERVICES AND SYSTEMS SUPPLYING UTILITIES TO BE ABANDONED OR DEMOLISHED MUST BE COMPLETED PRIOR TO OTHER SITE DEMOLITION IN FULL COMPLIANCE WITH APPLICABLE CODES, REGULATIONS, AND THE REQUIREMENTS OF UTILITY PURVEYORS HAVING JURISDICTION. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH THE UTILITY PURVEYORS, PAYMENT OF ASSOCIATED FEES AND PROCUREMENT OF ALL NECESSARY PERMITS.
6. PRIOR TO REMOVAL OF MATERIALS OVER EXISTING UTILITY SYSTEMS, THE CONTRACTOR MUST DOCUMENT EXISTING CONDITIONS AND, IF AT VARIANCE WITH CONDITIONS AS REPRESENTED ON THE PLANS, NOTIFY THE CITY AND OBTAIN DIRECTIONS TO THE APPROPRIATE ACTION(S) TO BE TAKEN.
7. PRIOR TO COMMENCING NEW WORK, THE CONTRACTOR MUST PROTECT FROM DAMAGE ALL EXISTING ADJACENT AREAS. ALL ADJACENT AREAS DAMAGED DURING DEMOLITION AND/OR CONSTRUCTION ACTIVITIES MUST BE RESTORED TO ORIGINAL OR BETTER CONDITION AT NO ADDITIONAL COST TO THE CITY.
8. THE CONTRACTOR MUST BACKFILL EXCAVATED AREAS WITH APPROVED MATERIALS AS PER THE REQUIREMENTS OF THE CITY.
9. THE CONTRACTOR MUST PROTECT AND PREVENT DAMAGE TO EXISTING ON-SITE UTILITY DISTRIBUTION FACILITIES. ACTIVE UTILITY DISTRIBUTION FACILITIES ENCOUNTERED DURING DEMOLITION AND/OR CONSTRUCTION ACTIVITIES MUST BE SHUT OFF AT THE SERVICE MAIN WITH THE APPROVAL OF THE CITY.
10. DURING DEMOLITION AND/OR CONSTRUCTION ACTIVITIES, THE CONTRACTOR MUST IMMEDIATELY NOTIFY THE CITY UPON ENCOUNTERING ANY EXISTING UTILITIES AND/OR UTILITY SYSTEM STRUCTURES NOT SHOWN ON THESE PLANS. THE CONTRACTOR MUST DOCUMENT SAME TO THE CITY AND OBTAIN DIRECTION AS TO THE APPROPRIATE ACTION(S) TO BE TAKEN.
11. CONTRACTOR MUST EXERCISE CAUTION WHILE DEMOLISHING NEXT TO EXISTING UTILITIES AND STRUCTURES. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
12. CONTRACTOR IS RESPONSIBLE FOR REMOVING AND DISPOSING FOR ALL ITEMS AS INDICATED ON THE PLANS AND SPECIFICATIONS.

SIGNING AND PAVEMENT MARKING

1. ALL SIGN WORK AND PAVEMENT MARKING MUST MEET ALL THE LATEST APPLICABLE VDOT, CITY OF ALEXANDRIA STANDARDS, AND MANUAL ON UNIFORM TRAFFIC CONTROL (MUTCD) REQUIREMENTS.
2. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
3. ALL EXISTING PAVEMENT MARKINGS MAY NOT BE SHOWN. ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED PAVEMENT MARKINGS MUST BE ERADICATED.
4. ALL SIGNS MUST BE HIGH INTENSITY SHEETING MEETING THE REQUIREMENTS OF AASHTO M268.
5. NO PORTION OF PROPOSED SIGN PANEL OVERHANG ADJACENT ROADWAY PAVEMENT. I.E. MUST NOT HANG IN FRONT OF FACE OF CURB.
6. PROPOSED SIGN POSTS MUST BE LOCATED A MINIMUM OF 2 FEET BEHIND ANY ADJACENT FACE OF CURB (ADDITIONAL REQUIREMENTS APPLY TO ACCOMMODATE SIGN PANEL LATERAL AND VERTICAL CLEARANCE). IF LOCATED ADJACENT TO SIDEWALKS, A 32" MINIMUM CLEAR AND 48" PREFERRED PASSING SPACE ON EXISTING AND PROPOSED SIDEWALKS MUST BE MAINTAINED.
7. PROPOSED SIGN POSTS MUST BE INSTALLED IN NEW LOCATIONS SUCH THAT THE EXISTING SIGNS OR SIGNALS ARE NOT BLOCKED.
8. FOR NEW POST INSTALLATION, THE CONTRACTOR MUST VERIFY THERE ARE NO CONFLICTING UNDERGROUND OR OVERHEAD UTILITIES.
9. SIGNS MOUNTED TO EXISTING LIGHT, SIGNAL OR UTILITY POLES MUST BE FASTENED WITH A MANUFACTURED STEEL BANDING SYSTEM. POLES MUST NOT BE DRILLED DIRECTLY, THE CONTRACTOR MUST SUBMIT MANUFACTURER INFORMATION ON THE BANDING SYSTEM TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.

CONSTRUCTION NOTES

1. THE CONTRACTOR MUST BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES BEFORE COMMENCING WORK AND FOR ANY DAMAGES WHICH MAY OCCUR BY HIS FAILURE TO LOCATE OR PRESERVE THESE UNDERGROUND UTILITIES. IF DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHOULD ENCOUNTER UTILITIES HE MUST IMMEDIATELY NOTIFY THE CITY AND TAKE NECESSARY ACTION AND PROPER STEPS TO PROTECT THE FACILITY AND ASSURE THE CONTINUATION OF SERVICE.
2. THE CONTRACTOR MUST DIG TEST PITS AS REQUIRED FOLLOWING NOTIFICATION AND MARKING OF ALL EXISTING UTILITIES TO VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES TEST HOLES TO BE PERFORMED AT LEAST 30 DAYS PRIOR TO START OF CONSTRUCTION. ANY DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO THE OWNER AND ENGINEER, REDESIGN AND APPROVAL BY REVIEWING AGENCIES SHALL BE OBTAINED, IF REQUIRED.
3. THE CONTRACTOR MUST VISIT THE SITE AND VERIFY EXISTING CONDITIONS PRIOR TO STARTING CONSTRUCTION.
4. ALL AREAS, ON OR OFF-SITE, WHICH ARE DISTURBED BY THIS CONSTRUCTION AND WHICH ARE NOT PAVED OR BUILT UPON MUST BE ADEQUATELY STABILIZED TO CONTROL EROSION AND SEDIMENTATION. THE MINIMUM ACCEPTABLE STABILIZATION MUST CONSIST OF PERMANENT GRASS, SEE MIXTURE TO BE AS RECOMMENDED BY THE CITY AGENT. ALL SLOPES 3:1 AND GREATER MUST BE SODDED AND PEGGED OF OTHERWISE STABILIZED IN A MANNER APPROVED BY THE CITY.
5. EXISTING PHYSICAL FEATURES MUST BE REMOVED WHEN REQUIRED, BY THE CONTRACTOR.
6. EXISTING CONSTRUCTION MUST BE REMOVED TO NEAREST JOINT. CONSTRUCTION MUST BE PROVIDED AS SHOWN AND ANY DAMAGED AREA MUST BE REPAIRED TO MATCH CONDITIONS EXISTING PRIOR TO CONSTRUCTION.
7. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO THE ADJACENT CURB, GUTTER, AND RIGHT-OF-WAY, IF DAMAGED DURING CONSTRUCTION ACTIVITY AS DETERMINED BY THE CITY.
8. TOPS OF EXISTING STRUCTURES WHICH REMAIN IN USE MUST BE ADJUSTED IN ACCORDANCE WITH THE GRADING PLAN. ALL PROPOSED STRUCTURE TOP ELEVATIONS MUST BE VERIFIED BY THE CONTRACTOR WITH THE SITE GRADING PLANS. IN CASE OF CONFLICT. THE GRADING PLAN SUPERSEDES PROFILE ELEVATIONS. ADJUSTMENTS TO MEET FINISHED GRADE ELEVATIONS IS REQUIRED.
9. CONSTRUCTION STAKEOUT MUST BE UNDER THE DIRECT SUPERVISION OF A LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA. CUT SHEETS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
10. SMOOTH GRADE MUST BE MAINTAINED FROM THE CENTERLINE OF THE EXISTING ROAD TO THE PROPOSED ENTRANCE AND/OR CURB & GUTTER TO PRECLUDE THE FORMING OF FALSE AND/OR THE PONDING OF WATER ON THE ROADWAY.
11. THE CONTRACTOR IS RESPONSIBLE FOR MILLING AND REMOVING THE EXISTING TOP 2" ASPHALT SURFACE, REPAVING, PUTTING TEMPORARY MARKING TAGS & PERMANENT PAVEMENT MARKERS.
12. ALL PAVEMENT MARKINGS MUST MEET THE REQUIREMENTS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
13. THE CONTRACTOR MUST ENSURE THAT POSITIVE DRAINAGE OCCURS ON SITE TO PREVENT PONDING OR DRAINAGE PROBLEMS ON ADJACENT PROPERTIES.
14. CONTRACTOR MUST ENSURE THAT THERE IS NO DISTURBANCE ON ADJACENT PROPERTIES, UNLESS OTHERWISE NOTED ON PLANS.
15. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN UTILITY SERVICES AT ALL TIMES DURING CONNECTION AND/OR CONSTRUCTION.
16. THE CONTRACTOR IS RESPONSIBLE FOR ALL TRAFFIC CONTROL DURING CONSTRUCTION INCLUDING THE DEVELOPMENT OF TRAFFIC CONTROL PLANS. ALL TRAFFIC CONTROL COSTS FOR ALL STAGES MUST BE INCLUDED IN THE BID PRICE FOR "MAINTENANCE OF TRAFFIC (LS)." NO LANES MUST BE CLOSED DURING CONSTRUCTION. IF LANES NEED TO BE CLOSED TO FACILITATE THE CONSTRUCTION THEN THE CONTRACTOR MUST PROVIDE A LANE CLOSURE PLAN TO THE SATISFACTION OF THE CITY. TEMPORARY PAVEMENT MARKING AND REMOVAL ARE REQUIRED AND MUST BE INCLUDED IN THE BID PRICE FOR "MAINTENANCE OF TRAFFIC (LS)." NO SIDE AND/OR CROSS WALK WILL BE CLOSED DURING CONSTRUCTION. IF SIDE AND/OR CROSS WALKS NEED TO BE CLOSED TO FACILITATE THE CONSTRUCTION THEN THE CONTRACTOR MUST PROVIDE A SIDE AND/OR CROSS WALK CLOSURE PLAN TO THE SATISFACTION OF THE CITY.

ENVIRONMENTAL SITE ASSESSMENT

1. THERE ARE NO TIDAL WETLANDS, TIDAL SHORES, TRIBUTARY STREAMS, FLOODPLAINS, CONNECTED TIDAL WETLANDS, ISOLATED WETLANDS, HIGHLY ERODIBLE/PERMEABLE SOILS OR BUFFER AREAS ASSOCIATED WITH SHORES, STREAMS, OR WETLANDS LOCATED ON THE SITE. FURTHER, THERE ARE NO WETLAND PERMITS REQUIRED FOR THIS DEVELOPMENT PROJECT. ADDITIONALLY, THERE ARE NO KNOWN UNDERGROUND STORAGE TANKS OR AREAS OF SOIL OR GROUNDWATER CONTAMINATION ON THE SITE.
2. THE CITY OF ALEXANDRIA DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES, DIVISION OF ENVIRONMENTAL QUALITY MUST BE NOTIFIED IF UNUSUAL OR UNANTICIPATED CONTAMINATION OR UNDERGROUND STORAGE TANKS, DRUMS, AND CONTAINERS ARE ENCOUNTERED AT THE SITE. IF THERE IS ANY DOUBT ABOUT PUBLIC SAFETY OR A RELEASE TO THE ENVIRONMENT, THE ALEXANDRIA FIRE DEPARTMENT MUST BE CONTACTED IMMEDIATELY BY CALLING 911. THE TANK OR CONTAINER'S REMOVAL, ITS CONTENTS, ANY SOIL CONTAMINATION AND RELEASES TO THE ENVIRONMENT WILL BE HANDLED IN ACCORDANCE WITH FEDERAL, STATE, AND CITY REGULATIONS.
3. ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH THE ALEXANDRIA NOISE CONTROL CODE TITLE 11, CHAPTER 5, WHICH PERMITS CONSTRUCTION ACTIVITIES TO OCCUR BETWEEN THE FOLLOWING HOURS:
   - A. MONDAY THOUGH FRIDAY FROM 7 AM TO 6 PM AND
   - B. SATURDAYS FROM 9 AM TO 6 PM.
   - C. NO CONSTRUCTION ACTIVITIES ARE PERMITTED ON SUNDAYS.
   - D. PILE DRIVING IS FURTHER RESTRICTED TO THE FOLLOWING HOURS: MONDAY THROUGH FRIDAY 9 AM TO 6 PM AND SATURDAYS FROM 10 AM TO 4 PM.

ABBREVIATIONS

APP	-	APPROXIMATE
CO	-	CLEANOUT
COMM	-	COMMUNICATIONS
CONC	-	CONCRETE
CMU	-	CONCRETE MASONRY UNIT
CSO	-	COMBINED SEWER OVERFLOW
EL	-	ELEVATION
EX	-	EXISTING
FH	-	FIRE HYDRANT
FL	-	FLOW LINE
HP	-	HIGH POINT
LOD	-	LIMIT OF DISTURBANCE
LT	-	LIGHT
MH	-	MANHOLE
NPS	-	NOMINAL PIPE SIZE
PC	-	POINT OF CURVATURE
PT	-	POINT OF TANGENCY
PED	-	PEDESTRIAN
PR	-	PROPOSED
PROP	-	PROPOSED
ROW	-	RIGHT OF WAY
SAN	-	SANITARY SEWER
STM	-	STORM SEWER
TRAF	-	TRAFFIC
TC	-	TOP OF CURB
TOC	-	TOP OF CURB
TW	-	TOP OF WALL
BW	-	BOTTOM OF WALL
U.N.O.	-	UNLESS NOTED OTHERWISE
WTR	-	WATERLINE
WV	-	WATER VALVE
X-ING	-	CROSSING

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

MISS UTILITY
CALL "MISS UTILITY" AT 811 OR 1-800-552-7001, 48 HOURS PRIOR TO THE START OF WORK. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTLITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. THE EXCAVATOR IS RESPNSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF THE CITY OF ALEXANDRIA.

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS

DESCRIPTION	DATE	BY
-	-	-
-	-	-
-	-	-
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ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: - -
CONSULTANT PROJECT ID.: - -
DESIGNED BY: SK DATE: - -
DRAWN BY: SK DATE: - -
CHECKED BY: DB DATE: - -
APPROVED BY: - DATE: - -

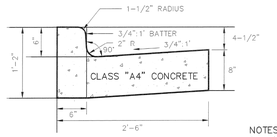
US ROUTE 1 SOUTH MEDIAN PROJECT – GENERAL NOTES

8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
Mead &Hunt

SHEET
15 OF 47
SCALE: N/A

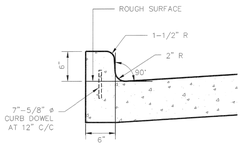
X:\4664411\202182.01\TECH\!! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US 1 Gen Notes-01.dgn
10/10/2025

DETAILS

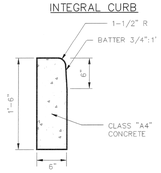


COMBINATION CURB AND GUTTER

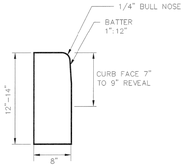
NOTES:
1. MATERIAL, FINISH AND TOLERANCE WILL BE IN ACCORDANCE WITH SECTION 404 – HYDRAULIC CEMENT CONCRETE OPERATIONS OF THE LATEST VDOT ROAD & BRIDGE SPECIFICATIONS.
2. ALL CURB AND GUTTER SHALL HAVE MIN. 6" THICK 21A AGGREGATE BASE AND MUST BE COMPACTED TO 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY OR 90% OF THE MAXIMUM MODIFIED PROCTOR DENSITY.



INTEGRAL CURB



COPING CURB



GRANITE CURB

CURB AND GUTTER, COPING CURB AND GRANITE CURB

06/03/2022

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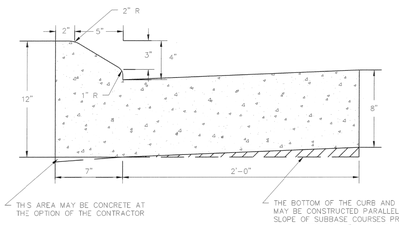
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA



NOTE:
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A4 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. MATERIAL, FINISH AND TOLERANCE WILL BE IN ACCORDANCE WITH SECTION 404 – HYDRAULIC CEMENT CONCRETE OPERATIONS OF THE LATEST VDOT ROAD & BRIDGE SPECIFICATIONS.
4. ALL CURB AND GUTTER SHALL HAVE MIN. 6" THICK 21 A AGGREGATE BASE AND MUST BE COMPACTED TO 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY OR 90% OF THE MAXIMUM MODIFIED PROCTOR DENSITY.

MOUNTABLE CURB & GUTTER

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DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA

NOTE:
1. CURB RAMPS SHALL COMPLY WITH APPLICABLE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ROAD & BRIDGE STANDARDS. THE CURB RAMP DETAILS CAN BE FOUND IN THE LATEST ADDITION OF THE VDOT ROAD & BRIDGE STANDARDS: CG–12; PAGE 204.01 – 204.05.
2. PER CITY AND VDOT COMPLETE STREET GUIDELINES, CURB RAMPS SHALL BE PROVIDED FOR EACH DIRECTION OF CROSSING AT INTERSECTIONS THAT INCORPORATE PEDESTRIAN ACCESS ROUTES, AND ON BOTH SIDES OF A MIDBLOCK LOCATION TO ESTABLISH A PEDESTRIAN ACCESS ROUTE. CURB RAMPS SHALL BE IN LINE WITH THE DIRECTION OF PEDESTRIAN TRAVEL.
3. WHERE THERE IS INSUFFICIENT ROOM TO DEVELOP A MEANINGFUL CURB HEIGHT BETWEEN SEPARATE RAMPS ON A CORNER OR WHERE DOING SO WOULD CREATE AN OBSTACLE, A DESIGN KNOWN AS A "FAN" RAMP MAY BE ACCEPTABLE WHERE A MAXIMUM 8.3% RAMP GRADE IS WRAPPED AROUND A SHARED LANDING WITH DETECTABLE WARNING SURFACES RINGING THE RADIUS. FAN RAMPS CLOSELY MIMIC THE GRADE RISE OF A DIAGONAL RAMP BUT OPEN UP COMPLETELY TO BOTH DIRECTIONS OF TRAVEL. FAN TYPE RAMPS ARE USEFUL WHEN VERTICAL GRADES CANNOT BE MET BY ANY OTHER RAMP TYPE BECAUSE THEY RISE VERTICALLY FROM THE FLOW LINE TO A COMMON LANDING. THIS TYPE OF RAMP SHOULD BE USED ONLY WHEN SEPARATE CURB RAMPS ARE NOT FEASIBLE.

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/April_2019_Revision/204_01.pdf

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/April_2019_Revision/204_02.pdf

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/April_2019_Revision/204_03.pdf

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/April_2019_Revision/204_04.pdf

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/April_2019_Revision/204_05.pdf

GENERAL NOTES:
FOR DETAILS NOT SHOWN IN THE CITY OF ALEXANDRIA CONSTRUCTION STANDARDS, REFER TO THE VDOT ROAD AND BRIDGE STANDARDS, VOLUME I AND VOLUME II.

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/Volume1.pdf

https: //www.virginiadot.org/business/resources/LocDes/VDOT2016_Road_and_Bridge_Standards/Volume2.pdf

ACCESSIBLE CURB RAMP

06/03/2022

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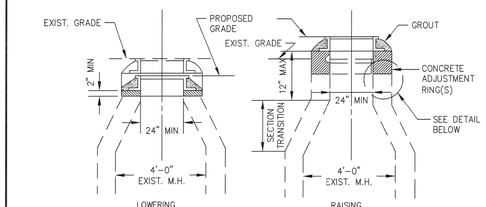
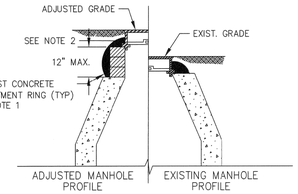
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA



ADJUSTMENT (FRAME & COVER ONLY)

RAISE OR LOWER FRAME AND COVER SUCH THAT HEIGHT OF 24" NECK SECTION, INCLUDING FRAME AND COVER, DOES NOT EXCEED 12" MAXIMUM OR 2" MINIMUM. IF RANGE IS EXCEEDED, USE MODIFIED MANHOLE ADJUSTMENT.



SEE NOTES ON MODIFIED MANHOLE ADJUSTMENT DETAIL, CSMA–1A.

MANHOLE (Grade Rim Adjustments)

06/21/2021

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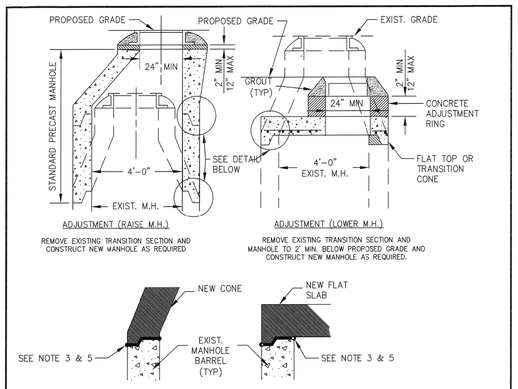
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA



NOTES:
1. RINGS TO BE COATED ON ALL INTERIOR SURFACES, 3/8" THICK (MIN) WITH HYDRAULIC CEMENT HIGH STRENGTH GROUT.
2. MH CASTING (FRAME) AND PRECAST CONCRETE ADJUSTMENT RINGS TO BE SET AND EMBEDDED IN BUTYL JOINT MATERIAL ("RAM–NEK" OR EQUAL) AND CAPPED WITH HIGH STRENGTH HYDRAULIC CEMENT GROUT OVER FRAME FLANGE. ADJUSTMENT RINGS AND CONE OR BARREL SECTION.
3. BUTYL JOINT MATERIAL TO BE PLACED OVER ENTIRE SURFACE OF JOINT AND SQUEEZED OUT WHEN JOINT IS MADE. STRIKE EXCESS FLUSH WITH JOINT BEFORE APPLYING GROUT.
4. NEW MH SECTION TO BE SET AND EMBEDDED IN BUTYL JOINT MATERIAL ("RAM–NEK" OR EQUAL).
5. CLEAN AND PATCH EXISTING BARREL SURFACE. PLACE BUTYL JOINT MATERIAL OVER ENTIRE SURFACE (TOP SHOULDER, SLOPE AND SEAT) AND SQUEEZE OUT WHEN JOINT IS MADE.
6. THE CONTRACTOR SHALL RE–GROUT THE ENTIRE MANHOLE WHEN STRUCTURE IS RAISED OR LOWERED.

MODIFIED MANHOLE ADJUSTMENTS

06/21/2021

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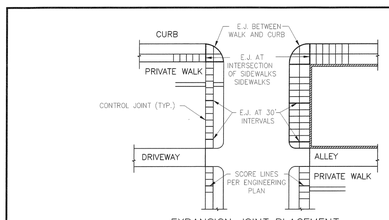
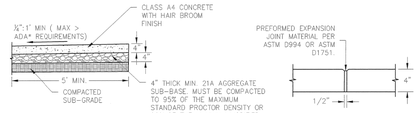
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA



EXPANSION JOINT PLACEMENT



*ADA: AMERICAN WITH DISABILITY ACT.

SIDEWALK SECTION

EXPANSION JOINT

NOTES:
1. SCORING OF CONCRETE SLAB SHALL BE SAW CUT NOT MORE THAN 3/16" IN WIDTH AND NOT MORE THAN ¼" DEEP.
2. THE EXPANSION JOINTS SHALL BE ¼" WIDE, FULL DEPTH, AND SHALL BE OF PRE–FORMED EXPANSION JOINT MATERIAL CONFORMING TO THE REQUIREMENTS OF ASTM D994 ASPHALT OR ASTM D1751 FIBRC. EXPANSION MATERIAL SHALL BE SECURED IN A MANNER THAT WILL PREVENT MOVEMENT OR DISPLACEMENT OF CONCRETE DURING PLACEMENT.
3. THE EXPANSION JOINTS SHALL BE PLACED PERPENDICULAR TO CONCRETE CURB AT A DISTANCE OF 30' OR COINCIDING WITH THE SCORING.
4. DOWELS SHALL BE PLACED AT THE END OF A SIDEWALK PLACEMENT, AT INTERRUPTIONS FOR A DRIVEWAY, OR IF SIDEWALK SLABS ARE POURED AT DIFFERENT TIMES.
5. SAWING OF JOINTS SHALL BE CONDUCTED AS SOON AS THE CONDITION OF THE CONCRETE PERMITS AND BEFORE ANY RANDOM CRACKING APPEARS.
6. ALL STRUCTURAL ITEMS TO CONFORM TO THE LATEST EDITION OF UNIFORM STATEWIDE BUILDING CODE (USBC) REQUIREMENTS.
7. PRIOR TO CONSTRUCTION, ALL STRUCTURAL CROSS SECTIONS SHALL BE REVIEWED BY A QUALIFIED STRUCTURAL AND/OR GEOTECHNICAL ENGINEER, AND MODIFIED AS NECESSARY BASED ON THE SITE SPECIFIC GEOTECHNICAL REPORT.

STANDARD CONCRETE SIDEWALK

06/03/2022

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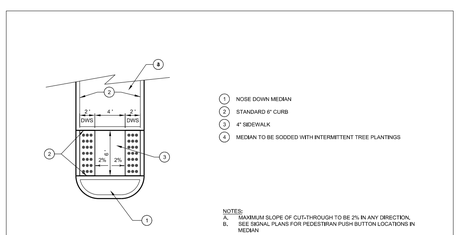
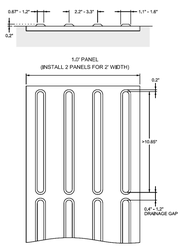
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
ALEXANDRIA, VIRGINIA



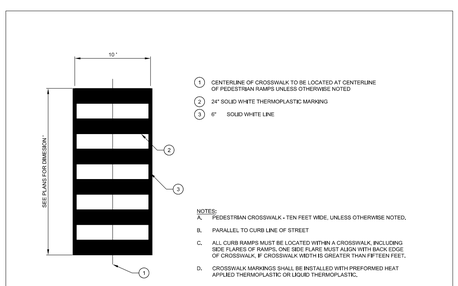
NOTES:
A. MAXIMUM SLOPE OF CUT–THROUGH TO BE 2% IN ANY DIRECTION.
B. SEE SIGNAL PLANS FOR PEDESTRIAN PUSH BUTTON LOCATIONS IN MEDIAN

CUT THROUGH MEDIAN DETAIL



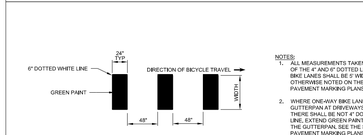
NOTES:
1. TACTILE DIRECTIONAL INDICATOR SURFACE SHALL CONSIST OF FLAT–TOPPED ELONGATED PARALLEL BARS WITH HEIGHT, WIDTH, AND LAYOUT WITHIN THE RANGES SPECIFIED.
2. TACTILE WALKING SURFACE INDICATORS MUST CONTRAST VISUALLY WITH ADJACENT,
3. PRECAST CONCRETE OR BRICK PAVERS ARE PREFERRED.
4. CITY OF ALEXANDRIA MAY ALLOW ALTERNATE MATERIALS, BUT THEY MUST GAIN PRIOR APPROVAL BY THE CITY.

