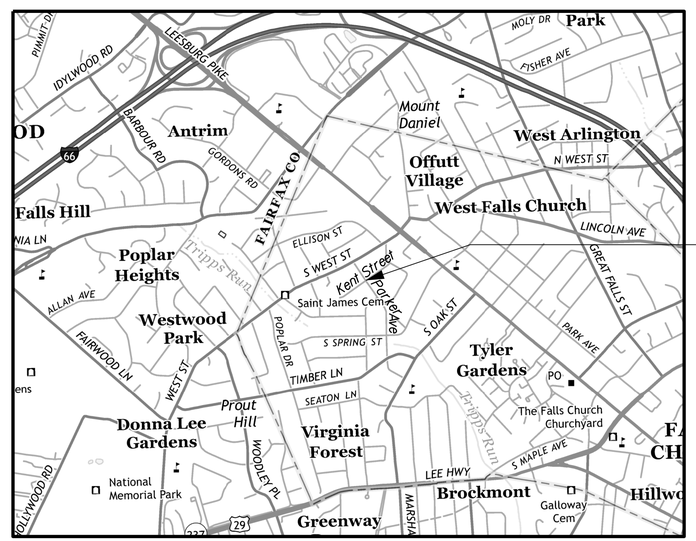
CITY OF FALLS CHURCH

PARKER AVENUE - KENT STREET

INTERSECTION IMPROVEMENTS

LEGEND:

- BENCHMARK
- SIGN
- POWER POLE
- LIGHT POLE
- 319.75 GROUND SHOT
- SANITARY SEWER MANHOLE
- WATER VALVE
- GAS VALVE
- GAS TEST CONNECTION
- IRON PIPE FOUND
- TRAVERSE
- CURB AND GUTTER
- WOODLINE
- OVERHEAD ELECTRIC AND TELEPHONE
- OVERHEAD TELEPHONE
- COMMUNICATIONS PAINT MARK
- ELECTRIC PAINT MARK
- WATERLINE PAINT MARK
- GAS LINE PAINT MARK
- FENCE



Parker Avenue is assumed to run in a north - south direction.

Project Location

Index of Sheets

1	Title Sheet
2	General Notes
3	Typical Sections / Details
4	Intersection Plan
5	Geometry and Grading Plan
6	Roadway and Curb Profiles
7	AutoTurn Analysis Plan
8	Maintenance of Traffic General Notes
9	Maintenance of Traffic / Sequence of Construction
10	Cross Sections

THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT'S 2007 ROAD AND BRIDGE SPECIFICATIONS, 2008 ROAD AND BRIDGE STANDARDS, 2009 MUTCD INCLUDING REVISIONS 1 & 2, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD INCLUDING REVISION 1, 2011 VIRGINIA WORK AREA PROTECTION MANUAL, AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

FINAL DESIGN PLANS (100%)
SUBMITTED: JANUARY 15, 2015

REVISED

OWNER:

City of Falls Church
Department of Development Services

300 Park Avenue, Suite 300W
Falls Church, VA 22046

APPROVAL BLOCK
DEPARTMENT OF DEVELOPMENT SERVICES

DIRECTOR _____ DATE _____

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City of Falls Church

REGISTRATION STAMP

COMMONWEALTH OF VIRGINIA
JACK A. GOODE, II
LIC. NO. 402039202
PROFESSIONAL ENGINEER
1/15/15

OWNER

Department of Development Services
City of Falls Church
300 Park Avenue, Suite 300W
Falls Church, VA 22046

PROJECT TITLE

Intersection Improvements

Parker Avenue / Kent Street

REVISIONS

MARK	DATE	DESCRIPTION

AMT FILE NO.	112-609.003
DATE:	January 15, 2015
SCALE:	
DESIGNED BY:	JG
DRAWN BY:	RG
CHECKED BY:	JG

Final Design (100%) Submission

SHEET TITLE

Title Sheet

SHEET 1 of 10

2015-01-14

GENERAL NOTES

1. ALL WORK ACTIVITIES SHALL COMPLY WITH THE VIRGINIA WORK AREA PROTECTION MANUAL AND ALL OTHER RELEVANT WORK SAFETY REQUIREMENTS, LATEST EDITIONS.

2. THE CONTRACTOR SHALL CONTACT MISS UTILITY AT 811 FOR MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION. THE CONTRACTOR IS REQUIRED TO PROTECT ALL UTILITY LINES FOUND IN THE VICINITY OF THE WORK WHETHER MARKED OR UNMARKED. PRIVATE WATER AND SEWER LATERALS WILL NOT BE MARKED BY MISS UTILITY OR THE CITY. THE CONTRACTOR WILL BE EXPECTED TO IDENTIFY, LOCATE, AND PROTECT THESE SERVICES DURING CONSTRUCTION.

3. THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THESE PLANS ARE FROM BEST AVAILABLE RECORDS AND SHALL BE CONSIDERED TO BE APPROXIMATE. WHEN CONSTRUCTION ACTIVITY REACHES IN PROXIMITY TO EXISTING UTILITIES, THE TRENCH(ES) SHALL BE OPENED A SUFFICIENT DISTANCE AHEAD OF THE WORK OR TEST PITS SHALL BE MADE TO VERIFY THE EXACT LOCATION AND INVERTS OF THE UTILITY TO ALLOW FOR NECESSARY ADJUSTMENT TO THE LINE OR GRADE OF THE PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING UTILITIES AND THE RELATED STRUCTURES. ALL EXISTING UTILITY SYSTEMS SHALL BE PROTECTED TO PREVENT DAMAGE DURING THE CONTRACTOR'S OPERATIONS. ANY SYSTEM DAMAGED SHALL BE PROMPTLY REPAIRED AT NO COST TO THE OWNER.

4. IN THE EVENT OF DAMAGE TO ANY UTILITY OR PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK, MAKE THE SITE SAFE, AND NOTIFY THE CITY'S PROJECT MANAGER.

5. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE CITY'S PROJECT MANAGER OF ANY DISCREPANCIES BETWEEN ACTUAL FIELD CONDITIONS AND THE APPROVED PLANS.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LAYING OUT THE WORK AND SHALL RETAIN A PROFESSIONAL LAND SURVEYOR LICENSED IN THE COMMONWEALTH OF VIRGINIA TO PROVIDE ALL NECESSARY CONSTRUCTION LAYOUTS AND ESTABLISH ALL CONTROL LINES, GRADES, AND ELEVATION DURING CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A COPY OF ALL CUT SHEETS FOR REVIEW, PER THE SPECIFICATIONS. THE COST OF ALL NECESSARY SURVEYING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND, UNLESS OTHERWISE SPECIFIED, THE COST SHALL BE INCORPORATED INTO THE COSTS FOR RELEVANT ITEMS.

7. EXISTING MANHOLE FRAMES, COVERS, VALVE BOXES, AND OTHER APPURTENANCES SHALL BE ADJUSTED TO THE FINAL GRADE OR REPLACED, AS NECESSARY. UNLESS OTHERWISE SPECIFIED, THE COST FOR THIS SHALL BE CONSIDERED INCIDENTAL TO THE WORK, AND SHALL BE INCORPORATED INTO THE COSTS FOR RELEVANT ITEMS.

8. THE CONTRACTOR SHALL PROVIDE ADA COMPLIANT ACCESS THROUGH OR AROUND THE SITE AT ALL TIMES AND SHALL ENSURE THE SAFETY OF ALL THOSE PASSING THROUGH OR ADJACENT TO THE SITE.

9. THE CONTRACTOR SHALL SUBMIT ANY REQUESTS FOR TEMPORARY NO PARKING RESTRICTIONS TO THE CITY'S PROJECT MANAGER AT LEAST 3 WORKING DAYS PRIOR TO THE DESIRED ONSET OF THE RESTRICTIONS.

