Appendix A: Environmental Assessment, Chapter 1

CHAPTER 1.0 PURPOSE AND NEED

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes along approximately three miles of I-495, also referred to as the Capital Beltway, from their current northern terminus in the vicinity of the Old Dominion Drive overpass to the George Washington Memorial Parkway (GWMP) in the McLean area of Fairfax County, Virginia. The project location is shown in the vicinity map in **Figure 1-1**. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, and in accordance with FHWA regulations[1], this Environmental Assessment (EA) is being prepared to analyze the potential social, economic, and environmental effects associated with the improvements being evaluated.

1.1 PROJECT LIMITS

The project extends from approximately south of the Dulles Toll Road / Route 267 interchange to the GWMP in the vicinity of the American Legion Memorial Bridge (ALMB). Although the proposed lanes would terminate at the GWMP, and the interchange provides a logical northern terminus for this study, additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road. The project also includes access ramp improvements and lane reconfigurations along portions of the Dulles Toll Road and the Dulles International Airport Access Highway, on either side of the Capital Beltway, from the Spring Hill Road Interchange to the Route 123 interchange. The proposed improvements entail new and reconfigured express lane ramps and general purpose lane ramps at the Dulles Interchange and tie-in connections to the Route 123/I-495 interchange. The project has independent utility since it would provide a usable facility and be a reasonable expenditure of funds even if no additional transportation improvements in the area are made.

1.2 STUDY AREA

In order to assess and document relevant resources that may be affected by the proposed project, the study area for this EA extends beyond the immediate area of the proposed improvements described above. The study area for the EA includes approximately four miles along I-495 between the Route 123 interchange and the ALMB at the Maryland state line. The study area also extends approximately 2,500 feet east along the GWMP. Intersecting roadways and interchanges are also included in the study area, as well as adjacent areas within 600 feet of the existing edge of pavement. The study area is a buffer around the road corridor that includes all natural, cultural, and physical resources that are analyzed in the EA. It does not represent the limits of disturbance (LOD) of the project nor imply right-of-way acquisition or construction impact, but rather extends beyond the project footprint to tie into the surrounding network, including tying into future network improvements. **Figure 1-2** depicts the project termini, study area, and LOD.

[1] NEPA and FHWA's regulations for Environmental Impact and Related Procedures can be found at 42 USC § 4332(c), as amended, and 23 CFR § 771, respectively.

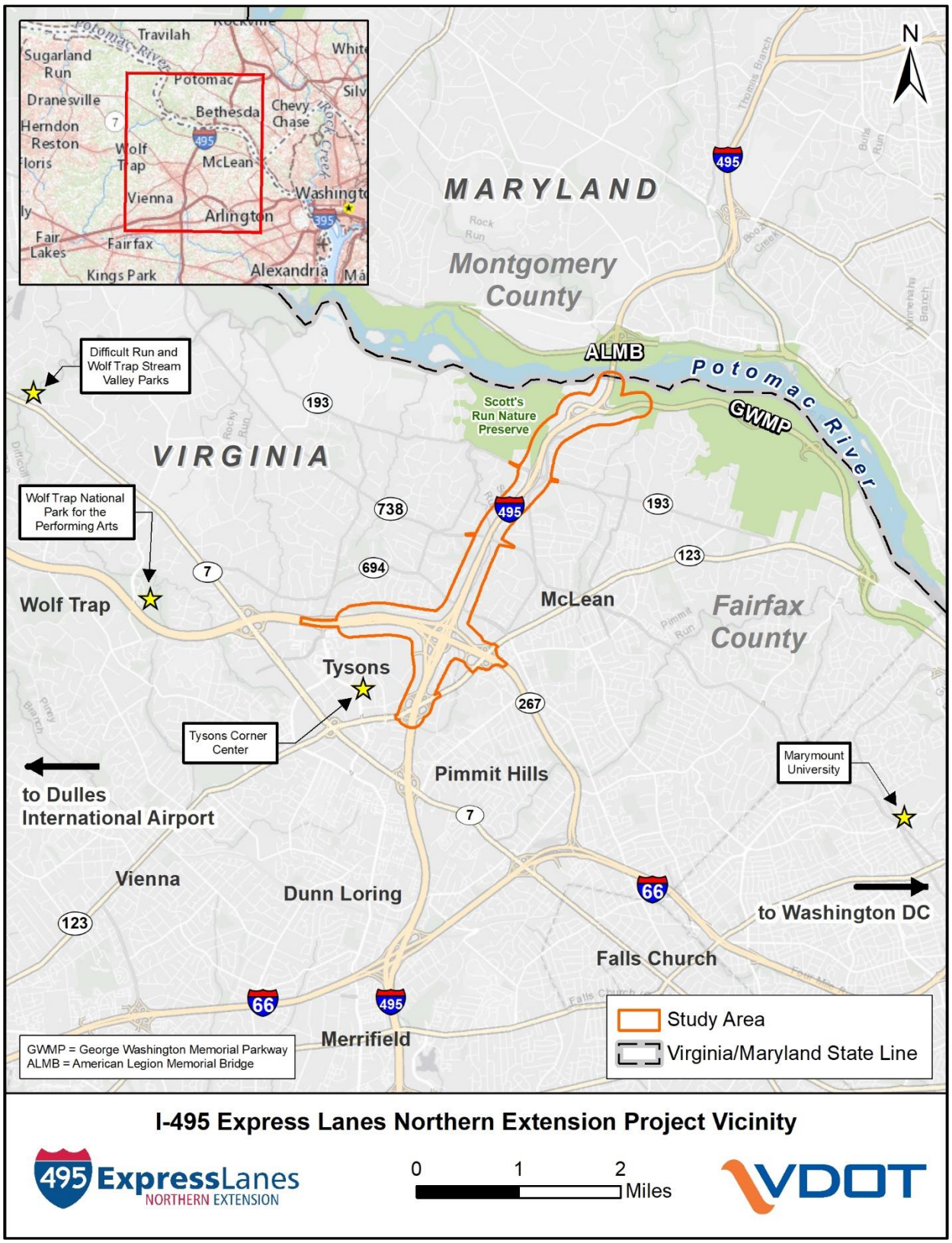


Figure 1-1. I-495 Express Lanes Northern Extension Project Vicinity

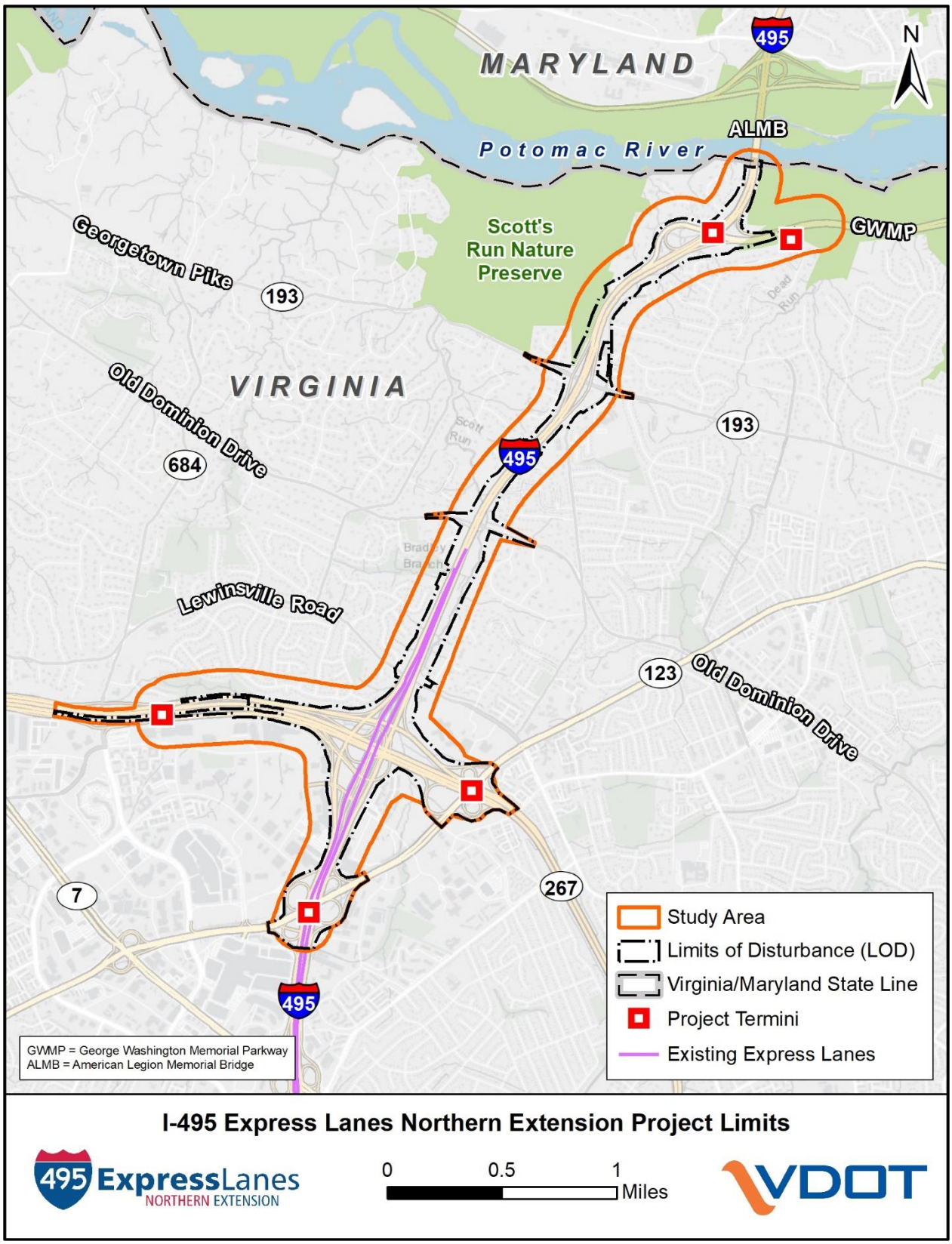


Figure 1-2. I-495 Express Lanes Northern Extension Project Limits

The existing I-495 facility within the study area currently has four northbound and four southbound general purpose (GP) lanes, supplemented in several locations by auxiliary lanes[2], acceleration/deceleration lanes at on- and off-ramps, and collector-distributor roadways[3]. Grade-separated interchanges provide access to and from I-495 and the Jones Branch Connector; Chain Bridge Road (Route 123); the Dulles Toll Road (DTR), Dulles Airport Access Road (DAAR), and Dulles Connector Road (DCR), collectively referred to as Route 267; Georgetown Pike (Route 193); and the GWMP. North of the study area, I-495 at the ALMB is a total of 10 lanes, including eight GP through lanes and two auxiliary lanes that connect to Clara Barton Parkway in Maryland and the GWMP in Virginia.

The southbound entrance onto the existing I-495 Express Lanes and northbound exit from the I-495 Express Lanes occur within the study area, approximately 2,000 feet south of Old Dominion Drive, as shown in **Figure 1-1**. Drivers are permitted to use the northbound inside shoulder of the GP lanes during peak travel periods (6 AM - 11 AM and 2 PM - 8 PM Mon - Fri). The shoulder lane terminates by merging into the GP lanes just before reaching the GWMP interchange. All buses and vehicles with two axles can access the I-495 Express Lanes 24 hours a day, seven days a week. The I-495 Express Lanes operate as high-occupancy toll (HOT) lanes where vehicles with three or more occupants are not charged a toll. Trucks are currently prohibited from using the I-495 Express Lanes.

The southern portion of the study area surrounding the I-495/Route 267 interchange is bounded by high-density commercial and residential development associated with the Tysons area. The study area between the Route 267 interchange and GWMP is comprised of suburban neighborhoods and supporting recreational areas that border the interstate, with direct access to I-495 limited to Route 193. North of the GWMP approaching the Maryland state line at the ALMB over the Potomac River is primarily open federal parkland associated with the GWMP to the east and Scotts Run Nature Preserve to the west.

1.3 PROJECT HISTORY

I-495 (also known as the Capital Beltway) is a 64-mile, multi-lane, circumferential freeway centered around Washington, D.C. and passing through Maryland and Virginia. The Virginia portion of I-495 is 22 miles, extending from the Woodrow Wilson Bridge in the City of Alexandria to the ALMB in Fairfax County.

Initial planning for I-495 began in 1950 with the publication of the 1950 Comprehensive Plan for the Washington area (NCPPC, 1952). Construction of I-495 began in 1957 and was completed in 1964. Originally, I-495 consisted of six lanes for most of its length except for 14.5 miles between the northern Potomac crossing (now the ALMB) and Interstate 95 (I-95) in Springfield, which was four lanes. Since its completion in 1964, many modifications and improvements have been implemented, such as the addition of lanes, construction or modification of interchanges, and safety improvements. In 1977, the Virginia side of I-495 was widened from four to eight lanes up to Route 193 (Georgetown Pike). In 1992, a portion of I-

[2] An auxiliary lane is defined by the American Association of State Highway and Transportation Officials (AASHTO) as the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement. Auxiliary lanes are used to balance the traffic load and maintain a more uniform level of service on the highway. They facilitate the positioning of drivers at exits and the merging of drivers at entrances (AASHTO, 2018).

[3] Collector-distributor (C-D) roadways are parallel to freeway lanes, and are usually located where interchanges are closely spaced. The C-D roads provide additional distance for drivers to make weaving and lane-changing movements.

495 between Route 193 and the Interstate 270 (I-270) spur in Maryland was widened to eight lanes, and the ALMB was widened to 10 lanes (eight through lanes and two auxiliary lanes), as shown in **Figure 1-3**.

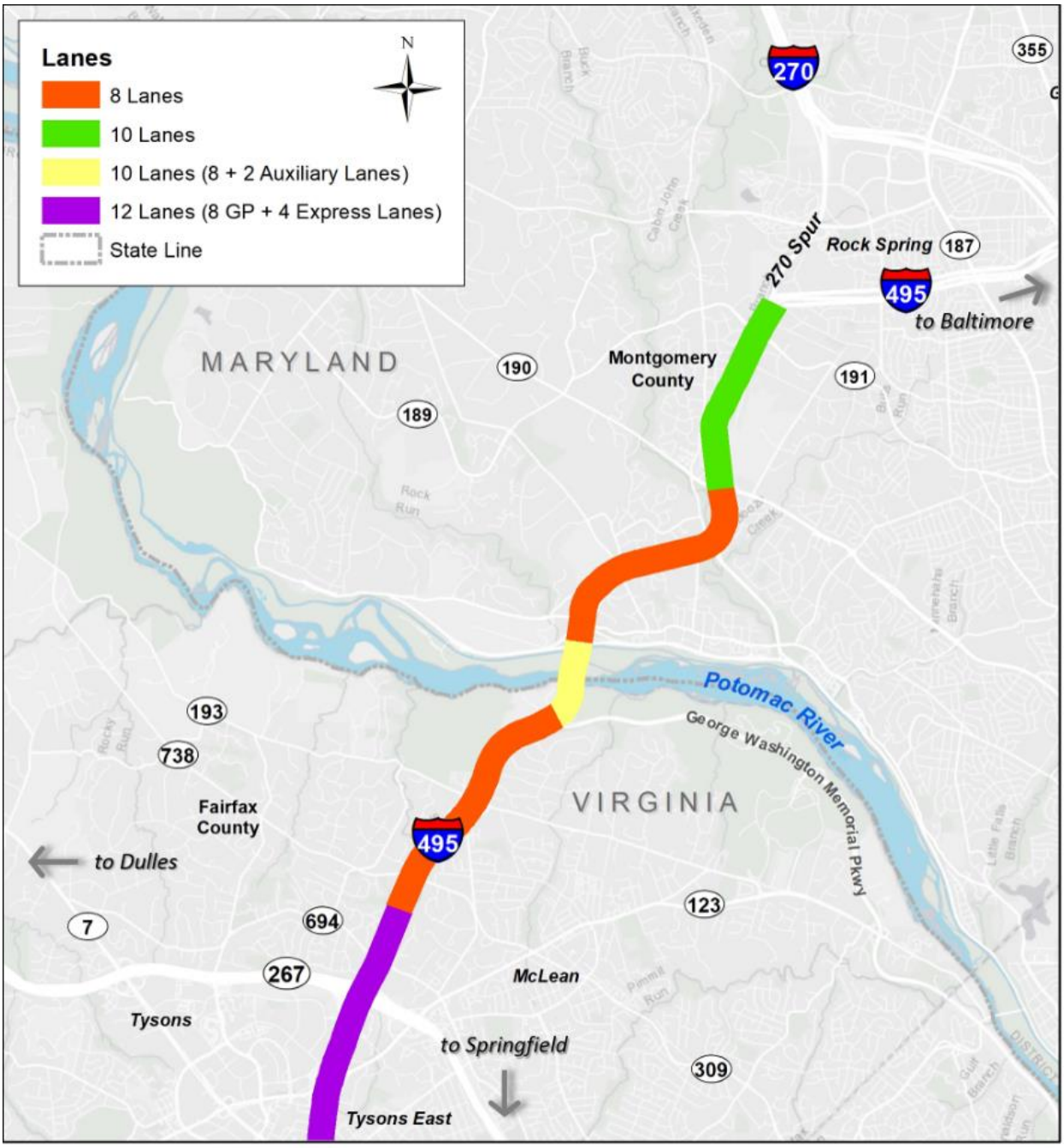


Figure 1-3. Current I-495 Lane Segments

In January 1997, a Major Investment Study (MIS) was completed to evaluate a range of strategies for dealing with transportation deficiencies along the Capital Beltway corridor. The conclusion of the MIS was that highway improvements promoting high-occupancy vehicle (HOV) use, such as designated, non-tolled HOV lanes for vehicles with at least three occupants, would be the most effective transportation investment to serve current and future travel demand on the Capital Beltway (VDOT/FHWA, 2006).

In 1998, following the completion of the MIS, FHWA and VDOT launched preliminary location and environmental studies to evaluate the recommended improvements to the Capital Beltway, including widening for the addition of HOV lanes. Initially, an EA was prepared to determine if preparation of an Environmental Impact Statement (EIS) would be warranted. FHWA and VDOT subsequently determined that due to the large footprint of the project and the potential for environmental consequences, an EIS would be necessary. A Notice of Intent to prepare an EIS was published in the *Federal Register* in June 2000 (VDOT/FHWA, 2006).

FHWA and VDOT prepared the Capital Beltway Study Draft EIS in 2002 to evaluate the expansion and reconfiguration of I-495 from the ALMB to the I-95/I-495/I-395 interchange in Springfield. Initially, only HOV alternatives were proposed: the Concurrent HOV Alternative, in which one HOV lane would be added in each direction with no additional GP lanes; the Express/Local with HOV Alternative, which would separate short- and long-distance trips and provide one HOV lane in each direction; and the Barrier-Separated HOV Alternative, which would provide 12 through lanes in a 4-2-2-4 configuration, with four outer GP lanes and two barrier-separated inner HOV lanes in each direction. In addition, options for interchange configurations and direct access points for HOV traffic to the HOV lanes were evaluated for each alternative. During the public comment period for the Draft EIS, the alternatives were met with opposition from local governments and the general public due to excessive right-of-way acquisition and the displacement of as many as 294 residential properties (VDOT/FHWA, 2006).

Following publication of the Capital Beltway Study Draft EIS in March 2002, VDOT received a proposal pursuant to the Virginia Public-Private Transportation Act (PPTA), which allows for private entities to solicit VDOT to develop and/or operate and maintain transportation facilities that VDOT determines demonstrate a public need and benefit. The PPTA proposal included a plan to add four HOT lanes to 14.5 miles of I-495 between the existing GP lanes from the ALMB to the I-95/I-495/I-395 interchange in Springfield. This option required less right-of-way than the alternatives in the Draft EIS and would substantially reduce relocation impacts. Based on comments received on the Draft EIS and following the submittal of the PPTA proposal for HOT lanes, the three original Build Alternatives and interchange options were substantially revised and re-evaluated with both HOV and HOT lane options, resulting in six "refined" alternatives. Two of these refined alternatives were chosen for further development and more detailed study: the 12-Lane HOT / Managed Lanes Alternative, developed from the Barrier-Separated HOV Alternative presented in the Draft EIS; and a Revised 10-Lane Concurrent HOV Alternative. In January 2005, the Commonwealth Transportation Board (CTB) selected the 12-Lane HOT / Managed Lanes Alternative as the Preferred Alternative to be carried forward in the Final EIS (VDOT/FHWA, 2006). The Final EIS was completed and published in April 2006. FHWA issued a Record of Decision (ROD) in June 2006, approving the selection of the 12-Lane HOT / Managed Lanes Alternative as the Selected Action (FHWA, 2006).

In May 2007, it was determined that a change in the northern project limits was necessary to allow for a transition area between the entrance/exit to the HOT lanes and the ALMB (VDOT, 2007). A NEPA re-evaluation and an Interchange Justification Report (IJR) were completed in 2007 to include design updates and related impacts, and to modify the northern terminus of the HOT lanes from the ALMB to the current terminus south of Old Dominion Drive. Other NEPA re-evaluations were completed in June 2008, December 2008, May 2009, and July 2009 to account for minor design refinements.

Construction of the I-495 Express Lanes commenced in 2008, and the I-495 Express Lanes opened to traffic in November 2012.

In 2009, while construction was underway for the I-495 Express Lanes, the Metropolitan Washington Airports Authority (MWAA) developed the Dulles Interchange Long-Range Plan for the I-495/Route 267 interchange to determine what, if any, changes to the then-current plan for the interchange under the I-495 Express Lanes project may be necessary to accommodate other future interchange improvements. The Long-Range Plan determined that up to 11 additional ramp movements would be necessary to improve I-495 connections to and from the DAAR and DTR. VDOT in partnership with MWAA signed a Memorandum of Understanding (MOA) in May 2009 to incorporate three of these additional ramps into the I-495 Express Lanes project. Specifically, these ramps provided movements for southbound I-495 GP Lanes to westbound DAAR; eastbound DAAR to southbound I-495 GP; and eastbound DAAR to northbound I-495 GP (VDOT/MWAA, 2009). A NEPA Re-evaluation of the Capital Beltway Study EIS was conducted, and the additional ramps were found to be consistent with the findings of the Final EIS (FHWA, 2009). An IJR for the Dulles Interchange was prepared and approved in December 2009 (VDOT, 2009). The ramps were constructed as part of the I-495 Express Lanes project and opened to traffic in September 2012.

1.3.1 Other Projects in the Vicinity

The following ongoing projects and studies are proposed within or in close proximity to the study area:

- **Dulles Interchange Long-Range Plan** – Future phases of the Dulles Interchange Long-Range Plan propose additional ramps at the I-495/Route 267 interchange that are not currently included as part of the proposed project. Future ramps to be constructed within the study area include:
  - **Ramp D1**: Modified access from eastbound DAAR to southbound I-495 and Route 123
  - **Ramp G8**: Modified access from eastbound DTR to southbound I-495 GP lanes
  - **Ramp D4**: New access from northbound I-495 GP lanes to westbound DAAR
  - **Ramp G2**: Modified Access from northbound I-495 GP lanes to westbound DTR
  - **Ramp D3**: New access from southbound I-495 GP lanes to westbound DAAR
  - **Ramp G5:** Modified Access from southbound I-495 GP lanes to westbound DTR

  Construction of these new ramps is expected to occur by 2030. The I-495 Express Lanes Northern Extension would be designed to be compatible with the planned construction of these future ramps.

- **I–495 and I–270 Managed Lanes Study and EIS** – The purpose of this study is to address congestion and improve trip reliability on I-495 from south of the ALMB in Fairfax County, Virginia to west of Maryland (MD) 5 and on I-270 from I-495 to I-370, including the I-270 east and west spurs, in Montgomery County, Maryland. A wide range of preliminary alternatives were considered and have been screened down to alternatives that include HOT lanes or Express Toll Lanes (ETL) on 1-495. These alternatives include carrying the improvements across the ALMB. This study is the first element of a broader Traffic Relief Plan as announced by Maryland Governor Larry Hogan in September 2017, which considers improvements along the entire length of I-495 and I-270.

  On November 12, 2019 Maryland Governor Hogan and Virginia Governor Northam signed an accord to replace the American Legion Bridge and relieve congestion on the Capital Beltway. The new planned infrastructure across the Potomac River includes replacement of existing

lanes in each direction and the addition of two new Express Lanes in each direction for approximately three miles between the George Washington Memorial Parkway in Virginia to the vicinity of River Road in Maryland. New bicycle and pedestrian access would connect trails on both sides of the Potomac River. The I-495 Express Lanes Northern Extension is an independent, stand-alone project that is being closely coordinated and would be compatible with plans for the I-495 and I-270 Managed Lanes Study.

- **Jones Branch Connector** – This project includes the construction of a new link from Jones Branch Drive across I-495 to Route 123 in Fairfax County. The half-mile project includes new roadway and improvements from Jones Branch Drive and the Jones Branch Connector to the intersection of Scotts Crossing Road and Route 123. Project features include: two travel lanes and on-street bike lanes in each direction; three bridges over the I-495 Express and GP lanes; 8- to 12-foot-wide lighted sidewalks, landscaping and other streetscape amenities; and a wide, raised median to accommodate the future Tysons Circulator bus. The project was partially opened to traffic in December 2018 with one lane of traffic in each direction. Construction has been substantially completed as of the end of 2019.
- **Tysons/Old Meadow Road Bike/Ped Improvements** – This project involves construction of a 10-foot shared-use path from the intersection of Route 123 and Old Meadow Road east of I-495 to a location near the intersection of Tysons One Place and Fashion Boulevard west of I-495. The shared-use path would be located along the west side of Old Meadow Road. The first phase of the project includes the construction of a bicycle and pedestrian bridge over I-495. The project is currently in design. Construction is expected to be completed by 2021.
- **2016 GWMP North Section Rehabilitation EA** – This project includes reconstructing the asphalt pavement and constructing new concrete curbs; replacing drainage inlets and culverts; stabilizing erosion at drainage outfalls; improving safety with options including crash-worthy roadside barriers; various options to reconfigure the interchange at Route 123/GWMP; and other smaller project elements such as creation of emergency turnarounds, extension of acceleration and deceleration lanes, and installation of stormwater management practices. The National Park Service (NPS) issued a Finding of No Significant Impact (FONSI) on September 13, 2018. A construction schedule has not yet been established.
- **McLean Area Traffic Analysis** – Since 2017, VDOT and Fairfax County have worked with the surrounding community to identify short-term, intermediate, and long-term solutions to mitigate residential street traffic congestion and I-495 access at the Balls Hill Road and Georgetown Pike intersection. Short-term improvements recently completed include additional signage, pavement markings, traffic cameras, and shoulder improvements for police enforcement. Fairfax County has initiated the cut-through restriction process with the surrounding neighborhood and is currently reviewing improvement options for the Balls Hill Road/Georgetown Pike and Douglass Drive/Georgetown Pike intersections.

1.4 NEEDS FOR THE PROJECT

The following transportation needs have been identified for the study area:

- Reduce congestion;
- Provide additional travel choices; and
- Improve travel reliability.

1.4.1 Reduce Congestion

As demonstrated in the *Traffic and Transportation Technical Report* (VDOT, 2020f), incorporated herein by reference, I-495 within the study area is severely congested during the weekday AM and PM peak periods in both directions, especially along I-495 northbound approaching the ALMB. The AM peak period occurs between 6:45 AM and 9:45 AM. The PM peak period occurs between 2:45 PM and 5:45 PM. Congestion is increasingly spreading beyond these peak periods as motorists either change their departure times to avoid delay or travel during the periods of highest congestion resulting in trips taking substantially longer, especially in the PM peak period.

Traffic Volumes and Travel Demand

Over the past 15 years (2002 to 2017), the Average Annual Daily Traffic (AADT) for I-495 at the ALMB has grown from 197,000 to 233,000, an 18 percent increase (VDOT, 2017). Projected growth in population and employment, particularly in Tysons, is forecasted to substantially increase in future years and additionally strain highway capacity.

Existing (2018) Traffic Volumes

A sample of 2018 mainline I-495 count data is presented in **Figure 1-4** and **Figure 1-5**, representing the average weekday hourly volumes in the northbound and southbound directions, respectively, at four locations along the I-495 corridor. The curves shown in the figures depict the expected distribution of volume during an average weekday in the northbound and southbound directions, with the highest throughput volumes observed during the AM peak period in both directions. Note that especially in the northbound direction, traffic volumes *decrease* over the course of the AM and PM peak periods, as congestion constrains throughput along the corridor (as discussed in the Traffic Operations section in the following pages). This is especially pronounced during the PM peak period, where the throughput along the corridor is much lower than the hypothetical capacity of an eight-to-ten-lane freeway. Corridor traffic volumes are generally highest in both directions over the ALMB between the GWMP and Clara Barton Parkway.

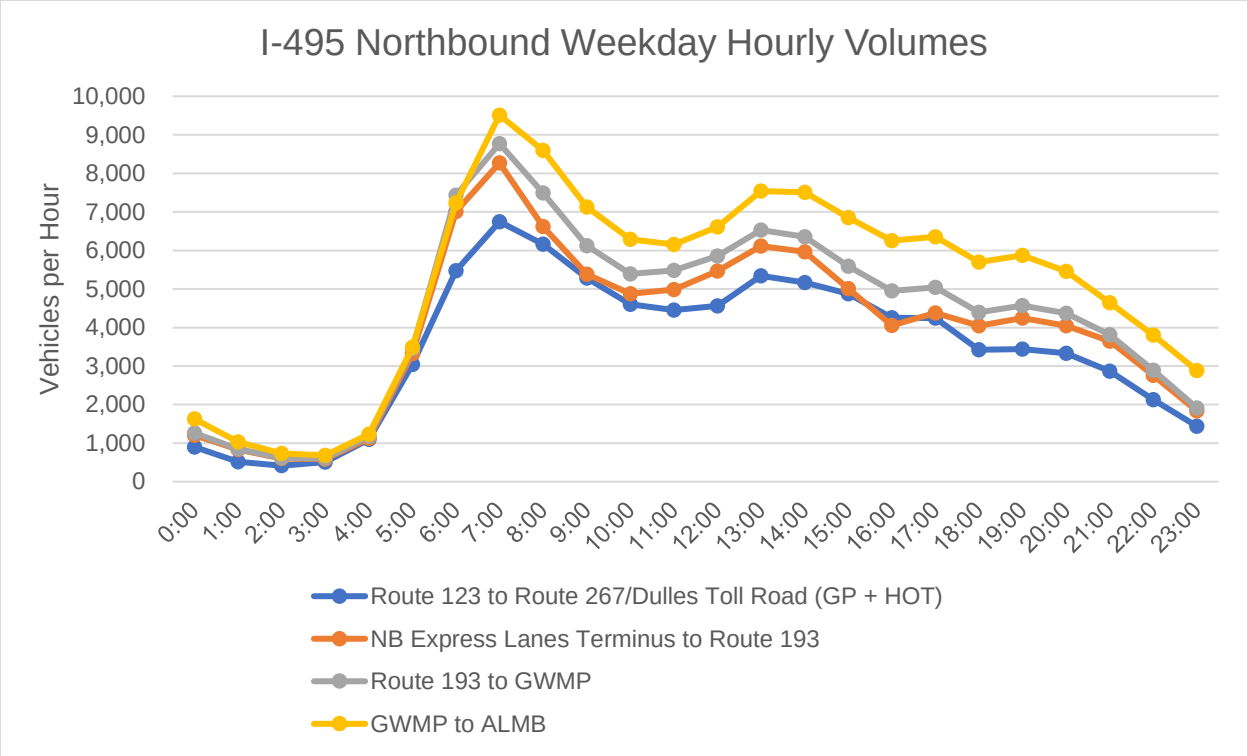


Figure 1-4. Average Weekday Hourly Volumes along I-495 Northbound

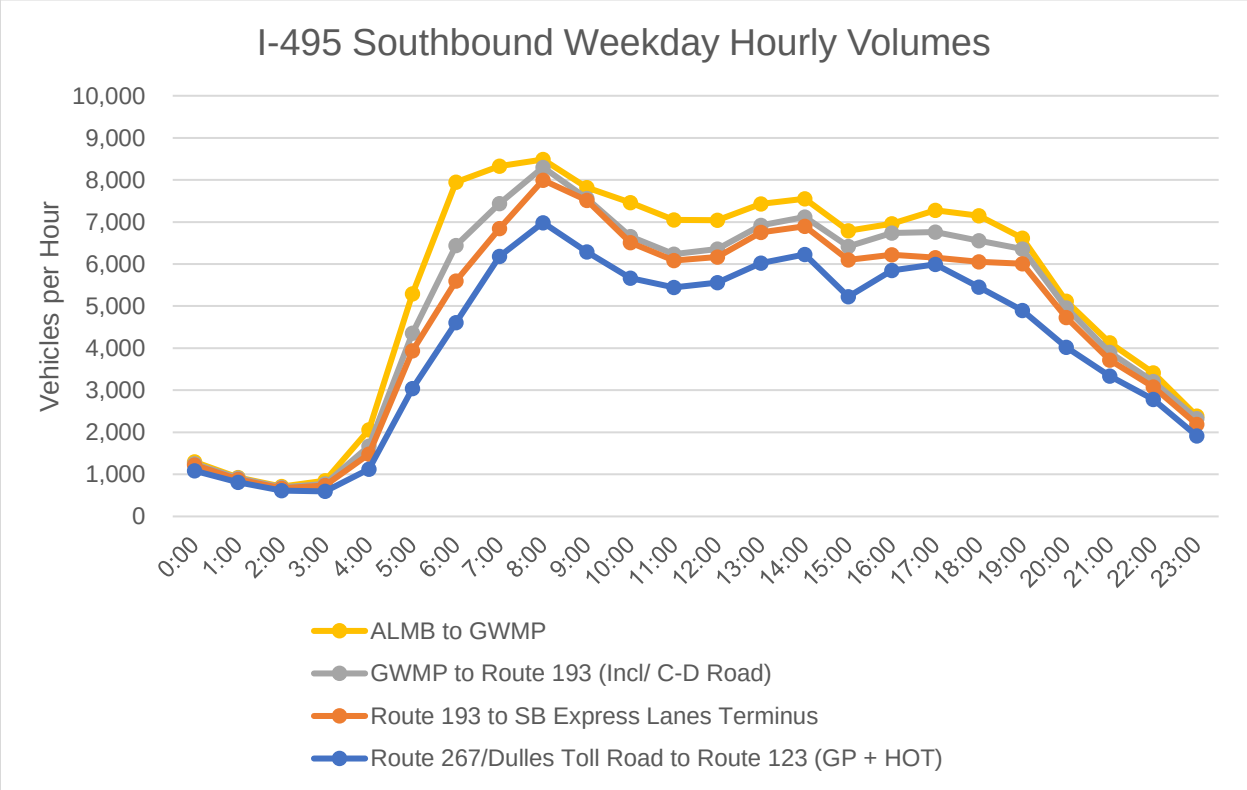


Figure 1-5. Average Weekday Hourly Volumes along I-495 Southbound

The existing high traffic volumes can be partially attributed to the substantial population growth that has occurred in recent years within the study area and the Washington, D.C. region as a whole. The Washington, D.C. region's population increased from 4.4 million to 5.7 million residents between 2000 and 2018. Fairfax County is the most populous locality in the region, at over 1.1 million residents. As the population has increased, regional employment has followed suit, adding almost 400,000 jobs from 2000 to 2016. As the only direct transportation link between Fairfax and Montgomery Counties, and with no other transit service available, I-495 experiences heavy use by commuters driving private, single-occupant vehicles (Versel, 2013).

Future Traffic Volumes

A comparison of Existing (2018) and 2045 No Build average daily traffic volumes for the northbound and southbound GP and Express Lanes on I-495 is shown in **Figure 1-6** and **Figure 1-7.**

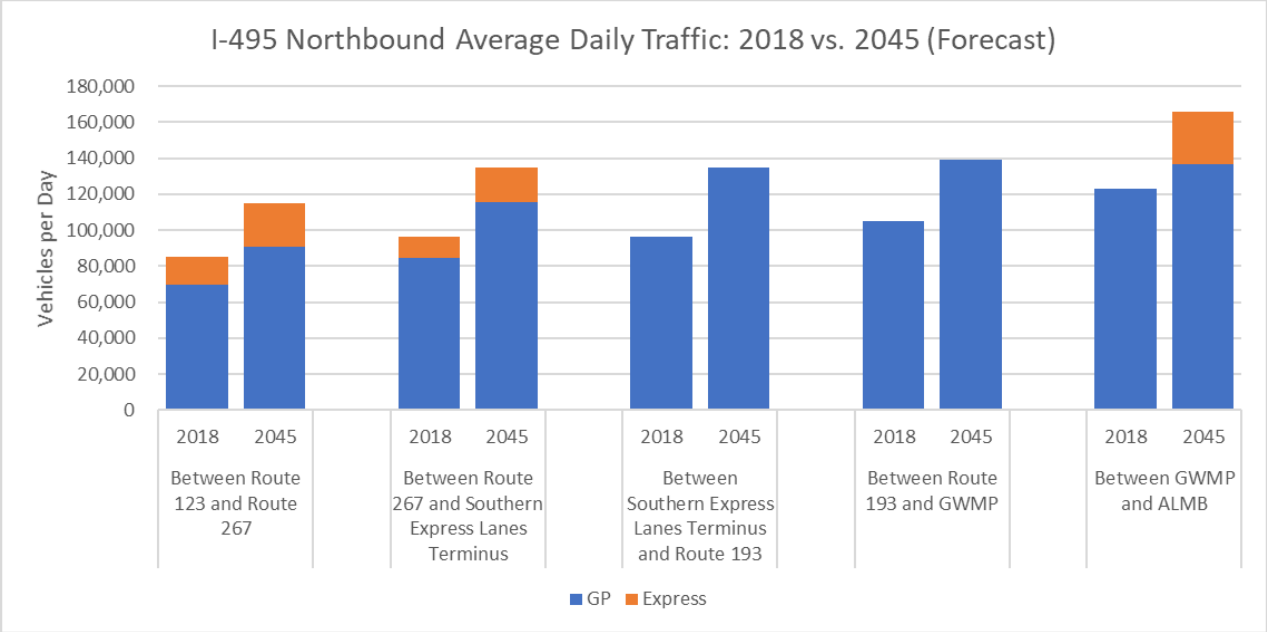


Figure 1-6: I-495 Northbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast)

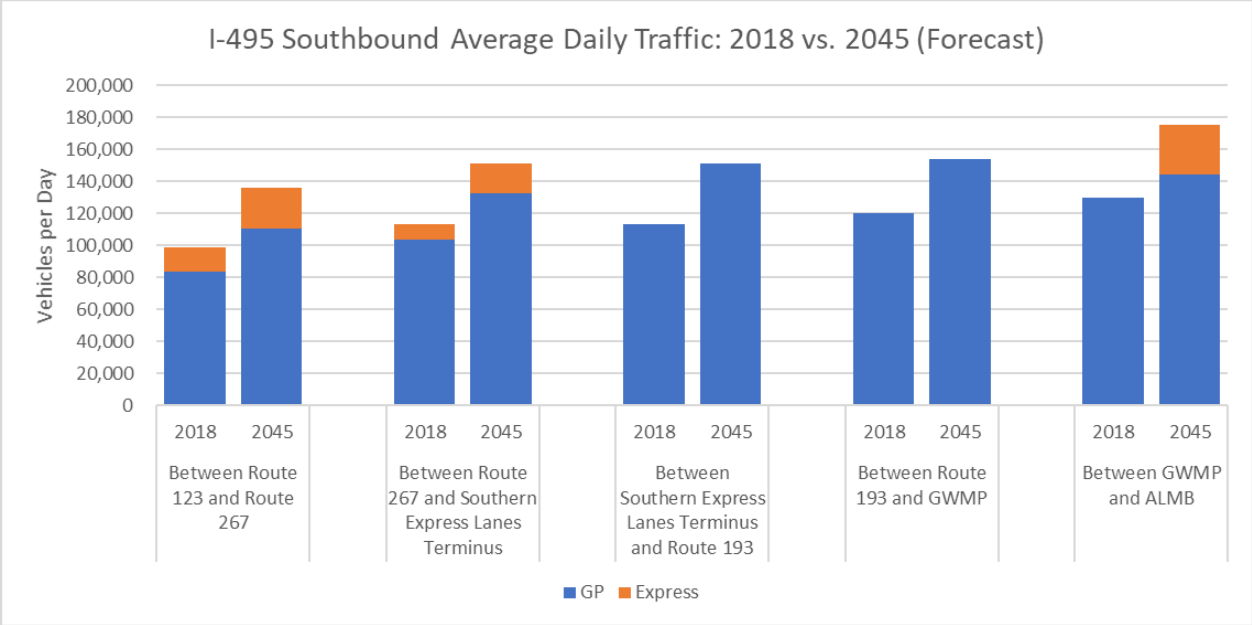


Figure 1-7: I-495 Southbound Average Daily Traffic: 2018 vs. 2045 No-Build (Forecast)

As shown in **Figure 1-6** and **Figure 1-7**, overall and peak period traffic volumes are forecasted to increase in the future and would exceed the carrying capacity of the corridor to a greater degree. These high volumes would be driven primarily by projected population and employment growth in the region. Between 2015 and 2045, the regional population is expected to increase by 1.4 million (26% growth), and the number of jobs by 1 million (32% growth), as project by the Metropolitan Washington Council of Governments (MWCOG) in their October 2018 report on *Cooperative Forecasting in Metropolitan Washington*. In the area adjacent to the project corridor, approximately 96% of the housing units are currently occupied. Due to rapid population growth and limited existing housing available, the MWCOG anticipates that many residents would be forced to find housing further away from employment centers, making transit, bicycling, or walking to work less feasible. Commuting options for these residents would therefore be limited to single-occupancy or high-occupancy personal vehicles, increasing traffic volumes and travel demand on roadways. The increase in traffic volumes would lead to more severe and a longer duration of congestion during both the AM and PM peak periods, as discussed in the next section. Therefore, there is a need to accommodate increased traffic volumes and travel demands for single- and high-occupancy vehicles as population and employment continue to grow within the region.

Traffic Operations

Existing Conditions

Due to the over-capacity conditions along I-495 during peak periods in both directions, the resulting congestion reduces travel speeds and increases travel times for users. The I-495 corridor in the study area does not have a typical commuting traffic pattern where a morning peak occurs in the one direction and an afternoon peak occurs in the opposite direction. Instead, the corridor experiences congestion in both the northbound and southbound directions in both peak periods, with commuters traveling from suburban areas to work and vice versa in both directions, in addition to substantial interstate long-distance travel utilizing the corridor. In both peak periods, congestion is more severe in the northbound direction due to a bottleneck at the ALMB.

Congestion is increasingly spreading beyond these peak periods as motorists either change their departure times to avoid delay or travel during the periods of highest congestion resulting in trips taking substantially longer, especially in the PM peak period.

A study of average weekday (Tuesday-Thursday) travel speeds in 15-minute intervals along I-495 northbound through the study area shows that within the study area, congestion is experienced for nearly 10 hours on an average weekday (approximately four hours during the AM peak period and nearly six hours during the PM peak period). More detail is in the *Traffic and Transportation Technical Report* (VDOT, 2020f).

General characteristics of congestion on the corridor include:

- **Substantial multi-hour queues in both directions.**
  - Bottlenecks created by major merge areas, as experienced in the northern terminus of the study area.
  - Bottlenecks created due to lane drops, such as the I-495 northbound GP merge where the shoulder lane terminates.
  - Bi-directional demand and weaving result in congestion in both directions during both peak periods, such as weaving along I-495 northbound GP between the on-ramp from Route 193 and the off-ramp to GWMP.
  - The on-ramp from the GWMP to I-495 northbound frequently queues back onto the GWMP outbound/westbound mainline for several miles to as far back as the GWMP/Route 123 interchange.
  - In the northbound direction along I-495, the AM peak period lasts almost four hours, and the PM peak period lasts for more than six hours. In the southbound direction, the AM peak period lasts approximately two hours and the PM peak period lasts for approximately five hours.
- **Heavy volumes entering and exiting I-495 at the Route 267 interchange affect traffic in both directions for extended periods.**
  - Heavy demand from Route 267 entering an already congested segment of I-495 results in more congestion and queue spill-backs. The I-495 northbound GP on-ramp from DTR/DAAR eastbound frequently spills back to the DTR/DAAR mainlines due to heavy demand and congestion along I-495 northbound GP. The I-495 southbound GP on-ramp from DTR/DAAR eastbound creates weaving issues along I-495 southbound, as the off-ramp to Route 123 and destinations in Tysons is just downstream of this location.
- **Cut-through traffic on local parallel arterials creates more disturbance along mainline.**
  - Vehicles detouring to avoid I-495 congestion create more disturbance to the flow of traffic by exiting to use parallel arterial facilities, such as Balls Hill Road and Swinks Mill Road, and then entering again at downstream locations along I-495, such as at Route 193.
- **High-Occupancy Toll (HOT) traffic to and from the I-495 Express Lanes weaving in and out from GP lanes results in severe congestion.**
  - The speed differential as well as weaving in and out from the I-495 Express Lanes that have ingress and egress just north of the Route 267 interchange create congestion in the GP lanes.

Future Conditions

Travel times and speeds along I-495 within the study area are forecasted to worsen in the future, as increasing traffic volumes from population and employment growth cause more severe and longer durations of congestion during peak periods. Therefore, there is a need to accommodate increased traffic volumes and travel demand in order to reduce congestion along the corridor as population and employment continue to grow within the region. Future traffic operational conditions are discussed in more detail in the *Traffic and Transportation Technical Report* (VDOT, 2020f).

1.4.2 Provide Additional Travel Choices

Pursuant to Federal regulations, the MWCOG Transportation Planning Board (TPB) encourages the consideration of alternative congestion management strategies for projects that would increase single-occupancy vehicle capacity (TPB, 2018). Furthermore, as determined in the Capital Beltway Study EIS, simply adding capacity to I-495 via additional GP lanes would be extremely costly and would result in excessive property and environmental impacts. Therefore, a more innovative approach is needed for the I-495 corridor in order to manage congestion and travel demand without adding capacity to the GP lanes.

Existing Conditions

According to a commuting survey conducted by MWCOG in 2016, nearly half (48 percent) of those surveyed who use HOV/Express Lanes for commuting said availability of the lanes influenced their mode choice decision. The survey also indicated that the presence of Express Lanes encourages the use of carpooling and vanpooling; nine percent of commuters who had access to an HOV/Express Lane reported carpooling or vanpooling as their primary mode choice, compared with five percent of commuters who did not have access. The existing I-495 and I-95 Express Lanes create a 40-mile HOV and bus network in northern Virginia and provide additional travel choices for a variety of users. However, because the existing Express Lanes end at Old Dominion Drive, travel choices for all northbound travelers are limited. No commuter bus service is offered within the study area or over the ALMB due to the absence of dedicated or managed lanes that would allow buses to travel more efficiently. Both HOV and single-occupant vehicles choosing to use the existing Express Lanes are forced to rejoin the GP lanes north of Old Dominion Drive with no options to bypass congestion or bottlenecks. Therefore, there is no advantage or incentive for travelers to choose carpooling, vanpooling, or transit options because these options are no more efficient than driving alone. Without dedicated transit or HOV/HOT lanes, single-occupant vehicle travel is the dominant mode choice within the corridor. Additionally, there is no opportunity to attract users away from the congested GP lanes, which would reduce the overall trip demand and congestion in the GP lanes. There is a need to provide options for and incentivize high-occupancy travel modes to reduce overall vehicle trips, particularly single-occupancy vehicles, in accordance with TPB recommendations.

Commuter choices are also affected by access. The northbound and southbound I-495 Express Lanes are accessible in both directions from Westpark Boulevard and Jones Branch Drive. From Route 7 and eastbound DTR/DAAR, only the southbound Express Lanes are accessible.

There is currently no direct access to the northbound Express Lanes from the DTR, the DAAR, or Route 7. There is also no direct access to and from the Express Lanes in either direction from GWMP. Users are less likely to use the Express Lanes if the access points are inconvenient and insufficient for their needs. There is a need to facilitate access to high-occupancy travel modes to further encourage users to choose alternatives to single-occupancy travel.

North-south pedestrian trails and bicycle facilities are lacking within the study area. Bicyclists desiring to travel through this corridor currently ride in travel lanes on arterial and local roadways. In the study area and adjacent areas, the existing network of trails and bicycle and pedestrian facilities are fragmented, mainly oriented east-west, and do not connect with each other, nor facilitate north-south travel. As discussed in Chapter 3, under Section 3.3.1, the population in the study area has been growing faster than the surrounding areas within Fairfax County, with increasing demands for multimodal and nonvehicular travel choices. Therefore, there is a need to provide a connected network of trails and pedestrian/bicycle facilities linking together the existing fragmented system.

Future Conditions

As discussed in Section 1.3.1, traffic volumes are forecasted to increase in the future due to expected population and employment growth in the Washington, D.C. area, which would exacerbate existing congestion problems in the corridor. Travel choices for both northbound and southbound travelers would continue to be limited within the study area because all Express Lanes users would be forced to merge into the GP lanes, as they do today, with no incentive to convert to a higher-occupancy mode of travel. Therefore, single-occupant vehicle travel would continue to be the dominant mode within the corridor. The GP lanes would experience no congestion relief from users choosing alternate modes. Under the No Build condition, use of the existing Express Lanes capacity would not be maximized due to lack of convenient access points. Due to expected increases in traffic volumes in the future, there is a need to provide long-term options and incentives for high-occupancy travel modes in order to minimize future increases in overall vehicle trips within the study area.

The *Fairfax County Comprehensive Plan* (Fairfax County, 2017) and *Fairfax County Bike Master Plan* (Fairfax County, 2014) include a new north-south multi-use trail parallel with I-495 to address growing demand for non-motorized travel options. A new north-south trail would improve travel options and be consistent with local approved transportation plans.

1.4.3 Improve Travel Reliability

Existing Conditions

Travel speeds along I-495 within the study area for both the GP and the Express Lanes are highly inconsistent and can vary substantially by hour and by day, with the slowest speeds and heaviest queues occurring along I-495 northbound during both AM and PM peak periods. Average travel times during peak periods can be several multiples of the free-flow travel time. Furthermore, there is substantial variability in travel times, with 95th percentile travel times during peak periods that have been found to be substantially higher than the average or free-flow travel times. The following sections present existing travel times based on INRIX data.

Northbound GP Lanes

Figure 1-8 provides a graph of average weekday travel times throughout the day along the I-495 northbound GP lanes through the study area, between Route 123 and the ALMB. The I-495 northbound GP lanes have the highest travel times and greatest variability of all freeway segments in the study area during both the AM and PM peak periods.

- During the AM peak period, median travel times are approximately 13 minutes, or approximately twice the off-peak travel time of less than six minutes. Travel times can be substantially higher, as evidenced by 95th percentile travel times of approximately 22 minutes.
- During the PM peak period, median travel times are approximately 30 minutes, or more than five times the off-peak travel time of less than six minutes. There is substantial variability in travel times, as evidenced by 95th percentile travel times that approach nearly one-hour for a segment that is less than five miles in length.

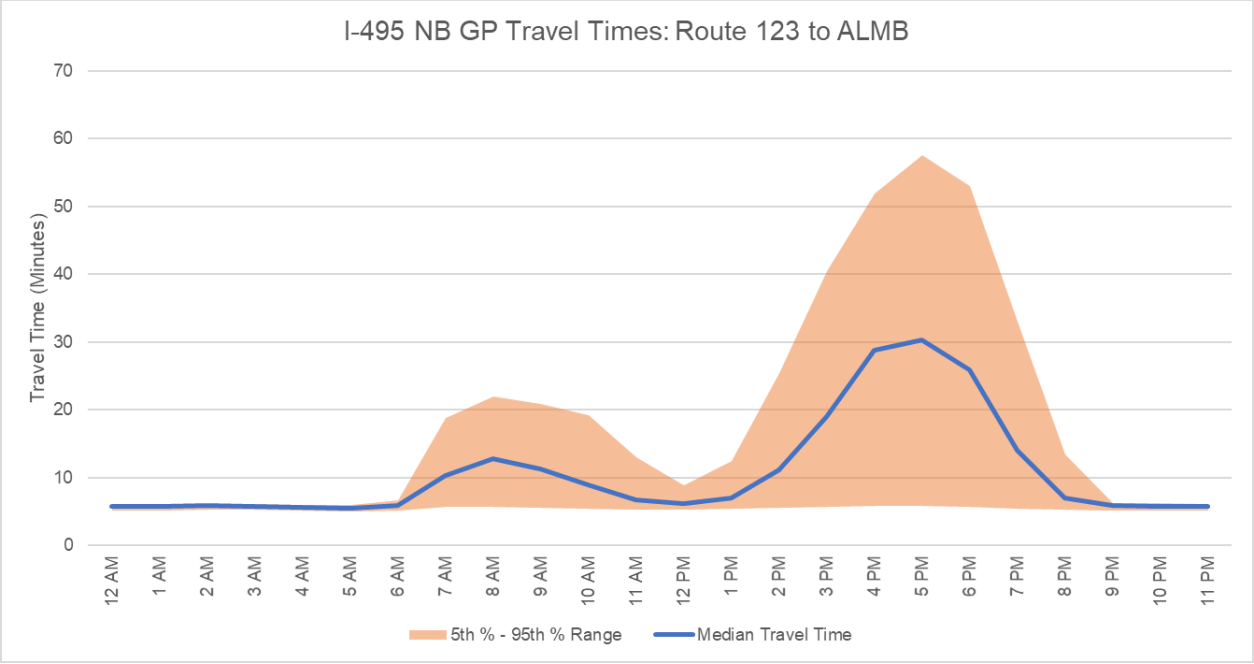


Figure 1-8. Average Weekday Travel Times, I-495 Northbound GP Lanes Through Study Area

Northbound Express Lanes

Figure 1-9 provides a graph of average weekday travel times throughout the day along the I-495 northbound Express Lanes through the 5-mile long study area, from Westpark Drive to the northern Express Lanes terminus. The I-495 northbound Express Lanes experience speeds slower than free-flow during both the AM and PM peak periods (especially in the PM peak period) due to downstream congestion along the I-495 northbound GP lanes, into which the Express Lanes must merge.

- During the AM peak period, median travel times are approximately 2.25 minutes, and can be as high as 4 minutes. The median travel time is approximately 30 seconds longer than free-flow time.
- During the PM peak period, median travel times are approximately 4.5 minutes, and can be as high as 12 minutes. The median travel time is approximately 2.5 times the free-flow travel time.

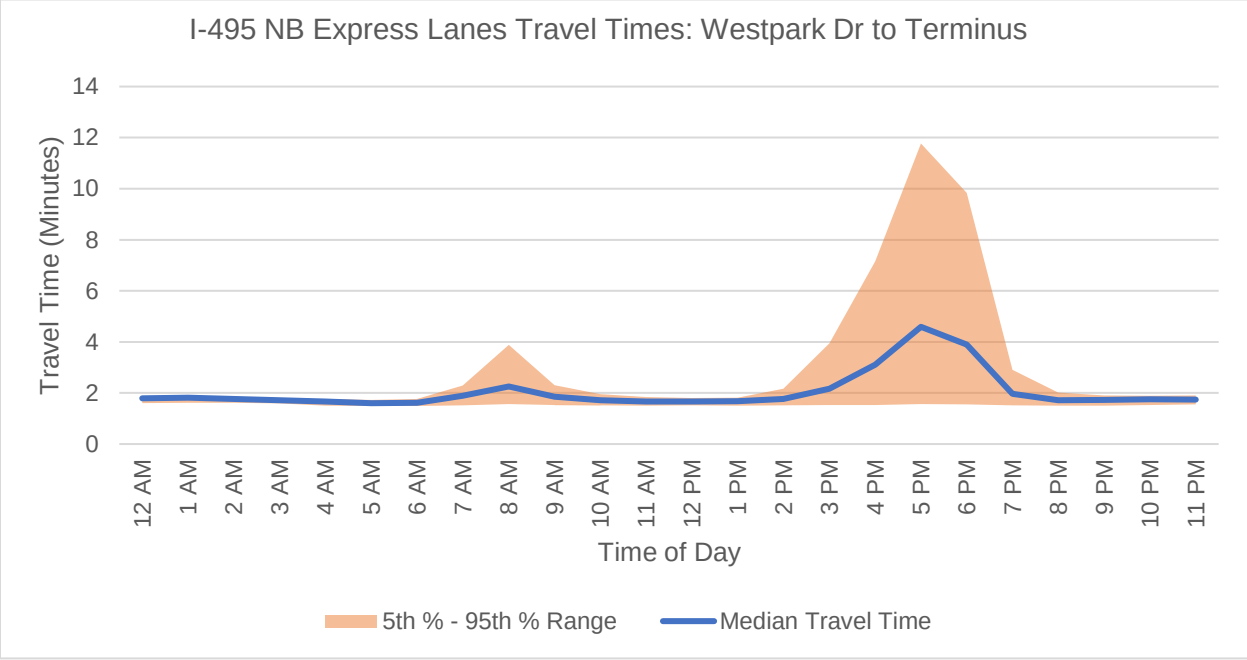


Figure 1-9. Average Weekday Travel Times, I-495 Northbound Express Lanes Through Study Area

Southbound GP Lanes

Figure 1-10 provides a graph of average weekday travel times throughout the day along the I-495 southbound GP lanes through the 5-mile long study area, between Clara Barton Parkway and Route 123. The I-495 southbound GP lanes see increases in median travel times during both the AM and PM peak periods; similar to the northbound GP lanes, congestion is more severe during the PM peak period.

- During the AM peak period, median travel times are approximately 8.5 minutes, and can be as high as 12 minutes. The median travel time is approximately 2.5 minutes higher than the free-flow travel time.
- During the PM peak period, median travel times are approximately 14.5 minutes, and can be as high as 25 minutes. The median travel time is more than twice the free-flow travel time.

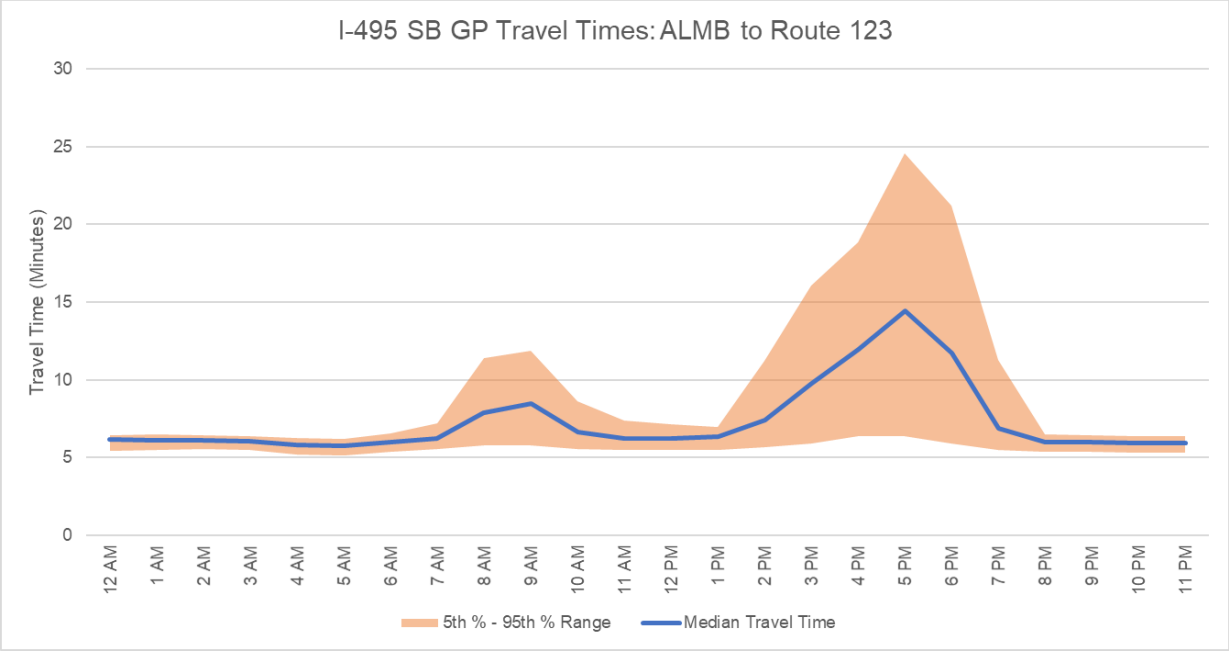


Figure 1-10. Average Weekday Travel Times, I-495 Southbound GP Lanes Through Study Area

Southbound Express Lanes

Figure 1-11 provides a graph of average weekday travel times throughout the day along the I-495 southbound Express Lanes through the study area, between the current northern terminus (just north of Old Dominion Drive) and Westpark Drive. The I-495 southbound Express Lanes see free-flow speeds throughout the day due to congestion pricing; there is no downstream congestion impacting operations.

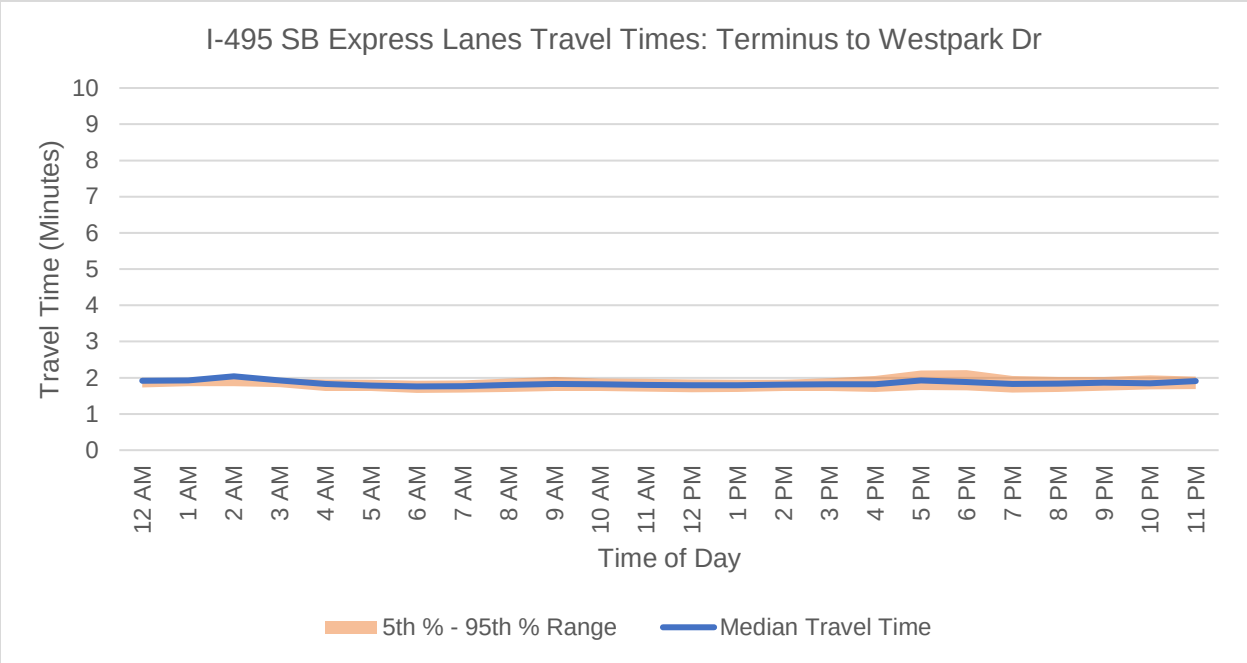


Figure 1-11. Average Weekday Travel Times, I-495 Southbound Express Lanes Through Study Area

As shown in **Figure 1-11**, the southbound Express Lanes allow for a consistent, predictable travel time. However, in the absence of transit or HOV/HOT lanes in the northbound direction, there is no northbound travel option along I-495 between Route 267 and the GWMP that guarantees a consistent travel time regardless of time of day, congestion, crashes, weather events, or other factors. All users within the study area are equally affected by variable travel speeds and times, including single occupancy, HOV, transit, and freight vehicles. Because of the inconsistent traffic flow within the study area, travel times to and from the GWMP and points south are unreliable and difficult to predict, requiring users to allow extra time for travel to guarantee that they would arrive on time. A 2016 commuter survey conducted by MWCOG revealed that over 80 percent of commuters in the region add extra time to their commutes to account for travel time variability (MWCOG, 2016). Motorists who report using HOV or Express Lanes save an average of 20 minutes on their commute; however, due to congestion and reduced travel speeds at the northern terminus of the northbound I-495 Express Lanes, users traveling northbound towards the GWMP are unable to reap the full travel time reliability benefits of the existing Express Lanes, as shown in **Figure 1-9**. There is a need to provide consistent, reliable, predictable travel times for all users of I-495 within the study area.

Future Conditions

As discussed in Section 1.3.1 and above, the duration and extent of congestion within the study area is expected to increase with population, employment, and subsequent traffic volumes. Variability in travel speeds and travel times is therefore expected to worsen in the future. Therefore, there is a need to provide consistent, reliable, predictable travel times for future users of I-495 within the study area.

1.5 PROJECT PURPOSE

Based on the existing and future transportation conditions described above, the purpose for the extension of Express Lanes on I-495 between Route 267 and the GWMP is to:

- **Reduce congestion—**Regional travel demand forecasting shows increased traffic volumes and travel demands as population and employment continue to grow within the region;
- **Provide additional travel choices**—Access to high-occupancy travel modes encourages drivers to choose alternatives to single-occupancy travel as well as provide an option to single-occupancy drivers to use the Express Lanes and free up capacity on the GP lanes, and the addition of north-south pedestrian and bike facilities, which are currently lacking, improves travel choice; and
- **Improve travel reliability—**Duration and extent of congestion is expected to increase along with population and employment growth resulting in the need for commuters to spend additional time traveling to work. Travel times in the GP lanes are expected to continue to be increasingly unreliable, with median peak period travel times notably higher than free-flow travel times.

Appendix B: Letters of Support

Metropolitan Washington
Airports Authority
1 Aviation Circle
Washington, DC 20001-6000

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

March 23, 2021

Ms. Susan Shaw
MegaProjects Director, Northern Virginia
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, VA 22030

RE: I-495 Express Lanes Northern Extension Project
I-495 & Dulles Toll Road/Dulles Access Road Interchange

Dear Ms. Shaw:

We are writing in regards to your letter dated February 8, 2021 regarding the referenced project that sets out the requirements and expectations for working within the Metropolitan Washington Airports Authority (Airport Authority) right of way. The letter addresses our concerns satisfactorily and we are in agreement with the responsibilities for all parties both in executing the project and addressing operation and maintenance requirements once the project is complete.

We look forward to working with VDOT and Transurban on this important project for the region. If you have any questions or need additional information, please contact me at Michael.Hewitt@mwaa.com or 703-572-0264.

Sincerely,

Michael Hewitt

Michael Hewitt
Airport Planner/Engineer
Planning Department
Office of Engineering

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

12000 GOVERNMENT CENTER PKWY
SUITE 530
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

JEFFREY C. MCKAY
CHAIRMAN

April 13, 2021

The Honorable Shannon Valentine
Secretary of Transportation
P.O. Box 1475
Richmond, Virginia 23218

Reference: Endorsement of the I-495 Northern Extension (I-495 NEXT) Project

Dear Secretary Valentine:

On April 13, 2021, the Fairfax County Board of Supervisors endorsed the I-495 NEXT project. The project will improve mobility throughout the Washington Metropolitan region as it connects to a planned system of managed lanes in Maryland. Since the transmittal of the County's comments in December 2020, Maryland has selected a Preferred Alternative that includes two high-occupancy toll lanes in each direction on I-495 like the configuration planned for Virginia's I-495 NEXT project. Maryland has also selected a developer consortium to complete the predevelopment work that includes the portion of I-495 from the American Legion Memorial Bridge (ALMB) to I-270 and plans on submitting a Developer Phase P3 Agreement for the predevelopment work for review and approval to the Maryland Transportation Authority in the coming months. These are positive and very welcomed steps. However, there is still risk and uncertainty regarding whether, and if so when, Maryland will receive the required approvals to enter into agreements to construct their project.

The continuation of an express lanes system into Maryland over the ALMB remains a critical priority to realize the full anticipated benefit of the I-495 NEXT project. The Board continues to strongly encourage VDOT to coordinate with Maryland to minimize the time between the opening of the I-495 NEXT express lanes and Maryland's managed lanes. We remain concerned about the possibility of project rejection or delay by Maryland, and the impact either would have on roadways in Fairfax County. The Board continues to urge VDOT to address and mitigate the impacts to travel time in the General Purpose lanes in the interim time period.

As outlined below, VDOT and the County have continued their collaboration to address project concerns, particularly those related to transit funding, pedestrian and bicycle infrastructure, intersection improvements, and the visual impact of the I-495 and Dulles Toll Road interchange ramps. In addition to those critical areas, the County also looks forward to working with VDOT on the ongoing implementation issues that will affect the community as the project progresses.

- Enhanced Transit
    - The provision of dedicated transit funding is essential to reducing single-occupancy vehicle ridership, vehicle miles traveled in the area, and encouraging a sustainable transportation system. Since December 2020, the Commonwealth has indicated a willingness to fund transit efforts and the I-495 American Legion Bridge Transit and TDM Study led by Maryland Department of Transportation (MDOT)/ Maryland Transit Administration (MTA) and Virginia Department of Rail and Public Transportation (DRPT) identified transit routes that would promote opportunities for transit ridership between key destinations in Maryland and Virginia. We appreciate the Commonwealth's willingness to fund the capital and operating costs of one

of the Tysons-Montgomery County transit routes identified by the Transit and TDM Study. This funding includes $5.2M of capital funding towards vehicle procurement and $2.2M of annual operating costs to run peak hour, bi-directional service with 15-minute headways and off-peak service (figures in 2021 dollars). We would appreciate confirmation that this enhanced transit funding will not be in lieu of other transportation funding the County could expect to receive. An important County goal is to reduce single occupant vehicle (SOV) travel by encouraging more transit use.

- Bicycle and Pedestrian
  - The trail proposed as part of I-495 NEXT offers significant benefit for non-vehicular regional travel per the County's Comprehensive Plan and public health. The connection of pedestrian and bicycle facilities as part of this major regional trail and along the secondary streets to Tysons is also critical to providing a comprehensive transportation network that meets the needs of this growing community. To this end, the Board appreciates the Commonwealth's commitment to make a perpendicular connection to the sidewalk at Lewinsville Road rather than meandering the trail to the entrance to Timberly South, to widen the pedestrian path on the Lewinsville Road bridge to allow the continuation of the trail towards Tysons and to add a rectangular rapid flash beacon crossing near Timberly Court and Lewinsville Road. These additional improvements will greatly benefit connections to Tysons and the surrounding community – and reduce SOV travel by encouraging more pedestrian and bicycle travel.

- Traffic Impacts
  - VDOT and the County closely examined the intersections that were demonstrating degradation in the 2025 and 2045 ultimate conditions and found that traffic volumes did not increase more than 1% between the No Build and Build conditions. Further discussion also determined that proposed improvements from the County's Comprehensive Plan and several ongoing transportation studies could offer substantial benefit to the intersections that were experiencing delay in the ultimate conditions. To continue to address these locations, Fairfax County and VDOT will partner to implement and fund improvements that will provide relief to intersections impacted by the I-495 NEXT project according to the Comprehensive Plan and future study recommendations.

- Stormwater
  - The County and VDOT are in the process of developing an agreement to fund stream restoration efforts along Scotts Run. In conjunction with the stream restoration project planned by the County, the additional funds received by the I-495 NEXT concessionaire will provide a more holistic approach to stream restoration that helps promote streambank stabilization and enhanced outfalls, which provides an overall improvement for Scotts Run. The County looks forward to VDOT's efforts to finalize this agreement that addresses the stormwater concerns previously presented in the County's comments on the Environmental Assessment. The County would appreciate VDOT's collaboration to identify effective ways to integrate our successful findings on revegetation efforts, such as reforestation super clumping plots and soil amendments to promote a healthy soil profile, into the I-495 NEXT vegetation restoration work, as well as explore locations to expand programs like the VDOT Pollinator Habitat Program within or adjacent to the project area.

- Elevated Ramps

Per the County's previous request, VDOT has committed to provide more detailed renderings to allow community members to form a clear and accurate understanding of the visual impact of each phase of the interchange at I-495 and the Dulles Toll Road. We appreciate the Commonwealth's agreement to further study the project and conduct sufficient outreach prior to implementation of future phases of the ramps at the Dulles Toll Road and I-495. The Board appreciates the Commonwealth's agreement to further study the future phases of the project and conduct sufficient outreach prior to implementation of future ramps at the Dulles Toll Road and I-495. The Board remains concerned about the impact of the interchange on adjacent communities in its ultimate configuration and requests that VDOT re-evaluate its design and develop a context-sensitive alternative to minimize the footprint and impacts to the fullest extent possible.

- Implementation

  - VDOT has made extensive efforts to coordinate with County staff on project designs, pedestrian/bicycle facilities, and stormwater, among other aspects of the project. These efforts are expected to provide substantial opportunity for input and consideration for the implementation of the I-495 NEXT project. The Board emphasizes that these efforts should continue, and the following considerations be included:

    - Ensuring continued and sufficient outreach for census block groups with over 50% minority population and economically vulnerable households at 30% or 50% Area Median Income.
    - Ensuring that sound walls are replaced rapidly after the existing wall is removed, access for wall installation is designed away from residences to the extent feasible, utility relocation is designed and planned to minimize the impact to communities, and additional outreach should be implemented if noise walls are not replaced according to the specified time in the contract,
    - Continuing efforts to reduce delays in the General Purpose Lanes on I-495 Northbound in the evening peak period,
    - Examining design modifications that will minimize, to the extent feasible, the amount of impervious surface,
    - Minimizing park and open space impacts,
    - Minimizing impacts to heritage properties,
    - Developing an aggressive maintenance of traffic plan for roadway and pedestrian/bicyclist accessibility,
    - Ensuring sufficient time to coordinate traffic and design changes with County staff and Supervisors' offices, as well as the impacted communities,
    - Minimizing night construction in areas adjacent to residential neighborhoods,
    - Considering soil rehabilitation efforts as construction occurs and maintaining proper erosion, siltation and stormwater management equipment and facilities during construction,
    - Developing an effective landscaping and tree replacement plan that also manages the introduction and spread of invasive species,
    - Collaborating with County staff to identify and address any additional impacts to vegetation and stormwater as construction proceeds,
    - Minimizing disruption during construction,
    - Minimizing construction that impacts bus services especially at peak times,

- Ensure design plans are shared with County staff prior to final approval for major design submittal packages, and
- Including proper temporary roadway striping capable of maintaining visibility at night and in inclement weather.

Fairfax County appreciates the work that has been undertaken on this project to date and VDOT's efforts to address project concerns. We look forward to continued collaboration with the Commonwealth as the project moves towards implementation.

If you have any questions or need additional information, please contact Martha Coello of the Department of Transportation at Martha.Coello@fairfaxcounty.gov or 703-877-5682 or Tom Biesiadny at (703)877-5663.

Sincerely,

Jeffrey C. McKay
Chairman

cc: Members, Fairfax County Board of Supervisors
Bryan J. Hill, County Executive
Rachel Flynn, Deputy County Executive
Tom Biesiadny, Director, Department of Transportation
John Lynch, Acting District Administrator, VDOT, Northern Virginia
Susan Shaw, Megaprojects Director, VDOT
Barbara Byron, Director, Department of Planning & Development
Sara Baldwin, Acting Executive Director, Fairfax County Park Authority
Randy Bartlett, Director, Department of Public Works and Environmental Services

Appendix C: Preliminary Signing Plans

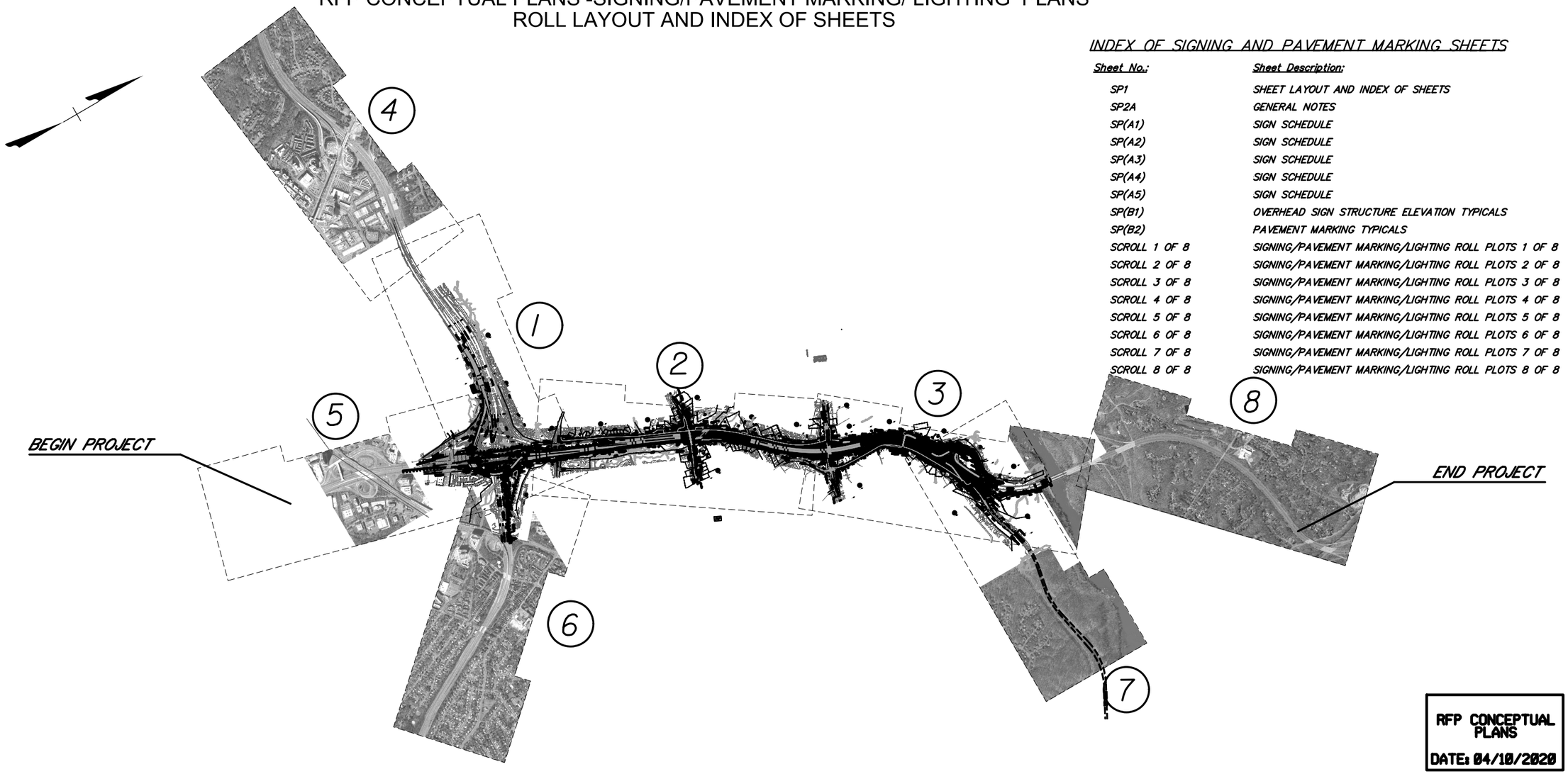
PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP1

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

TRANSURBAN PROJECT NEXT
495 EXPRESS LANES NORTHERN EXTENSION
FROM DTR EB APPROACH TO 495 MARYLAND
PROJECT: 0495-029-419, R-201, C-501
RFP CONCEPTUAL PLANS -SIGNING/PAVEMENT MARKING/ LIGHTING PLANS
ROLL LAYOUT AND INDEX OF SHEETS



INDEX OF SIGNING AND PAVEMENT MARKING SHEETS

Sheet No.:	Sheet Description:
SP1	SHEET LAYOUT AND INDEX OF SHEETS
SP2A	GENERAL NOTES
SP(A1)	SIGN SCHEDULE
SP(A2)	SIGN SCHEDULE
SP(A3)	SIGN SCHEDULE
SP(A4)	SIGN SCHEDULE
SP(A5)	SIGN SCHEDULE
SP(B1)	OVERHEAD SIGN STRUCTURE ELEVATION TYPICALS
SP(B2)	PAVEMENT MARKING TYPICALS
SCROLL 1 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 1 OF 8
SCROLL 2 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 2 OF 8
SCROLL 3 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 3 OF 8
SCROLL 4 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 4 OF 8
SCROLL 5 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 5 OF 8
SCROLL 6 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 6 OF 8
SCROLL 7 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 7 OF 8
SCROLL 8 OF 8	SIGNING/PAVEMENT MARKING/LIGHTING ROLL PLOTS 8 OF 8

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

FOR INFORMATION ONLY.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP1

PROJECT MANAGER _Tim Steinhilber_____
SURVEYED BY, DATE _Rice Associates, 2019-06-17_____
DESIGN BY _Mattern & Craig_____
SUBSURFACE UTILITY BY, DATE _N/A_____

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP2A

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

SIGNING & PAVEMENT MARKING PLAN GENERAL NOTES

SIGNING AND PAVEMENT MARKING GENERAL NOTES

1. ALL EXISTING TRAFFIC SIGNS WHICH ARE TO BE RELOCATED SHALL REMAIN IN PLACE UNTIL THE NEW SIGN STRUCTURE IS IN PLACE.
2. THE REMOVAL OR MODIFICATION OF EXISTING SIGN PANELS, STRUCTURES, OR FOUNDATIONS SHALL CONFORM TO SECTION 510 OF THE 2016 ROAD AND BRIDGE SPECIFICATIONS.
3. NEW MATERIAL AND ITEMS REQUIRED TO COMPLETE THE REMOVAL OR MODIFICATION OF EXISTING ITEMS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL IN ACCORDANCE WITH SECTION 105 OF THE 2016 ROAD AND BRIDGE SPECIFICATIONS.
4. ALL EXISTING SIGN LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR. ALL PROPOSED SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
5. PROPOSED FOUNDATIONS SHALL BE BUILT IN ACCORDANCE WITH SECTION 700 OF THE 2016 ROAD AND BRIDGE SPECIFICATIONS AND WITH THE PLANS.
6. ALL STRIPING, WHERE MATCHING TO EXISTING, SHALL BE DONE IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE STANDARDS.
7. RAISED PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO THE VDOT 2016 ROAD AND BRIDGE STANDARDS.
8. EXISTING PAVEMENT MARKINGS AND/OR MARKERS THAT CONFLICT WITH THE PROPOSED MARKINGS AND/OR MARKERS SHALL BE ERADICATED BY APPROVED METHOD, ACCORDING TO VDOT 2016 ROAD AND BRIDGE SPECIFICATIONS 512.03.
9. FOR LANE AND SHOULDER WIDTHS, SEE ROADWAY PLANS AND TYPICAL SECTIONS.
10. PROPOSED PAVEMENT MARKINGS SHALL BE IN ACCORDANCE TO VDOT 2016 ROAD AND BRIDGE STANDARDS.
11. PRIOR TO FOUNDATION DESIGN, THE CONTRACTOR SHALL COORDINATE WITH ALL SUB-CONTRACTORS IN PROXIMITY OF THE SIGN STRUCTURE WHERE APPLICABLE.
12. CONTRACTOR SHALL REFER TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION 2016 ROAD AND BRIDGE STANDARDS AS AMENDED FOR ALL APPLICABLE DETAILS AND INSTALLATIONS.
13. GROUND MOUNTED REGULATORY, WARNING, AND TRAIL BLAZER SIGNS THAT ARE NEEDED BUT NOT SHOWN ON THE PLANS ARE TO BE DESIGNED BY THE DESIGN/BUILD TEAM, APPROVED BY THE CONCESSIONAIRE AND VDOT, AND CONSTRUCTED BY THE DESIGN/BUILD TEAM.
14. CLEARVIEW LETTERING 5-W SHOULD BE USED FOR THE MIXED-CASE PORTION OF ALL GUIDE AND DESTINATION SIGNS AND IN ACCORDANCE WITH VDOT IIM-TE-337.3 DATED MARCH 4, 2019.
15. DYNAMIC MESSAGE SIGNS:
    FOUR-LINE USED ON THE MAINLINE 21'-6" WIDE x 9'-10" HIGH
    DAKTRONICS VF-2420-36x90-66-A
    THREE-LINE USED ON THE MAINLINE 21'-6" WIDE x 8'-0" HIGH
    DAKTRONICS VF-2420-27x90-66-A
    THREE-LINE ARTERIALS 14'-6" WIDE x 5'-6" HIGH
    DAKTRONICS VF-2420-27x90-46A
    CONTRACTOR SHALL CONFIRM SIGN DIMENSIONS AND WEIGHT WITH MANUFACTURER PRIOR TO OVERHEAD STRUCTURE DESIGN.
16. SIGN FOUNDATIONS SHALL BE STAKED OUT USING ELECTRONIC DATA TO BE PROVIDED BY THE DESIGN/BUILD TEAM. FINAL LOCATION OF SIGN FOUNDATION SHALL BE ADJUSTED IN THE FIELD AS NEEDED TO CONFORM THE FIELD CONDITIONS AND UTILITIES AS MARKED.
17. REMOVAL OF EXISTING VDOT DMS SHALL BE DONE IN ACCORDANCE WITH THE VDOT TURNOVER PLAN AND ALL RELATED ADDENDA. DMS SHALL BE DELIVERED TO APPROPRIATE VDOT FACILITY.
18. NEW SPAN SIGN STRUCTURES AND FOUNDATIONS AT LOCATIONS SPECIFIED IN THE TECHNICAL REQUIREMENTS SHALL BE DESIGNED TO ACCOMMODATE AN ADDITIONAL STATIC LOAD OF 200 SQ. FT. AND APPROPRIATE SQ. FT. FOR DMS BOTTOM CAP FOR FUTURE USE. CANTILEVER AND BUTTERFLY STRUCTURES AND FOUNDATIONS SHALL BE DESIGNED TO ACCOMMODATE AN ADDITIONAL 50 SQ. FT.
19. THE CONTRACTOR SHALL TAKE NOTE OF SIGNS TO BE RELOCATED OR SALVAGED AS CALLED OUT IN THE PLANS. SIGNS FOR REMOVAL OR SALVAGE SHALL BE REMOVED FROM THE OVERHEAD STRUCTURE AND SUITABLY STORED AND PROTECTED PRIOR TO THE REMOVAL OF THE STRUCTURE.
20. THE CONTRACTOR SHALL TAKE NOTE OF THE SIGN STRUCTURES SCHEDULED FOR REUSE AND REPLACEMENT IN THE PLANS. THIS INFORMATION IS BASED ON A LIMITED STRUCTURAL ASSESMENT AND IS SUBJECT TO CHANGE. THE DESIGN/BUILD TEAM SHALL BE RESPONSIBLE FOR VERIFYING THE ADEQUACY OF STRUCTURES SCHEDULED FOR REUSE. ANY DEVIATIONS TO WHAT IS SHOWN IN THE PLANS SHALL BE DISCUSSED AND APPROVED BY THE CONCESSIONAIRE PRIOR TO FABRICATION OF ANY STRUCTURES.

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

FOR INFORMATION ONLY.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP2A

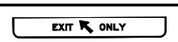
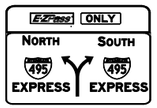
PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

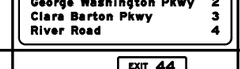
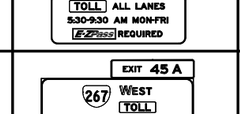
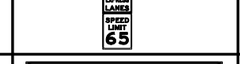
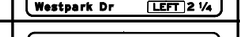
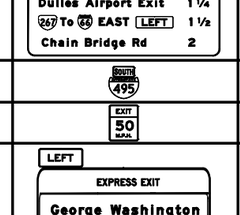
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(A)

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

SIGN SCHEDULE

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
1		1,3	TBD	11'-6" 77'-0"	2'-6" 16'-0"	E1-5P N/A	4 2	28.75 1232	
2		2,81	TBD	21'-6"	8'-0"	N/A	2	172	OVERLAY EXISTING OR REPLACE
3		4	TBD	21'-0"	3'-0"	E11-1d	1	63	OVERLAY EXISTING OR REPLACE
4		5	TBD	21'-6"	4'-0"	N/A	1	86	OVERLAY EXISTING OR REPLACE
5		7	TBD	20'-0"	13'-6"	N/A	1	270	
6		8,50	TBD	4'-0"	4'-0"	W4-1	2	16	
7		9,10,52	TBD	4'-0"	5'-0"	W13-3	3	20	
8		11	TBD	20'-6"	6'-0"	N/A	1	123	OVERLAY EXISTING OR REPLACE
9		12,13,14,33,98,126	TBD	4'-0"	4'-0"	W4-1	6	16	
10		15	TBD	21'-0"	4'-0"	N/A	1	84	OVERLAY EXISTING
11		16,37,74	TBD	3'-0" 4'-0"	1'-6" 3'-0"	M3-1 M1-1	3 3	4.50 12	
12		17	TBD	9'-6" 18'-6"	2'-6" 15'-6"	E1-5P N/A	1 1	23.75 286.75	
13		26,46,68	TBD	4'-0"	5'-0"	R2-1	3	20	

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
14		19	TBD	29'-6"	8'-0"	N/A	1	236	
15		20	TBD	9'-6" 19'-0"	2'-6" 13'-6"	E1-5P N/A	1 1	23.75 256.50	
16		21	TBD	13'-0" 18'-6" 18'-6"	4'-6" 10'-6" 7'-0"	E1-5bP N/A N/A	1 1 1	58.50 194.25 129.50	
17		22	TBD	11'-6" 21'-0"	2'-6" 19'-0"	E1-5P N/A	1 1	28.75 399	
18		23,39,179	TBD	4'-0"	7'-6"	N/A	3	30	
19		24	TBD	27'-0"	12'-0"	N/A	1	324	
20		25	TBD	26'-6"	9'-0"	N/A	1	238.50	
21		27	TBD	3'-0" 4'-0"	1'-6" 3'-0"	M3-1 M1-1	1 1	4.50 12	
22		28	TBD	4'-0"	5'-0"	N/A	1	20	
23		29	TBD	6'-0" 23'-6"	2'-6" 18'-0"	E1-5aP N/A	1 1	15 423	

TBD: TO BE DETERMINED BY THE DESIGN/BUILD TEAM.

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RFP CONCEPTUAL PLANS
DATE: 04/10/2020
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(A)

PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(A2)

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

SIGN SCHEDULE

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
24	EXIT 43 / George Washington Memorial Parkway / Washington / NO TRUCKS / 1 MILE	30	TBD	9'-6" 23'-6"	2'-6" 14'-0"	E1-5P N/A	1 1	23.75 329	
25	EXIT 44 / 193 GEORGETOWN PIKE / Langley Great Falls Va / EXIT ↗ ONLY	31	TBD	9'-6" 19'-0"	2'-6" 14'-0"	E1-5P N/A	1 1	23.75 266	
26	EXIT 44 ↗	32,42	TBD	6'-0"	5'-0"	E5-1a	2	30	SIGN 42 BARRIER MOUNTED
27		34,35,70,201	TBD	4'-0"	4'-0"	W4-3	4	16	
28	EXPRESS LANE ENDS 1/4 MILE	36	TBD	4'-0"	5'-6"	N/A	1	22	
29	EXIT 43 / George Washington Memorial Parkway / Washington / NO TRUCKS / EXIT ↓ ONLY	38,73,77	TBD	9'-6" 23'-6"	2'-6" 15'-0"	E1-5P N/A	3 3	23.75 352.50	
30	LEFT / 193 Georgetown Pike / Langley Great Falls VA ↓	40	TBD	6'-0" 19'-0"	2'-6" 12'-6"	E1-5aP N/A	1 1	15 237.50	
31	495 SOUTH / Alexandria Richmond ↓	41	TBD	15'-0"	12'-6"	N/A	1	187.50	
32	193 LEFT LANE / 495 SOUTH RIGHT LANE	43	TBD	13'-0"	6'-6"	N/A	1	84.50	
33	LEFT / EXPRESS EXIT / George Washington Memorial Parkway / Washington / NO TRUCKS / 1/4 MILE	44	TBD	6'-0" 23'-6"	2'-6" 18'-0"	E1-5aP N/A	1 1	15 423	

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
34	EXIT 44 / 193 Georgetown Pike / Langley Great Falls VA ↗	45	TBD	9'-6" 19'-0"	2'-6" 10'-6"	E1-5P N/A	1 1	23.75 199.50	
35	LEFT / EXPRESS EXIT / George Washington Memorial Parkway / Washington / NO TRUCKS ↖	47	TBD	6'-0" 23'-6"	2'-6" 18'-0"	E1-5aP N/A	1 1	15 423	
36		48,55,112,140,155	TBD	4'-0"	4'-0"	W4-2	5	16	
37	Clara Barton Pkwy 1 / 190 River Road 2 / 270 LEFT EXIT 4	49	TBD	23'-6"	8'-0"	N/A	1	188	
38	EXPRESS EXIT ↖	51	TBD	5'-0"	6'-0"	N/A	1	30	
39	EXIT 43 / George Washington Memorial Parkway / Washington / NO TRUCKS / EXIT ↗ ONLY	53	TBD	9'-6" 23'-6"	2'-6" 15'-0"	E1-5P N/A	1 1	23.75 352.50	
40	I-395 ONLY / EXPRESS LANES ENTRANCE / ONLY	54	TBD	2'-0" 16'-0"	2'-0" 14'-6"	N/A N/A	2 1	4 232	INCLUDES AMBER FLASHERS
41	EXPRESS LANE - ENDS	56	TBD	7'-6"	5'-6"	N/A	1	41.25	
42	RAMP 40 M.P.H.	57	TBD	4'-0"	5'-0"	W13-3	1	20	BARRIER MOUNT
43	EXIT 43 ↗	58,69	TBD	6'-0"	5'-0"	E5-1a	2	30	
44		59,60,61,62,63, 191,192	TBD	2'-0"	2'-6"	W1-8R	7	5	
45	EXIT 25 M.P.H.	64	TBD	4'-0"	5'-0"	W13-2	1	20	

TBD: TO BE DETERMINED BY THE DESIGN/BUILD TEAM.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(A2)

PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(A3)

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

SIGN SCHEDULE

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
47	193 / 495 SOUTH Richmond ↓	66	TBD	16'-6"	9'-0"	N/A	1	148.50	
48	LEFT E-ZPass ONLY EXPRESS LANES ENTRANCE	67	TBD	6'-0" 16'-0"	2'-6" 12'-6"	E1-5aP N/A	1 1	15 200	
49	LEFT EXPRESS LANES E-ZPass ONLY EXPRESS DMS Price	71	TBD	6'-0" 21'-6"	2'-6" 14'-0"	E1-5aP N/A	1 1	15 301	
50	EXIT 44 193 Georgetown Pike Langley Great Falls VA 3/4 MILE	72	TBD	9'-6" 19'-0"	2'-6" 12'-6"	E1-5P N/A	1 1	23.75 237.50	
52	EXIT 41 Clara Barton Pkwy Carderock Glen Echo NO TRUCKS EXIT ↓ ONLY	75	TBD	9'-6" 22'-6"	2'-6" 15'-0"	E1-5P N/A	1 1	23.75 337.50	
53	LEFT E-ZPass ONLY EXPRESS LANES ENTRANCE 1/2 MILE NO ACCESS TO EXITS 43 AND 44	76	TBD	6'-0" 16'-0"	2'-6" 18'-6"	E1-5aP N/A	1 1	15 296	
55	495	78,79,80	TBD	14'-0"	4'-0"	N/A	3	56	OVERLAY EXISTING
56	G. Wash. Pkwy LEFT 3 1/2	82	TBD	24'-0"	2'-0"	N/A	1	48	OVERLAY OR REPLACE
57	Scotts Crossing Rd LEFT 3/4	83	TBD	24'-0"	2'-0"	N/A	1	48	OVERLAY OR REPLACE
58	Scotts Crossing Road 1/4 MILE	84	TBD	18'-0"	8'-0"	N/A	1	144	OVERLAY EXISTING OR REPLACE
59	Scotts Crossing Road	85	TBD	20'-6"	6'-0"	N/A	1	123	OVERLAY EXISTING OR REPLACE
60	30 MAX	86	TBD	3'-0" 2'-6"	3'-0" 2'-6"	W1-1R W13-1P	1 1	9 6.25	
61	EXIT 30 MAX	87	TBD	4'-0"	5'-0"	W13-2	1	20	

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
62	LEFT E-ZPass ONLY 495 NORTH EXPRESS LANES ENTRANCE	88	TBD	6'-0" 16'-0"	2'-6" 18'-0"	E1-5aP N/A	1 1	15 288	
63	EXIT 18 495 NORTH Baltimore 1/4 MILE	89	TBD	9'-6" 13'-6"	2'-6" 9'-6"	E1-5P N/A	1 1	23.75 128.25	
64	EXIT 19 A SOUTH 123 TO SOUTH 495 Tysons Corner ↗	90	TBD	11'-6" 27'-6"	2'-6" 12'-6"	E1-5P N/A	1 1	28.75 343.75	
65	LEFT E-ZPass ONLY 495 NORTH EXPRESS LANES ENTRANCE 1/4 MILE	91	TBD	6'-0" 16'-0"	2'-6" 17'-0"	E1-5aP N/A	1 1	15 272	
66	EXIT 19 A SOUTH 123 TO SOUTH 495 Tysons Corner 1/4 MILE	92	TBD	11'-6" 20'-6"	2'-6" 11'-0"	E1-5P N/A	1 1	28.75 225.50	
67	EXIT 19 B 123 NORTH McLean ↗	93	TBD	11'-6" 19'-6"	2'-6" 9'-6"	E1-5P N/A	1 1	28.75 185.25	
68	Dulles Airport AIRPORT TRAFFIC ONLY NO TOLL 267 WEST TOLL TO 495 495 NORTH E-ZPass NO TOLL To All Local Exits	94	TBD	42'-0"	18'-6"	N/A	1	777	

TBD: TO BE DETERMINED BY THE DESIGN/BUILD TEAM.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(A3)

PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

SIGN SCHEDULE

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(A4)

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

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
69	E-ZPass ONLY NORTH 495 EXPRESS LANES PRICE DMS ½ MILE CENTER LANE	95	TBD	21'-6"	25'-6"	N/A	1	548.25	
70	EXPRESS LANES E-ZPass ONLY 2 AXLE VEHICLES OR BUSES ONLY HOV 3+ WITH E-ZPass Flex NO TOLL	96,181	TBD	7'-0"	6'-6"	N/A	2	45.50	
71	E-ZPass ONLY NORTH 495 EXPRESS LANES PRICE DMS 1 MILE	97	TBD	21'-6"	24'-0"	N/A	1	516	
73	LEFT E-ZPass ONLY SOUTH 495 EXPRESS LANES PRICE DMS ¼ MILE	100	TBD	6'-0" 14'-6"	2'-6" 17'-0"	E1-5aP N/A	1 1	15 246.50	
74	LEFT E-ZPass ONLY 495 EXPRESS LANES EXIT ONLY	101	TBD	6'-0" 16'-0"	2'-6" 12'-6"	E1-5aP N/A	1 1	15 200	
75	EXPRESS LANES E-ZPass ONLY 2 AXLE VEHICLES & BUSES ONLY HOV 3+ WITH E-ZPass Flex NO TOLL	102	TBD	7'-0"	6'-6"	N/A	1	45.50	
76	LEFT EXPRESS LANES E-ZPass ONLY EXPRESS DMS PRICE	103,109	TBD	6'-0" 21'-6"	2'-6" 14'-0"	E1-5aP N/A	2 2	15 301	
77	EXPRESS LANES E-ZPass ONLY 2 AXLE VEHICLES OR BUSES ONLY HOV 3+ WITH E-ZPass Flex NO TOLL	104,108	TBD	17'-6"	16'-6"	N/A	2	288.75	
78	LEFT E-ZPass ONLY EXPRESS LANES ENTRANCE 1 MILE NO ACCESS TO EXITS 43 AND 44	105	TBD	6'-0" 16'-0"	2'-6" 18'-6"	E1-5aP N/A	1 1	15 296	
79	EXIT 43 George Washington Memorial Parkway Washington NO TRUCKS ¾ MILE	106	TBD	9'-6" 23'-6"	2'-6" 14'-0"	E1-5P N/A	1 1	23.75 329	
80	EXIT 41 Carderock Great Falls Md ↗ NO TRUCKS	107	TBD	9'-6" 29'-0"	2'-6" 10'-0"	E1-5P N/A	1 1	23.75 290	
81	LEFT E-ZPass ONLY EXPRESS LANES ENTRANCE 2 MILES NO ACCESS TO EXITS 43 AND 44	110	TBD	6'-0" 16'-0"	2'-6" 18'-6"	E1-5aP N/A	1 1	15 296	
82	EXPRESS LANES Right Side E-ZPass Left Side E-ZPass	111	TBD	8'-0"	5'-6"	N/A	1	44	
83		113,188	TBD	4'-0"	4'-0"	W4-2	2	16	
85	STOP	120,193,194,195, 196,197	TBD	2'-6"	2'-6"	R1-1	1	6.25	
86		121,143,154,161, 174	TBD	4'-6"	1'-6"	R6-1	5	6.75	
87		122,160,171,176	TBD	3'-0"	4'-0"	R4-7	4	12	
88		123	TBD	2'-0" 2'-6" 2'-0" 1'-9"	1'-0" 2'-0" 1'-6" 1'-3"	M3-1 M1-1 N/A M6-3	1 1 1 1	2 5 3 2.19	
89		124	TBD	2'-0" 2'-6" 2'-0" 1'-9"	1'-0" 2'-0" 1'-6" 1'-3"	M3-3 M1-1 N/A M6-2	1 1 1 1	2 5 3 2.19	
90		125,148	TBD	4'-0"	2'-6"	N/A	2	10	
91		127	TBD	6'-6"	4'-0"	N/A	1	26	

TBD: TO BE DETERMINED BY THE DESIGN/BUILD TEAM.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(A4)

PROJECT MANAGER _Tim Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

SIGN SCHEDULE

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(A5)

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

TEXT NO.	TEXT	SIGN NO.	SIGN STRUCT. STD.	PANEL SIZE W	PANEL SIZE H	STD. NO.	QUANTITY	SIGN AREA SQ. FT	REMARKS
92	YIELD	128,135,157,166	TBD	4'-0" 4'-0"	4'-0" 4'-0"	R1-2	4	8	
93	WRONG WAY	129,137	TBD	3'-6"	2'-6"	R5-1a	2	8.75	
94	East 193	130	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-2 M1-5 M6-2	1 1 1	2 5 2.19	
95	West 193	131	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-4 M1-5 M6-2	1 1 1	2 5 2.19	
96	← Langley Great Falls Va ↗	132	TBD	12'-0"	5'-0"	N/A	1	60	
97	20	133	TBD	3'-0"	3'-0"	R3-2	1	9	
98	STOP HERE ON RED	134	TBD	3'-0"	4'-0"	R10-6	1	12	
99	[illegible]	136	TBD	3'-0"	4'-0"	N/A	1	12	
100	SOUTH 495	138	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-3 M1-1 M6-1	1 1 1	2 5 2.19	
101	← Richmond	139	TBD	10'-0"	3'-0"	N/A	1	30	
102	DO NOT ENTER WRONG WAY	141,152,167	TBD	3'-0" 3'-6"	3'-0" 2'-6"	R5-1 R5-1a	3 3	9 8.75	
103	[illegible]	142,153,163	TBD	4'-6"	1'-6"	R6-1	3	6.75	
104	[illegible]	144,150	TBD	3'-0"	3'-0"	R3-1	2	9	
105	NORTH 495	145	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-3 M1-1 M5-1	1 1 1	2 5 2.19	
106	West 193	146	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-4 M1-5 M6-1	1 1 1	2 5 2.19	
107	East 193	147	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-2 M1-5 M6-1	1 1 1	2 5 2.19	
108	NORTH 495	149	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-2 M1-5 M6-1	1 1 1	2 5 2.19	
109	← Rockville	151	TBD	10'-0"	3'-0"	N/A	1	30	
110	↑ Richmond Rockville ↗	156	TBD	12'-0"	5'-0"	N/A	1	60	
111	[illegible]	158	TBD	5'-0"	3'-0"	N/A	1	15	
112	[illegible]	159,175	TBD	3'-0"	3'-0"	R3-4	2	9	
113	[illegible]	162	TBD	3'-0"	3'-0"	S1-1	1	9	
114	DO NOT BLOCK INTERSECTION	164,177	TBD	4'-0"	5'-0"	R10-7	2	20	
115	[illegible]	165	TBD	2'-6" 2'-6"	2-6" 1'-0"	R3-7 R10-31P	1 1	6.25 2.50	
116	[illegible]	168,169	TBD	2'-6"	2'-6"	N/A	2	6.25	
117	West 193	170	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-4 M1-5 M6-1	1 1 1	2 5 2.19	
118	[illegible]	172	TBD	3'-0"	2'-0"	N/A	1	6	
119	[illegible]	173	TBD	4'-0"	2'-6"	N/A	1	10	
120	[illegible]	178	TBD	4'-0"	4'-0"	N/A	1	16	
121	SOUTH 495	180,182,183	TBD	3'-6" 3'-9"	1-9" 3'-0"	M3-3 M1-1	3 3	6.13 11.25	
122	[illegible]	184,185	TBD	3'-0"	3'-0"	R5-1	2	9	
123	[illegible]	186	TBD	4'-0"	4'-0"	W4-6	1	16	
124	NORTH 495	187	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-3 M1-1 M6-1	1 1 1	2 5 2.19	
125	NORTH 495	188	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-3 M1-1 M6-1	1 1 1	2 5 2.19	
126	NORTH 495	189	TBD	2'-0" 2'-6" 1'-9"	1'-0" 2'-0" 1'-3"	M3-3 M1-1 M6-1	1 1 1	2 5 2.19	
127	EXIT 44 193 Georgetown Pike Langley Great Falls VA 1 MILE	190	TBD	9'-6" 19'-0"	2'-6" 12'-6"	E1-5P N/A	1 1	23.75 237.50	
128	[illegible]	198	TBD	2'-6"	2'-6"	W3-1	1	6.25	
129	25 MPH	199	TBD	4'-0" 2'-6"	4'-0" 2'-6"	W1-11 W13-1P	1 1	16 6.25	
130	RAMP 25 MPH	200	TBD	4'-0"	5'-0"	W13-3	1	20	

TBD: TO BE DETERMINED BY THE DESIGN/BUILD TEAM.

NOTE: ALL PANEL LAYOUTS, DIMENSIONS, FONT, SUPPORTS, AND DESIGN ARE APPROXIMATE AND SHOWN FOR REFERENCE PURPOSES ONLY. FINAL DESIGN, APPROVALS, AND PERMITTING TO BE PERFORMED BY THE DESIGN/BUILD TEAM. GROUND MOUNTED REGULATORY, WARNING, AND TRAIL BLAZER SIGNAGE, INCLUDING MILE MARKERS, NOT ALL INCLUSIVE. DESIGN/BUILD TEAM RESPONSIBLE FOR FINAL DESIGN.

– SIGN PANEL OVERLAYS AND/OR REPLACEMENTS SHALL UTILIZE THE APPROPRIATE SHEETING IN ACCORDANCE WITH IIM–TE–380.1

RFP CONCEPTUAL PLANS
DATE: 04/10/2020
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(A5)

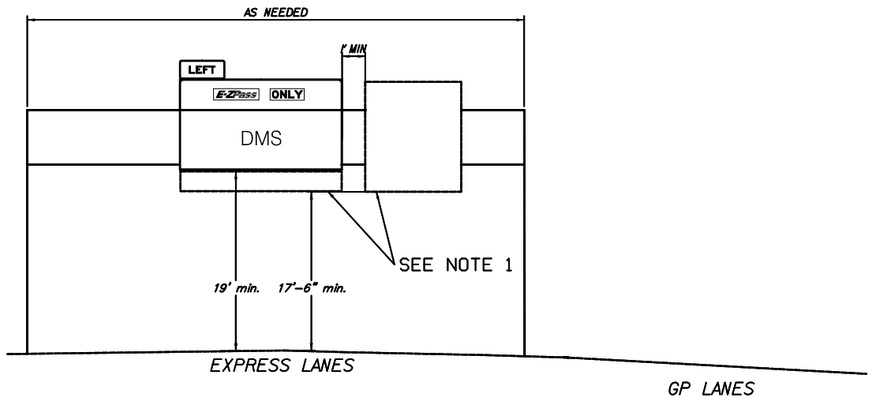
PROJECT MANAGER _Tim. Steinhilber_
SURVEYED BY, DATE _Rice Associates, 2019-06-17_
DESIGN BY _Mattern & Craig_
SUBSURFACE UTILITY BY, DATE _N/A_

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

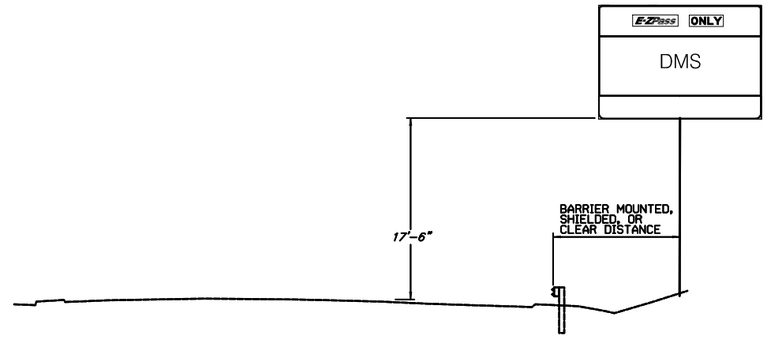
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(B1)

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

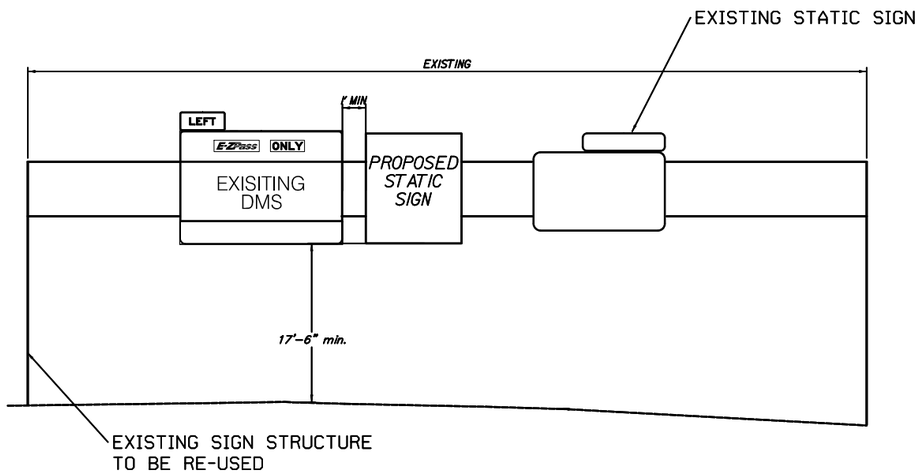
OVERHEAD SIGN STRUCTURE ELEVATION TYPICALS



TYPICAL PROPOSED SPAN TRUSS
WITH DMS



TYPICAL PROPOSED BUTTERFLY STRUCTURE
WITH DMS



TYPICAL EXISTING SPAN STRUCTURE
FOR RE-USE

GENERAL NOTES
1. *SHALL BE DESIGNED AND FABRICATED TO ACCOMMODATE AN ADDITIONAL STATIC LOAD OF 200 SF AND/OR AN ADDITIONAL DMS BOTTOM CAP. CANTILEVER AND BUTTERFLY STRUCTURES AND FOUNDATIONS SHALL BE DESIGNED TO ACCOMMODATE AN ADDITIONAL 50 SF OR 25% INCREASE IN SIGN PANEL AREA. SEE NOTE 18 ON SHEET SP2A.*
2. *CLEARVIEW FONT SHOULD BE USED ON PROPOSED SIGNS AND OVERLAYS IN ACCORDANCE WITH VDOT-IIM-TE-337.3.*
3. *DESIGN-BUILDER SHALL SHOW A DETAILED OVERHEAD SIGN STRUCTURE ELEVATION IN THE FINAL DESIGN PLANS PRIOR TO APPROVAL AND SHALL PROVIDE REQUIRED CLEAR ZONE DISTANCE OR SHIELDING AS NECESSARY.*
4. *SIGN PANELS TO BE CENTERED OVER LANES WHEN MOUNTED ON OVERHEAD SPAN TYPE STRUCTURES.*

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PROJECT MANAGER _Tim. Steinhilber_
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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	SP(82,

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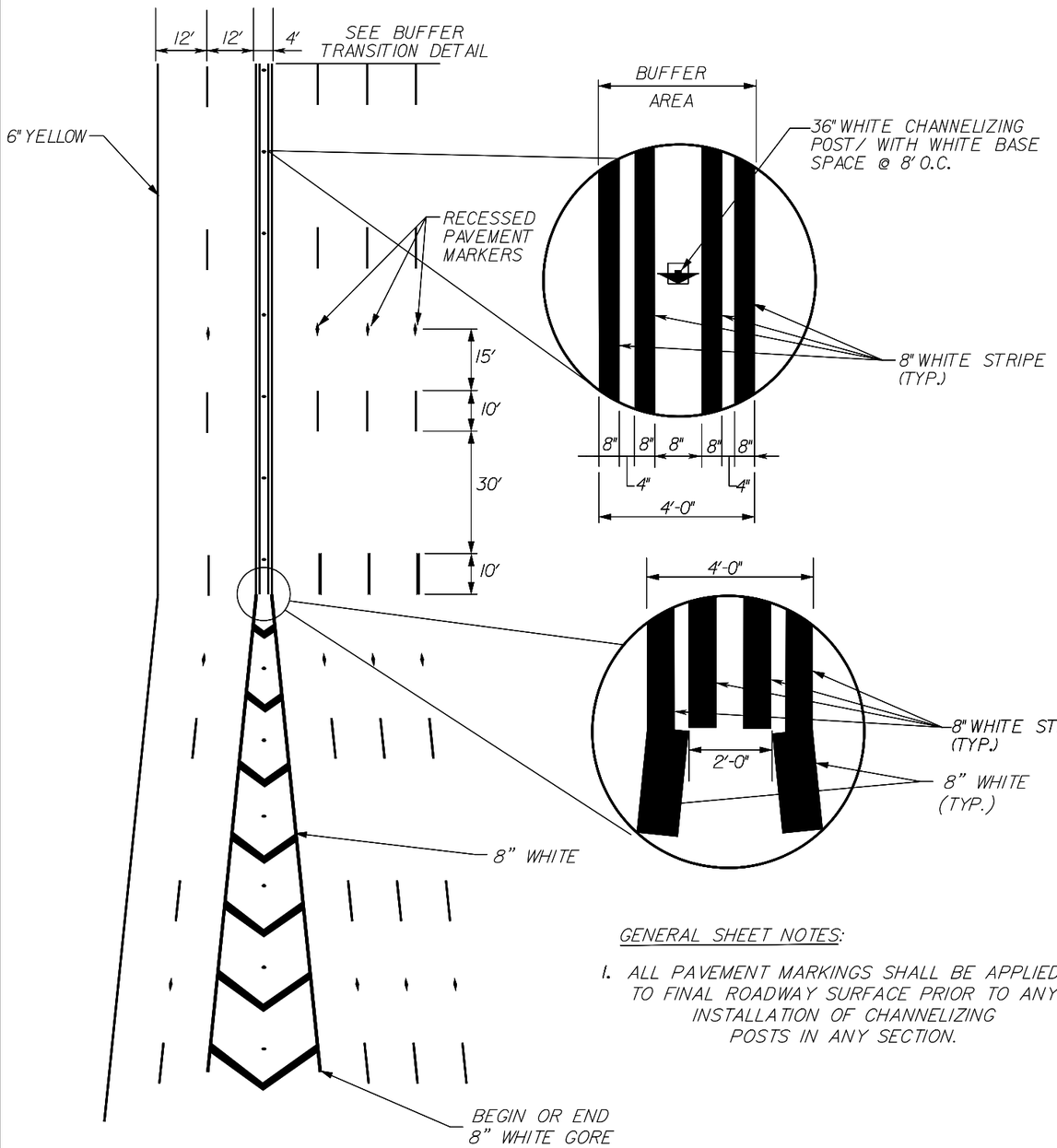
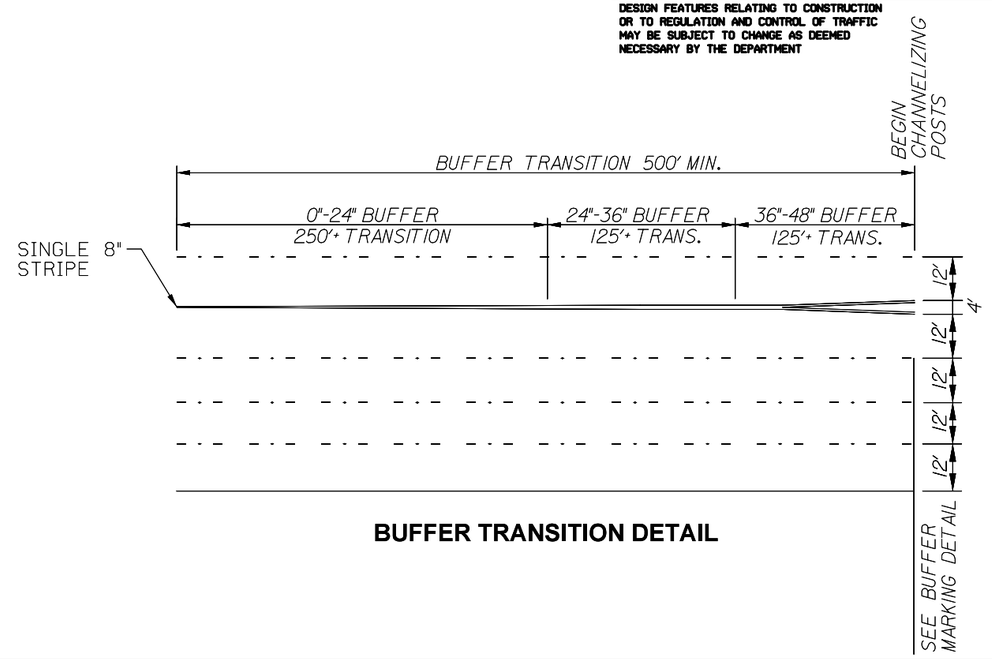
PAVEMENT MARKING TYPICALS



BUFFER MARKING DETAIL

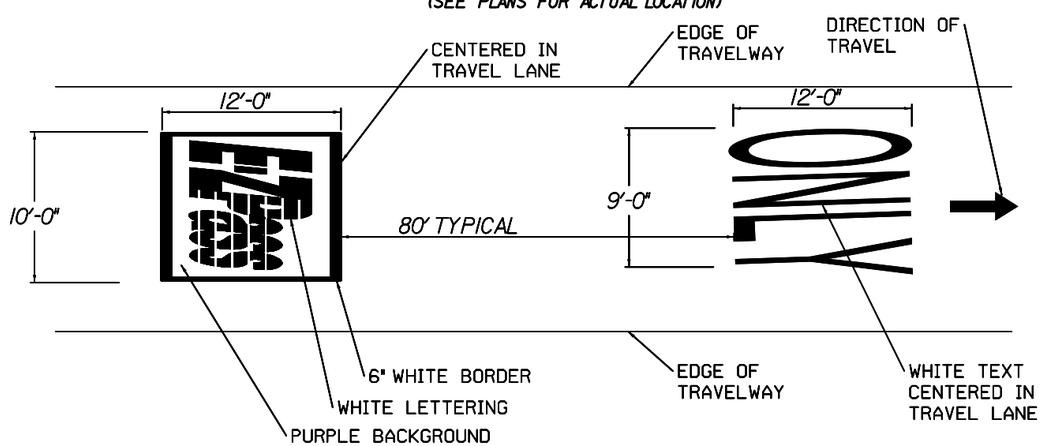
GENERAL SHEET NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE APPLIED TO FINAL ROADWAY SURFACE PRIOR TO ANY INSTALLATION OF CHANNELIZING POSTS IN ANY SECTION.



BUFFER TRANSITION DETAIL

EZ PASS LOGO
TYPICALL INSTALLATION
(SEE PLANS FOR ACTUAL LOCATION)



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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	SP(82)

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Signing, Lighting and Pavement Marking

April 10, 2020

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DTR EB Approach

Scroll 1 of 8

PHASE 1 ROADWAY LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
- PHASE 1 - PROPOSED BRIDGE
- PHASE 1 - PROPOSED SHARED USE PATH
- PHASE 1 - PROPOSED PAVEMENT RESURFACING FOR PERMANENT TRAFFIC SHIFT (NO ADDED CAPACITY)
- CURRENT AND POTENTIAL FUTURE CONSTRUCTION WORKS BY OTHERS (NOT TO PRECLUDE)

PHASE 1 SIGNING AND MARKING LEGEND

- EXISTING SIGN / STRUCTURE
- PROPOSED SIGN / STRUCTURE
- PROPOSED EXPRESS LANES DMS
- EXISTING DMS
- EXISTING SIGN PANEL
- PROPOSED SIGN PANEL
- PROPOSED SIGN SIGN TEXT
- SIGN PANEL ACTION (SEE ACTIONS)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKINGS

ACTIONS

A - NEW SIGN PANEL ON NEW OVER HEAD STRUCTURE
B - NEW SIGN PANEL ON NEW POSTS (GROUND MOUNT)
C - NEW SIGN PANEL ON EXISTING STRUCTURE
D - EXISTING SIGN AND STRUCTURE TO BE REMOVED
E - EXISTING SIGN TO BE SALVAGED FOR RELOCATION
F - EXISTING SIGN TO BE RELOCATED TO NEW STRUCTURE/POSTS
G - REMOVE EXISTING SIGN FROM OVERHEAD STRUCTURE

NOTES

1. SEE SEPARATE DISCIPLINE PLANS PACKAGES FOR ADDITIONAL AND RELATED DESIGN INFORMATION.
2. SEE SHEET SP2A FOR GENERAL SIGNING AND PAVEMENT MARKING NOTES.
3. SEE SIGN SCHEDULE SHEETS SP1A(1)–SP1A(5) FOR APPROXIMATE SIGN QUANTITIES AND APPROXIMATE DIMENSIONS. FINAL PAVEMENT MARKING AND SIGN DESIGNS ARE THE RESPONSIBILITY OF THE CONTRACTOR. FINAL DESIGN SHALL BE SUBJECT TO THE WRITTEN APPROVAL OF TRANSURBAN, VDOT, AND FHWA.
4. ALL EXISTING SIGN LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR. EXISTING SIGNS SHOWN ARE PRIMARILY FOR REFERENCE PURPOSE ONLY AND MAY NOT REFLECT ACTUAL SIGN DIMENSIONS OR LEGEND.
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ROADWAY LIGHTING LEGEND

- EXISTING LIGHTING POLE WITH SINGLE LUMINAIRE
- PROPOSED PARTIAL INTERCHANGE LIGHTING AREA

SCALE 0 100 200

MATCHLINE - SEE SCROLL 4

To Reston, Herndon, Sterling, Dulles Airport

Dulles Airport Road (Access and Toll)

PAVEMENT MARKING SYMBOLS (TYPICAL)

OVERLAY OR REPLACE TWO TOP PANELS WITH NEW PANELS MATCHING IN SIZE

OH STR #29 EB-DTR

OVERLAY OR REPLACE TWO TOP PANELS WITH NEW PANELS MATCHING IN SIZE

OH STR #2 EB-DTR

TIE TO EXISTING 6" YELLOW
TIE TO EXISTING 6" WHITE 10'-30' SKIP W/ MARKER
START 6" WHITE
TIE TO EXISTING 6" WHITE

GORE AREA HATCHING (PER VDOT ROAD AND BRIDGE STD. 1330.10)

6" WHITE
8" WHITE
8" WHITE
6" WHITE
6" WHITE

OVERLAY OR REPLACE WITH NEW PANEL MATCHING IN SIZE

OH STR #4 EB-DTR

EXISTING STRUCTURE TO REMAIN
RELOCATE EXISTING PANELS AND LIGHT POSITION TO COINCIDE WITH PROPOSED LANE GEOMETRY
VERIFY REVISED STRUCTURE LOADING IS ACCEPTABLE

GORE AREA HATCHING
6" YELLOW
6" WHITE
6" WHITE 10'-30' SKIP W/ MARKER

OVERLAY OR REPLACE "JONES BRANCH DRIVE" WITH "SCOTTS CROSSING ROAD" PANEL MATCHING IN SIZE

OH STR #6 SB-EXP

OH STR #5 SB-EXP

MATCHLINE - SEE SCROLL 5

MATCHLINE - SEE SCROLL 2

VA Rte 694 Lewinsville Road

6" WHITE 3'-9" MINI-SKIP
6" YELLOW
8" WHITE
TIE TO EXISTING 6" YELLOW
TIE TO EXISTING 6" WHITE
6" WHITE 3'-9" MINI-SKIP
TIE TO EXISTING 6" YELLOW
TIE TO EXISTING 8" WHITE 10'-30' SKIP W/ MARKER
TIE TO EXISTING 6" WHITE 10'-30' SKIP W/ MARKER 6" YELLOW
LANE REDUCTION ARROW
DTR-RMP-G10
DTR-RMP-E1
DTR-RMP-E3
DTR-RMP-G3
DTR-RMP-E2
6" WHITE 10'-30' SKIP W/ MARKER
8" WHITE
6" YELLOW
6" WHITE 3'-9" MINI-SKIP
6" WHITE
6" YELLOW
TIE TO EXISTING 6" WHITE 10'-30' SKIP W/ MARKER
TIE TO EXISTING 6" WHITE
TIE TO EXISTING 6" YELLOW
TIE TO EXISTING 6" WHITE

MATCHLINE - SEE SCROLL 6

Dulles Airport Road (Access and Toll)

To I-66 Eastbound, Arlington

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Signing, Lighting and Pavement Marking

April 10, 2020

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PHASE 1 ROADWAY LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
- PHASE 1 - PROPOSED BRIDGE
- PHASE 1 - PROPOSED SHARED USE PATH
- PHASE 1 - PROPOSED PAVEMENT RESURFACING FOR PERMANENT TRAFFIC SHIFT (NO ADDED CAPACITY)
- CURRENT AND POTENTIAL FUTURE CONSTRUCTION WORKS BY OTHERS (NOT TO PRECLUDE)

PHASE 1 SIGNING AND MARKING LEGEND

- EXISTING SIGN / STRUCTURE
- PROPOSED SIGN / STRUCTURE
- PROPOSED EXPRESS LANES DMS
- EXISTING DMS
- EXISTING SIGN PANEL
- PROPOSED SIGN PANEL
- PROPOSED SIGN SIGN # / TEXT#
- SIGN PANEL ACTION (SEE ACTIONS)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKINGS

ACTIONS (?)

A - NEW SIGN PANEL ON NEW OVER HEAD STRUCTURE
B - NEW SIGN PANEL ON NEW POSTS (GROUND MOUNT)
C - NEW SIGN PANEL ON EXISTING STRUCTURE
D - EXISTING SIGN AND STRUCTURE TO BE REMOVED
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G - REMOVE EXISTING SIGN FROM OVERHEAD STRUCTURE

NOTES

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ROADWAY LIGHTING LEGEND

- EXISTING LIGHTING POLE WITH SINGLE LUMINAIRE
- PROPOSED PARTIAL INTERCHANGE LIGHTING AREA

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Signing, Lighting and Pavement Marking

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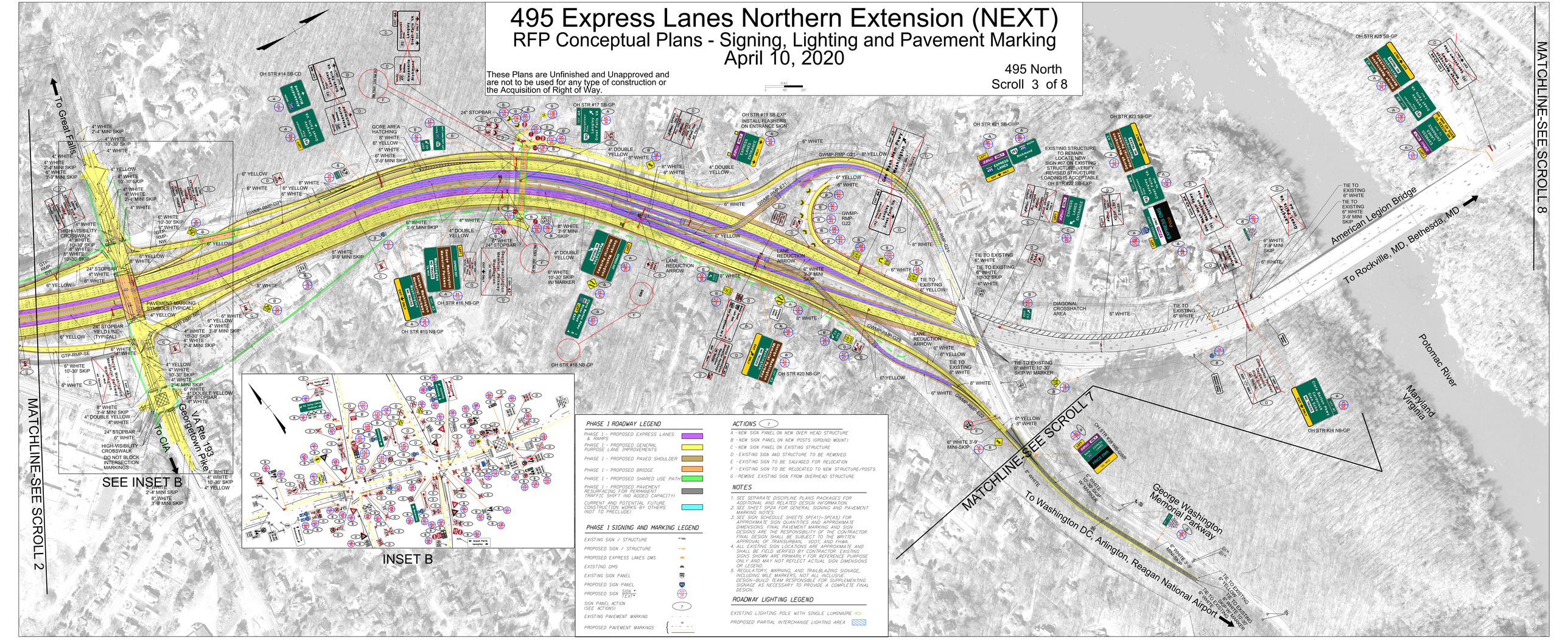
495 North
Scroll 3 of 8



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ROADWAY LIGHTING LEGEND

- EXISTING LIGHTING POLE WITH SINGLE LUMINAIRE
- PROPOSED PARTIAL INTERCHANGE LIGHTING AREA

495 Express Lanes Northern Extension (NEXT)

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DTR EB Approach
Scroll 4 of 8

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- PROPOSED SIGN SIGN * / TEXT*
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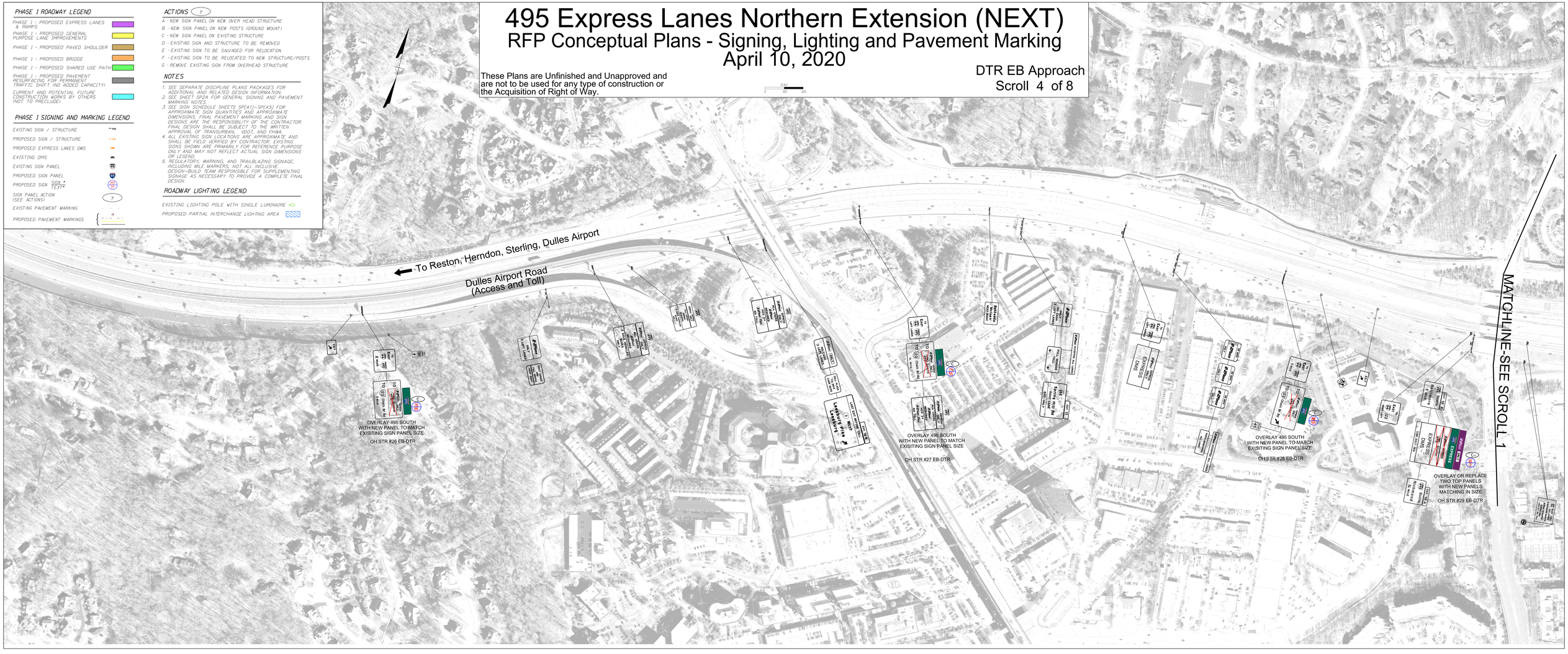

495 Express Lanes Northern Extension (NEXT)

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495 NB Approach
Scroll 5 of 8

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- EXISTING DMS
- EXISTING SIGN PANEL
- PROPOSED SIGN PANEL
- PROPOSED SIGN
- SIGN PANEL ACTION (SEE ACTIONS)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKINGS

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NOTES

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2. SEE SHEET SP2A FOR GENERAL SIGNING AND PAVEMENT MARKING NOTES.
3. SEE SIGN SCHEDULE SHEETS SP1A1)–SP(A5) FOR APPROXIMATE SIGN QUANTITIES AND APPROXIMATE DIMENSIONS. FINAL PAVEMENT MARKING AND SIGN DESIGNS ARE THE RESPONSIBILITY OF THE CONTRACTOR. FINAL DESIGN SHALL BE SUBJECT TO THE WRITTEN APPROVAL OF TRANSURBAN, VDOT, AND FHWA.
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ROADWAY LIGHTING LEGEND

- EXISTING LIGHTING POLE WITH SINGLE LUMINAIRE
- PROPOSED PARTIAL INTERCHANGE LIGHTING AREA

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Signing, Lighting and Pavement Marking

April 10, 2020

These Plans are Unfinished and Unapproved and are not to be used for any type of construction or the Acquisition of Right of Way.

DTR WB Approach
Scroll 6 of 8

PHASE 1 ROADWAY LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
- PHASE 1 - PROPOSED BRIDGE
- PHASE 1 - PROPOSED SHARED USE PATH
- PHASE 1 - PROPOSED PAVEMENT RESURFACING FOR PERMANENT TRAFFIC SHIFT (NO ADDED CAPACITY)
- CURRENT AND POTENTIAL FUTURE CONSTRUCTION WORKS BY OTHERS (NOT TO PRECLUDE)

PHASE 1 SIGNING AND MARKING LEGEND

- EXISTING SIGN / STRUCTURE
- PROPOSED SIGN / STRUCTURE
- PROPOSED EXPRESS LANES DMS
- EXISTING DMS
- EXISTING SIGN PANEL
- PROPOSED SIGN PANEL
- PROPOSED SIGN
- SIGN PANEL ACTION (SEE ACTIONS)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKINGS

ACTIONS

A - NEW SIGN PANEL ON NEW OVER HEAD STRUCTURE
B - NEW SIGN PANEL ON NEW POSTS (GROUND MOUNT)
C - NEW SIGN PANEL ON EXISTING STRUCTURE
D - EXISTING SIGN AND STRUCTURE TO BE REMOVED
E - EXISTING SIGN TO BE SALVAGED FOR RELOCATION
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RFP Conceptual Plans - Signing, Lighting and Pavement Marking

April 10, 2020

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GWP Approach
Scroll 7 of 8

PHASE 1 ROADWAY LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
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- EXISTING DMS
- EXISTING SIGN PANEL
- PROPOSED SIGN PANEL
- PROPOSED SIGN SIGN # / TEXT#
- SIGN PANEL ACTION (SEE ACTIONS)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKINGS

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RFP Conceptual Plans - Signing, Lighting and Pavement Marking

April 10, 2020

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495 Maryland
Scroll 8 of 8

PHASE 1 ROADWAY LEGEND

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- EXISTING LIGHTING POLE WITH SINGLE LUMINAIRE
- PROPOSED PARTIAL INTERCHANGE LIGHTING AREA

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ENVIRONMENTAL ASSESSMENT

Alternatives Development Technical Memorandum

February 2020

VDOT

495 ExpressLanes
NORTHERN EXTENSION

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1.0 INTRODUCTION

The Virginia Department of Transportation (VDOT), in coordination with the Federal Highway Administration (FHWA) as the lead federal agency, is evaluating an extension of the Interstate 495 (I-495) Express Lanes along approximately three miles of I-495, also referred to as the Capital Beltway, from their current northern terminus in the vicinity of the Old Dominion Drive overpass to the George Washington Memorial Parkway (GWMP) in the McLean Area of Fairfax County, Virginia. Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, and in accordance with FHWA regulations[1], this Environmental Assessment (EA) is being prepared to analyze the potential social, economic, and environmental effects associated with the improvements being evaluated.

The purpose of this Alternatives Development Technical Memorandum is to provide detailed documentation of the Build Alternative being evaluated in the EA. This includes documentation of specific improvements included in the Build Alternative as well as supporting materials for the ability of the Build Alternative to meet the Purpose and Need of the EA. The findings of this technical memorandum support discussions presented in the EA.

1.1 PROJECT TERMINI

The project includes an extension of the existing Express Lanes from their current northern terminus south of the Old Dominion Drive overpass to the GWMP. Although the GWMP provides a logical northern terminus for this study, additional improvements are anticipated to extend approximately 0.3 miles north of the GWMP to provide a tie-in to the existing road network in the vicinity of the American Legion Memorial Bridge (ALMB). The project also includes access ramp improvements and lane reconfigurations along portions of the Dulles Toll Road and the Dulles International Airport Access Highway, on either side of the Capital Beltway, from the Spring Hill Road Interchange to the Route 123 interchange. The proposed improvements entail new and reconfigured express lanes ramps and general purpose lanes ramps at the Dulles Interchange and Route 123/I-495 interchange ramp connections.

1.2 STUDY AREA

In order to assess and document relevant resources that may be affected by the proposed project, the study area for this EA extends beyond the immediate area of the proposed improvements described above. The study area for the EA includes approximately four miles along I-495 between the Route 123 interchange and the ALMB up to the Maryland state line. The study area also extends approximately 2,500 feet east along the GWMP. Intersecting roadways and interchanges are also included in the study area, as well as adjacent areas within 600 feet of the existing edge of pavement. The study area boundary is a buffer around the road corridor that includes all natural, cultural, and physical resources that must be analyzed in the EA. It does not represent the limits of disturbance (LOD) of the project nor imply right-of-way take or construction impact, but rather extends beyond the project footprint to tie into the surrounding network, including tying into future network improvements. **Figure 1-1** depicts the project termini, study area, and LOD.

[1] NEPA and FHWA's regulations for Environmental Impact and Related Procedures can be found at 42 USC § 4332(c), as amended, and 23 CFR § 771, respectively.

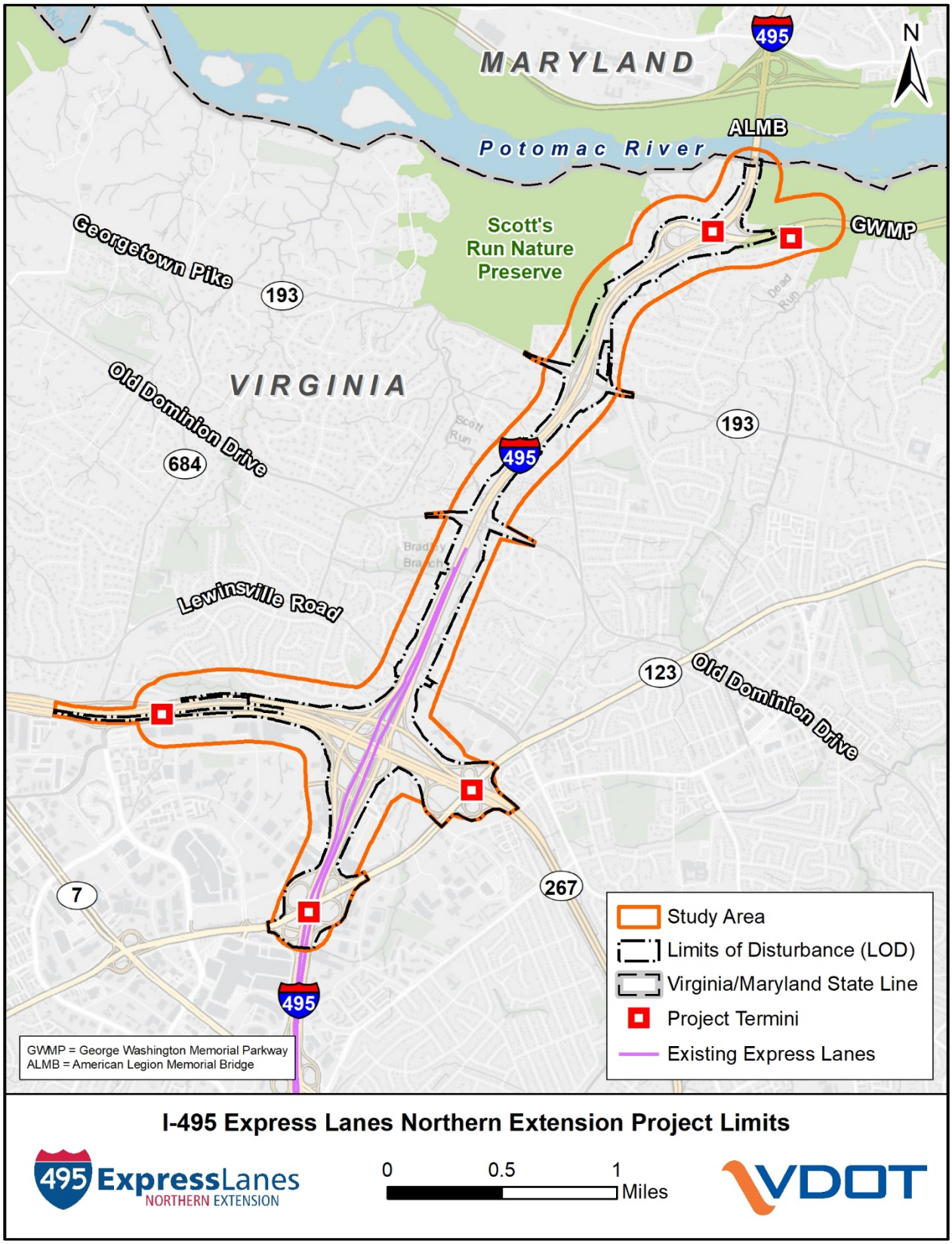


Figure 1-1. I-495 Express Lanes Northern Extension Project Limits

1.3 LIMITS OF DISTURBANCE

Potential impacts to resources have been calculated based on the footprint of the conceptual level design of the Build Alternative, referred to as the limits of disturbance (LOD). The LOD accommodates roadway improvements, drainage, stormwater management facilities, utilities, erosion and sediment control, noise control measures, construction methods, and temporary construction easements.

Impact values presented for the evaluated resources represent the worst-case scenarios and assume complete direct impact to the resource occurring in the LOD. As design progresses, measures may be taken to avoid and minimize impacts to environmental resources to the maximum extent practicable. At the time, it is not possible to anticipate the exact locations of each proposed activity; impacts outside of the existing study area would be reviewed and documented through future NEPA re-evaluations.

1.4 PURPOSE AND NEED

The purpose of the extension of Express Lanes on I-495 between Route 267 and the GWMP is to:

- Reduce congestion;
- Provide additional travel choices; and
- Improve travel reliability.

A detailed description of the purpose and need for the proposed project is in Chapter 1 of the EA.

2.0 ALTERNATIVES

Two alternatives are being considered in the EA: the No Build Alternative[2] and the Build Alternative, described below.

2.1 ALTERNATIVE DEVELOPMENT

Based on the established Purpose and Need and coordination with local governments, stakeholders, and public, one build alternative was developed and evaluated in detail. This conceptual alternative (the Build Alternative) includes extending the Express Lane system on I-495 north to the ALMB. In addition, there may be design options considered when the project advances beyond the NEPA phase to the more detailed permitting and design phases. The evaluation of one Build Alternative in detail through the NEPA process is consistent with FHWA's Technical Advisory T 6640.8A *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (FHWA, 1987). A No Build Alternative is also under consideration and is described in Section 2.2.1. The following sections describe the alternatives.

2.2 ALTERNATIVES UNDER CONSIDERATION

2.2.1 No Build Alternative

In accordance with the implementing regulations for NEPA (40 C.F.R. § 1502.14(d)), the No Build Alternative has been retained for detailed study and serves as a benchmark for comparison with the Build Alternative. The No Build Alternative would retain the existing lane configuration through the study area

[2] According to FHWA guidelines, the consideration of a No Build Alternative is a requirement under NEPA. The Build Alternative must be reasonable and practicable enough to dismiss the No Build Alternative (FHWA, 1990).

and allow for routine maintenance and safety upgrades, except for those modifications to the roadway network that have been programmed and approved for implementation by 2045, as identified in the most recent *National Capital Region Constrained Long Range Plan* (CLRP).

Prepared by the National Capital Region Transportation Planning Board (NCRTPB), which is the designated Metropolitan Planning Organization for the Washington, D.C. region under the Metropolitan Washington Council of Governments (MWCOG), the current CLRP includes projected transit and traffic, demographic, and air quality conditions through the 2045 horizon year. The most recent 2045 CLRP was adopted in October 2018 (NCRTPB, 2018). The planned and programmed transportation projects within the study area, included in the MWCOG CLRP and assumed under the No Build Alternative, are identified in **Table 2-1**.

Table 2-1. No Build CLRP Projects within the I-495 Study Corridor

CLRP ID	Project Name		Description	Completion Date
3186/VI4IHOTA	I-495 / Dulles Toll Road – Airport Access Road Interchange Master Plan	DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH)	Relocate ramp from Eastbound (EB) Dulles Airport Access Road to Northbound (NB) I-495 General Purpose (GP)	2030
3186/VI4IHOTA		DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH)	Widen ramp from EB Dulles Toll Road ramp to NB I-495 GP to two lanes	2030
3186/VI4IRMP1		DAAH/I-495 Capital Beltway Interchange Flyover Ramp Relocation (Phase IV DAAH)	Construct flyover ramp from NB I-495 GP to Westbound (WB) Dulles Airport Access Road	2030
3208/VI4IHOTB		I-495 Interchange Ramp Phase II, Ramp 3 DAAH	Construct Ramp from SB I-495 GP to WB Dulles Airport Access Road	2030
3272/VI4IAUX19		I-495 Capital Beltway Auxiliary Lanes	Add NB I-495 GP auxiliary lane between on-ramp from WB Dulles Toll Road and off-ramp to Georgetown Pike	2030
3272/VI4IAUX20		I-495 Capital Beltway Auxiliary Lanes	Add Southbound (SB) I-495 GP auxiliary lane from Georgetown Pike on-ramp to WB Dulles Toll Road off-ramp	2030
1182/1186/3281	I-495 Managed Lanes / I-270 Managed Lanes in Maryland		Construct bi-directional Express lanes system on I-495 in Maryland between the AMLB and the Woodrow Wilson Bridge	2025
3060	Jones Branch Connector		Extend Jones branch Connector bridge to provide connection between Route 123 and I-495 Express Lanes	2019*

Source: NCRTPB, 2018

* The Jones Branch Connector was under construction during the initial planning phase of the I-495 Express Lanes project, and therefore was included in the No Build Projects list rather than as part of the existing conditions.

2.2.2 Build Alternative

The Build Alternative would consist of five elements described in further detail below: extending the existing I-495 Express Lanes, adding GP auxiliary lanes, adding access to the Express Lane network, improving two interchanges, and reconstruction of overpasses:

- Extending the existing four I-495 Express Lanes from their current terminus between the I-495/Route 267 interchange and the Old Dominion Drive overpass north approximately 1.6 miles to the GWMP interchange, at which point the Express Lanes would tie into the Capital Beltway in the vicinity of the ALMB. Express Lanes are designed to keep traffic flowing at 45 miles per hour or faster by dynamically adjusting tolls, allowing transit, high-occupancy, and toll-paying vehicles to have a much more reliable trip. In order to reduce the limits of disturbance (LOD), the extended Express Lanes would be separated from the GP lanes by flexible post delineators (see **Figure 2-1**), consistent with the configuration of the existing I-495 Express Lanes, requiring approximately an additional four feet per direction in the overall typical section of the roadway (eight feet total). This eliminates the need to provide full shoulders and concrete barrier separation between the GP lanes and the Express Lanes in each direction.
- Additional GP auxiliary lanes between the Route 267 and Route 193 interchanges. North of the Route 193 interchange, an auxiliary lane is already provided in the northbound direction up to the GWMP; in the southbound direction, a collector-distributor (C-D) road would take the place of an auxiliary lane. Through the entire project area, the Build Alternative would retain the existing number of GP lanes in each direction between the I-495/Route 267 interchange and the GWMP.
- Additional access to and from the Express Lanes network (described further in this section below).
- Improvements to I-495 interchanges between Route 123 and GWMP (described further in this section below).
- Reconstruction of I-495 overpasses in the study area at Old Dominion Drive and Live Oak Drive (described further in this section below).

Figure 2-2 shows a typical section for I-495, with two Express Lanes in either direction separated by flexible delineators. **Figure 2-3** through **Figure 2-7** provide a plan view of the Build Alternative.

Figure 2-1. Existing Flexible Post Delineators on I-495 Express Lanes

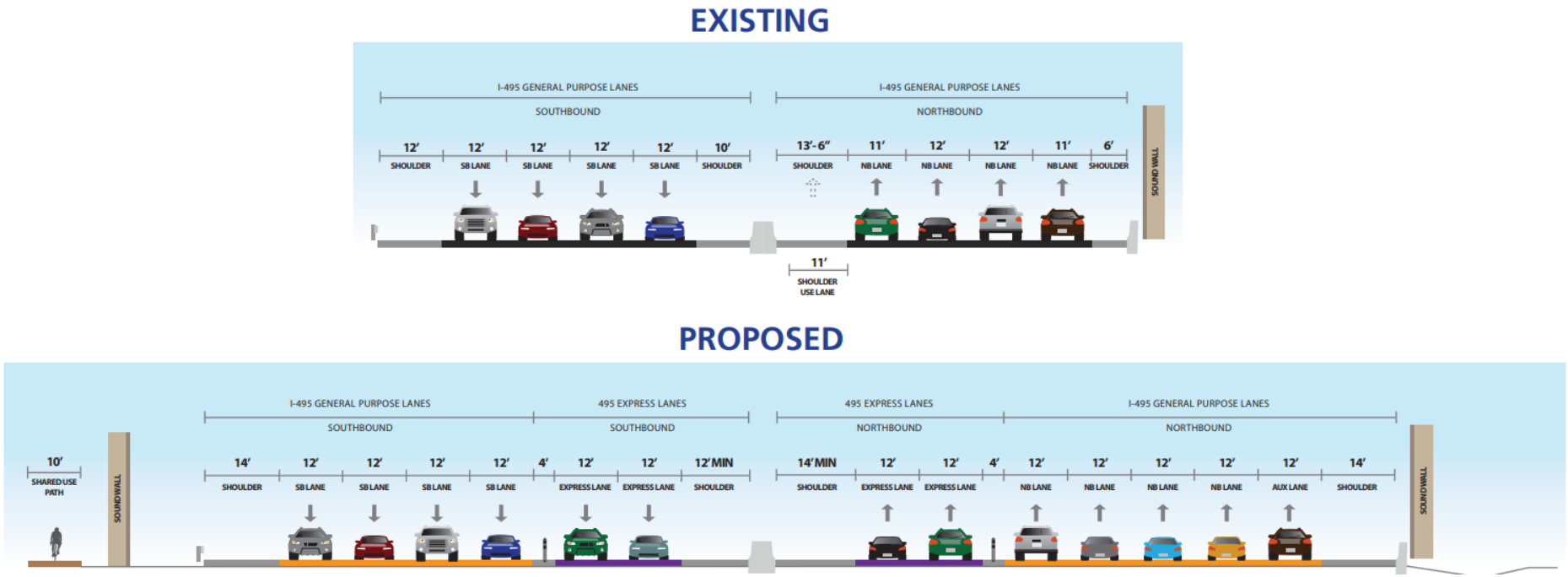
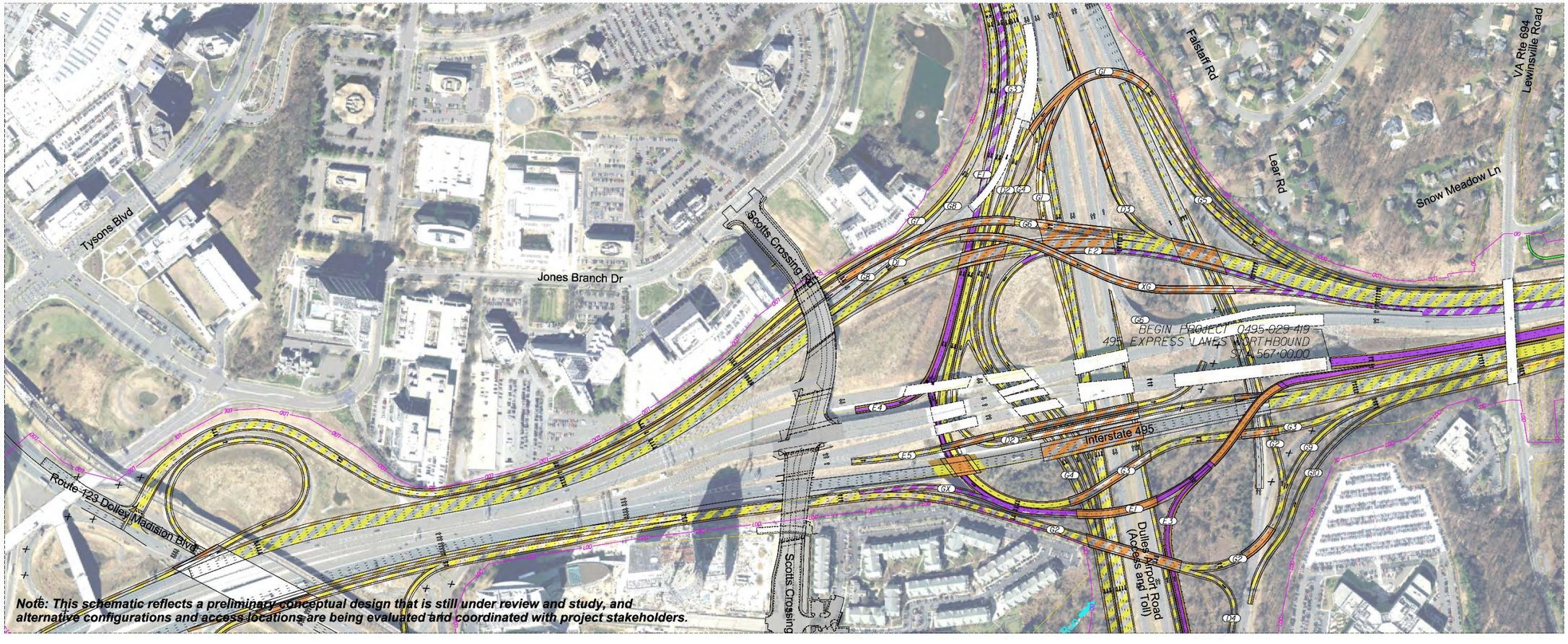


Figure 2-2. Existing and Build Alternative Typical Sections

VDOT Virginia Department of Transportation

I-495/Dulles Toll Road Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020



Project Location

McLean, VA
Fairfax County

North Arrow & Scale

SCALE
0 200' 400' 600'

Legend

- Proposed Express Lanes and Ramps
- Potential Future Express Lanes and Ramps By Others
- Proposed Paved Shoulder/ Raised Median
- Potential Future Paved Shoulder/Raised Median By Others
- Proposed Shared Use Path
- Potential Future Shared Use Path By Others
- Existing Right of Way
- Proposed General Purpose Lanes Improvements
- Potential Future General Purpose Lanes Improvements By Others
- Proposed Bridge
- Potential Future Bridge By Others
- Signal
- Proposed Noise Barrier
- LOD — Proposed Limits of Disturbance

I-495 Express Lanes Northern Extension Study - Fairfax County, Virginia - State Proj no 0495-029-4 S, P101, R201, C501 - UPC 113414 - Federal Project NHPP-495-3(058)
These plans are conceptual and unapproved and are not to be used for any type of construction or the acquisition of right of way. Additional easements for utility relocations may be required beyond the limits proposed by this survey shown on these plans.
Imagery Courtesy of the Commonwealth of Virginia, Copyright 2019.

Figure 2-3. Build Alternative Ultimate Configuration Concept Design (Sheet 1 of 5)

VDOT Virginia Department of Transportation

Dulles Toll Road Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020

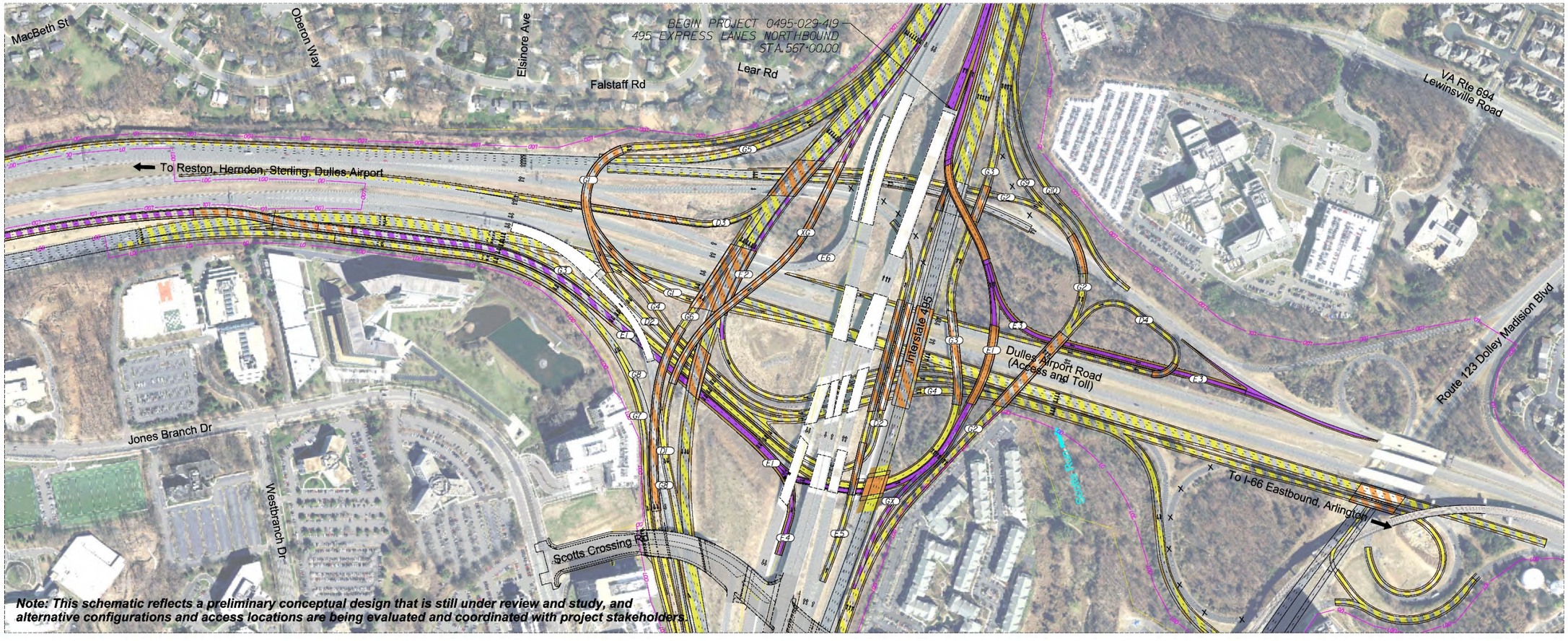


Figure 2-4. Build Alternative Ultimate Configuration Concept Design (Sheet 2 of 5)

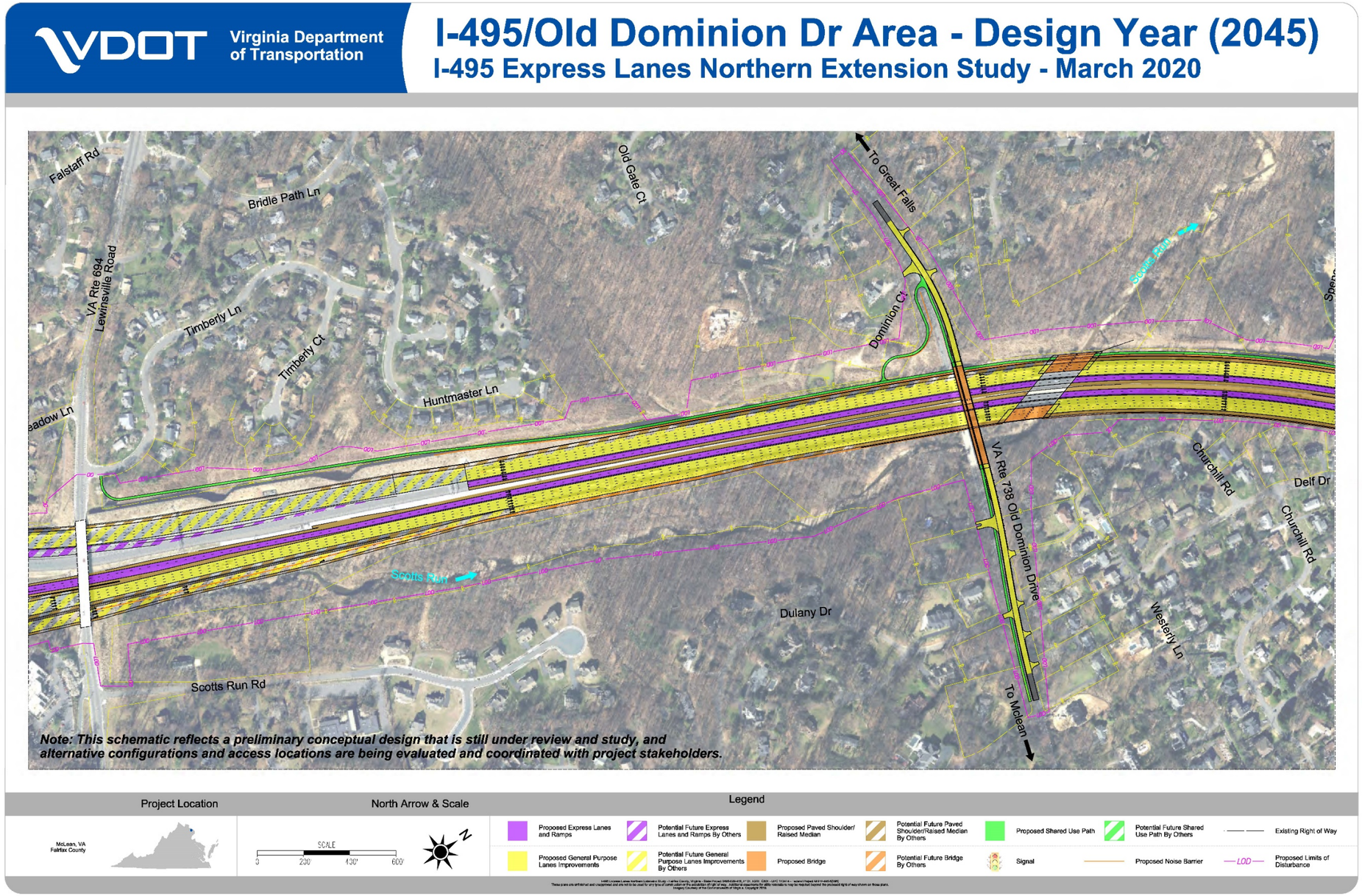


Figure 2-5. Build Alternative Ultimate Configuration Concept Design (Sheet 3 of 5)

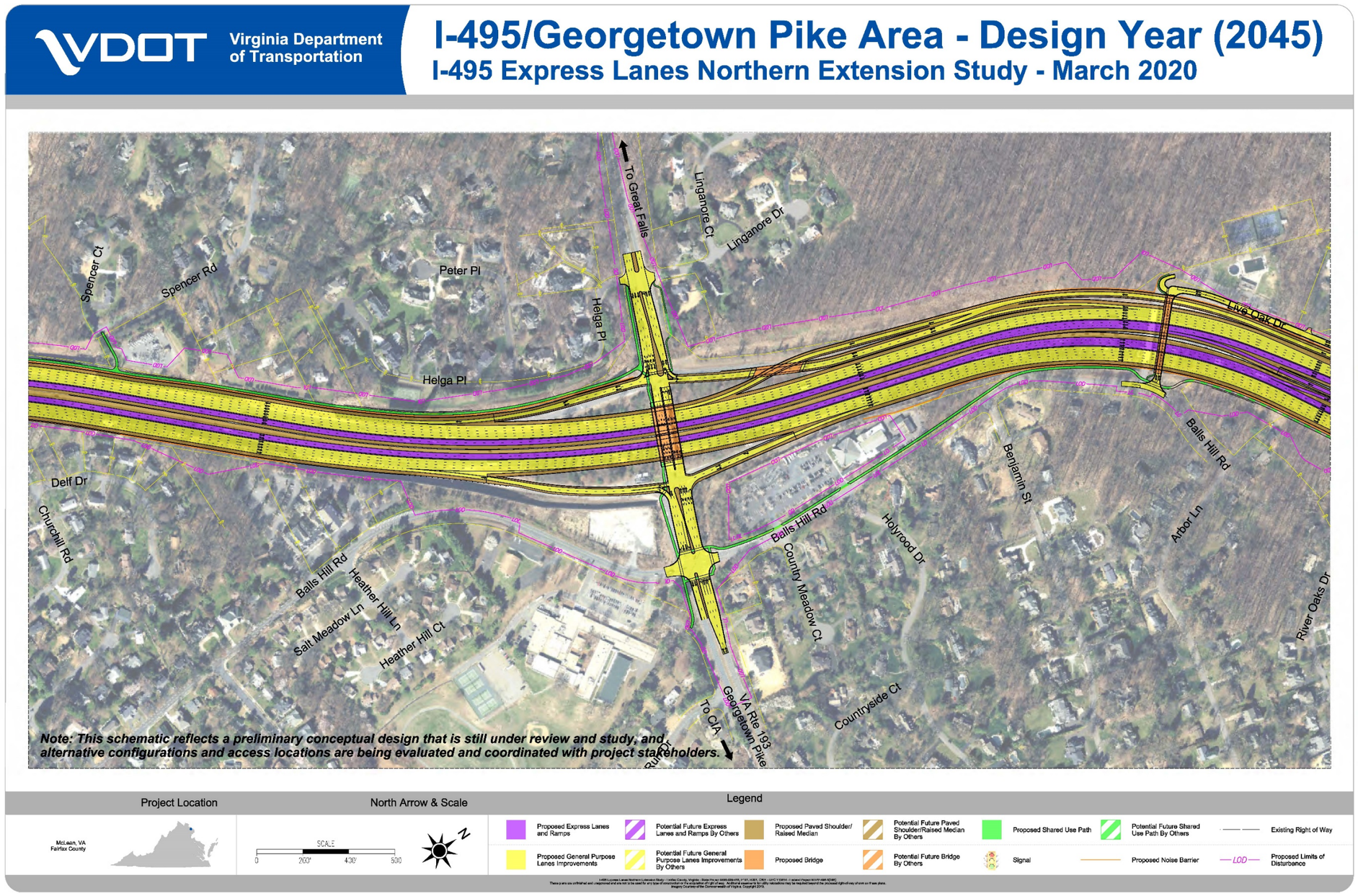
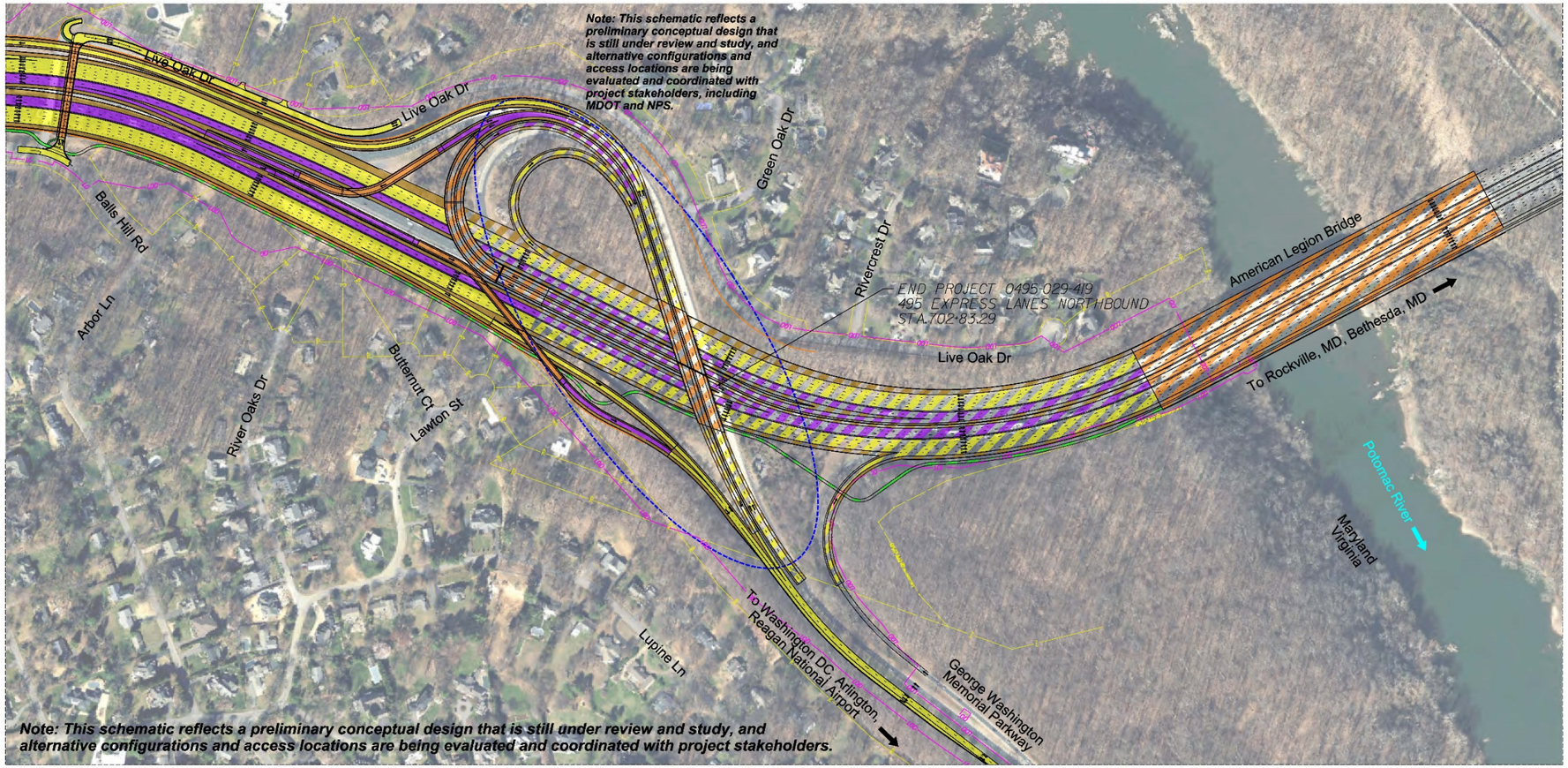


Figure 2-6. Build Alternative Ultimate Configuration Concept Design (Sheet 4 of 5)

VDOT Virginia Department of Transportation

I-495/GW Parkway Area - Design Year (2045)

I-495 Express Lanes Northern Extension Study - March 2020



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- Proposed Bridge
- Potential Future Bridge By Others
- Signal
- Proposed Noise Barrier
- LOD — Proposed Limits of Disturbance

I-495 Express Lanes Northern Extension Study - Northbound Widening - Fairfax County, Virginia - State Project 0495-029-419, P101, R201, C501 - UPC 113414 - Federal Project NHPP-495-2(090)
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Imagery Courtesy of the Commonwealth of Virginia, Copyright 2019

Figure 2-7. Build Alternative Ultimate Configuration Concept Design (Sheet 5 of 5)

Proposed Access to the Express Lanes

The Build Alternative would provide the following access to and from the Express Lanes:

- Flyover exchange ramps to provide access from the northbound I-495 GP lanes to the northbound I-495 Express Lanes, and from the southbound I-495 Express Lanes to the southbound I-495 GP lanes. These exchange ramps would be located at the Route 267 interchange.
- New Express Lanes access to and from Route 267:
  - Eastbound Route 267 (Dulles Toll Road (DTR)) to northbound I-495 Express
  - Westbound Route 267 (Dulles Connector Road (DCR)) to northbound I-495 Express
  - Southbound I-495 Express to eastbound Route 267 (DCR). This movement would tie into an eastbound C-D road along Route 267 at the Route 267/Route 123 interchange, allowing access to both the eastbound DCR and Route 123.
  - Note that the southbound I-495 Express to westbound Route 267 (DTR) movement is already provided today; additionally, the northbound I-495 Express to westbound Route 267 (DTR) and eastbound Route 267 (DTR) to southbound I-495 Express movements are also provided today.
- New Express Lanes access to and from GWMP:
  - Northbound I-495 Express to GWMP
  - GWMP to southbound I-495 Express
  - Note that the Maryland managed lanes system (assumed to be in place under No Build conditions) would provide access to the movements from GWMP to northbound I-495 Express and from southbound I-495 Express to GWMP.

Interchange Configurations

Route 267 Interchange

The Build Alternative includes modifications to the I-495/Route 267 interchange, including modifications to several of the GP ramp connections. Individual Ramp movements are discussed in detail below and can be seen in **Figure 2-3** and **Figure 2-4**. "Modified Access" refers to movements which are provided under the existing interchange configuration, while "Additional Access" refers to movements which are not provided under the existing interchange configuration. All access provided in the existing interchange configuration is maintained in some form through all phases of the Build Alternative. Proposed actions include the following:

- **GX**—Ramp GX is a one-lane ramp which provides Additional Access from northbound I-495 GP lanes, from and Route 123 at the I-495/Route 123 interchange, to northbound I-495 Express Lanes. Ramp GX would be provided via a connection from ramp G2 to ramp E1.
- **XG**—Ramp XG is a one-lane ramp which provides Additional Access from southbound I-495 Express Lanes to southbound I-495 GP lanes. Ramp XG would be provided via flyover ramp connecting ramp E2 to ramp D1.
- **E1**—Ramp E1 provides Modified Access from eastbound DTR and eastbound DAAR to northbound and southbound I-495 Express Lanes, with one lane of capacity to each Express Lane facility. Modified Access from eastbound DTR and eastbound DAAR would be provided via a C-D road which collects traffic from the DTR and DAAR upstream of the Route 267 interchange and then flies over eastbound DTR.

- **E2**—Ramp E2 is a one-lane ramp which provides Additional Access from southbound I-495 Express Lanes to eastbound DTR.
- **E3**—Ramp E3 is a one-lane ramp which provides Additional Access from westbound DCR to northbound I-495 Express Lanes. Ramp E3 merges with ramp E1 before tying into northbound I-495 Express Lanes.
- **G1**—Ramp G1 is a one-lane ramp which provides Modified Access from southbound I-495 GP lanes to eastbound DTR. Ramp G1 also provides access to Route 123 at the Route 267/Route 123 interchange via a connection to ramp D2 and subsequent connection to ramp G4.
- **G2**—Ramp G2 provides Modified Access from northbound I-495 to westbound DTR with one-lane of capacity. Ramp G2 also provides access from Route 123 at the I-495/Route 123 interchange via the proposed C-D road system at that interchange.
- **G3**—Ramp G3 is a two-lane ramp which provides Modified Access from eastbound DTR to northbound I-495 GP lanes. Ramp G3 would be extended to combine with ramps G10 and G9 about before tying into northbound I-495 GP lanes about 0.6 miles downstream of the existing tie in point.
- **G4**—Ramp G4 provides Modified Access from eastbound DTR to the Route 123 C-D road at the Route 267/Route 123 interchange. Ramp G4 also provides access to the Route 123 C-D from eastbound DAAR via a connection from ramp D2.
- **G5**—Ramp G5 is a two-lane ramp which provides Modified Access from southbound I-495 GP lanes to westbound DTR.
- **G6**—Ramp G6 provides Modified Access from southbound I-495 GP lanes to the proposed Route 123 C-D road at the I-495/Route 123 interchange with one-lane of capacity.
- **G7**—Ramp G7 is a one-lane ramp which provides Modified Access from eastbound DTR to the propose Route 123 C-D road at the I-495/Route 123 interchange.
- **G8**—Ramp G8 is a one-lane ramp which provides Modified Access from eastbound DTR to southbound I-495 GP lanes.
- **G9**—Ramp G9 is a one-lane ramp which provides Modified Access from the Route 123 C-D road at the I-495/Route 123 interchange to northbound I-495 GP lanes (provided access to the northbound GP lanes from Route 123). Ramp G9 is provided via a connection from ramp G2 to combined ramps G3 and G10.
- **G10**—Ramp G10 is a one-lane ramp which provides Modified Access from westbound DTR to northbound I-495. The Ramp G10 tie-in to I-495 general purpose lanes is provided via a connection from the westbound DTR mainline to ramp G3.
- **D1**—Ramp D1 provides Modified Access from eastbound DAAR (indirectly via eastbound DTR) to southbound I-495 GP lanes with one-lane of capacity.
- **D2**—Ramp D2 provides Modified Access from eastbound DAAR to northbound I-495 GP lanes with one-lane of capacity.
- **D3**—Ramp D3 is a one-lane ramp which provides Additional Access from southbound I-495 GP lanes to westbound DAAR.
- **D4**—Ramp D4 is a one-lane ramp which provides Additional Access from northbound I-495 GP lanes to westbound DAAR.

GWMP Interchange

The Build Alternative also includes modifications to the GWMP interchange, the northernmost interchange on I-495 in Virginia. These modifications can be seen on **Figure 2-7.** All existing GP movements at the

GWMP would be maintained under the Build Alternative but would be modified to accommodate additional access between I-495 Express Lanes and the GWMP provided under the Build Alternative.

Shared-Use Path

The Build Alternative includes an approximately 3.1-mile 10-foot-wide shared-use path, consistent with the Fairfax County Countywide Trails Plan Map (FCDPZ, 2018), that is not provided under the existing condition. As shown on **Figure 2-8,** the path is proposed to begin near the south end of the project corridor at Timberly Lane near Lewinsville Road and continue north along the west side of I-495 behind the proposed noise barrier. The path would continue underneath Old Dominion Drive with a spur in the southeast quadrant of the grade separation to access Old Dominion Drive near Dominion Court. The path would also have a spur to the existing Helga Place/Linganore Drive intersection just west of the Georgetown Pike interchange. The path is proposed to cross over I-495 on the south side of the proposed Georgetown Pike bridge and turn north at the Balls Hill Road intersection. The path would then continue along the west side of Balls Hill Road to the GWMP interchange where it may connect in the future to a proposed pedestrian crossing of the Potomac River adjacent to the ALMB. The path would also provide access to the proposed improved sidewalk on Live Oak Drive bridge, which crosses I-495 just south of the GWMP interchange. This access connection with allow for a continuous trail network between the shared-use path and the Scott's Run Nature Preserve trail system, as well as the Potomac Heritage Trail running along Live Oak Drive.

Overpasses

Four overpasses between the Route 267 interchange and the GWMP interchange would need to be reconstructed as part of the Build Alternative: the Old Dominion Drive overpass, I-495 over Scotts Run, the Georgetown Pike overpass, and the Live Oak Drive overpass. The Build Alternative would require each of these bridges to be lengthened and proposes building them partially on new alignment to maintain traffic during construction.

- **Old Dominion Drive**—This new overpass would be wider than the existing bridge in order to accommodate a 10-foot-wide shared-use path, which is consistent with the Fairfax County Countywide Trails Plan Map (FCDPZ, 2018). The existing overpass would need to stay in service until the new one is completed.
- **I-495 over Scotts Run**—The existing bridge carrying all I-495 lanes over Scotts Run, just north of the Old Dominion Drive overpass, would need to be rebuilt to accommodate the widened I-495 and the parallel 10-foot wide shared-use path, as well as a future trail underneath it along Scotts Run (by others), consistent with the Fairfax County Countywide Trails Plan Map (FCDPZ, 2018). The existing bridge would need to remain in service while the new bridge was constructed.
- **Route 193 (Georgetown Pike)**— This new overpass would also be wider than the existing bridge in order to accommodate additional left turn lane storage in both directions (2 full-length lanes per direction), along with a 10-foot-wide shared-use path on the south side of the bridge. On each end of the bridge, the existing signalized intersections at the I-495 ramps are being configured to improvement capacity for vehicles turning from Georgetown Pike. Due to the heavy traffic volumes on this bridge and its proximity to Cooper Middle School, the Build Alternative assumes that this overpass would need to remain in service for the entirety of the construction duration. .

- **Live Oak Drive**— The proposed new bridge would be widened to include a 6-foot sidewalk on one side, which would connect the proposed shared-use path along I-495 to the east with Scott's Run Nature Preserve – Oak Trail and the Potomac Heritage Trail west of I-495. The proposed overpass would be built with the existing overpass still in service, as the neighborhood it serves has no other connection to the regional transportation network.

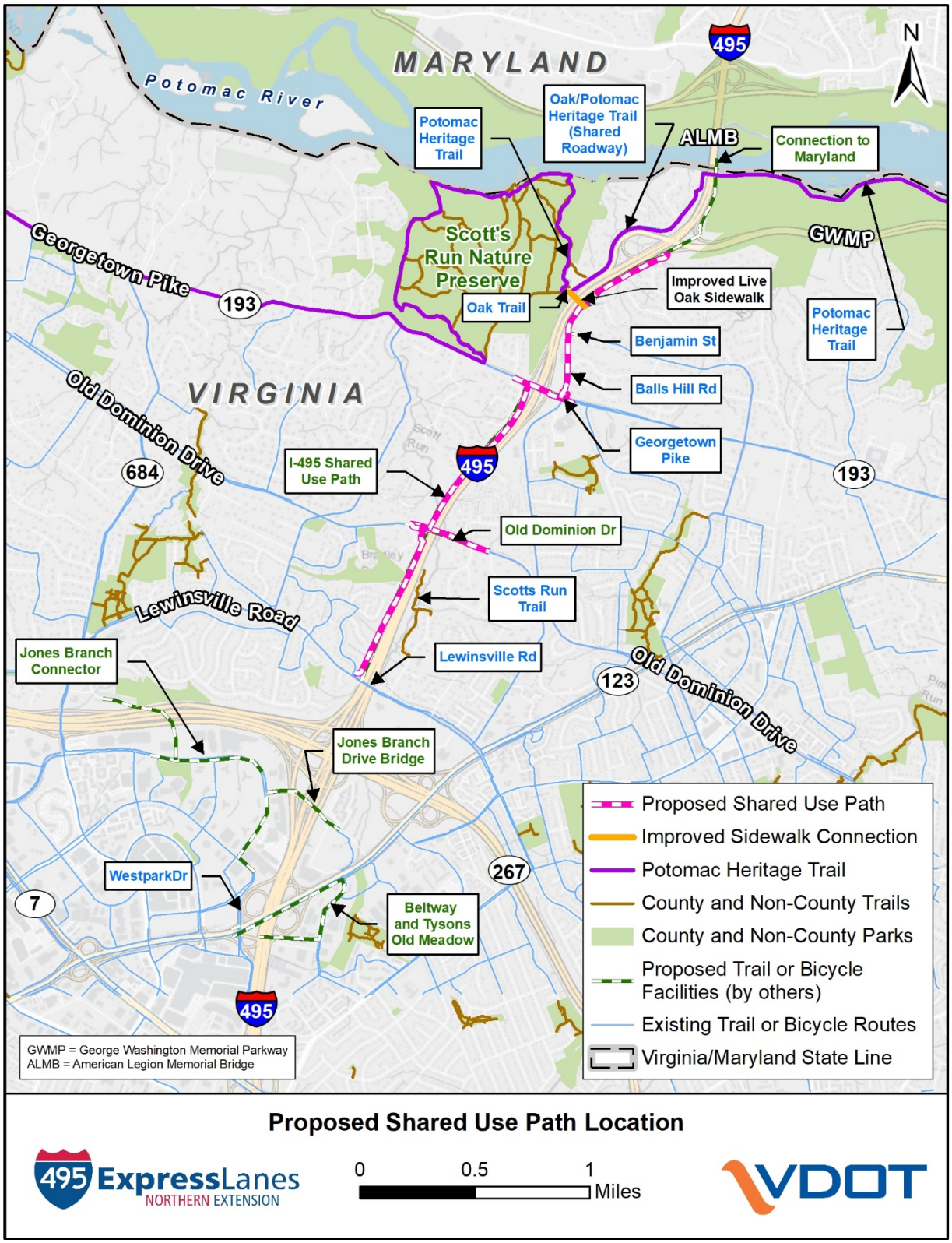


Figure 2-8. Proposed Share Use Path Location

2.3 ABILITY OF ALTERNATIVES TO MEET PURPOSE AND NEED

As documented in Chapter 1 of the EA, the purpose of the project improvements under evaluation are based on the following primary need elements: reduce congestion, provide additional travel choices and improve travel reliability.

2.3.1 Ability of the No Build Alternative to Meet Purpose and Need

As discussed in the *Traffic and Transportation Technical Report* (VDOT, 2020), I-495 within the study area is a severely oversaturated network during the weekday AM and PM peak periods. The duration and extent of congestion within the study area is expected to increase with population, employment, and subsequent traffic volumes. Variability in travel speeds and travel times is therefore expected to worsen in the future. Routine maintenance and construction of projects programmed in the 2045 CLRP would not reduce congestion, provide new travel choices, or improve travel reliability along I-495 within the project study area.

2.3.2 Ability of the Build Alternative to Meet Purpose and Need

The following sections describe how the Build Alternative would meet the purpose and need, detailed further in the *Traffic and Transportation Technical Report* (VDOT, 2020).

Reduce Congestion

The proposed project is anticipated to reduce congestion compared with the Existing and 2045 No Build scenarios in three ways as outlined below: optimizing traffic volumes and travel demand, improving traffic operations, and increasing the number of persons moved.

Optimizing Traffic Volumes and Travel Demand

Daily traffic volume projections were modeled along I-495 under Existing Conditions and the 2045 No Build and Build scenarios (**Table 2-2**). Total two-way daily volumes are forecasted to increase from the No Build to Build scenarios by approximately 2.5% across the ALMB to as much as 8% between Route 267 and Route 193, where the existing Express Lanes network currently terminates. Notably, in the segments north of Route 267 where the Express Lanes do not currently exist, forecasted volumes in the GP lanes show a slight decrease in the Build scenario as compared to the No Build scenario, as more trips shift to use the Express Lanes, which would be priced to ensure free-flow operations. This reduction in the GP lanes demand would consequently improve future congestion on these lanes.

Table 2-2. 2045 Forecasted Daily Traffic Volumes Along I-495

Location		Existing (2018)			2045 No Build			2045 Build		
		GP	Express	Total Volume	GP	Express	Total Volume	GP	Express	Total Volume
South of Route 123	NB	78,250	14,705	**198,655**	96,800	23,200	**260,700**	99,800	24,100	**267,600**
	SB	89,465	16,235		114,000	26,700		115,900	27,800	
Between Route 123 and Route 267	NB	69,565	15,115	**183,150**	90,600	24,400	**250,500**	95,400	25,600	**259,400**
	SB	83,485	14,985		110,200	25,300		112,200	26,200	
Between Route 267 and Route 193	NB	84,560	11,820	**209,915**	115,300	19,600	**286,400**	113,100	39,100	**315,500**
	SB	103,900	9,635		132,300	19,200		125,600	37,700	
Between Route 193 and GWMP	NB	104,915	-	**224,795**	139,100	-	**293,100**	110,900	39,100	**316,100**
	SB	119,880	-		154,000	-		128,400	37,700	
North of GWMP (ALMB)	NB	123,190	-	**253,270**	136,800	29,200	**341,600**	126,100	46,600	**356,200**
	SB	130,080	-		144,200	31,400		136,100	47,400	

Northbound = NB; Southbound = SB; GP = General Purpose Lanes; Express = Express Lanes

Improving Traffic Operations

In addition to the increased vehicular traffic volumes for the overall corridor, this project is also anticipated to increase travel speeds and reduce travel times in the study area. The following summarize these improvements to traffic operations under the Build Alternative:

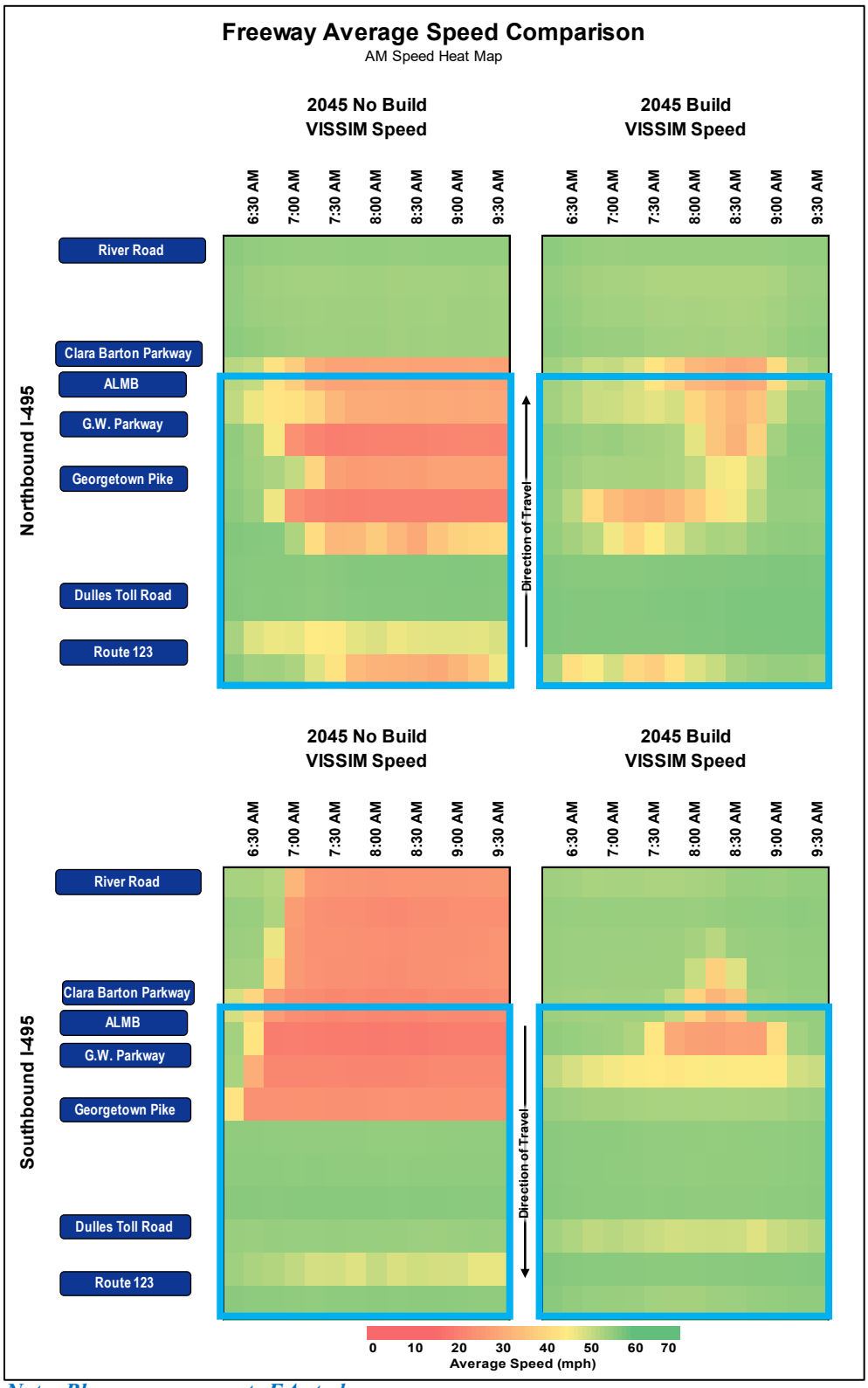
AM Peak Period: General Purpose Lanes—Under 2045 Build conditions, travel times along the northbound I-495 GP lanes between Route 123 and the ALMB decrease by approximately four minutes when compared to 2045 No Build conditions. Similarly, travel times along southbound I-495 GP lanes between the ALMB and Route 123 decrease by approximately four minutes when compared to 2045 No Build Conditions.

AM Peak Period: Express Lanes—Under 2045 Build conditions travel times on northbound I-495 Express Lanes under the Build condition decrease by approximately four minutes between Westpark Drive and the ALMB when compared to the No Build condition, in which the GP lanes must be used between just north of Route 267 and just south of the GWMP. Similarly, travel times on southbound I-495 Express Lanes under the Build condition decrease by approximately two minutes between the ALMB and Westpark Drive compared to the No Build condition. In the No Build condition, no Express Lanes exist between Route 267 and the ALMB, forcing all trips to utilize the congested GP lanes. In the Build condition, the continuous Express Lanes system operates at the posted speed limit, providing a reliable end-to-end travel time in both directions.

PM Peak Period: General Purpose Lanes—Under 2045 Build conditions, travel times along the northbound I-495 GP lanes between Route 123 and the ALMB decrease by approximately five minutes when compared to 2045 No Build conditions. Travel times along southbound I-495 GP lanes between the ALMB and Route 123 remain generally consistent compared to 2045 No Build Conditions.

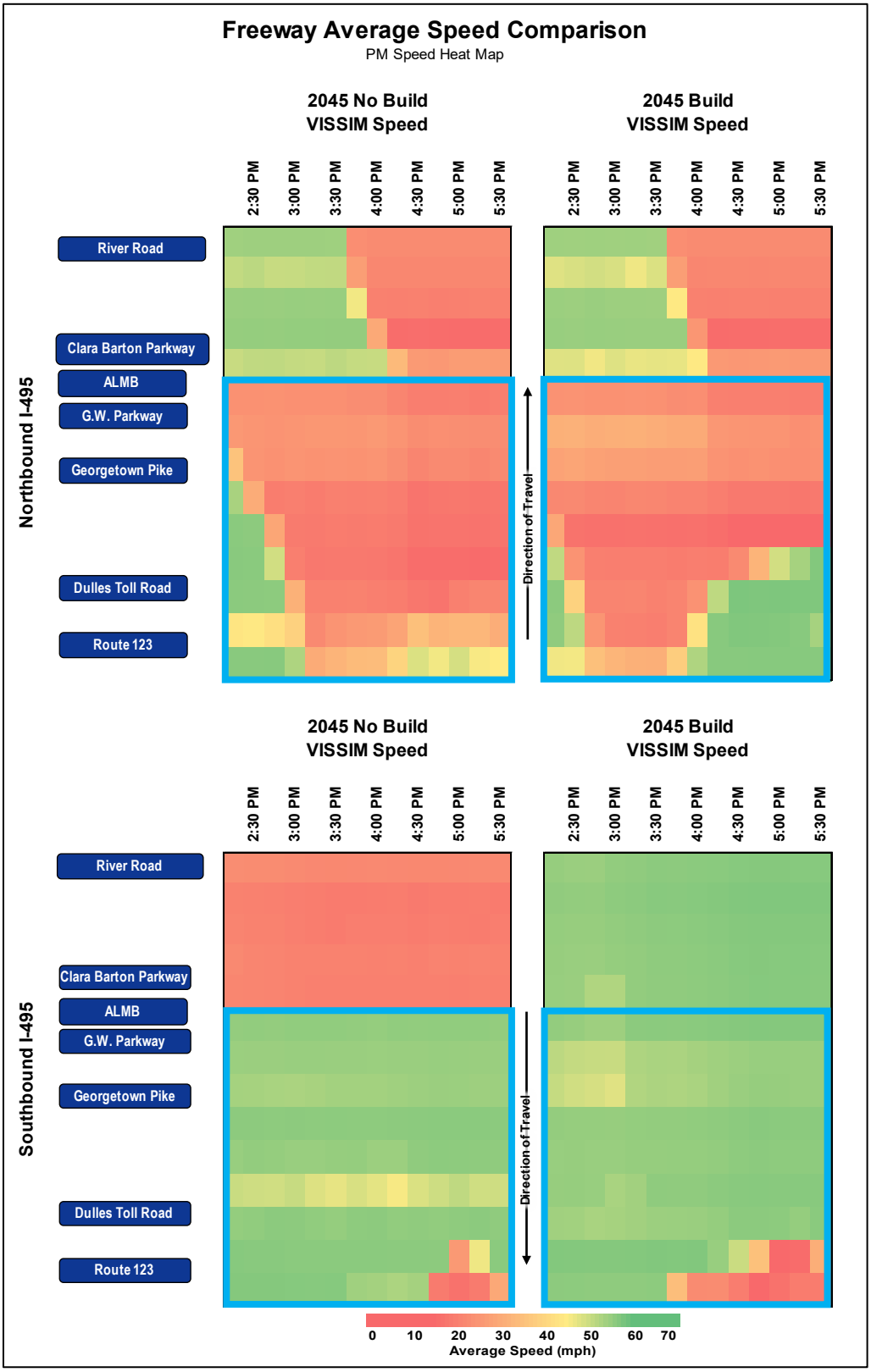
PM Peak Period: Express Lanes—Under 2045 Build conditions, travel times on northbound I-495 Express Lanes under the Build condition decrease by approximately 10 minutes between Westpark Drive and the ALMB as compared to the No Build condition. Travel times on southbound I-495 Express Lanes between the ALMB and Westpark Drive decrease by approximately one minute compared to the No Build condition. In the No Build condition, no Express Lanes exist between Route 267 and the ALMB, forcing all trips to utilize the congested GP lanes. In the Build condition, the continuous Express Lanes system operates at the posted speed limit, providing a reliable end-to-end travel time in both directions.

Figure 2-9 provides a "heat map" comparison of average speeds between 2045 No Build and Build conditions for the AM peak period along the I-495 GP lanes. **Figure 2-10** provides this same comparison but for the PM peak period. Time of day during the peak period is provided on the horizontal axis while location along the corridor is provided along the vertical axis; the colors signify average speeds for each scenario with red being the lowest speeds (0 mph) and green being the highest speeds (70 mph). The figures are consistent with the noted travel time savings and indicate a greater presence of congestion in the No Build scenario in both directions of the I-495 GP lanes during the PM peak period.



Note: Blue area represents EA study area.

Figure 2-9: 2045 No Build and Build – AM Peak Period Average Speeds, I-495 GP Lanes



Note: Blue area represents EA study area.

Figure 2-10: 2045 No Build and Build – PM Peak Period Average Speeds, I-495 GP Lanes

Increasing the Number of Persons Moved

Average vehicle occupancy rates for Express Lanes facilities in Northern Virginia (1.44 persons per vehicle) are higher than GP lanes (1.1 persons per vehicle). Because future volumes are anticipated to shift from the GP lanes to the proposed Express Lanes as a result of the Build Alternative, the total number of persons moved through the study area would increase. See Chapter 7 of the *Traffic and Transportation Technical Report* (VDOT, 2020) for more detailed information. **Figure 2-11** and **Figure 2-12** compare 2045 No Build versus Build AM peak period person throughput along I-495 northbound and southbound, respectively (GP and Express combined). These figures show that the number of persons moved increases in the Build scenario across the length of the I-495 corridor in both directions due to the added capacity from the Express Lanes and increased occupancy of vehicles in those lanes.

In the northbound direction, the highest person throughputs are across the ALMB. Increases in throughput from No Build to Build range from 6% to 33%, with the greatest increase in the segments between Route 267 and GWMP where the new Express Lanes add capacity.

In the southbound direction, the highest person throughputs are again across the ALMB. Increases in throughput from No Build to Build range from 29% to 35%, with the greatest increases again in the segments between GWMP and Route 267 where the new Express Lanes add capacity. Note that the southbound throughput in the No Build scenario is heavily constrained due to the merge with the southbound Maryland Express Lanes terminus; this reduces throughput along the length of the corridor.

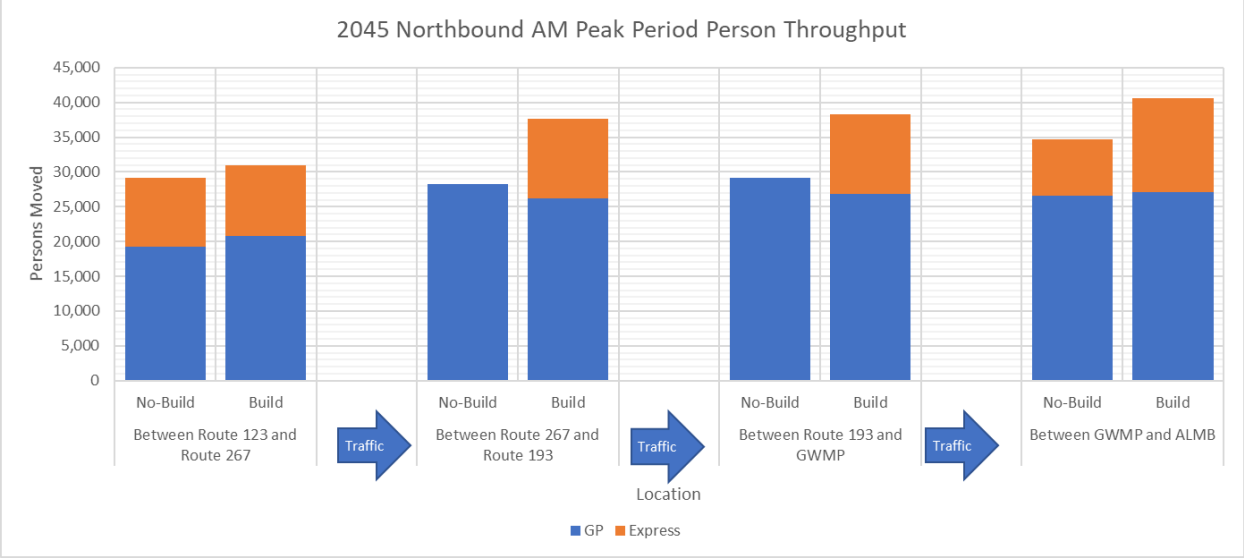


Figure 2-11. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Northbound[3]

[3] These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report (VDOT, 2020)*.

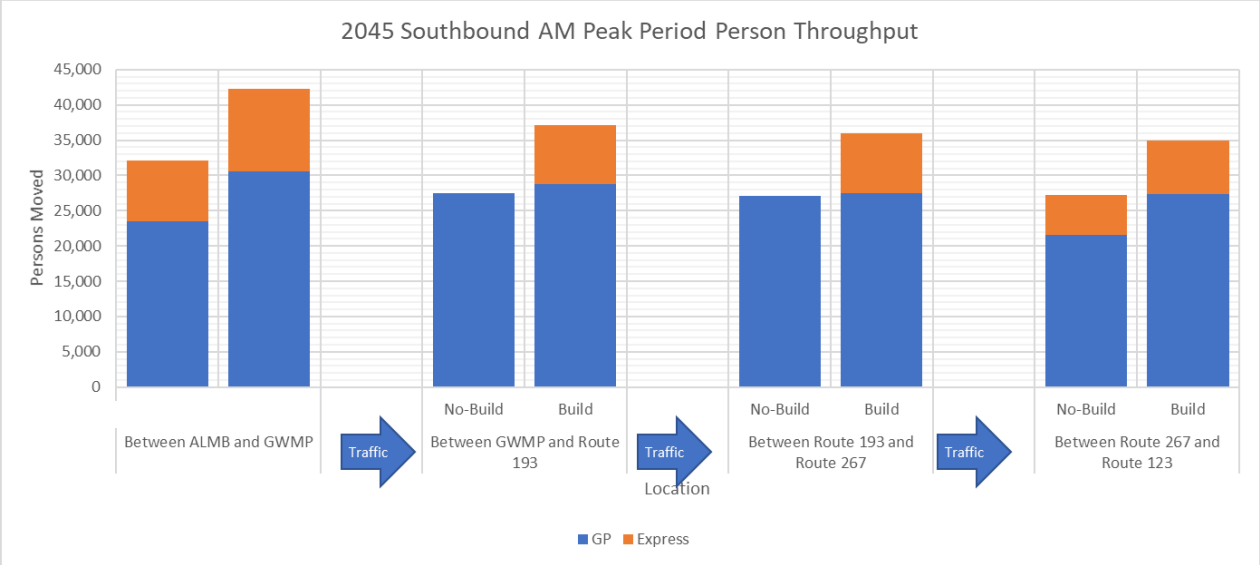


Figure 2-12. 2045 No Build and Build – AM Peak Period Person Throughput, I-495 Southbound[4]

Figure 2-13 and **Figure 2-14** compare 2045 No Build versus Build PM peak period person throughput along I-495 northbound and southbound, respectively (GP and Express combined). These figures again show that person throughput increases in the Build scenario across the length of the I-495 corridor in both directions due to the added capacity from the Express Lanes and increased occupancy of vehicles in those lanes.

In the northbound direction, the highest person throughputs are across the ALMB. Increases in throughput from No Build to Build range from 10% to 35%, with the greatest increase in the segments between Route 267 and GWMP where the new Express Lanes add capacity.

In the southbound direction, the highest person throughputs are again across the ALMB. Increases in throughput from No Build to Build range from 16% to 32%, with the greatest increases again in the segments between GWMP and Route 267 where the new Express Lanes add capacity.

The same throughput analysis was conducted for the AM Peak Period as well. This analysis indicated that the AM Peak Period would experience similar increases in throughput from the No Build to the Build scenario ranging from 6% to 33% in the northbound direction and 29% to 35% in the southbound direction. Again, the segments between GWMP and Route 267 experienced the greatest increases in throughput where the Express Lanes add capacity.

[4] These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report (VDOT, 2020)*.

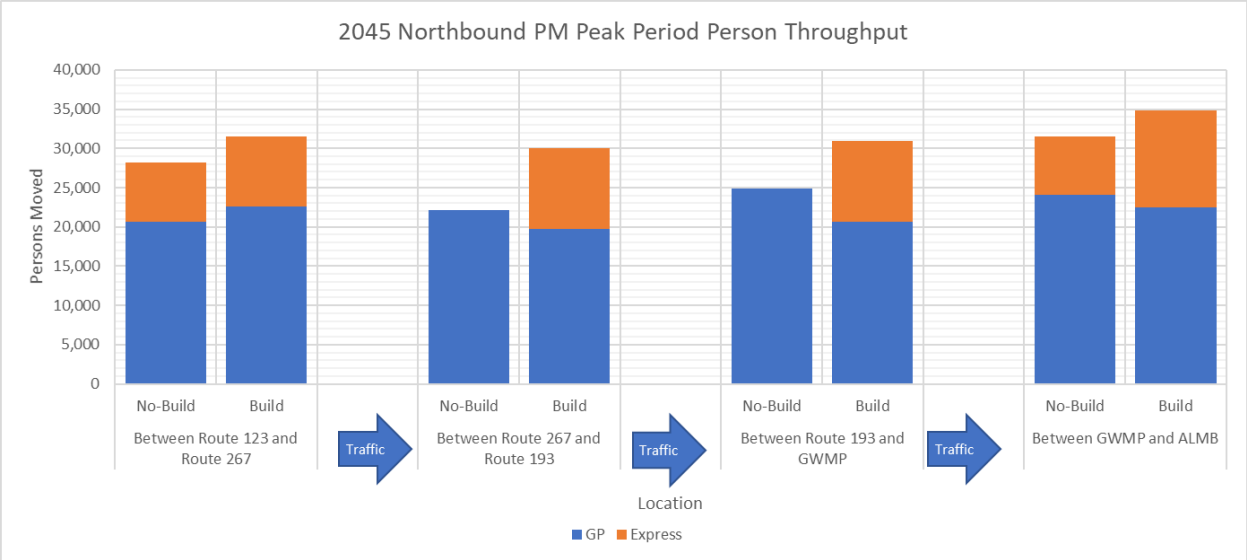


Figure 2-13. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Northbound[5]

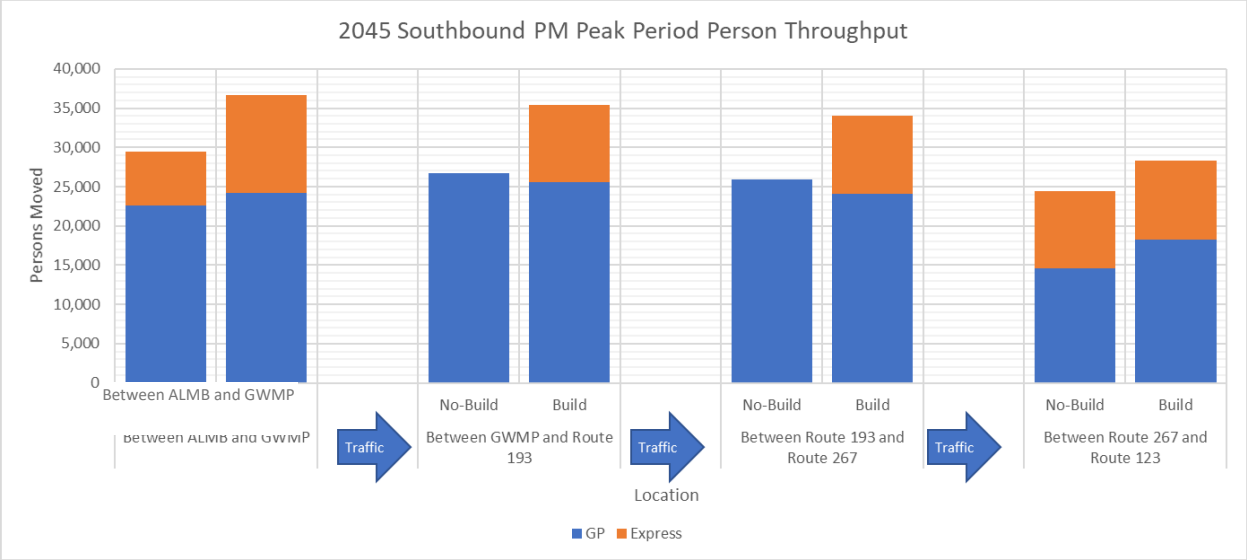


Figure 2-14. 2045 No Build and Build – PM Peak Period Person Throughput, I-495 Southbound[5]

[5] These figures show the estimated number of persons moved across a three-hour period based on simulated vehicle throughput and assumed vehicle occupancies for GP and Express Lanes. More information on assumed vehicle occupancies can be found in the associated *Traffic and Transportation Technical Report (VDOT, 2020)*.

Provide Additional Travel Choices

As noted in Chapter 4 of the *Traffic and Transportation Technical Report* (VDOT, 2020), along the existing I-495 Express Lanes through Tysons, approximately 18% of vehicles are HOV-3 during the peak travel periods. This translates to an estimated 1.44 persons/vehicle across the Express Lanes during peak periods, as compared to an estimated 1.1 persons/vehicle observed on non-HOV interstate facilities in northern Virginia. The Express Lanes thus provide an alternative travel option for HOV vehicles and van pools or those wishing to pay a toll, and these options are shown to be utilized when provided. Additionally, as noted in Chapter 3 of the *Traffic and Transportation Technical Report*, no regional bus transit service is currently offered along I-495 through the study area and across the ALMB, in part due to the absence of dedicated or managed lanes that would allow buses to travel more efficiently. A seamless Express Lane system within Northern Virginia, to the final Capital Beltway exit in the Commonwealth, would allow for the running of potential future transit service with reliable travel times.

Further, the proposed shared-use path would provide a new multimodal travel option for local trips that is not currently provided under the existing condition and would not be provided by an extension of the Express Lanes alone. The proposed shared-use path would improve travel choice in the study area by providing a bicycle and pedestrian option for local travelers.

Improve Travel Time Reliability

The I-495 Express Lanes would offer consistent and predictable travel times for all roadway users including HOV motorists and transit buses. Although congestion would still exist during peak hours in the GP lanes, overall travel speeds would increase, and travel times would decrease compared to the No Build Alternative. **Figure 2-15** shows the current range of travel times experienced by drivers on I-495 northbound between Route 123 and the ALMB as observed during a single year between July 2017 and June 2018. During the morning rush hour, the travel times over the course of the year of observation ranged from around five minutes to more than twenty minutes, a difference of about 15 minutes. Likewise, the observed travel times over the course of the year during the evening rush hour ranged between about five minutes and almost sixty minutes, a range of almost fifty-five minutes. For comparison, the travel times for the same segments of roadway on the proposed Express Lanes were projected for the 2045 Build scenario shown in **Figure 2-16**.

These results indicated that the travel time would remain at about five minutes throughout the entire day and over the course of a year. This shows that not only would the expected travel time for drivers of the Express Lanes decrease as compared to the No Build scenario, but the range of the observed travel times would also reduce to a very small margin. The range of travel times represents the reliability of a roadway to provide efficient transportation to users. When the range, or difference in expected travel times decreases, the reliability of that roadway can be said to increase or improve.

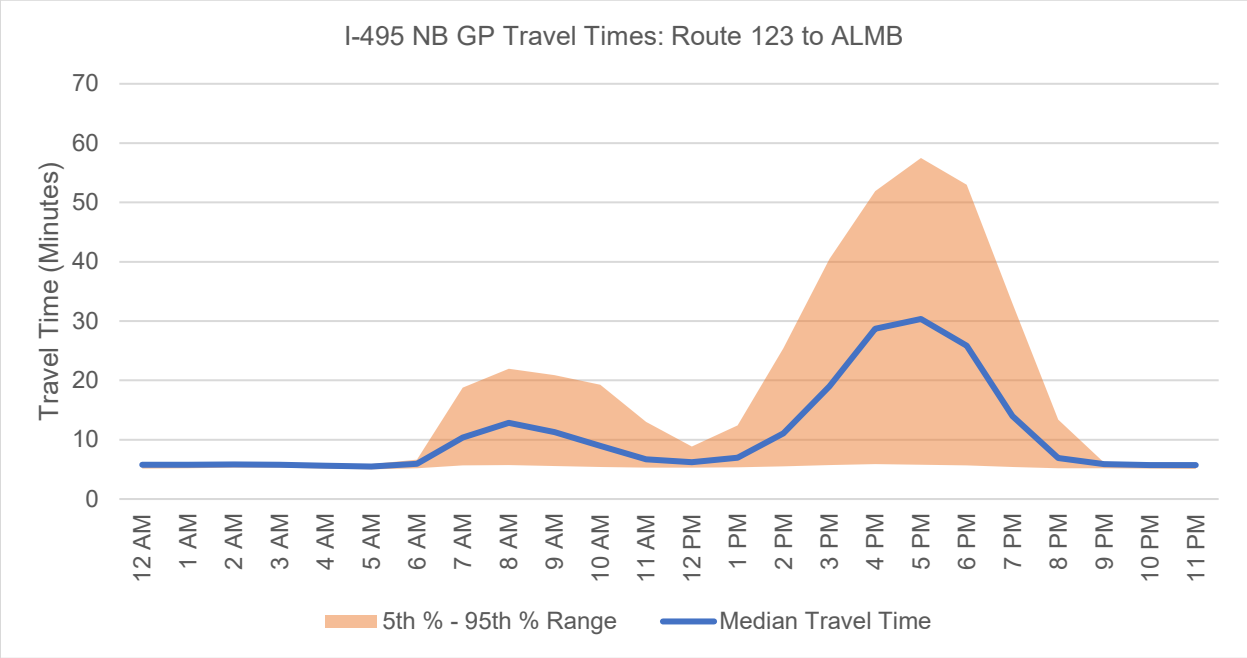


Figure 2-15: I-495 Northbound GP Travel Times Observed between July 2017 and June 2018 from Route 123 to ALMB

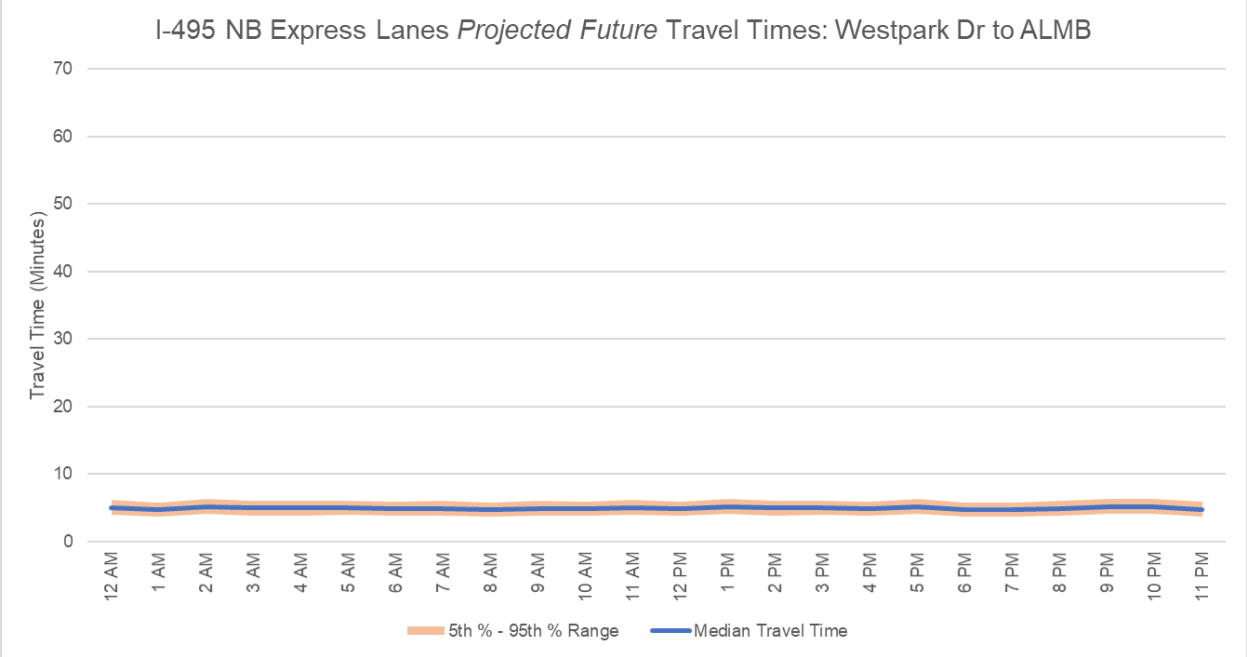


Figure 2-16: I-495 Northbound Express Lanes Projected Future Travel Times in 2045 from Westpark Drive to AMLB

3.0 REFERENCES

Virginia Department of Transportation (VDOT). (2020). *I-495 Express Lanes Northern Extension Traffic and Transportation Technical Report*.

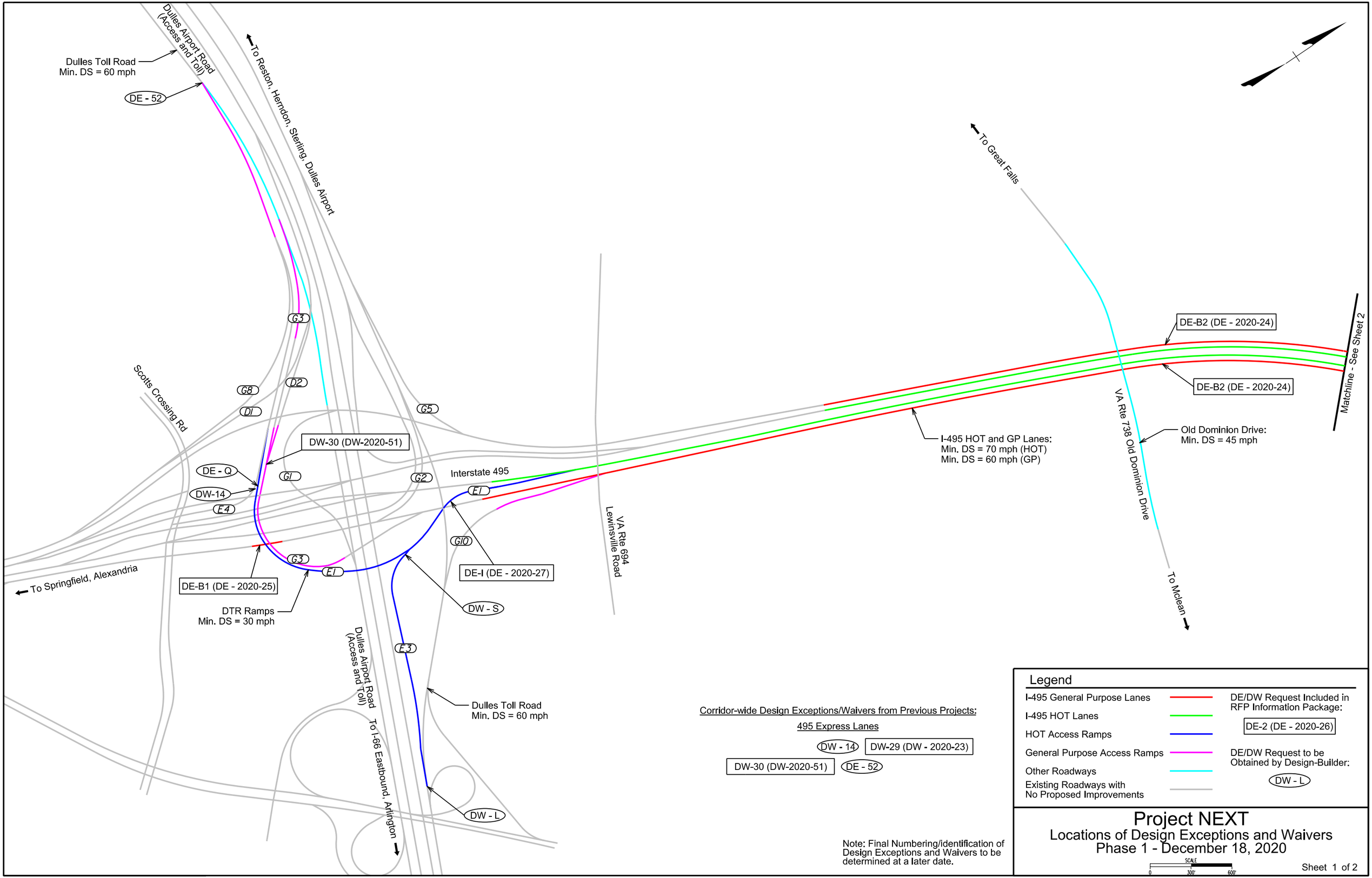
Appendix F: Conceptual Plans (October 2020 Design Public Hearing Plans – Under Separate Cover)

Project DE/DW No.	VDOT NOVA DE/DW No.	Roadway Name	From	To	Side	Design Feature	Proposed Design	Standard Required	Remarks	Approval Path Forward
Ex495 DE-2		No longer used								
Ex495 DW-14		I-495	Corridor-wide		N/A	Gore Area Geometry	No shoulder at recovery areas in gores	Provide full shoulder at recovery areas in gores	Application of Existing DE for removing shoulders at recovery area at gore areas (full recovery area geometry provided)	List in RFP, DB to Acquire
Ex495 DW-29	DW-2020-23	I-495	*See Appendix A		N/A	Horizontal Geometry	Mainline Compound Curves with radius ratio more than 1.5:1	Mainline Compound Curves with radius ratio shall be less than 1.5:1	Application of Existing DE for allowing tighter compound curvature	Obtain Approval at RFP Stage
Ex495 DW-30	DW-2020-51	I-495	*See Appendix B		N/A	Horizontal Geometry	Ramp Compound Curves with radius ratio more than 2:1	Ramp Compound Curves with radius ratio shall be less than 2:1	Application of Existing DE for allowing tighter compound curvature	Obtain Approval at RFP Stage
Ex495 DE-52		I-495	Eastbound DTR/ DTR Ramp E4		N/A	Gore Area Geometry	No Widening Transition at multi-lane exit terminals	500ft length Widening Transition shall be provided at multi-lane exit terminals	Application of Existing DE for tightening exit ramp geometry	List in RFP, DB to Acquire
DW-A		No longer used								
DE - B1	DE-2020-25	I-495	Bridge over DTR Ramps E1/G3		N/A	Superelevation	Match Existing Normal Crown	NB 3.4% (DTR)	Match superelevation of existing bridges over DTR Ramp E1/G3	Obtain Approval at RFP Stage
DE - B2	DE-2020-24	I-495	Bridge over Scotts Run		N/A	Superelevation	Match Existing 2% Reverse Crown	NB min. 4.4%/ SB min. 4.3% (SR)	Match superelevation of existing bridges over Scotts Run	Obtain Approval at RFP Stage
DW - C through DE - H		No longer used								
DE-I	DE-2020-27	DTR Ramp E1, DTR Ramp E3, GWMP Ramp E21	Corridor-wide		Both	Ramp Minimum Design Speed	30 mph	35 mph min. for 70 mph mainline	Reduced ramp design speed due to geometrics/right of way	Obtain Approval at RFP Stage
DE - J		No longer used								
DW-K		GWMP Ramp E21, GWMP Ramp E22	Bridges over I-495 at GWMP Interchange		N/A	Bridge Span Length	280ft - GWMP Ramp E21, 284ft - GWMP Ramp E22	240ft	Bridge span lengths in excess of 240ft	List in RFP, DB to Acquire
DW-L		DTR Ramp E3	Deceleration Lane from Westbound DTR		Both	Lane Taper, Gore Width and Deceleration Length	100ft	25:1, 300ft	Reduced space available between entrance from Route 123 and bridge over Route 123	List in RFP, DB to Acquire
DW-M	DW-2020-16	Balls Hill Road/ Balls Hill SUP	Corridor-wide		Both	Buffer Strip Width (Between SUP and Roadway)	2.5ft	8ft	Reduced impacts to church property. Maintains existing buffer width	Obtain Approval at RFP Stage
DW-N	DW-2020-17	Georgetown Pike	Linganore Drive	Balls Hill Road	Both	Access Management			Maintain existing roadway intersections near interchange	Obtain Approval at RFP Stage
DE-O		No longer used								
DW-P		I-495	Maryland		Median	Shoulder Width	Reduced Shoulder	10' Minimum Median Shoulder	Spot locations for Advance signage to support new Express Lanes entrance	List in RFP, DB to Acquire
DE-Q		Slip Ramp from Ramp G21 to Ramp NW/Exit onto DTR Ramp E1	Corridor-wide		Both	Lane Width	12'	16'	Reduced space available to due Power Transmission Lines, Scotts Run Nature Preserve and existing 495SB XL Bridge.	List in RFP, DB to Acquire
DW-R		I-495	Georgetown Pike	Live Oak Drive	Both	LR placement	Up to 50% of Lr into Curve	1/3 Lr into Curve	Short tangent section between curves under Georgetown Pike and Live Oak Drive bridges prevents the Lr placement per VDOT standards	List in RFP, DB to Acquire
DW-S		DTR Ramp E3	Superelevation Transition along DTR Ramp E3 Curve No.2		Both	LR placement	Up to 100% of Lr into Curve	1/3 Lr into Curve	LR is placed further back into the curve DTR_RMP_E3-2 avoid rollover concens through the gor of DTR_RMP_E1 and DTR_RMPE3.	List in RFP, DB to Acquire

Project: 495 Express Lanes - Project NEXT
Subject: List of Requested DE/DWs

2020-12-18

Project DE/DW No.	VDOT NOVA DE/DW No.	Roadway Name	From	To	Side	Design Feature	Proposed Design	Standard Required	Remarks	Approval Path Forward
DE/DWs for 2045 Concept (By Others)										
DE/DW - W		Dulles Toll Road WB	Route 123	Ramp G10		Interchange Ramp Spacing	Reduced Weaving Distance (On-ramp Gore to Off-ramp Gore)	2000ft (System to Service - Freeway) 1600ft (System to Service - CD Road) 1600ft (Service to Service - Freeway) 1000ft (Service to Service - CD Road)		Future DE or DW (to be obtained by Others)
		CD Road (Ramp D2/G1A/G4)	Ramp D2/G1A	Ramp D2/G4						
		CD Road (Ramp G4)	Ramp E2/G4	Ramp G4A						
		CD Road (I-495 NB)	Rte 123/G2	Ramp G2/GX						
DE/DW - X		No longer used								
DE/DW - Y		GWMP Interchange	Ramp G21/E21	Ramp E21/E24		Interchange Ramp Spacing	Reduced Gore-to-Gore Spacing (between consecutive on- or off-ramps [EN-EN or EX-EX], between off- then on- ramps [EX-EN], or on Turning Roadways [ramps merging or diverging])	1000ft (EN-EN or EX-EX Freeway) 800ft (EN-EN or EX-EX CD Road) 500ft (EX-EN Freeway) 400ft (EX-EN CD Road) 800ft (Turning Roadway System) 600ft (Turning Roadway Service)		Future DE or DW (to be obtained by Others)
		I-495 GP Lanes SB	Ramp G1	Ramp G5						
		I-495 GP Lanes SB	Ramp G5	Ramp D3						
		I-495 GP Lanes SB	Ramp D3	Ramp G6						
		CD Road (Ramp G3)	Ramp G9	Ramp G10						
		CD Road (Ramp G2)	Ramp D4	Ramp G9						
		Ramp E2	I-495 GP SB	Ramp G4						
		CD Road (Ramp G4)	Ramp D2/G1A	Ramp E2						
		CD Road (Ramp D1)	Ramp GX	I-495 GP SB						
DE/DW - Z		No longer used								



Corridor-wide Design Exceptions/Waivers from Previous Projects:

495 Express Lanes

DW - 14 | DW-29 (DW - 2020-23)

DW-30 (DW-2020-51) | DE - 52

Note: Final Numbering/identification of Design Exceptions and Waivers to be determined at a later date.

Legend

- I-495 General Purpose Lanes
- I-495 HOT Lanes
- HOT Access Ramps
- General Purpose Access Ramps
- Other Roadways
- Existing Roadways with No Proposed Improvements

DE/DW Request Included in RFP Information Package:

DE-2 (DE - 2020-26)

DE/DW Request to be Obtained by Design-Builder:

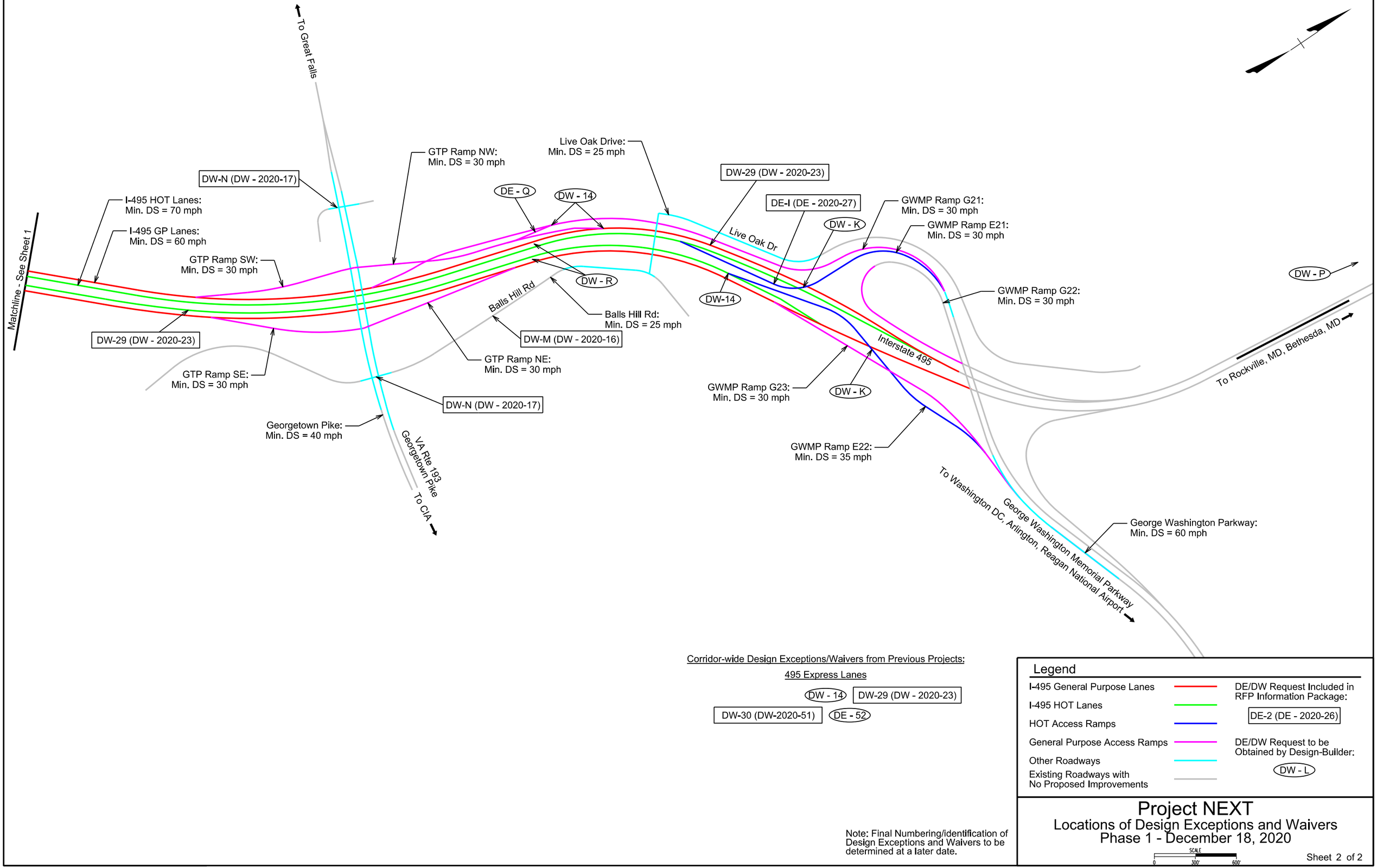
DW - L

Project NEXT

Locations of Design Exceptions and Waivers

Phase 1 - December 18, 2020

SCALE 0 300' 600'



Corridor-wide Design Exceptions/Waivers from Previous Projects:

495 Express Lanes

DW - 14 | DW-29 (DW - 2020-23)

DW-30 (DW-2020-51) | DE - 52

Legend

- I-495 General Purpose Lanes
- I-495 HOT Lanes
- HOT Access Ramps
- General Purpose Access Ramps
- Other Roadways
- Existing Roadways with No Proposed Improvements

DE/DW Request Included in RFP Information Package:

DE-2 (DE - 2020-26)

DE/DW Request to be Obtained by Design-Builder:

DW - L

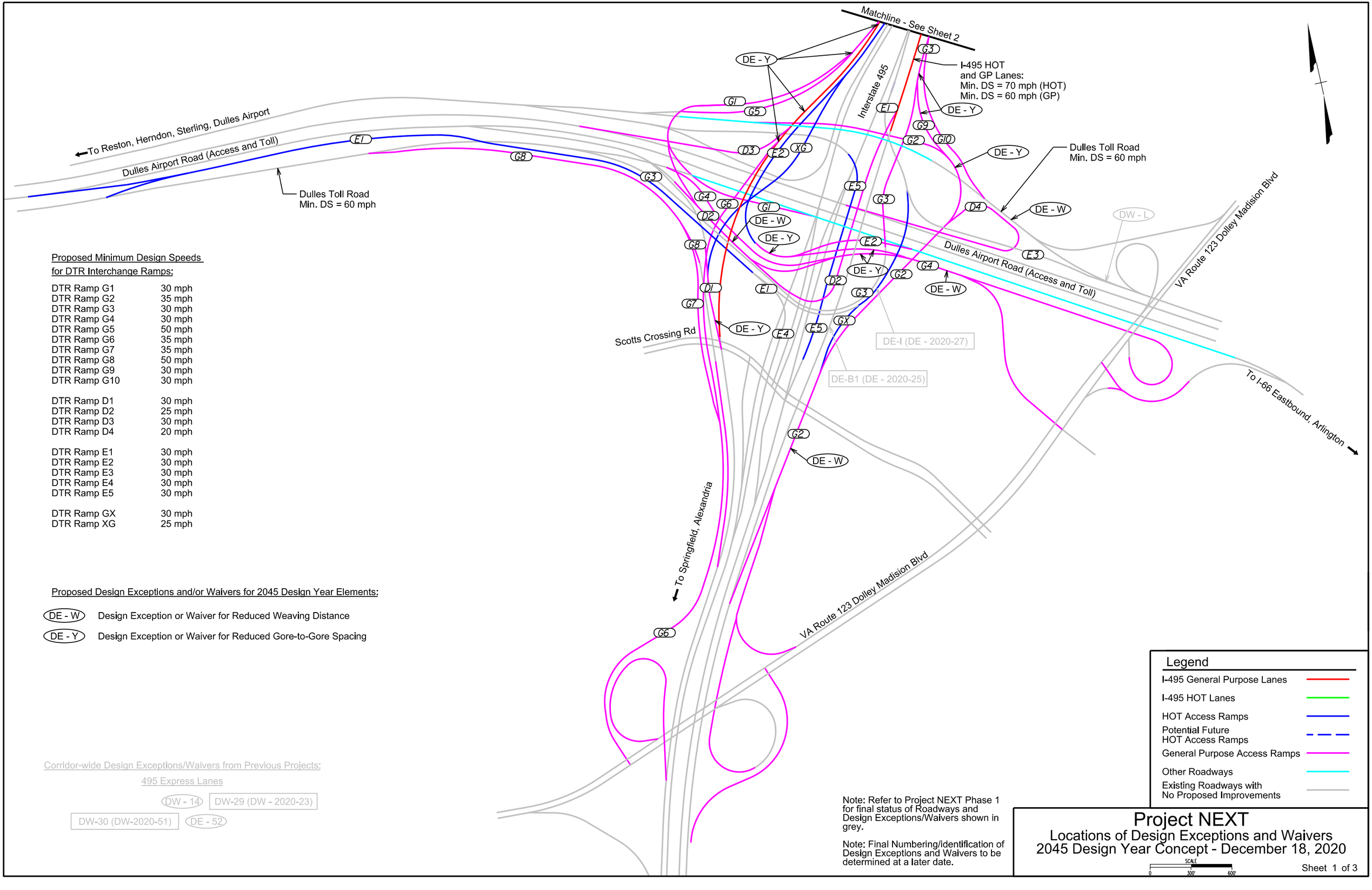
Note: Final Numbering/identification of Design Exceptions and Waivers to be determined at a later date.

Project NEXT

Locations of Design Exceptions and Waivers

Phase 1 - December 18, 2020

SCALE 0 300' 600'



Proposed Minimum Design Speeds
for DTR Interchange Ramps:

DTR Ramp G1	30 mph
DTR Ramp G2	35 mph
DTR Ramp G3	30 mph
DTR Ramp G4	30 mph
DTR Ramp G5	50 mph
DTR Ramp G6	35 mph
DTR Ramp G7	35 mph
DTR Ramp G8	50 mph
DTR Ramp G9	30 mph
DTR Ramp G10	30 mph
DTR Ramp D1	30 mph
DTR Ramp D2	25 mph
DTR Ramp D3	30 mph
DTR Ramp D4	20 mph
DTR Ramp E1	30 mph
DTR Ramp E2	30 mph
DTR Ramp E3	30 mph
DTR Ramp E4	30 mph
DTR Ramp E5	30 mph
DTR Ramp GX	30 mph
DTR Ramp XG	25 mph

Proposed Design Exceptions and/or Waivers for 2045 Design Year Elements:

DE - W Design Exception or Waiver for Reduced Weaving Distance

DE - Y Design Exception or Waiver for Reduced Gore-to-Gore Spacing

Corridor-wide Design Exceptions/Waivers from Previous Projects:

495 Express Lanes

DW - 14 DW-29 (DW - 2020-23)

DW-30 (DW-2020-51) DE - 52

Note: Refer to Project NEXT Phase 1 for final status of Roadways and Design Exceptions/Waivers shown in grey.

Note: Final Numbering/identification of Design Exceptions and Waivers to be determined at a later date.

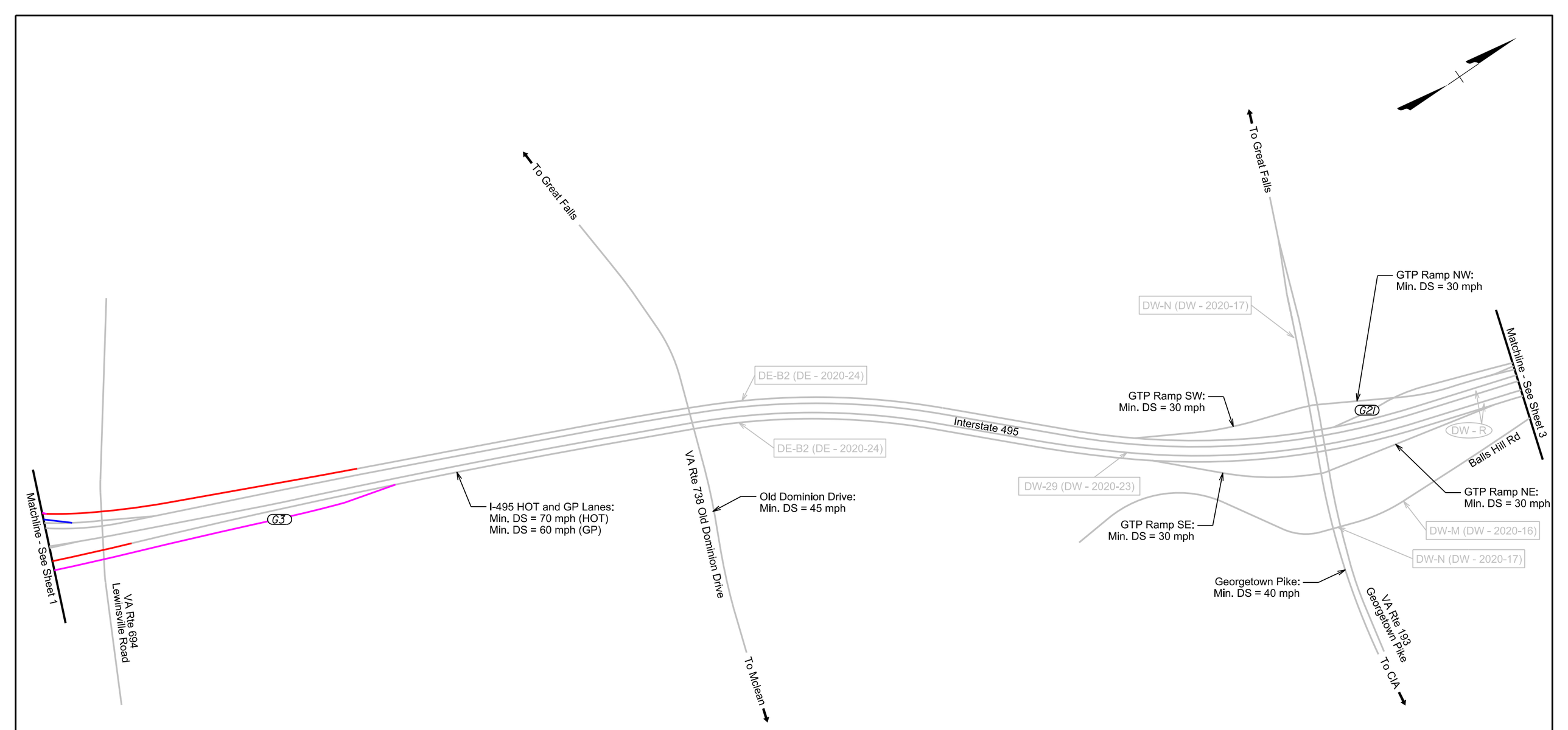
Legend

- I-495 General Purpose Lanes
- I-495 HOT Lanes
- HOT Access Ramps
- Potential Future HOT Access Ramps
- General Purpose Access Ramps
- Other Roadways
- Existing Roadways with No Proposed Improvements

Project NEXT

Locations of Design Exceptions and Waivers
2045 Design Year Concept - December 18, 2020

SCALE 0 300' 600'



Corridor-wide Design Exceptions/Waivers from Previous Projects:

495 Express Lanes

DW - 14 | DW-29 (DW - 2020-23) | DW-30 (DW-2020-51) | DE - 52

Proposed Design Exceptions and/or Waivers for 2045 Design Year Elements:

DE - W — Design Exception or Waiver for Reduced Weaving Distance

DE - Y — Design Exception or Waiver for Reduced Gore-to-Gore Spacing

Legend

- I-495 General Purpose Lanes
- I-495 HOT Lanes
- HOT Access Ramps
- Potential Future HOT Access Ramps
- General Purpose Access Ramps
- Other Roadways
- Existing Roadways with No Proposed Improvements

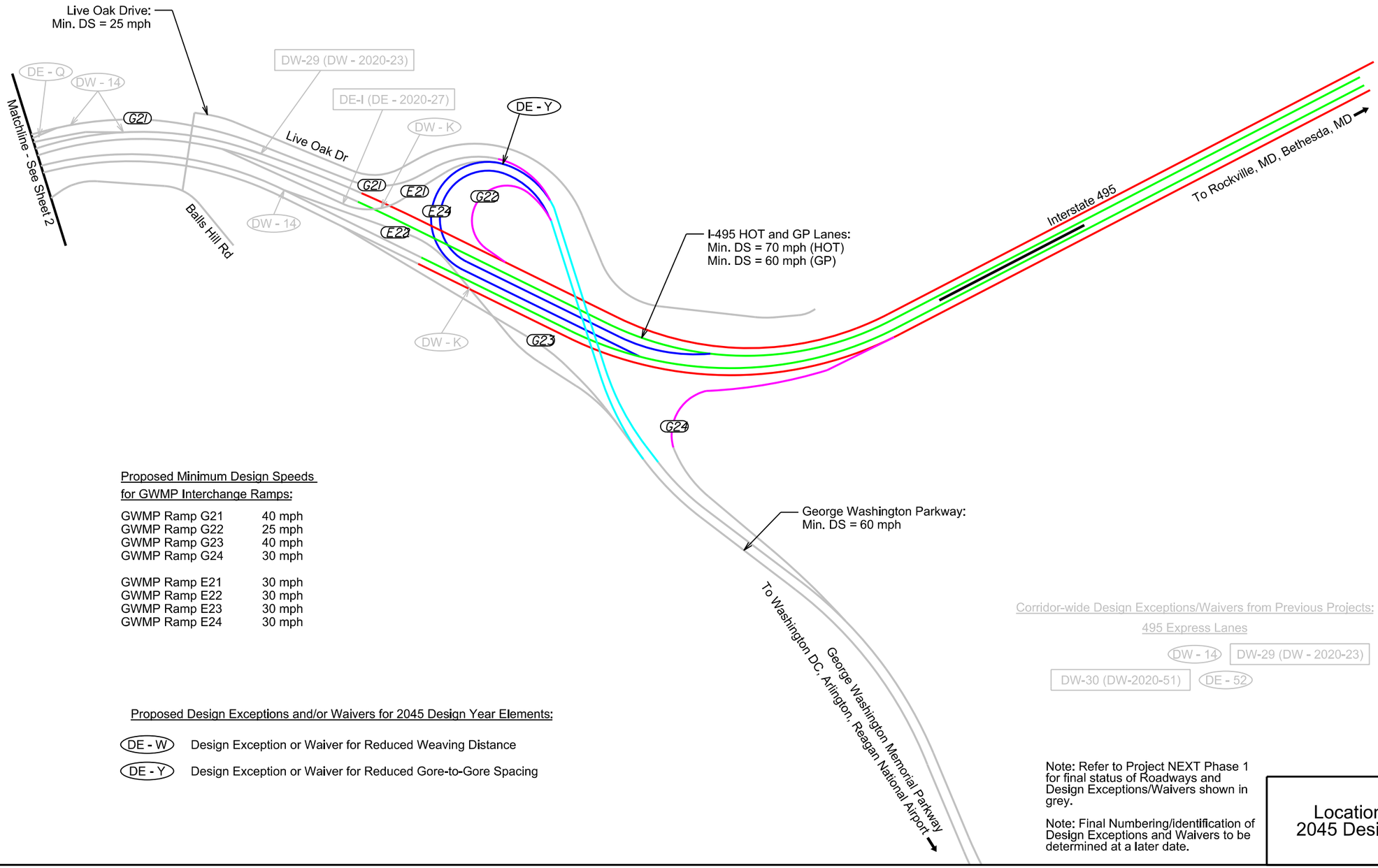
Note: Refer to Project NEXT Phase 1 for final status of Roadways and Design Exceptions/Waivers shown in grey.

Note: Final Numbering/identification of Design Exceptions and Waivers to be determined at a later date.

Project NEXT

Locations of Design Exceptions and Waivers
2045 Design Year Concept - December 18, 2020

SCALE 0 300' 600'



Proposed Minimum Design Speeds for GWMP Interchange Ramps:

GWMP Ramp G21	40 mph
GWMP Ramp G22	25 mph
GWMP Ramp G23	40 mph
GWMP Ramp G24	30 mph
GWMP Ramp E21	30 mph
GWMP Ramp E22	30 mph
GWMP Ramp E23	30 mph
GWMP Ramp E24	30 mph

Proposed Design Exceptions and/or Waivers for 2045 Design Year Elements:

- DE - W — Design Exception or Waiver for Reduced Weaving Distance
- DE - Y — Design Exception or Waiver for Reduced Gore-to-Gore Spacing

Corridor-wide Design Exceptions/Waivers from Previous Projects:

495 Express Lanes

DW - 14 | DW-29 (DW - 2020-23) | DW-30 (DW-2020-51) | DE - 52

Note: Refer to Project NEXT Phase 1 for final status of Roadways and Design Exceptions/Waivers shown in grey.

Note: Final Numbering/identification of Design Exceptions and Waivers to be determined at a later date.

Legend

- I-495 General Purpose Lanes
- I-495 HOT Lanes
- HOT Access Ramps
- Potential Future HOT Access Ramps
- General Purpose Access Ramps
- Other Roadways
- Existing Roadways with No Proposed Improvements

Project NEXT

Locations of Design Exceptions and Waivers
2045 Design Year Concept - December 18, 2020

SCALE 0 300' 600'

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	1

TRANSURBAN
495 EXPRESS LANES NORTHERN EXTENSION
FROM: VA ROUTE 267 (DULLES TOLL ROAD)
TO: GEORGE WASHINGTON MEMORIAL PARKWAY
PROJECT: 0495-029-419, R-201, C-501

RFP CONCEPTUAL STRUCTURE AND BRIDGE PLANS

INDEX OF SHEETS

Sheet No.	Description
1	Title Sheet - Index of Sheets
2	DTR Ramp E1 over DTR EB & Dulles Access Road - General Plan and Elevation
3	DTR Ramp E1 over DTR EB & Dulles Access Road - Transverse Section
4	DTR Ramp E1 over DTR WB & I-495 NB GP - General Plan and Elevation
5	DTR Ramp E1 over DTR WB & I-495 NB GP - Transverse Section
6	I-495 NB Over DTR Ramp E1/G3 - General Plan and Elevation
7	I-495 NB Over DTR Ramp E1/G3 - Transverse Section
8	Old Dominion Drive Over I-495 - General Plan and Elevation
9	Old Dominion Drive Over I-495 - Transverse Section
10	Georgetown Pike Over I-495 - General Plan and Elevation
11	Georgetown Pike Over I-495 - Transverse Section
12	Live Oak Drive Over I-495 - General Plan and Elevation
13	Live Oak Drive Over I-495 - Transverse Section
14	Georgetown Pike NW Ramp over GWMP to 495 SB Ramp - General Plan and Elevation
15	Georgetown Pike NW Ramp over GWMP to 495 SB Ramp - Transverse Section
16	I-495 NB Over Scott's Run - General Plan and Elevation
17	I-495 NB Over Scott's Run - Transverse Section
18	I-495 SB Over Scott's Run - General Plan and Elevation
19	I-495 SB Over Scott's Run - Transverse Section
20	George Washington Memorial Parkway Ramp E22 over I-495 - General Plan and Elevation
21	George Washington Memorial Parkway Ramp E22 over I-495 - Transverse Section
22	George Washington Memorial Parkway Ramp E21 over I-495 SB - General Plan and Elevation
23	George Washington Memorial Parkway Ramp E21 over I-495 SB - Transverse Section
24	George Washington Memorial Parkway over I-495 - General Plan and Elevation
25	George Washington Memorial Parkway over I-495 - Transverse Section
26	George Washington Memorial Parkway over I-495 - Bridge Repair Details
27	Lewinsville Rd. Over I-495 - General Plan and Elevation

SHEET NOS. 2, 3, 6 AND 7 ARE STILL IN PROGRESS AND ARE NOT INCLUDED IN THIS PACKAGE

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Title Sheet_Project-NEXT.dgn

Date: April 10, 2020

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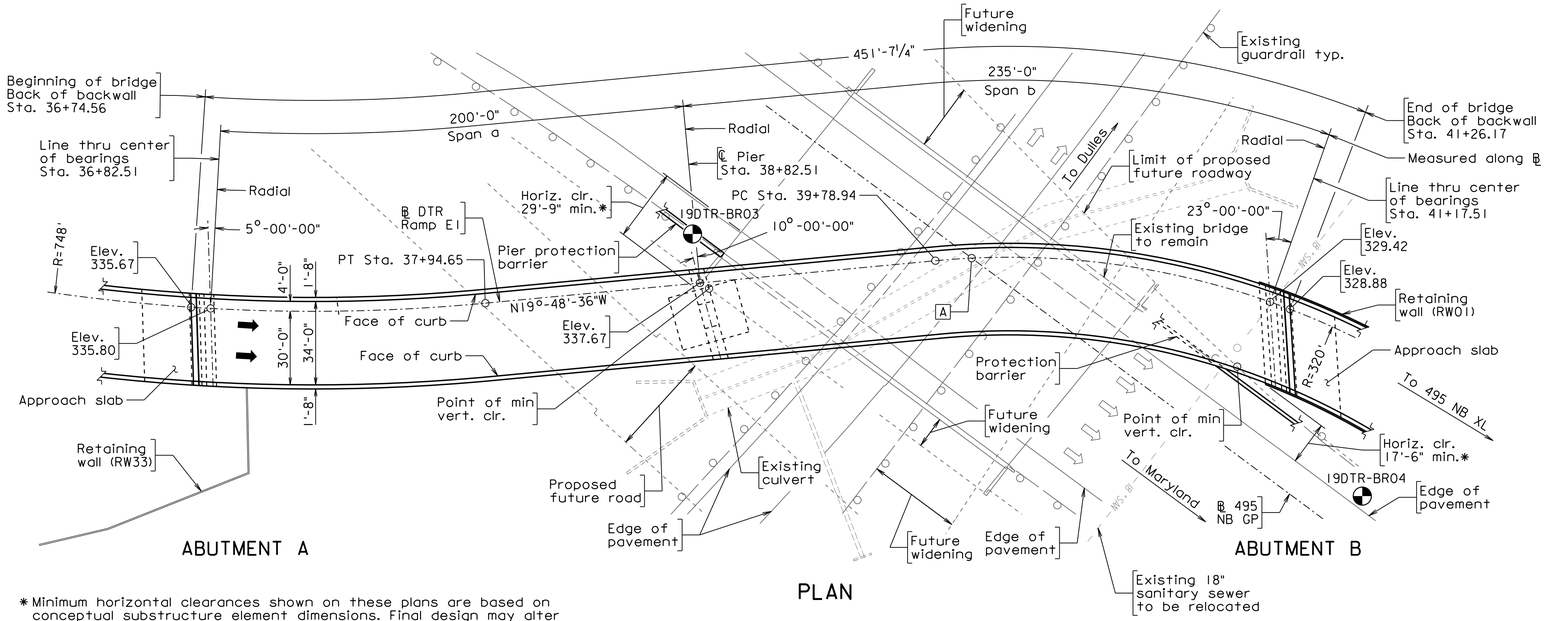
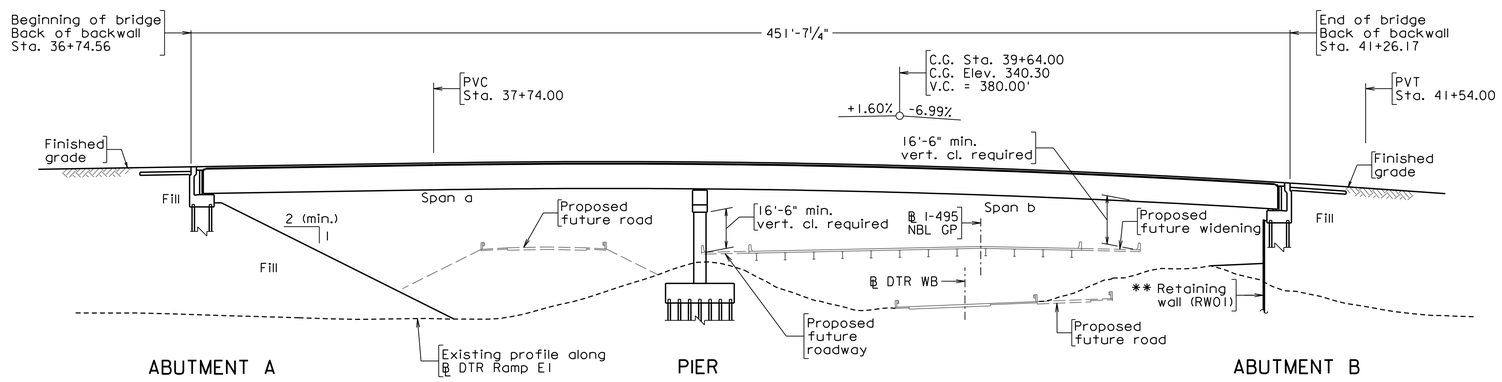
STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	4



* Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within Department requirements.

** The Design Build Contractor shall provide ground improvements and/or provide fill under the retaining walls exceeding 40 feet in height or obtain VDOT's approval for design and construction of retaining walls exceeding 40 feet in height.



DEVELOPED SECTION ALONG ℄

DESIGN EXCEPTION(S):

Reduced bridge shoulder widths. Approved by State Structure and Bridge Engineer on xxx x, 2019.

GENERAL NOTES:

Width: 34'-0" face-to-face of curbs.

Span layout: 200' - 235' continuous steel plate girder spans

Capacity: HL-93 loading.