TACTILE DIRECTIONAL INDICATOR
*From City of Austin Department of Transportation



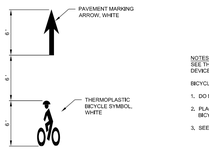
NOTES:
A. PEDESTRIAN CROSSWALK = TEN FEET WIDE, UNLESS OTHERWISE NOTED.
B. PARALLEL TO CURB LINE OF STREET
C. ALL CURB RAMPS MUST BE LOCATED WITHIN A CROSSWALK, INCLUDING SIDE FLARES OF RAMPS. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROSSWALK. IF CROSSWALK WIDTH IS GREATER THAN FIFTEEN FEET,
D. CROSSWALK MARKINGS SHALL BE INSTALLED WITH PREFORMED HEAT APPLIED THERMOPLASTIC OR LIQUID THERMOPLASTIC.

HIGH VISIBILITY CROSSWALK DETAIL



NOTES:
1. ALL MEASUREMENTS TAKEN TO THE CENTER OF THE 4" AND 6" DOTTED LINES. ONE-WAY BIKE LANES SHALL BE 5' WIDE UNLESS OTHERWISE NOTED ON THE SIGNING AND PAVEMENT MARKING PLANS.
2. WHERE ONE-WAY BIKE LANE IS ADJACENT TO GUTTERPAN AT DRIVEWAYS AND ALLEYS THERE SHALL BE NOT 4" DOTTED WHITE EDGE LINE. EXTEND GREEN PAINT TO THE EDGE OF THE GUTTERPAN. SEE THE SIGNING AND PAVEMENT MARKING PLANS FOR WIDTHS.

ONE-WAY BIKE CROSSING DETAIL



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

BICYCLE LANE SYMBOL PLACEMENT NOTES:
1. DO NOT PLACE SYMBOLS ON LANE LINES.
2. PLACE BICYCLE LANE SYMBOLS WITHIN CENTER OF BICYCLE LANE.
3. SEE PLAN SHEETS FOR SYMBOL LOCATIONS.

ONE-WAY BIKE CROSSING DETAIL

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DESCRIPTION | DATE | BY

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: ___ – ___
CONSULTANT PROJECT ID.: ___ – ___
DESIGNED BY: ___ SK DATE: ___ – ___
DRAWN BY: ___ SK DATE: ___ – ___
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APPROVED BY: ___ – ___ DATE: ___ – ___

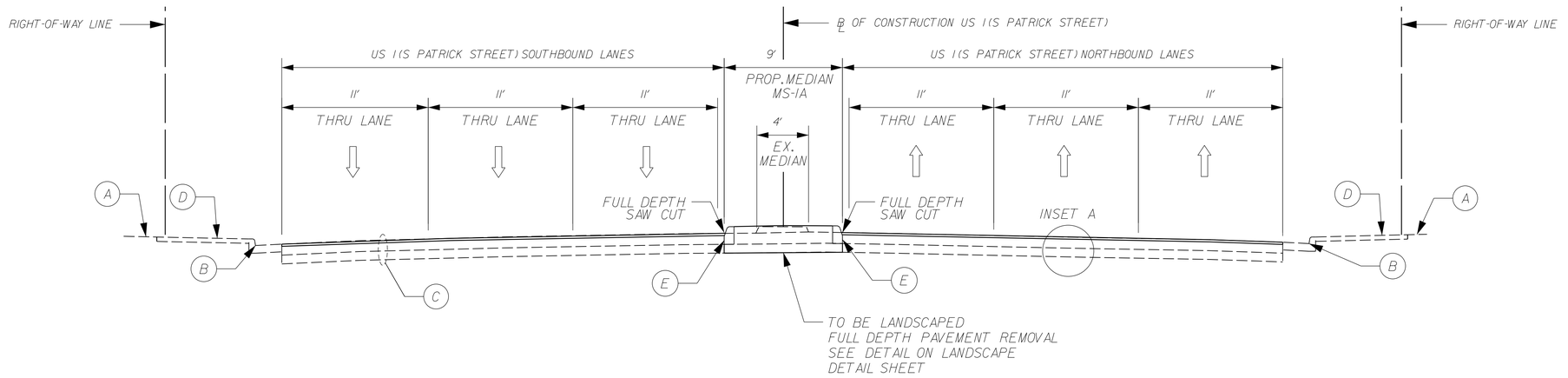
US ROUTE 1 SOUTH MEDIAN PROJECT – DETAILS

Mead & Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

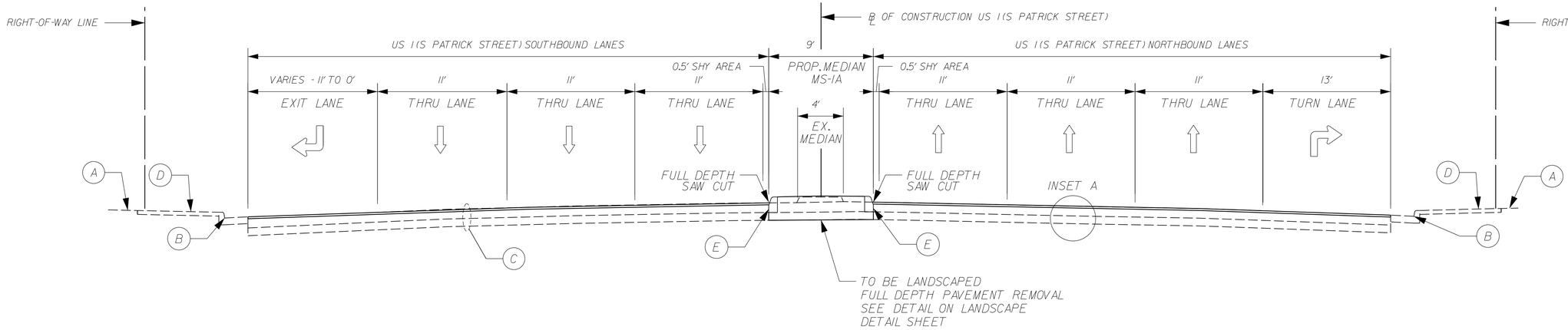
SHEET
16 OF 47
SCALE: N/A

X:\46644111\202182.01\TECH\U: Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d–US 1 Details.dgn
10/10/2025

TYPICAL SECTIONS



STA. 14+75 TO STA. 25+07

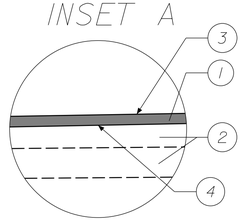


STA. 11+00 TO STA. 14+75

LEGEND

- (A) EX. GROUND
- (B) EX. CURB & GUTTER
- (C) EX. PAVEMENT SECTION
- (D) EX. SIDEWALK
- (E) STANDARD 6" CURB VDOT STD. 201.01.CG-2

FOR MORE INFORMATION ON PROPOSED SIDEWALK AND CURB AT INTERSECTIONS, SEE DETAILS ON STANDARD DETAIL SHEET



2.0" MILLING & OVERLAY PAVEMENT DETAIL

NOT TO SCALE

NOTE: SEE ROADWAY PLAN FOR LIMITS

- (1) 2.0" ASPHALT CONCRETE, TYPE SM-9.5D, ESTIMATED AT 238 LBS./SY
- (2) EXISTING PAVEMENT LAYER
- (3) TOP OF PROPOSED PAVEMENT
- (4) TOP OF EXISTING PAVEMENT AFTER MILLING

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

SCALE
0 5' 10'

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DESCRIPTION | BY | DATE

ALEXANDRIA PROJECT NO.: 2663
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APPROVED BY: --- DATE: ---

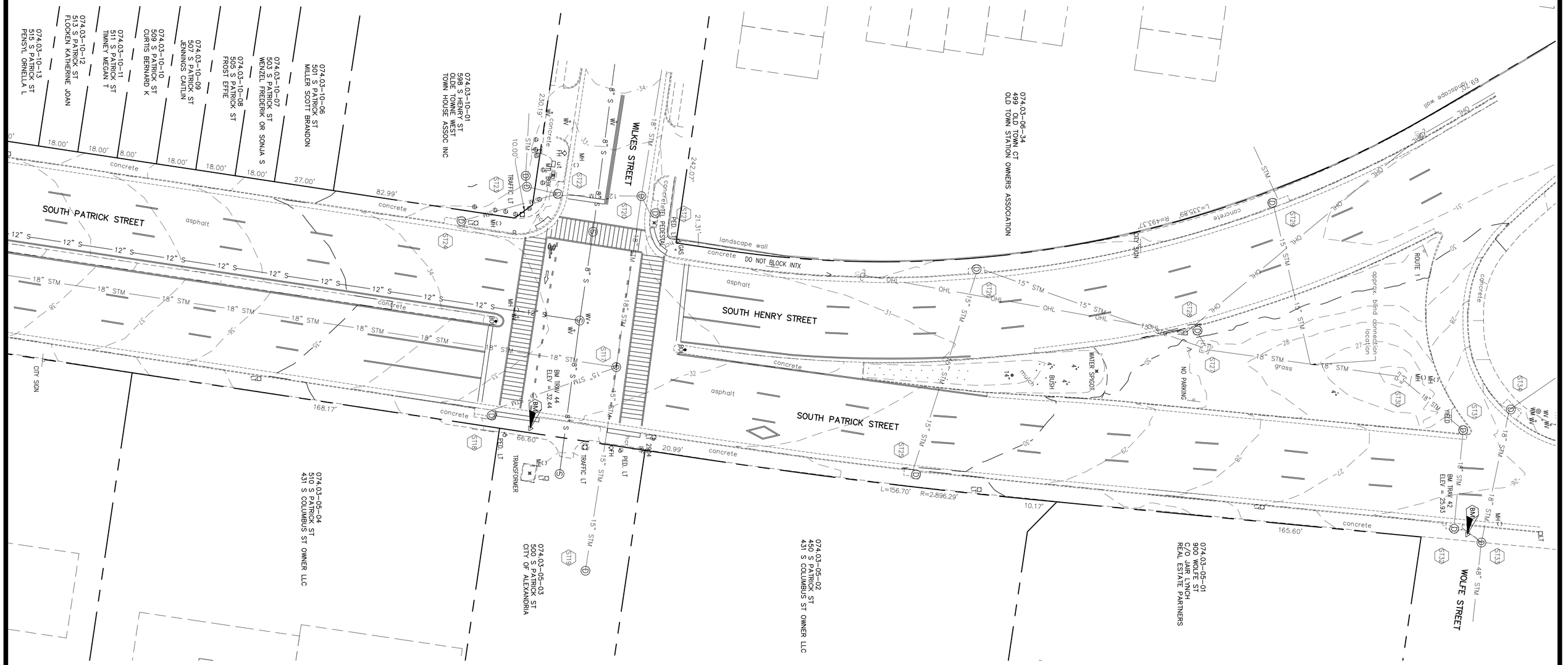
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
Mead &Hunt

US ROUTE 1 SOUTH MEDIAN PROJECT – TYPICAL SECTIONS

SHEET
17 OF 47
SCALE: 1'=5'

SURVEY NOTES

1. HORIZONTAL DATUM FOR PROJECT CONTROL IS PER COA PROJECT #19-11-03 AND IS BASED UPON NAD 83 VIRGINIA NORTH ZONE, AND WAS ESTABLISHED BY RTK GPS OBSERVATION ON 11/19/19. PROJECT COORDINATES CAN BE MULTIPLIED BY THE APPROPRIATE COMBINED SCALE FACTOR FOR THIS LOCATION TO BETTER REPRESENT VALUES ON VIRGINIA GRID NORTH
2. VERTICAL DATUM FOR PROJECT CONTROL IS PER COA PROJECT #19-11-03 AND IS BASED UPON NAVD 88, WAS ESTABLISHED BY RTK GPS OBSERVATION ON 11/19/19.
3. SUBSURFACE UTILITY DESIGNATION AND LOCATION WAS NOT PERFORMED IN CONJUNCTION WITH THIS SURVEY. THIS PLAN AND THE SURVEY UPON WHICH IT IS BASED SHOWS ONLY THOSE IMPROVEMENTS THAT ARE OBSERVABLE AND CAN BE LOCATED USING NORMAL SURVEY METHODS. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM SURFACE EVIDENCE AND RECORDS AND ARE APPROXIMATE. NO GUARANTEES, EITHER EXPRESS OR IMPLIED, THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED, OR THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. STORM AND SANITARY PIPES SHOWN ARE PER GIS INFORMATION. STORM AND SANITARY PIPES ARE THE ONLY SUBSURFACE UTILITIES SHOWN ON THIS SURVEY. STORM AND SANITARY SEWER MANHOLES WERE FIELD SURVEYED BY CITY OF ALEXANDRIA IN SEPTEMBER 2023.
4. EXISTING STRIPING/TRAFFIC PAINT IS SHOWN ON THIS SURVEY.
5. RESOURCE PROTECTION AREAS AND FEMA FLOOD ZONES (IF ANY) ARE SHOWN PER GIS LOCATION ONLY. THIS TOPOGRAPHIC SURVEY DID NOT INCLUDE A FLOOD STUDY OR ENVIRONMENTAL STUDY.
6. ALL BUILDING LOCATIONS ARE SHOWN PER GIS ONLY, WERE NOT SURVEY VERIFIED AND MAY NOT MEET MINIMUM ACCURACY STANDARDS.
7. SURVEY PREPARED FOR THE CITY OF ALEXANDRIA (AND THEIR DIRECT ASSIGNS) ONLY. THIS SURVEY IS INTENDED FOR THE SPECIFIC CITY INITIATED PROJECT (ORCA 2022) ONLY. ANY OTHER USE OF THIS DATA IS STRICTLY PROHIBITED.



LEGEND

UP UTILITY POLE
GUY WIRE
TREE
MH MANHOLE
GRATE INLET
UTILITY HAND BOX
TRAVERSE
LIGHT POLE
SIGN
WM WATER METER
WV POST/BOLLARD
WATER VALVE
FH FIRE HYDRANT
UTILITY MAN HOLE
BUSH
EDGE OF VEGETATION
PEDESTRIAN SIGNAL
PROPERTY LINE/R.O.W. LINE
S SANITARY SEWER MANHOLE
D STORM SEWER MANHOLE

1"=20'
20 0 10 20

N
Va. Coordinate System of 1983 (MYCS2)

CITY OF ALEXANDRIA VIRGINIA

DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES
DEVELOPMENT AND RIGHT OF WAY SERVICES
SURVEY SECTION
2900-B BUSINESS CENTER DRIVE
ALEXANDRIA, VA. 22314

THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF NATHAN A. ORR, L.S., FROM ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 08/2023 TO 09/2023; AND THAT THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

COMMONWEALTH OF VIRGINIA
NATHAN A. ORR
Lic. No. 3178
10/13/23
LAND SURVEYOR

ROUTE SURVEY

S. PATRICK STREET

ALEXANDRIA, VIRGINIA
SHEET 1 OF 3

- HORIZONTAL DATUM: BASED UPON VIRGINIA COORDINATE SYSTEM 1983–NORTH ZONE
- VERTICAL DATUM: BASED UPON NORTH AMERICAN VERTICAL DATUM 1988
- CONTOUR INTERVAL: 1'
- ANY BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.

PARTY CHIEF: B.F.
DRAFTED BY: J.G.

SURVEY PROJECT #:
23-07-08

080.01-10-39
1000 FRANKLIN ST
CITY OF ALEXANDRIA

FRANKLIN STREET

SOUTH PATRICK STREET

GIBBON STREET

ALLEY

080.01-03-35
623 S PATRICK ST
631 SOUTH LLC

080.01-03-34
631 S PATRICK ST
631 SOUTH LLC

080.01-03-31
619 S PATRICK ST
MARTIN HARMON R ETALS TRS

080.01-03-11
601 S PATRICK ST
MARTIN HARMON R ETALS TRS

080.01-04-12
620 S PATRICK ST
HESS RETAIL STORES LLC

080.01-04-13
610 S PATRICK ST
OLDE TOWN WEST PROPERTIES LLC

080.01-04-01
601 S ALFRED ST
OLDE TOWN WEST PROPERTIES LLC

074.03-10-01
508 S HENRY ST
OLDE TOWN WEST
TOWN HOUSE ASSOC INC

074.03-05-05
901 GIBBON ST
431 S COLUMBUS ST OWNER LLC

BM TRV 46
ELEV = 44.04

BM TRV 45
ELEV = 40.75

LIBERTY POST

CAMERA POLE

SPEED LIMIT

DO NOT BLK INTX

TRAF CAM

2 HR PARKING

1 WAY

LEGEND

- UTILITY POLE
- GUY WIRE
- TREE
- MANHOLE
- GRATE INLET
- UTILITY HAND BOX
- TRAVERSE
- LIGHT POLE
- SIGN
- WATER METER
- POST/BOLLARD
- WATER VALVE
- FIRE HYDRANT
- UTILITY MAN HOLE
- BUSH
- EDGE OF VEGETATION
- PEDESTRIAN SIGNAL
- PROPERTY LINE/R.O.W.
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE

1"=20'

Va. Coordinate System of 1983 (MYCS2)

CITY OF ALEXANDRIA VIRGINIA

DEPARTMENT OF TRANSPORTATION
AND ENVIRONMENTAL SERVICES
DEVELOPMENT AND RIGHT OF WAY SERVICES
SURVEY SECTION
2900-B BUSINESS CENTER DRIVE
ALEXANDRIA, VA. 22314

THIS TOPOGRAPHIC SURVEY WAS COMPLETED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF NATHAN A. ORR, L.S., FROM ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 08/2023 TO 09/2023; AND THAT THIS PLAT, MAP OR DIGITAL GEOSPATIAL DATA INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

COMMONWEALTH OF VIRGINIA
NATHAN A. ORR
Lic. No. 3178
10/13/23
LAND SURVEYOR

ROUTE SURVEY

S. PATRICK STREET

ALEXANDRIA, VIRGINIA
SHEET 2 OF 3

- HORIZONTAL DATUM: BASED UPON VIRGINIA COORDINATE SYSTEM 1983-NORTH ZONE
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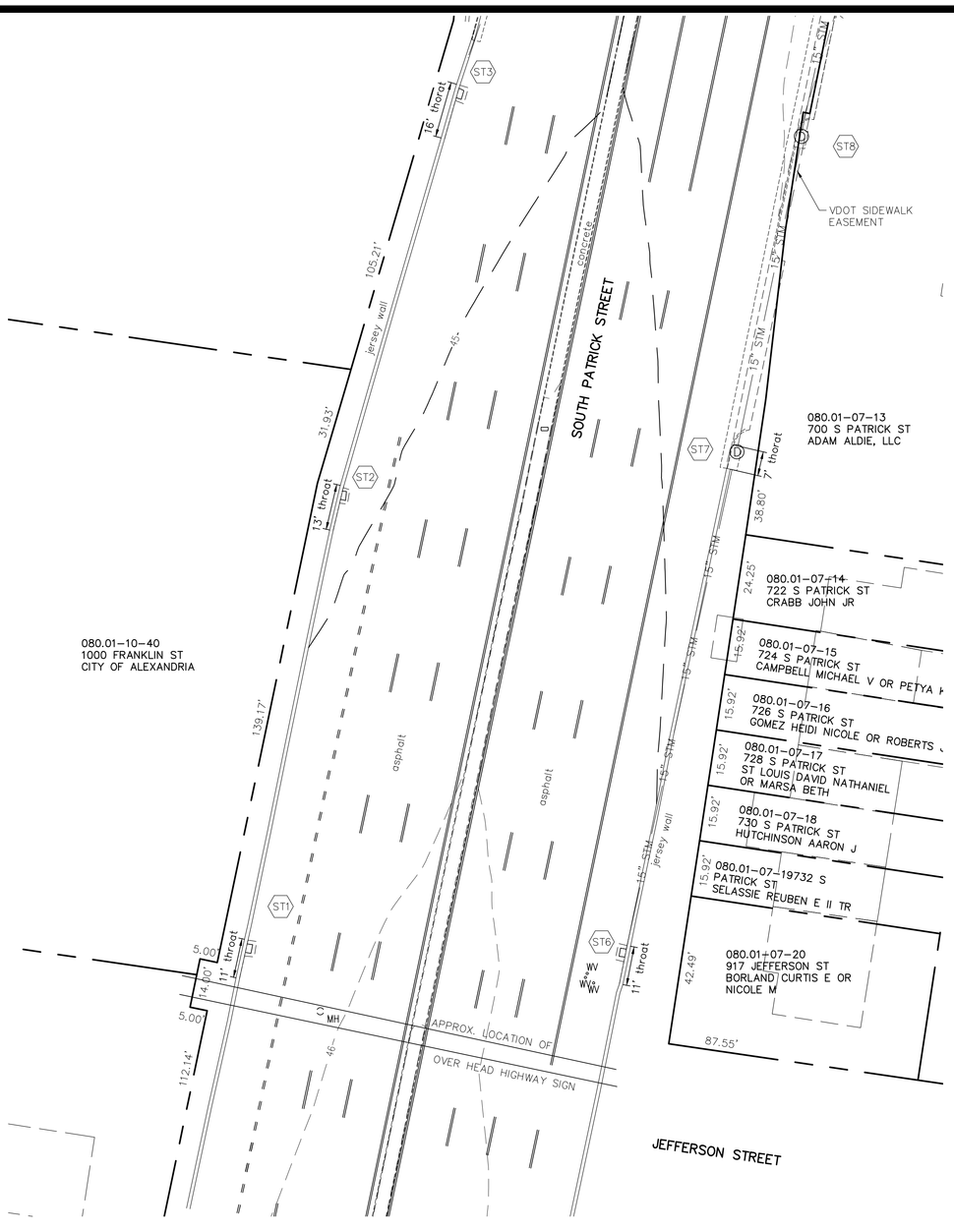
- CONTOUR INTERVAL: 1'
- ANY BOUNDARY INFORMATION SHOWN HEREON WAS COMPILED FROM EXISTING LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY.

PARTY CHIEF: B.F.
DRAFTED BY: J.G.

SURVEY PROJECT #:
23-07-08



KING STREET STORM SEWER STRUCTURE AS-BUILT TABLE									
STRUCTURE #	RIM ELEV.	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. IN	PIPE INFO.	INV. OUT
**ST1	45.35							Full of Debris	
**ST2	44.50							Full of Debris	
**ST3	44.65							Full of Debris	
***ST4	40.66							12" RCP (WEST)	35.55
ST5	40.31					4" PVC (NORTHEAST)	34.06	6" PVC (WEST)	34.01
**ST6	45.25					15" RCP (ST7)	*n/a	15" RCP (SOUTH)	*n/a
***ST7	44.77					15" RCP (ST8)	37.49	15" RCP (ST6)	37.37
***ST8	44.31					15" RCP (ST9)	38.39	15" RCP (ST7)	37.67
***ST9	43.53							15" RCP (ST9)	39.15
***ST10	42.83					15" RCP (SOUTHEAST	39.15	15" RCP (ST11)	38.87
ST11	42.94			15" RCP (ST12)	*n/a	15" RCP (ST10)	*n/a	18" RCP (ST11)	*n/a
***ST12	42.68							15" RCP (ST11)	38.85
***ST13	42.17							15" RCP (ST14)	38.45
ST14	41.74	15" RCP (ST15)	*n/a	15" RCP (ST13)	*n/a	18" RCP (ST11)	*n/a	18" RCP (ST16)	*n/a
***ST15	42.19							15" RCP (ST14)	38.30
ST16	38.90					18" RCP (ST14)	*n/a	18" RCP (ST17)	*n/a
ST17	32.33			18" RCP (ST20)	*n/a	18" RCP (ST16)	*n/a	15" RCP (ST19)	*n/a
***ST18	33.03							15" RCP (ST17)	28.89
ST19	28.29	15" RCP (ST17)	22.75						
ST20	32.42	18" RCP (WEST)	28.22	12" RCP (ST21)	28.22	12" RCP (ST22)	28.12	18" RCP (ST17)	28.09
***ST21	32.65							12" RCP (ST20)	28.67
***ST22	32.96			12" RCP (ST24)	29.15	12" RCP (ST23)	28.86	12" RCP (ST20)	28.58
ST23	34.03					12" RCP (WEST)	28.53	12" RCP (ST22)	28.53
ST24	33.44							12" RCP (ST22) FULL OF DEBRIS	
***ST25	30.45							15" RCP (ST26)	27.10
***ST26	30.76					15" RCP (ST25)	26.08	15" RCP (ST27)	25.92
ST27	28.15			15" RCP (ST26)	26.85	12" RCP (ST28)	26.25	18" RCP (ST30)	25.82
***ST28	30.49							12" RCP (ST27)	26.49
***ST29	31.13					10" RCP (WEST)	27.45	15" RCP (EAST)	27.25
ST30	25.35					18" RCP (ST27)	22.18	18" RCP (ST31)	22.12
***ST31	26.84					18" RCP (ST30)	21.41	18" RCP (ST32)	17.94
***ST32	26.03					18" RCP (ST31)	17.16	18" RCP (ST33)	17.07
ST33	26.09			18" RCP (ST32)	16.89	18" RCP (ST34)	16.89	48" RCP (EAST)	16.89
***ST34	25.95					18" RCP (NORTHWEST)	19.12	18" RCP (ST33)	18.99

*n/a – MANHOLES LOCATED IN THE ROAD, INVERT ELEVATIONS ON PLANS ARE ILLEGIBLE.

**APPEARS TO BE DI-14B

***CURB DRAIN INLET

ROUTE SURVEY

s. PATRICK STREET

ALEXANDRIA, VIRGINIA

SHEET 3 OF 3

HORIZONTAL DATUM: BASED UPON VIRGINIA COORDINATE SYSTEM 1983-NORTH ZONE
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SURVEY PROJECT #: 23-07-08

PARTY CHIEF: B.F.
DRAFTED BY: J.G.