10. THE CONTRACTOR SHALL PRESERVE ALL WMATA BUS STOPS, INCLUDING THE MAINTENANCE OF ADEQUATE ACCESS THROUGH AND ADJACENT TO THE CONSTRUCTION FOR BUSES AND THEIR PASSENGERS. THE CONTRACTOR SHALL NOT CLOSE, RELOCATE, OR OTHERWISE MODIFY A BUS STOP WITHOUT PERMISSION FROM THE CITY'S PROJECT MANAGER. RELOCATION OR CLOSURE TYPICALLY REQUIRES AT LEAST TWO WEEKS ADVANCE NOTICE FOR COORDINATION WITH WMATA.

11. WHENEVER WORKING WITHIN A ROADWAY, THE CONTRACTOR SHALL HAVE AT LEAST ONE EMPLOYEE ON-SITE CERTIFIED BY VDOT IN BASIC WORK ZONE TRAFFIC CONTROL WHO WILL BE RESPONSIBLE FOR THE PLACEMENT, MAINTENANCE AND REMOVAL OF WORK ZONE TRAFFIC CONTROL DEVICES WITHIN THE PROJECT LIMITS IN COMPLIANCE WITH THE PERMIT REQUIREMENTS AND CONDITIONS, THE APPROVED PLANS, SPECIFICATIONS, THE VIRGINIA WORK AREA PROTECTION MANUAL AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

12. THE CONTRACTOR SHALL HAVE AT LEAST ONE EMPLOYEE ON-SITE WHO HAS COMPLETED VDOT EROSION AND SEDIMENT CONTROL CONTRACTOR CERTIFICATION TRAINING AND WILL BE RESPONSIBLE FOR ENSURING COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL EROSION AND SEDIMENT CONTROL REGULATIONS DURING ALL LAND DISTURBANCE ACTIVITIES.

13. ALL CONSTRUCTION WORK SHALL OCCUR BETWEEN 9AM AND 3PM MONDAY THROUGH FRIDAY (EXCLUDING HOLIDAYS). OUTSIDE OF CONSTRUCTION WORK HOURS, ALL STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

GRADING

1. THE GRADE LINE DENOTES TOP OF FINISHED PAVEMENT UNLESS SHOWN OTHERWISE ON TYPICAL SECTIONS OR PLANS.

2. EARTHWORK QUANTITIES ON THIS PROJECT ARE BASED ON ANTICIPATED SETTLEMENT AND MAY REQUIRE ADJUSTING DURING CONSTRUCTION.

INCIDENTALS

1. CERTAIN TREES SHALL BE PRESERVED AS NOTED ON PLANS OR AS DIRECTED BY THE ENGINEER

2. CLEARING AND GRUBBING SHALL BE CONFINED TO THOSE AREAS SHOWN IN PLANS. NO TREES OR SHRUBS OUTSIDE THESE LIMITS SHALL BE CUT WITHOUT THE PERMISSION OF THE ENGINEER.

3. ALL PAVEMENT MARKINGS AND TRAFFIC FLOW ARROWS SHOWN ON THE ROADWAY CONSTRUCTION PLANS ARE SCHEMATIC ONLY. THE ACTUAL LOCATION AND APPLICATION OF PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH SECTION 704 OF THE APPLICABLE VDOT ROAD AND BRIDGE SPECIFICATIONS, MUTCD, SEQUENCE OF CONSTRUCTION/TRAFFIC CONTROL PLANS, AND AS DIRECTED BY THE ENGINEER.

4. ALL ELECTRONIC PLAN ASSEMBLIES WILL INCLUDE THE CONSTRUCTION PLANS IN TWO FORMATS: PDF FILES AND MICROSTATION FORMAT (.DGN) FILES. ONLY THE PDF FILES WILL BE CONSIDERED AS PART OF THE OFFICIAL PLAN ASSEMBLY.

SURVEY GENERAL NOTES:

1. HORIZONTAL DATUM: VIRGINIA STATE PLANE (NAD 83/93)

2. VERTICAL DATUM: NGVD 29

3. UTILITIES SHOWN ARE BASED ON FIELD INVESTIGATION, VISIBLE FIELD EVIDENCE, AVAILABLE RECORDS, AND UTILITY MARKINGS. UTILITY LOCATIONS SHOWN ARE FOR DESIGN PURPOSES ONLY AND CANNOT BE GUARANTEED. CONTRACTOR/ENGINEER SHOULD DIG TEST PITS BY HAND AT ALL UTILITIES CROSSINGS TO VERIFY EXACT LOCATION.

4. CONTOUR INTERVAL IS ONE FOOT.

TRAVERSE DATA:

NO	NORTHING	EASTING	ELEV	DESCRIPTION
200	7009307.9391	11856747.0646	322.17	MAG NAIL
201	7009091.9082	11856946.6453	317.84	NAIL IN CURB
202	7009451.8417	11856682.2402	328.48	MAG NAIL

BENCH MARK DATA:

NO	ELEV	DESCRIPTION
500	322.04	6" NAIL IN POWER POLE 634A-CO718-MJ49.
501	324.63	6" NAIL IN POWER POLE 599C-MK21.

EXISTING SANITARY SEWER DATA:

(A) MANHOLE
TOP=328.33
INV IN=321.98
INV OUT=321.73

(B) MANHOLE
IINV OUT=322.35

(C) MANHOLE
TOP=319.28
INV IN=307.95
INV OUT=307.90

(D) MANHOLE
TOP=323.86
INV OUT=314.65

(E) MANHOLE
TOP=324.83
INV=UNABLE TO OBTAIN

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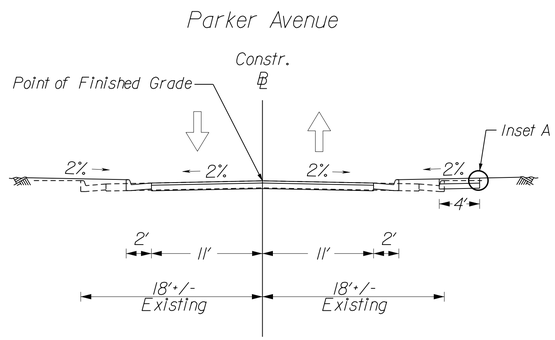
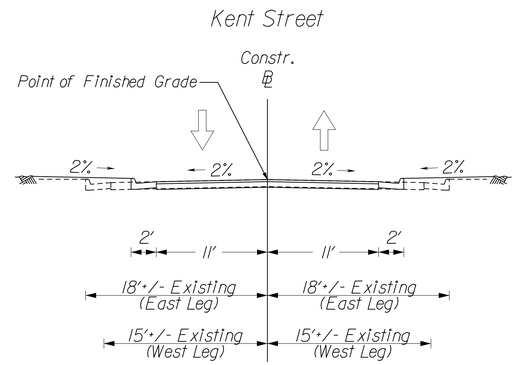
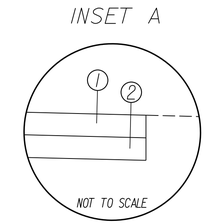
General Notes

Typical Sections / Details







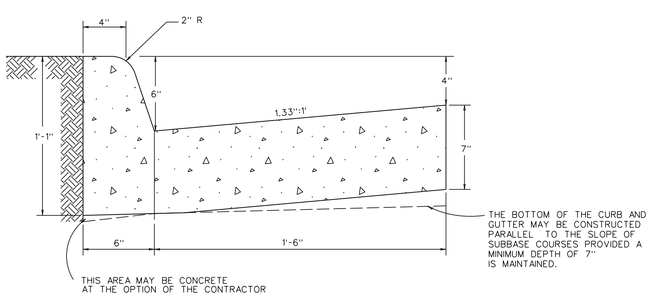
PAVEMENT LEGEND

1. SIDEWALK - 4" HYDRAULIC CEMENT
2. 4" GRADED AGGREGATE BASE

CG-6 (MOD.)