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Legend:

Denotes bridge boring locations

Tie Stations:

A — POC Sta. 39+93.76 ℄ DTR Ramp E1
PI Sta. 1066+78.14 ℄ 495 NB GP
△ = 39°-17'-38" Rt.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Scale: 1" = 20'

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

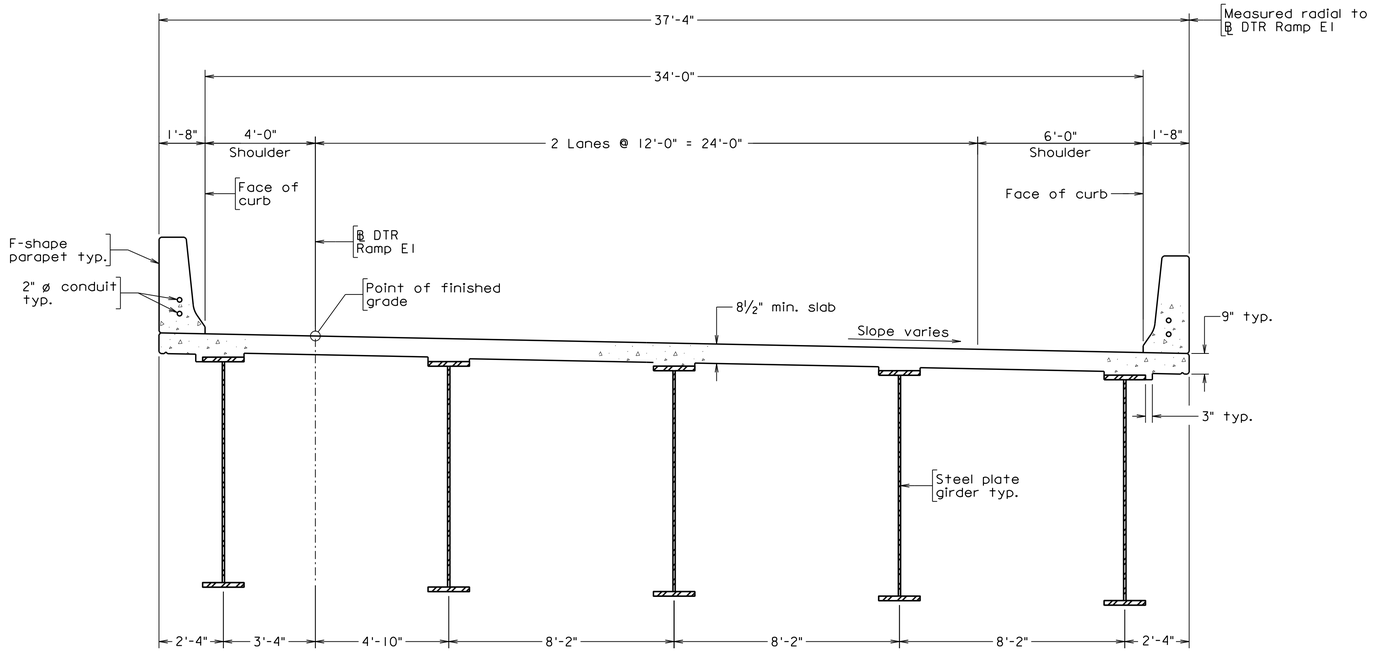
STRUCTURE AND BRIDGE DIVISION

DTR RAMP E1 OVER DTR WB & I-495 NB GP GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: JRH	April 2020	XXX-XX	4 of 27
Checked: MCV			

DTR-N2-DTR to NB 495 flyover_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	5



TRANSVERSE SECTION

Scale: ⅜" = 1'-0"

© 2020. Commonwealth of Virginia

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

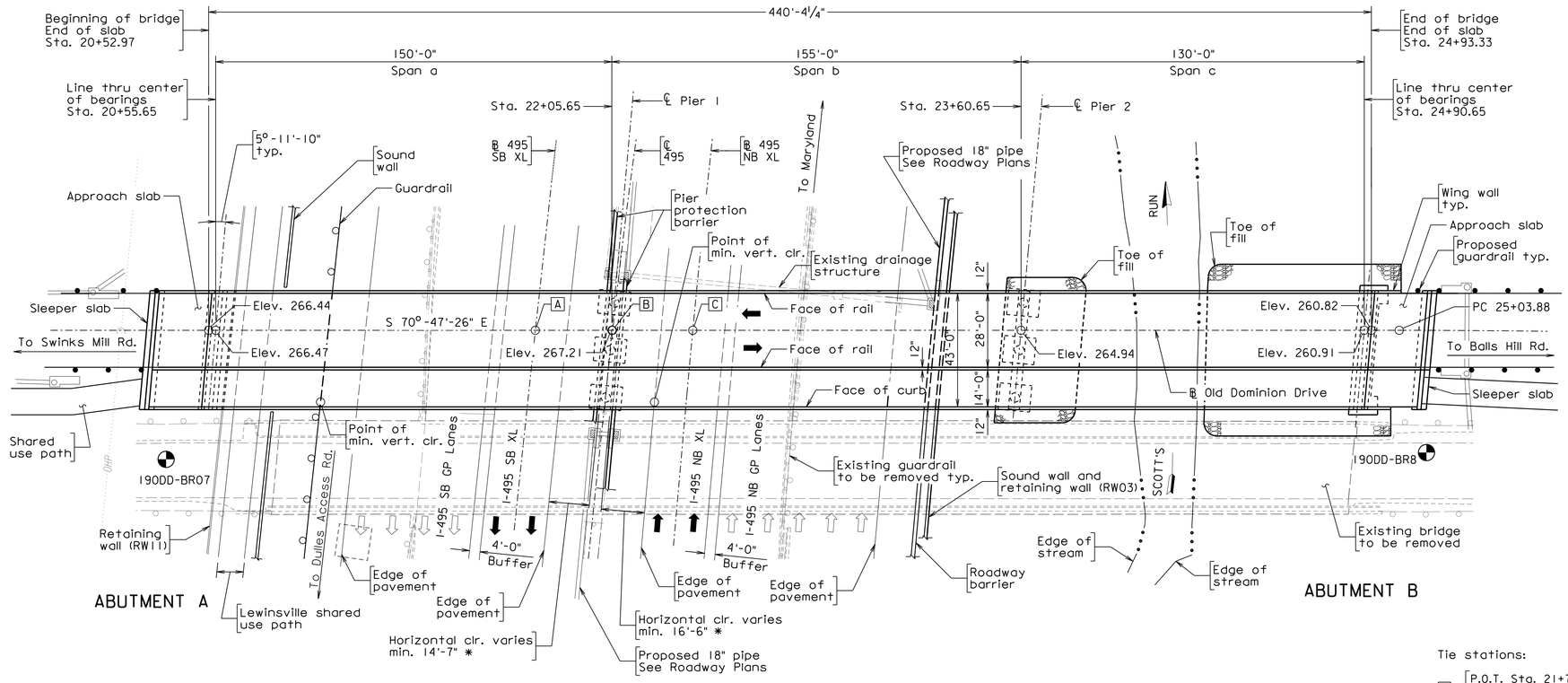
STRUCTURE AND BRIDGE DIVISION

DTR RAMP E1 OVER DTR WB & I-495 NB GP TRANSVERSE SECTION

Designed: AF	Date	Plan No.	Sheet No.
Drawn: JRH	April 2020	XXX-XX	5 of 27
Checked: RN			

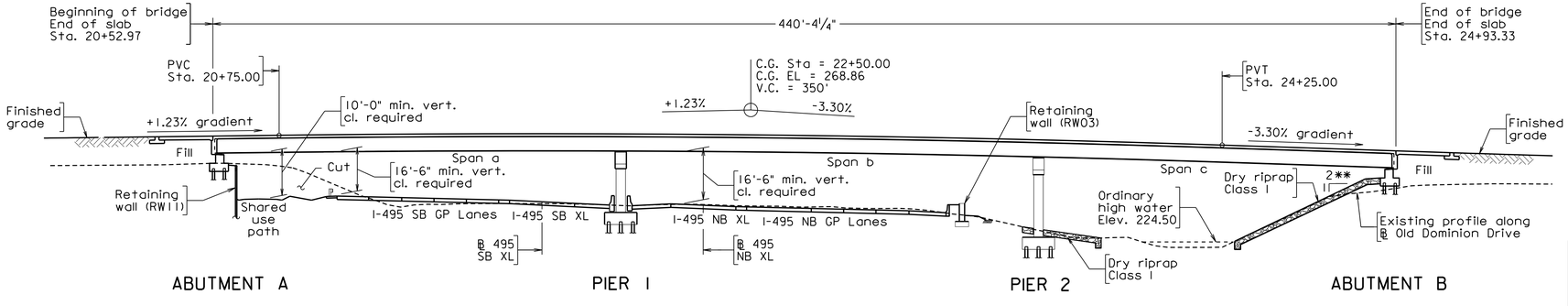
DTR-N2-DTR to NB 495 flyover_Transverse Section.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	8



PLAN

* Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within department requirements.



** Normal to abutment

DEVELOPED SECTION ALONG ℄

Scale: 1" = 25'-0"

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 14'-0" shared use path, 28'-0" roadway, 43'-0" face-to-face of curbs.

Span layout: 150' - 155' - 130', continuous steel plate girder spans

Capacity: HL-93 loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Bridge No. of existing bridge is 6216. Plan No is 138-24.

The existing structure is designated a Type B structure in accordance with Sec. 411.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For sound wall, see Roadway plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Legend:

Denotes bridge boring locations

Tie stations:

A — P.O.T. Sta. 21+76.72 ℄ Old Dominion Drive
P.O.C. Sta. 214+43.67 ℄ 495 SB XL
△ = 83°-49'-46" LT.

B — P.O.T. Sta. 22+05.71 ℄ Old Dominion Drive
P.O.C. Sta. 1109+71.39 ℄ 495
△ = 84°-44'-42" LT.

C — P.O.T. Sta. 22+36.33 ℄ Old Dominion Drive
P.O.T. Sta. 614+05.64 ℄ 495 NB XL
△ = 84°-36'-27" LT.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

OLD DOMINION DRIVE OVER I-495 GENERAL PLAN AND ELEVAION

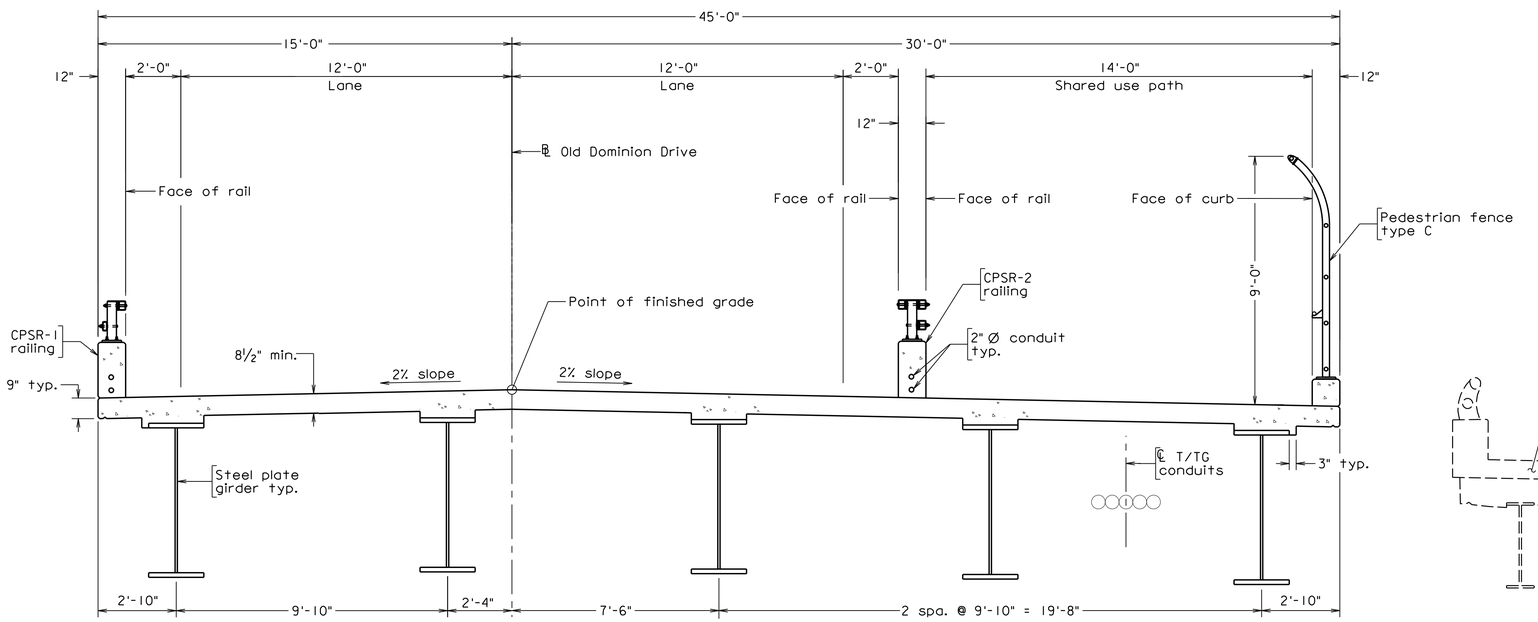
Designed: AKS
Drawn: NA
Checked: MCV

Date	Plan No.	Sheet No.
April 2020	XXX-XX	8 of 27

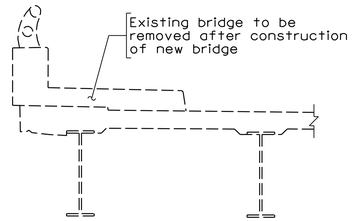
© 2020, Commonwealth of Virginia

Old Dominion Drive_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	9



TRANSVERSE SECTION



RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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Old Dominion Drive_Transverse Section.dgn

Scale: ⅜" = 1'-0"

©2020. Commonwealth of Virginia

No.	Description	Date
	Revisions	

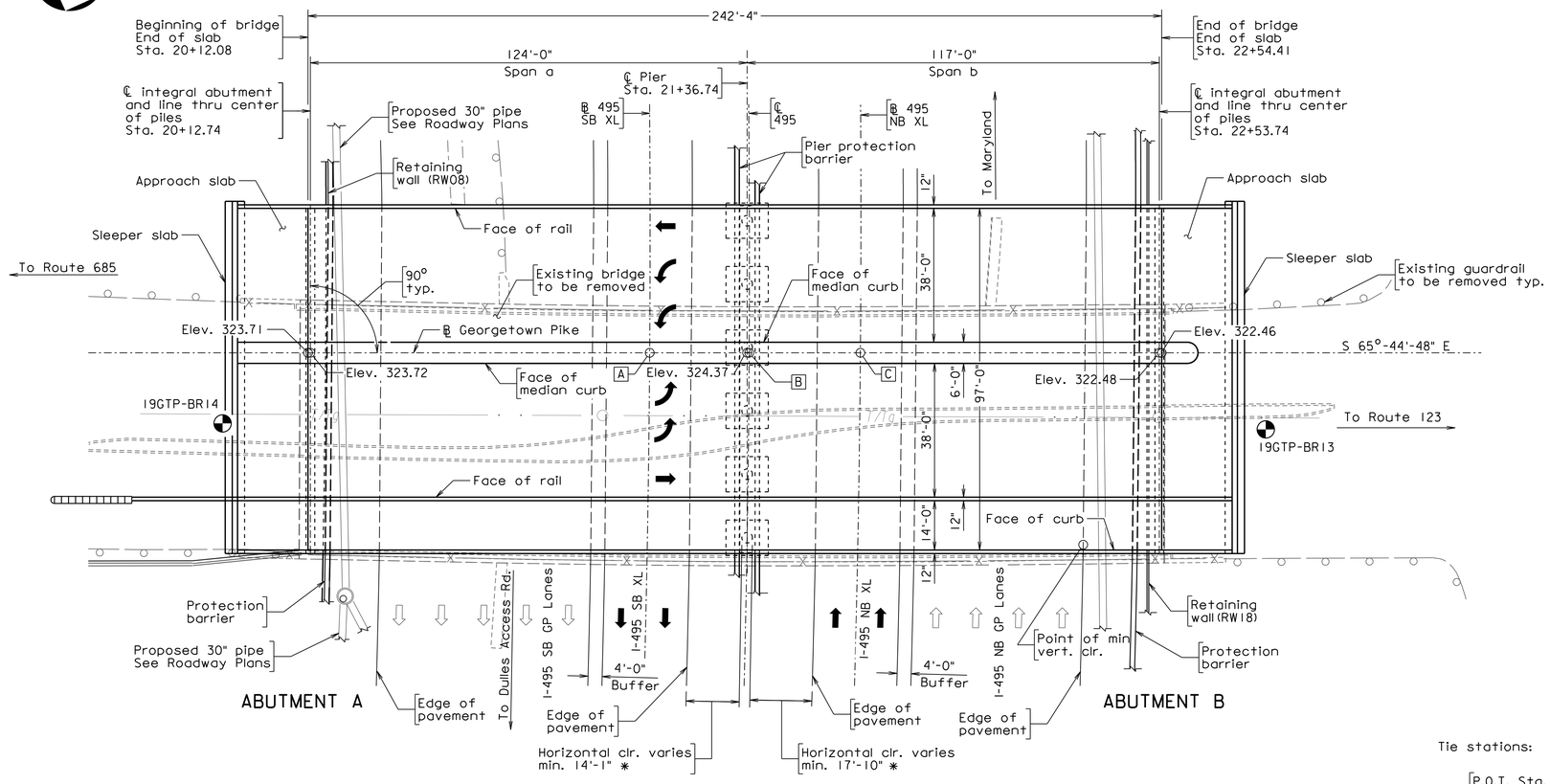
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

OLD DOMINION DRIVE OVER I-495 TRANSVERSE SECTION

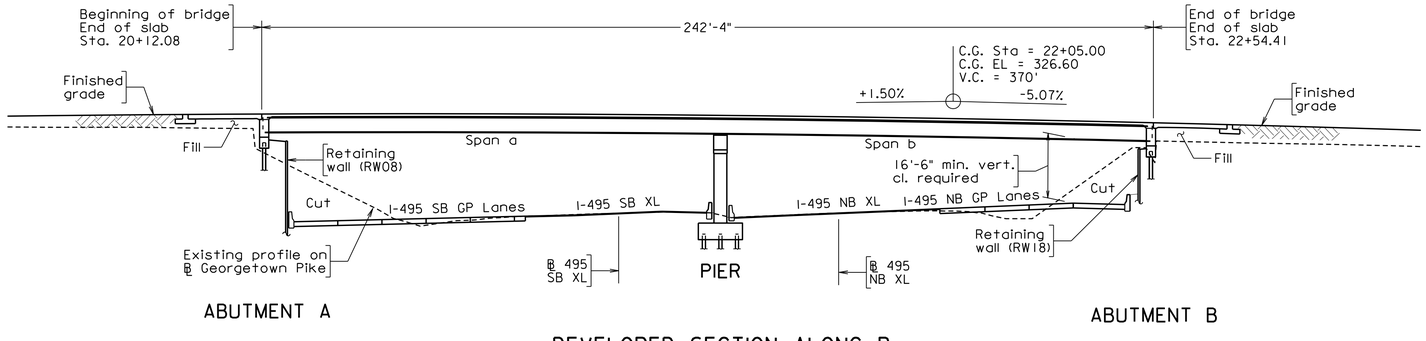
Designed: JRH	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	9 of 27
Checked: RN			

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	10



PLAN

* Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within Department requirements.



DEVELOPED SECTION ALONG ℄

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 14'-0" shared use path, 38'-0" roadway, 6'-0" median, 38"-0" roadway. Overall width 97"-0" face of rail to face of curb.

Span layout: 124'-0" - 117'-0", continuous steel plate girder spans

Capacity: HL-93 loading

Specifications:

Construction:	Virginia Department of Transportation Road and Bridge Specifications, 2016.
Design:	AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.
Standards:	Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Bridge No. of existing bridge is 1107. Plan No is 139-01.

The existing structure is designated a Type B structure in acordance with Sec. 411.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Legend:

Denotes bridge boring locations

Tie stations:

A — P.O.T. Sta. 21+09.08 ℄ Georgetown Pike
P.O.C. Sta. 255+63.98 ℄ 495 SB XL
△ = 89°-36'-23" Lt.

B — P.O.T. Sta. 21+37.31 ℄ Georgetown Pike
P.O.C. Sta. 1150+89.33 ℄ 495
△ = 89°-41'-30" Lt.

C — P.O.T. Sta. 21+68.89 ℄ Georgetown Pike
P.O.C. Sta. 655+20.00 ℄ 495 NB XL
△ = 89°-32'-38" Lt.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Scale: 1" = 20'-0"

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

GEORGETOWN PIKE OVER I-495 GENERAL PLAN AND ELEVATION

Designed: JRH
Drawn: LNM
Checked: RN

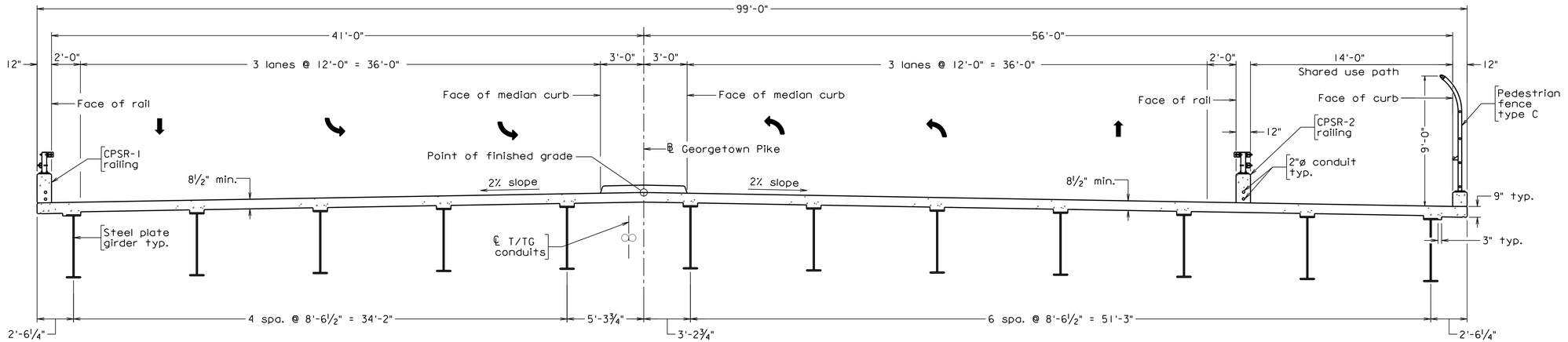
Date	Plan No.	Sheet No.
April 2020	XXX-XX	10 of 27

Georgetown Pike_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	11

Note:

Sequence of construction is not shown.



TRANSVERSE SECTION

Georgetown Pike_Transverse Section.dgn

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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Scale: ¼" = 1'-0"

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

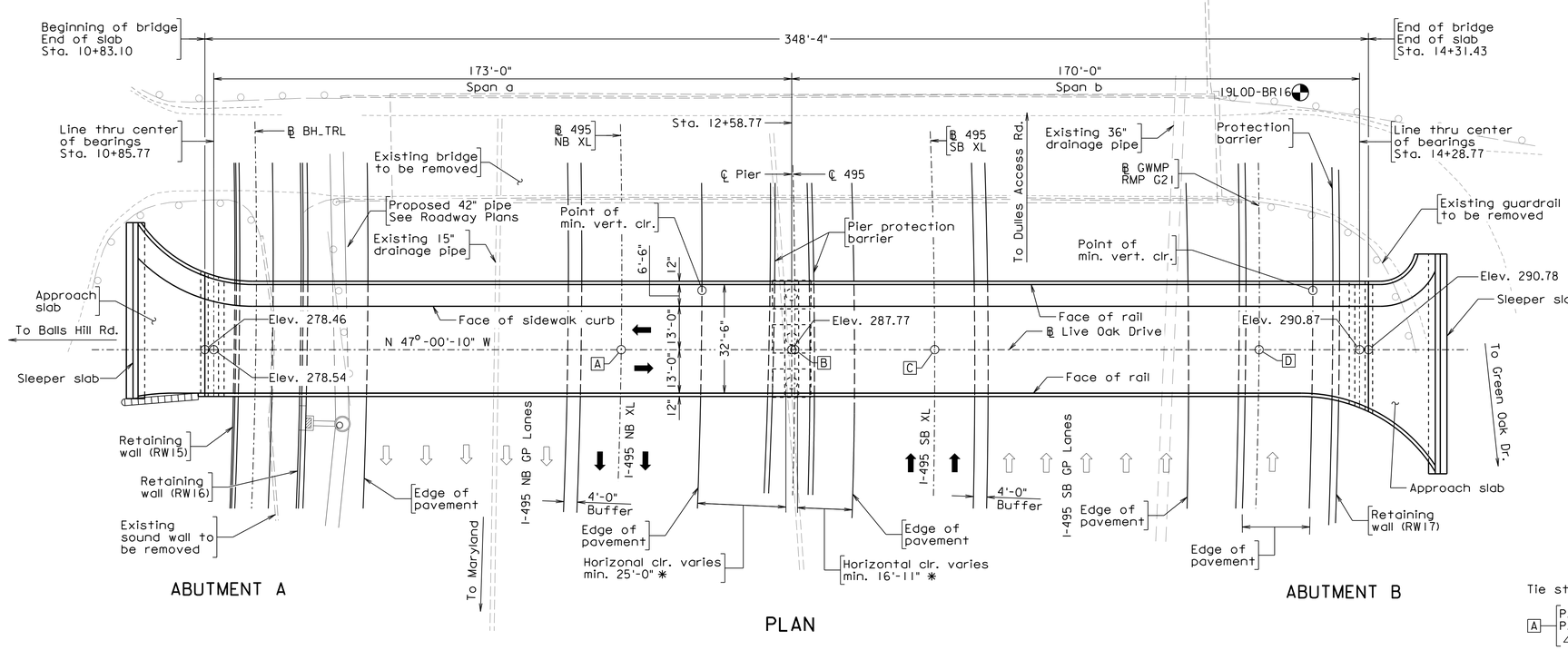
STRUCTURE AND BRIDGE DIVISION

GEORGETOWN PIKE
OVER I-495
TRANSVERSE SECTION

Designed: JRM	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	11 of 27
Checked: BN			

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	12

19L0D-BR15



ABUTMENT A

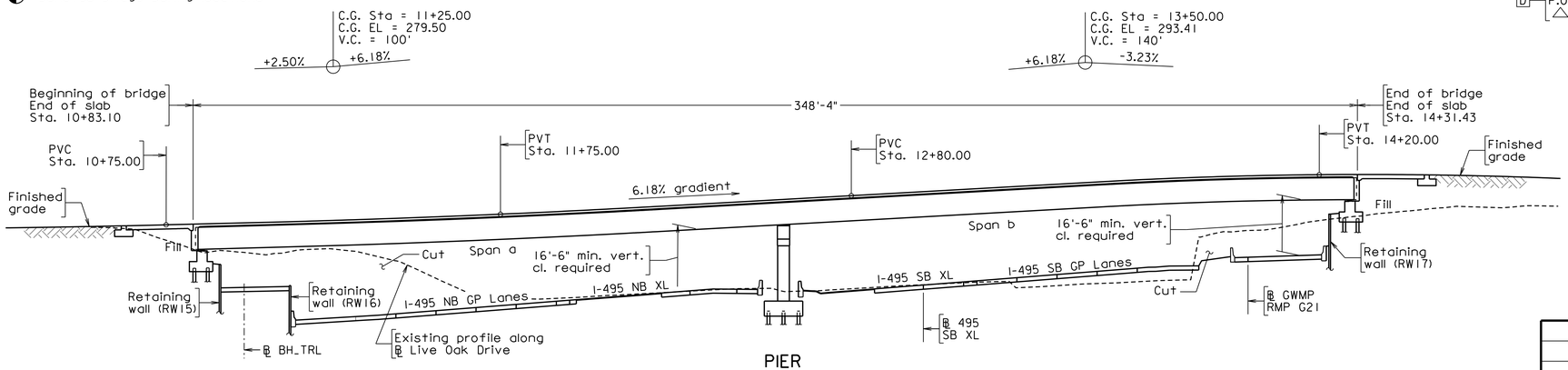
PLAN

ABUTMENT B

✳ Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimesnions. Final design may alter horizontal clearances within Department requirements

Legend:

Denotes bridge boring locations



ABUTMENT A

PIER

ABUTMENT B

DEVELOPED SECTION ALONG ℄

Scale: 1" = 20'-0"

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 6'-6" sidewalk, 26'-0" roadway. Overall width 32'-6" face-to-face of rails.

Span layout: 173'-0" - 170'-0", continuous steel plate girder spans

Capacity: HL-93 loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Bridge No. of existing bridge is 2056. plan No is 265-90.

The existing structure is designated a Type B structure in accordance with Sec. 411.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Tie stations:

A
P.O.T. Sta. 12+07.75 ℄ Live Oak Dr.
P.O.C. Sta. 677+12.35 ℄ 495 NB XL
△ = 89°-13'-05" Lt.

B
P.O.T. Sta. 12+59.72 ℄ Live Oak Dr.
P.O.C. Sta. 1172+97.38 ℄ 495
△ = 89°-47'-02" Lt.

C
P.O.T. Sta. 13+01.58 ℄ Live Oak Dr.
P.O.C. Sta. 277+85.13 ℄ 495 SB XL
△ = 89°-50'-03" Rt.

D
P.O.T. Sta. 13+98.69 ℄ Live Oak Dr.
P.O.C. Sta. 26+29.41 ℄ GWMP RMP G21
△ = 89°-27'-19" Lt.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

LIVE OAK DRIVE OVER I-495 GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: BN	April 2020	XXX-XX	12 of 27
Checked: MCV			

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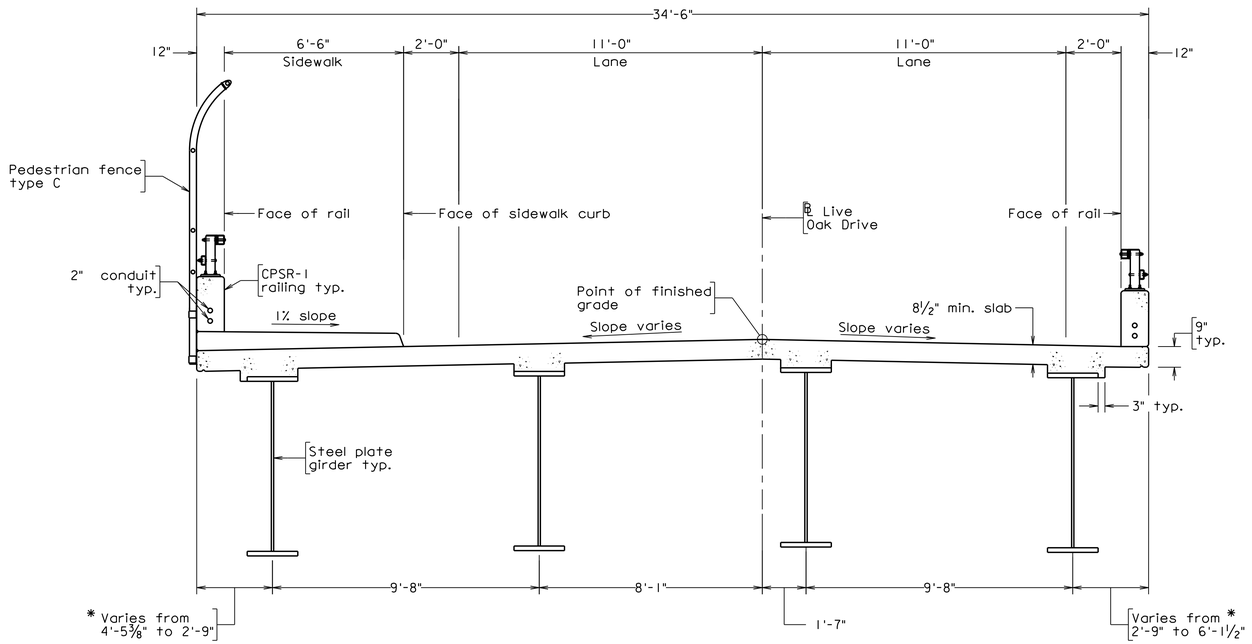
Live Oak Drive_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	13



TRANSVERSE SECTION

Stringers not shown

* Additional stringers are required where the overhang exceed 2'-9".

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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No.	Description	Date
Revisions		

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

LIVE OAK DRIVE OVER I-495 TRANSVERSE SECTION

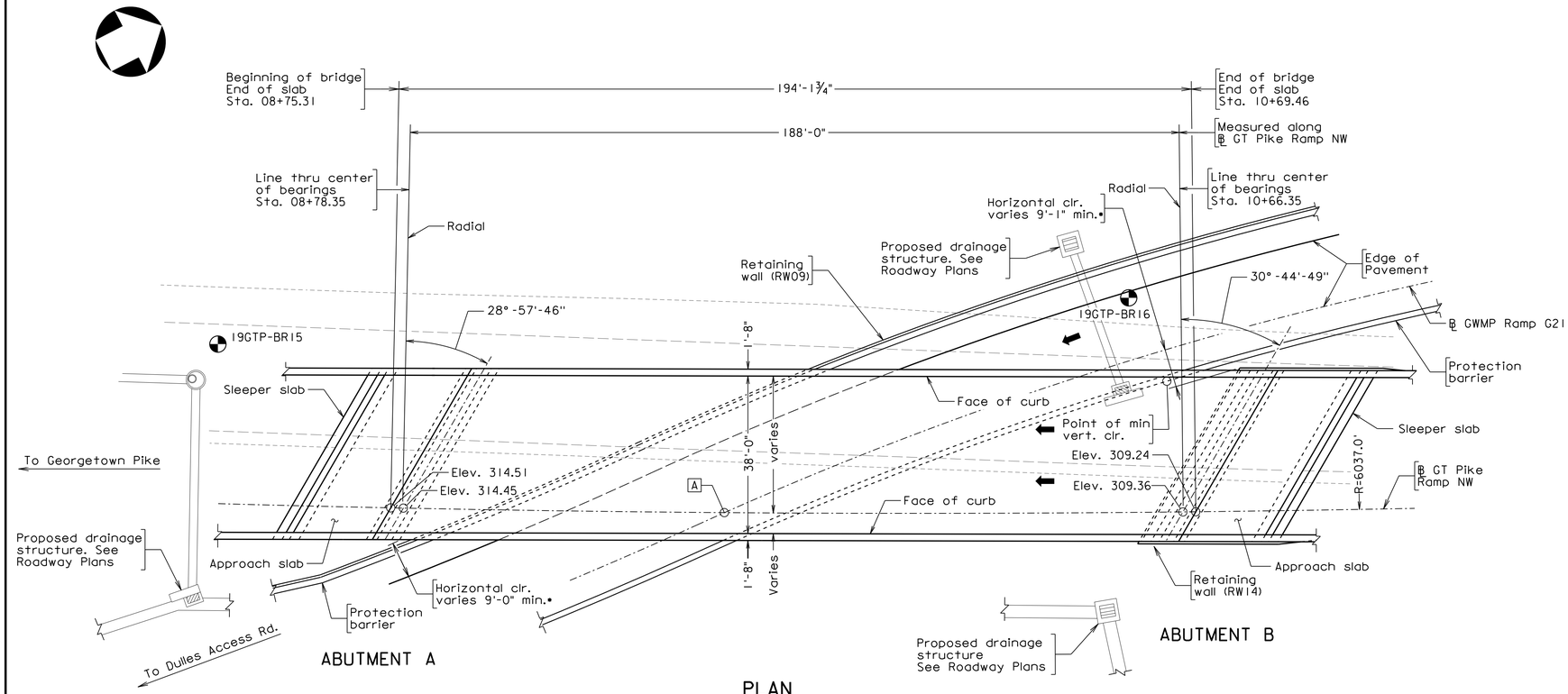
Designed: AF	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	13 of 27
Checked: RN			

Scale: ⅜" = 1'-0"

© 2020. Commonwealth of Virginia

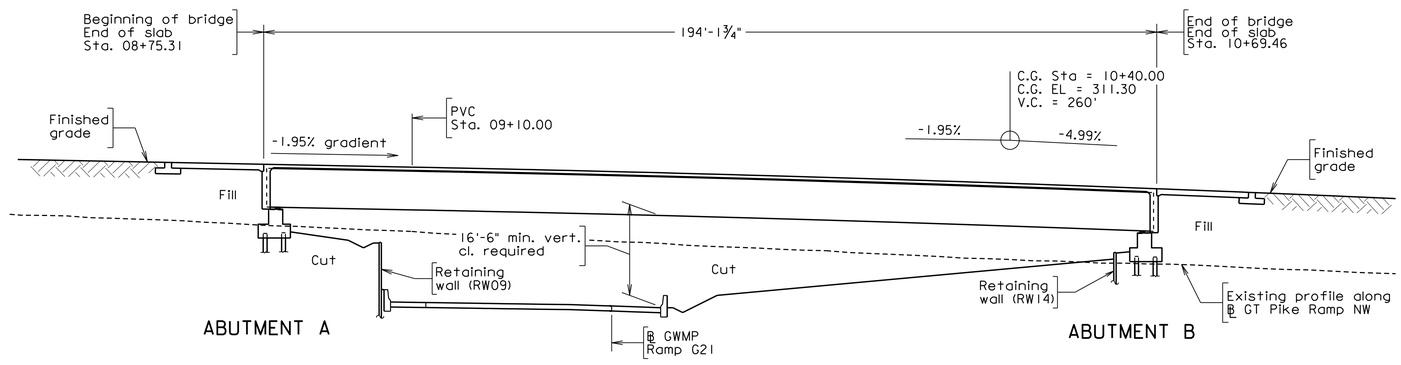
Live Oak Drive_Transverse Section.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	14



PLAN

- Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within Department requirements.



DEVELOPED SECTION ALONG ℄

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 38'-0" face-to-face of curbs.

Span layout: 188', steel plate girder span

Capacity: HL-93 loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Legend:

Denotes bridge boring locations

Tie stations:

A — POC Sta. 09+55.77 ℄ GT Pike Ramp NW
POC Sta. 08+66.32 ℄ GWMP Ramp G21
△ = 24°-23'-50" Lt.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Scale: 1/16" = 1'-0"

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No.	Description	Date
Revisions		

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

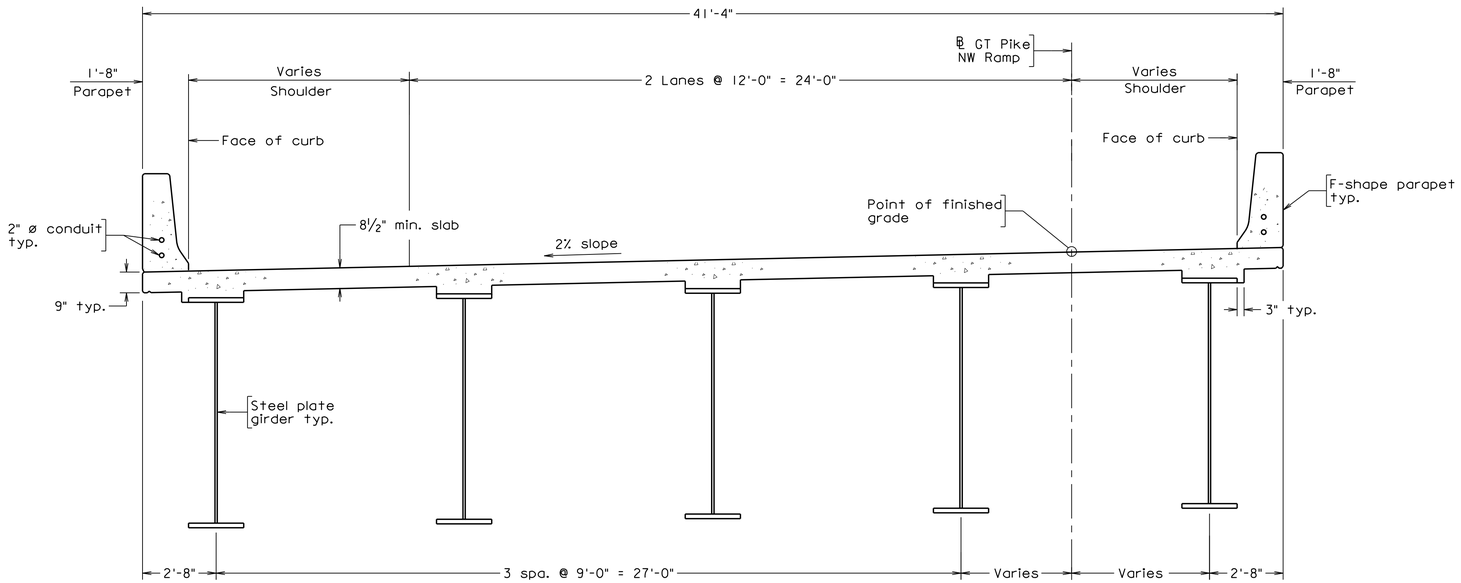
STRUCTURE AND BRIDGE DIVISION

GEORGETOWN PIKE RAMP NW OVER GWMP TO 495 SB RAMP GENERAL PLAN AND ELEVATION

Designed: AKS	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	14 of 27
Checked: BN			

EXT-N4-GT Pike NW Ramp_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	15



TRANSVERSE SECTION

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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Scale: ⅜" = 1'-0"

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No.	Description	Date
Revisions		

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

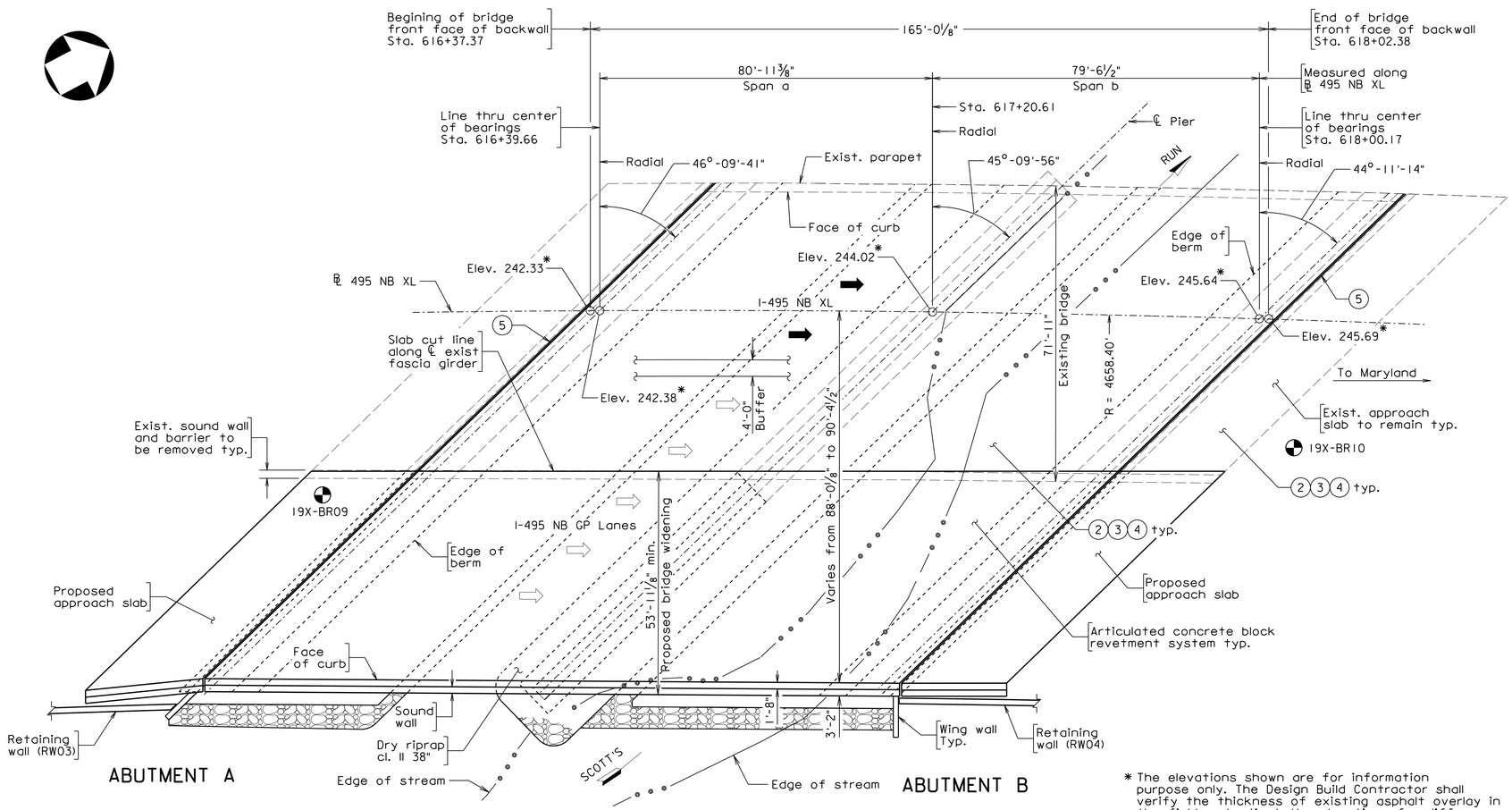
STRUCTURE AND BRIDGE DIVISION

GEORGETOWN PIKE RAMP NW
OVER GWMP TO 495 SB RAMP
TRANSVERSE SECTION

Designed: AKS	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	15 of 27
Checked: RN			

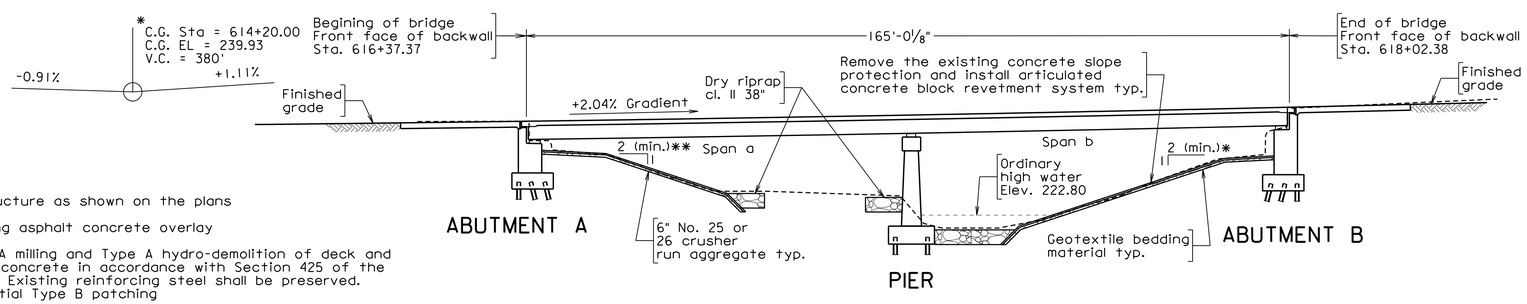
EXT-N4-GT Pike NW Ramp_Transverse Section.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	16



PLAN

* The elevations shown are for information purpose only. The Design Build Contractor shall verify the thickness of existing asphalt overlay in the field and adjust the elevations for difference between thickness of existing overlay and proposed concrete overlay. The approach roadway profile shall be adjusted accordingly.



** Normal to abutment

DEVELOPED SECTION ALONG ℄

Proposed abutments and pier shown

Scale: 1/16" = 1'-0"

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Scope of work:

1. Widen the structure as shown on the plans
2. Remove existing asphalt concrete overlay
3. Perform Type A milling and Type A hydro-demolition of deck and approach slab concrete in accordance with Section 425 of the specifications. Existing reinforcing steel shall be preserved. Perform potential Type B patching
4. Overlay with minimum 1½" Latex Modified Concrete, Very Early Strength (LMC-VE) and provide bridge deck grooving.
5. Remove existing deck expansion joint and reconstruct deck extension. See detail on sheet 17 of 27
6. Clean and paint beam abutment bearings and 5' at beam ends at abutments and spot paint at bottom flanges
7. Perform Concrete Substructure Surface Repair and Crack Repair Type B at abutments and pier

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 124'-6"± out-to-out. Includes widening of 53'-11⅛" min. on right of traffic.

Span layout: 80'-11⅜" - 79'-6½", continuous steel plate girder spans

Capacity: HL-93 loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Bridge No. of existing bridge is 2031. plan No is 138-25.

The existing structure is designated a Type B structure in acordance with Sec. 411.

Temporary support of excavation may be required for the construction of substructure units.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

For stream channelization, see Roadway plans.

For beam end painting and substructue repair details, see sheet 26 of 27.

Legend:

◔ Denotes bridge boring locations

(2) Scope of work

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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No.	Description	Date
Revisions		

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

I-495 NB OVER SCOTT'S RUN GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: AE	April 2020	XXX-XX	16 of 27
Checked: MCV			

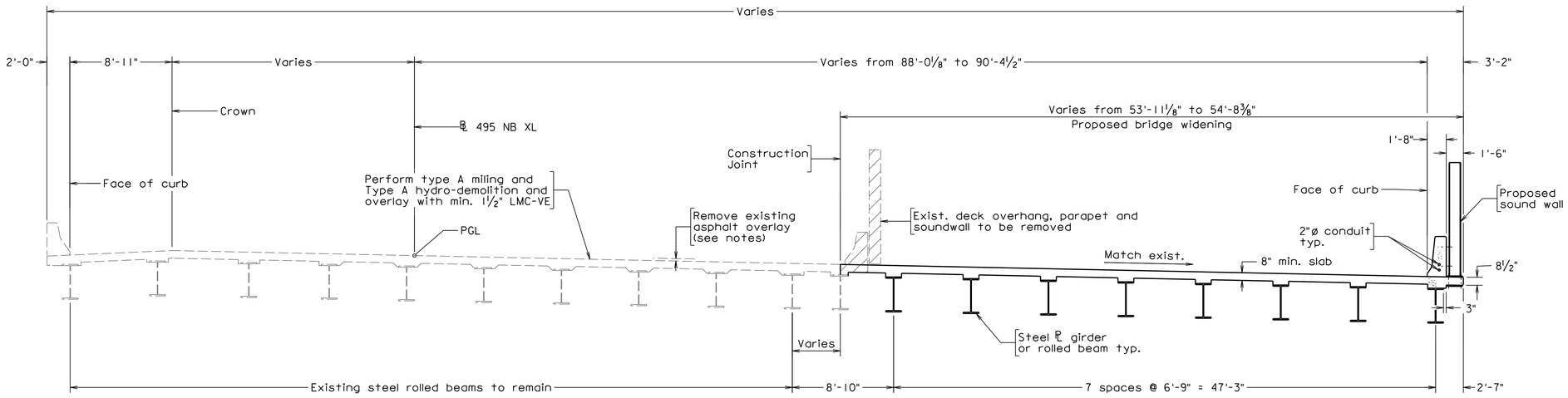
EXT-WI_I495 NB Over Scotts Run_001.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	17

Note:

The Design Build Contractor shall shift traffic to the widening side for deck joint closure and concrete overlay work.

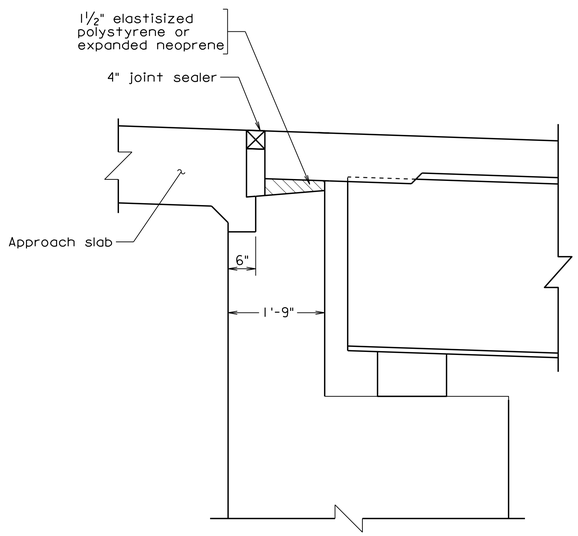
The Design Build Contractor shall verify the thickness of existing asphalt overlay in the field.



TRANSVERSE SECTION

Legend:

Removal



BRIDGE DECK JOINT ELIMINATION DETAIL*

Scale: 3/4" = 1'-0"
Reinforcing steel not shown

* Abutment section at widening area shown. Existing abutment detail is similar. Existing deck joint elimination is similar and shall be in accordance to Virginia Micro Abutment Details. Very Early Strength Concrete (VESC) may be utilized for existing joint closure.

Scale: 3/16" = 1'-0"

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RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

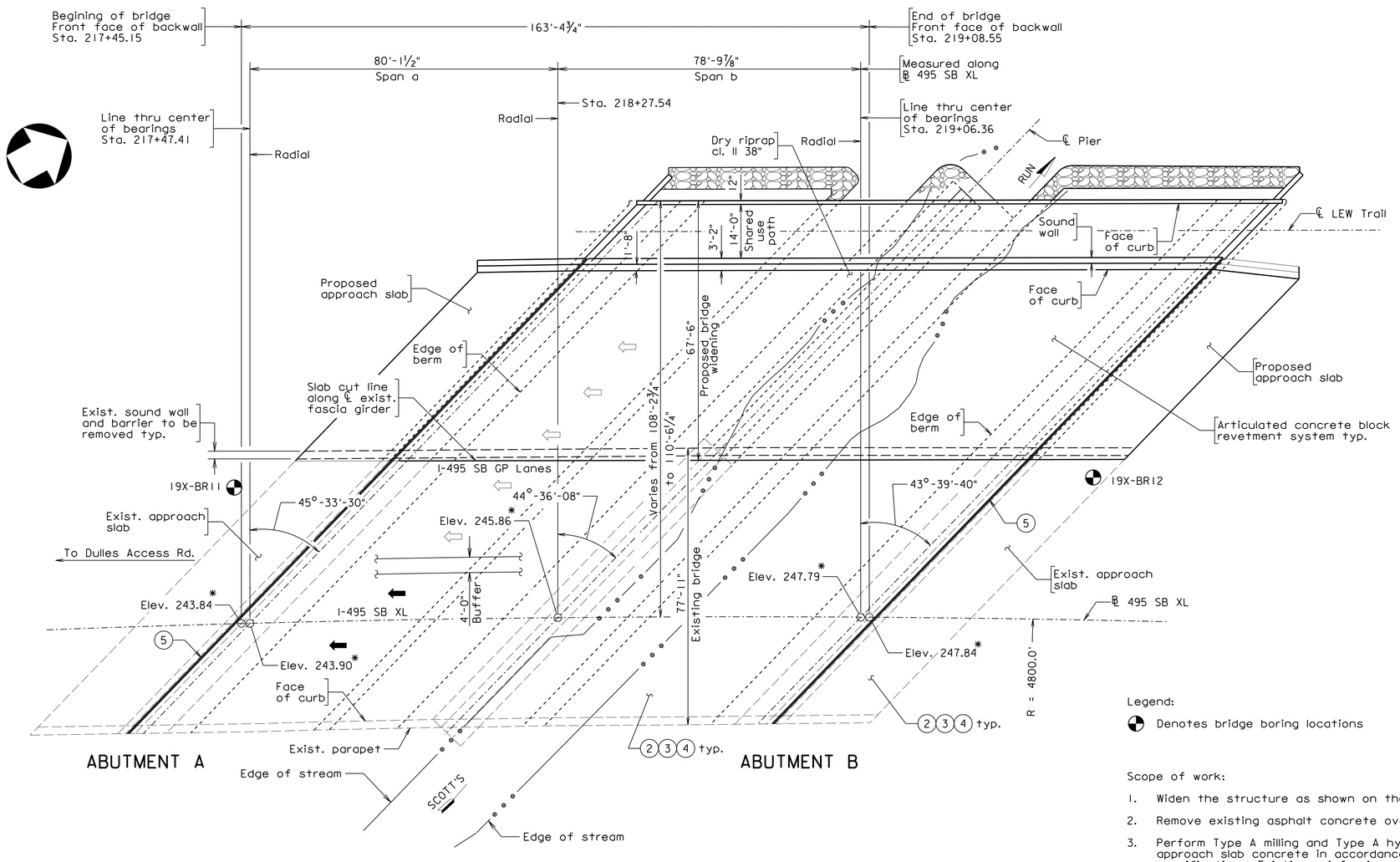
STRUCTURE AND BRIDGE DIVISION

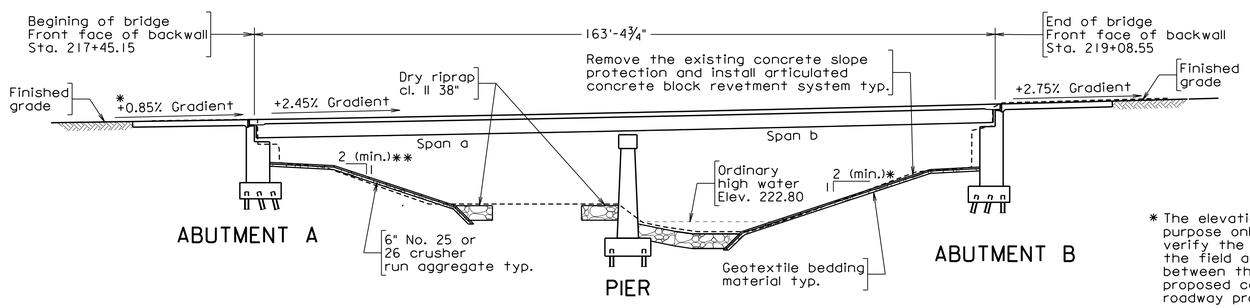
I-495 NB OVER SCOTT'S RUN TRANSVERSE SECTION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: AE	April 2020	XXX-XX	17 of 27
Checked: RN			

EXT-WI_I495 NB Over Scotts Run_002.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	18





DEVELOPED SECTION ALONG ℄
Proposed abutments and pier shown

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

Width: 135'-10" min. includes widening of 67'-6" on right of traffic.

Span layout: 80'-1½" - 78'-9⅞", continuous steel plate girder or rolled beam spans

Capacity: HL-93 loading

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Bridge No. of existing bridge is 2031. plan No is 138-25.

The existing structure is designated a Type B structure in accordance with Sec. 411.

Temporary support of excavation may be required for the construction of substructure units.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

For stream channelization, see Roadway plans.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For beam end painting and substructure repair details, See sheet 26 of 27.

Legend:

◔ Denotes bridge boring locations

Scope of work:

1. Widen the structure as shown on the plans
2. Remove existing asphalt concrete overlay
3. Perform Type A milling and Type A hydro-demolition of deck and approach slab concrete in accordance with Section 425 of the specifications. Existing reinforcing steel shall be preserved. Perform potential Type B patching
4. Overlay with minimum 1½" Latex Modified Concrete, Very Early Strength (LMC-VE) and provide bridge deck grooving.
5. Remove existing deck expansion joint and reconstruct deck extension. See detail on sheet 19 of 27
6. Clean and paint beam abutment bearings and 5' at beam ends at abutments and spot paint at bottom flanges
7. Perform Concrete Substructure Surface Repair and Crack Repair Type B at abutments and pier

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

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* The elevations shown are for information purpose only. The Design Build Contractor shall verify the thickness of existing asphalt overlay in the field and adjust the elevations for difference between thickness of existing overlay and proposed concrete overlay. The approach roadway profile shall be adjusted accordingly.

** Normal to abutment

Scale: 1/16" = 1'-0"

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No.	Description	Date
Revisions		

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
STRUCTURE AND BRIDGE DIVISION

I-495 SB OVER SCOTT'S RUN GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: AE	April 2020	XXX-XX	18 of 27
Checked: MCV			

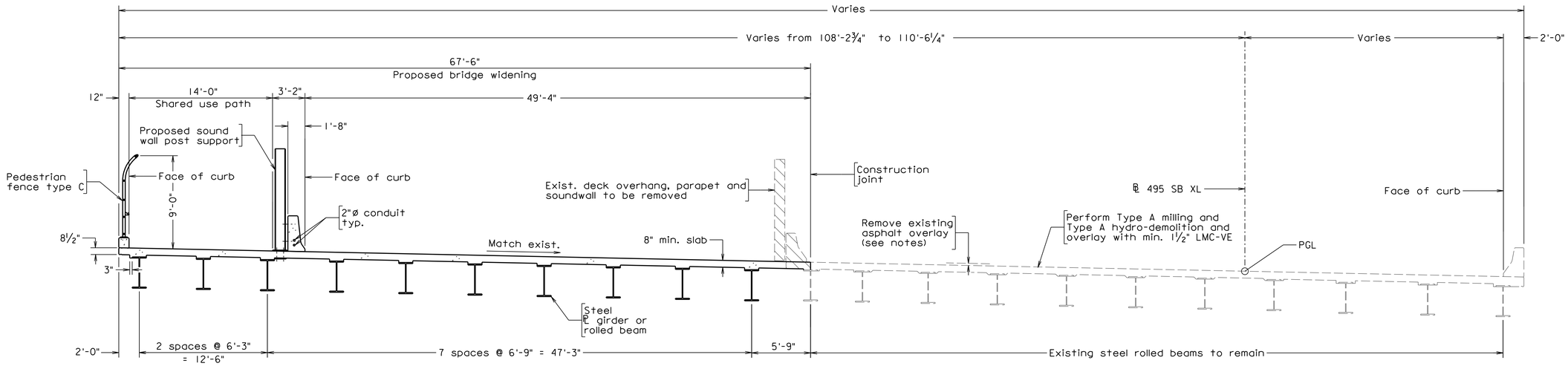
EXT-W2_I495 SB Over Scotts Run_001.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	19

Note:

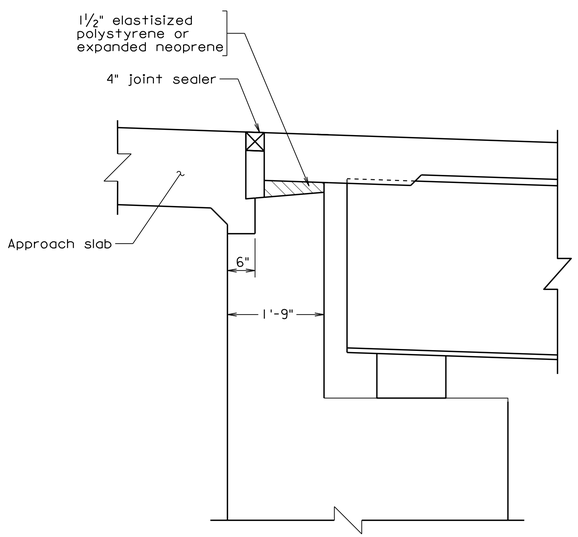
The Design Build Contractor shall shift traffic to the widening side for deck joint closure and concrete overlay work.

The Design Build Contractor shall verify the thickness of existing asphalt overlay in the field.



TRANSVERSE SECTION

Scale: 3/16" = 1'-0"



BRIDGE DECK JOINT ELIMINATION DETAIL*

Scale: 3/4" = 1'-0"

Reinforcing steel not shown

Legend:

Removal

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

I-495 SB OVER SCOTT'S RUN
TRANSVERSE SECTION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: AE	April 2020	XXX-XX	19 of 27
Checked: RN			

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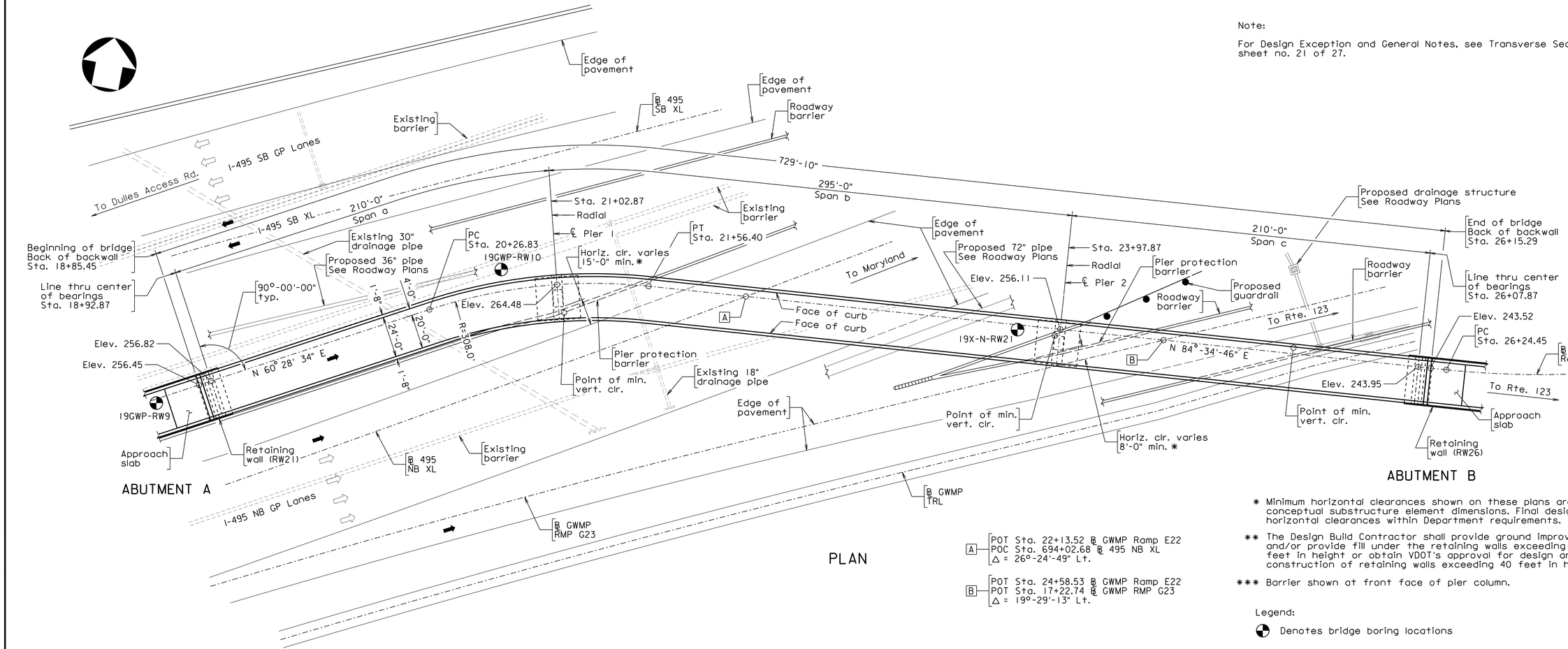
EXT-W2_I495 SB Over Scotts Run_002.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	20

Note:

For Design Exception and General Notes, see Transverse Section sheet no. 21 of 27.



A — POT Sta. 22+13.52 ℄ GWMP Ramp E22
POC Sta. 694+02.68 ℄ 495 NB XL
△ = 26°-24'-49" Lt.

B — POT Sta. 24+58.53 ℄ GWMP Ramp E22
POT Sta. 17+22.74 ℄ GWMP RMP G23
△ = 19°-29'-13" Lt.

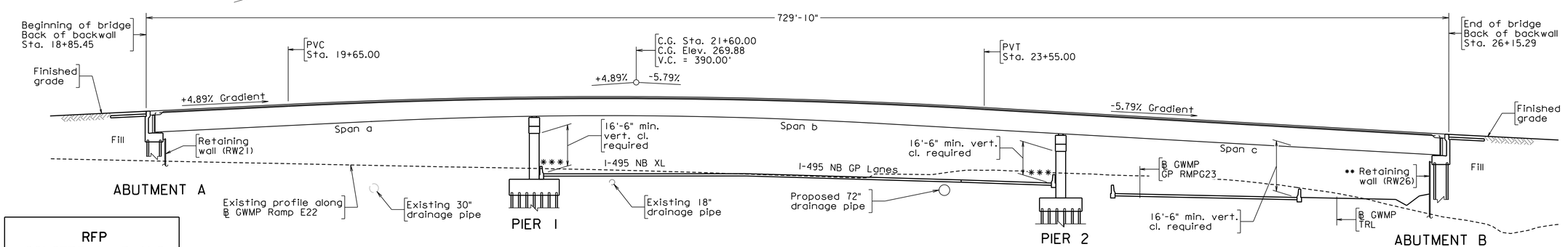
* Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within Department requirements.

** The Design Build Contractor shall provide ground improvements and/or provide fill under the retaining walls exceeding 40 feet in height or obtain VDOT's approval for design and construction of retaining walls exceeding 40 feet in height.

*** Barrier shown at front face of pier column.

Legend:

Denotes bridge boring locations



DEVELOPED SECTION ALONG ℄

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

Scale: 1"=30'

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

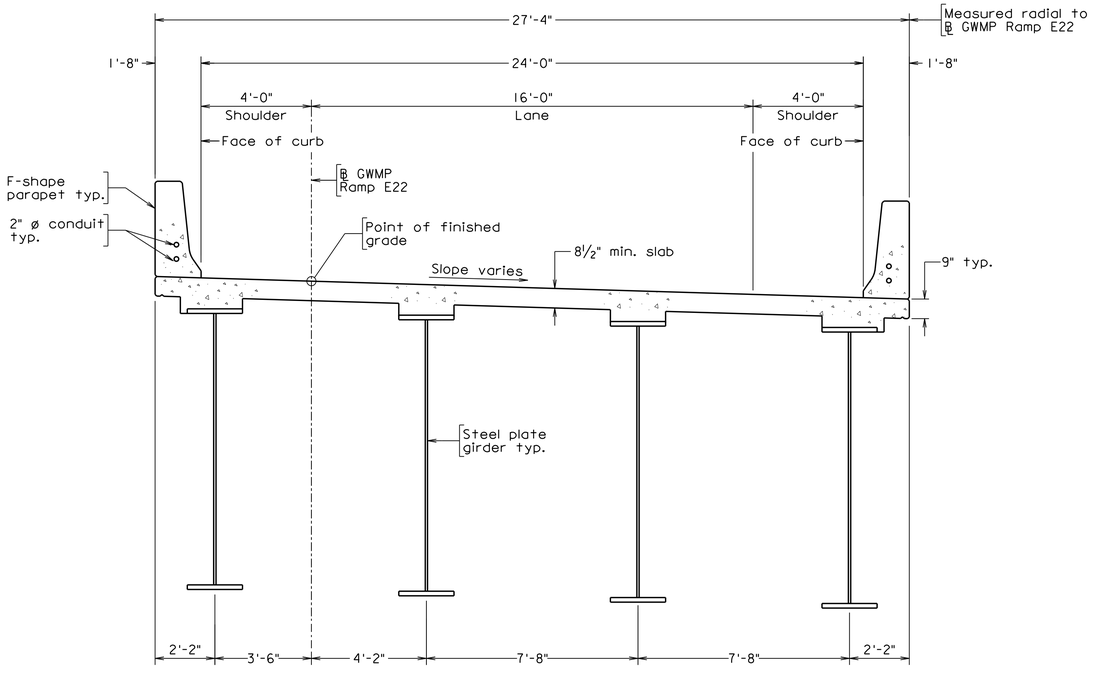
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY
Ramp E22 OVER I-495
GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	20 of 27
Checked: MCV			

GWMP Ramp E22_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	21



TRANSVERSE SECTION

DESIGN EXCEPTION(S):

Reduced bridge shoulder widths. Approved by State Structure and Bridge Engineer on xxx x, 2019.

GENERAL NOTES:

Width: 24'-0" face-to-face of curbs.

Span layout: 210' - 295' - 210', continuous steel plate girder spans

Capacity: HL-93 loading.

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

Deck drainage system is required for this structure based on hydraulic analysis. Deck drainage system shall be designed by Design Build Contractor to meet the hydraulic requirements in accordance with VDOT and FHWA standards.

Design Build Contractor shall investigate the need for temporary wind bracing during construction.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Scale: ⅜" = 1'-0"

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY
RAMP E22 OVER I-495
TRANSVERSE SECTION

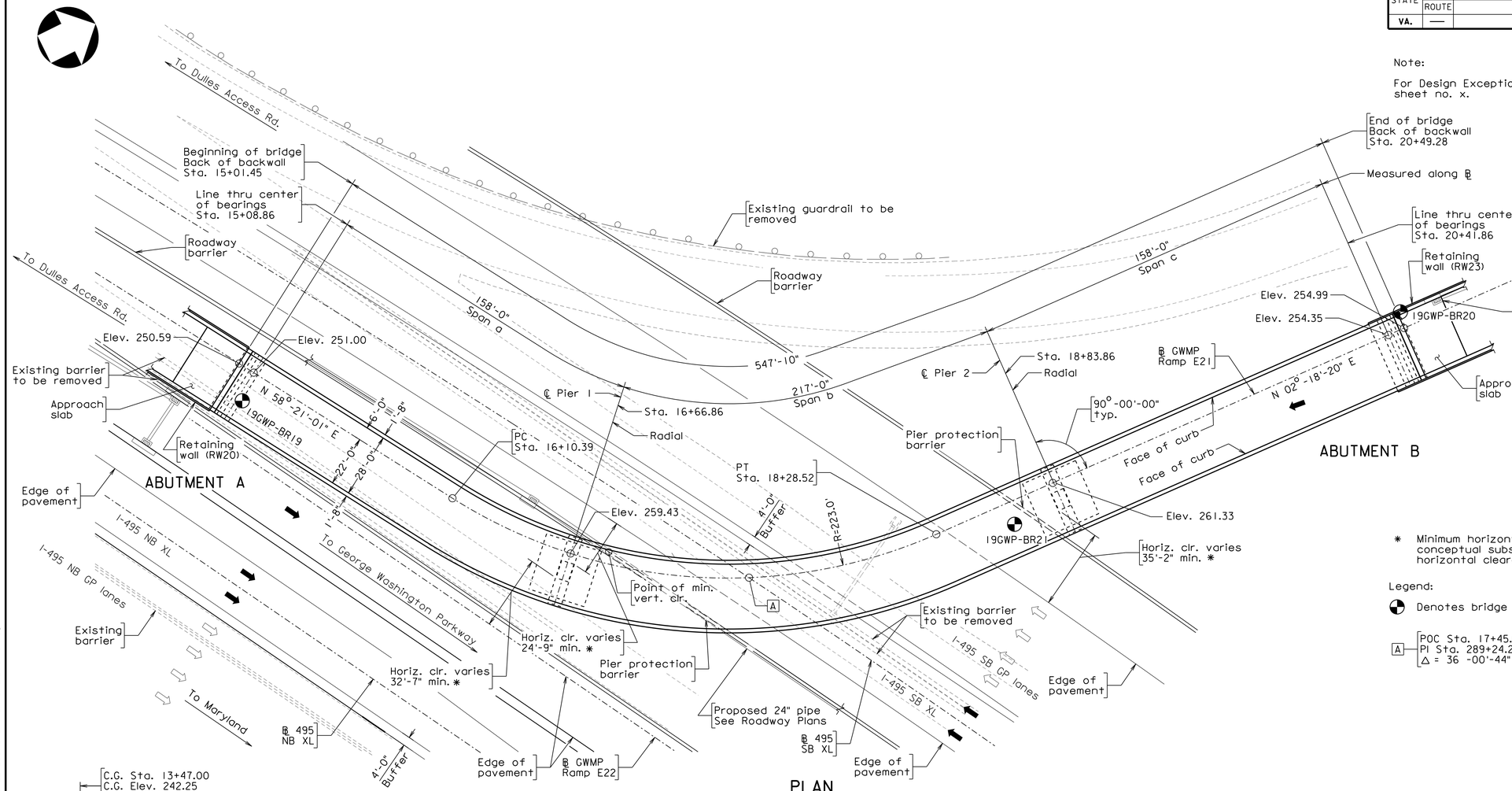
Designed: AE	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	21 of 27
Checked: MCV			

GWMP Ramp E22_Transverse Section.dgn

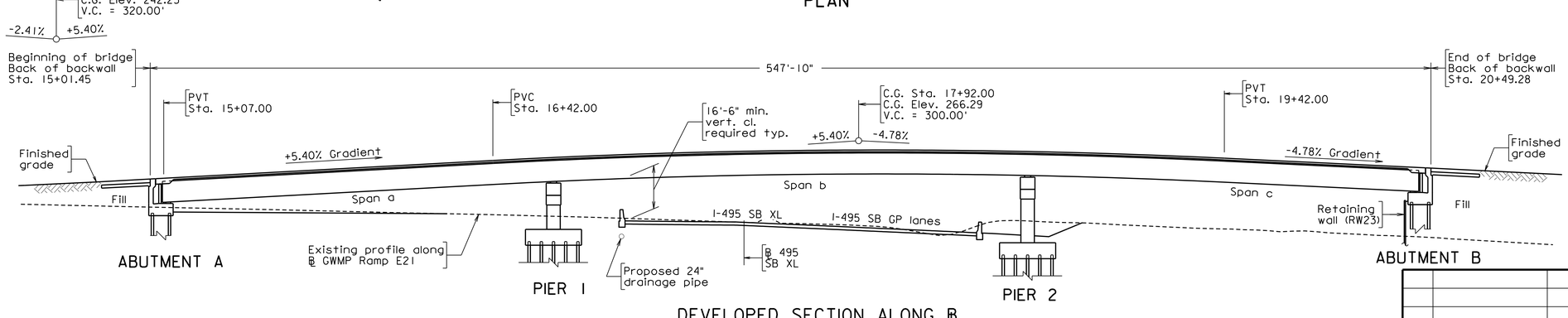
STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	22

Note:

For Design Exception and General Notes, see Transverse Section sheet no. x.



PLAN



DEVELOPED SECTION ALONG ℄

* Minimum horizontal clearances shown on these plans are based on conceptual substructure element dimensions. Final design may alter horizontal clearances within Department requirements.

Legend:

Denotes bridge boring locations

A — POC Sta. 17+45.01 ℄ GWMP Ramp E21
PI Sta. 289+24.21 ℄ I-495 SB XL
△ = 36 -00'-44" Lt.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Scale: 1"=25'

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

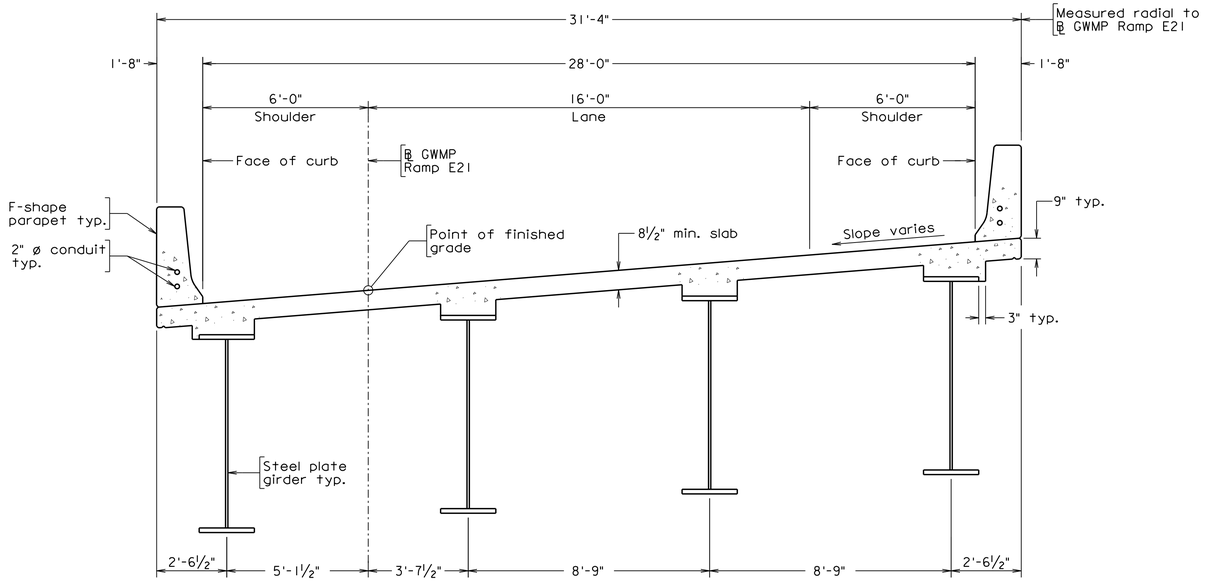
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY
RAMP E21 OVER I-495 SB
GENERAL PLAN AND ELEVATION

Designed: AE	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	22 of 27
Checked: MCV			

GWMP Ramp E21_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	23



TRANSVERSE SECTION

Scale: ⅜" = 1'-0"

DESIGN EXCEPTION(S):

Reduced bridge shoulder widths. Approved by State Structure and Bridge Engineer on xxx x, 2019.

GENERAL NOTES:

Width: 28'-0" face-to-face of curbs.

Span layout: 158' - 217' - 158', continuous steel plate girder spans

Capacity: HL-93 loading.

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Temporary support of excavation may be required for the construction of substructure units.

For wall details, see Retaining Wall plans.

For architectural treatment of structures, see the Project Technical Requirements.

For boring logs, see Geotechnical Data Report dated December 31, 2019.

All available boring locations are shown in the plans. The remaining borings will be the responsibility of Design Build Contractor.

Deck drainage system may be required for this structure. Deck drainage system shall be designed by Design Build Contractor to meet the hydraulic requirements in accordance with VDOT and FHWA standards.

For bridge lighting, see Signing, Lighting, Pavement Marking Concept Plans roll plots.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

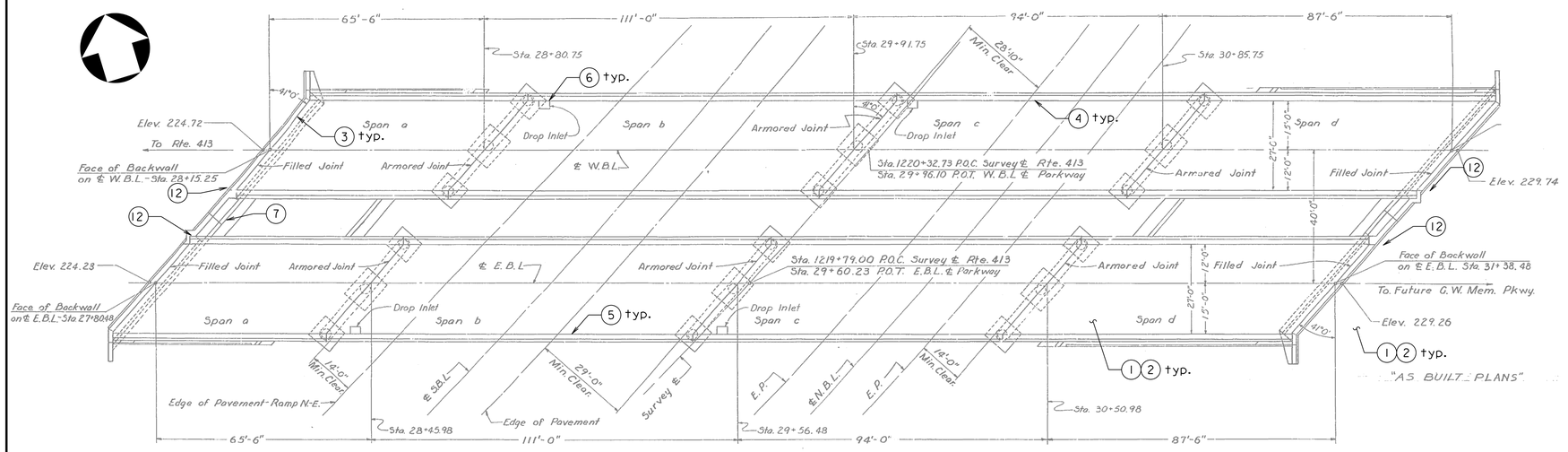
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY
RAMP E21 OVER I-495 SB
TRANSVERSE SECTION

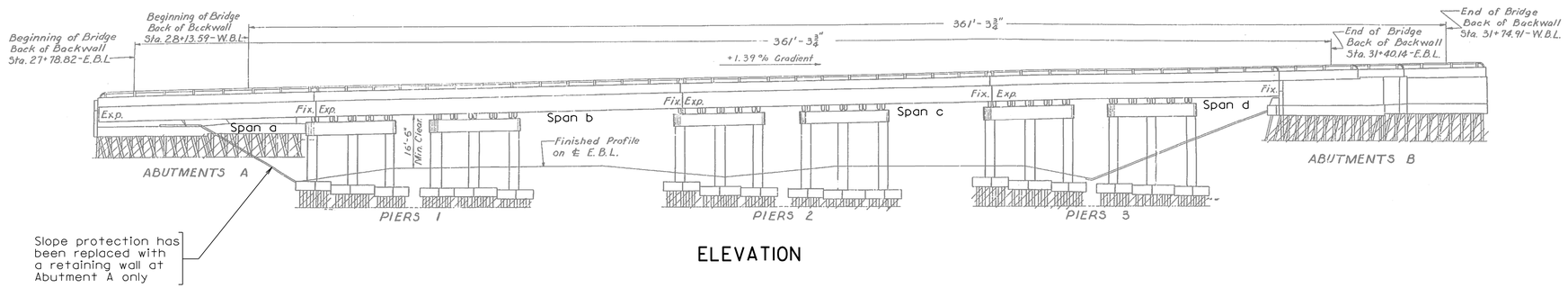
Designed: AE	Date	Plan No.	Sheet No.
Drawn: NA	April 2020	XXX-XX	23 of 27
Checked: MCV			

GWMP Ramp E21_Transverse Section.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	24



PLAN



ELEVATION

Scope of work:

1. Perform Type B patching at deteriorated area of deck and approach slab. Perform Type C patching of deck and approach slab concrete (minimum 25 feet on each side) in accordance with Section 412 of the specifications.
2. Perform Type A milling and Type A hydro-demolition of deck and approach slab concrete in accordance with Section 425 of the specifications. Existing reinforcing steel shall be preserved. Overlay with minimum 1½" Latex Modified Concrete, Very Early Strength (LMC-VE) and provide bridge deck grooving.
3. Re-seal expansion joints at abutments with adhesive based joint sealer Class I.
4. Perform surface repairs and seal cracks in curbs/parapets.
5. Replace damaged rail post and replace missing rail post nuts.
6. Clean scupper inlets in the deck and replace deteriorated drainage pipes.

Scope of work (continued):

7. Install HR-1 handrail over Abutment A backwall.
8. Perform Concrete Substructure Surface Repair and Crack Repair Type B at abutments and piers.
9. Perform superstructure steel repair.
10. Clean and paint beam ends and bearings.
11. Remove undermined concrete slope protection at Abutment A and fill the voided area with riprap.
12. Install new approach guardrail to meet VDOT's current safety standards and match the face of existing bridge curbs.

Not to scale

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DESIGN EXCEPTION(S):

None.

GENERAL NOTES:

Width: 27'-0" face-to-face of curbs. Twin structures.

Span layout: 65'-6" - 111'-0" - 94'-0" - 87'-6", steel girder simple spans

Capacity: HS 20-44 loading. HL-93 for bridge repairs

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

The existing plan and elevation drawings (shown in light gray) are taken from the as-built bridge plans and are intended for information purposes only. Dimensions, stations and elevations may vary from current field conditions.

Bridge Nos. of existing bridges are 5002 and 5003. Plan No. is 152-04.

The existing structure is designated a Type B structure in accordance with Sec. 411.

Bid items related to Bridge Maintenance of Traffic are not included with bridge quantities.

Any protection shield placed over I-495 shall not reduce the existing vertical clearance.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

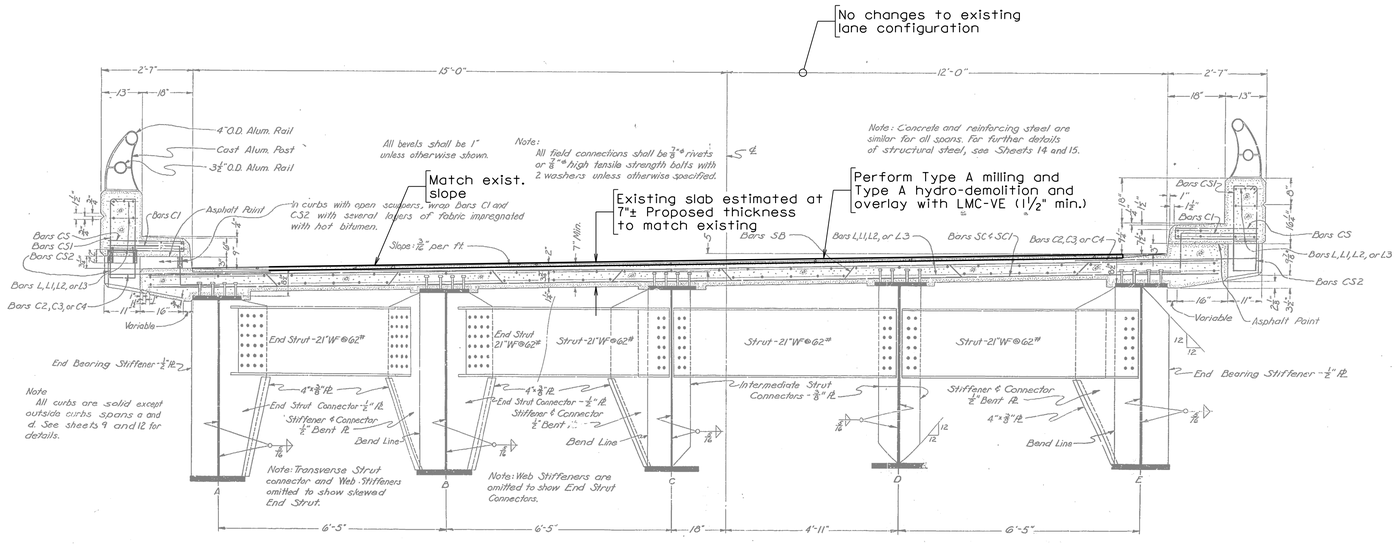
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY OVER I-495 GENERAL PLAN AND ELEVATION

Designed: RE	Date	Plan No.	Sheet No.
Drawn: RE	April 2020	XXX-XX	24 of 27
Checked: RN			

George Washington Parkway_General Plan & Elevation.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	25



EXISTING TRANSVERSE SECTION

Repair notes:

The existing transverse section drawing (shown in light gray) is taken from the as-built bridge plans and is intended for information purposes only. Dimensions, stations, and elevations may vary from current field conditions.

Existing reinforcing steel exposed during demolition shall be prepared in accordance with Section 412 of the Specifications.

Approach slabs to match existing cross slope.

Type A milling should be no closer than ¾" to the top mat of reinforcing steel.

Patching of the deck and approach slab and superstructure concrete repair shall be performed in accordance with Section 412 of the Specifications. The Design Build Contractor shall provide inspection access for the Engineer to sound the concrete and locate and mark deteriorated areas for superstructure concrete repair and crack repair. Superstructure concrete repair shall be completed prior to deck overlay.

The Design Build Contractor shall design and provide temporary shield to prevent falling debris over traffic during patching the deck and hydro-demolition. Temporary shield shall also include any support or shield required for painting the bridge and concrete repair.

Deck overlay shall be completed prior to re-sealing the expansion joints at abutments.

Clean and paint end 5 feet of existing steel superstructure at each side of the joints. Paint shall include girders, bearing plates, diaphragms, connection plates, cover plates, and bolts. Surface preparation and coating shall be done in accordance with Section 411 of the Specifications.

Concrete Substructure Surface Repair and Crack Repair Type B shall be performed in accordance with Section 412 of the Specifications. The Design Build Contractor shall provide inspection access for the Engineer to sound the concrete and locate and mark deteriorated areas for surface and crack repair. This repair shall include temporary support and jacking and blocking at bearing pedestals as necessary.

The Design Build Contractor shall clear all bridge deck scuppers and remove and replace the drainage pipes. The Design Build Contractor may utilize the existing holes in the pier caps and connect the new pipes to the side of the piers. Black steel pipe or PVC pipes may be utilized. The Design Build Contractor shall submit the details of the drainage replacement pipes to the Engineer for review and approval.

Repair notes (continued):

Superstructure steel repair shall be completed prior to deck repair and overlay.

Superstructure steel repair shall include replacing all missing bearing anchor bolt nuts and repair and retrofit of bearing stiffeners and web plates with section loss equal or exceeding ⅛" including:
- Web repair at EBL Bridge, Span C, Pier 3, Beam 5
- Web repair at EBL Bridge, Span D, Pier 3, Beam 5
- Bearing stiffener repair at EBL Bridge, Span D, Pier 3, Beam 2
- Bearing stiffener repair at WBL Bridge, Span C, Beam 2
- Bearing stiffener repair at WBL Bridge, Span D, Beam 3
- Bearing stiffeners and web repair at WBL Bridge, Span D, Pier 3, Beam 5

The Design Build Contractor shall submit the superstructure steel repair details and calculations to the Engineer for review. Details and calculations shall include jacking and blocking and temporary protection as necessary and shall be signed and sealed by a Professional Engineer registered in the Commonwealth of Virginia. Miscellaneous repairs shall be incidental to superstructure steel repair, including but not limited to securing the hanging utility conduit at WBL Bridge, Span 2 overhang, and grind smoothing the damaged tooth joint at EBL Bridge at Pier 1. All superstructure steel repair shall be included in beam end repair pay item.

To install HR-1 handrail over Abutment A backwall, the Design Build Contractor shall locate the existing reinforcing steel in the backwall between two bridges and drill and grout the railing anchor bolts in the backwall to clear the existing reinforcing steel. HR-1 Type 1 handrail is acceptable. HR-1 handrail shall be in accordance with VDOT Road and Bridge Standards.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

© 2020, Commonwealth of Virginia

No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

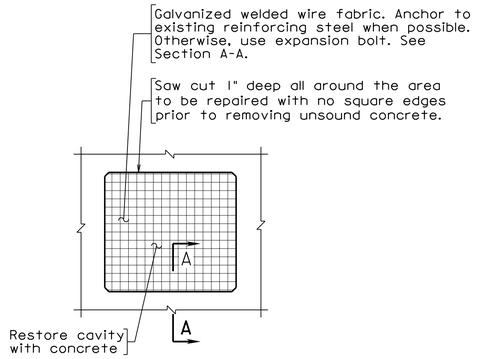
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY OVER I-495 TRANSVERSE SECTION AND REPAIR DETAILS

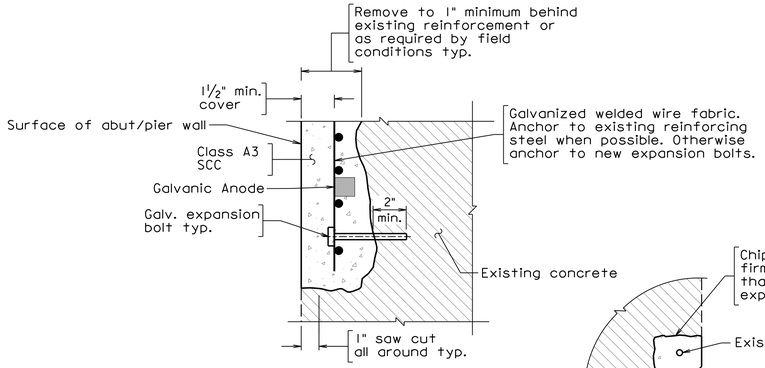
Designed: BE	Date	Plan No.	Sheet No.
Drawn: BE	April 2020	XXX-XX	25 of 27
Checked: BN			

George Washington Parkway_Transverse Section.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	26

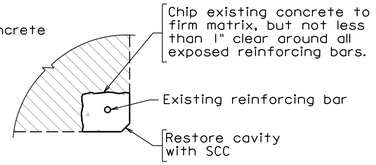


DETERIORATED AREAS ON WALLS



SECTION A-A

SUBSTRUCTURE REPAIR DETAILS



DETERIORATED CORNER OF WALL

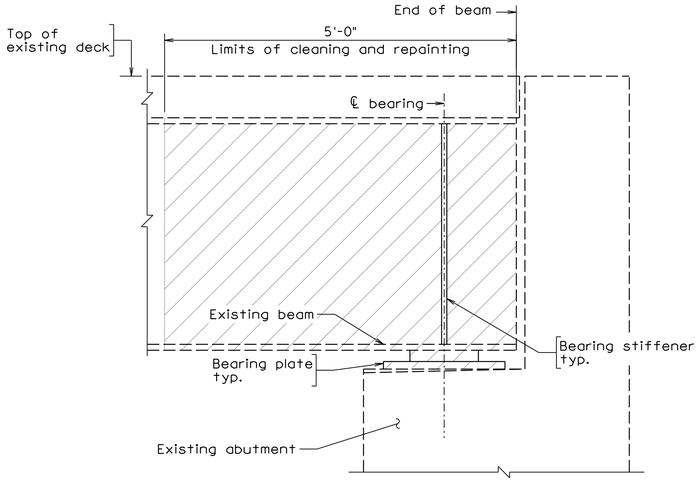
Notes:

Substructure surface repairs shall be performed in accordance with Section 412 of the Specifications.

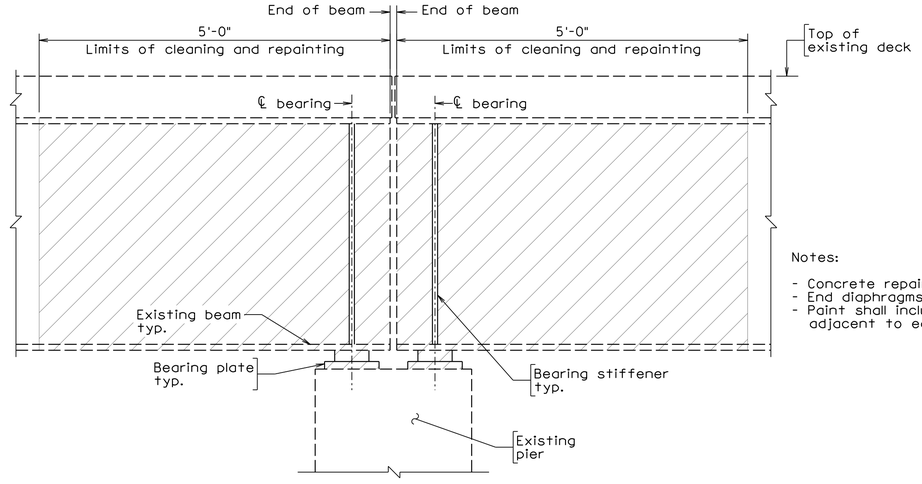
Clean and paint end 5 ft. of existing steel superstructure and bearing plates, including diaphragms, connection plates, stiffeners, cover plates, and bolts. Surface preparation and coating shall be done in accordance with Section 411 of the Specifications.

Legend:

- Clean and paint beam ends and bearings
- Existing concrete to remain
- Unsound concrete to be removed



BEAM END CLEAN AND PAINT DETAIL AT ABUTMENTS



BEAM END CLEAN AND PAINT DETAIL AT PIER

Notes:

- Concrete repairs not shown for clarity.
- End diaphragms not shown for clarity.
- Paint shall include first intermediate diaphragm adjacent to each joint on each side.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE AQUISITION OF RIGHT OF WAY

Not to scale

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

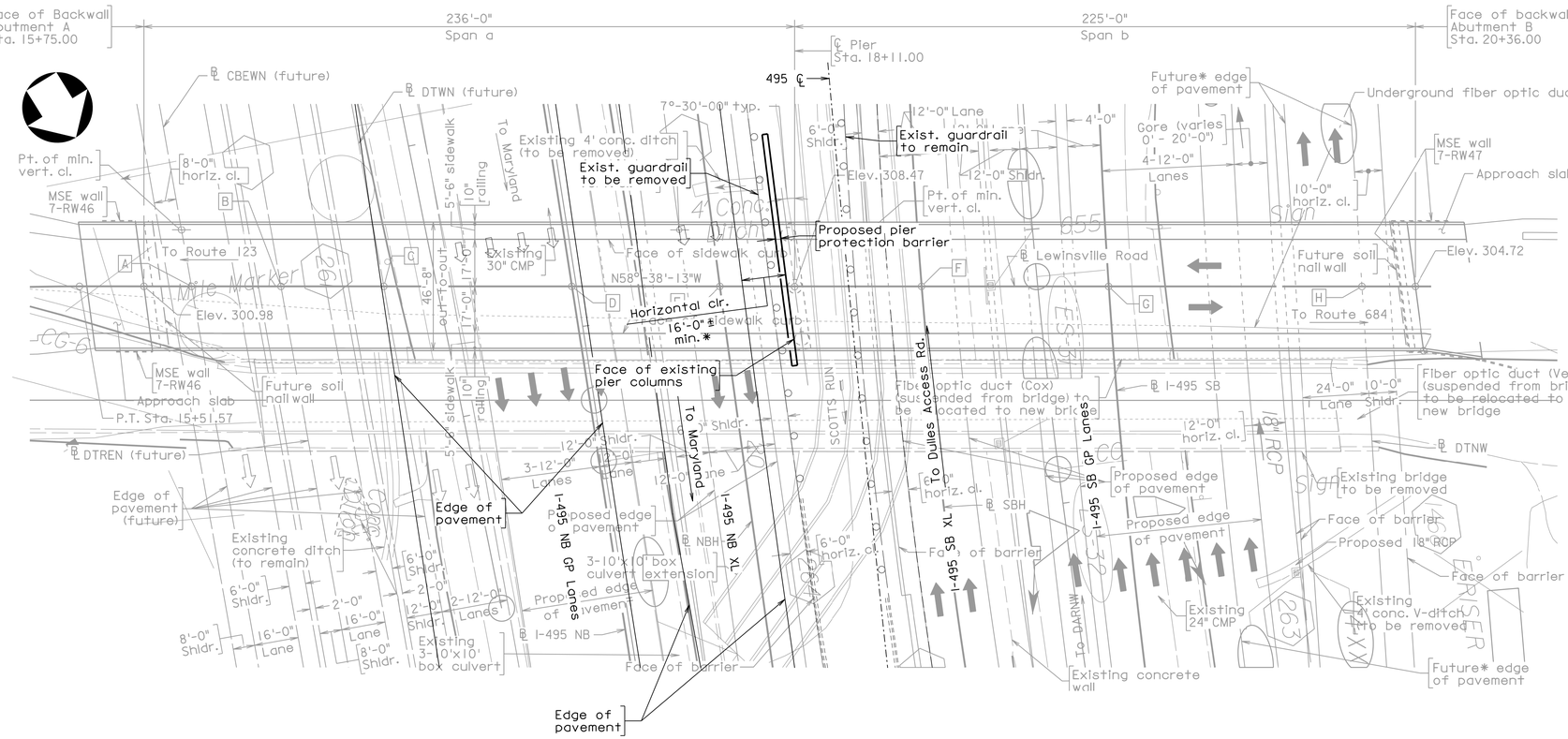
STRUCTURE AND BRIDGE DIVISION

GEORGE WASHINGTON MEMORIAL PARKWAY OVER I-495 BRIDGE REPAIR DETAILS

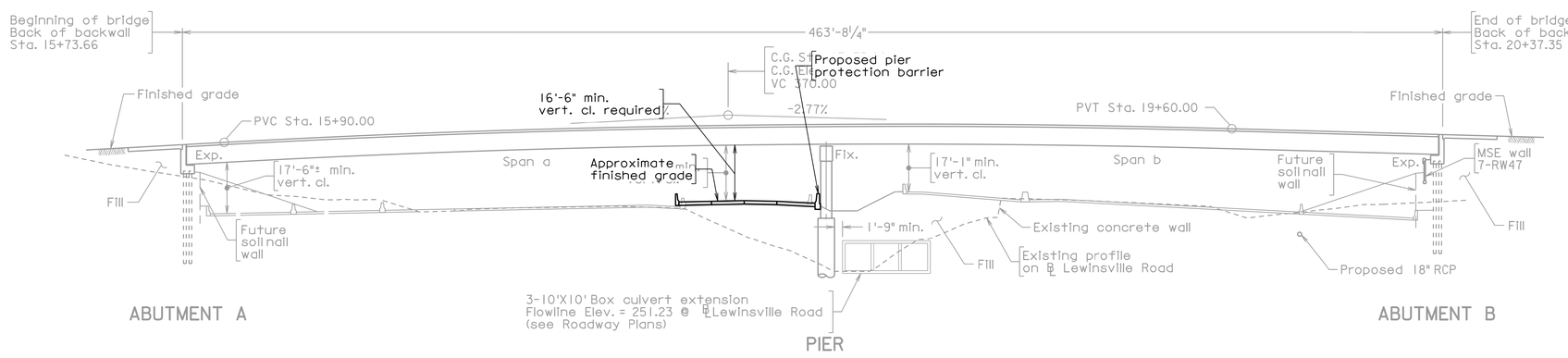
Designed: BN	Date	Plan No.	Sheet No.
Drawn: BN	April 2020	XXX-XX	26 of 27
Checked: BE			

George Washington Parkway_Bridge Repair Details.dgn

STATE	FEDERAL AID		STATE		SHEET NO.
	ROUTE	PROJECT	ROUTE	PROJECT	
VA.	—		495	0495-029-419, R-201, C-501	27



PLAN



ELEVATION

Not to scale

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GENERAL NOTES:

The bridge plan and elevation details provided herein are intended to show approximate horizontal and vertical clearances of the proposed Express Lane at this structure. The existing plan and elevation drawings (shown in light gray) are taken from the as-built bridge plans and are intended for information purposes only. Dimensions, stations and elevations may vary from current field conditions.

Horizontal/vertical clearances and lane configurations of I-495 NBL, SBL, and Express Lanes at this structure will match existing condition.

Existing pier columns shall be protected by standard VDOT Bridge Pier Protection System (BPPS Standards) at locations shown in accordance with the Project Technical Requirements. Extents of the pier protection system(s) beyond the existing pier columns shall be designed by the Design-Builder in accordance with the Technical Requirements.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

* Minimum horizontal clearances shown on these plans are based on conceptual roadway alignment. Final design may alter horizontal clearances within Department requirements.

RFP
CONCEPTUAL PLANS
DATE: 04/10/2020

Note to Offerors:

These plans depict the approximate location and a concept of the proposed structure. The bridge geometrics, span lengths, type and size of superstructure members and substructure elements and maintenance of traffic are to be developed by the Offeror.

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No.	Description	Date
	Revisions	

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE AND BRIDGE DIVISION

LEWINSVILLE RD. OVER I-495 GENERAL PLAN AND ELEVATION

Designed: BN
Drawn: BN
Checked: MM

Date	Plan No.	Sheet No.
April 2020	XXX-XX	27 of 27

NB 495 under Lewinsville Road_General Plan & Elevation.dgn

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Drainage Roll Plot

April 10, 2020

These Plans are Unfinished and Unapproved and are not to be used for any type of construction or the Acquisition of Right of Way.

Scroll 1 of 3

PHASE 1 LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
- PHASE 1 - PROPOSED BRIDGE
- PHASE 1 - PROPOSED SHARED USE PATH
- PHASE 1 - PROPOSED PAVEMENT RESURFACING FOR PERMANENT TRAFFIC SHIFT (NO ADDED CAPACITY)
- PROPOSED STORMWATER FACILITY
- RIPRAP
- DRAINAGE STRUCTURE NO. CALLOUT
- EXISTING ROW LINE
- PROPOSED ROW LINE
- EXISTING PIPE/STRUCTURE
- PROPOSED PIPE/STRUCTURE
- PROPERTY LINE
- LIMITS OF DISTURBANCE
- JUNCTION BOX (JB-1)
- POINT OF INVESTIGATION
- CUT LINE
- FILL LINE

KEY ITEM LEGEND:

- ABANDON EXISTING PIPE/STRUCTURE
- CONNECT TO EXISTING PIPE/STRUCTURE
- KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- REMOVE EXISTING PIPE/STRUCTURE

Spring Hill Rd
Turning Leaf Ln
Northwyck Ct
MacBeth St
Titania Ln
Oberon Way
Elsinore Ave
Falstaff Rd
Lear Rd
Snow Meadow Ln
Scotts Run Rd
VA Rte 694
Lewinsville Road
To Reston, Herndon, Sterling, Dulles Airport
Dulles Airport Road
(Access and Toll)
To I-66 Eastbound, Arlington
Jones Branch Dr
Park Run Dr
Westbranch Dr
Jones Branch Dr
Scotts Crossing Rd

495 Express Lanes Northern Extension (NEXT)

RFP Conceptual Plans - Drainage Roll Plot

April 10, 2020

These Plans are Unfinished and Unapproved and are not to be used for any type of construction or the Acquisition of Right of Way.

Scroll 2 of 3

PHASE 1 LEGEND

- PHASE 1 - PROPOSED EXPRESS LANES & RAMPS
- PHASE 1 - PROPOSED GENERAL PURPOSE LANE IMPROVEMENTS
- PHASE 1 - PROPOSED PAVED SHOULDER
- PHASE 1 - PROPOSED BRIDGE
- PHASE 1 - PROPOSED SHARED USE PATH
- PHASE 1 - PROPOSED PAVEMENT RESURFACING FOR PERMANENT TRAFFIC SHIFT (NO ADDED CAPACITY)
- PROPOSED STORMWATER FACILITY
- RIPRAP
- DRAINAGE STRUCTURE NO. CALLOUT
- EXISTING ROW LINE
- PROPOSED ROW LINE
- EXISTING PIPE/STRUCTURE
- PROPOSED PIPE/STRUCTURE
- PROPERTY LINE
- LIMITS OF DISTURBANCE
- JUNCTION BOX (JB-1)
- POINT OF INVESTIGATION
- CUT LINE
- FILL LINE

SCALE: 0 100 200

Falstaff Rd
Timberly Ln
Timberly Ct
Snow Meadow Ln
Huntmaster Ln
Dominion Ct
To Great Falls
Spencer Ct
Spencer Rd
Peter Pl
Helga Pl
Churchill Rd
Delf Dr
Churchill Rd
Balls Hill Rd
Heather Hill Ln
VA Rte 738 Old Dominion Drive
Scotts Run Rd
VA Rte 694 Lewinsville Road
To Mclean

NOTES:
1.TOE OF STREAMBANK STABILIZATION TO BE EMBEDDED INTO STREAMBED.
2.PROPOSED STREAMBANK STABILIZATION,CLASS I RIPRAP WITH GEOTEXTILE.

KEY ITEM LEGEND:
- ABANDON EXISTING PIPE/STRUCTURE
- CONNECT TO EXISTING PIPE/SRUCTURE
- KEEP (RETAIN) EXISTING PIPE/STRUCTURE
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495 Express Lanes Northern Extension (NEXT)

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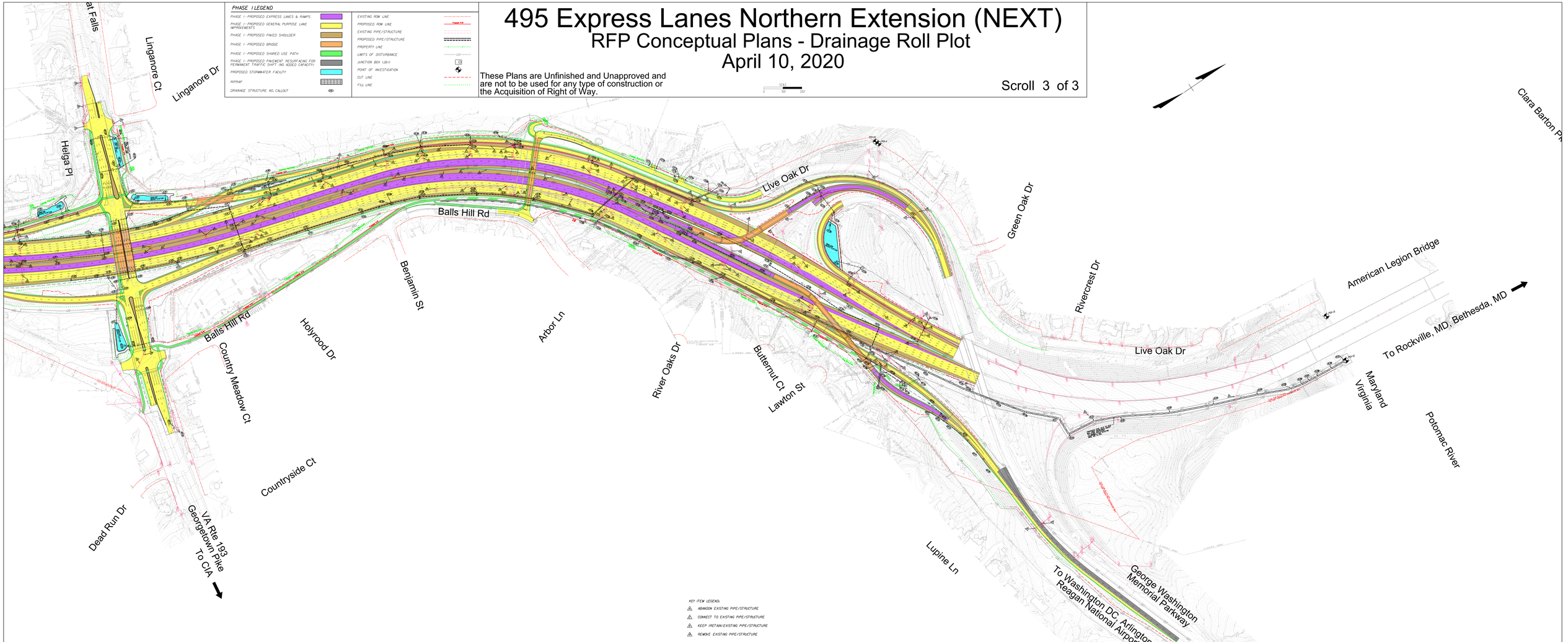
Scroll 3 of 3



LIMITED ACCESS HIGHWAY

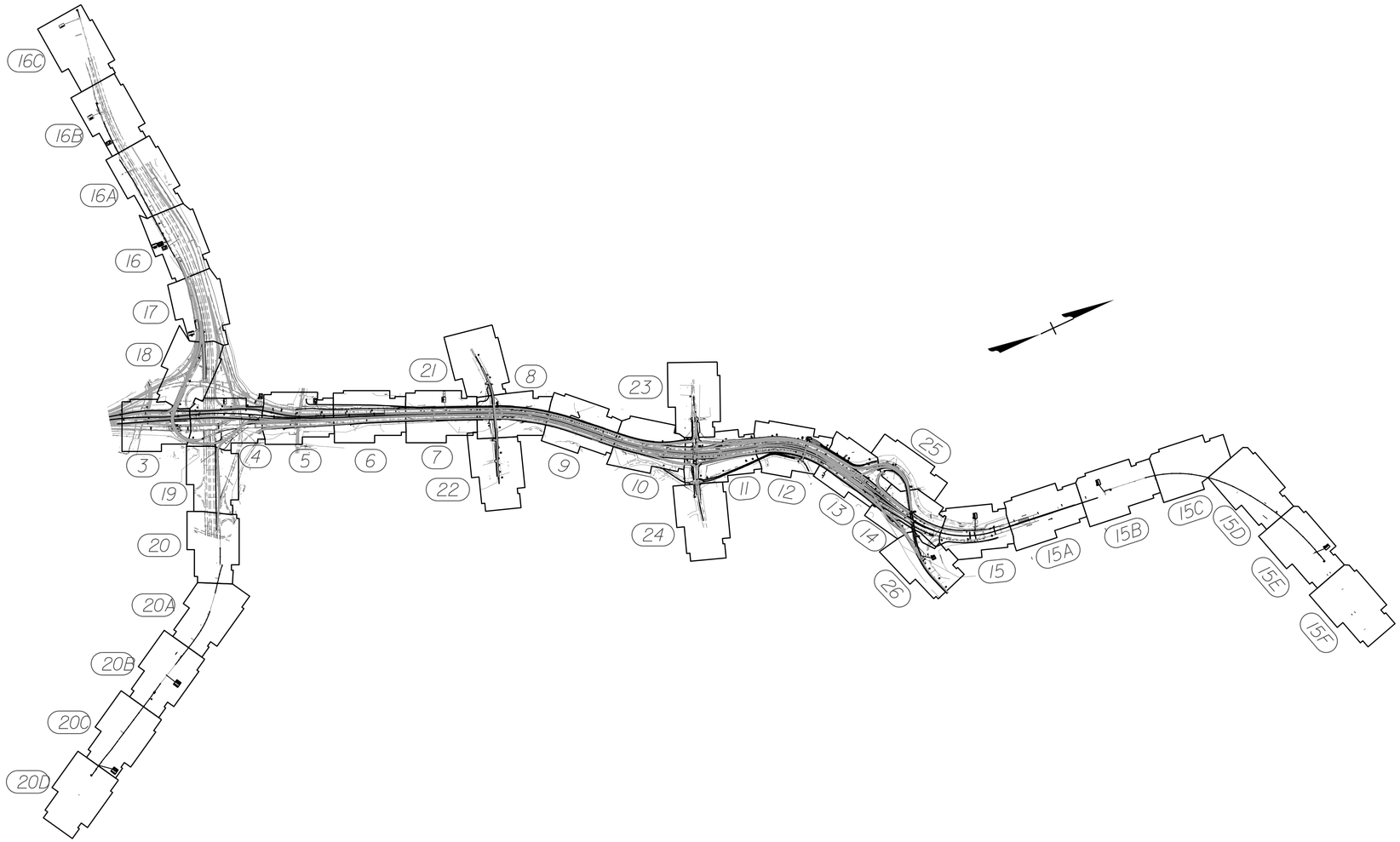
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC1A

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

LOCATION MAP



LEGEND:

5 SHEET NUMBER

SHEET LIMITS

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 1250' 2500'	0495-029-419	CC1A

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
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DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
CCIA	TOLL & TRAFFIC MANAGEMENT PLAN LOCATION MAP
CCIB	TOLL & TRAFFIC MANAGEMENT PLAN INDEX OF SHEETS
CC2A	TOLL & TRAFFIC MANAGEMENT PLAN GENERAL NOTES
CC2B	TOLL & TRAFFIC MANAGEMENT PLAN LEGEND
CC2C1	TOLL & TRAFFIC MANAGEMENT CONDUIT CROSS SECTIONS
CC2C2	TOLL & TRAFFIC MANAGEMENT CONDUIT CROSS SECTIONS
CC3	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC4	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC5	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC6	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC7	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC8	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC9	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC10	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC11	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC12	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
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CC14	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15A	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15B	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15C	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15D	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC15E	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC16	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC16A	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC16B	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
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CC20A	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
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CC24	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC25	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS
CC26	TOLL & TRAFFIC MANAGEMENT PLAN SITE PLANS

SHEET NO.	DESCRIPTION
CC(A1)	TOLL & TRAFFIC MANAGEMENT PLAN STEEL POLE DETAIL (GROUND MOUNTED)
CC(A2)	TOLL & TRAFFIC MANAGEMENT PLAN STEEL POLE DETAIL (BARRIER WALL MOUNTED)
CC(A3)	TOLL & TRAFFIC MANAGEMENT PLAN CONCRETE POLE DETAIL (GROUND MOUNTED)
CC(A4)	TOLL & TRAFFIC MANAGEMENT PLAN DETECTOR POLE DETAIL
CC(B1)	TOLL & TRAFFIC MANAGEMENT PLAN CABINET FOUNDATION DETAIL
CC(B2)	TOLL & TRAFFIC MANAGEMENT PLAN SPLICE PEDESTAL AND POLE MOUNTED CABINET DETAIL
CC(C1)	TOLL & TRAFFIC MANAGEMENT PLAN CIRCULAR JUNCTION BOX DETAIL
CC(D1)	TOLL & TRAFFIC MANAGEMENT PLAN TYPICAL CONDUIT ROUTING ON DMS SIGN STRUCTURE
CC(E1)	TOLL & TRAFFIC MANAGEMENT PLAN ITS EQUIPMENT AND CABINET SCHEDULE
CC(E2)	TOLL & TRAFFIC MANAGEMENT PLAN ITS EQUIPMENT AND CABINET SCHEDULE
CC(F1)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION ARCHITECTURE DIAGRAM
CC(F2)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F3)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F4)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F5)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F6)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F7)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F8)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(F9)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAM
CC(G1)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G2)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G3)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G4)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G5)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G6)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G7)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G8)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G9)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G10)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G11)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G12)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(G13)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAM
CC(H1)	TOLL & TRAFFIC MANAGEMENT PLAN TYPICAL GENERATOR SITE DETAIL
CC(H2)	TOLL & TRAFFIC MANAGEMENT PLAN SE-5 MODIFIED SERVICE PANEL DETAIL
CC(H3)	TOLL & TRAFFIC MANAGEMENT PLAN SE-9 TYPE "A" MOD W/GEN.SERVICE PANEL DETAIL
CC(H4)	TOLL & TRAFFIC MANAGEMENT PLAN SERVICE PANEL W/GENERATOR DETAIL
CC(H5)	TOLL & TRAFFIC MANAGEMENT PLAN SE-9 TYPE "B" SERVICE PANEL DETAIL
CC(H6)	TOLL & TRAFFIC MANAGEMENT PLAN STANDALONE METER DETAIL
CC(H7)	TOLL & TRAFFIC MANAGEMENT PLAN CONTROL CENTER WIRING DETAILS
CC(H8)	TOLL & TRAFFIC MANAGEMENT PLAN PROPANE TANK DETAIL
CC(H9)	TOLL & TRAFFIC MANAGEMENT PLAN GENERATOR CONNECTION DIAGRAM
CC(H10)	TOLL & TRAFFIC MANAGEMENT PLAN TYPICAL COMMUNICATION HUB EQUIPMENT CABINET DETAIL

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
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VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CCIB

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
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VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

GENERAL NOTES FOR TOLL AND TRAFFIC MANAGEMENT WORK:

1. COORDINATION OF WORK IMPACTING EXISTING VDOT TRAFFIC MANAGEMENT SYSTEMS SHALL BE CONDUCTED IN ACCORDANCE WITH THE TERMS OF THE VDOT TURNOVER PLAN AND ALL RELATED ADDENDA.
2. ALL VDOT AND TRANSURBAN FIBER OPTIC AND COMMUNICATIONS CABLES SHALL REMAIN IN PLACE AND OPERATIONAL UNLESS OTHERWISE NOTED ON THE PLANS.
3. EXISTING VDOT AND TRANSURBAN TRAFFIC MANAGEMENT SYSTEM EQUIPMENT IS SHOWN ON THE PLANS. NOT ALL LOCATIONS HAVE BEEN FIELD VERIFIED. THE CONTRACTOR SHALL FIELD VERIFY ALL LOCATIONS AND OPERATIONS PRIOR TO COMMENCING WORK THAT WILL IMPACT THE SYSTEM.
4. THE DESIGN BUILDER SHALL NOTIFY THE TRANSURBAN ENGINEER OF EQUIPMENT THAT IS NOT OPERATIONAL PRIOR TO THE START OF WORK THAT WILL IMPACT THE SYSTEM. TRANSURBAN WILL RESTORE OPERATION OF THE EQUIPMENT PRIOR TO THE START OF WORK OR WILL OTHERWISE EXEMPT THE CONTRACTOR FROM ANY REQUIRED MAINTENANCE OF THE EQUIPMENT.
5. EXISTING VDOT AND TRANSURBAN TRAFFIC MANAGEMENT SYSTEM EQUIPMENT SHALL REMAIN IN SERVICE EXCEPT AS NOTED ON THE PLANS OR OTHERWISE APPROVED BY THE VDOT AND TRANSURBAN ENGINEER.
6. TRAFFIC MANAGEMENT SYSTEM EQUIPMENT THAT IS FOUND DURING THE COURSE OF CONSTRUCTION, THAT IS NOT SHOWN IN THESE PLANS, SHALL BE GOVERNED BY THE SAME PROVISIONS OF THESE GENERAL NOTES.
7. COMMUNICATION CABLES SHALL ONLY BE SPLICED IN EQUIPMENT CABINETS AND PEDESTALS, UNLESS OTHERWISE NOTED ON THE PLANS.
8. PULL WIRES UNCUT BETWEEN THE SERVICE PANEL AND THE EQUIPMENT CABINET. SPLICING IS ONLY PERMITTED IN JUNCTION BOX WHEN THE LENGTH EXCEEDS THE AMOUNT ON A STANDARD REEL, OR WHERE SHOWN ON THE PLANS. ENGINEER APPROVED SPLICE KITS MUST BE USED FOR SUCH SPLICES.
9. IN THE EVENT THAT VDOT AND TRANSURBAN COMMUNICATION CABLE IS DAMAGED DUE TO CONSTRUCTION ACTIVITY, NOTIFY VDOT AND TRANSURBAN IMMEDIATELY AND REPLACE ALL EXISTING CABLES IN KIND AT THE CONTRACTOR'S EXPENSE.
10. COORDINATE WITH VDOT AND TRANSURBAN FOR ANY THIRD PARTY CABLE RELOCATION.
11. COORDINATE WITH VDOT AND TRANSURBAN FOR ACCESS TO EXISTING TRAFFIC MANAGMENT SYSTEM EQUIPMENT CABINETS.
12. ELECTRONIC COORDINATE DATA FOR CONDUIT AND JUNCTION BOX INSTALLATION WILL BE PROVIDED BY THE DESIGN BUILDER'S ENGINEER TO THE DESIGN BUILDER'S INSTALLATION CONTRACTOR AND TRANSURBAN FOLLOWING AFC PLANS.
13. ELECTRICAL SERVICE DROP LOCATIONS SHOWN ARE APPROXIMATE LOCATIONS. FINAL LOCATIONS SHALL BE ESTABLISHED BY COORDINATING WITH VDOT, TRANSURBAN AND DOMINION POWER, AND WITH THE APPROVAL OF THE DESIGN-BUILDER'S PROJECT ENGINEER.
14. PLANS RELATED TO EXISTING VDOT AND TRANSURBAN TRAFFIC MANAGEMENT SYSTEM, COMMUNICATIONS, AND INFRASTRUCTURE (CONDUITS, JUNCTION BOXES) HAVE BEEN PREPARED USING A COMBINATION OF ORIGINAL DESIGN DRAWINGS, AS-BUILT DRAWINGS, AND SUPPLEMENTAL INFORMATION PROVIDED BY VDOT AND TRANSURBAN. ALL INFORMATION IS SUBJECT TO FIELD VERIFICATION UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL CONTACT VDOT AND TRANSURBAN TO HAVE VDOT AND TRANSURBAN ASSIST AND VERIFY EXISTING SYSTEM INFORMATION INCLUDING EXISTING COMMUNICATIONS CABLE ROUTING AND FIBER SPLICING/TERMINATIONS AS NEEDED TO COMPLETE THE WORK DETAILED IN THESE PLANS.
15. FOR ALL EXISTING DMS, SEE SIGNING PLANS FOR STATIC PANEL OVERLAY OR REPLACEMENT.
16. FOR ITS DEVICE DISTRIBUTION FIBER RING, A MAXIMUM OF 7 LAYER 2 SWITCHES SHALL BE ALLOWED PER DISTRIBUTION RING.
17. ARMORED FIBER OPTIC CABLE SHALL BE GROUNDED AT ALL SPLICE AND TERMINATION POINTS.
18. ALL ITS ROADSIDE CABINETS AND GENERATOR/SERVICE LOCATIONS SHALL HAVE CYBERLOCKS FOR PHYSICAL SECURITY.
19. PROVIDE TELEMETRY EQUIPMENT AT EACH EXPRESS LANES SERVICE PANEL TO REPORT THE CURRENT AND BREAKER STATUS OF EACH CIRCUIT AND MAIN POWER.
20. TRAFFIC MONITORING SENSORS SHALL BE ABLE TO COLLECT ACCURATE DATA FOR BOTH EXPRESS LANES AND GP LANES, WHILE BEING OPTIMIZED FOR DETECTION OF THE EXPRESS LANES.

CONDUIT INSTALLATION NOTES:

1. CONDUIT SHALL BE DIRECTIONALLY BORED WHERE THE PLANS SHOW BORED CONDUIT.
2. CONDUIT SHOWN AS TRENCHED OR ATTACHED TO BRIDGE STRUCTURES MAY BE BORED ONLY WITH THE APPROVAL OF THE DESIGN-BUILDER'S PROJECT ENGINEER.
3. CONDUIT SHALL BE STAKED OUT USING ELECTRONIC COORDINATE DATA TO BE PROVIDED BY THE DESIGN BUILDER'S ENGINEER FOLLOWING AFC PLANS. FINAL LAYOUT OF CONDUIT SHALL BE ADJUSTED IN THE FIELD AS NEEDED TO CONFORM TO FIELD CONDITIONS AND UTILITIES AS MARKED.
4. LOCATIONS OF EXISTING JUNCTION BOXES, MANHOLES AND CONDUIT SYSTEM SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED.
5. INSTALL AN EQUIPMENT GROUNDING CONDUCTOR ("EGC") IN ALL NON-METALLIC POWER CONDUITS EXCEPT SPARES. THE "EGC" SIZE SHALL BE THE SAME AS THE LARGEST POWER CONDUCTOR IN THE CONDUIT, BUT NO SMALLER THAN #8.
6. INSTALL 3-INCH, 3-CELL TEXTILE INNERDUCT IN ALL 4" EXISTING AND PROPOSED COMMUNICATION CONDUITS IN WHICH CABLES ARE INSTALLED, EXCEPT MULTIDUCT AND CONDUITS UNDER 20' LONG. PROVIDE ENOUGH 3-CELL PACKS, UP TO THREE, SO THAT EACH CABLE IS IN A SEPARATE CELL.
7. TRENCH EXCAVATION IN EARTH AREAS SHALL CONFORM TO STANDARD DRAWING EC-1 UNLESS OTHERWISE NOTED. THE REQUIRED DEPTH OF THE TRENCH IS MEASURED FROM THE LOW POINT OF THE SLOPE ABOVE.
8. USE EXISTING CONDUIT STUB-OUTS WHERE AVAILABLE IN LIEU OF INSTALLING NEW CONDUIT INTO EXISTING MANHOLES, JUNCTION BOXES, AND FOUNDATIONS.
9. USE FRE CONDUIT FOR EXPOSED HORIZONTAL RUNS ON BRIDGES, RIGID GALVANIZED STEEL (RGS) CONDUIT FOR OTHER EXPOSED RUNS, HDPE (PER VDOT STANDARD SPEC SECTION 812) CONDUIT FOR TRENCH RUNS, RIGID GALVANIZED STEEL CONDUIT FOR CONDUIT RUNS BETWEEN SERVICE PANEL AND CLOSEST JUNCTION BOX, AND HDPE CONDUIT FOR BORED RUNS.
10. COORDINATE ALL WORK WITH OTHER CONTRACTORS TO AVOID CONFLICTS WITH OTHER WORK. CONDUITS SHALL AVOID BRIDGE PIERS, ABUTMENTS, GUARDRAILS, FOUNDATIONS, AND OTHER CIVIL WORKS.
11. 2' SEPARATION SHALL BE MAINTAINED BETWEEN THE TRENCH RUNNING LINE AND EXISTING/PROPOSED GUARDRAIL.
12. USE THE FOLLOWING PROCEDURES BEFORE SPLICING EXISTING VDOT AND TRANSURBAN TRUNK AND DISTRIBUTION CABLES:
    - ENSURE THAT ALL NEW CONDUITS AND PEDESTALS ARE IN PLACE AND READY TO SPLICE
    - ENSURE THAT ALL SPLICE CABINETS ARE IN PLACE WITH ALL SPLICE TRAYS OR ENCLOSURES READY TO INSTALL.
    - NOTIFICATION OF ACTIVITIES SHALL BE IN ACCORDANCE WITH THE VDOT TURNOVER PLAN AND ALL RELATED ADDENDA AND THE AUTHORIZATION TO WORK FORM/PROCESS.
    - SEEK VDOT'S AND TRANSURBAN'S AGREEMENT ON MUTUALLY AGREED TIME AND DURATION OF OUTAGE TO PERFORM THE SPLICING ACTIVITY.
13. UTILITY DEPTHS AT PROPOSED CONDUIT CROSSINGS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD. CONDUIT SHALL BE INSTALLED WITH A MINIMUM VERTICAL CLEARANCE OF 3' FROM ANY UNDERGROUND UTILITY. DEVIATION FROM THE PRESCRIBED CLEARANCE WILL BE ALLOWED ONLY WITH THE APPROVAL OF THE VDOT AND TRANSURBAN ENGINEER.

CONDUIT INSTALLATION NOTES (CONT'D.)

14. DIRECTIONAL BORING UNDER ROADWAY SHALL BE AT A MINIMUM DEPTH OF 5' BELOW SURFACE ELEVATION.
15. ALL CONDUIT AND JUNCTION BOXES SHALL BE INSTALLED AS SHOWN ON THE PLANS UNLESS FIELD CONDITIONS REQUIRE MODIFICATIONS WHERE CONDUIT IS SHOWN BETWEEN THE HOV/HOT LANES AND GP LANES, THE CONTRACTOR SHALL NOTIFY VDOT ENGINEER OF FIELD ADJUSTMENTS REQUIRING THE CONDUIT ALIGNMENT TO CROSS TO THE GP LANE SIDE OF THE DRAINAGE DITCH.
16. NEW CONDUITS INSTALLED INTO EXISTING CABINET FOUNDATIONS SHALL UTILIZE AVAILABLE STUB-OUTS. IF NO STUB-OUTS ARE AVAILABLE THE CONTRACTOR SHALL SURVEY THE CABINET FOUNDATION AND PROVIDE MEANS AND METHODS FOR CONDUIT ENTRY INTO THE CABINET TO THE VDOT AND TRANSURBAN ENGINEER FOR APPROVAL.
17. THESE PLANS ARE INTENDED TO SHOW THE MAIN CONDUIT AND CABLE RUNS ONLY. THEY DO NOT SHOW ALL CONDUIT AND CABLE DROPS TO CABINETS NOR BETWEEN CABINETS AND DEVICES. DESIGN BUILDER SHALL DEVELOP SITE PLANS AND DETAILS FOR ALL CONDUIT, BOXES, AND CABLE RUNS.
18. THE CONDUIT DUCTBANK SHALL BE ROUTED AROUND EXISTING AND PROPOSED DRAINAGE STRUCTURES (SEE ROADWAY PLANS FOR LOCATIONS). THE DESIGN BUILDER SHALL REFER TO THE TYPICAL DETAIL PROVIDED IN THESE PLANS AND EXPAND UPON IT TO PROVIDE DETAILED DRAWINGS TO ADDRESS ALL CASES.

POWER DISTRIBUTION NOTES:

1. CABLES IDENTIFIED TO BE ABANDONED SHALL BE DISCONNECTED FROM THE CABINET, SERVICE PANEL, OR MID-POINT JUNCTION BOX AS SHOWN ON THE PLANS. EACH END OF ABANDONED CABLES SHALL BE LABELED "ABANDONED" PER THE REQUIREMENTS STATED IN THE SPECIAL PROVISIONS. ABANDONED CABLES SHALL BE PULLED FROM THE SERVICE PANEL OR CABINET TO THE NEAREST JUNCTION BOX AND COILED SUCH THAT THE CABLE LABEL IS VISIBLE.
2. WHERE CABLES ARE TO BE INSTALLED IN EXISTING CONDUITS, THE CONTRACTOR MAY REMOVE AND DISPOSE OF ANY CABLES CALLED OUT ON THE PLANS TO BE ABANDONED IN ORDER TO FACILITATE INSTALLATION OF NEW CABLES.

FIELD EQUIPMENT NOTES:

1. THE CONTRACTOR SHALL ACCOUNT FOR GUARDRAIL DEFLECTION WHEN ADJUSTING ANY POLE OR EQUIPMENT LOCATIONS. THE CONTRACTOR SHALL MAINTAIN A MINIMUM SETBACK AS FOLLOWS FOR POLES, CABINETS, AND GATES:
   -NEW GUARDRAIL - 3' CLEAR DISTANCE FROM BACK OF POST.
   -EXISTING GUARDRAIL - 7' CLEAR DISTANCE FROM BACK OF POST. THE CONTRACTOR MAY REDUCE THE CLEAR DISTANCE IF THE EXISTING GUARDRAIL IS DETERMINED TO BE STRONG POST. THE CONTRACTOR SHALL PROVIDE EVIDENCE OF EXISTING GUARDRAIL TYPE TO THE DESIGN BUILDER'S ENGINEER PRIOR TO CONSTRUCTING ANY EQUIPMENT.
   -CONCRETE BARRIER - MINIMUM 3' CLEAR DISTANCE TO THE BACK OF BARRIER IF CABINET DOORS OPEN TOWARDS THE BARRIER, 6" TO BACK OF BARRIER OTHERWISE.
2. SIGN LOCATIONS ARE SHOWN FOR REFERENCE ONLY ON TOLL AND TRAFFIC MANAGEMENT SHEETS, CONDUIT INSTALLATION ON SIGN STRUCTURES SHALL BE COORDINATED WITH THE STRUCTURE DESIGNER AND FABRICATOR.
3. FOR SIGN AND POLE FOUNDATION LOCATIONS ON BARRIER, REFERENCE THE ROADWAY PLAN SHEETS.
4. THE CONTRACTOR SHALL TAKE CARE WHEN ADJUSTING POLE FOUNDATION LOCATIONS FOR POLES THAT SUPPORT AID CAMERAS TO ENSURE MODIFICATIONS TO THE DESIGN LOCATION DOES NOT RESULT IN OBSTRUCTED AID CAMERA VIEWS. THE CONTRACTOR SHALL NOTIFY THE DESIGN BUILDER'S ENGINEER OF ANY ADJUSTMENTS TO AID POLE LOCATIONS.

UTILITY NOTES:

1. THE EXISTING UNDERGROUND UTILITIES AND STORM SEWERS ARE NOT SHOWN IN THEIR EXACT LOCATION AND MAY NOT BE COMPLETE. ALL UTILITIES SHALL BE MARKED PRIOR TO INITIATION OF CONSTRUCTION. TRANSURBAN'S AND VDOT'S FACILITIES INCLUDE UNDERGROUND UTILITIES THAT ARE NOT MARKED BY MISS UTILITY. IT IS THE DESIGN BUILDER'S SOLE RESPONSIBILITY TO MARK THESE UTILITES AND MAINTAIN THE MARKINGS THROUGH THE LIFE OF THE PROJECT IN ACCORDANCE WITH THE TECHNICAL REQUIREMENTS. THE DESIGN BUILDER MAY HIRE VDOT'S ON-CALL CONSULTANT TO PERFORM THIS WORK, WITH ALL COSTS TO BE PAID BY DESIGN BUILDER.
2. VERIFY THE DEPTH OF ALL EXISTING UNDERGROUND UTILITIES AT LOCATIONS WHERE PROPOSED CONDUIT BORE OR TRENCH IS CROSSING TO AVOID ANY DISRUPTION TO THE EXISTING UNDERGROUND UTILITIES.
3. AVOID IMPACTING ANY EXISTING UNDER-DRAIN SYSTEMS AT LOCATIONS WHERE PROPOSED CONDUIT BORE OR TRENCH IS CROSSING.
4. THE DESIGN BUILDER SHALL REFERENCE EXISTING UTILITY FILES INTO THE ITS SITE PLANS, IDENTIFY, AND ADDRESS ANY CONFLICTS BETWEEN THE PROPOSED TTMS AND UTILITIES.

JUNCTION BOX NOTES:

1. DE-WATER ALL EXISTING JUNCTION BOXES BEFORE PERFORMING ANY WORK INSIDE THEM.
2. LIDS OF TRANSURBAN COMMUNICATION BOXES SHALL SAY "XPL COMM". LIDS OF VDOT COMMUNICATION BOXES SHALL SAY "VDOT COMM". LIDS OF POWER BOXES SHALL SAY "XPL POWER" OR "VDOT POWER", AS APPROPRIATE.
3. THE JUNCTION BOXES SHALL BE STAKED OUT USING ELECTRONIC COORDINATE DATA TO BE PROVIDED BY THE DESIGN BUILDER'S ENGINEER FOLLOWING AFC PLANS. FINAL LAYOUT OF JUNCTION BOXES SHALL BE ADJUSTED IN THE FIELD AS NEEDED TO CONFORM TO FIELD CONDITIONS AND AVOID CONFLICTS WITH DRAINAGE STRUCTURE AND UTILITIES.
4. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING MANHOLES AND JUNCTION BOXES BEFORE COMMENCING ANY WORK WITH THEM. IN CASE THE JUNCTION BOXES COULD NOT BE VERIFIED OR ARE NOT IN PLACE AS SHOWN IN PLANS, CONTACT THE DESIGN-BUILDER'S ENGINEER FOR FURTHER ACTION.
5. AVOID INSTALLATION OF JUNCTION BOXES IN DRAINAGE AREAS.
6. THESE PLANS ARE NOT INTENDED TO SHOW ALL JUNCTION BOX LOCATIONS. DESIGN BUILDER SHALL DEVELOP SITE PLANS AND DETAILS FOR JUNCTION BOXES AND THEIR LOCATIONS.

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC2B

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

EXISTING	PROPOSED	DESCRIPTION
-CC	-CC	COMMUNICATION/CONTROL — UNDERGROUND CONDUIT
-P	-P	EQUIPMENT POWER — UNDERGROUND CONDUIT
-CC/P	-CC/P	COMMUNICATION AND POWER — UNDERGROUND CONDUIT
	CC	COMMUNICATION/CONTROL — STRUCTURAL MOUNTED CONDUIT
	P	EQUIPMENT POWER — STRUCTURAL MOUNTED CONDUIT
	CC/P	COMMUNICATION AND POWER — STRUCTURAL MOUNTED CONDUIT
		BORED CONDUIT
P E 3 5	N/A	VDOT ELECTRICAL JUNCTION BOX
S-3	N/A	VDOT JB-S3 POWER JUNCTION BOX
C	N/A	VDOT COMMUNICATION/CONTROL JUNCTION BOX
3 5	N/A	EXPRESS LANES ELECTRICAL JUNCTION BOX
C	N/A	EXPRESS LANES COMMUNICATION JUNCTION BOX
2	C	EXPRESS LANES POLE-MOUNTED EQUIPMENT CABINET
C	C	VDOT GROUND-MOUNTED EQUIPMENT CABINET
C	C	EXPRESS LANES GROUND-MOUNTED EQUIPMENT CABINET
C	C	VDOT POLE, STRUCTURE, OR PEDESTAL-MOUNTED CABINET
	SE-X	VDOT SERVICE PANEL (NO. AS NOTED)
		XPL SERVICE PANEL (NO. AS NOTED)
		VDOT CCTV CAMERA
		AUTOMATED INCIDENT DETECTION CAMERA AND COVERAGE AREA
		EXPRESS LANES CCTV CAMERA
X-DMS	X-DMS	EXPRESS LANES DYNAMIC MESSAGE SIGN
V-DMS	V-DMS	VDOT DYNAMIC MESSAGE SIGN
LCS	N/A	LANE CONTROL SIGNAL
V		VDOT MICROWAVE DETECTOR
X		EXPRESS LANES MICROWAVE DETECTOR
N/A		EXPRESS LANES RADIO ANTENNA
G	GENERATOR & PROPANE TANK	GENERATOR
		MICROWAVE DETECTION ZONES
N/A		30' POLE
N/A		40' POLE
		50' POLE
	N/A	EXISTING POLE

EXISTING	PROPOSED	DESCRIPTION
	N/A	TOLL GANTRY
		CANTILEVER STRUCTURE W/SIGN PANEL
		SPAN STRUCTURE W/SIGN PANEL
		TRENCHED CONDUIT CROSS SECTION (• INDICATES CONDUIT OCCUPIED, o INDICATES SPARE CONDUIT)
		BORED CONDUIT CROSS SECTION (• INDICATES CONDUIT OCCUPIED, o INDICATES SPARE CONDUIT)
		UNDER BRIDGE MOUNTED CONDUIT CROSS SECTION (• INDICATES CONDUIT OCCUPIED, o INDICATES SPARE CONDUIT)

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC2C1

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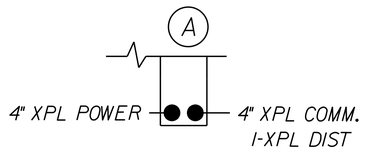

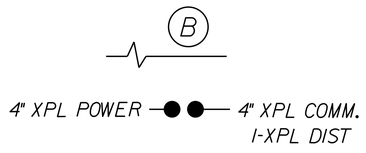

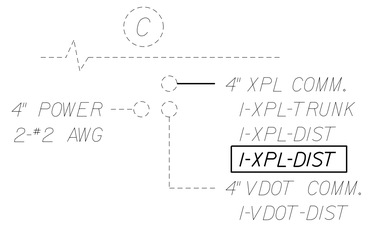

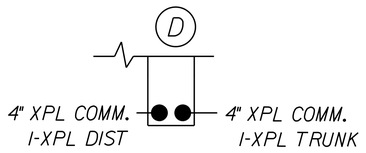

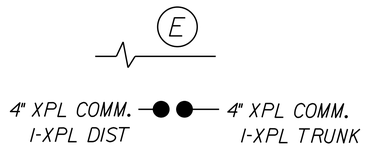

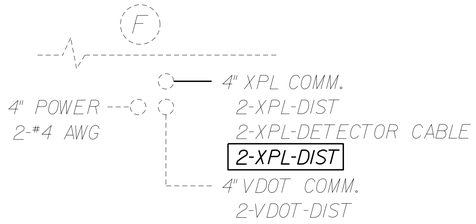

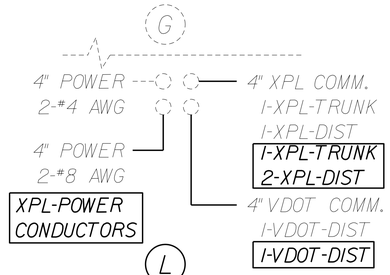

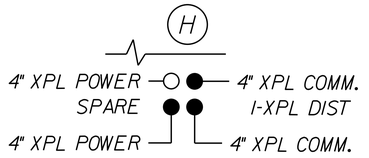

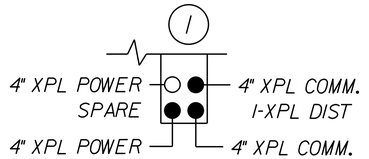

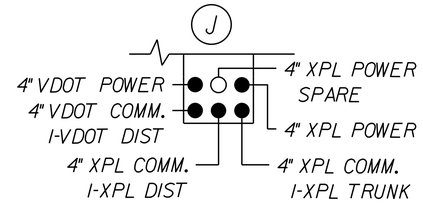

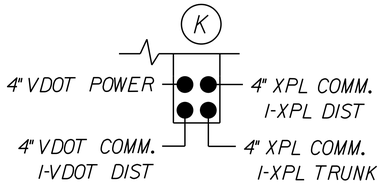

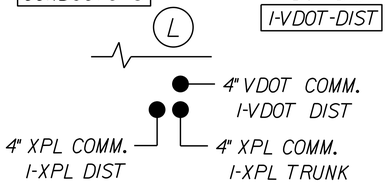

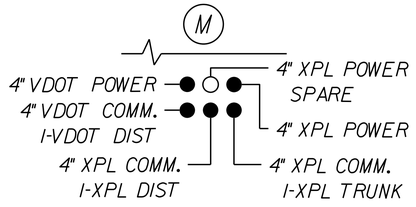

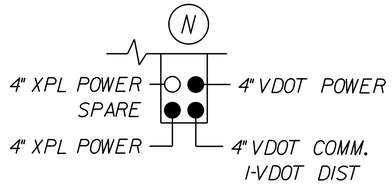

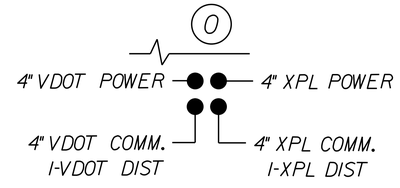

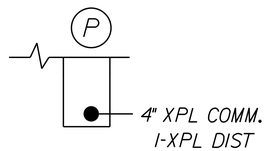

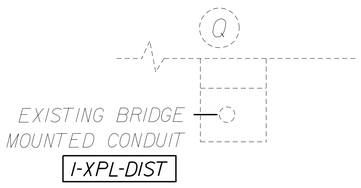

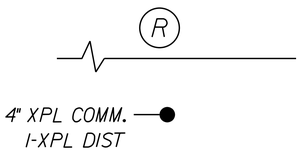

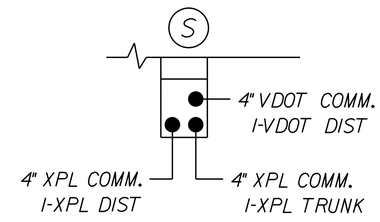

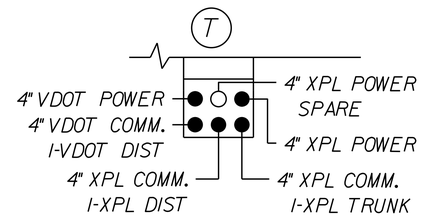

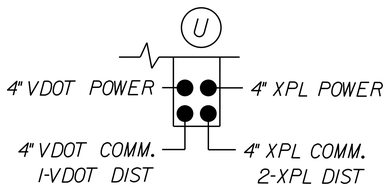

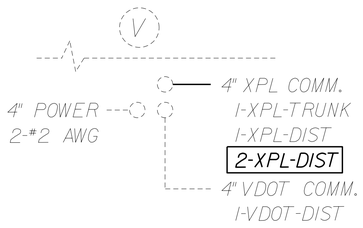

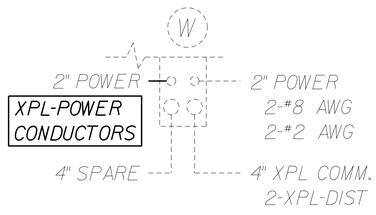

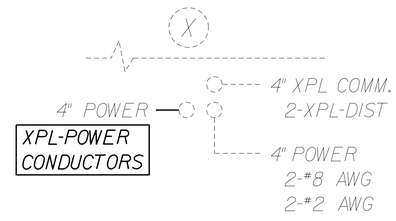

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	PROJECT	SHEET NO.
	0495-029-419	CC2C1

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
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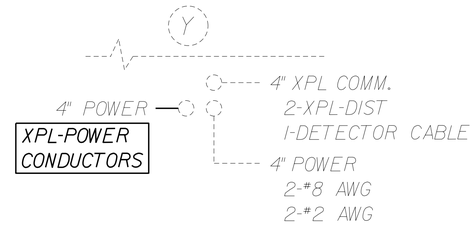
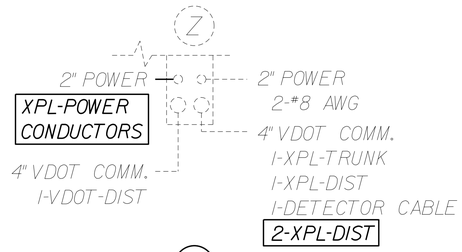
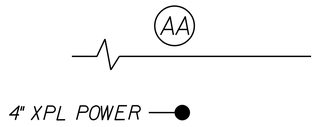
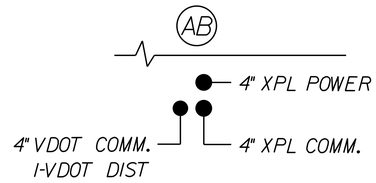
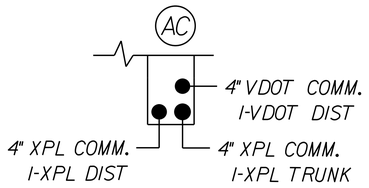
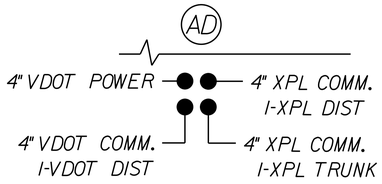


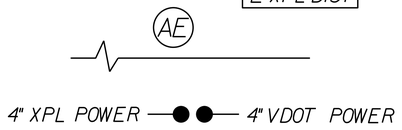


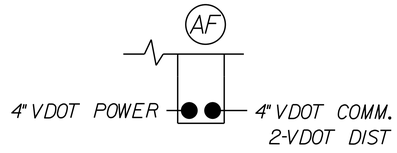


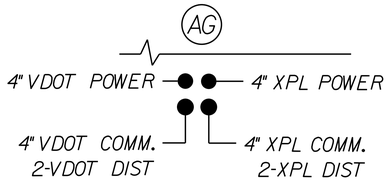


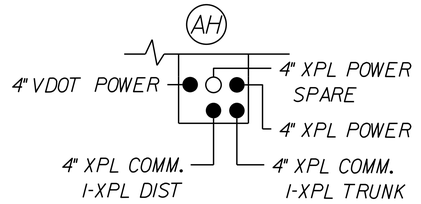


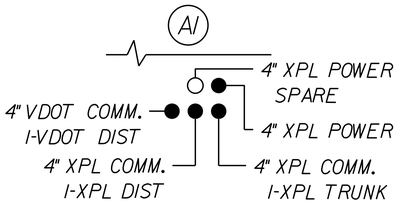


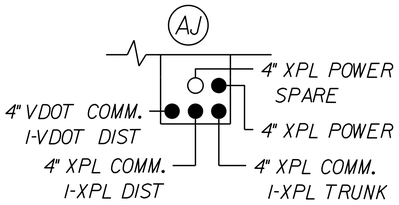


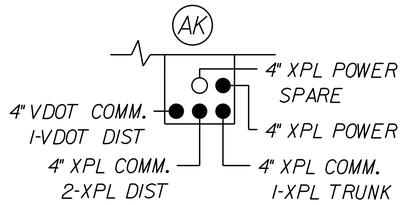


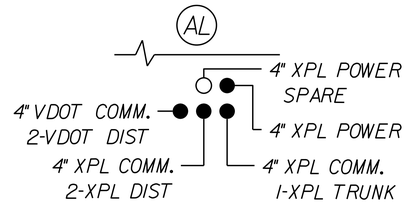


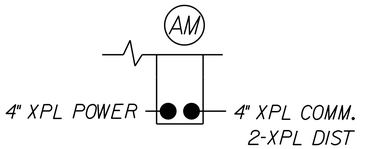


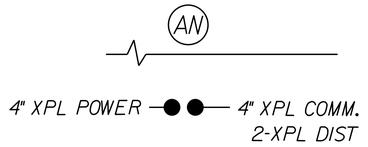


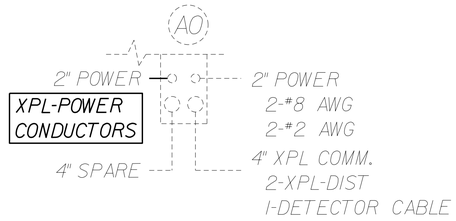


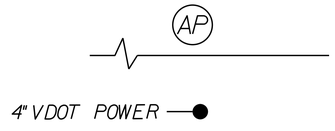


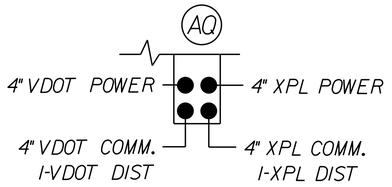


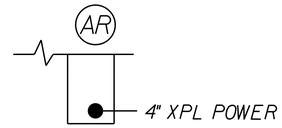












RFP CONCEPTUAL PLANS

DATE: 04/10/2020

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

	PROJECT	SHEET NO.
	0495-029-419	CC2C2

Friday, April 10, 2020 03:05:58 PM
3:05:58 PM

TMxxxxxxstf_CC3_phl.dgn
Plotted By: ZZHANG

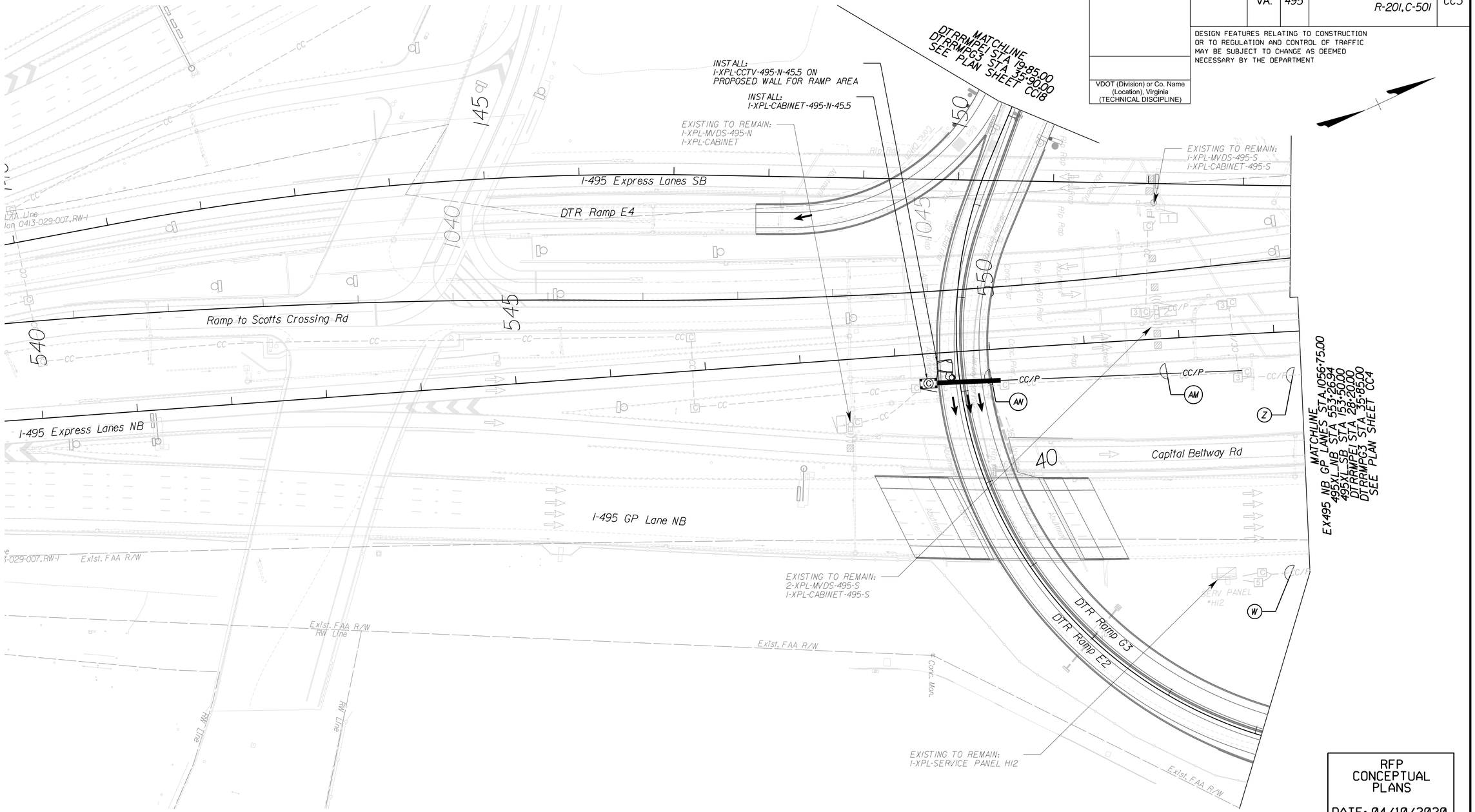
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC3

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC3

Friday, April 10, 2020 03:06:08 PM
3:06:08 PM

TMxxxxxxsht_CC4_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

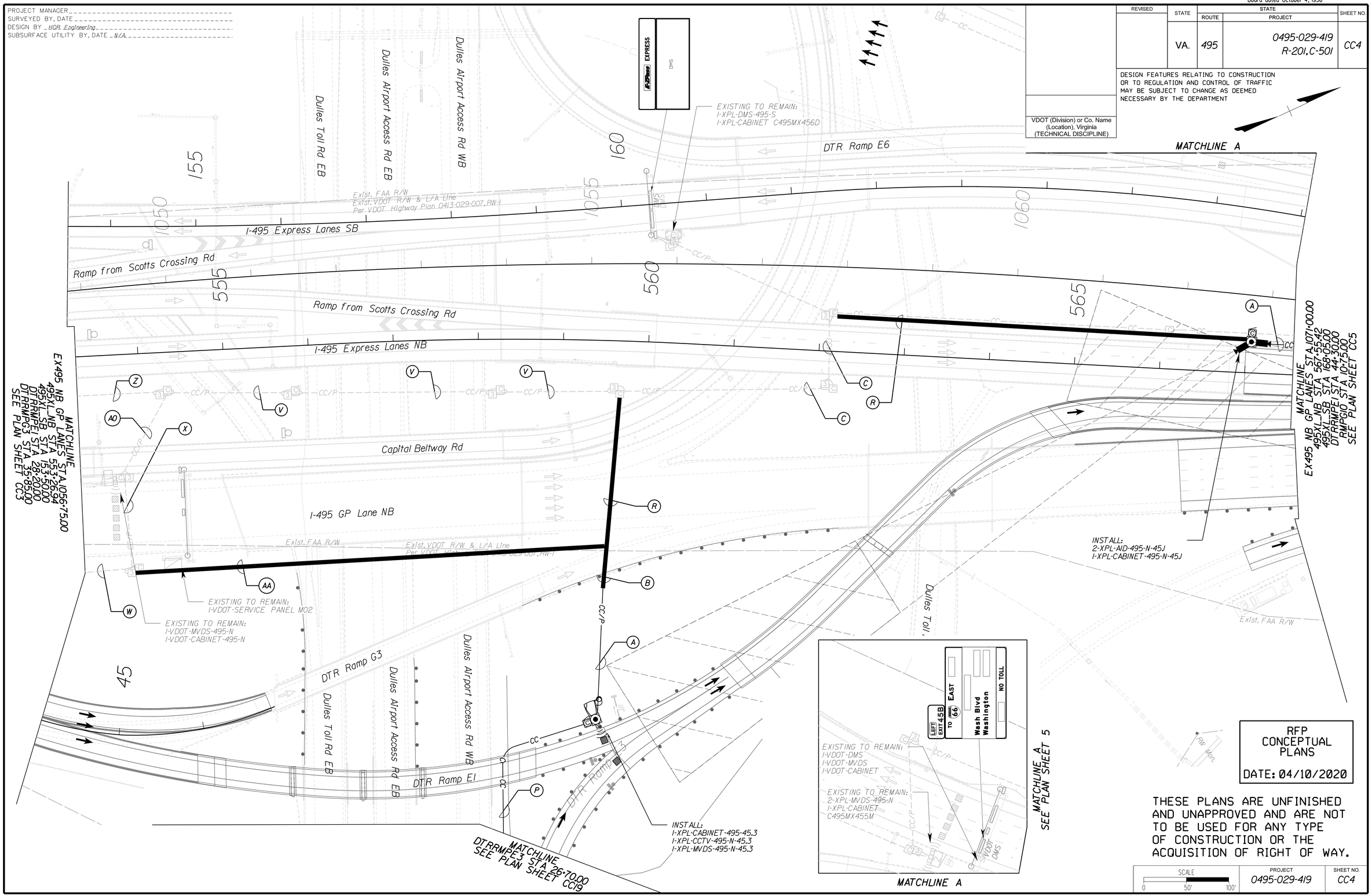
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER
SURVEYED BY, DATE
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC4

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	CC4

Friday, April 10, 2020 03:06:15 PM
3:06:15 PM

TMxxxxxxsht_CC5_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

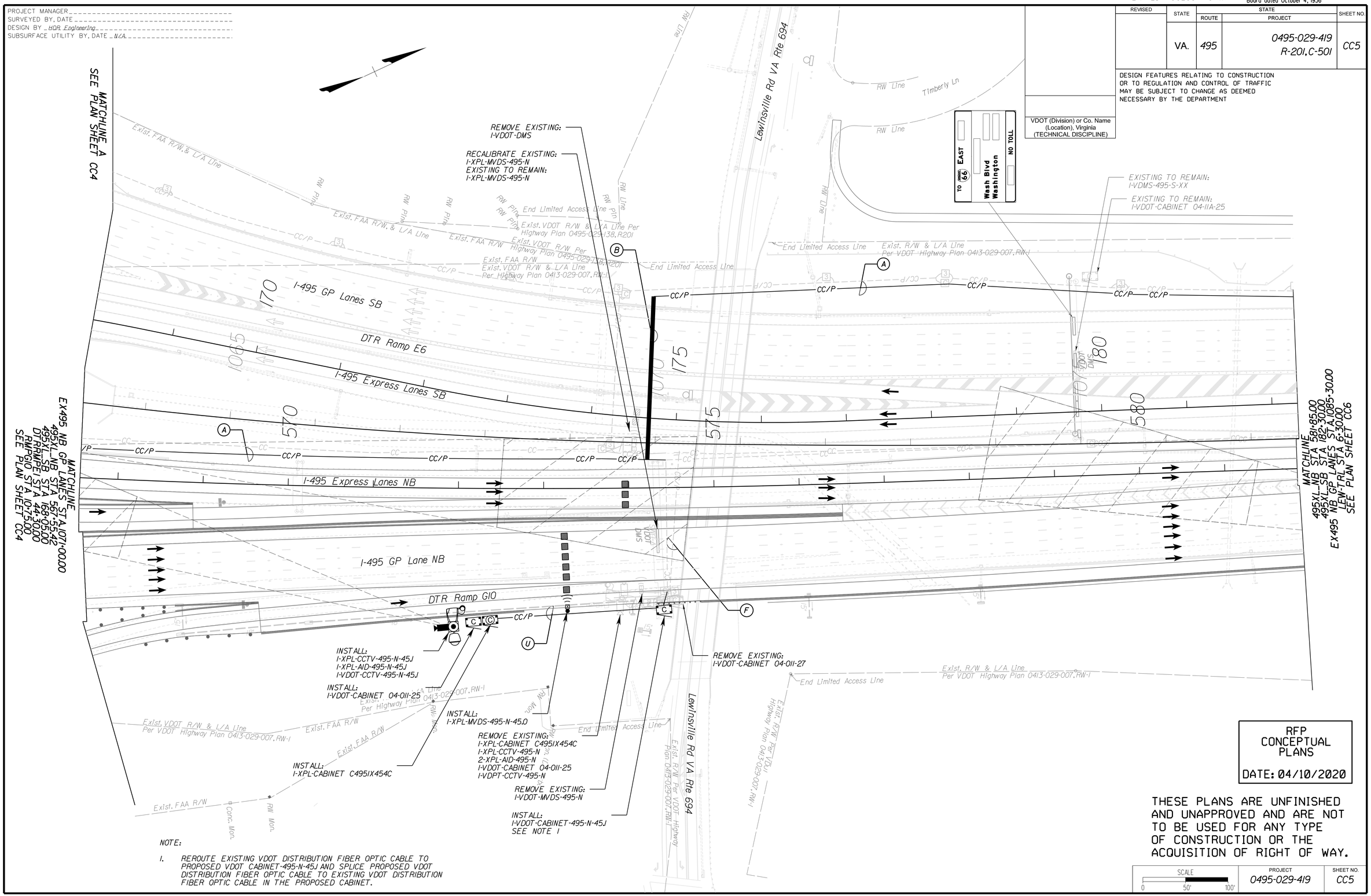
By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC5

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

PROJECT MANAGER
SURVEYED BY, DATE
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



NOTE:

1. REROUTE EXISTING VDOT DISTRIBUTION FIBER OPTIC CABLE TO PROPOSED VDOT CABINET-495-N-45J AND SPLICE PROPOSED VDOT DISTRIBUTION FIBER OPTIC CABLE TO EXISTING VDOT DISTRIBUTION FIBER OPTIC CABLE IN THE PROPOSED CABINET.

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC5

LIMITED ACCESS HIGHWAY

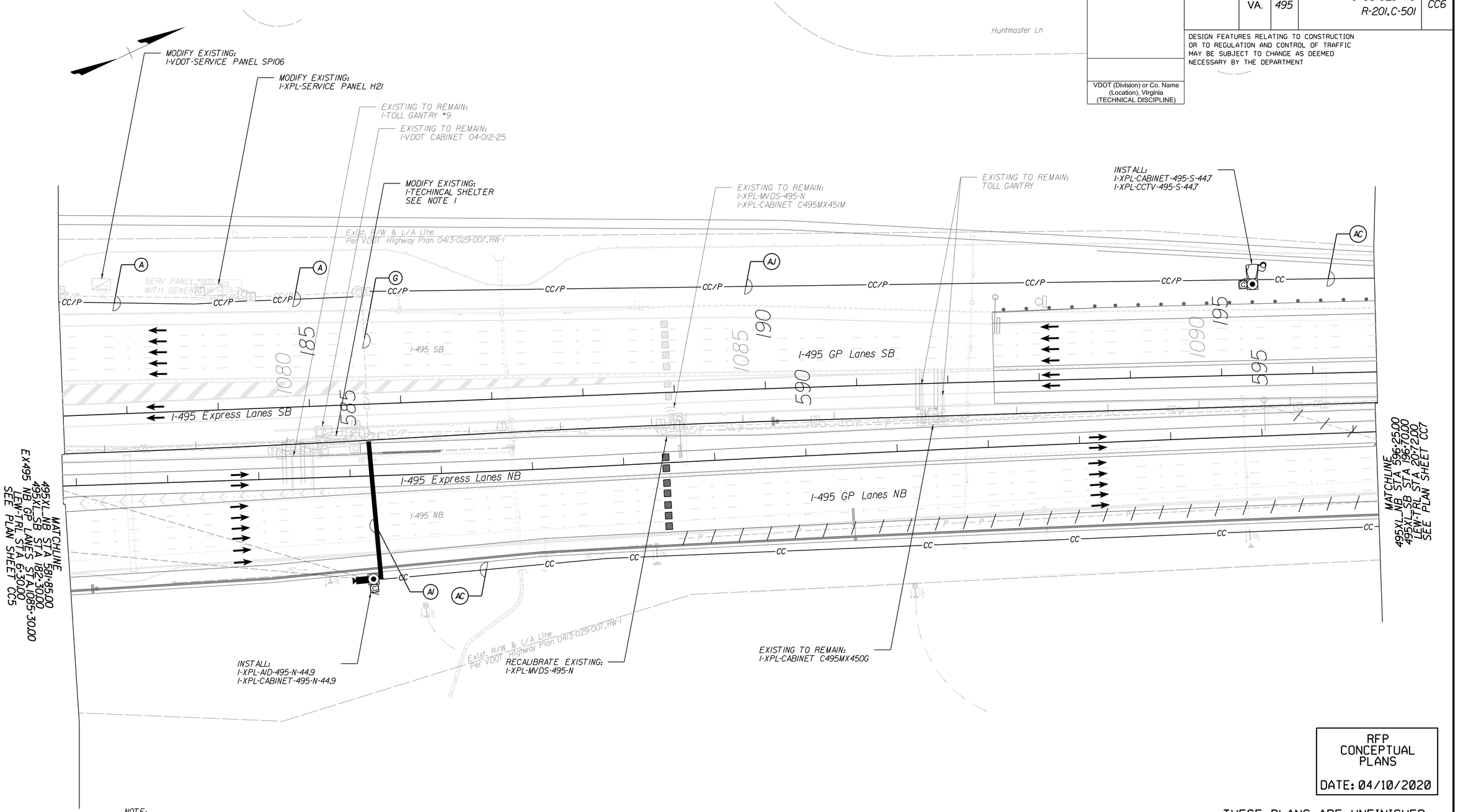
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC6

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

1. PROPOSED XPL TRUNK AND DISTRIBUTION FIBER OPTIC CABLES SHALL BE TERMINATED IN THE EXISTING TECH SHELTER.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC6

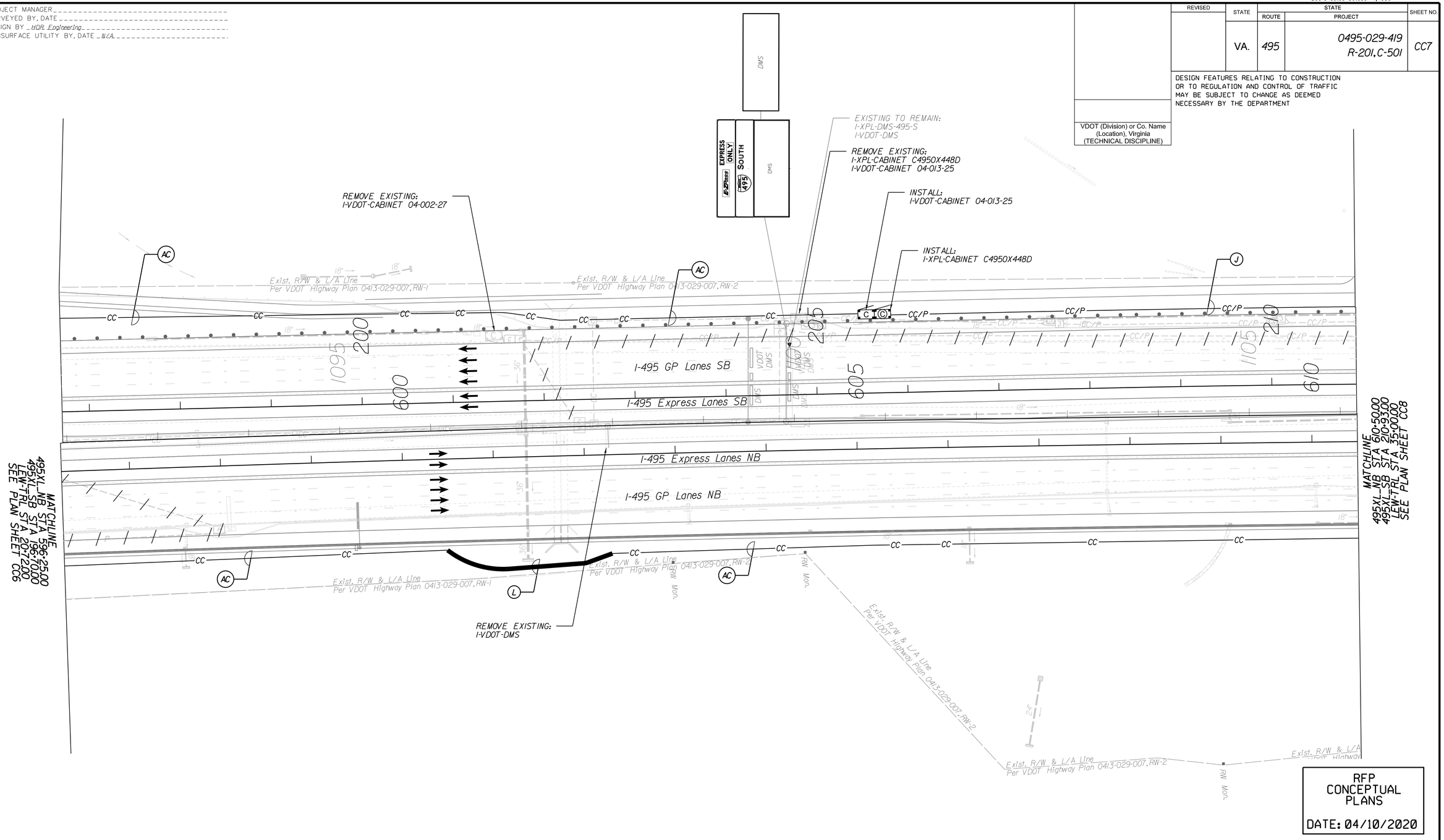
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC7

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC7

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC8

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

MATCHLINE
RTE738-R STA 18+50.00
SEE PLAN SHEET CC21

REMOVE EXISTING:
I-XPL-SERVICE PANEL H22
I-VDOT-SERVICE PANEL VT2

INSTALL:
I-XPL-SERVICE PANEL H22
I-VDOT-SERVICE PANEL VT2

INSTALL:
I-XPL-CCTV-495-S-44.3
I-VDOT-CCTV-495-S-44.3

INSTALL:
I-XPL-CABINET C4950X446C
I-VDOT-CABINET 04-014-25

REMOVE EXISTING:
I-XPL-CABINET C4950X446C
I-VDOT-CABINET 04-014-25

REMOVE EXISTING:
I-VDOT-AID-CCTV
I-VDOT-LCS-495-N

REMOVE EXISTING:
I-VDOT-CABINET 04-003-27

REMOVE EXISTING:
I-VDOT-CABINET 04-004-27

REMOVE EXISTING:
2-VDOT-AID-495-N
I-VDOT-LCS-495-N

REMOVE EXISTING:
I-XPL-CCTV-495-S
I-VDOT-CCTV-495-S
2-VDOT-AID-495-S

REMOVE EXISTING:
I-XPL-DMS-495-S

REMOVE EXISTING:
I-VDOT-AID-495-N

INSTALL:
I-XPL-DMS-495-N-44.3

INSTALL:
I-XPL-CABINET
-495-N-44.3

INSTALL:
I-XPL-MVDS-495-S-44.3
I-XPL-MVDS-495-N-44.3
I-XPL-CABINET-495-S-44.3

DMS

I-495 SB
I-495 GP Lanes SB
I-495 Express Lanes SB
I-495 Express Lanes NB
I-495 GP Lanes NB

Old Dominion Dr

Churchill Rd

End Limited Access Line
Exist. R/W & L/A Line
Per VDOT Highway Plan 0413-029-007, RW-2
RW Mon.

MATCHLINE
495XL_NB STA 6+50.00
495XL_SB STA 2+93.00
LEW-TRL STA 35+00.00
SEE PLAN SHEET CC7

MATCHLINE
495XL_NB STA 22+50.00
495XL_SB STA 22+10.00
SC-RUN-TRL STA 21+70.00
SEE PLAN SHEET CC9

MATCHLINE
RTE738-R STA 27+00.00
SEE PLAN SHEET CC22

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC8

LIMITED ACCESS HIGHWAY

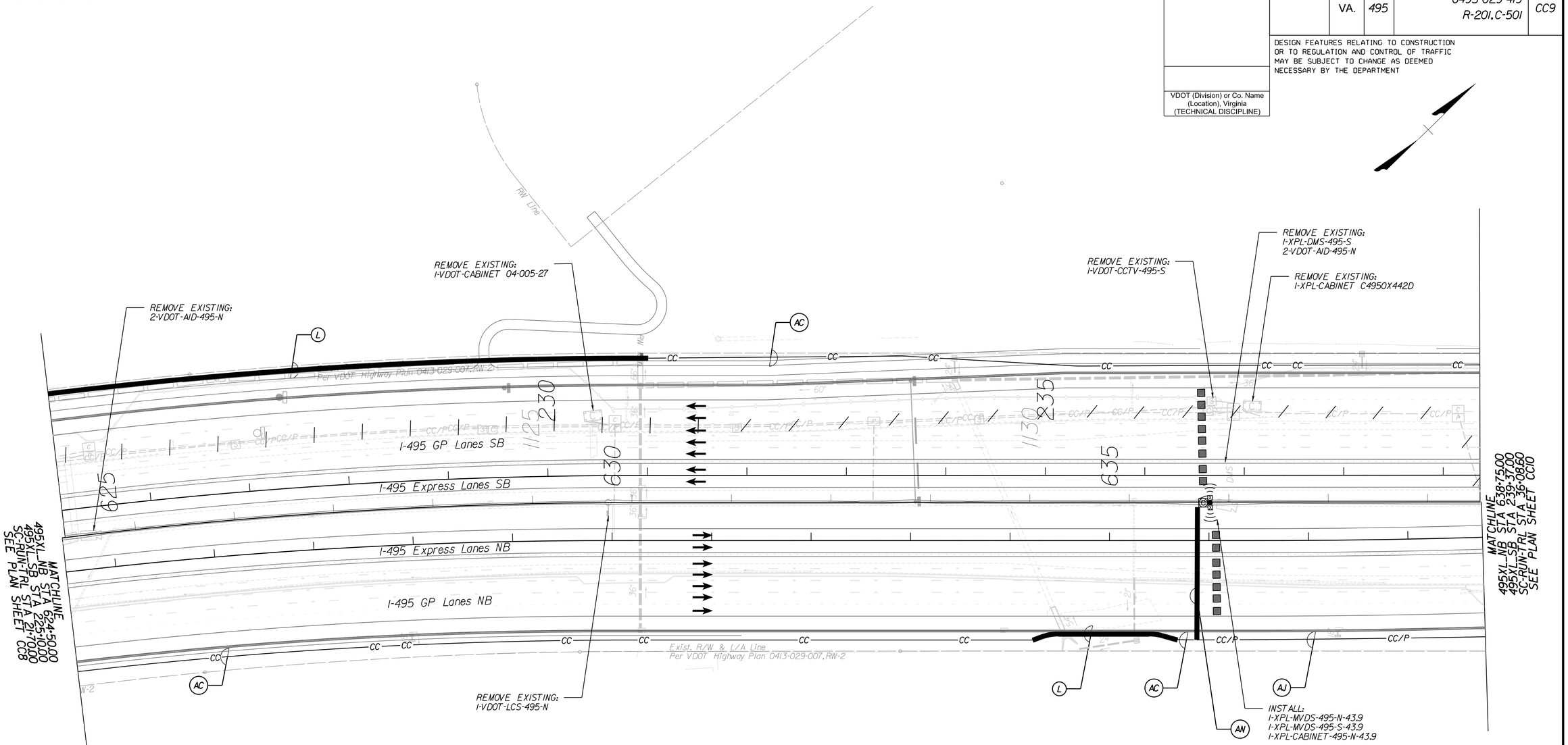
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC9

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC9

LIMITED ACCESS HIGHWAY

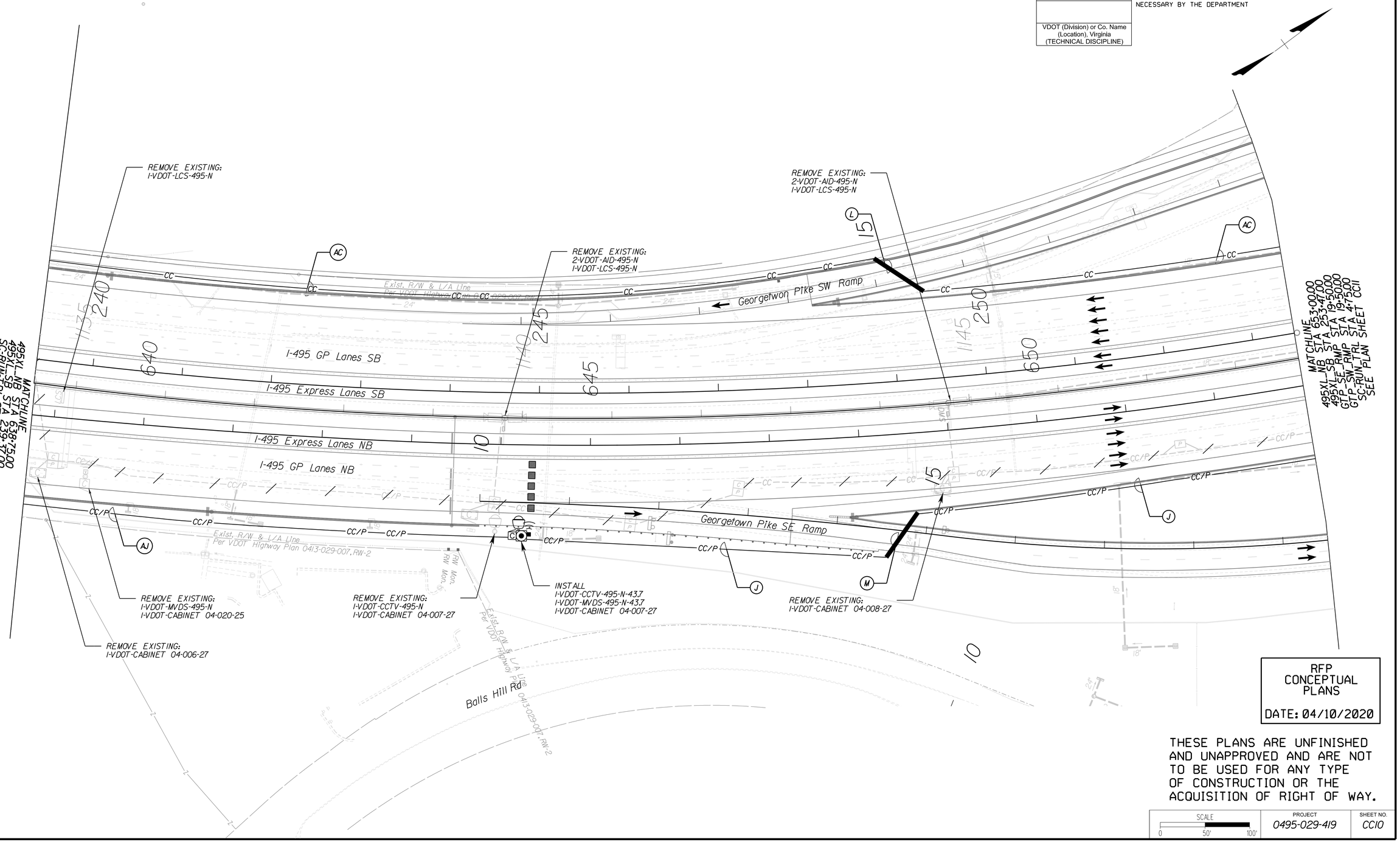
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC10

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC10

Friday, April 10, 2020 03:06:57 PM
3:06:57 PM

TMxxxxxxsht_CC11_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

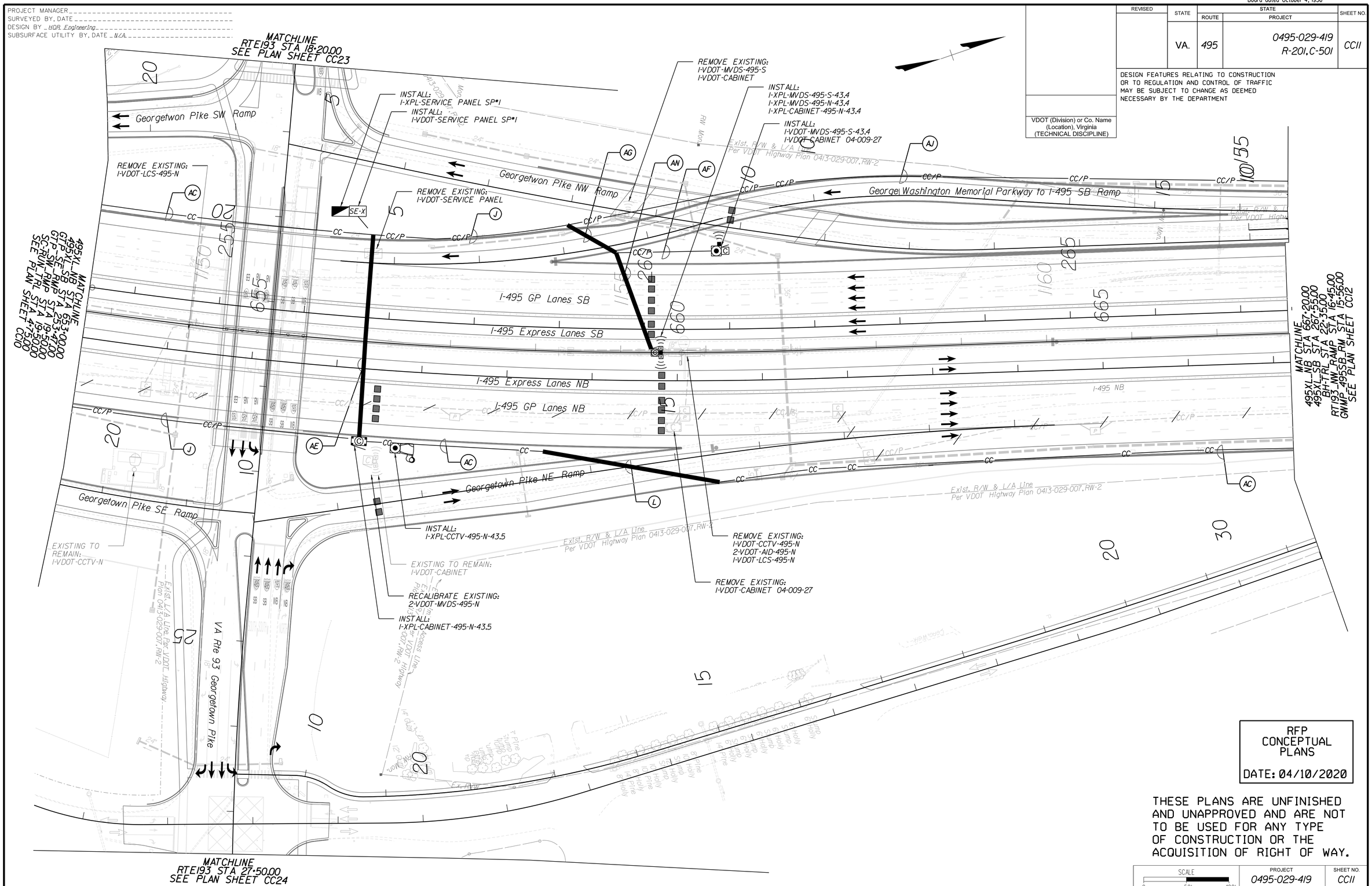
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER
SURVEYED BY, DATE
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC11

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	CC11

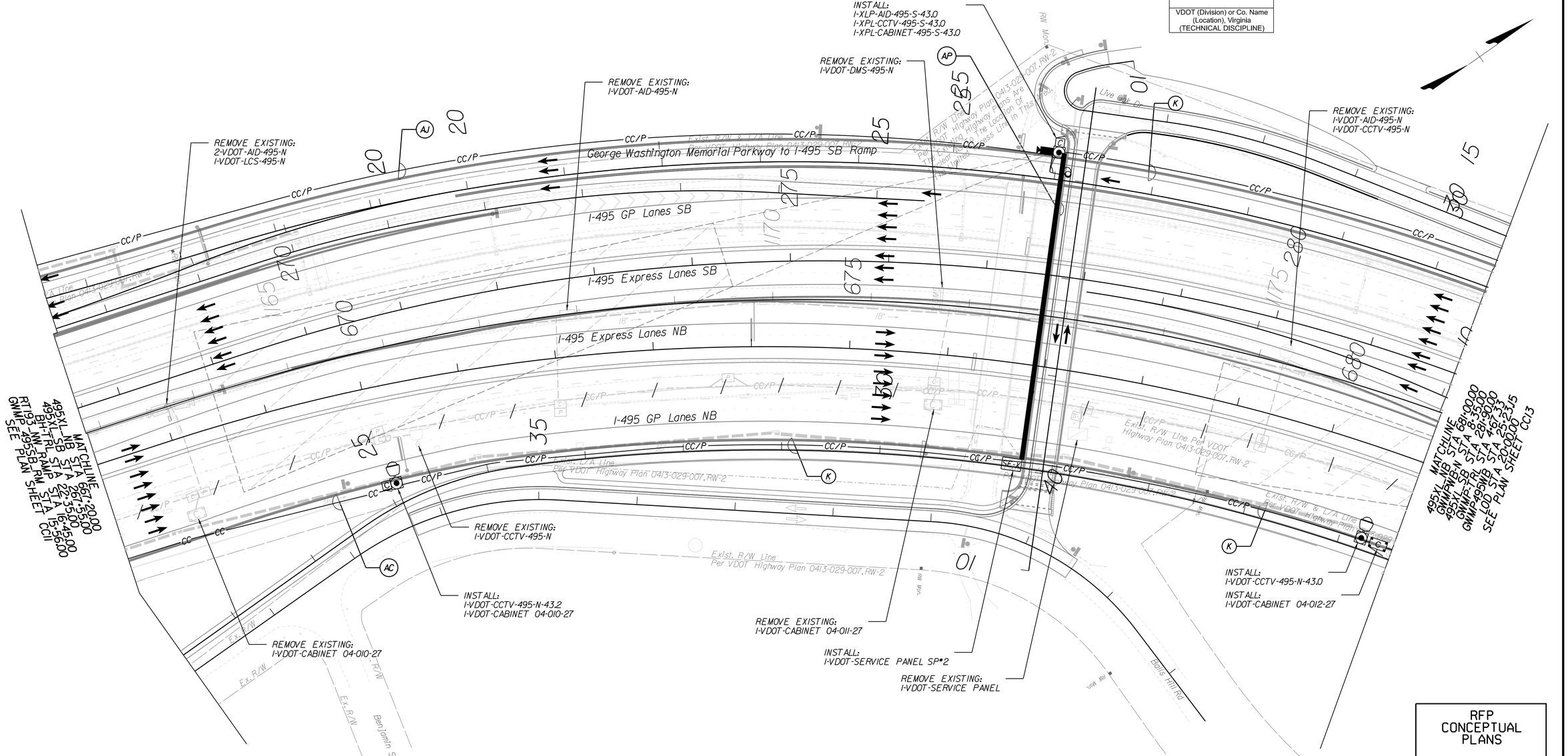
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC12

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC12

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC13

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

MATCHLINE
495XL_NB STA 694+95.00
GWMPWB-N STA 8+35.00
495XL_SB STA 467+33
GWMP-TRL STA 25+23.15
GWMP495WB STA 20+00.00
LOD STA 20+00.00
SEE PLAN SHEET CC12

MATCHLINE
GWMP495WB STA 36+50.00
GWMPWB-N STA 35+12.00
SEE PLAN SHEET CC25

MATCHLINE
495XL_NB STA 694+95.00
GP-CDRMP STA 20+15.30
495XL_SB STA 295+95.00
GWMP-TRL STA 18+55.00
SEE PLAN SHEET CC14

Live Oak Dr

GWMP toll-495 SB Ramp

I-495 GP Lanes SB

I-495 Express Lanes SB

GWMP to I-495 Express SB

I-495 Express CD Ramp

I-495 Express Lanes NB

I-495 GP Lanes NB

I-495 NB

I-495 SB

I-495 GP Ramp A

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007 RW-2

INSTALL:
I-VDOT-MVDS-495-S-42.9
I-VDOT-CABINET-495-S-42.9

REMOVE EXISTING:
2-VDOT-MVDS-495-S

REMOVE EXISTING:
2-VDOT-AID-495-N

INSTALL:
I-VDOT-CCTV-495-S-42.8
I-VDOT-MVDS-495-S-42.8
I-VDOT-CABINET 04-013-27

REMOVE EXISTING:
I-VCCTV-495-S-XX
I-VDOT-CABINET 04-013-27

REMOVE EXISTING:
I-VDOT-DMS-495-N

REMOVE EXISTING:
I-VDOT-CABINET 04-012-27

INSTALL:
I-VDOT-DMS-495-N-43.0

INSTALL:
I-XPL-AID-495-N-42.9
I-XPL-MVDS-495-N-42.9
I-XPL-MVDS-495-S-42.9-1
I-XPL-MVDS-495-S-42.9-2
I-XPL-CABINET-495-N-42.9

REMOVE EXISTING
2-VDOT-AID-495-N-XX

INSTALL:
I-XPL-CCTV-495-N-42.8
I-XPL-CABINET-495-N-42.8

DMS

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE: 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC13

Friday, April 10, 2020 03:07:20 PM
3:07:20 PM

TMxxxxxxsht_CC14_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

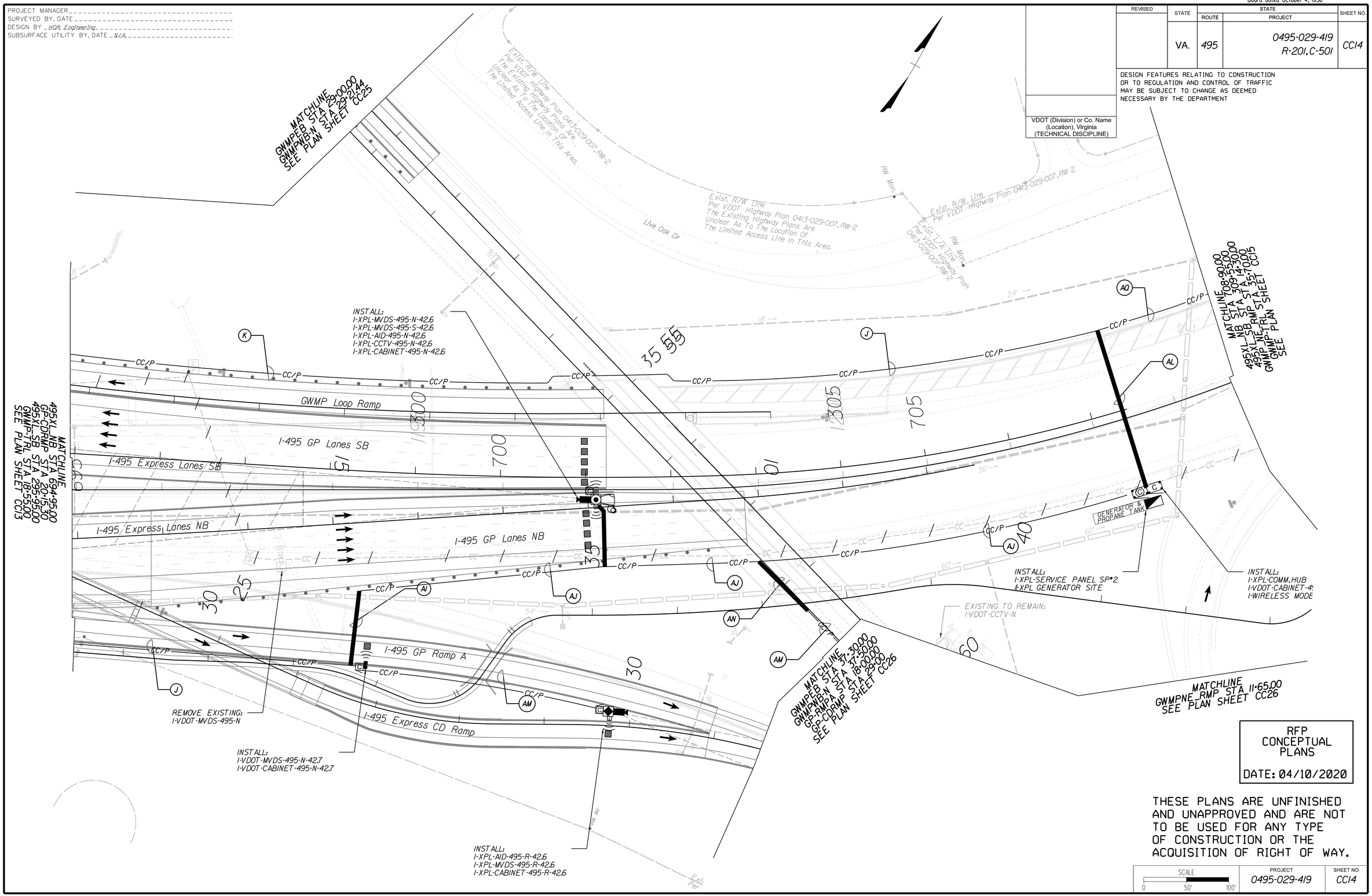
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER
SURVEYED BY, DATE
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC14

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



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DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC14

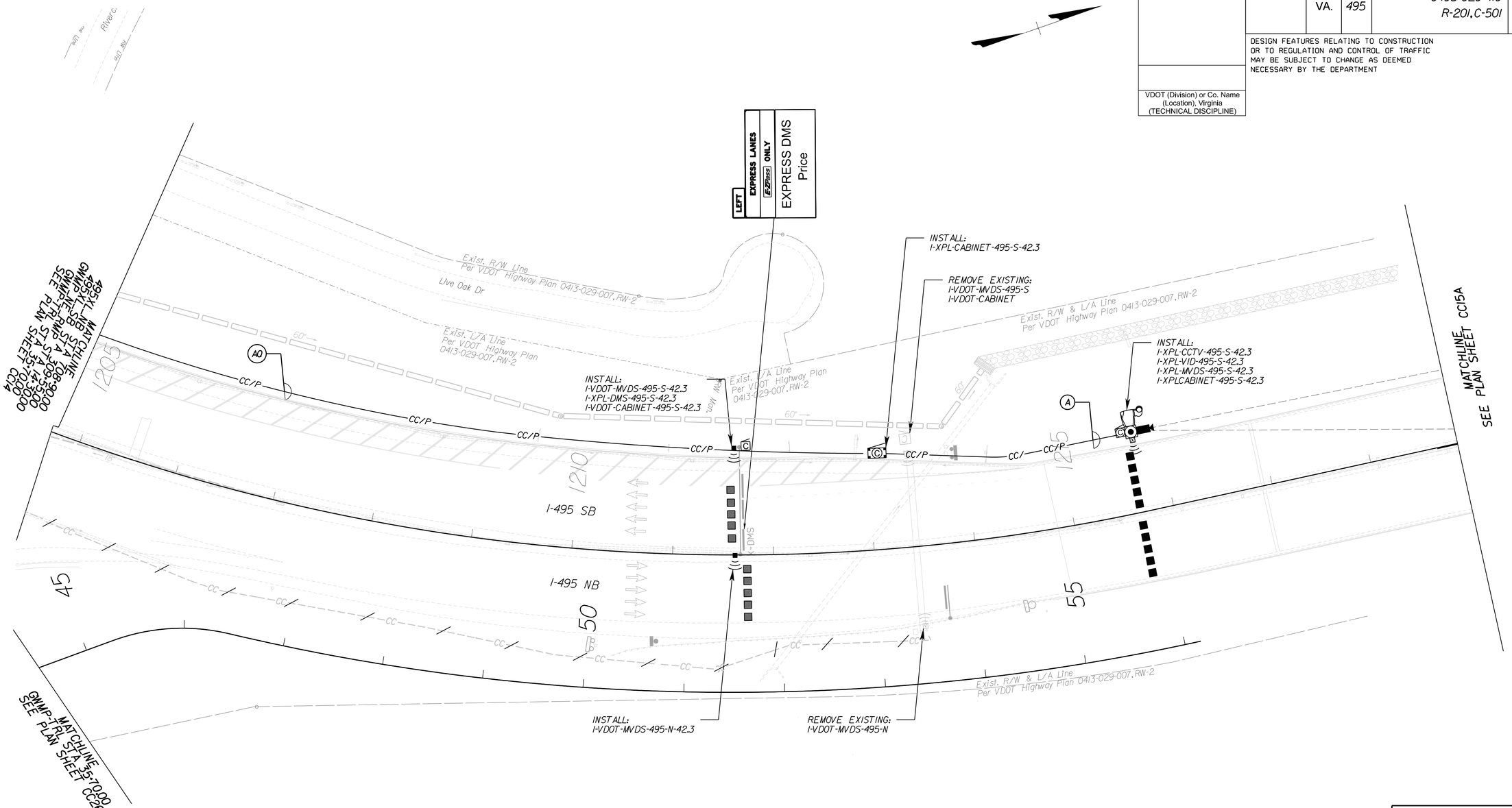
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC15

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

1. INSTALL UPS FOR CONFIRMATION PRICING DMS.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15

Friday, April 10, 2020 03:07:38 PM
3:07:38 PM

TMxxxxxxsht_CC15A_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

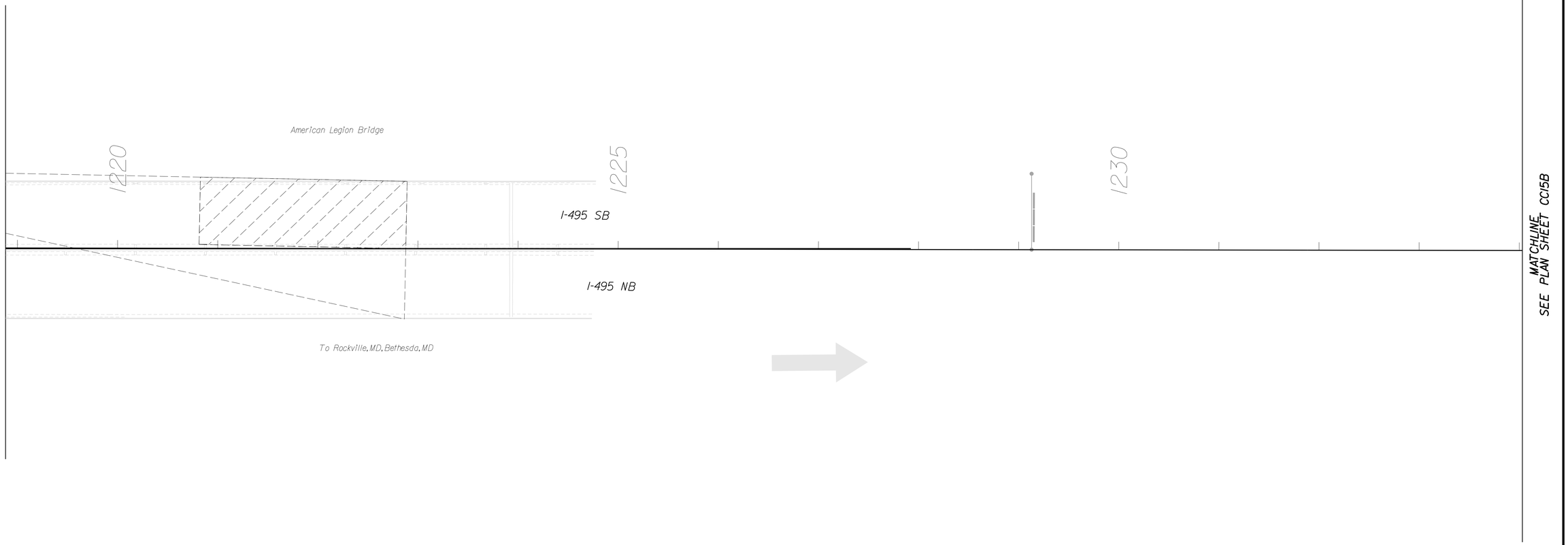
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC15A

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15A

Friday, April 10, 2020 03:08:01 PM
3:08:01 PM

TMxxxxxxsht_CC15B_phl.dgn
Plotted By: ZZHANG

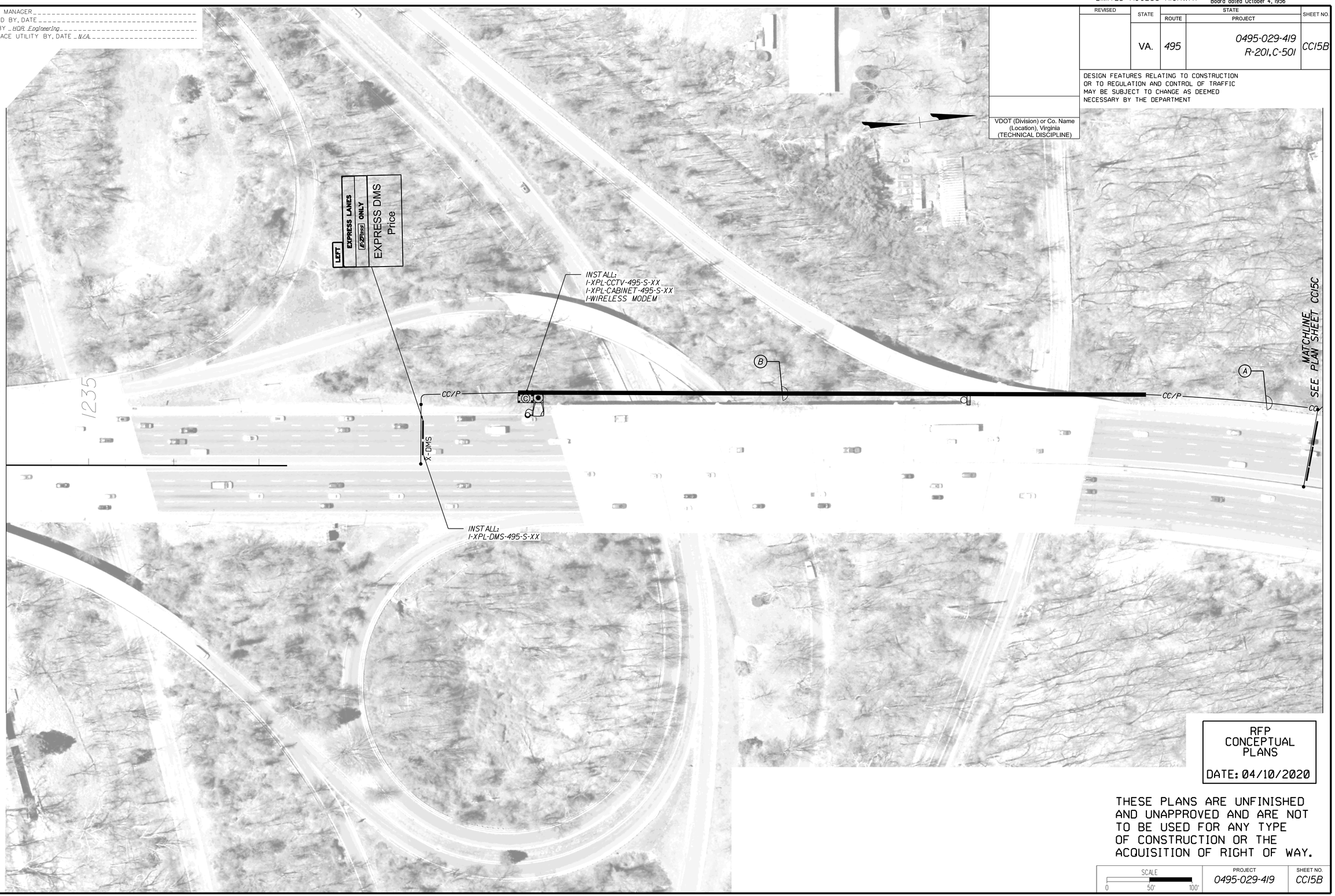
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC15B

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15B

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC15C

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15C

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC15D

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15D

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC15E

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

SEE MATCHLINE PLAN SHEET CC15D

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC15E

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC16

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC16

Friday, April 10, 2020 03:10:35 PM
3:10:35 PM

TMxxxxxxsht_CC16A_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

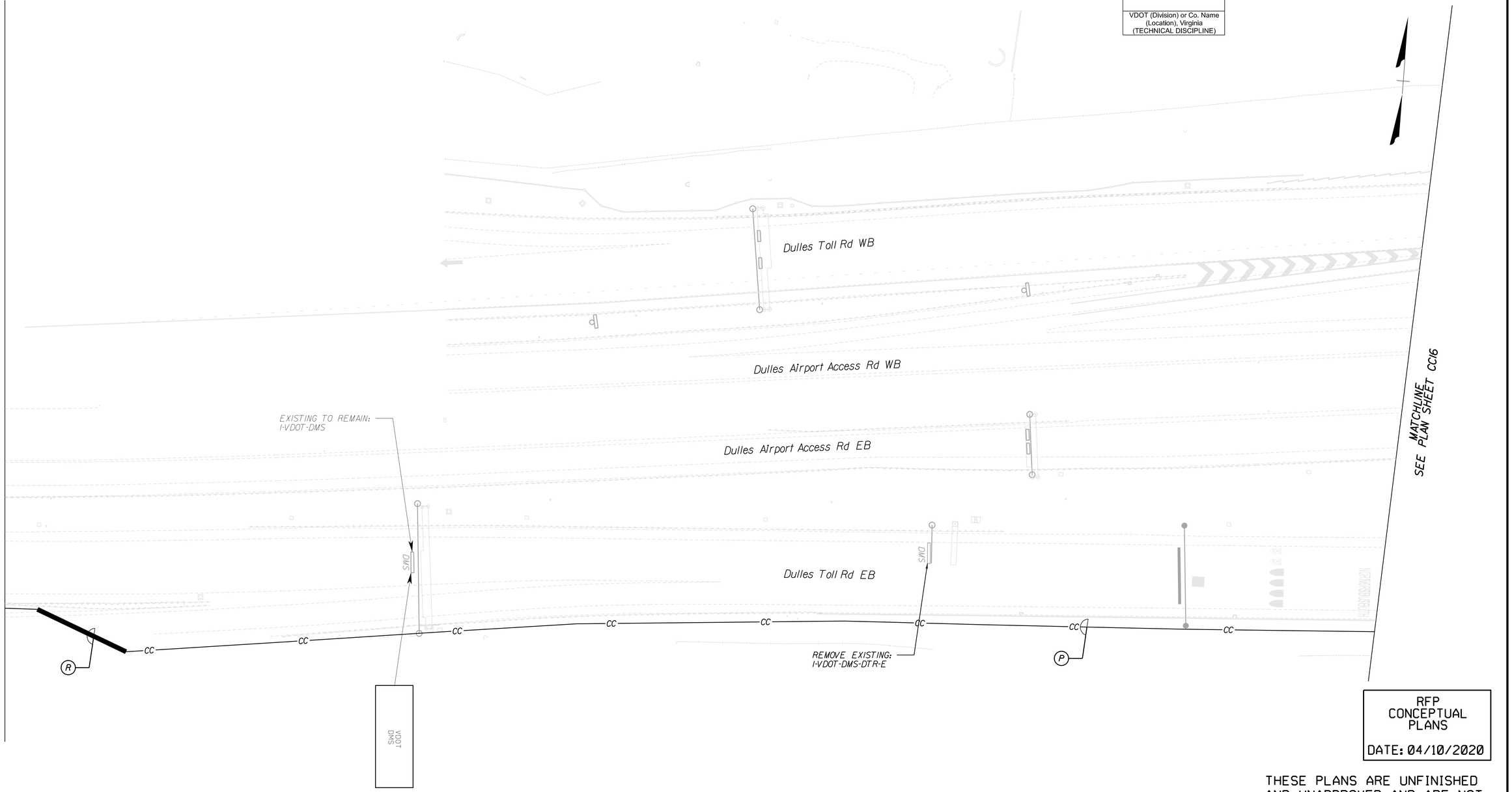
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC16A

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC16A

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC16B

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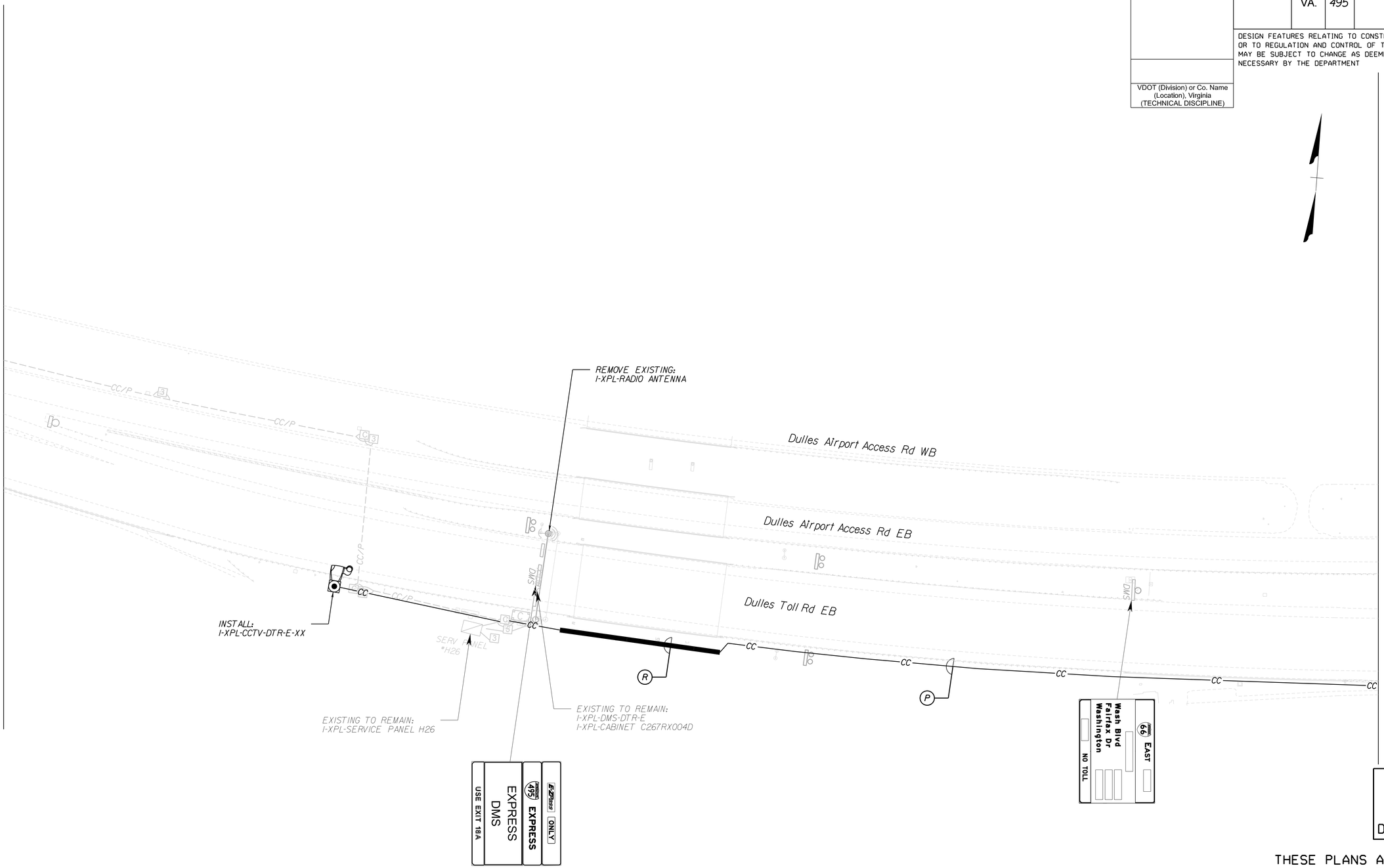
VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC16B

TMxxxxxxshf_CC16C_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC16C

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

EXISTING TO REMAIN:
I-DMS-495-S-XX
I-XPL-CABINET C267RX005D

INSTALL:
I-XPL-CCTV-DTR-E-XX

CC
CC/P
SMD

EXPRESS DMS
EZPass EXPRESS ONLY

MATCHLINE SEE PLAN SHEET CC16B

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

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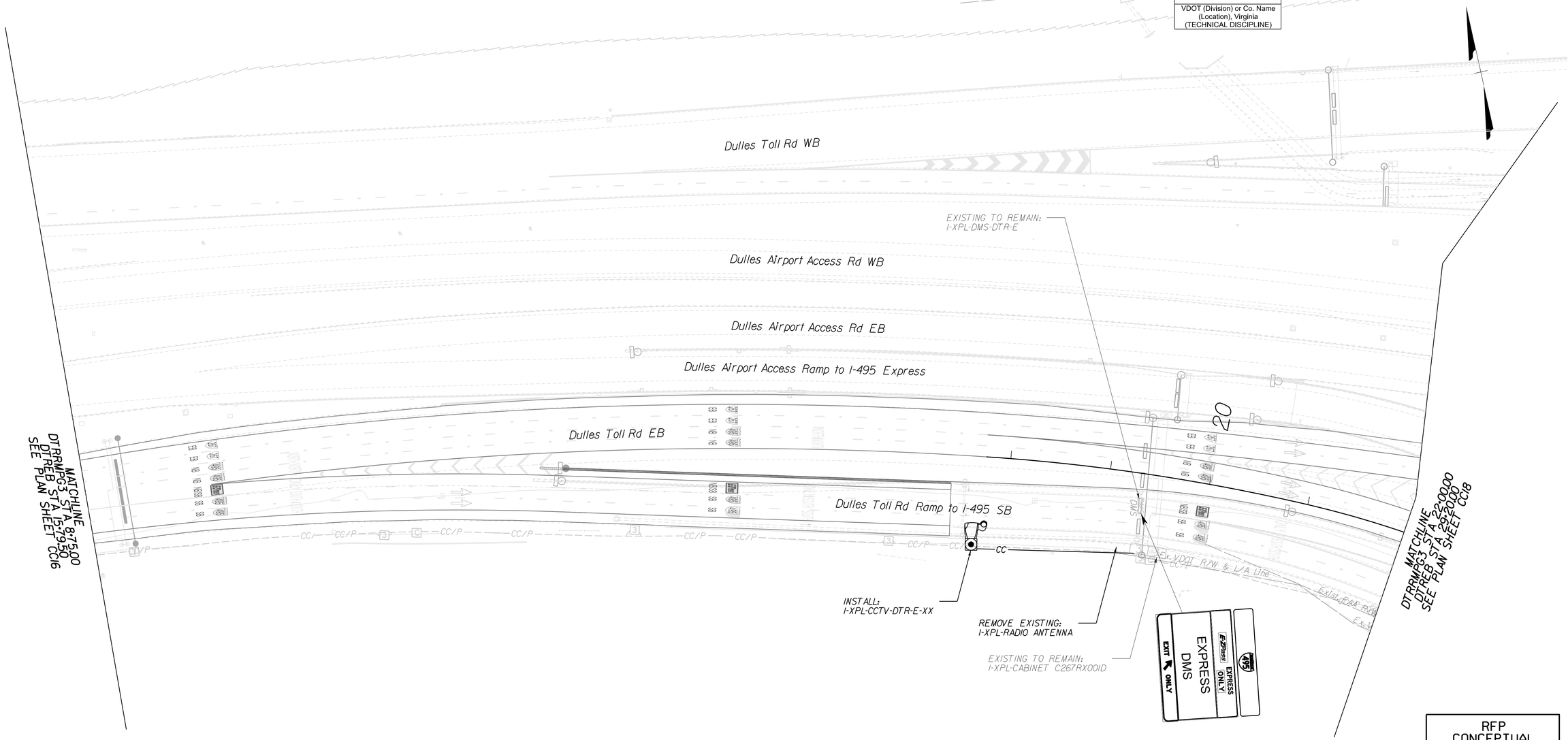
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC17

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

1. INSTALL UPS FOR CONFIRMATION PRICING DMS.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC17

LIMITED ACCESS HIGHWAY

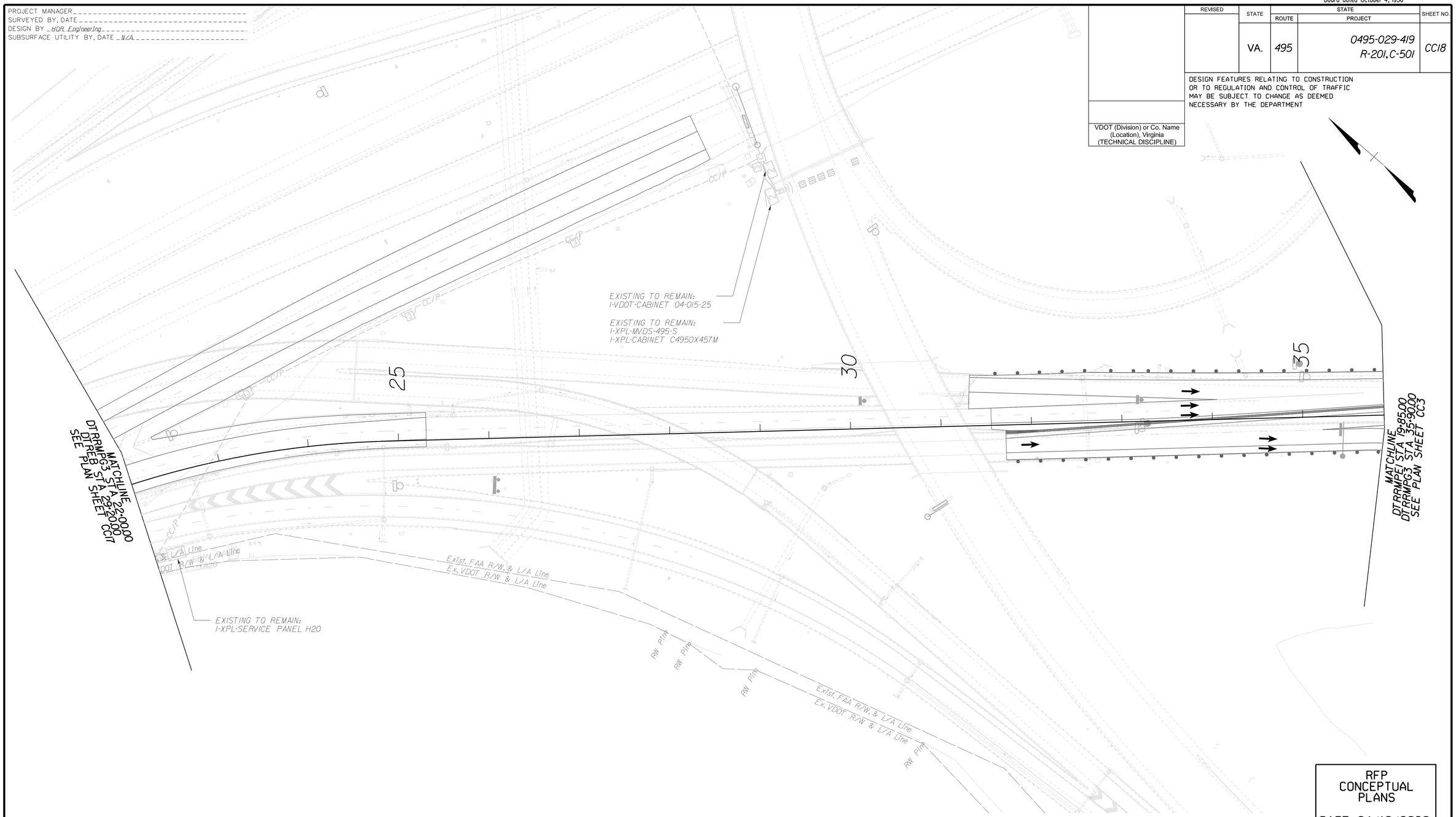
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC18

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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NO PROPOSED ITS WORK ON THIS SHEET

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC18

Friday, April 10, 2020 03:11:36 PM
3:11:36 PM

TMxxxxxxsht_CC19_phl.dgn
Plotted By: ZZHANG

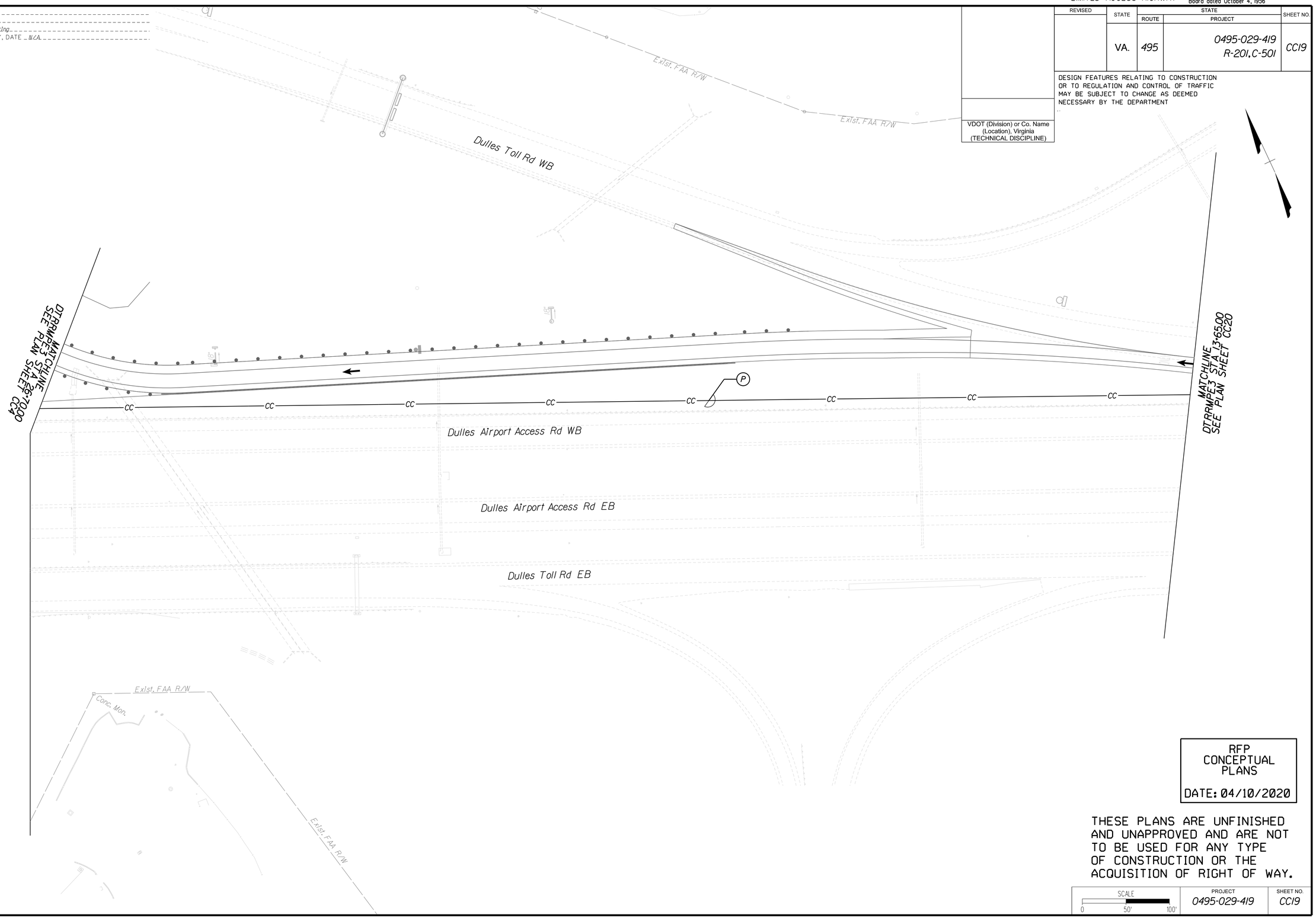
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC19

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC19

Friday, April 10, 2020 03:11:59 PM
3:11:59 PM

TMxxxxxxsht_CC20_ph1.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC20

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

VDOT (Division) or Co. Name
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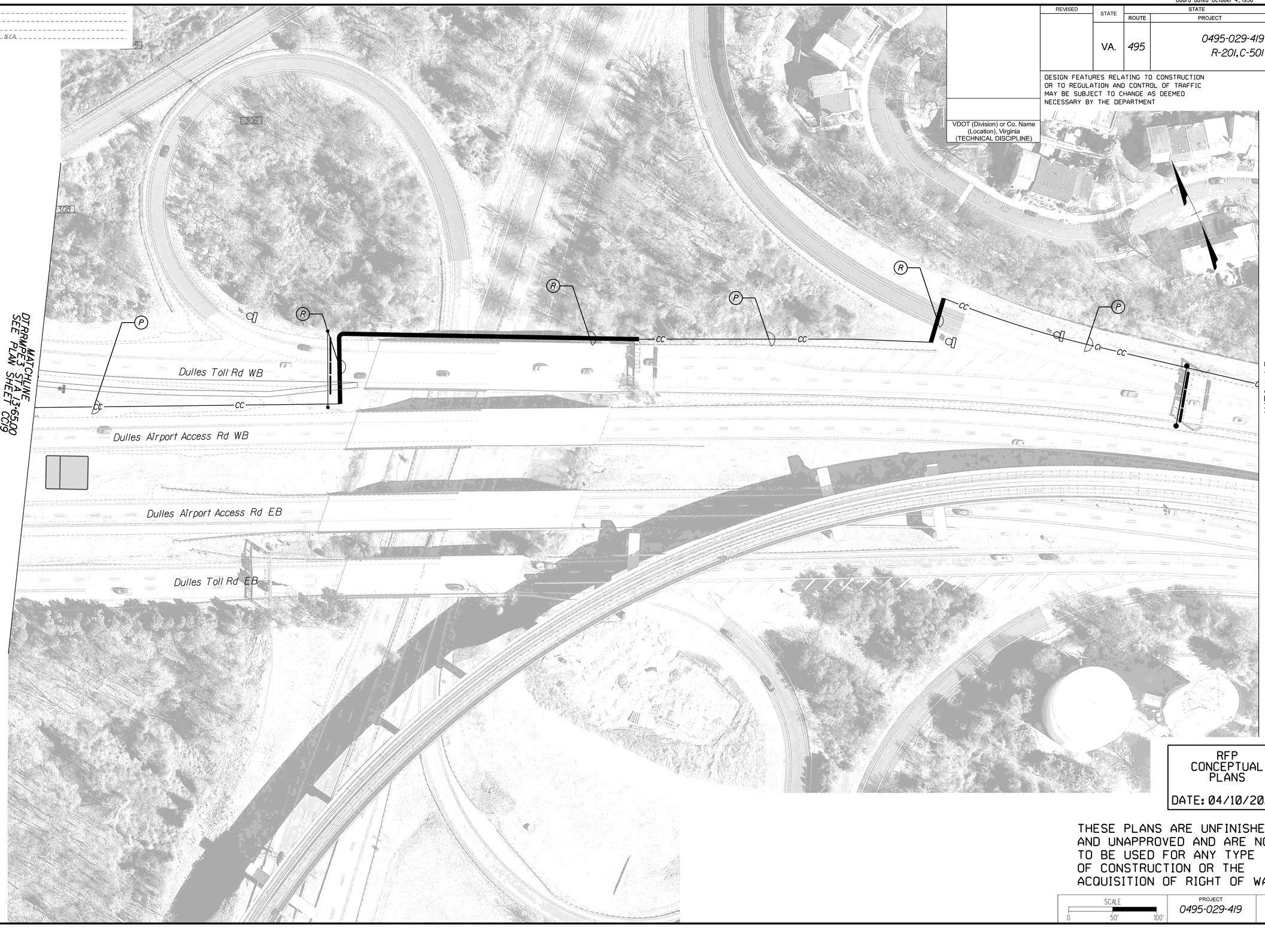

RFP
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PLANS

DATE: 04/10/2020

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SCALE: 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC20

Friday, April 10, 2020 03:12:40 PM
3:12:40 PM

TMxxxxxxsht_CC20A_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC20A

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

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(TECHNICAL DISCIPLINE)

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LIMITED ACCESS HIGHWAY

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SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC20B

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

MATCHLINE SEE PLAN SHEET CC20A

MATCHLINE SEE PLAN SHEET CC20C

EXPRESS LANES NORTH 495 ONLY Express
PRICE DMS
1/2 MILE CENTER LANE

INSTALL: I-XPL-DMS-DTR-W-XX

INSTALL: I-XPL-CABINET-DTR-W-XX

INSTALL: I-XPL-SERVICE PANEL SP*3(XPL)

INSTALL: I-XPL-CCTV-DTR-W-XX

Dulles Airport Road (Access and Toll)

To I-66 Eastbound, Arlington

P R DMS C A

CC CC/P

NOTE:
1. INSTALL UPS FOR CONFIRMATION PRICING DMS.

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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	0495-029-419	CC20B

LIMITED ACCESS HIGHWAY

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DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC20C

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

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0 50' 100'	0495-029-419	CC20C

Friday, April 10, 2020 03:14:40 PM
3:14:40 PM

TMxxxxxxsht_CC20D_phl.dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC20D

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

INSTALL:
I-XPL-CABINET-DTR-W-XX

INSTALL:
I-XPL-CCTV-DTR-W-XX

X-DMS

CC/P

MATCHLINE
SEE PLAN SHEET CC20C

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE: 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC20D

LIMITED ACCESS HIGHWAY

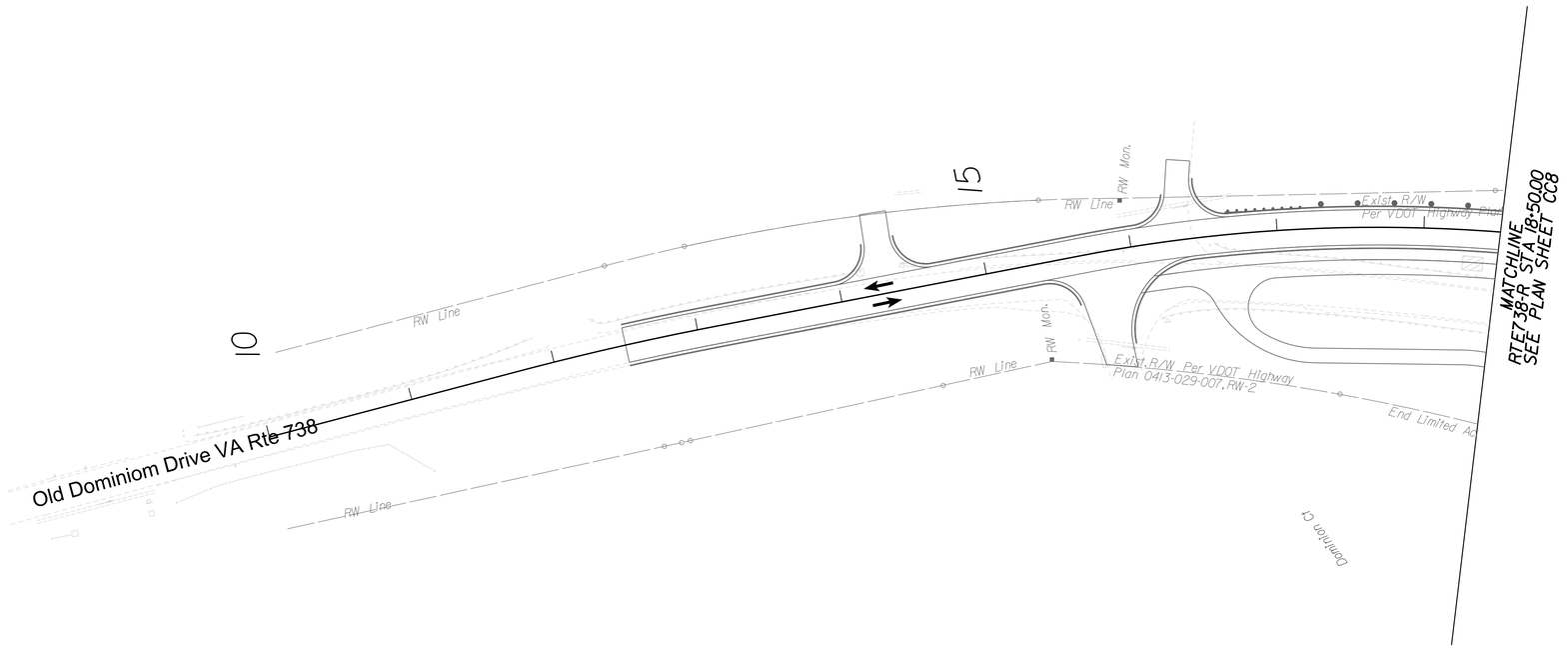
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC21

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTES:

1. NO ITS WORK IS ON THIS SHEET. DRAWING IS INCLUDED FOR CONTINUITY.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC21

LIMITED ACCESS HIGHWAY

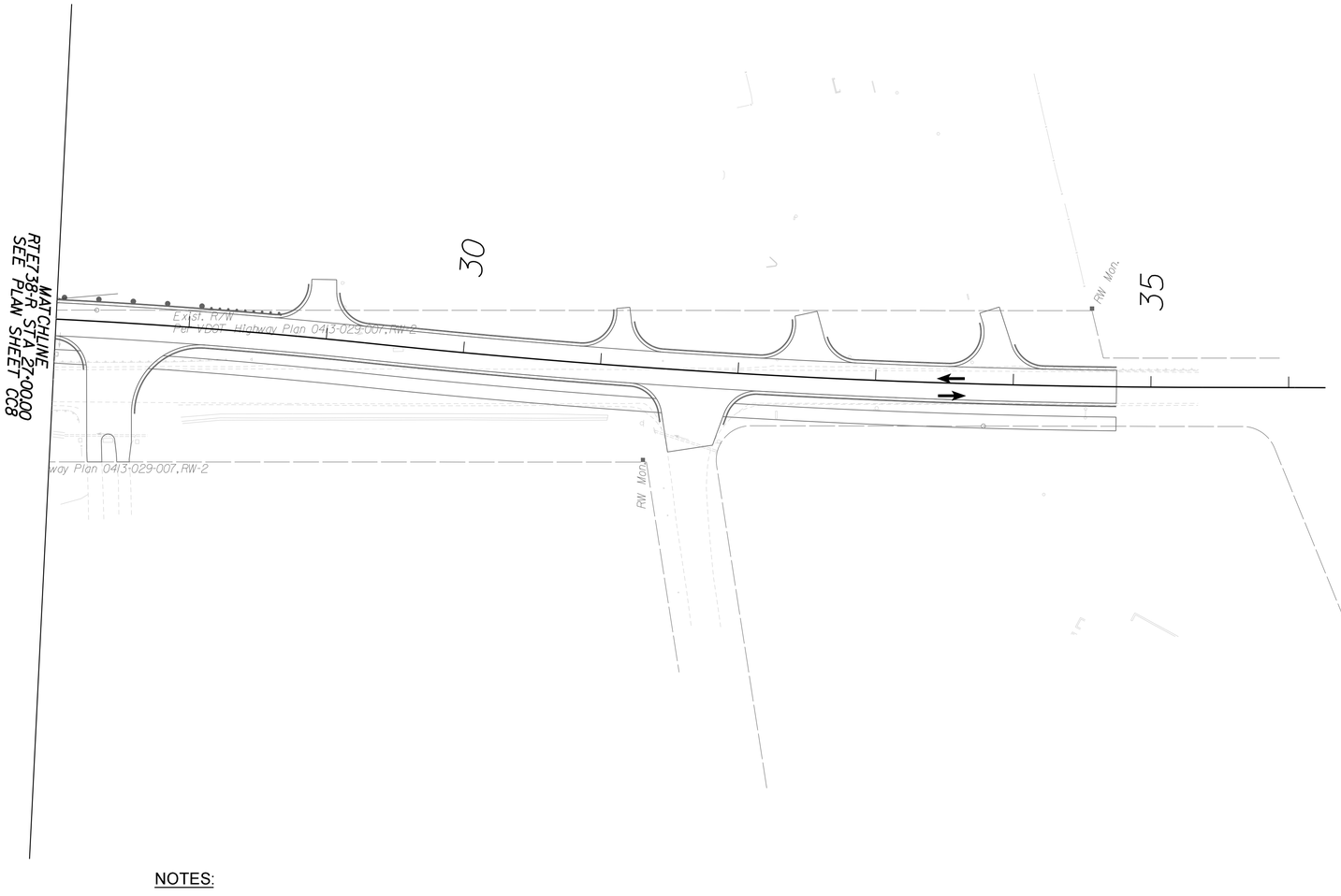
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC22

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



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RFP
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SCALE	PROJECT	SHEET NO.
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LIMITED ACCESS HIGHWAY

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PROJECT MANAGER _____
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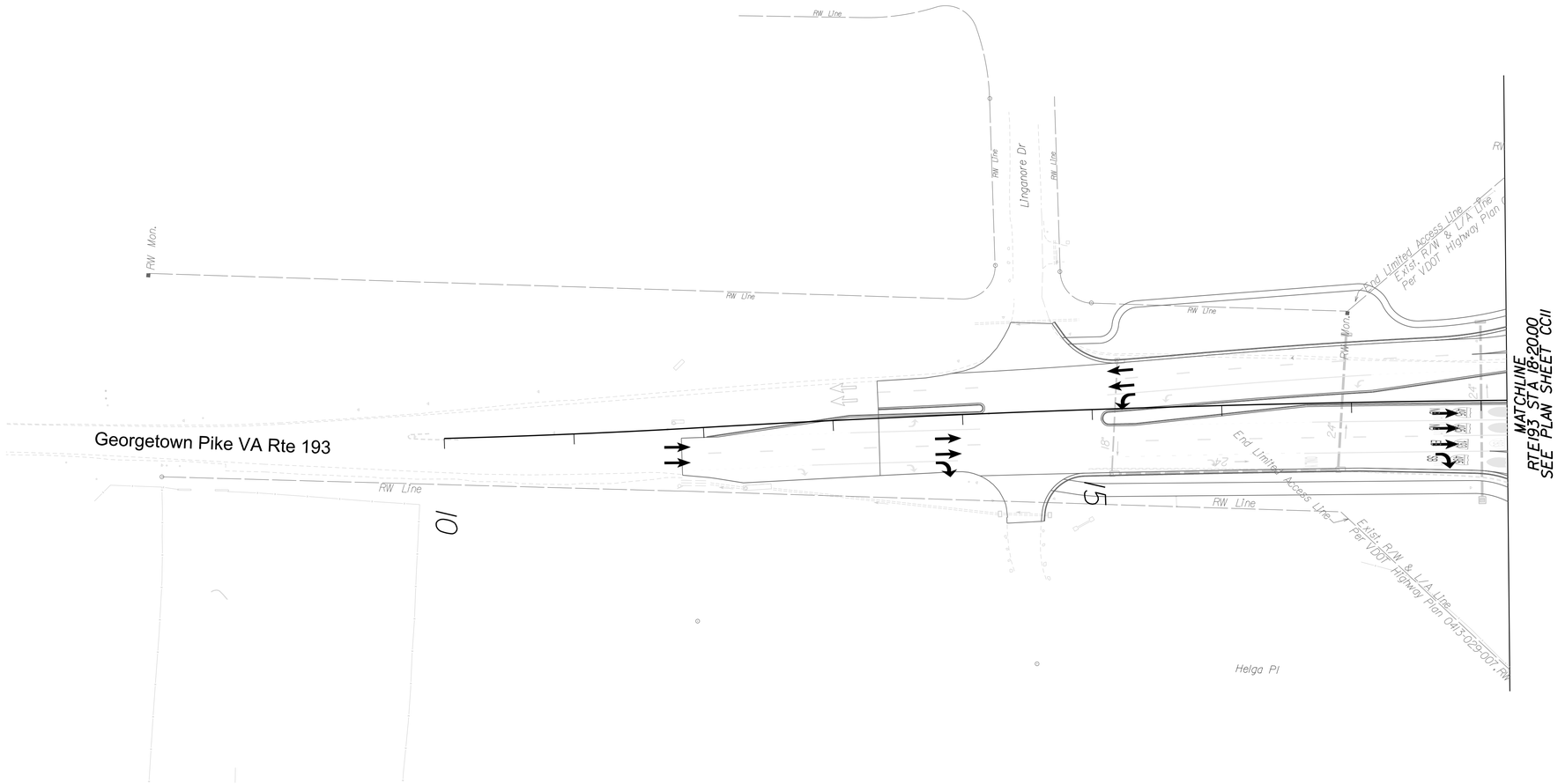
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC23

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC23

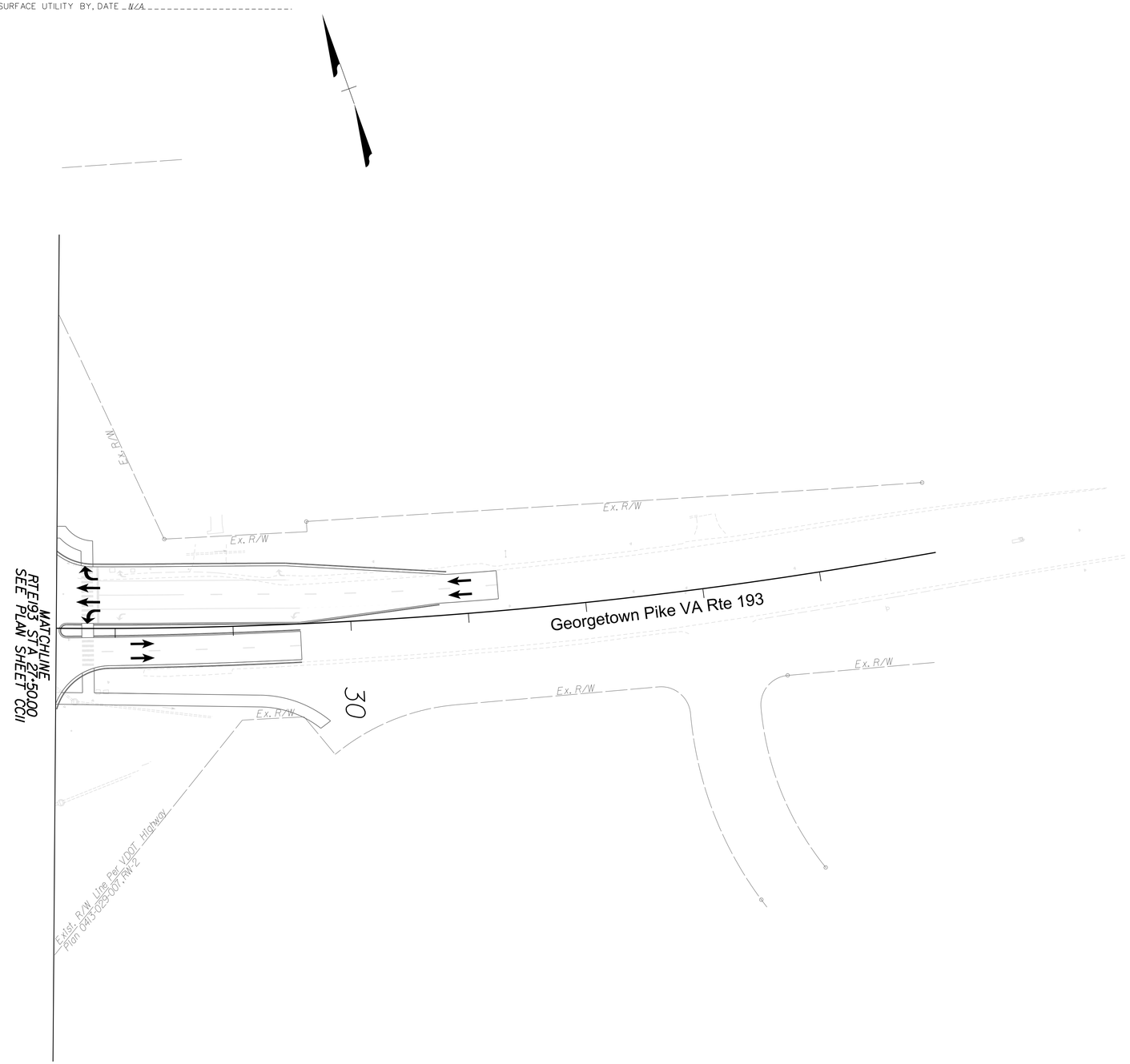
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC24

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

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RFP
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PLANS

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC24

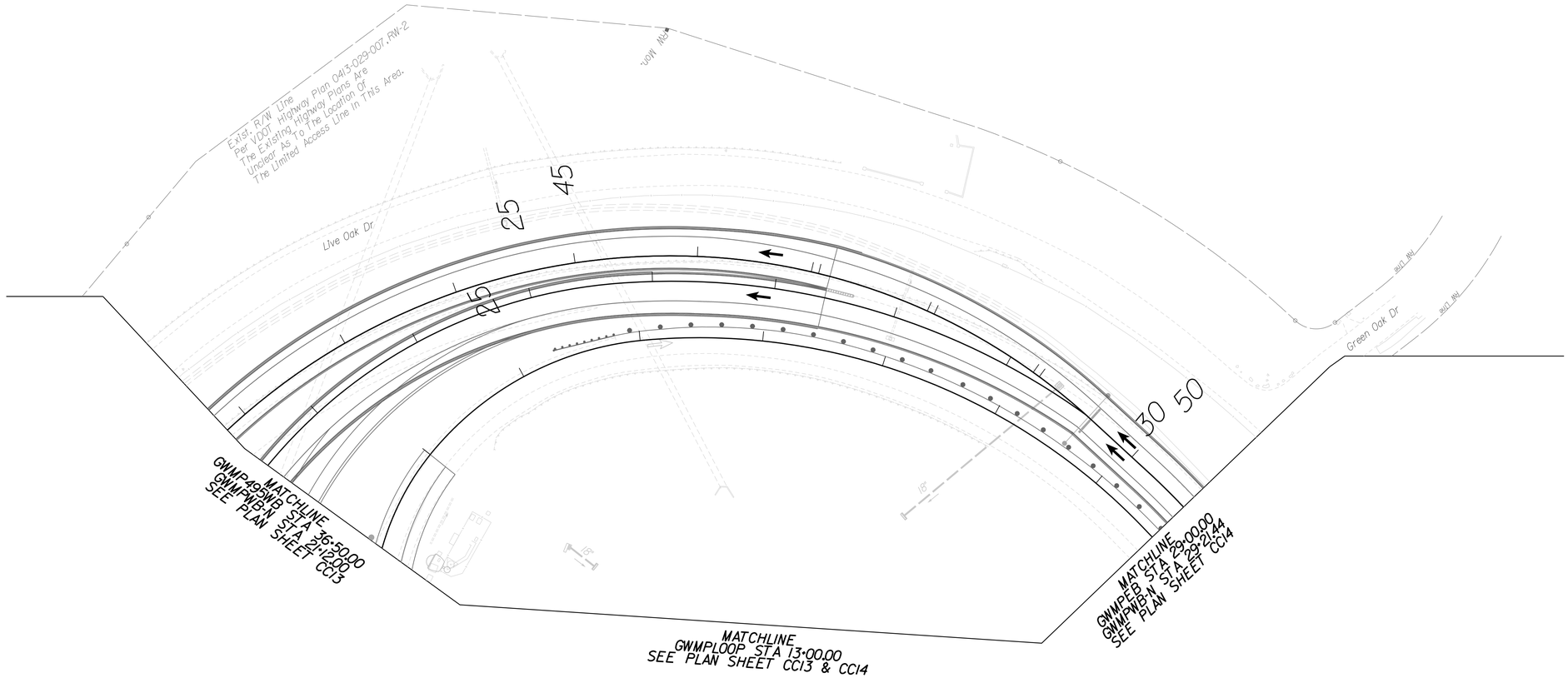
LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC25

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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NOTE:
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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC25

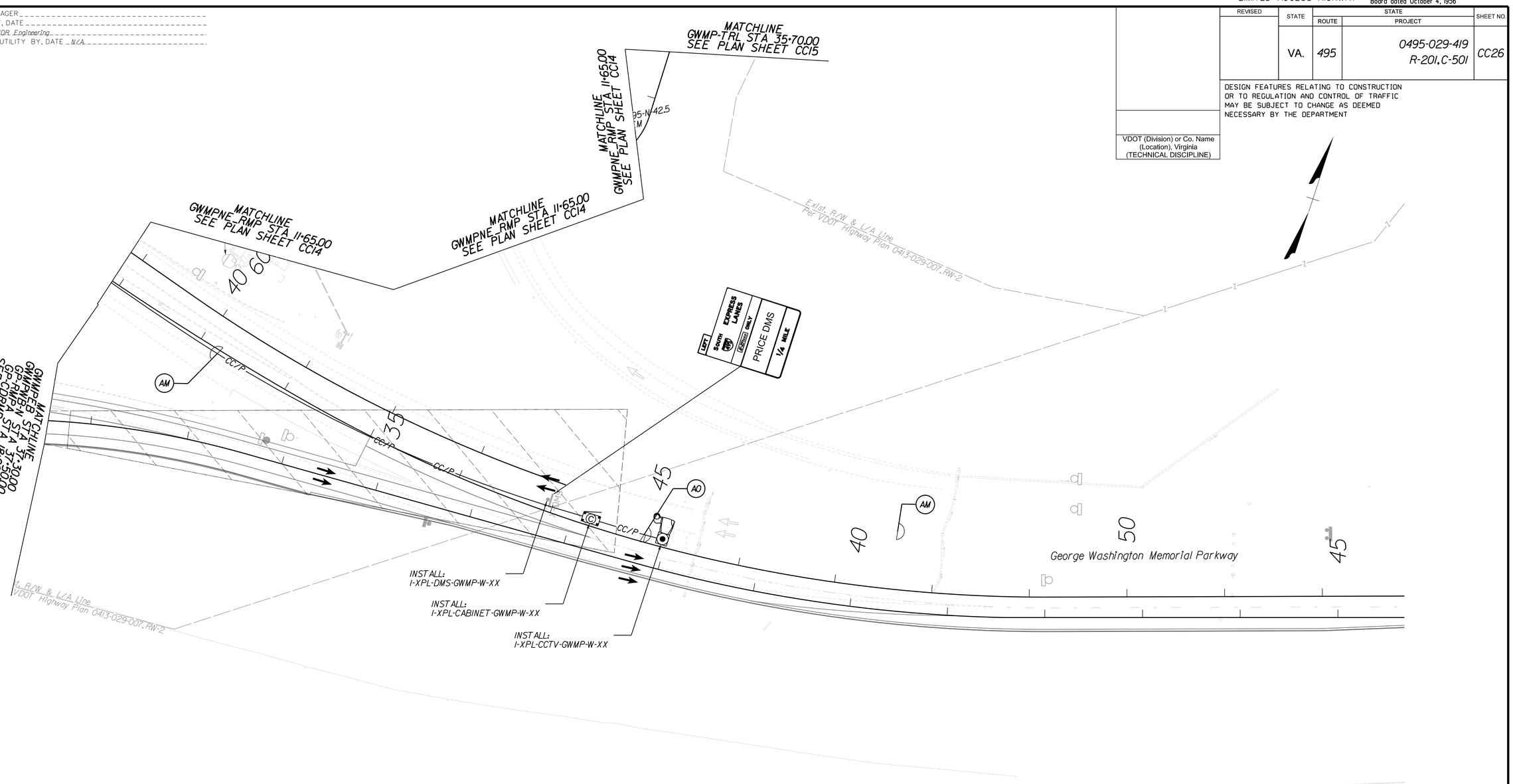
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC26

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC26

LIMITED ACCESS HIGHWAY

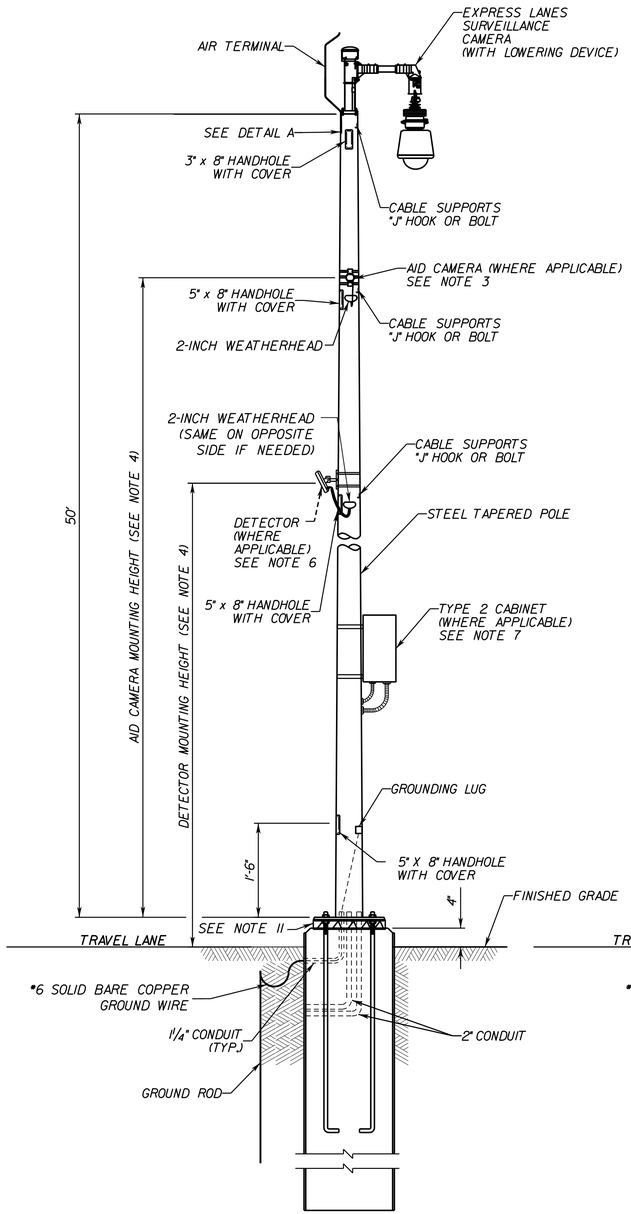
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

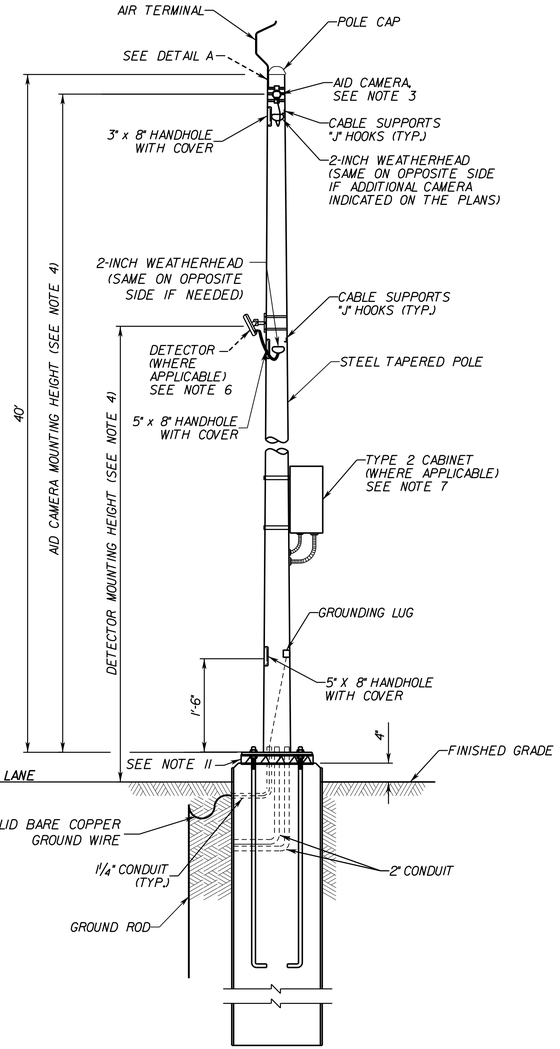
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(A1)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

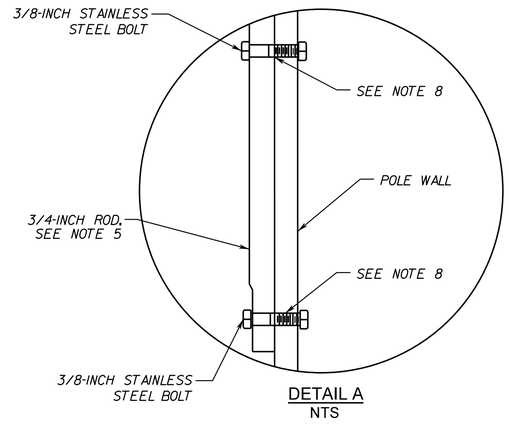


TYPICAL 50' CAMERA POLE
NTS



TYPICAL AID CAMERA POLE
NTS

STEEL POLE DETAIL (GROUND MOUNTED)
NTS



DETAIL A
NTS

NOTES:

1. ALL CONDUITS AND ANCHOR BOLTS SHALL BE RIGIDLY INSTALLED BEFORE THE CONCRETE IS PLACED. CONDUITS SHALL BE FLUSH WITH THE TOP OF THE ANCHOR BOLTS. THE CENTER OF WHICH SHALL COINCIDE WITH THE CENTER OF THE FOUNDATION.

2. HIGH STRENGTH BOLTS, NUTS AND WASHERS SHALL CONFORM TO AASHTO M164 OR HIGH STRENGTH BOLTS CONFORMING TO ASTM A193 AND GRADES B5, B6, B7 OR B16 AND NUTS CONFORMING TO ASTM A194 WILL BE PERMITTED.

3. SEE CCTV AND AID CAMERA MOUNTING DETAILS FOR EQUIPMENT INSTALLATION DETAILS ON SHEET CC(A3)

4. DESIGN BUILDER SHALL PROVIDE CROSS SECTIONS AT EACH ITS EQUIPMENT LOCATION TO SHOW MOUNTING HEIGHTS.

5. PROVIDE A SOLID COPPER AIR TERMINAL, 0.75 INCHES IN DIAMETER. THE LENGTH OF THE AIR TERMINAL SHALL BE SUCH THAT IT PROJECTS 5 FEET ABOVE THE TOP OF THE CAMERA. AIR TERMINAL SHALL BE ATTACHED WITH TWO BOLTS.