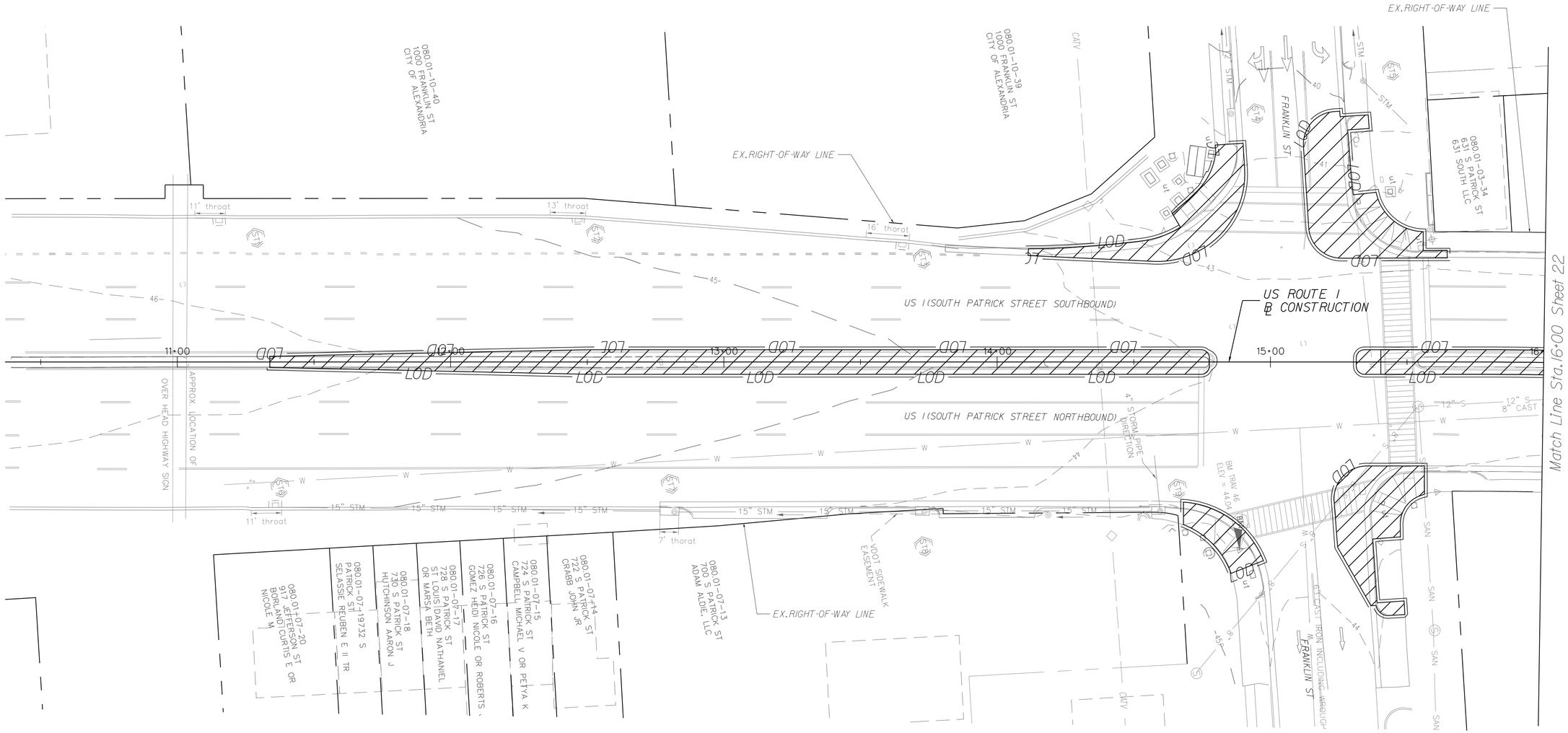
COMMONWEALTH OF VIRGINIA
NATHAN A. ORR
Lic. No. 3118
10/5/23
LAND SURVEYOR

THIS TOPOGRAPHIC SURVEY WAS PERFORMED UNDER THE DIRECT AND RESPONSIBLE CHARGE OF NATHAN A. ORR, L.S., FROM ACTUAL GROUND SURVEY MADE UNDER MY SUPERVISION; THAT THE IMAGERY AND/OR ORIGINAL DATA WAS OBTAINED FROM 08/2023 TO 09/2023, AND THAT THIS PLAT / MAP OR DIGITAL GEOSPATIAL DATA, INCLUDING METADATA MEETS MINIMUM ACCURACY STANDARDS UNLESS OTHERWISE NOTED.

CITY OF ALEXANDRIA VIRGINIA

DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES
DEVELOPMENT AND PUBLIC WAY SERVICES
SURVEY SECTION
2900-B BUSINESS CENTER DRIVE
ALEXANDRIA, VA. 22314

DEMOLITION PLAN



LEGEND:

REMOVAL OF EXISTING SIDEWALK,CURB & GUTTER,MEDIAN,AND PAVEMENT

—LOD— LIMIT OF DISTURBANCE

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA VIRGINIA

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: ——
CONSULTANT PROJECT ID.: ——
DESIGNED BY: ___ SK _DATE: ——
DRAWN BY: ___ SK _DATE: ——
CHECKED BY: ___ DB _DATE: ——
APPROVED BY: ___ —— DATE: ——

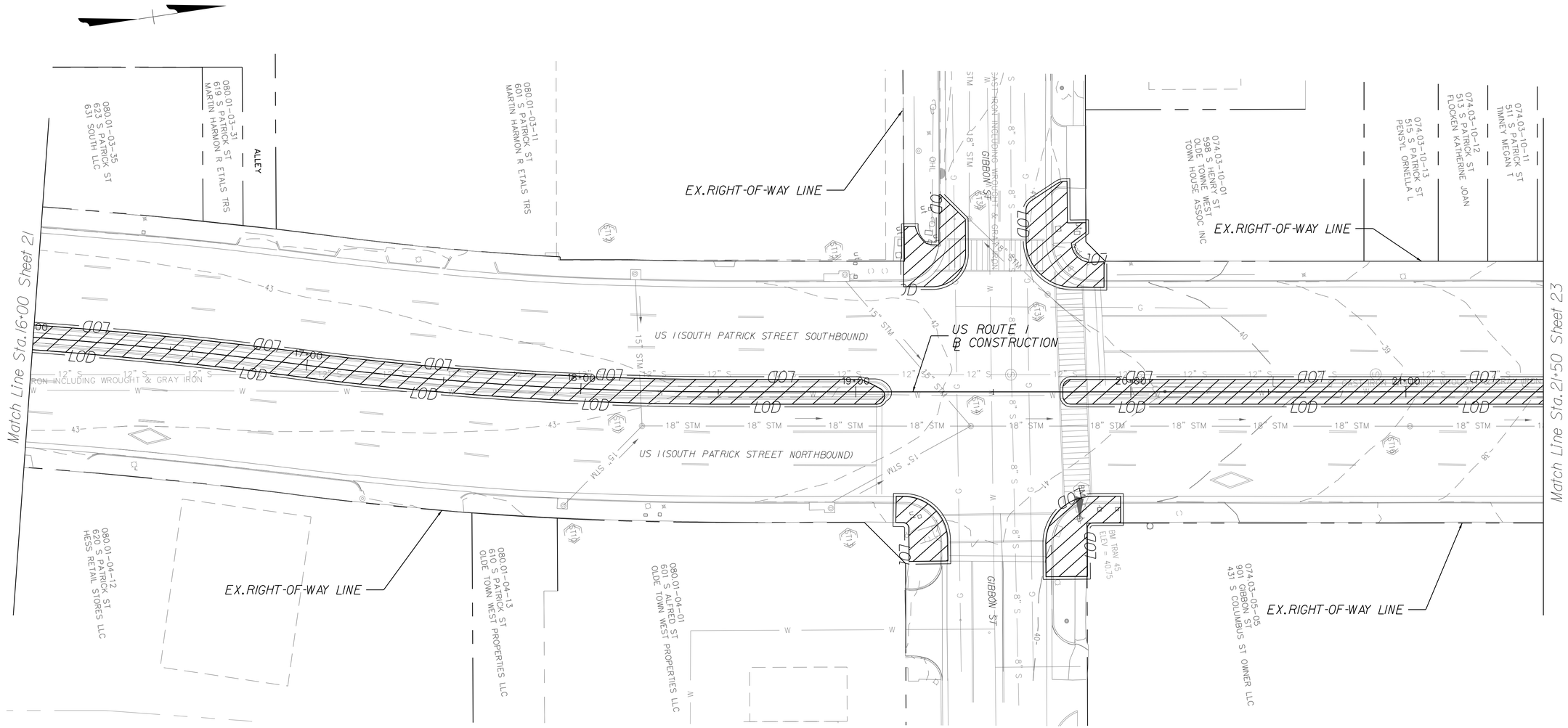
Mead &Hunt
8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

US ROUTE 1 SOUTH MEDIAN PROJECT – DEMOLITION PLANS 1

SHEET
21 OF 47
SCALE: 1"=20'

X:\46644111\202182.01\TECH\1! Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Demolition-01.dgn
10/10/2025

DEMOLITION PLAN



LEGEND:

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–LOD– LIMIT OF DISTURBANCE

HORIZONTAL SCALE
0 20' 40'

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CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
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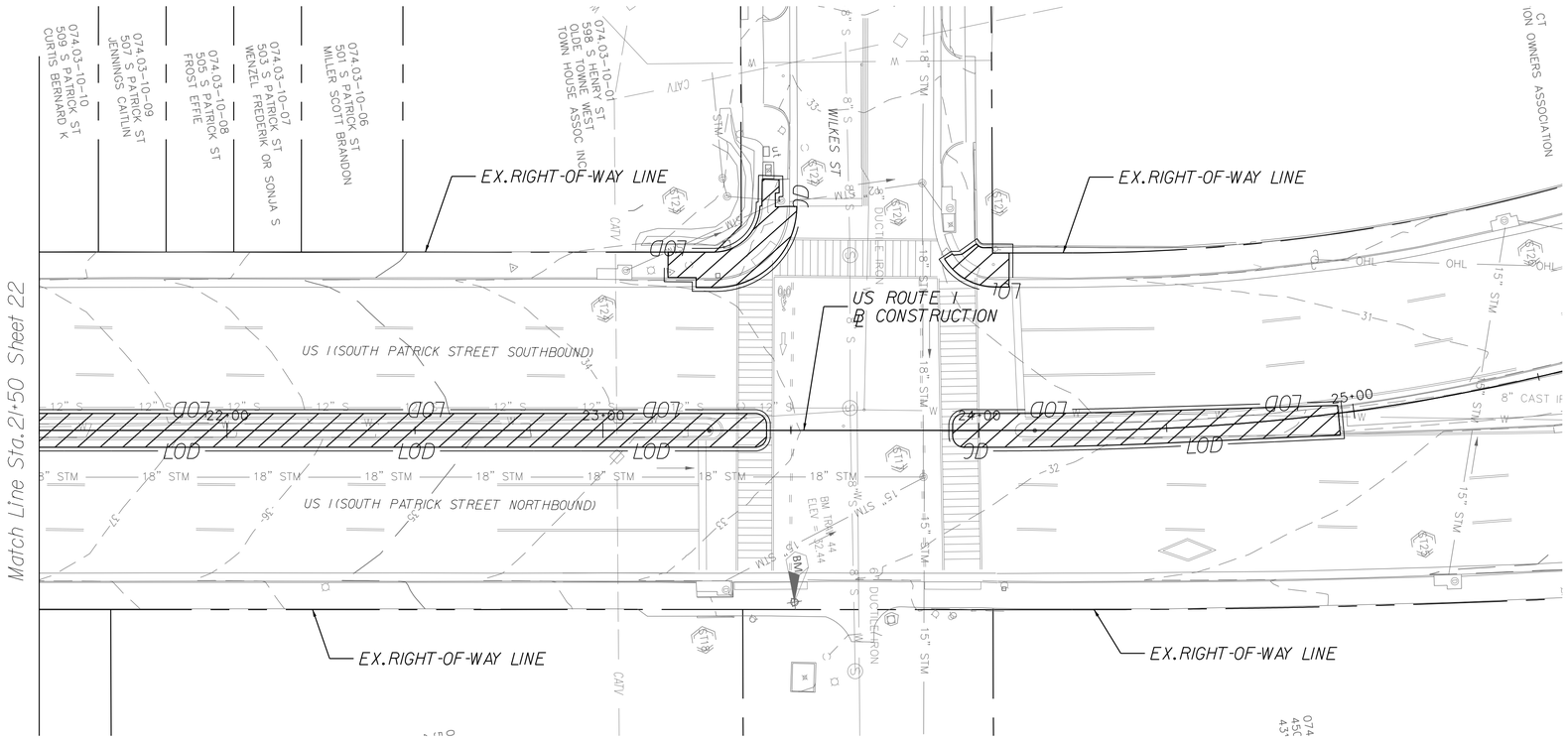
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
Mead &Hunt

US ROUTE 1 SOUTH MEDIAN PROJECT – DEMOLITION PLANS 2

SHEET
22 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\1 Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Demolition-02.dgn
10/10/2025

DEMOLITION PLAN



LEGEND:

REMOVAL OF EXISTING SIDEWALK,CURB & GUTTER,MEDIAN,AND PAVEMENT

—LOD— LIMIT OF DISTURBANCE

HORIZONTAL SCALE
0 20' 40'

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DOUGLAS C. BOBB
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10/14/25
PROFESSIONAL ENGINEER

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CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

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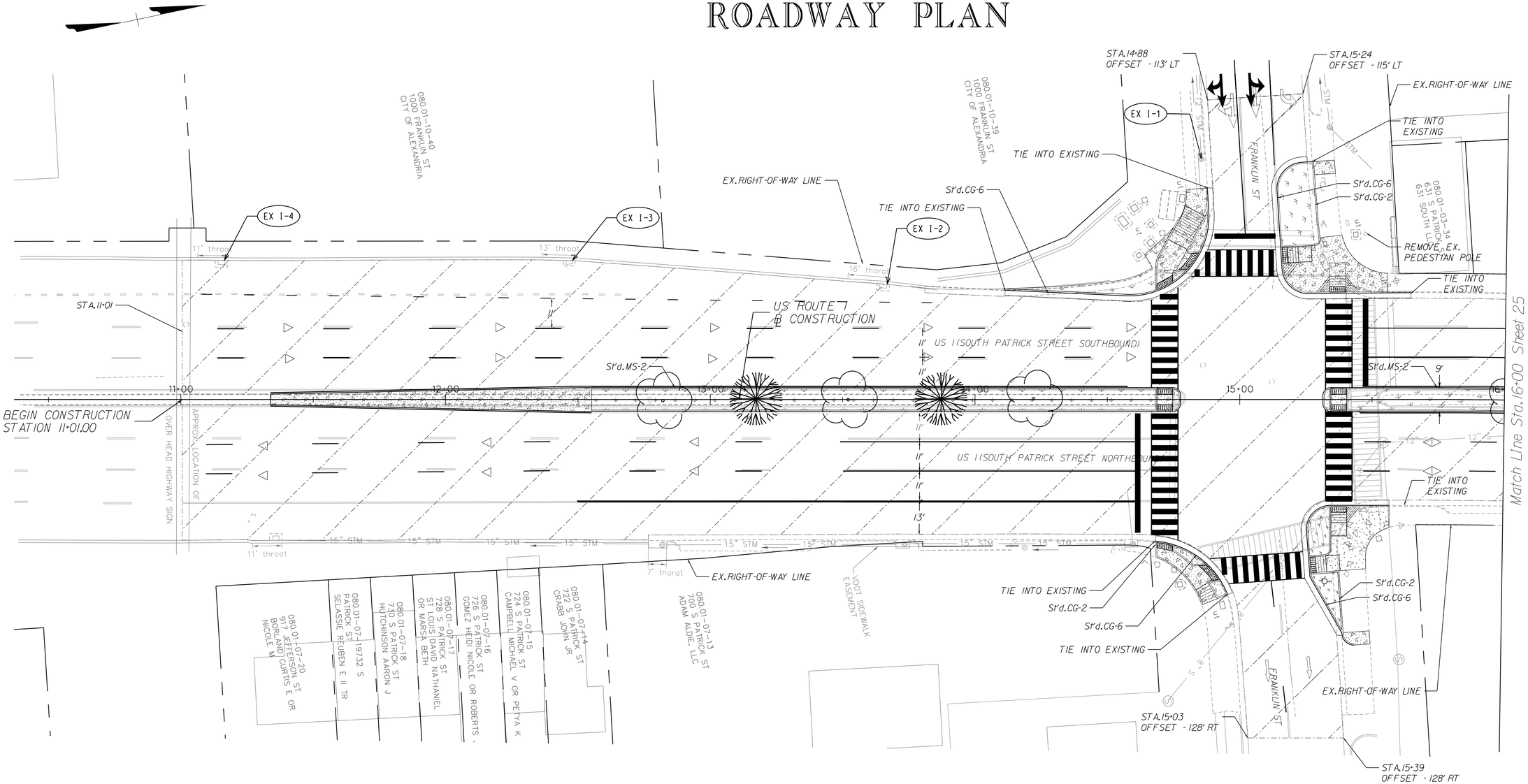
US ROUTE 1 SOUTH MEDIAN PROJECT – DEMOLITION PLANS 3

SHEET
23 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\1 Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Demolition-03.dgn
10/10/2025

ROADWAY PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- DETECTABLE WARNING SURFACE
- MILL AND OVERLAY/WEDGE AND LEVEL
- SOD
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- PROPOSED MEDIAN CUT THROUGH
- PROPOSED CURB RAMP (DESIGN VARIES BY LOCATION)

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

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1 — DATE — BY — DESCRIPTION

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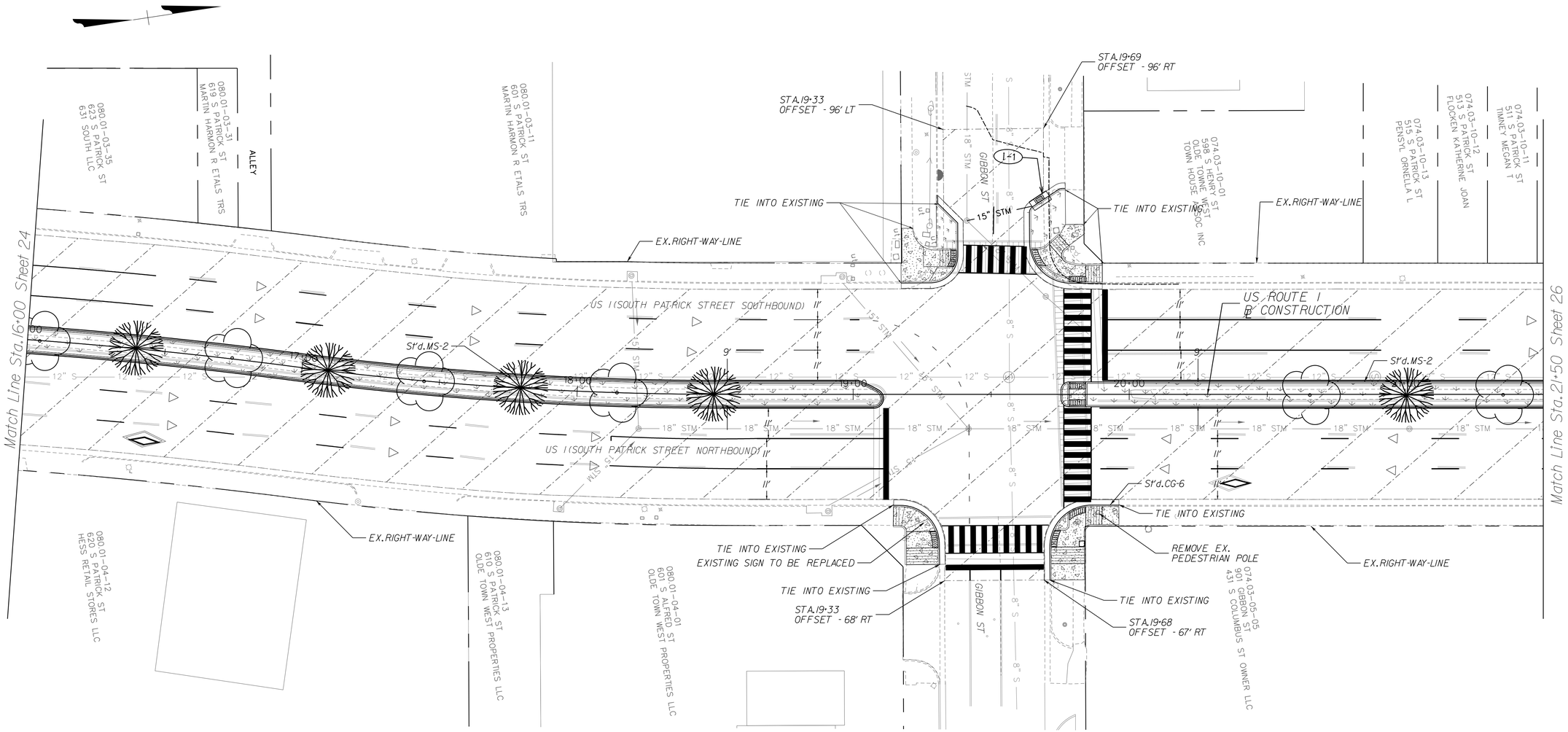
US ROUTE 1 SOUTH MEDIAN PROJECT – ROADWAY PLAN SHEET 1

SHEET
24 OF 47
SCALE: 1"=20'

X:\46644111\202182.01\TECH\!! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Plan-03.dgn
10/10/2025

ROADWAY PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- DETECTABLE WARNING SURFACE
- MILL AND OVERLAY/WEDGE AND LEVEL
- SOD
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- PROPOSED MEDIAN CUT THROUGH
- PROPOSED CURB RAMP (DESIGN VARIES BY LOCATION)

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
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10/14/25
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301 KING STREET
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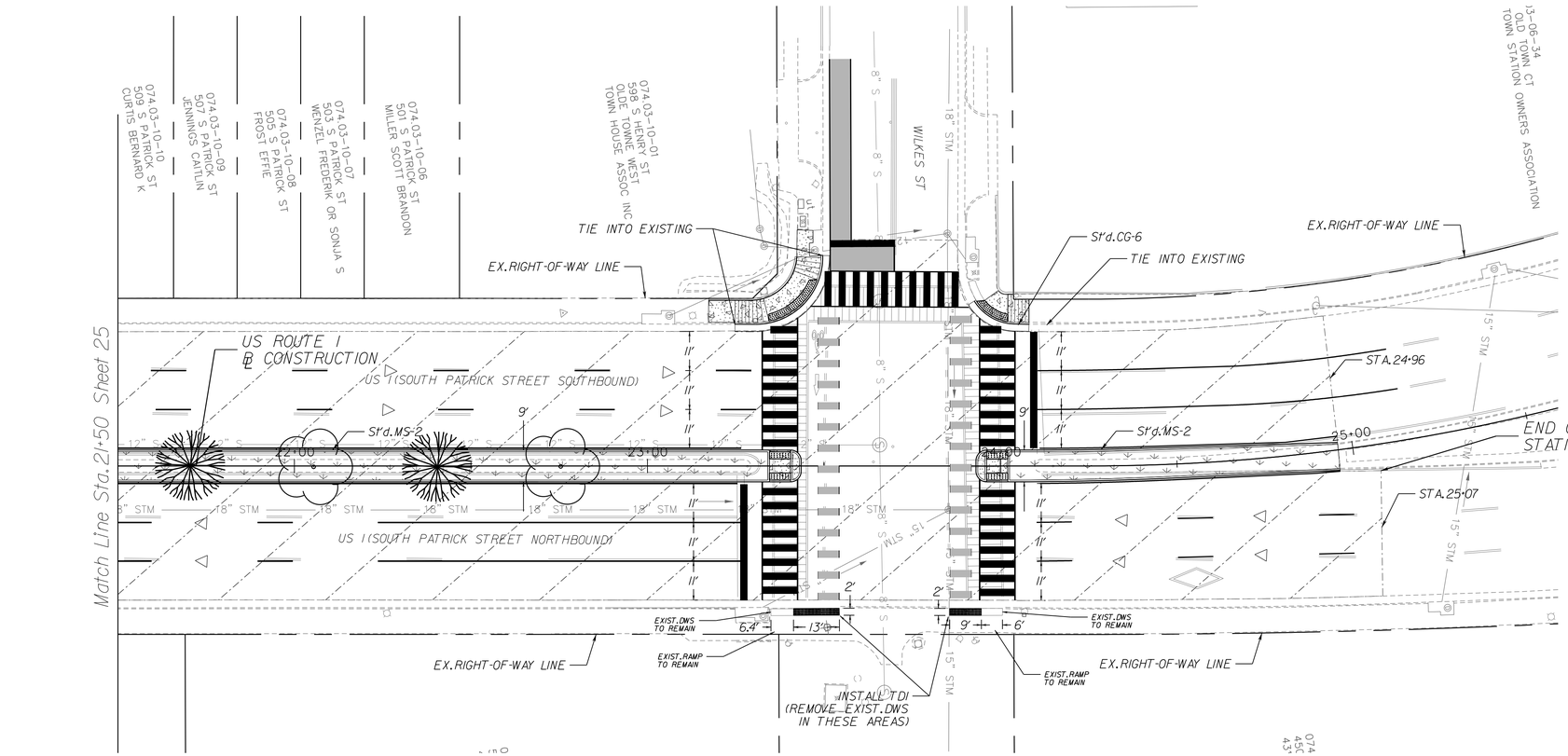
US ROUTE 1 SOUTH MEDIAN PROJECT – ROADWAY PLAN SHEET 2

SHEET
25 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\!! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Plan-04.dgn
10/10/2025

ROADWAY PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- DETECTABLE WARNING SURFACE
- TACTILE DIRECTIONAL INDICATOR SURFACE (TDI)
- MILL AND OVERLAY/WEDGE AND LEVEL
- SOD
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- 20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
- PROPOSED MEDIAN CUT THROUGH
- PROPOSED CURB RAMP (DESIGN VARIES BY LOCATION)

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
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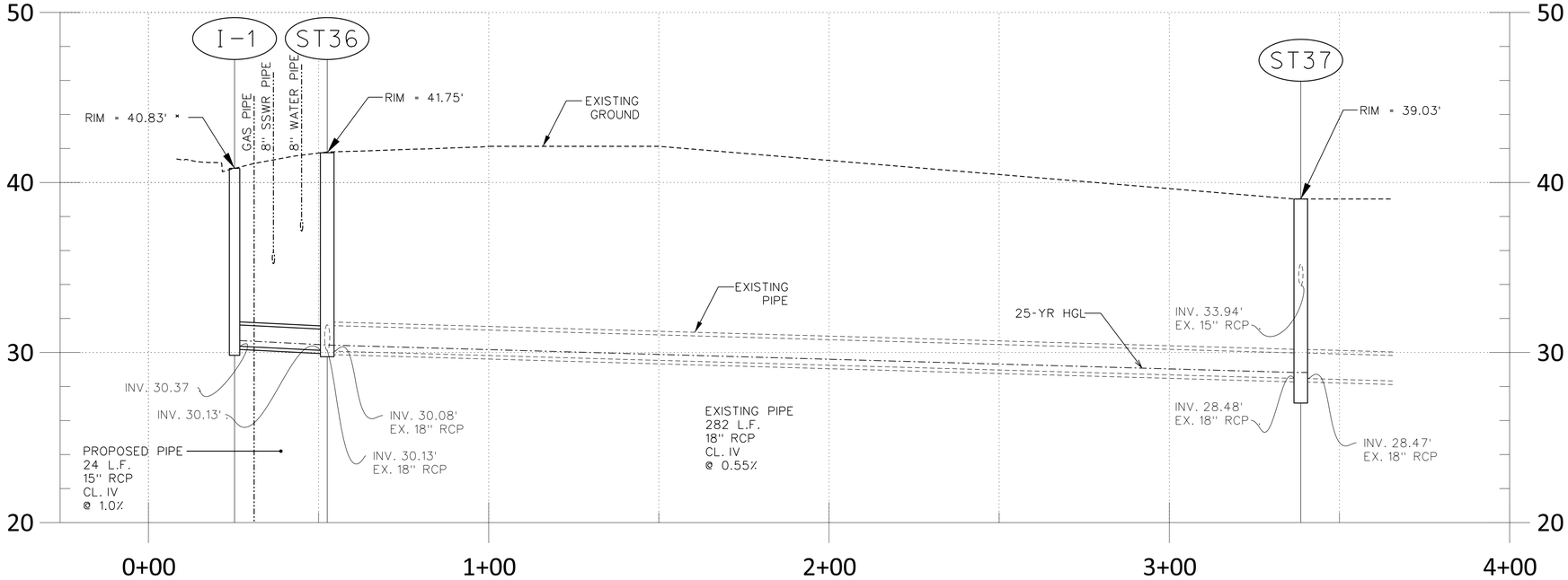
US ROUTE 1 SOUTH MEDIAN PROJECT – ROADWAY PLAN SHEET 3

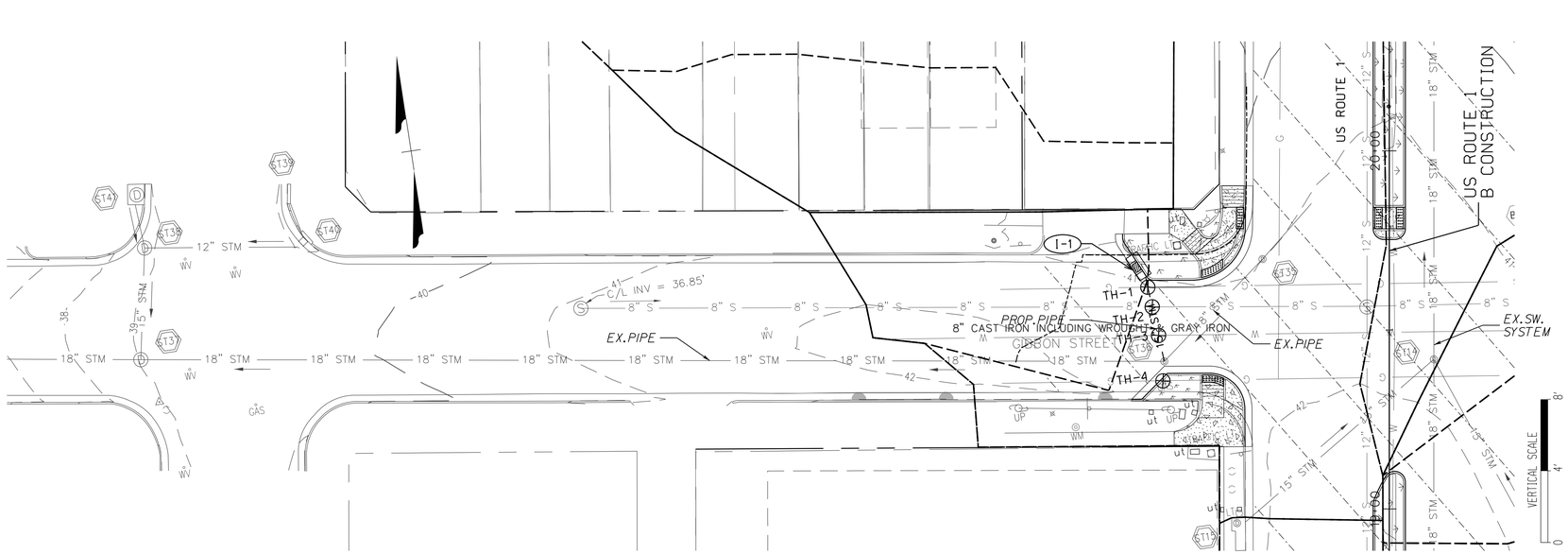
SHEET
26 OF 47
SCALE: 1"=20'

X:\46644111\202182.01\TECH\1! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 Plan-05.dgn
10/10/2025

STORM SEWER PLAN

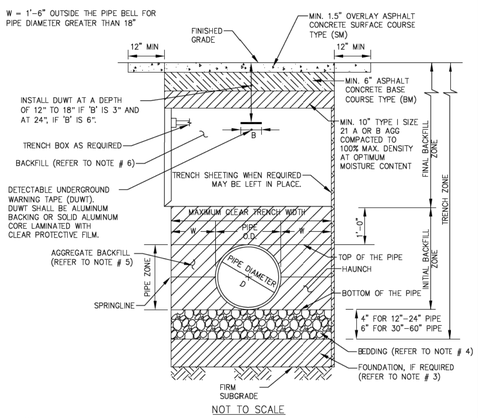
I-1 TO ST-37





W = 1'-0" OUTSIDE THE PIPE BELL FOR PIPE DIAMETER LESS THAN 18"

W = 1'-6" OUTSIDE THE PIPE BELL FOR PIPE DIAMETER GREATER THAN 18"



NOT TO SCALE

NOTE:
- THE TRENCH WIDTH SHOULD NOT EXCEED THE PIPE OUTSIDE DIAMETER PLUS W.
- PAVEMENT RESTORATION IS 12 INCHES MINIMUM BEYOND THE EDGE OF THE TRENCH ON LONGITUDINAL OPEN CUTS, OR 25 FEET MINIMUM BEYOND THE TRENCH CENTERLINE ON PERPENDICULAR OPEN CUT, OR AS MENTIONED ON COA APPROVED PLANS.