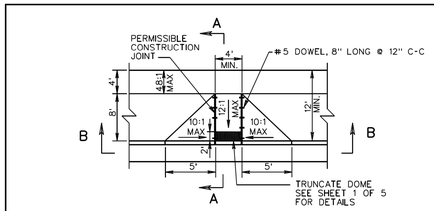
NOTES:

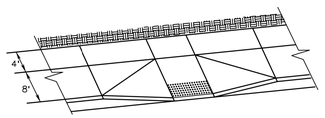
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAID FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE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



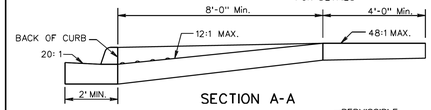
MODIFIED COMBINATION 6" CURB & GUTTER
1'-6" GUTTER PAN

CG-12

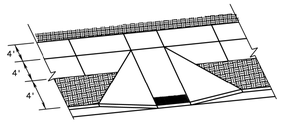




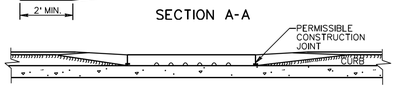
TYPICAL DESIGN



SECTION A-A



TYPE A
WITH BUFFER STRIP

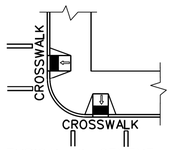


SECTION B-B

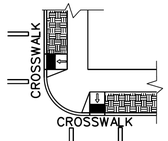
NOTES:

FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 5.

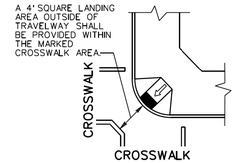
THIS DESIGN TO BE USED FOR CONSTRUCTION THAT INCORPORATES WIDER SIDEWALK. LANDING (4' WIDE) REQUIRED AT TOP OF CURB RAMP. MINIMUM CURB RAMP LENGTH 8 FEET FOR NEW CONSTRUCTION, 6 FEET FOR ALTERATIONS.



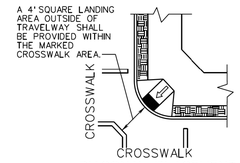
TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK



TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK (WITH BUFFER STRIP)



DIAGONAL PLACEMENT



DIAGONAL PLACEMENT WITH BUFFER STRIP

SPECIFICATION REFERENCE	CG-12 DETECTABLE WARNING SURFACE TYPE A (PERPENDICULAR) APPLICATION VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS
105 502		REVISION DATE 7/11 — SHEET 2 OF 5 — 203.06

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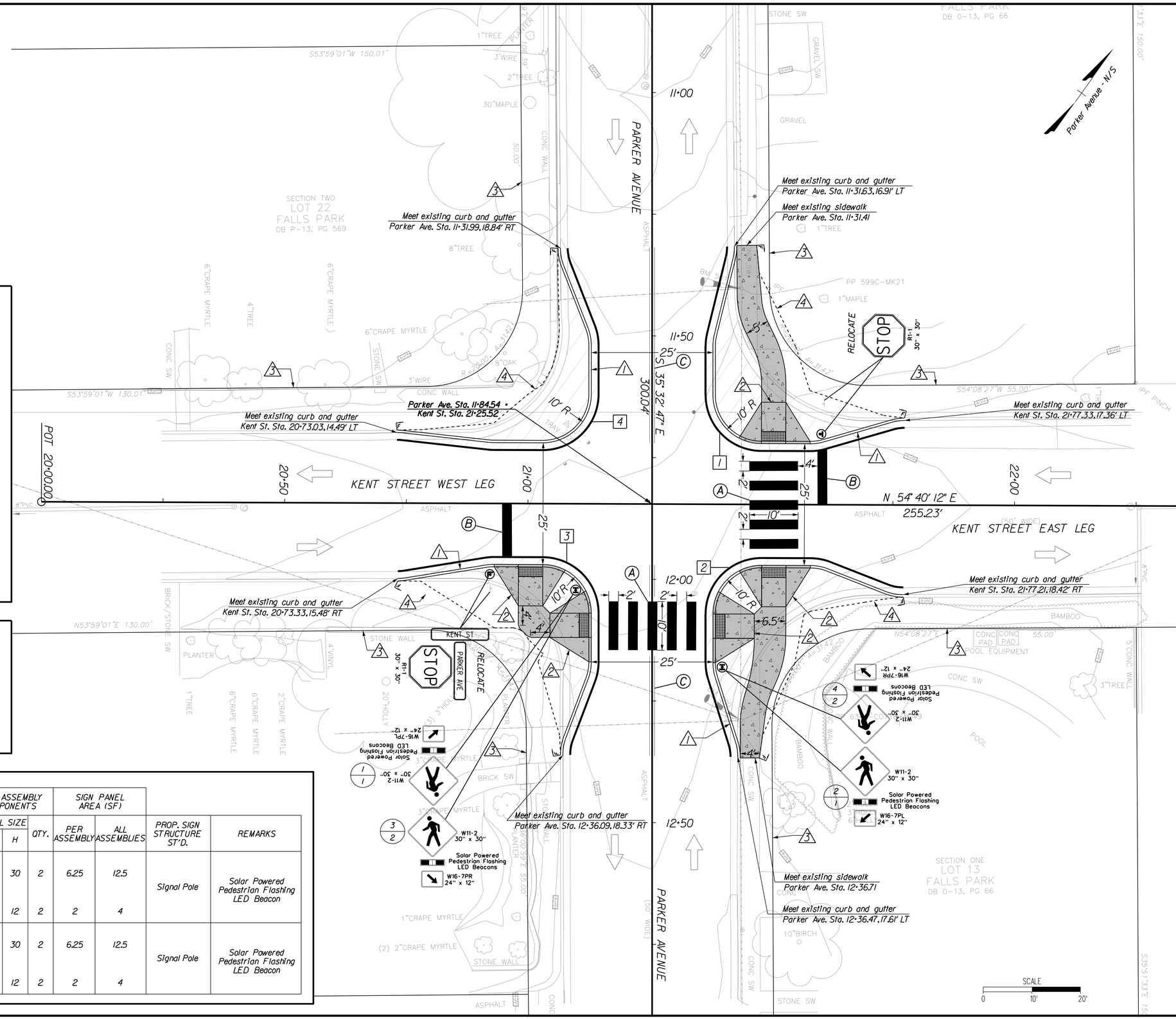

LANDSCAPE NOTE:
CONTRACTOR SHALL PROVIDE GRASS SEEDING AND SODDING WITHIN ALL BUMPED OUT AREAS OF THE INTERSECTION.

NOTES:

1. VDOT St'd. CG-6 (Mod.) Req'd.
2. VDOT St'd. CG-12 Req'd.
3. Existing Right-of-Way
4. Limits of Disturbance

1. Northeast Corner Curb Profile (See Sheet 6)
2. Southeast Corner Curb Profile (See Sheet 6)
3. Southwest Corner Curb Profile (See Sheet 6)
4. Northwest Corner Curb Profile (See Sheet 6)

Pavement Demo

Limits of Disturbance

Existing Traffic Flow

SIGNAGE / PAVEMENT MARKING NOTES:

(A) White Crosswalk Lines (2' Line, 2' Gap)
(B) 24" White Stop Bar
(C) 5" Double Yellow Center Line
(◀) Proposed Beacon Location

0 — Denotes Sign Assembly No.
0 — Denotes Text No.