6. SEE DETECTOR MOUNTING DETAILS ON SHEET CC(A4).

7. CABINETS ARE NOT REQUIRED AT ALL LOCATIONS. TYPE 2 CABINET SHALL BE MOUNTED ON THE SIDE OF THE POLE AS SHOWN ON SHEET CC(B2).

8. AT THE POINTS WHERE THE ROD BOLTS TO THE POLE, USE A CONDUCTIVE JOINT COMPOUND TO MINIMIZE GALVANIC CORROSION OF THE DISSIMILAR METALS.

9. POLE AND FOUNDATION SHALL BE DESIGNED BY THE DESIGN BUILDER TO CONFORM TO THE REQUIREMENTS OF THESE DETAILS AND VDOT STANDARDS.

10. THE REQUIRED BARRIER OR GUIDE RAIL BETWEEN THE TRAVEL LANES AND THE POLES IS NOT SHOWN ON THIS POLE AND FOUNDATION DETAIL SHEET.

11. DESIGN BUILDER SHALL FURNISH AND INSTALL SCREEN (CHICKEN WIRE) TO PREVENT RODENT ENTRY AT THE BASE OF ALL TTMS POLES.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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PROJECT	SHEET NO.
0495-029-419	CC(A1)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(A2)

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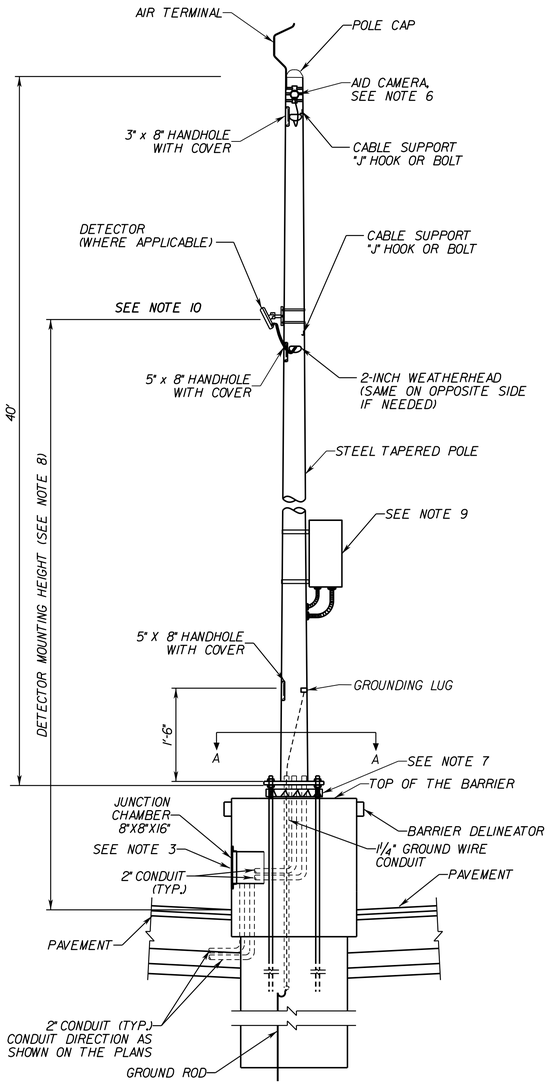
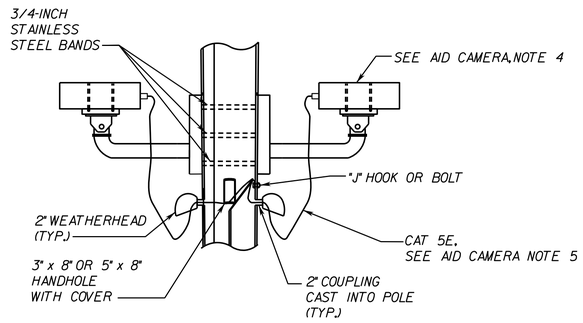
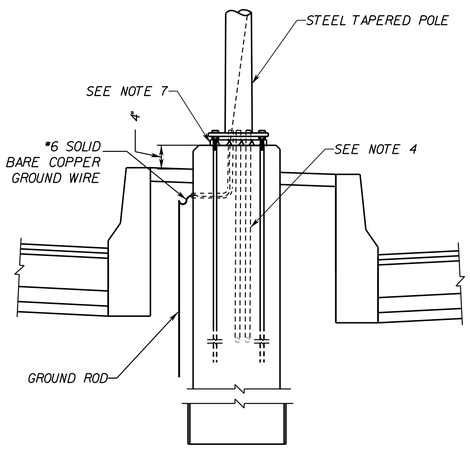


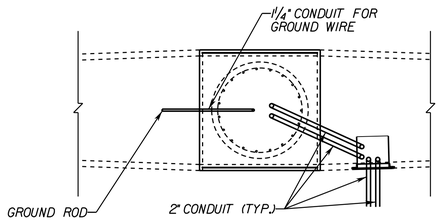
40' AID CAMERA POLE ON BARRIER
NTS



AID CAMERA MOUNTING DETAIL
NTS



CAMERA POLE ON CONCRETE CAPPED MEDIAN
NTS



SECTION A-A
CAMERA POLE ON BARRIER PLAN VIEW
NTS

STEEL POLE DETAIL (BARRIER WALL MOUNTED)

NOTES:

1. ALL CONDUITS AND ANCHOR BOLTS SHALL BE RIGIDLY INSTALLED BEFORE THE CONCRETE IS PLACED. CONDUITS SHALL BE FLUSH WITH THE TOP OF THE ANCHOR BOLTS. THE CENTER OF WHICH SHALL COINCIDE WITH THE CENTER OF THE FOUNDATION.
2. ANCHOR BOLTS SHALL BE PER AASHTO M314 GRADE 55 WITH SUPPLEMENTAL REQUIREMENT OF S1. NUTS SHALL CONFORM TO ASTM A563. WASHERS SHALL CONFORM TO ASTM F436.
3. JUNCTION CHAMBER SHALL BE FACING EXPRESS LANES. IF FIBER OPTIC CABLE IS TO PASS THROUGH JUNCTION CHAMBER, SIZE SHALL BE INCREASED TO 10"X18"X20". SEE PLANS FOR TYPE OF CABLES TO BE INSTALLED THROUGH JUNCTION CHAMBER.
4. CONDUIT ORIENTATION AND JUNCTION BOX LOCATION AS SHOWN ON THE PLANS.
5. SEE STANDARD DETAIL BCS-29A FOR DETAILS OF JUNCTION CHAMBER. THE CONTRACTOR SHALL USE HEX HEAD BOLTS IN LIEU OF FLAT HEAD SCREWS FOR FASTENING COVER PLATE TO CHAMBER.
6. SEE GROUND-MOUNT STEEL POLE DETAIL FOR AIR TERMINAL DETAILS.
7. DESIGN BUILDER SHALL FURNISH AND INSTALL SCREEN (CHICKEN WIRE) TO PREVENT RODENT ENTRY AT THE BASE OF ALL TTMS POLES.
8. DESIGN BUILDER SHALL PROVIDE CROSS SECTIONS AT EACH ITS EQUIPMENT LOCATION TO SHOW MOUNTING HEIGHTS.
9. SEE PLANS FOR CABINET TYPE. CABINETS ARE NOT REQUIRED AT ALL LOCATIONS. FOR TYPE 2 CABINET, INSTALL 1-3" COMMUNICATION AND 1-2" POWER FLEXIBLE METAL CONDUITS. TYPE 2 CABINET SHALL BE MOUNTED ON THE SIDE OF THE POLE AS SHOWN ON SHEET CC(B2). FOR TYPE 1 CABINET, INSTALL 1-2" FLEXIBLE METAL CONDUIT. TYPE 1 CABINET SHALL BE CENTERED 5 FEET ABOVE GRADE EXCEPT WHERE A HIGHER MOUNTING HEIGHT IS NEEDED TO AVOID CONFLICTS.
10. SEE SHEET CC(A4) FOR ADDITIONAL DETECTOR MOUNTING DETAILS.
11. CAMERA POLE AND FOUNDATION SHALL BE DESIGNED BY THE CONTRACTOR TO CONFORM TO THE REQUIREMENT OF THESE DETAILS AND VDOT STANDARDS.

AID CAMERA NOTES

1. RFFER TO THE TR FOR THE MODEL TYPE OF THE AID CAMERA.
2. AID CAMERAS SHALL BE INSTALLED PER VERTICAL POLE MOUNT INSTALLATION RECOMMENDED BY THE MANUFACTURER.
3. DESIGN BUILDER SHALL PROVIDE CROSS SECTIONS AT EACH ITS CAMERA AND DETECTOR LOCATION TO SHOW MOUNTING HEIGHTS AND ORIENTATION OF CAMERAS.
4. AID CAMERA SHALL BE MOUNTED ABOVE WEATHERHEAD.
5. DRIP LOOP SHALL BE MAINTAINED AT ALL TIMES.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(A2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(A3)

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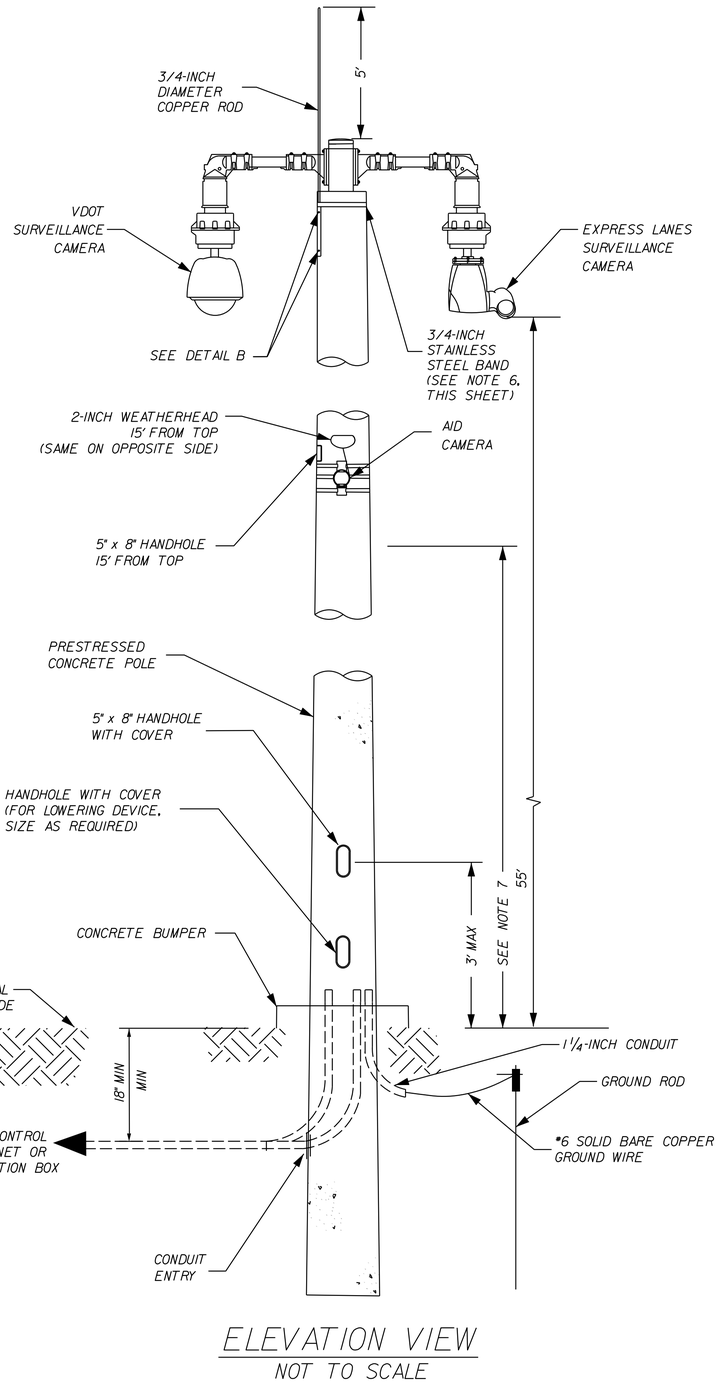
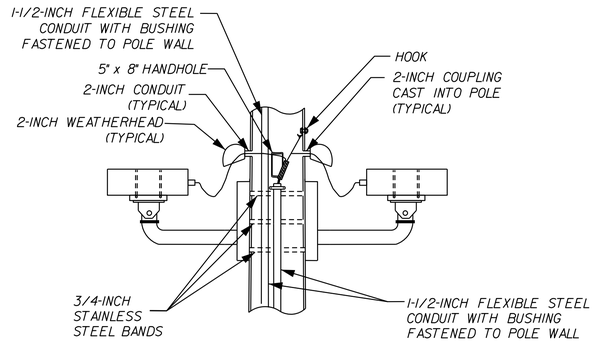
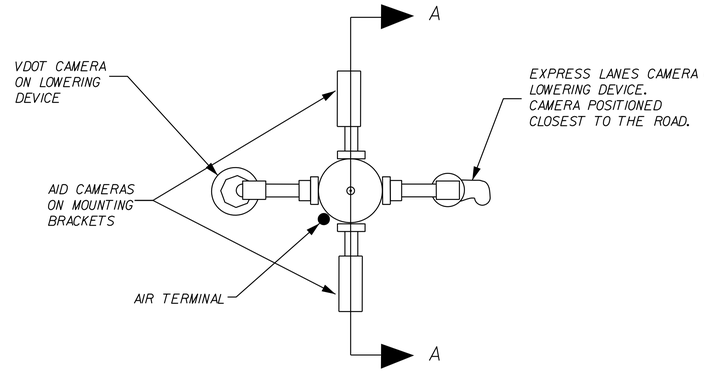
(Location), Virginia
(TECHNICAL DISCIPLINE)



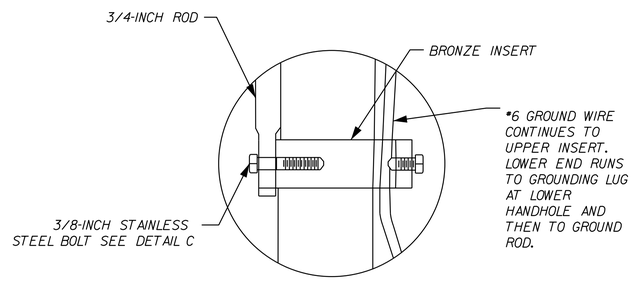
ELEVATION VIEW
NOT TO SCALE



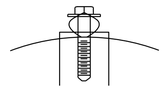
SECTION A-A
NOT TO SCALE



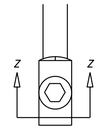
PLAN VIEW
NOT TO SCALE



DETAIL B



SECTION Z-Z



DETAIL C

NOTES

1. INSTALL POLE SO THAT LOWERING DEVICE ARMS ARE PERPENDICULAR TO THE ROAD OBSERVED AND AID CAMERAS ARE PARALLEL TO IT.
2. GRIND 3/4-INCH ROD TO A POINT AT TOP END.
3. INSTALL 2 BRONZE INSERTS IN POLE AT 6 INCHES AND 18 INCHES FROM TOP. (THREADED 3/8-16) DETAIL B.
4. GROUND INSERTS, STRANDS, CONDUIT AND TENON BOLTS TOGETHER AND TO #6 GROUND WIRE.
5. 3/4-INCH ROD TO BE FLATTENED IN THE AREA OF CONTACT WITH THE INSERTS TO A THICKNESS OF 1/2-INCH. SEE DETAIL C, SECTION Z-Z.
6. INSTALL STAINLESS STEEL BAND AROUND ROD AND POLE 3 INCHES FROM TOP OF THE POLE.
7. ASK THE FIELD ENGINEER FOR THE MOUNTING HEIGHT RECOMMENDED BY THE AID SYSTEM PROVIDER. IF NO RECOMMENDATION IS AVAILABLE, MOUNT 40 FEET ABOVE GROUND.
8. AID CAMERAS SHALL BE INSTALLED PER VERTICAL POLE MOUNT INSTALLATION RECOMMENDATIONS BY THE MANUFACTURER.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(A3)

CONCRETE POLE DETAIL (GROUND MOUNTED)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(A4)

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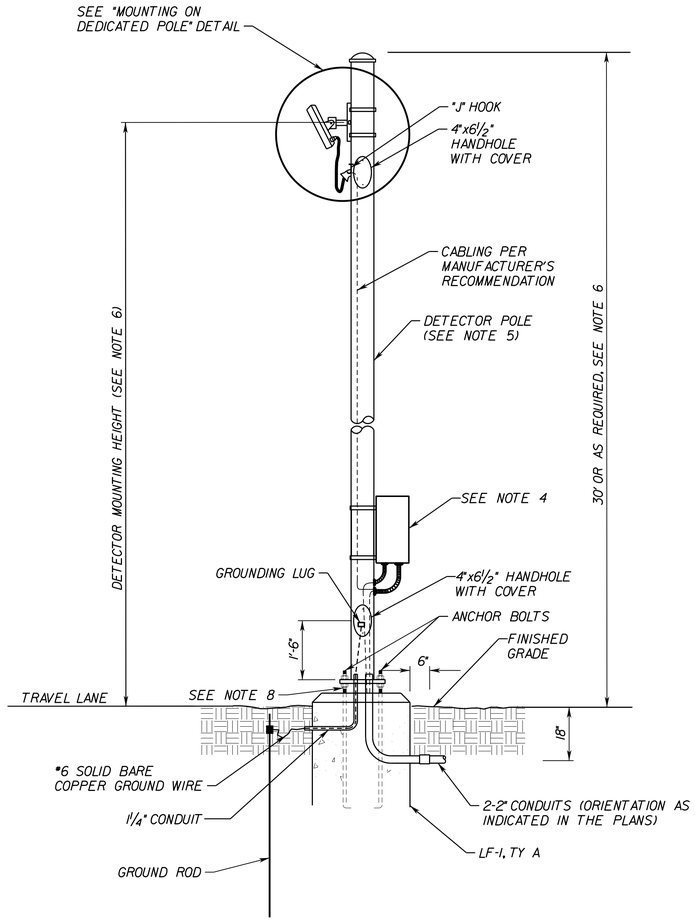
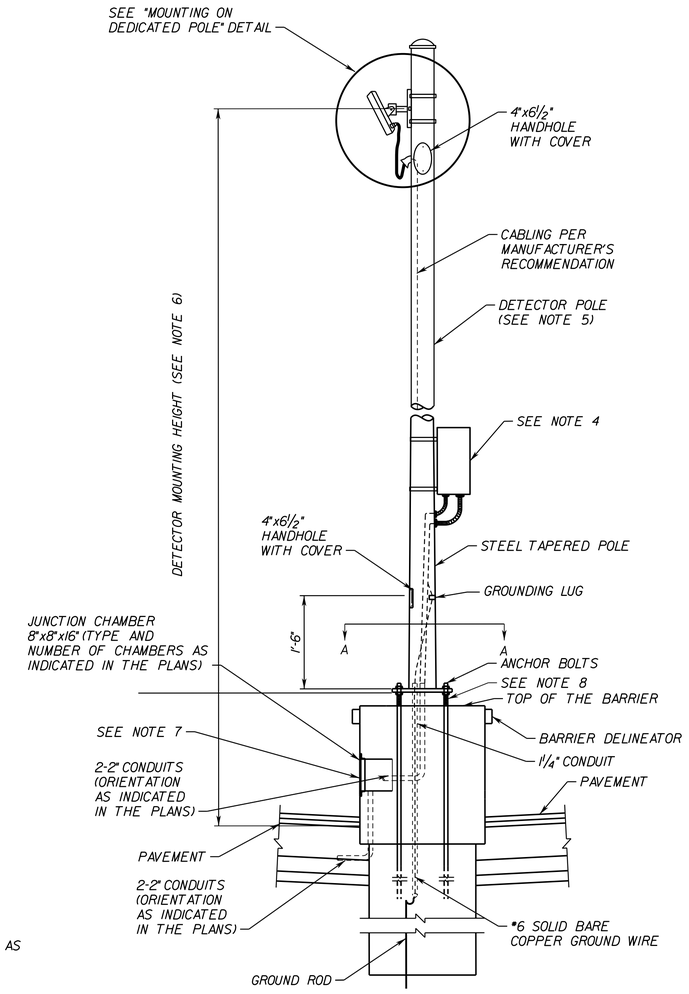
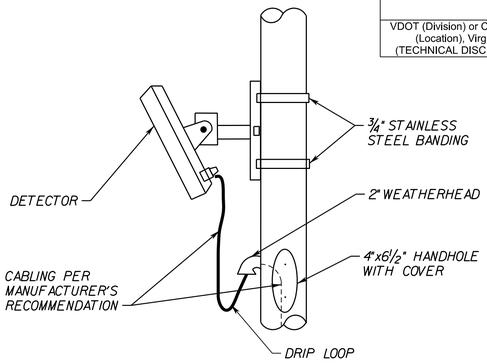


VEHICLE DETECTOR ON DEDICATED POLE GROUND MOUNTED
NTS

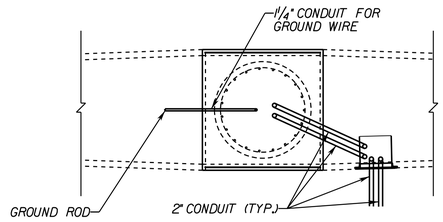


VEHICLE DETECTOR ON DEDICATED POLE
(BARRIER WALL MOUNTED)
NTS



MOUNTING ON CAMERA OR DEDICATED POLE
NTS

DETECTOR POLE DETAIL
NTS



SECTION A-A
CAMERA POLE ON BARRIER PLAN VIEW
NTS

NOTES:

1. POLE SHALL BE PROTECTED AS SHOWN IN PLANS.
2. EACH FOUNDATION SHALL BE PERMANENTLY MARKED TO INDICATE ALL SIDES FROM WHICH CONDUITS PASS. THIS MARK SHALL BE MADE WITH A TROWEL WHEN FINISHING THE CONCRETE AND SHALL BE ¼" DEEP AND 4" TO 6" LONG. LOCATIONS OF EMPTY CONDUITS SHALL HAVE AN ADDITIONAL 2" LONG MARK MADE PERPENDICULAR TO AND CENTERED ON THIS MARKING.
3. ALL CONNECTORS, BANDING AND MISCELLANEOUS EQUIPMENT SHALL BE STAINLESS STEEL.
4. CABINETS ARE NOT REQUIRED AT SOME LOCATIONS. SEE SHEET CC(B2) FOR CABINET MOUNTING DETAILS.
5. DETECTOR POLE SHALL MEET THE REQUIREMENTS OF VDOT STANDARD LP-2 WITH FOLLOWING EXCEPTIONS:
   - 2" CONDUIT COUPLING THROUGH WALL WELDED TO POLE WALL ALL THE WAY AROUND. PROVIDE REMOVABLE PLUG IF NOT USED.
   - WEATHERHEAD 5' FROM TOP
   - HANDHOLE 5' FROM TOP
   - TOP CAP
6. DESIGN BUILDER SHALL PROVIDE CROSS SECTIONS AT EACH ITS EQUIPMENT LOCATION TO SHOW MOUNTING HEIGHTS AND OFFSETS.
7. JUNCTION CHAMBER SHALL BE FACING EXPRESS LANES. IF FIBER OPTIC CABLE IS TO PASS THROUGH JUNCTION CHAMBER, SIZE SHALL BE INCREASED TO 10"x18"x20". SEE PLANS FOR TYPE OF CABLES TO BE INSTALLED THROUGH JUNCTION CHAMBER.
8. DESIGN BUILDER SHALL FURNISH AND INSTALL SCREEN (CHICKEN WIRE) TO PREVENT RODENT ENTRY AT THE BASE OF ALL TTMS POLES.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(A4)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(BI)

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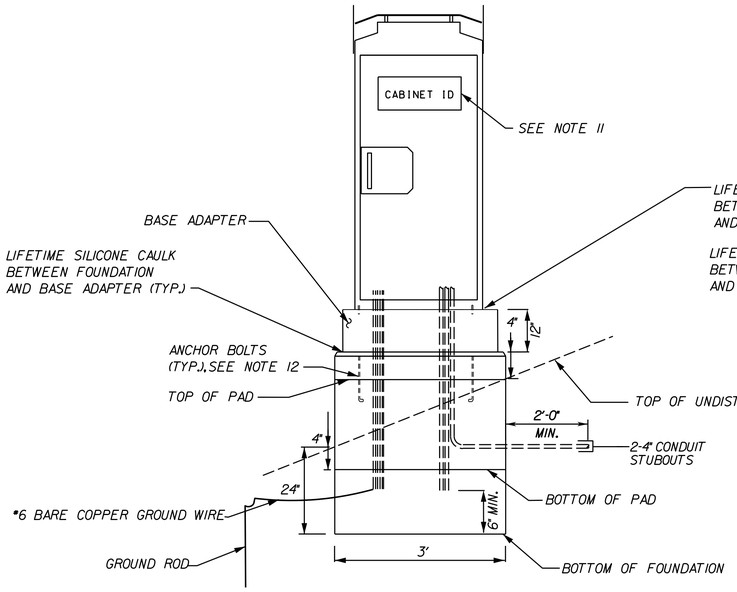
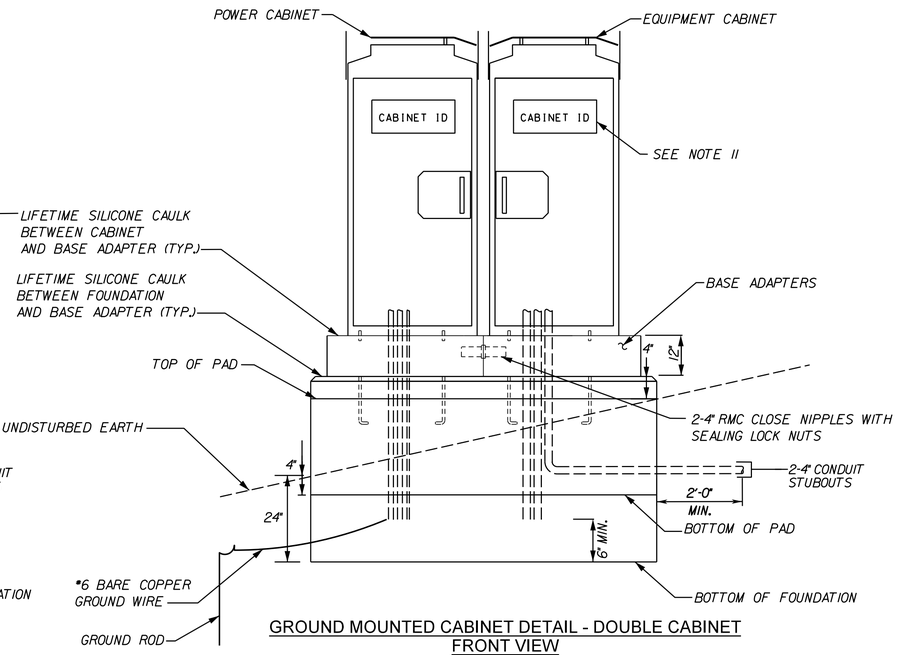


GROUND MOUNTED CABINET DETAIL - SINGLE CABINET
FRONT VIEW
NTS

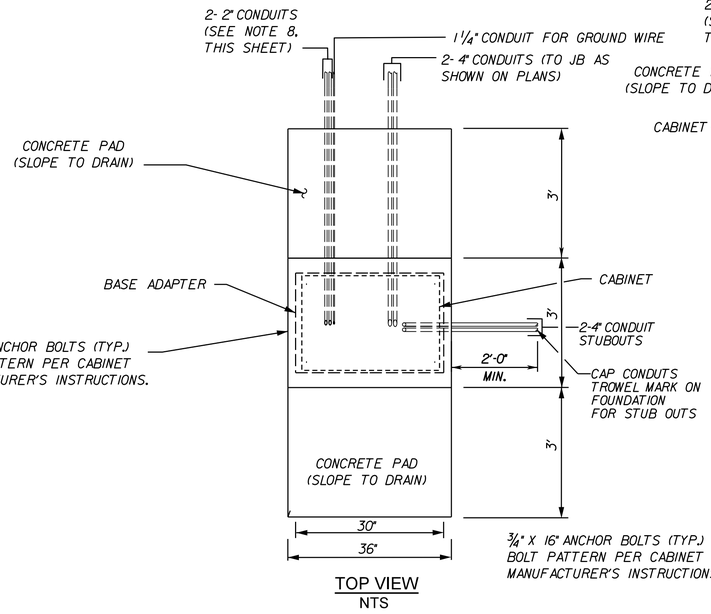


GROUND MOUNTED CABINET DETAIL - DOUBLE CABINET
FRONT VIEW
NTS

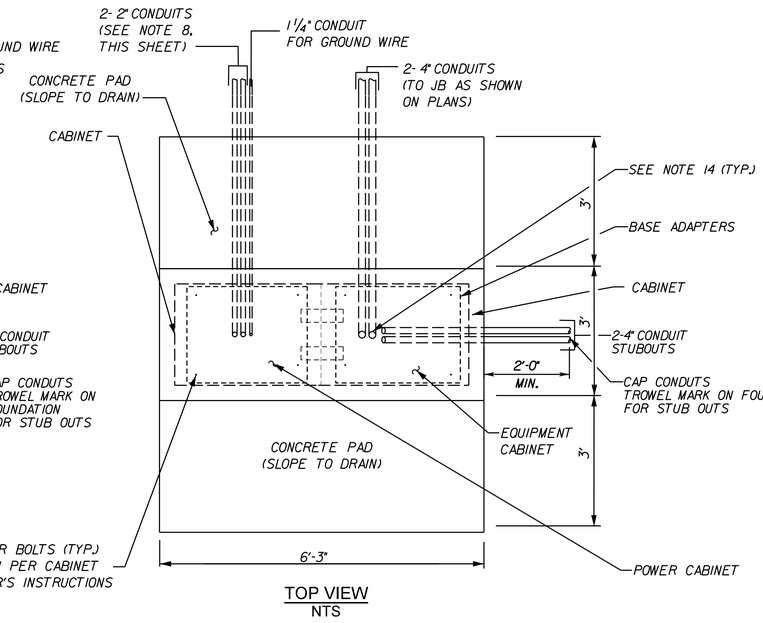
FOUNDATION NOTES:

1. ALL EXPOSED CONCRETE SURFACE EDGES SHALL BE CHAMFERED ¾ INCHES.
2. ANCHOR BOLTS AND BOLT TEMPLATE SHALL BE FURNISHED WITH THE CABINET.
3. THE CABINETS AND BASE ADAPTERS SHALL BE SEALED WITH A SILICONE CAULK WHERE THEY MATE WITH EACH OTHER OR CONCRETE.
4. BELL ENDS SHALL BE INSTALLED ON THE END OF PVC CONDUITS. GROUNDING BUSHINGS SHALL BE INSTALLED ON THE END OF METAL CONDUITS.
5. PLUG EMPTY CONDUITS TO PREVENT MOISTURE AND RODENT ENTRY.
6. TWO ½ INCH DIAMETER WEEPHOLES SHALL BE PROVIDED IN THE FOUNDATION AND LOCATED 2 INCHES INSIDE OF THE BACK OR SIDE EDGES OF THE BASE ADAPTER. WEEPHOLES SHALL BE SLOPED TO ALLOW THE OUTLET TO EXIT 3 INCHES BELOW THE TOP OF FOUNDATION. TWO INCHES OF THE OUTLET SHALL BE FIBER FILLED.
7. THE FOUNDATION SHALL BE INSTALLED WITH THE DIRECTION OF THE SLOPE SO THAT BOTH THE CONCRETE PADS CAN BE ACCESSED FROM THE UPHILL SIDE.
8. TWO 2" CONDUITS UNLESS MORE ARE SHOWN ON THE PLANS.
9. NO CONCRETE PAD IS REQUIRED IF CABINET IS INSTALLED ON THE CAPPED MEDIAN.
10. CONTRACTOR SHALL STUB OUT CONDUITS A MINIMUM OF 24 INCHES FROM THE EDGE OF THE FOUNDATION OR PAD. DIRECTION OF STUB OUTS SHALL BE DETERMINED IN THE FIELD. STUB OUTS SHALL BE IN DIRECTION THAT ALLOWS FOR FUTURE ACCESS BASED ON CURRENT SITE CONDITIONS. PROVIDE 2 ½" TROWEL MARKS IN FOUNDATION/PAD INDICATING DIRECTION OF STUB OUTS.
11. DOUBLE CABINET SHALL BE PROVIDED FOR THE VDOT ONLY. ALL OTHER GROUND-MOUNTED CABINETS SHALL BE A SINGLE CABINET.
12. THE CONTRACTOR MAY USE AN EPOXY ANCHOR BOLT SYSTEM WHERE FIELD DRILL IS PERMITTED ON THE CONCRETE FOUNDATION. IF USED, THE EPOXY SHALL MEET THE CONSTRUCTION GRADE AS APPROVED BY THE ENGINEER.
13. DESIGN BUILDER SHALL PROVIDE FALL PROTECTION WHERE REQUIRED BY OSHA REGULATIONS. THIS MAY INCLUDE DESIGN AND CONSTRUCTION OF STAIRS, PLATFORMS, AND RAILINGS IN ORDER TO PROVIDE SAFE ACCESS TO AND NEC - COMPLIANT WORKING SPACE AT THE CABINETS LOCATED ON SLOPES.
14. TYPICAL FOR ALL CONDUIT ENTRIES TO ALL CABINETS. A) CAP SPARE CONDUIT. B) FURNISH AND INSTALL COPPER WOOL AND DUCT SEAL AROUND CABLES TO PREVENT RODENT ENTRY AT ALL CONDUIT ENTERING THE CABINET.
15. ALL EXPRESS LANES CABINET SHALL BE EQUIPPED WITH LOCKS APPROVED BY CONCESSIONAIRE.

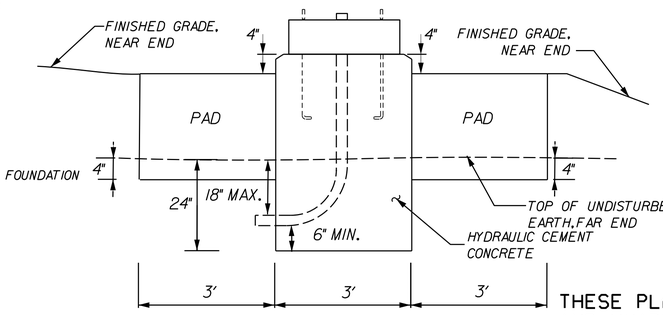
CABINET FOUNDATION DETAIL
NTS



TOP VIEW
NTS



TOP VIEW
NTS



END VIEW LOOKING DOWNHILL
NTS

RFP CONCEPTUAL PLANS
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PROJECT	SHEET NO.
0495-029-419	CC(BI)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

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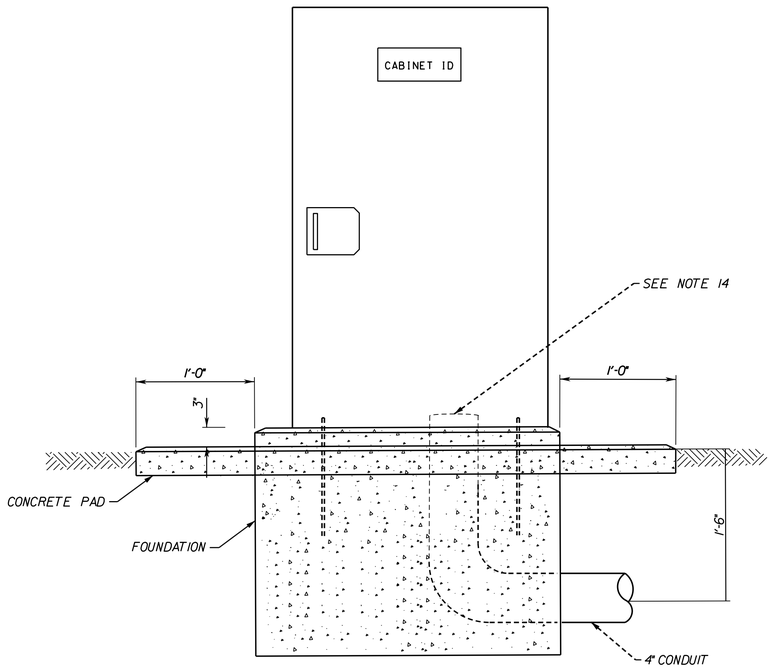
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

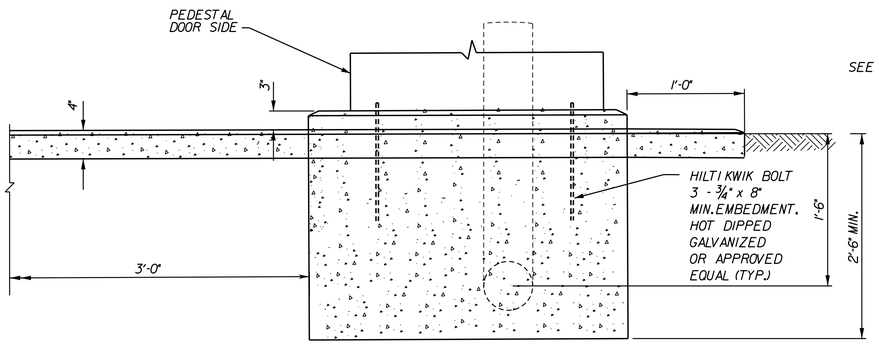
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(B2)

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

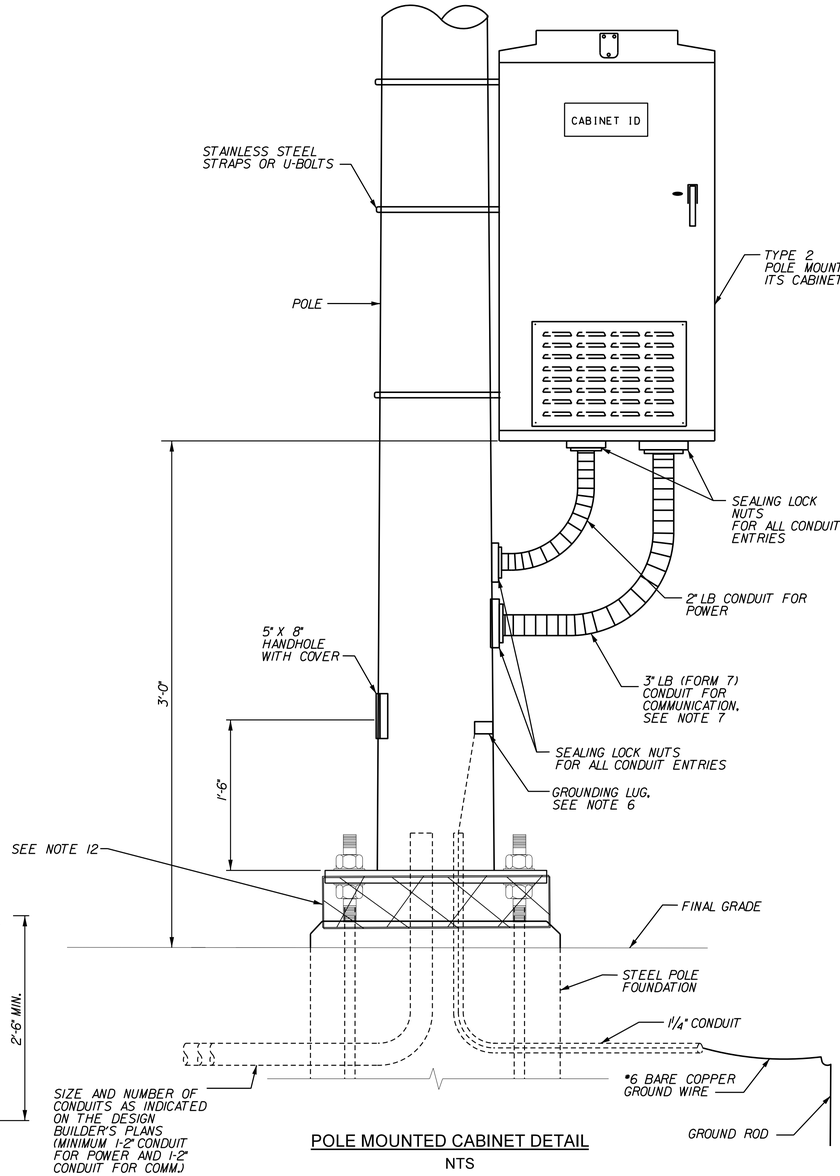
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



TYPICAL PEDESTAL FRONT VIEW
NTS



PEDESTAL FOUNDATION SIDE VIEW
NTS



POLE MOUNTED CABINET DETAIL
NTS

NOTES:

1. ALL EXPOSED CONCRETE SURFACE EDGES SHALL BE CHAMFERED 3/4 INCHES.
2. A BELL END SHALL BE INSTALLED ON THE END OF PVC CONDUIT.
3. ANCHOR BOLT TEMPLATE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATION.
4. SPLICE PEDESTAL SHALL ACCOMMODATE AT LEAST FOUR (4) FIBER OPTIC CABLES.
5. SPLICE PEDESTAL SHALL ACCOMMODATE A SPLICE ENCLOSURE(S) WITH A CAPACITY OF AT LEAST 72 FUSION SPLICES.
6. BONDING WIRE SHALL RUN FROM GROUNDING LUG IN THE STRUCTURE TO GROUND BUS IN A CABINET.
7. MAINTAIN BENDING RADIUS AS REQUIRED FOR FIBER OPTIC CABLES.
8. PROVIDE PEDESTAL SHOP DRAWINGS OR CATALOG CUT FOR THE ENGINEER APPROVAL.
9. NO CONCRETE PAD IS REQUIRED IF PEDESTAL IS INSTALLED ON THE CAPPED MEDIAN.
10. THE CONTRACTOR MAY USE AN EPOXY ANCHOR BOLT SYSTEM WHERE FIELD DRILL IS PERMITTED ON THE CONCRETE FOUNDATION. IF USED, THE EPOXY SHALL MEET THE CONSTRUCTION GRADE AS APPROVED BY THE ENGINEER.
11. ALL EXPRESS LANES PEDESTALS SHALL BE EQUIPPED WITH LOCKS APPROVED BY CONCESSIONARE.
12. DESIGN BUILDER SHALL FURNISH AND INSTALL SCREEN (CHICKEN WIRE) TO PREVENT RODENT ENTRY AT THE BASE OF ALL TTMS POLES.
13. SCREEN ALL WEEP HOLES TO PREVENT RODENT ENTRY.
14. TYPICAL FOR ALL CONDUIT ENTRIES TO ALL CABINETS. A) CAP SPARE CONDUIT. B) FURNISH AND INSTALL COPPER WOOL AND DUCT SEAL AROUND CABLES TO PREVENT RODENT ENTRY AT ALL CONDUITS ENTERING THE CABINET.
15. DESIGN BUILDER SHALL PROVIDE FALL PROTECTION WHERE REQUIRED BY OSHA REGULATIONS. THIS MAY INCLUDE DESIGN AND CONSTRUCTION OF STAIRS, PLATFORMS, AND RAILINGS IN ORDER TO PROVIDE SAFE ACCESS TO AND NEC - COMPLIANT WORKING SPACE AT THE CABINETS LOCATED ON SLOPES.
16. ALL EXPRESS LANES CABINET SHALL BE EQUIPPED WITH LOCKS APPROVED BY CONCESSIONAIRE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SPLICE PEDESTAL AND POLE MOUNTED CABINET DETAIL
NTS

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(B2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(C1)

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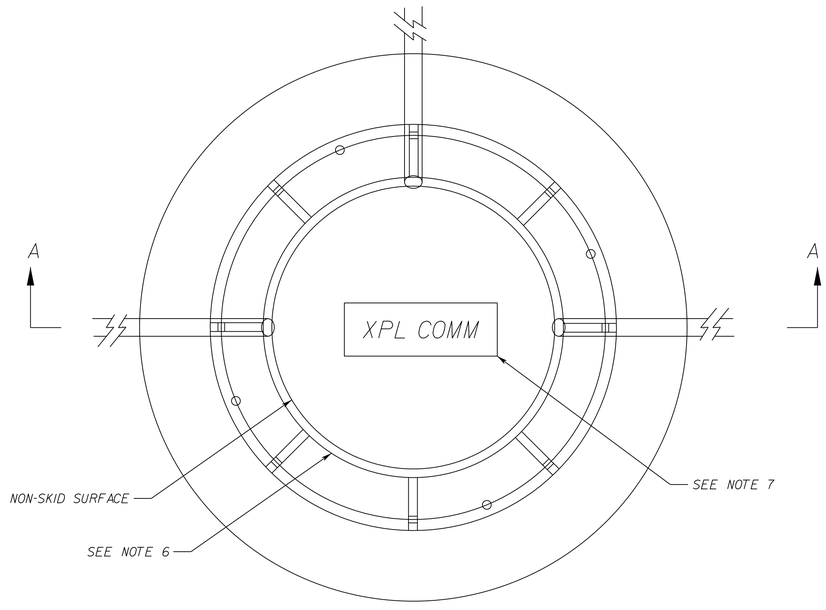
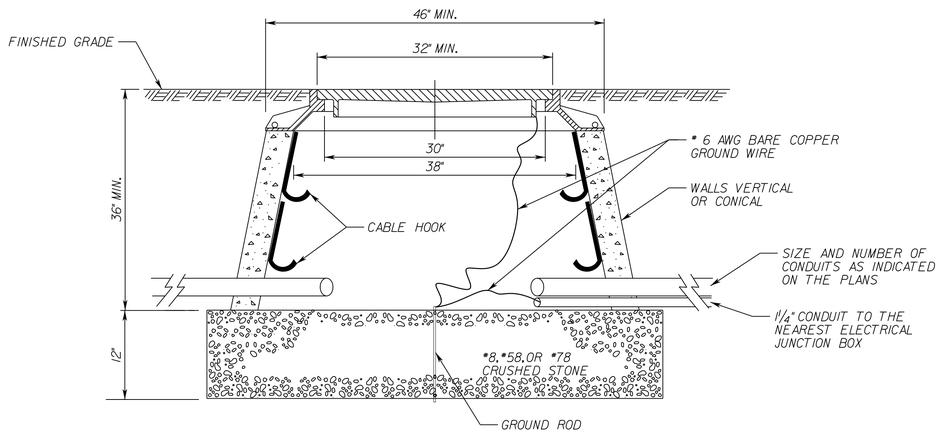


CIRCULAR JUNCTION BOX DETAIL
PLAN VIEW



SECTION A-A

CIRCULAR JUNCTION BOX NOTES:

1. BOX SHALL BE MADE OF PRECAST CONCRETE MATERIAL WITH STEEL REUBFIRCENEBT. THE BOX MUST HAVE AN AASHTO H-20 RATING.LIS SHALL BE CAST IRON MATERIAL.
2. LID SHALL BE DESIGNED TO FACILITATE REMOVAL USING A MANHOLE LID LIFTER.
3. PROVIDE FOUR PAIRS OF CABLE HOOKS, EQUALLY SPACED. EACH HOOK SHALL HAVE A 3" THROAT OPENING, BE AT LEAST 3" WIDE, HAVE ROUNDED EDGES, HAVE CAPACITY FOR 10-5/8" DIAMETER CABLES (WITHOUT CABLE TIES), SUPPORT AT LEAST 220 LBS, BE MADE OF NON-CORROSIVE MATERIAL, AND BE BOLTED OR OTHERWISE PERMANENTLY ATTACHED TO THE WALL OF THE BOX.
4. DEEPEN TRENCH IN VICINITY OF BOX, SO THAT ALL CONDUITS ARE 30" BELOW GRADE AT BOX. ADJUST TRENCH DEPTH UNIFORMLY OVER A DISTANCE OF AT LEAST 20 FEET.
5. GRADE AREA AROUND BOX SUCH THAT RUNOFF IS DIRECTED AWAY FROM THE BOX.
6. DESIGN BUILDER SHALL PROVIDE MANHOLE COVERS WITHOUT PICKHOLES.
7. LIDS OF TRANSURBAN COMMUNICATION BOX SHALL SAY "XPL COMM". LIDS OF VDOT COMMUNICATION BOX SHALL SAY "VDOT COMM".

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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CIRCULAR JUNCTION BOX DETAIL
NTS

	PROJECT	SHEET NO.
	0495-029-419	CC(C1)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

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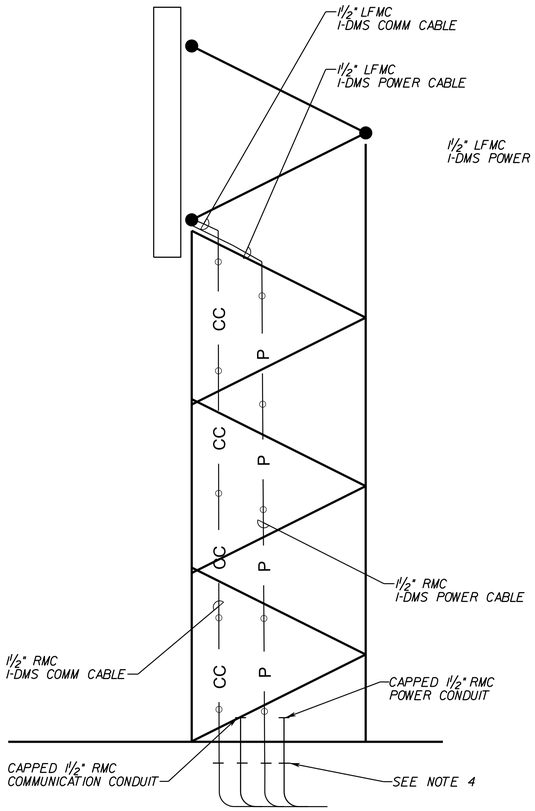
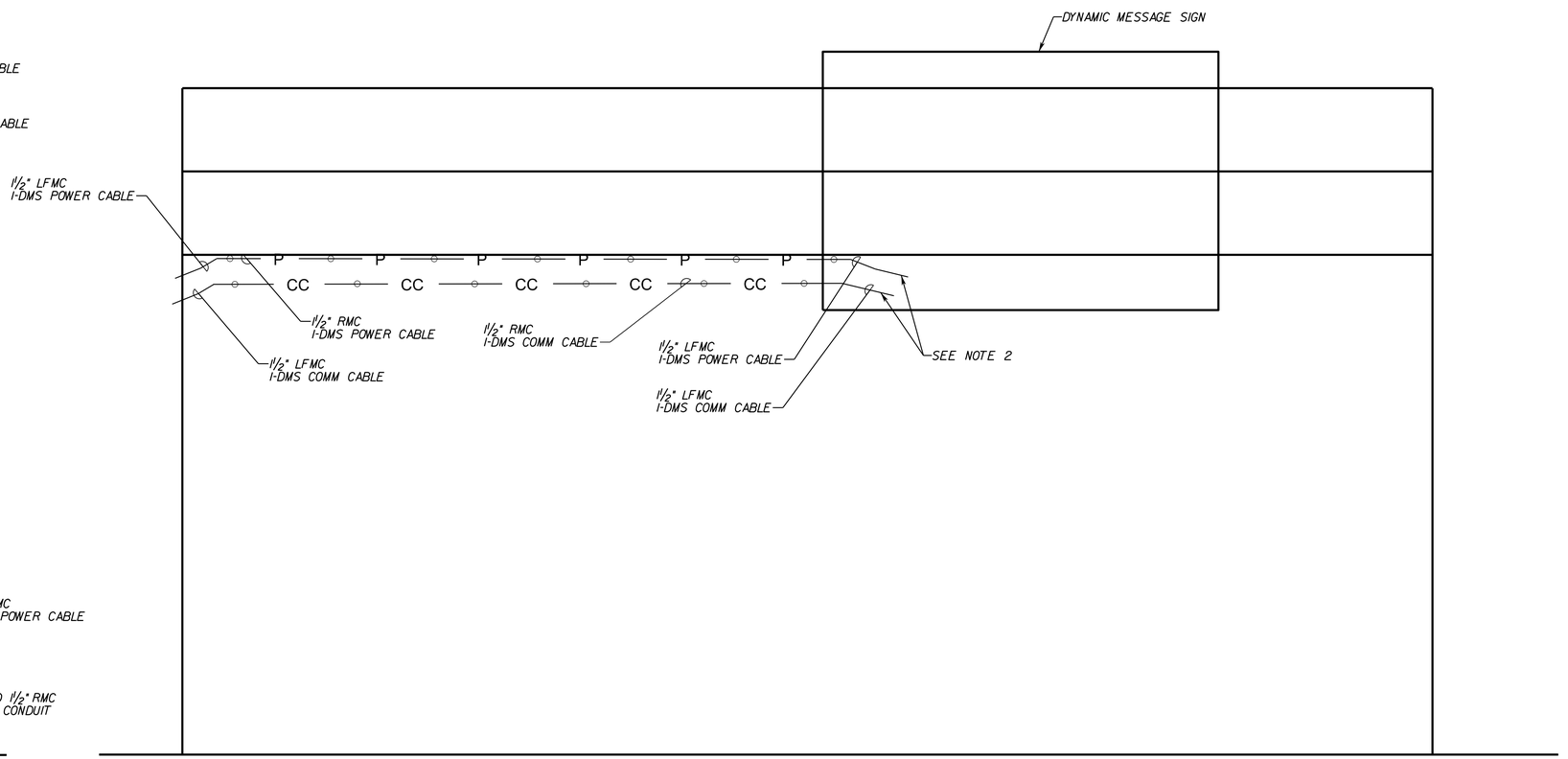


VIEW FROM EQUIPMENT CABINET
NTS



VIEW FROM BEHIND STRUCTURE
NTS

NOTES:

1. CONDUIT CONNECTION DETAILS SHALL BE COORDINATED WITH SIGN STRUCTURE DESIGN/FABRICATION.
2. CONDUITS SHALL BE CONNECTED PER MANUFACTURES RECOMMENDATION.
3. PROVIDE CONDUIT COUPLINGS AS REQUIRED.
4. RIGID METAL CONDUITS SHALL CONTINUE 6" BELOW THE FINISHED GRADE. RIGID METAL CONDUITS SHALL BE COUPLED TO PVC OR RIGID METAL CONDUITS AT CONTRACTOR'S DISCRETION TO CONTINUE TO A JUNCTION BOX. RIGID METAL CONDUIT SHALL BE CONTINUOUS ALONG THE UPRIGHT.

TYPICAL CONDUIT ROUTING ON DMS SIGN STRUCTURE
NTS

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VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

ITS CABINET SCHEDULE								ITS EQUIPMENT QUANTITY				
STA.	OFFSET (FT)		SHEET NO.	CABINET TYPE	CABINET ID	EACH	POLE HEIGHT (FT)	CCTV	MVDS	DMS	LCS	AID
1044+95.0	97.0	RT	CC3	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-N-45.5	1		1				
1055+00.0	534.2	RT	CC4	XPL POLE MOUNTED CABINET	XPL-CABINET-495-45.3	1		1	1			
1062+81.0	54.5	RT	CC4	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-45.1	1						2
1068+17.0	214.5	RT	CC5	XPL GROUND MOUNTED CABINET	C495IX454C	1		1	1			1
1067+98.0	217.5	RT	CC5	VDOT GROUND MOUNTED CABINET	04-011-25	1		1				
1069+75.3	2.8	RT	CC5	EXISTING XPL CABINET	N/A	1			SEE NOTE 1			
1070+14.5	195.1	RT	CC5	VDOT GROUND MOUNTED CABINET	VDOT-CABINET-495-N-45.1	1						
1080+86.2	152.3	RT	CC6	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-44.9	1						1
1084+22.2	2.6	LT	CC6	EXISTING XPL CABINET	C495MX451M	1			SEE NOTE 1			
1090+62.5	134.0	LT	CC6	XPL POLE MOUNTED CABINET	XPL-CABINET-495-S-44.7	1		1				
1100+80.0	117.0	LT	CC7	VDOT GROUND MOUNTED CABINET	04-013-25	1				SEE NOTE 2		
1100+98.0	117.0	LT	CC7	XPL GROUND MOUNTED CABINET	C4950X448D	1				SEE NOTE 2		
1106+74.4	0.6	LT	CC8	XPL POLE MOUNTED CABINET	XPL-CABINET-495-S-44.3	1			2			
1107+23.5	135.5	RT	CC8	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-N-44.3	1				1		
1110+05.0	139.0	LT	CC8	VDOT GROUND MOUNTED CABINET	04-014-25	1		1				
1110+46.5	144.0	LT	CC8	XPL GROUND MOUNTED CABINET	C4950X446C	1		1				
1131+81.3	0.6	RT	CC9	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-43.9	1			2			
1140+00.0	131.5	RT	CC10	VDOT POLE MOUNTED CABINET	04-007-27	1		1	1			
1152+01.0	117.0	RT	CC11	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-N-43.5	1		1				
1155+47.3	0.0	LT	CC11	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-43.4	1			2			
1156+14.0	119.0	LT	CC11	VDOT POLE MOUNTED CABINET	04-009-27	1			1			
1165+80.0	138.0	RT	CC12	VDOT POLE MOUNTED CABINET	04-010-27	1		1				
1172.91.0	166.5	LT	CC12	XPL POLE MOUNTED CABINET	XPL-CABINET-495-S-43.0	1		1				1
1176+58.0	147.2	RT	CC12	VDOT GROUND MOUNTED CABINET	04-012-27	1		1		1		
1180+95.0	2.2	LT	CC13	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-42.9	1			3			1
1183+53.0	174.0	LT	CC13	VDOT POLE MOUNTED CABINET	VDOT-CABINET-495-S-42.9	1			1			
1186+33.5	152.0	RT	CC13	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-42.8	1		1				
1186+58.0	187.0	LT	CC13	VDOT POLE MOUNTED CABINET	04-013-27	1		1	1			

ITS EQUIPMENT AND CABINET SCHEDULE 1

NOTES:

1. RECALIBRATE EXISTING MVDS FOR EB I-495 EXPRESS LANES.
2. EXISTING DMS TO REMAIN

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(E1)

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

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	VA.	495	0495-029-419 R-201,C-501	CC(E2)

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VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

ITS CABINET SCHEDULE								ITS EQUIPMENT QUANTITY				
STA.	OFFSET (FT)		SHEET NO.	CABINET TYPE	CABINET ID	EACH	POLE HEIGHT (FT)	CCTV	MVDS	DMS	LCS	AID
1194+38.5	208.0	RT	CC14	VDOT POLE MOUNTED CABINET	VDOT-CABINET-495-N-42.7	1			1			
1197+09.0	11.7	RT	CC14	XPL POLE MOUNTED CABINET	XPL-CABINET-495-R-42.6	1		1	2			1
29+74.5	16.5	LT	CC14	XPL POLE MOUNTED CABINET	XPL-CABINET-495-N-42.6	1			1			1
58+82.0	46.0	LT	CC26	XPL GROUND MOUNTED CABINET	XPL-CABINET-GWMP-W-XX	1		1		1		
1203+30	87.5	RT	CC14	XPL GROUND MOUNTED CABINET	XPL-HUB	1						
1203+45.0	87.5	RT	CC14	VDOT GROUND MOUNTED CABINET	VDOT-CABINET-495-N-42.5	1						
1211+66.3	107.0	LT	CC15	VDOT POLE MOUNTED CABINET	VDOT-CABINET-495-S-42.3	1			2			
1213+10.0	95.5	LT	CC15	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-S-42.3	1				1		
1215+74.0	80.0	LT	CC15	XPL POLE MOUNTED CABINET	XPL-CABINET-495-S-42.3	1		1	1			1
SOUTH OF THE INTERCHANGE OF CLARA BARTON PKWY & I-495		LT	CC15B	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-S-XX	1		1		1		
700 FT SOUTH OF PERSIMMON TREE ROAD & I-495		LT	CC15E	XPL GROUND MOUNTED CABINET	XPL-CABINET-495-S-XX	1		1		1		
26+58.3	113.1	RT	CC17	EXISTING XPL CABINET	C267RX001D	1		1		SEE NOTE 2		
			CC16	XPL GROUND MOUNTED CABINET	XPL-CABINET-DTR-E-XX	1		1		1		
			CC16	VDOT GROUND MOUNTED CABINET	VDOT-CABINET-DTR-E-XX	1				1		
			CC16B	EXISTING XPL CABINET	C267RX004D	1		1		SEE NOTE 2		
			CC16C	EXISTING XPL CABINET	C267RX005D	1		1		SEE NOTE 2		
LOCATED ON DULLES AIRPORT ROAD, APPROX. 5400 FT EAST OF I-495		LT	CC20B	XPL GROUND MOUNTED CABINET	XPL-CABINT-DTR-W-XX	1		1		1		
LOCATED ON DULLES AIRPORT ROAD, APPROX. 7650 FT EAST OF I-495		LT	CC20D	XPL GROUND MOUNTED CABINET	XPL-CABINT-DTR-W-XX	1		1		1		

NOTES:

1. RECALIBRATE EXISTING MVDS FOR EB I-495 EXPRESS LANES.
2. EXISTING DMS TO REMAIN

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ITS EQUIPMENT AND CABINET SCHEDULE 2

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

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SUBSURFACE UTILITY BY, DATE _N/A._____

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(TECHNICAL DISCIPLINE)

LEGEND:

PROP.XPL TRUNK CABLE

PROP.XPL DISTRIBUTION CABLE

PROP.VDOT DISTRIBUTION CABLE

WIRELESS

XX+XX PROP.HUB / CABINET

XX+XX EXIST.HUB / CABINET

NOTE:

1. EXISTING VDOT DISTRIBUTION AND XPL DISTRIBUTION CABLES ARE NOT SHOWN FOR CLARITY.
2. EXISTING COMMUNICATIONS TO HOT-OC ARE NOT SHOWN FOR CLARITY.

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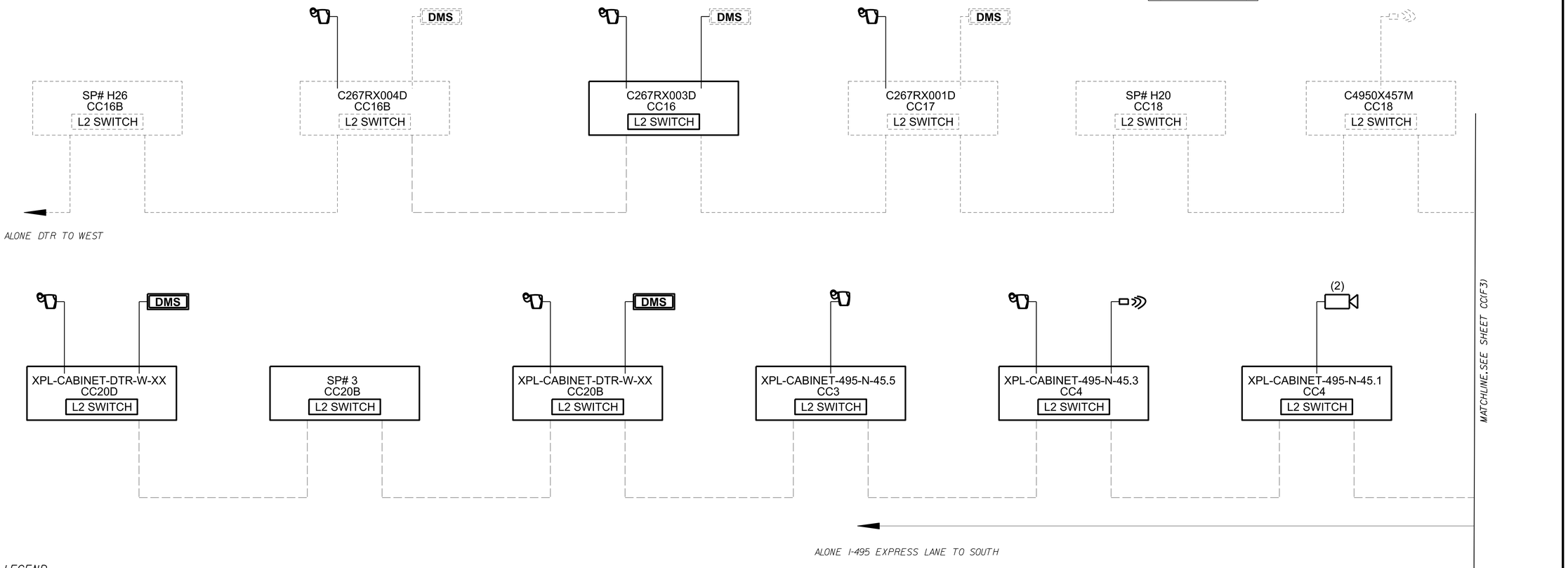

LEGEND:

EXISTING	PROPOSED	
———	-·-·-·-	TRUNK CABLE
- - - - -	— — — —	DISTRIBUTION CABLE

EXISTING	PROPOSED	
		AID CAMERA
DMS	DMS	DYNAMIC MESSAGE SIGN
		EXPRESS LANE VIDEO CAMERA
(F)	(F)	FUEL TANK
(G)	(G)	GENERATOR
xxxxxx xxxxxxx	xxxxxx xxxxxxx	ITS CABINET
		MICROWAVE VEHICLE DETECTOR
E-ZPASS	N/A	TOLL TAG READER AND ENFORCEMENTS CABINET

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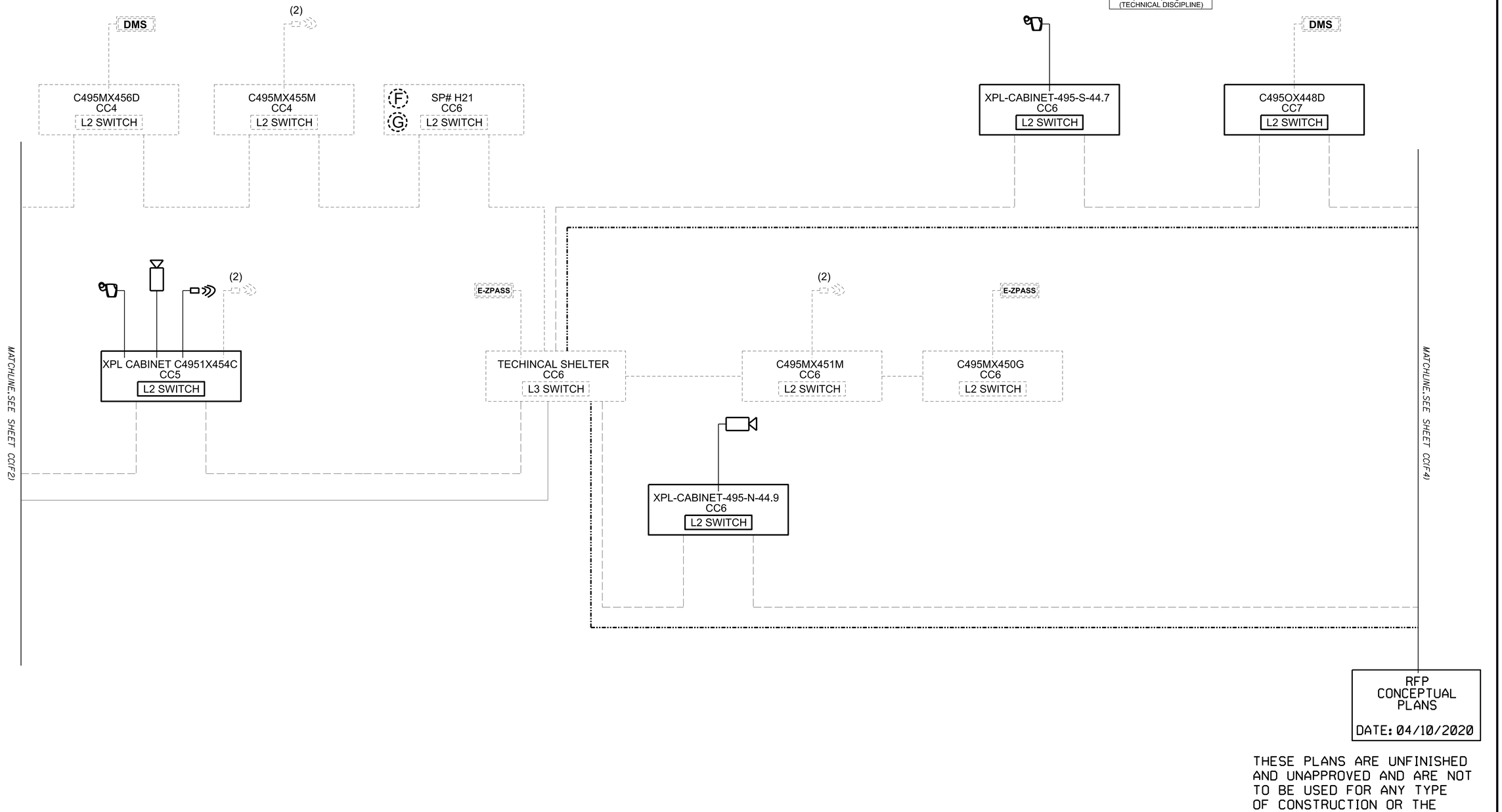

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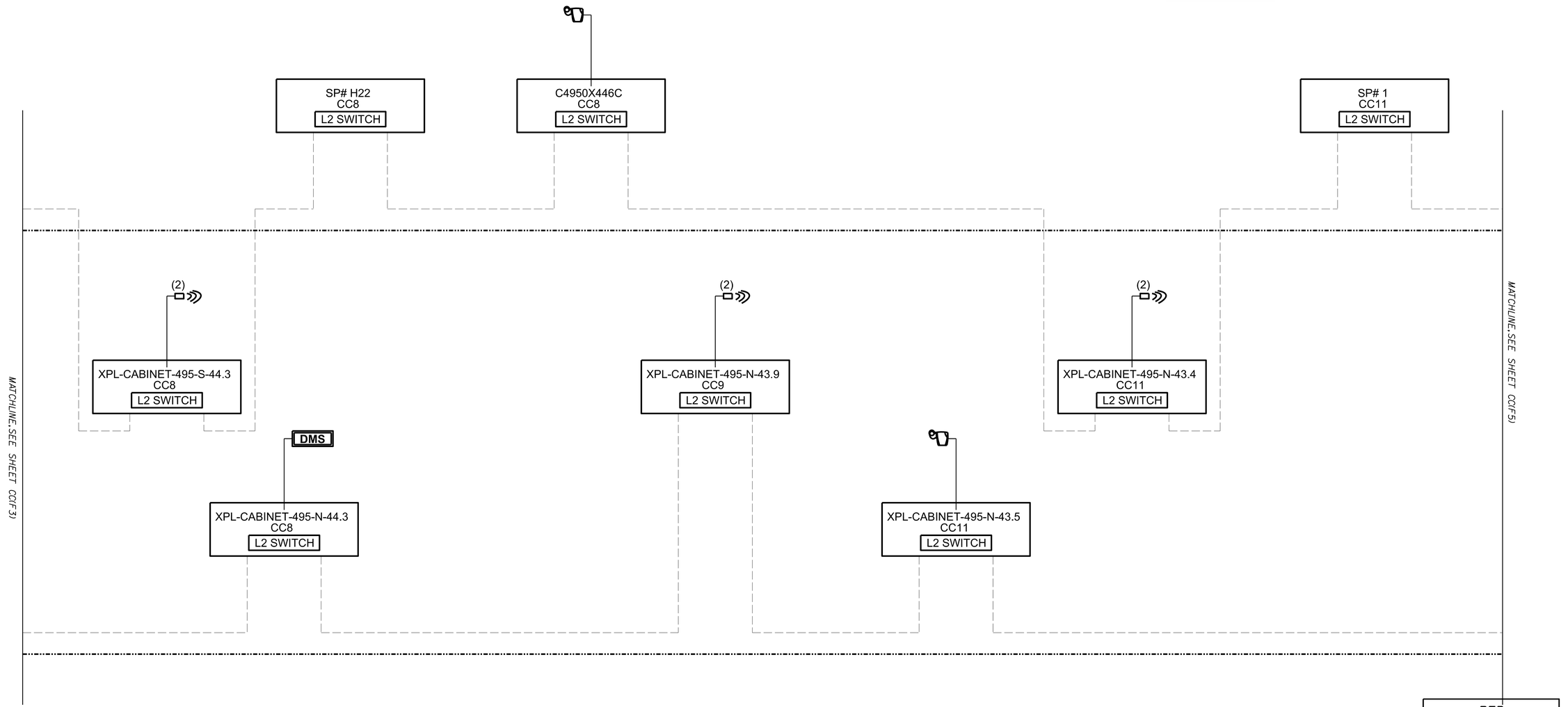

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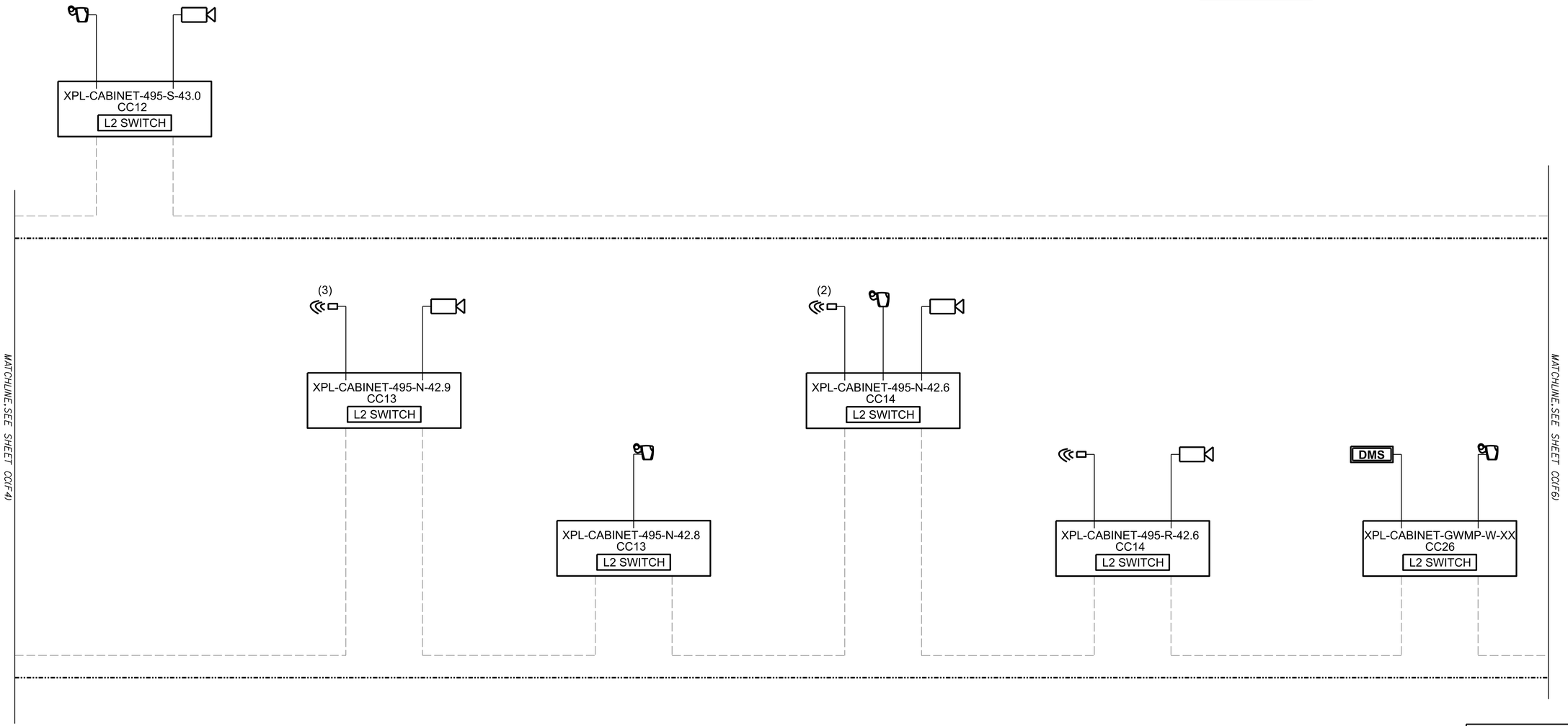
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

PROJECT	SHEET NO.
0495-029-419	CC(F5)

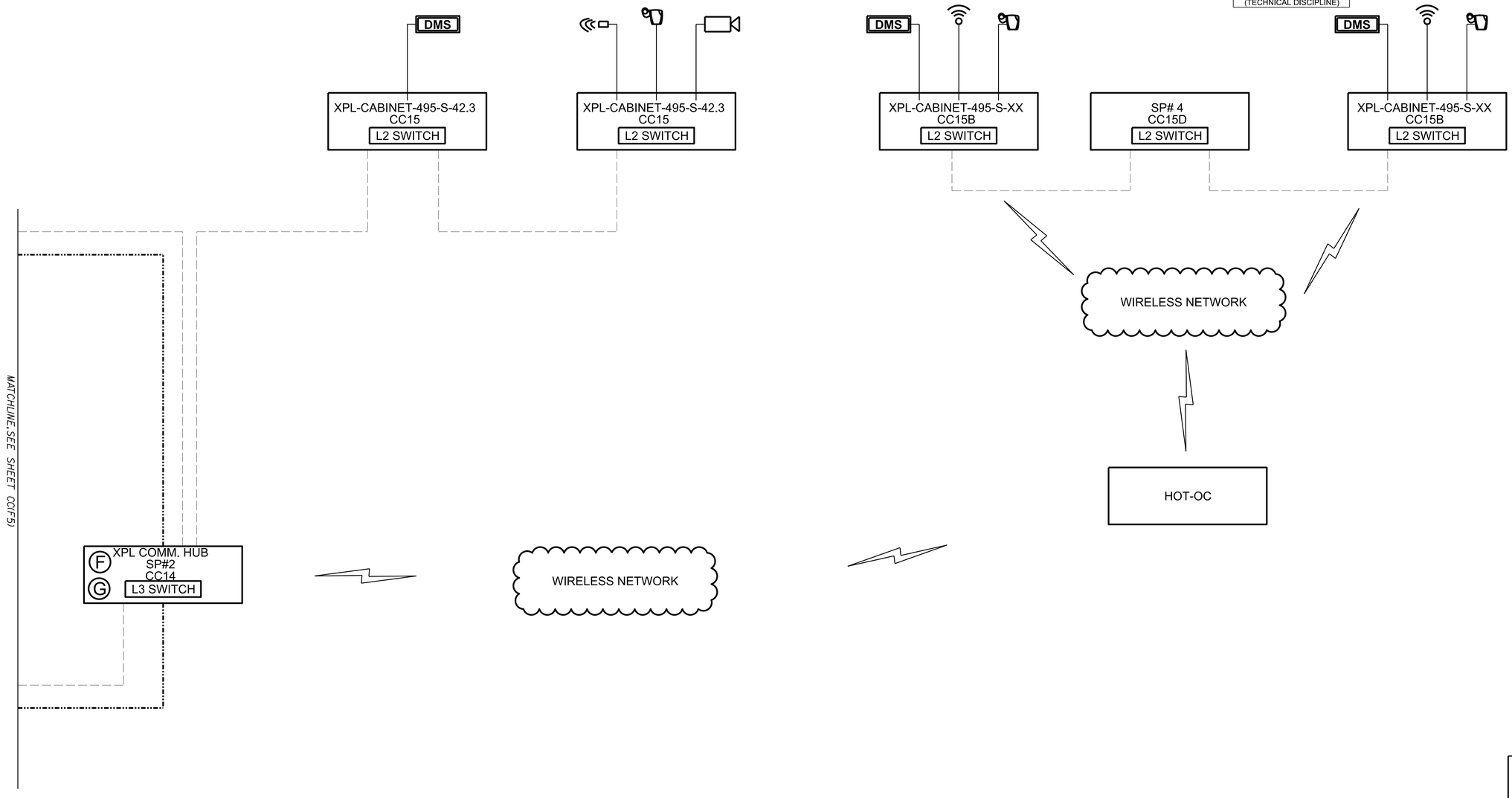
LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(F6)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(F6)

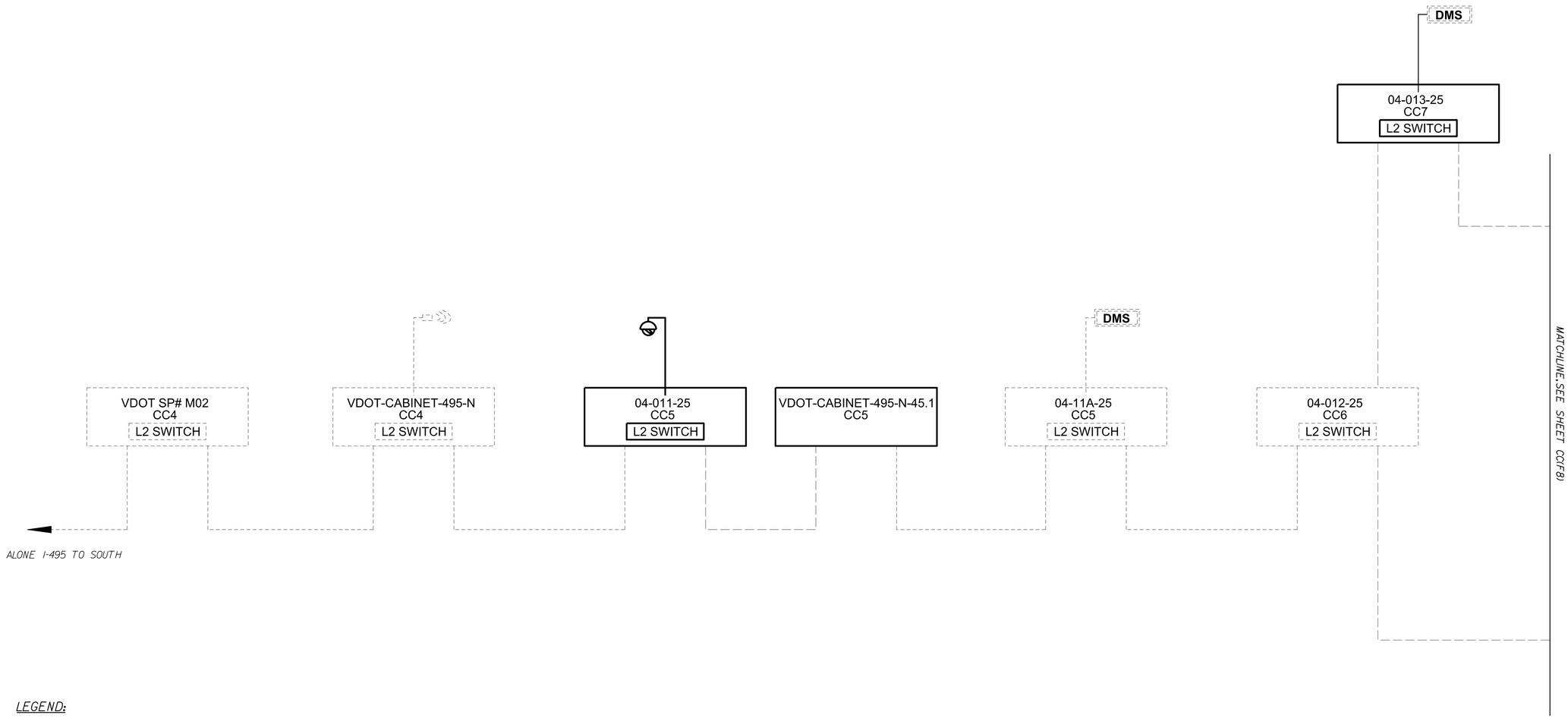
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(F7)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



LEGEND:

EXISTING	PROPOSED	
----------	----------	VDOT DISTRIBUTION CABLE
	DMS	DYNAMIC MESSAGE SIGN
		VDOT VIDEO CAMERA
xxxxxx xxxxxxx	xxxxxx xxxxxxx	ITS CABINET
		MICROWAVE VEHICLE DETECTOR

RFP
CONCEPTUAL
PLANS
DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(F7)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

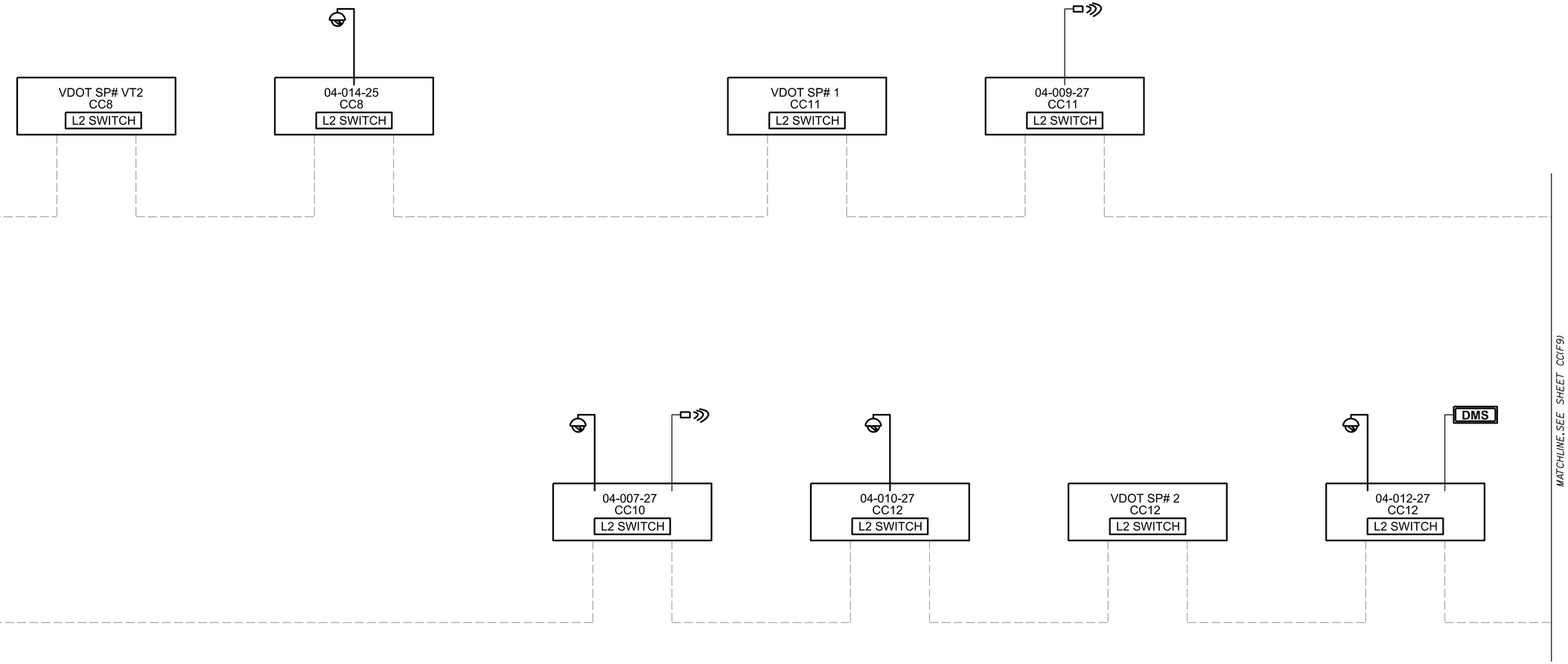
PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(F8)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

MATCHLINE, SEE SHEET CC(F7)



MATCHLINE, SEE SHEET CC(F9)

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(F8)

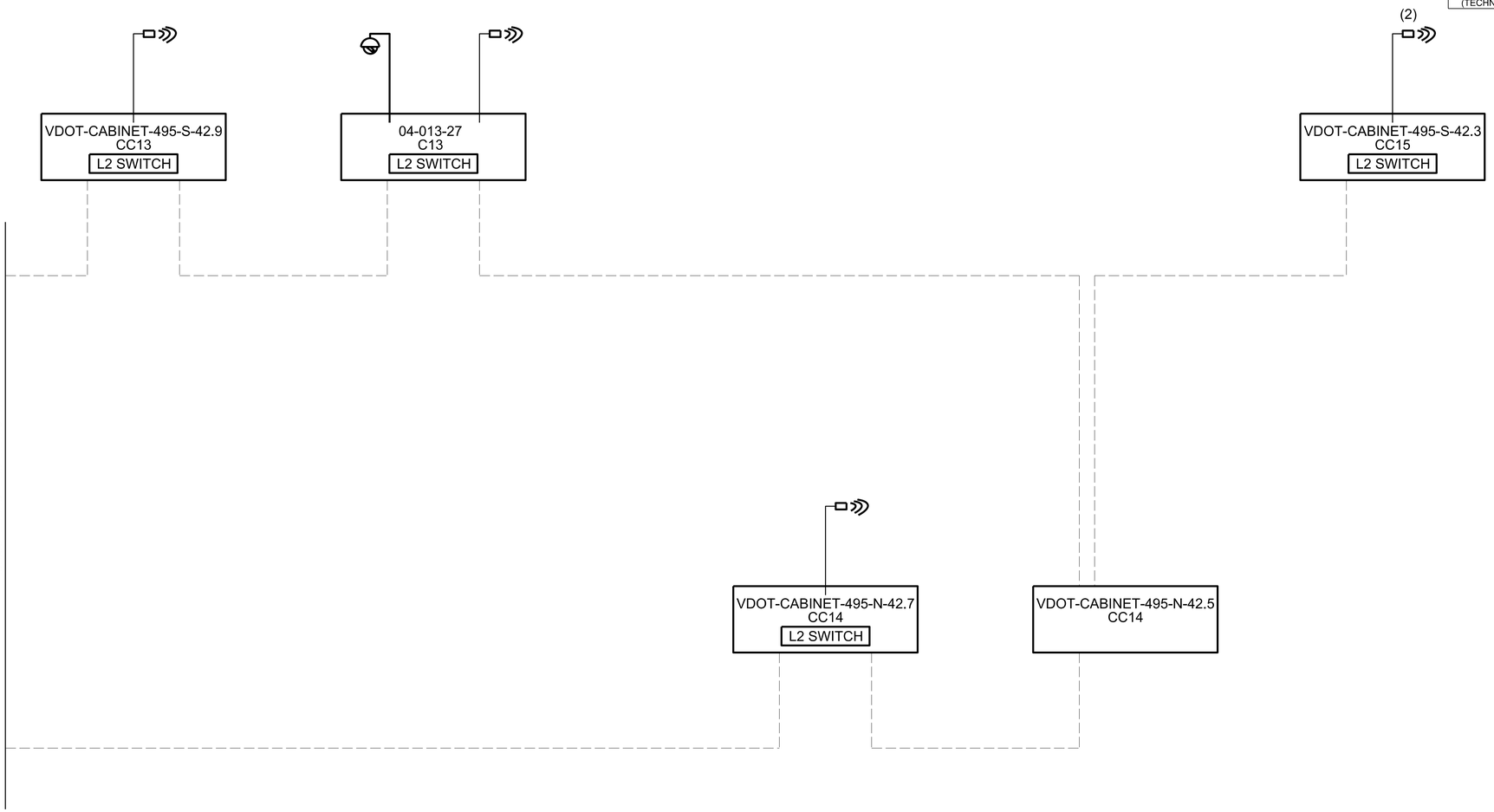
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(F9)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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TMxxxxxxdtl_CC(GI).dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(GI)

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

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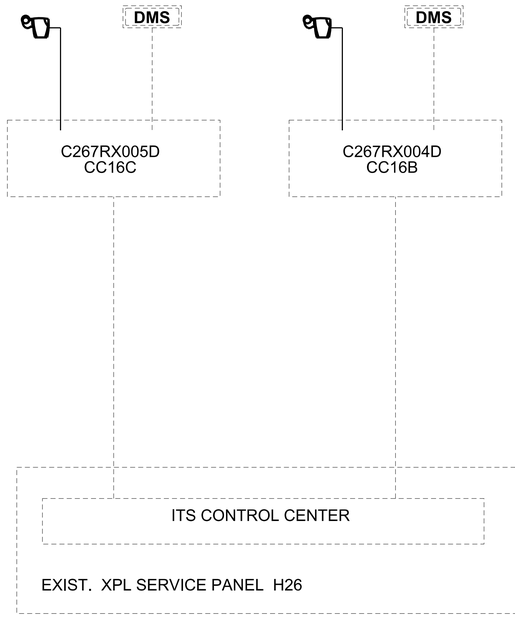
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

DESIGN BUILD TEAM SHALL VERIFY IF EXISTING SERVICE UPGRADE IS NEEDED.

LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE: 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	CC(GI)

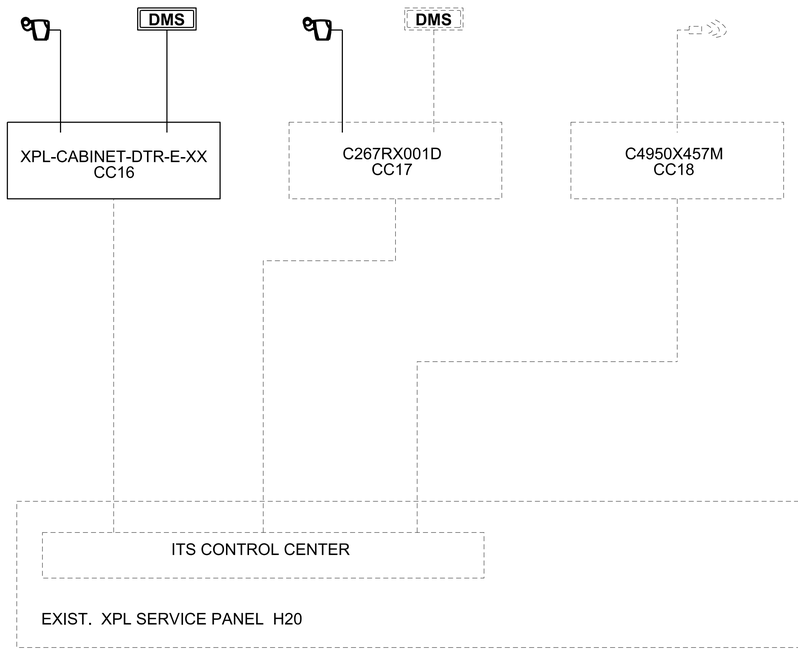
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(G2)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



NOTE:

DESIGN BUILD TEAM SHALL VERIFY IF EXISTING SERVICE UPGRADE IS NEEDED.

LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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PROJECT	SHEET NO.
0495-029-419	CC(G2)

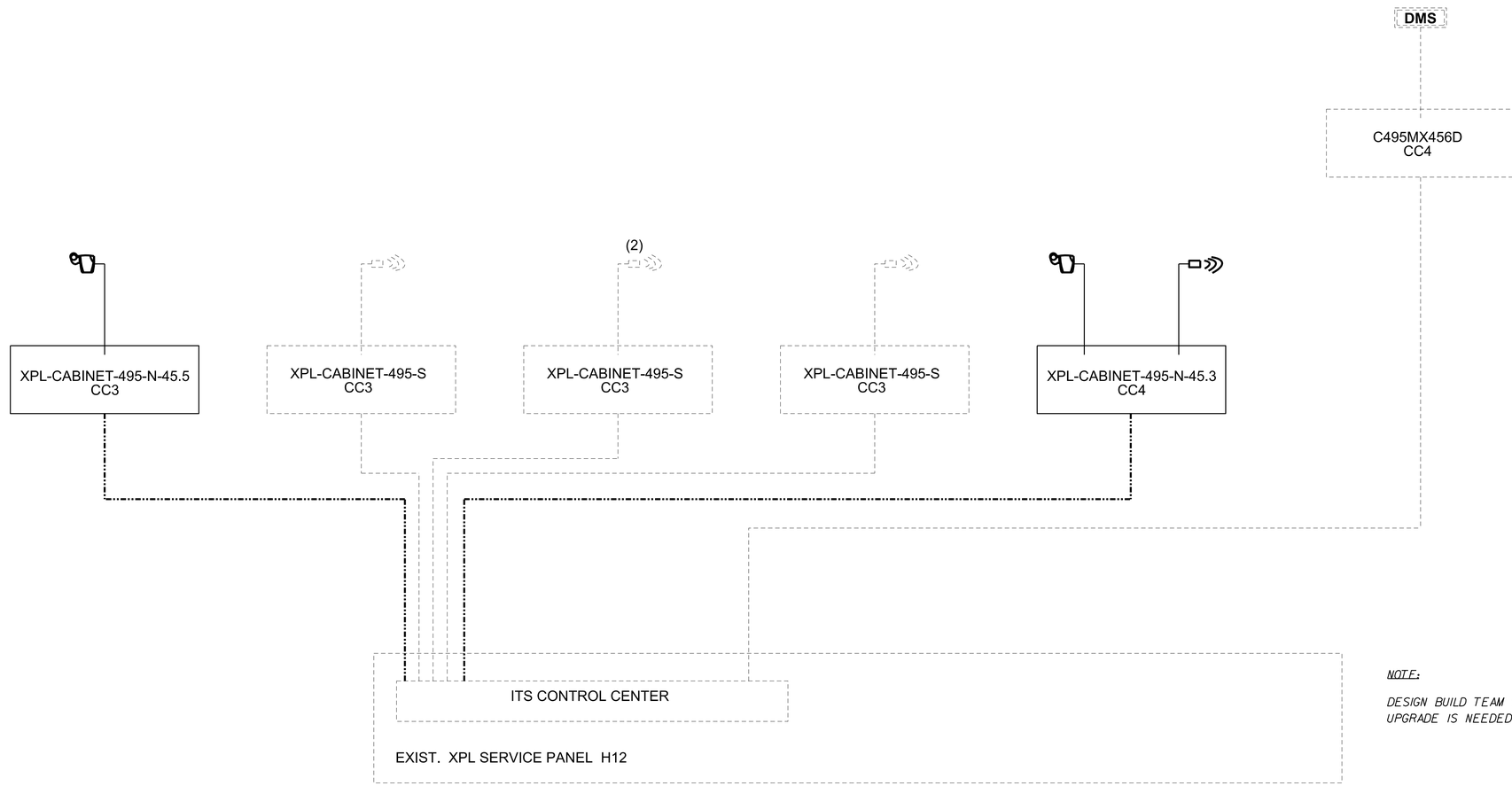
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(G3)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



NOTE:

DESIGN BUILD TEAM SHALL VERIFY IF EXISTING SERVICE UPGRADE IS NEEDED.

LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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PROJECT	SHEET NO.
0495-029-419	CC(G3)

TMxxxxxxd1!_CC(G4).dgn
Plotted By: ZZHANG

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(G4)

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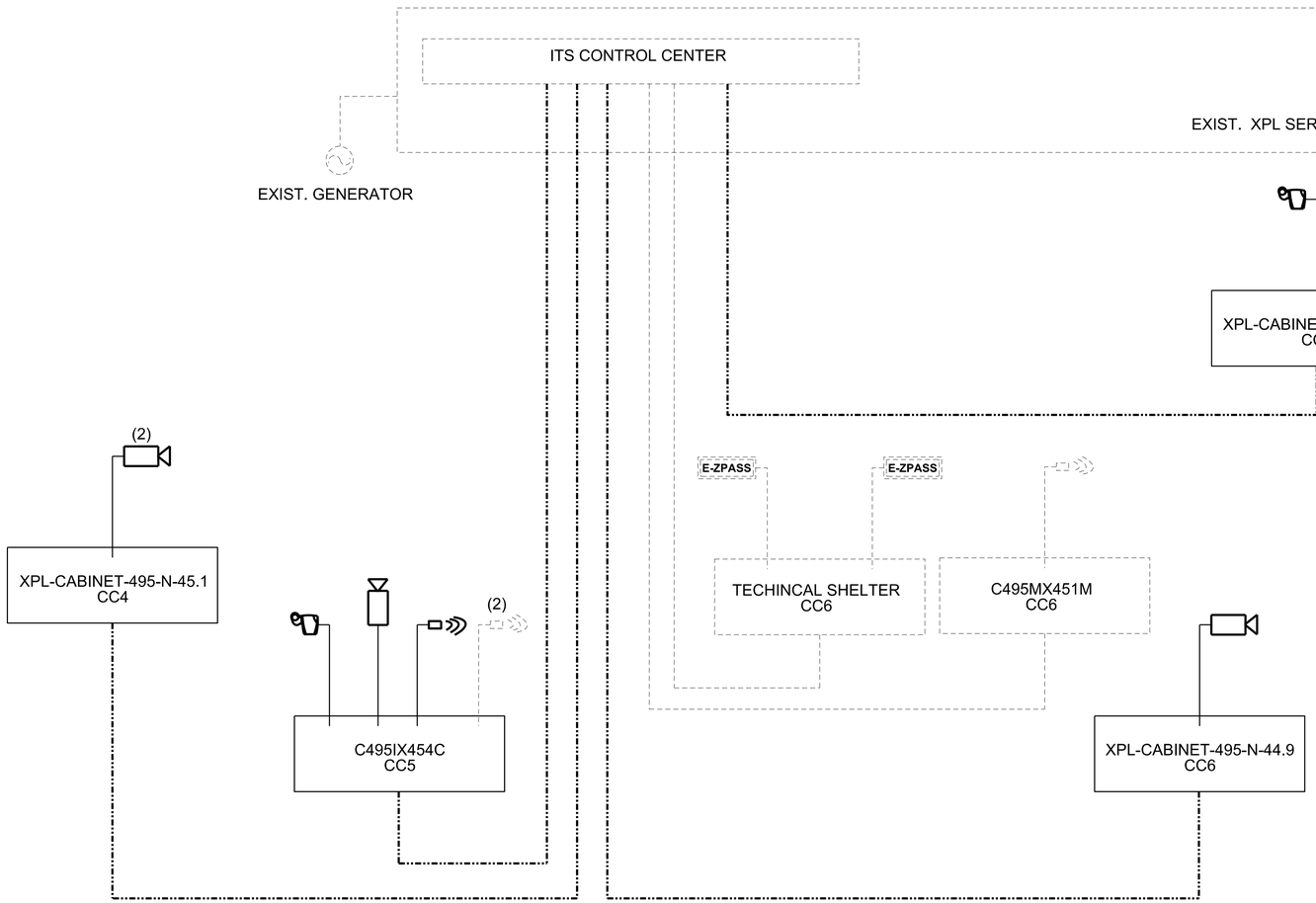
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



NOTE:

DESIGN BUILD TEAM SHALL VERIFY IF EXISTING SERVICE UPGRADE IS NEEDED.

LEGEND:

EXISTING				PROPOSED			
	POWER CABLE	E-ZPass	TOLL TAG READER & ENFORCEMENT		MICROWAVE VEHICLE DETECTOR		GENERATOR
	GENERATOR	XXXX	ITS CABINET		EXPRESS LANES VIDEO CAMERA	XXXX	ITS CABINET
DMS	DYNAMIC MESSAGE SIGN					DMS	DYNAMIC MESSAGE SIGN
	MICROWAVE VEHICLE DETECTOR				EL POWER CABLE		DEVICE CABINET
					AID CAMERA		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(G4)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
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DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(G5)

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

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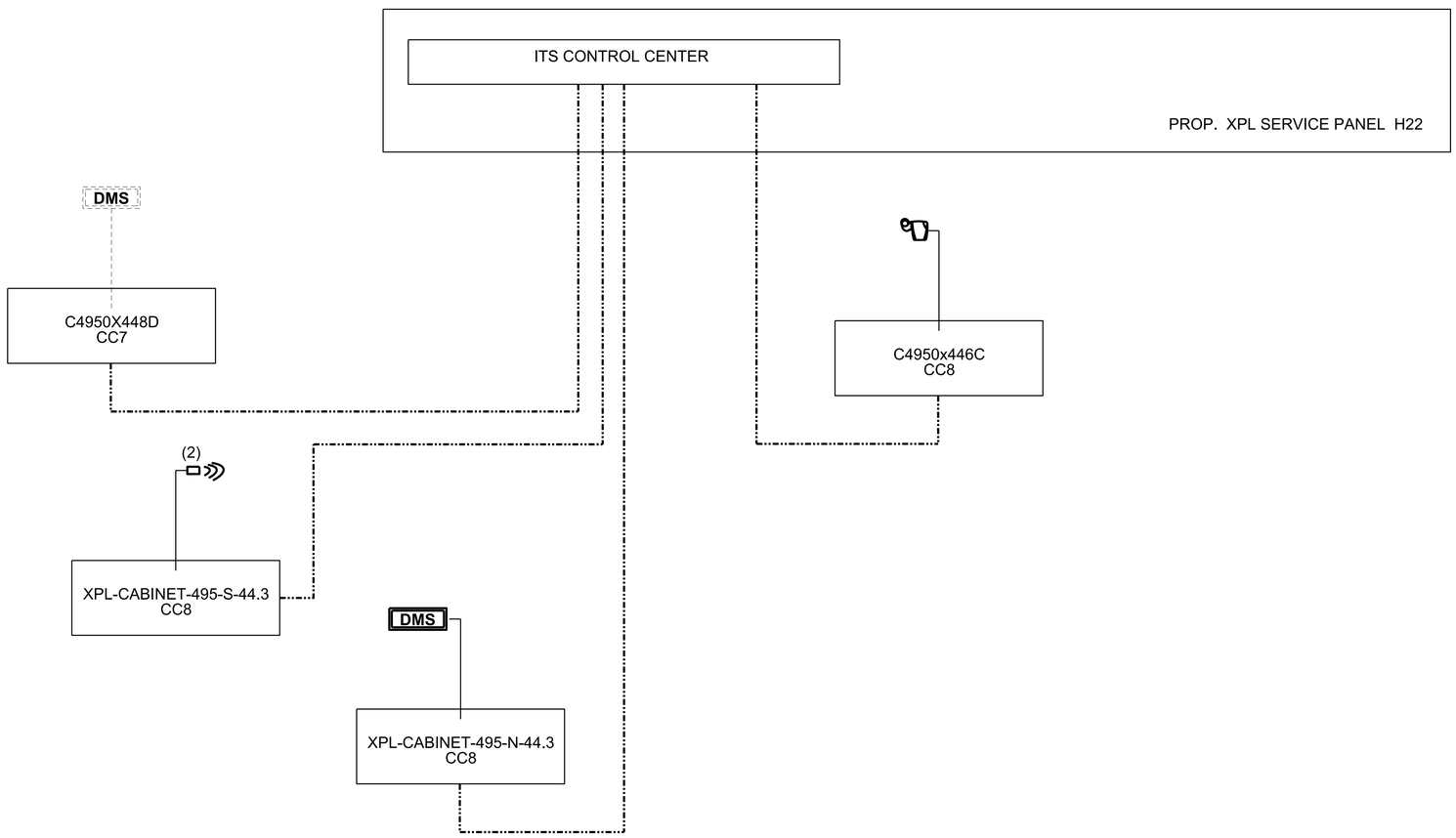

LEGEND:

EXISTING

	POWER CABLE	E-ZPass	TOLL TAG READER & ENFORCEMENT
	GENERATOR	XXXX	ITS CABINET
DMS	DYNAMIC MESSAGE SIGN		
	MICROWAVE VEHICLE DETECTOR		

PROPOSED

	MICROWAVE VEHICLE DETECTOR		GENERATOR
	EXPRESS LANES VIDEO CAMERA	XXXX	ITS CABINET
	EL POWER CABLE	DMS	DYNAMIC MESSAGE SIGN
	AID CAMERA		DEVICE CABINET

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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PROJECT	SHEET NO.
0495-029-419	CC(G5)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(G6)

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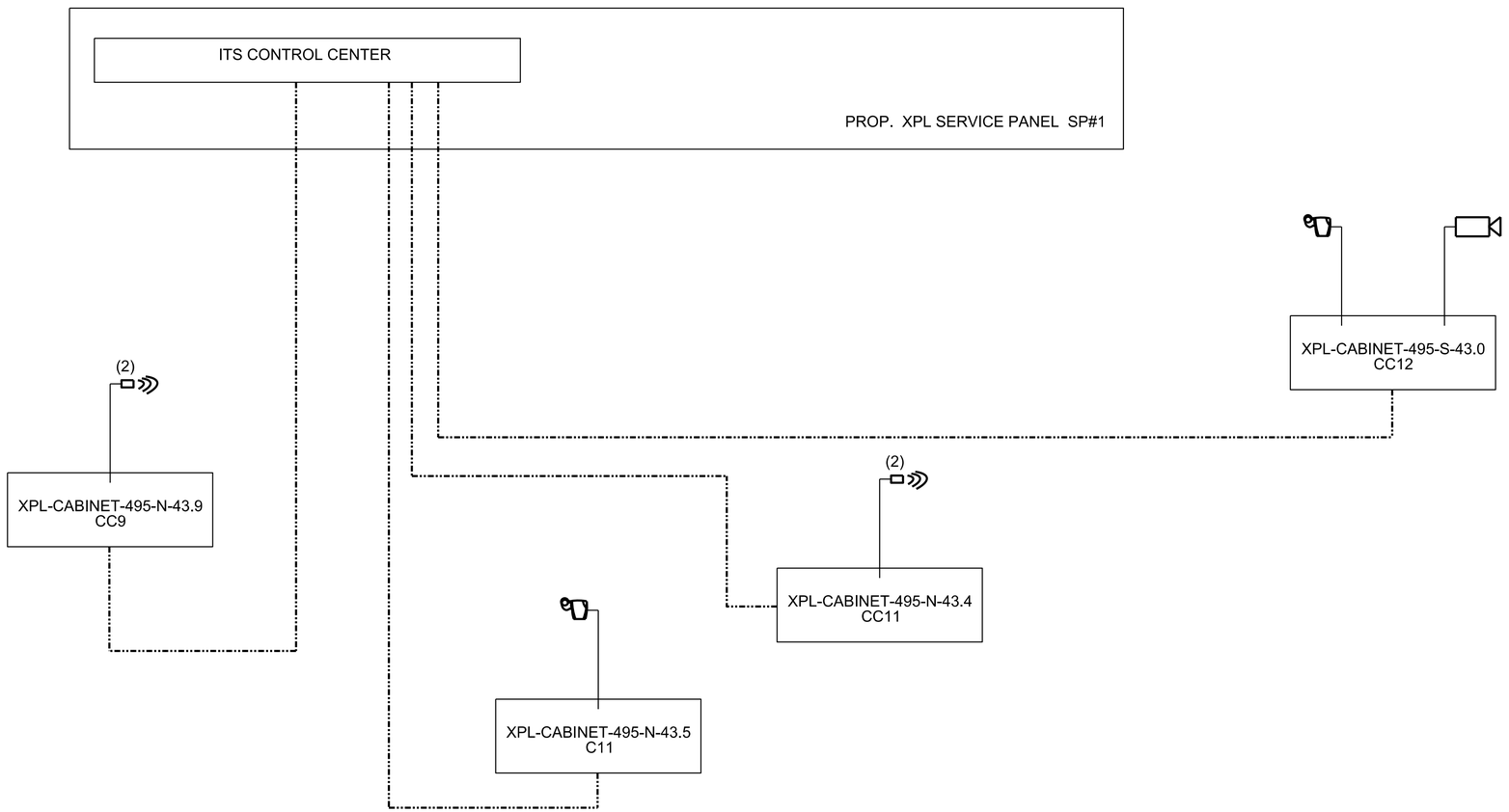
(Location), Virginia
(TECHNICAL DISCIPLINE)



LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP
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PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(G6)

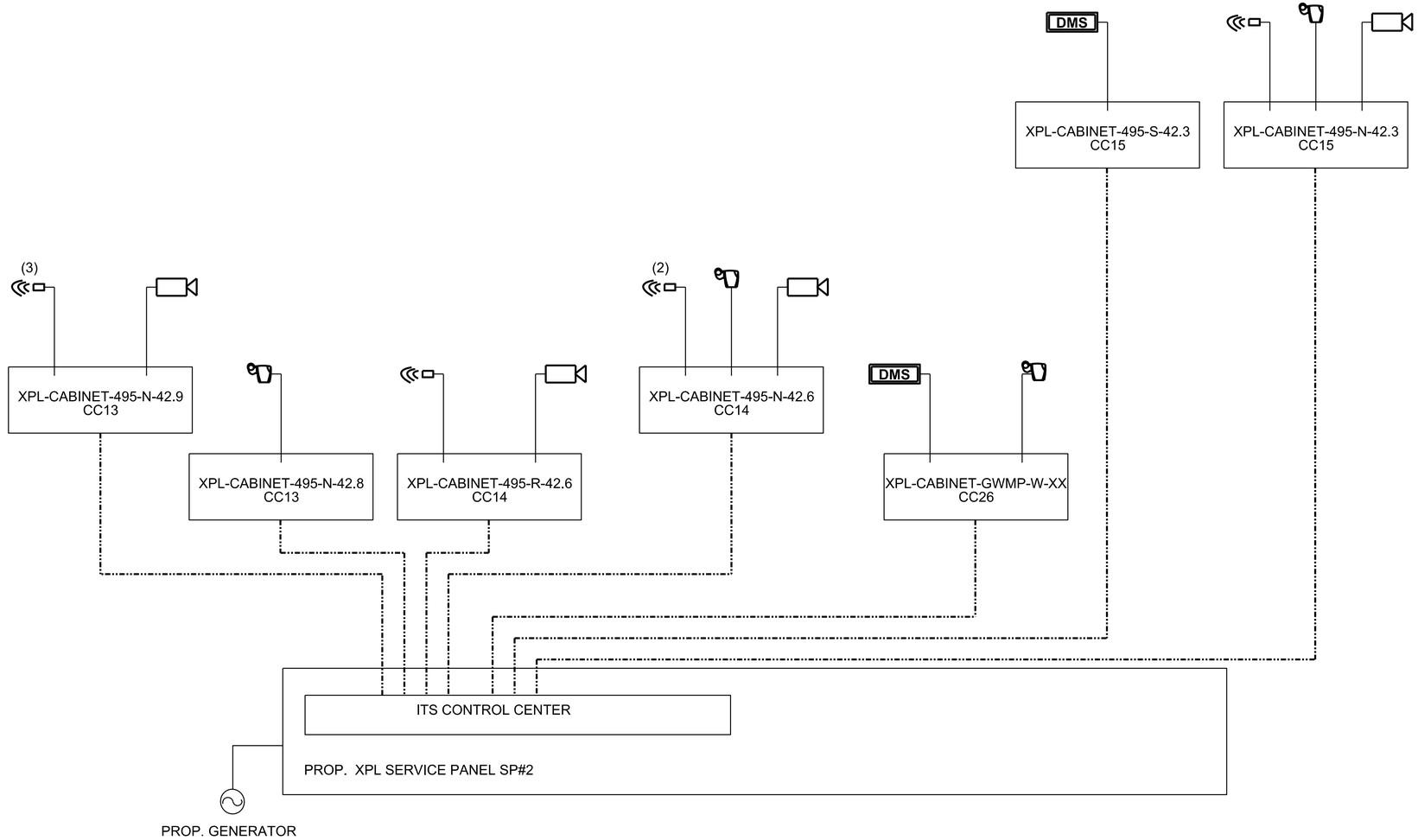
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(G7)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
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- DEVICE CABINET

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PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(G7)

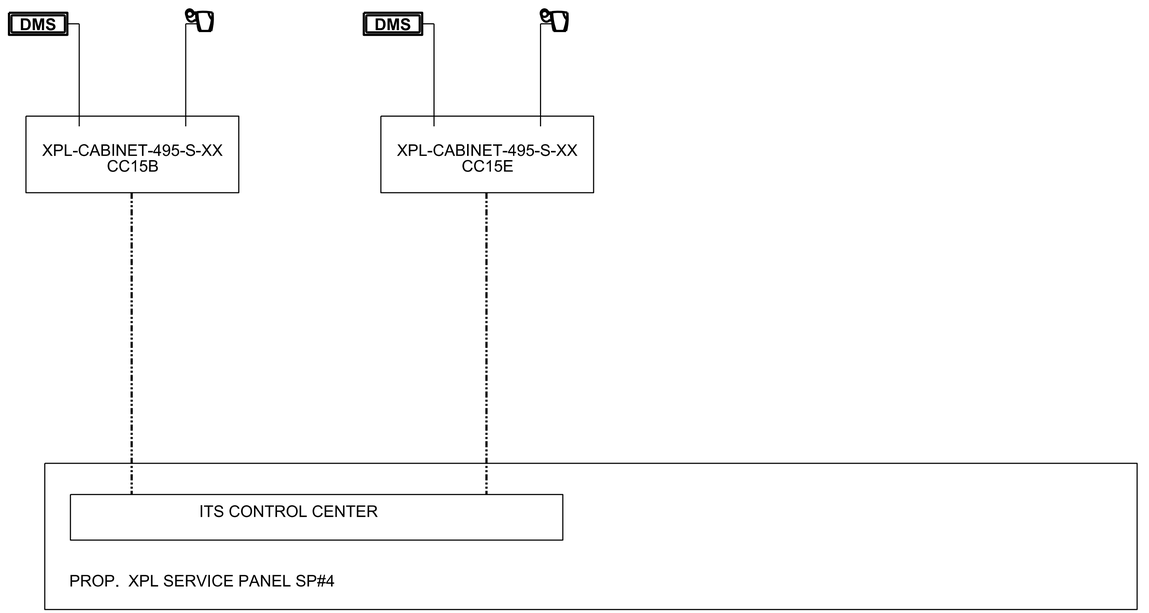
LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(G8)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP CONCEPTUAL PLANS

DATE: 04/10/2020

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PROJECT	SHEET NO.
0495-029-419	CC(G8)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

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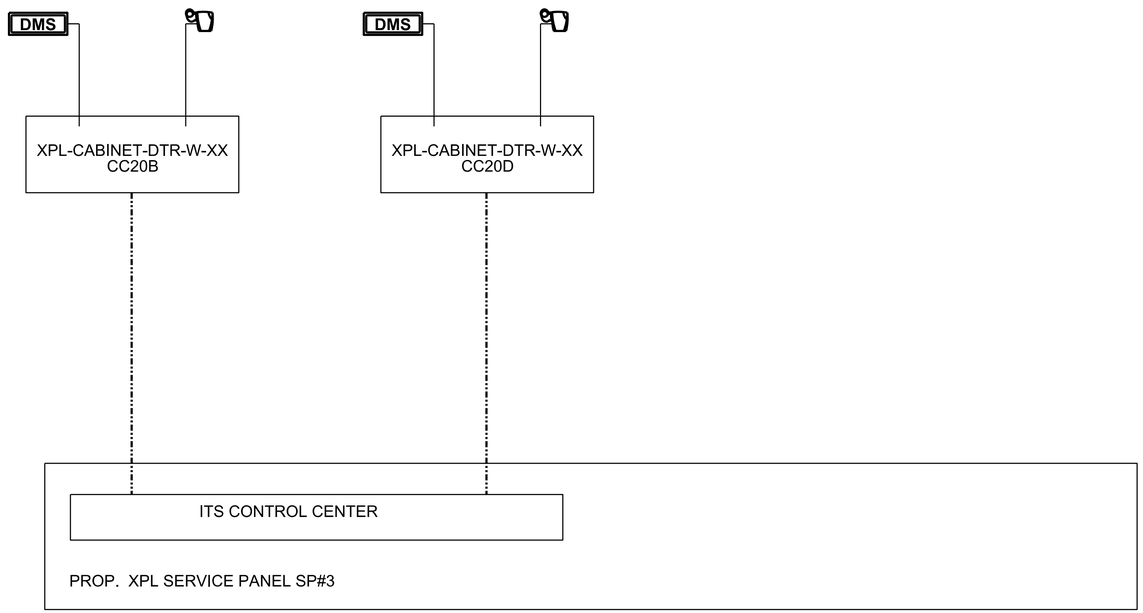
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(G9)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



LEGEND:

EXISTING

- POWER CABLE
- GENERATOR
- DMS — DYNAMIC MESSAGE SIGN
- MICROWAVE VEHICLE DETECTOR
- E-ZPass — TOLL TAG READER & ENFORCEMENT
- XXXX — ITS CABINET

PROPOSED

- MICROWAVE VEHICLE DETECTOR
- EXPRESS LANES VIDEO CAMERA
- EL POWER CABLE
- AID CAMERA
- GENERATOR
- XXXX — ITS CABINET
- DMS — DYNAMIC MESSAGE SIGN
- DEVICE CABINET

RFP CONCEPTUAL PLANS

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PROJECT	SHEET NO.
0495-029-419	CC(G9)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(GIO)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

NOTE:

1. DESIGN BUILD TEAM SHALL VERIFY IF EXISTING SERVICE UPGRADE IS NEEDED.
2. NOT ALL EXISTING POWER CIRCUITS ARE SHOWN FOR CLARITY.

LEGEND:

EXISTING		PROPOSED	
POWER CABLE		MICROWAVE VEHICLE DETECTOR	
DMS	DYNAMIC MESSAGE SIGN	VDOT VIDEO CAMERA	
MICROWAVE VEHICLE DETECTOR		VDOT POWER CABLE	
XXXX	ITS CABINET	XXXX	ITS CABINET
DMS	DYNAMIC MESSAGE SIGN		
DEVICE CABINET			

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(GIO)

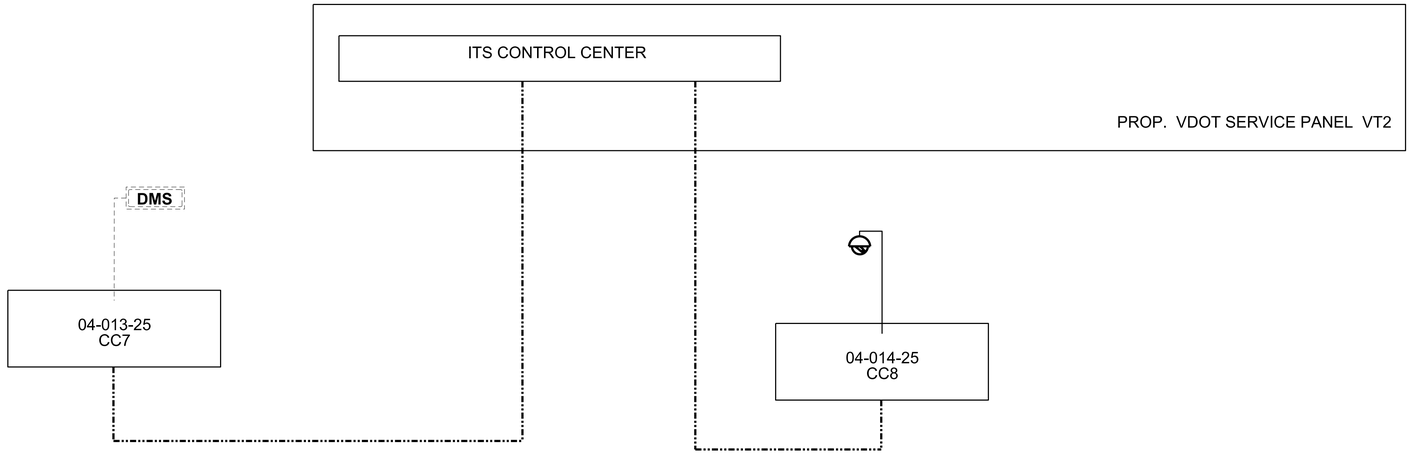
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(GII)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



LEGEND:

EXISTING		PROPOSED			
	POWER CABLE		MICROWAVE VEHICLE DETECTOR	DMS	DYNAMIC MESSAGE SIGN
DMS	DYNAMIC MESSAGE SIGN		VDOT VIDEO CAMERA		DEVICE CABINET
	MICROWAVE VEHICLE DETECTOR		VDOT POWER CABLE		
XXXX	ITS CABINET	XXXX	ITS CABINET		

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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	PROJECT	SHEET NO.
	0495-029-419	CC(GII)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(GI2)

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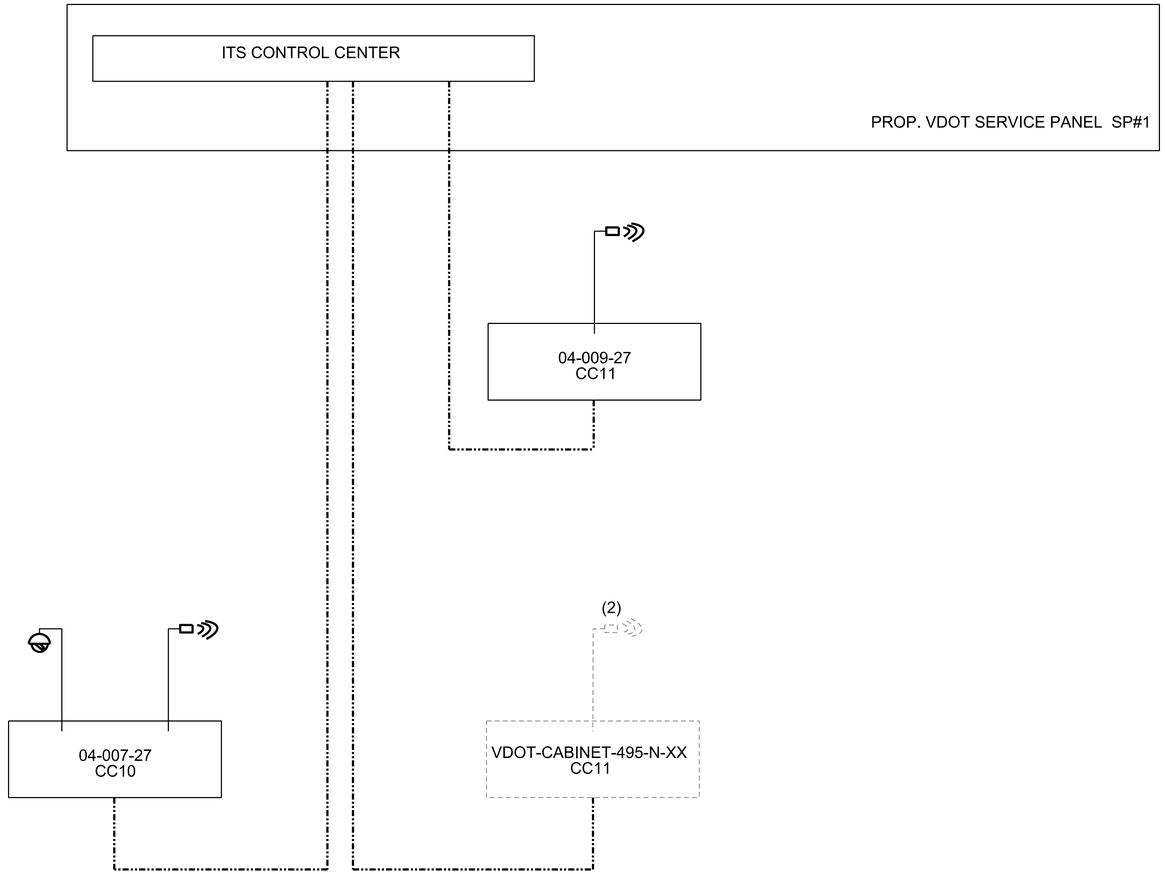
VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



NOTE:

NOT ALL EXISTING POWER CIRCUITS ARE SHOWN FOR CLARITY. REROUTE THE EXISTING CIRCUITS REMAINING IN SERVICE TO THE EXISTING SERVICE PANEL TO THE PROPOSED SERVICE PANEL.

LEGEND:

EXISTING

- *POWER CABLE*
- DMS — *DYNAMIC MESSAGE SIGN*
- *MICROWAVE VEHICLE DETECTOR*
- XXXX — *ITS CABINET*

PROPOSED

- *MICROWAVE VEHICLE DETECTOR*
- *VDOT VIDEO CAMERA*
- *VDOT POWER CABLE*
- XXXX — *ITS CABINET*
- DMS — *DYNAMIC MESSAGE SIGN*
- *DEVICE CABINET*

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	0495-029-419	CC(GI2)

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(GI3)

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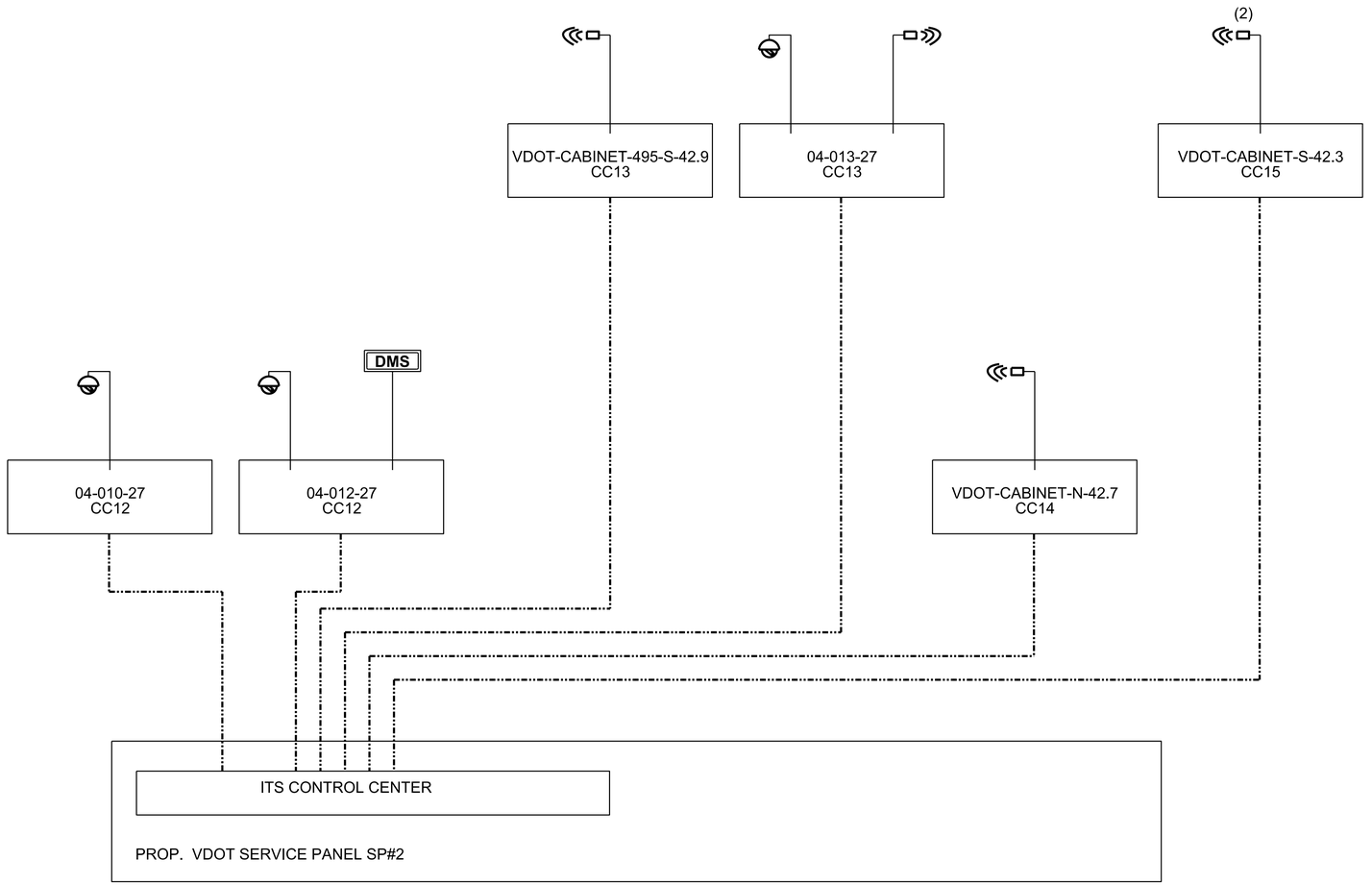

LEGEND:

EXISTING		PROPOSED			
POWER CABLE		MICROWAVE VEHICLE DETECTOR		DMS	DYNAMIC MESSAGE SIGN
DMS	DYNAMIC MESSAGE SIGN	VDOT VIDEO CAMERA			DEVICE CABINET
MICROWAVE VEHICLE DETECTOR		VDOT POWER CABLE			
XXXX	ITS CABINET	XXXX	ITS CABINET		

RFP CONCEPTUAL PLANS
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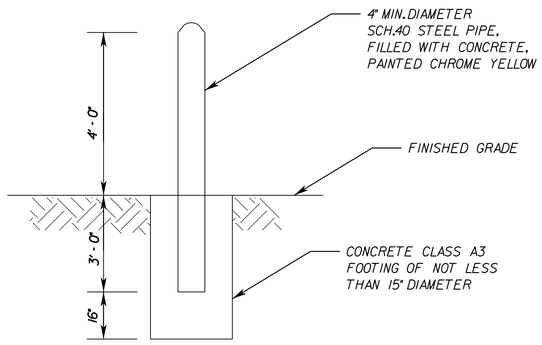
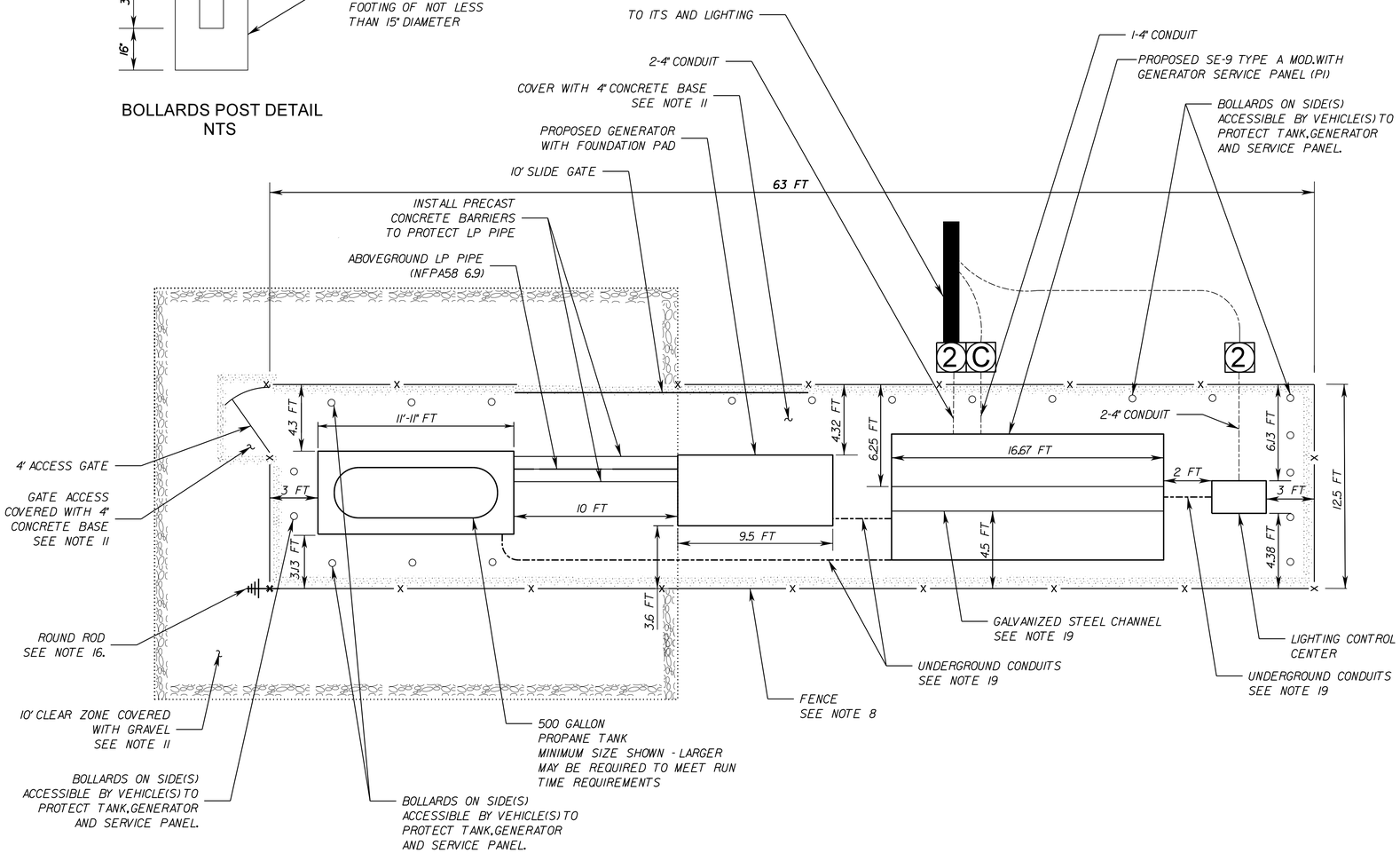


BOLLARDS POST DETAIL
NTS



TYPICAL GENERATOR SITE DETAIL
NTS

NOTES:

1. ALL WORK SHALL COMPLY WITH SHEET NOTES AND "ITS SPECIAL PROVISIONS AND SPECIFICATIONS: I-495 NEXT" SECTION 807.
2. DESIGN BUILDER TO PROVIDE ITS PANEL BOARD SCHEDULES FOR GENERATOR CAPACITY.
3. SEE SE-9 TYPE A MOD. SERVICE PANEL DETAIL FOR EQUIPMENT AND CONDUIT ARRANGEMENT.
4. CONTAINER SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH NFPA58, 2011 EDITION.
5. REFUELING, EMERGENCY, AND MAINTENANCE ACCESS SHALL BE PROVIDED TO THE CONTAINER SYSTEM.
6. FOR PROPANE TANK AND PAD DETAILS REFER TO PROPANE TANK DETAIL.
7. IF ENCLOSURE IS USED AROUND PROPANE TANKS, 2 MEANS OF EGRESS ARE REQUIRED IN ACCORDANCE WITH NFPA58 6.18.4.2.
8. ENCLOSURE FENCE SHALL BE A MINIMUM OF 6' HIGH INDUSTRIAL-TYPE FENCE, CHAIN LINK FENCE, OR EQUIVALENT PROTECTION WITH INCORPORATED PRIVACY SCREENING MATERIAL.
9. BOTH EGRESS GATES SHALL BE SECURED BY LOCKS WITH KEYS OR CODES, APPROVED BY TRANSURBAN. TRANSURBAN SHALL MAKE KEYS OR CODES AVAILABLE TO COMPANY PROVIDING CONTRACTED MAINTENANCE AND APPROPRIATE AGENCIES AND DEPARTMENTS PROVIDING FOR PUBLIC SAFETY.
10. VISIBLE HAZARD IDENTIFICATION SIGNS SHALL BE PLACED IN ACCORDANCE WITH NFPA 704 AND VA STATEWIDE FIRE PREVENTION CODE.
11. OPEN AREA WITHIN THE FENCE SHALL BE COVERED WITH 4" CONCRETE BASE AND 10' CLEAR ZONE AROUND THE CONTAINER SYSTEM SHALL BE COVERED WITH GRAVEL (AGGREGATE BASE MATERIAL TYPE 1, SIZE 21, 6 INCH DEPTH). GATE ACCESS SHALL BE COVERED WITH 4" CONCRETE BASE. DRIVEWAY ACCESS SHALL BE COVERED WITH 4" CONCRETE BASE. THE DISTANCE SHALL BE MEASURED FROM THE EDGE OF THE CONTAINER.
12. ELECTRICAL EQUIPMENT AND WIRING INSTALLED SHALL BE IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE.
13. THE VDOT AND TRANSURBAN ENGINEER SHALL BE CONTACTED PRIOR TO FILLING PROPANE TANK TO ARRANGE SITE INSPECTION. CONTAINER SHALL BE FILLED ONLY AFTER DETERMINATION THAT IT COMPLIES WITH THE DESIGN, FABRICATION, INSPECTION, AND MARKING CODES.
14. CONTAINER SITE SHALL MEET REQUIREMENTS FOR "LOW EMISSION TRANSFER SITE" (NFPA 6.5.4.4 AND 6.25.6)
15. INTERCONNECT GENERATOR, SERVICE PANEL AND FENCE GROUND ROD ELECTRODES WITH #2 BARE TINNED SOLID CONDUCTOR. OTHER METALLIC STRUCTURES WITH PATHS TO GROUND SHALL BE CONNECTED TO THE GROUNDING CONDUCTOR IF THEY ARE LOCATED WITHIN 10' OF THE GROUNDING ELECTRODE SYSTEM.
16. INSTALLATION AND TESTING OF THE GROUND RODS SHALL BE IN ACCORDANCE WITH VDOT 2016 ROAD AND BRIDGE SPECIFICATIONS SECTION 700.
17. CONTRACTOR SHALL VERIFY EXISTING UTILITIES PRIOR TO THE INSTALLATION OF ANY EQUIPMENT. CONTRACTOR SHALL IMMEDIATELY NOTIFY TRANSURBAN ENGINEER OF ANY DISCOVERED CONFLICTS AND SHALL HALT WORK UNTIL ISSUE IS RESOLVED.
18. MAINTAIN A MINIMUM OF 3' CLEARANCE AROUND OF ALL SIDES OF EACH EQUIPMENT.
19. SEE SHEET CC(H3) FOR THE NUMBER AND SIZE OF CONDUITS AND EQUIPMENT LAYOUT.
20. THE DESIGN BUILDER SHALL SUBMIT GENERATOR SITE DETAILS SPECIFIC TO EACH LOCATION FOR ALL NEW AND MODIFIED SITES.

RFP
CONCEPTUAL
PLANS

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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(H2)

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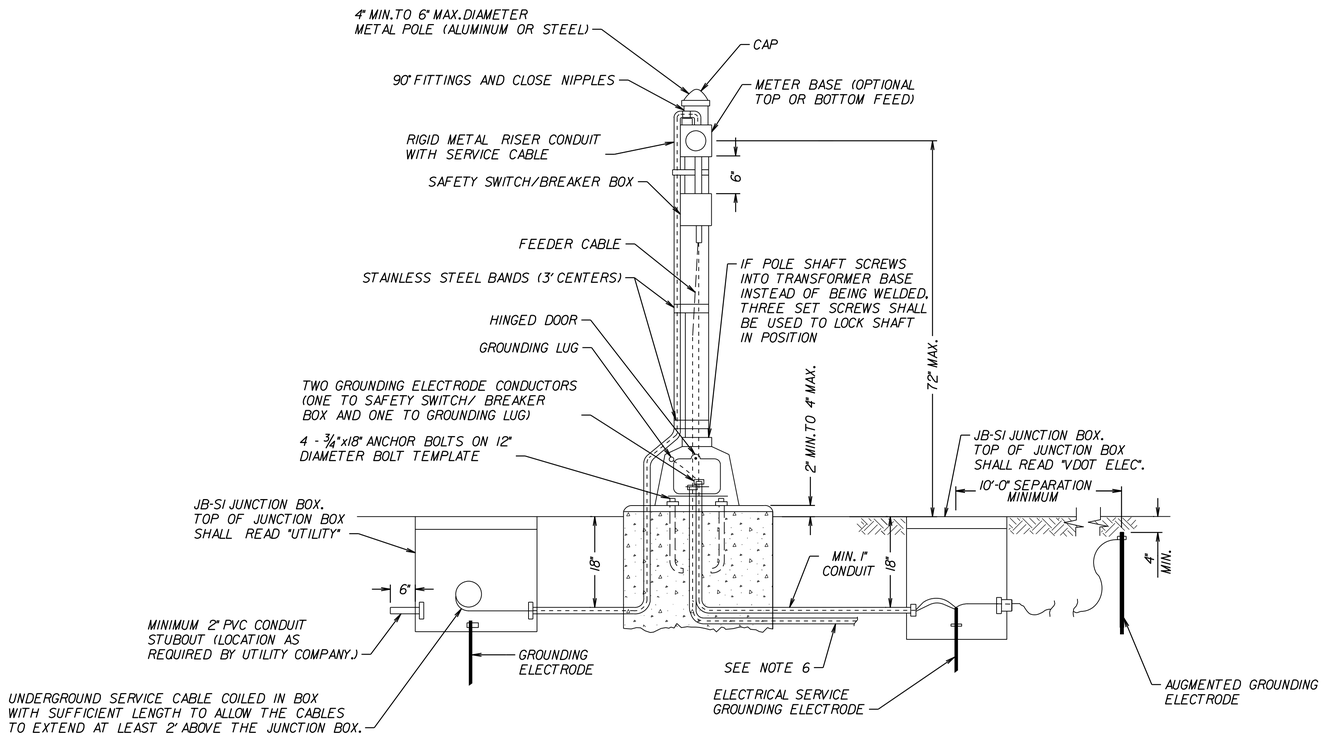

TYPE SE-5 MODIFIED
NTS

NOTES:

1. LOCAL POWER UTILITY COMPANY WILL INSTALL SERVICE CABLE FROM THEIR POWER SOURCE TO THE JUNCTION BOX AND MAKE REQUIRED SPLICES TO THE CABLES PROVIDED.
2. THIS STANDARD IS APPLICABLE FOR ALL ELECTRICAL SERVICES OTHER THAN 480Y/277.
3. FOR ROADWAY LIGHTING SYSTEMS, ONLY SAFETY SWITCH SHALL BE USED.
4. ALL ELECTRICAL CONNECTIONS AND SPLICES SHALL BE TESTED FOR ELECTRICAL CONTINUITY.
5. FOUNDATION SHALL BE CLASS A3 CONCRETE, 24x24 SQUARE OR 24" DIAMETER AND 24" DEEP, AND COST OF FOUNDATION SHALL BE INCLUDED WITH THE PAY ITEM FOR ELECTRICAL SERVICE.
6. CONDUIT AND CONDUCTOR SIZE SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.
7. RIGID METAL RISER CONDUIT AND SERVICE CABLE SIZE SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS, OR AS SPECIFIED BY THE LOCAL POWER COMPANY.
8. WHEN REQUIRED BY THE CONTRACT DOCUMENTS, AN ELECTRICAL SERVICE WORK PAD SHALL BE PLACED IN FRONT OF THE SAFETY SWITCH/BREAKER BOX. ELECTRICAL SERVICE WORK PAD SHALL BE A SEPARATE PAY ITEM.
9. STAINLESS STEEL BANDS REQUIRED FOR METER BASE AND SAFETY SWITCH/ BREAKER BOX.
10. ANCHOR BOLTS AND BOLT TEMPLATE SHALL BE FURNISHED BY POLE MANUFACTURER, AND POLE SHALL BE CENTERED ON FOUNDATION.
11. NO OTHER CONDUCTORS SHALL BE RUN IN THE SAME CONDUIT WITH ELECTRICAL SERVICE CABLE.
12. GROUNDING BUSHINGS SHALL BE INSTALLED ON EACH END OF METAL CONDUITS.
13. EMPTY CONDUITS SHALL BE PLUGGED TO PREVENT MOISTURE AND RODENT ENTRY.
14. OPEN ENDS OF CONDUITS WITH CONDUCTORS INSTALLED SHALL BE SEALED WITH AN APPROVED SOFT, PLIABLE, AND EASILY REMOVABLE WATERPROOF SEALANT. THE SEALANT SHALL NOT HAVE A DELETERIOUS EFFECT ON CABLE COVERINGS.
15. BELL ENDS SHALL BE INSTALLED ON EACH END OF PVC CONDUITS.
16. REFER TO STANDARD MP-2 FOR GROUNDING LUG DETAILS.

RFP
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SUBSURFACE UTILITY BY, DATE _N/A_____

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	VA.	495	0495-029-419 R-201, C-501	CC(H3)

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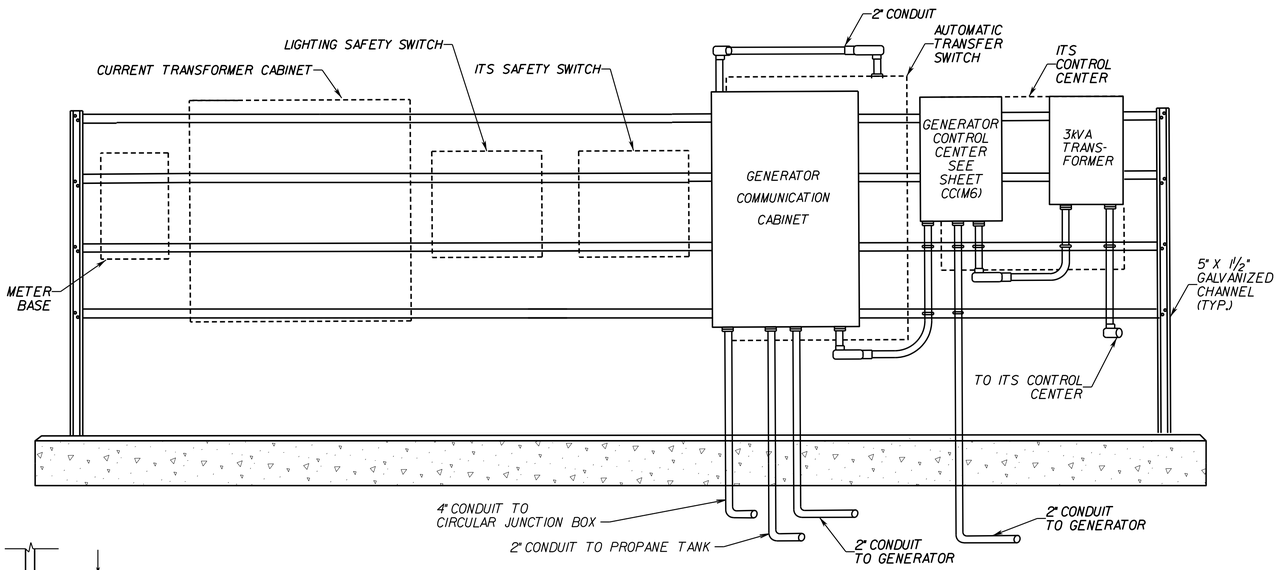
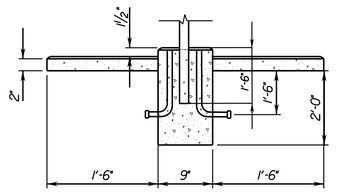
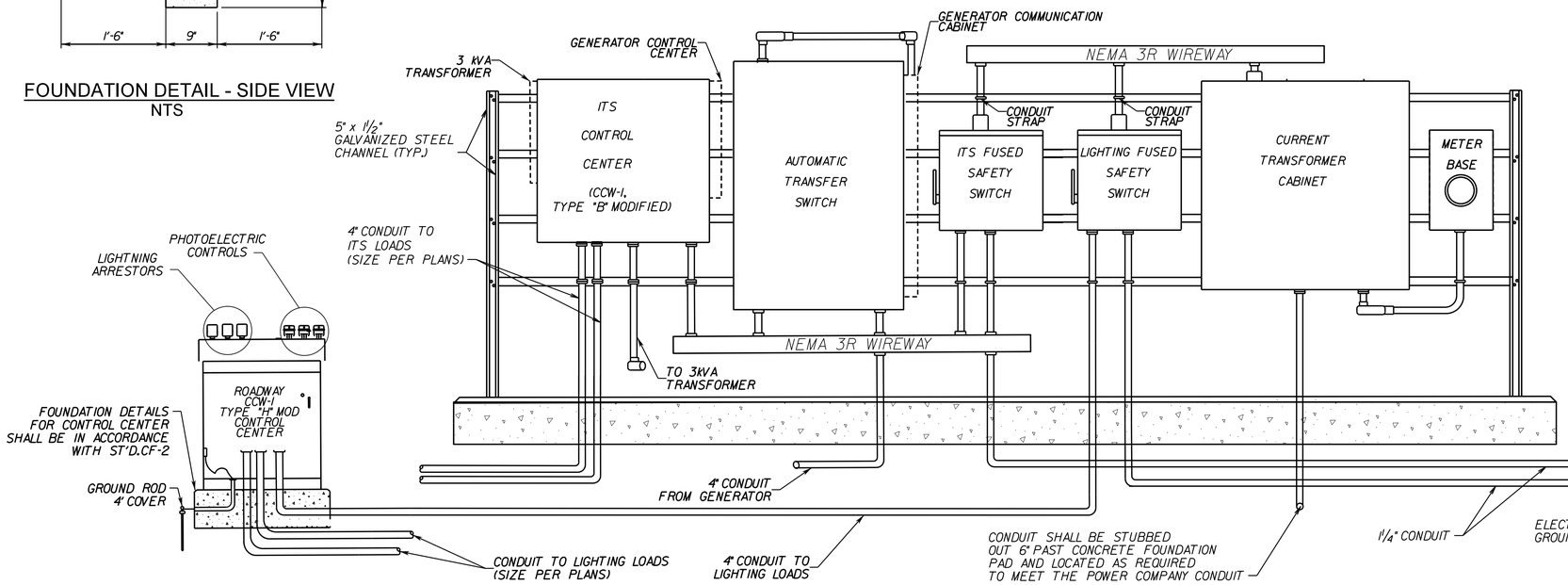


EQUIPMENT LAYOUT - BACK FACE
SCALE: NTS



FOUNDATION DETAIL - SIDE VIEW
NTS



ROADWAY LIGHTING CONTROL CENTER
CCW-1 TYPE "H" MODIFIED
NTS

EQUIPMENT LAYOUT - FRONT FACE
SCALE: NTS

NOTES:

1. ALL EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL.
2. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED ¾".
3. GROUNDING BUSHINGS SHALL BE INSTALLED ON EACH END OF METAL CONDUITS.
4. BELL ENDS SHALL BE INSTALLED ON THE ENDS OF PVC CONDUITS.
5. LOCAL POWER COMPANY WILL INSTALL SERVICE CABLE FROM POWER SOURCE TO THE CURRENT TRANSFORMER CABINET AND METER BASE.
6. SAFETY SWITCH, METER BASE, WIREWAY, CURRENT TRANSFORMER CABINET AND CONTROL CENTER SHALL BE ATTACHED TO THE CHANNELING WITH ⅜" GALVANIZED BOLTS, LOCK WASHERS AND NUTS. FOUR CROSS CHANNELS SHALL BE UTILIZED.
7. EACH FOUNDATION SHALL BE PERMANENTLY MARKED TO INDICATE ALL SIDES FROM WHICH CONDUITS PASS. THIS MARK SHALL BE MADE WITH A TROWEL WHEN FINISHING THE CONCRETE AND SHALL BE 1/4 " DEEP AND 4" TO 6" LONG.
8. THIS STANDARD IS APPLICABLE FOR 277v/480v ELECTRICAL SERVICE ONLY.
9. AS NEEDED, THE CONTRACTOR SHALL LEAVE A SUFFICIENT AMOUNT OF CONDUCTOR CABLE COILED INSIDE THE CURRENT TRANSFORMER CABINET TO PERMIT THE LOCAL POWER COMPANY TO MAKE CONNECTION.
10. ALL ENCLOSURES SHALL MEET NEMA 3R SPECIFICATIONS AND REQUIREMENTS.
11. LIGHTING ARRESTORS SHALL BE 277 VOLTS. DELTA LIGHTING ARRESTOR MODEL LA 601OR APPROVED EQUAL.
12. THE CONTRACTOR SHALL INSTALL GROUND RODS AND JUNCTION BOXES IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS 2016 SECTION 700.04 (a).TESTING OF GROUND RODS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS SECTION 700.04.2.

MINIMUM CONDUIT SIZE FOR CONDUIT NOT SHOWN ON THIS SHEET

AMP RATING	CONDUIT SIZE	CONDUCTOR SIZE
30 AMP	1"	#10
60 AMP	1¼"	#6
100 AMP	1½"	#3
200 AMP	3"	#3/0
300 AMP	3½"	350 MCM
400 AMP	4"	600 MCM

THIS TABLE IS BASED ON NEC 2017 TABLE 310.15(B)(16). A TOTAL OF THREE CURRENT CARRYING CONDUCTORS RATED AT 75 DEGREES CELSIUS TYPE THWN, A NEUTRAL AND A GROUND, ALL OF EQUAL SIZE, IS ASSUMED.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	CC(H4)

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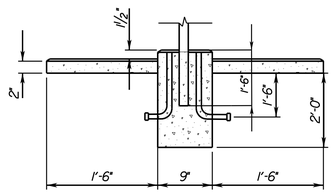
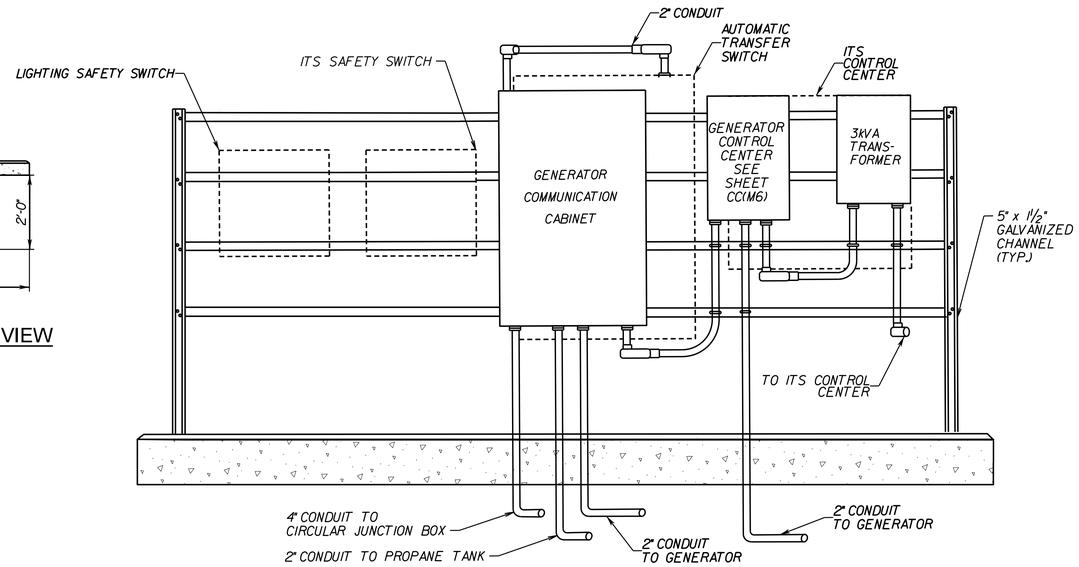


FOUNDATION DETAIL - SIDE VIEW
NTS



EQUIPMENT LAYOUT - BACK FACE
SCALE: NTS

NOTES:

1. ALL EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL.
2. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED ¾".
3. GROUNDING BUSHINGS SHALL BE INSTALLED ON EACH END OF METAL CONDUITS.
4. BELL ENDS SHALL BE INSTALLED ON THE ENDS OF PVC CONDUITS.
5. LOCAL POWER COMPANY WILL INSTALL SERVICE CABLE FROM POWER SOURCE TO THE CURRENT TRANSFORMER CABINET AND METER BASE.
6. SAFETY SWITCH, METER BASE, WIREWAY, CURRENT TRANSFORMER CABINET AND CONTROL CENTER SHALL BE ATTACHED TO THE CHANNELING WITH ⅜" GALVANIZED BOLTS, LOCK WASHERS AND NUTS. FOUR CROSS CHANNELS SHALL BE UTILIZED.
7. EACH FOUNDATION SHALL BE PERMANENTLY MARKED TO INDICATE ALL SIDES FROM WHICH CONDUITS PASS. THIS MARK SHALL BE MADE WITH A TROWEL WHEN FINISHING THE CONCRETE AND SHALL BE 1/4 " DEEP AND 4" TO 6" LONG.
8. THIS STANDARD IS APPLICABLE FOR 277v/480v ELECTRICAL SERVICE ONLY.
9. AS NEEDED, THE CONTRACTOR SHALL LEAVE A SUFFICIENT AMOUNT OF CONDUCTOR CABLE COILED INSIDE THE CURRENT TRANSFORMER CABINET TO PERMIT THE LOCAL POWER COMPANY TO MAKE CONNECTION.
10. ALL ENCLOSURES SHALL MEET NEMA 3R SPECIFICATIONS AND REQUIREMENTS.
11. LIGHTING ARRESTORS SHALL BE 277 VOLTS. DELTA LIGHTING ARRESTOR MODEL LA 601 OR APPROVED EQUAL.
12. THE CONTRACTOR SHALL INSTALL GROUND RODS AND JUNCTION BOXES IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS 2016 SECTION 700.04 (a). TESTING OF GROUND RODS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS SECTION 700. 04. 2.

MINIMUM CONDUIT SIZE FOR CONDUIT NOT SHOWN ON THIS SHEET

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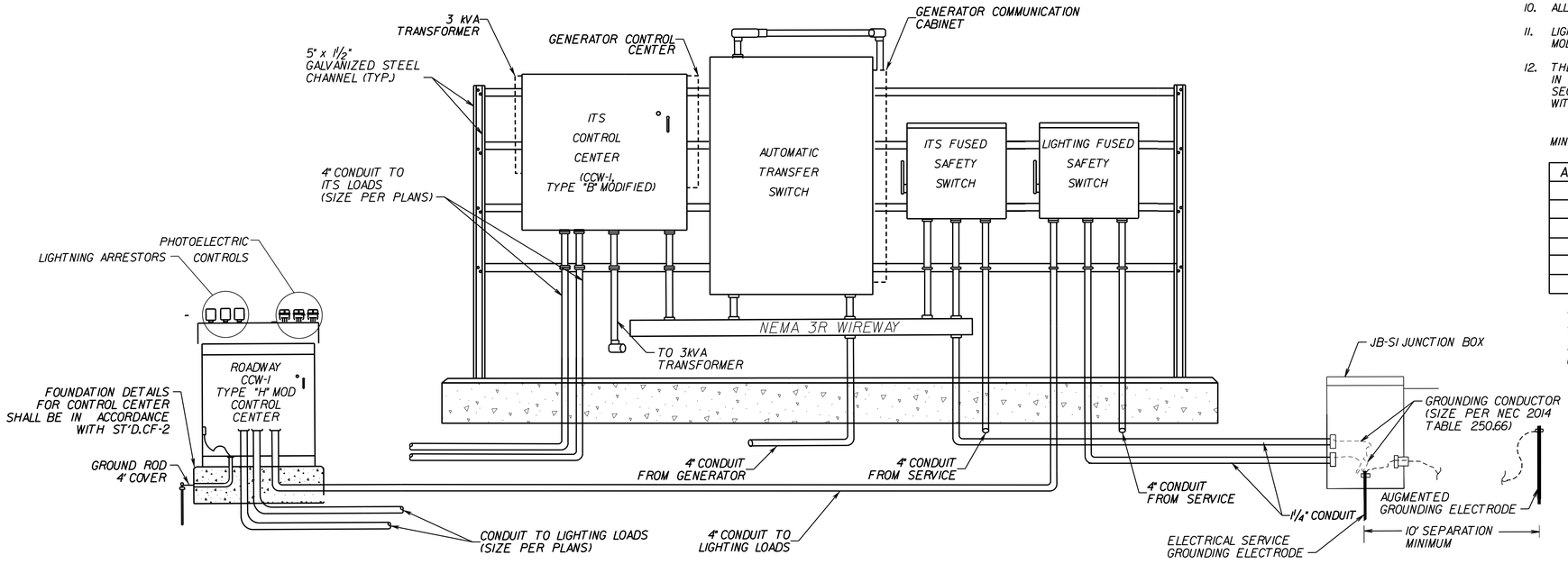

ROADWAY LIGHTING CONTROL CENTER
CCW-1 TYPE "H" MODIFIED
NTS

TYPE "SE-9 MOD." EQUIPMENT LAYOUT - FRONT FACE
SCALE: NTS

RFP
CONCEPTUAL
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	0495-029-419	CC(H4)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

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SUBSURFACE UTILITY BY, DATE _N/A._____

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	VA.	495	0495-029-419 R-201,C-501	CC(H5)

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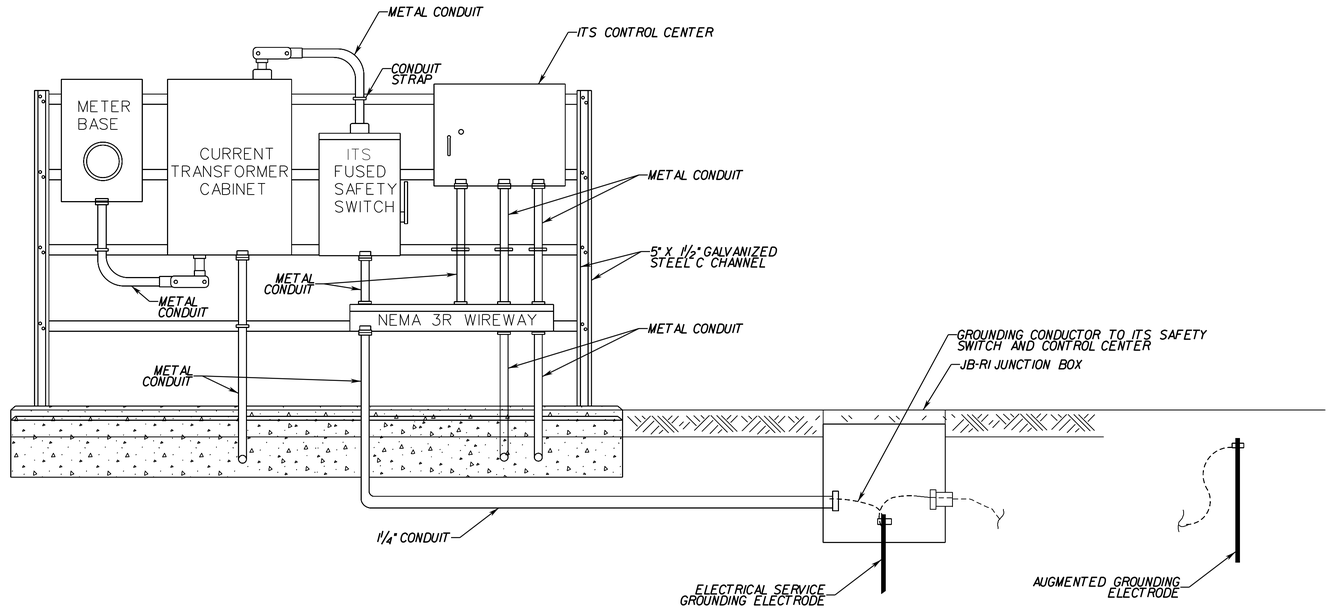
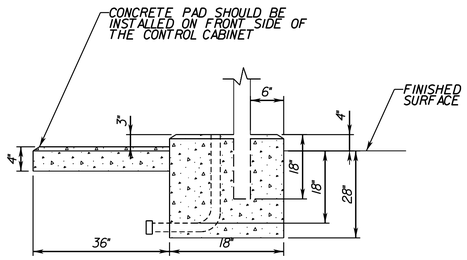


SE-9 TYPE B MODIFIED EQUIPMENT LAYOUT
SCALE: NTS



SERVICE ENTRANCE FOUNDATION DETAIL
SCALE: NTS

NOTES:

1. ALL EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL.
2. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 3/4".
3. GROUNDING BUSHINGS SHALL BE INSTALLED ON EACH END OF METAL CONDUITS.
4. BELL ENDS SHALL BE INSTALLED ON THE ENDS OF PVC CONDUITS.
5. LOCAL POWER COMPANY WILL INSTALL SERVICE CABLE FROM POWER SOURCE TO THE CURRENT TRANSFORMER CABINET AND METER BASE.
6. SAFETY SWITCH, METER BASE, WIREWAY, CURRENT TRANSFORMER CABINET AND CONTROL CENTER SHALL BE ATTACHED TO THE CHANNELING WITH 3/8" GALVANIZED BOLTS, LOCK WASHERS AND NUTS. FOUR CROSS CHANNELS SHALL BE UTILIZED.
7. EACH FOUNDATION SHALL BE PERMANENTLY MARKED TO INDICATE ALL SIDES FROM WHICH CONDUITS PASS. THIS MARK SHALL BE MADE WITH A TROWEL WHEN FINISHING THE CONCRETE AND SHALL BE 1/4 " DEEP AND 4" TO 6" LONG.
8. THIS STANDARD IS APPLICABLE FOR 277v/480v ELECTRICAL SERVICE ONLY.
9. AS NEEDED, THE CONTRACTOR SHALL LEAVE A SUFFICIENT AMOUNT OF CONDUCTOR CABLE COILED INSIDE THE CURRENT TRANSFORMER CABINET TO PERMIT THE LOCAL POWER COMPANY TO MAKE CONNECTION.
10. ALL ENCLOSURES SHALL MEET NEMA 3R SPECIFICATIONS AND REQUIREMENTS.
11. THE CONTRACTOR SHALL INSTALL GROUND RODS AND JUNCTION BOXES IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS 2016 SECTION 700.04 (a).TESTING OF GROUND RODS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS SECTION 700.04.2.

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100 AMP	1 1/2"	#3
200 AMP	3"	#3/0
300 AMP	3 1/2"	350 MCM
400 AMP	4"	600 MCM

THIS TABLE IS BASED ON NEC 2017 TABLE 310.15(B)(16). A TOTAL OF THREE CURRENT CARRYING CONDUCTORS RATED AT 75 DEGREES CELSIUS TYPE THWN, A NEUTRAL AND A GROUND, ALL OF EQUAL SIZE, IS ASSUMED.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

	PROJECT	SHEET NO.
	0495-029-419	CC(H5)

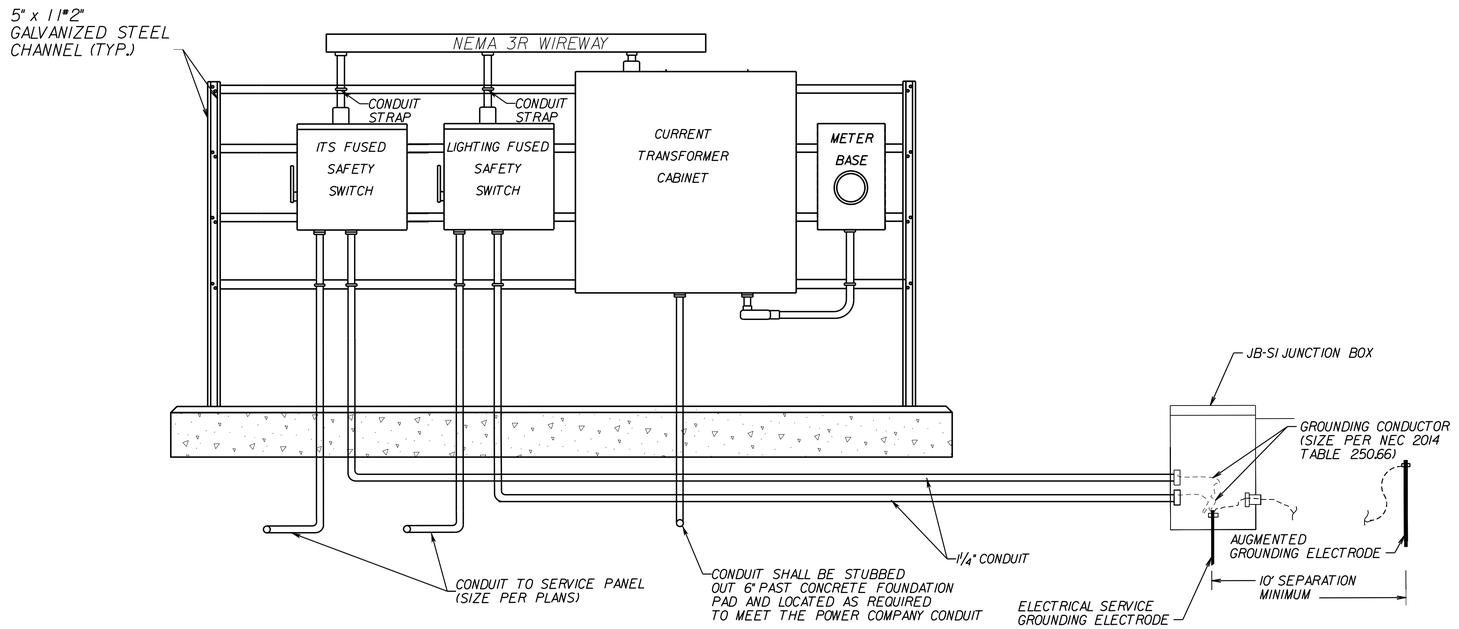
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

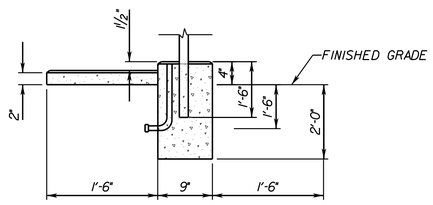
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(H6)

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

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



EQUIPMENT LAYOUT - SERVICE ONLY
SCALE: NTS



FOUNDATION DETAIL - SIDE VIEW
NTS

NOTES:

1. ALL EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL.
2. ALL EXPOSED CONCRETE EDGES SHALL BE CHAMFERED ¾".
3. GROUNDING BUSHINGS SHALL BE INSTALLED ON EACH END OF METAL CONDUITS.
4. BELL ENDS SHALL BE INSTALLED ON THE ENDS OF PVC CONDUITS.
5. LOCAL POWER COMPANY WILL INSTALL SERVICE CABLE FROM POWER SOURCE TO THE CURRENT TRANSFORMER CABINET AND METER BASE.
6. SAFETY SWITCH, METER BASE, WIREWAY, CURRENT TRANSFORMER CABINET AND CONTROL CENTER SHALL BE ATTACHED TO THE CHANNELING WITH ⅜" GALVANIZED BOLTS, LOCK WASHERS AND NUTS. FOUR CROSS CHANNELS SHALL BE UTILIZED.
7. EACH FOUNDATION SHALL BE PERMANENTLY MARKED TO INDICATE ALL SIDES FROM WHICH CONDUITS PASS. THIS MARK SHALL BE MADE WITH A TROWEL WHEN FINISHING THE CONCRETE AND SHALL BE 1/4 " DEEP AND 4" TO 6" LONG.
8. THIS STANDARD IS APPLICABLE FOR 277v/480v ELECTRICAL SERVICE ONLY.
9. AS NEEDED, THE CONTRACTOR SHALL LEAVE A SUFFICIENT AMOUNT OF CONDUCTOR CABLE COILED INSIDE THE CURRENT TRANSFORMER CABINET TO PERMIT THE LOCAL POWER COMPANY TO MAKE CONNECTION.
10. ALL ENCLOSURES SHALL MEET NEMA 3R SPECIFICATIONS AND REQUIREMENTS.
11. LIGHTING ARRESTORS SHALL BE 277 VOLTS. DELTA LIGHTING ARRESTOR MODEL LA 601 OR APPROVED EQUAL.
12. THE CONTRACTOR SHALL INSTALL GROUND RODS AND JUNCTION BOXES IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS 2016 SECTION 700.04 (a). TESTING OF GROUND RODS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE SPECIFICATIONS SECTION 700.04.2.

MINIMUM CONDUIT SIZE FOR CONDUIT NOT SHOWN ON THIS SHEET

AMP RATING	CONDUIT SIZE	CONDUCTOR SIZE
30 AMP	1"	#10
60 AMP	1 1/4"	#6
100 AMP	1 1/2"	#3
200 AMP	3"	#3/0
300 AMP	3 1/2"	350 MCM
400 AMP	4"	600 MCM

THIS TABLE IS BASED ON NEC 2017 TABLE 310.15(B)(16). A TOTAL OF THREE CURRENT CARRYING CONDUCTORS RATED AT 75 DEGREES CELSIUS TYPE THWN, A NEUTRAL AND A GROUND, ALL OF EQUAL SIZE, IS ASSUMED.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(H6)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(H7)

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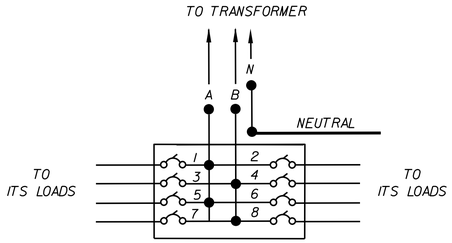
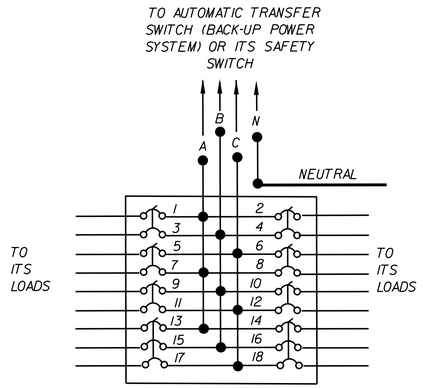
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)



CCW-1 TYPE "A" MODIFIED
NTS



CCW-1 TYPE "B" MODIFIED
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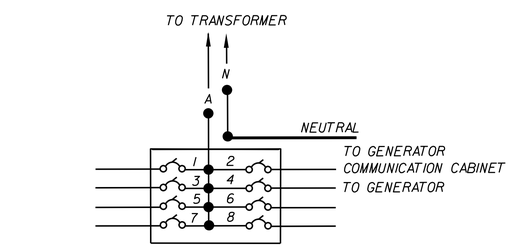

GENERATOR CONTROL CENTER WIRING DETAIL
NTS

NOTES:

1. CONTACTORS SHALL HAVE 3 POLES FOR THREE PHASE SERVICES. NUMBER OF CONTACTORS SHALL BE AS REQUIRED TO HANDLE THE NUMBER OF CIRCUITS ACTUALLY BEING UTILIZED.
2. ALL CIRCUIT BREAKERS SHALL BE SINGLE POLE. VOLTAGE AND CURRENT RATING OF CONTACTORS AND BREAKERS SHALL BE AS INDICATED ON THE PLANS.
3. NUMBER OF CIRCUITS SHOWN ARE TYPICAL. EXACT NUMBER REQUIRED SHALL BE AS INDICATED IN THE PLANS.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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CONTROL CENTER WIRING DETAILS
NTS

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(H7)

LIMITED ACCESS HIGHWAY

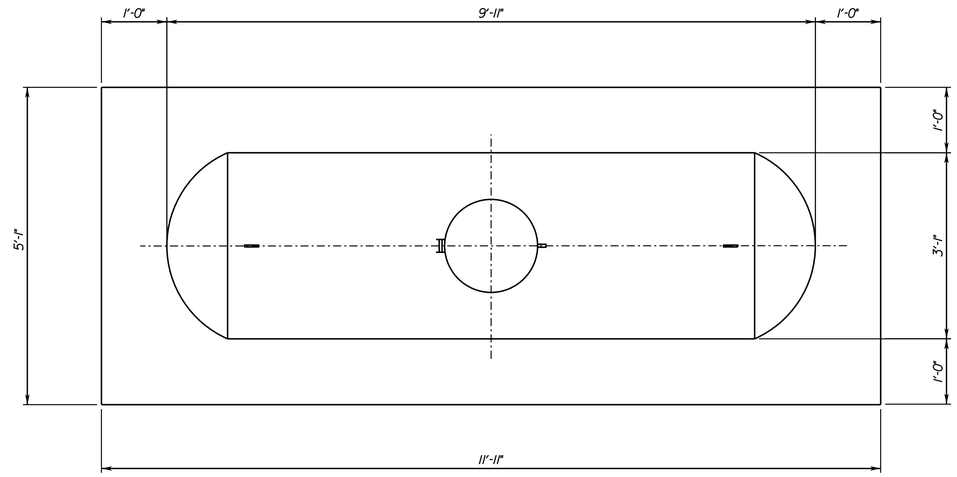
By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

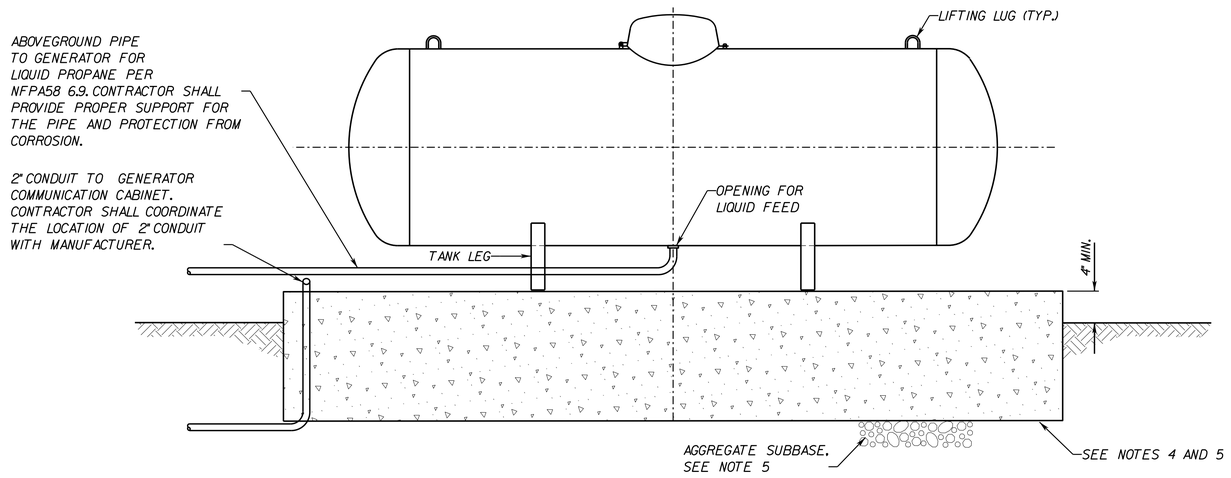
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(H8)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)



PLAN VIEW
NTS



SIDE VIEW
NTS

PROPANE TANK DETAIL

NOTES:

1. CONSTRUCT TANK SLAB SO TANK BOTTOM IS HIGHER THAN GENERATOR FUEL INTAKE.
2. TANK SHALL BE ASME AMERICAN WELDING AND TANK,LLC OR APPROVED EQUAL CONTAINER. IT SHALL BE IN COMPLIANCE WITH NFPA58 6.6.3 AND NFPA 5.2.4 AND 5.2.5 AND SPECIAL PROVISIONS SECTION 807.
3. CONTAINER SHALL BE MARKED WITH HAZARD IDENTIFICATION SIGNS AS PROVIDED IN THE REGULATIONS,RULES,OR CODE UNDER WHICH THEY ARE FABRICATED AND IN ACCORDANCE WITH NFPA58 5.2.8 AND NFPA704.
4. TANK SHALL BE INSTALLED LEVEL,WITH ALL LEGS IN SAME PLANE TO ASSURE EVEN DISTRIBUTION OF LOADS AND OPTIMIZE ACCURACY OF GAUGE DEVICE.
5. CONCRETE PAD AND SUBBASE SHALL BE DESIGNED BY CONTRACTOR IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
6. TANK,APPURTENANCES AND INSTALLATION SHALL COMPLY WITH NFPA58.
7. TANK SHALL BE PAINTED IN ACCORDANCE WITH NFPA58 6.6.1.4.
8. THREADS OF ALL FITTINGS TO BE COATED WITH COMPOUND SUITABLE FOR USE WITH LP GAS.
9. THE DOME HASP AND HINGE SHALL BE GALVANIZED OR GALVALUME TO ELIMINATE THE RUST AT CONNECTIONS AND SHALL NOT BE WELDED TO THE TANK.
10. DEVICE MEASURING THE AMOUNT OF LIQUID PROPANE AND TRANSMITTER SHALL BE PLACED UNDER THE DOME.
11. PROPANE TANK SHALL HAVE DATA PLATE IN ACCORDANCE WITH NFPA58 5.2.8.2.3.

RFP
CONCEPTUAL
PLANS

DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(H8)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

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SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(H9)

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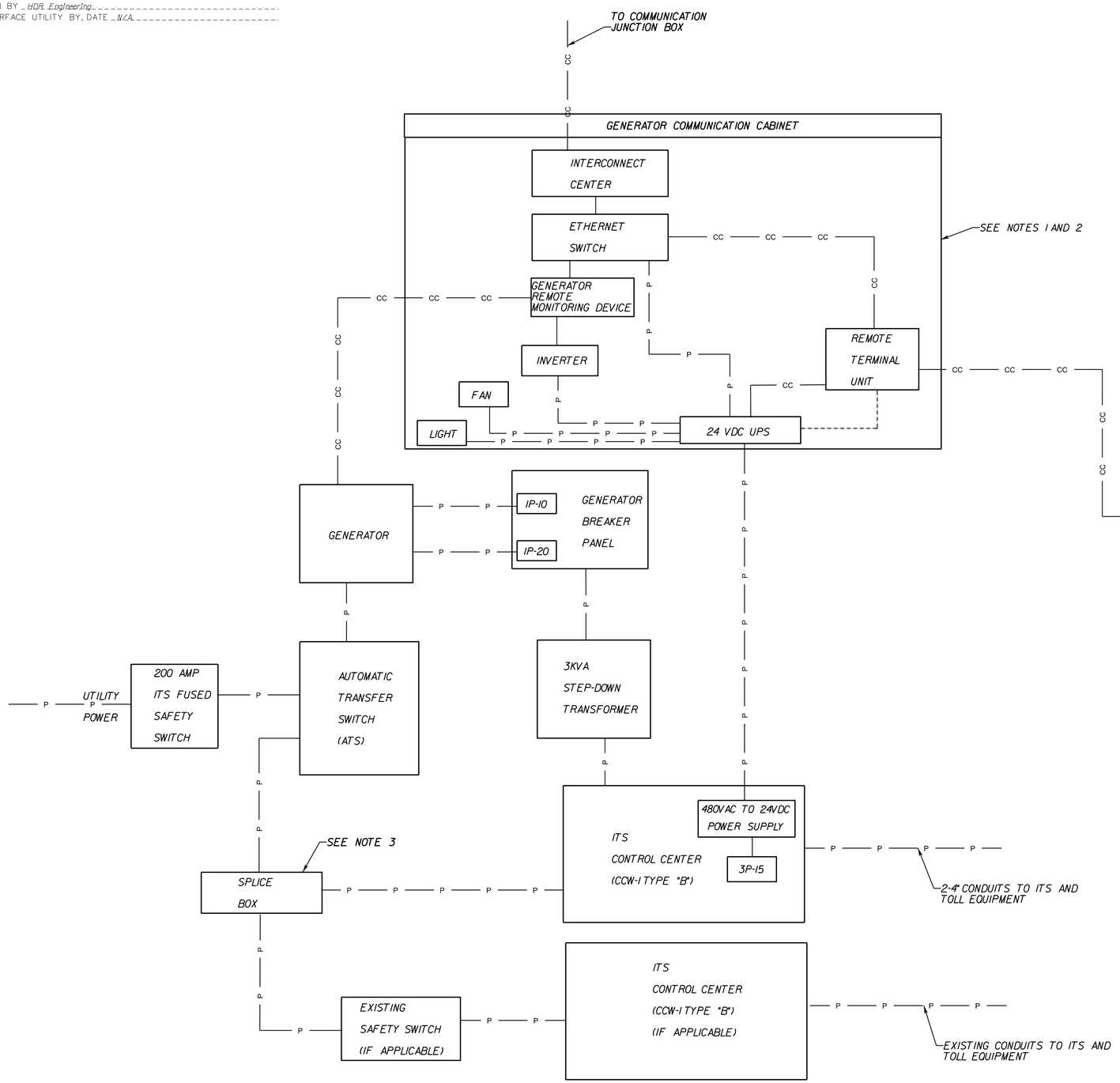

GENERATOR CONNECTION DIAGRAM
NTS

NOTES:

1. NO 120V OUTLET SHALL BE INSTALLED IN COMMUNICATION CABINET.
2. CABINET AND SOME EQUIPMENT MAY BE EXISTING IN SOME LOCATIONS.
3. SPLICE BOX SHALL BE INSTALLED WHEN TWO ITS CONTROL CENTERS ARE CONNECTED TO A GENERATOR.

GENERATOR BREAKERS

3P-15	GENERATOR COMMUNICATION CABINET EQUIPMENT
IP-10	120V BATTERY CHARGER
IP-20	120V COOLANT HEATER

RFP CONCEPTUAL PLANS
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	0495-029-419	CC(H9)

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	CC(HIO)

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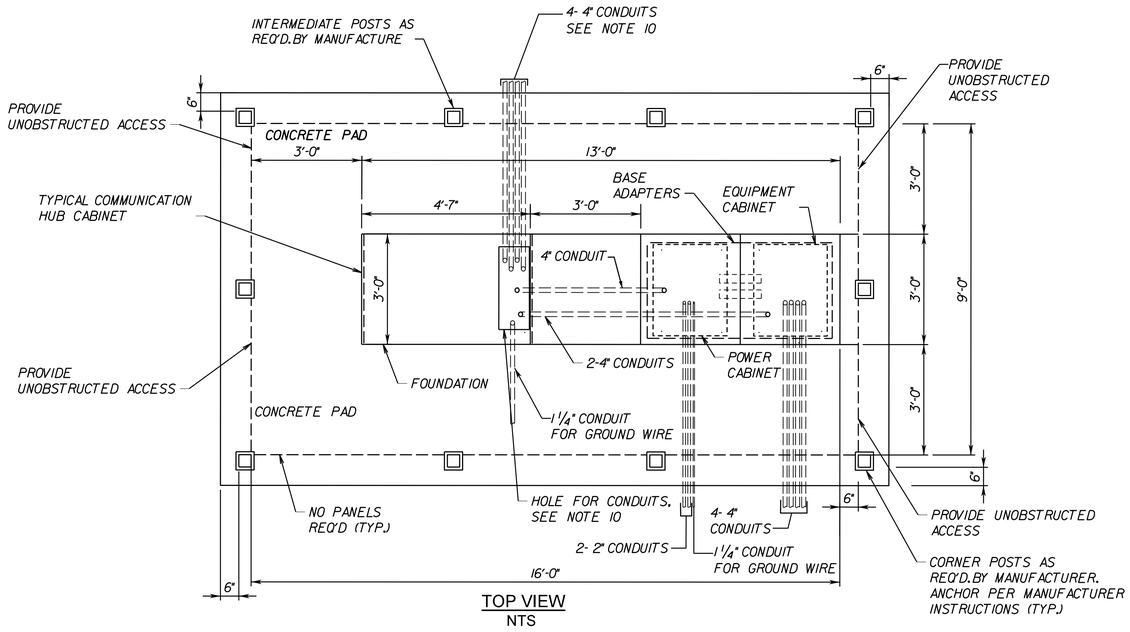
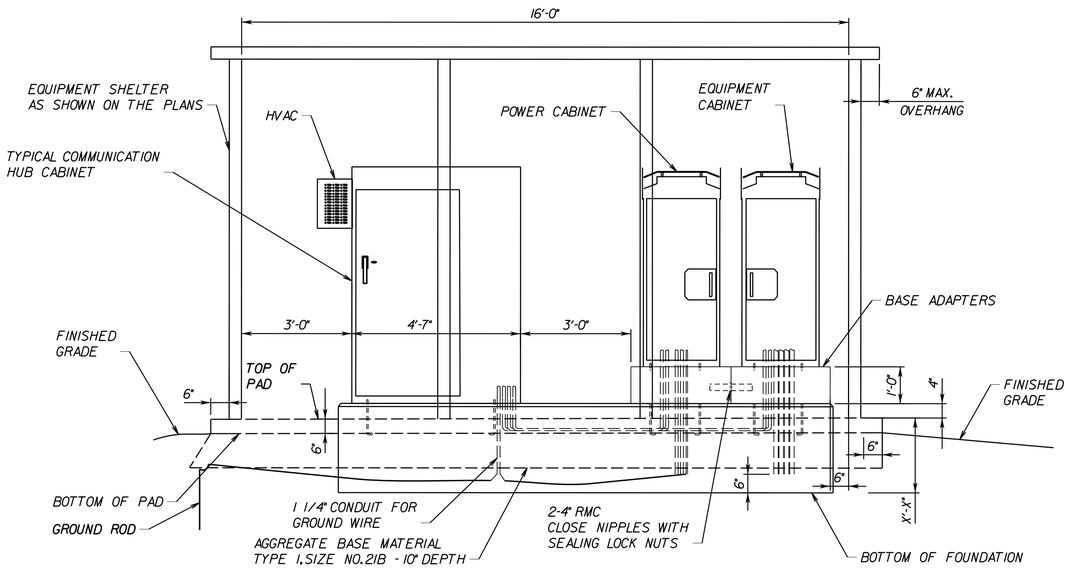
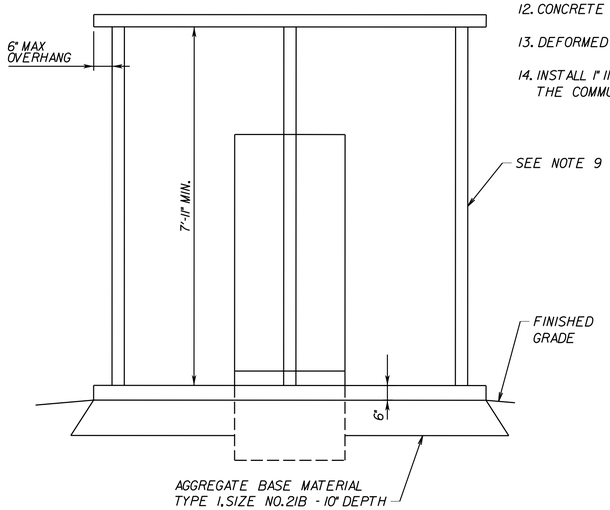


TOP VIEW
NTS



FRONT VIEW
NTS



SIDE VIEW
NTS

TYPICAL COMMUNICATION HUB EQUIPMENT CABINET DETAIL
NTS

NOTES:

1. ALL EXPOSED CONCRETE SURFACE EDGES SHALL BE CHAMFERED ¾" ± ½ INCHES.
2. ANCHOR BOLTS AND BOLT TEMPLATE SHALL BE FURNISHED WITH THE CABINET.
3. THE CABINETS AND BASE ADAPTERS SHALL BE SEALED WITH A SILICONE CAULK WHERE THEY MATE WITH EACH OTHER OR CONCRETE.
4. BELL ENDS SHALL BE INSTALLED ON THE END OF PVC CONDUITS. GROUNDING BUSHINGS SHALL BE INSTALLED ON THE END OF METAL CONDUITS. METAL CONDUITS INSIDE COMMUNICATION HUB CABINET SHALL BE BONDED TOGETHER AND CONNECTED TO THE GROUND BUS IN THE MAIN PANEL BOARD.
5. PLUG EMPTY CONDUITS TO PREVENT MOISTURE AND RODENT ENTRY.
6. TWO ½INCH DIAMETER WEEPHOLES SHALL BE PROVIDED IN THE FOUNDATION AND LOCATED 2 INCHES INSIDE OF THE BACK OR SIDE EDGES OF THE BASE ADAPTER. WEEPHOLES SHALL BE SLOPED TO ALLOW THE OUTLET TO EXIT 3 INCHES BELOW THE TOP OF FOUNDATION. TWO INCHES OF THE OUTLET SHALL BE FIBER FILLED.
7. SEE SHEET CC(BI) FOR ADDITIONAL CABINET INSTALLATION DETAILS.
8. CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR COMMUNICATION HUB EQUIPMENT INSTALLATION, INCLUDING SHELTER CUT SHEET.
9. GALVANIZED STEEL OR ALUMINUM SHALL BE USED FOR SHELTER'S FRAMING. SHELTER SHALL BE DESIGNED PER AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 7TH EDITION, 2015 AND 2016 INTERIM REVISIONS; AND VDOT MODIFICATIONS (VDOT IIM-S&B-80). CONSTRUCTION SHALL BE IN ACCORDANCE WITH VIRGINIA DEPARTMENT OF TRANSPORTATION. ROAD AND BRIDGE SPECIFICATIONS, 2016.
   DESIGN LOADS:
   ROOF LIVE LOAD 20 PSF
   WIND LOAD 40 PSF
   FLAT-ROOF SNOW LOAD 25 PSF
10. ALL CONDUITS ENTERING COMMUNICATION HUB CABINET SHALL BE TRIMMED TO 3 ± 1 INCHES ABOVE THE FOUNDATION SURFACE.
11. SEE PLANS FOR CABINET IDS. ALL CABINETS ON FOUNDATION SHALL HAVE THE SAME ID.
12. CONCRETE IN FOOTING SHALL BE CLASS A3.
13. DEFORMED REINFORCING PBARS SHALL CONFORM TO ASTM A615, GRADE 60.
14. INSTALL 1" INNERDUCT IN 4" CONDUIT FOR INSTALLATION OF FIBER PATCH CABLES BETWEEN THE COMMUNICATION HUB CABINET AND THE EQUIPMENT CABINET.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	CC(HIO)

Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

These Plans are Unfinished and Unapproved and are not to be used for any type of construction or the Acquisition of Right of Way.

DTR EB Approach

Scroll 1 of 7

PHASE 1 TTMS LEGEND

EXISTING	PROPOSED	DESCRIPTION
CC/P	CC/P	COMMUNICATION AND POWER (UNDERGROUND CONDUIT)
CC	CC	COMMUNICATION / CONTROL (UNDERGROUND CONDUIT)
P	P	EQUIPMENT POWER (UNDERGROUND CONDUIT)
N/A	CC/P	STRUCTURE MOUNTED COMMUNICATION AND POWER
		BORED CONDUIT
N/A	CC/P	ABANDON EXISINTG CONDUITS RUN
P E 3 5	N/A	VDOT ELECTRICAL JUNCTION BOX
S-3	N/A	VDOT JB-S3 POWER JUNCTION BOX
C	N/A	VDOT COMMUNICATION/CONTROL JUNCTION BOX
3 5	N/A	EXPRESS LANES ELECTRICAL JUNCTION BOX
C	N/A	EXPRESS LANES COMMUNICATION JUNCTION BOX
2	C	EXPRESS LANES POLE-MOUNTED EQUIPMENT CABINET
C	C	VDOT GROUND-MOUNTED EQUIPMENT CABINET
C	C	EXPRESS LANES GROUND-MOUNTED EQUIPMENT CABINET
C	C	VDOT POLE, STRUCTURE, OR PEDESTAL-MOUNTED CABINET
	SE-X	VDOT SERVICE PANEL (NO. AS NOTED)
		XPL SERVICE PANEL (NO. AS NOTED)

EXISTING	PROPOSED	DESCRIPTION
		VDOT CCTV CAMERA
		AUTOMATED INCIDENT DETECTION CAMERA AND COVERAGE AREA
		EXPRESS LANES CCTV CAMERA
X-DMS	X-DMS	EXPRESS LANES DYNAMIC MESSAGE SIGN
V-DMS	V-DMS	VDOT DYNAMIC MESSAGE SIGN
LCS		LANE CONTROL SIGNAL
V		VDOT MICROWAVE DETECTOR
T	X	EXPRESS LANES MICROWAVE DETECTOR
	N/A	EXPRESS LANES RADIO ANTENNA
G	GENERATOR & PROPANE TANK	GENERATOR
		MICROWAVE DETECTION ZONES
N/A		30' POLE
N/A		40' POLE
		50' POLE WITH LOWERING DEVICE
	N/A	POLE
	N/A	TOLL GANTRY
		CANTILEVER STRUCTURE W/SIGN
		SPAN STRUCTURE W/SIGN

TRENCHED CONDUIT CROSS SECTION
(• INDICATES CONDUIT OCCUPIED
o INDICATES SPARE CONDUIT)

BORED CONDUIT CROSS SECTION
(• INDICATES CONDUIT OCCUPIED
o INDICATES SPARE CONDUIT)

BRIDGE MOUNTED CONDUIT CROSS SECTION
(• INDICATES CONDUIT OCCUPIED
o INDICATES SPARE CONDUIT)

NOTE:

1. THESE PLANS ARE NOT INTENDED TO SHOW ALL JUNCTION BOX LOCATIONS. DESIGN BUILDER SHALL DEVELOP SITE PLANS AND DETAILS FOR JUNCTION BOXES AND THEIR LOCATIONS.

PHASE 1 SIGNING AND MARKING LEGEND

1. SEE SEPARATE DISCIPLINE PLANS PACKAGES FOR ADDITIONAL AND RELATED DESIGN INFORMATION.
2. ALL EXISTING SIGN LOCATIONS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY CONTRACTOR. EXISTING SIGNS SHOWN ARE PRIMARILY FOR REFERENCE PURPOSE ONLY AND MAY NOT REFLECT ACTUAL SIGN DIMENSIONS OR LEGEND.

Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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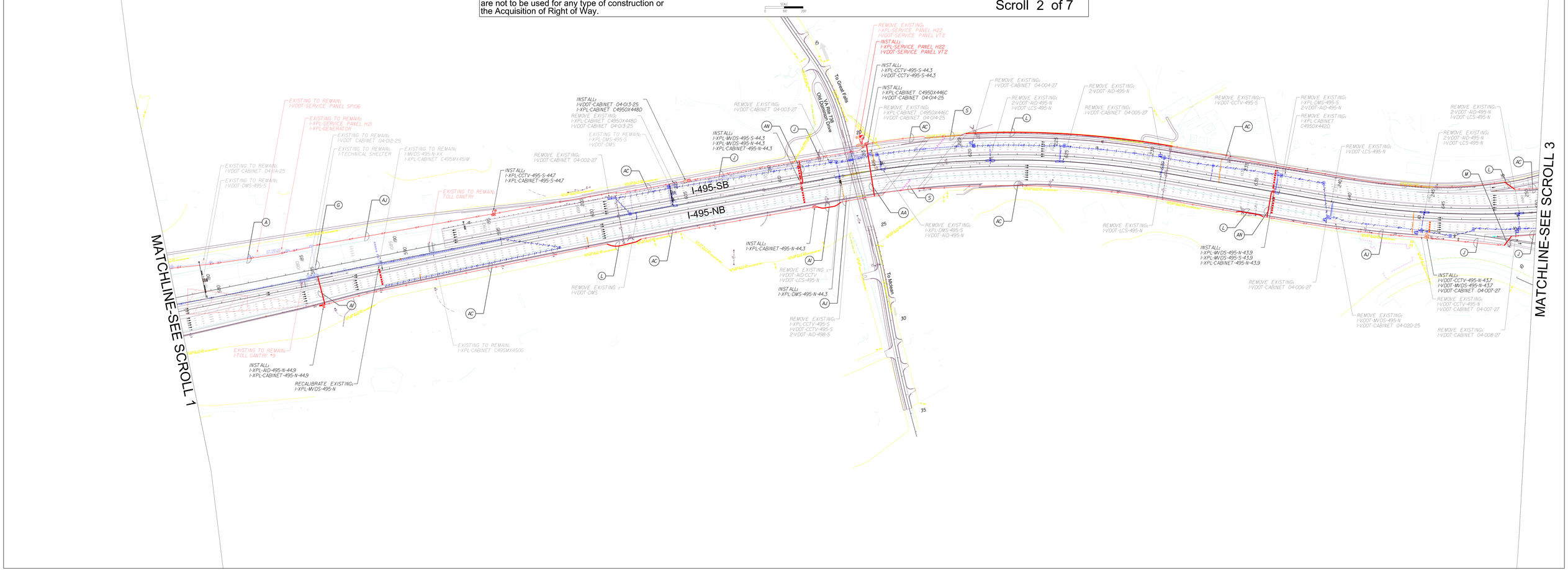
495 Mainline
Scroll 2 of 7



Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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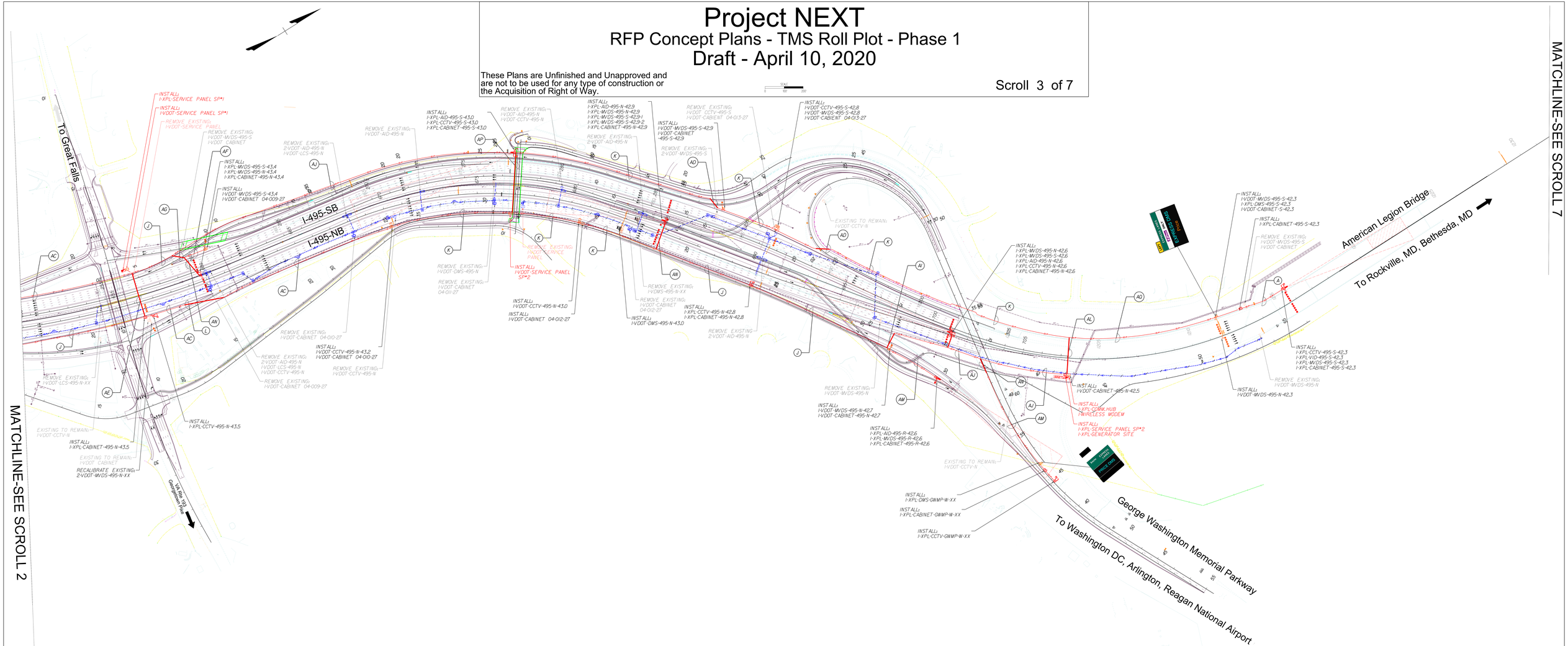
Scroll 3 of 7



Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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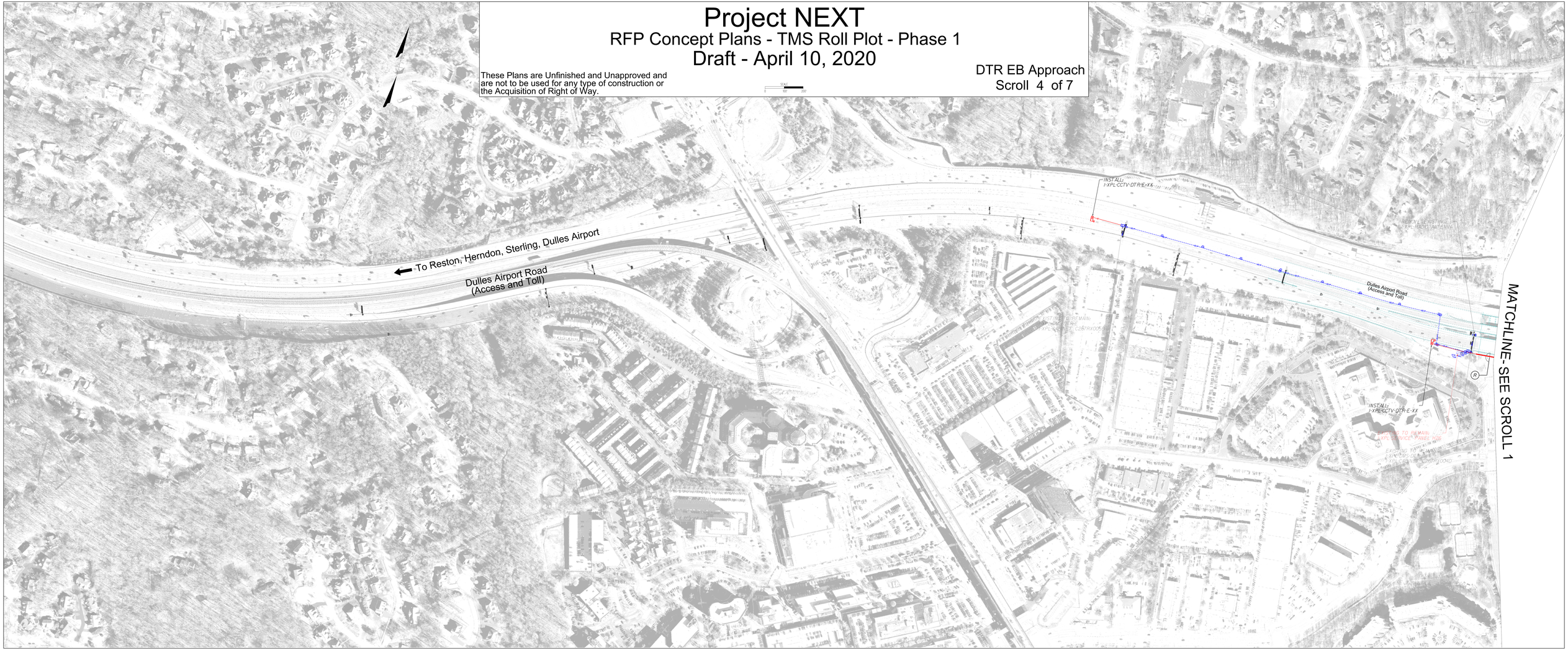
SCALE
0 50' 100'

DTR EB Approach
Scroll 4 of 7



Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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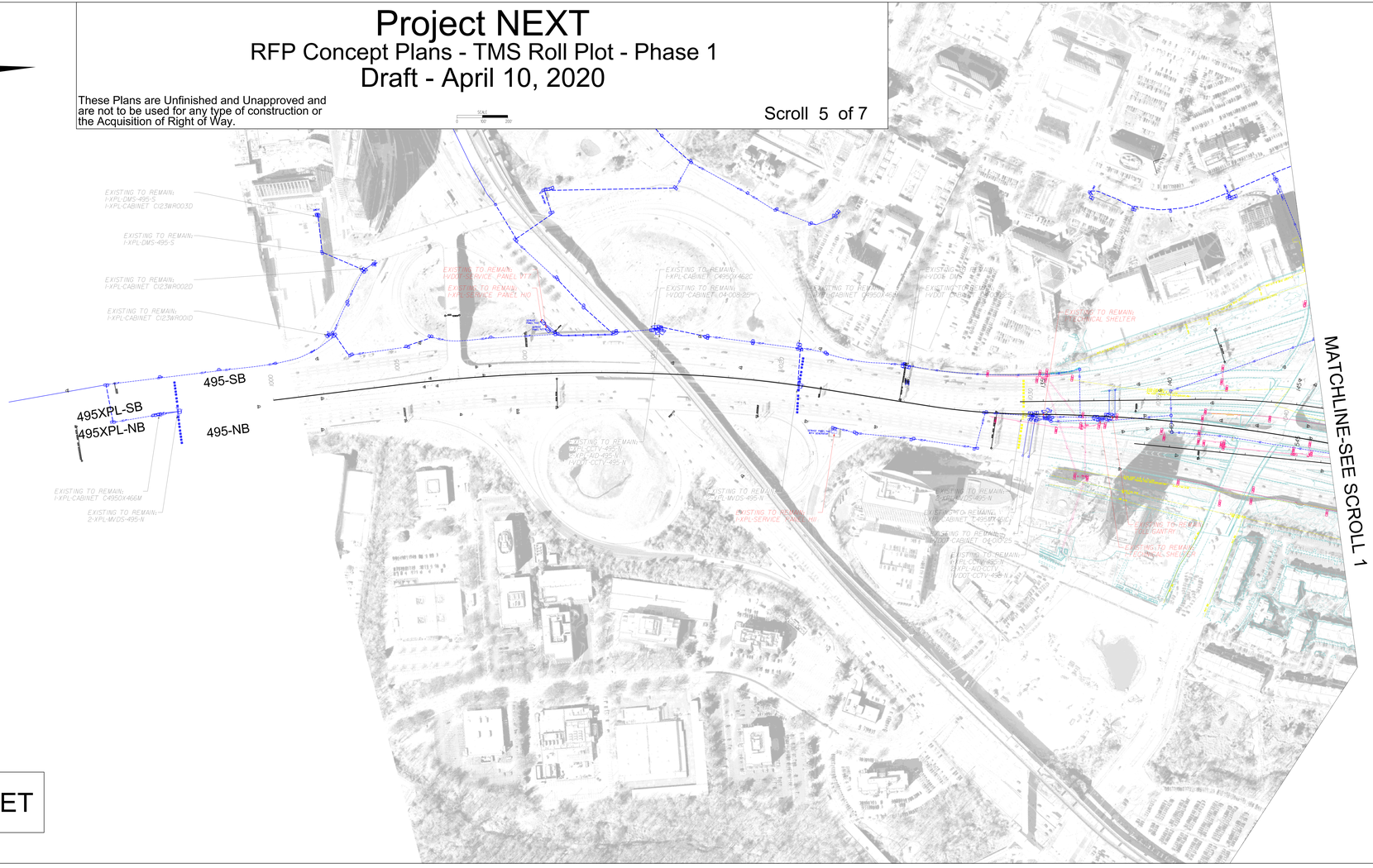
SCALE
0 100 200

Scroll 5 of 7



NO PROPOSED ITS WORK ON THIS SHEET

Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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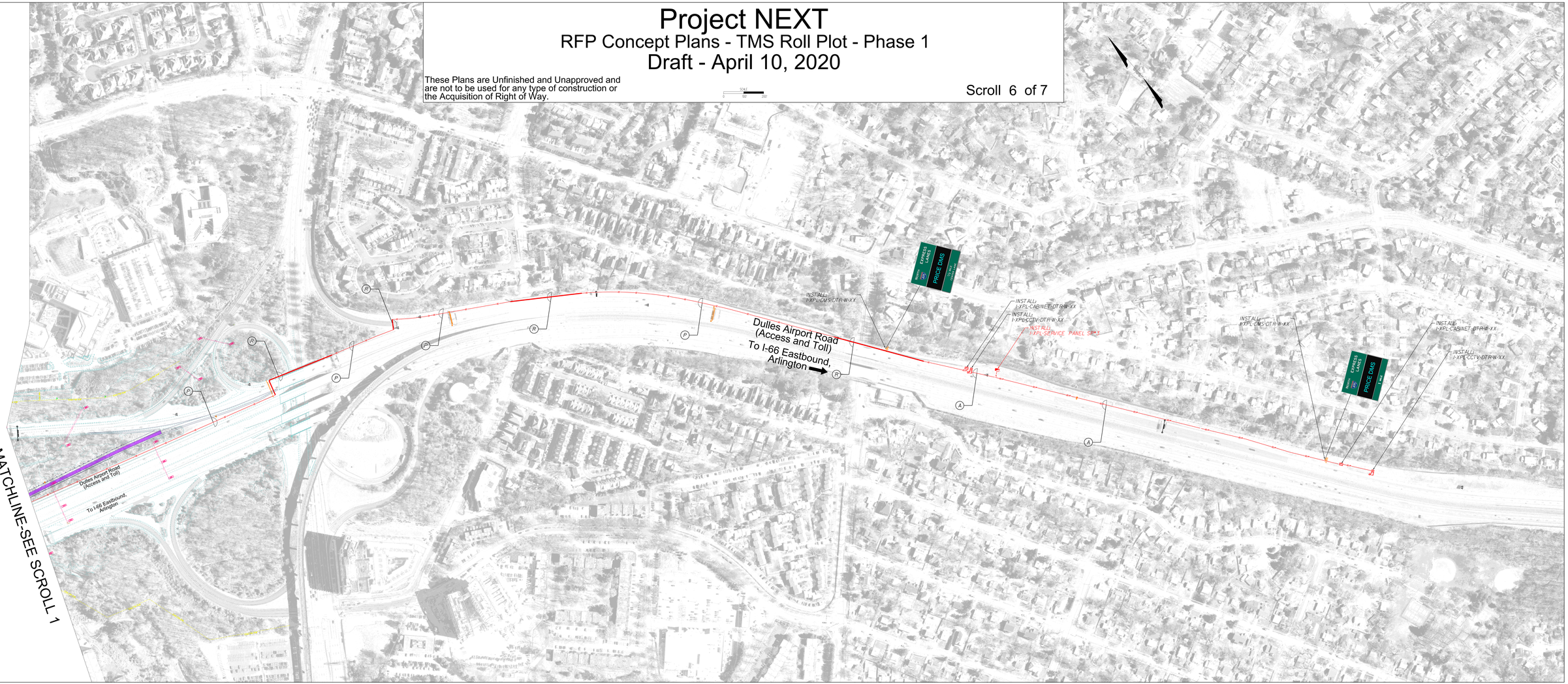
SCALE
0 100' 200'

Scroll 6 of 7



Project NEXT

RFP Concept Plans - TMS Roll Plot - Phase 1

Draft - April 10, 2020

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Scroll 7 of 7

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	57

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

RETAINING WALL GENERAL NOTES:

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2016.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

The minimum design life of retaining walls shall be 100-year.

Prior to wall construction, the foundation shall be compacted with a smooth wheel vribratory roller. The drums of the roller should be ballasted and each pass of the roller should overlap one half the width of the previous pass. The roller shall make at least ten passes over the proposed wall foundation zone. No density test will be required. Any foundation soils found to be unsuitable shall be removed and replaced with select material Type I minimum CBR of 30.

Remove unsuitable or unstable foundation material below the bottom of the wall and replace with select material prior to wall construction. Compact the foundation area according to the VDOT Specifications.

The Contractor shall field verify location and dimension of existing and proposed drainage pipes and conduits. Contractor shall make all necessary adjustments to retaining wall to accommodate existing and proposed utilities.

Dimensions are measured along front face of retaining wall (work line/base line.)

Dimensions shown on plans are based on the controlling roadway baseline. Secondary gutter line elevations (if shown) are calculated by projecting the offset from the controlling baseline to the wall and by computing equivalent stations and offsets from the secondary baseline. All dimensions shall be verified against roadway plan.

For roadway geometry, see the roadway plans.

For communications, roadway lighting, signage, and other electrical crossings, see the corresponding plans.

For storm and water line structure locations and pipe inverts, see drainage and pavement plans.

Design Soil Properties shall be determined during final design.

For Boring Logs, see Geotechnical Data Report date December 31, 2019.

Lateral pressure arising from surcharge loading should be added to the soil earth pressures to determine the total lateral pressures that the walls must resist. In addition, transient loads imposed on the walls by construction equipment during placement and compaction of backfill should be taken into consideration during design and construction. Excessively heavy grading equipment (axle loads greater than 18,000 lbs) shall not be allowed within 5 feet of the walls. Compaction within 5 feet of the walls should be completed with a hand operated tamper or small roller compactor.

Bearing Pressure and Settlement of walls shall be determined in final design.

If excavation is required in ground improved areas, the Engineer shall be notified prior to excavation.

Minimum panel design thickness of MSE wall is 5.5 inches. Thickness of concrete must increase to accommodate any architectural surface finish that may be specified.

Class I CRR steel shall be used in copings.

Class I CRR steel shall be used in portions of MSE wall panels within splash zone as shown on the plans.

Reinforcing steel shall be continuous through contraction joint. All construction joints in the facing shall include a shear key of not less then 2 inch by 1/2 inch and a nonmetal waterstop. Expansion joints shall be provided at intervals not to exceed 80 feet. Joint shall be filled per Section 404.05 of the VDOT Road and Bridge Specifications and include a nonmetal waterstop.

The concrete moment slab system, which includes traffic barrier and coping, shall be designed by the retaining wall contractor and integrated into the wall design. Design calculations shall be supplied for the moment slab system. walls and the moment slab system shall be designed in accordance with AASHTO and applicable project standards.

Corrosion Resistant Reinforcing (CRR) steel shall be used in moment slab and shall be the same type of corrosion resistant reinforcing steel specified for parapet.

An impervious membrane shall be placed below the pavement and just above the first row of reinforcement to intercept any flows containing deicing chemicals. The membrane shall be sloped to drain away from the facing to an intercepting longitudinal drain outletted beyond the reinforcing zone.

A geotextile shall be used as a separator between the mechanically stabilized earth mass and the subbase.

All panel types and other related elements shall be detailed on shop drawings.

Waiting period for installing pavement, moment slab, coping, etc. will be determined by designer.

Complete working drawings/shop plans and design calculations shall be submitted to the Engineer for review prior to beginning wall work. The working plans/shop drawings shall conform to the submittal requirements of the project specific technical specifications. Top and bottom of wall and limits of wall shall be in accordance with the retaining wall layout. The drawing shall include the location of all construction joints, weep holes, and soil nail anchors.

Drainage system may be necessary behind the walls. If required, complete working plans/shop drawings and design calculations for the wall drainage system shall be designed by the Contractor and submitted to the Engineer for review. The submitted design shall be signed and sealed by an Engineer registered in the Commonwealth of Virginia.

For wall installation at stream crossing, provide adequate drainage so the difference between the streambed and saturated backfill is not greater than what is considered in the design.

Tie-backs, if required, shall be designed for an ultimate tie-back capacity per unit length in accordance with AASHTO LRFD Bridge Design Specifications, 8th Edition, (2017)

Structural steel anchor rods, dead man wales (if used) and miscellaneous hardware used in connection of rods to retaining wall shall be galvanized.

Welded connections shall be continuous unless specified.

Holes in sheet pile and anchor plate shall be 1/8" greater than anchor rod diameter.

Anchors shall be attached such that they do not protrude beyond the face of wall.

RETAINING WALL PLANS

SHEET NO.	DESCRIPTION
57	RETAINING WALL GENERAL NOTES
58(1) thru 58(7)	RETAINING WALL LOCATION MAP SHEETS
59(1) thru 91	RETAINING WALL PLAN AND PROFILE SHEETS

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

Sunday, April 12, 2020 06:08:00 PM
18:08:00

d:xxxxxxsht-58(01).dgn
Plotted By: CCHOLKO

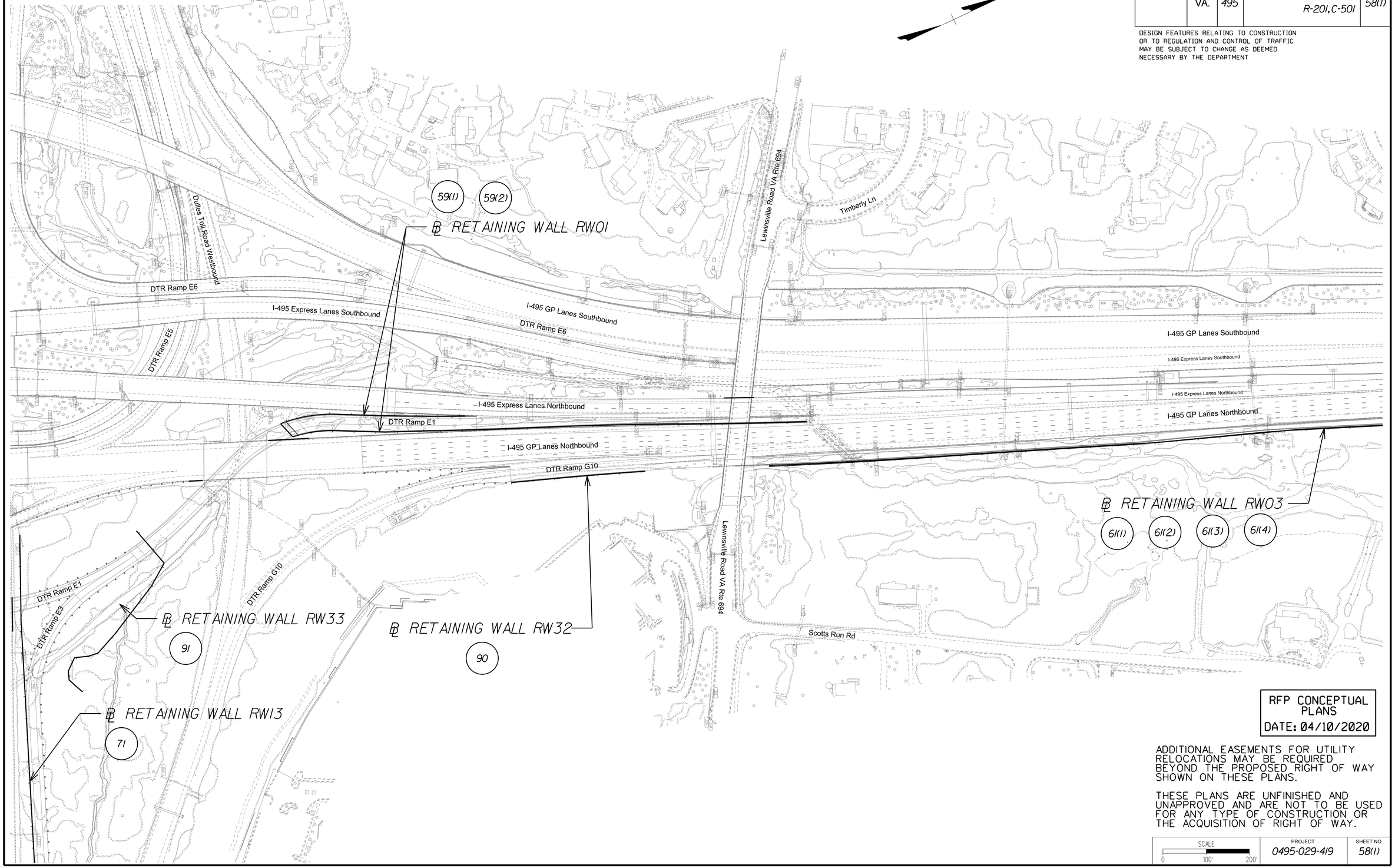
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(1)

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



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DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 100' 200'	0495-029-419	58(1)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(2)

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

℄ RETAINING WALL RW12
70

℄ RETAINING WALL RW02
60

℄ RETAINING WALL RW11
69

Old Dominion Drive

I-495 GP Lanes Southbound
I-495 Express Lanes Southbound
I-495 Express Lanes Northbound
I-495 GP Lanes Northbound

I-495 GP Lanes Southbound
I-495 Express Lanes Southbound
I-495 Express Lanes Northbound
I-495 GP Lanes Northbound

℄ RETAINING WALL RW03
61(1) 61(2) 61(3) 61(4)

℄ RETAINING WALL RW04
62(1)

VA Rte 738 Old Dominion Drive

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 100' 200'	0495-029-419	58(2)

Sunday, April 12, 2020 06:08:10 PM
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Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(3)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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

℄ RETAINING WALL RW28
86

℄ RETAINING WALL RW11
69

℄ RETAINING WALL RW05
63

℄ RETAINING WALL RW06
64

℄ RETAINING WALL RW07
65

Old Dominion Drive

I-495 GP Lanes Southbound
I-495 Express Lanes Southbound
I-495 Express Lanes Northbound
I-495 GP Lanes Northbound

℄ RETAINING WALL RW04
62(1)

℄ RETAINING WALL RW04A
62(1) 62(2)

℄ RETAINING WALL RW03
61(1) 61(2) 61(3) 61(4)

VA Rte 738 Old Dominion Drive

Underground Telephone Manhole in R.O.W.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 100' 200'	0495-029-419	58(3)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(4)

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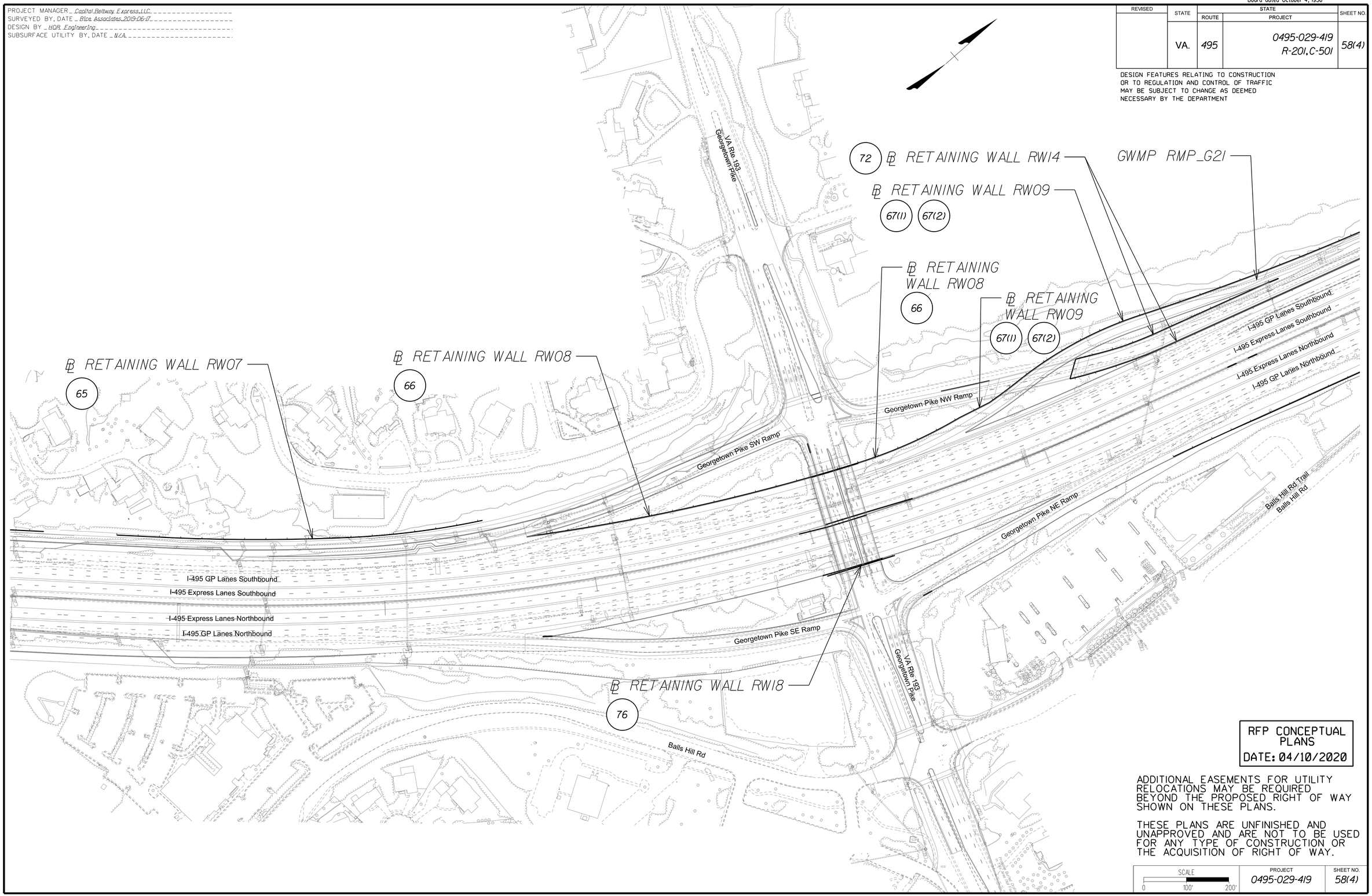
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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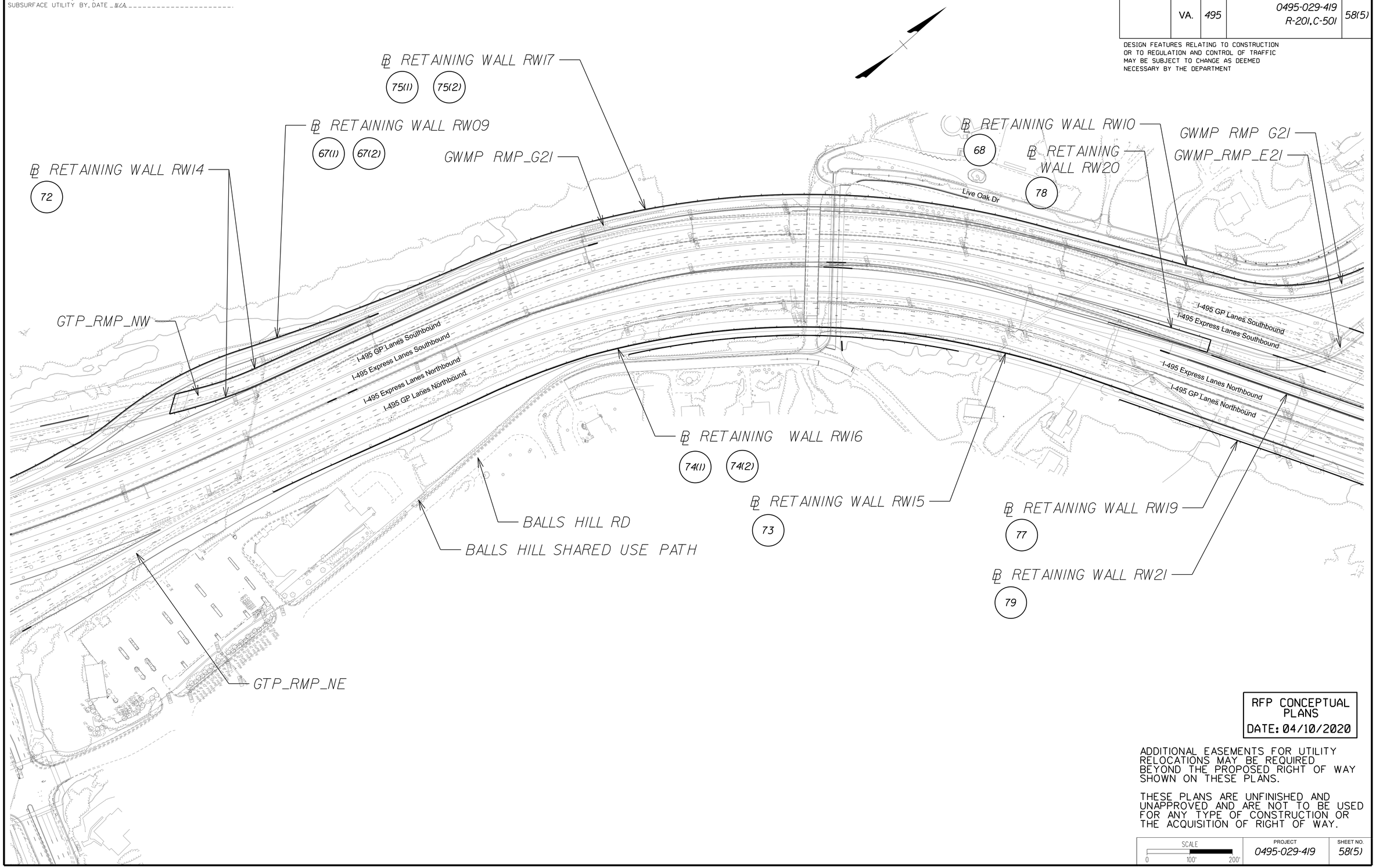
SCALE	PROJECT	SHEET NO.
0 100' 200'	0495-029-419	58(4)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(5)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE: 0 100' 200'	PROJECT	SHEET NO.
	0495-029-419	58(5)

Sunday, April 12, 2020 06:08:25 PM
18:08:25

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Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	58(6)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

℄ RETAINING WALL RW20 (78)
℄ RETAINING WALL RW10 (68)
℄ RETAINING WALL RW23 (81)
℄ RETAINING WALL RW22 (80)
℄ RETAINING WALL RW25 (83)
℄ RETAINING WALL RW19 (77)
℄ RETAINING WALL RW21 (79)
BALLS HILL SHARED USE PATH
℄ RETAINING WALL RW26 (84)
GWMP_RMP_G23
GWMP_RMP_E22
GWMP_RMP_E21

Live Oak Dr
I-495 Express Lanes Southbound
I-495 Express Lanes Northbound
I-495 GP Lanes Northbound
George Washington Memorial Parkway Loop Ramp
I-495 GP Lanes Southbound
George Washington Memorial Parkway Westbound
George Washington Memorial Parkway Eastbound
Green Oak Dr
Live Oak Dr
Live Oak Dr
I-495 GP Lanes Southbound
I-495 GP Lanes Northbound
GWMP NE Ramp

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 100' 200'	PROJECT	SHEET NO.
	0495-029-419	58(6)

Sunday, April 12, 2020 06:08:31 PM
18:08:31

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Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	58(7)

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

℄ RETAINING WALL RW29
87

℄ RETAINING WALL RW30
88

℄ RETAINING WALL RW13
71

89

℄ RETAINING WALL RW31

℄ RETAINING WALL RW33
91

℄ RETAINING WALL RW01
59(1) 59(2)

Dulles Toll Road Eastbound
Dulles Airport Access Road Eastbound
Dulles Airport Access Road Westbound
DTR Ramp E3
Dulles Toll Road Westbound
DTR Ramp G3
DTR Ramp E1
DTR Ramp G10
I-495 GP LANES NORTHBOUND
I-495 GP Lanes Northbound
I-495 Express Lanes Northbound
I-495 Express Lanes Southbound
I-495 GP Lanes Southbound
DTR Ramp E5
DTR Ramp E6

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	59(1)

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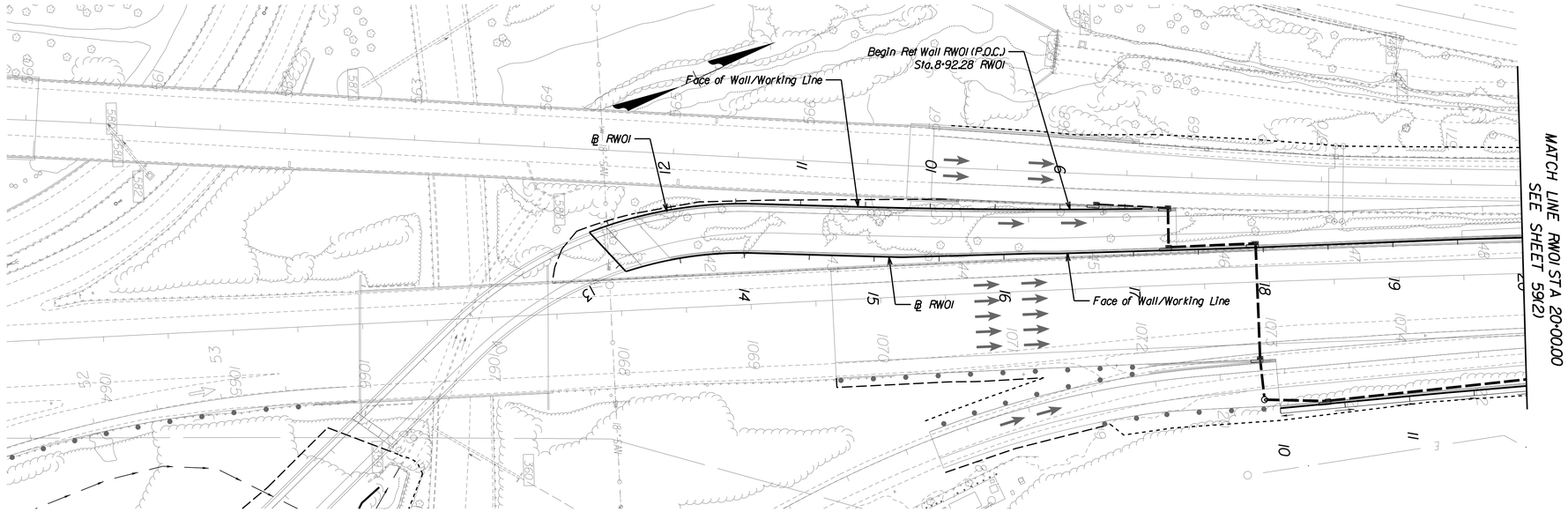

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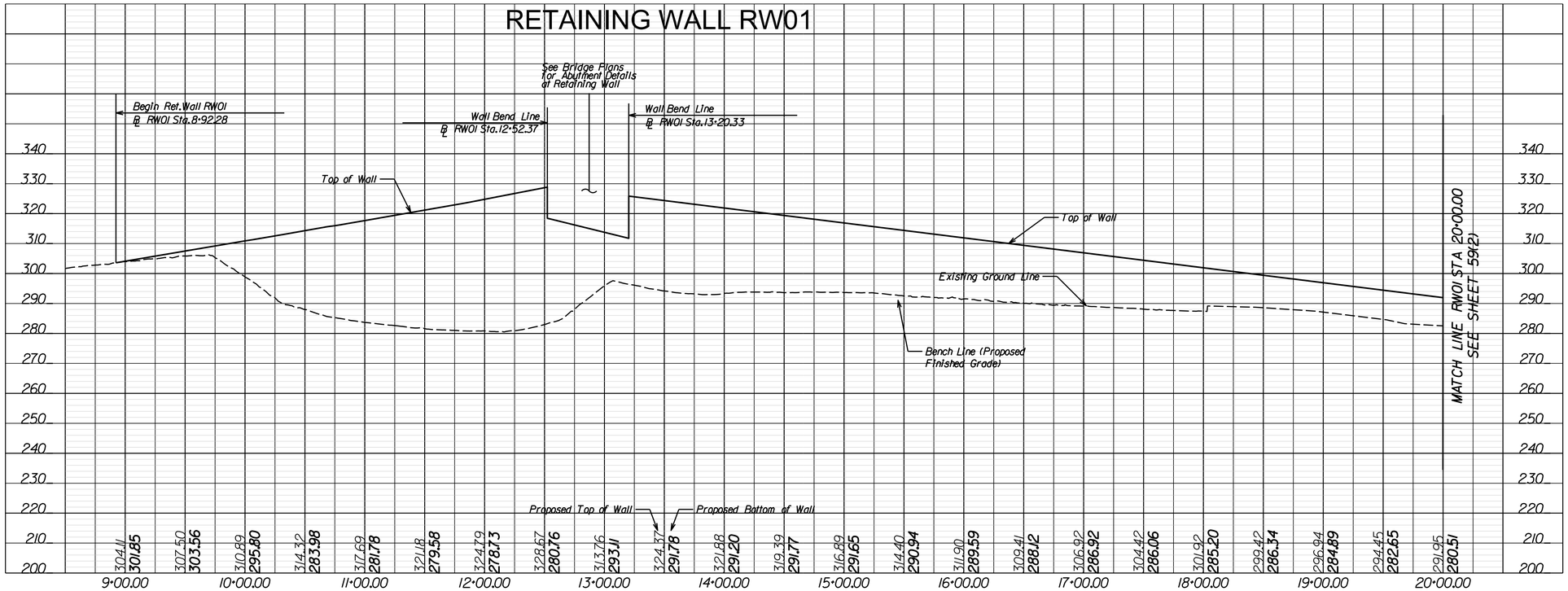

VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	59(1)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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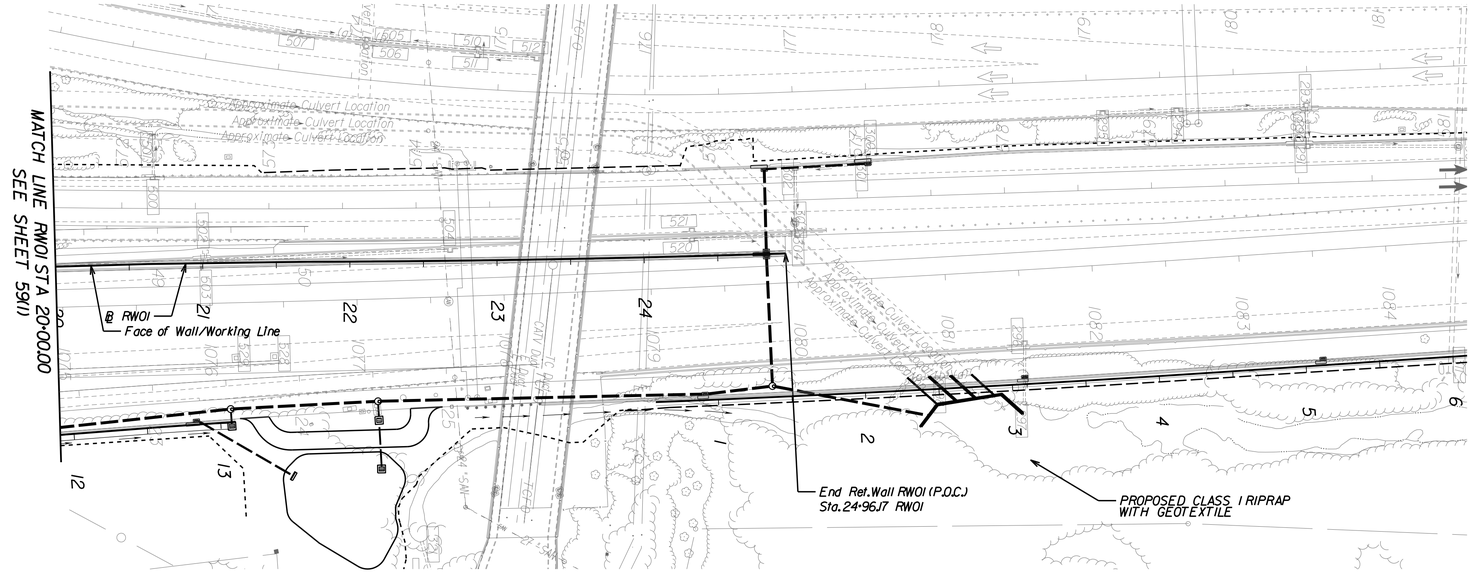
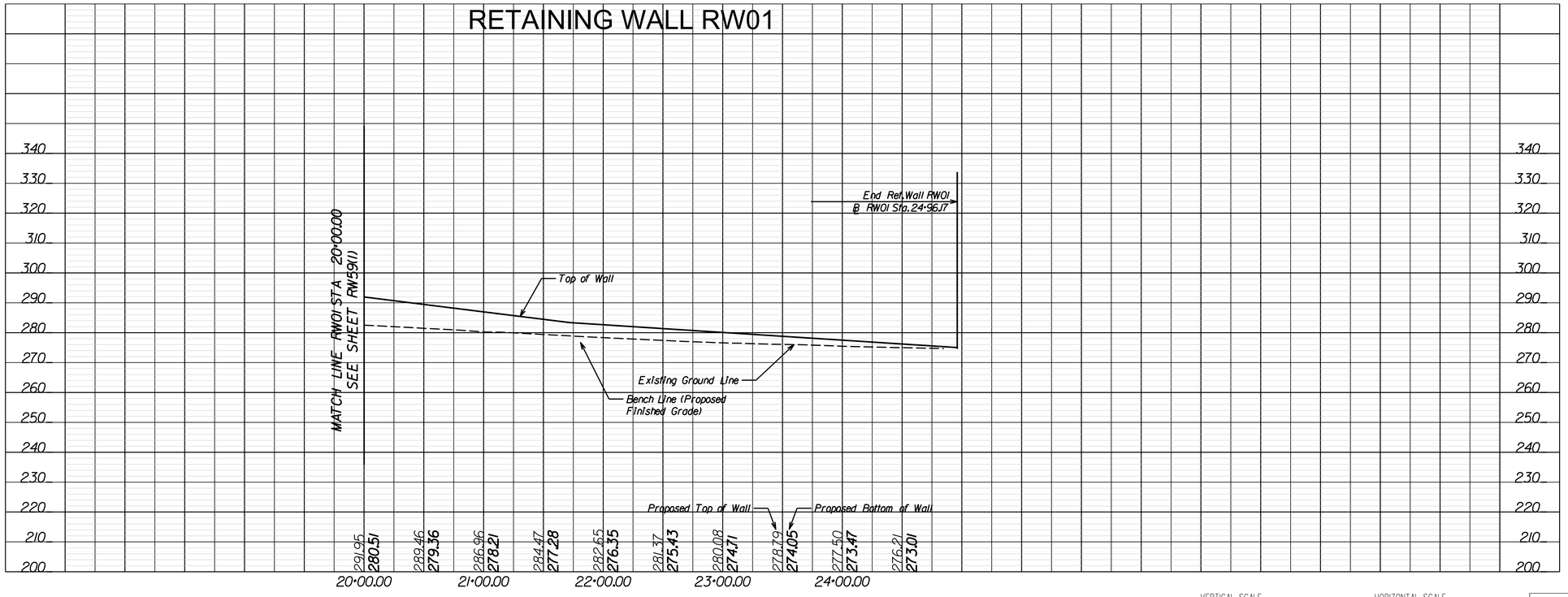
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	59(2)

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



RETAINING WALL RW01



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	59(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

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SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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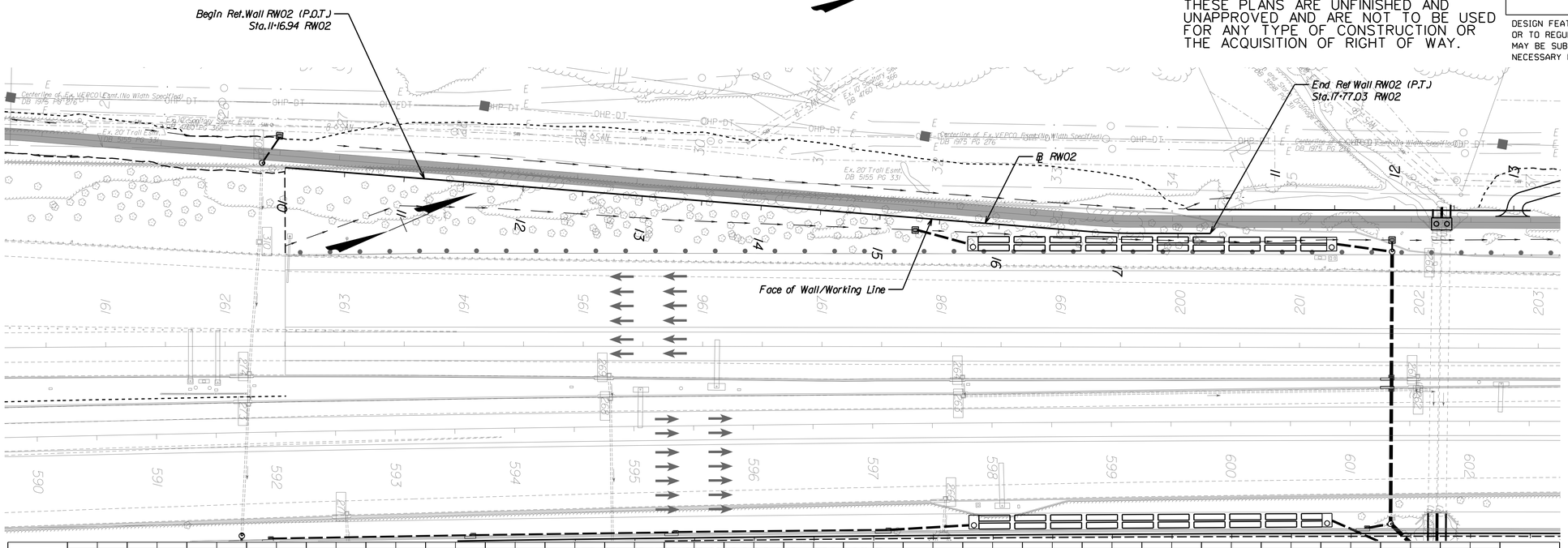
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	60

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



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	60

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6I(1)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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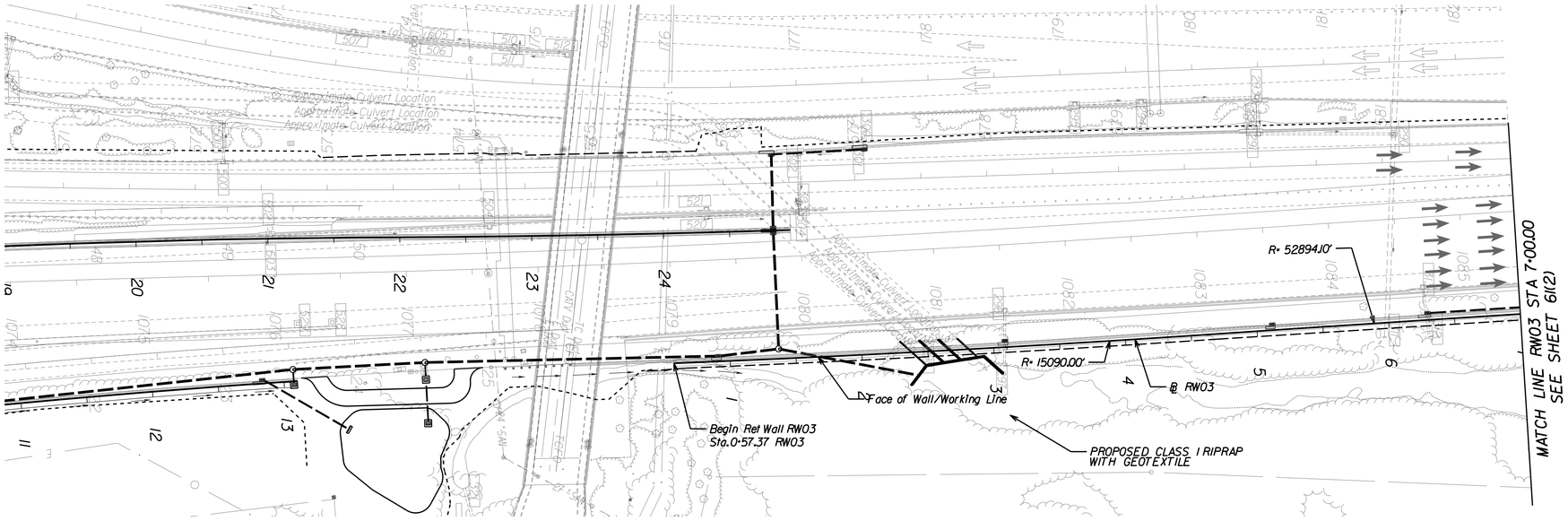
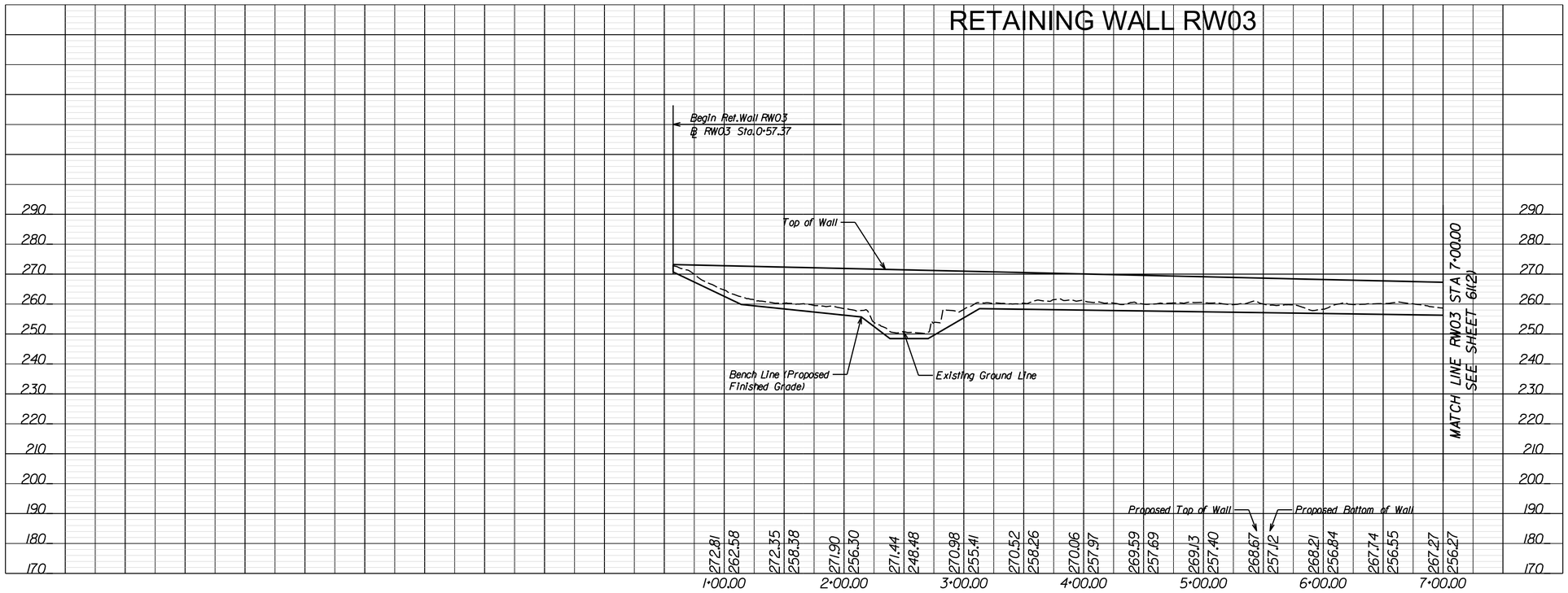


RETAINING WALL RW03



PROJECT	SHEET NO.
0495-029-419	6I(1)

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	6I(2)

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SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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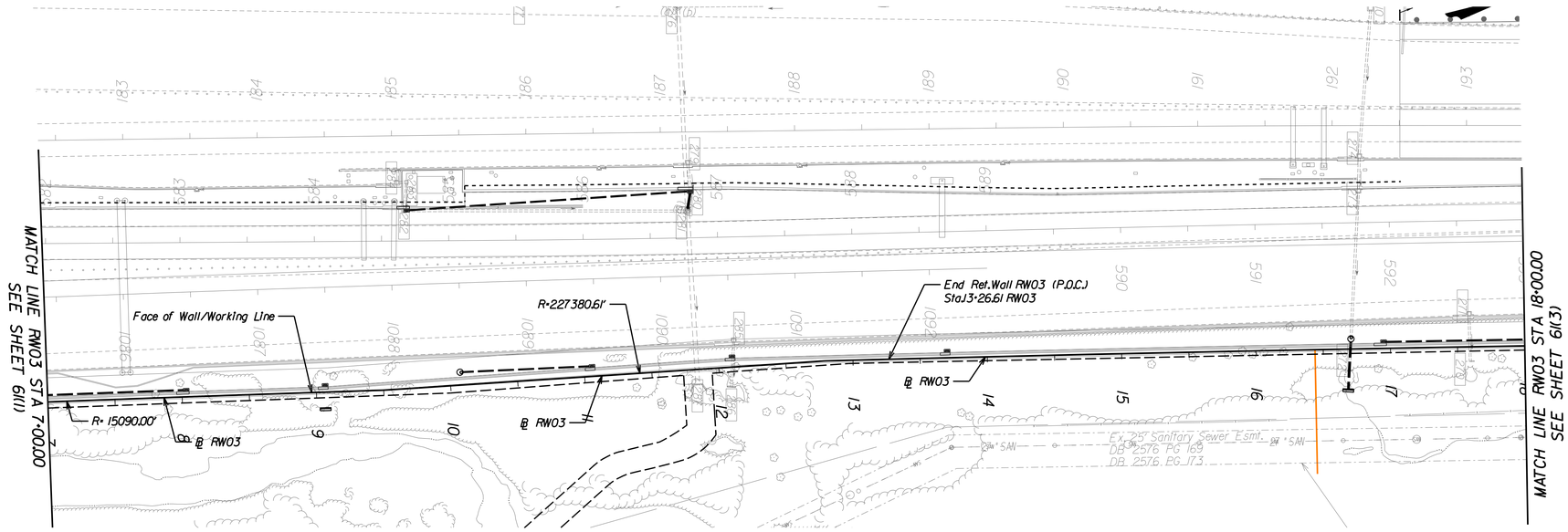
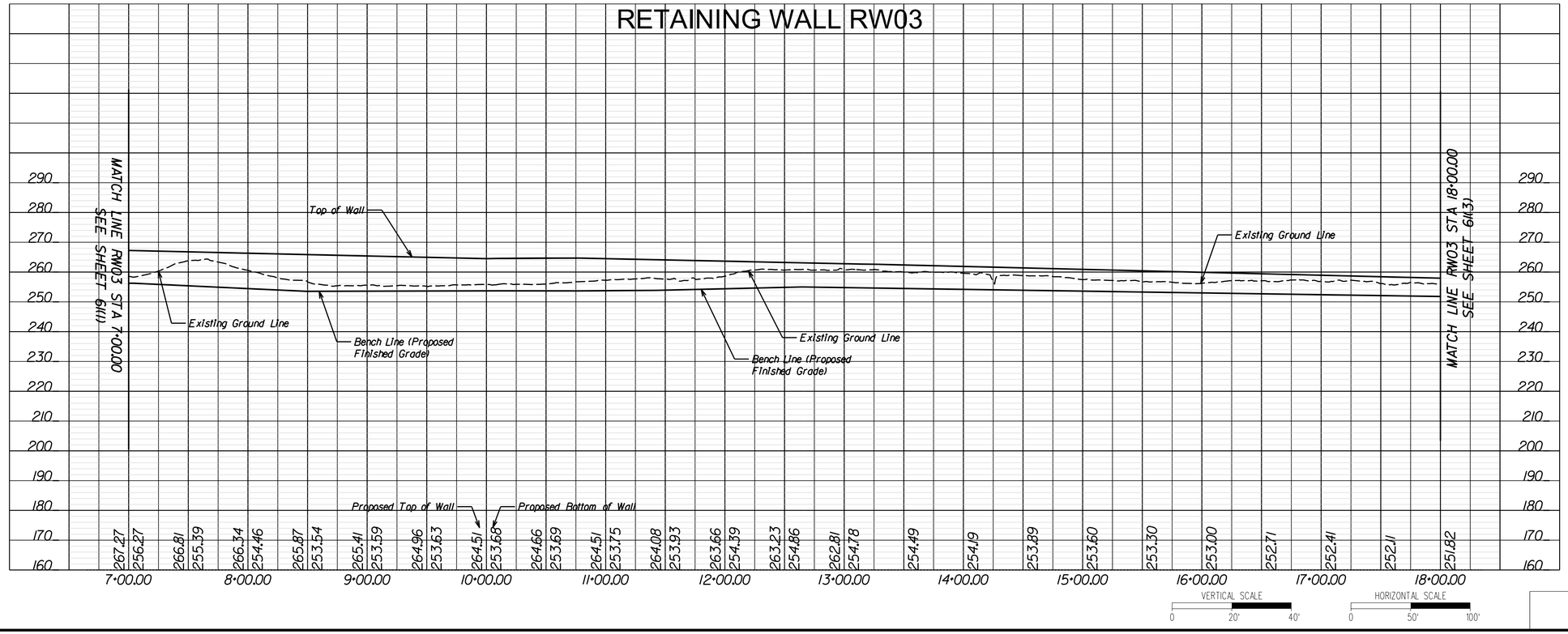