TRENCH BEDDING & BACKFILL DETAIL FLEXIBLE / PVC PIPE	06/21/2021 REVISION DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES ALEXANDRIA, VIRGINIA	CSTB-1
	PAGE 35

NOTE:

1. ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THE CURRENT ASTM D2321 STANDARD, AS MODIFIED IN THIS DETAIL.
2. MINIMUM COVER FOR ALL H-25 LOADING APPLICATIONS SHALL BE 3'-6". MINIMUM COVER IS MEASURED FROM THE TOP OF PIPE TO THE TOP OF A RIGID PAVEMENT OR BOTTOM OF FLEXIBLE/ASPHALT PAVEMENT SECTIONS.
3. UNSTABLE TRENCH BOTTOM MATERIAL AND/OR ROCK SHALL BE EXCAVATED TO A DEPTH SPECIFIED BY THE ENGINEER AND SHALL BE REPLACED WITH CLASS I MATERIAL PER CURRENT ASTM D2321 STANDARD OR 21-A COMPACTED TO 95% OF THE MAXIMUM STANDARD PROCTOR DENSITY OR 90% OF THE MAXIMUM MODIFIED PROCTOR DENSITY. WHEN STANDING WATER IS IN PIPE FOUNDATION AREA, #57 STONE CAN BE USED AS A BACKFILL IN THE SUBFOUNDATION WITH THE CONDITION THAT #57 STONE SHALL BE CAPPED WITH A MINIMUM 4" CRUSHER RUN OR 21-A PRIOR TO PLACEMENT OF A PIPE (COMPACTION TESTING ON #57 STONE IS NOT REQUIRED; SEAT STONE IN TRENCH). FOR SEVERE CONDITIONS, THE ENGINEER MAY REQUIRE A SPECIAL FOUNDATION SUCH AS PILES OR SHEETING CAPPED WITH CONCRETE MAT. CONTROL OF QUICK AND UNSTABLE TRENCH BOTTOM CONDITIONS MAY BE ACCOMPLISHED WITH THE USE OF APPROPRIATE GEOFABRICS.
4. BEDDING MATERIAL SHALL BE CLASS I MATERIAL #26 AND #27 PER CURRENT ASTM D2321 STANDARD OR VDOT AGGREGATE #8 OR CRUSHER RUN AGGREGATE #25 OR #26 CONFORMING TO THE REQUIREMENTS OF SECTION 205 AND 302 OF VDOT ROAD AND BRIDGE SPECIFICATIONS. WORK MATERIAL UNDER PIPE TO PROVIDE HAUNCH SUPPORT.
5. INITIAL BACKFILL MATERIAL SHALL BE CLASS I MATERIAL PER CURRENT ASTM D2321 STANDARD OR VDOT AGGREGATE #8, #68, OR #78, OR CRUSHER RUN AGGREGATE #25 OR #26 CONFORMING TO THE REQUIREMENTS OF SECTION 205 OF VDOT ROAD AND BRIDGE SPECIFICATIONS; OR AGGREGATE BASE MATERIAL SIZE 21 A OR FLOWABLE FILL. THE BACKFILL SHALL BE INSTALLED IN LIFTS AND COMPACTED PER ASTM D2321, AS APPLICABLE. BACKFILL SHALL EXTEND TO NOT LESS THAN 1'-0" ABOVE THE TOP OF THE PIPE.
6. EXCAVATED MATERIAL BACKFILLED IN 6" LAYERS TO 95% COMPACTION. SELECT MATERIAL, WHERE CALLED FOR, MAY BE USED EXCEPT UNDER PAVED ROAD. UNDER PAVED ROAD ONLY VDOT 21A MUST BE PLACED AT NO ADDITIONAL COST
7. BACKFILL UNDER PAVED ROAD TO BE SELECT MATERIAL VDOT 21A.
8. SHEETING LEFT IN PLACE SHALL BE EITHER STEEL OF PRESSURE TREATED WOOD.

TRENCH BEDDING & BACKFILL DETAIL NOTES FOR PVC	06/21/2021 REVISION DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES ALEXANDRIA, VIRGINIA	CSTB-1A
	PAGE 36

LEGEND:

- *CONCRETE SIDEWALK/MEDIAN*
- *SIDEWALK REMOVAL*
- *EXISTING CONTOUR*
- EXISTING COND. FLOW LINE
- DRAINAGE DIVIDES

TEST HOLE DATA ⊕

NO	UTILITY	MATERIAL	SIZE	DEPTH		ELEVATION		COORDINATES	
				TOP	BOTTOM	TOP	BOTTOM	NORTHING	EASTING
TH-1	GAS	UNK.	UNK.	UNK.	UNK.	UNK.	UNK.	6977596.73	11895655.22
TH-2	SSWR	CONCRETE	8"	5.40'	6.07'	35.89'	35.22'	6977588.89	11895657.20
TH-3	WATER	STEEL	8"	3.73'	4.40'	37.81'	37.14'	6977581.39	11895659.35
TH-4	GAS	STEEL	8"	2.90'	3.57'	39.07'	38.40'	6977568.76	11895657.20

NOTE: UNKOWN VALUES TO BE FIELD VERIFIED

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DESCRIPTION | BY | DATE

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: --
CONSULTANT PROJECT ID.: --
DESIGNED BY: SK DATE: --
DRAWN BY: SK DATE: --
CHECKED BY: DB DATE: --
APPROVED BY: -- DATE: --

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8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
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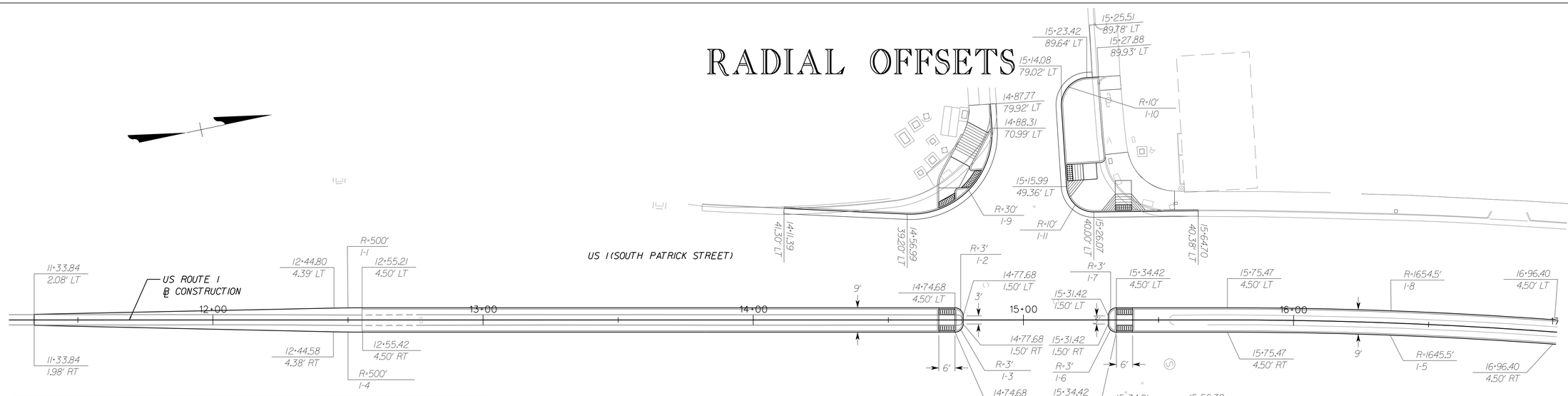
US ROUTE 1 SOUTH MEDIAN PROJECT – STORM SEWER PLAN 01

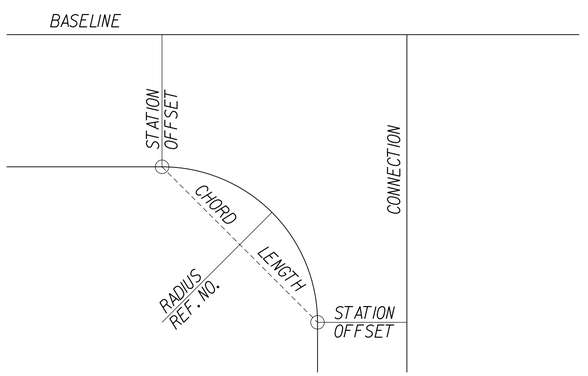
SHEET
27 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 SW Plan-01.dgn
10/10/2025

RADIAL OFFSETS



RADIAL OFFSETS



LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE * ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	11+33.84	2.08' LT				EXISTING ELEV.
	12+44.80	4.39' LT				EXISTING ELEV.
1-1	12+50.00	4.47' LT	500.00'	10.41'	10.41'	EXISTING ELEV.
	12+55.21	4.50' LT				EXISTING ELEV.
	14+74.68	4.50' LT				EXISTING ELEV.
1-2	14+76.80	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	14+77.68	1.50' LT				EXISTING ELEV.
	14+77.68	1.50' RT				EXISTING ELEV.
1-3	14+76.80	3.62' RT	3.00'	4.24'	4.71'	EXISTING ELEV.
	14+74.68	4.50' RT				EXISTING ELEV.
	12+55.42	4.50' RT				EXISTING ELEV.
1-4	12+50.00	4.47' RT	50.00'	72.89'	81.67'	EXISTING ELEV.
	12+44.58	4.38' RT				EXISTING ELEV.
	11+33.84	1.98' RT				EXISTING ELEV.
	16+96.40	4.50' RT				EXISTING ELEV.
1-5	16+35.94	4.50' RT	1645.50'	120.57'	120.60'	EXISTING ELEV.
	15+75.47	4.50' RT				EXISTING ELEV.
	15+34.42	4.50' RT				EXISTING ELEV.
1-6	15+32.29	3.62' RT	3.00'	4.24'	4.71'	EXISTING ELEV.
	15+31.42	1.50' RT				EXISTING ELEV.

LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE * ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	15+31.42	1.50' LT				EXISTING ELEV.
1-7	15+32.29	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	15+34.42	4.50' LT				EXISTING ELEV.
	15+75.47	4.50' LT				EXISTING ELEV.
1-8	16+35.94	4.50' LT	1654.50'	121.26'	121.3'	EXISTING ELEV.
	16+96.40	4.50' LT				EXISTING ELEV.
	14+11.39	41.30' LT				EXISTING ELEV. 44.10
	14+56.99	39.20' LT				43.10
1-9	14+79.73	48.11' LT	30.0'	44.62'	50.32'	42.18
	14+88.31	70.99' LT				40.92
	14+87.77	79.92' LT				EXISTING ELEV. 40.30
	15+27.88	89.93' LT				EXISTING ELEV.
	15+25.51	89.78' LT				EXISTING ELEV. 40.29
	15+23.42	89.64' LT				40.01
1-10	15+16.55	86.27' LT	10.0'	14.14'	15.71'	40.34
	15+14.08	79.02' LT				40.70
	15+15.99	49.36' LT				41.96
1-11	15+19.17	42.67' LT	10.0'	13.75'	15.16'	42.42
	15+26.07	40.00' LT				42.61
	15+64.70	40.38' LT				EXISTING ELEV. 42.73
	14+68.18	53.53' RT				EXISTING ELEV. 43.06
1-12	14+84.69	59.73' RT	32.00'	33.91'	35.74'	43.43
	14+95.41	73.74' RT				EXISTING ELEV. 43.54

LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE * ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	15+56.38	40.00' RT				EXISTING ELEV. 42.98
	15+34.21	40.00' RT				43.30
1-13	15+27.61	42.88' RT	9.0'	13.20'	14.82'	43.36
	NOTE: TRANSITION GUTTER SLOPE FROM -2.0% @ 15+25.23, 49.67' RT TO STANDARD (-6.25%) @ 15+27.61, 42.88' RT					
	15+25.23	49.67' RT				43.41
	NOTE: TRANSITION GUTTER SLOPE FROM STANDARD (-6.25%) @ 15+26.55, 67.13' RT, TO -2.0% @ 15+25.23, 49.67' RT					
	15+26.55	67.13' RT				43.42
	15+38.62	88.31' RT				EXISTING ELEV. 43.65
	15+38.64	88.57' RT				EXISTING ELEV.
1-14	15+40.07	91.58' RT	4.50'	6.19'	6.83'	EXISTING ELEV.
	15+43.18	92.76' RT				EXISTING ELEV.

* CONTRACTOR TO MAKE MINOR FIELD ADJUSTMENTS AS NECESSARY TO ASSURE POSITIVE DRAINAGE

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

100% DESIGN

US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 1

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

DATE	REVISIONS BY	DESCRIPTION

ALEXANDRIA PROJECT NO.: 2663
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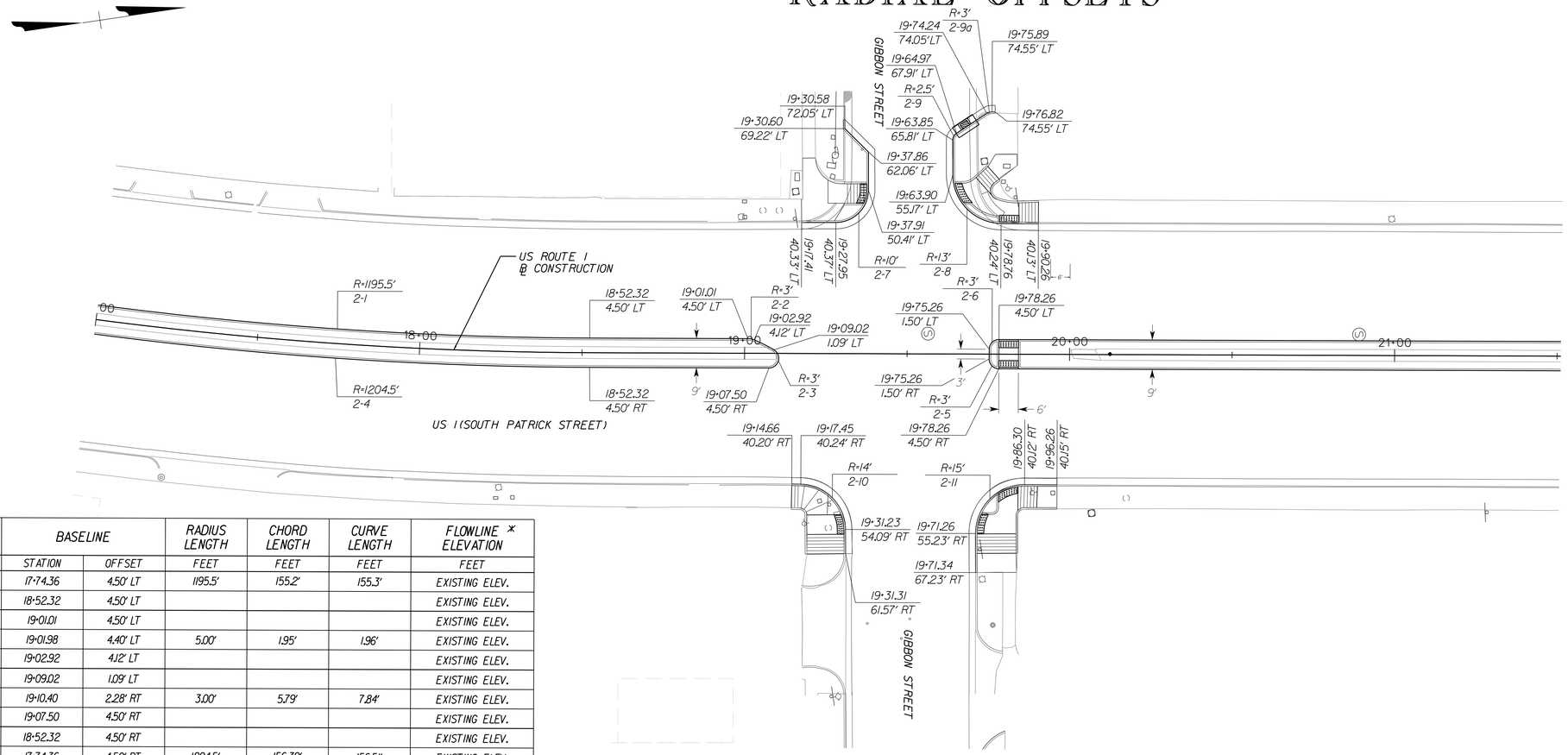
SHEET
28 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\!! Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US 1 Radial Offset-01.dgn
10/10/2025

RADIAL OFFSETS



LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE * ELEVATION	
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET	
2-1	17+74.36	4.50' LT	1195.5'	155.2'	155.3'	EXISTING ELEV.	
	18+52.32	4.50' LT				EXISTING ELEV.	
	19+01.01	4.50' LT				EXISTING ELEV.	
2-2	19+01.98	4.40' LT	5.00'	1.95'	1.96'	EXISTING ELEV.	
	19+02.92	4.12' LT				EXISTING ELEV.	
	19+09.02	1.09' LT				EXISTING ELEV.	
2-3	19+10.40	2.28' RT	3.00'	5.79'	7.84'	EXISTING ELEV.	
	19+07.50	4.50' RT				EXISTING ELEV.	
	18+52.32	4.50' RT				EXISTING ELEV.	
2-4	17+74.36	4.50' RT	1204.5'	156.39'	156.51'	EXISTING ELEV.	
	19+78.26	4.50' RT				EXISTING ELEV.	
2-5	19+76.14	3.62' RT	3.00'	4.24'	4.71'	EXISTING ELEV.	
	19+75.26	1.50' RT				EXISTING ELEV.	
	19+75.26	1.50' LT				EXISTING ELEV.	
2-6	19+76.14	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.	
	19+78.26	4.50' LT				EXISTING ELEV.	
	19+17.41	40.33' LT				EXISTING ELEV.- 41.73	
	19+27.95	40.37' LT				41.84	
2-7	19+35.01	43.32' LT	10.00'	14.15'	15.72'	EXISTING ELEV.- 41.89	SPILL GUTTER - MATCH EXISTING PAVEMENT ELEVATION
	19+37.91	50.41' LT				EXISTING ELEV.- 41.85	
	19+37.86	62.06' LT				EXISTING ELEV.- 41.87	
	19+30.60	69.22' LT				EXISTING ELEV.- 41.85	
	19+30.58	72.05' LT				EXISTING ELEV.- 41.85	
	19+90.26	40.13' LT				EXISTING ELEV.- 40.30	
	19+78.76	40.24' LT				40.51	
2-8	19+68.27	44.65' LT	15.00'	21.07'	23.36'	40.75	
	19+63.90	55.17' LT				40.91	
	19+63.85	65.81' LT				40.98	
2-9	19+64.15	67.00' LT	2.50'	2.38'	2.48'	40.97	
	19+64.97	67.91' LT				40.90	
	19+74.24	74.05' LT				40.79	
2-9a	19+75.03	74.42' LT	3.00'	1.72'	1.74'	40.87	
	19+75.89	74.55' LT				41.00	
	19+76.82	74.55' LT				EXISTING ELEV.- 41.16	

LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE* ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	19+14.66	40.20' RT				EXISTING ELEV.- 41.50
	19+17.45	40.24' RT				41.39
2-10	19+27.15	44.37' RT	14.00'	19.53'	21.62'	41.06
	19+31.23	54.09' RT				40.61
	19+31.31	61.57' RT				EXISTING ELEV.- 40.50
	19+71.34	67.23' RT				EXISTING ELEV.- 39.80
	19+71.26	55.23' RT				39.97
2-11	19+75.63	44.54' RT	15.0'	21.32'	23.71'	40.31
	19+86.30	40.12' RT				40.39
	19+96.26	40.15' RT				EXISTING ELEV.- 40.00

* CONTRACTOR TO MAKE MINOR FIELD ADJUSTMENTS AS NECESSARY TO ASSURE POSITIVE DRAINAGE

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 2 — 100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

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SUITE 630
VIENNA, VA 22182
(703) 942-8900
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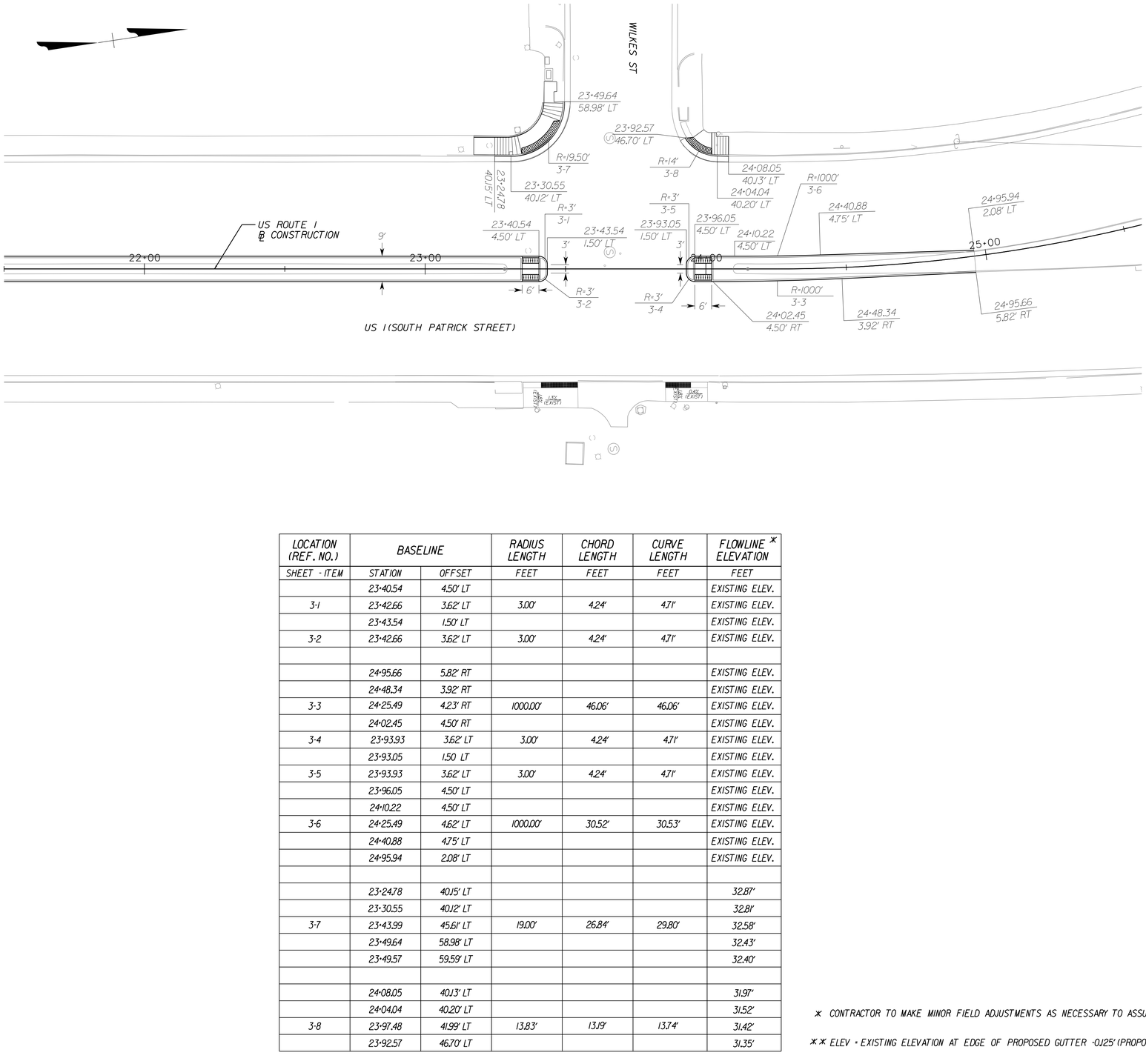
SHEET
29 OF 47
SCALE: 1"=20'