TEXT NO.	SIGN ASSEMBLY NO.	TEXT	SIGN ASSEMBLY COMPONENTS: MUTCD ST'D.	PANEL SIZE W	PANEL SIZE H	QTY.	SIGN PANEL AREA (SF): PER ASSEMBLY	SIGN PANEL AREA (SF): ALL ASSEMBLIES	PROP. SIGN STRUCTURE ST'D.	REMARKS
1	1, 2		W11-2	30	30	2	6.25	12.5	Signal Pole	Solar Powered Pedestrian Flashing LED Beacon
			W16-7PL	24	12	2	2	4		
2	3, 4		W11-2	30	30	2	6.25	12.5	Signal Pole	Solar Powered Pedestrian Flashing LED Beacon
			W16-7PR	24	12	2	2	4		

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SHEET TITLE

Intersection Plan Sheet

SHEET 4 of 10

GRADING AND ADA COMPLIANCE NOTE:

1. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ELEMENTS ARE CONSTRUCTED IN ACCORDANCE WITH THE DESIGN DOCUMENTS AND CONTRACT CONDITIONS INCLUDING THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN (ADA) AND UPDATES. IF THE CONTRACTOR OBSERVES THAT PORTIONS OF THE PROJECT ARE NON-COMPLIANT WITH THE ADA, HE SHALL NOTIFY THE CONSTRUCTION MANAGER SO THAT A FIELD ADJUSTMENT CAN BE MADE TO ENSURE COMPLIANCE. GRADE TOLERANCES SHALL BE MEASURED WITH A 2 FOOT DIGITAL LEVEL.

2. VERIFY ALL EXISTING AND PROPOSED GRADES PRIOR TO FINAL CONSTRUCTION. CONTRACTOR SHALL STAKE OUT GRADES IN THE FIELD FOR REVIEW BY THE CONSTRUCTION MANAGER PRIOR TO FINAL CONSTRUCTION. ALL PLANTING AREAS SHALL NOT EXCEED 3:1 SLOPE.

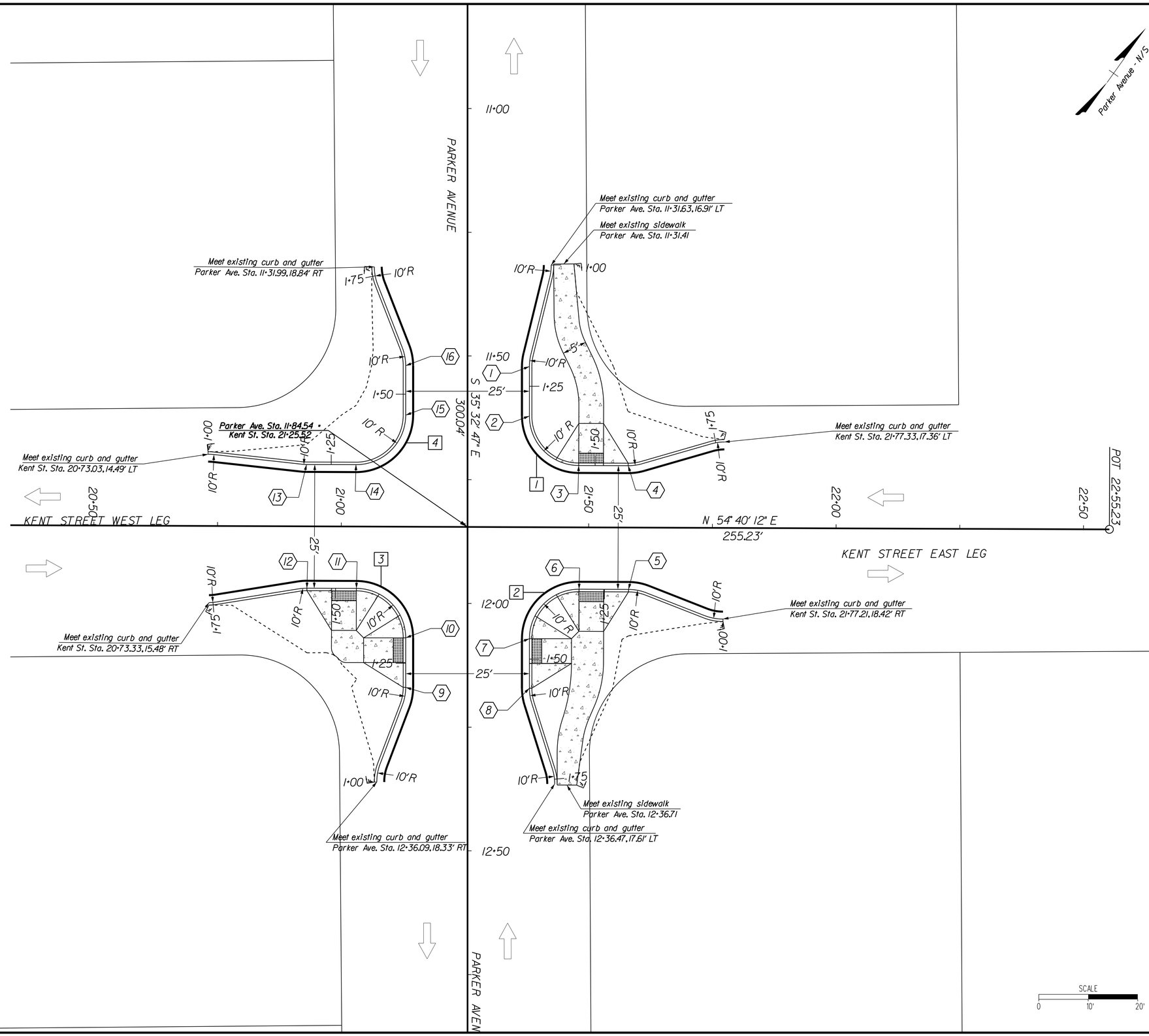
3. PROPOSED GRADING SHALL MEET EXISTING GRADE UNIFORMLY TO ENSURE A SMOOTH TRANSITION. NOTIFY THE CONSTRUCTION MANAGER IMMEDIATELY IF THERE ARE ANY EDGE CONDITIONS THAT CREATE AREAS WITHOUT POSITIVE DRAINAGE.

4. ALL LONGITUDINAL SLOPES ALONG THE WALKS SHALL BE NO STEEPER THAN 4.5% WITH THE EXCEPTION OF THE CURB RAMPS WHICH SHALL MEET THE REQUIREMENTS OF DETAIL CG-12. THE CROSS SLOPE SHALL BE MINIMUM 1% AND MAXIMUM 1.5% OR AS NOTED ON THE DRAWINGS. ALL LANDING AND TRANSITION AREAS SHALL BE LESS THAN 1.5% IN ALL DIRECTIONS. THESE LIMITS PROVIDE A 0.5% MARGIN FROM THE D.O.J. ADA REQUIREMENTS TO ALLOW FOR CONSTRUCTION TOLERANCES.

5. ANY HARDSCAPE SURFACE AREAS THAT ARE BUILT WITHOUT COMPLYING WITH THE ABOVE CODE MUST BE CORRECTED BY CONTRACTOR AT NO ADDITIONAL EXPENSE.

Point	Baseline	Station	Offset
1	Parker Ave	11+52.13	12.50' LT
2	Parker Ave	11+62.13	12.50' LT
3	Kent Street	21+47.93	12.50' LT
4	Kent Street	21+57.93	12.50' LT
5	Kent Street	21+58.10	12.50' RT
6	Kent Street	21+48.10	12.50' RT
7	Parker Ave	12+07.13	12.50' LT
8	Parker Ave	12+17.13	12.50' LT
9	Parker Ave	12+16.96	12.50' RT
10	Parker Ave	12+06.96	12.50' RT
11	Kent Street	21+03.11	12.50' RT
12	Kent Street	20+93.11	12.50' RT
13	Kent Street	20+92.93	12.50' LT
14	Kent Street	21+02.93	12.50' LT
15	Parker Ave	11+61.96	12.50' RT
16	Parker Ave	11+51.96	12.50' RT

NOTE:
SEE SHEET 10 FOR PARKER AVENUE AND KENT STREET CROSS SECTIONS.