RETAINING WALL RW03



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6I(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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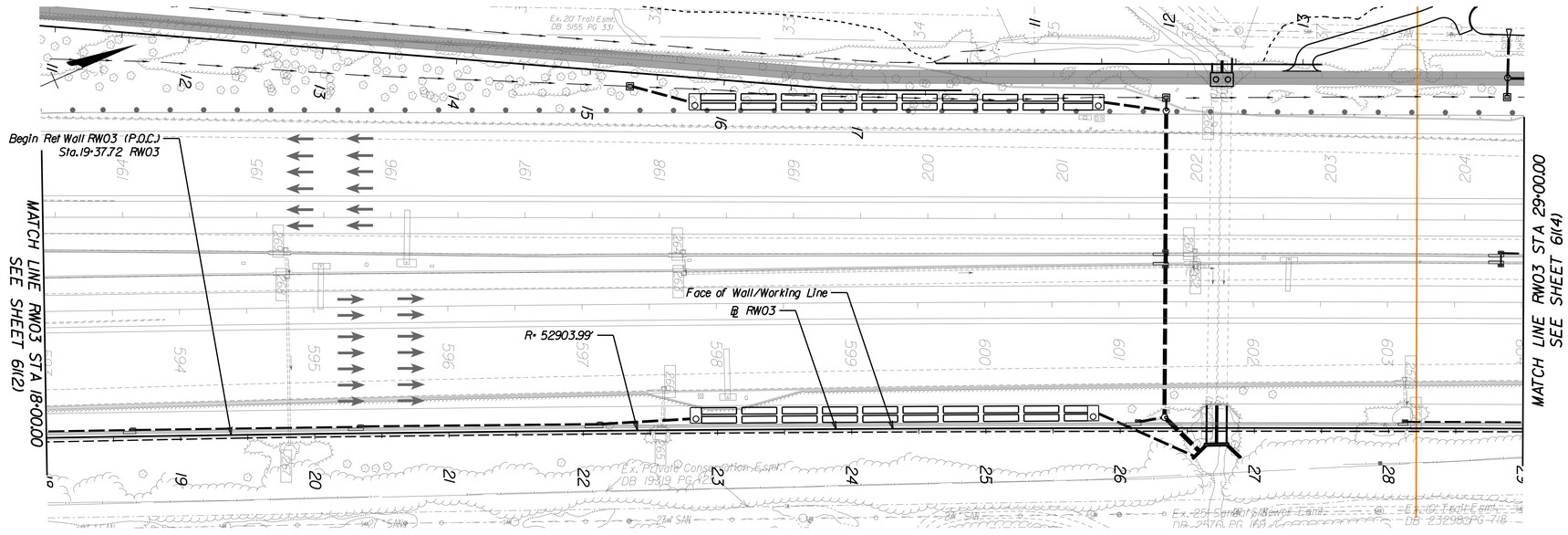
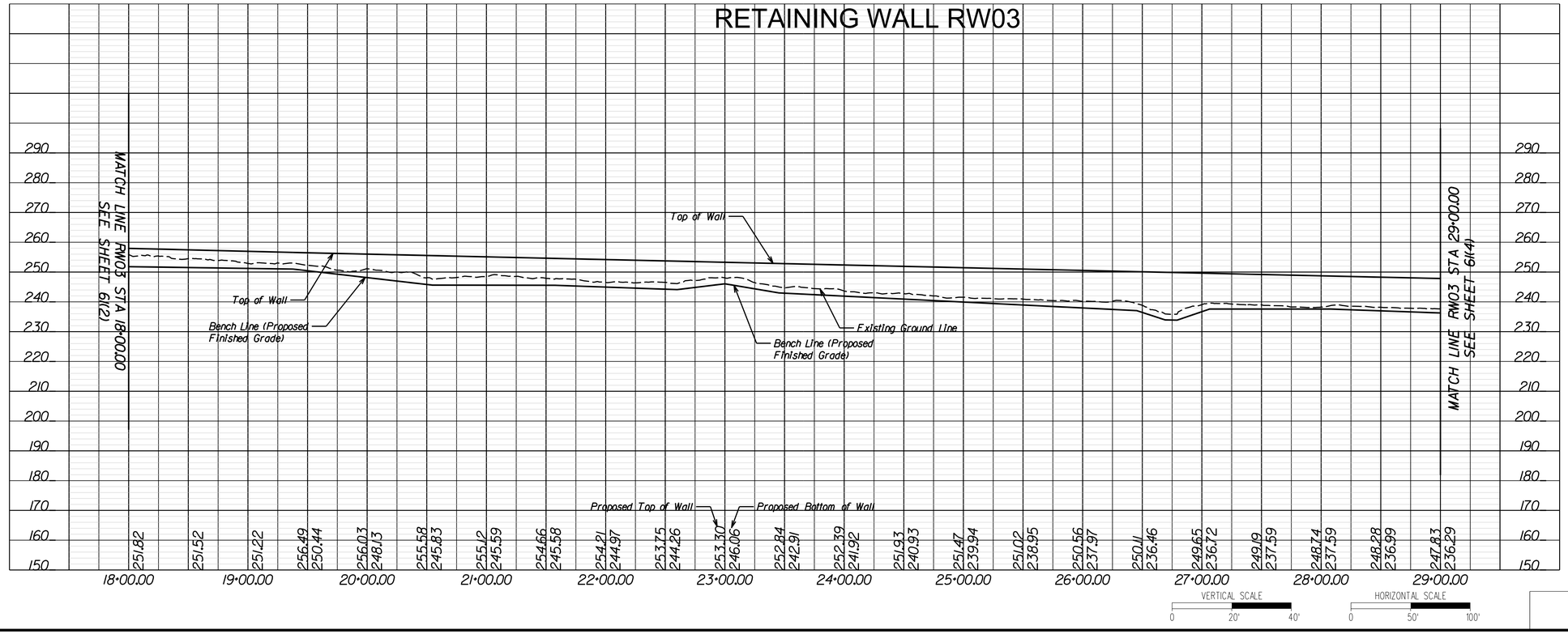


RETAINING WALL RW03



PROJECT	SHEET NO.
0495-029-419	6I(3)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	6I(4)

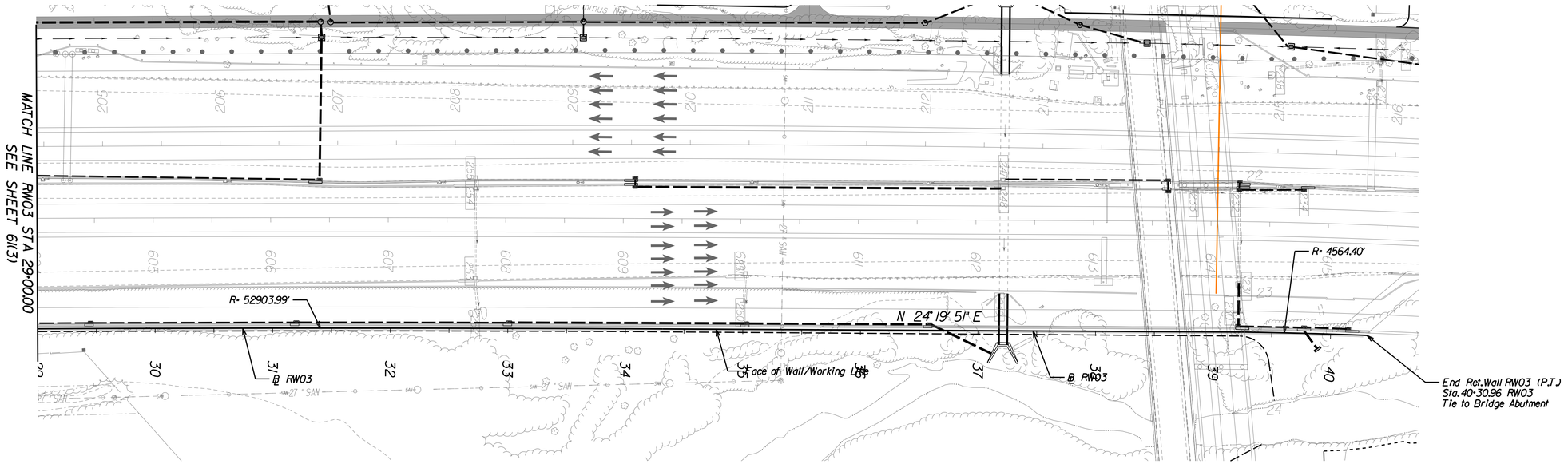
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

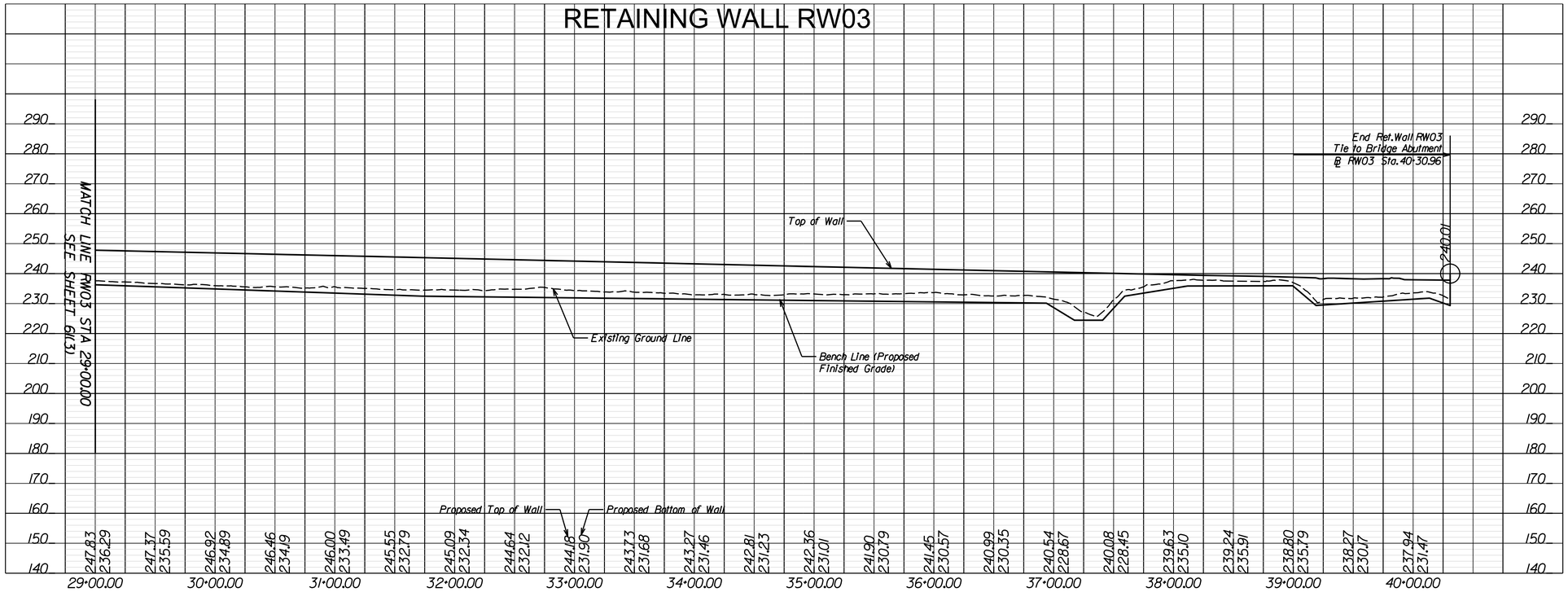
ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

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



RETAINING WALL RW03



VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6I(4)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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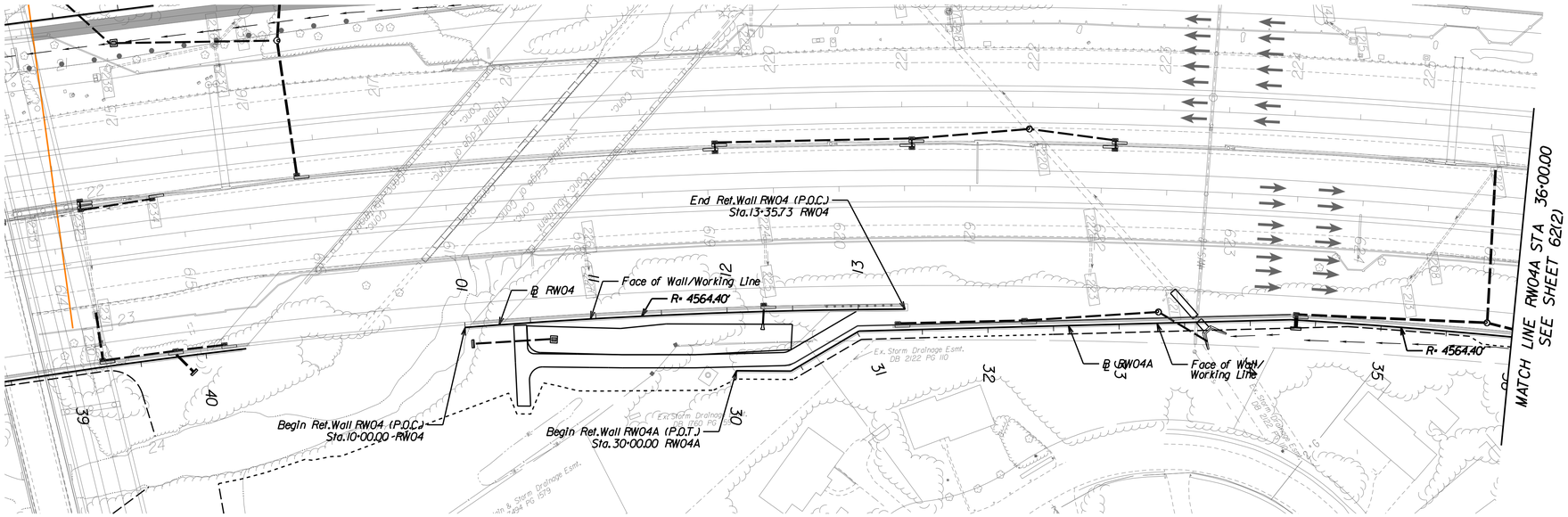
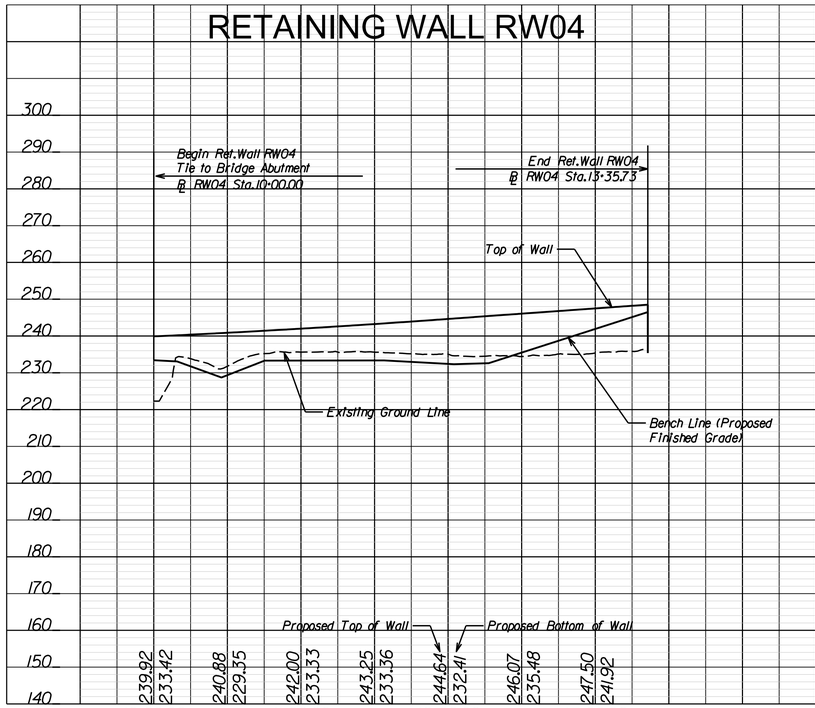
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	62(1)

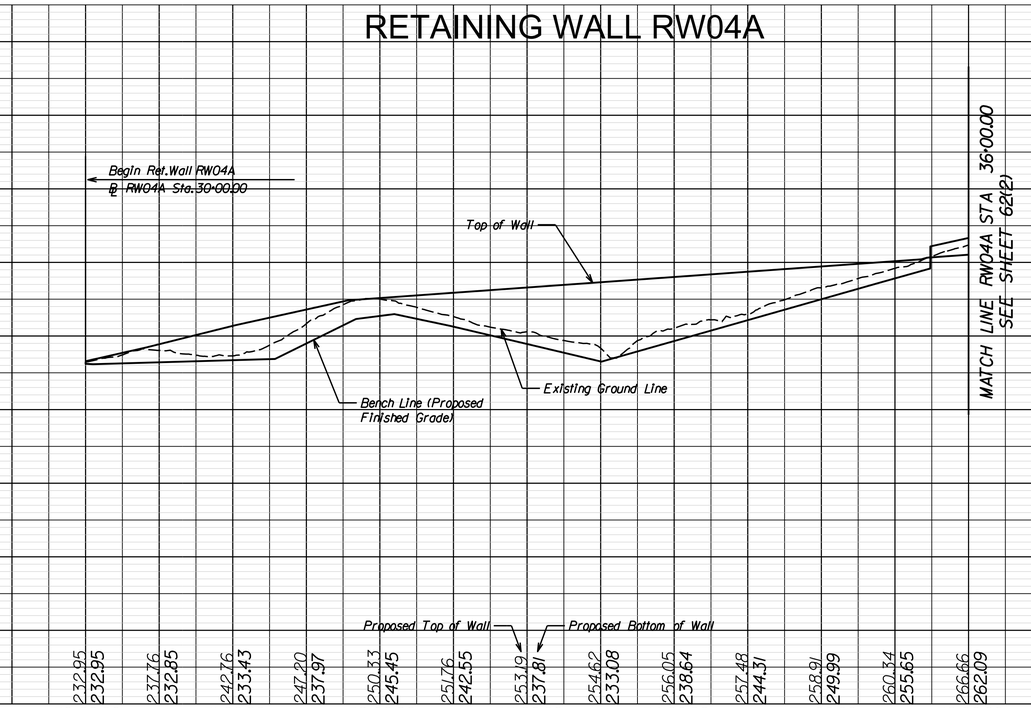
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



RETAINING WALL RW04



RETAINING WALL RW04A



VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	62(1)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	62(2)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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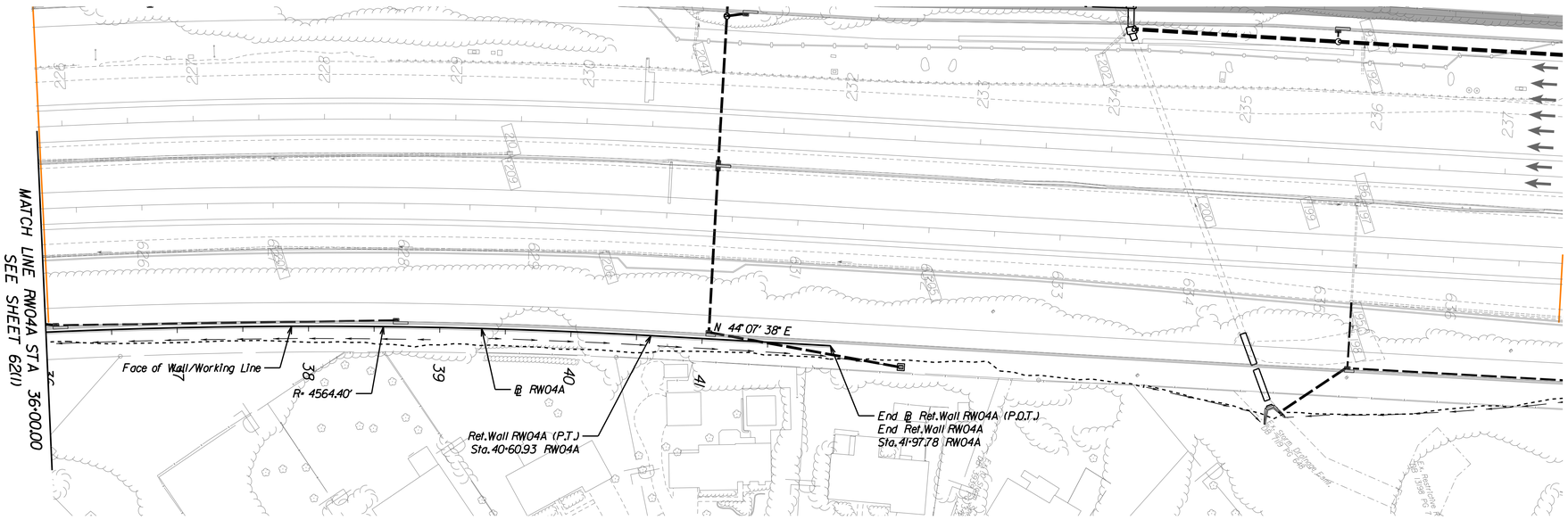

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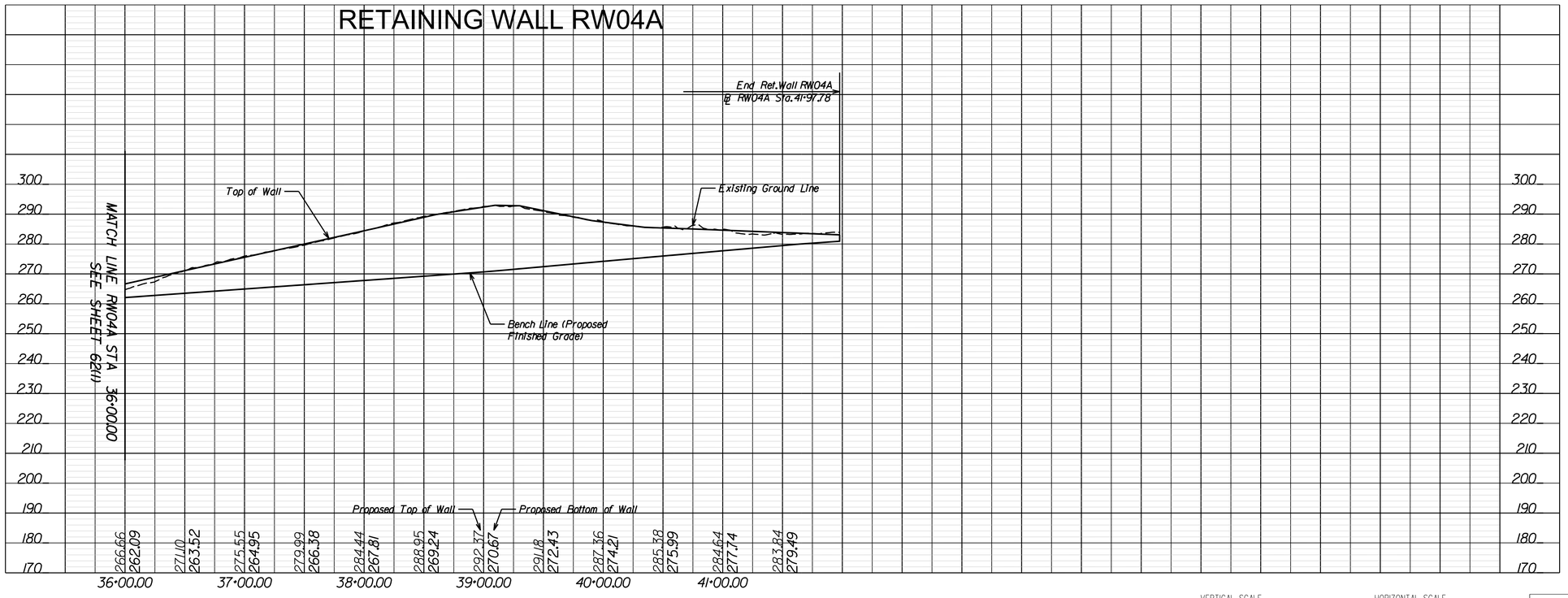

VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	62(2)

Sunday, April 12, 2020 06:09:33 PM
18:09:33

dxxxxxxsht-63.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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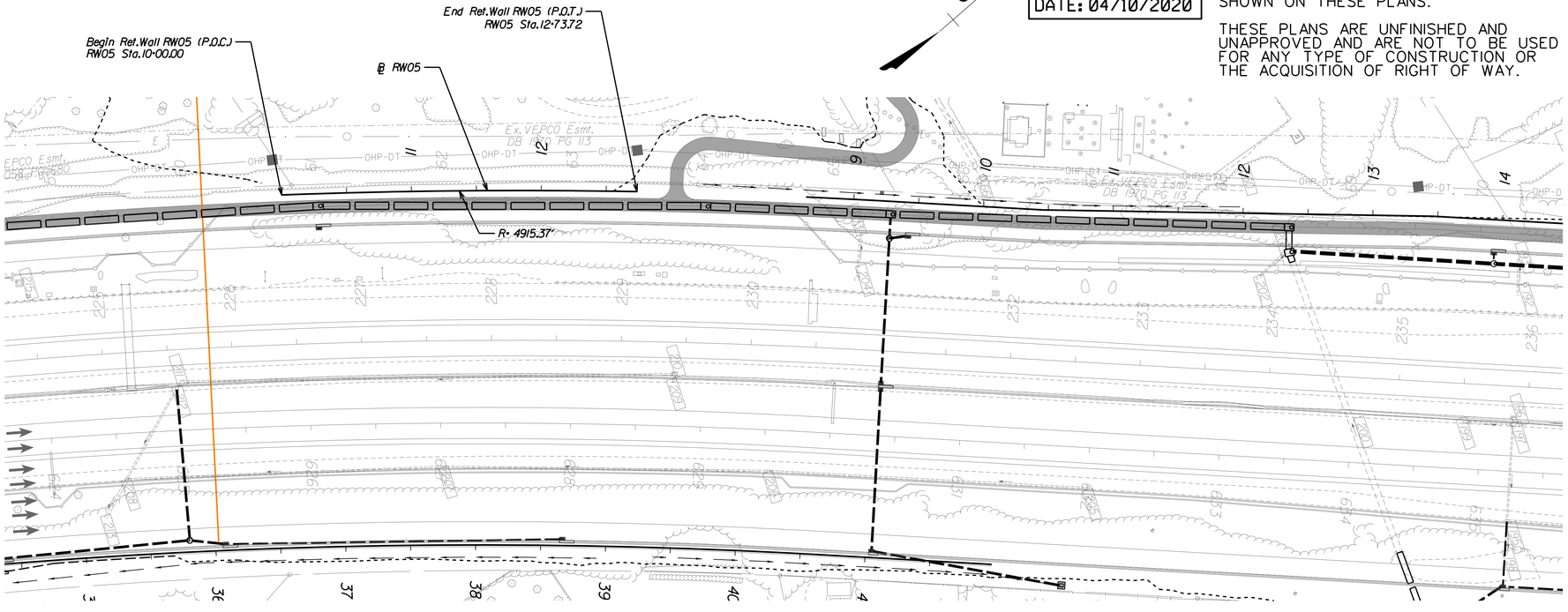
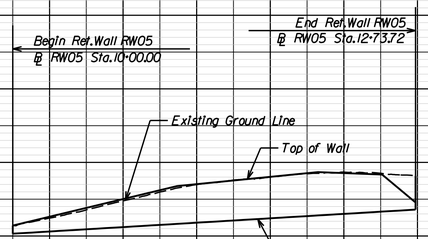
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	63

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



RETAINING WALL RW05



320 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170

	Proposed Top of Wall	Proposed Bottom of Wall
10+00.00	272.83	270.63
	277.64	271.83
11+00.00	282.44	273.02
	285.08	274.22
12+00.00	287.07	275.42
	286.73	276.62

VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	63

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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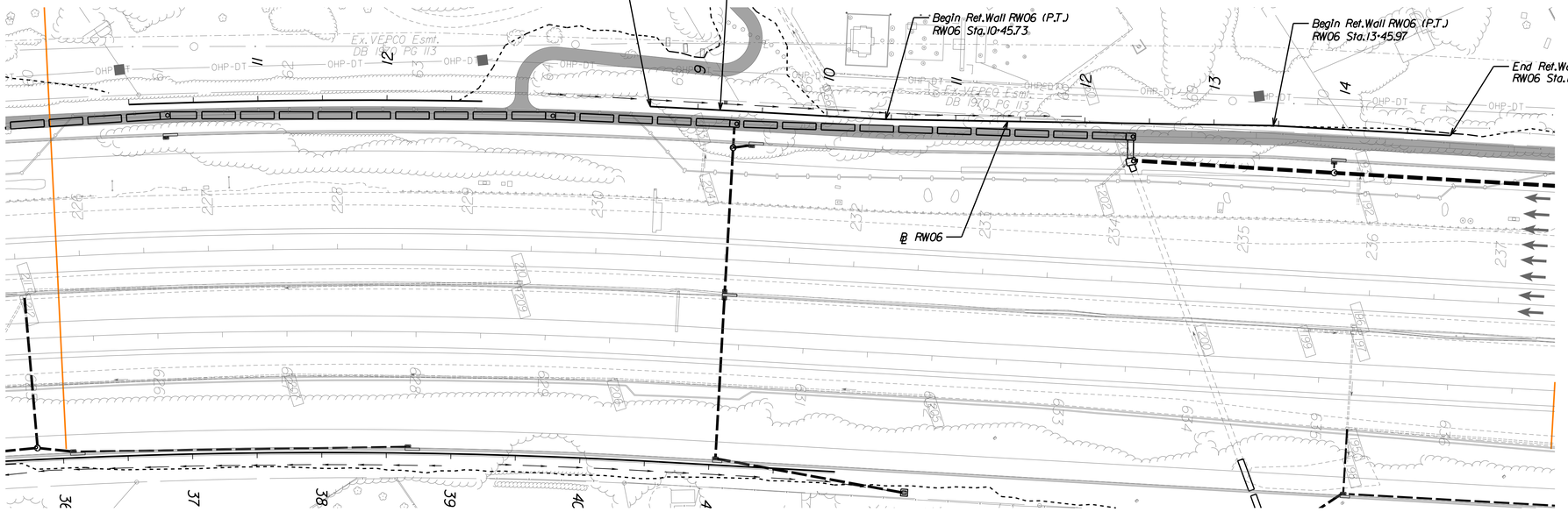
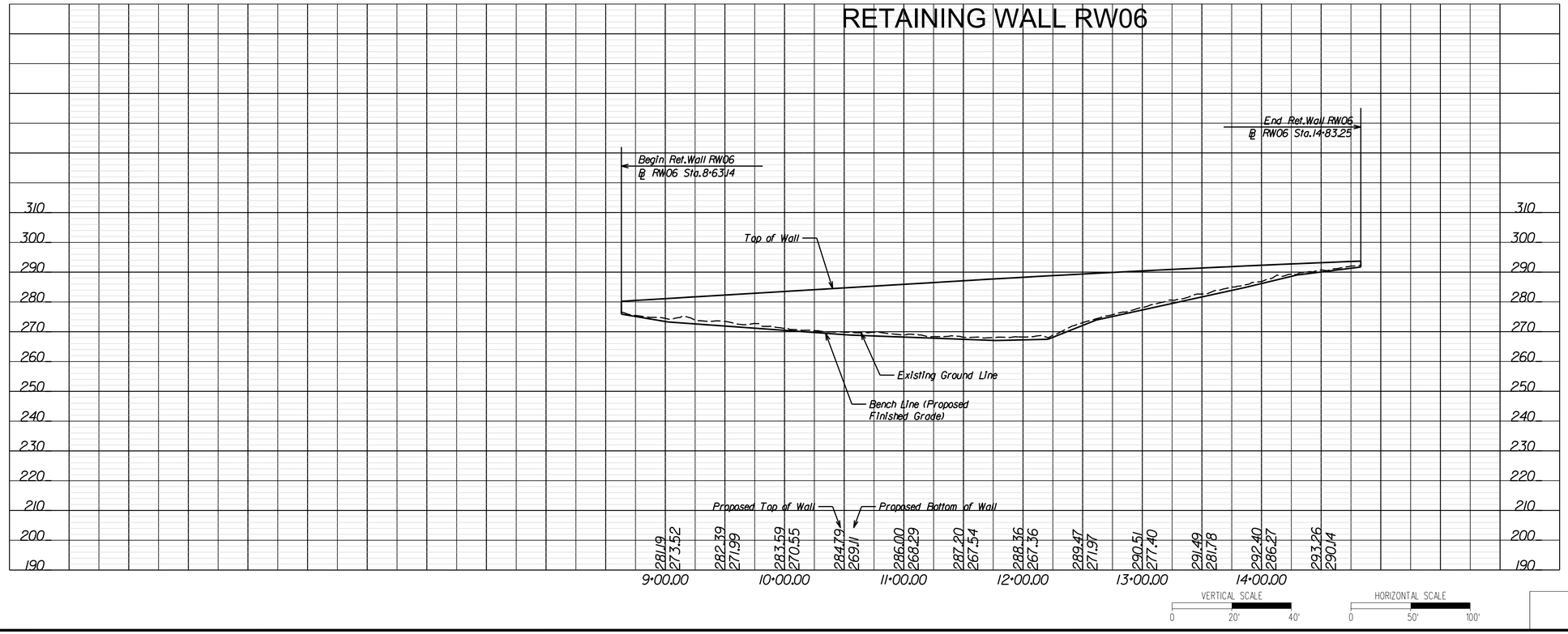
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	64

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



RETAINING WALL RW06



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	64

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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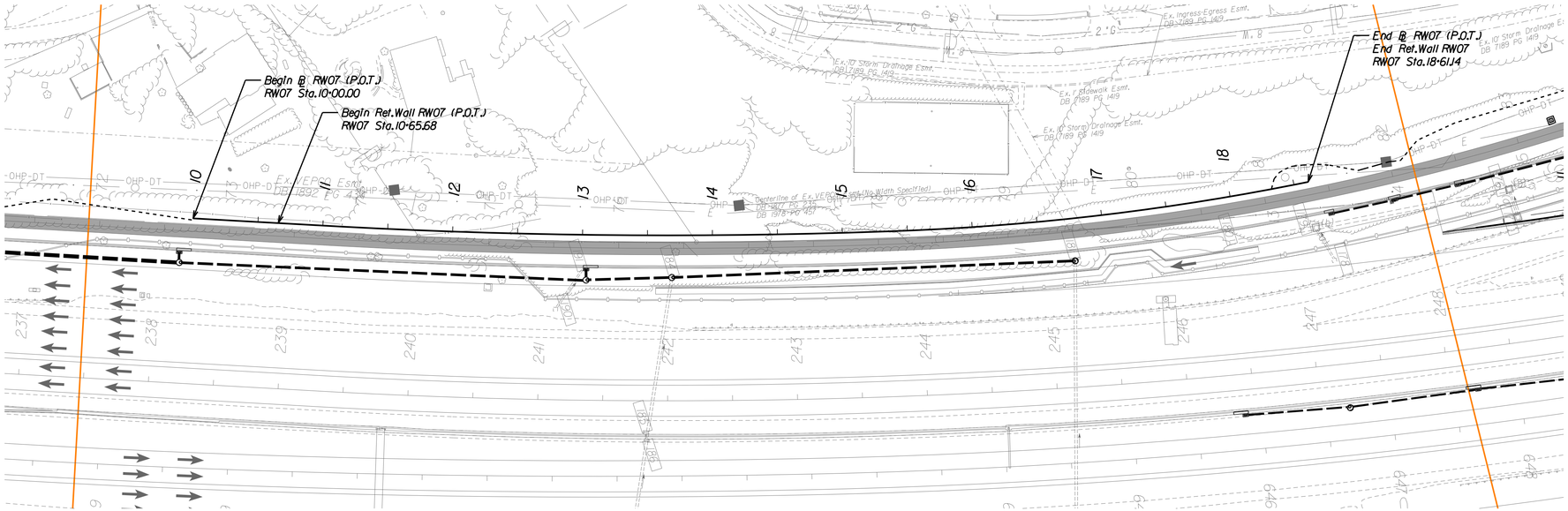
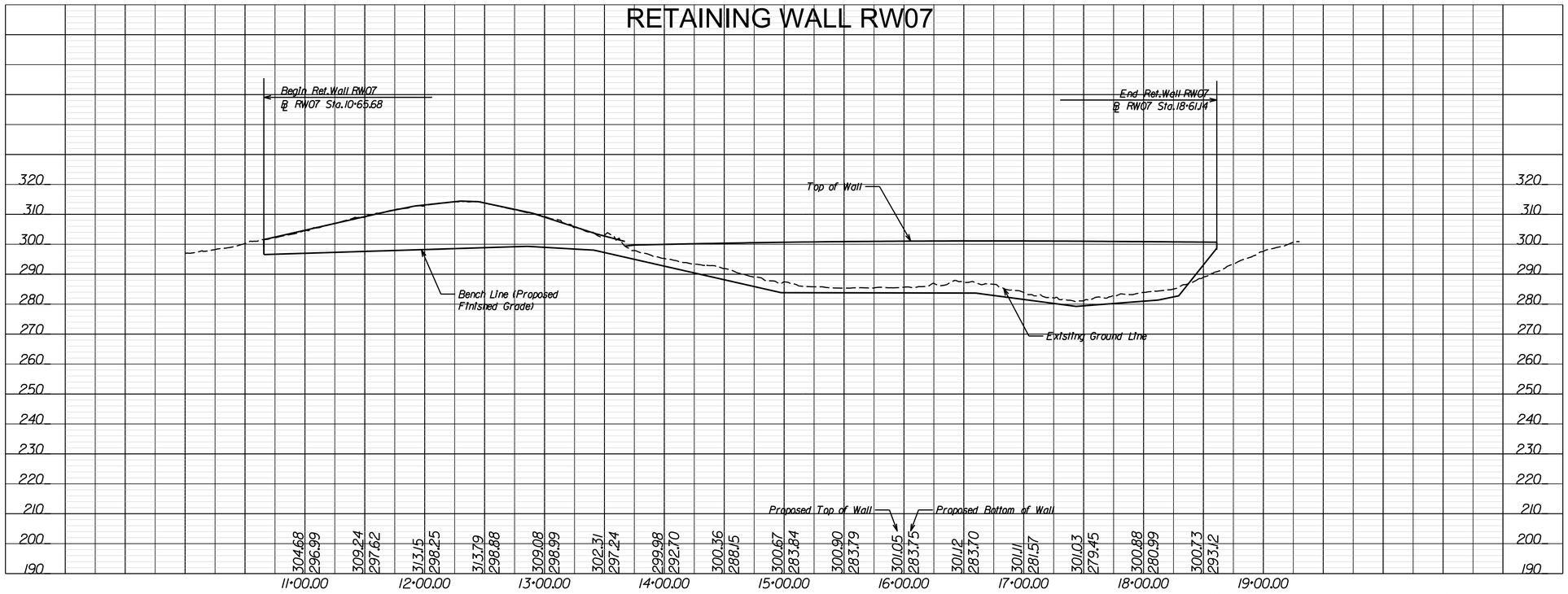
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	65

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



RETAINING WALL RW07



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	65

Sunday, April 12, 2020 06:09:44 PM
18:09:44

dxxxxxxsht-66.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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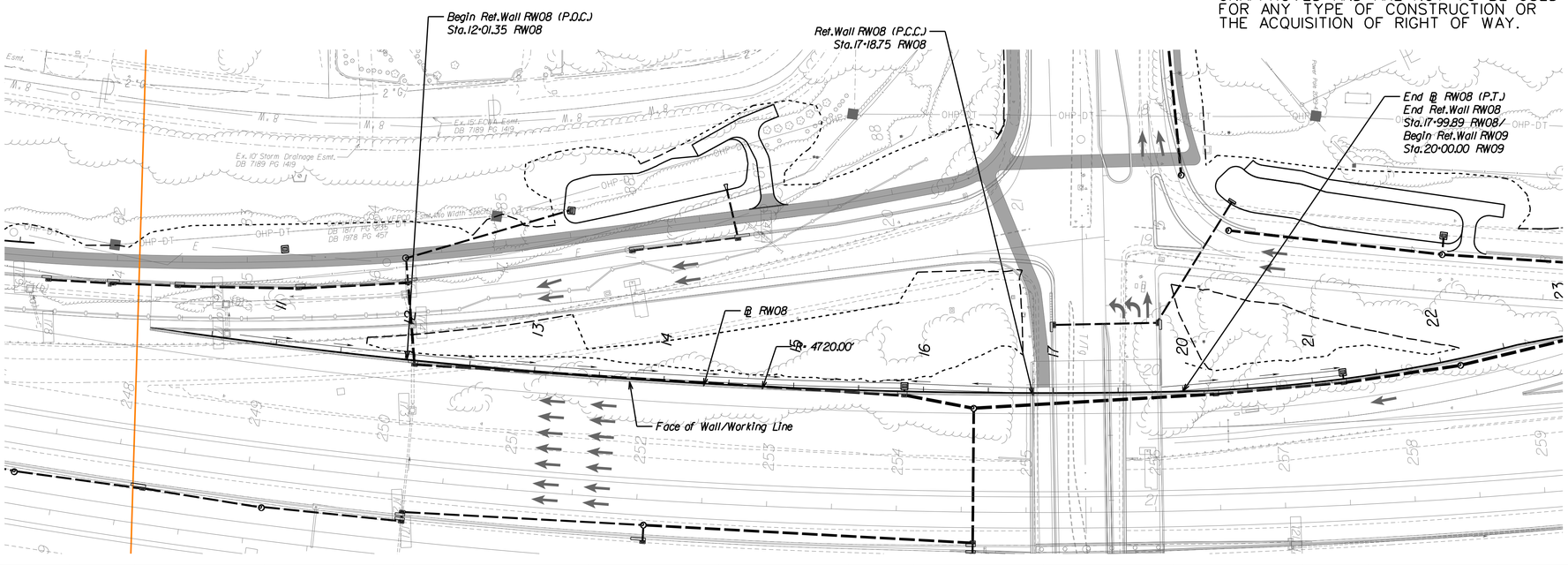
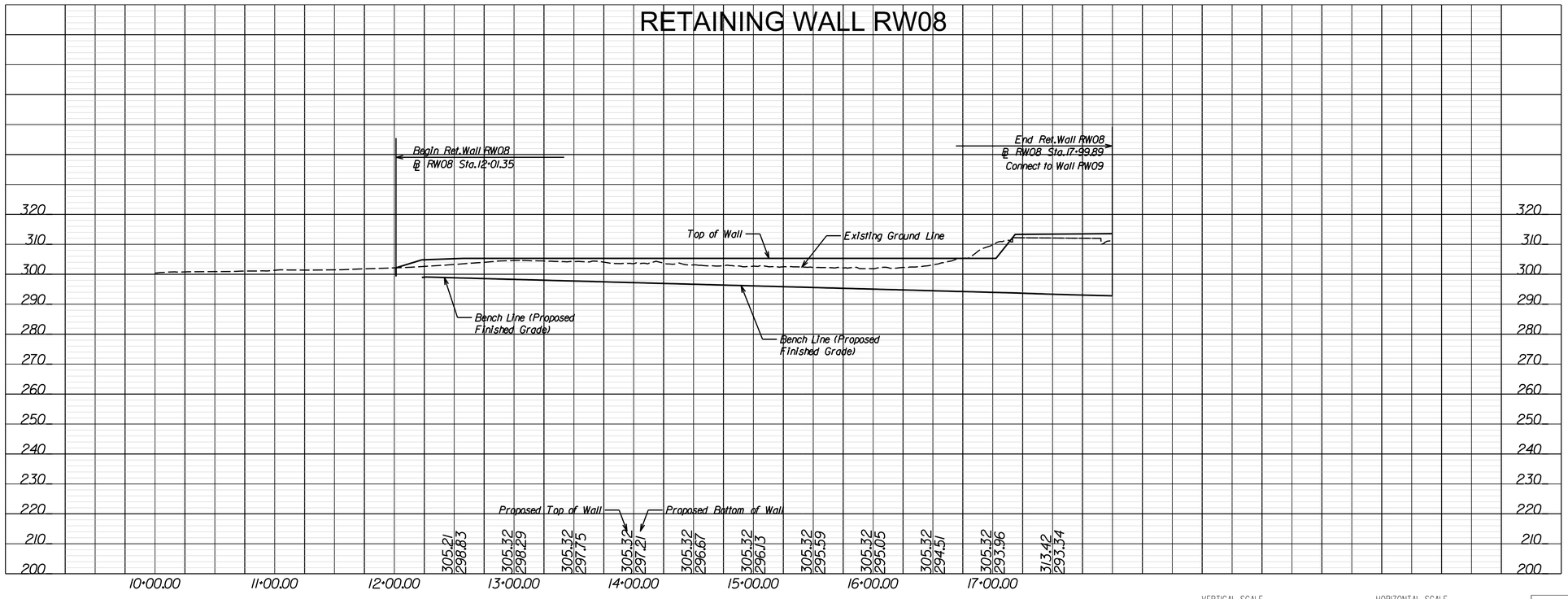
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	66

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



RETAINING WALL RW08



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	66

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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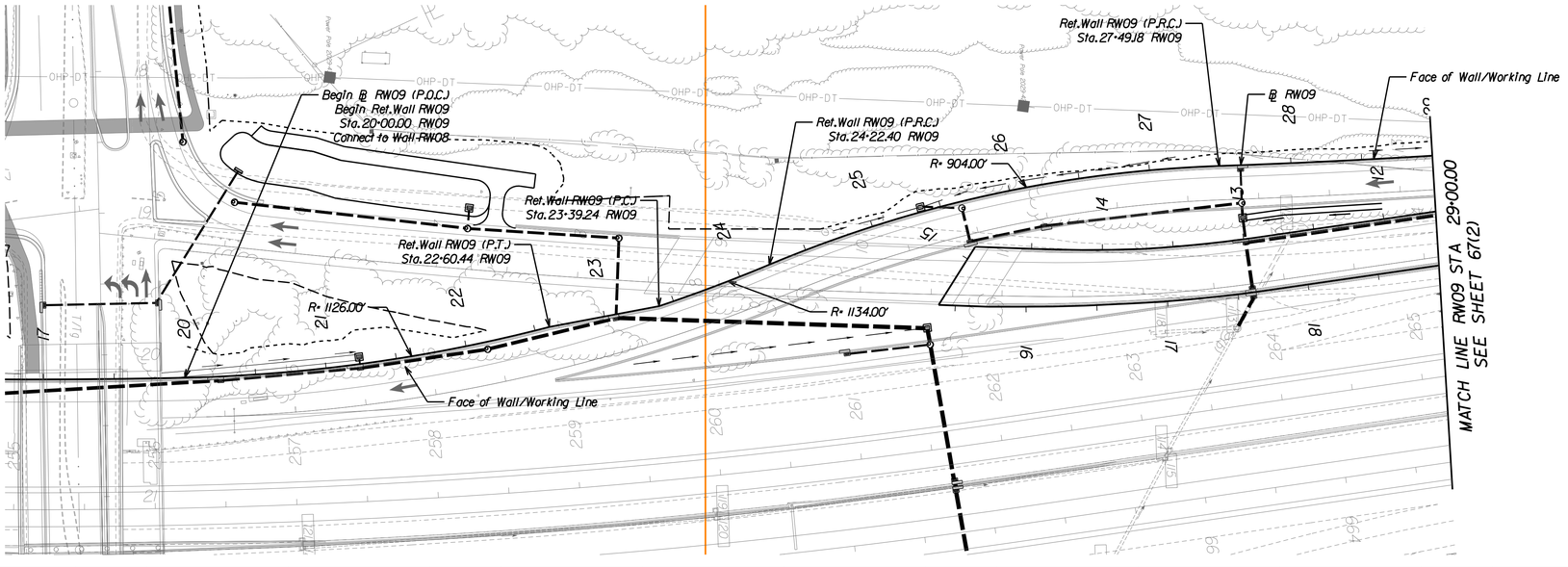
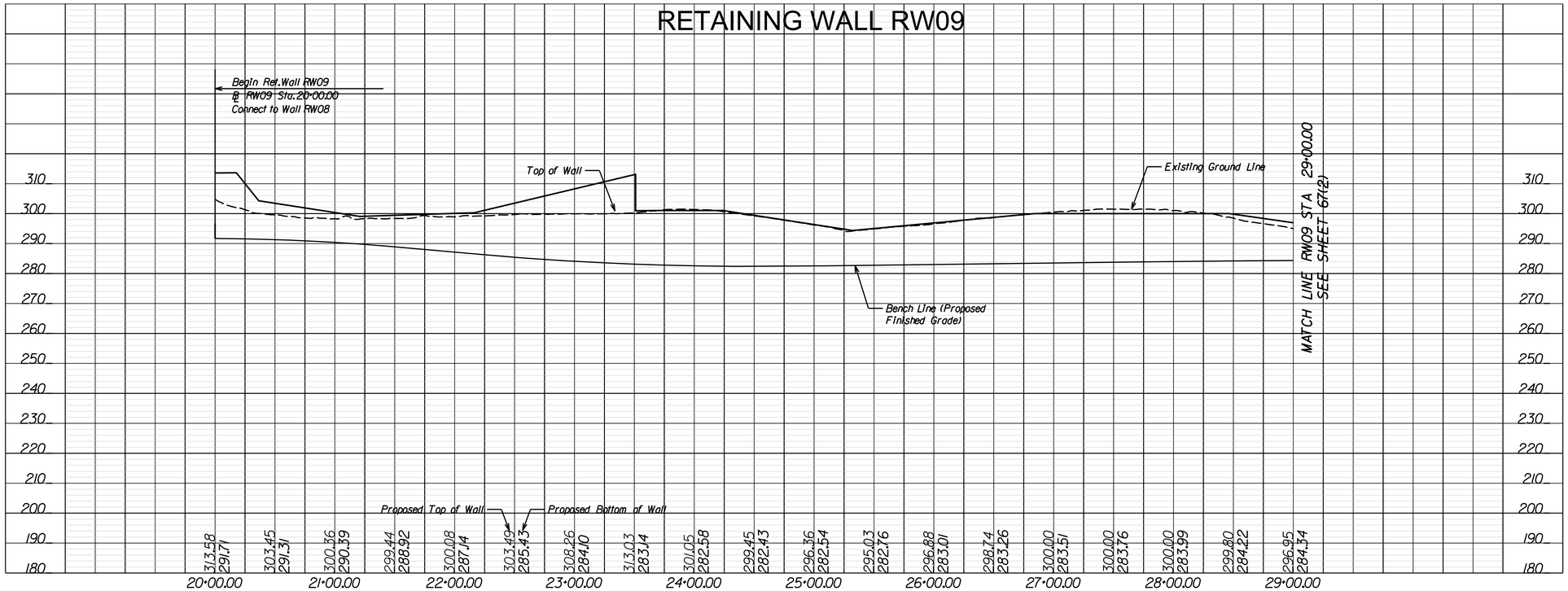
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	67(1)

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



RETAINING WALL RW09



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	67(1)

Sunday, April 12, 2020 06:09:52 PM
18:09:52

dxxxxxxsht-67(2).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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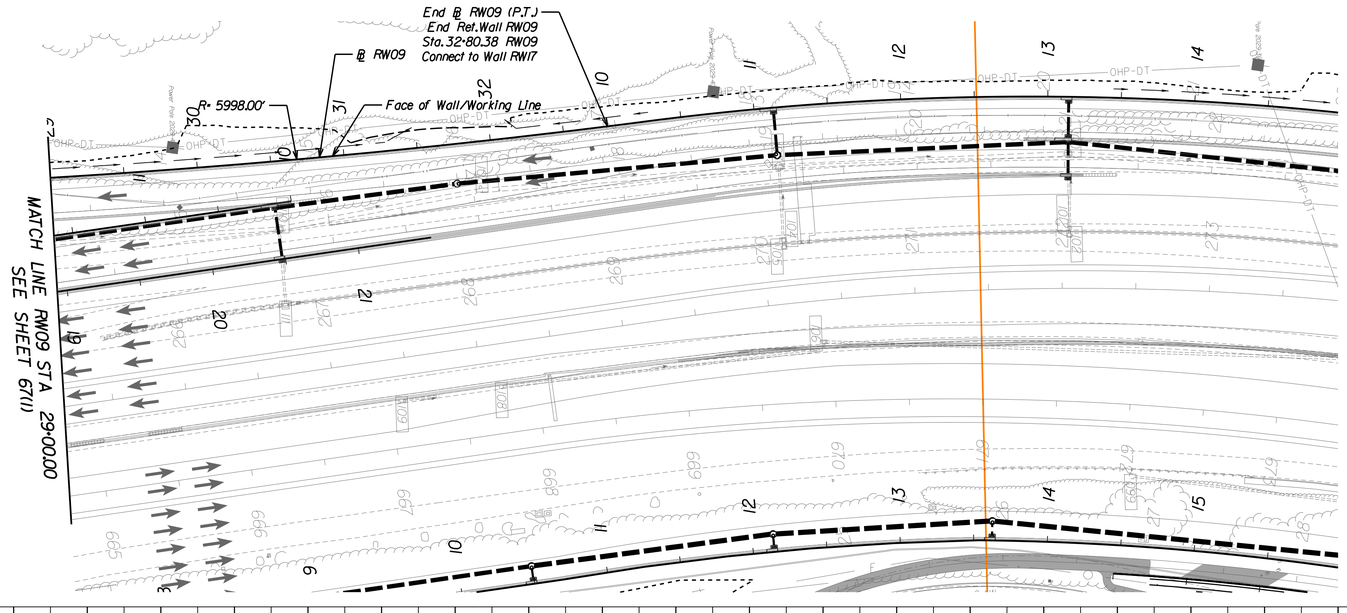
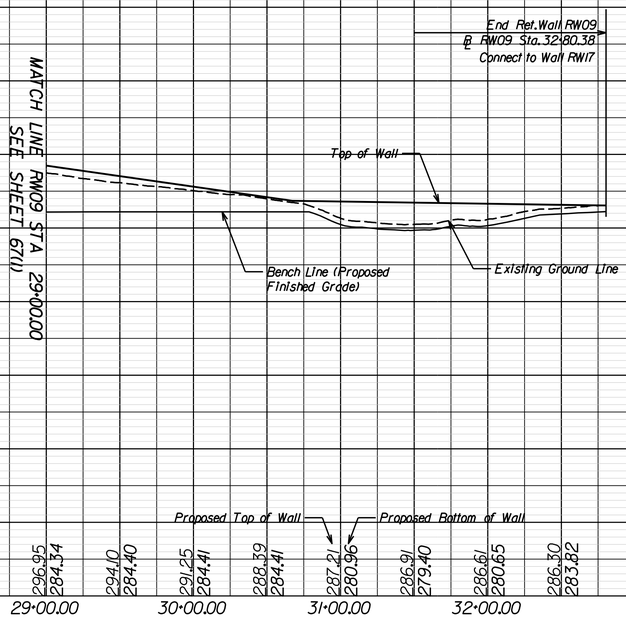
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	67(2)

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



RETAINING WALL RW09



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	67(2)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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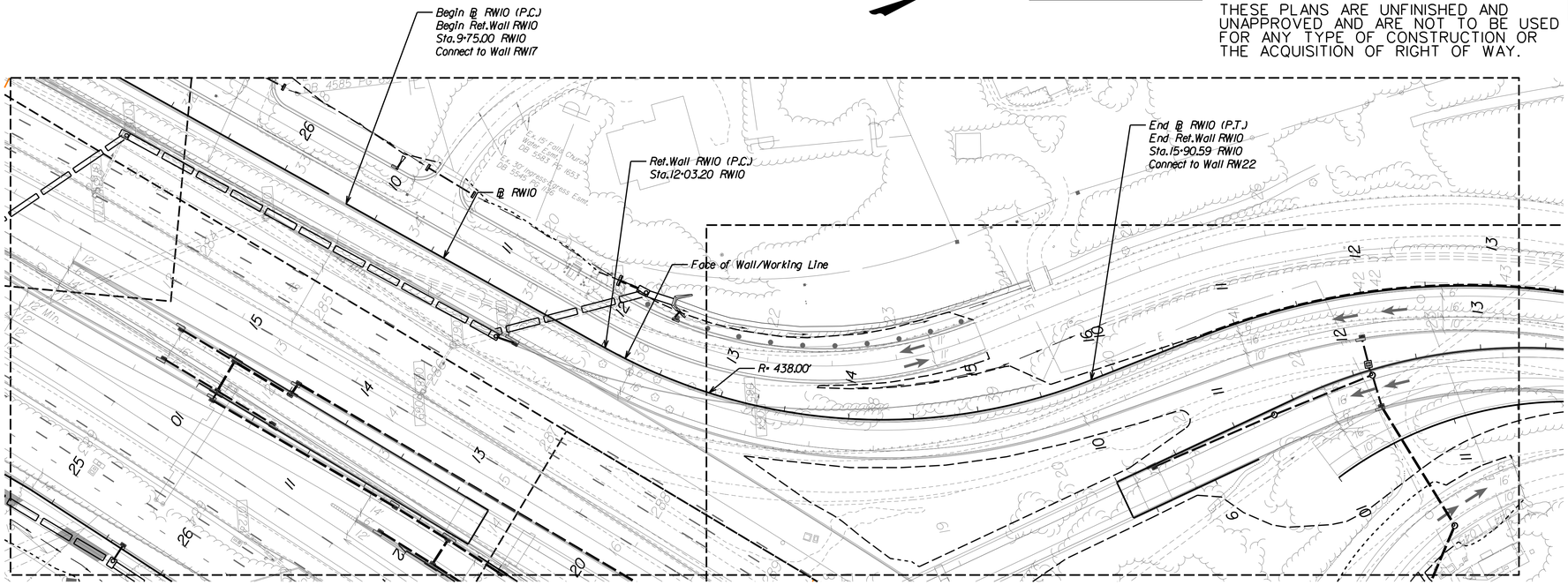
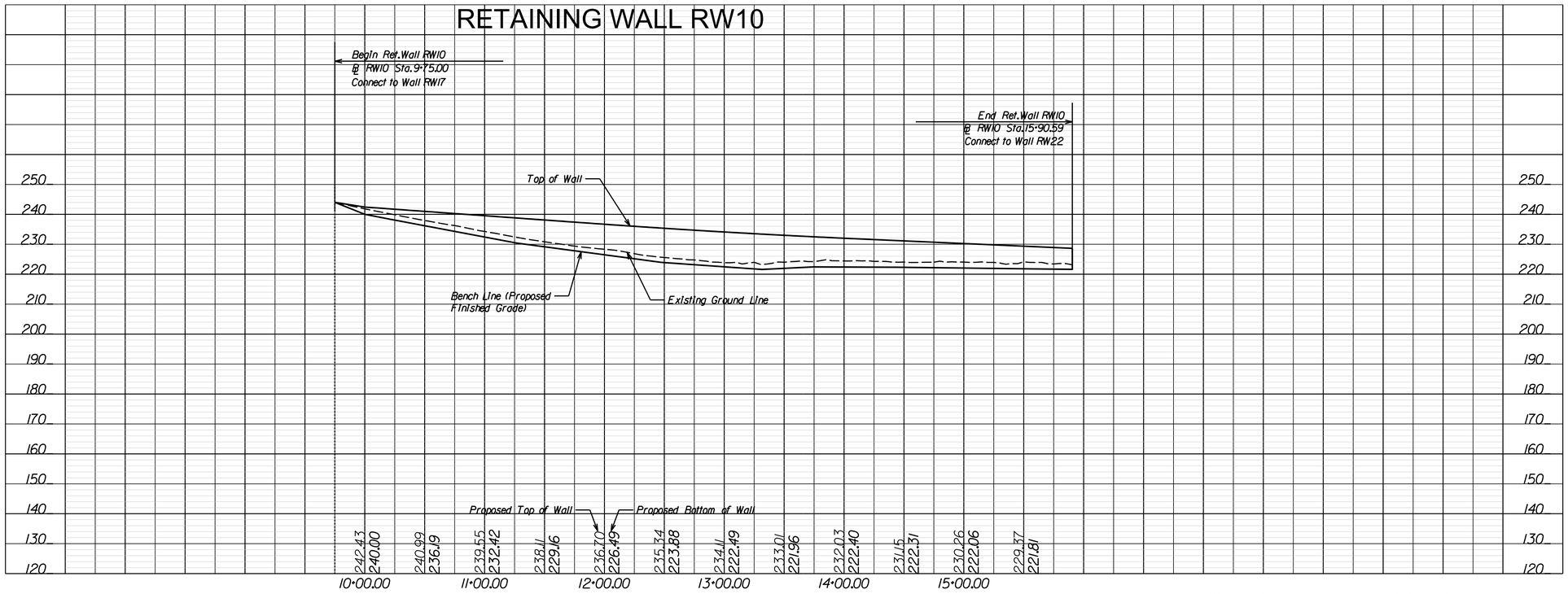
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	68

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



RETAINING WALL RW10



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	68

LIMITED ACCESS HIGHWAY
By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	69

PROJECT MANAGER Capital Beltway Express LLC
SURVEYED BY, DATE Bice Associates 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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RETAINING WALL RW11

VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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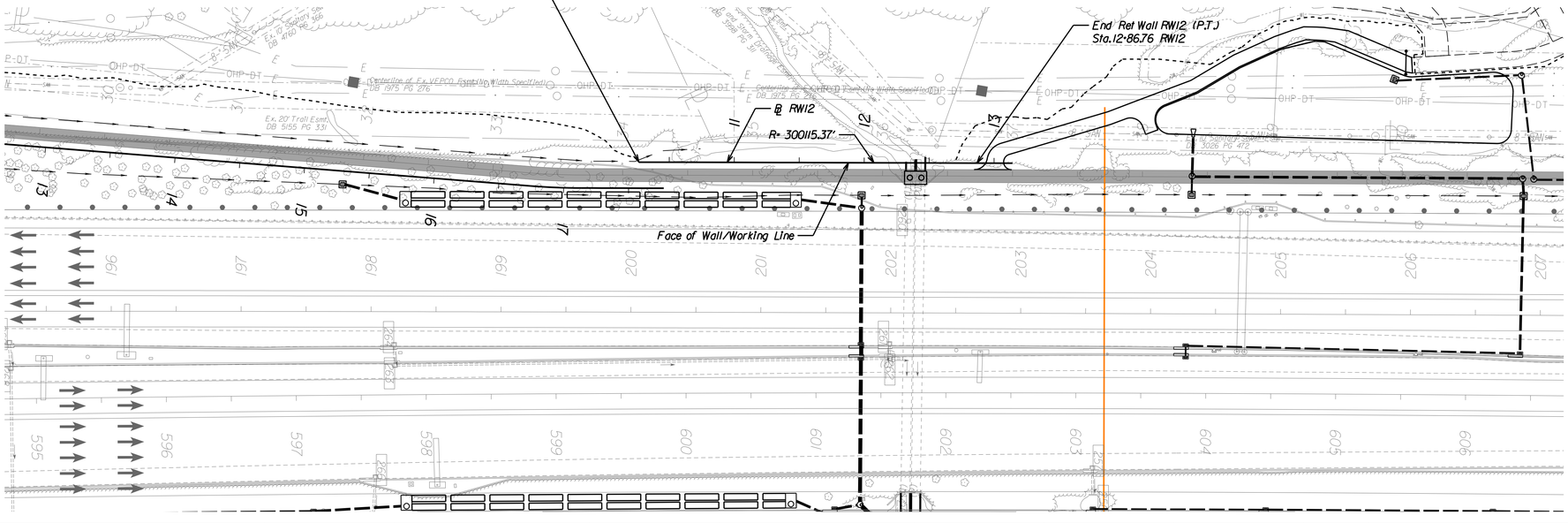
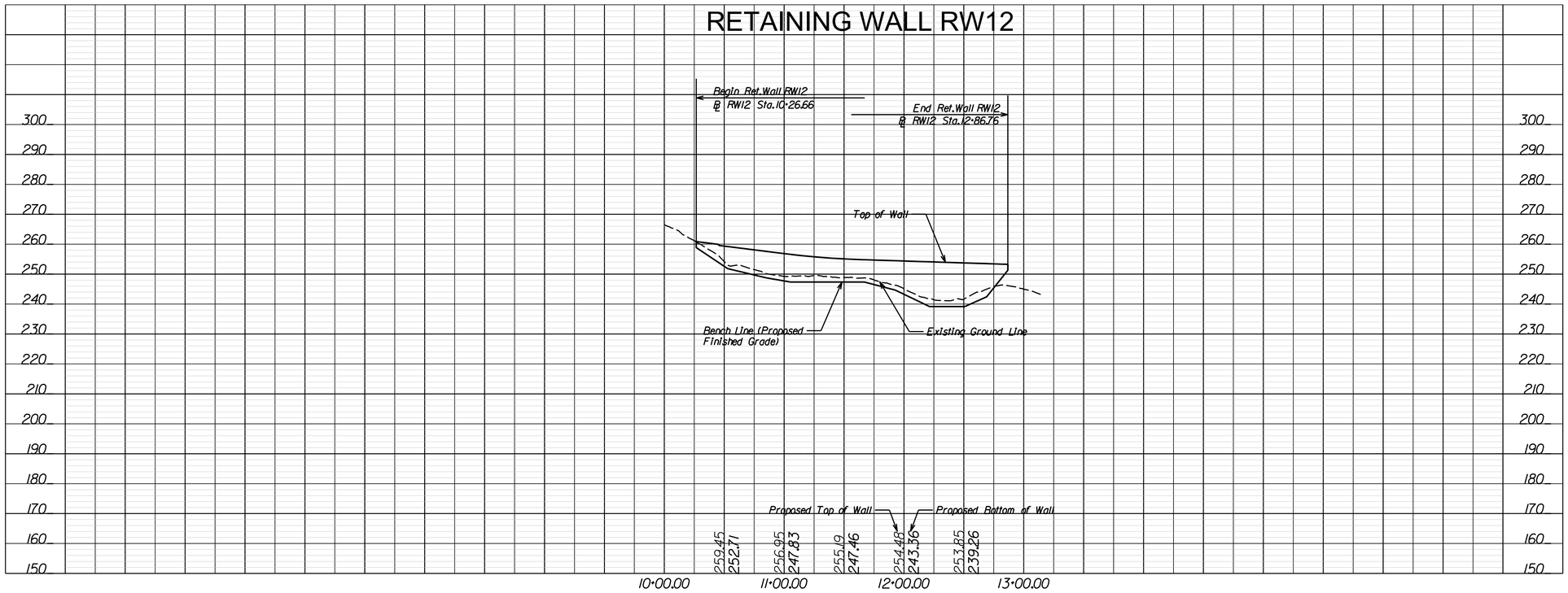
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	70

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



RETAINING WALL RW12



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	70

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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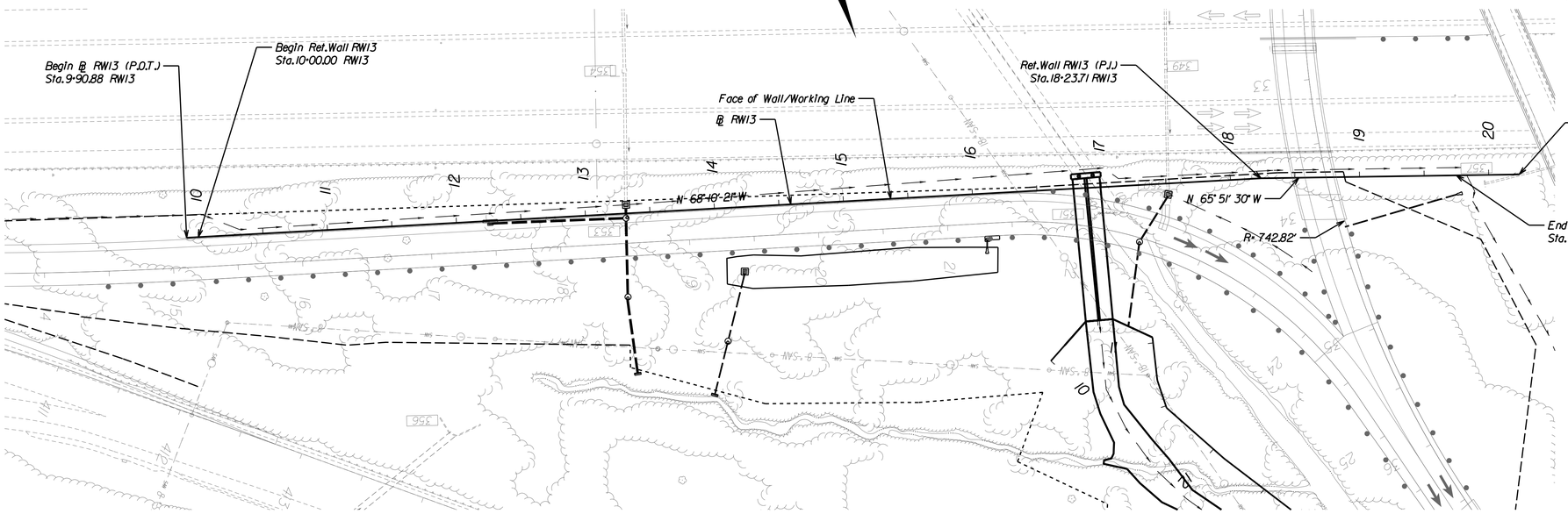
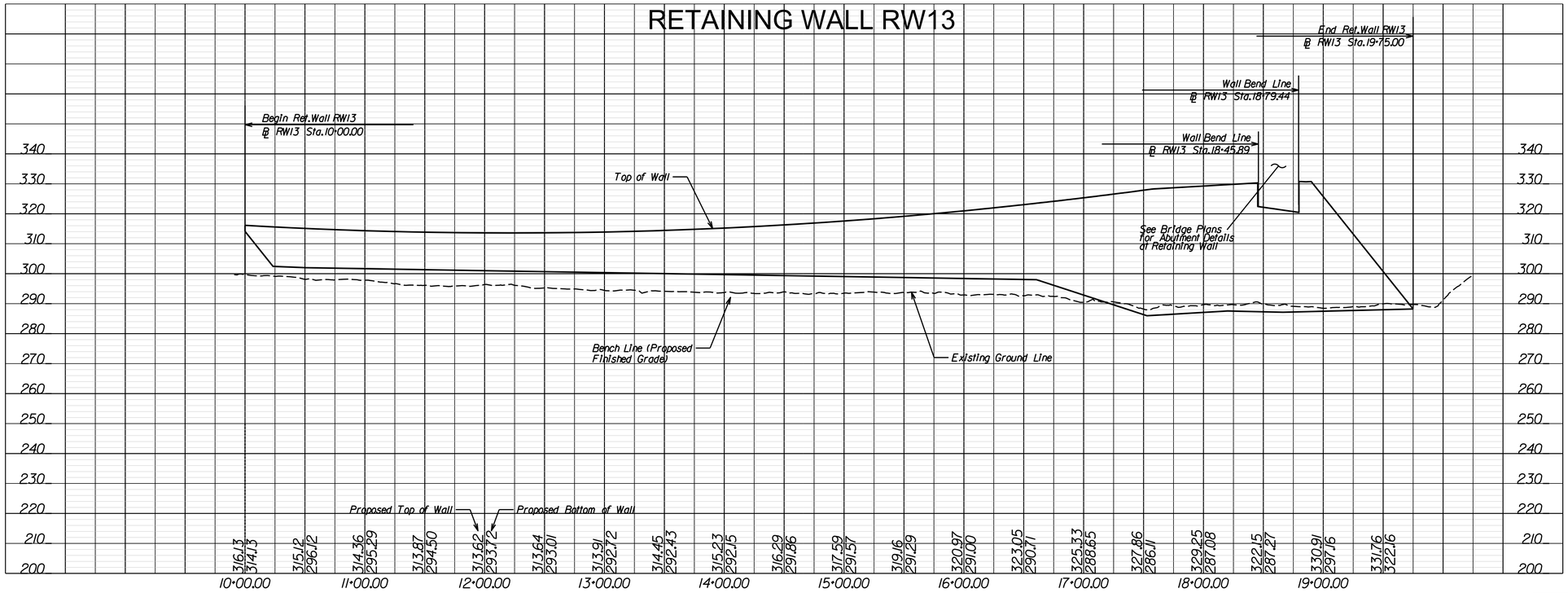
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	71

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



RETAINING WALL RW13



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	71

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

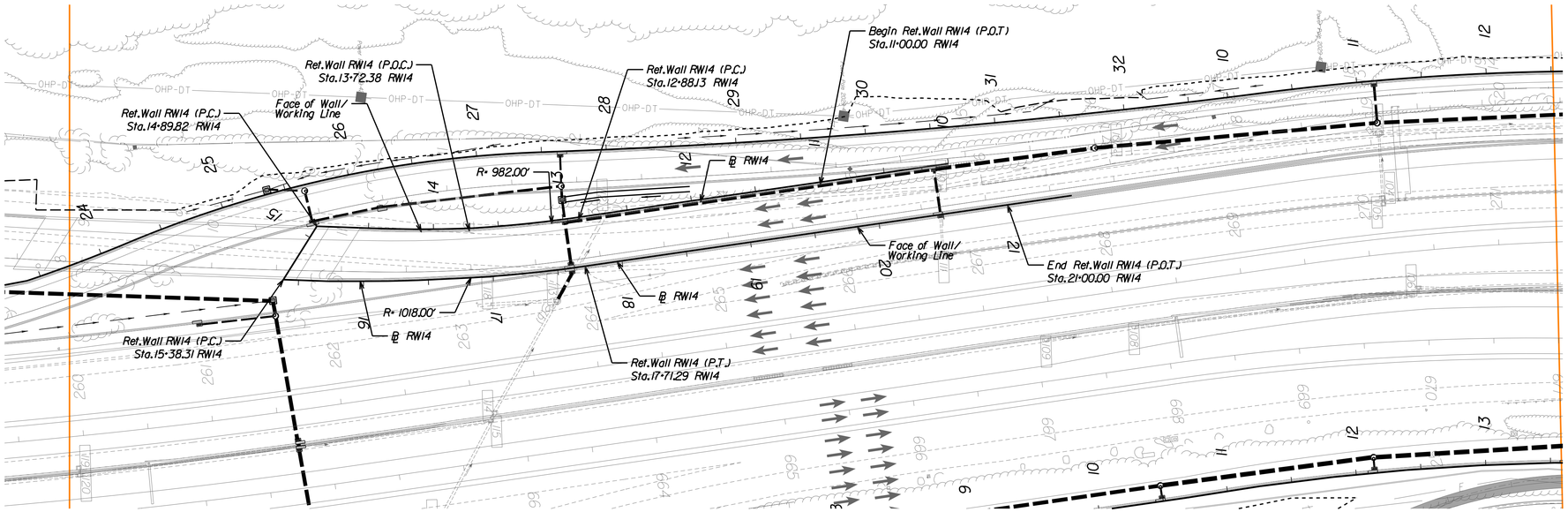
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

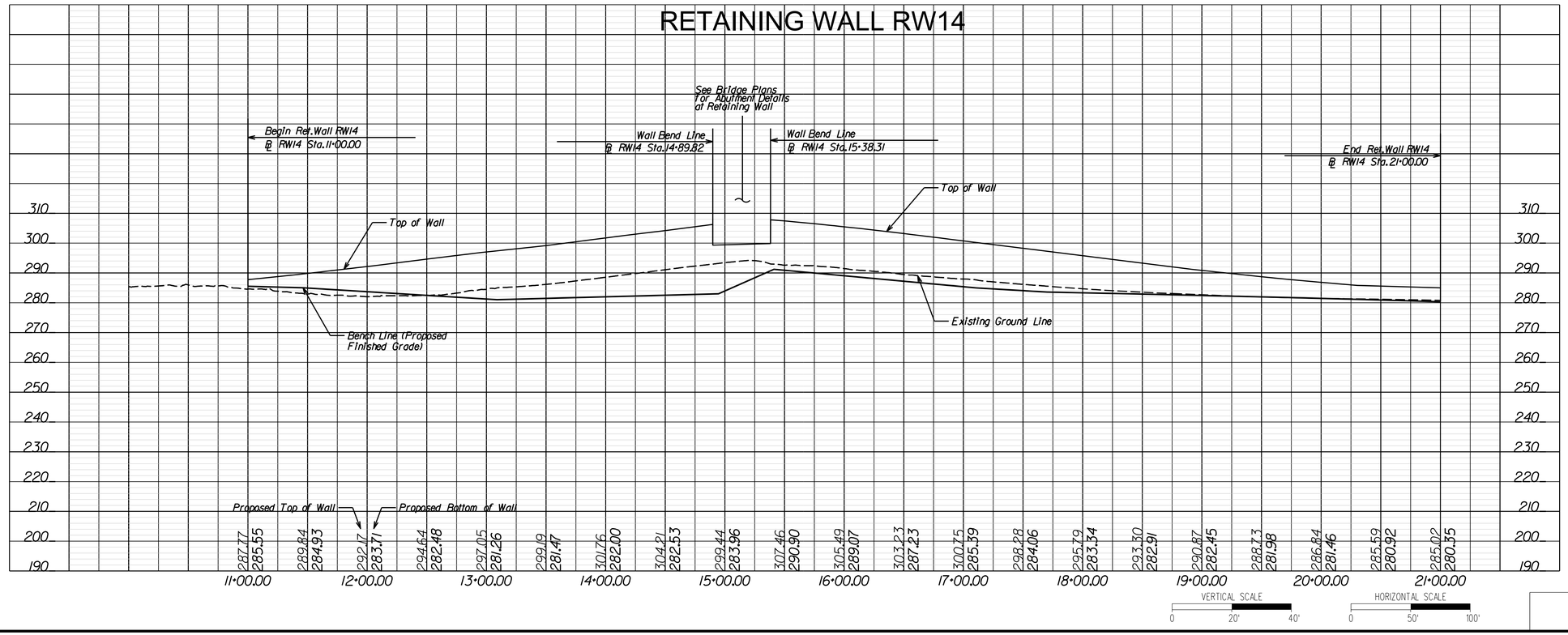
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	72

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



RETAINING WALL RW14



PROJECT	SHEET NO.
0495-029-419	72

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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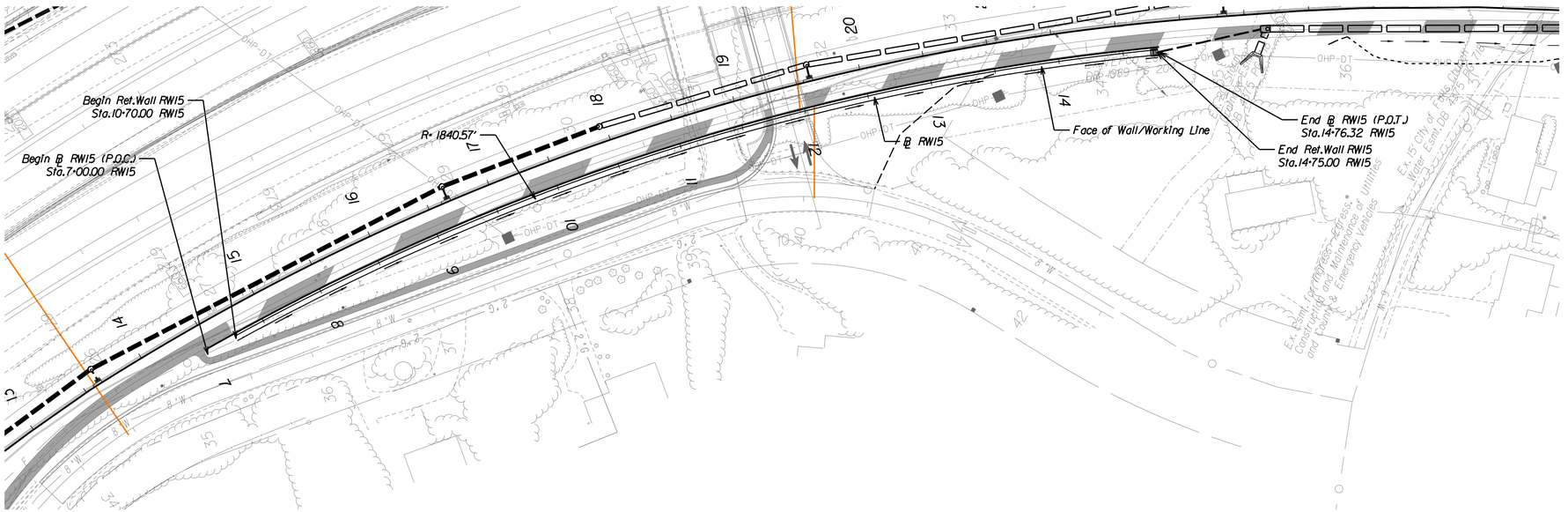
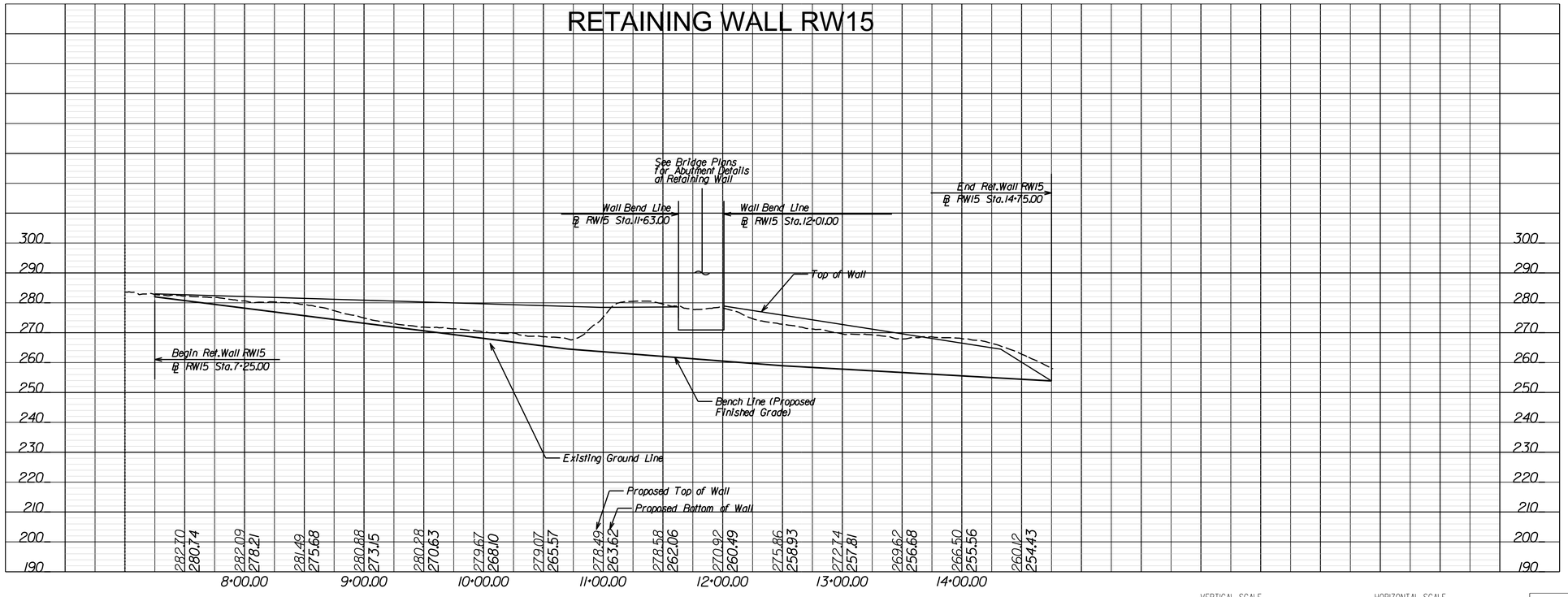
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	73

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



RETAINING WALL RW15



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	73

Sunday, April 12, 2020 06:08:18 PM
18:08:18

dxxxxxxsht-7401(1).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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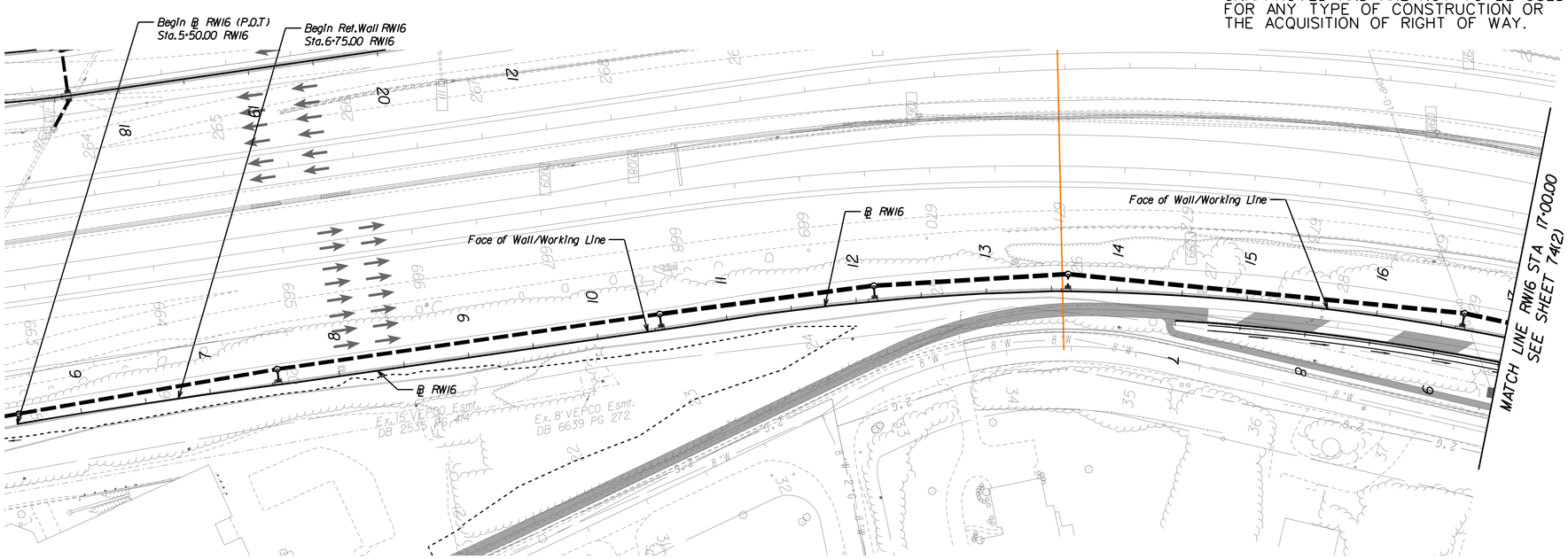
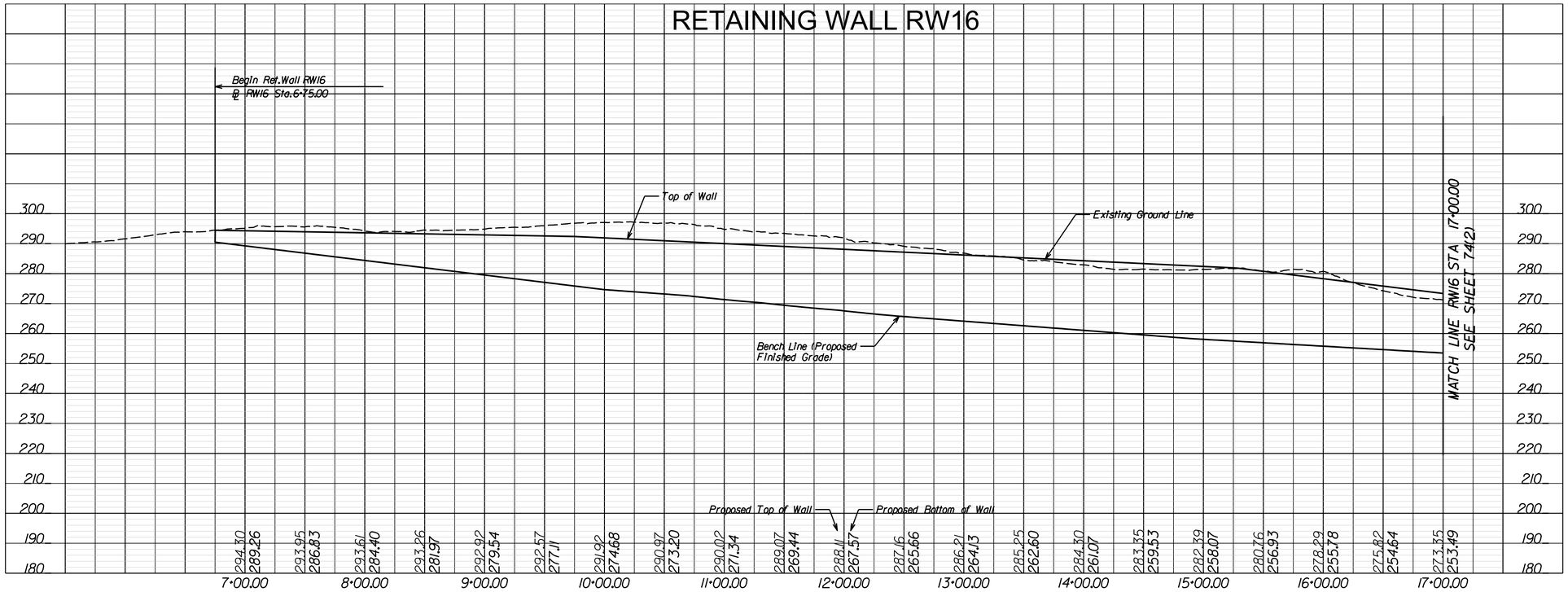
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	74(1)

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



RETAINING WALL RW16



VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	74(1)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	74(2)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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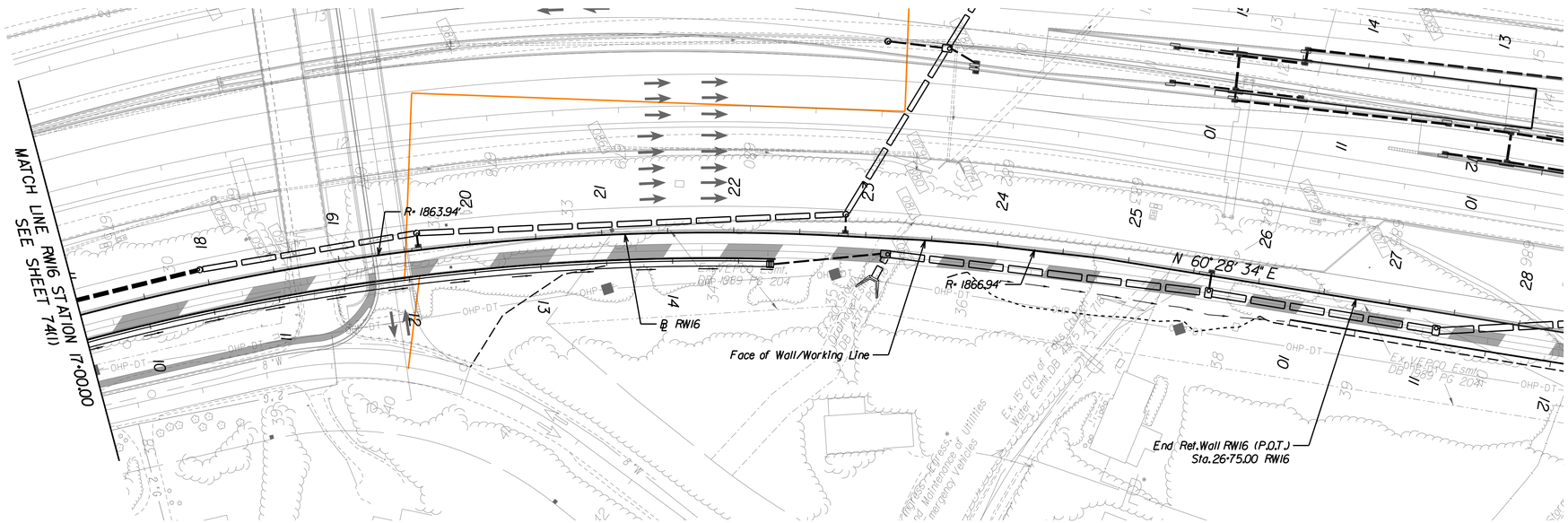
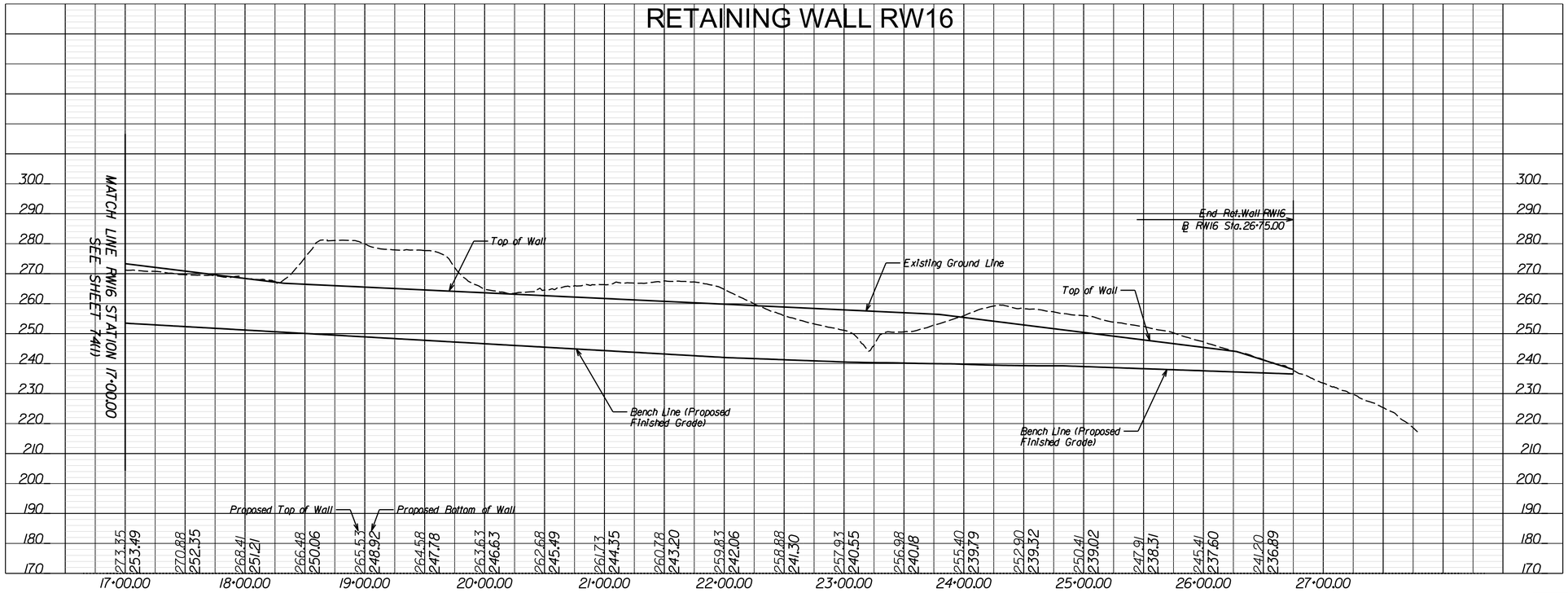


RETAINING WALL RW16



PROJECT	SHEET NO.
0495-029-419	74(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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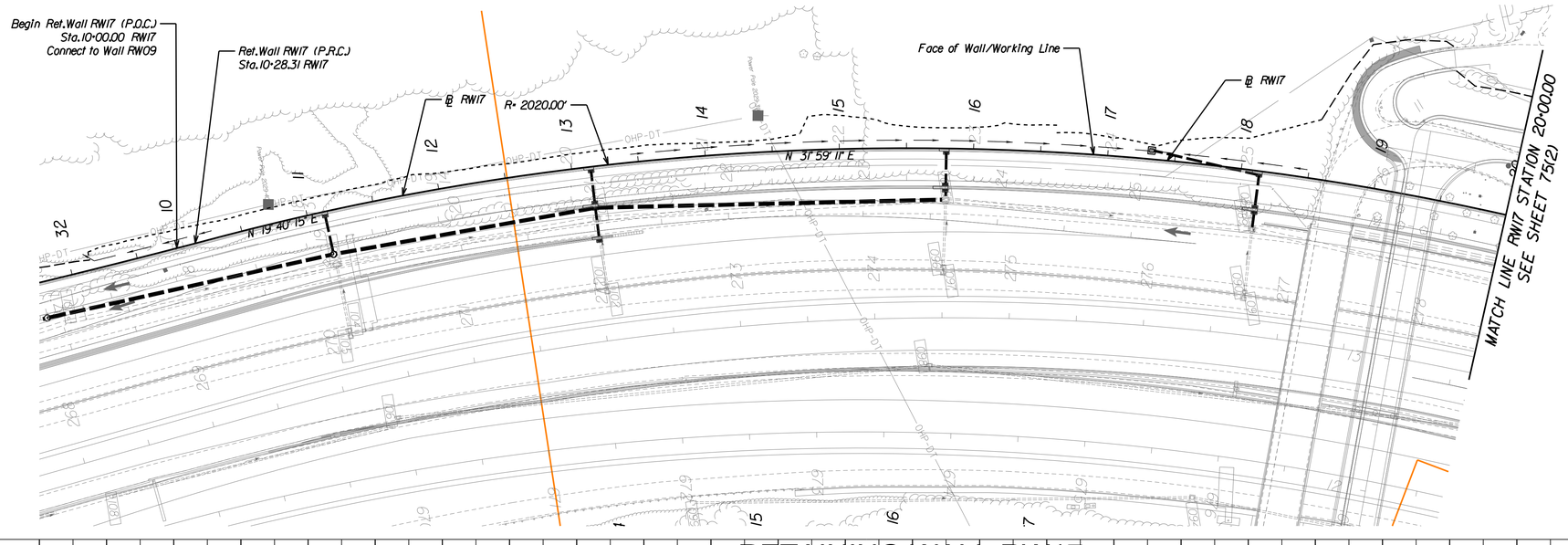
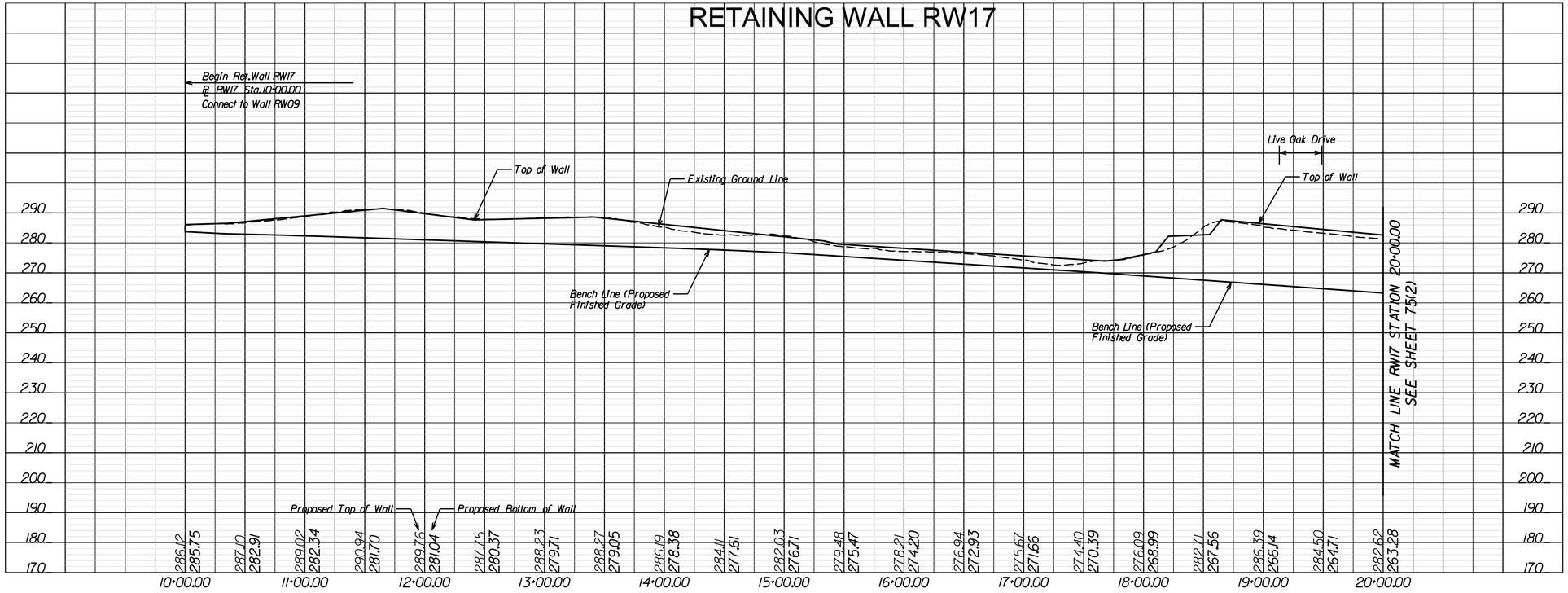
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	75(1)

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



RETAINING WALL RW17



	PROJECT	SHEET NO.
	0495-029-419	75(1)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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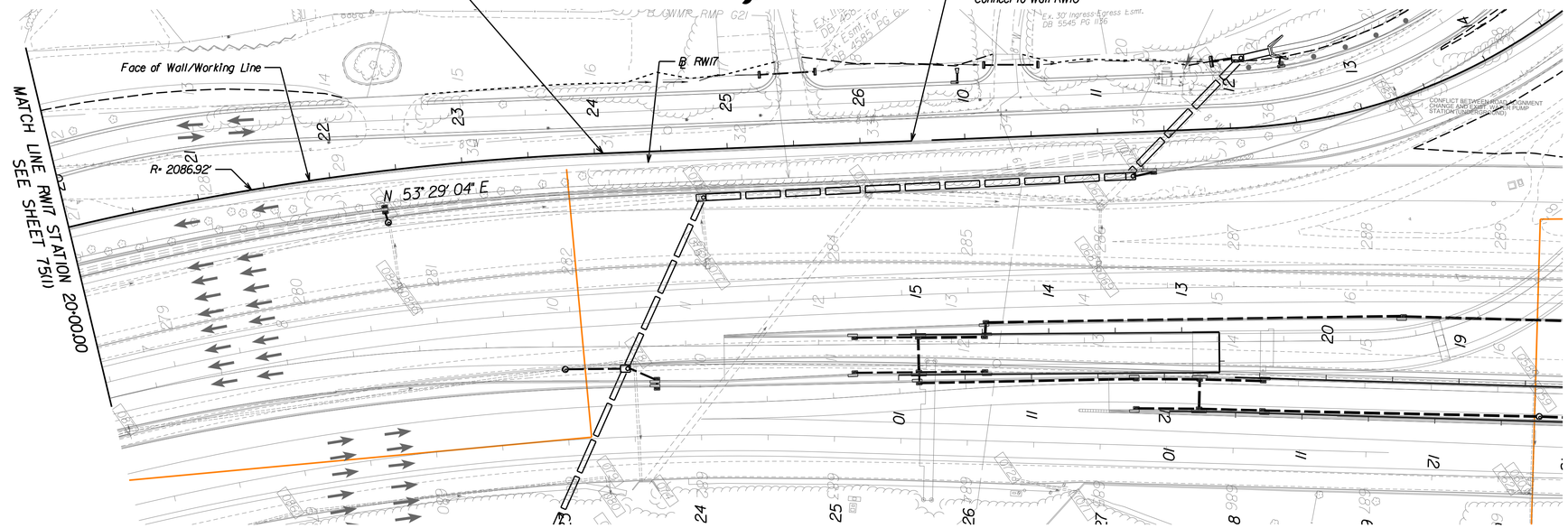
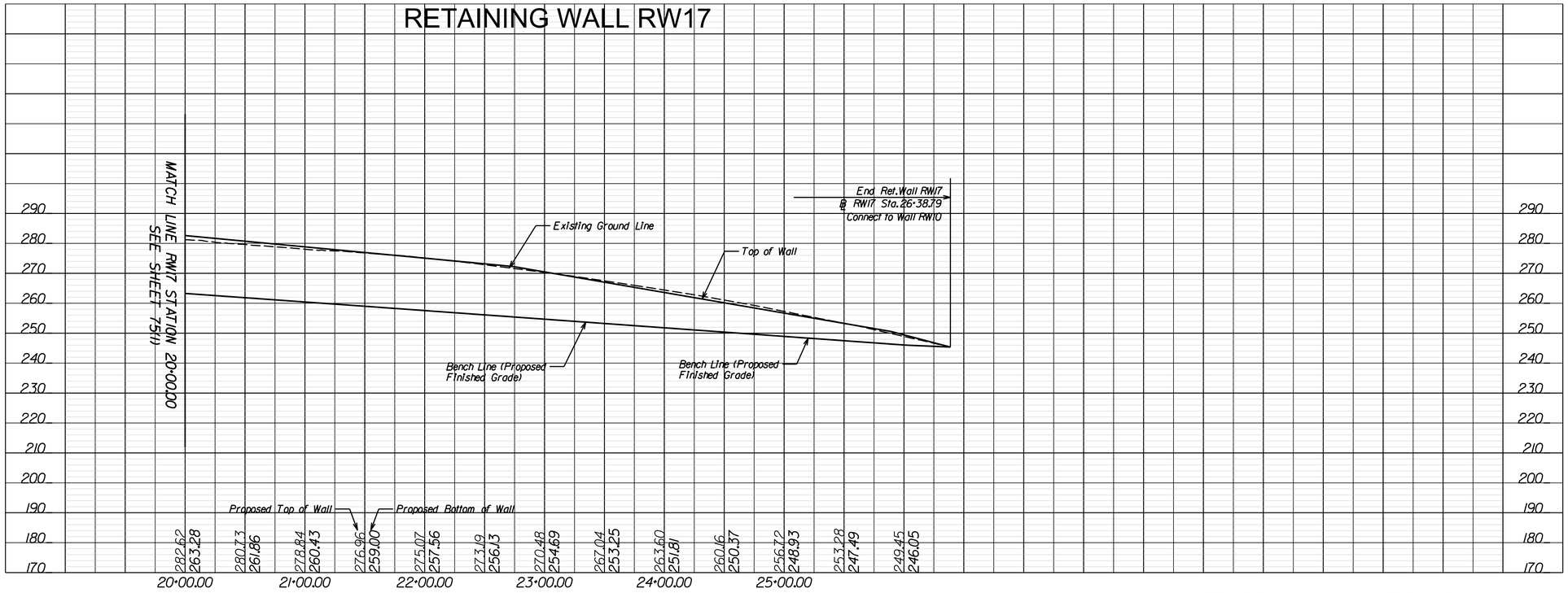
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	75(2)

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



RETAINING WALL RW17



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	75(2)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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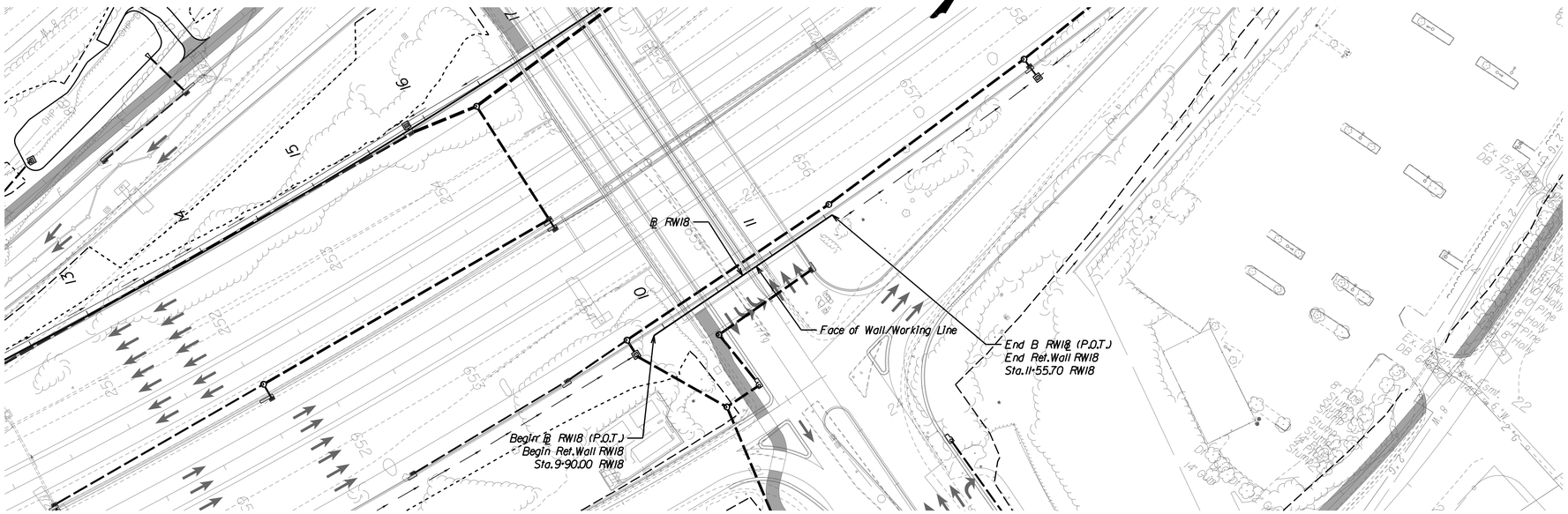
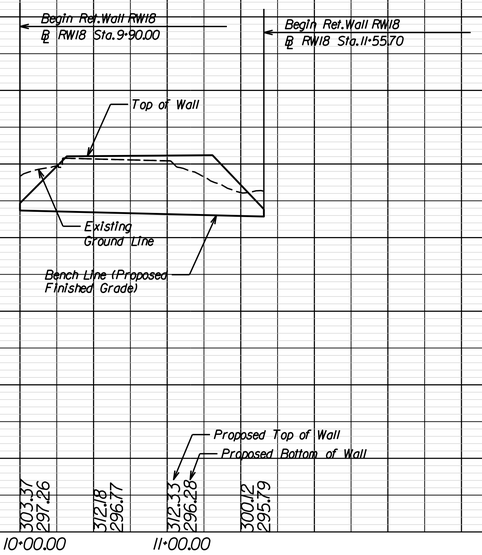
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	76

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



RETAINING WALL RW18



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	76

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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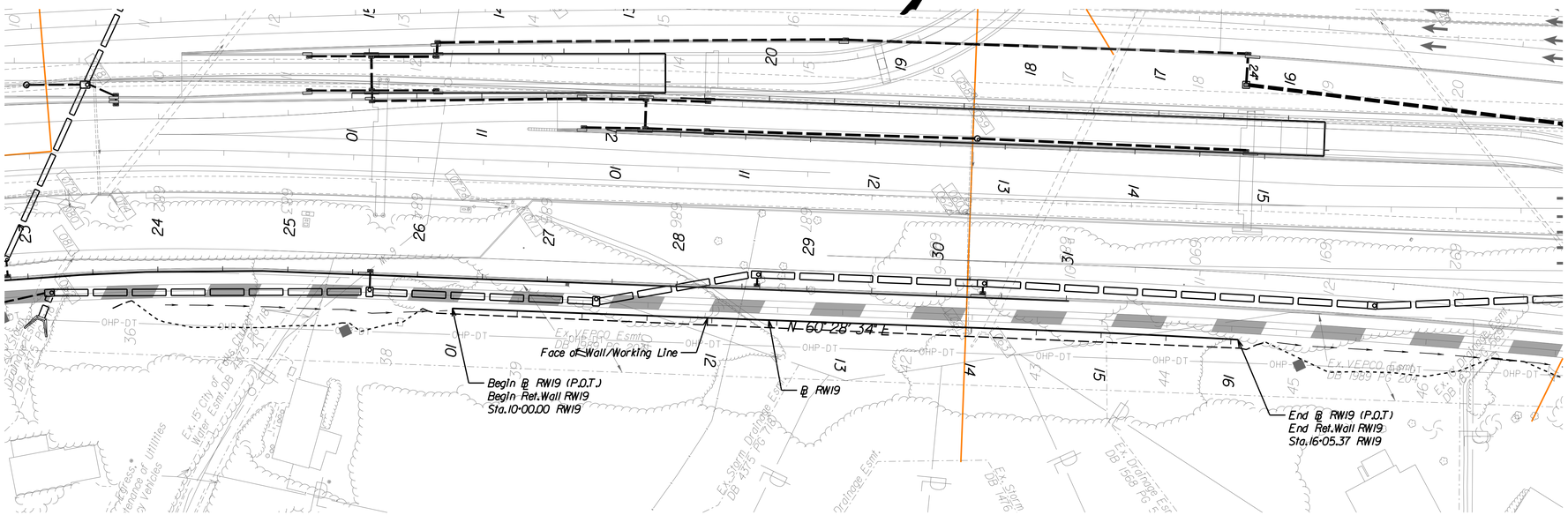
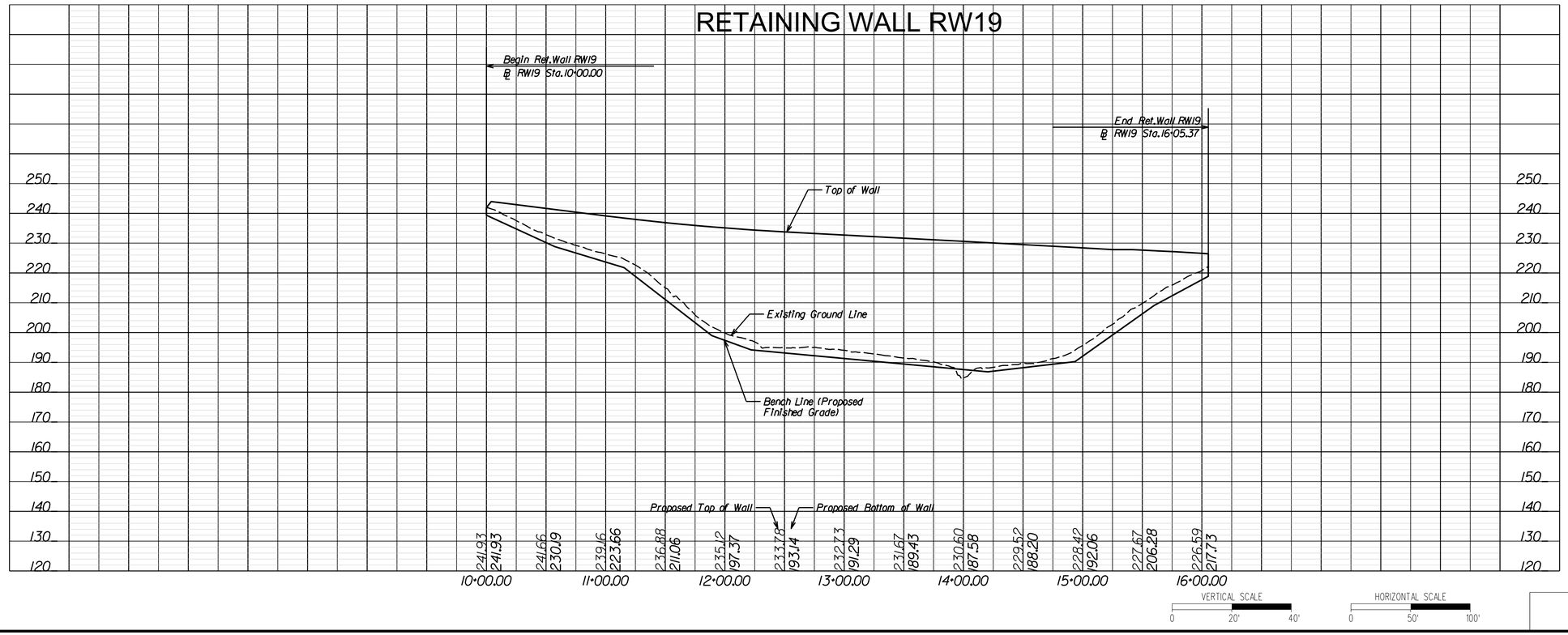
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	77

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



RETAINING WALL RW19



PROJECT	SHEET NO.
0495-029-419	77

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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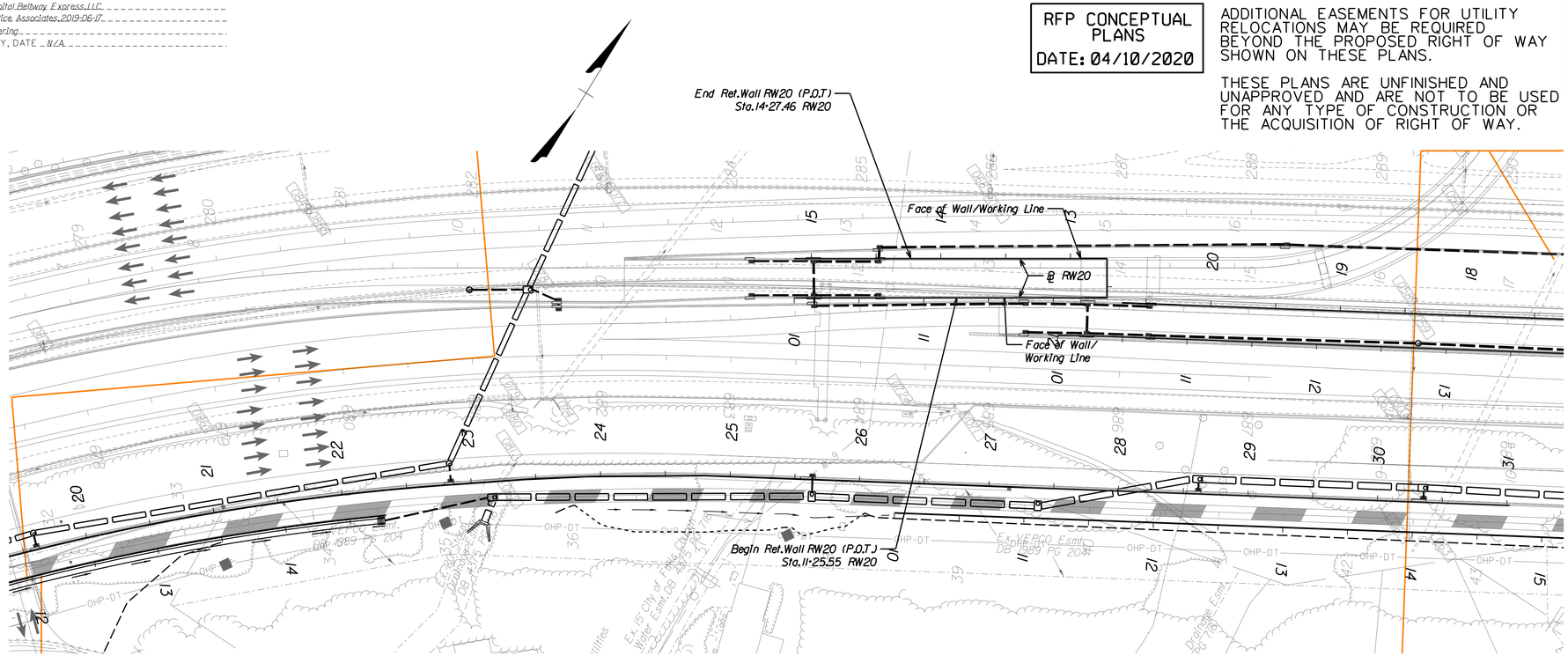
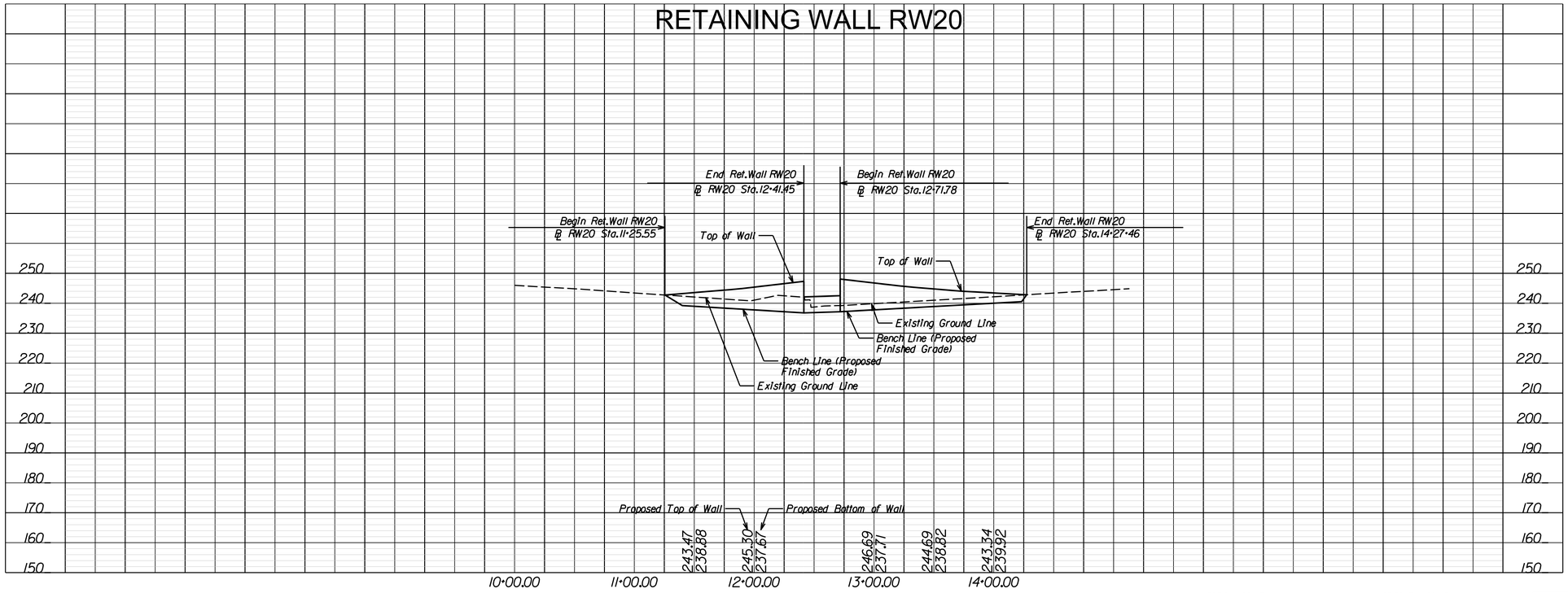
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	78

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



RETAINING WALL RW20



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	78

Sunday, April 12, 2020 06:10:46 PM
18:10:46

dxxxxxxsht-79.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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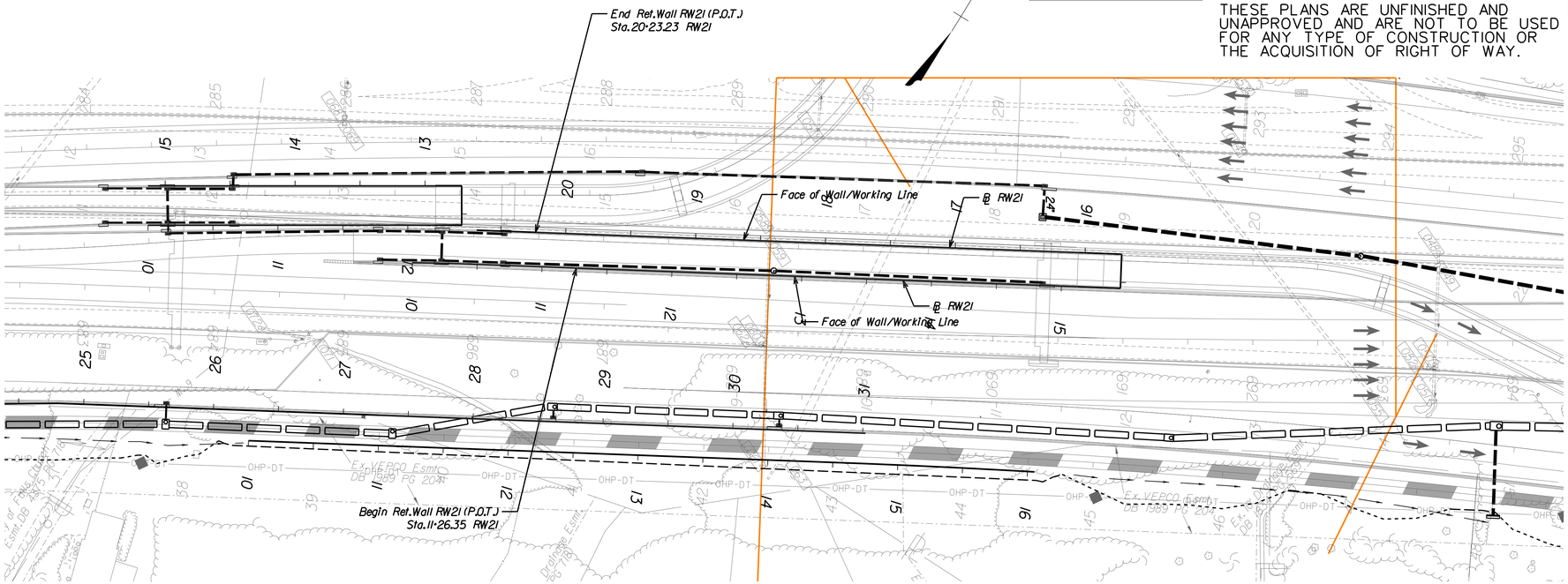
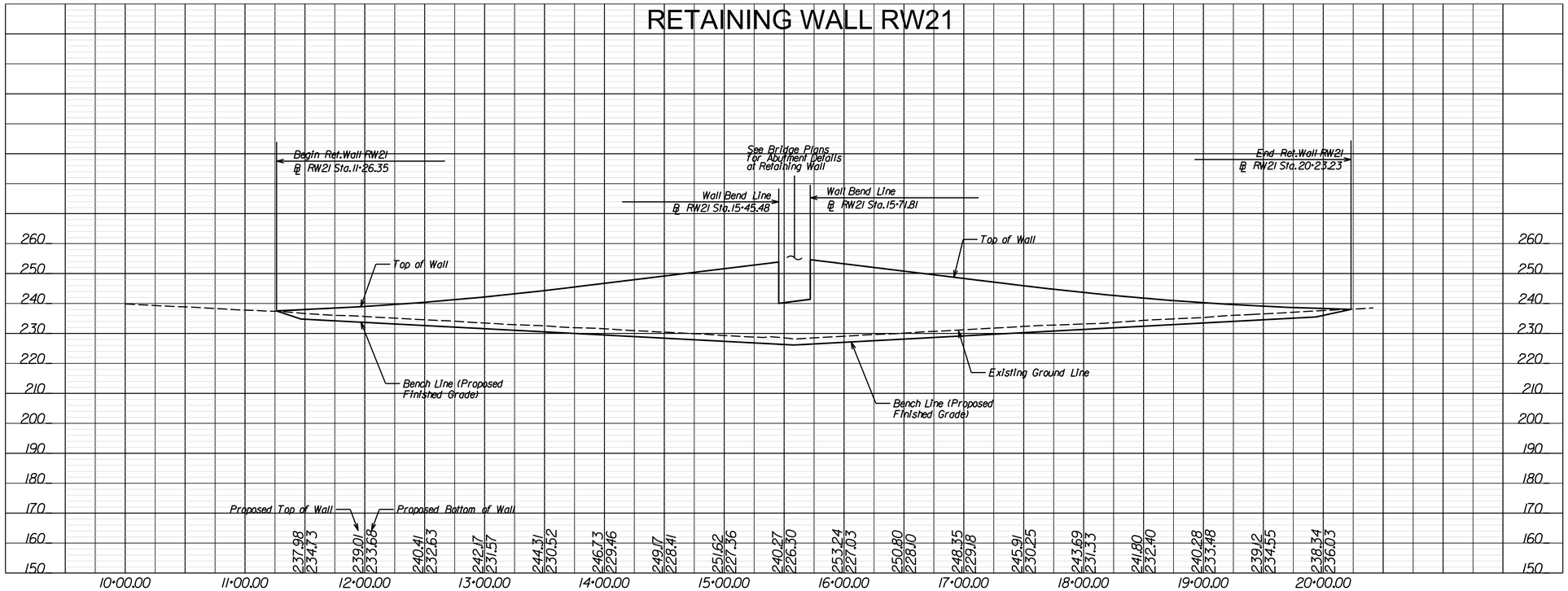
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	79

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



RETAINING WALL RW21



VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	79

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	80

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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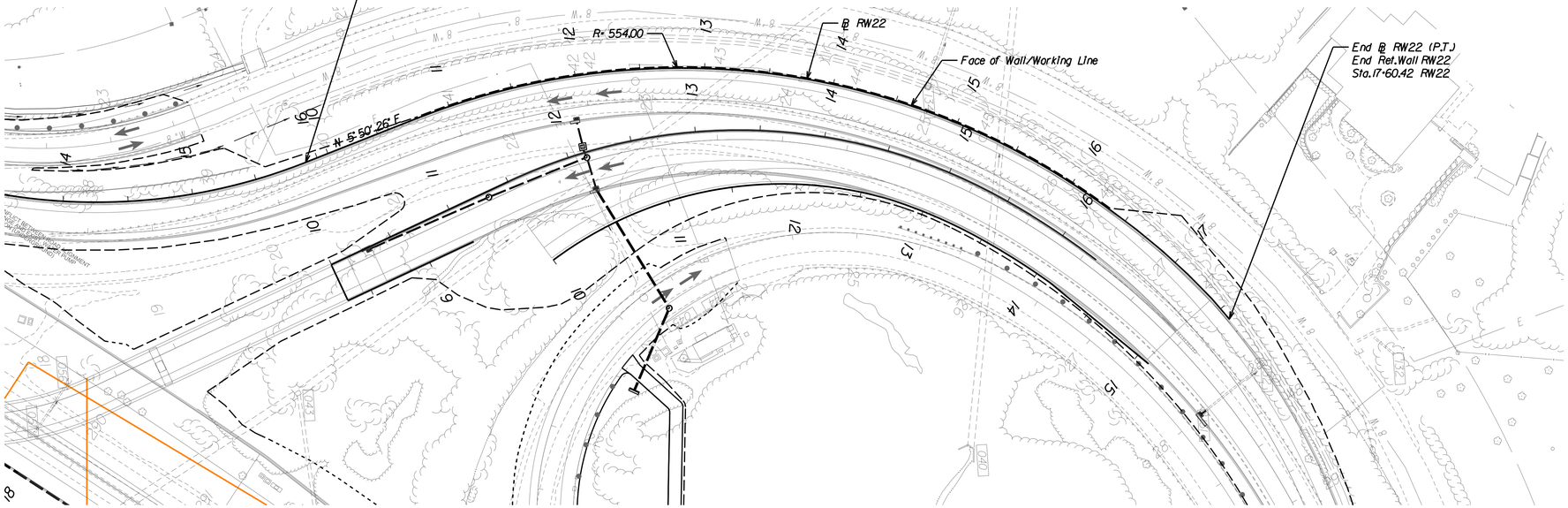
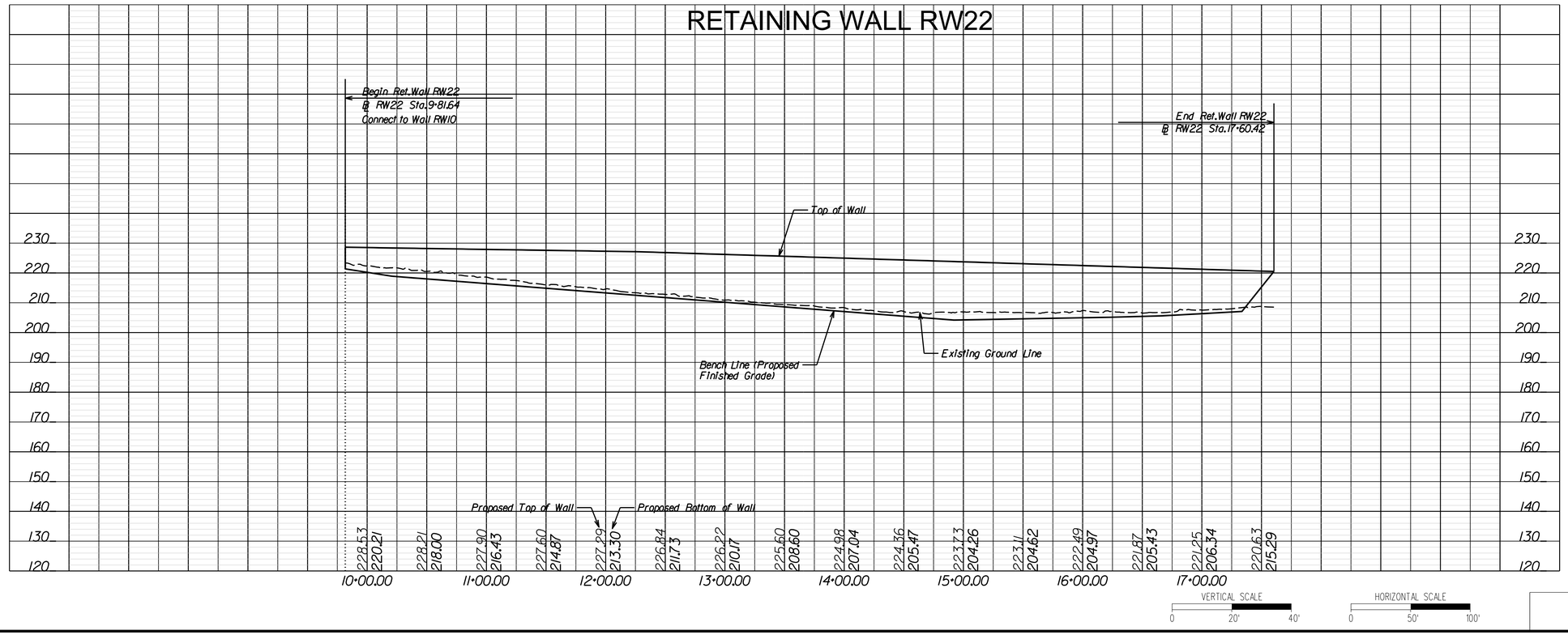


RETAINING WALL RW22



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	80

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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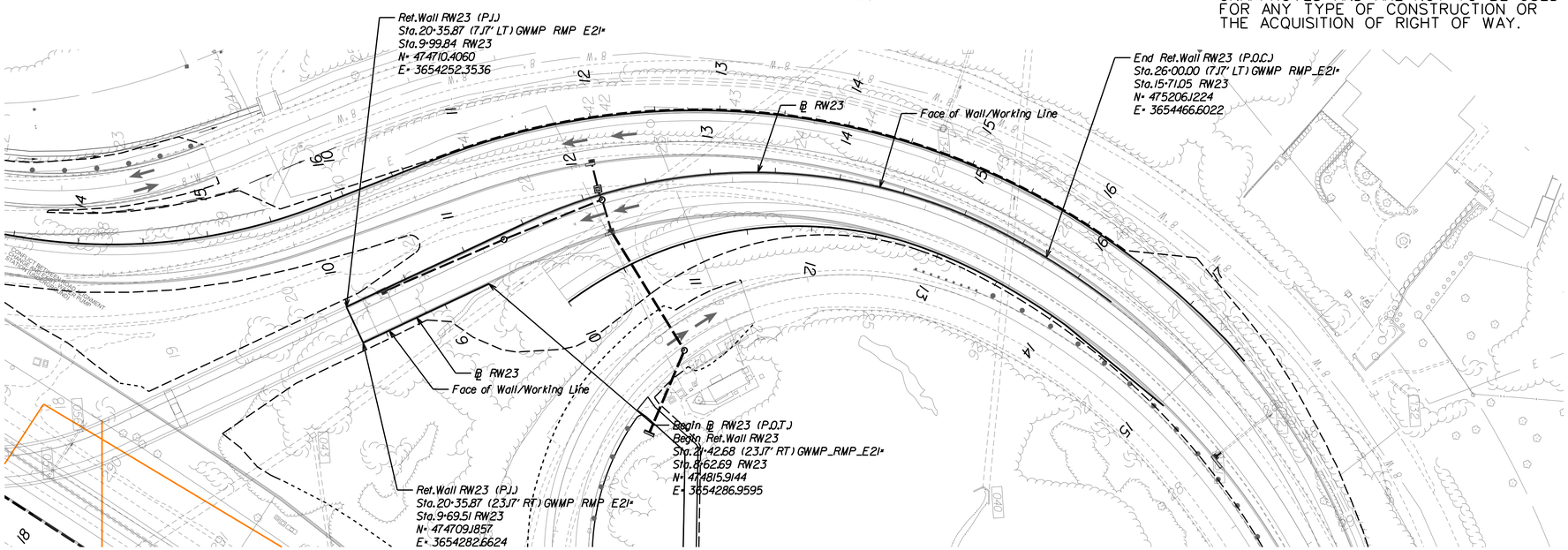
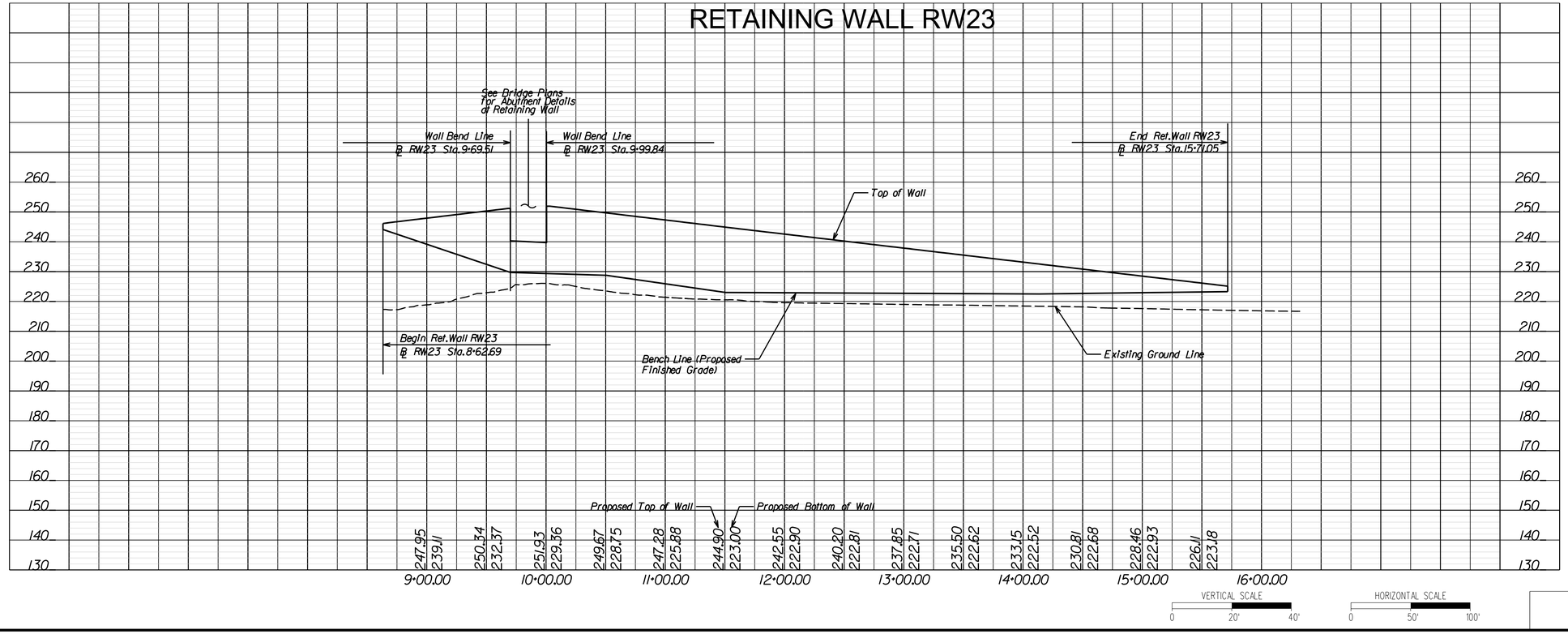
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	81

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



RETAINING WALL RW23



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	81

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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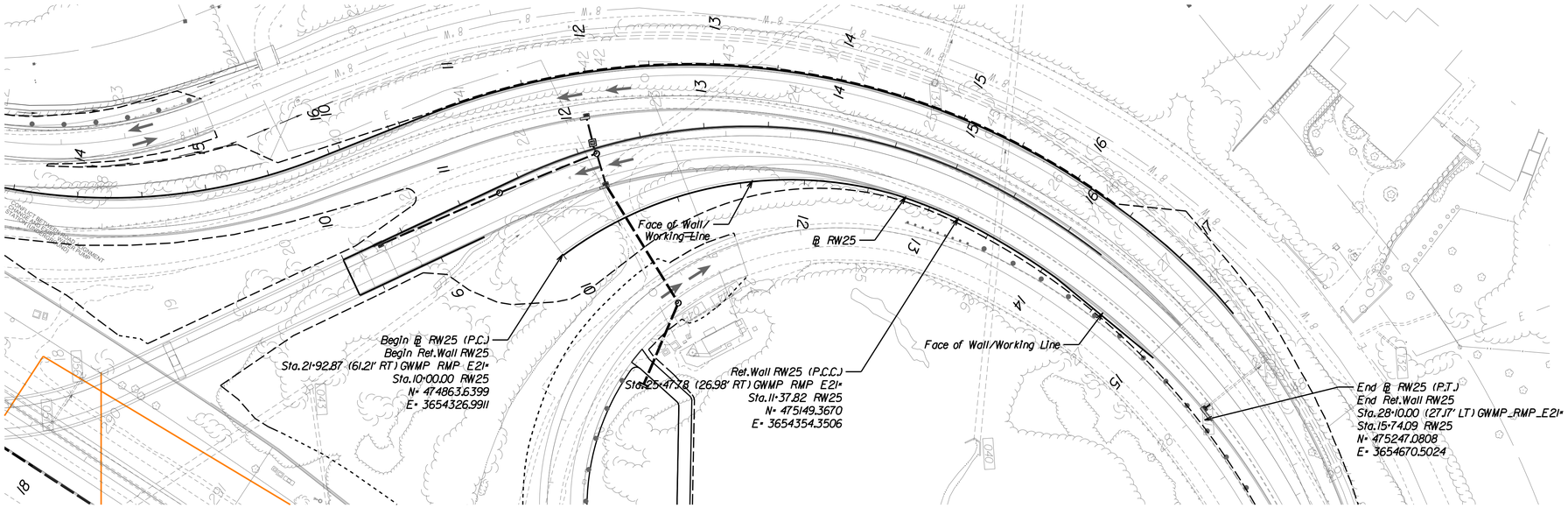
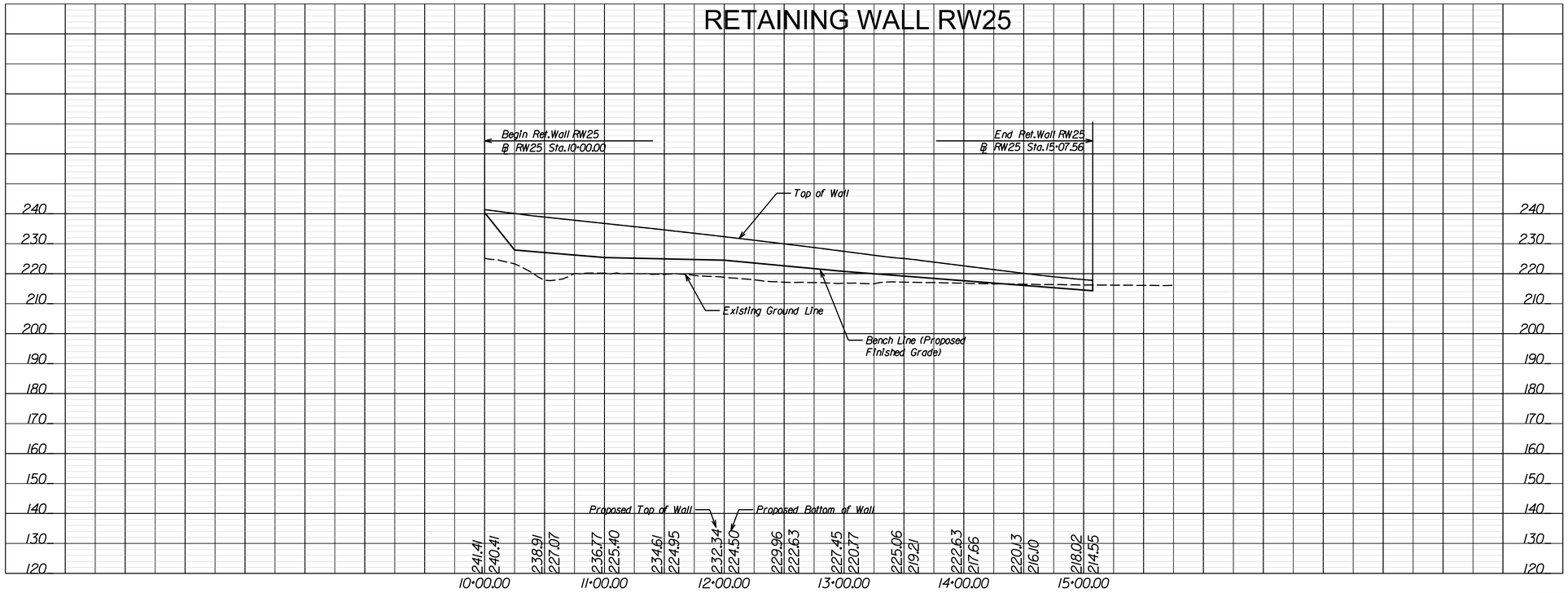
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	83

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



RETAINING WALL RW25



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	83

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

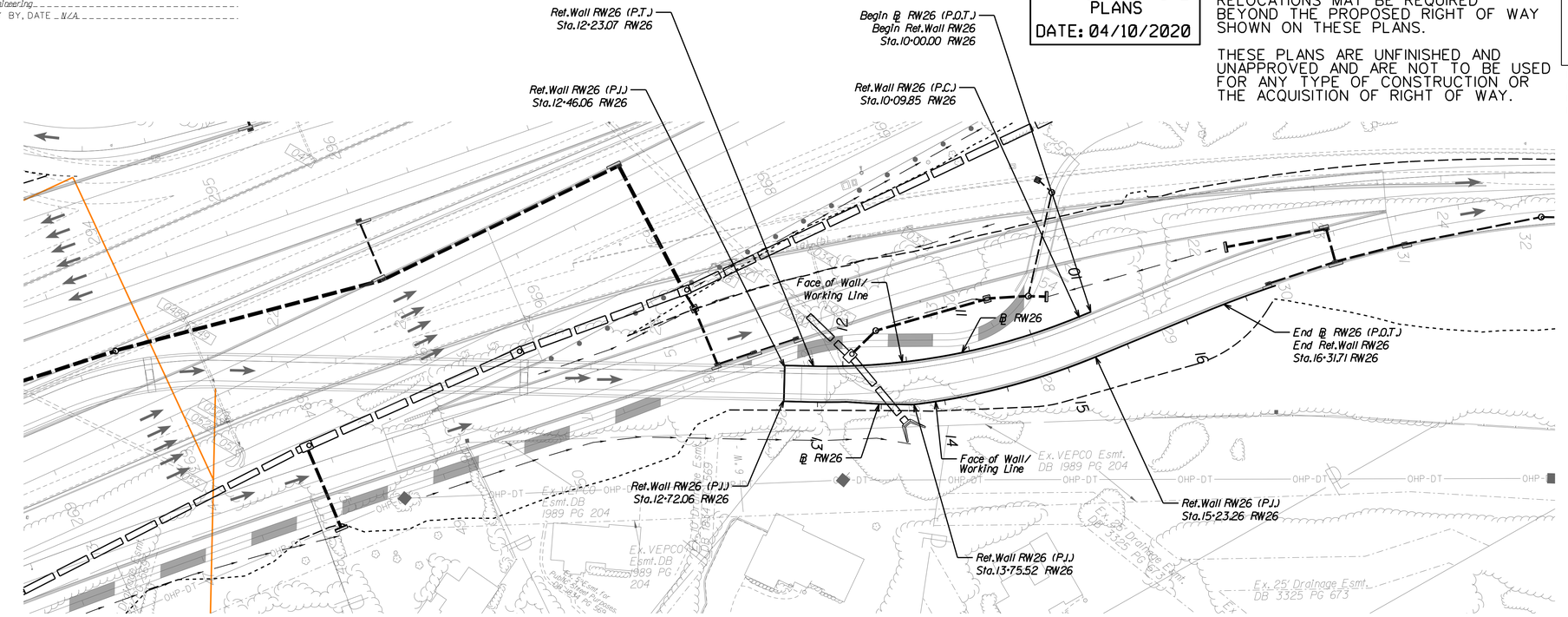
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

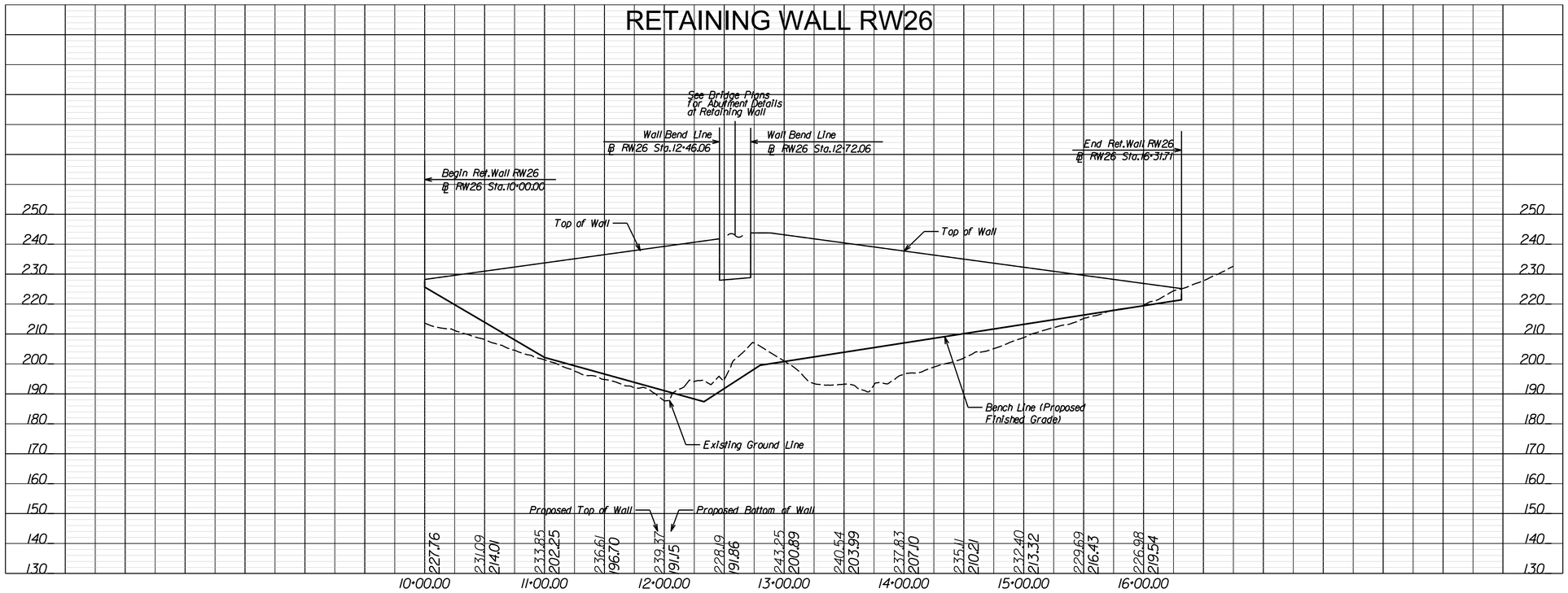
THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	84

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



RETAINING WALL RW26



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	84

Sunday, April 12, 2020 06:11:06 PM
18:11:06

dxxxxxxsht-86.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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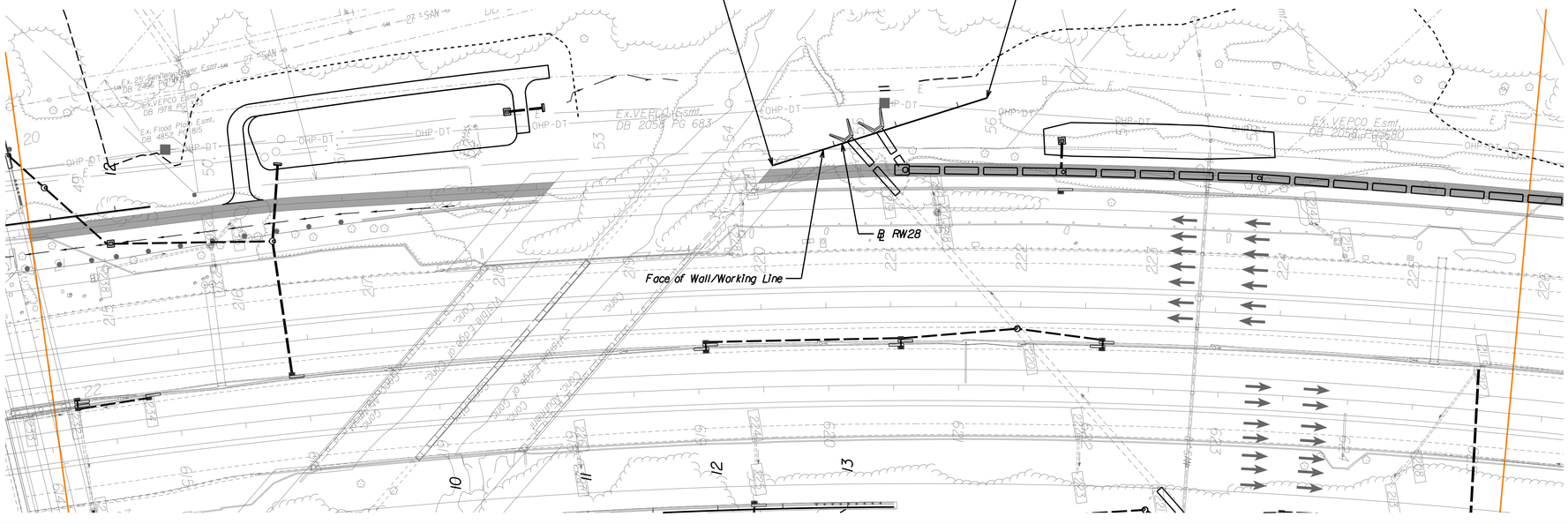
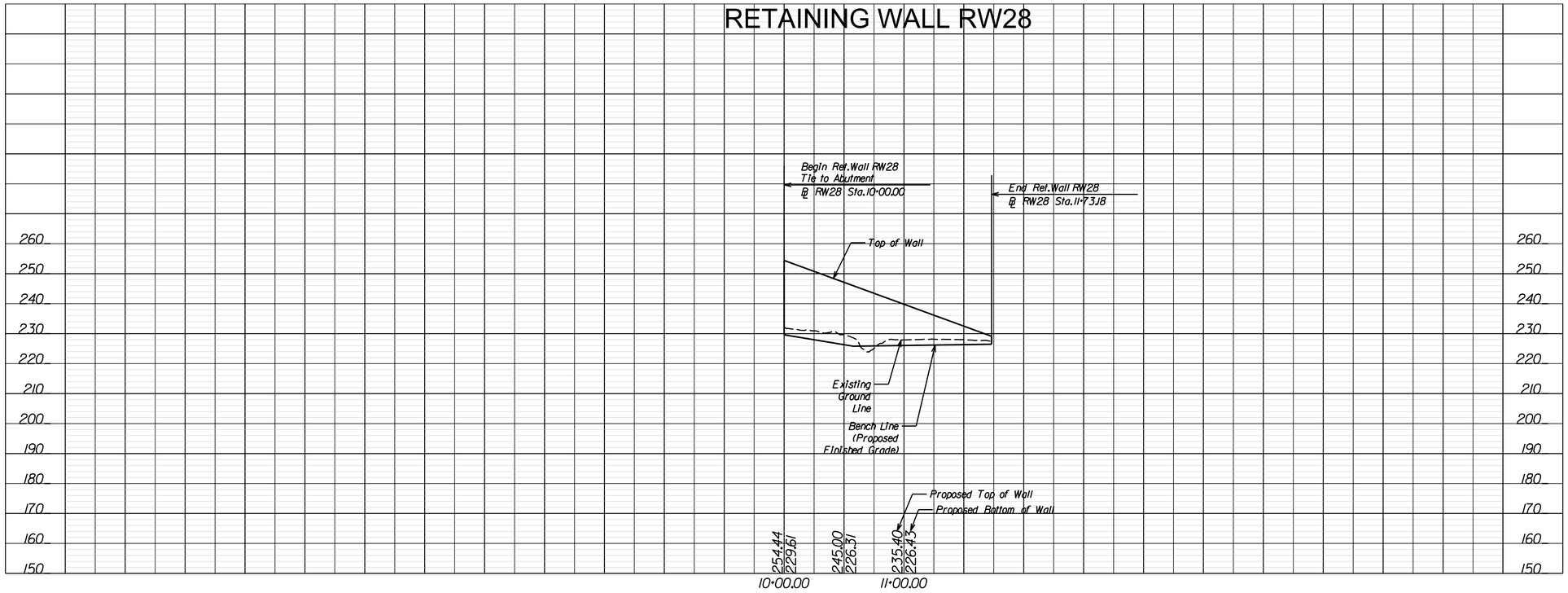
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	86

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



RETAINING WALL RW28



VERTICAL SCALE 0 20' 40'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	86

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	87

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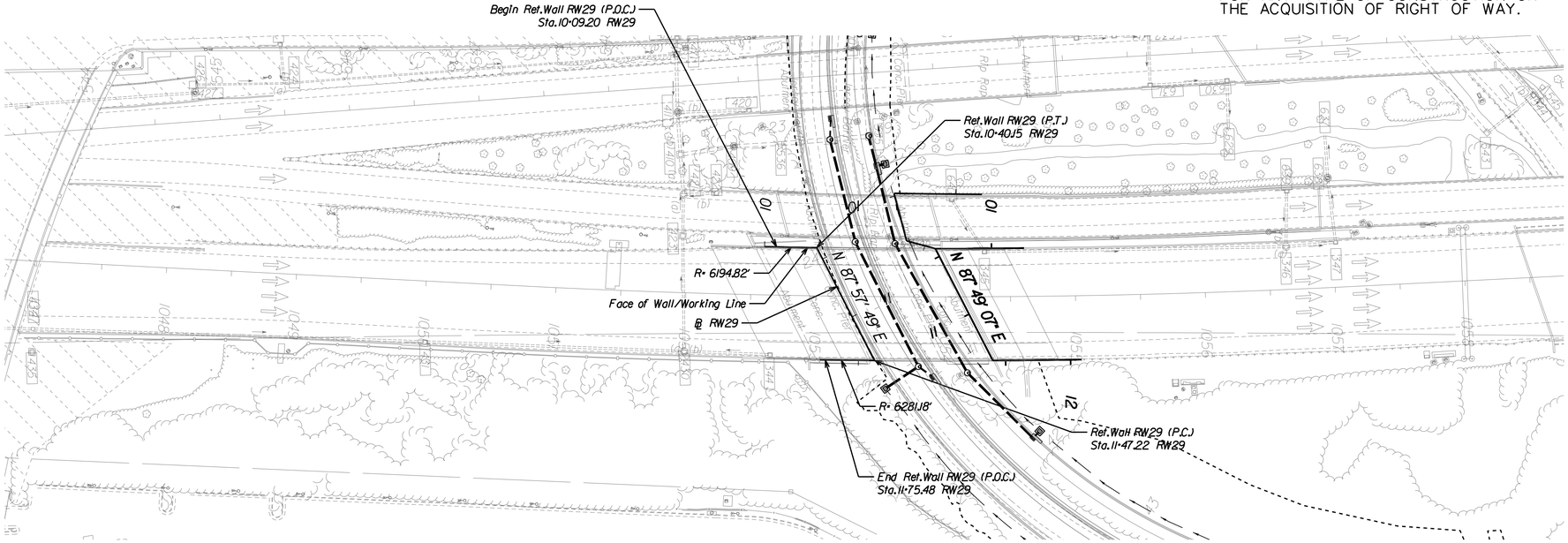

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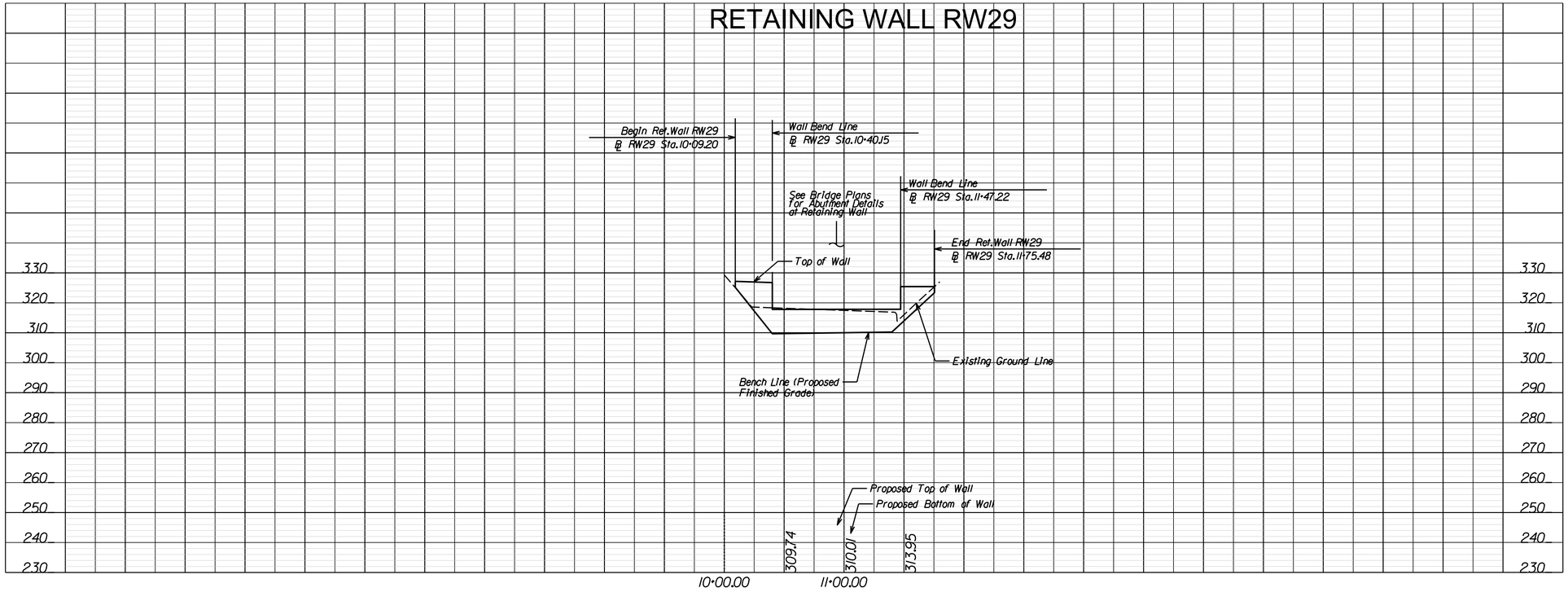

VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	87

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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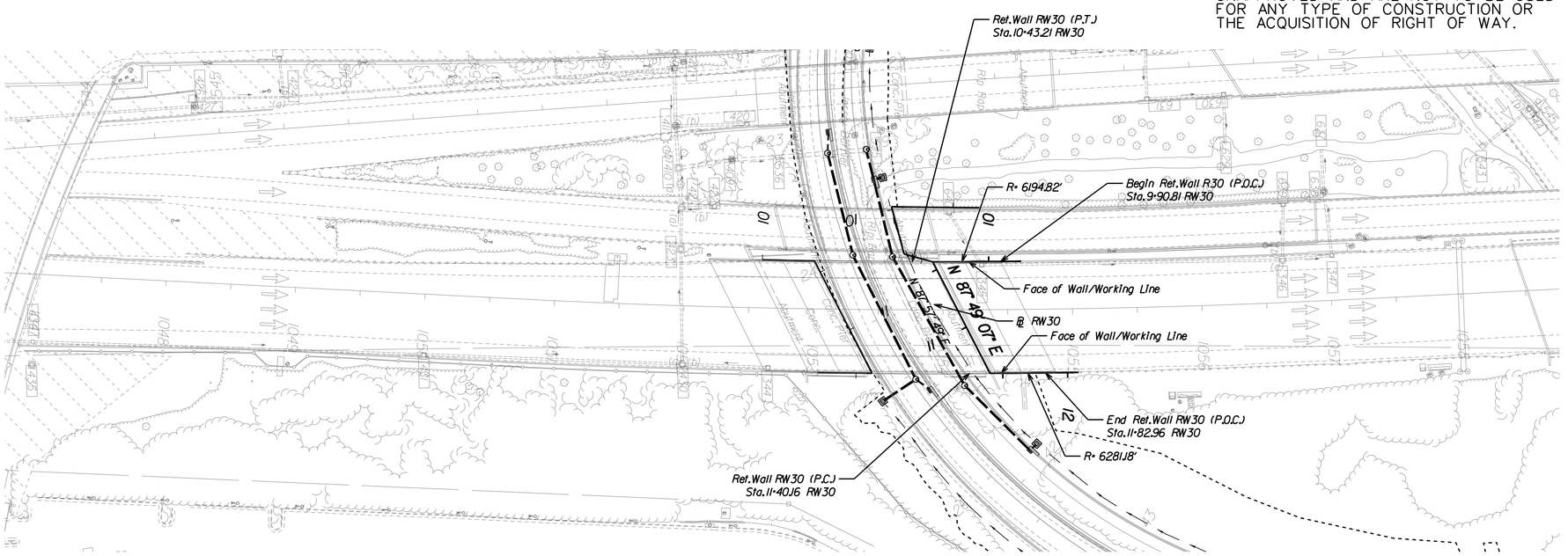
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	88

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



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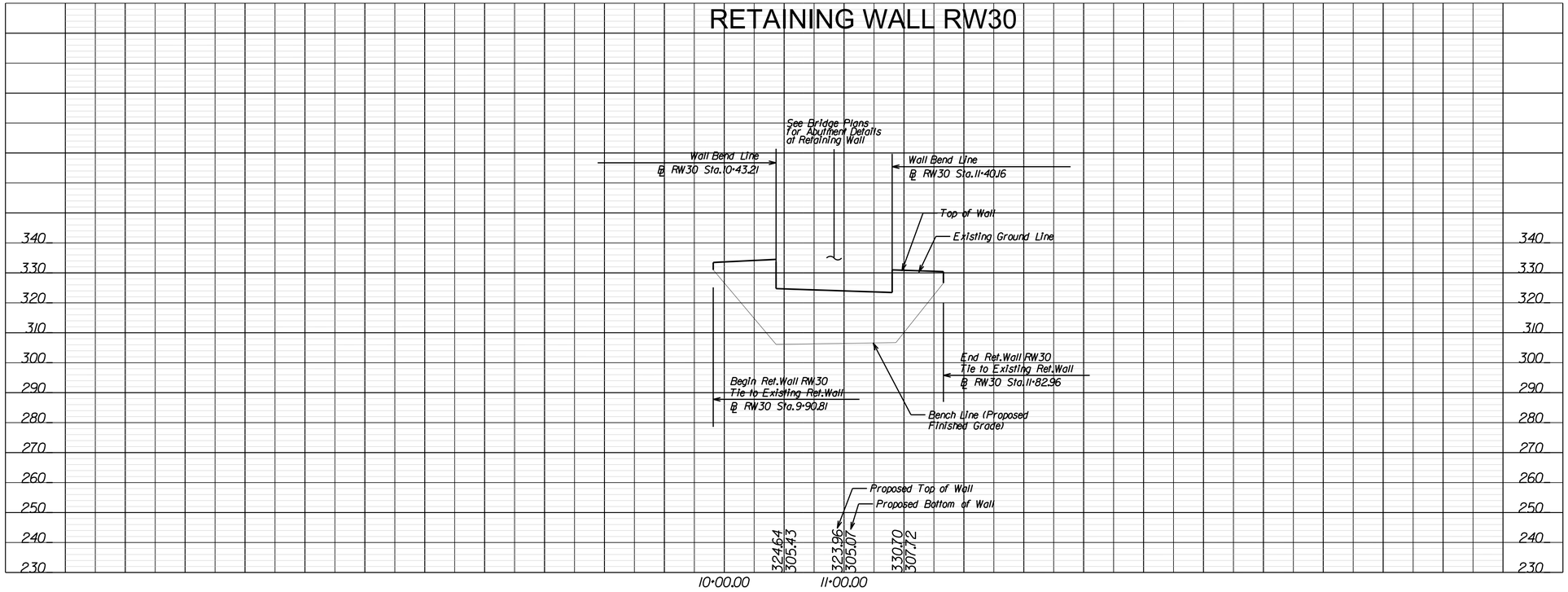

VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	88

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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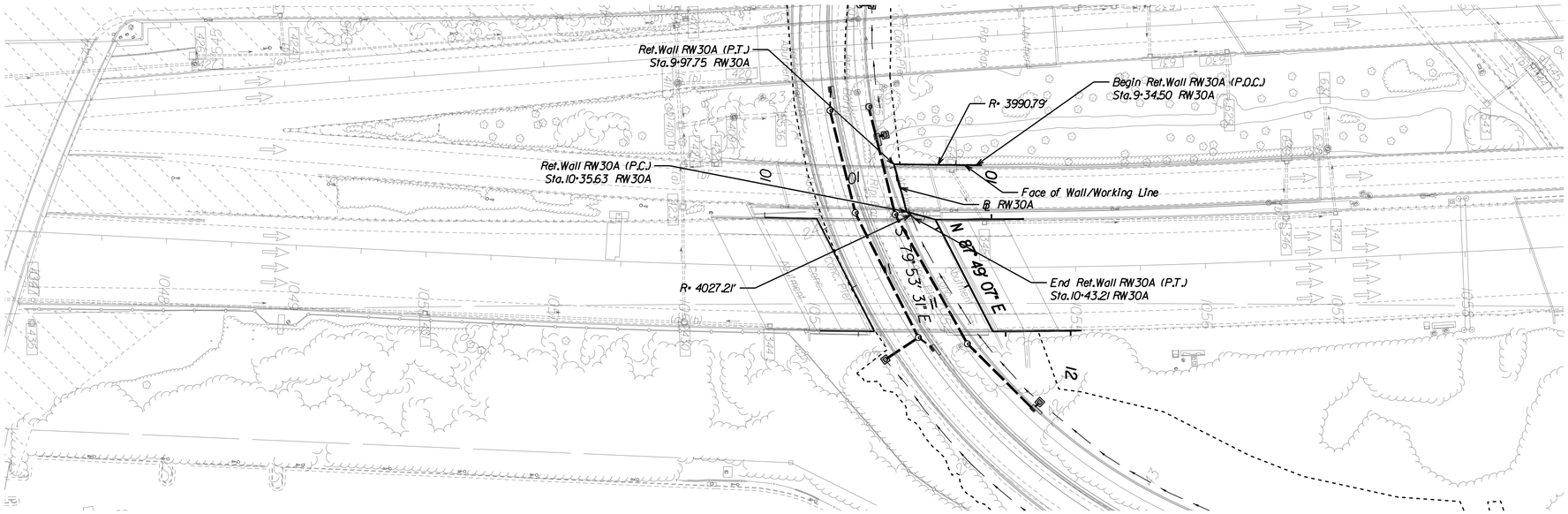
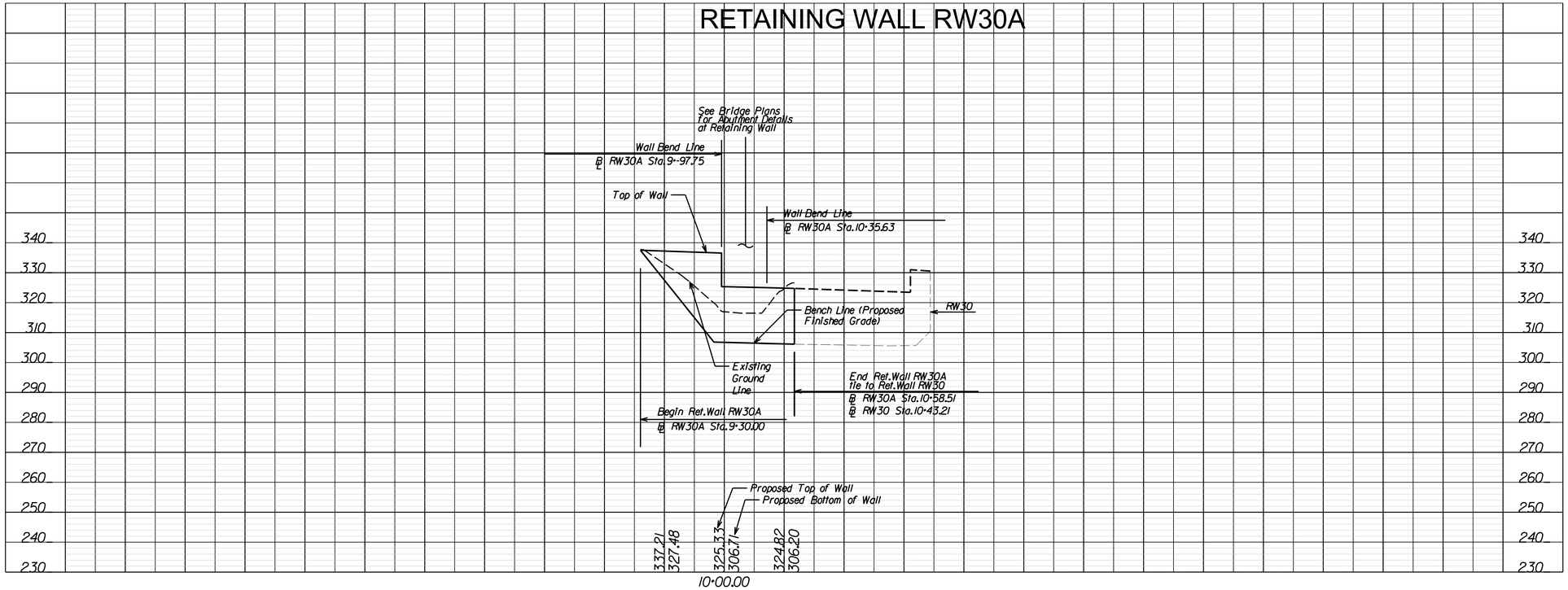
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	88A

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



RETAINING WALL RW30A



VERTICAL SCALE
0 20' 40'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	88A

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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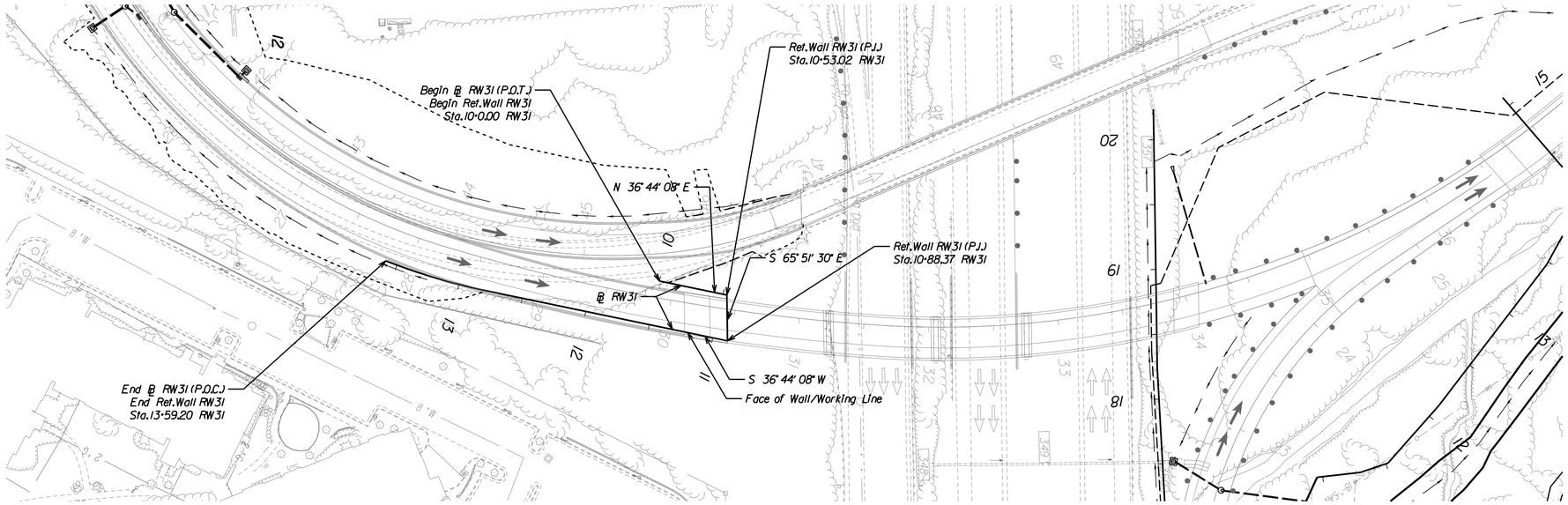
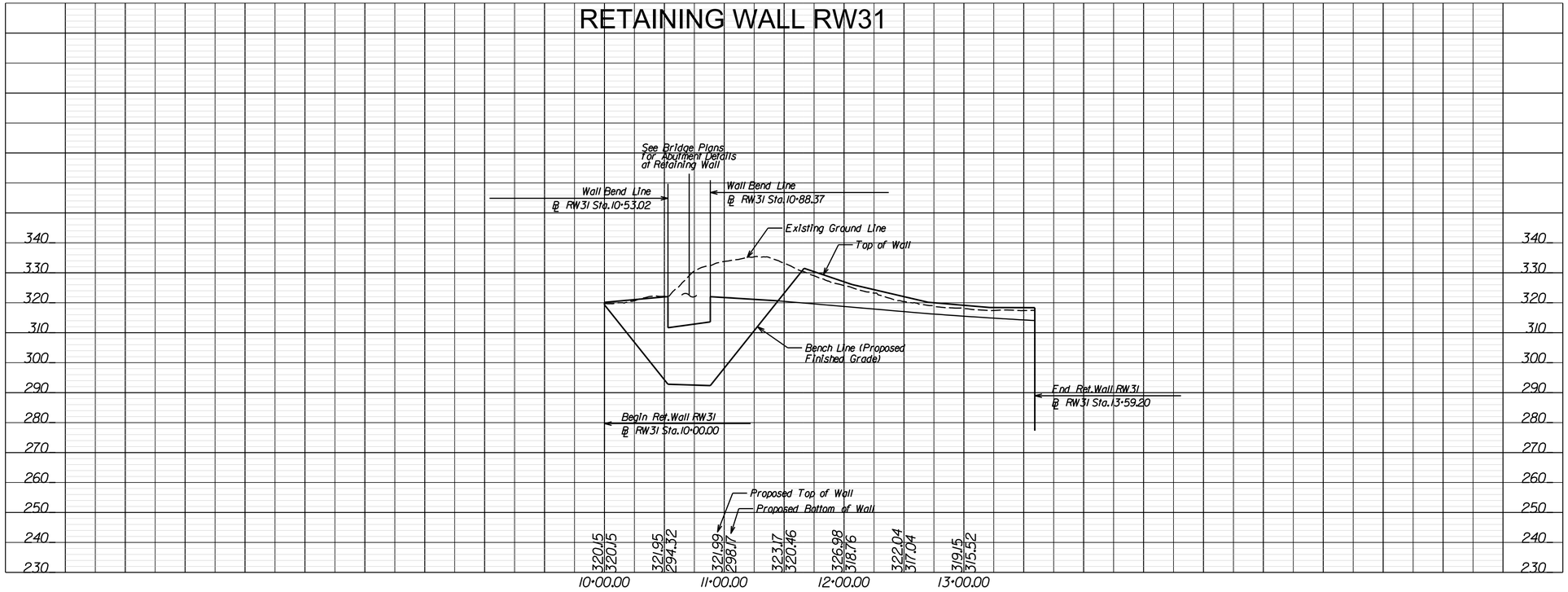
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	89

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



RETAINING WALL RW31



VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	89

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _
DESIGN BY _ HDR Engineering _
SUBSURFACE UTILITY BY, DATE _ N/A _

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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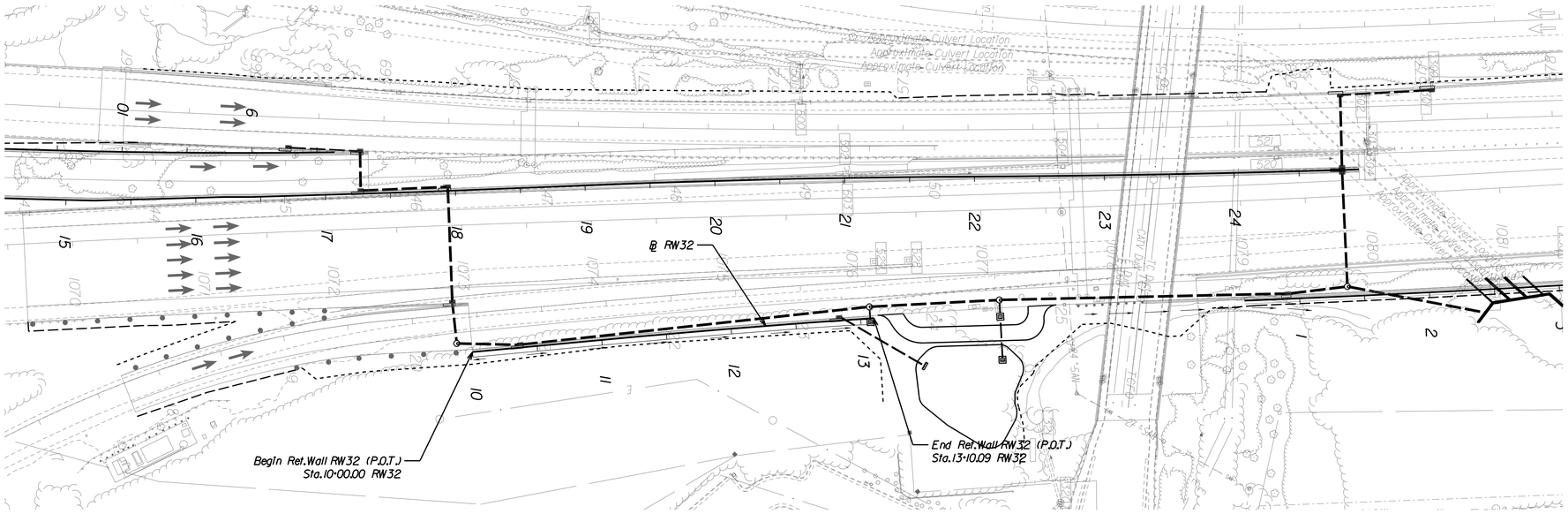
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	90

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



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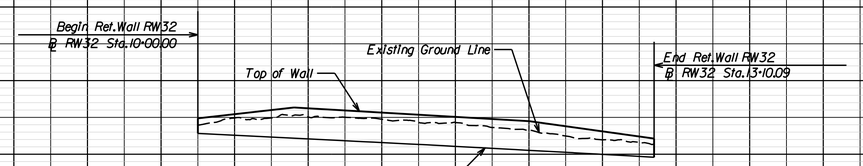

340 330 320 310 300 290 280 270 260 250 240 230 220

289.75 285.64 | 292.01 284.65 | 291.89 283.65 | 290.73 282.65 | 289.56 281.59 | 287.59 280.52 | 284.80 279.40

10+00.00 11+00.00 12+00.00 13+00.00

VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	90

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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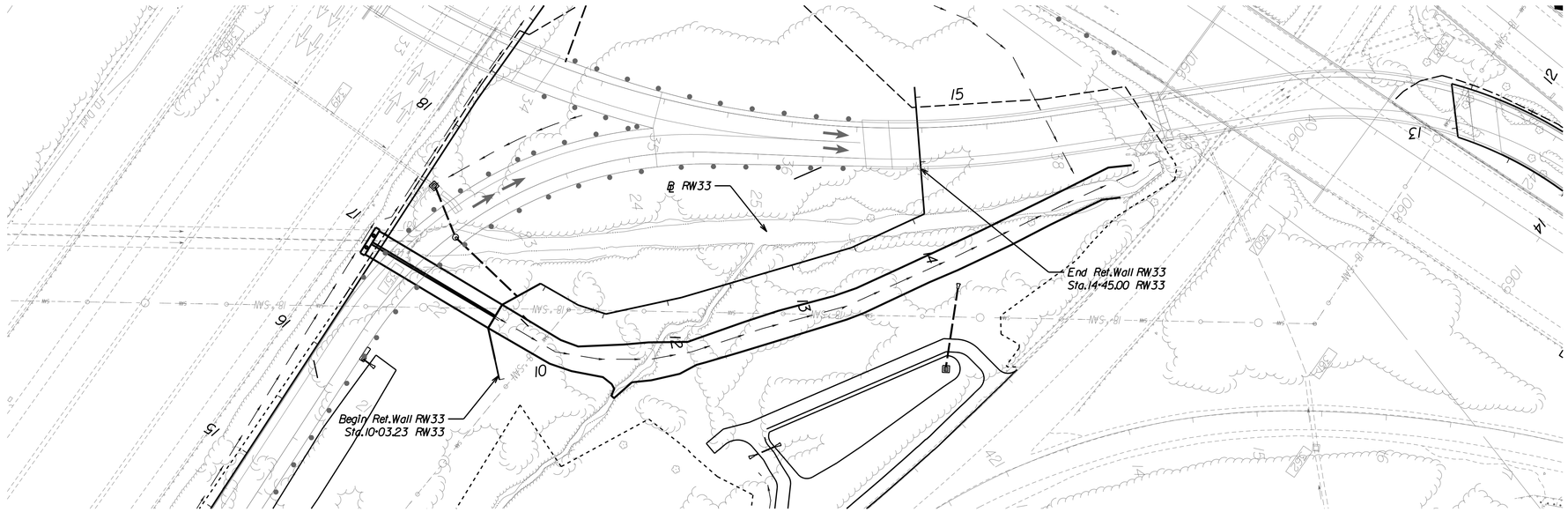
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	91

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



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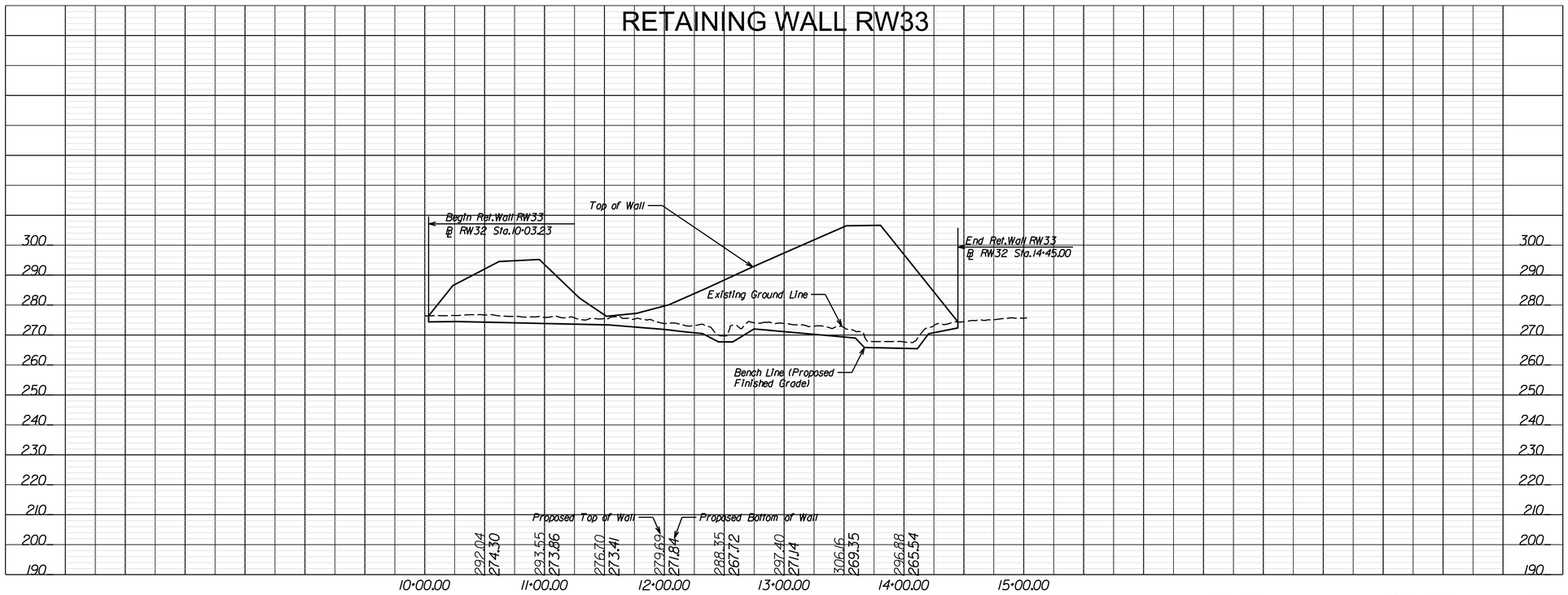

VERTICAL SCALE 0 20' 40'

HORIZONTAL SCALE 0 50' 100'

STATE	FEDERAL AID PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.
VA.		495	0495-029-419	1

FOR INDEX OF SHEETS SEE SHEET 1B(1) THROUGH 1B(2)

THIS PROJECT WAS DEVELOPED UTILIZING THE DEPARTMENT'S ENGINEERING DESIGN PACKAGE (GEOPAK).
GEOPAK Computer Identification No. 113414

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 2016 ROAD AND BRIDGE SPECIFICATIONS, 2016 ROAD AND BRIDGE STANDARDS, 2009 MUTCD, 2011 VIRGINIA SUPPLEMENT TO THE MUTCD, 2011 VIRGINIA WORK AREA PROTECTION MANUAL REV. 2 AND AS AMENDED BY CONTRACT PROVISIONS AND THE COMPLETE ELECTRONIC PDF VERSION OF THE PLAN ASSEMBLY.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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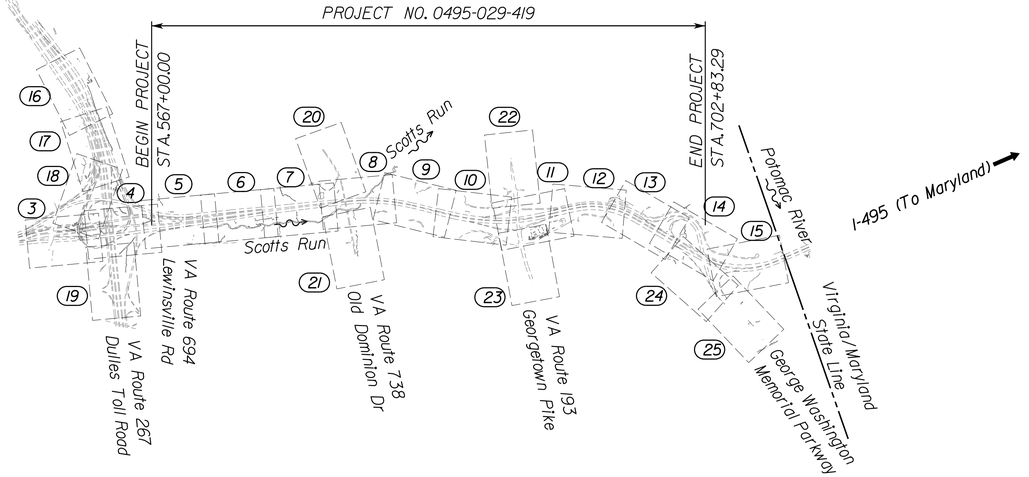
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

Transurban

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

DESIGN-BUILD PROJECT RFP PLANS

FAIRFAX COUNTY
495 EXPRESS LANES NORTHERN EXTENSION
From: VA Route 267 (Dulles Toll Road)
To: George Washington Memorial Parkway



FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA					
	495 EXPRESS LANES	INTERSTATE 495 GENERAL PURPOSE LANES	VA ROUTE 267 DULLES TOLL ROAD	VA ROUTE 193 GEORGETOWN PIKE	GEORGE WASHINGTON MEMORIAL PARKWAY
FROM:	VA RTE 267 DULLES TOLL ROAD	VA RTE 267 DULLES TOLL ROAD	0.66 MI. WEST OF I-495 NB GP	0.15 MI. WEST OF I-495	I-495
TO:	GEORGE WASHINGTON MEMORIAL PARKWAY	GEORGE WASHINGTON MEMORIAL PARKWAY	0.17 MI. WEST OF I-495 NB GP	0.16 MI. EAST OF I-495	0.35 MI. EAST OF I-495
FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE	URBAN INTERSTATE	FREEWAY DIVIDED	URBAN MINOR ARTERIAL	NPS CLASS VII URBAN PARKWAY
TERRAIN	ROLLING	ROLLING	ROLLING	ROLLING	ROLLING
MIN. DESIGN SPEED	70 MPH	60 MPH	60 MPH	40 MPH	60 MPH
ADT (2018)	21,500	224,800	123,420	20,500	58,700
ADT (2045)	76,800	239,300	164,700	30,000	66,900
DHV	6,600	15,600	13,000	2,500	5,500
D (%) (design hour)	53%	56%	59%	57%	53%
T (%) (design hour)	3%	3%	2%	1%	0%
V (MPH)	"	"	"	"	"
TC STD.	TC-5.11R	TC-5.11R	TC-5.11R	TC-5.11U	TC-5.11R
MINIMUM VERTICAL CLEARANCE	16'-6"	16'-6"	16'-6"	16'-6"	16'-6"
GEOMETRIC STD.	GS-INT	GS-INT	GS-5	GS-6	NPS

* See Plan and Profile Sheets for horizontal and vertical curve design speeds.

FUNCTIONAL CLASSIFICATION AND TRAFFIC DATA			
	VA ROUTE 738 OLD DOMINION DRIVE	LIVE OAK DRIVE	INTERCHANGE RAMPS
FROM:	0.22 MI. WEST OF I-495	BALLS HILL ROAD	N/A
TO:	0.24 MI. EAST OF I-495	0.34 MI. WEST OF BALLS HILL ROAD	N/A
FUNCTIONAL CLASSIFICATION	URBAN MINOR ARTERIAL	URBAN LOCAL ROAD	INTERCHANGE RAMP
TERRAIN	ROLLING	ROLLING	ROLLING
MIN. DESIGN SPEED	45 MPH	25 MPH	30 MPH
ADT (2018)	7,400	440	---,---
ADT (2045)	12,200	465	---,---
DHV	1,200	65	----------
D (%) (design hour)	71%	70%	----------
T (%) (design hour)	1%	1%	----------
V (MPH)	"	"	"
TC STD.	TC-5.11U	TC-5.11U/ULS	TC-5.11R
MINIMUM VERTICAL CLEARANCE	16'-6"	16'-6"	16'-6"
GEOMETRIC STD.	GS-6	GS-8	GS-R

* See Plan and Profile Sheets for horizontal and vertical curve design speeds.

PROJECT MANAGER: Capital Beltway Express, LLC
SURVEYED BY, DATE: Rice Associates
DESIGN BY: HDR Engineering, Inc.
SUBSURFACE UTILITY BY, DATE: N/A

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
CITY, TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE

LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION

Fairfax County Population 1,150,795 (2019 Census Estimate)

STATE PROJECT NO.	SECTION	FEDERAL AID PROJECT NO.	TYPE CODE	UPC NO.	LENGTH INCLUDING BRIDGE(S) FEET	LENGTH INCLUDING BRIDGE(S) MILES	LENGTH EXCLUDING BRIDGE(S) FEET	LENGTH EXCLUDING BRIDGE(S) MILES	BRIDGE PLAN NO.	TYPE PROJECT	DESCRIPTION
0495-029-419				113414	13,583.29	2.57	13,418.51	2.54			From: VA Route 267 Dulles Toll Road To: George Washington Memorial Parkway

Project Lengths are based on NB 495 Express Lanes Construction Baseline

SCALE
0' 1750' 3500'

Copyright 2019, Commonwealth of Virginia

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	1B(1)

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

PROJECT MANAGER _ Capital Beltway Express, LLC.
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

INDEX OF SHEETS

SHEET NO.	DESCRIPTION	STATION	to	STATION
1	TITLE SHEET			
1B(1) thru 1B(2)	INDEX OF SHEETS			
1C(1) thru 1C(3)	RIGHT-OF-WAY DATA SHEETS			
1G(1) thru 1G(20)	GEOMETRIC DATA SHEETS			
1H(1) thru 1H(5)	EXISTING DRAINAGE DESCRIPTION SHEETS			
2A(1) thru 2A(16)	TYPICAL SECTIONS			
2B(1) thru 2B(2)	DRAINAGE STRUCTURE DESCRIPTION SHEETS			
3	PLAN SHEET	539+50.00	to	553+50.00
3A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	539+50.00	to	553+50.00
3B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	139+50.00	to	153+50.00
3C	PROFILE SHEET - DTR RAMP E1	18+00.00	to	28+50.00
3D	PROFILE SHEET - DTR RAMP G3	36+00.00	to	47+00.00
3E	PROFILE SHEET - I-495 GP LANES NORTHBOUND	1043+00.00	to	1057+00.00
3F	PROFILE SHEET - DTR RAMP E4	38+50.00	to	43+00.00
3RW	PLAN SHEET - RIGHT OF WAY	539+50.00	to	553+50.00
4	PLAN SHEET	553+50.00	to	567+50.00
4A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	553+50.00	to	567+50.00
4B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	153+50.00	to	167+50.00
4C	PROFILE SHEET - DTR RAMP E1	28+50.00	to	42+50.00
4D	PROFILE SHEET - DTR RAMP E3	23+00.00	to	26+00.00
4E	PROFILE SHEET - DTR RAMP G10	10+00.00	to	18+50.00
4F	PROFILE SHEET - I-495 GP LANES NORTHBOUND	1057+00.00	to	1071+00.00
4RW	PLAN SHEET - RIGHT OF WAY	553+50.00	to	567+50.00
5	PLAN SHEET	567+50.00	to	581+50.00
5A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	567+50.00	to	581+50.00
5B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	167+50.00	to	181+50.00
5C	PROFILE SHEET - DTR RAMP E1	42+50.00	to	51+00.00
5D	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	10+00.00	to	15+50.00
5E	PROFILE SHEET - I-495 GP LANES NORTHBOUND	1071+00.00	to	1085+00.00
5F	PROFILE SHEET - DTR RAMP G10	18+50.00	to	25+50.00
5RW	PLAN SHEET - RIGHT OF WAY	567+50.00	to	581+50.00
6	PLAN SHEET	581+50.00	to	595+50.00
6A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	581+50.00	to	595+50.00
6B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	181+50.00	to	195+50.00
6C	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	15+50.00	to	29+50.00
6D	PROFILE SHEET - I-495 GP LANES NORTHBOUND	1085+00.00	to	1092+50.00
6RW	PLAN SHEET - RIGHT OF WAY	581+50.00	to	595+50.00
7	PLAN SHEET	595+50.00	to	609+50.00
7A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	595+50.00	to	609+50.00
7B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	195+50.00	to	209+50.00
7C	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	29+50.00	to	43+50.00
7RW	PLAN SHEET - RIGHT OF WAY	595+50.00	to	609+50.00
8	PLAN SHEET	609+50.00	to	623+50.00
8A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	609+50.00	to	623+50.00
8B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	209+50.00	to	223+50.00
8C	PROFILE SHEET - OLD DOMINION DRIVE - VA ROUTE 738	17+50.00	to	26+50.00
8D	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	43+50.00	to	57+50.00
8E	PROFILE SHEET - SCOTTS RUN CONNECTOR SHARED USE PATH	10+00.00	to	16+50.00
8RW	PLAN SHEET - RIGHT OF WAY	609+50.00	to	623+50.00
9	PLAN SHEET	623+50.00	to	637+50.00
9A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	623+50.00	to	637+50.00
9B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	223+50.00	to	237+50.00
9C	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	57+50.00	to	71+50.00
9RW	PLAN SHEET - RIGHT OF WAY	623+50.00	to	637+50.00
10	PLAN SHEET	637+50.00	to	651+50.00
10A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	637+50.00	to	651+50.00
10B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	237+50.00	to	251+50.00
10C	PROFILE SHEET - GTP RAMP SE	10+00.00	to	22+00.00
10D	PROFILE SHEET - GTP RAMP SW	10+00.00	to	22+00.00
10E	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	71+50.00	to	85+50.00
10RW	PLAN SHEET - RIGHT OF WAY	637+50.00	to	651+50.00
11	PLAN SHEET	651+50.00	to	665+50.00
11A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	651+50.00	to	665+50.00
11B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	251+50.00	to	265+50.00
11C	PROFILE SHEET - GEORGETOWN PIKE - VA ROUTE 193	17+00.00	to	25+50.00
11D	PROFILE SHEET - GTP RAMP NE	10+00.00	to	20+50.00
11E	PROFILE SHEET - GTP RAMP NW	4+50.00	to	14+50.00
11F	PROFILE SHEET - BALLS HILL SHARED USE PATH	9+00.00	to	21+00.00
11G	PROFILE SHEET - LEWINSVILLE SHARED USE PATH	85+50.00	to	89+50.00
11H	PROFILE SHEET - GWMP RAMP G21	4+00.00	to	14+00.00
11J	PROFILE SHEET - BALLS HILL ROAD	23+00.00	to	29+50.00
11RW	PLAN SHEET - RIGHT OF WAY	651+50.00	to	665+50.00
12	PLAN SHEET	665+50.00	to	679+50.00
12A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	665+50.00	to	679+50.00
12B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	265+50.00	to	279+50.00
12C	PROFILE SHEET - GWMP RAMP G21	14+00.00	to	28+00.00
12D	PROFILE SHEET - GTP RAMP NW	14+50.00	to	25+50.00
12E	PROFILE SHEET - LIVE OAK DRIVE	10+00.00	to	13+00.00
12F	PROFILE SHEET - BALLS HILL SHARED USE PATH	21+00.00	to	34+00.00
12G	PROFILE SHEET - GEORGETOWN PIKE NW SLIP RAMP	10+00.00	to	15+00.00
12H	PROFILE SHEET - LIVE OAK DRIVE BRIDGE	10+00.00	to	15+00.00
12J	PROFILE SHEET - BALLS HILL ROAD	29+50.00	to	42+50.00
12RW	PLAN SHEET - RIGHT OF WAY	665+50.00	to	679+50.00
13	PLAN SHEET	679+50.00	to	693+50.00
13A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	679+50.00	to	693+50.00
13B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	279+50.00	to	293+50.00
13C	PROFILE SHEET - GWMP RAMP G21	28+00.00	to	42+00.00
13D	PROFILE SHEET - GWMP RAMP E21	6+00.00	to	20+00.00
13E	PROFILE SHEET - GWMP RAMP E22	10+00.00	to	23+50.00
13F	PROFILE SHEET - GWMP RAMP G22	10+00.00	to	24+00.00
13G	PROFILE SHEET - GWMP RAMP G23	8+00.00	to	16+00.00
13H	PROFILE SHEET - LIVE OAK DRIVE	13+00.00	to	26+50.00
13J	PROFILE SHEET - BALLS HILL SHARED USE PATH	34+00.00	to	48+00.00
13RW	PLAN SHEET - RIGHT OF WAY	679+50.00	to	693+50.00

RFP CONCEPTUAL PLANS
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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	1B(1)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC.
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

INDEX OF SHEETS

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1B(2)

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

SHEET NO.	DESCRIPTION	STATION	to	STATION
14	PLAN SHEET	693+50.00	to	705+50.00
14A	PROFILE SHEET - 495 EXPRESS LANES NORTHBOUND	693+50.00	to	705+50.00
14B	PROFILE SHEET - 495 EXPRESS LANES SOUTHBOUND	293+50.00	to	307+00.00
14C	PROFILE SHEET - GWMP RAMP G21	42+00.00	to	56+00.00
14D	PROFILE SHEET - GWMP RAMP G22	24+00.00	to	38+00.00
14E	PROFILE SHEET - GWMP RAMP E21	20+00.00	to	30+00.00
14RW	PLAN SHEET - RIGHT OF WAY	693+50.00	to	705+50.00
15	PLAN SHEET	307+00.00	to	308+50.00
15A	PROFILE SHEET - BALLS HILL SHARED USE PATH	62+00.00	to	76+00.00
15RW	PLAN SHEET - RIGHT OF WAY	307+00.00	to	308+50.00
16	PLAN SHEET	10+00.00	to	18+50.00
16A	PROFILE SHEET - DULLES TOLL ROAD EASTBOUND	10+00.00	to	18+50.00
16B	PROFILE SHEET - DTR RAMP E4	10+00.00	to	14+50.00
16RW	PLAN SHEET - RIGHT OF WAY	10+00.00	to	18+50.00
17	PLAN SHEET	18+50.00	to	32+50.00
17A	PROFILE SHEET - DULLES TOLL ROAD EASTBOUND	18+50.00	to	32+50.00
17B	PROFILE SHEET - DTR RAMP G3	17+50.00	to	25+50.00
17C	PROFILE SHEET - DTR RAMP E4	14+50.00	to	28+50.00
17RW	PLAN SHEET - RIGHT OF WAY	18+50.00	to	32+50.00
18	PLAN SHEET	32+50.00	to	40+00.00
18A	PROFILE SHEET - DULLES TOLL ROAD EASTBOUND	32+50.00	to	40+00.00
18B	PROFILE SHEET - DTR RAMP G3	25+50.00	to	35+50.00
18C	PROFILE SHEET - DTR RAMP E4	28+50.00	to	38+50.00
18D	PROFILE SHEET - DTR RAMP D2	10+00.00	to	23+00.00
18RW	PLAN SHEET - RIGHT OF WAY	32+50.00	to	40+00.00
19	PLAN SHEET	10+00.00	to	23+00.00
19A	PROFILE SHEET - DTR RAMP E3	10+00.00	to	23+00.00
19B	PROFILE SHEET - DULLES TOLL ROAD WESTBOUND	402+00.00	to	416+00.00
19RW	PLAN SHEET - RIGHT OF WAY	10+00.00	to	26+75.00
20	PLAN SHEET	10+00.00	to	17+50.00
20A	PROFILE SHEET - OLD DOMINION DRIVE - VA ROUTE 738	10+00.00	to	17+50.00
20RW	PLAN SHEET - RIGHT OF WAY	10+00.00	to	17+50.00
21	PLAN SHEET	26+50.00	to	36+50.00
21A	PROFILE SHEET - OLD DOMINION DRIVE - VA ROUTE 738	26+50.00	to	36+50.00
21RW	PLAN SHEET - RIGHT OF WAY	26+50.00	to	36+50.00
22	PLAN SHEET	10+00.00	to	17+00.00
22A	PROFILE SHEET - GEORGETOWN PIKE - VA ROUTE 193	10+00.00	to	17+00.00
22RW	PLAN SHEET - RIGHT OF WAY	10+00.00	to	17+00.00
23	PLAN SHEET	25+50.00	to	35+00.00
23A	PROFILE SHEET - GEORGETOWN PIKE - VA ROUTE 193	25+50.00	to	35+00.00
23B	PROFILE SHEET - BALLS HILL ROAD	10+00.00	to	23+00.00
23RW	PLAN SHEET - RIGHT OF WAY	25+50.00	to	35+00.00
24	PLAN SHEET	38+00.00	to	46+50.00
24A	PROFILE SHEET - GWMP RAMP G23	16+00.00	to	30+00.00
24B	PROFILE SHEET - GWMP RAMP E22	23+50.00	to	36+50.00
24C	PROFILE SHEET - GWMP RAMP G22	38+00.00	to	46+50.00
24D	PROFILE SHEET - BALLS HILL SHARED USE PATH	48+00.00	to	62+00.00
24RW	PLAN SHEET - RIGHT OF WAY	38+00.00	to	46+50.00
25	PLAN SHEET	46+50.00	to	55+50.00
25A	PROFILE SHEET - GWMP RAMP G22	46+50.00	to	55+50.00
25RW	PLAN SHEET - RIGHT OF WAY	46+50.00	to	55+50.00

RETAINING WALL PLANS

SHEET NO.	DESCRIPTION
57	RETAINING WALL GENERAL NOTES
58(1) thru 58(7)	RETAINING WALL LOCATION MAP SHEETS
59(1) thru 91	RETAINING WALL PLAN AND PROFILE SHEETS

ITS/TMS PLANS

SHEET NO.	DESCRIPTION
CC1A	TOLL & TRAFFIC MANAGEMENT PLAN INDEX OF SHEETS
CC2A thru CC2C2	TOLL & TRAFFIC MANAGEMENT GENERAL NOTES AND DETAILS
CC3 thru CC25	TOLL & TRAFFIC MANAGEMENT PLAN SHEETS
CC(A1) thru CC(A4)	TOLL & TRAFFIC MANAGEMENT PLAN POLE DETAILS
CC(B1) thru CC(B2)	TOLL & TRAFFIC MANAGEMENT PLAN CABINET DETAILS
CC(C1)	TOLL & TRAFFIC MANAGEMENT PLAN JUNCTION BOX DETAILS
CC(D1) and CC(D7)	TOLL & TRAFFIC MANAGEMENT PLAN DMS/LCS DETAILS
CC(E1) thru CC(E2)	TOLL & TRAFFIC MANAGEMENT PLAN EQUIPMENT SCHEDULE
CC(F1) thru CC(F9)	TOLL & TRAFFIC MANAGEMENT PLAN COMMUNICATION BLOCK DIAGRAMS
CC(G1) thru CC(G13)	TOLL & TRAFFIC MANAGEMENT PLAN POWER DISTRIBUTION DIAGRAMS
CC(H1) thru CC(H9)	TOLL & TRAFFIC MANAGEMENT PLAN MISCELLANEOUS DETAILS

SIGNING/PAVEMENT MARKING/LIGHTING PLANS

SHEET NO.	DESCRIPTION
SP1	SIGNING/PAVEMENT MARKING/LIGHTING LAYOUT AND INDEX OF SHEETS
SP2A	SIGNING/PAVEMENT MARKING/LIGHTING GENERAL NOTES
SP(A1) thru SP(A5)	SIGNING/PAVEMENT MARKING/LIGHTING SIGN SCHEDULES
SP(B1) thru SP(B2)	SIGNING/PAVEMENT MARKING/LIGHTING TYPICALS
SAPML SCROLLS 1 thru 8	SIGNING/PAVEMENT MARKING/LIGHTING PLAN ROLL PLOTS

TRAFFIC SIGNAL PLANS

SHEET NO.	DESCRIPTION
TS(1)	TRAFFIC SIGNAL GENERAL NOTES AND INDEX OF SHEETS
TS(2) thru TS(4)	TRAFFIC SIGNAL PLAN SHEETS

STRUCTURE AND BRIDGE PLANS

SHEET NO.	DESCRIPTION
1 thru 27	STRUCTURE AND BRIDGE PLAN SHEETS

RFP CONCEPTUAL PLANS
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1B(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC. _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A. _____

RIGHT OF WAY DATA

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IC(1)

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

City/County: FAIRFAX COUNTY

UPC No.: 113414

PARCEL NO.	TAX MAP ID.	LANDOWNER	SHEET NO.	AREA (Areas greater than or equal to 1 acre will be shown in acres to 3 decimal places (x.xxx). Areas less than 1 acre will be shown to square feet (x,xxx).)								
				TOTAL	FEE TAKING	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS				PROFFERS
								PERMANENT	UTILITY	TEMPORARY	TEMPORARY(ENTRANCES)	
				ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	YES / NO
001	030-1 02 0005	ANASTASIA SHISHKINA & ALI-REZA NOURI-MESBAHI	21	2.107 AC	0.028 AC		2.079 AC	1737 SQ. FT.	TBD	TBD		
002	030-1 02 0031	HARVEST HOLDINGS LLC.	21	1.024 AC	0.007 AC		1.017 AC	2661 SQ. FT.	TBD	TBD		
003	030-1 02 0051	DEAN M. NEWCOMB & NOELL K. EDER. CO-TRUSTEES	21	0.772 AC	0 AC		0.772 AC	TBD	TBD	TBD		
004	030-1 02 0052	WILLIAM FRANKLIN JOHNSTON, JR. & MARGARET A. PLACENTRA	21, 8	1.33 AC	0 AC		1.33 AC	TBD	TBD	TBD		
005	030-1 02 0053	PARKER F. SCHOFIELD, TRUSTEE & LAN N. SCHOFIELD , TRUSTEE	21, 8	1.427 AC	0 AC		1.427 AC	TBD	TBD	TBD		
006	021-3 01 0038	ANITA M. HERRERA, TRUSTEE	21	1 AC	0 AC		1 AC	TBD	TBD	TBD		
007	021-3 13 0003	CHANG UK YI & NEGAR S. TEHRANI	21	33742 SQ. FT.	0 SQ. FT.		33742 SQ. FT.	TBD	TBD	TBD		
008	021-3 13 0004	MARCIA P. LEIMKUHLER, TRUSTEE & JAMES W. LEIMKUHLER, TRUSTEE	21	32284 SQ. FT.	0 SQ. FT.		32284 SQ. FT.	TBD	TBD	TBD		
009	021-3 13 A	ROYAL EMBASSY OF SAUDI ARABIA	21	30637 SQ. FT.	0 SQ. FT.		30637 SQ. FT.	TBD	TBD	TBD		
010	021-3 01 0040	SEDELTA D. VERBLE & GHAREMON SULEYMON	21	0.422 AC	0 AC		0.422 AC	1911 SQ. FT.	TBD	TBD		
011	021-3 01 0072A	PATRICK O. MCGAREY & BARBARA M. MCGAREY	21	48602 SQ. FT.	0 SQ. FT.		48602 SQ. FT.	7160 SQ. FT.	TBD	TBD		
012	021-301 0072D	PRANAY PRAKASH & PREETI KUMAR	21, 8	49733 SQ. FT.	733 SQ. FT.		49000 SQ. FT.	8678 SQ. FT.	TBD	TBD		
013	021-3 01 0072C	CHARNG LIU & MARY DEEM	21, 8	63830 SQ. FT.	1825 SQ. FT.		62005 SQ. FT.	13122 SQ. FT.	TBD	TBD		
014	021-3 10 0054A	JOSEPH T. BAKER & IRENE I. BAKER	8	27238 SQ. FT.	0 SQ. FT.		27238 SQ. FT.	4883 SQ. FT.	TBD	TBD		
015	021-3 10 0057A	LESLIE MURPHY, TRUSTEE & DIANE E. MURPHY, TRUSTEE	8	25765 SQ. FT.	0 SQ. FT.		25765 SQ. FT.	1554 SQ. FT.	TBD	TBD		
016	021-3 10 0058A	MICHAEL TERINSKY	8, 9	20166 SQ. FT.	0 SQ. FT.		20166 SQ. FT.	TBD	TBD	TBD		
017	021-3 10 0059A	RAJ I. RANA	9	26998 SQ. FT.	0 SQ. FT.		26998 SQ. FT.	TBD	TBD	TBD		
018	021-3 10 0061	KARUNA SHINSO, TRUSTEE	9	21953 SQ. FT.	0 SQ. FT.		21953 SQ. FT.	TBD	TBD	TBD		
019	021-3 10 0062	ERIC A. LEVINE & KRISTYN M. LEVINE	9	23472 SQ. FT.	0 SQ. FT.		23472 SQ. FT.	TBD	TBD	TBD		
020	021-3 15 0001	PIO F. POBLETE & CRISTINA L. POBLETE	9	24224 SQ. FT.	0 SQ. FT.		24224 SQ. FT.	TBD	TBD	TBD		
021	021-3 15 0002	GARY THOMAS & DONNA L. THOMAS	9	20185 SQ. FT.	0 SQ. FT.		20185 SQ. FT.	TBD	TBD	TBD		
022	021-3 15 0003	YONG KYU YOON & HAE SOOK YOON	9	20198 SQ. FT.	0 SQ. FT.		20198 SQ. FT.	TBD	TBD	TBD		
023	021-3 15 0004	JINSOO LEE & WOOLJA LEE	9	23555 SQ. FT.	0 SQ. FT.		23555 SQ. FT.	TBD	TBD	TBD		
024	021-3 01 0050	TRUSTEES FOR MCLEAN PRESBYTERIAN CHURCH	9,10	2.8969 AC	0 AC		2.8969 AC	4597 SQ. FT.	TBD	TBD		
025	021-3 01 0051	TRUSTEES FOR MCLEAN PRESBYTERIAN CHURCH	10	3.2424 AC	0 AC		3.2424 AC	TBD	TBD	TBD		
026	021-3 01 0053	MCLEAN PRESBYTERIAN CHURCH	10	22968 SQ. FT.	0 SQ. FT.		22968 SQ. FT.	TBD	TBD	TBD		
027	021-3 01 0065	MUNTHER F. ALRABAN	23	24400 SQ. FT.	0 SQ. FT.		24400 SQ. FT.	TBD	TBD	TBD		
028	021-3 01 0056A	TRINITY GROUP, LLC	11, 12, 23	5.4598 AC	0.444 AC		5.0158 AC	24477 SQ. FT.	TBD	TBD		
029	021-1 02 0056A	JOHN A. LECHUS & LINDA F. LECHUS	12, 13	73474 SQ. FT.	12061 SQ. FT.		61413 SQ. FT.	6427 SQ. FT.	TBD	TBD		
030	021-1 02 0054A1	GEORGE GARNER & SAMANTHA GARNER	13	79196 SQ. FT.	5323 SQ. FT.		73873 SQ. FT.	2717 SQ. FT.	TBD	TBD		
031	021-2 03 0038	VEENA RAILAN	13	41303 SQ. FT.	0 SQ. FT.		41303 SQ. FT.	TBD	TBD	TBD		
032	021-2 03 0039	PING ZHOU & HENGXIANG YANG	13	42595 SQ. FT.	0 SQ. FT.		42595 SQ. FT.	TBD	TBD	TBD		

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SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RIGHT OF WAY DATA

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	VA.	495	0495-029-419 R-201, C-501	IC(2)

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				TOTAL	FEE TAKING	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS				PROFFERS
								PERMANENT	UTILITY	TEMPORARY	TEMPORARY(ENTRANCES)	
				ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	YES / NO
033	021-2 03 0093R	CHRISTINA KANO	13	39225 SQ. FT.	0 SQ. FT.		39225 SQ. FT.	TBD	TBD	TBD		
034	021-2 03 0094R	VINEET VENUGOPAL & MADHAVI LATHA MENON	13	45830 SQ. FT.	4658 SQ. FT.		41172 SQ. FT.	5728 SQ. FT.	TBD	TBD		
035	021-2 03 0095R	LABIB JOSEPH CHAMAS, TRUSTEE	13, 14	30382 SQ. FT.	3983 SQ. FT.		26399 SQ. FT.	2423 SQ. FT.	TBD	TBD		
036	021-2 03 0097R	RUKIYE YUCEL & ERCAN YUCEL	13, 14	25055 SQ. FT.	3258 SQ. FT.		21797 SQ. FT.	4181 SQ. FT.	TBD	TBD		
037	021-2 03 0098R	ANDREW CHURCHILL & TRACEY CHURCHILL	14, 24	23945 SQ. FT.	1367 SQ. FT.		22578 SQ. FT.	5571 SQ. FT.	TBD	TBD		
038	021-2 03 0099R	ALICE X. YANG & STEVEN P. ZHOU	24	23945 SQ. FT.	0 SQ. FT.		23945 SQ. FT.	1033 SQ. FT.	TBD	TBD		
039	021-2 03 A2	SARKIS SATIAN, TRUSTEE	24	46399 SQ. FT.	0 SQ. FT.		46399 SQ. FT.	74 SQ. FT.	TBD	TBD		
040	021-2 03 A1	ANDREW G. BRANIFF & MIMI F. BRANIFF	24	61864 SQ. FT.	0 SQ. FT.		61864 SQ. FT.	TBD	TBD	TBD		
041	029-2 12 A	TIMBERLY SOUTH HOMEOWNER'S ASSOCIATION	5, 6	4.1167 AC	0.536 AC		3.5807 AC	20293 SQ. FT.	TBD	TBD		
042	029-2 12 0084	MICHAL C. SMOYER & JENNIFER A. SMOYER	5, 6	16066 SQ. FT.	0 SQ. FT.		16066 SQ. FT.	TBD	TBD	TBD		
043	029-2 12 0005	JUNUIS S. MORGAN & PATRICIA M. MORGAN	6	12738 SQ. FT.	0 SQ. FT.		12738 SQ. FT.	TBD	TBD	TBD		
044	029-2 12 C	TIMBERLY SOUTH HOMEOWNER'S ASSOCIATION	6	3.6821 AC	0.36 AC		3.3221 AC	11307 SQ. FT.	TBD	TBD		
045	030-1 21 0035	MATHEW J. GIBNEY,III, TRUSTEE & SHEILA A. GIBNEY, TRUSTEE	6	13620 SQ. FT.	0 SQ. FT.		13620 SQ. FT.	TBD	TBD	TBD		
046	030-1 21 0034	MAGDA KANDIL MOHAMMED SARHAN	6	12784 SQ. FT.	0 SQ. FT.		12784 SQ. FT.	TBD	TBD	TBD		
047	030-1 21 0033	GEOFFREY TOKAJER & ERIN TOKAJER	6	10700 SQ. FT.	0 SQ. FT.		10700 SQ. FT.	TBD	TBD	TBD		
048	030-1 21 0032	RAJAT VARDHAN & ADITI VARDHAN	6	10501 SQ. FT.	0 SQ. FT.		10501 SQ. FT.	TBD	TBD	TBD		
049	030-1 21 0031	KEH-CHUN LEU, TRUSTEE & LUNGCHING CHIAO, TRUSTEE	6	10501 SQ. FT.	0 SQ. FT.		10501 SQ. FT.	TBD	TBD	TBD		
050	030-1 21 0030	CHRISTOPHER D. PAKSTYS, TRUSTEE & KIMBERLY CLARK PAKSTYS, TRUSTEE	6	10564 SQ. FT.	0 SQ. FT.		10564 SQ. FT.	TBD	TBD	TBD		
051	030-1 21 0029	GREGORY J. WAGNER & ELAINE C. WAGNER	6, 7	15357 SQ. FT.	0 SQ. FT.		15357 SQ. FT.	TBD	TBD	TBD		
052	030-1 21 0028	ARTHUR OI-SHUI CHIU & NANCY HWA CHIU	6, 7	16649 SQ. FT.	0 SQ. FT.		16649 SQ. FT.	TBD	TBD	TBD		
053	030-1 15 A	THE FAIRFAX COUNTY PARK AUTHORITY	7	6.536 AC	0 AC		6.536 AC	TBD	TBD	TBD		
054	030-1 01 0064C	OLD DOMINION ESTATES LLC	7	2.6083 AC	0.206 AC		2.4023 AC	0.595 AC	TBD	TBD		
055	030-1 01 0064D	1160 DOMINION LLC	7	1.0004 AC	0 AC		1.0004 AC	0.678 AC	TBD	TBD		
056	030-1 01 0064E	1156 DOMINION LLC	7, 8	1.0923 AC	0 AC		1.0923 AC	0.556 AC	TBD	TBD		
057	021-3 01 0033D	1150 DOMINION LLC	7, 8, 20	1.0923 AC	0 AC		1.0923 AC	0.067 AC	TBD	TBD		
058	030-1 21 D	TIMBERLY SOUTH HOMEOWNER'S ASSOCIATION	6	5.5451 AC	0.058 AC		5.4871 AC	1521 SQ. FT.	TBD	TBD		
059	021-3 01 0033A	HUMAM K. ALATHARI & TANIA ALCHALABI	8,20	60889 SQ. FT.	0 SQ. FT.		60889 SQ. FT.	3711 SQ. FT.	TBD	TBD		
060	021-3 01 0033B	SUSAN A. HOLLEY & ROBERT R. TOMES	20	44590 SQ. FT.	0 SQ. FT.		44590 SQ. FT.	2254 SQ. FT.	TBD	TBD		
061	021-3 21 0001A	DEBORAH ROBINSON	20	36058 SQ. FT.	0 SQ. FT.		36058 SQ. FT.	TBD	TBD	TBD		
062	021-3 01 0023A	URSULA SADUK	20	98075 SQ. FT.	0 SQ. FT.		98075 SQ. FT.	TBD	TBD	TBD		
063	021-3 01 0035A	ROBERT A. JAFFE, TRUSTEE & DEBORAH A. DEMASI, TRUSTEE	20	43575 SQ. FT.	0 SQ. FT.		43575 SQ. FT.	TBD	TBD	TBD		
064	021-3 01 0035B	WILLIAM R. CHARYK & CHOON L. CHARYK	20	43562 SQ. FT.	0 SQ. FT.		43562 SQ. FT.	356 SQ. FT.	TBD	TBD		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC.
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

RIGHT OF WAY DATA

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1C(3)

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

City/County: FAIRFAX COUNTY

UPC No.: 113414

PARCEL NO.	TAX MAP ID.	LANDOWNER	SHEET NO.	AREA (Areas greater than or equal to 1 acre will be shown in acres to 3 decimal places (x.xxx). Areas less than 1 acre will be shown to square feet (x,xxx).)								
				TOTAL	FEE TAKING	PRESCRIPTIVE R/W	FEE REMAINDER	EASEMENTS				PROFFERS
								PERMANENT	UTILITY	TEMPORARY	TEMPORARY(ENTRANCES)	
				ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	ACRES OR SQ. FEET	YES / NO
065	021-3 01 0035C	DACHAO RUAN & ANABELA NOGUEIRA DO ESPIRITO SANTO	8, 20	39205 SQ. FT.	0 SQ. FT.		39205 SQ. FT.	11913 SQ. FT.	TBD	TBD		
066	021-3 01 0035	SUSAN BOOTH CASSIDY & JAMES JOSEPH CASSIDY	8, 20	44667 SQ. FT.	0 SQ. FT.		44667 SQ. FT.	9022 SQ. FT.	TBD	TBD		
067	021-3 12 A	SCOTT'S RUN HOMEOWNERS ASSOCIATION	8, 20	545905 SQ. FT.	3621 SQ. FT.		542284 SQ. FT.	58686 SQ. FT.	TBD	TBD		
068	021-3 07 0030A	HAMID FALLAH-MOGHADDAM & TAHEREH GOLCHIN-NIKSIRAT	8, 9	5.644 AC	0 AC		5.644 AC	665 SQ. FT.	TBD	TBD		
069	021-3 10 C	WILLIAM F. JOHNSTON TRUSTEE & WILLIAM F. JOHNSTON, JR., TRUSTEE	8, 9	2.0189 AC	0 AC		2.0189 AC	41662 SQ. FT.	TBD	TBD		
070	021-3 01 0037	WILLIAM F. JOHNSTON TRUSTEE & WILLIAM F. JOHNSTON, JR., TRUSTEE	9	5.0566 AC	0.131 AC		4.9256 AC	3462 SQ. FT.	TBD	TBD		
071	021-3 01 0037A	VIRGINIA ELECTRIC AND POWER COMPANY	9	2.5 AC	0.165 AC		2.335 AC	422 SQ. FT.	TBD	TBD		
072	021-3 14 0001	WILLAM M. AMBLER & ELEONOR L. AMBLER	9, 10	61822 SQ. FT.	0 SQ. FT.		61822 SQ. FT.	TBD	TBD	TBD		
073	021-3 14 0002	WAJDI BUSTANI & SYLVIA BUSTANI	9, 10	52006 SQ. FT.	3950 SQ. FT.		48058 SQ. FT.	TBD	TBD	TBD		
074	021-3 14 0003	CRAIG A. TENNEY & SUSAN TENNEY	10	46331 SQ. FT.	2122 SQ. FT.		44209 SQ. FT.	TBD	TBD	TBD		
075	021-3 26 A	BEAUFORT PARK HOMEOWNERS ASSOCIATION, INC.	10, 11, 22	221876 SQ. FT.	15450 SQ. FT.		206426 SQ. FT.	16035 SQ. FT.	TBD	TBD		
076	021-3 26 B1	BEAUFORT PARK HOMEOWNERS ASSOCIATION, INC.	22	31260 SQ. FT.	0 SQ. FT.		31260 SQ. FT.	TBD	TBD	TBD		
077	021-3 23 0001	BARBARA B. REILLY	22	39021 SQ. FT.	0 SQ. FT.		39021 SQ. FT.	TBD	TBD	TBD		
078	021-3 23 0017	JEFFREY G. BLAIR, TRUSTEE & CHAU T. BLAIR, TRUSTEE	22	54598 SQ. FT.	2908 SQ. FT.		51690 SQ. FT.	3436 SQ. FT.	TBD	TBD		
079	021-1 01 0003	FAIRFAX COUNTY PARK AUTHORITY	12	328.6262 AC	1.038 AC		327.5882 AC	0.528 AC	TBD	TBD		
080	021-1 01 0007A	LANGLEY CLUB, INC.	12,13	1.3774 AC	0 AC		1.3774 AC	TBD	TBD	TBD		
081	021-1 01 0008A	LANGLEY CLUB, INC.	13	3.25 AC	0 AC		3.25 AC	0.156 AC	TBD	TBD		
082	021-1 05 0001	ANTONIO J. CACHAY & SYLVIA CACHAY	13	54538 SQ. FT.	0 SQ. FT.		54538 SQ. FT.	1939 SQ. FT.	TBD	TBD		
083	021-1 05 0002	JOANNE S. WYMAN	13	38131 SQ. FT.	0 SQ. FT.		38131 SQ. FT.	0 SQ. FT.	TBD	TBD		
084	021-2 03 0026R1	HAYAT ALKHATEEB	15	62394 SQ. FT.	0 SQ. FT.		62394 SQ. FT.	TBD	TBD	TBD		
085	030-1 01 0013A	IRFAN BAIG MIRZA & FARZANA BEGUM	5, 6	5.687 AC	0 AC		5.687 AC	TBD	TBD	TBD		
086	030-1 33 D	THE PRESERVE AT SCOTTS RUN HOMEOWNERS ASSOCIATION	6, 7	400843 SQ. FT.	0 SQ. FT.		400843 SQ. FT.	2374 SQ. FT.	TBD	TBD		
087	021-2 01 0007	UNITED STATES OF AMERICA	15, 25	22.21467 AC	0 AC		22.21467 AC	TBD	TBD	TBD		
088	021-3 01 007 2B	RAJAN ZUMOT & KATHY M. ZUMOT	8, 21	39417 SQ. FT.	0 SQ. FT.		39417 SQ. FT.	457 SQ. FT.	TBD	TBD		
089	021-1 01 0007	APRIL GEORGELAS	13	2.81669 AC	0 AC		2.81669 AC	0.022 AC	TBD	TBD		
090	TBD	TBD	5	TBD	0 SQ. FT.		TBD	374 SQ. FT.	TBD	TBD		
091	TBD	TBD	8, 20	TBD	0 SQ. FT.		TBD	58 SQ. FT.	TBD	TBD		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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Sunday, April 12, 2020 05:50:06 PM
17:50:06

dxxxxxxsht-01G101.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IG(1)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495XL_SB-1
PI = 144+14.69
DELTA = 11° 49' 46.38" (RT)
D = 1° 54' 08"
T = 312.04'
L = 621.87'
R = 3,012.00'
PC = 141+02.64
PT = 147+24.51
FOR INFORMATION ONLY

Curve 495XL_SB-2
PI = 156+18.40
DELTA = 5° 21' 12.20" (LT)
D = 0° 47' 06"
T = 341.28'
L = 682.07'
R = 7,300.00'
PC = 152+77.12
PT = 159+59.19
FOR INFORMATION ONLY

Curve DTR_RMP_E4-3
PI = 40+25.32
DELTA = 67° 18' 57.59" (RT)
D = 24° 54' 40"
T = 153.15'
L = 270.22'
R = 230.00'
PC = 38+72.17
PT = 41+42.39
FOR INFORMATION ONLY

Curve DTR_RMP_E1-1
PI = 22+53.59
DELTA = 38° 22' 38.46" (LT)
D = 14° 19' 26"
T = 139.21'
L = 267.92'
R = 400.00'
PC = 21+14.39
PCC = 23+82.31
DESIGN SPEED = 30 MPH
e = 6.70%
Lr = 134'

Curve DTR_RMP_E1-2
PI = 26+18.80
DELTA = 54° 55' 34.19" (LT)
D = 12° 35' 33"
T = 236.49'
L = 436.18'
R = 455.00'
PCC = 23+82.31
PCC = 28+18.49
DESIGN SPEED = 30 MPH
e = 6.30%
Lr = 135'

Curve 495XL_NB-1
PI = 551+19.03
DELTA = 1° 19' 14.33" (RT)
D = 0° 15' 00"
T = 264.14'
L = 528.25'
R = 22,918.00'
PC = 548+54.90
PT = 553+83.15
FOR INFORMATION ONLY

Curve 495GP_NB-1
PI = 1043+39.89
DELTA = 3° 53' 44.16" (RT)
D = 0° 50' 57"
T = 229.49'
L = 458.80'
R = 6,748.00'
PC = 1041+10.40
PT = 1045+69.20
FOR INFORMATION ONLY

Curve 495GP_NB-2
PI = 1053+94.41
DELTA = 5° 47' 32.96" (LT)
D = 0° 55' 10"
T = 315.29'
L = 630.04'
R = 6,232.00'
PC = 1050+79.12
PT = 1057+09.17
DESIGN SPEED = 60 MPH
e = NC
Lr = N/A

Curve DTR_RMP_G3-3
PI = 37+89.62
DELTA = 23° 45' 50.59" (LT)
D = 16° 45' 11"
T = 71.96'
L = 141.85'
R = 342.00'
PCC = 37+17.67
PCC = 38+59.51
DESIGN SPEED = 30 MPH
e = 7.20%
Lr = 197'

Curve DTR_RMP_G3-4
PI = 42+99.12
DELTA = 89° 33' 31.75" (LT)
D = 12° 56' 01"
T = 439.60'
L = 692.45'
R = 443.00'
PCC = 38+59.51
PCC = 45+51.97
DESIGN SPEED = 30 MPH
e = 6.40%
Lr = 137'

Curve DTR_RMP_D2-3
PI = 22+73.31
DELTA = 29° 49' 13.73" (LT)
D = 19° 05' 55"
T = 79.88'
L = 156.14'
R = 300.00'
PCC = 21+93.43
PT = 23+49.57
DESIGN SPEED = 30 MPH
e = N/A

BEGIN ℄ 495XL_NB POT 538+60.56 =
℄ 495GP_NB STA. 1042+03.04, 46.71' LT.

BEGIN CONSTRUCTION
I-495 GP LANES NORTHBOUND
℄ 495GP_NB STA. 1052+37.85

BEGIN BRIDGE B-6XX
℄ 495GP_NB STA. 1053+15.29

END BRIDGE B-6XX
℄ 495GP_NB STA. 1054+15.86

END CONSTRUCTION
I-495 GP LANES NORTHBOUND
℄ 495GP_NB STA. 1054+62.99

MATCHLINE
SEE SHEET STA 19+50.00 IG(1)

MATCHLINE
495XL_SB STA 153+50.00
495XL_NB STA 553+50.00
495GP_NB STA 1057+00.00
SEE SHEET IG(2)

MATCHLINE
DTR_RMP_E1 STA 28+50.00
DTR_RMP_G3 STA 43+50.00
SEE SHEET IG(2)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	IG(1)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(2)

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

Curve 495XL_SB-2
PI = 156+18.40
DELTA = 5° 21' 12.20" (LT)
D = 0° 47' 06"
T = 341.28'
L = 682.07'
R = 7,300.00'
PC = 152+77.12
PT = 159+59.19
FOR INFORMATION ONLY

Curve DTR_RMP_G3-5
PI = 46+12.74
DELTA = 19° 09' 46.70" (LT)
D = 15° 54' 56"
T = 60.77'
L = 120.40'
R = 360.00'
PCC = 45+51.97
PT = 46+72.37
DESIGN SPEED = 30 MPH
e = 7.0%
Lr = 150'

Curve DTR_RMP_G3-6
PI = 52+13.76
DELTA = 20° 07' 40.82" (RT)
D = 5° 27' 24"
T = 186.35'
L = 368.86'
R = 1,050.00'
PC = 50+27.41
PT = 53+96.27
FOR INFORMATION ONLY

Curve 495XL_NB-2
PI = 558+46.00
DELTA = 5° 52' 38.29" (RT)
D = 1° 25' 41"
T = 205.95'
L = 411.54'
R = 4,012.00'
PC = 556+40.05
PT = 560+51.59
FOR INFORMATION ONLY

Curve 495XL_NB-3
PI = 566+60.53
DELTA = 0° 29' 13.66" (LT)
D = 0° 23' 43"
T = 61.64'
L = 123.28'
R = 14,500.00'
PC = 565+98.89
PT = 567+22.17
DESIGN SPEED = 70 MPH
e = 2.00% (NC)
Lr = N/A

Curve 495XL_SB-3
PI = 165+48.69
DELTA = 15° 50' 16.35" (RT)
D = 2° 29' 28"
T = 319.93'
L = 635.77'
R = 2,300.00'
PC = 162+28.76
PT = 168+64.53
FOR INFORMATION ONLY

Curve DTR_RMP_E1-3
PI = 29+89.90
DELTA = 13° 02' 16.58" (LT)
D = 3° 49' 11"
T = 171.41'
L = 341.33'
R = 1,500.00'
PCC = 28+18.49
PCC = 31+59.83
DESIGN SPEED = 30 MPH
e = 3.00%
Lr = 64'

Curve DTR_RMP_E1-4
PI = 34+97.78
DELTA = 48° 37' 38.62" (LT)
D = 7° 39' 36"
T = 337.95'
L = 634.83'
R = 748.00'
PCC = 31+59.83
PT = 37+94.66
DESIGN SPEED = 30 MPH
e = 5.00%
Lr = 107'

Curve DTR_RMP_E1-5
PI = 41+16.39
DELTA = 46° 29' 42.99" (RT)
D = 11° 54' 18"
T = 137.47'
L = 259.68'
R = 320.00'
PC = 39+78.92
PT = 42+38.60
DESIGN SPEED = 30 MPH
e = 7.40%
Lr = 171'

Curve DTR_RMP_E3-2
PI = 23+20.61
DELTA = 59° 12' 43.82" (RT)
D = 18° 32' 32"
T = 175.58'
L = 319.34'
R = 309.00'
PC = 21+45.03
PT = 24+64.37
DESIGN SPEED = 30 MPH
e = 7.50%
Lr = 160'

Curve DTR_WB-3
PI = 420+38.38
DELTA = 7° 05' 30.69" (LT)
D = 2° 41' 21"
T = 132.02'
L = 263.71'
R = 2,130.52'
PCC = 419+06.35
PT = 421+70.06
FOR INFORMATION ONLY

Curve DTR_RMP_G10-1
PI = 13+64.58
DELTA = 37° 45' 22.36" (RT)
D = 10° 54' 44"
T = 179.54'
L = 346.00'
R = 525.06'
PC = 11+85.03
PCC = 15+31.03
FOR INFORMATION ONLY

Curve DTR_RMP_G10-2
PI = 16+52.08
DELTA = 14° 10' 06.49" (RT)
D = 5° 52' 58"
T = 121.04'
L = 240.85'
R = 973.98'
PCC = 15+31.03
PCC = 17+71.88
FOR INFORMATION ONLY

495XL_SB-2
495XL_SB-3
@ 495XL_SB
PT 159+59.19
N 20° 42' 55" E
PC 162+28.76
BEGIN PROJECT 0495-029-419
BEGIN CONSTRUCTION
495 EXPRESS LANES NORTHBOUND
@ 495XL_NB STA. 567+00.00
495XL_NB-2
END BRIDGE B-6XX
@ DTR_RMP_E1 STA. 41+26.17
495XL_NB-3
PC 565+98.89
PT 567+22.17
MATCHLINE
495XL_SB STA 167+50.00
495XL_NB STA 567+50.00
495GP_NB STA 1071+00.00
DTR_RMP_E1 STA 44+50.00
SEE SHEET 1G(3)
N 22° 08' 09" E
PC 556+40.05
PT 560+51.59
@ 495XL_NB
N 28° 00' 47" E
N 26° 41' 07" E
MATCHLINE
495XL_SB STA 153+50.00
495XL_NB STA 553+50.00
495GP_NB STA 1057+00.00
SEE SHEET 1G(1)
PT 553+83.15
495XL_NB-1
PT 1057+09.17
Curve DTR_RMP_E3-2
END @ DTR_RMP_G3 PT 53+96.27 =
@ 495GP_NB, STA. 1065+75.00, 48.00' RT.
DTR_RMP_E1-5
DTR_RMP_E1-8
PT 42+38.60
@ 495GP_NB
N 22° 08' 09" E
PC 39+78.92
495GP_NB-3
DTR_RMP_G10-3
BEGIN CONSTRUCTION
I-495 GP LANES NORTHBOUND
@ 495GP_NB PC 1069+62.75
MATCHLINE
DTR_RMP_G10 STA 18+50.00
SEE PLAN SHEET 1G(3)
PT 37+94.66
DTR_RMP_G3-6
N 19° 48' 36" W
PC 50+27.41
BEGIN BRIDGE B-6XX
@ DTR_RMP_E1 STA. 36+74.56
@ DTR_RMP_E1
@ DTR_RMP_G10
END CONSTRUCTION
DULLES TOLL ROAD RAMP G3
STA. 46+71.41
PT 46+72.37
N 2° 00' 28" E
END CONSTRUCTION
DTR RAMP E3
END @ DTR_RMP_E3
POT 25+78.42 =
@ DTR_RMP_E1
STA. 36+53.02, 24.00' RT
BEGIN CONSTRUCTION
DTR RAMP G10
@ DTR_RMP_G10 PCC 17+70.00
DTR_RMP_G10-2
PCC 15+31.03
MATCHLINE
DTR_RMP_E1 STA 28+50.00
DTR_RMP_G3 STA 44+50.00
SEE SHEET 1G(1)
PCC 45+51.97
@ DTR_RMP_G3
DTR_RMP_G3-5
END BRIDGE B-6XX
@ DTR_RMP_E1 STA. 33+90.05
DTR_RMP_E1-4
PT 421+70.06
PT 24+64.37
@ DTR_RMP_E3
DTR_RMP_E3-2
DTR_WB-3
@ DTR_WB
DTR_RMP_G10-1
BEGIN BRIDGE B-6XX
@ DTR_RMP_E1 STA. 30+28.82
DTR_RMP_E1-3
PCC 37+
MATCHLINE
DTR_RMP_E3 STA 23+00.00
SEE PLAN SHEET 1G(6)
PT 1120+11.85.03
12PCI1+85.03
200' Taper
60' Taper
Exit Merge
Add Lane

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(3)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495XL_SB-4
PI = 174+50.56
DELTA = 13° 47' 30.39" (LT)
D = 2° 51' 53"
T = 241.88'
L = 481.42'
R = 2,000.00'
PC = 172+08.68
PT = 176+90.11
FOR INFORMATION ONLY

Curve 495XL_NB-4
PI = 572+30.83
DELTA = 4° 25' 11.02" (LT)
D = 0° 30' 46"
T = 431.27'
L = 862.10'
R = 11,176.00'
PC = 567+99.56
PT = 576+61.67
DESIGN SPEED = 70 MPH
e = 2.0%
Lr = 110' (PC)
= 120' (PT)

Curve DTR_RMP_EI-6
PI = 45+00.29
DELTA = 4° 04' 11.53" (LT)
D = 1° 03' 33"
T = 192.22'
L = 384.29'
R = 5,410.00'
PC = 43+08.06
PRC = 46+92.35
DESIGN SPEED = 40 MPH
e = NC

Curve DTR_RMP_EI-7
PI = 48+47.48
DELTA = 2° 12' 28.67" (RT)
D = 0° 42' 42"
T = 155.13'
L = 310.22'
R = 8,050.00'
PRC = 46+92.35
PT = 50+02.57
DESIGN SPEED = 50 MPH
e = NC

Curve LEW_TRL-1
PI = 11+26.62
DELTA = 93° 39' 07.17" (LT)
D = 17° 25' 36"
T = 78.87'
L = 120.96'
R = 74.00'
PC = 10+47.74
PT = 11+68.70
DESIGN SPEED = 20 MPH
e = NC
Lr = N/A

BEGIN CONSTRUCTION
LEWINSVILLE SHARED USE PATH
BEGIN ℄ LEW_TRL POT 10+12.68

S 60° 57' 37" E
PC 10+47.74
PT 11+68.70
LEW_TRL-1
℄ LEW_TRL
MATCHLINE
LEW_TRL STA 15+50.00
SEE SHEET 1G(4)

END CONSTRUCTION
DULLES TOLL ROAD RAMP EI
END ℄ DTR_RMP_EI PT 50+02.57 =
℄ 495XL_NB STA. 573+26.69, 12.00' RT.

℄ 495XL_SB
495XL-SB-4
PT 168+64.53
N 36° 33' 11" E
PC 172+08.68
PT 176+90.11
495XL_NB-4
DTR_RMP_EI-6
DTR_RMP_EI-7
PC 567+99.56
PRC 569+92.35
℄ 495XL_NB
PT 576+61.67
℄ DTR_RMP_EI
MATCHLINE
495XL_SB STA 167+50.00
495XL_NB STA 567+50.00
495GP_NB STA 1071+00.00
DTR_RMP_EI STA 44+50.00
SEE SHEET 1G(2)
31° 33" E
300' Taper
580' Acceleration Lane
925' Acceleration Lane
N 23° 06' 22" E
PRC 1082+72.58
MATCHLINE
495XL_SB STA 181+50.00
495XL_NB STA 581+50.00
495GP_NB STA 1085+00.00
SEE SHEET 1G(4)
495GP_NB-3
N 19° 52' 39" E
PRC 1076+12.36
495GP_NB-4
℄ 495GP_NB
495GP_NB-5
PC 21+39.51
PT 19+83.94
℄ DTR_RMP_GIO
RETAINING WALL RW32
(SEE RETAINING WALL PLANS)
DTR_RMP_GIO-4
DTR_RMP_GIO-3
MATCHLINE
DTR_RMP_GIO STA. 18+50.00
SEE PLAN SHEET 1G(2)

END CONSTRUCTION
DULLES TOLL ROAD RAMP GIO
END ℄ DTR_RMP_GIO POT 25+63.54 =
℄ 495GP_NB STA. 1078+22.23, 48.00' RT.

Curve DTR_RMP_GIO-3
PI = 18+78.62
DELTA = 16° 11' 58.92" (RT)
D = 7° 38' 22"
T = 106.74'
L = 212.05'
R = 750.00'
PCC = 17+71.88
PT = 19+83.94
DESIGN SPEED = 30 MPH
e = 5.00%
Lr = 107'

Curve DTR_RMP_GIO-4
PI = 23+51.57
DELTA = 2° 58' 51.36" (RT)
D = 0° 42' 11"
T = 212.06'
L = 424.02'
R = 8,150.00'
PC = 21+39.51
PT = 25+63.54
DESIGN SPEED = 50 MPH
e = N/C
Lr = N/A

Curve 495GP_NB-3
PI = 1072+87.57
DELTA = 1° 33' 05.79" (RT)
D = 0° 14' 20"
T = 324.83'
L = 649.61'
R = 23,988.00'
PC = 1069+62.75
PRC = 1076+12.36
DESIGN SPEED = 60 MPH
e = NC
Lr = N/A

Curve 495GP_NB-4
PI = 1079+42.52
DELTA = 2° 36' 23.90" (LT)
D = 0° 23' 41"
T = 330.16'
L = 660.22'
R = 14,512.00'
PRC = 1076+12.36
PRC = 1082+72.58
DESIGN SPEED = 60 MPH
e = 2.00% (NC)
Lr = N/A

Curve 495GP_NB-5
PI = 1086+93.61
DELTA = 0° 54' 38.81" (RT)
D = 0° 06' 29"
T = 421.03'
L = 842.05'
R = 52,972.00'
PRC = 1082+72.58
PT = 1092+43.06
DESIGN SPEED = 70 MPH
e = 2.00% (NC)
Lr = N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(3)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(4)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495GP_NB-5
PI = 1086+93.61
DELTA = 0° 54' 38.81" (RT)
D = 0° 06' 29"
T = 421.03'
L = 842.05'
R = 52,972.00'
PRC = 1082+72.58
PT = 1092+43.06
DESIGN SPEED = 60 MPH
e = 2.00% (NC)
Lr = N/A

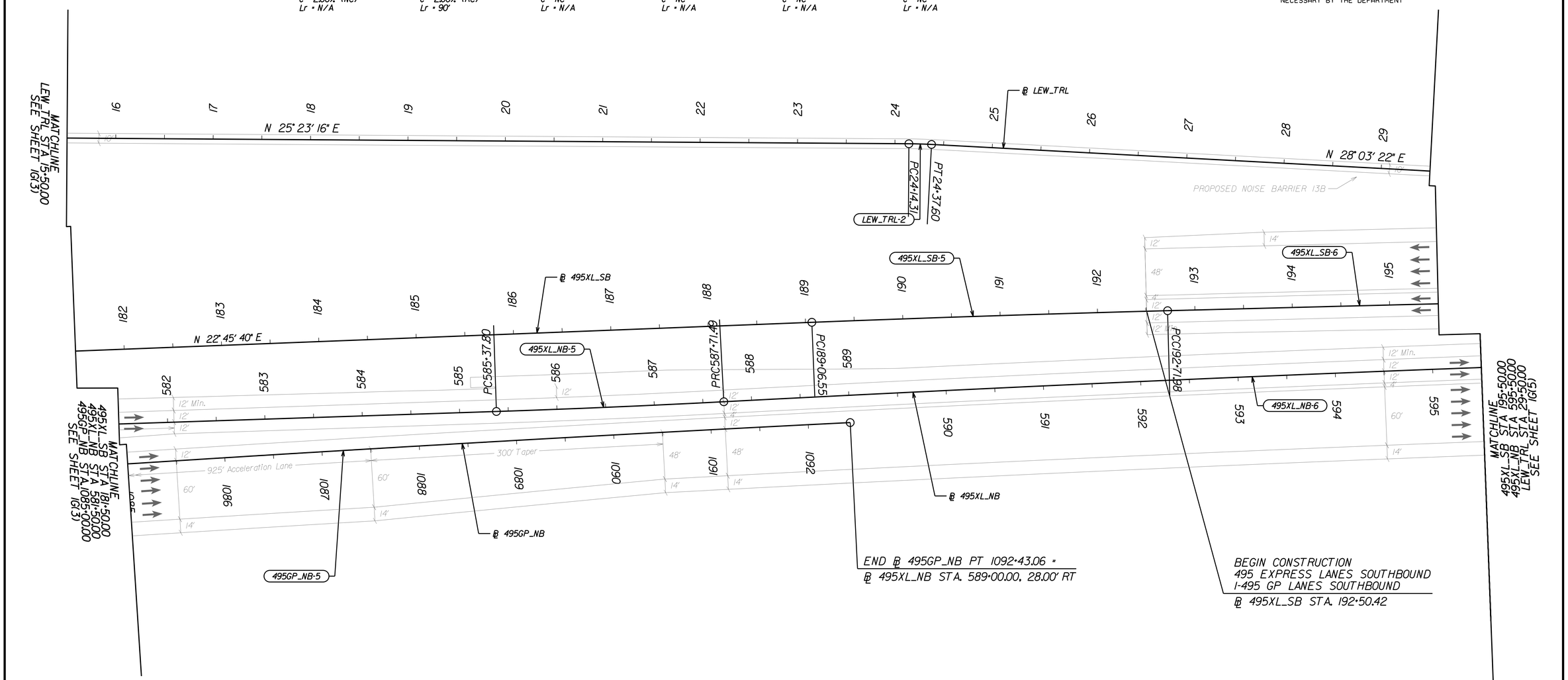
Curve 495XL_NB-5
PI = 586+54.65
DELTA = 1° 06' 52.92" (LT)
D = 0° 28' 37"
T = 116.85'
L = 233.70'
R = 12,012.00'
PC = 585+37.80
PRC = 587+71.49
DESIGN SPEED = 70 MPH
e = 2.00% (RC)
Lr = 90'

Curve 495XL_NB-6
PI = 598+40.82
DELTA = 2° 18' 42.03" (RT)
D = 0° 06' 29"
T = 1,069.32'
L = 2,138.36'
R = 53,000.00'
PRC = 587+71.49
PT = 609+09.85
DESIGN SPEED = 70 MPH
e = NC
Lr = N/A

Curve 495XL_SB-5
PI = 190+89.27
DELTA = 0° 44' 51.98" (RT)
D = 0° 12' 17"
T = 182.72'
L = 365.43'
R = 28,000.00'
PC = 189+06.55
PCC = 192+71.98
DESIGN SPEED = 70 MPH
e = NC
Lr = N/A

Curve 495XL_SB-6
PI = 200+56.11
DELTA = 0° 17' 58.26" (RT)
D = 0° 01' 08.75"
T = 784.13'
L = 1,568.26
R = 300,000.00'
PC = 192+71.98
PT = 208+40.24
DESIGN SPEED = 70 MPH
e = NC
Lr = N/A

Curve LEW_TRL-2
PI = 24+25.96
DELTA = 2° 40' 06.24" (RT)
D = 11° 27' 33"
T = 11.65'
L = 23.29'
R = 500.00'
PC = 24+14.31
PT = 24+37.60
DESIGN SPEED = 20 MPH
e = NC
Lr = N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	1G(4)

Sunday, April 12, 2020 05:50:30 PM
17:50:30

dxxxxxxsht-01G(05).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(5)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495XL_NB-6
PI = 598+40.82
DELTA = 2°18' 42.03" (RT)
D = 0°06' 29"
T = 1,069.32'
L = 2,138.36'
R = 53,000.00'
PRC = 587+71.49
PT = 609+09.85
DESIGN SPEED = 70 MPH
e = 2.00% (NC)
Lr = N/A

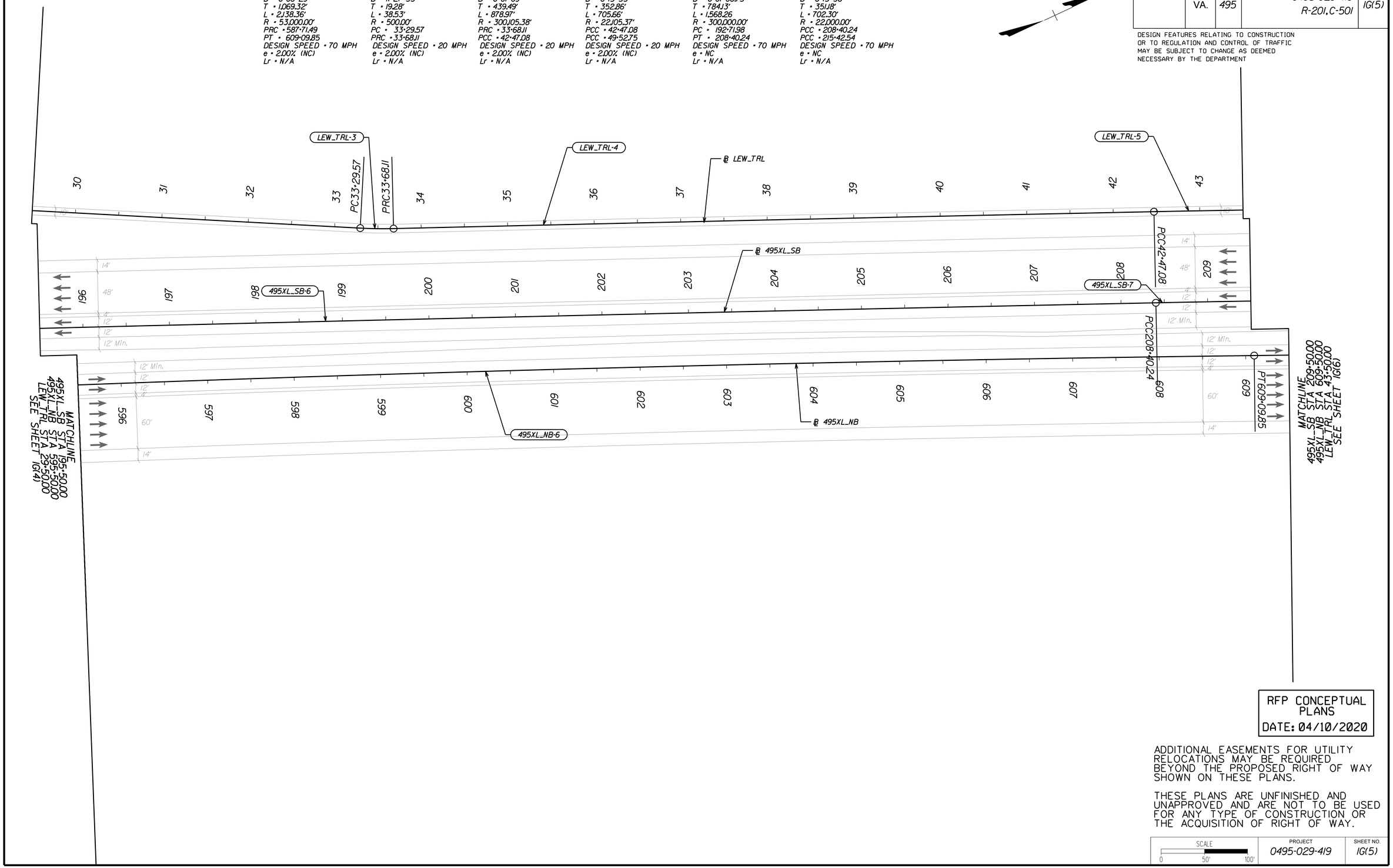
Curve LEW_TRL-3
PI = 33+48.85
DELTA = 4° 24' 55.82" (LT)
D = 11° 27' 33"
T = 19.28'
L = 38.53'
R = 500.00'
PC = 33+29.57
PRC = 33+68.11
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-4
PI = 38+07.59
DELTA = 01° 10' 04.13" (RT)
D = 0°01' 09"
T = 439.49'
L = 878.97'
R = 5,000.38'
PRC = 33+68.11
PCC = 42+47.08
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-5
PI = 45+99.94
DELTA = 1° 49' 44.54" (RT)
D = 0°15' 33"
T = 352.86'
L = 705.66'
R = 22,105.37'
PCC = 42+47.08
PCC = 49+52.75
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve 495XL_SB-6
PI = 200+56.11
DELTA = 0° 17' 58.26" (RT)
D = 0°01' 08.75"
T = 784.13'
L = 1,568.26
R = 5,000,000.00'
PC = 192+71.98
PT = 208+40.24
DESIGN SPEED = 70 MPH
e = NC
Lr = N/A

Curve 495XL_SB-7
PI = 211+91.42
DELTA = 1° 49' 44.54" (RT)
D = 0°15' 38"
T = 351.18'
L = 702.30'
R = 22,000.00'
PCC = 208+40.24
PCC = 215+42.54
DESIGN SPEED = 70 MPH
e = NC
Lr = N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(5)

Sunday, April 12, 2020 05:50:33 PM
17:50:33

dxxxxxxsht-01(06).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(6)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MATCHLINE ODD STA 17+50.00 SC-RUN_TRL STA 11+50.00 SEE SHEET 1G(17)

Curve 495XL_SB-7
PI = 211+91.42
DELTA = 1° 49' 44.54" (RT)
D = 0° 15' 38"
T = 351.18'
L = 702.30'
R = 22,000.00'
PCC = 208+40.24
PCC = 215+42.54
DESIGN SPEED = 70 MPH
Lr = N/A

Curve 495XL_SB-8
PI = 223+23.06
DELTA = 18° 28' 18.58" (RT)
D = 1° 11' 37"
T = 780.52'
L = 1,547.49'
R = 4,800.00'
PCC = 215+42.54
PT = 230+90.03
DESIGN SPEED = 70 MPH
e = 4.30%
Lr = 473'

Curve SC-RUN_TRL-2
PI = 13+47.18
DELTA = 103° 09' 50.63" (RT)
D = 57° 17' 45"
T = 126.09'
L = 180.06'
R = 100.00'
PC = 12+21.09
PT = 14+01.15
DESIGN SPEED = 20 MPH
e = NC
Lr = N/A

Curve SC-RUN_TRL-3
PI = 15+25.20
DELTA = 90° 02' 51.56" (LT)
D = 77° 25' 36"
T = 74.06'
L = 116.30'
R = 74.00'
PC = 14+51.14
PT = 15+67.44
DESIGN SPEED = 20 MPH
e = NC
Lr = N/A

Curve LEW_TRL-5
PI = 45+99.94
DELTA = 1° 49' 44.54" (RT)
D = 0° 15' 33"
T = 352.86'
L = 705.66'
R = 22,105.37'
PCC = 42+47.08
PCC = 49+52.75
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-6
PI = 49+98.87
DELTA = 1° 04' 39.02" (RT)
D = 1° 10' 05"
T = 46.13'
L = 92.25'
R = 4,905.37'
PCC = 49+52.75
PCC = 50+45.00
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-7
PI = 50+57.11
DELTA = 2° 46' 31.73" (RT)
D = 1° 27' 33"
T = 12.11'
L = 24.22'
R = 500.00'
PCC = 50+45.00
PT = 50+69.22
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-8
PI = 55+07.97
DELTA = 2° 46' 31.73" (RT)
D = 11° 27' 33"
T = 12.11'
L = 24.22'
R = 500.00'
PC = 54+95.85
PCC = 55+20.07
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-9
PI = 60+28.87
DELTA = 11° 50' 36.11" (RT)
D = 1° 10' 05"
T = 508.80'
L = 1,013.97'
R = 4,905.37'
PCC = 55+20.07
PT = 65+34.04
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

END CONSTRUCTION SCOTTS RUN CONNECTOR SHARED USE PATH
℄ SC_RUN_TRL POT 15+91.39 = ℄ LEW_TRL STA. 45+08.52

PC12+21.09
PT14+01.15
S 24° 32' 06" W
PC14+51.14
PT15+67.44
S 65° 30' 45" E
S 78° 37' 45" E
S 70° 47' 26" E
N 24° 18' 11" E
N 29° 29' 26" E
PCC49+52.75
PCC50+45.00
PT50+69.22
PCC54+95.85
PCC55+20.07
PC613+81.36
PCC225+42.54
PC625+03.88

BEGIN BRIDGE B-6XX
℄ 495XL_SB STA. 217+45.15

END BRIDGE B-6XX
℄ 495XL_SB STA. 219+08.55

BEGIN BRIDGE B-6XX
℄ ODD STA. 20+52.97

END BRIDGE B-6XX
℄ ODD STA. 24+93.33

BEGIN BRIDGE B-6XX
℄ 495XL_NB STA. 616+37.37

END BRIDGE B-6XX
℄ 495XL_NB STA. 618+02.38

RETAINING WALL RW11 (SEE RETAINING WALL PLANS)

1440' Acceleration Lane

SC-RUN_TRL-2 · ℄ SC-RUN TRL · SC-RUN_TRL-3 · LEW_TRL-5 · LEW_TRL-6 · LEW_TRL-7 · LEW_TRL-8 · LEW_TRL-9 · ℄ LEW_TRL · ℄ 495XL_SB · 495XL_SB-7 · 495XL_SB-8 · ℄ 495XL_NB · 495XL_NB-7 · ODD-2 · ODD-3 · ℄ ODD

Curve ODD-2
PI = 17+48.87
DELTA = 19° 31' 55.79" (RT)
D = 5° 22' 11"
T = 183.65'
L = 363.74'
R = 1,067.00'
PC = 15+65.22
PT = 19+28.96
DESIGN SPEED = 45 MPH
e = 4.0%
Lr = 83'

Curve ODD-3
PI = 27+16.14
DELTA = 5° 59' 18.17" (RT)
D = 1° 24' 43"
T = 212.26'
L = 424.13'
R = 4,058.00'
PC = 25+03.88
PRC = 29+28.01
DESIGN SPEED = 45 MPH
e = 2.0%
Lr = 45'

Curve 495XL_NB-7
PI = 621+95.39
DELTA = 19° 49' 26.95" (RT)
D = 1° 13' 48"
T = 814.03'
L = 1,611.79'
R = 4,658.40'
PC = 613+81.36
PT = 629+93.15
DESIGN SPEED = 70 MPH
e = 4.40%
Lr = 484'

MATCHLINE 495XL_SB STA 209+50.00 495XL_NB STA 609+50.00 LEW_TRL STA 43+50.00 SEE SHEET 1G(5)

MATCHLINE 495XL_SB STA 223+50.00 495XL_NB STA 623+50.00 LEW_TRL STA 57+75.00 SEE SHEET 1G(7)

MATCHLINE ODD STA 26+50.00 SEE SHEET 1G(17)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(6)

Sunday, April 12, 2020 05:50:39 PM
17:50:39

dxxxxxxsht-01G(07).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(7)

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

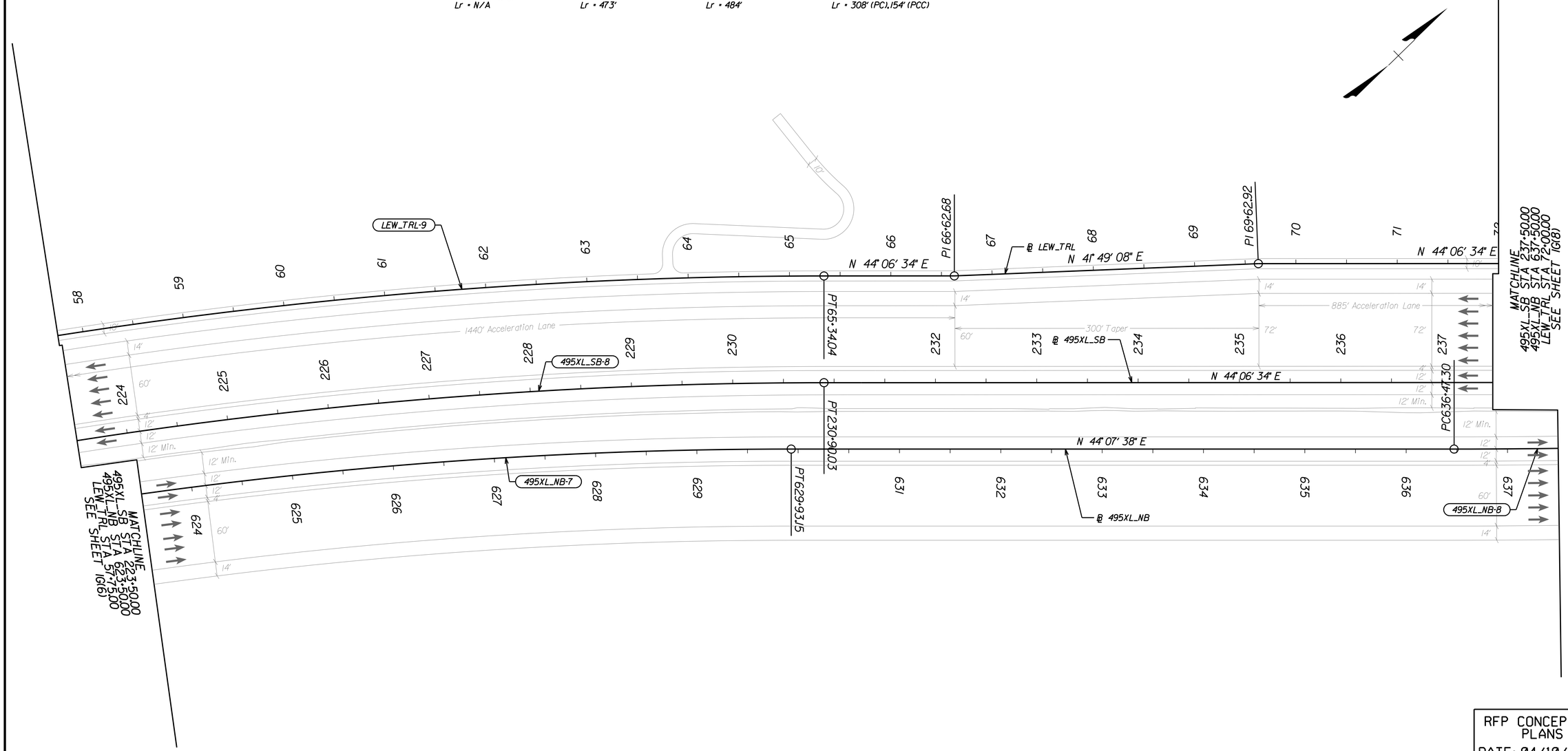
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve LEW_TRL-9
PI = 60+28.87
DELTA = 11° 50' 36.1" (RT)
D = 1° 10' 05"
T = 508.80'
L = 1,013.97'
R = 4,905.37'
PCC = 55+20.07
PT = 65+34.04
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve 495XL_SB-8
PI = 223+23.06
DELTA = 18° 28' 18.58" (RT)
D = 1° 11' 37"
T = 780.52'
L = 1,547.49'
R = 4,800.00'
PCC = 215+42.54
PT = 230+90.03
DESIGN SPEED = 70 MPH
e = 4.30%
Lr = 473'

Curve 495XL_NB-7
PI = 621+95.39
DELTA = 19° 49' 26.95" (RT)
D = 1° 13' 48"
T = 814.03'
L = 1,611.79'
R = 4,658.40'
PC = 613+81.36
PT = 629+93.15
DESIGN SPEED = 70 MPH
e = 4.40%
Lr = 484'

Curve 495XL_NB-8
PI = 639+52.66
DELTA = 4° 30' 21.00" (LT)
D = 0° 44' 17"
T = 305.37'
L = 610.42'
R = 7,762.00'
PC = 636+47.30
PCC = 642+57.71
DESIGN SPEED = 70 MPH
e = 2.80%
Lr = 308' (PC), 154' (PCC)



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE: 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	1G(7)

Sunday, April 12, 2020 05:50:43 PM
17:50:43

dxxxxxxsht-01G(08).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(8)

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

Curve 495XL_SB-9
PI = 250+90.06
DELTA = 27° 06' 59.87" (LT)
D = 1° 11' 28"
T = 1,159.96'
L = 2,276.45'
R = 4,810.00'
PC = 239+30.10
PT = 262+06.55
DESIGN SPEED = 70 MPH
e = 4.20%
Lr = 525' (PC)
409' (PT)

Curve 495XL_NB-8
PI = 639+52.66
DELTA = 4° 30' 21.00" (LT)
D = 0° 44' 17"
T = 305.37'
L = 610.42'
R = 7,762.00'
PC = 636+47.30
PCC = 642+57.71
DESIGN SPEED = 70 MPH
e = 2.80%
Lr = 308' (PC)
154' (PCC)

Curve 495XL_NB-9
PI = 652+25.82
DELTA = 22° 34' 36.77" (LT)
D = 1° 10' 53"
T = 968.11'
L = 1,911.10'
R = 4,850.00'
PCC = 642+57.71
PT = 661+68.81
DESIGN SPEED = 70 MPH
e = 4.20%
Lr = 154' (PCC)
399' (PT)

Curve GTP_RMP_SW-1
PI = 12+59.24
DELTA = 12° 47' 38.31" (LT)
D = 2° 51' 28"
T = 224.79'
L = 447.71'
R = 2,005.00'
PC = 10+34.45
PCC = 14+82.16
DESIGN SPEED = 50 MPH
e = 5.10%
Lr = 26' (PC)
12' (PCC)

Curve GTP_RMP_SW-2
PI = 16+26.22
DELTA = 7° 21' 45.15" (LT)
D = 2° 33' 32"
T = 144.06'
L = 287.72'
R = 2,239.09'
PCC = 14+82.16
PT = 17+69.89
DESIGN SPEED = 50 MPH
e = 4.70%
Lr = 12' (PCC)
170' (PT)

Curve LEW_TRL-10
PI = 75+96.60
DELTA = 5° 25' 23.02" (LT)
D = 1° 13' 16"
T = 222.25'
L = 444.16'
R = 4,692.63'
PC = 73+74.35
PCC = 78+18.51
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve LEW_TRL-11
PI = 81+70.63
DELTA = 20° 28' 17.57" (LT)
D = 2° 56' 18"
T = 352.12'
L = 696.73'
R = 1,950.00'
PCC = 78+18.51
PT = 85+15.24
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

BEGIN CONSTRUCTION
GEORGETOWN PIKE RAMP SW
BEGIN ℄ GTP_RMP_SW PT 10+34.46 =
℄ 495XL_SB STA. 244+11.82, 76.00' LT

BEGIN CONSTRUCTION
GEORGETOWN PIKE RAMP SE
BEGIN ℄ GTP_RMP_SE PT 10+00.00 =
℄ 495XL_NB STA. 643+77.94, 64.00' RT.