RADIAL OFFSETS



LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE * ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	23+40.54	4.50' LT				EXISTING ELEV.
3-1	23+42.66	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	23+43.54	1.50' LT				EXISTING ELEV.
3-2	23+42.66	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	24+95.66	5.82' RT				EXISTING ELEV.
	24+48.34	3.92' RT				EXISTING ELEV.
3-3	24+25.49	4.23' RT	1000.00'	46.06'	46.06'	EXISTING ELEV.
	24+02.45	4.50' RT				EXISTING ELEV.
3-4	23+93.93	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	23+93.05	1.50 LT				EXISTING ELEV.
3-5	23+93.93	3.62' LT	3.00'	4.24'	4.71'	EXISTING ELEV.
	23+96.05	4.50' LT				EXISTING ELEV.
	24+10.22	4.50' LT				EXISTING ELEV.
3-6	24+25.49	4.62' LT	1000.00'	30.52'	30.53'	EXISTING ELEV.
	24+40.88	4.75' LT				EXISTING ELEV.
	24+95.94	2.08' LT				EXISTING ELEV.
	23+24.78	40.15' LT				32.87'
	23+30.55	40.12' LT				32.81'
3-7	23+43.99	45.61' LT	19.00'	26.84'	29.80'	32.58'
	23+49.64	58.98' LT				32.43'
	23+49.57	59.59' LT				32.40'
	24+08.05	40.13' LT				31.97'
	24+04.04	40.20' LT				31.52'
3-8	23+97.48	41.99' LT	13.83'	13.19'	13.74'	31.42'
	23+92.57	46.70' LT				31.35'

* CONTRACTOR TO MAKE MINOR FIELD ADJUSTMENTS AS NECESSARY TO ASSURE POSITIVE DRAINAGE

** ELEV = EXISTING ELEVATION AT EDGE OF PROPOSED GUTTER -0.25' (PROPOSED GUTTER FALL)

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No. 34818
11/20/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

100% DESIGN

US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 3

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS

DATE	BY	DESCRIPTION
–	–	–
–	–	–
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ALEXANDRIA PROJECT NO.: 2663
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(703) 942-8900
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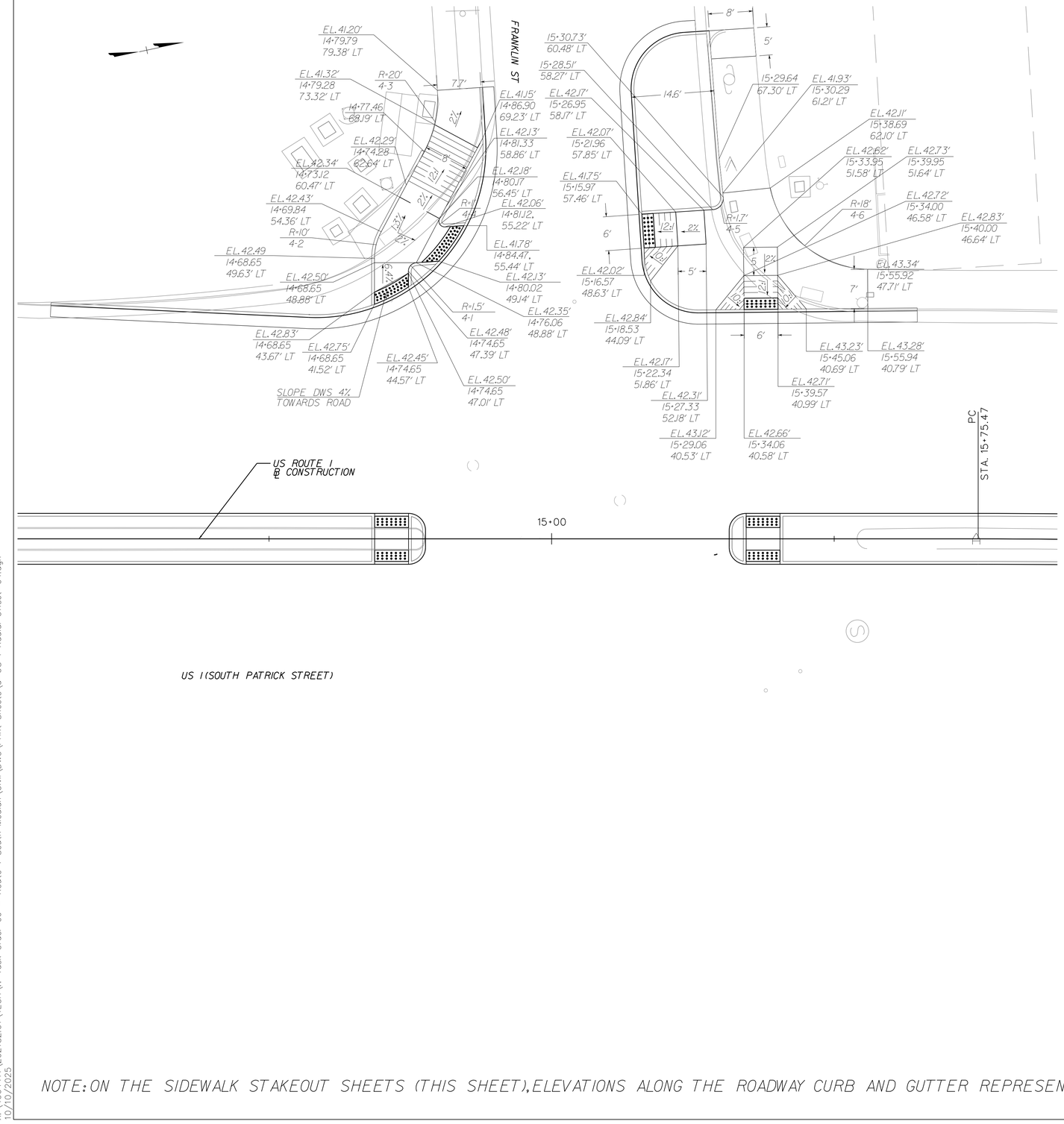
SHEET
30 OF 47
SCALE: 1"=20'

SIDEWALK STAKEOUT



LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	14+80.02	49.14' LT				42.13'
	14+76.06	48.88' LT				42.35'
4-1	14+75.06	48.41' LT	1.50'	2.05'	2.26'	-
	14+74.65	47.39' LT				42.48'
	14+74.65	47.01' LT				42.50'
	14+74.65	44.57' LT				42.45'
	14+68.65	41.52' LT				42.75'
	14+68.65	43.67' LT				42.83'
	14+68.65	48.88' LT				42.50'
	14+68.65	49.63' LT				42.49'
4-2	14+69.95	51.71' LT	10.00'	4.88'	4.93'	-
	14+69.84	54.36' LT				42.43'
	14+73.12	60.47' LT				42.34'
	14+74.28	62.64' LT				42.29'
	14+77.46	68.55' LT				-
	14+79.28	73.32' LT				41.32'
4-3	14+79.39	73.80' LT	20.00'	11.08'	11.23'	-
	14+79.79	79.38' LT				41.20'
	14+86.90	69.23' LT				41.15'
	14+81.13	58.86' LT				42.13'
	14+80.17	56.45' LT				42.18'
4-4	14+80.21	55.68' LT	1.00'	1.75'	2.13'	-
	14+81.12	55.22' LT				42.06'
	14+84.47	55.44' LT				41.78'
	14+80.02	49.14' LT				42.13'
	14+76.06	48.88' LT				42.35'
	15+55.94	40.79' LT				43.28'
	15+45.06	40.69' LT				43.23'
	15+39.57	40.99' LT				42.71'
	15+34.06	40.58' LT				42.66'
	15+29.06	40.53' LT				43.12'
	15+27.33	52.18' LT				42.31'
	15+22.34	51.86' LT				42.17'
	15+17.51	45.69' LT				42.84'
	15+16.36	51.47' LT				42.02'
	15+15.97	57.46' LT				41.75'
	15+21.96	57.85' LT				42.07'
	15+26.95	58.17' LT				42.17'
	15+28.51	58.27' LT				-
4-5	15+29.91	58.97' LT	2.00'	2.89'	3.23'	-
	15+30.73	60.48' LT				-
	15+30.49	59.32' LT				-
	15+30.29	61.21' LT				41.93'
	15+29.64	67.30' LT				-
	15+38.69	62.10' LT				42.11'
	15+33.95	51.58' LT				42.62'
	15+39.95	51.64' LT				42.73'
4-6	15+44.79	51.89' LT	18.00'	22.45'	24.24'	-
	15+34.00	46.58' LT				42.72'
	15+40.00	46.64' LT				42.83'
	15+55.92	47.71' LT				43.34'

NOTE: ON THE SIDEWALK STAKEOUT SHEETS (THIS SHEET), ELEVATIONS ALONG THE ROADWAY CURB AND GUTTER REPRESENT BACK OF CURB ELEVATIONS.

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 10' 20'

100% DESIGN

CITY OF ALEXANDRIA VIRGINIA

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
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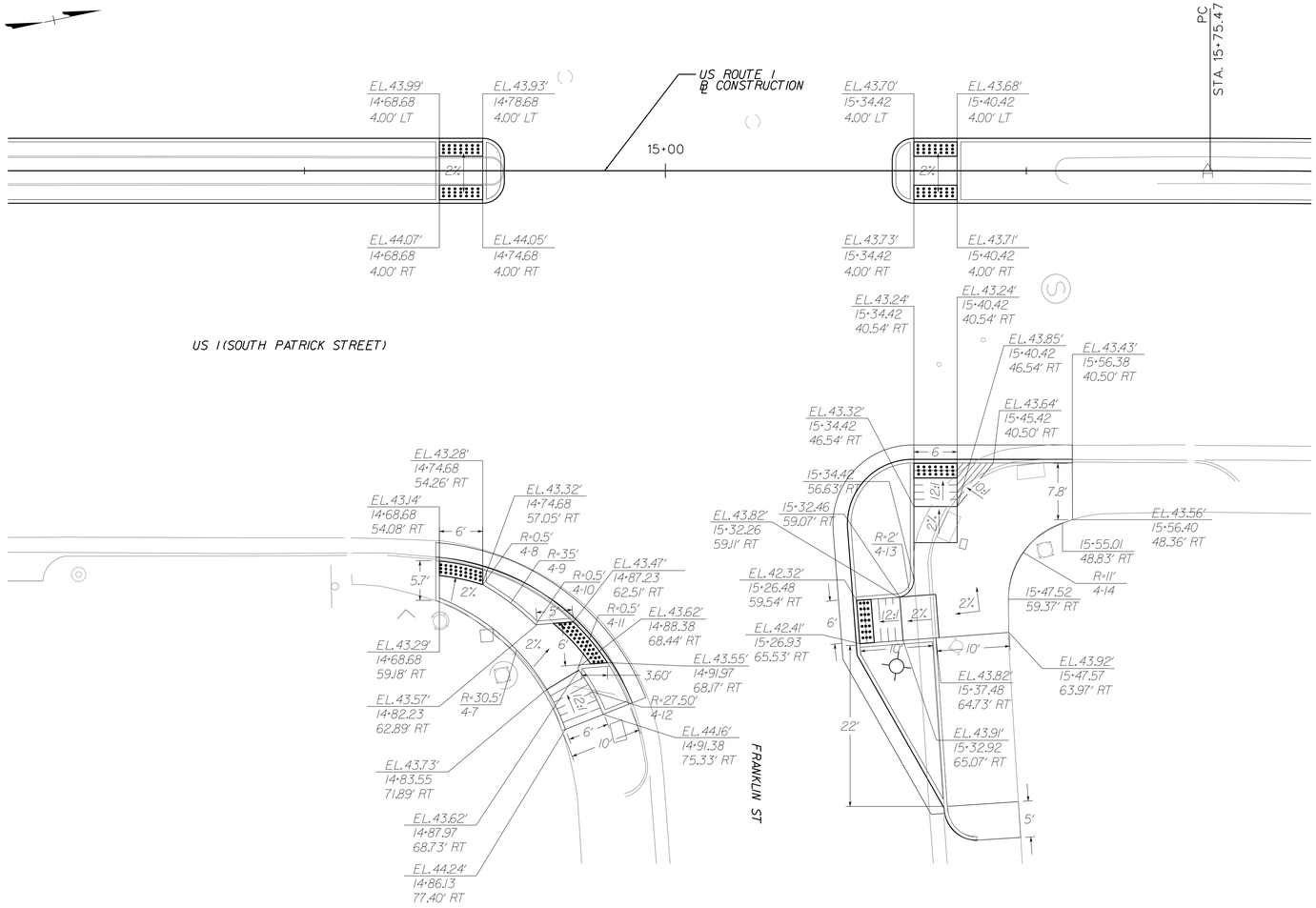
Mead &Hunt

US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 4

SHEET
31 OF 47
SCALE: 1"=10'

X:\46644111\202182.01\TECH\1 Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d-US 1 Radial Offset-04.dgn
10/10/2025

SIDEWALK STAKEOUT



LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	14+68.68	54.08′ RT				43.14′
	14+68.68	59.18′ RT				43.29′
4-7	14+79.38	66.40′ RT	30.50′	25.23′	26.01′	-
	14+83.55	71.89′ RT				43.73′
	14+86.13	77.40′ RT				44.24′
	14+74.68	55.29′ RT				43.28′
	14+74.68	57.05′ RT				43.32′
4-8	14+74.77	57.30′ RT	0.50′	0.50′	0.52′	-
4-9	14+78.55	59.90′ RT	35.00′	8.69′	8.72′	-
4-10	14+82.02	62.86′ RT	0.50′	0.41′	0.43′	-
	14+82.23	62.89′ RT				43.57′
	14+87.23	62.51′ RT				43.47′
4-11	14+87.99	69.20′ RT	0.50′	0.87′	1.06′	-
	14+88.38	68.44′ RT				43.62′
	14+87.97	68.73′ RT				43.62′
	14+91.97	68.17′ RT				43.55′
4-12	14+89.89	72.17′ RT	27.50′	6.96′	6.98′	-
	14+91.38	75.33′ RT				44.16′
	15+37.48	64.73′ RT				43.82′
	15+34.42	56.63′ RT				-
	15+32.92	65.07′ RT				43.91′
	15+26.93	65.53′ RT				42.41′
	15+26.48	59.54′ RT				42.32′
	15+32.26	59.11′ RT				43.82′
	15+32.46	59.07′ RT				-
4-13	15+33.80	58.27′ RT	2.50′	3.28′	3.58′	-
	15+34.42	46.54′ RT				43.18′
	15+34.42	40.54′ RT				43.24′
	15+40.42	40.54′ RT				43.24′
	15+40.42	46.54′ RT				43.85′
	15+45.42	40.50′ RT				43.64′
	15+56.38	40.50′ RT				43.43′
	15+56.40	48.36′ RT				43.56′
	15+55.01	48.83′ RT				-
4-14	15+49.55	52.88′ RT	11.00′	12.94′	13.83′	-
	15+47.52	59.37′ RT				-
	15+47.57	63.97′ RT				43.92′
	14+68.68	4.00′ RT				44.07′
	14+74.68	4.00′ RT				44.05′
	14+68.68	4.00′ LT				43.99′
	14+74.68	4.00′ LT				43.93′
	15+34.42	4.00′ RT				43.73′
	15+40.42	4.00′ RT				43.71′
	15+34.42	4.00′ LT				43.70′
	15+40.42	4.00′ LT				43.68′

NOTE: ON THE SIDEWALK STAKEOUT SHEETS (THIS SHEET), ELEVATIONS ALONG THE ROADWAY CURB AND GUTTER REPRESENT BACK OF CURB ELEVATIONS.

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 10′ 20′

100% DESIGN

CITY OF ALEXANDRIA
VIRGINIA

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
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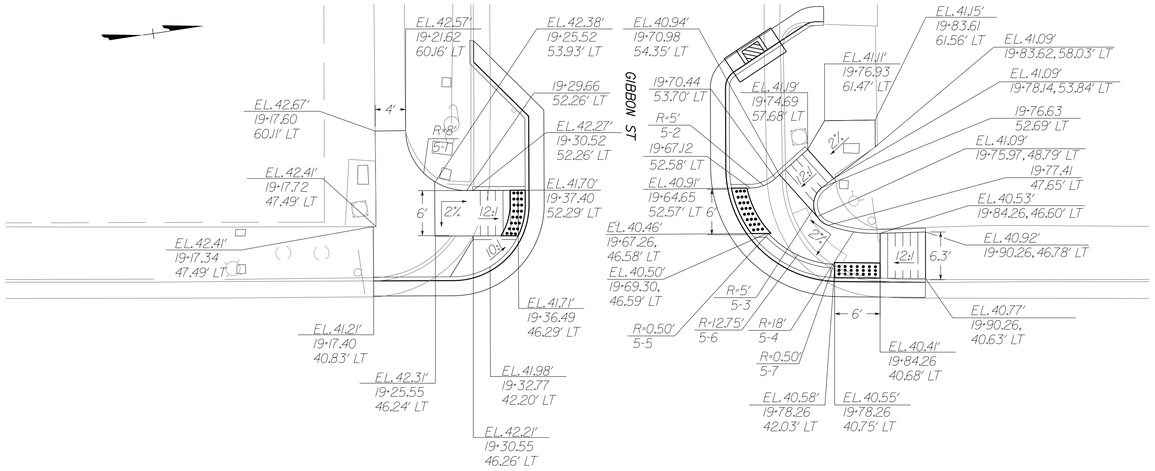
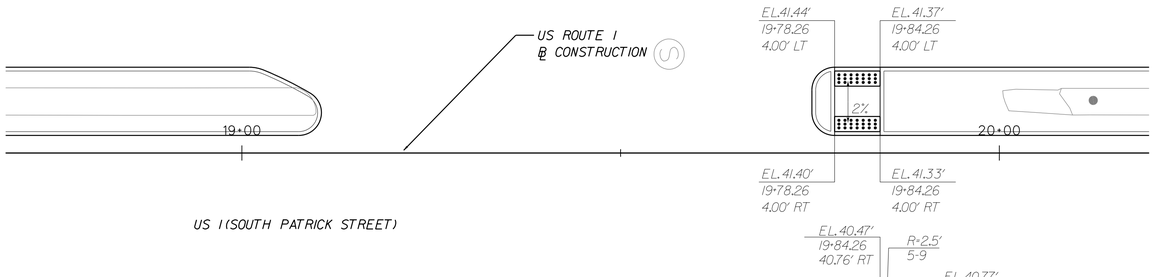
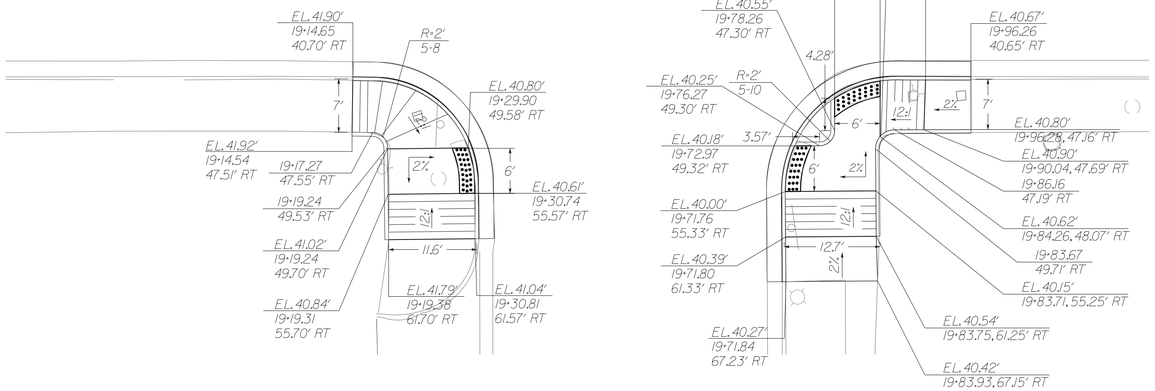
US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 5

SHEET
32 OF 47
SCALE: 1"=10'

SIDEWALK STAKEOUT







LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	19+86.16	47.19' RT				-
5-9	19+84.39	47.93' RT	2.50'	3.54'	3.94'	-
	19+84.26	48.07' RT				40.62'
	19+83.67	49.71' RT				-
	19+83.71	55.25' RT				40.15'
	19+83.75	61.25' RT	2.50'	3.54'	3.94'	40.54'
	19+83.93	67.15' RT				40.42'
5-10	19+77.68	48.71' RT	2.00'	2.82'	3.13'	-

LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	19+78.26	4.00' RT				41.40'
	19+84.26	4.00' RT				41.33'
	19+78.26	4.00' LT				41.44'
	19+84.26	4.00' LT				41.37'

NOTE: ON THE SIDEWALK STAKEOUT SHEETS (THIS SHEET), ELEVATIONS ALONG THE ROADWAY CURB AND GUTTER REPRESENT BACK OF CURB ELEVATIONS.

LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	19+36.49	46.29' LT				41.71'
	19+32.77	42.20' LT				41.98'
	19+30.55	46.24' LT				42.21'
	16+25.55	46.24' LT				42.31'
	19+17.40	40.83' LT				41.21'
	19+17.34	47.49' LT				42.41'
	19+17.72	47.49' LT				42.41'
	19+17.60	60.11' LT				42.67'
	19+21.62	60.16' LT				42.57'
5-1	19+24.02	55.45' LT	8.00'	11.27'	12.50'	-
	19+25.52	53.93' LT				42.38'
	19+29.66	52.26' LT				-
	19+30.52	52.26' LT				42.27'
	19+37.40	52.29' LT				41.70'
	19+64.65	52.57' LT				41.91'
	19+67.12	52.58' LT				-
5-2	19+68.90	52.91' LT	5.00'	3.55'	3.63'	-
	19+70.44	53.86' LT				-
	19+70.98	54.35' LT				40.94'
	19+74.69	57.68' LT				41.19'
	19+76.93	61.47' LT				41.11'
	19+83.61	61.56' LT				41.15'
	19+83.62	58.03' LT				41.08'
	19+78.14	53.84' LT				41.09'
	19+76.63	52.69' LT				-
5-3	19+75.53	49.94' LT	5.00'	5.09'	6.21'	-
	19+75.97	48.79' LT				-
	19+77.41	47.65' LT				-
	19+84.26	46.60' LT				40.53'
	19+90.26	46.78' LT				40.92'
	19+90.26	40.63' LT				40.77'
	19+84.26	40.68' LT				40.41'
	19+78.26	40.75' LT				40.55'
	19+78.26	42.03' LT				40.58'
5-4	19+80.78	46.79' LT	18.00'	6.94'	6.98'	-
5-5	19+69.50	46.55' LT	0.50'	0.40'	0.41'	-
5-6	19+73.38	43.74' LT	12.75'	9.03'	9.23'	-
5-7	19+78.13	42.37' LT	0.50'	0.68'	0.74'	-
	19+69.30	46.59' LT				40.50'
	19+67.26	46.58' LT				40.46'
	19+30.81	61.57' RT				41.04'
	19+30.74	55.57' RT				40.61'
	19+29.90	49.58' RT				40.80'
	19+14.65	40.70' RT				41.90'
	19+14.54	47.51' RT				41.92'
	19+17.27	47.55' RT				-
5-8	19+18.66	48.14' RT	2.00'	2.79'	3.09'	-
	19+19.24	49.53' RT				-
	19+19.24	49.70' RT				41.02'
	19+19.31	55.70' RT				40.84'
	19+19.38	61.70' RT				41.79'
	19+71.84	67.23' RT				40.27'
	19+71.80	61.33' RT				40.39'
	19+71.76	55.33' RT				40.00'
	19+72.97	49.32' RT				40.18'
	19+76.27	49.30' RT				40.25'
	19+78.26	47.30' RT				40.55'
	19+78.26	43.03' RT				40.46'
	19+84.26	40.76' RT				40.47'
	19+90.26	40.76' RT				40.77'
	19+96.26	40.65' RT				40.67'
	19+96.28	47.16' RT				40.80'
	19+90.04	47.69' RT				40.90'

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No. 34818
11/20/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 10' 20'

100% DESIGN

US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET / SIDEWALK STAKEOUT SHEET 6

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
NO. DESCRIPTION DATE BY
1 – – –
2 – – –
3 – – –

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: ____
CONSULTANT PROJECT ID.: ____
DESIGNED BY: ___ SK DATE: ____
DRAWN BY: ___ SK DATE: ____
CHECKED BY: ___ DB DATE: ____
APPROVED BY: ___ – DATE: ____

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SHEET
33 OF 47
SCALE: 1"=10'

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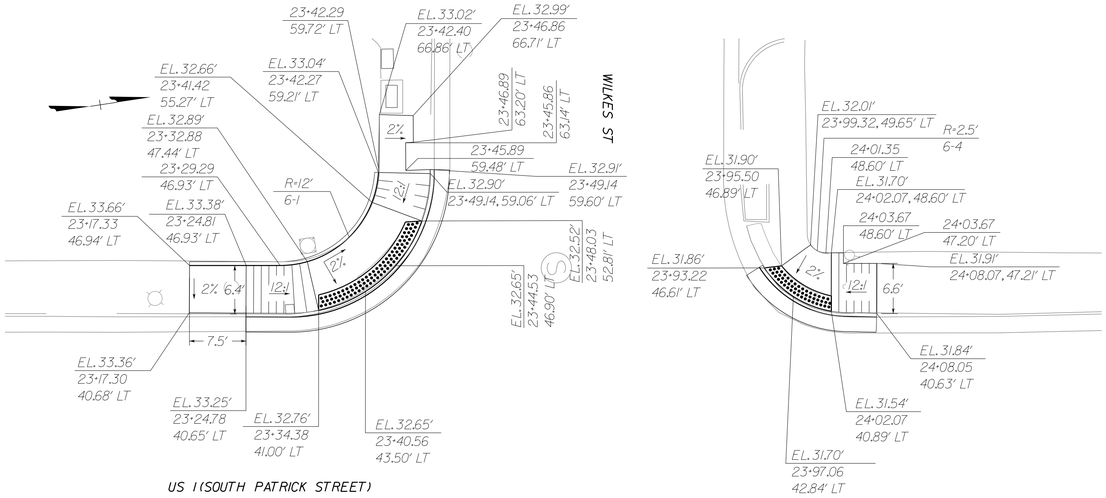
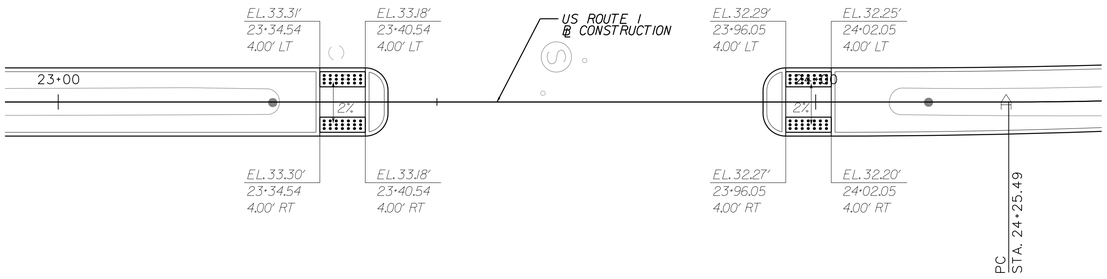
11/20/2025

RADIAL OFFSETS





LOCATION (REF. NO.)	BASELINE		RADIUS LENGTH	CHORD LENGTH	CURVE LENGTH	FLOWLINE ELEVATION
SHEET - ITEM	STATION	OFFSET	FEET	FEET	FEET	FEET
	23+40.56	43.50' LT				32.65'
	23+34.38	41.00' LT				32.76'
	23+44.78	40.65' LT				33.25'
	23+17.30	40.68' LT				33.36'
	23+17.33	46.94' LT				33.36'
	23+24.81	46.93' LT				33.38'
	23+29.29	46.93' LT				-
	23+32.88	47.44' LT				32.89'
6-1	23+38.41	50.67' LT	12.00'	18.23'	20.21'	-
	23+41.42	55.27' LT				32.66'
	23+42.27	59.21' LT				33.04'
	23+42.29	59.72' LT				-
	23+42.40	66.86' LT				33.02'
	23+46.86	66.71' LT				32.99'
	23+46.89	63.20' LT				-
	23+45.86	63.14' LT				-
	23+45.89	59.48' LT				-
	23+49.14	59.60' LT				32.91'
	23+49.14	59.06' LT				32.90'
	23+48.03	52.81' LT				32.52'
	23+44.53	46.90' LT				32.65'
	23+93.22	46.61' LT				31.86'
	23+95.50	46.89' LT				31.90'
	23+99.32	49.65' LT				32.01'
6-4	24+00.76	48.88' LT	2.50'	2.28'	2.37'	-
	24+01.35	48.60' LT				-
	24+02.07	48.60' LT				31.70'
	24+03.67	48.60' LT				-
	24+03.67	47.20' LT				-
	24+08.07	47.21' LT				31.91'
	24+08.05	40.63' LT				31.84'
	24+02.07	40.89' LT				31.54'
	23+97.06	42.84' LT				31.70'
	23+34.54	4.00' RT				33.30'
	23+40.54	4.00' RT				33.18'
	23+34.54	4.00' LT				33.31'
	23+40.54	4.00' LT				33.18'
	23+96.05	4.00' RT				32.27'
	24+02.05	4.00' RT				32.20'
	23+96.29	4.00' LT				32.29'
	24+02.05	4.00' LT				32.25'

NOTE: ON THE SIDEWALK STAKEOUT SHEETS (THIS SHEET), ELEVATIONS ALONG THE ROADWAY CURB AND GUTTER REPRESENT BACK OF CURB ELEVATIONS.