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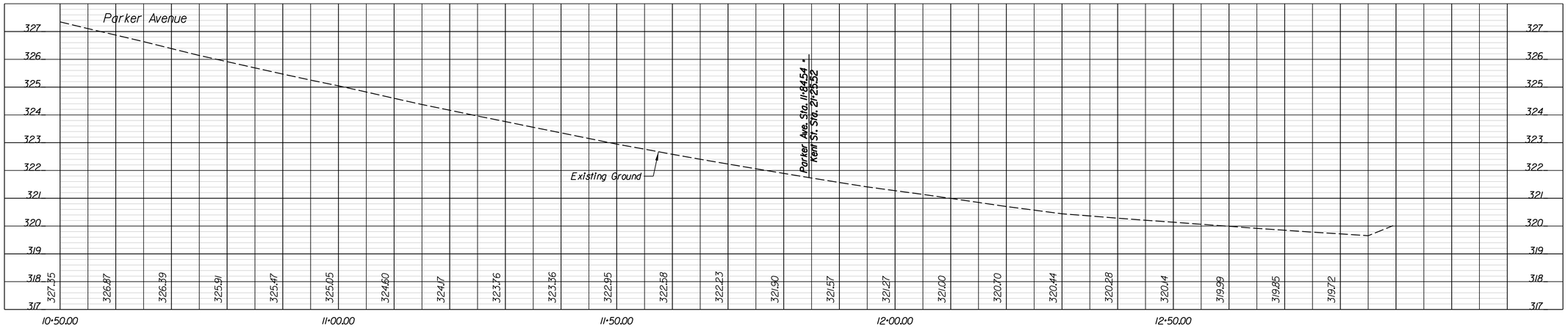
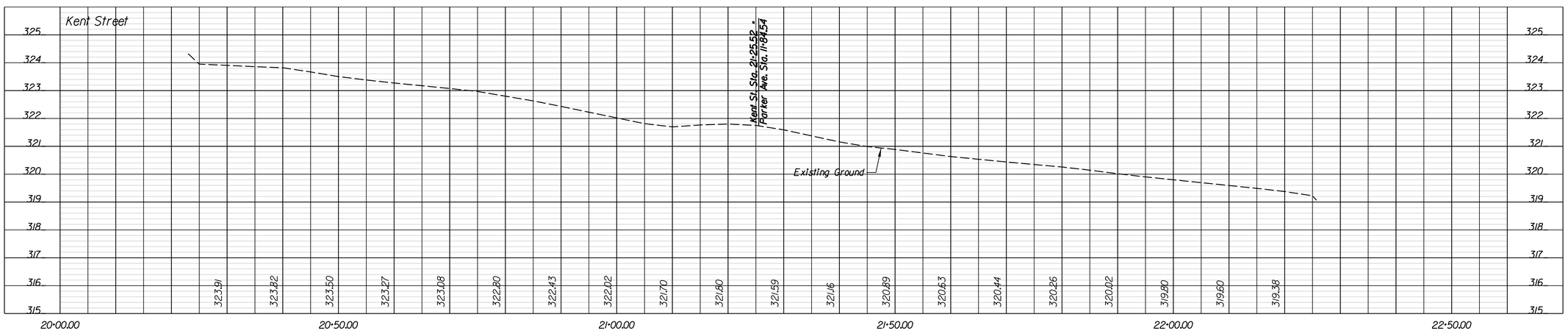
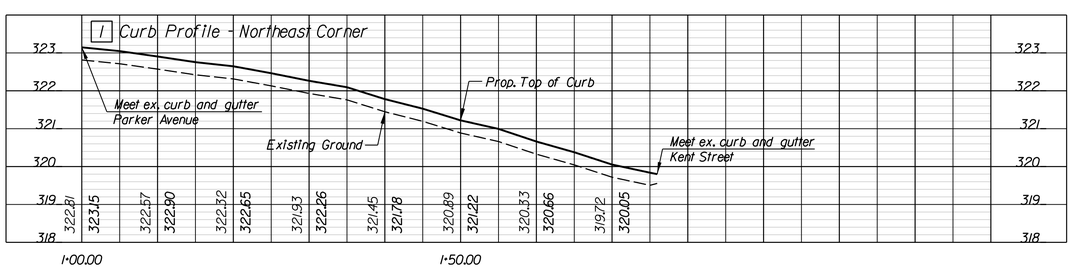
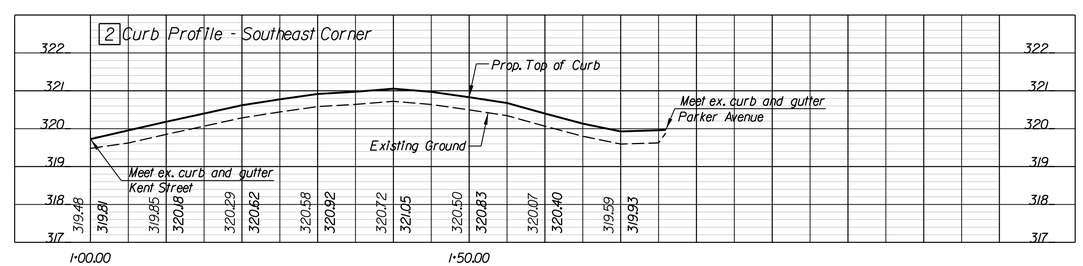
SHEET TITLE

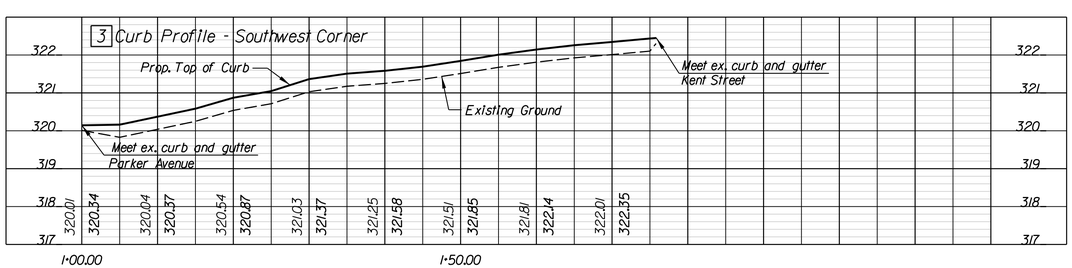
Geometry and Grading Plan Sheet

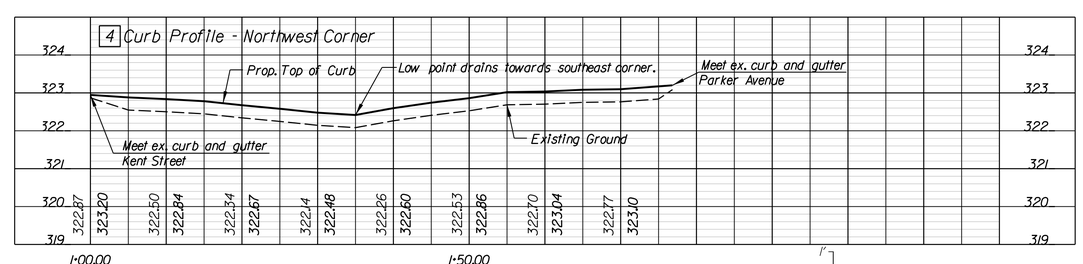












Note: See sheet 5 of 10 for curb stationing.