MATCHLINE
495XL_SB STA 237+50.00
495XL_NB STA 637+50.00
LEW_TRL STA 72+00.00
SEE SHEET 1G(7)

MATCHLINE STA 17+50.00
GTP_RMP_SW STA 85+50.00
LEW_TRL STA 85+50.00
SEE SHEET 1G(9)

MATCHLINE 251+50.00
495XL_SB STA 651+50.00
495XL_NB STA 651+18.00.00
GTP_RMP_SE STA 651+18.00
SEE SHEET 1G(9)

MATCHLINE
SEE SHEET 1G(8)

℄ BH_RD
BEGIN ℄ BH_RD POT 10+00.00

Curve GTP_RMP_SE-1
PI = 12+61.23
DELTA = 5° 41' 49.61" (RT)
D = 1° 05' 29"
T = 261.23'
L = 522.03'
R = 5,250.00'
PC = 10+00.00
PRC = 15+22.03
DESIGN SPEED = 50 MPH
e = 2.30%
Lr = 65'

Curve GTP_RMP_SE-2
PI = 18+33.26
DELTA = 18° 36' 21.67" (LT)
D = 3° 00' 56"
T = 311.24'
L = 617.00'
R = 1,900.00'
PRC = 15+22.03
PT = 21+39.02
DESIGN SPEED = 50 MPH
e = 5.30%
Lr = 128'

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(8)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IG(9)

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

MATCHLINE
GTP STA 17+00.00
SEE SHEET IG(18)

END CONSTR. LEWINSVILLE SHARED USE PATH
END ℄ LEW_TRL PT 89+10.32±
℄ GTP STA. 18+21.92, 73.58' RT

PI 87+53.58
℄ GTP_RMP_SW
PC88+45.53
℄ LEW_TRL
N 18° 12' 53" E
LEW_TRL-12
PT17+89.89
MATCHLINE
GTP_RMP_SE STA 17+50.00
LEW_TRL STA 85+50.00
SEE SHEET IG(8)

BEGIN CONSTRUCTION
GEORGETOWN PIKE RAMP NW
BEGIN ℄ GTP_RMP_NW POT 4+61.06 =
℄ GTP POC 19+14.07
BEGIN BRIDGE B-6XX
℄ GTP STA. 20+12.08

POT 46+61.06
PC5+86.03
GTP_RMP_NW-1
N 31° 11' 08" E
℄ GTP_RMP_NW

Curve GTP_RMP_NW-1
PI = 8+56.94
DELTA = 5° 08' 19.83" (LT)
D = 0° 56' 57"
T = 270.91'
L = 541.46'
R = 6,037.00'
PC = 5+86.03
PCC = 11+27.49
DESIGN SPEED = 30 MPH
e = NC
Lr = N/A

Curve LEW_TRL-12
PI = 87+87.71
DELTA = 14° 12' 45.35" (LT)
D = 11° 20' 45"
T = 62.96'
L = 125.27'
R = 505.00'
PC = 87+24.76
PT = 88+50.03
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

Curve GWMP_RMP_G21-1
PI = 6+50.32
DELTA = 20° 57' 45.91" (LT)
D = 4° 57' 54"
T = 213.49'
L = 422.21'
R = 1,154.00'
PC = 4+36.83
PRC = 8+59.04
DESIGN SPEED = 50 MPH
e = 7.20%
Lr = 85' (PC)
203' (PRC)

Curve GWMP_RMP_G21-2
PI = 10+17.55
DELTA = 20° 25' 17.23" (RT)
D = 6° 30' 39"
T = 158.51'
L = 313.65'
R = 880.00'
PRC = 8+59.04
PRC = 11+72.69
DESIGN SPEED = 30 MPH
e = 4.50%
Lr = 96'

Curve GWMP_RMP_G21-3
PI = 14+53.77
DELTA = 5° 20' 41.10" (LT)
D = 0° 57' 05"
T = 281.08'
L = 561.75'
R = 6,022.00'
PRC = 11+72.69
PRC = 17+34.45
DESIGN SPEED = 30 MPH
e = N/C

END BRIDGE B-6XX
℄ GTP_RMP_NW STA. 10+69.46

BEGIN BRIDGE B-6XX
℄ GTP_RMP_NW STA. 8+75.83
PRC8+59.04

Curve GTP_RMP_NW-2
PI = 12+07.61
DELTA = 9° 03' 14.35" (LT)
D = 5° 39' 42"
T = 801.3'
L = 1,599.2'
R = 1,012.00'
PCC = 11+27.49
PT = 12+87.41
DESIGN SPEED = 30 MPH
e = 4.10%
Lr = 112'
℄ GWMP_RMP_G21
GWMP_RMP_G21-2
GTP_RMP_NW-2
GWMP_RMP_G21-3
PCC11+27.49
PRC11+72.69
PT12+87.41

MATCHLINE
495XL_SB STA 265+50.00
495XL_NB STA 665+50.00
GTP_RMP_NW STA 14+50.00
GWMP_RMP_G21 STA 13+50.00
SEE SHEET IG(10)

BEGIN CONSTRUCTION GWMP RAMP G21
BEGIN ℄ GWMP_RMP_G21 PC 4+36.83 =
℄ 495XL_SB STA. 256+37.74, 64.00' LT.
GWMP_RMP_G21-1
℄ GWMP_RMP_G21

END CONSTRUCTION - GTP RAMP SW
END ℄ GTP_RMP_SW POT 21+63.63 =
℄ GTP POC 18+96.98
PT19+49.15

℄ GTP POT 21+09.08 =
℄ 495XL_SB POC 255+63.98
495XL-SB-9
PT 262+06.55
℄ 495XL_SB
N 16° 59' 34" E
PT266+68.81

℄ GTP POT 21+68.89 =
℄ 495XL_NB POC 655+20.00
S 55° 44' 48" E
℄ 495XL_NB
495XL_NB-9
N 17° 02' 41" E

MATCHLINE
495XL_NB STA 655+50.00
GWMP_RMP_G21 STA 251+50.00
SEE SHEET IG(8)

GTP_RMP_SE-2
℄ GTP_RMP_SE
PT21+39.02

END BRIDGE B-6XX
℄ GTP STA. 22+54.41 N 12° 37' 11" E
PC15+10.16
℄ GTP_RMP_NE

Curve 495XL_SB-9
PI = 250+90.06
DELTA = 27° 06' 59.87" (LT)
D = 1° 11' 28"
T = 1,159.96'
L = 2,276.45'
R = 4,810.00'
PC = 239+30.10
PT = 262+06.55
DESIGN SPEED = 70 MPH
e = 4.20%
Lr = 525' (PC), 409' (PT)

END CONSTRUCTION GTP RAMP SE
END ℄ GTP_RMP_SE POT 21+81.02 =
℄ GTP POT 21+81.02

POT10+05.16
PC24+58.08
BEGIN CONSTRUCTION GTP RAMP NE
BEGIN ℄ GTP_RMP_NE POT 10+05.16 =
℄ GTP POT 23+35.56
℄ GTP
GTP_3

Curve GTP-3
PI = 29+65.77
DELTA = 14° 28' 01.10" (LT)
D = 1° 25' 57"
T = 507.69'
L = 1,009.99'
R = 4,000.00'
PC = 24+58.08
PT = 34+68.06
DESIGN SPEED = 40 MPH
e = 2.0%
Lr = 104'

Curve BH_RD-3
PI = 28+58.66
DELTA = 2° 06' 49.77" (LT)
D = 2° 51' 53.24"
T = 36.90'
L = 73.79'
R = 2,000.00'
PC = 28+21.76
PT = 28+95.54
FOR INFORMATION ONLY

Curve GTP_RMP_NE1
PI = 17+57.19
DELTA = 4° 25' 29.70" (RT)
D = 0° 53' 46"
T = 247.03'
L = 493.82'
R = 6,394.16'
PC = 15+10.16
PT = 20+03.97
DESIGN SPEED = 50 MPH
e = 2% (RC)
Lr = 72'

Curve 495XL_NB-9
PI = 652+25.82
DELTA = 22° 34' 36.77" (LT)
D = 1° 10' 53"
T = 968.11'
L = 1,911.10'
R = 4,850.00'
PCC = 642+57.71
PT = 661+68.81
DESIGN SPEED = 70 MPH
e = 4.20%
Lr = 154' (PCC)
399' (PT)

END CONSTRUCTION GTP RAMP NE
END ℄ GTP_RMP_NE PT 20+03.97±
℄ 495XL_NB STA. 664+97.84, 64.00' RT.

MATCHLINE
BH_RD STA 29+50.00
BH_TRL STA 20+84.30
SEE SHEET IG(10)
PT28+95.54
BH_TRL-4
PC18+19.59
℄ BH_TRL
PC28+21.76
BH_RD-3
N 2° 06' 00" E
N 1° 58' 09" E
℄ BH_RD

Curve BH_TRL-4
PI = 20+12.19
DELTA = 2° 25' 43.28" (LT)
D = 0° 37' 50"
T = 192.60'
L = 385.14'
R = 9,085.98'
PC = 18+19.59
PT = 22+04.73
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A

MATCHLINE
BH_RD STA 23+00.00
BH_TRL STA 14+35.08
SEE SHEET IG(18)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	IG(9)

Sunday, April 12, 2020 05:50:53 PM
17:50:53

dxxxxxxsht-01(G10).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IG(10)

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

Curve 495XL_SB-10
PI • 275+88.40
DELTA • 38° 08' 51.00" (RT)
D • 3° 03' 50"
T • 646.59'
L • 1,245.05'
R • 1,870.00'
PC • 269+41.82
PCC • 281+86.86
DESIGN SPEED • 70 MPH
e • 8.00%
Lr • 880'

Curve 495XL_NB-10
PI • 675+78.40
DELTA • 43° 25' 53.26" (RT)
D • 2° 55' 24"
T • 780.58'
L • 1,485.68'
R • 1,959.94'
PC • 667+97.82
PT • 682+83.50
DESIGN SPEED • 70 MPH
e • 8.00%
Lr • 880'

Curve GTP_RMP_NW-3
PI • 19+20.86
DELTA • 5° 27' 23.89" (RT)
D • 4° 35' 01"
T • 59.57'
L • 119.04'
R • 1,250.00'
PC • 18+61.30
PCC • 19+80.34
DESIGN SPEED • 50 MPH
e • 6.90%
Lr • 166'

Curve GTP_RMP_NW-4
PI • 20+75.40
DELTA • 5° 31' 10.40" (RT)
D • 2° 54' 20"
T • 95.06'
L • 189.97'
R • 1,972.00'
PCC • 19+80.34
PCC • 21+70.31
DESIGN SPEED • 50 MPH
e • 5.20%
Lr • 125'

Curve GTP_RMP_NW-5
PI • 22+82.00
DELTA • 10° 12' 41.10" (RT)
D • 4° 35' 01"
T • 111.69'
L • 222.78'
R • 1,250.00'
PCC • 21+70.31
PT • 23+93.09
DESIGN SPEED • 50 MPH
e • 6.90%
Lr • 166'

Curve GWMP_RMP_G21-4
PI • 21+72.47
DELTA • 24° 45' 16.32" (RT)
D • 2° 52' 14"
T • 438.02'
L • 862.37'
R • 1,996.00'
PRC • 17+34.45
PCC • 25+96.82
DESIGN SPEED • 30 MPH
e • 2.40%
Lr • 52'

Curve LOD-1
PI • 10+48.16
DELTA • 11° 52' 59.41" (LT)
D • 35° 22' 03.95"
T • 16.86'
L • 33.60'
R • 162.00'
PC • 10+25.00
PCC • 10+58.60
DESIGN SPEED • 15 MPH
e • NC
Lr • N/A

Curve LOD-2
PI • 11+39.64
DELTA • 152° 16' 30.86" (LT)
D • 286° 28' 44.03"
T • 81.04'
L • 53.15'
R • 20.00'
PCC • 10+58.60
PT • 11+11.75
DESIGN SPEED • 5 MPH
e • NC
Lr • N/A

Curve LOD-3
PI • 12+81.57
DELTA • 13° 41' 34.20" (RT)
D • 8° 11' 06.40"
T • 84.05'
L • 167.29'
R • 700.00'
PC • 11+97.53
PT • 13+64.82
DESIGN SPEED • 25 MPH
e • NC
Lr • N/A

Curve GTP_NW_SLIP-1
PI • 11+00.93
DELTA • 3° 32' 01.17" (LT)
D • 1° 45' 04"
T • 100.93'
L • 201.80'
R • 3,272.00'
PC • 10+00.00
PRC • 12+01.80
DESIGN SPEED • 30 MPH
e • NC

Curve GTP_NW_SLIP-2
PI • 13+39.62
DELTA • 11° 39' 30.63" (RT)
D • 4° 14' 39"
T • 137.82'
L • 274.70'
R • 1,350.00'
PRC • 12+01.80
PT • 14+76.49
DESIGN SPEED • 30 MPH
e • 3.40%
Lr • 62'

Curve GWMP_RMP_E21-1
PI • 8+01.10
DELTA • 14° 55' 39.13" (RT)
D • 4° 11' 30"
T • 179.08'
L • 356.13'
R • 1,366.93'
PC • 6+22.02
PT • 9+78.15
DESIGN SPEED • 60 MPH
e • 8.00%
Lr • 251'

END CONSTRUCTION GTP NW SLIP RAMP
END ℄ GTP_NW_SLIP PT 14+76.49 =
℄ GWMP_RMP_G21 STA. 19+86.50

END CONSTRUCTION GTP RAMP NW
END ℄ GTP_RMP_NW POT 25+48.86 =
℄ 495XL_SB STA. 276+33.33, 64.00' LT

END BRIDGE B-6XX
℄ LOD_BR STA. 14+31.43

BEGIN CONSTRUCTION
LIVE OAK DRIVE
℄ LOD STA. 11+23.47 =
℄ LOD_BR STA. 14+72.28

BEGIN CONSTRUCTION
GTP NW SLIP RAMP
BEGIN ℄ GTP_NW_SLIP
PC 10+00.00 =
℄ GTP_RMP_NW
STA. 15+99.06, 12.00' LT

BEGIN CONSTRUCTION GWMP RAMP E21
BEGIN ℄ GWMP_RMP_E21 PC 6+22.02 =
℄ 495XL_SB STA. 278+04.43, 12.00' RT.

BEGIN CONSTRUCTION BALLS HILL ROAD
℄ BH_RD STA. 33+69.17

END CONSTRUCTION BALLS HILL SHARED USE PATH
BEGIN CONSTRUCTION OF GRADING FOR FUTURE BALLS HILL SHARED USE PATH
℄ BH_TRL STA. 27+00.00

BEGIN CONSTRUCTION
LIVE OAK DRIVE
℄ LOD_BR STA. 10+25.00
BEGIN ℄ LOD_BR POT 10+00.00 =
℄ BH_RD STA. 40+14.84, 23.83' RT.

BEGIN BRIDGE B-6XX
℄ LOD_BR STA. 10+83.10

END CONSTR.
BALLS HILL RD
℄ BH_RD STA. 40+53.03

END ℄ BH_RD
POT 42+60.82

MATCHLINE
495XL_SB STA 265+50.00
495XL_NB STA 663+50.00
GTP_RMP_NW STA 13+50.00
GWMP_RMP_G21 STA 14+50.00
SEE SHEET IG(9)

MATCHLINE
495XL_SB STA 279+50.00
495XL_NB STA 679+50.00
GWMP_RMP_G21 STA 28+00.00
GWMP_RMP_E21 STA 13+25.00
BH_RL STA 34+00.00
SEE SHEET IG(11)

MATCHLINE
BH_RD STA 29+50.00
BH_TRL STA 20+84.30
SEE SHEET IG(9)

Curve BH_RD-4
PI • 34+14.62
DELTA • 38° 31' 30.20" (RT)
D • 17° 21' 44"
T • 115.32'
L • 221.89'
R • 330.00'
PC • 32+99.30
PT • 35+21.19
FOR INFORMATION ONLY

Curve BH_TRL-5
PI • 25+34.88
DELTA • 27° 10' 46.3" (RT)
D • 16° 22' 13"
T • 84.57'
L • 165.96'
R • 350.00'
PC • 24+50.31
PCC • 26+16.26
DESIGN SPEED • 20 MPH
e • 2.00% (NC)
Lr • N/A

Curve BH_TRL-6
PI • 30+92.37
DELTA • 28° 51' 21.27" (RT)
D • 3° 05' 46"
T • 476.11'
L • 932.01'
R • 1,854.57'
PCC • 26+16.26
PCC • 35+48.27
DESIGN SPEED • 20 MPH
e • 2.00% (NC)
Lr • N/A

Curve BH_RD-5
PI • 40+31.31
DELTA • 49° 30' 36.53" (RT)
D • 20° 27' 46"
T • 129.11'
L • 241.95'
R • 280.00'
PC • 39+02.20
PT • 41+44.15
DESIGN SPEED • 25 MPH
e • 2.00% (NC)
Lr • N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	IG(10)

Sunday, April 12, 2020 05:50:57 PM
17:50:57

dxxxxxxsht-01(III).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IG(II)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495XL_SB-11
PI = 285+12.41
DELTA = 3° 44' 06.41" (RT)
D = 0° 34' 26"
T = 325.54'
L = 650.86'
R = 9,984.00'
PCC = 281+86.86
PCC = 288+37.72
DESIGN SPEED = 70 MPH
e = 2.20%

Curve 495XL_SB-12
PI = 290+81.94
DELTA = 5° 04' 25.79" (RT)
D = 1° 02' 22"
T = 244.22'
L = 488.12'
R = 5,512.00'
PCC = 288+37.72
PT = 293+25.83
DESIGN SPEED = 70 MPH
e = 3.80%
Lr = 361' (PT)

Curve 495XL_NB-10
PI = 675+78.40
DELTA = 43° 25' 53.26" (RT)
D = 2° 55' 24"
T = 780.58'
L = 1,485.68'
R = 1,959.94'
PC = 667+97.82
PT = 682+83.50
DESIGN SPEED = 70 MPH
e = 8.00%
Lr = 880'

Curve 495XL_NBC-1
PI = 692+63.61
DELTA = 3° 40' 55.64" (LT)
D = 0° 20' 13"
T = 546.44'
L = 1,092.51'
R = 17,000.00'
PC = 687+17.16
PT = 698+09.67
DESIGN SPEED = 60 MPH
e = NC
Lr = N/A

Curve GWMP_RMP_E21-1
PI = 8+01.10
DELTA = 14° 55' 39.13" (RT)
D = 4° 11' 30"
T = 179.08'
L = 356.13'
R = 1,366.93'
PC = 6+22.02
PT = 9+78.15
DESIGN SPEED = 60 MPH
e = 8.00%
Lr = 251' (PT)

Curve GWMP_RMP_E21-2
PI = 17+29.07
DELTA = 56° 02' 41.25" (LT)
D = 25° 41' 35"
T = 118.68'
L = 218.13'
R = 223.00'
PC = 16+10.39
PT = 18+28.52
DESIGN SPEED = 30 MPH
e = 8.00%
Lr = 171'

Curve GWMP_RMP_E21-3
PI = 23+94.17
DELTA = 53° 38' 05.01" (RT)
D = 13° 58' 28"
T = 207.26'
L = 383.80'
R = 410.00'
PC = 21+86.91
PCC = 25+70.71
DESIGN SPEED = 30 MPH
e = 6.70%
Lr = 143' (PC), 21' (PCC)

Curve LOD-4
PI = 22+34.09
DELTA = 51° 18' 20.89" (LT)
D = 17° 54' 17.75"
T = 153.68'
L = 286.55'
R = 320.00'
PC = 20+80.41
PT = 23+66.96
DESIGN SPEED = 25 MPH
e = 3.40%
Lr = 59'

Curve LOD-5
PI = 25+56.35
DELTA = 13° 12' 20.36" (RT)
D = 8° 43' 19.69"
T = 76.04'
L = 151.40'
R = 656.90'
PC = 24+80.31
PT = 26+31.72
DESIGN SPEED = 25 MPH
e = 4.90%
Lr = 84'
FOR INFORMATION ONLY

Curve GWMP_RMP_G21-5
PI = 28+47.91
DELTA = 13° 52' 47.04" (RT)
D = 2° 46' 39"
T = 251.10'
L = 499.52'
R = 2,062.92'
PCC = 25+96.82
PT = 30+96.55
DESIGN SPEED = 30 MPH
e = 2.3%
Lr = 50'

Curve GWMP_RMP_G21-6
PI = 37+90.81
DELTA = 50° 40' 34.10" (LT)
D = 12° 24' 06"
T = 218.76'
L = 408.62'
R = 462.00'
PC = 35+72.05
PT = 39+80.67
DESIGN SPEED = 30 MPH
e = 6.40%
Lr = 137'

Curve GWMP_RMP_G21-7
PI = 43+66.68
DELTA = 58° 04' 14.40" (RT)
D = 10° 48' 38"
T = 294.21'
L = 537.17'
R = 530.00'
PC = 40+72.47
PCC = 46+09.64
DESIGN SPEED = 30 MPH
e = 6.00%
Lr = 128'

Curve GWMP_RMP_G22-2
PI = 23+33.76
DELTA = 121° 36' 12.42" (RT)
D = 26° 38' 57"
T = 384.72'
L = 456.31'
R = 215.00'
PCC = 19+49.04
PCC = 24+05.35
DESIGN SPEED = 30 MPH
e = 8.00%
Lr = 171'

Curve GWMP_RMP_E22-1
PI = 10+76.53
DELTA = 3° 59' 04.67" (LT)
D = 2° 36' 16"
T = 176.53'
L = 153.00'
R = 2,200.00'
PC = 10+00.00
PRC = 11+53.00
DESIGN SPEED = 50 MPH
e = 4.80%
Lr = 173' (PC), 135' (PRC)

Curve GWMP_RMP_E22-2
PI = 12+77.65
DELTA = 6° 25' 59.96" (RT)
D = 2° 35' 00"
T = 124.65'
L = 249.04'
R = 2,218.00'
PRC = 11+53.00
PT = 14+02.04
DESIGN SPEED = 50 MPH
e = 4.80%
Lr = 135'

Curve GWMP_RMP_E22-3
PI = 20+92.59
DELTA = 24° 06' 11.71" (RT)
D = 18° 36' 09"
T = 65.76'
L = 129.57'
R = 308.00'
PC = 20+26.83
PT = 21+56.40
DESIGN SPEED = 30 MPH
e = 7.60%
Lr = 163'

Curve GWMP_RMP_G23-1
PI = 12+47.88
DELTA = 4° 36' 58.25" (RT)
D = 0° 55' 54"
T = 247.88'
L = 495.49'
R = 6,150.00'
PC = 10+00.00
PT = 14+95.49
DESIGN SPEED = 50 MPH
e = 2.00%
Lr = 57'

Curve BH_TRL-7
PI = 36+73.50
DELTA = 4° 46' 50.82" (RT)
D = 1° 54' 35"
T = 125.23'
L = 250.32'
R = 3000.00'
PCC = 35+48.27
PT = 37+98.59
DESIGN SPEED = 20 MPH

Curve BH_TRL-8
PI = 45+95.05
DELTA = 4° 36' 58.74" (RT)
D = 0° 47' 49"
T = 289.81'
L = 579.30'
R = 7,190.00'
PC = 43+05.25
PT = 48+84.54
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

END ℄ LOD PT 26+31.72
PT 26+31.72
LOD-5
GWMP_RMP_G21-7
END CONSTRUCTION
LIVE OAK DRIVE
℄ LOD STA. 23+66.96
PT 23+66.96
N 5° 23' 04" E
PC24+80.31
N 5° 50' 26" E
PC40+72.47
PT 39+80.67
PC21+86.91
GWMP_RMP_G21-6
LOD-4
BEGIN BRIDGE B-6XX
℄ GWMP_RMP_E21
STA. 15+01.45
℄ GWMP RMP G21
℄ LOD
GWMP_RMP_G21-5
N 56° 41' 25" E
PC35+72.05 PC20+80.41
N 2° 18' 20" E
END BRIDGE B-6XX
℄ GWMP_RMP_E21
STA. 20+49.28
℄ GWMP_RMP_G22
GWMP_RMP_G22-2
℄ GWMP_RMP_G21
℄ GWMP_RMP_E21
BEGIN BRIDGE B-6XX
℄ GWMP_RMP_E22
STA. 18+85.45
GWMP_RMP_E21-2
PT 18+28.52
495XL_SB-12
℄ 495XL_SB
MATCHLINE
GWMP_RMP_G21 STA 42+00.00
GWMP_RMP_G22 STA 23+50.00
SEE GWMP_RMP_G22 STA 23+50.00
SHEET IG(12)
PT 13+64.82
N 56° 31' 00" E
℄ GWMP_RMP_E22
PT 30+96.55
PC11+53.00
N 58° 21' 01" E
PC 16+10.39
PC 288+37.72
PT 293+25.83
495XL_SB-11
495XL_SB-10
GWMP_RMP_E21-1
PT 9+78.15
PCC 281+86.86
N 60° 28' 34" E
GWMP_RMP_E22-1
GWMP_RMP_E22-2
PT 14+02.04
495XL_NBC-1
GWMP_RMP_E22-3
PC 20+26.83
PT 21+56.40
12' Min.
24' 1215' Deceleration Lane
545' Deceleration Lane
300' Taper
600' Taper
14' Min.
℄ 495XL_NB
℄ 495XL_NBC
℄ GWMP_RMP_G23
495XL_NB-10
BH_TRL-6
MATCHLINE
495XL_SB STA 279+50.00
495XL_NB STA 679+50.00
GWMP_RMP_E21 STA 28+00.00
GWMP_RMP_G21 STA 7+66.62
LOD STA 13+25.00
BH_TRL STA 34+00.00
SEE SHEET IG(10)
PT 37+98.59
N 60° 28' 34" E
PCC 35+48.27
℄ BH_TRL
BH_TRL-7
PC 10+00.00
PC 43+05.25
GWMP_RMP_G23-1
BH_TRL-8
MATCHLINE
495XL_SB STA 293+50.00
495XL_NBC STA 693+50.00
GWMP_RMP_G22 STA 20+50.00
GWMP_RMP_E22 STA 21+54.79
GWMP_RMP_G23 STA 14+40.46
BH_TRL STA 47+75.00
SEE SHEET IG(12)

BEGIN CONSTRUCTION GWMP RAMP E22
BEGIN ℄ GWMP_RMP_E22 PC 10+00.00 =
℄ 495XL_NB STA. 681+99.76, 24.00' RT.

END ℄ 495XL_NB POT 687+17.16
BEGIN ℄ 495XL_NBC PC 687+17.16 =
℄ 495XL_NB STA. 687+17.16, 16.00' RT.

BEGIN CONSTRUCTION GWMP RAMP G23
BEGIN ℄ GWMP_RMP_G23 POT 8+12.49 =
℄ 495XL_NB STA. 687+17.16, 64.00' RT.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	IG(II)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(12)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve 495XL_SB-13
PI = 301+28.82
DELTA = 5° 01' 25.78" (LT)
D = 1° 08' 06"
T = 221.45'
L = 442.62'
R = 5,048.00'
PC = 299+07.36
PCC = 303+49.98
DESIGN SPEED = 70 MPH
e = 4.0%
Lr = 369'

Curve 495XL_SB-14
PI = 305+97.79
DELTA = 15° 15' 30.04" (LT)
D = 3° 05' 49"
T = 247.80'
L = 492.67'
R = 1,850.00'
PCC = 303+49.98
PT = 308+42.65
DESIGN SPEED = 60 MPH
e = 7.00%
Lr = 374'
FOR INFORMATION ONLY

Curve GWMP_RMP_G22-1
PI = 15+85.08
DELTA = 9° 05' 08.85" (RT)
D = 1° 14' 44"
T = 365.49'
L = 729.45'
R = 4,600.00'
PC = 12+19.59
PCC = 19+49.04
DESIGN SPEED = 30 MPH
e = NC
Lr = N/A

Curve GWMP_RMP_G22-2
PI = 23+33.76
DELTA = 12° 36' 12.42" (RT)
D = 26° 38' 57"
T = 384.72'
L = 456.31'
R = 215.00'
PCC = 19+49.04
PCC = 24+05.35
DESIGN SPEED = 30 MPH
e = 8.00%
Lr = 171'

Curve GWMP_RMP_G22-3
PI = 25+10.17
DELTA = 44° 50' 53.63" (RT)
D = 22° 33' 26"
T = 104.82'
L = 198.82'
R = 254.00'
PCC = 24+05.35
PCC = 26+04.17
FOR INFORMATION ONLY

Curve GWMP_RMP_G22-4
PI = 28+43.96
DELTA = 51° 09' 14.08" (RT)
D = 11° 26' 11"
T = 239.79'
L = 447.29'
R = 501.00'
PCC = 26+04.17
PT = 30+51.47
FOR INFORMATION ONLY

Curve GWMP_RMP_G21-8
PI = 47+86.26
DELTA = 35° 37' 29.45" (RT)
D = 11° 22' 06"
T = 176.62'
L = 339.76'
R = 504.00'
PCC = 46+09.64
PT = 49+49.40
DESIGN SPEED = 30 MPH
e = 6.20%
Lr = 133'

Curve GWMP_RMP_G21-9
PI = 50+34.99
DELTA = 3° 31' 40.63" (RT)
D = 10° 01' 00"
T = 17.62'
L = 35.22'
R = 572.00'
PC = 50+17.38
PT = 50+52.60
DESIGN SPEED = 30 MPH
e = 5.80%

Curve GWMP_RMP_E21-3
PI = 23+94.17
DELTA = 53° 38' 05.01" (RT)
D = 13° 58' 28"
T = 207.26'
L = 383.80'
R = 410.00'
PC = 21+86.91
PCC = 25+70.71
DESIGN SPEED = 30 MPH
e = 6.70%
Lr = 143' (PC), 21' (PCC)

Curve GWMP_RMP_E21-4
PI = 27+82.60
DELTA = 40° 23' 39.30" (RT)
D = 9° 56' 50"
T = 211.89'
L = 406.09'
R = 576.00'
PCC = 25+70.71
PT = 29+76.80
DESIGN SPEED = 30 MPH
e = 5.70%
Lr = 21' (PCC), 50' (PT)

Curve 495XL_NBC-1
PI = 692+63.61
DELTA = 3° 40' 55.64" (LT)
D = 0° 20' 13"
T = 546.44'
L = 1,092.51'
R = 17,000.00'
PC = 687+17.16
PT = 698+09.67
DESIGN SPEED = 60 MPH
e = NC
Lr = N/A

Curve 495XL_NBC-2
PI = 704+06.94
DELTA = 8° 14' 00.70" (LT)
D = 2° 44' 48"
T = 150.14'
L = 299.76'
R = 2,086.00'
PC = 702+56.80
PT = 705+56.56
DESIGN SPEED = 60 MPH
e = 6.50% (MATCH EXISTING)
Lr = N/A

PROPOSED NOISE BARRIER C

GWMP_RMP_E21
GWMP_RMP_G21-7
GWMP_RMP_E21-3
GWMP_RMP_G21-8
GWMP_RMP_G22-4
GWMP_RMP_E21-4
GWMP_RMP_G22-3
GWMP_RMP_G21-9
GWMP_RMP_G22
GWMP_RMP_G21
GWMP_RMP_G22-2
GWMP_RMP_G22-1
GWMP_RMP_E22
495XL_NBC-1
495XL_SB-13
495XL_NBC-2
BH_TRL
BH_TRL-8
GWMP_RMP_G23
495XL_SB
495XL_SB-14

PCC25+70.71
PCC26+04.17
PCC24+05.35
PCC19+49.04
PC299+07.36
PC303+49.98
PC12+19.59
PT48+84.54
PT48+95.49
PT50+12.38
PT50+51.47
PT698+09.67
PC702+56.80

S 76° 54' 33" E
N 63° 56' 57" E
S 73° 21' 35" E
S 59° 55' 44" W
N 56° 47' 38" E
N 84° 34' 46" E
N 65° 05' 32" E
N 65° 05' 33" E

MATCHLINE
GWMP_RMP_G21 STA 42+00.00
GWMP_RMP_G22 STA 22+50.00
GWMP_RMP_G23 STA 23+50.00
SEE SHEET 1G(11)

END CONSTRUCTION GWMP RAMP G22
℄ GWMP_RMP_G22 STA. 24+00.00

END CONSTRUCTION GWMP RAMP E21
END ℄ GWMP_RMP_E21 PT 29+76.80 =
℄ GWMP_RMP_G21 PT 49+49.40

END CONSTRUCTION GWMP RAMP G21
℄ GWMP_RMP_G21 STA. 51+50.00

BEGIN CONSTRUCTION GWMP RAMP G22
℄ GWMP_RMP_G22 STA. 11+95.66

BEGIN BRIDGE B-6XX
℄ GWMP_RMP_G21 STA. 54+96.28

END CONSTRUCTION
495 EXPRESS LANES SOUTHBOUND
I-495 GP LANES SOUTHBOUND
℄ 495XL_SB STA. 302+24.26

END ℄ GWMP_RMP_G22 POT 10+00.00 =
℄ 495XL_SB STA. 304+21.95, 71.95' LT

END ℄ 495XL_NBC PT 705+56.56 =
℄ 495XL_SB STA. 306+54.62, 20.62' LT

MATCHLINE
495XL_SB STA 307+00.00
SEE SHEET 1G(13)

MATCHLINE
495XL_SB STA 293+50.00
495XL_NBC STA 693+50.00
GWMP_RMP_G22 STA 20+50.00
GWMP_RMP_E22 STA 21+54.79
GWMP_RMP_G23 STA 14+40.46
BH_TRL STA 47+75.00
SEE SHEET 1G(11)

MATCHLINE
GWMP_RMP_G21 STA 58+00.00
GWMP_RMP_G22 STA 38+00.00
GWMP_RMP_E22 STA 24+50.81
GWMP_RMP_G23 STA 15+25.00
BH_TRL STA 50+25.00
SEE SHEET 1G(13)

END PROJECT 0495-029-419
END CONSTRUCTION 495 EXPRESS/GP LANES NB
℄ 495XL_NBC STA. 702+83.29

490' Merge Lane
850' Taper
Varies

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	1G(12)

d:\xxxxx\sht-01\G(13).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(13)

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

Curve 495XL_SB-14
PI = 305+97.79
DELTA = 15° 15' 30.04" (LT)
D = 3° 05' 49"
T = 247.80'
L = 492.67'
R = 1,850.00'
PCC = 303+49.98
PT = 308+42.65
DESIGN SPEED = 60 MPH
e = 7.00%
Lr = 220'
FOR INFORMATION ONLY

PROPOSED NOISE BARRIER C

MATCHLINE 495XL_SB STA 307+00.00 SEE SHEET 1G(12)

495XL_SB-14

END ℄ 495XL_SB PT 308+42.65

℄ 495XL_SB

MATCHLINE BH_TRL STA 62+00.00 SEE PLAN SHEET 1G(19)

N 68° 00' 28" E

PC63+64.68

N 0° 52' 20" W

PC66+00.54

PT64+53.64

PRC67+17.46

BH_TRL-14

BH_TRL-15

@ BH_TRL

BH_TRL-16

MATCHLINE SEE BELOW

END ℄ BH_TRL PT 76+88.65

MATCHLINE SEE INSET THIS SHEET

SEE PLAN SHEET 1G(19)

SEE PLAN SHEET 1G(20)

Curve BH_TRL-14
PI = 64+15.42
DELTA = 68° 52' 48.38" (LT)
D = 77° 25' 36"
T = 50.74'
L = 88.96'
R = 74.00'
PC = 63+64.68
PT = 64+53.64
DESIGN SPEED = 20 MPH

Curve BH_TRL-15
PI = 66+60.72
DELTA = 33° 29' 45.38" (RT)
D = 28° 38' 52"
T = 60.19'
L = 116.92'
R = 200.00'
PC = 66+00.54
PRC = 67+17.46
DESIGN SPEED = 20 MPH

Curve BH_TRL-16
PI = 72+11.41
DELTA = 25° 45' 42.13" (LT)
D = 2° 39' 09"
T = 493.95'
L = 971.19'
R = 2,160.00'
PRC = 67+17.46
PT = 76+88.65
DESIGN SPEED = 20 MPH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(13)

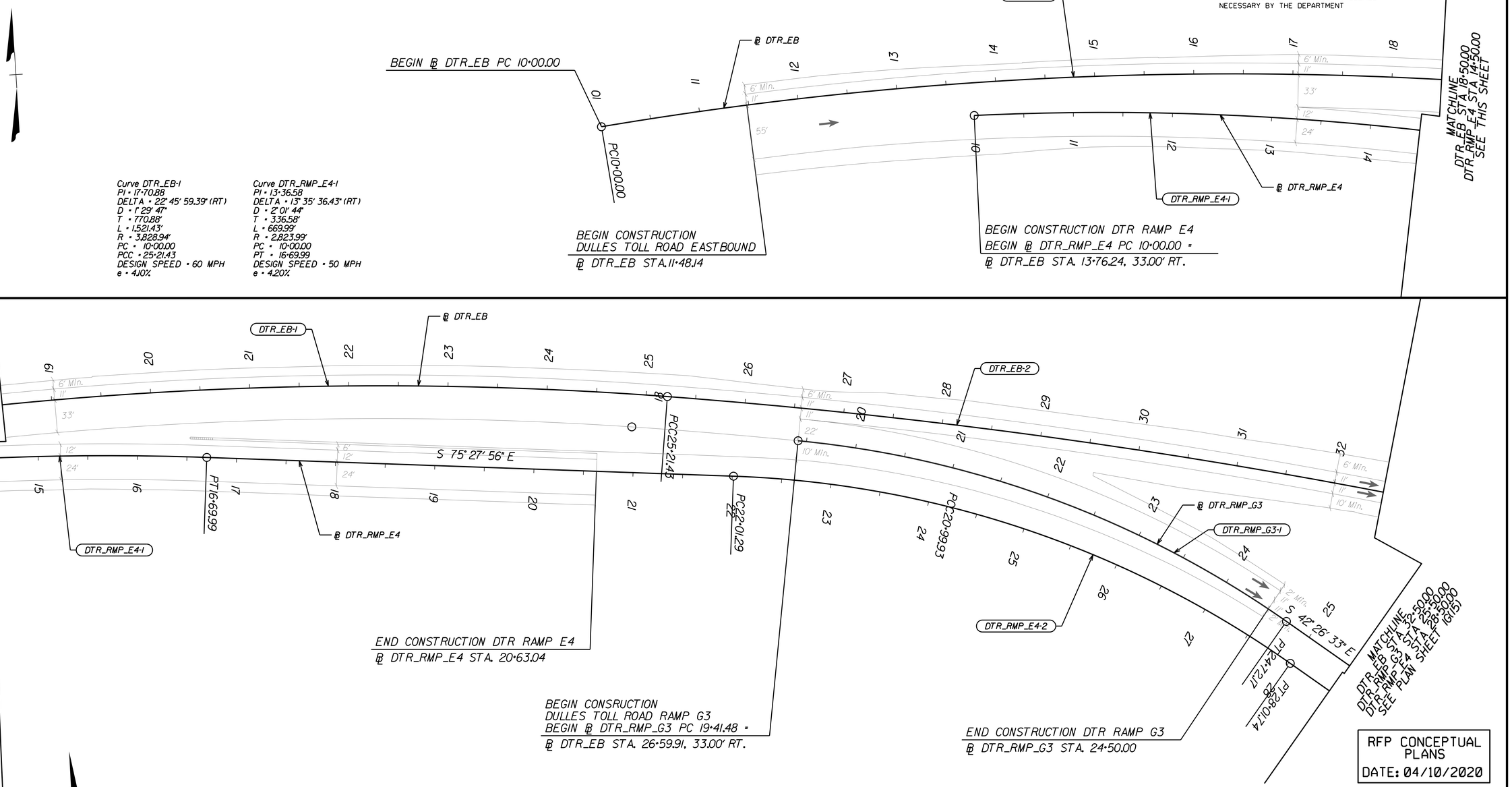
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(14)

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



Curve DTR_EB-1
PI = 17+70.88
DELTA = 22° 45' 59.39" (RT)
D = 1° 29' 47"
T = 770.88'
L = 1,521.43'
R = 3,828.94'
PC = 10+00.00
PCC = 25+21.43
DESIGN SPEED = 60 MPH
e = 4.10%

Curve DTR_RMP_E4-1
PI = 13+36.58
DELTA = 13° 35' 36.43" (RT)
D = 2° 01' 44"
T = 336.58'
L = 669.99'
R = 2,823.99'
PC = 10+00.00
PT = 16+69.99
DESIGN SPEED = 50 MPH
e = 4.20%

Curve DTR_EB-2
PI = 29+31.36
DELTA = 7° 23' 14.51" (RT)
D = 0° 54' 08"
T = 409.93'
L = 818.73'
R = 6,350.00'
PCC = 25+21.43
PT = 33+40.16
DESIGN SPEED = 60 MPH
e = 2.70%

Curve DTR_RMP_G3-1
PI = 22+12.86
DELTA = 29° 31' 16.20" (RT)
D = 5° 33' 46"
T = 271.38'
L = 530.70'
R = 1,030.00'
PC = 19+41.48
PT = 24+72.17
DESIGN SPEED = 30 MPH
e = 4.20%
Lr = 115'

Curve DTR_RMP_E4-1
PI = 13+36.58
DELTA = 13° 35' 36.43" (RT)
D = 2° 01' 44"
T = 336.58'
L = 669.99'
R = 2,823.99'
PC = 10+00.00
PT = 16+69.99
DESIGN SPEED = 50 MPH
e = EXIST

Curve DTR_RMP_E4-2
PI = 25+10.14
DELTA = 33° 04' 47.78" (RT)
D = 5° 30' 33"
T = 308.85'
L = 600.45'
R = 1,040.00'
PC = 22+01.29
PT = 28+01.74
FOR INFORMATION ONLY

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(14)

LIMITED ACCESS HIGHWAY

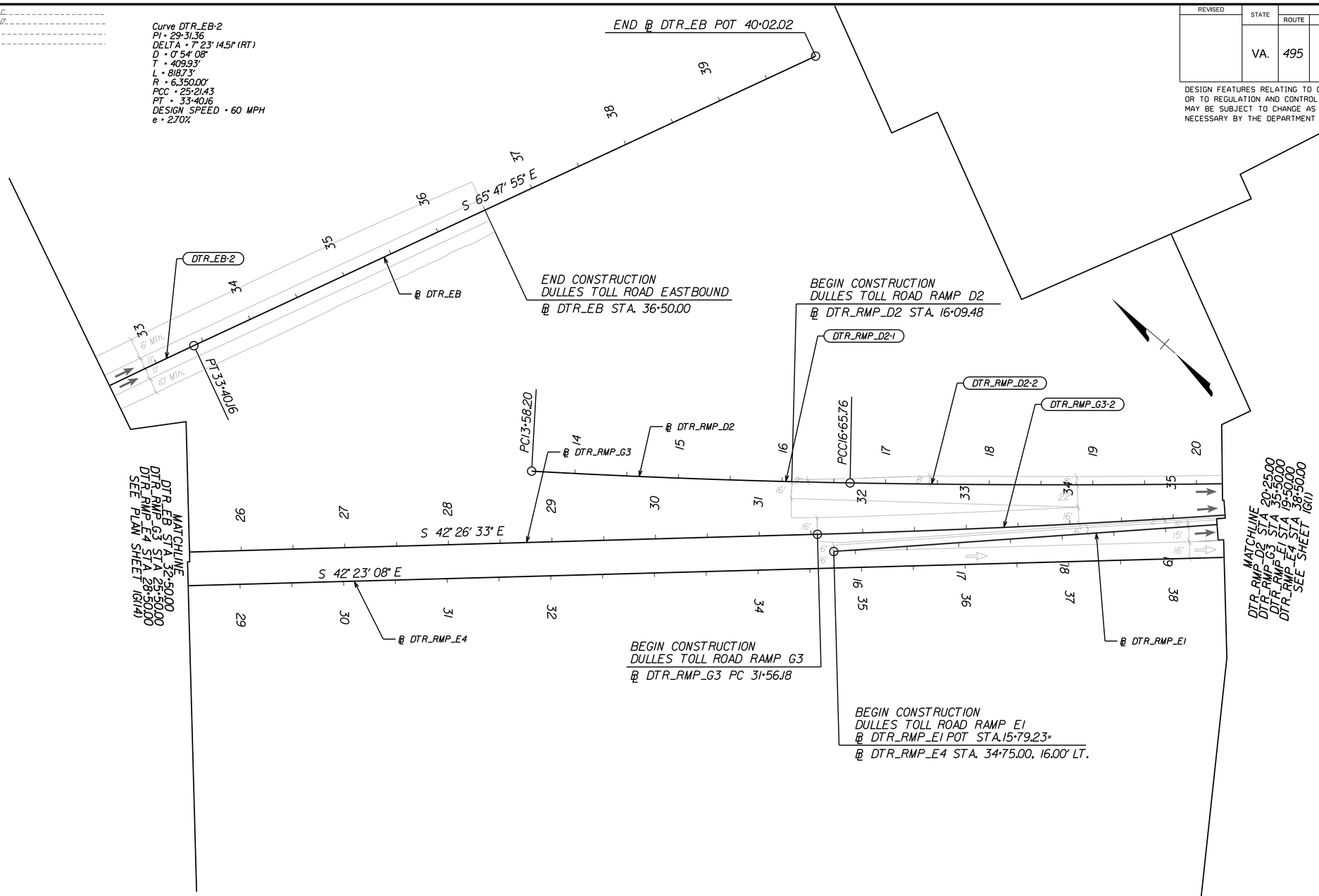
By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(15)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

Curve DTR_EB-2
PI = 29+31.36
DELTA = 7° 23' 14.51" (RT)
D = 0° 54' 08"
T = 409.93'
L = 818.73'
R = 6,350.00'
PCC = 25+21.43
PT = 33+40.16
DESIGN SPEED = 60 MPH
e = 2.70%



Curve DTR_RMP_G3-2
PI = 34+36.99
DELTA = 3° 03' 49.93" (LT)
D = 0° 32' 44"
T = 280.81'
L = 561.48'
R = 10,500.00'
PC = 31+56.18
PCC = 37+17.67
DESIGN SPEED = 30 MPH
e = NC

Curve DTR_RMP_D2-1
PI = 15+12.00
DELTA = 2° 12' 09.89" (LT)
D = 0° 42' 58"
T = 153.80'
L = 307.56'
R = 8,000.00'
PC = 13+58.20
PCC = 16+65.76
FOR INFORMATION ONLY

Curve DTR_RMP_D2-2
PI = 19+29.64
DELTA = 2° 37' 44.23" (LT)
D = 0° 29' 54"
T = 263.88'
L = 527.66'
R = 11,500.00'
PCC = 16+65.76
PCC = 21+93.43
DESIGN SPEED = 30 MPH
e = NC

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(15)

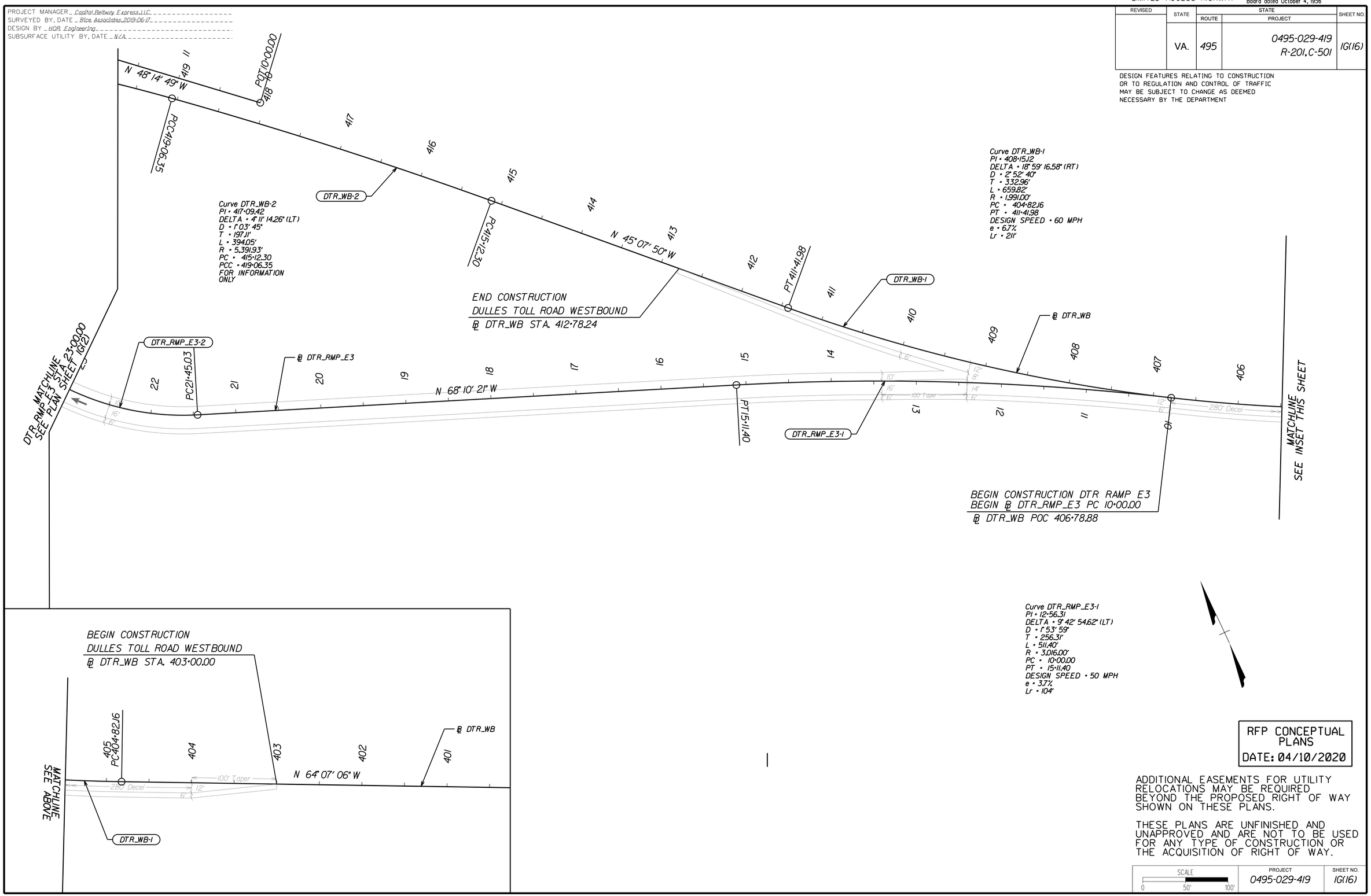
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(16)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(16)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

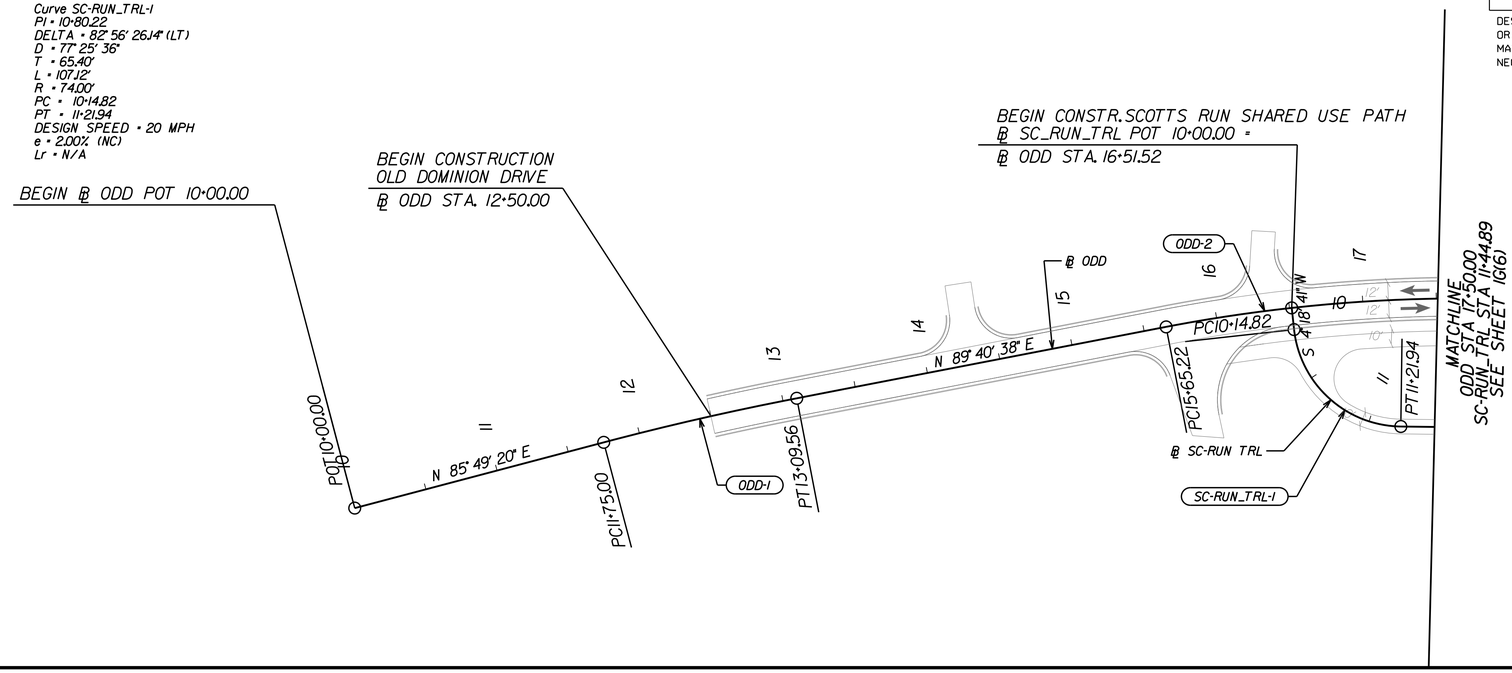
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(17)

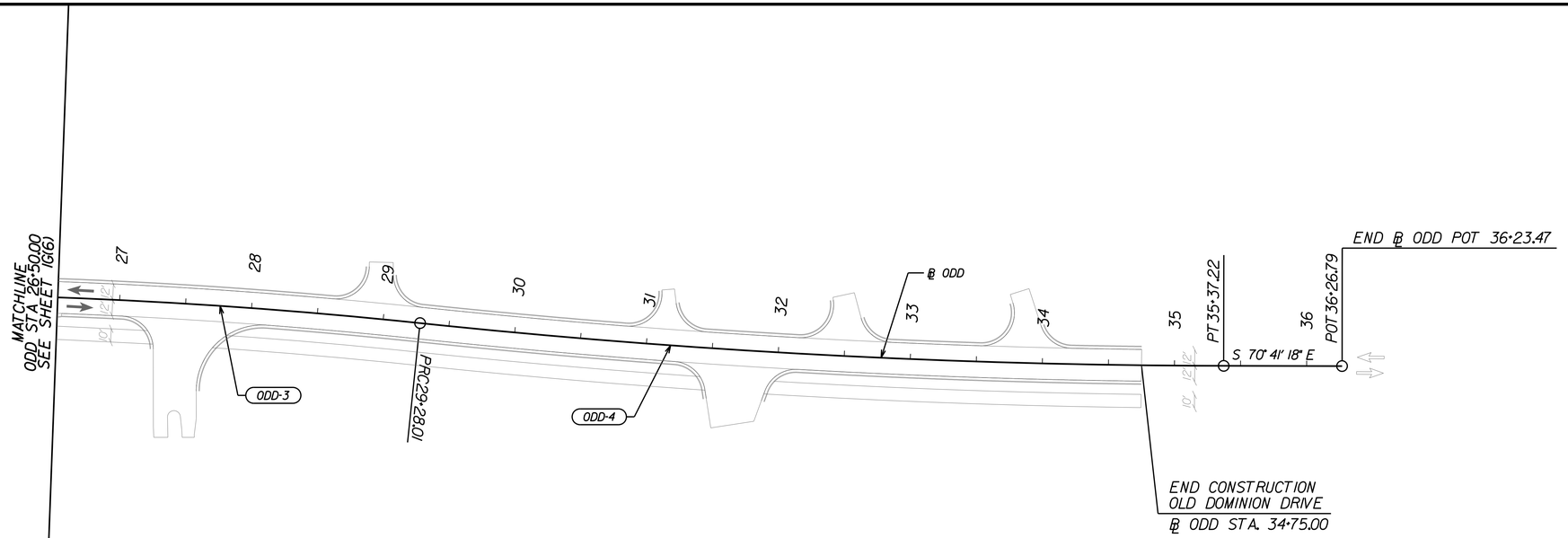
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Curve ODD-1
PI = 12+42.31
DELTA = 3° 51' 17.83" (RT)
D = 2° 51' 53"
T = 67.31'
L = 134.56'
R = 2,000.00'
PC = 11+75.00
PT = 13+09.56
DESIGN SPEED = 45 MPH
e = 2.90%
Lr = 65'

Curve ODD-2
PI = 17+48.87
DELTA = 19° 31' 55.79" (RT)
D = 5° 22' 11"
T = 183.65'
L = 363.74'
R = 1,067.00'
PC = 15+65.22
PT = 19+28.96
DESIGN SPEED = 45 MPH
e = 2.70%
Lr = 83'

Curve SC-RUN_TRL-1
PI = 10+80.22
DELTA = 82° 56' 26.14" (LT)
D = 77° 25' 36"
T = 65.40'
L = 107.12'
R = 74.00'
PC = 10+14.82
PT = 11+21.94
DESIGN SPEED = 20 MPH
e = 2.00% (NC)
Lr = N/A





Curve ODD-3
PI = 27+16.14
DELTA = 5° 59' 18.17" (RT)
D = 1° 24' 43"
T = 212.26'
L = 424.13'
R = 4,058.00'
PC = 25+03.88
PRC = 29+28.01
DESIGN SPEED = 45 MPH
e = 2.00%
Lr = 45'

Curve ODD-4
PI = 32+32.88
DELTA = 5° 53' 10.57" (LT)
D = 0° 57' 58"
T = 304.88'
L = 609.22'
R = 5,930.00'
PRC = 29+28.01
PT = 35+37.22
DESIGN SPEED = 45 MPH
e = NC
Lr = N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	1G(17)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(18)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MATCHLINE SEE SHEET 1G(9)

PT 14+16.57

℄ BH_SUP

PT 21+87.90

℄ BH_RD

BH_TRL-3

BH_RD-2

PC 19+55.04

END CONSTRUCTION BALLS HILL ROAD
℄ BH_RD STA. 18+89.33

PCC 10+74.64

BH_TRL-2

PRC 10+29.86

BH_TRL-1

BEGIN CONSTRUCTION BALLS HILL SHARED USE PATH
BEGIN ℄ BH_TRL POT 9+17.68 =
℄ GTP POC 26+56.10

PC 9+87.64

N 20° 13' 54" E

N 18° 38' 48" E

MATCHLINE GTP STA 25+50.00 SEE SHEET 1G(9)

GTP-3

PT 34+68.06

S 80° 12' 49" E

℄ GTP

END CONSTRUCTION GEORGETOWN PIKE
℄ GTP STA. 31+26.54

END ℄ GTP POT 35+00.00

PT 16+71.89

BEGIN CONSTRUCTION BALLS HILL ROAD
℄ BH_RD STA. 16+48.23

BH_RD-1

℄ BH_RD

PC 14+21.69

MATCHLINE SEE SHEET 1G(8)

BEGIN ℄ GTP PC 10+00.00

PRC 12+01.62

GTP-1

BEGIN CONSTRUCTION GEORGETOWN PIKE
℄ GTP STA. 11+80.00

℄ GTP

MS-2 RAISED MEDIAN

NOT APPLY

GTP-2

MATCHLINE GTP STA 17+00.00 SEE SHEET 1G(9)

Curve GTP-1
PI = 11+00.82
DELTA = 1° 46' 22.25" (LT)
D = 0° 52' 45"
T = 100.82'
L = 201.62'
R = 6,516.13'
PC = 10+00.00
PRC = 12+01.62
DESIGN SPEED = 40 MPH
e = NC
Lr = N/A
FOR INFORMATION ONLY

Curve GTP-2
PI = 15+75.49
DELTA = 3° 18' 20.56" (RT)
D = 0° 26' 32"
T = 373.87'
L = 747.53'
R = 12,956.46'
PC = 12+01.62
PT = 19+49.15
DESIGN SPEED = 40 MPH
e = NC
Lr = N/A

Curve GTP-3
PI = 29+65.77
DELTA = 14° 28' 01.10" (LT)
D = 1° 25' 57"
T = 507.69'
L = 1,009.99'
R = 4,000.00'
PC = 24+58.08
PT = 34+68.06
DESIGN SPEED = 40 MPH
e = 2.10%
Lr = 89'

Curve BH_RD-1
PI = 15+52.14
DELTA = 40° 01' 54.87" (LT)
D = 16° 00' 00"
T = 130.45'
L = 250.20'
R = 358.10'
PC = 14+21.69
PT = 16+71.89
FOR INFORMATION ONLY

Curve BH_RD-2
PI = 20+72.30
DELTA = 16° 40' 38.88" (LT)
D = 7° 09' 43"
T = 117.26'
L = 232.86'
R = 800.00'
PC = 19+55.04
PT = 21+87.90
FOR INFORMATION ONLY

Curve BH_TRL-1
PI = 10+09.35
DELTA = 32° 41' 23.25" (RT)
D = 77° 25' 36"
T = 21.70'
L = 42.22'
R = 74.00'
PC = 9+87.64
PRC = 10+29.86
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-2
PI = 10+52.96
DELTA = 34° 40' 08.24" (LT)
D = 77° 25' 36"
T = 23.10'
L = 44.78'
R = 74.00'
PRC = 10+29.86
PCC = 10+74.64
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-3
PI = 12+46.75
DELTA = 16° 09' 06.63" (LT)
D = 4° 43' 25"
T = 17.21'
L = 34.193'
R = 1,212.95'
PCC = 10+74.64
PT = 14+16.57
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(18)

Sunday, April 12, 2020 05:51:37 PM
17:51:37

dxxxxxxsht-01G(19).dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(19)

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

MATCHLINE
GWMP_RMP_G21 STA 58+00.00
GWMP_RMP_G22 STA 38+00.00
GWMP_RMP_E22 STA 24+50.00
GWMP_RMP_G23 STA 15+23.94
BH_TRL STA 50+25.00
SEE SHEET 1G(12)

MATCHLINE
BH_TRL
STA 62+00.00
SEE PLAN
SHEET 1G(13)

PRC59+46.46
N 68° 00' 28" E
PT60+37.40
BH_TRL-13
END BRIDGE B-6XX
℄ GWMP_RMP_G21 STA. 58+54.10
PC59+64.37
℄ BH_TRL
℄ GWMP_RMP_G21
BEGIN CONSTRUCTION
GEORGE WASHINGTON MEMORIAL PARKWAY EASTBOUND
℄ GWMP_RMP_G22 STA. 42+00.00
GWMP_RMP_G21-10
END ℄ GWMP_RMP_G21 PT 63+92.24
PC41+23.72
PC38+51.42
BH_TRL-12
GWMP_RMP_G22-5
℄ GWMP_RMP_G22
BH_TRL-11
N 60° 28' 34" E
PC55+77.68
PT55+31.56
END CONSTRUCTION BH_TRL
N 5° 58' 03" E ℄ BH_TRL STA. 55+00.00
PC54+61.16
PC19+32.21
PT52+52.70
PC51+89.98
N 65° 05' 32" E
N 83° 03' 34" E
PT54+10.24
℄ GWMP_RMP_G23
GWMP_RMP_G23-2
PT26+16.84
N 60° 54' 16" E
PC29+31.87
℄ GWMP_RMP_E22
PT28+40.15
BH_TRL-10
GWMP_RMP_E22-4
GWMP_RMP_E22-5
N 87° 16' 00" E
PI 51+22.79
N 65° 05' 32" E
N 62° 22' 12" E
PI 50+30.76
PC53+10.67
BH_TRL-9
PC26+24.45
END BRIDGE B-6XX
℄ GWMP_RMP_E22 STA. 26+15.29
END CONSTRUCTION GWMP RAMP E22
END ℄ GWMP_RMP_E22 PT 33+57.36 =
℄ GWMP_RMP_G23 STA. 26+16.84, 12.00' LT
END CONSTRUCTION GWMP RAMP G23
END ℄ GWMP_RMP_G23 POT 29+87.97 =
℄ GWMP_RMP_G22 STA. 44+46.54, 11.00' LT
GWMP_RMP_G22-6
MATCHLINE
GWMP_RMP_G22 STA 46+50.00
SEE SHEET 1G(20)

Curve GWMP_RMP_G23-2
PI = 22+78.86
DELTA = 22° 10' 27.69" (RT)
D = 3° 14' 20"
T = 346.65'
L = 684.63'
R = 1,769.00'
PC = 19+32.21
PT = 26+16.84
DESIGN SPEED = 40 MPH
e = 4.41%
Lr = 100'

Curve GWMP_RMP_E22-4
PI = 27+33.86
DELTA = 23° 40' 29.76" (LT)
D = 10° 58' 34"
T = 109.41'
L = 215.69'
R = 522.00'
PC = 26+24.45
PT = 28+40.15
DESIGN SPEED = 30 MPH
e = 6.00%
Lr = 128'

Curve GWMP_RMP_E22-5
PI = 31+48.49
DELTA = 26° 29' 56.54" (RT)
D = 6° 13' 40"
T = 216.62'
L = 425.50'
R = 920.00'
PC = 29+31.87
PT = 33+57.36
DESIGN SPEED = 30 MPH
e = 4.40%
Lr = 94'

Curve GWMP_RMP_G22-5
PI = 39+87.67
DELTA = 5° 12' 02.29" (LT)
D = 1° 54' 35"
T = 136.25'
L = 272.30'
R = 3,000.00'
PC = 38+51.42
PCC = 41+23.72
DESIGN SPEED = 50 MPH
EXISTING CURVE
FOR INFORMATION
ONLY

Curve GWMP_RMP_G22-6
PI = 45+31.73
DELTA = 29° 51' 46.85" (LT)
D = 3° 44' 41"
T = 408.00'
L = 797.45'
R = 1,530.00'
PCC = 41+23.72
PT = 49+21.17
DESIGN SPEED = 50 MPH
e = 6.00%
Lr = 147' (PCC)
293' (PT)

Curve BH_TRL-9
PI = 52+21.60
DELTA = 17° 58' 02.19" (RT)
D = 28° 38' 52"
T = 31.62'
L = 62.72'
R = 200.00'
PC = 51+89.98
PT = 52+52.70
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-10
PI = 53+69.63
DELTA = 77° 05' 31.09" (LT)
D = 77° 25' 36"
T = 58.96'
L = 99.57'
R = 74.00'
PC = 53+10.67
PT = 54+10.24
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-11
PI = 54+99.28
DELTA = 54° 30' 30.64" (RT)
D = 77° 25' 36"
T = 38.12'
L = 70.40'
R = 74.00'
PC = 54+61.16
PT = 55+31.56
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-12
PI = 57+62.53
DELTA = 9° 50' 12.29" (LT)
D = 2° 40' 03"
T = 184.84'
L = 368.78'
R = 2,148.00'
PC = 55+77.68
PRC = 59+46.46
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve BH_TRL-13
PI = 59+92.28
DELTA = 17° 22' 06.84" (RT)
D = 19° 05' 55"
T = 45.82'
L = 90.94'
R = 300.00'
PRC = 59+46.46
PT = 60+37.40
DESIGN SPEED = 20 MPH
e = 2.00%
Lr = N/A

Curve GWMP_RMP_G21-10
PI = 61+79.72
DELTA = 16° 05' 48.07" (LT)
D = 3° 45' 43"
T = 215.35'
L = 427.87'
R = 1,523.00'
PC = 59+64.37
PT = 63+92.24
FOR INFORMATION
ONLY

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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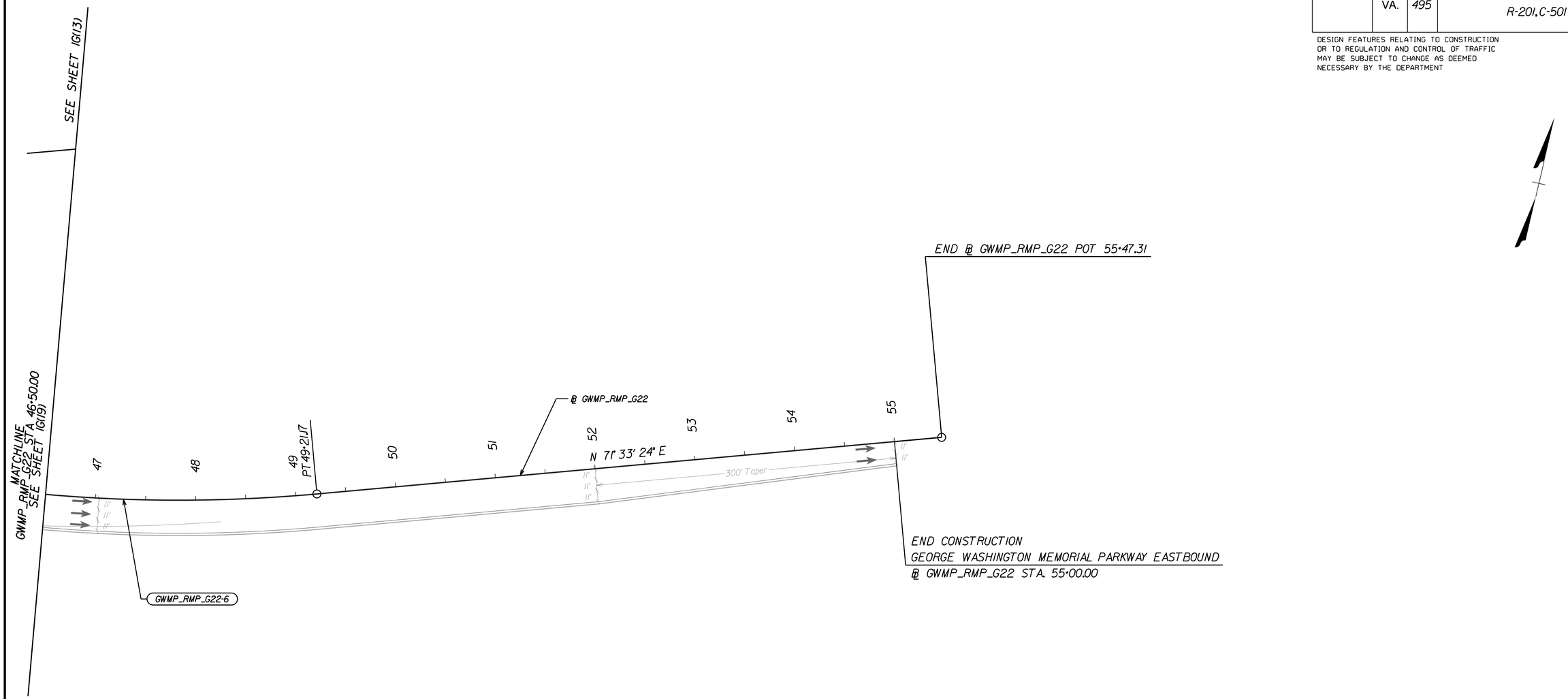
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(19)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1G(20)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



Curve GWMP_RMP_G22-6
PI = 45+31.73
DELTA = 29° 51' 46.85" (LT)
D = 3° 44' 41"
T = 408.00'
L = 797.45'
R = 1,530.00'
PCC = 41+23.72
PT = 49+21.17
DESIGN SPEED = 50 MPH
e = 6.10%
Lr = 147' (PCC)
293' (PT)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1G(20)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

EXISTING DRAINAGE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IH(1)

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

001
In Pl. SSMH
Rim = 133.40'
Inv. In = 127.23'
In Pl. 24" Conc. Pipe
Inv. Out = 127.08'

002
In Pl. Metal Grate
Rim = 148.91'
Inv. In = 143.99'
In Pl. 24" Conc. Pipe
Inv. Out = 130.24'

003
In Pl. Metal Grate
Rim = 149.15'
In Pl. 15" Conc. Pipe
Inv. Out = 144.12'
(Surcharged)

004
In Pl. Conc. Endwall
In Pl. 54" x 60" Metal Pipe
Inv. Out = 110.27'

005
In Pl. Conc. Headwall
Inv. In = 143.54
In Pl. 54" x 60" Metal Pipe

006
In Pl. Conc. Endwall
In Pl. 24" Conc. Pipe
Inv. Out = 138.67'

007
In Pl. Metal Grate
Rim = 152.55'
In Pl. 24" Conc. Pipe
Bottom Of Structure = 139.21'

008
In Pl. Metal Grate
Rim = 155.50'
Inv. In = 150.36'
In Pl. 24" Conc. Pipe
Inv. Out = 150.34'

009
In Pl. Metal Grate
Rim = 157.83'
Inv. In = 153.80'
In Pl. 24" Conc. Pipe
Inv. Out = 153 48'

010
In Pl. Metal Grate
Rim = 165.42'
Inv. In = 160.27'
In Pl. 24" Conc. Pipe
Inv. Out = 160.22'

011
In Pl. Metal Grate
Rim = 165.95'
Inv. In = 161.88'
In Pl. 24" Conc. Pipe
Inv. Out = 161.87'

012
In Pl. Metal Grate
Rim = 173.60'
Inv. In = 169.81'
In Pl. 24" Conc. Pipe
Inv. Out = 169.65'

013
In Pl. Metal Grate
Rim = 175.43'
Inv. In = 170.93'
In Pl. 18" Conc. Pipe
Inv. Out = 170.91'

014
In Pl. 24" Metal Pipe
Inv. Out = 175.43'

015
In Pl. 24" Metal Pipe
Inv. In = 181.82'

016
In Pl. Metal Grate
Rim = 181.23'
Inv. In = 177.62'
In Pl. 18" Conc. Pipe
Inv. Out = 177.56'

017
In Pl. Metal Grate
Rim = 187.08'
Inv. In = 183.70'
In Pl. 15" Conc. Pipe
Inv. Out = 182.62'

018
In Pl. Metal Grate
Rim = 192.19'
Inv. In = 188.10'
In Pl. 15" Conc. Pipe
Inv. Out = 188.05'

019
In Pl. Metal Grate
Rim = 193.33'
In Pl. 15" Conc. Pipe
Inv. Out = 189.51'

020
In Pl. Metal Grate
Rim = 188.25'
Inv. In = 185.11'
In Pl. 18" Conc. Pipe
Inv. Out = 184.95'

021
In Pl. Metal Grate
Rim = 191.52'
(a) Inv. In = 187.84'
(b) Inv. In = 187.47'
In Pl. 15" Conc. Pipe
Inv. Out = 187.45'

022
In Pl. Metal Grate
Rim = 193.42'
In Pl. 15" Conc. Pipe
Inv. Out = 189.87'

023
In Pl. Metal Grate
Rim = 196.12'
In Pl. 15" Conc. Pipe
Inv. Out = 191.18'

024
In Pl. FES
In Pl. 18" Conc. Pipe
Inv. Out = 201.98'

025
In Pl. Metal Grate
Rim = 207.51
Bottom Of Structure = 202.07'
In Pl. 18" Conc. Pipe

026
In Pl. Metal Grate
Rim = 208.12'
Bottom Of Structure = 202.09'
(Surcharged)

027
In Pl. Metal Grate
Rim = 208.85'
Bottom Of Structure = 202.75'
In Pl. 15" Metal Pipe

028
In Pl. Metal Grate
Rim = 210.55'
Bottom Of Structure = 207.05'
In Pl. Conc. Pipe

029
In Pl. FES
In Pl. 15" Metal Pipe
Inv. Out = 201.97'

030
In Pl. Slot Drain
Rim = 209.02
Inv. Out = 205.97'
In Pl. 15" Metal Pipe

031
In Pl. Metal Grate
Rim = 210.18'
Bottom Of Structure = 206.37'
In Pl. 15" Conc. Pipe

032
In Pl. Metal Grate
Rim = 210.28
Bottom Of Structure = 206.68'
In Pl. 15" Conc. Pipe

033
In Pl. Metal Grate
Rim = 213.97'
In Pl. 15" Conc. Pipe
Inv. Out = 210.85'

034
In Pl. Metal Grate
Rim = 213.11'
(a) Inv. In = 208.99'
(b) Inv. In = 208.99'
In Pl. 18" Plastic Pipe
Inv. Out = 208.81'

035
In Pl. 18" Plastic Pipe
Inv. Out = 195.09'

036
In Pl. Conc. Headwall
Inv. In = 186.18'
In Pl. 57" x 60" Metal Pipe

037
In Pl. Metal Grate
Rim = 213.41'
Bottom Of Structure = 209.96'
In Pl. 15" Conc. Pipe

038
In Pl. Metal Grate
Rim = 213.55'
In Pl. 15" Conc. Pipe
Inv. Out = 210.37'

039
In Pl. Conc. Endwall
In Pl. 57" x 60" Metal Pipe
Inv. Out = 172.79'

040
In Pl. Conc. Headwall
In Pl. 60" Metal Pipe
Inv. Out = 163.52'

041
In Pl. Conc. Endwall
In Pl. 60" Metal Pipe
Inv. Out = 151.44'

042
In Pl. Conc. Endwall
In Pl. 72" Metal Pipe
Inv. Out = 150.90'

043
In Pl. Conc. DI
Rim = 213.24'
Bottom Of Structure = 210.65'
In Pl. 60" Conc. Pipe

044
In Pl. 12" Conc. Pipe
Inv. Out = 214.19'

045
In Pl. 12" Conc. Pipe
Inv. In = 214.52'

046
In Pl. Conc. Endwall
In Pl. 15" Conc. Pipe
Inv. Out = 213.51'

047
In Pl. Metal Grate/Slot Drain
Rim = 218.51'
In Pl. 15" Conc. Pipe
Inv. Out = 215.80'

048
In Pl. Metal Grate
Rim = 221.88'
Bottom Of Structure = 218.11'
In Pl. Conc. Pipe

049
In Pl. Metal Grate
Rim = 223.06'
Bottom Of Structure = 216.30'
In Pl. 18" Conc. Pipe

050
In Pl. Metal Grate
Rim = 221.67'
(a) Inv. In = 212.77'
(b) Inv. In = 216.81'
In Pl. 18" Plastic Pipe
Inv. Out = 212.64'

051
In Pl. Conc. Endwall
In Pl. 18" Plastic Pipe
Inv. Out = 211.32'

052
In Pl. Metal Grate
Rim = 221.93'
In Pl. 15" Conc. Pipe
Inv. Out = 218.19'

053
In Pl. Endwall
In Pl. 15" Conc. Pipe
Inv. Out = 220.50'

054
In Pl. Metal Grate w/ Slot Drain
Rim = 224.55'
Bottom Of Structure = 221.73'
In Pl. 15" Conc. Pipe

055
In Pl. Conc. Headwall
In Pl. 30" Metal Pipe
Inv. Out = 205.98'

056
In Pl. Conc. Endwall
In Pl. 15" Conc. Pipe
Inv. Out = 225.99'

057
In Pl. Metal Grate/Slot Drain
Rim = 231.75'
In Pl. 15" Conc. Pipe
Inv. Out = 226.85'

058
In Pl. Metal Grate
Rim = 233.11'
Bottom Of Structure = 229.34'
In Pl. Conc. Pipe

059
In Pl. Metal Grate
Rim = 233.41'
Bottom Of Structure = 226.65'
In Pl. 18" Conc. Pipe

060
In Pl. Metal Grate
Rim = 232.37'
(a) Inv. In = 227.34'
(b) Inv. In = 225.55'
In Pl. 18" Plastic Pipe
Inv. Out = 225.09'

061
In Pl. Conc. Endwall
In Pl. 18" Plastic Pipe
Inv. Out = 183.80'

062
In Pl. Metal Grate
Rim = 232.90'
In Pl. 15" Conc. Pipe
Inv. Out = 228.99'

063
In Pl. Conc. Headwall
In Pl. 72" Metal Pipe
Inv. Out = 178.32'

064
In Pl. Conc. DI
Rim = 224.30'
Inv. Out = 221.45'
In Pl. 15" Conc. Pipe

065
In Pl. 15" Conc. Pipe
Inv. Out = 220.95'

066
In Pl. 60" Conc. Pipe
Inv. Out = 220.12'

067
In Pl. SSMH
Rim = 240.28'
(Unable to Open)

068
In Pl. Metal Grate
Rim = 240.48'
Bottom Of Structure = 235.36'
In Pl. 15" Conc. Pipe

069
In Pl. Metal Grate
Rim = 240.02'
Bottom Of Structure = 235.50'
In Pl. Conc. Pipe

070
In Pl. Conc. DI
Rim = 230.89'
Inv. Out = 226.79'
In Pl. 15" Conc. Pipe
(Temlus not Found)

071
In Pl. 15" Conc. Pipe
Inv. Out = 236.57'

072
In Pl. Metal Grate
Rim = 241.00'
Bottom Of Structure = 237.58'
In Pl. 15" Conc. Pipe

073
In Pl. SSMH
Rim = 247.51'
Bottom Of Structure = 235.72'
In Pl. 60" Metal Pipe

074
In Pl. Headwall
Inv. In = 239.78'
In Pl. 60" Metal Pipe
Inv. Out = 239.24'

075
In Pl. Metal Grate
Rim = 253.08'
Bottom Of Structure = 243.35'
In Pl. 36" Conc. Pipe

076
In Pl. Metal Grate
Rim = 249.92'
Bottom Of Structure = 245.00'
In Pl. 15" Conc. Pipe

077
In Pl. Metal Grate
Rim = 249.91'
Bottom Of Structure = 246.25'
In Pl. Conc. Pipe

078
In Pl. Metal Grate
Rim = 248.92'
Bottom Of Structure = 241.56'
In Pl. Conc. Pipe

079
In Pl. Metal Grate
Rim = 246.48'
Bottom Of Structure = 242.66'
In Pl. 18" Conc. Pipe

080
In Pl. 18" Conc. Pipe
Inv. Out = 242.13'

081
In Pl. 48" Conc. Pipe
Inv. Out = 239.23'

082
In Pl. 48" Conc. Pipe
Inv. In = 239.44'

083
In Pl. Metal Grate
Rim = 258.23'
Bottom Of Structure = 249.69'
In Pl. 36" Conc. Pipe

084
In Pl. Metal Grate
Rim = 255.54'
Bottom Of Structure = 252.62'
In Pl. 15" Conc. Pipe

085
In Pl. Metal Grate
Rim = 255.76'
Bottom Of Structure = 252.87'
In Pl. Conc. Pipe

086
In Pl. Metal Grate
Rim = 251.52'
Bottom Of Structure = 248.25'
In Pl. 15" Conc. Pipe

087
In Pl. Metal Grate
Rim = 256.73'
Bottom Of Structure = 251.72'
In Pl. 18" Conc. Pipe

088
In Pl. Metal Grate
Rim = 263.89'
In Pl. 15" Conc. Pipe
Inv. Out = 260.39'

089
In Pl. SSMH
Rim = 264.91'
Bottom Of Structure = 258.04'
In Pl. 36" Conc. Pipe

090
In Pl. Metal Grate
Rim = 262.40'
Bottom Of Structure = 259.40'
In Pl. 15" Conc. Pipe

091
In Pl. Metal Grate
Rim = 263.98'
Bottom Of Structure = 259.61'
In Pl. Conc. Pipe

092
In Pl. Conc. DI
Rim = 281.81'
In Pl. 15" Conc. Pipe
Inv. Out = 273.86'

093
In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 271.53'

094
In Pl. Metal Grate
Rim = 258.09'
Bottom Of Structure = 254.80'
In Pl. 15" Conc. Pipe

095
In Pl. SSMH
Rim = 271.03'
Bottom Of Structure = 263.15'
In Pl. 36" Conc. Pipe

096
In Pl. Metal Grate
Rim = 268.87'
Bottom Of Structure = 265.43'
In Pl. 15" Conc. Pipe

097
In Pl. Metal Grate
Rim = 268.74'
Bottom Of Structure = 265.23'
In Pl. Conc. Pipe

098
In Pl. Metal Grate
Rim = 265.60'
Bottom Of Structure = 260.81'
In Pl. 18" Conc. Pipe

099
In Pl. Metal Grate
Rim = 264.12'
In Pl. 15" Conc. Pipe
Inv. Out = 261.40'

100
In Pl. SSMH
Rim = 277.98'
Bottom Of Structure = 268.45'
In Pl. 36" Conc. Pipe

101
In Pl. Metal Grate
Rim = 274.85'
Bottom Of Structure = 270.68'
In Pl. 15" Conc. Pipe

102
In Pl. Metal Grate
Rim = 273.95'
Bottom Of Structure = 270.87'
In Pl. Conc. Pipe

103
In Pl. SSMH
Rim = 280.64'
Bottom Of Structure = 270.60'
In Pl. 36" Conc. Pipe

104
In Pl. Metal Grate
Rim = 277.54'
Bottom Of Structure = 273.19'
In Pl. 15" Conc. Pipe

105
In Pl. Metal Grate
Rim = 277.35'
Bottom Of Structure = 274.10'
In Pl. Conc. Pipe

106
In Pl. Metal Grate
Rim = 273.78'
Bottom Of Structure = 268.86'
In Pl. 18" Conc. Pipe

107
In Pl. Metal Grate
Rim = 278.50'
Bottom Of Structure = 272.84'
In Pl. 36" Conc. Pipe

108
In Pl. Metal Grate
Rim = 279.78'
Bottom Of Structure = 274.23'
In Pl. 15" Conc. Pipe

109
In Pl. Metal Grate
Rim = 280.89'
Bottom Of Structure = Inaccessable

110
In Pl. SSMH
Rim = 280.65'
Bottom Of Structure = 273.73'
In Pl. 36" Conc. Pipe

111
In Pl. Metal Grate
Rim = 281.31'
Bottom Of Structure = 277.41'
In Pl. 15" Conc. Pipe

112
In Pl. Metal Grate
Rim = 281.51'
Bottom Of Structure = 275.89'
In Pl. 30" Conc. Pipe

113
In Pl. SSMH
Rim = 285.09'
(a) Inv. In = 277.62'
(b) Inv. In = 280.45'
In Pl. 30" Conc. Pipe
Inv. Out = 277.19'

114
In Pl. Metal Grate
Rim = 286.60'
Bottom Of Structure = 281.92'
In Pl. 24" Metal Pipe

115
In Pl. Metal Grate
Rim = 286.64'
Bottom Of Structure = 281.27'
In Pl. Conc. Pipe

116
In Pl. SSMH
Rim = 288.58'
Bottom Of Structure = 282.02'
In Pl. 24" Metal Pipe

117
In Pl. Metal Grate
Rim = 288.35
In Pl. 18" Conc. Pipe
Inv. Out = 283.70'

118
In Pl. Metal Grate
Rim = 283.78'
Bottom Of Structure = 279.04'
In Pl. 24" Metal Pipe

119
In Pl. Metal Grate
Rim = 291.85'
Bottom Of Structure = 287.05'
In Pl. Conc. Pipe

120
In Pl. Metal Grate
Rim = 290.26
Bottom Of Structure = 285.31'
In Pl. 18" Conc. Pipe

121
In Pl. Metal Grate
Rim = 294.80'
Bottom Of Structure = 289.74'
In Pl. 18" Metal Pipe

122
In Pl. Metal Grate
Rim = 293.52'
Bottom Of Structure = 288.65'
In Pl. 15" Metal Pipe

123
In Pl. 15" Conc. Pipe
Inv. In = 195.19'
In Pl. 15" Conc. Pipe
Inv. Out = 194.35'

124
In Pl. 15" Conc. Pipe
Inv. In = 203.42'
In Pl. 15" Conc. Pipe
Inv. Out = 202.06

125
In Pl. 15" Conc. Pipe
Inv. In = 215.85'
In Pl. 15" Conc. Pipe
Inv. Out = 213.51'

126
In Pl. 15" Conc. Pipe
Inv. In = 224.96'
In Pl. 15" Conc. Pipe
Inv. Out = 224.85'

127
In Pl. 15" Conc. Pipe
Inv. In = 227.55'
In Pl. 15" Conc. Pipe
Inv. Out = 226.75'

128
In Pl. 15" Conc. Pipe
Inv. In = 229.09'
In Pl. 15" Conc. Pipe
Inv. Out = 228.57'

129
In Pl. 15" Conc. Pipe
Inv. In = 231.12'
In Pl. 15" Conc. Pipe
Inv. Out = 231.02'

130
In Pl. 15" Conc. Pipe
Inv. In = 232.04'
In Pl. 15" Conc. Pipe
Inv. Out = 231.61'

131
In Pl. Conc. DI
Rim = 216.00'
In Pl. 15" Metal Pipe
Inv. Out = 210.00'

132
In Pl. FES
In Pl. 15" Metal Pipe
Inv. Out = 207.65'

133
In Pl. 15" Conc. Pipe
Inv. Out = 217.91'
(Abandoned)

134
In Pl. Conc. DI
Rim = 199.23'
In Pl. 15" Metal Pipe
Inv. Out = 195.18'

135
In Pl. 24" Metal Pipe
Inv. Out = 189.92'

136
In. Pl. SSMH
Rim = 301.74'
(Surcharched)

137
In. Pl. Drop Inlet
Rim = 302.12'
In Pl. 15" Metal Pipe
Inv. Out = 297.82'

138
In. Pl. SSMH
Rim = 299.14'
Inv. In = 292.94'
In Pl. 15" Conc. Pipe
Inv. Out = 291.39'

139
In. Pl. SSMH
Rim = 291.98'
(a) Inv. In = 280.93'
(b) Inv. In = 280.78'
(c) Inv. In = 280.83'
In Pl. 21" Conc. Pipe
Inv. Out = 278.65'

140
In. Pl. Conc. Drop Inlet
Rim = 298.21'
In Pl. 24" Metal Pipe
Inv. Out = 290.76'

141
In. Pl. SSMH
Rim = 300.79'
Inv. In = 288 54'
In Pl. 24" Conc. Pipe
Inv. Out = 288.46'

142
In. Pl. Drop Inlet
Rim = 271.01'
Inv. In = 264.47'
In Pl. 21" Conc. Pipe
Inv. Out = 264.45'

143
In. Pl. Drop Inlet
Rim = 270.36'
In Pl. 15" Conc. Pipe
Inv. Out = 264.31'
(Terminus Unknown)
(Possible Blind Connection)

144
In. Pl. Drop Inlet
Rim = 269.26'
(Surcharged)

145
In. Pl. Drop Inlet
Rim = 260.60'
Inv. In = 250.10'
In Pl. 24" Conc. Pipe
Inv. Out = 250.02'

146
In. Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. Out = 248.32'

147
In Pl. 15" Conc. Pipe
Inv. In = 311.45'
In Pl. 15" Conc. Pipe
Inv. Out = 309.75'

148
In. Pl. FES
In Pl. 18" Conc. Pipe
Inv. Out = 219.80'

149
In. Pl. Drop Inlet
Rim = 241.32'
Inv. In = 224.32'
In Pl. 18" Conc. Pipe
Inv. Out = 223.12'

150
In. Pl. Drop Inlet
Rim = 229.38'
(Full of Debris)

151
In. Pl. Drop Inlet
Rim = 230.01'
(a) Inv. In = 225.81'
(b) Inv. In = 225.71'
In Pl. 18" Conc. Pipe
Inv. Out = 225.65'

152
In. Pl. Drop Inlet
Rim = 229.98'
Inv. In = 226.78'
In Pl. 15" Conc. Pipe
Inv. Out = 226.68'

153
In. Pl. Drop Inlet
Rim = 243.43'
Inv. In = 238.93'
In Pl. 15" Conc. Pipe
Inv. Out = 229.83'

154
In. Pl. Drop Inlet
Rim = 244.15'
Inv. In = 239.43'
In Pl. 15" Conc. Pipe
Inv. Out = 239.35'

155
In. Pl. Drop Inlet
Rim = 244.53'
Inv. In = 240.68'
In Pl. 15" Conc. Pipe
Inv. Out = 240.58'

156
In. Pl. Drop Inlet
Rim = 245.53'
In Pl. 15" Conc. Pipe
Inv. Out = 241.36'

157
In. Pl. Drop Inlet
Rim = 236.97'
(Full of Debris)
(Terminus Unknown)

158
In. Pl. Drop Inlet
Rim = 237.98'
Inv. In = 233.83'
In Pl. 15" Conc. Pipe
Inv. Out = 233.73'

159
In. Pl. Drop Inlet
Rim = 237.97'
Inv. In = 233.44'
In Pl. 15" Conc. Pipe
Inv. Out = 233.37'

160
In. Pl. Drop Inlet
Rim = 238.99'
Inv. In = 234.34'
In Pl. 15" Conc. Pipe
Inv. Out = 234.29'

161
In. Pl. Drop Inlet
Rim = 239.48'
In Pl. 15" Conc. Pipe
Inv. Out = 235.53'

162
In Pl. 15" Metal Pipe
Inv. In = 289.43'
In Pl. 15" Metal Pipe
Inv. Out = 286.71'

163
In Pl. 15" Metal Pipe
Inv. In = 261.58'
In Pl. 15" Metal Pipe
Inv. Out = 259.99'

164
In Pl. 15" Metal Pipe
Inv. In = 309.42'
In Pl. 15" Metal Pipe
Inv. Out = 309.36'

165
In Pl. 15" Conc. Pipe
Inv. In = 307.70'
In Pl. 15" Conc. Pipe
Inv. Out = 303.95'

166
In. Pl. Drop Inlet
Rim = 312.12'
In Pl. 15" Conc. Pipe
Inv. Out = 306.52

167
In. Pl. Drop Inlet
Rim = 311.87'
Inv. In = 306.12'
In Pl. 15" Conc. Pipe
Inv. Out = 306.07'

168
In. Pl. Drop Inlet
Rim = 300.73'
Inv. In = 297.98'
In Pl. 18" Conc. Pipe
Inv. Out = 297.93'

169
In. Pl. FES
In Pl. 18" Conc. Pipe
Inv. Out = 297.57'

170
In Pl. Metal Grate
Rim = 301.50'
In Pl. 18" Metal Pipe
Inv. Out = 295.04'

171
In Pl. Metal Grate
Rim = 300.89'
(Full of Debris)

172
In Pl. Metal Grate
Rim = 302.19'
(Full of Debris)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

	PROJECT	SHEET NO.
	0495-029-419	IH(1)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

EXISTING DRAINAGE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IH(2)

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

173 In Pl. Metal Grate
Rim = 296.92'
In Pl. 24" Metal Pipe
Inv. Out = 293.31'

174 In Pl. Metal Grate
Rim = 300.94'
Inv. In = 293.44'
In Pl. 24" Metal Pipe
Inv. Out = 293.39'

175 In Pl. Metal Grate
Rim = 296.00'
Inv. In = 292.00'
In Pl. 36" Conc. Pipe
Inv. Out = 291.95'

176 In Pl. Metal Grate
Rim = 296.42'
(a) Inv. In = 291.72'
(b) Inv. In = 291.37'
In Pl. 36" Conc. Pipe
Inv. Out = 291.36'

177 In Pl. Metal Grate
Rim = 299.74'
In Pl. 15" Conc. Pipe
Inv. Out = 293.24'

178 In Pl. Metal Grate
Rim = 298.09'
In Pl. 15" Conc. Pipe
Inv. Out = 282.29'

179 In Pl. Metal Grate
Rim = 296.21'
(a) Inv. In = 290.61'
(b) Inv. In = 290.61'
In Pl. 36" Conc. Pipe
Inv. Out = 290.51'

180 In Pl. FES
In Pl. 36" Conc. Pipe
Inv. Out = 290.01'

181 In Pl. Conc. Endwall
In Pl. 24" Metal Pipe
Inv. Out = 281.17'

182 In Pl. Headwall
Inv. In = 299.91'
In Pl. 24" Metal Pipe

183 In Pl. 15" Conc. Pipe
Inv. Out = 301.33'
In Pl. 15" Conc. Pipe
Inv. In = 302.97'

184 In Pl. 24" Metal Pipe
Inv. Out = 291.68'

185 In Pl. Metal Grate
Rim = 305.73'
Bottom Of Structure = 300.89'
In Pl. Conc. Pipe

186 In Pl. Metal Grate
Rim = 304.09'
Bottom Of Structure = 296.54'
In Pl. 24" Metal Pipe

187 In Pl. FES
In Pl. 24" Metal Pipe
Inv. Out = 299.96'

188 In Pl. 15" Conc. Pipe
Inv. In = 304.06'
In Pl. 15" Conc. Pipe
Inv. Out = 302.34'

189 In Pl. 15" Conc. Pipe
Inv. In = 300.94'
In Pl. 15" Conc. Pipe
Inv. Out = 300.48'

190 In Pl. Metal Grate
Rim = 301.08'
In Pl. 15" Conc. Pipe
Inv. Out = 299.08'

191 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 298.18'

192 In Pl. Metal Grate
Rim = 290.76'
In Pl. 15" Conc. Pipe
Inv. Out = 287.21'

193 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 286.83'

194 In Pl. Metal Grate
Rim = 300.50'
In Pl. 15" Conc. Pipe
Bottom Of Structure = 295.22'

195 In Pl. Metal Grate
Rim = 292.98'
(a) Inv. In = 288.76'
(b) Inv. In = 281.10'
In Pl. 18" Conc. Pipe
Inv. Out = 281.11'

196 In Pl. Metal Grate
Rim = 292.50'
In Pl. Conc. Pipe
Bottom of Structure = 285.65

197 In Pl. Metal Grate
Rim = 292.70'
In Pl. Conc. Pipe
Bottom of Structure = 285.57

198 In Pl. 18" Conc. Pipe
Inv. In = 280.22'

199 In Pl. Metal Grate
Rim = 292.68'
Bottom Of Structure = Inaccessable

200 In Pl. Conc. Headwall
In Pl. 54" Metal Pipe
Inv. In = 270.60'
In Pl. 54" Metal Pipe
Inv. Out = 266.30'

201 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 271.42'

202 In Pl. Metal Grate
Rim = 285.26'
In Pl. 15" Conc. Pipe
Inv. Out = 274.12'

203 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 272.15'

204 In Pl. Metal Grate
Rim = 276.18'
In Pl. 15" Conc. Pipe
Inv. Out = 273.07'

205 In Pl. Metal Grate
Rim = 284.60
Bottom Of Structure = 279.84'
In Pl. 15" Conc. Pipe

206 In Pl. Metal Grate
Rim = 277.21'
Bottom Of Structure = 273.39'
In Pl. 15" Conc. Pipe

207 In Pl. Metal Grate
Rim = 269.97'
Bottom Of Structure = 263.90'
In Pl. 15" Conc. Pipe

208 In Pl. Metal Grate
Rim = 262.98'
(a) Inv. In = 257.26'
(b) Inv. In = 257.21'
In Pl. 24" Conc. Pipe
Inv. Out = 257.79'

209 In Pl. Metal Grate
Rim = 277.08
Bottom Of Structure = 270.92
In Pl. 12" Metal Pipe

210 In Pl. Metal Grate
Rim = 274.92'
Bottom Of Structure = 270.59'
In Pl. 15" Conc. Pipe

211 In Pl. Metal Grate
Rim = 264.74'
Bottom Of Structure = 258.94'
In Pl. Conc. Pipe

212 In Pl. Metal Grate
Rim = 266.48'
Bottom Of Structure = 257.91'
In Pl. 18" Conc. Pipe

213 In Pl. 24" Conc. Pipe
Inv. Out = 255.83'

214 In Pl. 15" Conc. Pipe
Inv. Out = 256.49'

215 In. Pl. Conc. Dl
Rim = 245.54'
In Pl. 15" Conc. Pipe
Inv. Out = 242.59'

216 In Pl. 15" Conc. Pipe
Inv. Out = 230.72'

217 In. Pl. SSMH
Rim = 243.98'
Inv. In = 234.58'
In Pl. 15" Conc. Pipe
Inv. Out = 233.08'

218 In. Pl. Conc. Dl
Rim = 252.43'
Full of Debris

219 In Pl. Endwall
In Pl. 60" Metal Pipe
Inv. Out = 227.03'

220 In Pl. Metal Grate
Rim = 257.21'
(Inaccessable)

221 In Pl. Headwall
In Pl. 60" Metal Pipe
Inv. In = 233.05'

222 In Pl. Metal Grate
Rim = 255.75'
In Pl. 15" Conc. Pipe
Bottom Of Structure = 243.98'

223 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 243.20'

224 In Pl. Metal Grate
Rim = 248.68'
Bottom Of Structure = 238.30'
In Pl. 15" Conc. Pipe

225 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 237.95'

226 In Pl. Metal Grate
Rim = 244.85'
Bottom Of Structure = 237.80'
In Pl. 15" Conc. Pipe

227 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. Out = 237.13'

228 In Pl. Metal Grate
Rim = 247.93'
In Pl. 15" Conc. Pipe
Full of Debris

229 In Pl. F.E.S
In Pl. 15" Conc. Pipe
Inv. = 232.22'

230 In Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. = 230.51'

231 In Pl. Metal Grate
Rim = 237.92'
In Pl. 24" Conc. Pipe
Bottom of Structure = 232.29'

232 In Pl. Metal Grate
Rim = 241.21'
In Pl. 18" Conc. Pipe
Bottom of Structure = 233.71'

233 In Pl. Metal Grate
Rim = 241.08'
In Pl. 18" Conc. Pipe
Bottom of Structure = 237.2' +/-

234 In Pl. Metal Grate
Rim = 241.37'
In Pl. 18" Conc. Pipe
Bottom of Structure = 237.2' +/-

235 In Pl. F.E.S
In Pl. 15" Conc. Pipe
Inv. = 229.17'

236 In Pl. SSMH
Rim = 241.56'
(a) Inv. In = 231.36'
(b) Inv. In = 232.26'
In Pl. 15" Conc. Pipe
Inv. Out = 231.26'

237 In Pl. Metal Grate
Rim = 240.74'
In Pl. 15" Conc. Pipe
Inv. Out = 235.64'

238 In Pl. Metal Grate
Rim = 235.27'
In Pl. 15" Conc. Pipe
Inv. Out = 231.97'

239 In Pl. 24" x 12" Metal Pipe
Inv. In = 284.91'
In Pl. 24" x 12" Metal Pipe
Inv. Out = 282.76'

240 In Pl. 21" Conc. Pipe
Inv. In = 263.70'
In Pl. 21" Conc. Pipe
Inv. Out = 263.36'

241 In Pl. 18" Conc. Pipe
Inv. In = 259.18'
In Pl. 18" Conc. Pipe
Inv. Out = 257.26'

242 In Pl. 24" Metal Pipe
Inv. In = 252.73'
In Pl. 24" Metal Pipe
Inv. Out = 247.13'

243 In Pl. 24" Conc. Pipe
Inv. In = 259.89'
In Pl. 24" Conc. Pipe
Inv. Out = 255.06'

244 In Pl. 15" Metal Pipe
Inv. In = 254.35'
In Pl. 15" Metal. Pipe
Inv. Out = 251.74'

245 In Pl. Conc. Headwall
In Pl. 15" Metal Pipe
Inv. In = 259.32'
In Pl. Conc. Endwall
In Pl. 15" Metal. Pipe
Inv. Out = 257.27'

246 In Pl. Headwall
In Pl. 7' x 6' Box Culvert
Inv. = 228.04'

247 In Pl. Metal Grate
Rim = 242.16'
Drops Into Box Culvert

248 In Pl. Metal Grate
Rim = 241.49'
Drops Into Box Culvert

249 In Pl. Endwall
In Pl. 7' x 6' Box Culvert
Inv. = 227.28'

250 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 232.85'

251 In Pl. Metal Grate
Rim = 242.86'
In Pl. 18" Conc. Pipe
Inv. Out = 233.66'

252 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 233.28'

253 In Pl. Metal Grate
Rim = 244.74'
Inv. In = 234.84'
In Pl. 18" Conc. Pipe
Inv. Out = 234.84'

254 In Pl. Metal Grate
Rim = 245.59'
Inv. In = 237.59'
In Pl. 18" Conc. Pipe
Inv. Out = 237.59'

255 In Pl. Metal Grate
Rim = 247.95'
In Pl. 18" Conc. Pipe
Bottom of Structure = 241.33'

256 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 241.61'

257 In Pl. Metal Grate
Rim = 248.57'
In Pl. 18" Conc. Pipe
Inv. Out = 242.02'

258 In Pl. Endwall
In Pl. 7' x 6' Box Culvert
(a) Inv. = 237.73'
In Pl. 7' x 6' Box Culvert
(b) Inv. = 237.72'

259 In Pl. Headwall
In Pl. 7' x 6' Box Culvert
(a) Inv. = 239.35'
In Pl. 7' x 6' Box Culvert
(b) Inv. = 239.38'

260 In Pl. Metal Grate
Rim = 252.35'
Drops Into Box Culvert

261 In Pl. Metal Grate
Rim = 255.65'
In Pl. 15" Conc. Pipe
Inv. Out = 246.85'

262 In Pl. Metal Grate
Rim = 250.88'
(a) Inv. In = 245.68'
(b) Inv. In = 245.68'
In Pl. 15" Conc. Pipe
Inv. Out = 241.18'

263 In Pl. Metal Grate
Rim = 254.49'
Inv. In = 250.29'
In Pl. 15" Conc. Pipe
Inv. Out = 250.24'

264 In Pl. Metal Grate
Rim = 260.70'
In Pl. 15" Conc. Pipe
Inv. Out = 251.00'

265 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 246.96'

266 In Pl. Metal Grate
Rim = 253.57'
In Pl. 18" Conc. Pipe
Inv. Out = 247.27'

267 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 243.18'

268 In Pl. Metal Grate
Rim = 256.88'
Inv. In = 249.38'+/-
In Pl. 18" Conc. Pipe
Inv. Out = 242.18'

269 In Pl. Metal Grate
Rim = 264.55'
In Pl. 18" Conc. Pipe
Inv. Out = 253.20'

270 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 247.11'

271 In Pl. Metal Grate
Rim = 257.98'
In Pl. 18" Conc. Pipe
Inv. Out = 249.18'

272 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 242.69'

273 In Pl. Metal Grate
Rim = 259.39'
Inv. In = 250.19
In Pl. 18" Conc. Pipe
Inv. Out = 250.09'

274 In Pl. Metal Grate
Rim = 268.45'
In Pl. 18" Conc. Pipe
Inv. Out = 255.75'

275 In Pl. Metal Grate
Rim = 272.58'
In Pl. 18" Conc. Pipe
Inv. Out = 264.98'

276 In Pl. SSMH
Rim = 274.71'
(a) Inv. In = 263.91'
(b) Inv. In = 263.91'
(c) Inv. In = 258.41'
In Pl. 30" Plastic Pipe
Inv. Out = 258.36'

277 In Pl. Metal Grate
Rim = 275.91'
Inv. In = 265.36'
In Pl. 18" Conc. Pipe
Inv. Out = 265.31'

278 In Pl. Metal Grate
Rim = 274.57'
In Pl. 18" Conc. Pipe
Inv. Out = 265.77'

279 In Pl. Metal Grate
Rim = 274.82'
In Pl. 18" Conc. Pipe
Inv. Out = 259.37'

280 In Pl. Metal Grate
Rim = 263.14'
Inv. In = 258.46
In Pl. 18" Conc. Pipe
Inv. Out = 258.42'

281 In Pl. SSMH
Rim = 263.93'
(a) Inv. In = 255.68'
(b) Inv. In = 259.25'
(c) Inv. In = 253.93'
In Pl. 36" Plastic Pipe
Inv. Out = 248.03'

282 In Pl. Metal Grate
Rim = 265.75'
Inv. In = 258.95'
In Pl. 18" Conc. Pipe
Inv. Out = 258.85'

283 In Pl. Metal Grate
Rim = 265.43'
Inv. In = 259.53'
In Pl. 18" Conc. Pipe
Inv. Out = 259.43'

284 In Pl. Metal Grate
Rim = 277.03'
In Pl. 18" Conc. Pipe
Inv. Out = 256.04'

285 In Pl. Metal Grate
Rim = 263.12'
In Pl. 18" Conc. Pipe
Inv. Out = 256.77'

286 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 251.80'

287 In Pl. Endwall
In Pl. 42" Conc. Pipe
Inv. = 246.63'

288 In Pl. Headwall
In Pl. 42" Conc. Pipe
Inv. Out = 260.72'

289 In Pl. Headwall
In Pl. 42" Conc. Pipe
Inv. = 268.67'

290 In Pl. SSMH
Rim = 269.05'
(a) Inv. In = 262.73'
(b) Inv. In = 255.35'
In Pl. 36" Plastic Pipe
Inv. Out = 255.30'

291 In Pl. Metal Grate
Rim = 269.76'
Inv. In = 264.78'
In Pl. 18" Conc. Pipe
Inv. Out = 264.73'

292 In Pl. Metal Grate
Rim = 269.49'
Inv. In = 265.00'
In Pl. 18" Conc. Pipe
Inv. Out = 264.89'

293 In Pl. Metal Grate
Rim = 278.50'
Inv. In = 271.00'
In Pl. 18" Conc. Pipe
Inv. Out = 267.25'

294 In Pl. Metal Grate
Rim = 278.24'
Inv. In = 272.44'
In Pl. 18" Conc. Pipe
Inv. Out = 272.39'

295 In Pl. Metal Grate
Rim = 278.28'
In Pl. 18" Conc. Pipe
Inv. Out = 273.32'

296 In Pl. Metal Grate
Rim = 271.10'
In Pl. 18" Conc. Pipe
Inv. Out = 262.00'

297 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 253.48'

298 In Pl. Endwall
In Pl. 10' x 10' Box Culvert
(a) Inv. = 249.90'
In Pl. 10' x 10' Box Culvert
(b) Inv. = 249.96'
In Pl. 10' x 10' Box Culvert
(c) Inv. = 249.87'

299 In Pl. Headwall
In Pl. 10' x 10' Box Culvert
(a) Inv. = 255.96'
In Pl. 10' x 10' Box Culvert
(b) Inv. = 255.73'
In Pl. 10' x 10' Box Culvert
(c) Inv. = 256.03'

300 In Pl. Metal Grate
Rim = 272.09'
In Pl. 18" Conc. Pipe
Inv. Out = 266.94'

301 In Pl. Metal Grate
Rim = 272.86'
Inv. In = 266.46'
In Pl. 18" Conc. Pipe
Inv. Out = 266.41'

302 In Pl. Metal Grate
Rim = 273.69'
Inv. In = 266.14'
In Pl. 18" Conc. Pipe
Inv. Out = 266.09'

303 In Pl. SSMH
Rim = 274.48'
(a) Inv. In = 265.48'
(b) Inv. In = 265.48'
Connects to Box Culvert

304 In Pl. Metal Grate
Rim = 274.24'
Inv. In = 266.10'
In Pl. 18" Conc. Pipe
Inv. Out = 266.04'

305 In Pl. 24" Conc. Pipe
Inv. = 306.18'

306 In Pl. 24" Conc. Pipe
Inv. = 313.92'

307 In Pl. 24" Conc. Pipe
Inv. = 303.26'

308 In Pl. 24" Conc. Pipe
Inv. = 309.78'

309 In Pl. Metal Grate
Rim = 289.26'
In Pl. 18" Conc. Pipe
Inv. Out = 272.96'

310 In Pl. Metal Grate
Rim = 265.38'
Inv. In = 262.38'
In Pl. 18" Conc. Pipe
Inv. Out = 259.98'

311 In Pl. Endwall
In Pl. 36" Plastic Pipe
Inv. = 247.48'

312 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 255.17'

313 In Pl. Metal Grate
Rim = 268.31'
Inv. In = 259.51'
In Pl. 36" Plastic Pipe
Inv. Out = 259.41'

314 In. Pl. Conc. Dl
Rim = 280.69'
Inv. In = 276.67'
In Pl. 24" Conc. Pipe
Inv. Out = 276.61'

315 In. Pl. Metal Grate
Rim = 279.37'
Inv. In = 276.77'
In Pl. 18" Conc. Pipe
Inv. Out = 276.75'

316 In. Pl. Metal Grate
Rim = 280.81'
In Pl. 18" Conc. Pipe
Inv. Out = 277.21'

317 In. Pl. Metal Grate
Rim = 288.46'
In Pl. 18" Conc. Pipe
Inv. Out = 283.34'

318 In. Pl. Metal Grate
Rim = 293.54'
Inv. In = 278.24'
In Pl. 18" Conc. Pipe
Inv. Out = 278.19'

319 In. Pl. Metal Grate
Rim = 293.44'
(a) Inv. In = 276.34'
(b) Inv. In = 281.64'
In Pl. 18" Conc. Pipe
Inv. Out = 276.29'

320 In. Pl. SSMH
Rim = 295.72'
(a) Inv. In = 274.99'
(b) Inv. In = 276.29'
In Pl. 24" Conc. Pipe

321 In Pl. FES
In Pl. 24" Conc. Pipe
Inv. Out = 274.81'

322 In Pl. SSMH
Rim = 292.13'
Inv. In = 286.18'
In Pl. 18" Conc. Pipe
Inv. Out = 279.93'

323 In Pl. Endwall
In Pl. 60" Metal Pipe
Inv. = 260.02'

324 In Pl. Headwall
In Pl. 60" Metal Pipe
Inv. = 261.62'

325 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 296.55'

326 In Pl. Metal Grate
Rim = 301.26'
Inv. In = 296.56'
In Pl. 18" Conc. Pipe
Inv. Out = 296.52'

327 In Pl. Conc. Dl
Rim = 301.80'
Inv. In = 297.16'
In Pl. 18" Conc. Pipe
Inv. Out = 297.06'

328 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 297.48'

329 In Pl. Conc. Endwall
In Pl. 30" Conc. Pipe
Inv. = 266.73'

330 In. Pl. SSMH
Rim = 292.43'
(a) Inv. In = 285.83'
(b) Inv. In = 287.33'
In Pl. 30" Conc. Pipe
Inv. Out = 275.63'

331 In. Pl. Metal Grate
Rim = 299.69'
(a) Inv. In = 290.99'
(b) Inv. In = 292.69'
In Pl. 24" Conc. Pipe
Inv. Out = 286.29'

332 In Pl. Metal Grate
Rim = 301.17'
Inv. In = 294.47'
In Pl. 18" Conc. Pipe
Inv. Out = 294.22'

333 In Pl. Metal Grate
Rim = 301.03'
In Pl. 18" Conc. Pipe
Inv. Out = 295.41'

334 In Pl. Metal Grate
Rim = 299.56'
Inv. In = 291.56'
In Pl. 21" Conc. Pipe
Inv. Out = 291.48'

335 In Pl. Metal Grate
Rim = 299.97'
Inv. In = 292.05'
In Pl. 18" Conc. Pipe
Inv. Out = 292.00'

336 In. Pl. Metal Grate
Rim = 300.31'
(a) Inv. In = 293.36'
(b) Inv. In = 294.81'
In Pl. 18" Conc. Pipe
Inv. Out = 293.31'

337 In Pl. Metal Grate
Rim = 300.10'
In Pl. 18" Conc. Pipe
Inv. Out = 295.94'

338 In Pl. Metal Grate
Rim = 300.24'
Inv. In = 295.44'
In Pl. 18" Conc. Pipe
Inv. Out = 293.54'

339 In Pl. Metal Grate
Rim = 303.69'
Inv. In = 299.04'
In Pl. 18" Conc. Pipe
Inv. Out = 289.99'

340 In Pl. SSMH
Rim = 302.31'
Inv. In = 292.61'
In Pl. 15" Conc. Pipe
Inv. Out = 292.31'

341 In Pl. Metal Grate
Rim = 303.93'
In Pl. 15" Conc. Pipe
Inv. Out = 299.46'

342 In Pl. Metal Grate
Rim = 289.05'
Inv. In = 282.90'
In Pl. 18" Conc. Pipe
Inv. Out = 282.80'

343 In Pl. Metal Grate
Rim = 291.40'
(a) Inv. In = 283.30'
(b) Inv. In = 283.30'
In Pl. 18" Conc. Pipe
Inv. Out = 283.20'

344 In Pl. Metal Grate
Rim = 334.92'
In Pl. 18" Plastic Pipe
Inv. Out = 330.52'

345 In Pl. Metal Grate
Rim = 331.21'
Inv. In = 325.91'
In Pl. 18" Plastic Pipe
Inv. Out = 325.71'

346 In Pl. SSMH
Rim = 325.70'
(a) Inv. In = 319.55'
(b) Inv. In = 319.55'
In Pl. 18" Plastic Pipe
Inv. Out = 319.50'

347 In Pl. Metal Grate
Rim = 324.65'
Inv. In = 318.70'
In Pl. 18" Conc. Pipe
Inv. Out = 318.63'

348 In Pl. Metal Grate
Rim = 296.88'
In Pl. 18" Conc. Pipe
Inv. Out = 294.58'

349 In Pl. Metal Grate
Rim = 294.82'
Inv. In = 292.72'
In Pl. 18" Conc. Pipe
Inv. Out = 292.62'

350 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. Out = 282.32'

351 In Pl. Endwall
In Pl. 8' x 8' Box Culvert
(a) Inv. Out = 270.29'
(b) Inv. Out = 270.30'

352 In Pl. Headwall
(a) Inv. In = 272.22'
(b) Inv. In = 272.24'
In Pl. 8' x 8' Box Culvert

353 In Pl. End Section
In Pl. 24" Conc. Pipe
Inv. In = 284.91'

354 In Pl. Metal Grate
Rim = 302.98'
Inv. In = 298.38'
In Pl. 24" Conc. Pipe
Inv. Out = 298.33'

355 In Pl. Metal Grate
Rim = 302.90'
In Pl. 24" Conc. Pipe
Inv. Out = 299.50'

356 In Pl. Endwall
In Pl. 5' x 6 Box Culvert
Inv. Out = 280.86'

357 In Pl. Endwall
In Pl. 15" Conc. Pipe
Inv. = 288.89'

358 Buried Structure
Not Found

359 In Pl. Headwall
In Pl. 7' x 10' Box Culvert
(a) Inv. Out = 265.21'
(b) Inv. Out = 265.13'

360 In Pl. Headwall
In Pl. 18" Metal
Inv. Out = 274.52'

361 In Pl. Endwall
In Pl. 36" Conc. Pipe
Inv. = 282.34'

362 In Pl. Metal Grate
Rim = 287.24'
Inv. In = 282.84'
In Pl. 36" Conc. Pipe
Inv. Out = 282.74'

363 In Pl. FES
In Pl. 36" Conc. Pipe
Inv. Out = 287.04'

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

PROJECT	SHEET NO.
0495-029-419	IH(2)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

EXISTING DRAINAGE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IH(3)

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

364 In Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. = 304.71'

365 In Pl. FES
In Pl. 24" Conc. Pipe
Inv. = 313.09'

366 In Pl. Metal Grate
Rim = 320.06'
Inv. In = 314.31'
In Pl. 24" Conc. Pipe
Inv. Out = 314.26'

367 In Pl. Metal Grate
Rim = 318.99'
In Pl. 24" Conc. Pipe
Inv. Out = 315.32'

368 In Pl. Endwall
In Pl. 5' By 6' Box Culvert
Inv. = 284.89'

369 In Pl. Metal Grate
Rim = 355.38'
In Pl. 24" Plastic Pipe
Inv. In = 350.16'
In Pl. 24" Plastic Pipe
Inv. Out = 349.74'

370 In Pl. Metal Grate
Rim = 353.44'
Inv. In = 347.84'
In Pl. 24" Plastic Pipe
Inv. Out = 347.79'

371 In Pl. SSMH
Rim = 353.35'
(a) Inv. In = 347.55'
(b) Inv. In = 329.80'
(c) Inv. In = 347.55'
In Pl. 39" Plastic Pipe
Inv. Out = 329.70'

372 In Pl. Metal Grate
Rim = 352.17'
In Pl. 18" Plastic Pipe
Inv. Out = 348.37'

373 In Pl. Headwall
In Pl. 39" Plastic Pipe
Inv. = 329.79'

374 In Pl. Headwall
In Pl. 48" Conc. Pipe
Inv. = 329.74'

375 In Pl. SSMH
Rim = 352.18'
(a) Inv. In = 343.13'
(b) Inv. In = 322.68'
(c) Inv. In = 342.23'
(d) Inv. In = 342.43'
In Pl. 42" Conc. Pipe
Inv. Out = 322.58'

376 In Pl. Metal Grate
Rim = 349.60'
In Pl. 18" Conc. Pipe
Inv. Out = 343.10'

377 In Pl. Metal Grate
Rim = 350.63'
Inv. In = 344.17'
In Pl. 18" Conc. Pipe
Inv. Out = 344.13'

378 In Pl. Metal Grate
Rim = 350.47'
Inv. In = 344.74'
In Pl. 18" Conc. Pipe
Inv. Out = 344.70'

379 In Pl. Metal Grate
Rim = 347.57'
In Pl. 18" Conc. Pipe
Inv. Out = 345.37'

380 In Pl. SSMH
Rim = 354.15'
Inv. In = 346.80'
In Pl. 24" Conc. Pipe
Inv. Out = 344.70'

381 In Pl. Metal Grate
Rim = 359.25'
In Pl. 24" Conc. Pipe
Inv. In = 354.59'
In Pl. 24" Conc. Pipe
Inv. Out = 352.84'

382 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 347.56'

541 In Pl. Metal Grate
Rim = 355.61'
In Pl. 18" Conc. Pipe
Inv. Out = 348.11'

384 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 343.12'

385 In Pl. Metal Grate
Rim = 364.23'
Inv. In = 358.93'
In Pl. 18" Conc. Pipe
Inv. Out = 345.18'

386 In Pl. Metal Grate
Rim = 364.89'
In Pl. 18" Conc. Pipe
Inv. Out = 359.64'

387 In Pl. 12" Plastic Pipe
Inv. In = 343.58'

388 In Pl. 12" Plastic Pipe
Inv. Out = 343.35'

389 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 349.59'

390 In Pl. Metal Grate
Rim = 358.57'
Inv. In = 353.97'
In Pl. 18" Conc. Pipe
Inv. Out = 350.77'

391 In Pl. Metal Grate
Rim = 359.48'
In Pl. 18" Conc. Pipe
Inv. Out = 354.53'

392 In Pl. SSMH
Rim = 340.86'
In Pl. 24" Plastic Pipe
Inv. In = 333.66'
In Pl. 24" Plastic Pipe
Inv. Out = 333.62'

393 In Pl. SSMH
Rim = 339.95'
Inv. In = 332.90'
In Pl. 24" Conc. Pipe
Inv. Out = 332.85'

394 In Pl. Metal Grate
Rim = 338.52'
(a) Inv. In = Inaccessible
(b) Inv. In = Inaccessible
In Pl. 24" Conc. Pipe
Inv. Out = Inaccessible

395 In Pl. Metal Grate
Rim = 338.15'
Inv. In = 335.01'
In Pl. 18" Conc. Pipe
Inv. Out = 333.05'

396 In Pl. Metal Grate
Rim = 339.65'

397 In Pl. SSMH
Rim = 334.30'
(a) Inv. In = 324.80'
(b) Inv. In = 324.50'
In Pl. 24" Conc. Pipe
Inv. Out = 320.00'

398 In Pl. Metal Grate
Rim = 341.17'
In Pl. 18" Conc. Pipe
Inv. Out = 335.87'

399 In Pl. Endwall
Inv. Out = 307.24'

400 In Pl. SSMH
Rim = 314.50'
Inv. In = 307.52'
In Pl. 24" Conc. Pipe
Inv. Out = 307.47'

401 In Pl. Metal Grate
Rim = 320.03'
(a) Inv. In = 314.91'
(b) Inv. In = 312.53'
In Pl. 24" Conc. Pipe
Inv. Out = 309.03'

402 In Pl. Metal Grate
Rim = 318.63'
Inv. In = 313.63'
In Pl. 18" Conc. Pipe
Inv. Out = 312.88'

403 In Pl. Metal Grate
Rim = 340.45'
Inv. In = 335.45'
In Pl. 18" Conc. Pipe
Inv. Out = 313.45'

404 In Pl. Metal Grate
Rim = 341.98'
In Pl. 18" Conc. Pipe
Inv. Out = 336.98'

405 In Pl. Metal Grate
Rim = 326.39'
(a) Inv. In = 321.49'
(b) Inv. In = 321.39'
In Pl. 18" Conc. Pipe
Inv. Out = 317.09'

406 In Pl. Metal Grate
Rim = 326.19'
In Pl. 18" Conc. Pipe
Inv. Out = 321.99'

407 In Pl. SSMH
Rim = 339.62'
Inv. In = 332.85'
In Pl. 18" Conc. Pipe
Inv. Out = 325.17'

408 In Pl. Metal Grate
Rim = 349.95'
In Pl. 18" Conc. Pipe
Inv. Out = 341.20'

409 In Pl. SSMH
Rim = 328.45'
Inv. In = 319.95'
In Pl. 30" Conc. Pipe
Inv. Out = 305.95'

410 In Pl. Metal Grate
Rim = 332.99'
(a) Inv. In = 328.59'
(b) Inv. In = 328.09'
In Pl. 30" Conc. Pipe
Inv. Out = 321.99'

411 In Pl. SSMH
Rim = 336.99'
(a) Inv. In = 329.49'
(b) Inv. In = 329.99'
In Pl. 24" Plastic Pipe
Inv. Out = 328.39'

412 In Pl. SSMH
Rim = 336.99'
(a) Inv. In = 329.49'
(b) Inv. In = 329.99'
In Pl. 24" Plastic Pipe
Inv. Out = 328.39'

413 In Pl. Metal Grate
Rim = 351.34'
Inverts Inaccessible
Bottom of Structure = 331.30' +/-

414 In Pl. Metal Grate
Rim = 350.69'
Inv. In = 341.49'
In Pl. 18" Conc. Pipe
Inv. Out = 341.34'

415 In Pl. Metal Grate
Rim = 350.54'
Inv. In = 341.24'

416 In Pl. Metal Grate
(a) Inv. In = 344.81'
(b) Inv. In = 341.85'
In Pl. 18" Conc. Pipe
Inv. Out = 341.71'

417 In Pl. Metal Grate
Rim = 357.54'
In Pl. 18" Conc. Pipe
Inv. Out = 352.54'

418 In Pl. Metal Grate
Rim = 347.09'
In Pl. 18" Conc. Pipe
Inv. Out = 342.37'

419 In Pl. Metal Grate
Rim = 348.04'
In Pl. 18" Conc. Pipe
Inv. Out = 343.29'

420 In Pl. Metal Grate
Rim = 335.77'
In Pl. 18" Conc. Pipe
Inv. Out = 331.50'

421 In Pl. SSMH
Rim = 336.43'
(a) Inv. In = 329.28'
(b) Inv. In = 330.18'
In Pl. 24" Plastic Pipe
Inv. Out = 329.23'

422 In Pl. Metal Grate
Rim = 336.33'
In Pl. 18" Conc. Pipe
Inv. Out = 330.18'

423 In Pl. Metal Grate
Rim = 335.61'
Inv. In = 329.87'
In Pl. 18" Plastic Pipe
Inv. Out = 329.83'

424 In Pl. Metal Grate
Rim = 340.64' +/-
Under Const.
Inverts Inaccessible

425 In Pl. Metal Grate
Rim = 368.30'
In Pl. 18" Conc. Pipe
Invert Inaccessible
Bottom of Structure = 343.60' +/-

426 Rim = 341.70' +/-
Under Const.
Inverts Inaccessible

427 In Pl. SSMH
Rim = 342.72'
Inv. In = 336.72'
In Pl. 18" Plastic Pipe
Inv. Out = 336.65'

428 In Pl. SSMH
Rim = 345.94'
Inv. In = 338.52'
In Pl. 18" Plastic Pipe
Inv. Out = 338.47'

429 In Pl. Metal Grate
Rim = 342.27' +/-
In Pl. 18" Plastic Pipe
Invert Inaccessible

430 In Pl. SSMH
Rim = 337.04'
(a) Inv. In = 330.64'
(b) Inv. In = 330.64'
In Pl. 18" Plastic Pipe
Inv. Out = 330.59'

431 In Pl. Metal Grate
Rim = 340.65'
Inv. In = 336.26'
In Pl. 18" Plastic Pipe
Inv. Out = 336.16'

432 In Pl. Metal Grate
Rim = 344.70'
Inv. In = 339.10'
In Pl. 18" Plastic Pipe
Inv. Out = 339.04'

433 In Pl. Metal Grate
Rim = 347.48'
In Pl. 18" Plastic Pipe
Inv. Out = 343.08'

434 In Pl. Metal Grate
Rim = 349.17'
In Pl. 18" Plastic Pipe Stubbed
Inv. Out = 346.59'

435 In Pl. Metal Grate
Rim = 346.35'
Inv. Inaccessible
Under Const.

436 In Pl. Metal Grate
Rim = 325.95'
(a) Inv. In = 316.55'
(b) Inv. In = 316.35'
In Pl. 60" Conc. Pipe
Inv. Out = 316.30'

437 In Pl. SSMH
Rim = 327.35'
Inv. In = 316.60'
In Pl. 48" Conc. Pipe
Inv. Out = 316.56'

438 In Pl. Endwall
In Pl. 36" Conc. Pipe
Inv. = 294.48'

439 In Pl. Headwall
In Pl. 36" Conc. Pipe
Inv. Out = 295.47'

440 In Pl. Endwall
In Pl. 36" Conc. Pipe
Inv. = 395.30'

441 In Pl. SSMH
Inv. In = 298.38'
In Pl. 36" Conc. Pipe
Inv. Out = 298.18'

442 In Pl. Headwall
In Pl. 60" Conc. Pipe
(a) Inv. = 292.44'
In Pl. 4'(h) x 7'(w) Box Culvert
(b) Inv. = 292.56'
In Pl. 4'(h) x 7'(w) Box Culvert
(c) Inv. = 292.73'

443 In Pl. Metal Grate
Rim = 291.53'
Inv. In = 287.91'
In Pl. 18" Conc. Pipe
Inv. Out = 287.88'

444 In Pl. Metal Grate
Rim = 297.33'
Inv. In = 290.71'
In Pl. 18" Conc. Pipe
Inv. Out = 290.68'

445 In Pl. Metal Grate
Rim = 303.19'
In Pl. 18" Conc. Pipe
Inv. Out = 294.79'

446 In Pl. Endwall
In Pl. 30" Conc. Pipe
Inv. 278.59'

447 In Pl. SSMH
Rim = 290.25'
(a) Inv. In = 279.35'
(b) Inv. In = 279.35'
In Pl. 30" Conc. Pipe
Inv. Out = 279.30'

448 In Pl. SSMH
Rim = 288.56'
(a) Inv. In = 281.56'
(b) Inv. In = 281.56'
In Pl. 30" Conc. Pipe
Inv. Out = 281.51'

449 In Pl. SSMH
Rim = 292.39'
(a) Inv. In = 285.89'
(b) Inv. In = 285.89'
In Pl. 30" Conc. Pipe
Inv. Out = 285.82'

450 In Pl. Metal Grate
Rim = 294.17'
(a) Inv. In = 287.22'
(b) Inv. In = 287.22'
In Pl. 30" Conc. Pipe
Inv. Out = 287.17'

451 In Pl. SSMH
Rim = 298.44'
In Pl. 24" Conc. Pipe
Inv. In = 290.49'
In Pl. 30" Conc. Pipe
Inv. Out = 290.44'

452 In Pl. Metal Grate
Rim = 295.33'
Inv. In = 288.63'
In Pl. 18" Conc. Pipe
Inv. Out = 288.53'

453 In Pl. Metal Grate
Rim = 297.60'
In Pl. 18" Conc. Pipe
Inv. Out = 289.00'

454 In Pl. Metal Grate
Rim = 294.53'
In Pl. 18" Conc. Pipe
Inv. Out = 288.03'

455 In Pl. Metal Grate
Rim = 291.95'
Same Str. As C113
Bottom of Structure = 286.05'

456 In Pl. Metal Grate
Rim = 292.95'
Same Str. As C112
Bottom of Structure = 286.05'
In Pl. 18" Conc. Pipe
Inv. Out = 285.95'

457 In Pl. Metal Grate
Rim = 292.29'
(a) Inv. In = 283.35'
(b) Inv. In = 283.35'
In Pl. 18" Conc. Pipe
Inv. Out = 283.29'

458 In Pl. Metal Grate
Rim = 292.20'
In Pl. 18" Conc. Pipe
Inv. Out = 285.20'

459 In Pl. Metal Grate
Rim = 289.12'
In Pl. 18" Conc. Pipe
Inv. Out = 283.52'

460 In Pl. Metal Grate
Rim = 289.13'
Inv. In = 282.98'
In Pl. 18" Conc. Pipe
Inv. Out = 282.96'

461 In Pl. Metal Grate
Rim = 293.08'
Same Str. As C119
Bottom of Structure = 284.38'

462 In Pl. Metal Grate
Rim = 289.44'
Same Str. As C118
Inv. In = 283.04'
In Pl. 18" Conc. Pipe
Inv. Out = 282.98'

463 In Pl. Metal Grate
Rim = 289.44'
(a) Inv. In = 281.77'
(b) Inv. In = 281.77'
In Pl. 18" Conc. Pipe
Inv. Out = 281.70'

464 In Pl. Metal Grate
Rim = 291.54'
Same Str. As C122
Inv. Out = 283.98'

465 In Pl. Metal Grate
Rim = 293.43'
Same Str. As C121
Bottom of Structure = 284.73'

466 In Pl. Endwall
In Pl. 72" Conc. Pipe
Inv. = 283.55'

467 In Pl. SSMH
Rim = 300.12'
(a) Inv. In = 282.77'
(b) Inv. In = 282.77'
Drops Into Box Culvert

468 In Pl. Metal Grate
Rim = 293.48'
In Pl. 18" Conc. Pipe
Inv. Out = 288.98'

469 In Pl. Metal Grate
Rim = 290.91'
Inv. In = 285.35'
In Pl. 18" Conc. Pipe
Inv. Out = 285.31'

470 In Pl. SSMH
Rim = 292.29'
Inv. In = 285.22'
In Pl. 18" Conc. Pipe
Inv. Out = 285.18'

471 In Pl. Metal Grate
Rim = 291.32'
(a) Inv. In = 285.44'
(b) Inv. In = 285.44'
In Pl. 18" Conc. Pipe
Inv. Out = 285.40'

472 In Pl. Metal Grate
Rim = 290.24'
In Pl. 18" Conc. Pipe
Inv. Out = 285.99'

473 In Pl. Metal Grate
Rim = 290.99'
Inv. In = 287.42'
In Pl. 18" Conc. Pipe
Inv. Out = 287.37'

474 In Pl. Metal Grate
Rim = 290.97'
In Pl. 18" Conc. Pipe
Inv. Out = 287.97'

475 In Pl. Headwall
In Pl. 72" Conc. Pipe
(a) Inv. = 274.79'
In Pl. 6'(h) x 8'(w) Box Culvert
(b) Inv. = 274.66'
In Pl. 6'(h) x 8'(w) Box Culvert
(c) Inv. = 274.70'

476 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 283.64'

477 In Pl. Metal Grate
Rim = 291.93'
Inv. In = 286.93'
In Pl. 18" Conc. Pipe
Inv. Out = 285.43'

478 In Pl. Metal Grate
Rim = 296.70'
In Pl. 18" Conc. Pipe
Inv. Out = 285.43'

479 In Pl. Endwall
In Pl. 60" Conc. Pipe
Inv. = 287.48'

480 In Pl. SSMH
Rim = 307.51'
Inv. Inaccessible
In Pl. 60" Conc. Pipe
Bottom of Structure = 289.40' +/-

481 In Pl. Metal Grate
Rim = 298.54'
In Pl. 18" Conc. Pipe
Inv. Out = 289.29'

482 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 291.78'

483 In Pl. Metal Grate
In Pl. 18" Conc. Pipe
Inv. Out = 298.71'

484 In Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. = 312.18'

485 In Pl. SSMH
Rim = 321.51'
(a) Inv. In = 313.84'
(b) Inv. In = 313.84'
In Pl. 24" Conc. Pipe

486 In Pl. Metal Grate
Rim = 322.50'
In Pl. 18" Conc. Pipe
Inv. Out = 316.40'

487 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 323.90'

488 In Pl. Metal Grate
Rim = 330.56'
Inv. In = 323.84'
In Pl. 18" Conc. Pipe
Inv. Out = 323.81'

489 In Pl. Metal Grate
Rim = 330.80'
In Pl. 18" Conc. Pipe
Inv. Out = 327.10'

490 In Pl. SSMH
Rim = 330.98'
(a) Inv. In = 324.25'
(b) Inv. In = 324.26'
In Pl. 18" Conc. Pipe
Inv. Out = 324.25'

491 In Pl. Metal Grate
Rim = 330.68'
In Pl. 18" Conc. Pipe
Inv. Out = 325.96'

492 In Pl. SSMH
Rim = 329.58'
Inv. In = 325.28'
In Pl. 18" Conc. Pipe
Inv. Out = 325.52'

493 In Pl. Metal Grate
Rim = 329.12'
In Pl. 18" Conc. Pipe
Inv. Out = 325.52'

494 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 268.94'

495 In Pl. Metal Grate
Rim = 288.76'
In Pl. 18" Conc. Pipe
Inv. Out = 273.86'

496 In Pl. Metal Grate
Rim = 270.40'
Bottom of Structure = 268.55'

497 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 273.81'

498 In Pl. Metal Grate
Rim = 284.92'
Inv. In = 279.62'
In Pl. 18" Conc. Pipe
Inv. Out = 274.42'

499 In Pl. Metal Grate
Rim = 290.34'
In Pl. 18" Conc. Pipe
Inv. Out = 285.44'

500 In Pl. Metal Grate
Rim = 286.43'
In Pl. 18" Conc. Pipe
Inv. Out = 273.03'

501 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 272.68'

502 In Pl. Metal Grate
Rim = 281.40'
In Pl. 18" Conc. Pipe
Inv. Out = 275.57'

503 In Pl. Metal Grate
Rim = 279.96'
Inv. In = 275.21'
In Pl. 18" Conc. Pipe
Inv. Out = 275.16'

504 In Pl. Metal Grate
Rim = 276.51'
Inv. In = 271.76'
In Pl. 18" Conc. Pipe
Inv. Out = 271.66'

505 In Pl. Metal Grate
Rim = 277.68'
(a) Inv. In = 269.68'
(b) Inv. In = 269.68'
Bottom of Structure = 253.98'

506 In Pl. Metal Grate
Rim = 278.51'
Same Str. As C164

507 In Pl. Metal Grate
Rim = 277.62'
Inv. In = 270.72'
In Pl. 18" Conc. Pipe
Inv. Out = 270.42'

508 In Pl. Metal Grate
Rim = 279.05'
Inv. In = 272.65'
In Pl. 18" Conc. Pipe
Inv. Out = 272.55'

509 In Pl. Metal Grate
Rim = 284.54'
In Pl. 18" Conc. Pipe
Inv. Out = 279.34'

510 In Pl. Metal Grate
Rim = 277.98'
Inv. In = 272.34'
In Pl. 18" Conc. Pipe
Inv. Out = 270.68'

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

EXISTING DRAINAGE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IH(4)

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

511 In Pl. Metal Grate
Rim = 278.14'
Inv. In = 272.44'
In Pl. 18" Conc. Pipe
Inv. Out = 270.74'

512 In Pl. Metal Grate
Rim = 278.23'
In Pl. 18" Conc. Pipe
Inv. Out = 273.53'

513 In Pl. Endwall
In Pl. 30" Conc. Pipe
Inv. = 256.18'

514 In Pl. Metal Grate
Rim = 272.23'
Inv. In = 264.48'
In Pl. 30" Conc. Pipe
Inv. Out = 264.48'

515 In Pl. Metal Grate
Rim = 271.99'
Inv. In = 265.54'
In Pl. 30" Conc. Pipe
Inv. Out = 265.49'

516 In Pl. Metal Grate
Rim = 272.25'
Inv. In = 265.65'
In Pl. 30" Conc. Pipe
Inv. Out = 265.61'

517 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. Out = 259.92'

518 In Pl. Metal Grate
Rim = 273.88'
In Pl. 18" Conc. Pipe
Inv. Out = 260.88'

519 In Pl. Headwall
In Pl. 8'(w) x 6'(h) Box Culvert
Inv. = 253.98'

520 In Pl. Metal Grate
Rim = 274.58'
Inv. In = 267.48'
In Pl. 18" Conc. Pipe
Inv. Out = 267.41'

521 In Pl. Metal Grate
Rim = 275.66'
Same As Str. C178

522 In Pl. Metal Grate
Rim = 274.65'
(a) Inv. In = 266.65'
(b) Inv. In = 268.25'
In Pl. 30" Conc. Pipe
Inv. Out = 266.65'

523 In Pl. Metal Grate
Rim = 274.72'
Inv. In = 268.52'
In Pl. 24" Conc. Pipe
Inv. Out = 268.62'

524 In Pl. SSMH
Rim = 292.25'
Inv. In = 283.15'
In Pl. 24" Conc. Pipe
Inv. Out = 269.75'

525 In Pl. Metal Grate
Rim = 298.15'
Inv. In = 294.55'
In Pl. 24" Conc. Pipe
Inv. Out = 286.98'

526 In Pl. F.E.S
In Pl. 18" Conc. Pipe
Inv. = 295.07'

527 In Pl. Metal Grate
Rim = 276.94'
In Pl. 18" Conc. Pipe
Inv. Out = 272.24'

528 In Pl. Metal Grate
Rim = 278.35'
Inverts Inaccessible
Str. Full Of Debris

529 In Pl. Metal Grate
Rim = 278.79'
Inverts Inaccessible
Str. Full Of Debris

530 In Pl. Headwall
In Pl. 24" Conc. Pipe
Inv. = 301.70'

531 In Pl. SSMH
Rim = 307.51
(a) Inv. In = 302.01
(b) Inv. In = 299.51
In Pl. 36" Conc. Pipe
Inv. Out = 292.51

532 In Pl. SSMH
Rim = 304.11
Inv. In = 293.34'
In Pl. 39" Plastic Pipe
Inv. Out = 289.89'

533 In Pl. Endwall
In Pl. 39" Plastic Pipe
Inv.Out = 289.74'

1005 In Pl. Metal Grate
Rim = 308.77'
Inv. In = 301.52'
In Pl. 36" Conc. Pipe
Inv. Out = 301.47'

535 In Pl. Metal Grate
Rim = 308.82'
Inv. In = 302.67'
In Pl. 36" Conc. Pipe
Inv. Out = 302.62'

536 In Pl. Metal Grate
Rim = 309.68'
Inv. In = 304.38'
In Pl. 36" Conc. Pipe
Inv. Out = 304.35'

537 In Pl. Headwall
In Pl. 54" Conc. Pipe
Inv. = 289.75'

538 In Pl. SSMH
Rim = 296.89'
Inv. In = 288.39'
In Pl. 54" Conc. Pipe
Inv. Out = 281.04'

539 In Pl. FES
In Pl. 54" Conc. Pipe
Inv. = 281.09'

540 In Pl. FES
In Pl. 30" Conc. Pipe
Inv. = 283.54'

541 In Pl. SSMH
Rim = 292.36'
(a) Inv. In = 284.76'
(b) Inv. In = 284.86'
In Pl. 30" Conc. Pipe
Inv. Out = 284.06'

542 In Pl. SSMH
Rim = 308.26'
Inv. In = 286.96'
In Pl. 30" Conc. Pipe
Inv. Out = 286.91'

543 In Pl. Metal Grate
Rim = 297.22'
Inv. In = 288.14'
In Pl. 36" Conc. Pipe
Inv. Out = 288.10'

544 In Pl. Metal Grate
Rim = 300.82'
(a) Inv. In = 290.22'
(b) Inv. In = 296.07'
In Pl. 18" Conc. Pipe
Inv. Out = 290.12'

545 In Pl. Metal Grate
Rim = 297.56'
In Pl. 18" Conc. Pipe
Inv. Out = 292.26'

546 In Pl. Metal Grate
Rim = 302.48'
In Pl. 18" Conc. Pipe
Inv. Out = 298.28'

547 In Pl. SSMH
Rim = 291.89'
Inv. In = 286.13'
In Pl. 18" Conc. Pipe
Inv. Out = 286.09'

548 In Pl. SSMH
Rim = 319.52'
Inv. In = 313.02'
In Pl. 18" Conc. Pipe
Inv. Out = 295.96'

549 In Pl. SSMH
Rim = 328.45'
(a) Inv. In = 321.20'
(b) Inv. In = 320.55'
In Pl. 18" Conc. Pipe
Inv. Out = 313.85'

550 In Pl. Metal Grate
Rim = 327.44'
Inv. In = 321.60'
In Pl. 18" Conc. Pipe
Inv. Out = 321.54'

551 In Pl. Metal Grate
Rim = 328.90'
Inv. In = 322.70'
In Pl. 18" Conc. Pipe
Inv. Out = 322.60'

552 In Pl. SSMH
Rim = 330.95'
Inv. In = 323.45'
In Pl. 18" Conc. Pipe
Inv. Out = 323.35'

553 In Pl. Metal Grate
Rim = 330.55'
In Pl. 18" Conc. Pipe
Inv. Out = 324.55'

554 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv.Out = 292.96'

555 In Pl. Metal Grate
Rim = 300.75'
Inv. In = 295.50'
In Pl. 18" Conc. Pipe
Inv. Out = 293.68'

556 In Pl. Metal Grate
Rim = 299.99
In Pl. 18" Conc. Pipe
Inv. Out = 295.99'

557 In Pl. Endwall
In Pl. 36" Conc. Pipe
Inv.Out = 291.12'

558 In Pl. SSMH
Rim = 300.04'
(a) Inv. In = 293.24'
(b) Inv. In = 292.09'
In Pl. 36" Conc. Pipe
Inv. Out = 292.06'

559 In Pl. Metal Grate
Rim = 299.88'
Inv. In = 294.60'
In Pl. 18" Conc. Pipe
Inv. Out = 294.56'

560 In Pl. Metal Grate
Rim = 299.96'
Inv. In = 295.94'
In Pl. 18" Conc. Pipe
Inv. Out = 295.89'

561 In Pl. Metal Grate (2)
Rim = 300.75' (North)
Rim = 304.68' (South)
(a) Inv. In = 294.48'
(b) Inv. In = 293.85'
(c) Inv. In = 294.42
In Pl. 36" Conc. Pipe
Inv. Out = 292.88'

562 In Pl. Metal Grate
Rim = 300.81'
In Pl. 18" Conc. Pipe
Inv. Out = 295.43'

563 In Pl. Metal Grate
Rim = 304.17'
In Pl. 18" Conc. Pipe
Inv. Out = 299.34'

564 In Pl. Metal Grate
Rim = 301.19'
In Pl. 27" Conc. Pipe
Inv. Out = 295.49'

565 In Pl. Metal Grate
Rim = 301.25'
Inv. In = 296.75'
In Pl. 18" Conc. Pipe
Inv. Out = 296.65'

566 In Pl. Metal Grate
Rim = 302.16'
(a) Inv. In = 298.18'
(b) Inv. In = 298.18'
In Pl. 18" Conc. Pipe
Inv. Out = 298.14'

567 In Pl. Metal Grate
Rim = 302.54'
In Pl. 18" Conc. Pipe
Inv. Out = 299.54'

568 In Pl. Metal Grate
Rim = 303.12'
In Pl. 18" Conc. Pipe
Inv. Out = 299.42'

569 In Pl. Conc. Riser
Top = 283.97'
In Pl. 12'(w) x 1'(h) Wier
Inv. = 281.00'
In Pl. 4" Weep Hole
Inv. = 278.51'
(a) In Pl. 30" Conc. Pipe
Inv. Out = 278.05'
(b) In Pl. 36" Conc. Pipe
Inv. Out = 278.09'

570 In Pl. Metal Grate
Rim = 289.89'
Inv. In = 273.82'
In Pl. 36" Conc. Pipe
Inv. Out = 273.77'

571 In Pl. Endwall
In Pl. 30" Conc. Pipe
(a) Inv. = 265.32'
In Pl. 36" Conc. Pipe
(b) Inv. = 265.30'

572 In Pl. 18" Conc. Pipe
Inv. = 276.18'

573 In Pl. Metal Grate
Rim = 286.10'
In Pl. 18" Conc. Pipe
Inv. Out = 278.90'

574 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 316.42'

575 In Pl. Metal Grate
Rim = 323.62'
Inv. In = 316.72'
In Pl. 18" Conc. Pipe
Inv. Out = 316.67'

576 In Pl. Metal Grate
Rim = 322.82'
In Pl. 18" Conc. Pipe
Inv. Out = 317.72'

577 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 316.63'

578 In Pl. Metal Grate
Rim = 328.08'
Inv. In = 320.68'
In Pl. 18" Conc. Pipe
Inv. Out = 318.08'

579 In Pl. Metal Grate
Rim = 326.92'
In Pl. 18" Conc. Pipe
Inv. Out = 321.92'

580 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 295.02'

581 In Pl. Metal Grate
Rim = 299.85
Inv. In = 295.27'
In Pl. 18" Conc. Pipe
Inv. Out = 295.23'

582 In Pl. Metal Grate
Rim = 298.81
In Pl. 18" Conc. Pipe
Inv. Out = 295.91'

583 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 304.90'

584 In Pl. Metal Grate
Rim = 311.27'
Inv. In = 305.2' +/-
In Pl. 18" Conc. Pipe
Inv. Out = 305.1' +/-
(Structure Has Debris)

585 In Pl. Metal Grate
Rim = 310.62'
In Pl. 18" Conc. Pipe
Inv. Out = 306.1' +/-
(Structure Has Debris)

586 In Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. = 262.07'

587 In Pl. FES
In Pl. 24" Conc. Pipe
Inv. = 268.12'

588 In Pl. Endwall
In Pl. 7'(h)x 10'(w) Box Culvert
(a) Inv. = 263.90'
In Pl. 7'(h)x 10'(w) Box Culvert
(b) Inv. = 263.84'

589 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 286.59'

590 In Pl. Metal Grate
Rim = 293.52'
In Pl. 18" Conc. Pipe
Inv. Out = 287.42'

591 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 286.52'

592 In Pl. Metal Grate
Rim = 291.77'
In Pl. 18" Conc. Pipe
Inv. Out = 286.97'

593 In Pl. Endwall
In Pl. 48" Conc. Pipe
Inv. = 278.91'

594 In Pl. Headwall
In Pl. 48" Conc. Pipe
Inv. = 285.75'

595 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 275.97'

596 In Pl. Metal Grate
Rim = 285.50'
In Pl. 18" Conc. Pipe
Inv. Out = 277.20'

597 In Pl. Headwall
In Pl. 8'(h)x 8'(w) Box Culvert
(a) Inv. = 260.92'
In Pl. 8'(h)x 8'(w) Box Culvert
(b) Inv. = 260.80'

598 In Pl. FES
In Pl. 24" Conc. Pipe
Inv. = 270.13'

599 In Pl. SSMH
Rim = 281.71'
Inv. In = 273.21'
In Pl. 24" Conc. Pipe
Inv. Out = 272.11'

600 In Pl. Metal Grate
Rim = 281.46'
Inv. In = 273.65'
In Pl. 18" Conc. Pipe
Inv. Out = 273.60'

601 In Pl. Metal Grate
Rim = 281.38'
Inv. In = 274.53'
In Pl. 18" Conc. Pipe
Inv. Out = 274.48'

602 In Pl. Metal Grate
Rim = 281.79'
Inv. In = 275.01'
In Pl. 18" Conc. Pipe
Inv. Out = 274.96'

603 In Pl. SSMH
Rim = 280.31'
(a) Inv. In = 274.93'
(b) Inv. In = 274.93'
In Pl. 18" Conc. Pipe
Inv. Out = 274.91'

604 In Pl. Metal Grate
Rim = 279.67'
In Pl. 18" Conc. Pipe
Inv. Out = 275.27'

605 In Pl. Metal Grate
Rim = 280.23'
Inv. In = 275.75'
In Pl. 18" Conc. Pipe
Inv. Out = 275.70'

606 In Pl. Metal Grate
Rim = 280.23'
In Pl. 18" Conc. Pipe
Inv. Out = 276.19'

607 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 275.35'

608 In Pl. SSMH
Rim = 283.29'
(a) Inv. In = 280.79'
(b) Inv. In = 276.84'
In Pl. 18" Conc. Pipe
Inv. Out = 276.79'

609 In Pl. Metal Grate
Inaccessible

610 In Pl. Metal Grate
Rim = 281.34'
In Pl. 15" Conc. Pipe
Inv. Out = 277.15'

611 In Pl. Endwall
In Pl. 8'(h)x 8'(w) Box Culvert
(a) Inv. = 265.45'
In Pl. 8'(h)x 8'(w) Box Culvert
(b) Inv. = 265.38'

612 In Pl. Headwall
In Pl. 8'(h)x 8'(w) Box Culvert
(a) Inv. = 266.51'
In Pl. 8'(h)x 8'(w) Box Culvert
(b) Inv. = 266.58'

613 In Pl. Endwall
In Pl. 18" Conc. Pipe
Inv. = 280.68'

614 In Pl. Metal Grate
Rim = 288.68'
In Pl. 18" Conc. Pipe
Inv. Out = 283.34'

615 In Pl. Endwall
In Pl. 24" Conc. Pipe
Inv. = 280.68'

616 In Pl. Metal Grate
Rim = 283.98'
In Pl. 24" Conc. Pipe
Inv. Out = 273.28'

617 In Pl. Endwall
In Pl. 60" Conc. Pipe
(a) Inv. = 268.25'
In Pl. 4'(h)x 7'(w) Box Culvert
(b) Inv. = 268.29'
In Pl. 4'(h)x 7'(w) Box Culvert
(c) Inv. = 268.44'

618 In Pl. Endwall
In Pl. 72" Conc. Pipe
(a) Inv. = 270.39'
In Pl. 6'(h)x 8'(w) Box Culvert
(b) Inv. = 270.53'
In Pl. 6'(h)x 8'(w) Box Culvert
(c) Inv. = 270.57'

619 In Pl. SSMH
Rim = 292.79'
(a) Inv. In = 286.19'
(b) Inv. In = 286.19'
In Pl. 6'(h)x 8'(w) Box Culvert
Inv. = 272.44'

620 In Pl. Metal Grate
Rim = 290.55'
In Pl. 18" Conc. Pipe
Inv. Out = 287.20'

621 In Pl. Metal Grate
Rim = 290.33'
In Pl. 18" Conc. Pipe
Inv. Out = 287.38'

622 In Pl. Metal Grate
Rim = 285.24'
In Pl. 24" Plastic Pipe Pipe
Inv. Out = 276.48'
(direct connect to 6'(h)x 8'(w) Box Culvert)

623 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 329.18'

624 In Pl. Metal Grate
Rim = 334.27'
In Pl. 18" Conc. Pipe
Inv. Out = 329.77'

625 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 327.94'

626 In Pl. Metal Grate
Rim = 336.34'
(a) Inv. In = 328.47'
(b) Inv. In = 331.31'
In Pl. 18" Conc. Pipe
Inv. Out = 328.44'

627 In Pl. Metal Grate
Rim = 334.17'
In Pl. 18" Conc. Pipe
Inv. Out = 329.32'

628 In Pl. Metal Grate
Rim = 337.29'
In Pl. 18" Conc. Pipe
Inv. Out = 332.14'

629 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 321.55'

630 In Pl. Metal Grate
Rim = 331.54'
Inv. In = 323.14'
In Pl. 18" Conc. Pipe
Inv. Out = 322.54'

631 In Pl. Metal Grate
Rim = 331.69
Inv. In = 324.37'
In Pl. 18" Conc. Pipe
Inv. Out = 324.34'

632 In Pl. Metal Grate
Rim = 332.20'
(a) Inv. In = 324.80'
(b) Inv. In = 324.80'
In Pl. 18" Conc. Pipe
Inv. Out = 324.75'

633 In Pl. Metal Grate
Rim = 330.32'
Inv. In = 325.65'
In Pl. 18" Conc. Pipe
Inv. Out = 325.60'

634 In Pl. Metal Grate
Rim = 334.12'
In Pl. 18" Conc. Pipe
Inv. Out = 326.27'

635 In Pl. Metal Grate
Rim = 332.23'
Inv. In = 325.53'
In Pl. 18" Conc. Pipe
Inv. Out = 325.48'

636 In Pl. Metal Grate
Rim = 332.28'
In Pl. 18" Conc. Pipe
Inv. Out = 326.93'

637 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 317.66'

638 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 317.66'

639 In Pl. Metal Grate
Rim = 337.61'
In Pl. 18" Conc. Pipe
Inv. Out = 321.31'

640 In Pl. Metal Grate
Rim = 337.69'
In Pl. 18" Conc. Pipe
Inv. Out = 326.69'

641 In Pl. Endwall
In Pl. 8'(h)x 8'(w) Box Culvert
(a) Inv. = 259.01'
In Pl. 8'(h)x 8'(w) Box Culvert
(b) Inv. = 259.24'

642 In Pl. FES
In Pl. 24" Conc. Pipe
Inv. = 283.49'

643 In Pl. Metal Grate
Rim = 288.39'
Inv. In = 284.02'
In Pl. 24" Conc. Pipe
Inv. Out = 283.99'

644 In Pl. Metal Grate
Rim = 288.31'
Inv. In = 284.67'
In Pl. 24" Conc. Pipe
Inv. Out = 284.60'

645 In Pl. Metal Grate
Rim = 288.56'
Inv. In = 285.06'
In Pl. 18" Conc. Pipe
Inv. Out = 285.02'

646 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 302.92'

647 In Pl. Metal Grate
Rim = 308.40'
In Pl. 18" Conc. Pipe
Inv. Out = 303.50'

648 In Pl. Metal Grate
Rim = 327.25'
Inv. In = 322.23'
In Pl. 18" Conc. Pipe
Inv. Out = 322.21'

649 In Pl. Metal Grate
Rim = 327.88'
In Pl. 18" Conc. Pipe
Inv. Out = 322.93'

650 In Pl. Metal Grate
Rim = 288.94'
In Pl. 18" Conc. Pipe
Inv. Out = 277.04'

651 In Pl. End Wall
In Pl. 18" Conc. Pipe
Inv. = 289.35'

652 In Pl. Head Wall
In Pl. 18" Conc. Pipe
Inv. = 289.91

653 In Pl. Metal Grate
Rim = 291.36'
In Pl. 18" Conc. Pipe
Inv. Out = 286.26'

654 In Pl. Metal Grate
Rim = 290.88'
Inv. In = 285.88'
In Pl. 18" Conc. Pipe
Inv. Out = 285.86'

655 In Pl. FES
In Pl. 18" Conc. Pipe
Inv. = 283.08'

656 In Pl. Metal Grate
Inaccessible

657 In Pl. Metal Grate
Inaccessible

658 In Pl. Metal Grate
Rim = 310.04'In Pl. 15" Conc. Pipe
Inv. In = 304.54'
In Pl. 38 x 60 Conc. Pipe
Inv. In = 304.34'
In Pl. 15" Conc. Pipe
Inv. Out = 304.29'

659 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. = 303.53'

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

EXISTING DRAINAGE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1H(5)

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

660 In Pl. FES
In Pl. 42" Conc. Pipe
Inv. = 265.02'

661 In Pl. SSMH
Rim = 271.58'
Inv. In = 263.68'
In Pl. 42" Conc. Pipe
Inv. Out = 263.63'

662 In Pl. Stormwater Mgmt. Str.
Metal Lid = 271.11'
Inv. In = 262.3' +/-
(a) In Pl. Unknown
Inv. Out = 260.3' +/-
(b) In Pl. 42" Conc. Pipe
Inv. Out = 262.3' +/-
Structure Is Surcharged

663 In Pl. SSMH
Rim = 273.12'
(a) In Pl. 21" Conc. Pipe
Inv. In = 259.72'
(b) In Pl. 42" Conc. Pipe
Inv. In = 259.72'
In Pl. 21" Conc. Pipe
Inv. Out = 259.52'

664 In Pl. Stormwater Mgmt. Str.
Metal Lid = 267.21'
Inv. In = 258.4' +/-
(a) In Pl. 1" PVC
Inv. Out = Inacessible
(b) In Pl. 6" Iron
Inv. Out = Inaccessible
Structure Is Surcharged

665 In Pl. SSMH
Rim = 266.03'
(a) Inv. In = 259.33'
(b) Inv. In = 257.48'
(c) Inv. In = 258.28'
(d) Inv. In = 258.88'
(e) Inv. In = 259.08'
In Pl. 52" Conc. Pipe
Inv. Out = 256.83'

666 In Pl. Metal Grate
Rim = 262.93'
In Pl. 18" Conc. Pipe
Inv. Out = 259.33'

667 In Pl. Metal Grate
Rim = 263.53'
In Pl. 15" Conc. Pipe
Inv. Out = 259.93'

668 In Pl. FES
In Pl. 52" Conc. Pipe
Inv. = 253.24'

669 In Pl. FES
In Pl. 15" Conc. Pipe
Inv. = 255.48'

670 In Pl. Metal Grate
Rim = 267.68'
In Pl. 15" Conc. Pipe
Inv. In = 263.96'
In Pl. 15" Conc. Pipe
Inv. Out = 261.08'

671 In Pl. 24" Plastic Pipe
Inv. In = 233.17'
In Pl. 24" Plastic Pipe
Inv. Out = 232.65'

672 In Pl. 6" Plastic Pipe
Inv. In = 232.72'
In Pl. 6" Plastic Pipe
Inv. Out = 232.38

673 In Pl. 10" Conc. Pipe
Inv. In = 232.14'
Terminus Not Found

674 In Pl. 12" Metal Pipe
Inv. In = 285.38'.
In Pl. 12" Metal Pipe
Inv. Out = 280.51'

675 In Pl. 10" Plastic
Inv. Out = 281.21'
(Origin Not Found)

676 In Pl. YDI
Rim = 282.71'
In Pl. 8" x 48" Slot (Sides)
Inv. In = 281.72'
In Pl. 8" x 10" Slot (At Ditch)
Inv. In = 278.72'
In Pl. 24" Conc. Pipe
Inv. Out = 277.81

677 In Pl. Conc. DI
Rim = 284.07'
(a) Inv. In = 277.87'
(b) Inv. In = 278.22'
In Pl. 24" Conc. Pipe
Inv. Out = 277.82'

678 In Pl. SSMH
Rim = 283.13'
Inv. In = 277.03'
In Pl. 24" Conc. Pipe
Inv. Out = 274.23'

679 In Pl. Conc. DI
Rim = 283.05'
In Pl. 15" Conc. Pipe
Inv. Out = 280.05'

680 In Pl. 15" Metal Pipe
Inv. In = 280.95'
In Pl. 15" Metal Pipe
Inv. Out = 280.04'

681 In Pl. Conc. Endwall
In Pl. 15" Conc. Pipe
Inv. = 292.05'

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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	PROJECT	SHEET NO.
	0495-029-419	1H(5)

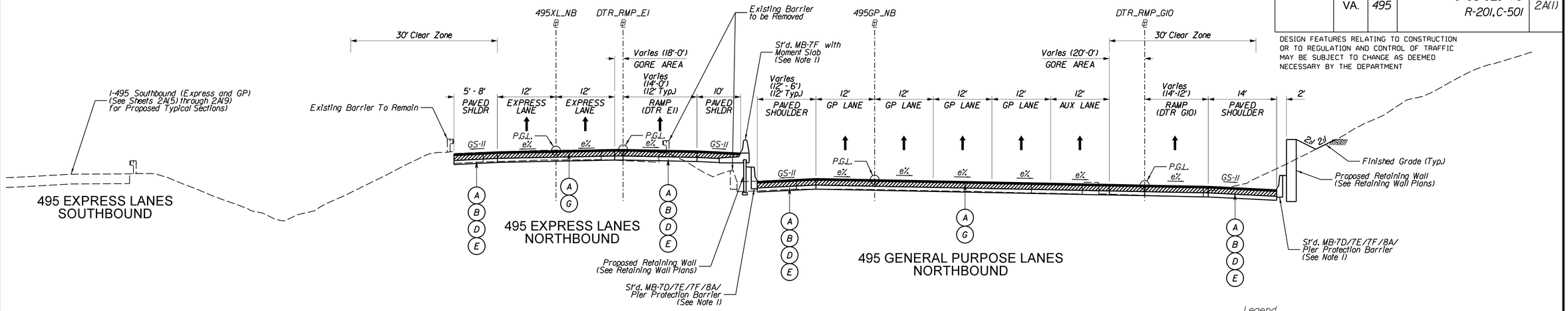
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

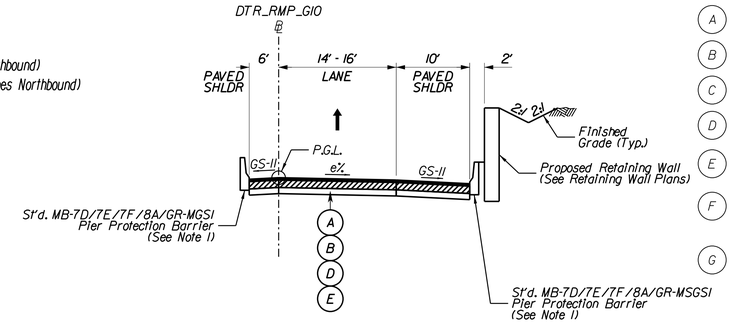
TYPICAL SECTIONS

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(1)

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



STATION	TO	STATION	
567+00		576+50	(495 Express Lanes Northbound)
1073+03		1078+22	(495 General Purpose Lanes Northbound)
45+64		50+03	(DTR Ramp E1)
20+44		25+64	(DTR Ramp G10)

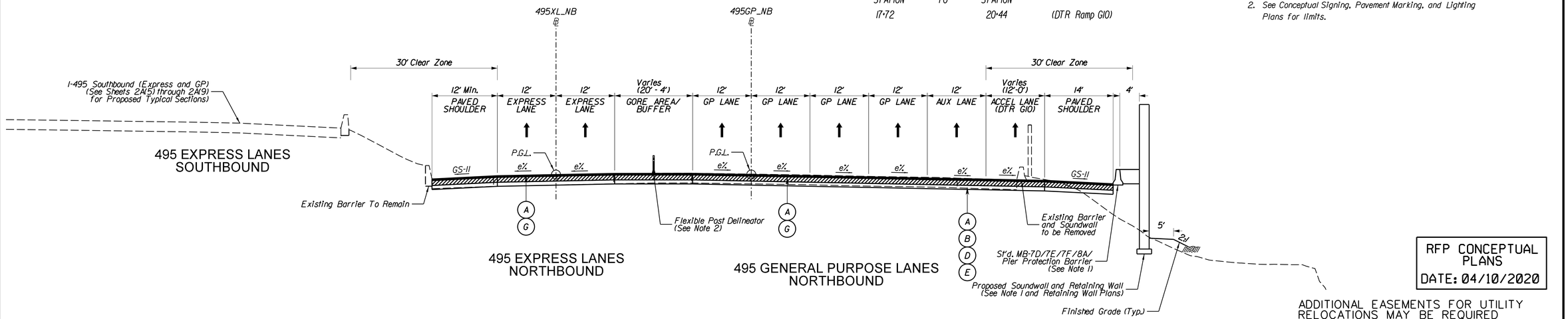


STATION	TO	STATION	
17+72		20+44	(DTR Ramp G10)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.



STATION	TO	STATION	
576+50		587+72	(495 Express Lanes Northbound)
1078+22		1092+43	(495 General Purpose Lanes Northbound)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(1)

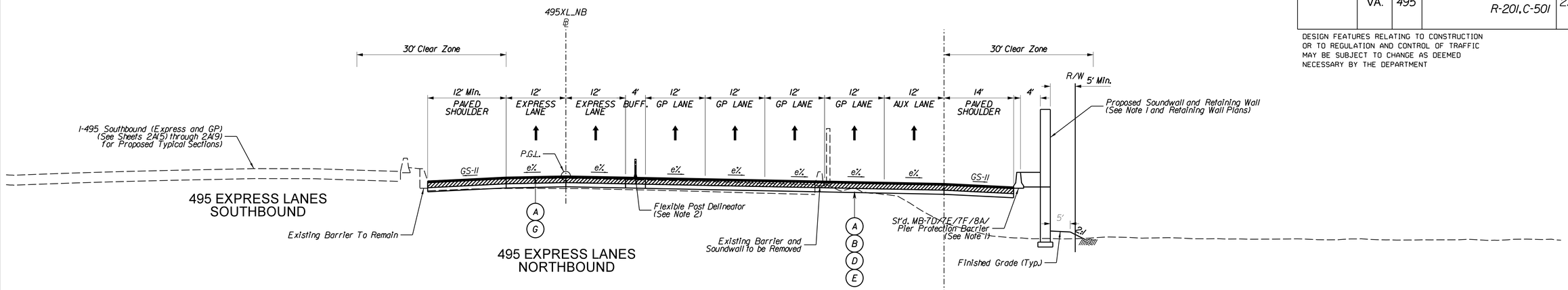
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(2)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

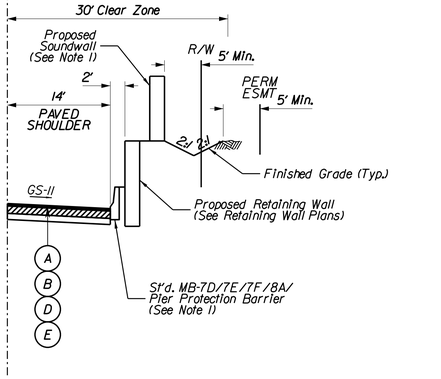


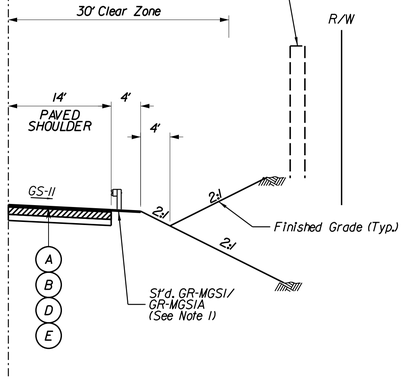
495 EXPRESS LANES SOUTHBOUND

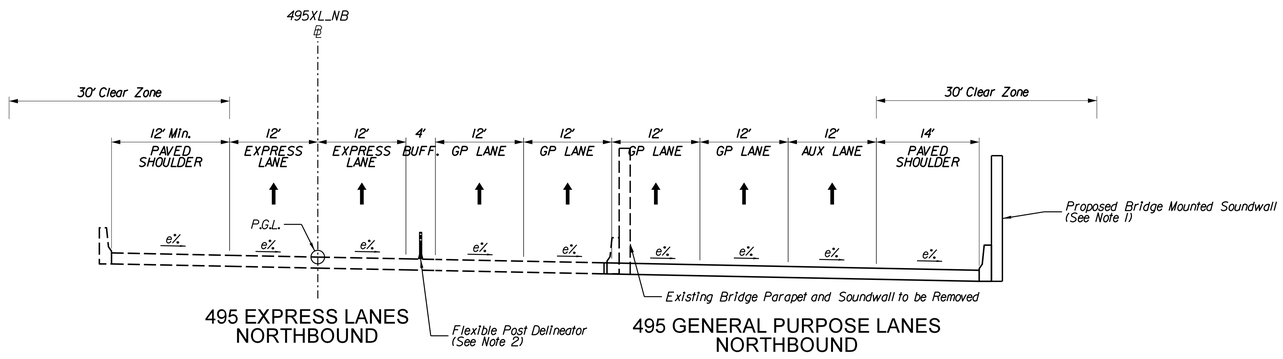
495 EXPRESS LANES NORTHBOUND

495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
587+72		616+37.37	(495 Express Lanes Northbound)
618+02.38		643+78	(495 Express Lanes Northbound)







495 EXPRESS LANES NORTHBOUND

495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
616+37.37		618+02.38	(495 Express Lanes Northbound)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(2)

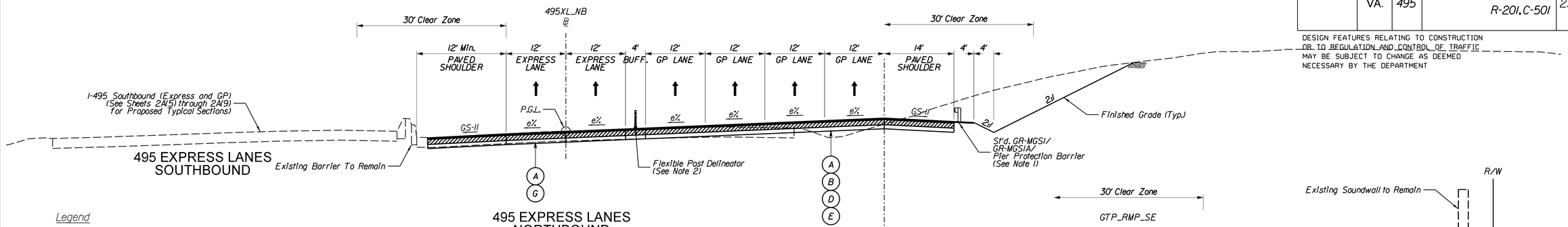
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Boord dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(3)

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

TYPICAL SECTIONS

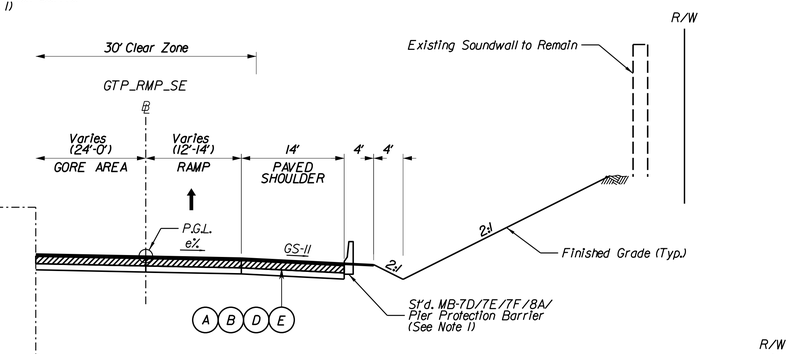


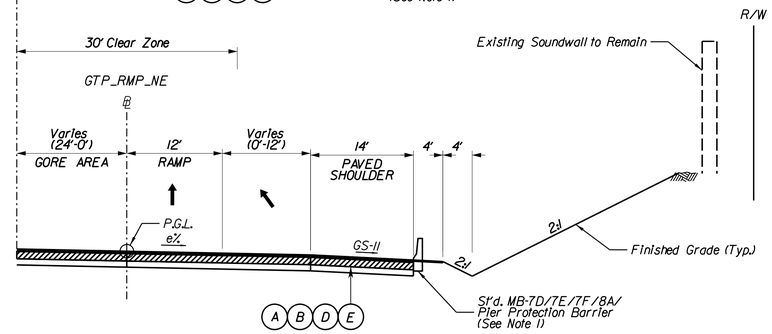
495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
643+78		664+98	(495 Express Lanes Northbound)
10+00		13+49	(GTP Ramp SE)
15+50		20+03.97	(GTP Ramp NE)

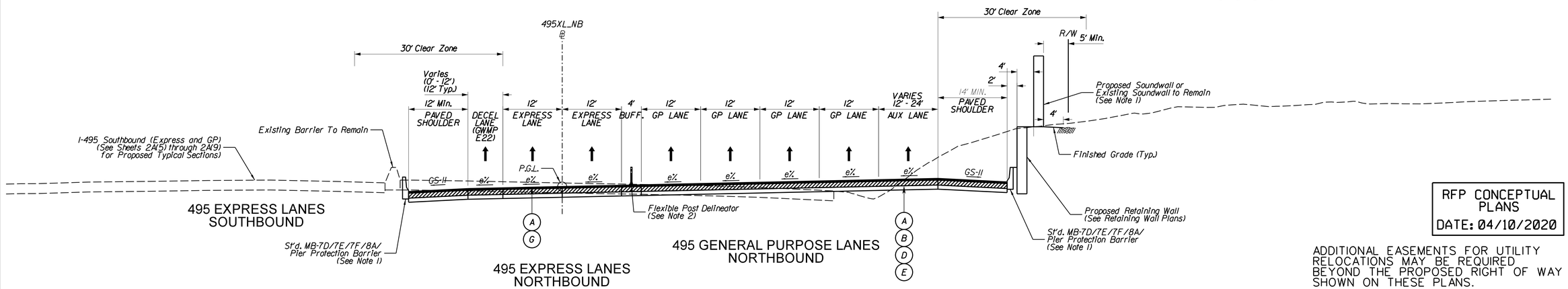




Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.



495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
664+98		670+98	(495 Express Lanes Northbound)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(3)

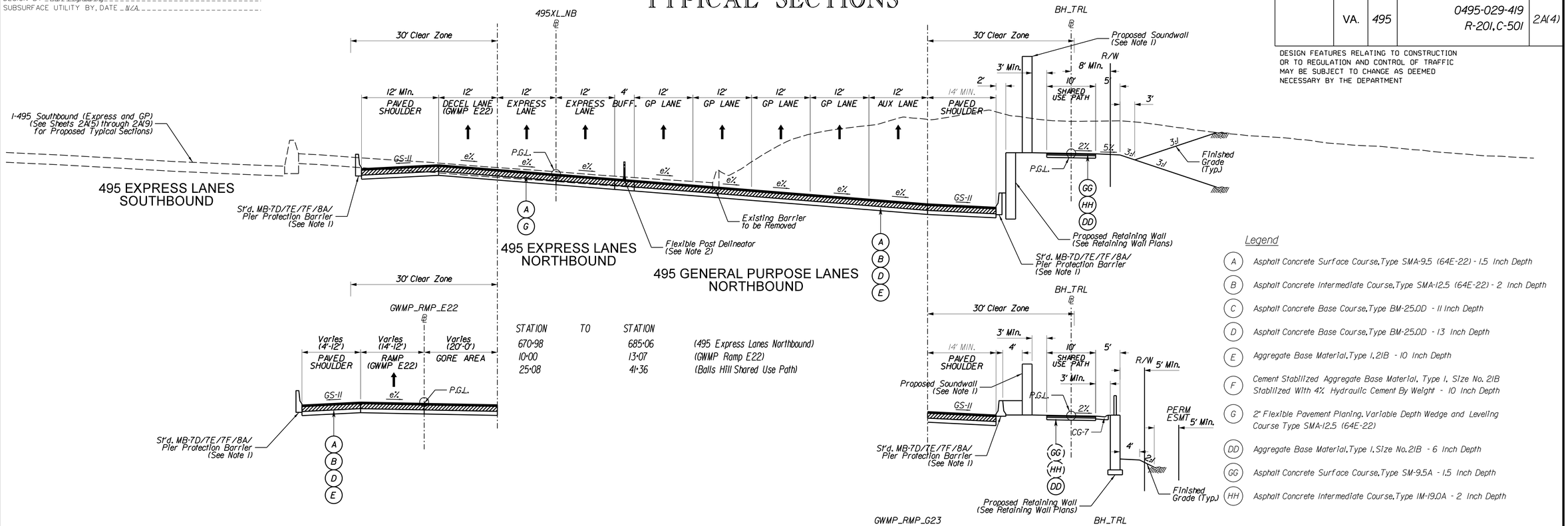
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(4)

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



STATION	TO	STATION	
670+98		685+06	(495 Express Lanes Northbound)
10+00		13+07	(GWMP Ramp E22)
25+08		41+36	(Balls Hill Shared Use Path)

STATION	TO	STATION	
685+06		702+83	(495 Express Lanes Northbound)
10+00		15+86	(GWMP Ramp G23)
41+36		49+07	(Balls Hill Shared Use Path)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (DD) Aggregate Base Material, Type 1, Size No. 21B - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(4)

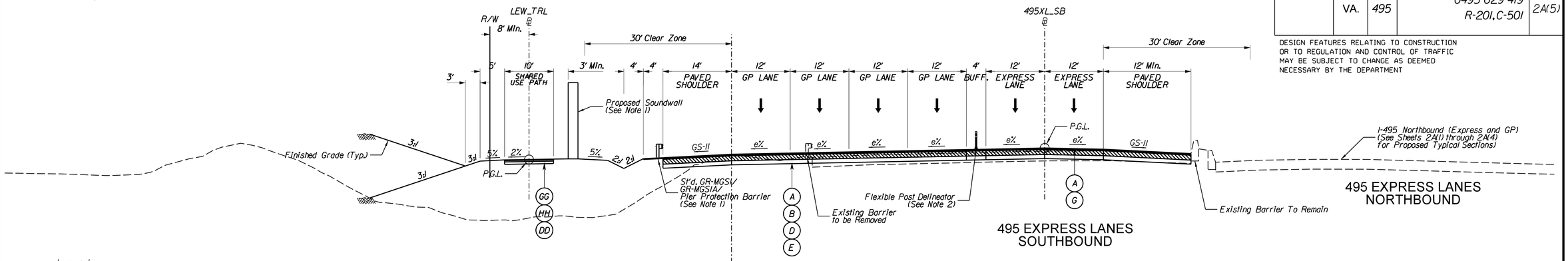
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(5)

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

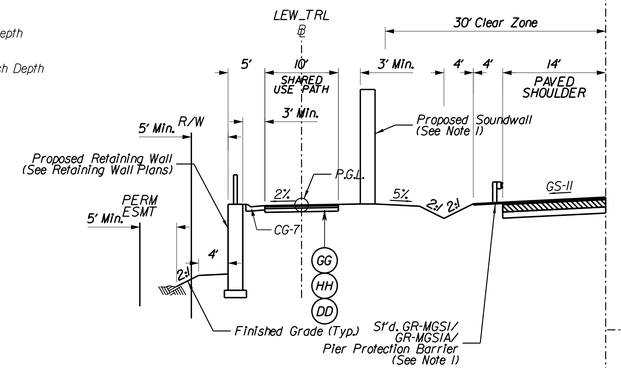
TYPICAL SECTIONS



495 EXPRESS LANES NORTHBOUND

495 EXPRESS LANES SOUTHBOUND

495 GENERAL PURPOSE LANES SOUTHBOUND

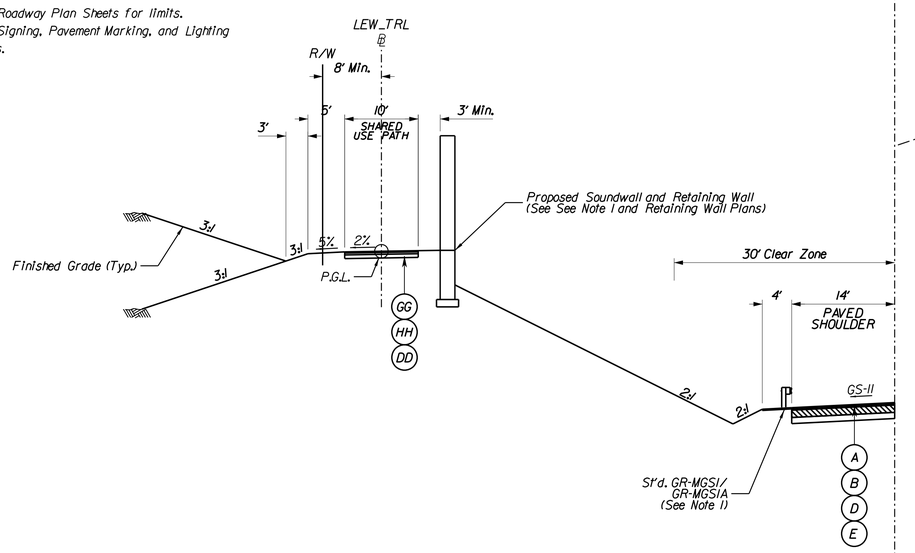


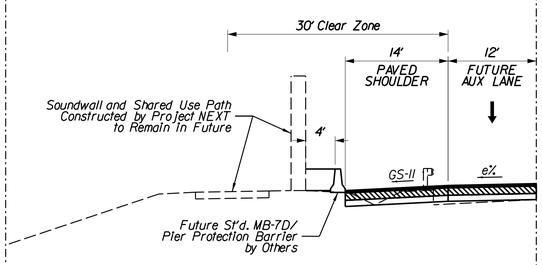
STATION	TO	STATION	
192+50		215+00	(495 Express Lanes Southbound)
26+50		49+00	(Lewinsville Trail)

Legend

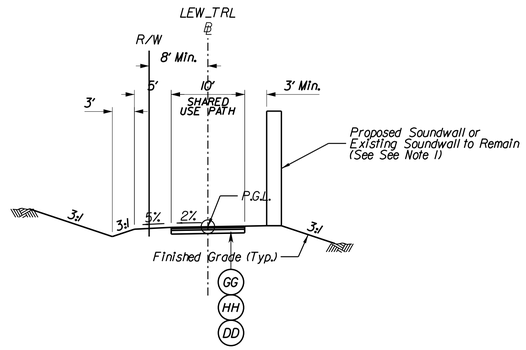
- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (DD) Aggregate Base Material, Type 1, Size No. 21B - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.





FUTURE SOUTHBOUND AUXILIARY LANE (BY OTHERS) FOR INFORMATION ONLY



STATION	TO	STATION	
10+00		26+50	(Lewinsville Trail)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(5)

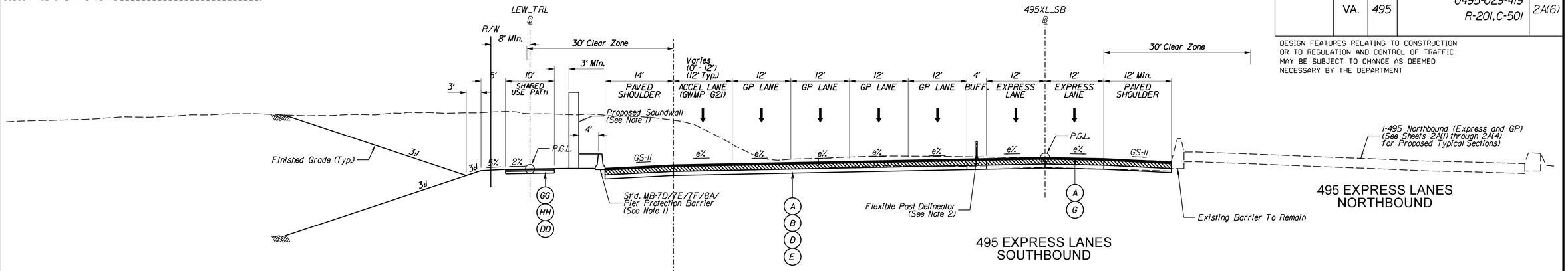
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Boord dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(6)

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

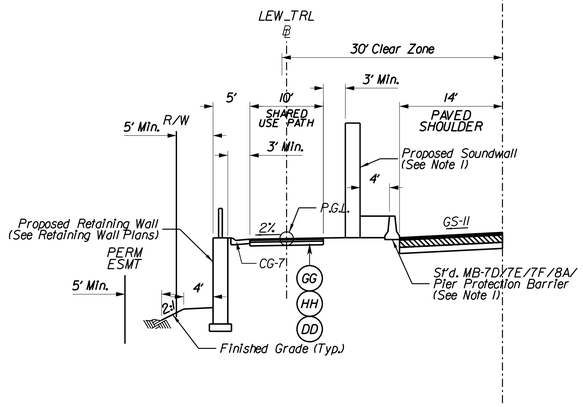
TYPICAL SECTIONS

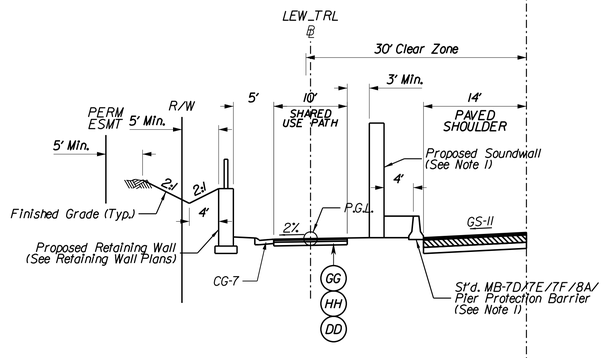


495 GENERAL PURPOSE LANES SOUTHBOUND

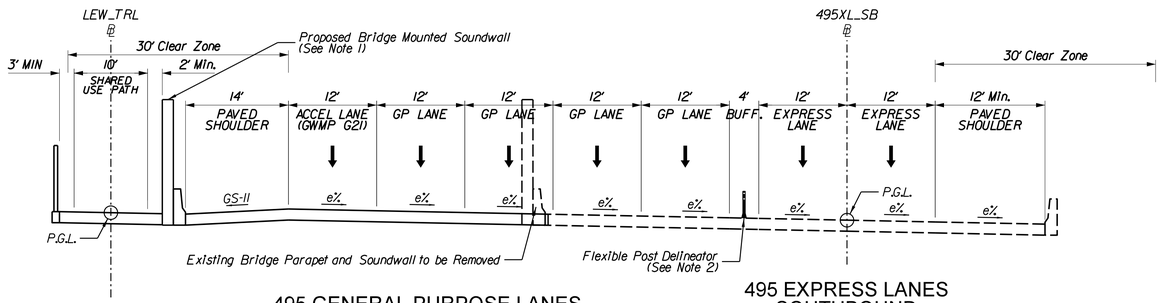
495 EXPRESS LANES SOUTHBOUND

STATION	TO	STATION	
215+00		217+45.15	(495 Express Lanes Southbound)
219+08.55		232+20	(495 Express Lanes Southbound)
49+00		52+59.60	(Lewinsville Shared Use Path)
54+25.19		66+63	(Lewinsville Shared Use Path)





495 GENERAL PURPOSE LANES SOUTHBOUND



495 EXPRESS LANES SOUTHBOUND

STATION	TO	STATION	
217+45.15		219+08.55	(495 Express Lanes Southbound)
52+59.60		54+25.19	(Lewinsville Shared Use Path)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (DD) Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(6)

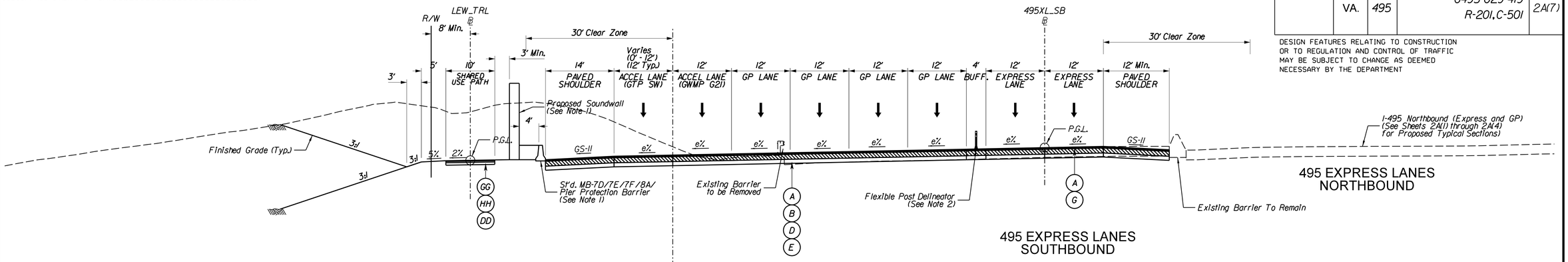
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(7)

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

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

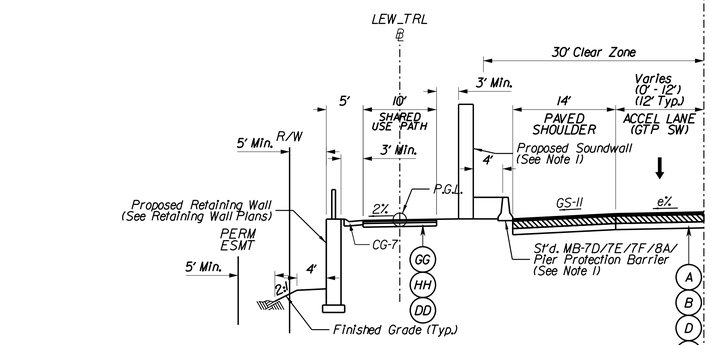


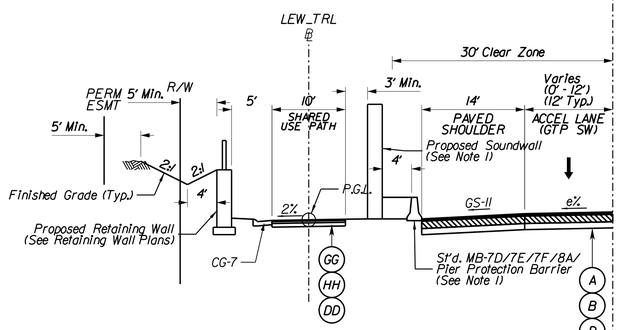
495 EXPRESS LANES NORTHBOUND

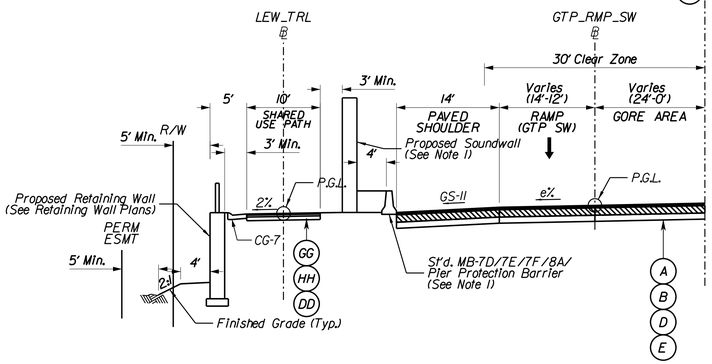
495 EXPRESS LANES SOUTHBOUND

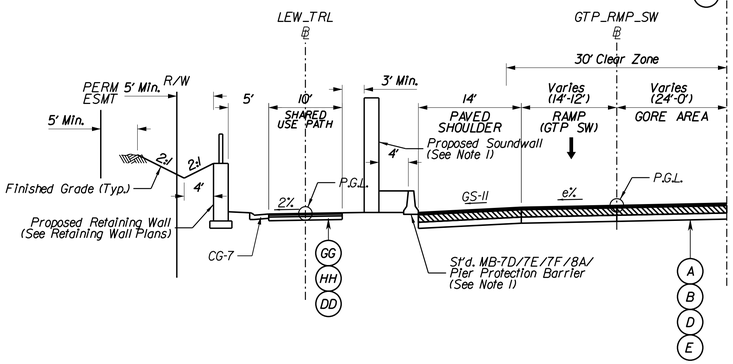
495 GENERAL PURPOSE LANES SOUTHBOUND

STATION	TO	STATION	
232+20		248+10	(495 Express Lanes Southbound)
10+34		14+25	(GTP Ramp SW)
66+63		82+25	(Lewinsville Trail)









Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (DD) Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(7)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Boord dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(8)

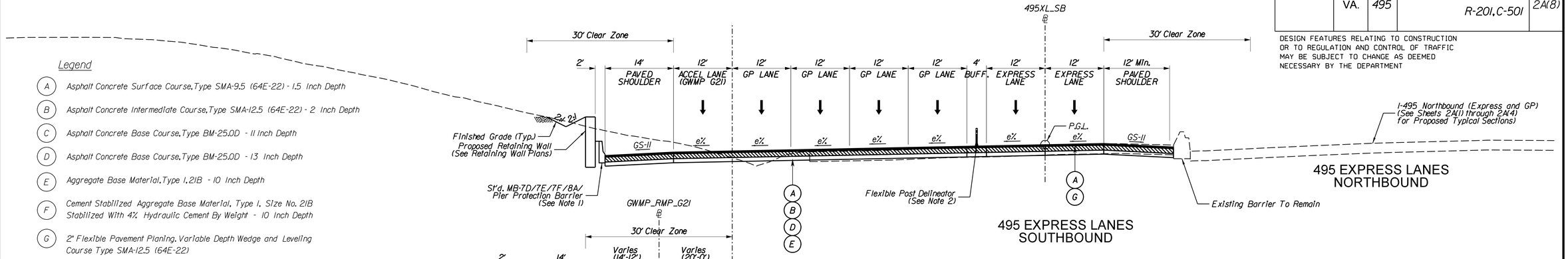
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

TYPICAL SECTIONS

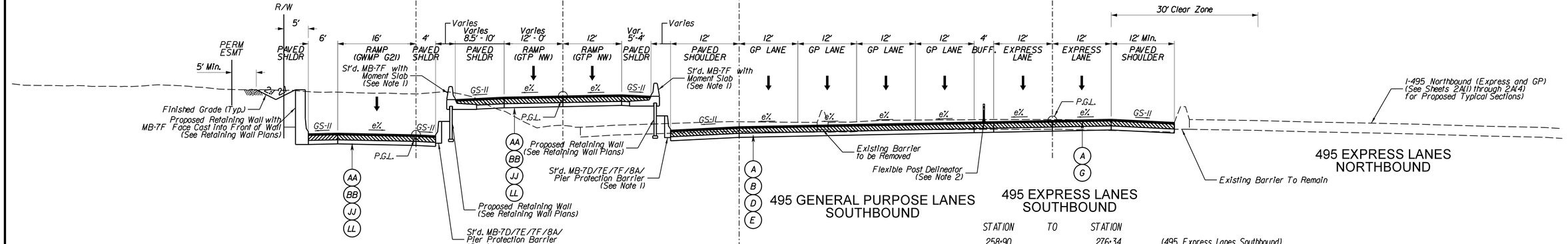
Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (AA) Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
- (BB) Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (LL) Aggregate Base Material, Type I, Size No. 21B - 12 Inch Depth

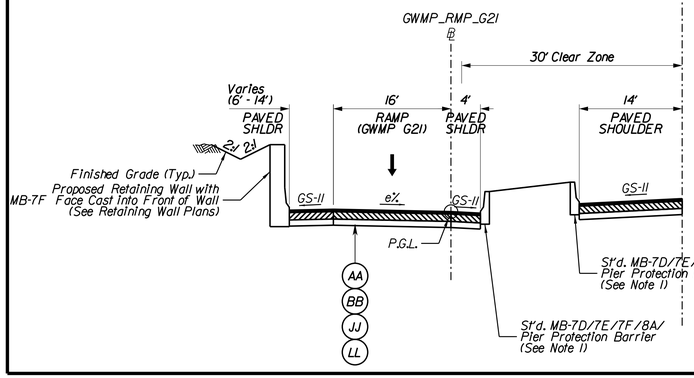
NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

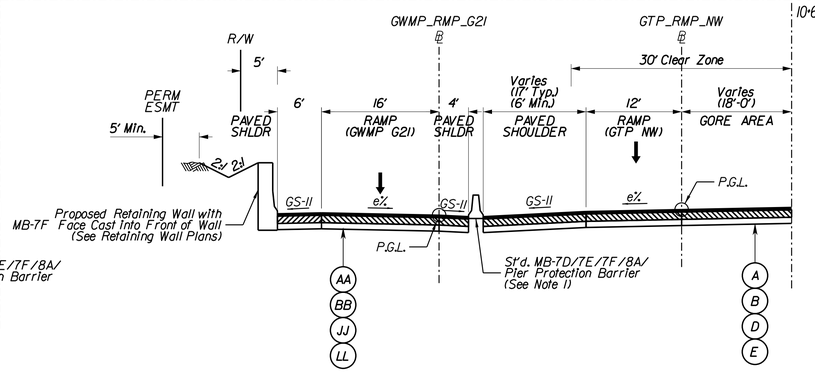


STATION	TO	STATION	
248+10		258+90	(495 Express Lanes Southbound)
4+36		6+85	(GWMP Ramp G21)



STATION	TO	STATION	
258+90		276+34	(495 Express Lanes Southbound)
6+85		24+70	(GWMP Ramp G21)
10+69.46		25+49	(GTP Ramp NW)





RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(8)

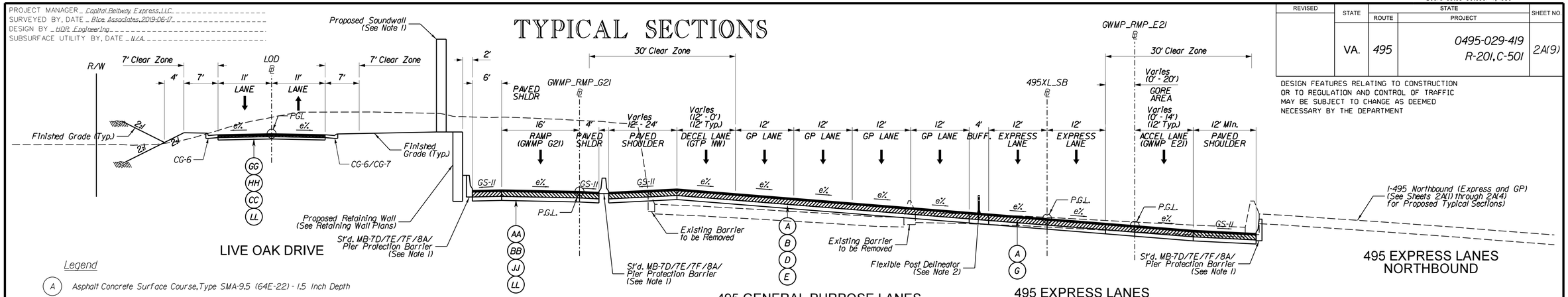
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Boord dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(9)

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

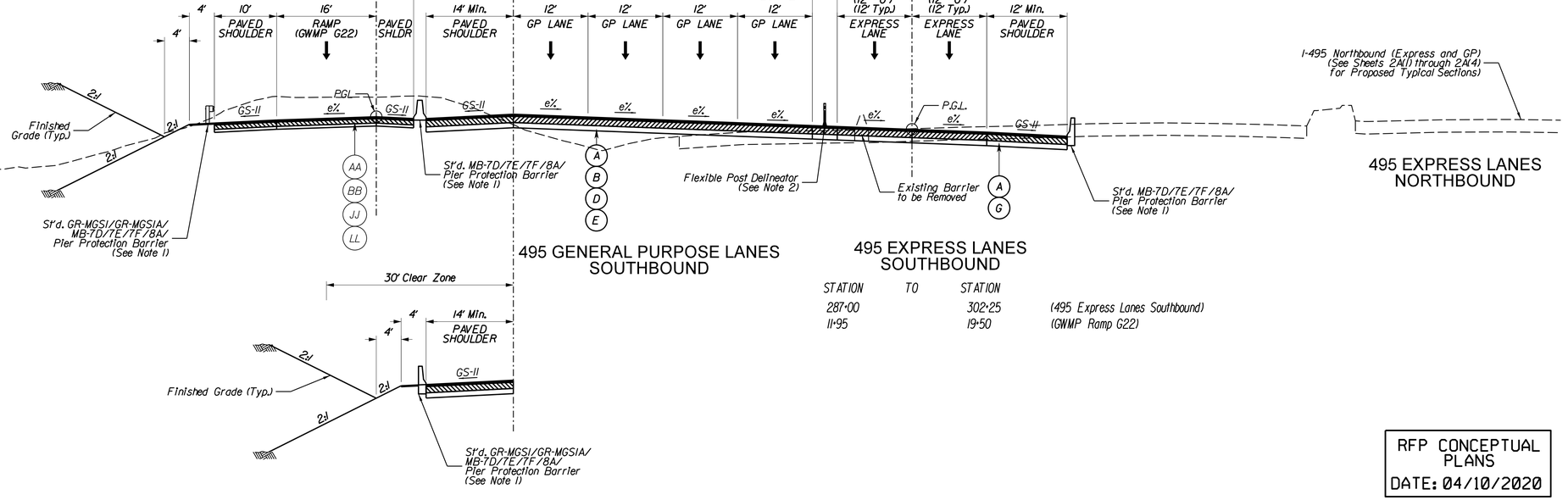


STATION	TO	STATION	
276+34		287+00	(495 Express Lanes Southbound)
11+23		21+00	(Live Oak Drive)
24+70		36+00	(GWMP Ramp G21)
6+22		11+30	(GWMP Ramp E21)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (AA) Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
- (BB) Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
- (CC) Asphalt Concrete Base Course, Type BM-25.0A - 3 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (LL) Aggregate Base Material, Type 1, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.



STATION	TO	STATION	
287+00		302+25	(495 Express Lanes Southbound)
11+95		19+50	(GWMP Ramp G22)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(9)

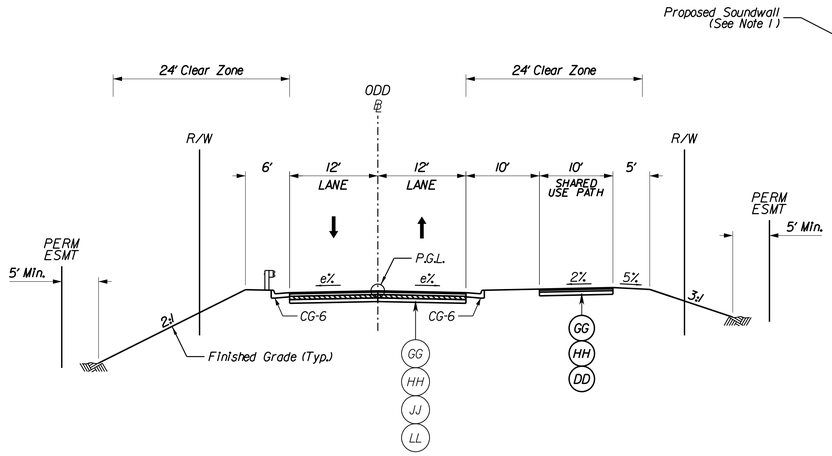
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(10)

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

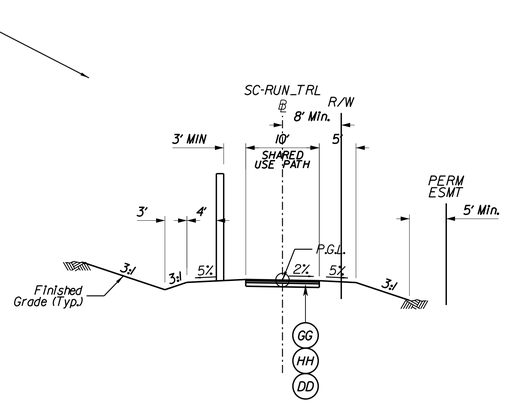
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

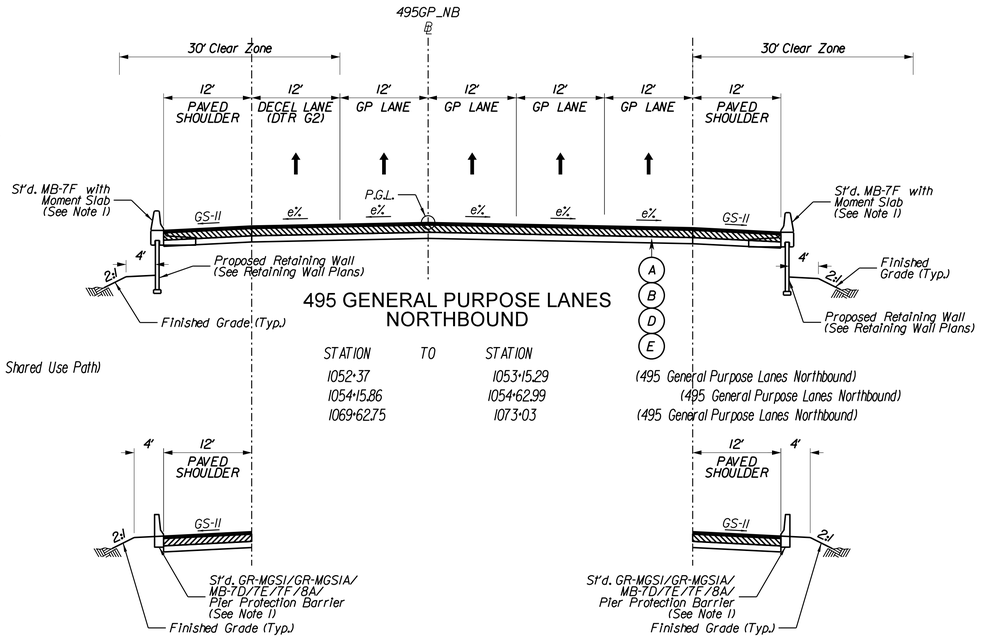


OLD DOMINION DRIVE

STATION	TO	STATION	
12+50		20+52.97	(Old Dominion Drive)
24+93.33		34+75	(Old Dominion Drive)

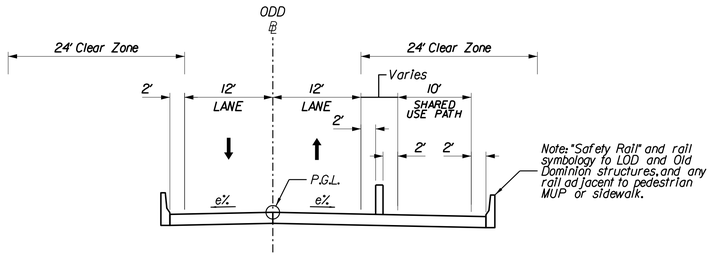


STATION	TO	STATION	
10+00		15+91	(Connector Shared Use Path)



495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
1052+37		1053+15.29	(495 General Purpose Lanes Northbound)
1054+15.86		1054+62.99	(495 General Purpose Lanes Northbound)
1069+62.75		1073+03	(495 General Purpose Lanes Northbound)



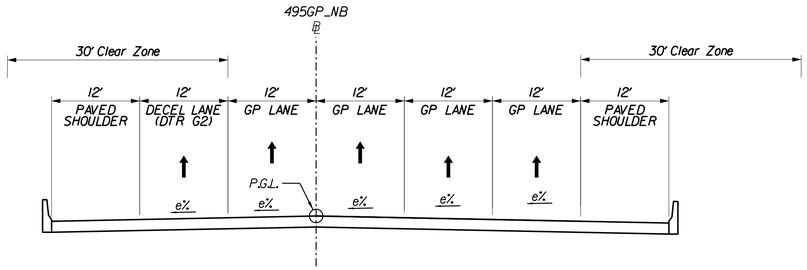
OLD DOMINION DRIVE

STATION	TO	STATION	
20+52.97		24+93.33	(Old Dominion Drive)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (DD) Aggregate Base Material, Type 1, Size No. 21B - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (LL) Aggregate Base Material, Type 1, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.



495 GENERAL PURPOSE LANES NORTHBOUND

STATION	TO	STATION	
1053+15.29		1054+15.86	(495 General Purpose Lanes Northbound)

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(10)

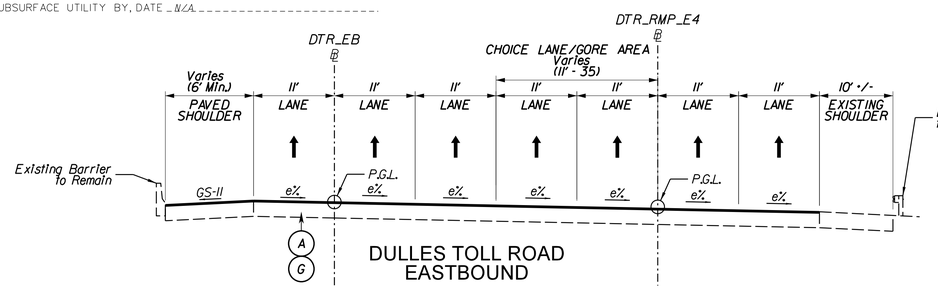
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2A(II)

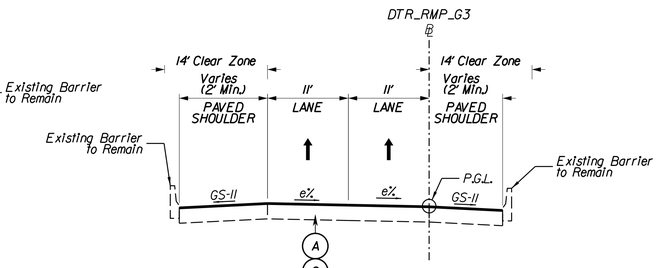
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

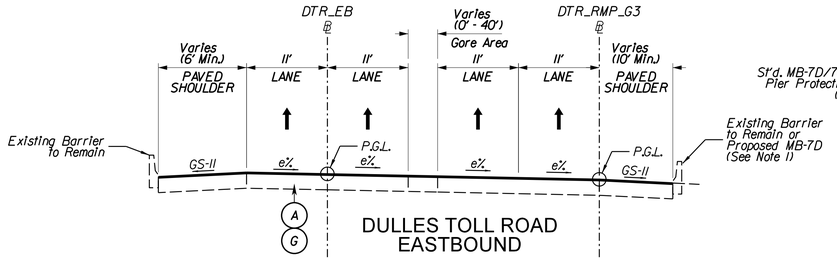
TYPICAL SECTIONS



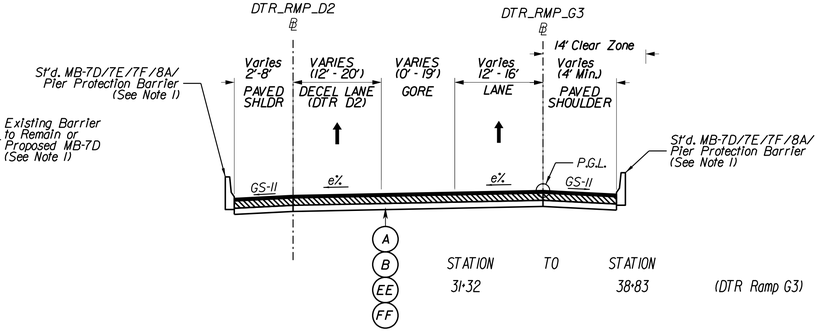
STATION	TO	STATION	
11+48		17+05	(Dulles Toll Road Eastbound)
10+00		16+75	(DTR Ramp E4)



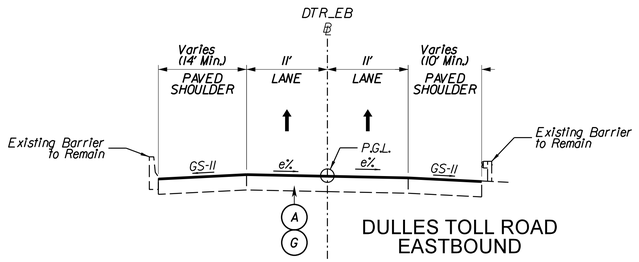
STATION	TO	STATION	
22+35		25+31	(DTR Ramp G3)



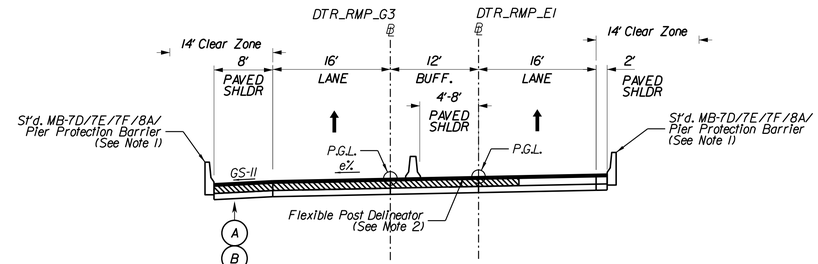
STATION	TO	STATION	
20+60		29+58	(Dulles Toll Road Eastbound)
17+75		22+00	(DTR Ramp G3)



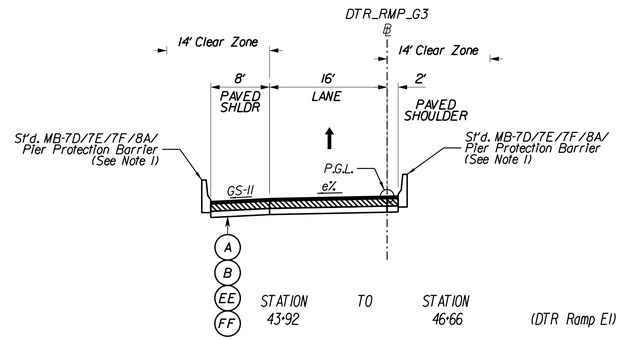
STATION	TO	STATION	
31+32		38+83	(DTR Ramp G3)



STATION	TO	STATION	
29+58		36+50	(Dulles Toll Road Eastbound)



STATION	TO	STATION	
38+83		43+92	(DTR Ramp G3)
19+29		28+18	(DTR Ramp E1)



STATION	TO	STATION	
43+92		46+66	(DTR Ramp E1)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (EE) Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
- (FF) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(II)

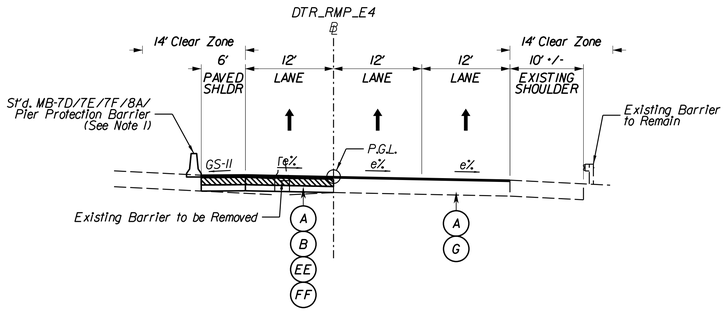
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2A(12)

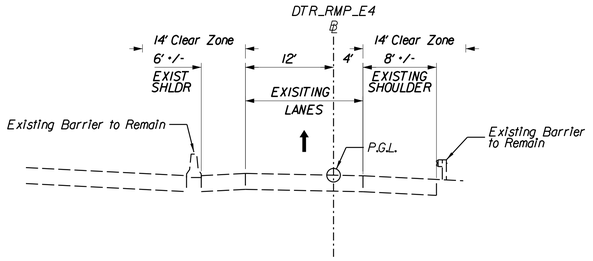
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS

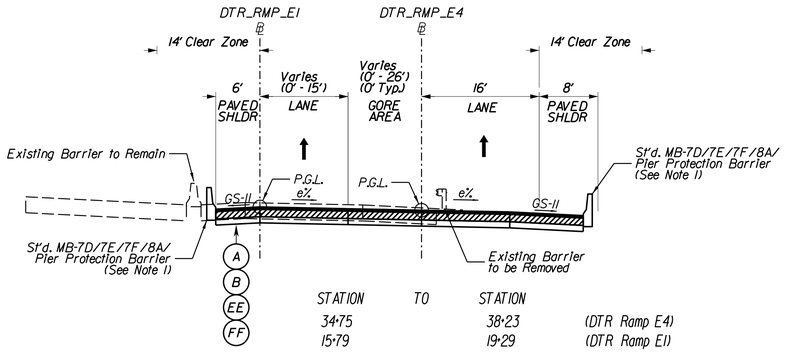
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



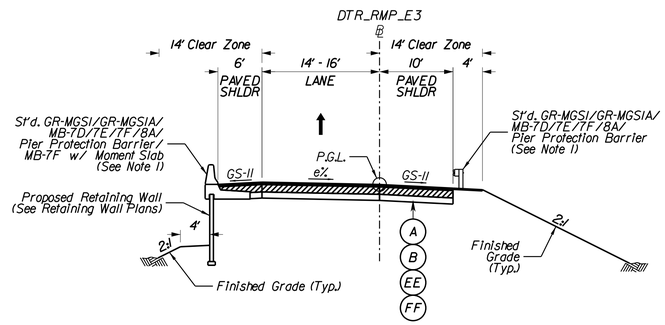
STATION 16+75 TO STATION 20+63 (DTR Ramp E4)



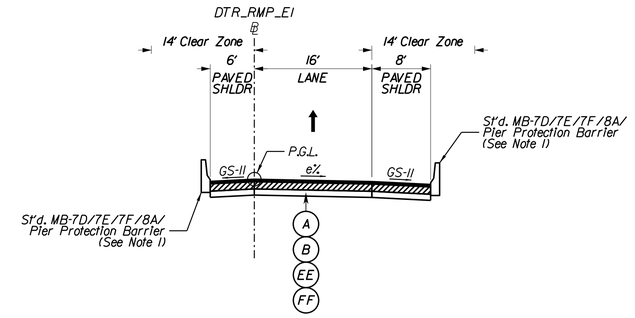
STATION 20+63 TO STATION 34+75 (DTR Ramp E4)



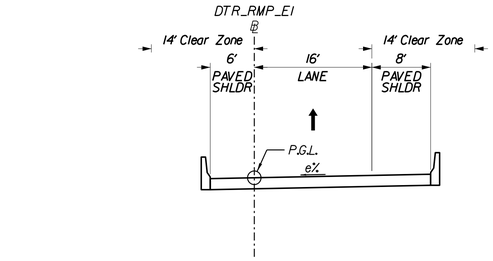
STATION 34+75 TO STATION 38+23 (DTR Ramp E4)
STATION 15+79 TO STATION 19+29 (DTR Ramp E1)



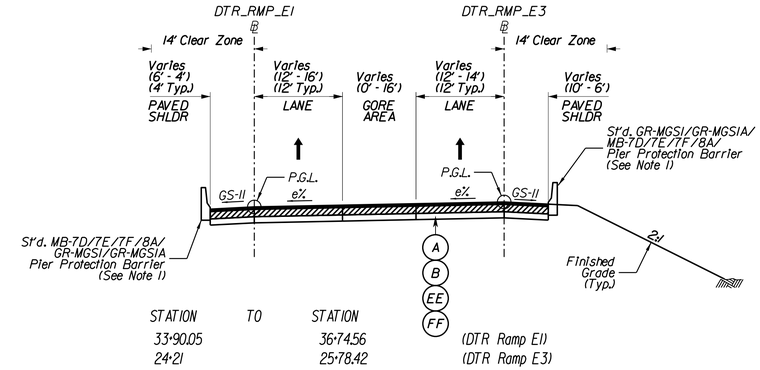
STATION 12+68 TO STATION 24+21 (DTR Ramp E3)



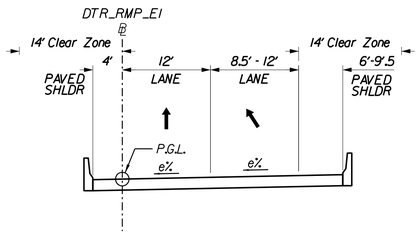
STATION 29+62 TO STATION 30+28.82 (DTR Ramp E1)



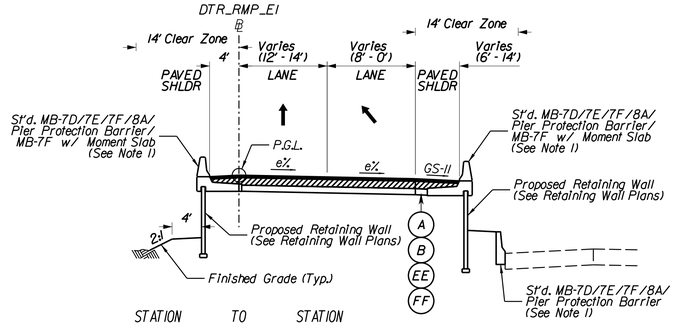
STATION 30+28.82 TO STATION 33+90.05 (DTR Ramp E1)



STATION 33+90.05 TO STATION 36+74.56 (DTR Ramp E1)
STATION 24+21 TO STATION 25+78.42 (DTR Ramp E3)



STATION 36+74.56 TO STATION 41+26.17 (DTR Ramp E1)



STATION 41+26.17 TO STATION 45+64 (DTR Ramp E1)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type 1, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (EE) Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
- (FF) Cement Stabilized Aggregate Base Material, Type 1, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth
- (11) Aggregate Base Material, Type 1, Size No. 21B - 14 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(12)

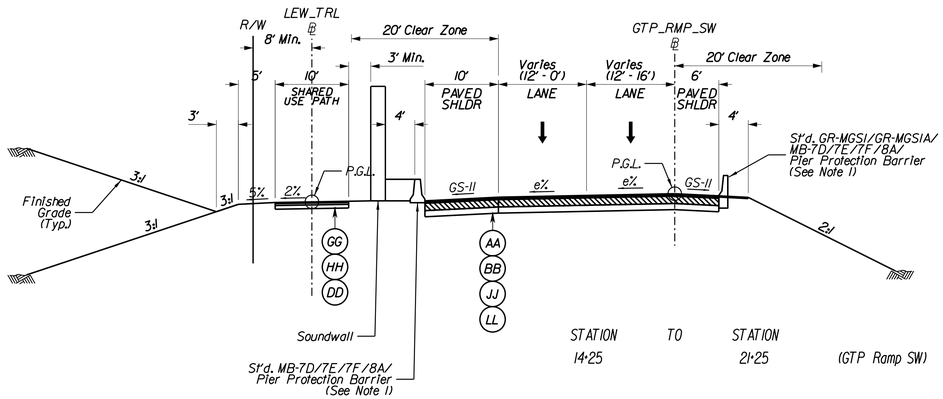
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

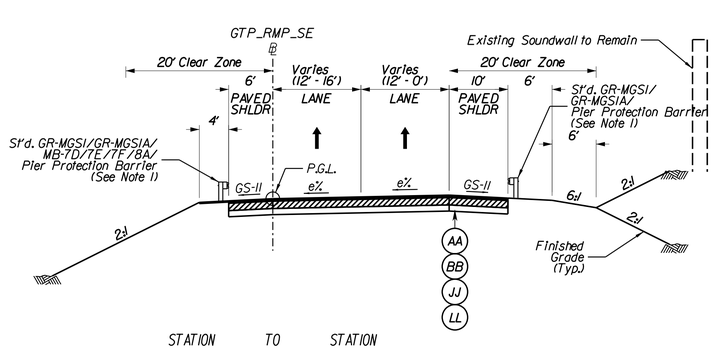
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2A(13)

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

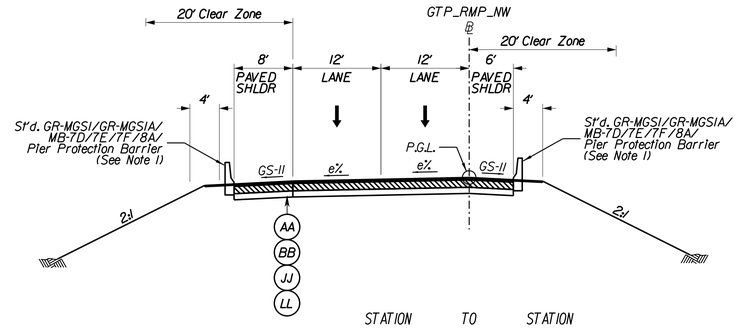
TYPICAL SECTIONS



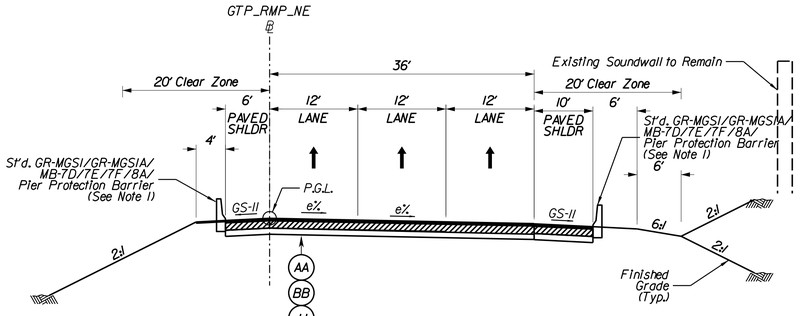
STATION 14+25 TO STATION 21+25 (GTP Ramp SW)



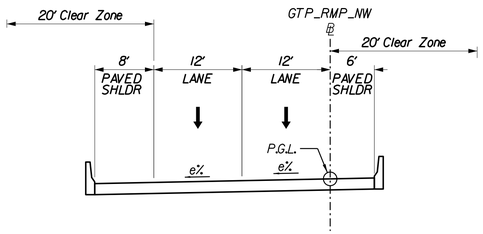
STATION 13+49 TO STATION 20+95 (GTP Ramp SE)



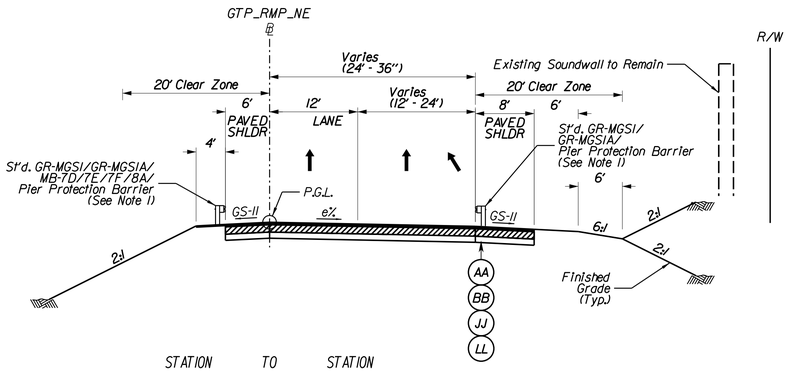
STATION 5+68 TO STATION 8+75.83 (GTP Ramp NW)



STATION 10+50 TO STATION 13+22 (GTP Ramp NE)



STATION 8+75.83 TO STATION 10+69.46 (GTP Ramp NW)



STATION 13+22 TO STATION 15+02 (GTP Ramp NE)

Legend

AA	Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
BB	Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
CC	Asphalt Concrete Base Course, Type BM-25.0A - 3 Inch Depth
DD	Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
EE	Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
FF	Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth
GG	Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
HH	Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
II	Aggregate Base Material, Type I, Size No. 21B - 14 Inch Depth
JJ	Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
KK	Asphalt Concrete Base Course, Type BM-25.0A - 8.5 Inch Depth
LL	Aggregate Base Material, Type I, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(13)

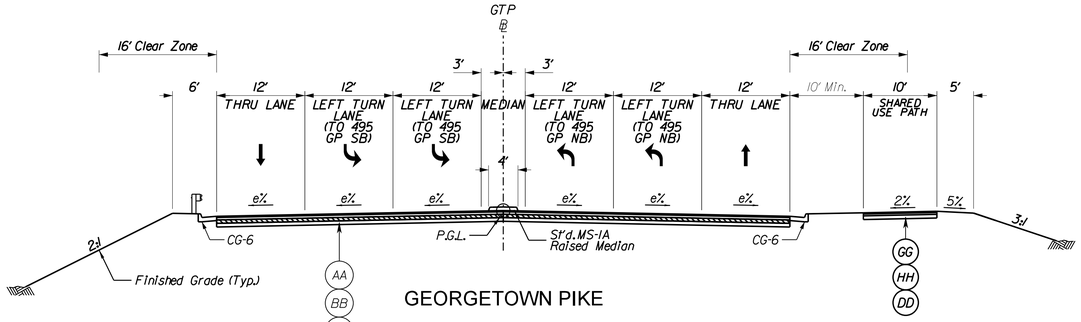
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Boord dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2A(14)

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

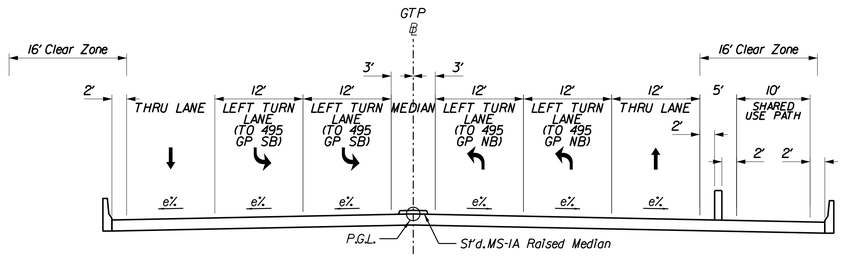
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

TYPICAL SECTIONS



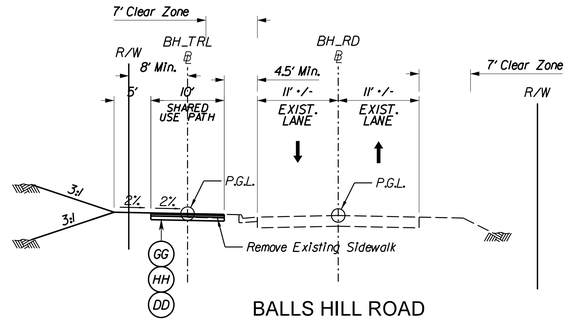
GEORGETOWN PIKE

STATION	TO	STATION	
12+50		20+12.08	(Georgetown Pike)
22+54.41		35+00	(Georgetown Pike)



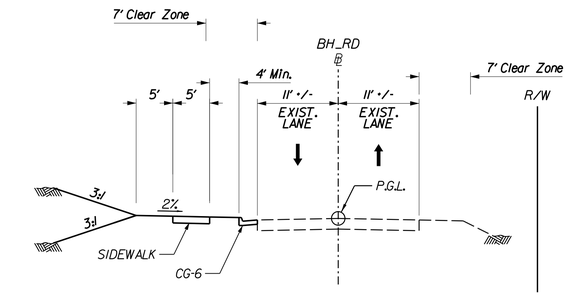
GEORGETOWN PIKE

STATION	TO	STATION	
20+12.08		22+54.41	(Georgetown Pike)



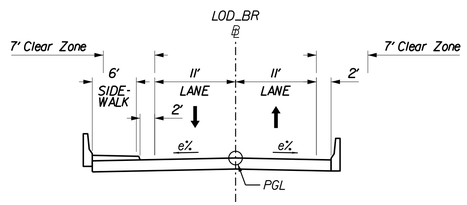
BALLS HILL ROAD

STATION	TO	STATION	
18+90		33+70	(Balls Hill Road)
10+35		25+08	(Balls Hill Shared Use Path)



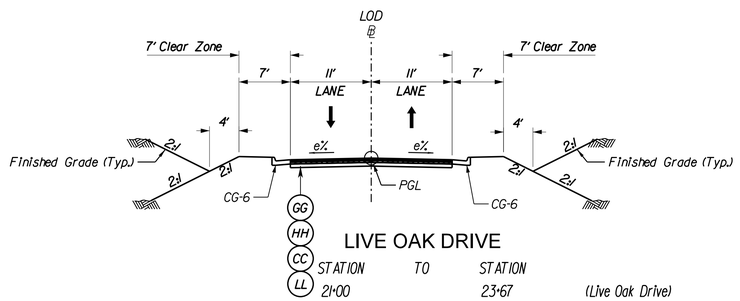
BALLS HILL ROAD

STATION	TO	STATION	
33+70		40+53	(Balls Hill Road)



LIVE OAK DRIVE

STATION	TO	STATION	
10+83.10		14+31.43	(Live Oak Drive)



LIVE OAK DRIVE

STATION	TO	STATION	
21+00		23+67	(Live Oak Drive)

Legend

- (AA) Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
- (BB) Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
- (CC) Asphalt Concrete Base Course, Type BM-25.0A - 3 Inch Depth
- (DD) Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
- (EE) Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
- (FF) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
- (II) Aggregate Base Material, Type I, Size No. 21B - 14 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (KK) Asphalt Concrete Base Course, Type BM-25.0A - 8.5 Inch Depth
- (LL) Aggregate Base Material, Type I, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(14)

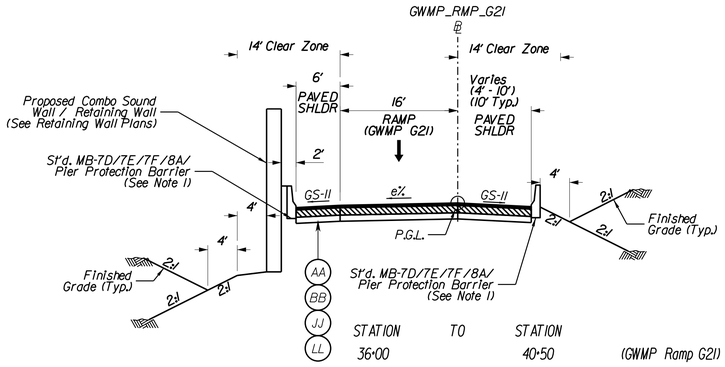
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

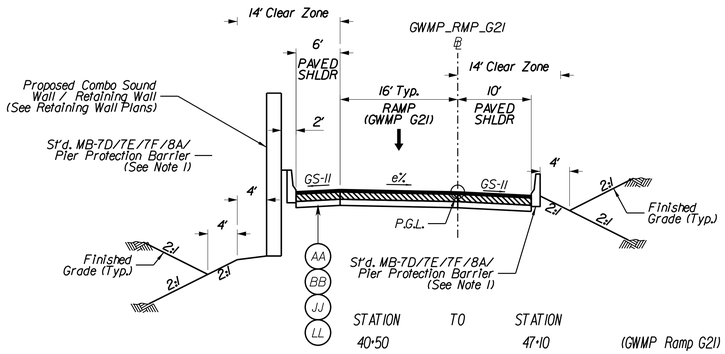
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2A(15)

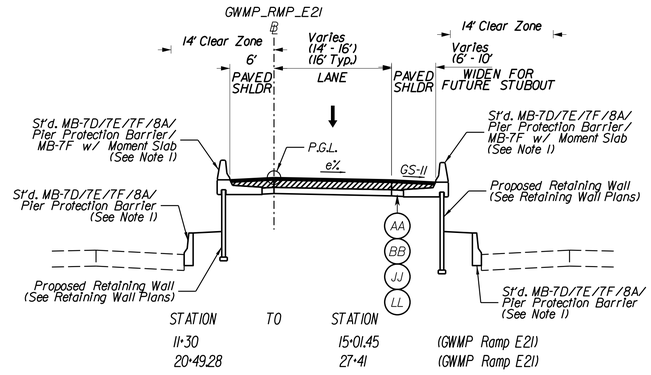
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

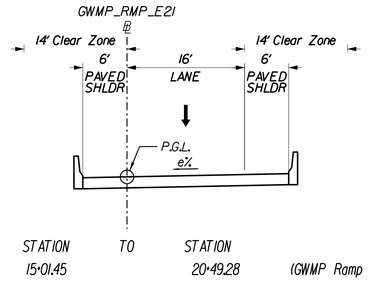
PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

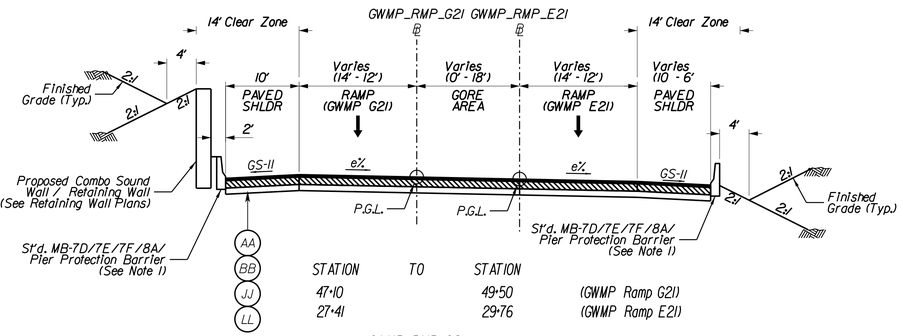
TYPICAL SECTIONS

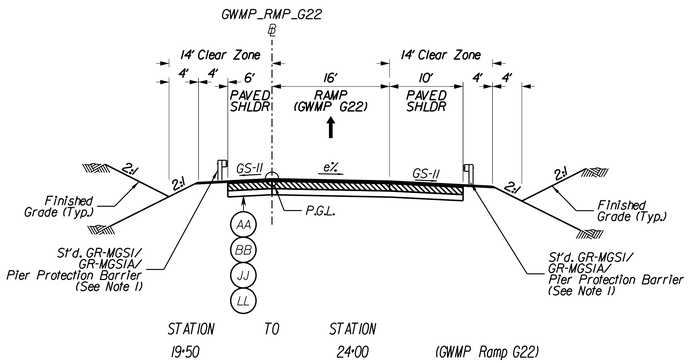


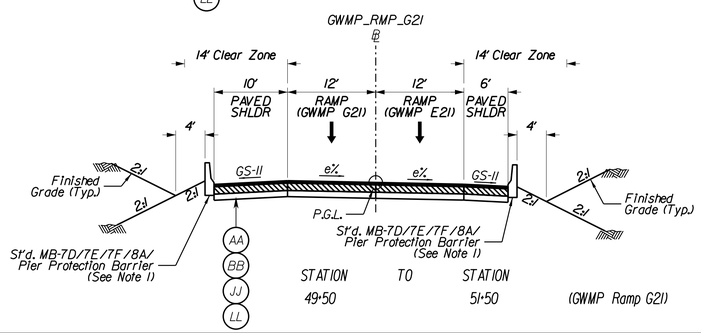












Legend

- (AA) Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
- (BB) Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
- (CC) Asphalt Concrete Base Course, Type BM-25.0A - 3 Inch Depth
- (DD) Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
- (EE) Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
- (FF) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
- (II) Aggregate Base Material, Type I, Size No. 21B - 14 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (KK) Asphalt Concrete Base Course, Type BM-25.0A - 8.5 Inch Depth
- (LL) Aggregate Base Material, Type I, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(15)

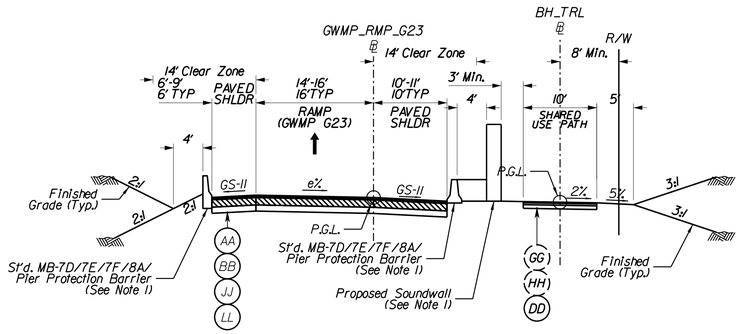
LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2A(16)

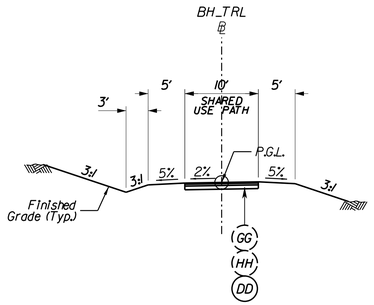
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

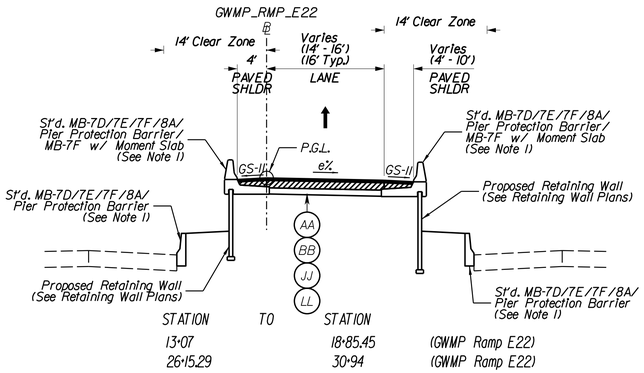
TYPICAL SECTIONS



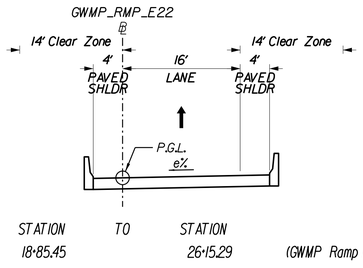
STATION	TO	STATION	
15+86		23+55	(GWMP Ramp G23)
49+07		50+31	(Balls Hill Shared Use Path)



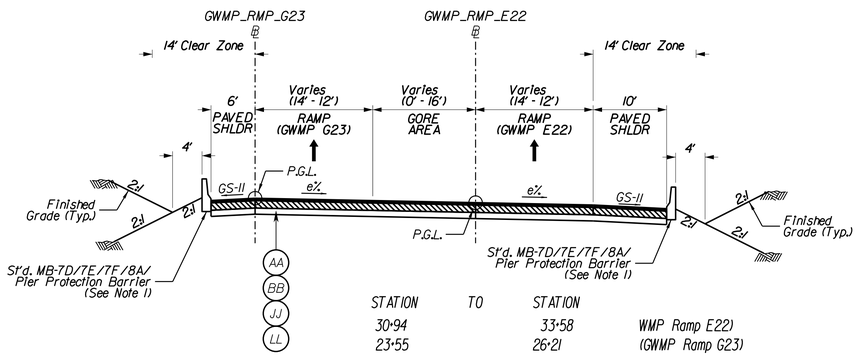
STATION	TO	STATION	
9+73.44		10+35	(Balls Hill Shared Use Path)
50+31		54+77	(Balls Hill Shared Use Path)



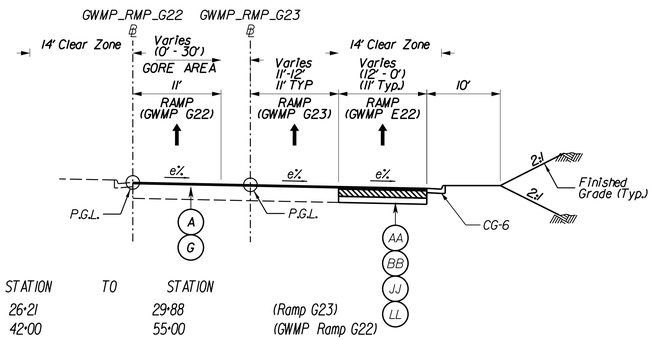
STATION	TO	STATION	
13+07		18+85.45	(GWMP Ramp E22)
26+15.29		30+94	(GWMP Ramp E22)



STATION	TO	STATION	
18+85.45		26+15.29	(GWMP Ramp E22)



STATION	TO	STATION	
30+94		33+58	WMP Ramp E22)
23+55		26+21	(GWMP Ramp G23)



STATION	TO	STATION	
26+21		29+88	(Ramp G23)
42+00		55+00	(GWMP Ramp G22)

Legend

- (A) Asphalt Concrete Surface Course, Type SMA-9.5 (64E-22) - 1.5 Inch Depth
- (B) Asphalt Concrete Intermediate Course, Type SMA-12.5 (64E-22) - 2 Inch Depth
- (C) Asphalt Concrete Base Course, Type BM-25.0D - 11 Inch Depth
- (D) Asphalt Concrete Base Course, Type BM-25.0D - 13 Inch Depth
- (E) Aggregate Base Material, Type I, 21B - 10 Inch Depth
- (F) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 10 Inch Depth
- (G) 2" Flexible Pavement Planing, Variable Depth Wedge and Leveling Course Type SMA-12.5 (64E-22)
- (AA) Asphalt Concrete Surface Course, Type SM-9.5D - 1.5 Inch Depth
- (BB) Asphalt Concrete Intermediate Course, Type IM-19.0D - 2 Inch Depth
- (CC) Asphalt Concrete Base Course, Type BM-25.0A - 3 Inch Depth
- (DD) Aggregate Base Material, Type I, Size No. 21B - 6 Inch Depth
- (EE) Asphalt Concrete Base Course, Type BM-25.0D - 12 Inch Depth
- (FF) Cement Stabilized Aggregate Base Material, Type I, Size No. 21B Stabilized With 4% Hydraulic Cement By Weight - 6 Inch Depth
- (GG) Asphalt Concrete Surface Course, Type SM-9.5A - 1.5 Inch Depth
- (HH) Asphalt Concrete Intermediate Course, Type IM-19.0A - 2 Inch Depth
- (II) Aggregate Base Material, Type I, Size No. 21B - 14 Inch Depth
- (JJ) Asphalt Concrete Base Course, Type BM-25.0A - 6.5 Inch Depth
- (KK) Asphalt Concrete Base Course, Type BM-25.0A - 8.5 Inch Depth
- (LL) Aggregate Base Material, Type I, Size No. 21B - 12 Inch Depth

NOTES:
1. See Conceptual Roadway Plan Sheets for limits.
2. See Conceptual Signing, Pavement Marking, and Lighting Plans for limits.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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N.T.S.	PROJECT 0495-029-419	SHEET NO. 2A(16)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DRAINAGE STRUCTURE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2B(1)