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 10' 20'

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | BY | DESCRIPTION

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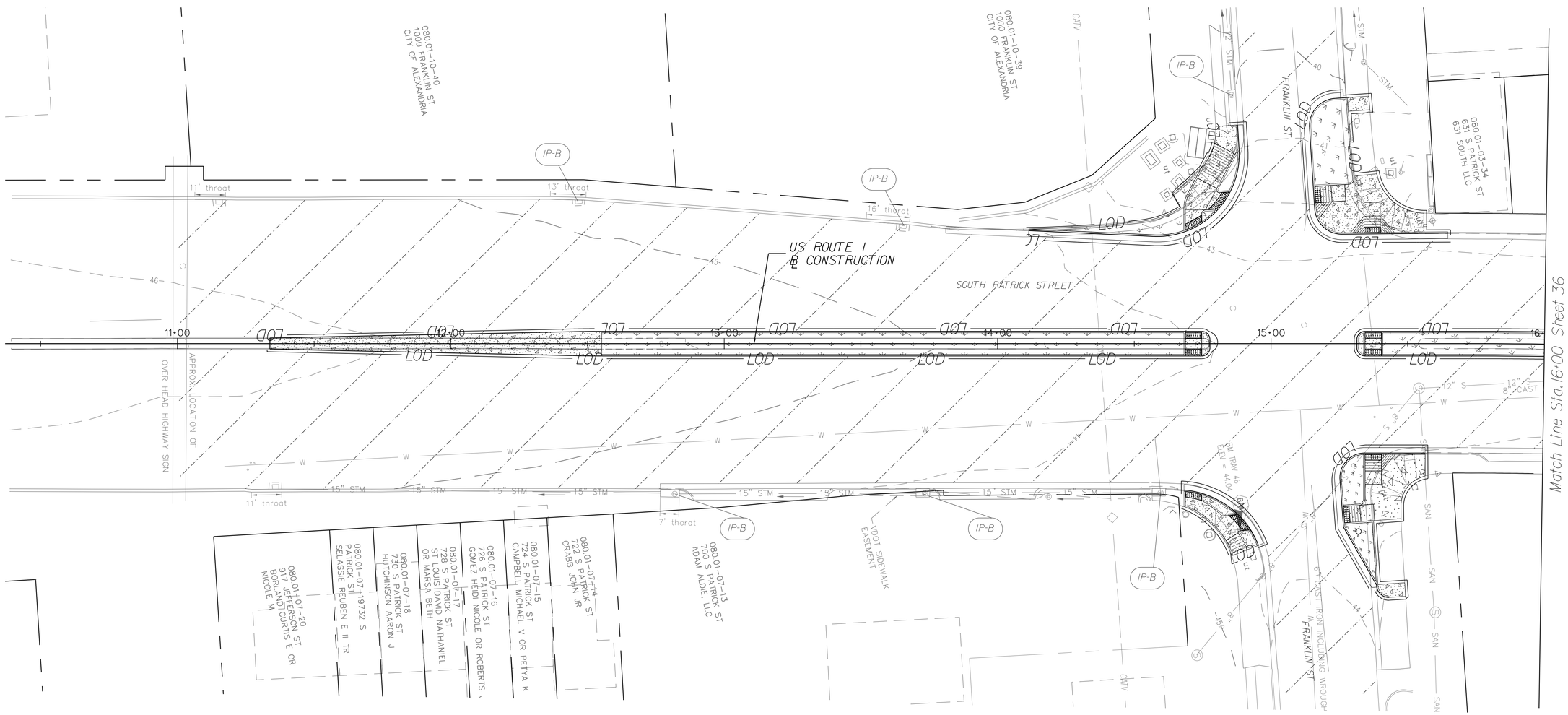
US ROUTE 1 SOUTH MEDIAN PROJECT – RADIAL OFFSET SHEET 7

SHEET
34 OF 47
SCALE: 1"=10'

X:\46644111\202182.01\TECH\1 Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d-US 1 Radial Offset-07.dgn
10/10/2025

EROSION AND SEDIMENT CONTROL PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- SIDEWALK REMOVAL
- — 43 - — EXISTING CONTOUR
- —LOD— LIMIT OF DISTURBANCE
- IP-B INLET PROTECTION (TYPE B) STD.EC-6

NOTES:
1. ALL WORK FOR MEDIAN, CURB & GUTTER, AND SIDEWALK CONSTRUCTION SHALL BE PERFORMED USING SAME DAY STABILIZATION.
2. ALL WORK AREAS NOT DRAINING TO APPROVED EROSION AND SEDIMENT CONTROL DEIVCES SHALL HAVE SAME DAY STABILIZATION PERFORMED.

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

US ROUTE 1 SOUTH MEDIAN PROJECT – EROSION SEDIMENT PLANS 01

100% DESIGN

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DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
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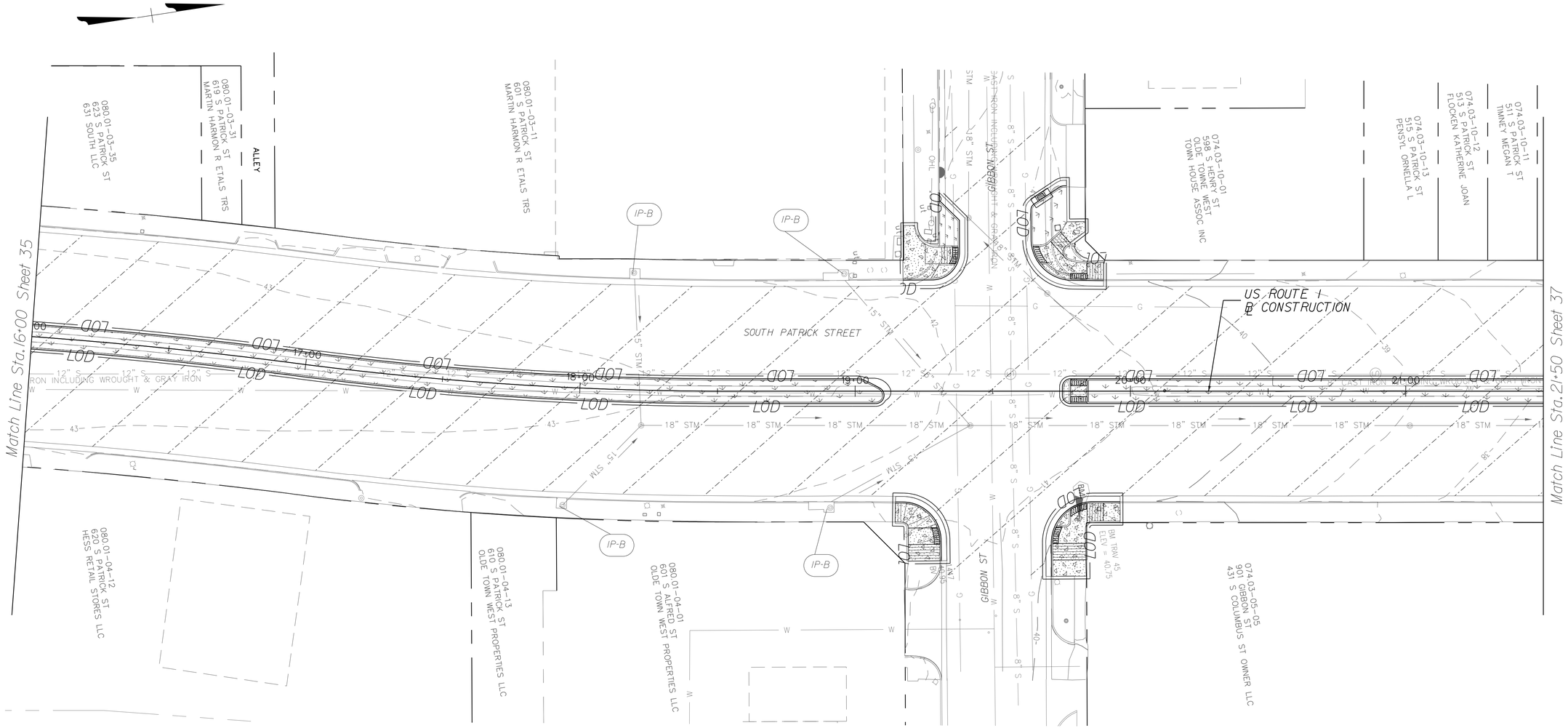
SHEET
35 OF 47
SCALE: 1"=20'

X:\4664411\202182.01\TECH\1 Task Order 06 - Route 1 South Median\Civil\DWG\Print Sheets\d-US-1 ESC Plan-01.dgn
10/10/2025

EROSION AND SEDIMENT CONTROL PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- SIDEWALK REMOVAL
- EXISTING CONTOUR
- LIMIT OF DISTURBANCE
- IP-B — INLET PROTECTION (TYPE B) STD.EC-6

NOTES:
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HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

US ROUTE 1 SOUTH MEDIAN PROJECT – EROSION SEDIMENT PLANS 02

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

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CHECKED BY: DB DATE: –
APPROVED BY: – DATE: –

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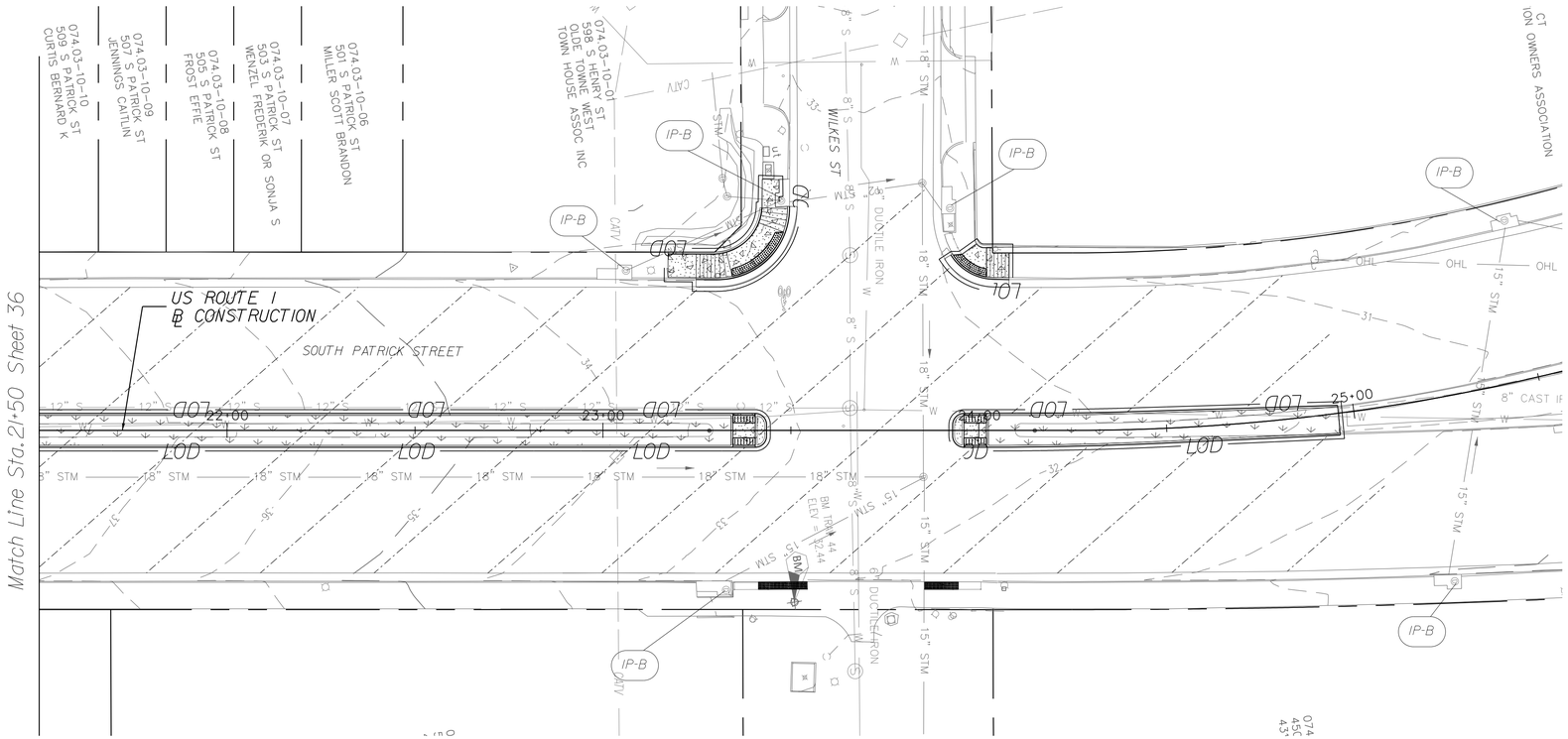
SHEET
36 OF 47
SCALE: 1"=20'

EROSION AND SEDIMENT CONTROL PLAN



LEGEND:

- CONCRETE SIDEWALK/MEDIAN
- SIDEWALK REMOVAL
- — 43 - — EXISTING CONTOUR
- —LOD— LIMIT OF DISTURBANCE
- IP-B INLET PROTECTION (TYPE B) STD.EC-6

NOTES:
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COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

HORIZONTAL SCALE
0 20' 40'

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

US ROUTE 1 SOUTH MEDIAN PROJECT – EROSION SEDIMENT PLANS 03

REVISIONS		
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SUITE 630
VIENNA, VA 22182
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SHEET
37 OF 47
SCALE: 1"=20'

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10/10/2025

GENERAL NOTES

1. THE REMOVAL OF EXISTING SIGN PANELS, STRUCTURE, OR FOUNDATIONS SHALL CONFORM TO SECTION 510 OF VDOT 2020 ROAD AND BRIDGE SPECIFICATIONS.

2. UNLESS OTHERWISE APPROVED BY THE ENGINEER OR INDICATED IN THE MAINTENANCE OF TRAFFIC PLANS, EXISTING TRAFFIC SIGNS WHICH ARE TO BE RELOCATED SHALL REMAIN IN PLACE UNTIL THE NEW SIGN STRUCTURES ARE IN PLACE. EXISTING SIGNS TO BE REMOVED OR RELOCATED CAN BE REMOVED AND STORED AFTER TRAFFIC IS SWITCHED WITH THE APPROVAL OF THE CITY.

3. NEW MATERIALS AND ITEMS REQUIRED TO COMPLETE THE REMOVAL OF EXISTING ITEMS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL IN ACCORDANCE WITH SECTION 105 OF THE VDOT 2020 ROAD AND BRIDGE SPECIFICATIONS.

4. 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 AND APPROVED BY THE CITY.

5. ALL SIGN PANELS, FRAMING MEMBERS, AND MISCELLANEOUS HARDWARE SHALL BE SALVAGED BY THE CONTRACTOR AND DELIVERED INTACT TO THE CITY.

6. SIGN POSTS SHALL BE SQUARE TUBE SIGN POSTS UNLESS OTHERWISE NOTED.

7. EXISTING SIGNS WITHIN THE LIMIT OF THE CONTRACT WHICH HAVE NOT BEEN ACCOUNTED FOR IN THE PLANS SHALL BE RELOCATED OR REMOVED AS DIRECTED BY THE ENGINEER.

8. ALL PAVEMENT LINE MARKINGS WILL BE TYPE B, CLASS I. TYPE B, CLASS VI CONTRAST MARKINGS WILL BE USED ON CONCRETE SURFACES.

9. EXISTING PAVEMENT MARKINGS AND/OR MARKERS THAT CONFLICT WITH THE PROPOSED MARKINGS AND/OR MARKERS SHALL BE ERADICATED BY APPROVED METHOD, ACCORDING TO VDOT 2020 ROAD AND BRIDGE SPECIFICATION 512.03.

10. LIMITS OF PROPOSED PAVEMENT MARKINGS ARE APPROXIMATE AND SHALL BE MODIFIED IN THE FIELD UNTIL EXISTING MARKINGS CAN BE MATCHED.

11. ALL STRIPING WHERE "MATCH EXISTING PAVEMENT MARKING" IS SHOWN SHALL BE PLACED IN ACCORDANCE WITH VDOT 2008 ROAD AND BRIDGE STANDARDS.

12. INTERSECTION STRIPING SHALL BE COORDINATED WITH THE TRAFFIC SIGNAL INSTALLATIONS.

13. ALL ROADWAY SIGNS SHALL BE INSTALLED PER THE STP-1 STANDARD.

DEFINITION OF ACTIONS

TYPE	DESCRIPTION
A	REMOVE EXISTING SIGN & POST
B	EXISTING SIGN TO REMAIN
C	EXISTING SIGN TO BE RELOCATED

INDEX OF SHEETS

SIGNING LEGEND

DESCRIPTION	SYMBOL
ONE-WAY RAISED PAVEMENT MARKER	▷
EXISTING SIGN LOCATION (ONE POST)	○
EXISTING SIGN LOCATION (TWO POSTS)	○○
SIGN LOCATION (ONE POST)	●
SIGN LOCATION (TWO POSTS)	●●
SIGN NO. / TEXT NO.	406 / 29
"A" INDICATES TYPES OF STRUCTURE (SEE 'DEFINITION OF STRUCTURE TYPES') / "B" INDICATES THE ACTION DESCRIPTIONS (SEE 'DEFINITION OF ACTIONS')	A / B
EXAMPLE: EXISTING GROUND MOUNTED SIGN REMOVE THE EXISTING SIGN	GM / A
EXAMPLE: EXISTING GROUND MOUNTED SIGN EXISTING SIGN TO REMAIN	GM / B
EXAMPLE: EXISTING GROUND MOUNTED SIGN RELOCATE THE EXISTING SIGN ONTO NEW POST	GM / C
EXAMPLE: EXISTING SIGNAL POLE MOUNTED SIGN EXISTING SIGN TO REMAIN	SP / B
EXAMPLE: EXISTING LIGHT POLE MOUNTED SIGN EXISTING SIGN TO REMAIN	LP / B

SIGN CALL-OUTS

DESCRIPTION	EXAMPLE SYMBOL
EXISTING SIGN TO REMAIN OR TO BE RELOCATED	SPEED LIMIT 25
EXISTING SIGN TO BE REMOVED	SPEED LIMIT 25
PROPOSED SIGN PANEL	SPEED LIMIT 25

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
10/16/2025
PROFESSIONAL ENGINEER

90% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | BY | DESCRIPTION

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8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
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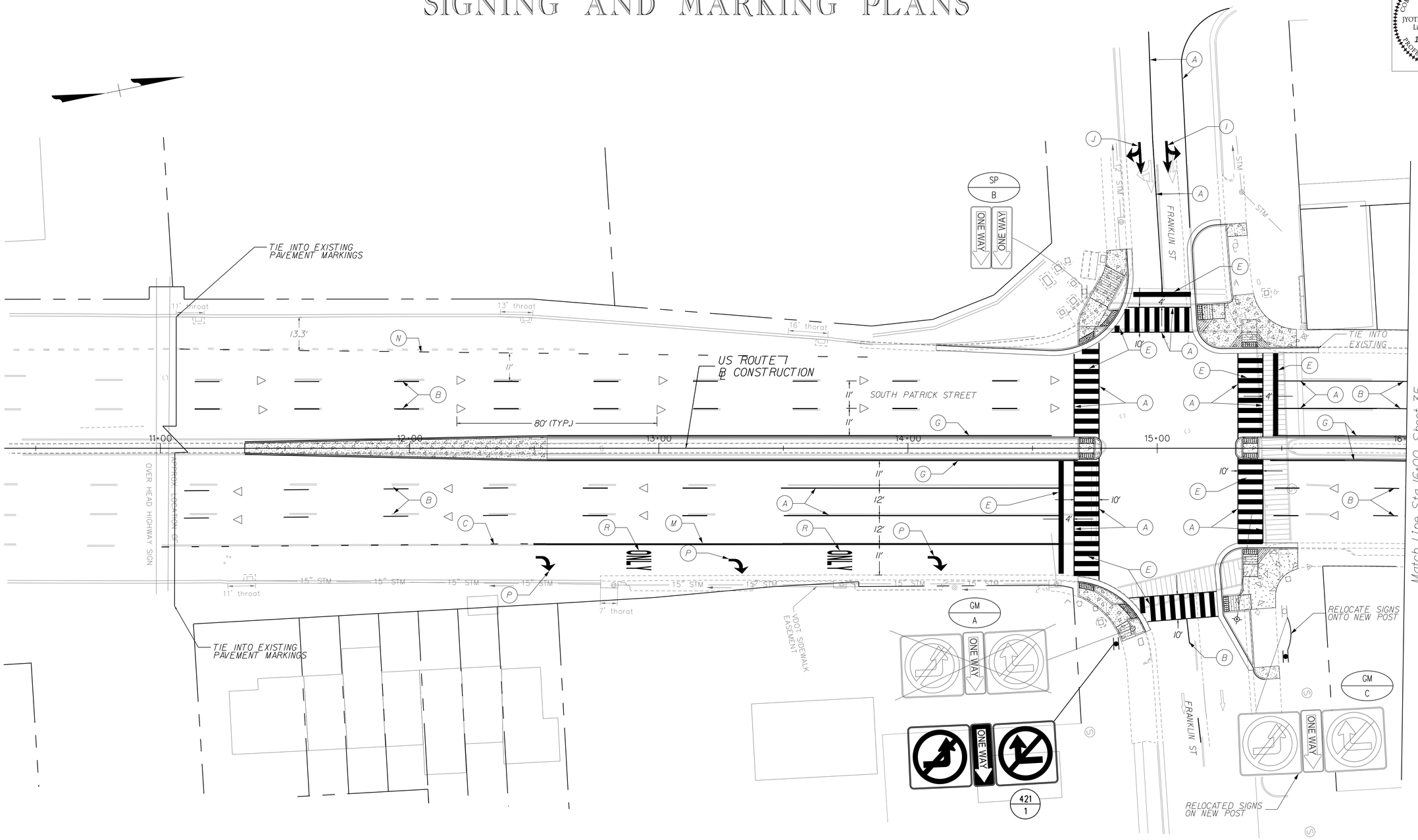
US ROUTE 1 MEDIAN PROJECT – SIGNING GENERAL NOTES

SHEET
38 OF 47
SCALE 1"=20'

SIGNING & MARKING
GENERAL NOTES

X:\4664411\202182.01\TECH\1. Task Order 06 - Route 1 South Median\Civil\DWG\Traffic\38_1-US-1 Plan_SM General Notes.dgn
10/16/2025

SIGNING AND MARKING PLANS



Pavement Marking Legend

- (A) TYPE B,CLASS I,WHITE,4" WIDTH - SOLID LINE
- (B) TYPE B,CLASS I,WHITE,4" WIDTH - 10' LONG,30' SPACE
- (C) TYPE B,CLASS I,WHITE,4" WIDTH - 2' LONG,6' SPACE
- (D) TYPE B,CLASS I,WHITE,12" WIDTH - SOLID LINE
- (E) TYPE B,CLASS I,WHITE,24" WIDTH - SOLID LINE
- (F) TYPE B,CLASS I,WHITE,6" WIDTH - 2' LONG,6' SPACE
- (G) TYPE B,CLASS I,YELLOW,4" WIDTH - SOLID LINE
- (H) TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU
- (I) TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU/LEFT
- (J) TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU/RIGHT
- (K) TYPE B,CLASS I,PVMT SYMB MRKG (HOV LANE,WHITE)
- (L) TYPE B,CLASS I,PVMT SYMB MRKG (BIKE LANE,WHITE)
- (M) TYPE B,CLASS I,WHITE,8" WIDTH - SOLID LINE
- (N) TYPE B,CLASS I,WHITE,8" WIDTH - 3' LONG,9' SPACE
- (P) TYPE B,CLASS I,WHITE,ELONGATED ARROW,RIGHT
- (R) TYPE B,CLASS I,PVMT MRKG MESSAGE

NOTE:
ALL EXISTING MARKINGS WITHIN THE PROJECT LIMITS SHALL BE REMOVED DURING MILLING AND PAVING.