1'
0'
0' 5' 10'
Vert. Exaggeration = 5:1

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1/15/15

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Department of Development Services
City of Falls Church
300 Park Avenue, Suite 300W
Falls Church, VA 22046

PROJECT TITLE

Intersection Improvements

Parker Avenue / Kent Street

REVISIONS

MARK	DATE	DESCRIPTION

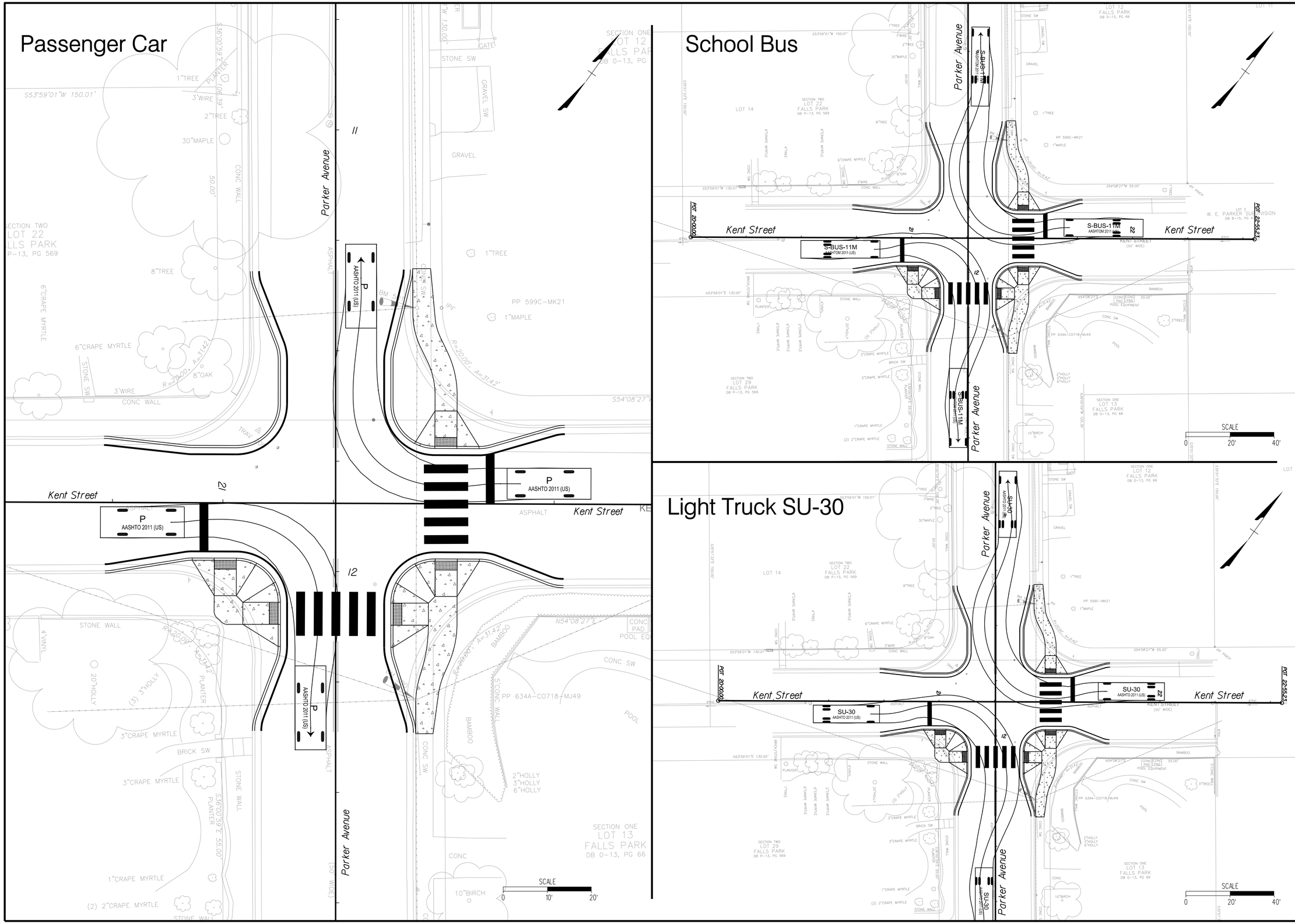
AMT FILE NO.	112-609.003
DATE:	January 15, 2015
SCALE:	
DESIGNED BY:	JG
DRAWN BY:	RG
CHECKED BY:	JG

Final Design (100%) Submission

SHEET TITLE

Roadway and Curb Profiles

SHEET 6 of 10



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SCALE:	Varies
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DRAWN BY:	RG
CHECKED BY:	JG

Final Design (100%) Submission

SHEET TITLE

AutoTurn Analysis Plan

SHEET 7 of 10

Maintenance of Traffic General Notes

1. ALL WORK ACTIVITIES SHALL COMPLY WITH THE VIRGINIA WORK AREA PROTECTION MANUAL AND ALL OTHER RELEVANT WORK SAFETY REQUIREMENTS, LATEST EDITIONS.
2. ALL CONSTRUCTION WORK SHALL OCCUR BETWEEN 9AM AND 3PM MONDAY THROUGH FRIDAY (EXCLUDING HOLIDAYS). OUTSIDE OF CONSTRUCTION WORK HOURS, ALL STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
3. CONTRACTOR SHALL SPACE ADVANCE WARNING SIGNS AT 50-FOOT INTERVALS WITHIN A RESIDENTIAL AREA WITH SHORT BLOCKS.
4. CONTRACTOR SHALL USE 36" X 36" ADVANCE WARNING SIGNS TO MINIMIZE DISRUPTION ALONG PEDESTRIAN PATHS.
5. CONTRACTOR SHALL PROVIDE ACCESS TO ALL RESIDENTIAL DRIVEWAYS AND MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES DURING CONSTRUCTION HOURS.

Typical Traffic Control

Lane Closure Operation in an Intersection

(Figure TTC-28.0)

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 Regional 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.*

Standard:

3. **Channelizing device spacing shall be on 20' centers or less.**

Guidance:

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

Standard:

5. **If the posted speed limit is 45 mph or greater, the shadow vehicle shall have a truck-mounted attenuator.**
6. **For emergency situations (any non-planned operation) of 30 minutes or less duration, two rotating amber lights or high intensity amber strobe 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 or amber oscillating lights shall be used.**

Guidance:

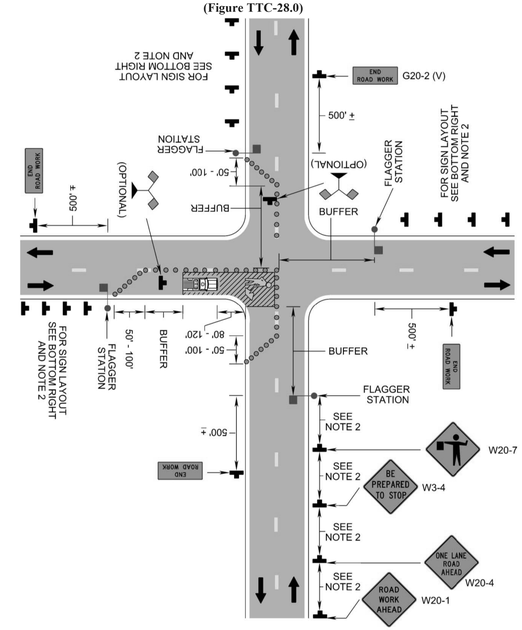
7. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure TTC-36.*

Support:

8. 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.

Lane Closure Operation in an Intersection

(Figure TTC-28.0)