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

STRUCTURE NO.	VDOT STRUCTURE TYPE	LENGTH (FT)	REMARKS
3-01	DI-5		
3-02	DI-10H, TYPE I	10	
3-03	MH-1 OR MH-2		
3-04	MH-1 OR MH-2		
3-05	DI-5		
3-06	DI-10H, TYPE I	10	
3-11	MH-1 OR MH-2		
3-13	DI-5		
3-14	MH-1 OR MH-2		
3-31	DI-5		
3-32	MH-1 OR MH-2		
3-34	MH-1 OR MH-2		
3-35	MH-1 OR MH-2		
3-36	DI-10H, TYPE I	10	
3-37	DI-10H, TYPE I	10	
4-01	DI-13, TYPE II	20	
4-02	ES-1		
4-03	ES-1		
4-04	ES-1		
4-11	DI-7		OUTFALL STRUCTURE FROM SWM DTR-B
4-12	ES-1		
5-01	DI-10H, TYPE I	10	
5-02	DI-10H, TYPE I	10	
5-03	EW-1		
5-04	DI-7		OUTFALL STRUCTURE FROM SWM-1A
5-05	DI-5		
5-11	DI-10H, TYPE I	10	
5-12	DI-10H, TYPE I	10	
5-13	DI-10H, TYPE I	10	
5-14	DI-10H, TYPE I	10	
5-15	DI-10H, TYPE I	10	
5-16	MH-1 OR MH-2		
5-17	DI-7		
5-18	MH-1 OR MH-2		
5-19	MH-1 OR MH-2		
5-20	DI-10H, TYPE I	10	
5-21	DI-10H, TYPE I	10	
5-22	EW-7		
5-23	MH-1 OR MH-2		
5-25	DI-10H, TYPE I	10	
5-26	DI-10H, TYPE I	10	
5-41	DI-10H, TYPE I	10	
5-42	DI-10H, TYPE I	10	
5-51	DI-10H, TYPE II	10	
5-61	DI-7		OUTFALL STRUCTURE FROM SWM-1B
5-62	ES-1		
6-01	EW-2		
6-02	DI-5		
6-11	EW-2		
6-12	DI-5		
6-21	DI-5		
6-22	MH-1 OR MH-2		
6-23	ES-1		
6-31	DI-5		
6-32	MH-1 OR MH-2		
6-41	DI-10H, TYPE I	10	
6-42	DI-10H, TYPE I	10	
6-52	DI-10H, TYPE I	10	
6-53	MH-1 OR MH-2		
6-54	DI-10H, TYPE I	10	
6-55	DI-10H, TYPE I	10	
6-60	EW-1		
6-61	DI-10H, TYPE I	10	
6-62	DI-10H, TYPE I	10	
6-72	MH-1 OR MH-2		
6-73	EW-1		
6-100	DI-10H, TYPE I	10	
6-101	DI-10H, TYPE I	10	
6-102	DI-10H, TYPE I	10	
7-01	DI-5		
7-02	JB-1		
7-03	JB-1		
7-04	MH-1 OR MH-2		
7-05	DI-10H, TYPE I	10	
7-06	DI-10H, TYPE I	10	
7-08	DI-5		
7-11	DI-10H, TYPE I	10	
7-12	JB-1		
7-13	JB-1		
7-14	DI-10H, TYPE I	10	
7-16	MH-1 OR MH-2		
7-21	EW-7		
7-22	JB-1		
7-23	EW-7		
7-31	DI-10H, TYPE I	10	
7-32	DI-10H, TYPE I	10	
7-33	DI-10H, TYPE I	10	
7-42	DI-10H, TYPE I	10	
7-43	DI-10H, TYPE I	10	
7-51	DI-5		
7-52	DI-5		
7-53	MH-1 OR MH-2		
7-54	ES-1		
7-55	DI-10H, TYPE I	10	
7-56	DI-10H, TYPE I	10	
7-57	DI-10H, TYPE I	10	
7-58	MH-1 OR MH-2		
7-61	DI-10H, TYPE I	10	
7-71	DI-7		OUTFALL STRUCTURE FROM SWM-5G
7-72	MH-1 OR MH-2		
7-73	MH-1 OR MH-2		
7-81	MH-1 OR MH-2		
7-82	DI-5		
8-01	DI-10H, TYPE I	10	
8-03	EW-2		
8-04	DI-7		OUTFALL STRUCTURE FROM SWM-5H
8-05	ES-1		
8-06	DI-10H, TYPE I	10	
8-11	MH-1 OR MH-2		
8-12	DI-5		
8-13	MH-1 OR MH-2		
8-14	EW-2		
8-15	EW-2		
8-16	EW-2		
8-21	DI-10H, TYPE I	10	
8-22	DI-10H, TYPE I	10	
8-41	DI-10H, TYPE I	10	
8-42	DI-10H, TYPE I	10	
8-43	DI-10H, TYPE I	10	
8-51	DI-10H, TYPE I	10	
8-52	DI-10H, TYPE I	10	
8-53	DI-10I, TYPE I	10	
8-54	EW-1		
8-62	DI-3B	10	
8-63	ES-1		
8-64	DI-3C	10	
8-65	DI-3B	10	
8-66	DI-7		OUTFALL STRUCTURE FROM SWM-5J
8-67	MH-1 OR MH-2		
8-68	EW-1		
8-70	DI-3C	10	
8-71	DI-3B	10	
8-72	DI-5		
8-73	MH-1 OR MH-2	0	
8-74	MH-1 OR MH-2	0	
8-75	DI-10H, TYPE I	10	
8-76	EW-1		
8-81	DI-7		OUTFALL STRUCTURE FROM SWM-5K
8-82	EW-1		
8-91	DI-7		OUTFALL STRUCTURE FROM SWM-5F
8-92	EW-1		
8-101	DI-10H, TYPE I	10	
8-102	ES-1		
8-111	DI-10H, TYPE I	10	
8-112	DI-10H, TYPE I	10	
8-113	DI-10H, TYPE I	10	
8-114	DI-10H, TYPE I	10	
8-115	DI-10H, TYPE I	10	
8-116	DI-10H, TYPE I	10	
8-117	MH-1 OR MH-2		
8-120	DI-10H, TYPE I	10	
8-121	DI-10H, TYPE I	10	
8-122	MH-1 OR MH-2		
8-131	EW-2		
8-132	JB-1		
8-133	EW-2		
8-134	DI-7		OUTFALL STRUCTURE FROM SWM-6E
8-135	JB-1		
8-136	DI-10H, TYPE I	10	
8-137	EW-2		
8-141	DI-3B	10	
8-142	DI-3B	10	
8-143	ES-1		
8-152	MH-1 OR MH-2		
8-153	ES-1		
9-01	DI-10H, TYPE I	10	
9-02	DI-10H, TYPE I	10	
9-03	MH-1 OR MH-2		
9-04	DI-10H, TYPE I	10	
9-10	DI-5		
9-11	DI-10H, TYPE I	10	
9-12	DI-10H, TYPE II	10	
9-13	DI-10H, TYPE I	10	
9-14	MH-1 OR MH-2		
9-15	JB-1		
9-19	JB-1		
9-20	DI-10H, TYPE I	10	
9-21	JB-1		
9-22	JB-1		
9-23	JB-1		
9-24	MH-1 OR MH-2		
9-25	JB-1		
9-28	DI-10H, TYPE I	10	
9-31	DI-10H, TYPE I	10	
9-33	EW-2		
9-62	DI-10H, TYPE I	10	
10-01	DI-5		
10-02	DI-10H, TYPE I	10	
10-11	EW-1		
10-12	MH-1 OR MH-2		
10-31	DI-10H, TYPE I	10	
10-32	DI-10H, TYPE I	10	
10-33	MH-1 OR MH-2		
10-41	MH-1 OR MH-2		
10-42	MH-1 OR MH-2		
10-43	DI-10H, TYPE I	10	
10-45	MH-1 OR MH-2		
10-46	DI-10H, TYPE I	10	
10-48	MH-1 OR MH-2		
10-51	DI-10H, TYPE I	10	
10-52	DI-10I, TYPE I	10	
10-53	DI-10H, TYPE I	10	
10-54	DI-10H, TYPE I	10	
10-61	DI-10H, TYPE I	10	
10-62	DI-10H, TYPE I	10	
10-63	MH-1 OR MH-2		
10-64	DI-10H, TYPE I	10	
10-65	MH-1 OR MH-2		
10-66	DI-10H, TYPE I	10	
10-91	DI-5		
10-92	MH-1 OR MH-2		
10-93	DI-10H, TYPE I	10	
10-94	DI-10H, TYPE I	10	
10-101	DI-5		
10-102	MH-1 OR MH-2		
10-103	DI-5		
10-104	MH-1 OR MH-2		
11-01	DI-7		OUTFALL STRUCTURE FROM SWM-12B
11-02	DI-10H, TYPE I	10	
11-03	DI-3B	10	
11-05	MH-1 OR MH-2		
11-06	DI-5		
11-07	DI-10H, TYPE I	10	
11-08	DI-10H, TYPE I	10	
11-09	DI-10H, TYPE I	10	
11-10	DI-10H, TYPE I	10	
11-11	DI-7		
11-12	DI-10H, TYPE I	10	
11-13	DI-10H, TYPE I	10	
11-14	DI-5		
11-15	MH-1 OR MH-2		
11-16	DI-10H, TYPE I	10	
11-17	DI-10H, TYPE I	10	
11-19	DI-10H, TYPE I	10	
11-20	DI-10H, TYPE I	10	
11-21	MH-1 OR MH-2		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DRAINAGE STRUCTURE DESCRIPTION SHEET

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	2B(2)

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

STRUCTURE NO.	VDOT STRUCTURE TYPE	LENGTH (FT)	REMARKS
11-22	DI-3B	10	
11-23	DI-10H,TYPE I	10	
11-24	EW-1		
11-25	MH-1 OR MH-2		
11-26	MH-1 OR MH-2		
11-27	DI-7		OUTFALL STRUCTURE FROM SWM-12F
11-28	MH-1 OR MH-2		
11-29	MH-1 OR MH-2		
11-30	DI-10H,TYPE I	10	
11-31	DI-5		
11-32	MH-1 OR MH-2		
11-33	DI-10H,TYPE I	10	
11-34	MH-1 OR MH-2		
11-35	MH-1 OR MH-2		
11-36	DI-10H,TYPE I	10	
11-37	DI-7		
11-38	DI-10H,TYPE I	10	
11-39	MH-1 OR MH-2		
11-40	MH-1 OR MH-2		
11-41	DI-5		
11-42	MH-1 OR MH-2		
11-43	DI-10I,TYPE I	10	
11-44	DI-10H,TYPE I	10	
11-45	MH-1 OR MH-2		
11-46	DI-7		
11-47	MH-1 OR MH-2		
11-48	DI-10H,TYPE I	10	
11-50	DI-10H,TYPE I	10	
11-51	DI-10H,TYPE I	10	
11-52	DI-10H,TYPE I	10	
11-60	MH-1 OR MH-2		
11-70	DI-5		
11-71	MH-1 OR MH-2		
11-72	MH-1 OR MH-2		
11-73	MH-1 OR MH-2		
11-74	DI-10H,TYPE I	10	
11-75	DI-10H,TYPE I	10	
11-76	MH-1 OR MH-2		
11-81	DI-10H,TYPE I	10	
11-82	DI-10H,TYPE I	10	
11-83	ES-1	10	
11-84	DI-7		OUTFALL STRUCTURE FROM SWM-9B
11-85	DI-3B	10	
12-01	MH-1 OR MH-2		
12-02	DI-10H,TYPE I	10	
12-03	MH-1 OR MH-2		
12-04	DI-10H,TYPE I	10	
12-05	DI-10H,TYPE I	10	
12-10	DI-10H,TYPE I	10	
12-12	MH-1 OR MH-2		
12-13	DI-10H,TYPE I	10	
12-15	DI-10H,TYPE I	10	
12-16	MH-1 OR MH-2		
12-17	DI-10H,TYPE I	10	
12-18	MH-1 OR MH-2		
12-21	DI-10H,TYPE I	10	
12-22	DI-10H,TYPE II	10	
12-24	EX.MH-1		ADJUST MH-1 RIM TO GRADE
12-25	MH-1 OR MH-2		
12-26	MH-1 OR MH-2		
12-29	MH-1 OR MH-2		
12-30	DI-10H,TYPE I	10	
12-32	DI-10H,TYPE I	10	
12-34	DI-10H,TYPE II	10	
12-35	DI-10H,TYPE I	10	
12-42	DI-5		
12-43	DI-10H,TYPE I	10	
12-44	DI-10H,TYPE I	10	
12-45	DI-10H,TYPE II	10	
12-46	EX.MH-1		ADJUST MH-1 RIM TO GRADE
13-01	EW-2		
13-02	JB-1		
13-03	DI-10H,TYPE I	10	
13-04	DI-10H,TYPE I	10	
13-05	DI-10H,TYPE I	10	
13-06	JB-1		
13-07	JB-1		
13-08	MH-1 OR MH-2		
13-09	JB-1		
13-10	JB-1		

STRUCTURE NO.	VDOT STRUCTURE TYPE	LENGTH (FT)	REMARKS
13-11	MH-1 OR MH-2		
13-12	JB-1		
13-13	JB-1		
13-14	JB-1		
13-15	DI-10H,TYPE II	10	
13-16	DI-10H,TYPE I	10	
13-17	DI-10I,TYPE I	10	
13-18	JB-1		
13-19	DI-10I,TYPE I	10	
13-20	DI-10H,TYPE I	10	
13-21	DI-10H,TYPE I	10	
13-22	DI-10I,TYPE I	10	
13-23	DI-10I,TYPE I	10	
13-24	DI-10H,TYPE I	10	
13-25	DI-10H,TYPE I	10	
13-26	DI-10H,TYPE I	10	
13-28	MH-1 OR MH-2		
13-29	DI-10H,TYPE I	10	
13-30	DI-10H,TYPE I	10	
13-31	DI-10H,TYPE I	10	
13-32	DI-5		
13-33	DI-10H,TYPE I	10	
13-34	MH-1 OR MH-2		
13-36	EW-1		
13-39	DI-10H,TYPE I	10	
13-40	DI-10H,TYPE I	10	
13-41	DI-5		
13-42	MH-1 OR MH-2		
13-50	DI-10H,TYPE I	10	
13-51	DI-10H,TYPE I	10	
13-52	DI-10H,TYPE I	10	
13-53	DI-10H,TYPE I	10	
13-54	DI-10H,TYPE I	10	
13-55	DI-10H,TYPE I	10	
13-56	DI-10H,TYPE I	10	
13-57	MH-1 OR MH-2		
13-61	DI-10H,TYPE I	10	
13-62	MH-1 OR MH-2		
13-63	MH-1 OR MH-2		
13-66	EW-1		
13-67	EW-2		
13-70	MH-1 OR MH-2		
13-71	EW-1		
13-72	EW-1		
13-73	EW-1		
13-74	EW-1		
13-75	DI-2B	10	
13-76	ES-1		
13-77	DI-2B	10	
13-80	DI-7		
14-01	JB-1		
14-14	DI-10H,TYPE I	10	
14-31	JB-1		
14-32	EW-1		
14-33	DI-10H,TYPE I	10	
14-34	DI-10H,TYPE I	10	
14-43	DI-10H,TYPE I	10	
14-44	DI-10H,TYPE I	10	
14-45	EW-1		
14-51	DI-10H,TYPE I	10	
14-52	DI-10H,TYPE I	10	
14-53	EW-2		
14-54	DI-7		OUTFALL STRUCTURE FROM SWM-12M
14-61	DI-10H,TYPE I	10	
15-01	JB-1		
15-02	JB-1		
15-03	JB-1		
15-04	JB-1		
15-05	JB-1		
15-06	JB-1		
15-07	JB-1		
15-08	JB-1		
15-09	JB-1		
15-10	EW-2		
15-11	JB-1		
15-12	JB-1		
15-13	JB-1		
18-02	DI-10H,TYPE II	10	
18-03	DI-10H,TYPE II	10	

STRUCTURE NO.	VDOT STRUCTURE TYPE	LENGTH (FT)	REMARKS
19-01	DI-5		
19-02	MH-1 OR MH-2		
19-03	DI-3B	10	
19-04	ES-1		
19-05	JB-1		
19-06	EW-1		
19-10	DI-10I,TYPE I	10	
19-11	MH-1 OR MH-2		
19-12	MH-1 OR MH-2		
19-13	EW-1		
19-14	DI-5		
19-21	DI-7		OUTFALL STRUCTURE FROM SWM DTR-A
19-22	MH-1 OR MH-2		
19-23	EW-1		
20-11	DI-3B	10	
20-12	DI-7		
20-13	EW-1		
21-01	DI-7		OUTFALL STRUCTURE FROM SWM-5B
21-03	DI-7		OUTFALL STRUCTURE FROM SWM-5A
21-12	DI-3C	10	
21-13	DI-3B	10	
21-14	ES-1		
21-20	DI-3B	10	
21-21	DI-3B	10	
21-22	DI-3C	10	
21-23	ES-1		
21-24	DI-7		OUTFALL STRUCTURE FROM SWM-5E
21-25	EW-1		
21-26	DI-3B	10	
21-27	DI-3B	10	
21-31	DI-7		OUTFALL STRUCTURE FROM SWM-5D
21-32	EW-1		
21-41	DI-3B	10	
21-42	ES-1		
21-43	DI-3B	10	
21-44	DI-3B	10	
21-46	DI-3B	10	
21-47	DI-3B	10	
21-48	EW-1		
21-49	DI-3B	10	
22-01	DI-7		OUTFALL STRUCTURE FROM SWM-12C
22-02	DI-3B	10	
22-03	DI-3B	10	
22-04	DI-3B	10	
22-05	MH-1 OR MH-2		
22-11	DI-3B	10	
22-12	EW-1		
23-01	DI-3B	10	
23-02	DI-3B	10	
23-03	EW-1		
23-04	DI-3B	10	
23-11	DI-3B	10	
23-12	ES-1		
24-01	JB-1		
24-02	DI-5		
24-03	DI-10H,TYPE I	10	
24-04	DI-10I,TYPE I	10	
24-05	DI-10H,TYPE I	10	
24-06	JB-1		
24-07	EW-2		
24-10	DI-5		
24-11	DI-10H,TYPE I	10	
24-12	DI-10I,TYPE I	10	
24-13	DI-10H,TYPE I	10	
24-14	DI-10H,TYPE I	10	
24-15	EW-1		
24-16	MH-1 OR MH-2		
24-17	DI-10H,TYPE I	10	
24-18	DI-2B	10	
24-21	JB-1		
24-22	JB-1		
24-23	JB-1		
24-24	JB-1		
24-30	EW-1		
24-31	DI-5		
24-32	MH-1 OR MH-2		
24-33	DI-1		
24-34	MH-1 OR MH-2		
24-35	MH-1 OR MH-2		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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	PROJECT	SHEET NO.
	0495-029-419	2B(2)

Sunday, April 12, 2020 05:54:03 PM
17:54:03

dxxxxxxsht-03.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3

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

I-495 GP LANES SOUTHBOUND
RAMP FROM SCOTTS CROSSING ROAD
℄ 495XL_SB
SCOTTS CROSSING PROJECT (BY OTHERS)
495 EXPRESS LANES SOUTHBOUND
DTR RAMP E4
℄ DTR_RMP_E4
Exist. FAA R/W
Exist. VDOT R/W & C/A Line
Per VDOT Highway Plan 0495-029-001, RW-1
RAMP TO SCOTTS CROSSING ROAD
RAMP FROM SCOTTS CROSSING ROAD
℄ 495XL_NB
495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
℄ 495GP_NB
BEGIN ℄ 495XL_NB POT 538+60.56 =
℄ 495GP_NB STA. 1042+03.04, 46.71' LT.
BEGIN CONSTRUCTION
I-495 GP LANES NORTHBOUND
℄ 495GP_NB STA. 1052+37.85
BEGIN BRIDGE B-6XX
℄ 495GP_NB STA. 1053+15.29
RETAINING WALL RW29 (SEE RETAINING WALL PLANS)
MATCHLINE DTR_RMP_E1 STA 19+50.00 SEE PLAN SHEET 18
℄ DTR_RMP_D2
END BRIDGE B-6XX
℄ 495GP_NB STA. 1054+15.86
END CONSTRUCTION
I-495 GP LANES NORTHBOUND
℄ 495GP_NB STA. 1054+62.99
DTR RAMP E5
RETAINING WALL RW30 (SEE RETAINING WALL PLANS)
℄ DTR_RMP_G3
℄ DTR_RMP_E1
DTR RAMP G3
DTR RAMP E1
EXISTING NOISE BARRIER TO REMAIN
MATCHLINE 495XL_SB STA 153+50.00 495XL_NB STA 553+50.00 495GP_NB STA 1057+00.00 SEE PLAN SHEET 4
MATCHLINE DTR_RMP_E1 STA 28+50.00 DTR_RMP_G3 STA 44+50.00 SEE PLAN SHEET 4

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	3

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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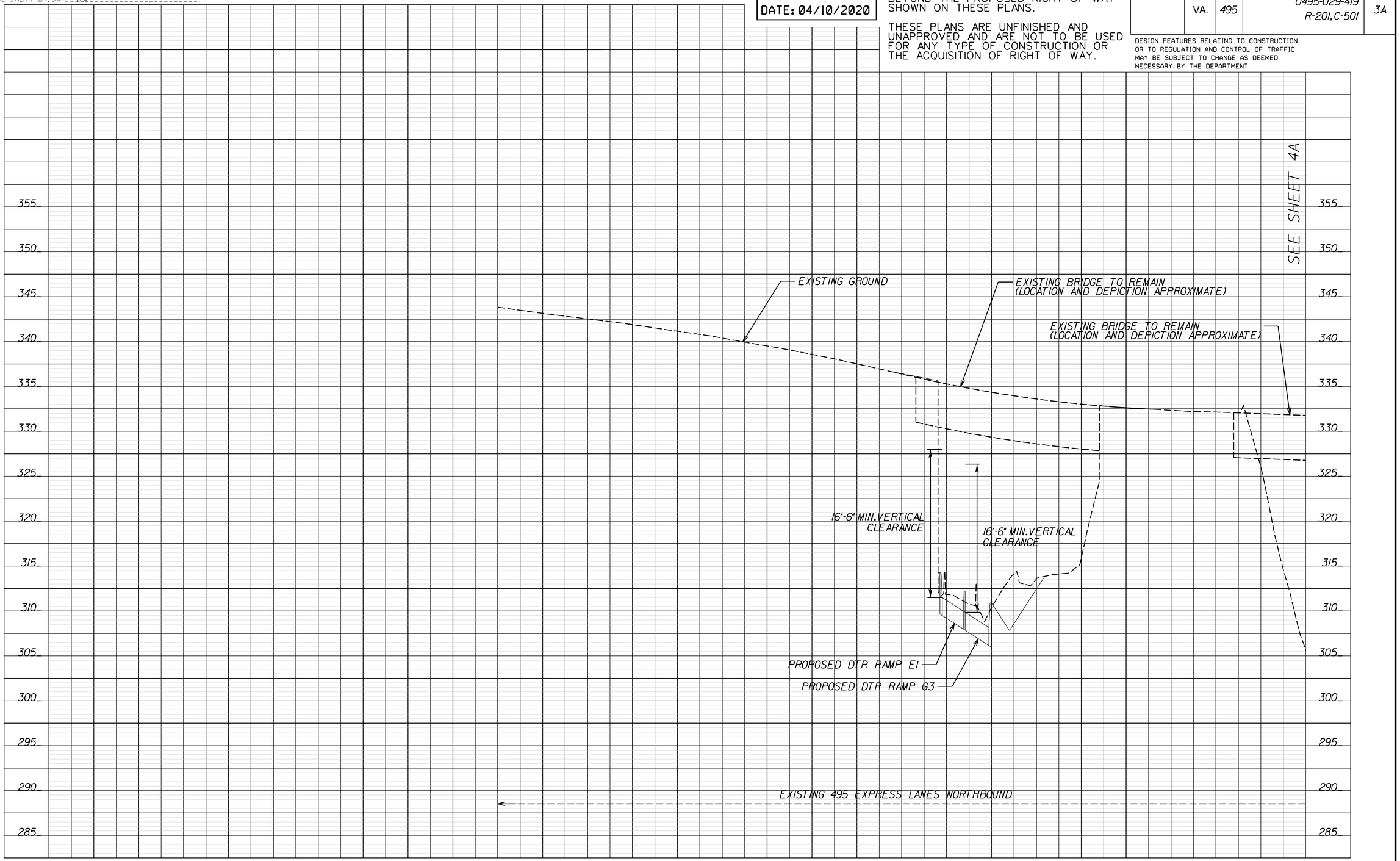
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	3A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3A

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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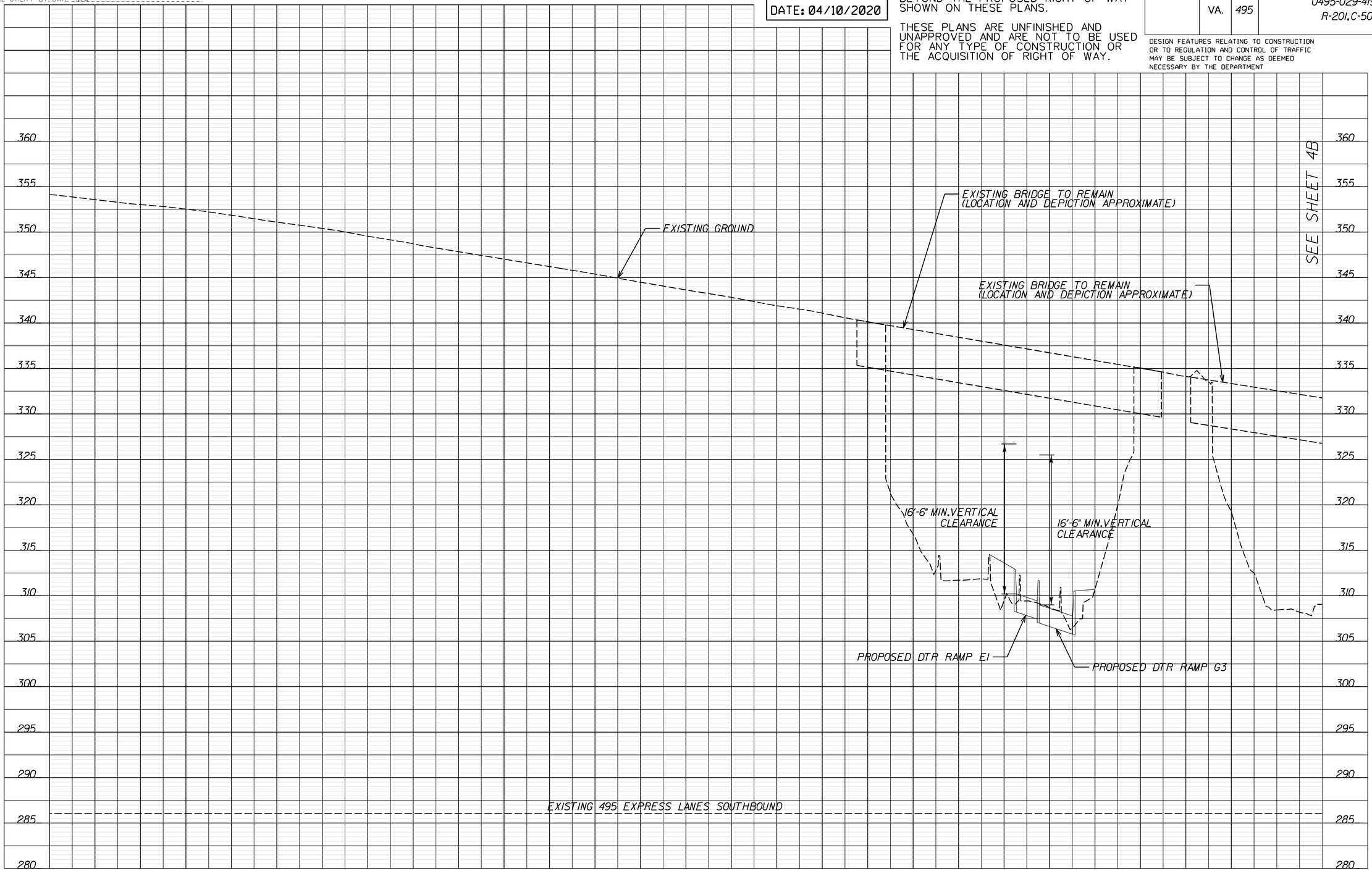
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E1

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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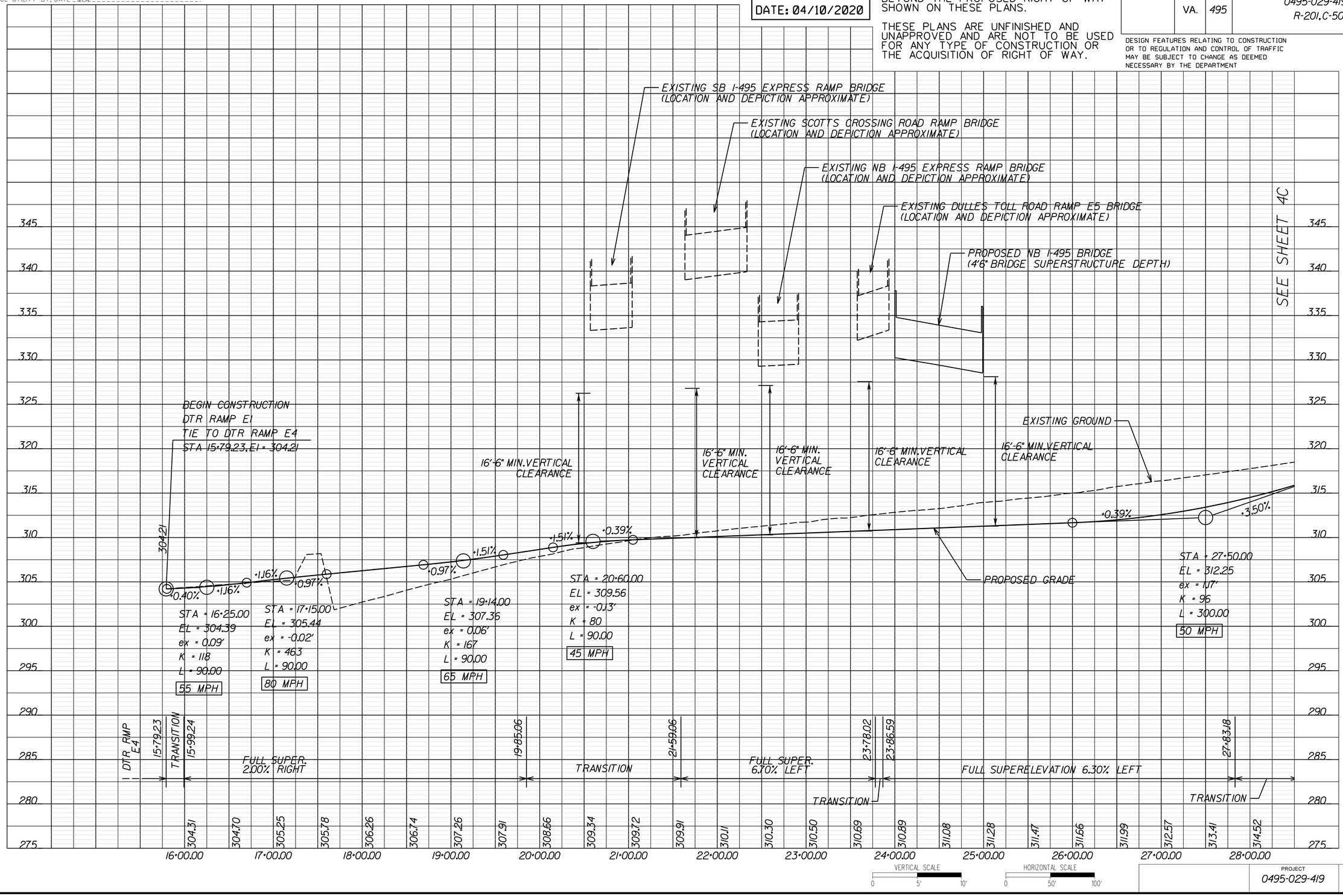
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	3C

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



PROJECT	SHEET NO.
0495-029-419	3C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _
DESIGN BY _ HDR Engineering _
SUBSURFACE UTILITY BY, DATE _ N/A _

DTR RAMP G3

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3D

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

SEE SHEET 18B

EXISTING SB I-495 EXPRESS RAMP BRIDGE (LOCATION AND DEPICTION APPROXIMATE)
EXISTING SCOTTS CROSSING ROAD RAMP BRIDGE (LOCATION AND DEPICTION APPROXIMATE)
EXISTING NB I-495 EXPRESS RAMP BRIDGE (LOCATION AND DEPICTION APPROXIMATE)
EXISTING DULLES TOLL ROAD RAMP BRIDGES (LOCATION AND DEPICTION APPROXIMATE)
PROPOSED NB I-495 BRIDGE (4'6" BRIDGE SUPERSTRUCTURE DEPTH)

STA = 36+26.00
EL = 308.81
SSD = 595'
ex = -0.36'
K = 68
L = 140.00
45 MPH
16'-6" MIN. VERTICAL CLEARANCE
16'-6" MIN. VERTICAL CLEARANCE
16'-6" MIN. VERTICAL CLEARANCE
16'-6" MIN. VERTICAL CLEARANCE
16'-6" MIN. VERTICAL CLEARANCE
-0.40%
-0.40%

PROPOSED GRADE
EXISTING GROUND
STA = 42+00.00
EL = 311.92
ex = 0.80'
K = 64
L = 202.78
40 MPH
+3.51%
+3.51%

STA = 45+50.00
EL = 323.61
SSD = 304'
ex = -1.76'
K = 41
L = 240.00
35 MPH
-2.31%
320.81

END CONSTRUCTION
DTR RAMP G3
TIE TO EXISTING PAVEMENT/BRIDGE
STA 46+71.41, EL = 320.81

EXISTING DTR RAMP G3 BRIDGE (LOCATION AND DEPICTION APPROXIMATE)

FULL SUPER. 2.00% LEFT
TRANSITION
FULL SUPER. 7.2% LEFT
TRANSITION
FULL SUPERELEVATION 6.40% LEFT
TRANSITION
TRANSITION
FULL SUPER. 7.00% LEFT
EXISTING DTR RAMP G3 BRIDGE (APPROX. 3.9% LEFT)

36+42.38 | 37+84.66 | 38+50.95 | 38+68.07 | 45+39.11 | 45+51.97 | 46+14.98 | 46+71.41

306.94 | 308.03 | 308.75 | 309.11 | 309.31 | 309.51 | 309.71 | 309.91 | 310.11 | 310.31 | 310.51 | 310.72 | 311.12 | 311.92 | 313.11 | 314.69 | 316.47 | 318.26 | 319.99 | 321.23 | 321.85 | 321.86 | 321.25

325 | 320 | 315 | 310 | 305 | 300 | 295 | 290 | 285 | 280 | 275

36+00.00 | 37+00.00 | 38+00.00 | 39+00.00 | 40+00.00 | 41+00.00 | 42+00.00 | 43+00.00 | 44+00.00 | 45+00.00 | 46+00.00

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

I-495 GP LANES NORTHBOUND

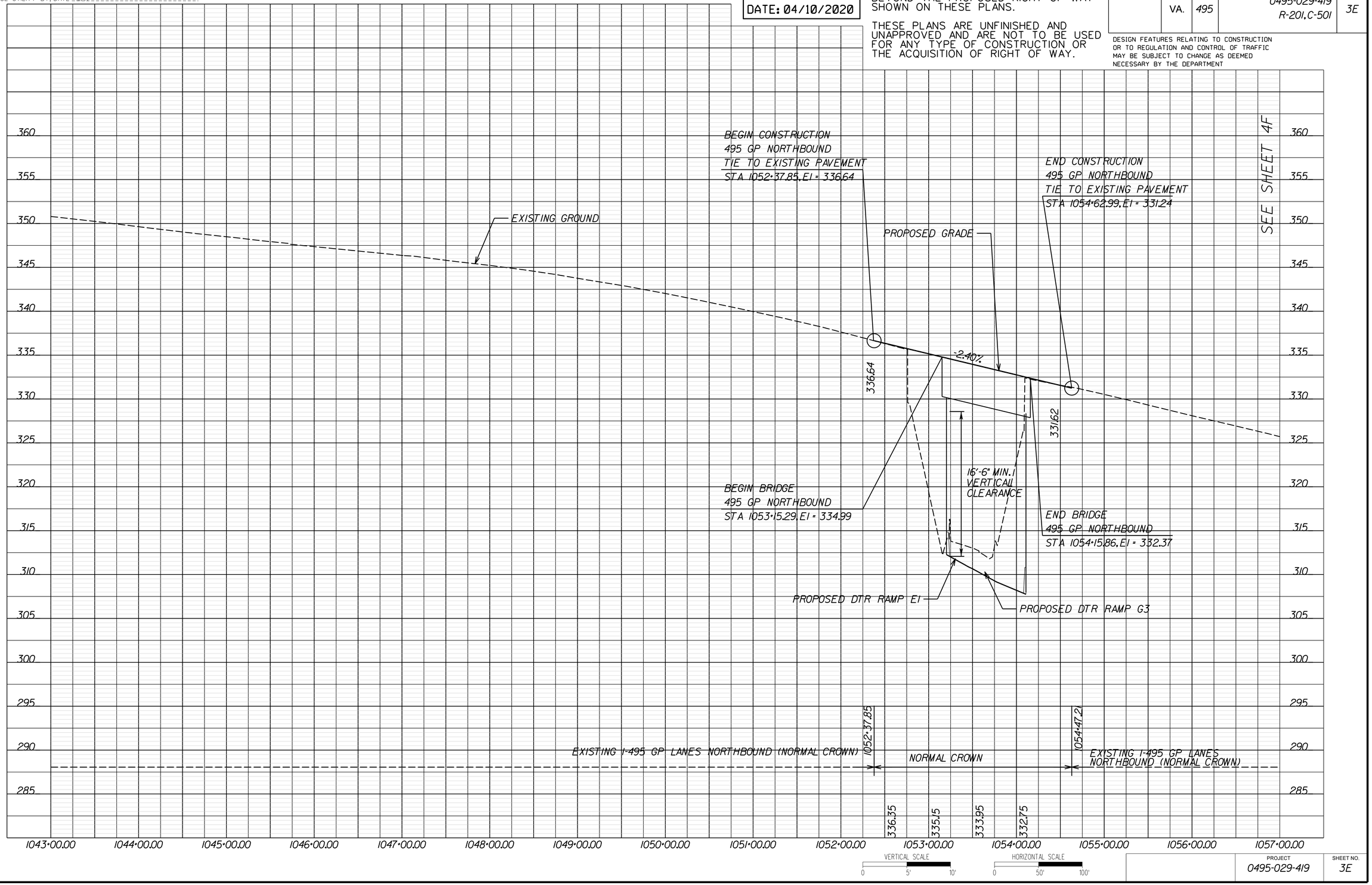
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	3E

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3E

Sunday, April 12, 2020 05:54:49 PM
17:54:49

dxxxxxxsht-03F.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E4

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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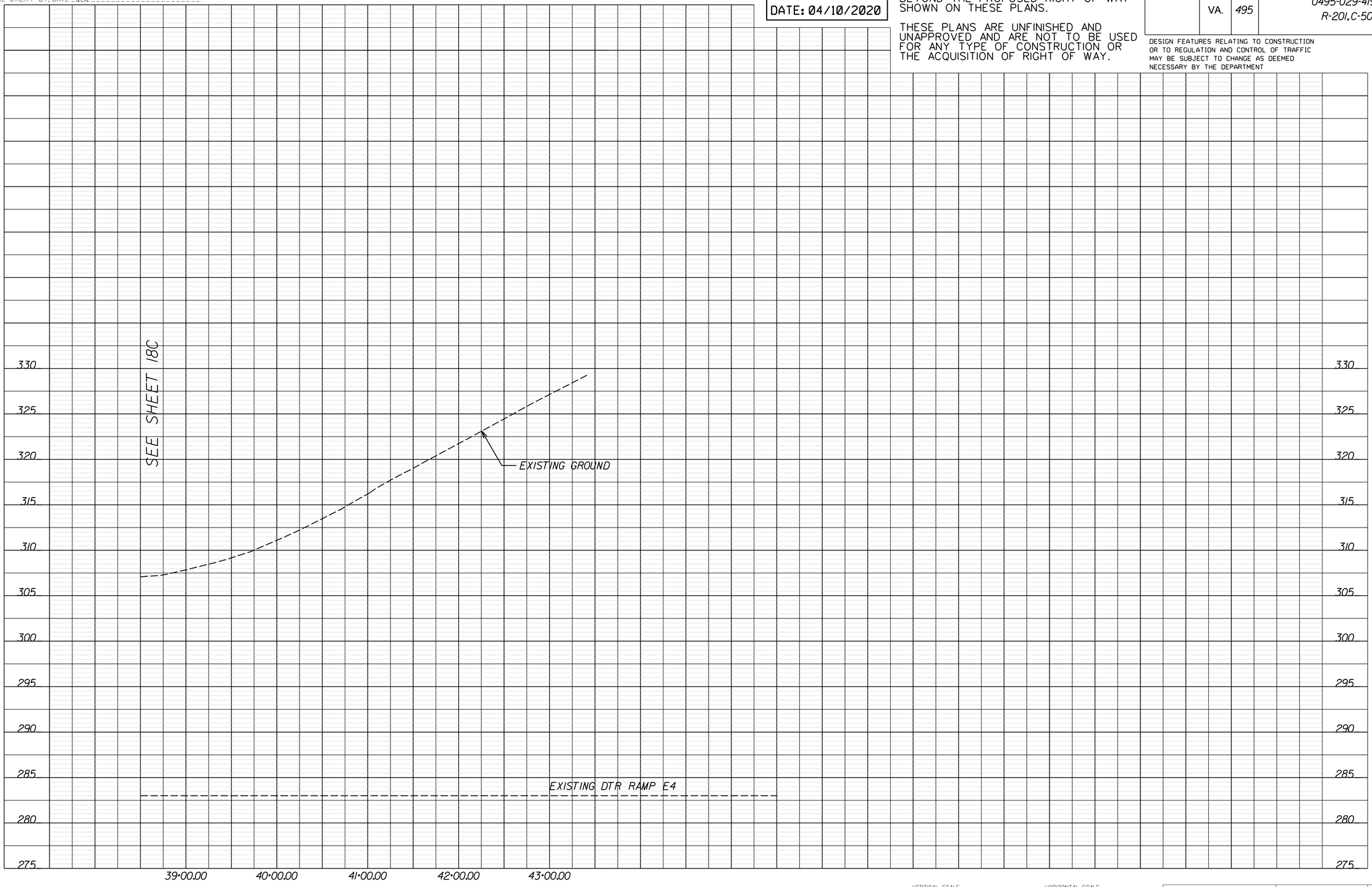
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3F

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



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3F

Sunday, April 12, 2020 05:54:55 PM
17:54:55

dxxxxxxsht-03RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3RW

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

I-495 GP LANES SOUTHBOUND
RAMP FROM SCOTTS CROSSING ROAD
495 EXPRESS LANES SOUTHBOUND
SCOTTS CROSSING PROJECT (BY OTHERS)
DTR RAMP E4
DTR RAMP E5
RAMP TO SCOTTS CROSSING ROAD
RAMP FROM SCOTTS CROSSING ROAD
495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
DTR RAMP G3
DTR RAMP E1
Exist. VDOT R/W & L/A Line
Per VDOT Highway Plan 0413-029-007, RW-1
Exist. FAA R/W
Exist. FAA R/W RW Line
RW Line
Conc. Mon.

MATCHLINE DTR RMP E1 STA 19+50.00 SEE PLAN SHEET 18RW

MATCHLINE 495XL-SB STA 153+50.00 495XL-NB STA 553+50.00 495GP-NB STA 1057+00.00 SEE PLAN SHEET 4RW

MATCHLINE DTR RMP E1 STA 28+50.00 DTR RMP G3 STA 44+50.00 SEE PLAN SHEET 4RW

LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	3RW

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	4

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

495 EXPRESS LANES SOUTHBOUND

RAMP TO SCOTTS CROSSING ROAD

RAMP FROM SCOTTS CROSSING ROAD

495 EXPRESS LANES NORTHBOUND

I-495 GP LANES NORTHBOUND

DTR RAMP E6

DTR RAMP E5

DTR RAMP G2

DTR RAMP G3

DTR RAMP E1

DTR RAMP E3

DTR RAMP G10

DULLES TOLL ROAD EASTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

DULLES TOLL ROAD WESTBOUND

SCOTTS RUN

Exist. FAA R/W & VDOT R/W Line Per VDOT Highway Plan 0413-029-007, RW-1

Exist. FAA R/W

℄ 495XL_SB

℄ 495XL_NB

℄ 495GP_NB

℄ DTR_RMP_G10

℄ DTR_RMP_E1

℄ DTR_RMP_E3

℄ DTR_WB

BEGIN PROJECT 0495-029-419
BEGIN CONSTRUCTION
495 EXPRESS LANES NORTHBOUND
℄ 495XL_NB STA. 567+00.00

RETAINING WALL RW01 (SEE RETAINING WALL PLANS)

END BRIDGE B-6XX
℄ DTR_RMP_E1 STA. 41+26.17

END ℄ DTR_RMP_G3 PT 53+96.27 -
℄ 495GP_NB, STA. 1065+75.00, 48.00' RT.

END CONSTRUCTION
DULLES TOLL ROAD RAMP G3
STA. 46+71.41

BEGIN BRIDGE B-6XX
℄ DTR_RMP_E1 STA. 36+74.56

END BRIDGE B-6XX
℄ DTR_RMP_E1 STA. 33+90.05

BEGIN BRIDGE B-6XX
℄ DTR_RMP_E1 STA. 30+28.82

RETAINING WALL RW13 (SEE RETAINING WALL PLANS)

RET. WALL RW31 (SEE RETAINING WALL PLANS)

RETAINING WALL RW32 (SEE RETAINING WALL PLANS)

CHANNEL RELOCATION

END CONSTRUCTION
DTR RAMP E3
END ℄ DTR_RMP_E3
POT 25+78.42 -
℄ DTR_RMP_E1
STA. 36+53.02, 24.00' RT

BEGIN CONSTRUCTION
I-495 GP LANES NORTHBOUND
℄ 495GP_NB PC 1069+62.75

BEGIN CONSTRUCTION
DTR RAMP G10
℄ DTR_RMP_G10 PCC 17+70.00

SWM DTR-B BIORETENTION

EXISTING NOISE BARRIER TO REMAIN

400' Merge

200' Taper

300' Taper

60' Taper

MATCHLINE 495XL_SB STA 153+50.00
495XL_NB STA 553+50.00
495GP_NB STA 1057+00.00
SEE PLAN SHEET 3

MATCHLINE DTR_RMP_E1 STA 44+50.00
DTR_RMP_G3 STA 44+50.00
SEE PLAN SHEET 3

MATCHLINE DTR_RMP_E3 STA 23+00.00
SEE PLAN SHEET 19

MATCHLINE 495XL_SB STA 167+50.00
495XL_NB STA 567+50.00
495GP_NB STA 1057+00.00
DTR_RMP_E1 STA 44+25.00
SEE PLAN SHEET 5

MATCHLINE DTR_RMP_G10 STA 18+50.00
SEE PLAN SHEET 5

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	4

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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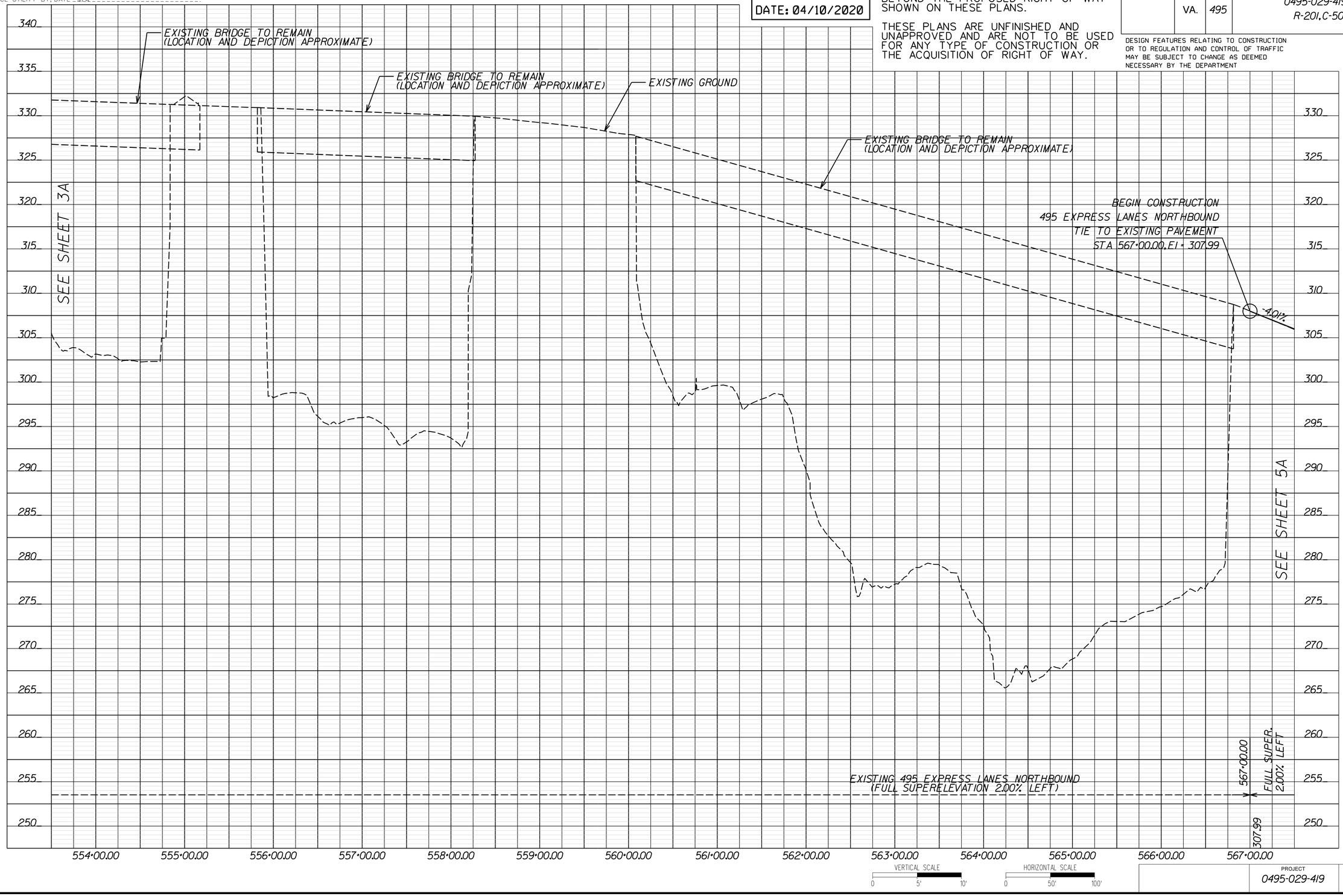
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	4A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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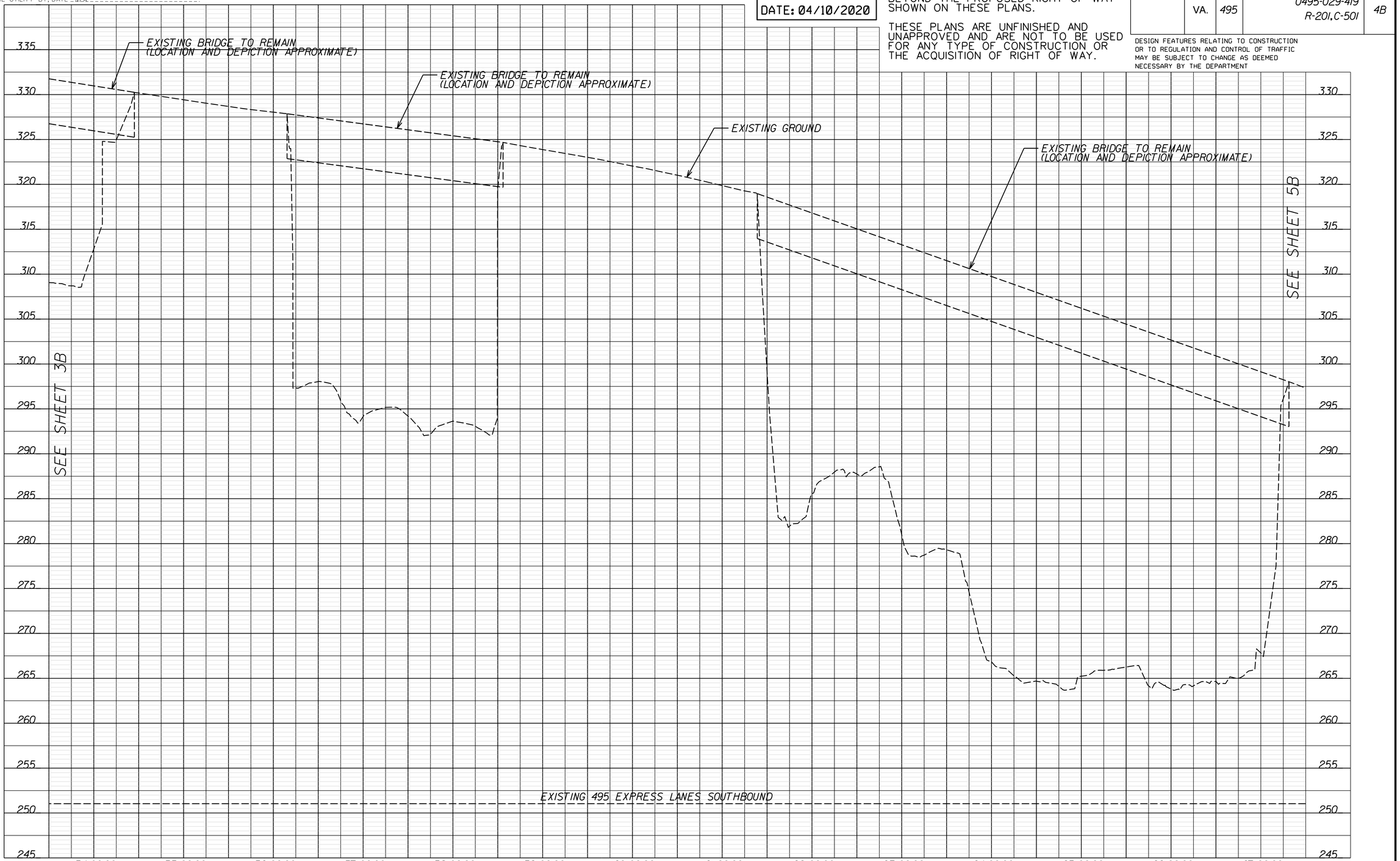
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	4B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4B

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E1

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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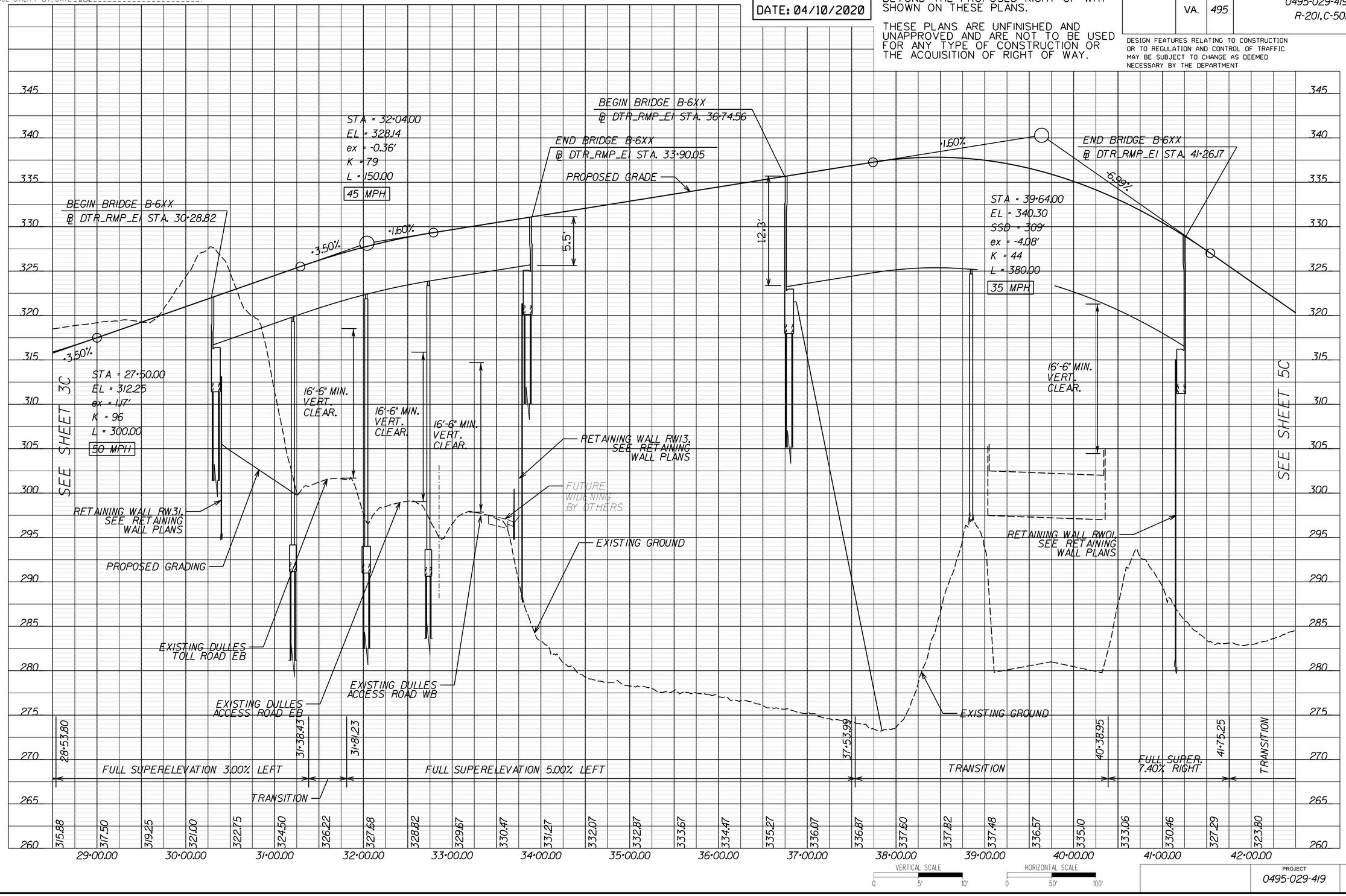
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	4C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E3

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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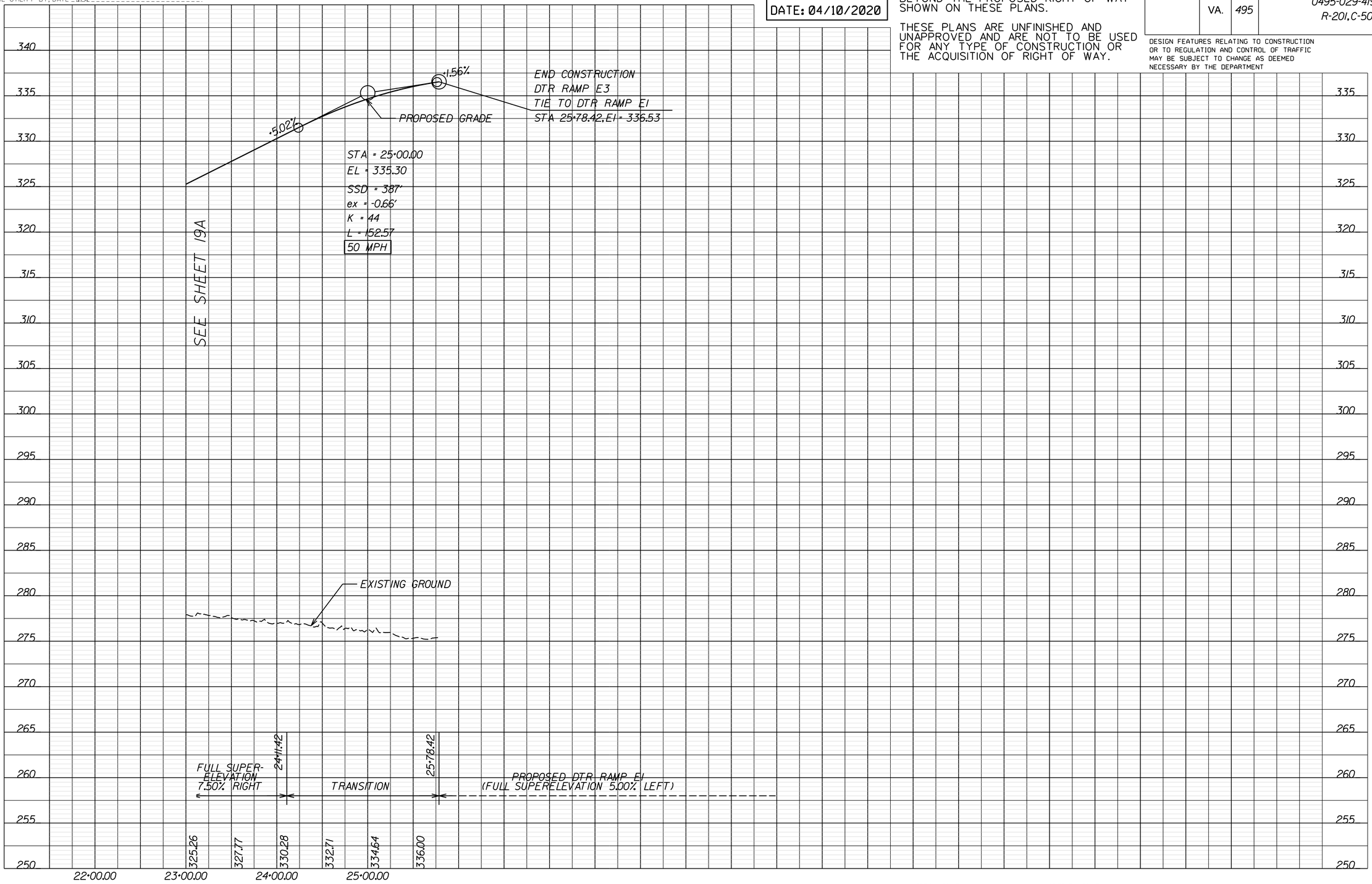
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	4D

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DTR RAMP G10

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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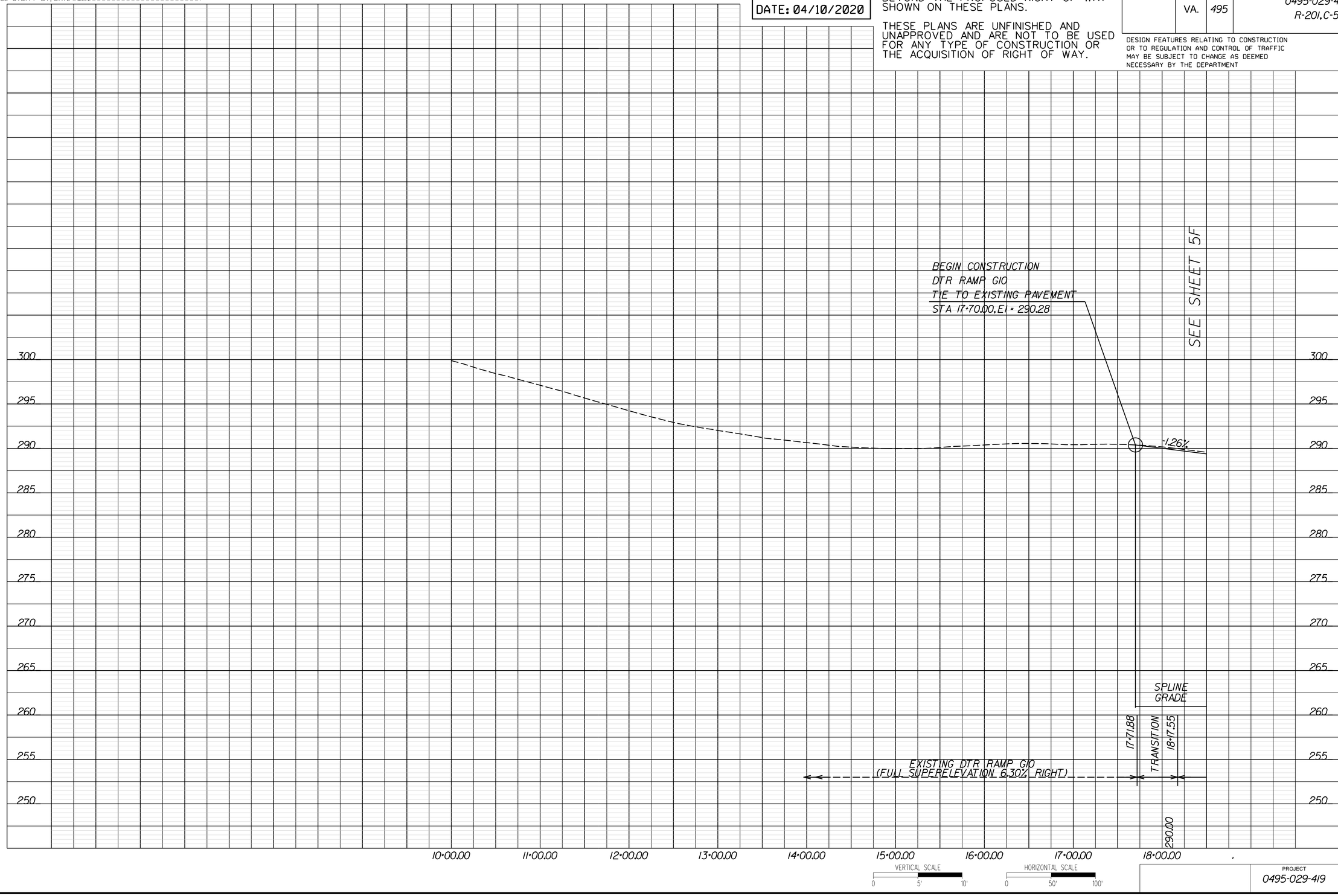
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	4E

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4E

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

I-495 GP LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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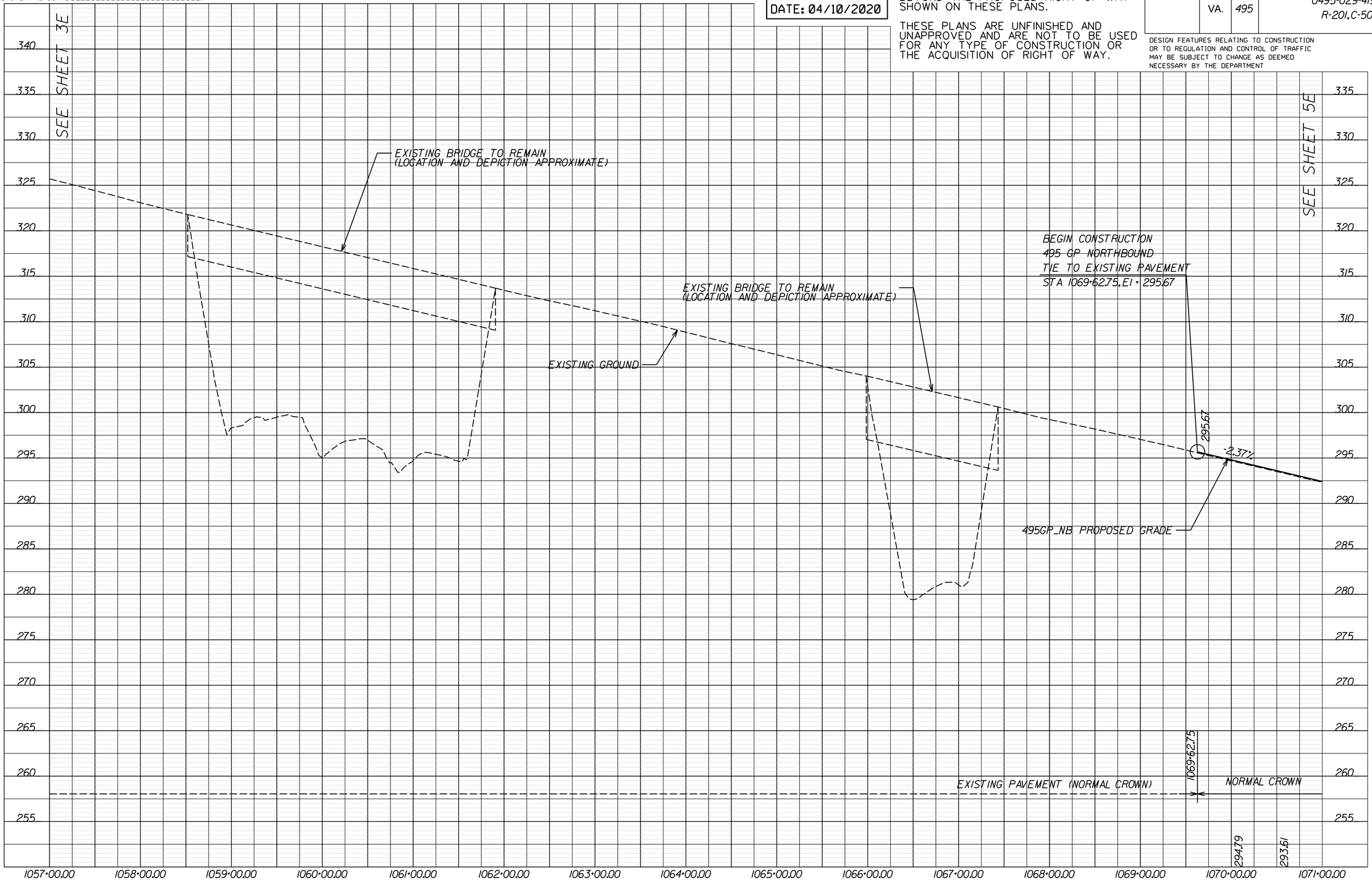
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	4F

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	4F

Sunday, April 12, 2020 05:55:50 PM
17:55:50

dxxxxxxsht-04RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	4RW

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

LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

495 EXPRESS LANES SOUTHBOUND
RAMP TO SCOTTS CROSSING ROAD
RAMP FROM SCOTTS CROSSING ROAD
495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
DTR RAMP E6
DTR RAMP E5
DTR RAMP G2
DTR RAMP G3
DTR RAMP G10
DTR RAMP E1
DULLES TOLL ROAD EASTBOUND
DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND
DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND
DULLES TOLL ROAD WESTBOUND
SCOTTS RUN
Exist. FAA R/W
Exist. VDOT R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-1

MATCHLINE 495XL_SB STA 153+50.00 495XL_NB STA 553+50.00 495GP_NB STA 1057+00.00 SEE PLAN SHEET 3RW

MATCHLINE 495XL_SB STA 167+50.00 495XL_NB STA 567+50.00 495GP_NB STA 1057+00.00 DTR_RMP_E1 STA 44+50.00 SEE PLAN SHEET 5RW

MATCHLINE DTR_RMP_G10 STA 18+50.00 SEE PLAN SHEET 5RW

MATCHLINE DTR_RMP_E1 STA 28+50.00 DTR_RMP_E3 STA 44+50.00 SEE PLAN SHEET 3RW

MATCHLINE DTR_RMP_E3 STA 23+00.00 SEE PLAN SHEET 19RW

PW Mon.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'	PROJECT 0495-029-419	SHEET NO. 4RW

Sunday, April 12, 2020 05:55:58 PM
17:55:58

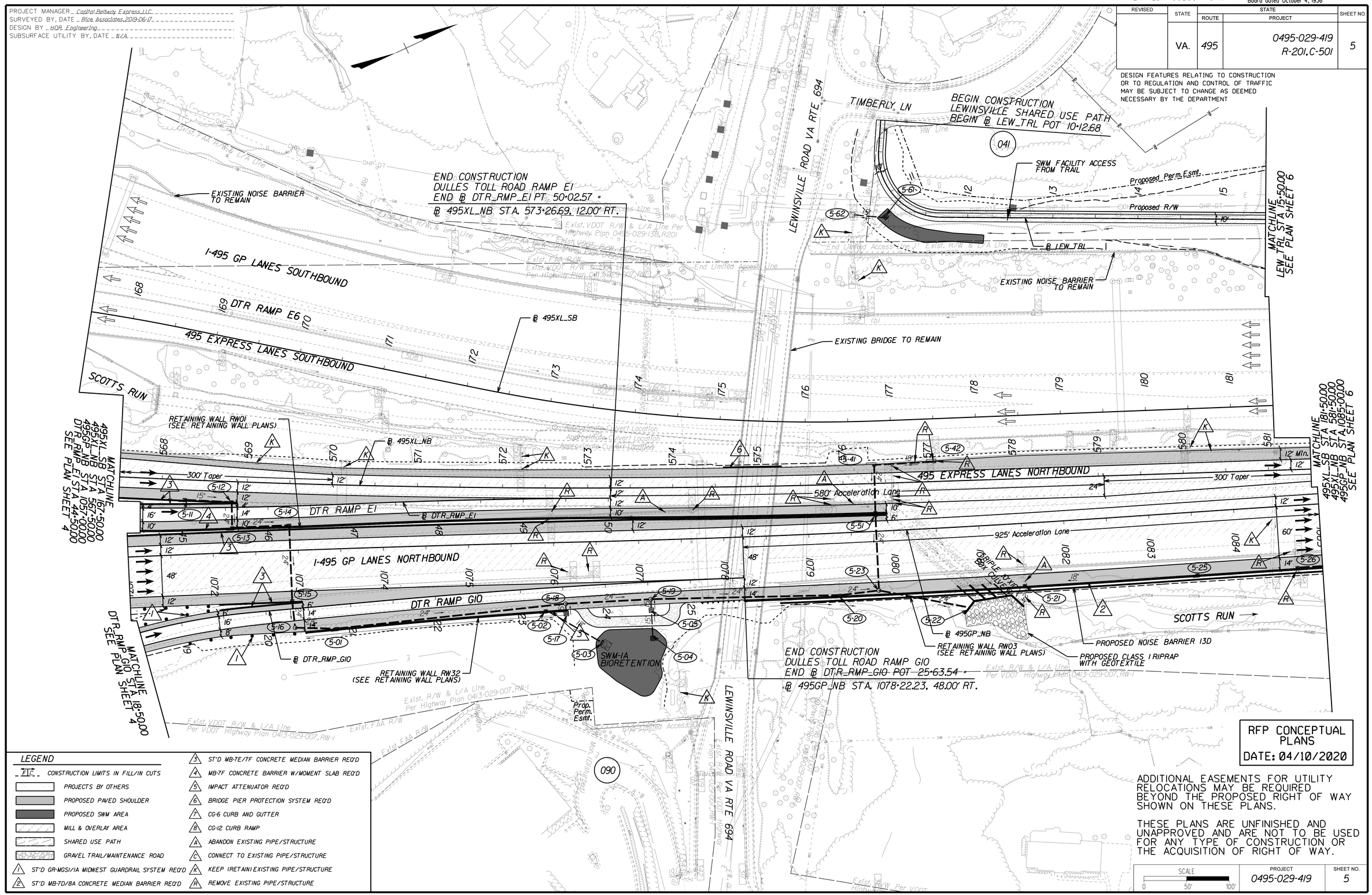
dxxxxxxsht-05.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	5

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	5

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

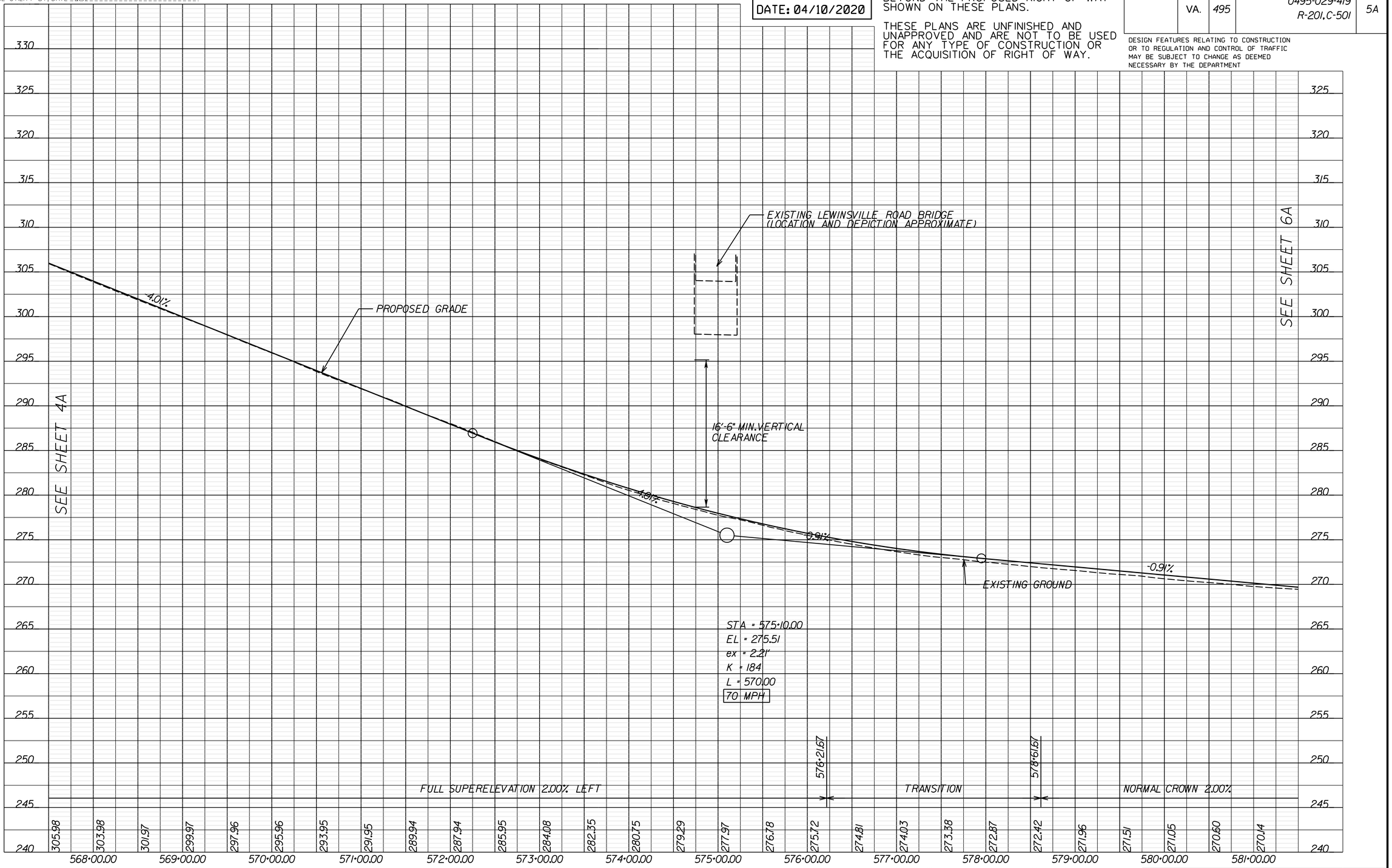
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	5A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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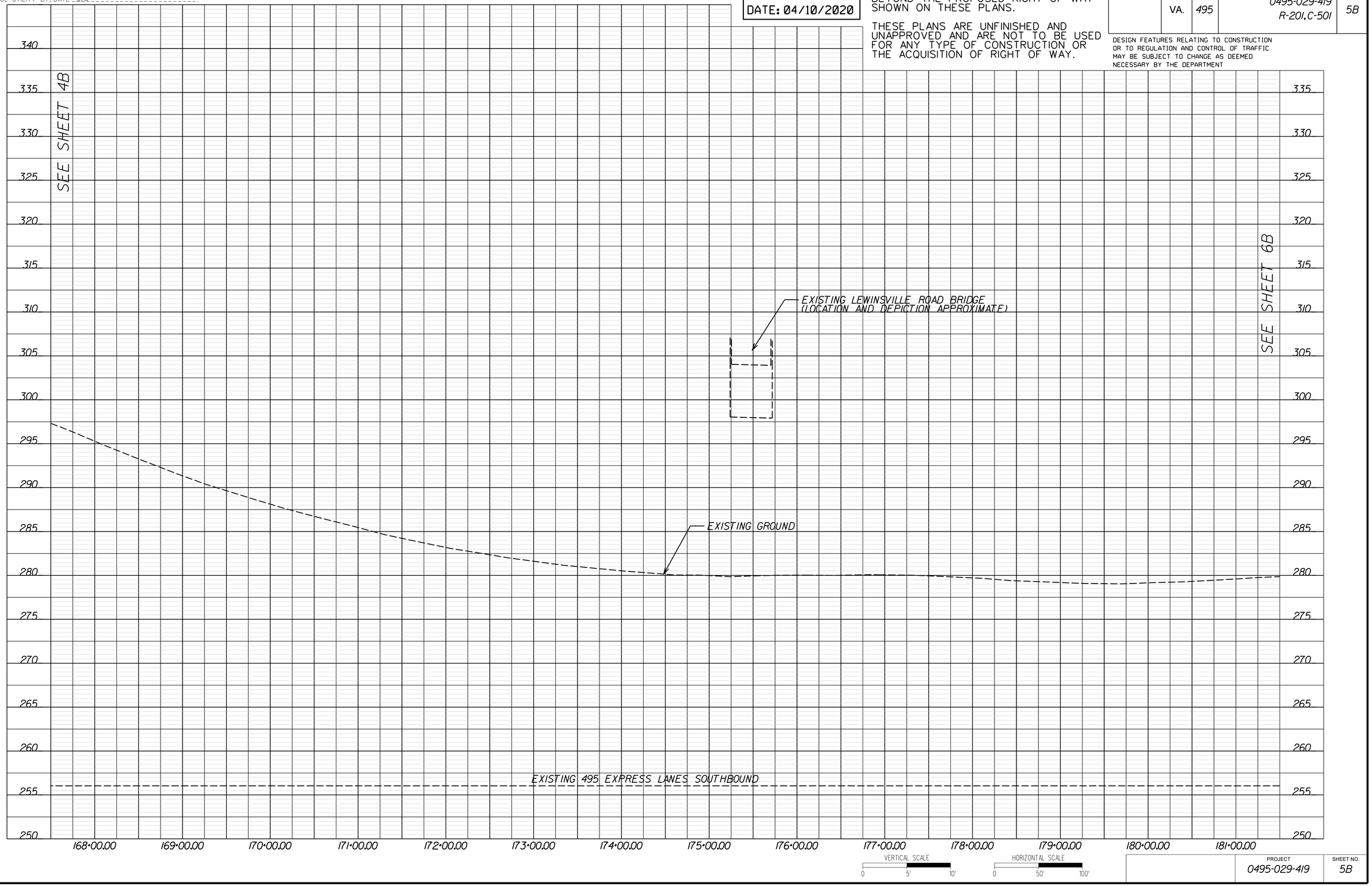
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	5B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	5C

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E1

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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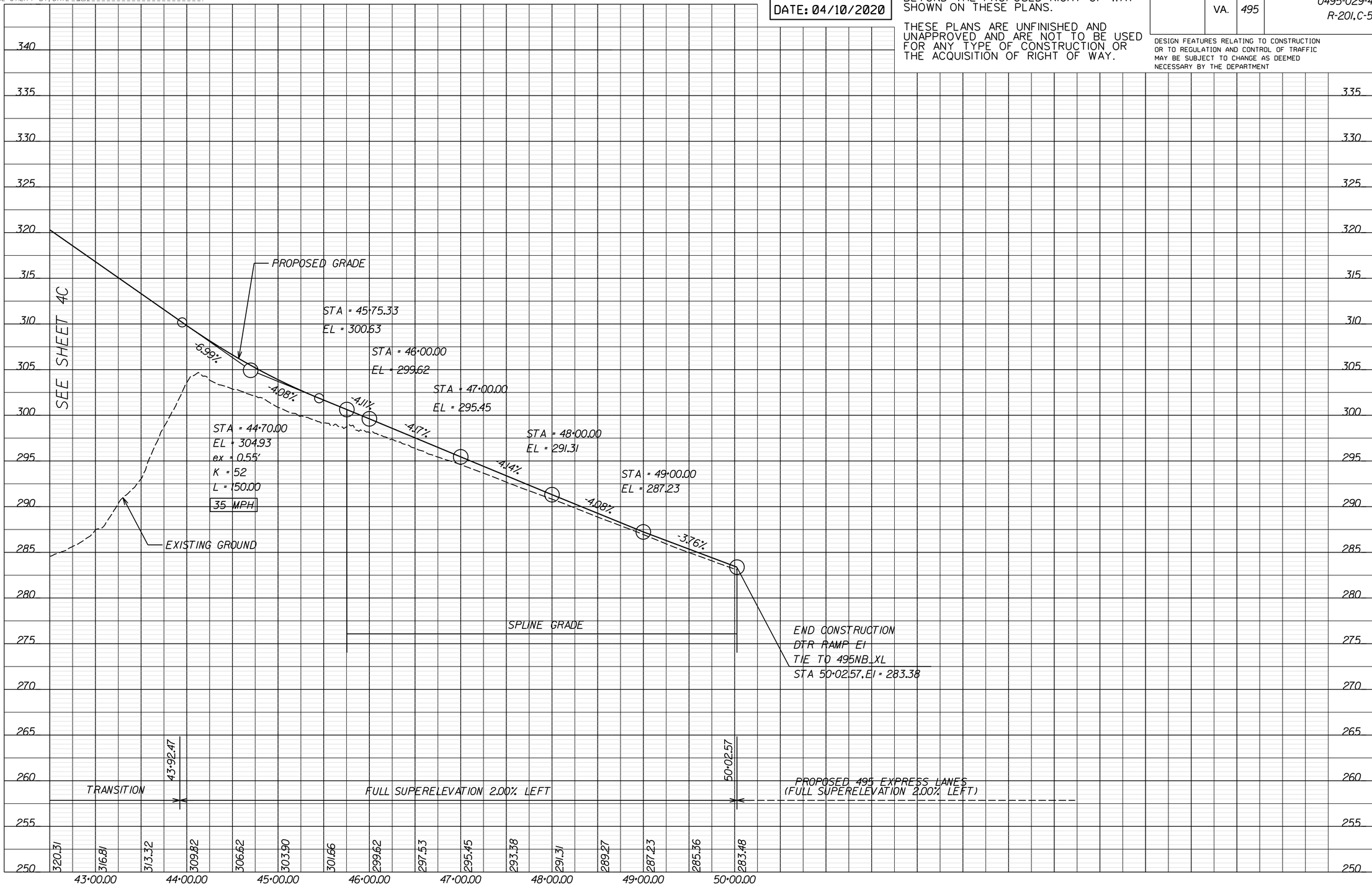
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5C

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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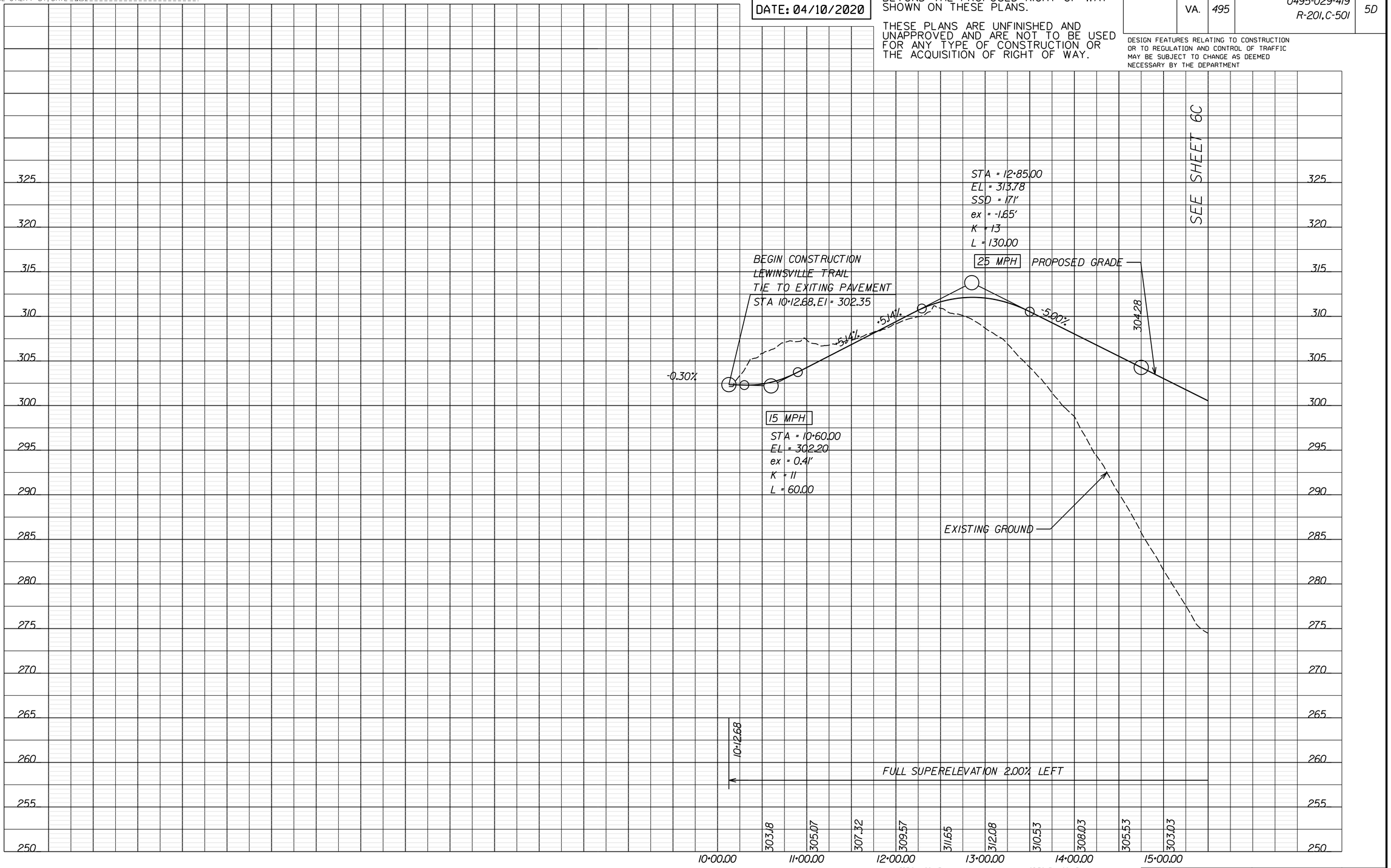
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	5D

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

I-495 GP LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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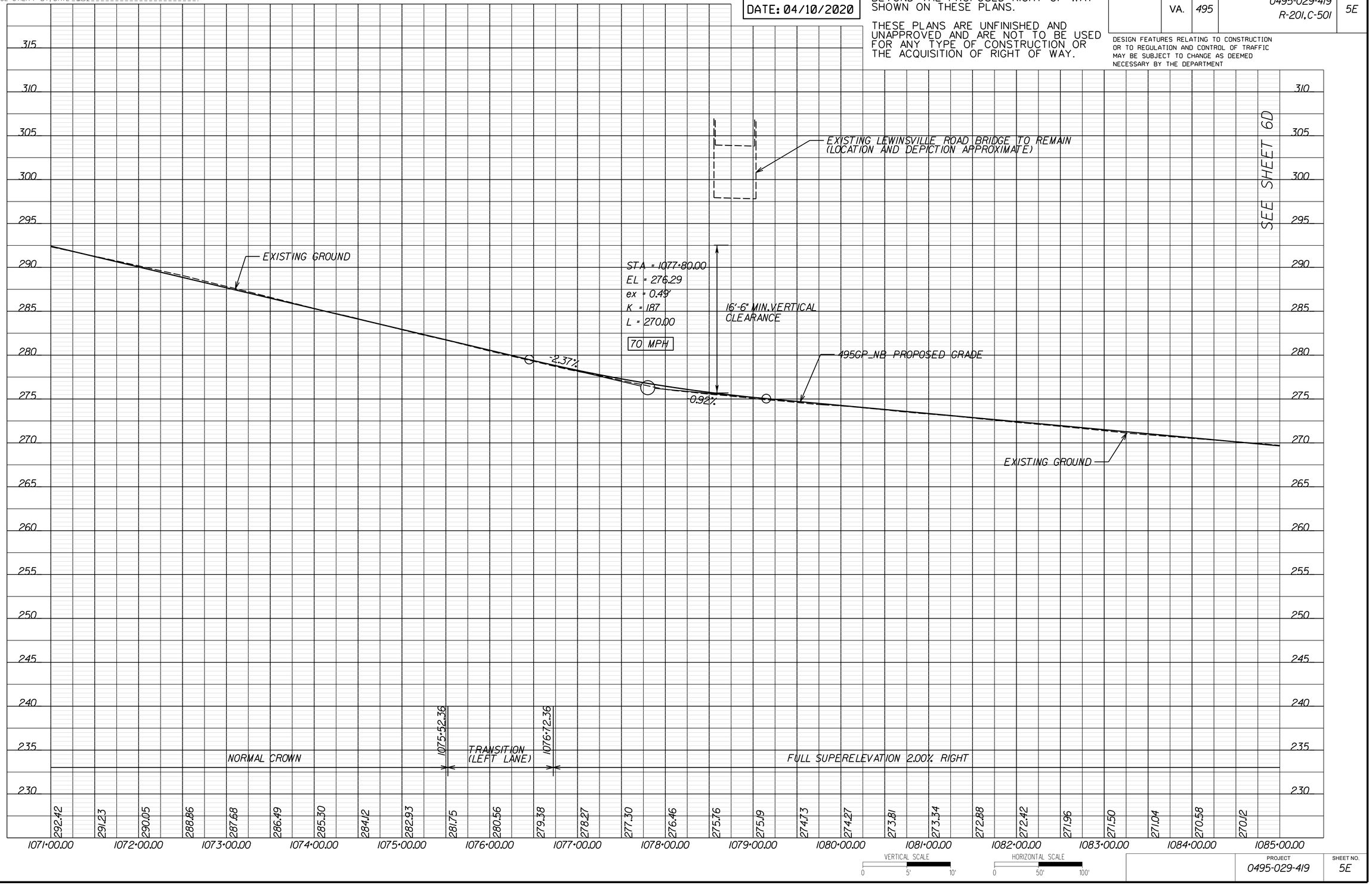
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	5E

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5E

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DTR RAMP GIO

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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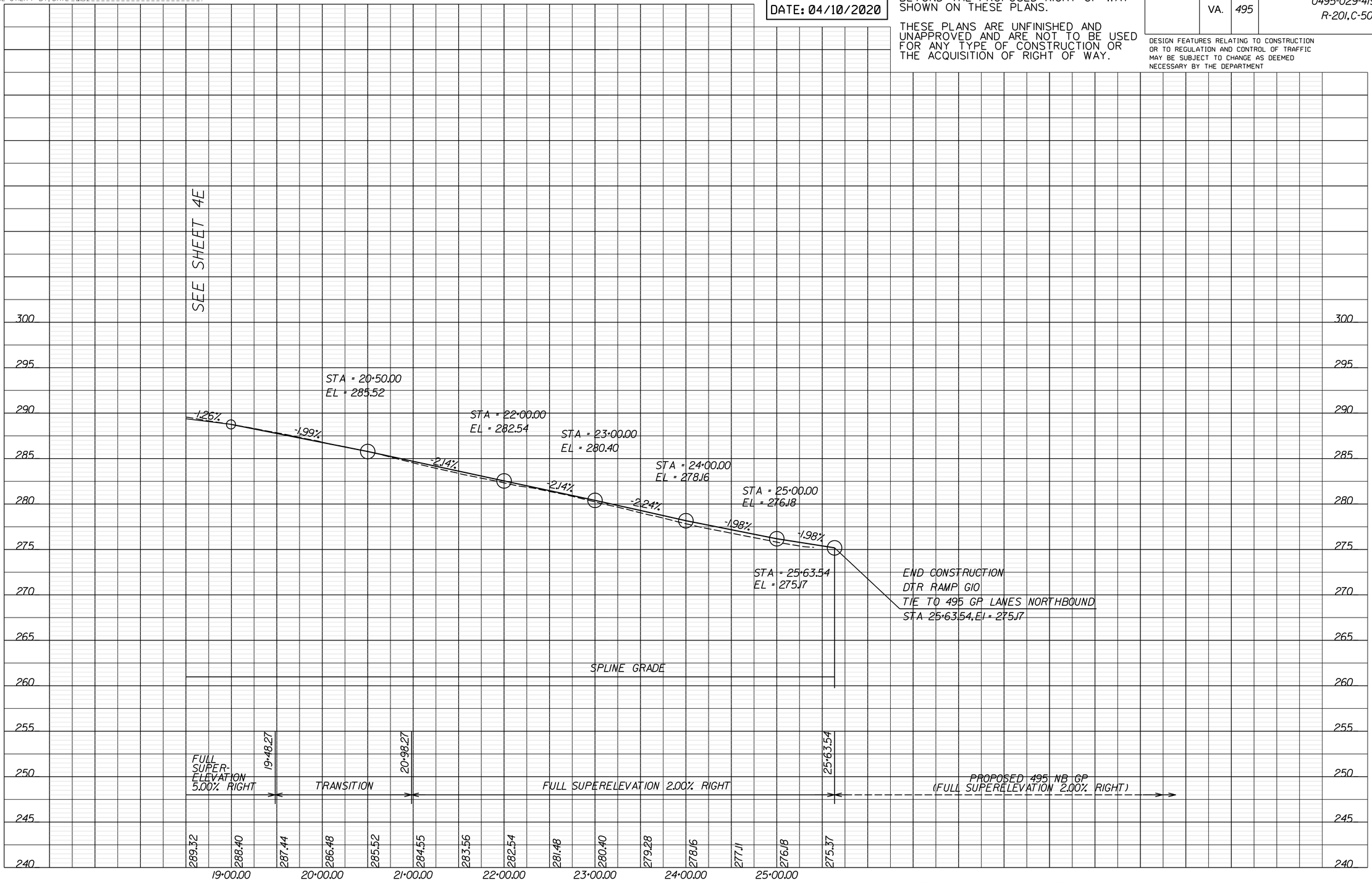
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	5F

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

SEE SHEET 4E



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5F

Sunday, April 12, 2020 05:56:48 PM
17:56:48

dxxxxxxsht-05RW.dgn
Plotted By: CCHOLKO

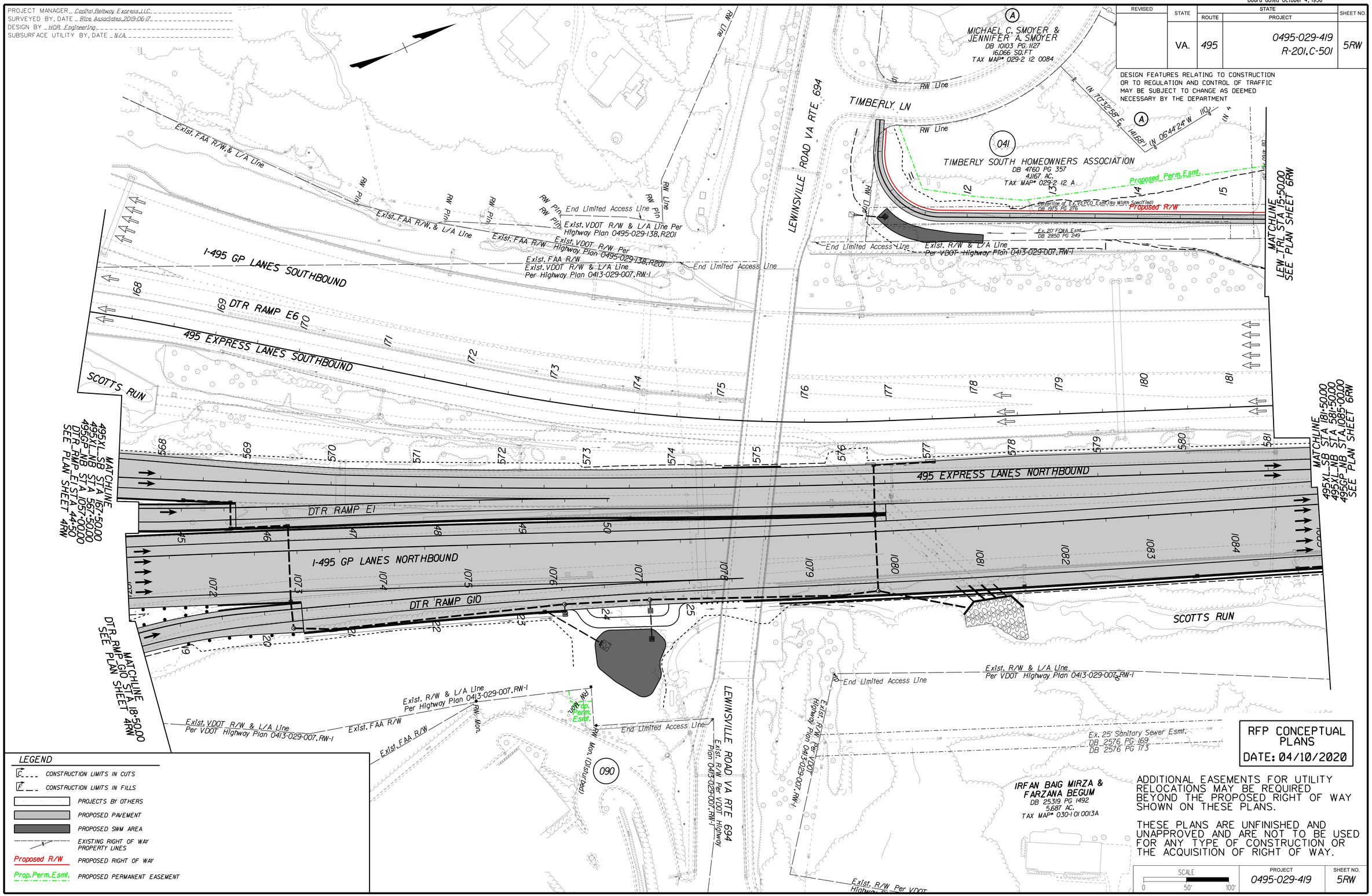
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	5RW

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- C — CONSTRUCTION LIMITS IN CUTS
- F — CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	5RW

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6

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

HUNTMASTER LN

041 044 058 086

MATCHLINE LEW_TRL STA 15+5000 SEE PLAN SHEET 5

℄ LEW_TRL

RETAINING WALL RW02 (SEE RETAINING WALL PLANS)

Proposed Perm. Esmt.

Proposed R/W

Exist. R/W & L/A Line per VDOT Highway Plan 0413-029-001, RW-1

EXISTING NOISE BARRIER TO REMAIN

PROPOSED NOISE BARRIER 13B

I-495 GP LANES SOUTHBOUND

℄ 495XL_SB

495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

I-495 GP LANES NORTHBOUND

MATCHLINE 495XL_SB STA 195+5000 495XL_NB STA 595+5000 LEW_TRL STA 29+5000 SEE PLAN SHEET 7

925' Acceleration Lane

300' Taper

℄ 495GP_NB

℄ 495XL_NB

PROPOSED NOISE BARRIER 13D

RETAINING WALL RW03 (SEE RETAINING WALL PLANS)

END ℄ 495GP_NB PT 1092+43.06 = ℄ 495XL_NB STA. 589+00.00, 28.00' RT

BEGIN CONSTRUCTION
495 EXPRESS LANES SOUTHBOUND
I-495 GP LANES SOUTHBOUND
℄ 495XL_SB STA. 192+50.42

POI-1 POI-2 POI-3

SCOTTS RUN

MATCHLINE 495XL_SB STA 181+5000 495XL_NB STA 581+5000 495GP_NB STA 1005+0000 SEE PLAN SHEET 5

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	6

Sunday, April 12, 2020 05:57:04 PM
17:57:04

dxxxxxxsht-06A.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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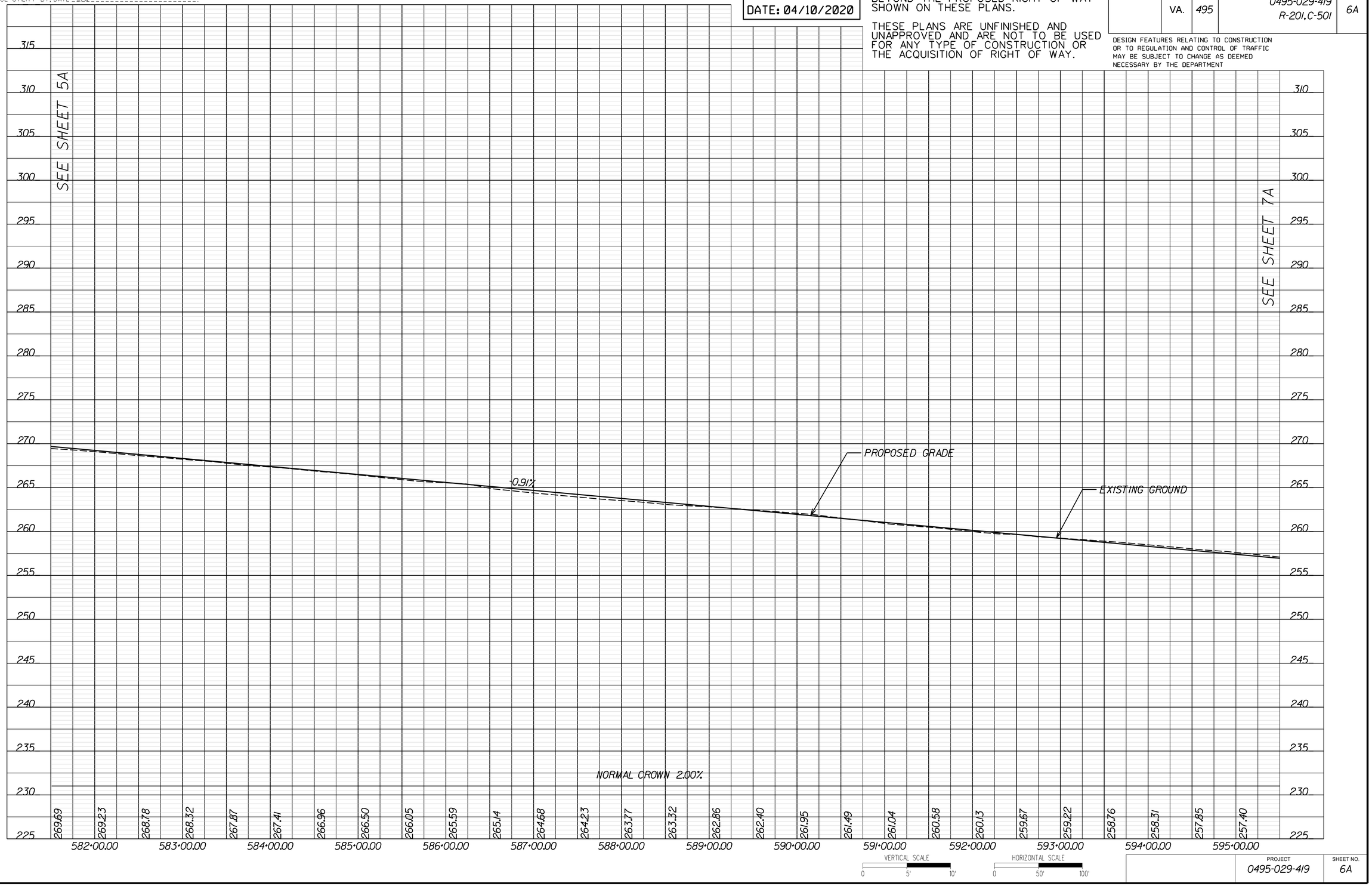
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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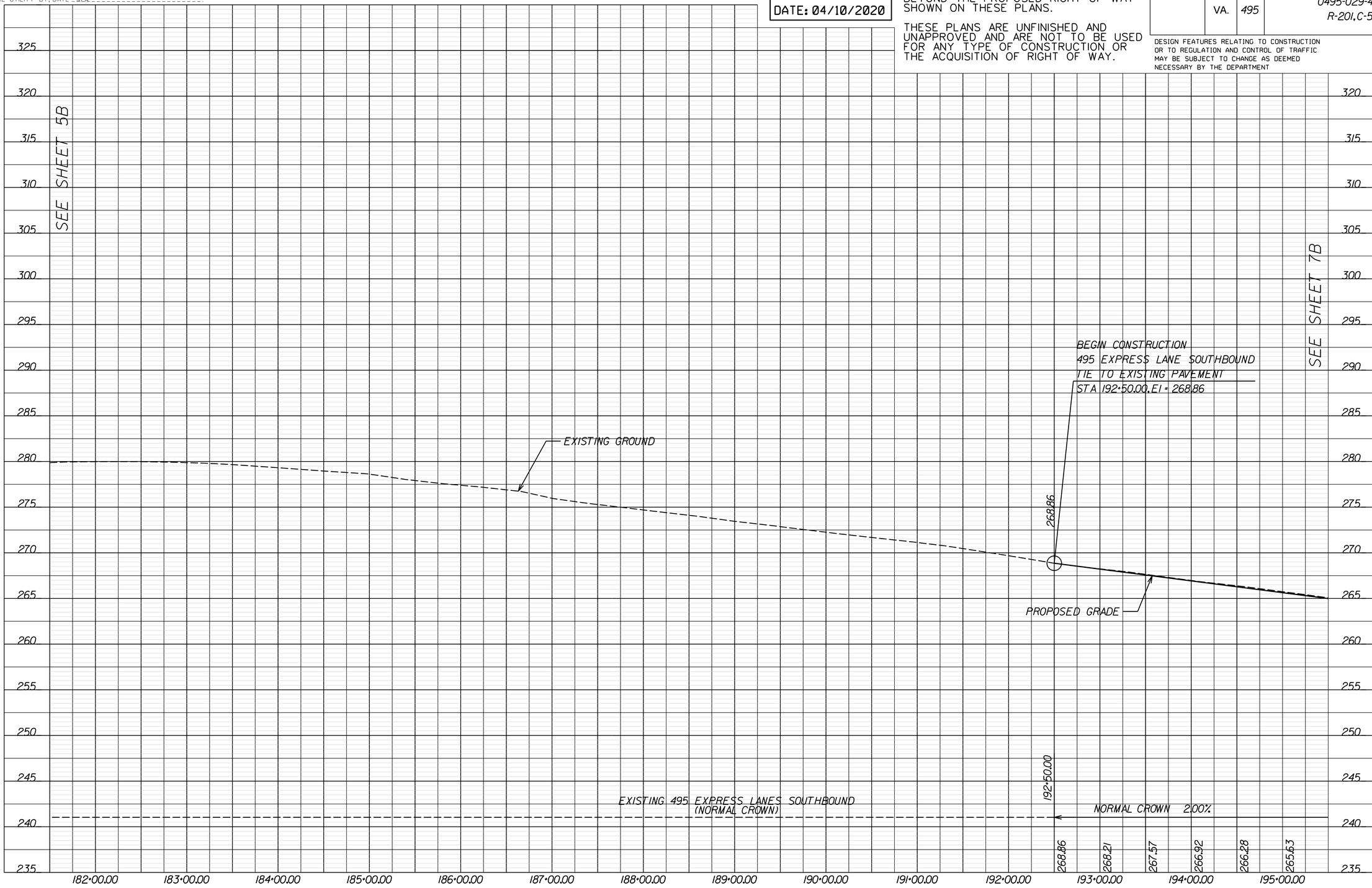
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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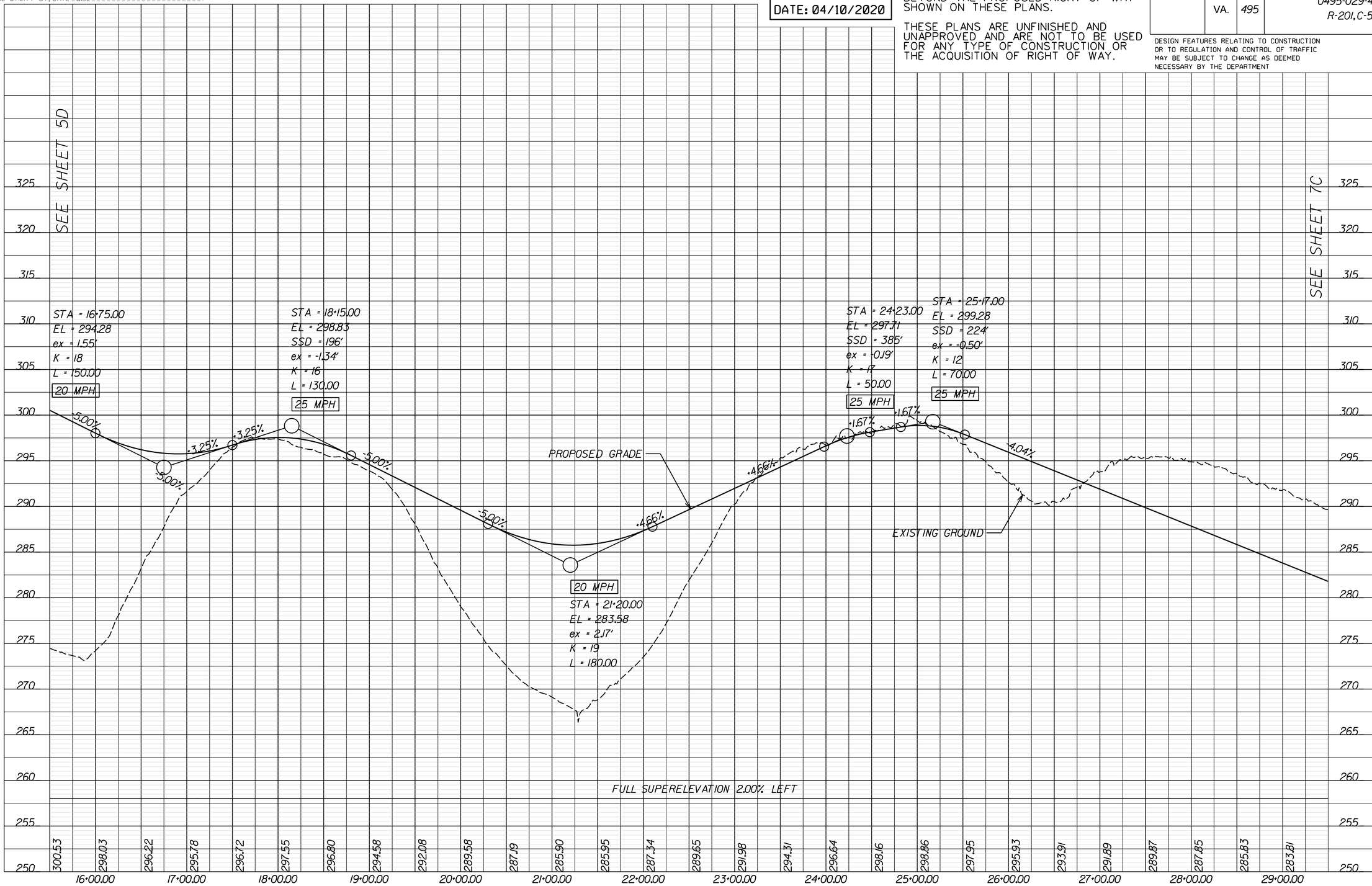
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6C

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6C

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

I-495 GP LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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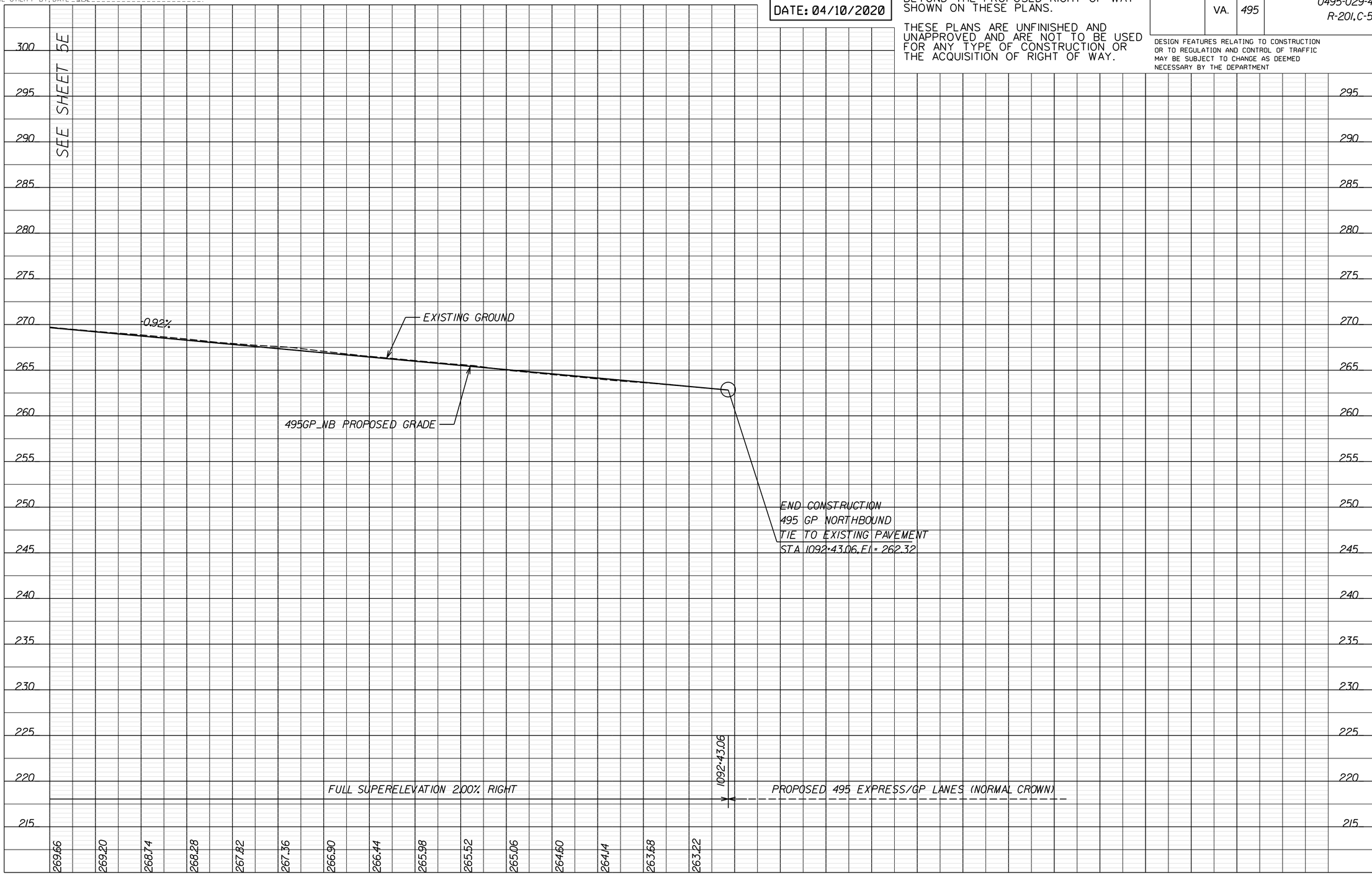
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6D

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6D

Sunday, April 12, 2020 05:57:27 PM
17:57:27

d:xxxxxxsht-06RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6RW

PROJECT MANAGER Capital Beltway Express LLC
SURVEYED BY, DATE Bice Associates 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

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

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- C - - - CONSTRUCTION LIMITS IN CUTS
- F - - - CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	6RW

Sunday, April 12, 2020 05:57:37 PM
17:57:37

dxxxxxxsht-07.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	7

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

RETAINING WALL RW12 (SEE RETAINING WALL PLANS)
RETAINING WALL RW02 (SEE RETAINING WALL PLANS)
PROPOSED NOISE BARRIER 13B
℄ LEW_TRL
Proposed Perm.Esmt.
SWM-5G BIORETENTION
℄ 495XL_SB
DUAL 60"-UNDERGROUND DETENTION
I-495 GP LANES SOUTHBOUND
495 EXPRESS LANES SOUTHBOUND
495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
℄ 495XL_NB
DUAL 60"-UNDERGROUND DETENTION
POI-4
Proposed Perm.Esmt.
PROPOSED NOISE BARRIER 13D
RETAINING WALL RW03 (SEE RETAINING WALL PLANS)
SCOTTS RUN
Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-1
Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

MATCHLINE 495XL_SB STA 195+50.00 495XL_NB STA 595+50.00 LEW_TRL STA 29+50.00 SEE PLAN SHEET 6

MATCHLINE 495XL_SB STA 209+50.00 495XL_NB STA 609+50.00 LEW_TRL STA 43+50.00 SEE PLAN SHEET 8

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	7

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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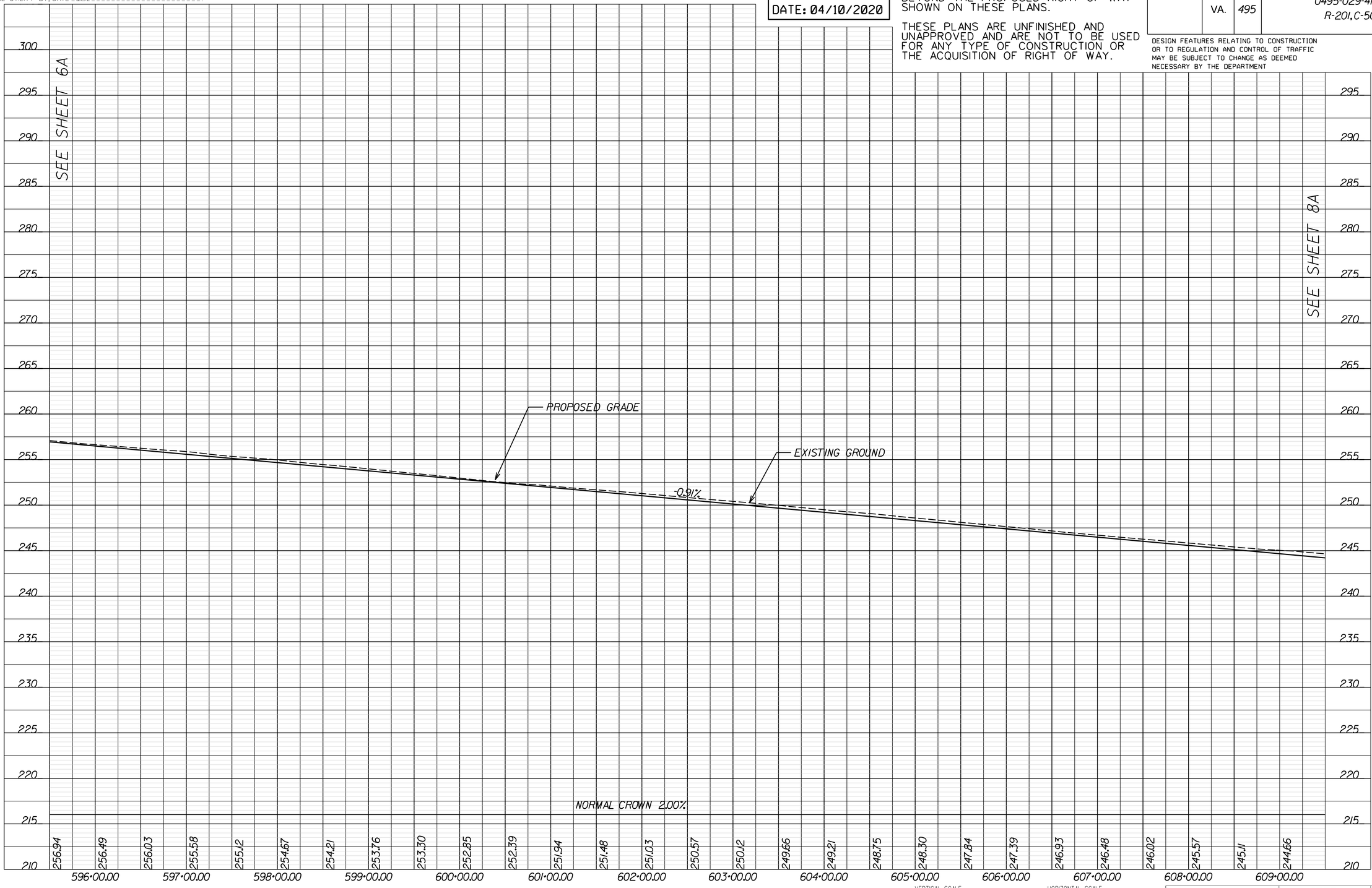
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	7A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	7A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	7B

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

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	7B

dxxxxxxsht-07C.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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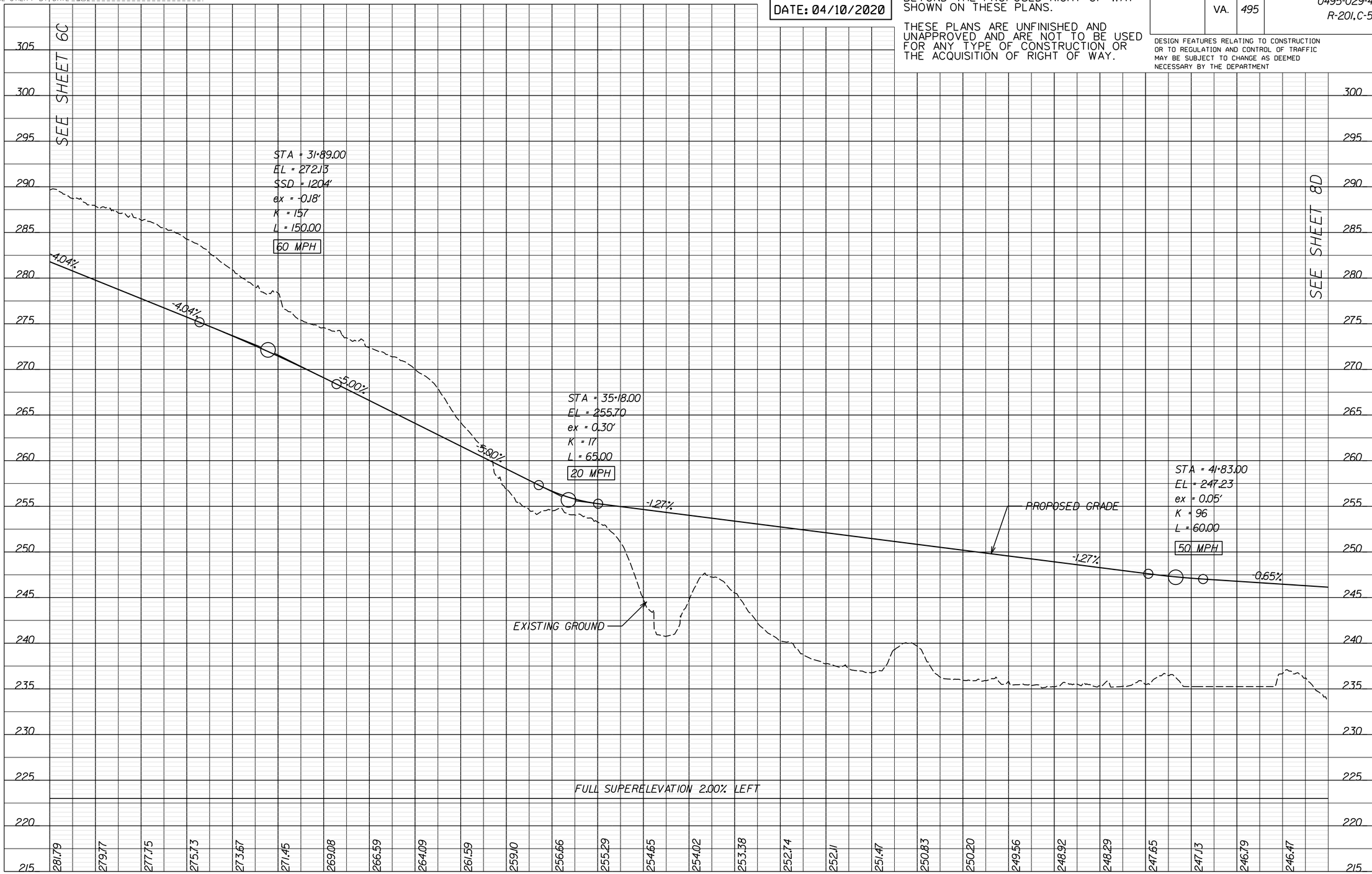
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	7C

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



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	7C

Sunday, April 12, 2020 05:57:54 PM
17:57:54

dxxxxxxsht-07RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	7RW

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

ARTHUR OI-SHUI CHIU
NANCY HWA CHIU
DB 6120 PG 1769
16,649 SQ.FT
TAX MAP# 030-1 21 0028

GREGORY J. WAGNER
& ELAINE C. WAGNER
DB 21148 PG 1013
15,357 SQ.FT
TAX MAP# 030-1 21 0029

058
TIMBERLY SOUTH HOMEOWNERS ASSOCIATION
DB 5155 PG 331
5.5451 AC.
TAX MAP# 030-1 21 D

THE FAIRFAX COUNTY PARK AUTHORITY
DB 3998 PG 329
6.536 AC.
TAX MAP# 030-1 15 A

054
OLD DOMINION ESTATES LLC
DB 23779 PG 1662
2.6083 AC.
TAX MAP# 030-1 01 0064C

055
1160 DOMINION LLC
DB 24757 PG 253
1.0004 AC.
TAX MAP# 030-1 01 0064D

056
1156 DOMINION LLC
DB 24757 PG 103
1.0923 AC.
TAX MAP# 030-1 01 0064E

Proposed Perm.Esmt.

Centerline of Ex. VEPCO Esmt. (No Width Specified) DB 1975 PG 276

Ex. 20' Trail Esmt. DB 5155 PG 331

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-1

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

Ex. 10' Sanitary Sewer Esmt. DB 3026 PG 472

Ex. 80' VEPCO Esmt. DB 1989 PG 217

Ex. 10' Sanitary Sewer Esmt. DB 3048 PG 623

I-495 GP LANES SOUTHBOUND

495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

I-495 GP LANES NORTHBOUND

MATCHLINE
495XL-SB STA 195+50.00
495XL-NB STA 595+50.00
LEW-TRL STA 29+50.00
SEE PLAN SHEET 6RW

MATCHLINE
495XL-SB STA 209+50.00
495XL-NB STA 609+50.00
LEW-TRL STA 43+50.00
SEE PLAN SHEET 8RW

Ex. Private Conservation Esmt. DB 19319 PG 125

Ex. 25' Sanitary Sewer Esmt. DB 2576 PG 169 DB 2576 PG 173

Ex. 10' Trail Esmt. DB 23298 PG 718

Ex. 12' Storm Drainage Esmt. DB 23298 PG 718

Ex. 10' Sanitary Sewer Esmt. DB 4764 PG 598

Approximate Location Ex. 20' Storm Drainage Esmt. DB 23298 PG 718

086
THE PRESERVE AT SCOTTS RUN HOMEOWNERS ASSOCIATION
DB 21927 PG 898
400,843 SQ.FT
TAX MAP# 030-1 33 D

SCOTTS RUN

LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop.Perm.Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	7RW

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	8

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PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MATCHLINE ODD STA 17+50.00 SC-RUN TRL STA 11+50.00 SEE PLAN SHEET 20

END CONSTRUCTION SCOTTS RUN CONNECTOR SHARED USE PATH
℄ SC_RUN_TRL POT 15+91.39 =
℄ LEW_TRL STA 45+08.52

PROPOSED NOISE BARRIER 13B

℄ SC-RUN TRL

Proposed Perm. Esmt.

Proposed R/W

SWM FACILITY ACCESS FROM TRAIL

SWM-5H BIORETENTION

SWM-5K DRY SWALE

Proposed Perm. Esmt.

BEGIN BRIDGE B-6XX
℄ 495XL_SB STA. 217+45.15

BEGIN BRIDGE B-6XX
℄ ODD STA. 20+52.97

PROPOSED NOISE BARRIER 13A

RETAINING WALL RW11 (SEE RETAINING WALL PLANS)

TIE TO BRIDGE SCOUR COUNTERMEASURES. SEE BRIDGE PLANS FOR FURTHER DETAILS.

END BRIDGE B-6XX
℄ 495XL_SB STA. 219+08.55

SEE NOTE 1

SEE NOTE 2

POI-6

Proposed Perm. Esmt.

RETAINING WALL RW28 (SEE RETAINING WALL PLANS)

SWM FACILITY ACCESS FROM TRAIL

PROPOSED NOISE BARRIER 13A

Proposed R/W

℄ LEW_TRL

SWM-6E DRY SWALE

POI-5

SCOTTS RUN

I-495 GP LANES SOUTHBOUND

℄ 495XL_SB

300' Taper

1440' Acceleration Lane

495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

℄ 495XL_NB

I-495 GP LANES NORTHBOUND

SWM-5F DRY SWALE

MATCHLINE ODD STA 26+50.00 SEE PLAN SHEET 21

MATCHLINE 495XL_SB STA 209+50.00 495XL_NB STA 609+50.00 LEW_TRL STA 42+50.00 SEE PLAN SHEET 7

MATCHLINE 495XL_SB STA 223+50.00 495XL_NB STA 623+50.00 LEW_TRL STA 57+50.00 SEE PLAN SHEET 9

OLD DOMINION DRIVE - VA RTE 738

PROPOSED NOISE BARRIER 13D

RETAINING WALL RW03 (SEE RETAINING WALL PLANS)

EXISTING BRIDGE TO BE REMOVED

END BRIDGE B-6XX
℄ ODD STA. 24+93.33

SEE NOTE 1

RETAINING WALL RW03 (SEE RETAINING WALL PLANS)

℄ ODD

SEE NOTE 2

TIE TO BRIDGE SCOUR COUNTERMEASURES. SEE BRIDGE PLANS FOR FURTHER DETAILS.

BEGIN BRIDGE B-6XX
℄ 495XL_NB STA. 616+37.37

END BRIDGE B-6XX
℄ 495XL_NB STA. 618+02.38

RETAINING WALL RW04 (SEE RETAINING WALL PLANS)

Proposed Perm. Esmt.

PROPOSED NOISE BARRIER 13E

RETAINING WALL RW04A (SEE RETAINING WALL PLANS)

PROPOSED NOISE BARRIER 13E

CHURCHILL RD

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-1

Proposed Perm. Esmt.

SWM-5A DRY SWALE

NOTES:
1. TOE OF STREAMBANK STABILIZATION TO BE EMBEDDED INTO THE STREAMBED.
2. PROPOSED STREAMBANK STABILIZATION, CLASS I RIPRAP WITH GEOTEXTILE.

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	8

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	8A

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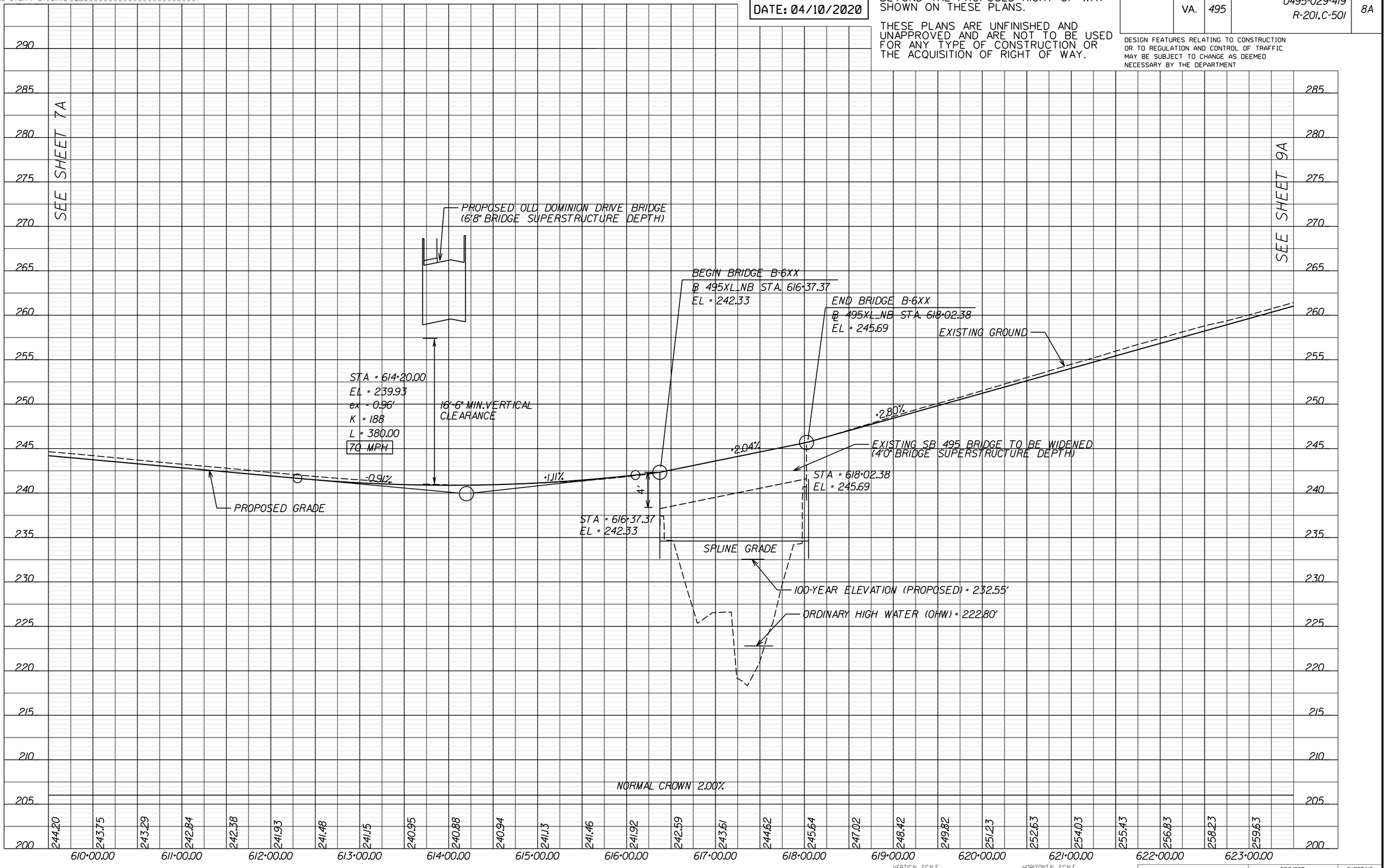

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	8A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

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	VA.	495	0495-029-419 R-201, C-501	8B

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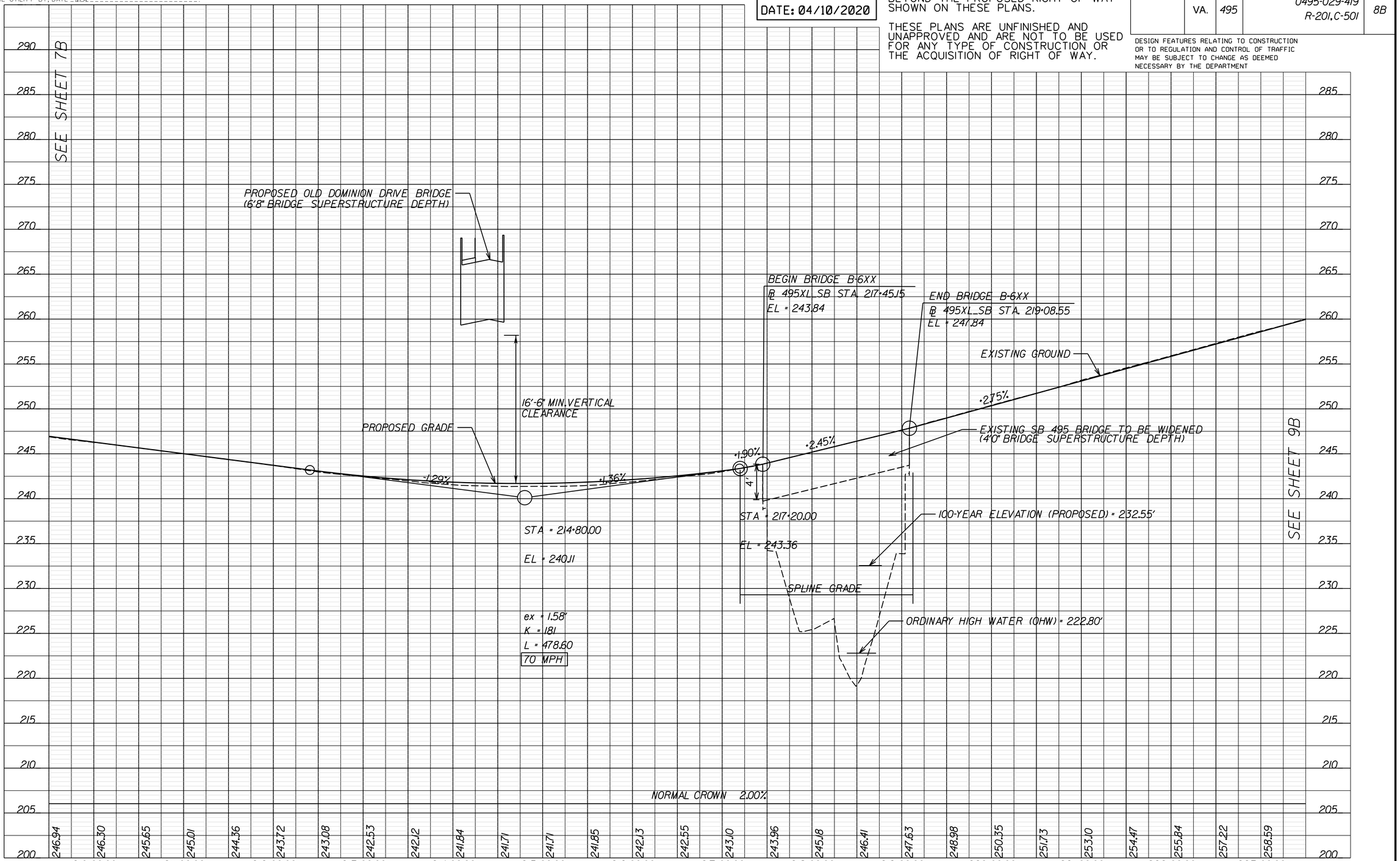

PROJECT	SHEET NO.
0495-029-419	8B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

OLD DOMINION DRIVE - VA ROUTE 738

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DATE: 04/10/2020

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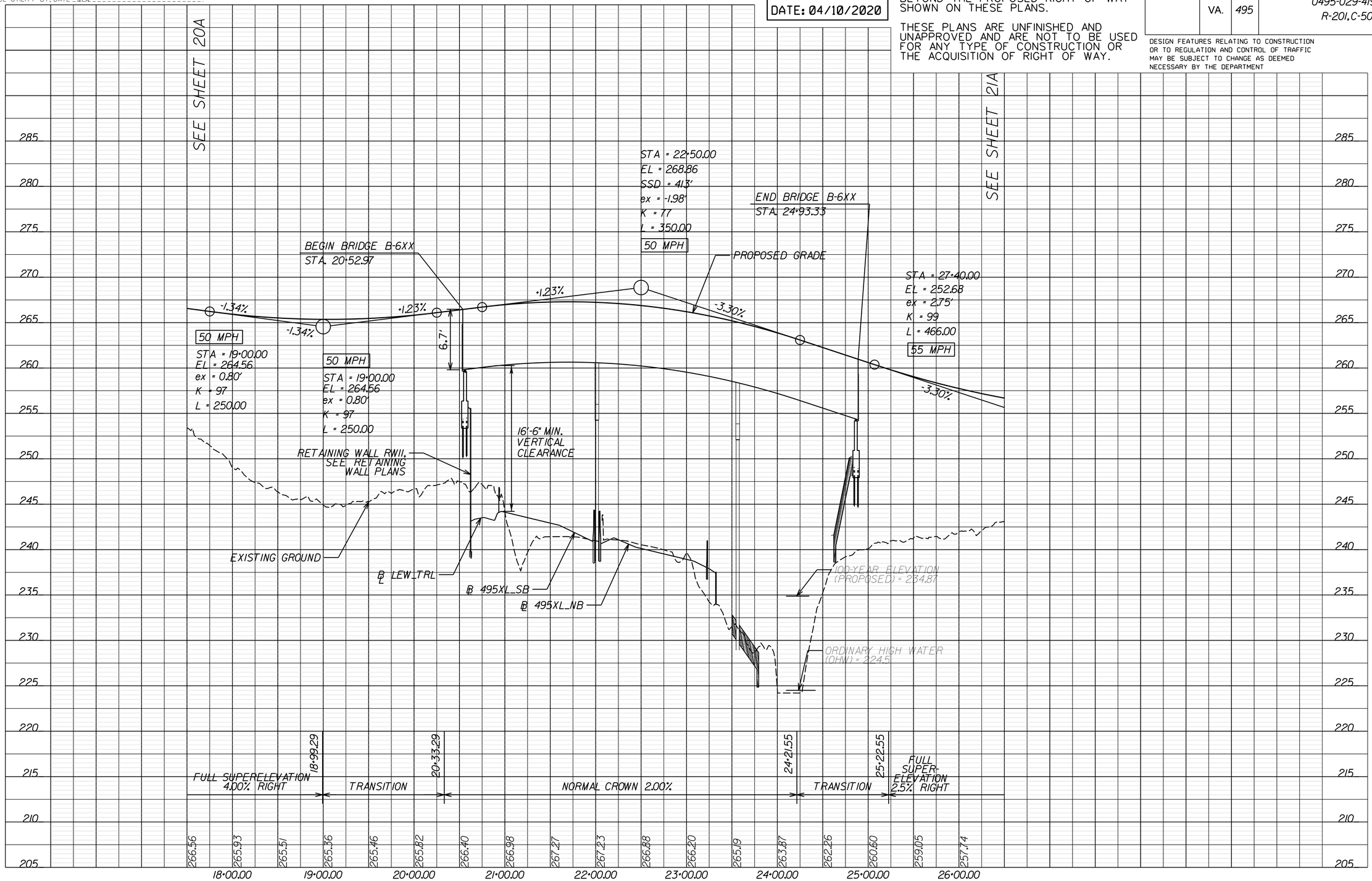
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	8C

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

SEE SHEET 20A

SEE SHEET 21A



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	8C

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PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

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DATE: 04/10/2020

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	VA.	495	0495-029-419 R-201, C-501	8D

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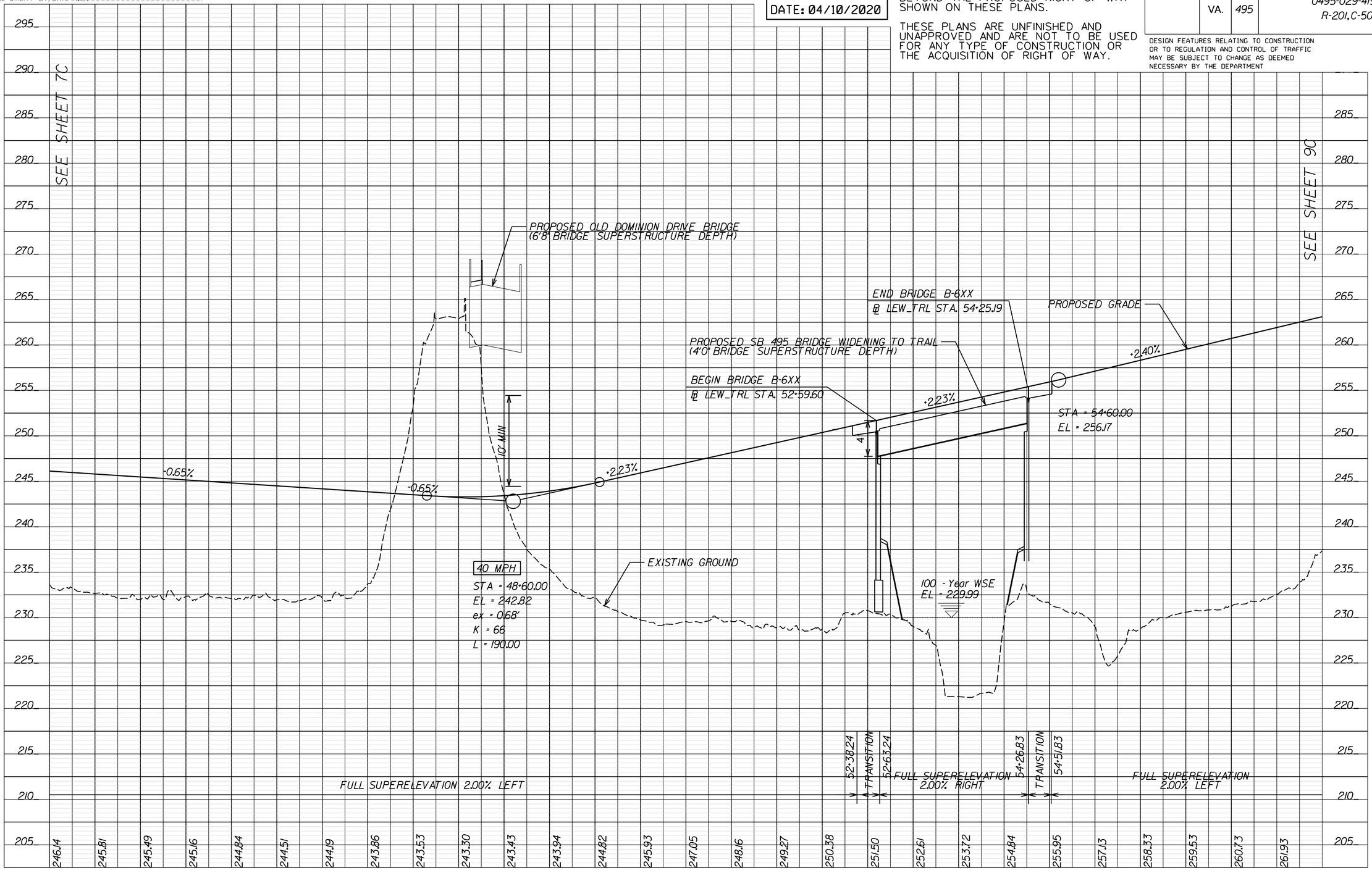
SEE SHEET 7C

SEE SHEET 9C



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HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	8D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

SCOTTS RUN CONNECTOR SHARED USE PATH

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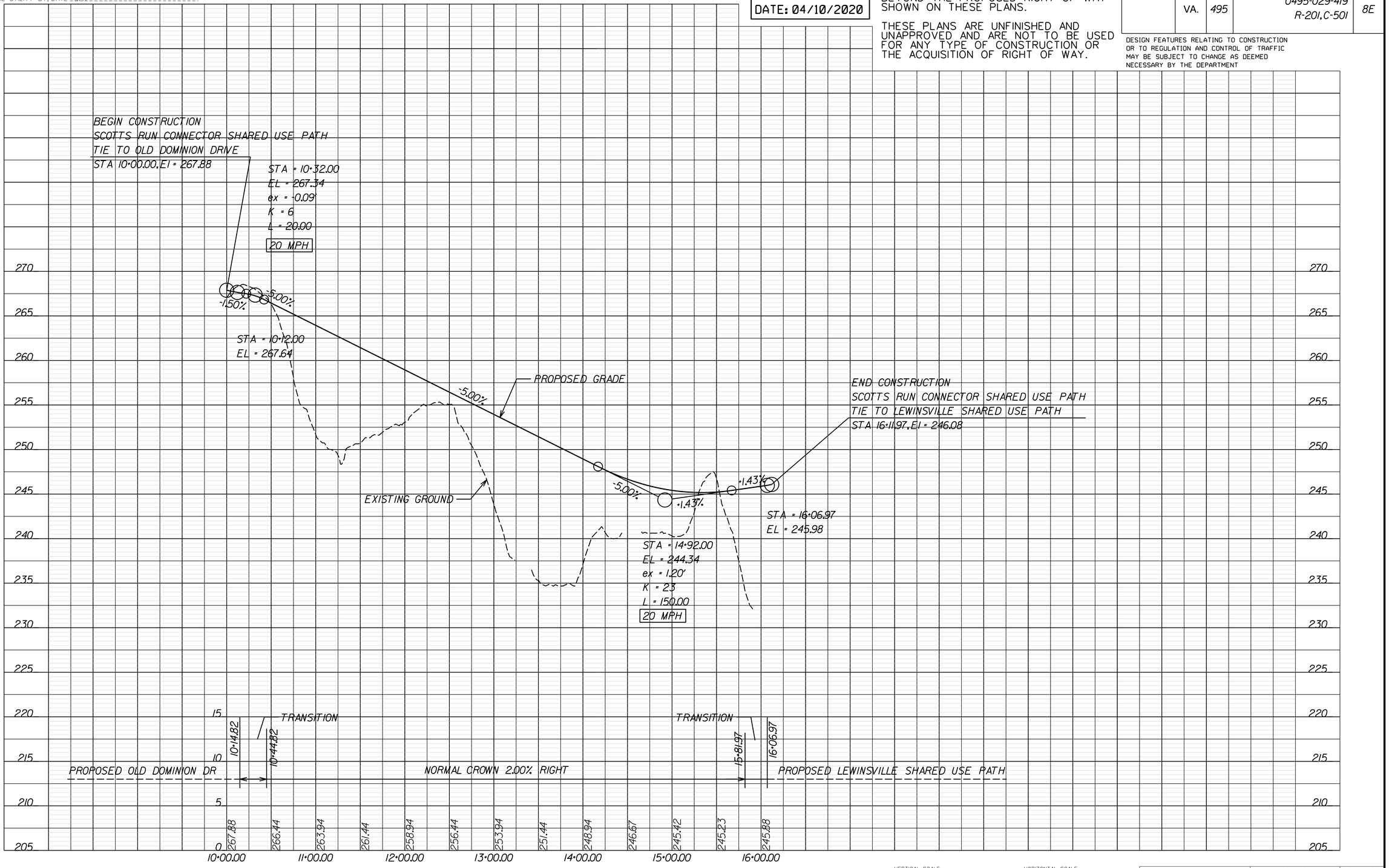

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HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	8E

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	8RW

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

PROJECT MANAGER Capital Beltway Express LLC
SURVEYED BY, DATE Bice Associates 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

LEGEND	
C	CONSTRUCTION LIMITS IN CUTS
F	CONSTRUCTION LIMITS IN FILLS
	PROJECTS BY OTHERS
	PROPOSED PAVEMENT
	PROPOSED SWM AREA
	EXISTING RIGHT OF WAY PROPERTY LINES
Proposed R/W	PROPOSED RIGHT OF WAY
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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	8RW

Sunday, April 12, 2020 05:58:38 PM
17:58:38

dxxxxxxsht-09.dgn
Plotted By: CCHOLKO

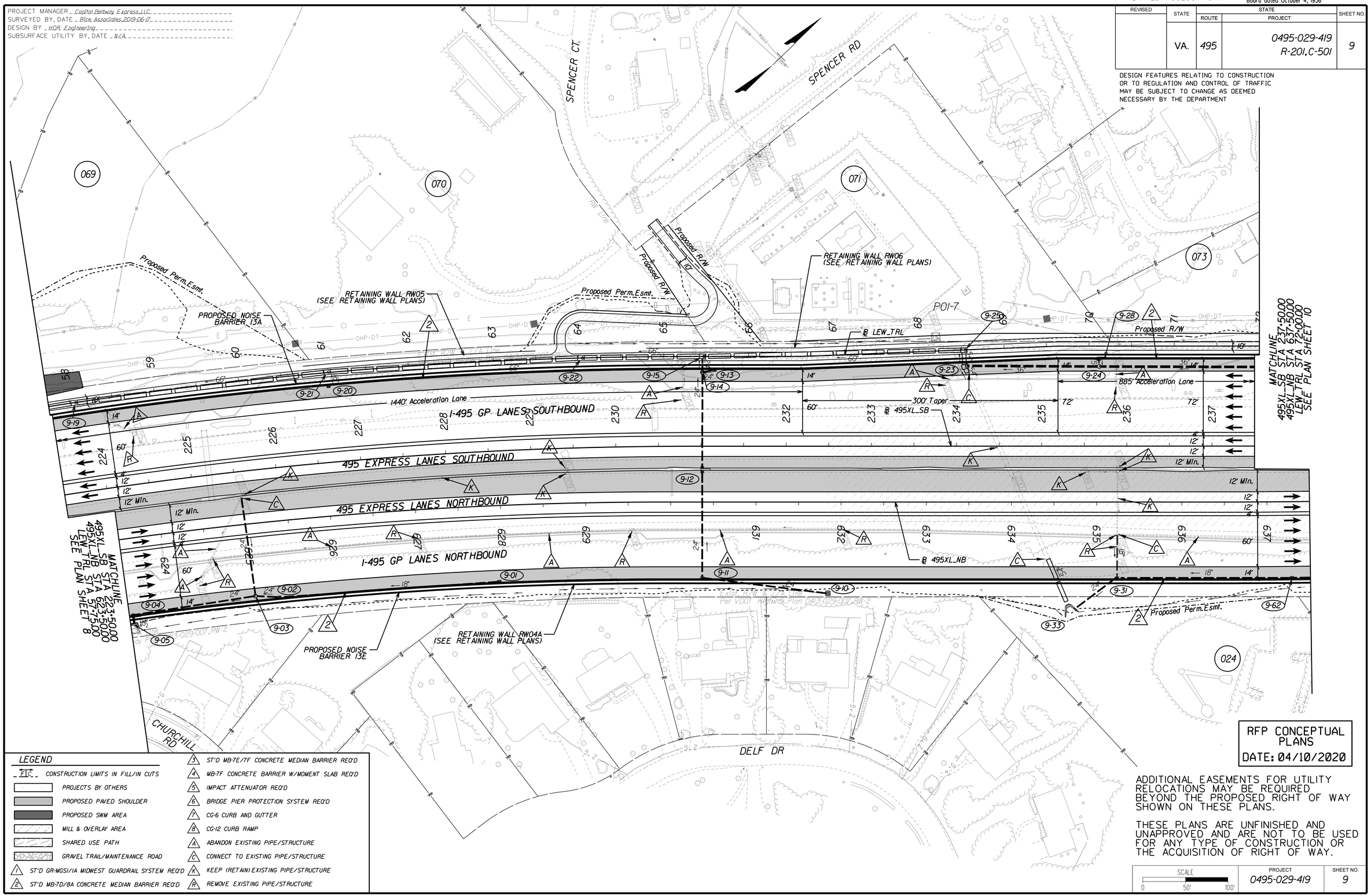
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	9

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

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



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- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
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- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	9

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

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	VA.	495	0495-029-419 R-201, C-501	9A

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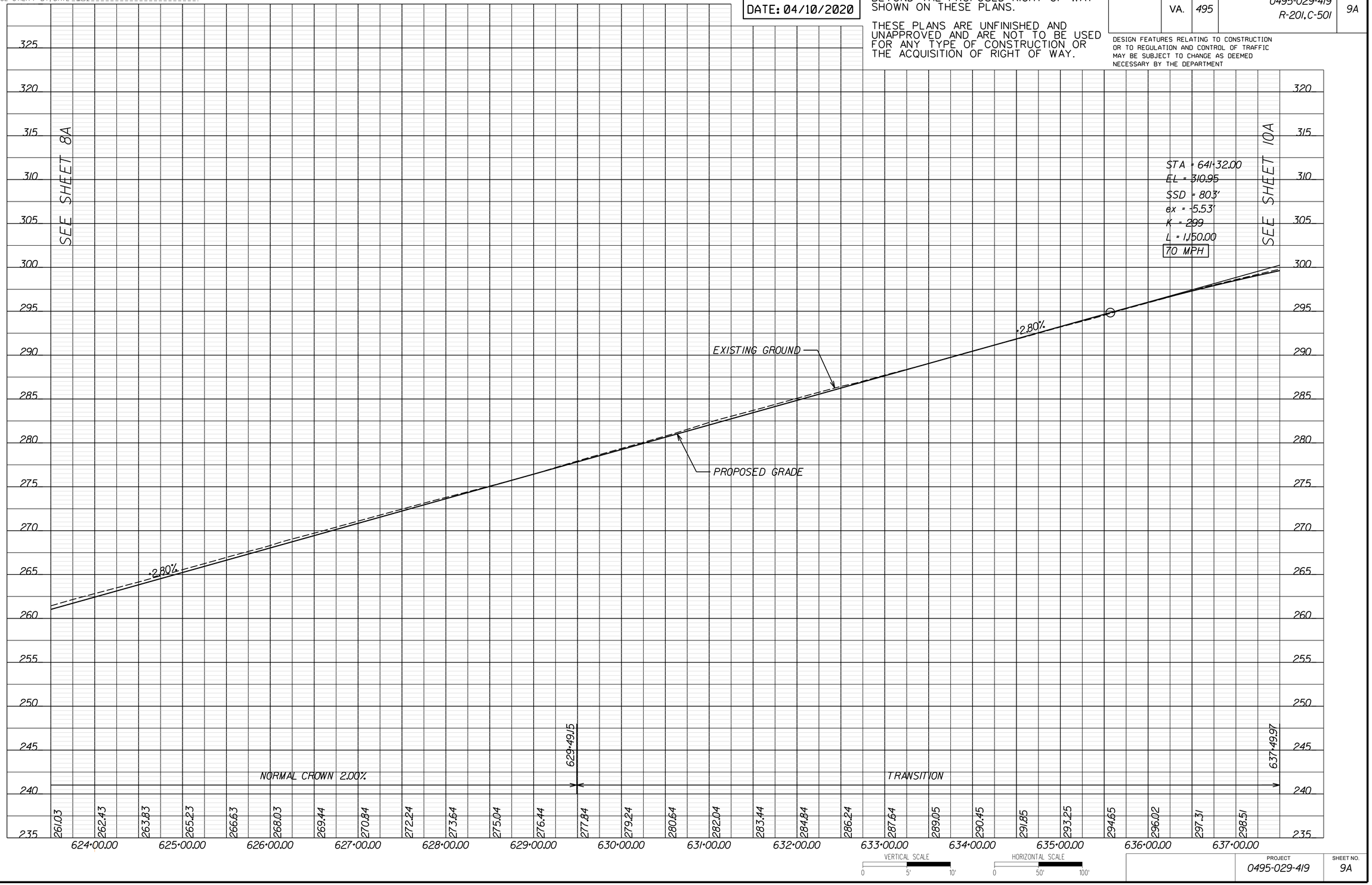

VERTICAL SCALE 0 5' 10'
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PROJECT	SHEET NO.
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SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

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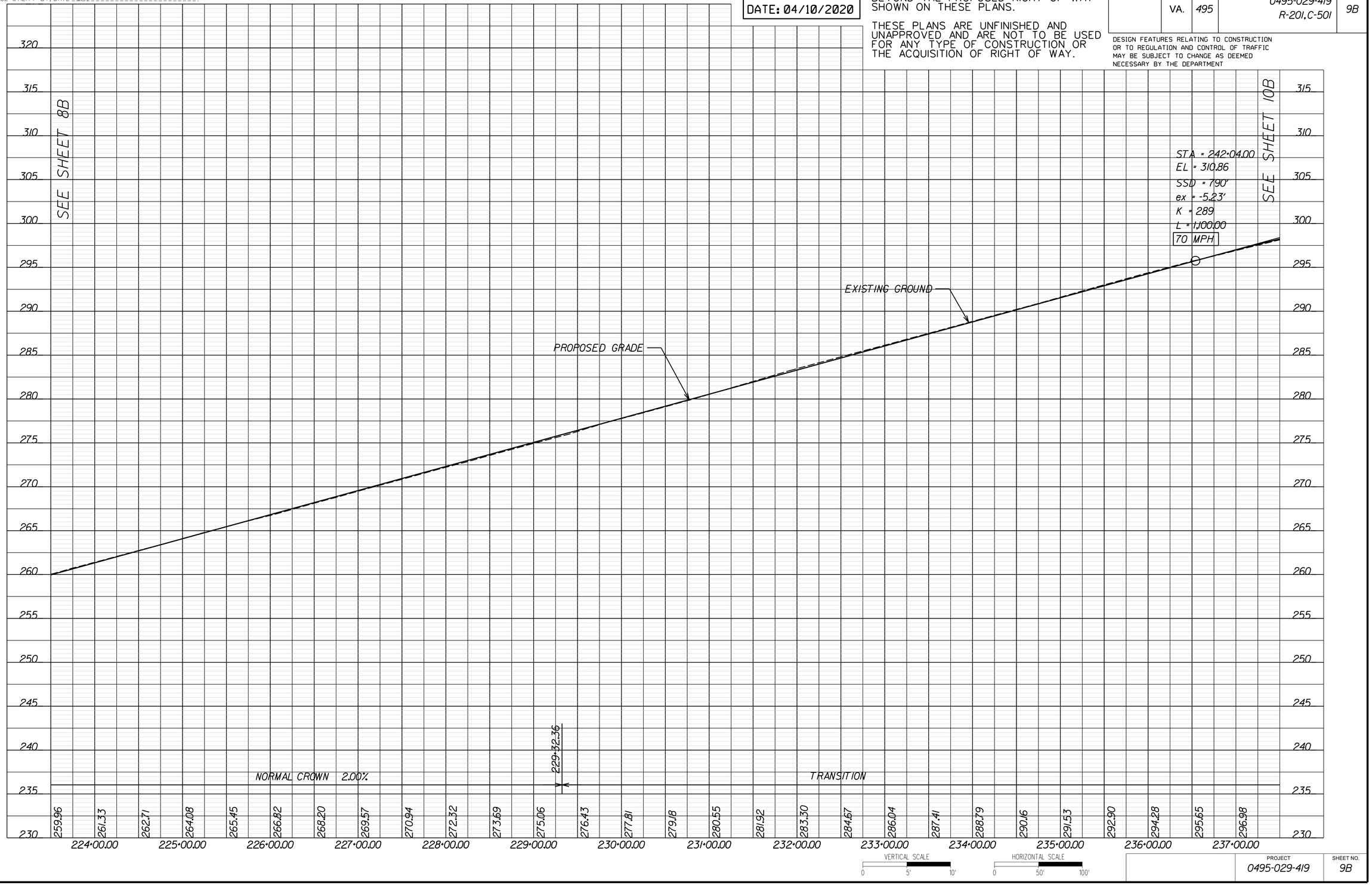


PROJECT	SHEET NO.
0495-029-419	9B

Sunday, April 12, 2020 05:58:49 PM
17:58:49

dxxxxxxsht-09C.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	9C

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

PROJECT	SHEET NO.
0495-029-419	9C

Sunday, April 12, 2020 05:58:57 PM
17:58:57

dxxxxxxsht-09RW.dgn
Plotted By: CCHOLKO

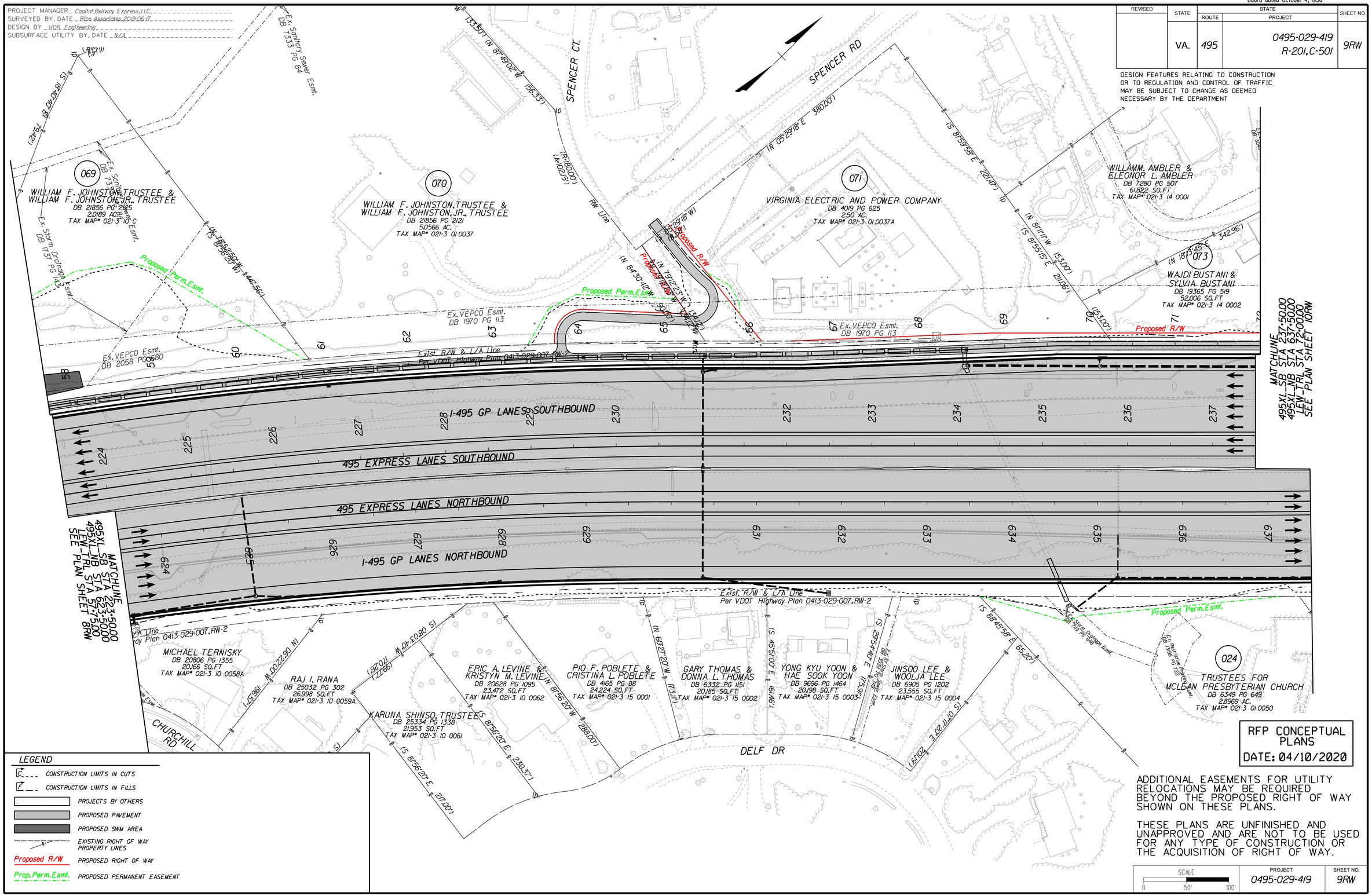
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	9RW

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- C - - - CONSTRUCTION LIMITS IN CUTS
- F - - - CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	9RW

Sunday, April 12, 2020 05:59:02 PM
17:59:02

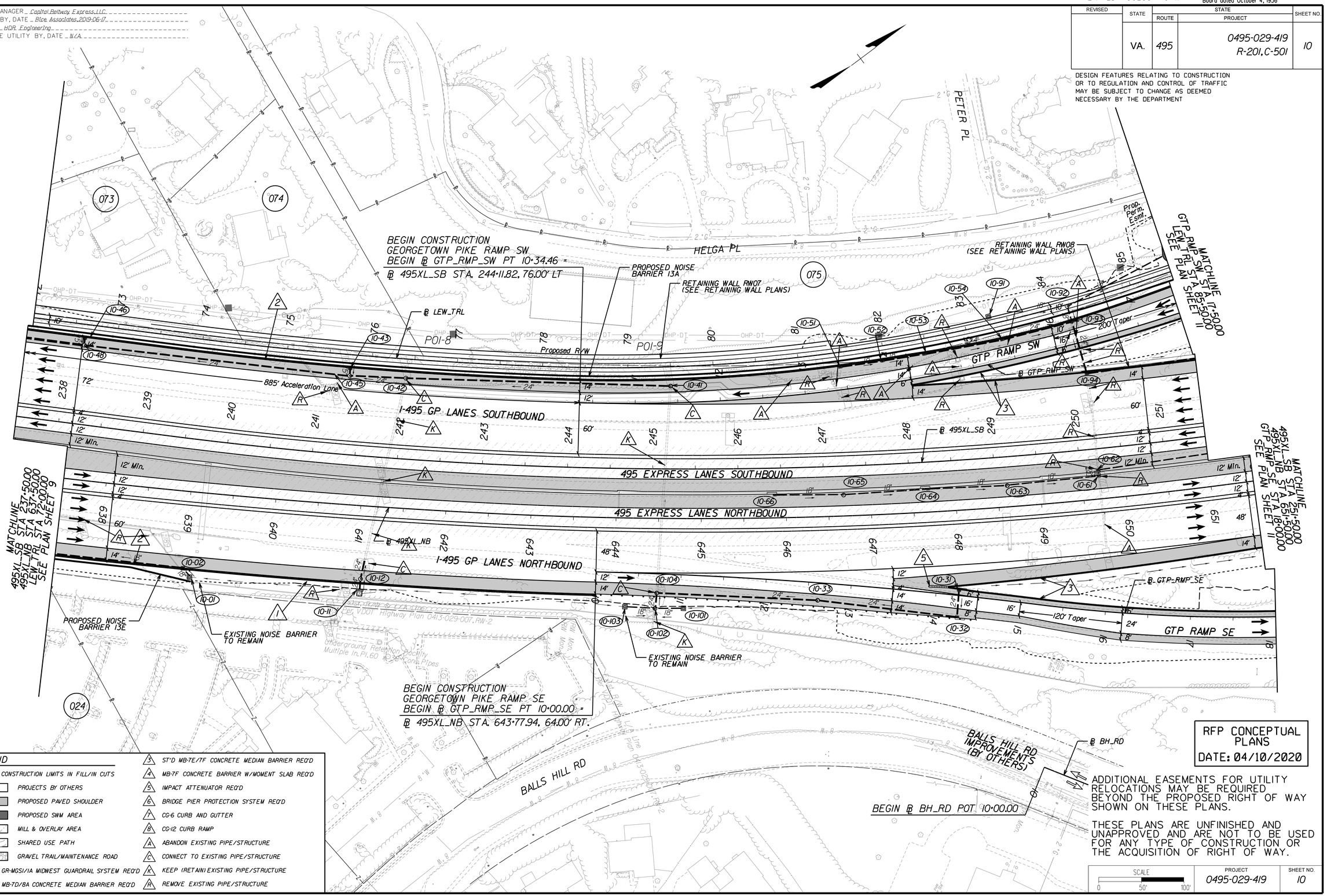
dxxxxxxsht-10.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	10

Sunday, April 12, 2020 05:59:07 PM
17:59:07

dxxxxxxsht-10A.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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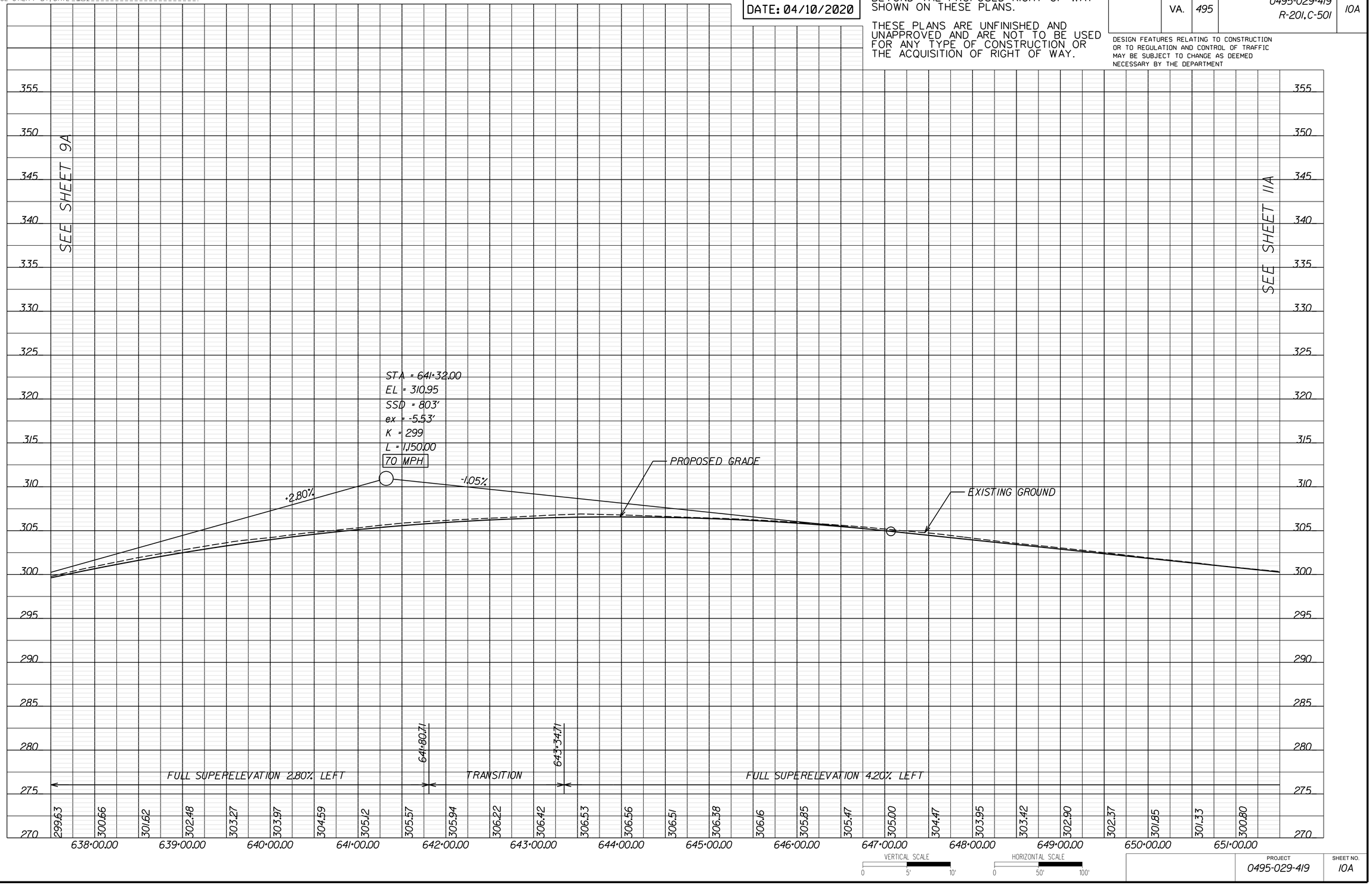
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	10A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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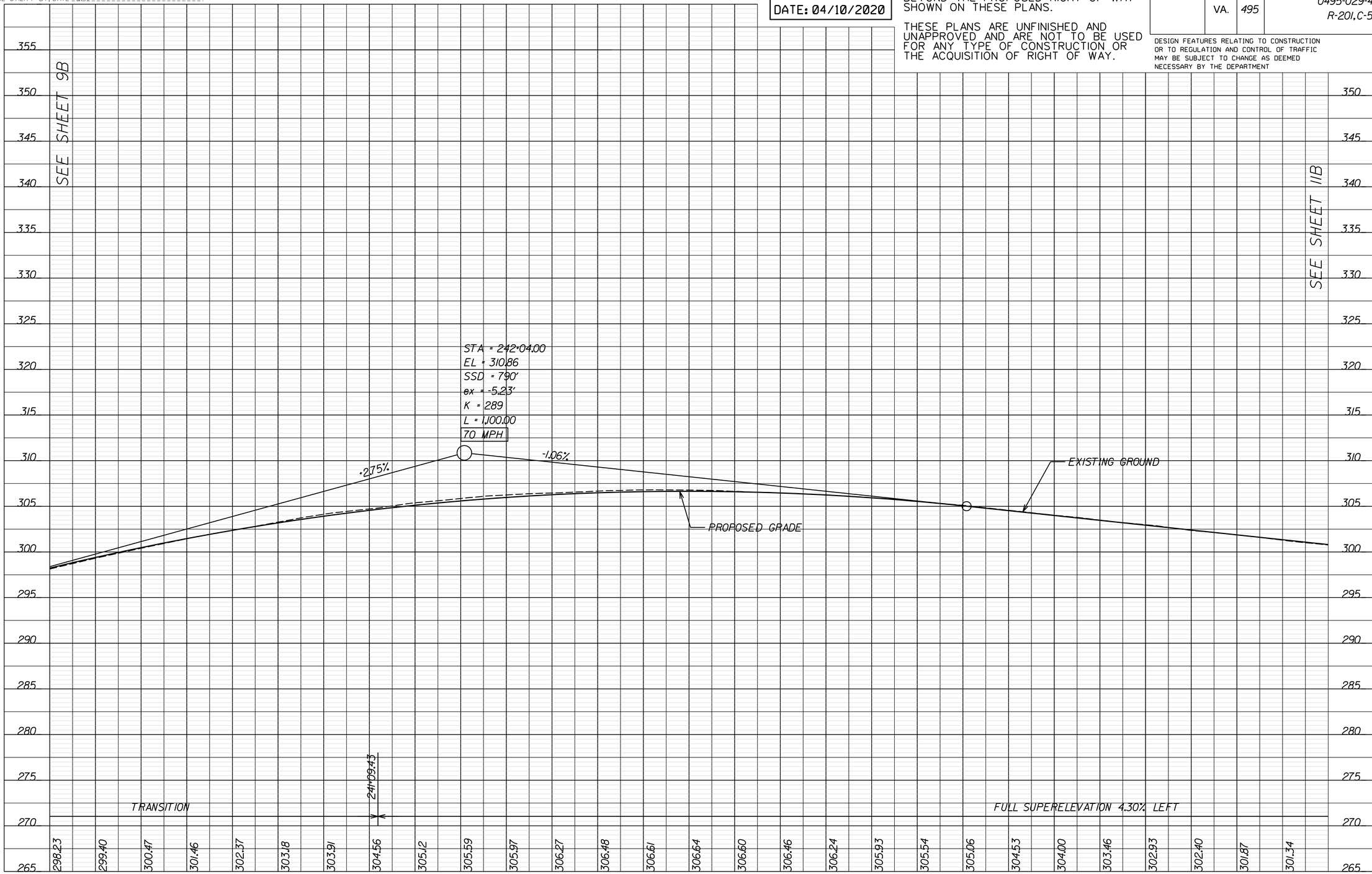
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	10B

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GTP RAMP SE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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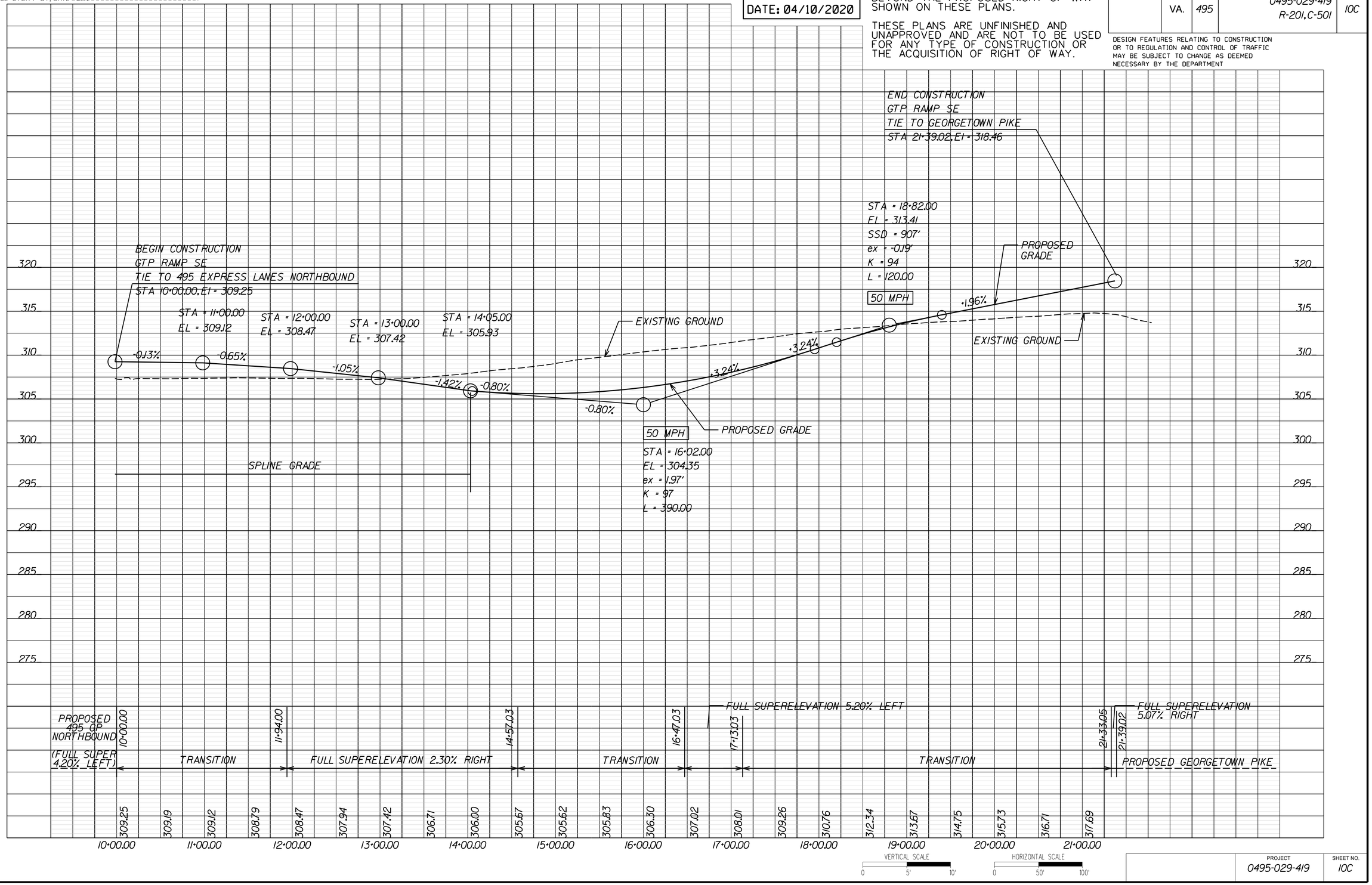
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	10C

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GTP RAMP SW

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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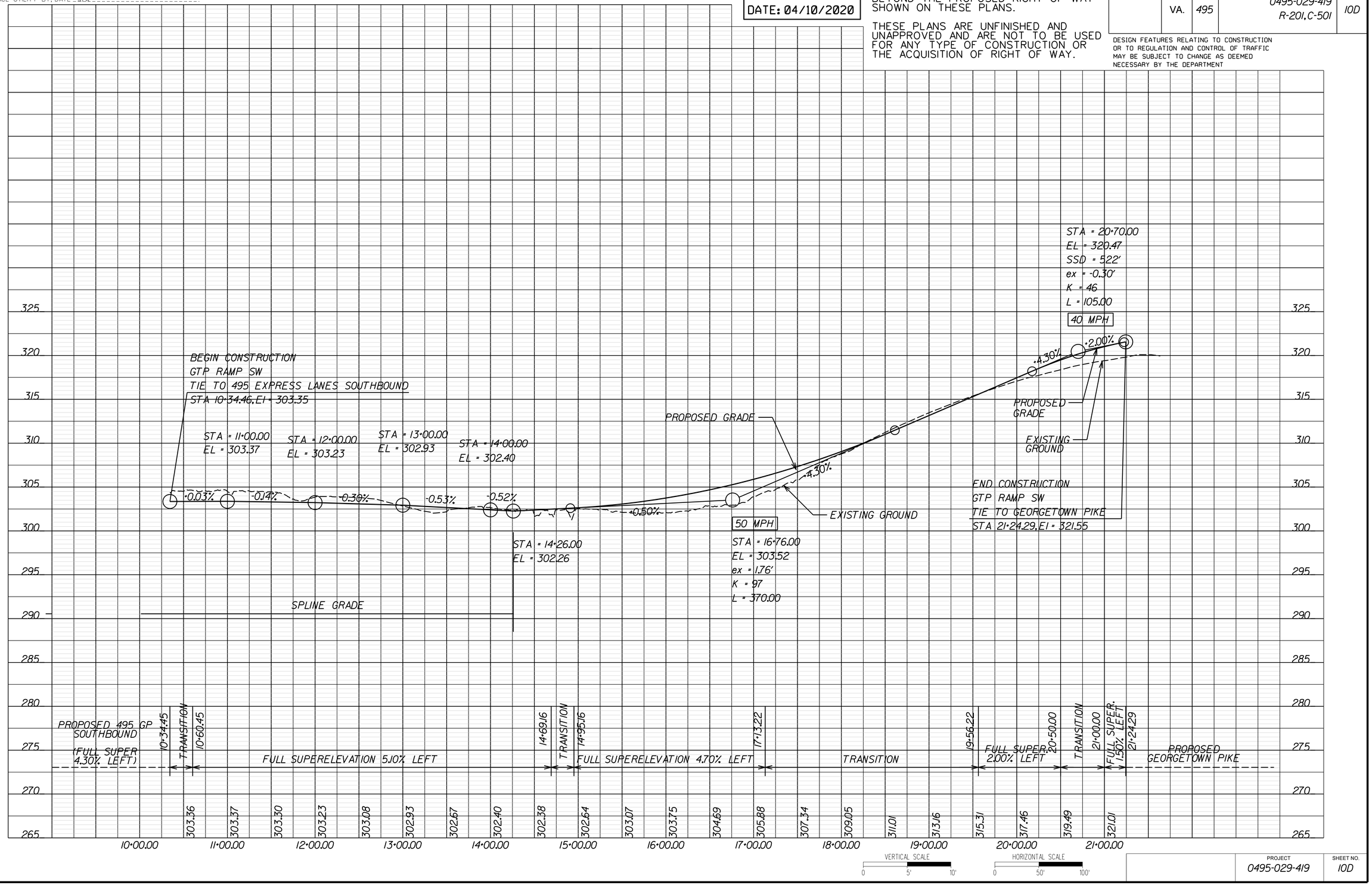
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	10D

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



PROJECT	SHEET NO.
0495-029-419	10D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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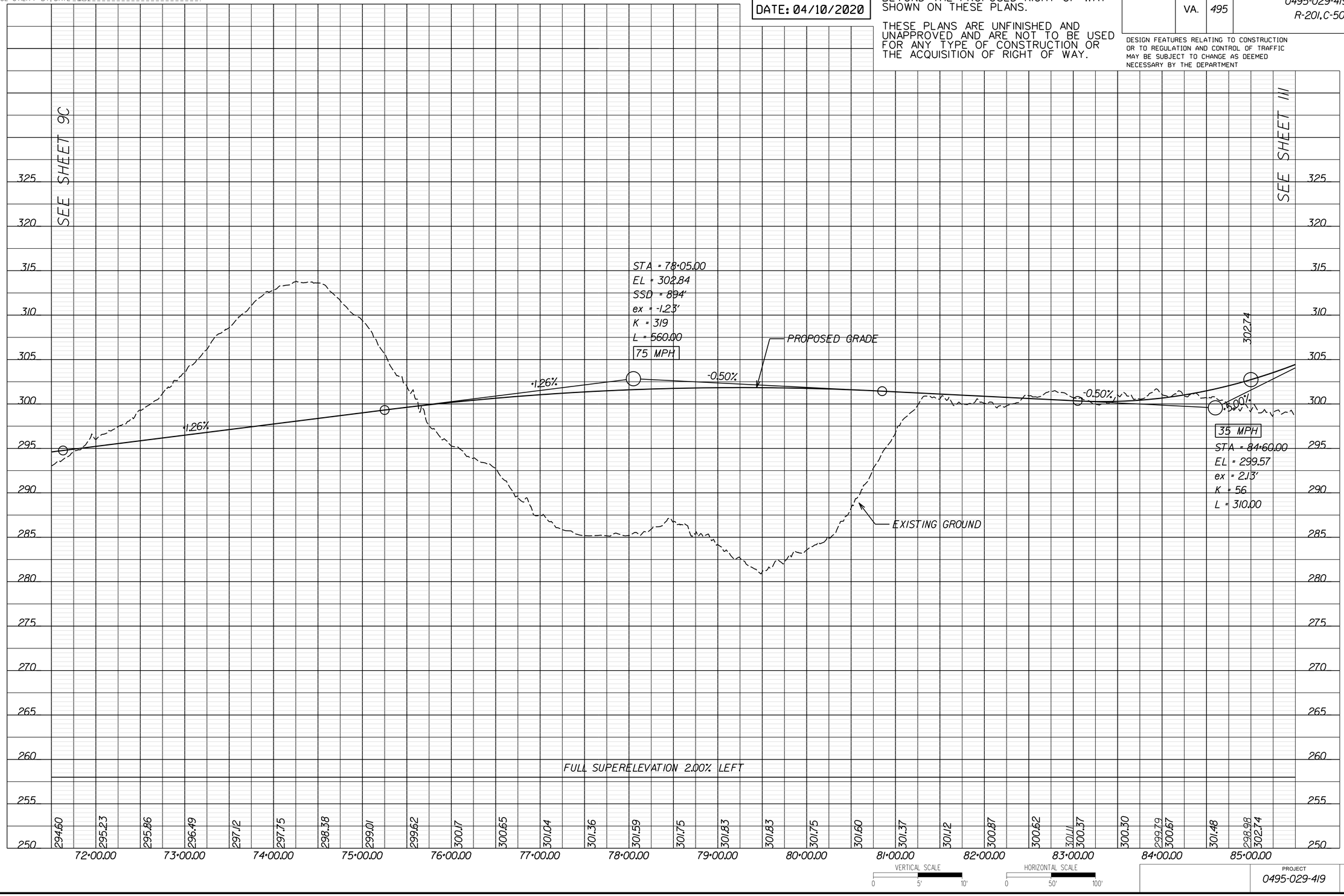
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10E

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



PROJECT	SHEET NO.
0495-029-419	10E

Sunday, April 12, 2020 05:59:47 PM
17:59:47

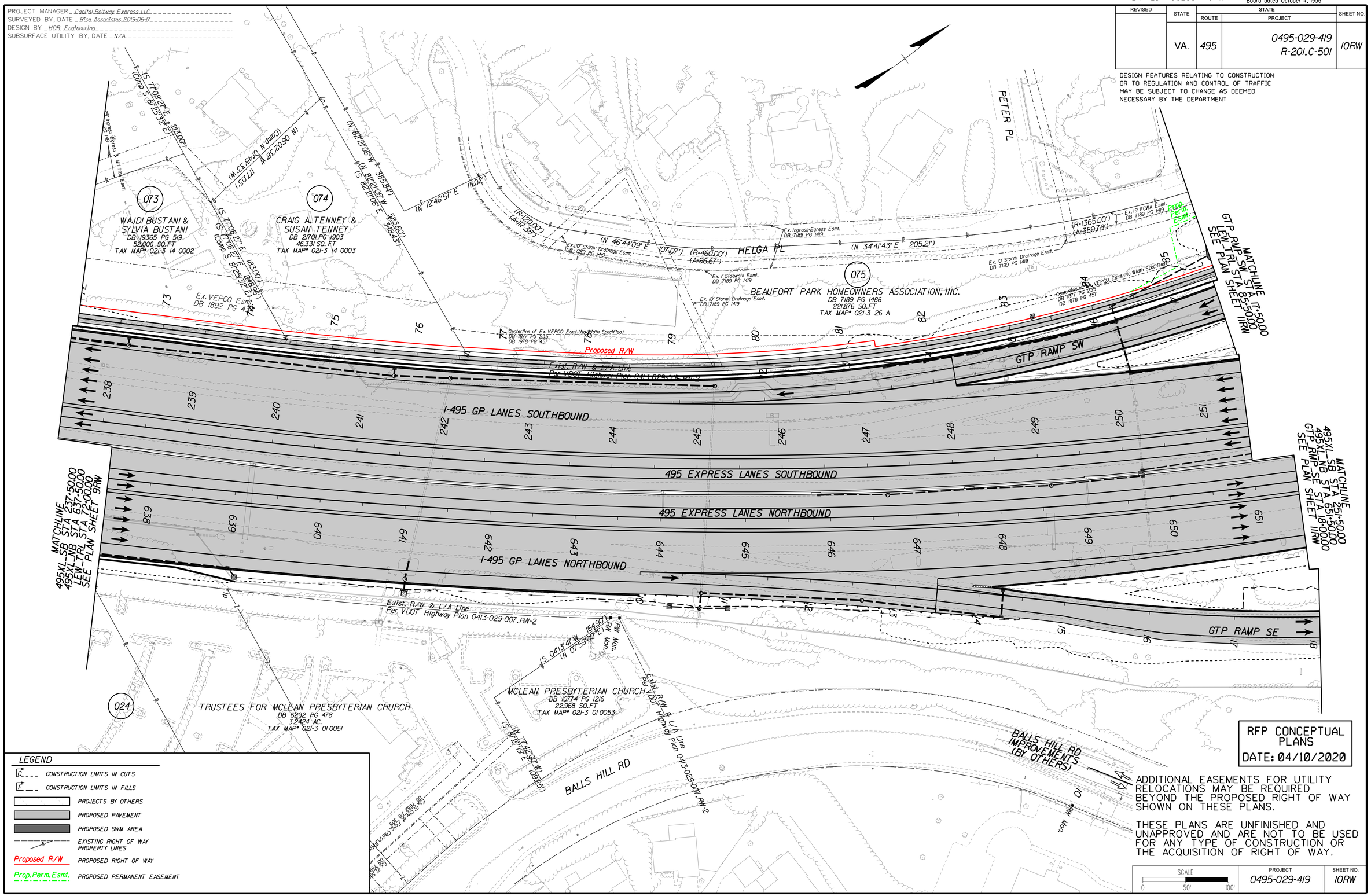
dxxxxxxsht-10RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10RW

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



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop.Perm.Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	10RW

Sunday, April 12, 2020 05:59:53 PM
17:59:53

dxxxxxxsht-11.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	11

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MATCHLINE GTP STA 17+00.00 SEE PLAN SHEET 22

END CONSTR. LEWINSVILLE SHARED USE PATH
END ℄ LEW_TRL PT 89+10.32=
℄ GTP STA. 18+21.92, 73.58' RT

PROPOSED NOISE BARRIER 13A

SWM-9B BIORETENTION

℄ GTP_RMP_SW

℄ LEW_TRL

GTP RAMP SW

200' Taper

END CONSTRUCTION - GTP_RAMP_SW
END ℄ GTP_RMP_SW POT 21+63.63 =
℄ GTP POC 18+96.98

RETAINING WALL RW08 (SEE RETAINING WALL PLANS)

I-495 GP LANES SOUTHBOUND

EXISTING BRIDGE TO BE REMOVED

495 EXPRESS LANES SOUTHBOUND

℄ GTP POT 21+68.89 =
℄ 495XL_NB POC 655+20.00

MATCHLINE 495XL_SB STA 651+50.00 495XL_NB STA 655+50.00 SEE PLAN SHEET 10

GTP RAMP SE

END CONSTRUCTION GTP RAMP SE
END ℄ GTP_RMP_SE POT 21+81.02 =
℄ GTP POT 21+81.02

EXISTING NOISE BARRIER TO REMAIN

SWM-10 BIORETENTION

℄ GTP

MATCHLINE GTP STA 25+50.00 SEE PLAN SHEET 23

GEORGETOWN PIKE VA RTE 193

100' TAPER

350' LEFT TURN LANE

Prop. Perm. Esmt.

BEGIN CONSTRUCTION GEORGETOWN PIKE RAMP NW
BEGIN ℄ GTP_RMP_NW POT 4+61.06 =
℄ GTP POC 19+14.07

BEGIN BRIDGE B-6XX
℄ GTP STA. 20+12.08

SWM-12F BIORETENTION

GTP RAMP NW

℄ GTP_RMP_NW

RETAINING WALL RW08 (SEE RETAINING WALL PLANS)

BEGIN CONSTRUCTION GWMP RAMP G21
BEGIN ℄ GWMP_RMP_G21 PC 4+36.83 =
℄ 495XL_SB STA. 256+37.74, 64.00' LT

RETAINING WALL RW09 (SEE RETAINING WALL PLANS)

℄ GWMP_RMP_G21

℄ GTP POT 21+09.08 =
℄ 495XL_SB POC 255+63.98

℄ 495XL_NB

END BRIDGE B-6XX
℄ GTP STA. 22+54.41

GTP NE RAMP

180' Taper

200' MERGE

℄ GTP_RMP_NE

BEGIN CONSTRUCTION GTP RAMP NE
BEGIN ℄ GTP_RMP_NE POT 10+05.16 =
℄ GTP POT 23+35.56

MATCHLINE GTP STA 25+50.00 SEE PLAN SHEET 23

BEGIN BRIDGE B-6XX
℄ GTP_RMP_NW STA. 8+75.83
PRC 8+59.04

END BRIDGE B-6XX
℄ GTP_RMP_NW STA. 10+69.46

RETAINING WALL RW09 (SEE RETAINING WALL PLANS)

℄ GWMP_RMP_G21

Proposed Perm. Esmt.
Proposed R/W

GWMP RAMP G21

GTP RAMP NW

RETAINING WALL RW14 (SEE RETAINING WALL PLANS)

℄ 495XL_SB

MATCHLINE 495XL_SB STA 265+50.00 495XL_NB STA 665+50.00 GTP_RMP_NW STA 14+50.00 GWMP_RMP_G21 STA 13+50.00 SEE PLAN SHEET 12

PROPOSED EMERGENCY VEHICLE CROSS OVER

PROPOSED NOISE BARRIER 8

REMOVE EXISTING NOISE BARRIER

Exist. R/W & LA Line Per VDOT Highway Plan 0413-029-007, RW-2

END CONSTRUCTION GTP RAMP NE
END ℄ GTP_RMP_NE PT 20+03.97=
℄ 495XL_NB STA. 664+97.84, 64.00' RT.

EXISTING NOISE BARRIER TO REMAIN

028

℄ BH_TRL

Proposed Perm. Esmt.
Proposed R/W

MATCHLINE 29+50.00 BH_TRL STA 20+84.12 SEE BH_TRL PLAN SHEET 12

BALLS HILL RD

℄ BH_RD

MATCHLINE BH_RD STA 23+00.00 BH_TRL STA 14+35.08 SEE BH_TRL PLAN SHEET 23

LEGEND

- ETC — CONSTRUCTION LIMITS IN FILL/IN CUT'S
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	11

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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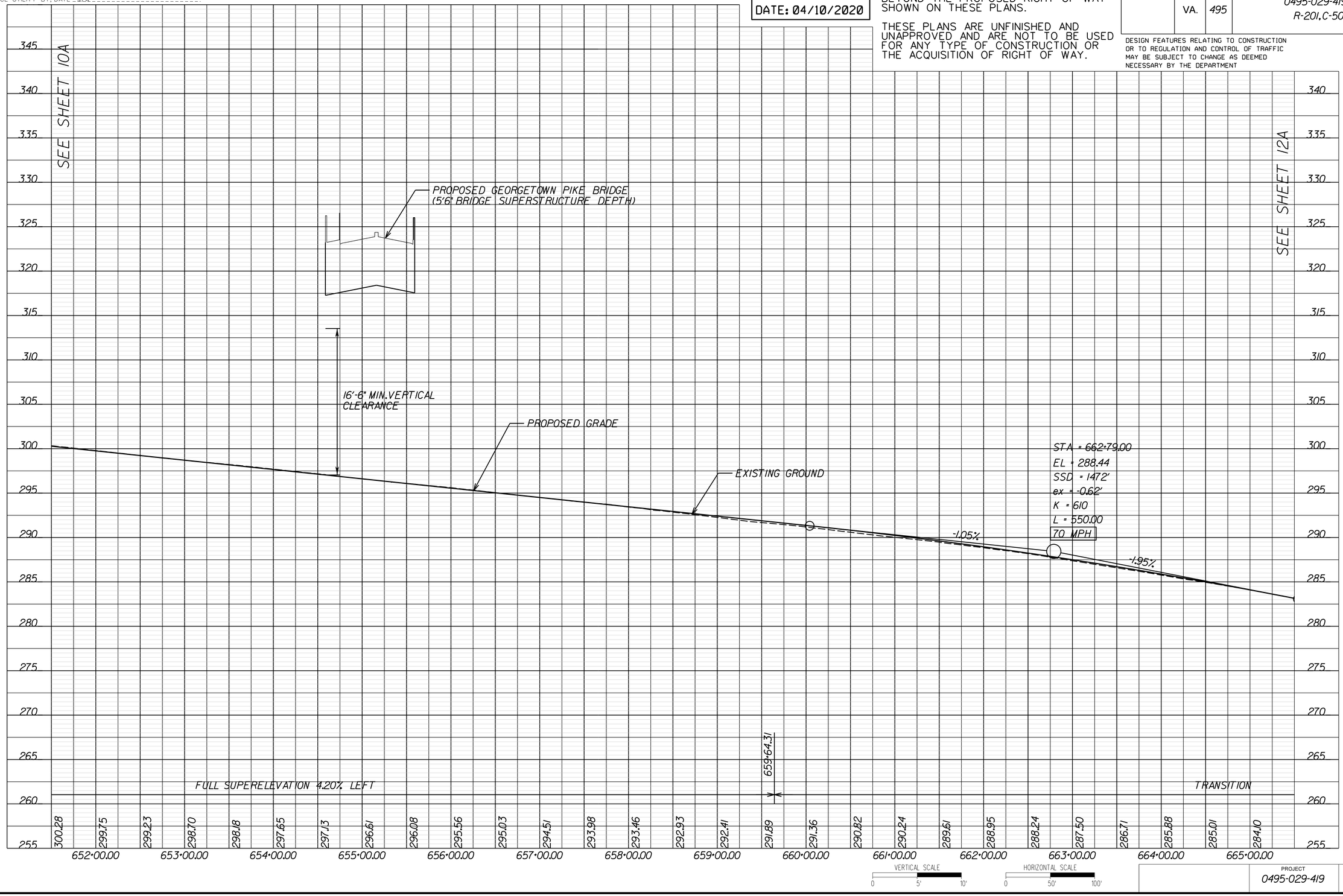
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIA

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIA

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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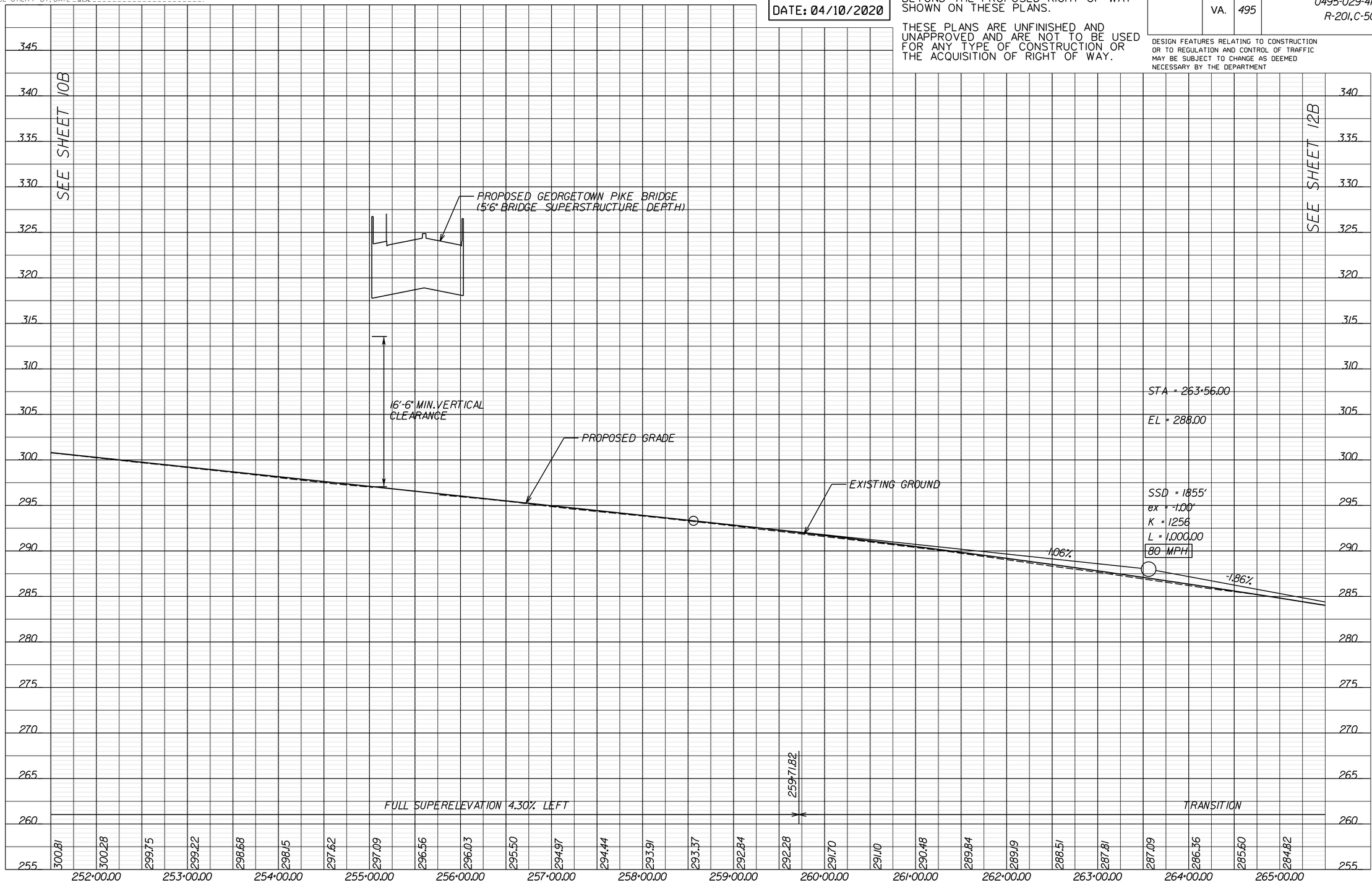
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIB

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

SEE SHEET 10B

SEE SHEET 12B



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIB

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GEORGETOWN PIKE - VA ROUTE 193

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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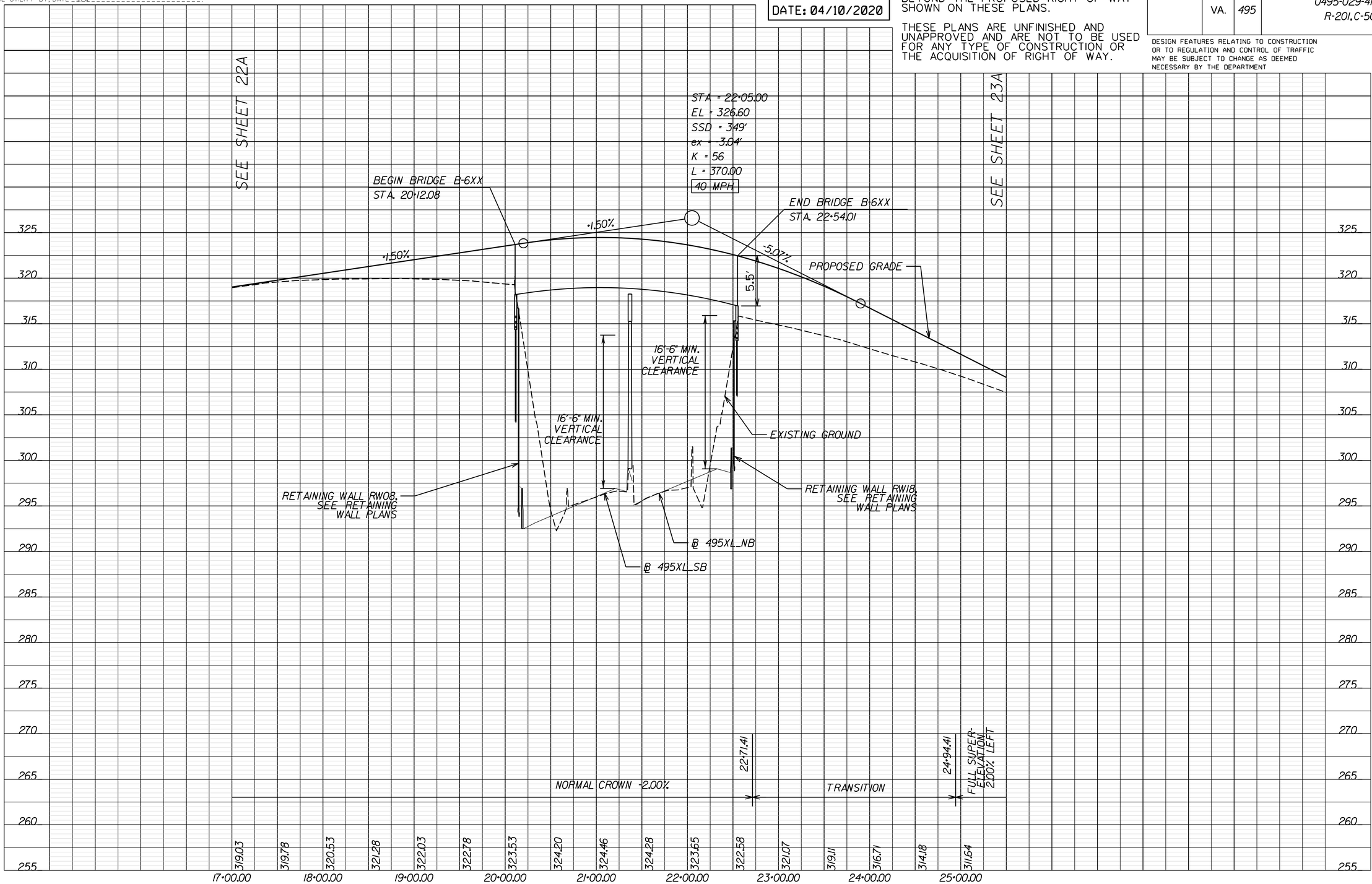
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIC

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIC

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GTP RAMP NE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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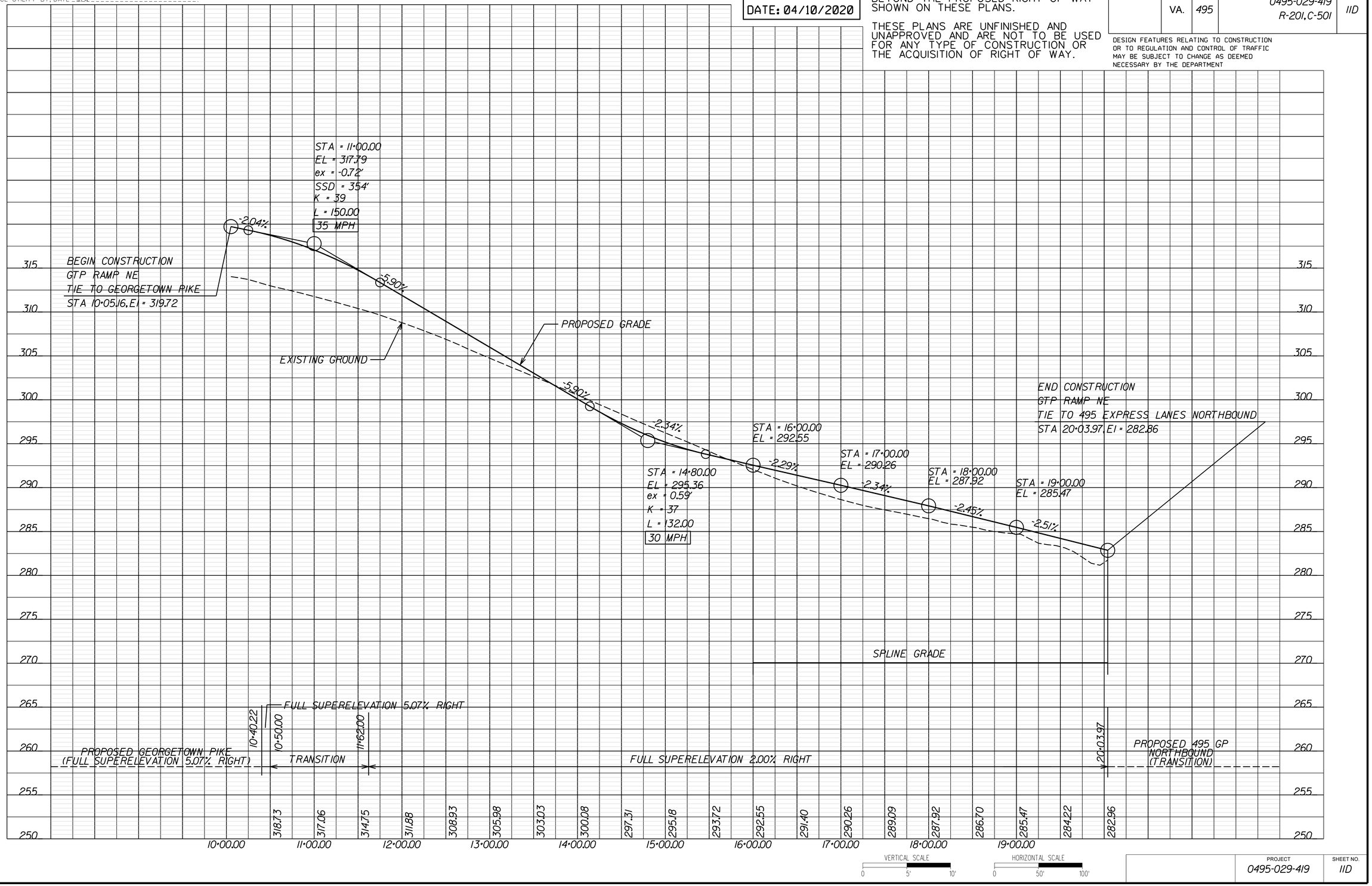
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	IID

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IID

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GTP RAMP NW

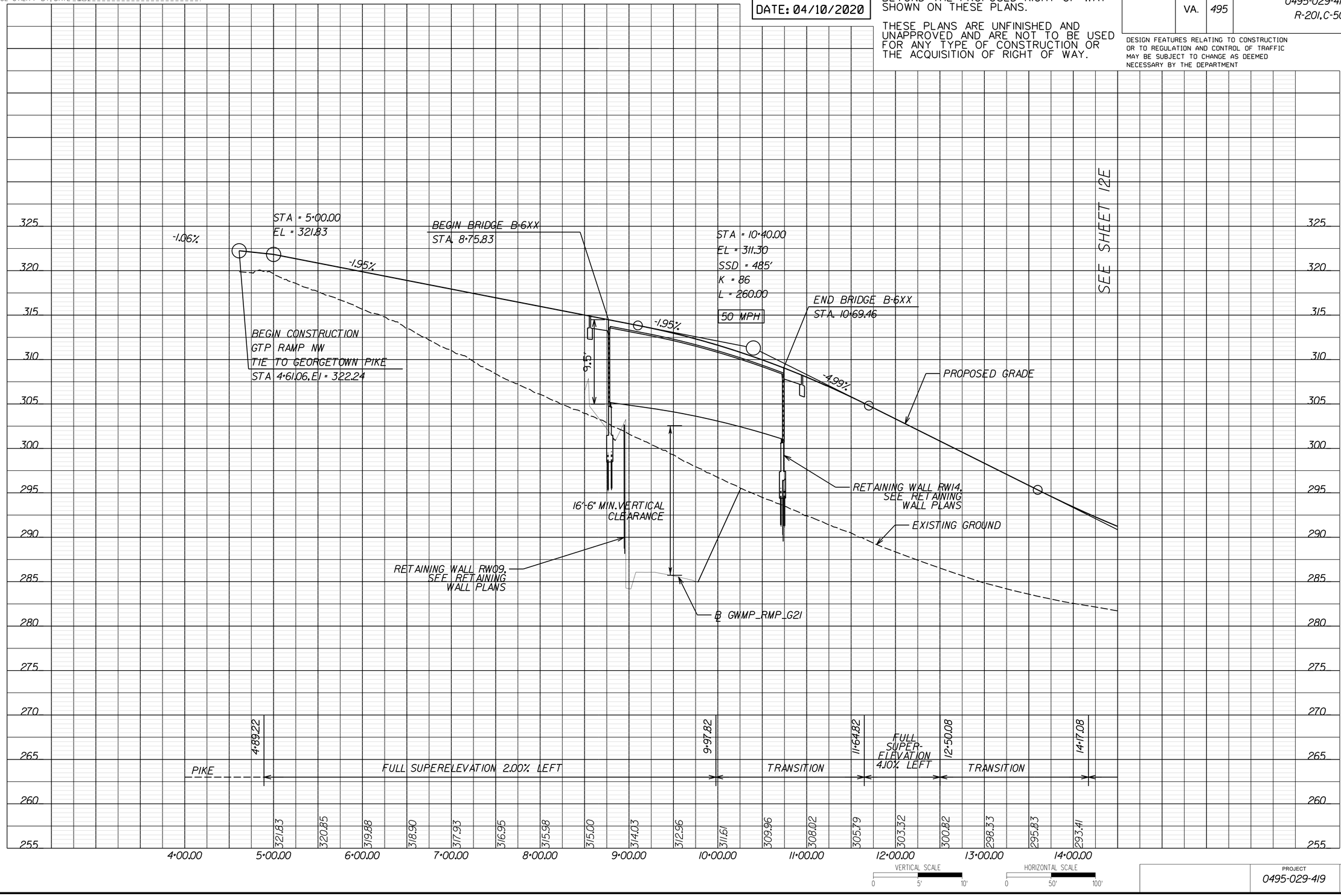
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	IIE

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



PROJECT	SHEET NO.
0495-029-419	IIE

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

BALLS HILL SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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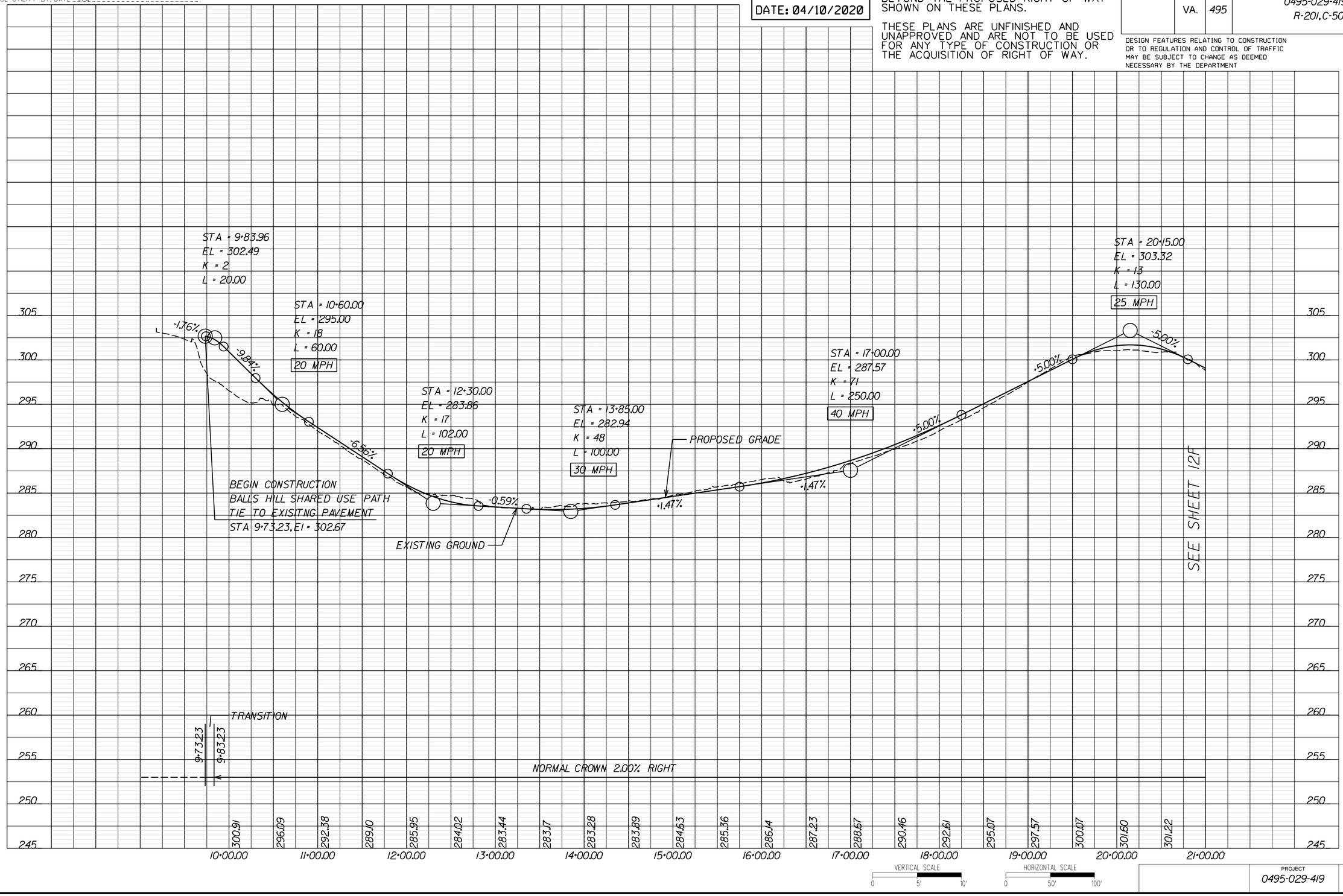
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIF

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIF

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEWINSVILLE SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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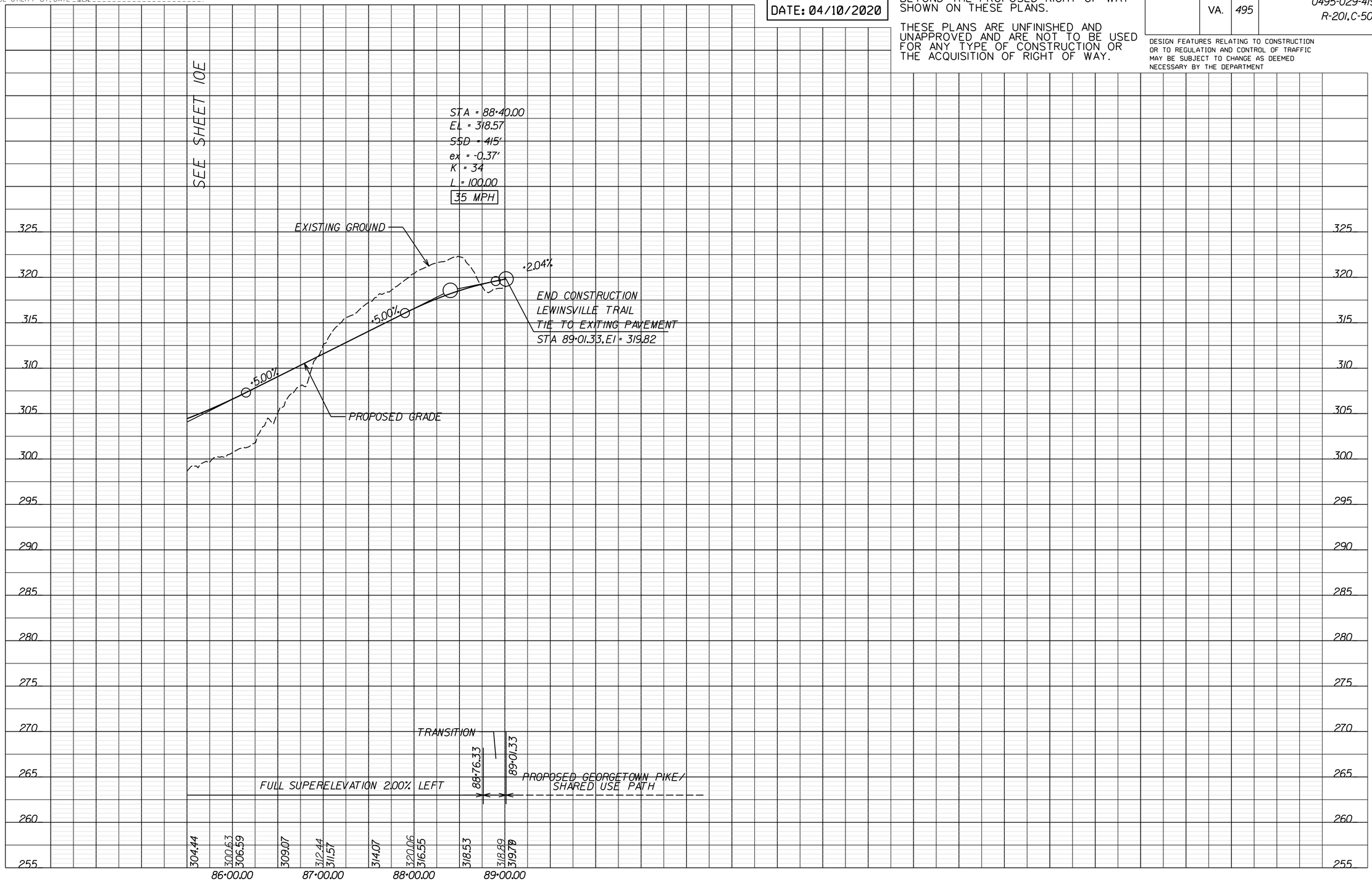
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	IIG

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

SEE SHEET 10E

STA = 88+40.00
EL = 318.57
SSD = 415'
ex = -0.37'
K = 34
L = 100.00
35 MPH



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIG

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

GWMP RAMP G21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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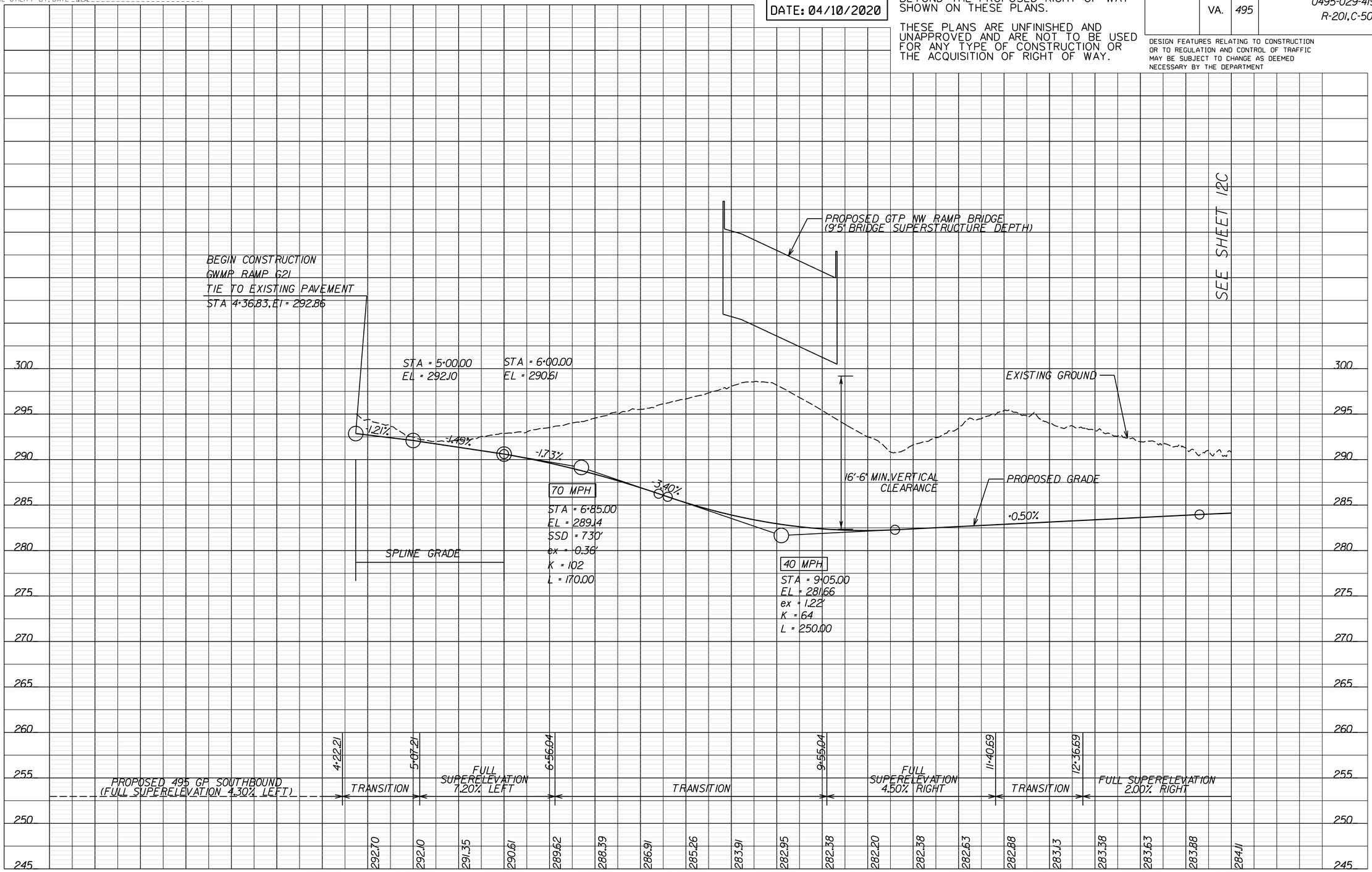
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIH

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

SEE SHEET 12C



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIH

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

BALLS HILL ROAD

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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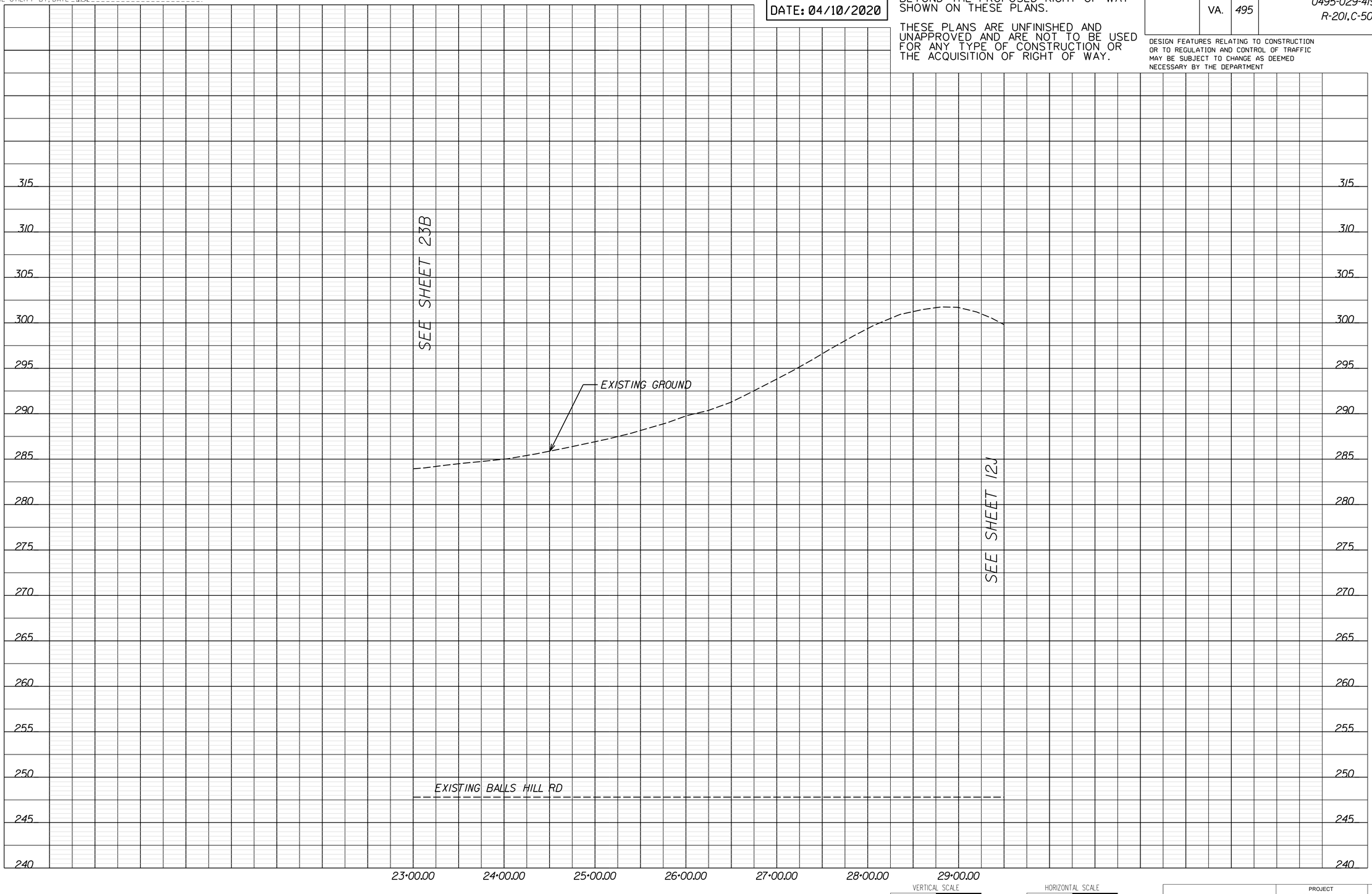
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	IIJ

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



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	IIJ

Sunday, April 12, 2020 06:00:32 PM
18:00:32

dxxxxxxsht-11RW.dgn
Plotted By: CCHOLKO

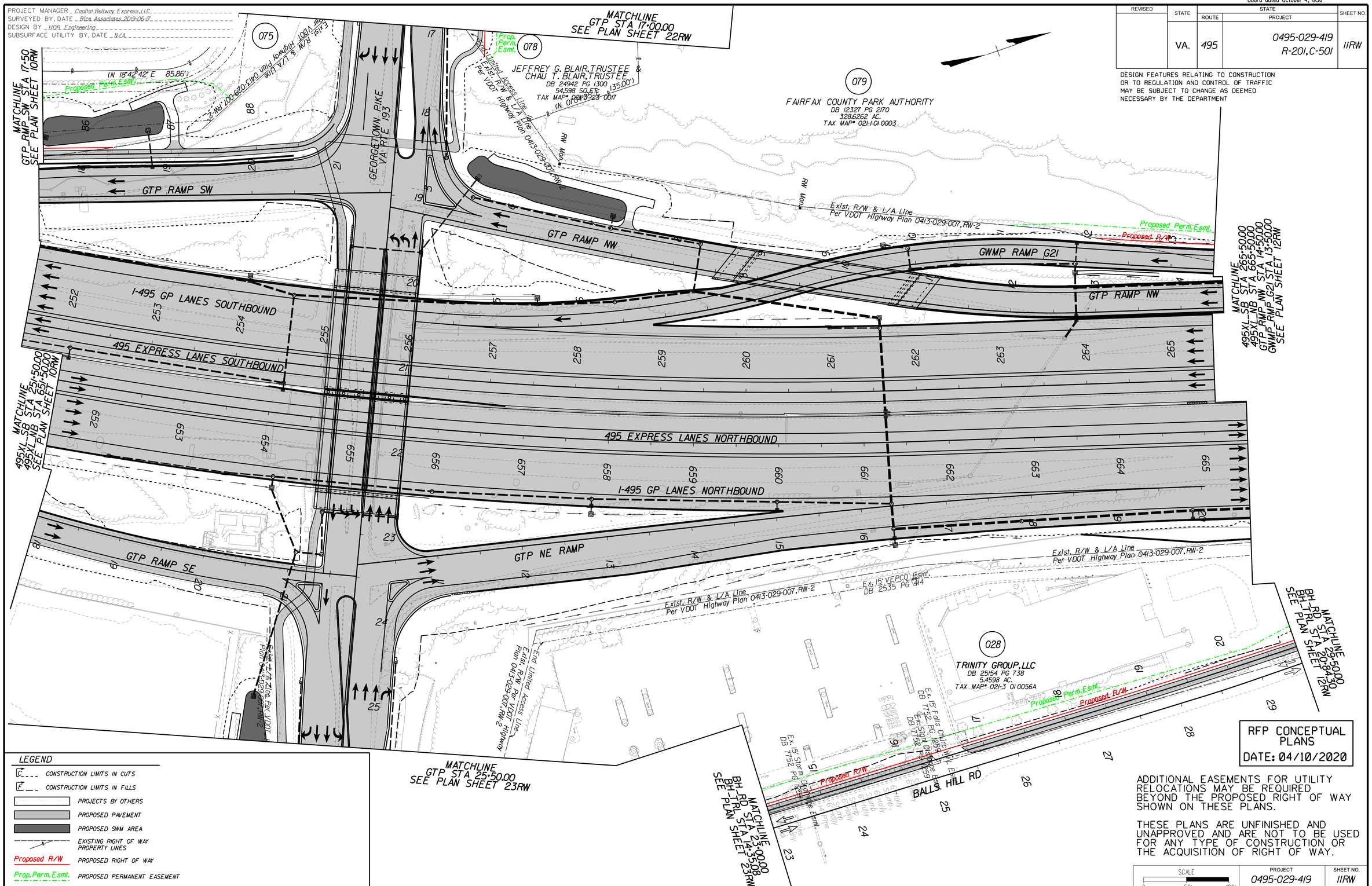
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	11RW

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

LEGEND

- C CONSTRUCTION LIMITS IN CUTS
- F CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	11RW

Sunday, April 12, 2020 06:00:38 PM
18:00:38

dxxxxxxsht-12.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12

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

END CONSTRUCTION GTP NW SLIP RAMP
END ℄ GTP_NW_SLIP PT 14+76.49 =
℄ GWMP_RMP_G21 STA. 19+86.50

END CONSTRUCTION GTP RAMP NW
END ℄ GTP_RMP_NW POT 25+48.86 =
℄ 495XL_SB STA. 276+33.33, 64.00' LT

PROPOSED NOISE BARRIER 10 EXTENSION

END BRIDGE B-6XX
℄ LOD_BR STA. 14+31.43

BEGIN CONSTRUCTION
LIVE OAK DRIVE
℄ LOD STA. 11+23.47 =
℄ LOD_BR STA. 14+72.28

BEGIN CONSTRUCTION
GTP NW SLIP RAMP
BEGIN ℄ GTP_NW_SLIP
PC 10+00.00 =
℄ GTP_RMP_NW
STA. 15+99.06, 12.00' LT

GTP RAMP NW
I-495 GP LANES SOUTHBOUND
I-495 GP LANES NORTHBOUND
495 EXPRESS LANES SOUTHBOUND
495 EXPRESS LANES NORTHBOUND
GWMP RAMP G21
LIVE OAK DRIVE
BALLS HILL RD
BENJAMIN ST

℄ GTP_RMP_G21
℄ GTP_NW_SLIP
℄ 495XL_SB
℄ 495XL_NB
℄ BH_RD
℄ BH_TRL

RETAINING WALL RW17 (SEE RETAINING WALL PLANS)
RETAINING WALL RW16 (SEE RETAINING WALL PLANS)
RETAINING WALL RW15 (SEE RETAINING WALL PLANS)
RETAINING WALL RW16 (SEE RETAINING 24' WALL PLANS)

Proposed Perm. Esmt.
Proposed R/W
Ex. R/W

645' Acceleration Lane
1215' Deceleration Lane
545' Deceleration Lane
300' Taper
300' MERGE
PROPOSED EMERGENCY VEHICLE CROSS-OVER
EXISTING BRIDGE TO BE REMOVED
REMOVE EXISTING NOISE BARRIER
PROPOSED NOISE BARRIER 8
PROP. NOISE BARRIER
PROPOSED NOISE BARRIER 9
PROPOSED SIDEWALK

BEGIN CONSTRUCTION GWMP RAMP E21
BEGIN ℄ GWMP_RMP_E21 PC 6+22.02
℄ 495XL_SB STA. 278+04.43, 12.00' RT.

BEGIN CONSTRUCTION
BALLS HILL ROAD
℄ BH_RD STA. 33+69.17

END CONSTRUCTION BALLS HILL
SHARED USE PATH
BEGIN CONSTRUCTION OF
GRADING FOR FUTURE
BALLS HILL SHARED USE PATH
℄ BH_TRL STA. 27+00.00

BEGIN CONSTRUCTION
LIVE OAK DRIVE
℄ LOD_BR STA. 10+25.00
BEGIN ℄ LOD_BR POT 10+00.00 =
℄ BH_RD STA. 40+14.84, 23.83' RT.