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
10/16/2025
PROFESSIONAL ENGINEER

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VIENNA, VA 22182
(703) 942-8900
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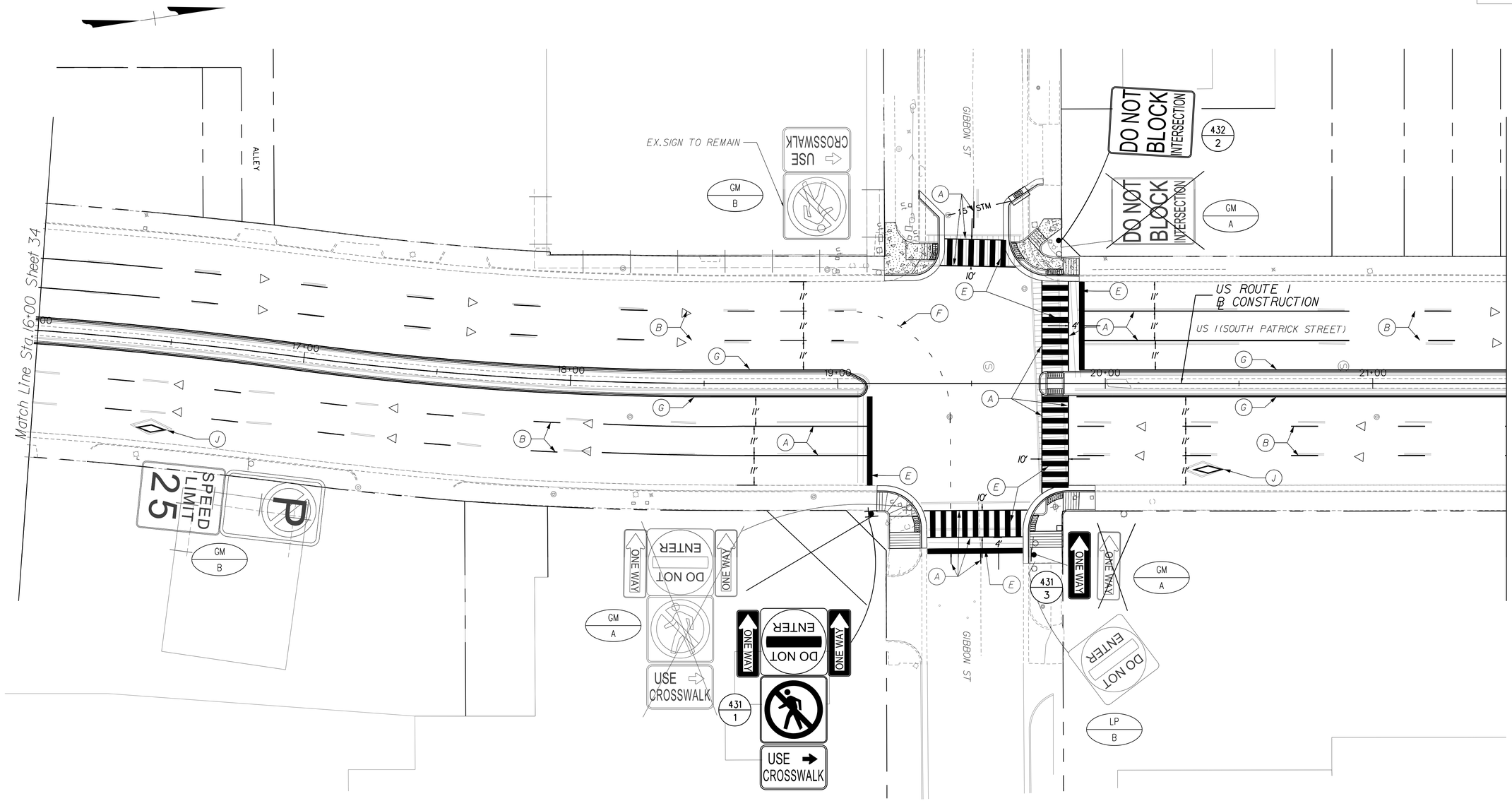
US ROUTE 1 SOUTH MEDIAN PROJECT SIGNING AND MARKING PLAN

SHEET
39 OF 47
SCALE 1"=20'

X:\46644111\202182.01\TECH\1! Task Order 06 - Route 1 South Median\Civil\DWG\Traffic\39_t-US-1 Marking-03.dgn
10/16/2025

SIGNING AND MARKING PLANS



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- Ⓕ TYPE B,CLASS I,WHITE,6" WIDTH - 2' LONG,6' SPACE
- Ⓖ TYPE B,CLASS I,YELLOW,4" WIDTH - SOLID LINE
- Ⓗ TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU
- Ⓘ TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU/LEFT
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NOTE:
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HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
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10/16/2025
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8150 LEESBURG PIKE
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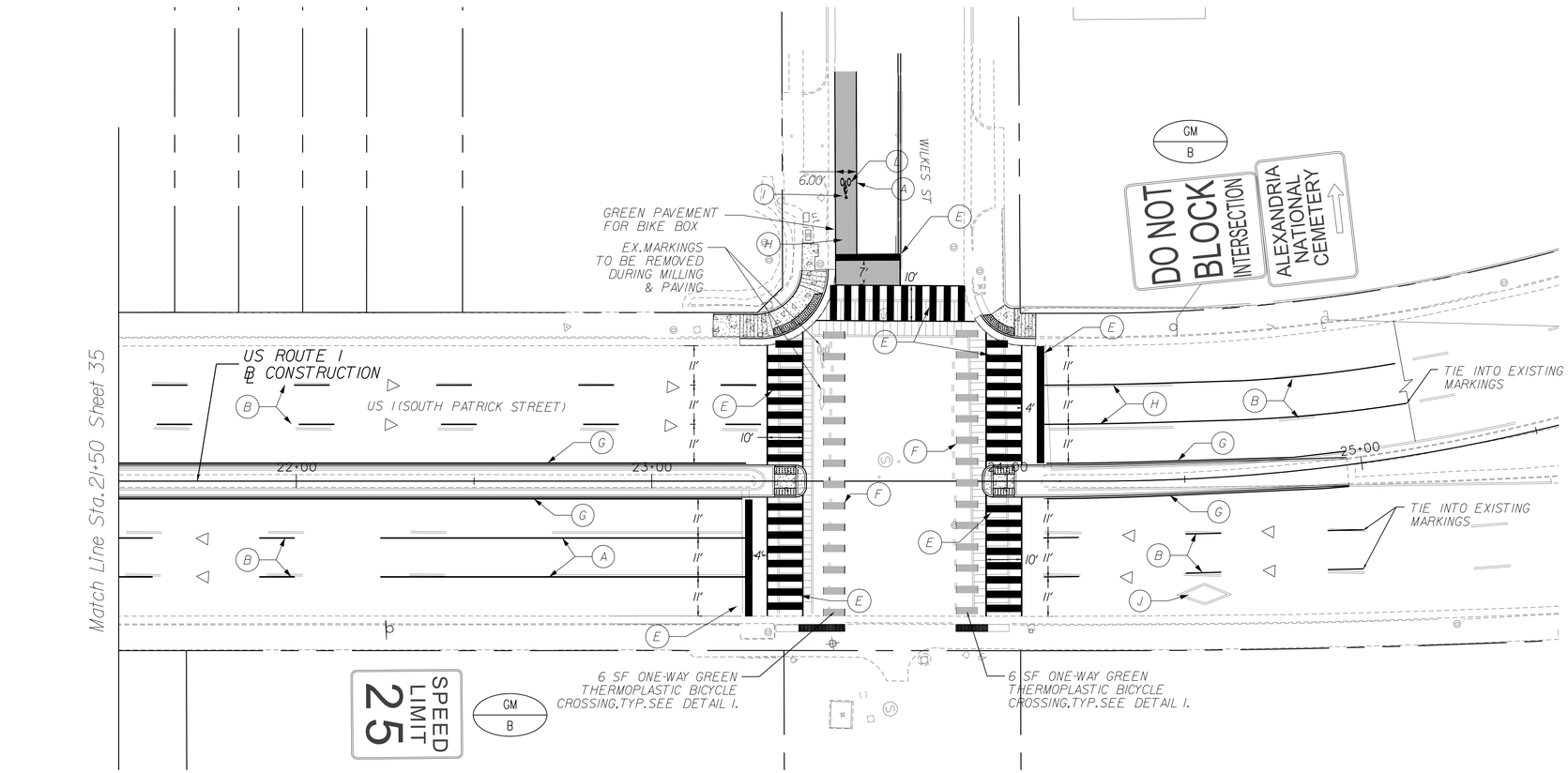
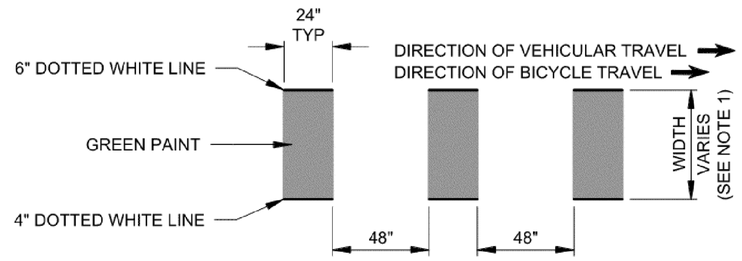
US ROUTE 1 SOUTH MEDIAN PROJECT – SIGNING AND MARKING PLAN

SHEET
40 OF 47
SCALE 1"=20'

X:\466441\202182.01\TECH\!! Task Order 06 - Route 1 South Median\Civil\DWG\Traffic\40_t-US-1 Marking-04.dgn
10/16/2025

SIGNING AND MARKING PLANS





NOTES:

1. ALL MEASUREMENTS TAKEN TO THE CENTER OF THE 4" AND 6" DOTTED LINES. ONE-WAY BIKE LANES SHALL BE 5' WIDE UNLESS OTHERWISE NOTED ON THE SIGNING AND PAVEMENT MARKING PLANS.
2. WHERE ONE-WAY BIKE LANE IS ADJACENT TO GUTTERPAN AT DRIVEWAYS AND ALLEYS THERE SHALL BE NOT 4" DOTTED WHITE EDGE LINE. EXTEND GREEN PAINT TO THE EDGE OF THE GUTTERPAN. SEE THE SIGNING AND PAVEMENT MARKING PLANS FOR WIDTHS.

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- Ⓗ TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU
- Ⓘ TYPE B,CLASS I,WHITE,ELONGATED ARROW,THRU/LEFT
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- Ⓚ TYPE B,CLASS I,PVMT SYMB MRKG (HOV LANE,WHITE)
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- Ⓜ TYPE B,CLASS I,WHITE,8" WIDTH - SOLID LINE
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0 20' 40'

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SUITE 630
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SHEET
41 OF 47
SCALE 1"=20'

US ROUTE 1 SOUTH MEDIAN PROJECT – SIGNING AND MARKING PLAN 03

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10/16/2025

SIGN SCHEDULE

NOTES:
1. SIGN COLOR COMBINATIONS SHALL BE IN ACCORDANCE WITH THE FHWA SHS BOOK AND THE 2011 VIRGINIA SHS BOOK.
2. ALL BLACK SHEETING SHALL BE NON-REFLECTIVE.
3. SIGN STRUCTURES SHALL BE INSTALLED PER THE NOTED SIGN ST'D.
4. ALL ST'D STP-I SHALL BE SINGLE POST UNLESS OTHERWISE NOTED.
5. ALL SIGN PANELS SHALL BE SHEET ALUMINUM UNLESS OTHERWISE NOTED.

SIGNING SCHEDULE

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	MUTCD STD. NO.	QUANTITY	SIGN AREA SQ.FT.EA	REMARKS
1		421	STP-I TYPE A 2 1/2" - 10 GA.	36"	36"	R3-1	1	9.0	
				54"	18"	R6-1R	1	6.75	
			WITH 2 3/16" - 10 GA. INNER POST	36"	36"	R3-1	1	9.0	
2		431	STP-I TYPE A 2 1/2" - 10 GA.	54"	18"	R6-1L	1	6.75	
				54"	18"	R6-1R	1	6.75	
			WITH 2 3/16" - 10 GA. INNER POST	36"	36"	R5-1	1	9.0	
				24"	24"	R9-3	1	4.0	
				24"	18"	R9-3BPR	1	3.0	
3		432	STP-I TYPE C 2" - 14 GA.	24"	30"	R10-7	1	5.0	
4		432	STP-I TYPE C 2" - 14 GA.	54"	18"	R6-1L	1	6.75	

SIGNING & MARKING
SIGN SCHEDULES

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US ROUTE 1 MEDIAN PROJECT – SIGNING SCHEDULE

SHEET
42 OF 47
SCALE 1"=20'

GENERAL NOTES

1. THE FIELD LOCATION OF ANY ITEM TO BE INSTALLED AS PART OF THIS PROJECT SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

2. BURIED UTILITIES AND STRUCTURES: PIPELINES, STORM SEARS, POWER CABLES, UTILITY CABLES, AND OTHER PUBLICLY AND PRIVATELY OLED UNDERGROUND OBSTRUCTIONS EXIST ADJACENT TO AND WITHIN THE STREET RIGHT OF WAY WITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL INVESTIGATE THE LOCATION OF SUCH BURIED UTILITIES AND STRUCTURES WITH PUBLIC AND PRIVATE UTILITIES.

3. THE 2020 VDOT ROAD AND BRIDGE SPECIFICATIONS AND THE 2016 ROAD AND BRIDGE STANDARDS AND SUBSEQUENT REVISIONS TO THESE STANDARDS THAT ARE CURRENT AT THE TIME OF CONSTRUCTION AND DETAILS PROVIDED IN THIS PLAN SET SHALL APPLY TO ALL WORK REQUIRED IN THIS PROJECT. WHETHER A PARTICULAR DETAIL IS SPECIFICALLY REFERENCED TO WORK ITEM OR NOT. IN THE EVENT OF A CONFLICT, THE ORDER OF PRECEDENCE SHALL BE: THE PROJECT SPECIAL PROVISIONS, THE PLAN SET - INCLUDING DETAILS - SUPPLEMENTAL SPECIFICATIONS, SPECIAL PROVISION COPIED NOTES, THE CURRENT EDITION OF THE ROAD AND BRIDGE SPECIFICATIONS, AND THE CURRENT EDITION OF THE ROAD AND BRIDGE STANDARDS AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR APPLYING THE PROPER DETAILS.

4. ANY OF THE CONTRACTOR'S WORK ACTIVITIES WHICH IMPACT ANY UTILITY FACILITY SHALL BE COORDINATED WITH THE OWNER OF THE AFFECTED UTILTIES. THE CONTRACTOR SHALL FOLLOW ANY AND ALL WORK PROCEDURES THE UTILITY OWNERS MAY REQUIRE.

5. ALL WORK SHOWN ON THESE PLANS SHALL BE PERFORMED BY THE CONTRACTOR UNLESS SPECIFICALLY NOTED TO BE PERFORMED BY OTHERS.

6. WHERE THE TERMS "DEPARTMENT", "ENGINEER", AND "CONTRACT ENGINEER" APPEAR IN THE VDOT SPECIFICATIONS, SPECIAL PROVISIONS, AND SPECIAL PROVISIONS COPIED NOTES USED IN THIS CONTRACT, FOR THE CITY OF ALEXANDRIA, DEPARTMENT OF PROJECT IMPLEMENTATIONS, COTR, AND PROJECT MANAGER SHALL BE AUTHORIZED REPRESENTATIVES.

7. THE CONTRACTOR SHALL OBTAIN ALL CITY AND STATE PERMITS AS REQUIRED.

STANDARD TRAFFIC SIGNAL LEGEND

PLAN ITEM	PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Metal Signal Pole & Foundation and Mast Arm (As noted in Signal Pole Legend)		
Pedestal Pole and Foundation (St'd. PF-2)		
Pedestal Pole and Foundation (St'd. PA-3)		
Traffic Signal Head w/ Backplate		
Traffic Signal Head w/o Backplate		
Pedestrian Signal Head		
Pedestrian Pushbutton & Sign	PA	PA
Traffic Signal Sign Mast Arm or Span Wire Mt'd.		
Traffic Signal Sign Pole Mounted		
Emergency Vehicle Pre-emption (EVP) Sensor		
w/ Conf. Light		
w/o Conf. Light		
Video Detection Camera		
Junction Box (St'd. as noted on plans)		
Signal Luminaire (400 W) and Arm		
Loop Detector (Size as noted on plans)	6' x 20'	6' x 20'
Video Detection Zone (Size as noted on plans)		
Conduit		

PLAN ITEM	PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Electrical Service Meter	SM	SM
Electrical Service Safety Switch (Disconnect)	SS	SS
Controller Cabinet Ground Mounted		
Controller Cabinet Pole Mounted		

LABELS					
Signal Pole or Controller	A	Proposed Signal Head	2	Signal Phasing	Ø2
Cable and Conduit	A	Existing Signal Head	2	Pedestrian Phasing	P2
Junction Box	S3	Proposed Pedestrian Signal Head	P2	Sign	S-1
		Existing Pedestrian Signal Head	P2	Video Detection Camera	VDC-1
				Emergency Preemption Detector	EVP-1

GENERAL NOTES

8. PRIOR TO ANY BORING OR EXCAVATION WORK, THE CONTRACTOR SHALL NOTIFY "MISS UTILITY", TELEPHONE NUMBER 811 (800-552-7001) AND WAIT FOR THE SERVICE TO MARK ANY UNDERGROUND UTILITY LOCATIONS.

9. THE CONTRACTOR SHALL CONTACT CITY OF ALEXANDRIA (DIVISION CHIEF, TRANSPORTATION (703-746-4225) 72 HOURS PRIOR TO THE COMMENCEMENT OF WORK.

10. MINIMUM DEPTH REQUIREMENTS FOR CONDUIT ARE AS FOLLOWS: CONDUIT INSTALLED UNDER A ROADWAY SHALL BE A MINIMUM OF 48 INCHES DEEP. MINIMUM DEPTH REQUIREMENTS FOR CONDUIT INSTALLED IN ALL OTHER AREAS SHALL BE 30 INCHES. THIS REQUIREMENT APPLIES TO DIRECTIONALLY DRILLED AND TRENCHED CONDUITS. MEASUREMENT IS TAKEN FROM THE FINISHED GROUND/ROADWAY SURFACE DOWN TO THE TOP OF THE CONDUIT.

11. CONTRAGTOR SHALL PROVDE PERPENDICULAR UTILITY ROAD CROSSING WHERE FEASIBLE.

12. CONTRACTOR SHALL ENSURE THAT THE HANDHOLES ARE FLUSH IN ALL CONDITIONS.

13. CONTRACTOR SHALL AVOID STREETLIGHTS, TREES, CURB INLET, AND OTHER CONFLICTS.

14. CONTRACTOR SHALL ENSURE THAT THE CONDUIT IS RIGID. ALL CONDUIT SHALL CONTAIN A LOCATOR WIRE AND PULL ROPE IN ACCORDANCE WITH THE 2020 ROAD AND BRIDGE SPECIFICATIONS, SECTION 700.05(h) - CONDUIT SYSTEMS.

15. CONTRACTOR SHALL INSTALL PROPOSED PEDESTRIAN SIGNAL AND PUSH BUTTON CABLES THROUGH THE EXISTING CONDUITS SYSTEM WHERE FEASIBLE. CONDUIT ROUING FROM DEVICES TO THE PROPOSED CABINET SHALL BE FIELD DETERMINED. CONTRACTOR TO INSTALL ALL PROPOSED CABLES IN A CONTINUOUS RUN. IF EXISTING CONDUIT SEGMENT IS IMPASSABLE, THE CONTRACTOR SHALL NOIFY THE CITY. THE CITY SHALL DETERMINE A RESOLUTION UP TO AND INCLUDING AUTHORIZING THE CONTRACTOR TO REPLACE THE AFFECTED CONDUIT SECTION. THE CITY SHALL PROVIDE RESOLUTION DETAILS AT THAT TIME. ANY CONDUIT INSTALLATIONS UNDER EXISTING ROADWAYS SHALL BE BORED.

SIGNAL NOTES

1. THE EXISTING CONTROLLER AND CABINET SHALL REMAIN IN PLACE. EXISTING EQUIPMENT SUCH AS SIGNAL POLES SHALL REMAIN IN PLANCE. THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO MAINTAIN AND PROTECT THE POLES AND FOUNDATIONS.

2. ALL UNUSED EXISTING EQUIPMENT SHALL BE REMOVED INCLUDING, WIRING, PEDESTRIAL SIGNAL EADS, PUSHBUTTONS, AND CONDUITS.

3. THE PROJECT SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING COMMUNICATION TO THE TRAFFIC SIGNAL CONTROLLER AT ALL TIMES.

4. EXISTING SIDEWALK THAT IS IMPACTED BY CONSTRUCTION SHALL BE REPLACED TO MATCH EXISTING TO THE NEAREST JOINT.

5. PROPOSED PEDESTRIAN SIGNAL HEADS SHALL BE SP-8 LED COUNTDOWN AND MOUNTED IN ACCORDANCE WITH ST'D SMB-3. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED AT A HEIGHT OF 10-FT. PF-2'S SHALL BE 12-FT IN HEIGHT UNLESS OTHERWISE NOTED ON THE PLANS.

6. FOR PEDESTRIAN EQUIPMENT ORIENTATION, SEE PEDESTRIAN EQUIPMENT DETAILS PER QUADRANT, AS SHOWN ON SIGNAL PLANS. ALL PEDESTRIAN PUSHBUTTONS SHALL BE INSTALLED AS ACCESSIBLE PEDESTRIAN SIGNALS AND ACCESSIBLE PEDESTRIAN PUSHBUTTONS, WITH ALL SIGNS, WIRING, INDICATIONS, TONES, AND OTHER ELEMENTS INSTALLED IN ACCORDANCE WITH CONSTRUCTION CONTRACT DOCUMENTS.

7. PEDESTRIAN POLES SHALL CONFORM TO THE MOST RECENT VDOT SPECIFICATIONS.

8. PEDESTRIAN POLES SHALL BE GALVANIZED WITH A BLACK POWDER COAT FINISH.

9. SIGNAL HEADS SHALL BE ALUMINUM AND PAINTED FEDERAL YELLOW.

10. THERE SHALL BE JBS-2 JUNCTION BOXES AT EACH POLE BASE.

11. SIGNAL WIRES SHALL BE CONTINUOUS FROM THE CONTROLLER CABINET TO THE SIGNAL HEADS, SPLICES ARE UNACCEPTABLE

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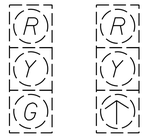
US ROUTE 1 MEDIAN PROJECT – SIGNAL GENERAL NOTES

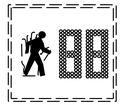
SHEET
43 OF 47
SCALE 1"=20'

EXISTING SIGNALS



2,4 2

EXISTING PED SIGNALS TO BE REMOVED



HEAD P2,P4

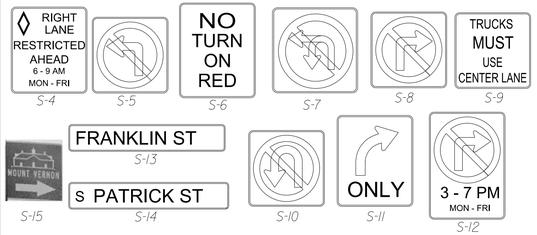
PROPOSED SIGNS

S-1 R10-3E (Left) (9" x 15")

S-2 R10-3E (Right) (9" x 15")

S-3 R10-3E (Left & Right) (9" x 15")

EXISTING SIGNS



S-4 S-5 S-6 S-7 S-8 S-9 S-13 S-14 S-15 S-10 S-11 S-12

EXISTING VEHICULAR SIGNALS TO BE REMOVED

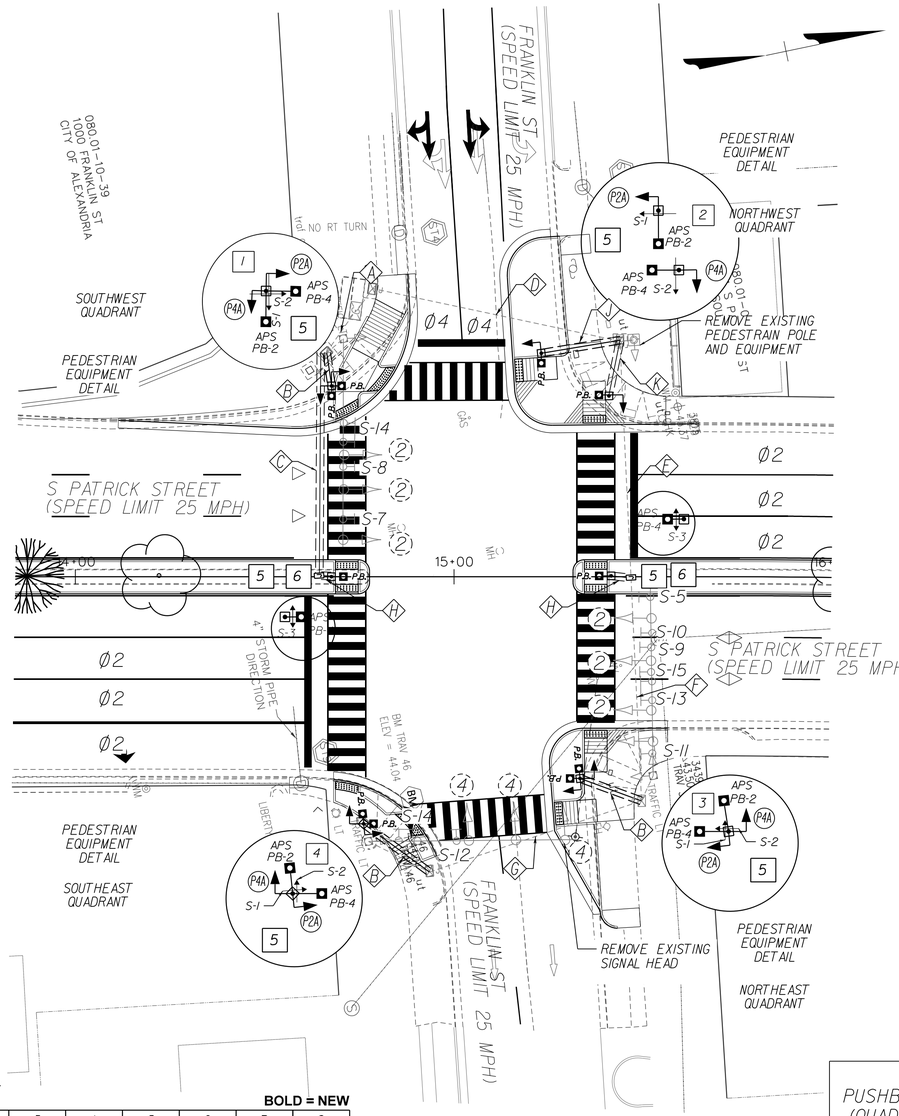
4

PROPOSED SIGNALS

HEADS P2A,P4A

CONSTRUCTION NOTES

1. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P2 AND P4 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE SW QUADRANT. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON ON THE EXISTING SIGNAL POLE AND INSTALL NEW PEDESTRIAN SIGNAL HEADS P2A AND P4A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
2. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P2 AND P4 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE NW QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL POLE, SIGNAL HEADS AND PUSHBUTTONS. INSTALL NEW PEDESTRIAN SIGNAL HEADS P2A AND P4A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
3. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P2 AND P4 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE NE QUADRANT. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON ON THE EXISTING SIGNAL POLE AND INSTALL NEW PEDESTRIAN SIGNAL HEADS P2A AND P4A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
4. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P2 AND P4 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE SE QUADRANT. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON ON THE EXISTING SIGNAL POLE AND INSTALL NEW PEDESTRIAN SIGNAL HEADS P2A AND P4A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
5. INSTALL PROPOSED PEDESTAL POLE FOUNDATION INTO CURB AS SHOWN (SEE DETAIL).
6. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASE P4 ON PROPOSED 5' PEDESTAL POLE (ST'D PF-2) IN THE MEDIAN. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.



CABLE AND CONDUIT LEGEND

- (A) USE EXISTING CONDUIT 8-14/7C FOR PED HEADS P2 AND P4 12-14/2C FOR PUSHBUTTONS
- (B) 1 - 3" CONDUIT (TRENCHED) 2-14/7C FOR PED HEADS P2 AND P4 2-14/2C FOR PUSHBUTTONS
- (C) 1 - 3" CONDUIT (BORED) 1-14/2C FOR PUSHBUTTONS
- (D) USE EXISTING CONDUIT 6-14/7C FOR PED HEADS P2 AND P4 8-14/2C FOR PUSHBUTTONS
- (E) USE EXISTING CONDUIT 4-14/7C FOR PED HEADS P2 AND P4 5-14/2C FOR PUSHBUTTONS
- (F) USE EXISTING CONDUIT 4-14/7C FOR PED HEADS P2 AND P4 4-14/2C FOR PUSHBUTTONS
- (G) USE EXISTING CONDUIT 2-14/7C FOR PED HEADS P2 AND P4 2-14/2C FOR PUSHBUTTONS
- (H) 1 - 3" CONDUIT (TRENCHED) 1-14/2C FOR PUSHBUTTONS
- (J) 1 - 3" CONDUIT (TRENCHED) 1-14/7C FOR PED HEAD P2 1-14/2C FOR PUSHBUTTON
- (K) 1 - 3" CONDUIT (TRENCHED) 1-14/7C FOR PED HEAD P4 1-14/2C FOR PUSHBUTTON

Initial Timing Chart

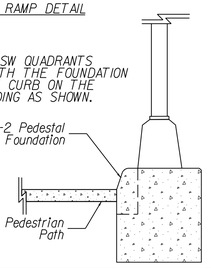
BOLD = NEW

PHASE	1	2	3	4	5	6	7	8
MOVEMENT		NB-SB THRU		EB				
PHASE ON		X		X				
PHASE OFF	X		X		X	X	X	X
INTERVAL	PHASE TIMINGS							
MIN GR		10.0		14.0				
PASSAGE		0.0		2.0				
AMBER		3.5		3.3				
RED		1.0		3.0				
MAX 1		80		30				
MAX 2		0.0		0.0				
MIN GAP		0.0		2.0				
LEADING PED WALK		0.0		0.0				
PED WALK		7.0		7.0				
PED CLEARANCE		14.0		23.0				
MODE		MIN RECALL		NON-LOCK				

NOTE: EXISTING TIMINGS ABOVE ARE BASED ON TIMING DATA PROVIDED BY THE CITY.