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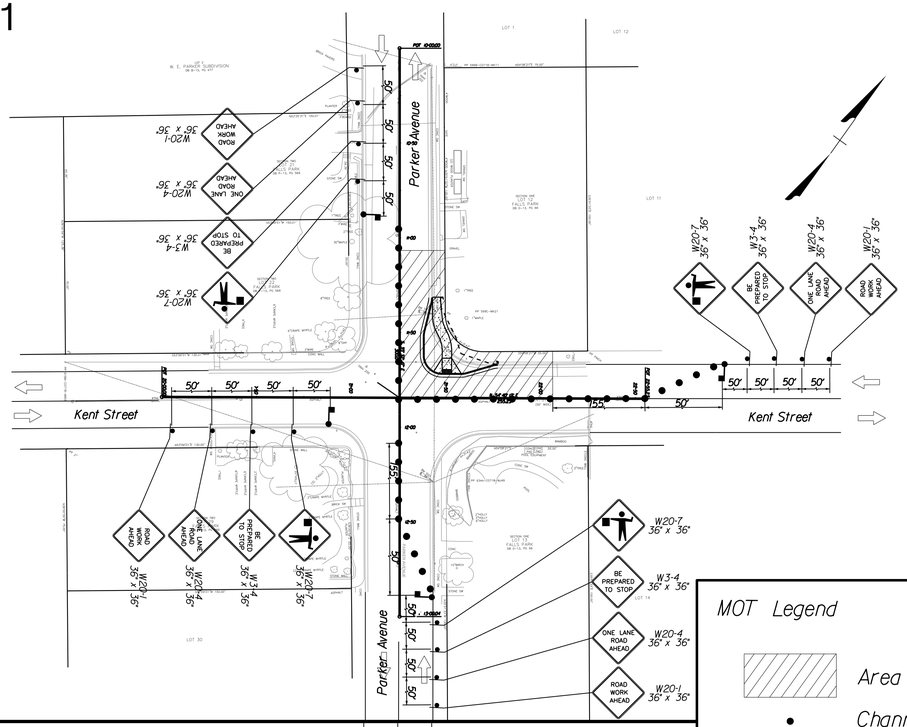
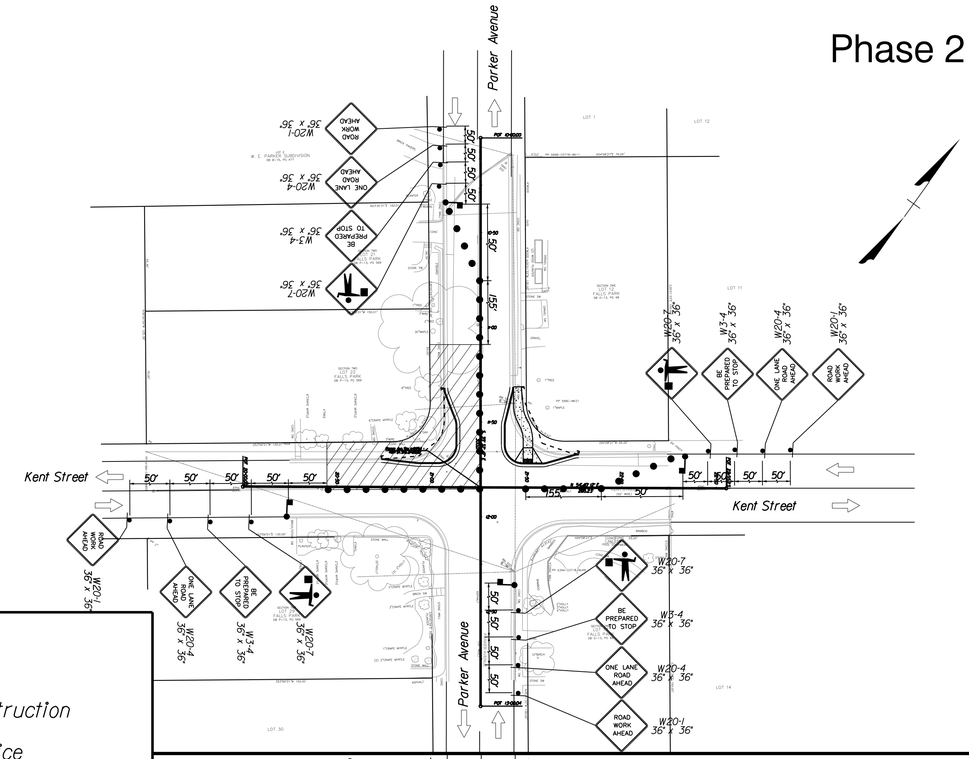
SHEET TITLE

Maintenance of Traffic General Notes

Phase 1



Phase 2

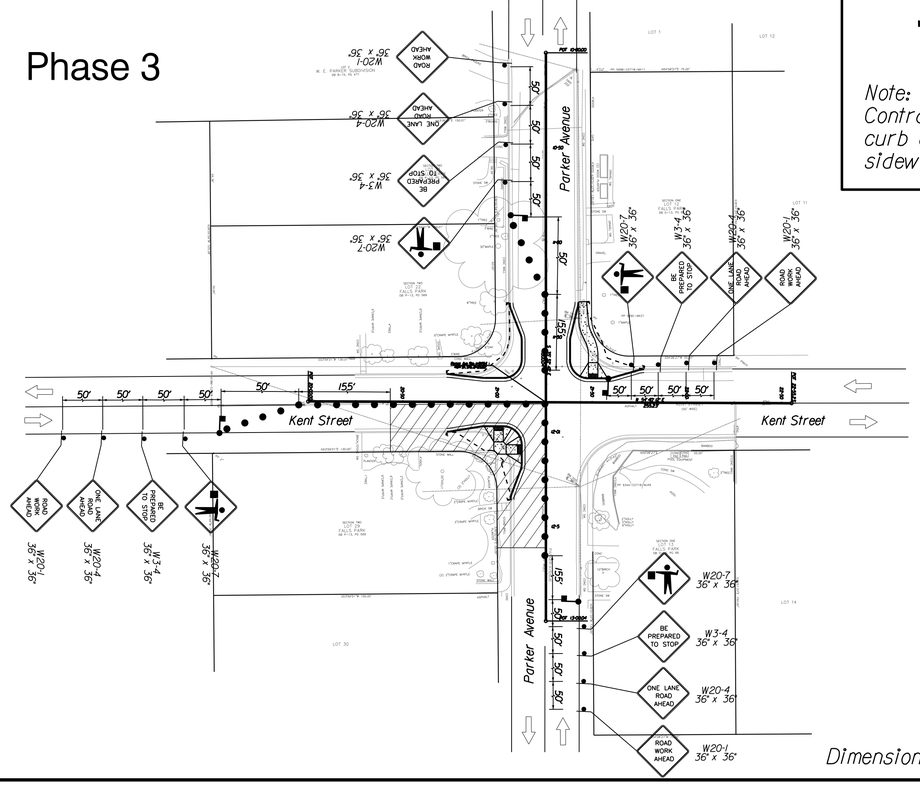


MOT Legend

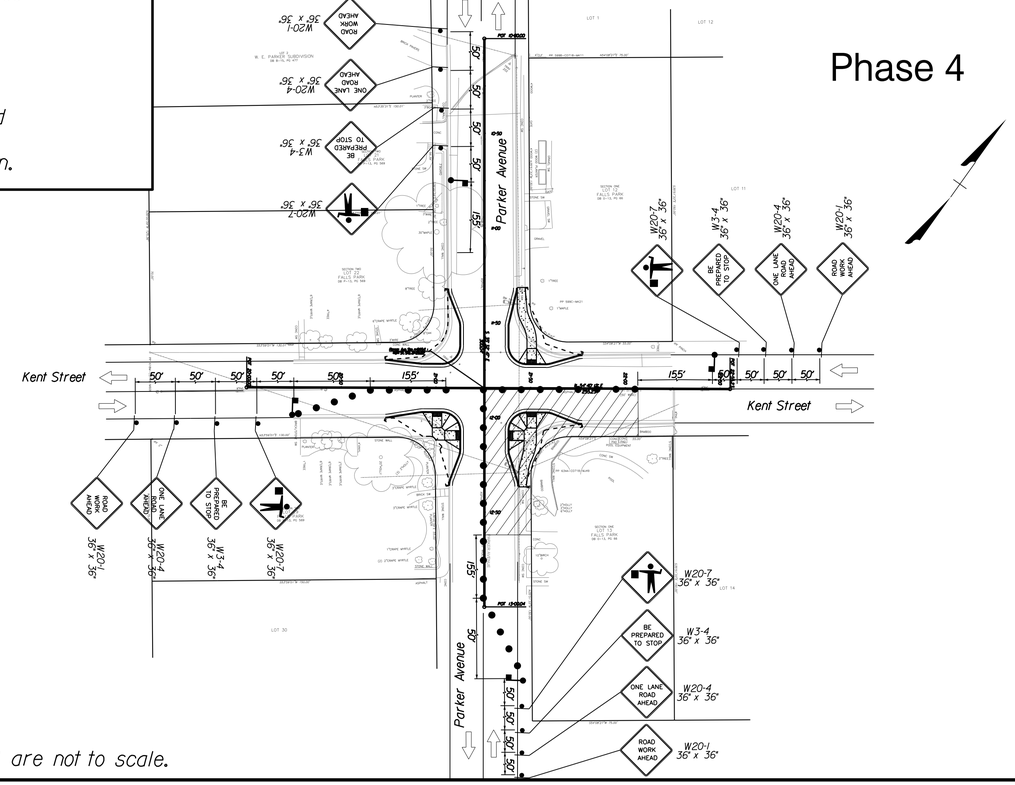
- Area under construction
- Channelizing device
- Flagger
- Sign

Note:
Contractor shall install proposed curb and gutter, ramps, and sidewalk per flagging operation.