END CONSTR.
BALLS HILL RD
℄ BH_RD STA. 40+53.03

BEGIN BRIDGE B-6XX
℄ LOD_BR STA. 10+83.10

END ℄ BH_RD
POT 42+60.82

MATCHLINE
495XL_SB STA 279+50.00
495XL_NB STA 679+50.00
GWMP_RMP_G21 STA 280.000
LOD STA 13+25.00
BH_TRL STA 34+00.00
SEE PLAN SHEET 13

MATCHLINE
495XL_SB STA 265+50.00
495XL_NB STA 665+50.00
GTP_RMP_NW STA 14+50.00
GWMP_RMP_G21 STA 13+50.00
SEE PLAN SHEET 11

MATCHLINE
BH_RD STA 28+50.00
BH_TRL STA 208+30.30
SEE PLAN SHEET 11

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	12

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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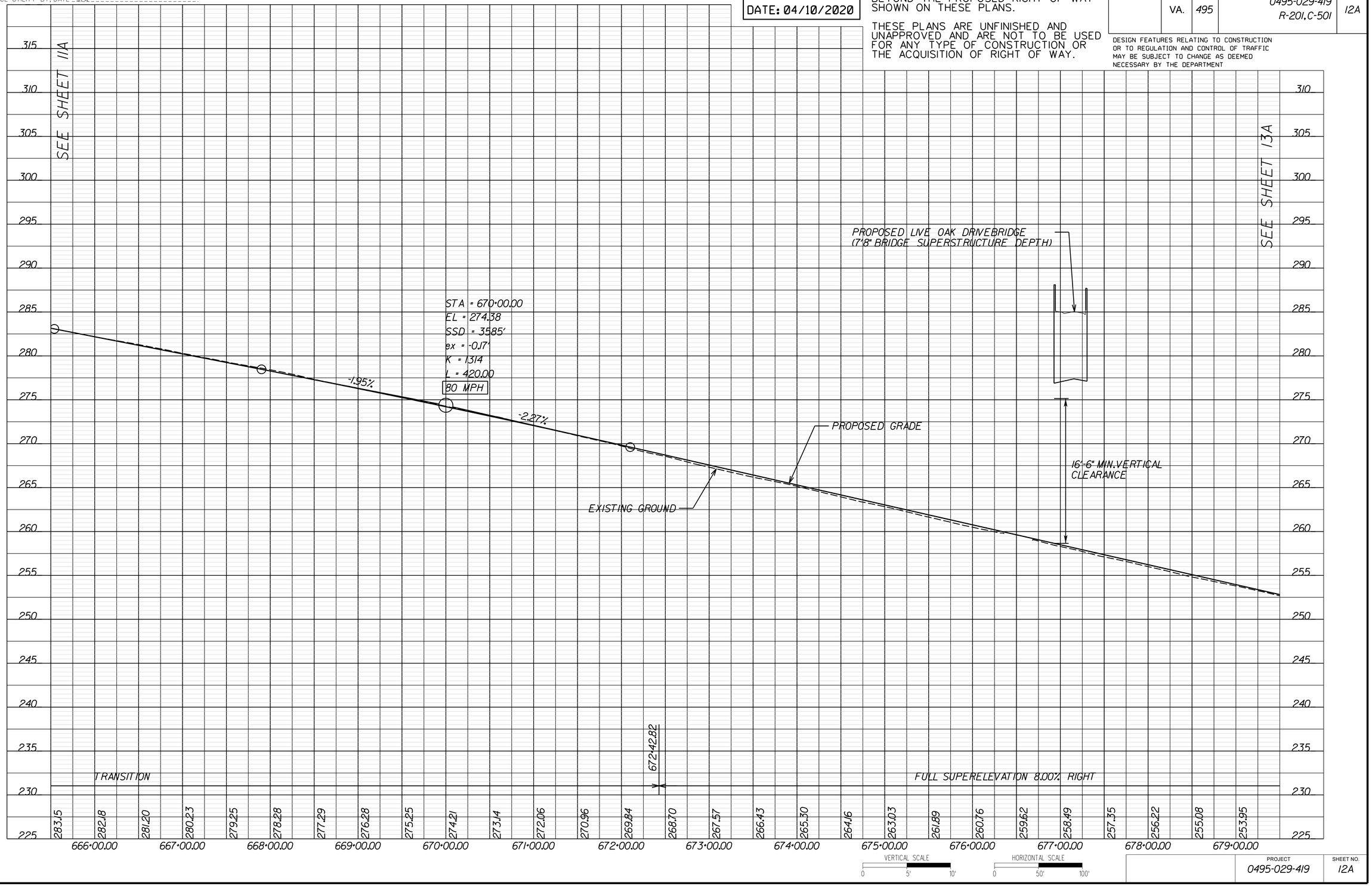
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12A

dxxxxxxsht-12B.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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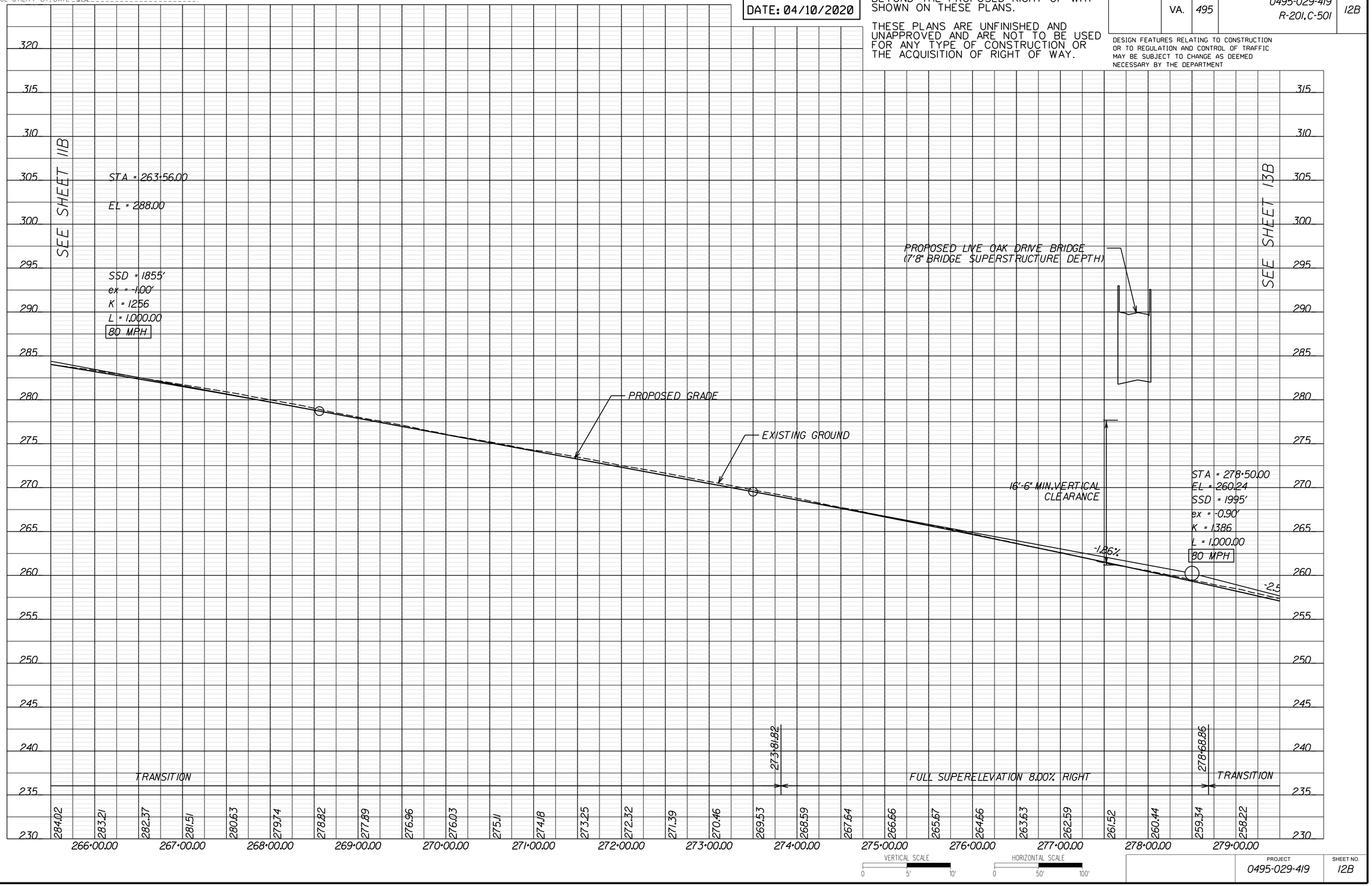
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	12B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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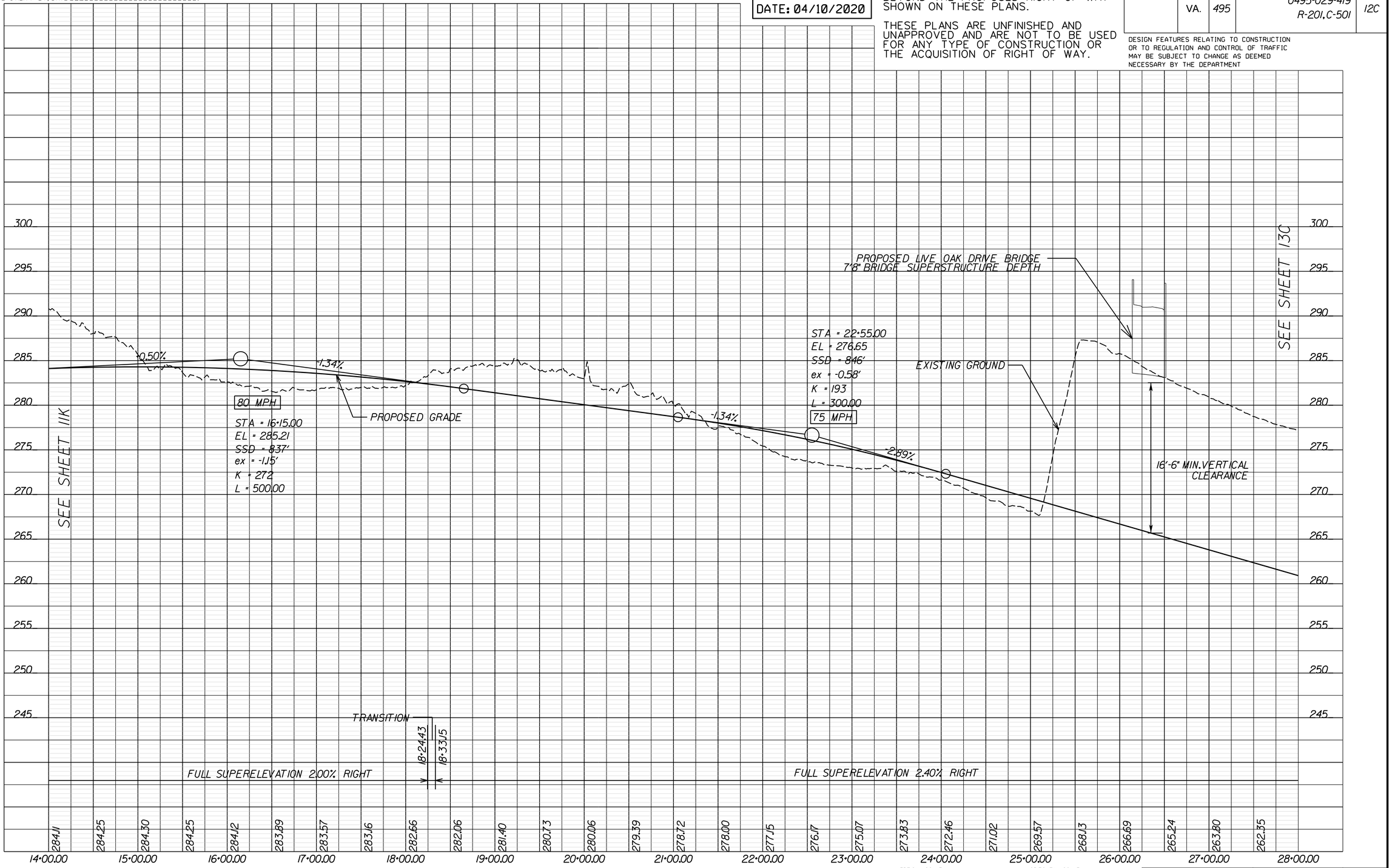
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GTP RAMP NW

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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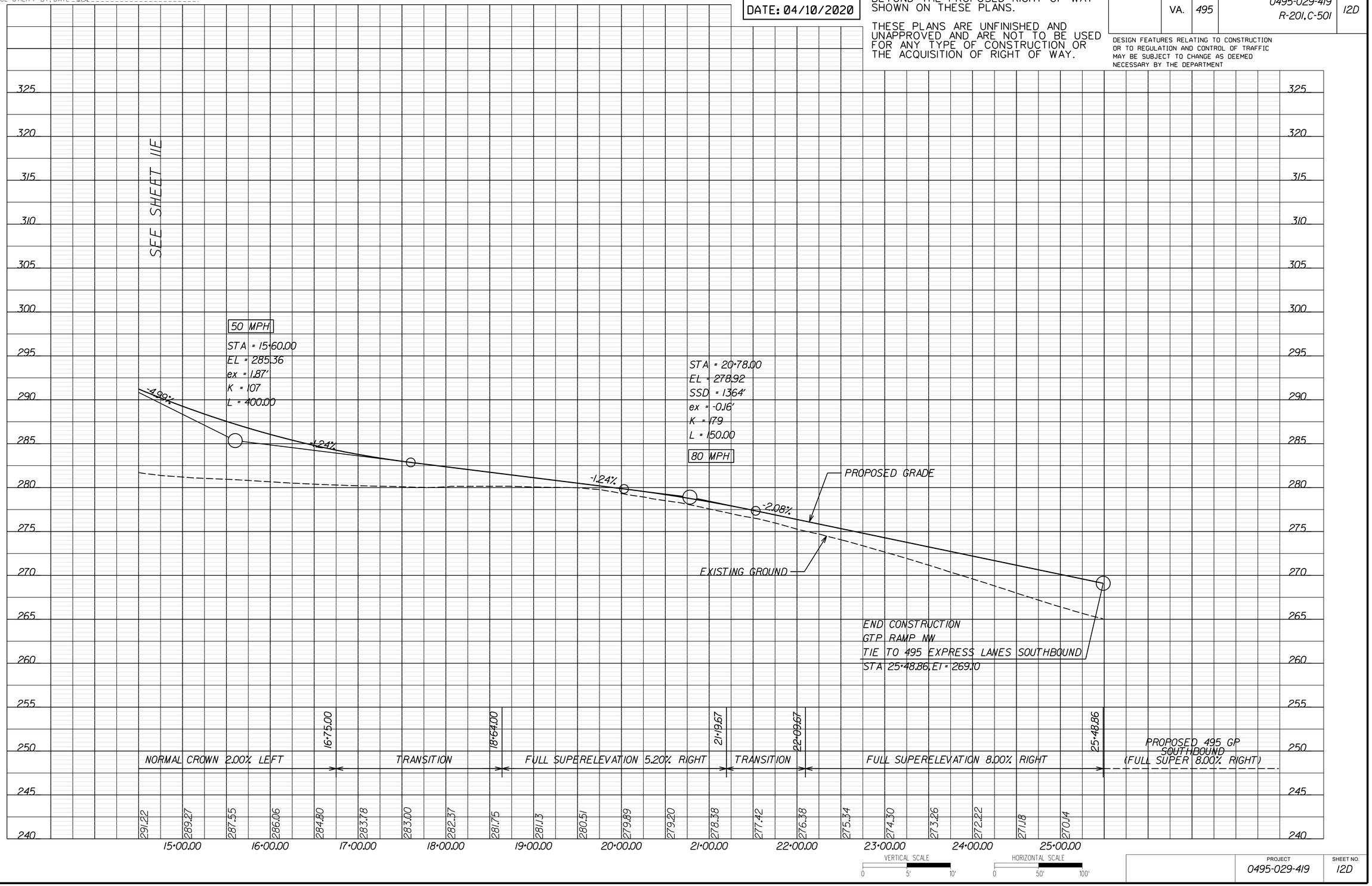
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12D

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



PROJECT	SHEET NO.
0495-029-419	12D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LIVE OAK DRIVE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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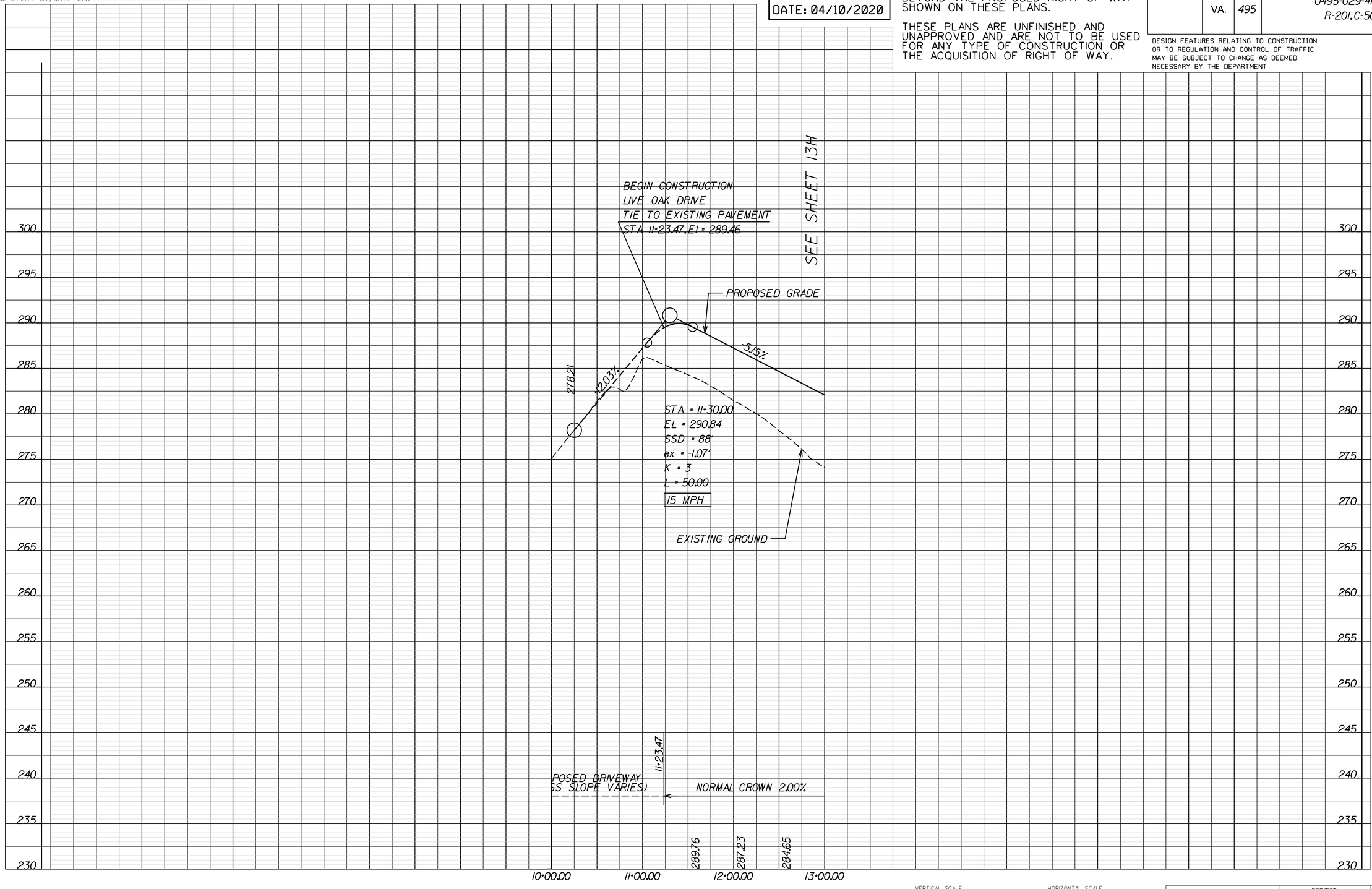
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12E

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

SEE SHEET 13H



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

BALLS HILL SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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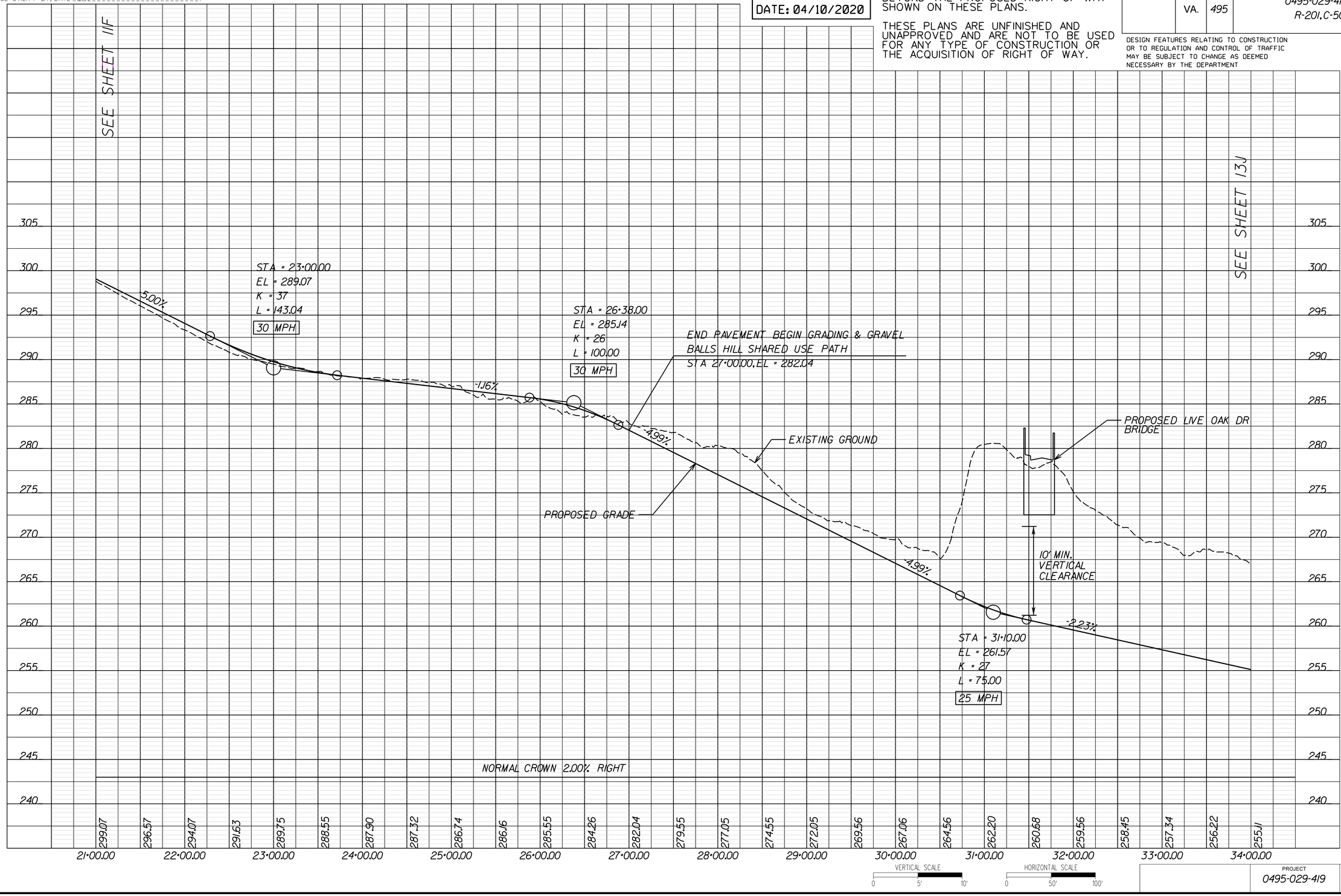
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12F

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12F

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GEORGETOWN PIKE NW SLIP RAMP

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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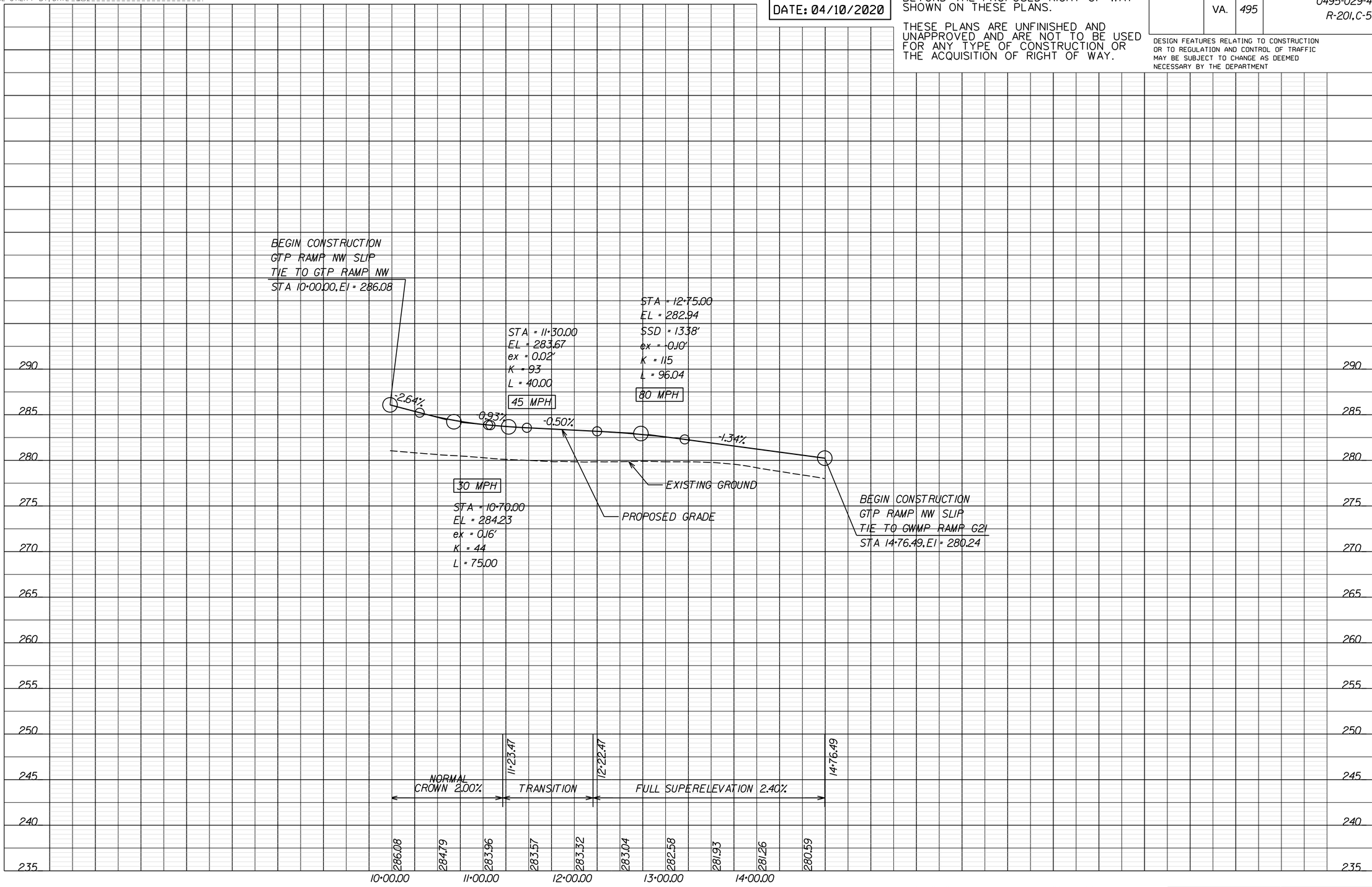
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12G

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12G

Sunday, April 12, 2020 06:01:11 PM
18:01:11

dxxxxxxsht-12H.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LIVE OAK DRIVE BRIDGE

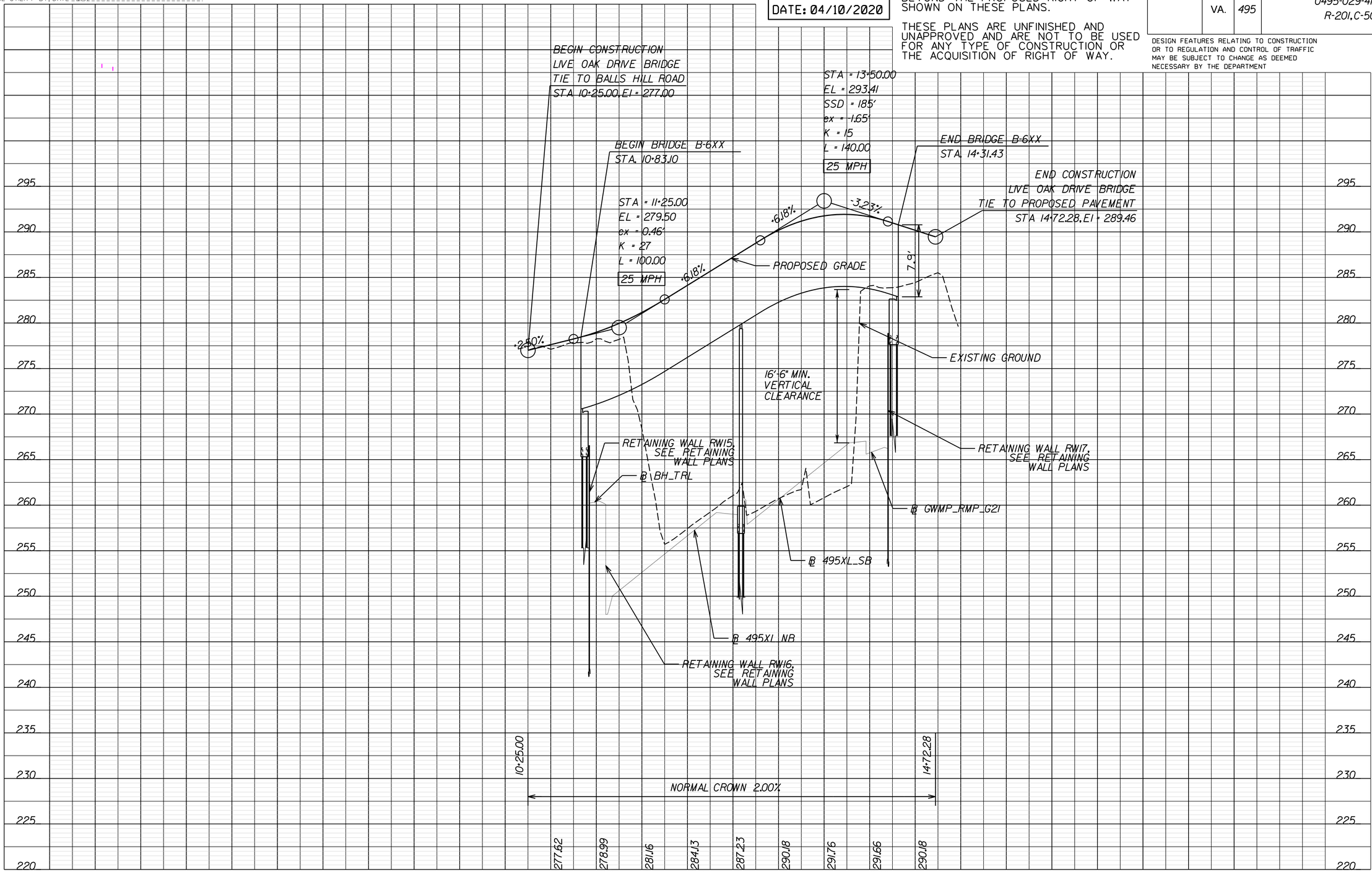
RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12H

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



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12H

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

BALLS HILL ROAD

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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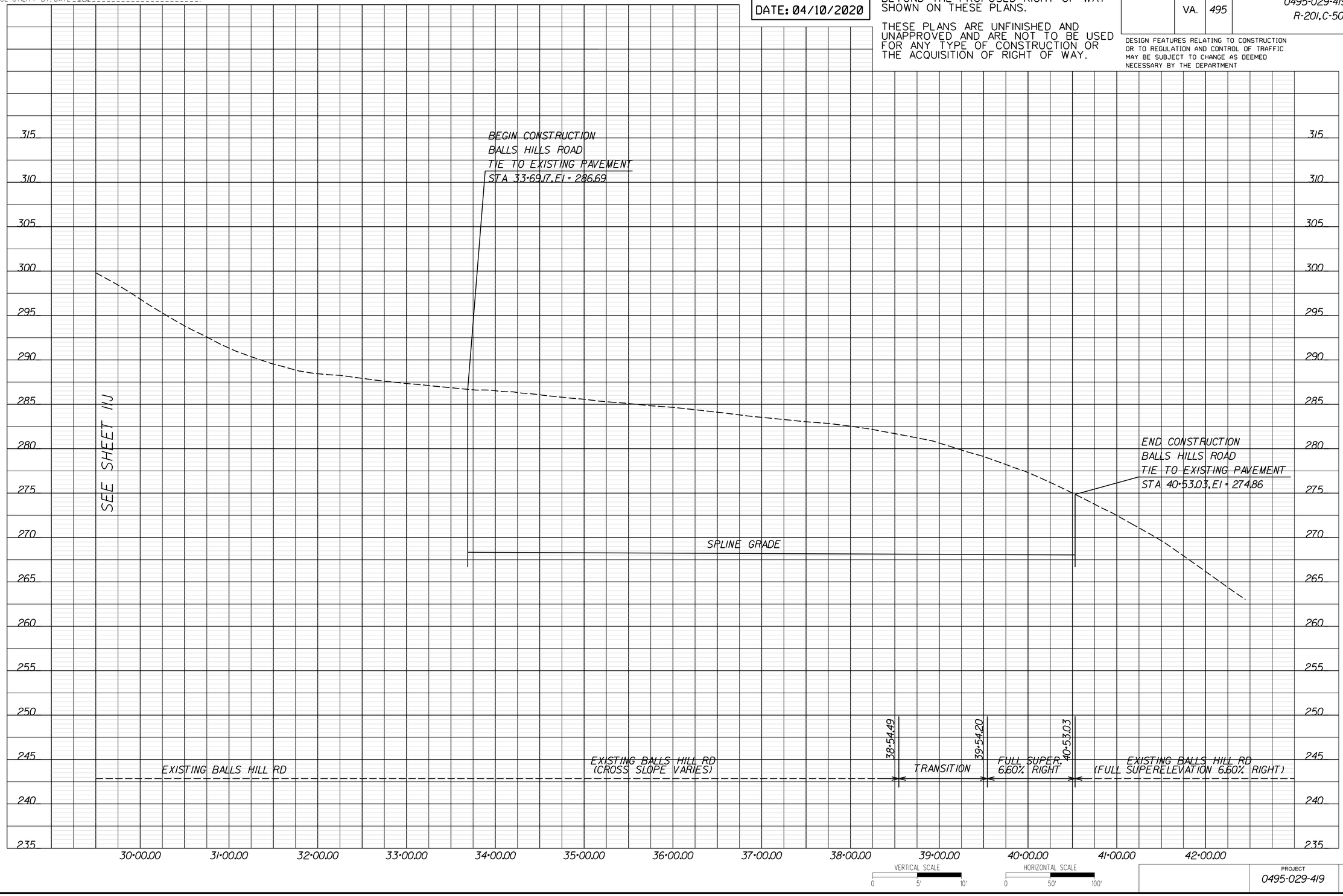
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12J

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12J

Sunday, April 12, 2020 06:01:21 PM
18:01:21

d:xxxxxxsht-12RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12RW

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Bice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

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

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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LEGEND

Symbol	Description
C---	CONSTRUCTION LIMITS IN CUTS
F---	CONSTRUCTION LIMITS IN FILLS
(white box)	PROJECTS BY OTHERS
(grey box)	PROPOSED PAVEMENT
(dark box)	PROPOSED SWM AREA
(dashed line)	EXISTING RIGHT OF WAY PROPERTY LINES
Proposed R/W	PROPOSED RIGHT OF WAY
Prop. Perm. Esmt.	PROPOSED PERMANENT EASEMENT

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	12RW

Sunday, April 12, 2020 06:01:28 PM
18:01:28

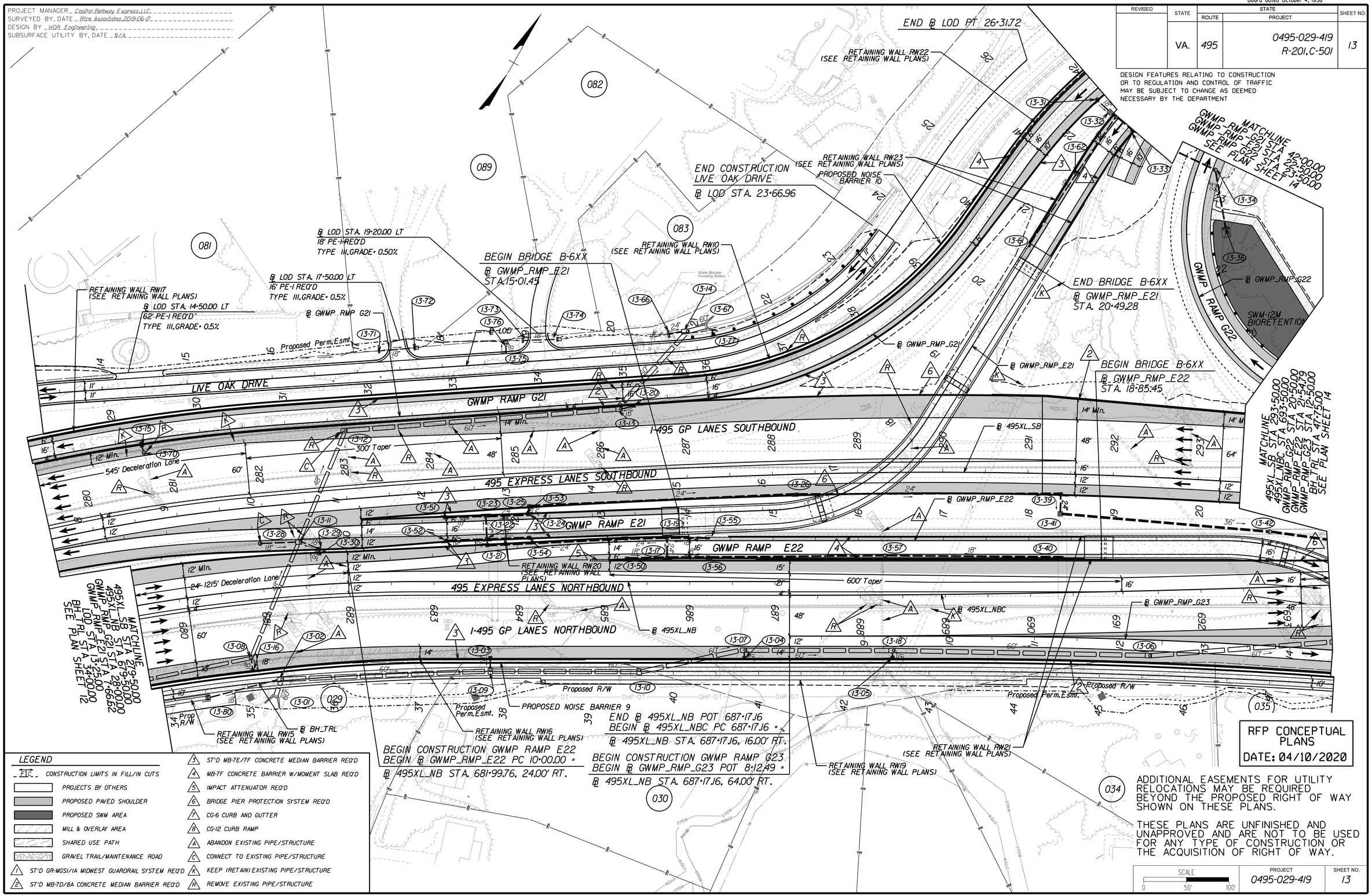
dxxxxxxsht-13.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	13

LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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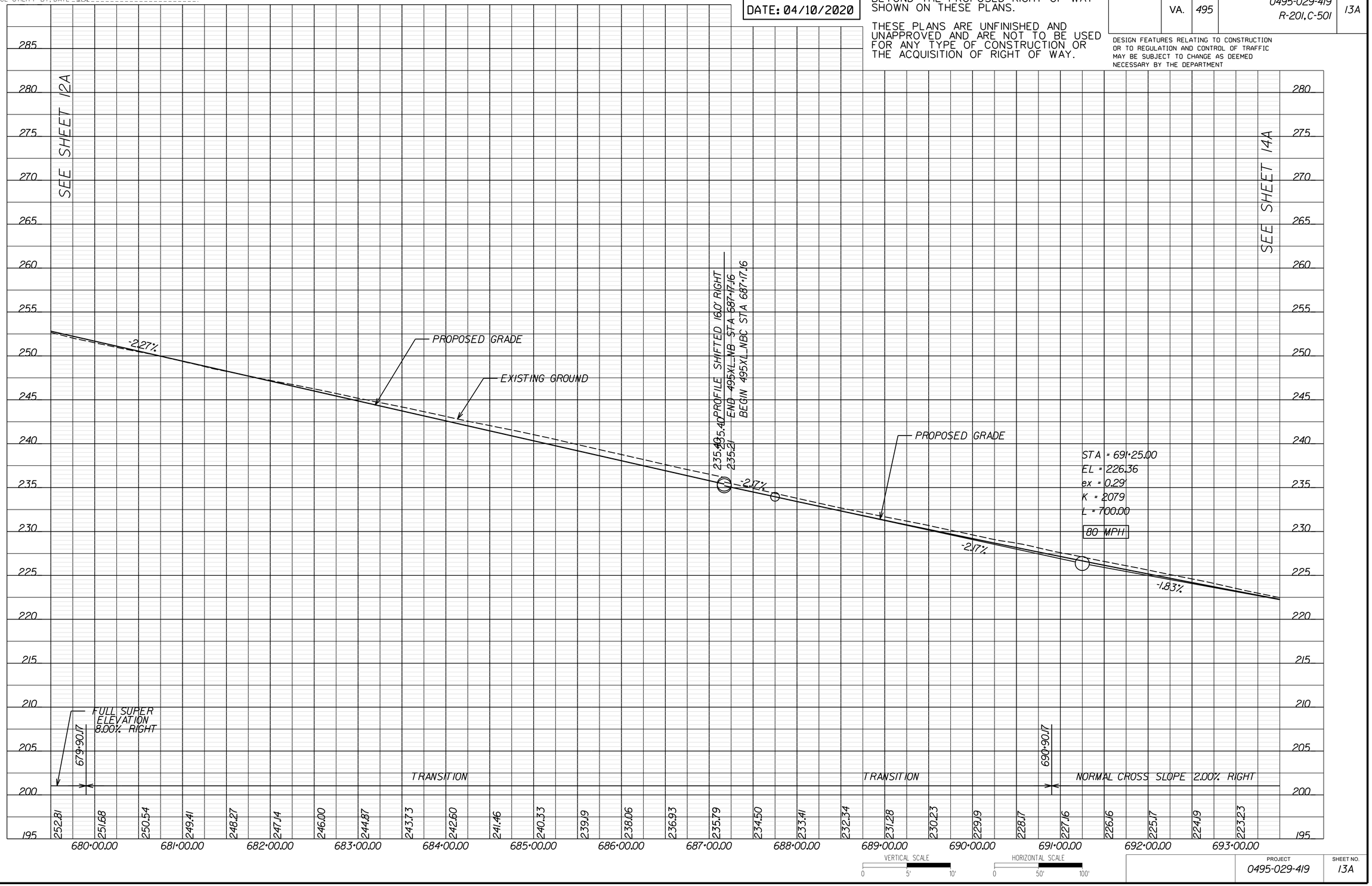
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13A

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



PROJECT	SHEET NO.
0495-029-419	13A

Sunday, April 12, 2020 06:01:38 PM
18:01:38
dxxxxxxsht-13B.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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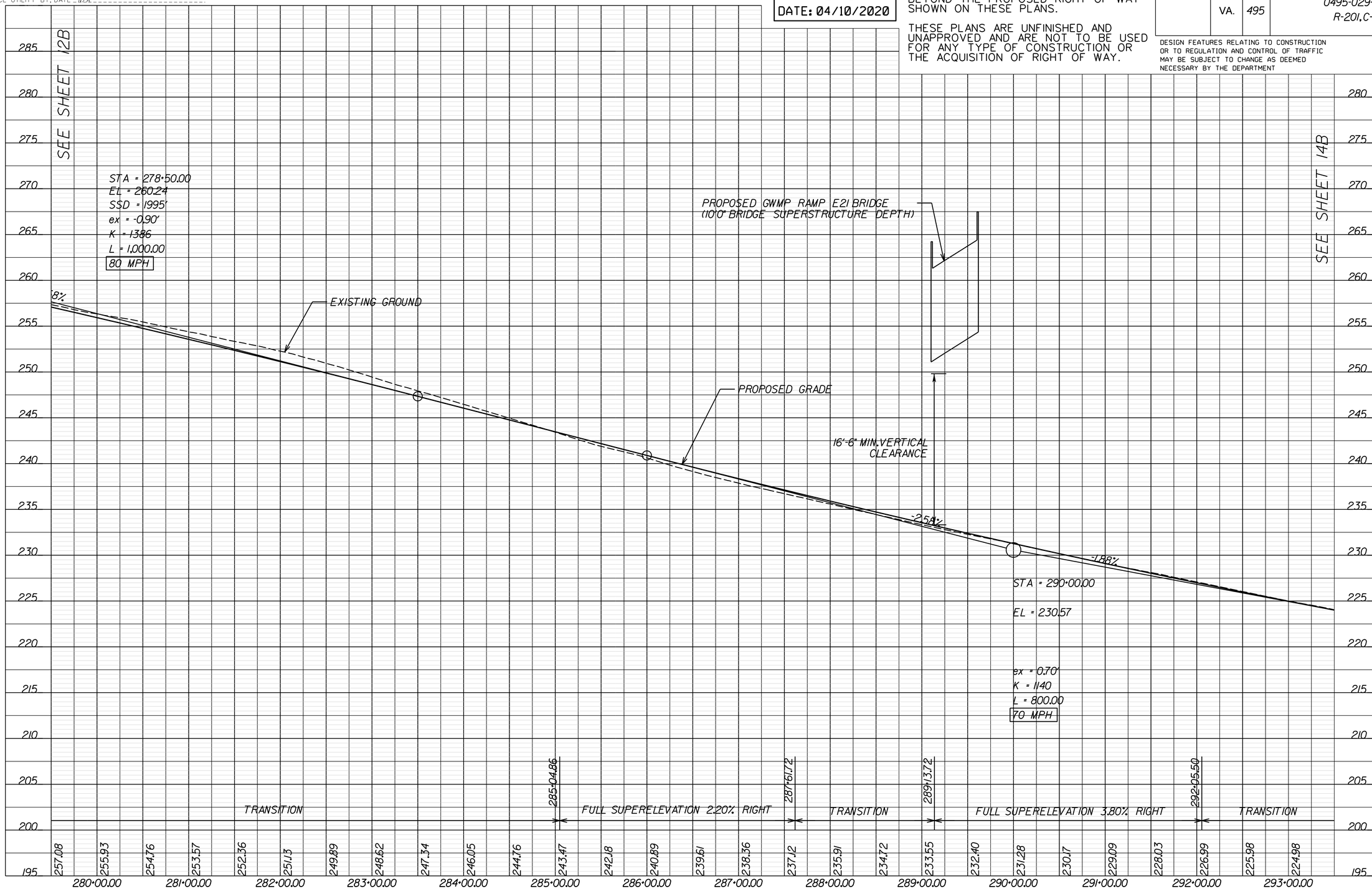
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13B

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



PROJECT	SHEET NO.
0495-029-419	13B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

GWMP RAMP G21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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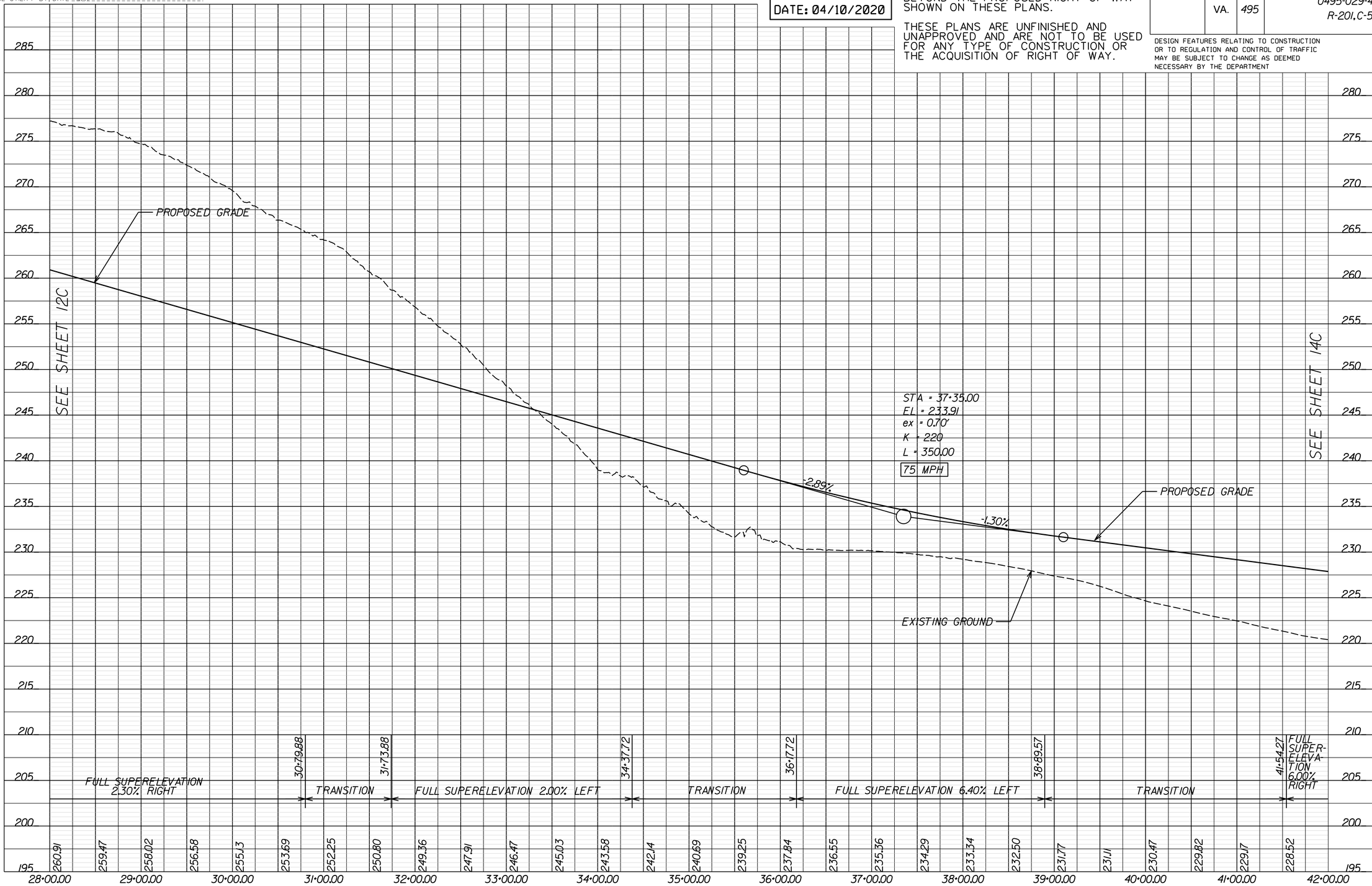
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	13C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP E21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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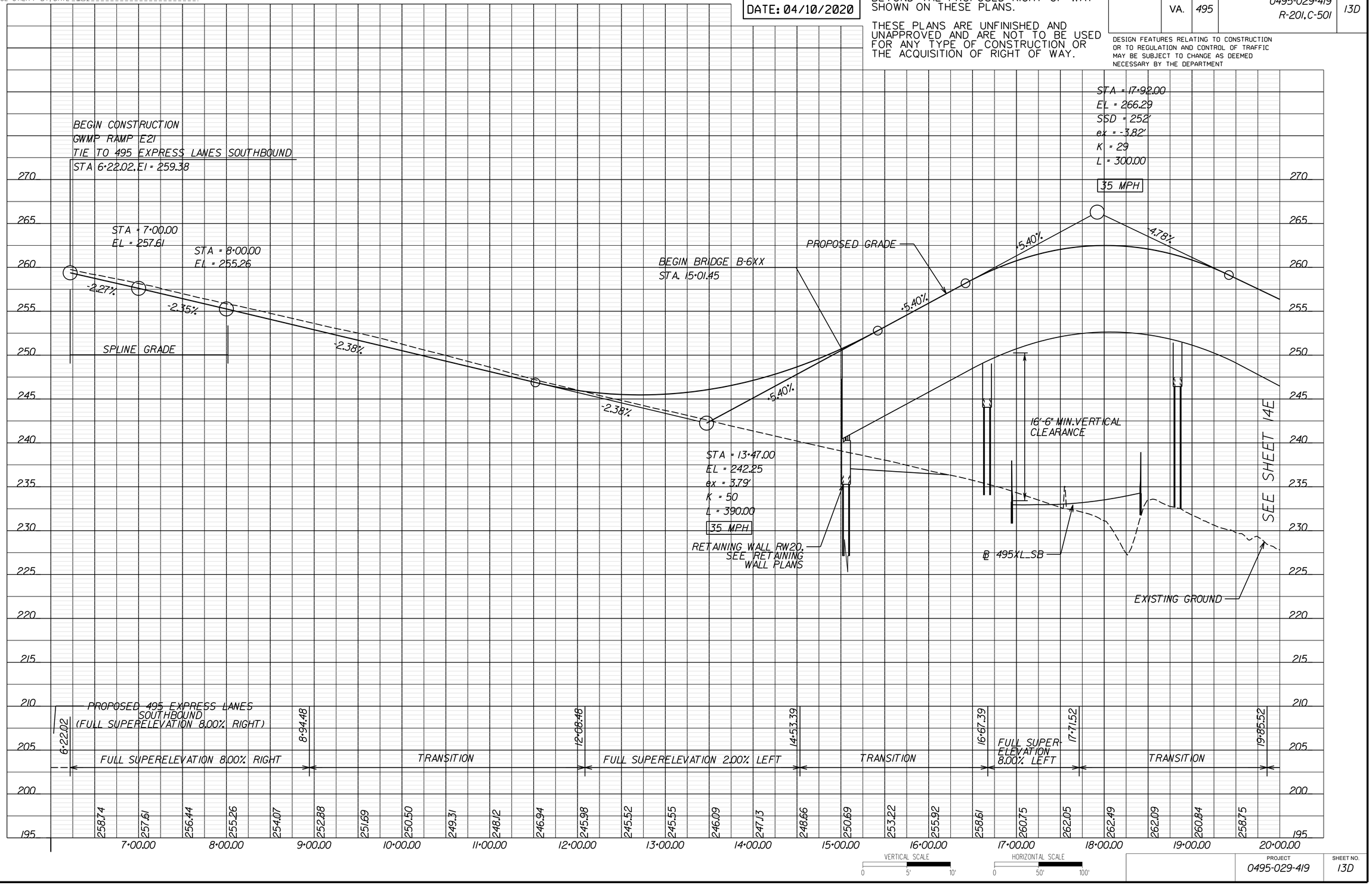
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	13D

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	13D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _

GWMP RAMP E22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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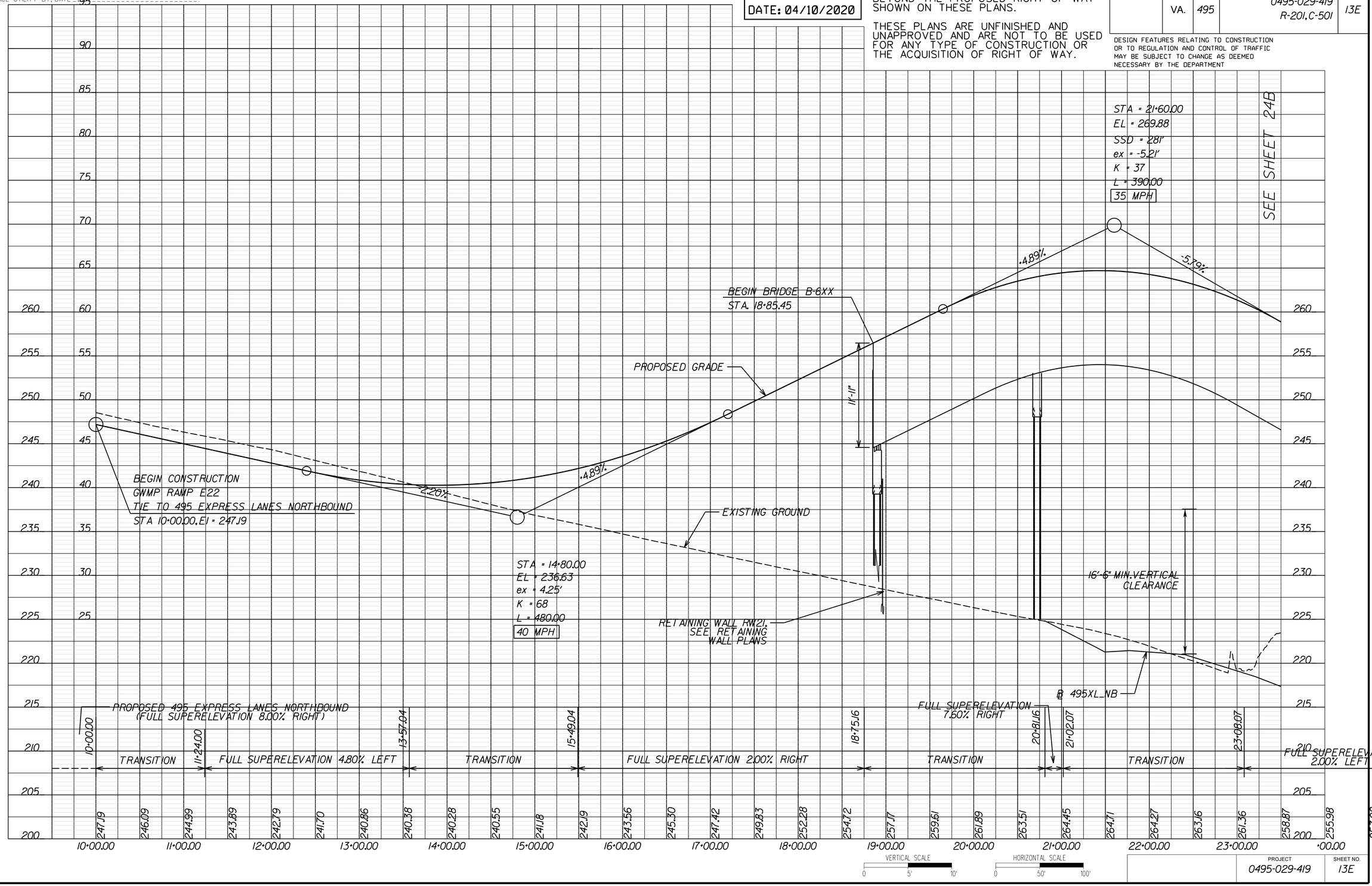
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13E

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



PROJECT	SHEET NO.
0495-029-419	13E

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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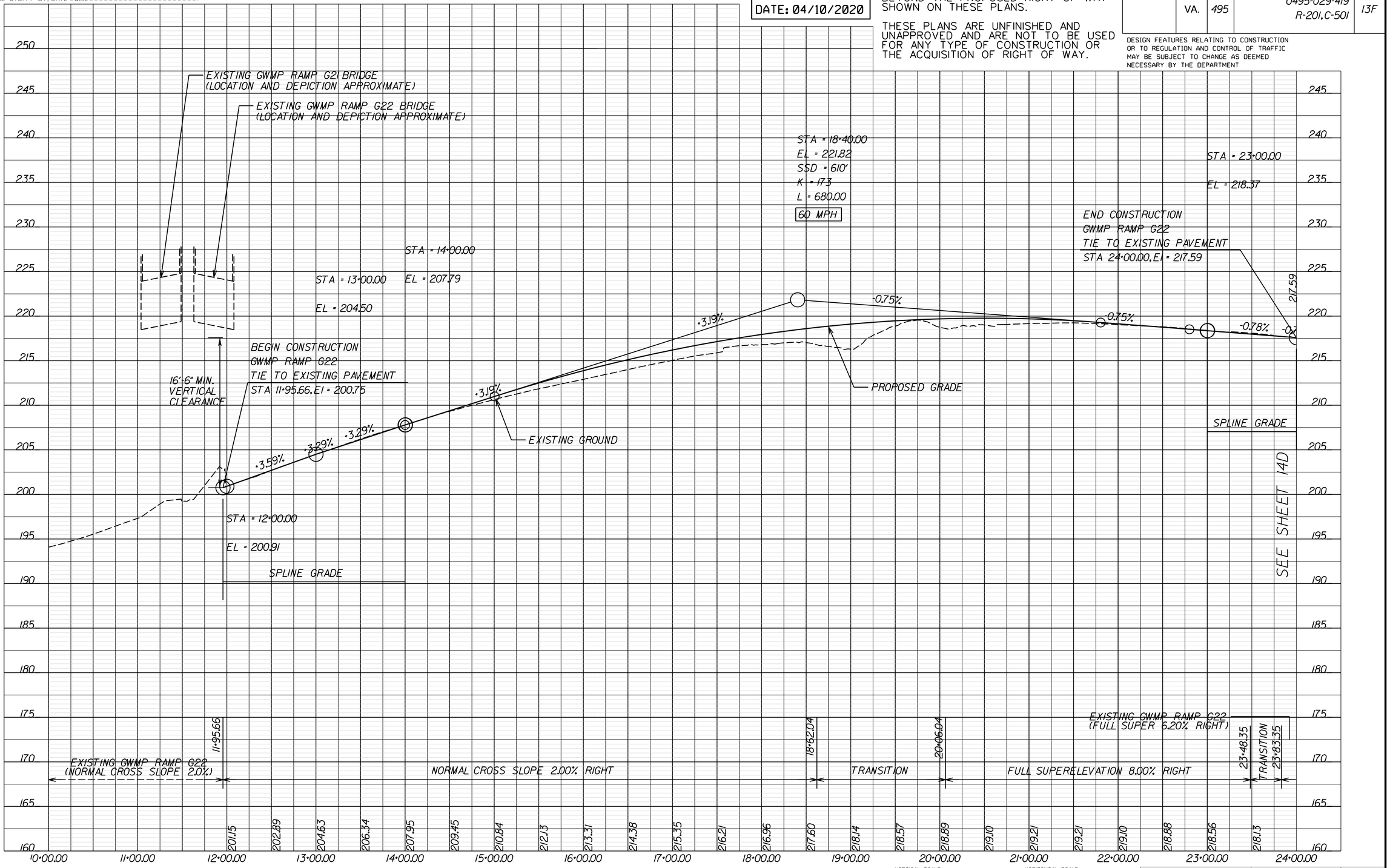
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13F

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



PROJECT	SHEET NO.
0495-029-419	13F

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G23

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13G

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

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	13G

dxxxxxxsht-13H.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LIVE OAK DRIVE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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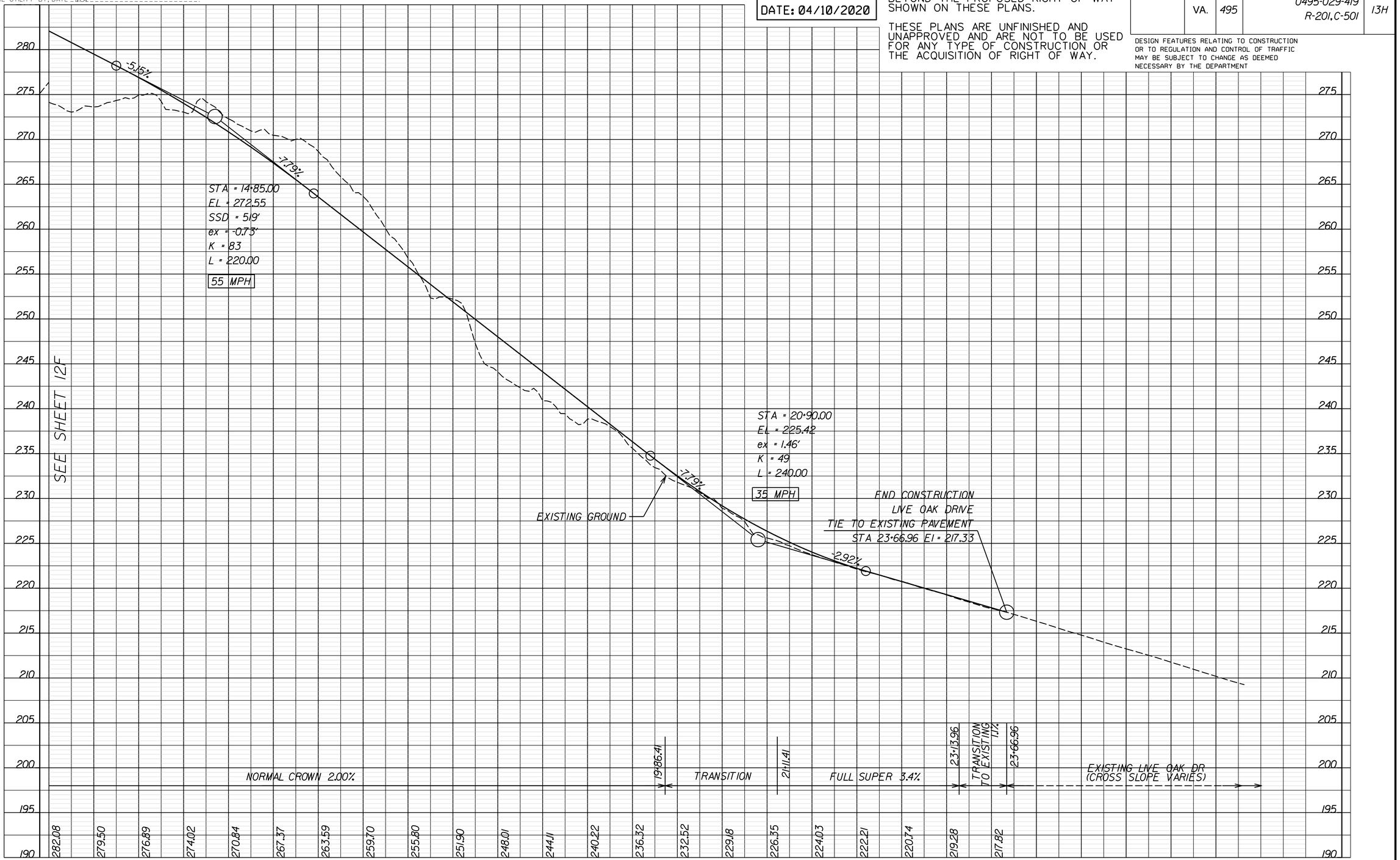
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13H

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	13H

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

BALLS HILLS SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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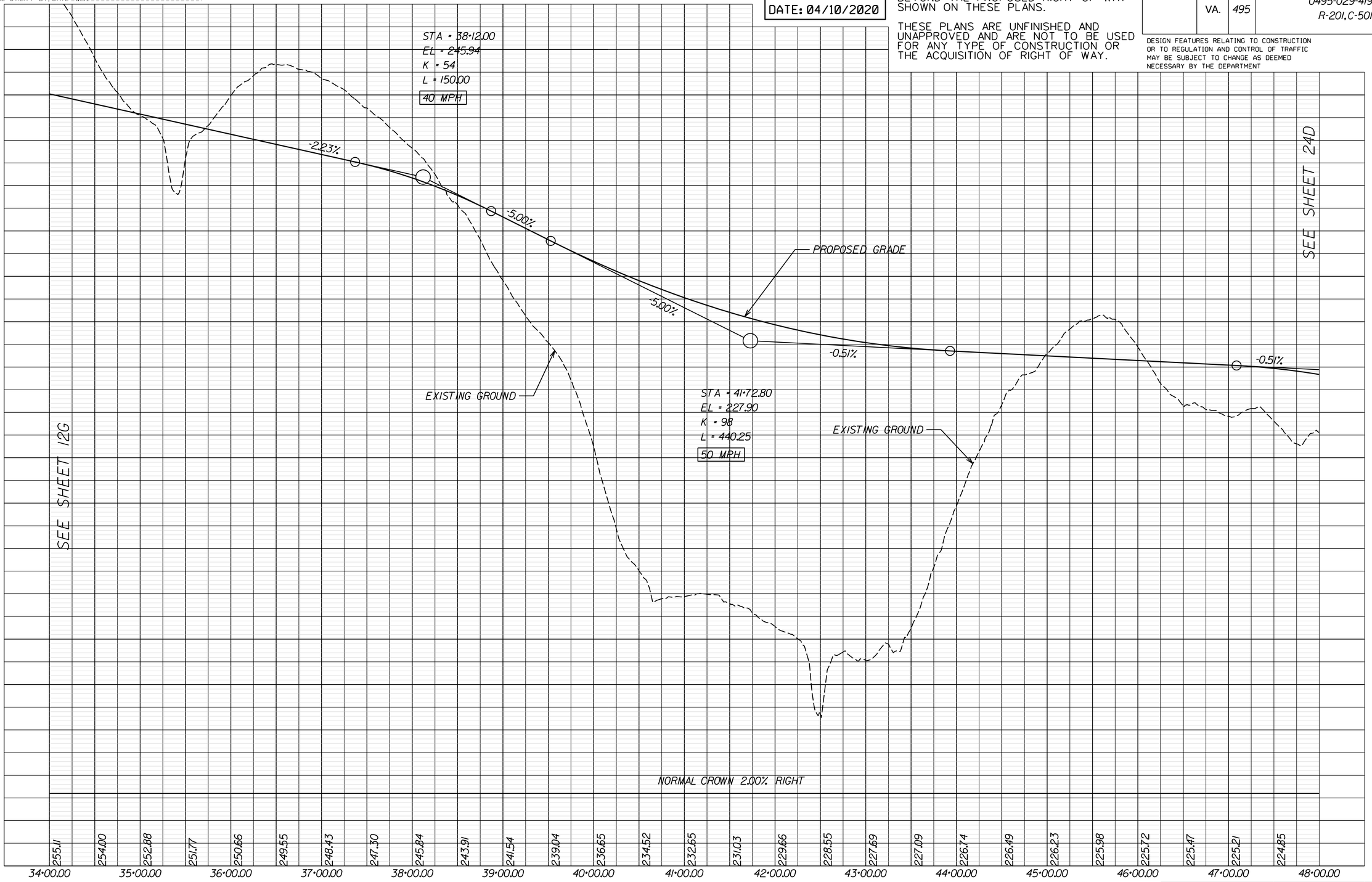
REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13J

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



VERTICAL SCALE
0 5' 10'

HORIZONTAL SCALE
0 50' 100'

PROJECT	SHEET NO.
0495-029-419	13J

Sunday, April 12, 2020 06:02:19 PM
18:02:19

dxxxxxxsht-13RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13RW

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

LANGLEY CLUB, INC.
DB 1793 PG 495
1.3774 AC.
TAX MAP# 021-1 01 0007A

ANTONIO J. CACHAY & SYLVIA CACHAY
DB 5659 PG 1490
54,538 SQ.FT
TAX MAP# 021-1 05 0001

APRIL GEORGELAS
DB 9849 PG 562
DB 4585 PG 697 (Plat)
2.81669 AC.
TAX MAP# 021-1 01 0007

LANGLEY CLUB, INC.
DB 1556 PG 459
3.250 AC.
TAX MAP# 021-1 01 0008A

JOANNE S. WYMAN
DB 9258 PG 412
38,131 SQ.FT
TAX MAP# 021-1 05 0002

LABIB JOSEPH CHAMMAS, TRUSTEE
DB 23988 PG 376
30,382 SQ.FT
TAX MAP# 021-2 03 0095R

JOHN A. LECHUS & LINDA F. LECHUS
DB 5352 PG 779
73,474 SQ.FT
TAX MAP# 021-1 02 0056A

GEORGE GARNER & SAMANTHA GARNER
DB 25050 PG 1882
79,196 SQ.FT
TAX MAP# 021-1 02 0054A1

VEENA RAILAN
DB 13292 PG 1233
41,303 SQ.FT
TAX MAP# 021-2 03 0038

PING ZHOU & HENGXIANG YANG
DB 13560 PG 511
42,595 SQ.FT
TAX MAP# 021-2 03 0039

VINEET VENUGOPAL & MADHAVI LATHA MENON
DB 25850 PG 368
45,830 SQ.FT
TAX MAP# 021-2 03 0094R

CHRISTINA KANO
DB 24805 PG 1689
39,225 SQ.FT
TAX MAP# 021-2 03 0093R

LIVE OAK DRIVE
GWMP RAMP G21
GWMP RAMP G22
GWMP RAMP E21
GWMP RAMP E22
1-495 GP LANES SOUTHBOUND
495 EXPRESS LANES SOUTHBOUND
495 EXPRESS LANES NORTHBOUND
1-495 GP LANES NORTHBOUND

B LOD STA. 19+20.00 LT
B LOD STA. 17+50.00
B LOD STA. 14+50.00 LT
B GWMP RMP G21
Proposed Perm. Esmt.
Ex. 15' Storm Drainage Esmt. DB 4585 PG 697
Ex. 100 yr. Floodplain & Storm Drainage Esmt. DB 5589 PG 818
Ex. Esmt. for Natural and Stormwater Drainage DB 4585 PG 697
Ex. Ingress-Egress Esmt. DB 4585 PG 697
Ex. Esmt. for Right of Use DB 4585 PG 697
Ex. 15' Falls Church Water Esmt. DB 5583 PG 1653
Ex. 30' Ingress-Egress Esmt. DB 5545 PG 156
Ex. 15' City of Falls Church Water Esmt. DB 4375 PG 718
Ex. 20' Storm Drainage Esmt. DB 4375 PG 718
Ex. Storm Drainage Esmt. DB 4375 PG 718
Ex. Storm Sewer & Drainage Esmt. DB 1476 PG 424
Ex. Storm Sewer & Drainage Esmt. DB 1476 PG 424
Ex. Drainage Esmt. DB 1568 PG 583
Ex. VEPCO Esmt. DB 1989 PG 204
Ex. VEPCO Esmt. DB 1989 PG 204
Ex. VEPCO Esmt. DB 1989 PG 204
Ex. VEPCO Esmt. DB 1989 PG 204
Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2
Proposed R/W
Prop. R/W
Proposed Perm. Esmt.

SEE MATCHLINE SHEET 14RW

MATCHLINE
495XL_SB STA 293+50.000
495XL_NBC STA 693+50.000
GWMP_RMP_G22 STA 20+50.000
GWMP_RMP_E22 STA 21+54.79
GWMP_RMP_G23 STA 12+50.00
BH_TRL STA 47+75.00
SEE PLAN SHEET 14RW

MATCHLINE
495XL_SB STA 279+50.000
495XL_NB STA 679+50.000
GWMP_RMP_E21 STA 28+00.00
GWMP_RMP_G21 STA 74+66.62
LOD_TRL STA 13+25.00
GWMP_RMP_G21 STA 74+50.000
BH_TRL STA 74+50.000
SEE PLAN SHEET 12RW

LEGEND
- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	13RW

Sunday, April 12, 2020 06:02:28 PM
18:02:28

dxxxxxxsht-14.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	14

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

PROJECT MANAGER Capital Beltway Express LLC
SURVEYED BY, DATE Bice Associates 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

LEGEND

Symbol	Description
F/C	CONSTRUCTION LIMITS IN FILL/IN CUTS
	PROJECTS BY OTHERS
	PROPOSED PAVED SHOULDER
	PROPOSED SWM AREA
	MILL & OVERLAY AREA
	SHARED USE PATH
	GRAVEL TRAIL/MAINTENANCE ROAD
1	ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2	ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3	ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4	MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
5	IMPACT ATTENUATOR REQ'D
6	BRIDGE PIER PROTECTION SYSTEM REQ'D
7	CG-6 CURB AND GUTTER
8	CG-12 CURB RAMP
A	ABANDON EXISTING PIPE/STRUCTURE
C	CONNECT TO EXISTING PIPE/STRUCTURE
K	KEEP (RETAIN) EXISTING PIPE/STRUCTURE
R	REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE 0 50' 100'

PROJECT 0495-029-419 — SHEET NO. 14

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES NORTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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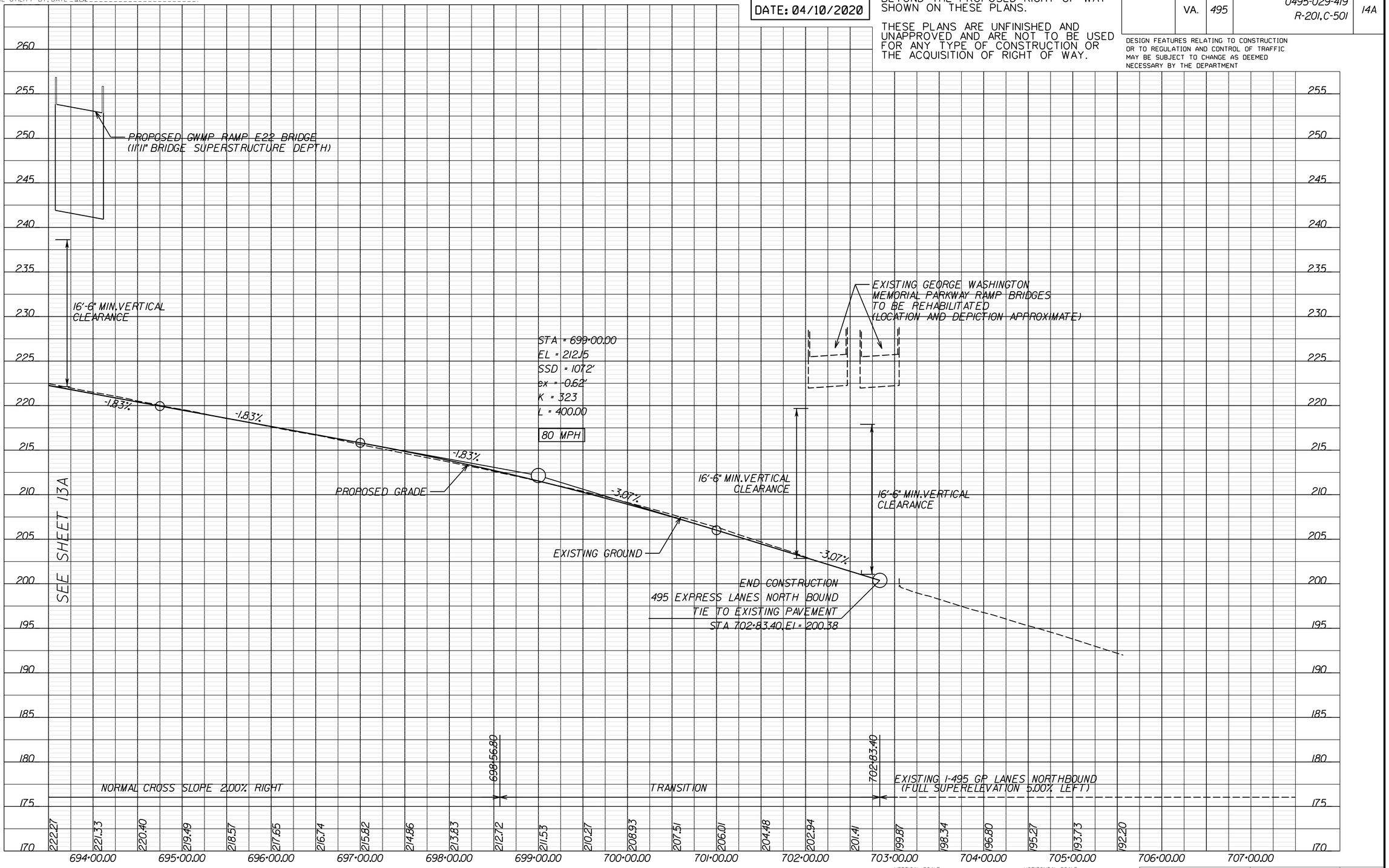
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	14A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	14A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

495 EXPRESS LANES SOUTHBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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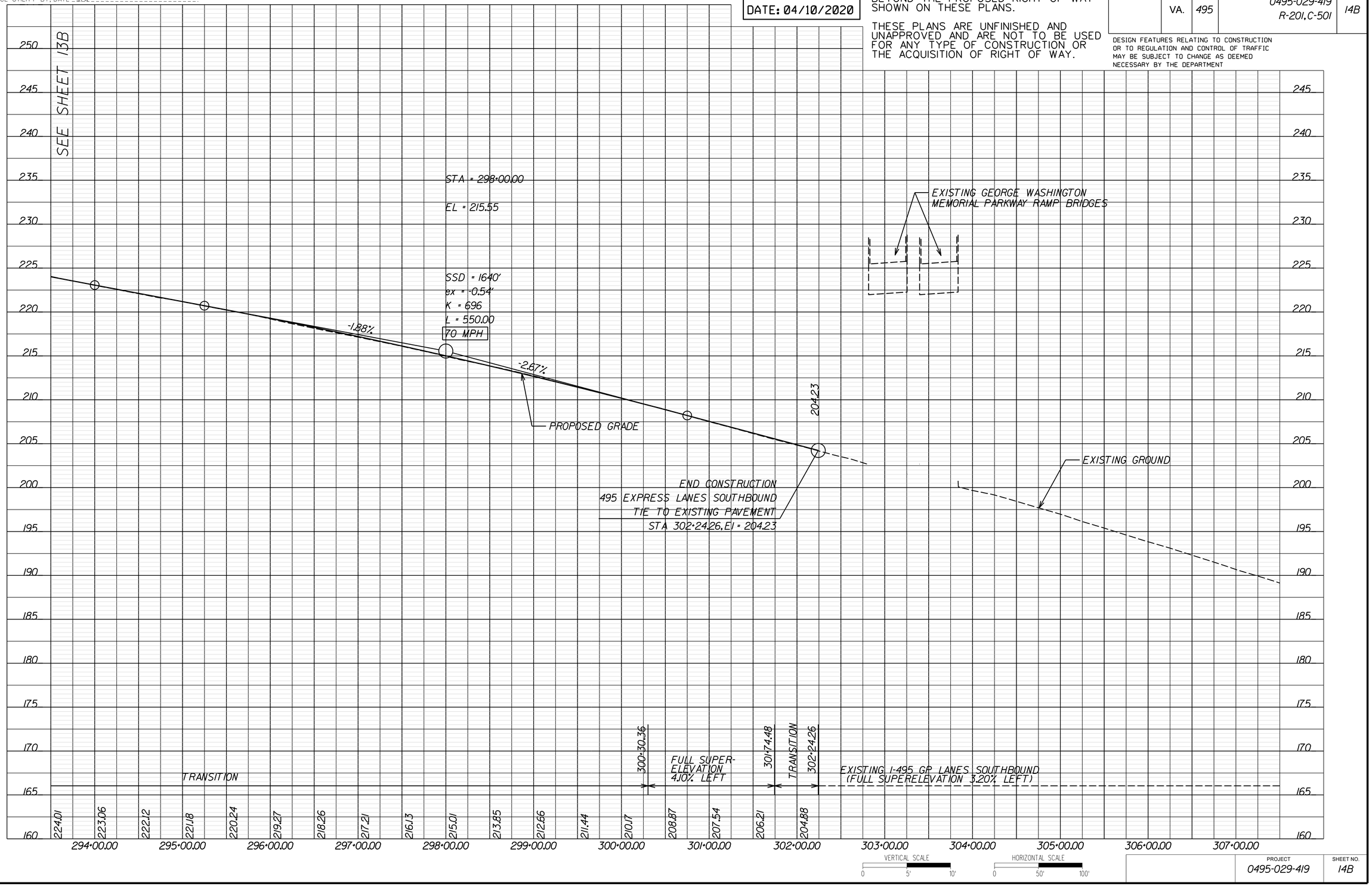
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	14B

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	14B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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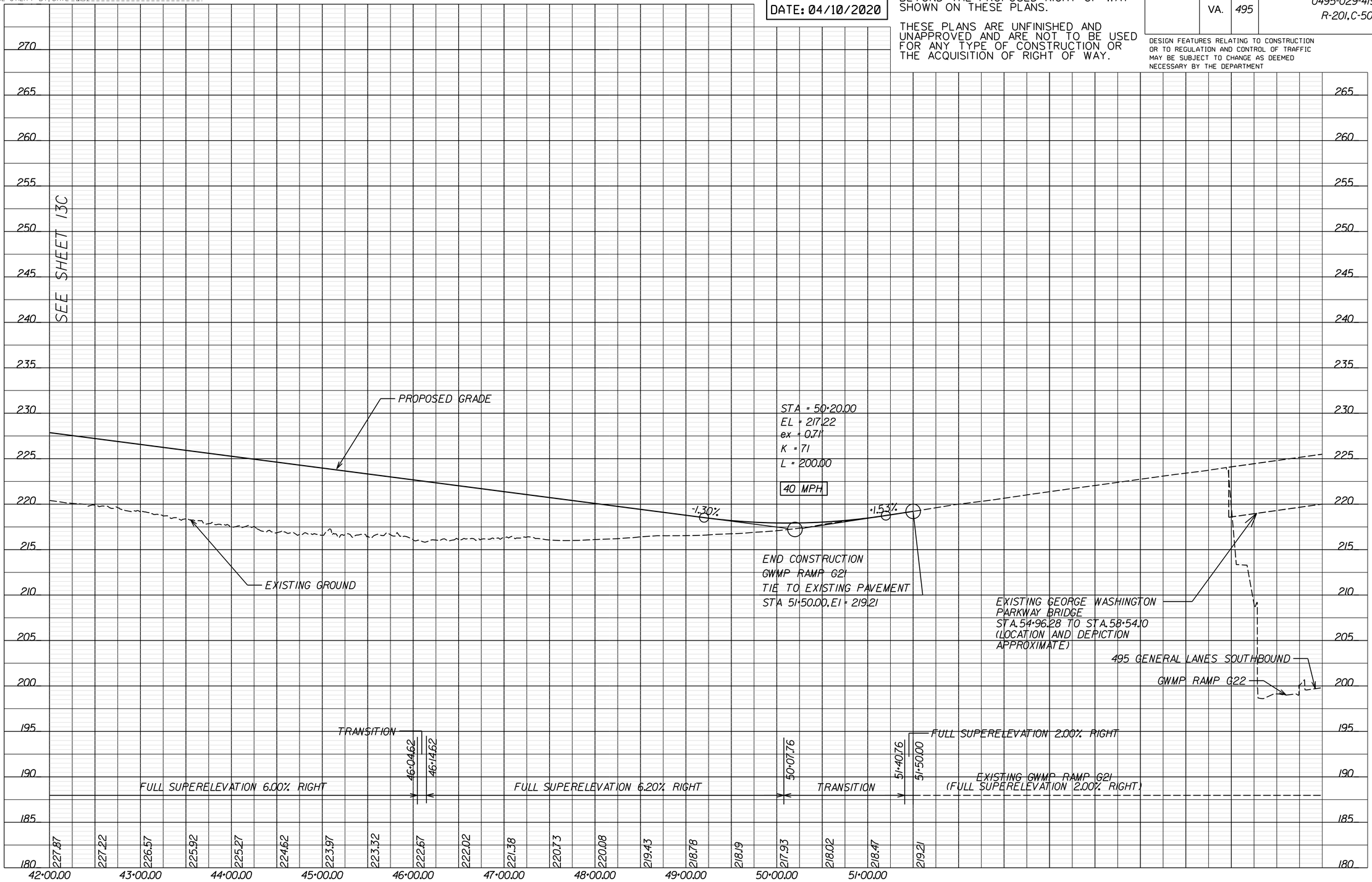
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	14C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	14C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	14D

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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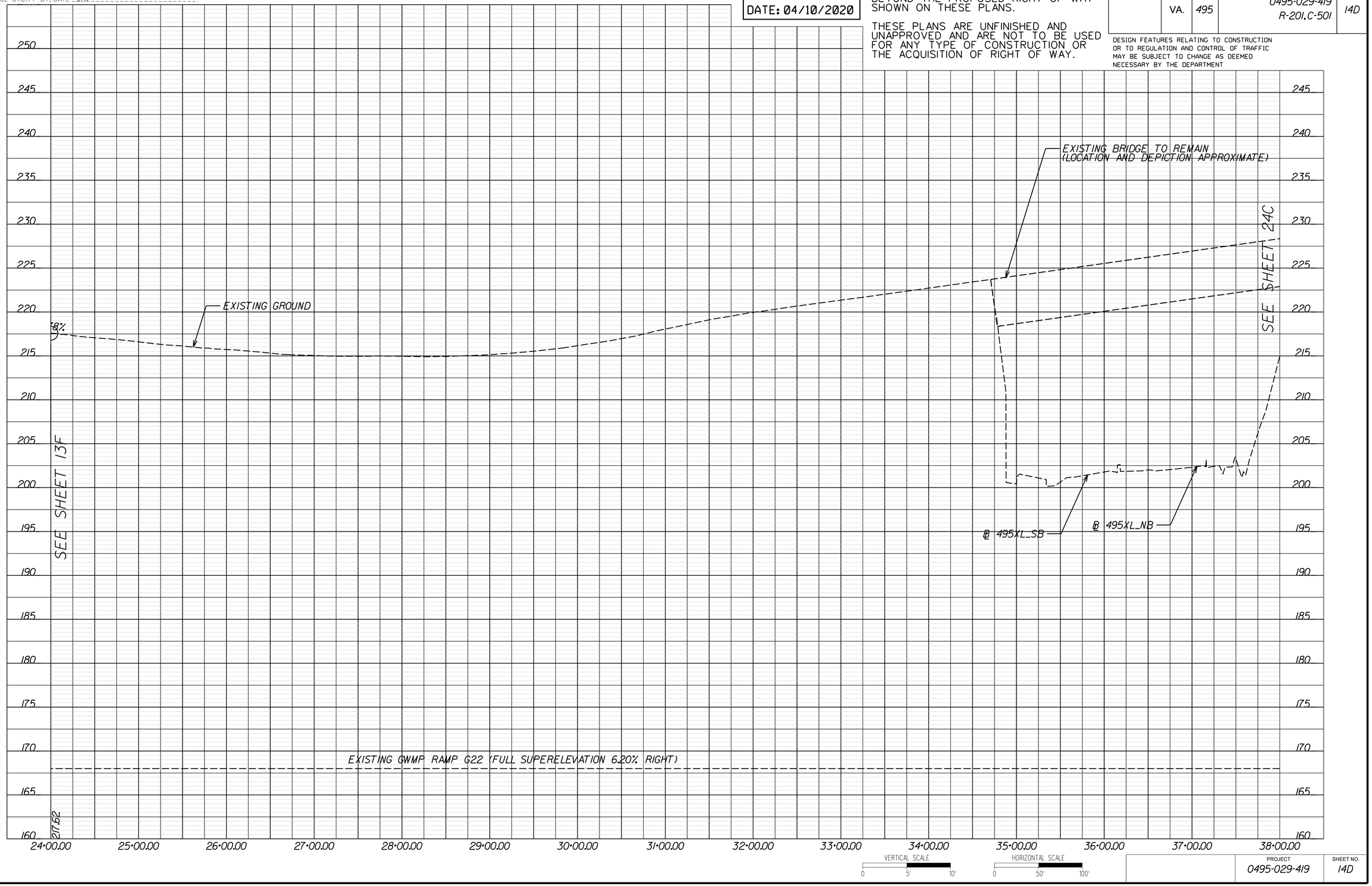

VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	14D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP E21

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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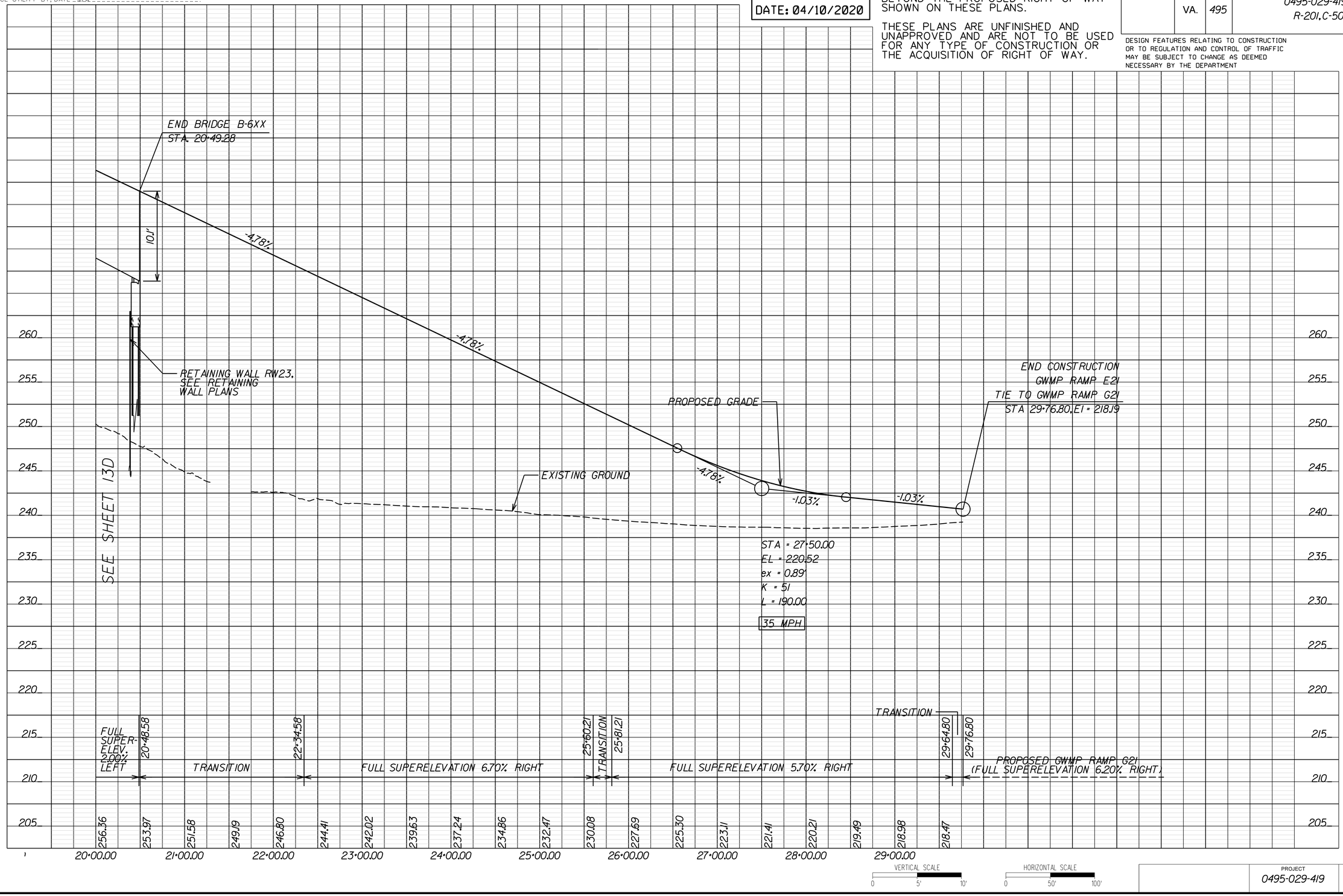
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	14E

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



PROJECT	SHEET NO.
0495-029-419	14E

Sunday, April 12, 2020 06:03:05 PM
18:03:05

d:xxxxxxsht-14RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	14RW

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LIVE OAK DRIVE

GWMP RAMP G21

GWMP RAMP E21

GWMP RAMP G22

GWMP RAMP E22

GREEN OAK DR

Exist. R/W Line Per VDOT Highway Plan 0413-029-007, RW-2 The Existing Highway Plans Are Unclear As To The Location Of The Limited Access Line In This Area.

RW Mon.

Exist. R/W Line Per VDOT Highway Plan 0413-029-007, RW-2 The Existing Highway Plans Are Unclear As To The Location Of The Limited Access Line In This Area.

Exist. R/W Line Per VDOT Highway Plan 0413-029-007, RW-2

RW Mon.

MATCHLINE GWMP_RMP_G21 STA 42+00.000 GWMP_RMP_G22 STA 22+50.000 GWMP_RMP_G23 STA 23+50.000 SEE PLAN SHEET 13RW

MATCHLINE 495XL_SB STA 307+00.000 SEE PLAN SHEET 15RW

495 EXPRESS LANES SOUTHBOUND

I-495 GP LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

I-495 GP LANES NORTHBOUND

GWMP RAMP G22

GWMP RAMP E22

MATCHLINE 495XL_SB STA 293+50.00 495XL_NBC STA 693+50.00 GWMP_RMP_G22 STA 20+50.00 GWMP_RMP_E22 STA 21+54.79 GWMP_RMP_G23 STA 12+50.00 BH_RL STA 47+75.00 SEE PLAN SHEET 13RW

036

Proposed R/W

Proposed Perm.Esmt.

RUKIYE YUCEL & ERCAN YUCEL
DB 25193 PG 577
25055 SQ.FT
TAX MAP# 021-2 03 0097R

S 26°46'35" E
164.67'

037

E 4' WSSD 1.5sm.DB 1989 PG 204

MATCHLINE GWMP_RMP_G21 STA 38+00.000 GWMP_RMP_G22 STA 38+00.000 GWMP_RMP_E22 STA 24+35.081 GWMP_RMP_G23 STA 15+35.00 BH_RL STA 50+25.00 SEE PLAN SHEET 24

037

ANDREW CHURCHILL & TRACEY CHURCHILL
DB 25020 PG 1228
23,945 SQ.FT
TAX MAP# 021-2 03 0098R

LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop.Perm.Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	14RW

Sunday, April 12, 2020 06:03:15 PM
18:03:15

dxxxxxxsht-15.dgn
Plotted By: CCHOLKO

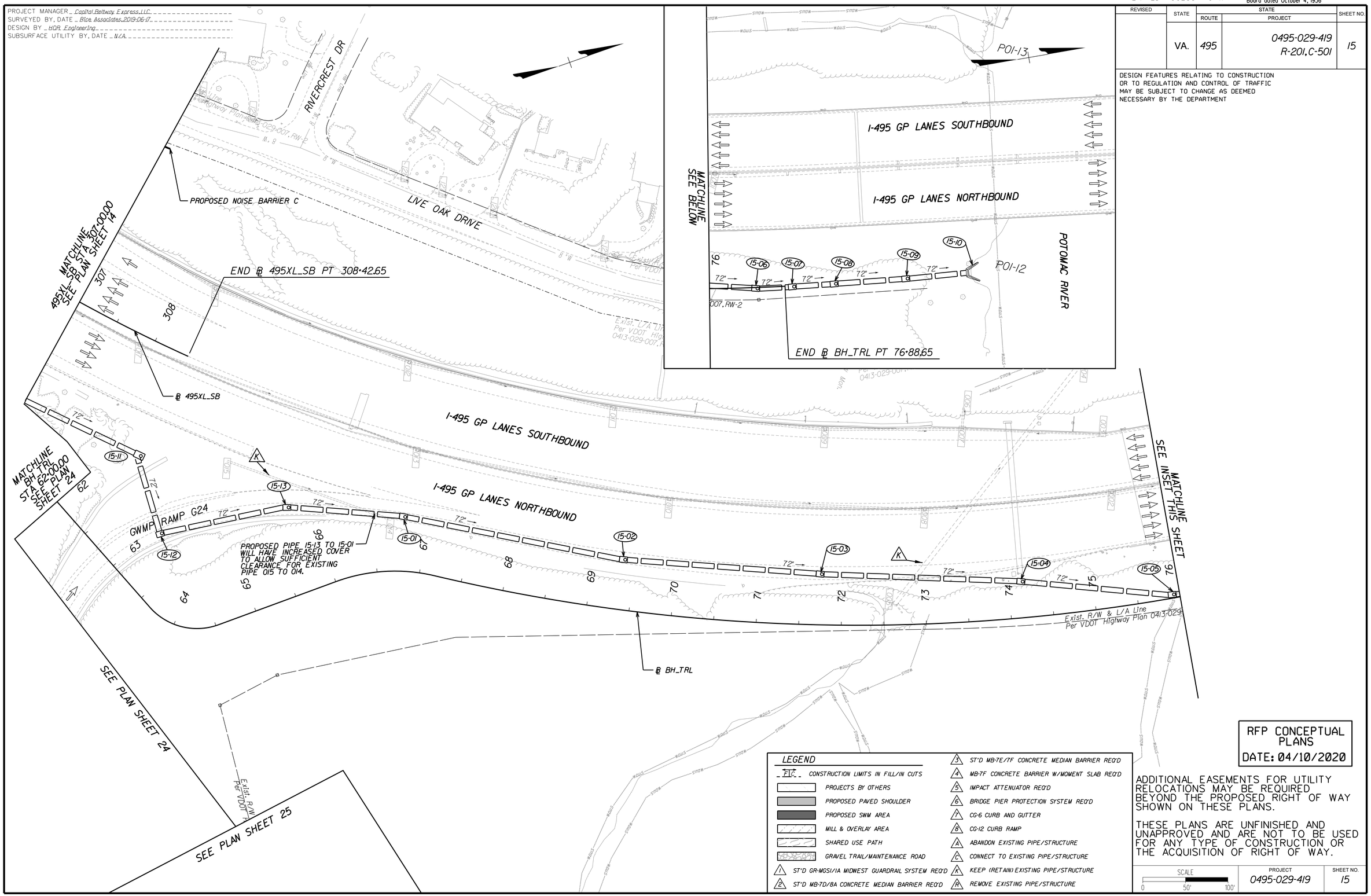
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	15

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	15

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

BALLS HILL SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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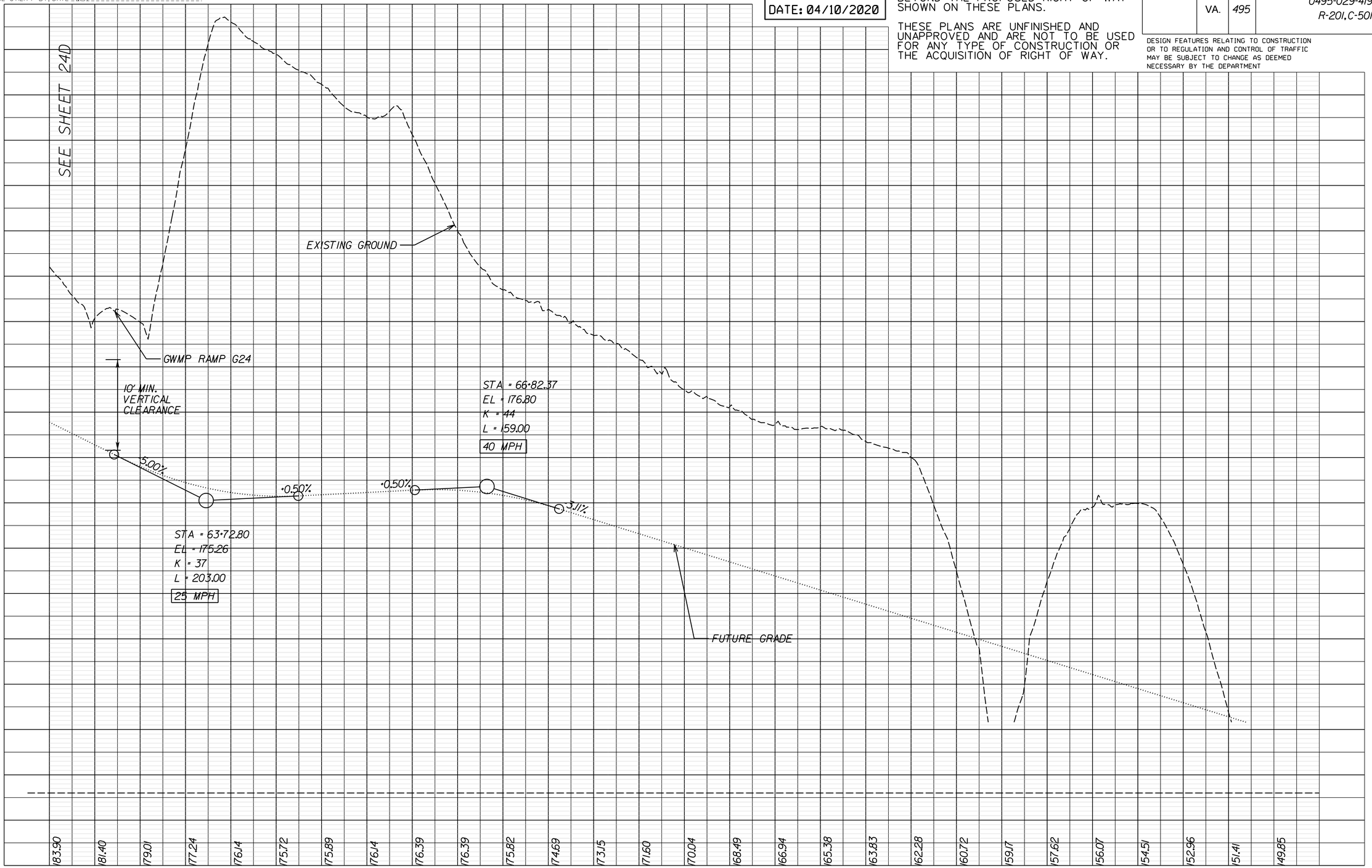
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	15A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	15A

Sunday, April 12, 2020 06:03:36 PM
18:03:36

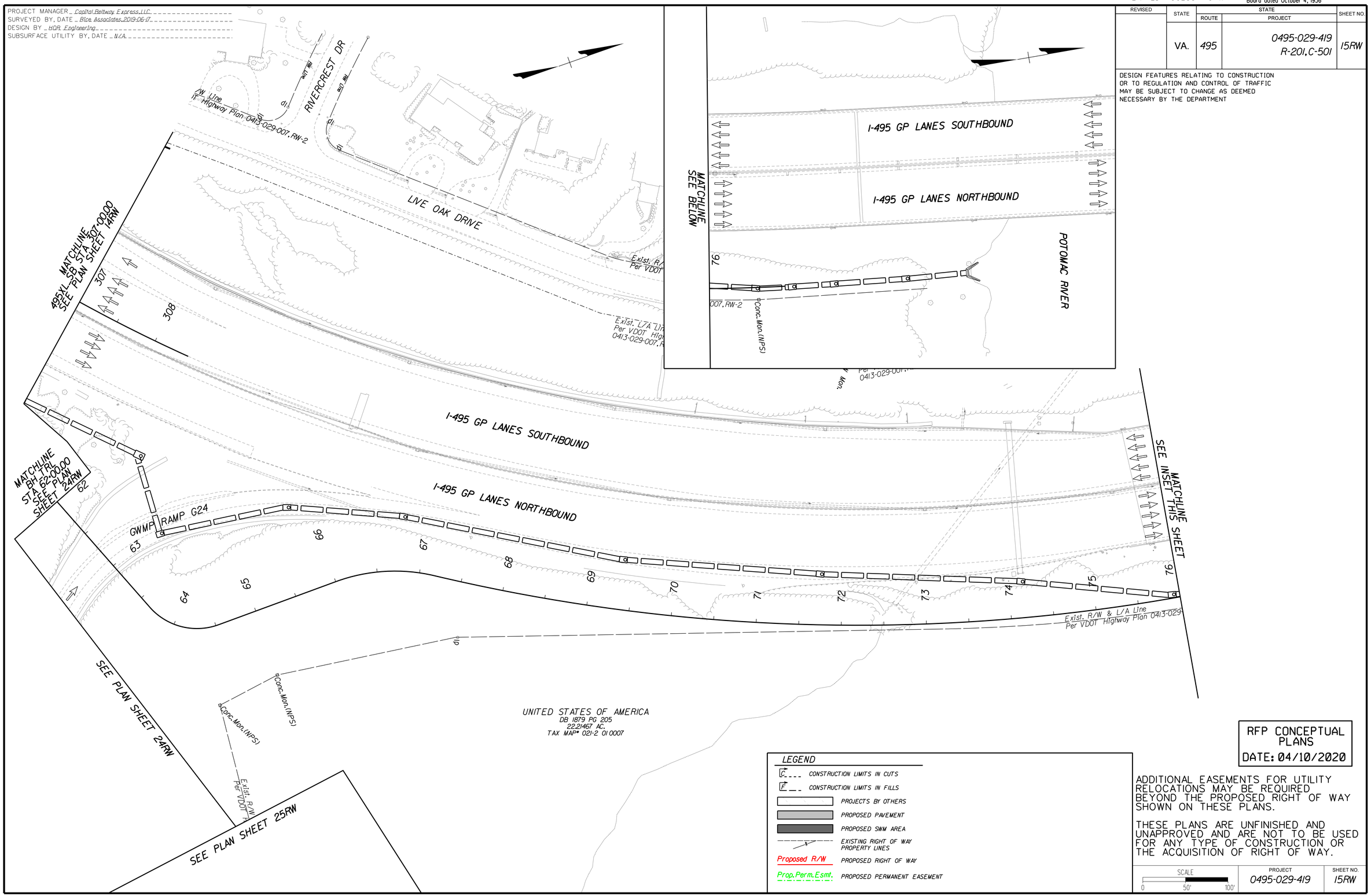
dxxxxxxsht-15RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	15RW

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



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY / PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	15RW

Sunday, April 12, 2020 06:03:45 PM
18:03:45

dxxxxxxsht-16.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	16

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

DULLES TOLL ROAD WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND

℄ DTR_EB

BEGIN ℄ DTR_EB PC 10+00.00

6' Min.
11'
55'

DULLES TOLL ROAD EASTBOUND

DTR RAMP E1/E4/G8

℄ DTR_RMP_E4

BEGIN CONSTRUCTION
DULLES TOLL ROAD EASTBOUND
℄ DTR_EB STA. 11+48.14

BEGIN CONSTRUCTION DTR RAMP E4
BEGIN ℄ DTR_RMP_E4 PC 10+00.00 =
℄ DTR_EB STA. 13+76.24, 33.00' RT.

6' Min.
11'
33'
12'
24'

MATCHLINE
DTR_EB STA. 18+50.00
DTR_RMP_E4 STA. 14+75.00
SEE PLAN SHEET 17

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	16

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DULLES TOLL ROAD EASTBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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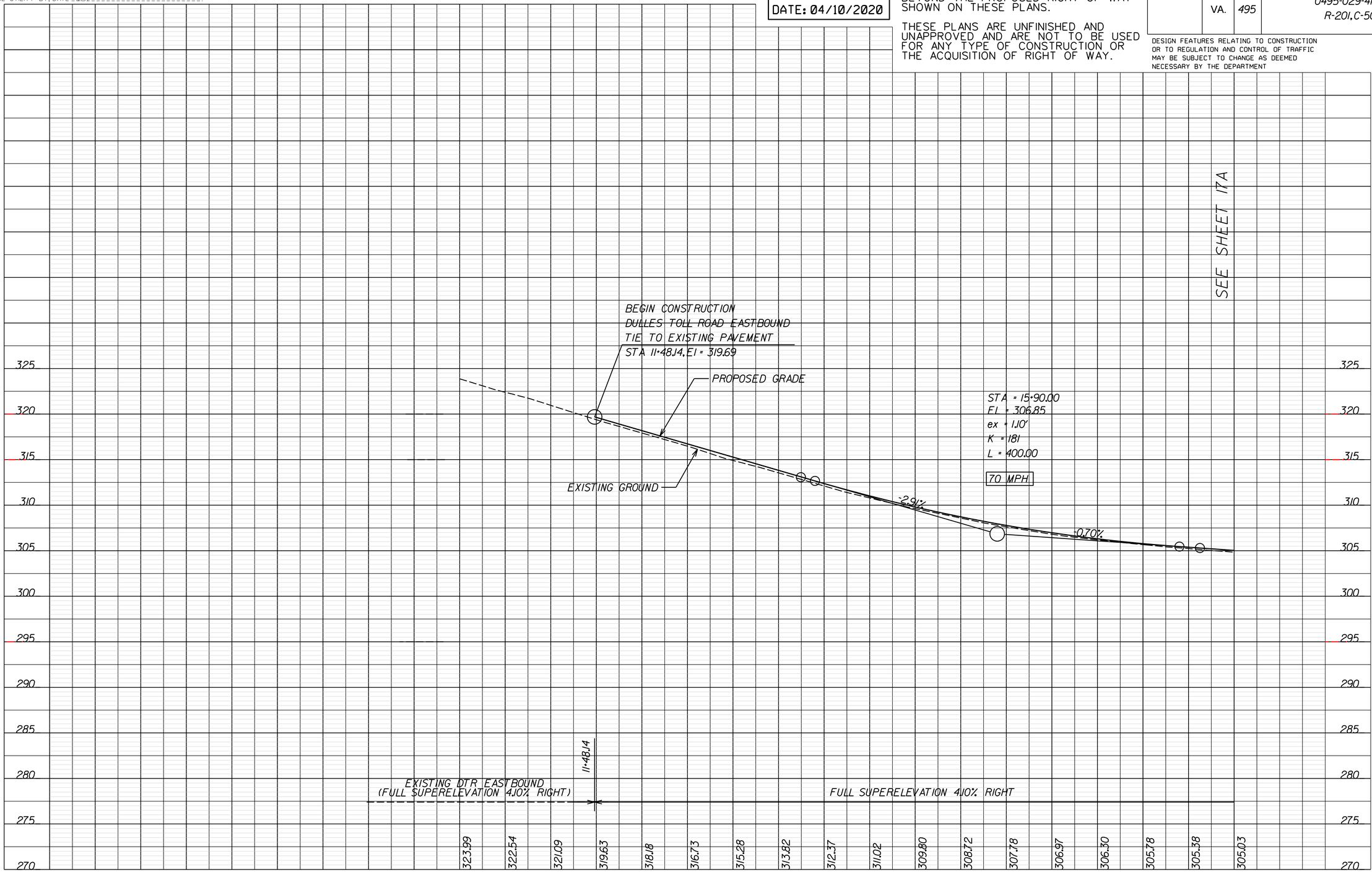
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	16A

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

SEE SHEET 17A



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	16A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E4

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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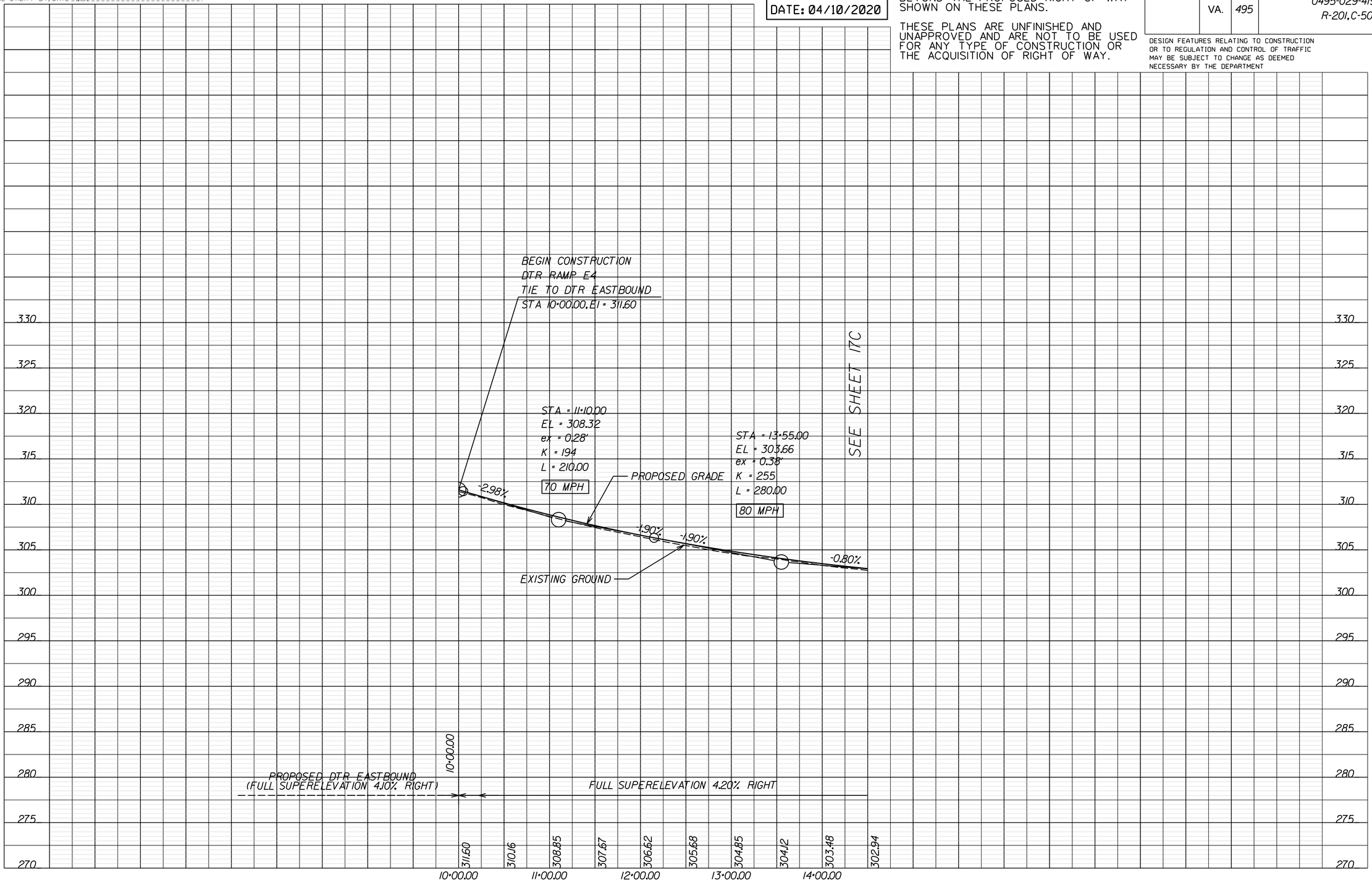
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	16B

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	16B

Sunday, April 12, 2020 06:04:00 PM
18:04:00

dxxxxxxsht-16RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	16RW

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

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	16RW

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	17

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

DULLES TOLL ROAD WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND

℄ DTR_EB

DULLES TOLL ROAD EASTBOUND

DTR RAMP E1/E4/G8

DTR RAMP G3

DTR RAMP E1/E4

DTR RAMP G8

DTR RAMP D1

DTR RAMP D2

℄ DTR_RMP_E4

℄ DTR_RMP_G3

Approximate Culvert Location

Approximate Culvert Location

6' Min.
11'
33'
12'
24'
22'
10' Min.
2' Min.

MATCHLINE 18+50.00 DTR_EB STA 14+75.00 DTR_RMP_E4 STA 14+75.00 SEE PLAN SHEET 16

MATCHLINE 32+50.00 DTR_EB STA 25+50.00 DTR_RMP_G3 STA 25+50.00 DTR_RMP_E4 STA 28+50.00 SEE PLAN SHEET 18

END CONSTRUCTION DTR RAMP E4
℄ DTR_RMP_E4 STA. 20+63.04

BEGIN CONSRUCTION
DULLES TOLL ROAD RAMP G3
BEGIN ℄ DTR_RMP_G3 PC 19+41.48 =
℄ DTR_EB STA. 26+59.91, 33.00' RT.

END CONSTRUCTION DTR RAMP G3
℄ DTR_RMP_G3 STA. 24+50.00

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	17

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DULLES TOLL ROAD EASTBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	17A

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

SEE SHEET 16A

SEE SHEET 18A

EXISTING DTR RAMP D2 BRIDGE
(LOCATION AND DEPICTION APPROXIMATE)

STA = 20+25.00
EL = 303.81
SSD = 2388'
ex = -0.09'
K = 238.8
L = 425.00
80 MPH

-0.70%

-0.88%

PROPOSED GRADE

EXISTING GROUND

16'-6" MIN. VERTICAL CLEARANCE

STA = 32+65.00
EL = 292.94
ex = 0.71'
K = 324
L = 430.00
80 MPH

-0.88%

FULL SUPERELEVATION 4.10% RIGHT

TRANSITION 2461.93

TRANSITION 2580.93

FULL SUPERELEVATION 2.70% RIGHT

305.03	304.67	304.29	303.91	303.52	303.11	302.70	302.27	301.84	301.40	300.96	300.52	300.09	299.65	299.21	298.77	298.33	297.89	297.46	297.02	296.58	296.14	295.70	295.26	294.83	294.43	294.10	293.86	293.69

19+00.00 20+00.00 21+00.00 22+00.00 23+00.00 24+00.00 25+00.00 26+00.00 27+00.00 28+00.00 29+00.00 30+00.00 31+00.00 32+00.00

VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	17A

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DTR RAMP G3

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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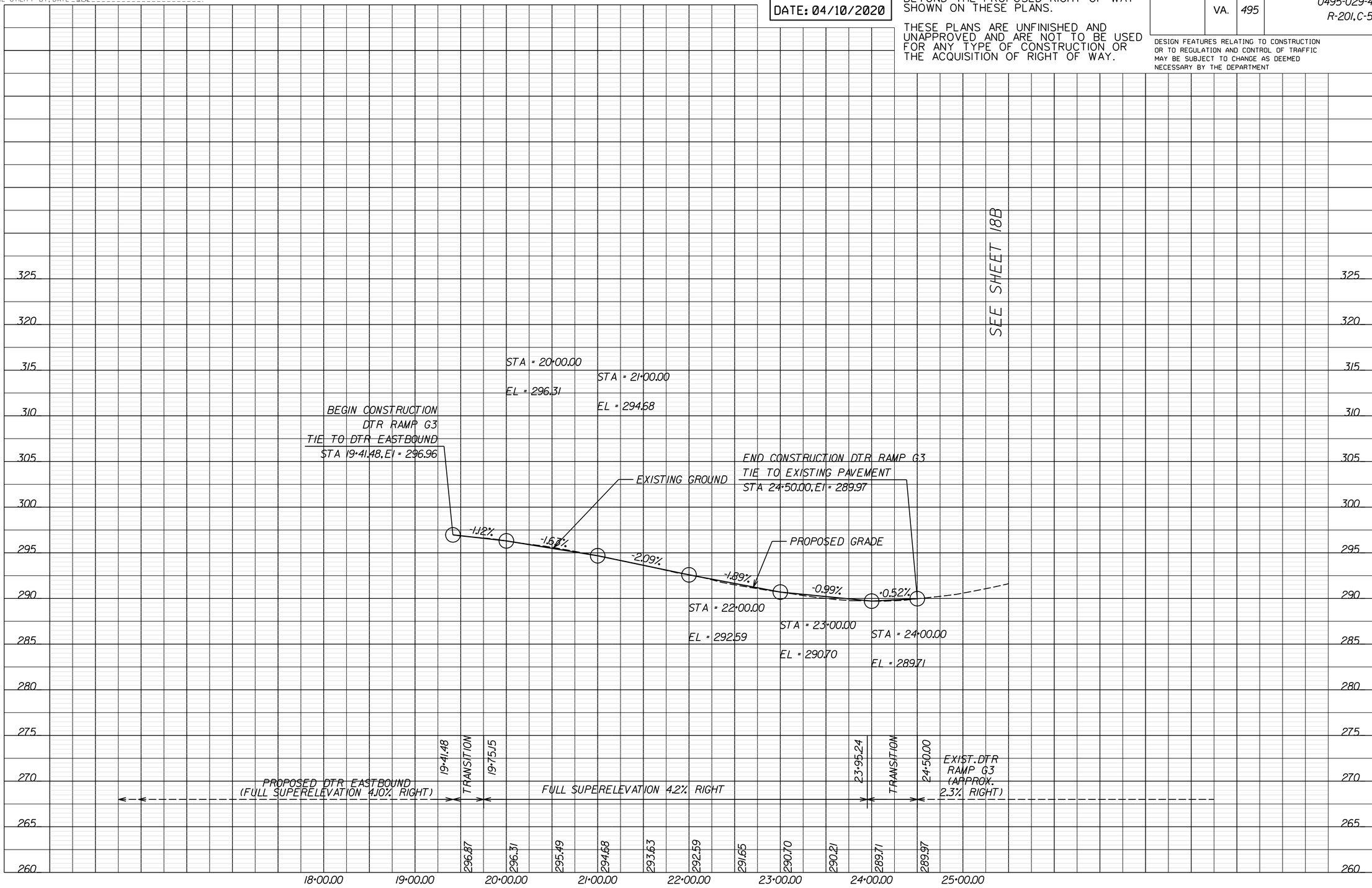
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	17B

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

SEE SHEET 18B



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	17B

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

DTR RAMP E4

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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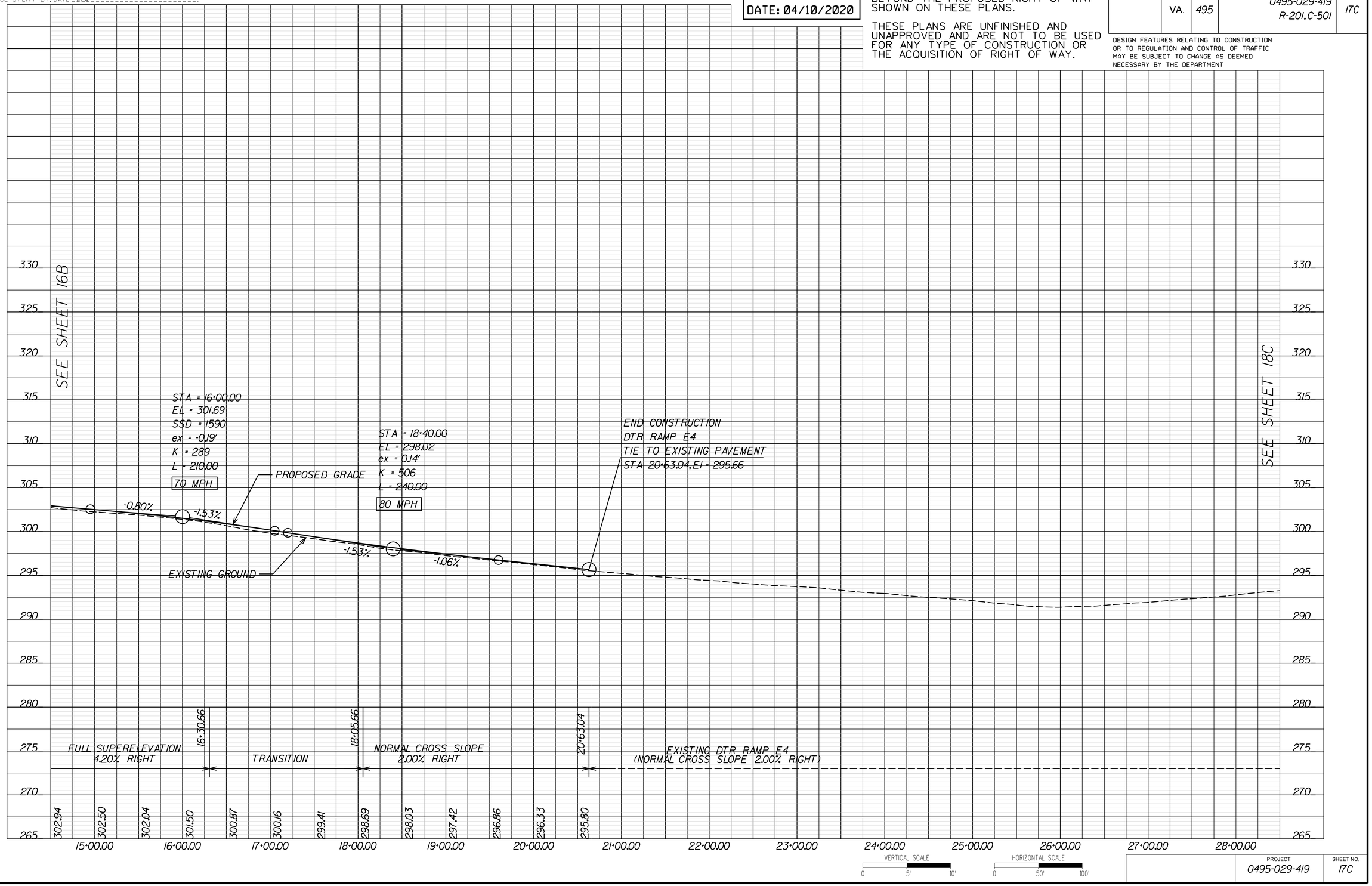
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	17C

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	17C

Sunday, April 12, 2020 06:04:25 PM
18:04:25

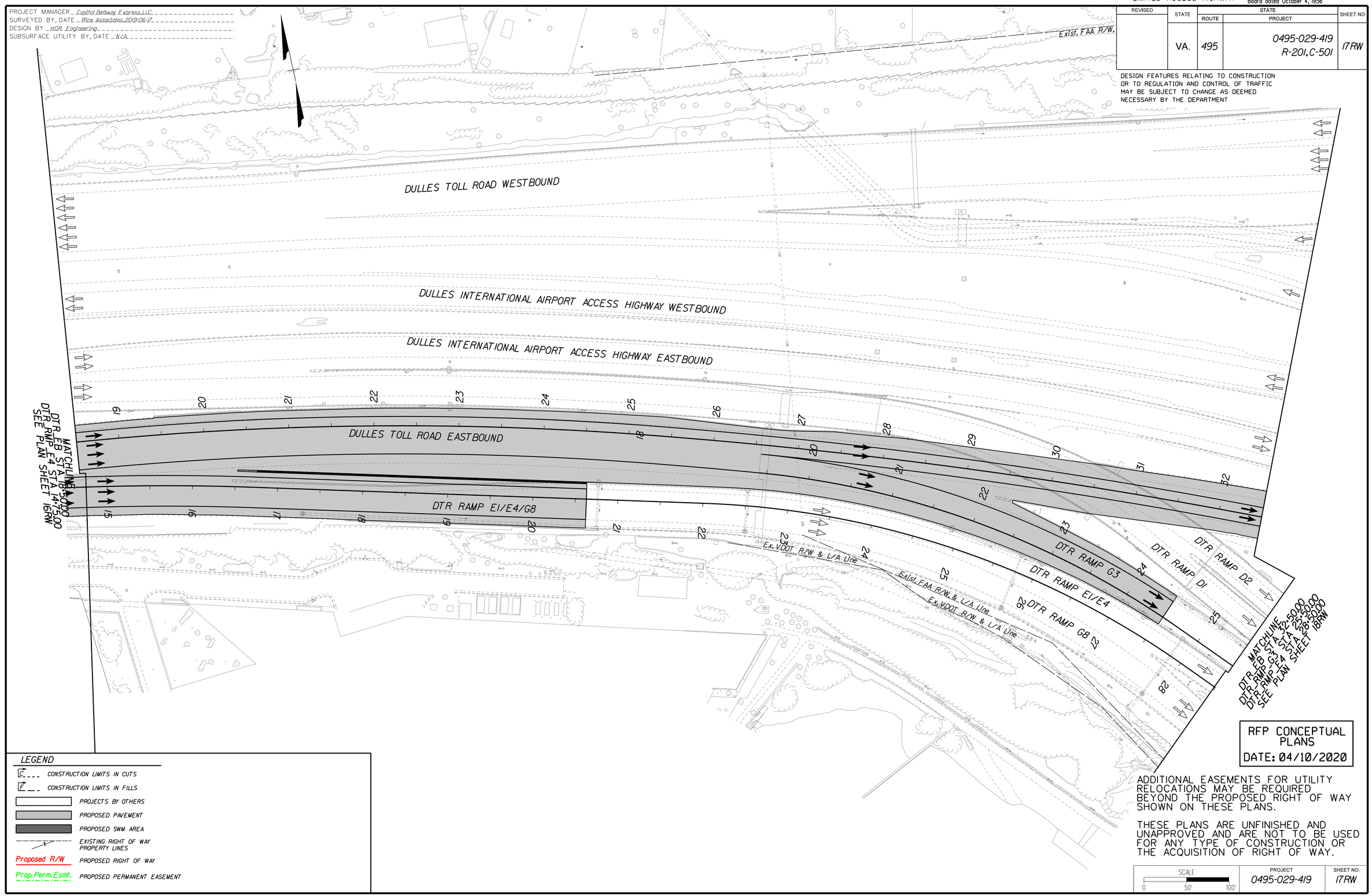
dxxxxxxsht-17RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	17RW

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



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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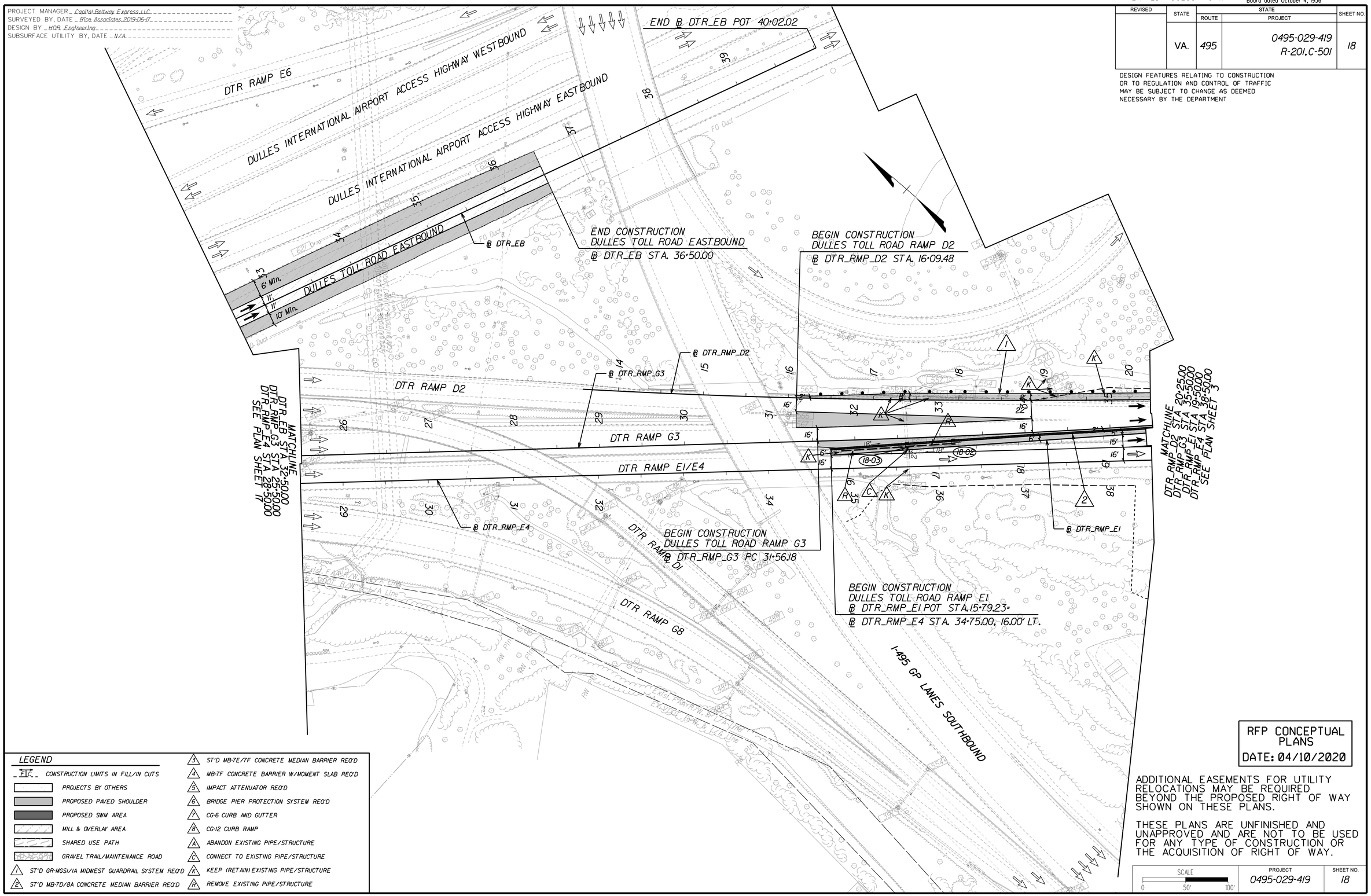
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	17RW

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	18

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	18

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DULLES TOLL ROAD EASTBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	18A

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

SEE SHEET 17A

EXISTING I-495 GP LANES SOUTHBOUND BRIDGE
(LOCATION AND DEPICTION APPROXIMATE)

STA = 32+65.00
FL = 292.94
ex = 0.71'
K = 324
L = 430.00
80 MPH

PROPOSED GRADE

END CONSTRUCTION
DULLES TOLL ROAD EASTBOUND
TIE TO EXISTING PAVEMENT
STA 36+50.00, El = 294.68

0.45%

EXISTING GROUND

FULL SUPER.
2.70% RIGHT

33+04.16
34+52.16
36+50.00

TRANSITION
NORMAL CROSS SLOPE (1.00% RIGHT)
EXISTING DTR EASTBOUND (1.00% RIGHT)

293.69 293.60 293.59 293.65 293.79 294.00 294.23 294.45 294.68

33+00.00 34+00.00 35+00.00 36+00.00

325 320 315 310 305 300 295 290 285 280 275 270 265 260 255

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	18A

dxxxxxxsht-18B.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP G3

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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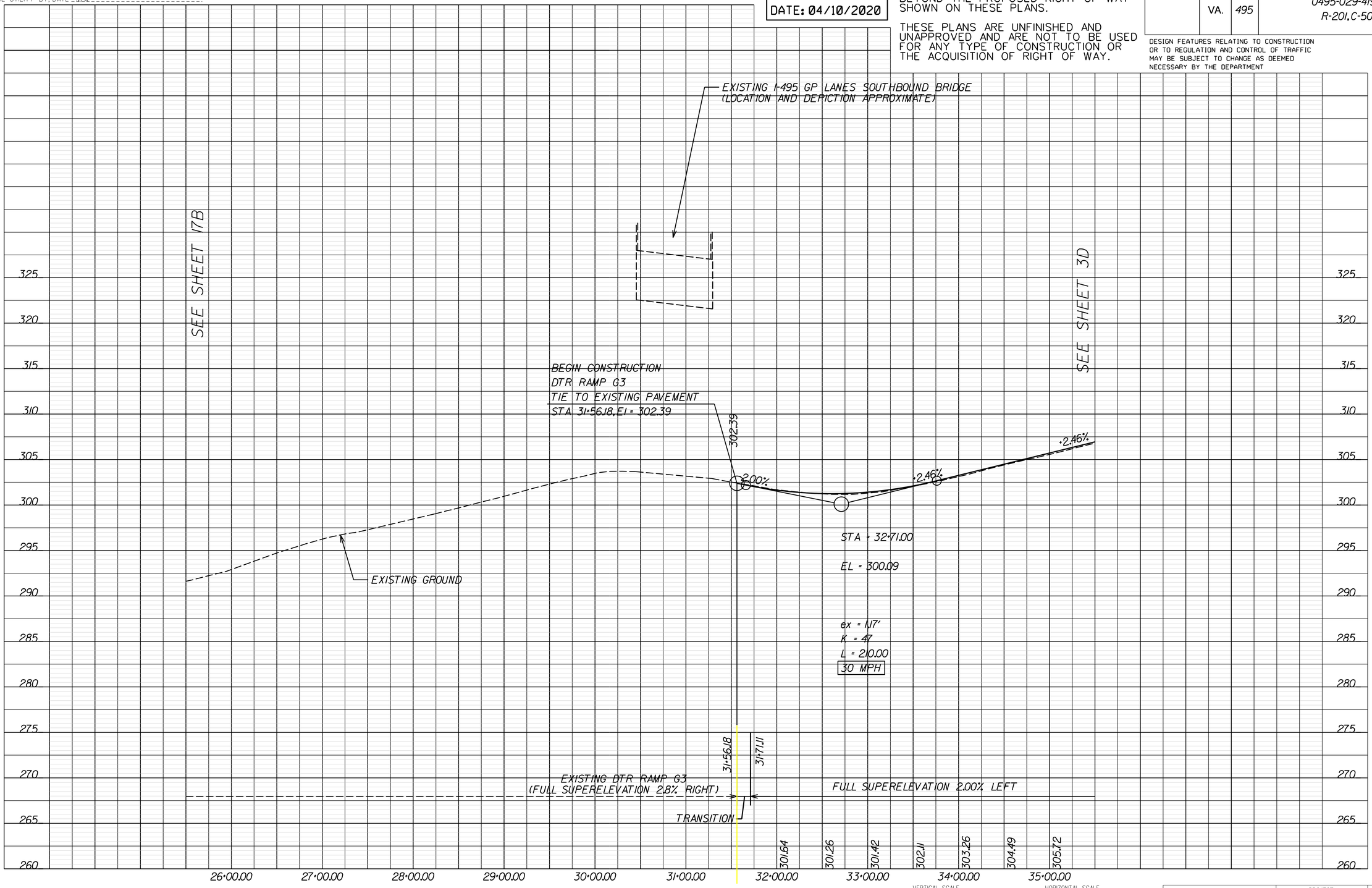
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	18B

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



PROJECT	SHEET NO.
0495-029-419	18B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E4

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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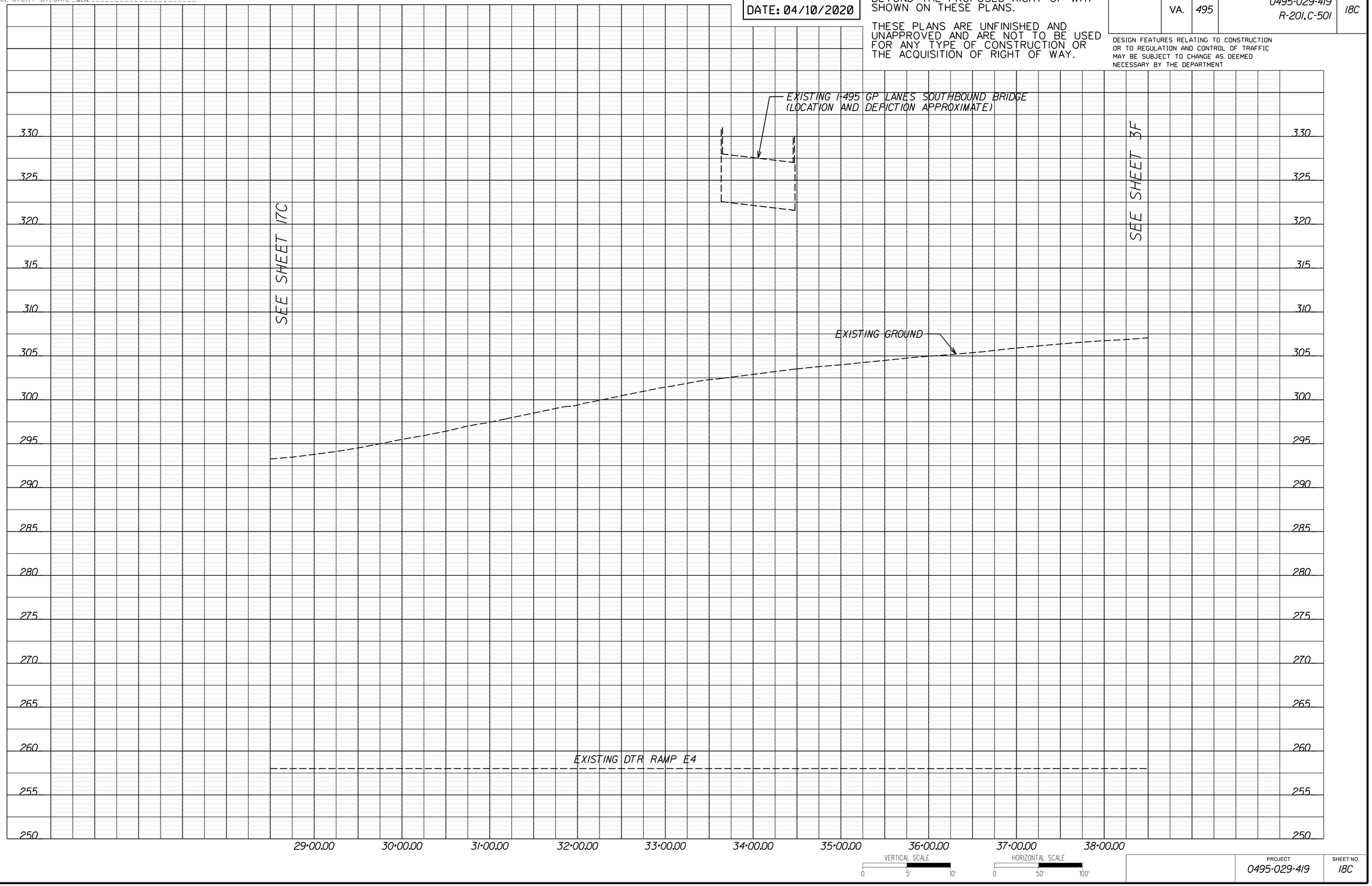
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	18C

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	18C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP D2

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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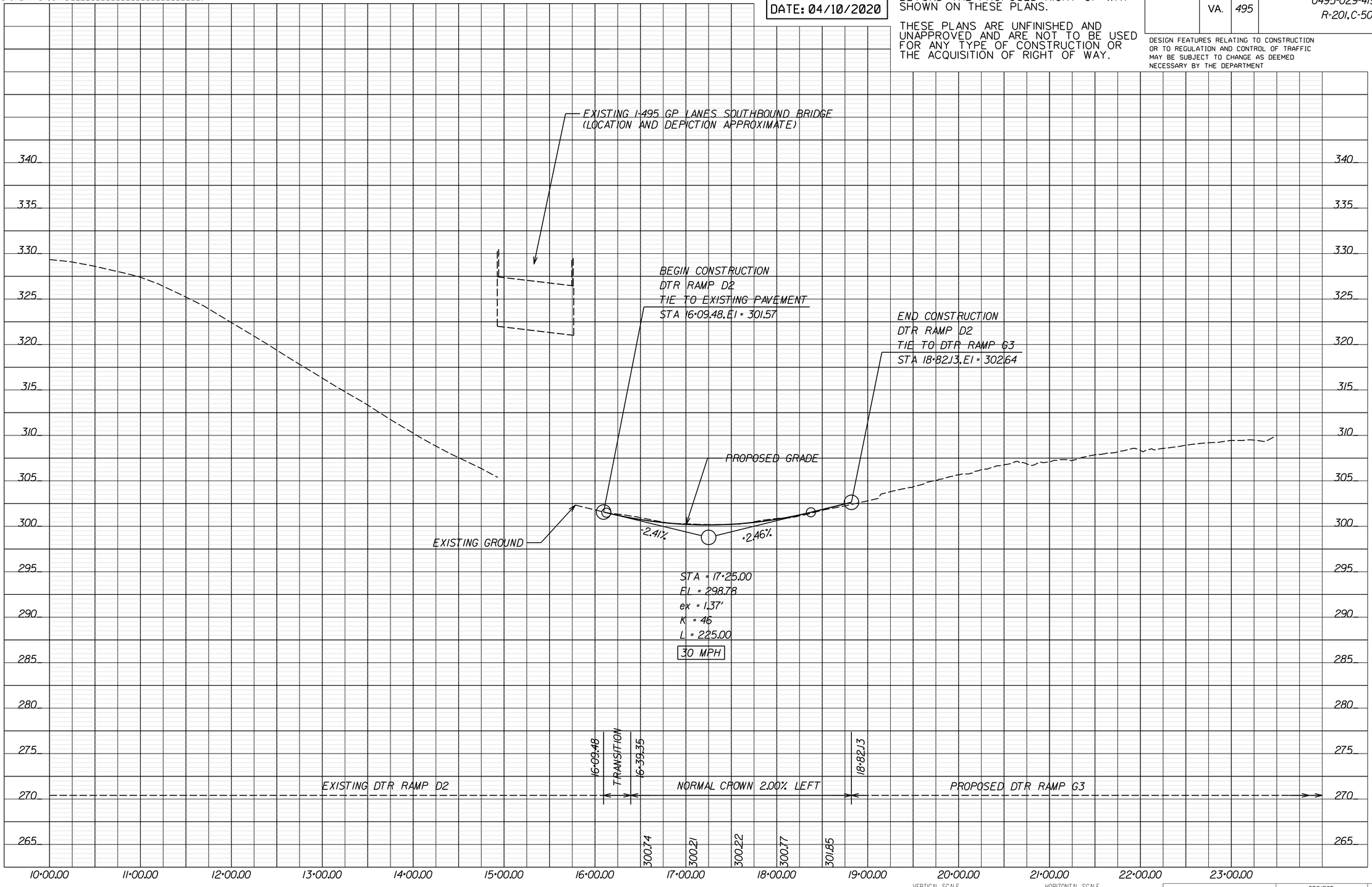
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	18D

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

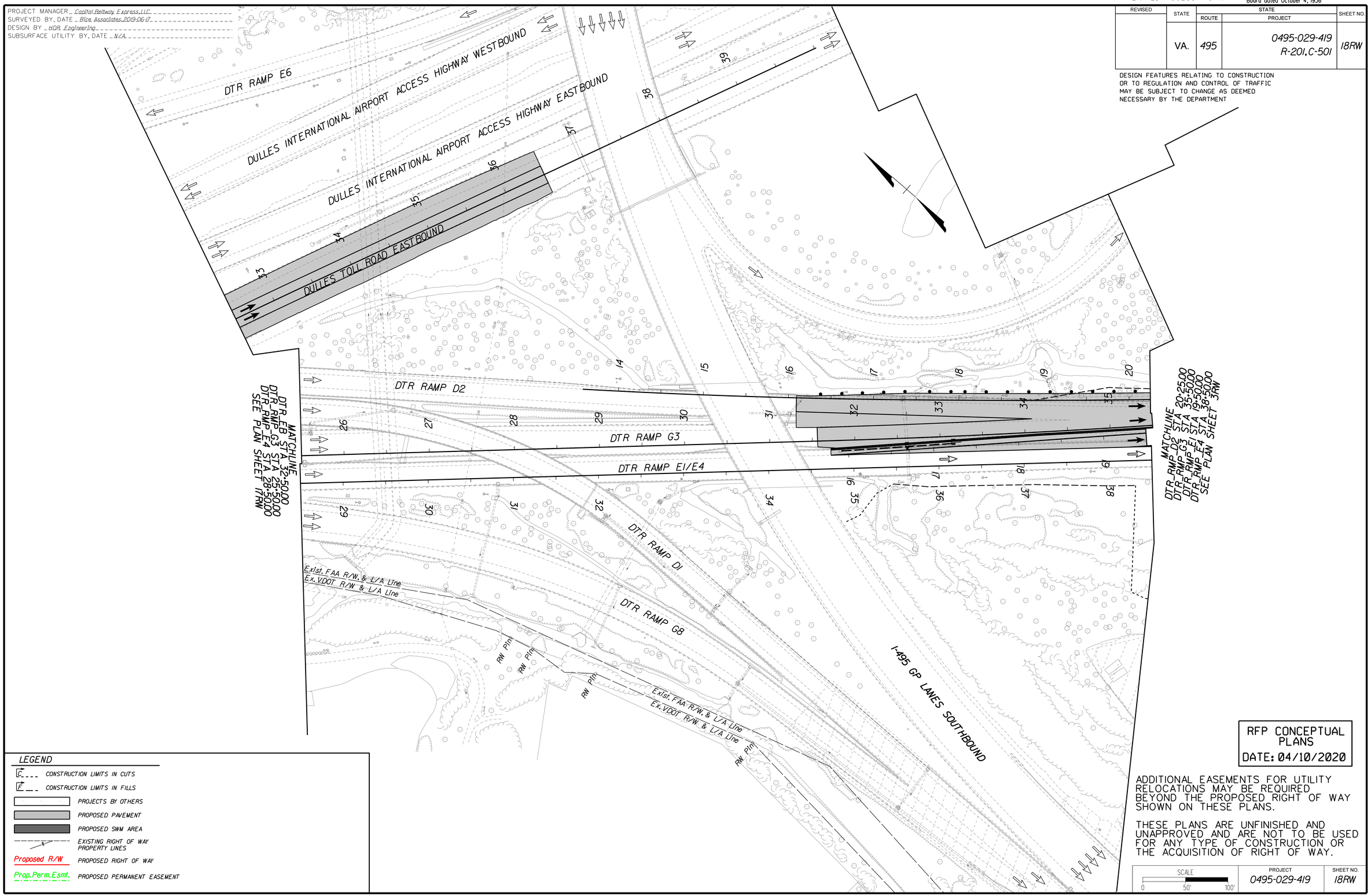
PROJECT	SHEET NO.
0495-029-419	18D

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	18RW

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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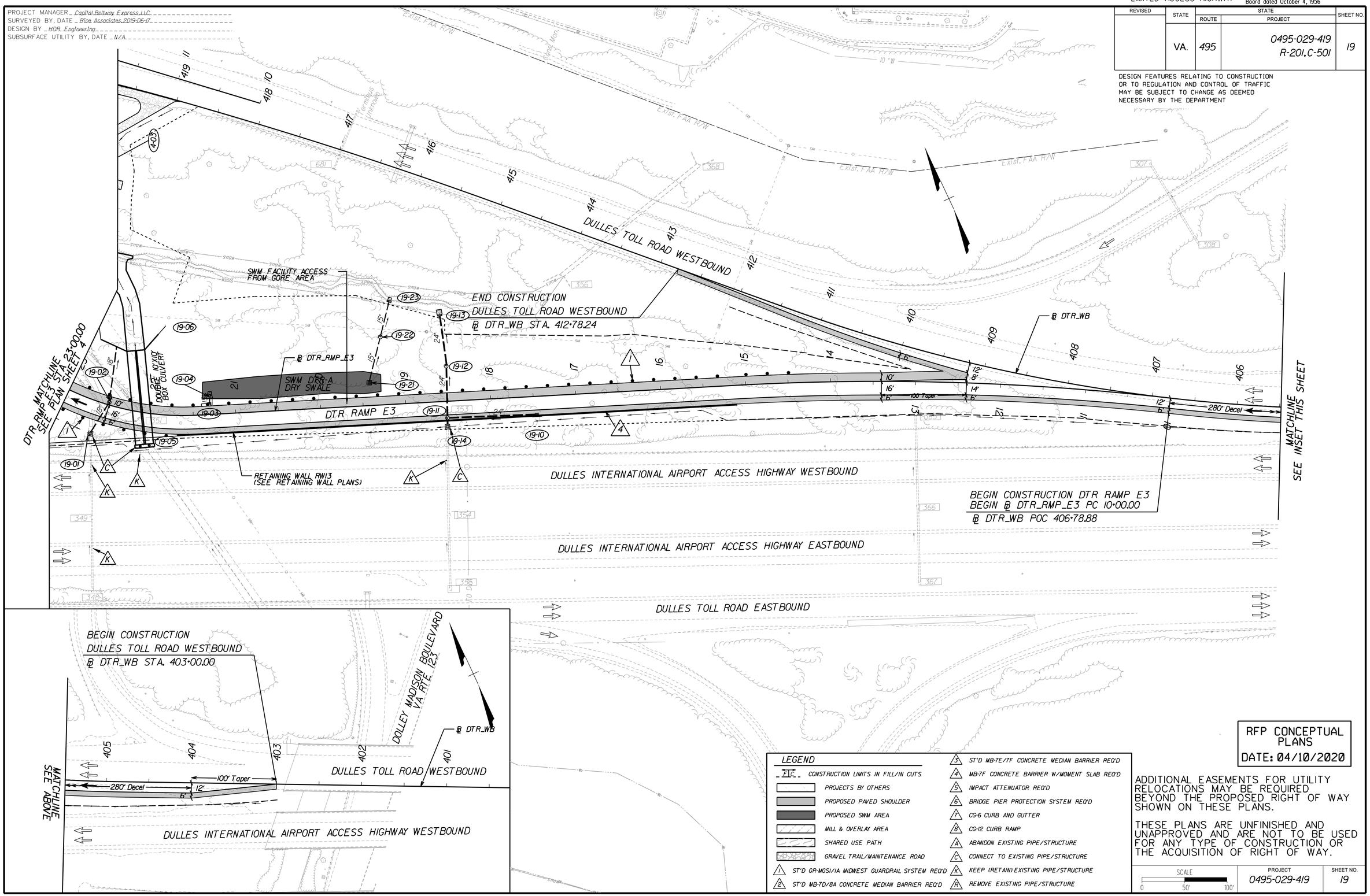
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	18RW

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	19

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	19

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	19A

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DTR RAMP E3

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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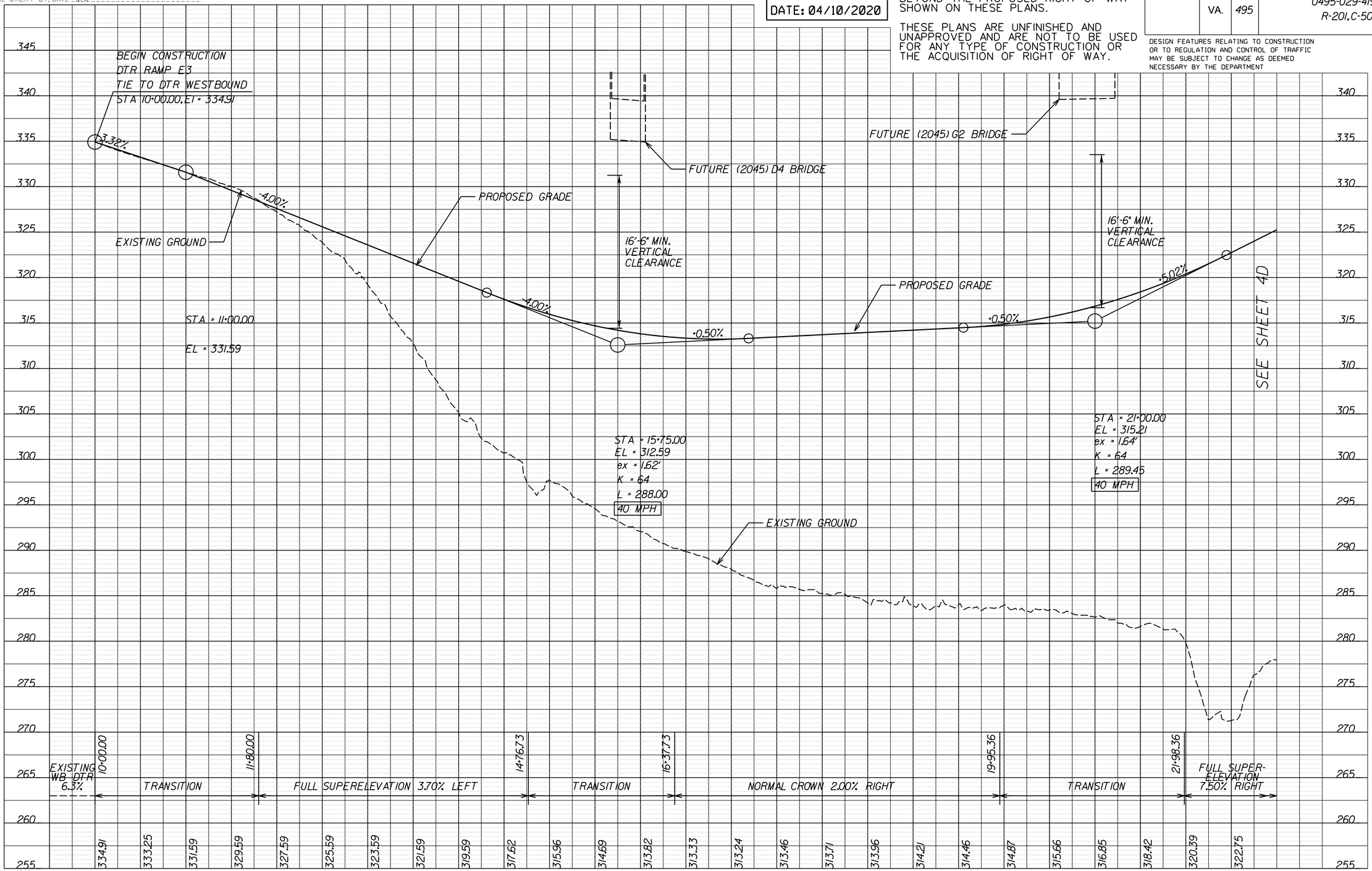

VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	19A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DULLES TOLL ROAD WESTBOUND

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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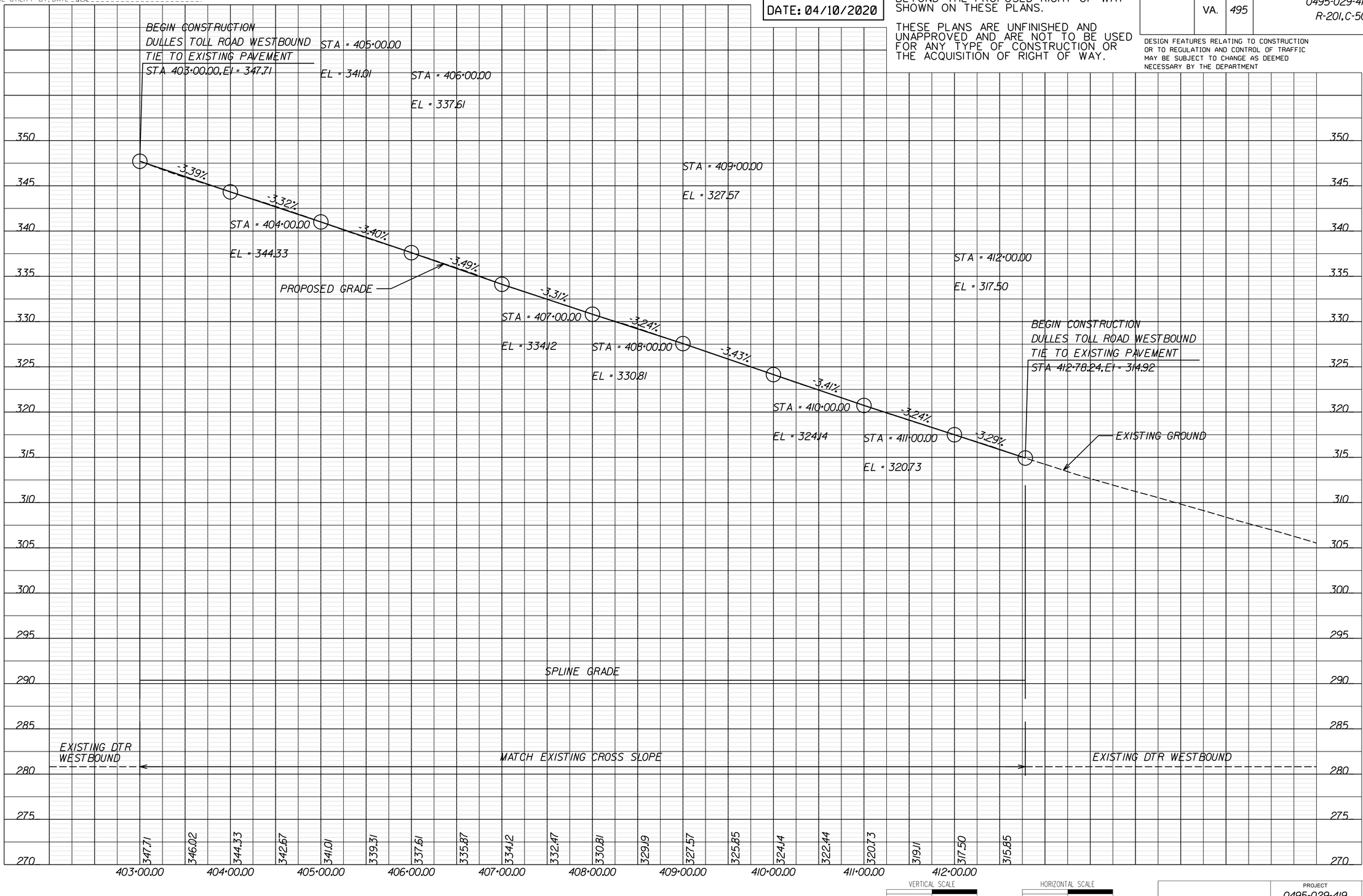
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	19B

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

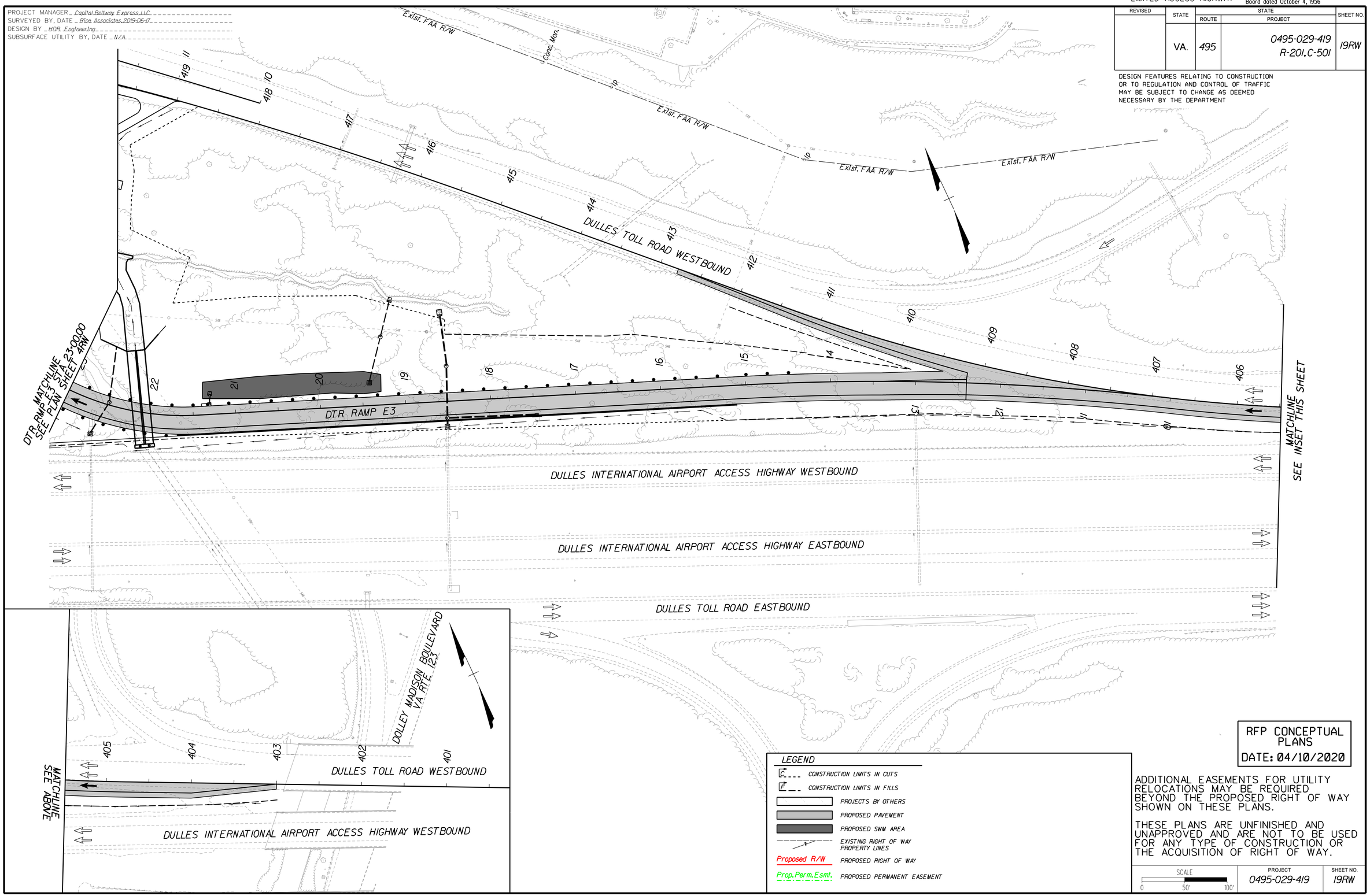
PROJECT	SHEET NO.
0495-029-419	19B

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	19RW

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



LEGEND

- C — CONSTRUCTION LIMITS IN CUTS
- F — CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY / PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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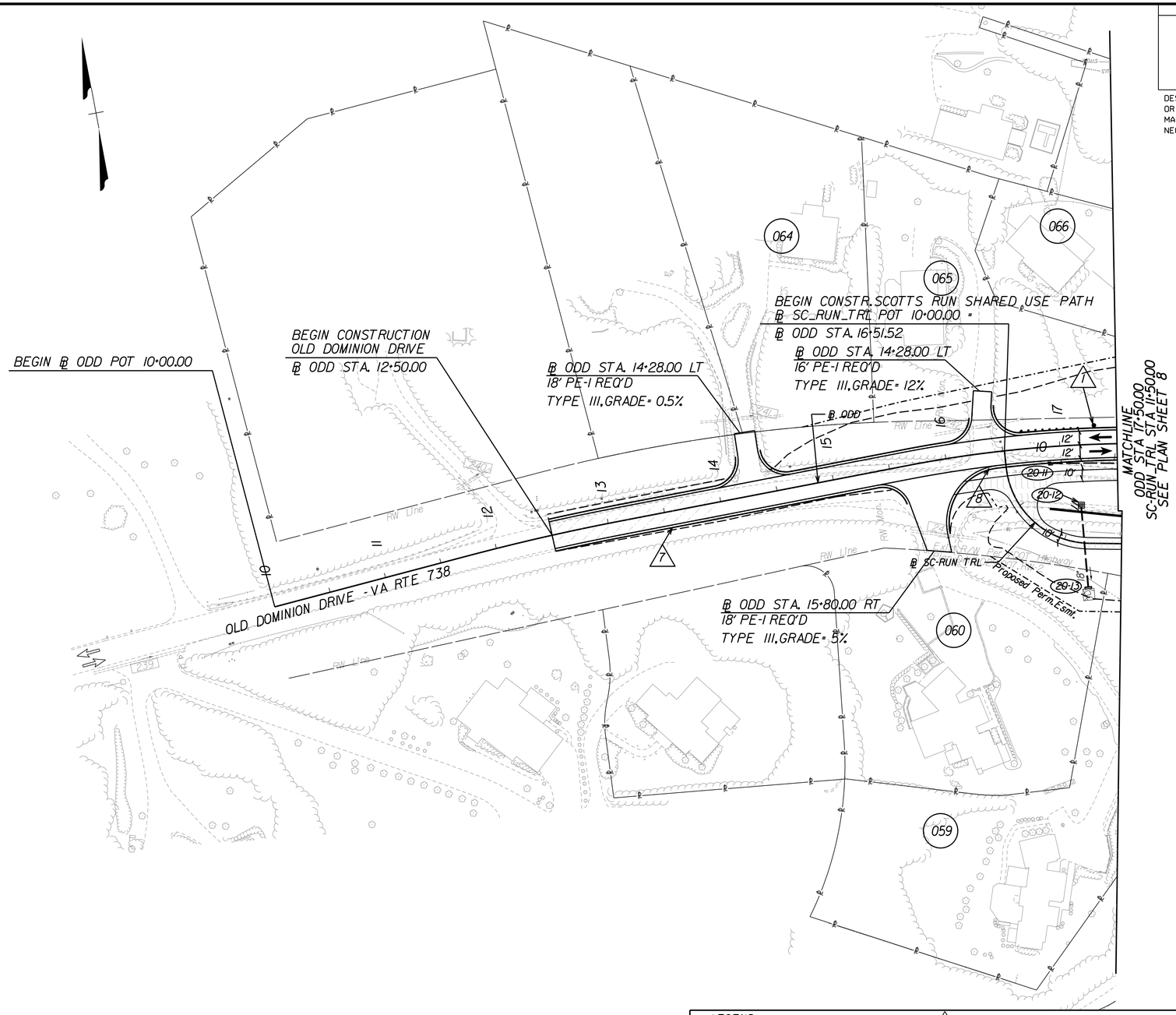
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	19RW

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	20

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	20

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

OLD DOMINION DRIVE - VA ROUTE 738

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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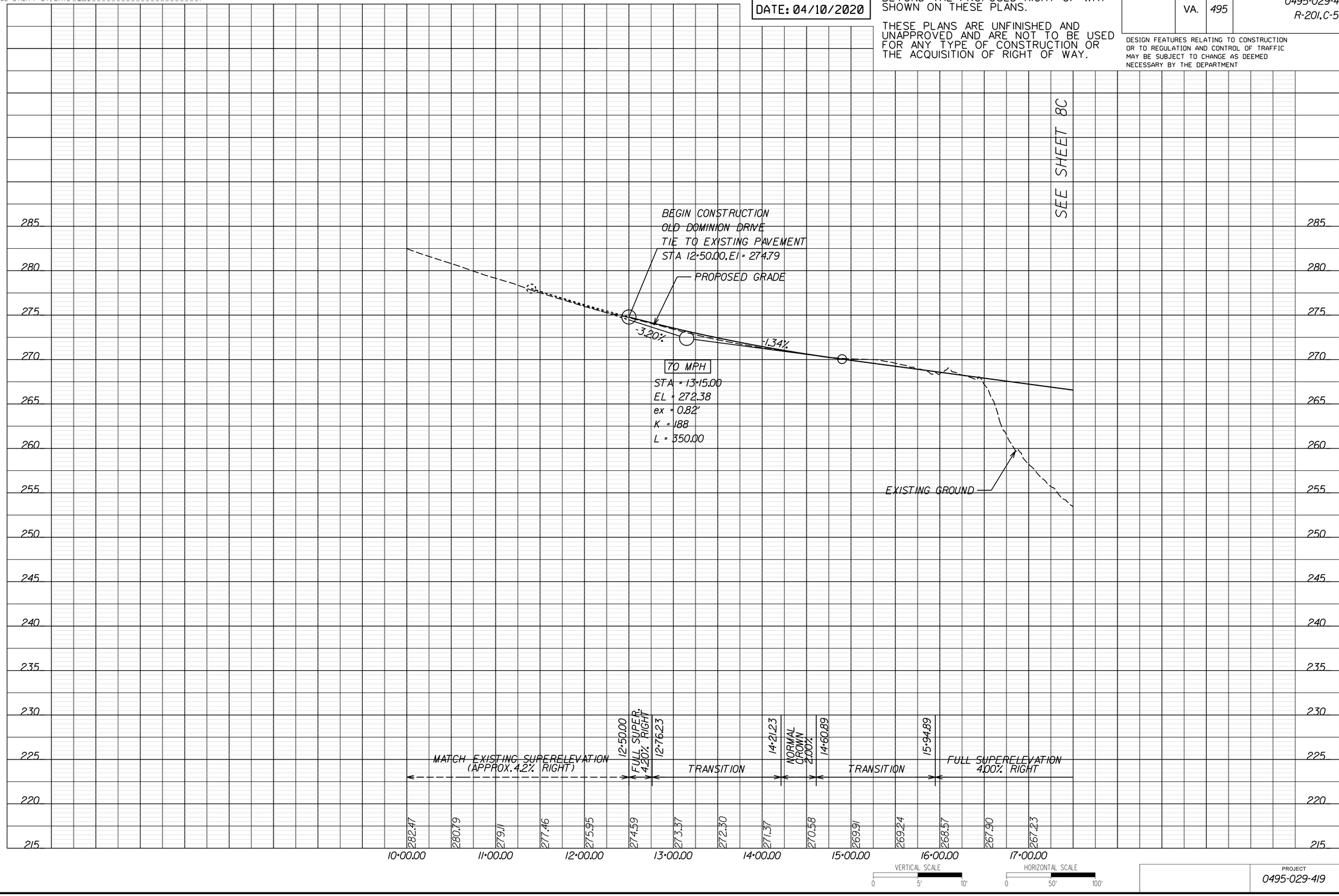
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	20A

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	20A

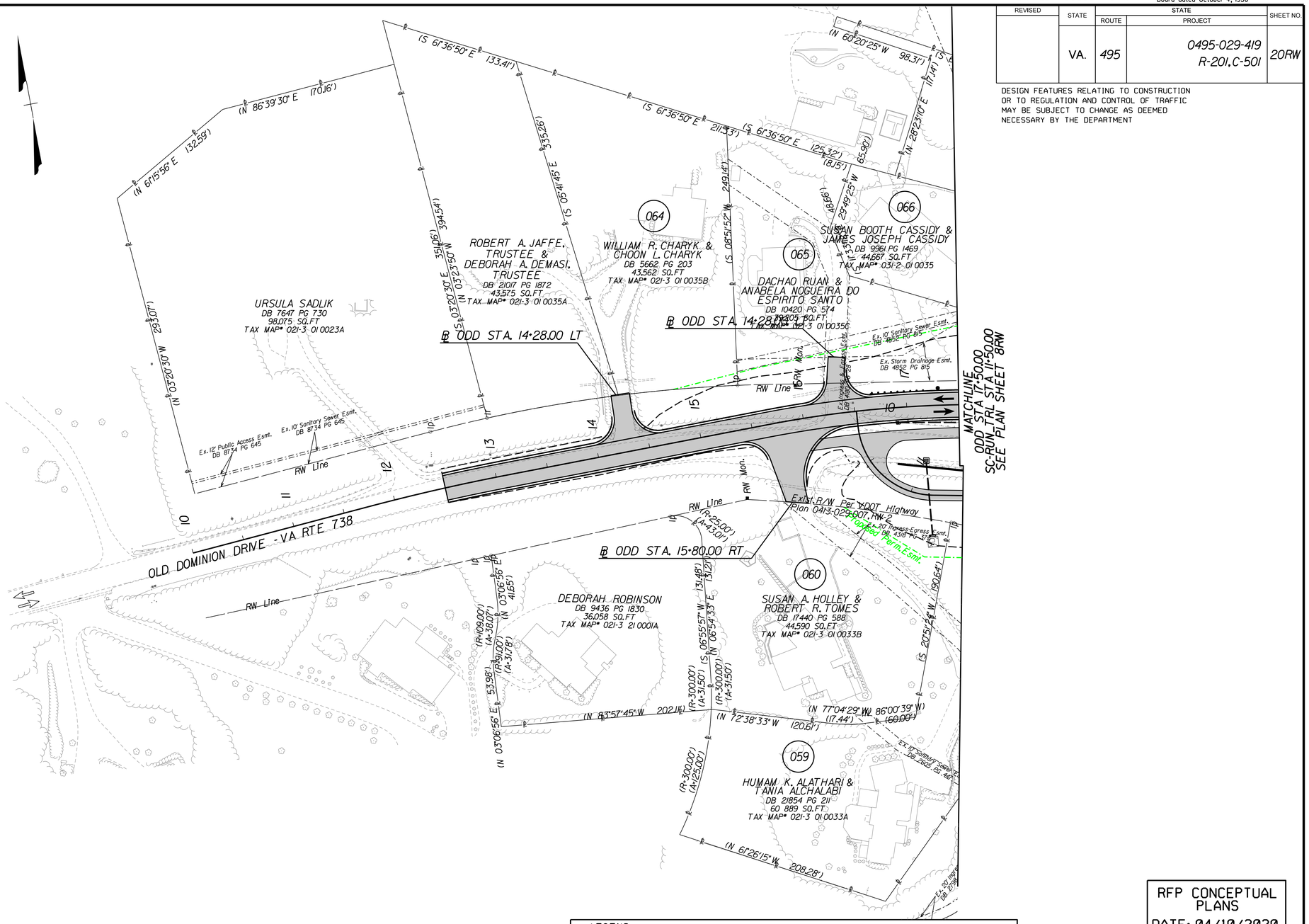
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	20RW

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- C ___ CONSTRUCTION LIMITS IN CUTS
- F __ CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
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RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	20RW

Sunday, April 12, 2020 06:05:50 PM
18:05:50

dxxxxxxsht-21.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	21

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
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- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
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- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
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- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	21

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

OLD DOMINION DRIVE - VA ROUTE 738

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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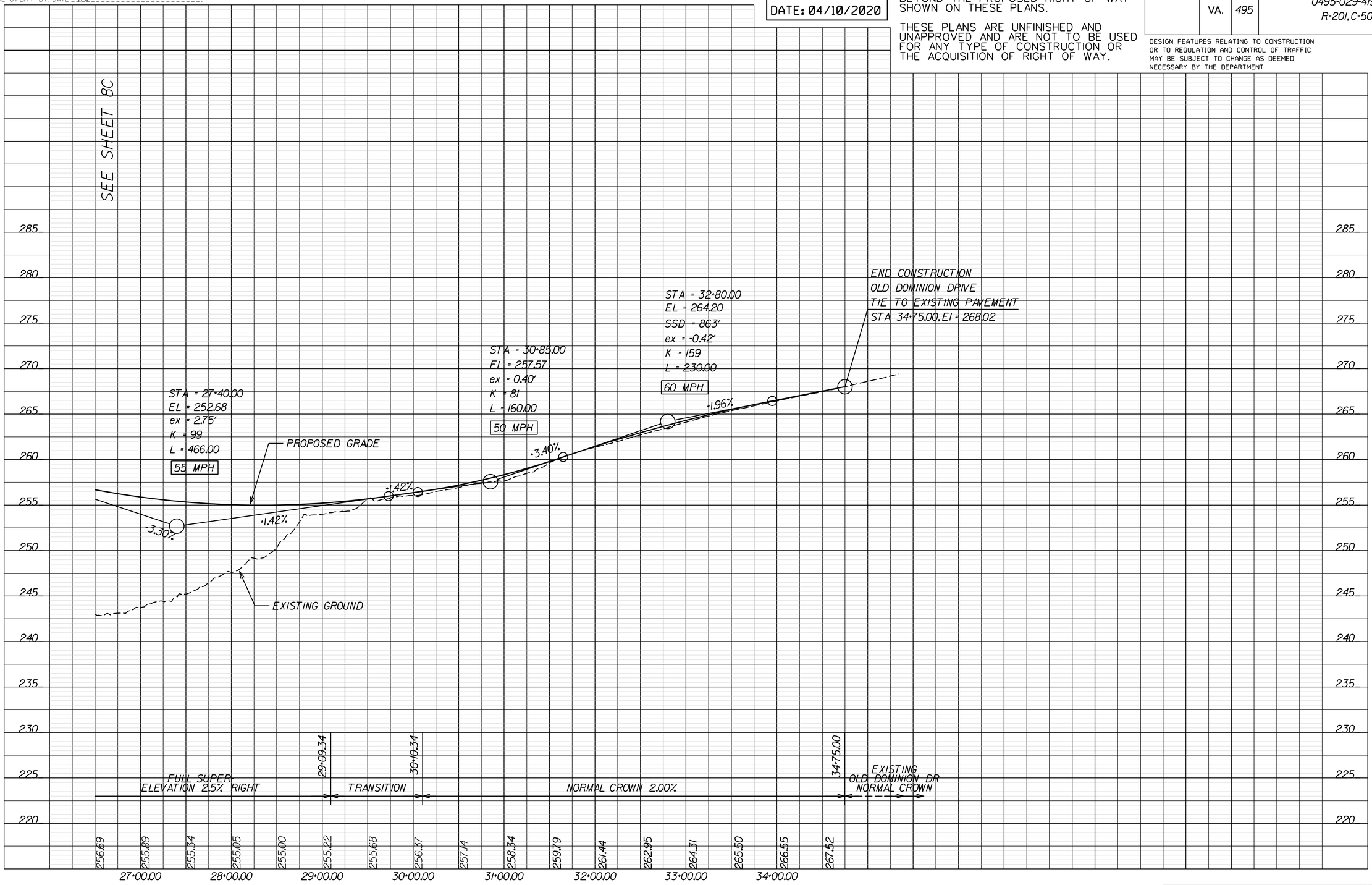
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	21A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	21A

Sunday, April 12, 2020 06:06:03 PM
18:06:03

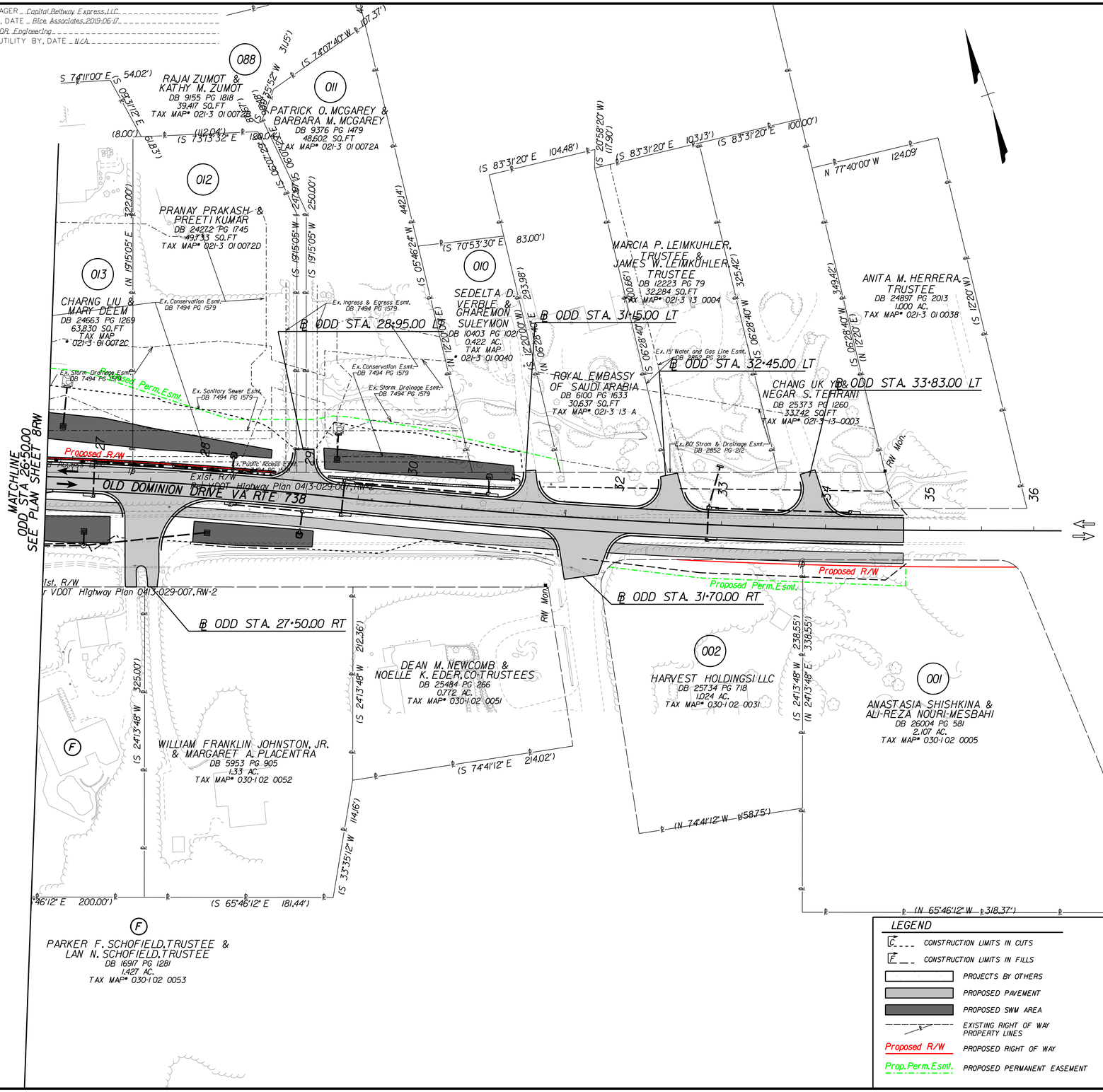
d:\xxxxxx\sht-21RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	21RW

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- C ___ CONSTRUCTION LIMITS IN CUTS
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	21RW

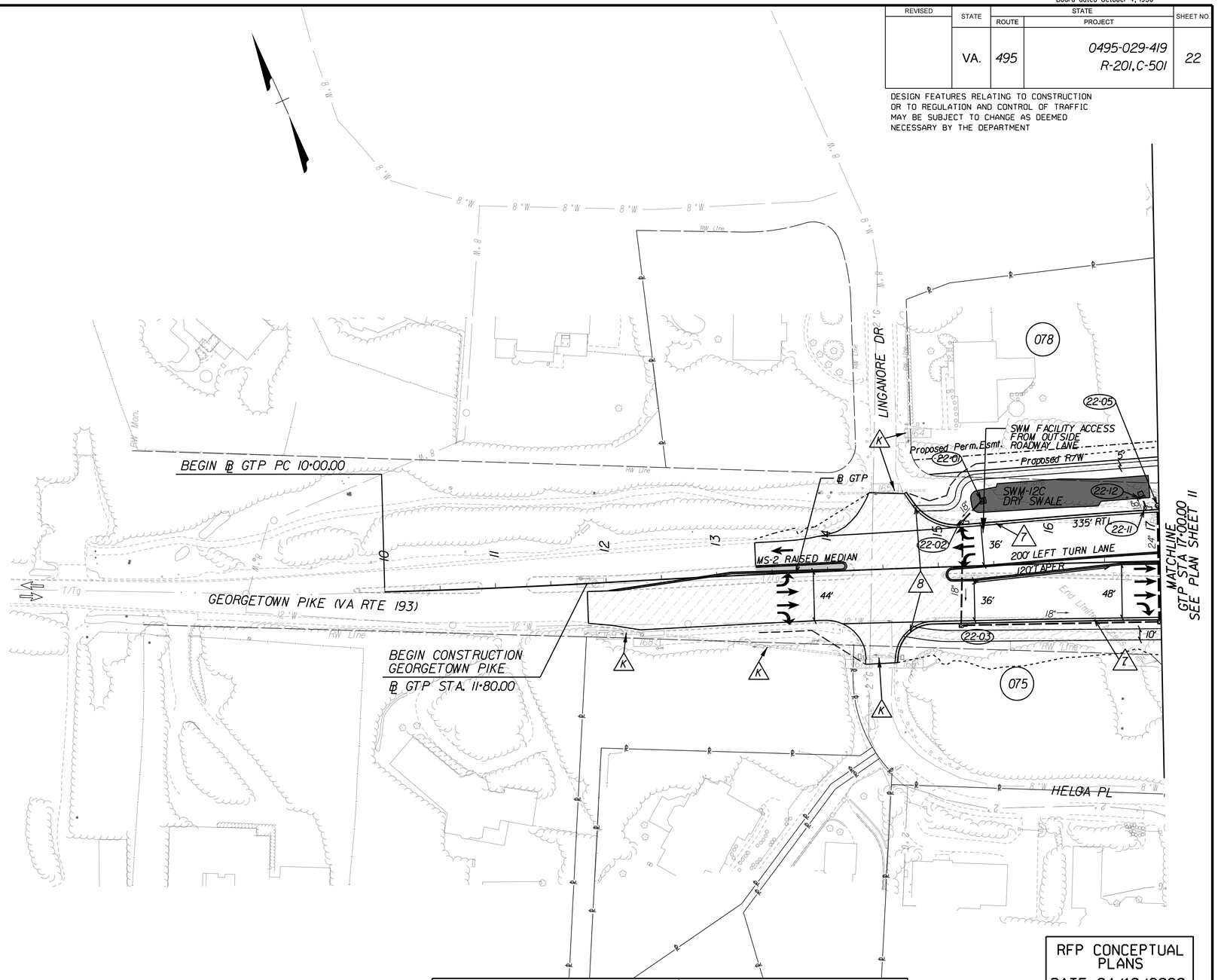
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	22

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
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DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	22

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GEORGETOWN PIKE - VA ROUTE 193

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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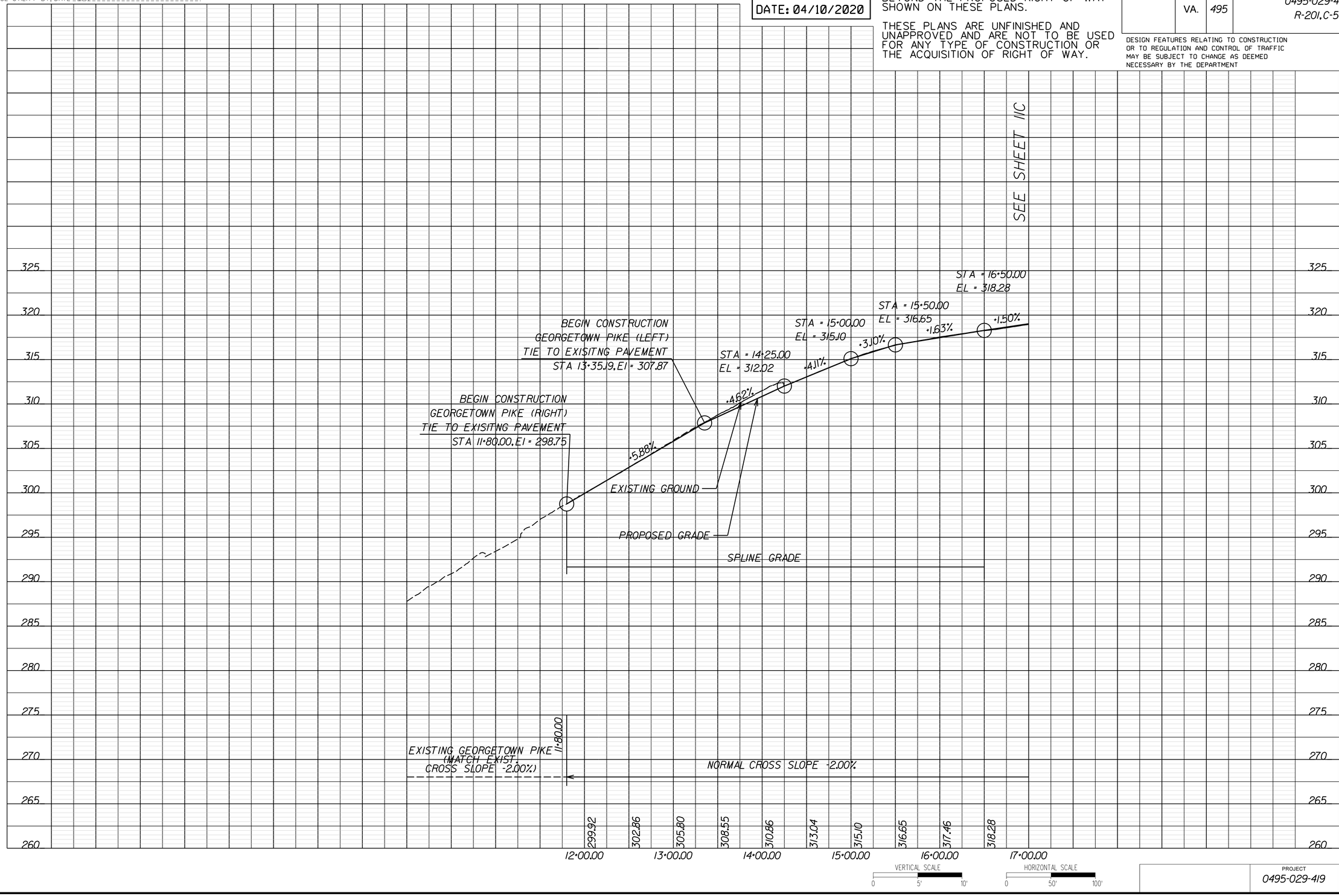
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	22A

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



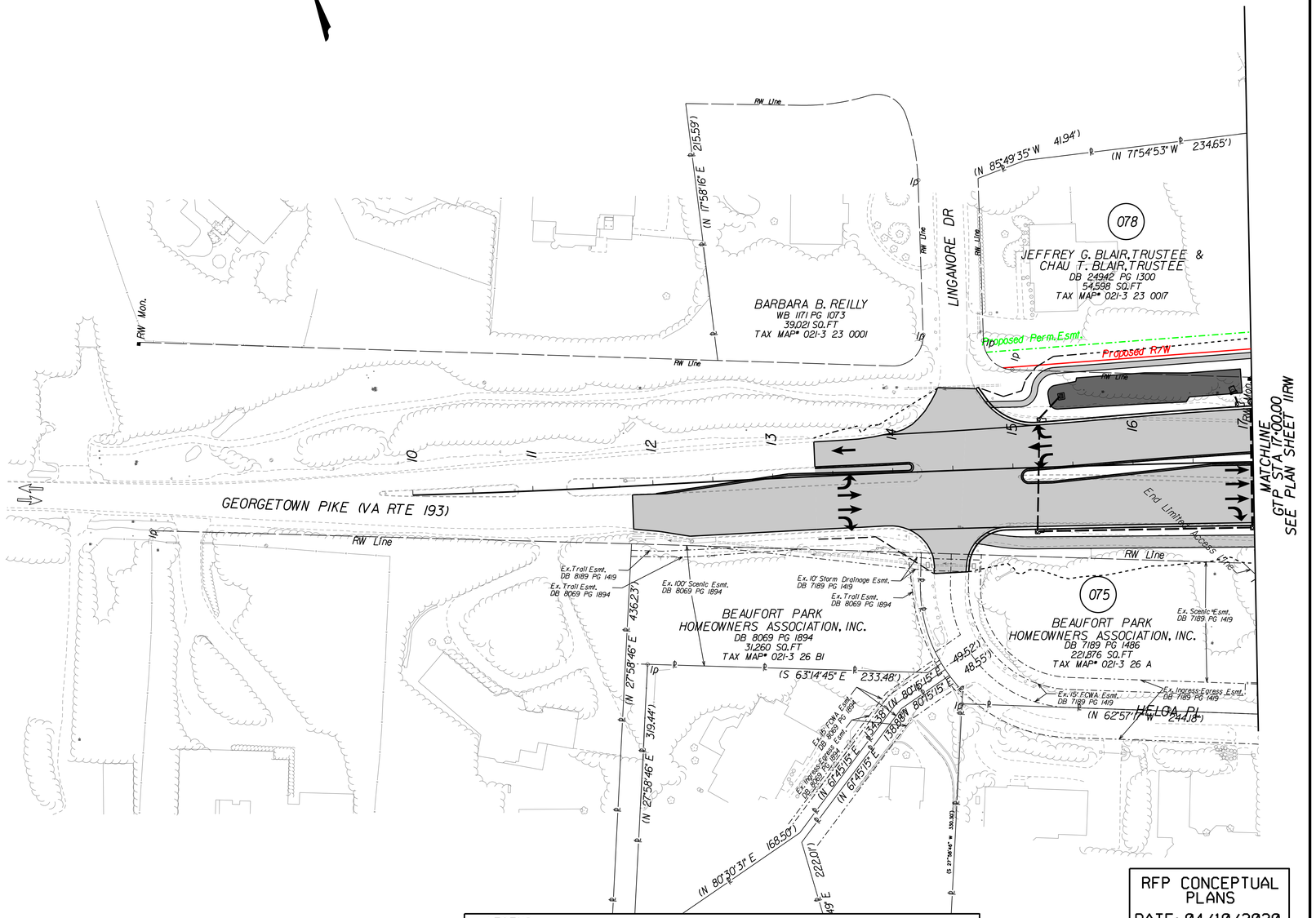
PROJECT	SHEET NO.
0495-029-419	22A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	22RW

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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



LEGEND

- C ---- CONSTRUCTION LIMITS IN CUTS
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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	22RW

Sunday, April 12, 2020 06:06:33 PM
18:06:33

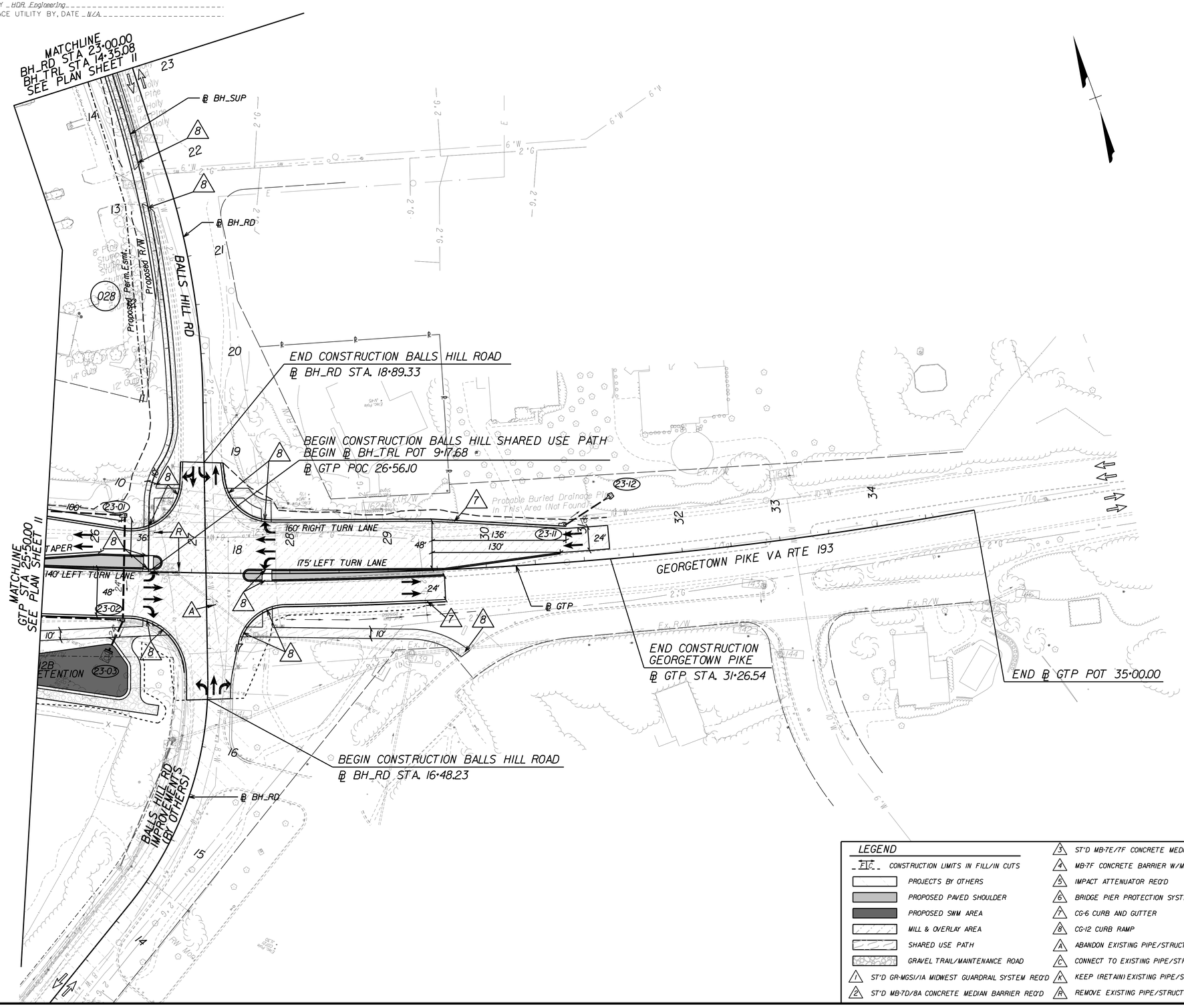
dxxxxxxsht-23.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	23

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
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- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	23

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GEORGETOWN PIKE - VA ROUTE 193

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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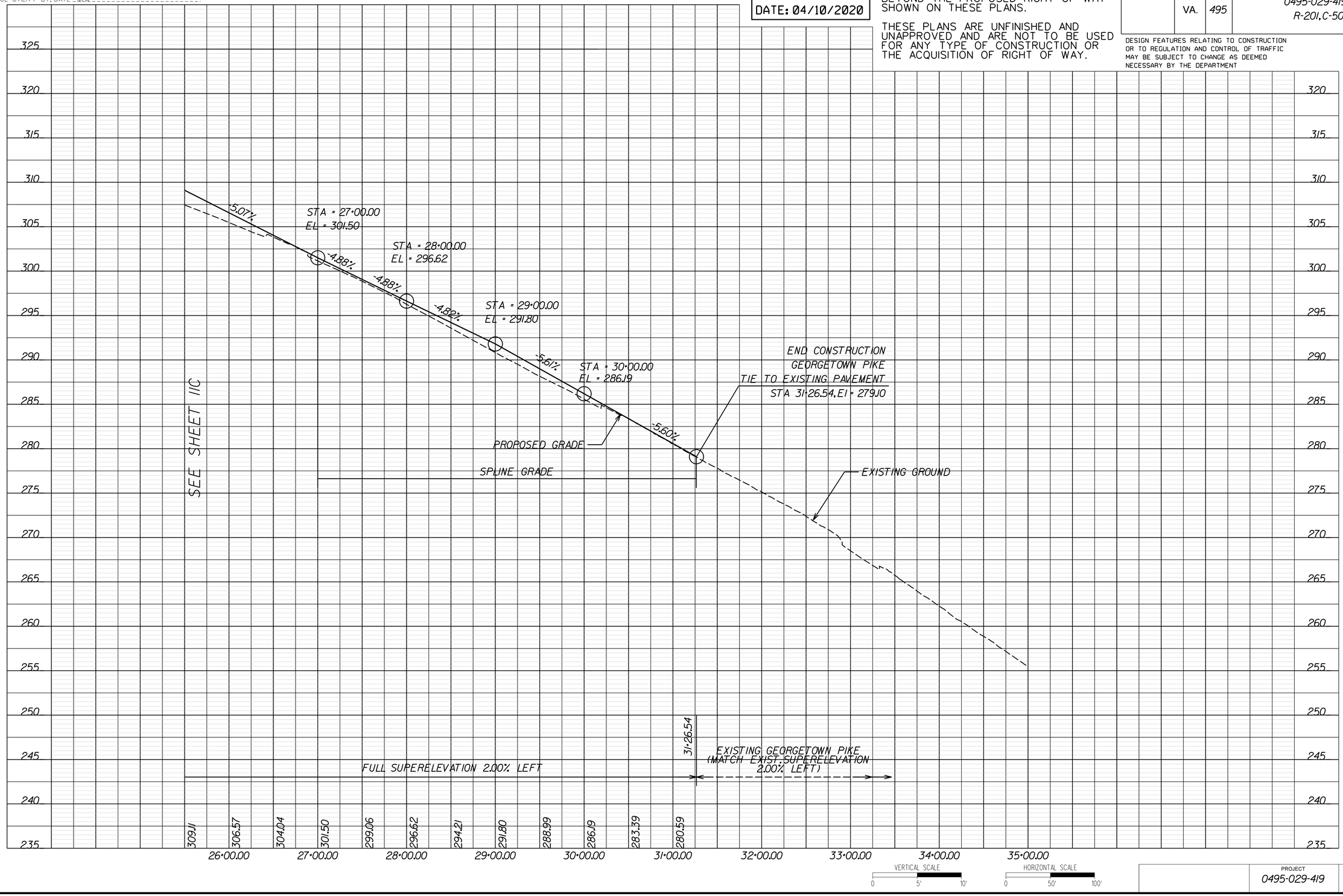
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	23A

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	23A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

BALLS HILL ROAD

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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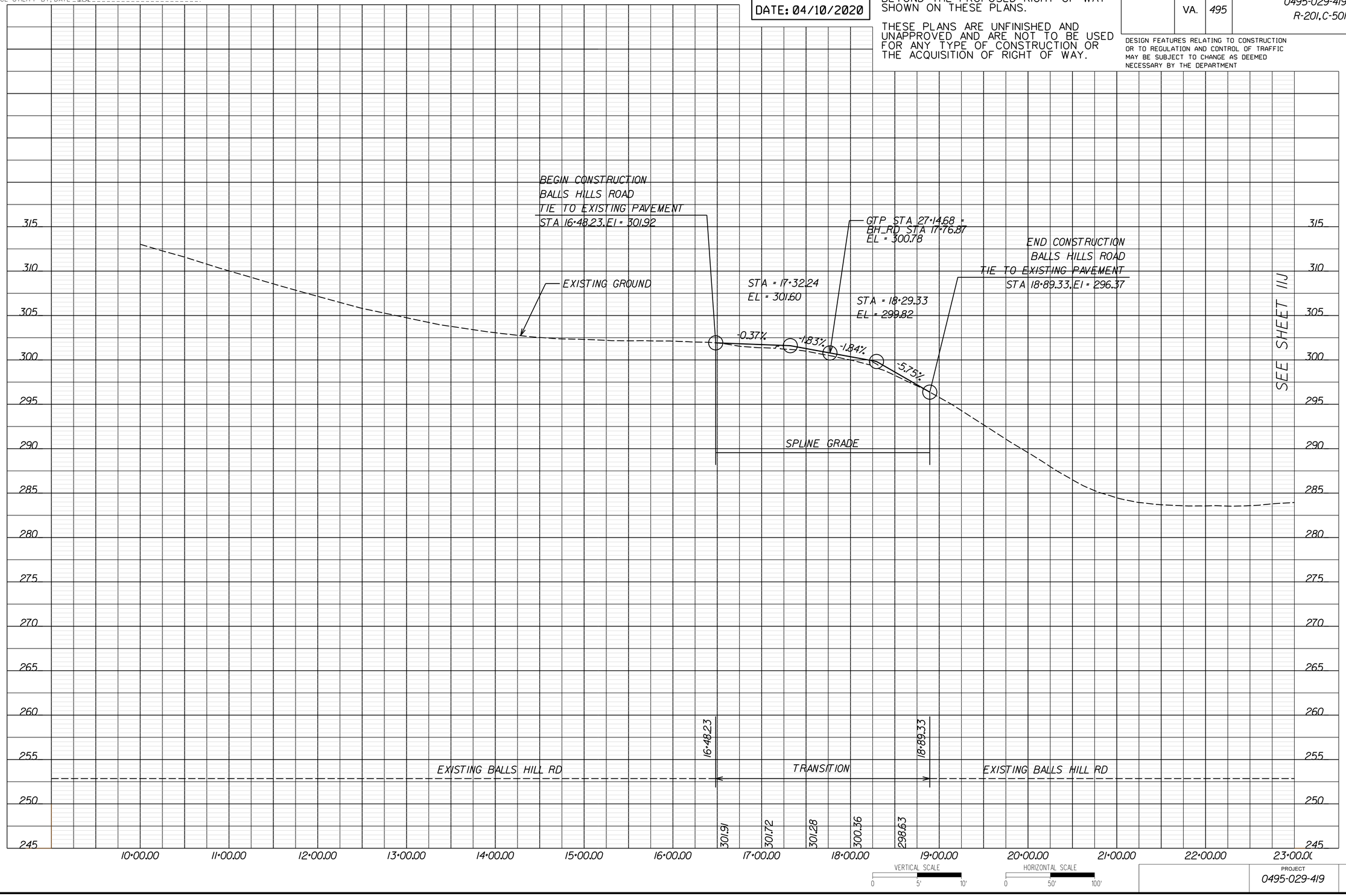
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	23B

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	23B

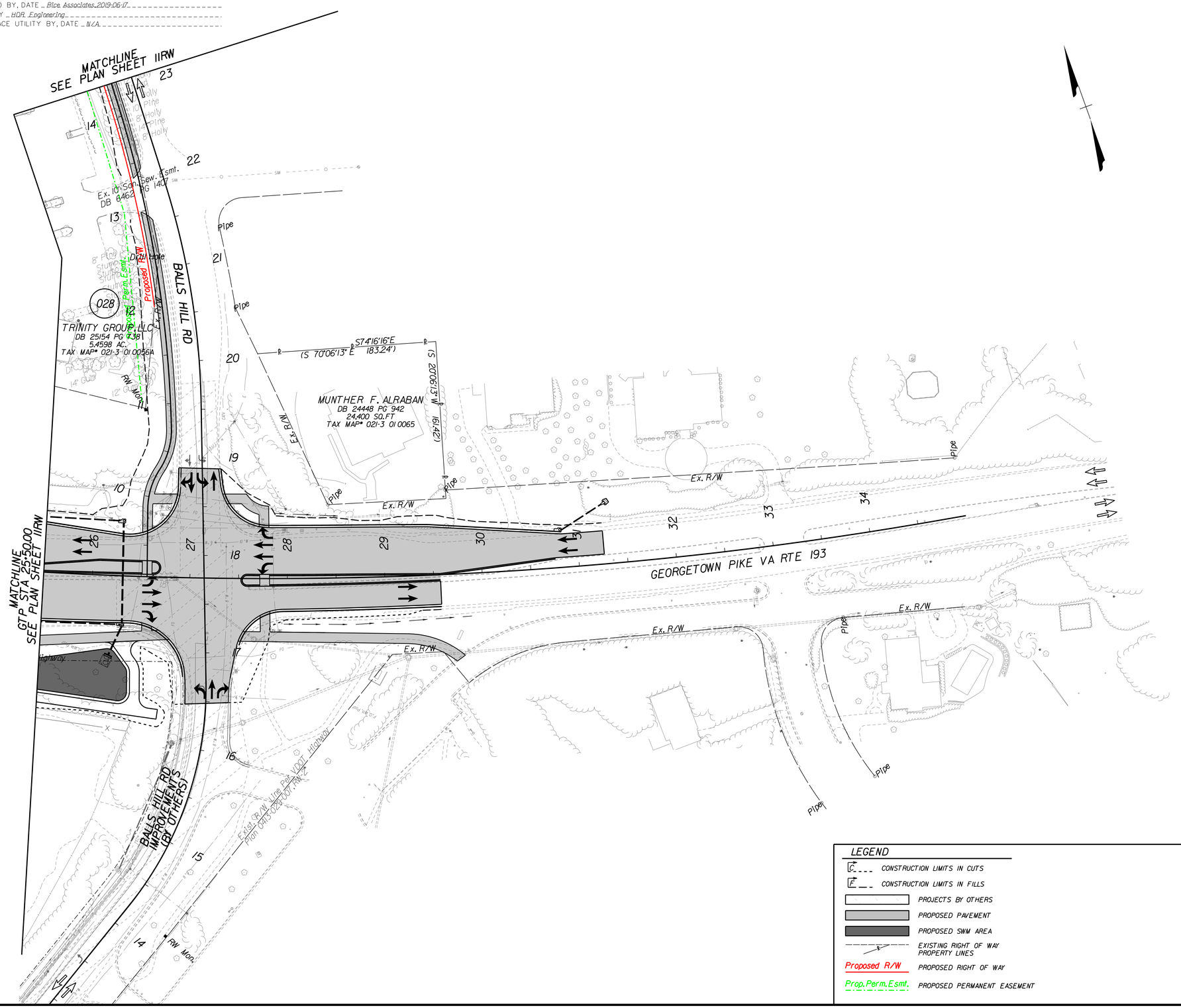
dxxxxxxsht-23RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	23RW

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
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RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	23RW

Sunday, April 12, 2020 06:06:59 PM
18:06:59

d:xxxxxxsht-24.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	24

PROJECT MANAGER _ Capital Beltway Express LLC
SURVEYED BY, DATE _ Bice Associates 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

Symbol	Description
F/C	CONSTRUCTION LIMITS IN FILL/IN CUTS
	PROJECTS BY OTHERS
	PROPOSED PAVED SHOULDER
	PROPOSED SWM AREA
	MILL & OVERLAY AREA
	SHARED USE PATH
	GRAVEL TRAIL/MAINTENANCE ROAD
1	ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2	ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3	ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4	MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
5	IMPACT ATTENUATOR REQ'D
6	BRIDGE PIER PROTECTION SYSTEM REQ'D
7	CG-6 CURB AND GUTTER
8	CG-12 CURB RAMP
A	ABANDON EXISTING PIPE/STRUCTURE
C	CONNECT TO EXISTING PIPE/STRUCTURE
K	KEEP (RETAIN) EXISTING PIPE/STRUCTURE
R	REMOVE EXISTING PIPE/STRUCTURE

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	24

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	24A

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G23

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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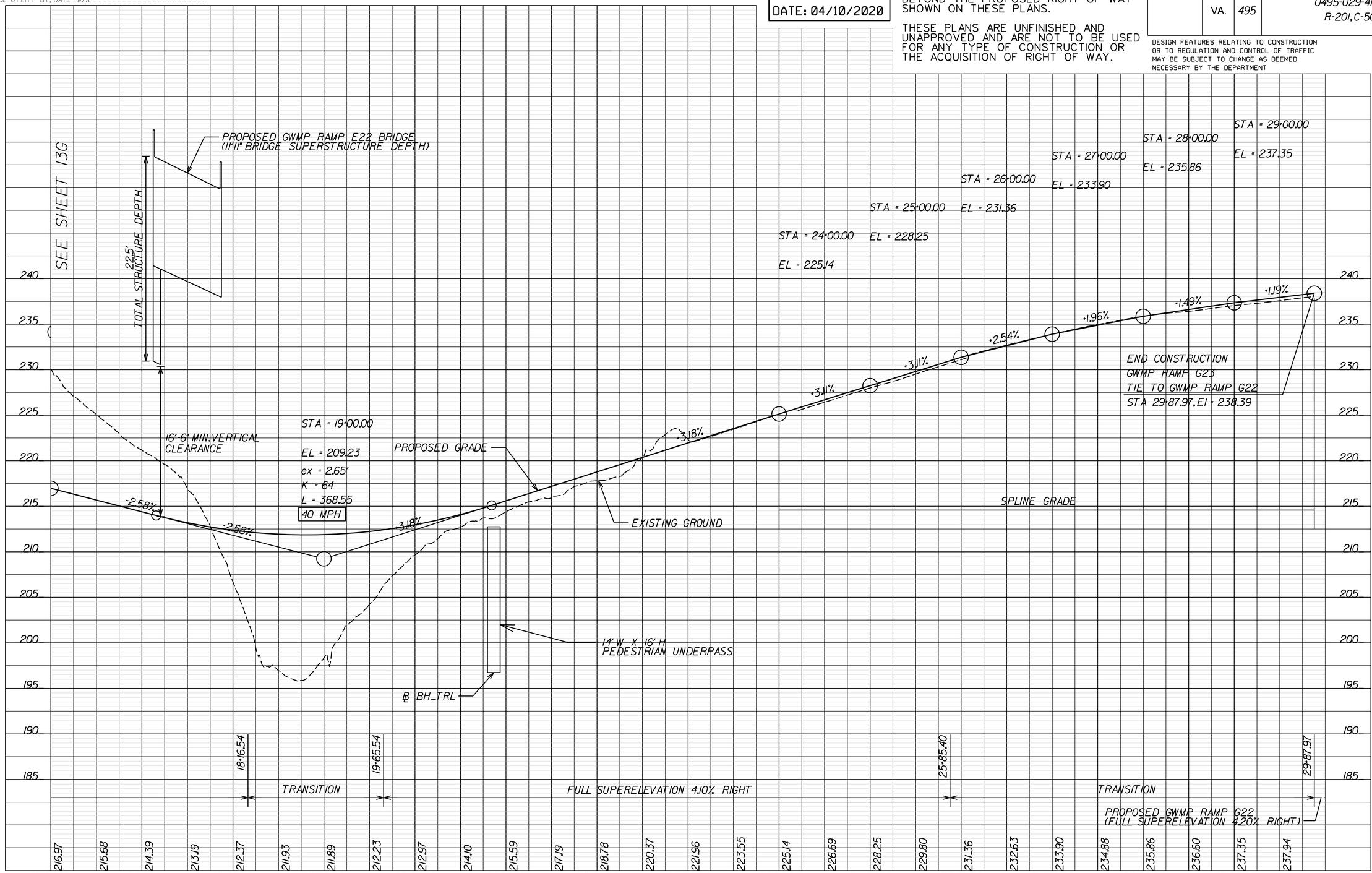

VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	24A

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP E22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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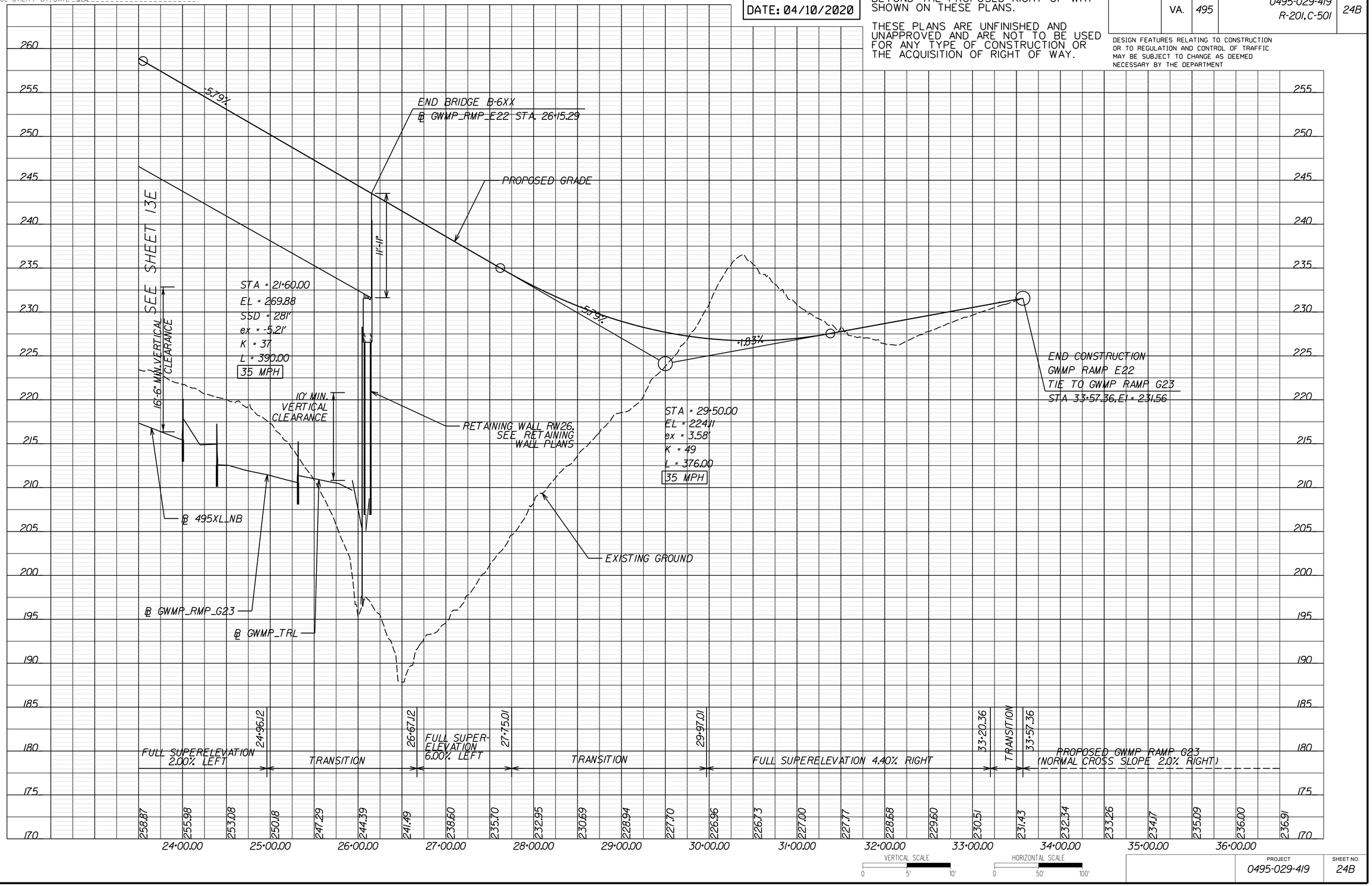
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	24B

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



PROJECT	SHEET NO.
0495-029-419	24B

Sunday, April 12, 2020 06:07:23 PM
18:07:23

dxxxxxxsht-24C.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

GWMP RAMP G22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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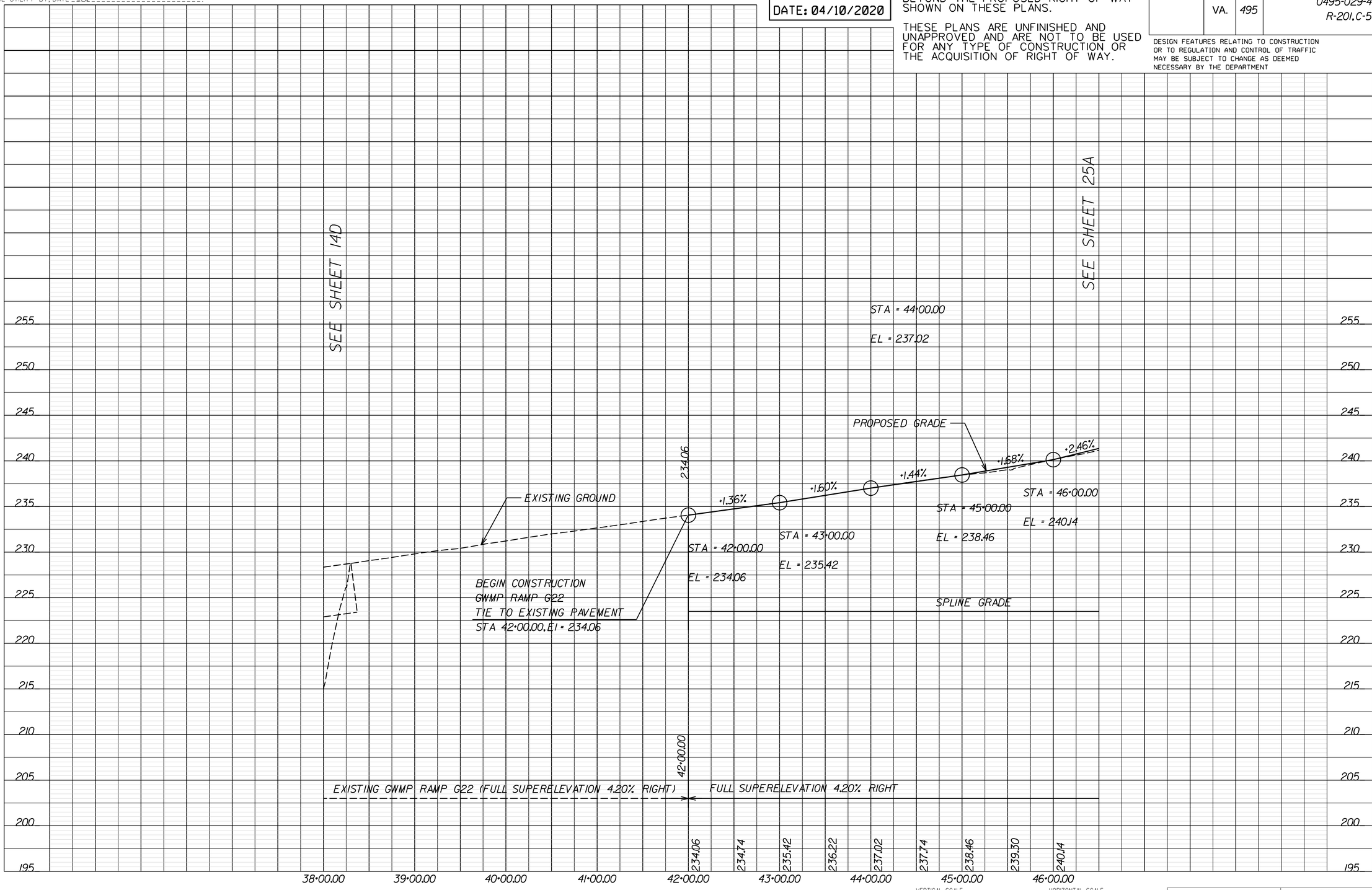
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	24C

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



VERTICAL SCALE 0 5' 10'
HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	24C

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

BALLS HILLS ROAD SHARED USE PATH

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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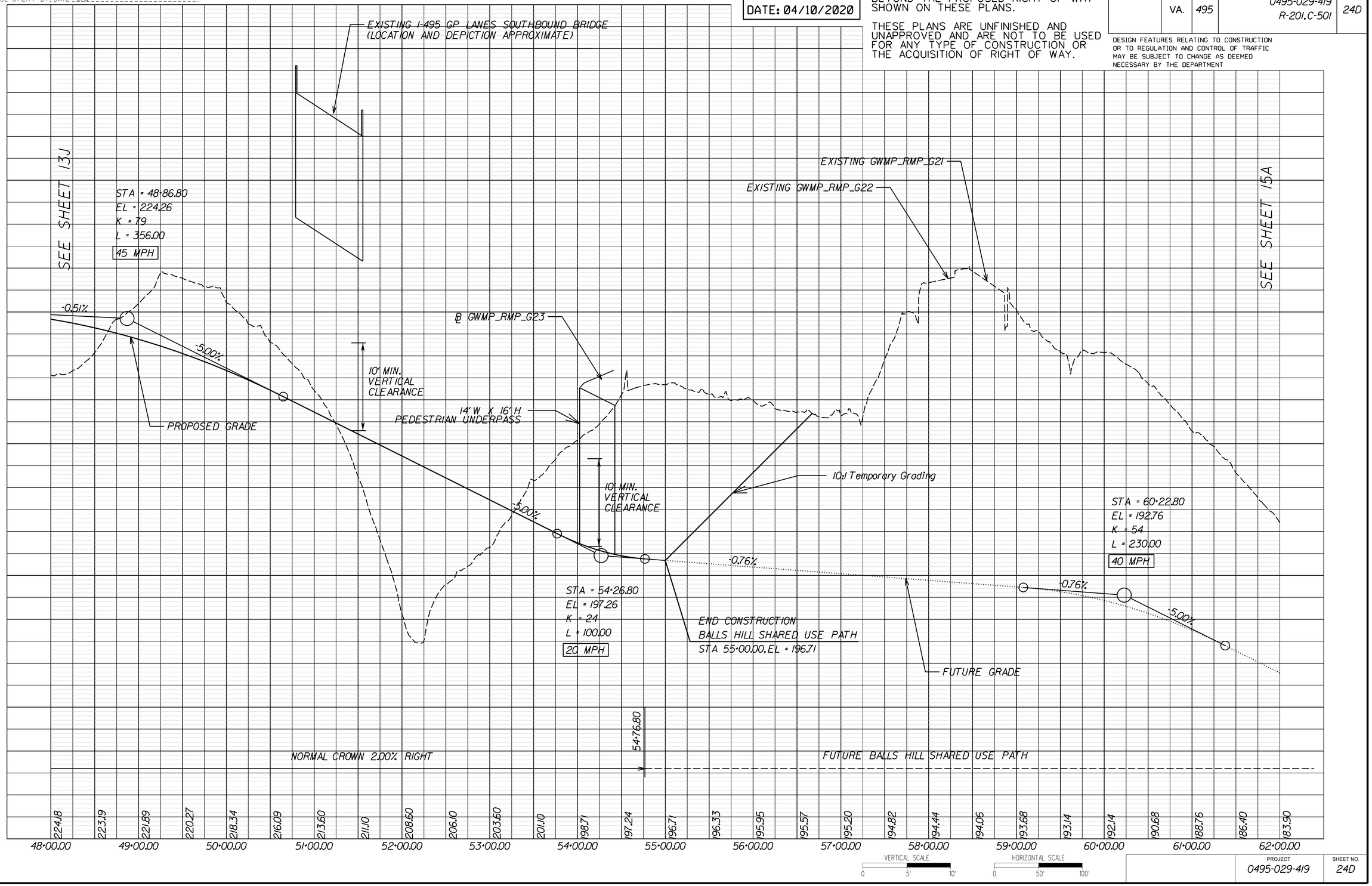
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	24D

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



PROJECT	SHEET NO.
0495-029-419	24D

Sunday, April 12, 2020 06:07:34 PM
18:07:34

dxxxxxxxsht-24RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER Capital Beltway Express LLC
SURVEYED BY, DATE Bice Associates 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	24RW

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

LEGEND

C	CONSTRUCTION LIMITS IN CUTS
F	CONSTRUCTION LIMITS IN FILLS
	PROJECTS BY OTHERS
	PROPOSED PAVEMENT
	PROPOSED SWM AREA
	EXISTING RIGHT OF WAY PROPERTY LINES
Proposed R/W	PROPOSED RIGHT OF WAY
Prop. Perm. Esmt.	PROPOSED PERMANENT EASEMENT

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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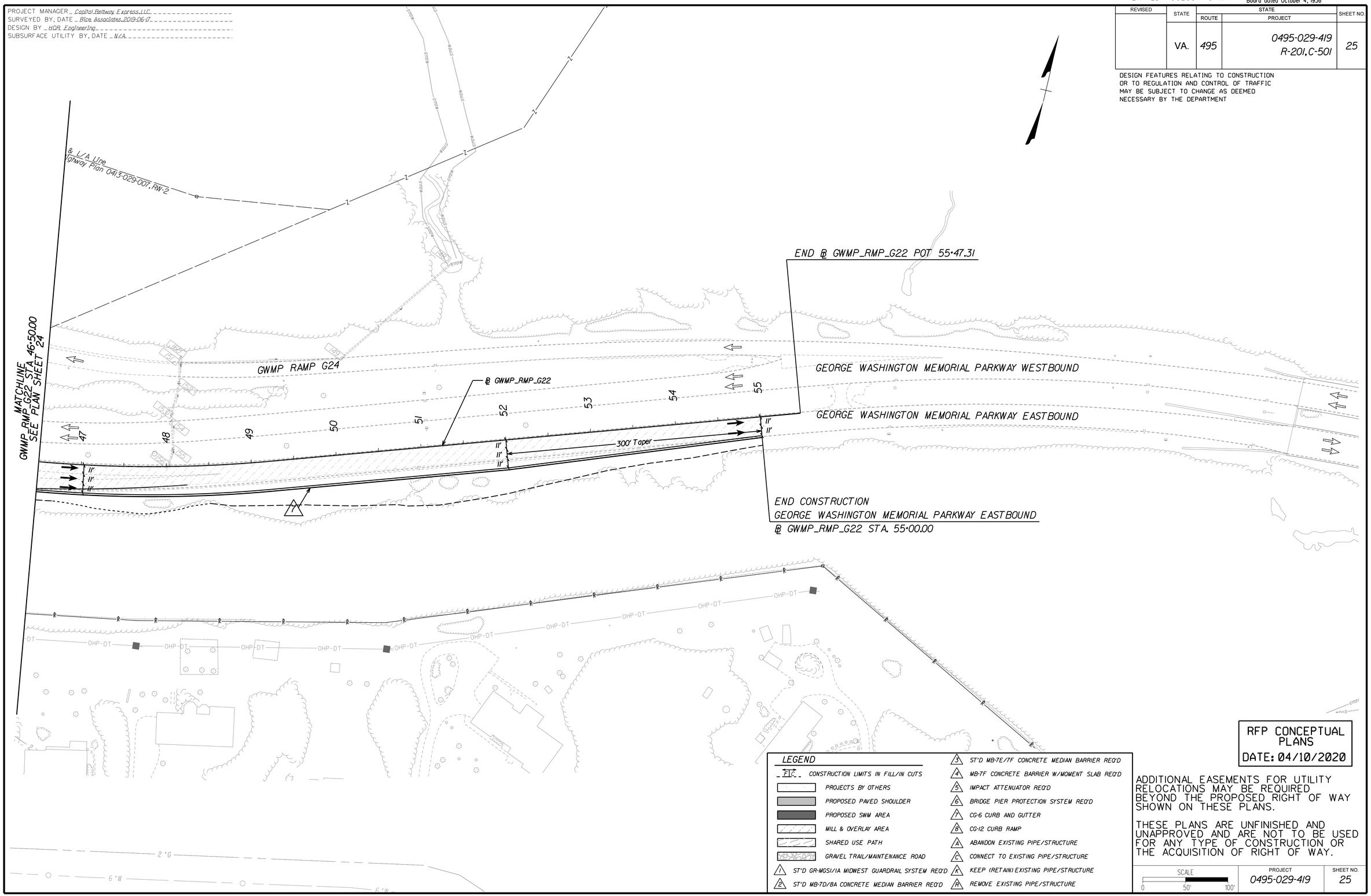
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	24RW

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	25

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
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- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	25

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

GWMP RAMP G22

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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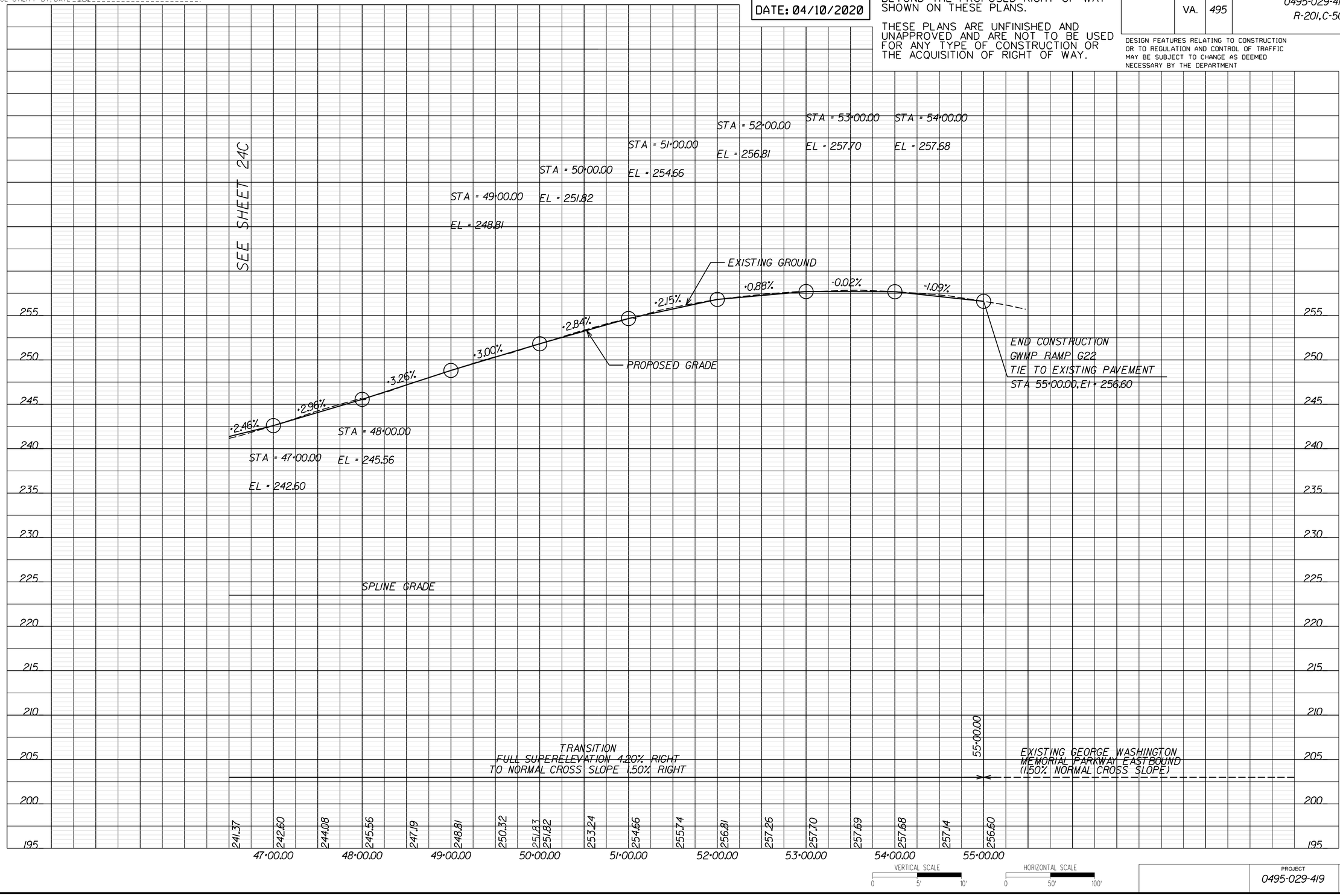
REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	25A

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



VERTICAL SCALE 0 5' 10'

HORIZONTAL SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	25A

Sunday, April 12, 2020 06:07:51 PM
18:07:51

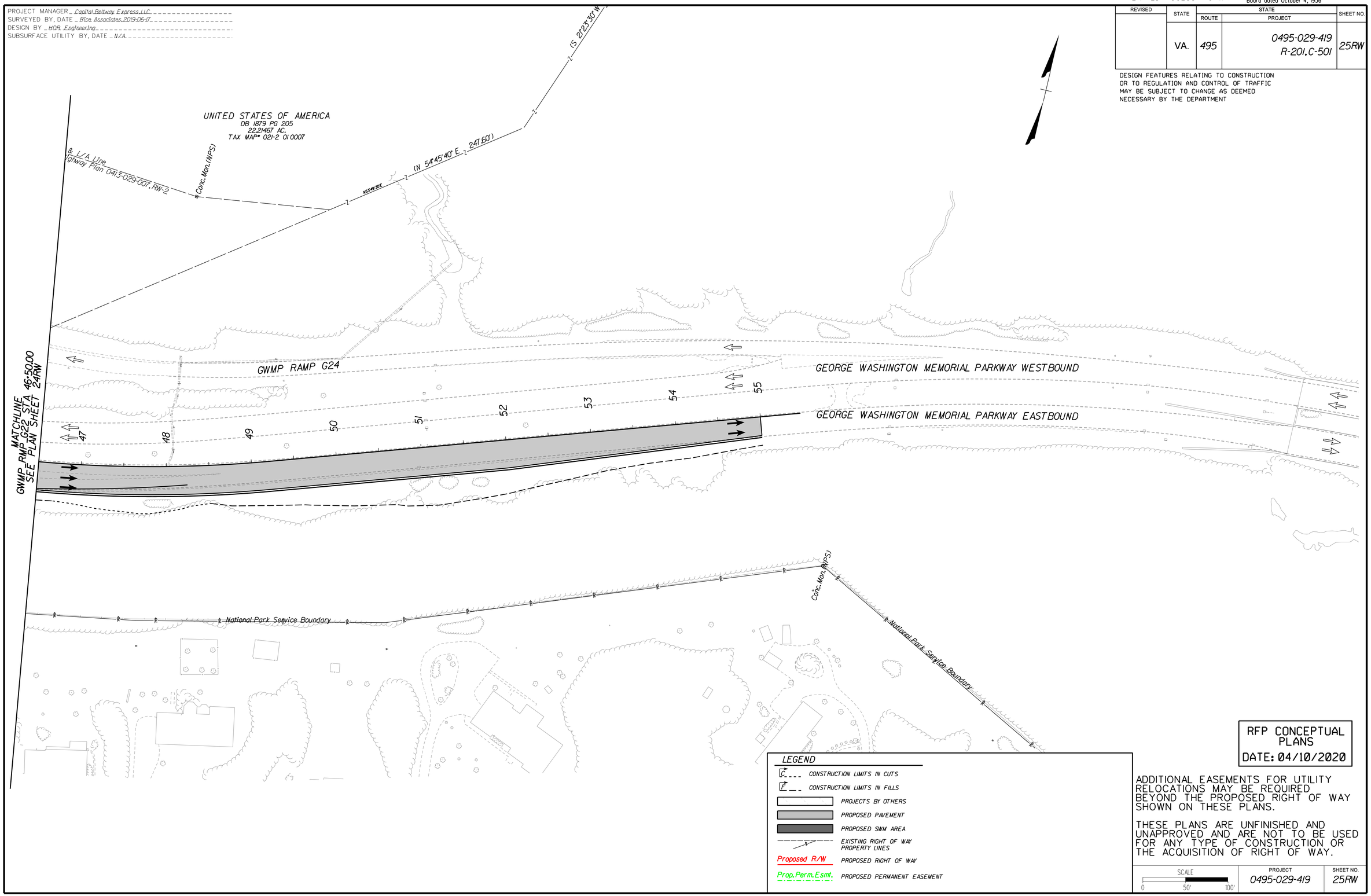
dxxxxxxsht-25RW.dgn
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	25RW

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



LEGEND

- CONSTRUCTION LIMITS IN CUTS
- CONSTRUCTION LIMITS IN FILLS
- PROJECTS BY OTHERS
- PROPOSED PAVEMENT
- PROPOSED SWM AREA
- EXISTING RIGHT OF WAY PROPERTY LINES
- Proposed R/W — PROPOSED RIGHT OF WAY
- Prop. Perm. Esmt. — PROPOSED PERMANENT EASEMENT

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DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	25RW

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-051, C-501	TS(1)

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

VDOT (Division) or Co. Name
(Location), Virginia
(TECHNICAL DISCIPLINE)

INDEX OF SHEETS

Sheet No.:	Sheet Description:
TS(1)	Index of Sheets, General Notes & Legend
TS(2)	Traffic Signal Plan - VA 193 & I-495 SB Ramp
TS(3)	Traffic Signal Plan - VA 193 & I-495 NB Ramp
TS(4)	Traffic Signal Plan - VA 193 & Balls Hill Rd

GENERAL NOTES - TRAFFIC SIGNALS

1. All unused wires in the signal heads shall be capped individually with crimp type caps.
2. Unless otherwise indicated, presence loop detectors shall be placed 5 feet in front of the stop lines. Loop detection shall be installed in accordance with Standard TD-IC.
3. The top of the PF-2 foundation for the pedestal poles shall be flush with the sidewalks and designed in accordance with the Standard.
4. Pedestrian actuated pushbuttons shall be installed in accordance with Standard PA-2; mounting height should take into consideration the handrail. Standard HR-1 proposed in the road plans and the device positioned above it with a minimum of 2 inches clearance. Pushbuttons shall be located a maximum distance of 4 feet from the back of the curb ramp.
5. Pedestrian signal head assemblies mounted on pedestal poles shall be installed in accordance with Standard SMB-1,2 or 3. All pedestrian signal heads shall be cast aluminum; heads mounted on signal pole uprights shall be installed in accordance with Standard SMB-3.
6. Signal head assemblies shall be installed on the mast arms in accordance with Standard SM-3.
7. Trench excavation shall be performed in accordance with Standard ECI-1.
8. The electrical service shall be installed in accordance with Standard SE-3, Type A.
9. The metal riser conduit used in conjunction with the electrical service shall be a minimum of 1.25" in diameter.
10. Junction boxes shall be in accordance with Standard JB-S1, S2 & S3; concrete collars also shall be marked with all conduit entrances as directed in the R&B Standards and in accordance with the PF-8 standard for signal pole foundations and the controller cabinet foundation.
11. Mast arm mounted signs shall be installed in accordance with Standard SMD-2. Mast arm mounted street name signs shall be mounted using three (3) SMD-2 hanger assemblies for each sign panel.
12. Controller cabinet foundation shall be in accordance with Drawing CF-3.
13. Mast arm signal pole foundations shall be in accordance with Standard PF-8.

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 (Std.PF-2)		
Pedestal Pole and Foundation (Std.PA-3)		
Traffic Signal Head w/ Backplate		
Traffic Signal Head w/o Backplate		
Pedestrian Signal Head		
Pedestrian Pushbutton & Sign	P.B.	P.B.
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 (Std.as noted on plans)	J	J
Signal Luminaire (250 W) and Arm		
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)	VDZ 6' x 20'	VDZ 6' x 20'
Conduit		

PLAN ITEM		PLAN SYMBOL PROPOSED	PLAN SYMBOL EXISTING
Electrical Service Meter		SM	SM
Electrical Service Safety Switch (Disconnect)		SD	SD
Controller Cabinet	Ground Mounted	CC	C
Controller Cabinet	Pole Mounted	C	C
Master Controller Cabinet	Ground Mounted	MC	MC
Master Controller Cabinet	Pole Mounted	MC	MC
Controller Cabinet & Foundation	Std.CF-1	C 1	C 1
Controller Cabinet & Foundation	Std.CF-3	C 3	C 3
Controller Cabinet & Foundation	Std.CF-4	C 4	C 4
Master Controller Cabinet & Foundation	Std.CF-1	MC 1	MC 1
Master Controller Cabinet & Foundation	Std.CF-3	MC 3	MC 3
Master Controller Cabinet & Foundation	Std.CF-4	MC 4	MC 4
Uninterruptible Power Supply Cabinet		UPS	UPS

LABELS

Signal Pole or Controller	A	Proposed Signal Head	2	Signal Phasing	Ø2	Sign	S-1
Cable and Conduit	4	Existing Signal Head	2	Pedestrian Phasing	P2	Video Detection Camera	VDC-1
Junction Box	S3	Proposed Pedestrian Signal Head	P2			Emergency Preemption Detector	EVP-1
		Existing Pedestrian Signal Head	P2				

14. Traffic signal foundation depths & above ground foundation projection/reveal (if needed) shall be determined by the Contractor in accordance with PF-8 standards after the signal pole soil test bores are completed. Signal poles and foundations shall be in accordance with the Special Provisions including maximum loading conditions. The pole supplier shall provide foundation designs & shop drawings that are signed and sealed by a Professional Engineer, licensed to practice in Virginia. The top of all signal pole foundations shall be installed 4" above the highest point of the roadway pavement in which the mast arm(s) is extending over to allow for the required signal head to pavement distances per the MUTCD.
15. All proposed signal equipment shall be installed within the proposed right of way and no additional right of way is needed.
16. All Traffic Signal equipment shall be in accordance with the VDOT NRO Traffic Signal Specifications.
17. Signal head location and placement on the mast arms shall be verified in the field. Mast arms shall be field drilled.
18. All grounding electrodes and augmented grounding electrodes shall be installed in junction boxes so as to be accessible for future inspections.
19. Final signal timings, including basic minimum and maximum green times, Yellow / All Red times, coordinated timing plans, etc. shall be provided to the VDOT NRO Signal Timings Engineer. These plans should be submitted a minimum of four (4) weeks prior to implementation.
20. All signal heads shall have High Visibility Signal Backplates (HVSBs).
21. All existing signal equipment is to be removed.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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Sunday, April 12, 2020 06:45:00 PM
18:45:00

TRxxxxxx_01
Plotted By: CCHOLKO

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

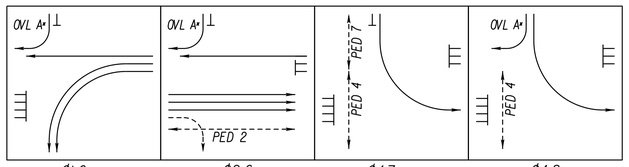
PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-051,C-501	TS(2)

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

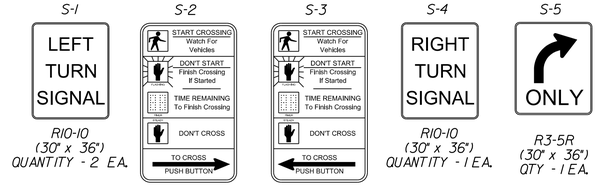
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

Phasing Diagram

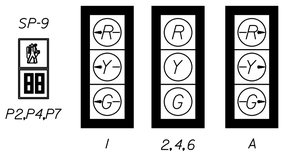


* OVL A SHALL BE PROGRAMMED WITH PARENT PHASES 6 & 8, BUT SHALL BE INACTIVE DURING ACTUATED PEDESTRIAN PHASE 7

Proposed Signs



Proposed Signals



CABLE AND CONDUIT LEGEND

Ⓐ 1-3" Conduit (BORED)
5-14/7c (HDS 1,1,6,6,A)
1-CAT 5E (VDC 1)
3-14/3c (PB)
3-14/5c (HD P4,P7,P7)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

Ⓑ 1-3" Conduit
5-14/7c (HDS 1,1,6,6,A)
1-CAT 5E (VDC 1)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

Ⓒ 1-5" Conduit
11-14/7c (HDS 1,1,2,2,2,4,4,6,6,A,A)
2-CAT 5E (VDC 1,2)
6-14/3c (PB)
6-14/5c (HDS P2,P2,P4,P4,P7,P7)
1-#8 EGC
1-5" Conduit (SPARE)
1-#8 EGC

Ⓓ 1-4" Conduit (BORED)
6-14/7c (HDS 2,2,2,4,4,A)
1-CAT 5E (VDC 2)
3-14/3c (PB)
3-14/5c (HDS P2,P2,P4)
1-#8 EGC
1-4" Conduit (SPARE)
1-#8 EGC

Ⓔ 1-3" Conduit
6-14/7c (HDS 2,2,2,4,4,A)
1-CAT 5A (VDC 2)
1-14/3c (PB)
1-14/5c (HD P2)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

Ⓕ 1-2" Conduit (BORED)
2-14/3c (PB)
2-14/5c (HDS P2,P4)
1-#8 EGC
1-2" Conduit (SPARE)
1-#8 EGC

Ⓖ 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P4)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

Ⓗ 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P2)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

Ⓘ 1-2" Conduit (BORED)
2-14/3c (PB)
2-14/5c (HDS P4,P7)
1-#8 EGC
1-2" Conduit (SPARE)
1-#8 EGC

Ⓙ 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P4)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

Ⓚ 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P7)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

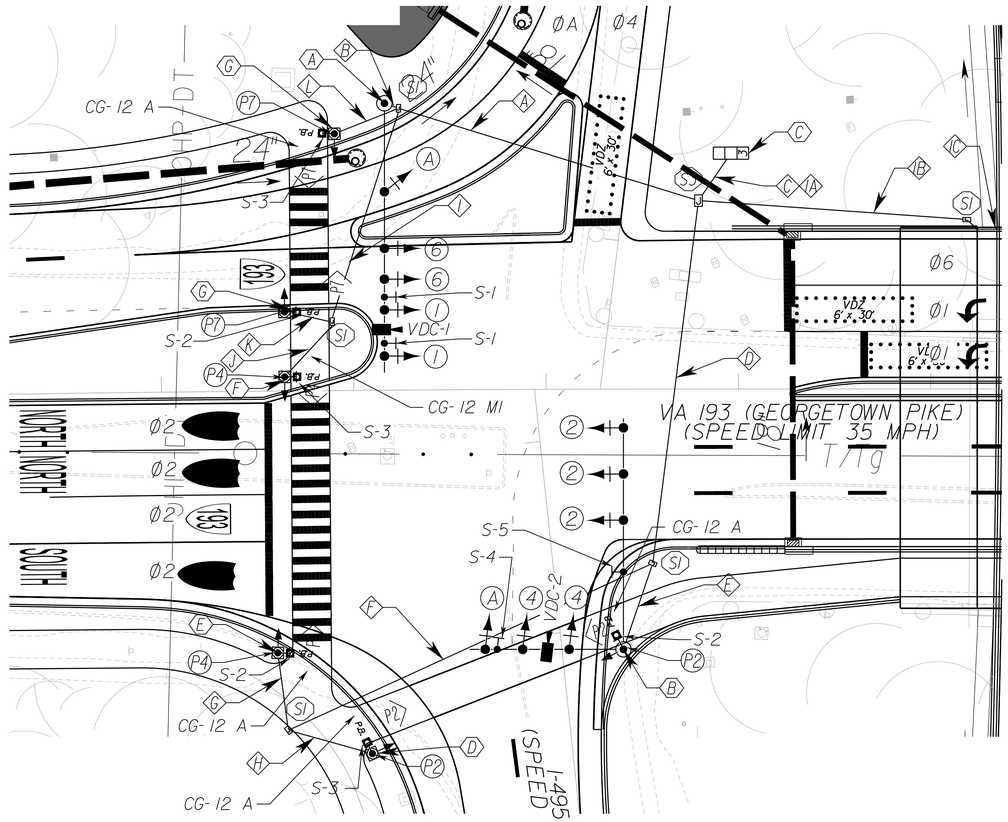
Ⓛ 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P7)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

Ⓐ 1 - 2" Conduit
1-FOC

Ⓑ 1 - 2" Conduit
1-FOC

Ⓒ 1 - 2" Conduit
1-FOC

ACRONYM/ABBREVIATION DEFINITION:
VDC - Video Detection Cable
EGC - Equipment Grounding Conductor
HD - HEAD HDS - HEADS
FOC - FIBER OPTIC CABLE (12 STRAND SINGLE MODE FIBER)
PB - Pedestrian Beacon



Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO CENTER OF POLE)

Ⓐ POLE TYPE MP-3
70' Arm

Ⓑ POLE TYPE MP-3
1-40' Arm, 1-60' Arm

Ⓒ CONTROLLER CABINET & FOUNDATION (CF-3)

Ⓓ PEDESTAL POLE (PF-2),12'

Ⓔ PEDESTAL POLE (PF-2),12'

Ⓕ PEDESTAL POLE (PF-2),12'

Ⓖ PEDESTAL POLE (PF-2),12'

Ⓗ PEDESTAL POLE (PF-2),12'

VA 193 (GEORGETOWN PIKE) & I-495 SB RAMP

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

JUNCTION BOX LEGEND

All Junction Boxes shall conform to St'd. JB-S2 unless otherwise noted on the plans.

(S3) Denotes St'd. JB-S3

(S1) Denotes St'd. JB-S1

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0495-029-419	TS(2)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

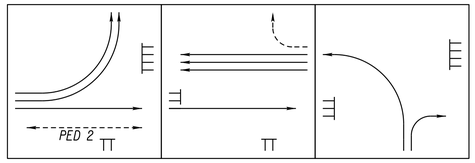
PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A._____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-051,C-501	TS(3)

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

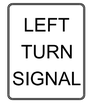
VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

Phasing Diagram



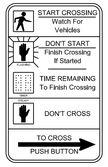
Proposed Signs

S-1



R10-10
(30" x 36")
QUANTITY - 2 EA.

S-2



R10-3eR
(9" x 15")
QTY - 1 EA.

S-3

R10-3eL
(9" x 15")
QTY - 1 EA.

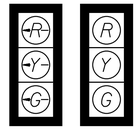
S-4

R3-5R
(30" x 36")
QTY - 1 EA.

Proposed Signals

SP-9

P2



5 2,4,6

Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO CENTER OF POLE)

- Ⓐ POLE TYPE MP-3
  1-49' Arm, 1-75' Arm
- Ⓑ POLE TYPE MP-3
  40' Arm
- Ⓒ CONTROLLER CABINET & FOUNDATION (CF-3)
- Ⓓ PEDESTAL POLE (PF-2), 12'

CABLE AND CONDUIT LEGEND

Ⓐ 1-4" Conduit
- 9-14/7c (HDS 2,2,4,4,5,5,6,6,6)
- 2-CAT 5E (VDC 1,2)
- 2-14/3c (PB)
- 2-14/5c (HDS P2,P2)
- 1-#8 EGC

1-4" Conduit (SPARE)
- 1-#8 EGC

Ⓑ 1-3" Conduit
- 5-14/7c (HDS 4,4,6,6,6)
- 1-CAT 5E (VDC 1)
- 1-#8 EGC

1-3" Conduit (SPARE)
- 1-#8 EGC

Ⓒ 1-3" Conduit (BORED)
- 4-14/7c (HDS 2,2,5,5)
- 1-CAT 5E (VDC 2)
- 2-14/3c (PB)
- 2-14/5c (HDS P2,P2)
- 1-#8 EGC

1-3" Conduit (SPARE)
- 1-#8 EGC

Ⓓ 1-3" Conduit
- 4-14/7c (HDS 2,2,5,5)
- 1-CAT 5E (VDC 2)
- 1-14/3c (PB)
- 1-14/5C (HD P2)
- 1-#8 EGC

1-3" Conduit (SPARE)
- 1-#8 EGC

Ⓔ 1-1.5" Conduit (BORED)
- 1-14/3c (PB)
- 1-14/5C (HD P2)
- 1-#8 EGC

1-1.5" Conduit (SPARE)
- 1-#8 EGC

Ⓒ 1-2" Conduit
- 1-FOC

Ⓓ 1-2" Conduit
- 1-FOC

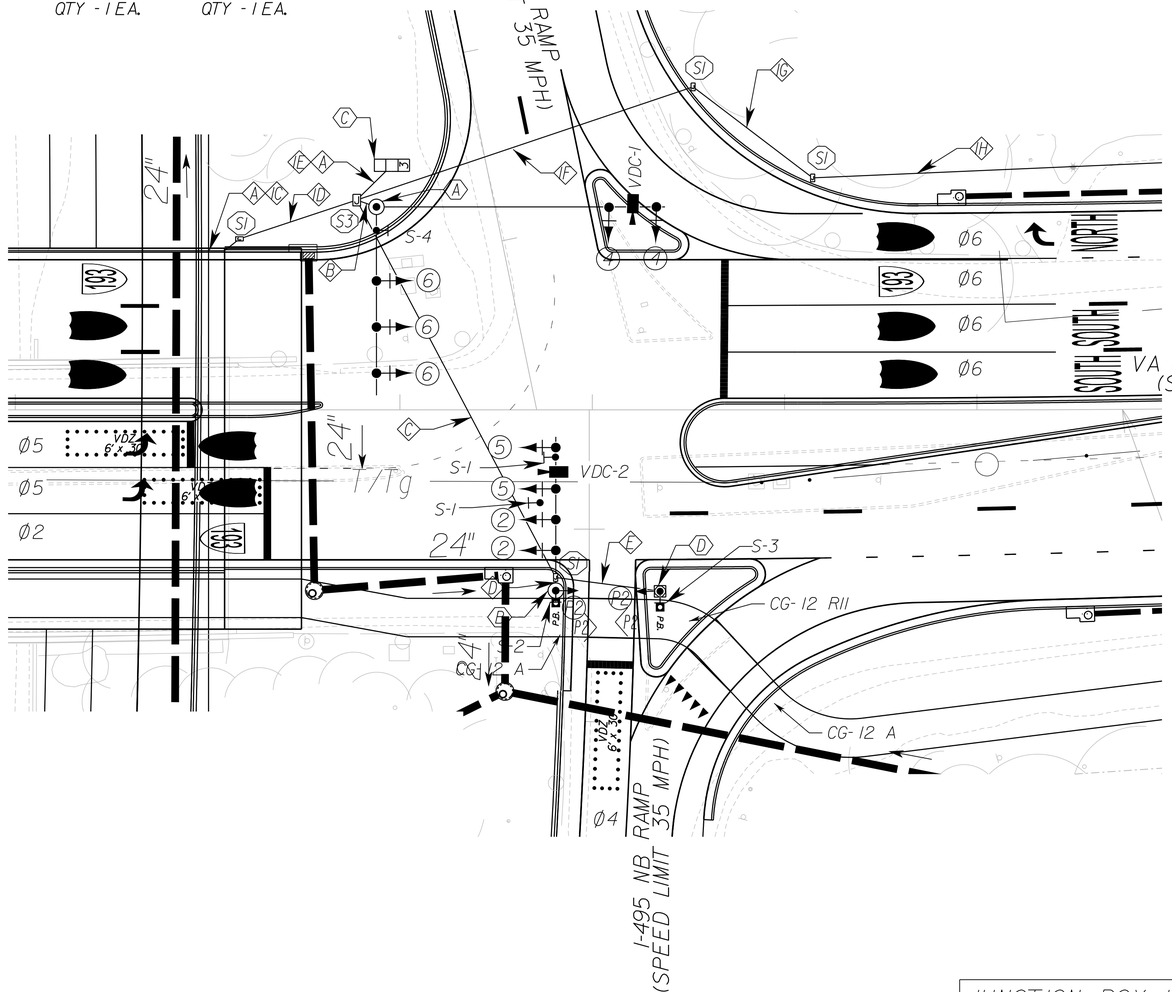
Ⓔ 1-2" Conduit
- 1-FOC

Ⓕ 1-2" Conduit (BORED)
- 1-FOC

Ⓖ 1-2" Conduit
- 1-FOC

Ⓗ 1-2" Conduit
- 1-FOC

ACRONYM/ABBREVIATION DEFINITION:
VDC - Video Detection Cable
EGC - Equipment Grounding Conductor
HD - HEAD HDS - HEADS
FOC - FIBER OPTIC CABLE (12 STRAND SINGLE MODE FIBER)
PB - Pedestrian Beacon



VA 193 (GEORGETOWN PIKE)
& I-495 NB RAMP

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

JUNCTION BOX LEGEND

All Junction Boxes shall conform to St'd. JB-S2 unless otherwise noted on the plans.

- (S3) Denotes St'd. JB-S3
- (S1) Denotes St'd. JB-S1

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0495-029-419	TS(3)

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _____
SURVEYED BY, DATE _____
DESIGN BY _HDR Engineering_____
SUBSURFACE UTILITY BY, DATE _N/A_____

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-051,C-501	TS(4)

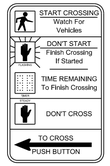
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

VDOT (Division) or Co. Name (Location), Virginia (TECHNICAL DISCIPLINE)

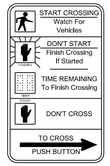
Proposed Signs

S-1

R10-VI
(30" x 30")
QTY - 4 EA.

S-2


R10-3eL
(9" x 15")
QTY - 5 EA.

S-3


R10-3eR
(9" x 15")
QTY - 3 EA.

S-4

R3-5A
(30" x 36")
QTY - 3 EA.

S-5

D3-1
(VARS X 18")
QTY - 2 EA.

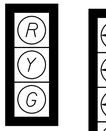
S-6

D3-1
(VARS X 18")
QTY - 2 EA.

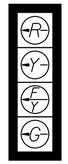
Proposed Signals

SP-9

P2, P4
P6, P8



2,4,6,8

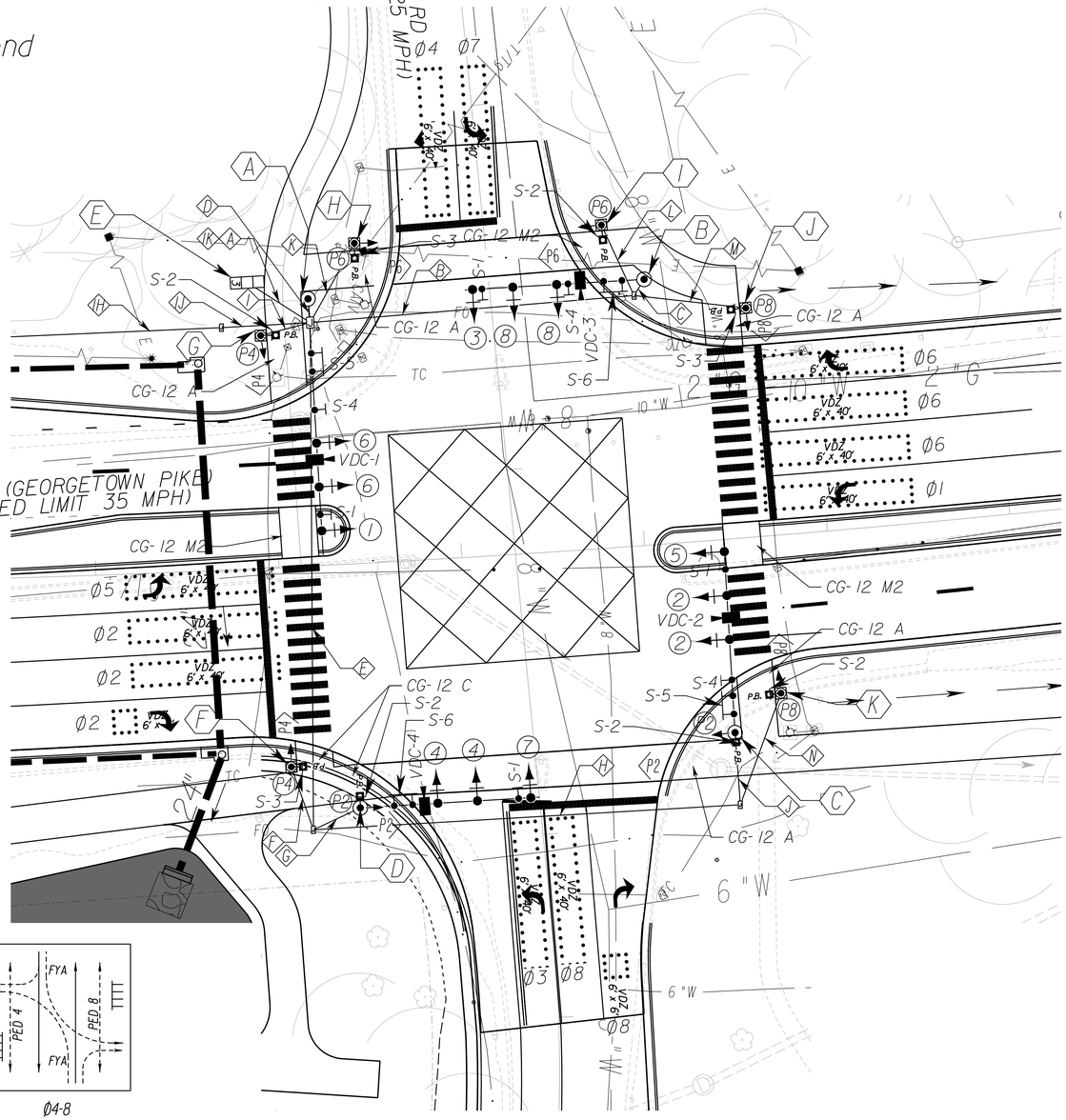


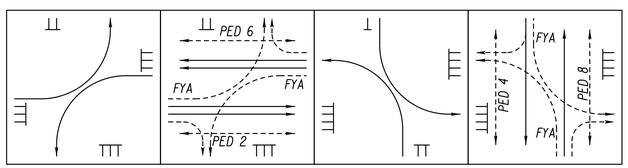
1,3,5,7

Signal Pole & Controller Legend

(ALL DIMENSIONS ARE TO CENTER OF POLE)

- (A) POLE TYPE MP-3, 70' Arm
- (B) POLE TYPE MP-3, 49' Arm
- (C) POLE TYPE MP-3, 60' Arm
- (D) POLE TYPE MP-3, 49' Arm
- (E) CONTROLLER CABINET & FOUNDATION (CF-3)
- (F) PEDESTAL POLE (PF-2), 12'
- (G) PEDESTAL POLE (PF-2), 12'
- (H) PEDESTAL POLE (PF-2), 12'
- (I) PEDESTAL POLE (PF-2), 12'
- (J) PEDESTAL POLE (PF-2), 12'
- (K) PEDESTAL POLE (PF-2), 12'





Ø1-5 Ø2-6 Ø3-7 Ø4-8

CABLE AND CONDUIT LEGEND

(A) 1-5" Conduit
12-14/7c (HDS 1,2,2,3,4,4,5,6,6,7,8,8)
4-CAT 5E (VDC 1,2,3,4)
8-14/3c (PB)
8-14/5c (HDS P2,P2,P4,P4)
1-#8 EGC
1-5" Conduit (SPARE)
1-#8 EGC

(B) 1-2" Conduit (BORED)
3-14/7c (HDS 3,8,8)
1-CAT 5E (VDC 3)
1-#8 EGC
1-2" Conduit (SPARE)
1-#8 EGC

(C) 1-2" Conduit
3-14/7c (HDS 3,8,8)
1-CAT 5E (VDC 3)
1-#8 EGC
1-2" Conduit (SPARE)
1-#8 EGC

(D) 1-2" Conduit
3-14/7c (HDS 1,6,6)
1-CAT 5E (VDC 1)
1-#8 EGC
1-2" Conduit (SPARE)
1-#8 EGC

(E) 1-4" Conduit (BORED)
6-14/7c (HDS 2,2,4,4,5,7)
2-CAT 5E (VDC 2,4)
4-14/3c (PB)
4-14/5c (HDS P2,P2,P4,P8)
1-#8 EGC
1-4" Conduit (SPARE)
1-#8 EGC

(F) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P4)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(G) 1-3" Conduit
3-14/7c (HDS 4,4,7)
1-CAT 5E (VDC 4)
1-14/3c (PB)
1-14/5c (HD P2)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

(H) 1-3" Conduit (BORED)
3-14/7c (HDS 2,2,5)
1-CAT 5E (VDC 2)
2-14/3c (PB)
2-14/5c (HDS P2,P8)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

(I) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P4)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(J) 1-3" Conduit
3-14/7c (HDS 2,2,5)
1-14/3c (PB)
1-14/5c (HD P2)
1-CAT 5E (VDC 2)
1-#8 EGC
1-3" Conduit (SPARE)
1-#8 EGC

(K) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P6)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(L) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P6)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(M) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P6)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(N) 1-1.5" Conduit
1-14/3c (PB)
1-14/5c (HD P6)
1-#8 EGC
1-1.5" Conduit (SPARE)
1-#8 EGC

(H) 1-2" Conduit
1-FOC

(J) 1-2" Conduit
1-FOC

(K) 1-2" Conduit
1-FOC

ACRONYM/ABBREVIATION DEFINITION:
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VA 193 (GEORGETOWN PIKE) & BALLS HILL RD

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 20' 40'	0495-029-419	TS(4)

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC _____
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _____
DESIGN BY _ HDR Engineering _____
SUBSURFACE UTILITY BY, DATE _ N/A _____

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	1

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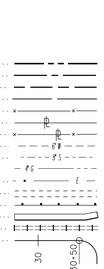
I-495 Express Lanes Project NEXT
Utility Coordination Plan Set
JANUARY 17, 2020

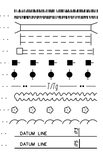
- 12 "SAN — SANITARY SEWER
- E — ELECTRIC
- 12 "W — WATER
- G — GAS UTILITY
- FO Duct — FIBER OPTIC DUCT BANK
- T/Tg — TELECOM LINE
- OHP-DT — ELECTRIC TRANSMISSION
- ELECTRIC TRANSMISSION TOWER
- PROPOSD NOISE BARRIER
- PROPOSED RETAINING WALL
- PROPOSED ITS INFRASTRUCTURE
- PROPOSED DRAINAGE

CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
CITY,TOWN OR VILLAGE
RIGHT OF WAY LINE
FENCE LINE
UNFENCED PROPERTY LINE
FENCED PROPERTY LINE
WATER LINE
SANITARY SEWER LINE
GAS LINE
ELECTRIC UNDERGROUND CABLE
TRAVELED WAY
GUARD RAIL
RETAINING WALL
RAILROADS
BASE OR SURVEY LINE



LEVEE OR EMBANKMENT
BRIDGES
CULVERTS
DROP INLET
POWER POLES
TELEPHONE OR TELEGRAPH POLES
TELEPHONE OR TELEGRAPH LINES
HEDGE
TREES
HEAVY WOODS
GROUND ELEVATION
GRADE ELEVATION



UTILITY CONTACTS:

DOMINION ENERGY VIRGINIA
3072 CENTREVILLE ROAD
HERNDON, VA 20171
CONTACT: MICHAEL MONCRIEFFE
TELEPHONE: 571-203-5251
EMAIL: MICHAEL.MONCRIEFFE@DOMINIONENERGY.COM

VERIZON VIRGINIA, LLC
22001 LOUDON COUNTY PKWY
ASHBURN, VA 20147
CONTACT: SCOTT SISK
TELEPHONE: 703-694-6530
EMAIL: SCOTT.N.SISK@VERIZON.COM

COLUMBIA GAS
4176 BLUDAU DRIVE
WARRENTON, VA 20187
CONTACT: CHRISTOPHER SCOTT
TELEPHONE: 540-341-4544
EMAIL: CHRISTOPHERSCOTT@NISOURCE.COM

COMCAST
11101 UNIVERSITY BLVD
MANASSAS, VA 20110
CONTACT: AMY GOAD
TELEPHONE: 301-625-3407
EMAIL: AMY_GOAD@COMCAST.NET

DOMINION ENERGY VIRGINIA TRANSMISSION
701 EAST CARY STREET
RICHMOND, VA 23261
CONTACT: KYLE KENY
TELEPHONE: 804-771-3548
EMAIL: KYLE.A.KENY@DOMINIONENERGY.COM

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12000 GOVERNMENT CENTER PKWY
FAIRFAX, VA 22035
CONTACT: LANA TRAN
TELEPHONE: 703-324-5025
EMAIL: LANA.TRAN@FAIRFAXCOUNTY.ORG

FAIRFAX WATER
8570 EXECUTIVE PARK AVE
FAIRFAX, VA 22031
CONTACT: RICHARD PELLE
TELEPHONE: 703-289-6338
EMAIL: RPELLE@FAIRFAXWATER.ORG

COX COMMUNICATIONS
3080 CENTREVILLE ROAD
HERNDON, VA 20171
CONTACT: JOSHUA ARNOLD
TELEPHONE: 703-480-5157
EMAIL: JOSHUA.ARNOLD@COX.COM

WASHINGTON GAS TRANSMISSION
6801 INDUSTRIAL ROAD
SPRINGFIELD, VA 22151
CONTACT: ROGER GAULT
TELEPHONE: 703-750-4285
EMAIL: ROGERGAULT@WASHGAS.COM

CENTURYLINK GOVERNMENT
2900 TOWERVIEW ROAD
HERNDON, VA 20171
CONTACT: NOAH DOBBINS
TELEPHONE: 703-464-7529
EMAIL: NOAH.DOBBINS@CENTURYLINK.COM

CROWN CASTLE
196 VAN BUREN STREET
HERNDON, VA 20170
CONTACT: FRANK HUBER
TELEPHONE: 202-438-4703
EMAIL: FRANK.HUBER@CROWNCASTLE.COM

VERIZON BUSINESS
12379 SUNRISE VALLEY DRIVE
RESTON, VA 20191
CONTACT: ADAM RICE
TELEPHONE: 671-220-8978
EMAIL: ADAM.RICE@VERIZON.COM

NOTE:
1. ALL UNDERGROUND UTILITY DATA WAS OBTAINED AND IS DEPICTED IN ACCORDANCE WITH CI/ASCE 38-02 SUE QUALITY LEVEL C DESIGNATION. SUBSURFACE UTILITIES SHOWN ON THE PLANS ARE ACCORDING TO RECORDS.
2. THIS PLAN IS FOR THE COORDINATION BETWEEN THE UTILITY COMPANIES AND THE PLAN DESIGNERS IN ORDER TO BEST UNDERSTAND THE LOCATION OF UTILITIES IN RELATION TO THE DESIGN AND TO AID IN RESOLVING CONFLICTS. ALL UNDERGROUND FACILITIES MAY NOT BE DEPICTED. IT SHALL BE THE RESPONSIBILITY OF DESIGNERS TO DETERMINE THE LOCATION OF ALL UNDERGROUND FACILITIES.
3. TRIANGULAR-SHAPED CALLOUTS ARE NOT PART OF THE UTILITY COORDINATION PLAN SET.
4. THE LOCATION OF TRAFFIC SIGNAL EQUIPMENT WAS EXCLUDED FROM CONSIDERATION IN THE IDENTIFICATION OF UTILITY CONFLICTS FOR THIS PROJECT.

Mattern & Craig
ENGINEERS •
701 FIRST STREET, S.W.
ROANOKE, VIRGINIA 24016
FAX (540) 345-7691

ENGINEERING CONTACTS:
MATTERN & CRAIG, INC. (UTILITIES)
BRADLEY C. CRAIG, P.E.