PEDESTAL POLE & RAMP DETAIL

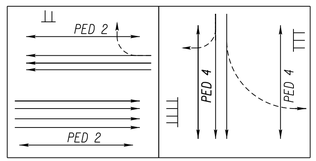
POLE IN NE, NW, SE, AND SW QUADRANTS SHALL BE INSTALLED WITH THE FOUNDATION CONSTRUCTED INTO THE CURB ON THE BACKSIDE OF THE LANDING AS SHOWN.



PUSHBUTTON (QUADRANT)	SPEECH PB INFORMATION MESSAGE	AUDIBLE WALK INDICATION
P2 (NE, NW, SE, SW)	WAIT TO CROSS FRANKLIN AT PATRICK	FRANKLIN. WALK SIGN IS ON TO CROSS FRANKLIN.
P4 (NE, NW, SE, SW)	WAIT TO CROSS PATRICK AT FRANKLIN	PATRICK. WALK SIGN IS ON TO CROSS PATRICK.
P4 (MEDIAN)	WAIT TO CROSS PATRICK AT FRANKLIN	PERCUSSIVE TONE

NOTE: ALL OTHER TONES AND BEACONING ASSOCIATED WITH APS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS.

PHASING DIAGRAM



COLOR SEQUENCE CHART

SIGNAL	PHASES		COMBINATIONS	FLASH
	2	4	2-2	
2	G		G	Y
4		G		R
APS 2A	W	DW	W	BLANK
APS 4A	DW	W	DW	BLANK

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
10/14/2025
PROFESSIONAL ENGINEER

CITY OF ALEXANDRIA VIRGINIA

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

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(703) 942-8900
WWW.MEADHUNT.COM
Mead & Hunt

90% DESIGN

S. PATRICK STREET (US ROUTE 1) AND FRANKLIN STREET (TRAFFIC SIGNAL PLAN)

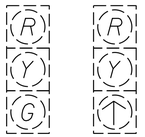
DATE	REVISIONS	BY	DESCRIPTION

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: --/--/--
CONSULTANT PROJECT ID.: --/--/--
DESIGNED BY: BN DATE: --/--/--
DRAWN BY: BN DATE: --/--/--
CHECKED BY: JP DATE: --/--/--
APPROVED BY: -- DATE: --/--/--

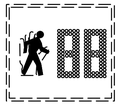
SHEET 44 OF 47
SCALE 1"=20'

X:\4664411\202182.01\TECH\1 Task Order 06 - Route 1 South Median\Civil\DWG\Traffic\44_t-US-1 Plan-Franklin.dgn
10/14/2025

EXISTING SIGNALS



EXISTING PED SIGNALS TO BE REMOVED



HEAD
P1, P2

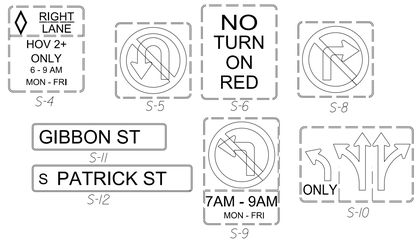
PROPOSED SIGNS

S-1
R10-3E
(Left)
(9" x 15")

S-2
R10-3E
(RIght)
(9" x 15")

S-3
R10-3E
(Left & RIght)
(9" x 15")

EXISTING SIGNS



PROPOSED SIGNALS

HEADS
P1A, P2A

CABLE AND CONDUIT LEGEND

Ⓐ USE EXISTING CONDUIT
6-1⁄4/7C FOR PED HEADS P1 AND P2
8-1⁄4/2C FOR PUSHBUTTONS

Ⓑ 1 - 3" CONDUIT (TRENCHED)
1-1⁄4/7C FOR PED HEAD P1
1-1⁄4/2C FOR PUSHBUTTON

Ⓒ USE EXISTING CONDUIT
5-1⁄4/2C FOR PUSHBUTTONS
7-1⁄4/2C FOR PUSHBUTTON

Ⓓ 1 - 3" CONDUIT (TRENCHED)
2-1⁄4/7C FOR PED HEADS P1 AND P2
2-1⁄4/2C FOR PUSHBUTTONS

Ⓔ USE EXISTING CONDUIT
3-1⁄4/7C FOR PED HEADS P1 AND P2
5-1⁄4/2C FOR PUSHBUTTONS

Ⓕ 1 - 3" CONDUIT (TRENCHED)
2-1⁄4/2C FOR PUSHBUTTONS

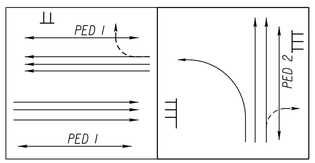
Ⓖ USE EXISTING CONDUIT
3-1⁄4/7C FOR PED HEADS P1 AND P2
3-1⁄4/2C FOR PUSHBUTTONS

Ⓗ USE EXISTING CONDUIT
1-1⁄4/7C FOR PED HEAD P1
1-1⁄4/2C FOR PUSHBUTTON

CONSTRUCTION NOTES

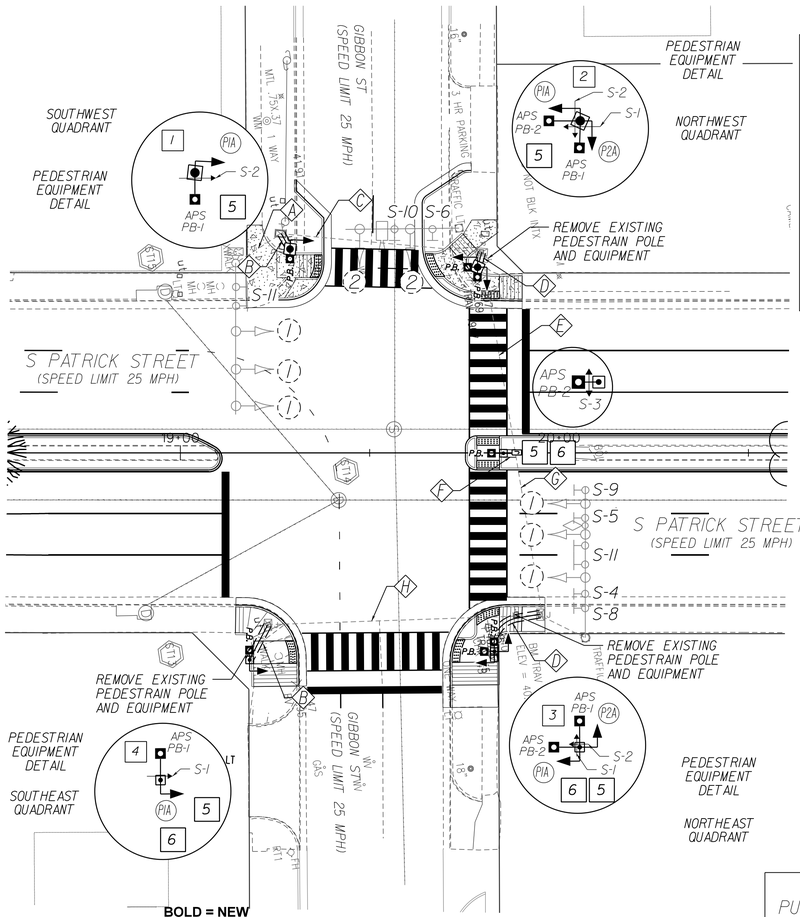
1. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P1 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE SW QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL HEAD AND PUSHBUTTON ON THE EXISTING SIGNAL POLE AND INSTALL NEW PEDESTRIAN SIGNAL HEAD P1A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
2. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P1 AND P2 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE NW QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL POLE, SIGNAL HEADS AND PUSHBUTTONS. INSTALL NEW PEDESTRIAN SIGNAL HEADS P1A AND P2A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
3. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P1 AND P2 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE NE QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL POLE, SIGNAL HEADS AND PUSHBUTTONS. INSTALL NEW PEDESTRIAN SIGNAL HEADS P1A AND P2A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
4. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P2 AND P4 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE SE QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL POLE, SIGNAL HEADS AND PUSHBUTTONS. INSTALL NEW PEDESTRIAN SIGNAL HEADS P1A AND P2A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
5. INSTALL PROPOSED PEDESTAL POLE FOUNDATION INTO CURB AS SHOWN (SEE DETAIL).
6. INSTALL PROPOSED PEDESTAL POLE FOUNDATION FLUSH WITH THE ADA RAMP.
7. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASE P2 ON PROPOSED 5' PEDESTAL POLE (ST'D PF-2) IN THE MEDIAN. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.

PHASING DIAGRAM



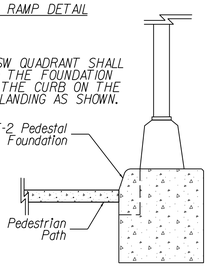
COLOR SEQUENCE CHART

SIGNAL	PHASES		COMBINATIONS	FLASH
	1	2	1-1	
1	G		G	Y
2		G		R
APS 1A	W	DW	W	BLANK
APS 2A	DW	W	DW	BLANK



PEDESTAL POLE & RAMP DETAIL

POLES IN NW AND SW QUADRANT SHALL BE INSTALLED WITH THE FOUNDATION CONSTRUCTED INTO THE CURB ON THE BACKSIDE OF THE LANDING AS SHOWN.



Initial Timing Chart

BOLD = NEW

PHASE	1	2	3	4	5	6	7	8
MOVEMENT	NB-SB THRU	WB						
PHASE ON	X	X						
PHASE OFF			X	X	X	X	X	X
INTERVAL	PHASE TIMINGS							
MIN GR	10.0	7.0						
PASSAGE	2.0	2.0						
AMBER	3.5	3.3						
RED	1.0	3.0						
MAX 1	40	36						
MAX 2	0.0	0.0						
MIN GAP	2.0	0.0						
LEADING PED WALK	0.0	0.0						
PED WALK	5	4						
PED CLEARANCE	17	24						
MODE								

NOTE: EXISTING TIMINGS ABOVE ARE BASED ON TIMING DATA PROVIDED BY THE CITY.

PUSHBUTTON (QUADRANT)	SPEECH PB INFORMATION MESSAGE	AUDIBLE WALK INDICATION
P1 (NE, NW)	WAIT TO CROSS GIBBON AT PATRICK	GIBBON. WALK SIGN IS ON TO CROSS GIBBON.
P2 (NE, NW)	WAIT TO CROSS PATRICK AT GIBBON	PATRICK. WALK SIGN IS ON TO CROSS PATRICK.
P1 (SE, SW)	WAIT TO CROSS GIBBON AT PATRICK	PERCUSSIVE TONE
P2 (MEDIAN)	WAIT TO CROSS PATRICK AT GIBBON	PERCUSSIVE TONE

NOTE: ALL OTHER TONES AND BEACONING ASSOCIATED WITH APS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS.

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
10/14/2025
PROFESSIONAL ENGINEER

90% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
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8150 LEESBURG PIKE
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VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM

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SHEET
45 OF 47
SCALE 1"=20'

S. PATRICK STREET (US ROUTE 1) AND GIBBON STREET (TRAFFIC SIGNAL PLAN)

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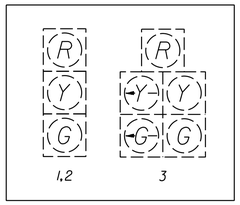
10/14/2025

EXISTING SIGNALS



EXISTING SIGNALS TO BE REMOVED

HEAD
P1, P2

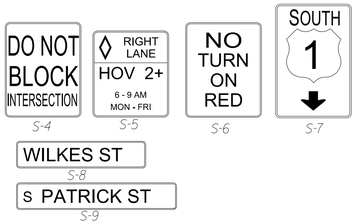
PROPOSED SIGNS

S-1
R10-3E
(Left)
(9" x 15")

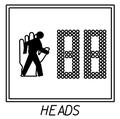
S-2
R10-3E
(Right)
(9" x 15")

S-3
R10-3E
(Left & Right)
(9" x 15")

EXISTING SIGNS



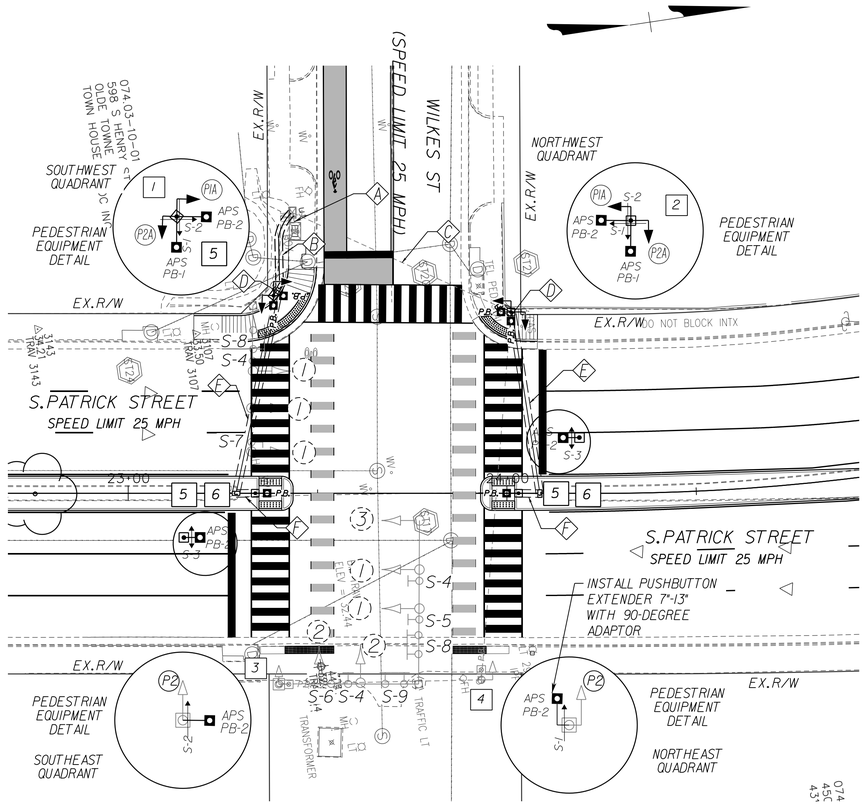
PROPOSED SIGNALS



HEADS
P1A, P2A

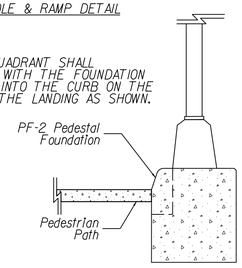
CABLE AND CONDUIT LEGEND

- (A) USE EXISTING CONDUIT 4-14/7C FOR PED HEADS P1 AND P2 8-14/2C FOR PUSHBUTTONS
- (B) 1 - 3" CONDUIT (TRENCHED) 2-14/7C FOR PED HEADS P1 AND P2 4-14/2C FOR PUSHBUTTONS
- (C) USE EXISTING CONDUIT 2-14/7C FOR PED HEADS P1 AND P2 4-14/2C FOR PUSHBUTTONS
- (D) 1 - 3" CONDUIT (TRENCHED) 2-14/7C FOR PED HEADS P1 AND P2 2-14/2C FOR PUSHBUTTONS
- (E) 1 - 3" CONDUIT (BORED) 2-14/2C FOR PUSHBUTTONS
- (F) 1 - 3" CONDUIT (TRENCHED) 2-14/2C FOR PUSHBUTTONS



PEDESTAL POLE & RAMP DETAIL

POLE IN SW QUADRANT SHALL BE INSTALLED WITH THE FOUNDATION CONSTRUCTED INTO THE CURB ON THE BACKSIDE OF THE LANDING AS SHOWN.



Initial Timing Chart

BOLD = NEW

PHASE	1	2	3	4	5	6	7	8
MOVEMENT	NB-SB THRU	EB	NB LEFT					
PHASE ON	X	X	X					
PHASE OFF				X	X	X	X	X
INTERVAL	PHASE TIMINGS							
MIN GR	10.0	7.0	4.0					
PASSAGE	2.0	2.0	2.0					
AMBER	3.6	3.6	3.6					
RED	2.0	2.0	2.0					
MAX 1	40	20	4					
MAX 2	0.0	0.0	0.0					
MIN GAP	2.0	2.0	2.0					
LEADING PED WALK	0.0	0.0	0.0					
PED WALK	6.0	4.0	0.0					
PED CLEARANCE	19.0	27.0	0.0					
MODE		MIN RECALL	NON-LOCK					

NOTE: EXISTING TIMINGS ABOVE ARE BASED ON TIMING DATA PROVIDED BY THE CITY.

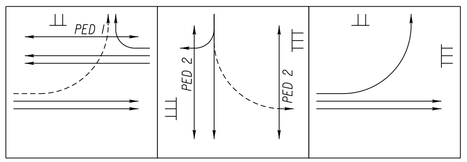
PUSHBUTTON (QUADRANT)	SPEECH PB INFORMATION MESSAGE	AUDIBLE WALK INDICATION
P2 (NW, SW)	WAIT TO CROSS PATRICK AT WILKES	PATRICK. WALK SIGN IS ON TO CROSS PATRICK.
P1 (NW, SW)	WAIT TO CROSS WILKES AT PATRICK	WILKES. WALK SIGN IS ON TO CROSS WILKES.
P2 (NE, SE, MEDIAN)	WAIT TO CROSS PATRICK AT WILKES	PERCUSSIVE TONE

NOTE: ALL OTHER TONES AND BEACONING ASSOCIATED WITH APS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS IN THE CONTRACT DOCUMENTS.

COLOR SEQUENCE CHART

SIGNAL	PHASES			COMBINATIONS		FLASH
	1	2	3	1-3	1-1	
1	G			G	G	Y
2		G				R
3			G / G	→G		Y
APS 1A	W	DW	DW	DW	W	BLANK
APS 2, 2A	DW	W	DW	DW	DW	BLANK

PHASING DIAGRAM



CONSTRUCTION NOTES

1. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P1 AND P2 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE SW QUADRANT. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS ON THE EXISTING SIGNAL AND INSTALL NEW PEDESTRIAN SIGNAL HEADS P1A AND P2A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
2. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASES P1 AND P2 ON PROPOSED PEDESTAL POLE (ST'D PF-2) IN THE NW QUADRANT. REMOVE EXISTING PEDESTRAIN SIGNAL POLE, SIGNAL HEADS AND PUSHBUTTONS. INSTALL NEW PEDESTRIAN SIGNAL HEADS P1A AND P2A ON THE PROPOSED PF-2 POLE. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
3. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASE P2 ON EXISTING PEDESTRIAN POLE IN THE SE QUADRANT. REMOVE EXISTING PEDESTRIAN PUSHBUTTONS AND INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.
4. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASE P2 ON EXISTING PEDESTRIAN POLE IN THE NE QUADRANT. REMOVE EXISTING PEDESTRIAN PUSHBUTTONS AND INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY WITH 7' - 13' 90 DEGREE EXTENDER AS SHOWN.
5. INSTALL PROPOSED PEDESTAL POLE FOUNDATION INTO CURB AS SHOWN (SEE DETAIL).
6. INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTONS FOR PEDESTRIAN PHASE P2 ON PROPOSED 5' PEDESTAL POLE (ST'D PF-2) IN THE MEDIAN. INSTALL NEW PEDESTRIAN APS PUSHBUTTON ASSEMBLY AS SHOWN.

HORIZONTAL SCALE
0 20' 40'

COMMONWEALTH OF VIRGINIA
JYOTHIRMAI PALADUGU
Lic. No. 0402049803
10/14/2025
PROFESSIONAL ENGINEER

90% DESIGN

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DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
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REVISIONS
DATE | DESCRIPTION | BY

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Mead & Hunt
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(703) 942-8900
WWW.MEADHUNT.COM

S. PATRICK STREET (US ROUTE 1) AND WILKES STREET (TRAFFIC SIGNAL PLAN)

SHEET
46 OF 47
SCALE 1"=20'

X:\4664411\202182.01\TECH\! Task Order 06 - Route 1 South Median\Civil\DWG\Traffic\46_t-US-1 Plan-Wilkes.dgn
10/14/2025

LANDSCAPE NOTES & DETAILS

LANDSCAPE NOTES

1. THE PROPERTY OWNER AND/OR APPLICANT, SPECIFIER, CONTRACTOR AND INSTALLER OF PLANT MATERIAL ARE RESPONSIBLE FOR UNDERSTANDING AND ADHERING TO THE STANDARDS SET FORTH IN THE MOST RECENT VERSION OF THE CITY OF ALEXANDRIA LANDSCAPE GUIDELINES AND APPLICABLE CONDITIONS OF APPROVAL. ALL QUESTIONS REGARDING APPLICATION OF, OR ADHERENCE TO, THE STANDARDS AND/OR CONDITIONS OF APPROVAL SHALL BE DIRECTED TO THE CITY PRIOR TO COMMENCEMENT OF DEMOLITION, CONSTRUCTION, OR ANY LAND DISTURBING ACTIVITY.

2. THE CITY-APPROVED CITY-APPROVED LANDSCAPE PLAN SUBMISSION, INCLUDING PLANT SCHEDULE, NOTES AND DETAILS SHALL BE THE DOCUMENT USED FOR INSTALLATION PURPOSES AND ALL PROCEDURES SET FORTH IN THE LANDSCAPE GUIDELINES MUST BE FOLLOWED.

3. THE CONTRACTOR CONTRACTOR SHALL NOT INTERFERE WITH ANY TREE PROTECTION MEASURES OR IMPACT ANY EXISTING VEGETATION IDENTIFIED TO BE PRESERVED PER THE APPROVED TREE AND VEGETATION PROTECTION PLAN.

4. ANY CHANGES, ALTERATIONS OR MODIFICATIONS TO THE SITE CONDITIONS THAT AFFECT VEGETATION PROTECTION ZONES WILL REQUIRE AN AMENDMENT TO THE APPROVED TREE AND VEGETATION PROTECTION PLAN AND/OR DETAILS.

5. INSTALLATION OF PLANT MATERIAL MAY ONLY OCCUR DURING THE PLANTING SEASONS IDENTIFIED IN THE LANDSCAPE GUIDELINES.

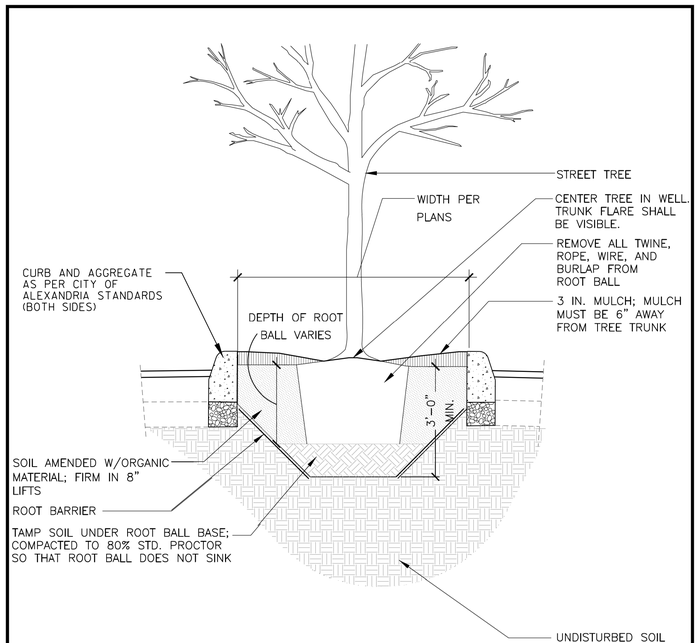
6. IN LIEU OF MORE STRENUOUS SPECIFICATIONS, ALL LANDSCAPE RELATED WORK SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE CURRENT AND MOST UP-TO-DATE EDITION (AT TIME OF CONSTRUCTION) OF LANDSCAPE SPECIFICATION GUIDELINES AS PRODUCED BY THE LANDSCAPE CONTRACTORS ASSOCIATION OF MARYLAND, DISTRICT OF COLUMBIA AND VIRGINIA; GAITHERSBURG, MARYLAND.

7. SUBSTITUTIONS TO THE APPROVED PLANT MATERIAL SHALL NOT OCCUR UNTIL WRITTEN APPROVAL IS PROVIDED BY THE CITY.

8. MAINTENANCE FOR THIS PROJECT SHALL BE PERFORMED BY THE OWNER, APPLICANT, SUCCESSOR(S) AND/OR ASSIGN(S) IN PERPETUITY AND IN COMPLIANCE WITH CITY OF ALEXANDRIA LANDSCAPE GUIDELINES AND AS CONDITIONED BY PROJECT APPROVAL, AS APPLICABLE.

TREE PLANTING SCHEDULE

STATION	OFFSET	SPECIES	NOTES
12+82.07	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
13+17.24	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
13+52.10	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
13+87.13	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
14+22.10	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
16+04.44	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
16+39.44	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
16+74.43	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
17+09.43	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
17+44.43	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
17+79.43	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
18+14.44	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
18+49.44	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
20+65.44	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
21+00.44	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
21+35.43	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
21+70.43	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
22+05.43	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
22+40.43	0'	OAK - CRIMSON SPIRE	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)
22+75.43	0'	BLACK GUM (NYSSA SYLVATICA) – TUPELO TOWER	20 GALLON (2.5" CALIPER TREE) @ 35' SPACING (TYPICAL)



NOTES

1. THIS CROSS-SECTION APPLIES TO BOTH TREE PLANTING STRIPS AND TREE PLANTING WELLS.
2. REFER TO LANDSCAPE GUIDELINES FOR GENERAL STREET TREE PLANTING NOTES.

A STREET TREE PLANTING WELL (MODIFIED FOR MEDIAN)
NOT TO SCALE

COMMONWEALTH OF VIRGINIA
DOUGLAS C. BOBB
Lic. No 34818
10/14/25
PROFESSIONAL ENGINEER

100% DESIGN

CITY OF ALEXANDRIA, VIRGINIA
DEPARTMENT OF PROJECT IMPLEMENTATION
301 KING STREET
ALEXANDRIA, VIRGINIA 22314

REVISIONS
DATE | DESCRIPTION | BY

ALEXANDRIA PROJECT NO.: 2663
DATE OF PLAN ISSUANCE: —
CONSULTANT PROJECT ID.: —
DESIGNED BY: SK DATE: —
DRAWN BY: SK DATE: —
CHECKED BY: DB DATE: —
APPROVED BY: — DATE: —

US ROUTE 1 SOUTH MEDIAN PROJECT – LANDSCAPE NOTES AND DETAILS

8150 LEESBURG PIKE
SUITE 630
VIENNA, VA 22182
(703) 942-8900
WWW.MEADHUNT.COM
Mead &Hunt

SHEET
47 OF 47
SCALE: N/A

X:\1466411\202182.01\TECH\1 Task Order 06 – Route 1 South Median\Civil\DWG\Print Sheets\d-US 1 Landscape notes det.dgn
10/10/2025