Phase 3



Phase 4



Dimensions are schematic only and are not to scale.

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CHECKED BY:	JG

Final Design (100%) Submission

SHEET TITLE

Maintenance of Traffic / Sequence of Construction Phases 1-4

CROSS SECTION A-A

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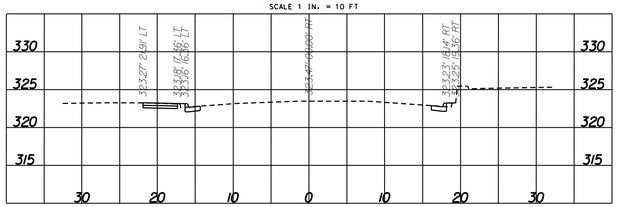

Sta. 11+37.04

CROSS SECTION B-B

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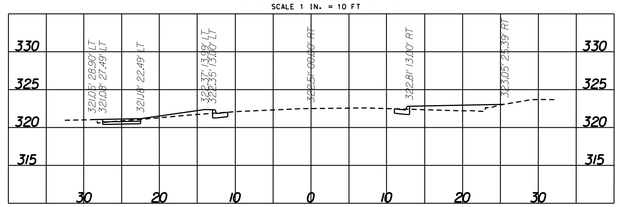

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CROSS SECTION C-C

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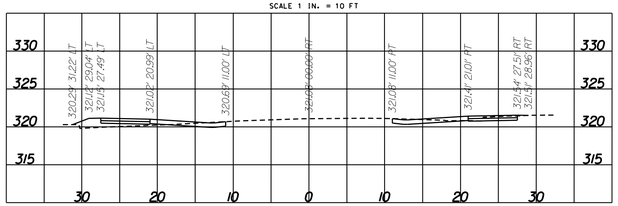

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CROSS SECTION D-D

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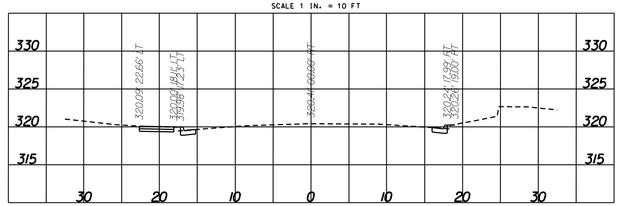

Sta. 12+32.04

CROSS SECTION E-E

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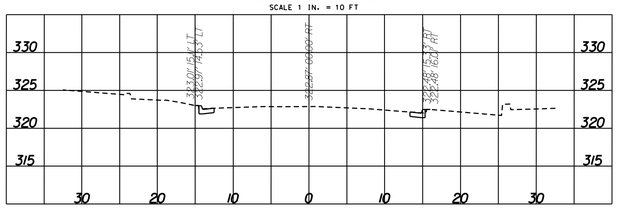

Sta. 20+78.02

CROSS SECTION F-F

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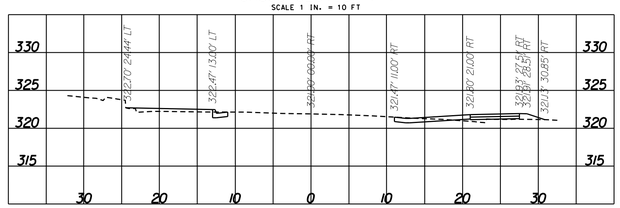

Sta. 21+03.02

CROSS SECTION G-G

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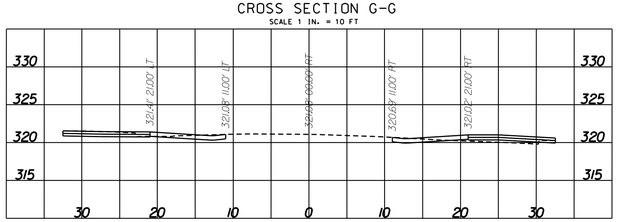

Sta. 21+48.02

CROSS SECTION H-H

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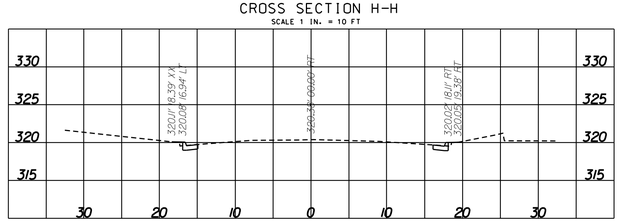

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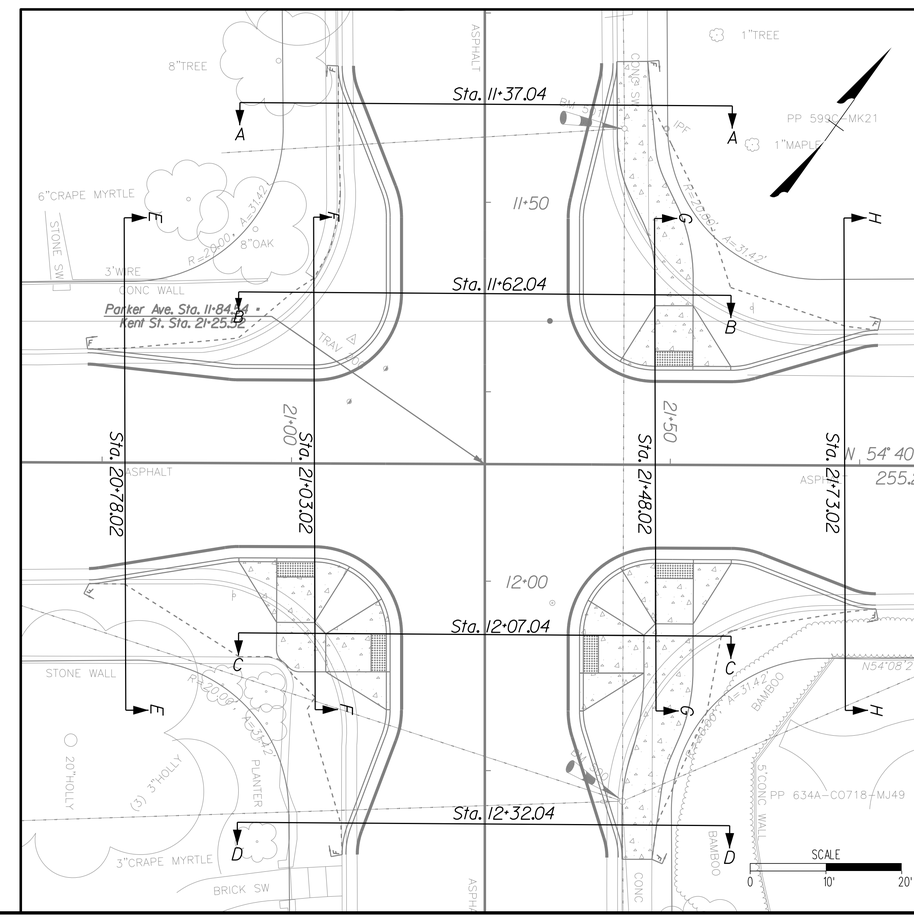

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CHECKED BY:	JG

Final Design (100%) Submission

SHEET TITLE

Cross Sections

SHEET 10 of 10