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	1

PROJECT MANAGER _ Capital Beltway Express, LLC _
SURVEYED BY, DATE _ Rice Associates, 2019-06-17 _
DESIGN BY _ HDR Engineering _
SUBSURFACE UTILITY BY, DATE _ N/A _

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	2

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PROJECT NEXT PRELIMINARY DESIGN UTILITY TRACKING REPORT

Sheet #	Utility Company	Type	Utility - UG/OH/BA	Utility Size	Station	Potential Conflict Description	Description/Notes
3	UNK	Electric	UG	UNK	150+30, LT (495GP SB)	Road	Possible conflict with DTR Ramp E1 construction
4	UNK	F.O. Duct	UG	UNK	1059+40, RT (495GP NB)	Bridge	Possible conflict with bridge pier construction
4	Fairfax Co. Dept. of Public Works	San. Sewer	UG	18"	1064+00, RT (495GP NB)	72" SD	Possible conflict with 72" storm drain pipe
4	Fairfax Co. Dept. of Public Works	San. Sewer	UG	18"	1065+75, RT (495GP NB)	18" SD	Possible conflict with 18" SD
4	Fairfax Co. Dept. of Public Works	San. Sewer	UG	18"	1067+90, LT (495GP NB)	Bridge	Possible conflict with bridge pier construction
5	Fairfax Co. Dept. of Public Works	San. Sewer	UG	24"	1077+60, RT (495GP NB)	15" SD	Possible conflict with 15" SD
5	Dominion Energy	Electric	OH	UNK	1078+95, RT (495GP NB)	SD, Wall, Grading	Possible conflict with road widening, wall, SD
5	Dominion Energy	Electric	UG	UNK	576+50, LT (495XL NB)	Trail	Possible conflict with trail earthwork
5	Dominion Energy	Trans. Tower	UG	UNK	578+00, LT (495XL NB)	Trail	Possible conflict with trail earthwork
6	Dominion Energy	Electric	UG	UNK	21+30, LT (LEW TRL)	42" SD	Possible conflict with 42" SD
6	Dominion Energy	Electric	UG	UNK	22+60 - 29+50, LT (LEW TRL)	Trail	Possible conflict with trail earthwork
6	Dominion Energy	Electric	UG	UNK	26+45, LT (LEW TRL)	18" SD	Possible conflict with 18" SD
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	8"	29+50 - 30+50, LT (LEW TRL)	Ditch/Trail	Possible conflict with trail earthwork
7	Fairfax Co. Dept. of Public Works	San. Sewer	UG	8"	37+25 - 41+60, LT (LEW TRL)	Pond	Possible conflict with SWM basin
7	Dominion Energy	Electric	UG	UNK	37+80 - 41+60, LT (LEW TRL)	Pond	Possible conflict with SWM basin
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	8"	43+40 - 43+57, LT (LEW TRL)	Dry Swale	Possible conflict with dry swale
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	8"	43+57 - 45+60, LT (LEW TRL)	Dry Swale	Possible conflict with dry swale
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	27"	44+90, LT (LEW TRL)	Dry Swale	Possible conflict with dry swale
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	27"	610+40, RT (495XL NB)	Wall	Possible conflict with retaining wall
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	27"	47+50 - 48+75, LT (LEW TRL)	Grading	Possible conflict with grading/drainage
8	Dominion Energy	Electric	OH	N/A	26+50 - 33+50 (RTE 738)	Road	Possible conflict with road realignment
8	Dominion Energy	Electric	UG	N/A	50+50-52+50, LT LEW TRL)	SWM Basin	Possible conflict with SWM Basin 5K
8	Verizon	Cell Tower Site	UG/OH	N/A	612+50 - 613+50, LT (495XL NB)	Grading	Possible conflict with express lanes/grading
8	Fairfax Co. Dept. of Public Works	San. Sewer	UG	8"	223+45, LT & RT (495XL SB)	66" SD/60" SD	Possible conflict with 66" SD & 60" SD
8	Washington Gas Light	Gas	UG	2"	624+30, RT (495XL NB)	Ditch	Possible conflict with ditch grading
11	UNK	OHE	OH	N/A	17+50, LT (GTP)	Side walk	Possible Conflict with side walk
11	UNK	Tel. Comm.	UG	N/A	19+40, LT (GTP)	Road	Possible Conflict with road widening
11	UNK	Tel. Comm.	UG	N/A	23+00, LT (GTP)	Road	Possible Conflict with road widening
11	UNK	Tel. Comm.	UG	N/A	11+30, RT (GTP NE RAMP)	Road	Possible Conflict with grading
11	Fairfax Water	Water	UG	8"	24+50 - 25+50, LT (GTP)	Road	Possible Conflict with road construction
11	UNK	Tel. Comm.	UG	N/A	7+20, LT (GTP RAMP NW)	Road	Possible conflict with ramp realignment
12	Dominion Energy	Electric	OH	N/A	656+00, LT & RT (495XL NB)	ITS Facilities	Possible conflict with ITS equipment
12	Washington Gas Light	Gas	UG	2"	676+60, RT (495XL NB)	Guardrail	Possible conflict with guardrail construction
12	UNK	Fiber Optic	UG	6"	673+15, RT (495XL NB)	Road	Possible conflict with road widening
12	Fairfax Water	Water	UG	8"	676+60 - 677+50 (495XL NB)	Guardrail	Possible conflict with guardrail construction
12	Fairfax Water	Water	UG	8"	676+60 - 677+50 (495XL NB)	Guardrail	Possible conflict with guardrail construction
13	Fairfax Water	Water	UG	8"	676+60 - 677+50 (495XL NB)	Guardrail	Possible conflict with guardrail construction
13	Dominion Energy	Electric	OH	N/A	280+20 - 285+10, RT (495XL SB)	Road	Possible conflict with road realignment
13	Fairfax Water	Water	UG	N/A	15+10, RT (LIVE OAK DRIVE))	Road	Possible conflict with new road alignment
13	Fairfax Water	Water	UG	6"	683+75, RT (495XL NB)	Drainage	Possible conflict with drainage facility
13	Fairfax Water	Water	UG	6"	684+25, LT (495XL NB)	Drainage/Ret. Wall	Possible conflict with drainage/retaining wall
13	Fairfax Water	Water	UG	6"	285+25, LT (495XL SB)	Sound Wall	Possible conflict with sound wall
13	Fairfax Water	Water	UG	6" / 8"	286+30, LT (495XL SB)	Road	Possible conflict with road construction
13	Fairfax Water	Water	UG	Varies	286+50, LT (495XL SB)	Road	Possible conflict with road construction
13	Fairfax Water	Water	UG	8"	286+60, LT (495XL SB)	Drainage	Possible conflict with 60" SD
13	Fairfax Water	Water	UG	8"	287+00, LT (495XL SB)	Wall	Possible conflict with sound wall
13	Dominion Energy	Electric	UG	N/A	41+75, LT (GWMP RAMP G21)	Road	Possible conflict with road construction
14	Dominion Energy	Electric	UG	N/A	42+25, - 48+50 LT (GWMP RAMP G21)	Road	Possible conflict with road construction
14	Crown Castle	ITS Facilities	UG	N/A	697+35, RT (495XL NB)	Drainage	Possible conflict with drainage facility
19	Fairfax Co. Dept. of Public Works	Sewer	UG	18"	26+50, RT (DTR RAMP E3)	Road	Possible conflict with ramp construction
19	Fairfax Co. Dept. of Public Works	Sewer	UG	8"	19+50, RT (DTR RAMP E3)	Drainage	Possible conflict with 15" SD
19	Fairfax Co. Dept. of Public Works	Sewer	UG	8"	18+50, RT (DTR RAMP E3)	Drainage	Possible conflict with 24" SD
21	Dominion Energy	Electric	OH	N/A	27+80, RT (RTE 738)	Road	Possible conflict with road realignment
21	Dominion Energy	Electric	OH	N/A	31+45, LT (RTE 738)	Road	Possible conflict with road realignment
22	Fairfax Water	Water	UG	12"	14+50, RT (RTE 193)	Road	Possible conflict with road grading
22	Verizon	T/TG	UG	N/A	15+15, RT (RTE 193)	Drainage	Possible conflict with 18" SD
22	Dominion Energy	Electric	OH	N/A	15+70, LT (RTE 193)	Drainage	Possible conflict with dry swale
22	Verizon	T/TG	UG	N/A	16+95, RT (RTE 193)	Drainage	Possible conflict with 24" SD
23	Fairfax Water	Water	UG	10"	26+50 - 30+00, LT (RTE 193)	Drainage	Possible conflict with 24" SD
23	UNK	Tel. Comm.	UG	N/A	26+50, LT (RTE 193)	Drainage	Possible conflict with intersection wideing
23	Verizon	T/TG	UG	N/A	26+70, RT (RTE 193)	Road	Possible conflict with 24" SD
23	Fairfax Water	Water	UG	8"	25+50 - 29+80 LT (RTE 193)	Road	Possible conflict with road widening
23	UNK	Tel. Comm.	UG	N/A	28+00, LT (RTE 193)	Drainage	Possible conflict with intersection wideing
23	Washington Gas Light	Gas	UG	2"	27+20 - 26+50, LT (RTE 193)	Road	Possible conflict with road construction
23	Washington Gas Light	Gas	UG	2"	21+60 - 22+00, LT (Balls Hill RD)	Trail	Possible conflict with traill construction

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	2

Saturday, April 11, 2020 11:17:37 AM
11:17:37 AM

NEXT Plan Sheet 03 - Utilities
Plotted By: localuser

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	ROUTE	PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	3

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

PROJECT MANAGER _ Capital Beltway Express LLC
SURVEYED BY, DATE _ Rice Associates 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- ABANDON EXISTING PIPE/STRUCTURE
- CONNECT TO EXISTING PIPE/STRUCTURE
- KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- REMOVE EXISTING PIPE/STRUCTURE
- 1 STD GR-MGS1/2 MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 STD MB-7D/BA CONCRETE MEDIAN BARRIER REQ'D
- 3 STD MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 STD GR-8A/B TYPE III W/ MGS TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 STD GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	3

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	4

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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

MATCHLINE
495XL_SB STA 153+50.00
495XL_NB STA 553+50.00
495GP_NB STA 1057+00.00
SEE PLAN SHEET 3

RAMP TO SCOTTS CROSSING ROAD
RAMP FROM SCOTTS CROSSING ROAD
495 EXPRESS LANES SOUTHBOUND
495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
DULLES TOLL ROAD EASTBOUND
DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND
DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND
DTR RAMP E6
DTR RAMP E5
DTR RAMP G2
DTR RAMP G3
DTR RAMP E1
DTR RAMP E3
DTR RAMP GIO
SCOTTS RUN

PT159+59.19
PC162+28.76
PT553+83.15
PC556+40.05
PT560+51.59
PT1057+09.17
PC565+98.89
PC43+08.06
PT167+22.17
PC39+78.92
PT37+94.66
PT42+38.60
PT42+70.06
PC15+31.03

@ 495XL_SB
@ 495XL_NB
@ 495GP_NB
@ DTR_RMP_GIO

Exist. FAA R/W
Exist. VDOT R/W & L/A Line
Per VDOT Highway Plan 0413-029-007, RW-1

BEGIN PROJECT 0495-029-419
BEGIN CONSTRUCTION
495 EXPRESS LANES NORTHBOUND
@ 495XL_NB STA. 567+00.00

RETAINING WALL RW01
(SEE RETAINING WALL PLANS)

END BRIDGE B-6XX
@ DTR_RMP_E1 STA. 41+26.17

MATCHLINE
495XL_SB STA 167+50.00
495XL_NB STA 567+50.00
495GP_NB STA 1057+00.00
DTR_RMP_E1 STA 44+25.00
SEE PLAN SHEET 5

POSSIBLE CONFLICT BETWEEN PROPOSED BRIDGE AND EXIST. SAN. SEWER

BEGIN CONSTRUCTION
I-495 GP LANES NORTHBOUND
@ 495GP_NB PC 1069+62.75

MATCHLINE
DTR_RMP_GIO STA 18+50.00
SEE PLAN SHEET 5

END CONSTRUCTION
DULLES TOLL ROAD RAMP G3
END @ DTR_RMP_G3
PT 46+66.35

BEGIN BRIDGE B-6XX
@ DTR_RMP_E1 STA. 36+74.56

END CONSTRUCTION
DTR RAMP E3
END @ DTR_RMP_E3
POT 25+88.42
@ DTR_RMP_E1
STA. 36+53.02, 24.00' RT

BEGIN CONSTRUCTION
DTR RAMP GIO
@ DTR_RMP_GIO PCC 17+70.00

MATCHLINE
DTR_RMP_E1 STA 28+50.00
DTR_RMP_G3 STA 44+50.00
SEE PLAN SHEET 3

EXISTING NOISE BARRIER TO REMAIN
BEGIN BRIDGE B-6XX
@ DTR_RMP_E1 STA. 30+28.82

END BRIDGE B-6XX
@ DTR_RMP_E1 STA. 33+90.05

RETAINING WALL RW13 (SEE RETAINING WALL PLANS)
RET. WALL RW31 (SEE RETAINING WALL PLANS)

POSSIBLE CONFLICT BETWEEN NEW BRIDGE AND EXIST. FO DUCT

POSSIBLE CONFLICTW BETWEEN STREAM GRADING AND EXIST. SEWER

POSSIBLE CONFLIST BETWEEN STORMDRAIN AND EXIST. SEWER

MATCHLINE
DTR_RMP_E3 STA 23+00.00
SEE PLAN SHEET 19

4-01 4-02 4-12

300' Taper 200' Taper 115' Taper 400' Taper

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

1. ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2. ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3. ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4. MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
6. BRIDGE PIER PROTECTION SYSTEM REQ'D
7. ST'D GR-TG4-2 TYPE II W/ MGS4 TRANSITION REQ'D
8. IMPACT ATTENUATOR REQ'D
9. ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	4

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	5

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

POSSIBLE CONFLICT BETWEEN TRAIL AND EXIST. UNDERGROUND ELECT.

POSSIBLE CONFLICT BETWEEN TRAIL AND EXIST. POWER TRANSMISSION TOWER

POSSIBLE CONFLICT BETWEEN ROAD WIDENING/SD PIPE/WALL AND EXIST. UNDERGROUND ELECT.

POSSIBLE CONFLICT BETWEEN SD PIPE AND EXIST. SEWER

SWM FACILITY ACCESS FROM TRAIL

SWM-1A BIORETENTION

SWM-1B DRY SWALE

PROPOSED CLASS I RIPRAP WITH GEOTEXTILE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE

1. ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2. ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3. ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4. MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
6. BRIDGE PIER PROTECTION SYSTEM REQ'D
7. ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
8. IMPACT ATTENUATOR REQ'D
9. ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	5

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	6

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

POSSIBLE CONFLICT BETWEEN SD PIPE AND EXIST. UNDERGROUND ELECT./ EXIST. SEWER

POSSIBLE CONFLICT BETWEEN SD PIPE/TRAIL AND EXIST. UNDERGROUND ELECT.

POSSIBLE CONFLICT BETWEEN SD FACILITIES/TRAIL AND EXIST. SEWER

MATCHLINE LEW_TRL STA 15+00.00 SEE PLAN SHEET 5

MATCHLINE 495XL_SB STA 195+50.00 495XL_NB STA 595+50.00 LEW_TRL STA 29+50.00 SEE PLAN SHEET 7

MATCHLINE 495XL_SB STA 181+50.00 495XL_NB STA 581+50.00 495GP_NB STA 1005+00.00 SEE PLAN SHEET 5

HUNTMASTER LN

I-495 GP LANES SOUTHBOUND

495 EXPRESS LANES SOUTHBOUND

495 EXPRESS LANES NORTHBOUND

I-495 GP LANES NORTHBOUND

℄ LEW_TRL

℄ 495XL_SB

℄ 495XL_NB

℄ 495GP_NB

EXISTING NOISE BARRIER TO REMAIN

PROPOSED NOISE BARRIER 13B

PROPOSED NOISE BARRIER 13D

RETAINING WALL RW02 (SEE RETAINING WALL PLANS)

RETAINING WALL RW03 (SEE RETAINING WALL PLANS)

Proposed R/W

Proposed Perm. Esmt.

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-1

925' Acceleration Lane

300' Taper

END ℄ 495GP_NB PT 1092+43.06 = ℄ 495XL_NB STA. 589+00.00, 28.00' RT

BEGIN CONSTRUCTION 495 EXPRESS LANES SOUTHBOUND I-495 GP LANES SOUTHBOUND ℄ 495XL_SB STA. 192+50.42

POI-1

POI-2

POI-3

Ex. 10' Sanitary Sewer Esmt. DB 4760 PG 357

Ex. 25' Sanitary Sewer Esmt. DB 2576 PG 169

Ex. Private Conservation Esmt. DB 19319 PG 125

Ex. 10' Trail Esmt. DB 23298 PG 718

DP # 2108/59

SCOTTS RUN

041 044 086 058

6-01 6-02 6-11 6-12 6-21 6-22 6-23 6-31 6-32 6-41 6-42 6-54 6-55 6-60 6-61 6-62 6-72 6-73 6-100 6-101 6-102

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	6

Saturday, April 11, 2020 11:18:16 AM
11:18:16 AM

NEXT Plan Sheet 07 - Utilities
Plotted By: localuser

LIMITED ACCESS HIGHWAY
By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	7

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Bice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A

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

LEGEND

Symbol	Description	Symbol	Description
F/C	CONSTRUCTION LIMITS IN FILL/IN CUTS	1	ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
	PROJECTS BY OTHERS	2	ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
	PROPOSED PAVED SHOULDER	3	ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
	PROPOSED SWM AREA	4	MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
	MILL & OVERLAY AREA	6	BRIDGE PIER PROTECTION SYSTEM REQ'D
	SHARED USE PATH	7	ST'D GR-FOA-2 TYPE II W/ MGS4 TRANSITION REQ'D
A	ABANDON EXISTING PIPE/STRUCTURE	8	IMPACT ATTENUATOR REQ'D
C	CONNECT TO EXISTING PIPE/STRUCTURE	9	ST'D GR-MGS2 TANGENT END TERMINAL REQ'D
K	KEEP (RETAIN) EXISTING PIPE/STRUCTURE		
R	REMOVE EXISTING PIPE/STRUCTURE		

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	7

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	8

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

MATCHLINE ODD STA 17+50.00 SC-RUN TRL STA 11+50.00 SEE PLAN SHEET 20

POSSIBLE CONFLICT BEWTEEN BIORETENTION, SD FACILITIES AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN DRY SWALE AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN GRADING AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN BIORETENTION BASIN, 24" SD AND EXIST. UNDERGROUND ELECTRIC

TIE TO BRIDGE SCOUR COUNTERMEASURES. SEE BRIDGE PLANS FOR

POSSIBLE CONFLICT BETWEEN GRADING AND EXIST. POWER TRANSMISSION TOWER

POSSIBLE CONFLICT BETWEEN DRY SWALE/SD FACILITIES AND EXIST. SEWER

SEE NOTE 1

SEE NOTE 2

SWM FACILITY ACCESS FROM TRAIL

SWM-5H BIORETENTION

SWM-5K BIORETENTION

SWM-5F DRY SWALE

SWM-6E DRY SWALE

POSSIBLE CONFLICT BETWEEN BIORETENTION AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN NEW EXPRESS LANES/GRADING AND EXIST. CELL TOWER/SITE

POSSIBLE CONFLICT BETWEEN RETAINING WALL AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN ITS CONDUIT AND EXIST. SEWER

POSSIBLE CONFLICT BETWEEN ROAD SHIFT AND EXIST. OVERHEAD UTILITIES/UTILITY POLE

POSSIBLE CONFLICT BETWEEN SD PIPE AND EXIST. SEWER

MATCHLINE ODD STA 26+50.00 SEE PLAN SHEET 21

MATCHLINE 495XL_SB STA 209+50.00 495XL_NB STA 209+50.00 LEW_TRL STA 45+50.00 SEE PLAN SHEET 7

MATCHLINE 495XL_SB STA 223+50.00 495XL_NB STA 623+50.00 LEW_TRL STA 57+75.00 SEE PLAN SHEET 9

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- (A) ABANDON EXISTING PIPE/STRUCTURE
- (C) CONNECT TO EXISTING PIPE/STRUCTURE
- (K) KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- (R) REMOVE EXISTING PIPE/STRUCTURE
- (1) ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- (2) ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- (3) ST'D MB-7E/8E CONCRETE MEDIAN BARRIER REQ'D
- (4) MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- (5) BRIDGE PIER PROTECTION SYSTEM REQ'D
- (7) ST'D GR-TRI-2 TYPE II W/ MGS4 TRANSITION REQ'D
- (8) IMPACT ATTENUATOR REQ'D
- (9) ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

NOTES:

1. TOE OF STREAMBANK STABILIZATION TO BE EMBEDDED INTO THE STREAMBED.
2. PROPOSED STREAMBANK STABILIZATION, CLASS I RIPRAP WITH GEOTEXTILE.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	8

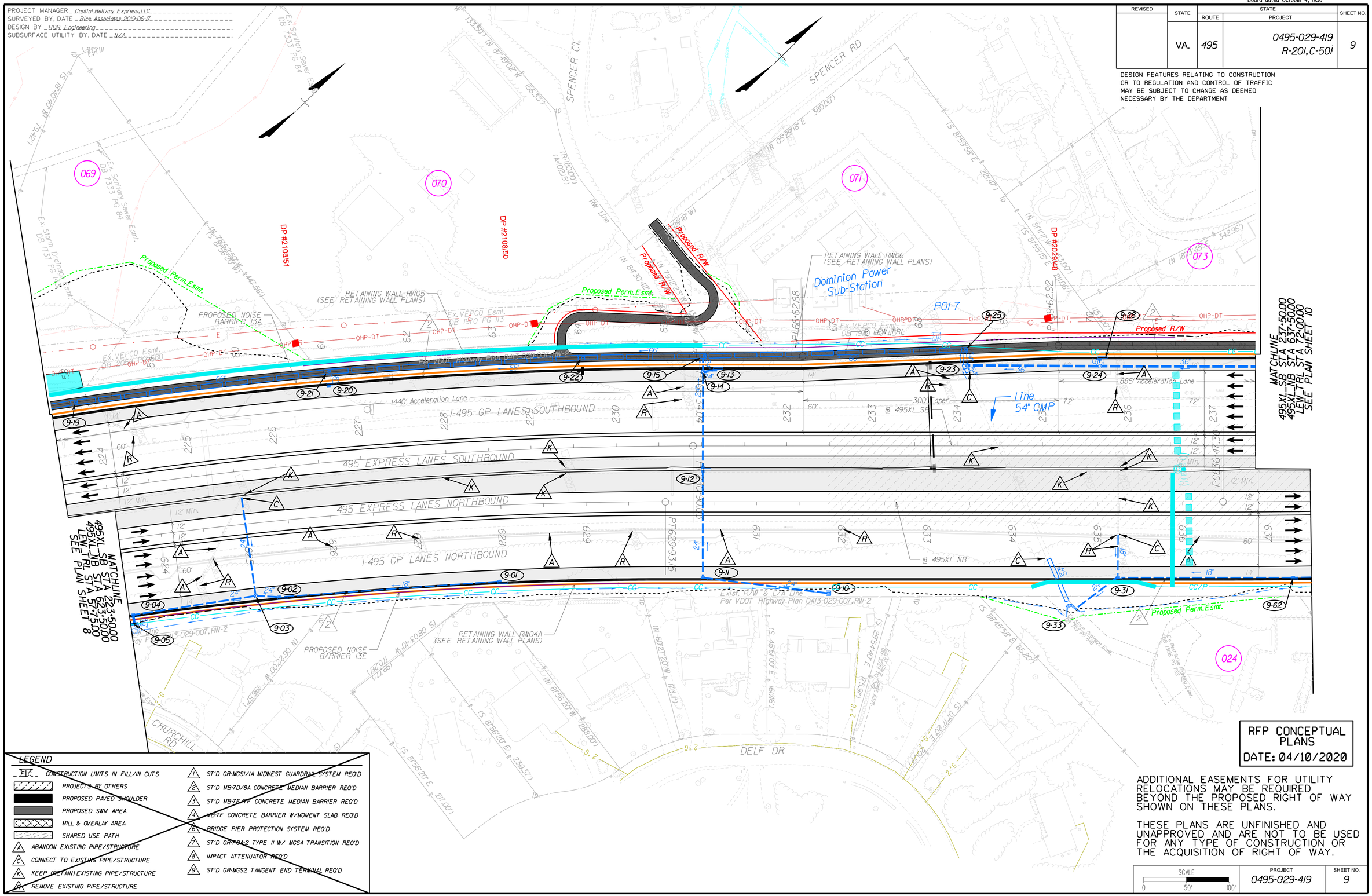
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	9

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE 0 50' 100'	PROJECT	SHEET NO.
	0495-029-419	9

Saturday, April 11, 2020 11:18:55 AM
11:18:55 AM

NEXT Plan Sheet 10 - Utilities
Plotted By: localuser

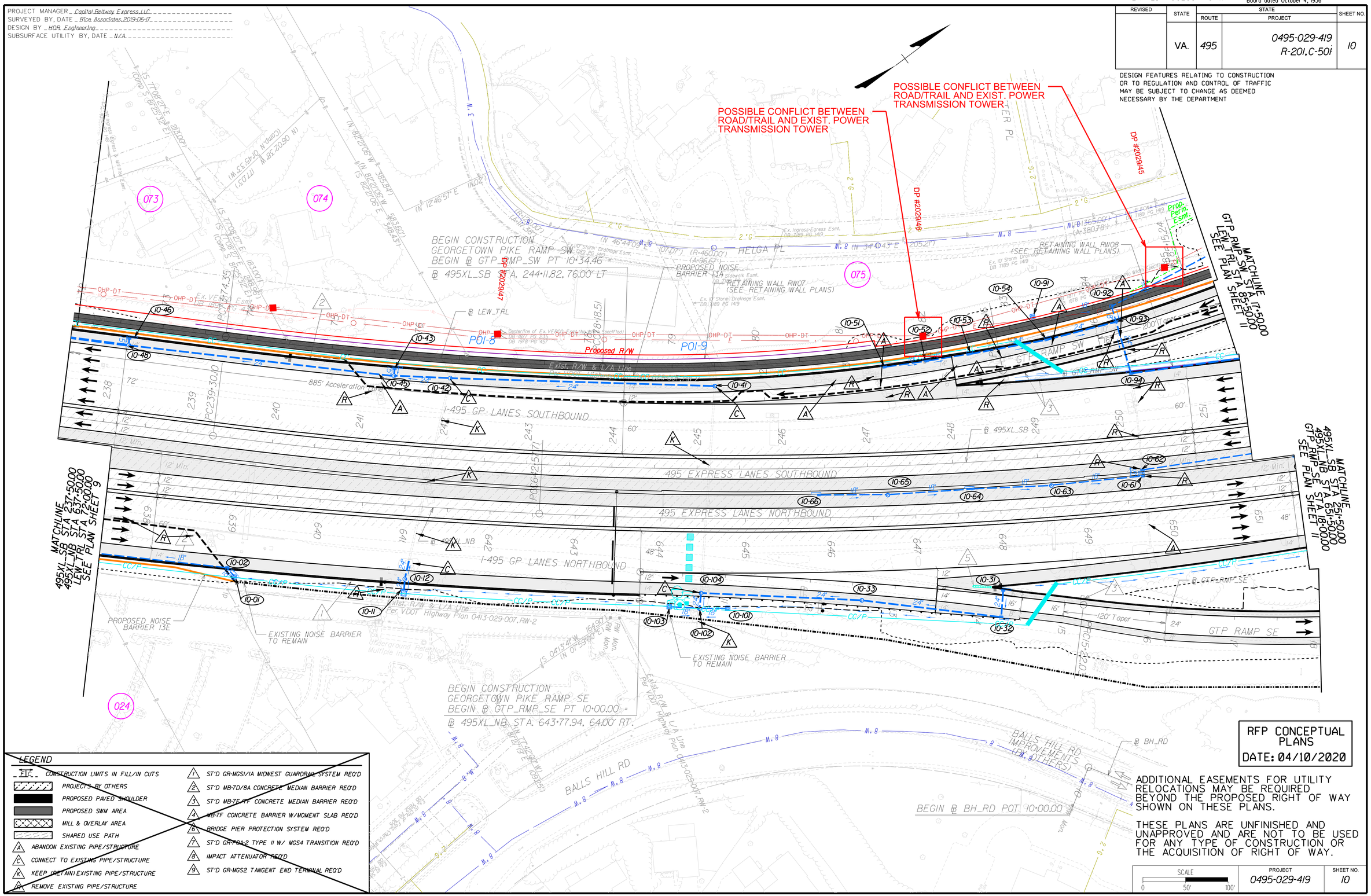
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	10

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 ST'D GR-FOA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	10

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	11

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MATCHLINE GTP STA 17+00.00 SEE PLAN SHEET 22

END CONSTR. LEWINSVILLE SHARED USE PATH
END ℄ LEW_TRL PT 89+10.32=
℄ NOVA RAIL PARTNERS STA 18+79.92 73.58' RT

Proposed Perm. Esmt.
Proposed C.L. HORSE BARRIER

℄ LEW_TRL

SWM-9B BIORETENTION

℄ GTP_RMP_SW STA. 10+88.45.53 = ℄ GTP_RMP_SW STA. 8+53.08

OHP-DT

MATCHLINE GTP_RMP_SW STA 17+50 SEE PLAN SHEET 10

200' Taper

GTP RAMP SW

END CONSTRUCTION - GTP RAMP SW
END ℄ GTP_RMP_SW POT 21+63.63 =
℄ GTP POC 18+96.98

RETAINING WALL RW08 (SEE RETAINING WALL PLANS)

I-495 GP LANES SOUTHBOUND

EXISTING BRIDGE TO BE REMOVED

495 EXPRESS LANES SOUTHBOUND

℄ GTP POT 21+68.89 =

MATCHLINE 495XL_SB STA 251+50.00 495XL_NB STA 651+50.00 SEE PLAN SHEET 10

POSSIBLE CONFLICT BETWEEN ROAD/BRIDGE/SD CONSTRUCTION AND EXIST. COMM. FACILITIES

POSSIBLE CONFLICT BETWEEN EXPRESS LANES/RAMP BARRIER CONSTRUCTION AND EXIST. CELL TOWER/SITE

END CONSTRUCTION GTP RAMP SE
END ℄ GTP_RMP_SE POT 21+81.02 =
℄ GTP POT 21+81.02

SWM-10 BIORETENTION

℄ GTP_RMP_SE

GTP RAMP SE

℄ GTP_RMP_NW

BEGIN CONSTRUCTION GEORGETOWN PIKE RAMP NW
BEGIN ℄ GTP_RMP_NW POT 4+61.06 =
℄ GTP POC 0+00.00

POSSIBLE CONFLICT BETWEEN SIDEWALK AND EXIST. OVERHEAD UTILITY POLE

℄ GTP STA. 20+12.08

POSSIBLE CONFLICT BETWEEN ROAD WIDENING AND EXIST. TELECOMMUNICATION FACILITIES

SWM-12F BIORETENTION

GTP RAMP NW

BEGIN CONSTRUCTION GWMP RAMP G2I
BEGIN ℄ GWMP_RMP_G2I PC 4+36.83 =
℄ 495XL_SB STA. 256+37.74, 67.50' LT

℄ GWMP_RMP_G2I

RETAINING WALL RW09 (SEE RETAINING WALL PLANS)

POSSIBLE CONFLICT BETWEEN NEW CONSTRUCTION AND EXIST. OVERHEAD UTILITIES/POLES

℄ GTP POT 25+56.98
℄ 495XL_SB POT 25+56.98

495 EXPRESS LANES NORTHBOUND

℄ 495XL_NB

I-495 GP LANES NORTHBOUND

END BRIDGE B-6XX
℄ GTP STA. 22+54.41 N 12° 37' 36" E

POSSIBLE CONFLICT BETWEEN ROAD WIDENING AND EXIST. TELECOMMUNICATION FACILITIES

GTP NE RAMP

POT 10+05.16

BEGIN CONSTRUCTION GTP RAMP NE
BEGIN ℄ GTP_RMP_NE POT 10+05.16 =
℄ GTP POC 0+00.00

POSSIBLE CONFLICT BETWEEN GRADING AND EXIST. TELECOMMUNICATION AND FIBER OPTIC FACILITIES

POSSIBLE CONFLICT BETWEEN ROAD WIDENING AND EXIST. WATER LINE/FIRE HYDRANT

MATCHLINE GTP STA 25+50.00 SEE PLAN SHEET 23

END BRIDGE B-6XX
℄ GTP_RMP_NW STA. 10+69.46

POSSIBLE CONFLICT BETWEEN GTP RAMP NW AND EXIST. TELECOMMUNICATION FACILITIES

RETAINING WALL RW09 (SEE RETAINING WALL PLANS)

℄ GTP_RMP_NW STA. 8+75.83
PRC8+59.04

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

℄ GWMP_RMP_G2I

Proposed Perm. Esmt.
Proposed R/W

GWMP RAMP G2I

GTP RAMP NW

MATCHLINE 495XL_SB STA 265+50.00 495XL_NB STA 665+50.00 GTP_RMP_NW STA 14+50.00 GWMP_RMP_G2I STA 13+50.00 SEE PLAN SHEET 12

PROPOSED NOISE BARRIER 8

REMOVE EXISTING NOISE BARRIER

EXISTING NOISE BARRIER TO REMAIN

END CONSTRUCTION GTP RAMP NE
END ℄ GTP_RMP_NE PT 20+03.97=
℄ 495XL_NB STA. 664+97.84, 64.00' RT.

PT28+95.54

MATCHLINE BH_RD STA 29+50.00 BH_TRL STA 20+84.30 SEE PLAN SHEET 29

POSSIBLE CONFLICT BETWEEN TRAIL CONSTRUCTION AND EXIST. 2" GAS LINE

028

PC18+19.59

℄ BH_TRL

Proposed Perm. Esmt.
Proposed R/W

PC28+21.76

℄ BH_RD

BALLS HILL RD

MATCHLINE BH_RD STA 23+00.00 BH_TRL STA 14+35.08 SEE PLAN SHEET 23

PROPOSED EMERGENCY VEHICLE CROSS OVER

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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LEGEND

- C.L. — CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE

1. ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2. ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3. ST'D MB-7E/8E CONCRETE MEDIAN BARRIER REQ'D
4. MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
5. BRIDGE PIER PROTECTION SYSTEM REQ'D
6. ST'D GR-TOA-2 TYPE II W/ MGS4 TRANSITION REQ'D
7. ST'D GR-MGS2 TANGENT END TERMINAL REQ'D
8. IMPACT ATTENUATOR REQ'D
9. ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	11

Saturday, April 11, 2020 11:19:16 AM
11:19:16 AM

NEXT Plan Sheet 12 - Utilities
Plotted By: localuser

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates 2019:06:17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	12

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

POSSIBLE CONFLICT BETWEEN GWP RAMP G21 AND EXIST. OVERHEAD UTILITY POLE

POSSIBLE CONFLICT BETWEEN GWP RAMP G21 AND EXIST. ELEC. PED.

PROPOSED NOISE BARRIER 10 EXTENSION

END CONSTRUCTION GTP NW SLIP RAMP
END ℄ GTP_NW_SLIP PT 14+76.49 =
℄ GWMP_RMP_G21 STA. 19+86.50

END CONSTRUCTION GTP RAMP NW
END ℄ GTP_RMP_NW POT 25+48.86 =
℄ 495XL_SB STA. 276+33.33, 64.00' LT

END BRIDGE B-6XX
℄ LOD_BR STA. 14+31.43

BEGIN CONSTRUCTION LIVE OAK DRIVE
℄ LOD STA. 11+23.47 =
℄ LOD_BR STA. 14+72.28

BEGIN CONSTRUCTION GTP NW SLIP RAMP
BEGIN ℄ GTP_NW_SLIP
PC 10+00.00 =
℄ GTP_RMP_NW
STA. 15+99.06, 12.00' LT

BEGIN CONSTRUCTION GWMP RAMP G21
BEGIN ℄ GWMP_RMP_G21 PC 6+22.02
℄ 495XL_SB STA. 278+04.43, 12.00' RT.

BEGIN CONSTRUCTION BALLS HILL ROAD
℄ BH_RD STA. 33+69.17

END CONSTRUCTION BALLS HILL SHARED USE PATH
BEGIN CONSTRUCTION OF GRADING FOR FUTURE BALLS HILL SHARED USE PATH
℄ BH_TRL STA. 27+00.00

BEGIN BRIDGE B-6XX
℄ LOD_BR STA. 10+83.10

MATCHLINE
495XL_SB STA 279+50.00
495XL_NB STA 679+50.00
GWMP_RMP_G21 STA 280.000
LOD STA 1325.00
BH_RL STA 34+00.00
SEE PLAN SHEET 13

MATCHLINE
495XL_SB STA 265+50.00
495XL_NB STA 665+50.00
GTP_RMP_NW STA 13+50.00
GWMP_RMP_G21 STA
SEE PLAN SHEET 11

MATCHLINE
BH_RD STA 29+50.00
BH_TRL STA 20+84.30
SEE PLAN SHEET 11

POSSIBLE CONFLICT BETWEEN WALL/TRAIL AND EXIST. FIBER OPTIC FACILITIES

POSSIBLE CONFLICT BETWEEN GUARDRAIL AND EXIST. GAS MAIN

POSSIBLE CONFLICT BETWEEN GUARDRAIL AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN ROAD WIDENING/TRAIL AND EXIST. OVERHEAD UTILITY POLES

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- (A) ABANDON EXISTING PIPE/STRUCTURE
- (C) CONNECT TO EXISTING PIPE/STRUCTURE
- (K) KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- (R) REMOVE EXISTING PIPE/STRUCTURE
- (1) ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- (2) ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- (3) ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- (4) MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- (5) BRIDGE PIER PROTECTION SYSTEM REQ'D
- (7) ST'D GR-TGM-2 TYPE II W/ MGS4 TRANSITION REQ'D
- (8) IMPACT ATTENUATOR REQ'D
- (9) ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	12

Saturday, April 11, 2020 11:19:26 AM
11:19:26 AM

NEXT Plan Sheet 13 - Utilities
Plotted By: localuser

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	13

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

POSSIBLE CONFLICT BETWEEN ROAD REALIGNMENT AND EXIST. FIRE HYDRANT AND WATER METER

POSSIBLE CONFLICT BETWEEN ROAD REALIGNMENT AND EXIST. OVERHEAD UTILITIES/POLES

POSSIBLE CONFLICT BETWEEN RAMP REALIGNMENT STORM DRAINAGE AND EXIST. UNDERGROUND ELECTRIC

POSSIBLE CONFLICT BETWEEN ROAD ALIGNMENT CHANGE AND EXIST. WATER FACILITIES

POSSIBLE CONFLICT BETWEEN ROAD ALIGNMENT CHANGE AND EXIST. WATER PUMP STATION (UNDERGROUND)

POSSIBLE CONFLICT BETWEEN SD PIPE AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN WALL AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN WALL AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN MEDIAN BARRIER AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN PROPOSED CONSTRUCTION AND EXIST. POWER TRANSMISSION TOWER DURING CONSTRUCTION

POSSIBLE CONFLICT BETWEEN RETAINING WALL/SD FACILITIES AND EXIST. WATER LINE

POSSIBLE CONFLICT BETWEEN SD STRUCTURE AND EXIST. WATER LINE

CONFLICT BETWEEN ROAD ALIGNMENT CHANGE AND EXIST. WATER PUMP STATION (UNDERGROUND)

Booster Pump Station Information

1. Booster pump station consists of 10'X6'X7' (Height) underground vault containing two 60-HP booster pumps and piping, valves, and electrical controls.
2. Adjacent site around pump station contains suction/discharge piping, valves, valve vault, and associated electrical cabinets for service drop and controls.
3. Facilities are owned by Fairfax Water. Record drawing information is available.

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
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- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	13

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	14

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

LIVE OAK DRIVE
GREEN OAK DR
GWMP RAMP G21
GWMP RAMP E21
GWMP RAMP G22
RETAINING WALL RW22 (SEE RETAINING WALL PLANS)
PROPOSED NOISE BARRIER 10
RETAINING WALL RW25 (SEE RETAINING WALL PLANS)
RETAINING WALL RW23 (SEE RETAINING WALL PLANS)
POSSIBLE CONFLICT BETWEEN RAMP REALIGNMENT AND EXIST. UNDERGROUND ELECT.
MATCHLINE GWMP_RMP_G21 STA 42+00.00 GWMP_RMP_E21 STA 22+50.00 GWMP_RMP_G22 STA 23+50.00 SEE PLAN SHEET 13
END CONSTRUCTION GWMP RAMP G22
℄ GWMP_RMP_G22 STA. 24+00.00
℄ GWMP_RMP_E21
℄ GWMP_RMP_G22
END CONSTRUCTION GWMP RAMP E21
END ℄ GWMP_RMP_E21 PT 31+54.96±
℄ GWMP_RMP_G21 POC 51+50.00
℄ GWMP_RMP_G21
PROPOSED NOISE BARRIER C
LIVE OAK DRIVE
END CONSTRUCTION GWMP RAMP G21
℄ GWMP_RMP_G21 STA. 54+66.55
BEGIN BRIDGE B-6XX
℄ GWMP_RMP_G21 STA. 54+96.28
END CONSTRUCTION
495 EXPRESS LANES SOUTHBOUND
I-495 GP LANES SOUTHBOUND
℄ 495XL_SB STA. 302+24.26
END ℄ GWMP_RMP_G22 POT 10+00.00 =
℄ 495XL_SB STA. 304+21.95, 71.95' LT
END ℄ 495XL_NBC PT 705+56.56 =
℄ 495XL_SB STA. 306+54.62, 20.62' LT
MATCHLINE 495XL_SB STA 307+00.00 SEE PLAN SHEET 15
BEGIN CONSTRUCTION GWMP RAMP G22
℄ GWMP_RMP_G22 STA. 11+95.66
GWMP RAMP G22
I-495 GP LANES SOUTHBOUND
℄ 495XL_SB
℄ 495XL_NBC
450' Taper
490' Merge Lane
12' 495 EXPRESS LANES SOUTHBOUND
12' 495 EXPRESS LANES NORTHBOUND
I-495 GP LANES NORTHBOUND
POSSIBLE CONFLICT BETWEEN SD PIPE AND EXIST. ITS FACILITY
MATCHLINE 495XL_SB STA 293+50.00 495XL_NBC STA 693+50.00 GWMP_RMP_E22 STA 20+50.00 GWMP_RMP_G22 STA 21+54.79 GWMP_RMP_G23 STA 12+50.00 BH_TRL STA 47+75.00 SEE PLAN SHEET 13
MATCHLINE GWMP_RMP_G21 STA 58+00.00 GWMP_RMP_G22 STA 38+00.00 GWMP_RMP_E22 STA 24+50.81 GWMP_RMP_G23 STA 15+25.00 BH_TRL STA 50+25.00 SEE PLAN SHEET 24
MATCHLINE GWMP_RMP_G22 STA 23+00.00 GWMP_RMP_G23 STA 13+00.00 SEE PLAN SHEET 13
℄ GWMP_RMP_G23
℄ BH_TRL
PROPOSED NOISE BARRIER 9
Proposed R/W
Proposed Perm. Esmt.
DP #2029
END PROJECT 0495-029-419
END CONSTRUCTION 495 EXPRESS/GP LANES NB
℄ 495XL_NBC STA. 702+83.29

LEGEND

C.L.O.F.	CONSTRUCTION LIMITS IN FILL/IN CUTS
	PROJECTS BY OTHERS
	PROPOSED PAVED SHOULDER
	PROPOSED SWM AREA
	MILL & OVERLAY AREA
	SHARED USE PATH
A	ABANDON EXISTING PIPE/STRUCTURE
C	CONNECT TO EXISTING PIPE/STRUCTURE
K	KEEP (RETAIN) EXISTING PIPE/STRUCTURE
R	REMOVE EXISTING PIPE/STRUCTURE
1	ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2	ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3	ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4	MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
6	BRIDGE PIER PROTECTION SYSTEM REQ'D
7	ST'D GR-TG1-2 TYPE II W/ MGS4 TRANSITION REQ'D
8	IMPACT ATTENUATOR REQ'D
9	ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	14

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	15

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

MATCHLINE 495XL_SB STA 307+00.00 SEE PLAN SHEET 14

MATCHLINE SEE BELOW

RIVERCREST DR

LIVE OAK DRIVE

PROPOSED NOISE BARRIER C

Exist. L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

END ℄ 495XL_SB PT 308+42.65

℄ 495XL_SB

72" GENERATOR & PROPANE TANK

I-495 GP LANES SOUTHBOUND

I-495 GP LANES NORTHBOUND

I-495 GP L

X-DMS

MATCHLINE SEE INSET THIS SHEET

GWMP RAMP G24

PROPOSED PIPE 15-13 TO 15-01 WILL HAVE INCREASED COVER TO ALLOW SUFFICIENT CLEARANCE FOR EXISTING PIPE 015 TO 014.

15-01 15-02 15-03 15-04 15-05 15-06 15-07 15-08 15-11 15-12 15-13

℄ BH_TRL

END ℄ BH_TRL F

MATCHLINE BH_TRL STA 62+00.00 SEE PLAN SHEET 24

SEE PLAN SHEET 24

SEE PLAN SHEET 25

Exist. R/W Per VDOT

Exist. R/W & L/A Line Per VDOT Highway Plan 0413-029-007, RW-2

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TBA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	15

Saturday, April 11, 2020 11:19:58 AM
11:19:58 AM

NEXT Plan Sheet 16 - Utilities
Plotted By: localuser

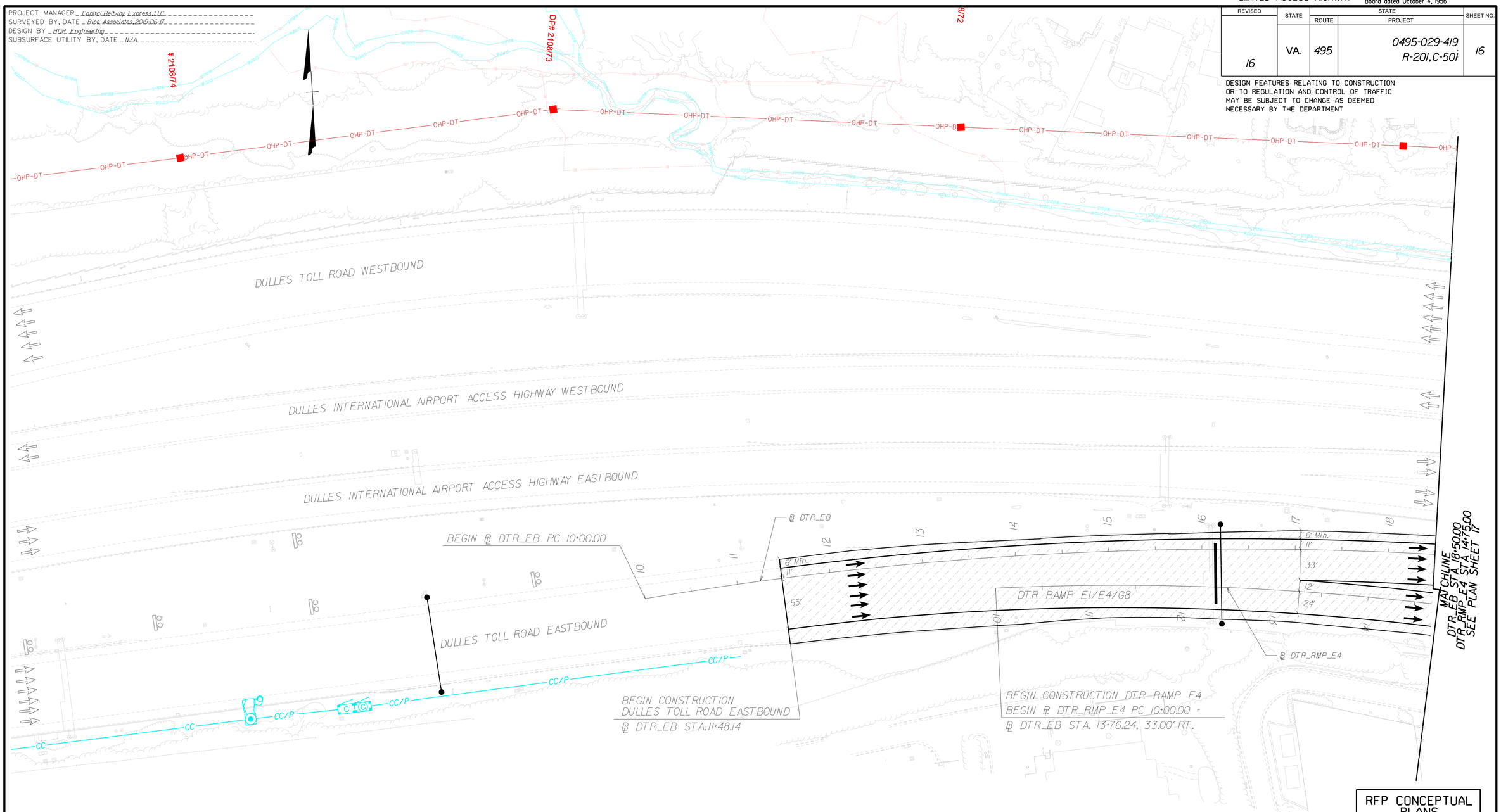
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
16	VA.	495	0495-029-419 R-201, C-501	16

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 ST'D GR-F9A-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	16

Saturday, April 11, 2020 11:20:08 AM
11:20:08 AM

NEXT Plan Sheet 17 - Utilities
Plotted By: localuser

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	17

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

DULLES TOLL ROAD WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND

DULLES TOLL ROAD EASTBOUND

℄ DTR_EB

℄ DTR_RMP_E4

DTR RAMP E1/E4/G8

DTR RAMP G3

DTR RAMP D1

DTR RAMP D2

DTR RAMP E1/E4

DTR RAMP G8

℄ DTR_RMP_G3

CC

Approximate Culvert Location

Approximate Culvert Location

MATCHLINE DTR_EB STA 18+50.00 DTR_RMP_E4 STA 14+75.00 SEE PLAN SHEET 16

MATCHLINE DTR_EB STA 22+50.00 DTR_RMP_G3 STA 25+50.00 DTR_RMP_E4 STA 28+50.00 SEE PLAN SHEET 18

END CONSTRUCTION DTR RAMP E4
℄ DTR_RMP_E4 STA. 20+63.04

BEGIN CONSRUCTION
DULLES TOLL ROAD RAMP G3
BEGIN ℄ DTR_RMP_G3 PC 17+75.31 =
℄ DTR_EB STA. 24+87.63, 33.00' RT.

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

1. ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
2. ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
3. ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
4. MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
6. BRIDGE PIER PROTECTION SYSTEM REQ'D
7. ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
8. IMPACT ATTENUATOR REQ'D
9. ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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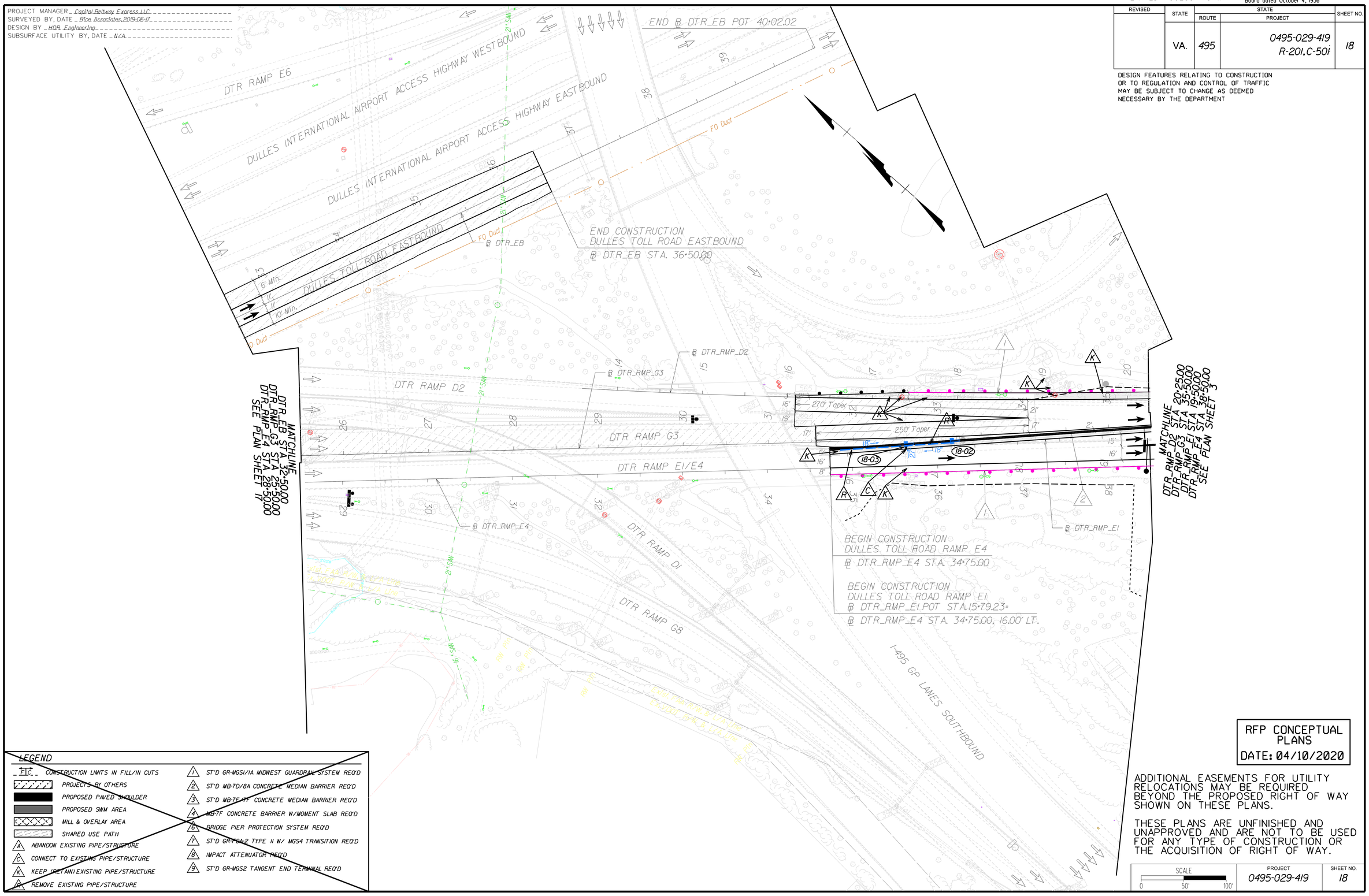
SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	17

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	18

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



LEGEND

- C.L. — CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	18

Saturday, April 11, 2020 11:20:30 AM
11:20:30 AM

PROJECT MANAGER _ Capital Beltway Expressway LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-14
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

NEXT Plan Sheet 19 - Utilities

Plotted By: localuser

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	19

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

DULLES TOLL ROAD WESTBOUND

SWM FACILITY ACCESS FROM GORE AREA

POSSIBLE CONFLICT BETWEEN SD PIPES AND EXIST. SEWER

END CONSTRUCTION
DULLES TOLL ROAD WESTBOUND
℄ DTR_WB STA. 412+78.24

℄ DTR_RMP_E3

SWM DTR-A DRY SWALE

DTR RAMP E3

DOUBLE BOX CULVERT

MATCHLINE DTR_RMP E3 STA 23+00.00 SEE PLAN SHEET 4

RETAINING WALL RW13 (SEE RETAINING WALL PLANS)

POSSIBLE CONFLICT BETWEEN RAMP CONSTRUCTION, DOUBLE BOX CULVERT, STREAM GRADING AND EXIST. SEWER

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY EASTBOUND

DULLES TOLL ROAD EASTBOUND

BEGIN CONSTRUCTION DTR RAMP E3
BEGIN ℄ DTR_RMP_E3 PC 10+00.00
℄ DTR_WB POC 406+78.88

℄ DTR_WB

MATCHLINE SEE INSET THIS SHEET

BEGIN CONSTRUCTION
DULLES TOLL ROAD WESTBOUND
℄ DTR_WB STA. 403+00.00

VALLEY MADISON BOULEVARD VA RTE 123

℄ DTR_WB

DULLES TOLL ROAD WESTBOUND

DULLES INTERNATIONAL AIRPORT ACCESS HIGHWAY WESTBOUND

MATCHLINE SEE ABOVE

280' Decel
100' Taper
12'
cc

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- GRAVEL TRAIL/MAINTENANCE ROAD
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 IMPACT ATTENUATOR REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 CG-6 CURB AND GUTTER
- 8 CG-12 CURB RAMP
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

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SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	19

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE
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- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'

PROJECT 0495-029-419

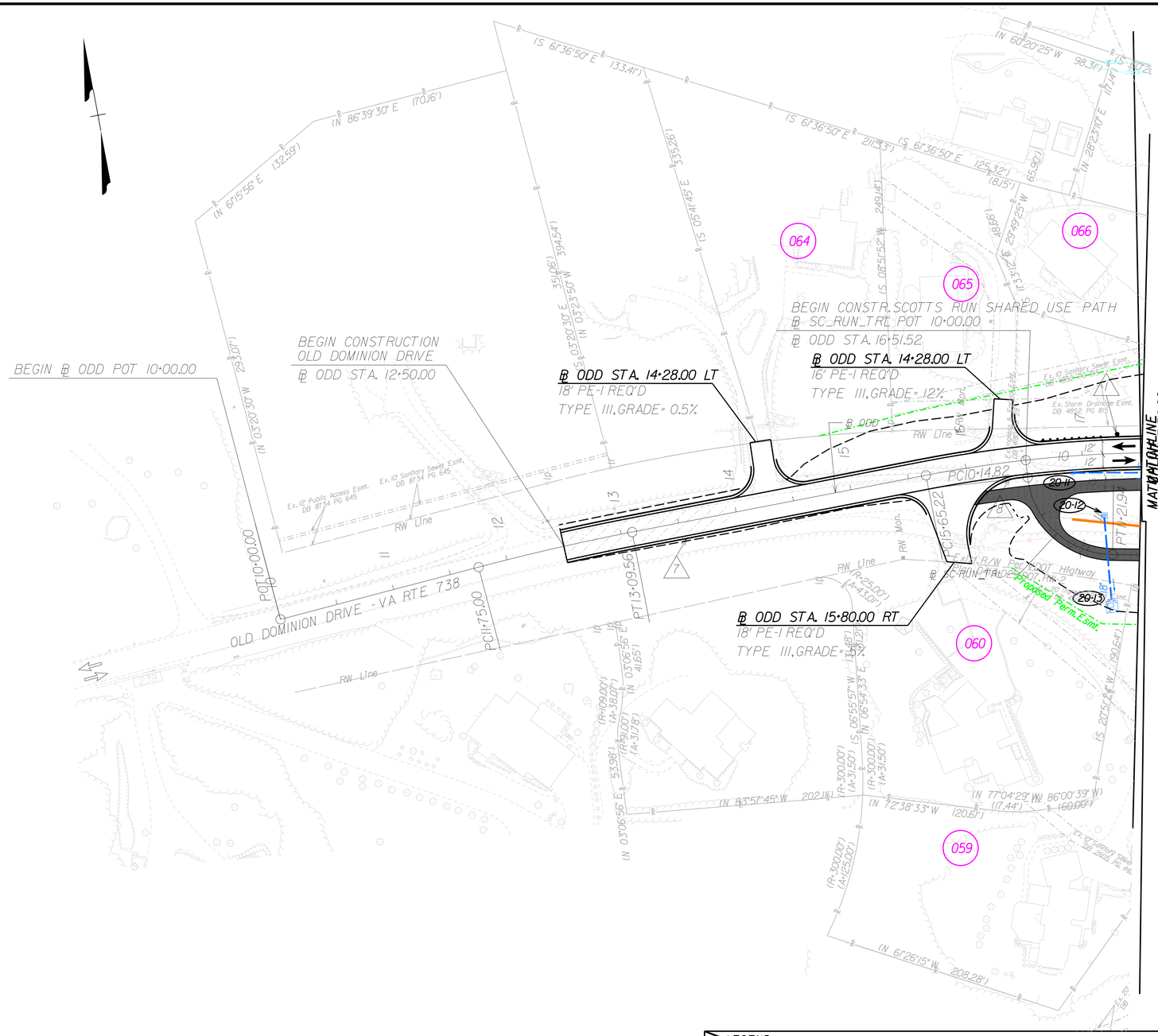
SHEET NO. 19

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	20

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



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
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- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
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- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 5 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TGS4-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	20

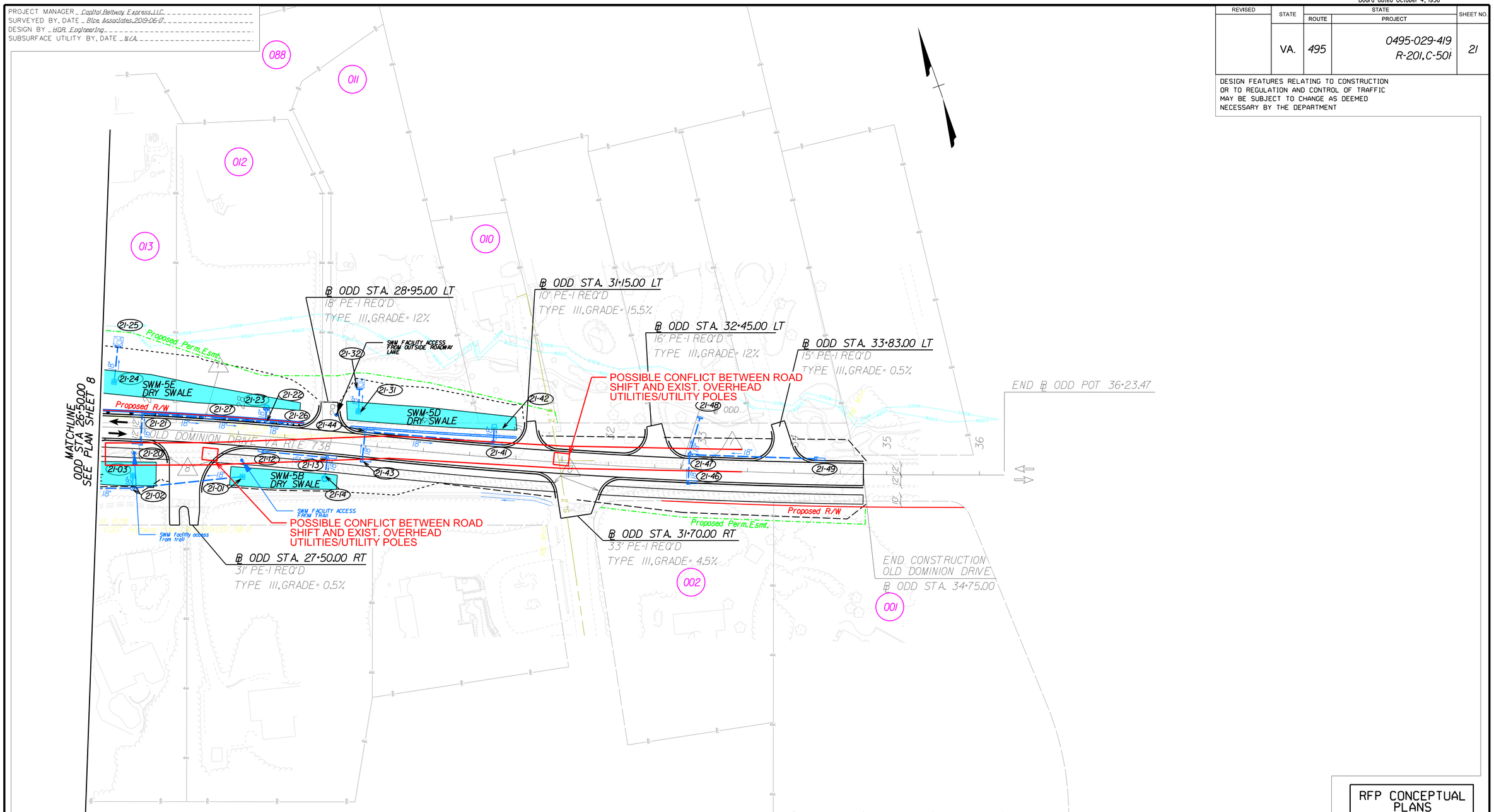
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	21

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 ST'D GR-FOA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE 0 50' 100'

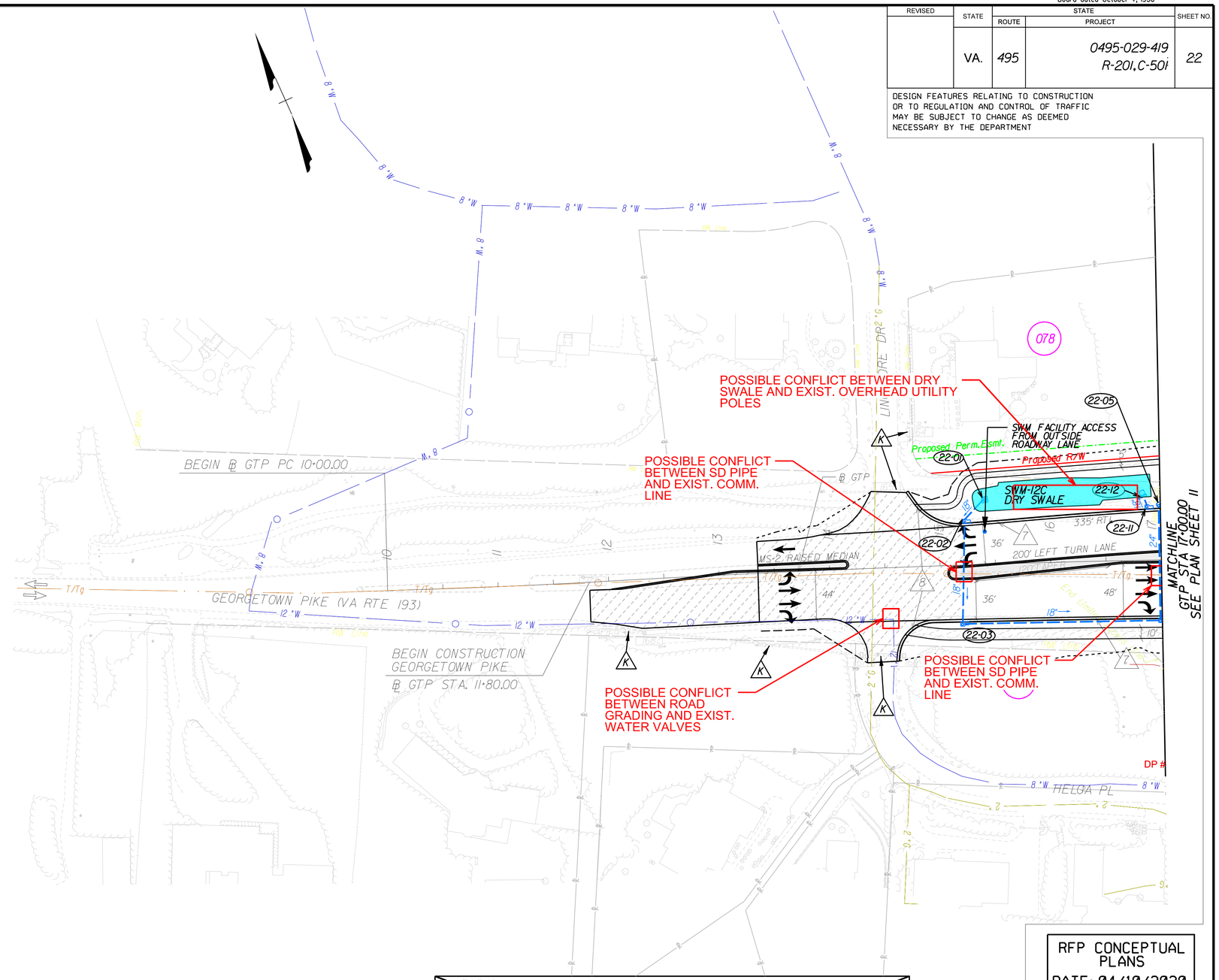
PROJECT	SHEET NO.
0495-029-419	21

LIMITED ACCESS HIGHWAY — By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	22

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



RFP CONCEPTUAL PLANS
DATE: 04/10/2020

LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A — ABANDON EXISTING PIPE/STRUCTURE
- C — CONNECT TO EXISTING PIPE/STRUCTURE
- K — KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R — REMOVE EXISTING PIPE/STRUCTURE
- 1 — ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 — ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 — ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 — MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 — BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 — ST'D GR-TP04-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 — IMPACT ATTENUATOR REQ'D
- 9 — ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	22

NEXT Plan Sheet 23 - Utilities

Plotted By: localuser

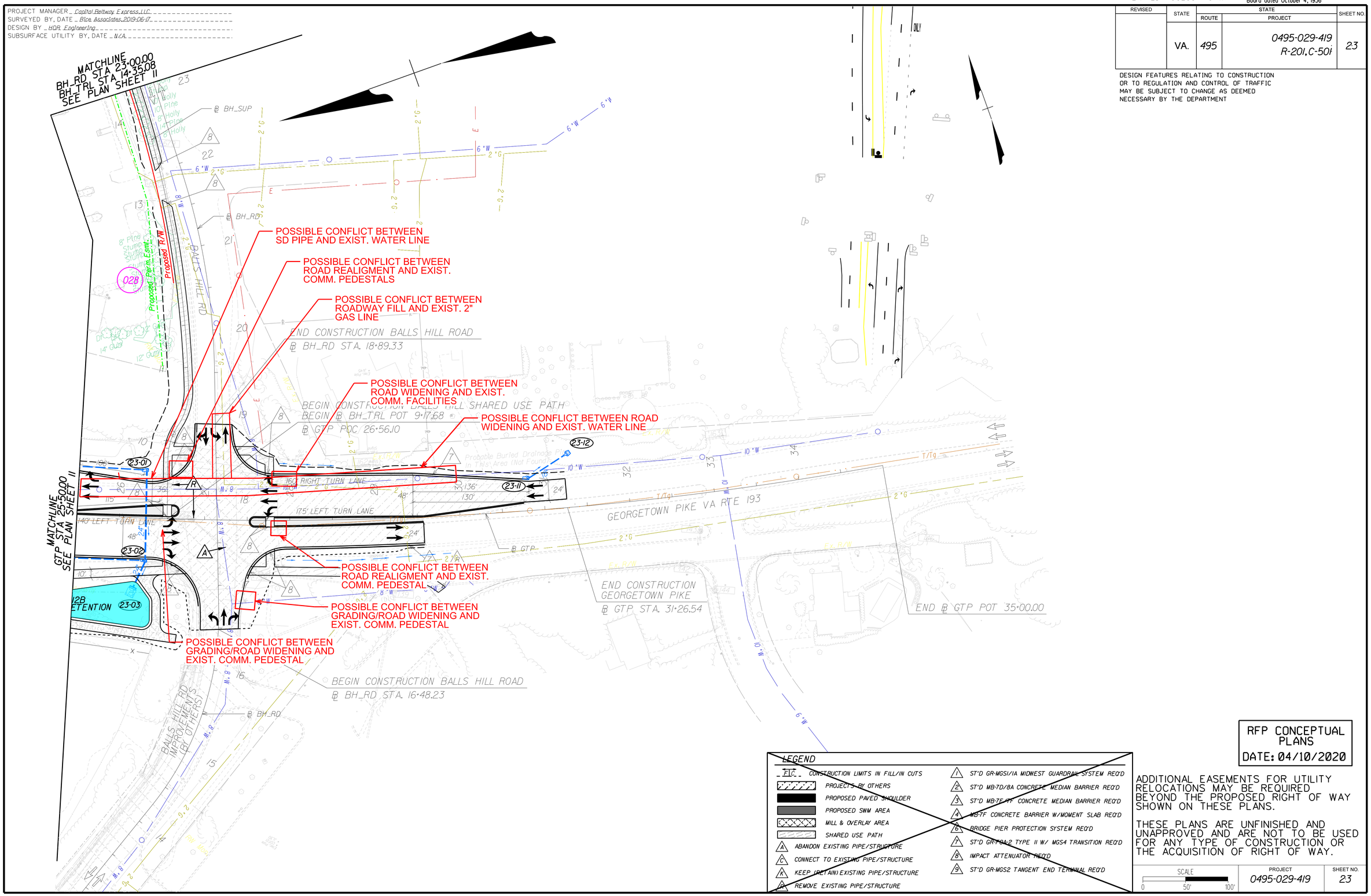
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	23

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

PROJECT MANAGER Capital Beltway Express, LLC
SURVEYED BY, DATE Rice Associates, 2019-06-17
DESIGN BY HDR Engineering
SUBSURFACE UTILITY BY, DATE N/A



LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- A ABANDON EXISTING PIPE/STRUCTURE
- C CONNECT TO EXISTING PIPE/STRUCTURE
- K KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- R REMOVE EXISTING PIPE/STRUCTURE
- 1 ST'D GR-MGS1/1A MIDWEST GUARDRAIL SYSTEM REQ'D
- 2 ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- 3 ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- 4 MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- 6 BRIDGE PIER PROTECTION SYSTEM REQ'D
- 7 ST'D GR-FOA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

ADDITIONAL EASEMENTS FOR UTILITY RELOCATIONS MAY BE REQUIRED BEYOND THE PROPOSED RIGHT OF WAY SHOWN ON THESE PLANS.

THESE PLANS ARE UNFINISHED AND UNAPPROVED AND ARE NOT TO BE USED FOR ANY TYPE OF CONSTRUCTION OR THE ACQUISITION OF RIGHT OF WAY.

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	23

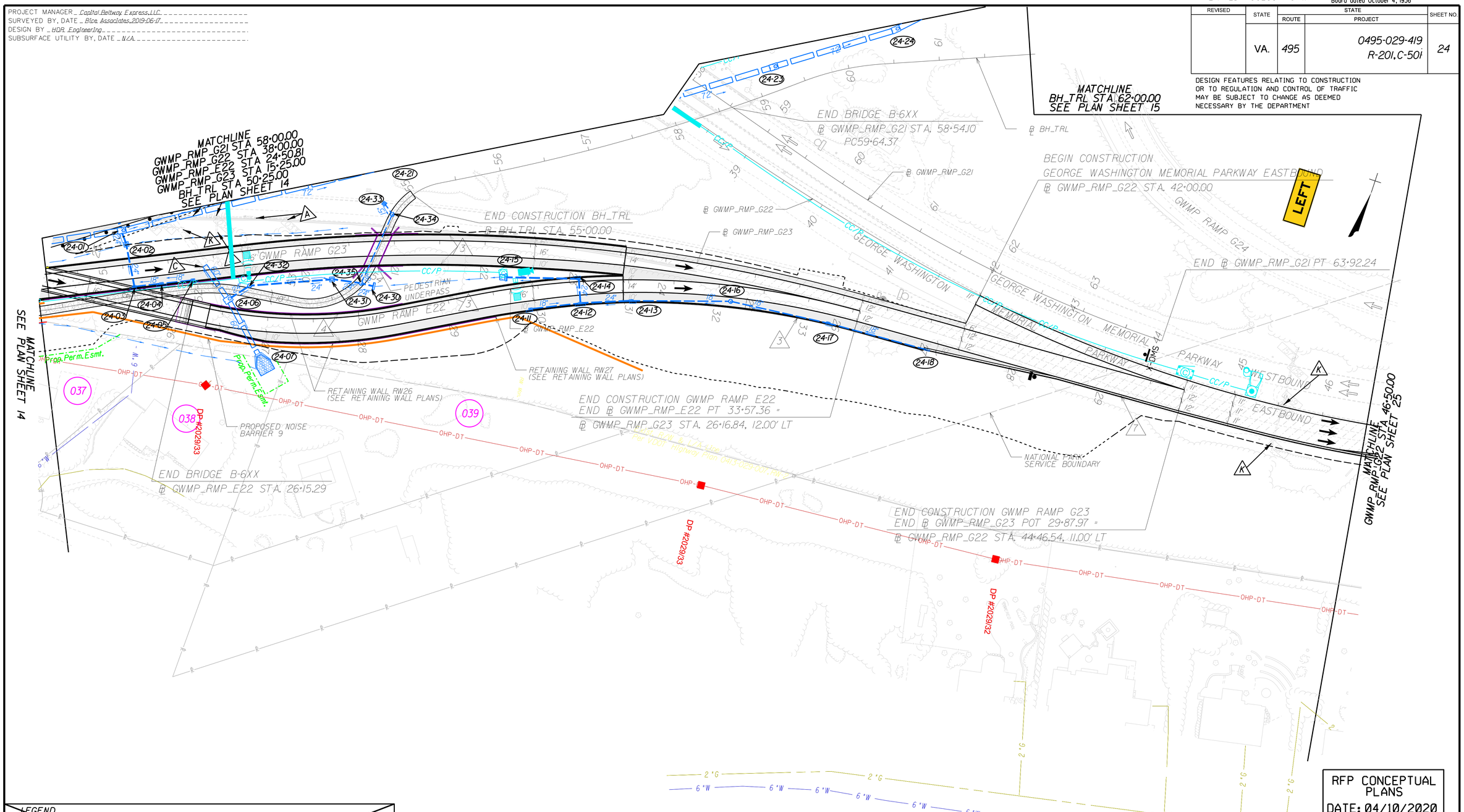
LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201, C-501	24

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

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A



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LEGEND

- CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
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- 8 IMPACT ATTENUATOR REQ'D
- 9 ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

SCALE 0 50' 100'

PROJECT	SHEET NO.
0495-029-419	24

NEXT Plan Sheet 25 - Utilities

Plotted By: localuser

LIMITED ACCESS HIGHWAY

By Resolution of Commonwealth Transportation Board dated October 4, 1956

PROJECT MANAGER _ Capital Beltway Express, LLC
SURVEYED BY, DATE _ Rice Associates, 2019-06-17
DESIGN BY _ HDR Engineering
SUBSURFACE UTILITY BY, DATE _ N/A

REVISED	STATE	STATE ROUTE	STATE PROJECT	SHEET NO.
	VA.	495	0495-029-419 R-201,C-501	25

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

℄ L/A Line
Hwwy Plan 0413-029-007, RW-2

1/4 MILE

MATCHLINE GWMP_RMP_G22 STA 46+50.00 SEE PLAN SHEET 24

GWMP RAMP G24

℄ GWMP_RMP_G22

END ℄ GWMP_RMP_G22 POT 55+47.31

GEORGE WASHINGTON MEMORIAL PARKWAY WESTBOUND

GEORGE WASHINGTON MEMORIAL PARKWAY EASTBOUND

300' Taper

END CONSTRUCTION
GEORGE WASHINGTON MEMORIAL PARKWAY EASTBOUND
℄ GWMP_RMP_G22 STA. 55+00.00

OHP-DT

DP #2029/31

DP #2029/30

DP #2029/29

2"G

6"W

LEGEND

- C.L. — CONSTRUCTION LIMITS IN FILL/IN CUTS
- PROJECTS BY OTHERS
- PROPOSED PAVED SHOULDER
- PROPOSED SWM AREA
- MILL & OVERLAY AREA
- SHARED USE PATH
- (A) ABANDON EXISTING PIPE/STRUCTURE
- (C) CONNECT TO EXISTING PIPE/STRUCTURE
- (K) KEEP (RETAIN) EXISTING PIPE/STRUCTURE
- (R) REMOVE EXISTING PIPE/STRUCTURE
- (1) ST'D GR-MGSI/IA MIDWEST GUARDRAIL SYSTEM REQ'D
- (2) ST'D MB-7D/8A CONCRETE MEDIAN BARRIER REQ'D
- (3) ST'D MB-7E/7F CONCRETE MEDIAN BARRIER REQ'D
- (4) MB-7F CONCRETE BARRIER W/MOMENT SLAB REQ'D
- (6) BRIDGE PIER PROTECTION SYSTEM REQ'D
- (7) ST'D GR-TGA-2 TYPE II W/ MGS4 TRANSITION REQ'D
- (8) IMPACT ATTENUATOR REQ'D
- (9) ST'D GR-MGS2 TANGENT END TERMINAL REQ'D

RFP CONCEPTUAL PLANS
DATE: 04/10/2020

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SCALE	PROJECT	SHEET NO.
0 50' 100'	0495-029-419	25

Appendix G: Operationally Independent and Non-Concurrent Construction (OINCC) & Proposed Phasing Letter

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 E Broad Street
Richmond, Virginia 23219

Stephen C. Brich, P.E.
Commissioner

September 11, 2020

Thomas L. Nelson, Jr., P.E.
Division Administrator
FHWA, Virginia Division Office
400 North 8th Street, Suite 750
Richmond, VA 23219-4825

Subject: Determination of Operational Independence and Non-Concurrent Construction for I-495 Express Lanes Northern Extension Project (495 NEXT)

Attention: Tarsem Lal. P.E.

Dear Mr. Lal,

The Virginia Department of Transportation (VDOT) is requesting a determination of Operational Independence and Non-Concurrent Construction (OINCC) for I-495 Express Lanes Northern Extension Project (495 NEXT), from the south of the Dulles Toll Road / Dulles Airport Access Road Interchange (at Route 123) to the George Washington Memorial Parkway (GWMP) in the vicinity of the American Legion Memorial Bridge (ALB), for the purpose of applying the Major Project Requirements of 23 U.S.C. 106(h). The project limits, encompassing approximately 3 miles along I-495, are shown in Figure 1 below.

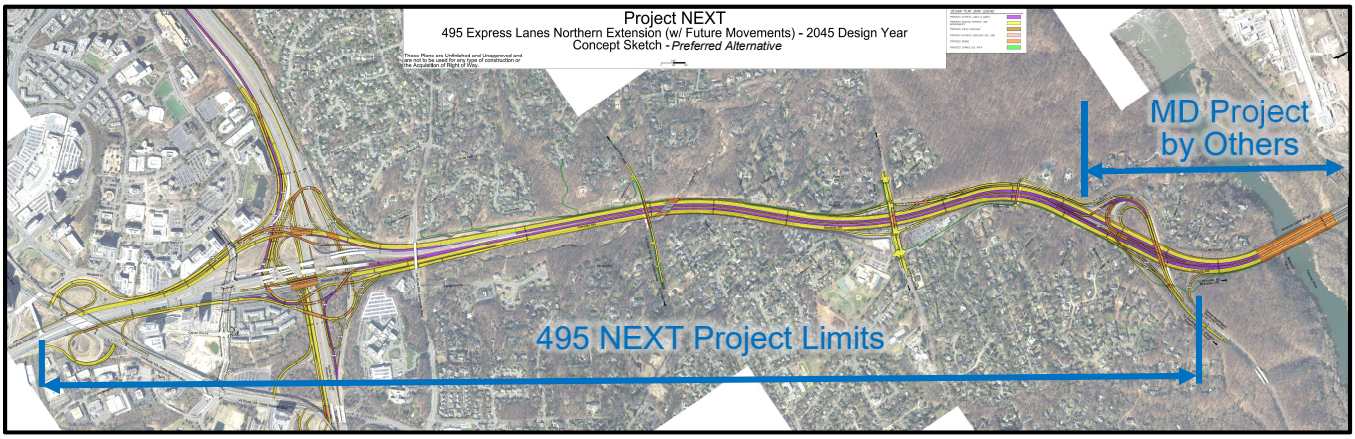

Figure 1 *– I-495 NEXT Preferred Alternative Project Limits*

The Preferred Alternative I-495 NEXT, as identified in the Environmental Assessment (EA) and which may be selected in FHWA's Finding of No Significant Impact (FONSI) includes a program of improvements between Tysons and the vicinity of the American Legion Bridge at the Maryland state line. A subset of the Preferred Alternative was developed and identified in the I-495 NEXT Interchange Justification Report (IJR) as "Phase 1," (shown in the RFP Conceptual Plans), which provides for a phased approach to delivering the Preferred Alternative, and includes continuous express lanes for the entirety of the Project's approximately 3 mile length, from the vicinity of the Dulles Toll Road / Airport Access Road interchange in Tysons to the GWMP interchange. The phased approach also includes additional future access ramps at the Dulles Toll Road (DTR) interchange, as well as the interchanges of I-495 / Route 123 and Dulles Connector Road / Route 123, as shown in Figure 2 below. On January 29, 2019, VDOT and Transurban (the Concessionaire) agreed in principle to progress a phased project forward, which includes a 2-mile extension of the Capital Beltway Express Lanes as well as direct connections with the George Washington Memorial Parkway and the Dulles Toll Road.

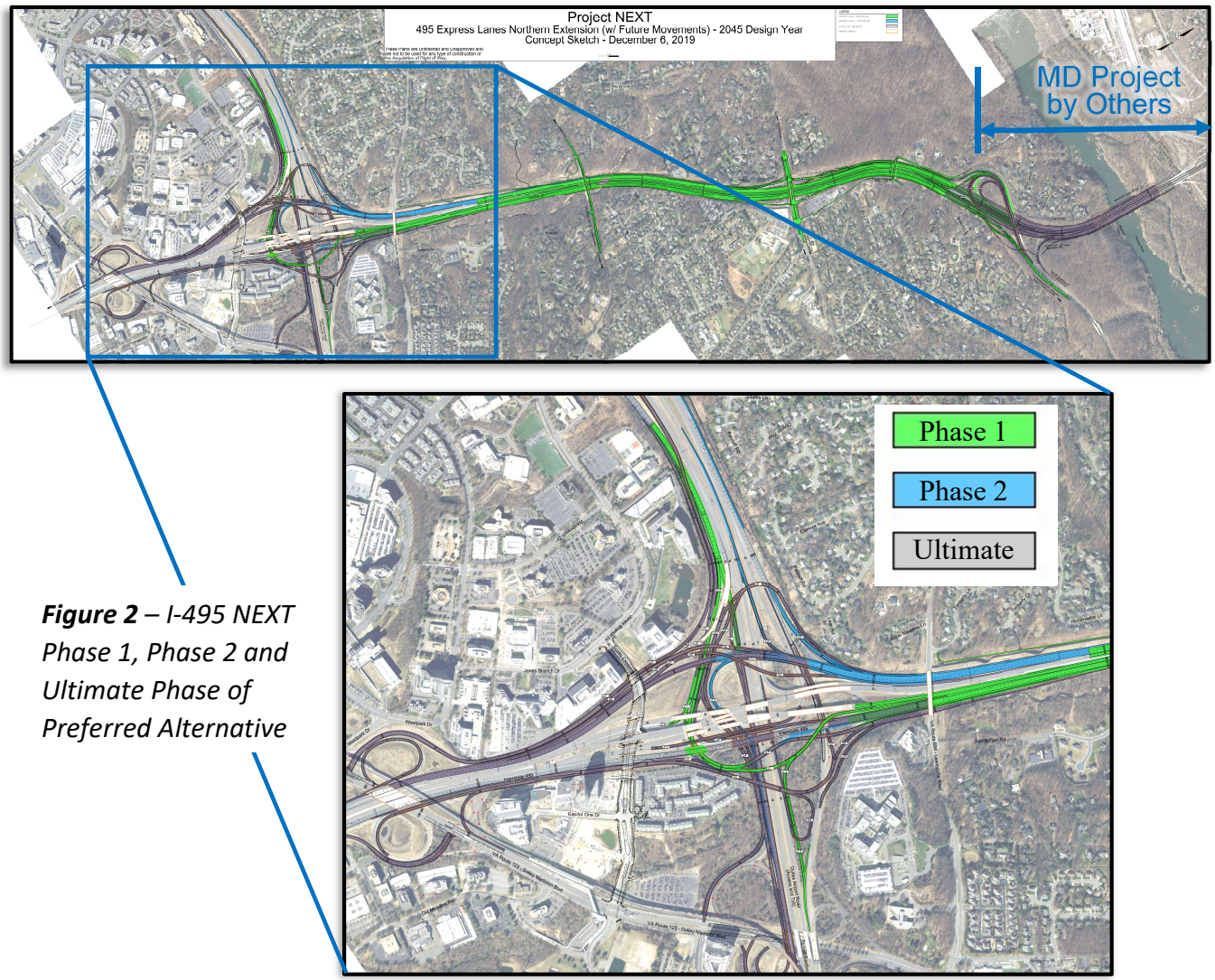

Figure 2 *– I-495 NEXT Phase 1, Phase 2 and Ultimate Phase of Preferred Alternative*

VDOT is currently developing a financial plan for the I-495 NEXT Project. According to Federal Code 23 U.S.C. 106(h)(3)(C), a financial plan "may include a phasing plan that identifies fundable incremental improvements or phases that will address the purpose and the need of the project in the short term, in the event there are insufficient financial resources to complete the entire project. The 495 NEXT elements are being delivered as a P3 project and are included in the MPO's Constrained Long-Range Plan as phased in over time between 2025 and 2045.

As described in the IJR, a combination of improvements to the Express Lanes, the General Purpose Lanes, and future ramp connections will be necessary, some of which can be implemented in the near term, while others can be realized over a longer term. Because all of these improvements cannot be implemented simultaneously, a tiered project development process provides for phased implementation of a set of improvements as independent elements of an overall long-term program of project phases. Accordingly, VDOT has used the NEPA and IJR planning efforts and findings to frame the elements of the 495 NEXT project, which represents a combination of conceptual improvements over the 3-mile long corridor. These improvements account for the impacts to and from the proposed Maryland 495 Managed Lanes system, as part of MDOT's Traffic Relief Plan for the Capital Beltway and I-270, which, if approved, is anticipated to open a few years following I-495 NEXT Phase 1. Some southbound ramp movements at the DTR interchange and mainline southbound capacity enhancements are proposed as phased accordingly, and account for subsequent changes in traffic coming from Maryland via the ALB once the bridge is widened and interstate capacity is increased on the Capital Beltway north of GWMP.

The traffic analysis included in the I-495 NEXT IJR for the design year 2045 was based on the Preferred Alternative that was identified in the EA and will be considered for approval by FHWA in a FONSI. For the interim year 2025, the traffic analysis was based on the RFP Conceptual Plans for Phase 1. Based on the results of both horizon year analyses, average speeds in the General Purpose lanes of I-495 were equal to or above the existing speeds for the AM and PM peak periods between the Dulles Toll Road and the northern limits of the study area.

Results from the operational analysis indicate that future vehicular demand can be served by the overall corridor capacity for the 2025 interim year, and that additional capacity associated with future auxiliary lanes and ramps will not be required immediately, but will be needed by the 2045 design horizon. The first phase of the I-495 NEXT project satisfies criteria for phasing in FHWA's Major Project Financial Plan Guidance, in that it "*can be opened to the public and effectively operated without the completion of subsequent segments or other additional transportation investments*." The decision to adopt a phasing plan for the I-495 NEXT project was coordinated with FHWA. The Phase 1 project extents shown in the RFP Conceptual Plans can serve as an operationally sufficient stand-alone project, independent of the ultimate Preferred Alternative.

The Developer will be required to complete an updated traffic study and corresponding IJR Reevaluation based on their negotiated project scope, if project elements in their design-build contract scope differ from the approved IJR and NEPA decision. If necessary, the IJR Reevaluation will include projected 2025 and 2045 traffic volumes and operational and safety analyses associated with the proposed configuration, as defined in the final executed Comprehensive Agreement, or as modified through the Alternative Technical Concepts process defined in the Agreement. This analysis may identify locations where improvements may be necessary prior to 2045. Following the completion of the IJR Reevaluation for the negotiated project scope (if required), VDOT will review these potential locations, and perform analyses, if necessary, to determine an appropriate course of action for future mitigation measures.

The bar chart below indicates the potential phasing for the project. Based on the FHWA guidance under OINCC projects, VDOT believes that the I-495 NEXT project phasing satisfies all three criteria to be considered an OINCC Project:

1. The initial portion of the I-495 NEXT project does not require the remainder of the overall project for the Preferred Alternative to be completed in order to operate reasonably in the future, as indicated by the operational analysis results.
2. The time period between completion of the operationally independent and non-concurrent construction project (Phase 1 completed by 2024) and the start of construction for a subsequent phase will be at least 5 years (i.e. no earlier than 2030 for any interim phases of the ultimate Preferred Alternative). An example of an interim phase project would be the proposed southbound 495 Express Lanes ramp to Dulles Connector Road (Route 267) inside the Capital Beltway and the southbound auxiliary lane between Georgetown Pike and the Dulles Toll Road interchanges.
3. The time period between commencement of construction for the initial operationally independent and non-concurrent construction project (Phase 1 initiated by late 2021) and commencement of construction for the final portion of the overall project exceeds 20 years (i.e. no earlier than 2041 for construction of the final remaining element(s) of the ultimate Preferred Alternative). An example of a final phase project would be the flyover ramps from the right side of the General Purpose lanes to the Dulles Toll Road and Dulles Connector Road.

Potential Project Phasing Timeline for I-495 NEXT

Activity / Phase	2021-2024	2024-2029	2029-2034	2034-2041	2041-2045
Phase 1 (Project NEXT RFP Plans)					
Phase 2 (to begin no earlier than 5 years after Phase 1)					
Final Phase (to begin no earlier than 20 years after 2021)					

The 495 NEXT elements as shown above are being delivered as a P3 project and are included in the MPO's Constrained Long-Range Plan as phased in over time between 2025 and 2045.

Based on the findings from the traffic analysis in the IJR, as well as the satisfying FHWA's OINCC criteria, VDOT is requesting that FHWA consider the phased project elements shown in the RFP Conceptual Plans as an *operationally independent and fundable incremental improvement phase* for the project in the financial plan.

Sincerely

Susan N. Shaw, P.E., DBIA, CCM
Megaprojects Director Northern Virginia District VDOT

We concur with the above action

Federal Highway Administration

Date_____

Appendix H: Traffic Models (Provided Electronically)

Appendix I: Detailed Queueing Results

2025 AM Ramp Queue Comparison

Ramp Name	2025 No Build AM			2025 Build AM		
	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?
I-495 NB GP to Route 123 EB	2,059	2,040	Yes	2,406	2,040	Yes
I-495 NB GP to Route 123 WB	0	760	No	0	760	No
I-495 SB GP to Route 123 EB	0	1,150	No	0	1,150	No
I-495 SB GP to Route 123 WB	0	1,980	No	0	1,980	No
Route 123 EB to I-495 NB GP	0	1,505	No	0	1,505	No
Route 123 EB to I-495 SB GP	0	1,400	No	0	1,400	No
Route 123 WB to I-495 NB GP	0	940	No	0	940	No
Route 123 WB to I-495 SB GP	0	1,590	No	0	1,590	No
I-495 NB EXP to Westpark	47	1,420	No	44	1,420	No
I-495 SB EXP to Westpark	23	1,300	No	26	1,300	No
Westpark to I-495 NB EXP	0	1,670	No	0	1,670	No
Westpark to I-495 SB EXP	0	1,210	No	0	1,210	No
I-495 NB EXP to Jones Branch	61	865	No	59	865	No
I-495 SB EXP to Jones Branch	7	1,400	No	9	1,400	No
Jones Branch to I-495 NB EXP	0	1,500	No	0	1,500	No
Jones Branch to I-495 SB EXP	0	965	No	0	965	No
I-495 NB GP to DTR WB	0	2,130	No	0	2,130	No
I-495 NB GP to DAAR WB	-	-	-	-	-	-
I-495 SB GP to DTR EB	0	1,160	No	0	1,160	No
I-495 SB GP to DTR WB	0	1,280	No	0	1,280	No
I-495 SB GP to DAAR WB	-	-	-	-	-	-
I-495 NB EXP to DTR WB	0	3,500	No	0	3,500	No
I-495 SB EXP to DTR WB	0	3,130	No	0	3,130	No
I-495 SB EXP to DTR EB	-	-	-	-	-	-
DTR EB to I-495 NB GP	10,573	1,650	Yes	404	1,650	No
DTR EB to I-495 SB GP	472	1,500	No	116	1,500	No
DTR WB to I-495 NB GP	0	1,800	No	0	1,800	No
DTR EB to I-495 NB EXP	-	-	-	0	1,555	No
DTR EB to I-495 SB EXP	0	3,260	No	0	1,650	No
DTR WB to I-495 NB EXP	-	-	-	0	1,435	No
DAAR EB to I-495 NB GP	0	1,270	No	1,192	1,270	No
DAAR EB to I-495 SB GP	0	1,400	No	0	1,400	No
I-495 NB GP to Route 193	34	1,225	No	46	1,225	No
I-495 SB GP to Route 193	82	1,100	No	71	820	No
Route 193 to I-495 NB GP	33	930	No	0	930	No
Route 193 to I-495 SB GP	0	815	No	0	815	No
I-495 NB GP to GWMP	0	2,310	No	0	1,670	No
I-495 SB GP to GWMP	0	900	No	0	900	No
GWMP to I-495 NB GP	0	2,220	No	0	2,220	No
GWMP to I-495 SB GP	0	805	No	0	1,051	No
I-495 NB EXP to GWMP	-	-	-	0	3,265	No
I-495 SB EXP to GWMP	0	2,850	No	0	2,830	No
GWMP to I-495 NB EXP	0	2,180	No	0	2,000	No
GWMP to I-495 SB EXP	-	-	-	0	1,180	No
I-495 NB GP to Clara Barton EB	0	1,700	No	0	1,700	No
I-495 NB GP to Clara Barton WB	0	725	No	0	725	No
I-495 SB GP to Clara Barton WB	0	1,485	No	0	1,485	No
Clara Barton EB to I-495 NB GP	0	2,515	No	0	2,515	No
Clara Barton EB to I-495 SB GP	0	1,100	No	0	1,100	No
Clara Barton WB to I-495 SB GP	0	2,095	No	0	2,095	No
DTR EB to Spring Hill	196	1,895	No	195	1,895	No
DTR WB to Spring Hill	499	1,400	No	2,396	1,400	Yes
Spring Hill to DTR EB	0	1,295	No	0	1,295	No
Spring Hill to DTR WB	0	1,750	No	0	1,750	No
DTR EB to Route 123 SB	1,422	1,430	No	113	1,430	No
DTR EB to Route 123 NB	281	1,275	No	31	1,275	No
DTR WB to Route 123 NB	0	1,085	No	0	1,085	No
DTR WB to Route 123 SB	6,225	1,060	Yes	6,163	1,060	Yes
Route 123 NB to DTR EB	0	1,550	No	0	1,550	No
Route 123 SB to DTR WB	0	1,625	No	0	1,625	No
Route 123 SB to DTR EB	0	1,530	No	0	1,530	No
DTR EB to Route 123 SB / Anderson	1,606	1,430	Yes	400	1,430	No

2025 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build AM			2025 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
6	Route 123 and Tysons Boulevard	NB	LT	407	425	No	391	425	No
			TH	407	1,100	No	391	1,100	No
			RT	407	240	Yes	391	240	Yes
		SB	LT	315	3,300	No	289	3,300	No
			TH	1,441	3,300	No	1,302	3,300	No
			RT	5	750	No	0	750	No
		EB	LT	298	480	No	305	480	No
			RT	208	480	No	215	480	No
		WB	LT	117	490	No	114	490	No
			RT	161	500	No	163	500	No
		Intersection		0	0	-	0	0	-
4	Westpark Drive and Tysons Connector	NB	TH	262	325	No	267	325	No
			RT	255	400	No	261	400	No
		SB	LT	183	240	No	177	240	No
			TH	183	240	No	177	240	No
		WB	LT	419	490	No	514	490	Yes
			RT	435	490	No	529	490	Yes
		Intersection		0	0	-	0	0	-
5	Tysons Connector and Express Lanes Ramps	NB	LT	173	1,420	No	178	1,420	No
		SB	RT	96	1,300	No	107	1,300	No
		EB	LT	173	500	No	202	500	No
			RT	161	500	No	190	500	No
		Intersection		0	0	-	0	0	-
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	LT	1,255	530	Yes	1,401	530	Yes
			TH	1,255	3,265	No	1,401	3,265	No
			RT	1,313	485	Yes	1,460	485	Yes
		SB	LT	766	235	Yes	814	235	Yes
			TH	766	585	Yes	814	585	Yes
			RT	766	585	Yes	814	585	Yes
		EB	LT	494	245	Yes	496	245	Yes
			RT	494	245	Yes	496	245	Yes
		WB	LT	652	355	Yes	608	355	Yes
			TH	652	370	Yes	608	370	Yes
			RT	656	170	Yes	612	170	Yes
		Intersection		0	0	-	0	0	-
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	LT	761	330	Yes	763	330	Yes
			TH	761	605	Yes	763	605	Yes
			RT	761	605	Yes	763	605	Yes
		SB	LT	968	550	Yes	934	550	Yes
			TH	968	825	Yes	934	825	Yes
			RT	968	720	Yes	934	720	Yes
		EB	LT	191	175	Yes	225	175	Yes
			TH	191	425	No	225	425	No
			RT	215	340	No	242	340	No
		WB	LT	184	415	No	191	415	No
			TH	184	415	No	191	415	No
			RT	184	115	Yes	191	115	Yes
		Intersection		0	0	-	0	0	-
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	TH	734	780	No	762	780	No
			RT	692	325	Yes	719	325	Yes
		SB	LT	6,438	405	Yes	4,928	405	Yes
			TH	6,438	2,505	Yes	4,928	2,505	Yes
		EB	LT	2,650	1,435	Yes	905	1,435	No
			TH	2,650	1,435	Yes	905	1,435	No
			RT	1,780	225	Yes	626	225	Yes
		WB	LT	380	345	Yes	378	345	Yes
			RT	416	345	Yes	414	345	Yes
		Intersection		0	0	-	0	0	-

2025 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build AM			2025 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	LT	2,980	810	Yes	1,876	810	Yes
			TH	2,980	2,490	Yes	1,876	2,490	No
			RT	2,968	645	Yes	1,856	645	Yes
		SB	LT	2,007	350	Yes	2,665	350	Yes
			TH	2,007	3,035	No	2,665	3,035	No
			RT	2,003	315	Yes	2,665	315	Yes
		EB	LT	296	165	Yes	297	165	Yes
			TH	296	165	Yes	297	165	Yes
			RT	154	155	No	174	155	Yes
		WB	LT	2,851	230	Yes	2,842	230	Yes
			TH	2,851	935	Yes	2,842	935	Yes
			RT	2,790	935	Yes	2,781	935	Yes
		Intersection		0	0	-	0	0	-
2	Lewinsville Road and Balls Hill Road	SB	LT	693	950	No	762	950	No
			RT	693	90	Yes	762	90	Yes
		EB	LT	301	180	Yes	270	180	Yes
			TH	301	420	No	270	420	No
		WB	TH	213	185	Yes	211	185	Yes
			RT	259	185	Yes	256	185	Yes
		Intersection		0	0	-	0	0	-
9	Jones Branch Drive and Jones Branch Connector	NB	TH	408	540	No	406	540	No
			RT	445	540	No	443	540	No
		SB	LT	239	300	No	241	300	No
			TH	239	350	No	241	350	No
		WB	LT	352	55	Yes	362	55	Yes
			RT	352	55	Yes	362	55	Yes
		Intersection		0	0	-	0	0	-
10	Jones Branch Connector and Express Lanes Ramps	NB	LT	168	800	No	181	800	No
			RT	201	800	No	214	800	No
		SB	LT	186	1,335	No	212	1,335	No
			RT	175	1,335	No	207	1,335	No
		EB	LT	274	1,050	No	230	1,050	No
			TH	274	1,050	No	230	1,050	No
			RT	58	155	No	54	155	No
		WB	LT	234	725	No	262	725	No
			TH	234	725	No	262	725	No
			RT	243	725	No	271	725	No
		Intersection		0	0	-	0	0	-
29	Jones Branch Drive and Capital One (West)	NB	LT	151	370	No	172	370	No
			TH	151	370	No	172	370	No
			RT	167	370	No	188	370	No
		SB	LT	206	350	No	210	350	No
			TH	206	350	No	210	350	No
			RT	244	350	No	247	350	No
		EB	LT	315	200	Yes	251	200	Yes
			TH	315	290	Yes	251	290	No
			RT	357	290	Yes	297	290	Yes
		WB	LT	128	200	No	130	200	No
			TH	128	345	No	130	345	No
			RT	150	255	No	148	255	No
		Intersection		0	0	-	0	0	-

2025 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build AM			2025 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
30	Jones Branch Drive and Capital One (East)	NB	LT	44	230	No	52	230	No
			TH	44	230	No	52	230	No
			RT	68	230	No	65	230	No
		SB	LT	60	315	No	61	315	No
			TH	60	315	No	61	315	No
			RT	87	200	No	80	200	No
		EB	LT	124	260	No	106	260	No
			TH	124	335	No	106	335	No
			RT	141	335	No	122	335	No
		WB	LT	202	185	Yes	200	185	Yes
			TH	202	465	No	200	465	No
			RT	232	465	No	230	465	No
		Intersection		0	0	-	0	0	-
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	LT	228	245	No	226	245	No
			TH	228	1,810	No	226	1,810	No
			RT	258	565	No	255	565	No
		SB	LT	481	340	Yes	476	340	Yes
			TH	481	340	Yes	476	340	Yes
			RT	412	340	Yes	407	340	Yes
		EB	LT	382	430	No	373	430	No
			TH	382	430	No	373	430	No
			RT	326	430	No	316	430	No
		WB	LT	221	130	Yes	220	130	Yes
			TH	221	450	No	220	450	No
			RT	221	370	No	220	370	No
		Intersection		0	0	-	0	0	-
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	TH	226	330	No	237	330	No
			RT	74	280	No	92	280	No
		SB	LT	478	175	Yes	542	175	Yes
			TH	478	410	Yes	542	410	Yes
		EB	LT	7,127	1,890	Yes	7,130	1,890	Yes
			TH	7,127	1,890	Yes	7,130	1,890	Yes
			RT	7,135	1,890	Yes	7,138	1,890	Yes
		Intersection		0	0	-	0	0	-
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	LT	371	260	Yes	341	260	Yes
			TH	371	400	No	341	400	No
		SB	TH	509	460	Yes	684	460	Yes
			RT	525	460	Yes	700	460	Yes
		WB	LT	457	1,400	No	1,607	1,400	Yes
			TH	457	1,400	No	1,607	1,400	Yes
			RT	487	1,400	No	1,638	1,400	Yes
		Intersection		0	0	-	0	0	-
14	Spring Hill Road and Lewinsville Road	NB	LT	743	885	No	751	885	No
			TH	743	885	No	751	885	No
			RT	743	370	Yes	751	370	Yes
		SB	LT	625	530	Yes	637	530	Yes
			TH	625	530	Yes	637	530	Yes
			RT	625	530	Yes	637	530	Yes
		EB	LT	1,004	1,020	No	1,115	1,020	Yes
			TH	1,004	1,020	No	1,115	1,020	Yes
			RT	368	285	Yes	574	285	Yes
		WB	LT	416	280	Yes	425	280	Yes
			TH	416	940	No	425	940	No
			RT	119	940	No	128	940	No
		Intersection		0	0	-	0	0	-

2025 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build AM			2025 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	LT	61	780	No	54	780	No
			TH	62	780	No	54	780	No
			RT	60	780	No	53	780	No
		SB	LT	55	280	No	54	280	No
			TH	73	280	No	71	280	No
			RT	82	280	No	80	280	No
		EB	TH	2,713	1,285	Yes	1,385	1,285	Yes
			RT	2,713	195	Yes	1,385	195	Yes
		WB	LT	41	265	No	52	265	No
			TH	53	385	No	50	385	No
			RT	53	295	No	50	295	No
		Intersection		0	0	-	0	0	-
20	Georgetown Pike and I-495 Southbound Ramps	SB	LT	333	1,140	No	362	920	No
			TH	333	1,140	No	362	920	No
			RT	286	1,210	No	298	985	No
		EB	TH	546	410	Yes	532	410	Yes
			RT	440	550	No	427	550	No
		WB	LT	339	120	Yes	355	120	Yes
			TH	339	345	No	355	345	Yes
		Intersection		0	0	-	0	0	-
19	Georgetown Pike and I-495 Northbound Ramps	NB	LT	248	1,270	No	245	1,270	No
			TH	248	1,270	No	245	1,270	No
			RT	219	1,370	No	217	1,370	No
		EB	LT	430	135	Yes	427	135	Yes
			TH	430	345	Yes	427	345	Yes
		WB	TH	394	320	Yes	379	320	Yes
			RT	0	395	No	0	395	No
		Intersection		0	0	-	0	0	-
18	Georgetown Pike and Balls Hill Road	NB	LT	465	110	Yes	463	110	Yes
			TH	465	110	Yes	463	110	Yes
			RT	455	120	Yes	453	120	Yes
		SB	LT	116	145	No	133	145	No
			TH	116	145	No	133	145	No
			RT	105	305	No	122	305	No
		EB	LT	330	195	Yes	345	195	Yes
			TH	330	325	Yes	345	325	Yes
			RT	341	215	Yes	361	215	Yes
		WB	LT	231	225	Yes	230	225	Yes
			TH	231	500	No	230	500	No
			RT	231	125	Yes	230	125	Yes
		Intersection		0	0	-	0	0	-
22	Georgetown Pike and Dead Run Drive	NB	LT	97	1,555	No	86	1,555	No
			RT	94	1,555	No	83	1,555	No
		EB	TH	130	510	No	181	510	No
			RT	130	510	No	181	510	No
		WB	LT	59	465	No	59	465	No
			TH	4	565	No	5	565	No
		Intersection		0	0	-	0	0	-

2025 PM Ramp Queue Comparison

Ramp Name	2025 No Build PM			2025 Build PM		
	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?
I-495 NB GP to Route 123 EB	2,025	2,040	No	1,981	2,040	No
I-495 NB GP to Route 123 WB	21	760	No	14	760	No
I-495 SB GP to Route 123 EB	10	1,150	No	16	1,150	No
I-495 SB GP to Route 123 WB	0	1,980	No	0	1,980	No
Route 123 EB to I-495 NB GP	0	1,505	No	0	1,505	No
Route 123 EB to I-495 SB GP	1,058	1,400	No	3,134	1,400	Yes
Route 123 WB to I-495 NB GP	0	940	No	0	940	No
Route 123 WB to I-495 SB GP	5,557	1,590	Yes	5,452	1,590	Yes
I-495 NB EXP to Westpark	10	1,420	No	10	1,420	No
I-495 SB EXP to Westpark	11	1,300	No	9	1,300	No
Westpark to I-495 NB EXP	0	1,670	No	0	1,670	No
Westpark to I-495 SB EXP	0	1,210	No	0	1,210	No
I-495 NB EXP to Jones Branch	12	865	No	12	865	No
I-495 SB EXP to Jones Branch	3	1,400	No	6	1,400	No
Jones Branch to I-495 NB EXP	0	1,500	No	0	1,500	No
Jones Branch to I-495 SB EXP	0	965	No	0	965	No
I-495 NB GP to DTR WB	0	2,130	No	0	2,130	No
I-495 NB GP to DAAR WB	-	-	-	-	-	-
I-495 SB GP to DTR EB	0	1,160	No	0	1,160	No
I-495 SB GP to DTR WB	0	1,280	No	0	1,280	No
I-495 SB GP to DAAR WB	-	-	-	-	-	-
I-495 NB EXP to DTR WB	0	3,500	No	0	3,500	No
I-495 SB EXP to DTR WB	0	3,130	No	0	3,130	No
I-495 SB EXP to DTR EB	-	-	-	-	-	-
DTR EB to I-495 NB GP	0	1,650	No	0	1,650	No
DTR EB to I-495 SB GP	0	1,500	No	0	1,500	No
DTR WB to I-495 NB GP	0	1,800	No	0	1,800	No
DTR EB to I-495 NB EXP	-	-	-	0	1,555	No
DTR EB to I-495 SB EXP	0	3,260	No	0	1,650	No
DTR WB to I-495 NB EXP	-	-	-	0	1,435	No
DAAR EB to I-495 NB GP	0	1,270	No	0	1,270	No
DAAR EB to I-495 SB GP	0	1,400	No	0	1,400	No
I-495 NB GP to Route 193	21	1,225	No	20	1,225	No
I-495 SB GP to Route 193	160	1,100	No	109	820	No
Route 193 to I-495 NB GP	904	930	No	0	930	No
Route 193 to I-495 SB GP	36	815	No	0	815	No
I-495 NB GP to GWMP	0	2,310	No	0	1,670	No
I-495 SB GP to GWMP	0	900	No	0	900	No
GWMP to I-495 NB GP	0	2,220	No	0	2,220	No
GWMP to I-495 SB GP	0	805	No	93	1,051	No
I-495 NB EXP to GWMP	-	-	-	0	3,265	No
I-495 SB EXP to GWMP	0	2,850	No	0	2,830	No
GWMP to I-495 NB EXP	0	2,180	No	0	2,000	No
GWMP to I-495 SB EXP	-	-	-	0	1,180	No
I-495 NB GP to Clara Barton EB	0	1,700	No	0	1,700	No
I-495 NB GP to Clara Barton WB	0	725	No	0	725	No
I-495 SB GP to Clara Barton WB	0	1,485	No	0	1,485	No
Clara Barton EB to I-495 NB GP	0	2,515	No	0	2,515	No
Clara Barton EB to I-495 SB GP	0	1,100	No	0	1,100	No
Clara Barton WB to I-495 SB GP	7,122	2,095	Yes	6,887	2,095	Yes
DTR EB to Spring Hill	49	1,895	No	48	1,895	No
DTR WB to Spring Hill	148	1,400	No	150	1,400	No
Spring Hill to DTR EB	0	1,295	No	0	1,295	No
Spring Hill to DTR WB	3	1,750	No	4	1,750	No
DTR EB to Route 123 SB	0	275	No	0	275	No
DTR EB to Route 123 NB	0	1,275	No	0	1,275	No
DTR WB to Route 123 NB	0	1,085	No	0	1,085	No
DTR WB to Route 123 SB	0	1,060	No	0	1,060	No
Route 123 NB to DTR EB	0	1,550	No	0	1,550	No
Route 123 SB to DTR WB	0	1,625	No	0	1,625	No
Route 123 SB to DTR EB	0	1,530	No	0	1,530	No
DTR EB to Anderson	70	1,430	No	67	1,430	No

2025 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build PM			2025 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
6	Route 123 and Tysons Boulevard	NB	LT	3,662	425	Yes	3,665	425	Yes
			TH	3,662	1,100	Yes	3,665	1,100	Yes
			RT	3,662	240	Yes	3,665	240	Yes
		SB	LT	307	3,300	No	314	3,300	No
			TH	527	3,300	No	530	3,300	No
			RT	0	750	No	0	750	No
		EB	LT	1,570	480	Yes	1,571	480	Yes
			RT	1,480	480	Yes	1,480	480	Yes
		WB	LT	173	490	No	171	490	No
			RT	305	500	No	367	500	No
		Intersection		0	0	-	0	0	-
4	Westpark Drive and Tysons Connector	NB	TH	262	325	No	261	325	No
			RT	255	400	No	255	400	No
		SB	LT	250	240	Yes	287	240	Yes
			TH	250	240	Yes	287	240	Yes
		WB	LT	160	490	No	140	490	No
			RT	175	490	No	156	490	No
		Intersection		0	0	-	0	0	-
5	Tysons Connector and Express Lanes Ramps	NB	LT	68	1,420	No	68	1,420	No
		SB	RT	63	1,300	No	62	1,300	No
		EB	LT	325	500	No	286	500	No
			RT	312	500	No	273	500	No
		Intersection		0	0	-	0	0	-
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	LT	3,147	530	Yes	3,069	530	Yes
			TH	3,147	3,265	No	3,069	3,265	No
			RT	3,205	485	Yes	3,127	485	Yes
		SB	LT	764	235	Yes	757	235	Yes
			TH	764	585	Yes	757	585	Yes
			RT	764	585	Yes	757	585	Yes
		EB	LT	483	245	Yes	486	245	Yes
			RT	483	245	Yes	486	245	Yes
		WB	LT	851	355	Yes	800	355	Yes
			TH	851	370	Yes	800	370	Yes
			RT	855	170	Yes	804	170	Yes
		Intersection		0	0	-	0	0	-
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	LT	795	330	Yes	790	330	Yes
			TH	795	605	Yes	790	605	Yes
			RT	795	605	Yes	790	605	Yes
		SB	LT	700	550	Yes	549	550	No
			TH	700	825	No	549	825	No
			RT	700	720	No	549	720	No
		EB	LT	469	175	Yes	164	175	No
			TH	469	425	Yes	413	425	No
			RT	476	340	Yes	400	340	Yes
		WB	LT	410	415	No	490	415	Yes
			TH	410	415	No	490	415	Yes
			RT	410	115	Yes	490	115	Yes
		Intersection		0	0	-	0	0	-
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	TH	1,033	780	Yes	1,039	780	Yes
			RT	991	325	Yes	997	325	Yes
		SB	LT	604	405	Yes	637	405	Yes
			TH	604	2,505	No	637	2,505	No
		EB	LT	193	1,435	No	170	1,435	No
			TH	193	1,435	No	170	1,435	No
			RT	14	225	No	21	225	No
		WB	LT	376	345	Yes	383	345	Yes
			RT	387	345	Yes	394	345	Yes
		Intersection		0	0	-	0	0	-

2025 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build PM			2025 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	LT	1,136	810	Yes	1,090	810	Yes
			TH	1,136	2,490	No	1,090	2,490	No
			RT	1,106	645	Yes	979	645	Yes
		SB	LT	1,528	350	Yes	1,428	350	Yes
			TH	1,528	3,035	No	1,428	3,035	No
			RT	1,396	315	Yes	1,310	315	Yes
		EB	LT	302	165	Yes	304	165	Yes
			TH	302	165	Yes	304	165	Yes
			RT	213	155	Yes	248	155	Yes
		WB	LT	2,850	230	Yes	2,848	230	Yes
			TH	2,850	935	Yes	2,848	935	Yes
			RT	2,790	935	Yes	2,788	935	Yes
		Intersection		0	0	-	0	0	-
2	Lewinsville Road and Balls Hill Road	SB	LT	197	950	No	220	950	No
			RT	197	90	Yes	220	90	Yes
		EB	LT	2,215	180	Yes	2,214	180	Yes
			TH	2,215	420	Yes	2,214	420	Yes
		WB	TH	322	185	Yes	312	185	Yes
			RT	312	185	Yes	301	185	Yes
		Intersection		0	0	-	0	0	-
9	Jones Branch Drive and Jones Branch Connector	NB	TH	413	540	No	380	540	No
			RT	444	540	No	411	540	No
		SB	LT	353	300	Yes	384	300	Yes
			TH	353	350	Yes	384	350	Yes
		WB	LT	395	55	Yes	371	55	Yes
			RT	395	55	Yes	371	55	Yes
		Intersection		0	0	-	0	0	-
10	Jones Branch Connector and Express Lanes Ramps	NB	LT	65	800	No	86	800	No
			RT	75	800	No	97	800	No
		SB	LT	155	1,335	No	142	1,335	No
			RT	134	1,335	No	125	1,335	No
		EB	LT	130	1,050	No	129	1,050	No
			TH	130	1,050	No	129	1,050	No
			RT	157	155	Yes	160	155	Yes
		WB	LT	381	725	No	382	725	No
			TH	381	725	No	382	725	No
			RT	395	725	No	396	725	No
		Intersection		0	0	-	0	0	-
29	Jones Branch Drive and Capital One (West)	NB	LT	300	370	No	304	370	No
			TH	300	370	No	304	370	No
			RT	314	370	No	318	370	No
		SB	LT	70	350	No	68	350	No
			TH	70	350	No	68	350	No
			RT	108	350	No	106	350	No
		EB	LT	162	200	No	164	200	No
			TH	162	290	No	164	290	No
			RT	204	290	No	205	290	No
		WB	LT	216	200	Yes	199	200	No
			TH	216	345	No	199	345	No
			RT	249	255	No	232	255	No
		Intersection		0	0	-	0	0	-

2025 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build PM			2025 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
30	Jones Branch Drive and Capital One (East)	NB	LT	93	230	No	90	230	No
			TH	93	230	No	90	230	No
			RT	107	230	No	105	230	No
		SB	LT	89	315	No	96	315	No
			TH	89	315	No	96	315	No
			RT	92	200	No	104	200	No
		EB	LT	111	260	No	111	260	No
			TH	111	335	No	111	335	No
			RT	147	335	No	149	335	No
		WB	LT	180	185	No	114	185	No
			TH	180	465	No	114	465	No
			RT	193	465	No	127	465	No
		Intersection		0	0	-	0	0	-
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	LT	708	245	Yes	838	245	Yes
			TH	708	1,810	No	838	1,810	No
			RT	738	565	Yes	867	565	Yes
		SB	LT	286	340	No	254	340	No
			TH	286	340	No	254	340	No
			RT	217	340	No	185	340	No
		EB	LT	787	430	Yes	964	430	Yes
			TH	787	430	Yes	964	430	Yes
			RT	811	430	Yes	988	430	Yes
		WB	LT	1,496	130	Yes	1,526	130	Yes
			TH	1,496	450	Yes	1,526	450	Yes
			RT	1,496	370	Yes	1,526	370	Yes
		Intersection		0	0	-	0	0	-
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	TH	515	330	Yes	508	330	Yes
			RT	362	280	Yes	356	280	Yes
		SB	LT	108	175	No	118	175	No
			TH	108	410	No	118	410	No
		EB	LT	198	1,890	No	197	1,890	No
			TH	198	1,890	No	197	1,890	No
			RT	206	1,890	No	205	1,890	No
		Intersection		0	0	-	0	0	-
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	LT	542	260	Yes	543	260	Yes
			TH	542	400	Yes	543	400	Yes
		SB	TH	532	460	Yes	458	460	No
			RT	548	460	Yes	475	460	Yes
		WB	LT	610	1,400	No	267	1,400	No
			TH	610	1,400	No	267	1,400	No
			RT	640	1,400	No	298	1,400	No
		Intersection		0	0	-	0	0	-
14	Spring Hill Road and Lewinsville Road	NB	LT	1,547	885	Yes	1,550	885	Yes
			TH	1,547	885	Yes	1,550	885	Yes
			RT	1,547	370	Yes	1,550	370	Yes
		SB	LT	477	530	No	463	530	No
			TH	477	530	No	463	530	No
			RT	477	530	No	463	530	No
		EB	LT	687	1,020	No	736	1,020	No
			TH	687	1,020	No	736	1,020	No
			RT	56	285	No	66	285	No
		WB	LT	608	280	Yes	618	280	Yes
			TH	608	940	No	618	940	No
			RT	311	940	No	321	940	No
		Intersection		0	0	-	0	0	-

2025 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2025 No Build PM			2025 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	LT	41	780	No	0	780	No
			TH	41	780	No	0	780	No
			RT	40	780	No	0	780	No
		SB	LT	50	280	No	53	280	No
			TH	68	280	No	71	280	No
			RT	77	280	No	79	280	No
		EB	TH	693	1,285	No	2	1,285	No
			RT	693	195	Yes	2	195	No
		WB	LT	44	265	No	40	265	No
			TH	169	385	No	87	385	No
			RT	169	295	No	87	295	No
		Intersection		0	0	-	0	0	-
20	Georgetown Pike and I-495 Southbound Ramps	SB	LT	652	1,140	No	487	920	No
			TH	652	1,140	No	487	920	No
			RT	606	1,210	No	415	985	No
		EB	TH	542	410	Yes	378	410	No
			RT	436	550	No	272	550	No
		WB	LT	443	120	Yes	439	120	Yes
			TH	443	345	Yes	439	345	Yes
		Intersection		0	0	-	0	0	-
19	Georgetown Pike and I-495 Northbound Ramps	NB	LT	176	1,270	No	180	1,270	No
			TH	176	1,270	No	180	1,270	No
			RT	146	1,370	No	151	1,370	No
		EB	LT	432	135	Yes	353	135	Yes
			TH	432	345	Yes	353	345	Yes
		WB	TH	453	320	Yes	443	320	Yes
			RT	238	395	No	0	395	No
		Intersection		0	0	-	0	0	-
18	Georgetown Pike and Balls Hill Road	NB	LT	1,142	110	Yes	324	110	Yes
			TH	1,142	110	Yes	324	110	Yes
			RT	1,133	120	Yes	251	120	Yes
		SB	LT	317	145	Yes	225	145	Yes
			TH	317	145	Yes	225	145	Yes
			RT	305	305	Yes	213	305	No
		EB	LT	106	195	No	114	195	No
			TH	106	325	No	114	325	No
			RT	121	215	No	117	215	No
		WB	LT	608	225	Yes	405	225	Yes
			TH	608	500	Yes	405	500	No
			RT	608	125	Yes	405	125	Yes
		Intersection		0	0	-	0	0	-
22	Georgetown Pike and Dead Run Drive	NB	LT	509	1,555	No	209	1,555	No
			RT	507	1,555	No	207	1,555	No
		EB	TH	0	510	No	16	510	No
			RT	0	510	No	16	510	No
		WB	LT	1,360	465	Yes	144	465	No
			TH	1,295	565	Yes	105	565	No
		Intersection		0	0	-	0	0	-

2045 AM Ramp Queue Comparison

Ramp Name	2045 No Build AM			2045 Build AM		
	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?
I-495 NB GP to Route 123 EB	7,243	2,040	Yes	1,513	1,515	No
I-495 NB GP to Route 123 WB	0	760	No	-	-	-
I-495 SB GP to Route 123 EB	0	1,150	No	1,819	3,015	No
I-495 SB GP to Route 123 WB	40	1,510	No	-	-	-
Route 123 EB to I-495 NB GP	53	1,505	No	0	2,450	No
Route 123 EB to I-495 SB GP	0	1,400	No	0	1,400	No
Route 123 WB to I-495 NB GP	0	940	No	0	980	No
Route 123 WB to I-495 SB GP	0	1,590	No	0	1,770	No
I-495 NB EXP to Westpark	125	1,420	No	259	1,420	No
I-495 SB EXP to Westpark	117	1,300	No	79	1,300	No
Westpark to I-495 NB EXP	0	1,670	No	0	1,670	No
Westpark to I-495 SB EXP	0	1,210	No	0	1,210	No
I-495 NB EXP to Jones Branch	56	865	No	87	865	No
I-495 SB EXP to Jones Branch	25	1,400	No	47	1,400	No
Jones Branch to I-495 NB EXP	0	1,500	No	0	1,500	No
Jones Branch to I-495 SB EXP	0	965	No	0	965	No
I-495 NB GP to DTR WB	0	3,210	No	0	1,300	No
I-495 NB GP to DAAR WB	0	1,435	No	0	1,525	No
I-495 SB GP to DTR EB	0	615	No	0	1,150	No
I-495 SB GP to DTR WB	0	1,670	No	0	1,555	No
I-495 SB GP to DAAR WB	0	1,580	No	0	1,680	No
I-495 NB EXP to DTR WB	0	3,500	No	0	3,500	No
I-495 SB EXP to DTR WB	0	3,130	No	0	4,850	No
I-495 SB EXP to DTR EB	-	-	-	0	660	No
DTR EB to I-495 NB GP	10,580	1,650	Yes	10,575	4,070	Yes
DTR EB to I-495 SB GP	0	1,580	No	0	2,975	No
DTR WB to I-495 NB GP	1,475	1,800	No	0	1,195	No
DTR EB to I-495 NB EXP	-	-	-	0	1,550	No
DTR EB to I-495 SB EXP	0	3,260	No	0	1,650	No
DTR WB to I-495 NB EXP	-	-	-	0	1,435	No
DAAR EB to I-495 NB GP	5,858	1,270	Yes	0	2,135	No
DAAR EB to I-495 SB GP	0	1,515	No	0	965	No
I-495 NB GP to Route 193	4,995	1,225	Yes	152	1,225	No
I-495 SB GP to Route 193	82	1,100	No	109	820	No
Route 193 to I-495 NB GP	1,106	930	Yes	0	930	No
Route 193 to I-495 SB GP	0	815	No	0	815	No
I-495 NB GP to GWMP	0	2,310	No	0	1,670	No
I-495 SB GP to GWMP	0	900	No	0	900	No
GWMP to I-495 NB GP	1,751	2,220	No	0	2,220	No
GWMP to I-495 SB GP	0	805	No	0	1,051	No
I-495 NB EXP to GWMP	-	-	-	0	3,265	No
I-495 SB EXP to GWMP	0	2,850	No	0	2,830	No
GWMP to I-495 NB EXP	0	2,180	No	0	2,000	No
GWMP to I-495 SB EXP	-	-	-	0	1,830	No
I-495 NB GP to Clara Barton EB	0	1,700	No	0	1,700	No
I-495 NB GP to Clara Barton WB	0	725	No	0	725	No
I-495 SB GP to Clara Barton WB	0	1,485	No	0	1,485	No
Clara Barton EB to I-495 NB GP	0	2,515	No	0	2,515	No
Clara Barton EB to I-495 SB GP	3,142	1,100	Yes	237	1,100	No
Clara Barton WB to I-495 SB GP	7,123	2,095	Yes	2,821	2,095	Yes
DTR EB to Spring Hill	5,309	1,895	Yes	6,926	1,895	Yes
DTR WB to Spring Hill	487	1,400	No	-	-	-
Spring Hill to DTR EB	0	1,295	No	0	1,295	No
Spring Hill to DTR WB	-	-	-	-	-	-
DTR EB to Route 123 SB	233	275	No	856	1,150	No
DTR EB to Route 123 NB	80	1,275	No	0	1,275	No
DTR WB to Route 123 NB	0	1,085	No	0	1,085	No
DTR WB to Route 123 SB	6,231	1,060	Yes	6,241	1,060	Yes
Route 123 NB to DTR EB	0	1,550	No	0	285	No
Route 123 SB to DTR WB	0	1,625	No	0	1,625	No
Route 123 SB to DTR EB	0	1,530	No	0	220	No
DTR EB to Anderson	607	1,430	No	824	1,430	No

2045 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build AM			2045 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
6	Route 123 and Tysons Boulevard	NB	LT	513	425	Yes	524	425	Yes
			TH	513	1,100	No	524	1,100	No
			RT	513	240	Yes	524	240	Yes
		SB	LT	288	3,300	No	262	3,300	No
			TH	5,372	3,300	Yes	964	970	No
			RT	5,293	750	Yes	885	750	Yes
		EB	LT	349	480	No	378	480	No
			RT	259	480	No	287	480	No
		WB	LT	137	490	No	134	490	No
			RT	170	500	No	394	500	No
		Intersection		0	0	-	0	0	-
4	Westpark Drive and Tysons Connector	NB	TH	275	325	No	268	325	No
			RT	268	400	No	262	400	No
		SB	LT	248	240	Yes	298	240	Yes
			TH	248	240	Yes	298	240	Yes
		WB	LT	635	490	Yes	637	490	Yes
			RT	643	490	Yes	637	490	Yes
		Intersection		0	0	-	0	0	-
5	Tysons Connector and Express Lanes Ramps	NB	LT	413	1,420	No	410	1,420	No
		SB	RT	351	1,300	No	223	1,300	No
		EB	LT	337	500	No	391	500	No
			RT	325	500	No	378	500	No
		Intersection		0	0	-	0	0	-
31	Route 123 and EB DTR/SB I-495 C-D Road	NB	TH	-	-	-	563	932	No
		SB	TH	-	-	-	646	1,160	No
		EB	LT	-	-	-	731	3,015	No
			RT	-	-	-	731	3,015	No
		Intersection		-	-	-	0	0	-
32	Route 123 and NB I-495 Ramp	NB	TH	-	-	-	761	1,105	No
		SB	TH	-	-	-	389	1,020	No
		WB	LT	-	-	-	3,062	1,040	Yes
			RT	-	-	-	3,058	1,060	Yes
		Intersection		-	-	-	0	0	-
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	LT	7,714	530	Yes	1,063	530	Yes
			TH	7,714	3,265	Yes	1,063	1,016	Yes
			RT	7,772	485	Yes	1,121	1,016	Yes
		SB	LT	765	235	Yes	615	235	Yes
			TH	765	585	Yes	615	585	Yes
			RT	765	585	Yes	615	585	Yes
		EB	LT	489	245	Yes	485	245	Yes
			RT	489	245	Yes	485	245	Yes
		WB	LT	872	355	Yes	871	355	Yes
			TH	872	370	Yes	871	370	Yes
			RT	876	170	Yes	876	170	Yes
		Intersection		0	0	-	0	0	-
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	LT	552	330	Yes	688	330	Yes
			TH	552	605	No	688	605	Yes
			RT	552	605	No	688	605	Yes
		SB	LT	612	550	Yes	792	550	Yes
			TH	612	825	No	792	825	No
			RT	612	720	No	815	720	Yes
		EB	LT	569	175	Yes	573	175	Yes
			TH	569	425	Yes	573	425	Yes
			RT	574	340	Yes	579	340	Yes
		WB	LT	588	415	Yes	945	415	Yes
			TH	588	415	Yes	945	415	Yes
			RT	588	115	Yes	945	115	Yes
		Intersection		0	0	-	0	0	-

2045 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build AM			2045 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	TH	494	780	No	487	780	No
			RT	451	325	Yes	445	325	Yes
		SB	LT	7,371	405	Yes	696	405	Yes
			TH	7,371	2,505	Yes	696	2,505	No
		EB	LT	861	1,910	No	1,169	1,170	No
			TH	861	1,910	No	1,169	1,170	No
			RT	654	1,960	No	1,150	295	Yes
		WB	LT	374	345	Yes	374	345	Yes
			RT	410	345	Yes	385	345	Yes
		Intersection		0	0	-	0	0	-
33	Route 123 & EB DTR Ramps	NB	TH	-	-	-	190	510	No
		SB	LT	-	-	-	819	280	Yes
			TH	-	-	-	6,726	2,110	Yes
		Intersection		-	-	-	0	0	0
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	LT	1,927	810	Yes	1,504	810	Yes
			TH	1,927	2,490	No	1,504	2,490	No
			RT	1,934	645	Yes	1,392	645	Yes
		SB	LT	3,061	350	Yes	3,058	350	Yes
			TH	3,061	3,035	Yes	3,058	3,035	Yes
			RT	3,061	315	Yes	3,060	315	Yes
		EB	LT	299	165	Yes	309	165	Yes
			TH	299	165	Yes	309	165	Yes
			RT	126	155	No	222	155	Yes
		WB	LT	2,850	230	Yes	2,851	230	Yes
			TH	2,850	935	Yes	2,851	935	Yes
			RT	2,789	935	Yes	2,791	935	Yes
		Intersection		0	0	-	0	0	-
2	Lewinsville Road and Balls Hill Road	SB	LT	1,788	950	Yes	1,734	950	Yes
			RT	1,788	90	Yes	1,734	90	Yes
		EB	LT	406	180	Yes	547	180	Yes
			TH	406	420	No	547	420	Yes
		WB	TH	199	185	Yes	185	185	Yes
			RT	245	185	Yes	174	185	No
		Intersection		0	0	-	0	0	-
9	Jones Branch Drive and Jones Branch Connector	NB	TH	588	540	Yes	557	540	Yes
			RT	625	540	Yes	589	540	Yes
		SB	LT	341	300	Yes	333	300	Yes
			TH	341	350	No	333	350	No
		WB	LT	307	55	Yes	251	55	Yes
			RT	307	55	Yes	251	55	Yes
		Intersection		0	0	-	0	0	-
10	Jones Branch Connector and Express Lanes Ramps	NB	LT	147	800	No	181	800	No
			RT	180	800	No	192	800	No
		SB	LT	248	1,335	No	253	1,335	No
			RT	247	1,335	No	245	1,335	No
		EB	LT	470	1,050	No	419	1,050	No
			TH	470	1,050	No	419	1,050	No
			RT	54	155	No	450	155	Yes
		WB	LT	266	725	No	334	725	No
			TH	266	725	No	334	725	No
			RT	275	725	No	348	725	No
		Intersection		0	0	-	0	0	-
29	Jones Branch Drive and Capital One (West)	NB	LT	236	370	No	225	370	No
			TH	236	370	No	225	370	No
			RT	252	370	No	239	370	No
		SB	LT	213	350	No	248	350	No
			TH	213	350	No	248	350	No
			RT	250	350	No	286	350	No
		EB	LT	952	200	Yes	861	200	Yes
			TH	952	290	Yes	861	290	Yes
			RT	999	290	Yes	902	290	Yes
		WB	LT	256	200	Yes	252	200	Yes
			TH	256	345	No	252	345	No
			RT	277	255	Yes	275	255	Yes
		Intersection		0	0	-	0	0	-

2045 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build AM			2045 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
30	Jones Branch Drive and Capital One (East)	NB	LT	119	230	No	145	230	No
			TH	119	230	No	145	230	No
			RT	146	230	No	162	230	No
		SB	LT	70	315	No	67	315	No
			TH	70	315	No	67	315	No
			RT	91	200	No	93	200	No
		EB	LT	398	260	Yes	398	260	Yes
			TH	398	335	Yes	398	335	Yes
			RT	410	335	Yes	436	335	Yes
		WB	LT	433	185	Yes	397	185	Yes
			TH	433	465	No	397	465	No
			RT	458	465	No	410	465	No
		Intersection		0	0	-	0	0	-
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	LT	272	245	Yes	288	245	Yes
			TH	272	1,810	No	288	1,810	No
			RT	302	565	No	317	565	No
		SB	LT	462	340	Yes	467	340	Yes
			TH	462	340	Yes	467	340	Yes
			RT	393	340	Yes	398	340	Yes
		EB	LT	355	430	No	276	430	No
			TH	355	430	No	276	430	No
			RT	299	430	No	300	430	No
		WB	LT	243	130	Yes	212	130	Yes
			TH	243	450	No	212	450	No
			RT	243	370	No	212	370	No
		Intersection		0	0	-	0	0	-
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	TH	257	330	No	368	330	Yes
			RT	114	280	No	216	280	No
		SB	LT	477	175	Yes	534	175	Yes
			TH	477	410	Yes	534	410	Yes
		EB	LT	5,301	1,890	Yes	6,917	1,890	Yes
			TH	5,301	1,890	Yes	6,917	1,890	Yes
			RT	5,309	1,890	Yes	6,926	1,890	Yes
		Intersection		0	0	-	0	0	-
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	LT	437	260	Yes	464	260	Yes
			TH	437	400	Yes	464	400	Yes
		SB	TH	507	460	Yes	1,595	460	Yes
			RT	523	460	Yes	1,600	460	Yes
		WB	LT	561	1,400	No	390	1,400	No
			TH	561	1,400	No	390	1,400	No
			RT	591	1,400	No	421	1,400	No
		Intersection		0	0	-	0	0	-
14	Spring Hill Road and Lewinsville Road	NB	LT	1,416	885	Yes	1,513	885	Yes
			TH	1,416	885	Yes	1,513	885	Yes
			RT	1,416	370	Yes	1,513	370	Yes
		SB	LT	603	530	Yes	659	530	Yes
			TH	603	530	Yes	659	530	Yes
			RT	603	530	Yes	659	530	Yes
		EB	LT	717	1,020	No	1,292	1,020	Yes
			TH	717	1,020	No	1,292	1,020	Yes
			RT	349	285	Yes	1,151	285	Yes
		WB	LT	338	280	Yes	381	280	Yes
			TH	338	940	No	381	940	No
			RT	42	940	No	84	940	No
		Intersection		0	0	-	0	0	-

2045 AM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build AM			2045 Build AM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	LT	54	780	No	52	780	No
			TH	55	780	No	53	780	No
			RT	53	780	No	51	780	No
		SB	LT	68	280	No	63	280	No
			TH	86	280	No	81	280	No
			RT	94	280	No	89	280	No
		EB	TH	2,721	1,285	Yes	681	1,285	No
			RT	2,721	195	Yes	681	195	Yes
		WB	LT	42	265	No	54	265	No
			TH	90	385	No	77	385	No
			RT	90	295	No	77	295	No
		Intersection		0	0	-	0	0	-
20	Georgetown Pike and I-495 Southbound Ramps	SB	LT	338	1,140	No	404	920	No
			TH	338	1,140	No	404	920	No
			RT	283	1,210	No	359	985	No
		EB	TH	538	410	Yes	550	410	Yes
			RT	432	550	No	445	550	No
		WB	LT	432	120	Yes	433	120	Yes
			TH	432	345	Yes	433	345	Yes
		Intersection		0	0	-	0	0	-
19	Georgetown Pike and I-495 Northbound Ramps	NB	LT	2,620	1,270	Yes	624	1,270	No
			TH	2,620	1,270	Yes	624	1,270	No
			RT	2,597	1,370	Yes	575	1,370	No
		EB	LT	444	135	Yes	459	135	Yes
			TH	444	345	Yes	459	345	Yes
		WB	TH	448	320	Yes	446	320	Yes
			RT	352	395	No	0	395	No
		Intersection		0	0	-	0	0	-
18	Georgetown Pike and Balls Hill Road	NB	LT	1,265	110	Yes	399	110	Yes
			TH	1,265	110	Yes	399	110	Yes
			RT	1,255	120	Yes	461	120	Yes
		SB	LT	234	145	Yes	153	145	Yes
			TH	234	145	Yes	153	145	Yes
			RT	222	305	No	142	305	No
		EB	LT	419	195	Yes	410	195	Yes
			TH	419	325	Yes	410	325	Yes
			RT	431	215	Yes	425	215	Yes
		WB	LT	548	225	Yes	335	225	Yes
			TH	548	500	Yes	335	500	No
			RT	548	125	Yes	335	125	Yes
		Intersection		0	0	-	0	0	-
22	Georgetown Pike and Dead Run Drive	NB	LT	109	1,555	No	117	1,555	No
			RT	107	1,555	No	115	1,555	No
		EB	TH	245	510	No	253	510	No
			RT	245	510	No	253	510	No
		WB	LT	722	465	Yes	104	465	No
			TH	656	565	Yes	35	565	No
		Intersection		0	0	-	0	0	-

2045 PM Ramp Queue Comparison

Ramp Name	2045 No Build PM			2045 Build PM		
	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?	95th % Ramp Queue (ft)	Ramp Storage (ft)	Storage Exceeded?
I-495 NB GP to Route 123 EB	100	2,040	No	185	1,515	No
I-495 NB GP to Route 123 WB	0	760	No	-	-	-
I-495 SB GP to Route 123 EB	0	1,150	No	203	3,015	No
I-495 SB GP to Route 123 WB	0	1,510	No	-	-	-
Route 123 EB to I-495 NB GP	200	1,505	No	623	2,450	No
Route 123 EB to I-495 SB GP	4,640	1,400	Yes	2,268	1,400	Yes
Route 123 WB to I-495 NB GP	2	940	No	631	980	No
Route 123 WB to I-495 SB GP	1,107	1,590	No	176	1,770	No
I-495 NB EXP to Westpark	17	1,420	No	17	1,420	No
I-495 SB EXP to Westpark	11	1,300	No	12	1,300	No
Westpark to I-495 NB EXP	0	1,670	No	0	1,670	No
Westpark to I-495 SB EXP	0	1,210	No	0	1,210	No
I-495 NB EXP to Jones Branch	42	865	No	23	865	No
I-495 SB EXP to Jones Branch	1,302	1,400	No	294	1,400	No
Jones Branch to I-495 NB EXP	528	1,500	No	0	1,500	No
Jones Branch to I-495 SB EXP	0	965	No	0	965	No
I-495 NB GP to DTR WB	0	3,210	No	0	1,300	No
I-495 NB GP to DAAR WB	0	1,435	No	0	1,525	No
I-495 SB GP to DTR EB	0	615	No	0	1,150	No
I-495 SB GP to DTR WB	0	1,670	No	0	1,555	No
I-495 SB GP to DAAR WB	0	1,580	No	0	1,680	No
I-495 NB EXP to DTR WB	0	3,500	No	0	3,500	No
I-495 SB EXP to DTR WB	0	3,130	No	0	4,850	No
I-495 SB EXP to DTR EB	-	-	-	0	660	No
DTR EB to I-495 NB GP	0	1,650	No	1,325	4,070	No
DTR EB to I-495 SB GP	0	1,580	No	5,770	2,975	Yes
DTR WB to I-495 NB GP	0	1,800	No	0	1,195	No
DTR EB to I-495 NB EXP	-	-	-	0	1,550	No
DTR EB to I-495 SB EXP	0	3,260	No	0	1,650	No
DTR WB to I-495 NB EXP	-	-	-	0	1,435	No
DAAR EB to I-495 NB GP	0	1,270	No	0	2,135	No
DAAR EB to I-495 SB GP	0	1,515	No	10	965	No
I-495 NB GP to Route 193	136	1,225	No	91	1,225	No
I-495 SB GP to Route 193	90	1,100	No	88	820	No
Route 193 to I-495 NB GP	1,066	930	Yes	25	930	No
Route 193 to I-495 SB GP	0	815	No	0	815	No
I-495 NB GP to GWMP	0	2,310	No	0	1,670	No
I-495 SB GP to GWMP	0	900	No	0	900	No
GWMP to I-495 NB GP	0	2,220	No	12	2,220	No
GWMP to I-495 SB GP	0	805	No	0	1,051	No
I-495 NB EXP to GWMP	-	-	-	0	3,265	No
I-495 SB EXP to GWMP	0	2,850	No	0	2,830	No
GWMP to I-495 NB EXP	0	2,180	No	0	2,000	No
GWMP to I-495 SB EXP	-	-	-	0	1,830	No
I-495 NB GP to Clara Barton EB	0	1,700	No	0	1,700	No
I-495 NB GP to Clara Barton WB	0	725	No	0	725	No
I-495 SB GP to Clara Barton WB	0	1,485	No	0	1,485	No
Clara Barton EB to I-495 NB GP	0	2,515	No	0	2,515	No
Clara Barton EB to I-495 SB GP	0	1,100	No	0	1,100	No
Clara Barton WB to I-495 SB GP	7,124	2,095	Yes	68	2,095	No
DTR EB to Spring Hill	71	1,895	No	71	1,895	No
DTR WB to Spring Hill	169	1,400	No	-	-	-
Spring Hill to DTR EB	0	1,295	No	0	1,295	No
Spring Hill to DTR WB	-	-	-	-	-	-
DTR EB to Route 123 SB	0	275	No	2	275	No
DTR EB to Route 123 NB	0	1,275	No	0	1,275	No
DTR WB to Route 123 NB	0	1,085	No	0	1,085	No
DTR WB to Route 123 SB	222	1,060	No	211	1,060	No
Route 123 NB to DTR EB	0	1,550	No	0	285	No
Route 123 SB to DTR WB	0	1,625	No	0	1,625	No
Route 123 SB to DTR EB	0	1,530	No	0	220	No
DTR EB to Anderson	81	1,430	No	276	1,430	No

#	Intersection	Approach	Movement	2045 No Build PM			2045 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
6	Route 123 and Tysons Boulevard	NB	LT	3,668	425	Yes	3,668	425	Yes
			TH	3,668	1,100	Yes	3,668	1,100	Yes
			RT	3,668	240	Yes	3,668	240	Yes
		SB	LT	276	3,300	No	278	3,300	No
			TH	830	3,300	No	904	970	No
			RT	723	750	No	825	750	Yes
		EB	LT	1,572	480	Yes	1,569	480	Yes
			RT	1,485	480	Yes	1,479	480	Yes
		WB	LT	172	490	No	165	490	No
			RT	764	500	Yes	812	500	Yes
		Intersection		0	0	-	0	0	-
4	Westpark Drive and Tysons Connector	NB	TH	262	325	No	263	325	No
			RT	256	400	No	257	400	No
		SB	LT	405	240	Yes	501	240	Yes
			TH	405	240	Yes	501	240	Yes
		WB	LT	199	490	No	198	490	No
			RT	199	490	No	198	490	No
		Intersection		0	0	-	0	0	-
5	Tysons Connector and Express Lanes Ramps	NB	LT	81	1,420	No	84	1,420	No
		SB	RT	75	1,300	No	64	1,300	No
		EB	LT	596	500	Yes	601	500	Yes
			RT	584	500	Yes	589	500	Yes
		Intersection		0	0	-	0	0	-
31	Route 123 and EB DTR/SB I-495 C-D Road	NB	TH	-	-	-	381	932	No
		SB	TH	-	-	-	207	1,160	No
		EB	LT	-	-	-	343	3,015	No
			RT	-	-	-	343	3,015	No
		Intersection		-	-	-	0	0	-
32	Route 123 and NB I-495 Ramp	NB	TH	-	-	-	397	1,105	No
		SB	TH	-	-	-	834	1,020	No
		WB	LT	-	-	-	414	1,040	No
			RT	-	-	-	411	1,060	No
		Intersection		-	-	-	0	0	-
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	LT	1,037	530	Yes	970	530	Yes
			TH	1,037	3,265	No	970	1,016	No
			RT	1,095	485	Yes	1,028	1,016	Yes
		SB	LT	765	235	Yes	675	235	Yes
			TH	765	585	Yes	675	585	Yes
			RT	765	585	Yes	675	585	Yes
		EB	LT	488	245	Yes	481	245	Yes
			RT	488	245	Yes	481	245	Yes
		WB	LT	868	355	Yes	873	355	Yes
			TH	868	370	Yes	873	370	Yes
			RT	872	170	Yes	877	170	Yes
		Intersection		0	0	-	0	0	-
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	LT	627	330	Yes	313	330	No
			TH	627	605	Yes	313	605	No
			RT	627	605	Yes	313	605	No
		SB	LT	865	550	Yes	833	550	Yes
			TH	865	825	Yes	833	825	Yes
			RT	888	720	Yes	856	720	Yes
		EB	LT	581	175	Yes	583	175	Yes
			TH	581	425	Yes	583	425	Yes
			RT	588	340	Yes	590	340	Yes
		WB	LT	1,000	415	Yes	1,006	415	Yes
			TH	1,000	415	Yes	1,006	415	Yes
			RT	1,000	115	Yes	1,006	115	Yes
		Intersection		0	0	-	0	0	-
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	TH	1,000	780	Yes	865	780	Yes
			RT	957	325	Yes	822	325	Yes
		SB	LT	2,663	405	Yes	695	405	Yes
			TH	2,663	2,505	Yes	695	2,505	No
		EB	LT	201	1,910	No	533	1,170	No
			TH	201	1,910	No	533	1,170	No
			RT	29	1,960	No	74	295	No
		WB	LT	378	345	Yes	381	345	Yes
			RT	389	345	Yes	392	345	Yes
		Intersection		0	0	-	0	0	-

#	Intersection	Approach	Movement	2045 No Build PM			2045 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
33	Route 123 & EB DTR Ramps	NB	TH	-	-	-	281	510	No
		SB	LT	-	-	-	337	280	Yes
			TH	-	-	-	2,023	2,110	No
		Intersection		-	-	-	0	0	0
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	LT	1,236	810	Yes	1,203	810	Yes
			TH	1,236	2,490	No	1,203	2,490	No
			RT	1,171	645	Yes	1,181	645	Yes
		SB	LT	3,058	350	Yes	3,059	350	Yes
			TH	3,058	3,035	Yes	3,059	3,035	Yes
			RT	2,882	315	Yes	2,759	315	Yes
		EB	LT	307	165	Yes	303	165	Yes
			TH	307	165	Yes	303	165	Yes
			RT	312	155	Yes	311	155	Yes
		WB	LT	2,847	230	Yes	2,851	230	Yes
			TH	2,847	935	Yes	2,851	935	Yes
			RT	2,787	935	Yes	2,791	935	Yes
		Intersection		0	0	-	0	0	-
2	Lewinsville Road and Balls Hill Road	SB	LT	907	950	No	1,240	950	Yes
			RT	907	90	Yes	1,240	90	Yes
		EB	LT	2,216	180	Yes	2,216	180	Yes
			TH	2,216	420	Yes	2,216	420	Yes
		WB	TH	301	185	Yes	277	185	Yes
			RT	290	185	Yes	266	185	Yes
		Intersection		0	0	-	0	0	-
9	Jones Branch Drive and Jones Branch Connector	NB	TH	1,619	540	Yes	1,616	540	Yes
			RT	1,650	540	Yes	1,647	540	Yes
		SB	LT	1,246	300	Yes	1,341	300	Yes
			TH	0	350	No	1,341	350	Yes
		WB	LT	573	55	Yes	537	55	Yes
			RT	0	55	No	537	55	Yes
		Intersection		0	0	-	0	0	-
10	Jones Branch Connector and Express Lanes Ramps	NB	LT	107	800	No	97	800	No
			RT	118	800	No	108	800	No
		SB	LT	1,224	1,335	No	363	1,335	No
			RT	1,221	1,335	No	311	1,335	No
		EB	LT	936	1,050	No	944	1,050	No
			TH	936	1,050	No	944	1,050	No
			RT	966	155	Yes	975	155	Yes
		WB	LT	632	725	No	712	725	No
			TH	632	725	No	712	725	No
			RT	646	725	No	726	725	Yes
		Intersection		0	0	-	0	0	-
29	Jones Branch Drive and Capital One (West)	NB	LT	313	370	No	315	370	No
			TH	313	370	No	315	370	No
			RT	327	370	No	328	370	No
		SB	LT	92	350	No	81	350	No
			TH	92	350	No	81	350	No
			RT	130	350	No	119	350	No
		EB	LT	1,106	200	Yes	1,108	200	Yes
			TH	1,106	290	Yes	1,108	290	Yes
			RT	1,147	290	Yes	1,150	290	Yes
		WB	LT	290	200	Yes	348	200	Yes
			TH	290	345	No	348	345	Yes
			RT	319	255	Yes	376	255	Yes
		Intersection		0	0	-	0	0	-
30	Jones Branch Drive and Capital One (East)	NB	LT	274	230	Yes	265	230	Yes
			TH	274	230	Yes	265	230	Yes
			RT	292	230	Yes	283	230	Yes
		SB	LT	198	315	No	208	315	No
			TH	198	315	No	208	315	No
			RT	222	200	Yes	232	200	Yes
		EB	LT	432	260	Yes	433	260	Yes
			TH	432	335	Yes	433	335	Yes
			RT	470	335	Yes	470	335	Yes
		WB	LT	433	185	Yes	368	185	Yes
			TH	433	465	No	368	465	No
			RT	446	465	No	381	465	No
		Intersection		0	0	-	0	0	-

2045 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build PM			2045 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	LT	478	245	Yes	559	245	Yes
			TH	478	1,810	No	559	1,810	No
			RT	508	565	No	589	565	Yes
		SB	LT	340	340	Yes	356	340	Yes
			TH	340	340	Yes	356	340	Yes
			RT	271	340	No	288	340	No
		EB	LT	298	430	No	355	430	No
			TH	298	430	No	355	430	No
			RT	323	430	No	379	430	No
		WB	LT	750	130	Yes	1,036	130	Yes
			TH	750	450	Yes	1,036	450	Yes
			RT	750	370	Yes	1,036	370	Yes
		Intersection		0	0	-	0	0	-
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	TH	486	330	Yes	515	330	Yes
			RT	339	280	Yes	363	280	Yes
		SB	LT	197	175	Yes	250	175	Yes
			TH	197	410	No	250	410	No
		EB	LT	301	1,890	No	284	1,890	No
			TH	301	1,890	No	284	1,890	No
			RT	309	1,890	No	292	1,890	No
		Intersection		0	0	-	0	0	-
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	LT	519	260	Yes	530	260	Yes
			TH	519	400	Yes	530	400	Yes
		SB	TH	445	460	No	495	460	Yes
			RT	450	460	No	500	460	Yes
		WB	LT	185	1,400	No	344	1,400	No
			TH	185	1,400	No	344	1,400	No
			RT	215	1,400	No	374	1,400	No
		Intersection		0	0	-	0	0	-
14	Spring Hill Road and Lewinsville Road	NB	LT	1,546	885	Yes	1,547	885	Yes
			TH	1,546	885	Yes	1,547	885	Yes
			RT	1,546	370	Yes	1,547	370	Yes
		SB	LT	467	530	No	429	530	No
			TH	467	530	No	429	530	No
			RT	467	530	No	429	530	No
		EB	LT	579	1,020	No	593	1,020	No
			TH	579	1,020	No	593	1,020	No
			RT	107	285	No	90	285	No
		WB	LT	499	280	Yes	485	280	Yes
			TH	499	940	No	485	940	No
			RT	202	940	No	188	940	No
		Intersection		0	0	-	0	0	-
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	LT	40	780	No	40	780	No
			TH	41	780	No	41	780	No
			RT	39	780	No	39	780	No
		SB	LT	50	280	No	50	280	No
			TH	67	280	No	67	280	No
			RT	76	280	No	76	280	No
		EB	TH	624	1,285	No	0	1,285	No
			RT	624	195	Yes	0	195	No
		WB	LT	153	265	No	152	265	No
			TH	349	385	No	407	385	Yes
			RT	349	295	Yes	407	295	Yes
		Intersection		0	0	-	0	0	-
20	Georgetown Pike and I-495 Southbound Ramps	SB	LT	476	1,140	No	436	920	No
			TH	476	1,140	No	436	920	No
			RT	425	1,210	No	391	985	No
		EB	TH	535	410	Yes	364	410	No
			RT	430	550	No	258	550	No
		WB	LT	423	120	Yes	420	120	Yes
			TH	423	345	Yes	420	345	Yes
		Intersection		0	0	-	0	0	-

2045 PM Intersection Queue Comparison

#	Intersection	Approach	Movement	2045 No Build PM			2045 Build PM		
				Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?	Max Queue Length (feet)	Storage Length (feet)	Storage Exceeded?
19	Georgetown Pike and I-495 Northbound Ramps	NB	LT	418	1,270	No	407	1,270	No
			TH	418	1,270	No	407	1,270	No
			RT	390	1,370	No	369	1,370	No
		EB	LT	441	135	Yes	354	135	Yes
			TH	441	345	Yes	354	345	Yes
		WB	TH	458	320	Yes	443	320	Yes
			RT	353	395	No	0	395	No
		Intersection		0	0	-	0	0	-
18	Georgetown Pike and Balls Hill Road	NB	LT	596	110	Yes	312	110	Yes
			TH	596	110	Yes	312	110	Yes
			RT	586	120	Yes	303	120	Yes
		SB	LT	243	145	Yes	193	145	Yes
			TH	243	145	Yes	193	145	Yes
			RT	232	305	No	182	305	No
		EB	LT	240	195	Yes	241	195	Yes
			TH	240	325	No	241	325	No
			RT	240	215	Yes	257	215	Yes
		WB	LT	603	225	Yes	436	225	Yes
			TH	603	500	Yes	436	500	No
			RT	603	125	Yes	436	125	Yes
		Intersection		0	0	-	0	0	-
22	Georgetown Pike and Dead Run Drive	NB	LT	516	1,555	No	214	1,555	No
			RT	513	1,555	No	212	1,555	No
		EB	TH	18	510	No	16	510	No
			RT	18	510	No	16	510	No
		WB	LT	1,586	465	Yes	20	465	No
			TH	1,520	565	Yes	0	565	No
		Intersection		0	0	-	0	0	-

Appendix J: Concept of Operations

Transurban

Project NEXT Concept of Operations

Annotated Outline for the Project NEXT Interchange Justification Report

May 2020

1 Introduction

1.1 Document Purpose

- This document establishes an outline for a Concept of Operations for the 495 Express Lanes Northern Extension Project (Project NEXT or the Project), which includes Transurban's approach to the Project's operations and maintenance, tolling, and customer management. This Concept of Operations also outlines the overarching guiding principles for the successful and sustainable management of the Project during the Operations period.

1.2 Overview

- The Project is a 2.1-mile bi-directional extension of the existing 495 Express Lanes, from the current terminus near Old Dominion Drive in McLean to the George Washington Memorial Parkway (GWMP) in the vicinity of the American Legion Bridge.
- There will be no new toll points constructed as part of the Project.
- The Project will be developed and coordinated to ensure future compatibility with the planned future Maryland Express Lanes which will interface in the vicinity of at the George Washington Memorial Parkway (GWMP). This coordination includes the Capital Beltway Bi-State Accord (CBA), an agreement between Virginia and Maryland to fund, build, and operate the section of the Express Lanes between GWMP and River Road.

1.3 Project Background

- In January 2019, a Development Framework Agreement between Transurban and the Department was executed to extend the 495 Express Lanes under current concession agreement.
- The project is expected to open to traffic in 2024 and will operate as part of the concession for the Capital Beltway Express, LLC expiring in 2087.

1.4 Project Scope

- The Project extends the 495 Express Lanes approximately two miles, adding two new Express Lanes in each direction with a full inside shoulder.
- In order to accommodate the additional lanes, the General Purpose Lanes footprint will be widened to the outside.

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- The Project will replace existing bridges, overpasses, add bike and pedestrian trails, replace existing walls and construct new noise walls where required and provide new stormwater management facilities.

1.5 Project Stakeholders

Key operational stakeholders for Project NEXT include:

- Federal Highway Administration
- Metropolitan Washington Airports Authority
- National Park Service
- Virginia Department of Transportation (VDOT)

1.6 Roles and Responsibilities

- Upon completion, Project NEXT will be incorporated into the existing 495 Express Lanes and the combined asset will be managed and operated as single, integrated managed lane facility delivering operating efficiencies and streamlining management and communications with all stakeholders.
- The Project will be managed within a network-oriented context, inclusive of the 395 and 95 Express Lanes.

1.7 Network-Based Management

- Through a network approach to operations and maintenance, Transurban will provided a single customer experience across its Northern Virginia Express Lanes network on Interstates 495, 95 and 395.
- Transurban's Express Lanes are fully integrated from a customer perspective and provide seamless 24/7 service across the entire network in the interest of customers and to support efficient relief of congestion in the region.
- As required, the Transurban Express Lanes operations and maintenance will be coordinated with other managed lanes facilities on Interstate 66 managed by VDOT (portion east of the 495 Express Lanes) and Express Mobility Partners (portion west of the 495 Express Lanes). Operations and maintenance of the Maryland Express Lanes will be coordinated with that operator in the future.

2 Electronic Toll and Traffic Management Systems

2.1 Electronic Tolling Subsystem

- No additional toll points or gantries are anticipated in Project NEXT footprint. This portion will be tolled leveraging the existing northernmost 495 Express Lanes toll point.

2.2 Traffic Management Subsystem

- New CCTV and AID equipment will be installed across the scope of the project and will be incorporated into existing Express Lanes incident detection and surveillance operational practice.
- The incremental scope of the project will be added to the monitoring and detection managed through control room road operations.

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2.3 Systems Maintenance and Support

- The existing 495 Express Lanes system maintenance approach and contracts will be extended to incorporate the Project NEXT scope.
- The roadway systems support and maintenance plans include a preventive maintenance schedule, which allows all roadside devices to be maintained twice every calendar year to minimize unintended device failures.
- Corrective maintenance for any failed devices take precedence over routine repairs and is based on a set Service Level Agreement to minimize downtime.

3 Road Operations

3.1 Traffic Management

- Traffic management plans, procedures and work plans will remain consistent with the existing 495 Express Lanes and be expanded to include the scope of Project NEXT.
- Hours of Operations will remain consistent with the existing 495 Express Lanes operational approach including 24/7 traffic control, monitoring and incident response services delivered from the Express Lanes Operations Center in Alexandria.

3.2 Incident Response

- The existing 495 Express Lanes Incident Response Plan will be expanded to incorporate the scope of Project NEXT.
- The staging locations of incident response crews will be assessed in order to optimize response times and maintain maximum vehicle throughput.

3.3 Regional Coordination and Communications

- Engagement with all jurisdictions and agencies along the Project NEXT corridor is required for effective coordination of emergency services.
- Timely sharing of video and incident information is facilitated via access to a regional interoperable video sharing solution and radio communications systems.
- Operations will be taken in accordance with the National Capital Region Emergency evacuation plan and existing concession deeds.
- Transurban will establish procedures and protocols to effectively coordinate with regional stakeholders.

4 Road Maintenance and Inspections

4.1 Asset Condition and Management

- The existing 495 Express Lanes maintenance approach, asset management system, and contracts will be extended to incorporate the Project NEXT scope.

4.2 Maintenance Considerations

- The existing 495 Express Lanes technical standards will remain consistent and apply to Project NEXT, except for maintenance of drainage and stormwater management features which will be VDOT's responsibility.

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4.3 Joint Operating and Maintenance Protocol

- The 495 Express Lanes Joint Operating and Maintenance Protocol will be updated to incorporate the scope of Project NEXT.

5 Tolling and Customer Management

5.1 Toll Trip Construction and Rating

- Transurban's existing Dynamic Pricing System (DPS) and Back Office System (BOS) platforms will be utilized to accommodate trip construction and rating for Project NEXT.
- Expected amendments to the system include:
    - Updates to roadway configuration including new DMS and sensors,
    - Changes in DPS system tasks' timings as necessary (gathering density and speed information).

5.2 Tolling and Enforcement Interfaces

Existing 495 BOS interfaces will be leveraged and updated to accommodate the Project:

- VDOT interfaces will require an update to accommodate the new entry and exit points.
- Mailhouse and Collections interfaces may require minor configuration changes to accommodate Project NEXT.
- Mailhouse and Collections letter templates may require minor adjustments.
- Changes to the lockbox, credit card and PayPal processing contracts are not expected to be required.

5.3 Customer Service

- The existing division of responsibilities between VA E-ZPass and the Express Lanes will continue to be maintained after the completion of Project NEXT. Call Center, image review and trip adjudication (exceptions management) services will continue to be provided as an extension of the current 495 Express Lanes procedures. Additional resources may be required to handle the additional call volume, particularly at opening. This can be achieved under the existing staffing framework. Training and updated FAQs will be required to include the scope of Project NEXT, with particular focus on new entry and exit points. Training will also be coordinated with the VDOT Customer Service Center to ensure Project information can be accurately conveyed to VA and MD E-ZPass customers.
- No major changes to Call Center business rules are required for Project NEXT. The Express Lanes website will need to be updated and configured to reflect the Project.
- The Express Lanes mobile application will be configured to include the Project.

5.4 High Occupancy Vehicle Enforcement

The HOV enforcement mechanisms and procedures used on the existing 495 Express Lanes will be extended for Project NEXT. Exceptions Management

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- Exceptions management and image review activities will continue to be delivered per existing capabilities.

5.5 Pricing Overview

- The toll pricing approach will be consistent with current 495 and 95/395 operations. Pricing will be designed to maintain free-flow traffic speeds under normal conditions in the Express Lanes. This will be accomplished via demand-based traffic management and variable (dynamic) pricing, updated at defined intervals (10 minutes). Dynamic message signs (DMS) will provide up-to-date pricing data for users, including the current toll prices for up to three destinations. Toll prices will also be provided to motorists through other mediums, including web pages and mobile applications.

5.6 Pricing and Speed Considerations

- As with the existing 495 and I-95/395 Express Lanes, dynamic pricing will be used to maintain contractual the required minimum speeds.

DRAFT

Appendix K: Covid-19 Sensitivity Analysis

APPENDIX K: COVID-19 SENSITIVITY ANALYSIS

EXECUTIVE SUMMARY

The Virginia Department of Transportation (VDOT) has received inquiries / requests from the general public and local elected officials to evaluate the impacts of COVID-19 on future traffic demand forecasts for the I-495 Express Lanes Northern Extension (NEXT) project, as well as to assess / validate the project need in terms of the potential traffic operations under a scenario where the future traffic demands are reduced compared to pre-COVID-19 traffic conditions. This document provides the methodology and results for a conservative analysis of the impacts of the COVID-19 pandemic on travel in the Washington, DC, region and specifically, the resulting changes in travel on I-495 in the vicinity of the I-495 NEXT project and over the American Legion Memorial Bridge (ALMB).

The analysis was performed by modifying the existing conditions I-495 NEXT travel demand model to reflect the reduction in trips observed on VDOT interstate facilities in Fall 2020. The changes in trip-making between the original existing base model and the modified COVID-19 reduced traffic scenario model were applied to the future analysis years to understand the potential impact to travel in the corridor if the changes in travel due to the pandemic were to continue into the future. VDOT believes that this would be a conservative view of the traffic response to the "new normal" after the pandemic. While some future travel would potentially be reduced as some workers continue to work from home, there would likely be a rebound towards the prior traffic patterns in the corridor above the traffic levels in Fall 2020, based on patterns observed from regional permanent traffic count stations as well as from big data sources.

The I-495 NEXT Vissim traffic simulation models used for the project traffic analysis, as presented in the *Traffic and Transportation Technical Report* (TATTR) and in the corresponding *Interchange Justification Report* (IJR), were updated to incorporate the modified future-year forecasted travel volumes assuming that trip-making patterns observed during the pandemic carry forward to future years. Even with trip-making patterns reduced to the levels observed in Fall 2020 during the COVID-19 pandemic, given the forecasted increase in land use and regional / interstate travel demand, congestion would still anticipated to be present in the future in the I-495 General Purpose (GP) lanes in both directions. Notably, the analysis results showed that in 2025, prior to the Maryland managed lanes project opening, with the COVID-19 modified forecasts, congestion would still be present in both directions of the I-495 GP lanes, with severe congestion in the northbound direction approaching the ALMB. By 2045, even with the Maryland managed lanes system in place and with the COVID-19 modified forecasts, congestion would be present in both directions of the I-495 GP lanes in the No Build condition. The I-495 NEXT project would provide significant relief to GP travel times in both directions in the Build condition, even if reduced traffic volumes associated with COVID-19 persisted in the future.

INTRODUCTION AND BACKGROUND

This memorandum summarizes an analysis of the COVID-19 pandemic impact on travel in the Washington, DC, region and specifically the resulting changes in travel on I-495 in the vicinity of the 495 NEXT project and over the ALMB. Since the completion of the NEPA analysis supporting the project development, the COVID-19 pandemic and resulting travel restrictions and disruptions to the historic travel demand and patterns occurred, raising questions from the public as to the need for the I-495 NEXT project. This analysis was developed to model the observed impacts of the COVID-19 pandemic and project the differences from

Fall 2020 into the future. VDOT believes this is a conservative approach to the analysis. While there are likely to be changes in travel behavior as we approach a "new normal" in the years following the recovery from the pandemic (based on recent regional and national surveys and observed trends), it is unlikely that the changes in travel would be as significant as before the vaccine became available in late 2020.

Observed Changes in Travel Patterns

Changes in automobile and truck traffic on interstates and transit ridership can be observed through existing count data from various sources, including the VDOT Public Tableau data viewer[1] and WMATA Public COVID-19 Ridership Information[2]. The daily and period traffic trends for cars and trucks from the VDOT continuous count locations are shown in **Figure 1** through **Figure 5**.

Vehicular Traffic

As of mid-November 2020, total daily vehicular traffic has rebounded from the low levels from early in the pandemic in the spring and early summer to total daily volumes close to pre-COVID conditions. Traffic at all continuous count stations in the Washington TPB region were 50 percent lower in April 2020 compared to April 2019; however, by August they were only 20 percent lower than the previous year[3]. VDOT data for all interstate count locations statewide and in the Northern Virginia District shows that as of October and November 2020, statewide traffic has recovered to approximately 90 percent of pre-COVID levels, and Northern Virginia interstate traffic has recovered to 85 percent of pre-COVID levels (October and November 2020 compared to October and November of 2019). The VDOT data shows that traffic reduction in the AM and overnight periods remains larger than the reduction in the midday and PM peak periods.

Truck Traffic

Truck volumes at interstate count locations have remained very close to pre-COVID levels after an initial decrease of approximately 20 percent in April and May. The data shows that while daily truck volumes are very similar to pre-COVID levels, truck traffic is 10 to 20 percent *higher* during the AM and PM peak periods, as compared to similar peak period volumes in October and November 2019, likely due to increased demand for freight and delivery services.

Transit Ridership and Carpooling

Transit ridership has also been dramatically affected by the pandemic. WMATA data shows that Metrorail ridership is down 88 percent on weekdays as compared to 2019 levels for October and November 2020. WMATA bus ridership is down 55 percent on weekdays and 35 percent on weekends compared to October and November 2019. While there is no information on HOV changes due to COVID-19, the unofficial

[1] https://public.tableau.com/profile/simona.babiceanu#!/
[2] https://www.wmata.com/service/covid19/Covid-19-Public-Information.cfm
[3] TPB Analysis: Traffic volumes are rebounding, but not yet at pre-COVID levels, October 27, 2020 https://www.mwcog.org/newsroom/2020/10/27/tpb-analysis-traffic-volumes-are-rebounding-but-not-yet-at-pre-covid-levels/

[4] http://www.slug-lines.com/

"slug-line" (casual carpooling) web site[4] strongly recommends that commuters do not slug or carpool during the pandemic due to the increased rate of virus transmittal.

Trip-Making Patterns

Google Mobility[5] data from Fall 2020 suggests that work trips reductions were not equally distributed across all geographies. Several counties in the region seem to have a larger percentage of the workforce that was able to work remotely therefore have fewer Home Based Work (HBW) trips. The higher-than-average reductions in HBW trips were in Arlington, Fairfax, Loudoun, and Montgomery Counties.

[4] http://www.slug-lines.com/

[5] https://www.google.com/covid19/mobility/

Figure 1. Daily Northern Virginia Interstate Auto and Truck Trends (June 1 – November 22, 2020)

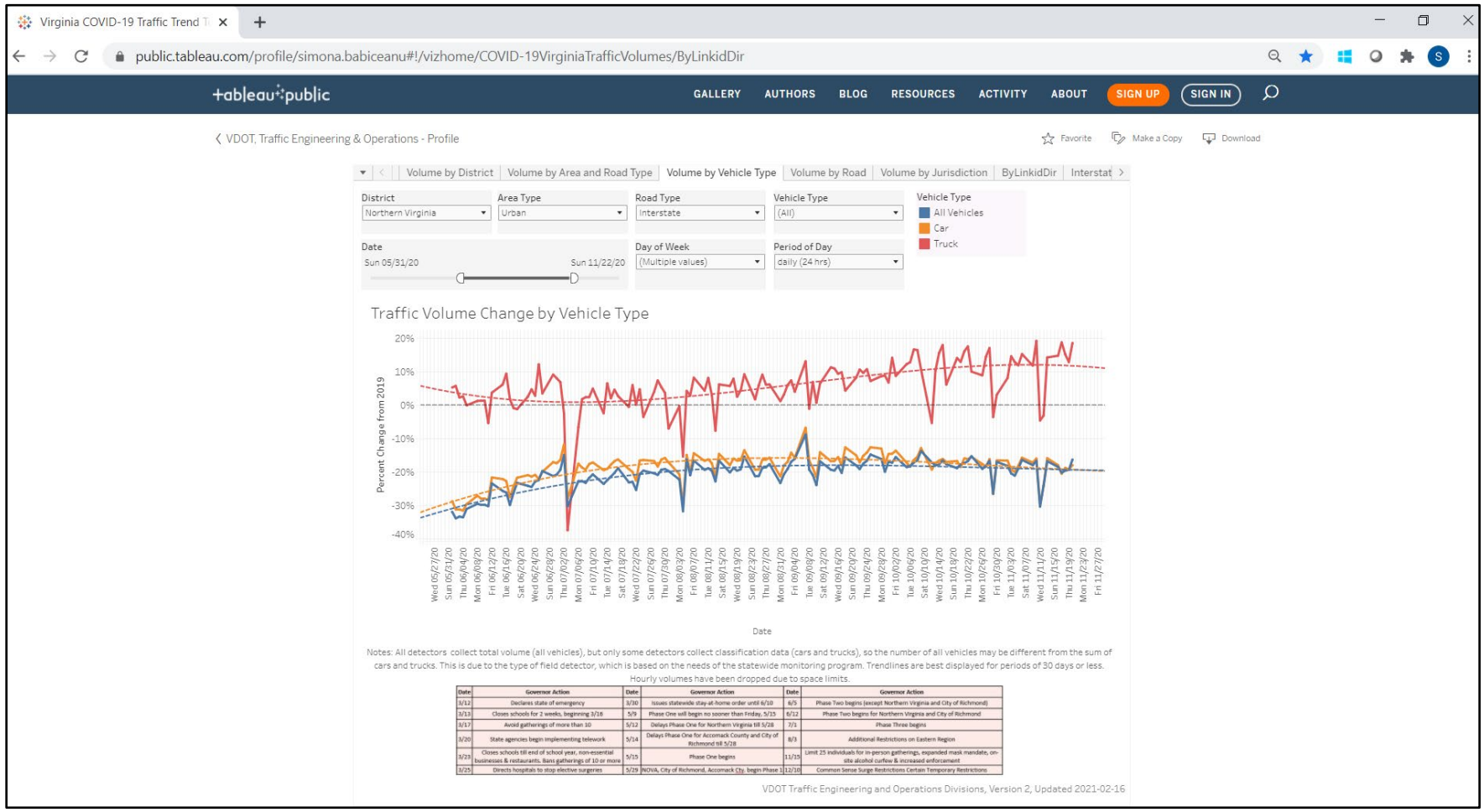


Figure 2. AM Peak (7-9 AM) Northern Virginia Interstate Auto and Truck Trends (June 1 – November 22, 2020)

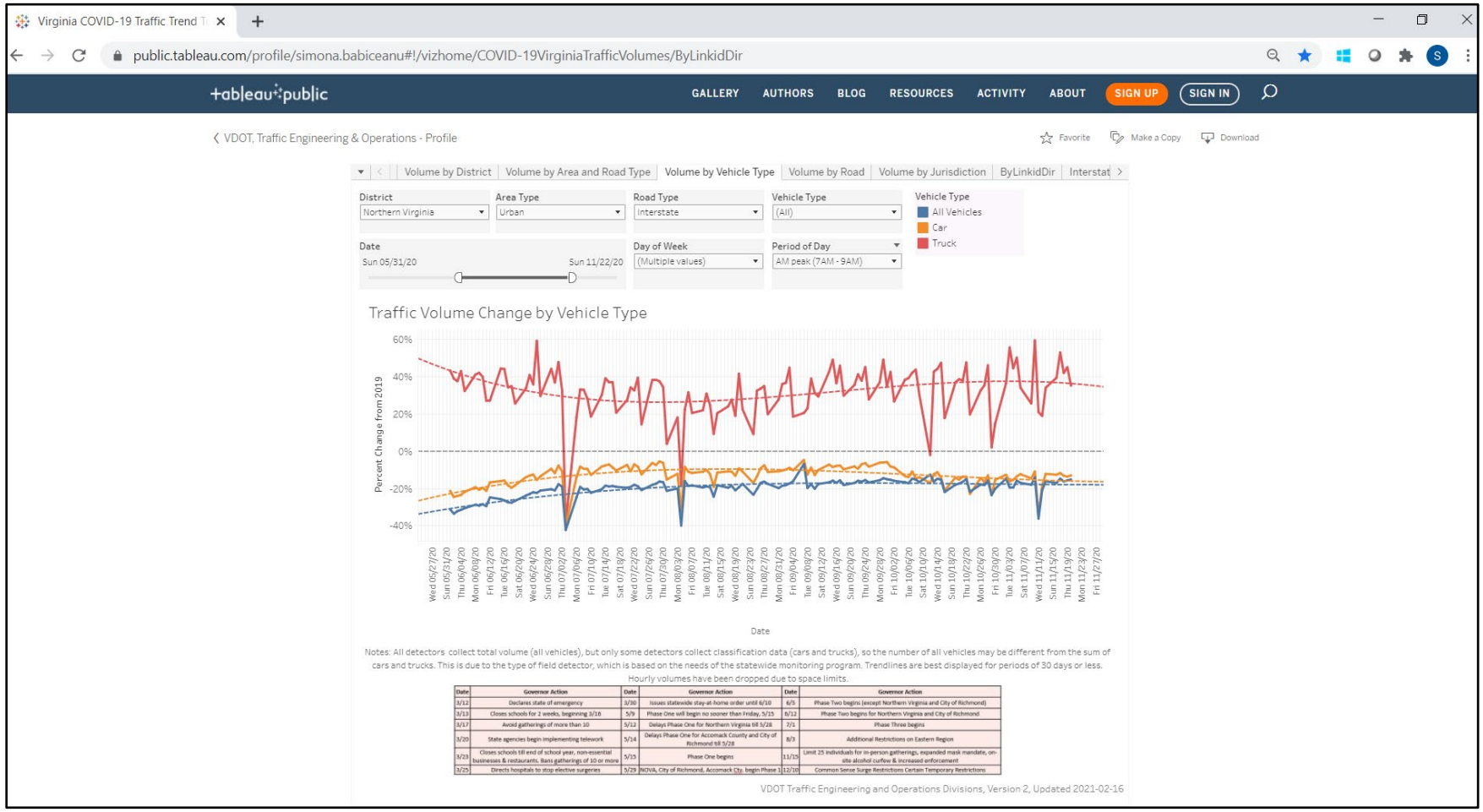


Figure 3. Midday (11 AM - 1 PM) Northern Virginia Interstate Auto and Truck Trends (June 1 – November 22, 2020)

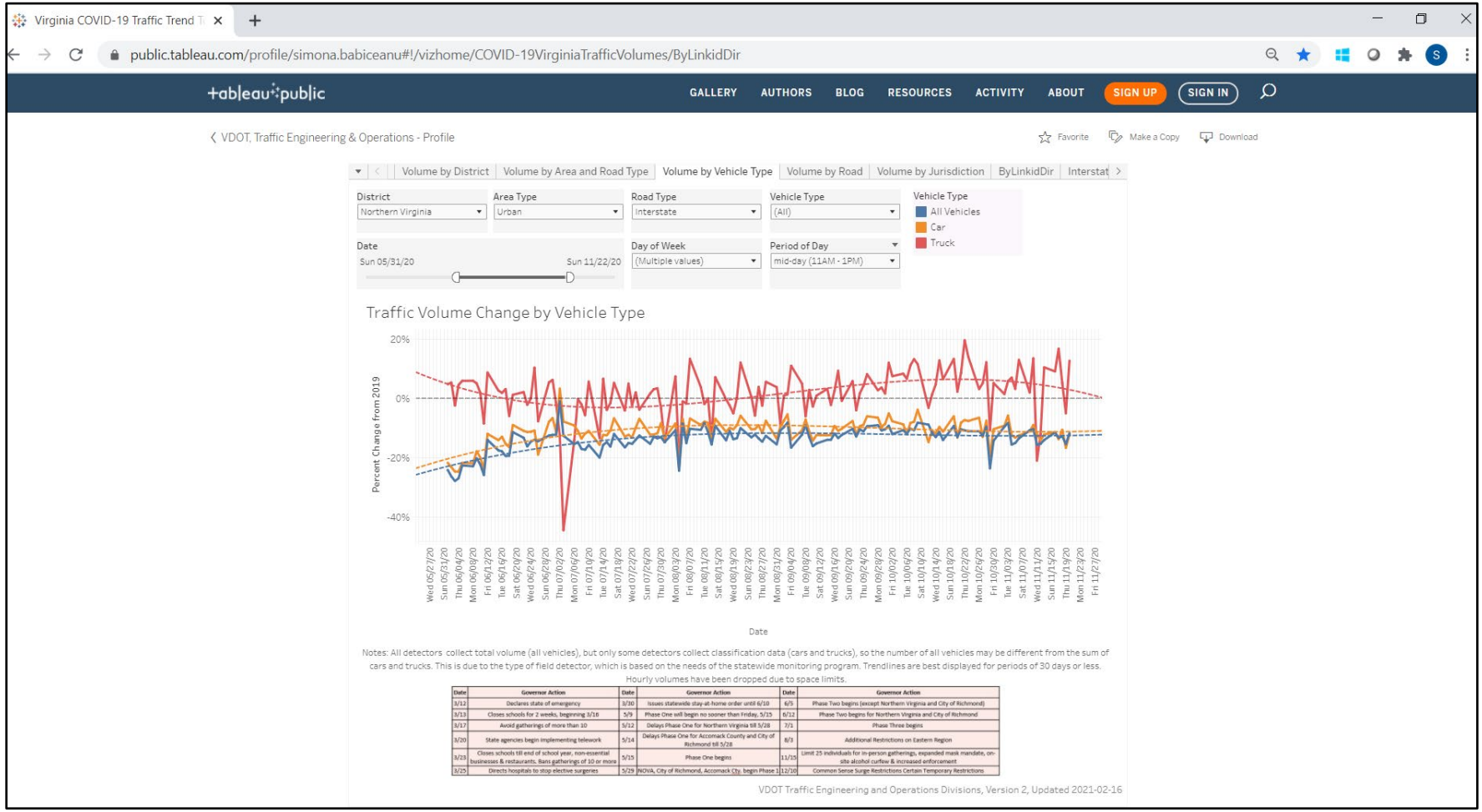


Figure 4. PM Peak (4-6 PM) Northern Virginia Interstate Auto and Truck Trends (June 1 – November 22, 2020)

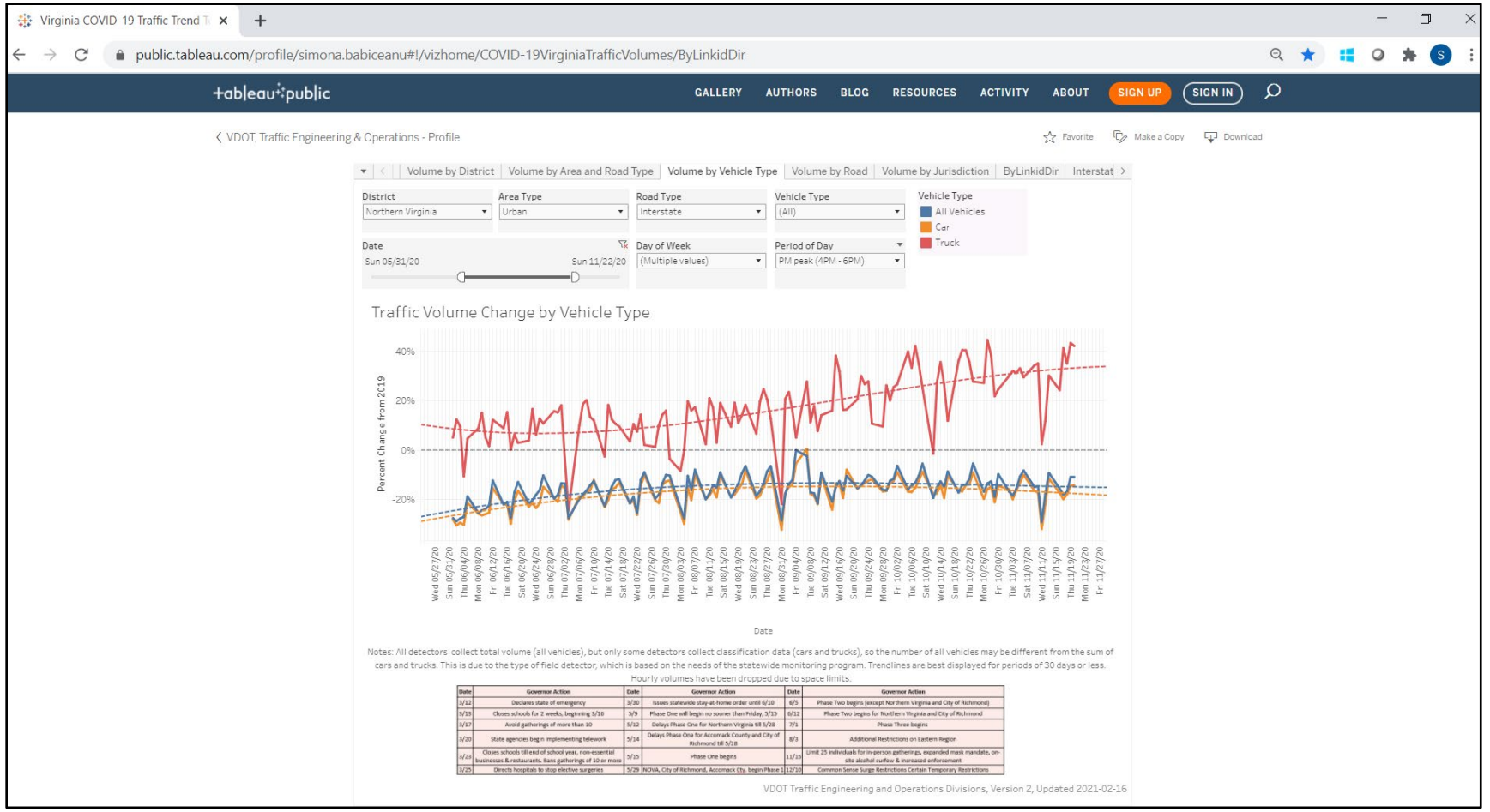
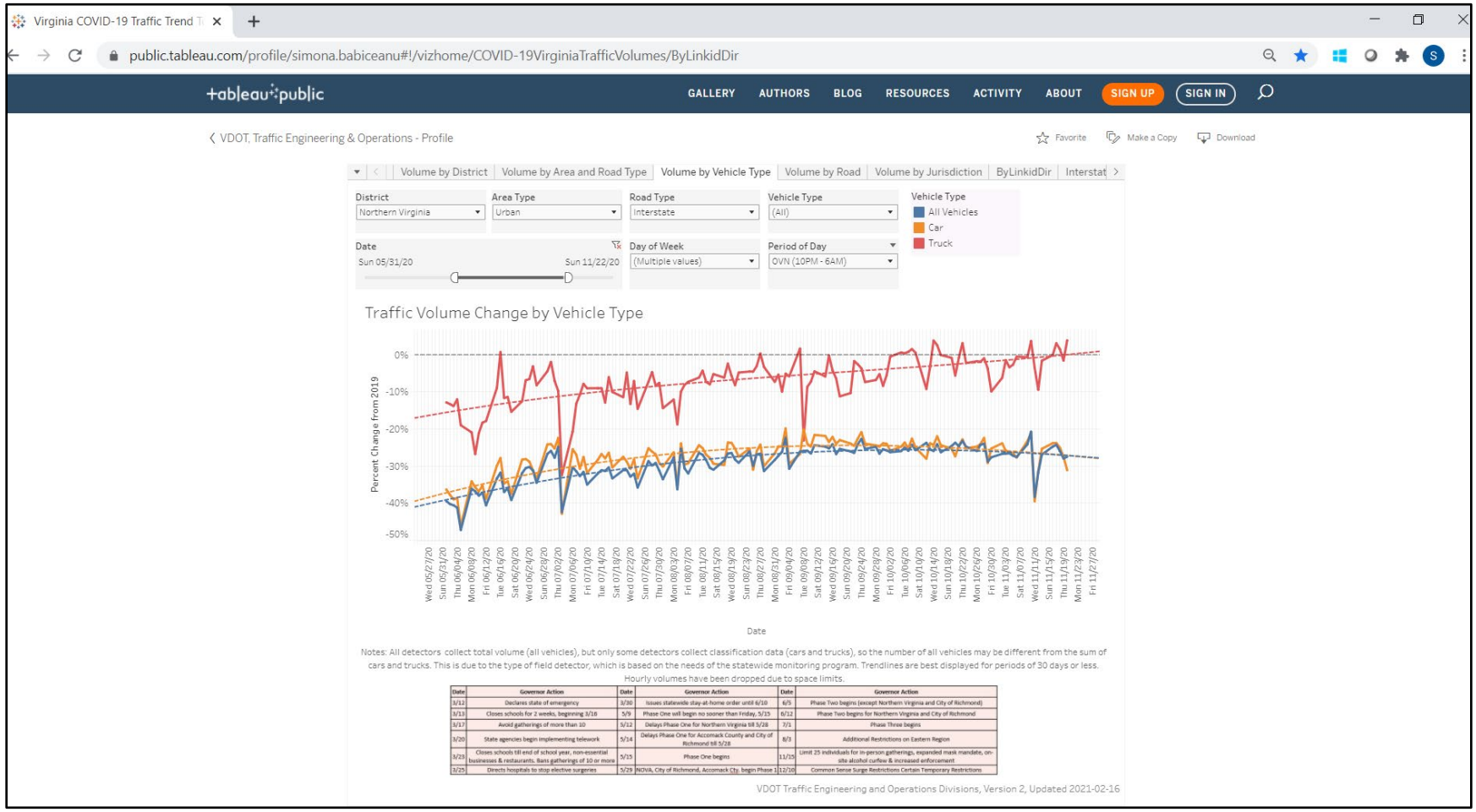


Figure 5. Overnight (10 PM - 6 AM) Northern Virginia Interstate Auto and Truck Trends (June 1 – November 22, 2020)



Impact on I-495 NEXT Corridor

Anecdotal data from Google's Live Traffic feed show that traffic is rebounding in the I-495 NEXT Corridor faster than other corridors in the region. The map shown in **Figure 6** is a typical Friday afternoon, showing congestion on northbound I-495 and the George Washington Parkway continuing over the ALMB into Maryland up to River Road and I-270. **Figure 7** shows a Congestion Scan of northbound I-495 using INRIX data from Fall 2020 (September to November) versus Fall 2019 for average weekdays (Tuesday through Thursday). The Congestion Scan shows that while the extent and duration of congestion are currently reduced compared to pre-COVID conditions, recurring congestion in the corridor is being experienced during the pandemic even with the significant volume reductions.

Figure 6. Google Maps Live Traffic from Friday September 11, 2020 at 3:30 PM

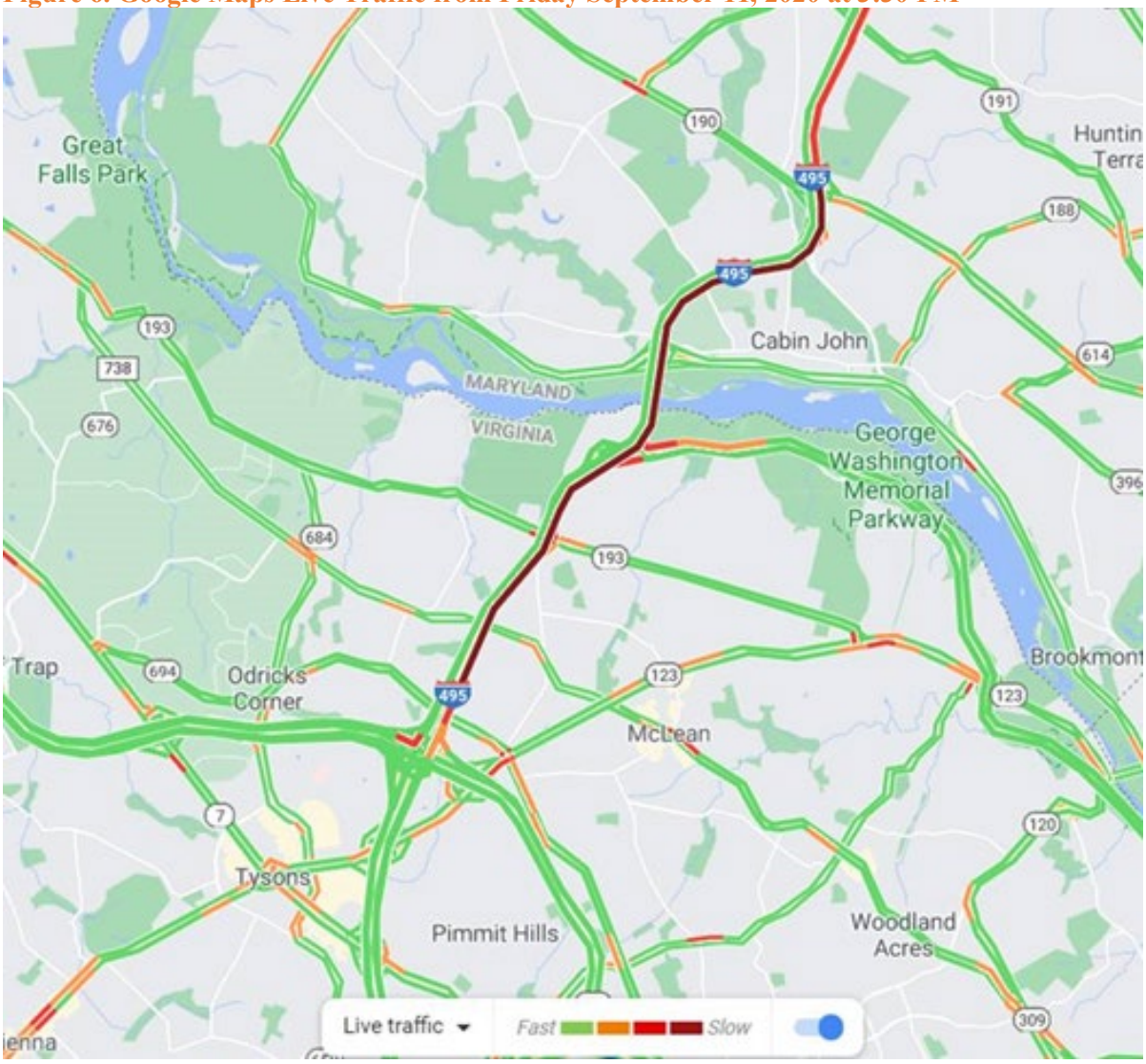


Figure 7. INRIX Congestion Scan – I-495 Northbound, Fall 2019 (Left) vs. Fall 2020 (Right)

REVISED TRAVEL DEMAND MODEL AND FORECASTING PROCESS

The changes in observed traffic (both automobile and truck traffic) and transit ridership are due to numerous factors such as loss of employment, increased teleworking, elimination of in-person schooling, switching from shorter shared transportation modes to active transportation (walking, biking, etc), elimination or reduction of indoor recreational opportunities (dining, shopping, movies, etc), and increased online shopping, to name a handful. While all these underlying causes for the overall reduction in vehicular traffic cannot be fully understood without a detailed transportation user survey, this analysis was designed to alter the regional travel demand model parameters to get to a point where outputs reflected observed traffic and transit impacts. To be conservative, the regional travel demand model was altered to approximate traffic and transit impacts observed during the pandemic.

The base-year (2018) MWCOG model trip tables developed for the Project NEXT traffic analysis were adjusted to reflect observed pandemic traffic conditions across Northern Virginia. The same modifications to the trip tables were then applied to the 2025 and 2045 No Build and Build scenarios for the development of future traffic volumes as input to detailed traffic operations analysis (i.e., microsimulation) to assess the utility of the project should current travel patterns continue indefinitely into the future.

Revised Existing (Base) Model to Reflect Observed Travel Patterns

From a detailed modeling standpoint, the base MWCOG model trips tables that were modified were intercepted from the I-495 NEXT model process after the Time of Day distribution. These are typically the final trip tables input into the model's highway and transit assignment processes, so the overall *distribution* of trips by purpose in the model remained the same, but the *scale* was reduced. To develop the most reasonable representation of the reduction in travel, five sensitivity test scenarios of proposed model parameters and trip table modifications were conducted to examine how the traffic in Northern Virginia and on the I-495 NEXT corridor would respond to modifications, with an overall goal of a decrease of 15 to 20 percent in automobile traffic in Northern Virginia. The proposed adjustments to the model parameters are shown in **Table 1**. This target reduction in travel was based on aggregate Northern Virginia metrics because there is not a continuous count location on I-495 between the Dulles Toll Road and the ALMB, nor were there continuous count data available north of the ALMB in Maryland. VDOT believes using aggregate data from more than one count location provides a better understanding of the trend of traffic in the region as opposed to one location. However, the locations along I-495 with continuous count data (south of the NEXT study area) did show consistency with the Northern Virginia interstate trends.

The overall impacts of the five scenarios were reviewed for VMT percent changes for total regional VMT on interstates and for the VMT reduction in the I-495 corridor and are shown in **Table 2**. A review of the results showed that Scenario 5 had the highest reduction in regional and I-495 NEXT VMT. The smaller VMT reduction in the corridor makes sense because as the total trips are reduced in the region, the higher-capacity facilities become more appealing for travel. Because of the limited number river crossings, the I-495 corridor remains relatively attractive. Based on these test scenarios, COVID-19 Model Scenario 5 was selected to move forward to be applied to future-year travel demand model runs and detailed analysis, as it included a more detailed geographic distribution of work trip reduction and was the most conservative in terms of reduced VMT in the corridor.

Table 1. Modification of I-495 TDM Parameters and Trip Tables

Model Parameter/ Attribute	Analysis Attribute Package (COVID-19 Model Scenario)				
	1	2	3	4	5
Reduction in HBW trips to account for job losses and increased teleworking	40% reduction in HBW trips	30% reduction in HBW trips	25% reduction in HBW trips	30% reduction in HBW trips	40% reduction in HBW trips (55% in Arl Co, 45% in Ffx, Ldn & Mont Co)
Increase in active transportation	Removal of 1% of trips less than 2 miles from all trip tables	Removal of 1% of trips less than 2 miles from all trip tables	Removal of 2% of trips less than 2 miles from all trip tables	Removal of 1% of trips less than 2 miles from all trip tables	Removal of 1% of trips less than 2 miles from all trip tables
Reduction in non-work trips (removal of trips from non-HBW trip tables)	HBO - 20% HBS - 15% NHBW - 40% NHBO - 20%	HBO - 30% HBS - 30% NHBW - 30% NHBO - 20%	HBO - 25% HBS - 25% NHBW - 25% NHBO - 25%	HBO - 25% HBS - 25% NHBW - 30% NHBO - 25%	HBO - 20% HBS - 15% NHBW - 40% NHBO - 20%
Reduction of transit trips and shift to SOVs	All purposes: CR - 80% MR - 90% Bus - 55% (move 25% of reduced trips to SOV mode)	All purposes: CR - 90% MR - 90% Bus - 55% (move 50% of reduced trips to SOV mode)	All purposes: CR - 80% MR - 80% Bus - 55% (move 35% of reduced trips to SOV mode)	All purposes: CR - 80% MR - 90% Bus - 55% (move 10% of reduced trips to SOV mode)	All purposes: CR - 80% MR - 90% Bus - 55% (move 25% of reduced trips to SOV mode)
Shift of HOV2 and HOV3+ trips to SOV	Move 10% of HOV2 trips and 25% of HOV3+ trips to SOV in HBW and NHW trips	Move 15% of HOV2 trips and 35% of HOV3+ trips to SOV in HBW and NHW trips	Move 20% of HOV2 trips and 40% of HOV3+ trips to SOV in HBW and NHW trips	Move 25% of HOV2 trips and 50% of HOV3+ trips to SOV in HBW and NHW trips	Move 10% of HOV2 trips and 25% of HOV3+ trips to SOV in HBW and NHW trips
Increase in truck traffic	Increase peak truck volumes by 10%. No change in daily truck trips	Increase peak truck volumes by 10%. No change in daily truck trips	Increase peak truck volumes by 15%. No change in daily truck trips	Increase peak truck volumes by 15%. No change in daily truck trips	Increase peak truck volumes by 10%. No change in daily truck trips

Abbreviations
HBW = Home-Based Work
HBO = Home-Based Other
HBS = Home-Based Shopping
NHBW = Non-Home-Based Work
NHBO = Non-Home-Based Other

CR = Commuter Rail (e.g. VRE, MARC)
MR = Metrorail

Table 2. VMT Reduction by COVID-19 Model Scenarios

Period >>	AM	Midday	PM	Night	Total
Total Regional VMT Change (compared to default 2018 I-495 NEXT demand model results)					
Scenario 1	-18%	-16%	-17%	-19%	-17%
Scenario 2	-13%	-15%	-14%	-17%	-15%
Scenario 3	-9%	-13%	-10%	-14%	-12%
Scenario 4	-13%	-15%	-13%	-17%	-15%
Scenario 5	-20%	-17%	-18%	-20%	-18%
I-495 NEXT Corridor VMT Change (compared to default 2018 I-495 NEXT demand model results)					
Scenario 1	-10%	-10%	-9%	-16%	-11%
Scenario 2	-5%	-9%	-6%	-13%	-9%
Scenario 3	-4%	-6%	-4%	-10%	-6%
Scenario 4	-7%	-8%	-6%	-13%	-9%
Scenario 5	-1%	-11%	-9%	-17%	-12%

Updated Future-Year Traffic Forecasts

The future-year I-495 NEXT travel demand model was run with the COVID-19 Model Scenario 5 trip table modifications for the following conditions:

- 2025 No Build and Build Prior to the Maryland Managed Lanes Project in Place
- 2025 No Build and Build
- 2045 No Build and Build

The outputs from these travel demand model runs were then utilized to develop revised post-processed peak-hour traffic forecasts, consistent with the methodology described in the TATTR and IJR. These revised traffic forecasts were then input into the corresponding I-495 NEXT Vissim microsimulation models used in the TATTR/IJR. Thus, peak-hour and peak-period detailed traffic simulation outputs could be compared for each scenario for the original TATTR/IJR traffic forecasts and with the conservative COVID-19 traffic forecasts.

SENSITIVITY ANALYSIS TRAFFIC OPERATIONS RESULTS

The following sections provide traffic operations results for the PM peak period, which was shown under existing (pre-COVID) conditions to experience the most significant congestion in both directions of I-495 through the project study area. Each of the following sections compares traffic operations results from the project Vissim models using the TATTR/IJR traffic forecasts versus the corresponding model results using the COVID-19 sensitivity analysis traffic forecasts.

2025 Conditions Prior to Maryland Managed Lanes Project

Figure 8 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2025 No Build conditions prior to the Maryland managed lanes project opening and **Table 3** compares overall intersection HCM-analogous LOS for the intersections along Route 193. **Attachment 1** provides a detailed breakdown of intersection delay and LOS, including delay and LOS by approach for all the study intersections.

- In the northbound direction in the No Build condition, in the TATTR/IJR model, severe congestion is observed spilling back from Maryland through the traffic operations analysis study area to Route 123, resulting in a nearly 40-minute travel time to traverse the corridor from Route 123 to River Road. In the COVID model, severe congestion would still be observed spilling back to the Dulles Toll Road, with some dissipation of this congestion by the end of the peak period. Travel times are approximately 32 minutes, suggesting that significant congestion in the northbound GP lanes would still be present in 2025 No Build conditions even with the reductions in travel demand.
- In the southbound direction in the No Build condition, in the TATTR/IJR model, severe congestion is present in Maryland approaching the ALMB; in the COVID model, some of this congestion would be mitigated given the reduced travel demand. In both models, congestion remains at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are reduced from approximately 14 minutes in the TATTR/IJR model to approximately 9 minutes in the COVID model, which still represents approximately 3 minutes of delay as compared to free-flow conditions.
- The intersections along Route 193, in the TATTR/IJR model, operate with severe delays due to congestion spilling back from northbound I-495 along Route 193. The I-495 mainline congestion still exists in the COVID model and impacts the intersections along Route 193, but with the reduction in travel demand, 2025 No Build delays would be reduced compared to the TATTR/IJR model.

Figure 9 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2025 Build conditions prior to the Maryland managed lanes project opening and **Table 4** compares overall intersection HCM-analogous LOS for the intersections along Route 193. **Attachment 1** provides detailed breakdown of intersection delay and LOS for all the study intersections**.**

- In the northbound direction in the Build condition, in the TATTR/IJR model, severe congestion is observed spilling back from Maryland through the traffic operations analysis study area to Route 123, resulting in a nearly 45-minute travel time to traverse the corridor from Route 123 to River Road in Maryland. In the COVID model, severe congestion is still observed spilling back from Maryland to the Dulles Toll Road, with some dissipation of this congestion by the end of the peak period; travel times are approximately 39 minutes. The average end-to-end travel time between Route 123 and Clara Barton Parkway in the northbound GP lanes increases by approximately 7 minutes in the Build condition compared to the No Build Condition with the COVID model. This deterioration would be attributable to the increased merging and weaving across the ALMB due to the left-side merge from the new northbound Express Lanes terminus, and the results are consistent with the TATTR/IJR Model. Although there would be an increase in travel time along northbound I-495 in the Build condition, the person throughput increases and intersection delay decreases along Route 193 in the Build condition as shown in **Table 4**.
- In the southbound direction, in the TATTR/IJR model, some congestion is present in Maryland approaching the ALMB; in the COVID model, this congestion would be largely mitigated given the reduced travel demand. In both models, congestion remains at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are reduced from approximately 11 minutes in the TATTR/IJR model to approximately 8 minutes in the COVID model.

- The intersections along Route 193, in the TATTR/IJR model, show reduced delay compared to No Build. Similarly, in the COVID model, all of the intersections along Route 193 see a reduction in delay compared to the No Build COVID model and also compared to the TATTR/IJR model.

Figure 8. I-495 GP Lanes Speed Heat Maps and Travel Times, 2025 No Build PM Peak Period (Prior to Maryland Managed Lanes Project)

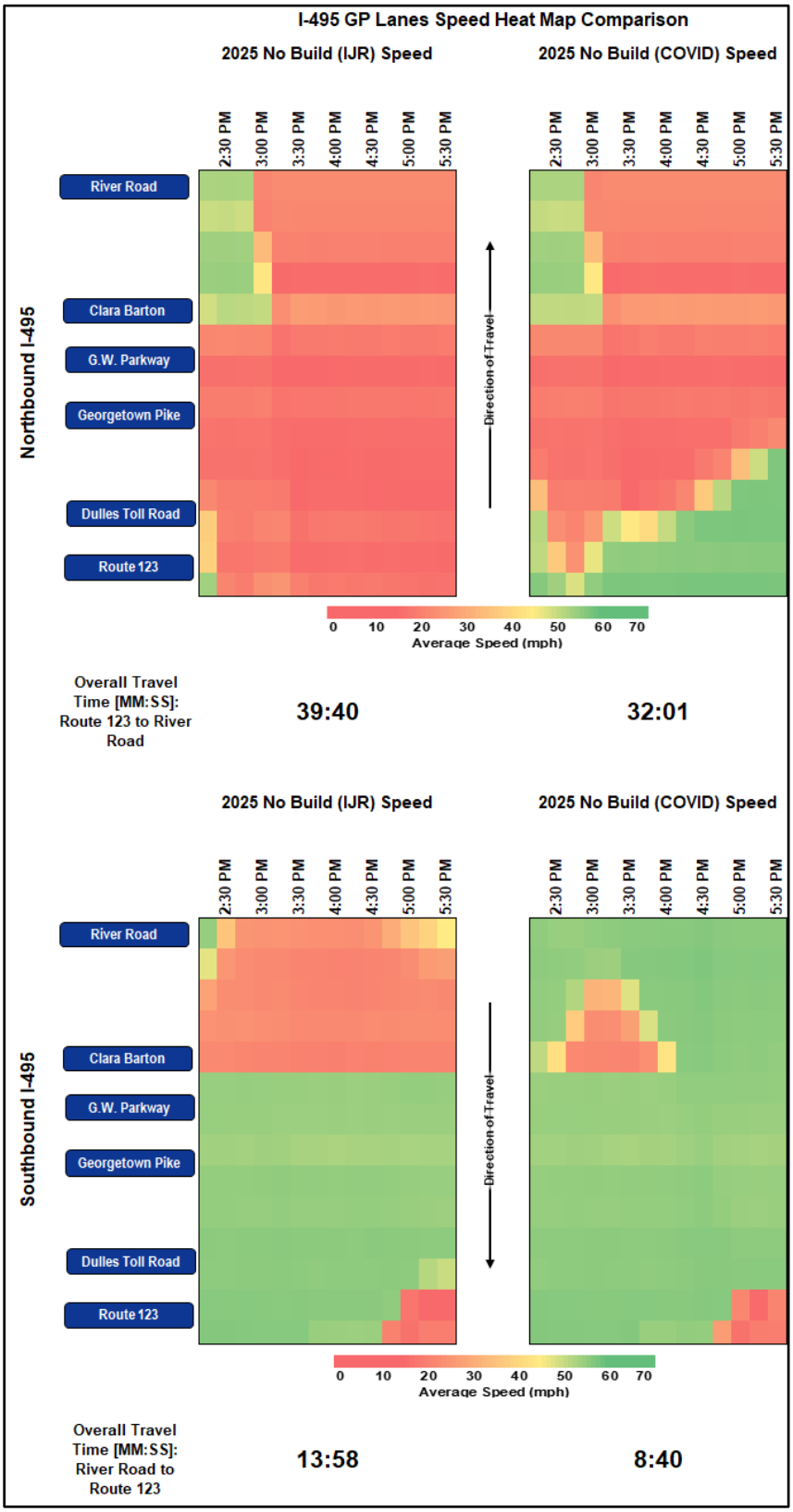


Figure 9. I-495 GP Lanes Speed Heat Maps and Travel Times, 2025 Build PM Peak Period (Prior to Maryland Managed Lanes Project)

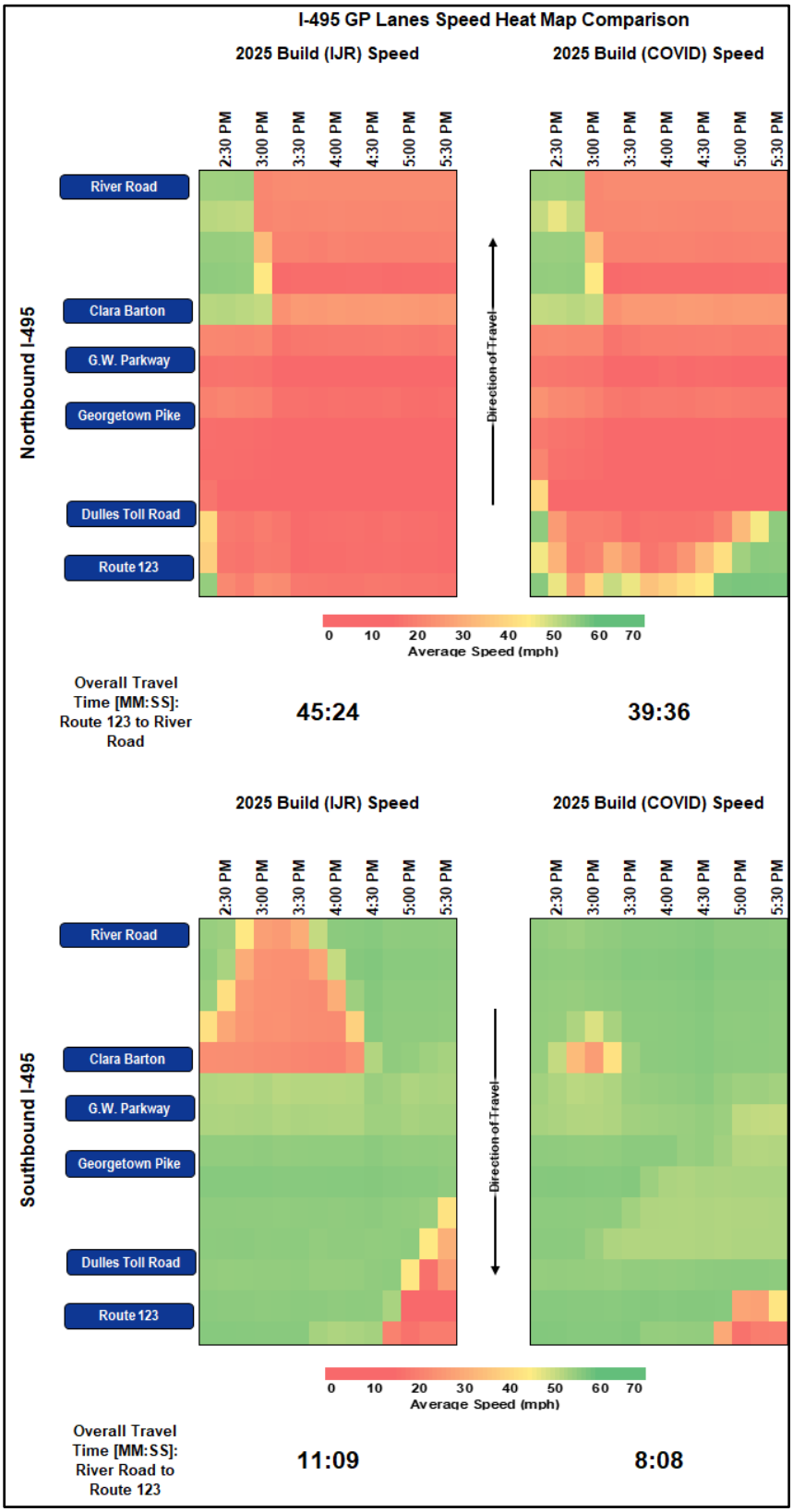


Table 3. Route 193 VISSIM Intersection Results – 2025 No Build PM Peak Period (Prior to Maryland Managed Lanes Project)

Intersection Control	Intersection	2025 No Build IJR		2025 No Build COVID	
		Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	311	F	231	F
Signalized	Georgetown Pike and I-495 Southbound Ramps	37	D	33	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	89	F	68	E
Signalized	Georgetown Pike and Balls Hill Road	454	F	320	F
Unsignalized	Georgetown Pike and Dead Run Drive	1,257	F	886	F

Table 4. Route 193 VISSIM Intersection Results – 2025 Build PM Peak Period (Prior to Maryland Managed Lanes Project)

Intersection Control	Intersection	2025 Build IJR		2025 Build COVID	
		Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	20	C	17	C
Signalized	Georgetown Pike and I-495 Southbound Ramps	26	C	29	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	69	E	48	D
Signalized	Georgetown Pike and Balls Hill Road	258	F	67	E
Unsignalized	Georgetown Pike and Dead Run Drive	813	F	136	F

2025 Conditions with Maryland Managed Lanes Project in Place

Figure 10 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2025 No Build conditions with the Maryland managed lanes project in place and **Table 5** compares overall intersection HCM-analogous LOS for the intersections along Route 193. A detailed breakdown of intersection delay and LOS, including delay and LOS by approach for all the study intersections, is provided in **Attachment 1.**

- In the northbound direction, in the TATTR/IJR model, congestion is observed spilling back from the ALMB through the traffic operations analysis study area nearly to Route 123, resulting in an approximately 11-minute travel time to traverse the corridor from Route 123 to River Road. In the COVID model, congestion would still be observed spilling back to the Dulles Toll Road during the early portion of the peak period, with much of this congestion having dissipated by the end of the peak period. Travel times are approximately 8 minutes. Note that essentially all northbound congestion in Maryland has been mitigated.
- In the southbound direction, in the TATTR/IJR model, severe congestion is present between the ALMB and the Dulles Toll Road due to the bottleneck between the termini of the Virginia and Maryland managed lane systems; in the COVID model, this congestion would be largely mitigated given the reduced travel demand. In both models, congestion remains at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are reduced from approximately 16 minutes in the TATTR/IJR model to approximately 7 minutes in the COVID model.
- Along Route 193, in the TATTR/IJR model, the intersections with Helga Place/Linganore Drive is failing under 2025 No Build conditions due to heavy delays on the southbound approach; this stop-controlled approach sees few gaps for traffic to enter the mainline Route 193 traffic stream due to heavy congestion in along eastbound Route 193 (spilling back from the northbound on-ramp to I-495). This intersection continues to operate at LOS F in the COVID model as well. The remaining intersections along Route 193 operate at LOS C or better in the COVID model and generally show significant reductions in delay as compared to the TATTR/IJR model.

Figure 11 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2025 Build conditions with the Maryland managed lanes project in place and **Table 6** compares overall intersection HCM-analogous LOS for the intersections along Route 193. A detailed breakdown of intersection delay and LOS, including delay and LOS by approach for all the study intersections, is provided in **Attachment 1.**

- In the northbound direction, in both the TATTR/IJR and COVID models, congestion is largely mitigated through the length of the study area due to the additional capacity provided the complete Express Lanes system. End-to-end travel times are less than 7 minutes in both scenarios.
- In the southbound direction, in the TATTR/IJR model, some minor congestion is present approaching the Dulles Toll Road; in the COVID model, this congestion would be mitigated given the reduced travel demand. In both models, minor congestion remains at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are reduced from approximately 8 minutes in the TATTR/IJR model to approximately 7 minutes in the COVID model.
- In the Build scenario, the unsignalized intersection of Route 193 and Dead Run Drive operates at LOS F and the remaining intersections along Route 193 operate at LOS D or better in the

TATTR/IJR model. With the reduced congestion along northbound I-495 and decrease in demand, all the intersections along Route 193 operate at LOS C or better in the COVID model.

Figure 10. I-495 GP Lanes Speed Heat Maps and Travel Times, 2025 No Build PM Peak Period

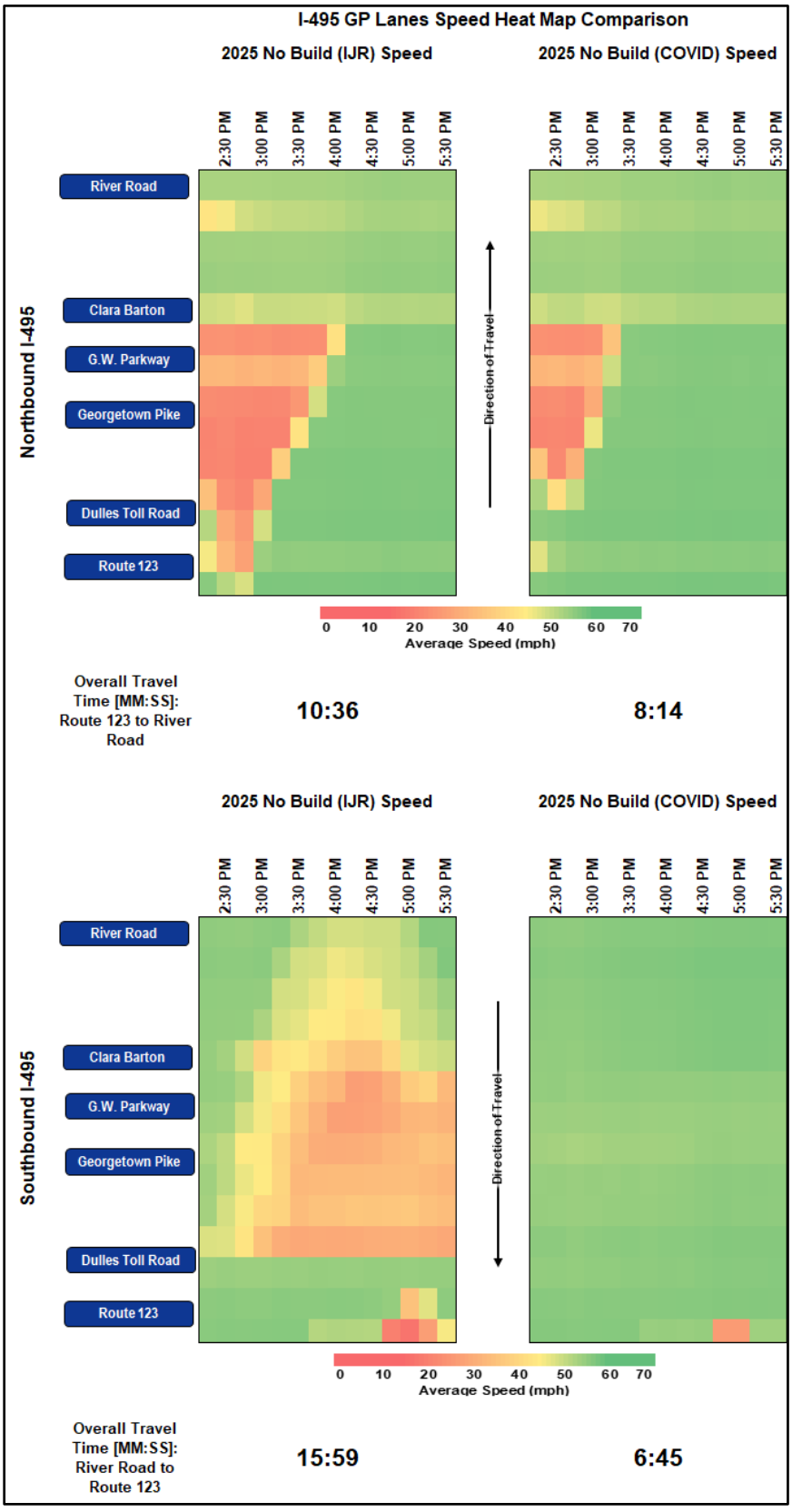


Figure 11. I-495 GP Lanes Speed Heat Maps and Travel Times, 2025 Build PM Peak Period

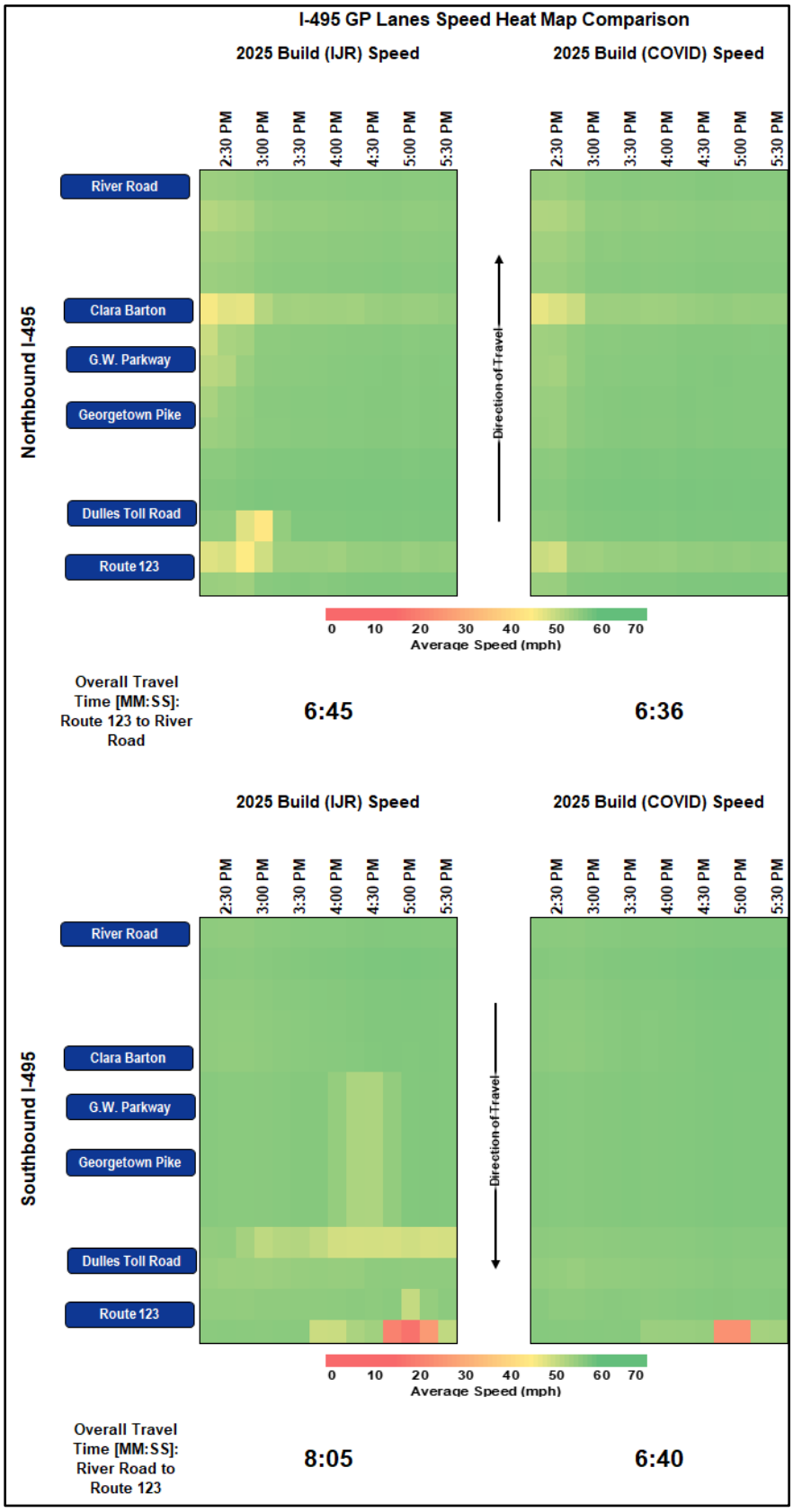


Table 5. Route 193 VISSIM Intersection Results – 2025 No Build PM Peak Hour

Intersection Control	Intersection	2025 No Build IJR		2025 No Build COVID	
		Intersection Microsimulation Delay(sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	158	F	189	F
Signalized	Georgetown Pike and I-495 Southbound Ramps	62	E	31	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	20	B	14	B
Signalized	Georgetown Pike and Balls Hill Road	65	B	24	C
Unsignalized	Georgetown Pike and Dead Run Drive	59	F	13	B

Table 6. Route 193 VISSIM Intersection Results – 2025 Build PM Peak Hour

Intersection Control	Intersection	2025 Build IJR		2025 Build COVID	
		Intersection Microsimulation Delay(sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	28	D	14	B
Signalized	Georgetown Pike and I-495 Southbound Ramps	43	D	25	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	22	C	15	B
Signalized	Georgetown Pike and Balls Hill Road	36	D	20	B
Unsignalized	Georgetown Pike and Dead Run Drive	72	F	11	B

2045 Conditions

Figure 12 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2045 No Build conditions and **Table 7** compares overall intersection HCM-analogous LOS for the intersections along Route 193. A detailed breakdown of intersection delay and LOS, including delay and LOS by approach for all the study intersections, is provided in **Attachment 1.**

- In the northbound direction in the No Build condition, in the TATTR/IJR model, severe congestion is observed spilling back from the ALMB through the traffic operations analysis study area nearly to Route 123, resulting in an approximately 28-minute travel time to traverse the corridor from Route 123 to River Road. In the COVID model, congestion would still be observed spilling back to the Dulles Toll Road during the early portion of the peak period, with some of this congestion having dissipated by the end of the peak period. Travel times are approximately 19 minutes. Note that despite the Maryland managed lanes system being in place, congestion would still be observed in Maryland in the northbound GP lanes.
- In the southbound direction, in the TATTR/IJR model, severe congestion is present north of the ALMB due to the bottleneck between the termini of the Virginia and Maryland managed lane systems; in the COVID model, this congestion would be partially mitigated given the reduced travel demand. In both models, minor congestion remains at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are reduced from approximately 15 minutes in the TATTR/IJR model to approximately 10 minutes in the COVID model.
- Along Route 193, in the TATTR/IJR model, the intersection with Helga Place/Linganore Drive is failing under 2045 No Build conditions due to heavy delays on the southbound approach; this stop-controlled approach sees few gaps for traffic to enter the mainline Route 193 traffic stream due to heavy congestion in along eastbound Route 193 (spilling back from the northbound on-ramp to I-495). This intersection continues to operate at LOS F in the COVID model.

Figure 13 provides speed heat maps and travel times for both directions of the I-495 GP lanes for 2045 Build conditions **Table 8** compares overall intersection HCM-analogous LOS for the intersections along Route 193. A detailed breakdown of intersection delay and LOS, including delay and LOS by approach for all the study intersections, is provided in **Attachment 1.**

- In the northbound direction, in the TATTR/IJR model, even in the 2045 Build condition, congestion is observed spilling back from Maryland through the traffic operations analysis study area to Route 123, resulting in a nearly 24-minute travel time to traverse the corridor from Route 123 to River Road. In the COVID model, much of this congestion would be dissipated; travel times are just over 8 minutes.
- In the southbound direction, in both the TATTR/IJR and COVID models, congestion has largely been eliminated due to the additional capacity provided by the continuous Express Lanes system, with the exception of congestion at the far south end of the study area south of Route 123 in Tysons. End-to-end travel times are less than 8 minutes in both models.
- In the Build scenario, the signalized intersection of Route 193 with the I-495 northbound ramps operates at LOS E in the TATTR/IJR model; with the congestion further relieved along northbound I-495 in the COVID model, this intersection operates at LOS C. The remaining intersections along Route 193 operate under similar delay in both TATTR/IJR and COVID models.

Figure 12. I-495 GP Lanes Speed Heat Maps and Travel Times, 2045 No Build PM Peak Period

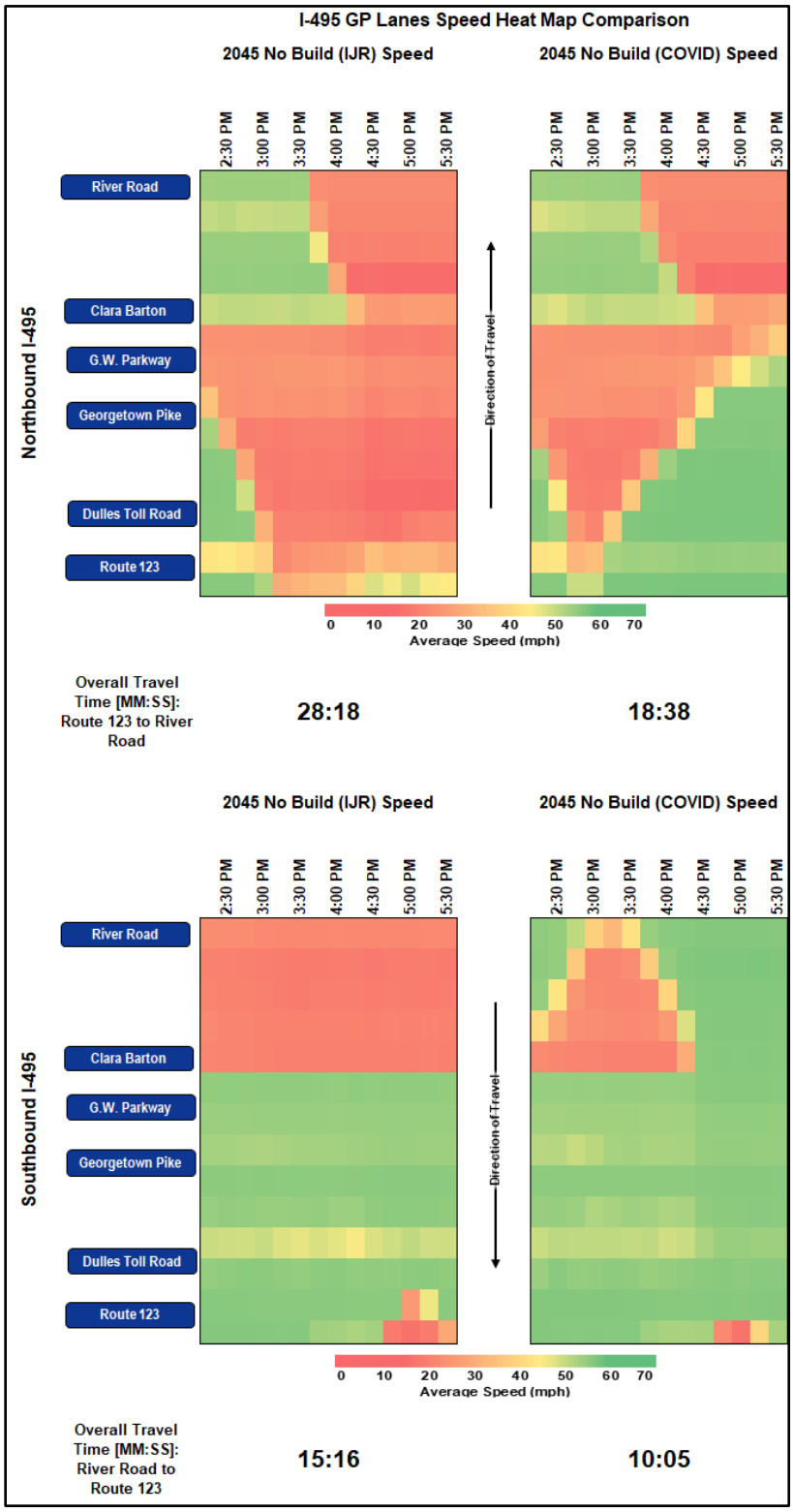


Figure 13. I-495 GP Lanes Speed Heat Maps and Travel Times, 2045 Build PM Peak Period

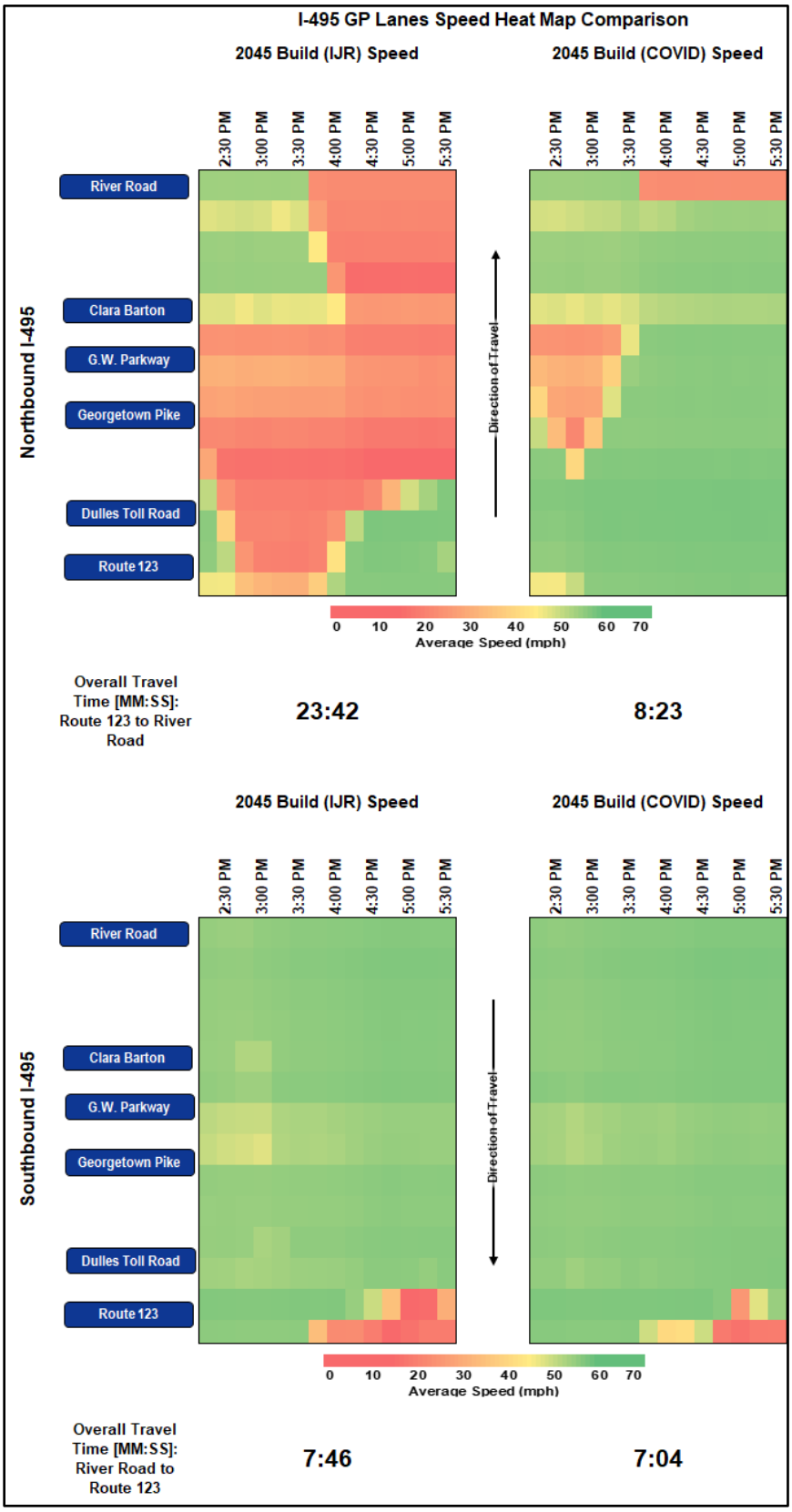


Table 7. Route 193 VISSIM Intersection Results – 2045 No Build PM Peak Hour

Intersection Control	Intersection	2045 No Build IJR		2045 No Build COVID	
		Intersection Microsimulation Delay(sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	126	F	704*	F
Signalized	Georgetown Pike and I-495 Southbound Ramps	25	C	28	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	60	E	56	B
Signalized	Georgetown Pike and Balls Hill Road	41	D	40	C
Unsignalized	Georgetown Pike and Dead Run Drive	41	D	26	D

**Intersection delay is from stop-controlled southbound approach, which has a demand of 5 vph. Synchro delay for this movement is estimated at 53 s for the 2045 No Build COVID model.*

Table 8. Route 193 VISSIM Intersection Results – 2045 Build PM Peak Hour

Intersection Control	Intersection	2045 Build IJR		2045 Build COVID	
		Intersection Microsimulation Delay(sec/veh)	Intersection HCM-Analogous LOS	Intersection Microsimulation Delay (sec/veh)	Intersection HCM-Analogous LOS
Unsignalized	Georgetown Pike and Helga Place/ Linganore Drive	16	C	19	B
Signalized	Georgetown Pike and I-495 Southbound Ramps	22	C	22	C
Signalized	Georgetown Pike and I-495 Northbound Ramps	64	E	20	B
Signalized	Georgetown Pike and Balls Hill Road	18	B	14	B
Unsignalized	Georgetown Pike and Dead Run Drive	14	B	22	C

CONCLUSIONS

- Even with trip-making patterns reduced to the levels observed during Fall 2020 during the COVID-19 pandemic, given the forecasted increase in land use and travel demand, congestion would still be anticipated to be present in the future in the I-495 GP lanes in both directions during the PM peak period.
- Notably, in 2025 prior to the Maryland managed lanes project opening, with the COVID-19 modified traffic forecasts assumed, congestion would still be present in both directions of the I-495 GP lanes, with severe congestion in the northbound direction potentially approaching the ALMB. In the northbound direction, in the TATTR/IJR model, severe congestion results in a nearly 40-minute travel time to traverse the corridor from Route 123 to River Road and in the COVID model, travel times are approximately 32 minutes, suggesting that significant congestion in the northbound GP lanes would still be present in 2025 even with the reductions in travel demand.
- In 2045, even with the Maryland managed lanes system in place and with the COVID-19 reduced traffic forecasts assumed, congestion would be present in both directions of the I-495 GP lanes in the No Build condition. With the I-495 NEXT project in place, in the COVID model, significant travel time savings are observed in both directions along the I-495 GP lanes in the Build condition.
- The reductions in travel demand provide relief to the intersections along Route 193 even in the No Build condition; however, the Build condition generally results in further relief to intersections along Route 193 due to further decreases in travel demand and reduced queue spillback from the northbound I-495 GP lanes.

ATTACHMENT 1: VISSIM INTERSECTION DELAY AND LOS FOR ALL I-495 NEXT VISSIM STUDY AREA INTERSECTIONS

2025 PM Peak Hour Arterial Intersection Results (Proir to Managed Lanes Project)

#	Intersection	Approach	2025 No Build No MD IJR				2025 No Build No MD COVID Volumes				2025 Build No MD IJR				2025 Build No MD COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
6	Route 123 and Tysons Boulevard	NB	331.4	F	174.9	F	170.7	F	114.6	F	324.5	F	169.9	F	252.6	F	143.7	F
		SB	43.6	D			30.3	C			42.2	D			36.8	D		
		EB	219.5	F			195.7	F			199.4	F			203.0	F		
		WB	51.3	D			50.2	D			49.3	D			49.8	D		
4	Westpark Drive and Tysons Connector	NB	14.0	B	11.3	B	8.3	A	8.0	A	11.9	B	10.0	A	7.5	A	7.3	A
		SB	6.9	A			5.3	A			6.4	A			4.9	A		
		WB	16.9	B			20.8	C			16.6	B			19.3	B		
5	Tysons Connector and Express Lanes Ramps	NB	16.9	B	7.4	A	14.6	B	4.9	A	16.9	B	7.5	A	14.3	B	5.1	A
		SB	6.5	A			5.4	A			6.5	A			4.9	A		
		EB	6.6	A			4.1	A			6.8	A			4.3	A		
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	235.2	F	143.0	F	45.6	D	51.7	D	80.8	F	76.3	E	40.2	D	48.8	D
		SB	44.2	D			34.8	C			43.1	D			33.8	C		
		EB	174.0	F			148.6	F			162.7	F			146.2	F		
		WB	156.1	F			78.5	E			130.4	F			75.9	E		
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	97.7	F	67.8	E	50.4	D	43.8	D	71.0	E	56.4	E	45.1	D	41.5	D
		SB	40.1	D			33.6	C			38.2	D			33.5	C		
		EB	33.8	C			26.8	C			32.4	C			26.8	C		
		WB	85.7	F			67.4	E			82.7	F			66.1	E		
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	90.0	F	75.8	E	71.1	E	64.5	E	84.8	F	72.4	E	72.7	E	64.7	E
		SB	35.3	D			39.3	D			34.8	C			40.8	D		
		EB	47.4	D			51.1	D			43.3	D			47.9	D		
		WB	144.5	F			122.7	F			137.7	F			114.0	F		
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	44.2	D	114.5	F	44.2	D	79.6	E	42.1	D	115.1	F	39.8	D	84.7	F
		SB	52.9	D			94.1	F			50.7	D			97.0	F		
		EB	52.6	D			54.6	D			52.5	D			54.1	D		
		WB	607.8	F			167.9	F			602.3	F			194.8	F		
2	Lewinsville Road and Balls Hill Road	SB	37.7	D	116.7	F	37.6	D	116.9	F	37.7	D	117.8	F	37.1	D	122.2	F
		EB	222.0	F			227.7	F			222.9	F			230.0	F		
		WB	7.4	A			7.0	A			7.4	A			7.1	A		
9	Jones Branch Drive and Jones Branch Connector	NB	13.3	B	15.9	B	10.8	B	13.7	B	13.7	B	16.0	B	12.9	B	15.6	B
		SB	12.8	B			11.2	B			12.9	B			12.6	B		
		WB	23.1	C			20.4	C			22.5	C			21.9	C		
10	Jones Branch Connector and Express Lanes Ramps	NB	27.4	C	25.9	C	13.5	B	15.8	B	29.2	C	26.1	C	18.9	B	16.5	B
		SB	40.7	D			44.1	D			41.6	D			47.2	D		
		EB	15.8	B			9.3	A			15.9	B			10.2	B		
		WB	32.8	C			20.5	C			32.9	C			20.7	C		
29	Jones Branch Drive and Capital One (West)	NB	34.0	C	20.4	C	34.7	C	20.0	B	34.0	C	20.2	C	33.7	C	20.6	C
		SB	34.8	C			38.5	D			35.1	D			37.5	D		
		EB	11.9	B			11.1	B			11.4	B			11.8	B		
		WB	10.4	B			8.1	A			10.2	B			9.6	A		
30	Jones Branch Drive and Capital One (East)	NB	16.6	B	6.9	A	15.4	B	6.4	A	17.2	B	7.0	A	16.3	B	6.9	A
		SB	19.5	B			20.3	C			19.8	B			20.6	C		
		EB	2.6	A			2.5	A			2.5	A			2.5	A		
		WB	3.7	A			2.9	A			3.8	A			3.1	A		

#	Intersection	Approach	2025 No Build No MD IJR				2025 No Build No MD COVID Volumes				2025 Build No MD IJR				2025 Build No MD COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	84.0	F	73.9	E	88.1	F	74.4	E	114.0	F	94.1	F	98.6	F	74.8	E
		SB	60.6	E			64.8	E			59.6	E			63.9	E		
		EB	61.2	E			55.7	E			78.5	E			54.5	D		
		WB	83.6	F			80.9	F			112.2	F			76.1	E		
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	12.3	B	17.7	B	15.7	B	19.4	B	15.6	B	19.5	B	14.2	B	17.8	B
		SB	4.9	A			5.7	A			4.9	A			5.0	A		
		EB	70.9	E			73.1	E			71.1	E			73.4	E		
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	33.8	C	35.1	D	38.3	D	38.5	D	38.8	D	41.5	D	39.5	D	41.3	D
		SB	24.3	C			27.1	C			23.5	C			26.5	C		
		WB	68.5	E			73.5	E			92.9	F			87.9	F		
14	Spring Hill Road and Lewinsville Road	NB	112.3	F	73.9	E	120.5	F	77.1	E	120.6	F	76.2	E	122.5	F	77.6	E
		SB	78.0	E			78.4	E			78.1	E			79.8	E		
		EB	67.2	E			70.4	E			67.4	E			67.1	E		
		WB	42.2	D			43.2	D			41.3	D			44.5	D		
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	0.0	A	311.0	F	0.0	A	231.3	F	0.0	A	20.0	C	0.0	A	16.9	C
		SB	311.0	F			231.3	F			20.0	C			16.9	C		
		EB	88.3	F			72.1	F			2.5	A			0.2	A		
		WB	0.4	A			0.6	A			0.6	A			1.3	A		
20	Georgetown Pike and I-495 Southbound Ramps	SB	22.1	C	37.4	D	23.1	C	33.4	C	24.5	C	26.4	C	22.4	C	29.2	C
		EB	57.9	E			51.2	D			23.4	C			24.2	C		
		WB	34.7	C			29.0	C			34.6	C			43.9	D		
19	Georgetown Pike and I-495 Northbound Ramps	NB	272.5	F	89.3	F	239.2	F	68.0	E	417.5	F	68.9	E	347.4	F	47.6	D
		EB	42.5	D			29.4	C			21.0	C			14.0	B		
		WB	118.7	F			75.5	E			57.3	E			30.8	C		
18	Georgetown Pike and Balls Hill Road	NB	3,167.7	F	454.1	F	2,124.4	F	319.5	F	988.2	F	258.4	F	169.9	F	66.7	E
		SB	592.0	F			155.6	F			177.0	F			39.1	D		
		EB	11.4	B			11.0	B			10.7	B			10.1	B		
		WB	420.6	F			244.2	F			206.6	F			80.0	F		
22	Georgetown Pike and Dead Run Drive	NB	1,233.0	F	1,256.9	F	883.8	F	885.5	F	809.0	F	812.6	F	133.0	F	135.8	F
		EB	0.4	A			0.5	A			0.4	A			0.4	A		
		WB	1,713.0	F			855.4	F			654.2	F			159.8	F		

2025 PM Peak Hour Arterial Intersection Results (Maryland Managed Lanes Project in Place)

#	Intersection	Approach	2025 No Build wMD IJR				2025 No Build wMD COVID Volumes				2025 Build wMD IJR				2025 Build wMD COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
6	Route 123 and Tysons Boulevard	NB	324.7	F	174.5	F	108.3	F	95.4	F	333.8	F	177.1	F	162.3	F	112.0	F
		SB	33.6	C			29.7	C			34.4	C			30.2	C		
		EB	245.6	F			203.8	F			245.8	F			198.1	F		
		WB	58.2	E			50.2	D			64.6	E			50.3	D		
4	Westpark Drive and Tysons Connector	NB	13.8	B	11.4	B	9.0	A	8.5	A	12.8	B	10.4	B	8.3	A	7.9	A
		SB	7.2	A			5.0	A			6.4	A			4.9	A		
		WB	17.3	B			22.8	C			16.4	B			21.3	C		
5	Tysons Connector and Express Lanes Ramps	NB	17.0	B	7.6	A	14.8	B	4.8	A	18.4	B	7.4	A	14.6	B	5.1	A
		SB	6.7	A			5.7	A			6.4	A			5.3	A		
		EB	6.8	A			4.0	A			6.7	A			4.4	A		
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	329.8	F	177.1	F	60.2	E	57.2	E	329.5	F	178.7	F	68.0	E	61.1	E
		SB	44.4	D			33.9	C			42.7	D			34.3	C		
		EB	139.7	F			145.4	F			175.6	F			152.3	F		
		WB	163.4	F			74.7	E			142.9	F			78.0	E		
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	111.1	F	76.9	E	66.2	E	53.8	D	109.6	F	71.9	E	70.1	E	51.3	D
		SB	40.0	D			30.3	C			37.0	D			33.4	C		
		EB	69.1	E			65.8	E			32.4	C			27.7	C		
		WB	86.9	F			72.7	E			91.4	F			66.7	E		
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	108.7	F	85.9	F	89.8	F	75.9	E	94.7	F	78.7	E	85.3	F	76.0	E
		SB	36.7	D			42.4	D			35.0	C			43.0	D		
		EB	44.7	D			44.5	D			46.1	D			44.0	D		
		WB	150.9	F			140.5	F			152.5	F			155.8	F		
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	43.6	D	116.3	F	43.9	D	119.2	F	42.4	D	113.9	F	41.3	D	67.3	E
		SB	55.0	D			169.4	F			50.8	D			57.3	E		
		EB	52.8	D			54.2	D			52.2	D			53.6	D		
		WB	615.8	F			269.2	F			596.2	F			181.4	F		
2	Lewinsville Road and Balls Hill Road	SB	38.7	D	116.6	F	37.8	D	118.1	F	37.6	D	117.1	F	38.6	D	121.4	F
		EB	222.5	F			229.6	F			221.7	F			230.0	F		
		WB	7.4	A			7.4	A			7.4	A			6.8	A		
9	Jones Branch Drive and Jones Branch Connector	NB	14.7	B	16.2	B	9.3	A	12.3	B	14.6	B	16.6	B	13.2	B	15.7	B
		SB	11.7	B			9.4	A			12.1	B			12.5	B		
		WB	24.0	C			19.3	B			25.4	C			22.0	C		
10	Jones Branch Connector and Express Lanes Ramps	NB	27.9	C	26.4	C	14.2	B	16.0	B	30.7	C	27.1	C	14.3	B	16.8	B
		SB	41.9	D			45.0	D			42.8	D			45.0	D		
		EB	16.2	B			10.0	B			16.3	B			9.6	A		
		WB	33.6	C			20.3	C			34.7	C			21.6	C		
29	Jones Branch Drive and Capital One (West)	NB	33.0	C	21.0	C	34.4	C	20.7	C	34.1	C	20.5	C	34.3	C	20.8	C
		SB	34.4	C			38.2	D			35.0	D			35.5	D		
		EB	12.6	B			11.1	B			11.7	B			11.6	B		
		WB	12.5	B			11.5	B			10.5	B			9.5	A		
30	Jones Branch Drive and Capital One (East)	NB	16.3	B	8.3	A	15.8	B	7.4	A	17.1	B	7.2	A	16.7	B	7.0	A
		SB	19.6	B			20.0	B			18.7	B			18.4	B		
		EB	3.3	A			2.9	A			3.0	A			2.6	A		
		WB	6.7	A			5.2	A			4.0	A			3.4	A		

#	Intersection	Approach	2025 No Build wMD IJR				2025 No Build wMD COVID Volumes				2025 Build wMD IJR				2025 Build wMD COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	96.9	F	89.0	F	117.5	F	87.8	F	133.9	F	99.8	F	88.4	F	72.3	E
		SB	61.8	E			64.6	E			60.0	E			64.5	E		
		EB	71.7	E			59.6	E			79.3	E			53.8	D		
		WB	112.2	F			97.0	F			114.9	F			76.1	E		
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	15.1	B	20.2	C	18.5	B	21.8	C	15.9	B	20.1	C	14.6	B	18.8	B
		SB	4.6	A			5.8	A			5.1	A			5.6	A		
		EB	73.1	E			72.7	E			71.7	E			71.7	E		
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	37.9	D	61.8	E	41.6	D	40.6	D	37.8	D	39.8	D	37.7	D	38.5	D
		SB	29.0	C			26.1	C			25.3	C			25.6	C		
		WB	211.3	F			75.7	E			80.4	F			77.6	E		
14	Spring Hill Road and Lewinsville Road	NB	121.8	F	75.0	E	129.5	F	80.0	F	120.0	F	76.5	E	126.4	F	79.7	E
		SB	75.8	E			82.6	F			77.1	E			81.9	F		
		EB	61.7	E			70.1	E			68.0	E			68.2	E		
		WB	40.1	D			42.1	D			42.3	D			44.4	D		
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	6.2	A	157.9	F	0.0	A	187.5	F	0.0	A	28.0	D	0.0	A	13.8	B
		SB	157.9	F			187.5	F			12.8	B			13.8	B		
		EB	59.4	F			35.7	E			0.2	A			0.5	A		
		WB	1.1	A			1.1	A			0.9	A			1.2	A		
20	Georgetown Pike and I-495 Southbound Ramps	SB	75.8	E	61.7	E	22.4	C	30.9	C	36.2	D	42.5	D	20.2	C	25.3	C
		EB	45.0	D			38.8	D			22.7	C			23.3	C		
		WB	62.9	E			36.0	D			66.5	E			33.9	C		
19	Georgetown Pike and I-495 Northbound Ramps	NB	38.7	D	19.9	B	36.0	D	14.2	B	35.6	D	21.5	C	37.9	D	15.3	B
		EB	14.9	B			11.8	B			12.8	B			13.3	B		
		WB	20.9	C			13.1	B			24.7	C			12.8	B		
18	Georgetown Pike and Balls Hill Road	NB	184.2	F	65.0	E	51.9	D	24.4	C	55.5	E	35.5	D	48.6	D	20.0	B
		SB	41.7	D			35.5	D			34.5	C			32.6	C		
		EB	11.9	B			10.4	B			9.9	A			9.9	A		
		WB	52.5	D			20.5	C			43.4	D			16.2	B		
22	Georgetown Pike and Dead Run Drive	NB	55.5	F	58.6	F	12.9	B	13.0	B	70.3	F	71.5	F	10.6	B	10.7	B
		EB	0.4	A			0.3	A			0.3	A			0.3	A		
		WB	41.1	E			0.8	A			49.3	E			0.5	A		

2045 PM Peak Hour Arterial Intersection Results

#	Intersection	Approach	2045 No Build IJR				2045 No Build COVID Volumes				2045 Build IJR				2045 Build COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
6	Route 123 and Tysons Boulevard	NB	490.2	F	206.0	F	466.0	F	180.1	F	493.0	F	209.9	F	465.4	F	213.0	F
		SB	42.1	D			35.3	D			34.3	C			29.4	C		
		EB	169.5	F			53.8	D			207.4	F			198.2	F		
		WB	78.1	E			48.8	D			67.4	E			56.6	E		
4	Westpark Drive and Tysons Connector	NB	20.9	C	15.8	B	9.6	A	9.8	A	27.2	C	18.8	B	23.4	C	16.1	B
		SB	9.7	A			6.9	A			10.8	B			7.3	A		
		WB	22.3	C			20.8	C			23.7	C			23.9	C		
5	Tysons Connector and Express Lanes Ramps	NB	21.3	C	13.8	B	18.9	B	8.0	A	23.7	C	13.73	B	21.7	C	10.71	B
		SB	7.1	A			6.0	A			6.9	A			6.7	A		
		EB	14.0	B			7.4	A			13.8	B			10.4	B		
31	Route 123 and EB DTR/SB I-495 C-D Road	NB									5.0	A	6.9	A	4.8	A	5.8	A
		SB									5.3	A			4.7	A		
		EB									15.2	B			11.0	B		
32	Route 123 and NB I-495 Ramp	NB									10.2	B	23.7	C	9.0	A	17.4	B
		SB									21.0	C			19.8	B		
		WB									45.5	D			26.1	C		
7	Route 123 and Capital One Tower Drive/ Old Meadow Road	NB	58.2	E	80.2	F	53.8	D	80.1	F	55.6	E	77.5	E	47.6	D	76.6	E
		SB	45.8	D			44.8	D			37.8	D			39.8	D		
		EB	128.3	F			167.1	F			165.4	F			163.0	F		
		WB	249.8	F			245.1	F			264.8	F			272.9	F		
8	Route 123 and Scotts Crossing Boulevard/ Colshire Drive	NB	41.4	D	80.3	F	33.2	C	74.5	E	31.5	C	71.4	E	30.2	C	67.2	E
		SB	77.2	E			63.4	E			56.7	E			43.4	D		
		EB	113.4	F			108.2	F			110.5	F			110.5	F		
		WB	133.7	F			130.6	F			135.0	F			126.8	F		
1	Route 123 and Route 267 Eastbound Off-Ramp/ Anderson Road	NB	59.4	E	192.9	F	36.8	D	69.2	E	48.5	D	89.3	F	39.4	D	60.1	E
		SB	433.5	F			89.3	F			110.6	F			60.1	E		
		EB	47.0	D			46.3	D			139.2	F			46.8	D		
		WB	155.6	F			153.0	F			164.3	F			169.3	F		
33	Route 123 & EB DTR Ramps	NB									5.3	A	198.6	F	5.3	A	15.6	B
		SB									361.3	F			23.0	C		
3	Route 123 and Lewinsville Road/ Great Falls Street	NB	44.6	D	230.1	F	47.6	D	91.7	F	42.9	D	260.2	F	40.3	D	89.2	F
		SB	401.7	F			58.6	E			515.9	F			53.6	D		
		EB	69.3	E			55.2	E			77.2	E			53.7	D		
		WB	922.0	F			355.0	F			1,002.3	F			355.8	F		
2	Lewinsville Road and Balls Hill Road	SB	290.7	F	168.7	F	42.2	D	132.3	F	533.9	F	212.1	F	41.2	D	130.2	F
		EB	228.8	F			267.6	F			259.5	F			262.8	F		
		WB	7.2	A			7.4	A			7.1	A			8.1	A		
9	Jones Branch Drive and Jones Branch Connector	NB	229.4	F	76.6	E	21.3	C	21.3	C	614.7	F	143.9	F	67.6	E	36.3	D
		SB	35.9	D			13.0	B			73.7	E			14.9	B		
		WB	38.7	D			32.9	C			38.3	D			33.1	C		
10	Jones Branch Connector and Express Lanes Ramps	NB	73.9	E	132.6	F	37.0	D	43.2	D	50.1	D	138.0	F	28.8	C	41.8	D
		SB	497.4	F			112.6	F			63.4	E			53.0	D		
		EB	188.2	F			59.5	E			297.5	F			64.7	E		
		WB	26.5	C			17.4	B			34.2	C			18.1	B		
29	Jones Branch Drive and Capital One (West)	NB	70.9	E	93.5	F	42.7	D	56.1	E	77.2	E	99.5	F	44.6	D	59.8	E
		SB	54.3	D			49.0	D			54.6	D			53.4	D		
		EB	211.8	F			110.3	F			221.2	F			120.8	F		
		WB	17.6	B			16.2	B			18.8	B			15.6	B		
30	Jones Branch Drive and Capital One (East)	NB	431.3	F	72.3	E	315.5	F	63.4	E	447.4	F	70.7	E	355.2	F	66.6	E
		SB	64.6	E			45.3	D			54.2	D			51.2	D		
		EB	81.9	F			68.3	E			78.3	E			71.7	E		
		WB	18.9	B			15.0	B			16.4	B			15.1	B		

#	Intersection	Approach	2045 No Build IJR				2045 No Build COVID Volumes				2045 Build IJR				2045 Build COVID Volumes			
			Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS	Average Approach Delay (sec/veh)	Approach LOS	Intersection Delay (sec/veh)	Intersection LOS
11	International Drive and Spring Hill Road/ Jones Branch Drive	NB	53.8	D	47.6	D	37.4	D	39.5	D	69.2	E	51.4	D	39.8	D	40.1	D
		SB	43.8	D			45.9	D			42.3	D			46.2	D		
		EB	50.9	D			49.3	D			51.9	D			49.9	D		
		WB	44.1	D			28.3	C			45.5	D			28.3	C		
12	Spring Hill Road and Dulles Toll Road Eastbound Ramps	NB	14.5	B	21.6	C	7.4	A	18.2	B	17.2	B	23.6	C	7.6	A	18.4	B
		SB	8.3	A			6.3	A			11.4	B			8.0	A		
		EB	70.2	E			68.4	E			69.7	E			69.8	E		
13	Spring Hill Road and Dulles Toll Road Westbound Ramps	NB	34.2	C	31.6	C	21.9	C	22.8	C	38.7	D	38.1	D	24.5	C	26.8	C
		SB	17.2	B			13.1	B			23.0	C			15.0	B		
		WB	56.3	E			43.2	D			65.1	E			55.5	E		
14	Spring Hill Road and Lewinsville Road	NB	106.3	F	67.2	E	59.5	E	47.8	D	112.7	F	69.1	E	73.1	E	54.4	D
		SB	64.9	E			59.0	E			65.1	E			63.4	E		
		EB	47.3	D			43.7	D			46.4	D			47.3	D		
		WB	38.6	D			35.1	D			38.4	D			36.8	D		
23	Georgetown Pike and Helga Place/ Linganore Drive	NB	0.0	A	125.6	F	0.0	A	703.6	F	0.0	A	15.9	C	0.0	A	18.5	C
		SB	125.6	F			703.6	F			12.0	B			18.5	C		
		EB	27.0	D			96.6	F			0.4	A			0.2	A		
		WB	3.1	A			3.7	A			4.1	A			3.9	A		
20	Georgetown Pike and I-495 Southbound Ramps	SB	22.5	C	24.5	C	23.6	C	27.7	C	22.0	C	21.6	C	24.4	C	21.9	C
		EB	38.8	D			52.5	D			22.9	C			27.0	C		
		WB	18.0	B			14.4	B			20.8	C			18.0	B		
19	Georgetown Pike and I-495 Northbound Ramps	NB	305.1	F	60.3	E	235.9	F	56.0	E	310.4	F	63.6	E	26.3	C	20.2	C
		EB	45.9	D			47.3	D			39.1	D			34.7	C		
		WB	19.5	B			25.1	C			10.0	A			11.7	B		
18	Georgetown Pike and Balls Hill Road	NB	80.1	F	40.7	D	118.7	F	40.0	D	39.4	D	18.4	B	42.9	D	13.5	B
		SB	35.9	D			25.5	C			29.3	C			19.8	B		
		EB	9.3	A			7.2	A			8.8	A			5.6	A		
		WB	42.9	D			36.1	D			16.6	B			11.4	B		
22	Georgetown Pike and Dead Run Drive	NB	1.4	A	40.6	E	1.3	A	25.6	D	13.7	B	13.8	B	21.7	C	21.8	C
		EB	0.6	A			0.4	A			0.5	A			0.3	A		
		WB	56.9	F			7.2	A			1.3	A			0.6	A		